

The New Greek Road Traffic Code

George Yannis

NTUA Professor

Together with:

Dimitrios Nikolaou, Research Associate

Department of Transportation Planning and Engineering
National Technical University of Athens

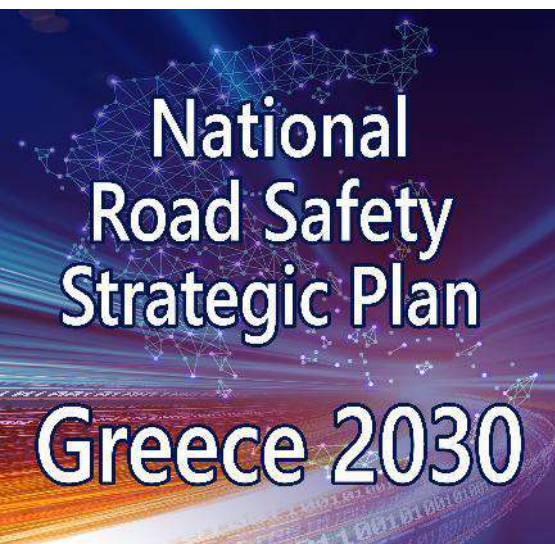


ETSC's Main Council Meeting

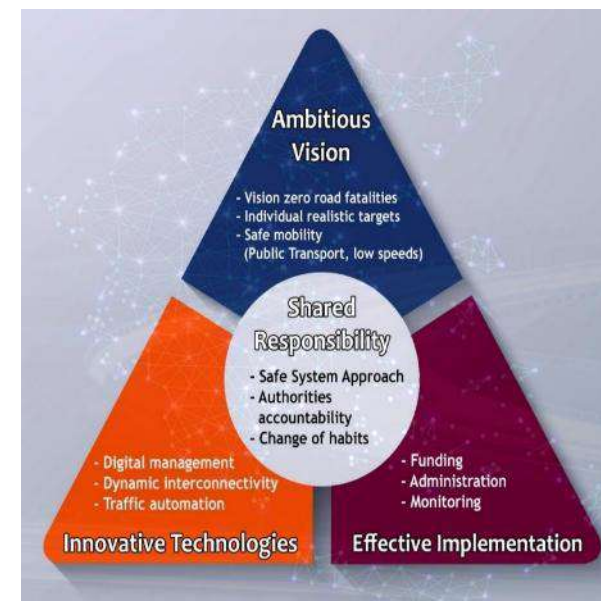
Brussels, 15 October 2025



National Road Safety Strategic Plan (2022)



- Developed by the Hellenic **Ministry of Infrastructure and Transport** with the scientific support of the Department of Transportation Planning and Engineering of **NTUA** - available at www.nrso.ntua.gr/nrss2030
- Alignment with the EU Strategy aiming to reduce the number of **fatalities and serious injuries in road crashes by 50%** by 2030 (2019 baseline)
- Adoption of **Safe System Approach** and **Vision Zero by 2050**
- Targets, Actions & Measures address **specific key problems** in Greece, fully exploiting international experience
- Eight targets for **road crash casualties'** reduction & eight targets for improvement of **road safety KPIs**
- A list of **200 Road Safety Measures** within 44 Actions within the 5 UN Pillars
- **Key Priority Actions:**
New Road Traffic Code, Digital Fines, Cameras for Systematic Enforcement, 30 km/h Zones in cities
Rural Roads Improvements, Interventions in Cities,, National Road Safety Fund, National Road Safety Observatory, Ten-year Communication Campaigns



The New Road Traffic Code

➤ Objective

Enhance road safety, modernize traffic enforcement, and reduce fatalities and crashes.

➤ Public Consultation

Draft legislation went through open public consultation since mid 2024, allowing citizens to provide feedback before finalization.

➤ Key Dates

Enacted: June 13, 2025,

Effective: September 13, 2025



Key Interventions

- **rationalising and simplifying penalties**, linking them to the seriousness & magnitude of offences
- **punishing drivers instead of vehicles**, especially recidivists
- massive deployment (4,000) of **cameras** for key violations (speeding, helmet, seatbelt, mobile use)
- implementing **digital management of fines**
- **city-wide 30km/h speed limit** in all urban streets of one or two directions with one lane per direction - the second EU country after Spain (from 1 January 2026)
- introducing two-wheeler **filtering & advance stopping zones**, etc.



