



PRESS RELEASE

ROAD ACCIDENTS: Year 2019

The Hellenic Statistical Authority (ELSTAT) announces the results on injury-causing “Road Accidents” for the year 2019, as well as data on their evolution for the ten-year period 2010-2019.

I. Annual data, 2019

In 2019, in Greece a total of 10,712 road accidents resulting to death or injury occurred, recording a decrease of 0.2% in comparison with 2018, when the corresponding number of road accidents amounted to 10,737 (Table 1).

The total number of road accidents casualties in 2019 recorded a decrease of 1.1% in comparison with 2018 (13,690 casualties in 2019 against 13,849 in 2018) (Table 1).

More specifically, the casualties of the injury-causing accidents that occurred in 2019 were as follows: 688 deaths, 652 serious injuries and 12,350 slight injuries in comparison with 700 deaths, 727 serious injuries and 12,422 slight injuries in 2018, thus recording a decrease of 1.7%, 10.3% and 0.6% respectively (Table 1, Graph 1).

Table 1: Number of road traffic accidents and casualties, 2018 and 2019			
	2018	2019	Annual change 2019/2018 (%)
Accidents	10,737	10,712	-0.2
Thereof fatal	645	656	1.7
% of fatal accidents	6.0	6.1	
Total of casualties	13,849	13,690	-1.1
Fatalities	700	688	-1.7
Total of injuries	13,149	13,002	-1.1
Serious injuries	727	652	-10.3
Slight injuries	12,422	12,350	-0.6

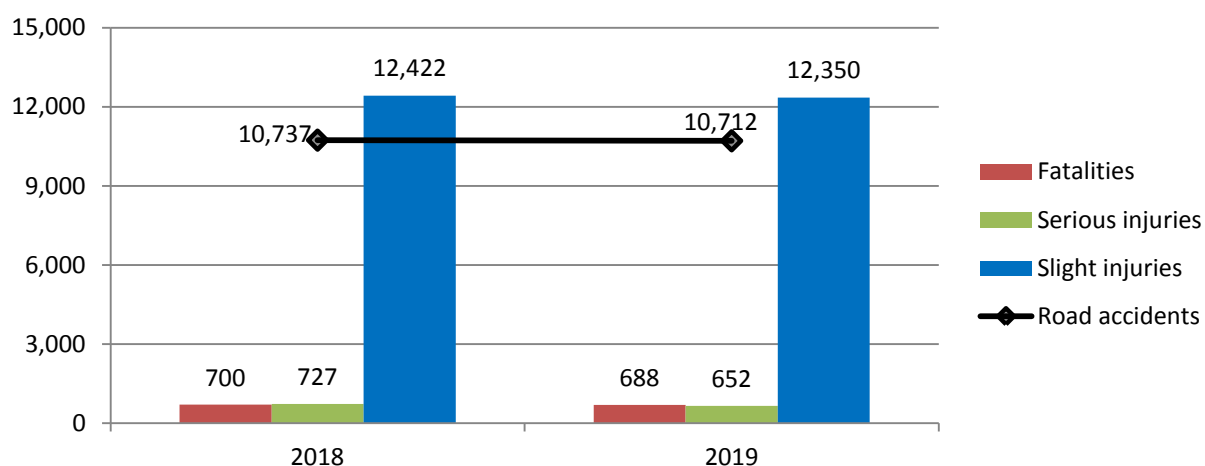
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Graph 1: Number of road accidents and casualties, 2018 and 2019



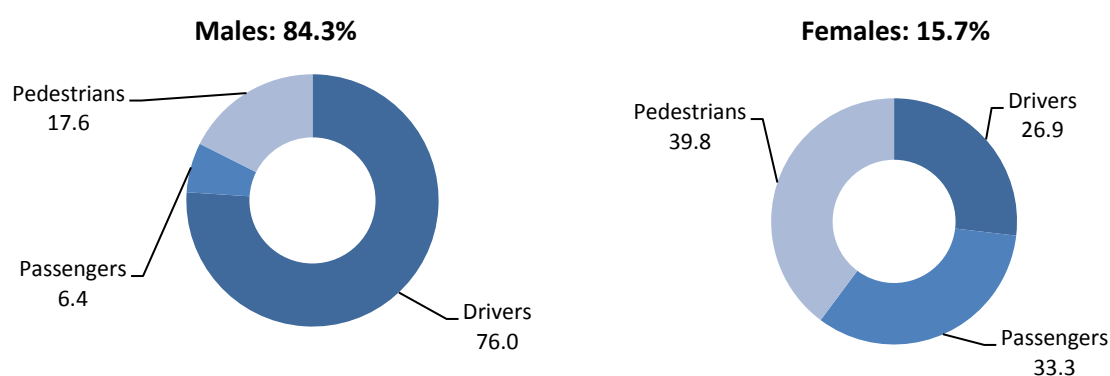
I.1 Road accidents fatalities

I.1.1 Road accidents fatalities by gender and category of persons fatally injured

Out of the total number of 688 fatalities, drivers account for 68.3%, passengers for 10.6% and pedestrians for 21.1%. As regards the breakdown of data by gender, 84.3% of the fatally injured persons were males and 15.7% were females (Table 2, Graph 2).

Table 2: Road accidents fatalities by gender and category of person fatally injured, 2019						
Category of person fatally injured	Total of fatalities	%	Males	%	Females	%
Total	688	100.0	580	100.0	108	100.0
% of fatalities by gender	100.0		84.3		15.7	
Drivers	470	68.3	441	76.0	29	26.9
Passengers	73	10.6	37	6.4	36	33.3
Pedestrians	145	21.1	102	17.6	43	39.8

Graph 2: Percentage distribution of road accidents fatalities by gender and category of person fatally injured, 2019



I.1.2 Road accidents fatalities by age group, category of the person fatally injured and by mode of transport

The percentage distribution of fatalities by age group is as follows: 0-24 years 14.8%, 25-49 years 37.2%, 50-64 years 19.2% and 65 years and over 26.3% (Table 3, Graph 3).

On the basis of the percentage distribution of fatalities by age group and category of the persons fatally injured, the biggest share as regards drivers and passengers is recorded for the age group 25-49 years, (40.9% and 39.7% respectively). Regarding pedestrians the biggest share 45.5% is recorded for the age group 65 years and over (Table 3, Graph 3).

Table 3: Road accidents fatalities by age group and category of person fatally injured, 2019

Age group	Fatalities	%	Category of person fatally injured					
			Drivers	%	Passengers	%	Pedestrians	%
Total	688	100.0	470	100.0	73	100.0	145	100.0
% of fatalities by category of person fatally injured	100.0		68.3		10.6		21.1	
0-24	102	14.8	72	15.3	18	24.7	12	8.3
25-49	256	37.2	192	40.9	29	39.7	35	24.1
50-64	132	19.2	100	21.3	8	11.0	24	16.6
65+	181	26.3	99	21.1	16	21.9	66	45.5
Not specified	17	2.5	7	1.5	2	2.7	8	5.5

Graph 3: Percentage distribution of road accident fatalities by age group and category of person fatally injured, 2019

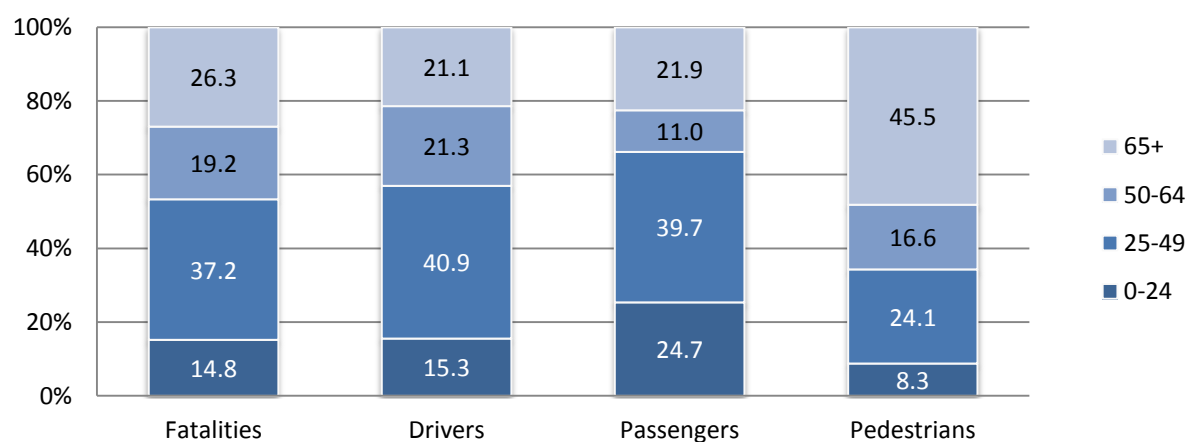


Table 3.1: Road accidents fatalities by age group, category of person fatally injured and mode of transport, 2019

