

Global status report on road safety

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- the first fatal car accident, officially registered in Greece, happened on Sunday, march 4, 1907, at 11:30 am, at Syngrou avenue, after the Adrian's gate at the height of the fix plant.
- The newspapers had made this accident rolling in the first issue, with characteristics: "Seven cars are circulating and we are mourning victims Imagine what happens if they become seventy!"

scope

- to present issues of:
 - gathering,
 - processing and
 - disseminating
- road safety **information-data**

- The European Project "Euro MEd Transport Support Project" (www.etsp.eu) aims to contribute to :
 - the creation of an integrated transport system in the Mediterranean
 - to support the Southern Mediterranean countries (Egypt, Algeria, Jordan, Israel, Lebanon, Morocco, Palestine and Tunisia) to regulatory convergence
 - in road transport,
 - road safety and urban transport.
- to the exchange experience in **gathering, processing** and **disseminating information** and **statistics** relating to road safety .

- Who
- What
- How
- Why
- For what

National Data Coordinator

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6 Attendance at
consensus
meeting

☒ Yes ☐ No



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☐ Yes ☐ No

Signature of respondent



ΕΛΛΗΝΙΚΗ ΔΗΜΟΚΡΑΤΙΑ
ΥΠΟΥΡΓΕΙΟ ΥΠΟΔΟΜΩΝ
ΚΑΙ ΜΕΤΑΦΟΡΩΝ

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☐ Yes ☐ No

Signature of respondent



- What

sectors

- **LEAD AGENCY**
- **STRATEGY AND TARGETS**
- **ROAD TRAFFIC CRASHES & ROAD TRAFFIC DEATHS**
- **EXPOSURE TO RISK OF ROAD TRAFFIC CRASHES**
- **INFRASTRUCTURE**
- **SPEED CONTROL**
- **DRINK-DRIVING**
- **DRUG DRIVING**
- **MOTORCYCLE HELMET USE**
- **SEAT-BELTS AND CHILD RESTRAINTS**
- **MOBILE PHONE USE**

LEAD AGENCY

- **Interministerial Road Safety Committee**

- **Stand-alone entity**
- **Coordination**
 - *Coordination of intergovernmental working processes at the central government*
 - *Coordination of road safety decision-making across central government*
 - *Coordination across different levels of government (e.g. central, regional, local)*
 - *Coordination of national mass media campaigns*
- **Monitoring and evaluation**
- *Periodic review of legislation, rules and standards against best practice, and recommendations for improvement*
- *Development and/or revision of legislation*
- *Establishing and supporting data systems that are used to monitor road safety outcomes*
- *Compilation and dissemination of national statistics*

STRATEGY AND TARGETS

- national strategy for road safety
- one national strategy
 - multiple national strategies
 - multiple provincial/state level strategies
- national strategy **set & focus** :
 - measurable targets to reduce the number of people killed and /or seriously injured in a road traffic crash
 - Fatality targeted reduction ([GREECE: Less than 640 in 2020](#))
 - Time period relating to fatality target (please specify start and end years that these targets relate to, e.g. 2002–2012) ([GREECE: less than 880 in 2015](#))
 - no target for budly injured
 - Reducing speed
 - Reducing alcohol impaired driving
 - Increasing seat-belt use
 - Increasing child restraint use
 - Increasing motorcycle helmet use

ROAD TRAFFIC CRASHES & ROAD TRAFFIC DEATHS

- Source of data :

TRAFFIC POLICE DATA & HELLENIC STATISTICAL AUTHORITY (ELL. STAT)

- road traffic death: *“Died within 30 days of crash”*
- Distribution of deaths by sex
- Distribution of deaths by age group
- type of road user:
 - deaths for drivers/passengers of four-wheeled cars and light vehicles
 - deaths for drivers/passengers of motorized two-wheelers and motorized three-wheelers
 - deaths for cyclists
 - deaths for pedestrians
 - deaths for drivers and/passengers of heavy trucks
 - deaths for drivers and/passengers of buses

