



ASECAP

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MADRID

Road safety KPIs in the Greek Motorway Network

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HELLASTRON / ATTIKES DIADROMES

Road safety KPIs in the Greek Motorway Network

Contents

- Road Safety Statistics – National
- Road Safety Statistics – HELLASTRON
- Comments / Conclusions

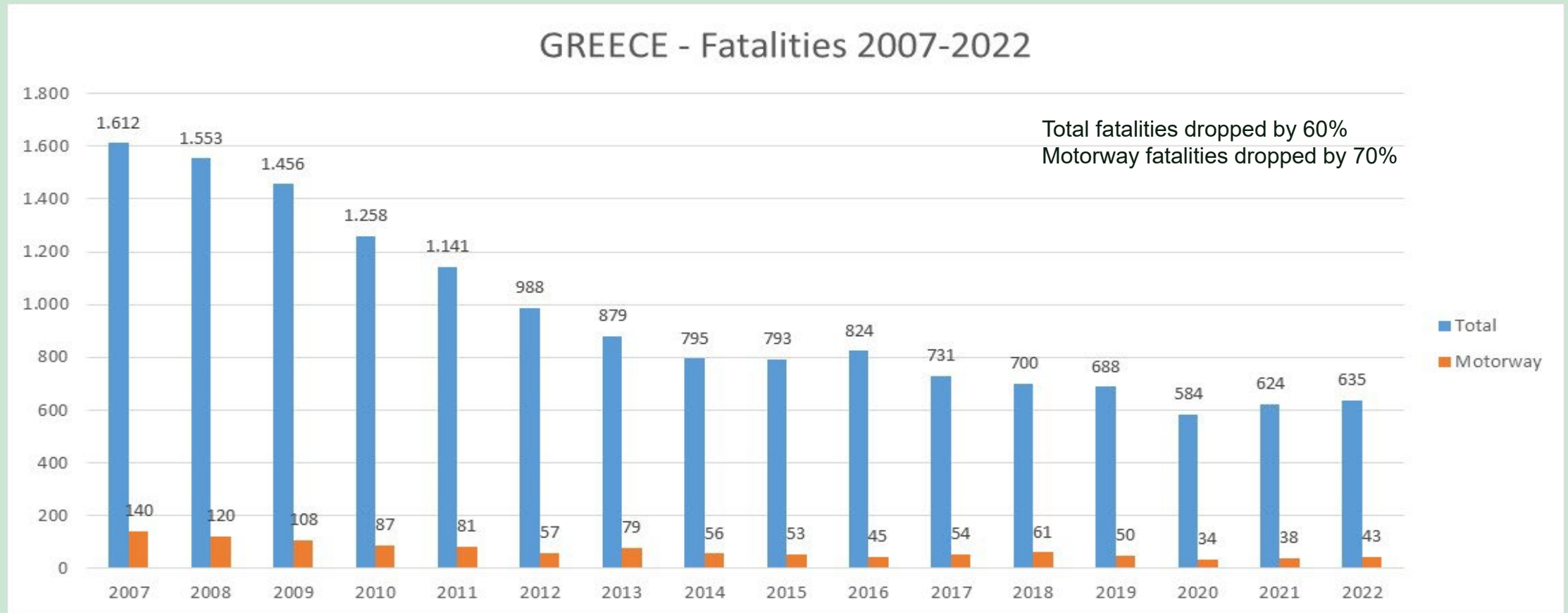
Road safety KPIs in the Greek Motorway Network

Road Safety Statistics – National

- Publicly available from the National Statistics Office (ELSTAT)
- Based on data from the Hellenic Traffic Police
- Monthly data on Fatalities – Injuries (heavy / light)
- Accident data released on a monthly basis with a delay of approx. 2 months but finalized and closed after 12 months.
- Accident data related to mode / age / area / road category
- No data on “crashes” (accidents with vehicles damages only)
- Some behavioural data available (e.g. use of helmet / seat belt)
- Limited data on over-speeding related to accidents
- No data on driver distraction due to cellphone use

