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A Road Safety Strategy for Greece

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The importance of Strategic Plans

According to the Safe System Approach, Strategic Planning includes the development and coordinated implementation of Road Safety measures of certain duration and specific **quantitative targets**.

The successful development and implementation of Strategic Plans ensure:

- the **commitment** of the State and sufficient financing for achieving the targets,
- the **implementation of an integrated policy**,
- **Effective coordination, supervision and assessment** of all measures,
- **timelessness** of efforts,
- **public consent**.

The “Safe System” Approach

- **Road deaths and serious injuries are not accepted to occur.**

The physical vulnerability of the human body, human capacities and limitations as well as errors made by road users are recognised.

- Those who **design and operate the road transport system** bear the **ultimate responsibility** for road safety: road managers, vehicle manufacturers, politicians and the police. It is the responsibility of the individual person to abide by laws and regulations.

Road Safety Strategy in the EU

- **1st Road Safety Action Plan (1993-1996)**

Integrated approach of road safety with qualitative targets and specific priorities.

- **2nd Road Safety Action Plan (1997-2001)**

Target of reducing the annual number of road deaths by at least 18.000 by 2010.

- **3rd Road Safety Action Plan (2003-2010)**

Reduce the number of road deaths by 50% by 2010 comparing to those in 2000.

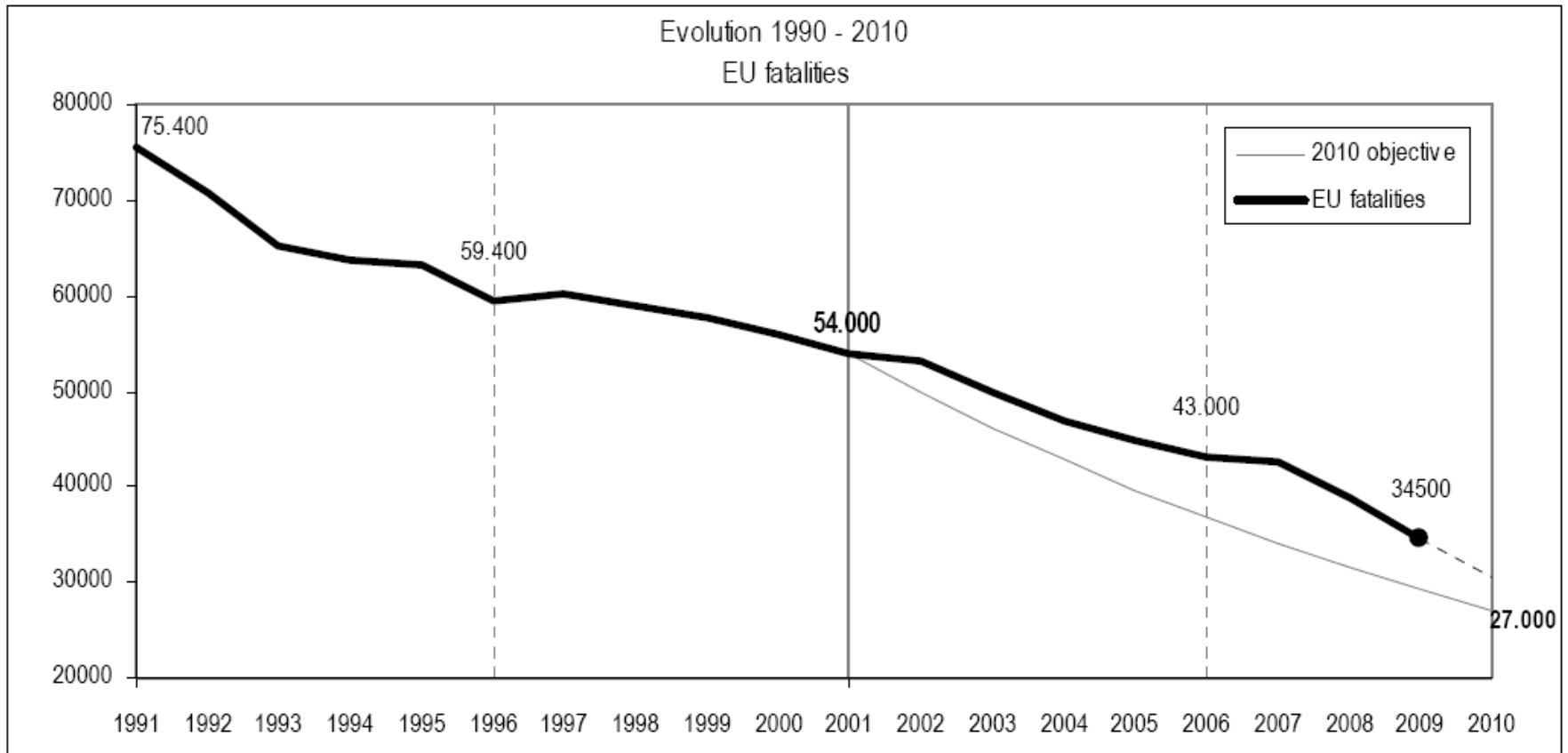
- **European Road Safety Action Plan (2011-2020)**

