



PRESS RELEASE

ROAD ACCIDENTS: Year 2018

The Hellenic Statistical Authority (ELSTAT) announces the results on injury-causing “Road Accidents” for the year 2018, as well as data on their evolution for the ten-year period 2009-2018.

I. Annual data, 2018

In 2018, in Greece a total of 10,737 road accidents resulting to death or injury occurred, recording a decrease of 1.0% in comparison with 2017, when the corresponding number of road accidents amounted to 10,848 (Table 1).

The total number of road accidents casualties in 2018 recorded a decrease of 1.1% in comparison with 2017 (13,849 casualties in 2018, 14,002 in 2017) (Table 1).

More specifically, the casualties of the injury-causing accidents that occurred in 2018 were as follows: 700 deaths, 727 serious injuries and 12,422 slight injuries in comparison with 731 deaths, 706 serious injuries and 12,565 slight injuries in 2017, thus recording decrease of 4.2% as regards deaths, increase of 3.0% as regards serious injuries and decrease of 1.1% as regards slight injuries (Table 1, Graph 1).

Table 1: Number of road traffic accidents and casualties, 2017 and 2018			
	2017	2018	Annual change 2018/2017 (%)
Accidents	10,848	10,737	-1.0
Thereof fatal	679	645	-5.0
%	6.3	6.0	
Total of casualties	14,002	13,849	-1.1
Fatalities	731	700	-4.2
Total of injuries	13,271	13,149	-0.9
Serious injuries	706	727	3.0
Slight injuries	12,565	12,422	-1.1

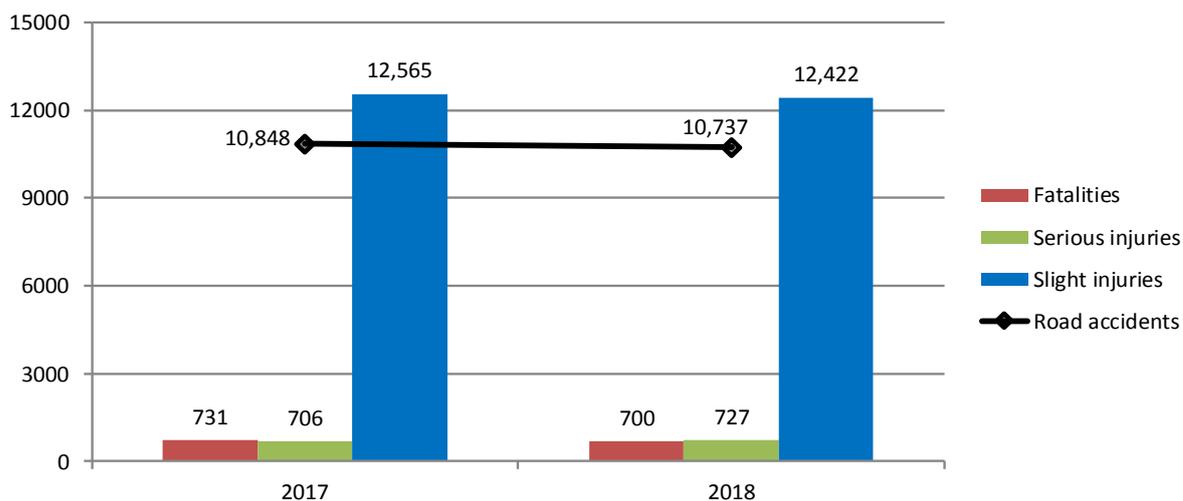
Information on methodological issues:

Sectoral Statistics Division
Justice Statistics Section
Dimitra Athanasopoulou
Tel: +30 213 135 2135
Fax: +30 213 135 2764
e-mail: justistat@statistics.gr

Information for data provision:

Tel: 213 135 2022, 2308, 2310
e-mail: data.dissem@statistics.gr

Graph 1: Number of road accidents and casualties, 2017 and 2018



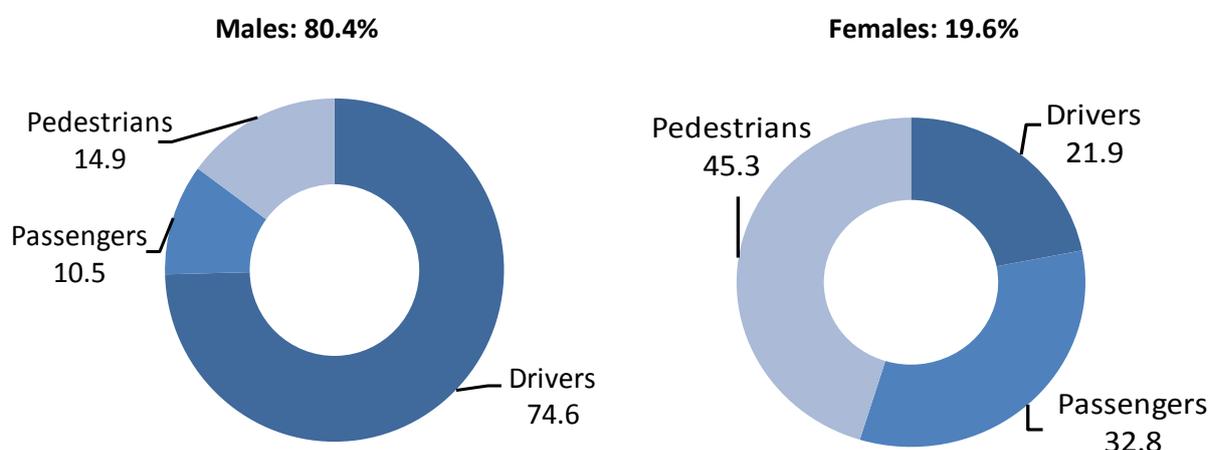
I.1 Road accidents fatalities

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

Out of the total number of 700 fatalities, drivers account for 64.3%, passengers for 14.9% and pedestrians for 20.9%. As regards the breakdown of data by gender, 80.4% of the fatally injured persons were males and 19.6% were females (Table 2, Graph 2).

Table 2: Road accidents fatalities by gender and category of person fatally injured, 2018						
Category of person fatally injured	Total of fatalities	%	Males	%	Females	%
Total	700	100.0	563	100.0	137	100.0
% row	100.0		80.4		19.6	
Drivers	450	64.3	420	74.6	30	21.9
Passengers	104	14.9	59	10.5	45	32.8
Pedestrians	146	20.9	84	14.9	62	45.3

Graph 2: Percentage distribution of road accidents fatalities by gender and category of person fatally injured, 2018



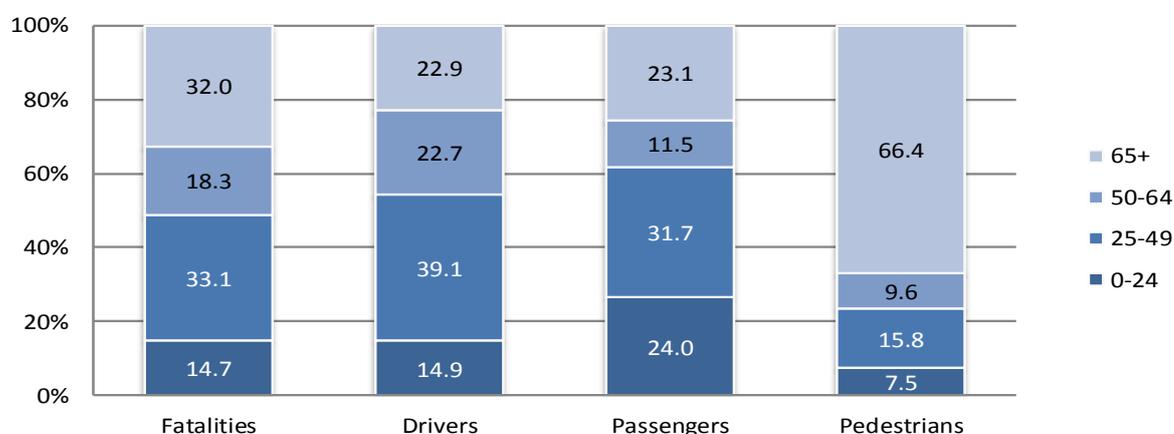
I.1.2 Road accidents fatalities by age group, category of the person fatally injured and by mode of transport

The percentage distribution of fatalities by age group is as follows: 0-24 years 14.7%, 25-49 years 33.1%, 50-64 years 18.3% and 65 years and over 32.0% (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 39.1% is recorded for the age group 25-49 years, b) as regards passengers the biggest share 31.7% is recorded for the age group 25-49 years and c) as regards pedestrians the biggest share 66.4% is recorded for the age group 65 years and over (Table 3, Graph 3).

