



GREEK GOVERNMENT

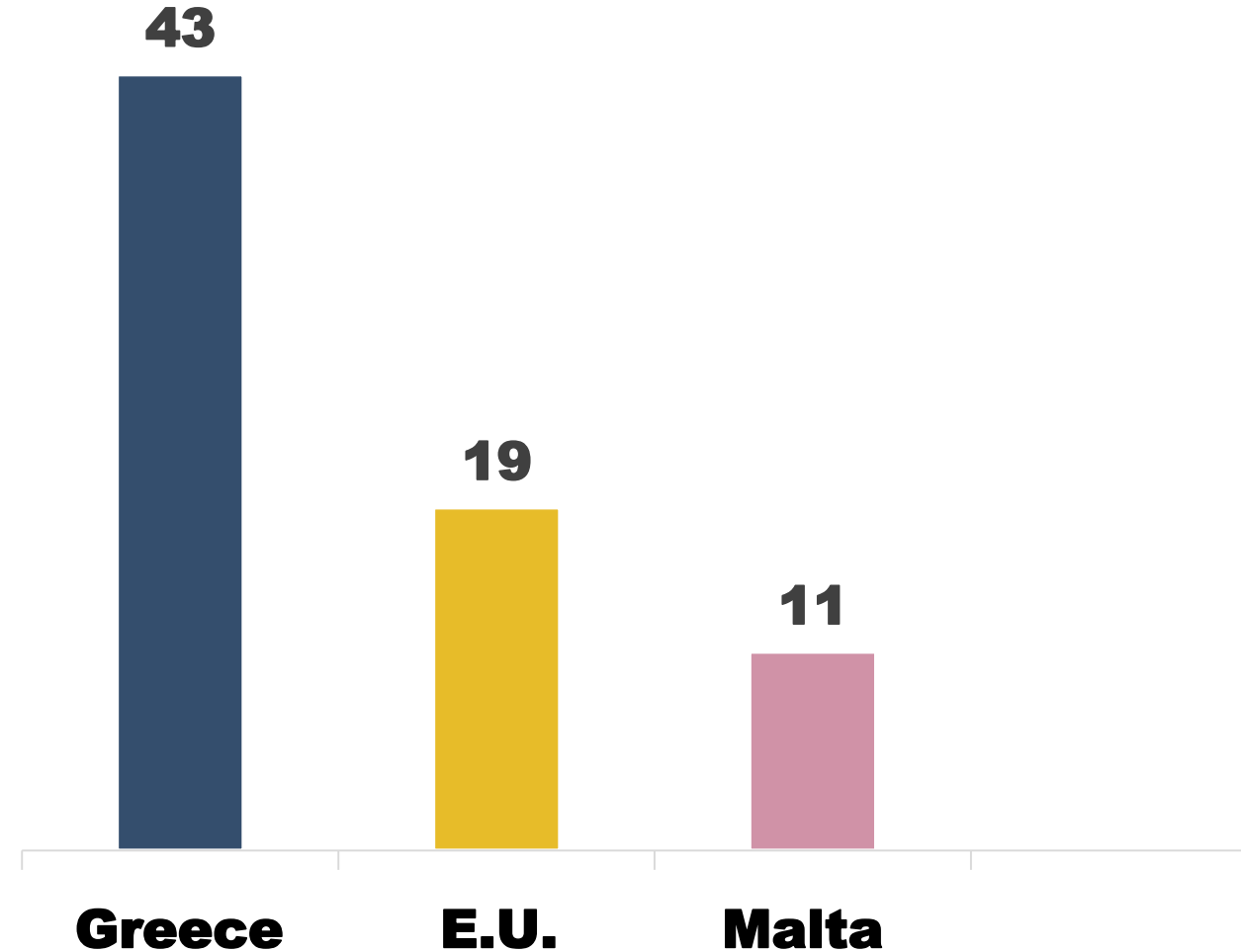
National Action Plan for ROAD SAFETY



The causes:

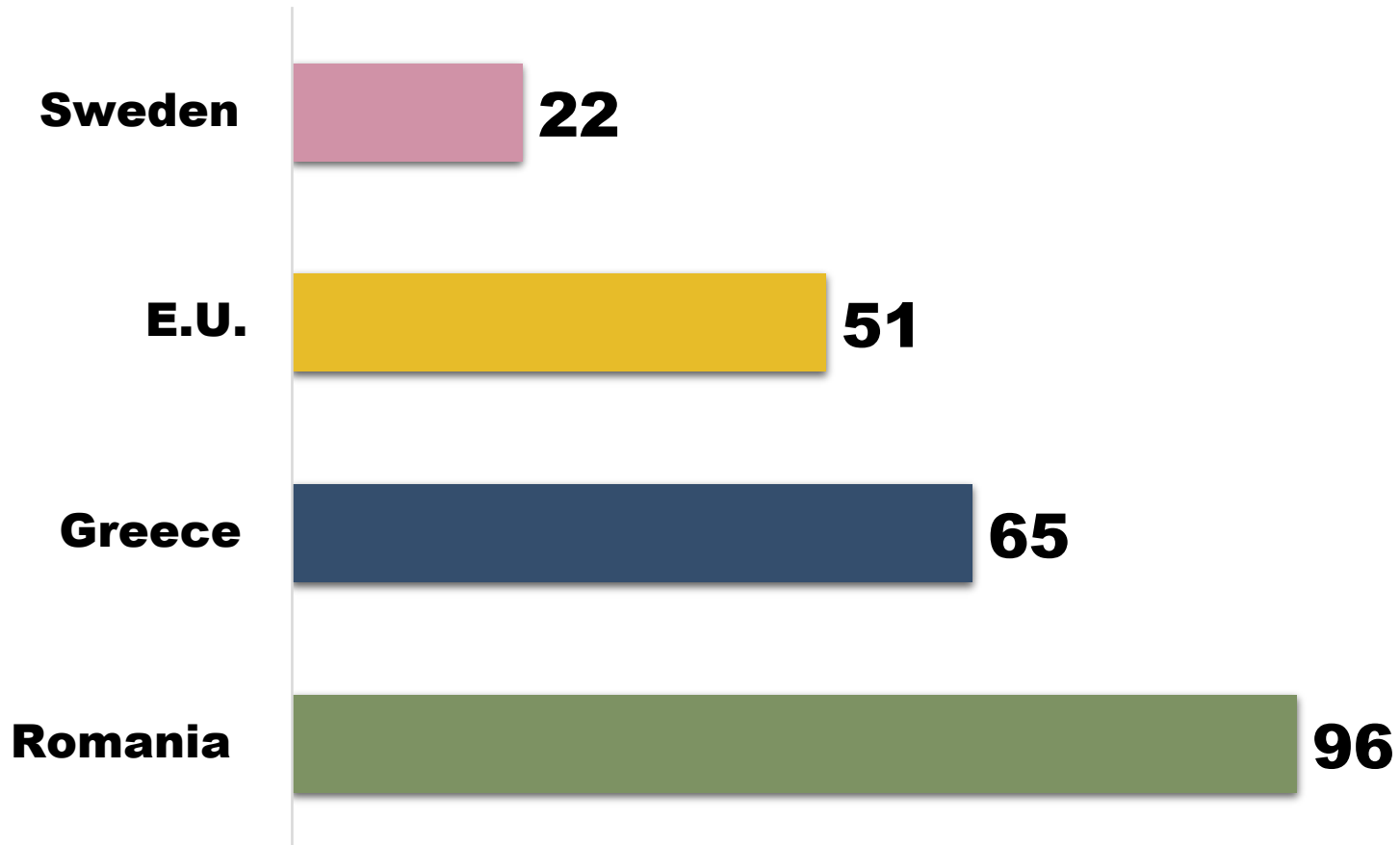
- ✓ **Much better road network** thanks to the construction of new motorways.
 - ✓ **Newer and safer vehicles.**
- however:
- ✓ **Significant traffic reduction**, due to increase in fuel prices and decrease in available income.
 - ✓ **Reduction of average speed** to avoid economic burden.