Age group	Drivers			Passengers		
	Mode of transport			Mode of transport		
	Passenger cars	Two-wheel vehicles	Other	Passenger cars	Two-wheel vehicles	Other
Total	159	235	76	42	16	15
% of fatalities by mode of transport	33.8	50.0	16.2	57.5	21.9	20.5
0-24	20	41	11	13	3	2
25-49	62	111	19	12	11	6
50-64	31	50	19	4	2	2
65+	44	28	27	11	0	5
Not specified	2	5	0	2	0	0

I.1.3 Road accident fatalities by mode of transport and type of area

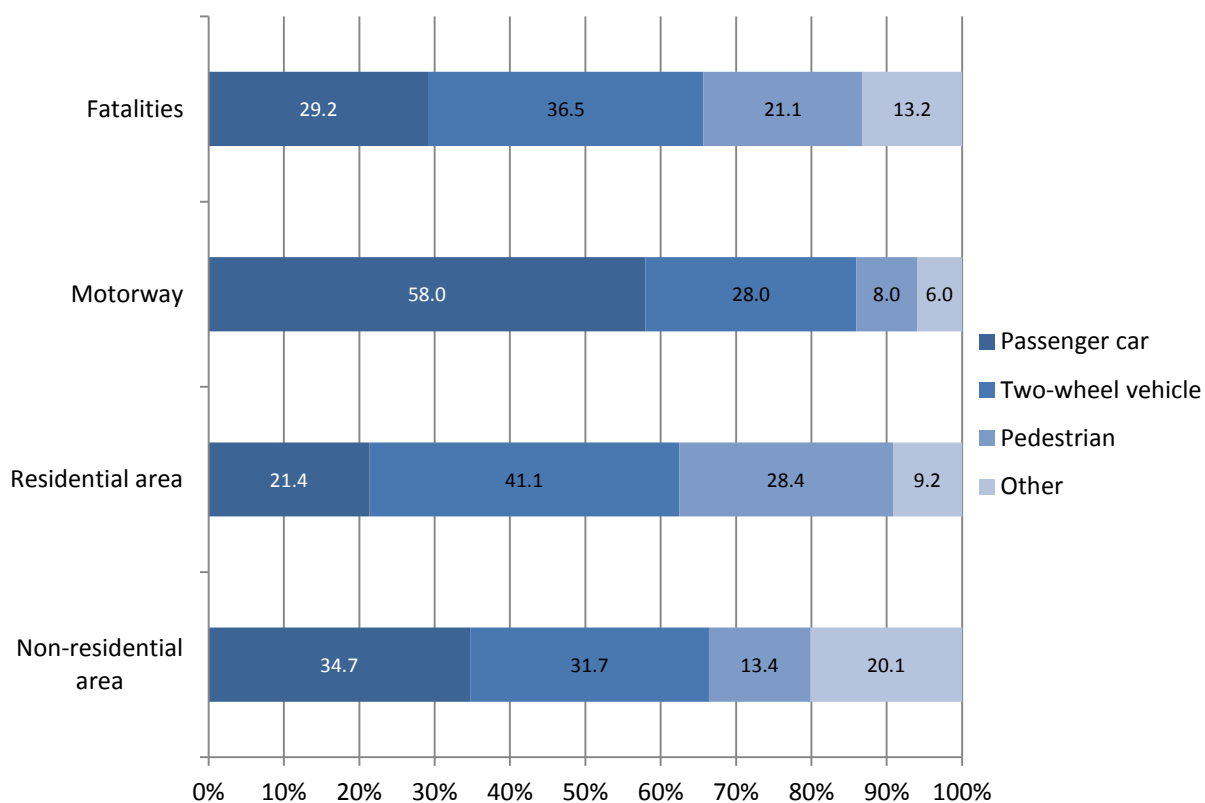
Out of the total number of 688 persons killed, 201, (29.2%) were on passenger cars, 251, (36.5%) on two-wheel vehicles (including mopeds) and 145, (21.1%) were pedestrian.

As regards the distribution of fatalities by type of area where the accident occurred, it is observed that in residential areas, 21.4% of persons killed were on passenger cars and 41.1% on two-wheel vehicles. The corresponding shares in non-residential areas are 34.7% and 31.7%, respectively. In motorways, 58.0% of persons killed were on passenger cars and 28.0% on two-wheel vehicles (Table 4, Graph 4).

Table 4: Road accident fatalities by mode of transport and type of area, 2019

Mode of transport	Number of fatalities	%	Motorway	%	Residential area	%	Non-residential area	%
Grand total	688	100.0	50	100.0	370	100.0	268	100.0
% of fatalities by type of area	100.0		7.3		53.8		39.0	
Passenger car	201	29.2	29	58.0	79	21.4	93	34.7
Two-wheel vehicle	251	36.5	14	28.0	152	41.1	85	31.7
Pedestrian	145	21.1	4	8.0	105	28.4	36	13.4
Other type of vehicle	91	13.2	3	6.0	34	9.2	54	20.1

Graph 4: Percentage distribution of road accident fatalities by mode of transport and type of area, 2019



I.2 Accidents

I.2.1 Road accidents and fatalities by NUTS 2 Region, month, day of the week and exact hour of the day

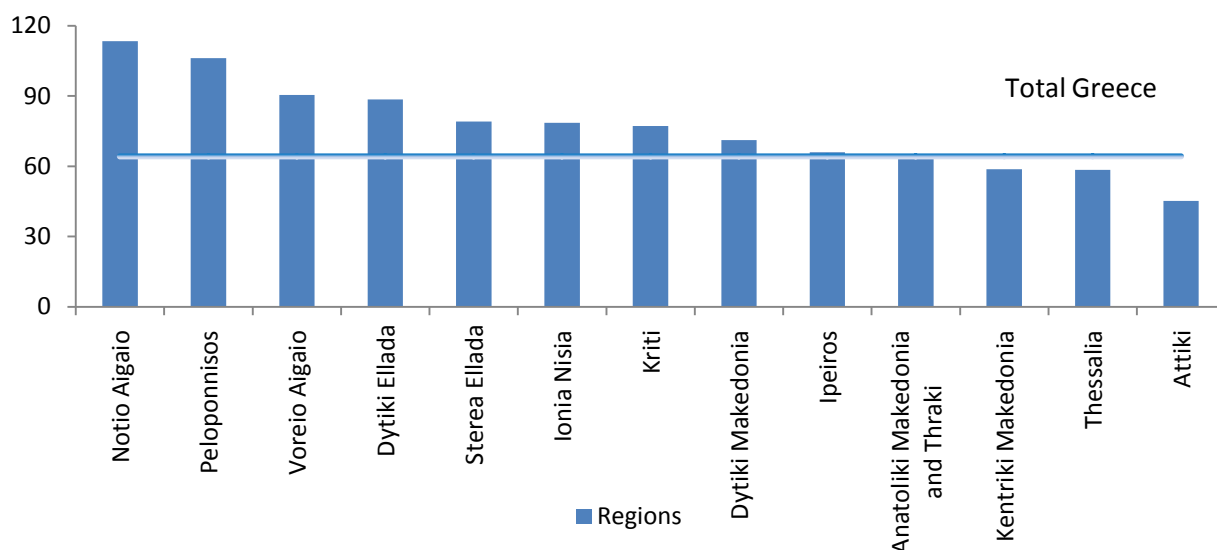
I.2.1.1. Road accidents and fatalities per 1,000,000 inhabitants by NUTS 2 Region

In 2019, road accidents per 1,000,000 inhabitants in Greece amounted to 998.8. The region of Attiki is on the top of the list with 1,518.3 accidents, followed by Notio Aigaio with 1,258.6 accidents and Voreio Aigaio with 1,004.1 accidents.

The indicator of the number of fatalities per 1,000,000 inhabitants in Greece amounted to 64.2. The region of Notio Aigaio is on the top of the list with 113.4, followed by Peloponnisos with 106.2 and Voreio Aigaio with 90.5 (Table 5, Graph 5).

