

Current State of Road Safety in Greece: Existing Deficiencies and Urgently Needed Interventions

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Hellenic Institute of Transportation Engineers

- Institute of **transportation scientists and engineers**, involved in planning, design, operation and assessment of transport infrastructure and systems in Greece
- Website: www.ses.gr
- Almost **50 years** of scientific and social contribution
- **900 members** who are active in the private and public sectors, as well as in academia
- Actively pursue direct dialogue with Hellenic Government and regional Authorities on transport issues



Hellenic Institute of Transportation Engineers

Committees


- Road Transport
- Urban Mobility
- Rail Transport
- Air Transport
- Maritime Transport
- Freight Transport

Scientific Contribution

- Transport Legislation Consultation
- Development of Transport Guidelines / Specifications
- Ministerial Committees
- White Papers - Press Releases
- Conferences - Workshops

Διαδικτυακή Εκδήλωση

Οι Θέσεις του
Συλλόγου Ελλήνων Συγκοινωνιολόγων
για τις Μεταφορές



Τετάρτη
18:00

23 • ΙΟΥΝ • 2021

Η εκδήλωση θα μεταδοθεί
μέσω zoom και από τον
λογαριασμό youtube του
Συλλόγου

ΣΥΛΛΟΓΟΣ
ΕΛΛΗΝΩΝ
ΣΥΓΚΟΙΝΩΝΙΟΛΟΓΩΝ

2021

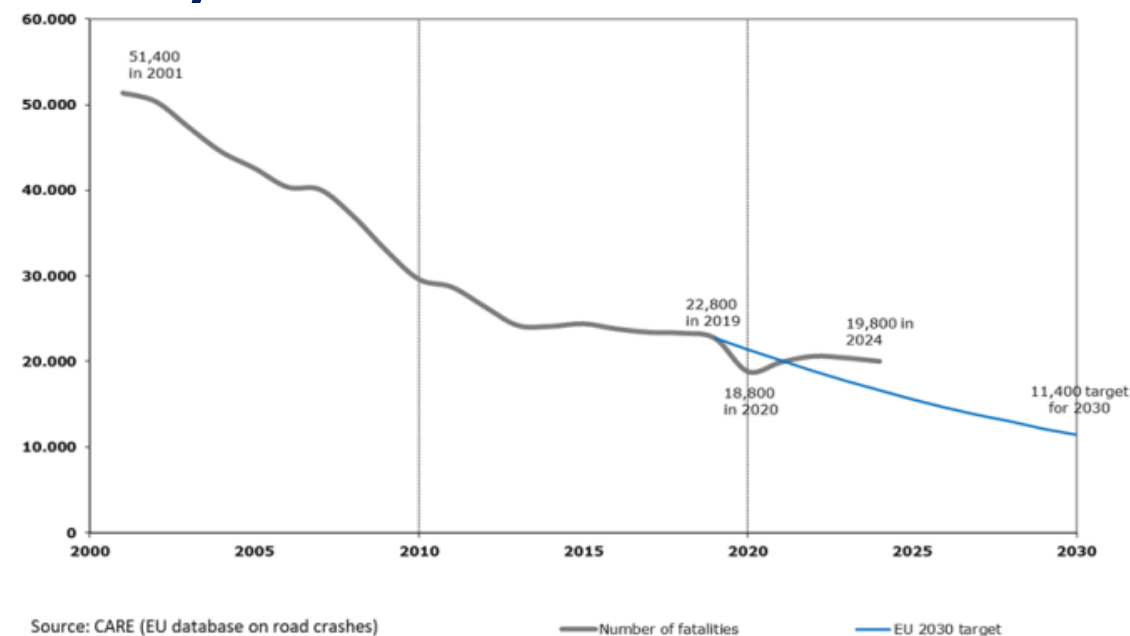
Έλληνες
Συγκοινωνιολόγοι στο
εξωτερικό

Δικτύωση, ανταλλαγή εμπειριών,
ενίσχυση δεσμών με Ελλάδα

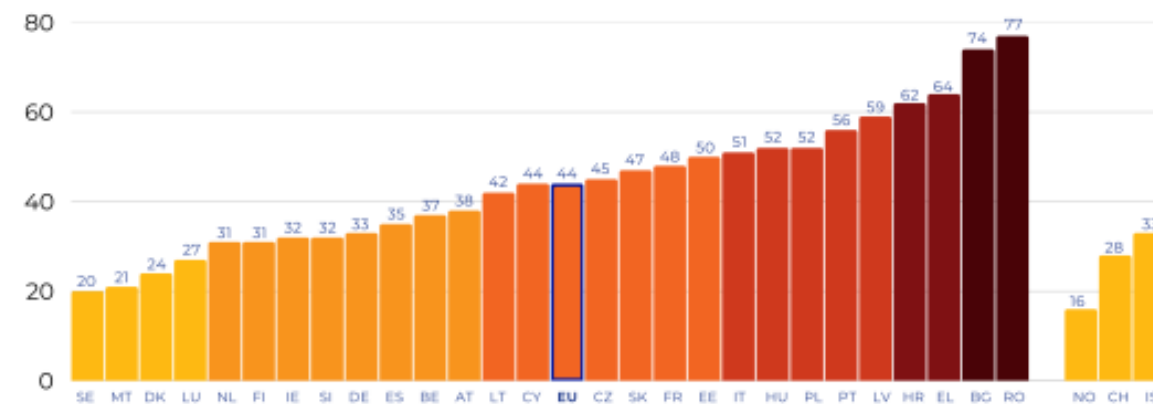
Υπό την Αιγίδα της Γενικής Γραμματείας Δημόσιας Διπλωματίας και Απόδημου Ελληνισμού του Υπουργείου Εξωτερικών

Road safety statistics, EU 2024

- Around **19,800 people** were killed in road crashes in the EU in 2024, a slight 3% drop compared to 2023.
- The overall pace of improvement remains too slow, and most Member States are not on track to meet the EU's goal of **halving road deaths by 2030**.
