HELLENIC REPUBLIC
HELLENIC STATISTICAL AUTHORITY

Piraeus, January 21st 2019

PRESS RELEASE
ROAD ACCIDENTS, 2017

The Hellenic Statistical Authority (ELSTAT) announces the results on injury-causing "Road Accidents" for the year 2017, as well as data on their evolution for the ten-year period 2008-2017.

I. Annual data, 2017

In 2017, in Greece a total of 10,848 road accidents resulting to death or injury occurred, recording a decrease of 4.2% in comparison with 2016, when the corresponding number of road accidents amounted to 11,318 (Table 1).

The total number of road accidents casualties in 2017 recorded a decrease of 4.4% in comparison with 2016 (14,002 casualties in 2017, 14,649 in 2016) (Table 1).

More specifically, the casualties of the injury-causing accidents that occurred in 2017 were as follows: 731 deaths, 706 serious injuries and 12,565 slight injuries in comparison with 824 deaths, 879 serious injuries and 12,946 slight injuries in 2016, thus recording decrease of 11.3% as regards deaths, of 19.7% as and of 2.9% as regards serious and slight injuries, respectively (Table 1, Graph 1).

Table 1: Number of road traffic accidents and casualties, 2016 and 2017

	2016	2017	Annual change 2017/2016 (%)
Accidents	11,318	10,848	-4.2
Thereof fatal	772	679	-12.0
%	6.8	6.3	
Total of casualties	14,649	14,002	-4.4
Fatalities	824	731	-11.3
Total of injuries	13,825	13,271	-4.0
Serious injuries	879	706	-19.7
Slight injuries	12,946	12,565	-2.9

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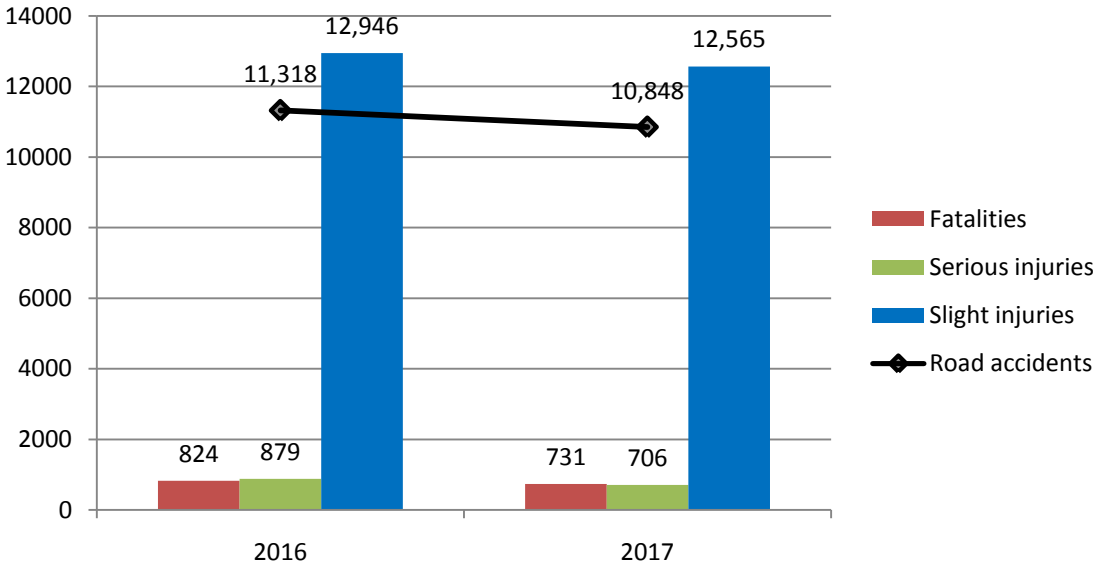
Graph 1: Number of road accidents and casualties, 2016 and 2017



I.1 Road accidents fatalities

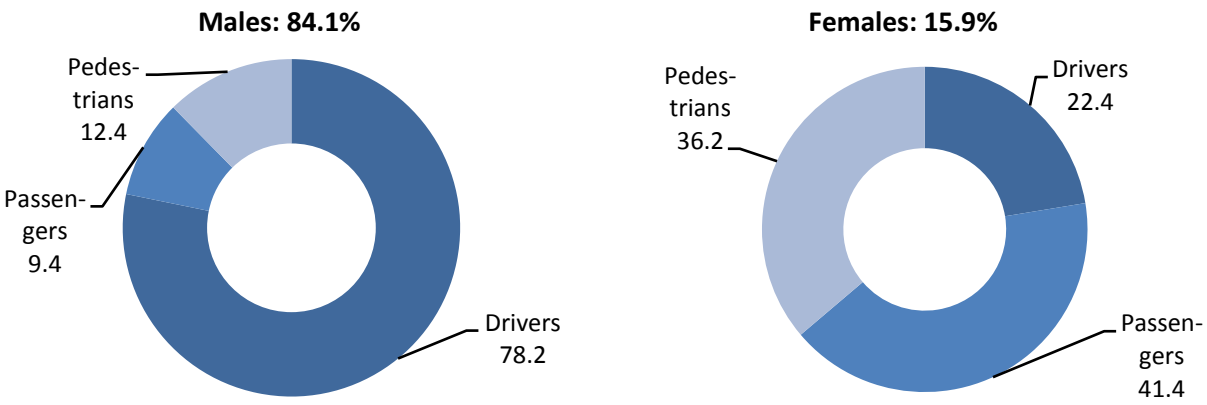
I.1.1 Road accidents fatalities by gender and category of persons fatally injured

Out of the total number of 731 fatalities, drivers account for 69.4%, passengers for 14.5% and pedestrians for 16.1%. As regards the breakdown of data by gender, 84.1% of the fatally injured persons were males and 15.9% were females (Table 2, Graph 2).

Table 2: Road accidents fatalities by gender and category of person fatally injured, 2017

Category of person fatally injured	Total of fatalities	%	Males	%	Females	%
Total	**731**	**100.0**	**615**	**100.0**	**116**	**100.0**
% row	**100.0**		**84.1**		**15.9**	
Drivers	507	69.4	481	78.2	26	22.4
Passengers	106	14.5	58	9.4	48	41.4
Pedestrians	118	16.1	76	12.4	42	36.2

Graph 2: Percentage distribution of road accidents fatalities by gender and category of person fatally injured, 2017



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

The percentage distribution of fatalities by age group is as follows: 0-24 years 16.7%, 25-49 years 36.0%, 50-64 years 20.7% and 65 years and over 26.3% (Table 3, Graph 3).

On the basis of the percentage distribution of fatalities by age group and category of the persons fatally injured, the following can be observed: a) as regards drivers the biggest share 41.2% is recorded for the age group 25-49 years, b) as regards passengers the biggest share 35.8% is recorded for the age group 25-49 years, c) as regards pedestrians the biggest share 59.3% 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, 2017

Age group	Fatalities	%	Category of person fatally injured					
			Drivers	%	Passengers	%	Pedestrians	%
Total	**731**	**100.0**	**507**	**100.0**	**106**	**100.0**	**118**	**100.0**
% row	**100.0**		**69.4**		**14.5**		**16.1**	
0-24	122	16.7	82	16.2	28	26.4	12	10.2
25-49	263	36.0	209	41.2	38	35.8	16	13.6
50-64	151	20.7	116	22.9	17	16.0	18	15.3
65+	192	26.3	99	19.5	23	21.7	70	59.3
Not specified	3	0.4	1	0.2	0	0.0	2	1.7

Graph 3: Percentage distribution of road accident fatalities by age group and category of person fatally injured, 2017

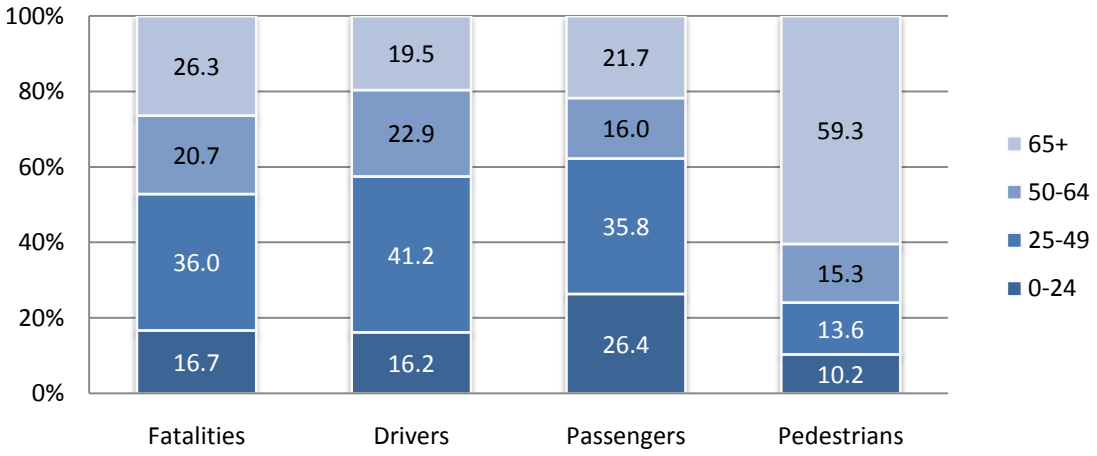


Table 3.1: Road accidents fatalities by age group, category of person fatally injured and mode of transport, 2017

