



## **ROAD TRAFFIC ACCIDENTS: Year 2023**

The Hellenic Statistical Authority (ELSTAT) announces the results on injury-causing Road Traffic Accidents for the year 2023, as well as data on their evolution for the ten-year period 2014-2023.

### **I. Annual data, 2023**

In 2023, 10,553 road traffic accidents resulting in death or injury occurred in Greece, recording an increase of 0.6% in comparison with 2022, when the corresponding number of road traffic accidents amounted to 10,487 (Table 1).

The total number of road traffic accidents casualties in 2023 recorded an increase of 1.4% in comparison with 2022 (13,461 casualties in 2023 against 13,279 in 2022) (Table 1).

More specifically, the casualties of the injury-causing accidents that occurred in 2023 were as follows: 646 deaths, 659 serious injuries and 12,156 slight injuries in comparison with 654 deaths, 664 serious injuries and 11,961 slight injuries in 2022, thus recording a decrease of 1.2% for deaths, 0.8% for serious injuries and an increase of 1.6% for slight injuries (Table 1, Graph 1).

| Table 1: Number of road traffic accidents and casualties, 2022 and 2023 |               |               |                               |
|---|---------------|---------------|-------------------------------|
|   | 2022          | 2023          | Annual change<br>2023/2022(%) |
| <b>Accidents</b>  | <b>10,487</b> | <b>10,553</b> | <b>0.6</b>                    |
| <b>Thereof fatal</b>  | 619           | 610           | -1.5                          |
| <b>% of fatal accidents</b>   | 5.9           | 5.8           |                               |
| <b>Total of casualties</b>  | <b>13,279</b> | <b>13,461</b> | <b>1.4</b>                    |
| <b>Fatalities</b>   | 654           | 646           | -1.2                          |
| <b>Total of injuries</b>  | 12,625        | 12,815        | 1.5                           |
| <b>Serious injuries</b>   | 664           | 659           | -0.8                          |
| <b>Slight injuries</b>  | 11,961        | 12,156        | 1.6                           |

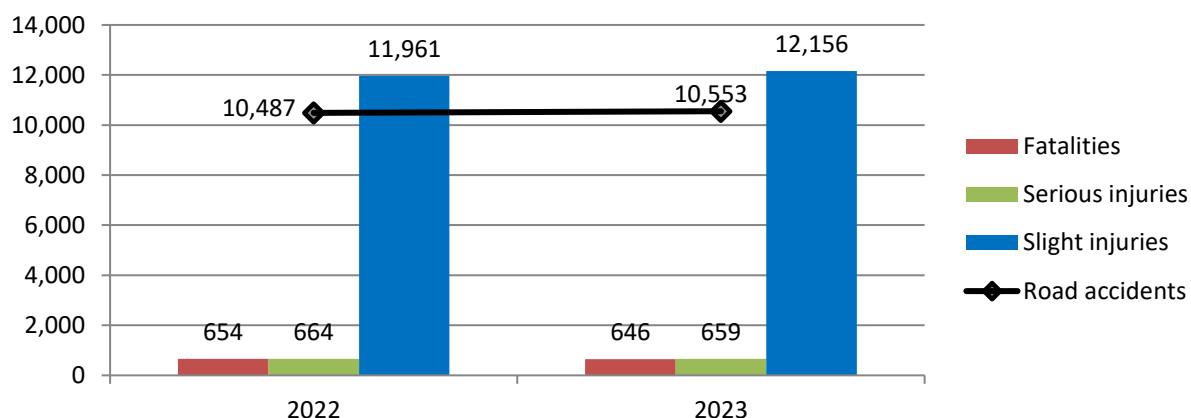
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**Graph 1: Number of road traffic accidents and casualties, 2022 and 2023**



## I.1 Road traffic accidents fatalities

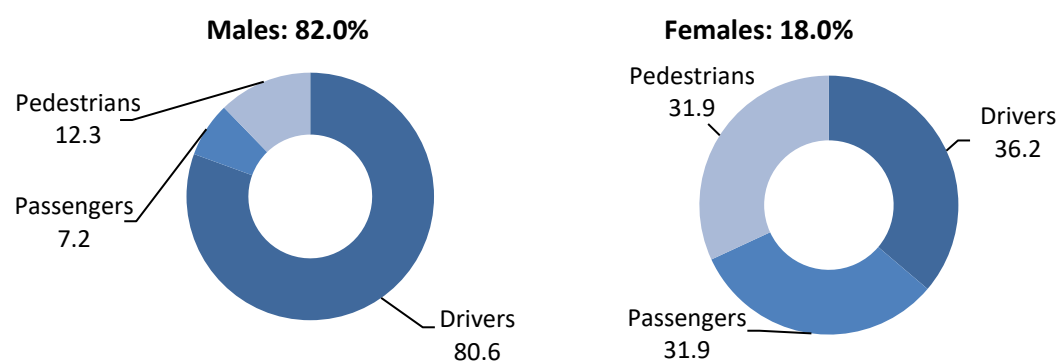
### I.1.1 Road traffic accidents fatalities by gender and category of persons fatally injured

Out of a total number of 646 fatalities, drivers accounted for 72.6%, passengers for 11.6% and pedestrians for 15.8%. As regards the breakdown of data by gender, 82.0% of the fatally injured people were males and 18.0% were females (Table 2, Graph 2).

| Table 2: Road traffic accidents fatalities by gender and category of person fatally injured, 2023 |                     |              |             |              |             |              |
|---|---------------------|--------------|-------------|--------------|-------------|--------------|
| Category of person fatally injured  | Total of fatalities | %            | Males       | %            | Females     | %            |
| <b>Total</b>  | <b>646</b>          | <b>100.0</b> | <b>530</b>  | <b>100.0</b> | <b>116</b>  | <b>100.0</b> |
| <b>% of fatalities by gender</b>  | <b>100.0</b>        |              | <b>82.0</b> |              | <b>18.0</b> |              |
| Drivers   | 469                 | 72.6         | 427         | 80.6         | 42          | 36.2         |
| Passengers  | 75                  | 11.6         | 38          | 7.2          | 37          | 31.9         |
| Pedestrians   | 102                 | 15.8         | 65          | 12.3         | 37          | 31.9         |

*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, 2023**



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

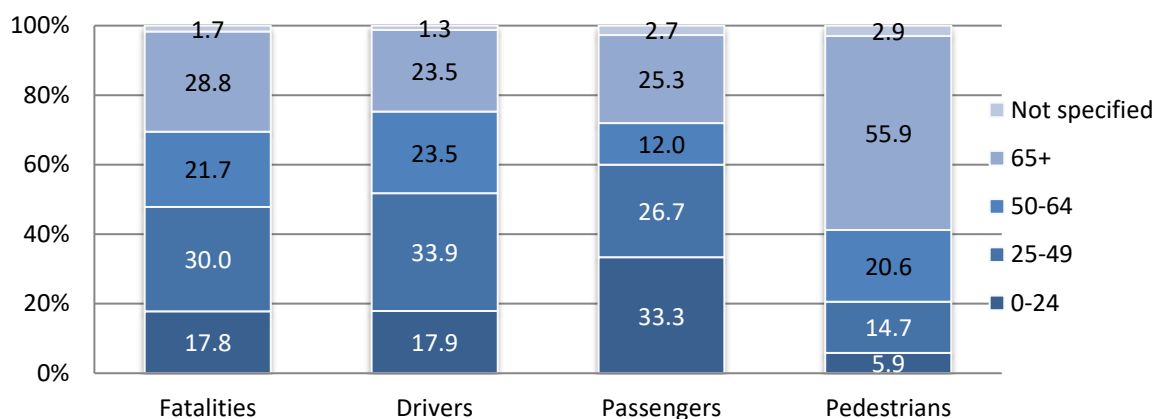
The percentage distribution of fatalities by age group was as follows: 0-24 years 17.8%, 25-49 years 30.0%, 50-64 years 21.7% and 65 years and over 28.8% (Table 3, Graph 3). Based on the percentage distribution of fatalities by age group and category of the person fatally injured, the largest share (33.9%) as regards drivers was recorded in the age group 25-49 years while for passengers in the age group 0-24 years (33.3%). Regarding pedestrians, the largest percentage (55.9%) 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, 2023**

| Age group  | Fatalities   | %            | Category of person fatally injured |              |             |              |             |              |
|--|--------------|--------------|------------------------------------|--------------|-------------|--------------|-------------|--------------|
|  |              |              | Drivers                            | %            | Passengers  | %            | Pedestrians | %            |
| <b>Total</b>   | <b>646</b>   | <b>100.0</b> | <b>469</b>                         | <b>100.0</b> | <b>75</b>   | <b>100.0</b> | <b>102</b>  | <b>100.0</b> |
| <b>% of fatalities by category of person fatally injured</b> | <b>100.0</b> |              | <b>72.6</b>                        |              | <b>11.6</b> |              | <b>15.8</b> |              |
| 0-24   | 115          | 17.8         | 84                                 | 17.9         | 25          | 33.3         | 6           | 5.9          |
| 25-49  | 194          | 30.0         | 159                                | 33.9         | 20          | 26.7         | 15          | 14.7         |
| 50-64  | 140          | 21.7         | 110                                | 23.5         | 9           | 12.0         | 21          | 20.6         |
| 65+  | 186          | 28.8         | 110                                | 23.5         | 19          | 25.3         | 57          | 55.9         |
| Not specified  | 11           | 1.7          | 6                                  | 1.3          | 2           | 2.7          | 3           | 2.9          |