- There are significant differences in road safety performance among the 27 EU Member States.
- In 2024, Greece was ranked **25th out of 27** EU countries in road fatalities per population (only Bulgaria and Romania performed worse), with 64 fatalities per million inhabitants



Number of road fatalities per million inhabitants by country



Basic road safety figures, Greece 2014-2024



National
Technical
University
of Athens

Road
Safety
Observatory

gc1. Basic road safety figures, Greece 2014 - 2024

www.nrso.ntua.gr

	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2024/2023	2024/2014	2024/2020
Injury Road Crashes	11,690	11,440	11,318	10,848	10,737	10,712	9,083	10,454	10,487	10,553	11,346	7.5%	-3%	25%
Fatalities	795	793	824	731	700	688	584	624	654	646	665	2.9%	-16%	14%
Serious Injuries	1,016	999	879	706	727	652	518	610	664	659	546	-17.1%	-46%	5%
Slight Injuries	13,548	13,097	12,946	12,565	12,422	12,350	10,300	11,746	11,961	12,156	12,880	6.0%	-5%	25%
Vehicle Fleet (x1000)	8,048	8,076	8,173	8,263	8,237	8,402	8,530	8,698	8,882	9,107	9,562	5.0%	19%	12%
Fatalities per million vehicles	99	98	101	88	85	82	68	72	74	71	70	-2.0%	-30%	2%
Speed infringements	156,892	173,476	176,592	208,190	213,333	234,169	206,554	222,312	251,394	263,942	-	-	-	-
Drink & drive infringements	29,597	29,191	33,192	32,964	33,394	31,557	19,096	17,427	24,533	26,217	-	-	-	-
Seat belt infringements	34,526	29,611	34,831	31,510	33,380	34,594	30,174	32,354	39,026	44,838	-	-	-	-
Helmet infringements	54,354	52,783	63,971	59,405	52,706	52,089	46,394	48,974	51,976	52,963	-	-	-	-

Road fatalities in Greece
have decreased by 16% since
2014,

The rate fatalities per number of
vehicles has decreased
by 30% since 2014

A annual increase by 2.9% in road
fatalities was recorded in 2024

Notes

Figures in italics are
based on
provisional data

Issued:

Mar 18th, 2025

About the data:
nrso-data-gr

Sources:

Hellenic Statistical
Authority

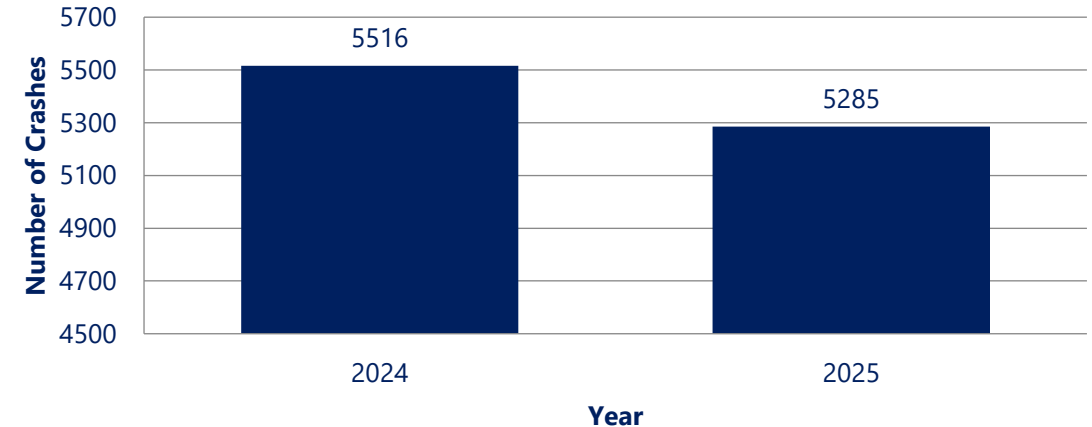
Police



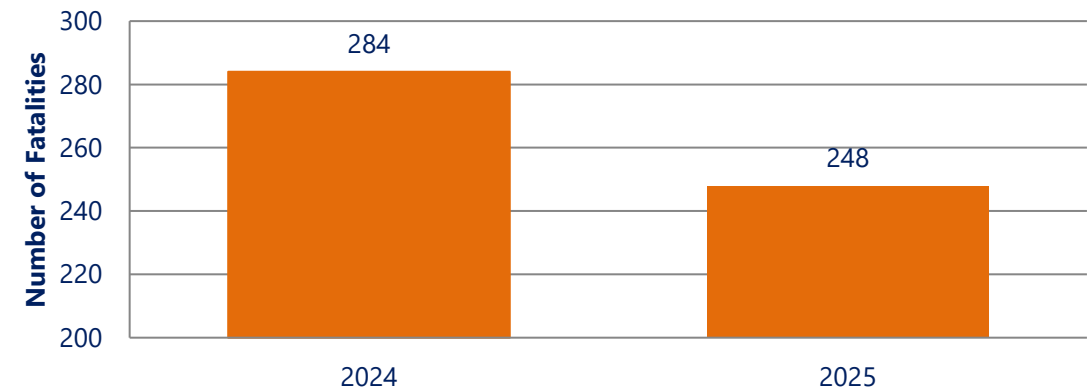
Road safety in Greece, 2025 (January-June)

- According to the **provisional data for 2025** from ELSTAT, road safety indicators in Greece show an **improvement** compared to the same period in 2024.
- The number of recorded **injury road crashes** during January-June 2025 was 5.285, compared to 5.516 in the corresponding period of 2024 (**-4.2%**).
- **Road fatalities** also decreased, from 284 in the first half of 2024 to 248 in 2025, marking a reduction of 36 deaths (**-12.7%**)

Injury Road Crashes (January – June)



Road Fatalities (January – June)



Safety Performance Indicators - Greece

Based on results from **Trendline** (2025) and **Baseline** (2022) EU projects (NTUA)

➤ Speed limit compliance (2025):

- 72,9% on urban roads
- 71,0% on rural (non-motorway roads)
- 75,9% on motorways

Improvement compared to 2022

➤ Seat Belt Use - Driver (2025):

- 72,2% on urban roads
- 71,9% on rural (non-motorway roads)
- 83,2% on motorways

No change compared to 2022

➤ Helmet Use - PTW Driver (2025):

- 85,5% on urban roads
- 85,3% on rural (non-motorway roads)
- 95,8% on motorways

Improvement compared to 2022

➤ Non-use of handheld device - Passenger car driver (2025):

- 90,7% on urban roads
- 87,6% on rural (non-motorway roads)
- 91,7% on motorways