Age group	Drivers			Passengers		
	Mode of transport			Mode of transport		
	Passenger cars	Two-wheel vehicles	Other	Passenger cars	Two-wheel vehicles	Other
Total	**208**	**230**	**69**	**77**	**20**	**9**
% row	**41.0**	**45.4**	**13.6**	**72.6**	**18.9**	**8.5**
0-24	28	51	3	22	6	0
25-49	84	106	19	24	8	6
50-64	45	46	25	11	5	1
65+	50	27	22	20	1	2
Not specified	1	0	0	0	0	0

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

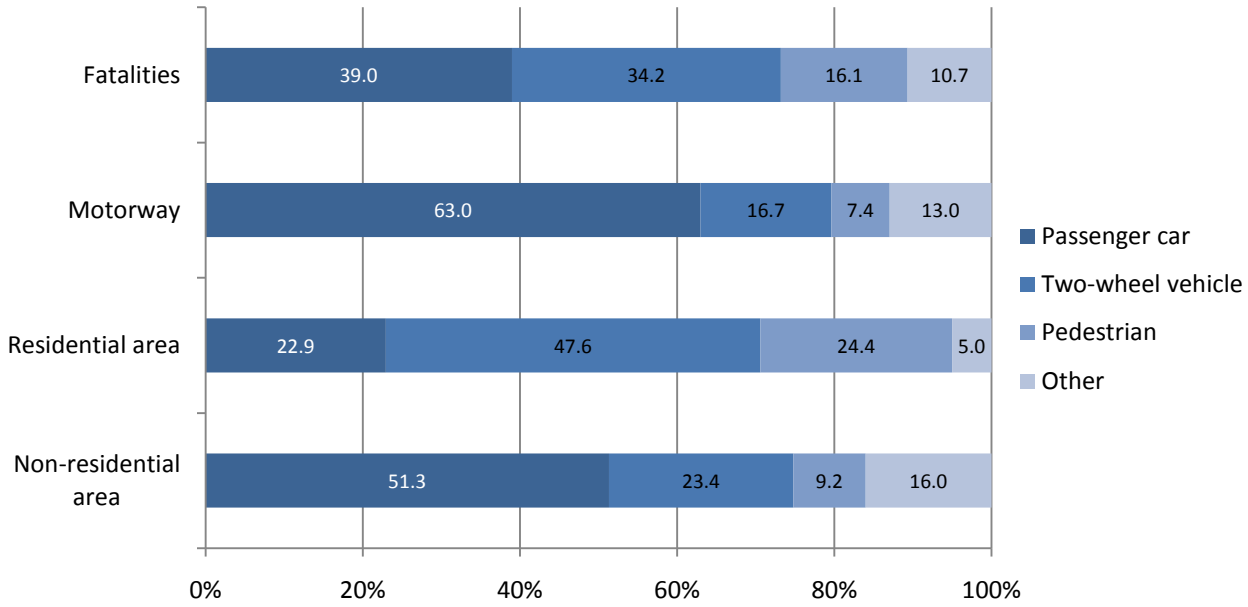
Out of the total number of 731 persons killed, 285 were on passenger cars (39.0%), 250 (34.2%) on two-wheel vehicles, including bicycles and motor cycles and 118 (16.1%) were pedestrian.

As regards the distribution of fatalities by type of area where the accident occurred, it is observed that in residential areas, 22.9% of persons killed were on passenger cars and 47.6% on two-wheel vehicles. The corresponding shares in non-residential areas are 51.3% and 23.4%, respectively. In motorways, 63.0% of persons killed were on passenger cars and 16.7% on two-wheel vehicles (Table 4, Graph 4).

Table 4: Road accident fatalities by mode of transport and type of area, 2017

Mode of transport	Number of fatalities	%	Motorway	%	Residential area	%	Non-residential area	%
Grand total	**731**	**100.0**	**54**	**100.0**	**340**	**100.0**	**337**	**100.0**
% row	**100.0**		**7.4**		**46.5**		**46.1**	
Passenger car	285	39.0	34	63.0	78	22.9	173	51.3
Two-wheel vehicle	250	34.2	9	16.7	162	47.6	79	23.4
Pedestrian	118	16.1	4	7.4	83	24.4	31	9.2
Other type of vehicle	78	10.7	7	13.0	17	5.0	54	16.0

Graph 4: Percentage distribution of road accident fatalities by mode of transport and type of area, 2017



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

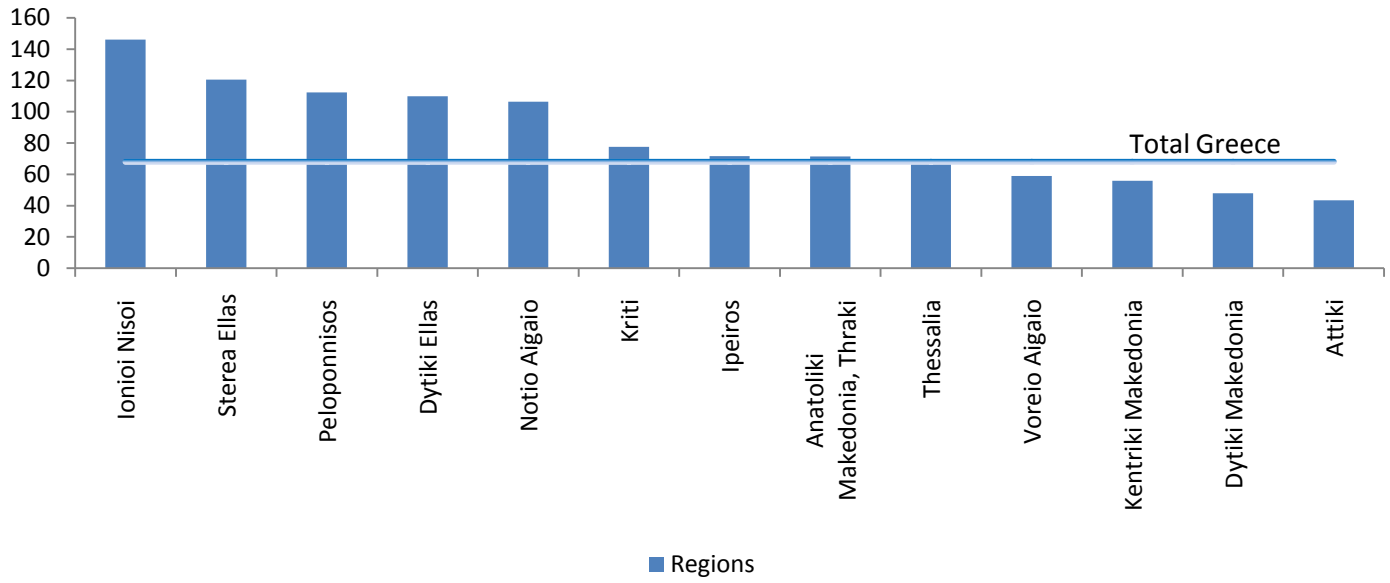
In 2017, road accidents per 1,000,000 inhabitants in Greece amounted to 1,007.4. The region of Attiki is on the top of the list with 1,469.4 accidents, followed by Notio Aigaio with 1,161.4 accidents and Kentriki Makedonia with 1,101.0 accidents.