Age group	Fatalities	%	Category of person fatally injured					
			Drivers	%	Passengers	%	Pedestrians	%
Total	700	100.0	450	100.0	104	100.0	146	100.0
% row	100.0		64.3		14.9		20.9	
0-24	103	14.7	67	14.9	25	24.0	11	7.5
25-49	232	33.1	176	39.1	33	31.7	23	15.8
50-64	128	18.3	102	22.7	12	11.5	14	9.6
65+	224	32.0	103	22.9	24	23.1	97	66.4
Not specified	13	1.9	2	0.4	10	9.6	1	0.7

Graph 3: Percentage distribution of road accident fatalities by age group and category of person fatally injured, 2018



Age group	Drivers			Passengers		
	Mode of transport			Mode of transport		
	Passenger cars	Two-wheel vehicles	Other	Passenger cars	Two-wheel vehicles	Other
Total	188	202	60	77	15	12
% row	41.8	44.9	13.3	74.0	14.4	11.5
0-24	27	39	1	18	5	2
25-49	58	104	14	21	10	2
50-64	46	35	21	7	0	5
65+	56	24	23	21	0	3
Not specified	1	0	1	10	0	0

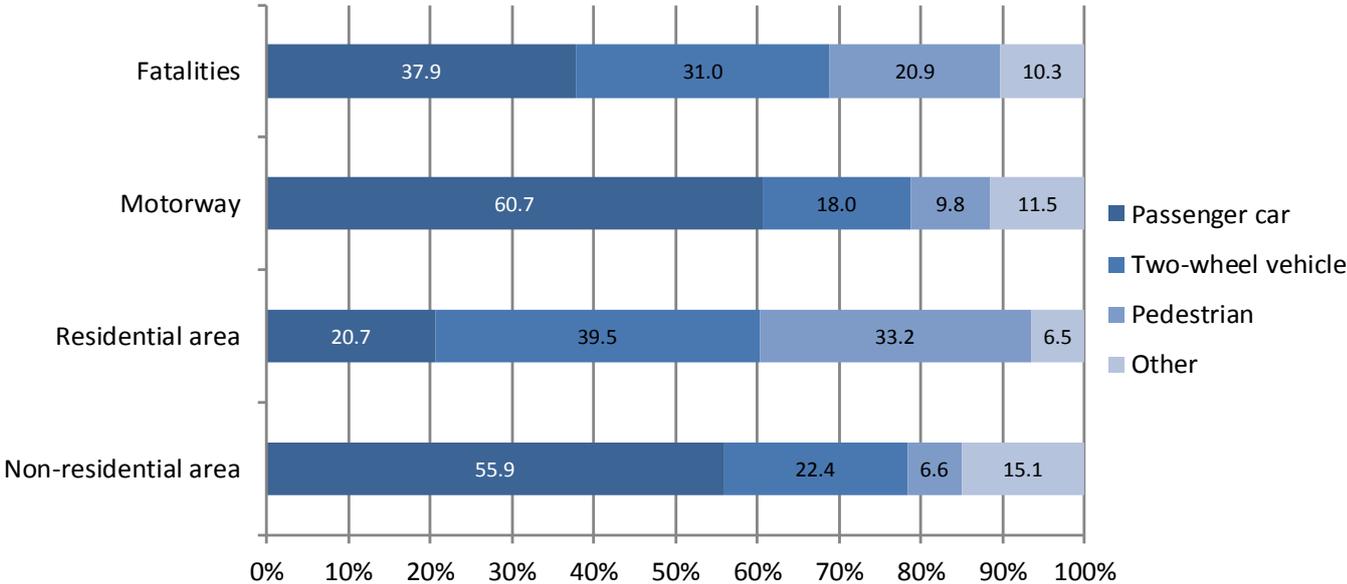
I.1.3 Road accident fatalities by mode of transport and type of area

Out of the total number of 700 persons killed, 265 were on passenger cars (37.9%), 217 (31.0%) on two-wheel vehicles, including motor cycles and 146 (20.9%) were pedestrian.

As regards the percentage distribution of fatalities by type of area where the accident occurred, it is observed that in residential areas, 20.7% of persons killed were on passenger cars and 39.5% on two-wheel vehicles. The corresponding shares in non-residential areas are 55.9% and 22.4%, respectively. In motorways, 60.7% of persons killed were on passenger cars and 18.0% on two-wheel vehicles (Table 4, Graph 4).

Table 4: Road accident fatalities by mode of transport and type of area, 2018								
Mode of transport	Number of fatalities	%	Motorway	%	Residential area	%	Non-residential area	%
Grand total	700	100.0	61	100.0	367	100.0	272	100.0
% row	100.0		8.7		52.4		38.9	
Passenger car	265	37.9	37	60.7	76	20.7	152	55.9
Two-wheel vehicle	217	31.0	11	18.0	145	39.5	61	22.4
Pedestrian	146	20.9	6	9.8	122	33.2	18	6.6
Other type of vehicle	72	10.3	7	11.5	24	6.5	41	15.1

Graph 4: Percentage distribution of road accident fatalities by mode of transport and type of area, 2018



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

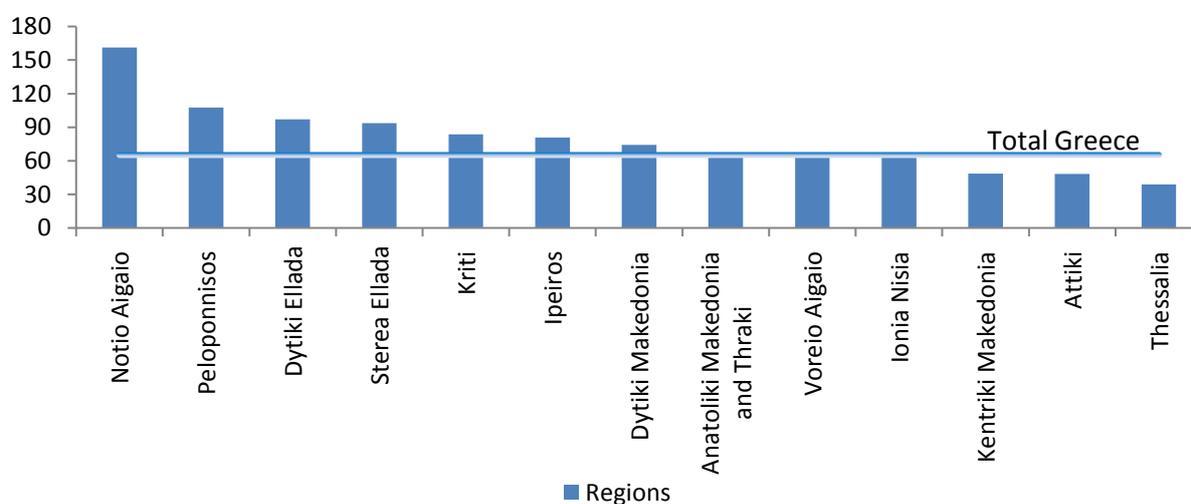
In 2018, road accidents per 1,000,000 inhabitants in Greece amounted to 999.6. The region of Attiki is on the top of the list with index 1,469.2, followed by Notio Aigaio with 1,361.2 and Voreio Aigaio with 1,070.4.

