



Road Safety Strategic Plan Greece 2030

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RESEARCH



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Development of the Road Safety Strategic Plan in Greece 2021-2030

George Yannis

NTUA Professor

A. Laiou, A. Dragomanovits, D. Nikolaou, K. Folla, K. Apostoleris,
S. Mavromatis, S. Georgiopoulos, M. Parissis



National Technical University of Athens
Ministry of Infrastructure and Transport

Introduction

- Greece was the only EU country that **achieved the decade 2010-2020 target of 50%** road fatalities reduction.
- However, with **579** road fatalities in 2020 (provisional figures), Greece ranks 20th in the European Union.
- The **National Road Safety Strategic Plan** is being prepared in order to effectively address the major social and national issue of road crashes.



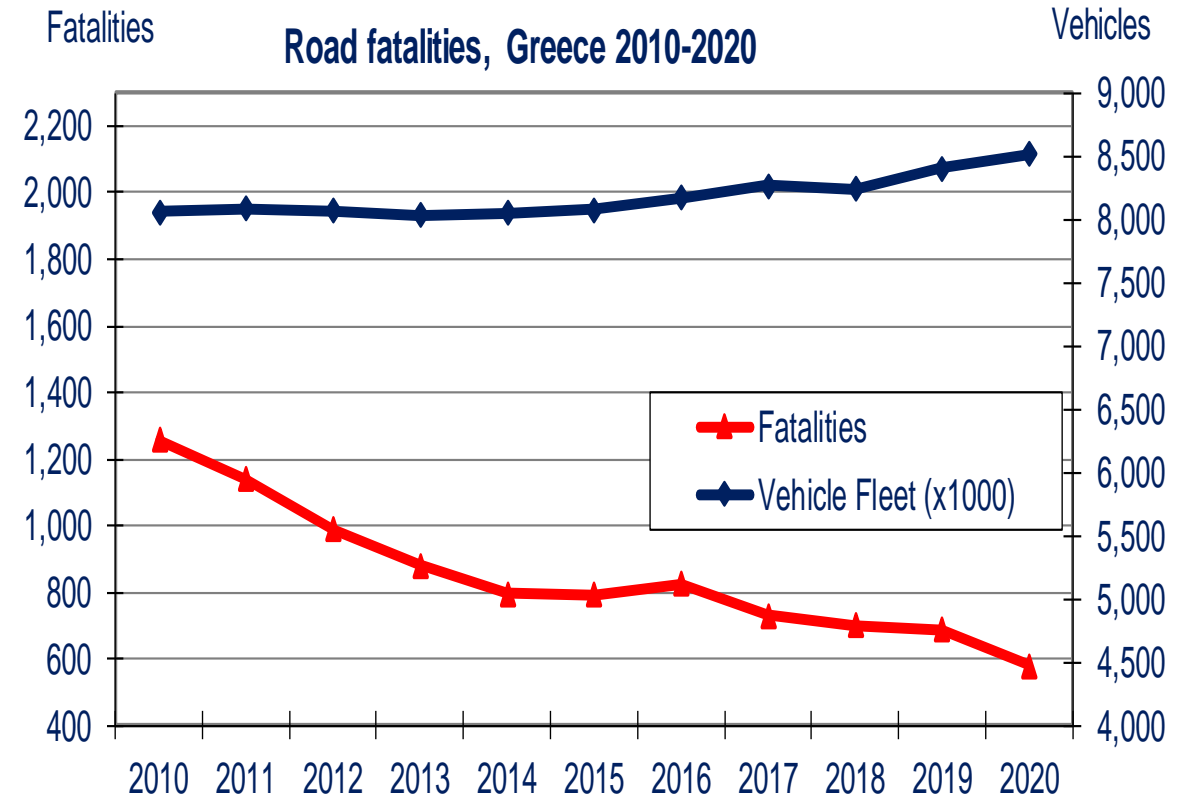
Road Safety in Greece

- During the period 2010-2020:
 - ✓ road **fatalities** decreased by **54%**
 - ✓ injury road **crashes** decreased by **39%**
 - ✓ **serious injuries** decreased by **72%**
 - ✓ the rate of **fatalities per number of vehicles** decreased by **56%**

which can be attributed to the combination of:

- more **systematic initiatives** by the Authorities and,

- the deep **economic recession** which led to new traffic conditions as well as to less aggressive driving behaviour at lower speeds.



