HELLENIC REPUBLIC
MINISTRY OF INFRASTRUCTURE AND TRANSPORT

National Road Safety Strategic Plan Greece 2030

October 2022

Update: January 2024

Priority: Road Safety for All

The improvement of road safety level in our country is one of the **key priorities** of the Government and the Prime Minister Kyriakos Mitsotakis for safe traffic for everyone and everywhere.

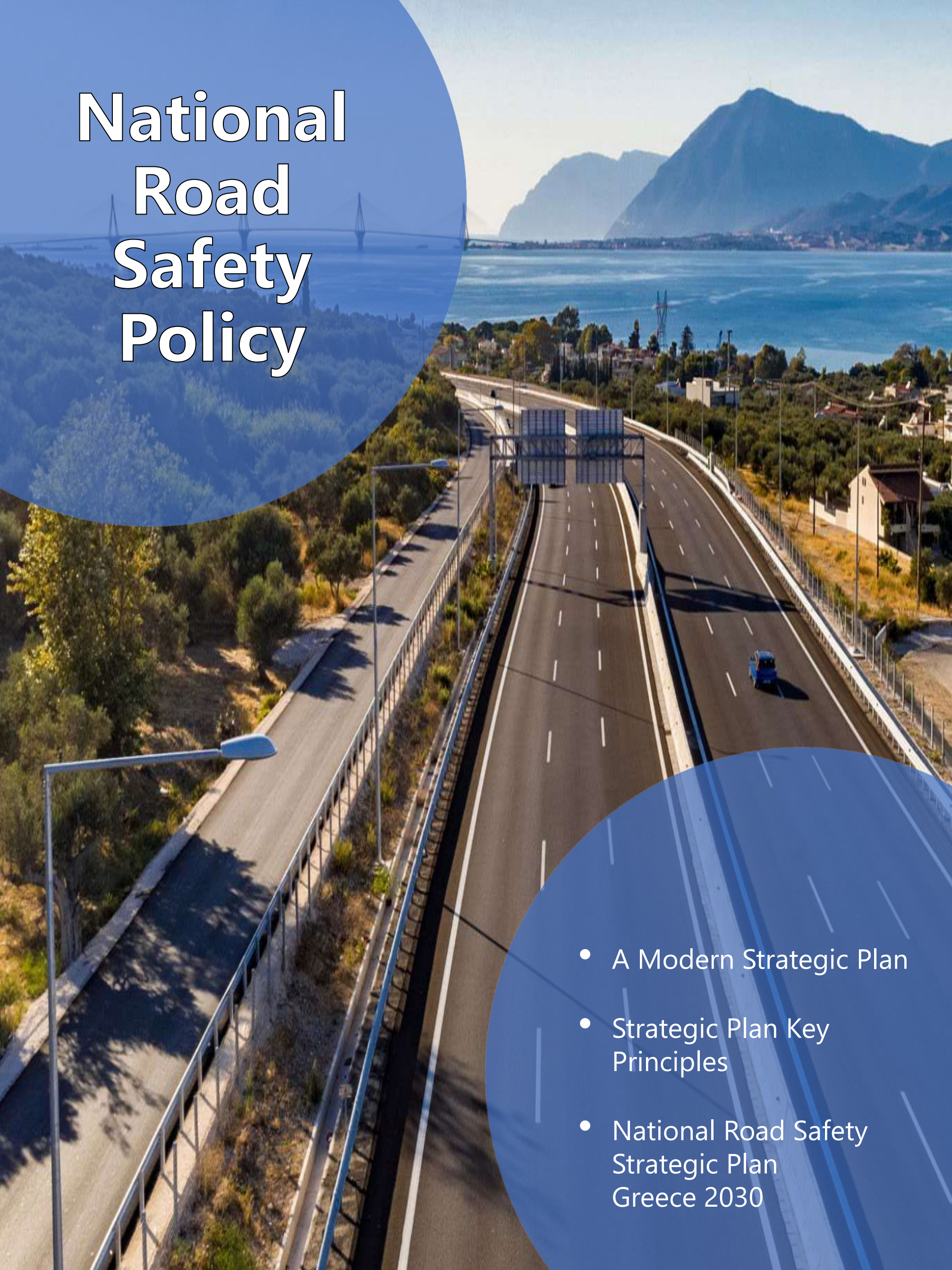
The Government presents the completed National Road Safety Strategic Plan 2021-2030, with specific actions, budget, timetable and quantitative targets to **reduce the number of fatalities and serious injuries in road crashes by 50%** by 2030.

We seek to preserve the right to life of Greek women and men, but also to create better and safer conditions for pedestrians, cyclists and all vehicles.

Kostas Karamanlis
Minister of Infrastructure and Transport

Michalis Papadopoulos
Deputy Minister of Infrastructure and Transport
President of the Road Safety Governmental Committee

National Road Safety Policy



- A Modern Strategic Plan
- Strategic Plan Key Principles
- National Road Safety Strategic Plan Greece 2030

A Modern Strategic Plan

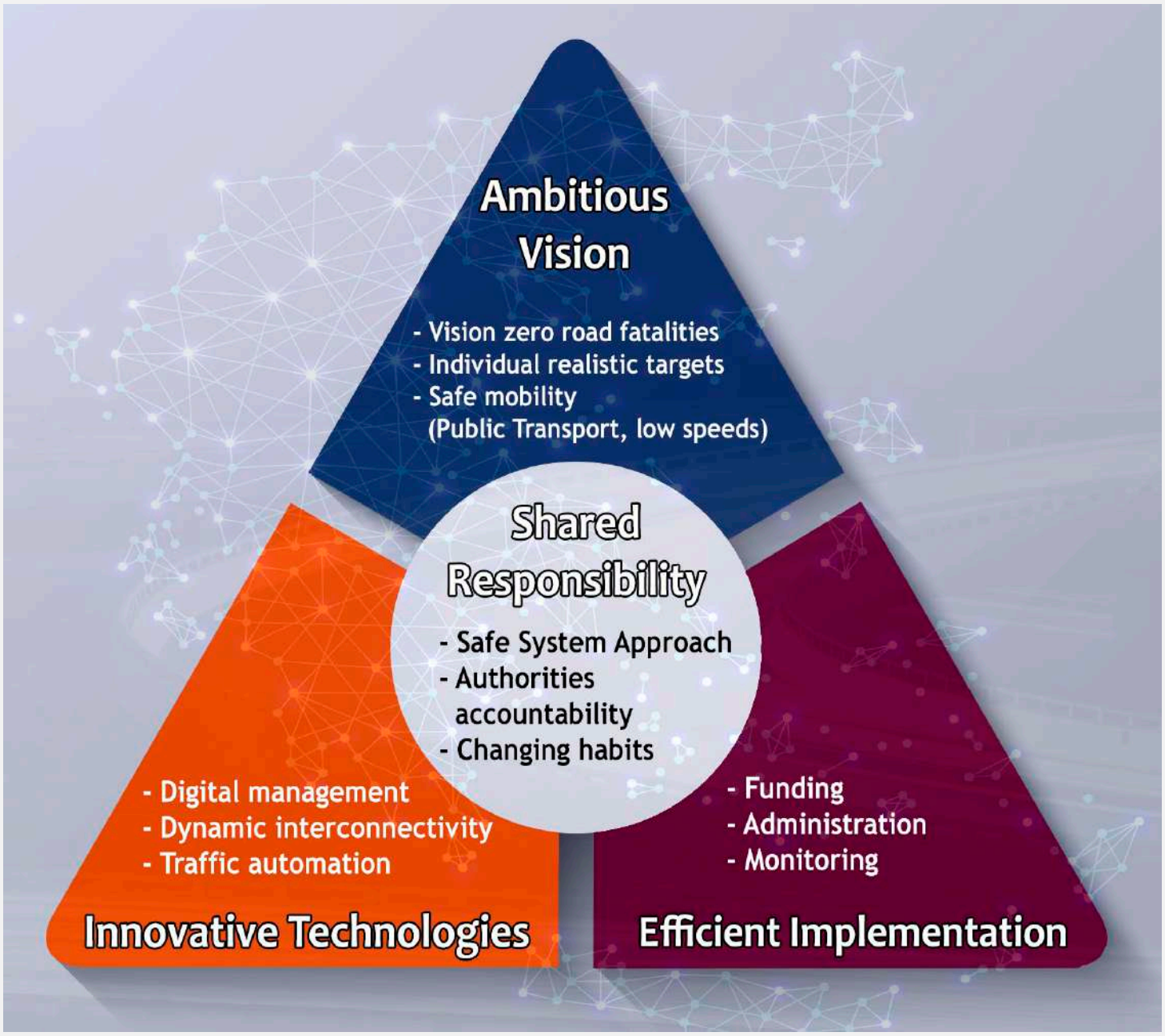
The Ministry of Infrastructure and Transport developed the **National Road Safety Strategic Plan** for the period 2021-2030, under the coordination of the Directorate of Road Traffic and Safety and with the scientific support of the Department of Transportation Planning and Engineering of the National Technical University of Athens.

- The National Strategic Plan concerns the definition, implementation and monitoring of the **necessary actions** to drastically reduce the number of persons killed and injured in road crashes.

- The development of the National Road Safety Strategic Plan was based on existing **international experience**, the detailed analysis of the **Greek potential** as well as on the systematic open consultation.

The present Report is a summary of all key components of the detailed Strategic Plan.

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.

National Road Safety Strategic Plan Greece 2030

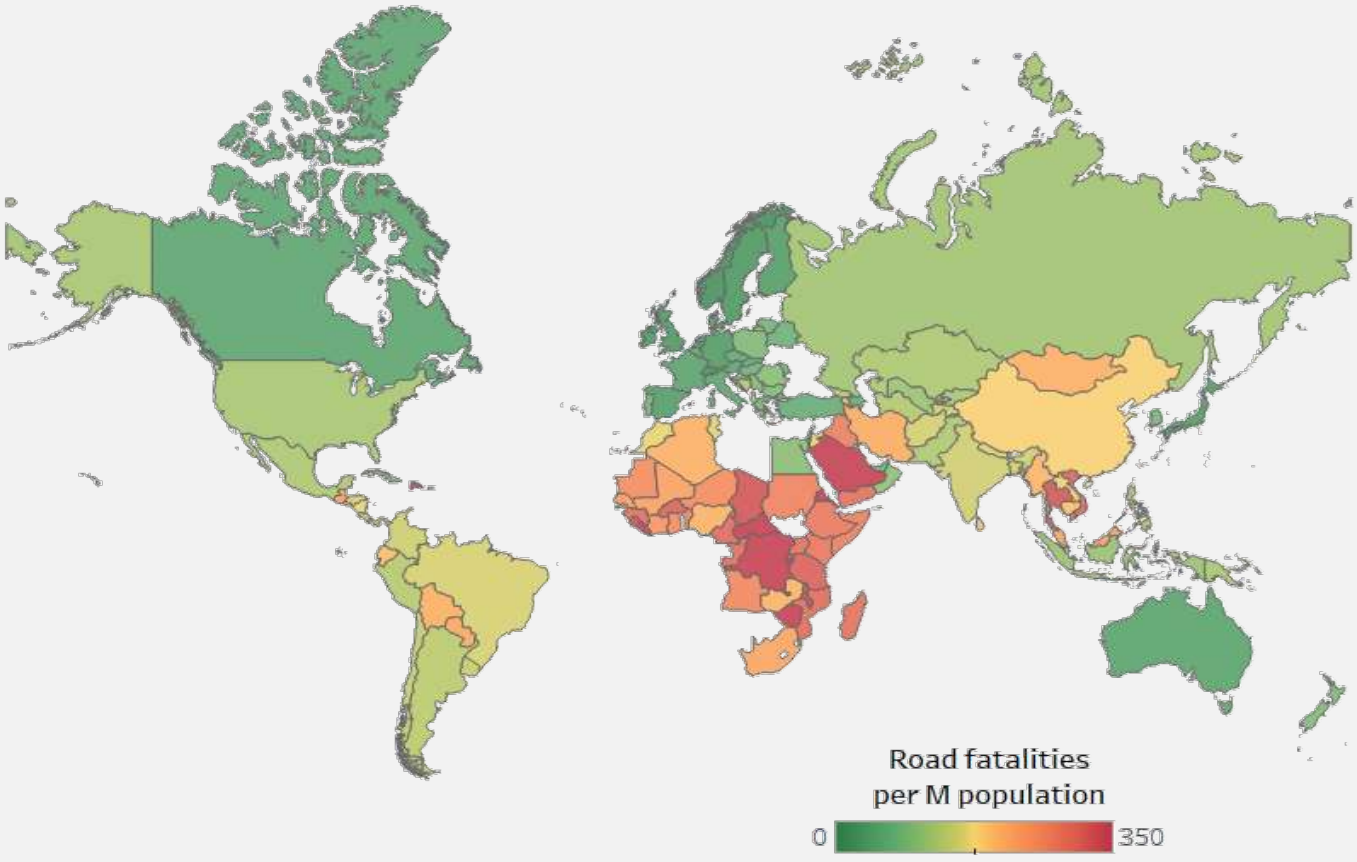
Contents

- **International Trends** in Road Safety
- **Current Road Safety Situation** in Greece
- Vision and **Targets**
- Strategic Plan Implementation **Structure**
- Road Safety **Actions** and Measures
- Key **Priority** Actions
- Systematic **Monitoring** of Actions and Performance
- Innovative Road Safety **Technologies**