Speeding

Speed Violation Category	Before	Now
Exceeding limit up to 20 km/h	€40	€150
Exceeding limit 20–30 km/h	€100	€150 + driving license suspension 20 days
Exceeding limit 30–50 km/h	€350 + driving license suspension 60 days	€350 + suspension of license and vehicle registration documents 30 days
Exceeding limit >50 km/h	€350 + driving license suspension 60 days	€700 + license suspension 60 days
Motorways >150 km/h	€350 + driving license suspension 60 days	€350 + suspension of license and vehicle registration documents 30 days
Highways >130 km/h	€350 + driving license suspension 60 days	€350 + suspension of license and vehicle registration documents 30 days
Other roads >120 km/h	€350 + driving license suspension 60 days	€350 + suspension of license and vehicle registration documents 30 days
Driving below min. speed limit	€80	€30



Mobile Phone Use

Without Causing a Crash

	Before	Now
Penalty	License suspension: 60 days Plate confiscation: 60 days	€350 fine License suspension: 30 days

- Recidivists (new provisions):
 - 1st: €1,000, license 180 days
 - 2nd: €2,000, license 1 year

Causing a Crash

	Before	Now
Penalty	License suspension: 60 days Plate confiscation: 60 days No criminal penalty	€350 fine License suspension: 30 days

- Recidivists (new provisions):
 - 1st: €2,000, license 4 years
 - 2nd: €4,000, license 8 years
- Criminalization in case of crash (new provisions): Article 290A applies (dangerous driving)
- Privacy (new provisions): Investigations may include phone/data location tracking, respecting legal safeguards



Driving Under the Influence of Alcohol

Blood Alcohol Concentration: 0.50–1.10 g/l

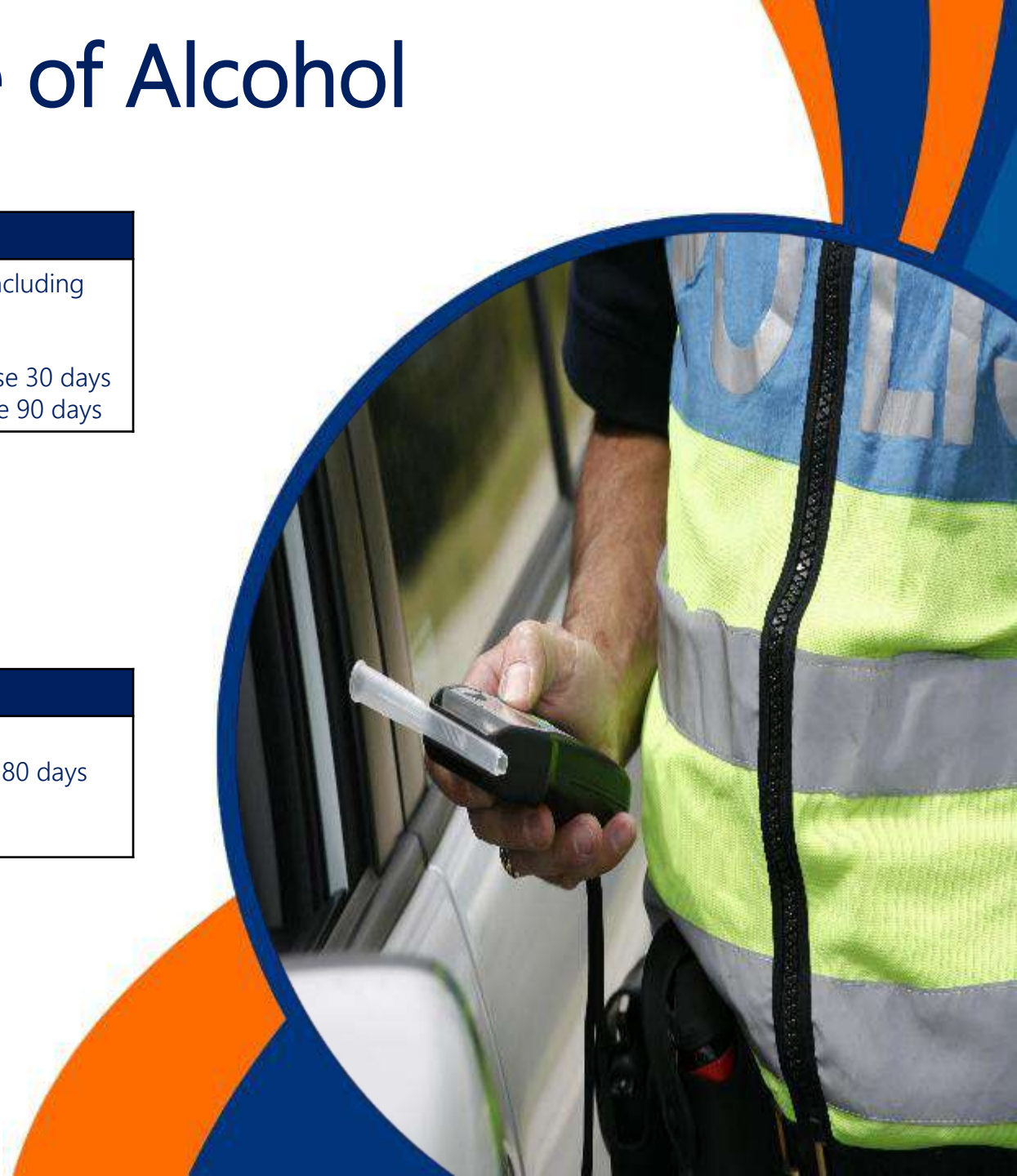
	Before	Now
Penalty	€200–700 fine License suspension up to 90 days Criminal prosecution for severe cases	Modern detection methods including other substances Vehicle immobilized 0.50–0.80 g/l: €350 fine, license 30 days 0.80–1.10 g/l: €700 fine, license 90 days