Reduction of road fatalities between 2010 -2019, percentage %



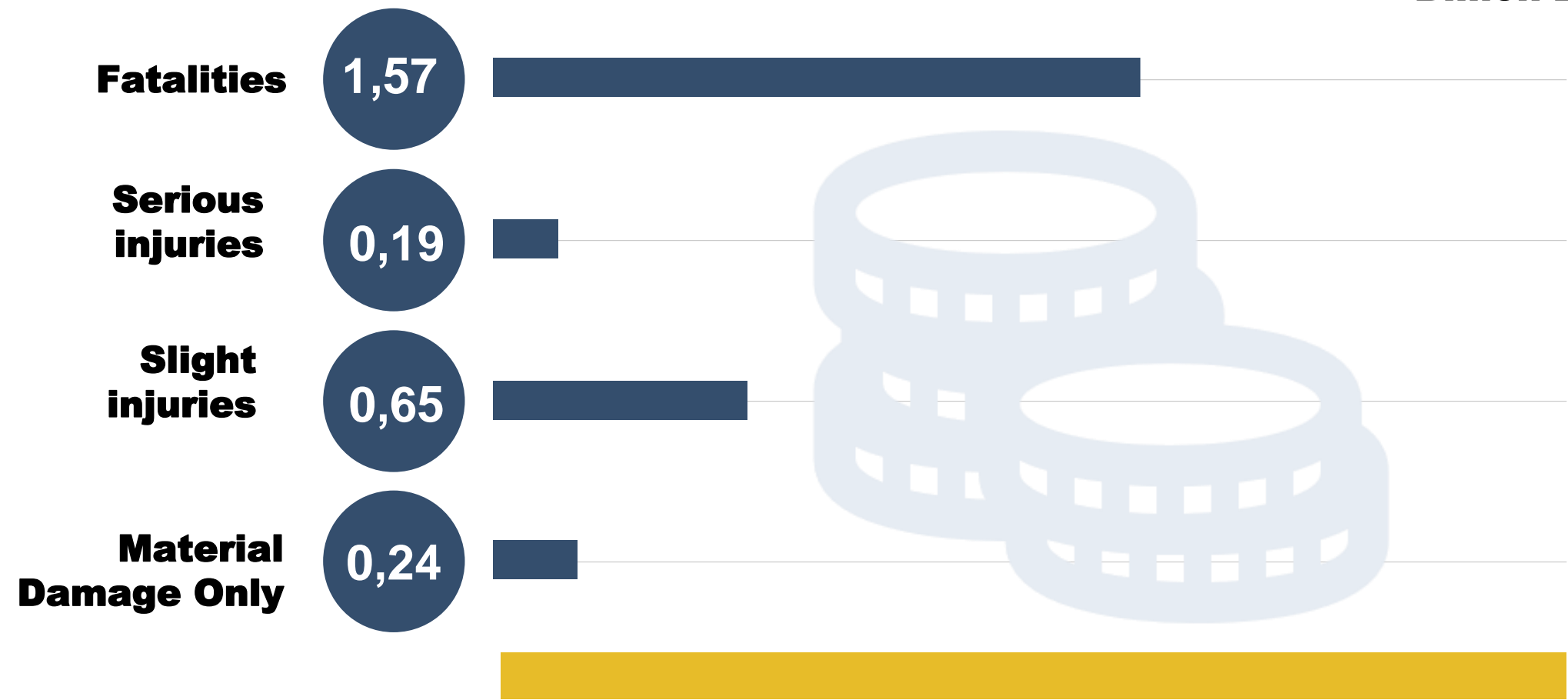
Source: European Commission, 2020

Road fatalities per million population, 2019



The economic cost of road accidents

Billion EUR

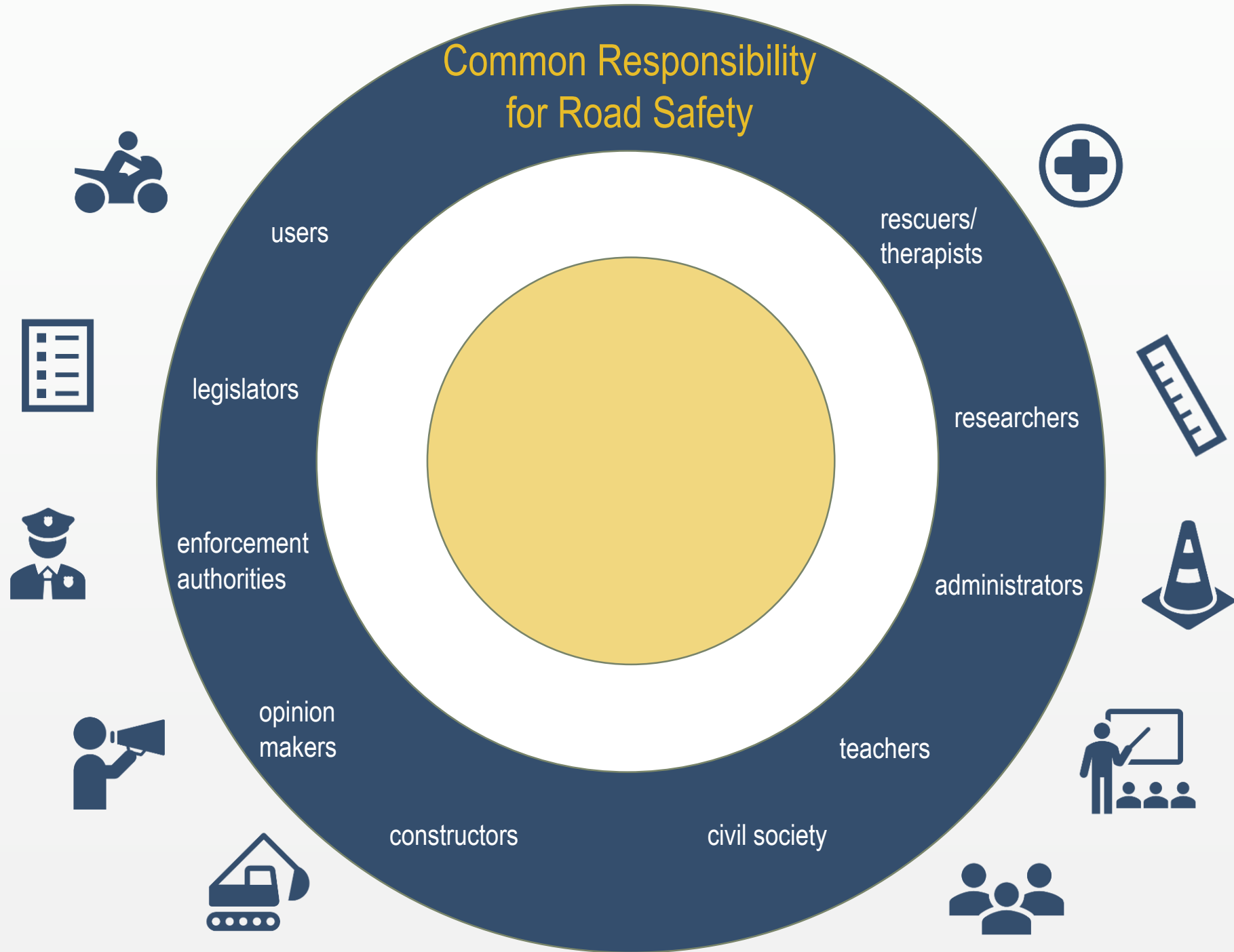


Reference year: 2017

«Safe System»

Four basic principles:

- ✓ **People will continue to make mistakes that lead to road accidents.** Take this into account in the design and operation of the road system.
- ✓ When the mistake occurs, the **human body has specific limits to absorb the forces** of an accident without being injured.
- ✓ Road safety will come through the **common responsibility of all parts of a road system** and not just the user.