Road crash factors in Greece

- Driving at high **speeds**
- High rates of **motorcyclists**
- Low rates of **belt** and **helmet** use, especially for passengers
- Unorganized and unprotected traffic of **vulnerable road users**
- Driving under the influence of **alcohol** and using a **mobile phone**
- **Aggressive driving**

% Fatalities (2019)	Greece	EE
Inside built up areas	54%	38%
Drivers	68%	64%
Passengers	11%	15%
Pedestrians	21%	20%
Motorcyclists/Moped (PTW) riders	36%	18%
Young drivers (18-24) (% drivers)	13%	13%
Older drivers (64+) (% drivers)	21%	23%
Single vehicle crashes (% drivers and passengers)	52%	39%

Passenger Car Occupants' Fatalities (2019)		
Seat belt use	No Seat belt use/ not recorded	Total
53	149	202
26%	74%	100%

PTW Riders' Fatalities (2019)		
Helmet use	No Helmet belt use/ not recorded	Total
84	163	247
34%	66%	100%

Source: [ELSTAT](#), [Care](#)

Processing: [NTUA - Road Safety Observatory](#)



Basic Road Safety Figures 2010-2020

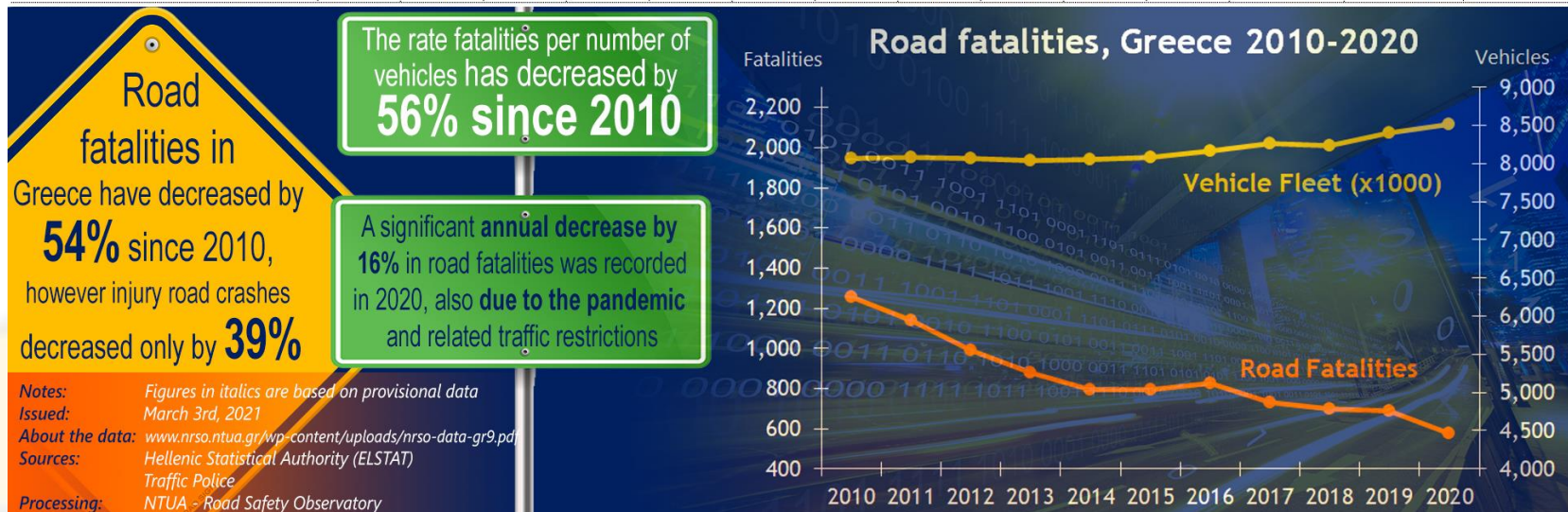
Greece 2010 - 2020

Basic Road Safety Figures



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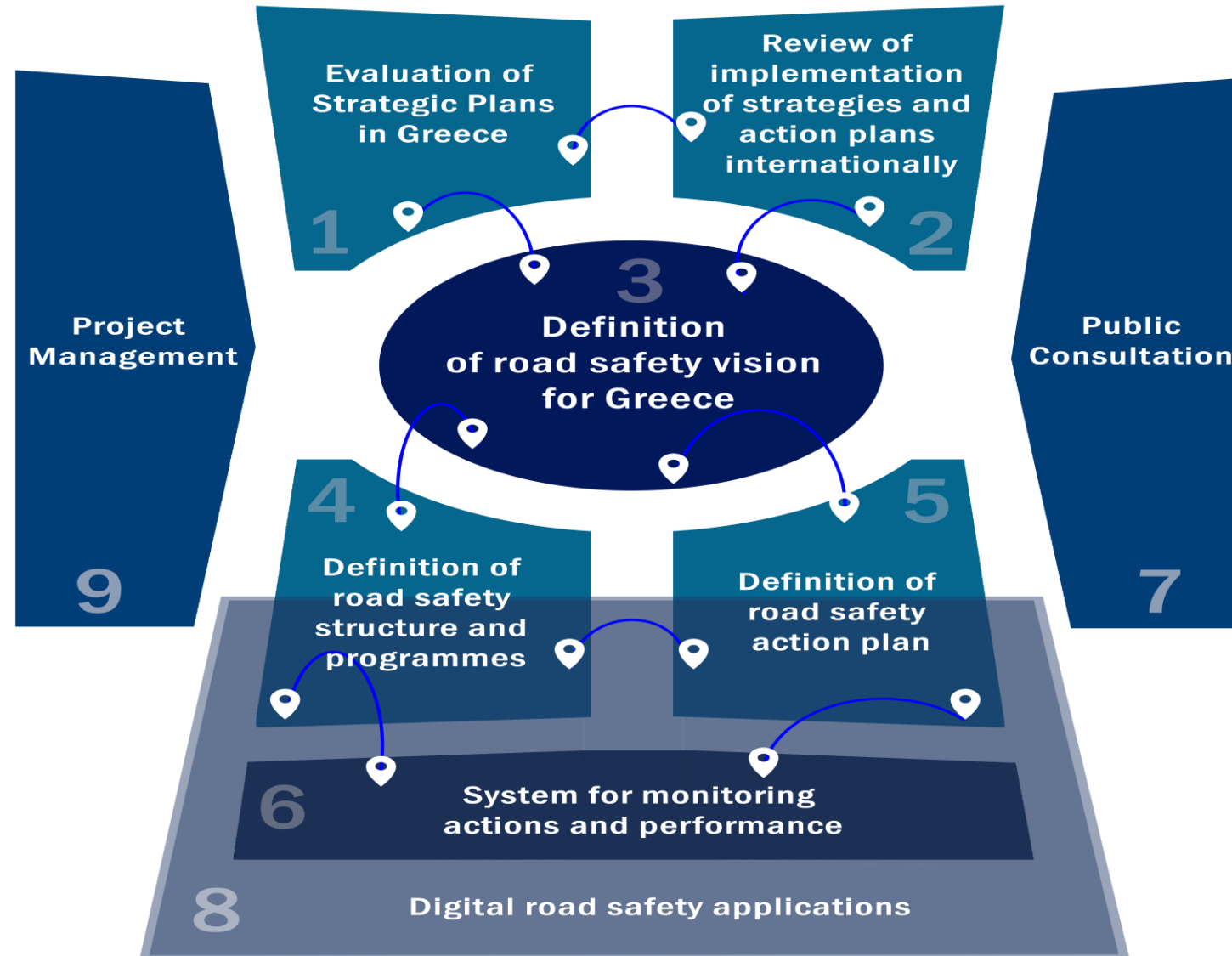