NUTS 2 Regions	Accidents	%	Fatalities	%	Accidents per 1,000,000 inhabitants	Fatalities per 1,000,000 inhabitants
Greece total	10,712	100.0	688	100.0	998.8	64.2
Anatoliki Makedonia and Thraki	376	3.5	39	5.7	627.0	65.0
Kentriki Makedonia	1,854	17.3	110	16.0	989.4	58.7
Dytiki Makedonia	62	0.6	19	2.8	232.2	71.2
Ipeiros	103	1.0	22	3.2	308.7	65.9
Thessalia	229	2.1	42	6.1	318.7	58.4
Ionia Nisia	196	1.8	16	2.3	961.4	78.5
Dytiki Ellada	457	4.3	58	8.4	697.5	88.5
Stereia Ellada	456	4.3	44	6.4	820.2	79.1
Attiki	5,682	53.0	169	24.6	1,518.3	45.2
Peloponnisos	476	4.4	61	8.9	828.6	106.2
Voreio Aigaio	222	2.1	20	2.9	1,004.1	90.5
Notio Aigaio	433	4.0	39	5.7	1,258.6	113.4
Kriti	166	1.5	49	7.1	261.4	77.2

Graph 5: Number of fatalities per 1,000,000 inhabitants by NUTS 2 Region, 2019

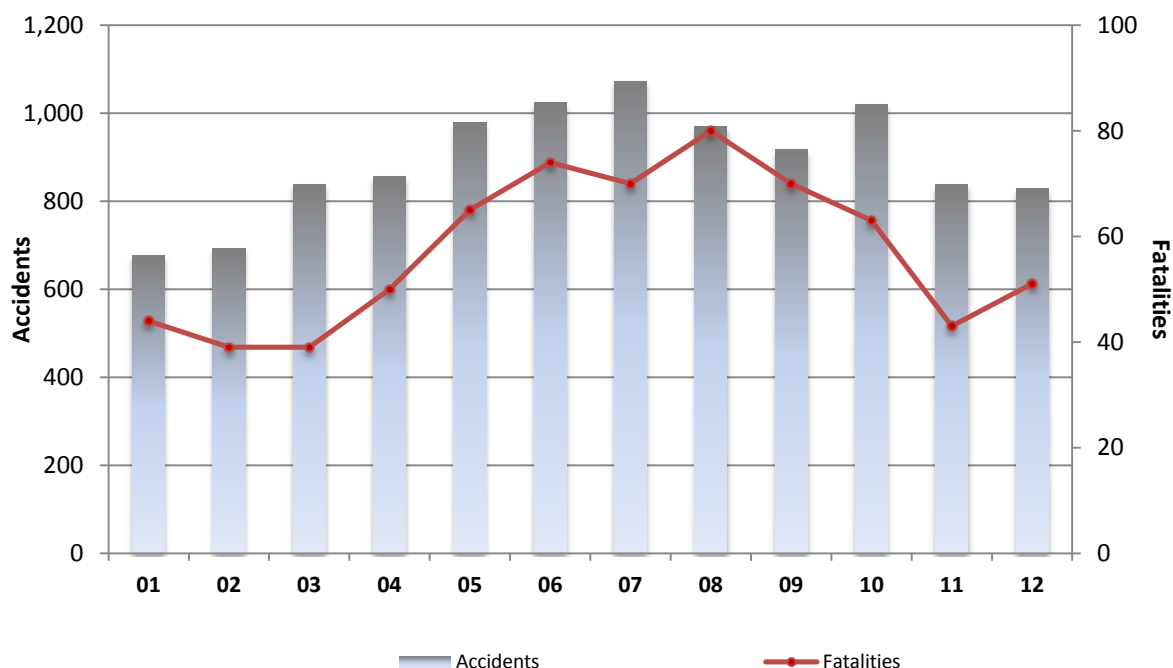


1.2.1.2 Percentage distribution of road accidents and fatalities by month

The biggest number of road accidents (1,073) was recorded in July, accounting for 10.0% of the total number of accidents in 2019 and the biggest number of fatalities (80 or 11.6%) was observed in August. The smallest number of road accidents (676) was recorded in January accounting for 6.3% of the total number of accidents and the smallest number of fatalities (39 or 5.7%) was recorded in February and March (Table 6, Graph 6).

Table 6: Road accidents and fatalities by month, 2019				
Month	Accidents	%	Fatalities	%
Total	10,712	100.0	688	100.0
January	676	6.3	44	6.4
February	693	6.5	39	5.7
March	839	7.8	39	5.7
April	856	8.0	50	7.3
May	978	9.1	65	9.4
June	1,024	9.6	74	10.8
July	1,073	10.0	70	10.2
August	969	9.0	80	11.6
September	917	8.6	70	10.2
October	1,020	9.5	63	9.2
November	838	7.8	43	6.3
December	829	7.7	51	7.4

Graph 6: Distribution of road accidents and fatalities by month, 2019

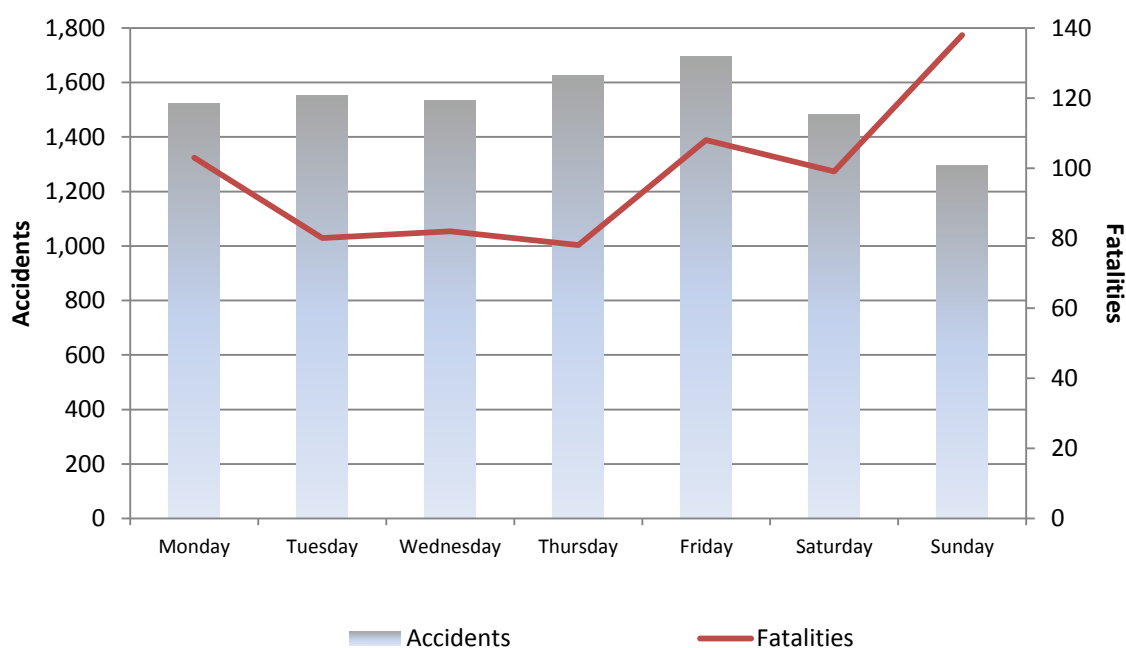


1.2.1.3 Distribution of road accidents and fatalities by day of the week

The biggest share of road accidents in 2019 took place on Fridays (15.8%) followed by Thursdays (15.2%), while the smallest share on Sundays (12.1%). However, as regards fatalities, Sunday account for the biggest share of fatalities (20.1%) (Table 7, Graph 7).

Table 7: Road accidents and fatalities by day of the week, 2019				
Day of the week	Accidents	%	Fatalities	%
Total	10,712	100.0	688	100.0
Monday	1,524	14.2	103	15.0
Tuesday	1,553	14.5	80	11.6
Wednesday	1,535	14.3	82	11.9
Thursday	1,626	15.2	78	11.3
Friday	1,696	15.8	108	15.7
Saturday	1,482	13.8	99	14.4
Sunday	1,296	12.1	138	20.1

Graph 7: Number of road accidents and fatalities by day of the week, 2019



1.2.1.4 Distribution of road accidents and fatalities by hour of the day and day of the week (Monday – Friday and Saturday – Sunday)

The biggest share of road accidents (49.7%) took place from 11:00 to 18:00 hours, while the smallest share (5.3%) took place from 02:00 to 05:00 hours (Table 8, Graph 8).

The biggest share of fatalities was recorded at 12:00 (53 persons killed, 7.7%) and at 11:00 hours (40 persons killed, 5.8%), while the smallest share was observed during after-midnight hours, namely from 00:00 to 04:00 hours, ranging from 1.6% to 2.6% with the exception at 02:00 hours when the share of fatalities was 4.7% (Table 8).