- ✓ All parties involved must work together to ensure that **the accident does not result in serious injury or death.**



A successful strategy should focus on:



Governance,
Strategic Plan &
Targeting



Safe Road Network



Education &
Communication



Good Data
Quality

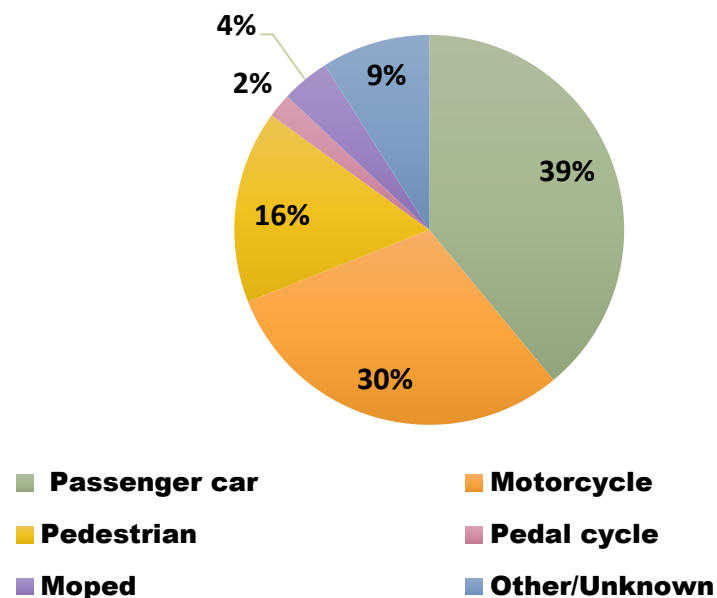


Effective
Enforcement System



Good Data Quality

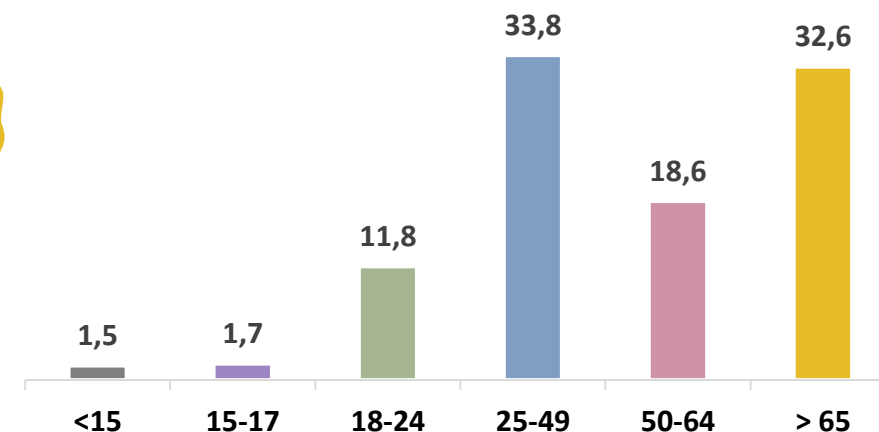
Road Fatalities by type of vehicle



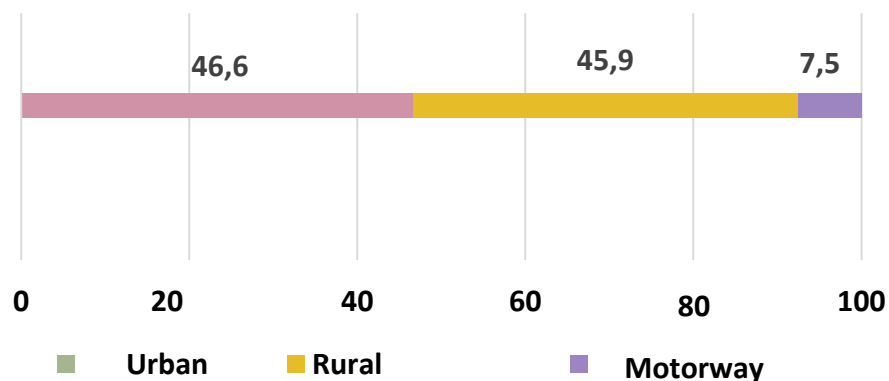
Road Fatalities by gender percentage %



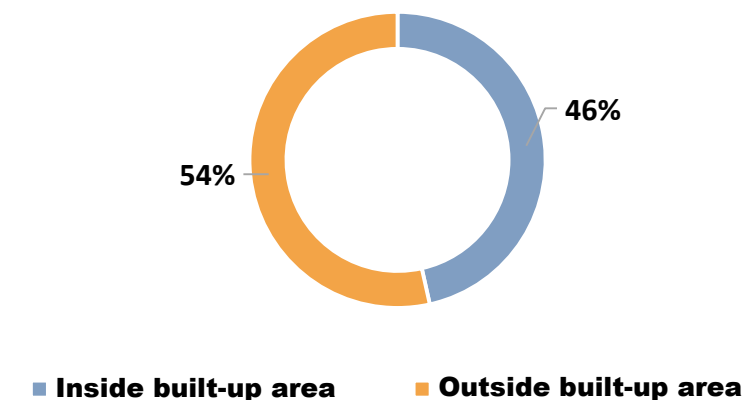
Road Fatalities by age group percentage %



