HELLENIC REPUBLIC
HELLENIC STATISTICAL AUTHORITY

Piraeus, 28 March 2023

ROAD ACCIDENTS: Year 2021

The Hellenic Statistical Authority (ELSTAT) announces the results on injury-causing Road Accidents for the year 2021, as well as data on their evolution for the ten-year period 2012-2021.

I. Annual data, 2021

In 2021, in Greece a total of 10,454 road accidents resulting to death or injury occurred, recording an increase of 15.1% in comparison with 2020, when the corresponding number of road accidents amounted to 9,083 (Table 1).

The total number of road accidents casualties in 2021 recorded an increase of 13.8% in comparison with 2020 (12,980 casualties in 2021 against 11,402 in 2020) (Table 1).

More specifically, the casualties of the injury-causing accidents that occurred in 2021 were as follows: 624 deaths, 610 serious injuries and 11,746 slight injuries in comparison with 584 deaths, 518 serious injuries and 10,300 slight injuries in 2020, thus recording an increase of 6.8%, 17.8% and 14.0% respectively (Table 1, Graph 1).

Table 1: Number of road traffic accidents and casualties, 2020 and 2021

	2020	2021	Annual change 2021/2020 (%)
Accidents	**9,083**	**10,454**	**15.1**
Thereof fatal	552	584	5.8
% of fatal accidents	6.1	5.6	
Total of casualties	**11,402**	**12,980**	**13.8**
Fatalities	584	624	6.8
Total of injuries	10,818	12,356	14.2
Serious injuries	518	610	17.8
Slight injuries	10,300	11,746	14.0

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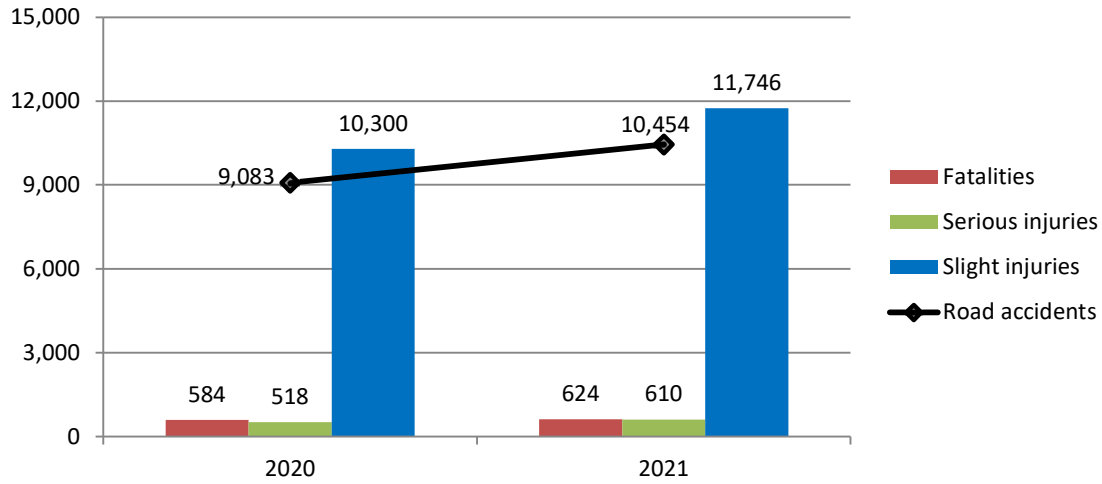
Graph 1: Number of road accidents and casualties, 2020 and 2021



I.1 Road accidents fatalities

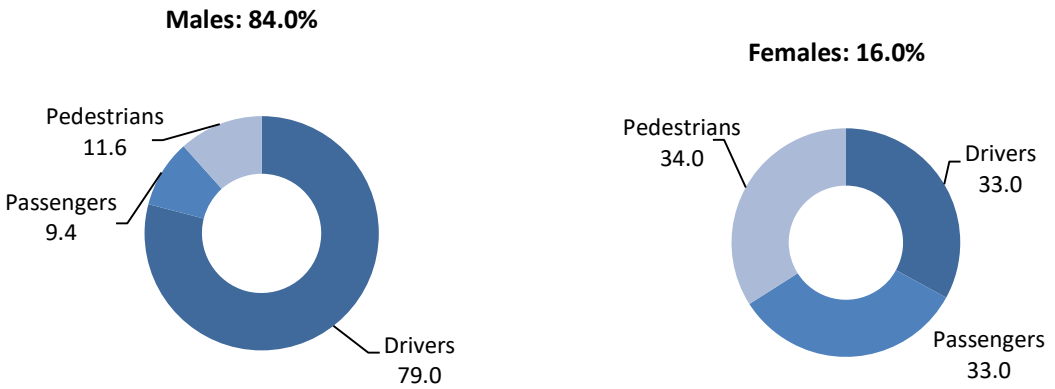
I.1.1 Road accidents fatalities by gender and category of persons fatally injured

Out of the total number of 624 fatalities, drivers account for 71.6%, passengers for 13.1% and pedestrians for 15.2%. As regards the breakdown of data by gender, 84.0% of the fatally injured people were males and 16.0% were females (Table 2, Graph 2).

Table 2: Road accidents fatalities by gender and category of person fatally injured, 2021

Category of person fatally injured	Total of fatalities	%	Males	%	Females	%
Total	**624**	**100.0**	**524**	**100.0**	**100**	**100.0**
% of fatalities by gender	**100.0**		**84.0**		**16.0**	
Drivers	447	71.6	414	79.0	33	33.0
Passengers	82	13.1	49	9.4	33	33.0
Pedestrians	95	15.2	61	11.6	34	34.0

Graph 2: Percentage distribution of road accidents fatalities by gender and category of person fatally injured, 2021



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 16.8%, 25-49 years 36.7%, 50-64 years 19.6% and 65 years and over 24.5% (Table 3, Graph 3).

On the basis of the percentage distribution of fatalities by age group and category of the person fatally injured, the biggest share as regards drivers is recorded for the age group 25-49 years while for passengers the biggest share is recorded for the age group 0-24 years, (42.7% and 39.0% respectively). Regarding pedestrians the biggest share 44.2% 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, 2021

Age group	Fatalities	%	Category of person fatally injured					
			Drivers	%	Passengers	%	Pedestrians	%
Total	**624**	**100.0**	**447**	**100.0**	**82**	**100.0**	**95**	**100.0**
% of fatalities by category of person fatally injured	**100.0**		**71.6**		**13.1**		**15.2**	
0-24	105	16.8	68	15.2	32	39.0	5	5.3
25-49	229	36.7	191	42.7	23	28.0	15	15.8
50-64	122	19.6	90	20.1	4	4.9	28	29.5
65+	153	24.5	91	20.4	20	24.4	42	44.2
Not specified	15	2.4	7	1.6	3	3.7	5	5.3

Graph 3: Percentage distribution of road accident fatalities by age group and category of person fatally injured, 2021

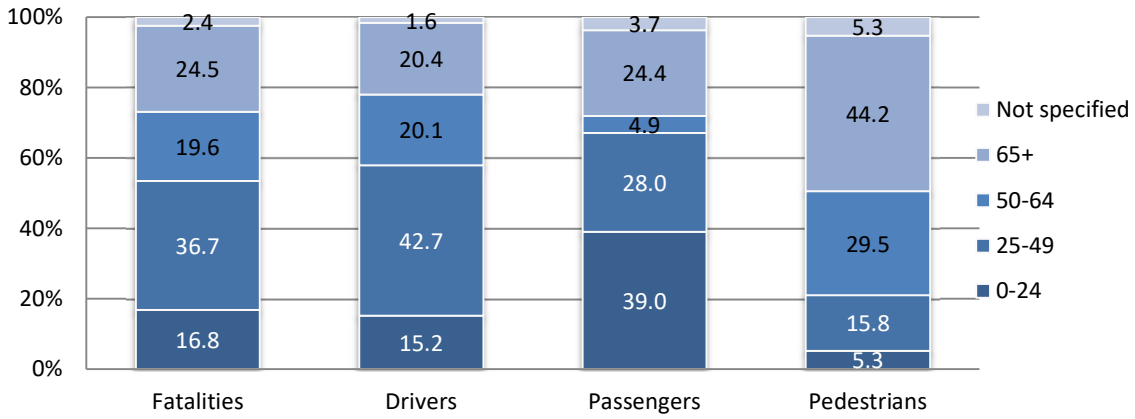


Table 3.1: Road accidents fatalities by age group, category of person fatally injured and mode of transport, 2021

