



## **ROAD TRAFFIC ACCIDENTS: Year 2024**

The Hellenic Statistical Authority (ELSTAT) announces the results on injury-causing Road Traffic Accidents for the year 2024, as well as data on their evolution for the ten-year period 2015-2024.

### **I. Annual data, 2024**

In 2024, 11,000 road traffic accidents resulting in death or injury occurred in Greece, recording an increase of 4.2% in comparison with 2023, when the corresponding number of road traffic accidents amounted to 10,553 (Table 1).

The total number of road traffic accidents casualties in 2024 recorded an increase of 4.3% in comparison with 2023 (14,035 casualties in 2024 against 13,461 in 2023) (Table 1).

More specifically, the casualties of the injury-causing accidents that occurred in 2024 were as follows: 664 deaths, 568 serious injuries and 12,803 slight injuries in comparison with 646 deaths, 659 serious injuries and 12,156 slight injuries in 2023, thus recording an increase of 2.8% for deaths, a decrease 13.8% for serious injuries and an increase of 5.3% for slight injuries (Table 1, Graph 1).

<b>Table 1: Number of road traffic accidents and casualties, 2023 and 2024</b>			
	<b>2023</b>	<b>2024</b>	<b>Annual change 2024/2023(%)</b>
<b>Accidents</b>	<b>10,553</b>	<b>11,000</b>	<b>4.2</b>
<b>Thereof fatal</b>	610	625	2.5
<b>% of fatal accidents</b>	5.8	5.7	
<b>Total of casualties</b>	<b>13,461</b>	<b>14,035</b>	<b>4.3</b>
<b>Fatalities</b>	646	664	2.8
<b>Total of injuries</b>	12,815	13,371	4.3
<b>Serious injuries</b>	659	568	-13.8
<b>Slight injuries</b>	12,156	12,803	5.3

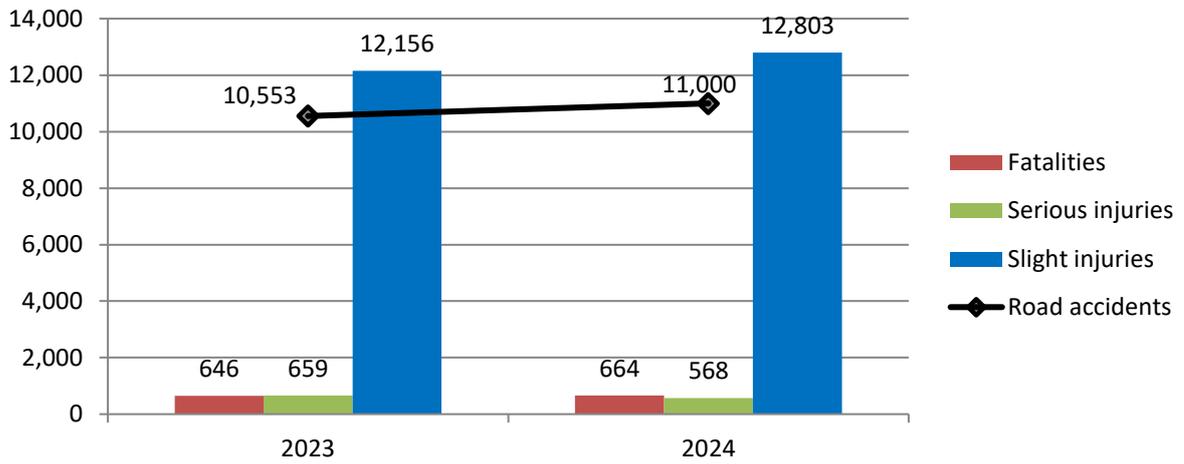
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**Graph 1: Number of road traffic accidents and casualties, 2023 and 2024**



**I.1 Road traffic accidents fatalities**

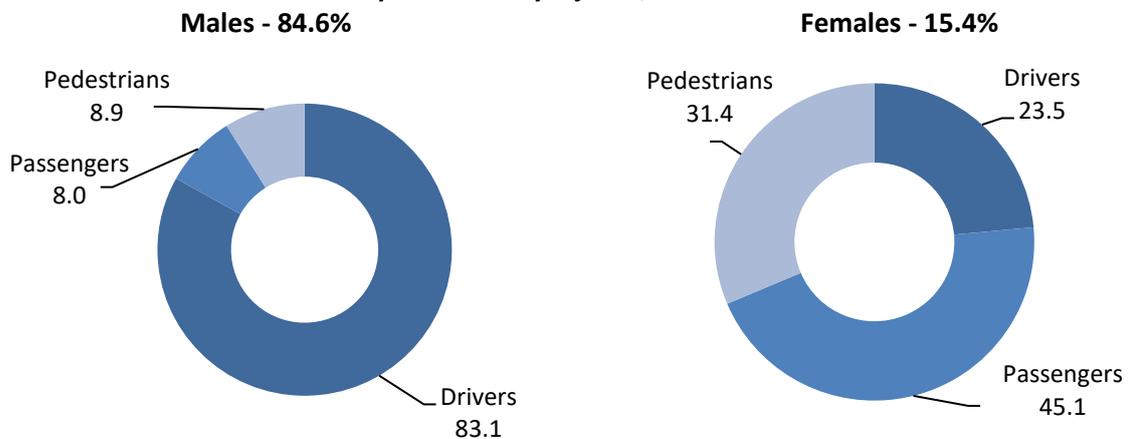
**I.1.1 Road traffic accidents fatalities by gender and category of persons fatally injured**

Out of a total number of 664 fatalities, drivers accounted for 74.0%, passengers for 13.7% and pedestrians for 12.3%. As regards the breakdown of data by gender, 84.6% of the fatally injured people were males and 15.4% were females (Table 2, Graph 2).

Table 2: Road traffic accidents fatalities by gender and category of person fatally injured, 2024						
Category of person fatally injured	Total of fatalities	%	Males	%	Females	%
<b>Total</b>	<b>664</b>	<b>100.0</b>	<b>562</b>	<b>100.0</b>	<b>102</b>	<b>100.0</b>
<b>% of fatalities by gender</b>	<b>100.0</b>		<b>84.6</b>		<b>15.4</b>	
Drivers	491	74.0	467	83.1	24	23.5
Passengers	91	13.7	45	8.0	46	45.1
Pedestrians	82	12.3	50	8.9	32	31.4

Remark: Any differences in the totals across the table are on account of rounding up

**Graph 2: Percentage distribution of road traffic accidents fatalities by gender and category of person fatally injured, 2024**



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

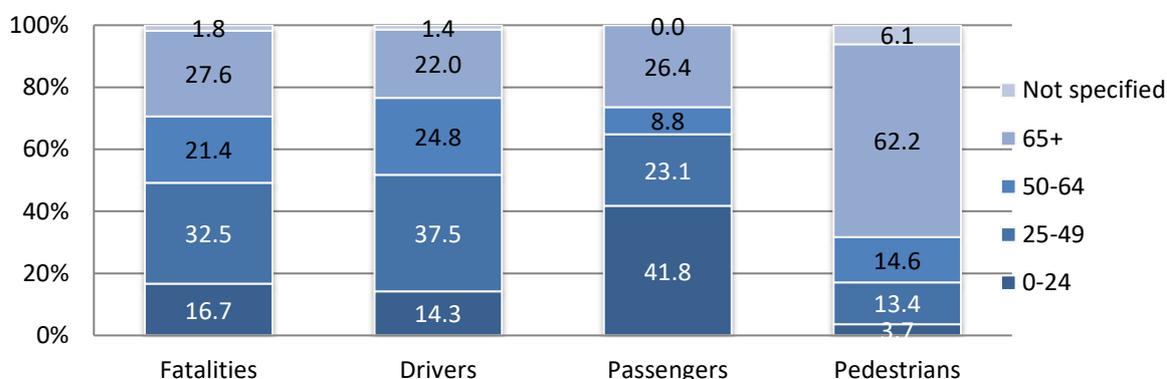
The percentage distribution of fatalities by age group was as follows: 0-24 years 16.7%, 25-49 years 32.5%, 50-64 years 21.4% and 65 years and over 27.6%. Based on the percentage distribution of fatalities by age group and category of the person fatally injured, the largest share (37.5%) as regards drivers was recorded in the age group 25-49 years while for passengers in the age group 0-24 years (41.8%). Regarding pedestrians, the largest percentage (62.2%) was recorded in the age group 65 years and older (Table 3, Graph 3).

