HELLENIC REPUBLIC
HELLENIC STATISTICAL AUTHORITY

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PRESS RELEASE
ROAD ACCIDENTS, 2016

The Hellenic Statistical Authority (ELSTAT) announces, for the first time through a Press Release the results on injury-causing "Road Accidents" for the year 2016, as well as data on their evolution for the ten-year period 2007-2016.

I. Annual data, 2016

In 2016, in Greece a total of 11,318 road accidents resulting to death or injury occurred , recording a decrease of 1.1% in comparison with 2015, when the corresponding number of road accidents amounted to 11,440 (Table 1).

The total number of road accidents casualties in 2016 recorded a decrease of 1.6% in comparison with 2015 (14,649 casualties in 2016, 14,889 in 2015) (Table 1).

More specifically, the casualties of the injury-causing accidents that occurred in 2016 were as follows: 824 deaths, 879 serious injuries and 12,946 slight injuries in comparison with 793 deaths, 999 serious injuries and 13,097 slight injuries in 2015, thus recording a 3.9% increase as regards deaths and a decrease of 12.0% and 1.2% as regards serious and slight injuries, respectively (Table 1, Graph 1).

Table 1: Number of road traffic accidents and casualties, 2015 and 2016

	2015	2016	Annual change 2016/2015 (%)
Accidents	11,440	11,318	-1.1
Thereof fatal	741	772	4.2
%	6.5	6.8	
Total of casualties	14,889	14,649	-1.6
Fatalities	793	824	3.9
Total of injuries	14,096	13,825	-1.9
Serious injuries	999	879	-12.0
Slight injuries	13,097	12,946	-1.2

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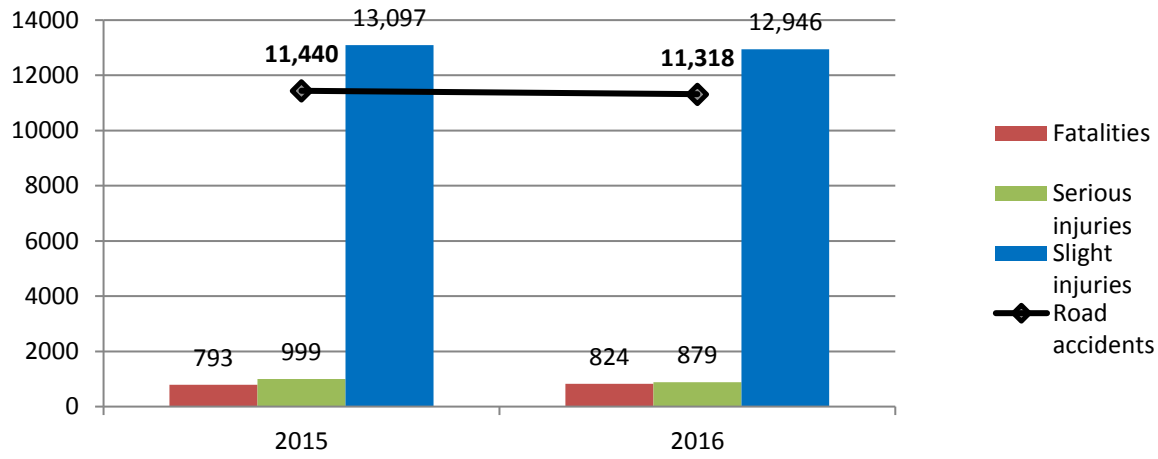
Graph 1: Number of road accidents and casualties, 2015 and 2016



I.1 Road accidents fatalities

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

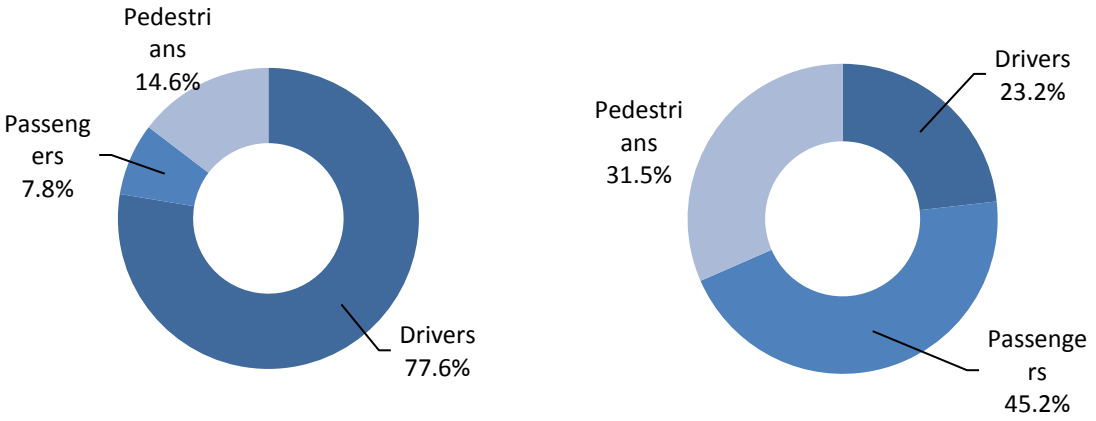
Out of the total number of 824 fatalities, drivers account for 66.5%, passengers for 15.4% and pedestrians for 18.1%. As regards the breakdown of data by gender, 79.6% of the fatally injured persons were males and 20.4% were females. Out of the total number of 127 fatally injured passengers, 76 were females (59.8%) (Table 2, Graph 2).

Table 2: Road accidents fatalities by gender and category of person fatally injured, 2016

Category of person fatally injured	Total of fatalities	%	Males	%	Females	%
Total	**824**	**100.0**	**656**	**100.0**	**168**	**100.0**
% row	**100.0**			**79.6**		**20.4**
Drivers	548	66.5	509	77.6	39	23.2
Passengers	127	15.4	51	7.8	76	45.2
Pedestrians	149	18.1	96	14.6	53	31.5

Graph 2: Percentage distribution of road accidents fatalities by gender and category of person fatally injured, 2016

Males: 79.6% **Females: 20.4%**



I.1.2 Road accidents fatalities by age groups, 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 16.5%, 25-49 years 35.6%, 50-64 years 18.7% and 65 years and over 28.6% (Table 3, Graph 3).

On the basis of the percentage distribution of fatalities by age group and category of the persons fatally injured, the following can be observed: a) as regards drivers the biggest share 43.8% is recorded for the age group 25-49 years, b) as regards passengers the biggest share 31.5% is recorded for the age group 0-24 years, c) as regards pedestrians the biggest share 57.7% 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, 2016

Age group	Fatalities	%	Category of person fatally injured					
			Drivers	%	Passengers	%	Pedestrians	%
Total	**824**	**100.0**	**548**	**100.0**	**127**	**100.0**	**149**	**100.0**
% row	**100.0**		**66.5**		**15.4**		**18.1**	
0-24	136	16.5	81	14.8	40	31.5	15	10.1
25-49	293	35.6	240	43.8	31	24.4	22	14.8
50-64	154	18.7	111	20.3	20	15.7	23	15.4
65+	236	28.6	114	20.8	36	28.3	86	57.7
Not specified	5	0.6	2	0.4	0	0.0	3	2.0

Graph 3: Percentage distribution of road accident fatalities by age group and category of person fatally injured, 2016