Age group	Drivers			Passengers		
	Mode of transport			Mode of transport		
	Passenger cars	Two-wheel vehicles	Other	Passenger cars	Two-wheel vehicles	Other
Total	**172**	**216**	**59**	**51**	**19**	**12**
% of fatalities by mode of transport	**38.5**	**48.3**	**13.2**	**62.2**	**23.2**	**14.6**
0-24	22	44	2	20	11	1
25-49	76	103	12	14	6	3
50-64	30	40	20	2	1	1
65+	44	24	23	15	0	5
Not specified	0	5	2	0	1	2

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

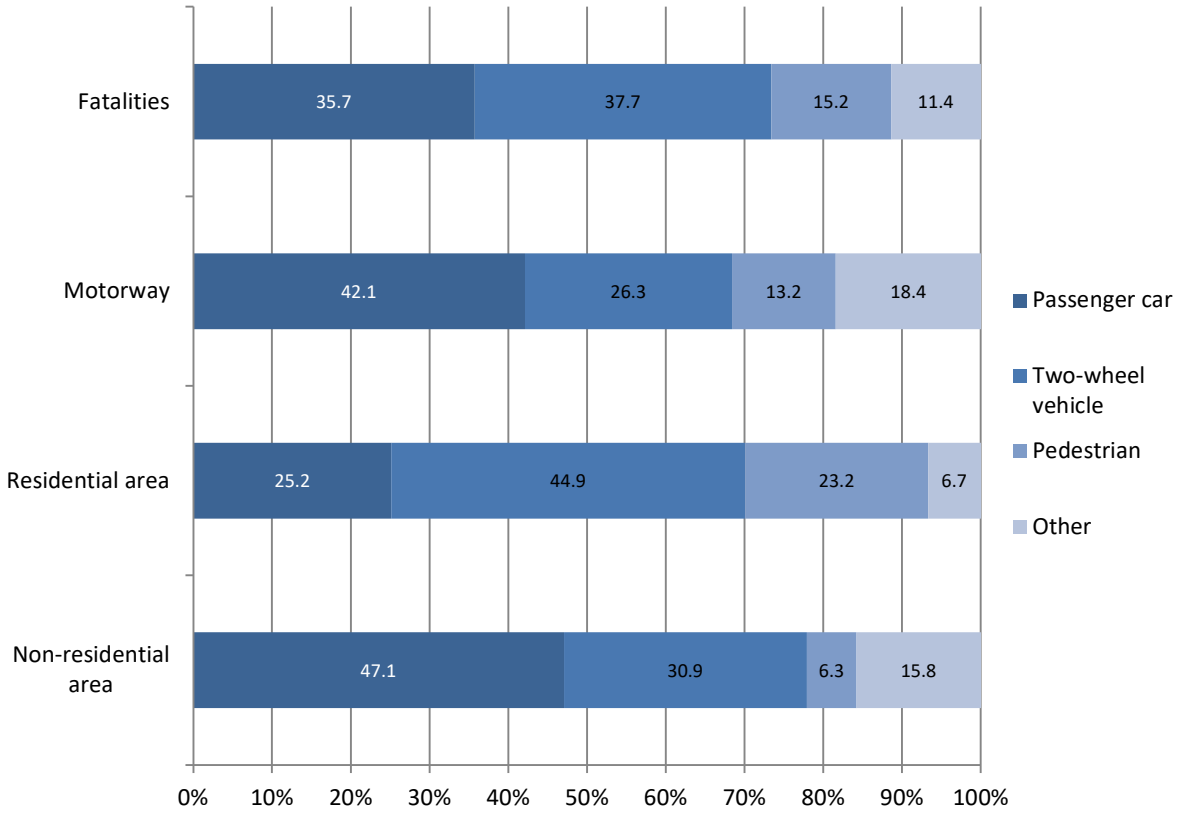
Out of the total number of 624 fatalities, 223, (35.7%) were on passenger cars, 235, (37.7%) on two-wheel vehicles (including mopeds) and 95, (15.2%) were pedestrian.

As regards the distribution of fatalities by type of area where the accident occurred, it is observed that in residential areas, 25.2% of people killed were on passenger cars and 44.9% on two-wheel vehicles. The corresponding shares in non-residential areas are 47.1% and 30.9%, respectively. In motorways, 42.1% of people killed were on passenger cars and 26.3% on two-wheel vehicles (Table 4, Graph 4).

Table 4: Road accident fatalities by mode of transport and type of area, 2021

Mode of transport	Number of fatalities	%	Motorway	%	Residential area	%	Non-residential area	%
Grand total	**624**	**100.0**	**38**	**100.0**	**314**	**100.0**	**272**	**100.0**
% of fatalities by type of area	**100.0**		**6.1**		**50.3**		**43.6**	
Passenger car	223	35.7	16	42.1	79	25.2	128	47.1
Two-wheel vehicle	235	37.7	10	26.3	141	44.9	84	30.9
Pedestrian	95	15.2	5	13.2	73	23.2	17	6.3
Other type of vehicle	71	11.4	7	18.4	21	6.7	43	15.8

Graph 4: Percentage distribution of road accident fatalities by mode of transport and type of area, 2021



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

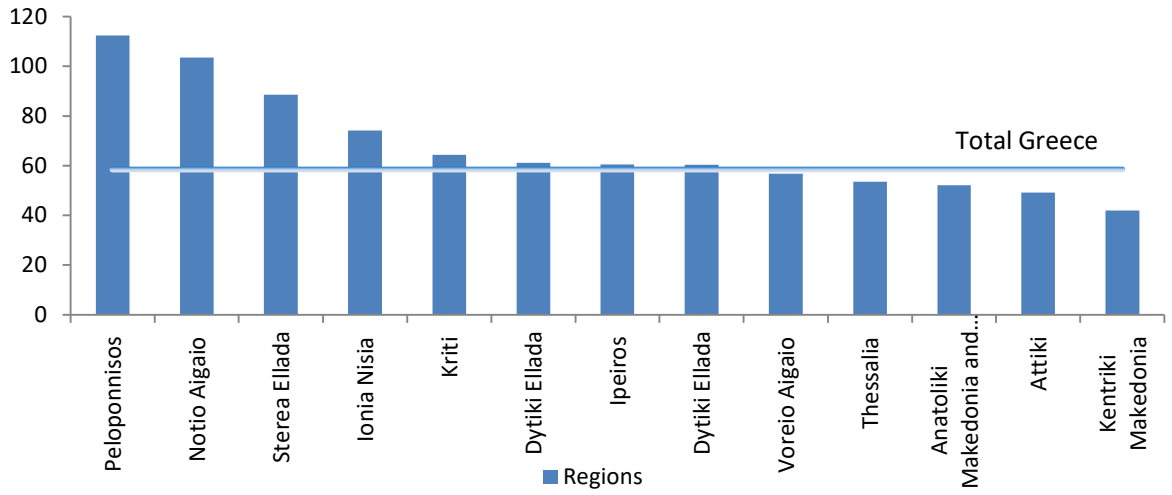
In 2021, road accidents per 1,000,000 inhabitants in Greece amounted to 979.0. The region of Attiki is on the top of the list with 1,541.5 accidents, followed by Notio Aigaio with 1,172.9 accidents and Kentriki Makedonia with 1,032.4 accidents.

The indicator of the number of fatalities per 1,000,000 inhabitants in Greece amounted to 58.4. The region of Peloponnisos is on the top of the list with 112.4, followed by Notio Aigaio with 103.5 and the region of Sterea Ellada with 88.6 (Table 5, Graph 5).