	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2020/2019	2020/2010	2016/2020
Injury Road crashes	15,032	13,849	12,398	12,109	11,690	11,440	11,318	10,848	10,737	10,712	9,105	-15.0%	-39.4%	-19.6%
Fatalities	1,258	1,141	988	879	795	793	824	731	700	688	579	-15.8%	-54.0%	-29.7%
Serious Injuries	1,709	1,626	1,399	1,212	1,016	999	879	706	727	652	487	-25.3%	-71.5%	-44.6%
Slight Injuries	17,399	15,633	14,241	13,963	13,548	13,097	12,946	12,565	12,422	12,350	10,130	-18.0%	-41.8%	-21.8%
Vehicle Fleet (x1000)	8,062	8,087	8,070	8,035	8,048	8,076	8,173	8,263	8,237	8,402	8,519	1.4%	5.7%	4.2%
Fatalities per million vehicles	156	141	122	109	99	98	101	88	85	82	68	-17.0%	-56.4%	-32.6%
Speed infringements	263,382	238,033	186,675	178,816	156,892	173,476	176,592	208,190	213,333	234,169	206,554	-11.8%	-21.6%	17.0%
Drink & drive infringements	38,033	34,992	30,707	30,853	29,597	29,191	33,192	32,964	33,394	31,557	19,096	-39.5%	-49.8%	-42.5%
Seat belt infringements	49,703	37,120	33,722	35,478	34,526	29,611	34,831	31,510	33,380	34,594	30,174	-12.8%	-39.3%	-13.4%
Helmet infringements	51,526	47,250	47,736	58,122	54,354	52,783	63,971	59,405	52,706	52,089	46,394	-10.9%	-10.0%	-27.5%



