



GREEK DATA SOURCES

The road accident database of the Hellenic Statistical Authority (EL.STAT)

The Hellenic Statistical Authority ([EL.STAT](#)) holds the official road accident database of Greece with disaggregate road accident data and detailed information concerning drivers, road accident casualties and vehicles involved since the early sixties. The data is coded on the basis of the Road Accident Data Collection Form, which is filled in by the Traffic Police for every road accident with casualties.

All the information included in the Data Collection Form refer to the time of the road accident, except of the information concerning the road accident casualties, which is finalized 30 days after the road accident. The road accident fatality data are thus in accordance to the common European definition of road accident fatality, taken as a fatality that occurs within 30 days from the road accident.

Data included in the EL.STAT database concern the time of the road accident (year, month, day, time), the location of the accident (location, inside / outside urban area, road type etc.), the accident type, the road environment (road design and traffic control, weather, pavement conditions, road lighting etc.), the casualties (injury severity, age, gender, nationality, use of safety equipment, alcohol etc.), as well as the non-injured drivers, and the vehicles involved (vehicle type, vehicle age etc.).

The database of the Traffic Police

The [Traffic Police](#) is the authority which is first called at the road accident site in all accidents with casualties and is responsible for filling-in the road accident Data Collection Form, and for finalizing the information concerning the casualties within 30 days from the day of the accident. The data collected is forwarded to the Hellenic Statistical Authority (EL.STAT) and stored in the own database of the Traffic Police. The database also includes detailed information on the road accident, persons and vehicles characteristics, including a few additional data elements, such as the cause of the road accident and the condition of the vehicles.

The Traffic Police is also responsible for road safety enforcement for speeding, driving under the influence of alcohol, red light violation, seat-belt and helmet use, overtaking, using a mobile phone while driving etc. The number of controls carried out and violations recorded are put at the respective data files and they are regularly published.

Databases of the Ministry of Infrastructure and Transport

The [Ministry of Infrastructure and Transport](#) is responsible for vehicle registration and driver licensing, and holds a database of the registered vehicles and a database of licensed drivers in Greece. The registered vehicles database includes disaggregate information on vehicle characteristics, such as vehicle type and use, year of 1st registration length, weight, engine size, fuel type, manufacturer etc. This database does not include mopeds, whereas scrapped vehicles are systematically removed from the database only in the recent years.

The driver license database includes disaggregate information on driver characteristics, such as license type and year, the related vehicle type, the license renewal or modification, person age, gender etc. However, deceased drivers are not systematically removed from the database.

NTUA project: Accident risk of drivers, 2005

The research project titled "Accident risk of drivers with high accident involvement" was carried out by [NTUA](#), during the period 2003-2005, for the Ministry of Transport and Communications. The project aimed to estimate the accident risk of Greek drivers, expressed as the number of drivers killed per million vehicle-kilometers of travel, with particular emphasis on young drivers, moped and motorcycle drivers. A national telephone survey was carried out on 2,500 drivers, on the basis of an appropriate sampling technique and a specially developed questionnaire, allowing to estimate the number of vehicle-kilometers travelled by Greek drivers of passenger cars and two-wheelers for year 2004. The estimated vehicle-kilometers, and the resulting accident risk rates, were disaggregated by driver age, gender and experience, vehicle type and vehicle age, road and area type, daytime / night, weekdays / weekends etc.

NTUA project: Collection of road safety data in Greece, 2009

The research project "Collection of road safety data in Greece" was carried out by [NTUA](#), during the period 2007-2009, for the Ministry of Transport and Communications. The project aimed to estimate the rates of use of safety equipment (i.e. seat belts and helmets) of Greek drivers with particular emphasis on passenger car and two-wheeler drivers. A national field survey was carried out, on the basis of roadside measurements at representative points of the national, interurban and urban road network, allowing to estimate the rates of seat belt and helmet use for year 2009. The estimated rates were disaggregated by person age group, gender and position in the vehicle (front / rear seat), vehicle type, road and area type, weekdays / weekends etc. During the field survey, the use of child restraint systems and the use of mobile phone by drivers were also measured.

The SARTRE and ESRA surveys

The [SARTRE](#) surveys were EC co-funded projects dealing with road users' attitudes and perceptions in Europe in relation to road traffic risk. [ESRA](#) is a joint international initiative of research organisations and road safety institutes coordinated by Vias institute, with the active participation of [NTUA](#). The objective of these initiatives is to highlight with a uniform methodology many important issues such as mobility experiences, perception of safety needs by different types of road users, opinions and experiences about speeding and impaired driving, attitudes towards other road users etc. They are based upon common surveys carried out in each participating country, by means of personal interviews for the filling of extensive questionnaires, and upon a shared analysis of the data. The 1st SARTRE survey was carried out on 1991, followed by SARTRE2 (1996) and SARTRE3 (2003) surveys. The SARTRE4 survey, which included additional road user groups (namely motorized two-wheeler riders, pedestrians, cyclists and public transport users), was completed on 2011. The ESRA surveys are intended to be repeated on a triennial basis. ESRA 1 was carried out on 2015 and ESRA 2 on 2018.

