



ROAD TRAFFIC ACCIDENTS: Year 2022

The Hellenic Statistical Authority (ELSTAT) announces the results on injury-causing Road Traffic Accidents for the year 2022, as well as data on their evolution for the ten-year period 2013-2022.

I. Annual data, 2022

In 2022, in Greece a total of 10,487 road traffic accidents occurred resulting to death or injury, recording an increase of 0.3% in comparison with 2021, when the corresponding number of road traffic accidents amounted to 10,454 (Table 1).

The total number of road traffic accidents casualties in 2022 recorded an increase of 2.3% in comparison with 2021 (13,279 casualties in 2022 against 12,980 in 2021) (Table 1).

More specifically, the casualties of the injury-causing accidents that occurred in 2022 were as follows: 654 deaths, 664 serious injuries and 11,961 slight injuries in comparison with 624 deaths, 610 serious injuries and 11,746 slight injuries in 2021, thus recording an increase of 4.8%, 8.9% and 1.8% respectively (Table 1, Graph 1).

Table 1: Number of road traffic accidents and casualties, 2021 and 2022			
	2021	2022	Annual change 2022/2021 (%)
Accidents	10,454	10,487	0.3
Thereof fatal	584	619	6.0
% of fatal accidents	5.6	5.9	
Total of casualties	12,980	13,279	2.3
Fatalities	624	654	4.8
Total of injuries	12,356	12,625	2.2
Serious injuries	610	664	8.9
Slight injuries	11,746	11,961	1.8

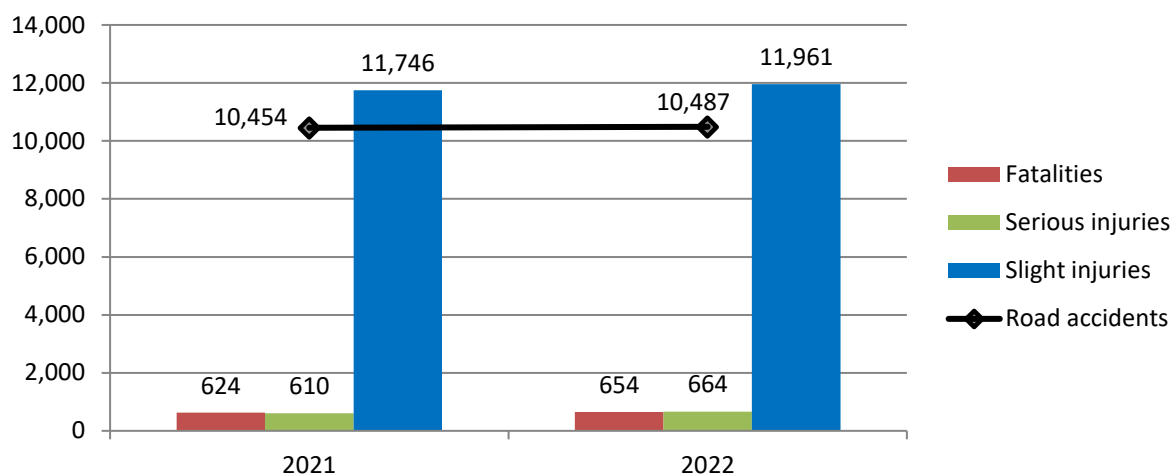
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Graph 1: Number of road traffic accidents and casualties, 2021 and 2022



I.1 Road traffic accidents fatalities

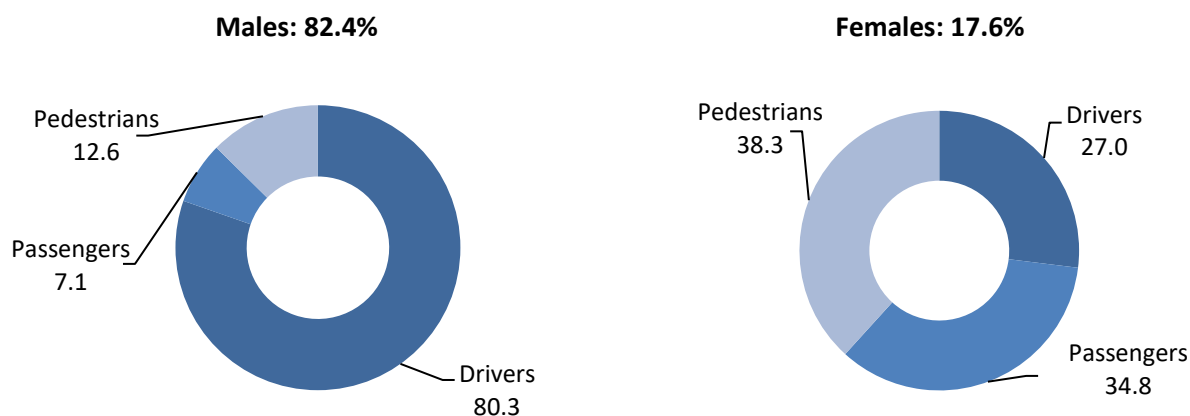
I.1.1 Road traffic accidents fatalities by gender and category of persons fatally injured

Out of a total number of 654 fatalities, drivers accounted for 70.9%, passengers for 11.9% and pedestrians for 17.1%. As regards the breakdown of data by gender, 82.4% of the fatally injured people were males and 17.6% were females (Table 2, Graph 2).

Table 2: Road traffic accidents fatalities by gender and category of person fatally injured, 2022						
Category of person fatally injured	Total of fatalities	%	Males	%	Females	%
Total	654	100.0	539	100.0	115	100.0
% of fatalities by gender	100.0		82.4		17.6	
Drivers	464	70.9	433	80.3	31	27.0
Passengers	78	11.9	38	7.1	40	34.8
Pedestrians	112	17.1	68	12.6	44	38.3

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, 2022



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

The percentage distribution of fatalities by age group was as follows: 0-24 years 16.1%, 25-49 years 31.2%, 50-64 years 21.6% and 65 years and over 29.4% (Table 3, Graph 3). On the basis of the percentage distribution of fatalities by age group and category of the person fatally injured, the largest share as regards drivers was recorded in the age group 25-49 years while for passengers in the age group 0-24 years (36.4% and 34.6% respectively). Regarding pedestrians the largest percentage (60.7%) 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, 2022

Age group	Fatalities	%	Category of person fatally injured					
			Drivers	%	Passengers	%	Pedestrians	%
Total	654	100.0	464	100.0	78	100.0	112	100.0
% of fatalities by category of person fatally injured	100.0		70.9		11.9		17.1	
0-24	105	16.1	73	15.7	27	34.6	5	4.5
25-49	204	31.2	169	36.4	17	21.8	18	16.1
50-64	141	21.6	110	23.7	12	15.4	19	17.0
65+	192	29.4	103	22.2	21	26.9	68	60.7
Not specified	12	1.8	9	1.9	1	1.3	2	1.8

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, 2022

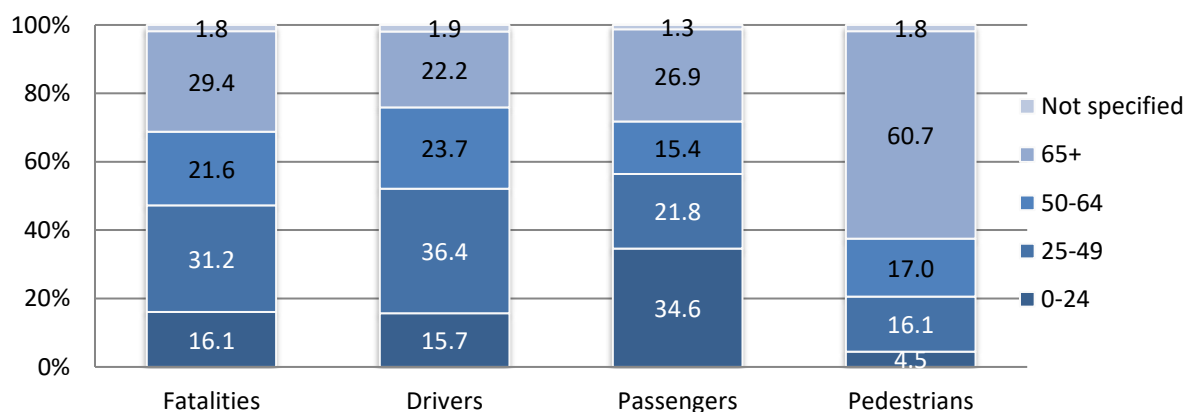


Table 3.1: Road traffic accidents fatalities by age group, category of person fatally injured and mode of transport, 2022