Road safety KPIs in the Greek Motorway Network

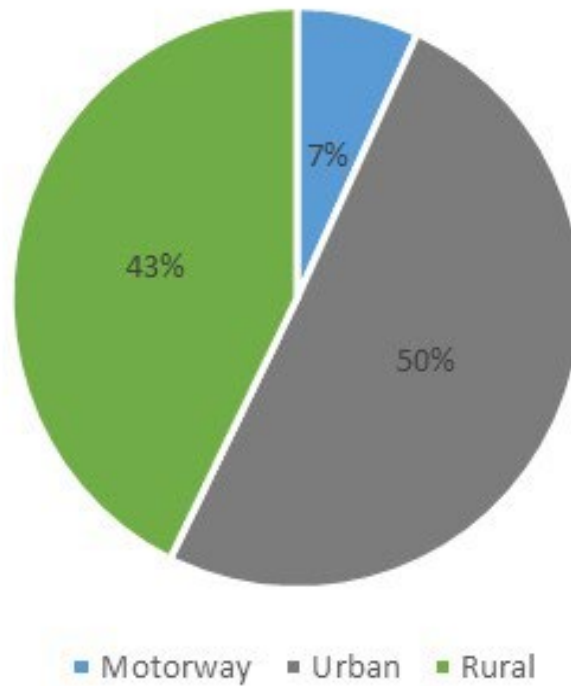
Road Safety Statistics – National



Road safety KPIs in the Greek Motorway Network

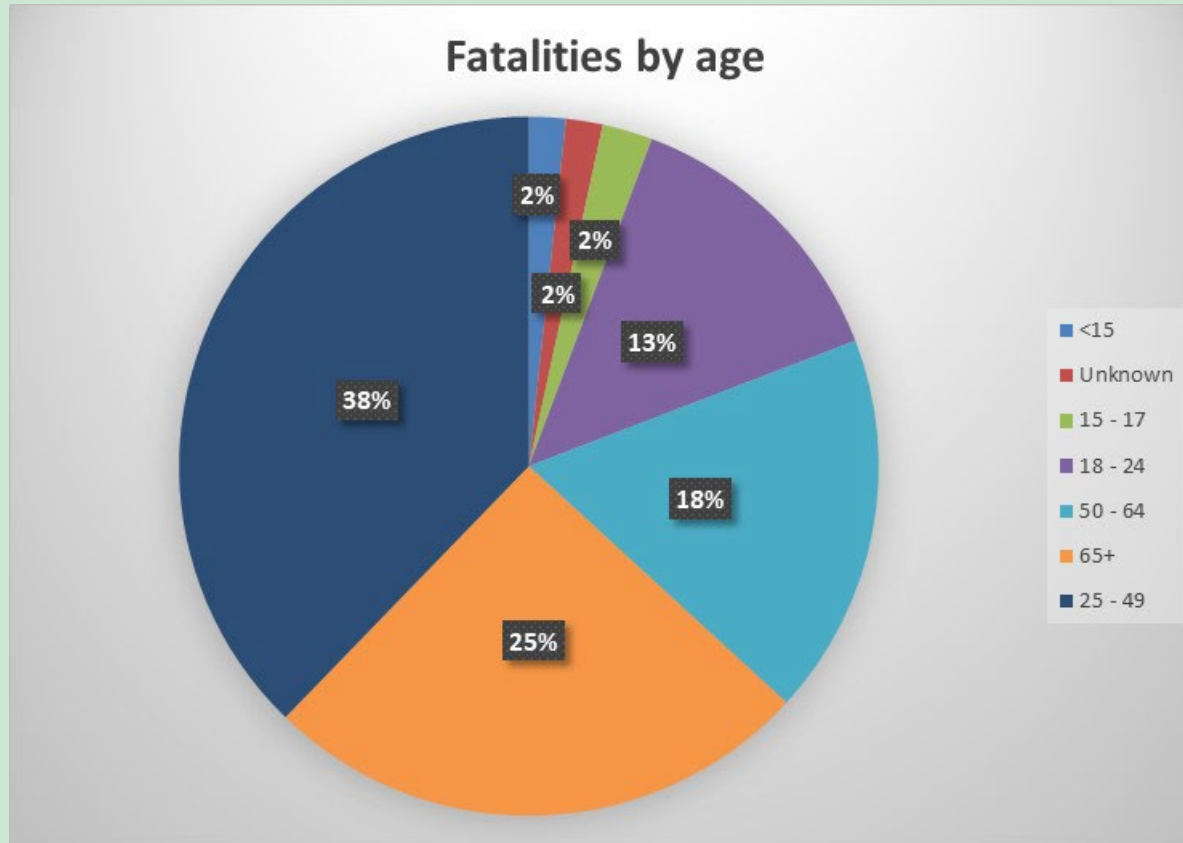
Road Safety Statistics – National

Fatalities by area 2007-2022



Road safety KPIs in the Greek Motorway Network

Road Safety Statistics – National



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Road Safety Statistics – National