As regards the number of fatalities per 1,000,000 inhabitants in Greece amounted to 67.9. The region of Ionia Nisia is on the top of the list with 146.0 persons killed, followed by Sterea Ellada with 120.6 persons killed and Peloponnisos with 112.2 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, 2017

NUTS 2 Regions	Accidents	%	Fatalities	%	Accidents per 1,000,000 inhabitants	Fatalities per 1,000,000 inhabitants
Greece total	**10,848**	**100.0**	**731**	**100.0**	**1,007.4**	**67.9**
Anatoloki Makedonia, Thraki	366	3.4	43	5.9	607.2	71.3
Kentriki Makedonia	2,070	19.1	105	14.4	1,101.0	55.8
Dytiki Makedonia	75	0.7	13	1.8	276.3	47.9
Ipeiros	119	1.1	24	3.3	355.0	71.6
Thessalia	221	2.0	50	6.8	304.5	68.9
Ionia Nisia	174	1.6	30	4.1	847.0	146.0
Dytiki Ellada	508	4.7	73	10.0	765.1	109.9
Sterea Ellada	502	4.6	67	9.2	903.3	120.6
Attiki	5,545	51.1	164	22.4	1,469.4	43.5
Peloponnisos	528	4.9	65	8.9	911.6	112.2
Voreio Aigaio	177	1.6	12	1.6	868.9	58.9
Notio Aigaio	393	3.6	36	4.9	1,161.4	106.4
Kriti	170	1.6	49	6.7	268.7	77.4

Graph 5: Number of fatalities per 1,000,000 inhabitants by NUTS 2 Region, 2017



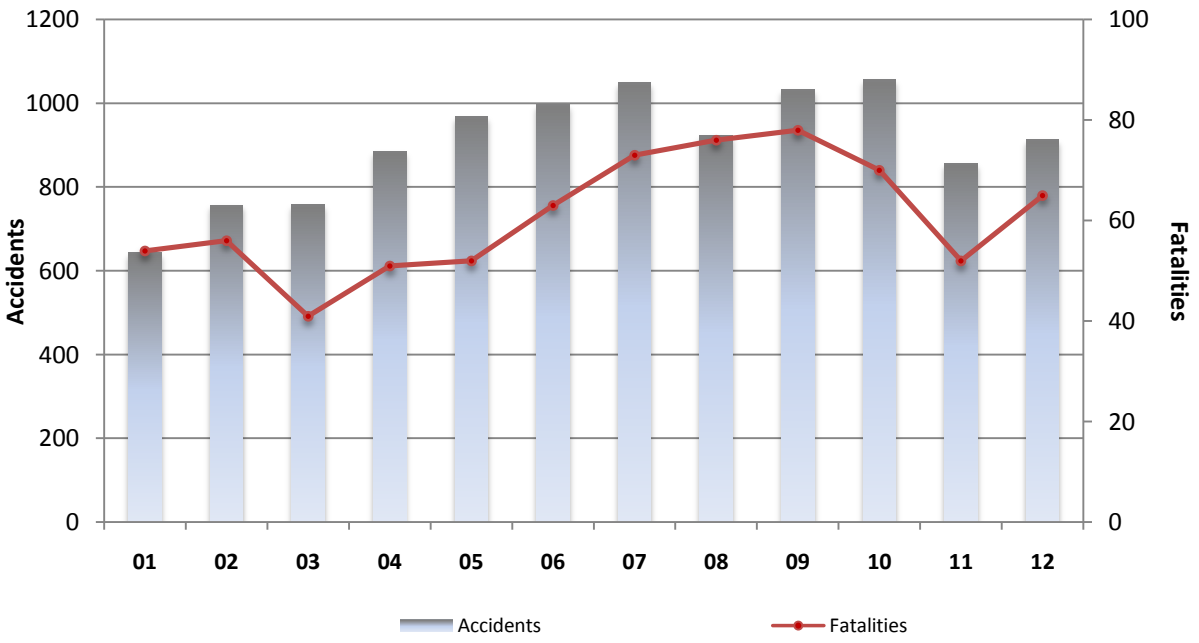
I.2.1.2 Percentage distribution of road accidents and fatalities by month

The biggest number of road accidents (1,056) was recorded in October, accounting for 9.7% of the total number of accidents in 2017, while the biggest share of fatalities 10.7% (or 78), were observed in September. The smallest number of road accidents (645) was recorded in January accounting for 5.9% of the total number of accidents, while the smallest share of fatalities, 5.6% (or 41), was recorded in March (Table 6, Graph 6).

Table 6: Road accidents and fatalities by month, 2017

Month	Accidents	%	Fatalities	%
Total	**10,848**	**100.0**	**731**	**100.0**
January	645	5.9	54	7.4
February	757	7.0	56	7.7
March	758	7.0	41	5.6
April	886	8.2	51	7.0
May	969	8.9	52	7.1
June	998	9.2	63	8.6
July	1,050	9.7	73	10.0
August	923	8.5	76	10.4
September	1,034	9.5	78	10.7
October	1,056	9.7	70	9.6
November	857	7.9	52	7.1
December	915	8.4	65	8.9

Graph 6: Distribution of road accidents and fatalities by month, 2017



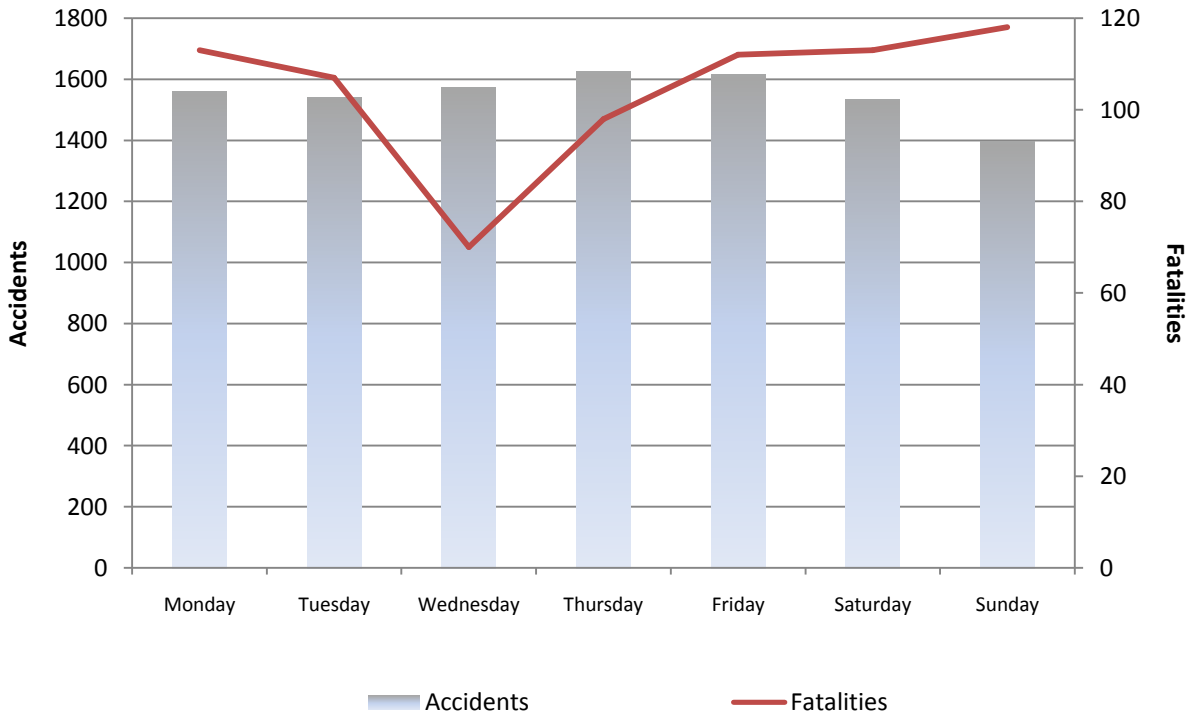
I.2.1.3 Distribution of road accidents and fatalities by day of the week

The biggest share of road accidents in 2017 took place on Thursdays (15.0%) followed by Fridays (14.9%), while the smallest share on Sundays (12.9%). However, as regards fatalities, Sunday account for the biggest share of fatalities (16.1%) (Table 7, Graph 7).

Table 7: Road accidents and fatalities by day of the week, 2017

Day of the week	Accidents	%	Fatalities	%
Total	**10,848**	**100.0**	**731**	**100.0**
Monday	1,561	14.4	113	15.5
Tuesday	1,542	14.2	107	14.6
Wednesday	1,573	14.5	70	9.6
Thursday	1,626	15.0	98	13.4
Friday	1,616	14.9	112	15.3
Saturday	1,535	14.2	113	15.5
Sunday	1,395	12.9	118	16.1

Graph 7: Number of road accidents and fatalities by day of the week, 2017



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 (32.2%) took place from 12:00 to 16:00 hours, while the smallest share (5.8%) took place from 02:00 to 05:00 hours (Table 8, Graph 8).

The biggest share of fatalities was recorded at 18:00 (60 persons killed or 8.2%) and at 17:00 hours (46 persons killed or 6.3%), while the smallest share was observed during after-midnight hours, namely from 0:00 to 02:00 hours, ranging from 1.1% to 3.1% and from 04:00 to 05:00 with 2.5% and 2.9% respectively (Table 8).