Age group	Drivers			Passengers		
	Mode of transport			Mode of transport		
	Passenger cars	Two-wheel vehicles	Other	Passenger cars	Two-wheel vehicles	Other
Total	194	202	68	63	10	5
% of fatalities by mode of transport	41.8	43.5	14.7	80.8	12.8	6.4
0-24	27	42	4	23	2	2
25-49	60	93	16	9	6	2
50-64	47	46	17	9	2	1
65+	56	17	30	21	0	0
Not specified	4	4	1	1	0	0

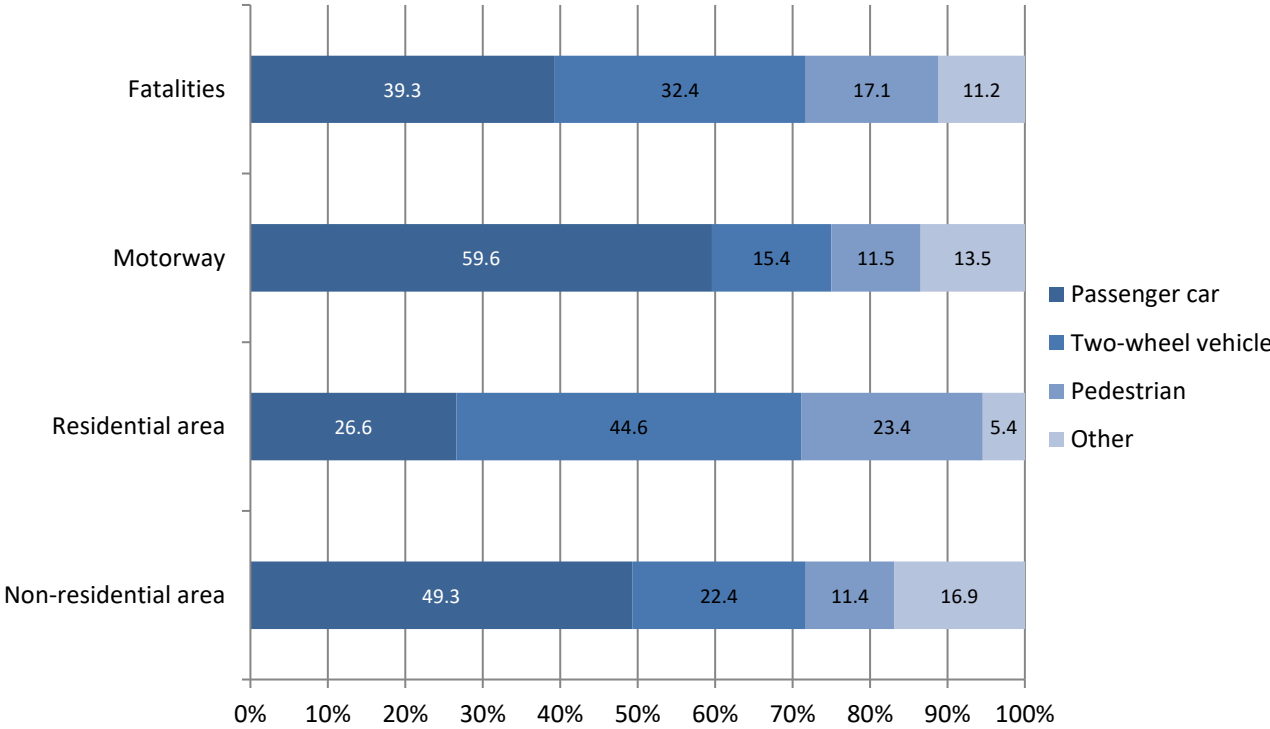
I.1.3 Road traffic accident fatalities by mode of transport and type of area

Of the total of 654 fatalities, 257 (39.3%) were in passenger vehicles, 212 (32.4%) on two-wheel vehicles (including mopeds) and 112 (17.1%) were pedestrian.

As regards the distribution of fatalities by type of area where the accident occurred, in residential areas 26.6% of people killed were on passenger vehicles and 44.6% on two-wheel vehicles. In non-residential areas the percentages amount to 49.3% and 22.4%, respectively. In motorways, 59.6% of people killed were on passenger vehicles and 15.4% on two-wheel vehicles (Table 4, Graph 4).

Table 4: Road traffic accident fatalities by mode of transport and type of area, 2022								
Mode of transport	Number of fatalities	%	Motorway	%	Residential area	%	Non-residential area	%
Grand total	654	100.0	52	100.0	312	100.0	290	100.0
% of fatalities by type of area	100.0		8.0		47.7		44.3	
Passenger car	257	39.3	31	59.6	83	26.6	143	49.3
Two-wheel vehicle	212	32.4	8	15.4	139	44.6	65	22.4
Pedestrian	112	17.1	6	11.5	73	23.4	33	11.4
Other type of vehicle	73	11.2	7	13.5	17	5.4	49	16.9

Graph 4: Percentage distribution of road traffic accident fatalities by mode of transport and type of area, 2022



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 2022, road traffic accidents per 1,000,000 inhabitants in Greece amounted to 1,002.4. The region of Attiki was on the top of the ranking list with 1,468.6 accidents, followed by Sterea Ellada with 1,106.5 accidents and Kentriki Makedonia with 1,061.8 accidents.

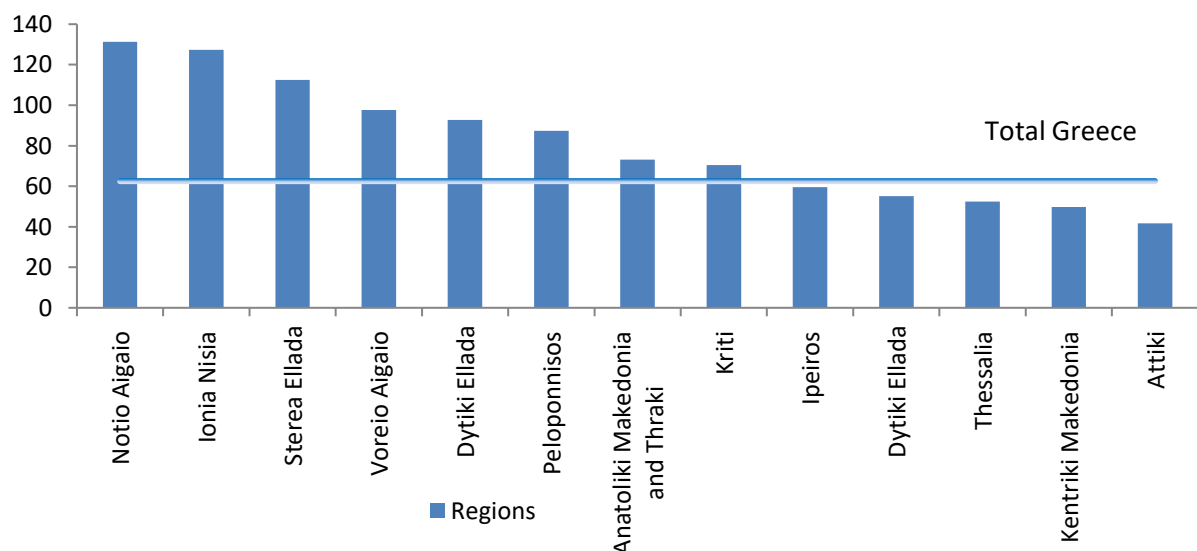
The number of fatalities per 1,000,000 inhabitants in Greece amounted to 62.5. The region of Notio Aigaio was on the top of the ranking list with 131.2, followed by Ionia Nisia with 127.3 and the region of Sterea Ellada with 112.4 (Table 5, Graph 5).

Table 5: Road traffic accidents and fatalities and number of road traffic accidents and fatalities per 1,000,000 inhabitants, by NUTS 2 Region, 2022

NUTS 2 Regions	Accidents	%	Fatalities	%	Accidents per 1,000,000 inhabitants	Fatalities per 1,000,000 inhabitants
Greece total	10,487	100.0	654	100.0	1,002.4	62.5
Anatoliki Makedonia and Thraki	308	2.9	41	6.3	549.2	73.1
Kentriki Makedonia	1,902	18.1	89	13.6	1,061.8	49.7
Dytiki Makedonia	51	0.5	14	2.1	200.9	55.1
Ipeiros	172	1.6	19	2.9	538.8	59.5
Thessalia	238	2.3	36	5.5	346.7	52.4
Ionia Nisia	152	1.4	26	4.0	744.5	127.3
Dytiki Ellada	472	4.5	60	9.2	729.8	92.8
Sterea Ellada	561	5.3	57	8.7	1,106.5	112.4
Attiki	5,592	53.3	159	24.3	1,468.6	41.8
Peloponnisos	339	3.2	47	7.2	629.9	87.3
Voreio Aigaio	199	1.9	19	2.9	1,022.6	97.6
Notio Aigaio	335	3.2	43	6.6	1,022.4	131.2
Kriti	166	1.6	44	6.7	266.1	70.5

