





# Development of the Road Safety Strategic Plan in Greece 2021-2030

#### **Alexandra Laiou**

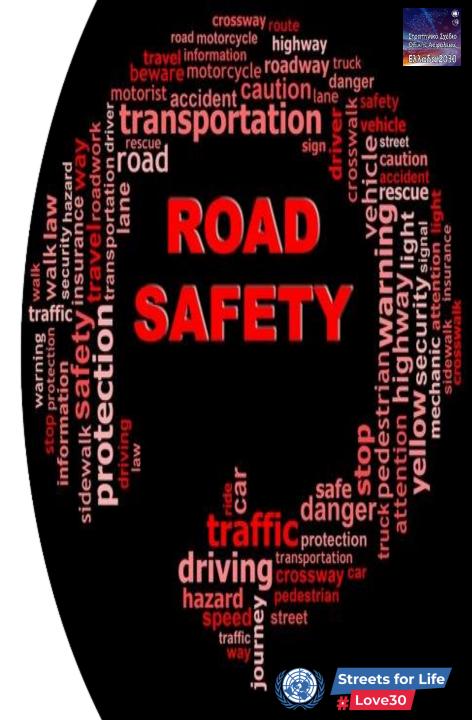
Transportation Engineer, Research Associate

Together with:

Dimitrios Nikolaou, Eva Michelaraki, Katerina Folla, Anastasios Dragomanovits and George Yannis

## Background

- ➤ Road accidents are a major global social problem which the United Nations General Assembly has called "Global Road Safety Crisis"
- ➤ Safe System Approach: Accept that no person should be killed or seriously injured in road accidents and share responsibility for road safety
- ➤ Vision Zero: Complete elimination of the number of deaths and serious injuries in road accidents
- ➤ Sustainable Development Goals (WHO-UN)
- ➤ 3rd Global High-Level Conference on Road Safety Stockholm Declaration
- ➤ EU road safety policy framework 2021-2030: Halve the number of road deaths and serious injuries



## Road safety in Greece

- ➤ The economic and social costs of road deaths, injuries and material damages of recorded road accidents with victims is estimated about €2.4 billion per year
- ➤ Greece was the only EU country that achieved the decade 2010-2020 target of 50% road fatalities reduction, with a performance of -54%
- ➤ However, Greece is still ranked 20th among EU countries
- ➤ Greek drivers have significantly improved their driving behavior, initially due to the financial crisis, but then maintained this behavior as a result of a continuously improved road safety culture



#### Road accident factors in Greece



- Driving at high speeds
- ➤ High rates of motorcyclists
- ➤ Low rates of belt and helmet use, especially for passengers
- Unorganized and unprotected traffic of vulnerable road users
- Driving under the influence of alcohol and using a mobile phone
- Aggressive driving

% Fatalities (2019)	Greece	EE
Inside built up areas	54%	38%
Drivers	68%	64%
Passengers	11%	15%
Pedestrians	21%	20%
Motorcyclists/Moped riders	36%	18%
Young drivers (18-24) (% drivers)	13%	13%
Older drivers (64+) (% drivers)	21%	23%
Single vehicle accidents (% drivers and passengers)	52%	39%

Fatalities in Passenger Cars (2019)									
Seat belt use	No Seat belt use/ not recorded	Total							
53	149	202							
26%	74%	100%							

Fatalities in Motoro	yclists/Moped riders (2019)						
Helmet use	No Helmet belt use/ not recorded	Total					
84	163	247					
34%	66%	100%					





#### Basic road safety figures in Greece 2010-2020



	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2020/2019	2020/2010	2016/2020
Injury Road accidents	15,032	13,849	12,398	12,109	11,690	11,440	11,318	10,848	10,737	10,712	9,105	-15.0%	-39.4%	-19.6%
Fatalities	1,258	1,141	988	879	795	793	824	731	700	688	579	-15.8%	-54.0%	-29.7%
Serious Injuries	1,709	1,626	1,399	1,212	1,016	999	879	706	727	652	487	-25.3%	-71.5%	-44.6%
Slight Injuries	17,399	15,633	14,241	13,963	13,548	13,097	12,946	12,565	12,422	12,350	10,130	-18.0%	-41.8%	-21.8%
Vehicle Fleet (x1000)	8,062	8,087	8,070	8,035	8,048	8,076	8,173	8,263	8,237	8,402	8,519	1.4%	5.7%	4.2%
Fatalities per million vehicles	156	141	122	109	99	98	101	88	85	82	68	-17.0%	-56.4%	-32.6%
													2019/2010	
Speed infringements	263,382	238,033	186,675	178,816	156,892	173,476	176,592	208,190	213,333	234,169			-11.1%	
Drink & drive infringements	38,033	34,992	30,707	30,853	29,597	29,191	33,192	32,964	33,394	31,557			-17.0%	
Seat belt infringements	49,703	37,120	33,722	35,478	34,526	29,611	34,831	31,510	33,380	34,594			-30.4%	
Helmet infringements	51,526	47,250	47,736	58,122	54,354	52,783	63,971	59,405	52,706	52,089		10 m	1.1%	