Ambitious Vision – Shared responsibility



Methodological Framework



Definition of Vision

- Vision zero road fatalities
- No one should be killed or seriously injured on the road network
- Spirit of shared responsibility based on the principles of transparency and participation
- Recognition of the individual role and responsibility for traffic safety
- Utilization of new technologies
- Consistency and coherence in funding solutions



Strategic Plan's Objectives

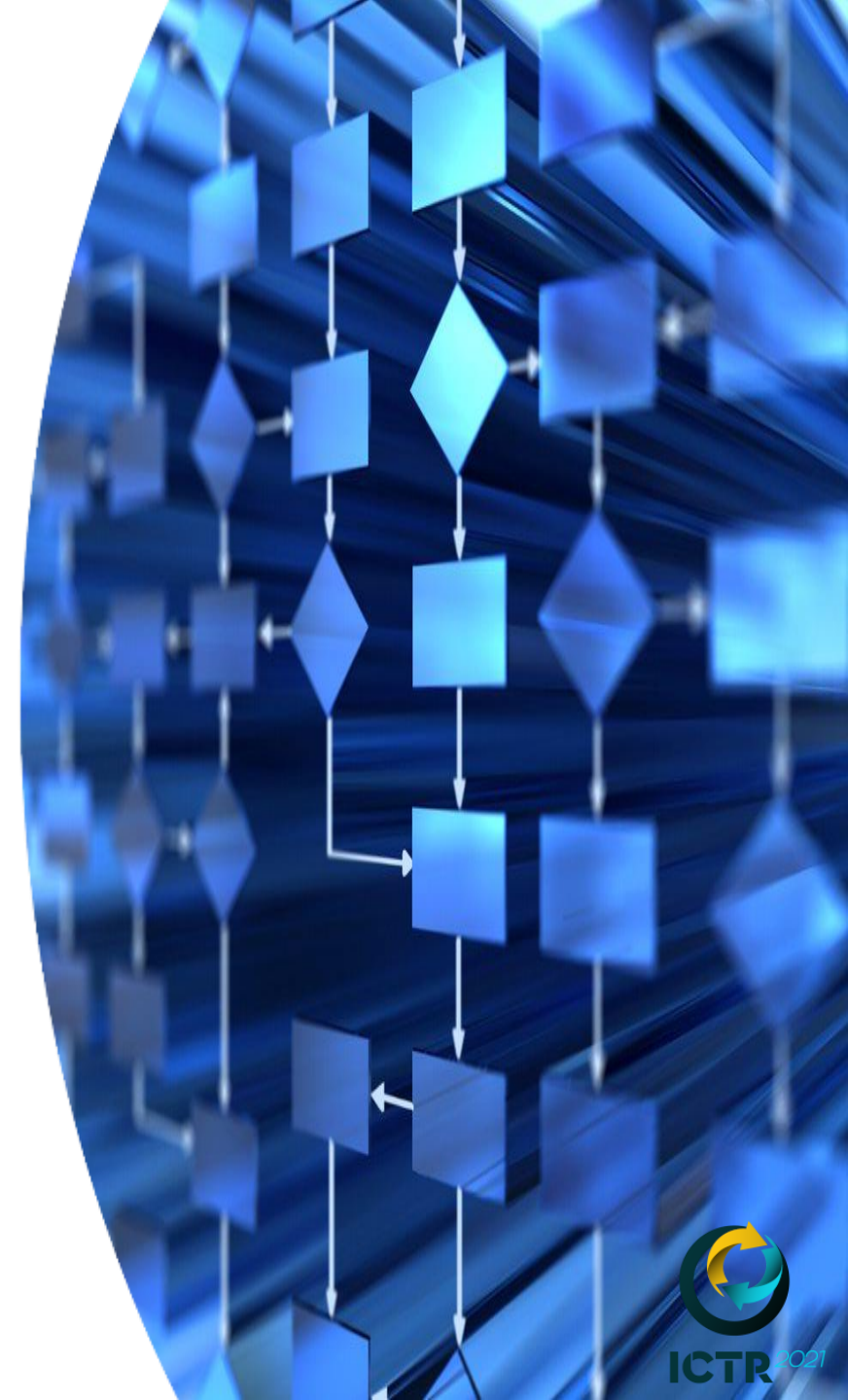
- **Ultimate aim:**
achieving a safe road system where in the long-term there will be no deaths or serious injuries in road crashes
- **Quantitative targets:**
 - ✓ reduction of the number of fatalities in road crashes by 50% by 2030 with 2019 as baseline year
 - ✓ reduction of the number of serious injuries in road crashes by 50% by 2030 with 2019 as baseline year



Definition of Strategic Plan's Structure

Defining roles, obligations, organization of bodies:

- **development** of national road safety strategy,
- **monitoring** general and intermediate road safety targets,
- securing and allocating the necessary **resources** for the implementation of road safety programs and actions,
- coordination and control of all bodies **implementing the programs** and actions,
- coordination of **communication** and joint actions of the co-competent bodies,
- creation of a system for **monitoring and evaluation** of results



Definition of Programs and Actions

1. Road Safety Management
2. Road User Behaviour
3. Road Infrastructure and Traffic
4. Vehicle
5. Post-crash

Categorization of actions:

- short-term / long-term
- recorded effectiveness
- immediately applicable or adaptable to the Greek reality



Monitoring System

- Monitoring the **implementation** of actions as defined in the Strategic Plan
- Monitoring the road safety **performance** in relation to the targets set in the Strategic Plan
- Determining the **effectiveness** of specific road safety activities based on comparisons of road safety performance before and after their implementation.



Open Public Consultation

- All key components of the Strategic Plan will be subject to a wide and organized **Open Consultation**.
- The aim of the Consultation is the wide participation of all public and non-public road safety stakeholders in the formulation of the National Road Safety Strategic Plan, making the transition to a **new, modern and effective road safety management**.



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