

3rd EU-ASEAN Road Safety Workshop & Capacity Building

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How EU Member States developed and
adopted their national road safety
strategy/action plan for the decade 2021-2030

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Presentation Outline

- EU Member States Strategies
- The example of Greece
- Concluding Remarks



EU Member States Strategies



Survey across EU countries

- Experiences concerning current National Road Safety Strategic Plans were recorded through a **survey** among EU countries.
(April 2021, update: January 2023)
- A total of **22 countries** responded to the survey (Belgium, Czechia, Denmark, Germany, Estonia, Ireland, Greece, Spain, Croatia, Italy, Cyprus, Lithuania, Luxembourg, Hungary, Netherlands, Austria, Poland, Portugal, Slovenia, Slovakia, Finland, Sweden)
- **Results** from the survey have been reported in a summary table.



Strategic Plan Time Period

10+ year plans: 18 countries

2013-2022: Slovenia

2016-2025: Estonia

2021-2030: Czechia, Denmark, Germany, Ireland,
Greece, Spain, Croatia, Italy, Cyprus,
Austria, Poland, Portugal, Slovakia

2018-2030: Netherlands

2020-2030: Lithuania, Sweden

5 or less year plans: 4 countries

2019-2023: Luxembourg

2020-2022: Hungary

2021-2025: Belgium

2022-2026: Finland



Target - Fatalities

- **-50%: 16 countries**
(Belgium, Czechia, Ireland, Greece, Spain, Croatia, Italy, Cyprus, Lithuania, Austria, Poland, Portugal, Slovenia, Slovakia, Finland, Sweden)
- **-40%: 1 country**
(Germany)
- **Specific number of fatalities: 2 countries**
(Denmark, Estonia)
- **Other/Not defined: 3 countries**
(Luxembourg, Hungary, Netherlands)



Target - Serious injuries

- **-50%: 15 countries**
(Belgium, Czechia, Ireland, Greece, Spain, Croatia, Italy, Cyprus, Lithuania, Austria, Poland, Portugal, Slovenia, Slovakia, Finland)
- **-25%: 1 country**
(Sweden)
- **Specific number: 2 countries**
(Denmark, Estonia)
- **Other/Not defined: 4 countries**
(Germany, Luxembourg, Hungary, Netherlands)



Safe System Approach - Vision Zero

➤ Safe System Approach: 19 countries

(Belgium, Czechia, Denmark, Germany, Ireland, Greece, Spain, Croatia, Italy, Cyprus, Lithuania, Hungary, Netherlands, Austria, Poland, Portugal, Slovakia, Finland, Sweden)

➤ Vision Zero: 21 countries

(Belgium, Czechia, Germany, Estonia, Ireland, Greece, Spain, Croatia, Italy, Cyprus, Lithuania, Luxembourg, Hungary, Netherlands, Austria, Poland, Portugal, Slovenia, Slovakia, Finland, Sweden)