**Table 3: Road traffic accidents fatalities by age group and category of person fatally injured, 2024**

Age group	Fatalities	%	Category of person fatally injured					
			Drivers	%	Passengers	%	Pedestrians	%
<b>Total</b>	<b>664</b>	<b>100.0</b>	<b>491</b>	<b>100.0</b>	<b>91</b>	<b>100.0</b>	<b>82</b>	<b>100.0</b>
<b>% of fatalities by category of person fatally injured</b>	<b>100.0</b>		<b>74.0</b>		<b>13.7</b>		<b>12.3</b>	
0-24	111	16.7	70	14.3	38	41.8	3	3.7
25-49	216	32.5	184	37.5	21	23.1	11	13.4
50-64	142	21.4	122	24.8	8	8.8	12	14.6
65+	183	27.6	108	22.0	24	26.4	51	62.2
Not specified	12	1.8	7	1.4	0	0.0	5	6.1

Remark: Any differences in the totals across the table are on account of rounding up

**Graph 3: Percentage distribution of road traffic accident fatalities by age group and category of person fatally injured, 2024**



**Table 3.1: Road traffic accidents fatalities by age group, category of person fatally injured and mode of transport, 2024**

Age group	Drivers			Passengers		
	Mode of transport			Mode of transport		
	Passenger cars	Two-wheel vehicles	Other	Passenger cars	Two-wheel vehicles	Other
<b>Total</b>	<b>172</b>	<b>265</b>	<b>54</b>	<b>62</b>	<b>22</b>	<b>7</b>
<b>% of fatalities by mode of transport</b>	<b>35.0</b>	<b>54.0</b>	<b>11.0</b>	<b>68.1</b>	<b>24.2</b>	<b>7.7</b>
0-24	17	51	2	25	12	1
25-49	60	112	12	11	6	4
50-64	45	61	16	5	3	0
65+	49	36	23	21	1	2
Not specified	1	5	1	0	0	0

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

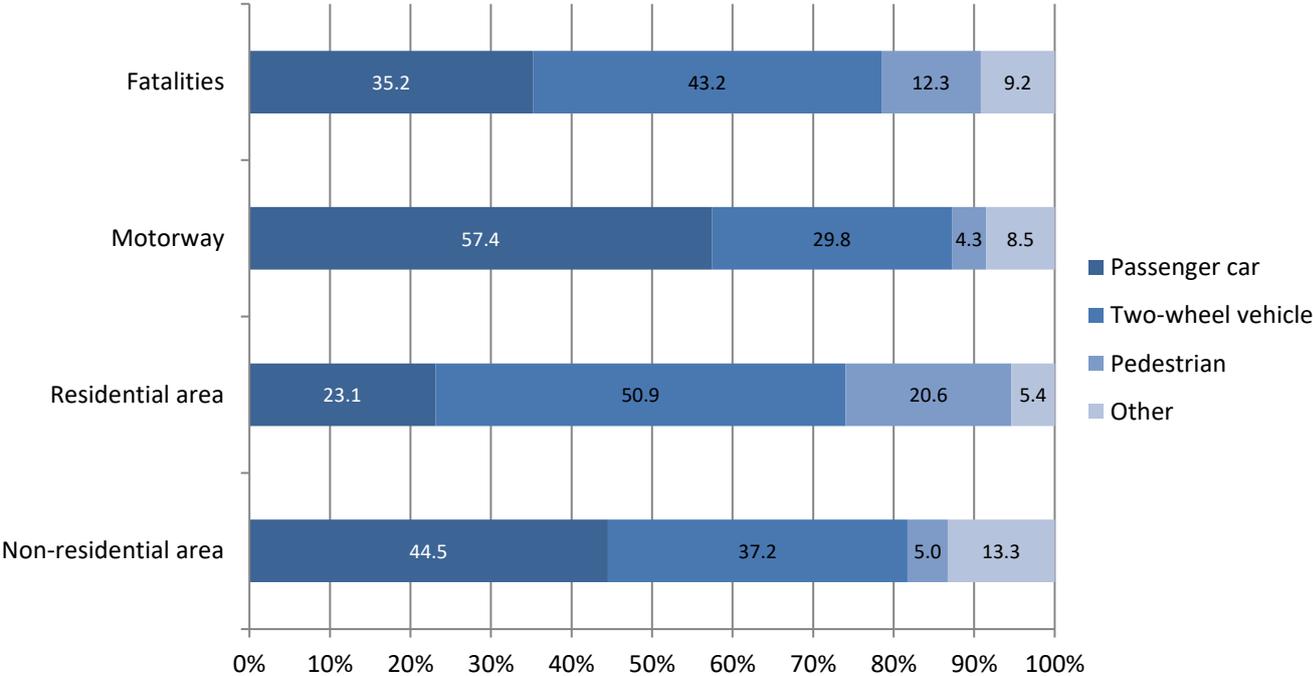
Of the total of 664 fatalities, 234 (35.2%) were in passenger vehicles, 287 (43.2%) on two-wheel vehicles (including mopeds) and 82 (12.3%) were pedestrian.

As regards the distribution of fatalities by type of area where the accident occurred, in residential areas 23.1% of fatalities were on passenger vehicles and 50.9% on two-wheel vehicles. In non-residential areas the percentages amount to 44.5% and 37.2% respectively. In motorways, 57.4% of fatalities were on passenger vehicles and 29.8% on two-wheel vehicles (Table 4, Graph 4).

**Table 4: Road traffic accident fatalities by mode of transport and type of area, 2024**

Mode of transport	Number of fatalities	%	Motorway	%	Residential area	%	Non-residential area	%
<b>Grand total</b>	<b>664</b>	<b>100.0</b>	<b>47</b>	<b>100.0</b>	<b>316</b>	<b>100.0</b>	<b>301</b>	<b>100.0</b>
<b>% of fatalities by type of area</b>	<b>100.0</b>		<b>7.1</b>		<b>47.6</b>		<b>45.3</b>	
Passenger car	234	35.2	27	57.4	73	23.1	134	44.5
Two-wheel vehicle	287	43.2	14	29.8	161	50.9	112	37.2
Pedestrian	82	12.3	2	4.3	65	20.6	15	5.0
Other types of vehicle	61	9.2	4	8.5	17	5.4	40	13.3

**Graph 4: Percentage distribution of road traffic accident fatalities by mode of transport and type of area, 2024**



## I.2 Accidents

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

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

In 2024, road traffic accidents per 1,000,000 inhabitants in Greece amounted to 1,060.2. The region of Attiki was on the top of the ranking list with 1,514.3 accidents, followed by Notio Aigaio with 1,388.0 accidents and Kentriki Makedonia with 1,336.2 accidents.

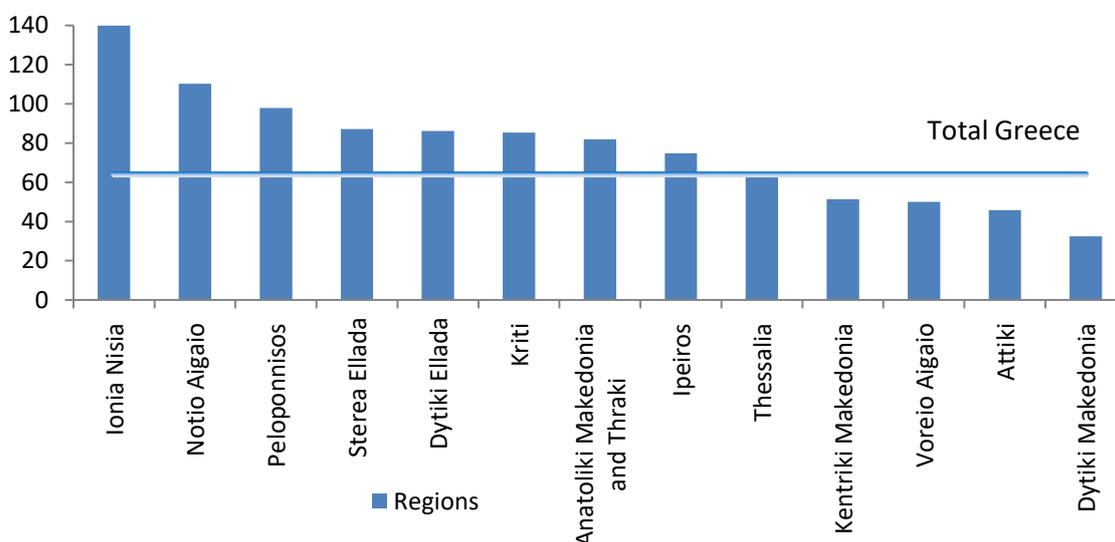
The number of fatalities per 1,000,000 inhabitants in Greece amounted to 64.0. The region of Ionia Nisia was at the top of the ranking list with 140.0, followed by Notio Aigaio with 110.3 and the region of Peloponnisos with 97.9 (Table 5, Graph 5).