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, 2023**



**Table 3.1: Road traffic accidents fatalities by age group, category of person fatally injured and mode of transport, 2023**

| 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>194</b>        | <b>235</b>         | <b>40</b>  | <b>51</b>         | <b>15</b>          | <b>9</b>    |
| <b>% of fatalities by mode of transport</b> | <b>41.4</b>       | <b>50.1</b>        | <b>8.5</b> | <b>68.0</b>       | <b>20.0</b>        | <b>12.0</b> |
| 0-24  | 35                | 47                 | 2          | 15                | 7                  | 3           |
| 25-49                                       | 57                | 92                 | 10         | 15                | 2                  | 3           |
| 50-64                                       | 39                | 59                 | 12         | 4                 | 4                  | 1           |
| 65+   | 59                | 35                 | 16         | 15                | 2                  | 2           |
| Not specified                               | 4                 | 2                  | 0          | 2                 | 0                  | 0           |

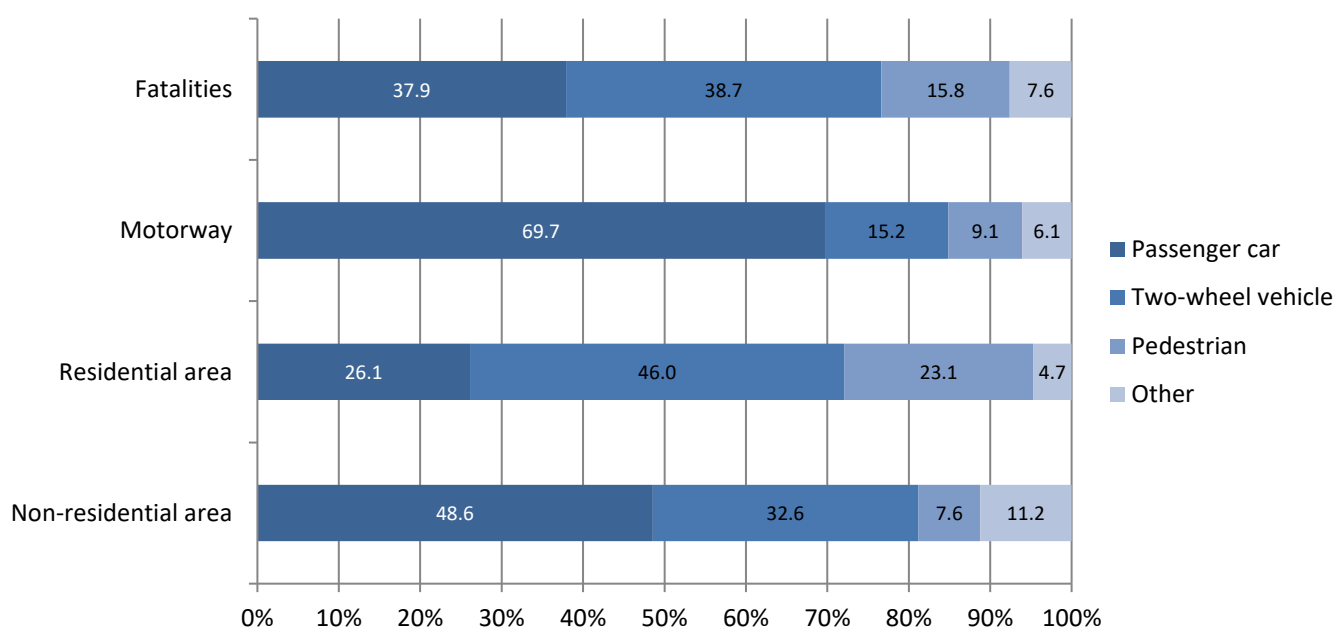
### I.1.3 Road traffic accident fatalities by mode of transport and type of area

Of the total of 646 fatalities, 245 (37.9%) were in passenger vehicles, 250 (38.7%) on two-wheel vehicles (including mopeds) and 102 (15.8%) were pedestrian.

As regards the distribution of fatalities by type of area where the accident occurred, in residential areas 26.1% of people killed were on passenger vehicles and 46.0% on two-wheel vehicles. In non-residential areas the percentages amount to 48.6% and 32.6%, respectively. In motorways, 69.7% of people killed were on passenger vehicles and 15.2% on two-wheel vehicles (Table 4, Graph 4).

| Table 4: Road traffic accident fatalities by mode of transport and type of area, 2023 |                      |              |            |              |                  |              |                      |              |
|---|----------------------|--------------|------------|--------------|------------------|--------------|----------------------|--------------|
| Mode of transport   | Number of fatalities | %            | Motorway   | %            | Residential area | %            | Non-residential area | %            |
| <b>Grand total</b>  | <b>646</b>           | <b>100.0</b> | <b>33</b>  | <b>100.0</b> | <b>337</b>       | <b>100.0</b> | <b>276</b>           | <b>100.0</b> |
| <b>% of fatalities by type of area</b>  | <b>100.0</b>         |              | <b>5.1</b> |              | <b>52.2</b>      |              | <b>42.7</b>          |              |
| Passenger car   | 245                  | 37.9         | 23         | 69.7         | 88               | 26.1         | 134                  | 48.6         |
| Two-wheel vehicle   | 250                  | 38.7         | 5          | 15.2         | 155              | 46.0         | 90                   | 32.6         |
| Pedestrian  | 102                  | 15.8         | 3          | 9.1          | 78               | 23.1         | 21                   | 7.6          |
| Other types of vehicle  | 49                   | 7.6          | 2          | 6.1          | 16               | 4.7          | 31                   | 11.2         |

**Graph 4: Percentage distribution of road traffic accident fatalities by mode of transport and type of area, 2023**



## 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 2023, road traffic accidents per 1,000,000 inhabitants in Greece amounted to 1,013.3. The region of Attiki was on the top of the ranking list with 1,474.9 accidents, followed by Sterea Ellada with 1,194.6 accidents and Kentriki Makedonia with 1,160.1 accidents.

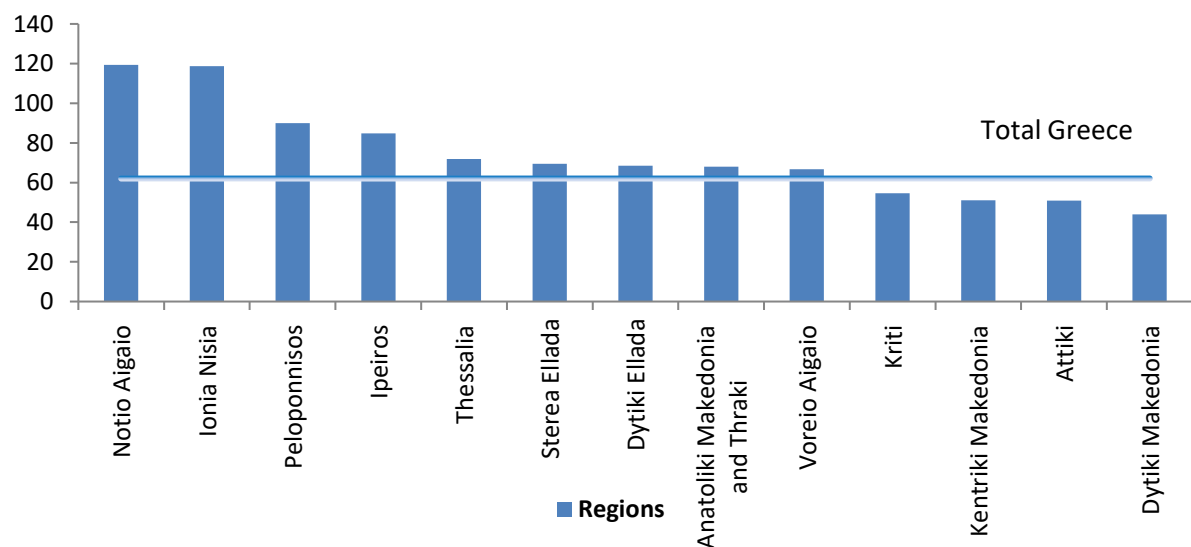
The number of fatalities per 1,000,000 inhabitants in Greece amounted to 62.0. The region of Notio Aigaio was at the top of the ranking list with 119.3, followed by Ionia Nisia with 118.7 and the region of Peloponnisos with 89.9 (Table 5, Graph 5).

**Table 5: Road traffic accidents and fatalities and number of road traffic accidents and fatalities per 1,000,000 inhabitants, by NUTS 2 Region, 2023**

| NUTS 2 Regions                 | Accidents     | %            | Fatalities | %            | Accidents per 1,000,000 inhabitants | Fatalities per 1,000,000 inhabitants |
|--------------------------------|---------------|--------------|------------|--------------|-------------------------------------|--------------------------------------|
| <b>Greece total</b>            | <b>10,553</b> | <b>100.0</b> | <b>646</b> | <b>100.0</b> | <b>1,013.3</b>                      | <b>62.0</b>                          |
| Anatoliki Makedonia and Thraki | 313           | 3.0          | 38         | 5.9          | 560.1                               | 68.0                                 |
| Kentriki Makedonia             | 2,068         | 19.6         | 91         | 14.1         | 1,160.1                             | 51.0                                 |
| Dytiki Makedonia               | 47            | 0.4          | 11         | 1.7          | 187.8                               | 44.0                                 |
| Ipeiros                        | 174           | 1.6          | 27         | 4.2          | 546.3                               | 84.8                                 |
| Thessalia                      | 199           | 1.9          | 49         | 7.6          | 292.1                               | 71.9                                 |
| Ionia Nisia                    | 148           | 1.4          | 24         | 3.7          | 731.7                               | 118.7                                |
| Dytiki Ellada                  | 407           | 3.9          | 44         | 6.8          | 633.2                               | 68.5                                 |
| Sterea Ellada                  | 602           | 5.7          | 35         | 5.4          | 1,194.6                             | 69.5                                 |
| Attiki                         | 5,598         | 53.0         | 193        | 29.9         | 1,474.9                             | 50.8                                 |
| Peloponnisos                   | 270           | 2.6          | 48         | 7.4          | 505.7                               | 89.9                                 |
| Voreio Aigaio                  | 191           | 1.8          | 13         | 2.0          | 980.6                               | 66.7                                 |
| Notio Aigaio                   | 369           | 3.5          | 39         | 6.0          | 1,129.0                             | 119.3                                |
| Kriti                          | 167           | 1.6          | 34         | 5.3          | 268.2                               | 54.6                                 |