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, 2022



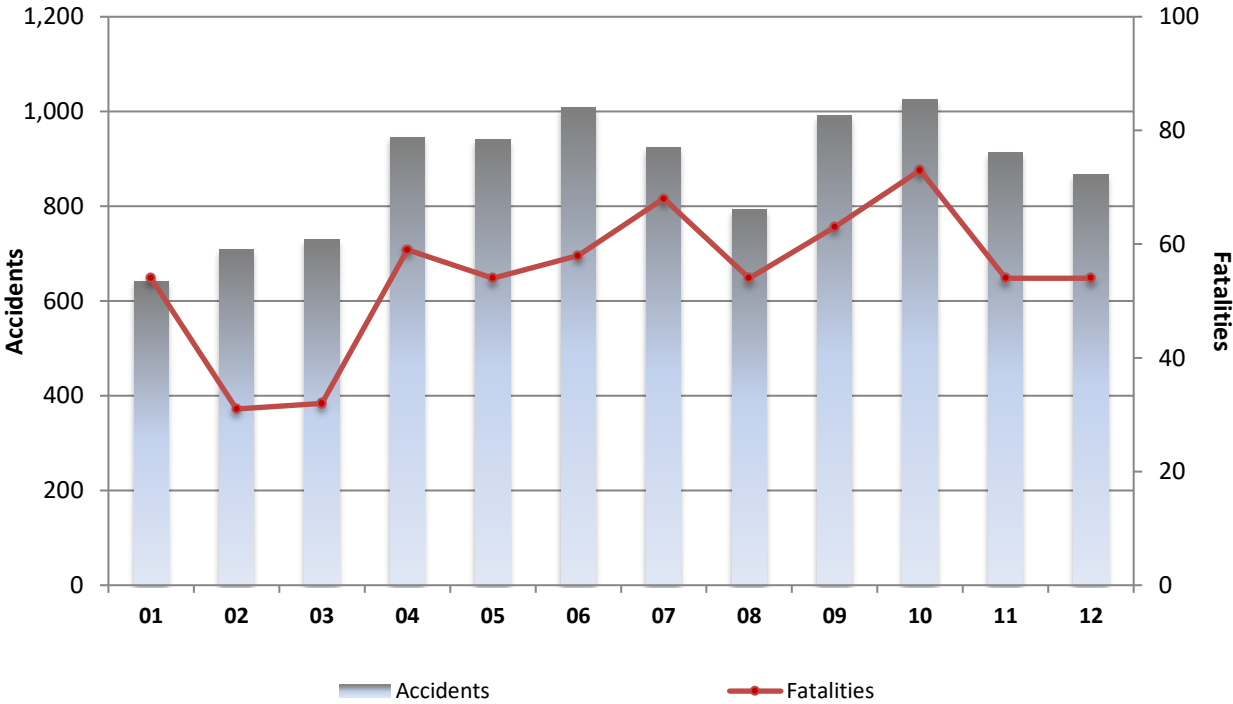
I.2.1.2 Percentage distribution of road traffic accidents and fatalities by month

In 2022, the biggest number of road traffic accidents (1,025) and fatalities (73) was recorded in October, accounting for 9.8% of the total number of accidents and 11.2% of the total number of fatalities. The smallest number of road accidents (642) accounting for 6.1% was recorded in January and the lowest number of fatalities (31 or 4.7%) was recorded in February (Table 6, Graph 6).

Table 6: Road traffic accidents and fatalities by month, 2022				
Month	Accidents	%	Fatalities	%
Total	10,487	100.0	654	100.0
January	642	6.1	54	8.3
February	708	6.8	31	4.7
March	729	7.0	32	4.9
April	946	9.0	59	9.0
May	941	9.0	54	8.3
June	1,009	9.6	58	8.9
July	923	8.8	68	10.4
August	793	7.6	54	8.3
September	991	9.4	63	9.6
October	1,025	9.8	73	11.2
November	913	8.7	54	8.3
December	867	8.3	54	8.3

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

Graph 6: Distribution of road traffic accidents and fatalities by month, 2022

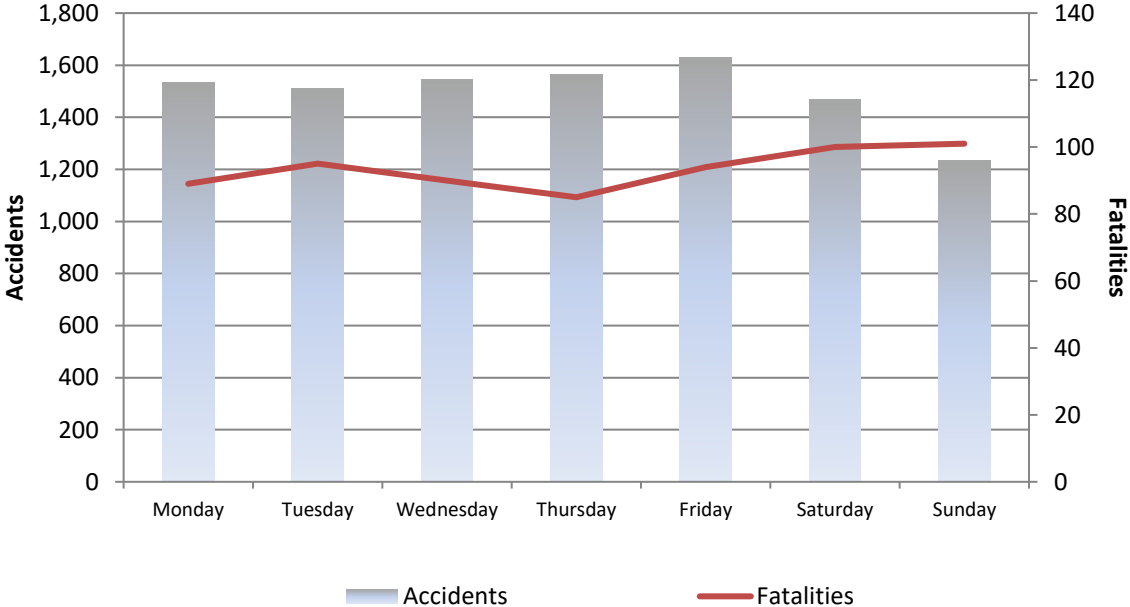


I.2.1.3 Distribution of road traffic accidents and fatalities by day of the week

In 2022, the biggest number of road traffic accidents took place on Fridays (15.6%) followed by Thursdays (14.9%), while the smallest number took place on Sundays (11.8%). However, as regards fatalities, Sundays account for the largest share of fatalities (15.4%) (Table 7, Graph 7).

Table 7: Road traffic accidents and fatalities by day of the week, 2022				
Day of the week	Accidents	%	Fatalities	%
Total	10,487	100.0	654	100.0
Monday	1,534	14.6	89	13.6
Tuesday	1,509	14.4	95	14.5
Wednesday	1,546	14.7	90	13.8
Thursday	1,565	14.9	85	13.0
Friday	1,631	15.6	94	14.4
Saturday	1,468	14.0	100	15.3
Sunday	1,234	11.8	101	15.4

Graph 7: Number of road traffic accidents and fatalities by day of the week, 2022



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 of road traffic accidents (44.1%) took place from 12:00 to 18:00, while the fewest (7.4%) took place from 01:00 to 05:00 (Table 8, Graph 8).

The biggest number of fatalities was recorded during the 12th hour (43 people killed, 6.6%) while the smallest was observed after-midnight and especially at 01:00 and 03:00 (14 people killed, 2.1%) (Table 8).

As regards the distribution of accidents by day of the week, 74.2% of the accidents occurred from Monday – Friday and the remaining 25.8% during the weekend. The corresponding distribution for fatalities was 69.3% for Monday – Friday and 30.7% at the weekend (Table 8).