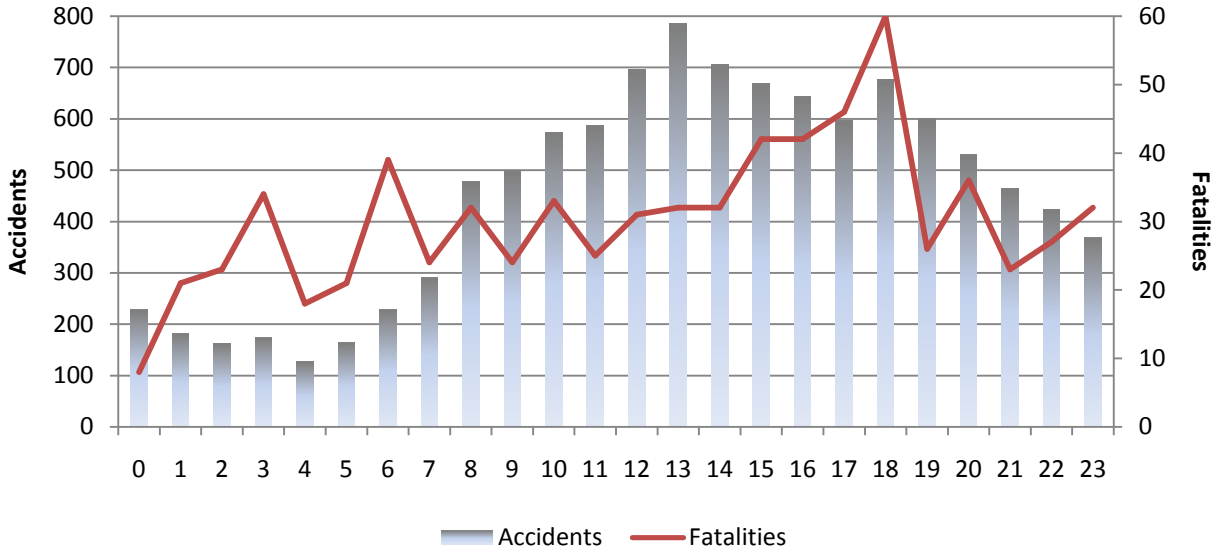
As regards the distribution of accidents by day of the week, it is observed that 73.0% of the accidents occurred from Monday – Friday and the rest 27.0% during the weekend. The corresponding figures for fatalities are 68.4% for Monday – Friday and 31.6% for the weekend (Table 8).

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

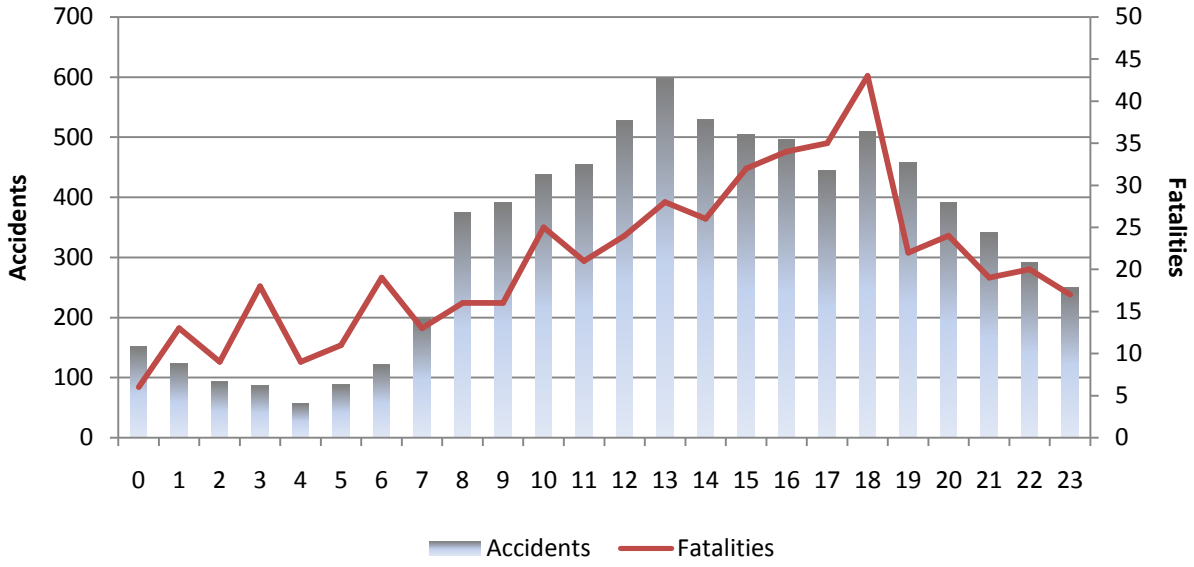
Table 8: Road accidents and fatalities by hour of the day and day of the week, 2017

Hour of accident (rounded to the nearest hour)	Road accidents				Fatalities			
	Total accidents	%	Monday - Friday	Saturday - Sunday	Total fatalities	%	Monday - Friday	Saturday - Sunday
Total	**10,848**	**100.0**	**7,918**	**2,930**	**731**	**100.0**	**500**	**231**
% row			**73.0**	**27.0**			**68.4**	**31.6**
0	228	2.1	151	77	8	1.1	6	2
1	181	1.7	123	58	21	2.9	13	8
2	163	1.5	93	70	23	3.1	9	14
3	173	1.6	86	87	34	4.7	18	16
4	127	1.2	57	70	18	2.5	9	9
5	164	1.5	88	76	21	2.9	11	10
6	228	2.1	121	107	39	5.3	19	20
7	290	2.7	199	91	24	3.3	13	11
8	477	4.4	375	102	32	4.4	16	16
9	499	4.6	391	108	24	3.3	16	8
10	574	5.3	438	136	33	4.5	25	8
11	587	5.4	455	132	25	3.4	21	4
12	695	6.4	528	167	31	4.2	24	7
13	786	7.2	598	188	32	4.4	28	4
14	706	6.5	530	176	32	4.4	26	6
15	668	6.2	505	163	42	5.7	32	10
16	643	5.9	496	147	42	5.7	34	8
17	597	5.5	445	152	46	6.3	35	11
18	676	6.2	509	167	60	8.2	43	17
19	600	5.5	457	143	26	3.6	22	4
20	531	4.9	391	140	36	4.9	24	12
21	464	4.3	341	123	23	3.1	19	4
22	423	3.9	292	131	27	3.7	20	7
23	368	3.4	249	119	32	4.4	17	15

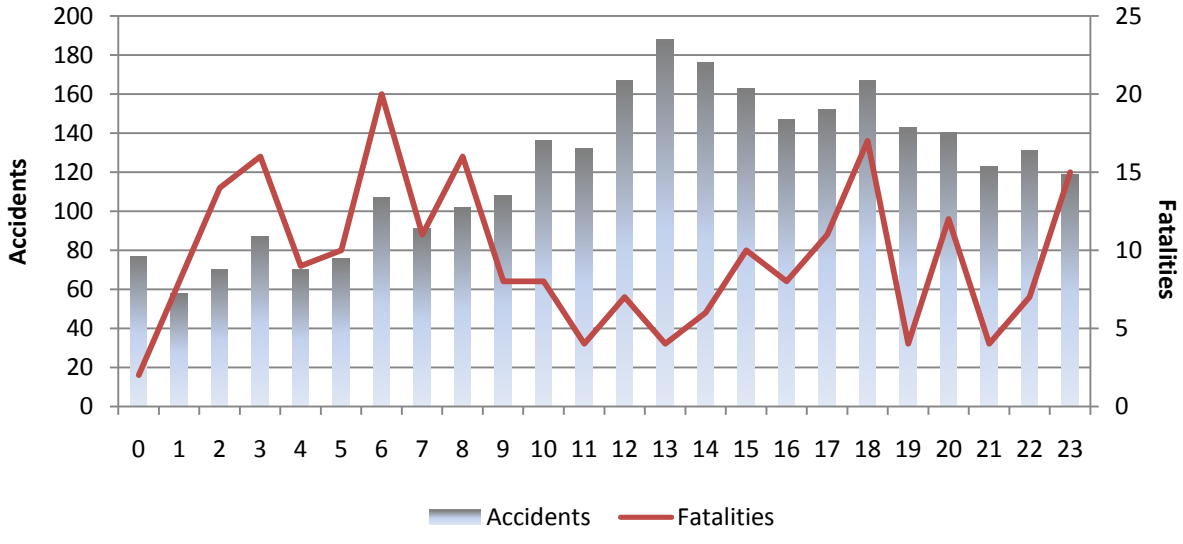
Graph 8: Number of accidents and fatalities by hour of the day, 2017



Graph 8a: Number of accidents and fatalities by hour of the day, Monday-Friday, 2017



Graph 8b: Number of accidents and fatalities by hour of the day, Saturday and Sunday, 2017



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 10,071 out of 10,848 (92.8%), resulting to 644 persons killed (88.1%). As regards the other weather conditions, 319 accidents occurred during drizzle and 252 during rain (2.9% and 2.3%, respectively), resulting to 34 and 29 persons killed, respectively (4.7% and 4.0%) (Table 9).