EXPOSURE TO RISK OF ROAD TRAFFIC CRASHES

- encourage walking and/or cycling as an alternative to car travel?
- national policies to support investment in public transport as an alternative to car travel
- the total number of registered motorized vehicles
- Number of four-wheeled cars and light vehicles (includes vans, sport utility vehicles, pick up trucks). of motorized two-wheeled or three-wheeled vehicles , of heavy trucks, of buses
- Is there a penalty/demerit point system in place
- what restrictions are placed on NEW or young drivers,& drive license

INFRASTRUCTURE

- designs (plans) for NEW road infrastructure projects require a formal safety review prior to construction
- policies in your country to separate road users as a way of protecting **vulnerable** road users

SPEED CONTROL

- **legislation** that specifies national speed limits set CARS
- legislation on speed is set at a provincial/state level, does legislation in all states/provinces in the country set the same speed limits
- how effective is the **enforcement** of speed limits in your country

DRINK-DRIVING

- alcohol consumption (by adults) legally prohibited in your country
- national drink-driving law in your country
- ENFORCE drink-driving laws
- Effective enforcement of drink-driving laws in your country
- fatally injured in a road traffic crash **tested** for their blood alcohol content
- non-fatally injured drivers who are involved in a fatal road traffic crash tested for blood alcohol content

DRUG DRIVING

- national law restricts the use of drugs/medicines while driving
- drivers involved in a fatal crash tested for drug/medicine consumption

MOTORCYCLE HELMET USE

- NATIONAL legislation requiring helmet use among users of motorized two-wheelers
- effective is the enforcement of helmet laws in your country
- DRIVERS
- PASSENGERS

SEAT-BELTS AND CHILD RESTRAINTS

- NATIONAL legislation requiring seat-belt use among private car occupants
- effective is the enforcement of seat-belt laws in your country
- best ESTIMATE of seat-belt wearing rates in your country
- **drivers only: 77%**
- **FRONT seat occupants: 74%**
- **REAR seat occupants: 23%**
- NATIONAL legislation requiring the use of child restraints
- effective is the enforcement of child restraint laws in your country

MOBILE PHONE USE

- NATIONAL legislation in your country regulating the use of **mobile phones** while driving
- data collected in your country on mobile phone use while driving

SURVEILLANCE SYSTEMS & **POST CRASH RESPONSE**

- vital registration/death certification system in your country
- the annual number of road traffic deaths recorded through this system
- non-fatal victims of a road traffic crash graded for injury severity in health care facilities
- system is used by health care facilities to classify injury severity **AIS MAIS, ISS.....**
- a nationwide emergency access telephone number
- percentage of all seriously injured persons are taken to hospital by an ambulance
- specialty of Emergency Medicine for **MEDICAL DOCTORS**
- graduate training programmes in Emergency Medicine recognized for **NURSES** involved in your country

- HOW



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- **EVERYONE COLLECTS EACH ONE DATA**



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GREECE

Population: 11 146 918

Income group: High

Gross national income per capita: \$29 630



INSTITUTIONAL FRAMEWORK	
Lead agency	No
Funded in national budget	No
National road safety strategy	Yes
Measurable targets	Yes
Funded	No

NATIONAL LEGISLATION	
Speed limits set nationally	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	60 km/h
Enforcement ^a	0 1 2 3 4 5 6 7 8 9 10
Drink-driving law	Yes
BAC limit – general population	0.05 g/dl
BAC limit – young or novice drivers	0.02 g/dl
Random breath testing and/or police checkpoints	Yes
Road traffic deaths involving alcohol	7.2% ^b
Enforcement ^a	0 1 2 3 4 5 6 7 8 9 10
Motorcycle helmet law	Yes
Applies to all riders	Yes ^c
Helmet standards mandated	Yes
Helmet wearing rate	68% Drivers, 32% Passengers ^d
Enforcement ^a	0 1 2 3 4 5 6 7 8 9 10
Seat-belt law	Yes
Applies to all occupants	Yes
Seat-belt wearing rate	78% Front, 42% Rear ^e
Enforcement ^a	0 1 2 3 4 5 6 7 8 9 10
Child restraints law	Yes
Enforcement ^a	0 1 2 3 4 5 6 7 8 9 10

^a Enforcement score represents countries based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.