Countries	National Strategic Plan	Period	Authority	Fatalities	Serious Injuries	Safe System Approach	Vision Zero	Released	Baseline	Actions - Measures
Belgium	Yes	2021-2025	Ministry of Mobility, Ministry of Justice, Ministry of Interior	-50%	-50%	Yes	Yes	Yes	2019	32 Measures
Czechia	Yes	2021-2030	Ministry of Transport (and other organizations defined in Action Plan)	-50%	-50%	Yes	Yes	Yes	Avg 2017-2019	65 measures within 5 priority areas
Denmark	Yes	2021-2030	Danish Road Safety Commission	max 90	max 900	Yes	-	Yes	Avg 2017-2019	52 Actions
Germany	Yes (>1, federal structure)	2021-2030	Ministry of Transport and Digital Infrastructure (contribution of various stakeholders)	-40%	significant reduction	Yes	Yes	Yes	2021	12 fields of Action
Estonia	Yes	2016-2025	multidiscipline working groups led by the Transport Administration	max 40 (as a 3-year average by 2025)	max 330 (as a 3-year average by 2025)	-	Yes	Yes	Avg 2012-2014	19 Measures
Ireland	Yes	2021-2030	Road Safety Authority	-50%	-50%	Yes	Yes	Yes	Avg 2017-2019	50 Actions and 136 support Actions
Greece	Yes	2021-2030	Ministry of Infrastructure and Transport (commissioned to NTUA)	-50%	-50%	Yes	Yes	Yes	2019	200 Measures within 44 Actions (5 pillars)
Spain	Yes	2021-2030	Ministry of Interior (developed by DGT)	-50%	-50%	Yes	Yes	Yes	2019	61 Actions within 9 areas
Croatia	Yes	2021-2030	Ministry of Interior, Police department for road safety (drafted by FPZ)	-50%	-50%	Yes	Yes	Yes	2019	190 Activities within 13 areas
Italy	Yes	2021-2030	Ministry of Infrastructure and Sustainable Mobility (drafted by 5 universities)	-50%	-50%	Yes	Yes	Yes	2019	29 Actions
Cyprus	Yes	2021-2030	National Road Safety Council	-50%	-50%	Yes	Yes	Yes	Avg 2018-2020	178 Actions
Lithuania	Yes	2020-2030	Ministry of Transport and Communication	-50%	-50%	Yes	Yes	Yes	2019	-
Luxembourg	Yes (Action Plan)	2019-2023	Government (Road Safety Working Group)	-	-	-	Yes	Yes	-	31 Measures
Hungary	Yes	2020-2022	Ministry of the Interior & the State Secretary for Transport in the Ministry for Innovation and Technology	no numeric target	no numeric target	Roughly (names 10 pillars)	Yes	Yes	-	-
Netherlands	Yes	2018-2030	Ministry of Infrastructure and Transport (joint effort of various organizations)	0 in 2050	0 in 2050	Yes- "Sustainable Safety"	Yes	Yes	-	9 themes
Austria	Yes	2021-2030	Ministry of Transport (with the support of KfV)	-50%	-50%	Yes	Yes (for children)	Yes	Avg 2017-2019	7 fields of Action - 86 potential Measures
Poland	Yes	2021-2030	National Road Safety Council	-50%	-50%	Yes	Yes	Yes	2019	16 priorities of activities
Portugal	Yes - Under preparation	2021-2030	Portuguese Road Safety Authority	-50%	-50%	Yes	Yes	within 2023	Avg 2017-2019	-
Slovenia	Yes	2013-2022	Ministry of Infrastructure	-50%	-50%	-	Yes	Yes	2011	-
Slovakia	Yes	2021-2030	Ministry of Transport and Construction, Road Safety Department	-50%	-50%	Yes	Yes	Yes	2020	70 Measures within 5 Pillars
Finland	Yes	2022-2026	Ministry of Transport and Communication	-50%	-50%	Yes	Yes	Yes	2020	103 Measures within 7 areas
Sweden	Yes (but not in a traditional sense)	2020-2030	Swedish Transport Administration	-50%	-25%	Yes	Yes	-	Avg 2017-2019	-