Table 9: Road accidents and fatalities by type of weather conditions, 2017

Weather conditions	Road accidents	%	Fatalities	%
Total	**10,848**	**100.0**	**731**	**100.0**
Clear sky	10,071	92.8	644	88.1
Strong wind	19	0.2	1	0.1
Frost	73	0.7	8	1.1
Fog / Mist	5	0.0	1	0.1
Drizzle	319	2.9	34	4.7
Rain	252	2.3	29	4.0
Tempest (Rain with strong wind)	7	0.1	3	0.4
Storm	8	0.1	3	0.4
Snow	13	0.1	1	0.1
Other	81	0.7	7	1.0

I.2.2.2 *Type of the first collision*

"Collision between moving vehicles" (61.1%) and more specifically "head-on side collision" is the main type of collision for road accidents accounting for 39.6% of the total. Second category on the list is "entrainment of pedestrian" with 18.2%, followed by "diversion/overturning of vehicle" with 13.8% (Table 10).

As regards fatalities, "collision between moving vehicles" accounts for 40.8% (299 persons killed) and more specifically "head-on side collision" was the main type of collision with 21.3% (156 persons killed). The second most important category of collision was "diversion/overturning of vehicle" with 31.9% (233 persons killed), followed by "entrainment of pedestrian" with 16.6% (121 persons killed) (Table 10).

Table 10: Road accidents and fatalities by category and type of the first collision, 2017

Category's description and type of accident first impact		Road accidents	%	Fatalities	%
Total		**10,848**	**100.0**	**731**	**100.0**
Collision between moving vehicles (Total)		**6,634**	**61.1**	**299**	**40.8**
Collision between moving vehicles	Head-on collision	469	4.3	72	9.8
	Head-on side collision	4,299	39.6	156	21.3
	Side collision	920	8.5	21	2.9
	Rear end collision	943	8.7	49	6.7
	Collision with train	3	0.0	1	0.1
Vehicle collision with (Total)		**576**	**5.3**	**74**	**10.1**
Vehicle collision with	Parked vehicle	148	1.4	9	1.2
	Vehicle parking	45	0.4	3	0.4
	Vehicle stopping (at traffic lights, STOP, sign etc)	36	0.3	1	0.1
	Post or tree	152	1.4	35	4.8
	Building or other stable obstacle	195	1.8	26	3.6
Entrainment (Total)		**2,010**	**18.5**	**121**	**16.6**
Entrainment	Pedestrian	1,979	18.2	121	16.6
	Animal	31	0.3	0	0.0
Diversion / Overturning (Total)		**1,503**	**13.8**	**233**	**31.9**
Diversion / Overturning	Diversion in the opposite traffic lane	69	0.6	10	1.4
	Diversion to the right	577	5.3	91	12.4
	Diversion to the left	343	3.2	58	7.9
	Overturning on carriageway	325	3.0	18	2.5
	Overturning outside carriageway	188	1.7	56	7.7
	Fire	1	0.0	0	0.0
Other		**125**	**1.2**	**4**	**0.5**

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 20.2%, followed by "not stopping before a STOP sing" with 15.2% and other maneuvers with 10.6% (Table 11).

In terms of persons killed, "normal course" with 19.2% (140 persons killed) is reported as the main maneuver of the first vehicle which was likely to contribute to the accident, followed by "exceeding speed limit" with 18.5% (135 persons killed) and "entering into the opposite traffic lane" with 18.3% (134 persons killed) (Table 11).

Table 11: Road accidents and fatalities by maneuver of the 1st vehicle which was likely to contribute to the accident, 2017

Maneuver of the 1st vehicle which was likely to contribute to the accident	Road accidents	%	Fatalities	%
Total	**10,848**	**100.0**	**731**	**100.0**
Normal course	2,194	20.2	140	19.2
Entering into traffic	248	2.3	13	1.8
Entering into traffic from junction with left turn	130	1.2	6	0.8
Entering into the opposite traffic lane from junction, with right turn	22	0.2	2	0.3
Entering into the opposite traffic lane	814	7.5	134	18.3
Exiting from traffic	390	3.6	82	11.2
Overtaking from the left	194	1.8	6	0.8
Overtaking from the right	52	0.5	2	0.3
Violation of right priority of other vehicles	313	2.9	13	1.8
Pedestrian priority violation in crossing	82	0.8	4	0.5
Turning left	683	6.3	31	4.2
Turning right	287	2.6	16	2.2
U-Turn	239	2.2	14	1.9
Starting	72	0.7	5	0.7
Parking maneuver	80	0.7	2	0.3
Reversing	135	1.2	4	0.5
Stopping	85	0.8	2	0.3
Slowing down	142	1.3	9	1.2
Sudden braking	249	2.3	10	1.4
Changing lane	344	3.2	20	2.7
Exceeding speed limit	589	5.4	135	18.5
Stopping before traffic lights	66	0.6	3	0.4
Not stopping before traffic lights	530	4.9	12	1.6
Not stopping before STOP sign	1,650	15.2	35	4.8
Not stopping before giveway sign	40	0.4	5	0.7
Not stopping before policeman sign	6	0.1	0	0.0
Not informing for turn, changing course etc.	67	0.6	3	0.4
Other maneuver	1,145	10.6	23	3.1

II. Evolution for the 10-year period, 2008-2017

When comparing the data on road accidents and fatalities for 2017 with the corresponding data for 2008, a 28.1% decrease is observed in road accidents, a 52.9% decrease in the number of deaths, a 62.3% decrease in serious injuries and a 26.7% decrease in slight injuries. An even more significant decrease is observed when comparing the data of 2017 with those of 2000, namely, road accidents decreased by 52.8%, deaths by 64.1%, serious injuries by 83.2% and slight injuries by 52.7% (Table 12).

