



GREEK GOVERNMENT

National Action Plan for ROAD SAFETY



«Safe System»

Four basic principles:

- ✓ **People will continue to make mistakes that lead to road accidents.** Take this into account in the design and operation of road system.
- ✓ When the mistake occurs, **the human body has specific limits to absorb the forces of an accident**, without being injured.
- ✓ Road safety will come through the **common responsibility of all parts of a road system** and not just the user.
- ✓ All parties involved must work together to ensure that **the accident does not result in serious injury or death.**

A successful strategy should focus on:



Governance,
Strategic Plan &
Targeting



Safe Road Network



Education
& Communication



Good Data Quality

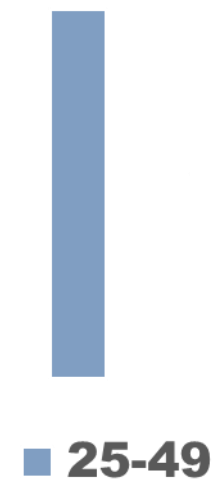


Effective
Enforcement System



Good Data Quality

The identity of the road accident in Greece



Institutional interventions

- ✓ We are proceeding with the establishment of a **National Observatory for Road Safety**.
- ✓ Its operation will be undertaken by the **National Technical University of Athens** through a framework contract to be signed with the Ministry of Infrastructure and Transport.
- ✓ The National Observatory will be responsible for **collecting, processing and maintaining** a national road safety database.
- ✓ In cooperation with the co-responsible Ministries, **it will publish on an annual basis a report on road safety statistics**, the validity of which will be validated by ELSTAT.
- ✓ To this end, our country will adopt the most internationally **valid protocols** for data collection and processing.