The example of Greece



Road Safety Strategic Plan Greece 2030



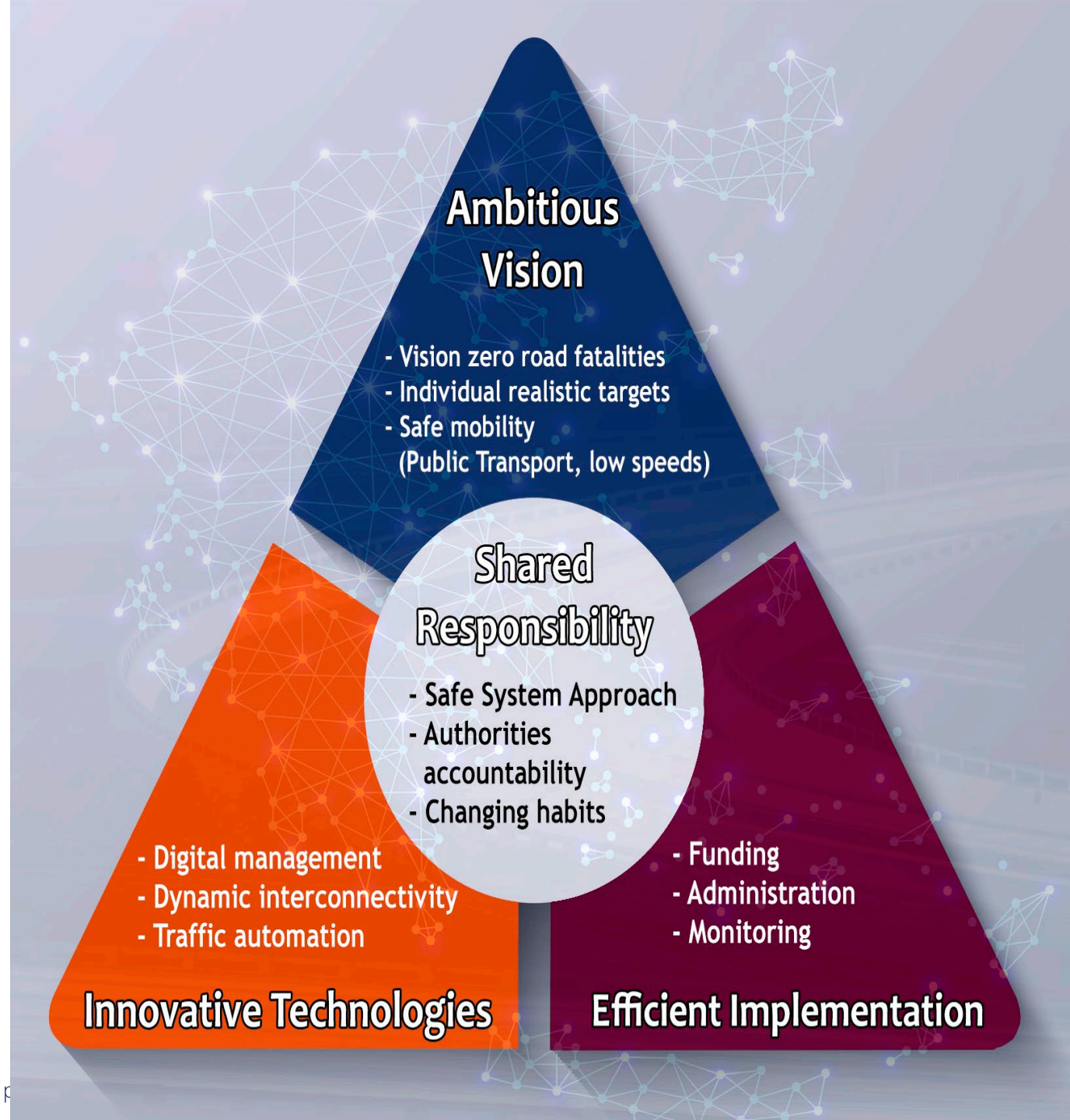
A Modern Strategic Plan

- The Ministry of Infrastructure and Transport developed the **National Road Safety Strategic Plan** for the period 2021-2030, under the coordination of the Directorate of Road Traffic and Safety and with the scientific support of the Department of Transportation Planning and Engineering of the National Technical University of Athens.
- The National Strategic Plan concerns the definition, implementation and monitoring of the **necessary actions** to drastically reduce the number of persons killed and injured in road crashes.
- The development of the National Road Safety Strategic Plan was based on existing **international experience**, the detailed analysis of the **Greek potential** as well as on the systematic open consultation.