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

Graph 9: Number of road accidents and casualties, 2000-2017

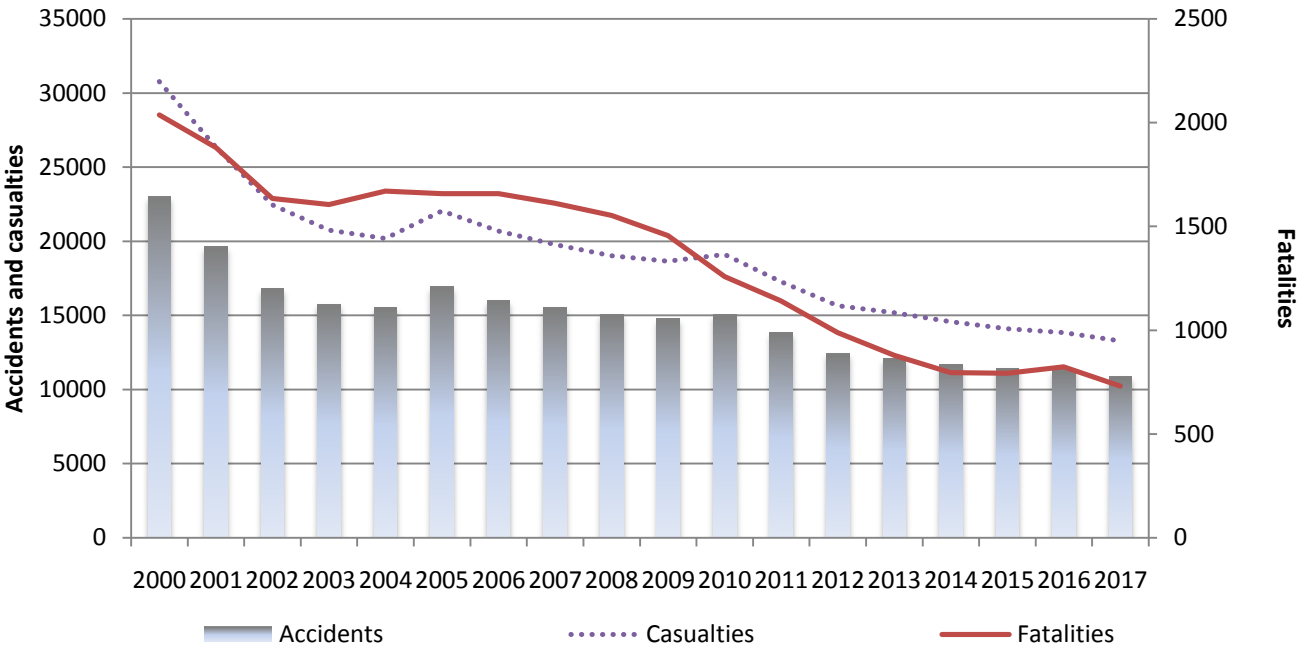


Table 12: Road accidents and casualties, 2000-2017													
Years	2000	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	% Change	
												2017/ 2008	2017/ 2000
Accidents	23,001	15,083	14,789	15,032	13,849	12,398	12,109	11,690	11,440	11,318	10,848	**-28.1**	**-52.8**
Annual change			*-1.9*	*1.6*	*-7.9*	*-10.5*	*-2.3*	*-3.5*	*-2.1*	*-1.1*	*-4.2*		
Fatal accidents	1,803	1,411	1,296	1,142	1,051	908	814	739	741	772	679	**-51.9**	**-62.3**
Annual change			*-8.2*	*-11.9*	*-8.0*	*-13.6*	*-10.4*	*-9.2*	*0.3*	*4.2*	*-12.0*		
Fatalities	2,037	1,553	1,456	1,258	1,141	988	879	795	793	824	731	**-52.9**	**-64.1**
Annual change			*-6.2*	*-13.6*	*-9.3*	*-13.4*	*-11.0*	*-9.6*	*-0.3*	*3.9*	*-11.3*		
Casualties	30,763	19,010	18,641	19,108	17,259	15,640	15,175	14,564	14,096	13,825	13,271	**-30.2**	**-56.9**
Annual change			*-1.9*	*2.5*	*-9.7*	*-9.4*	*-3.0*	*-4.0*	*-3.2*	*-1.9*	*-4.0*		
Serious injuries	4,200	1,872	1,676	1,709	1,626	1,399	1,212	1,016	999	879	706	**-62.3**	**-83.2**
Annual change			*-10.5*	*2.0*	*-4.9*	*-14.0*	*-13.4*	*-16.2*	*-1.7*	*-12.0*	*-19.7*		
Slight injuries	26,563	17,138	16,965	17,399	15,633	14,241	13,963	13,548	13,097	12,946	12,565	**-26.7**	**-52.7**
Annual change			*-1.0*	*2.6*	*-10.2*	*-8.9*	*-2.0*	*-3.0*	*-3.3*	*-1.2*	*-2.9*		

Geographical distribution of road accidents and demographic characteristics of persons killed in road accidents, 2008 – 2017

II.1 Number of road accident fatalities per 1,000,000 inhabitants by NUTS 2 Region, 2000, 2008 and 2017

On the basis of the data for the years 2000, 2008 and 2017 on the distribution of road accidents fatalities by NUTS 2 Region, it is observed that Attiki is on the top of the list, followed by Kentriki Makedonia, these two regions having the two biggest urban centres of Greece. The third position is held by Dytiki Ellada (2008, 2017) (Table 13).

The order of regions in the above-mentioned list is significantly modified when taking into account the indicator of fatalities per 1,000,000 inhabitants. It is observed that Sterea Ellada and Peloponnisos were steadily among the first three regions on the list. In 2017, Ionia Nisia region was on top of the list, while in 2008 and 2000 held the seventh and fifth place, respectively. Similarly, in 2016 this Region held the seventh place of the list. Attiki, in 2000, 2008 and 2017 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, 2008, 2017

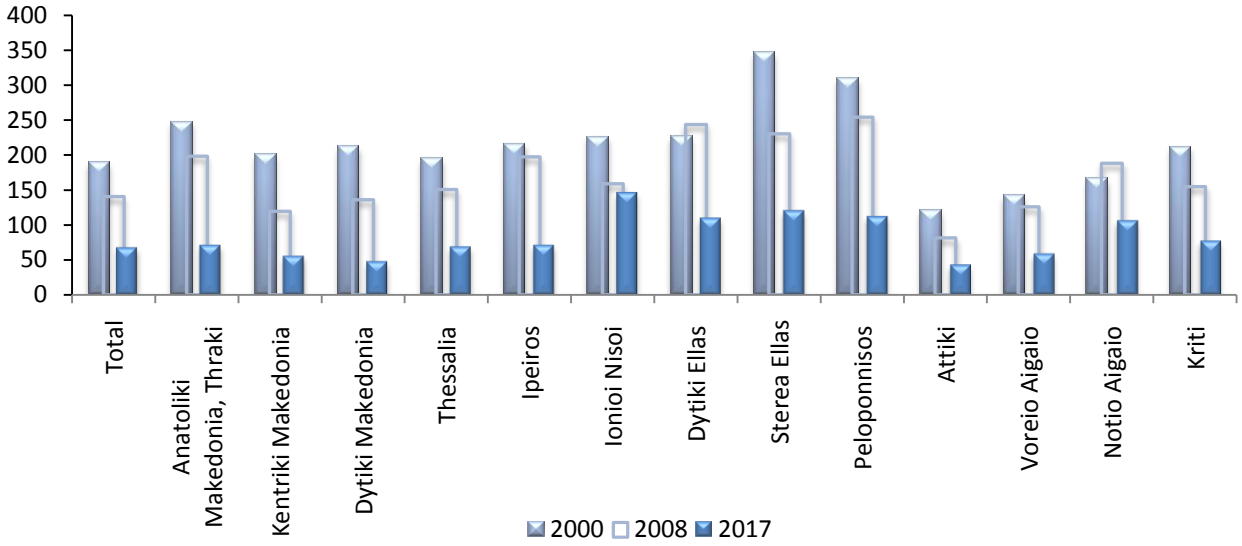


Table 13: Fatalities and index of fatalities per 1,000,000 inhabitants by NUTS 2 Region, 2000, 2008 and 2017									
Regions	**Fatalities**						**Fatalities per 1,000,000 inhabitants**		
	2000	**%**	**2008**	**%**	**2017**		**2000**	**2008**	**2017**
Total	**2,037**	**100.0**	**1,553**	**100.0**	**731**	**100.0**	**189.0**	**140.4**	**67.9**
Anatoliki Makedonia, Thraki	144	7.1	120	7.7	43	5.9	247.1	198.2	71.3
Kentriki Makedonia	367	18.0	228	14.7	105	14.4	200.7	119.6	55.8
Dytiki Makedonia	61	3.0	39	2.5	13	1.8	212.4	136.0	47.9
Thessalia	144	7.1	112	7.2	50	6.8	194.7	150.6	68.9
Ipeiros	73	3.6	68	4.4	24	3.3	216.3	197.4	71.6
Ionia Nisia	46	2.3	33	2.1	30	4.1	225.9	159.0	146.0
Dytiki Ellas	160	7.9	169	10.9	73	10.0	226.2	243.7	109.9
Sterea Ellas	192	9.4	128	8.2	67	9.2	346.6	230.4	120.6
Peloponnisos	181	8.9	149	9.6	65	8.9	309.1	254.3	112.2
Attiki	468	23.0	325	20.9	164	22.4	120.9	81.4	43.5
Voreio Aigaio	28	1.4	25	1.6	12	1.6	142.2	125.8	58.9
Notio Aigaio	51	2.5	62	4.0	36	4.9	166.7	188.1	106.4
Kriti	122	6.0	95	6.1	49	6.7	212.0	154.9	77.4

II.2 Road accidents fatalities by gender, category of person fatally injured and type of area, 2008-2017

As regards the breakdown of fatalities by gender during the ten-year period 2008-2017, decrease is observed for males as well as females (50.6% and 61.8% respectively) (Table 14, Graph 11).

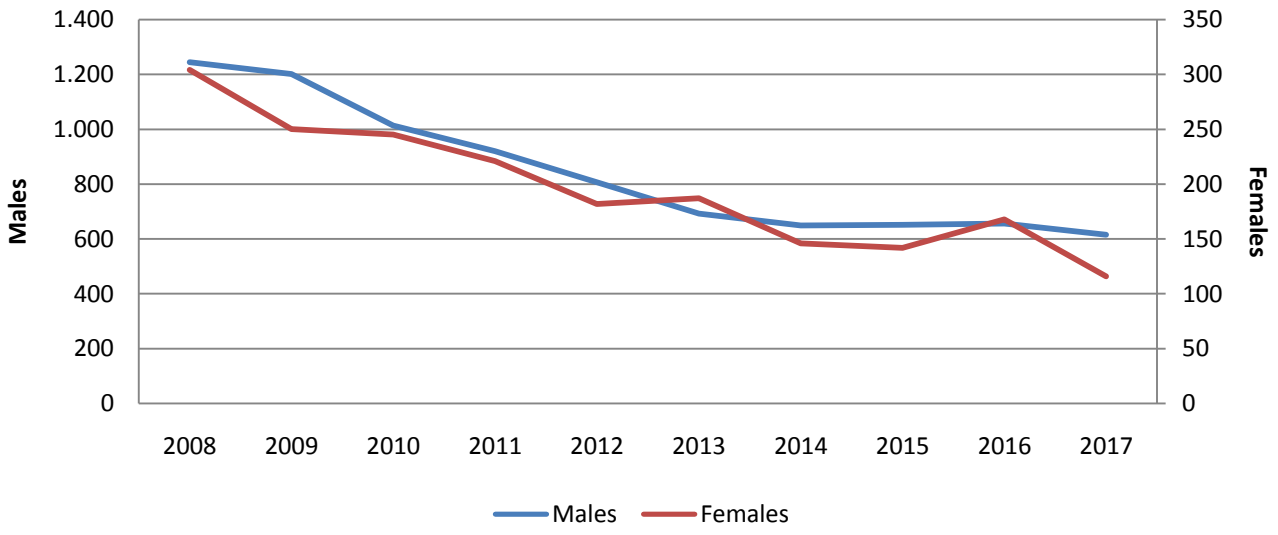
As regards the breakdown of data by category of persons killed, during the ten-year period, 2008-2017, the biggest decrease is recorded for passengers (62.8%), followed by pedestrians (52.4%) (Table 14).

