

# **“Road safety in Greece”**

## **Ministry of Infrastructure, Transport and Networks**

*Dr Evi Blana*  
*Secretariat of Bi-ministerial  
Committee of Road Safety*

*UNECE-BSEC Conference on Improving Road Safety in the BSEC Region  
Ioannina, 18-19 November 2010*

## Road safety organisation

- Bi-ministerial Committee of Road Safety
  - Secretariat of Bi-ministerial Committee of Road Safety
- National Board of Road Safety
- General Directorate of Road Safety, Ministry of Infrastructure, Transport and Networks
- Road Traffic Police, Ministry of Citizen Protection; National Emergency Centre (EKAB)
- Road safety experts: Hellenic Institute of Transportation Engineers (SES), Technical Chamber of Greece (TEE – Road Safety Observatory), Hellenic Institute of Transport, Universities, Center for Research and Prevention of Injuries among the Young (KEPPA) etc.

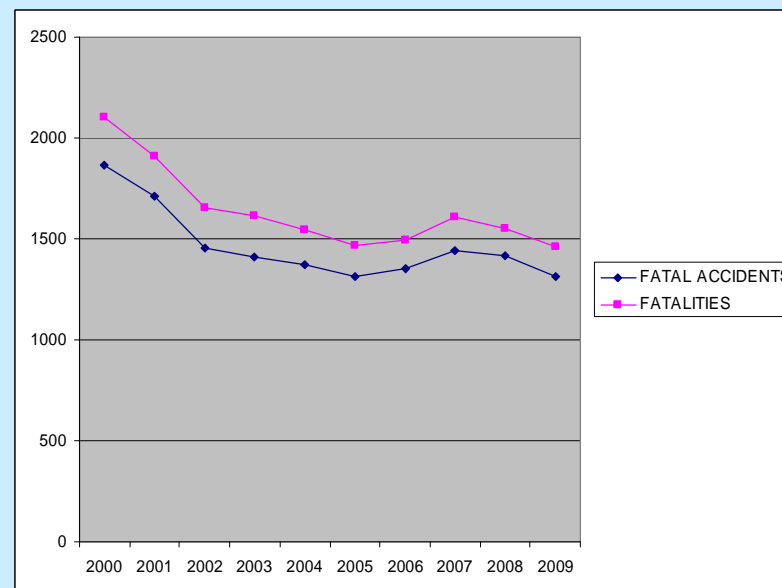
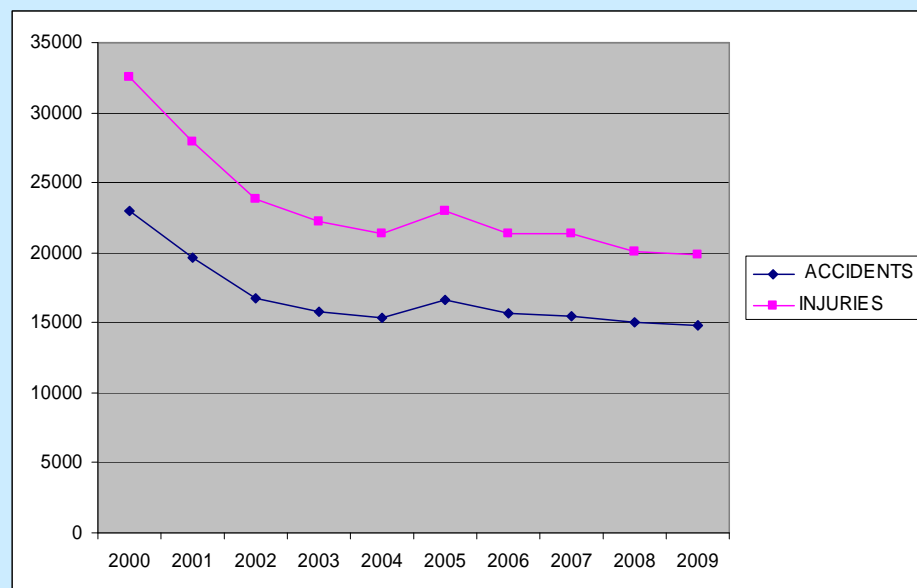
## Road safety – strategic targets (base year: 2000)

- A' Strategic Plan: Fatalities reduction by 20% up to year 2005.
- B' Strategic Plan: Fatalities reduction by 50% up to year 2010.