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, 2023**

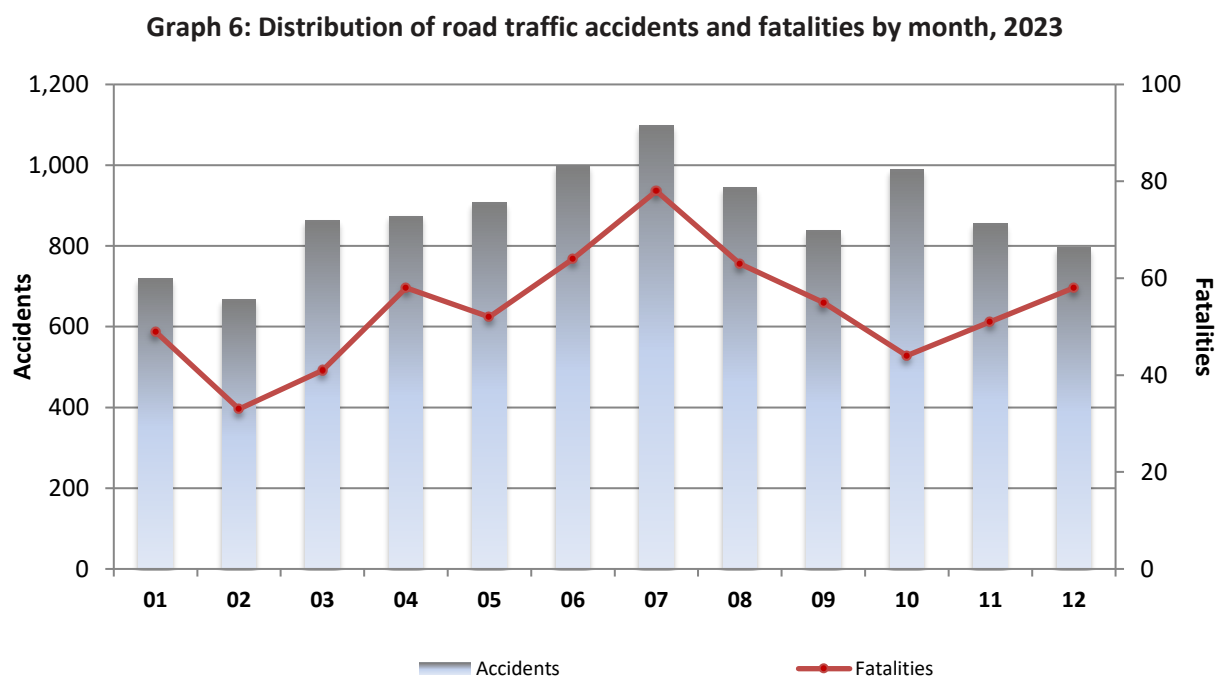


### I.2.1.2 Percentage distribution of road traffic accidents and fatalities by month

In 2023, the biggest number of road traffic accidents (1,099) and fatalities (78) was recorded in July, accounting for 10.4% of the total number of accidents and 12.1% of the total number of fatalities. The smallest number of road accidents (668) accounting for 6.3% and the lowest number of fatalities (33 or 5.1%) was recorded in February (Table 6, Graph 6).

| Table 6: Road traffic accidents and fatalities by month, 2023 |               |              |            |              |
|---|---------------|--------------|------------|--------------|
| Month   | Accidents     | %            | Fatalities | %            |
| <b>Total</b>  | <b>10,553</b> | <b>100.0</b> | <b>646</b> | <b>100.0</b> |
| January   | 720           | 6.8          | 49         | 7.6          |
| February  | 668           | 6.3          | 33         | 5.1          |
| March   | 863           | 8.2          | 41         | 6.3          |
| April   | 874           | 8.3          | 58         | 9.0          |
| May   | 907           | 8.6          | 52         | 8.0          |
| June  | 999           | 9.5          | 64         | 9.9          |
| July  | 1,099         | 10.4         | 78         | 12.1         |
| August  | 945           | 9.0          | 63         | 9.8          |
| September   | 838           | 7.9          | 55         | 8.5          |
| October   | 989           | 9.4          | 44         | 6.8          |
| November  | 855           | 8.1          | 51         | 7.9          |
| December  | 796           | 7.5          | 58         | 9.0          |

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

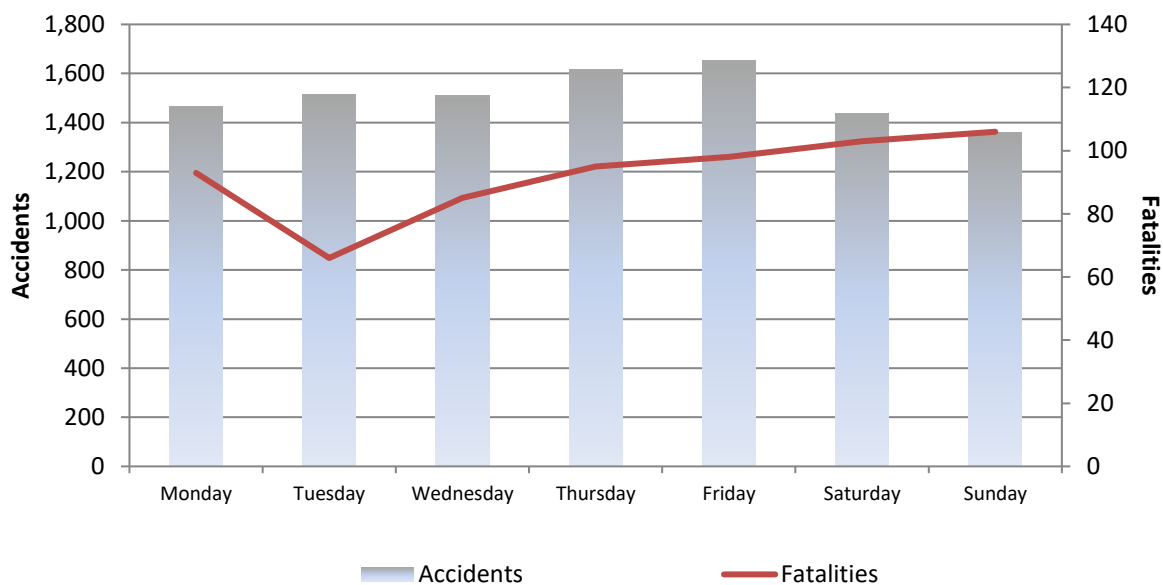


### I.2.1.3 Distribution of road traffic accidents and fatalities by day of the week

In 2023, the biggest number of road traffic accidents took place on Fridays (15.6%) followed by Thursdays (15.3%), while the smallest number took place on Sundays (12.9%). However, as regards fatalities, Sundays 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, 2023 |               |              |            |              |
|---|---------------|--------------|------------|--------------|
| Day of the week   | Accidents     | %            | Fatalities | %            |
| <b>Total</b>  | <b>10,553</b> | <b>100.0</b> | <b>646</b> | <b>100.0</b> |
| Monday  | 1,466         | 13.9         | 93         | 14.4         |
| Tuesday   | 1,515         | 14.4         | 66         | 10.2         |
| Wednesday   | 1,509         | 14.3         | 85         | 13.2         |
| Thursday  | 1,618         | 15.3         | 95         | 14.7         |
| Friday  | 1,651         | 15.6         | 98         | 15.2         |
| Saturday  | 1,436         | 13.6         | 103        | 15.9         |
| Sunday  | 1,358         | 12.9         | 106        | 16.4         |

Graph 7: Number of road traffic accidents and fatalities by day of the week, 2023



#### 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 (44.8%) took place from 12:00 to 18:00, while the fewest (7.7%) took place from 02:00 to 06:00 (Table 8, Graph 8).

The biggest number of fatalities was recorded during the 18<sup>th</sup> hour (46 people killed, 7.1%) while the smallest was observed after-midnight and especially at 03:00 (9 people killed, 1.4%) (Table 8).

As regards the distribution of accidents by day of the week, 73.5% of the accidents occurred from Monday – Friday and the remaining 26.5% during the weekend. The corresponding distribution for fatalities was 67.6% for Monday – Friday and 32.4% at the weekend (Table 8).

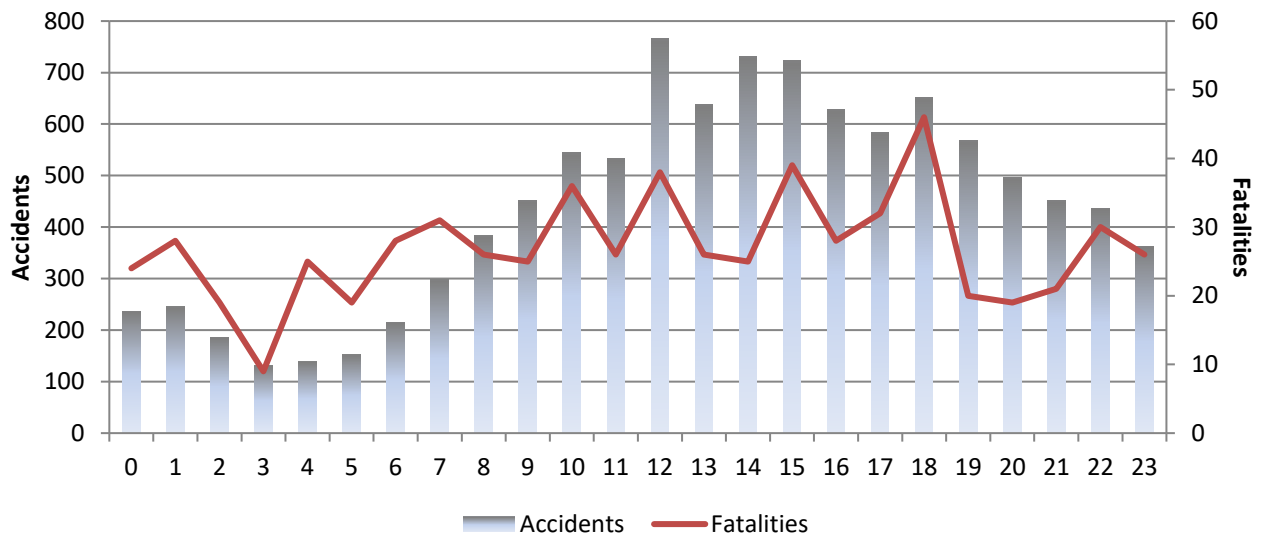
Graphs 8a and 8b depict road accidents and fatalities by hour and day.