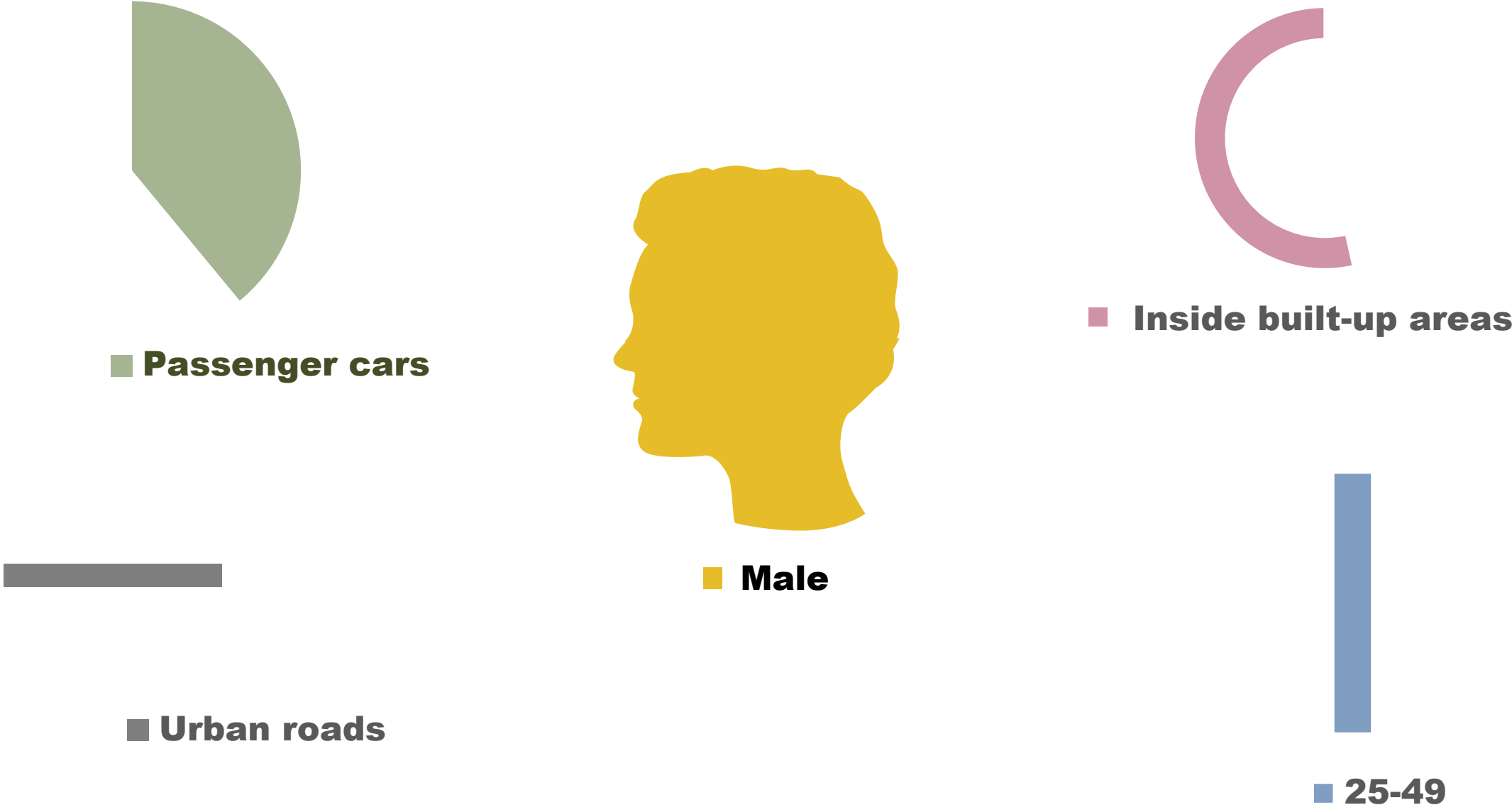
Road Fatalities by road type percentage %



Road Fatalities by area type



The identity of the road accident in Greece



What we do not know about road accidents in Greece

(Indicatively)

- ✓ **How many and what type** of road accidents occurred last summer e.g. in Corfu or in Santorini or in Crete?
- ✓ What are the **reaction times** of post-crash emergency units per region?
- ✓ Is there **a map with the recurrence or accumulation of road accidents** in some areas of the country or throughout the country?
- ✓ What percentage of motorcyclists and cyclists **wear helmet**?



Good Data Quality

Institutional interventions

- ✓ We are proceeding with the establishment of a **National Observatory for Road Safety**.
- ✓ Its operation will be undertaken by the **National Technical University of Athens** through a framework contract to be signed with the Ministry of Infrastructure and Transport.
- ✓ The National Observatory will be responsible for **collecting, processing and maintaining** a national road safety database.
- ✓ In cooperation with the co-responsible Ministries, **it will publish on an annual basis a report on road safety statistics**, the validity of which will be validated by ELSTAT.
- ✓ To this end, our country will adopt the most internationally **valid protocols** for data collection and processing.





