

National Technical University of Athens
School of Civil Engineering
Department of Transportation Planning and Engineering



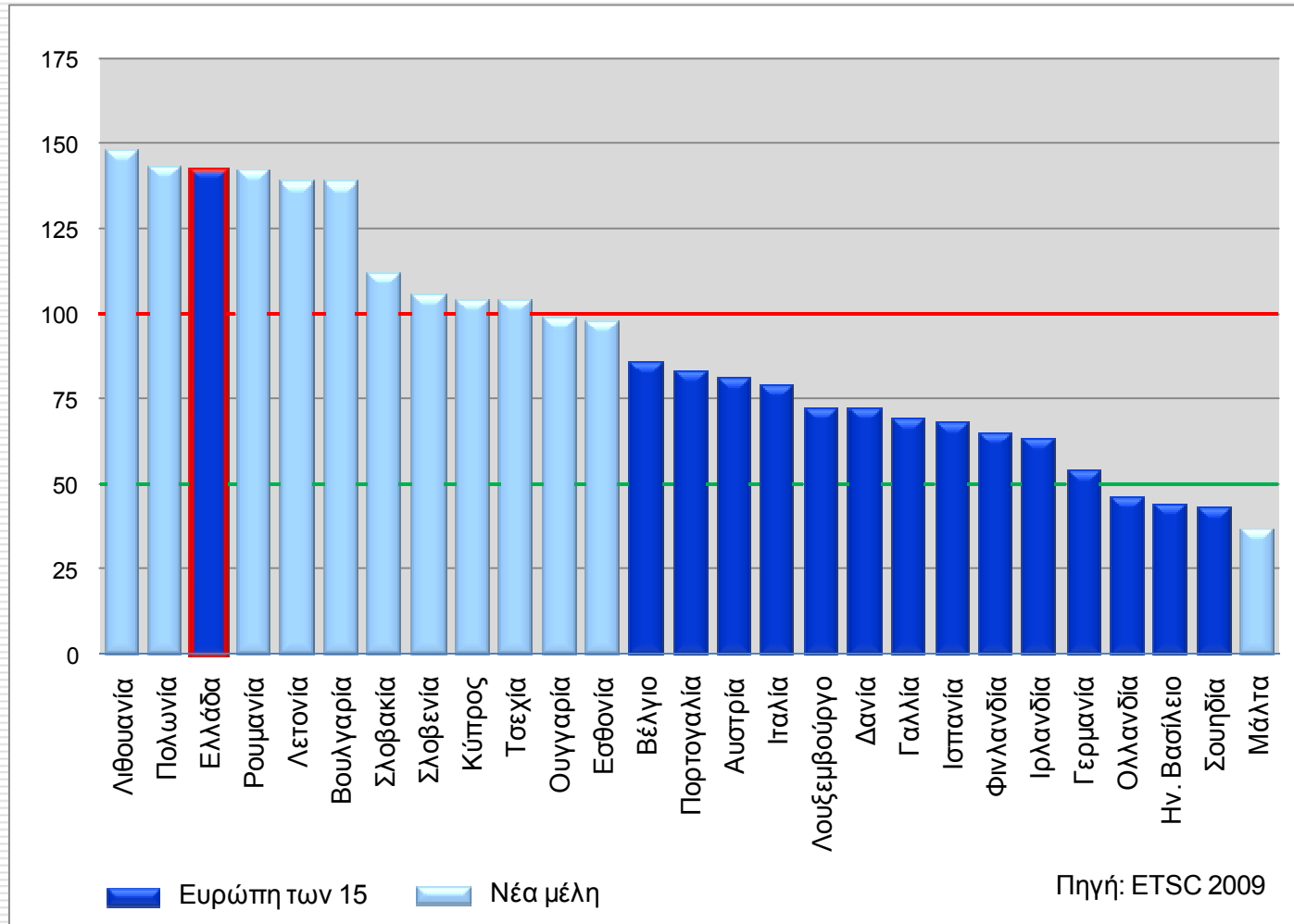
Road Safety Trends in Greece

George Yannis
Associate Professor
National Technical University of Athens

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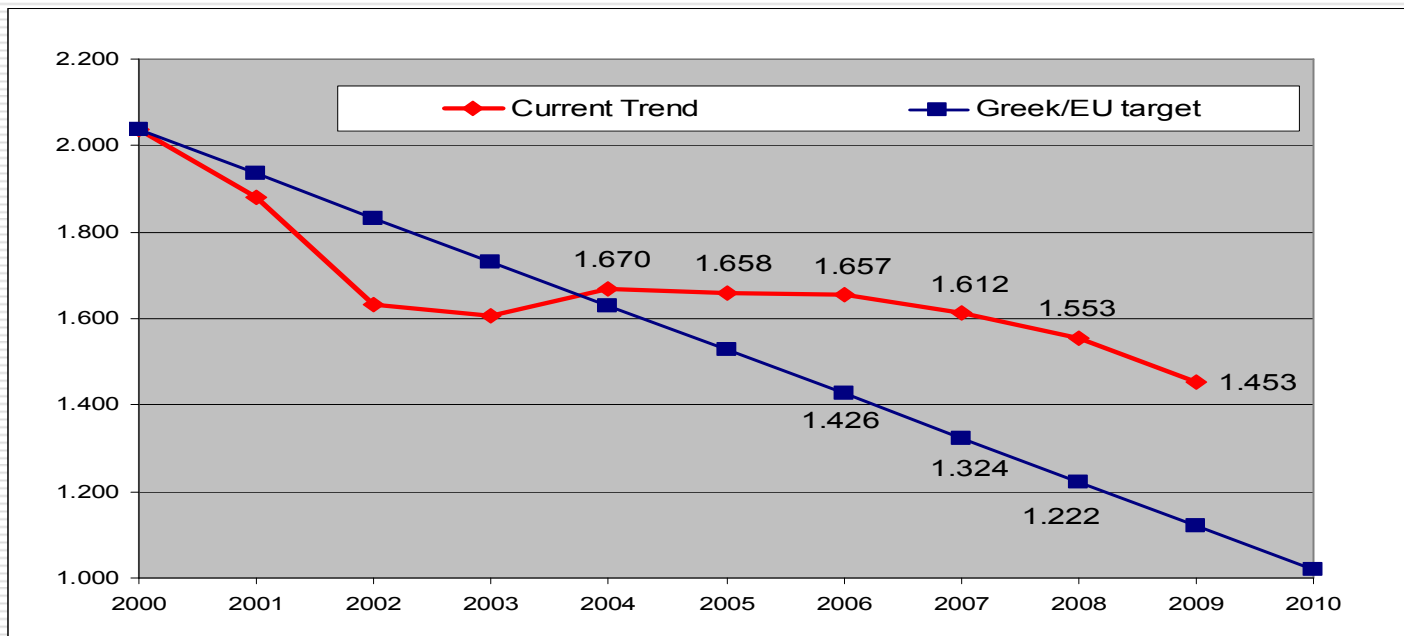
GREECE IN THE EU

Number of road fatalities per population (2008)



TRENDS AND TARGETS 2000 - 2010

- The target of the 2nd national road safety strategic plan was set to the reduction by 2010 of 50% of the total number of fatalities (in relation to 2000), aligned to the respective European target.



- In the next national road safety strategic plan (2011 - 2020), currently carried out by NTUA, alignment to the European targets and sub-targets will be considered.



TRENDS FOR 2008 AND 2009

- In 2008, Greece observed a 3,7 % reduction in fatalities comparing to 2007. Additionally, a reduction by 2,7% is observed in the number of road accidents, despite the overall increase of the number of vehicles by 4,7%.
- In 2009, Greece observed a 6,8%* further reduction in fatalities comparing to 2008, despite the overall increase of the number of vehicles by 4,6%*.
- The new Road Code (2007) as well as decreased traffic flows due to recession are considered as the main reasons behind this important decrease in the number of road accident fatalities.

