

Road Safety Management Profile

Greece

Overview

Figure 1 summarises “good practice” elements, lack of such elements and peculiarities concerning structures, processes, policy-making tasks and outputs. These are based upon the investigation model developed within the DaCoTA research project, and the related questionnaire responses of at least one governmental representative and one independent expert in each country.

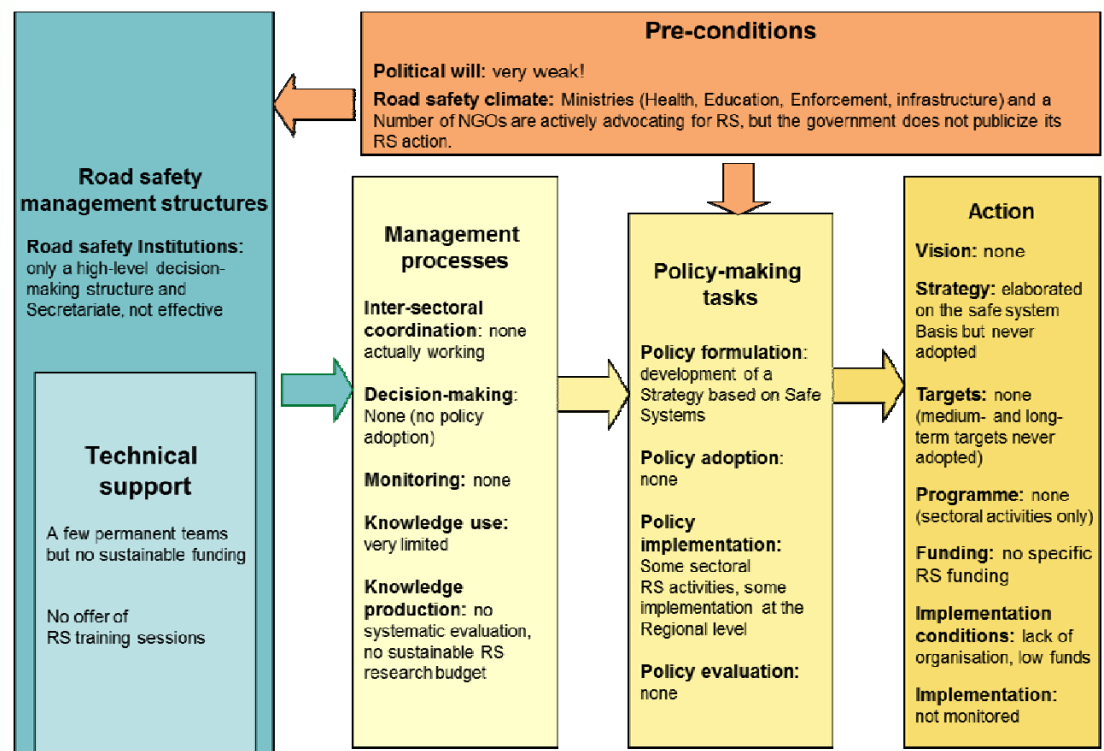


Figure 1. Overview of road safety management good practice elements in Greece - 2010 (Sources: [1],[2])



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Structures, processes and outputs

In Figure 2, road safety management structures, work processes and outputs in Greece are described according to the policy-making cycle (agenda setting, policy formulation, adoption, implementation and evaluation). Focus is on the national organization and the relations between national and regional/local structures.

