



NTUA Road Safety Update - February 2013



National Technical University of Athens
Road Safety Update

February 2013

Country Forecasts at the DaCoTA Road Safety Knowledge System 2012



Road Safety Country Forecasts are available at the DaCoTA Road Safety Knowledge System, developed by the EU co-financed project DaCoTA. For 30 European countries (all 27 EU members States, Iceland, Norway and Switzerland), a specially developed common forecasting methodology was adopted, **using risk exposure as the most important explaining variable**. These country forecasts can be proved useful for road safety policy, as it is important to know in what direction the annual casualties are developing, and how fast this development is expected to go. [LINK](#)

At the road safety forecasts for Greece prepared by NTUA, the 50 year trend is analysed and road fatalities forecasts scenario up to 2020 are proposed. [LINK](#)

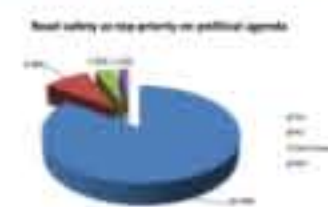
On statistical inference in time series analysis of the evolution of road safety 2012



A paper titled 'On statistical inference in time series analysis of the evolution of road safety' co-authored by J.Commandeur, F.Bijleveld, R.Bergel-Hayat, C.Antoniou, G.Yannis and E.Papadimitriou is published in the Accident Analysis and Prevention Journal. Some commonly used statistical techniques imply assumptions that are often violated by the special properties of time series data, namely serial dependency among disturbances associated with the observations. The objective of this paper is to demonstrate the impact of such violations to the applicability of standard methods of statistical inference, which leads to an under or overestimation of the standard error and consequently may produce erroneous inferences. Moreover, having

established the adverse consequences of ignoring serial dependency issues, **the paper aims to describe rigorous statistical techniques** used to overcome them. [DOI>](#)

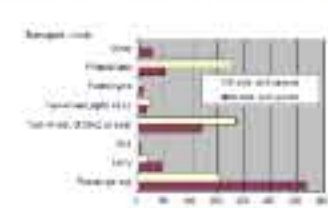
Road Injuries Consultation Report by the European Commission 2013



The Road Injuries Consultation Report of the European Commission is now available. The public consultation was launched as part of an initiative to reduce the number and the severity of road traffic injuries. This initiative is one of the strategic objectives outlined in the Policy Orientations on Road Safety 2011-2020, and a priority for EU action. Accordingly, the European Commission is developing a **comprehensive**

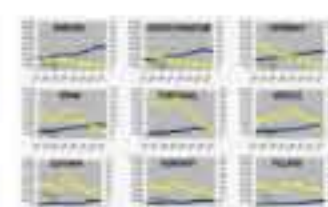
strategy of action concerning road traffic injuries, with the assistance of relevant actors. The findings of the public consultation clearly indicate that road safety is regarded as a priority on the political agenda. Target setting and support of exchange of best practises are seen as the two areas with the highest EU added value, while research and project funding, legislation and data analysis are following slightly behind. [LINK](#)

Road fatalities by transport mode, Greece 2011



According to ELSTAT data, **27% of road fatalities are motorcycle riders**, whereas half of road fatalities are passenger car occupants. Most car occupant fatalities occur outside built-up areas while most motorcycle and pedestrian fatalities occur inside built-up areas. Accident severity is higher outside built-up areas for all transport modes. [LINK](#)

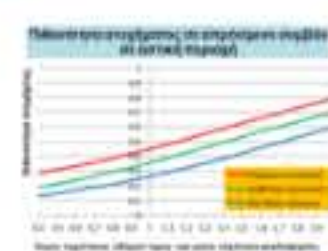
Road accidents and economic crisis at the HITE Workshop 2013



A workshop organised by the Hellenic Institute of Transportation Engineers, concerning transportation during periods of economic recession, took place in Athens on February 6th, 2013 [LINK](#). The impact of the current deep economic crisis in Greece to the various sectors of transport was presented and **estimations for the future of transport in Greece** were attempted. The road safety contribution of

NTUA Associate Professor George Yannis concerned the "Economic crisis and road accidents". [LINK](#)

Simulation of texting impact on young drivers' behaviour and safety in urban and rural road 2012



A Diploma Thesis titled 'Simulation of texting impact on young drivers' behaviour and safety in urban and rural road' [LINK](#) was presented by Charalambos Christoforou in July 2012. An experimental process on a driving simulator was carried out, in which all the participants drove in different driving scenarios. Lognormal regression methods were used to investigate the influence of texting as well as various other parameters on the mean speed and mean reaction time. Binary logistic methods were used to

investigate the influence of text messaging use as well as various other parameters in the probability of an accident. It appears that text messaging leads to **statistically significant decrease of the mean speed and increase the mean reaction time** in urban and interurban road environment and simultaneously leads to an increase of accident's probability, perhaps due to distraction of driver attention and as a result of the delayed reaction time at the moment of the incident.

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.

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About NRSO



The mission of the NTUA Road Safety Observatory (www.nrso.ntua.gr) is to support the Greek and the International Road Safety Community with current key road safety knowledge and data, which are gathered, analysed and organised within the research activities of the Department of Transportation Planning and Engineering of the School of Civil Engineering of the National Technical University of Athens, as well as within co-operations with various national and international road safety organisations.

The NTUA Road Safety Observatory has been developed within the framework of two European Union co-funded research projects, namely SAFETYNET - Development of the European Road Safety Observatory (2004-2009) and DACOTA - Road Safety Data Collection, Transfer and Analysis (2010-2012), with Scientific Responsible for NTUA, Professor George Yannis.