As regards the number of fatalities per 1,000,000 inhabitants in Greece amounted to 65.2. The region of Notio Aigaio is on the top of the list with index 161.4, followed by Peloponnisos with 107.5 and Dytiki Ellada with 97.0 (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, 2018

NUTS 2 Regions	Accidents	%	Fatalities	%	Accidents per 1,000,000 inhabitants	Fatalities per 1,000,000 inhabitants
Greece total	10,737	100.0	700	100.0	999.6	65.2
Anatoliki Makedonia and Thraki	404	3.8	40	5.7	672.0	66.5
Kentriki Makedonia	1,844	17.2	91	13.0	982.9	48.5
Dytiki Makedonia	61	0.6	20	2.9	226.6	74.3
Ipeiros	146	1.4	27	3.9	436.7	80.8
Thessalia	200	1.9	28	4.0	277.0	38.8
Ionia Nisia	146	1.4	13	1.9	713.7	63.6
Dytiki Ellada	545	5.1	64	9.1	826.4	97.0
Stereia Ellada	471	4.4	52	7.4	847.7	93.6
Attiki	5,519	51.4	181	25.9	1,469.2	48.2
Peloponnisos	543	5.1	62	8.9	941.5	107.5
Voreio Aigaio	226	2.1	14	2.0	1,070.4	66.3
Notio Aigaio	464	4.3	55	7.9	1,361.2	161.4
Kriti	168	1.6	53	7.6	265.2	83.7

Graph 5: Number of fatalities per 1,000,000 inhabitants by NUTS 2 Region, 2018

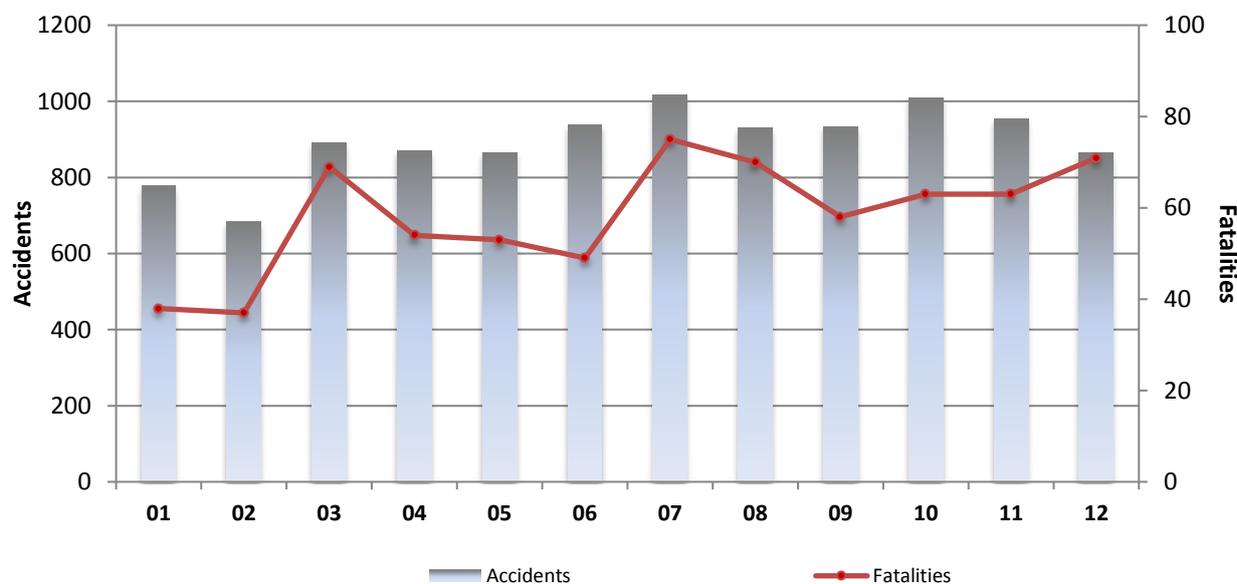


1.2.1.2 Percentage distribution of road accidents and fatalities by month

The biggest number of road accidents (1,016) was recorded in July, accounting for 9.5% of the total number of accidents in 2018 and the biggest number of fatalities (75 or 10.7%) was observed also in July. The smallest number of road accidents (684) was recorded in February accounting for 6.4% of the total number of accidents and the smallest number of fatalities (37 or 5.3%) was recorded also in February (Table 6, Graph 6).

Table 6: Road accidents and fatalities by month, 2018				
Month	Accidents	%	Fatalities	%
Total	10,737	100.0	700	100.0
January	778	7.2	38	5.4
February	684	6.4	37	5.3
March	890	8.3	69	9.9
April	869	8.1	54	7.7
May	866	8.1	53	7.6
June	939	8.7	49	7.0
July	1,016	9.5	75	10.7
August	931	8.7	70	10.0
September	934	8.7	58	8.3
October	1,010	9.4	63	9.0
November	955	8.9	63	9.0
December	865	8.1	71	10.1

Graph 6: Distribution of road accidents and fatalities by month, 2018

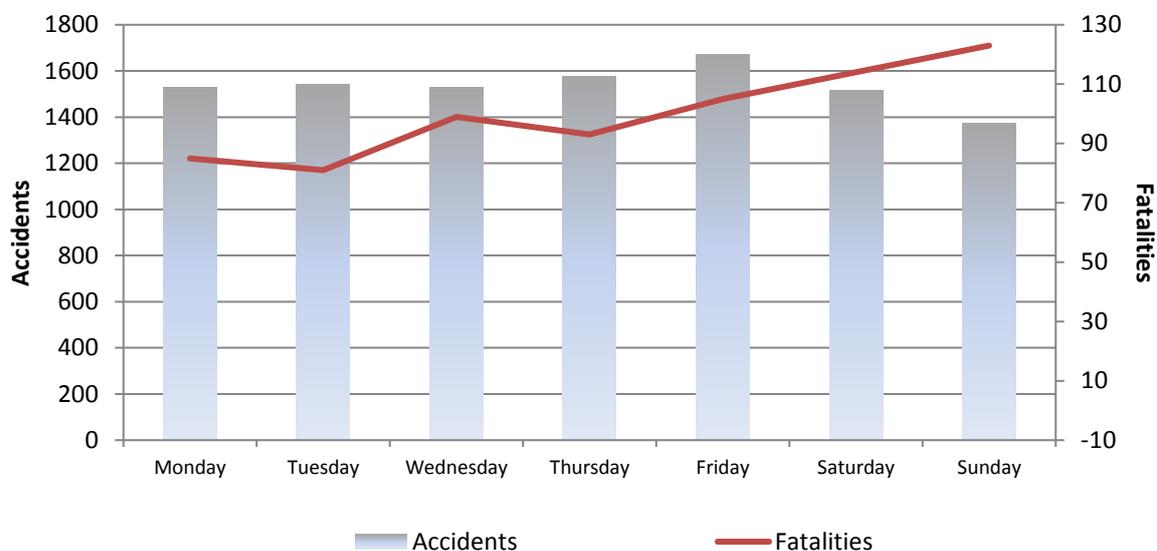


1.2.1.3 Distribution of road accidents and fatalities by day of the week

The biggest share of road accidents in 2018 took place on Fridays (15.6%) followed by Thursdays (14.7%), while the smallest share on Sundays (12.8%). However, as regards fatalities, Sunday account for the biggest share of fatalities (17.6%) (Table 7, Graph 7).

Table 7: Road accidents and fatalities by day of the week, 2018				
Day of the week	Accidents	%	Fatalities	%
Total	10,737	100.0	700	100.0
Monday	1,530	14.2	85	12.1
Tuesday	1,541	14.4	81	11.6
Wednesday	1,529	14.2	99	14.1
Thursday	1,577	14.7	93	13.3
Friday	1,672	15.6	105	15.0
Saturday	1,516	14.1	114	16.3
Sunday	1,372	12.8	123	17.6

Graph 7: Number of road accidents and fatalities by day of the week, 2018



1.2.1.4 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 (33.2%) took place from 11:00 to 15:00 hours, while the smallest share (5.2%) took place from 02:00 to 05:00 hours (Table 8, Graph 8).