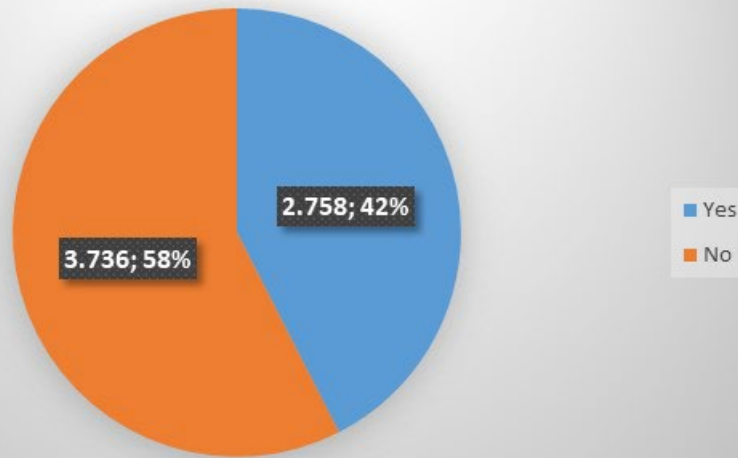
Fatalities by road user (rows) and other main vehicle involved (columns) in the crash

	bus or coach	car	HGV (over 3.5 t..	lorry, under 3...	moped	motor cycle	no other vehicl..	other/ unknown	pedal cycle	pedestrian
bus or coach	0	5	6	0	0	1	11	0	0	0
car	82	1,011	362	261	1	27	2,259	92	2	6
HGV (over 3.5 tonn..	3	13	24	2		2	70	2		0
lorry, under 3.5 t..	13	82	37	31	0	3	364	21	0	0
moped	7	139	21	36	2	13	124	7	1	1
motor cycle	37	1,189	155	250	18	120	1,376	37	3	45
other/unknown	1	32	5	9	0	0	201	2	0	0
pedal cycle	3	126	18	22	0	7	21	8	0	0
pedestrian	46	1,045	142	183	10	301		72	1	

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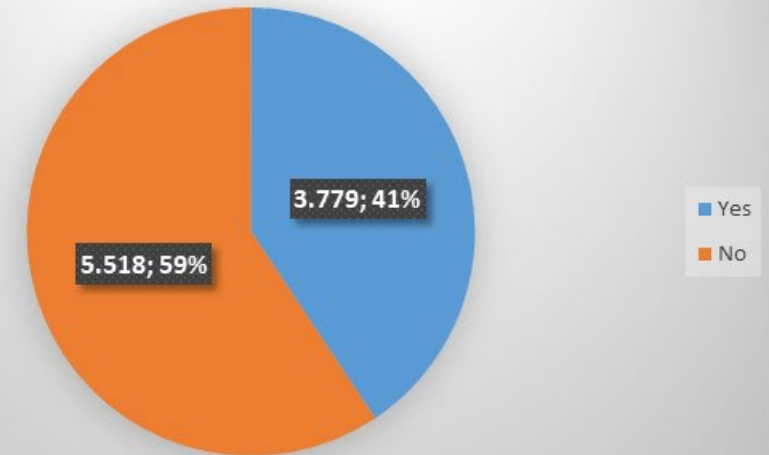
Road Safety Statistics – National

Accidents 2021 - Bikers wearing helmet



Motorways: 95% of bikers wearing helmet

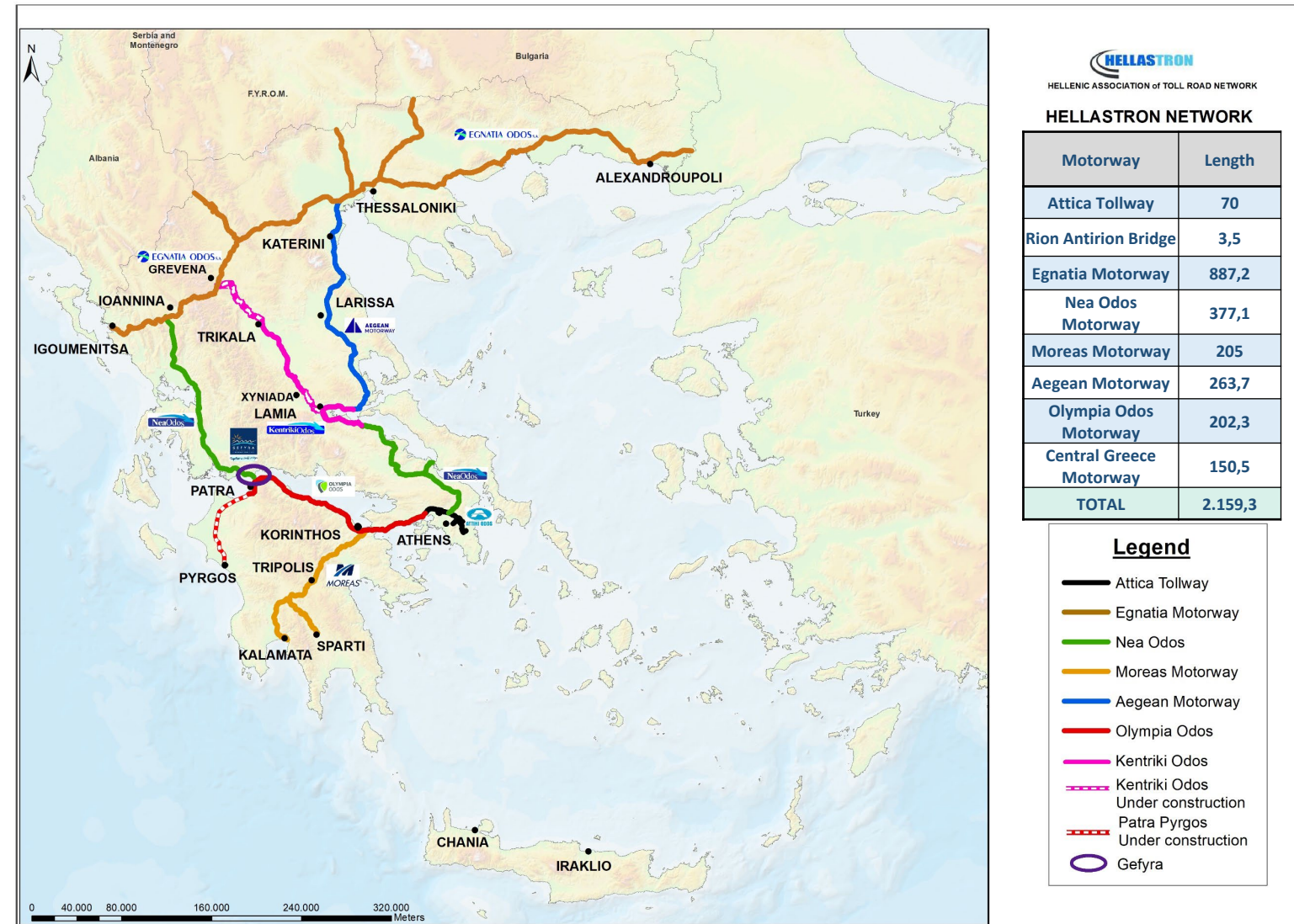
Accidents 2021 - Drivers wearing Seat Belt



