

Road Safety Management in Greece

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Introduction

- A road safety management system is defined as "a complex institutional structure involving cooperating and interacting bodies which supports the tasks and processes necessary to the prevention and reduction of road traffic injuries". By definition, a road safety management system should meet a number of "good practice" criteria, in order to enable evidence-based policy making.
- The road safety management investigation model proposed within the DaCoTA research project of the European Commission is based on several "good practice" criteria, defined by an exhaustive literature review, aiming to address the need for optimized road safety management systems:
 - To formulate hypotheses of "good practice", to be validated, and criteria to assess "good practice" in each country;
 - To describe and document the road safety management systems of European countries in terms of institutions, processes, tasks and outputs;
 - To identify patterns and particularities of road safety management systems in Europe and group countries on the basis of road safety management systems characteristics;
 - To investigate the link between road safety management and road safety performance;
- Road safety management systems have been thoroughly investigated in 14 European countries in 2010, covering five main areas of Road Safety Management:
 - Institutional organisation, coordination and stakeholders' involvement
 - Policy formulation and adoption
 - Policy implementation and funding
 - Monitoring and evaluation
 - Scientific support and information, capacity building

Objectives

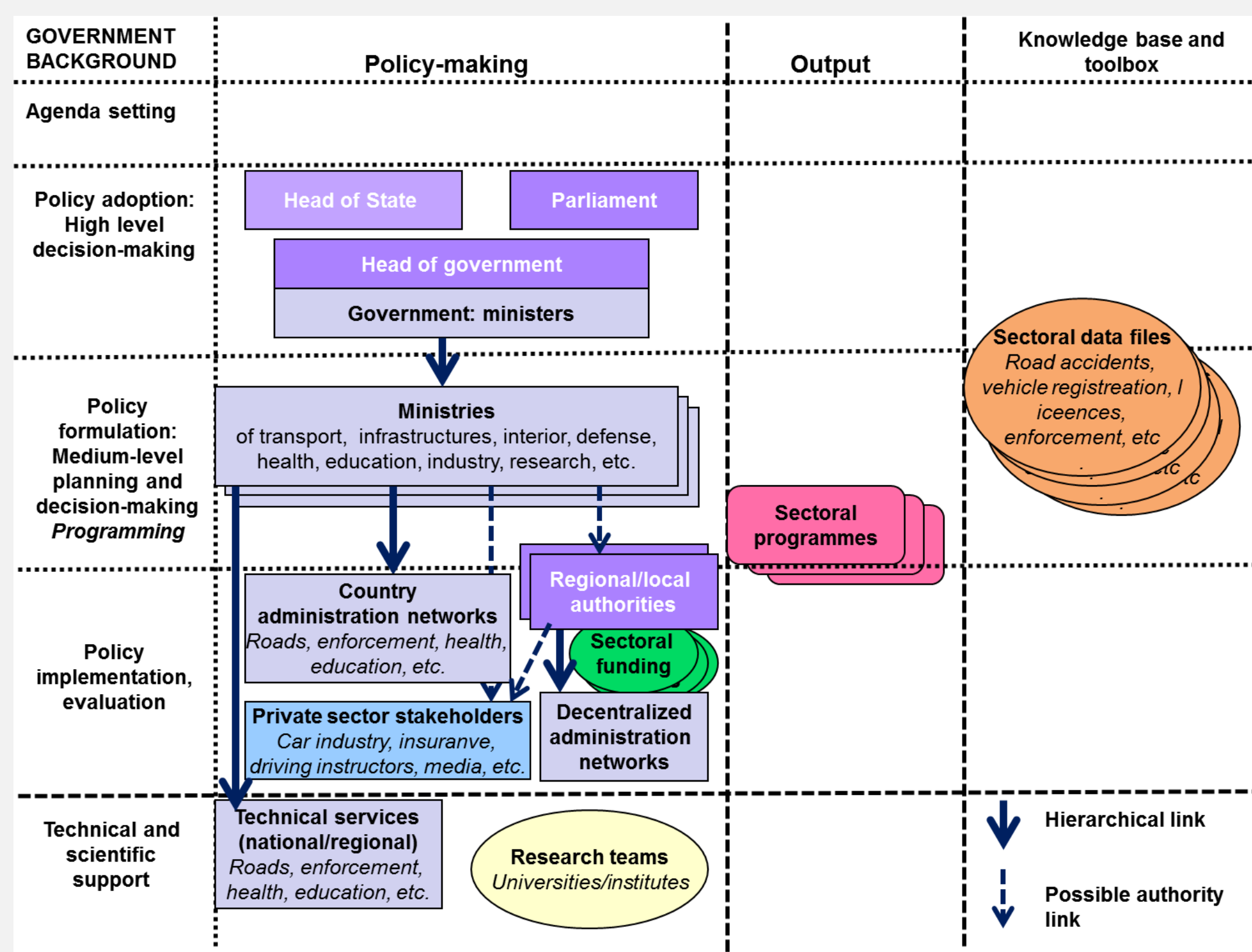
- The analysis of road safety management in Greece on the basis of the DaCoTA methodology and data, and the drawing of conclusions and recommendations for the improvement of road safety management in Greece