As regards the type of area where the accident took place, the biggest decrease in the number of fatalities was recorded in the residential areas (54.3%) (Table 14).

Table 14: Road accident fatalities by gender, category of the person fatally injured and type of area, 2008-2017

Gender	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	% Change 2017/ 2016	% Change 2017/ 2008
Total	**1,553**	**1,456**	**1,258**	**1,141**	**988**	**879**	**795**	**793**	**824**	**731**	**-11.3**	**-52.9**
Males	1,244	1,201	1,013	920	806	692	649	651	656	615	**-6.3**	**-50.6**
Females	304	250	245	221	182	187	146	142	168	116	**-31.0**	**-61.8**
Unknown	5	5	0	0	0	0	0	0	0	0		
Category of person fatally injured												
Drivers	1,020	964	838	713	651	582	540	545	548	507	**-7.5**	**-50.3**
Passengers	285	290	241	205	167	146	130	120	127	106	**-16.5**	**-62.8**
Pedestrians	248	202	179	223	170	151	125	128	149	118	**-20.8**	**-52.4**
Type of area												
Inside urban area	744	646	593	559	499	464	401	388	427	340	**-20.4**	**-54.3**
Outside urban area (motorway included)	809	810	665	582	489	415	394	405	397	391	**-1.5**	**-51.7**

Graph 11: Number of fatalities in road accidents by gender, 2008-2017



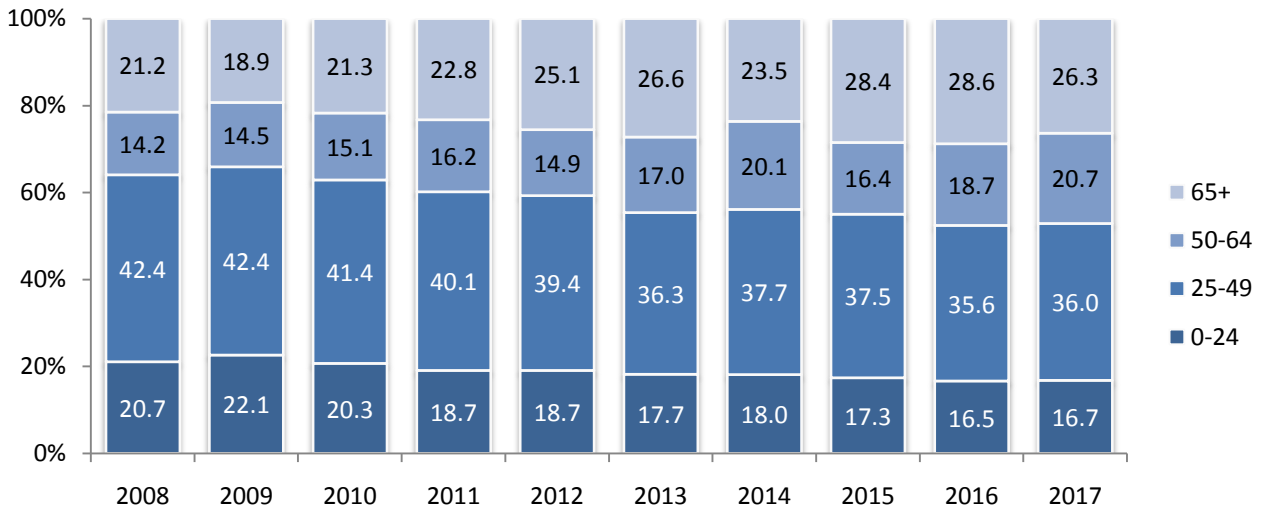
II.3 Road accidents fatalities by age group, 2008-2017

During the 10-year period 2008-2017 the number of road accidents fatalities recorded a significant decrease for younger age groups up to 49 years old (0-24 years 62.1% and 25-49 years 60.0%) and a smaller decrease for age groups over 50 years old (50-64 years 31.7% and 65 years and over 41.6%) (Table 15, Graphs 12 and 12a).

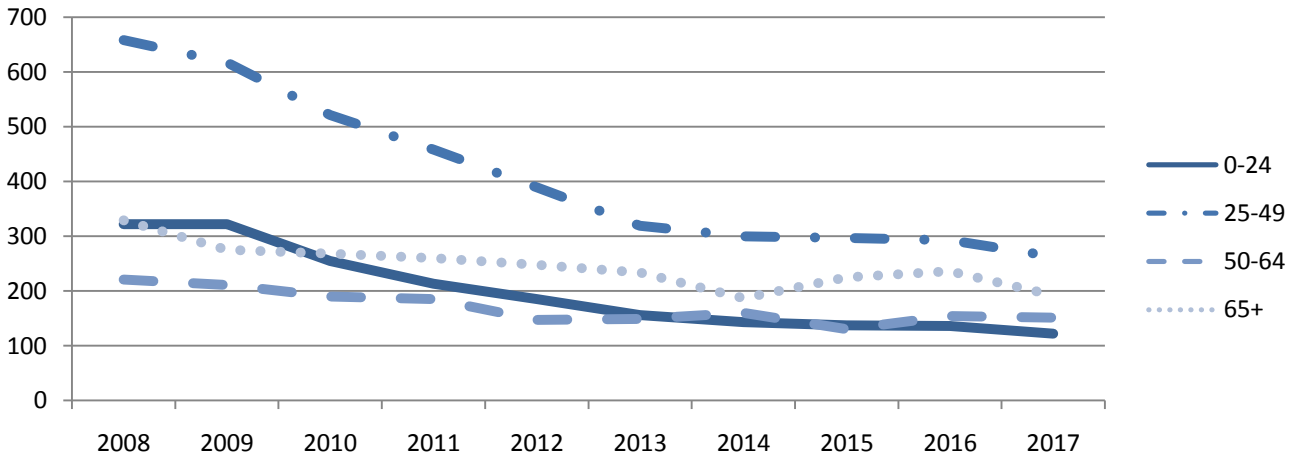
Table 15: Road accident fatalities by age group, 2008-2017

Age group	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	% Change	
											2017/2016	2017/2008
Total	**1,553**	**1,456**	**1,258**	**1,141**	**988**	**879**	**795**	**793**	**824**	**731**	**-11.3**	**-52.9**
0-24	322	322	255	213	185	156	143	137	136	122	**-10.3**	**-62.1**
25-49	658	617	521	458	389	319	300	297	293	263	**-10.2**	**-60.0**
50-64	221	211	190	185	147	149	160	130	154	151	**-1.9**	**-31.7**
65+	329	275	268	260	248	234	187	225	236	192	**-18.6**	**-41.6**
Not specified	23	31	24	25	19	21	5	4	5	3		

Graph 12: Percentage distribution of road accident fatalities by age group, 2008-2017



