

**UNECE, MCTI, RTSA, RCC, SEETO
Regional Road Safety Capacity
Building Workshop
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**Road Safety Management
in Greece**



George Yannis, Professor
Alexandra Laiou, Research Associate
Petros Evgenikos, Research Associate
National Technical University of Athens

Road Safety in Greece

- Over the last decade, **Greece is among the worst performing countries in road safety in EU-27.**
- The socio-economic cost of fatalities, injuries and material damage in recorded road accidents with casualties in Greece exceeds **3 billion (€) per year.**

It is possibly tripled if the actual number of casualties and accidents with material damage only are taken into account.



Road Safety in Greece

Basic Road Safety Indicators in Greece and in Europe (Source: ΕΛ.ΣΤΑΤ. EC-CARE)

	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	Change 2002-2012
Greece												
Fatalities	1.634	1.605	1.670	1.658	1.657	1.612	1.553	1.456	1.258	1.141	984	-40%
Injuries	22.459	20.737	20.179	22.048	20.675	19.766	19.010	18.641	19.108	17.259	15.724	-30%
Accidents	16.809	15.751	15.509	16.914	16.019	15.499	15.083	14.789	15.032	13.849	12.353	-27%
Vehicles (mil.)	5,693	5,968	6,302	6,641	6,996	7,380	7,729	7,911	8,062	8,087	8,070	42%
Fatal./1000veh.	287	269	265	250	237	218	201	184	156	141	122	-58%
Fatal./mil.popul.	149	146	151	150	149	144	138	129	112	102	88	-41%
EU-27												
Fatalities	53.090	49.857	46.836	45.131	42.952	42.495	38.877	35.041	30.895	30.145	27.821	-48%
Vehicles (mil.)	223,99	211,70	220,89	226,66	237,61	313,35	305,38	307,69	309,72	301,58	292,53	31%
Fatal./1000veh.	237	236	212	199	181	136	127	114	100	100	95	-60%
Fatal./mil.popul.	110	102	96	92	87	86	78	70	61	59	55	-50%

Road Safety in Greece

Significant reduction of road accidents and casualties during the last fifteen years:

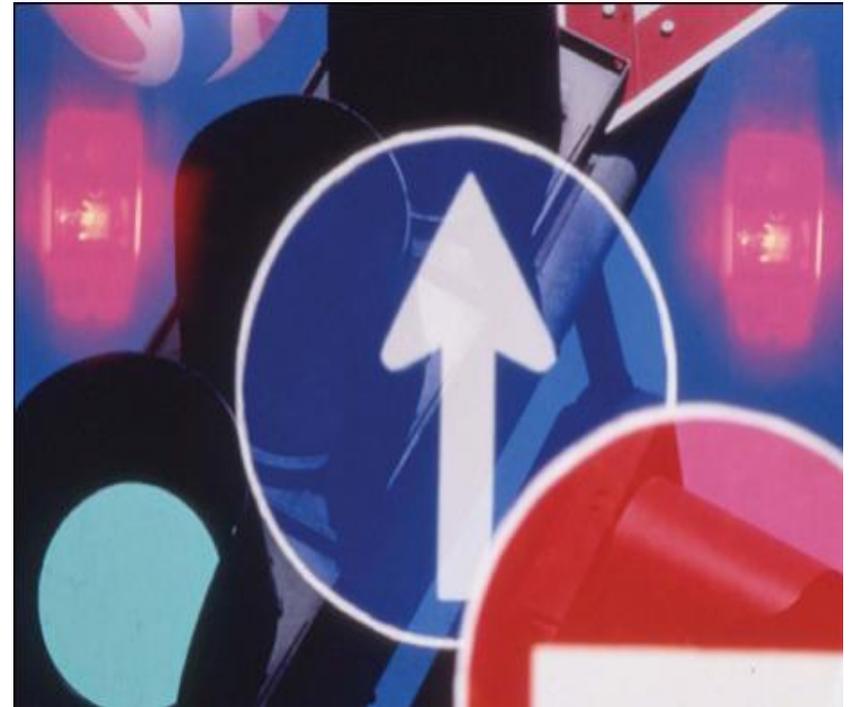
- Vehicle fleet more than doubled
- Consequent changes in traffic characteristics and traffic education of drivers
- Partial activation of the Authorities
- Improvement of the main road highway network during the last decade
- Development of vehicle technology
- Introduction of a new “Highway Code” in 2007
- Economic crisis and
- Consequent change in traffic characteristics and driver behavior



Road Safety in Greece

Greek citizens do not realize that **speed and safety cannot coexist** in the complexity of pedestrian and vehicle traffic.

