




#### [IRTAD Road Safety Annual Report 2017](#)



The [International Road Traffic and Accident Database \(IRTAD\)](#) of the [International Transport Forum \(ITF/OECD\)](#) published the full version of the [Annual Report 2017](#), which provides **an overview of road safety performance for 2015 in 40 countries, with preliminary data for 2016, and detailed reports for each country**. It includes tables with cross country comparisons on key safety indicators and puts special emphasis on road safety for an ageing population, which represents a growing concern in many countries. The positive trend over the last few years of reduced road fatalities did not continue in 2015 and 2016. The 31 IRTAD member countries registered a 3.3% increase in road fatalities in 2015 compared to 2014. Finally, in 2016, the number of fatalities increased in 14 countries. 

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#### [RSS2017 – Road Safety and Simulation International Conference, Hague, 2017](#)



The [Road Safety & Simulation International Conference 2017 \(RSS2017\)](#) organised by the [Delft University of Technology](#) in co-operation with the [Dutch Institute for Road Safety Research \(SWOV\)](#) took place with great success on 17-19 October 2017, in Hague, Netherlands. The conference theme focuses on **advancing the safety of all road users with special attention for vulnerable road users**, especially in the upcoming era of advanced technologies and vehicle automation with new safety challenges emerging. 


NTUA actively contributed with 8 presentations:

[More...](#)

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#### [6th IRTAD International Conference, Marrakesh, 2017](#)



The [International Traffic Safety Data and Analysis Group \(IRTAD\)](#) of the [International Transport Forum \(ITF/OECD\)](#) organised with great success the 6th IRTAD Conference, **“Better road safety data for better safety outcomes”** on 10-12 October 2017, in Marrakesh, Morocco. The objectives of the conference were to discuss improvements in the quality of data systems and data analysis in IRTAD and other countries through discussion of methodological issues to improve road safety data collection and analysis at country and city level, through showcasing recent initiatives to improve the quality of safety data collection and analysis and through presentation of recent research and analysis undertaken by the IRTAD Group. 

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Marrakech Declaration on Better Safety Data for Better Road Safety

Outcomes: 



NTUA actively contributed with 6 presentations:

[More...](#)

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### [Global Alliance of NGOs for Road Safety – Walking the Talk, 2017](#)






The [Global Alliance of NGOs for Road Safety](#), launched its new publication “[Walking the Talk](#)“, which **describes the response of the Global Alliance of NGOs for Road Safety and its member NGOs to the call for action represented by the Sustainable Development Goals (SDGs)**, with focus on SDG 3.6 (“By 2020, halve the number of global deaths and injuries from road traffic accidents.”) and 11.2 (“By 2030, provide access to safe, affordable, accessible, and sustainable transport systems for all.”).  

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### [EuroNCAP Road Map 2025 In Pursuit of Vision Zero, 2017](#)






[EuroNCAP](#) launched its Road Map 2025, setting out for the first time the programme’s priorities for the mobility and technological revolution the auto industry is just beginning to experience. The objective is to offer clarity and confidence to motoring consumers, **highlighting new automated driving technologies** and raising awareness of their benefits whilst also helping to ensure their safety potential is fully realised.   

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### [FIA – Distraction is a killer, #ParkYourPhone when on the road, 2017](#)






[FIA Region I](#) and its member Clubs are launching #ParkYourPhone, a **campaign to encourage responsible smartphone use in traffic**. For drivers, pedestrians and cyclists, only a few seconds of distraction can make a difference between life and death. FIA President and UN Secretary-General’s Special Envoy for Road Safety, Jean Todt, said “Drivers, cyclists and pedestrians need to understand the dangers of using smartphones in traffic. To combat the 3,500 lives lost every day in road accidents, I urge all road users to park their phones when they are in traffic.”   

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### [HITE Position on Road Safety and on Road Traffic Code changes in Greece](#)



The [Hellenic Institute of Transportation Engineers \(HITE\)](#), has released its position towards the improvement of road safety in Greece with an elaborate problem analysis and a comprehensive set of prioritised measures. In addition, HITE has released its position on the changes of the Road Traffic Code proposed by the Government. Even though some proposed provisions are considered very useful (cycle and HGV traffic rules, fines rationalisation, etc.) **the intention to decrease speeding fines and to increase motorways speed limits are blatant failures** highlighted by the HITE.   


### EU transport in figures 2017



The Directorate General for Mobility and Transport ([DG Move](#)) of the European Commission released the Statistical Pocketbook 2017 '[EU Transport in figures](#)'. In this Statistical Pocketbook, key road safety Tables are contained, together with several other Tables on transport statistics, providing **a complete picture of current trends in transport in Europe**. Data on road fatalities for the EU member states and associate countries allow for time series comparisons and country rankings. 


### Road fatalities by transport mode, Greece 2015



According to the [ELSTAT](#) final road accidents data for 2015 in Greece, 40% of road fatalities are passenger car occupants, whereas almost **30% of road fatalities are power two wheelers** (the highest percentage in the European Union). Most car occupant fatalities occur outside built-up areas while most motorcycle and pedestrian fatalities occur inside built-up areas. Accident severity is five times higher outside built-up areas for all transport modes. 