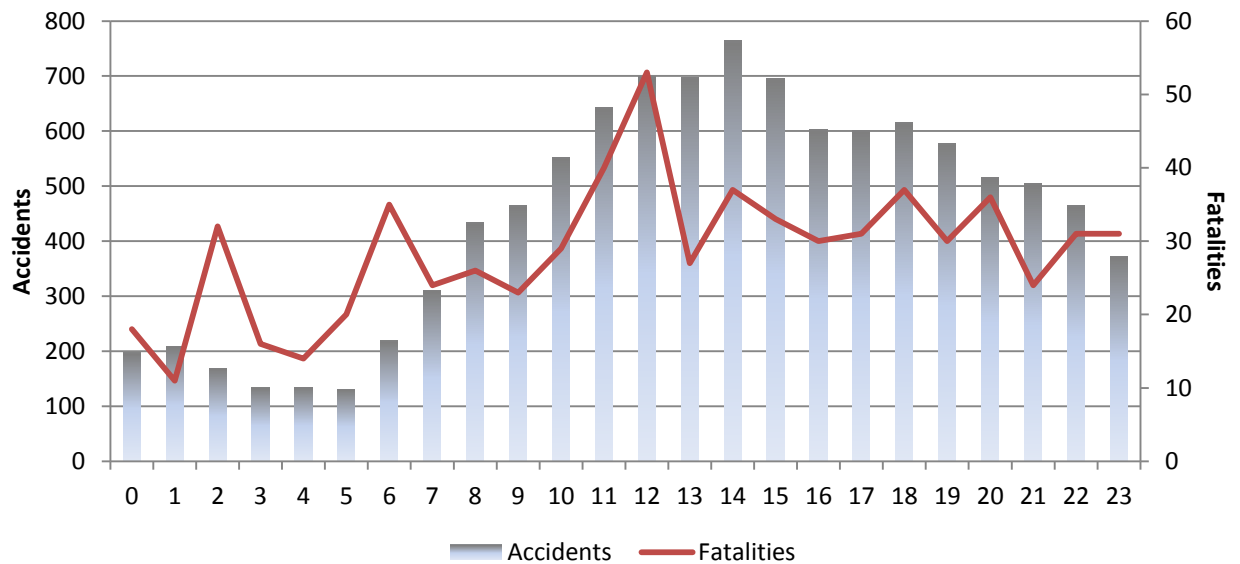
As regards the distribution of accidents by day of the week, it is observed that 74.1% of the accidents occurred from Monday – Friday and the rest 25.9% during the weekend. The corresponding figures for fatalities are 65.6% for Monday – Friday and 34.4% for the weekend (Table 8).

Graphs 8a and 8b depict road accidents and fatalities by hour and day.

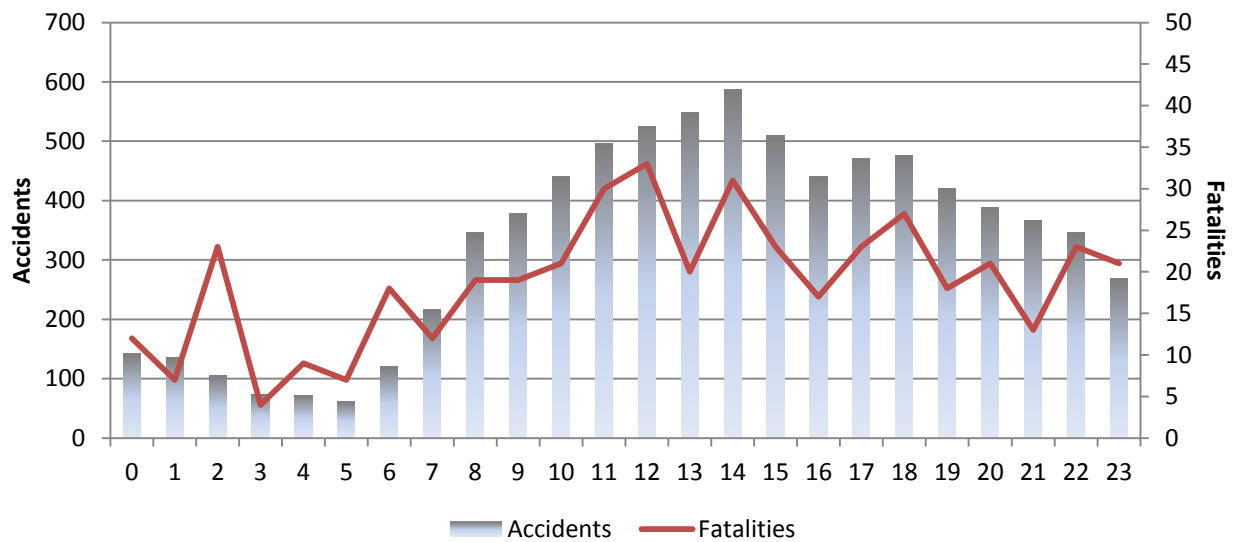
Table 8: Road accidents and fatalities by hour of the day and day of the week, 2019

Hour of accident (rounded to the nearest hour)	Road accidents				Fatalities			
	Total accidents	%	Monday - Friday	Saturday - Sunday	Total fatalities	%	Monday - Friday	Saturday - Sunday
Total	10,712	100.0	7,934	2,778	688	100.0	451	237
% of accidents and fatalities by day of the week			74.1	25.9			65.6	34.4
0	197	1.8	142	55	18	2.6	12	6
1	209	2.0	135	74	11	1.6	7	4
2	169	1.6	105	64	32	4.7	23	9
3	134	1.3	74	60	16	2.3	4	12
4	135	1.3	72	63	14	2.0	9	5
5	131	1.2	61	70	20	2.9	7	13
6	219	2.0	120	99	35	5.1	18	17
7	311	2.9	216	95	24	3.5	12	12
8	434	4.1	347	87	26	3.8	19	7
9	464	4.3	378	86	23	3.3	19	4
10	553	5.2	440	113	29	4.2	21	8
11	643	6.0	496	147	40	5.8	30	10
12	699	6.5	525	174	53	7.7	33	20
13	698	6.5	549	149	27	3.9	20	7
14	764	7.1	587	177	37	5.4	31	6
15	696	6.5	509	187	33	4.8	23	10
16	603	5.6	441	162	30	4.4	17	13
17	602	5.6	471	131	31	4.5	23	8
18	616	5.8	476	140	37	5.4	27	10
19	578	5.4	420	158	30	4.4	18	12
20	515	4.8	389	126	36	5.2	21	15
21	505	4.7	366	139	24	3.5	13	11
22	464	4.3	346	118	31	4.5	23	8
23	373	3.5	269	104	31	4.5	21	10

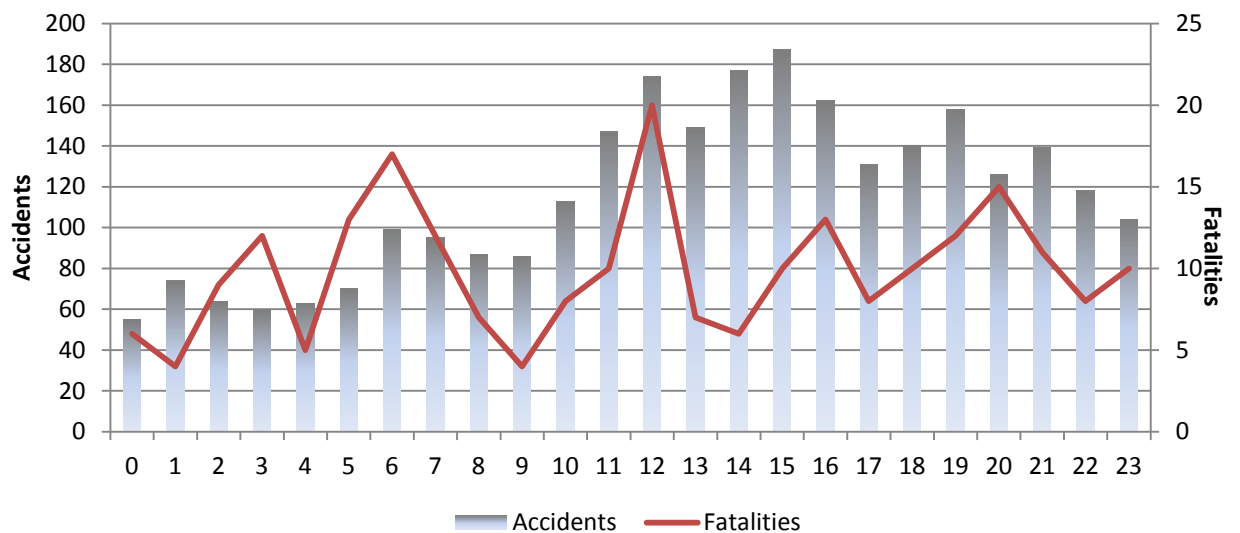
Graph 8: Number of accidents and fatalities by hour of the day, 2019



Graph 8a: Number of accidents and fatalities by hour of the day, Monday-Friday, 2019



Graph 8b: Number of accidents and fatalities by hour of the day, Saturday and Sunday, 2019



I. 2.2 Weather conditions, type of first collision and maneuver of the 1st vehicle which is likely to contribute to the accident

I.2.2.1 Weather conditions

Most of the road accidents took place during clear sky 9,758 out of 10,712 (91.1%), resulting to 622 persons killed (90.4%). As regards the other weather conditions, 349 accidents occurred during drizzle and 284 during rain (3.3% and 2.7% respectively), resulting to 26 and 21 persons killed respectively (3.8% and 3.1%) (Table 9).

Table 9: Road accidents and fatalities by type of weather conditions, 2019				
Weather conditions	Road accidents	%	Fatalities	%
Total	10,712	100.0	688	100.0
Clear sky	9,758	91.1	622	90.4
Strong wind	36	0.3	2	0.3
Frost	89	0.8	4	0.6
Fog / Mist	15	0.1	1	0.1
Drizzle	349	3.3	26	3.8
Rain	284	2.7	21	3.1
Tempest (Rain with strong wind)	11	0.1	1	0.1
Storm	10	0.1	2	0.3
Hail	1	0.0	0	0.0
Snow	6	0.1	0	0.0
Smoke	0	0.0	0	0.0
Dust	2	0.0	0	0.0
Other	151	1.4	9	1.3

1.2.2.2 Type of the first collision

“Collision between moving vehicles” (61.7%) and more specifically “head-on side collision” is the main type of collision for road accidents accounting for 40.3% of the total. Second category on the list is “entrainment of pedestrian/animal” with 17.7%, followed by “diversion/overtaking of vehicle” with 13.3% (Table 10).