**Table 5: Road traffic accidents and fatalities and number of road traffic accidents and fatalities per 1,000,000 inhabitants, by NUTS 2 Region, 2024**

NUTS 2 Regions	Accidents	%	Fatalities	%	Accidents per 1,000,000 inhabitants	Fatalities per 1,000,000 inhabitants
<b>Greece total</b>	<b>11,000</b>	<b>100.0</b>	<b>664</b>	<b>100.0</b>	<b>1,060.2</b>	<b>64.0</b>
Anatoliki Makedonia and Thraki	274	2.5	46	6.9	488.1	81.9
Kentriki Makedonia	2,371	21.6	91	13.7	1,336.2	51.3
Dytiki Makedonia	49	0.4	8	1.2	198.8	32.5
Ipeiros	119	1.1	24	3.6	371.1	74.8
Thessalia	206	1.9	44	6.6	304.0	64.9
Ionia Nisia	160	1.5	28	4.2	799.9	140.0
Dytiki Ellada	427	3.9	55	8.3	668.8	86.1
Stereia Ellada	588	5.3	44	6.6	1,164.4	87.1
Attiki	5,713	51.9	173	26.1	1,514.3	45.9
Peloponnisos	266	2.4	52	7.8	500.9	97.9
Voreio Aigaio	180	1.6	10	1.5	899.8	50.0
Notio Aigaio	453	4.1	36	5.4	1,388.0	110.3
Kriti	194	1.8	53	8.0	312.2	85.3

Remark: Any differences in the totals across the table are on account of rounding up

**Graph 5: Number of fatalities per 1,000,000 inhabitants by NUTS 2 Region, 2024**



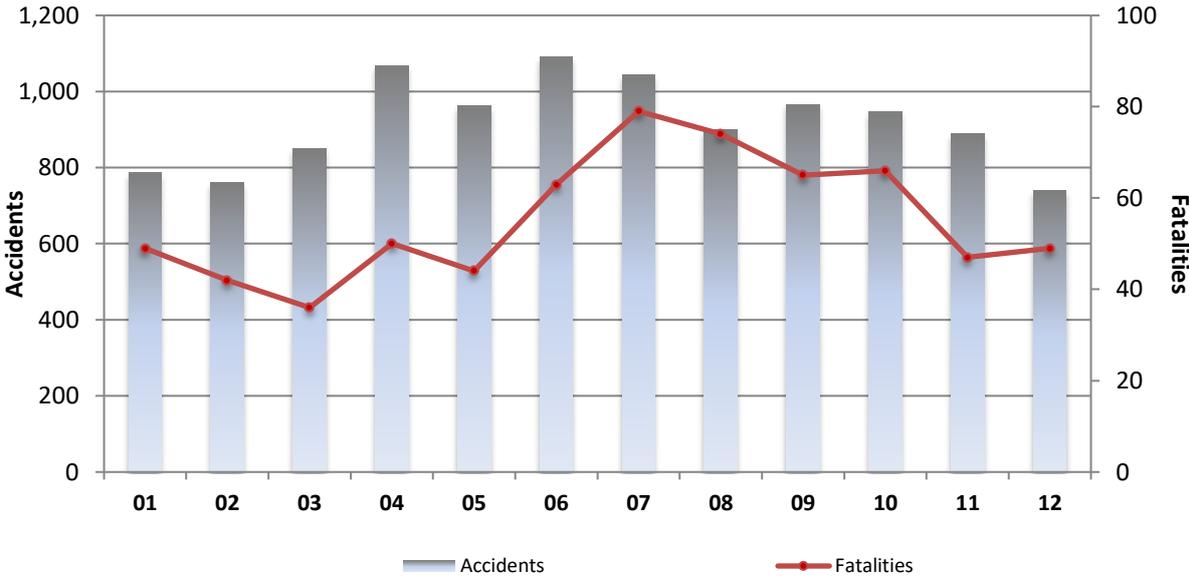
**I.2.1.2 Percentage distribution of road traffic accidents and fatalities by month**

In 2024, the highest number of road traffic accidents (1,090) was recorded in June, accounting for 9.9% of the total accidents of the year, while the highest number of fatalities (79) was recorded in July accounting for 11.9% of the total fatalities. The lowest number of road accidents (741) accounting for 6.7% of the total accidents of the year was recorded in December and the lowest number of fatalities (36) accounting for 5.4% of the total number of fatalities was recorded in March (Table 6, Graph 6).

Table 6: Road traffic accidents and fatalities by month, 2024				
Month	Accidents	%	Fatalities	%
<b>Total</b>	<b>11,000</b>	<b>100.0</b>	<b>664</b>	<b>100.0</b>
January	787	7.2	49	7.4
February	760	6.9	42	6.3
March	849	7.7	36	5.4
April	1,068	9.7	50	7.5
May	962	8.7	44	6.6
June	1,090	9.9	63	9.5
July	1,043	9.5	79	11.9
August	900	8.2	74	11.1
September	966	8.8	65	9.8
October	946	8.6	66	9.9
November	888	8.1	47	7.1
December	741	6.7	49	7.4

*Remark: Any differences in the totals across the table are on account of rounding up*

**Graph 6: Distribution of road traffic accidents and fatalities by month, 2024**



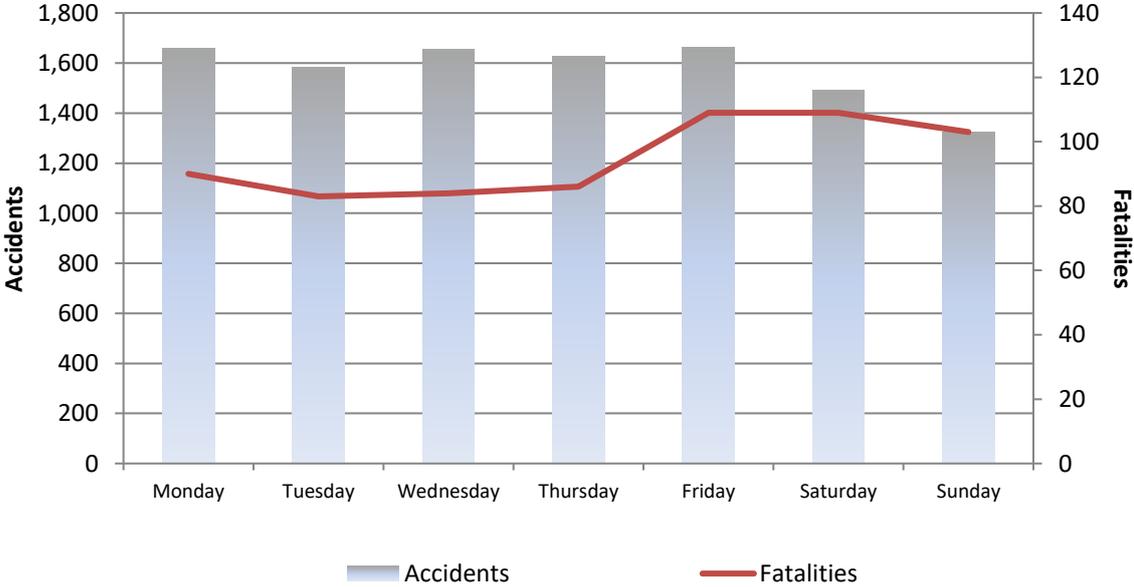
**I.2.1.3 Distribution of road traffic accidents and fatalities by day of the week**

In 2024, the highest number of road traffic accidents took place on Fridays and Mondays (15.1%) followed by Wednesdays (15.0%), while the lowest number took place on Sundays (12.0%). However, as regards fatalities, Fridays and Saturdays account for the largest share of fatalities (16.4%) (Table 7, Graph 7).

**Table 7: Road traffic accidents and fatalities by day of the week, 2024**

Day of the week	Accidents	%	Fatalities	%
<b>Total</b>	<b>11,000</b>	<b>100.0</b>	<b>664</b>	<b>100.0</b>
Monday	1,660	15.1	90	13.6
Tuesday	1,583	14.4	83	12.5
Wednesday	1,655	15.0	84	12.7
Thursday	1,626	14.8	86	13.0
Friday	1,661	15.1	109	16.4
Saturday	1,491	13.6	109	16.4
Sunday	1,324	12.0	103	15.5

**Graph 7: Number of road traffic accidents and fatalities by day of the week, 2024**



#### I.2.1.4 Distribution of road traffic accidents and fatalities by hour of the day and day of the week (Monday – Friday and Saturday – Sunday)

Most road traffic accidents (44.5%) took place from 12:00 to 18:00, while the fewest (6.7%) took place from 02:00 to 06:00.

The highest number of fatalities was recorded during the 13<sup>th</sup> hour (43 fatalities, 6.5%) while the lowest was observed after midnight and especially at 02:00 (12 fatalities, 1.8%).

As regards the distribution of accidents by day of the week, 74.4% of the accidents occurred from Monday – Friday and the remaining 25.6% during the weekend. The corresponding distribution for fatalities was 68.1% for Monday – Friday and 31.9% at the weekend (Table 8, Graph 8).