Table 5: Road accidents and fatalities and number of road accidents and fatalities per 1,000,000 inhabitants, by NUTS 2 Region, 2021

NUTS 2 Regions	Accidents	%	Fatalities	%	Accidents per 1,000,000 inhabitants	Fatalities per 1,000,000 inhabitants
Greece total	**10,454**	**100.0**	**624**	**100.0**	**979.0**	**58.4**
Anatoloki Makedonia and Thraki	295	2.8	31	5.0	495.9	52.1
Kentriki Makedonia	1,919	18.4	78	12.5	1,032.4	42.0
Dytiki Makedonia	51	0.5	16	2.6	194.6	61.1
Ipeiros	106	1.0	20	3.2	320.3	60.4
Thessalia	238	2.3	38	6.1	335.3	53.5
Ionia Nisia	172	1.6	15	2.4	849.9	74.1
Dytiki Ellada	405	3.9	39	6.3	626.3	60.3
Sterea Ellada	482	4.6	49	7.9	871.2	88.6
Attiki	5,760	55.1	184	29.5	1,541.5	49.2
Peloponnisos	322	3.1	64	10.3	565.6	112.4
Voreio Aigaio	150	1.4	13	2.1	654.6	56.7
Notio Aigaio	408	3.9	36	5.8	1,172.9	103.5
Kriti	146	1.4	41	6.6	229.3	64.4

Graph 5: Number of fatalities per 1,000,000 inhabitants by NUTS 2 Region, 2021



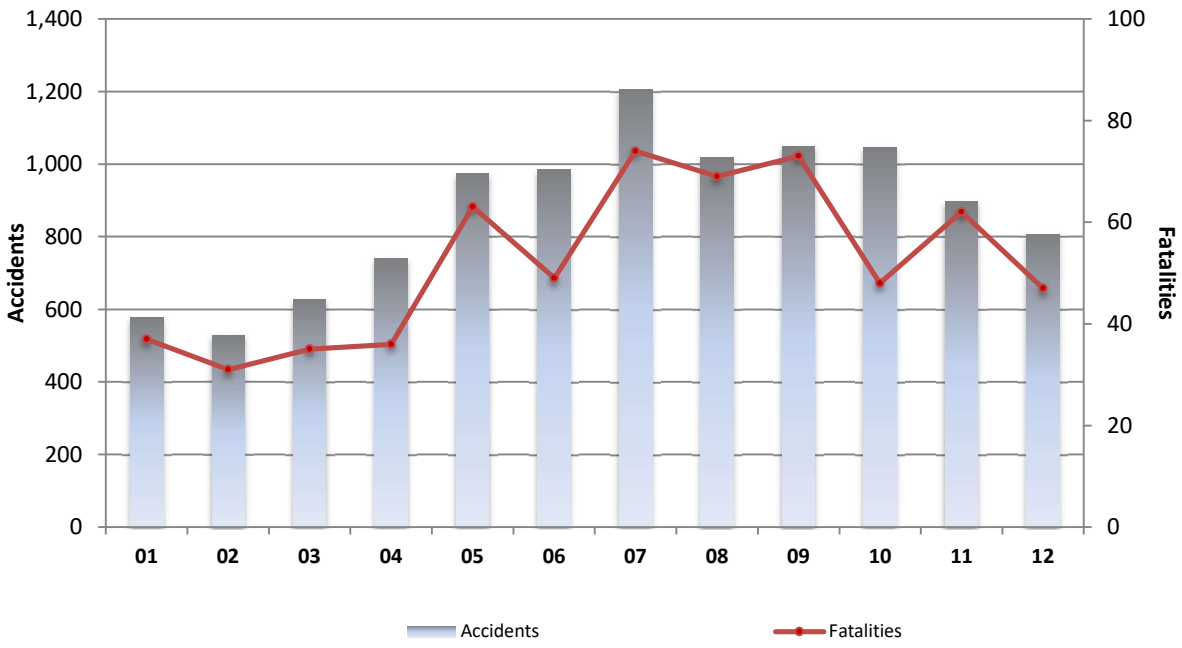
I.2.1.2 Percentage distribution of road accidents and fatalities by month

In 2021, the larger number of road accidents (1,204) and the larger number of fatalities (74) was recorded in July, accounting for 11.5% of the total number of accidents and 11.9 of the total number of fatalities. The smallest number of road accidents (527) accounting for 5.0% and the smallest number of fatalities (31 or 5.0%) was recorded in February (Table 6, Graph 6).

Table 6: Road accidents and fatalities by month, 2021

Month	Accidents	%	Fatalities	%
Total	**10,454**	**100.0**	**624**	**100.0**
January	578	5.5	37	5.9
February	527	5.0	31	5.0
March	627	6.0	35	5.6
April	740	7.1	36	5.8
May	974	9.3	63	10.1
June	984	9.4	49	7.9
July	1,204	11.5	74	11.9
August	1,019	9.7	69	11.1
September	1,049	10.0	73	11.7
October	1,047	10.0	48	7.7
November	898	8.6	62	9.9
December	807	7.7	47	7.5

Graph 6: Distribution of road accidents and fatalities by month, 2021



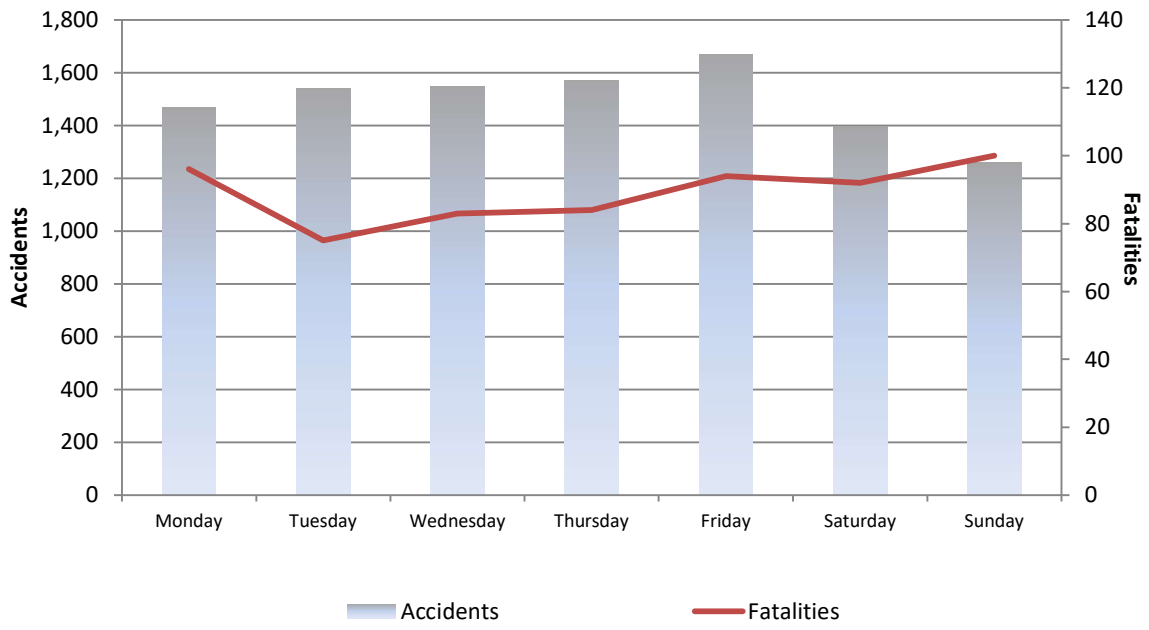
I.2.1.3 Distribution of road accidents and fatalities by day of the week

In 2021, the biggest share of road accidents took place on Fridays (16.0%) followed by Thursdays (15.0%), while the smallest share on Sundays (12.1%). However, as regards fatalities, Sundays account for the biggest share of fatalities (16.0%) (Table 7, Graph 7).

Table 7: Road accidents and fatalities by day of the week, 2021

Day of the week	Accidents	%	Fatalities	%
Total	**10,454**	**100.0**	**624**	**100.0**
Monday	1,467	14.0	96	15.4
Tuesday	1,540	14.7	75	12.0
Wednesday	1,549	14.8	83	13.3
Thursday	1,572	15.0	84	13.5
Friday	1,669	16.0	94	15.1
Saturday	1,397	13.4	92	14.7
Sunday	1,260	12.1	100	16.0

Graph 7: Number of road accidents and fatalities by day of the week, 2021



I.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 (51.3%) took place from 11:00 to 18:00 hours, while the smallest share (8.4%) took place from 01:00 to 06:00 hours (Table 8, Graph 8).

The biggest share of fatalities was recorded at 20:00 (41 people killed, 6.6%) while the smallest share was observed during after-midnight hours and especially at 04:00, (10 people killed, 1.6%) (Table 8).