As regards fatalities, “collision between moving vehicles” accounts for 35.0% (241 persons killed) and more specifically “head-on side collision” was the main type of collision with 16.9% (116 persons killed). The second most important category of collision was “diversion/overtaking of vehicle” with 29.4% (202 persons killed), followed by “entrainment of pedestrian” with 21.7% (149 persons killed) (Table 10).

Table 10: Road accidents and fatalities by category and type of the first collision, 2019					
Category's description and type of accident first impact		Road accidents	%	Fatalities	%
Total		10,712	100.0	688	100.0
Collision between moving vehicles (Total)		6,610	61.7	241	35.0
Collision between moving vehicles	Head-on collision	426	4.0	52	7.6
	Head-on side collision	4,313	40.3	116	16.9
	Side collision	936	8.7	14	2.0
	Rear end collision	930	8.7	57	8.3
	Collision with train	5	0.0	2	0.3
Vehicle collision with (Total)		617	5.8	83	12.1
Vehicle collision with	Parked vehicle	137	1.3	7	1.0
	Vehicle parking	37	0.3	3	0.4
	Vehicle stopping (at traffic lights, STOP sign etc)	48	0.4	1	0.1
	Post or tree	169	1.6	35	5.1
	Building or other stable obstacle	226	2.1	37	5.4
Entrainment (Total)		1,893	17.7	149	21.7
Entrainment	Pedestrian	1,871	17.5	149	21.7
	Animal	22	0.2	0	0.0
Diversion / Overtaking (Total)		1,430	13.3	202	29.4
Diversion / Overtaking	Diversion in the opposite traffic lane	67	0.6	16	2.3
	Diversion to the right	586	5.5	88	12.8
	Diversion to the left	342	3.2	51	7.4
	Overtaking on carriageway	316	2.9	26	3.8
	Overtaking outside carriageway	119	1.1	21	3.1
	Fire	0	0.0	0	0.0
Other		162	1.5	13	1.9

1.2.2.3 Maneuver of the 1st vehicle which was likely to contribute to the accident

As regards the maneuvers of the vehicle which were likely to contribute to the accident, it is observed that “normal course” is reported as the main maneuver with 19.1%, followed by “other maneuvers” with 17.8% and “not stopping before a STOP sign” with 14.7% (Table 11).

In terms of persons killed, “normal course” with 21.8% (150 persons killed) is reported as the main maneuver of the first vehicle which was likely to contribute to the accident, followed by “entering into the opposite traffic lane” with 15.0% (103 persons killed) and “exceeding speed limit” with 14.5% (100 persons killed) (Table 11).

Table 11: Road accidents and fatalities by maneuver of the 1 st vehicle which was likely to contribute to the accident, 2019				
Maneuver of the 1 st vehicle which was likely to contribute to the accident	Road accidents	%	Fatalities	%
Total	10,712	100.0	688	100.0
Normal course	2,041	19.1	150	21.8
Entering into traffic	317	3.0	16	2.3
Entering into traffic from junction with left turn	130	1.2	4	0.6
Entering into the opposite traffic lane from junction, with right turn	19	0.2	0	0.0
Entering into the opposite traffic lane	693	6.5	103	15.0
Exiting from traffic	389	3.6	78	11.3
Overtaking from the left	173	1.6	8	1.2
Overtaking from the right	52	0.5	1	0.1
Violation of right priority of other vehicles	221	2.1	5	0.7
Pedestrian priority violation in crossing	56	0.5	2	0.3
Turning left	662	6.2	15	2.2
Turning right	245	2.3	22	3.2
U-Turn	184	1.7	5	0.7
Starting	62	0.6	1	0.1
Parking maneuver	70	0.7	1	0.1
Reversing	139	1.3	12	1.7
Stopping	44	0.4	1	0.1
Slowing down	79	0.7	9	1.3
Sudden braking	247	2.3	13	1.9
Changing lane	307	2.9	9	1.3
Exceeding speed limit	555	5.2	100	14.5
Stopping before traffic lights	44	0.4	1	0.1
Not stopping before traffic lights	431	4.0	13	1.9
Not stopping before STOP sign	1,576	14.7	31	4.5
Not stopping before giveaway sign	17	0.2	0	0.0
Not stopping before policeman sign	13	0.1	1	0.1
Not informing for turn, changing course etc.	36	0.3	3	0.4
Other maneuver	1,910	17.8	84	12.2

II. Evolution for the 10-year period, 2010-2019

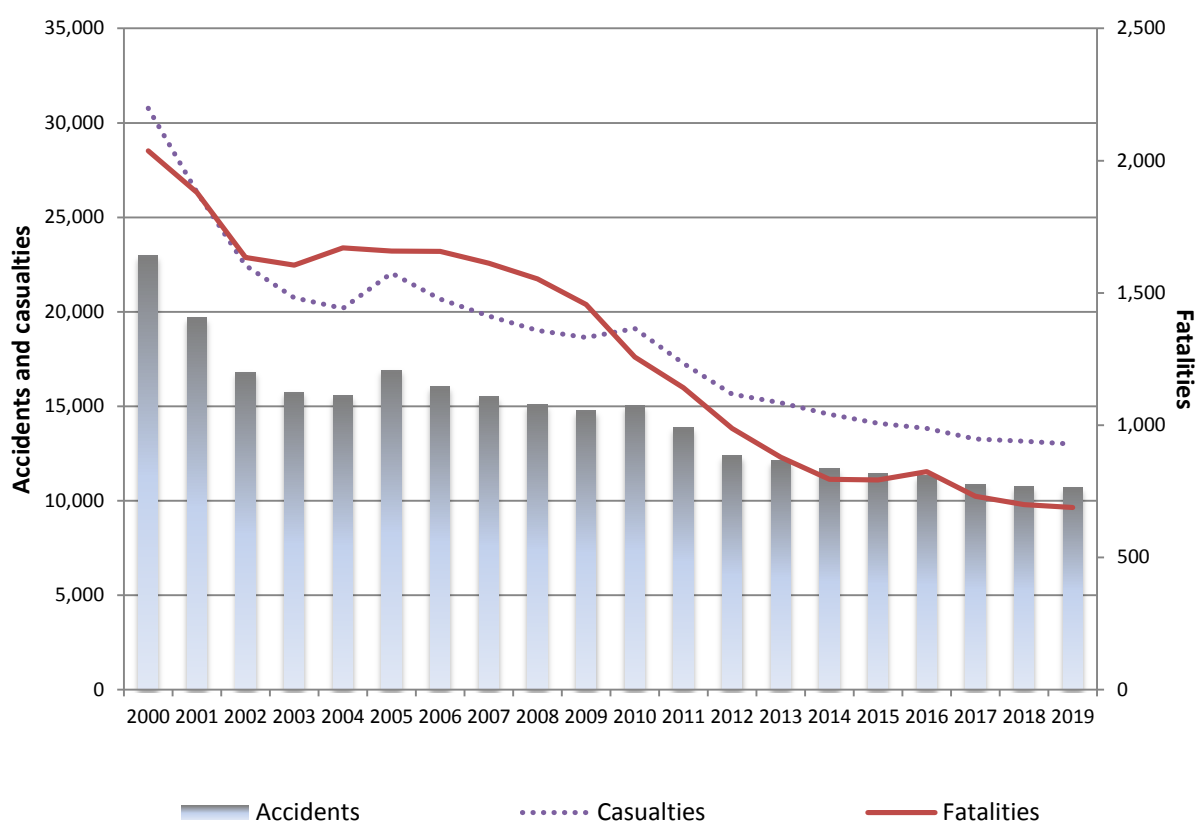
When comparing the data on road accidents and fatalities for 2019 with the corresponding data for 2010, a 28.7% decrease is observed in road accidents, a 45.3% decrease in the number of deaths, a 61.8% decrease in serious injuries and a 29.0% decrease in slight injuries. An even more significant decrease is observed when comparing the data of 2019 with those of 2000, namely, road accidents decreased by 53.4%, deaths by 66.2%, serious injuries by 84.5% and slight injuries by 53.5% (Table 12).

More specifically, the years 2011 and 2012 saw the most important annual decrease in the number of accidents, amounting to 7.9% and 10.5%, respectively. As regards fatalities, a steady decrease has been observed in the last decade with a relative deceleration in the years 2015, 2016 and 2019 (Table 12, Graph 9).