^b 2004, Road Traffic Police and Port Police jurisdiction, drivers involved in fatal crashes.

^c None reported.

^d 2004, Road Traffic Police and Port Police jurisdiction, includes only people involved in reported road traffic crashes.

VEHICLE STANDARDS	
No car manufacturers	
ROAD SAFETY AUDITS	
Formal audits required for major new road construction projects	Yes
Regular audits of existing road infrastructure	—
PROMOTING ALTERNATIVE TRANSPORT	
National policies to promote walking or cycling	Yes
National policies to promote public transportation	Yes

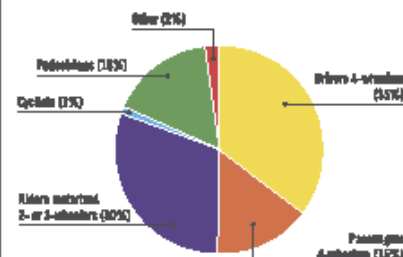
POST-CRASH CARE	
Formal, publicly available pre-hospital care system	Yes
National criminal justice system	Yes

DATA	
Reported road traffic fatalities (2006)	1 857 ^a (82% males, 18% females)
Reported non-fatal road traffic injuries (2006)	20 872 ^a
Crash study available	No

^a Adjusted Standard Deviation data, defined as the within 30 days of the crash.

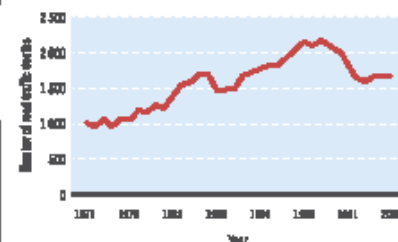
^b Police data.

DEATHS BY ROAD USER CATEGORY



Source: EMS, National Statistical Service

TRENDS IN ROAD TRAFFIC DEATHS



Source: National Statistical Service

REGISTERED VEHICLES	
7 212 356 total (2006)	
Motorcars	85%
Motorized 2- and 3-wheelers	17%
Trucks	17%
Buses	<1%
Other	2%

GREECE



Population: 11 127 990 • Income group: High • Gross national income per capita: US\$ 22 690

INSTITUTIONAL FRAMEWORK	
Lead agency	Interministerial Road Safety Committee
Forward to national budget	No
National road safety strategy	Yes
Forward to implement strategy	Partially limited
Fatality reduction target	800 fatalities less by 2015 (2010–2015) 50% (640 fatalities less) by 2020 (2010–2020)

SAFER ROADS AND MOBILITY	
Fatalist audit is required for new road construction projects	Yes
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	Suboptimal
Policies to encourage investment in public transport	Suboptimal
Policies to separate road users and protect VILs	Yes

SAFER VEHICLES	
Total registered vehicles for 2013	9 035 423
Cars and 4-wheeled light vehicles	5 134 206
Motorised 2- and 3-wheelers	1 500 596
Heavy trucks	1 515 616
Buses	26 713
Driver	8
Vehicle standards applied	
Frontal impact standard	Yes
Electronic stability control	Yes
Pedestrian protection	Yes

^a UNECE.

POST-CRASH CARE	
Emergency room injury surveillance system	No
Emergency access telephone: rural area	1/2
Permanently allocated due to road traffic crash	10,859

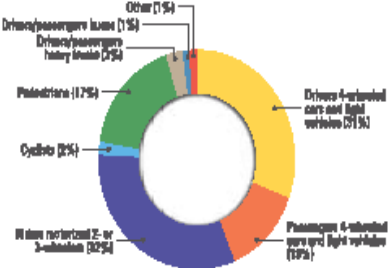
^b Includes safety of citizens and emergency response.