They drive aggressively and at speeds which are not appropriate for the existing traffic conditions, thinking that road accidents happen only to others and never themselves.



Road Safety in Greece

➤ Inter-Ministerial Road Safety Committee

Chairman: Prime Minister

Vice Chairman: Vice President of the Government

Members: 9 Ministers (Economy, National Defense, Interior, Education, Health, Infrastructure, Transport and Networks, Environment, Public Order and Tourism)

Committee for Processing Proposals

Road Safety Secretariat

➤ National Road Safety Board (76 members)

➤ Road Safety Stakeholders:

- **Ministries** (Infrastructure-Transport, Public Order, Health, Education etc)
- **Professional Associations**
(Institute of Transportation Engineers, Technical Chamber etc)
- **Universities and Research Institutes**
(NTUA, Institute of Transport etc)
- **Non-Governmental Organisations**
(Road Safety Institute Panos Mylonas, Greek Motor Club, Greek Motorcyclists' Federation, Make Roads Safe Hellas etc)

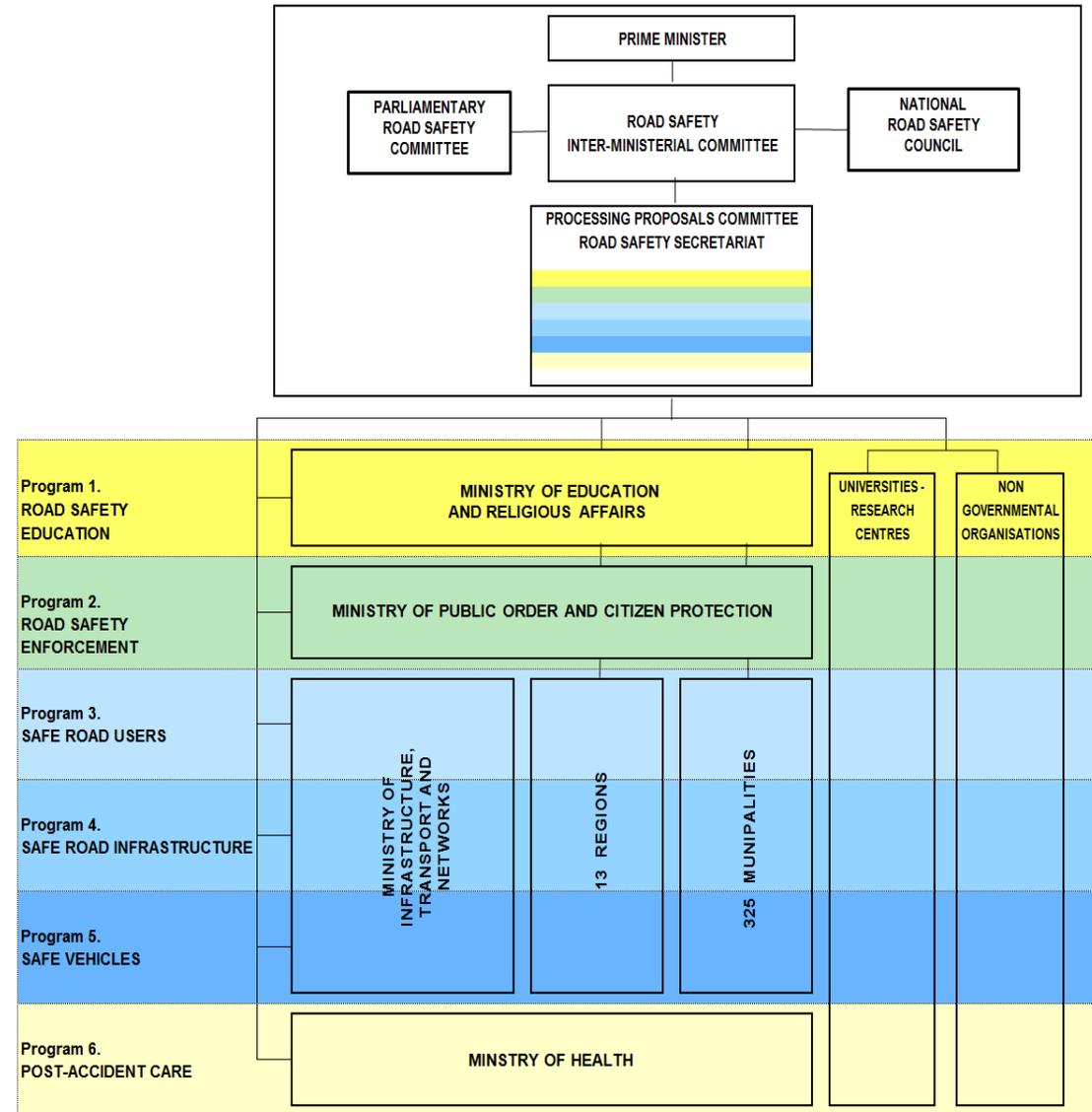


Road Safety in Greece

Road Safety Strategic Plan:

- Need to introduce an organized way to improve road safety based on the Safe System approach
- Quantitative target of halving road fatalities of 2010 by 50% in 2020 meaning that, in 2020, the number of road fatalities in Greece, must be lower than 640.
- Mid-term target for the first five years: the number of road fatalities in 2015 must be lower than 880.