## Road accidents in Greece the last decade

YEARS	ACCIDENTS	INJURIES	FATAL ACCIDENTS	FATALITIES
2000	22952	32482	1867	<b>2103</b>
2001	19670	27920	1712	1911
2002	16756	23861	1458	1655
2003	15747	22176	1409	1613
2004	15399	21322	1374	1547
2005	16660	22930	1311	<b>1470</b>
2006	15652	21391	1351	1493
2007	15499	21378	1442	1612
2008	14991	20121	1414	1550
2009	14775	19815	1314	1463
<b>TOTAL</b>	<b>168101</b>	<b>233396</b>	<b>14652</b>	<b>16417</b>

## Road accidents in Greece the last decade



## Road accidents' reduction

Time period	Road accidents	Injuries	Fatalities accidents	Fatalities
2000-2004	-32,91%	-34,36%	-26,41%	-26,44%
2005-2009	-11,31%	-13,58%	+0,23%	-0,48%
2 pentads: 2000 -2004 & 2005-2009	-14,30%	-17,32%	-12,63%	-14,06%
decade 2000- 2009	-35,63%	-39,00%	-29,62%	-30,43%

- Target of A' Strategic Plan: succeeded
- Target of B' Strategic Plan: **failed**

However, it is estimated that 2010 will be the year with the less accidents compared to the base year (2000)



## Road accidents' trends

- Contributory factors
  - Human error: 90.2%
  - Road environment: 8.2%
  - Vehicle defects: 1.6%
- Human error - Driver: 80.6%
  - Driver distraction: 17.9%
  - Priority violation: 16%
  - Excessive speed: 8.8%
- Human error - Pedestrian: 8.3%
  - Reckless crossing: 34.4%
  - No use of cross-walk: 18.1%
  - Walk on the road: 13.2%

## Major road safety projects [1]

- Development of the 3<sup>rd</sup> Road Safety Strategic Plan 2011 – 2020
- Action plan for immediate road safety remedial measures in Greece:  
⇒ **22 measures proposed by the Minister of Infrastructure, Transport and Networks**
- Feasibility study for site selection of pedestrian bridges on Attica roads
- Dismantlement of illegal road signs from main arterial roads (<http://www.illegalsigns.gov.gr/>)



## Major road safety projects [2]

- Short-term road safety remedial measures for blackspots' improvement in Attica and Salonica
- Road Safety Expert service provision for road safety standards on the arterial roads Athinon Avenue and Pireaus Road and pilot implementation
- General Secretariat of Co-funded Projects: a 3-year road safety program has been authorised (EU approval is expected), with a budget of €500,000,000

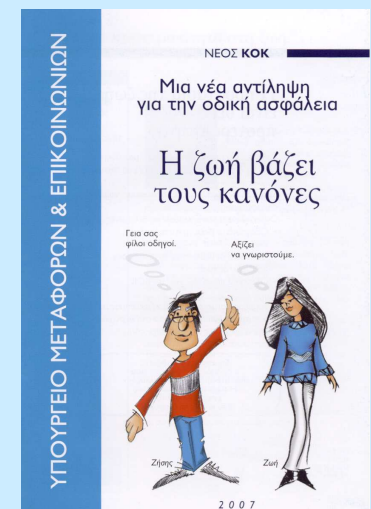
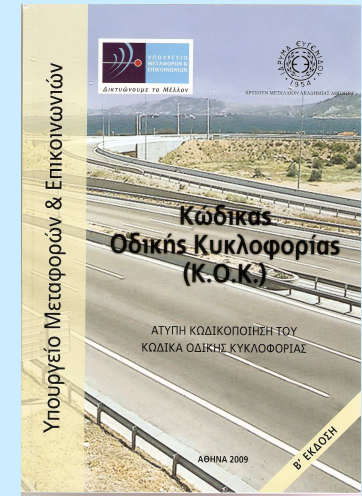
Under the 2<sup>nd</sup> Road Safety Strategic Plan (2005-2010), the Ministry has initiated a number of actions concerning the following:

- Highway Code
- Point System
- Driver Certificate of Professional Competence
- Drivers' education/ test
- Driving License
- Road Safety Education at schools
- Vehicles' technical control
- Campaigns – public awareness

## Highway Code

### Restructuring of rules concerning:

- Horizontal and vertical road signs (for tunnels, work-zones, bus-lanes)
- Vulnerable road users (pedestrians and bicyclists)
- Use of mobile phones
- Use of safety belt



## Point System (ΣΕΣΟ)

- Since July 2007 the Point System became more strict: for two “serious” offences within a year, the driver is disqualified. The new driving license is issued after a new driving test.
- From July 2007 until today, 3826 drivers have been disqualified for various offences, 73% for two “serious” offences within a year.

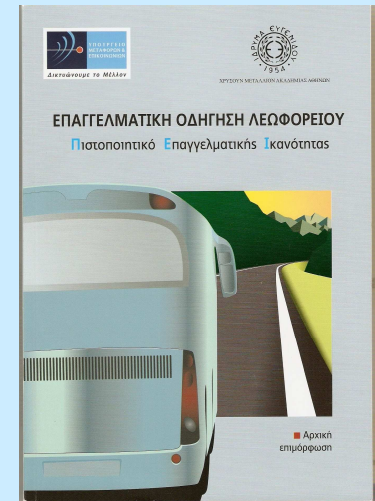
## Driver education – Driving Test

- The new software (ΜΣΘΕΥΟ) for the theoretical testing of learner drivers has been completed and installed to all Prefectures' testing centres
- Study for the development of test tracks for testing learner drivers
- All driver handbooks of learner drivers under modification.
- Driving Theory Test in Albanian, English and Russian languages.