DATA	
Reported road traffic fatalities (2013)	862 ^a (82% M, 18% F)
WHO estimated road traffic fatalities	1 013
WHO estimated rate per 100 000 population	9.1
Estimated GNI lost due to road traffic crashes	1.5% (3% if under-reporting is taken into account) ^b

^a Traffic police, National Institute of Statistics and

^b JHPI, National Institute of Transportation Engineers, National Technical University of Athens.

DEATHS BY ROAD USER CATEGORY

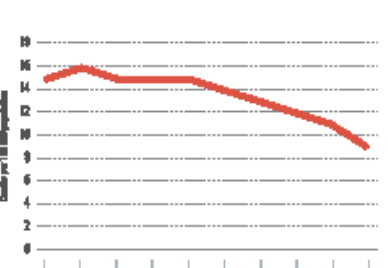


SAFER ROAD USERS	
National speed limit law	Yes
Motor urban speed limit	50 km/h ^a
Motor rural speed limit	80 km/h
Motor recovery speed limit	130 km/h
Local authorities can modify limits	Yes
Enforcement	012345 78910
National drink-driving law	Yes
BAC limit – general population	≤ 0.05 g/dl
BAC limit – young or novice drivers	≤ 0.05 g/dl
Random breath testing carried out	Yes
Enforcement	012345 78910
% road traffic deaths involving alcohol	—
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	Yes
Law refers to helmet standard	No
Enforcement	012345 78910
Helmet wearing rate	75% Drivers ^a , 95% Passengers ^a
National seat-belt law	Yes
Applies to long and/or short journeys	Yes
Enforcement	012345 78910
Seat-belt wearing rate	74% Front seats ^a , 75% Rear seats ^a
National child restraint law	Yes
Restrictions on children sitting in front seat	Yes
Child restraint law based on	—
Enforcement	0123 45678910
% children using child restraints	69% ^a
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National camp-driving law	Yes

^a Greek Motorists' Association.

^b JHPI, National Technical University of Athens.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



- **Why**

Reinforces (+)

- to record the situation
- to find the causes
- to correct the causes
- to reinforce actions for this
- Established Sufficient legal framework for individual species accidents
- Experience and efficiency
- Experience from participating in European networks recording and developing prevention interventions

Weakness (-)

- Extractive policy without strategic planning and holistic organizational solutions
- Insufficient cooperation between of the services and agencies involved for road safety
- Limited capability and fragmentation of site controls high risk of accidents
- Absence of qualified staff supporting related services
- Insufficient structures for hospitalization and care
- Lack of file statistics for comparison purposes
- No generalized program traffic education

targets

- Inter- (Intra) National Strategic Framework
- Development of communication and management tools information as useful tools
- **Ability to transfer knowledge and experience by EU**

Challenges

- Continuous growth of the fleet of private cars without proportionate capacity of the urban road network.
- Increase in alcohol consumption.
- Generate mobile phone usage against driving.
- Increased life expectancy
- Exhaustion of public system resources health

- National Trauma Registry.
- National Campaign for Information.
- Alcohol , drugs, Medicines and Driving.
- Diseases and Road Safety
- Health Education Programs in Primary and Secondary Education.
- Rating Existing Legislation and Fulfillment of Deficiencies Legislative and Institutional Framework -Implementation of the Laws
- Handle of the Trauma to the Place of the Accident: Transport -Access – Receipt from the hospital.
- Prevention of Damage Health from Long-term Stay in a hospital.
- Education EMS, First Aid in Accident, Primary and Secondary responders in Prevention of Accidents ..
- Coordination of National Policy

MEANS

THERE ARE OBJECTIVES
WILL WE TAKE ACTION DO THEM REAL?