Reduce the number of road deaths by 50% by 2020 comparing to those in 2010.

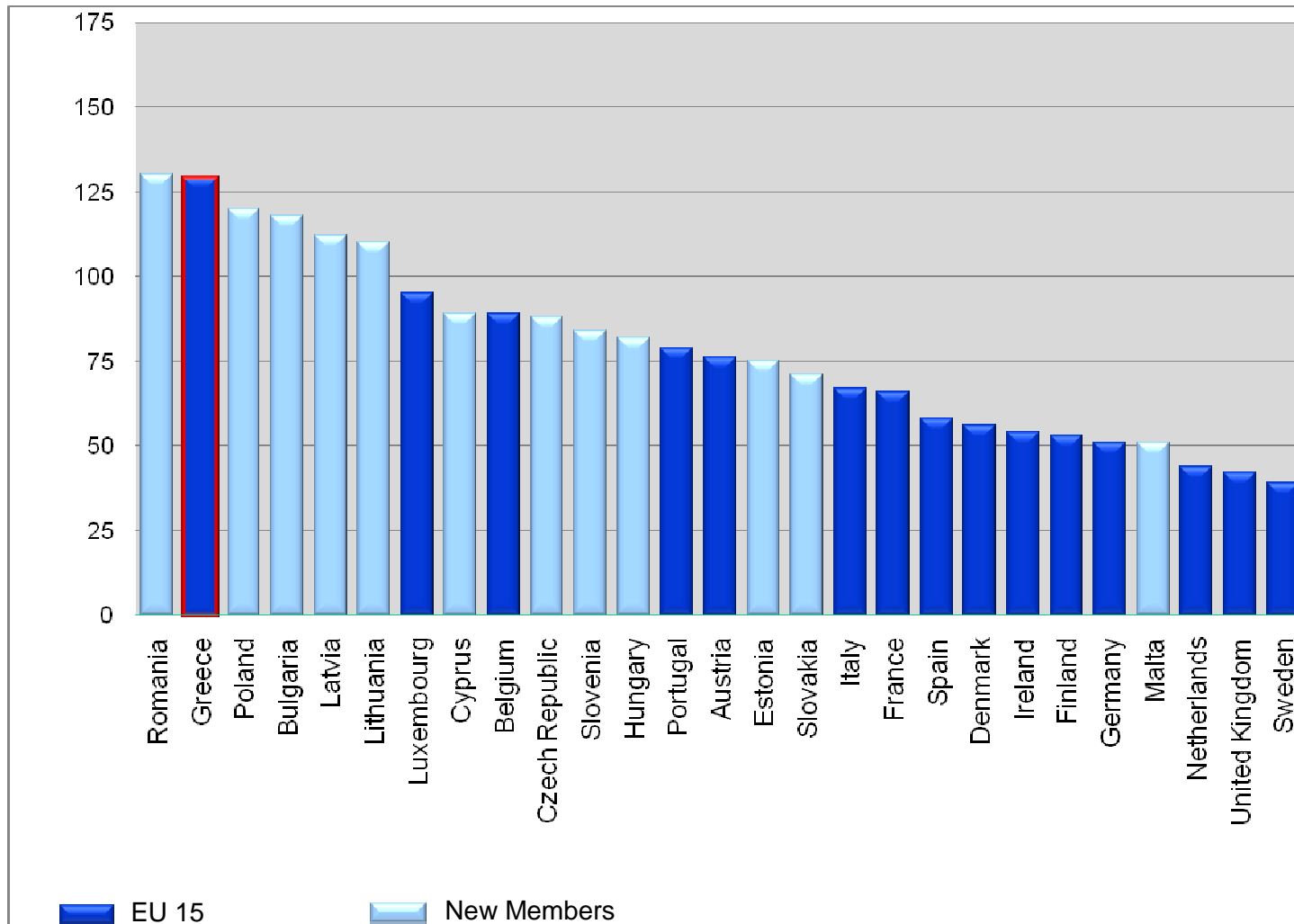
- **Directive on Road Infrastructure Safety Management (2008/96/EC)**