| Table 8: Road traffic accidents and fatalities by hour of the day and day of the week, 2023 |                        |              |                    |                      |                     |              |                    |                      |
|---|------------------------|--------------|--------------------|----------------------|---------------------|--------------|--------------------|----------------------|
| Hour of accident<br>(rounded to the<br>nearest hour)  | Road traffic accidents |              |                    |                      | Fatalities          |              |                    |                      |
|   | Total<br>accidents     | %            | Monday -<br>Friday | Saturday<br>- Sunday | Total<br>fatalities | %            | Monday -<br>Friday | Saturday -<br>Sunday |
| <b>Total</b>  | <b>10,553</b>          | <b>100.0</b> | <b>7,759</b>       | <b>2,794</b>         | <b>646</b>          | <b>100.0</b> | <b>437</b>         | <b>209</b>           |
| <b>% of accidents and<br/>fatalities by day of the<br/>week</b>                             |                        |              | <b>73.5</b>        | <b>26.5</b>          |                     |              | <b>67.6</b>        | <b>32.4</b>          |
| 0   | 237                    | 2.2          | 161                | 76                   | 24                  | 3.7          | 15                 | 9                    |
| 1   | 245                    | 2.3          | 160                | 85                   | 28                  | 4.3          | 15                 | 13                   |
| 2   | 186                    | 1.8          | 123                | 63                   | 19                  | 2.9          | 18                 | 1                    |
| 3   | 131                    | 1.2          | 73                 | 58                   | 9                   | 1.4          | 7                  | 2                    |
| 4   | 139                    | 1.3          | 73                 | 66                   | 25                  | 3.9          | 15                 | 10                   |
| 5   | 152                    | 1.4          | 73                 | 79                   | 19                  | 2.9          | 13                 | 6                    |
| 6   | 215                    | 2.0          | 125                | 90                   | 28                  | 4.3          | 11                 | 17                   |
| 7   | 298                    | 2.8          | 214                | 84                   | 31                  | 4.8          | 17                 | 14                   |
| 8   | 383                    | 3.6          | 308                | 75                   | 26                  | 4.0          | 15                 | 11                   |
| 9   | 451                    | 4.3          | 363                | 88                   | 25                  | 3.9          | 14                 | 11                   |
| 10  | 544                    | 5.2          | 430                | 114                  | 36                  | 5.6          | 25                 | 11                   |
| 11  | 534                    | 5.1          | 424                | 110                  | 26                  | 4.0          | 21                 | 5                    |
| 12  | 766                    | 7.3          | 573                | 193                  | 38                  | 5.9          | 32                 | 6                    |
| 13  | 638                    | 6.0          | 470                | 168                  | 26                  | 4.0          | 16                 | 10                   |
| 14  | 732                    | 6.9          | 576                | 156                  | 25                  | 3.9          | 19                 | 6                    |
| 15  | 723                    | 6.9          | 554                | 169                  | 39                  | 6.0          | 27                 | 12                   |
| 16  | 628                    | 6.0          | 459                | 169                  | 28                  | 4.3          | 23                 | 5                    |
| 17  | 584                    | 5.5          | 433                | 151                  | 32                  | 5.0          | 20                 | 12                   |
| 18  | 652                    | 6.2          | 480                | 172                  | 46                  | 7.1          | 35                 | 11                   |
| 19  | 568                    | 5.4          | 427                | 141                  | 20                  | 3.1          | 18                 | 2                    |
| 20  | 496                    | 4.7          | 371                | 125                  | 19                  | 2.9          | 15                 | 4                    |
| 21  | 451                    | 4.3          | 331                | 120                  | 21                  | 3.3          | 11                 | 10                   |
| 22  | 437                    | 4.1          | 302                | 135                  | 30                  | 4.6          | 15                 | 15                   |
| 23  | 363                    | 3.4          | 256                | 107                  | 26                  | 4.0          | 20                 | 6                    |

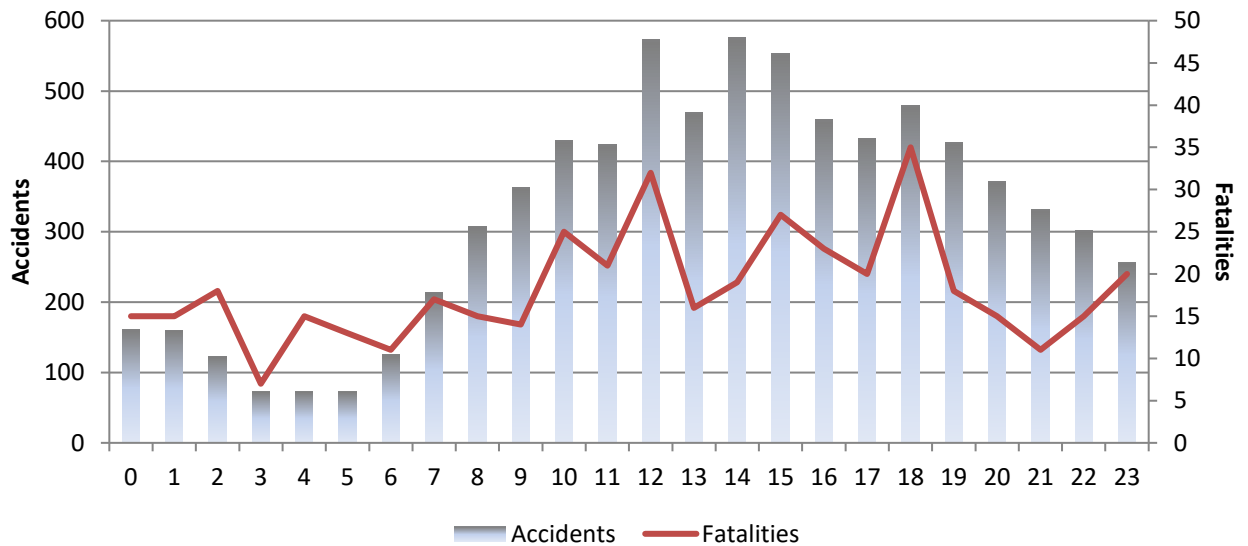
Remark: Any differences in the totals across the table are on account of rounding up



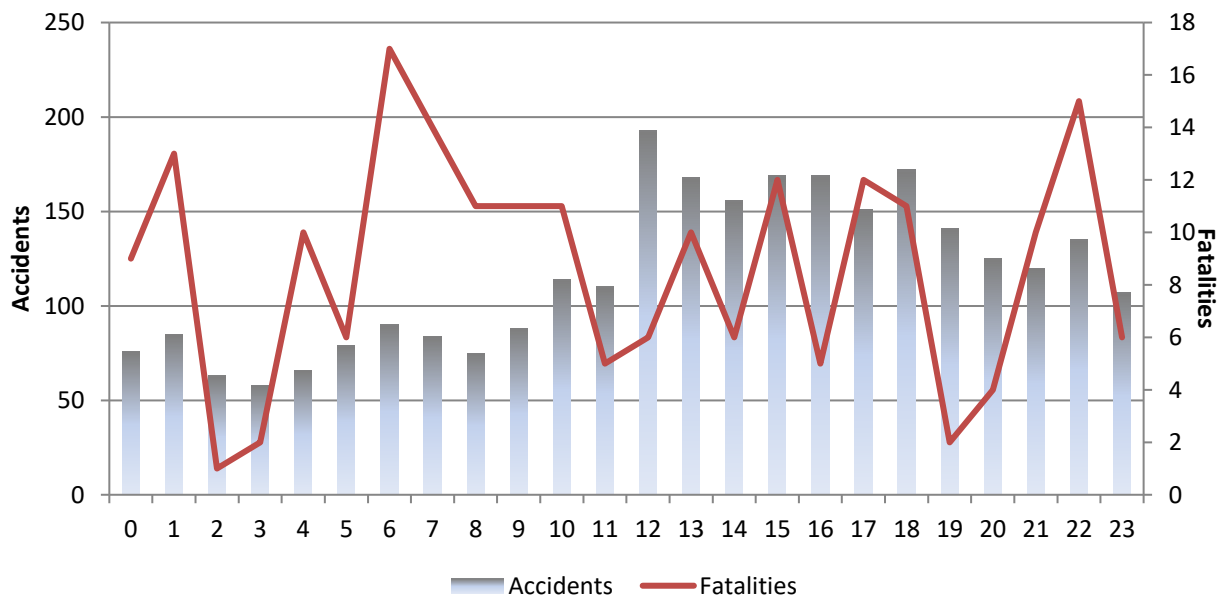
**Graph 8: Number of accidents and fatalities by hour of the day, 2023**



**Graph 8a: Number of accidents and fatalities by hour of the day, Monday-Friday, 2023**



**Graph 8b: Number of accidents and fatalities by hour of the day, Saturday and Sunday, 2023**



## 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, 9,909 out of 10,553 (93.9%) road accidents occurred in clear sky resulting in 579 fatalities (89.6%). As regards the rest weather conditions, 259 accidents occurred in drizzle and 201 in rain conditions (2.5% and 1.9% respectively), resulting to 29 and 22 people killed respectively (4.5% and 3.4%) (Table 9).