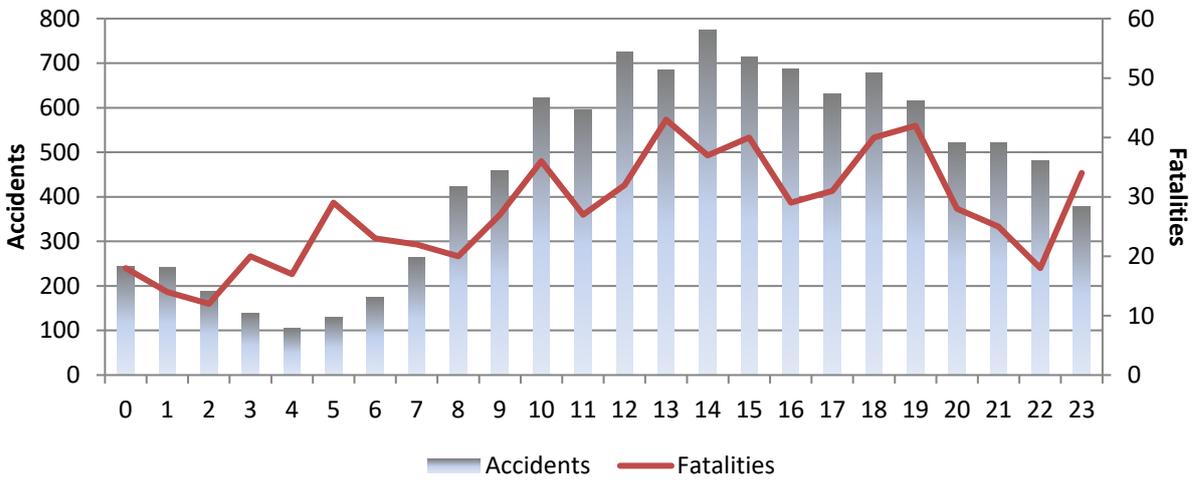
Graphs 8a and 8b depict road accidents and fatalities by hour and day.

**Table 8: Road traffic accidents and fatalities by hour of the day and day of the week, 2024**

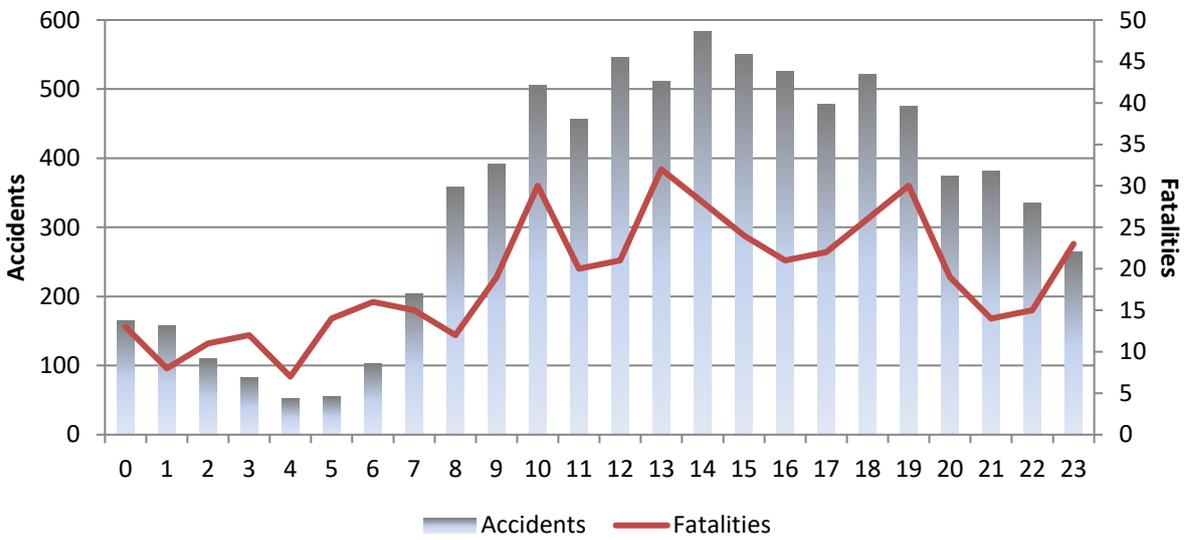
Hour of accident (rounded to the nearest hour)	Road traffic accidents				Fatalities			
	Total accidents	%	Monday - Friday	Saturday - Sunday	Total fatalities	%	Monday - Friday	Saturday - Sunday
<b>Total</b>	<b>11,000</b>	<b>100.0</b>	<b>8,185</b>	<b>2,815</b>	<b>664</b>	<b>100.0</b>	<b>452</b>	<b>212</b>
<b>% of accidents and fatalities by day of the week</b>			<b>74.4</b>	<b>25.6</b>			<b>68.1</b>	<b>31.9</b>
0	244	2.2	165	79	18	2.7	13	5
1	241	2.2	158	83	14	2.1	8	6
2	187	1.7	110	77	12	1.8	11	1
3	139	1.3	82	57	20	3.0	12	8
4	104	0.9	52	52	17	2.6	7	10
5	129	1.2	55	74	29	4.4	14	15
6	175	1.6	103	72	23	3.5	16	7
7	265	2.4	204	61	22	3.3	15	7
8	424	3.9	358	66	20	3.0	12	8
9	459	4.2	391	68	27	4.1	19	8
10	622	5.7	505	117	36	5.4	30	6
11	596	5.4	457	139	27	4.1	20	7
12	726	6.6	546	180	32	4.8	21	11
13	685	6.2	511	174	43	6.5	32	11
14	774	7.0	583	191	37	5.6	28	9
15	715	6.5	550	165	40	6.0	24	16
16	688	6.3	526	162	29	4.4	21	8
17	631	5.7	478	153	31	4.7	22	9
18	678	6.2	522	156	40	6.0	26	14
19	615	5.6	475	140	42	6.3	30	12
20	522	4.7	374	148	28	4.2	19	9
21	522	4.7	381	141	25	3.8	14	11
22	481	4.4	335	146	18	2.7	15	3
23	378	3.4	264	114	34	5.1	23	11

Remark: Any differences in the totals across the table are on account of rounding up

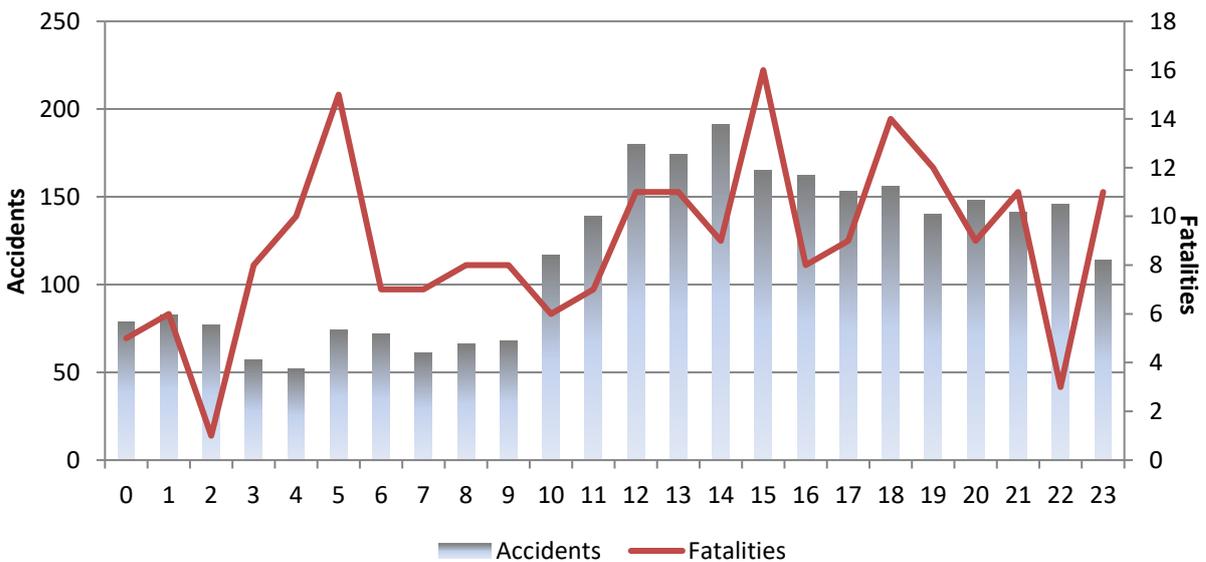
**Graph 8: Number of accidents and fatalities by hour of the day, 2024**



**Graph 8a: Number of accidents and fatalities by hour of the day, Monday-Friday, 2024**



**Graph 8b: Number of accidents and fatalities by hour of the day, Saturday and Sunday, 2024**



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

**I.2.2.1 Weather conditions**

As regards weather conditions, 10,332 out of 11,000 (93.9%) road accidents occurred in clear sky resulting in 606 fatalities (91.3%). As regards the rest of the weather conditions, 291 accidents occurred in drizzle and 196 in rain conditions (2.6% and 1.8% respectively), resulting to 21 and 18 fatalities respectively (3.2% and 2.7%) (Table 9).