Inadequate overall implementation



Source: NTUA

Problems and causes

Critical factors causing road accidents in Greece (in order of importance):

- driving at high speeds
- high rates of motorcyclists in traffic
- low rates of seat-belt and helmet use, especially by passengers
- unorganized and unprotected movement of vulnerable road users
- driving under the influence of alcohol and using a mobile phone
- generalized aggressive driving

Basic Road Safety Indicators in Greece και in Europe
(Source: EL.STAT, EC-CARE)

% Fatalities 2011	Greece	EU-27
Inside urban areas	49%	38%
Pedestrians	20%	21%
Motorcyclists	27%	12%
Young drivers (18-24 years old)	10%	10%
Older drivers (>65 years old)	9%	11%
Single vehicle accidents	58%	31%

Problems and causes

Main causes of the high number of road accidents in Greece:

- Inadequate enforcement that is not perceived by the driver
- Road infrastructure and overall organization of urban space and traffic oriented to accommodate private cars and speed
- Interurban roads with inadequate maintenance and defects making dangerous surprises to drivers while they also do not forgive driver mistakes
- Inadequacies of Authorities - a bad example for citizens
- Indifference of the Authorities and its citizens to respect the rules and the correct traffic behaviour
- Promotion of poor driving behaviour patterns



Problems and causes

Key institutional road safety problems in Greece:

- Inefficient organization of the Public Administration
- Lack of organized State structures with responsibility for road safety and lack of accountability for the implementation of their actions
- Lack of a centralized structure with substantial road safety responsibility and authority on State agencies and accountability for its actions
- Insufficient funding for road safety
- Failure to understand that road safety is a science



Proposals for the improvement of road safety

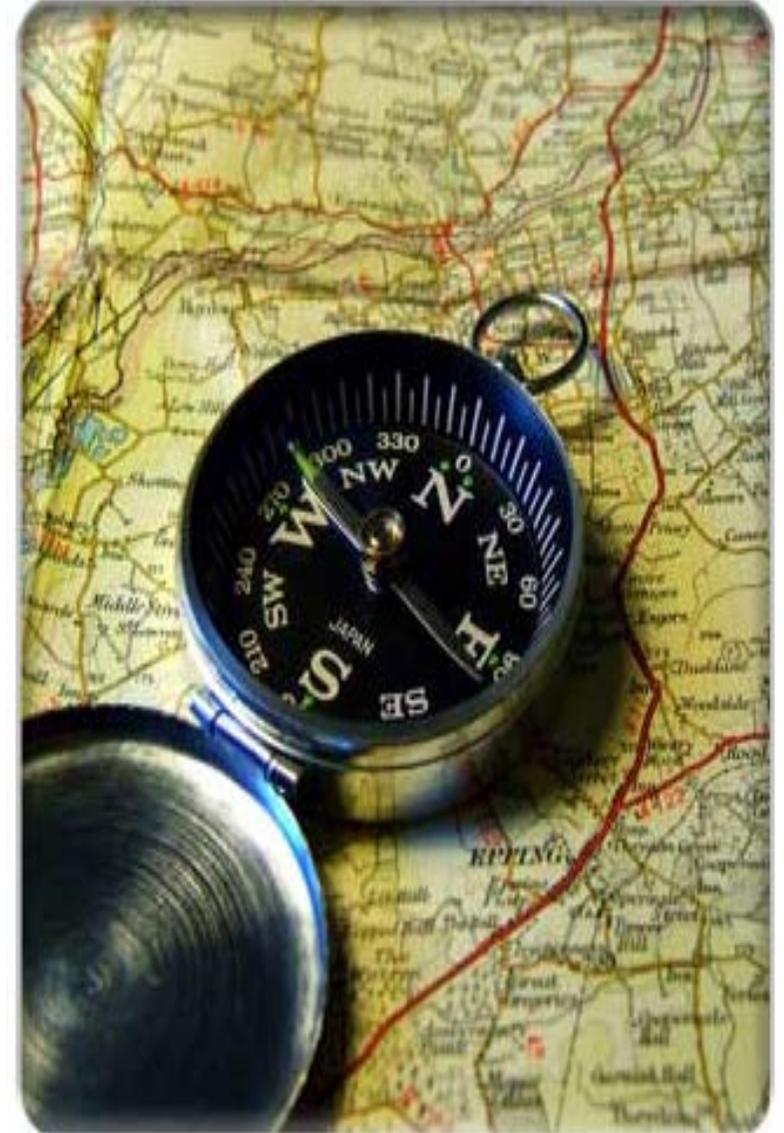
- During **the economic and social crisis**, priority should be given to serious efforts to improve road safety.
- An effective road safety policy should be based firstly on the **fundamental principle that provides for the incorporation of safe driving at the expense of speed** in every decision made by the State and the citizens.