Motorways: 85% of drivers wearing seat belt

Road safety KPIs in the Greek Motorway Network

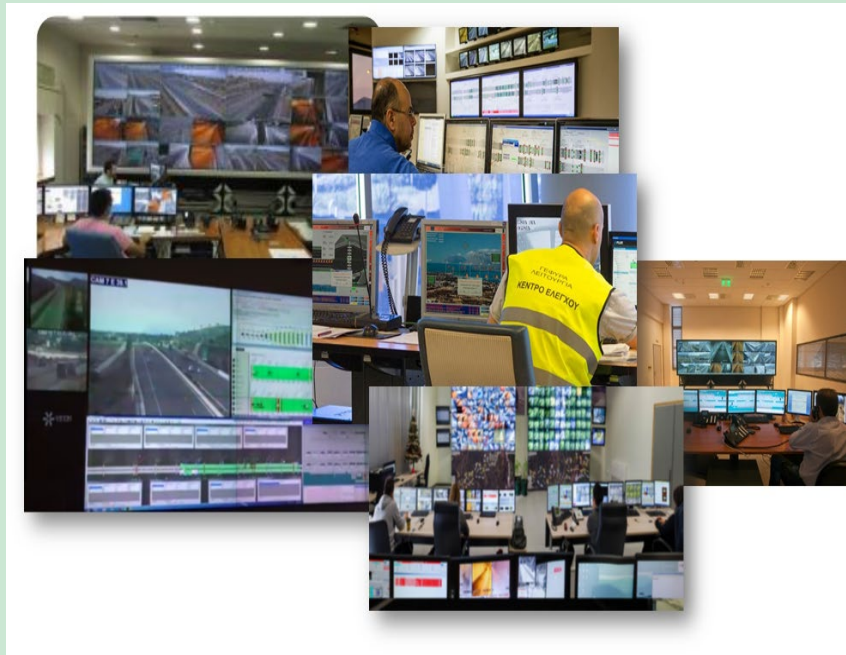
The HELLASTRON Road Network



Road safety KPIs in the Greek Motorway Network

The HELLASTRON Motorway Network has a length of 2.159km and includes:

- **More than 20 Traffic Management Centres operating 24/7**
- **Management of more than 100.000 incidents on an annual basis**



**More than 150 Patrol Vehicles
drove more than 25 million
kilometers monitoring the
HELLASTRON network (1,7
times the perimeter of the Earth
each day !)**