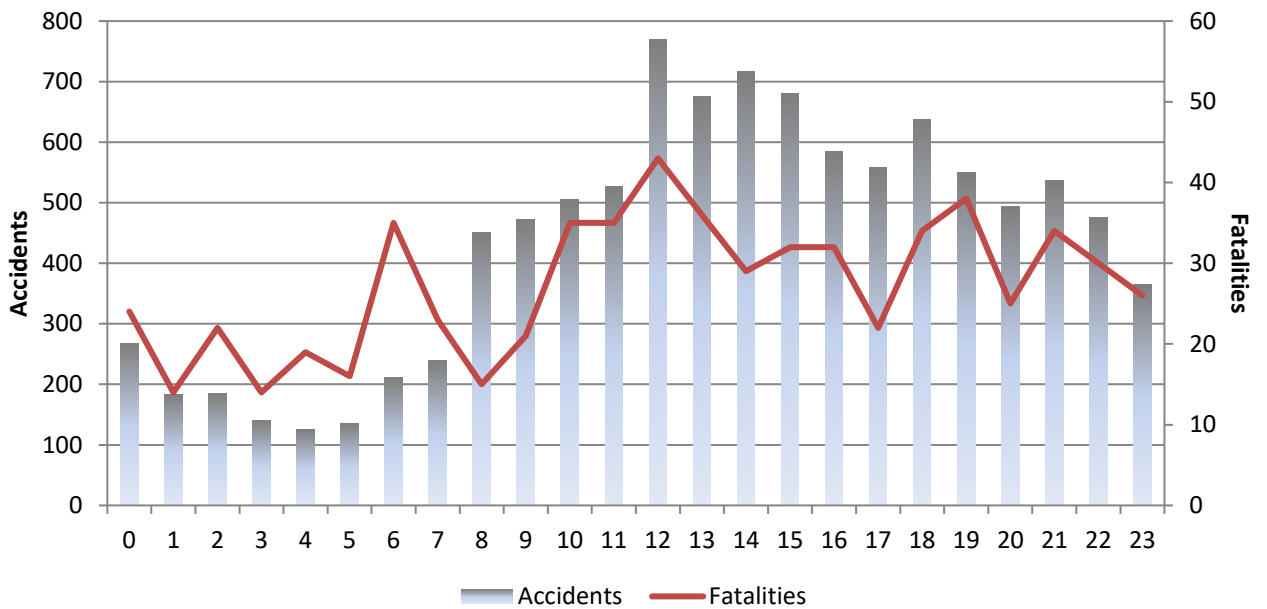
Graphs 8a and 8b depict road accidents and fatalities by hour and day.

Table 8: Road traffic accidents and fatalities by hour of the day and day of the week, 2022

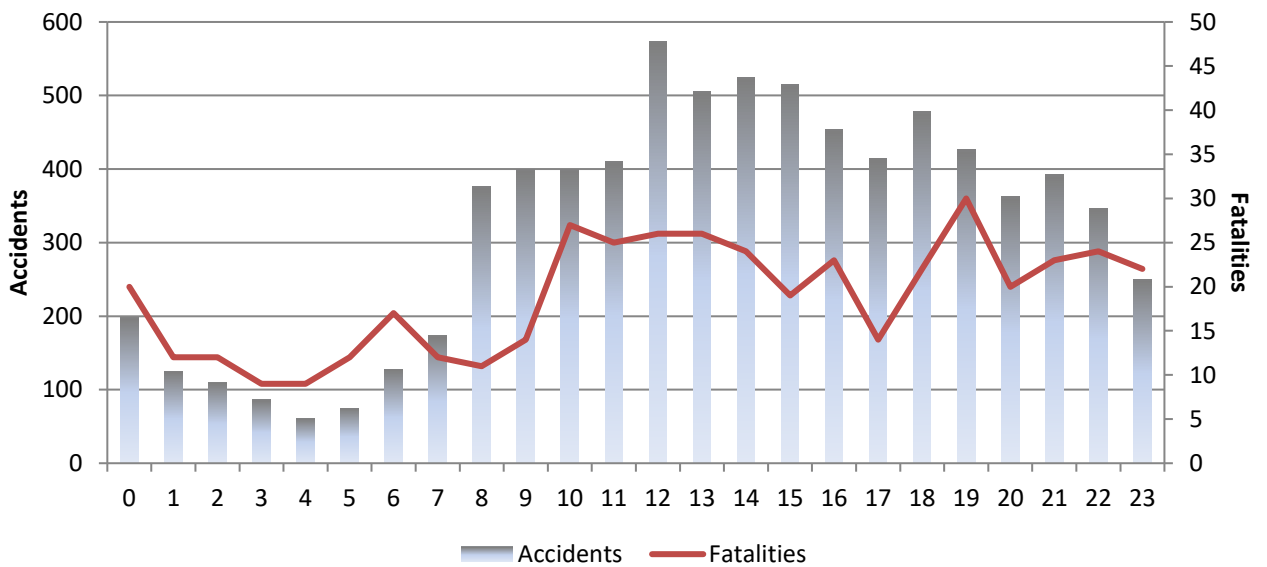
Hour of accident (rounded to the nearest hour)	Road traffic accidents				Fatalities			
	Total accidents	%	Monday - Friday	Saturday - Sunday	Total fatalities	%	Monday - Friday	Saturday - Sunday
Total	10,487	100.0	7,785	2,702	654	100.0	453	201
% of accidents and fatalities by day of the week			74.2	25.8			69.3	30.7
0	267	2.5	198	69	24	3.7	20	4
1	184	1.8	125	59	14	2.1	12	2
2	185	1.8	110	75	22	3.4	12	10
3	141	1.3	86	55	14	2.1	9	5
4	126	1.2	61	65	19	2.9	9	10
5	136	1.3	75	61	16	2.4	12	4
6	212	2.0	128	84	35	5.4	17	18
7	239	2.3	173	66	23	3.5	12	11
8	451	4.3	376	75	15	2.3	11	4
9	473	4.5	400	73	21	3.2	14	7
10	505	4.8	400	105	35	5.4	27	8
11	526	5.0	410	116	35	5.4	25	10
12	769	7.3	574	195	43	6.6	26	17
13	675	6.4	506	169	36	5.5	26	10
14	716	6.8	525	191	29	4.4	24	5
15	681	6.5	515	166	32	4.9	19	13
16	585	5.6	454	131	32	4.9	23	9
17	558	5.3	414	144	22	3.4	14	8
18	637	6.1	478	159	34	5.2	22	12
19	550	5.2	426	124	38	5.8	30	8
20	494	4.7	362	132	25	3.8	20	5
21	537	5.1	392	145	34	5.2	23	11
22	475	4.5	347	128	30	4.6	24	6
23	365	3.5	250	115	26	4.0	22	4

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

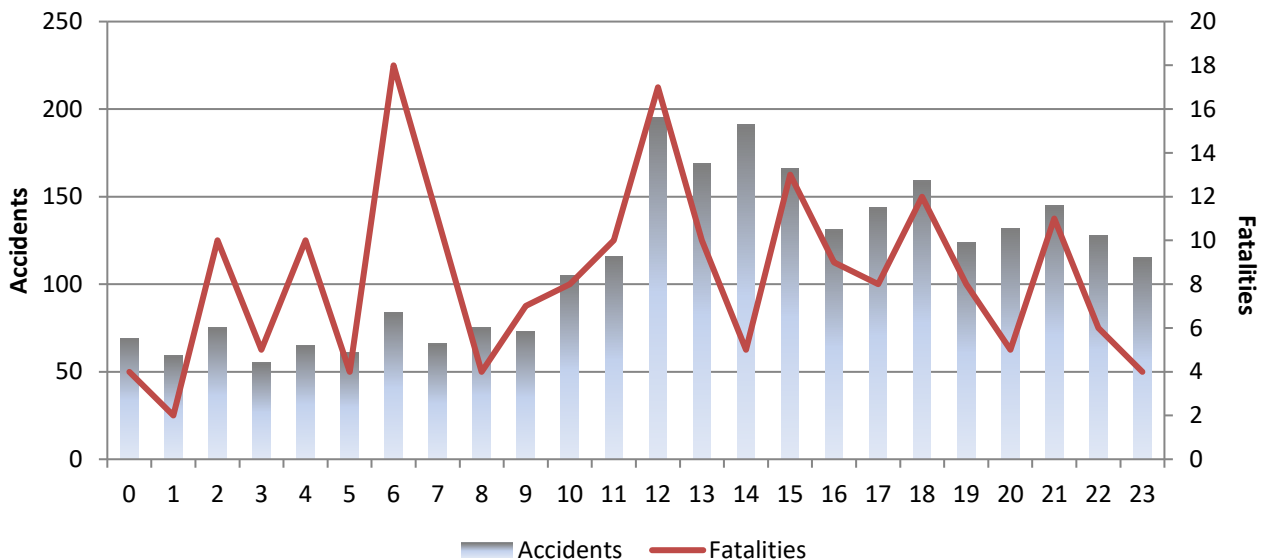
Graph 8: Number of accidents and fatalities by hour of the day, 2022



Graph 8a: Number of accidents and fatalities by hour of the day, Monday-Friday, 2022



Graph 8b: Number of accidents and fatalities by hour of the day, Saturday, and Sunday, 2022



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

As regards weather conditions, 9,811 out of 10,487 (93.6%) road accidents occurred in clear sky resulting to 604 fatalities (92.4%). As regards the rest weather conditions, 253 accidents occurred in drizzle and 220 in rain conditions (2.4% and 2.1% respectively), resulting to 21 and 17 people killed respectively (3.2% and 2.6%) (Table 9).