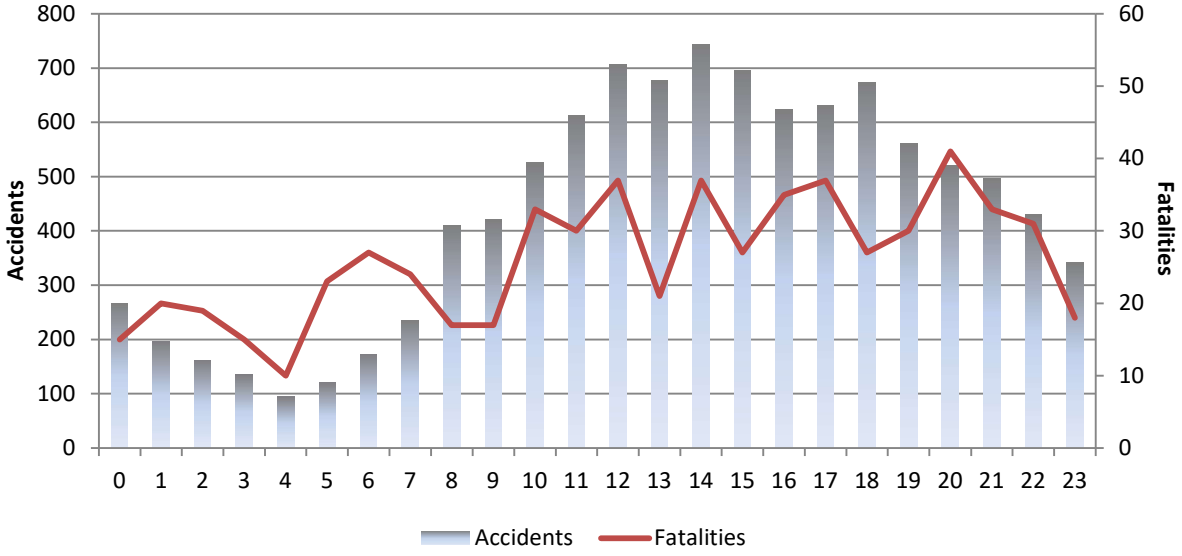
As regards the distribution of accidents by day of the week, it is observed that 74.6% of the accidents occurred from Monday – Friday and the rest 25.4% during the weekend. The corresponding figures for fatalities are 69.2% for Monday – Friday and 30.8% for the weekend (Table 8).

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

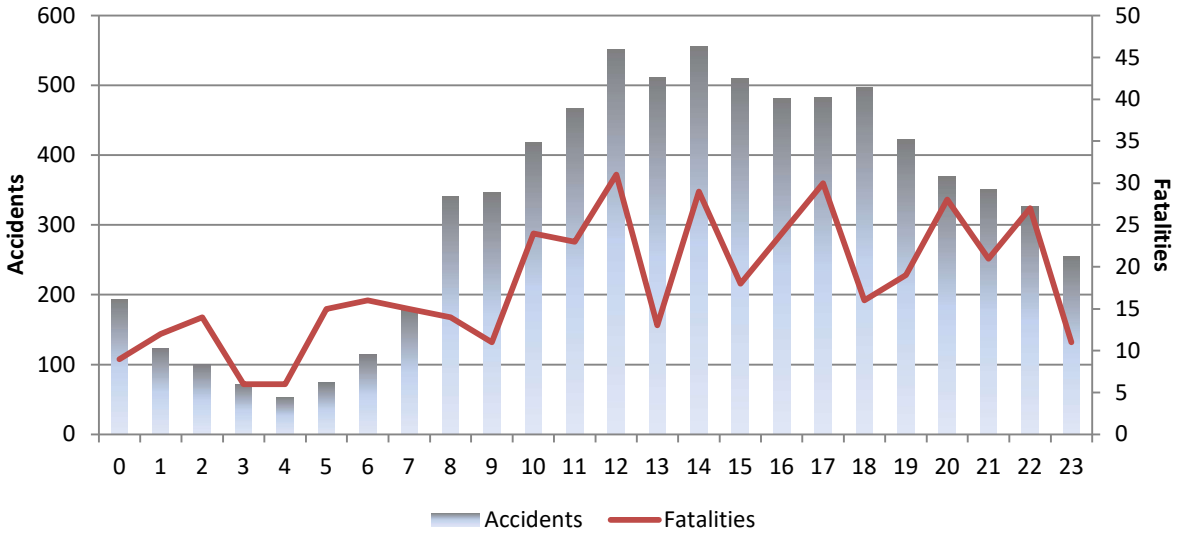
Table 8: Road accidents and fatalities by hour of the day and day of the week, 2021

Hour of accident (rounded to the nearest hour)	Road accidents				Fatalities			
	Total accidents	%	Monday - Friday	Saturday - Sunday	Total fatalities	%	Monday - Friday	Saturday - Sunday
Total	**10,454**	**100.0**	**7,797**	**2,657**	**624**	**100.0**	**432**	**192**
% of accidents and fatalities by day of the week			**74.6**	**25.4**			**69.2**	**30.8**
0	267	2.6	194	73	15	2.4	9	6
1	196	1.9	124	72	20	3.2	12	8
2	162	1.5	101	61	19	3.0	14	5
3	135	1.3	72	63	15	2.4	6	9
4	94	0.9	53	41	10	1.6	6	4
5	120	1.1	74	46	23	3.7	15	8
6	172	1.6	115	57	27	4.3	16	11
7	236	2.3	181	55	24	3.8	15	9
8	411	3.9	341	70	17	2.7	14	3
9	421	4.0	346	75	17	2.7	11	6
10	525	5.0	418	107	33	5.3	24	9
11	613	5.9	467	146	30	4.8	23	7
12	707	6.8	552	155	37	5.9	31	6
13	678	6.5	512	166	21	3.4	13	8
14	743	7.1	555	188	37	5.9	29	8
15	696	6.7	509	187	27	4.3	18	9
16	623	6.0	481	142	35	5.6	24	11
17	631	6.0	482	149	37	5.9	30	7
18	673	6.4	497	176	27	4.3	16	11
19	561	5.4	422	139	30	4.8	19	11
20	521	5.0	369	152	41	6.6	28	13
21	496	4.7	351	145	33	5.3	21	12
22	431	4.1	326	105	31	5.0	27	4
23	342	3.3	255	87	18	2.9	11	7

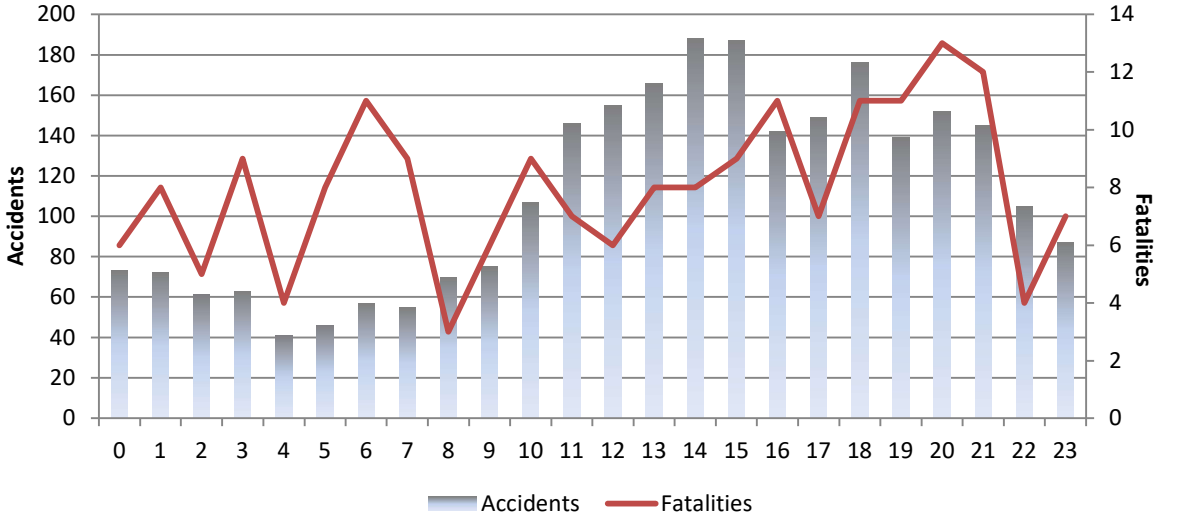
Graph 8: Number of accidents and fatalities by hour of the day, 2021



Graph 8a: Number of accidents and fatalities by hour of the day, Monday-Friday, 2021



Graph 8b: Number of accidents and fatalities by hour of the day, Saturday and Sunday, 2021



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 9,725 out of 10,454 (93.0%), resulting to 557 fatalities (89.3%). As regards the other weather conditions, 296 accidents occurred during drizzle and 199 during rain (2.8% and 1.9% respectively), resulting to 35 and 16 people killed respectively (5.6% and 2.6%) (Table 9).