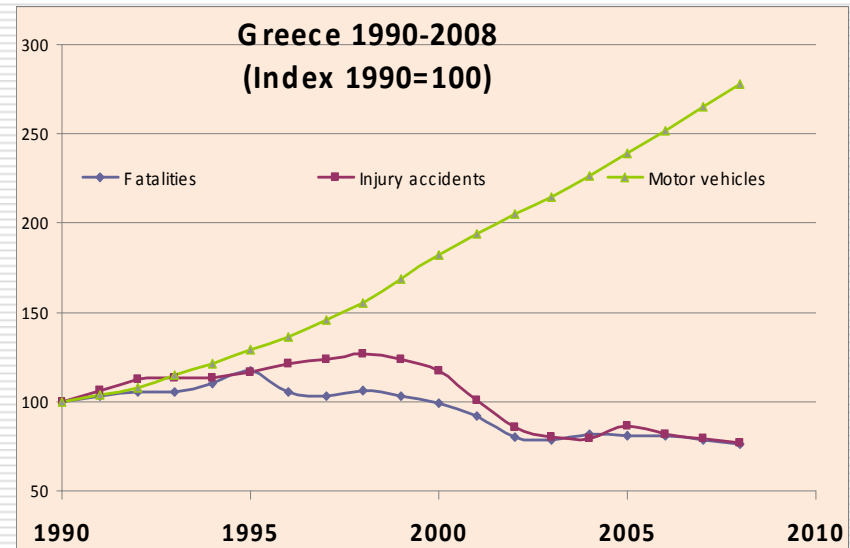
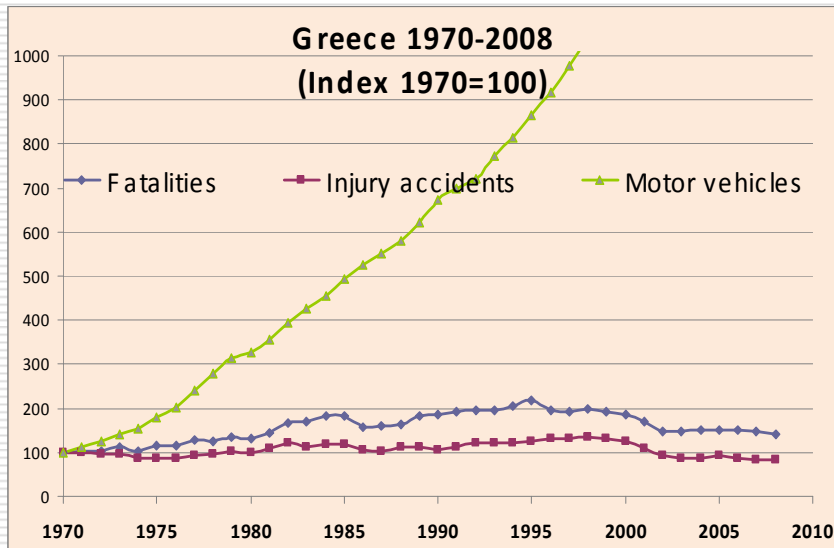
*Provisional data



LONG TERM TRENDS (1/2)

	1970	1990	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009*
Fatalities	1.099	2.050	2.037	1.880	1.634	1.605	1.670	1.658	1.657	1.612	1.553	1.453*
Injury crashes	18.289	19.609	23.001	19.671	16.809	15.751	15.547	16.914	16.019	15.499	15.083	14.914*

*Provisional data



LONG TERM TRENDS (2/2)

