

Structure and Culture

Basic Data

Table 1: Basic data of Greece in relation to the EU average

Basic data of Greece	EU average
- Population: 10,78 million inhabitants (2016)[2]	18,1 million (2015)
- Area: 131.957 km ² (2016)[2] (0,99% water) (2015)[4]	159.663 km ² (2015) 2,94% water (2015)
- Climate and weather conditions (capital city; 2017) [3]:	(2015)
- Average winter temperature (Nov. to April): 12,5°C	5,1°C
- Average summer temperature (May to Oct.): 24,5°C	16,6°C
- Annual precipitation level: 414 mm	691,5 mm
- Exposure: 210.000 million vehicles km (2014) [2]	168.260 million vehicle km (2015)
- 0,57 vehicles per person (2015) [2]	0,57 (2015)

Sources: [1] IRTAD; [2] EUROSTAT; [3] national sources; [4] CIA; [5] DG MOVE

Greece has a warm climate, a mountainous mainland and large complexes of islands.

Country characteristics

Table 2: Characteristics of Greece in comparison to the EU average

Characteristics of Greece	EU average*
- Population density: 82 inhabitants/km ² (2016) [2]	114 inhabitants/km ² (2015)
- Population composition (2015) [2]	
14,5% children (0-14 years)	15,6% children
64,5% adults (15-64 years)	65,5% adults
21,0% elderly (65 years and over)	18,9% elderly (2015)
- Gross Domestic Product (GDP) per capita: €16.293 (2016) [2]	€26.300 (2015)
- 78,6% of population lives inside urban area (2017)[4]	72,6% (2015)
- Special characteristics [4]: mountainous with ranges extending into the sea as peninsulas or chains of islands	

Sources: [1] IRTAD; [2] EUROSTAT; [3] national sources; [4] CIA; [5] DG MOVE

Structure of road safety management

The coordination of all the Ministries involved in road safety management, is ensured by the Inter-Ministerial Committee on road safety chaired by the Prime Minister. However, its role remains limited as the corresponding coordination secretariat has never been established.

The following key actors are responsible for Road Safety (RS) policy making:

Table 3: Key actors per function in Greece

Key functions	Key actors
1. - Formulation of national RS strategy - Setting targets - Development of the RS programme	- Inter-Ministerial Road Safety Committee: Ministers of Economy, Development & Tourism; National Defence; Interior & Administrative Reconstruction; Education, Research & Religious Affairs; Health; Infrastructure, Transport & Networks - Road Safety Committee Secretariat
2. Monitoring of the RS development in the country	- Inter-Ministerial Committee on road safety: coordination.
3. Improvements in road infrastructure	- Ministry of Infrastructure, Transport & Networks: national, interurban and rural roads and Athens metropolitan area main road network. - 13 regions - Municipalities: urban roads
4. Vehicle improvement	- Ministry of Infrastructure, Transport & Networks
5. Improvement in road user education	- Ministry of Infrastructure, Transport & Networks - Ministry of Education, Research & Religious Affairs - Universities and Research centres - NGOs
6. Publicity campaigns	- Ministry of Infrastructure, Transport & Networks - Ministry of Interior and Administrative Reconstruction - Regional and local authorities - NGOs
7. Enforcement of road traffic laws	- The Traffic Police (under Ministry of Interior and Administrative Reconstruction) - Regional police forces
8. Other relevant actors	- The Ministry of Health - Institute of Transportation Engineers - Technical Chamber - Road Safety Institute Panos Mylonas - Greek Motor Club - Greek Motorcyclists' Federation - Make Roads Safe Hellas

Sources: national sources

All actors involved are co-ordinated by the Inter-Ministerial Committee on road safety.

Drivers in Greece are more supportive for stricter legislation on speeding and less for drink-driving compared to drivers in other countries.

Attitudes towards risk taking

- Drivers in Greece are more supportive for stricter legislation on speeding but less for drink-driving compared to drivers in other countries.
- The perceived probability of being checked is lower than the ESRA-average.