- Recidivists (new provisions):
 - 1st: €1,000, license 180 days
 - 2nd: €2,000, license 1 year

Blood Alcohol Concentration: >1.10 g/l

	Before	Now
Penalty	€1,200 fine License suspension: 180 days Jail ≥ 2 months	€1,200 fine License & plates suspension: 180 days Vehicle immobilized Jail: 2 months–5 years

- Recidivists (new provisions):
 - 1st: €2,000, license 7 years
 - 2nd: €4,000, license 10 years



Protective Equipment Non-Use

Helmet Non-Use

	Before	Now
Penalty	License suspension: 60 days Plate confiscation: 60 days Passenger fined €50	€350 fine License suspension: 30 days Passenger fined €350 Driver also fined if passenger violates, even if the driver wears a helmet

- Recidivists (new provisions):
 - 1st: €1,000, license 180 days
 - 2nd: €2,000, license up to 1 year

Seatbelt Non-Use

	Before	Now
Penalty	License suspension: 60 days Plate confiscation: 60 days Passenger fined €50	Driver: €350 fine, license suspension 30 days Passenger: €150 fine Driver also fined if passenger violates

- Recidivists (new provisions):
 - 1st: €1,000, license 180 days
 - 2nd: €2,000, license up to 1 year



Traffic Signal & STOP Violations

Red Light

	Before	Now
Penalty	€700 fine License suspension: 60 days Plate confiscation: 20 days	€700 fine License suspension: 60 days