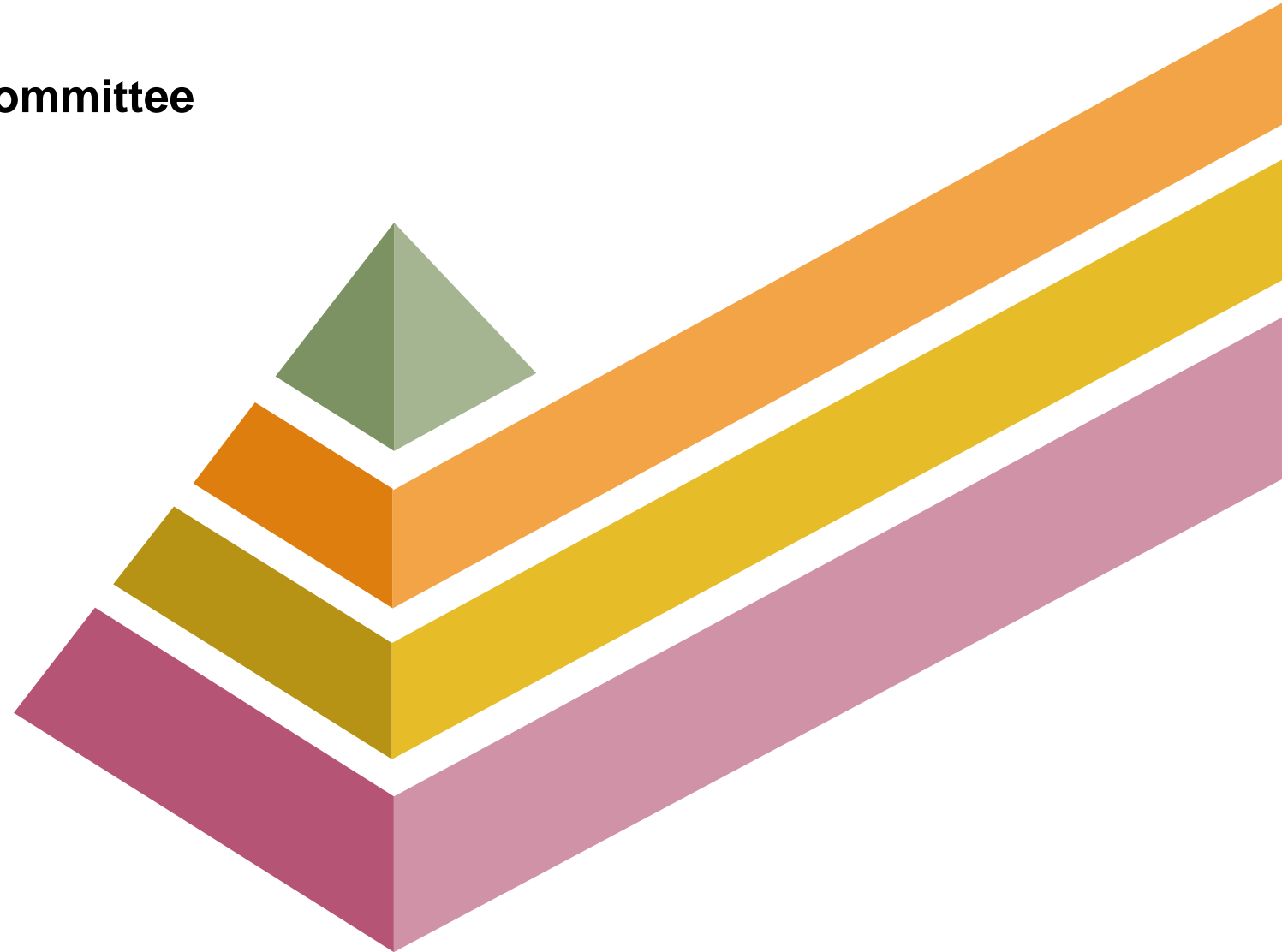
Good Data Quality



Governance, Strategic Plan & Targeting

Proposed Governance System

-  **Governmental Road Safety Committee**
-  **Executive Committee**
-  **Regional / Local Authorities**
-  **Civil Society**



National Road Safety Strategic Plan

- The main working tool of the Governmental Committee will be the National Road Safety Strategic Plan 2021-2030.
- ✓ The Ministry of Infrastructure and Transport has already commissioned the preparation of the National Strategic Plan for Road Safety.
- ✓ Upon completion, it will be widely consulted by the relevant Ministries and civil society and then it will be institutionalized.
- ✓ It will include mandatory actions to be taken at national and local level by all relevant bodies...





Education and Communication

Compulsory teaching of traffic education

- ✓ As part of the course "Skills Workshops", the theme "Road Safety" is being piloted from the current academic year (2020-21) in 218 kindergartens, primary and secondary schools across the country.
- ✓ From 2021-22 the theme will be applied universally in all kindergartens, primary and secondary schools (12.000 school units).



Education

New procedure for theoretical examination of candidate drivers



- ✓ A special educational manual is provided for the first time for:
 - People who have not completed compulsory education
 - People with learning difficulties
 - People with hearing problems



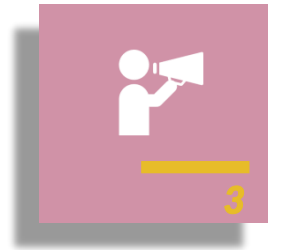
New requirements for practicing the profession of driving instructor

- ✓ It is established:
 - minimum age for practicing the profession
 - minimum duration of possession of driving licenses of all categories.
- ✓ Holders of specific specialties of vocational high schools, graduates of specific university departments or holders of postgraduate or doctoral degrees related to traffic education and road traffic will have the right to practice the profession.
- ✓ Have a certificate of pedagogical competence.
- ✓ Not to have fallen into specific violations of the Road Traffic Code.



Education

National Communication Policy Plan for Road Safety



With the completion of the elaboration of the Strategic Plan for Road Safety, the Ministry of Infrastructure and Transport will proceed to the elaboration of a national communication policy plan for road safety.

Targeted communication actions regarding:

The media:



The content:



The time period and the place:





Effective Enforcement System

Revision of the Road Traffic Code

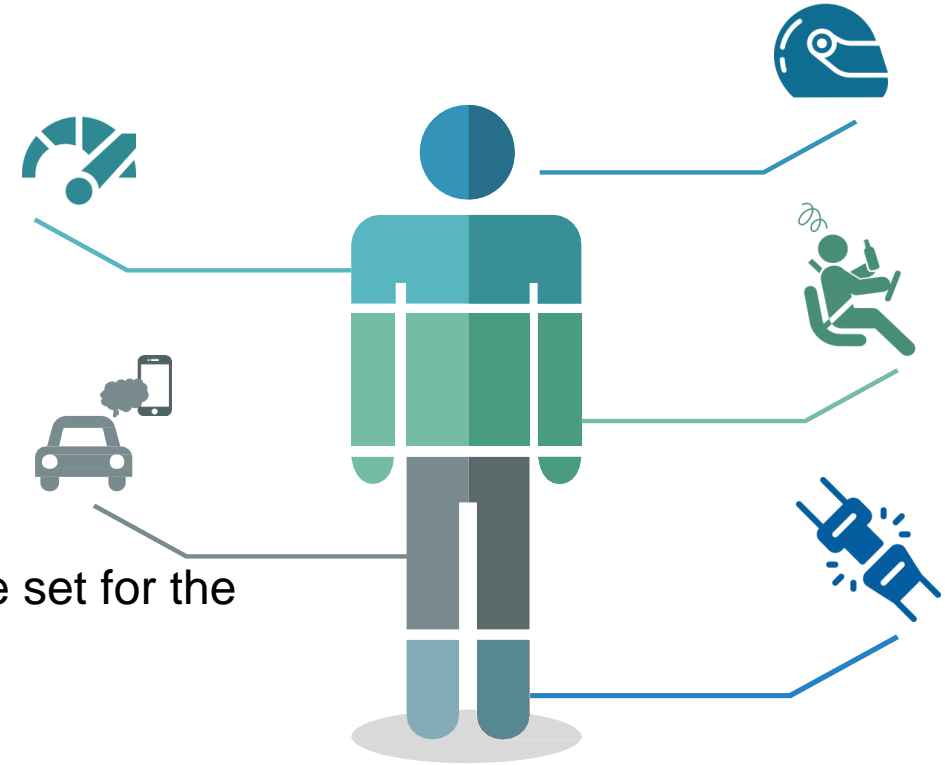


The Ministry of Infrastructure and Transport has completed the evaluation of the Road Traffic Code and is proceeding with its revision based on certain principles:

- ✓ 1. **Categorization of Road Traffic Code violations** based on the degree of risk and frequency.
- ✓ 2. Separation of sanctions with basic criterion the differentiation of driving behavior or vehicle condition.
- ✓ 3. **Reduction of average speed** in urban areas.
- ✓ 4. **Ensuring enforcement** and collection of the fine
- ✓ 5. The **introduction of an electronic procedure** for monitoring the violations of Road Traffic Code..

Categorization of Road Traffic Code violations

- ✓ All violations will be classified according to their risk and frequency.
- ✓ Violations will result in classified - and not high - fines combined with administrative sanctions.
- ✓ Emphasis will be given to the 5 most frequent violations of Road Traffic Code resulting in either serious injury or death in a road crash:
 - Speeding
 - No seatbelt use
 - No helmet use
 - Driving under the influence of alcohol or drugs
 - Mobile phone use
- ✓ In cooperation with the Ministry of Citizen Protection, priorities will be set for the frequency of checks and geographic distribution..



Reduction of average speed

- ✓ Increasing the speed of a vehicle by **5%** leads to an **increase** in road accidents by **10%** and fatal accidents by **20%**.
- ✓ When a car is moving at a speed of 30 km/h the probability of fatal injury for a pedestrian is 10%.
- ✓ If the car is moving at **50 km/h**, the probability of fatal injury to the pedestrian **rises to 80%**.
- ✓ At **50 km/h** the collision with a pedestrian can prove to be **80% deadly**.



- For this reason, the **maximum speed limit in residential areas will drop to 30km/h**.



Verification of Road Traffic Code violations

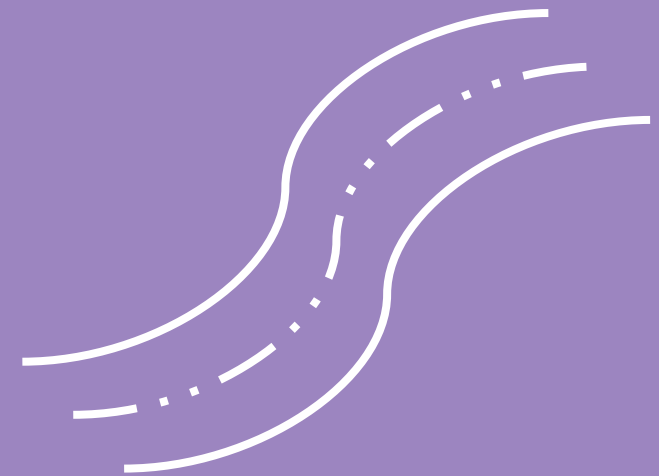


The Ministry of Infrastructure and Transport in collaboration with the Ministry of Digital Governance, the Ministry of Citizen Protection and the Ministry of Finance started the redesign and digital implementation of the process of verification and collection of the Road Traffic Code fines.