Table 12: Road accidents and casualties, 2000 and 2010-2019

Years	2000	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	% Change	
												2019/ 2010	2019/ 2000
Accidents	23,001	15,032	13,849	12,398	12,109	11,690	11,440	11,318	10,848	10,737	10,712	-28.7	-53.4
Annual change			-7.9	-10.5	-2.3	-3.5	-2.1	-1.1	-4.2	-1.0	-0.2		
Fatal accidents	1,803	1,142	1,051	908	814	739	741	772	679	645	656	-42.6	-63.6
Annual change			-8.0	-13.6	-10.4	-9.2	0.3	4.2	-12.0	-5.0	1.7		
Fatalities	2,037	1,258	1,141	988	879	795	793	824	731	700	688	-45.3	-66.2
Annual change			-9.3	-13.4	-11.0	-9.6	-0.3	3.9	-11.3	-4.2	-1.7		
Casualties	30,763	19,108	17,259	15,640	15,175	14,564	14,096	13,825	13,271	13,149	13,002	-32.0	-57.7
Annual change			-9.7	-9.4	-3.0	-4.0	-3.2	-1.9	-4.0	-0.9	-1.1		
Serious injuries	4,200	1,709	1,626	1,399	1,212	1,016	999	879	706	727	652	-61.8	-84.5
Annual change			-4.9	-14.0	-13.4	-16.2	-1.7	-12.0	-19.7	3.0	-10.3		
Slight injuries	26,563	17,399	15,633	14,241	13,963	13,548	13,097	12,946	12,565	12,422	12,350	-29.0	-53.5
Annual change			-10.2	-8.9	-2.0	-3.0	-3.3	-1.2	-2.9	-1.1	-0.6		

Graph 9: Number of road accidents and casualties, 2000-2019



Geographical distribution of road accidents and demographic characteristics of persons killed in road accidents, 2010 – 2019

II.1 Number of road accident fatalities per 1,000,000 inhabitants by NUTS 2 Region, 2000, 2010 and 2019

On the basis of the data for the years 2000, 2010 and 2019 on the distribution of road accidents fatalities by NUTS 2 Region, it is observed that Attiki is on the top of the list, followed by Kentriki Makedonia, these two regions having the two biggest urban centres of Greece. The third position is held by Peloponnisos (2010, 2019) (Table 13).

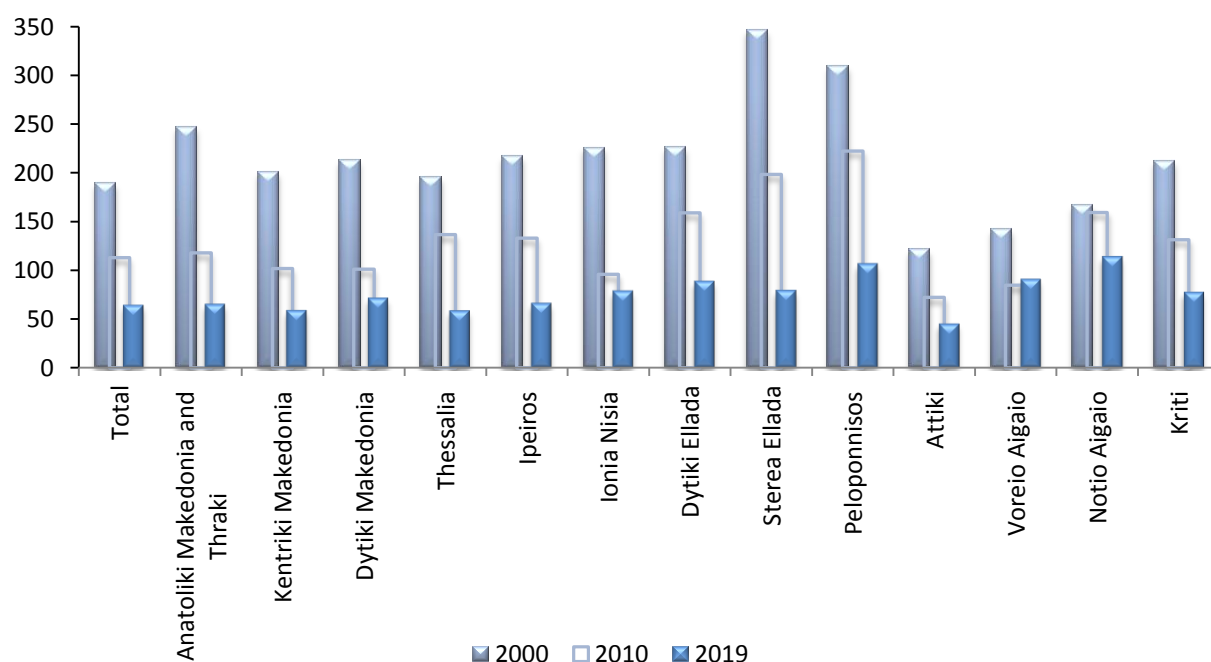
The order of regions in the above-mentioned list is significantly modified when taking into account the indicator of fatalities per 1,000,000 inhabitants. It is observed that Sterea Ellada and Peloponnisos were steadily among the first three regions on the list in 2000 and 2010. In 2019, Notio Aigaio region was on top of the list, while in 2000 and 2010 held the eleventh and third place, respectively. Attiki, in 2000, 2010 and 2019 was at the bottom of the list (Table 13, Graph 10).

It should be noticed that when considering the aforementioned information and in order to interpret the data in a sound manner, we should also take into account any changes in the population of the regions, the effect of tourism during the summer period, the construction (or not) of motorways, any improving actions in the road network, as well as other factors.

Table 13: Fatalities and number of fatalities per 1,000,000 inhabitants by NUTS 2 Region, 2000, 2010 and 2019

Regions	Fatalities						Fatalities per 1,000,000 inhabitants		
	2000	%	2010	%	2019	%	2000	2010	2019
Total	2,037	100.0	1,258	100.0	688	100.0	189.0	113.1	64.2
Anatoliki Makedonia, Thraki	144	7.1	72	5.7	39	5.7	247.1	118.0	65.0
Kentriki Makedonia	367	18.0	196	15.6	110	16.0	200.7	102.0	58.7
Dytiki Makedonia	61	3.0	29	2.3	19	2.8	212.4	101.2	71.2
Thessalia	144	7.1	102	8.1	42	6.1	194.7	136.6	58.4
Ipeiros	73	3.6	46	3.7	22	3.2	216.3	133.0	65.9
Ionia Nisia	46	2.3	20	1.6	16	2.3	225.9	95.8	78.5
Dytiki Ellas	160	7.9	110	8.7	58	8.4	226.2	158.9	88.5
Stereia Ellas	192	9.4	111	8.8	44	6.4	346.6	198.3	79.1
Peloponnisos	181	8.9	131	10.4	61	8.9	309.1	222.6	106.2
Attiki	468	23.0	289	23.0	169	24.6	120.9	72.2	45.2
Voreio Aigaio	28	1.4	17	1.4	20	2.9	142.2	84.9	90.5
Notio Aigaio	51	2.5	53	4.2	39	5.7	166.7	159.3	113.4
Kriti	122	6.0	82	6.5	49	7.1	212.0	131.6	77.2

Graph 10: Number of road accident fatalities per 1,000,000 inhabitants by NUTS 2 Region, 2000, 2010, 2019



II.2 Road accidents fatalities by gender, category of person fatally injured and type of area, 2010-2019

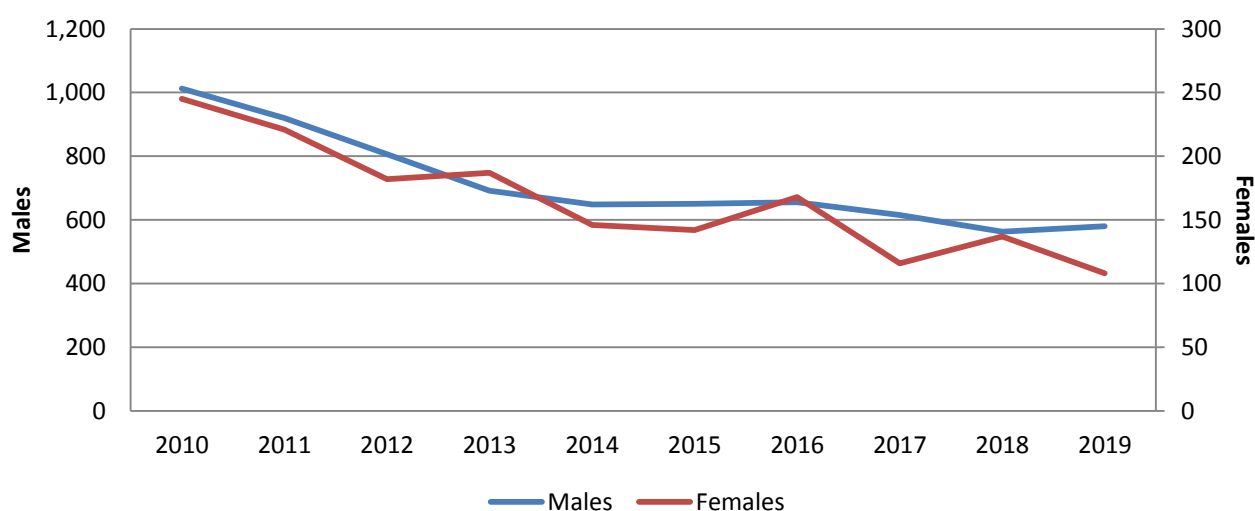
As regards the breakdown of fatalities by gender during the ten-year period 2010-2019, a decrease is observed for males as well as for females (42.7% and 55.9% respectively) (Table 14, Graph 11).