- Recidivists:
 - 1st €1,000/180 days,
 - 2nd €2,000/1 year

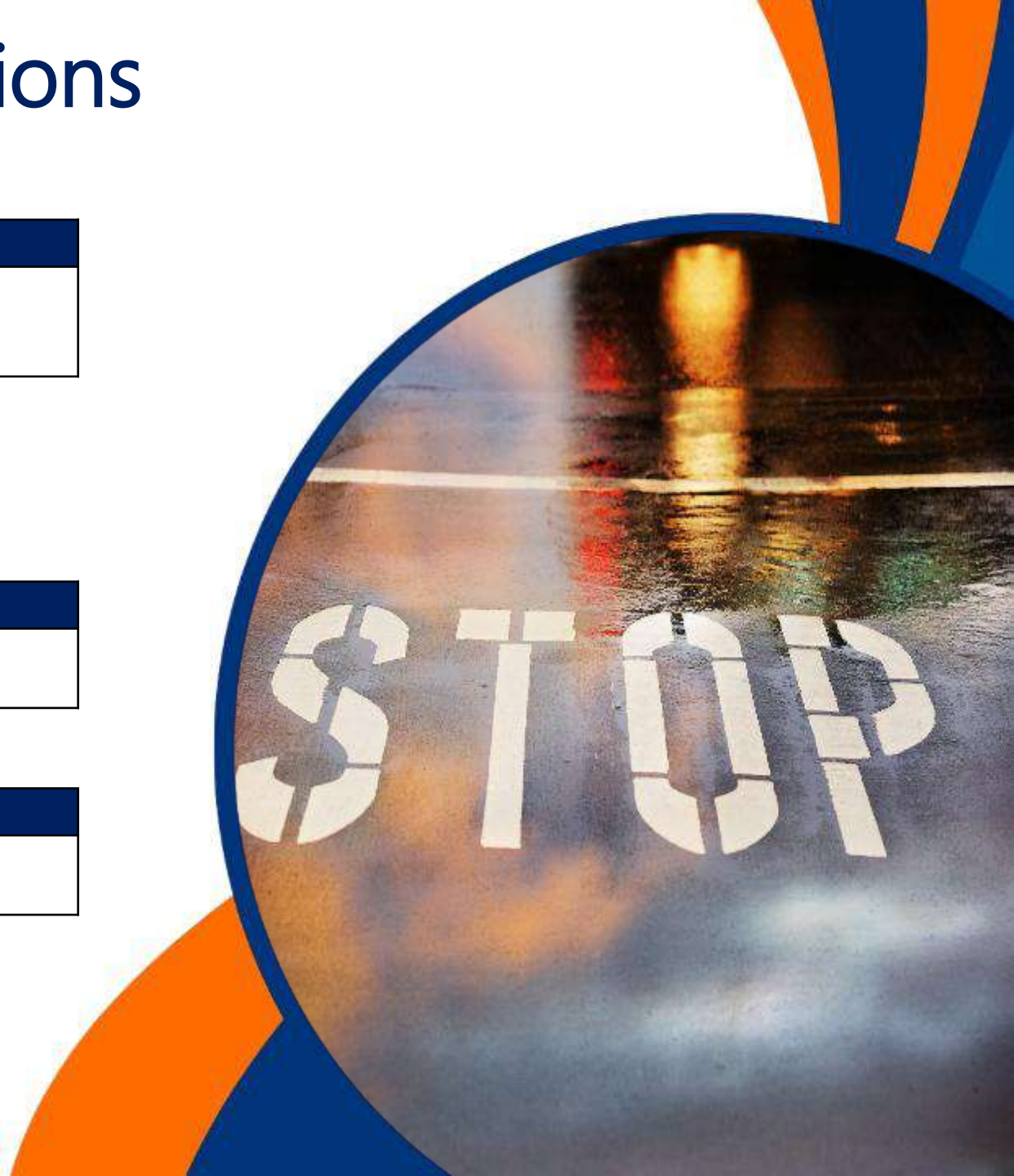
STOP (No Crash)

	Before	Now
Penalty	€700 fine License suspension: 20 days	€350 fine License suspension: 30 days

STOP (With Crash)

	Before	Now
Penalty	€700 fine License suspension: 20 days	€700 fine License suspension: 60 days

- Recidivists:
 - 1st €2,000/4 years,
 - 2nd €4,000/8 years



KPI – Speeding

Trendline KPIs (2025)

Road Type (speed limit)	KPI (95% CI)	Average Speed (km/h)	Standard Deviation (km/h)	V85 (km/h)
Urban Roads (50 km/h)	72.9% (65.5% - 79.1%)	40.3	6.1	46.1
Rural Roads (70 km/h)	71.0% (64.4% - 76.7%)	65.1	7.5	71.6
Motorways (130 km/h)	75.9% (69.8% - 80.7%)	96.2	10.8	107.0

* The rural network includes roads outside residential areas, with a speed limit of 70 km/h, excluding motorways.

Baseline KPIs (2022)

Road Type (speed limit)	KPI (95% CI)	Average Speed (km/h)	Standard Deviation (km/h)	V85 (km/h)
Urban Roads (50 km/h)	60.0% (58.1% - 62.0%)	48.4	9.3	57.0
Rural Roads (90 km/h)	78.3% (76.1% - 80.1%)	66.7	11.0	77.1
Motorways (130 km/h)	77.3% (75.8% - 78.6%)	103.3	14.9	117.3

* The rural network includes roads outside residential areas, with a speed limit of 90 km/h, excluding motorways.