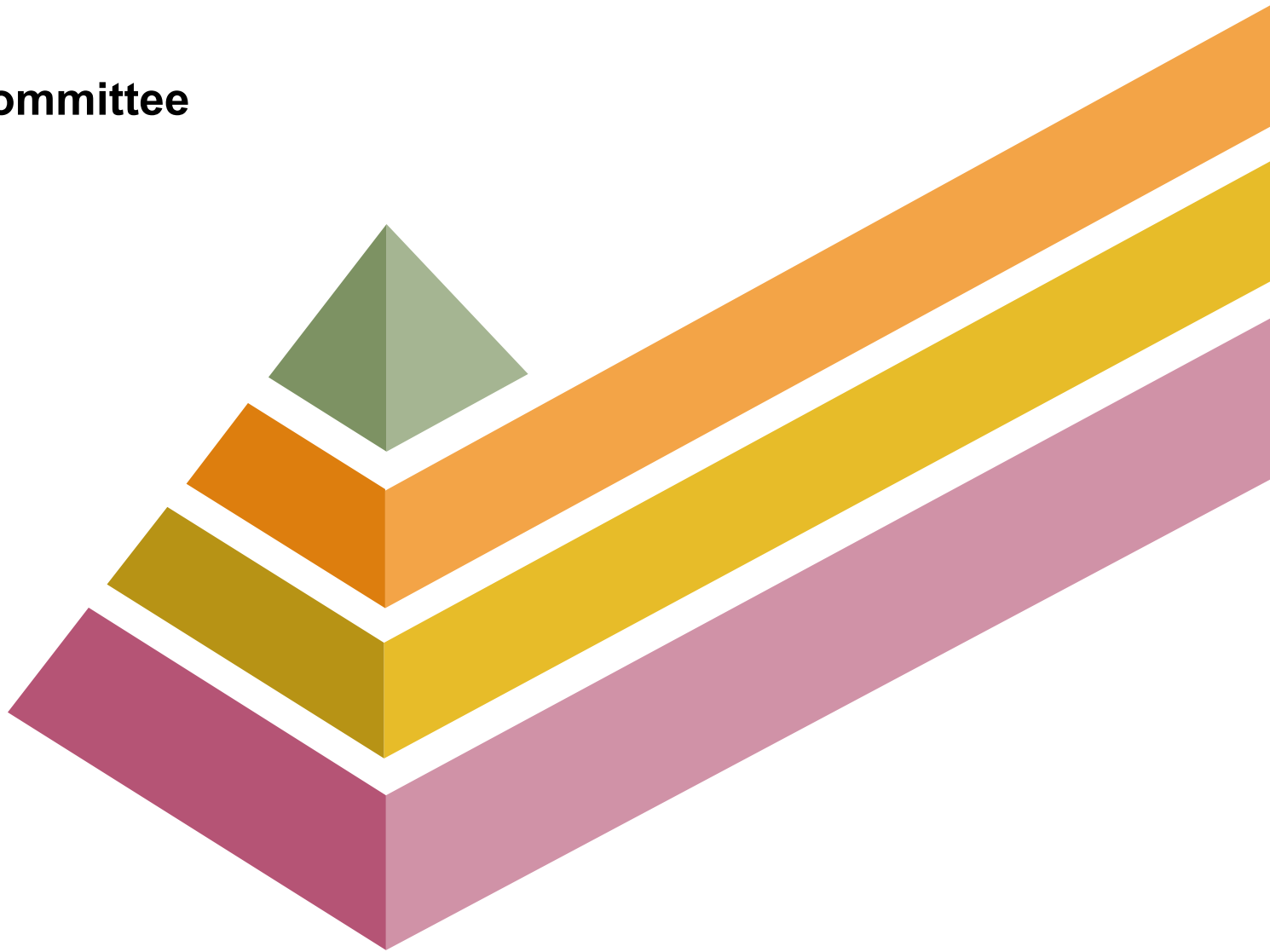
Good Data Quality



Governance, Strategic Plan & Targeting

Proposed Governance System

-  **Governmental Road Safety Committee**
-  **Executive Committee**
-  **Regional / Local Authorities**
-  **Civil Society**

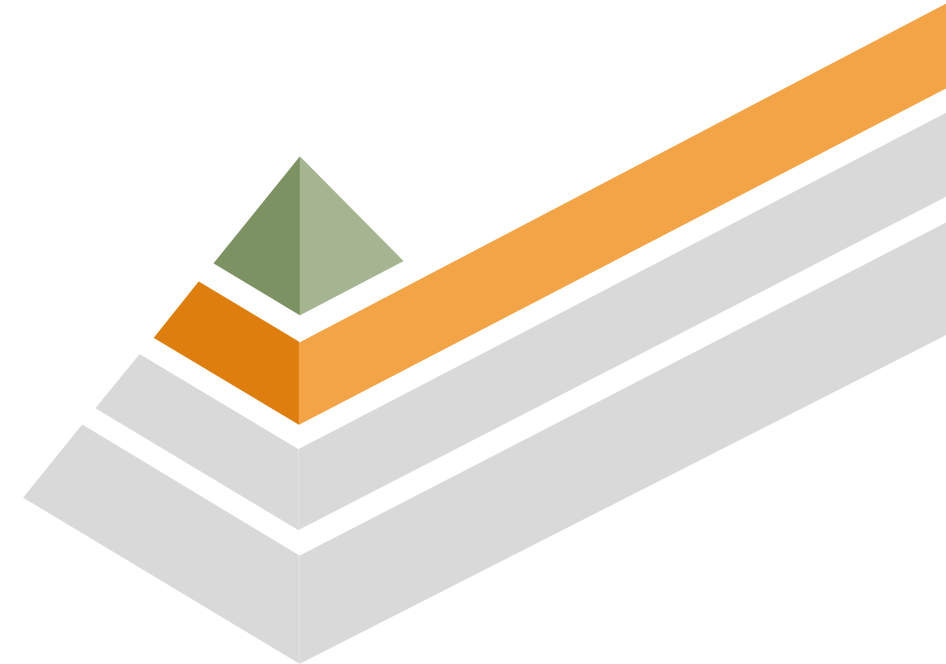


■ Governmental Road Safety Committee

- ✓ **Coordinates** the inter-ministerial work on road safety
- ✓ **Approves** the forecasts and **supervises the implementation** of the strategic plan
- ✓ **Evaluates** and, if necessary, proceeds with its **revision**.

■ Executive Committee

- ✓ **Executes the decisions** of the Government Committee
- ✓ **Suggests proposals** to the Governmental Committee for the improvement of the institutional framework
- ✓ **Welcomes proposals** from Regional and Local Authorities and civil society.



■ Regional and Local Authorities

- ✓ Implement **Sustainable Urban Mobility Plans** in its area of responsibility.
- ✓ Sustainable Urban Mobility Plans are mandatory for **Municipalities with more than 30.000 inhabitants** and must include road safety actions.

■ Civil Society

- ✓ Its actions will be **evaluated** on a case-by-case basis and will be organically integrated into a **unified and coherent plan** that will serve the **central goal of reducing serious injuries and deaths** from road accidents.