Table 4: Road safety attitudes and behaviour of drivers

	Greece	ESRA average
Self-reported driving behaviour	% of drivers that show behaviour at least once	
In the past 12 months, as a road user, how often did you drive without respecting a safe distance to the car in front?	59%	60%
In the past 12 months, as a road user, how often did you talk on a hand-held mobile phone while driving?	62%	38%
In the past 12 months, as a road user, how often did you drive faster than the speed limit inside built-up areas?	59%	68%
Supporting stricter legislation	% of drivers that disagree with the following	
What do you think about the current traffic rules and penalties in your country for each of the following themes? The penalties are too severe: for speeding	65%	61%
What do you think about the current traffic rules and penalties in your country for each of the following themes? The penalties are too severe: alcohol	72%	87%
Do you support the following measure?: Zero tolerance for alcohol (0,0‰) for all drivers	39%	41%
Perceived probability of being checked	% of drivers with answers in following categories	
In the past 12 months, have you been stopped by the police for a check? (once or more)	43%	31%
On a typical journey, how likely is it that you (as a driver) will be checked by the police for respecting the speed limits (including checks by police car with a camera and/or GoSafe cameras)? (Very (big) chance)	34%	37%
In the past 12 months, have you been checked by the police for alcohol while driving a car (i.e., being subjected to a Breathalyser test)? (once or more)	22%	19%

Source: ESRA 2016

Legend

(comparison of country attitude in relation to average attitude of other SARTRE countries):

■	2-9% better
■	10-19% better
■	≥ 20% better
■	2-9% worse
■	10-19% worse
■	≥ 20% worse

The Greek road safety plan is mainly directed at creating a better safety culture among Greek drivers.

Programmes and measures

Road safety strategy of the country

- The third National Road Safety Strategic Plan was approved by the Ministry of Infrastructure, Transport and Networks in September 2011 for the period 2011-2020.

National strategic plans and targets

- Targets (referred to 2010):

Table 5: Road safety targets for Greece

Year	Fatalities
2015	Max. 880
2020	-50% Max. 640

- Priority topics:
 - road safety education,
 - road safety enforcement,
 - safe road users,
 - safe road infrastructure,
 - safe vehicles and
 - post-crash management

(Sources: national sources)

Road infrastructure

Table 6: Description of the road categories and their characteristics in Greece

Road type	General speed limits for passenger cars (km/h)
Urban roads	50
Rural roads	90
Motorways	130

Source: EC DG-Move, 2017

- Special rules for:
 - 110 km/h on expressways
 - Variable speed limits are implemented when variable message signs are available on motorways.
- Guidelines and strategic plans for infrastructure are available in Greece.

(Source: IRTAD, 2015; national sources)

High risk site treatment, road safety audits and inspections are obligatory parts of infrastructure management in Greece.

Table 7: Obligatory parts of infrastructure management in Greece and other EU countries

Obligatory parts in Greece:	EU countries with obligation
Safety impact assessment: no	32%
Road safety audits: yes	81%
Road safety inspections: yes	89%
High risk site treatment: yes	74%

Sources: IRTAD, 2015

- Recent activities of road infrastructure improvement have been addressing:
 - Due to the difficult economic conditions, the budget for road maintenance and safety intervention is significantly reduced. The major programme for motorway development, totalling 2.500 km of toll motorways (including new 1.400 km) has restarted in 2013.

(Sources: national sources)

Traffic laws and regulations

Table 8: Description of the regulations in Greece in relation to the most common regulations in other EU countries

Regulations in Greece [1]	Most common in EU (% of countries)
Allowed BAC ¹ levels:	
- General population: 0,5‰	0,5‰ (61%)
- Novice drivers: 0,2‰;	0,2‰ (39%) and 0,0‰ (36%)
- Professional drivers: 0,2‰	0,2‰ (36%) and 0,0‰ (36%)
- Motorcycles, moped riders: 0,2‰	
Phoning:	
- Hand held: not allowed	Not allowed (all countries)
- Hands free: allowed	Allowed (all countries)
Use of restraint systems:	
- Driver: obligatory	Obligatory (all countries)
- Front passenger: obligatory	Obligatory (all countries)
- Rear passengers: obligatory	Obligatory (all countries)
- Children: obligatory	Obligatory (all countries)
Helmet wearing:	
- Motor riders: Obligatory	Obligatory (all countries)
- Moped riders: Obligatory	Obligatory (all countries)
- Cyclists: not obligatory	Not obligatory (46%)
- A demerit point system is in place. [2]	

Sources: [1] EC DG-Move, 2017; [2] WHO, 2013

Traffic laws and regulations are similar to those of most EU countries.