International Experience in Road Safety

- Road fatalities globally
- European Union Road Safety Targets
- Ranking of European Union Member States
- Road Safety Policy Directions Globally
- Road Safety Policies in European Union

Road Fatalities Globally



Source: World Health Organisation, Processing: NTUA

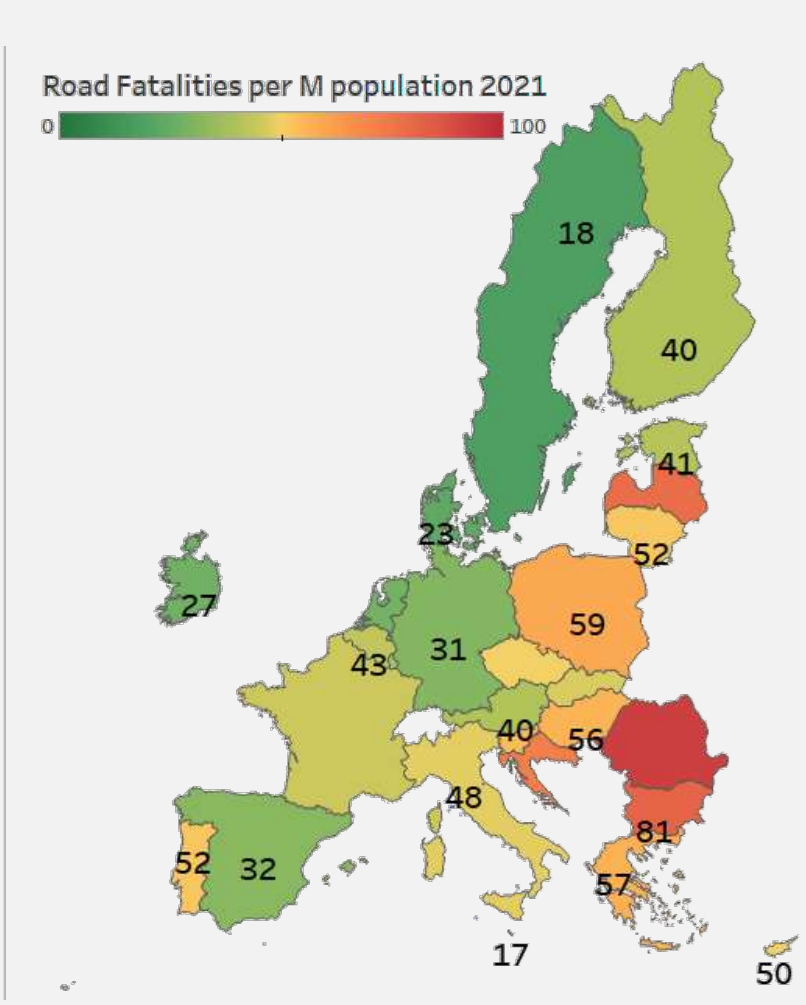
1.35 million people are killed every year on road crashes worldwide.

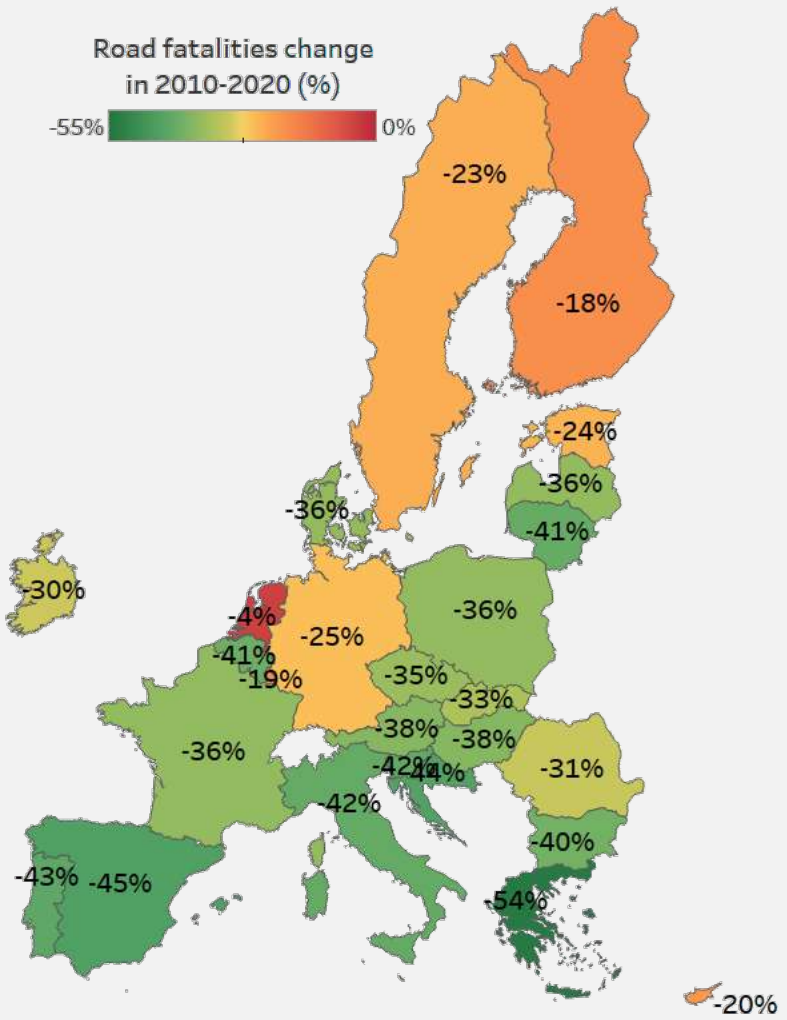
Road crash injuries are the **8th leading cause of death** across all age groups globally, while for young people aged 5-29, they are the 1st leading cause of death.

Europe presents the best road safety performance compared to the other continents.

The risk of fatal injury in a road crash is **three times higher** in low-income countries compared to high-income countries.

European Union Road Safety Targets





Source: CARE, Processing: NTUA

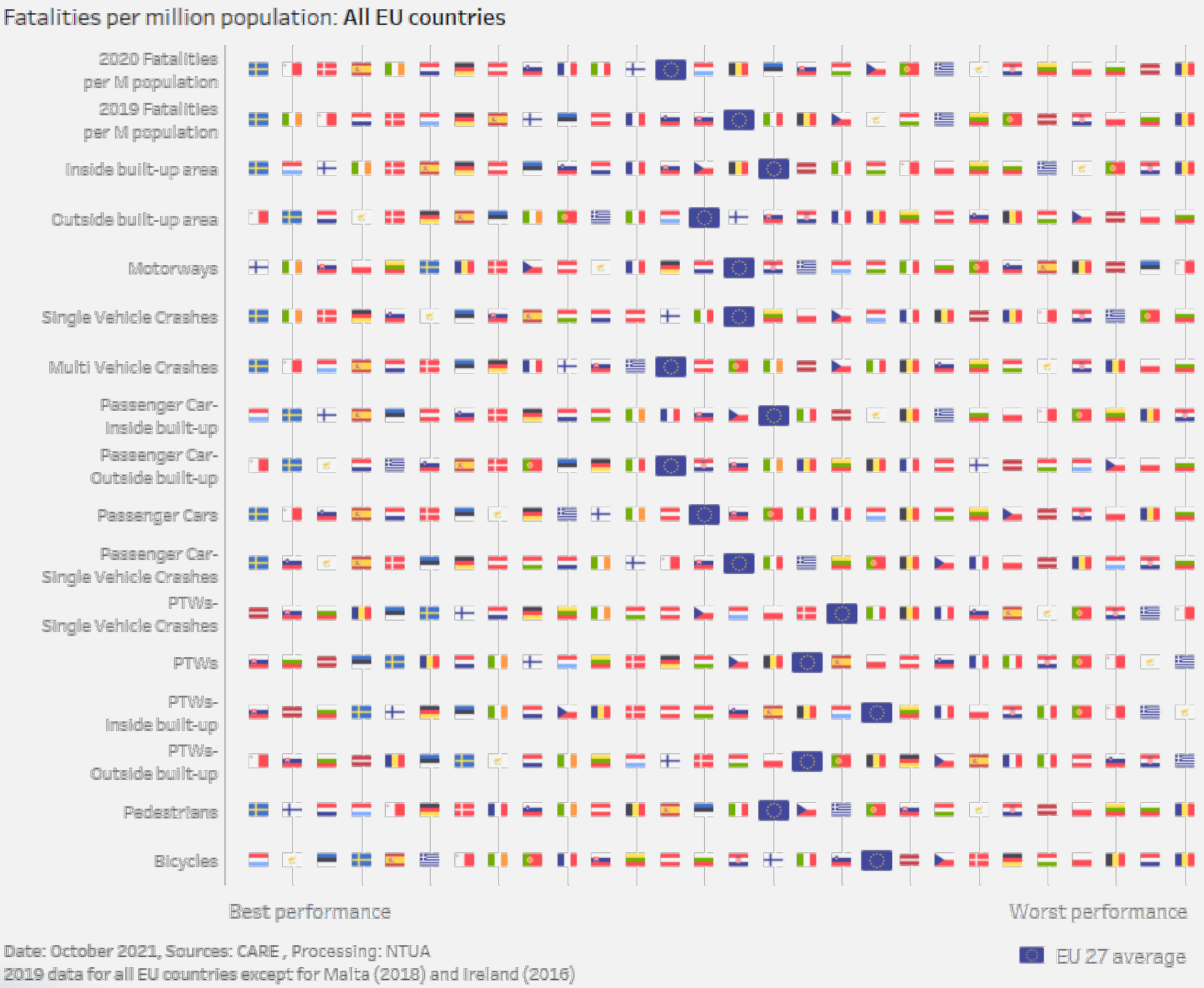
In 2010, the European Commission adopted the "Road Safety Program", which aimed to reduce road fatalities **by 50%** in the period 2010-2020.

Despite the significant reduction recorded (36%), the EU decade target **was not achieved.**

Greece was the only country that achieved the 2010-2020 target with 54% reduction in road fatalities.