Priority Actions

In order of importance:

- Establishment and operation of a **Central Government Authority**.
- **Intensification of enforcement** for road safety.
- Systematic monitoring **of the implementation of road safety actions**.
- **Development and implementation of effective road infrastructure management system**.
- **Radical redesign** of road infrastructure and urban traffic.
- Design and implementation of a **comprehensive policy** to promote safe driving behavior.



Establishment & operation of Central Government Authority

Overall responsibility for all road safety actions in Greece and **regular accountability** for the progress of actions and their impact on the improvement of road safety.

Authority **responsible for:**

- Setting and reviewing targets,
- Securing and allocating resources,
- Coordinating and monitoring the implementation of actions by the Authorities,
- Communicating and promoting safe road behaviour
- Regular accountability to the Authorities and the citizens.



Intensification of road safety enforcement

Focus on the most dangerous behavior

infringements: speed, seat belt and helmet use, driving under the influence of alcohol or using a mobile phone while driving.

Conditions for improving driving behavior:

- Setting low fines in the new Highway Code
- Systematic use of new technologies
- Simplifying the system for verifying infringements and collecting fines and solid and clear application of sanctions
- Detailed recording and release of the number of infringements, checks and their results
- Proper and targeted training of traffic police officers and suitable equipment for all of the above actions.



Systematic monitoring of the implementation of measures

Key tool of the road safety system management in Greece.

Collection, processing, analysis and dissemination of appropriate data allows:

- **Proper documentation** of decisions on the implementation of actions and avoidance of ineffective measures
- **Stimulation of efforts** by the State and the public to reduce road accidents



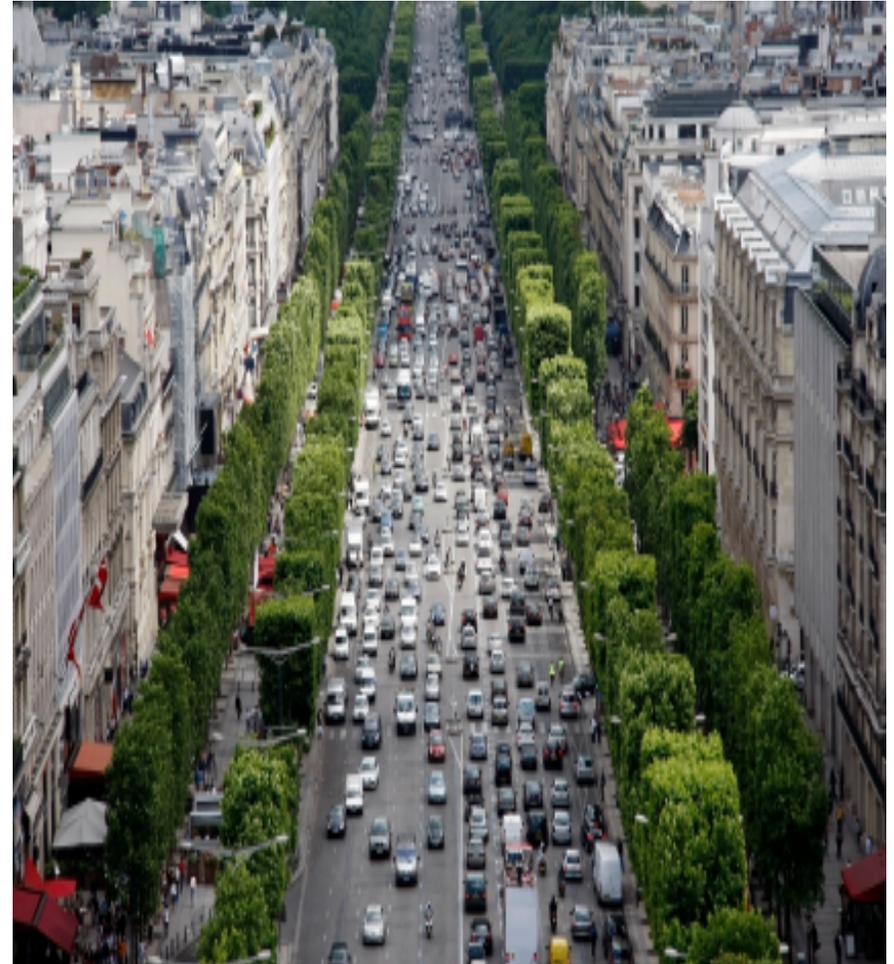
Development and implementation of an effective road infrastructure management system

