



Hellenic
Ministry of Infrastructure
and Transport



National Technical
University of
Athens

Road Safety Strategic Plan Greece 2030



UNECE

Workshop: RSPR MD policy dialogue and how to
move forward road safety system
Chisinau, 14 December 2023

The Greek National Road Safety Plan 2021-2030

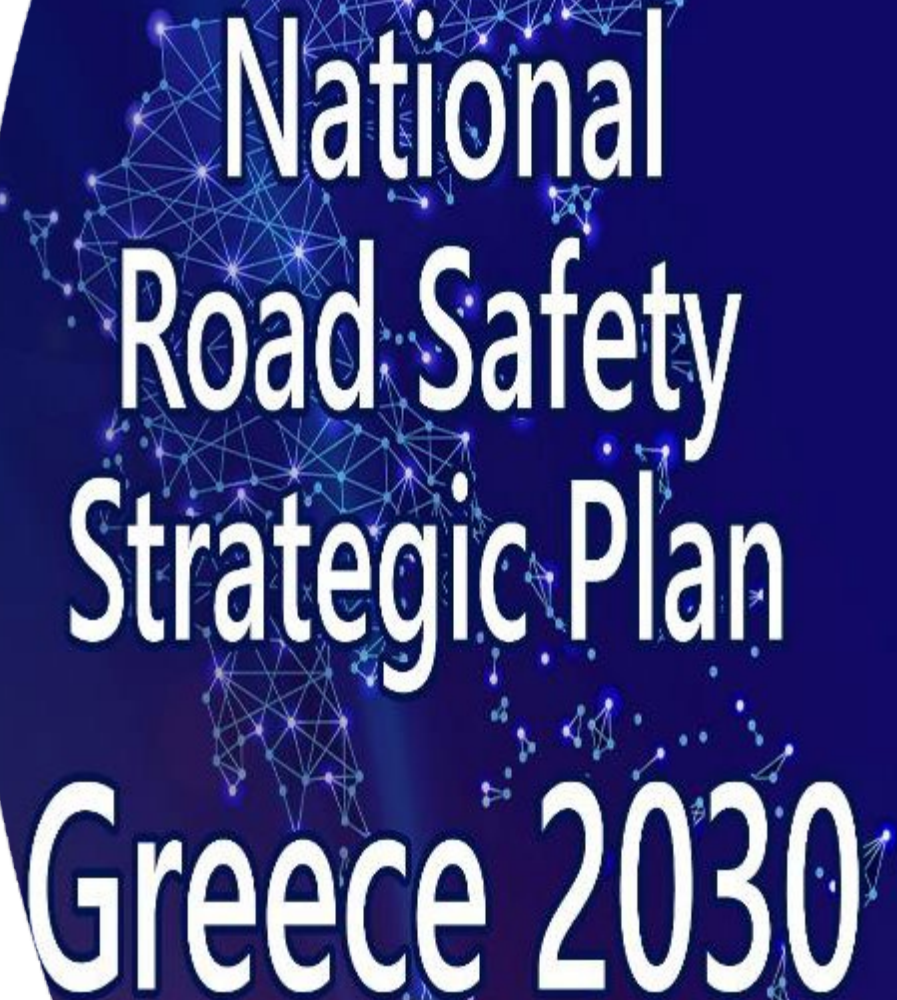
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A Modern Strategic Plan

- The Hellenic Ministry of Infrastructure and Transport developed the **National Road Safety Strategic Plan** for the period 2021-2030, under the coordination of the Directorate of Road Traffic and Safety and with the scientific support of the Department of Transportation Planning and Engineering of the National Technical University of Athens.
- The National Strategic Plan concerns the definition, implementation and monitoring of the **necessary actions** to drastically reduce the number of persons killed and injured in road crashes.
- The development of the National Road Safety Strategic Plan was based on existing **international experience**, the detailed analysis of the **Greek potential** as well as on the systematic open consultation.