The biggest share of fatalities was recorded at 13:00 (50 persons killed, 7.1%) and at 16:00 hours (43 persons killed, 6.1%), while the smallest share was observed during after-midnight hours, namely from 01:00 to 04:00 hours, ranging from 1.3% to 2.6% (Table 8).

As regards the distribution of accidents by day of the week, it is observed that 73.1% of the accidents occurred from Monday – Friday and the rest 26.9% during the weekend. The corresponding figures for fatalities are 66.1% for Monday – Friday and 33.9% for the weekend (Table 8).

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

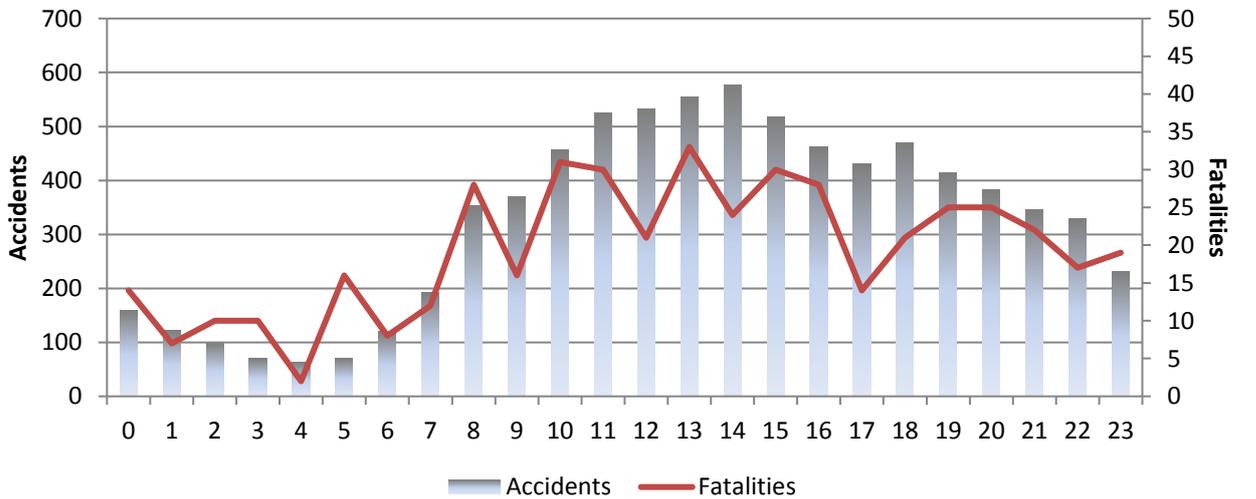
Table 8: Road accidents and fatalities by hour of the day and day of the week, 2018

Hour of accident (rounded to the nearest hour)	Road accidents				Fatalities			
	Total accidents	%	Monday - Friday	Saturday - Sunday	Total fatalities	%	Monday - Friday	Saturday - Sunday
Total	10,737	100.0	7,849	2,888	700	100.0	463	237
% row			73.1	26.9			66.1	33.9
0	244	2.3	160	84	23	3.3	14	9
1	181	1.7	123	58	13	1.9	7	6
2	163	1.5	100	63	18	2.6	10	8
3	132	1.2	70	62	15	2.1	10	5
4	119	1.1	64	55	9	1.3	2	7
5	147	1.4	70	77	33	4.7	16	17
6	200	1.9	120	80	17	2.4	8	9
7	281	2.6	193	88	30	4.3	12	18
8	462	4.3	353	109	38	5.4	28	10
9	456	4.2	369	87	20	2.9	16	4
10	589	5.5	457	132	37	5.3	31	6
11	693	6.5	525	168	39	5.6	30	9
12	712	6.6	532	180	28	4.0	21	7
13	728	6.8	555	173	50	7.1	33	17
14	752	7.0	576	176	34	4.9	24	10
15	681	6.3	518	163	38	5.4	30	8
16	602	5.6	463	139	43	6.1	28	15
17	589	5.5	430	159	27	3.9	14	13
18	630	5.9	470	160	30	4.3	21	9
19	561	5.2	414	147	36	5.1	25	11
20	536	5.0	382	154	34	4.9	25	9
21	472	4.4	345	127	33	4.7	22	11
22	466	4.3	329	137	27	3.9	17	10
23	341	3.2	231	110	28	4.0	19	9

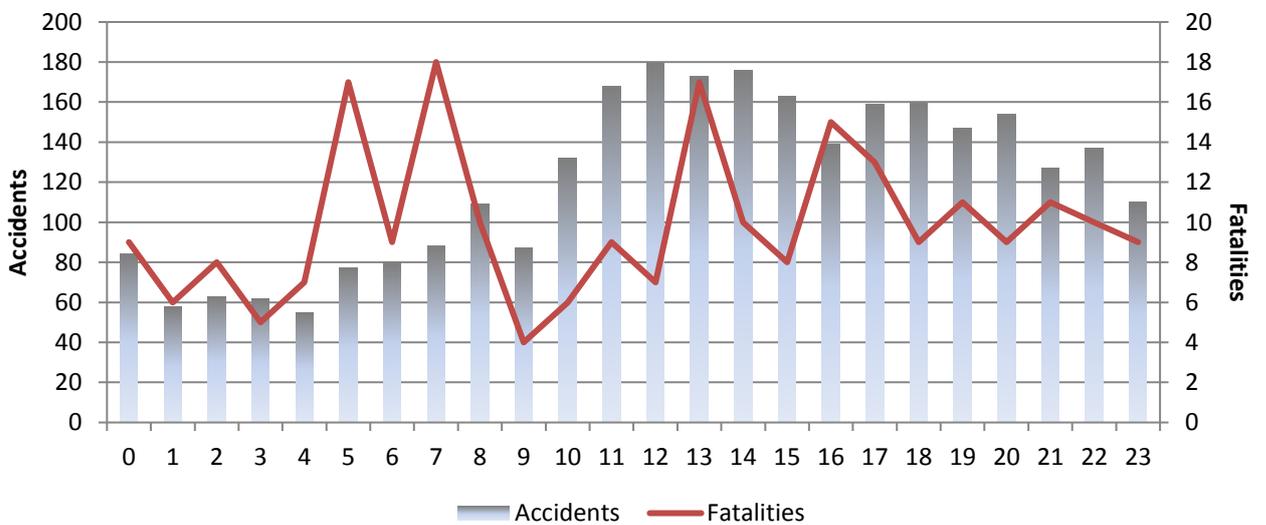
Graph 8: Number of accidents and fatalities by hour of the day, 2018



Graph 8a: Number of accidents and fatalities by hour of the day, Monday-Friday, 2018



Graph 8b: Number of accidents and fatalities by hour of the day, Saturday and Sunday, 2018



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 9,815 out of 10,737 (91.4%), resulting to 620 persons killed (88.6%). As regards the other weather conditions, 402 accidents occurred during drizzle and 282 during rain (3.7% and 2.6% respectively), resulting to 27 and 35 persons killed respectively (3.9% and 5.0%) (Table 9).

Weather conditions	Road accidents	%	Fatalities	%
Total	10,737	100.0	700	100.0
Clear sky	9,815	91.4	620	88.6
Strong wind	39	0.4	3	0.4
Frost	44	0.4	6	0.9
Fog / Mist	5	0.0	0	0.0
Drizzle	402	3.7	27	3.9
Rain	282	2.6	35	5.0
Tempest (Rain with strong wind)	1	0.0	1	0.1
Storm	3	0.0	0	0.0
Hail	1	0.0	0	0.0
Snow	3	0.0	0	0.0
Smoke	2	0.0	0	0.0
Dust	2	0.0	0	0.0
Other	138	1.3	8	1.1

1.2.2.2 Type of the first collision

“Collision between moving vehicles” (60.9%) and more specifically “head-on side collision” is the main type of collision for road accidents accounting for 39.9% of the total. Second category on the list is “entrapment of pedestrian” with 18.1%, followed by “diversion/overturning of vehicle” with 13.6% (Table 10).