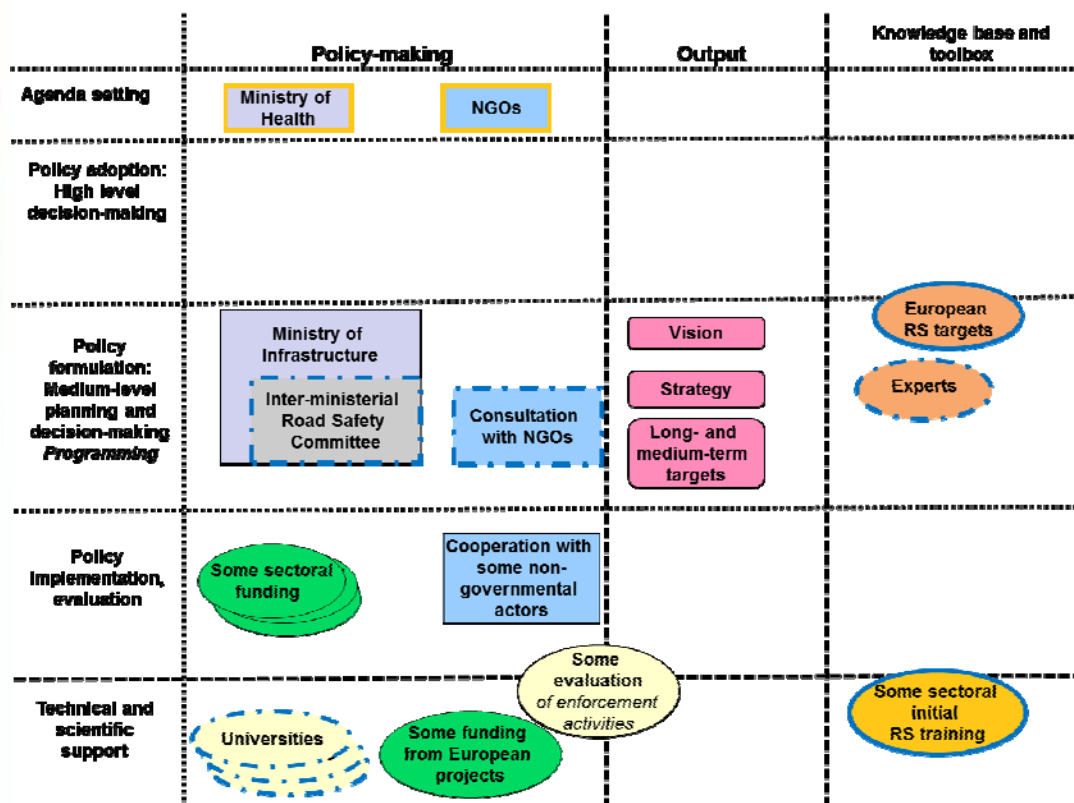
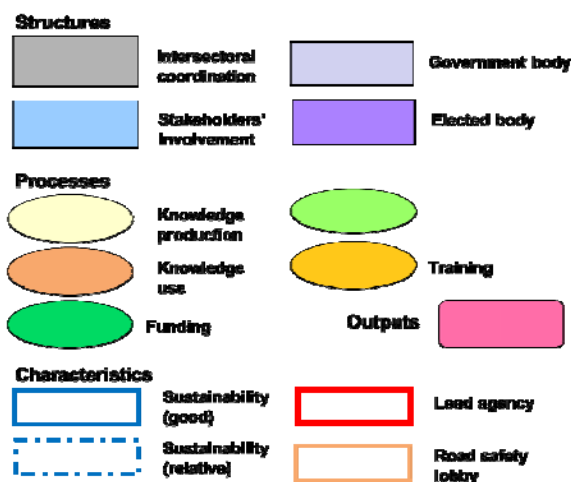


Figure 2. Structures, processes and outputs in Greece - 2010 (Sources: [1],[2])

Legend



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Good practice “diagnosis”

The existing RS management structures and processes in Greece were set against the “most complete RS management system” which would be obtained for a country fulfilling all the “good practice” criteria [1] (see Appendix).

Diagnosis: Greece	
“Good practice” elements	<ul style="list-style-type: none"> ✓ The ministry of Health as well as some NGOs are strongly advocating for road safety. ✓ An inter-ministerial road safety committee (including regional authorities). ✓ Development of a medium-to-long term Strategical plan based on Safe Systems. ✓ Availability of multi-disciplinary research teams.
Elements needing improvement	<ul style="list-style-type: none"> ✓ Road safety is not a recognized policy area. ✓ The inter-ministerial road safety committee does not have decision power and cannot really perform inter-sectoral coordination (under the ministry of Infrastructures rather than the Prime Minister); it is not currently operational (no budget). ✓ A structure for stakeholder consultation may have existed but is now inactive. ✓ No road safety observatory. ✓ No process to integrate national and regional activities, no reporting from the regional to the national level. ✓ The road safety Strategic Plan has never been formally adopted by the government. ✓ No identifiable budget for road safety. ✓ Limited use of knowledge in policy-making and the design of interventions, no benchmarking. ✓ No evaluation of road safety interventions. ✓ Little national funding for research (European funding keeps the research teams going). ✓ No substantial offer of road safety training. ✓ No training plans for road safety actors.



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References

- [1]] Muhlrاد, N, Gitelman V, Buttler I. (Eds) et al. (2011) Road safety management investigation model and questionnaire, Deliverable 1.2 of the EC FP7 project DaCoTA.
- [2] Papadimitriou, E, Yannis G., Dupont E., Muhlrاد N., Gitelman V., Butler I. et al. (2012) Analysis of road safety management in the European countries, Deliverable 1.5 Vol.II of the EC FP7 project DaCoTA.

Disclaimer

- This profile concerns a ‘snapshot’ of the road safety management system. As some countries are already undergoing an evolution process, the current situation may already be different for an observer from what was described by the experts interviewed in the first quarter of 2010.
- The results are based on both the coded answers to the questionnaire and the comments from the experts interviewed. A thorough cross-analysing of the comments from both the governmental and the independent experts proved to clarify the final picture of a country’s situation.
- As English had to be used as the common language for the analyses, the comments and observations provided by the persons interviewed had to be translated from their home language; particular care was taken so that the names or titles of the national structures described are entirely accurate