Percentages refer to drivers complying to speed limits.



KPI – Seatbelt Use, Passenger Cars

Trendline KPIs (2025)

Road Type	KPI (95% CI)		
	Driver	Front Seat Passenger	Rear Seat Passenger
Urban Roads	71.9% (69.7% - 74.1%)	68.0% (63.5% - 72.5%)	54.6% (37.6% - 70.1%)
Rural Roads	72.2% (69.6% - 74.8%)	73.2% (67.9% - 78.3%)	78.7% (62.1% - 91.4%)
Motorways	83.2% (81.0% - 85.3%)	85.6% (81.6% - 89.0%)	67.0% (53.3% - 78.4%)
Total	72.4% (70.3% - 74.4%)	68.9% (64.7% - 73.2%)	56.8% (42.2% - 70.0%)

Baseline KPIs (2022)

Road Type	KPI (95% CI)		
	Driver	Front Seat Passenger	Rear Seat Passenger
Urban Roads	71.3% (69.2% - 73.5%)	72.4% (71.7% - 73.1%)	54.6% (51.3% - 58.0%)
Rural Roads	69.9% (68.1% - 71.6%)	70.8% (70.0% - 71.6%)	56.2% (52.4% - 59.9%)
Motorways	81.2% (80.0% - 82.3%)	85.3% (84.6% - 86.1%)	65.5% (60.8% - 70.2%)
Total	71.0% (69.6% - 72.4%)	71.8% (71.4% - 72.3%)	55.8% (53.5% - 58.0%)

Percentages refer to drivers complying to seat belt use.



KPI – Helmet Use, PTW

Trendline KPIs (2025)

Road Type	KPI (95% CI)	
	Driver	Passenger
Urban Roads	85.5% (83.1% - 87.6%)	59.7% (51.9% - 66.7%)
Rural Roads	85.3% (75.8% - 92.6%)	-
Motorways	95.8% (89.6% - 98.9%)	67.7% (37.2% - 88.6%)
Total	85.7% (79.7% - 89.9%)	58.6% (48.9% - 67.1%)

Baseline KPIs (2022)

Road Type	KPI (95% CI)	
	Driver	Passenger
Urban Roads	80.1% (77.6% - 82.4%)	57.7% (50.9% - 64.1%)
Rural Roads	77.5% (73.2% - 81.3%)	66.3% (58.4% - 73.6%)
Motorways	89.7% (83.1% - 94.2%)	75.2%
Total	79.8% (77.6% - 82.0%)	62.4% (57.2% - 67.3%)

Percentages refer to drivers complying to helmet use.



KPI – Non-use of handheld device

Trendline KPIs (2025)

Road Type	KPI (95% CI)
	Passenger Cars
Urban Roads	90.7% (89.3% - 92.1%)
Rural Roads	87.6% (85.5% - 89.6%)
Motorways	91.7% (89.8% - 93.3%)
Total	90.6% (89.2% - 91.8%)

Baseline KPIs (2022)

Road Type	KPI (95% CI)
	Passenger Cars
Urban Roads	88.5% (87.1% - 89.8%)
Rural Roads	93.2% (92.1% - 94.2%)
Motorways	90.5% (89.5% - 91.5%)
Total	90.9% (90.0% - 91.7%)

*Percentages refer to
drivers not using
mobile phone.*



Very positive results so far

Road fatalities **decreased significantly (-18.7%)** in January-September 2025 (409), compared to the same period in 2024 (503), with the perspective of saving more than 100 lives by the end of the year, mainly due to:

- **Systematic Helmet Enforcement:** Helmet use and drink & drive has been strictly enforced since the beginning of the year
- **Camera Expansion:** Gradual rollout of 4,000 traffic cameras across Greece, several already operational in Athens and Thessaloniki
- The announcement of the new stricter Road Traffic Code had a **direct effect on drivers'** behaviour, already since its voting in June 2025



The New Greek Road Traffic Code

George Yannis

NTUA Professor

Together with:

Dimitrios Nikolaou, Research Associate

Department of Transportation Planning and Engineering
National Technical University of Athens



ETSC's Main Council Meeting

Brussels, 15 October 2025