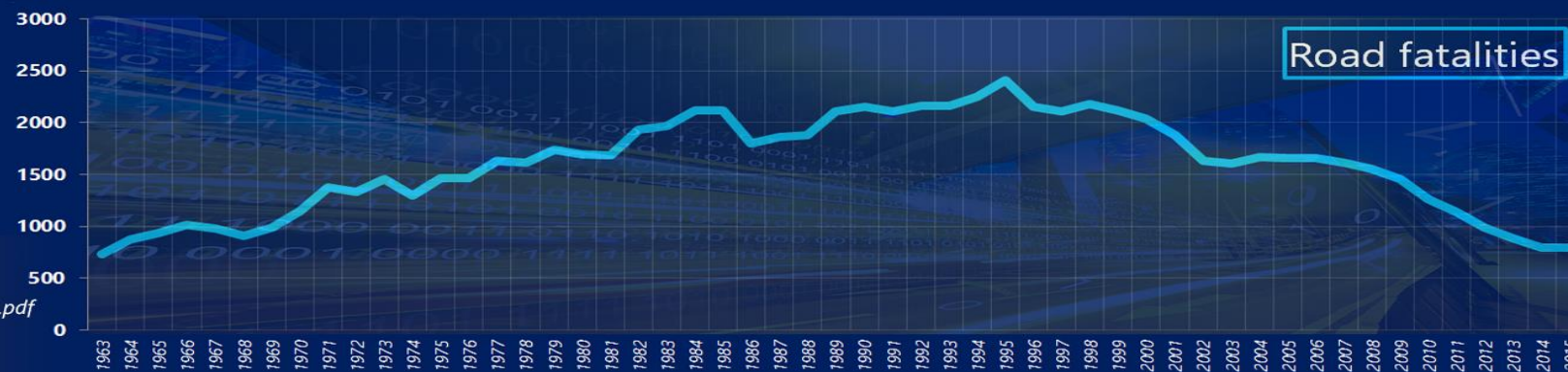
Greece 1991 - 2015

Road Fatalities Basic Characteristics



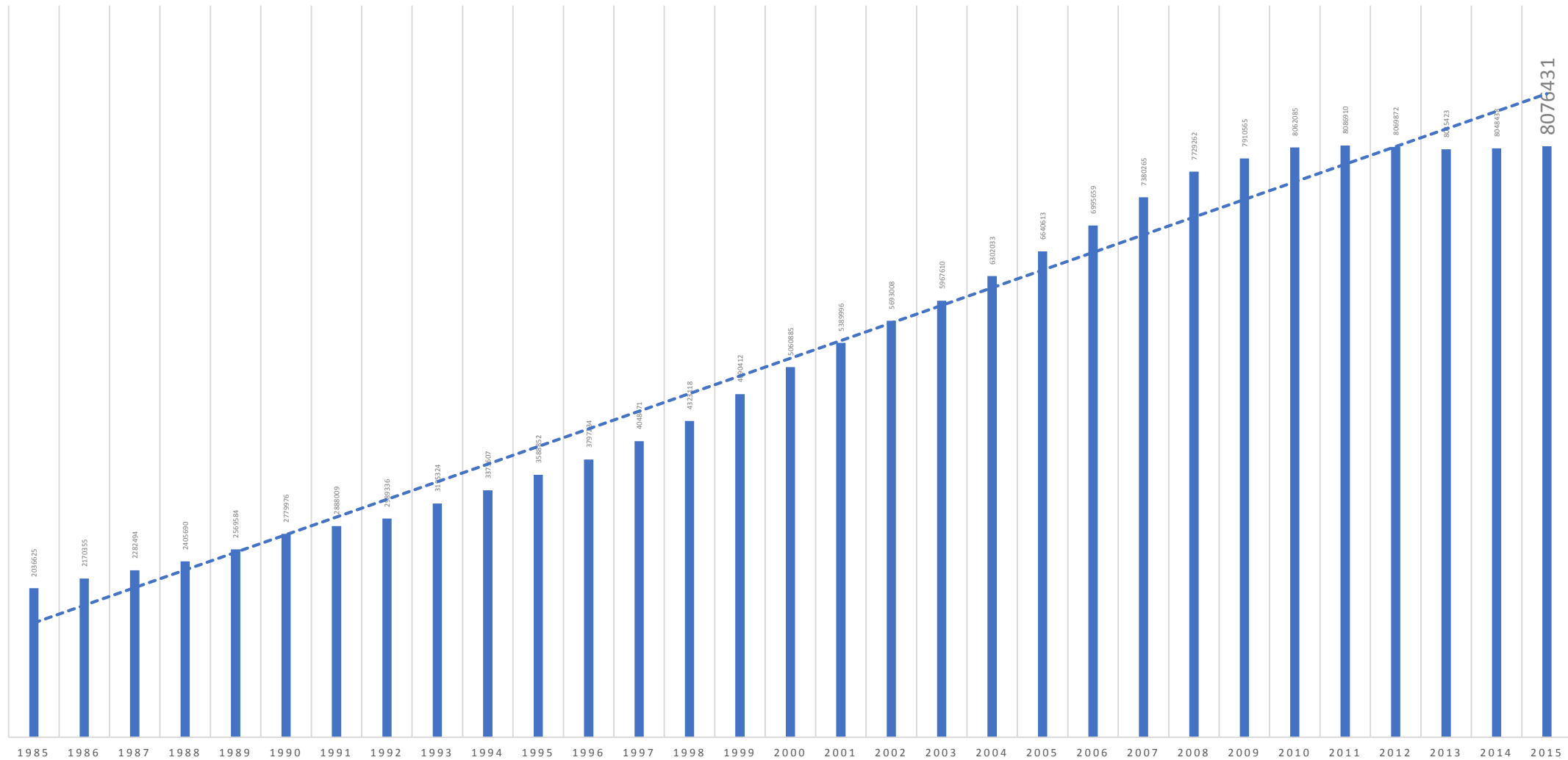
www.nrso.ntua.gr

	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2015	Change 2005 - 2015
Total road fatalities	2.112	2.158	2.159	2.253	2.411	2.157	2.105	2.182	2.116	2.037	1.880	1.634	1.605	1.670	1.658	1.657	1.612	1.553	1.456	1.258	1.141	988	879	795	793	100%	-52%
Pedestrians killed	473	464	498	479	481	422	409	417	399	375	338	279	257	293	234	267	255	248	202	179	223	170	151	125	128	16%	-45%
Motorcyclists killed	316	316	320	367	391	419	392	455	453	406	426	341	310	379	399	440	420	394	405	367	305	282	271	278	237	30%	-41%
Moped riders killed	177	185	211	205	237	122	114	114	108	90	77	55	53	55	58	57	43	41	28	36	34	35	25	20	32	4%	-45%
Cyclists killed	24	27	37	28	34	28	32	34	23	22	29	14	21	24	18	21	16	22	15	23	13	21	15	19	11	1%	-39%
Killed in accidents with HGV	210	196	188	185	233	184	186	210	208	148	174	175	188	154	134	133	116	114	91	102	68	49	65	62	50	6%	-63%
Young drivers killed (18-24)	277	308	301	319	295	273	268	270	268	241	263	188	202	198	225	221	186	186	171	134	109	94	74	82	72	9%	-68%