Table 9: Road accidents and fatalities by type of weather conditions, 2021

Weather conditions	Road accidents	%	Fatalities	%
Total	**10,454**	**100.0**	**624**	**100.0**
Clear sky	9,725	93.0	557	89.3
Strong wind	19	0.2	0	0.0
Frost	54	0.5	5	0.8
Fog / Mist	13	0.1	3	0.5
Drizzle	296	2.8	35	5.6
Rain	199	1.9	16	2.6
Tempest (Rain with strong wind)	4	0.0	1	0.2
Storm	6	0.1	1	0.2
Hail	1	0.0	0	0.0
Snow	10	0.1	1	0.2
Smoke	1	0.0	0	0.0
Dust	0	0.0	0	0.0
Other	126	1.2	5	0.8

I.2.2.2 *Type of the first collision*

"Collision between moving vehicles", (63.7%) and more specifically "head-on side collision" is the main type of collision for road accidents accounting for 41.2% of the total. Second category on the list is "entrainment of pedestrian/animal" with 15.2%, followed by "diversion/overturning of vehicle" with 13.5% (Table 10).

As regards fatalities, "collision between moving vehicles" accounts for 36.9% (230 people killed) and more specifically "head-on side collision" was the main type of collision with 18.9% (118 people killed). The second most important category of collision was "diversion/overturning of vehicle" with 30.1% (188 people killed), followed by "vehicle collision" with 16.5% (103 people killed). Regarding the type of collision, the second highest number of fatalities after the "head-on side collision" is "pedestrian entrainment" with 100 out of 624 fatalities (16.0% of the total number of fatalities) (Table 10).

Table 10: Road accidents and fatalities by category and type of the first collision, 2021

Category's description and type of accident first impact		Road accidents	%	Fatalities	%
Total		**10,454**	**100.0**	**624**	**100.0**
Collision between moving vehicles (Total)		**6,661**	**63.7**	**230**	**36.9**
Collision between moving vehicles	Head-on collision	418	4.0	56	9.0
	Head-on side collision	4,304	41.2	118	18.9
	Side collision	955	9.1	16	2.6
	Rear end collision	981	9.4	39	6.3
	Collision with train	3	0.0	1	0.2
Vehicle collision with (Total)		**673**	**6.4**	**103**	**16.5**
Vehicle collision with	Parked vehicle	143	1.4	9	1.4
	Vehicle parking	56	0.5	3	0.5
	Vehicle stopping (at traffic lights, STOP sign etc)	43	0.4	1	0.2
	Post or tree	177	1.7	39	6.3
	Building or other stable obstacle	254	2.4	51	8.2
Entrainment (Total)		**1,587**	**15.2**	**101**	**16.2**
Entrainment	Pedestrian	1,558	14.9	100	16.0
	Animal	29	0.3	1	0.2
Diversion / Overturning (Total)		**1,409**	**13.5**	**188**	**30.1**
Diversion / Overturning	Diversion in the opposite traffic lane	53	0.5	12	1.9
	Diversion to the right	561	5.4	81	13.0
	Diversion to the left	297	2.8	46	7.4
	Overturning on carriageway	383	3.7	22	3.5
	Overturning outside carriageway	112	1.1	26	4.2
	Fire	3	0.0	1	0.2
Other		**124**	**1.2**	**2**	**0.3**

I.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 “other maneuver” is reported as the main maneuver with 20.8%, followed by “not stopping before STOP sign” with 15.9% and “normal course” with 14.8% (Table 11).

In terms of people killed, “exceeding speed limit” with 17.5% (109 people killed) is reported as the main maneuver of the first vehicle which was likely to contribute to the accident, followed by “other maneuver” with 16.5% (103 people killed) and “entering into the opposite traffic lane” with 16.0% (100 people killed) (Table 11). Indicatively, "other maneuver" includes drunkenness, careless driving and other cases not described in the maneuvers.

Table 11: Road accidents and fatalities by maneuver of the 1st vehicle which was likely to contribute to the accident, 2021

Maneuver of the 1st vehicle which was likely to contribute to the accident	Road accidents	%	Fatalities	%
Total	**10,454**	**100.0**	**624**	**100.0**
Normal course	1,546	14.8	84	13.5
Entering into traffic	270	2.6	14	2.2
Entering into traffic from junction with left turn	126	1.2	6	1.0
Entering into the opposite traffic lane from junction, with right turn	18	0.2	0	0.0
Entering into the opposite traffic lane	662	6.3	100	16.0
Exiting from traffic	287	2.7	62	9.9
Overtaking from the left	173	1.7	11	1.8
Overtaking from the right	53	0.5	3	0.5
Violation of right priority of other vehicles	209	2.0	5	0.8
Pedestrian priority violation in crossing	53	0.5	2	0.3
Turning left	709	6.8	27	4.3
Turning right	239	2.3	21	3.4
U-Turn	158	1.5	8	1.3
Starting	73	0.7	4	0.6
Parking maneuver	67	0.6	0	0.0
Reversing	102	1.0	2	0.3
Stopping	49	0.5	0	0.0
Slowing down	76	0.7	8	1.3
Sudden braking	197	1.9	4	0.6
Changing lane	304	2.9	5	0.8
Exceeding speed limit	695	6.6	109	17.5
Stopping before traffic lights	34	0.3	1	0.2
Not stopping before traffic lights	438	4.2	13	2.1
Not stopping before STOP sign	1,662	15.9	30	4.8
Not stopping before giveway sign	26	0.2	0	0.0
Not stopping before policeman sign	11	0.1	0	0.0
Not informing for turn, changing course etc.	38	0.4	2	0.3
Other maneuver	2,179	20.8	103	16.5

II. Evolution for the 10-year period, 2012-2021

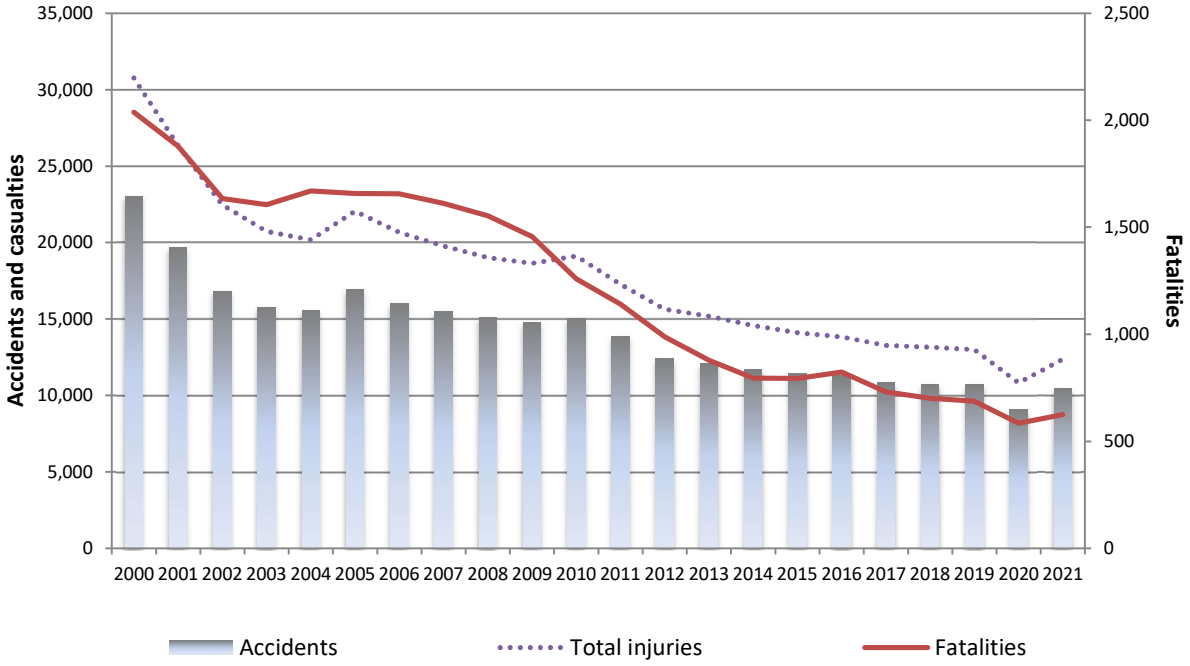
When comparing the data on road accidents and fatalities for 2021 with the corresponding data for 2012, a 15.7% decrease is observed in road accidents, a 36.8% decrease in the number of deaths, a 56.4% decrease in serious injuries and a 17.5% decrease in slight injuries. An even more significant decrease is observed when comparing the data of 2021 with those of 2000, namely, road accidents decreased by 54.5%, deaths by 69.4%, serious injuries by 85.5% and slight injuries by 55.8% (Table 12).

