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The National Road Safety Strategic Plan for Greece, 2011 - 2020

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Development of the National RS Strategic Plan

- Carried out by the Department of Transportation Planning and Engineering of NTUA for the Ministry of Infrastructure, Transport and Networks.
- 1st phase: September 2010 - January 2011 (completed)
(national and international assessment, targets and structure)
The target and the vision are already adopted.
- 2nd phase: February 2011 – June 2011 (under way)
(measures, programmes, implementation plan)
- Scientific Coordinator: Professor George Kanellaidis



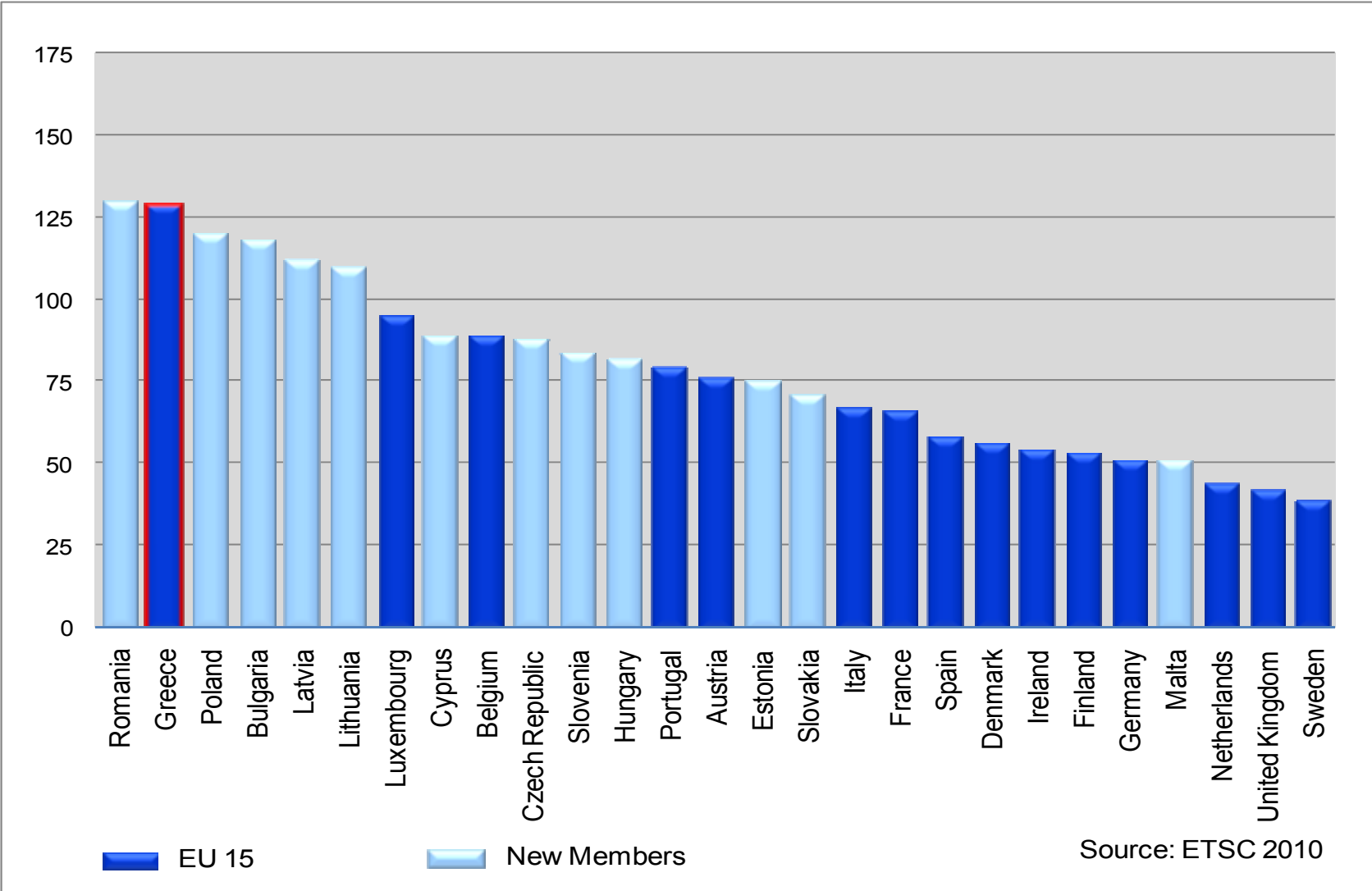
Development of the National RS Strategic Plan