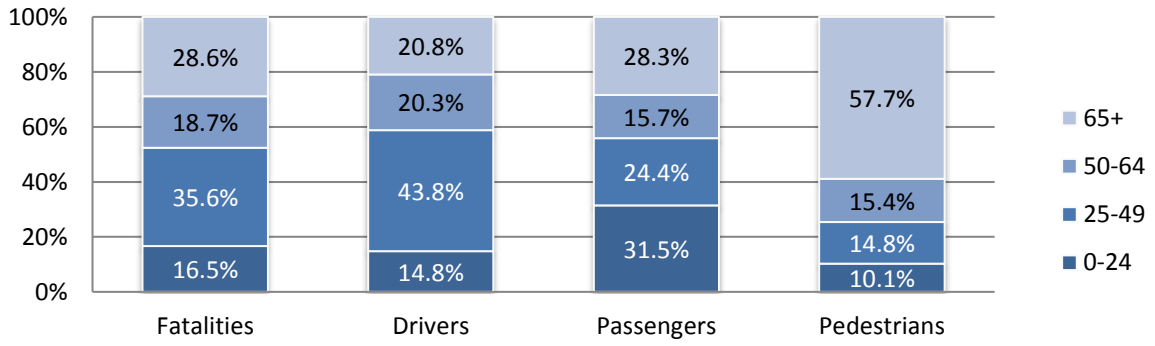


Table 3.1: Road accidents fatalities by age group, category of person fatally injured and mode of transport, 2016

Age groups	Drivers			Passengers		
	Mode of transport			Mode of transport		
	Passenger cars	Two-wheel vehicles	Other	Passenger cars	Two-wheel vehicles	Other
Total	**248**	**261**	**39**	**92**	**22**	**13**
% row	**45.3**	**47.6**	**7.1**	**72.4**	**17.3**	**10.2**
0-24	29	52	0	26	12	2
25-49	101	131	8	18	9	4
50-64	63	40	8	17	1	2
65+	55	36	23	31	0	5
Not specified	0	2	0	0	0	0

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

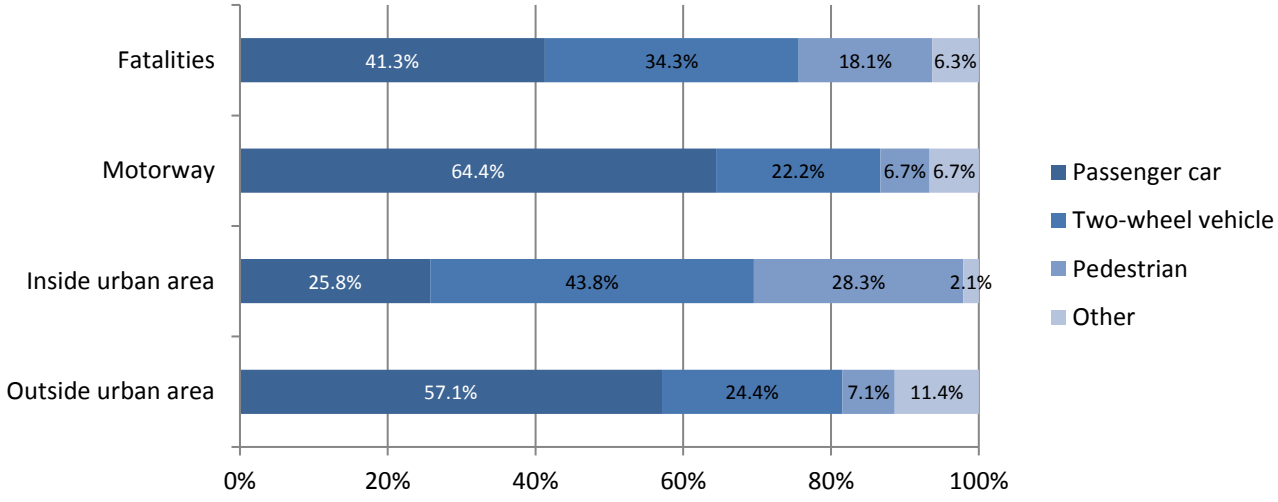
Out of the total number of 824 persons killed, 340 were on passenger cars (41.3%), 283 (34.3%) on two-wheel vehicles, including bicycles and motor cycles and 149 (18.1%) were pedestrian.

As regards the distribution of fatalities by type of area where the accident occurred, it is observed that in residential areas, 25.8% of persons killed were on passenger cars and 43.8% on two-wheel vehicles. The corresponding shares in non-residential areas are 57.1% and 24.4%, respectively. In motorways, 64.4% of persons killed were on passenger cars and 22.2% on two-wheel vehicles. (Table 4, Graph 4).

Table 4:Road accident fatalities by mode of transport and type of area, 2016

Mode of transport	Number of fatalities	%	Motorway	%	Residential area	%	Non-residential area	%
Grand total	**824**	**100.0**	**45**	**100.0**	**427**	**100.0**	**352**	**100.0**
% row			**5.5**		**51.8**		**42.7**	
Passenger car	340	41.3	29	64.4	110	25.8	201	57.1
Two-wheel vehicle	283	34.3	10	22.2	187	43.8	86	24.4
Pedestrian	149	18.1	3	6.7	121	28.3	25	7.1
Other type of vehicle	52	6.3	3	6.7	9	2.1	40	11.4

Graph 4: Percentage distribution of road accident fatalities by mode of transport and type of area, 2016



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

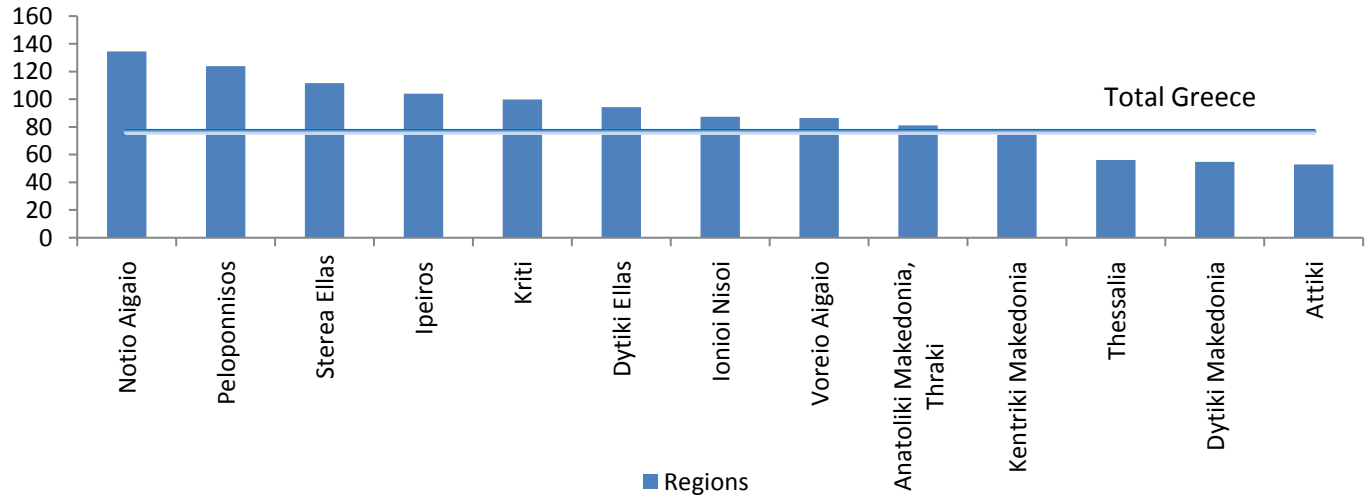
In 2016, road accidents per 1,000,000 inhabitants in Greece amounted to 1.049,5. The region of Attiki is on the top of the list with 1.490,0 accidents, followed by Kentriki Makedonia with 1.301,4 accidents and Peloponnisos with 970.7 accidents.

As regards the number of fatalities per 1,000,000 inhabitants in Greece amounted to 76.4. The region of Notio Agaio is on the top of the list with 134.4 persons killed, followed by Peloponnisos with 123.9 and Sterea Ellada with 111.5 persons killed (Table 5, Graph 5).