Graph 12a: Number of road accident fatalities by age group, 2008-2017



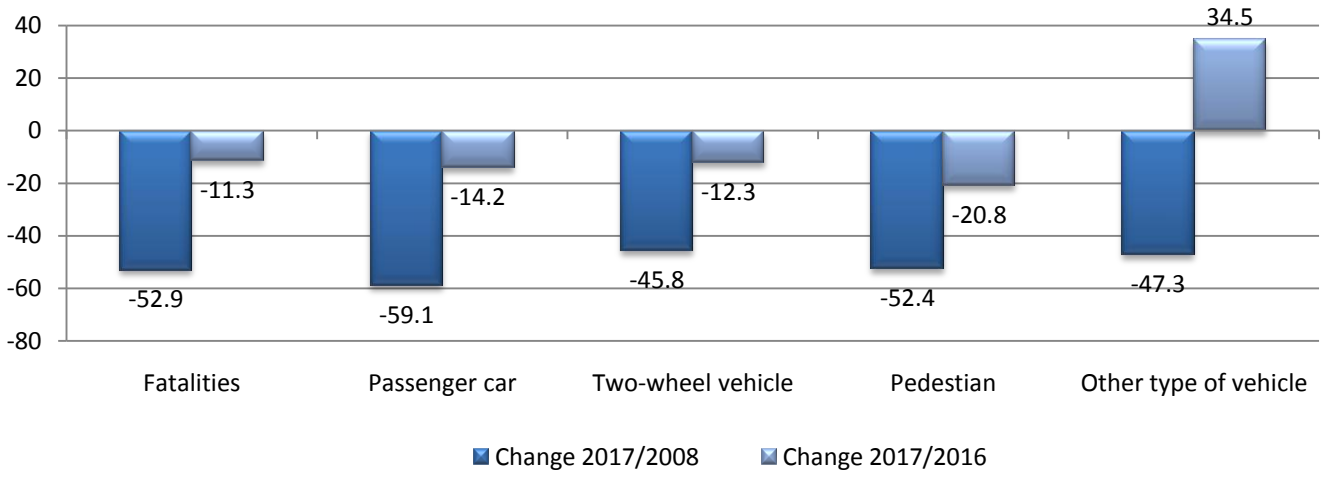
II.4 Road accidents fatalities by mode of transport, 2008-2017

The 52.9% decrease, recorded in the number of road traffic accidents fatalities during the period 2008-2017, is observed for all modes of transport with similar shares. The biggest decrease is observed for passenger cars (59.1%) and the smallest decrease for two-wheel vehicles (45.8%) (Table 16, Graphs 13 and 13a).

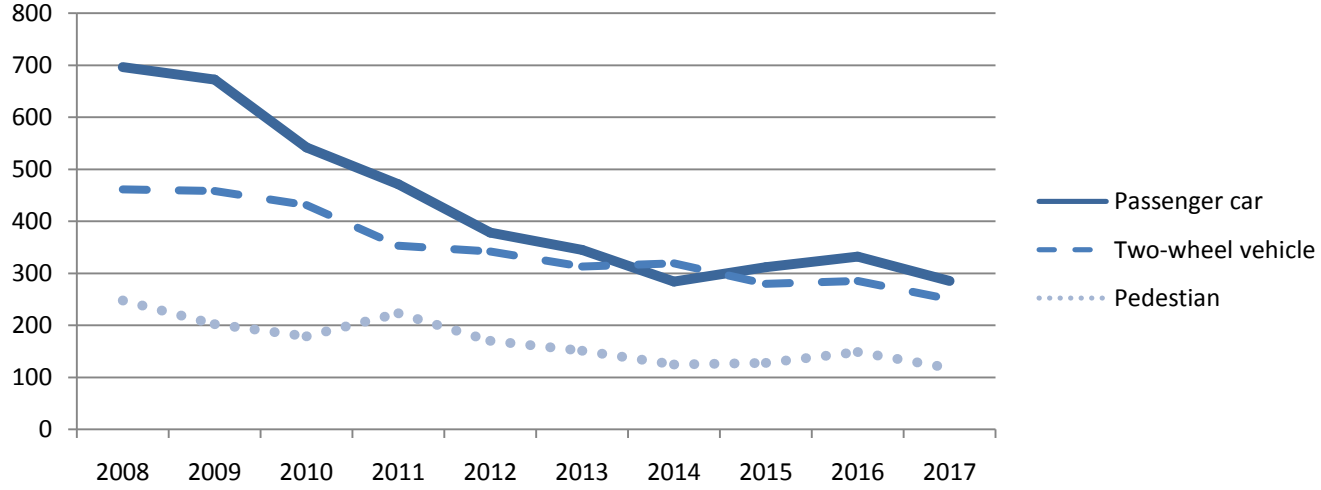
Table 16:Road accident fatalities by mode of transport, 2008-2017

Mode of transport	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	% Change	
											2017/2016	2017/2008
Total	**1,553**	**1,456**	**1,258**	**1,141**	**988**	**879**	**795**	**793**	**824**	**731**	**-11.3**	**-52.9**
Passenger car	696	672	542	471	378	345	284	312	332	285	**-14.2**	**-59.1**
Two-wheel vehicle	461	458	431	353	342	313	319	280	285	250	**-12.3**	**-45.8**
Pedestrian	248	202	179	223	170	151	125	128	149	118	**-20.8**	**-52.4**
Other type of vehicle	148	124	106	94	98	70	67	73	58	78	**34.5**	**-47.3**

Graph 13: Change (%) in the number of road accident fatalities by mode of transport, 2008, 2016, 2017



Graph 13a: Number of road accident fatalities by mode of transport, 2008-2017



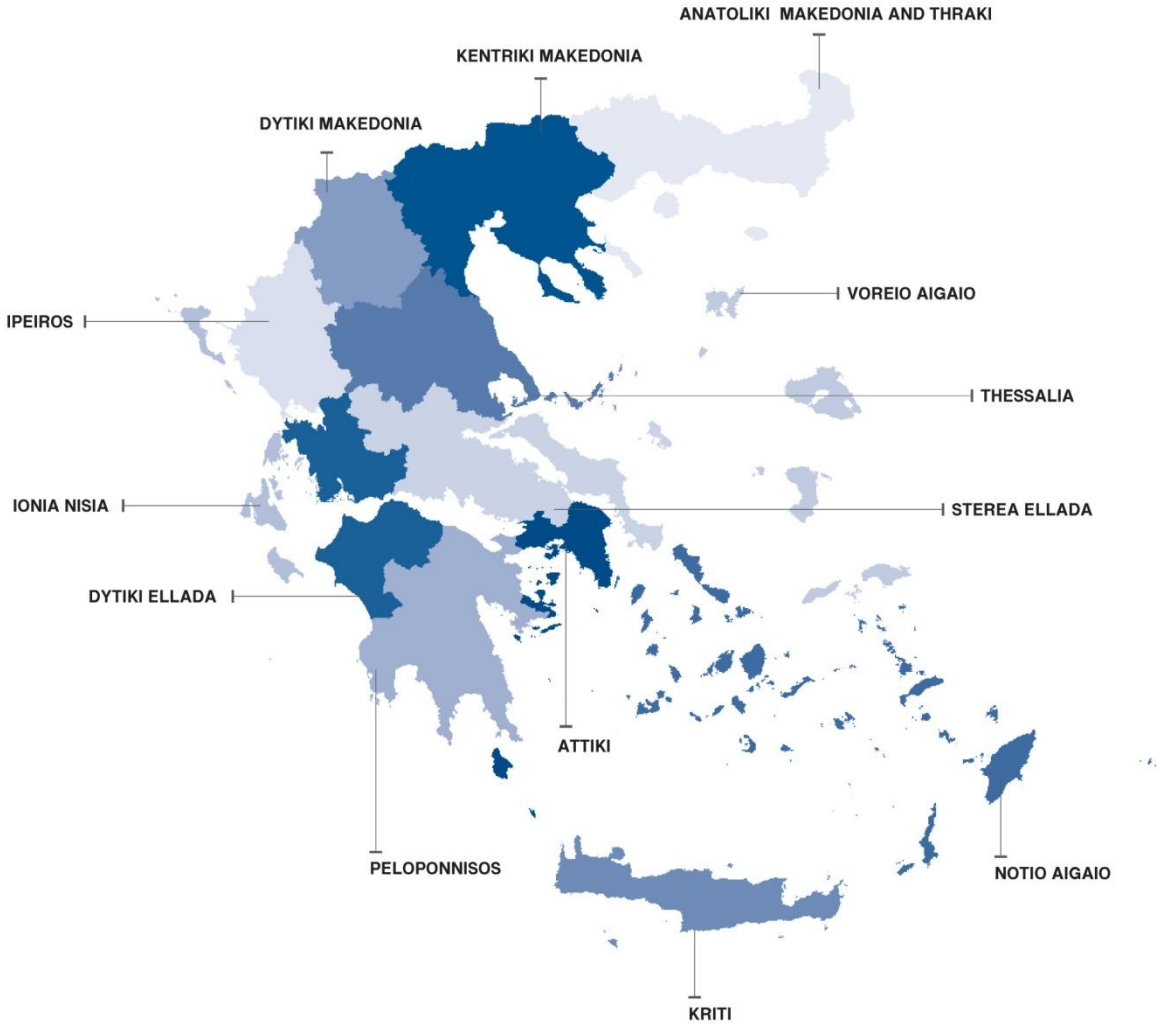
EXPLANATORY NOTES

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 .