

# **Road Safety Policy in Greece**

## **Beijing, Oct. 2005**

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**Greece has an area of 131 957sq.Km.**

**Population : 10.939.771 (census 2001)**

**• The countries road network has a total length of 115.000 Km of which:**

**10.000 Km are National Roads**

**30.000 Km are Provincial Roads and**

**75.000 Km are Local Roads**

**Only road accidents where damages (death and injuries) occur are registered by the Statistic Service of the Traffic Police.**

**The total distance travelled in Greece has not been calculated since the last ten years. This value (vehicles x Km ) is based on rough estimates.**

**Greece has contributed to many cultural institutions and sciences**

*Alphabet, Architecture, Democracy, Economy, Geography, History, Mathematics, Museum, Olympics, Philosophy, School, Theater.....*

**Two Greek Keywords:**

**POLICY (from POLIS = city)**

**Authority ← POLICY ← user**

**STRATEGY (from Stratos = army)**

Greece produced Many Famous People.....

But....who is the Greek driver?

Last report on greek driver behavior

Seat belt wearing: always 45%, usually 40%, never 15%

In highways 71%, in urban areas 36%

Drive drinking: should drive 30%, should not drive 70%

Red light violating: 50%

Only 12% keeps the speed limits

58% of drivers think speed limits are “lower than the correct ones”