As regards the breakdown of data by category of persons killed, during the ten-year period, 2010-2019, the biggest decrease is recorded for passengers (69.7%), followed by drivers (43.9%) (Table 14).

As regards the type of area where the accident took place, the biggest decrease in the number of fatalities was recorded in the outside urban areas (52.2%) (Table 14).

Table 14: Road accident fatalities by gender, category of the person fatally injured and type of area, 2010-2019												
Gender	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	% Change	
											2019/ 2018	2019/ 2010
Total	1,258	1,141	988	879	795	793	824	731	700	688	-1.7	-45.3
Males	1,013	920	806	692	649	651	656	615	563	580	3.0	-42.7
Females	245	221	182	187	146	142	168	116	137	108	-21.2	-55.9
Category of person fatally injured												
Drivers	838	713	651	582	540	545	548	507	450	470	4.4	-43.9
Passengers	241	205	167	146	130	120	127	106	104	73	-29.8	-69.7
Pedestrians	179	223	170	151	125	128	149	118	146	145	-0.7	-19.0
Type of area												
Inside urban area	593	559	499	464	401	388	427	340	367	370	0.8	-37.6
Outside urban area (motorway included)	665	582	489	415	394	405	397	391	333	318	-4.5	-52.2

Graph 11: Number of fatalities in road accidents by gender, 2010-2019

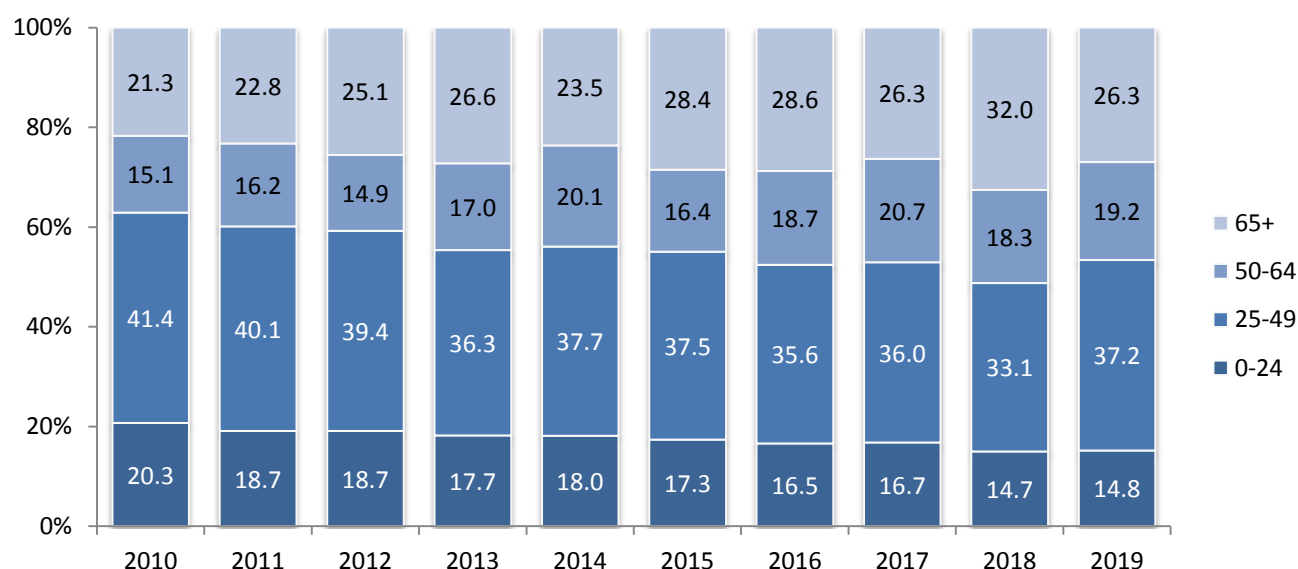


II.3 Road accidents fatalities by age group, 2010-2019

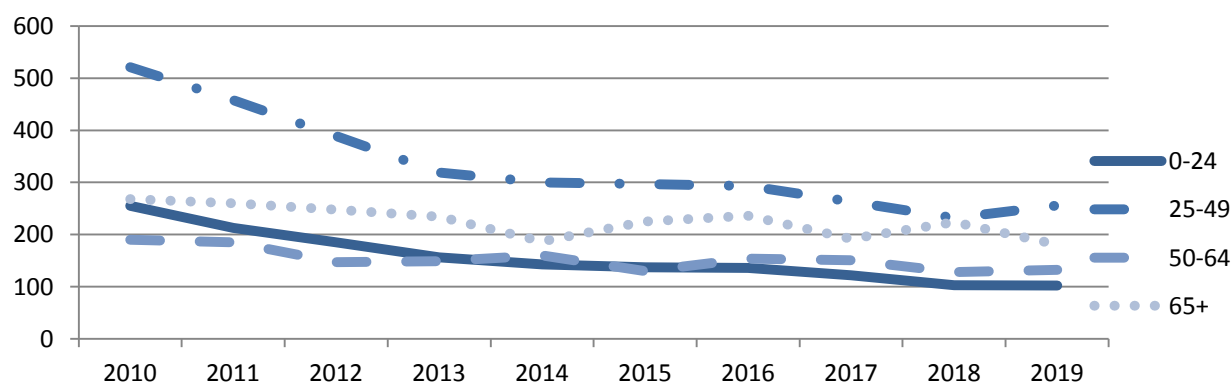
During the 10-year period 2010-2019 the number of road accidents fatalities recorded a significant decrease for younger age groups up to 49 years old (0-24 years 60.0% and 25-49 years 50.9%) and a smaller decrease for age groups over 50 years old (50-64 years 30.5% and 65 years and over 32.5%) (Table 15, Graphs 12 and 12a).

Age group	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	% Change	
											2019/2018	2019/2010
Total	1,258	1,141	988	879	795	793	824	731	700	688	-1.7	-45.3
0-24	255	213	185	156	143	137	136	122	103	102	-1.0	-60.0
25-49	521	458	389	319	300	297	293	263	232	256	10.3	-50.9
50-64	190	185	147	149	160	130	154	151	128	132	3.1	-30.5
65+	268	260	248	234	187	225	236	192	224	181	-19.2	-32.5
Not specified	24	25	19	21	5	4	5	3	13	17		

Graph 12: Percentage distribution of road accident fatalities by age group, 2010-2019



Graph 12a: Number of road accident fatalities by age group, 2010-2019



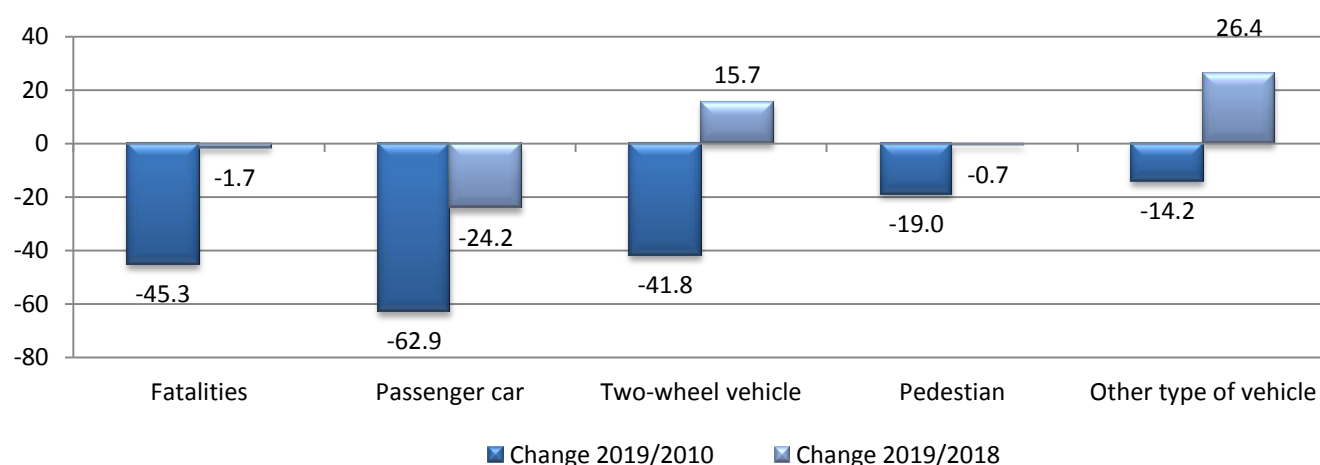
II.4 Road accidents fatalities by mode of transport, 2010-2019

The 45.3% decrease, recorded in the number of road traffic accidents fatalities during the period 2010-2019, is observed for all modes of transport. The biggest decrease is observed for passenger cars (62.9%) and the smallest decrease for pedestrians (19.0%) (Table 16, Graphs 13 and 13a).