Work Packages

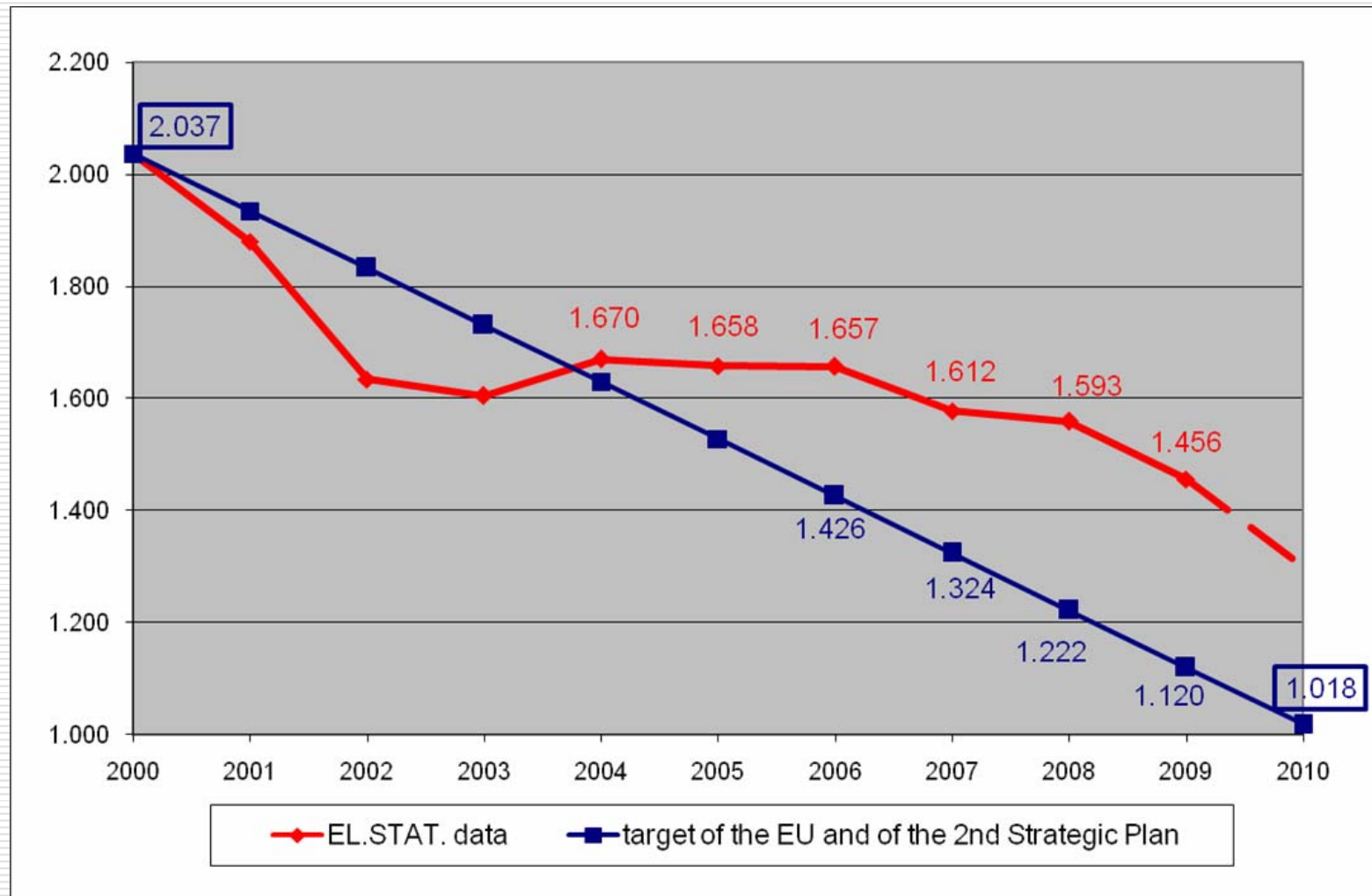
- Assessment of the implementation of the previous Road Safety Strategic Plans
- Identification, analysis and assessment of critical road safety parameters in Greece
- Identification, analysis and assessment of European and International road safety developments
- Setting up the targets and the structure of the Strategic Plan
- Development of road safety programmes and measures
- Development of the framework for the implementation, monitoring and assessment