In 2021, Greece was ranked 22nd among the EU countries with a performance of **57 road fatalities per million inhabitants.**

Fatalities by Road Crash Type – Ranking of the European Union Member States, 2019



https://www.nrso.ntua.gr/nrso-ec2/

Road Safety Policy Directions Globally

- **Safe System Approach**
  The responsibility is shared between the Authorities and the citizens

- **Vision Zero** Fatalities in Road Crashes
  by 2050

- **Decade of Action** for Road Safety 2021-2030
  United Nations Global Plan

- United Nations **Sustainable Development Goals**
  Targets 3.6 and 11.2 for road safety

- **Stockholm Declaration** – February 2020
  Principles and directions for the decade 2021-2030

- **Speed limit 30 km/h** within residential areas

Road Safety Policies in European Union

- **Strategic Action Plan** on Road Safety – May 2018
- **Targets** and Road Safety Performance Indicators – May 2018
- Regulation for the New **Vehicle** Safety Characteristics – November 2019
- Cooperative **Intelligent Transport Systems'** Policy – March 2019
- **Sustainable Mobility** Policy – December 2020
- European **Green Deal** – July 2021

Strategic Action Plan on Road Safety – European Union 2021-2030

- Enhance road safety **governance**
- Stronger **financial** support for road safety
- Safe **roads** and roadsides
- Safe **vehicles**
- Safe **road use**
- Fast and effective **emergency response**
- Future-proofing road safety – **automation**
- The EU's **global role**: exporting road safety

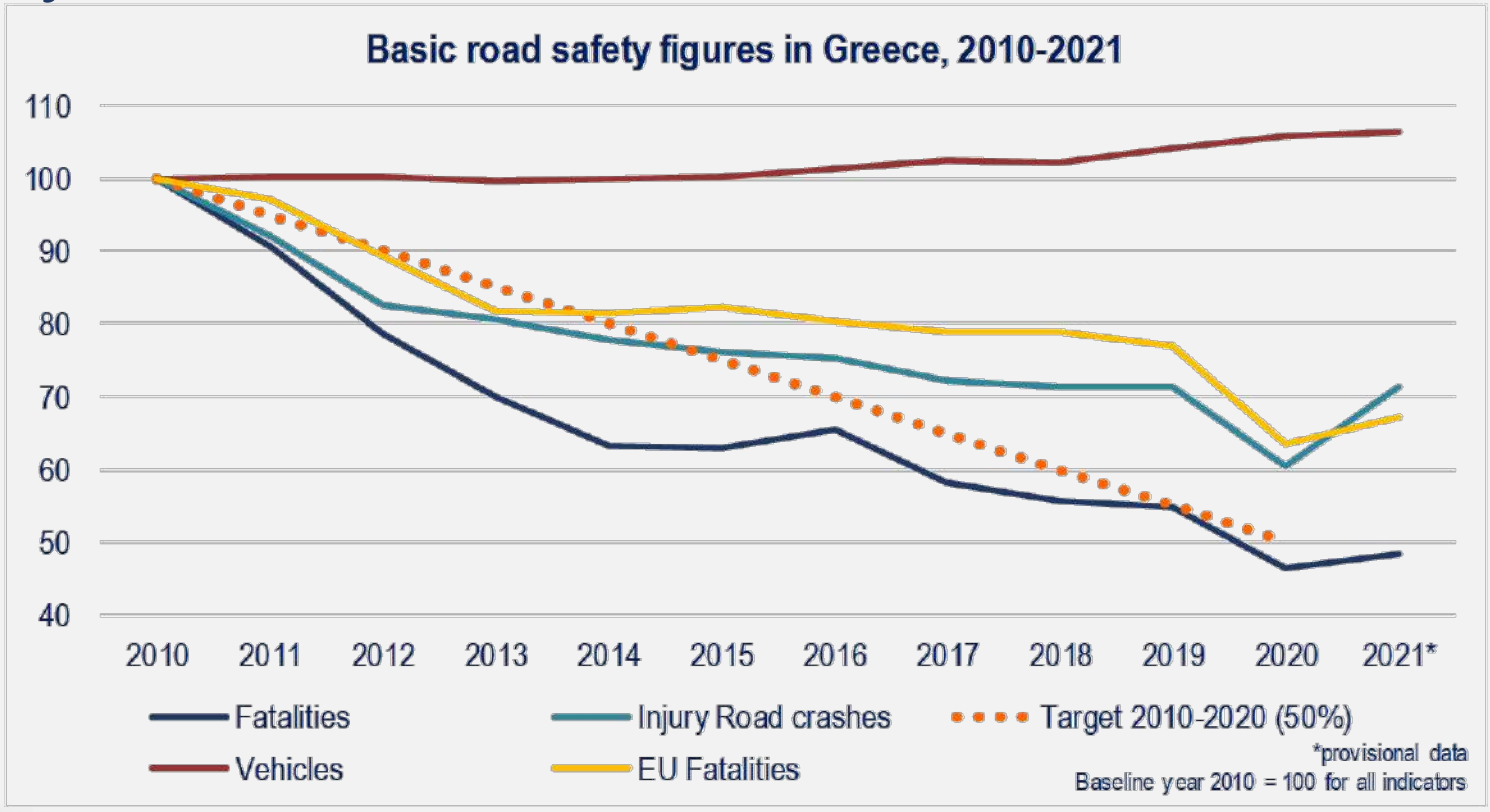
Current Road Safety Situation in Greece

- Constant Road Safety Improvement in Greece
- Regions' Ranking
- Road Safety KPIs
- Key Causes
- Critical Factors of Road Crashes
- Key Institutional Issues
- SWOT Analysis

Constant Road Safety Improvement in Greece

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

Moreover, a **39% reduction in road crashes** and a 72% reduction in serious injuries were recorded.



The **Regions** with the lowest road safety performance are the South and North Aegean (motorcycles) and the Peloponnese (passenger cars' speed), while those with the best performance are Attica, Thessaly and Central Macedonia.

Fatalities by Road Crash Type – Ranking of the Greek Regions, 2019

https://www.nrso.ntua.gr/nrso-gc12/

Road Safety
Key Performance Indicators

Speed

Road Type	Percentage of vehicles travelling within speed limits			Average Speed (km/h)	Standard Deviation (km/h)	V85** (km/h)
	KPI	Lower Bound	Upper Bound			
Urban roads	55,8%	55,0%	56,0%	48,4	9,3	57,0
Rural roads*	84,0%	83,4%	84,6%	66,9	10,2	76,5
Motorways	76,9%	75,9%	77,8%	103,2	14,9	117,8

The urban roads have the **lowest percentage** of vehicles travelling within the speed limits (55.8%), compared to motorways (76.9%) and rural roads (84%).

Mobile Phone Use

Road Type	Percentage of drives using mobile phone	Lower Bound	Upper Bound
Urban roads	8,3%	7,9%	8,7%
Rural roads*	5,9%	5,4%	6,3%
Motorways	6,9%	6,4%	7,3%
Total	7,4%	7,2%	7,7%

Mobile phone use rate is **higher on urban roads** (8.3%) compared to motorways (6.9%) and rural roads (5.9%).

Fieldwork measures in 15 Greek cities – Spring 2022

* *The rural roads include roads outside built-up areas, excluding motorways, with 90 km/h speed limit*
** *The speed below of 85% of drivers drive*

Road Safety
Key Performance Indicators

Seatbelt

Road Type	Percentage of Helmet Use (Passenger Cars)	
	Front Passenger	Rear Passenger
Urban roads	63,9%	54,6%
Rural roads*	65,1%	56,2%
Motorways	77,1%	65,5%
Total	65,0%	55,8%

Belt use by **rear passengers** is much lower (55.8%) compared to front passengers (65.0%).

Helmet

Road Type	Percentage of Helmet Use (Motorcycles)	
	Driver	Passenger
Urban roads	75,5%	60,5%
Rural roads*	83,7%	68,7%
Motorways	94,9%	91,7%
Total	80,3%	65,5%

Helmet use by **passengers** is much lower compared to drivers, on all road types.

Fieldwork measures in 15 Greek cities – Spring 2022

* *The rural roads include roads outside built-up areas, excluding motorways*

Key Causes: Speeding and Motorcycles

The comparison of Greek and European Union road crash statistics reveals the **most significant road safety problems** in Greece.

One of them is the particularly high rate of **powered two-wheeler (motorcycles and mopeds)** riders' fatalities (36%), which is twice as high as the respective EU average (18%).

Greece also presents one of the highest rates (54%) of road fatalities **inside built-up areas** (EU average: 39%), mainly due to motorcycle road crashes.

41% of total road fatalities concerned **single-vehicle road crashes** (EU average 31%), mainly due to inappropriate high vehicle speeds.

64% of road fatalities corresponds to **male drivers** (EU average: 55%), mainly due to their higher traffic but also their more risky behaviour.

Trends of Key Crash Causes

In comparison with the overall road fatalities' reduction (-45%) during the decade 2010-2019, the following were observed:

- significant reduction in the number of road fatalities in **passenger cars, heavy goods vehicles, vehicle occupants and children** (0-14 years old)
- limited reduction in the number of **pedestrians, cyclists and older drivers** (aged 65+) fatalities

	Greece			EU27
	2019	2010-2019 (%)	2019 (%)	2019 (%)
Total fatalities	**688**	**-45%**	100%	100%
Drivers	470	-44%	68%	65%
Passengers	73	-70%	11%	15%
Pedestrians	145	-19%	21%	20%
Inside built-up areas	370	-38%	54%	39%
Outside built-up areas	318	-52%	46%	61%
On motorways	50	-43%	7%	9%
Passenger Cars	202	-63%	29%	44%
Motorcycles/Mopeds	247	-55%	36%	18%
Bicycles	22	-4%	3%	9%
Young drivers (18-24)	61	-54%	9%	8%
Older drivers (65+)	99	-24%	14%	15%
Children (0-14)	12	-60%	2%	2%
Male drivers	441	-43%	64%	55%
Female drivers	29	-52%	4%	8%
In crashes with Heavy Goods Vehicles	40	-61%	6%	13%
Drivers/Passengers in single-vehicle crash	280	-44%	41%	31%

Source: CARE, ELSTAT,
Processing: D.T.P.E.. / NTUA.

Key Causes: non use of seat belt and helmet

79% (438 out of 557) of the killed drivers in passenger cars **did not wear a seatbelt or it was not recorded**, while 21% (119 out of 557) of killed drivers in passenger cars wore a seatbelt.

69% (460 out of 662) of the killed motorcycle and moped front riders **did not wear a helmet or it was not recorded**, while 31% (202 out of 662) of the killed motorcycle and moped front riders wore a helmet.

Passenger rates without wearing/recorded seat belt in passenger cars or without wearing/recorded helmet on motorcycles and mopeds were **even higher** compared to the fatality rates of drivers.

In addition, 55% (418 out of 754) of killed passenger car occupants and 43% (306 out of 712) of killed motorcyclists and moped riders were recorded in single-vehicle road crashes, mainly due to **inappropriate high speeds.**

Reference period 2017-1019

Key Causes:
non use of seat belt and helmet

	Killed Passenger Car Occupants			Killed Motorcyclists and Moped Riders		
	Seatbelt use	Non seatbelt use/ Not recorded	Total	Helmet use	Non helmet use/ Not recorded	Total
Drivers/Riders						
2017	40	167	207	62	166	228
2018	34	156	190	59	143	202
2019	45	115	160	81	151	232
Total	**119**	**438**	**557**	**202**	**460**	**662**
(%)	21%	79%	100%	31%	69%	100%
Passengers/Back riders						
2017	14	64	78	5	15	20
2018	13	64	77	3	12	15
2019	8	34	42	3	12	15
Total	**35**	**162**	**197**	**11**	**39**	**50**
(%)	18%	82%	100%	22%	78%	100%

	Killed Passenger Car Occupants			Killed Motorcyclists and Moped Riders		
	In single-vehicle road crashes	Total	%	In single-vehicle road crashes	Total	%
2017	163	285	57%	90	248	36%
2018	130	267	49%	105	217	48%
2019	125	202	62%	111	247	45%
Total	**418**	**754**	**55%**	**306**	**712**	**43%**

Source: ELSTAT, Processing: D.T.P.E. / NTUA

Critical Road Crash Factors in Greece

The most **critical factors** (in order of importance) contributing to the occurrence and severity of road 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**

Key Institutional Issues

Imperfections in the organisation and staffing of Public Administration lead to the inability of effective implementation of road safety actions.

The **lack of organised structures of the State** with sole responsibility on road safety and the non-accountability of the Authorities for the implementation of their actions lead to limited results.

The **non-operation of a central road safety agency** with specific responsibilities, coordination powers and substantial responsibility for the implementation of road safety actions.

The **insufficient funding** for road safety, which is often depleted rapidly without any real effect.

The inability to understand that **road safety is a multi-disciplinary science** and that proper and continuous research and documentation of all types of decisions is required using adequate and reliable data.