Road Safety Management questionnaire

- Questionnaire filled in on the basis of an interview, either face to face or via the telephone
- 14 countries: Austria, Belgium, Finland, France, Greece, Israel, Italy, Latvia, the Netherlands, Poland, Spain, the United Kingdom, Ireland and Switzerland.
- Two groups of road safety professionals were targeted in each country:
 - Government representatives:** Road safety practitioners who are or have been directly involved in policy and decision making over a long enough period of time for them to have acquired wide-ranging experience in road safety,
 - Independent experts:** Road safety researchers or scientists who may contribute to policy but do not have a decision making role and could offer a non-partisan view of the Road Safety Management systems in place.

Road Safety Management Investigation Model

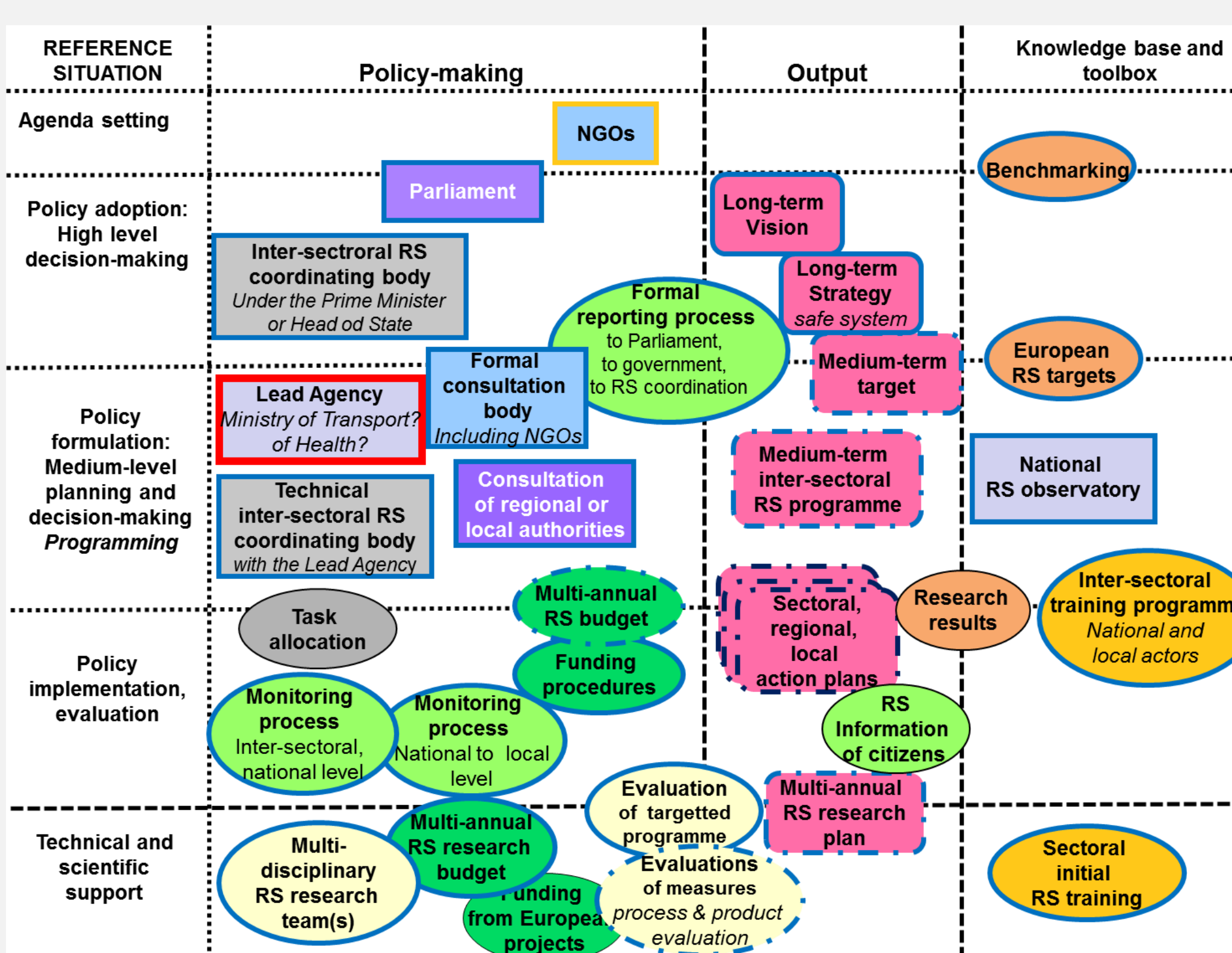
- The country profiles describe road safety management structures and outputs according to the policy-making cycle:
 - agenda setting
 - policy formulation
 - adoption
 - implementation
 - evaluation,
 set against the background of