| Table 9: Road traffic accidents and fatalities by type of weather conditions, 2023 |                |              |            |              |
|--|----------------|--------------|------------|--------------|
| Weather conditions   | Road accidents | %            | Fatalities | %            |
| <b>Total</b>   | <b>10,553</b>  | <b>100.0</b> | <b>646</b> | <b>100.0</b> |
| Clear sky  | 9,909          | 93.9         | 579        | 89.6         |
| Strong wind  | 23             | 0.2          | 3          | 0.5          |
| Frost  | 31             | 0.3          | 4          | 0.6          |
| Fog / Mist   | 11             | 0.1          | 1          | 0.2          |
| Drizzle  | 259            | 2.5          | 29         | 4.5          |
| Rain   | 201            | 1.9          | 22         | 3.4          |
| Tempest (Rain with strong wind)  | 7              | 0.1          | 0          | 0.0          |
| Storm  | 3              | 0.0          | 0          | 0.0          |
| Hail   | 0              | 0.0          | 0          | 0.0          |
| Snow   | 3              | 0.0          | 0          | 0.0          |
| Smoke  | 0              | 0.0          | 0          | 0.0          |
| Dust   | 0              | 0.0          | 0          | 0.0          |
| Other  | 106            | 1.0          | 8          | 1.2          |

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

### 1.2.2.2 Type of the first collision

Regarding the number of accidents, “collision between moving vehicles” recorded the largest percentage for road accidents accounting for 62.3%, with the main type of collision "head-on side collision" accounting for 40.3% of the total accidents. The second most important category on the list was “entrainment of pedestrian/animal” (16.0% of the total), followed by “diversion/overturning of vehicle” with 14.3% (Table 10).

As regards fatalities, “collision between moving vehicles” was the most important category of collision with 263 people killed (40.7%) followed by the “diversion/overturning of vehicle” category with 182 people killed (28.2%). Regarding the type of collision, the biggest number of fatalities was recorded in "head-on side collision" with 124 fatalities (19.2%) followed by "Entrainment Pedestrian" with 102 fatalities (15.8%) of the total number of fatalities (Table 10).

| Table 10: Road traffic accidents and fatalities by category and type of the first collision, 2023 |  |                |              |            |              |
|---|--|----------------|--------------|------------|--------------|
| Category's description and type of accident first impact  |  | Road accidents | %            | Fatalities | %            |
| <b>Total</b>  |  | <b>10,553</b>  | <b>100.0</b> | <b>646</b> | <b>100.0</b> |
| <b>Collision between moving vehicles (Total)</b>  |  | <b>6,570</b>   | <b>62.3</b>  | <b>263</b> | <b>40.7</b>  |
| Collision between moving vehicles   | Head-on collision                                    | 427            | 4.0          | 80         | 12.4         |
|   | Head-on side collision                               | 4,248          | 40.3         | 124        | 19.2         |
|   | Side collision                                       | 966            | 9.2          | 26         | 4.0          |
|   | Rear end collision                                   | 928            | 8.8          | 32         | 5.0          |
|   | Collision with train                                 | 1              | 0.0          | 1          | 0.2          |
| <b>Vehicle collision with (Total)</b>   |  | <b>645</b>     | <b>6.1</b>   | <b>92</b>  | <b>14.2</b>  |
| Vehicle collision with  | Parked vehicle                                       | 136            | 1.3          | 6          | 0.9          |
|   | Vehicle parking                                      | 65             | 0.6          | 4          | 0.6          |
|   | Vehicle stopping (at traffic lights, STOP sign etc.) | 42             | 0.4          | 1          | 0.2          |
|   | Post or tree   | 173            | 1.6          | 39         | 6.0          |
|   | Building or other stable obstacle                    | 229            | 2.2          | 42         | 6.5          |
| <b>Entrainment (Total)</b>  |  | <b>1,688</b>   | <b>16.0</b>  | <b>103</b> | <b>15.9</b>  |
| Entrainment   | Pedestrian   | 1,668          | 15.8         | 102        | 15.8         |
|   | Animal   | 20             | 0.2          | 1          | 0.2          |
| <b>Diversion / Overturning (Total)</b>  |  | <b>1,512</b>   | <b>14.3</b>  | <b>182</b> | <b>28.2</b>  |
| Diversion / Overturning   | Diversion in the opposite traffic lane               | 63             | 0.6          | 8          | 1.2          |
|   | Diversion to the right                               | 695            | 6.6          | 100        | 15.5         |
|   | Diversion to the left                                | 356            | 3.4          | 44         | 6.8          |
|   | Overturning on carriageway                           | 319            | 3.0          | 16         | 2.5          |
|   | Overturning outside carriageway                      | 79             | 0.7          | 14         | 2.2          |
|   | Fire   | 0              | 0.0          | 0          | 0.0          |
| <b>Other</b>  |  | <b>138</b>     | <b>1.3</b>   | <b>6</b>   | <b>0.9</b>   |

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

### 1.2.2.3 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 “other maneuver” was reported as the main maneuver with a rate of 17.1% of the total number of accidents, followed by “not stopping before STOP sign” with 16.5% and “normal course” with 13.4% (Table 11).

In terms of people killed, “exceeding speed limit” with a share of 19.8% (128 people killed) was reported as the main maneuver of the first vehicle that probably contributed to the accident, followed by “entering into the opposite traffic lane” with 19.2% (124 people killed) and “normal course” with 17.2% (111 people killed) (Table 11). Indicatively, "other maneuver" includes drunkenness, careless driving, not keeping a safe distance and other cases not described in the maneuvers.

**Table 11: Road traffic accidents and fatalities by maneuver of the 1<sup>st</sup> vehicle, which was likely to contribute to the accident, 2023**

| Maneuver of the 1 <sup>st</sup> vehicle which was likely to contribute to the accident | Road accidents | %            | Fatalities | %            |
|--|----------------|--------------|------------|--------------|
| <b>Total</b>   | <b>10,553</b>  | <b>100.0</b> | <b>646</b> | <b>100.0</b> |
| Normal course  | 1,412          | 13.4         | 111        | 17.2         |
| Entering traffic   | 250            | 2.4          | 10         | 1.5          |
| Entering traffic from junction with left turn  | 108            | 1.0          | 5          | 0.8          |
| Entering traffic from the junction, with right turn                                    | 10             | 0.1          | 1          | 0.2          |
| Entering the opposite traffic lane   | 746            | 7.1          | 124        | 19.2         |
| Exiting from traffic   | 168            | 1.6          | 34         | 5.3          |
| Overtaking from the left   | 191            | 1.8          | 8          | 1.2          |
| Overtaking from the right  | 75             | 0.7          | 5          | 0.8          |
| Violation of right priority of other vehicles  | 352            | 3.3          | 11         | 1.7          |
| Pedestrian priority violation in crossing  | 77             | 0.7          | 5          | 0.8          |
| Turning left   | 638            | 6.0          | 20         | 3.1          |
| Turning right  | 248            | 2.4          | 12         | 1.9          |
| U-Turn   | 166            | 1.6          | 6          | 0.9          |
| Starting   | 59             | 0.6          | 2          | 0.3          |
| Parking maneuver   | 68             | 0.6          | 2          | 0.3          |
| Reversing  | 124            | 1.2          | 3          | 0.5          |
| Stopping   | 49             | 0.5          | 3          | 0.5          |
| Slowing down   | 69             | 0.7          | 1          | 0.2          |
| Sudden braking   | 258            | 2.4          | 7          | 1.1          |
| Changing lane  | 275            | 2.6          | 11         | 1.7          |
| Exceeding speed limit  | 1,042          | 9.9          | 128        | 19.8         |
| Stopping before traffic lights   | 31             | 0.3          | 0          | 0.0          |
| Not stopping before traffic lights   | 525            | 5.0          | 17         | 2.6          |
| Not stopping before STOP sign  | 1,743          | 16.5         | 30         | 4.6          |
| Not stopping before giveaway sign  | 24             | 0.2          | 1          | 0.2          |
| Not stopping before policeman sign   | 5              | 0.0          | 0          | 0.0          |
| Not informing for turn, changing course etc.   | 34             | 0.3          | 0          | 0.0          |
| Other maneuver   | 1,806          | 17.1         | 89         | 13.8         |

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

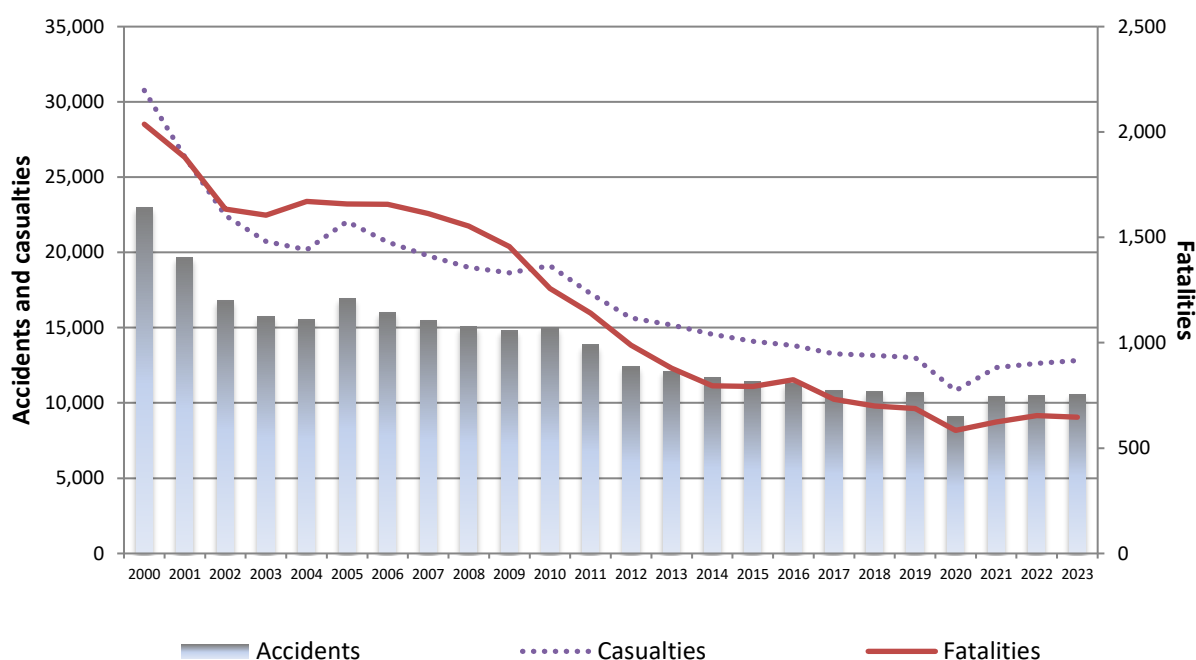
## II. Evolution for the 10-year period, 2014-2023

When comparing the data on road traffic accidents and fatalities for 2023 with the corresponding data for 2014, a 9.7% decrease is observed in road traffic accidents, an 18.7% decrease in the number of deaths, a 35.1% decrease in serious injuries and a 10.3% decrease in slight injuries. An even more significant decrease is observed when comparing the data of 2023 with those of 2000, namely, road traffic accidents decreased by 54.1%, deaths by 68.3%, serious injuries by 84.3% and slight injuries by 54.2% (Table 12).