SWOT Analysis

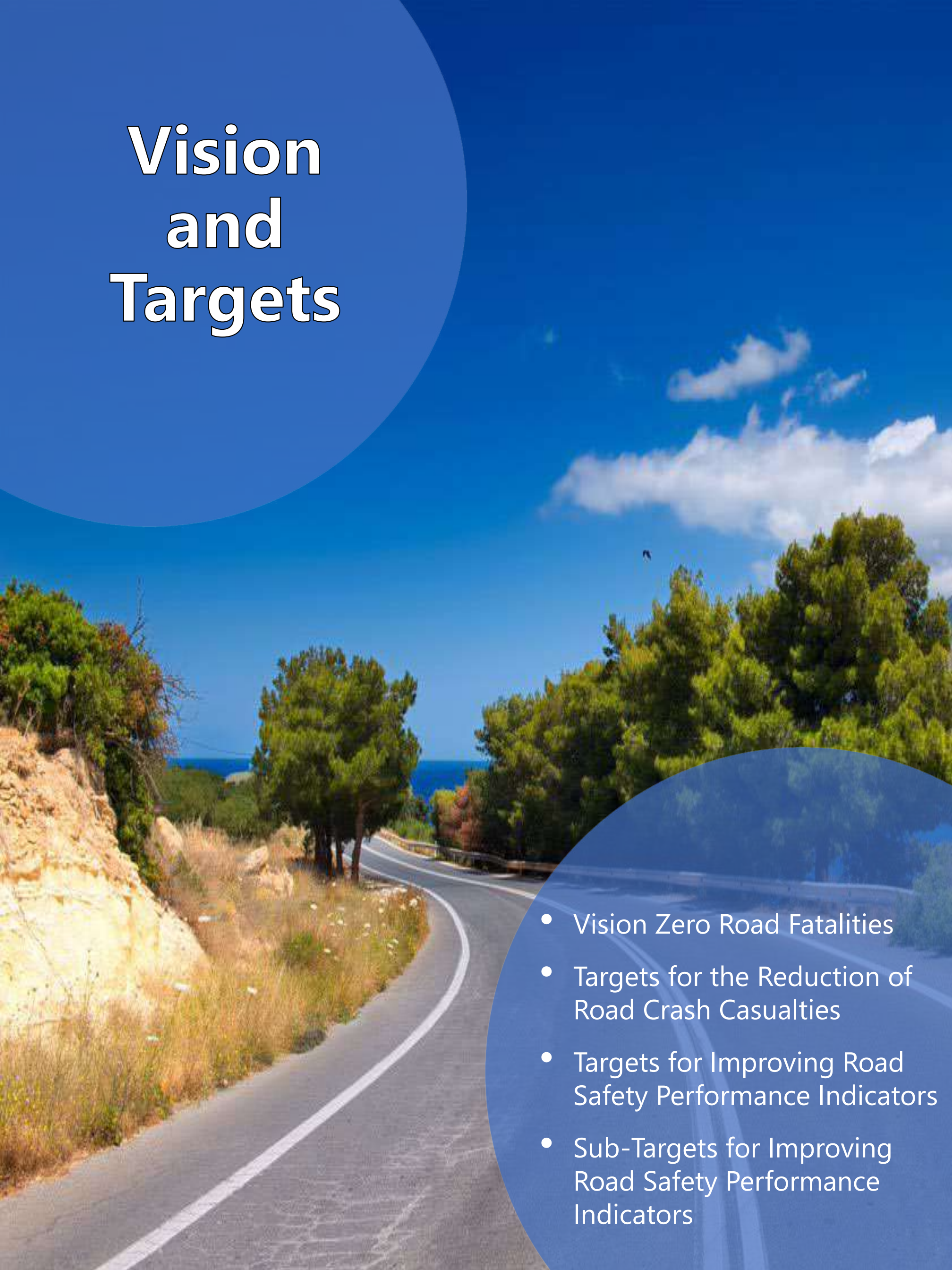
STRENGTHS	Pillar
Improved driver behaviour due to economic crisis	Behaviour
Information and awareness actions by NGOs	Behaviour
Improved main rural road network	Infrastructure
Safer new vehicles	Vehicle
Significant scientific potential	Management
New National Strategic Plan	Management

WEAKNESSES	Pillar
Extensive delinquency in road traffic	Behaviour
High number of motorcyclists	Behaviour
Absence of road network maintenance	Infrastructure
Insufficient infrastructure for pedestrians/cyclists/e-scooters in cities	Infrastructure
Inefficient management of road infrastructure safety	Infrastructure
Aging vehicle fleet	Vehicle
Understaffed Technical Services	Management
Lack of accountability	Management

OPPORTUNITIES	Pillar
Economic growth leads to a better road safety culture	Behaviour
Climate change actions favor road safety	Behaviour - Infrastructure
Innovative technologies for the support of vehicles and drivers	Behaviour - Vehicle
More resources for road infrastructure	Infrastructure
Increasing number of new safer vehicles	Vehicle
Significant European funds	Management
Digital organization of Public Administration	Management
Road Safety Law, Budget and Observatory	Management

THREATS	Pillar
Lack of funds and resources for road safety	Management
Absence of actions' monitoring	Management
Insufficient staffing and organisation of Authorities	Management

Vision and Targets



- Vision Zero Road Fatalities
- Targets for the Reduction of Road Crash Casualties
- Targets for Improving Road Safety Performance Indicators
- Sub-Targets for Improving Road Safety Performance Indicators

Vision Zero Road Fatalities

Key pillars for the development of the Vision and the main directions of the Road Safety Strategic Plan are two main international road safety policy directions:

- the **Vision "Zero Fatalities in Road Crashes"** and
- the **Safe System Approach**.

- With the new Road Safety Strategic Plan, Greece adopts the "Vision Zero Fatalities in Road Crashes", setting the long-term target to **eliminate road fatalities by 2050.**

According to the Safe System Approach:

- All transport system components, from the design to the operation of the road network, **act in a complementary way** to avoid possible serious or fatal injury.
- All parties involved (Authorities - road users) have a **shared responsibility** to provide a safe road environment, with important part of the responsibility shifting to those who design and manage the road transport system.

Targets for the Reduction of Road Crash Casualties

Based on the analysis of the current road safety situation in Greece and in alignment with the European road safety targets, **eight quantitative targets** were set for the reduction of casualties in road crashes for the decade 2021-2030.

	Target			Target (% reduction)			Lives to be saved (annually)	
	Baseline year 2019	2025	2030	Baseline year 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*	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****	21st position	16th position	13th position	*206***	***344****
8. Serious injuries	652	456	326	-	30%	50%	196****	326****

* *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

Additional targets have been set for **eight road safety Key Performance Indicators** - KPIs (defined by the EU), which are directly linked to the prevention of fatalities in road crashes, in order to emphasize on the intervention strategy and the achievement of the results

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*

Sub-Targets for Improving Road Safety Performance Indicators

KPIs	Baseline year 2022	Target 2025	Target 2030
Speeding			
Urban roads	44%	<30%	<25%
Rural roads*	16%	<7%	<5%
Motorways	23%	<10%	<5%
Seat-belt Use by Front Passengers			
Urban roads	64%	>90%	>95%
Rural roads*	65%	>95%	100%
Motorways	77%	>95%	100%
Seat-belt Use by Rear Passengers			
Urban roads	55%	>80%	>90%
Rural roads*	56%	>85%	100%
Motorways	66%	>90%	100%
Helmet Use by Drivers			
Urban roads	76%	>90%	>98%
Rural roads*	84%	>90%	>98%
Motorways	95%	>98%	100%
Helmet Use by Passengers			
Urban roads	61%	>75%	>90%
Rural roads*	69%	>80%	>95%
Motorways	92%	>95%	100%
Mobile Phone Use			
Urban roads	8%	<6%	<4%
Rural roads*	6%	<4%	<2%
Motorways	7%	<5%	<2%

** Rural roads are roads outside built-up areas, excluding motorways*

Strategic Plan Implementation Structure

- Open Consultation
- Implementation Structure
- Actions and Measures

Open Consultation

In the framework of the development of the National Road Safety Strategic Plan, a wide and organised **Open Consultation** of all public and non-public road safety stakeholders took place.

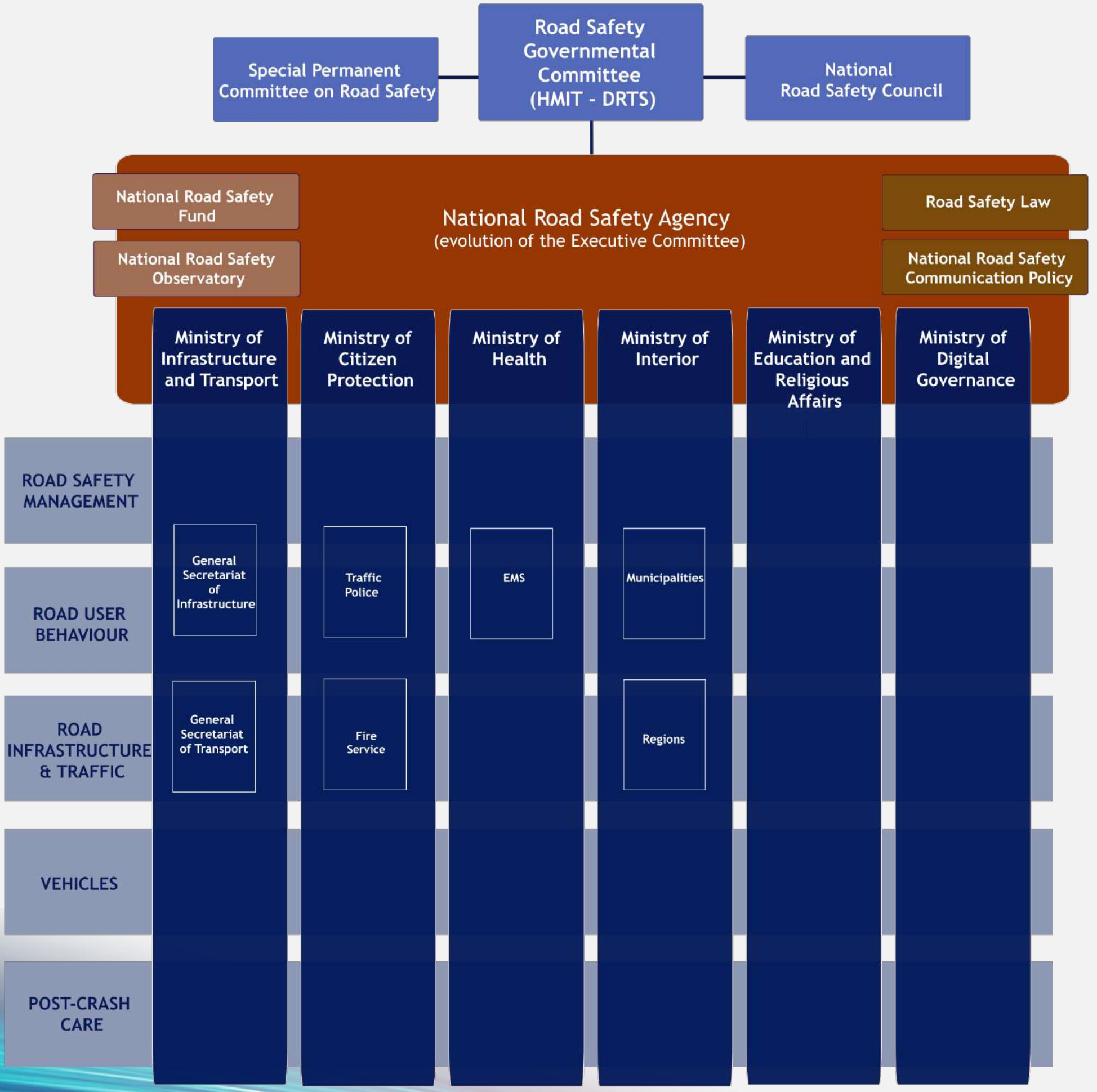
Website Operation
(www.nrso.ntua.gr/nrss2030)
- information on the development of the Strategic Plan
- support for the organised Open Consultation

Road Safety Academics Committee

1st Consultation Phase (December 2021 - March 2022)
Comments, ideas and suggestions for road safety improvement by:
Public Authorities
Road Safety Stakeholders
All citizens

2nd Consultation Phase (May - June 2022)
Approval/Proposals of Actions by co-competent Ministries (members of the Road Safety Governmental Committee)
- Publication of the Final Draft
- Invitation for comments by everyone (Open Consultation)