As regards fatalities, “collision between moving vehicles” accounts for 38.4% (269 persons killed) and more specifically “head-on side collision” was the main type of collision with 17.6% (123 persons killed). The second most important category of collision was “diversion/overturning of vehicle” with 28.6% (200 persons killed), followed by “entrapment of pedestrian” with 21.3% (149 persons killed) (Table 10).

Table 10: Road accidents and fatalities by category and type of the first collision, 2018					
Category's description and type of accident first impact		Road accidents	%	Fatalities	%
Total		10,737	100.0	700	100.0
Collision between moving vehicles (Total)		6,534	60.9	269	38.4
Collision between moving vehicles	Head-on collision	445	4.1	92	13.1
	Head-on side collision	4,280	39.9	123	17.6
	Side collision	879	8.2	13	1.9
	Rear end collision	924	8.6	38	5.4
	Collision with train	6	0.1	3	0.4
Vehicle collision with (Total)		626	5.8	79	11.3
Vehicle collision with	Parked vehicle	149	1.4	10	1.4
	Vehicle parking	53	0.5	5	0.7
	Vehicle stopping (at traffic lights, STOP sign etc)	43	0.4	0	0.0
	Post or tree	151	1.4	28	4.0
	Building or other stable obstacle	230	2.1	36	5.1
Entrapment (Total)		1,988	18.5	149	21.3
Entrapment	Pedestrian	1,947	18.1	149	21.3
	Animal	41	0.4	0	0.0
Diversion / Overturning (Total)		1,463	13.6	200	28.6
Diversion / Overturning	Diversion in the opposite traffic lane	78	0.7	15	2.1
	Diversion to the right	555	5.2	67	9.6
	Diversion to the left	311	2.9	41	5.9
	Overturning on carriageway	333	3.1	24	3.4
	Overturning outside carriageway	183	1.7	52	7.4
	Fire	3	0.0	1	0.1
Other		126	1.2	3	0.4

1.2.2.3 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 20.0%, followed by “not stopping before a STOP sign” with 15.6% and other maneuvers with 14.2% (Table 11).

In terms of persons killed, “normal course” with 23.6% (165 persons killed) is reported as the main maneuver of the first vehicle which was likely to contribute to the accident, followed by “entering into the opposite traffic lane” with 22.3% (156 persons killed) and “exceeding speed limit” with 11.9% (83 persons killed) (Table 11).

Table 11: Road accidents and fatalities by maneuver of the 1 st vehicle which was likely to contribute to the accident, 2018				
Maneuver of the 1 st vehicle which was likely to contribute to the accident	Road accidents	%	Fatalities	%
Total	10,737	100.0	700	100.0
Normal course	2,150	20.0	165	23.6
Entering into traffic	252	2.3	11	1.6
Entering into traffic from junction with left turn	142	1.3	6	0.9
Entering into the opposite traffic lane from junction, with right turn	25	0.2	0	0.0
Entering into the opposite traffic lane	814	7.6	156	22.3
Exiting from traffic	422	3.9	80	11.4
Overtaking from the left	188	1.8	15	2.1
Overtaking from the right	56	0.5	2	0.3
Violation of right priority of other vehicles	274	2.6	9	1.3
Pedestrian priority violation in crossing	56	0.5	2	0.3
Turning left	667	6.2	20	2.9
Turning right	213	2.0	21	3.0
U-Turn	183	1.7	8	1.1
Starting	82	0.8	3	0.4
Parking maneuver	75	0.7	2	0.3
Reversing	125	1.2	7	1.0
Stopping	57	0.5	4	0.6
Slowing down	115	1.1	7	1.0
Sudden braking	260	2.4	6	0.9
Changing lane	311	2.9	7	1.0
Exceeding speed limit	524	4.9	83	11.9
Stopping before traffic lights	49	0.5	1	0.1
Not stopping before traffic lights	417	3.9	11	1.6
Not stopping before STOP sign	1,679	15.6	25	3.6
Not stopping before giveaway sign	30	0.3	1	0.1
Not stopping before policeman sign	10	0.1	0	0.0
Not informing for turn, changing course etc.	41	0.4	1	0.1
Other maneuver	1,520	14.2	47	6.7

II. Evolution for the 10-year period, 2009-2018

When comparing the data on road accidents and fatalities for 2018 with the corresponding data for 2009, a 27.4% decrease is observed in road accidents, a 51.9% decrease in the number of deaths, a 56.6% decrease in serious injuries and a 26.8% decrease in slight injuries. An even more significant decrease is observed when comparing the data of 2018 with those of 2000, namely, road accidents decreased by 53.3%, deaths by 65.6%, serious injuries by 82.7% and slight injuries by 53.2% (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, 2016 and 2018 (Table 12).