Table 9: Road traffic accidents and fatalities by type of weather conditions, 2022				
Weather conditions	Road accidents	%	Fatalities	%
Total	10,487	100.0	654	100.0
Clear sky	9,811	93.6	604	92.4
Strong wind	20	0.2	1	0.2
Frost	45	0.4	4	0.6
Fog / Mist	7	0.1	3	0.5
Drizzle	253	2.4	21	3.2
Rain	220	2.1	17	2.6
Tempest (Rain with strong wind)	2	0.0	0	0.0
Storm	2	0.0	0	0.0
Hail	1	0.0	0	0.0
Snow	7	0.1	1	0.2
Smoke	2	0.0	0	0.0
Dust	1	0.0	0	0.0
Other	116	1.1	3	0.5

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

I.2.2.2 Type of the first collision

Regarding the number of accidents, “collision between moving vehicles” recorded the largest percentage for road accidents accounting for 62.4%, with the main type of collision "head-on side collision" accounting for 40.5% of the total accidents. The second most important category on the list was “entrapment of pedestrian/animal” (15.2% of the total), followed by “diversion/overturning of vehicle” with 13.3% (Table 10).

As regards fatalities, “collision between moving vehicles” was the most important category of collision with 233 people killed (35.6%) followed by the “diversion/overturning of vehicle” category with 177 people killed (27.1%). Regarding the type of collision, the biggest number of fatalities was recorded in "pedestrian entrapment" with 114 fatalities (17.4%) followed by "head-on side collision" with 112 fatalities (17.1%) of the total number of fatalities (Table 10).

Category's description and type of accident first impact		Road accidents	%	Fatalities	%
Total		10,487	100.0	654	100.0
Collision between moving vehicles (Total)		6,547	62.4	233	35.6
Collision between moving vehicles	Head-on collision	419	4.0	61	9.3
	Head-on side collision	4,245	40.5	112	17.1
	Side collision	944	9.0	21	3.2
	Rear end collision	935	8.9	37	5.7
	Collision with train	4	0.0	2	0.3
Vehicle collision with (Total)		846	8.1	126	19.3
Vehicle collision with	Parked vehicle	173	1.6	6	0.9
	Vehicle parking	87	0.8	6	0.9
	Vehicle stopping (at traffic lights, STOP sign etc.)	47	0.4	1	0.2
	Post or tree	216	2.1	55	8.4
	Building or other stable obstacle	323	3.1	58	8.9
Entrapment (Total)		1,590	15.2	116	17.7
Entrapment	Pedestrian	1,561	14.9	114	17.4
	Animal	29	0.3	2	0.3
Diversion / Overturning (Total)		1,391	13.3	177	27.1
Diversion / Overturning	Diversion in the opposite traffic lane	37	0.4	6	0.9
	Diversion to the right	533	5.1	53	8.1
	Diversion to the left	303	2.9	52	8.0
	Overturning on carriageway	390	3.7	27	4.1
	Overturning outside carriageway	127	1.2	39	6.0
	Fire	1	0.0	0	0.0
Other		113	1.1	2	0.3

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

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

As regards the maneuvers of the vehicle that may have contributed to the accident, the category of “other maneuver” was reported as the main maneuver with a rate of 18.0% of the total number of accidents, followed by “not stopping before STOP sign” with 16.1% and “normal course” with 15.9% (Table 11).

In terms of people killed, “exceeding speed limit” with a share of 21.6% (141 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 16.8% (110 people killed) and “normal course” with 15.7% (103 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 st vehicle which was likely to contribute to the accident, 2022				
Maneuver of the 1 st vehicle which was likely to contribute to the accident	Road accidents	%	Fatalities	%
Total	10,487	100.0	654	100.0
Normal course	1,665	15.9	103	15.7
Entering into traffic	213	2.0	12	1.8
Entering into traffic from junction with left turn	115	1.1	6	0.9
Entering into the opposite traffic lane from junction, with right turn	12	0.1	0	0.0
Entering into the opposite traffic lane	821	7.8	110	16.8
Exiting from traffic	257	2.5	48	7.3
Overtaking from the left	178	1.7	12	1.8
Overtaking from the right	77	0.7	3	0.5
Violation of right priority of other vehicles	224	2.1	7	1.1
Pedestrian priority violation in crossing	72	0.7	4	0.6
Turning left	643	6.1	22	3.4
Turning right	248	2.4	13	2.0
U-Turn	168	1.6	7	1.1
Starting	56	0.5	4	0.6
Parking maneuver	58	0.6	0	0.0
Reversing	121	1.2	7	1.1
Stopping	68	0.6	4	0.6
Slowing down	43	0.4	3	0.5
Sudden braking	206	2.0	8	1.2
Changing lane	299	2.9	6	0.9
Exceeding speed limit	816	7.8	141	21.6
Stopping before traffic lights	47	0.4	0	0.0
Not stopping before traffic lights	449	4.3	10	1.5
Not stopping before STOP sign	1,690	16.1	27	4.1
Not stopping before giveaway sign	21	0.2	1	0.2
Not stopping before policeman sign	4	0.0	0	0.0
Not informing for turn, changing course etc.	25	0.2	1	0.2
Other maneuver	1,891	18.0	95	14.5

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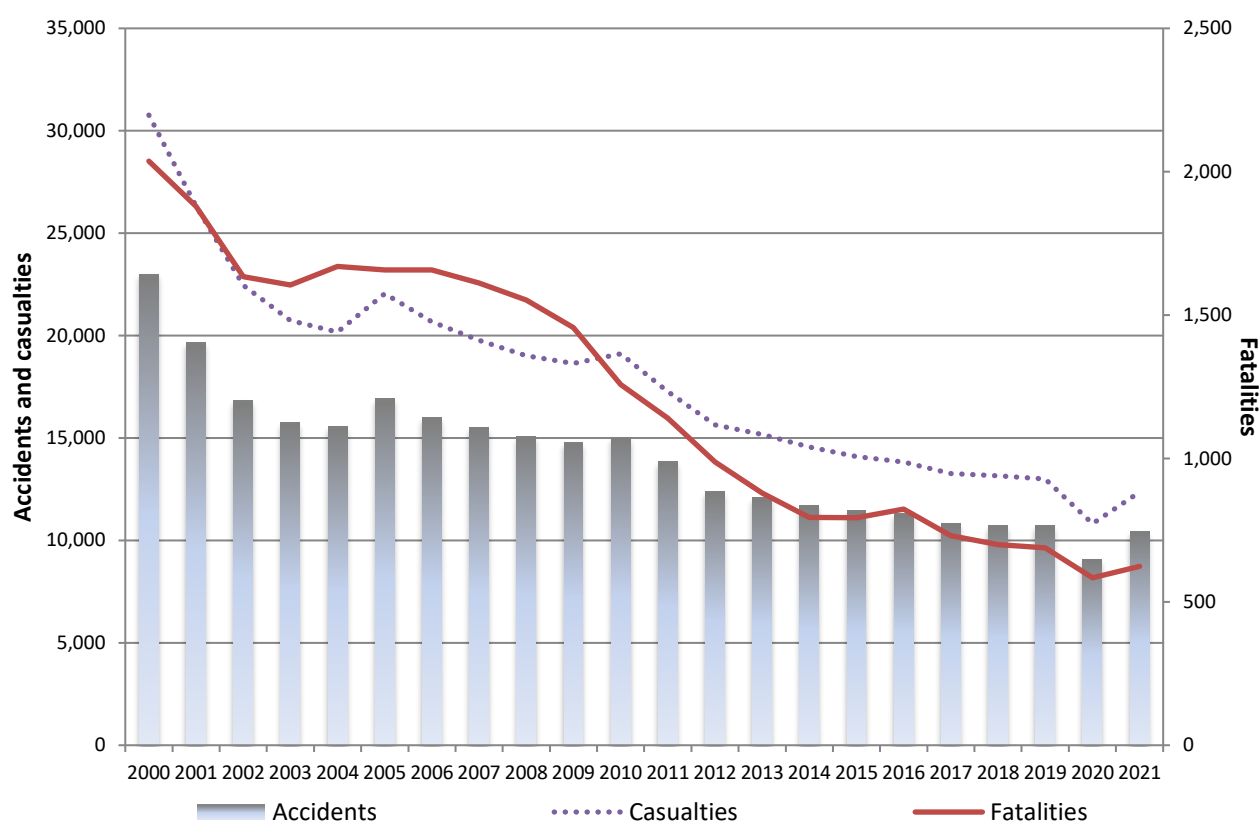
II. Evolution for the 10-year period, 2013-2022

When comparing the data on road traffic accidents and fatalities for 2022 with the corresponding data for 2013, a 13.4% decrease was observed in road traffic accidents, a 25.6% decrease in the number of deaths, a 45.2% decrease in serious injuries and a 14.3% decrease in slight injuries. An even more significant decrease was observed when comparing the data of 2022 with those of 2000, namely, road traffic accidents decreased by 54.4%, deaths by 67.9%, serious injuries by 84.2% and slight injuries by 55.0% (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 the 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 and 2022 (Table 12, Graph 9).

