



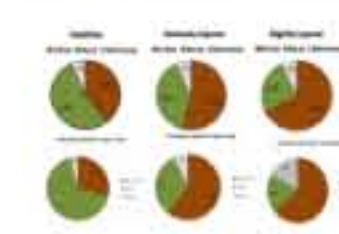
NTUA Road Safety Update - April 2013



National Technical University of Athens
Road Safety Update

April 2013

European Commission announces serious injury common definition 2013



The European Commission published a Report on the first steps taken towards achieving reduction of serious road traffic injuries, which is one of the seven strategic objectives set by the Commission in 2010 in its road safety policy orientations for the period 2011-2020.

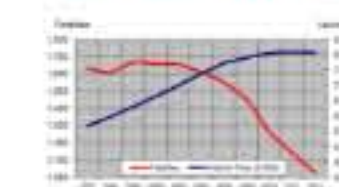
The document looks at what has been done so far and describes the problem of serious road traffic accidents and the challenges of the current framework. It considers the situation regarding a **common definition of serious injuries**, data collection methods and a possible future EU-level target. The use of an established medical classification standard is seen as preferable and the existing trauma scale 'Maximum Abbreviated Injury Score' (MAIS) was put forward, with serious injuries defined as those with an MAIS score of 3 or higher, as proposed by the EC research project SafetyNet and the ITF. [LINK](#)

WHO Pedestrian Safety Manual 2013



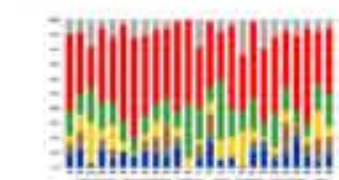
The good practice manual, titled 'Pedestrian Safety: A road safety manual for decision-makers and practitioners' jointly prepared by GRSP, WHO, the FIA Foundation and the World Bank, is now available on the website of the United Nations Road Safety Collaboration. Each year, more than 270.000 pedestrians lose their lives on the world's roads. Globally, **pedestrians constitute 22% of all road traffic fatalities**, and in some countries this proportion is as high as two thirds of all road traffic deaths. The manual stresses the importance of a comprehensive, holistic approach that includes enforcement, engineering and education. [LINK](#)

Road fatalities in Greece drop by 30% since 2009



According to the ELSTAT provisional data for 2012, **road fatalities in Greece have decreased by 30% since 2009**, whereas serious injuries decreased by 17%. The rate fatalities per number of vehicles has decreased the same period by 31% as the vehicle fleet showed a marginal increase of just 2%. This rate is still high in comparison to the other EU countries, demonstrating the important potential for road casualty decrease in Greece if road safety measures are systematically implemented. The recent deep economic crisis is a major factor which might explain this significant decrease in road fatalities in Greece. [LINK](#)

ETSC - Towards safer transport of goods and passengers in Europe 2013



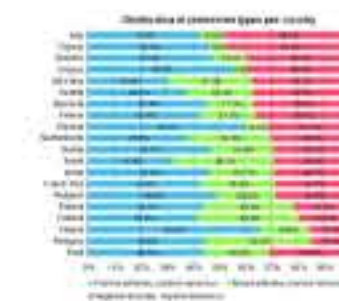
In April 2013, ETSC published a PIN Flash concerning collisions involving an HGV, a bus or a coach. In the European Union 4,254 people lost their lives in collisions involving heavy goods vehicles (HGVs) in 2011, 3,999 in collisions involving light goods vehicles (LGVs) – goods vehicles with a maximum permitted weight below 3.5 tonnes – and 722 in collisions involving a bus, coach or trolleybus, **totalling 29% of the overall number of road deaths** recorded in 2011. The number of road deaths in collisions with HGVs has dropped in all the PIN countries, Latvia leading the EU countries with an average annual reduction of 14.7% per year, a steeper reduction than the one in the total number of road deaths. [LINK](#)

Attitudes and self-reported behaviour at the DaCoTA Road Safety Knowledge System 2013



Interesting findings on attitudes and self reported behaviour of the European drivers towards road traffic risk is now available at the DaCoTA Road Safety Knowledge System, developed by the EU co-financed project DaCoTA. These Tables summarise basic results from the Pan-European SARTRE surveys on Social Attitudes to Road Traffic Risk in Europe (1991, 1996, 2003, 2010). Focus is given to the **most risky traffic offences** like Speeding, Alcohol, Seat belt wearing, Tailgating, Driving through amber and Overtaking. [LINK](#)

Patterns of pedestrian attitudes, perceptions and behaviour in Europe 2013



A paper titled 'Patterns of pedestrian attitudes, perceptions and behaviour in Europe' co-authored by E.Papadimitriou, A.Theofilatos and G.Yannis is just published in the Safety Science Journal. The paper aims to identify patterns of pedestrian attitudes, perceptions and behaviour in Europe, **on the basis of the results of the SARTRE 4** (Social Attitudes to Road Traffic Risk in Europe) pan-European survey carried out in late 2010 and early 2011. The results revealed eight components, from which six are associated with pedestrian attitudes and two with pedestrian behaviour and were further analysed for different countries and different age and gender groups. [DOI](#)

Investigation of factors affecting helmet use among European motorcyclists 2013



A Diploma Thesis titled 'Investigation of factors affecting helmet use among European motorcyclists' was presented by Christos Katrakazas in March 2013. An analysis took place, based on data from the **SARTRE 4 Pan-European survey**, which was conducted on a representative sample of European motorcycle drivers. Binary Logistic regression models were developed to investigate factors affecting helmet use on four types of roads (motorways, main roads between towns, country roads and built-up areas). These models were used on the samples from Greece, Europe as a whole, three groups of countries (Northwest, South and East) and three representative countries. According to the results from the models application, the main characteristic of the motorcyclists who are more likely to wear helmet, is that they fasten it frequently. On the contrary, the main factor that decreases the probability of a motorcyclist to wear helmet is helmet usage only because it is mandatory by law. [LINK](#)

Central Europe - Save Our Lives Conference 2013



The Agency of East Lombardy for Transport and Logistics (ALOT) organises on **27th May 2013 in Brussels** a Conference on "Comprehensive road safety strategy for Central Europe", summarising the results of the project SOL - Save Our Lives carried out within the framework of the European Programme of Territorial Cooperation "Central Europe". SOL project represents a significant regional road safety programme, which aims to contribute to the global road safety with critical knowledge, experience and tools. [LINK](#)

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 is 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.