Road Safety Audits for Infrastructure Projects, Road Safety Inspections, Safety Assessment and Ranking, Safety Management

Evolution of fatalities in EU (1990-2010)

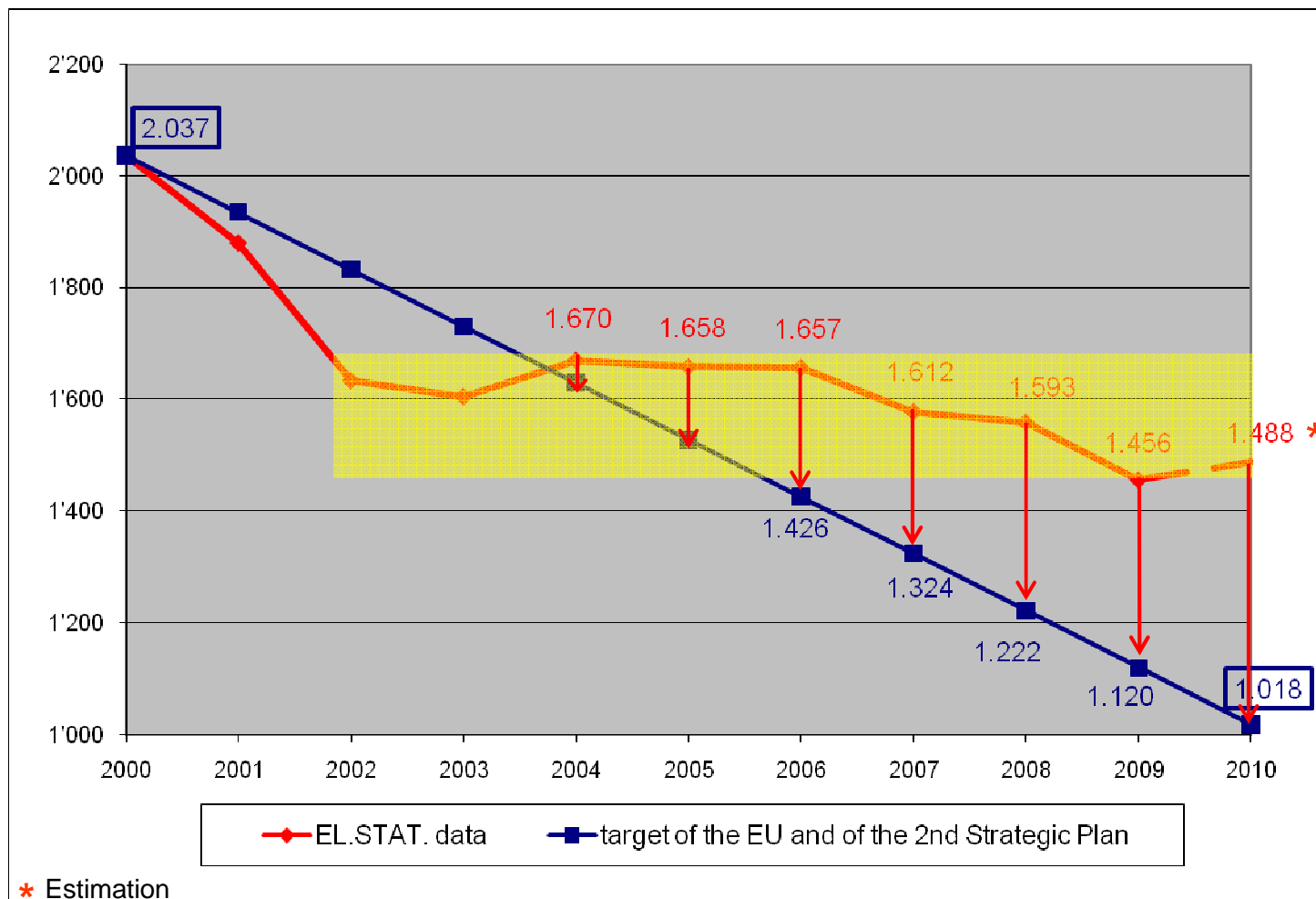


Fatalities per million population (2009) (EU27)