Structure of Strategic Plan Implementation Authorities



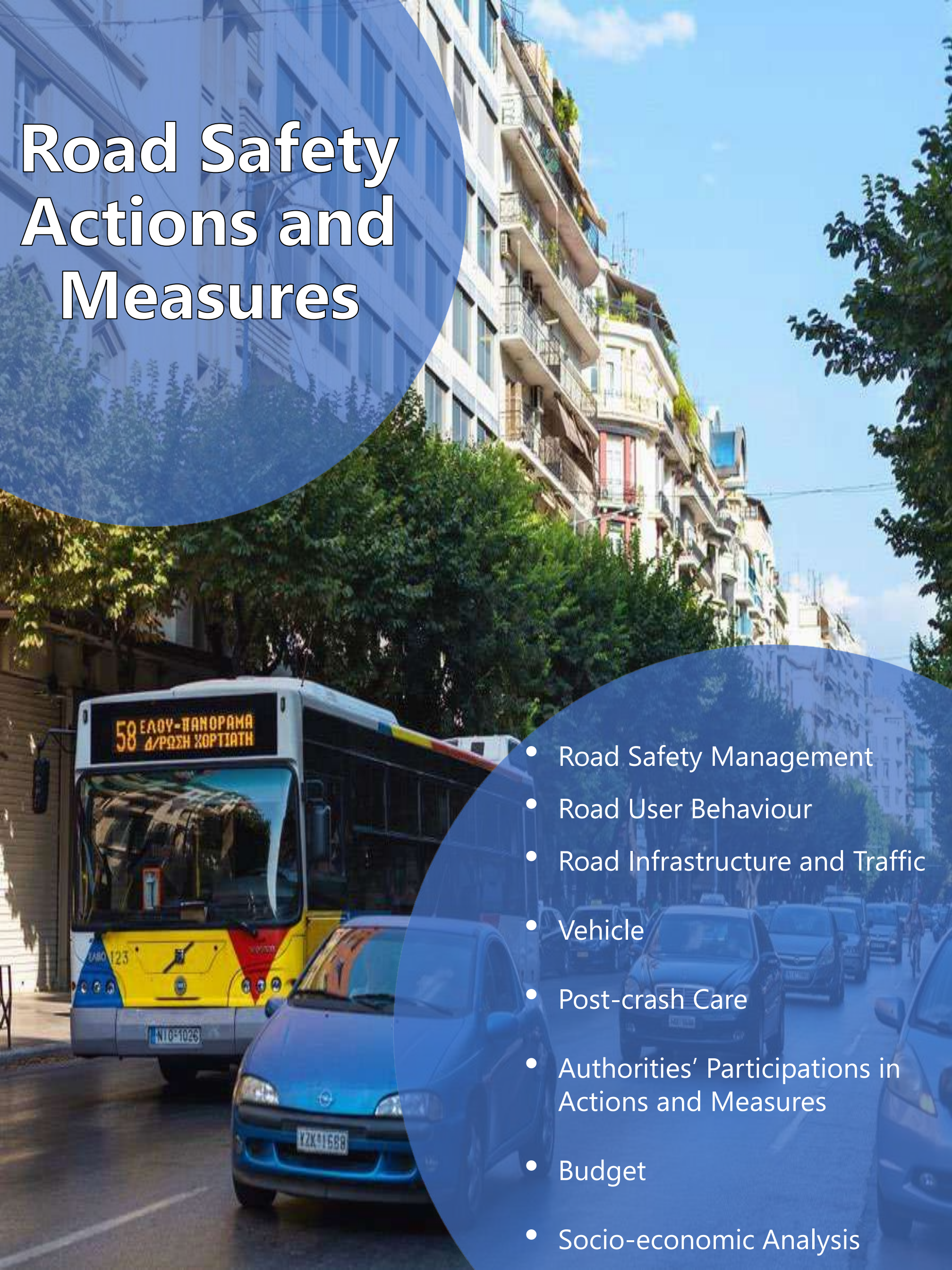
Road Safety Actions and Measures

Road Safety Actions and Measures are allocated to the **5 UN Road Safety Pillars** and the respective **Implementing Authorities** and have been defined based on:

- the experience from other countries and the directions of the **European Union**
- the specific road safety problems in **Greece** (motorcycles, speeding, urban areas etc.) and
- their **impact** on the achievement of the targets set

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 Actions and Measures



- Road Safety Management
- Road User Behaviour
- Road Infrastructure and Traffic
- Vehicle
- Post-crash Care
- Authorities' Participations in Actions and Measures
- Budget
- Socio-economic Analysis

Road Safety Management Actions

M1. Integrated Road Safety Management Structure

M2. Road Safety Law

M3. Road Safety Fund

M4. Road Safety Observatory

M5. Road Traffic Code

M6. Infringement System Management

M7. National Road Safety Communication Policy

M8. Road Safety Action Plans

M9. Road Safety Research

Road Safety Management Measures

Actions	Measures	Munic.	Reg.	MCP	GSI	GST	MH	MI	MERA	MDG	Law	***	**	*
M1 Integrated Road Safety Management Structure														
M1.1	Governmental Committee	-	-	√	√	√	√	√	√	√	√	√	-	-
M1.2	National Road Safety Agency	-	-	√	√	√	√	√	√	√	√	√	-	-
M1.3	Organization of Road Safety Units	√	√	√	√	√	√	√	√	√	√	√	-	-
M1.4	National Road Safety Council	√	√	√	√	√	√	√	√	√	√	-	-	√
M1.5	ISO 39001 Certification	√	√	√	√	√	√	√	√	√	√	-	-	√
M2 Road Safety Law														
M2.1	Institutionalization of responsibilities	√	√	√	√	√	√	√	√	√	√	√	-	-
M2.2	Institutionalization of accountability	-	-	-	-	√	-	-	-	-	√	√	-	-
M3 Road Safety Fund														
M3.1	Function of Fund Management Authority	-	-	-	-	√	-	√	-	-	√	√	-	-
M3.2	Road Safety Fund Revenue System	-	-	-	-	√	-	√	-	√	√	√	-	-
M3.3	Budget Allocation and Execution	-	-	-	-	√	-	√	-	-	√	√	-	-
M4 Road Safety Observatory														
M4.1	Collection of Crash data	-	-	√	-	-	-	-	-	√	-	-	√	-
M4.2	Collection of Traffic data	√	√	-	√	√	-	-	-	√	-	√	-	-
M4.3	Collection of Performance Indicators data	√	√	√	√	√	√	-	-	√	-	√	-	-
M4.4	Collection of Perception data	√	√	-	-	√	-	-	-	√	-	-	-	√
M4.5	Technical Analyses	√	√	√	√	√	√	-	-	√	-	√	-	-
M4.6	Monitoring the progress of actions	√	√	√	√	√	√	√	√	√	-	√	-	-
M4.7	Publication of Statistics and Results	-	-	√	-	√	-	-	-	√	-	-	√	-
M4.8	International Rankings	-	-	√	-	√	-	-	-	√	-	-	-	√
M5 Road Traffic Code														
M5.1	Comprehensive penalty policy	-	-	√	-	√	-	-	-	-	√	√	-	-
M5.2	Settings for vulnerable road users	-	-	√	-	√	-	-	-	-	√	√	-	-
M5.3	Codification of Legislation	-	-	-	-	√	-	-	-	-	√	-	√	-
M6 Infringement System Management														
M6.1	Change of Legal Framework	-	-	√	-	√	-	-	-	√	√	√	-	-
M6.2	Digital recording of traffic infringements	-	-	√	-	√	-	-	-	√	√	√	-	-
M6.3	Organization of a Traffic Infringement Management Center	-	-	√	-	-	-	-	-	√	√	√	-	-
M6.4	Driver Behavior Control System Automation	-	-	√	-	√	-	-	-	√	√	√	-	-
M6.5	System for informing road users on violations	-	-	√	-	-	-	-	-	√	√	√	-	-
M7 National Road Safety Communication Policy														
M7.1	Central ten-year road safety campaign	-	-	-	-	√	-	-	√	-	-	√	-	-
M7.2	Annual thematic road safety campaigns	-	-	-	-	√	-	-	√	-	-	√	-	-
M7.3	Special Communication Actions	-	-	-	-	√	-	-	-	-	-	-	√	-
M7.4	Information campaigns in touristic areas	√	√	√	-	√	-	-	-	-	-	-	√	-
M7.5	Collaboration with Mass Media	√	√	√	√	√	√	√	√	-	√	-	√	-
M8 Road Safety Action Plans														
M8.1	Road Safety Action Plans in Municipalities	√	-	-	-	√	-	-	-	-	√	√	-	-
M8.2	Road Safety Action Plans in Regions	-	√	-	-	√	-	-	-	-	√	√	-	-
M8.3	National Road Safety Action Plan for Motorcycles	-	-	-	-	√	-	-	-	-	√	√	-	-
M8.4	National Speed Management Action Plan	-	-	-	-	√	-	-	-	-	√	√	-	-
M8.5	Road Safety Action Plan in Touristic Areas	-	-	-	-	√	-	-	-	-	√	-	√	-
M8.6	Action Plan for the Adaptation to Automated Traffic	-	-	-	-	√	-	-	-	-	√	-	√	-
M9 Road Safety Research														
M9.1	Interdisciplinary Road Safety Research	-	-	-	-	-	-	-	√	-	-	-	-	√
M9.2	Research on automated traffic	-	-	-	-	-	-	-	√	-	-	-	-	√
M9.3	Highlighting road safety research results	-	-	-	-	-	-	-	√	-	-	-	-	√
9	**40**	**12**	**12**	**21**	**11**	**34**	**10**	**11**	**13**	**20**	**25**	**25**	**8**	**7**

*** High Priority Measures
** Medium Priority Measures
* Low Priority Measures

Road User Behaviour Actions

B1. Enforcement

B2. Driving Licenses

B3. Driver Education/Training

B4. School Education

B5. Information Campaigns

B6. Priorities for Driver Behaviour Improvement

B7. Protective Equipment Use

B8. Telematics

Road User Behaviour Measures

Actions	Measures	Munic.	Reg.	MCP	GSI	GST	MH	MI	MERA	MDG	Law	***	**	*
B1 Enforcement														
B1.1	Systematic and targeted enforcement for road safety	-	-	√	-	-	-	-	-	-	-	√	-	-
B1.2	Monitoring and publication of monitoring results	-	-	√	√	-	-	-	-	√	-	√	-	-
B1.3	New Patrol Vehicles	-	-	√	-	-	-	-	-	-	-	-	-	√
B1.4	Surveillance cameras	-	-	√	√	-	-	-	-	-	-	-	√	-
B1.5	Equipment for alcohol and substances tests	-	-	√	-	-	-	-	-	-	-	-	√	-
B1.6	Violation and crash recording equipment	-	-	√	-	-	-	-	-	-	-	-	√	-
B1.7	Cross-border enforcement of sanctions	-	-	√	-	√	-	-	-	√	√	-	-	√
B2 Driving Licenses														
B2.1	Upgrading of driver training and examination system	-	-	-	-	√	-	-	-	-	√	-	√	-
B2.2	Training and examination in hazard perception	-	-	-	-	√	-	-	-	-	√	-	-	√
B2.3	Accompanied driving	-	-	-	-	√	-	-	-	-	√	-	√	-
B2.4	Continuous training of professional drivers	-	-	-	-	√	-	-	-	-	√	-	√	-
B3 Driver Education/Training														
B3.1	Continuing driver training programs	-	-	-	-	√	-	-	-	-	√	-	√	-
B3.2	Training in new driver support systems	-	-	-	-	√	-	-	-	-	√	-	√	-
B3.3	Training and performance assessment of professional drivers	-	-	-	-	√	-	-	-	-	√	-	√	-
B3.4	Diagnostic (traffic-psychological) evaluation of offenders	-	-	-	-	√	√	-	-	-	√	-	√	-
B3.5	Re-education of recidivist offenders	-	-	-	-	√	-	-	-	-	√	-	√	-
B3.6	Training through simulation	-	-	-	-	√	-	-	-	-	√	-	-	√
B4 School Education														
B4.1	Education programs for children (<12 years old)	-	-	√	-	√	-	-	√	-	-	√	-	-
B4.2	Education programs - adolescent education	-	-	√	-	√	-	-	√	-	-	√	-	-
B4.3	Train the trainer programs	-	-	√	-	√	-	-	√	-	-	-	√	-
B4.4	Education programs for parents	-	-	√	-	√	-	-	√	-	-	-	-	√
B4.5	Introduction of Traffic Education in Pedagogical Schools	-	-	-	-	-	-	-	√	-	√	-	-	√
B4.6	Traffic Education Parks	√	-	-	-	√	-	-	√	-	-	-	-	√
B4.7	Modernization of the e-drive academy operation	-	-	-	-	√	-	-	√	-	-	-	-	√
B5 Information Campaigns														
B5.1	Coordination of information campaigns of Public and Private Bodies	-	-	-	-	√	-	-	-	-	-	-	-	√
B5.2	Systematic information campaigns	√	√	√	√	√	√	√	√	-	-	-	√	-
B5.3	Public-Private Partnerships	√	√	√	√	√	√	√	√	-	-	-	-	√
B5.4	Coordinated campaigns with enforcement and infrastructure actions	√	√	√	√	√	-	-	-	-	-	-	√	-
B6 Priorities for Driver Behaviour Improvement														
B6.1	Speed management	-	-	√	-	√	-	-	√	-	-	√	-	-
B6.2	Driver distraction	-	-	√	-	√	-	-	√	-	-	√	-	-
B6.3	Driving under the influence of alcohol	-	-	√	-	√	-	-	√	-	-	√	-	-
B6.4	Driving under fatigue	-	-	√	-	√	-	-	√	-	-	√	-	-
B6.5	Violation of priority	-	-	√	-	√	-	-	√	-	-	√	-	-
B7 Protective Equipment Use														
B7.1	Helmet	-	-	√	-	√	-	-	√	-	-	√	-	-
B7.2	Safety belt	-	-	√	-	√	-	-	√	-	-	√	-	-
B7.3	Child restraint systems	-	-	√	-	√	-	-	√	-	-	√	-	-
B7.4	Safety equipment for cyclists	-	-	√	-	√	-	-	√	-	-	-	√	-
B8 Telematics														
B8.1	Promoting driver behavior monitoring using telematics	-	-	-	-	√	-	-	-	-	√	√	-	-
B8.2	Financial incentives for vehicle insurance policies using telematics	-	-	-	-	√	-	-	-	-	√	√	-	-
B8.3	Telematics in fleet safety management	-	-	-	-	√	-	-	-	-	-	√	-	-
8	**40**	**4**	**3**	**23**	**5**	**33**	**3**	**2**	**18**	**2**	**14**	**15**	**15**	**10**