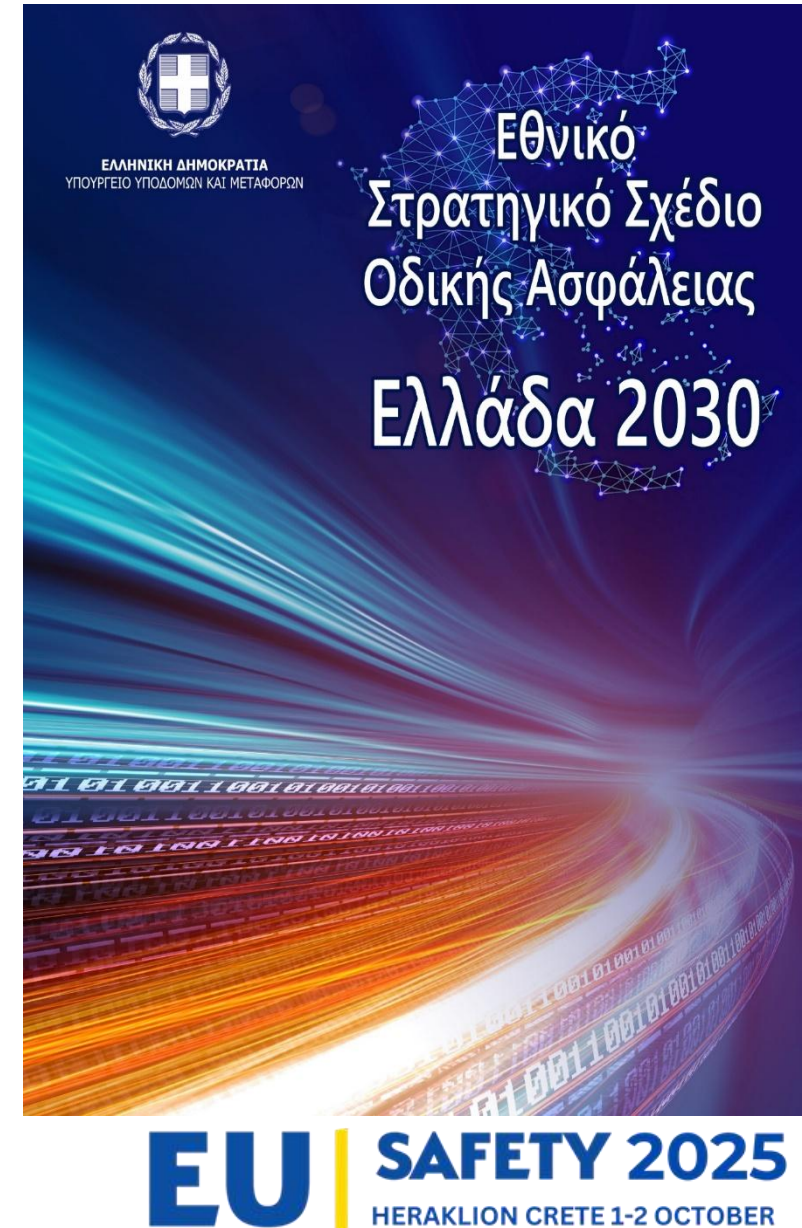
Improvement for urban roads & motorways, decline for rural roads compared to 2022

❖ High ratios of unsafe driving behaviour and non-compliance to traffic rules.

❖ Slight improvements, possibly attributed to increased enforcement.

Strategic Road Safety Plan, Greece 2030

- **Strategic Road Safety Plan for Greece 2021-2030**, developed by the Hellenic Ministry for Infrastructure and Transport, with the scientific support of the Department of Transportation Planning and Engineering, NTUA.
- Aligned with **Vision Zero** and **Safe System** approaches for road safety.
- Defines quantitative road safety **targets**.
- Includes **200 specific road safety interventions**, with prioritization and draft cost estimation.
- Suggests quantitative **road safety performance indicators** to assess the plan's implementation and the effectiveness of interventions.



Urgently Still Needed Major Interventions

- **Point System for traffic offenders**: Practically inoperative today; it needs to be re-established in a transparent, digital and immutable framework.
- Establishment and operation of a **National Road Safety Observatory**.
- Dedicated **Funding for Road Safety**.
- **Systematic Enforcement** of Traffic Regulations.
- Improvement of quality, reliability and timeliness of **Crash Related Data**. Crash geolocation is currently highly inaccurate (less than 40% of crashes are reported accurately according to NTUA studies), rendering existing crash data non-usable for crash analysis.



Urgently Still Needed Major Interventions

- **Update of Design and Access Management Guidelines**, and development of additional guidelines (currently missing or not approved). Existing framework is obsolete, developed over 20 years ago.
- **Treatment of Identified Hazardous Locations** across Greece: Designs ("MEBOA" studies) covering 15.000km of rural road network are available since 2015 - approximately only 10% has been implemented.
- Systematic **Road Safety Inspections** of existing road network.
- **30km/h zones in urban areas**: Local authorities need to urgently proceed with speed limit studies to support the realistic implementation of the measure.



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