Graph 9: Number of road accidents and casualties, 2000-2018

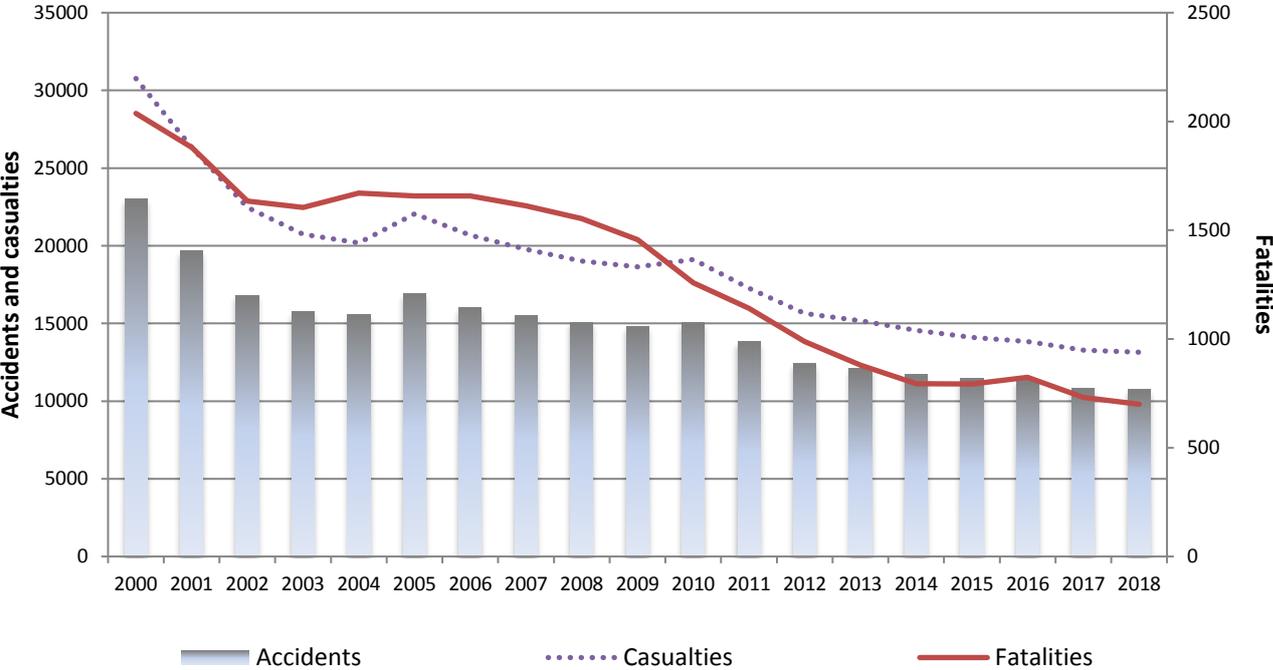


Table 12: Road accidents and casualties, 2000 and 2009-2018													
Years	2000	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	% Change	
												2018/ 2009	2018/ 2000
Accidents	23,001	14,789	15,032	13,849	12,398	12,109	11,690	11,440	11,318	10,848	10,737	-27.4	-53.3
Annual change			1.6	-7.9	-10.5	-2.3	-3.5	-2.1	-1.1	-4.2	-1.0		
Fatal accidents	1,803	1,296	1,142	1,051	908	814	739	741	772	679	645	-50.2	-64.2
Annual change			-11.9	-8.0	-13.6	-10.4	-9.2	0.3	4.2	-12.0	-5.0		
Fatalities	2,037	1,456	1,258	1,141	988	879	795	793	824	731	700	-51.9	-65.6
Annual change			-13.6	-9.3	-13.4	-11.0	-9.6	-0.3	3.9	-11.3	-4.2		
Casualties	30,763	18,641	19,108	17,259	15,640	15,175	14,564	14,096	13,825	13,271	13,149	-29.5	-57.3
Annual change			2.5	-9.7	-9.4	-3.0	-4.0	-3.2	-1.9	-4.0	-0.9		
Serious injuries	4,200	1,676	1,709	1,626	1,399	1,212	1,016	999	879	706	727	-56.6	-82.7
Annual change			2.0	-4.9	-14.0	-13.4	-16.2	-1.7	-12.0	-19.7	3.0		
Slight injuries	26,563	16,965	17,399	15,633	14,241	13,963	13,548	13,097	12,946	12,565	12,422	-26.8	-53.2
Annual change			2.6	-10.2	-8.9	-2.0	-3.0	-3.3	-1.2	-2.9	-1.1		

Geographical distribution of road accidents and demographic characteristics of persons killed in road accidents, 2009 – 2018

II.1 Number of road accident fatalities per 1,000,000 inhabitants by NUTS 2 Region, 2000, 2009 and 2018

On the basis of the data for the years 2000, 2009 and 2018 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 (2009, 2018) (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 2000 and 2009. In 2018, Notio Aigaio region was on top of the list, while in 2000 and 2009 held the eleventh and eighth place, respectively. Similarly, in 2017 this Region held the fifth place of the list. Attiki, in 2000 and 2009 was at the bottom of the list and in 2018 in the penultimate position (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, 2009, 2018

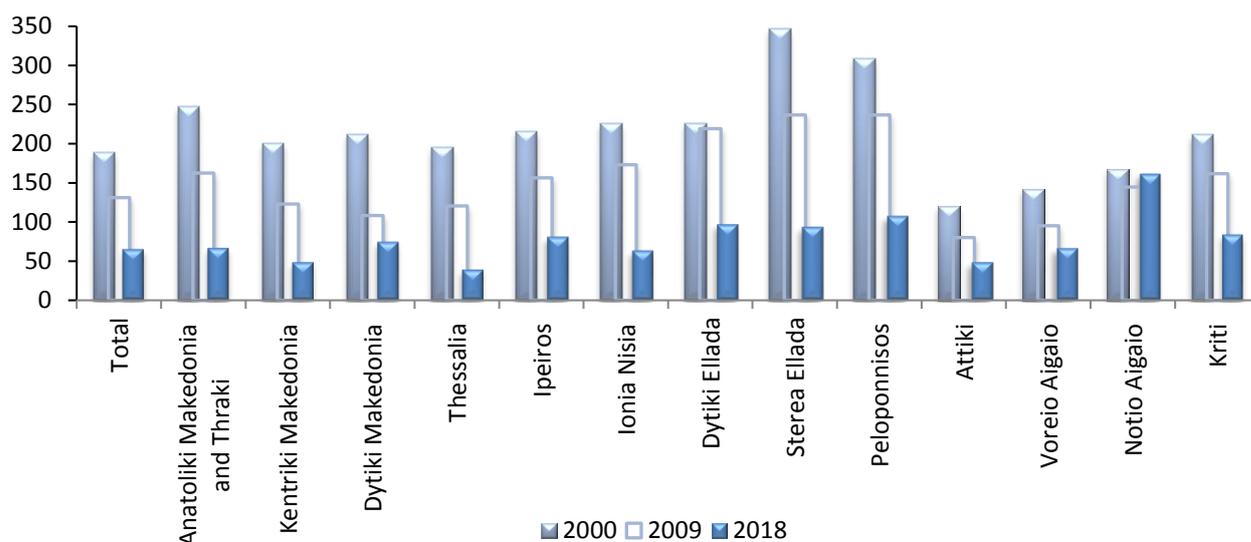


Table 13: Fatalities and index of fatalities per 1,000,000 inhabitants by NUTS 2 Region, 2000, 2009 and 2018

Regions	Fatalities						Fatalities per 1,000,000 inhabitants		
	2000	%	2009	%	2018	%	2000	2009	2018
Total	2,037	100.0	1,456	100.0	700	100.0	189.0	131.2	65.2
Anatoliki Makedonia, Thraki	144	7.1	99	6.8	40	5.7	247.1	162.7	66.5
Kentriki Makedonia	367	18.0	235	16.1	91	13.0	200.7	122.8	48.5
Dytiki Makedonia	61	3.0	31	2.1	20	2.9	212.4	108.1	74.3
Thessalia	144	7.1	90	6.2	28	4.0	194.7	120.7	38.8
Ipeiros	73	3.6	54	3.7	27	3.9	216.3	156.4	80.8
Ionia Nisia	46	2.3	36	2.5	13	1.9	225.9	172.9	63.6
Dytiki Ellas	160	7.9	152	10.4	64	9.1	226.2	219.3	97.0
Sterea Ellas	192	9.4	132	9.1	52	7.4	346.6	236.9	93.6
Peloponnisos	181	8.9	139	9.5	62	8.9	309.1	236.7	107.5
Attiki	468	23.0	321	22.0	181	25.9	120.9	80.3	48.2
Voreio Aigaio	28	1.4	19	1.3	14	2.0	142.2	95.2	66.3
Notio Aigaio	51	2.5	48	3.3	55	7.9	166.7	144.7	161.4
Kriti	122	6.0	100	6.9	53	7.6	212.0	161.7	83.7

II.2 Road accidents fatalities by gender, category of person fatally injured and type of area, 2009-2018

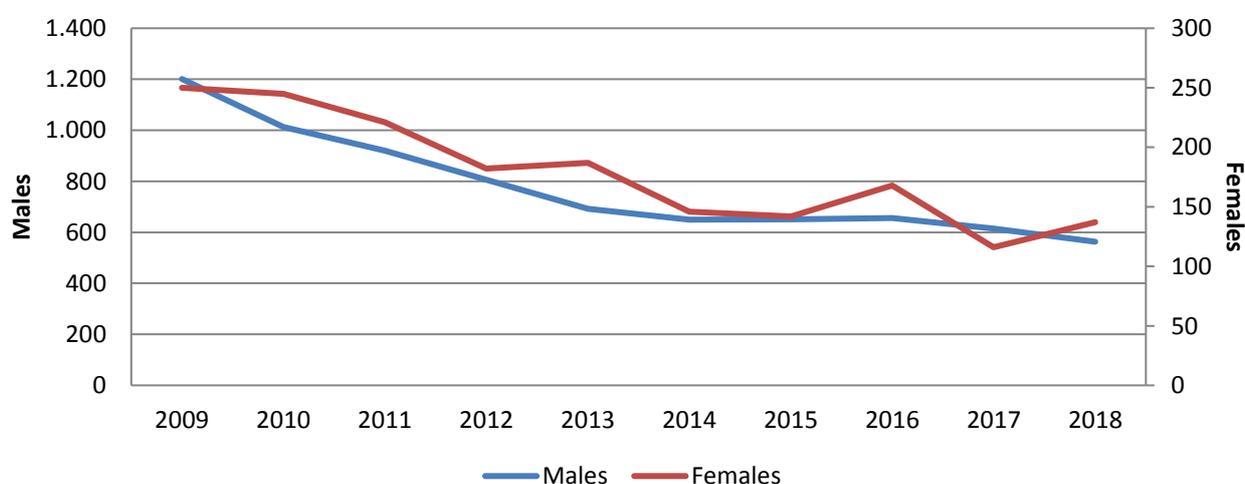
As regards the breakdown of fatalities by gender during the ten-year period 2009-2018, decrease is observed for males as well as females (53.1% and 45.2% respectively) (Table 14, Graph 11).