Table 5: Road accidents and fatalities and index of road accidents and fatalities per 1,000,000 inhabitants, by NUTS 2 Region, 2016

NUTS 2 Regions	Accidents	%	Fatalities	%	Accidents per 1,000,000 inhabitants	Fatalities per 1,000,000 inhabitants
Greece total	**11,318**	**100.0**	**824**	**100.0**	**1,049.5**	**76.4**
Anatoloki Makedonia, Thraki	444	3.9	49	5.9	734.5	81.1
Kentriki Makedonia	2,451	21.7	144	17.5	1,301.4	76.5
Dytiki Makedonia	89	0.8	15	1.8	325.0	54.8
Ipeiros	140	1.2	35	4.2	415.6	103.9
Thessalia	224	2.0	41	5.0	307.1	56.2
Ionia Nisia	187	1.7	18	2.2	907.1	87.3
Dytiki Ellada	492	4.3	63	7.6	736.2	94.3
Sterea Ellada	431	3.8	62	7.5	775.4	111.5
Attiki	5,634	49.8	200	24.3	1,490.0	52.9
Peloponnisos	564	5.0	72	8.7	970.7	123.9
Voreio Aigaio	138	1.2	17	2.1	701.7	86.4
Notio Aigaio	320	2.8	45	5.5	955.8	134.4
Kriti	204	1.8	63	7.6	322.9	99.7

Graph 5: Number of fatalities per 1,000,000 inhabitants by NUTS 2 Region, 2016



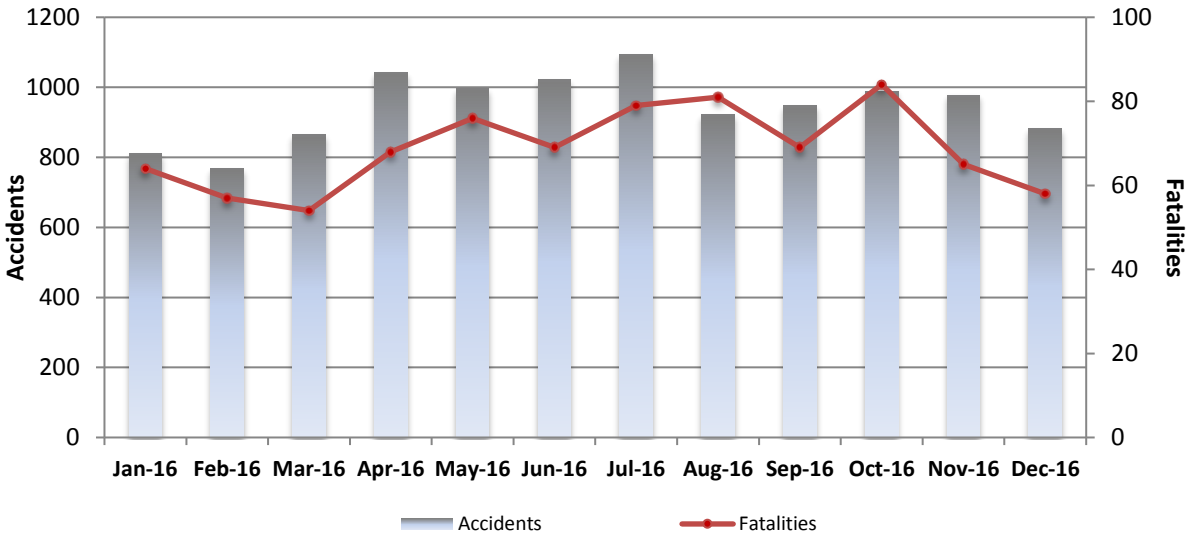
I.2.1.2 Percentage distribution of road accidents and fatalities by month

The biggest number of road accidents (1.094) was recorded in July, accounting for 9.7% of the total number of accidents in 2016, while the biggest share of fatalities 10.2% (or 84), were observed in October. The smallest number of road accidents (769) was recorded in February accounting for 6.8% of the total number of accidents, while the smallest share of fatalities, 6.6% (or 54), was recorded in March (Table 6, Graph 6).

Table 6: Road accidents and fatalities by month, 2016

Month	Accidents	%	Fatalities	%
Total	**11,318**	**100.0**	**824**	**100.0**
January	810	7.2	64	7.8
February	769	6.8	57	6.9
March	864	7.6	54	6.6
April	1,043	9.2	68	8.3
May	997	8.8	76	9.2
June	1,022	9.0	69	8.4
July	1,094	9.7	79	9.6
August	923	8.2	81	9.8
September	947	8.4	69	8.4
October	989	8.7	84	10.2
November	978	8.6	65	7.9
December	882	7.8	58	7.0

Graph 6: Distribution of road accidents and fatalities by month, 2016



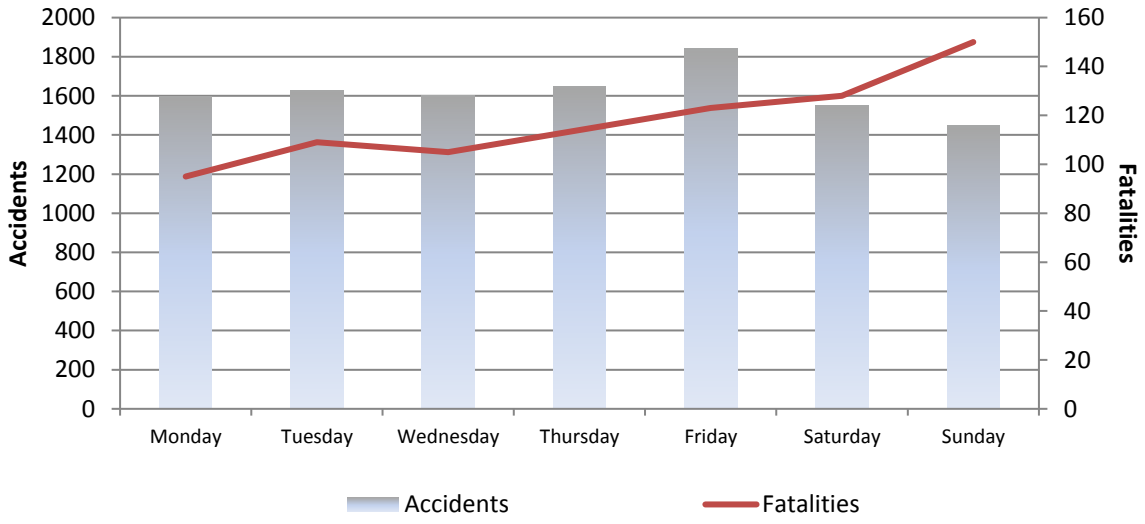
I.2.1.3 Distribution of road accidents and fatalities by day of the week

The biggest share of road accidents in 2016 took place on Fridays (16.3%), while the smallest share on Sundays (12.8%) followed by Saturdays (13.7%). However, as regards fatalities, Saturday and Sunday account for the biggest share of fatalities (Sunday 18.2% and Saturday 15.5%) (Table 7, Graph 7).

Table 7: Road accidents and fatalities by day of the week, 2016

Day of the week	Accidents	%	Fatalities	%
Total	**11,318**	**100.0**	**824**	**100.0**
Monday	1,597	14.1	95	11.5
Tuesday	1,628	14.4	109	13.2
Wednesday	1,604	14.2	105	12.7
Thursday	1,650	14.6	114	13.8
Friday	1,841	16.3	123	14.9
Saturday	1,552	13.7	128	15.5
Sunday	1,446	12.8	150	18.2

Graph 7: Number of road accidents and fatalities by day of the week, 2016



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 (26.3%) took place from 11:00 to 15:00 hours, while the smallest share (4.3%) took place from 03:00 to 05:00 hours (Table 8, Graph 8).