*** *High Priority Measures*
** *Medium Priority Measures*
* *Low Priority Measures*

Road Infrastructure and Traffic Actions

I1. Integrated Management of Mobility

I2. Speed limits revision

I3. Speed management

I4. Road Safety Audits

I5. Improvements in High Risk Sites on Rural Road Network

I6. Interventions on the Rural Road Network

I7. Large Scale Infrastructure Projects

I8. Interventions on the Urban Road Network

I9. Traffic Calming Measures

I10. Pedestrian, Bicycle and e-Scooter Traffic

I11. Road Safety Traffic Regulations

I12. Road Works Management

I13. Regulations

Road Infrastructure and Traffic Measures

Actions	Measures	Munic.	Reg.	MCP	GSI	GST	MH	MI	MERA	MDG	Law	***	**	*
I1 Integrated Management of Mobility														
I1.1	Metropolitan Agency for Mobility in Athens	√	√	√	√	√	√	-	-	√	-	√	-	-
I1.2	Integration of Road Safety in Sustainable Urban Mobility Plans (SUMP)	√	√	-	-	√	-	-	-	-	√	√	-	-
I1.3	Upgrade and staff public transport	√	√	-	-	√	-	-	-	-	-	√	-	-
I1.4	Ensuring priority in public transport	√	√	√	-	√	-	-	-	-	-	√	-	-
I2 Speed Limits Revision														
I2.1	Speed limit suitability check	√	√	-	√	-	-	-	-	-	-	-	√	-
I2.2	30 km/h zones in urban centers	√	√	√	-	√	-	-	-	-	√	√	-	-
I2.3	Reduction of speed limit to 80km/h in the rural network	√	√	√	-	√	-	-	-	-	√	-	√	-
I2.4	Introduction of variable speed limits on motorways	-	-	√	√	-	-	-	-	-	√	-	-	√
I3 Speed Management														
I3.1	Infrastructure adaptation	√	√	-	√	-	-	-	-	-	-	√	-	-
I3.2	Section control	-	-	√	√	-	-	-	-	-	√	-	-	√
I3.3	Dynamic speed signs	√	√	-	√	-	-	-	-	-	√	-	-	√
I4 Road Safety Audit														
I4.1	Digital Road Register	-	-	-	√	-	-	-	-	-	-	-	√	-
I4.2	Road network safety assessment	-	-	-	√	-	-	-	-	-	-	-	√	-
I4.3	Road Safety Audit on the Existing Rural Network	-	√	-	-	-	-	-	-	-	-	-	√	-
I4.4	Road Safety Audit on the Existing Urban Network	√	-	-	-	-	-	-	-	-	-	-	-	√
I4.5	Road Safety Audit on New Road Works	√	√	-	√	-	-	-	-	-	-	-	√	-
I5 Improvements in High Risk Sites on the Rural Road Network														
I5.1	Marking	√	√	-	-	-	-	-	-	-	-	√	-	-
I5.2	Safety barriers	√	√	-	-	-	-	-	-	-	-	√	-	-
I5.3	Improvement of electric lighting	√	√	-	-	-	-	-	-	-	-	√	-	-
I5.4	Roadside treatment	√	√	-	-	-	-	-	-	-	-	√	-	-
I5.5	Assessment and improvement of visibility	√	√	-	-	-	-	-	-	-	-	√	-	-
I5.6	Road pavement maintenance	√	√	-	-	-	-	-	-	-	-	√	-	-
I5.7	Upgrading of signage, safety barriers, electric lighting, vegetation	√	√	-	-	-	-	-	-	-	-	√	-	-
I5.8	Interventions at level train crossings	√	√	-	-	-	-	-	-	-	-	-	√	-
I6 Interventions on the Rural Road Network														
I6.1	Road redesign	√	√	-	-	-	-	-	-	-	-	-	√	-
I6.2	Modification of road cross-section	√	√	-	-	-	-	-	-	-	-	-	√	-
I6.3	Redesign of intersections	√	√	-	-	-	-	-	-	-	-	√	-	-
I6.4	Roundabouts	√	√	-	-	-	-	-	-	-	-	√	-	-
I6.5	Leveling of intersections	√	√	-	-	-	-	-	-	-	-	-	√	-
I7 Large Scale Infrastructure Projects														
I7.1	Upgrading roads to motorways	-	-	-	√	-	-	-	-	-	-	-	-	√
I7.2	Creation of bypass roads of settlements	√	√	-	-	-	-	-	-	-	-	-	-	√
I7.3	Preparation and implementation of tunnel safety plans	-	-	-	√	-	-	-	-	-	-	-	-	√
I7.4	Undergrounding of railway lines in cities	-	-	-	√	-	-	-	-	-	-	-	-	√

*** *High Priority Measures*
** *Medium Priority Measures*
* *Low Priority Measures*

Road Infrastructure and Traffic Measures

Actions	Measures	Munic.	Reg.	MCP	GSI	GST	MH	MI	MERA	MDG	Law	***	**	*
I8 Interventions in the Urban Road Network														
I8.1	Redesign of intersections	√	√	-	-	-	-	-	-	-	-	√	-	-
I8.2	Roundabouts	√	√	-	-	-	-	-	-	-	-	√	-	-
I8.3	Widening of sidewalks	√	√	-	-	-	-	-	-	-	-	√	-	-
I8.4	Road pavement maintenance	√	√	-	-	-	-	-	-	-	-	√	-	-
I8.5	Upgrading of signage, safety bariers, electric lighting, vegetation	√	√	-	-	-	-	-	-	-	-	√	-	-
I9 Traffic Calming Measures														
I9.1	Traffic Calming Measures	√	-	-	-	-	-	-	-	-	-	√	-	-
I9.2	20 km/h limit outside schools	√	-	-	-	√	-	-	-	-	√	√	-	-
I9.3	Upgrading of pedestrian crossings	√	-	-	-	-	-	-	-	-	-	√	-	-
I9.4	Creation of pedestrian roads	√	-	-	-	-	-	-	-	-	-	-	√	-
I10 Pedestrian, Bicycle and e-Scooter Traffic														
I10.1	Creating infrastructure for bicycle traffic	√	-	-	-	-	-	-	-	-	-	-	√	-
I10.2	Configuration of intersections	√	-	-	-	-	-	-	-	-	-	-	√	-
I10.3	Special pedestrian crossing signage	√	-	-	-	-	-	-	-	-	-	-	-	√
I10.4	Update bicycle traffic rules	√	-	-	-	√	-	-	-	-	√	-	√	-
I11 Road Safety Traffic Regulations														
I11.1	Improvement of signaling	√	√	-	-	-	-	-	-	-	-	√	-	-
I11.2	One-way roads	√	√	-	-	-	-	-	-	-	-	-	-	√
I11.3	Parking management	√	√	-	-	-	-	-	-	-	-	-	-	√
I11.4	Acess control on highways	-	-	-	-	√	-	-	-	-	-	-	-	√
I11.5	Heavy vehicle traffic restrictions	-	-	-	-	√	-	-	-	-	-	-	-	√
I11.6	Creating overtaking lanes	√	√	-	-	-	-	-	-	-	-	-	-	√
I11.7	Management of adverse weather conditions	√	√	-	√	-	-	-	-	-	-	-	-	√
I12 Road Works Management														
I12.1	Application of appropriate marking and signage	√	√	√	√	-	-	-	-	-	√	√	-	-
I12.2	Reduction of road works duration	√	√	-	-	-	-	-	-	-	-	√	-	-
I12.3	Proper restoration of road pavement	√	√	-	-	-	-	-	-	-	-	√	-	-
I12.4	Proper restoration of horizontal and vertical markings	√	√	-	-	-	-	-	-	-	-	√	-	-
I12.5	Driver information campaigns	√	√	√	√	-	-	-	-	-	-	-	-	√
I13 Regulations														
I13.1	Updating and supplementing instructions and regulations	-	-	-	√	-	-	-	-	-	√	-	√	-
I13.2	Land use management	√	√	-	-	-	-	-	-	-	-	-	√	-
I13.3	Updating and supplementing urban planning regulations	√	√	-	√	-	-	-	-	-	√	-	√	-
13	**61**	**48**	**40**	**7**	**16**	**8**	**0**	**0**	**0**	**0**	**10**	**28**	**17**	**16**

**** High Priority Measures*
*** Medium Priority Measures*
** Low Priority Measures*

Vehicle Actions

V1. Vehicle Fleet Renewal

V2. Vehicle Digital Identity

V3. Vehicle Technical Inspection

V4. New active safety systems

V5. New passive safety systems

V6. Regulations

V7. Fleet safety management

V8. Connected & Automated Vehicles

Vehicle Measures

Actions	Measures	Munic.	Reg.	MCP	GSI	GST	MH	MI	MERA	MDG	Law	***	**	*
V1 Vehicle Fleet Renewal														
V1.1	Incentives for car fleet renewal	-	-	-	-	√	-	-	-	-	√	-	√	-
V1.2	Incentives for commercial fleet renewal	-	-	-	-	√	-	-	-	-	√	-	-	√
V1.3	Privileges for safe vehicles	-	-	-	-	√	-	-	-	-	√	-	-	√
V1.4	Systematic updating of EuroNCAP results	-	-	-	-	√	-	-	-	-	-	-	-	√
V2 Vehicle Digital Identity														
V2.1	Vehicle Technical Inspection Centers (KTEO) interconnection system	-	-	-	-	√	-	-	-	√	√	√	-	-
V2.2	Integrated vehicle information system	-	-	-	-	√	-	-	-	√	√	√	-	-
V2.3	Driver information system	-	-	-	-	√	-	-	-	√	√	√	-	-
V3 Vehicle Technical Inspection														
V3.1	Systematic vehicle inspections	-	√	-	-	√	-	-	-	-	-	√	-	-
V3.2	Special technical inspection of vehicles for tourism	-	√	-	-	√	-	-	-	-	√	-	√	-
V3.3	Reliability check of vehicle technical inspection	-	√	-	-	√	-	-	-	√	-	-	√	-
V4 New active safety systems														
V4.1	Driver warning systems	-	-	-	-	√	-	-	-	-	√	-	√	-
V4.2	Driver support systems	-	-	-	-	√	-	-	-	-	√	-	√	-
V4.3	Electronic Tachograph	-	-	-	-	√	-	-	-	√	√	-	√	-
V4.4	Alcohol detector-key system	-	-	-	-	√	-	-	-	-	√	√	-	-
V4.5	Installation of black box in all vehicles	-	-	-	-	√	-	-	-	-	√	-	-	√
V4.6	Blind spot mirrors on trucks	-	-	-	-	√	-	-	-	-	√	√	-	-
V4.7	Pedestrian / bicyclist detection sensors in trucks	-	-	-	-	√	-	-	-	-	√	√	-	-
V5 New passive safety systems														
V5.1	New child restraint systems	-	-	-	-	√	-	-	-	-	√	-	√	-
V5.2	Pedestrian protection systems	-	-	-	-	√	-	-	-	-	√	-	√	-
V5.3	Motorcycle protection systems	-	-	-	-	√	-	-	-	-	√	-	√	-
V6 Regulations														
V6.1	Implementation of European Directives and Regulations	-	-	-	-	√	-	-	-	-	√	√	-	-
V6.2	Vehicle communication with other vehicles, infrastructure and users (V2X)	-	-	-	-	√	-	-	-	-	√	-	-	√
V6.3	Implementation of Regulation for Transport of Dangerous Goods	-	-	-	-	√	-	-	-	-	√	-	-	√
V6.4	Vehicle insurance check	-	-	-	-	√	-	-	-	√	√	-	√	-
V7 Fleet safety management														
V7.1	Establishment of a vehicle fleet safety certification body	-	-	-	-	√	-	-	-	-	√	-	-	√
V7.2	Promoting fleet safety systems in companies	-	-	-	-	√	-	-	-	-	√	-	√	-
V7.3	Public Procurement only with certified companies	√	√	-	√	√	-	-	-	-	√	-	-	√
V8 Connected & Automated Vehicles														
V8.1	Legislative adjustments for automated vehicles	-	-	-	-	√	-	-	-	-	√	-	√	-
V8.2	Development of technological infrastructure for automated vehicles	-	-	-	-	√	-	-	-	-	√	-	-	√
V8.3	Vehicle - Road Infrastructure (V2I) Communication	-	√	-	√	√	-	-	-	-	-	-	√	-
V8.4	Automated Traffic Organization	-	-	-	-	√	-	-	-	-	√	-	-	√
8	31	1	5	0	2	31	0	0	0	6	27	8	13	10