- The number of motorised vehicles in Greece was multiplied by nearly 20 between 1970 and 2008 (almost tripled since 1990).
- The level of road safety deteriorated significantly between 1970 and 1995 (+119%), when it reached a peak with 2.411 fatalities.
- Between 1995 and 2008, Greece observed a sharp decrease in fatalities (-36%), mainly attributed to the enforcement intensification implemented within the first road safety strategic plan (2001-2005), but also to the important traffic flows increase (and the subsequent average speed decrease). However, the fatality decrease has clearly decelerated after 2004.
- During the last decade, Greece has shown the lowest level of road safety (highest fatalities rate) among the 15 older European Union (EU) countries and one of the lowest levels among the 27 EU countries reflecting the insufficient effort of both the Authorities and the citizens.
- The fatality rate (deaths per 10,000 vehicles) in Greece has decreased from 5.7 in 1996 (2.6 in the EU 27) to 2.3 in 2006 (1.5 in the EU 27), highlighting the great potential for further improvement if a more systematic effort is made.



ACCIDENT TRENDS - ROAD USERS

- Since the peak in fatalities in the 1995, all road users, with the exception of motorised two wheelers, have benefited from the overall improvement of road safety.

	1990		2000		2007		2008		% change over		
	Count	%	Count	%	Count	%	Count	%	2008-2007	2008-2000	2007-1990
Passenger car occupants	712	35%	891	44%	769	48%	708	46%	-8%	-21%	-1%
Bicyclists	26	1%	22	1%	16	1%	22	1%	38%	0%	-15%
Mopeds	192	9%	90	4%	43	3%	41	3%	-5%	-54%	-79%
Motorcycles and scooters	274	13%	412	20%	426	26%	394	25%	-8%	-4%	44%
Pedestrians	524	26%	375	18%	255	16%	248	16%	-3%	-34%	-53%
Other	322	16%	247	12%	103	6%	140	9%	36%	-43%	-57%
Total	2050	100%	2037	100%	1612	100%	1553	100%	-4%	-24%	-24%

- Since 1990, the number of motorcycles has been multiplied by more than 6, which explains in part the increase in the number of motorcyclists killed.



BASIC ROAD ACCIDENT RATES

- Number of fatalities per billion vehicle-kilometres (2004)

Driver age	Vehicle type			Total
	Moped	Motorcycle	Passenger car	
16-17	54.7			54.7
18-24	26.7	202.0	25.2	40.6
25-34	18.4	62.3	7.7	11.9
35-44	45.3	59.5	6.3	9.3
45-54	42.5	30.1	5.3	6.3
55-64	26.6	141.9	6.5	7.9
>65	357.8	115.4	11.5	17.0
Total	40.1	77.8	8.0	11.8