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 and 2022 (Table 12, Graph 9).

| Table 12: Road traffic accidents and casualties, 2000 and 2014-2023 |        |        |        |        |        |        |        |        |        |        |        |               |               |
|---|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|---------------|---------------|
| Years   | 2000   | 2014   | 2015   | 2016   | 2017   | 2018   | 2019   | 2020   | 2021   | 2022   | 2023   | % Change      |               |
|   |        |        |        |        |        |        |        |        |        |        |        | 2023/<br>2014 | 2023/<br>2000 |
| Accidents   | 23,001 | 11,690 | 11,440 | 11,318 | 10,848 | 10,737 | 10,712 | 9,083  | 10,454 | 10,487 | 10,553 | -9.7          | -54.1         |
| Annual change   |        |        | -2.1   | -1.1   | -4.2   | -1.0   | -0.2   | -15.2  | 15.1   | 0.3    | 0.6    |               |               |
| Fatal accidents   | 1,803  | 739    | 741    | 772    | 679    | 645    | 656    | 552    | 584    | 619    | 610    | -17.5         | -66.2         |
| Annual change   |        |        | 0.3    | 4.2    | -12.0  | -5.0   | 1.7    | -15.9  | 5.8    | 6.0    | -1.5   |               |               |
| Fatalities  | 2,037  | 795    | 793    | 824    | 731    | 700    | 688    | 584    | 624    | 654    | 646    | -18.7         | -68.3         |
| Annual change   |        |        | -0.3   | 3.9    | -11.3  | -4.2   | -1.7   | -15.1  | 6.8    | 4.8    | -1.2   |               |               |
| Total injuries  | 30,763 | 14,564 | 14,096 | 13,825 | 13,271 | 13,149 | 13,002 | 10,818 | 12,356 | 12,625 | 12,815 | -12.0         | -58.3         |
| Annual change   |        |        | -3.2   | -1.9   | -4.0   | -0.9   | -1.1   | -16.8  | 14.2   | 2.2    | 1.5    |               |               |
| Serious injuries  | 4,200  | 1,016  | 999    | 879    | 706    | 727    | 652    | 518    | 610    | 664    | 659    | -35.1         | -84.3         |
| Annual change   |        |        | -1.7   | -12.0  | -19.7  | 3.0    | -10.3  | -20.6  | 17.8   | 8.9    | -0.8   |               |               |
| Slight injuries   | 26,563 | 13,548 | 13,097 | 12,946 | 12,565 | 12,422 | 12,350 | 10,300 | 11,746 | 11,961 | 12,156 | -10.3         | -54.2         |
| Annual change   |        |        | -3.3   | -1.2   | -2.9   | -1.1   | -0.6   | -16.6  | 14.0   | 1.8    | 1.6    |               |               |

**Graph 9: Number of road traffic accidents and casualties, 2000-2023**



## Geographical distribution of road traffic accidents and demographic characteristics of people killed in road traffic accidents, 2014 – 2023

### II.1 Number of road traffic accident fatalities per 1,000,000 inhabitants by NUTS 2 Region, 2000, 2014 and 2023

As regards the distribution of road traffic accidents fatalities by NUTS 2 Region in the years 2000, 2014 and 2023, 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 (Table 13).

The fatality rate per 1,000,000 inhabitants differentiates the above ranking. In 2023 the region of Notio Aigaio was at the top of the list followed by Ionia Nisia. In 2000 and 2014 Attiki was in the last place of the ranking, while in 2023 it was next to last (Table 13, Graph 10).

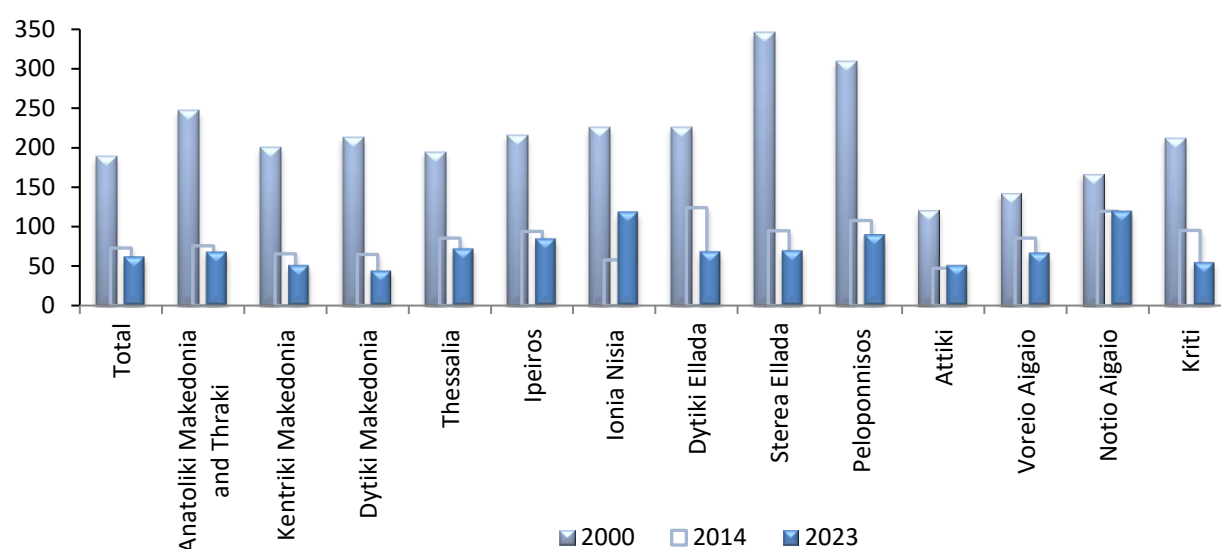
When considering the aforementioned information to interpret the data correctly, changes in the population of the regions, the effect of summer tourist season, the construction (or not) of motorways, improving interventions in the road network as well as other factors should be taken into account.

**Table 13: Fatalities and number of fatalities per 1,000,000 inhabitants by NUTS 2 Region, 2000, 2014 and 2023**

| Regions                     | Fatalities   |              |            |              |            |              | Fatalities per 1,000,000 inhabitants |             |             |
|-----------------------------|--------------|--------------|------------|--------------|------------|--------------|--------------------------------------|-------------|-------------|
|                             | 2000         | %            | 2014       | %            | 2023       | %            | 2000                                 | 2014        | 2023        |
| <b>Total</b>                | <b>2,037</b> | <b>100.0</b> | <b>795</b> | <b>100.0</b> | <b>646</b> | <b>100.0</b> | <b>189.0</b>                         | <b>72.8</b> | <b>62.0</b> |
| Anatoliki Makedonia, Thraki | 144          | 7.1          | 46         | 5.8          | 38         | 5.9          | 247.1                                | 75.6        | 68.0        |
| Kentriki Makedonia          | 367          | 18.0         | 125        | 15.7         | 91         | 14.1         | 200.7                                | 65.7        | 51.0        |
| Dytiki Makedonia            | 61           | 3.0          | 18         | 2.3          | 11         | 1.7          | 212.4                                | 64.6        | 44.0        |
| Thessalia                   | 144          | 7.1          | 63         | 7.9          | 49         | 7.6          | 194.7                                | 85.4        | 71.9        |
| Ipeiros                     | 73           | 3.6          | 32         | 4.0          | 27         | 4.2          | 216.3                                | 93.8        | 84.8        |
| Ionia Nisia                 | 46           | 2.3          | 12         | 1.5          | 24         | 3.7          | 225.9                                | 57.8        | 118.7       |
| Dytiki Ellada               | 160          | 7.9          | 84         | 10.6         | 44         | 6.8          | 226.2                                | 123.9       | 68.5        |
| Stereia Ellada              | 192          | 9.4          | 53         | 6.7          | 35         | 5.4          | 346.6                                | 94.8        | 69.5        |
| Peloponnisos                | 181          | 8.9          | 63         | 7.9          | 48         | 7.4          | 309.1                                | 107.7       | 89.9        |
| Attiki                      | 468          | 23.0         | 182        | 22.9         | 193        | 29.9         | 120.9                                | 47.1        | 50.8        |
| Voreio Aigaio               | 28           | 1.4          | 17         | 2.1          | 13         | 2.0          | 142.2                                | 85.6        | 66.7        |
| Notio Aigaio                | 51           | 2.5          | 40         | 5.0          | 39         | 6.0          | 166.7                                | 119.5       | 119.3       |
| Kriti                       | 122          | 6.0          | 60         | 7.5          | 34         | 5.3          | 212.0                                | 95.1        | 54.6        |