¹ Blood Alcohol Concentration

Effectiveness of traffic law enforcement is assessed as quite low compared to the most common in the EU.

Enforcement

Table 9: Effectiveness of enforcement effort in Greece according to an international respondent consensus (scale = 0-10)

Issue	Score for Greece	Most common in EU (% of countries)
Speed legislation enforcement	6	7 (43%)
Seat-belt law enforcement	6	7 (25%) and 8 (25%)
Child restraint law enforcement	4	8 (39%)
Helmet legislation enforcement	6	9 (50%)
Drink-driving law enforcement	6	8 (43%)

Source: WHO, 2015

Road User Education and Training

Table 10: Road user education and training in Greece compared to the situation in other EU countries

Education and training in Greece	Most common in EU (% of countries)
General education programmes:	
- Primary school: included as part of Civil and Social Education courses	Compulsory (71%)
- Secondary school: voluntary	Compulsory (43%)
- Other groups: no information	-
Driving licences thresholds:	
- Passenger car: 18 years	18 years (82%)
- Motorised two wheeler: 16 years for AM category; 18 years for A1 category; 20 years for A2; 22/24 for A category	16 years for low categories (68%) and 18 years for higher categories (64%)
- Buses and coaches: 21 years	21 years (89%)
- Lorries and trucks: 18 years for C1 category; 21 years for C category	21 years (71%)

Sources: [1] ROSE25, 2005; [2] national sources

Public Campaigns

Table 11: Public campaigns in Greece compared to the situation in other EU countries

Campaigns in Greece	Most common issues in EU (% of countries)
Organisation:	
- Ministry of Infrastructure, Transport and Networks: national campaigns	
- Ministry of the Interior and Administrative Reconstruction	
- Regional and local authorities	
- NGOs	
Main themes:	
- Drink-driving	Drink-driving (96%)
- Seat-belt	Speeding (86%)
- Speeding	Seat-belt (79%)
- Helmets	

Sources: SUPREME, 2007; national sources

Traffic and road safety education is not compulsory, but is included in Civil and Social Education courses.

Mandatory vehicle inspection periods are twice as long as the periods in most countries.

Vehicles and technology (national developments)

Table 12: Developments of vehicles and technology in Greece, compared to the situation in other EU countries

Mandatory technical inspections:	Most common in EU (% of countries)
Passenger cars: every 24 months (for new cars: after 4 years, then every 2 years)	Every 12 months (39%)
Taxis: every 12 months	
Motorcycles: every 24 months	Every 24 months (32%)
Buses or coaches: every 12 months	Every 12 months (61%)
Lorries or trucks: every 24 months	Every 12 months (68%)

Sources: EC website, national sources

Road Safety Performance Indicators

Speed

The number of speed tickets per population in Greece has decreased during 2006-2014.

Table 13: Number of speed tickets per population in Greece versus the EU average

Measure	2006	2014	Average annual change	EU average (2014)
Number of speed tickets/ 1.000 population	34	14	-10,5%	91

Sources: [1] ETSC, 2010; [2] ETSC, 2016

Table 14: Percentage of speed offenders per road type in Greece compared to the EU average

Road type	2004	2013	Average annual change	EU average
Motorways	n/a	n/a	-	n/a
Rural roads	n/a	n/a	-	n/a
Urban roads	n/a	n/a	-	n/a

Sources: [1] ETSC, 2010; [2] ETSC, 2015

Table 15: Mean speed per road type in Greece compared to the EU average

Road type	2005	2007	Average annual change	EU average
Motorways	n/a	n/a	-	n/a
Rural roads	n/a	n/a	-	n/a
Urban roads	n/a	n/a	-	n/a

Sources: [1] ETSC, 2010; [2] ETSC, 2015

Alcohol

Alcohol enforcement has increased during the last years, but it still remains below the EU average.

Table 16: Road side surveys for drink-driving in Greece compared to the EU average

Measure	2006	2014	Average annual change	EU average (2014)
Amount of tests/1.000 population	118	166	4,4%	201
% tested over the limit	3,4	1,6	-9,0%	2,1%

Sources: [1] ETSC, 2010; [2] ETSC, 2016

New cars in Greece are rated with lower car occupant protection score compared to the EU average.