### GRSP – 5th Africa Road Safety Event, 2017



The [Global Road Safety Partnership \(GRSP\)](#) organised the 5th Africa Road Safety Event, which was held with great success in Cape Town, South Africa on 23-24 October 2017. To meet the fast-approaching UN SDG target to halve deaths by 2020 there is need for sharing successes and results across the region. GRSP brought together Governments, Financial Institutions, industry and civil society partners who are making an impact. The Africa Road Safety 2017 event provided practical knowledge on: Global success stories from GRSP, WHO Save LIVES package, the latest on **GRSP Road Safety Management initiatives**, and Coordinating action on Safer Road Users. 

NTUA contributed actively with two presentations:

-  [Data Capturing and Management Challenges in Africa](#)



-  [Establishment of the African Road Safety Observatory](#)

### [UNECE – How to Achieve Transport and Trade Related Sustainable Development Goals? Podgorica, 2017](#)




How can countries best harness transport and trade to drive progress in achieving the Sustainable Development Goals (SDGs)? How can enhancing countries' statistics on trade, transport and road safety support this process? This was the focus of discussions at a Workshop organized by [UNECE](#) in collaboration with the Ministry of Transport and Maritime Affairs and Ministry of Economy of Montenegro, on 11-12 October 2017 in Podgorica, Montenegro. A key objective was **strengthening countries' knowledge of road safety, transport and trade-related SDGs**, with UNECE highlighting the relevance of the SDG framework to the sustainability of national transport and trade policies. 

NTUA presentation concerned:  [Greek Road Safety Statistics – Best Practices](#)

### [SafetyCube Conference, Vienna, 2018](#)




The Final [SafetyCube](#) Conference **will be held on 22-23 March 2018, in Vienna**. [SafetyCube](#) is a research project funded by the [European Commission](#) under the [Horizon 2020](#), the EU Framework Programme for Research and Innovation, in the domain of Road Safety. The project started on May 1st, 2015 and is running for a period of three years having already developed and launched the highly innovative [European Road Safety Decision Support System \(DSS\)](#) which enables road safety policy-makers and stakeholders to select and implement the most appropriate strategies, policies, programmes, measures and cost-effective approaches to reduce casualties of all road user types and all severities in Europe and worldwide. 

Registration is free on a first-come-first-served basis: 

### [Safety Science – Call for papers for the Special Issue on Naturalistic Driving Research, 2017](#)





A special issue of [Safety Science](#) on **Naturalistic Driving Research** is now calling for papers with NTUA Professor [George Yannis](#) as Guest Editor. Manuscripts submitted to this Special Issue will enable information dissemination on the latest methodologies and findings from naturalistic driving research worldwide. Topic Areas may include, but are not limited to: Crash risk and crash causation, Distraction and inattention, Interaction with cyclists and pedestrians, Vehicle automation and connectivity, Eco-driving, Typical everyday driving behaviour, Novice drivers, Elderly Drivers, Naturalistic Cycling, Naturalistic Riding (Powered two-wheelers), Methodology and definitions. 

Deadline for Submission of full paper online: **December 31, 2017**


## Analysis of the effect of economic recession on road safety in Greece, 2017



A Diploma Thesis titled “[Analysis of the effect of economic recession on road safety in Greece](#)” was presented by Christos Batsos in September 2017. For this analysis, suitably processed road accident data during the period 2003-2014 have been exploited. It appears that the economic recession has led to a significant reduction in fatalities and serious injuries. The principal mechanisms bringing this decline about are the reduction of accidents with involvement of passenger cars, of young drivers and outside traffic junctions. These results indicate that apart from the decline of vehicle kilometers of travel, **changes in road user behaviour might have contributed significantly to the overall improvement of road safety during the economic crisis.**  

## Modelling the effect of traffic regimes on safety of urban arterials: the case study of Athens, 2017



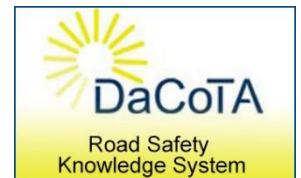
A paper titled “[Modelling the effect of traffic regimes on safety of urban arterials: the case study of Athens](#)” authored by [Athanasios Theofilatos](#), [George Yannis](#), [John Golias](#) and [Eleni Vlahogianni](#) is now published in [Journal of Traffic and Transportation Engineering](#). To achieve the aims of the study, traffic and accident data during the period 2006–2011 from two major arterials in Athens were collected and processed. Firstly, a finite mixture cluster analysis was implemented to classify traffic into clusters. Afterwards, discriminant analysis was carried out in order to correctly assign new cases to the existing regimes by using a training and a testing set. Lastly, Bayesian logistic regression models were developed to investigate the impact of traffic regimes on accident likelihood and severity. The findings of this study suggest that urban traffic can be divided into different regimes by using average traffic occupancy and its standard deviation, measured by nearby upstream and downstream loop detectors. The results revealed potential specific hazardous traffic conditions. In general, high occupancy values increase accident likelihood, but tend to lead slight accidents, while **PTWs are more likely to be involved in an accident, when traffic occupancy is high.** Transitions from high to low occupancy also increase accident likelihood. 

## Upcoming Events





## Road Safety Tools



This Road Safety Update aims to support frequently the Greek and the International Road Safety Community with current key road safety knowledge and data, which is gathered, analysed and organised within the research activities of the [Department of Transportation Planning and Engineering](#) of the [National Technical University of Athens](#).