More specifically, the years 2020 saw the most important annual decrease in the number of accidents, amounting to 15.2%, related to the measures limiting COVID-19 spread. As regards fatalities, a steady decrease has been observed in the last decade with a relative deceleration in the years 2015 and 2016 (Table 12, Graph 9).

Table 12: Road accidents and casualties, 2000 and 2012-2021

Years	2000	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	% Change	
												2021/ 2012	2021/ 2000
Accidents	23,001	12,398	12,109	11,690	11,440	11,318	10,848	10,737	10,712	9,083	10,454	-15.7	-54.5
Annual change			*-2.3*	*-3.5*	*-2.1*	*-1.1*	*-4.2*	*-1.0*	*-0.2*	*-15.2*	*15.1*		
Fatal accidents	1,803	908	814	739	741	772	679	645	656	552	584	-35.7	-67.6
Annual change			*-10.4*	*-9.2*	*0.3*	*4.2*	*-12.0*	*-5.0*	*1.7*	*-15.9*	*5.8*		
Fatalities	2,037	988	879	795	793	824	731	700	688	584	624	-36.8	-69.4
Annual change			*-11.0*	*-9.6*	*-0.3*	*3.9*	*-11.3*	*-4.2*	*-1.7*	*-15.1*	*6.8*		
Total injuries	30,763	15,640	15,175	14,564	14,096	13,825	13,271	13,149	13,002	10,818	12,356	-21.0	-59.8
Annual change			*-3.0*	*-4.0*	*-3.2*	*-1.9*	*-4.0*	*-0.9*	*-1.1*	*-16.8*	*14.2*		
Serious injuries	4,200	1,399	1,212	1,016	999	879	706	727	652	518	610	-56.4	-85.5
Annual change			*-13.4*	*-16.2*	*-1.7*	*-12.0*	*-19.7*	*3.0*	*-10.3*	*-20.6*	*17.8*		
Slight injuries	26,563	14,241	13,963	13,548	13,097	12,946	12,565	12,422	12,350	10,300	11,746	-17.5	-55.8
Annual change			*-2.0*	*-3.0*	*-3.3*	*-1.2*	*-2.9*	*-1.1*	*-0.6*	*-16.6*	*14.0*		

Graph 9: Number of road accidents and casualties, 2000-2021



Geographical distribution of road accidents and demographic characteristics of people killed in road accidents, 2012 – 2021

II.1 Number of road accident fatalities per 1,000,000 inhabitants by NUTS 2 Region, 2000, 2012 and 2021

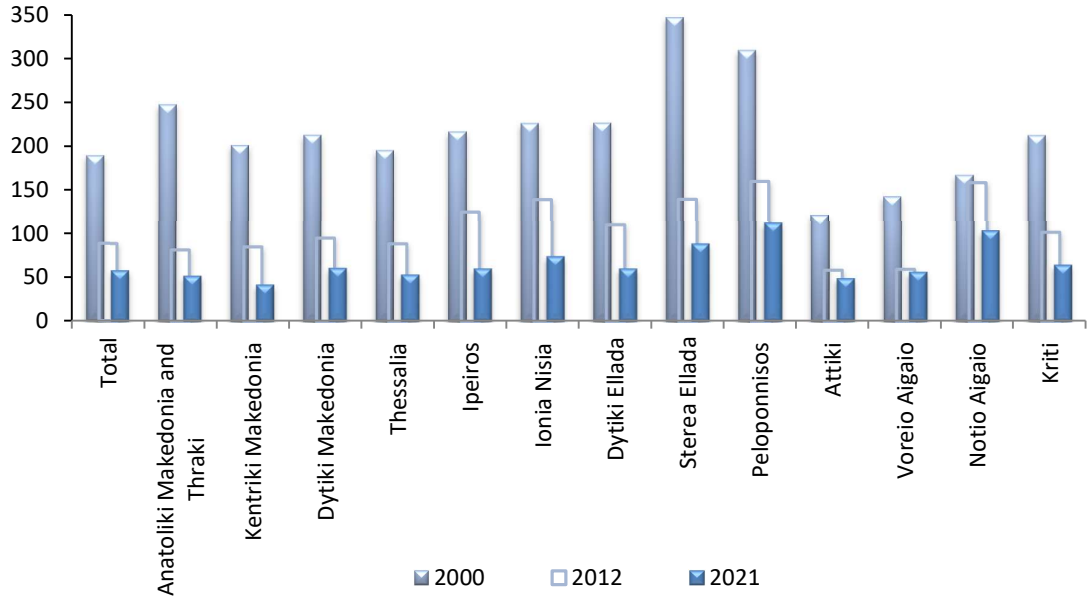
On the basis of the data for the years 2000, 2012 and 2021 on the distribution of road accidents fatalities by NUTS 2 Region, it is observed that Attiki is on the top of the list, followed by Kentriki Makedonia, these two regions having the two biggest urban centres of Greece. (Table 13).

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, 2012 and 2021. In 2021 and 2012, Peloponnisos region was on top of the list, while in 2000 held the second place. Attiki, in 2000 and 2012 was at the bottom of the list while in 2021 it was one position above the last (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, 2012 and 2021									
Regions	Fatalities						Fatalities per 1,000,000 inhabitants		
	2000	%	2012	%	2021	%	2000	2012	2021
Total	**2,037**	**100.0**	**988**	**100.0**	**624**	**100.0**	**189.0**	**89.1**	**58.4**
Anatoliki Makedonia, Thraki	144	7.1	50	5.1	31	5.0	247.1	81.7	52.1
Kentriki Makedonia	367	18.0	164	16.6	78	12.5	200.7	85.3	42.0
Dytiki Makedonia	61	3.0	27	2.7	16	2.6	212.4	95.1	61.1
Thessalia	144	7.1	66	6.7	38	6.1	194.7	88.5	53.5
Ipeiros	73	3.6	43	4.4	20	3.2	216.3	124.5	60.4
Ionia Nisia	46	2.3	29	2.9	15	2.4	225.9	138.7	74.1
Dytiki Ellada	160	7.9	76	7.7	39	6.3	226.2	110.5	60.3
Sterea Ellada	192	9.4	78	7.9	49	7.9	346.6	138.9	88.6
Peloponnisos	181	8.9	94	9.5	64	10.3	309.1	159.6	112.4
Attiki	468	23.0	232	23.5	184	29.5	120.9	58.5	49.2
Voreio Aigaio	28	1.4	12	1.2	13	2.1	142.2	59.8	56.7
Notio Aigaio	51	2.5	53	5.4	36	5.8	166.7	158.3	103.5
Kriti	122	6.0	64	6.5	41	6.6	212.0	101.7	64.4

Graph 10: Number of road accident fatalities per 1,000,000 inhabitants by NUTS 2 Region, 2000, 2012, 2021



II.2 Road accidents fatalities by gender, category of person fatally injured and type of area, 2012-2021

As regards the breakdown of fatalities by gender during the ten-year period 2012-2021, a decrease is observed for males as well as for females (35.0% and 45.1% respectively) (Table 14, Graph 11).