Table 12: Road traffic accidents and casualties, 2000 and 2013-2022													
Years	2000	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	% Change	
												2022/ 2013	2022/ 2000
Accidents	23,001	12,109	11,690	11,440	11,318	10,848	10,737	10,712	9,083	10,454	10,487	-13.4	-54.4
Annual change			-3.5	-2.1	-1.1	-4.2	-1.0	-0.2	-15.2	15.1	0.3		
Fatal accidents	1,803	814	739	741	772	679	645	656	552	584	619	-24.0	-65.7
Annual change			-9.2	0.3	4.2	-12.0	-5.0	1.7	-15.9	5.8	6.0		
Fatalities	2,037	879	795	793	824	731	700	688	584	624	654	-25.6	-67.9
Annual change			-9.6	-0.3	3.9	-11.3	-4.2	-1.7	-15.1	6.8	4.8		
Total injuries	30,763	15,175	14,564	14,096	13,825	13,271	13,149	13,002	10,818	12,356	12,625	-16.8	-59.0
Annual change			-4.0	-3.2	-1.9	-4.0	-0.9	-1.1	-16.8	14.2	2.2		
Serious injuries	4,200	1,212	1,016	999	879	706	727	652	518	610	664	-45.2	-84.2
Annual change			-16.2	-1.7	-12.0	-19.7	3.0	-10.3	-20.6	17.8	8.9		
Slight injuries	26,563	13,963	13,548	13,097	12,946	12,565	12,422	12,350	10,300	11,746	11,961	-14.3	-55.0
Annual change			-3.0	-3.3	-1.2	-2.9	-1.1	-0.6	-16.6	14.0	1.8		

Graph 9: Number of road traffic accidents and casualties, 2000-2022



Geographical distribution of road traffic accidents and demographic characteristics of people killed in road traffic accidents, 2013 – 2022

II.1 Number of road traffic accident fatalities per 1,000,000 inhabitants by NUTS 2 Region, 2000, 2013 and 2022

As regards the distribution of road traffic accidents fatalities by NUTS 2 Region in the years 2000, 2013 and 2022, 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 2022 the region of Notio Aigaio was on the top of the list followed by Ionia Nisia, which in 2013 was first on the list. In 2000 and 2022 Attiki was in the last place of the ranking, while in 2013 it was next to last (Table 13, Graph 10).

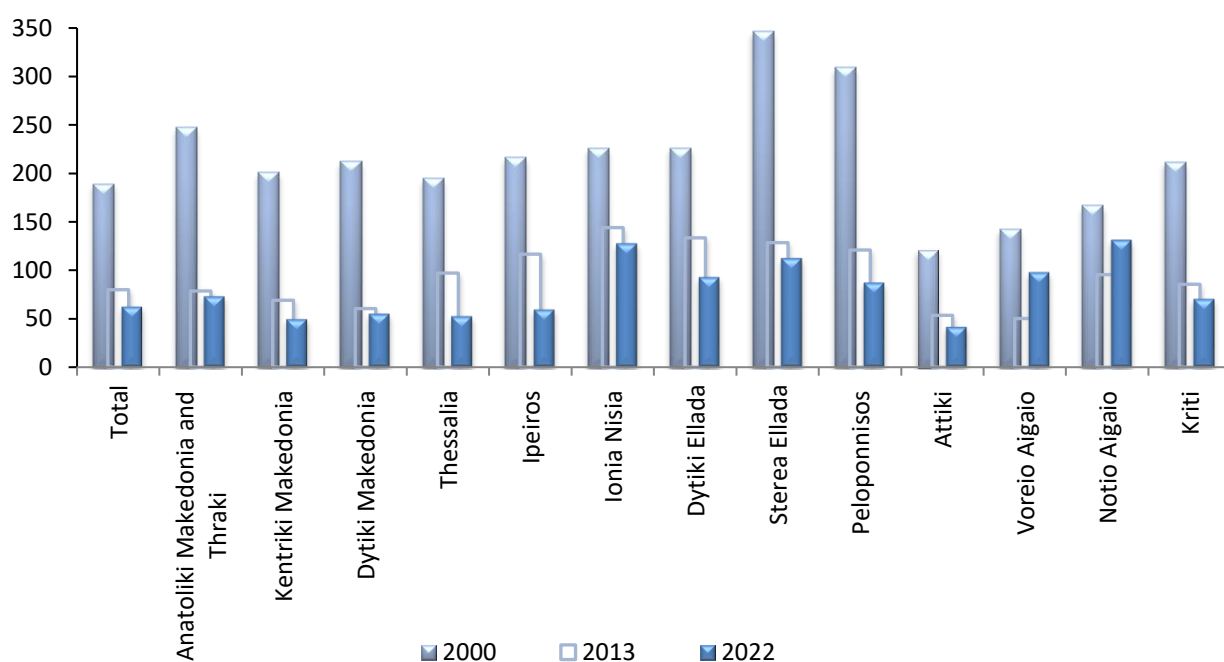
When considering the aforementioned information to interpret the data correctly, changes in the population of the regions, the effect of summer tourist season, the construction (or not) of motorways, improving interventions in the road network as well as other factors should be taken into account.

Table 13: Fatalities and number of fatalities per 1,000,000 inhabitants by NUTS 2 Region, 2000, 2013 and 2022

Regions	Fatalities						Fatalities per 1,000,000 inhabitants		
	2000	%	2013	%	2022	%	2000	2013	2022
Total	2,037	100.0	879	100.0	654	100.0	189.0	79.9	62.5
Anatoliki Makedonia, Thraki	144	7.1	48	5.5	41	6.3	247.1	78.7	73.1
Kentriki Makedonia	367	18.0	132	15.0	89	13.6	200.7	69.0	49.7
Dytiki Makedonia	61	3.0	17	1.9	14	2.1	212.4	60.4	55.1
Thessalia	144	7.1	72	8.2	36	5.5	194.7	97.1	52.4
Ipeiros	73	3.6	40	4.6	19	2.9	216.3	116.6	59.5
Ionia Nisia	46	2.3	30	3.4	26	4.0	225.9	144.1	127.3
Dytiki Ellada	160	7.9	91	10.4	60	9.2	226.2	133.3	92.8
Stereia Ellada	192	9.4	72	8.2	57	8.7	346.6	128.6	112.4
Peloponnisos	181	8.9	71	8.1	47	7.2	309.1	121.0	87.3
Attiki	468	23.0	210	23.9	159	24.3	120.9	53.7	41.8
Voreio Aigaio	28	1.4	10	1.1	19	2.9	142.2	50.1	97.6
Notio Aigaio	51	2.5	32	3.6	43	6.6	166.7	95.6	131.2
Kriti	122	6.0	54	6.1	44	6.7	212.0	85.7	70.5

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, 2013, 2022



II.2 Road traffic accidents fatalities by gender, category of person fatally injured and type of area, 2013-2022

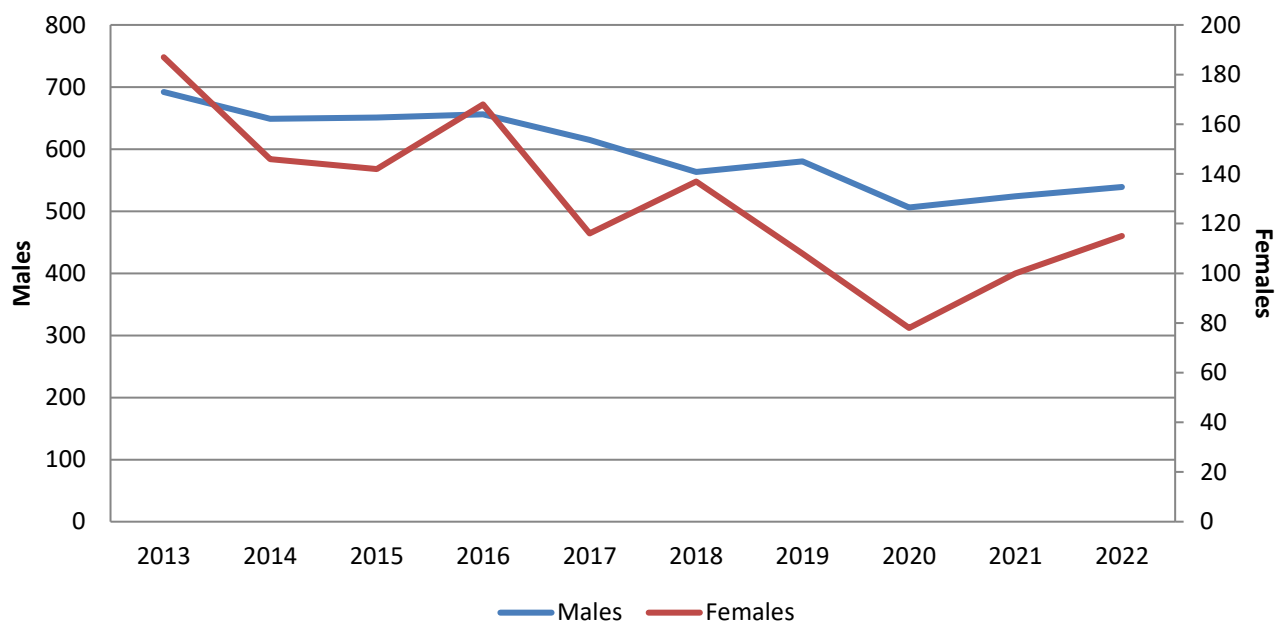
As regards the breakdown of fatalities by gender during the decade 2013-2022, a decrease was observed in both males and females (22.1% and 38.5% respectively) (Table 14, Graph 11).