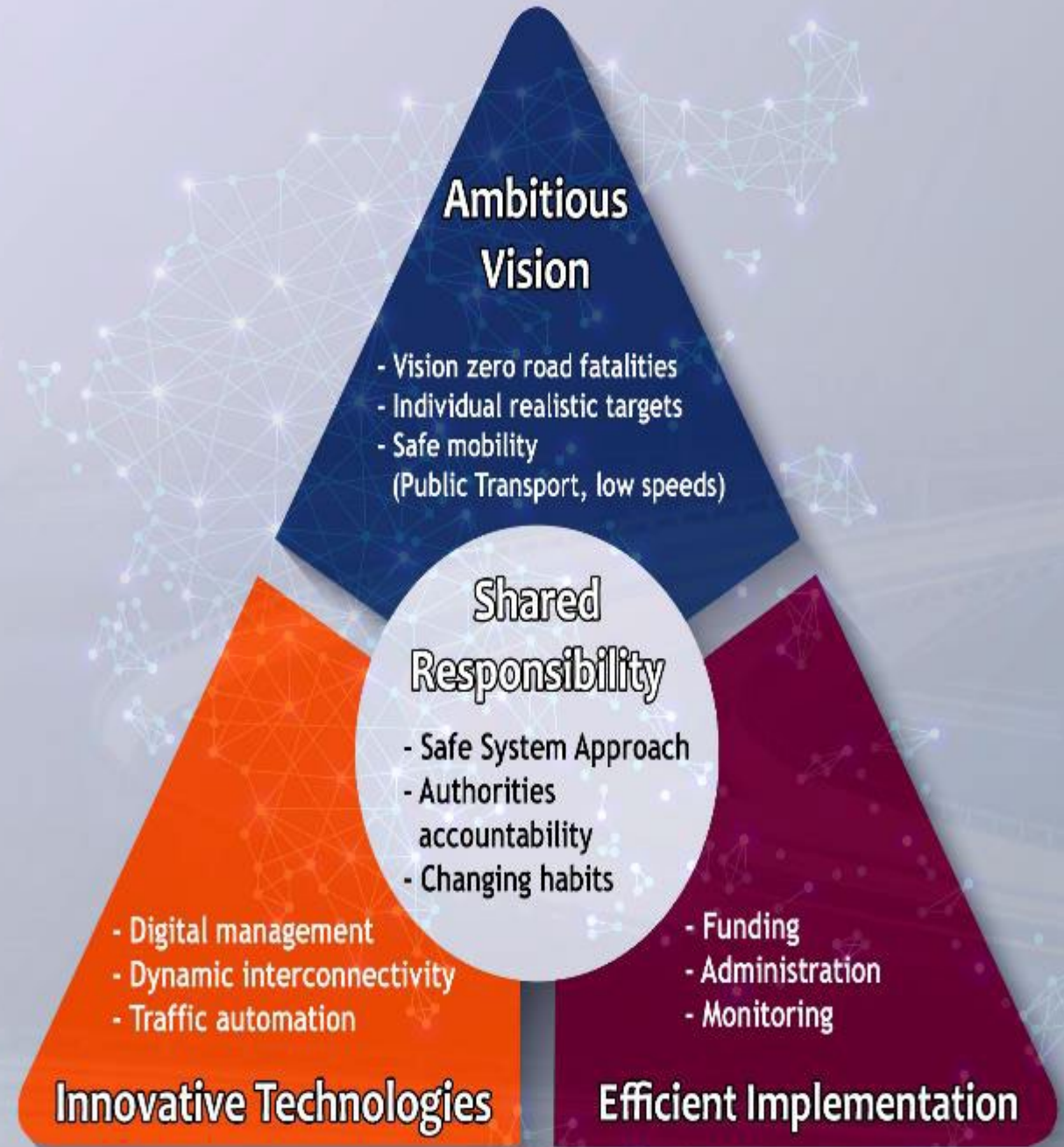


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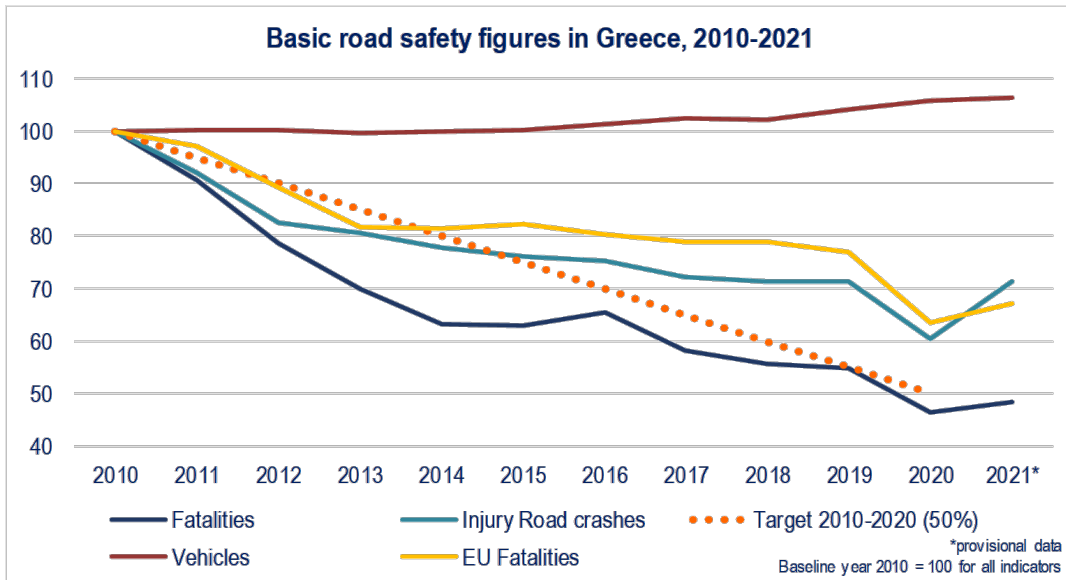
Strategic Plan Key Principles

- Based on the principles of Vision Zero and Safe System Approach, a **new holistic approach to road transport system's safety** in Greece for the decade 2021-2030 has been adopted with the ultimate goal of achieving the ambitious vision zero fatalities by 2050.



Constant Road Safety Improvement in Greece

- During the last decade (2010-2020), Greece presented the most significant road safety improvement among the EU countries, with a **54% reduction in the number of fatalities in road crashes**, achieving the target of road fatalities' reduction by 50%.
- Moreover, a **39% reduction in road crashes** and a 72% reduction in serious injuries were recorded.



Key Crash Causes

- The comparison of Greek and EU road crash statistics reveals **the most significant road safety problems** in Greece.
- One of them is the particularly high rate of **powered two-wheeler (motorcycles and mopeds)** riders' fatalities (36%), which is twice as high as the respective EU average (18%).
- Greece also presents one of the highest rates (54%) of road fatalities **inside built-up areas** (EU average: 39%), mainly due to motorcycle road crashes.
- 41% of total road fatalities concerned **single-vehicle road crashes** (EU average 31%), mainly due to inappropriate high vehicle speeds.