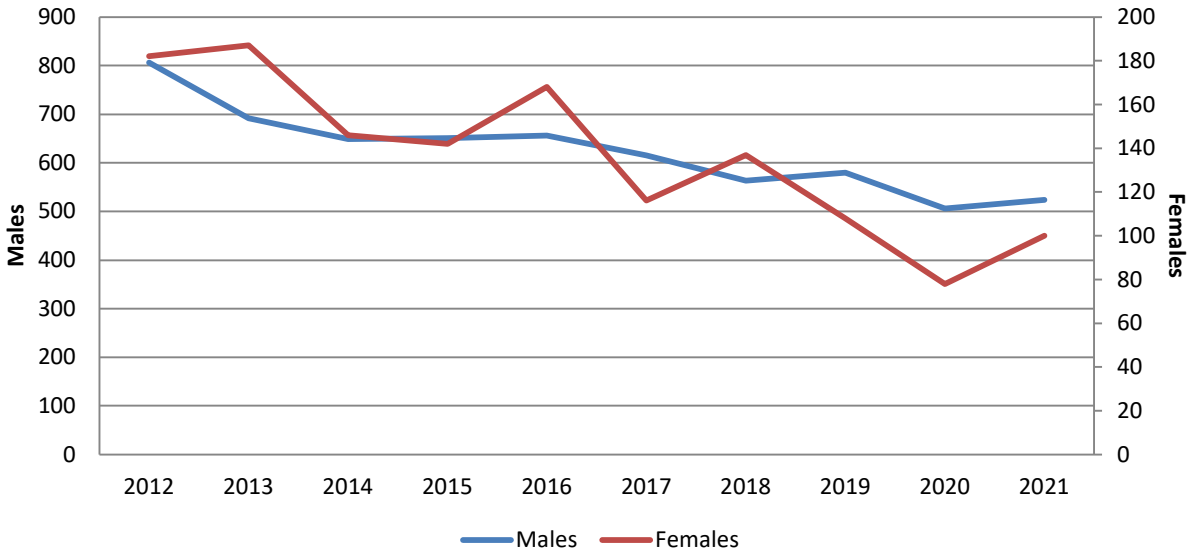
As regards the breakdown of data by category of people killed, during the ten-year period, 2012-2021, the biggest decrease is recorded for passengers (50.9%), followed by pedestrians (44.1%) (Table 14).

As regards the type of area where the accident took place, the biggest decrease in the number of fatalities was recorded in the inside urban areas (37.1%) (Table 14).

Table 14: Road accident fatalities by gender, category of the person fatally injured and type of area, 2012-2021

Gender	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	% Change 2021/ 2020	% Change 2021/ 2012
Total	**988**	**879**	**795**	**793**	**824**	**731**	**700**	**688**	**584**	**624**	**6.8**	**-36.8**
Males	806	692	649	651	656	615	563	580	506	524	**3.6**	**-35.0**
Females	182	187	146	142	168	116	137	108	78	100	**28.2**	**-45.1**
Category of person fatally injured												
Drivers	651	582	540	545	548	507	450	470	433	447	**3.2**	**-31.3**
Passengers	167	146	130	120	127	106	104	73	75	82	**9.3**	**-50.9**
Pedestrians	170	151	125	128	149	118	146	145	76	95	**25.0**	**-44.1**
Type of area												
Inside urban area	499	464	401	388	427	340	367	370	325	314	**-3.4**	**-37.1**
Outside urban area (motorway included)	489	415	394	405	397	391	333	318	259	310	**19.7**	**-36.6**

Graph 11: Number of fatalities in road accidents by gender, 2012-2021



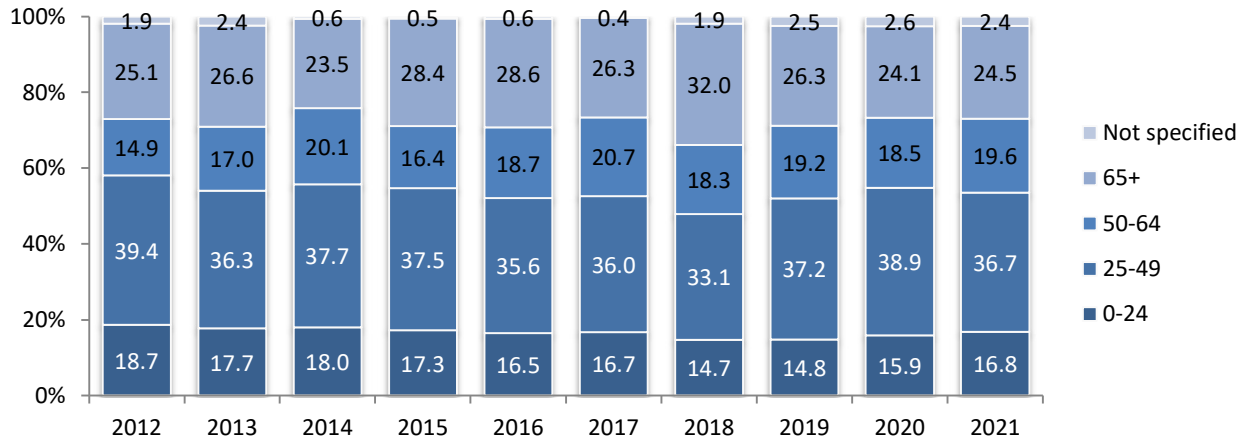
II.3 Road accidents fatalities by age group, 2012-2021

During the 10-year period 2012-2021 the number of road accidents fatalities recorded a significant decrease for younger age groups up to 49 years old (0-24 years 43.2% and 25-49 years 41.1%) and a smaller decrease for age groups over 50 years old (50-64 years 17.0% and 65 years and over 38.3%) (Table 15, Graphs 12 and 12a).

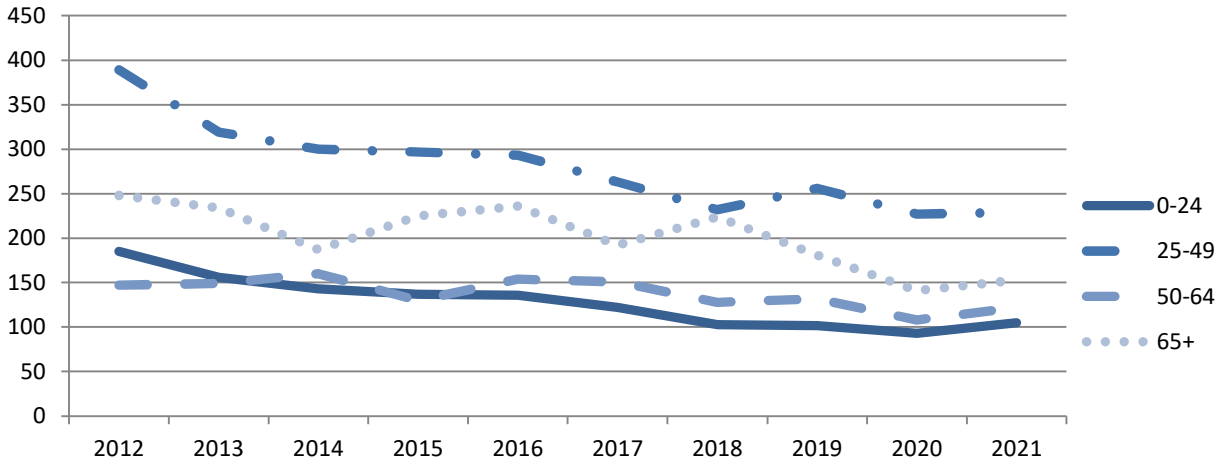
Table 15: Road accident fatalities by age group, 2012-2021

Age group	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	% Change	
											2021/2020	2021/2012
Total	**988**	**879**	**795**	**793**	**824**	**731**	**700**	**688**	**584**	**624**	**6.8**	**-36.8**
0-24	185	156	143	137	136	122	103	102	93	105	**12.9**	**-43.2**
25-49	389	319	300	297	293	263	232	256	227	229	**0.9**	**-41.1**
50-64	147	149	160	130	154	151	128	132	108	122	**13.0**	**-17.0**
65+	248	234	187	225	236	192	224	181	141	153	**8.5**	**-38.3**
Not specified	19	21	5	4	5	3	13	17	15	15	**0.0**	**-21.1**

Graph 12: Percentage distribution of road accident fatalities by age group, 2012-2021