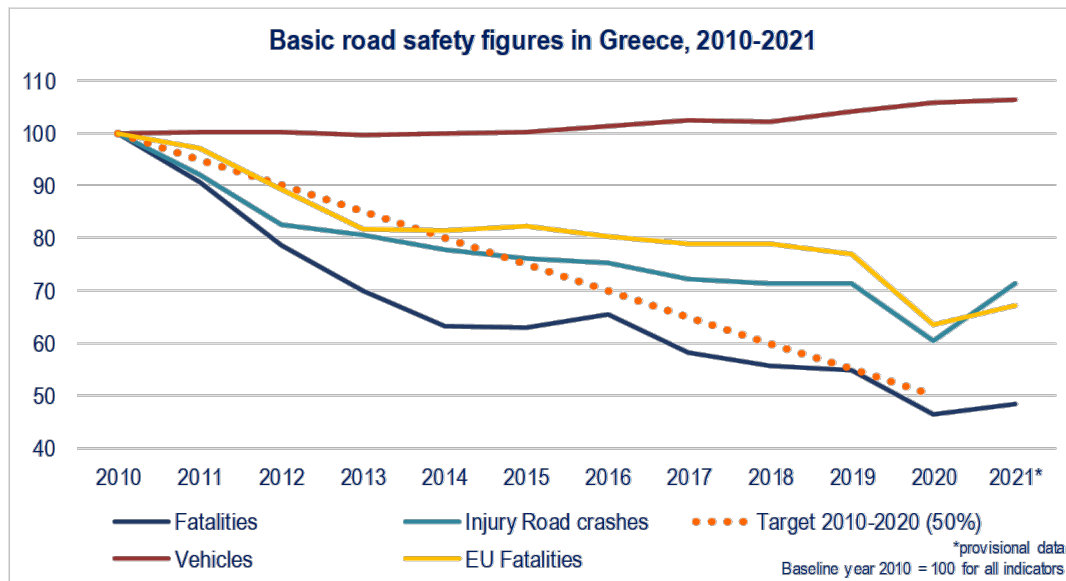
Strategic Plan Key Principles

- Based on the principles of Vision Zero and Safe System Approach, a **new holistic approach to road transport system's safety** in Greece for the decade 2021-2030 has been adopted with the ultimate goal of achieving the ambitious vision zero fatalities by 2050.



Constant Road Safety Improvement in Greece

- During the last decade (2010-2020), Greece presented the most significant road safety improvement among the EU countries, with a **54% reduction in the number of fatalities in road crashes**, achieving the target of road fatalities' reduction by 50%.
- Moreover, a **39% reduction in road crashes** and a 72% reduction in serious injuries were recorded.



Key Crash Causes

- The comparison of Greek and EU road crash statistics reveals **the most significant road safety problems** in Greece.
- One of them is the particularly high rate of **powered two-wheeler (motorcycles and mopeds)** riders' fatalities (36%), which is twice as high as the respective EU average (18%).
- Greece also presents one of the highest rates (54%) of road fatalities **inside built-up areas** (EU average: 39%), mainly due to motorcycle road crashes.
- 41% of total road fatalities concerned **single-vehicle road crashes** (EU average 31%), mainly due to inappropriate high vehicle speeds.

		Greece		EU27
	2019	2010-2019 (%)	2019 (%)	2019 (%)
Total fatalities	688	-45%	100%	100%
Drivers	470	-44%	68%	65%
Passengers	73	-70%	11%	15%
Pedestrians	145	-19%	21%	20%
Inside built-up areas	370	-38%	54%	39%
Outside built-up areas	318	-52%	46%	61%
On motorways	50	-43%	7%	9%
Passenger Cars	202	-63%	29%	44%
Motorcycles/Mopeds	247	-55%	36%	18%
Bicycles	22	-4%	3%	9%
Young drivers (18-24)	61	-54%	9%	8%
Older drivers (65+)	99	-24%	14%	15%
Children (0-14)	12	-60%	2%	2%
Male drivers	441	-43%	64%	55%
Female drivers	29	-52%	4%	8%
In crashes with Heavy Goods Vehicles	40	-61%	6%	13%
Drivers/Passengers in single-vehicle crash	280	-44%	41%	31%