	2019	Greece		EU27
		2010-2019 (%)	2019 (%)	2019 (%)
Total fatalities	688	-45%	100%	100%
Drivers	470	-44%	68%	65%
Passengers	73	-70%	11%	15%
Pedestrians	145	-19%	21%	20%
Inside built-up areas	370	-38%	54%	39%
Outside built-up areas	318	-52%	46%	61%
On motorways	50	-43%	7%	9%
Passenger Cars	202	-63%	29%	44%
Motorcycles/Mopeds	247	-55%	36%	18%
Bicycles	22	-4%	3%	9%
Young drivers (18-24)	61	-54%	9%	8%
Older drivers (65+)	99	-24%	14%	15%
Children (0-14)	12	-60%	2%	2%
Male drivers	441	-43%	64%	55%
Female drivers	29	-52%	4%	8%
In crashes with Heavy Goods Vehicles	40	-61%	6%	13%
Drivers/Passengers in single-vehicle crash	280	-44%	41%	31%



Targets for the Reduction of Road Crash Casualties

	Target			Target (% reduction)			Lives to be saved (annually)	
	Baseline year 2019	2025	2030	Baseline year 2019	2025	2030	2025	2030
1. Fatalities	688	482	344	-	30%	50%	206	344
2. Killed Motorcyclists	247	148	84	-	40%	66%	99	163
3. Cities with zero fatalities*	9	40	49	-	-	-	85	105
4. Killed on motorways	50	10	0	-	80%	100%	40	50
5. Killed on Greek islands	124	74	50	-	40%	60%	50	74
6. Killed in single-vehicle crashes	280	152	95	51%**	40%**	35%**	128	185
7. Road safety performance (fatality/population rate below EU average)	688	482***	344***	21 st position	16 th position	13th position	206***	344***
8. Serious injuries	652	456	326	-	30%	50%	196****	326****