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

**Graph 10: Number of road traffic accident fatalities per 1,000,000 inhabitants by NUTS 2 Region, 2000, 2014, 2023**



## II.2 Road traffic accidents fatalities by gender, category of person fatally injured and type of area, 2014-2023

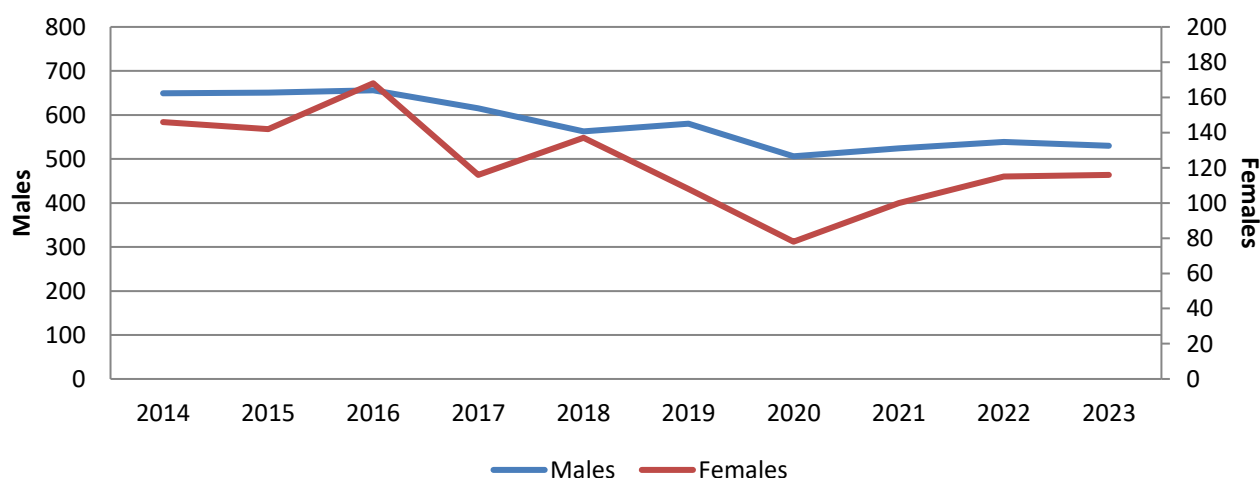
As regards the breakdown of fatalities by gender during the decade 2014-2023, a decrease was observed in both males and females (18.3% and 20.5% respectively) (Table 14, Graph 11).

As regards the breakdown of data by category of people killed during the decade 2014-2023, the largest decrease was recorded in passengers (42.3%), followed by pedestrians (18.4%) (Table 14).

As regards the type of area where the accident took place, the largest decrease in the number of fatalities was recorded in Outside urban areas (motorway included) (21.6%) (Table 14).

| Gender                                    | 2014       | 2015       | 2016       | 2017       | 2018       | 2019       | 2020       | 2021       | 2022       | 2023       | % Change      |               |
|---|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|---------------|---------------|
|   |            |            |            |            |            |            |            |            |            |            | 2023/<br>2022 | 2023/<br>2014 |
| <b>Total</b>                              | <b>795</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>-1.2</b>   | <b>-18.7</b>  |
| Males                                     | 649        | 651        | 656        | 615        | 563        | 580        | 506        | 524        | 539        | 530        | -1.7          | -18.3         |
| Females                                   | 146        | 142        | 168        | 116        | 137        | 108        | 78         | 100        | 115        | 116        | 0.9           | -20.5         |
| <b>Category of person fatally injured</b> |            |            |            |            |            |            |            |            |            |            |               |               |
| Drivers                                   | 540        | 545        | 548        | 507        | 450        | 470        | 433        | 447        | 464        | 469        | 1.1           | -13.1         |
| Passengers                                | 130        | 120        | 127        | 106        | 104        | 73         | 75         | 82         | 78         | 75         | -3.8          | -42.3         |
| Pedestrians                               | 125        | 128        | 149        | 118        | 146        | 145        | 76         | 95         | 112        | 102        | -8.9          | -18.4         |
| <b>Type of area</b>                       |            |            |            |            |            |            |            |            |            |            |               |               |
| Inside urban area                         | 401        | 388        | 427        | 340        | 367        | 370        | 325        | 314        | 312        | 337        | 8.0           | -16.0         |
| Outside urban area (motorway included)    | 394        | 405        | 397        | 391        | 333        | 318        | 259        | 310        | 342        | 309        | -9.6          | -21.6         |

**Graph 11: Number of fatalities in road traffic accidents by gender, 2014-2023**



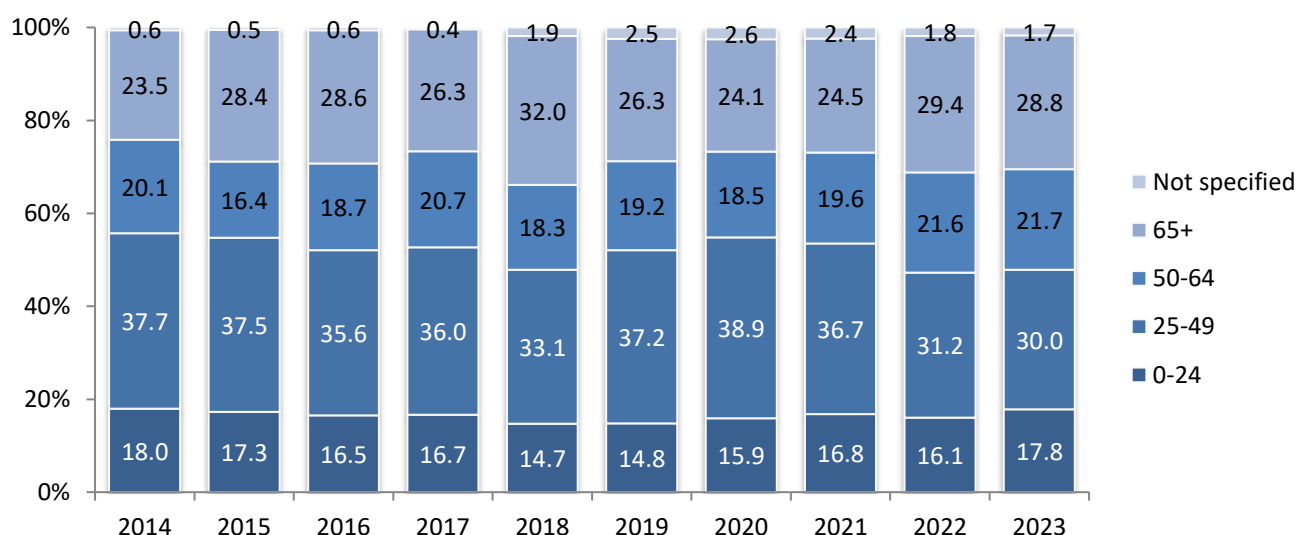


### II.3 Road traffic accidents fatalities by age group, 2014-2023

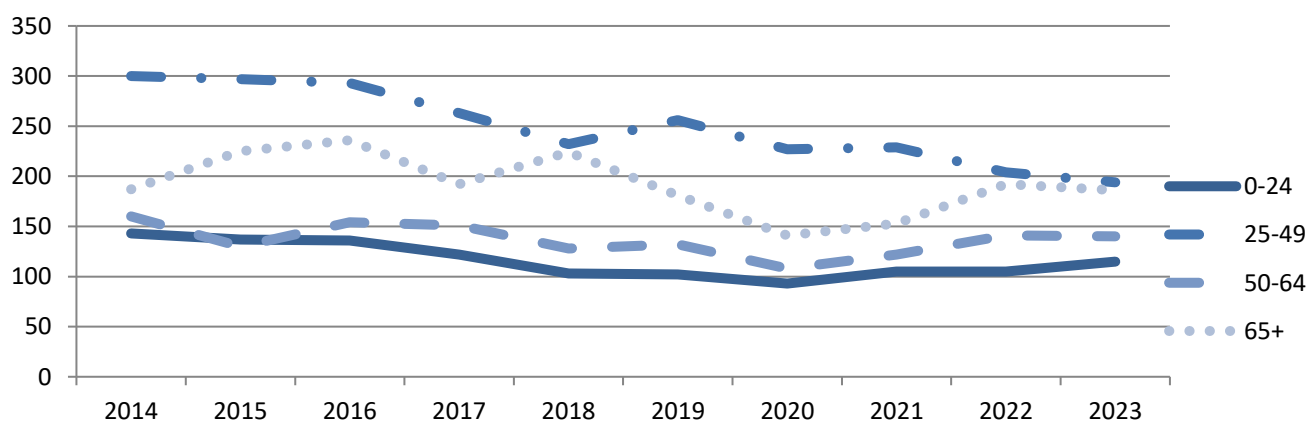
During the decade 2014-2023 the number of road traffic accident fatalities by age groups recorded a significant decrease for the young age groups up to 49 years (0-24 years 19.6% and 25-49 years 35.3%) and a smaller decrease in the age groups 50 years and older (50-64 years 12.5% and 65 years and over 0.5%) (Table 15, Graphs 12 and 12a).

| Age group     | 2014       | 2015       | 2016       | 2017       | 2018       | 2019       | 2020       | 2021       | 2022       | 2023       | % Change    |              |
|---------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|-------------|--------------|
|               |            |            |            |            |            |            |            |            |            |            | 2023/2022   | 2023/2014    |
| <b>Total</b>  | <b>795</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>-1.2</b> | <b>-18.7</b> |
| 0-24          | 143        | 137        | 136        | 122        | 103        | 102        | 93         | 105        | 105        | 115        | 9.5         | -19.6        |
| 25-49         | 300        | 297        | 293        | 263        | 232        | 256        | 227        | 229        | 204        | 194        | -4.9        | -35.3        |
| 50-64         | 160        | 130        | 154        | 151        | 128        | 132        | 108        | 122        | 141        | 140        | -0.7        | -12.5        |
| 65+           | 187        | 225        | 236        | 192        | 224        | 181        | 141        | 153        | 192        | 186        | -3.1        | -0.5         |
| Not specified | 5          | 4          | 5          | 3          | 13         | 17         | 15         | 15         | 12         | 11         | -8.3        | 120.0        |