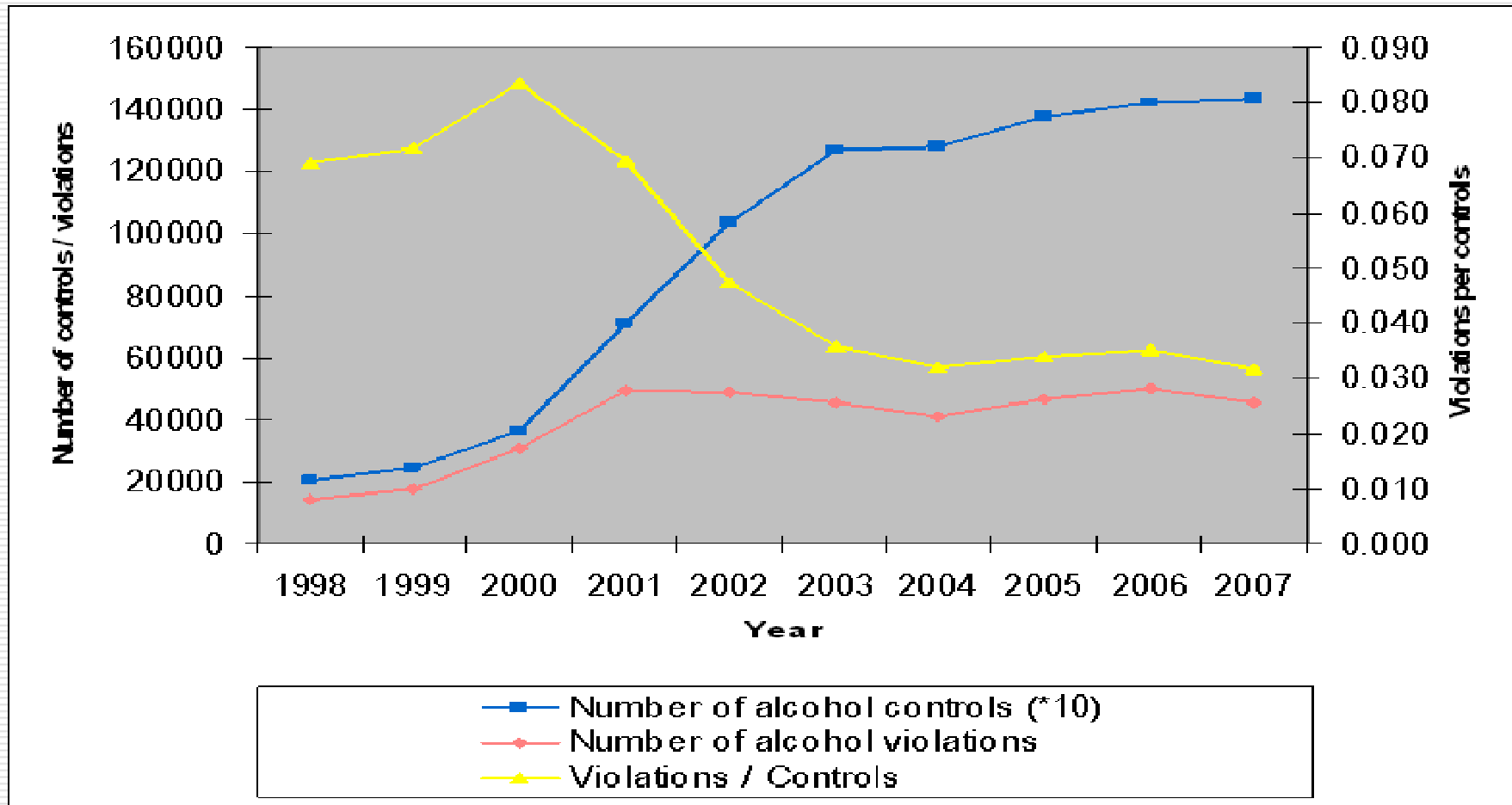


GENERAL TRENDS OF DRIVING BEHAVIOUR

	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	% Change
Number of alcohol controls	202,161	246,611	365,388	710,998	1,034,630	1,271,273	1,281,102	1,380,081	1,424,557	1,433,865	609%
Number of alcohol violations	13,996	17,665	30,507	49,464	48,949	45,546	40,986	46,934	50,174	45,668	
Violations / Controls	0.069	0.072	0.083	0.070	0.047	0.036	0.032	0.034	0.035	0.032	-54%
Number of accidents	24,819	24,231	23,001	19,671	16,809	15,751	15,547	16,914	16,019	15,499	-38%
Number of fatalities	2,182	2,116	2,037	1,88	1,634	1,605	1,67	1,658	1,657	1,612	-26%