<b>Table 9: Road traffic accidents and fatalities by type of weather conditions, 2024</b>				
<b>Weather conditions</b>	<b>Road accidents</b>	<b>%</b>	<b>Fatalities</b>	<b>%</b>
<b>Total</b>	<b>11,000</b>	<b>100.0</b>	<b>664</b>	<b>100.0</b>
Clear sky	10,332	93.9	606	91.3
Strong wind	22	0.2	2	0.3
Frost	28	0.3	3	0.5
Fog / Mist	9	0.1	2	0.3
Drizzle	291	2.6	21	3.2
Rain	196	1.8	18	2.7
Tempest (Rain with strong wind)	5	0.0	0	0.0
Storm	5	0.0	3	0.5
Hail	0	0.0	0	0.0
Snow	2	0.0	0	0.0
Smoke	2	0.0	1	0.2
Dust	0	0.0	0	0.0
Other	108	1.0	8	1.2

*Remark: Any differences in the totals across the table are on account of rounding up*

### I.2.2.2 Type of the first collision

Regarding the number of accidents, “collision between moving vehicles” recorded the largest percentage for road accidents accounting for 64.2%, with the main type of collision "head-on side collision" accounting for 42.4% of the total accidents. The second most important category on the list was “entrapment of pedestrian/animal” (15.6% of the total), followed by “diversion/overturning of vehicle” with 11.9% (Table 10).

As regards fatalities, “collision between moving vehicles” was the most important category of collision with 274 fatalities (41.3%) followed by the “Vehicle collision with” category with 151 fatalities (22.7%). Regarding the type of collision, the highest number of fatalities was recorded in "head-on side collision" with 147 fatalities (22.1%) followed by "Entrapment Pedestrian" with 84 fatalities (12.7%) of the total fatalities (Table 10).

Table 10: Road traffic accidents and fatalities by category and type of the first collision, 2024					
Category’s description and type of accident first impact		Road accidents	%	Fatalities	%
<b>Total</b>		<b>11,000</b>	<b>100.0</b>	<b>664</b>	<b>100.0</b>
<b>Collision between moving vehicles (Total)</b>		<b>7,062</b>	<b>64.2</b>	<b>274</b>	<b>41.3</b>
Collision between moving vehicles	Head-on collision	444	4.0	72	10.8
	Head-on side collision	4,660	42.4	147	22.1
	Side collision	1,026	9.3	18	2.7
	Rear end collision	929	8.4	35	5.3
	Collision with train	3	0.0	2	0.3
<b>Vehicle collision with (Total)</b>		<b>727</b>	<b>6.6</b>	<b>151</b>	<b>22.7</b>
Vehicle collision with	Parked vehicle	145	1.3	15	2.3
	Vehicle parking	70	0.6	3	0.5
	Vehicle stopping (at traffic lights, STOP sign etc.)	45	0.4	0	0.0
	Post or tree	198	1.8	69	10.4
	Building or other stable obstacle	269	2.4	64	9.6
<b>Entrapment (Total)</b>		<b>1,717</b>	<b>15.6</b>	<b>85</b>	<b>12.8</b>
Entrapment	Pedestrian	1,682	15.3	84	12.7
	Animal	35	0.3	1	0.2
<b>Diversion / Overturning (Total)</b>		<b>1,311</b>	<b>11.9</b>	<b>144</b>	<b>21.7</b>
Diversion / Overturning	Diversion in the opposite traffic lane	46	0.4	3	0.5
	Diversion to the right	495	4.5	62	9.3
	Diversion to the left	285	2.6	38	5.7
	Overturning on carriageway	379	3.4	14	2.1
	Overturning outside carriageway	105	1.0	27	4.1
	Fire	1	0.0	0	0.0
<b>Other</b>		<b>183</b>	<b>1.7</b>	<b>10</b>	<b>1.5</b>

Remark: Any differences in the totals across the table are on account of rounding up

### I.2.2.3 Maneuver of the 1st vehicle which was likely to contribute to the accident

As regards the maneuvers of the vehicle that may have contributed to the accident, the category of “Not stopping before STOP sign” was reported as the main maneuver with a rate of 17.7% of the total number of accidents, followed by “normal course” with 14.2% and “Other maneuver” with 14.0%.

In terms of fatalities, “Entering the opposite traffic lane” with a share of 18.8% (125 fatalities) was reported as the main maneuver of the first vehicle that probably contributed to the accident, followed by “Exceeding speed limit” with 16.7% (111 fatalities) and “normal course” with 15.4% (102 fatalities). Indicatively, "other maneuver" includes drunkenness, careless driving, not keeping a safe distance and other cases not described in the maneuvers (Table 11).

**Table 11: Road traffic accidents and fatalities by maneuver of the 1<sup>st</sup> vehicle, which was likely to contribute to the accident, 2024**

Maneuver of the 1 <sup>st</sup> vehicle which was likely to contribute to the accident	Road accidents	%	Fatalities	%
<b>Total</b>	<b>11,000</b>	<b>100.0</b>	<b>664</b>	<b>100.0</b>
Normal course	1,564	14.2	102	15.4
Entering traffic	271	2.5	11	1.7
Entering traffic from junction with left turn	141	1.3	9	1.4
Entering traffic from the junction, with right turn	21	0.2	1	0.2
Entering the opposite traffic lane	710	6.5	125	18.8
Exiting from traffic	270	2.5	69	10.4
Overtaking from the left	230	2.1	17	2.6
Overtaking from the right	76	0.7	5	0.8
Violation of right priority of other vehicles	358	3.3	10	1.5
Pedestrian priority violation in crossing	93	0.8	1	0.2
Turning left	784	7.1	29	4.4
Turning right	258	2.3	7	1.1
U-Turn	172	1.6	11	1.7
Starting	61	0.6	5	0.8
Parking maneuver	66	0.6	1	0.2
Reversing	133	1.2	4	0.6
Stopping	25	0.2	0	0.0
Slowing down	65	0.6	2	0.3
Sudden braking	300	2.7	7	1.1
Changing lane	383	3.5	6	0.9
Exceeding speed limit	917	8.3	111	16.7
Stopping before traffic lights	37	0.3	1	0.2
Not stopping before traffic lights	496	4.5	14	2.1
Not stopping before STOP sign	1,950	17.7	19	2.9
Not stopping before giveaway sign	35	0.3	1	0.2
Not stopping before policeman sign	6	0.1	1	0.2
Not informing for turn, changing course etc.	34	0.3	1	0.2
Other maneuver	1,544	14.0	94	14.2

*Remark: Any differences in the totals across the table are on account of rounding up*

## II. Evolution for the 10-year period, 2015-2024

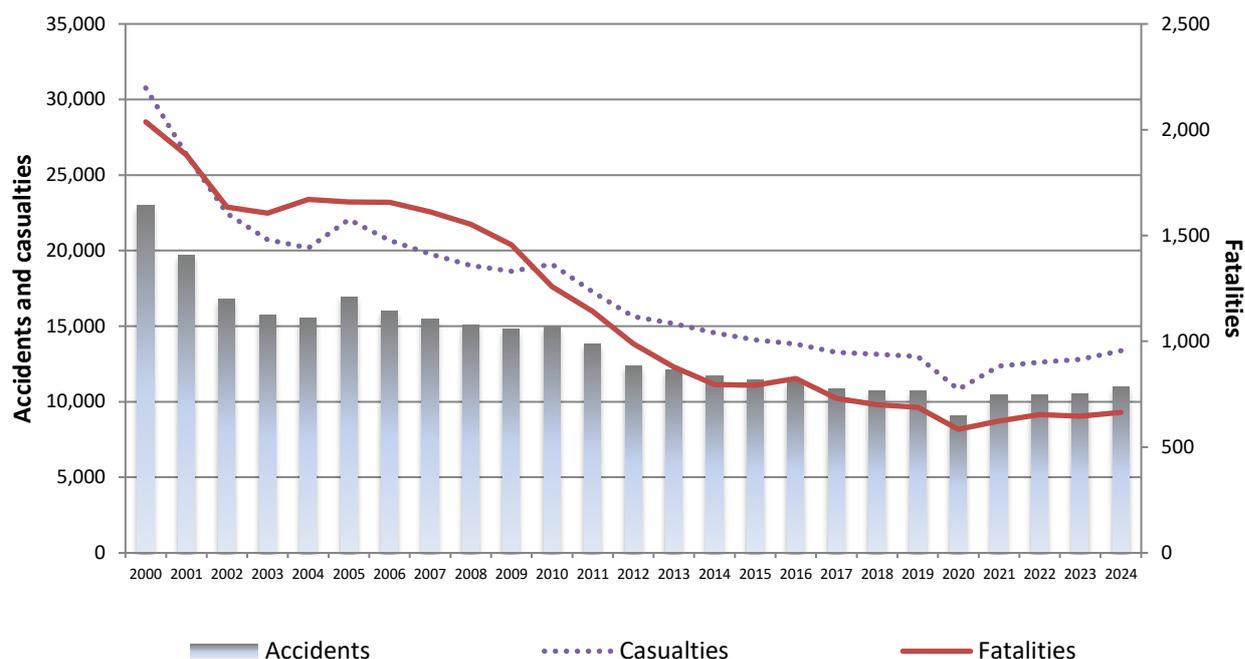
When comparing the data on road traffic accidents and fatalities for 2024 with the corresponding data for 2015, a 3.8% decrease is observed in road traffic accidents, a 16.3% decrease in the number of fatalities, a 43.1% decrease in serious injuries and a 2.2% decrease in slight injuries. An even more significant decrease is observed when comparing the data of 2024 with those of 2000, namely, road traffic accidents decreased by 52.2%, fatalities by 67.4%, serious injuries by 86.5% and slight injuries by 51.8%.