## Driver Certificate of Professional Competence (CPC)

- PD 74/2008 harmonised the EU Directive 2003/59/EU for the initial and periodic training of professional drivers.
- Professional drivers need to complete 35 hours of periodic training every five years to retain their Driver CPC (starting 10/9/2013).

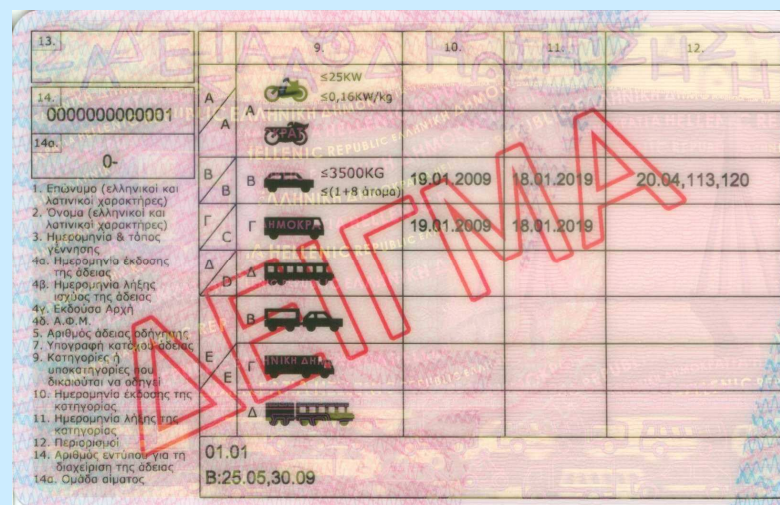




## Driving license

- Since 19/1/2009 the new EU driving license, credit-card type is available. The new driving licenses issued are mutually recognised by all Member States.
- The same issuing procedure (from the local Prefectures) but printing from the National Passport Center, Hellenic Police.
- The citizens are able to monitor the printing procedure of their new license via internet (Ministry website)

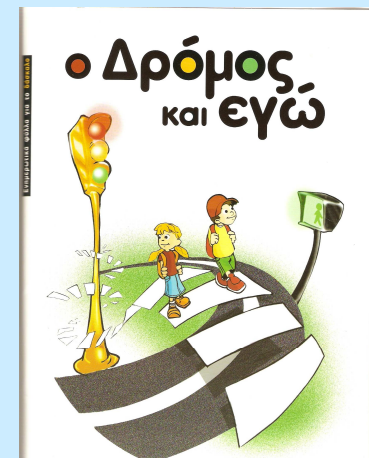
## The new EU-type driving license



## Traffic safety education for children

### ■ Schools

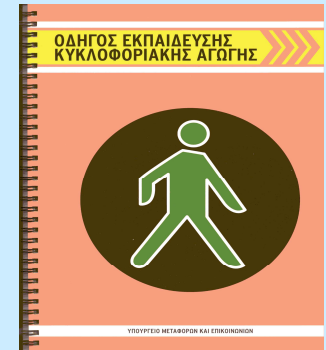
- Traffic safety education lessons at the 3<sup>rd</sup> grade of 800 elementary schools
- Traffic safety education lectures from NGO and private companies
- The Pedagogical Institute is preparing the curriculum of road safety lessons for compulsory education





## Traffic safety education for children

- Traffic Education Theme Parks (TETP)
  - 101 Traffic Education Theme Parks have been constructed; operation by the municipalities
  - Training of 100 new instructors to teach at the parks
  - Handbook «Guidelines for traffic education at TETP) has been distributed to the instructors.



## Vehicle Technical Control Centers (KTEO-IKTEO)

- Public and Private VTCC equipped with motor vehicle test lanes, computer data systems linked with administration and test machines
- For new passenger vehicles: first checking after 4 years; rechecking: every 2 years.
- For HGV (>3.5tn), buses, coaches: every year.
- The licensing for the first Motorcycles Technical Control Centres has started .

## Campaigns – Public awareness

- Public awareness for Highway Code modifications (3 millions copies distributed in houses).
- TV spots and radio messages in prime time.
- Press registrations



## The way forward...

- Harmonisation with the EU Strategic Plan for road safety: “Towards a European road safety area: policy orientations on road safety 2011-2020”
- 3<sup>rd</sup> Strategic Plan for road safety (2011-2020)
- Implementation of the 22 immediate road safety remedial measures
- Focus on the vulnerable road users (pedestrians and cyclists)
- Upgrade of the greek motorway infrastructure
- Better cooperation between governmental and non-governmental organisations and private companies