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

George Yannis, Associate Professor
George Kanellaidis, Professor

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

  (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

Source: ETSC 2010
Basic road safety trends in Greece

- EL. STAT. data
- Target of the EU and of the 2nd Strategic Plan

Data points for years 2000 to 2010:
- 2000: 2.037
- 2001: 1.670
- 2002: 1.658
- 2003: 1.657
- 2004: 1.612
- 2005: 1.593
- 2006: 1.456
- 2007: 1.426
- 2008: 1.324
- 2009: 1.222
- 2010: 1.120
**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 - 2010

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Fatalities - GREECE</strong></td>
<td>2.037</td>
<td>1.880</td>
<td>1.634</td>
<td>1.605</td>
<td>1.670</td>
<td>1.658</td>
<td>1.657</td>
<td>1.612</td>
<td>1.553</td>
<td>1.456</td>
<td>1.281</td>
<td>-37.1%</td>
</tr>
<tr>
<td><strong>Fatalities - EU 27</strong></td>
<td>56.047</td>
<td>53.909</td>
<td>53.090</td>
<td>49.857</td>
<td>46.836</td>
<td>45.131</td>
<td>42.952</td>
<td>42.495</td>
<td>38.877</td>
<td>35.041</td>
<td>30.836</td>
<td>-45.0%</td>
</tr>
<tr>
<td><strong>Injury Road accidents</strong></td>
<td>23.001</td>
<td>19.671</td>
<td>16.809</td>
<td>15.751</td>
<td>15.509</td>
<td>15.914</td>
<td>16.019</td>
<td>15.499</td>
<td>15.083</td>
<td>14.789</td>
<td>15.072</td>
<td>-34.5%</td>
</tr>
<tr>
<td><strong>Serious Injuries</strong></td>
<td>4.200</td>
<td>3.238</td>
<td>2.608</td>
<td>2.348</td>
<td>2.395</td>
<td>2.270</td>
<td>2.021</td>
<td>1.821</td>
<td>1.872</td>
<td>1.676</td>
<td>1.754</td>
<td>-58.2%</td>
</tr>
<tr>
<td><strong>Vehicle Fleet (x1000) - GREECE</strong></td>
<td>5.061</td>
<td>5.390</td>
<td>5.693</td>
<td>5.968</td>
<td>6.302</td>
<td>6.641</td>
<td>6.996</td>
<td>7.380</td>
<td>7.729</td>
<td>8.011</td>
<td>8.021</td>
<td>58.5%</td>
</tr>
<tr>
<td><strong>Vehicle Fleet (x1000) - EU 27</strong></td>
<td>244</td>
<td>251</td>
<td>224</td>
<td>212</td>
<td>221</td>
<td>227</td>
<td>238</td>
<td>313</td>
<td>305</td>
<td></td>
<td></td>
<td>25.0%</td>
</tr>
<tr>
<td><strong>Fatalities/population - GREECE</strong></td>
<td>187</td>
<td>172</td>
<td>149</td>
<td>146</td>
<td>151</td>
<td>150</td>
<td>149</td>
<td>144</td>
<td>139</td>
<td>129</td>
<td>115</td>
<td>-38.4%</td>
</tr>
<tr>
<td><strong>Fatalities/population - EU 27</strong></td>
<td>116</td>
<td>111</td>
<td>110</td>
<td>110</td>
<td>102</td>
<td>96</td>
<td>92</td>
<td>87</td>
<td>86</td>
<td>78</td>
<td>70</td>
<td>62</td>
</tr>
<tr>
<td><strong>Speed infringements</strong></td>
<td>175.075</td>
<td>316.451</td>
<td>418.421</td>
<td>447.349</td>
<td>382.970</td>
<td>374.712</td>
<td>307.763</td>
<td>353.133</td>
<td>349.417</td>
<td>330.186</td>
<td>263.382</td>
<td>50.4%</td>
</tr>
<tr>
<td><strong>Drink &amp; drive infringements</strong></td>
<td>30.507</td>
<td>49.464</td>
<td>48.947</td>
<td>45.546</td>
<td>40.986</td>
<td>46.938</td>
<td>44.848</td>
<td>45.668</td>
<td>47.257</td>
<td>45.901</td>
<td>38.033</td>
<td>24.7%</td>
</tr>
<tr>
<td><strong>Drink &amp; drive controls</strong></td>
<td>365.388</td>
<td>710.998</td>
<td>1,034.502</td>
<td>1,271.273</td>
<td>1,281.102</td>
<td>1,376.307</td>
<td>1,317.268</td>
<td>1,433.865</td>
<td>1,509.092</td>
<td>1,660.797</td>
<td>1,818.849</td>
<td>397.8%</td>
</tr>
<tr>
<td><strong>Seat belt infringements</strong></td>
<td>63.061</td>
<td>98.486</td>
<td>171.070</td>
<td>188.927</td>
<td>148.678</td>
<td>142.227</td>
<td>142.152</td>
<td>107.112</td>
<td>86.353</td>
<td>77.274</td>
<td>49.703</td>
<td>-21.2%</td>
</tr>
<tr>
<td><strong>Helmet infringements</strong></td>
<td>81.252</td>
<td>151.909</td>
<td>235.915</td>
<td>216.519</td>
<td>166.493</td>
<td>150.198</td>
<td>144.251</td>
<td>97.953</td>
<td>94.530</td>
<td>78.453</td>
<td>51.526</td>
<td>-36.6%</td>
</tr>
</tbody>
</table>
# Basic road safety figures in Greece

<table>
<thead>
<tr>
<th>% Fatalities 2008</th>
<th>Greece</th>
<th>Europe-23</th>
</tr>
</thead>
<tbody>
<tr>
<td>Inside Urban Areas</td>
<td>48%</td>
<td>38%</td>
</tr>
<tr>
<td>Pedestrians</td>
<td>16%</td>
<td>20%</td>
</tr>
<tr>
<td>Motorcyclists</td>
<td>24%</td>
<td>14%</td>
</tr>
<tr>
<td>Young Drivers (18-24)</td>
<td>12%</td>
<td>11%</td>
</tr>
<tr>
<td>Older drivers (&gt;64)</td>
<td>8%</td>
<td>9%</td>
</tr>
<tr>
<td>Single vehicle accidents</td>
<td>37%</td>
<td>31%</td>
</tr>
</tbody>
</table>

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)

Programme 1.
TRAFFIC EDUCATION

MINISTRY OF
EDUCATION

Programme 2.
ROAD SAFETY ENFORCEMENT

MINISTRY OF
CITIZEN PROTECTION

Programme 3.
SAFE DRIVERS

MINISTRY OF
INFRASTRUCTURE
TRANSPORT & NETWORKS

Programme 4.
SAFE ROAD INFRASTRUCTURE

Programme 5.
SAFE VEHICLES

Programme 6.
DIRECT ASSISTANCE
TO CASUALTIES

MINISTRY OF
HEALTH

ROAD SAFETY MANAGEMENT

SPECIAL
PERMANENT
PARLIAMENTARY
COMMITTEE
ON ROAD
SAFETY

PRIME MINISTER

INTER-MINISTRY
COMMITTEE
ON ROAD
SAFETY

MINISTRY
OF
FINANCE

13
REGION

325
MUNICIPALITIES

RESEARCH
CENTRES

NON
GOVERNMENTAL
ORGANISATIONS

Establishing Targets
Defining Programmes
Budget Distribution
Monitoring Progress
Communication
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 Minister and the Parliament

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