The biggest share of fatalities was recorded at 15:00 (54 persons killed or 6.6%) and at 20:00 hours (53 persons killed or 6.4%), while the smallest share was observed during after-midnight hours, namely from 0:00 to 04:00 hours, ranging from 2.3% to 3.3% (Table 8).

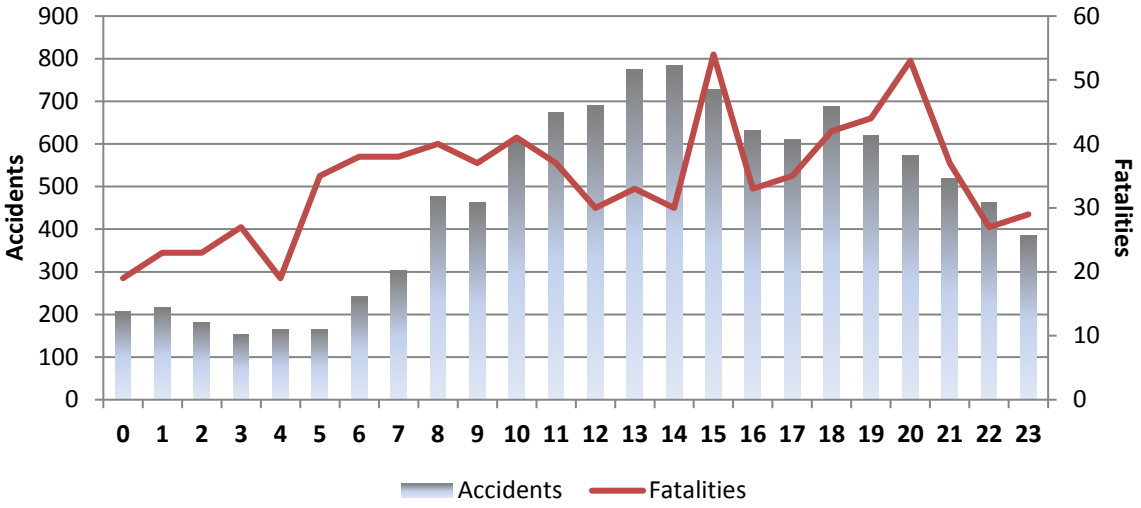
As regards the distribution of accidents by day of the week, it is observed that 73.5% of the accidents occurred from Monday – Friday and the rest 26.5% during the weekend. The corresponding figures for fatalities are 66.3% for Monday – Friday and 33.7% for the weekend (Table 8).

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

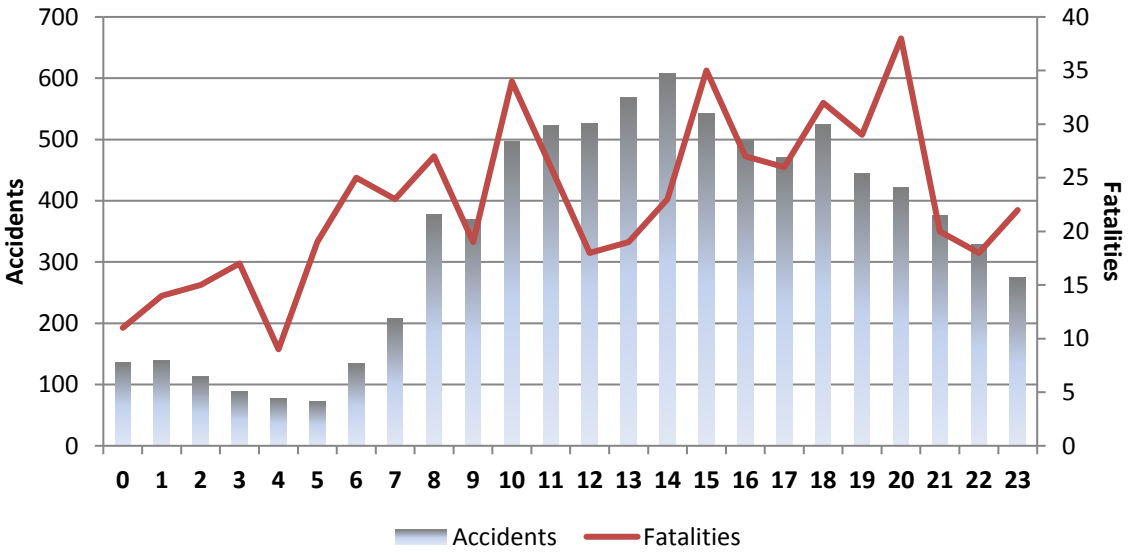
Table 8: Road accidents and fatalities by hour of the day and day of the week, 2016

Hour of accident (rounded to the nearest hour)	Road accidents				Fatalities			
	Total accidents	%	Monday - Friday	Saturday - Sunday	Total fatalities	%	Monday - Friday	Saturday - Sunday
Total	**11,318**	**100.0**	**8,320**	**2,998**	**824**	**100.0**	**546**	**278**
% row			**73.5**	**26.5**			**66.3**	**33.7**
0	207	1.8	136	71	19	2.3	11	8
1	217	1.9	139	78	23	2.8	14	9
2	182	1.6	113	69	23	2.8	15	8
3	154	1.4	89	65	27	3.3	17	10
4	165	1.5	78	87	19	2.3	9	10
5	165	1.5	73	92	35	4.2	19	16
6	242	2.1	134	108	38	4.6	25	13
7	303	2.7	207	96	38	4.6	23	15
8	477	4.2	378	99	40	4.9	27	13
9	462	4.1	370	92	37	4.5	19	18
10	608	5.4	496	112	41	5.0	34	7
11	673	5.9	523	150	37	4.5	26	11
12	690	6.1	526	164	30	3.6	18	12
13	774	6.8	569	205	33	4.0	19	14
14	783	6.9	608	175	30	3.6	23	7
15	728	6.4	542	186	54	6.6	35	19
16	632	5.6	499	133	33	4.0	27	6
17	610	5.4	470	140	35	4.2	26	9
18	687	6.1	524	163	42	5.1	32	10
19	620	5.5	444	176	44	5.3	29	15
20	572	5.1	422	150	53	6.4	38	15
21	519	4.6	376	143	37	4.5	20	17
22	462	4.1	329	133	27	3.3	18	9
23	386	3.4	275	111	29	3.5	22	7

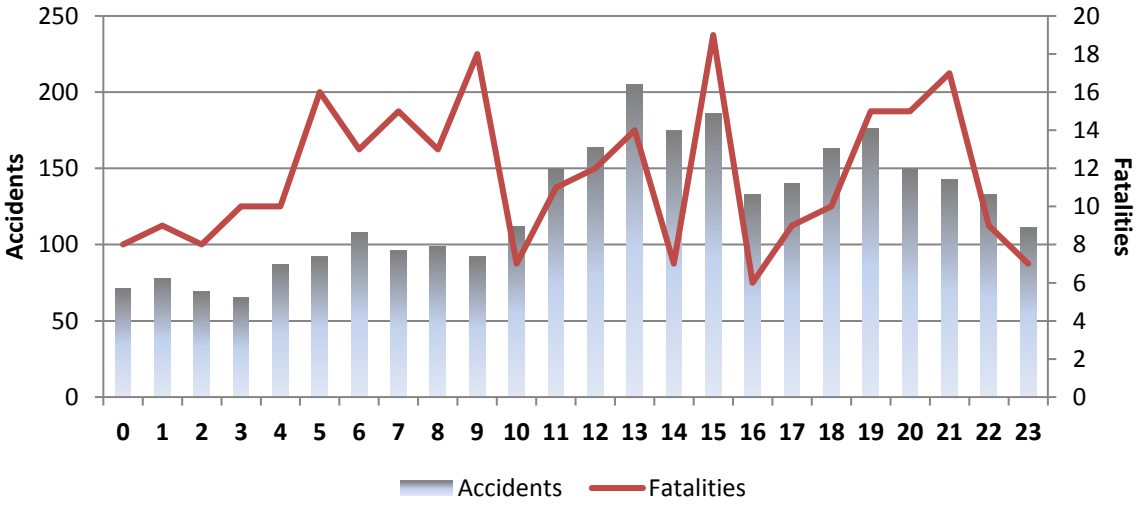
Graph 8: Number of accidents and fatalities by hour of the day, 2016