Older drivers killed (65+)	74	81	104	107	136	117	140	160	148	153	158	127	126	128	128	130	138	132	124	130	97	124	116	93	117	15%	-9%
Children killed (0-14)	73	68	72	81	70	75	71	56	54	40	47	47	45	43	44	36	42	35	43	30	22	21	17	10	6	1%	-86%
Men drivers killed	1.066	1.142	1.158	1.191	1.299	1.133	1.137	1.181	1.157	1.122	1.064	921	958	951	986	1.021	945	956	919	778	661	618	538	505	514	65%	-48%
Women drivers killed	47	41	50	65	60	73	60	77	69	70	65	56	50	65	65	53	64	64	44	60	52	33	44	35	31	4%	-52%
Non national drivers killed	50	63	85	86	91	94	109	100	124	129	136	112	109	111	116	127	118	129	131	109	107	76	53	69	49	6%	-58%
Non national riders killed	19	14	18	24	30	40	41	59	71	67	77	57	40	58	58	73	48	59	56	51	49	33	25	40	34	4%	-41%
Inside built up areas	971	933	977	956	999	915	678	746	748	694	830	718	716	766	758	774	724	744	646	593	559	499	464	401	388	49%	-49%
Outside built up areas	1.141	1.225	1.182	1.297	1.411	1.242	1.427	1.436	1.368	1.343	1.050	916	889	904	900	883	888	809	810	665	582	489	415	394	405	51%	-55%
In junctions - Inside built up areas	-	-	-	-	-	337	268	283	271	262	272	244	201	209	210	222	191	196	151	169	140	154	139	132	107	13%	-49%