Source: ETSC 2010

Road fatalities in Greece (2000-2010)



Source: EL.STAT. 2010

Road Safety Strategy in Greece

1st Strategic Plan for the Improvement of Road Safety in Greece (2001-2005)

Target: decrease of 20% up to 2005 and 40% up to 2015 in road fatalities comparing to 2000.

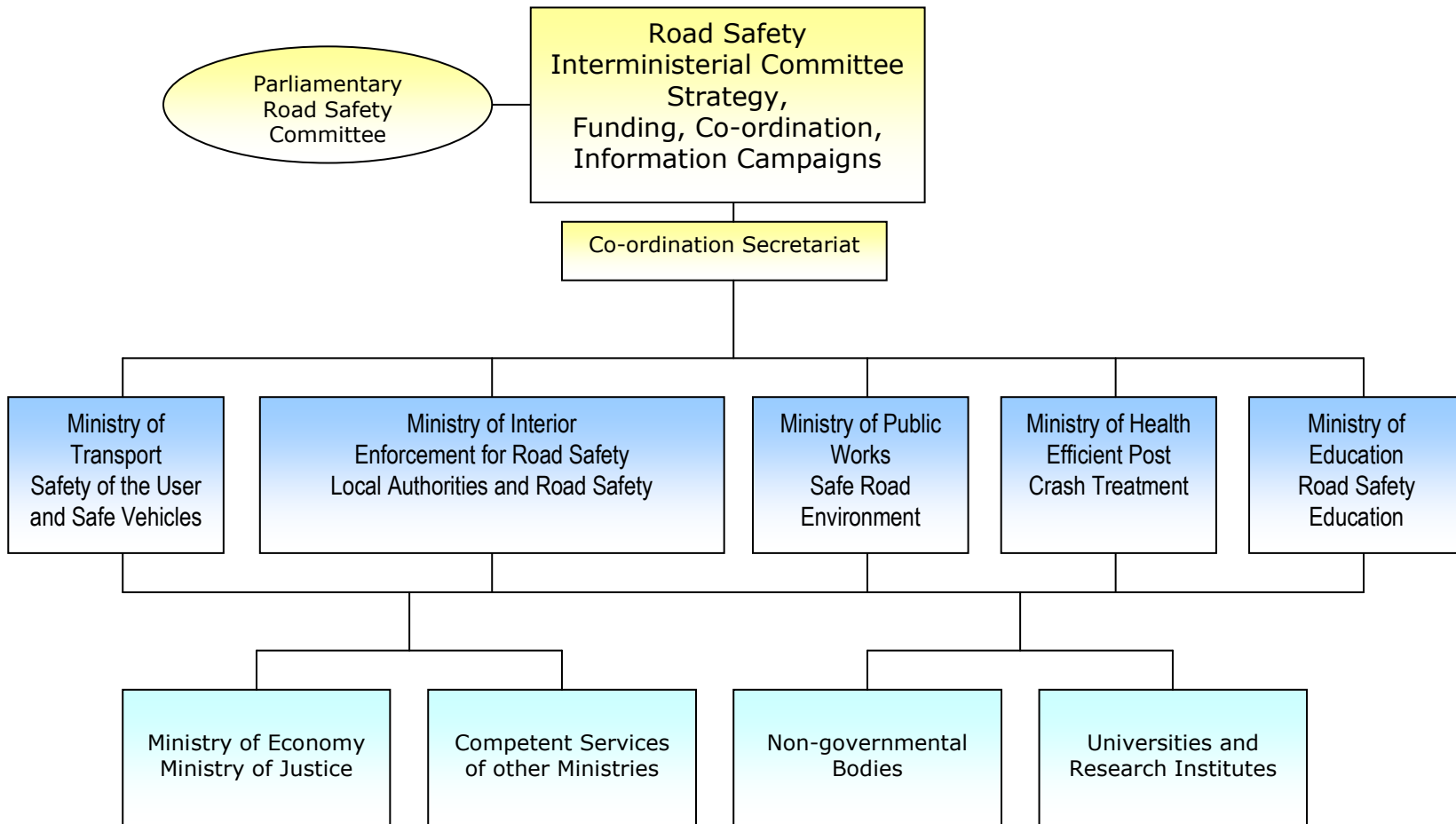
Actual result: decrease of 18,6%

2nd Strategic Plan for the Improvement of Road Safety in Greece (2006-2010)