Graph 8a: Number of accidents and fatalities by hour of the day, Monday-Friday, 2016



Graph 8b: Number of accidents and fatalities by hour of the day, Saturday and Sunday, 2016



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 10,414 out of 11,318 (92.0%), resulting to 729 persons killed (88.5%). As regards the other weather conditions, 366 accidents occurred during drizzle and 285 during rain (3.2% and 2.5%, respectively), resulting to 34 and 30 persons killed, respectively (4.1% and 3.6%) (Table 9).

Table 9: Road accidents and fatalities by type of weather conditions, 2016

Weather conditions	Road accidents	%	Fatalities	%
Total	**11,318**	**100.0**	**824**	**100.0**
Clear sky	10,414	92.0	729	88.5
Strong wind	29	0.3	3	0.4
Frost	106	0.9	13	1.6
Fog / Mist	12	0.1	2	0.2
Drizzle	366	3.2	34	4.1
Rain	285	2.5	30	3.6
Tempest (Rain with strong wind)	4	0.0	0	0.0
Storm	4	0.0	0	0.0
Hail	1	0.0	2	0.2
Snow	14	0.1	0	0.0
Smoke	1	0.0	0	0.0
Dust	3	0.0	0	0.0
Other	79	0.7	11	1.3

I.2.2.2 *Type of the first collision*

"Collision between moving vehicles" (61.5%) and more specifically "head-on side collision" is the main type of collision for road accidents accounting for 39.5% of the total. Second category on the list is "entrainment of pedestrian" with 17.1%, followed by "diversion/overturning of vehicle" with 13.1% (Table 10).

As regards fatalities, "collision between moving vehicles" accounts for 41.3% (340 persons killed) and more specifically "head-on side collision" was the main type of collision with 20.4% (168 persons killed). The second most important category of collision was "diversion/overturning of vehicle" with 26.8% (221 persons killed), followed by "entrainment of pedestrian" with 18.1% (149 persons killed) (Table 10).

Table 10: Road accidents and fatalities by type of the first collision, 2016

Category's description and type of accident first impact		Road accidents	%	Fatalities	%
Total		**11,318**	**100.0**	**824**	**100.0**
Collision between moving vehicles (Total)		**6,959**	**61.5**	**340**	**41,3**
Collision between moving vehicles	Head-on collision	515	4.6	90	10.9
	Head-on side collision	4.474	39.5	168	20.4
	Side collision	978	8.6	29	3.5
	Rear end collision	992	8.8	53	6.4
Vehicle collision with (Total)		**761**	**6.7**	**112**	**13.6**
Vehicle collision with	Parked vehicle	194	1.7	6	0.7
	Vehicle parking	55	0.5	6	0.7
	Vehicle stopping (at traffic lights, STOP, sign etc)	47	0.4	1	0.1
	Post or tree	204	1.8	62	7.5
	Building or other stable obstacle	261	2.3	37	4.5
Entrainment (Total)		**1,975**	**17.5**	**150**	**18,2**
Entrainment	Pedestrian	1.934	17.1	149	18.1
	Animal	41	0.4	1	0.1
Diversion / Overturning (Total)		**1,486**	**13.1**	**221**	**26.8**
Diversion / Overturning	Diversion in the opposite traffic lane	72	0.6	9	1.1
	Diversion to the right	593	5.2	77	9.3
	Diversion to the left	301	2.7	50	6.1
	Overturning on carriageway	326	2.9	26	3.2
	Overturning outside carriageway	194	1.7	59	7.2
Other		**137**	**1.2**	**1**	**0.1**

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 "normal course" is reported as the main maneuver with 19.3%, followed by "not stopping before a STOP sing" with 15.8% and other maneuvers with 10.1% (Table 11).

In terms of persons killed, "entering into the opposite traffic lane" with 22.1% (182 persons killed) is reported as the main maneuver of the first vehicle which was likely to contribute to the accident, followed by "normal course" with 20.9% (172 persons killed) and "exceeding speed limit" with 11.4% (94 persons killed) (Table 11).

Table 11: Road accidents and fatalities by maneuver of the 1st vehicle which was likely to contribute to the accident, 2016

Maneuver of the 1st vehicle which was likely to contribute to the accident	Road accidents	%	Fatalities	%
Total	**11,318**	**100.0**	**824**	**100.0**
Normal course	2,188	19.3	172	20.9
Entering into traffic	245	2.2	8	1.0
Entering into traffic from junction with left turn	136	1.2	7	0.8
Entering into the opposite traffic lane from junction, with right turn	26	0.2	1	0.1
Entering into the opposite traffic lane	909	8.0	182	22.1
Exiting from traffic	328	2.9	69	8.4
Overtaking from the left	207	1.8	10	1.2
Overtaking from the right	52	0.5	7	0.8
Violation of right priority of other vehicles	316	2.8	15	1.8
Pedestrian priority violation in crossing	65	0.6	1	0.1
Turning left	798	7.1	37	4.5
Turning right	365	3.2	33	4.0
U-Turn	229	2.0	12	1.5
Starting	90	0.8	4	0.5
Parking maneuver	70	0.6	0	0.0
Reversing	150	1.3	12	1.5
Stopping	91	0.8	5	0.6
Slowing down	136	1.2	10	1.2
Sudden braking	280	2.5	14	1.7
Changing lane	361	3.2	15	1.8
Exceeding speed limit	592	5.2	94	11.4
Stopping before traffic lights	74	0.7	0	0.0
Not stopping before traffic lights	555	4.9	18	2.2
Not stopping before STOP sign	1,786	15.8	42	5.1
Not stopping before giveway sign	29	0.3	2	0.2
Not stopping before policeman sign	3	0.0	0	0.0
Not informing for turn, changing course etc.	99	0.9	4	0.5
Other maneuver	1,138	10.1	50	6.1

II. Evolution for the 10-year period, 2007-2016

When comparing the data on road accidents and fatalities for 2016 with the corresponding data for 2007, a 27.0% decrease is observed in road accidents, a 48.9% decrease in the number of deaths, a 51.7% decrease in serious injuries and a 27.9% decrease in slight injuries. An even more significant decrease is observed when comparing the data of 2016 with those of 2000, namely, road accidents decreased by 50.8%, deaths by 59.5%, serious injuries by 79.1% and slight injuries by 51.3% (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 significant decrease has been observed for a longer period of time (2010 – 2014), ranging from 9.3% to 13.6% (Table 12).

Nevertheless, during the last years, this downward trend has slowed down. More specifically, the number of accidents decreased by 2.1% in 2015 and by 1.1% in 2016, while in 2016 the number of fatalities increased, for the first time during the last 15 years, by 3.9% (Table 12, Graph 9).