**The average response time for
incidents ranges from 6
minutes at urban areas to 20
minutes at non-urban areas.**

Road safety KPIs in the Greek Motorway Network

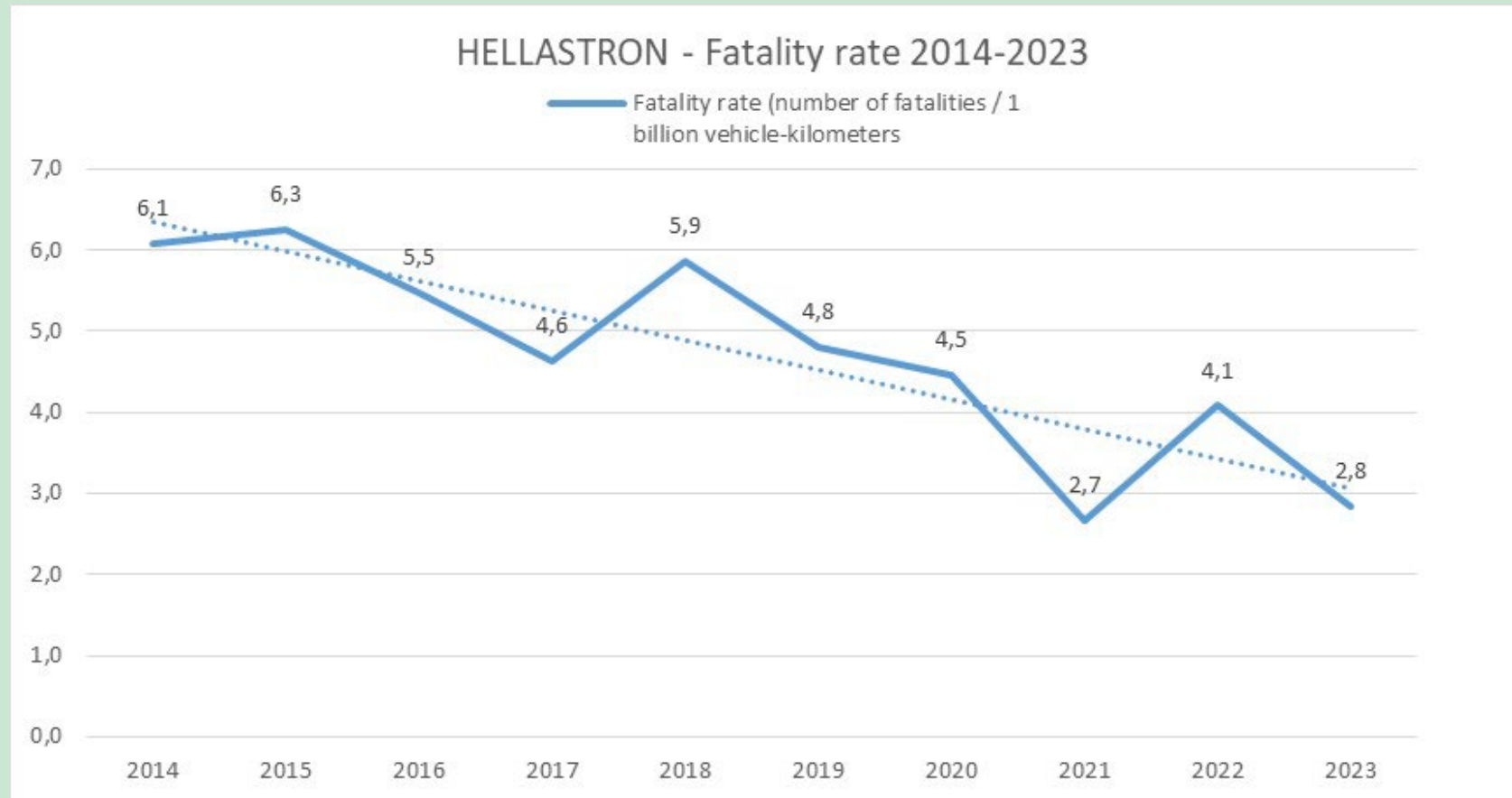
HELLASTRON Task Force for Data Collection