Basic Road Safety trends in Europe



Basic road safety trends in Greece



Targets of 1st and 2nd Road Safety Strategic Plans

- **1st Strategic Plan** for the Improvement of Road Safety in Greece (2001-2005)
Target: decrease of 20% up to 2005
Actual result: decrease of **18,6%**

- **2nd Strategic Plan** for the Improvement of Road Safety in Greece (2006-2010)
Target: decrease the number of road fatalities, in 2010, by 50%, comparing to 2000.
Actual result: decrease of **37,1%**



Basic road safety trends in Greece

Year	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2010/2000
Fatalities - GREECE	2.037	1.880	1.634	1.605	1.670	1.658	1.657	1.612	1.553	1.456	1.281	-37,1%
Fatalities - EU 27	56.047	53.909	53.090	49.857	46.836	45.131	42.952	42.495	38.877	35.041	30.836	-45,0%
Injury Road accidents	23.001	19.671	16.809	15.751	15.509	16.914	16.019	15.499	15.083	14.789	15.072	-34,5%
Serious Injuries	4.200	3.238	2.608	2.348	2.395	2.270	2.021	1.821	1.872	1.676	1.754	-58,2%
Slight Injuries	26.563	23.098	19.851	18.389	17.784	19.778	18.654	17.945	17.138	16.965	17.024	-35,9%
Vehicle Fleet (x1000) - GREECE	5.061	5.390	5.693	5.968	6.302	6.641	6.996	7.380	7.729	7.911	8.021	58,5%
Vehicle Fleet (x1000) - EU 27	244	251	224	212	221	227	238	313	305			25,0%
Fatalities/population - GREECE	187	172	149	146	151	150	149	144	138	129	115	-38,4%
Fatalities/population - EU 27	116	111	110	102	96	92	87	86	78	70	62	-32,7%
Speed infringements	175.075	316.451	418.421	447.349	382.970	374.712	307.763	353.133	349.417	330.186	263.382	50,4%
Drink & drive infringements	30.507	49.464	48.947	45.546	40.986	46.938	44.848	45.668	47.257	45.901	38.033	24,7%
Drink & drive controls	365.388	710.998	1.034.502	1.271.273	1.281.102	1.376.307	1.317.268	1.433.865	1.509.092	1.660.797	1.818.849	397,8%
Seat belt infringements	63.061	98.486	171.070	188.927	148.878	142.227	142.152	107.112	86.353	77.274	49.703	-21,2%
Helmet infringements	81.252	151.909	235.915	216.519	166.493	150.198	144.251	97.953	94.530	78.453	51.526	-36,6%



Basic road safety figures in Greece

% Fatalities 2008	Greece	Europe-23
Inside Urban Areas	48%	38%
Pedestrians	16%	20%
Motorcyclists	24%	14%
Young Drivers (18-24)	12%	11%
Older drivers (>64)	8%	9%
Single vehicle accidents	37%	31%

Sources: EL.STAT., CARE



Critical road safety factors in Greece

- Speeding
- High percentage of motorcycle traffic
- Low levels of seat belt and helmet use
- Unorganised pedestrian traffic
- Drinking and Driving