Graph 9: Number of road accidents and casualties, 2000-2016

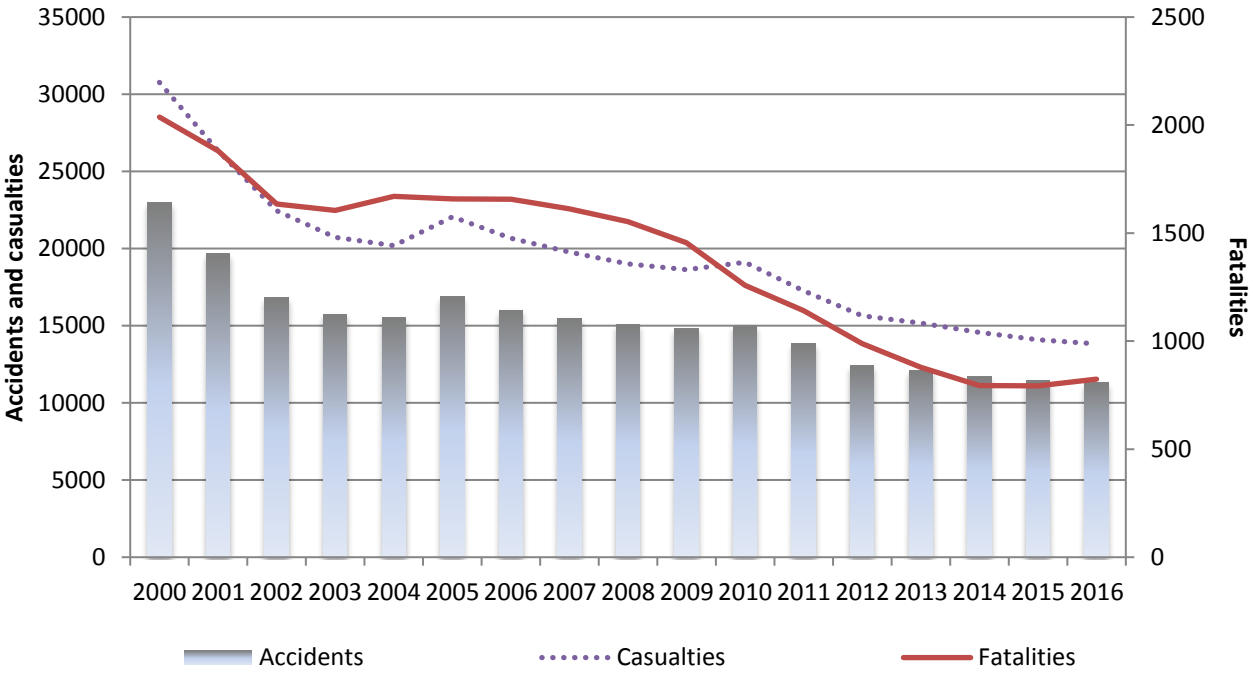


Table 12: Road accidents and casualties, 2000-2016													
Years	2000	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	% Change	
												2016/ 2007	2016/ 2000
Accidents	23,001	15,499	15,083	14,789	15,032	13,849	12,398	12,109	11,690	11,440	11,318	-27.0	-50.8
Annual change			*-2.7*	*-1.9*	*1.6*	*-7.9*	*-10.5*	*-2.3*	*-3.5*	*-2.1*	*-1.1*		
Fatal accidents	1,803	1,442	1,411	1,296	1,142	1,051	908	814	739	741	772	-46.5	-57.2
Annual change			*-2.1*	*-8.2*	*-11.9*	*-8.0*	*-13.6*	*-10.4*	*-9.2*	*0.3*	*4.2*		
Fatalities	2,037	1,612	1,553	1,456	1,258	1,141	988	879	795	793	824	-48.9	-59.5
Annual change			*-3.7*	*-6.2*	*-13.6*	*-9.3*	*-13.4*	*-11.0*	*-9.6*	*-0.3*	*3.9*		
Casualties	30,763	19,766	19,010	18,641	19,108	17,259	15,640	15,175	14,564	14,096	13,825	-30.1	-55.1
Annual change			*-3.8*	*-1.9*	*2.5*	*-9.7*	*-9.4*	*-3.0*	*-4.0*	*-3.2*	*-1.9*		
Serious injuries	4,200	1,821	1,872	1,676	1,709	1,626	1,399	1,212	1,016	999	879	-51.7	-79.1
Annual change			*2.8*	*-10.5*	*2.0*	*-4.9*	*-14.0*	*-13.4*	*-16.2*	*-1.7*	*-12.0*		
Slight injuries	26,563	17,945	17,138	16,965	17,399	15,633	14,241	13,963	13,548	13,097	12,946	-27.9	-51.3
Annual change			*-4.5*	*-1.0*	*2.6*	*-10.2*	*-8.9*	*-2.0*	*-3.0*	*-3.3*	*-1.2*		

Geographical distribution of road accidents and demographic characteristics of persons killed in road accidents, 2007 – 2016

II.1 Number of road accident fatalities per 1,000,000 inhabitants by NUTS 2 Region, 2000, 2007 and 2016

On the basis of the data for the years 2000, 2007 and 2016 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 and fourth position is alternatively held by Peloponnisos and Dytiki Ellada (2007, 2016). In 2016, Kriti scored, for the first time, in the top-five list of NUTS 2 Regions as regards the number of road accidents fatalities (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, however in 2016 Sterea Ellada moved to the third place, while in 2000 and in 2007 it held the first place. In 2016, Anatoliki Makedonia and Thraki recorded a decrease in the number of fatalities and moved out of the top-five list. In 2016, Notio Aigaio was on top of the list and Kriti held the fifth place, while in 2007 they held the eighth and sixth place, respectively. Attiki, in 2000, 2007 and 2016 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.

Graph 10: Number of road accident fatalities per 1,000,000 inhabitants by NUTS 2 Region, 2000, 2007, 2016