Formed in March 2015

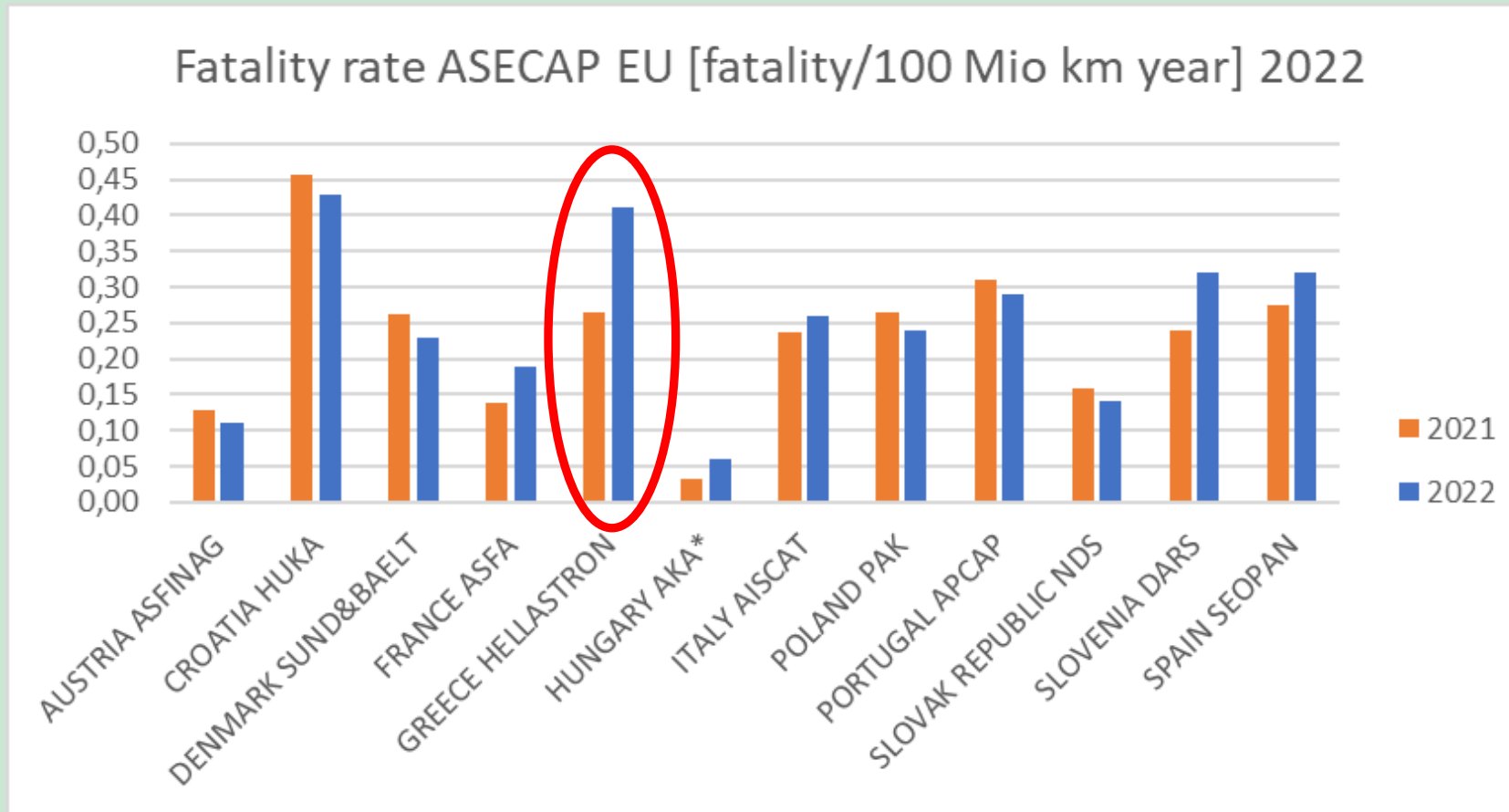
- At least 1 Representative from each of the 8 Members
- Data exchange which are collected annually every spring
- All selected data must be collected by each Member following the same guidelines
- Members Data aggregated for ASECAP National report
- Common Database which is updated every year
- HELLASTRON accident data include crashes also (contrary to national data)
- HELLASTRON data include incidents also (type, response/clearance times)
- Maintenance data available also (as it relates to road safety)