a typical hierarchical national government organization

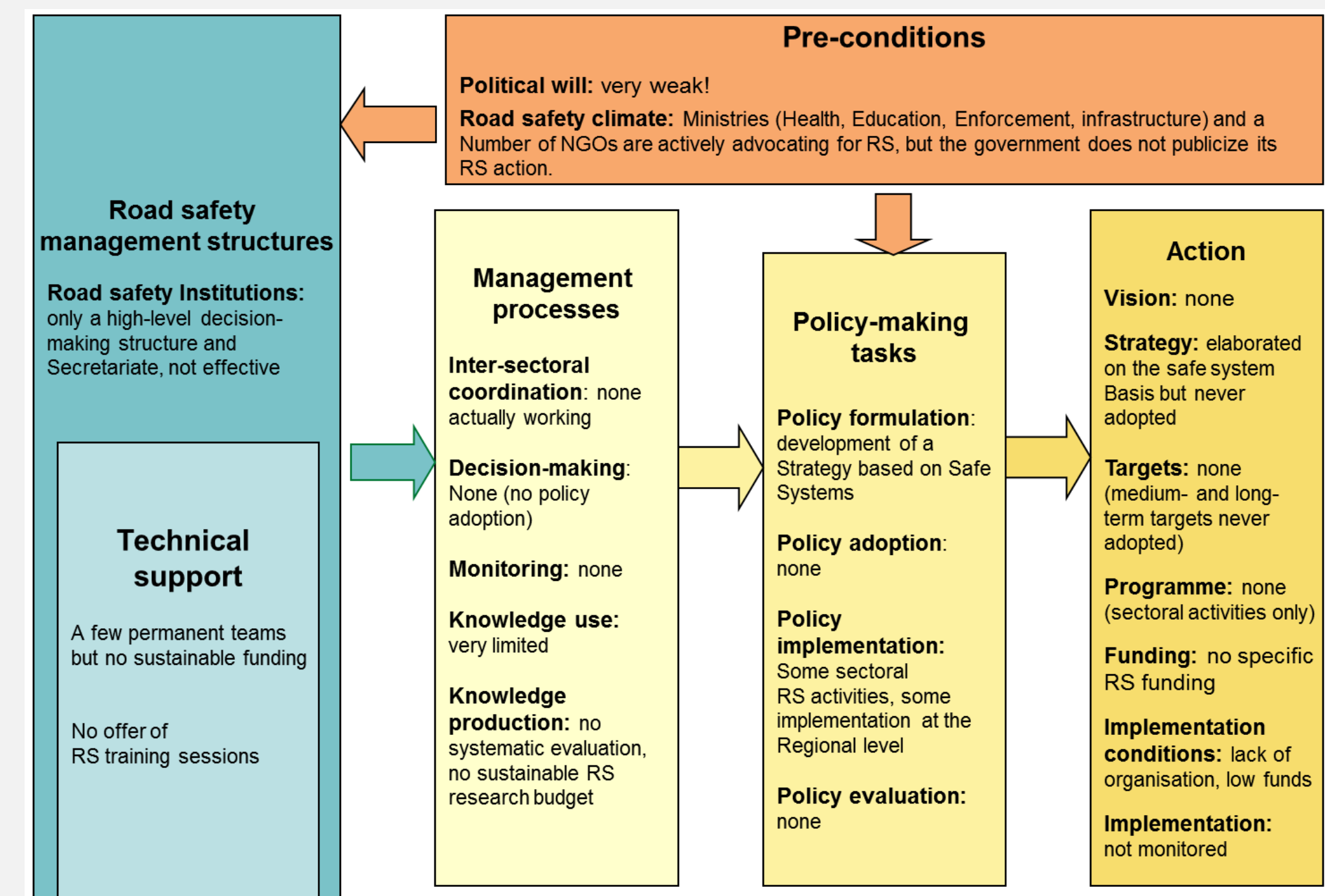
- The most complete RS management system was used as a reference

