



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

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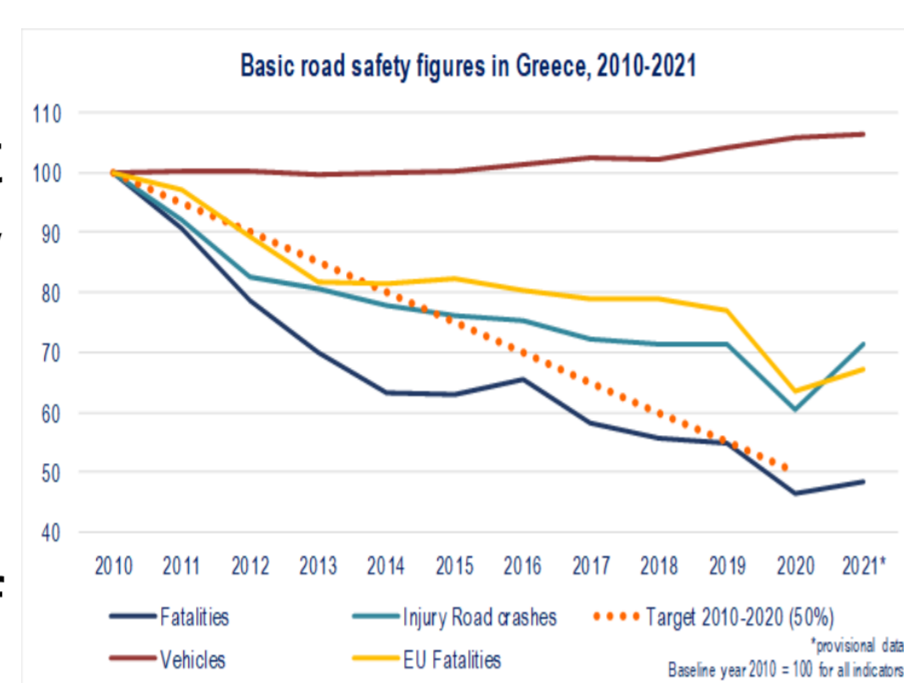
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ROAD SAFETY IN GREECE

During the decade 2010-2020, Greece presented the most significant road traffic safety improvement among the EU countries, with a **54% reduction** in the number of fatalities in road crashes, achieving the target of fatalities' reduction by 50%.



However, in 2021, a slight increase of 4% compared to 2020 figures was recorded. This slight increase is mainly attributed to the returning back to normal traffic from the pandemic period. In terms of road fatalities per million inhabitants, in 2021, Greece (57) is **ranked 22nd** among the EU countries (EU average: 44).

OBJECTIVE

The main objective of this paper is the **presentation of the Greek Road Safety Strategic Plan for the period 2021-2030**. The Road Safety Strategic Plan was developed by the Hellenic Ministry of Infrastructure and Transport with the scientific support of the Department of Transportation Planning and Engineering of the National Technical University of Athens.

CRITICAL CRASH FACTORS IN GREECE

The most **critical factors** (in order of importance) contributing to the occurrence and severity of crashes in Greece concern:

- driving at **high speeds**,
- high traffic and high risk behaviour of **motorcyclists**,
- low **seatbelt and helmet use** rates,
- **mobile phone use** while driving,
- driving under the influence of **alcohol**.

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.



ROAD SAFETY TARGETS

Targets for the Reduction of Road Crash Casualties

	Target			Target (% reduction)			Lives to be saved (annually)	
	Baseline 2019	2025	2030	Baseline 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 ^a	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****

^a 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

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

* Baseline year 2020, ** Estimation to be confirmed after the relevant Network-wide road safety assessment

ROAD SAFETY ACTIONS AND MEASURES

44 Actions and 200 Measures have been defined based on: the experience from other countries and the directions of the EU, the specific

UN Road Safety 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

road safety problems in Greece (motorcycles, speeding, etc.) and their impact on the achievement of the targets set.

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

Acknowledgements

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