Target: decrease the number of road fatalities, in 2010, by 50%, comparing to 2000.

Estimated actual result: decrease of 27,1%

Structure of the 2nd Road Safety Strategic Plan



Main barriers in dealing with the problem in Greece

- There has not been a **scientific approach** to road safety issues.
- **State and Society** have not given the necessary **priority** to the problem of road accidents.
- The **Strategic Plans** for the improvement of road safety have not been implemented.
- Failure to raise **public awareness** and gain public support. The role of the media is critical.
- **Lack of accountability** due to the ambiguity of duties and responsibilities.

Lessons from the implementation of road safety strategies in Greece 2001 - 2010 (1/2)

- The low road safety level in Greece, with more than 15,000 accidents and 1,500 yearly fatalities, and related social costs exceeding 4 billion euro, is strongly associated with the lack of an integrated national road safety policy.
- The lack of a central authority in charge of road safety management, together with some overlap and ambiguity in the responsibilities of the several authorities involved, results in a lack of systematic and long-term road safety planning and monitoring.

Lessons from the implementation of road safety strategies in Greece 2001 - 2010 (2/2)

- Road safety programmes and measures are often poorly implemented, and seldom monitored or evaluated.
- The measures of the 1st and 2nd National Strategic Plan were not efficiently implemented beyond 2003, resulting in a stabilization of the number of fatalities and an increase of the deviation from the adopted national (and EU) target for reduction of fatalities.
- Additional factors related to the current low road safety level in Greece concern not only the aggressive and risk-taking behaviour, together with a low compliance to traffic rules of Greek drivers, but also the significantly high traffic of motorcycles and pedestrians. Young drivers and two-wheeler riders are particular high-risk groups.

Strategic Plan for the improvement of road safety in Greece, 2011-2020

Under development by the Department of Transportation Planning and Engineering of NTUA for the Ministry of Infrastructure, Transport and Networks.

Adoption of the new EU target for reducing the number of road deaths by 50% by 2020 comparing to those in 2010. Intermediate and other specific targets will also be set.

Scientific Responsible: Professor George Kanellaidis

Strategic Plan for the improvement of road safety in Greece, 2011-2020

- Assessment of previous Road Safety Strategic Plans in Greece.
- Recording and evaluation of the current situation concerning road safety in Greece.
- Examination, analysis and assessment of current developments on road safety and Strategic Plans worldwide.
- Definition of quantitative targets and structure.
- Development of particular road safety programmes.
- Development of an integrated Plan for the implementation, supervision and assessment of the Strategic Plan.

Challenges for road safety in Greece

The significant reduction of road casualties during the last decade, mainly as a result of more efficient enforcement and the new Road Code, indicates that there is a great potential for further improvements.

The consistent and continuous implementation of the priority measures by all parties involved at national, regional and local level is not only a tool for the achievement of the European and national targets but also a challenge for citizens and the authorities to work together for a significant improvement of the current low level of road safety in Greece.

Prerequisites for the improvement of Road Safety in Greece

- Strong **political will** and support at the highest political level in order to activate the necessary mechanisms for the efficient implementation of the Strategic Planning.
 - The Inter-Ministerial Committee should at last assume its leading role.
- **Public participation and support.**
- Development of the feeling of **urgency.**
- Coordinated and continuous **implementation, monitoring and evaluation** of the road safety measures included in the Strategic Plan.

Conclusion

The road safety level in a country or a region reflects the culture in this country or region and it is linked to the efforts on time and resources put.

It is fundamental duty of the Greek State to protect the lives of citizens that are literally lost in vain in road accidents just because the issue of Road Safety is not dealt within a scientific and responsible way.