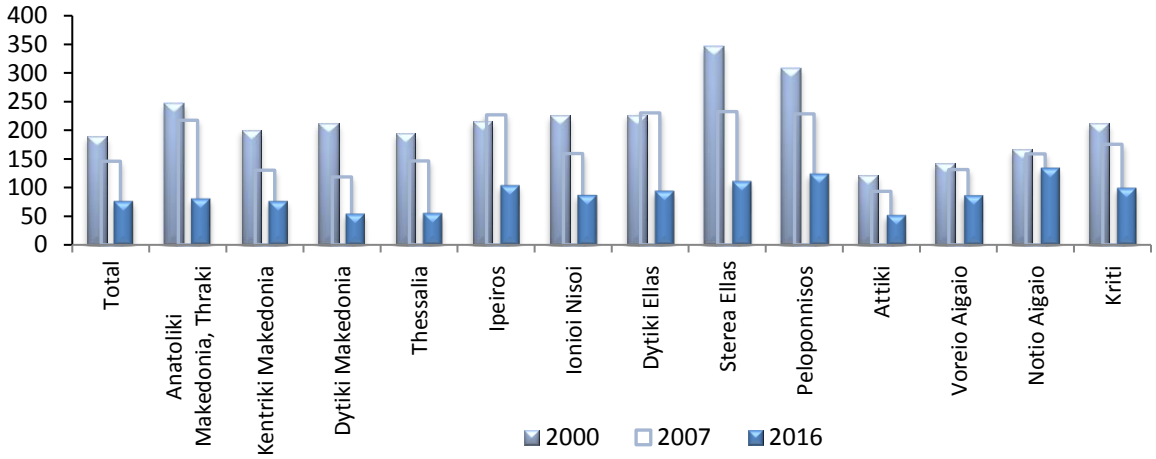


Table 13: Fatalities and index of fatalities per 1,000,000 inhabitants by NUTS 2 Region, 2000, 2007 and 2016									
Regions	**Fatalities**						**Fatalities per 1,000,000 inhabitants**		
	2000	**%**	**2007**	**%**	**2016**		**2000**	**2007**	**2016**
Total	**2,037**	**100.0**	**1,612**	**100.0**	**824**	100.0	**189.0**	**146.1**	**76.4**
Anatoliki Makedonia, Thraki	144	7.1	131	8.1	49	5.9	247.1	217.3	81.1
Kentriki Makedonia	367	18.0	247	15.3	144	17.5	200.7	130.1	76.5
Dytiki Makedonia	61	3.0	34	2.1	15	1.8	212.4	118.5	54.8
Thessalia	144	7.1	109	6.8	41	5.0	194.7	146.7	56.2
Ipeiros	73	3.6	78	4.8	35	4.2	216.3	226.9	103.9
Ionia Nisia	46	2.3	33	2.0	18	2.2	225.9	159.3	87.3
Dytiki Ellas	160	7.9	160	9.9	63	7.6	226.2	230.2	94.3
Sterea Ellas	192	9.4	129	8.0	62	7.5	346.6	232.4	111.5
Peloponnisos	181	8.9	134	8.3	72	8.7	309.1	228.9	123.9
Attiki	468	23.0	372	23.1	200	24.3	120.9	93.4	52.9
Voreio Aigaio	28	1.4	26	1.6	17	2.1	142.2	131.2	86.4
Notio Aigaio	51	2.5	52	3.2	45	5.5	166.7	158.8	134.4
Kriti	122	6.0	107	6.6	63	7.6	212.0	175.7	99.7

II.2 Road accidents fatalities by gender, category of person fatally injured and type of area, 2007-2016

As regards the breakdown of fatalities by gender during the ten-year period 2007-2016, decrease is observed for males as well as females (48.3% and 50.3% respectively). Nevertheless, during the last two years (2016 /2015) an increase of 18.3% is recorded for females (Table 14, Graph 11).

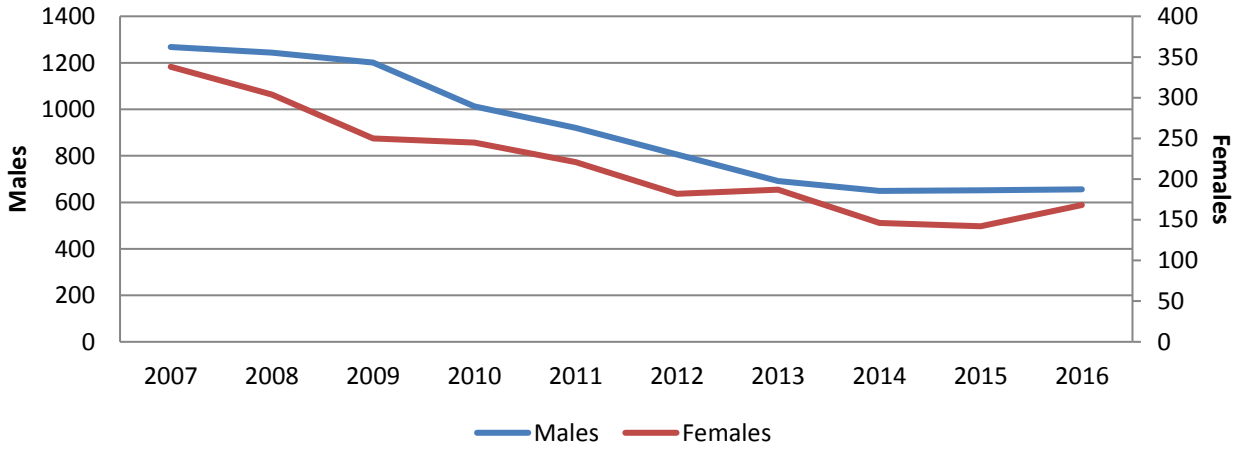
As regards the breakdown of data by category of persons killed, during the ten-year period, 2007-2016, the biggest decrease is recorded for passengers (63.1%), followed by drivers (45.9%), while pedestrians recorded the smallest decrease (41.6%). In addition, fatalities of pedestrians increased by 16.4% in 2016 compared with 2015 (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 non-residential areas (55.3%) (Table 14).

Table 14: Road accident fatalities by gender, category of the person fatally injured and type of area, 2007-2016

Gender	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	% Change 2016/ 2015	% Change 2016/ 2007
Total	**1,612**	**1,553**	**1,456**	**1,258**	**1,141**	**988**	**879**	**795**	**793**	**824**	**3.9**	**-48.9**
Males	1,268	1,244	1,201	1,013	920	806	692	649	651	656	**0.8**	**-48.3**
Females	338	304	250	245	221	182	187	146	142	168	**18.3**	**-50.3**
Unknown	6	5	5	0	0	0	0	0	0	0		
Category of person fatally injured												
Drivers	1,013	1,020	964	838	713	651	582	540	545	548	**0.6**	**-45.9**
Passengers	344	285	290	241	205	167	146	130	120	127	**5.8**	**-63.1**
Pedestrians	255	248	202	179	223	170	151	125	128	149	**16.4**	**-41.6**
Type of area												
Inside urban area	724	744	646	593	559	499	464	401	388	427	**10.1**	**-41.0**
Outside urban area (motorway included)	888	809	810	665	582	489	415	394	405	397	**-2.0**	**-55.3**

Graph 11: Number of fatalities in road accidents by gender, 2007-2016



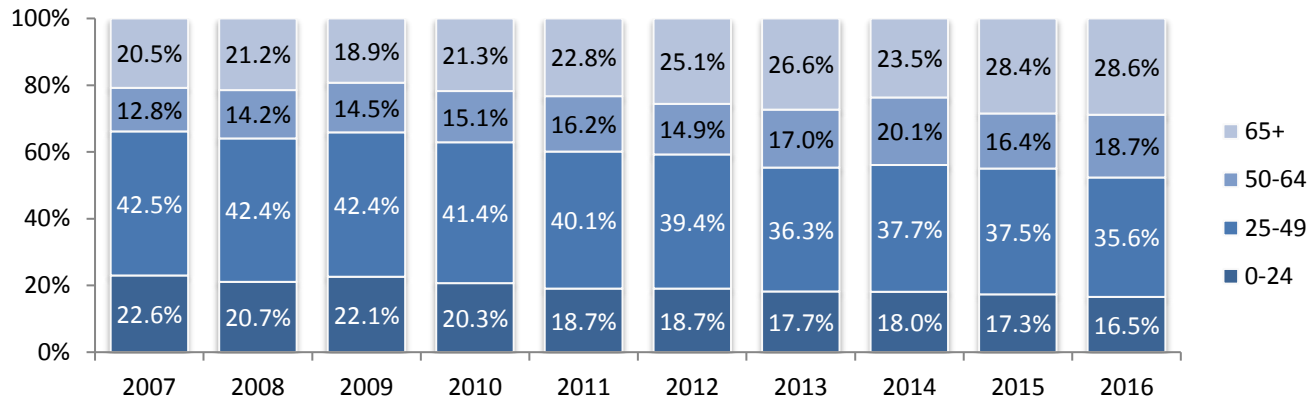
II.3 Road accidents fatalities by age groups, 2007-2016

During the 10-year period 2007-2016 the number of road accidents fatalities recorded a significant decrease for younger age groups up to 49 years old (0-24 years 62.7% and 25-49 years 57.2%) and a smaller decrease for age groups over 50 years old (50-64 years 25.6% and 65 years and over 28.5%) (Table 15, Graphs 12 and 12a).