As regards the breakdown of data by category of persons killed, during the ten-year period, 2009-2018, the biggest decrease is recorded for passengers (64.1%), followed by drivers (53.3%) (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 outside urban areas (58.9%) (Table 14).

Gender	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	% Change	
											2018/2017	2018/2009
Total	1,456	1,258	1,141	988	879	795	793	824	731	700	-4.2	-51.9
Males	1,201	1,013	920	806	692	649	651	656	615	563	-8.5	-53.1
Females	250	245	221	182	187	146	142	168	116	137	18.1	-45.2
Unknown	5	0	0	0	0	0	0	0	0	0		
Category of person fatally injured												
Drivers	964	838	713	651	582	540	545	548	507	450	-11.2	-53.3
Passengers	290	241	205	167	146	130	120	127	106	104	-1.9	-64.1
Pedestrians	202	179	223	170	151	125	128	149	118	146	23.7	-27.7
Type of area												
Inside urban area	646	593	559	499	464	401	388	427	340	367	7.9	-43.2
Outside urban area (motorway included)	810	665	582	489	415	394	405	397	391	333	-14.8	-58.9

Graph 11: Number of fatalities in road accidents by gender, 2009-2018

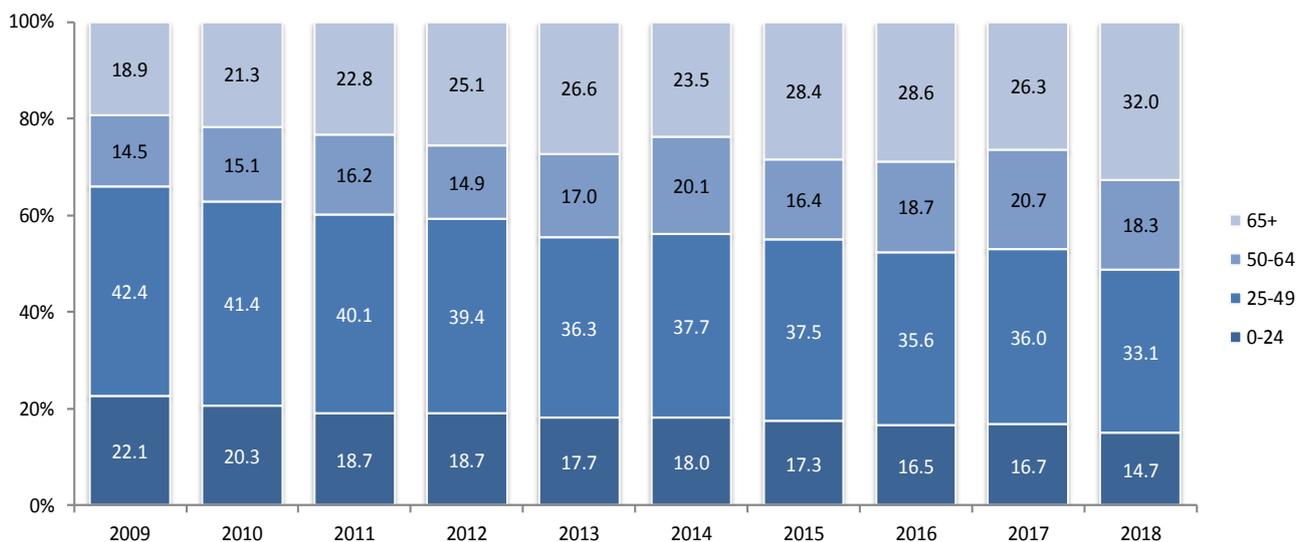


II.3 Road accidents fatalities by age group, 2009-2018

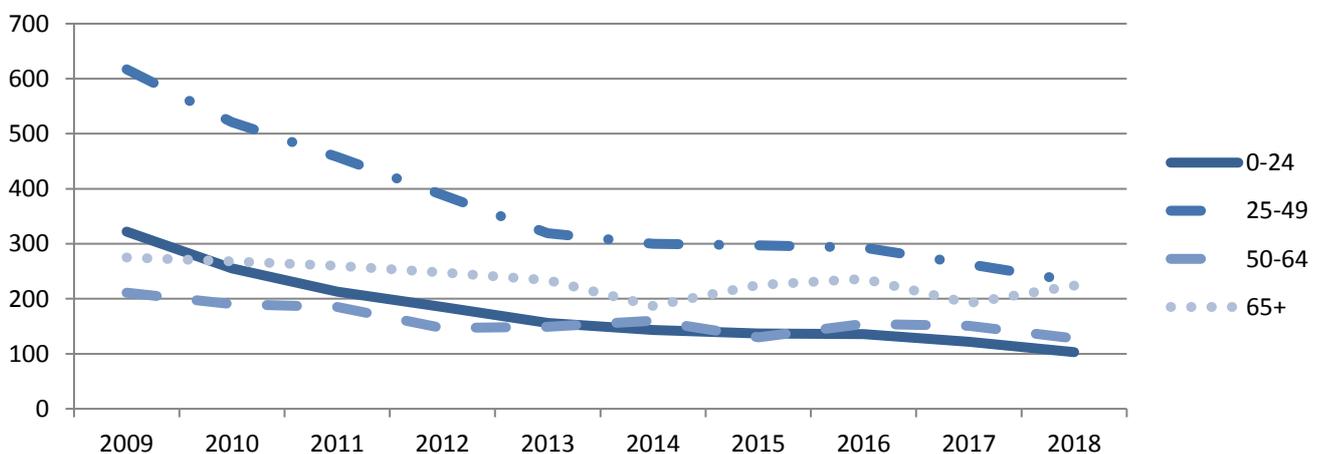
During the 10-year period 2009-2018 the number of road accidents fatalities recorded a significant decrease for younger age groups up to 49 years old (0-24 years 68.0% and 25-49 years 62.4%) and a smaller decrease for age groups over 50 years old (50-64 years 39.3% and 65 years and over 18.5%) (Table 15, Graphs 12 and 12a).

Age group	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	% Change	
											2018/2017	2018/2009
Total	1,456	1,258	1,141	988	879	795	793	824	731	700	-4.2	-51.9
0-24	322	255	213	185	156	143	137	136	122	103	-15.6	-68.0
25-49	617	521	458	389	319	300	297	293	263	232	-11.8	-62.4
50-64	211	190	185	147	149	160	130	154	151	128	-15.2	-39.3
65+	275	268	260	248	234	187	225	236	192	224	16.7	-18.5
Not specified	31	24	25	19	21	5	4	5	3	13		

Graph 12: Percentage distribution of road accident fatalities by age group, 2009-2018