As regards the breakdown of data by category of people killed during the decade 2013-2022, the largest decrease was recorded in passengers (46.6%), followed by pedestrians (25.8%) (Table 14).

As regards the type of area where the accident took place, the largest decrease in the number of fatalities was recorded in residential areas (32.8%) (Table 14).

Gender	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	% Change	
											2022/2021	2022/2013
Total	879	795	793	824	731	700	688	584	624	654	4.8	-25.6
Males	692	649	651	656	615	563	580	506	524	539	2.9	-22.1
Females	187	146	142	168	116	137	108	78	100	115	15.0	-38.5
Category of person fatally injured												
Drivers	582	540	545	548	507	450	470	433	447	464	3.8	-20.3
Passengers	146	130	120	127	106	104	73	75	82	78	-4.9	-46.6
Pedestrians	151	125	128	149	118	146	145	76	95	112	17.9	-25.8
Type of area												
Inside urban area	464	401	388	427	340	367	370	325	314	312	-0.6	-32.8
Outside urban area (motorway included)	415	394	405	397	391	333	318	259	310	342	10.3	-17.6

Graph 11: Number of fatalities in road traffic accidents by gender, 2013-2022

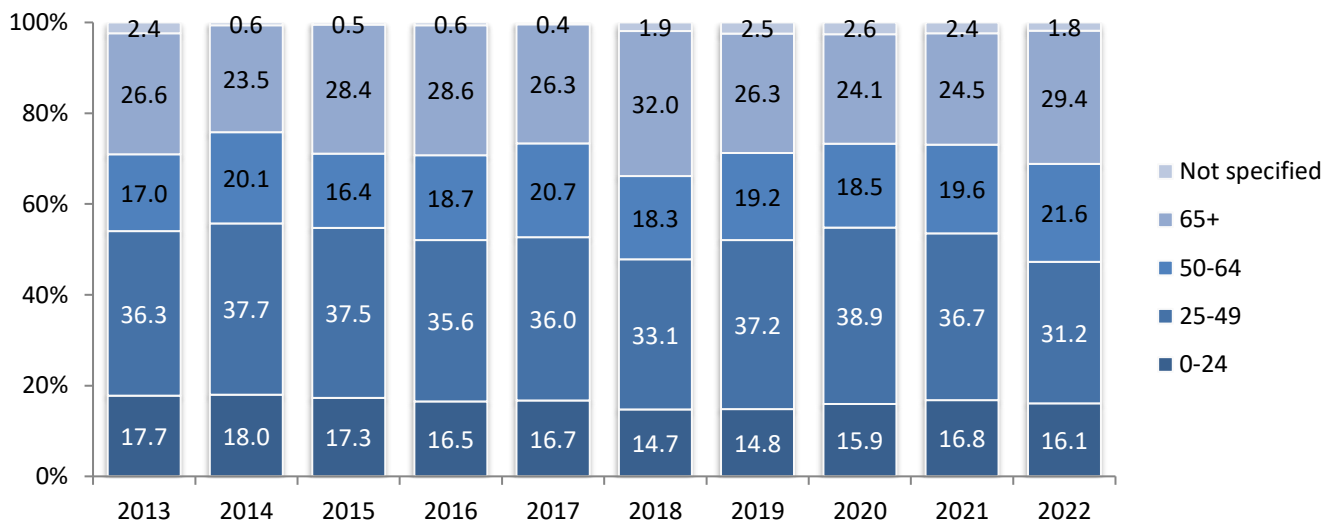


II.3 Road traffic accidents fatalities by age group, 2013-2022

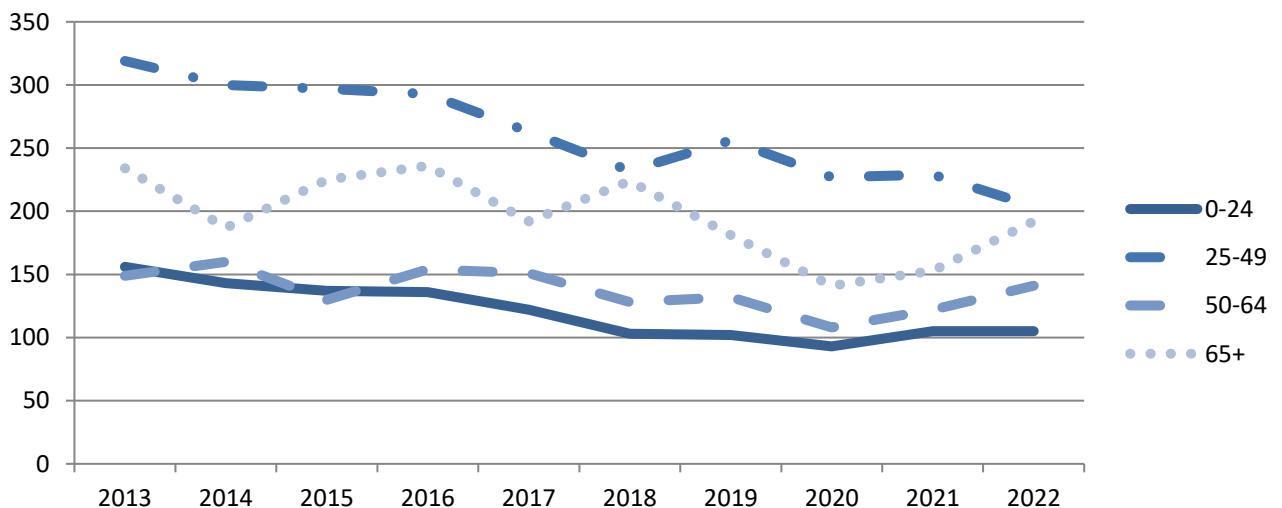
During the decade 2013-2022 the number of road traffic accident fatalities by age groups recorded a decrease for the young age groups up to 49 years (0-24 years 32.7% and 25-49 years 36.1%) and a smaller decrease in the age groups 50 years and older (50-64 years 5.4% and 65 years and over 17.9%) (Table 15, Graphs 12 and 12a).

Age group	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	% Change	
											2022/2021	2022/2013
Total	879	795	793	824	731	700	688	584	624	654	4.8	-25.6
0-24	156	143	137	136	122	103	102	93	105	105	0.0	-32.7
25-49	319	300	297	293	263	232	256	227	229	204	-10.9	-36.1
50-64	149	160	130	154	151	128	132	108	122	141	15.6	-5.4
65+	234	187	225	236	192	224	181	141	153	192	25.5	-17.9
Not specified	21	5	4	5	3	13	17	15	15	12	-20.0	-42.9

Graph 12: Percentage distribution of road traffic accident fatalities by age group, 2013-2022



Graph 12a: Number of road traffic accident fatalities by age group, 2013-2022



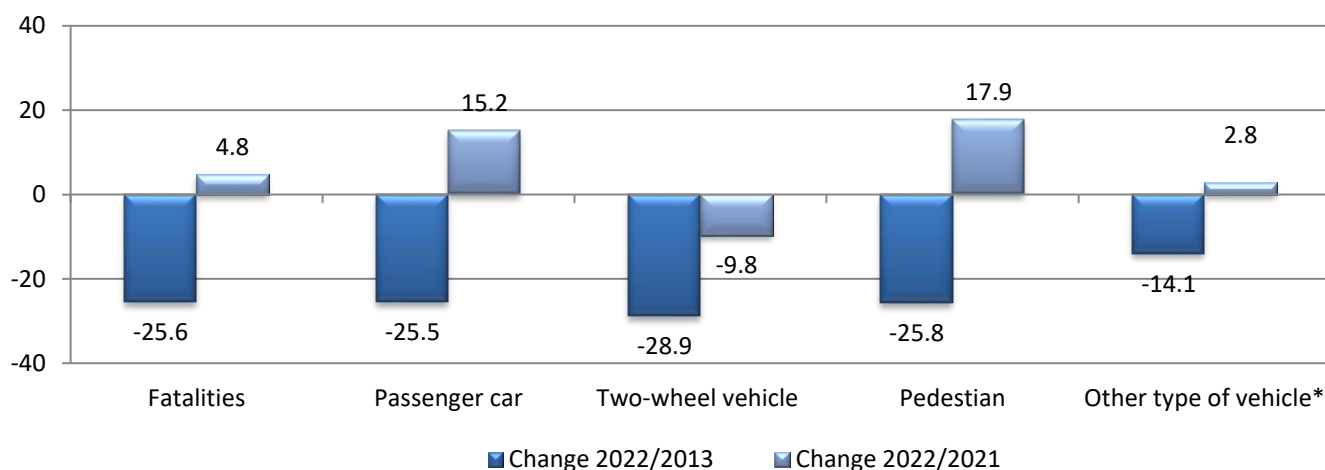
II.4 Road traffic accidents fatalities by mode of transport, 2013-2022

The 25.6% decrease recorded in the number of road traffic accidents fatalities during the decade 2013-2022 was observed in all modes of transport. The largest decrease was observed in two-wheel vehicles (28.9%) and the smallest in other type of vehicles (14.1%) (Table 16, Graphs 13 and 13a).