Road safety KPIs in the Greek Motorway Network

Road Safety Statistics – HELLASTRON



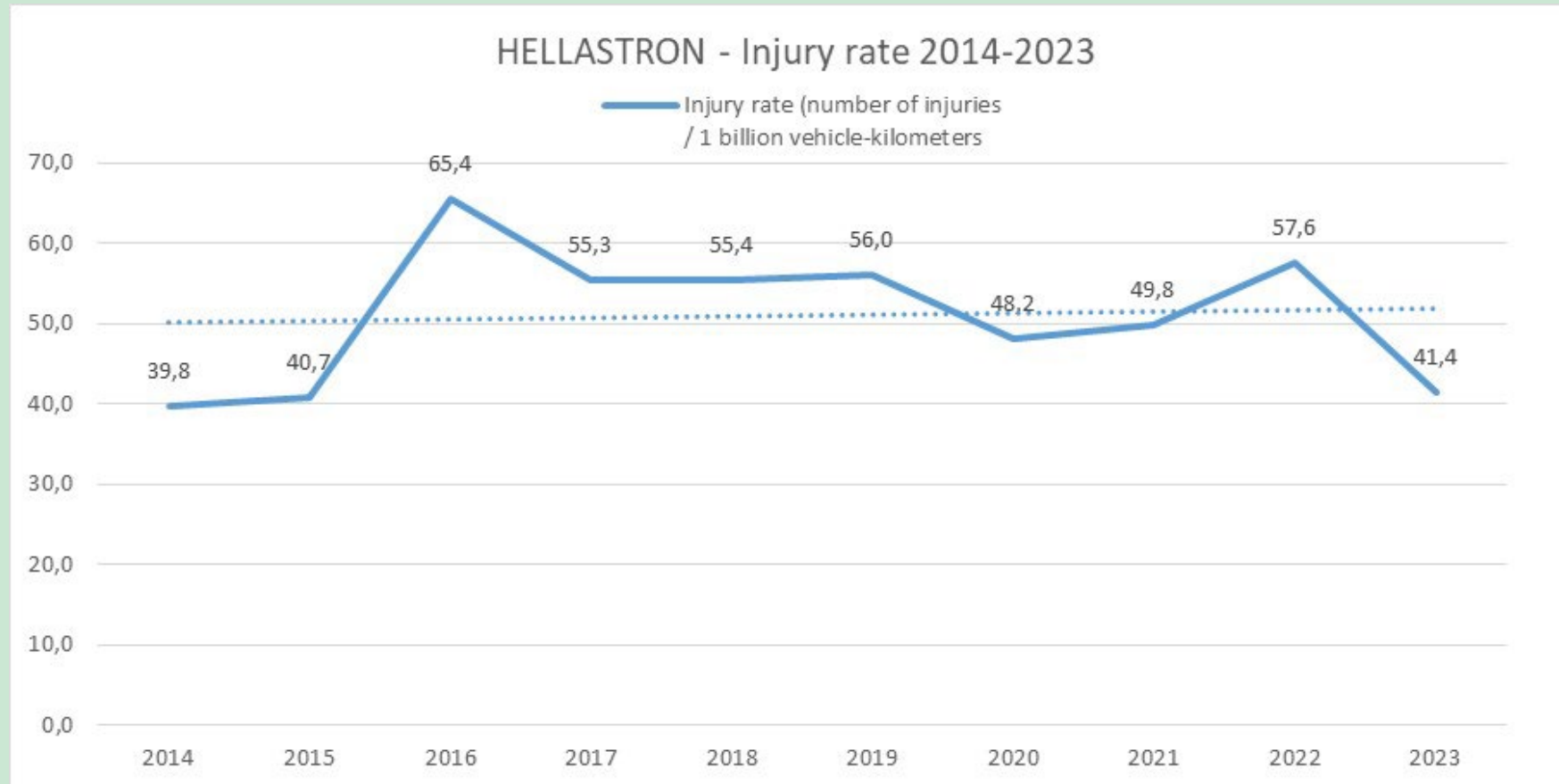
ASECAP statistic 2021-2022



* Hungary AKA: figures of Hungary AKA seemed not to be consistent in relation of network length and accident figures

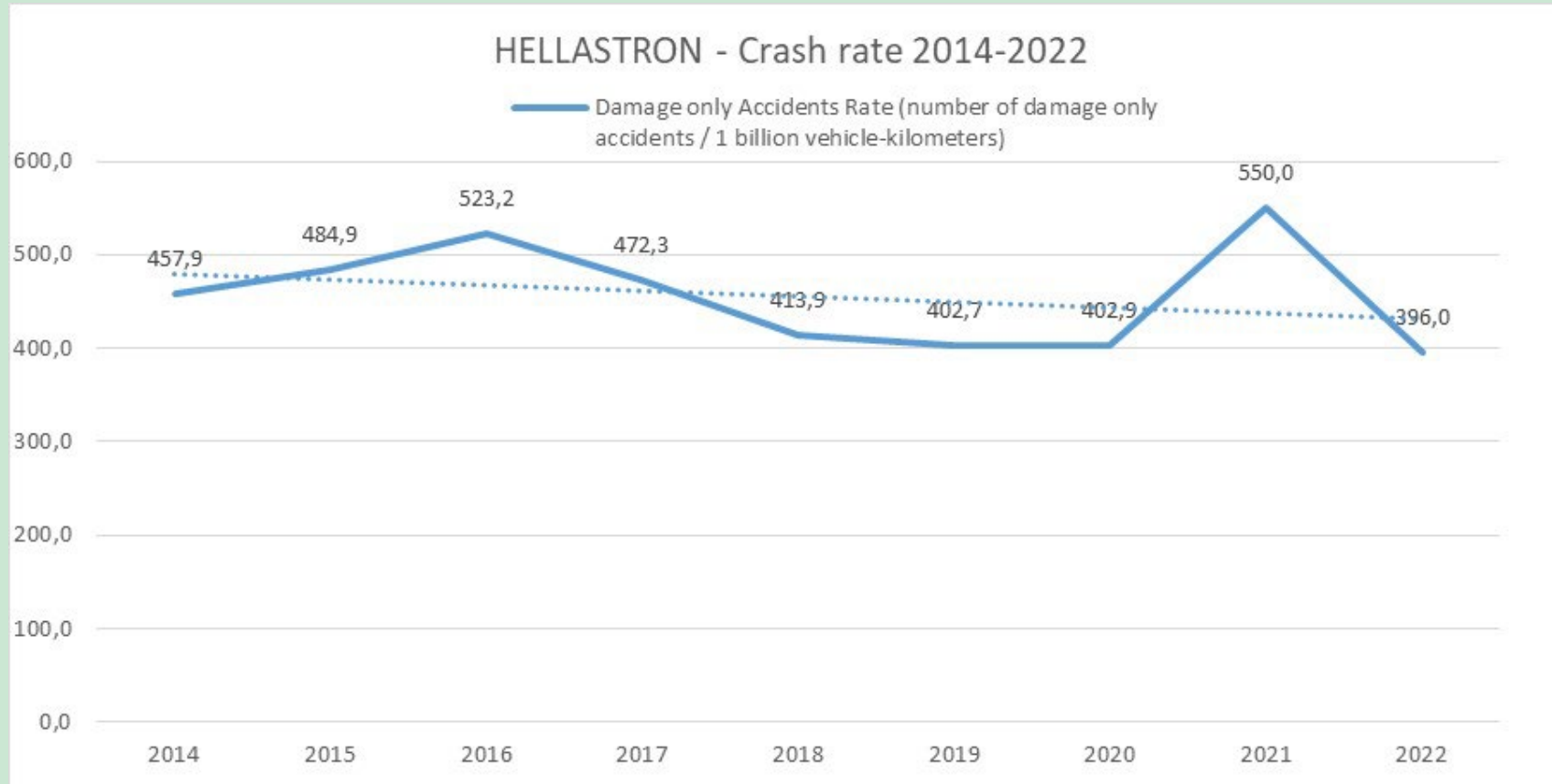
Road safety KPIs in the Greek Motorway Network