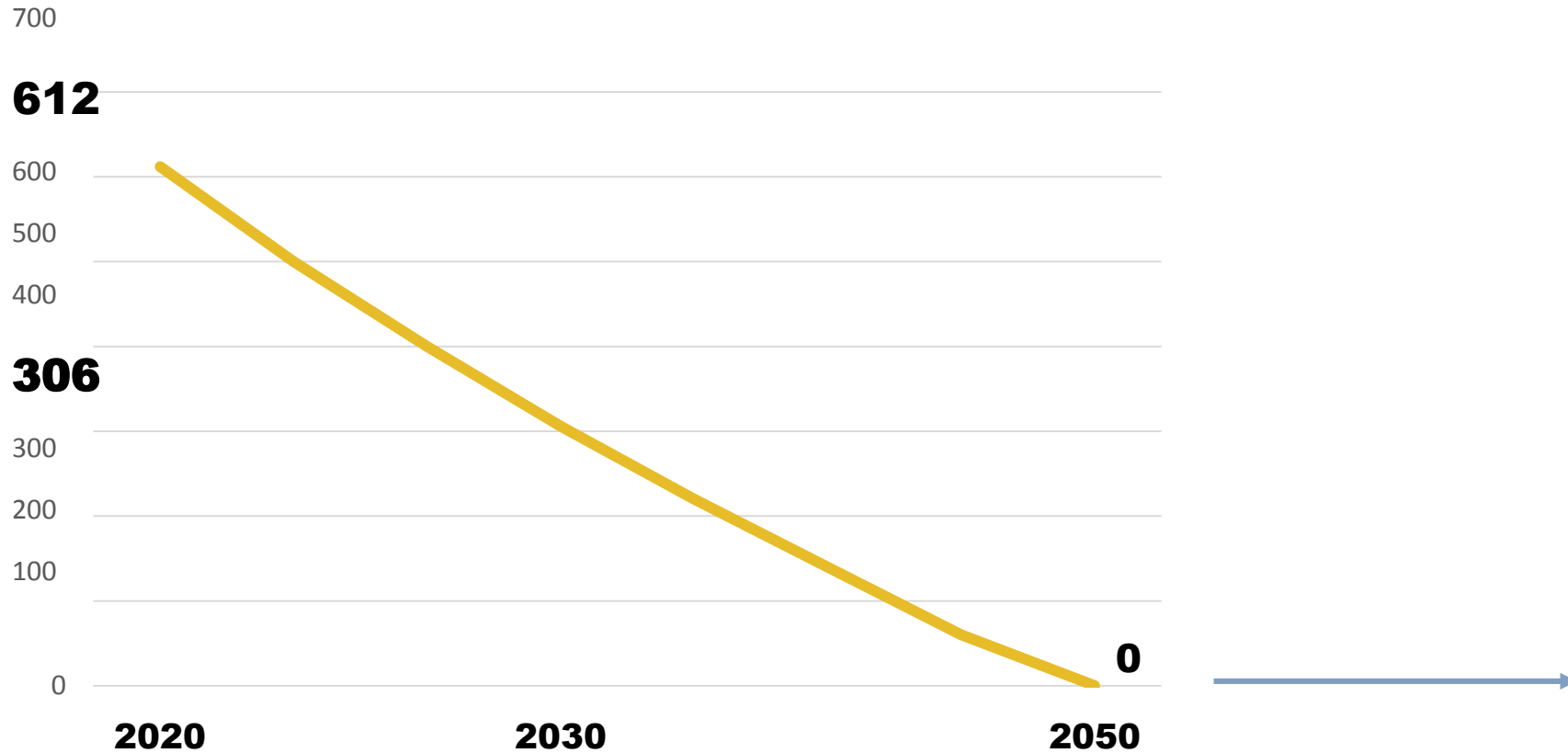
National Road Safety Strategic Plan

- The main working tool of the Governmental Committee will be the **National Road Safety Strategic Plan 2021-2030**.
- ✓ The Ministry of Infrastructure and Transport has already commissioned the **preparation** of the National Strategic Plan for Road Safety.
- ✓ Upon completion, it will be **widely consulted** by the relevant Ministries and civil society and then it will be **institutionalized**.
- ✓ It will include **mandatory actions** to be taken at national and local level by all relevant bodies.



Vision Zero

- ✓ ...to achieve the goal of **reducing** the number of **fatalities and seriously injured by 50% in 2030**
- ✓ and to achieve the goal of **zero fatalities in 2050** set by the EU.



Vision Zero



Education and Communication

Compulsory teaching of traffic education

- ✓ As part of the course "**Skills Workshops**", the theme "Road Safety" is being piloted from the current academic year (2020-21) in 218 kindergartens, primary and secondary schools across the country.
- ✓ **From 2021-22** the theme will be applied universally in all kindergartens, primary and secondary schools (12.000 school units).



Education

Active participation of civil society



3

- ✓ In collaboration with the Ministry of Education and Religious Affairs and civil society, it is proposed that the completion of the educational process will lead to a **moral reward** by obtaining a "**bicycle driving license**".



New educational manuals for the theoretical examinations of candidate drivers

- ✓ We are proceeding with the writing of **new manuals** for the training of candidate drivers, of all categories of driving licenses, by **special scientific staff** that will have the stamp of the **pedagogical supervision** of the Eugenides Foundation.
- ✓ We **abolish** the examination system based on predefined questions with known answers.
- ✓ We are proceeding with the creation of a database of topics that will oblige on the one hand the candidate to **read**, and on the other hand the driving instructor to **teach** and to **carry out** the theoretical lessons in the driving school.



Education

New procedure for theoretical examination of candidate drivers



- ✓ A **special educational manual** is provided for the first time for:
 - People who **have not completed compulsory education**
 - People with **learning difficulties**
 - People with **hearing problems**



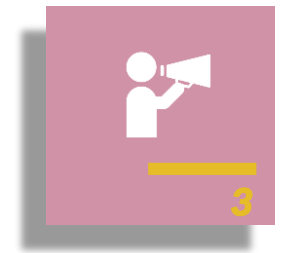
New requirements for practicing the profession of driving instructor

- ✓ It is established:
 - **minimum age** for practicing the profession.
 - **minimum duration of possession** of driving licenses of all categories.
- ✓ Holders of specific **specialties of vocational high schools, graduates** of specific university departments or holders of **postgraduate or doctoral** degrees related to **traffic education and road traffic** will have the right to practice the profession.
- ✓ Have a certificate of **pedagogical competence**.
- ✓ **Not to have fallen into specific violations** of the Road Traffic Code.



Education

National Communication Policy Plan for Road Safety



With the completion of the elaboration of the Strategic Plan for Road Safety, the Ministry of Infrastructure and Transport will proceed to the elaboration of a **national communication policy plan for road safety**.

Targeted **communication actions** regarding:

The media:



The content:



The time period and the place:





Effective Enforcement System

Revision of the Road Traffic Code



The Ministry of Infrastructure and Transport has completed the evaluation of the Road Traffic Code and is proceeding with its revision based on certain principles:

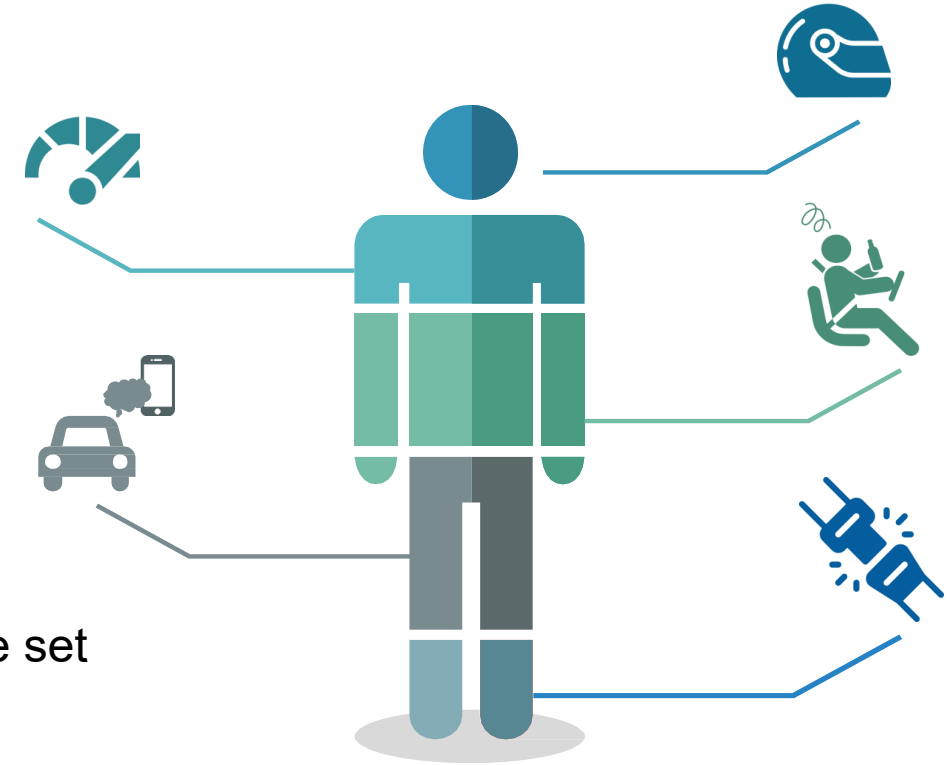
- ✓ 1. **Categorization of Road Traffic Code violations** based on the degree of risk and frequency.
- ✓ 2. **Separation of sanctions** with basic criterion the differentiation of driving behavior or vehicle condition.
- ✓ 3. **Reduction of average speed** in urban areas.
- ✓ 4. **Ensuring enforcement** and collection of the fine.
- ✓ 5. The **introduction of an electronic procedure** for monitoring the violations of Road Traffic Code.

Categorization of Road Traffic Code violations

- ✓ All violations will be **classified** according to their **risk** and **frequency**.
- ✓ Violations will result in **classified** - and not high - fines combined with **administrative sanctions**.
- ✓ Emphasis will be given to the **5 most frequent violations** of Road Traffic Code resulting in either **serious injury or death** in a road crash:

- **Speeding**
- **No seatbelt use**
- **No helmet use**
- Driving under the influence of **alcohol or drugs**
- **Mobile phone use**

- ✓ In cooperation with the Ministry of Citizen Protection, priorities will be set for the **frequency of checks** and **geographic distribution**.



Enforcement of fines depending on:



Condition of the vehicle



e.g.: expired certificate of Vehicle Control Inspection Test



Penalties on the **vehicle**

Driving behaviour



e.g: Not use of seatbelt or helmet

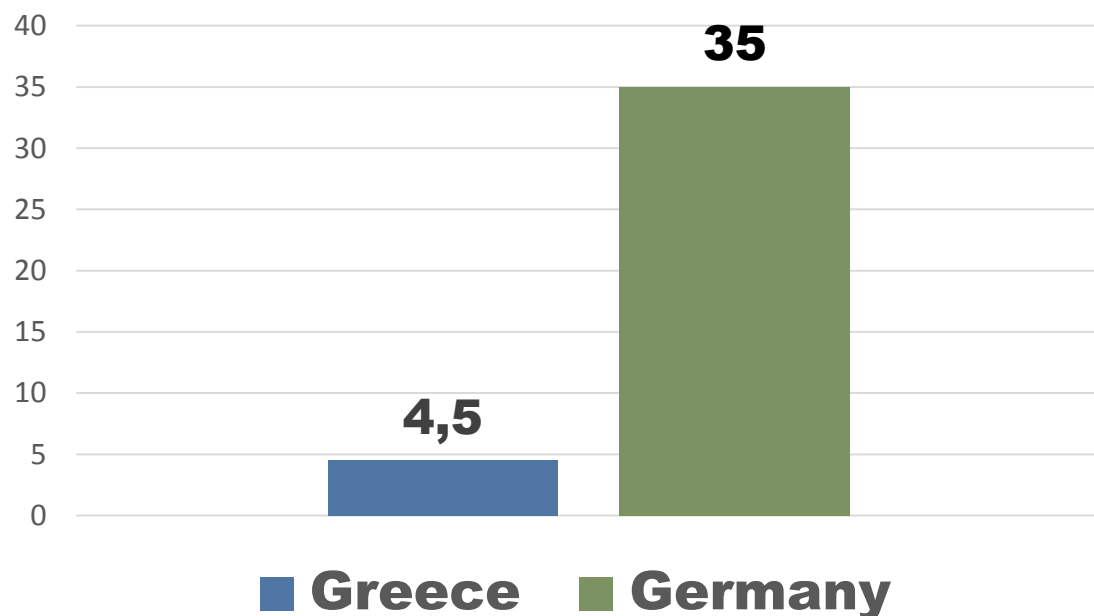


Penalties on the **driver**

Safe Vehicles

Since their inception in 2001, the 204 private and 28 public Vehicle Technical Inspection Centers have not been checked for the quality of their inspection.

Percentage of vehicles' rejection at Vehicle Technical Inspection Centers



1 out of 3 vehicles does not go for inspection

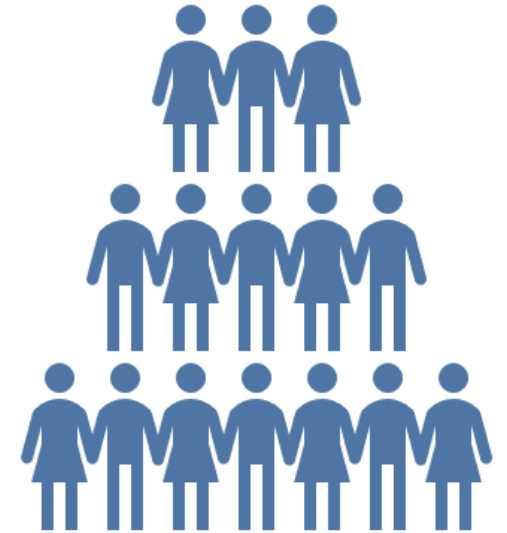
For the negligent vehicle owner, exceeding two years delay, overdue fine (€ 65) is equal to the cost of the inspection that was not done. So it becomes beneficial and has to change.

Safe Vehicles



We proceed to the creation of a Registry of Vehicle Technical Inspectors:

- ✓ They will be **private engineers** who will carry out a re-inspection **on the spot, at the "entrance" of the Vehicle Inspection Center**, of the vehicle that has just passed successfully.
- ✓ They will also check the **inspection quality and accuracy** of the Vehicle Technical Inspection Centers' machines.
- ✓ In cases that it is found that a vehicle has passed the inspection in a non-transparent way, sanctions will be imposed, which under certain conditions will lead to the removal of the Center's operating license.
- ✓ The fine for the owner is **tightened**.