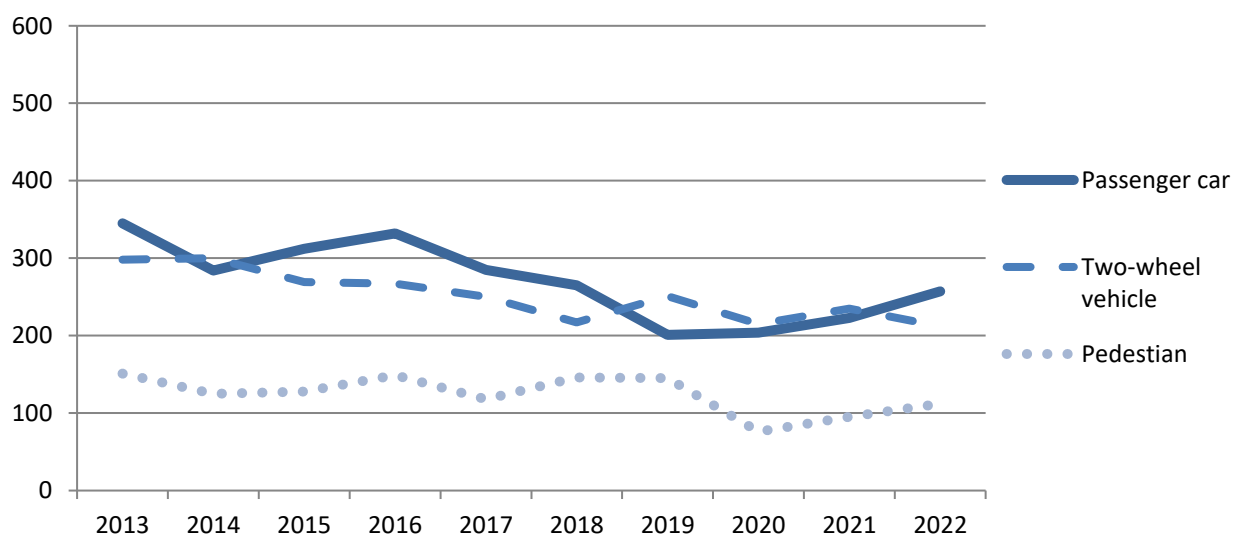
Mode of transport	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	% Change	
											2022/2021	2022/2013
Total	879	795	793	824	731	700	688	584	624	654	4.8	-25.6
Passenger car	345	284	312	332	285	265	201	204	223	257	15.2	-25.5
Two-wheel vehicle	298	300	269	267	250	217	251	215	235	212	-9.8	-28.9
Pedestrian	151	125	128	149	118	146	145	76	95	112	17.9	-25.8
Other type of vehicle*	85	86	84	76	78	72	91	89	71	73	2.8	-14.1

*Including bicycles

Graph 13: Change (%) in the number of road traffic accident fatalities by mode of transport, 2013, 2021, 2022



Graph 13a: Number of road traffic accident fatalities by mode of transport, 2013-2022

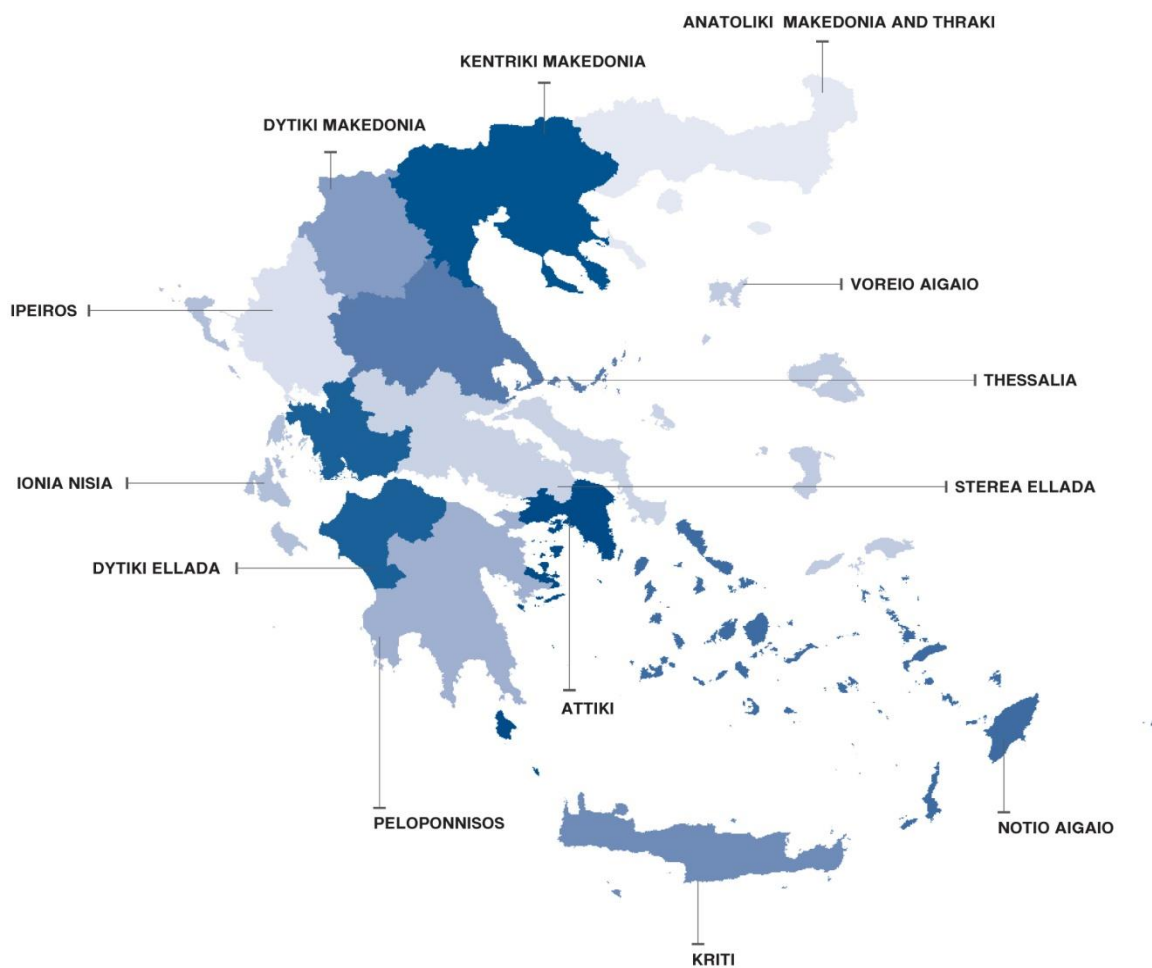


EXPLANATORY NOTES

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 12 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 damages are not included.

Fatality (Death): Any person killed immediately or dying within 30 days as a result of an injury accident (This national definition applies since 01.01.1996)

Person injured: Any person who sustained an injury as result of an injury accident, and who normally needs medical treatment.

Serious injury: Any person who sustained an injury as result of an injury accident, such as brain damages, mutilation, multiple injuries, which may result in lack of awareness or which are life-threatening.

Slight injury: Any person injured who sustained minor and not life-threatening injuries.

Vehicle: Include motor vehicles, trolleybuses, motorcycles, bicycles, motorbikes, agricultural and road making machines, animal, and hand-drawn vehicles. Railway vehicles are excluded, unless the road accident involves at least one of the aforementioned types of vehicles and therefore, railway vehicles are considered vehicles.

Methodology The questionnaires of the survey are filled in by the local Police Authorities and the local Port Authorities.

References More information about Road Traffic Accidents is available on ELSTAT's website and more specifically at the link: <https://www.statistics.gr/en/statistics/-/publication/SDT03/> .