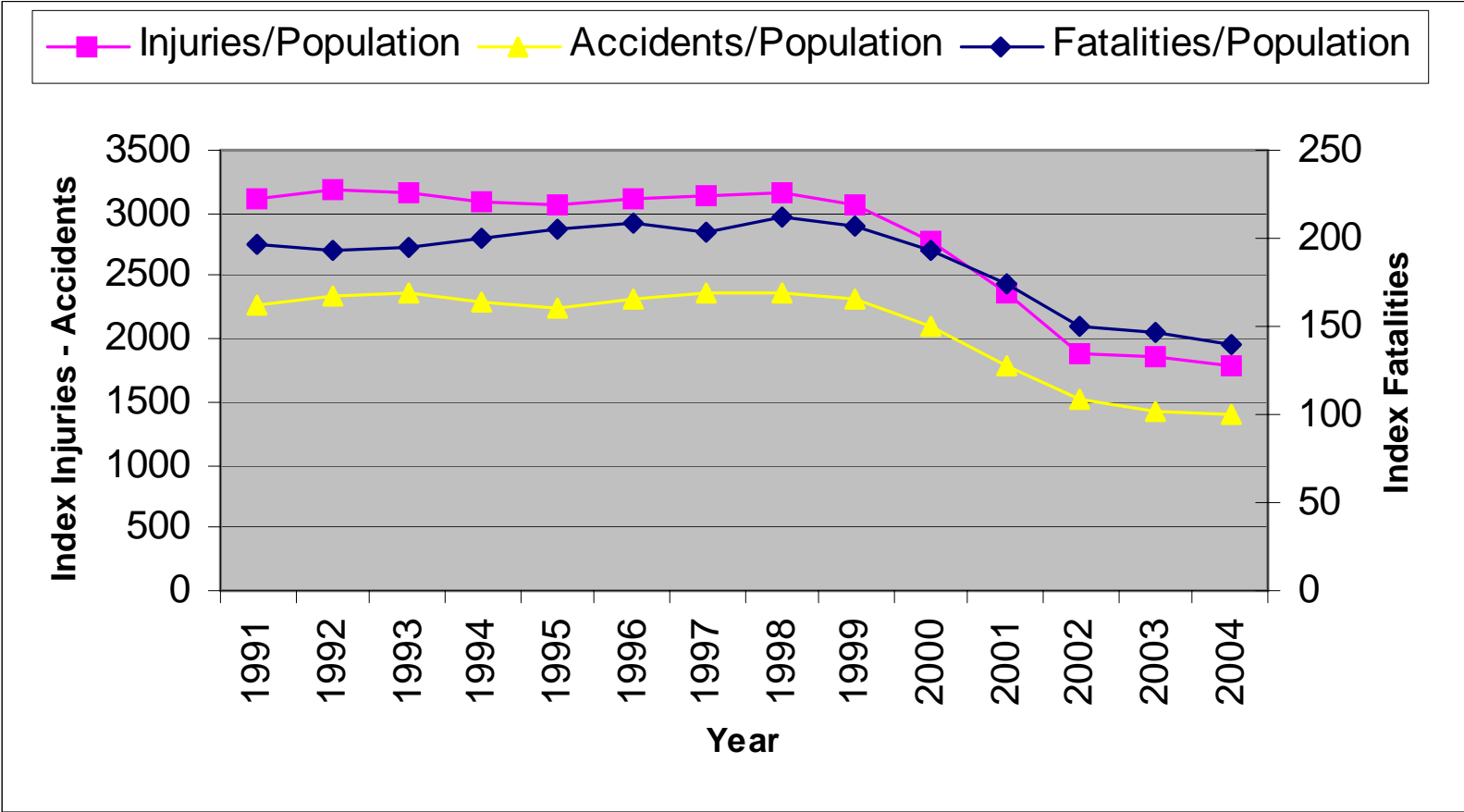
## Accident Data

- Greece exhibited in 2002, a safety index of 151 road accident fatalities per 1 million inhabitants (killed at 30 days), which is significantly above the EU-25 average of 109 (for 2002).
- This 2002 rate is the sixth worse in EU-25 and the second worse in EU-15. However, it is an important improvement compared to 209 fatalities/1 million inhabitants in 1999.
- The fatality rate has dropped to 140 fatalities/1 million inhabitants for 2004.
- In total, the numbers of fatalities and injuries have been reduced by 29 % and 37 % respectively in the period 1999-2004. These trends indicate that the Action Plans on road safety move in the right direction.

Table 1. Yearly development in injury accidents, fatalities and injuries in Greece, 1991-2004.

	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004
Injury accidents	23.182	24.125	24.365	23.893	23.492	24.269	24.681	24.894	24.289	22.952	19.670	16.756	15.747	15.399
Fatalities	2.012	1.995	2.008	2.076	2.149	2.175	2.141	2.229	2.181	2.103	1.911	1.655	1.613	1.547
Injuries	31.782	32.786	32.645	32.059	31.894	32.701	32.849	33.113	32.351	30.379	26.009	20.799	20.563	19.775

Yearly development in fatalities and injuries in Greece, 1991-2004.



## **Organisation, responsibilities and resources**

***Intraministerial Committee on Road Safety (ICRF) established in 1999***

- ***Ministry of Public Order***
- ***Ministry of Environment-Physical Planning & Public Works***
- ***Ministry of Transport and Communications***
- ***Ministry of Public Health and Social Welfare***

### **Other Ministries indirectly involved:**

**Ministry of Interior, Ministry of Education and Religious Affairs, Ministry of Defence, Ministry of Rural Development and Food, Ministry of Development, Ministry of Work and Social Insurance, Ministry of Justice and Ministry of Economy.**



## **The First National Strategic Road Safety Plan 2001 – 2005**

**The main objective: to reduce the number of persons killed in road accidents by 20% up to the year 2005 and by 40% up to the year 2015 (compared to the base year 2000).**

**The four main Road Safety Programmes (RSP) are:**

- ***RSP – The safe road environment*** (Ministry of Environment, Physical Planning and Public Works – MEPPPW).
- ***RSP – The safety of the road user and the safe vehicles*** (Ministry of Transport and Communications – MTC).
- ***RSP – The effective road safety enforcement*** (Ministry of Public Order - MPO).
- ***RSP – The effective post-crash treatment*** (Ministry of Public Health and Social Welfare – MPHSW).