*** *High Priority Measures*
** *Medium Priority Measures*
* *Low Priority Measures*

Post-crash Care Actions

P1. Intervention Time Reduction

P2. Enhancing Emergency Response Units

P3. First Aid Driver Training

P4. Hospital Care Improvement

P5. Establishment of Trauma Registry

P6. Support of Road Crash Victims

Post-crash Care Measures

Actions	Measures	Munic.	Reg.	MCP	GSI	GST	MH	MI	MERA	MDG	Law	***	**	*
P1 Intervention Time Reduction														
P1.1	Promotion of the eCall system	-	-	√	-	-	√	-	-	-	√	√	-	-
P1.2	Promotion of the 112 call	-	-	√	-	-	√	-	-	-	√	√	-	-
P1.3	Response time performance indicators	-	-	√	-	-	√	-	-	-	-	√	-	-
P1.4	Emergency Lane assurance	-	-	√	-	-	-	-	-	-	-	√	-	-
P1.5	Organization of emergency vehicles in Motor Service Stations	-	-	√	-	-	√	-	-	-	-	√	-	-
P1.6	Plans for the location of emergency intervention units	-	-	√	-	-	√	-	-	-	-	-	√	-
P1.7	Development of a network of special rescue means	-	-	-	-	-	√	-	-	-	-	-	-	√
P1.8	Air transport system organization	-	-	-	-	-	√	-	-	-	-	-	-	√
P2 Enhancing Emergency Response Units														
P2.1	Adequate staffing of units with rescuers	-	-	√	-	-	√	-	-	-	-	√	-	-
P2.2	Training of emergency response executives	-	-	√	-	-	√	-	-	-	-	-	-	√
P2.3	New Fire Brigade Vehicles	-	-	√	-	-	-	-	-	-	-	-	-	√
P2.4	New Fire Brigade Equipment	-	-	√	-	-	-	-	-	-	-	-	-	√
P2.5	New Ambulances	-	-	-	-	-	√	-	-	-	-	-	√	-
P2.6	New Ambulance Equipment	-	-	-	-	-	√	-	-	-	-	√	-	-
P2.7	Creation of Mobile Medical Units	-	-	-	-	-	√	-	-	-	-	-	√	-
P3 First Aid Driver Training														
P3.1	Training of candidate drivers in first aid	-	-	-	-	√	-	-	-	-	√	-	√	-
P3.2	Lifelong education of all citizens in first aid	-	-	-	-	√	-	-	√	-	√	-	-	√
P3.3	Driver training in crash management	-	-	-	-	√	-	-	-	-	√	-	-	√
P4 Hospital Care Improvement														
P4.1	Organization of emergency care units	-	-	-	-	-	√	-	-	-	-	-	-	√
P4.2	Creation of Trauma Centers	-	-	-	-	-	√	-	-	-	√	-	-	√
P4.3	Organization of a network of care centers	-	-	-	-	-	√	-	-	-	-	-	-	√
P4.4	Multi-Injury Care Protocols (triage)	-	-	-	-	-	√	-	-	-	-	√	-	-
P4.5	Blood Bank for the injured in road crashes	-	-	-	-	-	√	-	-	-	-	-	√	-
P5 Establishment of Trauma Registry														
P5.1	Development of an Electronic Trauma Register	-	-	-	-	-	√	-	-	-	√	-	-	√
P5.2	Application of MAIS3+ protocol	-	-	-	-	-	√	-	-	-	√	-	-	√
P6 Support of Road Crash Victims														
P6.1	Establishment of rehabilitation centers for the injured	-	-	-	-	-	√	-	-	-	√	-	-	√
P6.2	Psychological support for road crash victims	-	-	-	-	-	√	-	-	-	-	-	-	√
P6.3	Training of judicial officers	-	-	-	-	-	√	-	-	-	-	-	-	√
6 28		**0**	**0**	**10**	**0**	**3**	**22**	**0**	**1**	**0**	**9**	**8**	**5**	**15**

**** High Priority Measures*
*** Medium Priority Measures*
** Low Priority Measures*

Authorities' Participations in Actions and Measures by Road Safety Pillar

	Authorities' Participations in Actions					
	Manag.	Behav.	Infrastr.	Vehicle	Post-crash	Total
Cities	5	2	13	1	0	**21**
Regions	5	1	12	2	0	**20**
MCP	6	5	4	0	2	**17**
GSI	4	1	8	1	0	**14**
GST	8	8	2	7	1	**26**
MH	4	2	0	0	5	**11**
MI	5	1	0	0	0	**6**
MERA	4	4	0	0	1	**9**
MDG	5	1	0	2	0	**8**
Total	**46**	**25**	**39**	**13**	**9**	**132**

	Authorities' Participations in Measures					
	Manag.	Behav.	Infrastr.	Vehicle	Post-crash	Total
Cities	12	4	48	1	0	**65**
Regions	12	3	40	5	0	**60**
MCP	21	23	7	0	10	**61**
GSI	11	5	16	2	0	**34**
GST	34	33	8	31	3	**109**
MH	10	3	0	0	22	**35**
MI	11	2	0	0	0	**13**
MERA	13	18	0	0	1	**32**
MDG	20	2	0	6	0	**28**
Total	**144**	**93**	**119**	**45**	**36**	**437**

MCP: Ministry of Citizen Protection
GSI: General Secretariat of Infrastructure
GST: General Secretariat of Transport
MH: Ministry of Health
MI: Ministry of Interior
MERA: Ministry of Education and Religious Affairs
MDG: Ministry of Digital Governance
Cities, Regions

Budget of Measures by Road Safety Pillar

Pillars		Actions	Measures	Decade Budget (€)
M	Road Safety Management	9	40	101.600.000 €
B	Road User Behaviour	8	40	128.100.000 €
I	Road Infrastructure and Traffic	13	61	1.017.200.000 €
V	Vehicle	8	31	4.400.000 €
P	Post-crash Care	6	28	2.600.000 €
	Total	**44**	**200**	**1.253.900.000 €**

Note: large-scale interventions such as the construction of motorways etc. are not included.

The sources of **Funding** of the Measures concern:

- the Public Investment Program
- the National Strategic Reference Framework (NSRF)
- the National Recovery and Resilience Plan (NRRP)
- other European resources (Connecting Europe Facility, EIB, etc.)
- various fees (Technical Inspections, Driving and Vehicle Licenses etc.)
- Road Traffic Code infringements' fines
- all types of sponsorships and donations from private sector

Socio-economic Analysis

The Socio-Economic Analysis of the implementation of the 44 Actions and 200 Road Safety Measures in Greece with a time horizon up to the year 2030 demonstrated **particularly high profitability of the National Road Safety Plan**

- The **total implementation cost** of the 200 Road Safety Measures is €1.253.900.000
- The Analysis is conducted for each of the general and individual **targets** for the reduction of road casualties for the years 2025 and 2030
- For the calculation of the Net Present Value (NPV) a **social discount rate** equal to 0.8% is taken into account

Targets	NPV	IRR
Reduction of road crash casualties	**7.684.757.000 €**	**133%**
Reduction of motorcyclists' casualties	3.347.113.000 €	80%
Reduction of casualties in Greek cities (50.000-100.000 pop.)	2.443.768.000 €	73%
Reduction of casualties on motorways	1.197.260.000 €	55%
Reduction of casualties on Greek islands	1.610.210.000 €	61%
Reduction of casualties in single-vehicle crashes	3.963.709.000 €	86%

Key Priorities 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

New Road Safety Law

The **institutionalization of responsibilities** is necessary to increase the efficiency of the Public Administration and the specific Road Safety Actions and Measures foreseen.

The New Road Safety Law **will define precisely and clearly the responsibilities** of each Public Authority for Road Safety (Ministries and their services and Authorities, Cities, Regions) in terms of mission, responsibilities, cooperation requirements, specific actions and measures with concrete budgets and timeplan.

In addition, the new Road Safety Law will include **detailed monitoring and accountability procedures** of the competent Authorities in order to ensure the continuity and consistency of actions and to monitor their impact on road safety improvement.

Integrated System of Infringement Management

For the efficient development and operation of a new Integrated System of Infringement Management, a series of **legislative initiatives** are foreseen, concerning:

- the **responsibilities** of all Authorities involved
- the **procedures** for infringements and offenders confirmation
- the detection of offenders by **technical means**
- **personal data protection** issues
- the **Authorities** - recipients of the fines
- the system for **fine collection**

The digital recording of infringements, the organisation of an **Infringements Management Center** which will be fully automated and connected to all relevant databases, the automation of the Point Demerit System and the development of an online system to inform road users about their infringements will contribute to this direction.

Systematic Enforcement

The **intensification of enforcement** by the Traffic Police is proven to be the primary measure (in Greece and worldwide) which can lead to an immediate improvement of the behaviour of road users and to the subsequent significant reduction of road crashes.

Specifically, the enforcement will be systematic and targeted in space and time, with particular **emphasis on the internationally recognised key dangerous behaviours** of road users, such as:

- speed of all vehicle types
- non use of seat belt by drivers and passengers
- non use of helmet by riders
- mobile phone use while driving
- driving under the influence of alcohol or drugs

Extensive Rural Roads Improvements

The implementation of specific measures and extensive interventions on the **rural road network** (excluding motorways) can significantly upgrade the level of road safety provided, contributing to the reduction of road crashes and their consequences.

Basic improvements in the rural road network, usually after the relevant road safety audits:

- Reduction of speed limits to 80km/h
- Road redesign, modification of road cross-sections, redesign of intersections, leveling of intersections, construction of roundabouts
- Improvements in high-risk sites:
  signs, markings, safety barriers, lighting, roadside treatment, visibility, maintenance of pavements, signs, safety barriers, lighting and vegetation, interventions at level train crossings

Systematic Road Safety Interventions in Cities

The **coexistence of all road user types** in the urban road environment (pedestrians, passenger cars, bicycles, micromobility vehicles, etc.) makes it imperative to develop and implement new Sustainable Urban Mobility Plans, carry out systematic road safety audits of the existing road network and systematic road safety interventions such as:

- 30 km/h zones in all central urban areas
- Construction of roundabouts
- Redesign of intersections
- Widening of sidewalks
- Upgrading of road pavements, markings, safety barriers, lighting, and vegetation maintenance
- Traffic Calming Measures
- 20 km/h speed limit around schools
- Upgrading of pedestrian crossings
- Development of infrastructure for bicycle and micro-mobility traffic

30 km/h Zones in cities

The **speed limit of 30 km/h** is being introduced in more and more European cities with particularly encouraging results. For Greece, this need is even more urgent, due to the high percentage of road fatalities in urban areas (54% compared to 39% in the EU) and the high percentage of fatalities involving pedestrians (21%) and motorcyclists (36% against 18% in the EU).

Some of the multiple benefits of reducing speeds in urban areas are the following:

- the reduction of **road crashes** and their consequences,
- the reduction of **air and noise pollution**,
- the creation of conditions for actual **sustainable mobility**,
- the improvement of **standards of living** and population health,
- benefits to the national **economy** and to the economy of the citizens.

The establishment of the speed limit within cities at 30 km/h should be accompanied by **complementary measures** such as the intensification of enforcement, the redesign of road infrastructure and traffic, the promotion of alternative means of transport and the promotion of intermodal transport.

National Road Safety Fund

Reservation of a specific budget exclusively for road safety actions and measures is a basic precondition for the effective implementation of the National Road Safety Strategic Plan.

This budget will cover the **entire decade** 2021-2030 with specific timeplans, revenues and an efficient way of allocation and execution for the implementation of the foreseen Actions and Measures.

The National Road Safety Fund will operate within the framework of the Road Safety Governmental Committee, under the control of the relevant National Road Safety Agency and special **operating rules.**

National Road Safety Observatory

The use of **high quality data** for road safety is essential at every stage of the policy cycle (definition of the vision and the strategy, identification of problems, definition of targets and priorities, identification of appropriate Actions and Measures, monitoring and evaluation of results).