In junctions - Outside built up areas	-	-	-	-	-	142	240	224	211	190	163	112	101	96	93	101	78	69	83	77	54	65	35	51	49	6%	-47%
On motorways	-	-	1	2	1	148	72	61	105	61	86	69	58	116	111	147	140	120	108	87	81	57	79	56	53	7%	-52%
When raining	302	256	191	316	293	317	258	259	245	194	187	176	204	174	192	146	163	138	181	149	119	99	68	103	82	10%	-57%
During daylight	1.075	1.029	1.074	1.115	1.146	1.059	1.113	1.131	1.116	1.049	983	873	782	832	875	870	882	825	789	675	609	527	473	431	418	53%	-52%
During nighttime	922	1.018	963	1.001	1.100	976	878	943	897	872	793	676	714	741	701	715	649	632	608	523	484	402	366	311	335	42%	-52%
Killed in single vehicle accidents	1.134	1.166	1.153	1.207	1.257	1.094	1.105	1.155	1.104	1.078	976	809	817	879	850	900	852	812	737	662	657	590	530	429	463	58%	-46%
Annual change of total fatalities		2,2%	0,1%	4,3%	7,0%	-10,5%	-2,4%	3,7%	-3,0%	-3,7%	-7,7%	-13,1%	-1,8%	4,0%	-0,7%	-0,1%	-2,7%	-3,7%	-6,2%	-13,6%	-9,3%	-13,4%	-11,0%	-9,6%	-0,3%		
Severity	10,2	9,8	9,7	10,1	10,6	9,1	8,7	8,8	8,7	8,9	9,6	9,7	10,2	10,7	9,8	10,3	10,4	10,3	9,8	8,4	8,2	8,0	7,3	6,8	6,9		