Reduction of average speed

- ✓ Increasing the speed of a vehicle by 5% leads to an **increase** in road accidents by **10%** and fatal accidents by **20%**.
- ✓ When a car is moving at a speed of **30 km/h** the probability of fatal injury for a pedestrian is 10%.
- ✓ If the car is moving at **50 km/h**, the probability of **fatal injury** to the pedestrian **rises to 80%**.
- ✓ At **50 km/h** the collision with a pedestrian can prove to be **80% deadly**.



- For this reason, the **maximum speed limit** in **residential areas** will drop to **30km/h**.



Verification of Road Traffic Code violations



The Ministry of Infrastructure and Transport in collaboration with the Ministry of Digital Governance, the Ministry of Citizen Protection and the Ministry of Finance started the redesign and digital implementation **of the process of verification and collection of the Road Traffic Code fines.**

1st Objective:

- ✓ To end the **generalized belief of a system of impunity.**
- ✓ Every **offender** of the Road Traffic Code must bear the **legal consequence** of his illegal behavior, i.e. to **pay** the fine foreseen for the violation he/she has committed.



Verification of Road Traffic Code violations



Proceed to:

- ✓ The **digital** verification and registration of the violations of the Road Traffic Code
- ✓ The introduction of a provision so that the responsibility for a violation imposed in the absence of the driver (cameras, radar) is attributed to the **vehicle owner**
- ✓ The possibility of **electronic payment** of the violation through e-banking or ATM
- ✓ The verification of overdue debt to TAXIS system.



Verification of Road Traffic Code violations



2nd Objective: increase the revenues of Local Authorities for road safety projects

- ✓ Based on the current legislation, the fines of Road Traffic Code have a **reciprocal character** and are **resources** of the local authorities in the area of which the violation took place.
- ✓ Due to the **complicated process** of collecting fines, many Municipalities are either unable or unwilling to proceed with the verification of these fines and the **return of revenue** to their funds.
- ✓ As a result, many of the fines of the Road Traffic Code **are not converted into revenue** for local authorities to be used for road safety **improvement**.



National Road Safety Fund

- ✓ **Legal entity** under the supervision of the Ministry of Interior.
Participation of representatives of Ministries of Finance, Infrastructure and Transport and the Central Union of Greek City Authorities.
- ✓ The Fund will be the **main mechanism** for receiving the sums from the fines of the Road Traffic Code. It will then proceed to the **distribution of the amounts** to the City Authorities according to the current procedure.
- ✓ The City Authorities **will report to the Fund** for all road safety actions they implemented e.g. in the context of SUMP.
- ✓ The Fund will establish a **mechanism for monitoring** road safety actions on the basis of **performance indicators**.
- ✓ It will provide **"know-how" and advisory** role to the City Authorities.



Digital driver behavior control system (Point System)

The Ministry of Infrastructure and Transport is introducing **digital procedures** for control and monitoring of violations of **specific provisions** of the Road Traffic Code and road behaviour of repeating offenders (Point System)

- ✓ **Redesign the system** so that the offender knows that the points foreseen will be recorded within a reasonable time.
- ✓ Immediate, **online information** for drivers regarding the recording of their violations and the points they have in the point system.
- ✓ **Ability to immediately inform** Traffic Police about the driving behavior of all drivers.
- ✓ **Qualitative statistics** on the type and frequency of violations by Greek drivers.





Road Safety

Not just words and good intentions, actions



ΕΛΛΗΝΙΚΗ ΔΗΜΟΚΡΑΤΙΑ
ΥΠΟΥΡΓΕΙΟ ΥΠΟΔΟΜΩΝ ΚΑΙ ΜΕΤΑΦΟΡΩΝ

Our plan:

- ✓ Complete
- ✓ Well studied
- ✓ Realistic
- ✓ It can bring results

Objective: **To save lives**



The road safety quadrant:



ΕΛΛΗΝΙΚΗ ΔΗΜΟΚΡΑΤΙΑ
ΥΠΟΥΡΓΕΙΟ ΥΠΟΔΟΜΩΝ ΚΑΙ ΜΕΤΑΦΟΡΩΝ

➤ **Safe roads**



➤ **Responsible drivers**



➤ **Traffic education**



➤ **Fair rules for everyone**



Road Safety Interventions Program



ΕΛΛΗΝΙΚΗ ΔΗΜΟΚΡΑΤΙΑ
ΥΠΟΥΡΓΕΙΟ ΥΠΟΔΟΜΩΝ ΚΑΙ ΜΕΤΑΦΟΡΩΝ

✓ **7.000** hazardous locations, in **2.500 kilometers**, **80 road axes**.



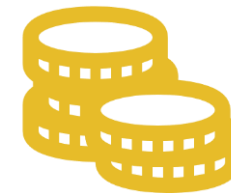
✓ **60 Studies** in all 13 Regions of Greece.



✓ Road sections of **15.000 km** were studied.



✓ With the support of the **European Investment Bank**
(**Loan** agreement **€ 450 million** with **Egnatia Odos SA.**)



- + **Targeted interventions** on the **existing** Patras-Pyrgos **national** road.
- ✓ **Dramatic reduction of accidents** until the completion of the new motorway.



Major road infrastructure projects that we "unfreeze" or plan, such as:

- ✓ Patras-Pyrgos
- ✓ E-65
- ✓ BOAK
- ✓ Kalamata- Rizomylos
- ✓ Extensions of Attiki Odos
- ✓ Flyover in Thessaloniki

We are completing our road network with new, modern, safe motorways.

Responsible drivers



ΕΛΛΗΝΙΚΗ ΔΗΜΟΚΡΑΤΙΑ
ΥΠΟΥΡΓΕΙΟ ΥΠΟΔΟΜΩΝ ΚΑΙ ΜΕΤΑΦΟΡΩΝ

✓ **New law** on the training and examination of candidate drivers:

=> for a new system, with **transparency and reliability**

✓ Awareness **campaigns**



✓ Care to drive **safer vehicles**.



=> To **maintain** properly

=> A **new vehicle**, as far as possible



We give **incentives** for the **renewal** of the vehicle fleet.

Traffic Education



ΕΛΛΗΝΙΚΗ ΔΗΜΟΚΡΑΤΙΑ
ΥΠΟΥΡΓΕΙΟ ΥΠΟΔΟΜΩΝ ΚΑΙ ΜΕΤΑΦΟΡΩΝ

- ✓ Starting from our schools (but not only)
- ✓ With experts assistance
- ✓ Appropriate courses
- ✓ Targeted campaigns
- ✓ Lifelong learning programs for all



Every one of us, from childhood to lifetime => For
the right **mentality** and **behaviour** on the road

Fair rules for everyone



✓ Correct and complete **data collection**

✓ Thorough **analysis** of the data

✓ **International experience**

=> **Revision** of the Road Traffic Code provisions



This is our plan to save lives on the Greek roads

- ✓ To become **better drivers**
- ✓ Who drive **newer vehicles**
- ✓ On much **safer roads**
- ✓ With **fair rules** that apply to all and without exception.



This is our plan to save lives on the Greek roads