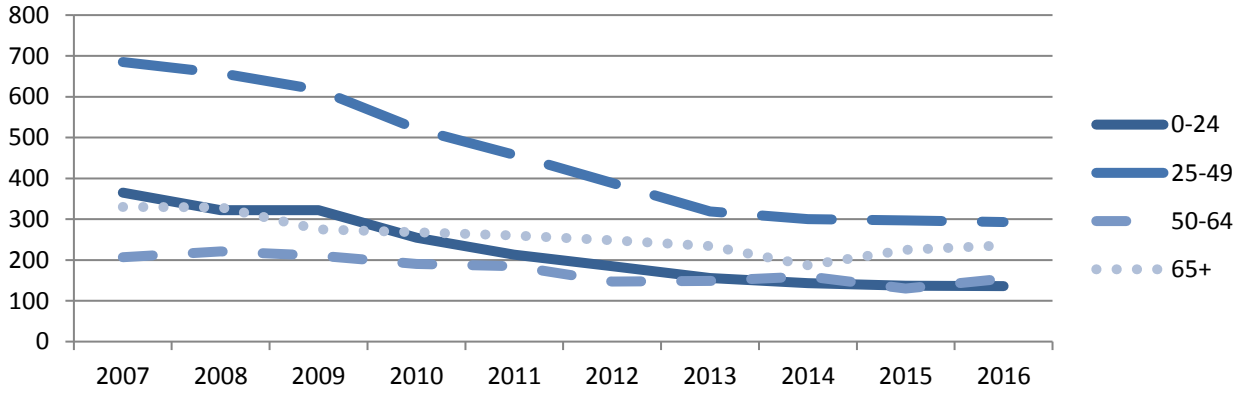
Table 15: Road accident fatalities by age group, 2007-2016

Age group	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	% Change	
											2016/2015	2016/2007
Total	**1,612**	**1,553**	**1,456**	**1,258**	**1,141**	**988**	**879**	**795**	**793**	**824**	**3.9**	**-48.9**
0-24	365	322	322	255	213	185	156	143	137	136	-0.7	-62.7
25-49	685	658	617	521	458	389	319	300	297	293	-1.3	-57.2
50-64	207	221	211	190	185	147	149	160	130	154	18.5	-25.6
65+	330	329	275	268	260	248	234	187	225	236	4.9	-28.5
Not specified	25	23	31	24	25	19	21	5	4	5	25.0	-80.0

Graph 12: Percentage distribution of road accident fatalities by age group, 2007-2016



Graph 12a: Number of road accident fatalities by age group, 2007-2016



II.4 Road accidents fatalities by mode of transport, 2007-2016

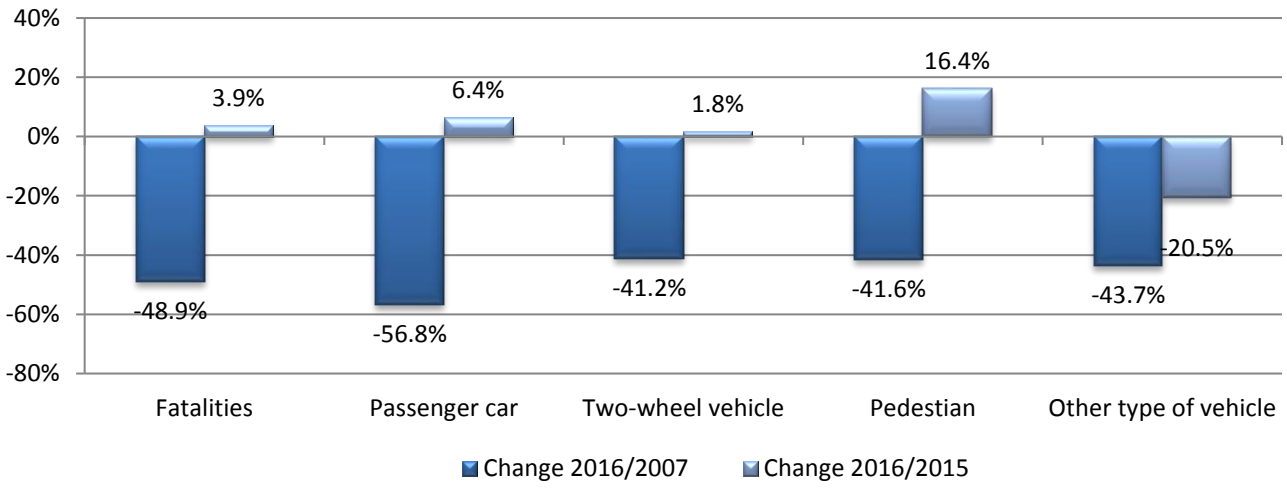
The 48.9% decrease, recorded in the number of road traffic accidents fatalities during the period 2007-2016, is observed for all modes of transport with similar shares. As regards the number of road accidents fatalities by mode of transport, during the ten-year period 2007-2016, the biggest decrease is observed for passenger cars (56.8%) and the smallest decrease for two-wheel vehicles (41.2%) (Table 16, Graphs 13 and 13a).

In 2016, a significant increase was recorded in the number of deaths of pedestrians (16.4%) compared with 2015 (Table 16, Graph 13a).

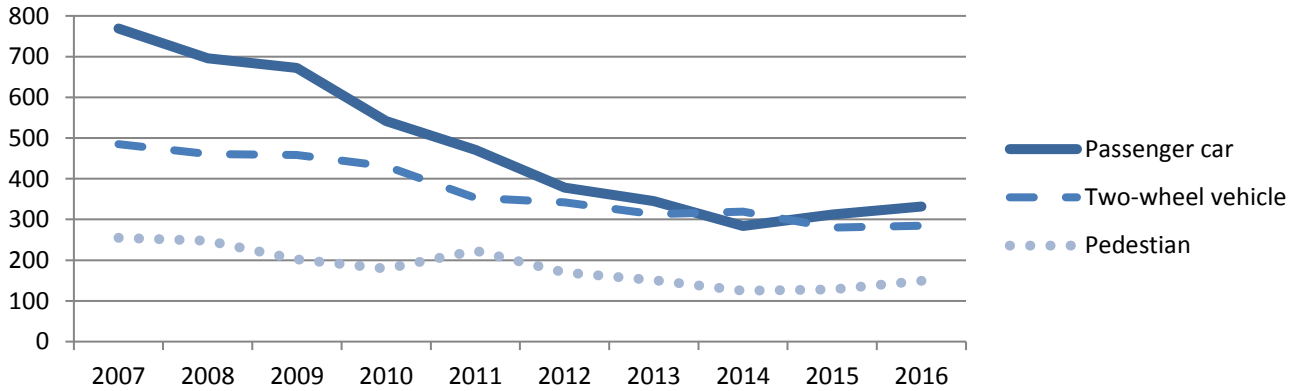
Table 16:Road accident fatalities by mode of transport, 2007-2016

Mode of transport	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	% Change	
											2016/2015	2016/2007
Total	**1,612**	**1,553**	**1,456**	**1,258**	**1,141**	**988**	**879**	**795**	**793**	**824**	**3.9**	**-48.9**
Passenger car	769	696	672	542	471	378	345	284	312	332	6.4	-56.8
Two-wheel vehicle	485	461	458	431	353	342	313	319	280	285	1.8	-41.2
Pedestrian	255	248	202	179	223	170	151	125	128	149	16.4	-41.6
Other type of vehicle	103	148	124	106	94	98	70	67	73	58	-20.5	-43.7

Graph 13: Change (%) in the number of road accident fatalities by mode of transport, 2007, 2015, 2016



Graph 13a: Number of road accident fatalities by mode of transport, 2007-2016



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 Municipal – Local Commune, which is described by an 8-digit geographic code. Data are collected on a monthly basis. The main variables are the following: place of the accident, road category, 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 accidents is available on the website ELSTAT (www.statistics.gr) and more specifically at the link: > Population & Social Conditions > Accidents > Road Traffic Accidents.
It should be noted that previous press releases and time series are available on the website of ELSTAT, www.statistics.gr .