Road Safety Statistics – HELLASTRON



Road safety KPIs in the Greek Motorway Network

Road Safety Statistics – HELLASTRON



Road safety KPIs in the Greek Motorway Network

Road Safety Statistics – HELLASTRON

Incident Management on HELLASTRON Motorways (data 2014-2022)										
Code	KPI	2014	2015	2016	2017	2018	2019	2020	2021	2022
TRAF.4	Veh-kms travelled (in billion)	7,562	7,836	8,407	9,743	9,904	10,404	7,846	9,024	10,541
SAF.13	Total incidents	93.373	96.711	98.448	118.199	121.920	121.808	93.969	104.303	106.097
SAF.18	Incidents rate (incidents / 1 billion veh-kms)	12.348	12.341	11.711	12.131	12.310	11.708	11.977	11.558	10.065
SAF.19	Incidents detected by Patrol - Company Staff	64.449	63.529	63.342	70.232	72.178	68.217	54.040	60.440	59.577
SAF.24	Average Operator's response time (minutes)	11,53	12,57	12,08	10,65	12,43	11,29	11,10	11,03	11,35
SAF.25	Average Traffic Police response time (minutes)	18,77	19,81	19,11	15,54	21,04	19,34	18,32	19,06	17,62
SAF.26	Average Fire Brigade response time (minutes)	16,70	18,42	15,55	15,77	28,48	15,08	15,89	15,75	14,48
SAF.29	Average Ambulances response time (minutes)	17,10	18,66	19,02	18,09	17,56	19,60	19,09	19,94	21,01
HS.6	Veh-kms travelled by Operators' Fleet (million)	15,306	15,249	17,703	22,456	25,105	25,081	24,557	26,278	26,544

Road safety KPIs in the Greek Motorway Network

Road Safety Statistics – HELLASTRON

Maintenance actions on HELLASTRON Motorways (data 2014-2022)

Code	KPI	2014	2015	2016	2017	2018	2019	2020	2021	2022
MAIN.1	Number of Civil Maintenance Damages	8.163	8.482	13.237	13.420	16.184	15.852	14.181	15.019	13.587
MAIN.2	Number of EEM & IT Maintenance Damages	15.097	10.500	26.003	26.037	27.036	30.311	29.490	24.283	23.950
MAIN.3	Average restoration time of Civil Maintenance Damages (hours)	90	67	26	41	34	51	57	57	79
MAIN.4	Average restoration time of EEM & IT Maintenance Damages (hours)	115	76	51	91	87	80	80	78	71

Road safety KPIs in the Greek Motorway Network

Comments – Conclusions

- Fatalities dropped 60% overall and 70% on the Greek motorways in the last 15 years
- However fatality rates are still above ASECAP levels (4,1 & 2,8 fatalities/1 billion veh-kms in 2022 & 2023 vs 2,3 in 2022 in ASECAP)
- Motorway Operators contributing to Road Safety with their high Level of Service regarding Incident Management & Maintenance of the Infrastructure
- Concession contracts bring together the Private Operators with the Public Authorities to work towards safer Motorways
- Continuous Enforcement together with Education & Communication initiatives needed in order to improve driver behavior (e.g. seat belt / helmet use, over-speeding, keeping safe distance, driving near work zones)
- Driver distraction due to cellphones, the next threat. Needs to be quantified adequately (limited data available, mainly through research) and communicated to the public

***Thank you for your
attention***

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