More specifically, the most important annual decrease in the number of accidents was recorded during 2020, amounting to 15.2% and was related to measures limiting COVID-19 spread. As regards fatalities, a steady decrease has been observed in the last decade with a relative slowdown in the years 2016, 2021, 2022 and 2024 (Table 12, Graph 9).

**Table 12: Road traffic accidents and casualties, 2000 and 2015-2024**

Years	2000	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	% Change	
												2024/ 2015	2024/ 2000
Accidents	23,001	11,440	11,318	10,848	10,737	10,712	9,083	10,454	10,487	10,553	11,000	-3.8	-52.2
<i>Annual change</i>			-1.1	-4.2	-1.0	-0.2	-15.2	15.1	0.3	0.6	4.2		
Fatal accidents	1,803	741	772	679	645	656	552	584	619	610	625	-15.7	-65.3
<i>Annual change</i>			4.2	-12.0	-5.0	1.7	-15.9	5.8	6.0	-1.5	2.5		
Fatalities	2,037	793	824	731	700	688	584	624	654	646	664	-16.3	-67.4
<i>Annual change</i>			3.9	-11.3	-4.2	-1.7	-15.1	6.8	4.8	-1.2	2.8		
Total injuries	30,763	14,096	13,825	13,271	13,149	13,002	10,818	12,356	12,625	12,815	13,371	-5.1	-56.5
<i>Annual change</i>			-1.9	-4.0	-0.9	-1.1	-16.8	14.2	2.2	1.5	4.3		
Serious injuries	4,200	999	879	706	727	652	518	610	664	659	568	-43.1	-86.5
<i>Annual change</i>			-12.0	-19.7	3.0	-10.3	-20.6	17.8	8.9	-0.8	-13.8		
Slight injuries	26,563	13,097	12,946	12,565	12,422	12,350	10,300	11,746	11,961	12,156	12,803	-2.2	-51.8
<i>Annual change</i>			-1.2	-2.9	-1.1	-0.6	-16.6	14.0	1.8	1.6	5.3		

**Graph 9: Number of road traffic accidents and casualties, 2000-2024**



**Geographical distribution of road traffic accidents and demographic characteristics of fatalities in road traffic accidents, 2015 – 2024**

**II.1 Number of road traffic accident fatalities per 1,000,000 inhabitants by NUTS 2 Region, 2000, 2015 and 2024**

As regards the distribution of fatalities from road traffic accidents by NUTS 2 Region in the years 2000, 2015 and 2024, Attiki is on the top of the ranking list, followed by Kentriki Makedonia, namely the regions where the two largest cities of Greece are located.

The fatality rate per 1,000,000 inhabitants differentiates the above ranking. In 2024 the region of Ionia Nisia was at the top of the list followed by Notio Aigaio. In 2024 Dytiki Makedonia was in the last place of the ranking, while Attiki was next to last (Table 13, Graph 10).

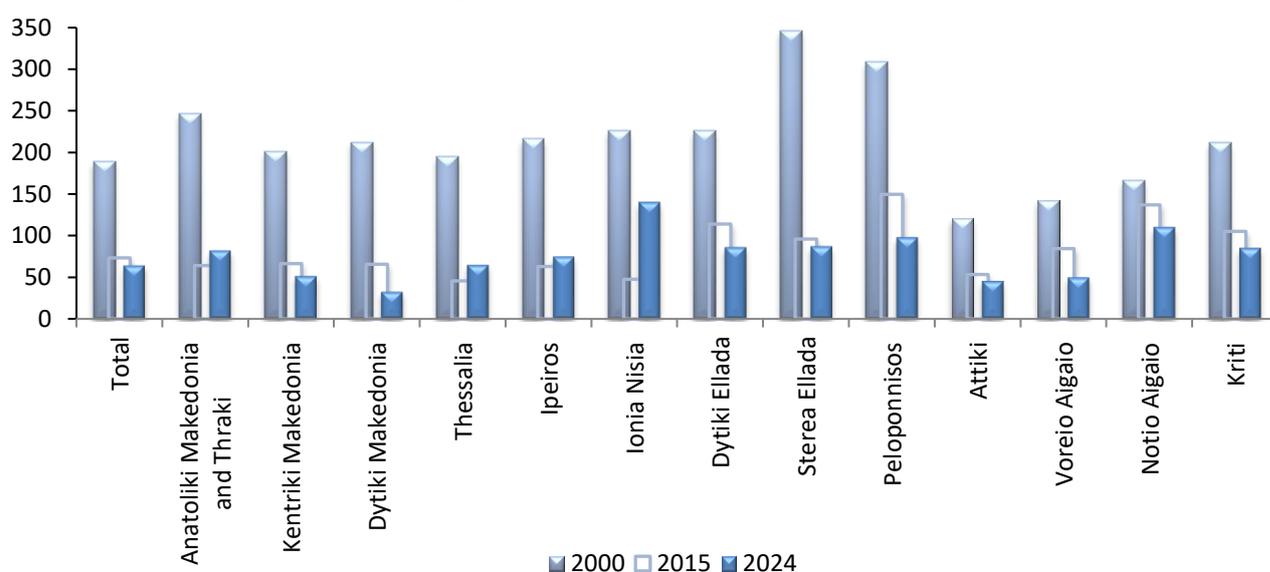
When considering the aforementioned information to interpret the data correctly, changes in the population of the regions, the effect of summer tourist season, the construction (or not) of motorways, improving interventions in the road network as well as other factors should be taken into account.

**Table 13: Fatalities and number of fatalities per 1,000,000 inhabitants by NUTS 2 Region, 2000, 2015 and 2024**

Regions	Fatalities						Fatalities per 1,000,000 inhabitants		
	2000	%	2015	%	2024	%	2000	2015	2024
<b>Total</b>	<b>2,037</b>	<b>100.0</b>	<b>793</b>	<b>100.0</b>	<b>664</b>	<b>100.0</b>	<b>189.0</b>	<b>73.3</b>	<b>64.0</b>
Anatoliki Makedonia, Thraki	144	7.1	38	4.8	46	6.9	247.1	64.1	81.9
Kentriki Makedonia	367	18.0	124	15.6	91	13.7	200.7	66.2	51.3
Dytiki Makedonia	61	3.0	18	2.3	8	1.2	212.4	65.6	32.5
Thessalia	144	7.1	33	4.2	44	6.6	194.7	45.5	64.9
Ipeiros	73	3.6	21	2.6	24	3.6	216.3	62.9	74.8
Ionia Nisia	46	2.3	10	1.3	28	4.2	225.9	47.7	140.0
Dytiki Ellada	160	7.9	77	9.7	55	8.3	226.2	113.8	86.1
Stereia Ellada	192	9.4	52	6.6	44	6.6	346.6	96.0	87.1
Peloponnisos	181	8.9	86	10.8	52	7.8	309.1	149.8	97.9
Attiki	468	23.0	207	26.1	173	26.1	120.9	53.5	45.9
Voreio Aigaio	28	1.4	16	2.0	10	1.5	142.2	84.6	50.0
Notio Aigaio	51	2.5	45	5.7	36	5.4	166.7	137.1	110.3
Kriti	122	6.0	66	8.3	53	8.0	212.0	105.1	85.3

Remark: Any differences in the totals across the table are on account of rounding up

**Graph 10: Number of fatalities from road traffic accident per 1,000,000 inhabitants by NUTS 2 Region, 2000, 2015, 2024**



**II.2 Road traffic accidents fatalities by gender, category of person fatally injured and type of area, 2015-2024**

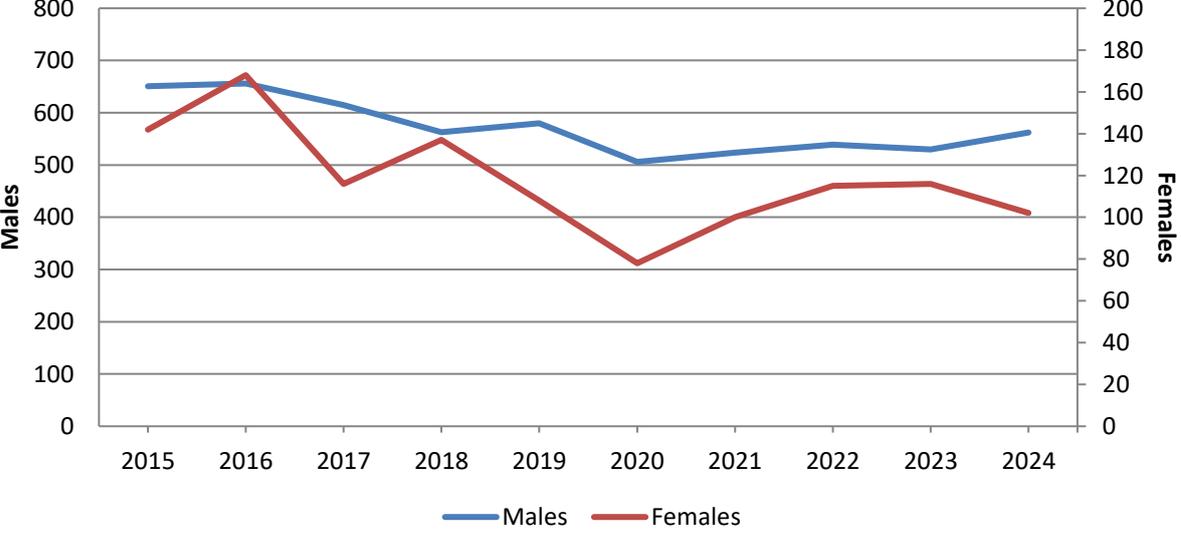
As regards the breakdown of fatalities by gender during the decade 2015-2024, a decrease was observed in both males and females (13.7% and 28.2% respectively).