- Systematic organisation, maintenance and operation of road infrastructure:
 - Road Safety Audit (in design and operation phase)
 - Preventive and emergency maintenance
 - Interventions at high risk sites
 - Management of incidents and accidents
 - Evaluation of road safety
 - Road safety impact assessment for each project and intervention.
- Preparation of the necessary regulations and directives and the corresponding manuals of good practice.
- Systematic implementation by all central, regional and local authorities.
- Approval of funding for each road infrastructure project after the successful execution of these control procedures.



Redesign of urban road infrastructure and traffic

- Inclusion in integrated sustainable urban mobility plans.
- Development of infrastructure for the safe mobility of pedestrians and bicycles.
- Protection of vulnerable road users from their own and other road users' mistakes.
- Preparation and implementation of standards and guidance on interventions in urban road infrastructure and traffic based on international best practices.
- Systematic checks of proper implementation and evaluation of interventions for the extension of successful measures and avoidance of those that do not bring results.



Integrated policy to promote safe driving behavior

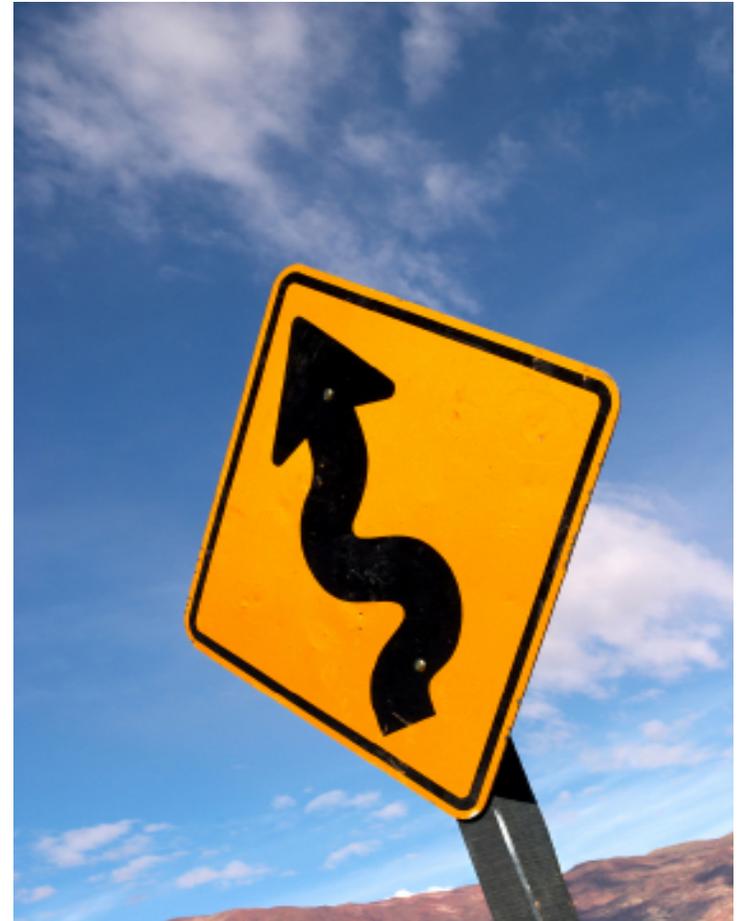
Targets:

- Understanding of the inherent hazards of driving
- Awareness of each driver, passenger and pedestrian that the correct road behaviour demands continuous effort by both the Authorities and the citizens themselves who seek a responsible and prosper community.
- Public and private organizations working together with a common and powerful communication message.
- Campaigns to target all groups of vulnerable road users and those who threaten these groups together with other enforcement actions, interventions in infrastructure, etc.
- Long-term results through:
 - better education of candidate and young drivers
 - strengthened road safety education at school, at home, at work and throughout everyday life.



Conclusions

Short-term and long-term results on road safety improvement in Greece will only be achieved through **systematic implementation and integration** within the broader space planning and mobility policies inside and outside urban areas.



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