a country fulfilling all the "good practice" criteria

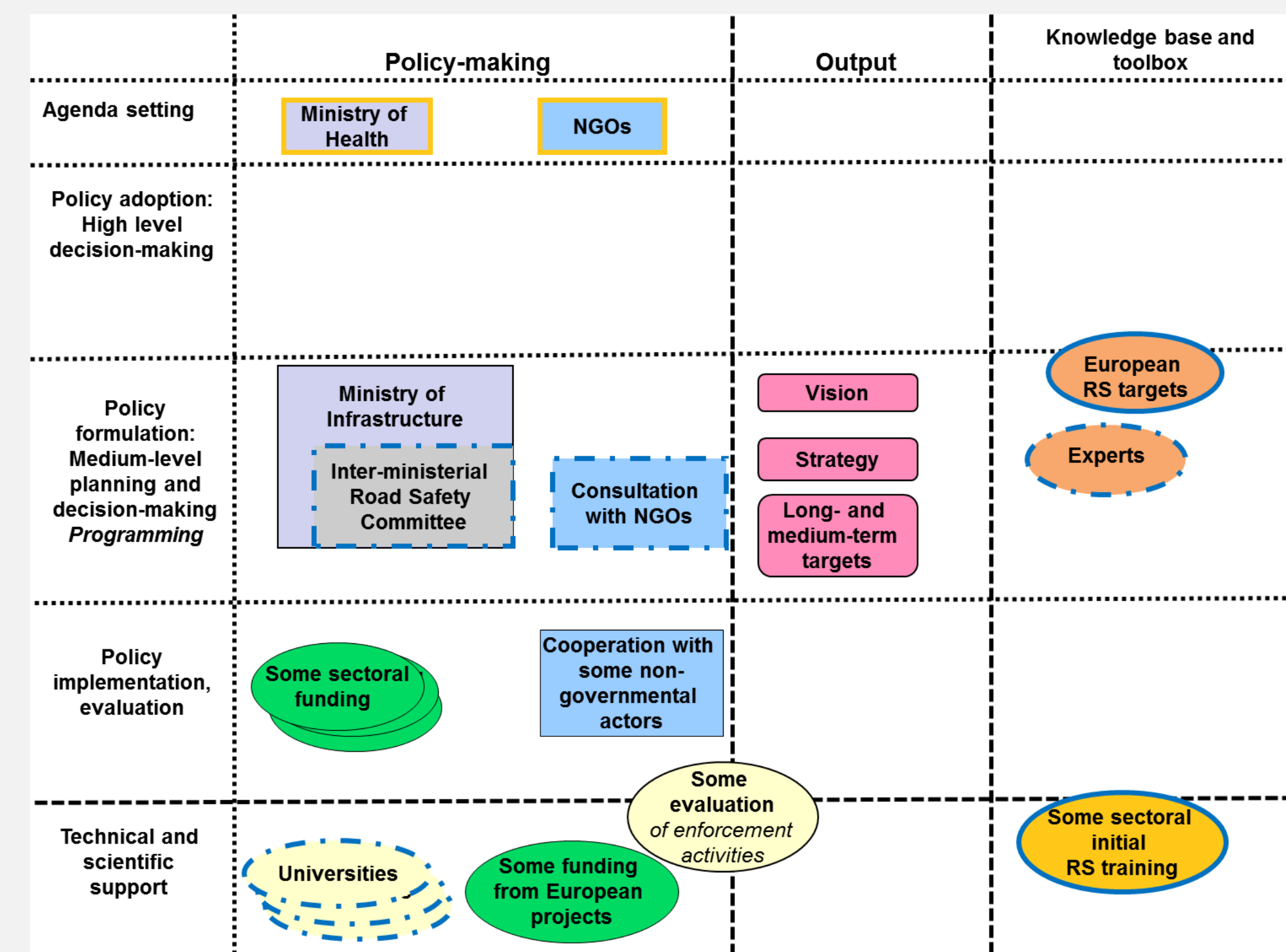


Analysis of road safety management in Greece

Overview of "good practice" elements



Structures, processes and outputs



Good practice 'diagnosis'

- Good practice elements
- The ministry of Health as well as some NGOs are strongly advocating for road safety.
- An inter-ministerial road safety committee (including regional authorities).
- Development of a medium-to-long term Strategic plan based on Safe Systems.
- Availability of multi-disciplinary research teams.

Elements needing improvement

- Road safety is not a recognized policy area.
- The inter-ministerial road safety committee does not have decision power and cannot really perform inter-sectoral coordination (under the ministry of Infrastructures rather than the Prime Minister); it is not currently operational (no budget).
- A structure for stakeholder consultation may have existed but is now inactive.
- No road safety observatory.
- No process to integrate national and regional activities, no reporting from the regional to the national level.
- The road safety Strategic Plan has never been formally adopted by the government.
- No identifiable budget for road safety.
- Limited use of knowledge in policy-making and the design of interventions, no benchmarking.
- No evaluation of road safety interventions.
- Little national funding for research (European funding keeps the research teams going).
- No substantial offer of road safety training.
- No training plans for road safety actors.

Conclusions and discussion

- The analysis of the road safety management country profile of Greece, compared to those of other countries, reveals a number of critical elements which warrant particular emphasis for the improvement of road safety management in Greece.

Results from all countries suggest that:

- it is not possible to identify one single "good practice" model
- The existence of an organisation or function does not necessarily imply that it functions well;
- Neither the independent experts nor the governmental representatives may have the exact picture of road safety management.
- Most critical "good practice" criteria, are the presence of a strong lead agency, the efficiency of the implementation – monitoring – evaluation part of the policy making cycle, the embedding of programmes in sustainable and results-focused structures and processes, and the distribution and coordination of responsibilities between federal, regional and local levels.

Acknowledgments

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