As regards the breakdown of data by category of fatalities during the decade 2015-2024, the largest decrease was recorded in pedestrians (35.9%), followed by passengers (24.2%).

As regards the type of area where the accident took place, the largest decrease in the number of fatalities was recorded in inside urban areas (18.6%) (Table 14).

Gender	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	% Change	
											2024/2023	2024/2015
<b>Total</b>	<b>793</b>	<b>824</b>	<b>731</b>	<b>700</b>	<b>688</b>	<b>584</b>	<b>624</b>	<b>654</b>	<b>646</b>	<b>664</b>	<b>2.8</b>	<b>-16.3</b>
Males	651	656	615	563	580	506	524	539	530	562	6.0	-13.7
Females	142	168	116	137	108	78	100	115	116	102	-12.1	-28.2
<b>Category of person fatally injured</b>												
Drivers	545	548	507	450	470	433	447	464	469	491	4.7	-9.9
Passengers	120	127	106	104	73	75	82	78	75	91	21.3	-24.2
Pedestrians	128	149	118	146	145	76	95	112	102	82	-19.6	-35.9
<b>Type of area</b>												
Inside urban area	388	427	340	367	370	325	314	312	337	316	-6.2	-18.6
Outside urban area (motorway included)	405	397	391	333	318	259	310	342	309	348	12.6	-14.1

**Graph 11: Number of fatalities in road traffic accidents by gender, 2015-2024**

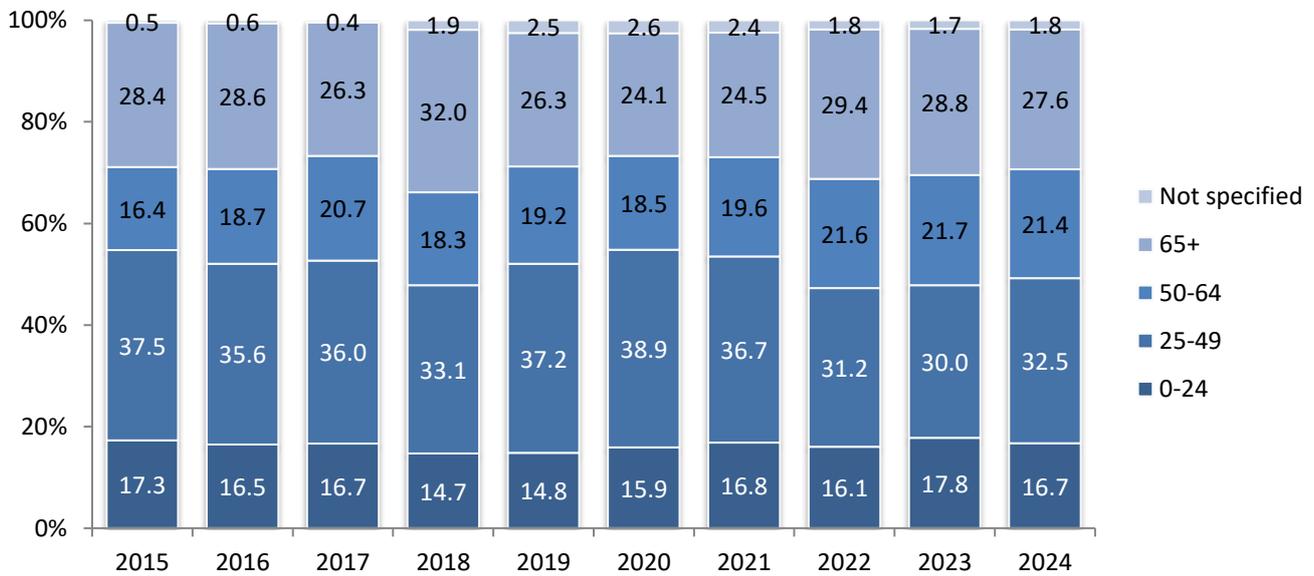


### II.3 Road traffic accidents fatalities by age group, 2015-2024

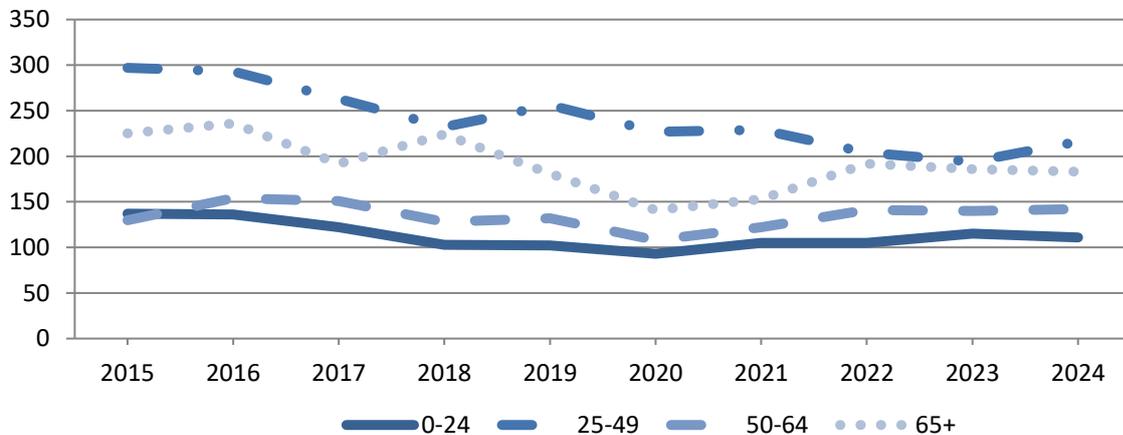
During the decade 2015-2024 the number of road traffic accident fatalities by age groups recorded a decrease with the largest decrease for the age group 25-49 years (27.3%) except for the 50-64 age group, which shows an increase (9.2%). (Table 15, Graphs 12 and 12a).

Age group	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	% Change	
											2024/2023	2024/2015
<b>Total</b>	<b>793</b>	<b>824</b>	<b>731</b>	<b>700</b>	<b>688</b>	<b>584</b>	<b>624</b>	<b>654</b>	<b>646</b>	<b>664</b>	<b>2.8</b>	<b>-16.3</b>
0-24	137	136	122	103	102	93	105	105	115	111	-3.5	-19.0
25-49	297	293	263	232	256	227	229	204	194	216	11.3	-27.3
50-64	130	154	151	128	132	108	122	141	140	142	1.4	9.2
65+	225	236	192	224	181	141	153	192	186	183	-1.6	-18.7
Not specified	4	5	3	13	17	15	15	12	11	12	9.1	200.0