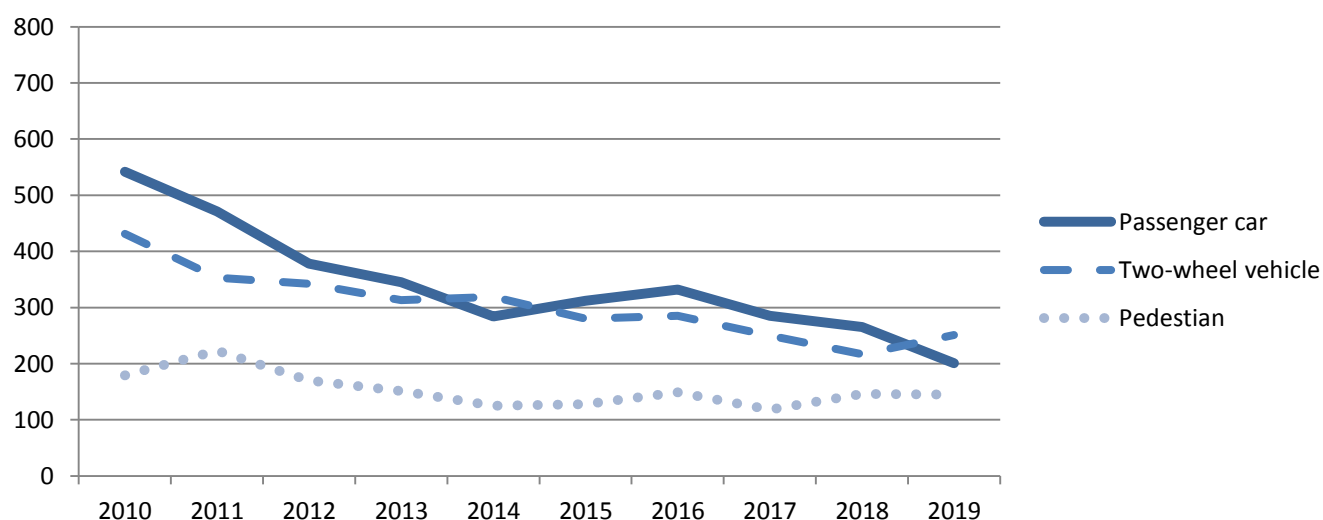
Table 16: Road accident fatalities by mode of transport, 2010-2019

Mode of transport	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	% Change	
											2019/2018	2019/2010
Total	1,258	1,141	988	879	795	793	824	731	700	688	-1.7	-45.3
Passenger car	542	471	378	345	284	312	332	285	265	201	-24.2	-62.9
Two-wheel vehicle	431	353	342	313	319	280	285	250	217	251	15.7	-41.8
Pedestrian	179	223	170	151	125	128	149	118	146	145	-0.7	-19.0
Other type of vehicle	106	94	98	70	67	73	58	78	72	91	26.4	-14.2

Graph 13: Change (%) in the number of road accident fatalities by mode of transport, 2010, 2018, 2019



Graph 13a: Number of road accident fatalities by mode of transport, 2010-2019

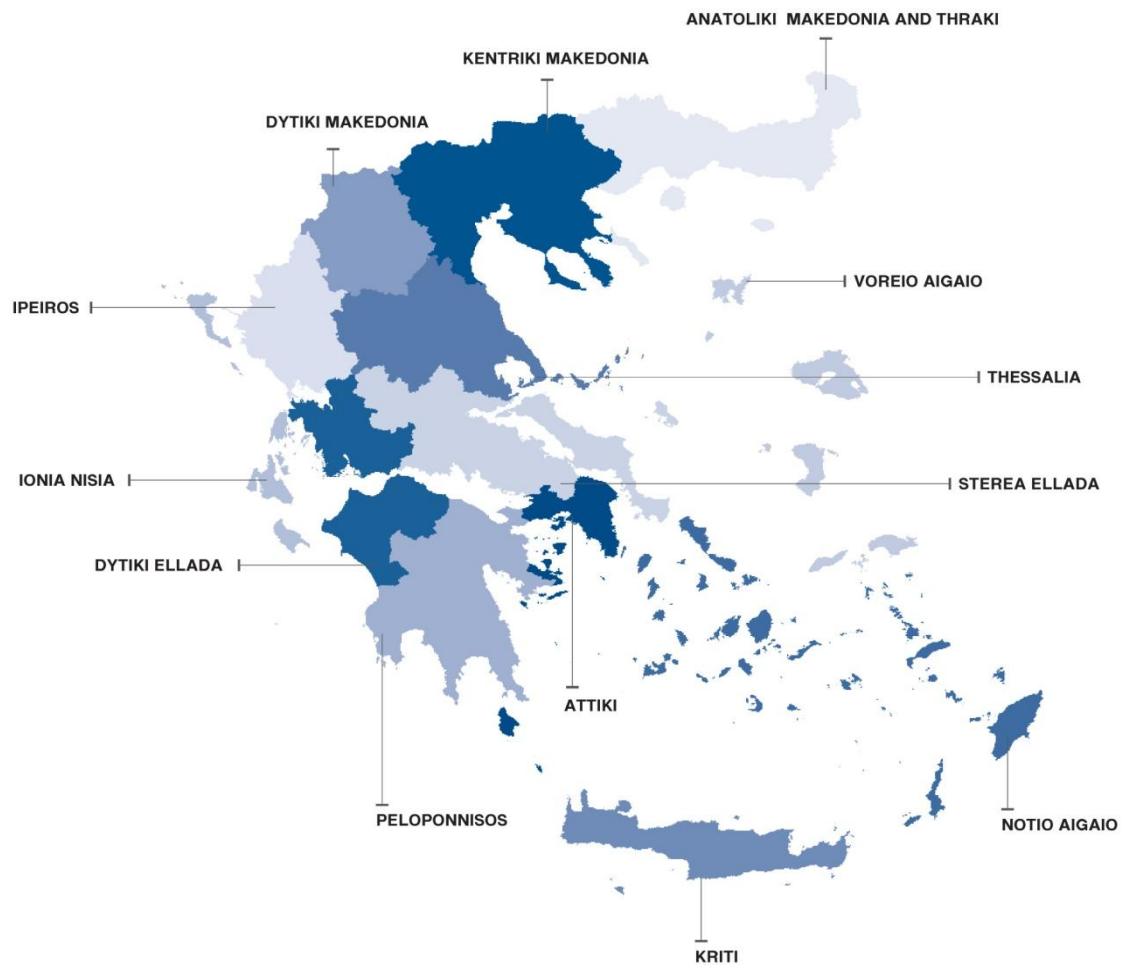


EXPLANATORY NOTES

Survey on Road Accidents The survey on road accidents is conducted on a monthly basis and it records, by Regional Unit of Greece and for each month separately, the number of accidents resulting in death or injury, as well as the number of persons injured by categories (drivers, passengers, pedestrians).

On a yearly basis, road accidents are further analyzed. The competent agencies for filling in/collecting the forms on road accidents are the local Police Authorities and the local Port Authorities of Greece.

The lower level of analysis for the place where an injury road accident occurred is the settlement. Data are collected on a monthly basis. The main variables are the following: place of accident, kind of road, casualties, conditions of road surface and type of road.



Legal framework The Survey on Road Traffic Accidents is governed by Council Decision 93/704 of the European Community.

Reference period One calendar month.

Availability of data a. Provisional data are available 2 months after the reference month.
b. Final data are announced 10 months after the end of the reference year.

Definitions **Road accident** (injury accident): Any accident involving at least one road motor vehicle in motion on a public road or square to which the public has access (excluding yards, industrial sites or vehicle depot of public transport enterprises), resulting in at least one injured or killed person. Accidents with only material damages are not included.

Fatality (Death): Any person killed immediately or dying within 30 days as a result of an injury accident (This national definition applies since 01.01.1996)

Person injured: Any person who sustained an injury as result of an injury accident, and who normally needs medical treatment.

Serious injury: Any person who sustained an injury as result of an injury accident, such as brain damages, mutilation, multiple injuries, which may result in lack of awareness or which are life-threatening.

Slight injury: Any person injured who sustained minor and not life-threatening injuries.

Vehicle: Include motor vehicles, trolleybuses, motorcycles, bicycles, motorbikes, agricultural and road making machines, animal and hand-drawn vehicles. Railway vehicles are excluded, unless the road accident involves at least one of the aforementioned types of vehicles and therefore, railway vehicles are considered vehicles.

Methodology The questionnaires of the survey are filled in by the local Police Authorities and the local Port Authorities.

References More information about Road Traffic Accidents is available on ELSTAT's website and more specifically at the link: <https://www.statistics.gr/en/statistics/-/publication/SDT03/-> .