Reasons behind the low level of road safety

- Insufficient enforcement
- Insufficient maintenance of the road infrastructure (mainly the urban and regional)
- Insufficiencies of the Authorities make a bad example for the citizens
- Citizens are indifferent for the traffic rules and the correct traffic behaviour



Basic institutional deficiencies

- There is no political will, there are only declarations of good intentions
- There is no accountability of Public Authorities (Ministries, Regions) for the implementation of road safety measures and programmes
- There is no Road Safety Leading Authority with power and responsibility (accountability)
- Road safety budget is poor
- It is not understood that road safety is a science



International trends

- **Safe System Approach**

Main responsibility lies to the people in charge for the planning and the operation of the road traffic system

- **Strategic Plans and Programmes with:**

- targets which are monitored
- sufficient budget
- systematic implementation of measures
- accountability of Public Authorities

- **Leading Authority** with power, competencies, budget and accountability



The road safety target 2011 - 2020

- Adoption of the new EU target for reducing the number of road fatalities **by 50% by 2020** comparing to those in 2010. 650 lives to be saved annually (from 1.300 fatalities in 2010 to 650 fatalities in 2020).

Intermediate targets

- 2010-2014: Decrease of 90 fatalities per year
- 2014-2020: Decrease of 50 fatalities per year

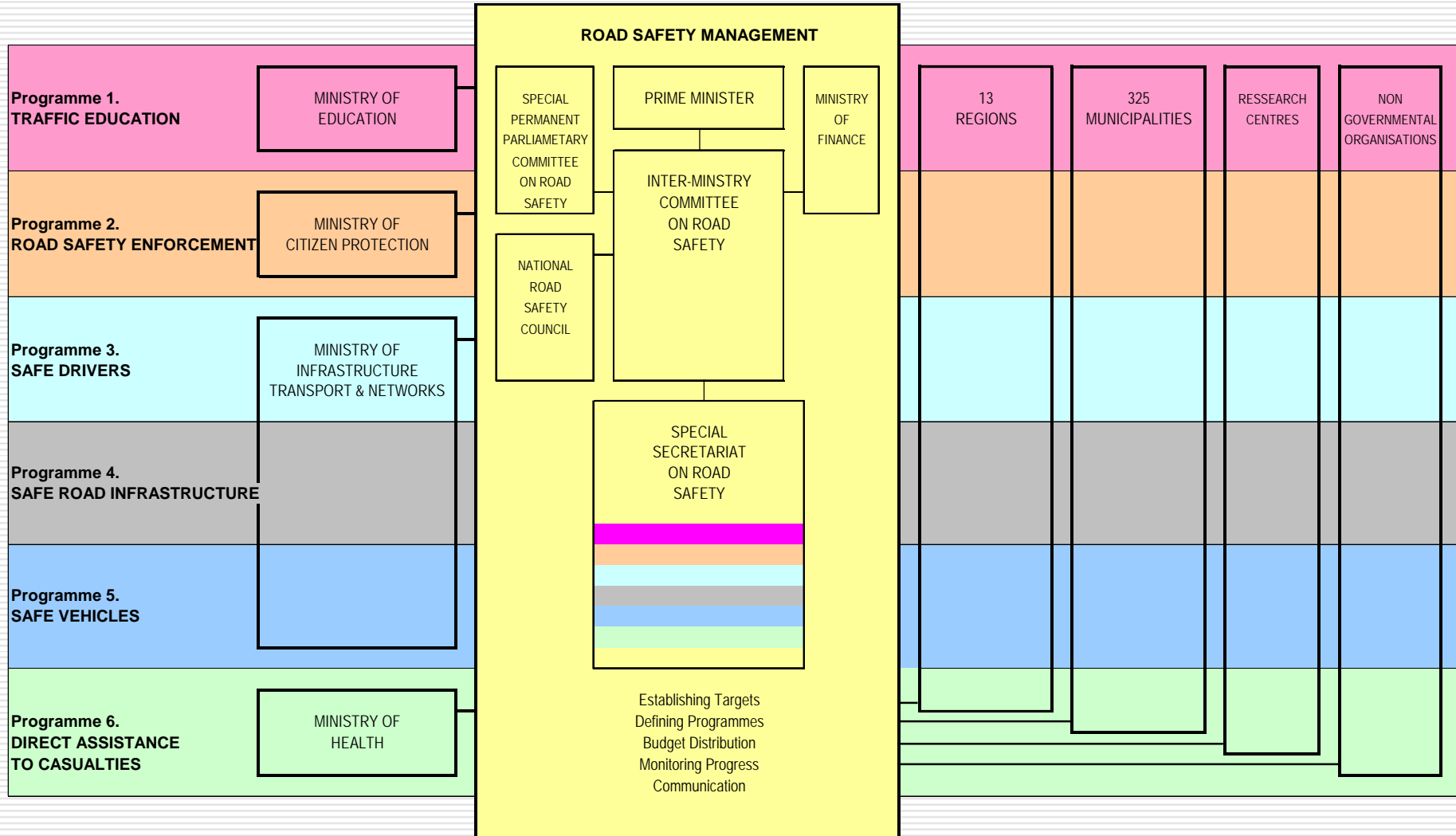


The vision: Developing Road Safety Culture

- Introduce road safety values, attitudes, beliefs, expectations, decisions and guide and motivate cultural-based behaviors in the Greek society.
- Focus not only to road safety culture of the driving population but also to road safety culture of the authorities in charge of planning, implementing and enforcing road safety policy.
- A proactive, long-term focus is needed to cultivate and sustain road safety culture transformation, including traffic education and engagement of the mass media.
- Traditional interventions must be combined with cultural-based interventions involving changes in attitudes and perceptions of normative behaviors at the community and individual levels.



Structure of the National RS Strategic Plan (1/3)



Structure of the National RS Strategic Plan (2/3)

- The **Road Safety Inter-Ministry Committee** is in charge for:
 - setting and updating the targets
 - the approval of the programmes
 - securing the budget
 - the appropriate functioning of the Special Secretariat