## **Ministry of Environment, Physical Planning and Public Works**

**The MEPPPW has prepared a 5-year Operational Program for Road Safety called “Safe Road Environment 2001-2005” with the following strategical directives:**

- Development of resources for the monitoring of road safety level in the National Road Network**
- Improvement in the quality of intercity road infrastructure for a safe environment**
- Improvement of the road safety conditions of the urban road networks of the country**
- Development of methods and interventions for Road Safety Audits**
- Development of methods and interventions for programming and monitoring the implementation and effectiveness of the applied road safety measures**
- Introduction of innovative technologies into the service of safe road environment**

**Budget:60-90 Meuro mainly invested on:**

•**Installation of speed cameras**

•**Black Spots treatment**

*Phase A*

**Identification of black spots.**

*Phase B*

**Identification of causation of increased rates of accidents.**

*Phase C*

**The scope in this phase is to prioritize the implementation of intervention action in the investigated black spots.**

*Phase D*

**Evaluation of the black spot management procedure.**

## **Ministry of Transport and Communications**

**Budget: 22 MEURO**

**The 2004 Road Safety plan included actions covering three priorities with the actions presented below:**

**1. Technical and Special Vehicle Inspection**

**1.1 Establishment of Private Vehicle Inspection Centers**

**1.2 Upgrading of Public Vehicle Inspection Centers**

**1.3 Technical Inspection of imported Vehicles**

**1.4 Technical Inspection of motorcycles**

**1.5 Special Inspection of Vehicles for Transportation of Dangerous Loads**

**1.6 Special Inspection of Vehicles for Transportation of Sensitive Foods**

**1.7 Special Inspection of Vehicle Emissions**

## **Ministry of Public Order**

**The following objectives have been set:**

- Speeding, check frequency, one in eight drivers**
- Drink driving, one in five drivers**
- Percent of seatbelt use, 80% of drivers and passengers**
- Percent of helmet use, 70% of motorcyclists**

## **Development of a second National Strategic Road Safety Plan**

**Main target to reduce fatalities to a 50% reduction up to the year 2010.**

**There will be six ministries directly involved on its implementation.**

- The Ministry of Environment-Physical Planning & Public Works responsible for the safe road environment,**
- The Ministry of Transport and Communications responsible for the safety of the road user and the safe vehicles,**
- The Ministry of Public Order responsible for the effective road safety enforcement**
- The Ministry of Public Health and Social Welfare responsible for the effective post-crash treatment.**
- The Ministry of National Education and Religious Affairs,**
- The Ministry of National Economy**
- The Ministry of Justice.**

**Each of the above ministries will be represented in the intraministry commity of Road Safety and will be provided with its own Road Safety Action Plan.**

## *Indicators directly linked to the road safety level*

- **Absolute numbers of road accidents with casualties or material damages only (per type of road network, vehicle and road user).**
- **Absolute numbers of persons killed, seriously and slightly (drivers, passengers, pedestrians, etc.).**
- **Accident risk rates (number of accidents / number of casualties per vehicle-km or per passenger-km, etc.).**
- **Severity indices (number of fatalities per 100 road accidents, etc.).**

## *Indicators indirectly linked to the road safety level*

- **Percentage of seat belt and helmet use per type of road network and road user.**
- **Percentage of drivers being under the influence of alcohol or drugs.**
- **Percentage of drivers driving with excessive speed.**
- **Number of infringements estimated by specialised surveys.**
- **Percentage of vehicles equipped with safety features (seat belts, ABS, etc.).**
- **Results of random extraordinary vehicle technical inspections.**
- **Death rates of hospitalised injured persons.**



## *Indicators useful for the monitoring of the progress of the Strategic Plan*

- **Number of detected black spots.**
- **Number of black spot treatments.**
- **Length of road sections where signing and road equipment were improved.**
- **Surfaces of anti-skid pavements that have been constructed.**
- **Areas (intersections, pedestrian crossings, etc.) where the level of artificial lighting was improved.**
- **Number of implemented road safety audits.**
- **Number of executed research projects targeting to the causes of road accidents.**
- **Number of police controls (speed, alcohol, seat belts, helmets, etc.).**
- **Number of infringements recorded by the police.**
- **Number of new police and fire brigade vehicles.**
- **Number of new police and fire brigade equipment.**
- **Number of new emergency services equipment.**
- **Increase of the emergency services staff.**

## Some final remarks

- Strategic planning is essential to improve National performance on road safety
- Planning and action should be wide based BUT not create a Road Safety bureaucracy.
- Targets should be set and reviewed.
- Plan should be promoted by relative campaign.
- Evaluation by selected indicators
- Best practice examples!

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