Vehicles

Table 17: State of the vehicle fleet in Greece compared to the EU average

Vehicles	EU average
Cars per age group (2009) [1]:	Passenger cars (2009) [2]
- ≤ 2 years: 8%	≤ 2 years: 11%
- 3 to 5 years: 19%	3 to 5 years: 18%
- 6 to 10 years: 29%	6 to 10 years: 26%
- > 10 years: 44%	>10 years: 45%
EuroNCAP occupant protection score of cars (new cars sold in 2013) [3]:	
- 5 stars: 47,5%	5 stars: 52,5%
- 4 stars: 6,9%	4 stars: 4,5%
- 3 stars: 3,2%	3 stars: 2,9%
- 2 stars: 0,0%	2 stars: 0,5%
- not tested: 42,4%	not tested: 39,6% ²

Source: [1] ETSC, 2016; [2] EUROSTAT, 2017; [3] ETSC, 2016

Protective systems

Table 18: Protective system use in Greece versus the average in EU

Protective systems	EU average ³
Daytime seat-belt wearing in cars and vans (2009):	(2016)
- 75% front	not available
- 77% driver	91,6% driver
- 74% front passenger	92,4% front passenger
- 23% rear	70,9% rear
- no information on % child restraints	not available
Helmet use (2009):	
- 75% drivers	not available
- 46% passengers	

Sources: IRTAD, 2016; national sources

Seat-belt wearing rates are lower in Greece than on average in the EU.

² Based on data of 25 EU countries (excl. HR, LU and MT).

³ Based on data of 17 EU countries; data of AT, DE, IE, IT, LT, FI, SE (2016); data of BE, CZ, HU, LU, PL, SI (2015); data of DK, HR, UK (2014); data of PT (2013)

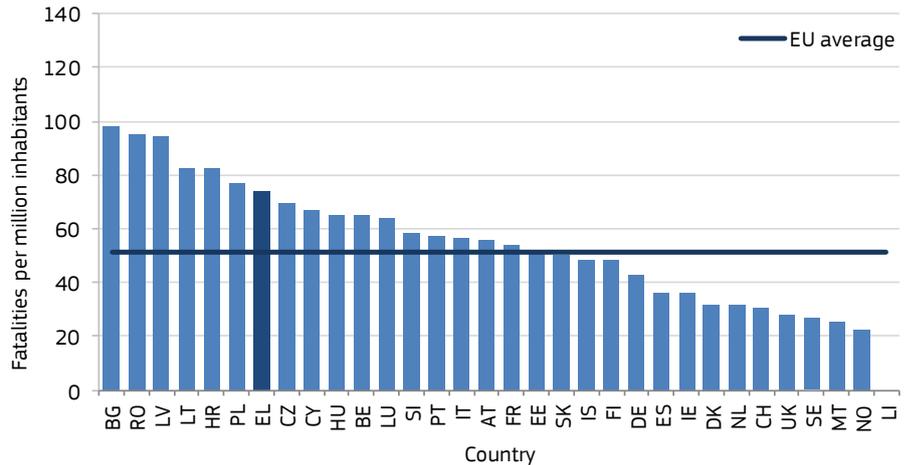
Road Safety Outcomes

General positioning

The fatality rate of Greece has been higher than the EU average (around 74 fatalities per million population in 2015) in all years between 2001 and 2015. Especially in the years up to 2010, difference in the rates was substantial. Since 2009, the Greek rate decreased faster than the EU average rate.