 - accountability to the Prime Ministre and the Parliament

- The **Road Safety Special Secretariat** is in charge for:
 - preparing the programmes
 - the budget distribution
 - monitoring progrees
 - communication
 - accountability to the Inter-Ministry Committee



Structure of the National RS Strategic Plan (3/3)

- Road Safety **Inter-Party Committee** of the Parliament controls the performance of the Road Safety Inter-Ministry Committee.
- **Ministries, Regional and Municipal Authorities**, are in charge for:
 - preparing the measures
 - implementing the measures
 - accountability to the Road Safety Special Secretariat
- **Ministries of Finance and of Interior** participate and support the Inter-Ministry Committee and are in charge to secure the budget and the cooperation of the regional and Municipal Authorities.
- The **National Road Safety Council** has an advisory role for all issues of the competence of the Inter-Ministry Committee.



The six road safety programmes

- In **each programme**, there are foreseen:
 - specific annual targets
 - specific budget
 - specific measures
 - specific timelines
- The **responsibility** for the implementation of every measure belongs to:
 - the Ministries
 - the Regional Authorities
 - the Municipal Authorities
 - the research centres and the NGOs
- **Budget distribution** is linked with the degree of implementation and their efficiency.



Prerequisites for the success

- **Strong political will** and support at the highest political level in order to activate the necessary mechanisms for the efficient implementation of the Strategic Planning.
The Inter-Ministerial Committee should at last assume its leading role.
- Development of a **road safety culture**.
- People wide **participation** and support.
- Development of a **feeling of urgency**.
- Systematic **implementation, monitoring** and evaluation of the road safety measures included in the Strategic Plan.



Challenges for road safety in Greece

- The significant reduction of road casualties during the last decade, mainly as a result of more efficient enforcement and the new Road Code, indicates that there is **a great potential** for further improvements.
- The consistent and continuous implementation of the priority measures by all parties involved at national, regional and local level is not only a tool for the achievement of the European and national targets but also a challenge for citizens and the authorities to **work together** for a significant improvement of the current low level of road safety in Greece.