**Graph 12: Percentage distribution of road traffic accident fatalities by age group, 2015-2024**



**Graph 12a: Number of road traffic accident fatalities by age group, 2015-2024**



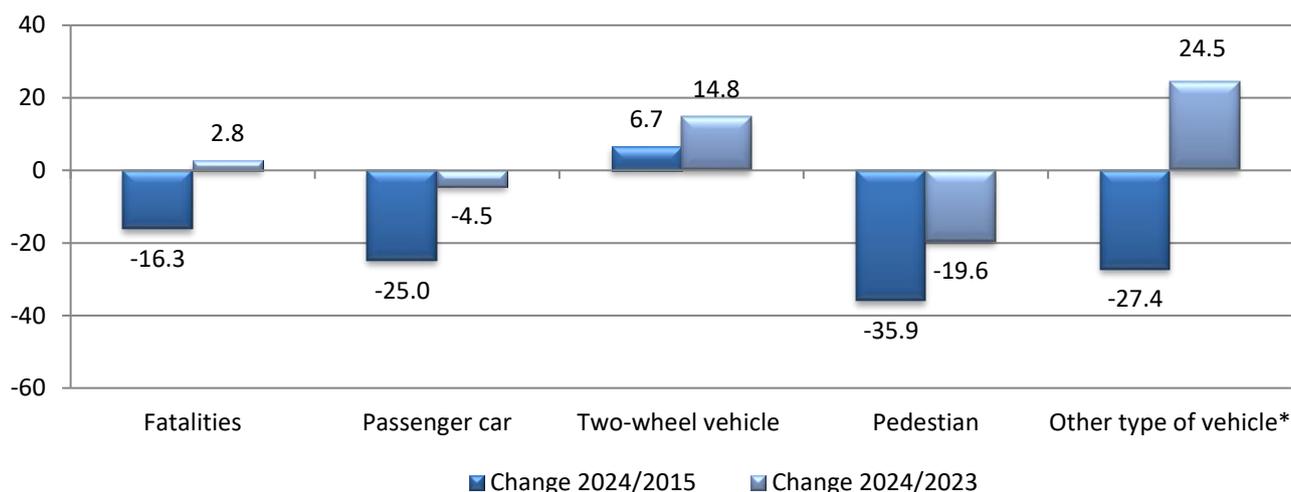
## II.4 Road traffic accidents fatalities by mode of transport, 2015-2024

The decrease in the number of road traffic accidents fatalities during the decade 2015-2024 by 16.3% was observed in all modes of transport except for two-wheeled vehicles. The largest decrease was observed in Pedestrian (35.9%) and an increase was observed in two-wheel vehicles (6.7%) (Table 16, Graphs 13 and 13a).

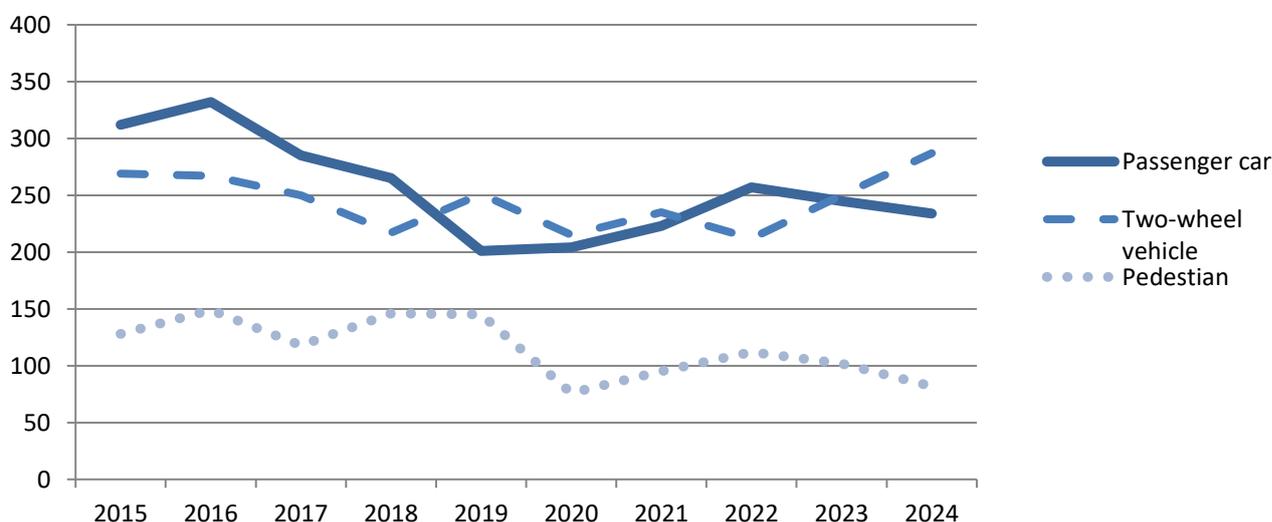
Mode of transport	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	% Change	
											2024/2023	2024/2015
<b>Total</b>	<b>793</b>	<b>824</b>	<b>731</b>	<b>700</b>	<b>688</b>	<b>584</b>	<b>624</b>	<b>654</b>	<b>646</b>	<b>664</b>	<b>2.8</b>	<b>-16.3</b>
Passenger car	312	332	285	265	201	204	223	257	245	234	-4.5	-25.0
Two-wheel vehicle	269	267	250	217	251	215	235	212	250	287	14.8	6.7
Pedestrian	128	149	118	146	145	76	95	112	102	82	-19.6	-35.9
Other type of vehicle*	84	76	78	72	91	89	71	73	49	61	24.5	-27.4

\*Including bicycles

Graph 13: Change (%) in the number of road traffic accident fatalities by mode of transport, 2015, 2023, 2024



Graph 13a: Number of road traffic accident fatalities by mode of transport, 2015-2024

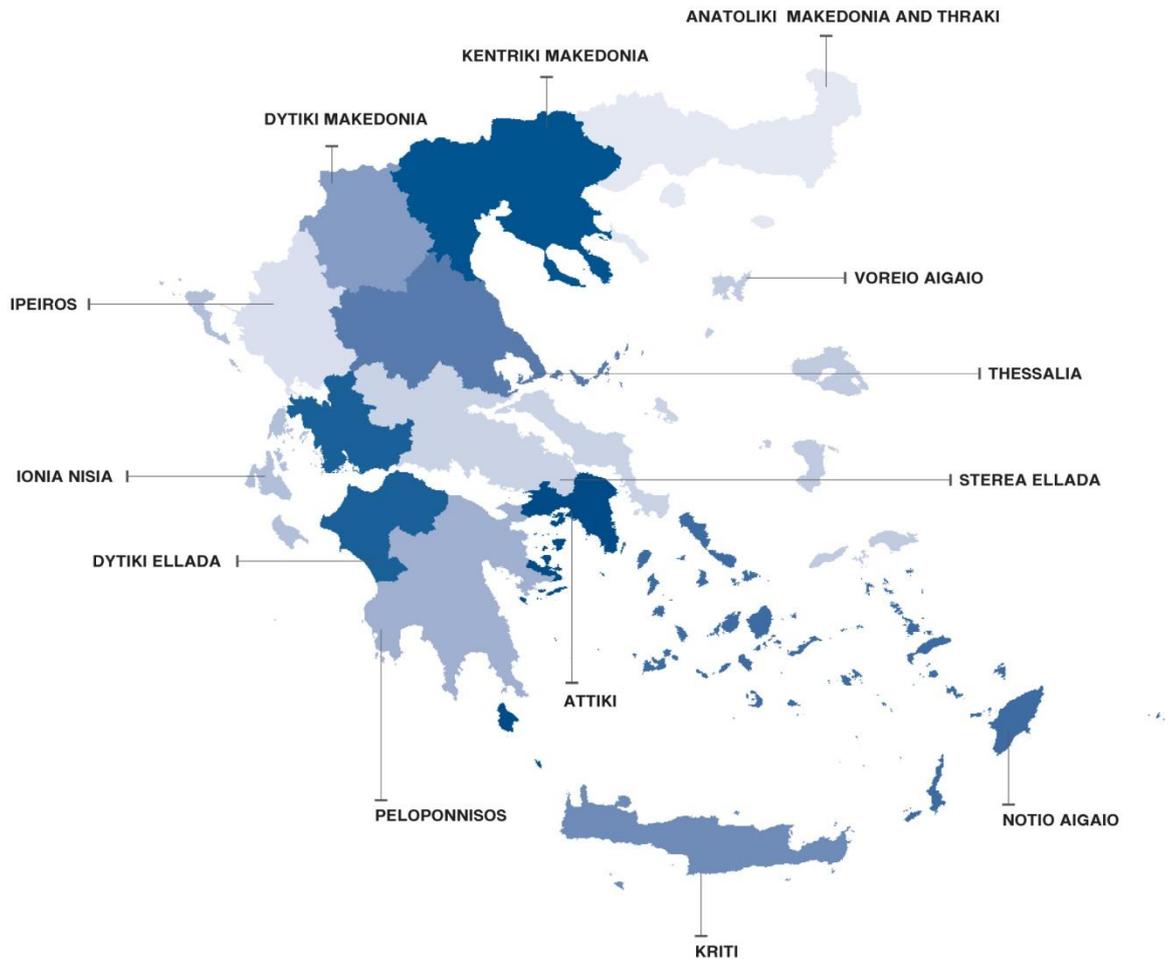


## EXPLANATORY NOTES

**Survey on Road Accidents** The survey on road traffic accidents is conducted monthly, and records by Regional Unit, 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 traffic 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 traffic accident occurred is the settlement. Data are collected monthly. The main variables are place of accident, kind of road, casualties, conditions of road surface and type of road.



**Legal framework**

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 14 months after the end of the reference year.

**Definitions**

**Road traffic 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 damage are not included.

**Fatality (Death):** Any person killed immediately or dying within 30 days because 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 damage, 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, light personal electric vehicles, animal and hand-drawn vehicles. Railway vehicles are excluded, unless the road accident involves at least one of the 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/SDT04/> .