Graph 12a: Number of road accident fatalities by age group, 2012-2021



II.4 Road accidents fatalities by mode of transport, 2012-2021

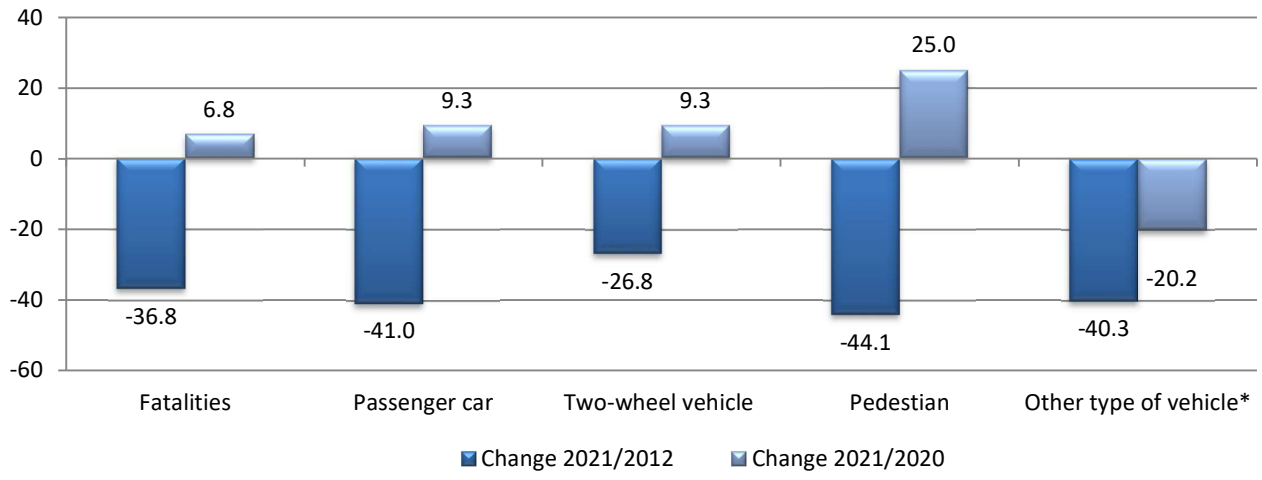
The 36.8% decrease, recorded in the number of road traffic accidents fatalities during the period 2012-2021, is observed for all modes of transport. The biggest decrease is observed for pedestrians (44.1%) and the smallest decrease for two-wheel vehicles (26.8%) (Table 16, Graphs 13 and 13a).

Table 16: Road accident fatalities by mode of transport, 2012-2021

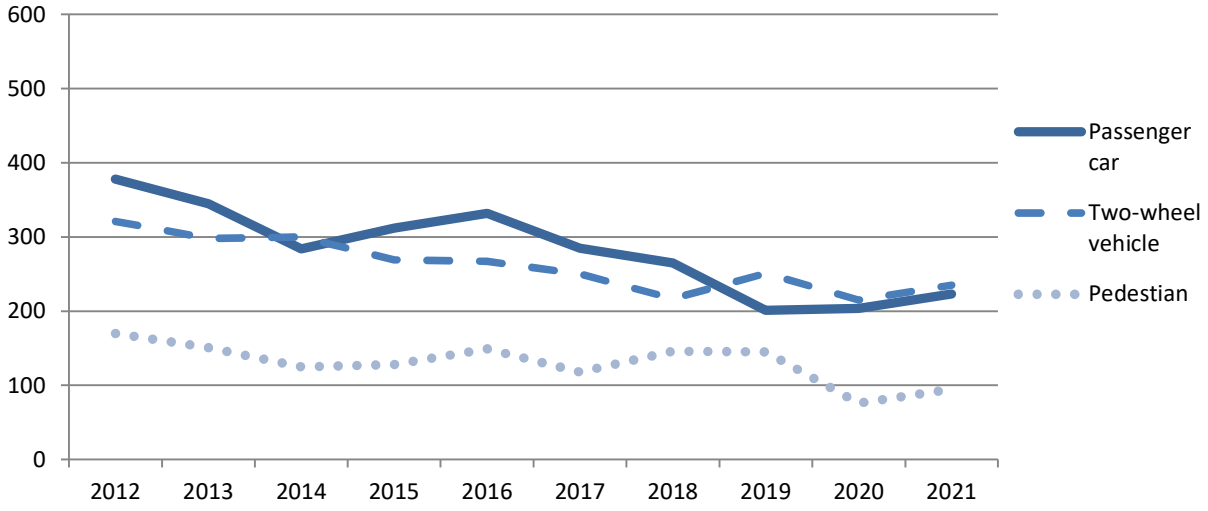
Mode of transport	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	% Change	
											2021/2020	2021/2012
Total	**988**	**879**	**795**	**793**	**824**	**731**	**700**	**688**	**584**	**624**	**6.8**	**-36.8**
Passenger car	378	345	284	312	332	285	265	201	204	223	**9.3**	**-41.0**
Two-wheel vehicle	321	298	300	269	267	250	217	251	215	235	**9.3**	**-26.8**
Pedestrian	170	151	125	128	149	118	146	145	76	95	**25.0**	**-44.1**
Other type of vehicle*	119	85	86	84	76	78	72	91	89	71	**-20.2**	**-40.3**

**Including bicycles*

Graph 13: Change (%) in the number of road accident fatalities by mode of transport, 2012, 2020, 2021



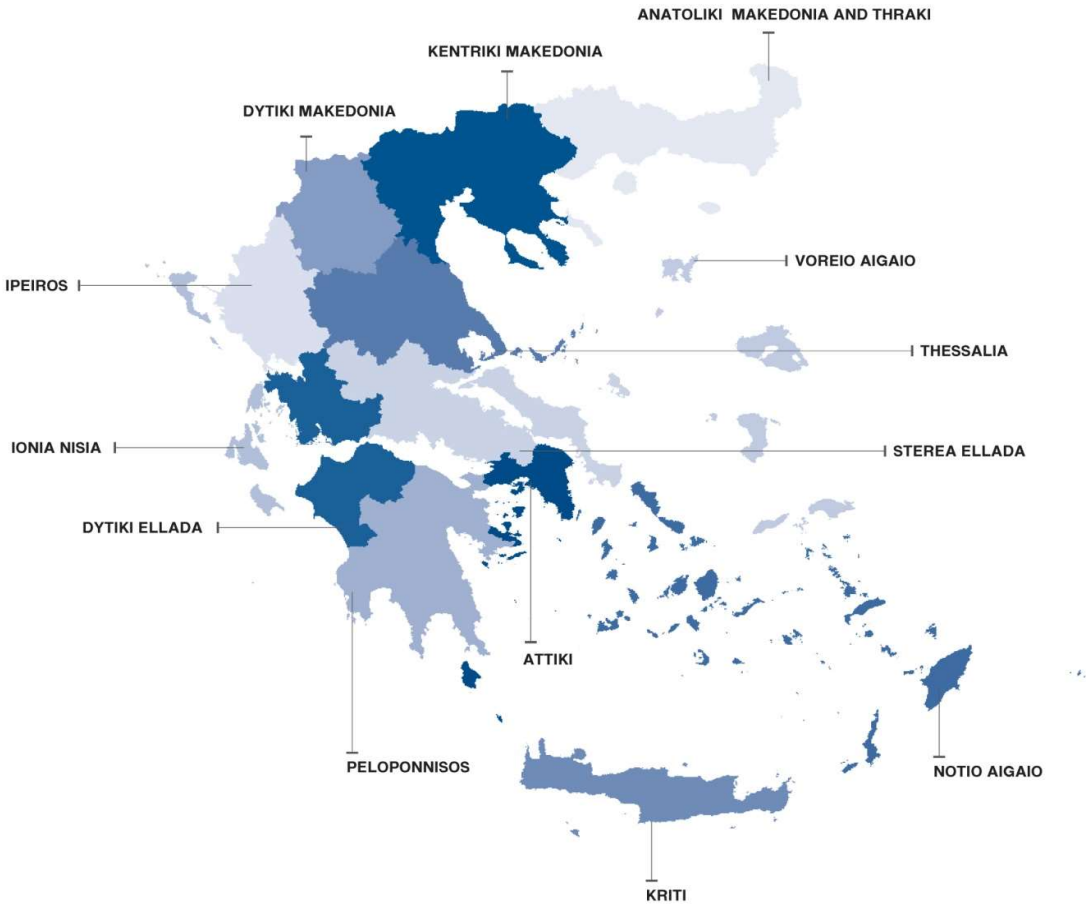
Graph 13a: Number of road accident fatalities by mode of transport, 2012-2021



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 12 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/- .