Targets for the Reduction of Road Crash Casualties

	Target			Target (% reduction)			Lives to be saved (annually)	
	Baseline year 2019	2025	2030	Baseline year 2019	2025	2030	2025	2030
1. Fatalities	688	482	344	-	30%	50%	206	344
2. Killed Motorcyclists	247	148	84	-	40%	66%	99	163
3. Cities with zero fatalities*	9	40	49	-	-	-	85	105
4. Killed on motorways	50	10	0	-	80%	100%	40	50
5. Killed on Greek islands	124	74	50	-	40%	60%	50	74
6. Killed in single-vehicle crashes	280	152	95	51%**	40%**	35%**	128	185
7. Road safety performance (fatality/population rate below EU average)	688	482***	344***	21 st position	16 th position	13 th position	206***	344***
8. Serious injuries	652	456	326	-	30%	50%	196****	326****

* Cities with population between 50,000 and 100,000 inhabitants

** Percentage of killed persons in single vehicle crashes in total number of killed occupants (drivers and passengers)

*** The estimation of the figures is based on population projections for Greece from the World Bank and the assumption that the same declining trend of road fatalities per population with that of the decade 2021-2030 remains for all EU countries, while Greece achieves the target of halving road fatalities in 2030

**** Seriously Injured road users to be saved (annually)



Targets for Improving Road Safety Performance Indicators

baseline data collected with EU support

Key Performance Indicators	Baseline year 2022	Target 2025	Target 2030
1. Speeding	29%	<20%	<15%
2. Seat-belt use	71%	>90%	>95%
3. Helmet use	79%	>90%	>95%
4. Driving under the influence of alcohol	1,2%	0,8%	0,6%
5. Mobile phone use	7%	<5%	<2%
6. Percentage of new passenger cars with 5 Euro NCAP stars	89%	95%	>99%
7. Percentage of TEN-T network (≥3 stars i-RAP/EC)	50%*	65%	80%
8. Emergency response time (minutes)	49**	39	32

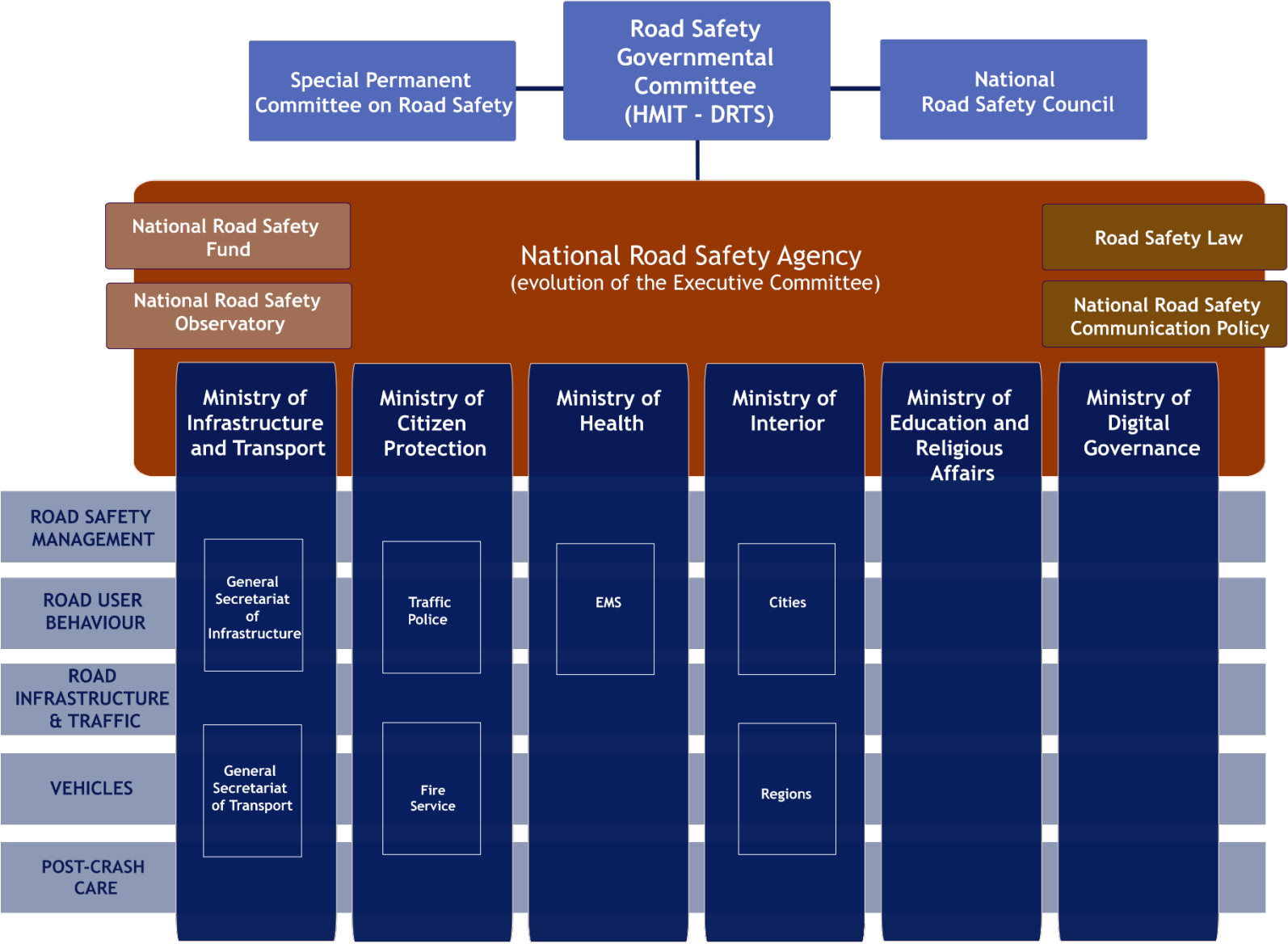
* Estimation to be confirmed after the relevant Network-wide road safety assessment