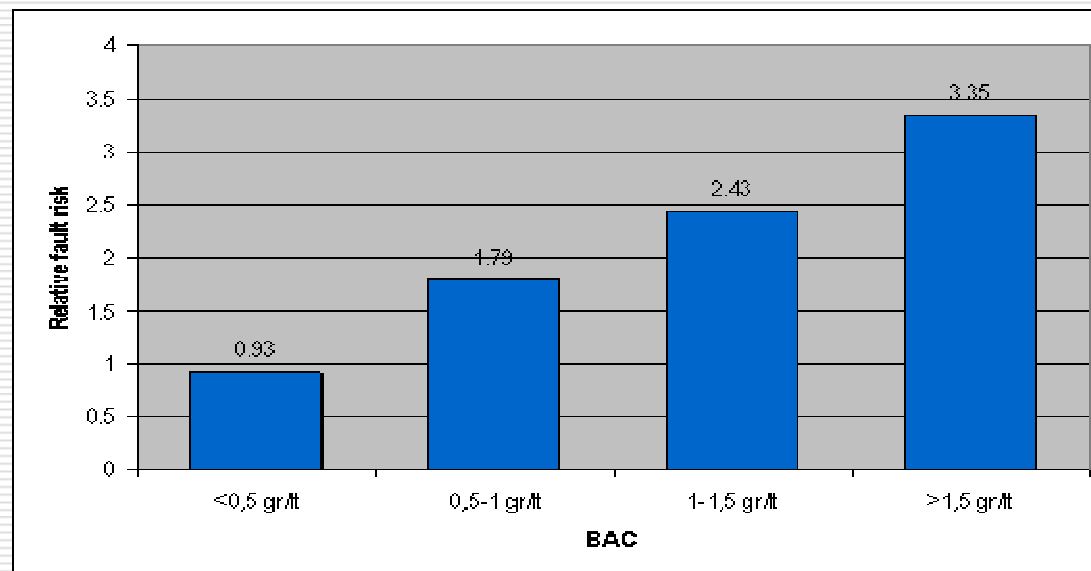


DRINKING AND DRIVING (1/2)



DRINKING AND DRIVING (2/2)

- According to the Greek Road Code, the maximum permissible BAC is 0.5 mg/l when measured by blood testing (for professional drivers, motorcycles and mopeds the BAC limit is 0.20 mg/l for breath testing, since 2007).
- Analysis for the period 2000 - 2008, using the induced exposure technique, revealed that the accident risk for drivers under the influence of alcohol is 2,4 times higher than the respective risk of the other drivers.



SEAT BELT USE

- Seat belt use has been compulsory in front seats since 1987 and in rear seats since 2003
- The rate of seat belt use is 77% for the driver, 74% for the other front passenger and only 23% for the rear seats passengers (2009 data).

	Urban area			Outside urban area			Total		
Set belt use	Driver	Front passenger	Rear passenger	Driver	Front passenger	Rear passenger	Driver	Front passenger	Rear passenger
YES	72%	68%	19%	88%	85%	28%	77%	74%	23%
NO	28%	32%	81%	12%	15%	72%	23%	26%	77%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%



HELMET USE

- Helmet wearing is compulsory for all motorcycles and moped riders
- The wearing rate is 75% for drivers and 46% for passengers (2009 data).

	Urban area		Outside urban area		Total	
Helmet use	Driver	Passenger	Driver	Passenger	Driver	Passenger
YES	73%	41%	96%	91%	75%	46%
NO	27%	59%	4%	9%	25%	54%
Total	100%	100%	100%	100%	100%	100%



NATIONAL ROAD SAFETY STRATEGIES

- The 1st national road safety plan (2001-2005) and its implementation has contributed to a significant decrease in the number of road accidents and related casualties in Greece.
- The second national road safety strategic plan (2006-2010) proposed a set of 50 priority measures were proposed and some of them were implemented focusing mainly on:
 - intensification of road safety enforcement;
 - maintenance and road safety interventions on interurban roads;
 - programme of motorway development (2,500 kms of motorways);
 - a modern and stricter Road Code already in force since June 2007;
 - frequent and targeted road safety education and information campaigns.



FUTURE CHALLENGES

- The current low level of road safety in Greece together with the significant reduction of road casualties during the last decade indicate that there is a great potential for further improvements.
- A more systematic effort needs to be made also taking into account the successful practices of the other European countries that have shown significant improvement.
- The new road safety strategic plan (2011 – 2020) and the new targets, programmes and measures can be a very useful tool for a more efficient performance of Greece.
- The consistent and continuous implementation of the priority measures by all parties involved (citizens and Authorities) is a tool for the achievement of the European and national targets.