* Cities with population between 50,000 and 100,000 inhabitants

** Percentage of killed persons in single vehicle crashes in total number of killed occupants (drivers and passengers)

*** The estimation of the figures is based on population projections for Greece from the World Bank and the assumption that the same declining trend of road fatalities per population with that of the decade 2021-2030 remains for all EU countries, while Greece achieves the target of halving road fatalities in 2030

**** Seriously Injured road users to be saved (annually)



Targets for Improving Road Safety Performance Indicators

Key Performance Indicators	Baseline year 2022	Target 2025	Target 2030
1. Speeding	26%	<20%	<15%
2. Seat-belt use	69%	>85%	>95%
3. Helmet use	80%	>90%	>95%
4. Driving under the influence of alcohol	-	-30%*	-50%*
5. Mobile phone use	8%	<5%	<2%
6. Percentage of new passenger cars with 5 Euro NCAP stars	89%***	95%	>99%
7. Percentage of TEN-T network (≥3 stars i-RAP/EC)	50%**	65%	80%
8. Emergency response time (minutes)	64***	51	42

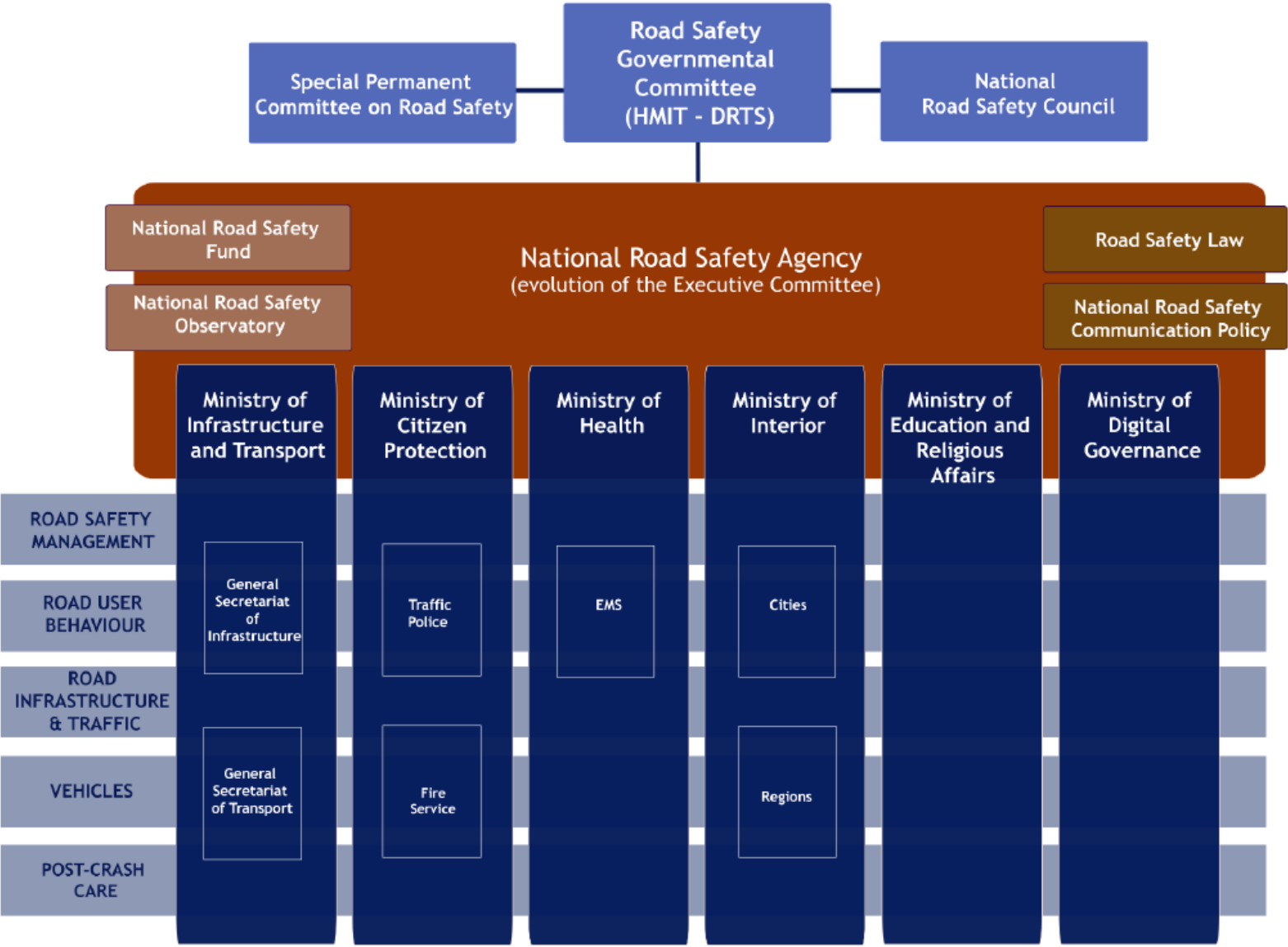
* Percentage reduction compared to the baseline year