The **development and continuous operation** of the National Road Safety Observatory will exploit all modern technologies and include:

- the systematic collection and analysis of all necessary data (road crashes, traffic, performance indicators, perceptions),
- conducting specialised analyses targeting the specific critical road safety problems in Greece with emphasis on monitoring the implementation of the Strategic Plan,
- the continuous updating and publication of all data and results of the Actions and the respective road safety performances at local and national level.

Ten-year Communication Policy

The National Communication Road Safety Policy covers the **entire duration** of the Strategic Plan, aiming to develop a better road safety behaviour and culture for both road users and the Implementing Authorities.

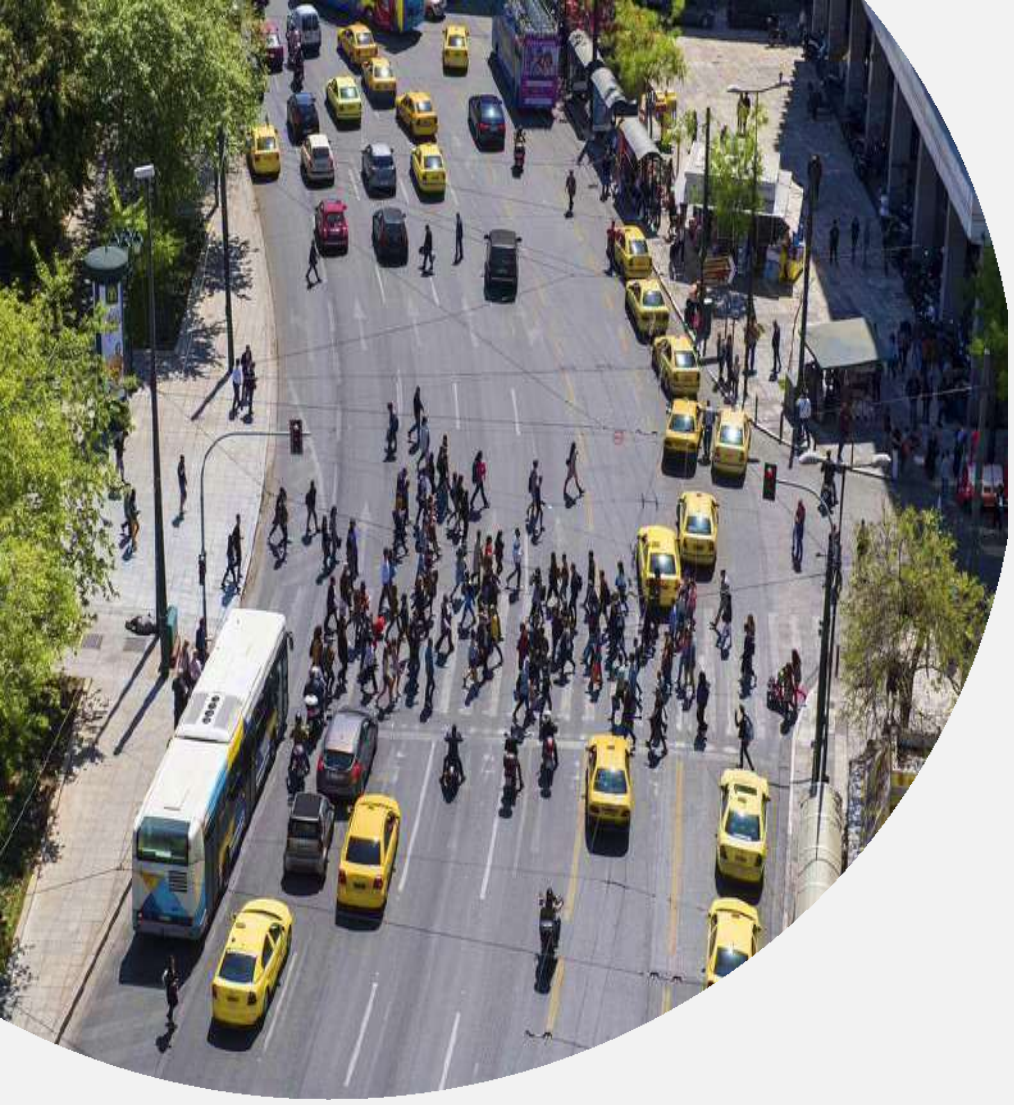
The implementation of the National Communication Road Safety Policy will be **massive, highly penetrating** throughout society and include all means of information (mass and social media, etc.), targeting the specific high-risk groups (motorcyclists, young, etc.).

In addition, it will have one **central theme** of road safety promotion for the whole decade which will be complemented by specific annual and other targeted programs.

Given the duration of the program, the chosen theme will be **in the direction of achieving the long-term vision** of the Strategic Plan for the elimination of fatalities in road crashes (no fatal or serious injuries are acceptable).

Systematic Monitoring of Actions and Performance

- Monitoring Actions' Implementation
- Road Safety Performance Monitoring
- Evaluation of Actions and Measures' Effectiveness



Monitoring Actions' Implementation

The steps required to **enable the monitoring of the implementation of the Road Safety Actions**, through the National Road Safety Observatory include:

- The **systematic collection of information** for the implementation of the Actions foreseen in the Strategic Plan

- Detailed **progress reports** of the work of the competent implementing Authorities to the Road Safety Governmental Committee every six months, with detailed information on the physical and financial object of the Actions and Measures.

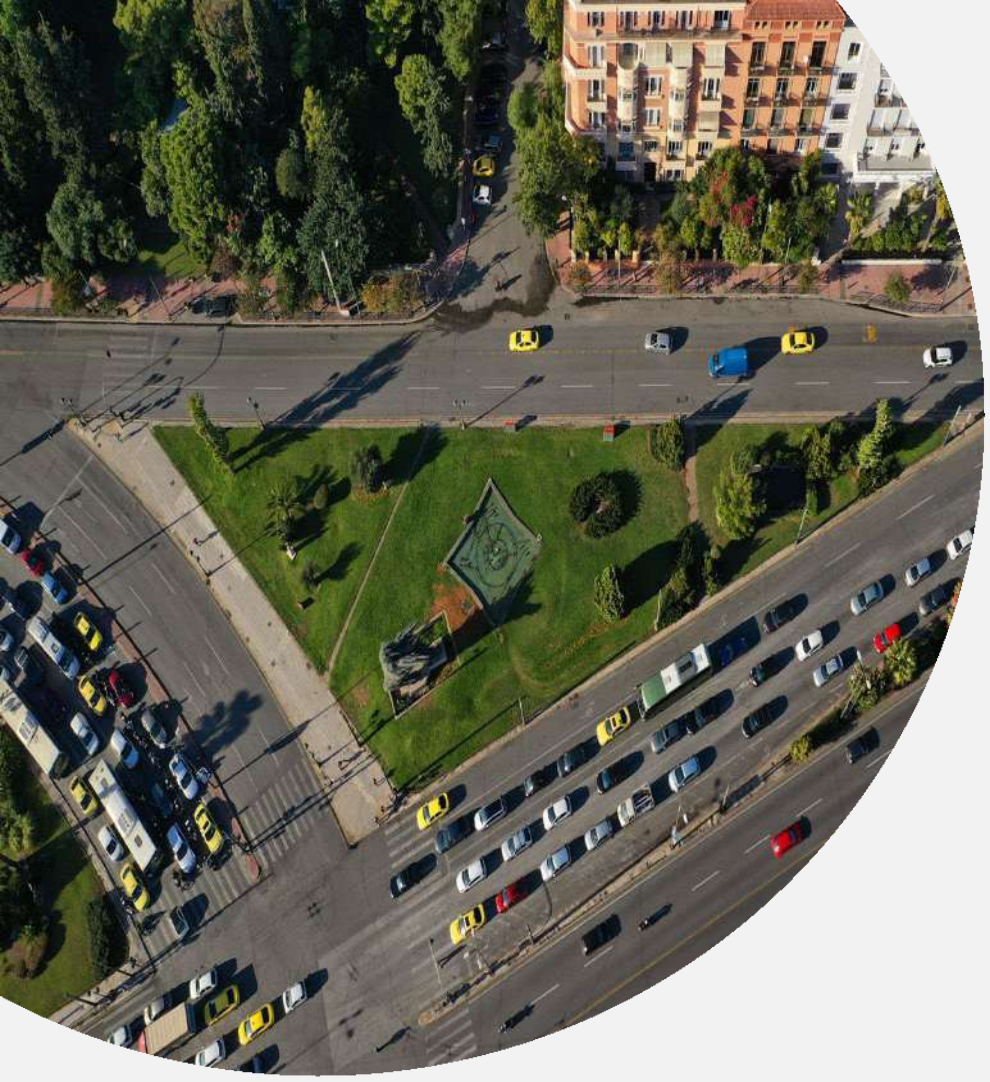
- The use of appropriate **monitoring indicators**, through which the percentage of actions' implementation will be recorded, followed by the evaluation of the effectiveness of the Implementation Authorities for the redistribution of the budgets.

Road Safety Performance Monitoring

Road safety performance will be monitored at both **National and Regional/Local** level

In order to monitor the road safety performance effectively, a series of **quantitative indicators** have been defined, which are related to:

- the **final road safety results** (road crashes and casualties), and
- the **interim results** related to road users' behaviour (speed, driving under the influence of alcohol, driver distraction, use of protective equipment), road infrastructure safety, vehicle safety and emergency response time.



Evaluation of Actions and Measures' Effectiveness

The evaluation of the effectiveness of the implemented Road Safety Actions and Measures provides the **necessary documentation** for their necessity in order to address the targeted road safety issues and for their impact on the final outcomes through the related general and specific quantitative targets.

The evaluation process includes **four stages**:

- collection of the necessary data,
- selection of the appropriate methods and evaluation indicators for each category of Actions and Measures,
- reliable implementation of these evaluation methods for specific areas and time periods,
- publication of the evaluation results.

Innovative Road Safety Technologies

- Digital Support of Road Safety Actions
- Road Safety Big Data
- New Vehicle Safety Technologies
- Connected and Automated Vehicles and Traffic

Digital Support of Road Safety Actions

The organisation and implementation of several Road Safety Actions and Measures can exploit significantly the new potential of the **digital era.**

The Executive Committee and the National Road Safety Observatory will take advantage of all technological developments for:

- the quick and reliable **collection and analysis** of all necessary data,
- the integration of **new computing capabilities** in Authorities decision support,
- the effective **interconnection and coordination** of all involved Authorities and other stakeholders.

The New Integrated System of Infringements Management will exploit all new technological applications both for the quick confirmation of infringements (advanced cameras and computer systems) and for their rapid processing (**advanced Infringements Management Center**), including the immediate notification of drivers.

Road Safety Big Data

The exploitation of new big data is expected to significantly support road safety actions and measures with:

- quick and reliable collection of **big data** on crashes, traffic, performance indicators and the progress of Actions from any public or non-public source,
- exploitation of data from **special sensors** on the road, vehicles and smart phones as well as from video image analysis, social media and telematics,
- exploitation of the most advanced **artificial intelligence** and machine learning techniques for the conversion of data into useful indicators, but also for the multi-level and multi-parametric analysis of the causes of road crashes,
- **real-time support** of the Authorities' strategic, tactical and operational decisions.

New Vehicle Safety Technologies

Every effort will be made for the rapid introduction of all new technologies of **active and passive vehicle safety** in all new vehicles with the necessary Legislative Regulations and Financial Incentives, with emphasis on:

- monitoring and timely **compliance** with all new European Regulations for the new safety features of new vehicles,
- **mandatory introduction** of all new active and passive safety vehicle systems, with special training of all drivers in them,
- **promotion** of Advanced Driver Assistance Systems in both new and old vehicles (with retrofitting).

Connected and Automated Vehicles and Traffic

The introduction of connected and automated vehicles in traffic is expected to **minimize human error** and gradually lead to a particularly significant reduction in road crashes and casualties. For this reason, with the systematic monitoring of all international developments:

- all **new regulations** for the traffic of connected and automated vehicles will be prepared on time,
- all issues of **personal data protection**, cyber security and civil liability will be regulated,
- all the **necessary adjustments** of the road infrastructure and the traffic management centers will be carried out on time,
- provision will be made for the **retraining** of drivers of automated vehicles,
- particular attention will be paid to the **transitional period** of mixed traffic of conventional and automated vehicles, but also to their interface with vulnerable road users (pedestrians, cyclists, motorcyclists).