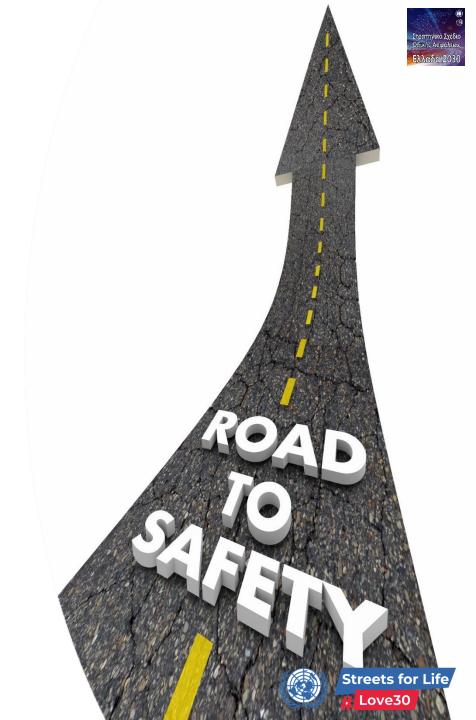




## Framework and Objectives

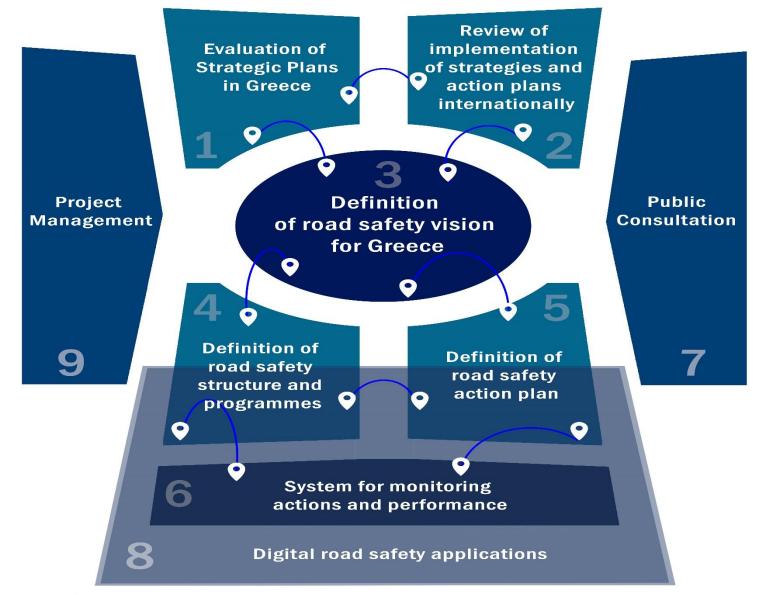
- ➤ Adoption of:
  - Safe System Approach
  - Vision Zero by 2050

➤ Alignment with the European Strategy aiming to reduce the number of fatalities and serious injuries in road accidents by 50% by 2030 with 2019 as the baseline year (according to EU decisions)



## Methodological Framework

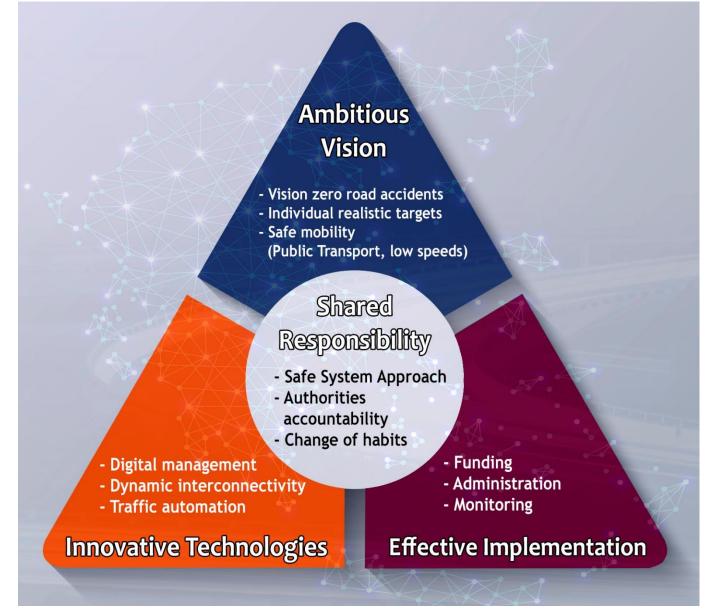






## Ambitious Vision – Shared responsibility







#### Open Public Consultation

Στρατηγικό Σχέδιο Οδικής Ασφάλειας Ελλάδα 2030

- ➤ All key components of the Strategic Plan will be subject to a wide and organized Open Consultation
- The aim of the Consultation is the wide participation of all public and non-public road safety stakeholders in the formulation of the National Strategic Road Safety Plan, marking the transition to a new, modern and effective road safety management



www.nrso.ntua.gr/nrss2030



#### Scientific and Social Impact

- ➤ All road safety factors (road user, road environment, vehicles, enforcement, social, institutional and economic environment) will be addressed in the proposed programmes
- The need for developing a shared responsibility will be clearly established
- For the first time all public and non-public road safety stakeholders can actively participate in the development of the strategic plan through a wide and organized consultation
- Multi-level digital applications will be exploited to make technology a great ally in the new road safety model



#### **Future Challenges**

- The key to achieving the ambitious vision of the strategic plan is its effective implementation
- The successful implementation requires:
  - targeted and efficient funding
  - strong and knowledgeable administration
  - appropriate selection of initiatives
  - continuous monitoring, review and improvement











# Development of the Road Safety Strategic Plan in Greece 2021-2030

#### **Alexandra Laiou**

Transportation Engineer, Research Associate

Together with:

Dimitrios Nikolaou, Eva Michelaraki, Katerina Folla, Anastasios Dragomanovits and George Yannis