** Baseline year 2020

Additional KPI sub-targets per road type are foreseen



Structure of Strategic Plan Implementation Authorities



Road Safety Actions and Measures

Pillars		Actions	Measures
M	Road Safety Management	9	40
B	Road User Behaviour	8	40
I	Road Infrastructure & Traffic	13	61
V	Vehicle	8	31
P	Post-crash Care	6	28
	Total	44	200



Key Priority Actions

- New Road Safety Law
- Integrated System of Infringement Management
- Systematic Enforcement
- Rural Roads Improvements
- Interventions in Cities
- 30 km/h Zones in cities
- National Road Safety Fund
- National Road Safety Observatory
- Ten-year Communication Policy



Key Plan Development Activities

- Two-stage open consultation
- Holistic approach including Road Safety Policy SWOT Analysis
- Socio-Economic benefits analysis of the strategy
- Detailed budget per actions and measures with related financing sources
- Implementation plan with timeline and priorities
- Emphasis on innovative road safety technologies



Concluding Remarks



Key Conclusions

- Most of the EU Member States **adopt and implement strategic plans** with specific targets for more than two decades as a key success tool to continuously improve safety in the EU.
- Reducing road **fatalities** and **serious injuries** by **50%** by 2030 is the target adopted in most National Road Safety Strategic Plans.
- **Safe System Approach** and **Vision Zero** are being adopted in the vast majority of the Strategic Plans.



A Systematic Monitoring Approach

The European Commission intends to monitor the implementation progress of national strategies, aiming to motivate Authorities, stakeholders and the citizens

➤ Road Safety Performance Monitoring

- final road safety results (road crashes and casualties)
- interim results - KPIs (road users' behaviour, road infrastructure safety, vehicle safety, emergency response time)

➤ Monitoring Actions' Implementation

- systematic collection of information
- progress reports
- use of monitoring indicators

➤ Evaluation of Actions' Effectiveness

- collection of necessary data
- appropriate methods and evaluation indicators
- reliable implementation of the evaluation methods
- publication of evaluation results



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