1st Objective:

- ✓ To end the generalized belief of a system of impunity.
- ✓ Every offender of the Road Traffic Code must bear the legal consequence of his illegal behavior, i.e. to pay the fine foreseen for the violation he/she has committed.





Road Safety

Road Safety Interventions Program

- ✓ **7.000** hazardous locations, in **2.500 kilometers**, **80 road axes**
- ✓ **60 Studies** in all 13 Regions of Greece.
- ✓ Road sections of **15.000 km** were studied.
- ✓ With the support of the **European Investment Bank**
(**Loan agreement € 450 million** with **Egnatia Odos SA.**)



Safer roads

- + **Targeted interventions** on the **existing** Patras-Pyrgos **national** road.
- ✓ **Dramatic reduction of accidents** until the completion of the new motorway.



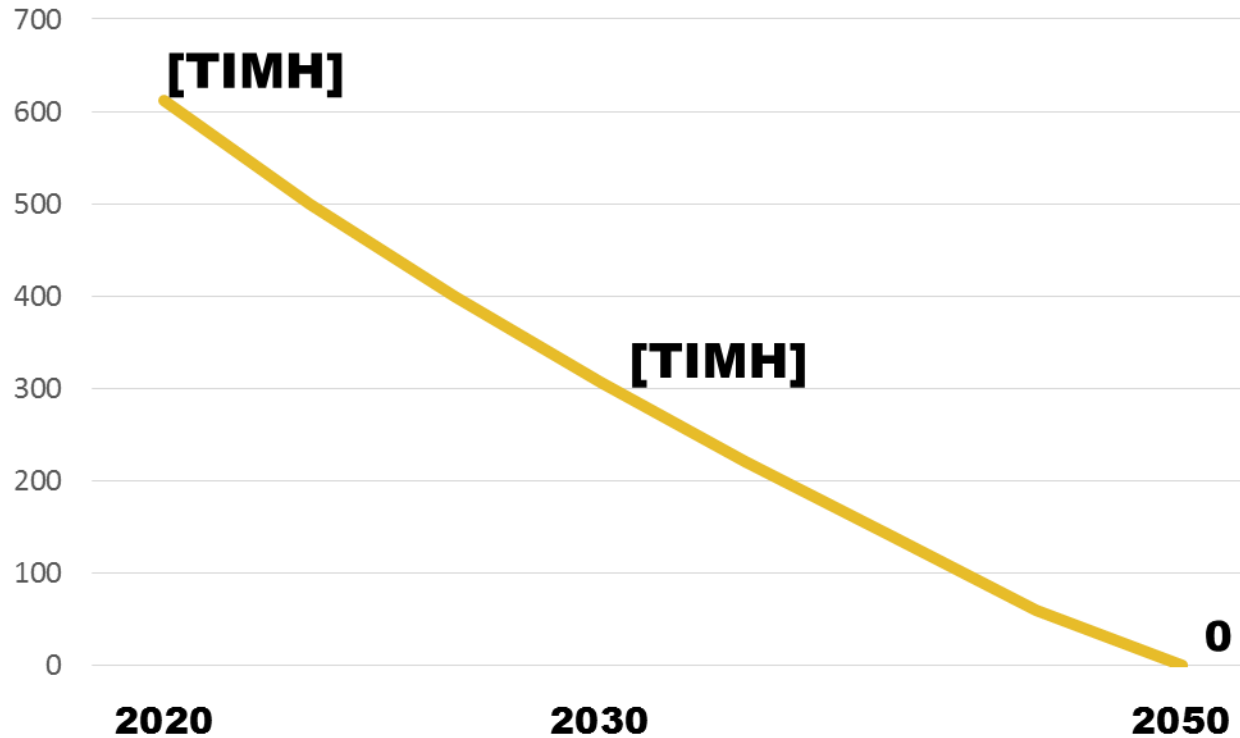
Major road infrastructure projects that we "unfreeze" or plan, such as:

- ✓ Patras-Pyrgos
- ✓ E-65
- ✓ BOAK
- ✓ Kalamata-Rizomylos
- ✓ Extensions of Attiki Odos
- ✓ Flyover in Thessaloniki

We are completing our road network with new, modern, safe motorways.

Vision Zero

- ✓ ...to achieve the goal of **reducing** the number of **fatalities and seriously injured** by **50%** in **2030**
- ✓ and to achieve the goal of **zero fatalities** in **2050** set by the EU.





GREEK GOVERNMENT

THANK YOU FOR YOUR
ATTENTION