Graph 12a: Number of road accident fatalities by age group, 2009-2018

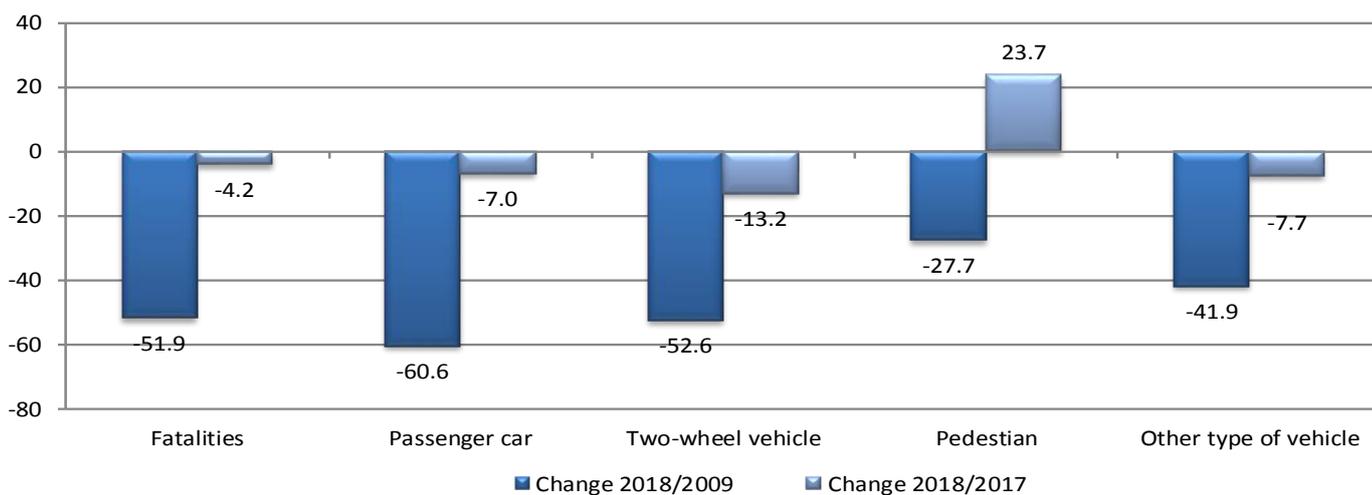


II.4 Road accidents fatalities by mode of transport, 2009-2018

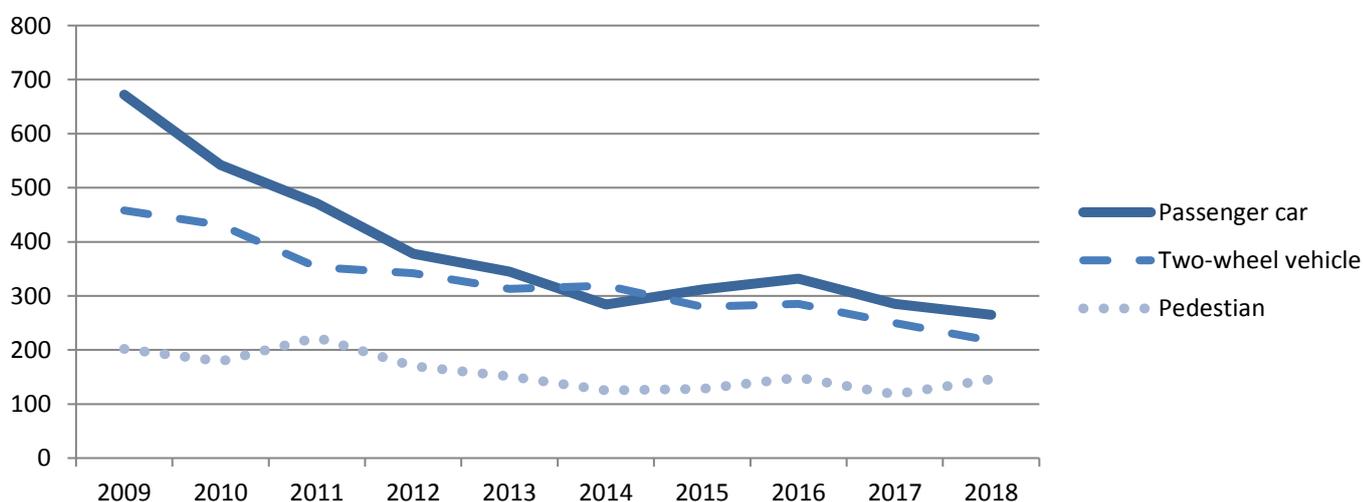
The 51.9% decrease, recorded in the number of road traffic accidents fatalities during the period 2009-2018, is observed for all modes of transport. The biggest decrease is observed for passenger cars (60.6%) and the smallest decrease for pedestrians (27.7%) (Table 16, Graphs 13 and 13a).

Mode of transport	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	% Change	
											2018/2017	2018/2009
Total	1,456	1,258	1,141	988	879	795	793	824	731	700	-4.2	-51.9
Passenger car	672	542	471	378	345	284	312	332	285	265	-7.0	-60.6
Two-wheel vehicle	458	431	353	342	313	319	280	285	250	217	-13.2	-52.6
Pedestrian	202	179	223	170	151	125	128	149	118	146	23.7	-27.7
Other type of vehicle	124	106	94	98	70	67	73	58	78	72	-7.7	-41.9

Graph 13: Change (%) in the number of road accident fatalities by mode of transport, 2009, 2017, 2018



Graph 13a: Number of road accident fatalities by mode of transport, 2009-2018

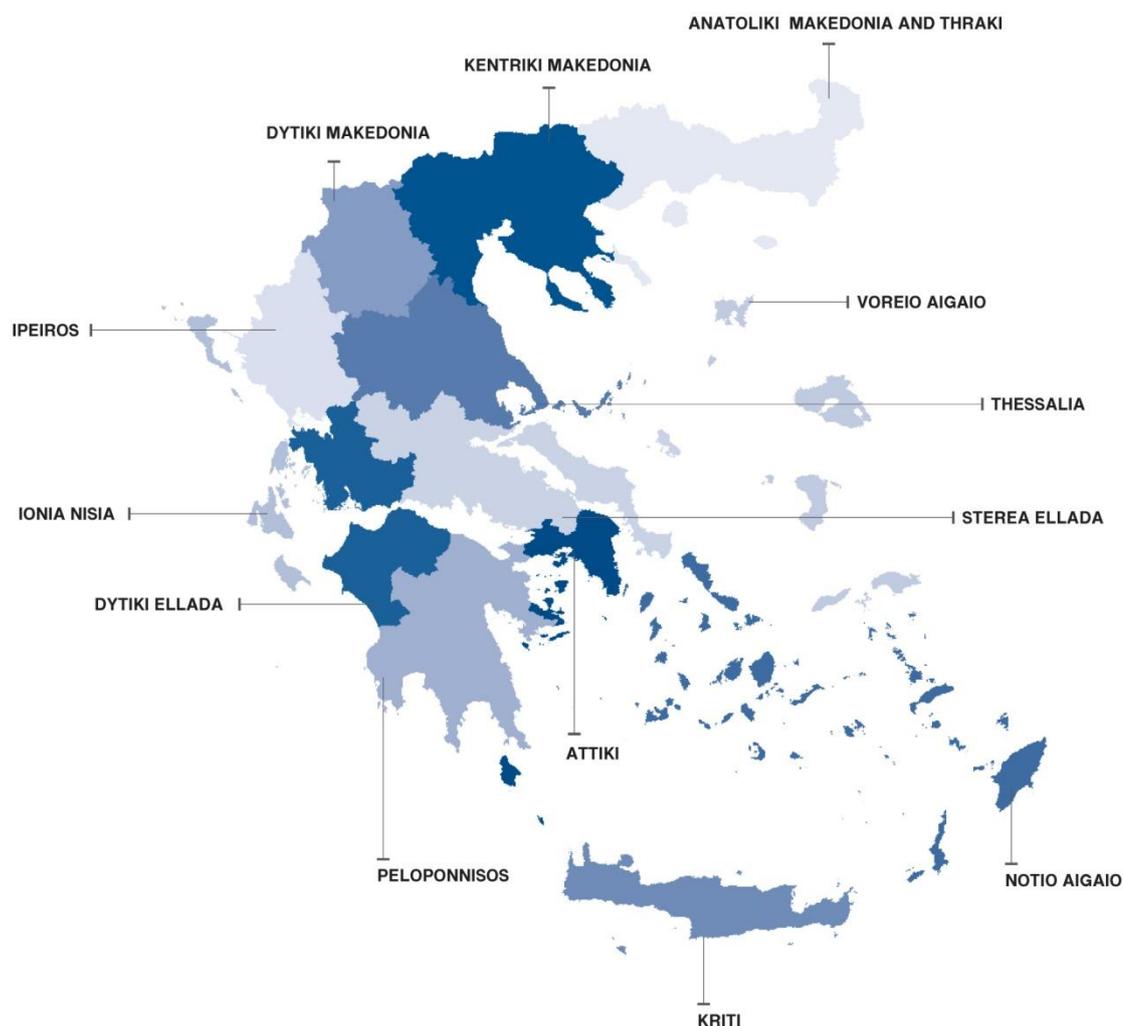


EXPLANATORY NOTES

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 .