**Estimation to be confirmed after the relevant Network-wide road safety assessment

*** Baseline year 2020



Structure of Strategic Plan Implementation Authorities



Road Safety Actions and Measures by Pillar

Pillars		Actions	Measures
M	Road Safety Management	9	40
B	Road User Behaviour	8	40
I	Road Infrastructure & Traffic	13	61
V	Vehicle	8	31
P	Post-crash Care	6	28
	Total	44	200

Budget of Measures by Road Safety Pillar

Pillars		Actions	Measures	Decade Budget (€)
M	Road Safety Management	9	40	101.600.000 €
B	Road User Behaviour	8	40	8.100.000 €
I	Road Infrastructure and Traffic	13	61	1.017.200.000 €
V	Vehicle	8	31	4.400.000 €
P	Post-crash Care	6	28	2.600.000 €
	Total	44	200	1.133.900.000 €

Note: large-scale interventions such as the construction of motorways etc. are not included.

The sources of **Funding** of the Measures concern:

- the Public Investment Program
- the National Strategic Reference Framework (NSRF)
- the National Recovery and Resilience Plan (NRRP)
- other European resources (Connecting Europe Facility, EIB, etc.)
- various fees (Technical Inspections, Driving and Vehicle Licenses etc.)
- Road Traffic Code infringements' fines
- all types of sponsorships and donations from private sector



Socio-economic Analysis

Targets	NPV	IRR
Reduction of road crash casualties	5.741.302.000 €	97%
Reduction of motorcyclists' casualties	2.917.296.000 €	70%
Reduction of casualties in Greek cities (50.000-100.000 pop.)	2.133.692.000 €	63%
Reduction of casualties on motorways	1.049.735.000 €	47%
Reduction of casualties on Greek islands	1.419.189.000 €	52%
Reduction of casualties in single-vehicle crashes	3.469.077.000 €	76%

- The **total implementation** cost of the 200 Road Safety Measures is €1.133.900.000
- The Analysis is conducted for each of the general and individual **targets** for the reduction of road casualties for the years 2025 and 2030
- For the calculation of the Net Present Value (NPV) a **social discount rate equal** to 0.8% is taken into account



Key Priority Actions

- New Road Safety Law
- Integrated System of Infringement Management
- Systematic Enforcement
- Rural Roads Improvements
- Interventions in Cities
- 30 km/h Zones in cities
- National Road Safety Fund
- National Road Safety Observatory
- Ten year Communication Policy



Systematic Monitoring of Actions and Performance

A **3 step-tool** envisaged:

- Monitoring Actions' Implementation
- Road Safety Performance Monitoring
- Evaluation of Actions and Measures' Effectiveness



Conclusions

- With the Road Safety Plan for the decade 2021-2030, Greece has adopted the **Safe System Approach** and the **Vision Zero** by 2050
- Alignment with the EU Road Safety Strategy aiming to **halve road fatalities and serious injuries by 2030** (compared to 2019)
- The New National Road Safety Plan for Greece proposes **16 targets for 2030**, with intermediate targets for 2025
 - 8 targets concern **crash casualties reduction**
 - 8 targets concern **road safety performance improvement**
- A complete list of **200 Measures** within **44 Actions** within the **5 UN Pillars** (Management, Road User, Infrastructure, Vehicle, Post-crash care) is set.



Future Challenges

- The key to achieve the ambitious vision of Strategic Plan is its **effective implementation**.
- The successful implementation requires:
 - targeted and efficient **funding**
 - strong and knowledgeable **administration**
 - **systematic monitoring** of actions and performance (implementation of actions, road safety performance compared to targets set, effectiveness of measures)





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