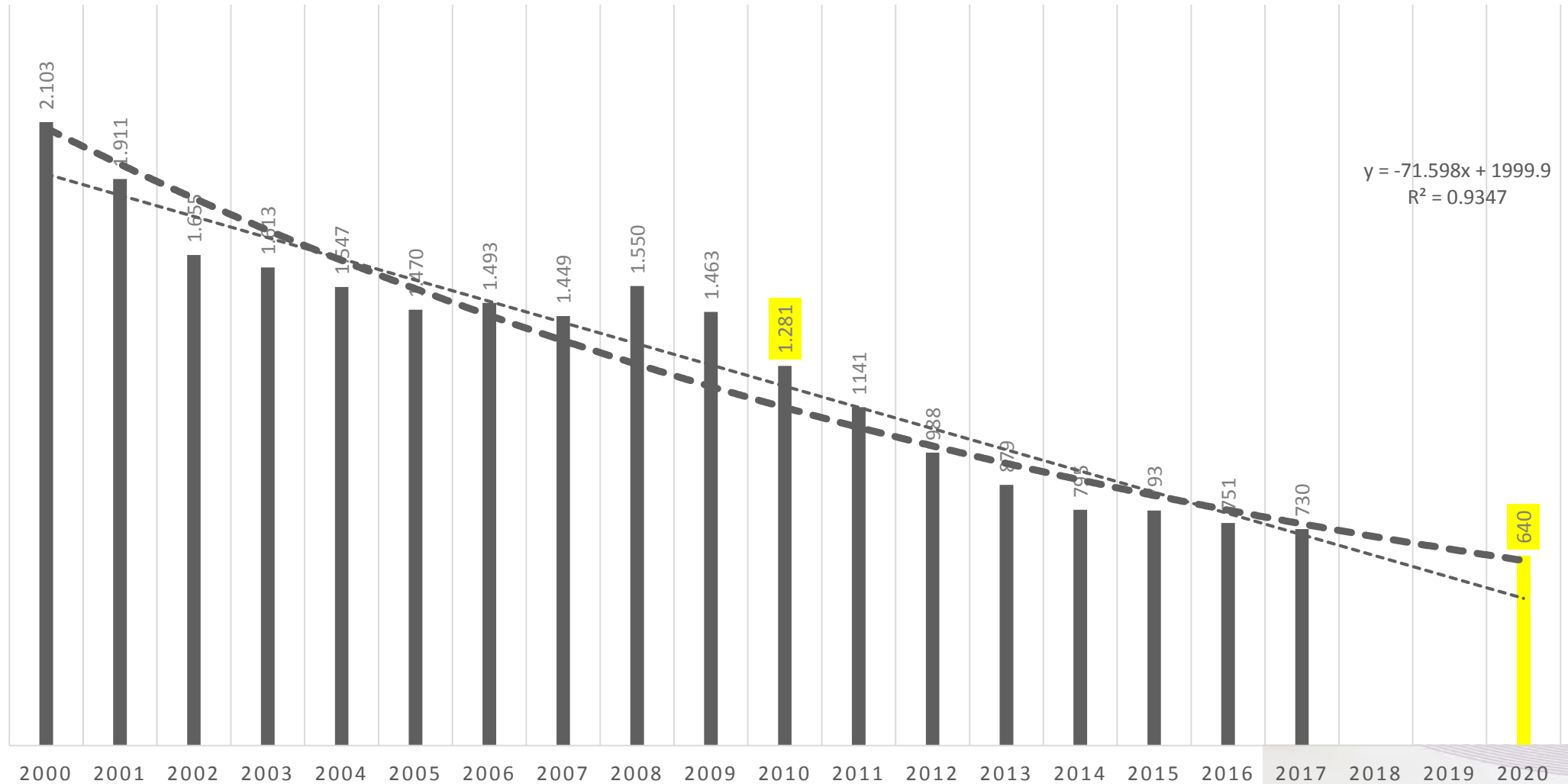
Notes: Severity: fatalities / 100 injury accidents
 Issued: March 1st, 2017
 About the data: www.nrso.ntua.gr/wp-content/uploads/nrso-data-gr-1.pdf
 Sources: Hellenic Statistical Authority (ELSTAT)
 Processing: NTUA - Road Safety Observatory

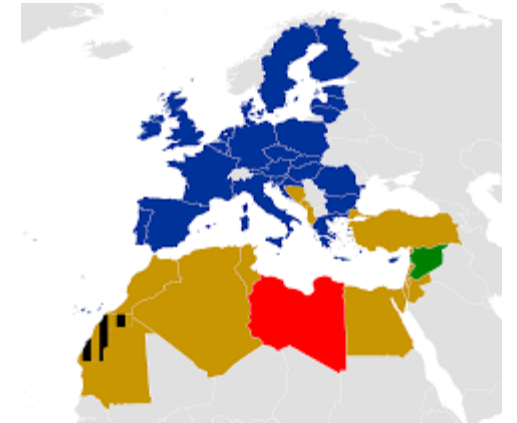
TOTAL CARS



2000-2020 FATALITIES

■ 2000 ■ 2001 ■ 2002 ■ 2003 ■ 2004 ■ 2005 ■ 2006 ■ 2007 ■ 2008 ■ 2009 ■ 2010
■ 2011 ■ 2012 ■ 2013 ■ 2014 ■ 2015 ■ 2016 ■ 2017 ■ 2018 ■ 2019 ■ 2020





Thank you & let us join in a safe “transport” world