**Graph 12: Percentage distribution of road traffic accident fatalities by age group, 2014-2023**



**Graph 12a: Number of road traffic accident fatalities by age group, 2014-2023**



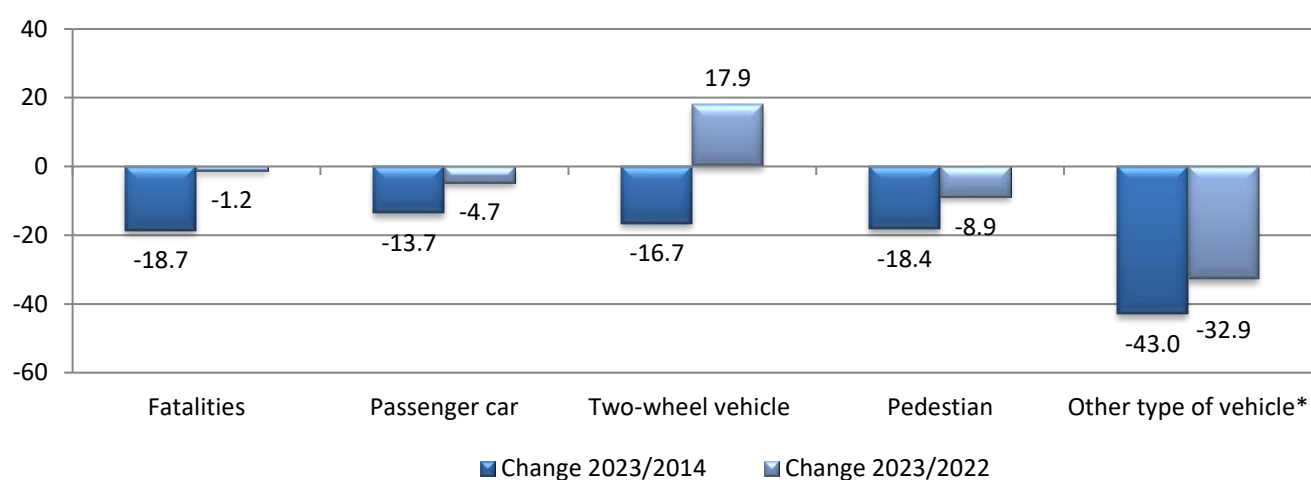
## II.4 Road traffic accidents fatalities by mode of transport, 2014-2023

The decrease in the number of road traffic accidents fatalities during the decade 2014-2023 by 18.7% was observed in all modes of transport. The largest decrease was observed in other types of vehicles (43.0%) and the smallest in passenger cars (13.7%) (Table 16, Graphs 13 and 13a).

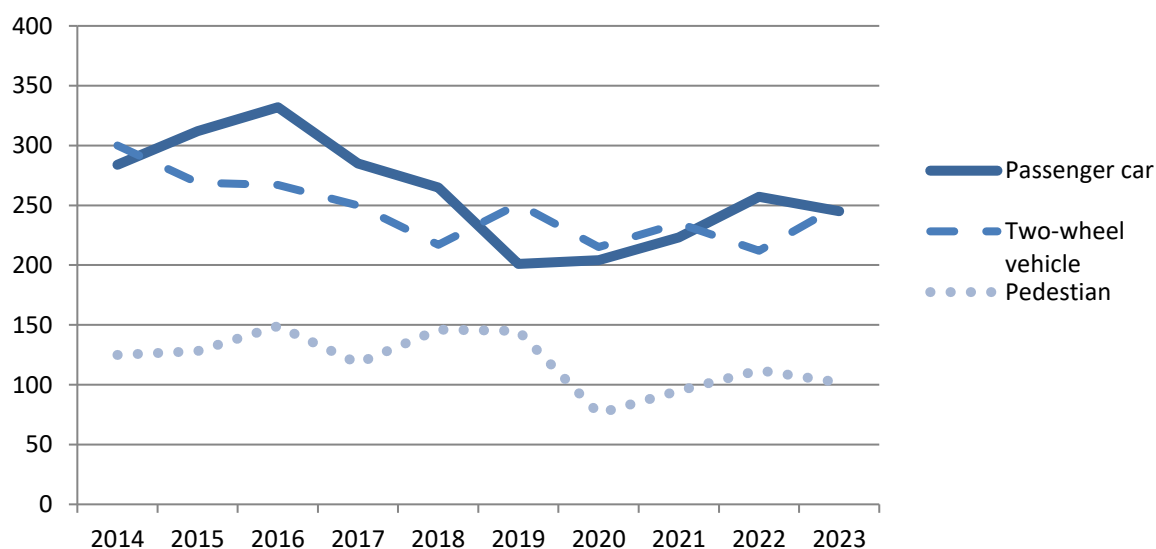
| Mode of transport      | 2014       | 2015       | 2016       | 2017       | 2018       | 2019       | 2020       | 2021       | 2022       | 2023       | % Change    |              |
|------------------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|-------------|--------------|
|                        |            |            |            |            |            |            |            |            |            |            | 2023/2022   | 2023/2014    |
| <b>Total</b>           | <b>795</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>-1.2</b> | <b>-18.7</b> |
| Passenger car          | 284        | 312        | 332        | 285        | 265        | 201        | 204        | 223        | 257        | 245        | -4.7        | -13.7        |
| Two-wheel vehicle      | 300        | 269        | 267        | 250        | 217        | 251        | 215        | 235        | 212        | 250        | 17.9        | -16.7        |
| Pedestrian             | 125        | 128        | 149        | 118        | 146        | 145        | 76         | 95         | 112        | 102        | -8.9        | -18.4        |
| Other type of vehicle* | 86         | 84         | 76         | 78         | 72         | 91         | 89         | 71         | 73         | 49         | -32.9       | -43.0        |

\*Including bicycles

**Graph 13: Change (%) in the number of road traffic accident fatalities by mode of transport, 2014, 2022, 2023**



**Graph 13a: Number of road traffic accident fatalities by mode of transport, 2014-2023**

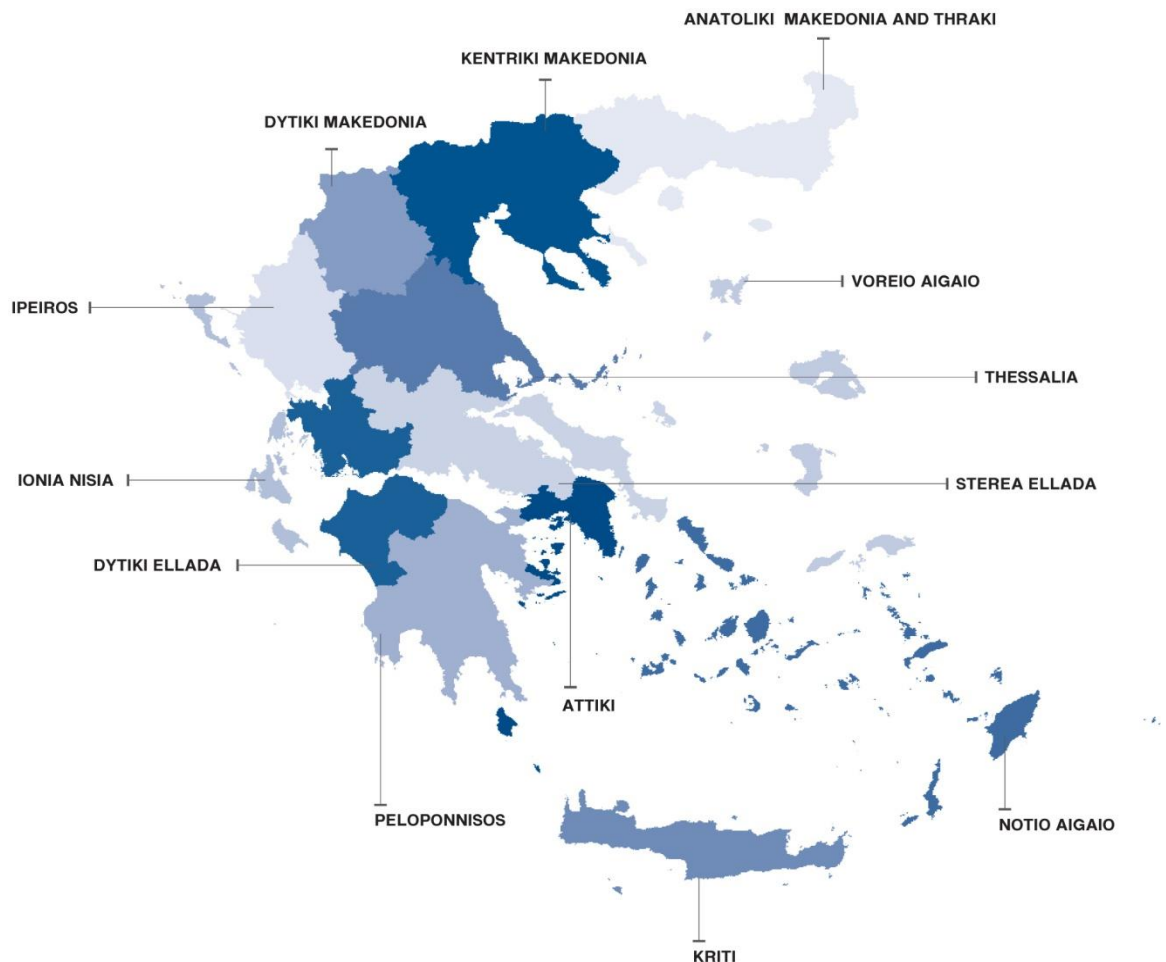


## EXPLANATORY NOTES

**Survey on Road Accidents** The survey on road traffic accidents is conducted monthly 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 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/SDT03/-> .