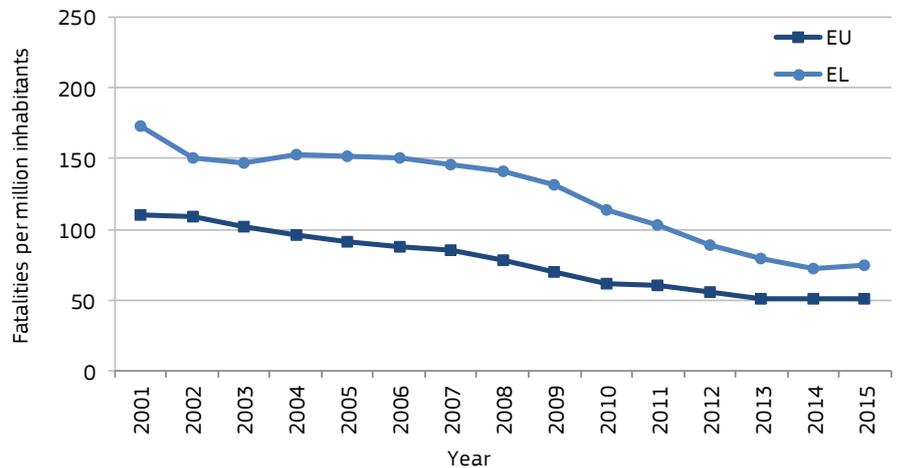
The fatality rate of Greece is higher than the EU average. Especially in the years up to 2010, difference in the rates was substantial.

Figure 1: Fatalities per million inhabitants in 2015 with EU average



Sources: CARE, Eurostat

Figure 2: Development of fatalities per million inhabitants between 2001 and 2015 for Greece and the EU average



Sources: CARE, Eurostat

The share of motorcyclist fatalities is much higher compared to the EU average.

Transport mode

The share of motorcyclist fatalities is nearly twice the EU average. While the average annual reduction of motorcyclist fatalities between 2001 and 2015 was only 4%, it was 7% for car occupants. In the same period, the annual reduction rates of pedestrian and cyclist fatalities were 7% each.

Table 19: Reported fatalities by mode of road transport in Greece compared to the EU average

Transport mode	2001	2015	Average annual change	Share in 2015	EU average (2015)
Pedestrians	338	128	-7%	16%	21%
Car occupants	803	314	-7%	39%	46%
Motorcyclists	426	237	-4%	29%	15%
Mopeds	77	32	-7%	4%	3%
Cyclists	29	11	-7%	1%	9%
Bus/coach occupants	4	3	-2%	0%	0%
Lorries or truck occupants	122	55	-6%	7%	5%

Sources: CARE, national sources

Age, gender and nationality

Table 20: Reported fatalities by age, gender and nationality in Greece versus the EU average

Age and gender	2001	2015	Average annual change	Share in 2015	EU average (2015)
Females					
0-14 years	22	3	-14%	0%	1%
15 – 17 years	17	4	-11%	1%	1%
18 – 24 years	62	24	-7%	3%	3%
25 – 49 years	127	48	-7%	6%	6%
50 – 64 years	63	16	-10%	2%	4%
65+ years	116	47	-7%	6%	10%
Males					
0-14 years	25	3	-15%	0%	1%
15 – 17 years	34	15	-6%	2%	2%
18 – 24 years	323	88	-10%	11%	11%
25 – 49 years	570	249	-6%	32%	29%
50 – 64 years	221	114	-5%	14%	16%
65+ years	269	178	-3%	23%	17%
Nationality of killed person					
National	1.614	691	-6%	88%	n/a
Non-national	266	95	-8%	12%	n/a

Sources: CARE, national sources

Greece has a somewhat higher share of male road fatalities than the EU average.

Fatalities in built-up areas are over-represented in Greece.

Location

Fatalities in built-up areas are over-represented in Greece compared to the EU average.

Table 21: Reported fatalities by location in Greece compared to the EU average

Location	2001	2015	Average annual change	Share in 2015	EU average (2015)
Built-up areas	830	388	-6%	49%	37%
Rural areas	964	352	-7%	44%	54%
Motorways	86	53	-4%	7%	8%
Junctions	n/a	n/a	-	-	20%

Sources: CARE, national sources

Lighting and weather conditions

Table 22: Reported fatalities by lighting and weather conditions in Greece compared to the EU average

Conditions	2001	2015	Average annual change	Share in 2015	EU average (2015)
Lightning conditions					
During daylight	983	418	-6%	53%	52%
During night-time	793	335	-6%	42%	31%
Weather conditions					
While raining	178	82	-6%	10%	9%

Sources: CARE, national sources

The share of fatal single vehicle accidents is substantially higher than the EU average.

Single vehicle accidents

Table 23: Reported fatalities by type in Greece compared to the EU average

Accident Type	2001	2015	Average annual change	Share in 2015	EU average (2015)
Single vehicle accidents	657	323	-5%	41%	29%

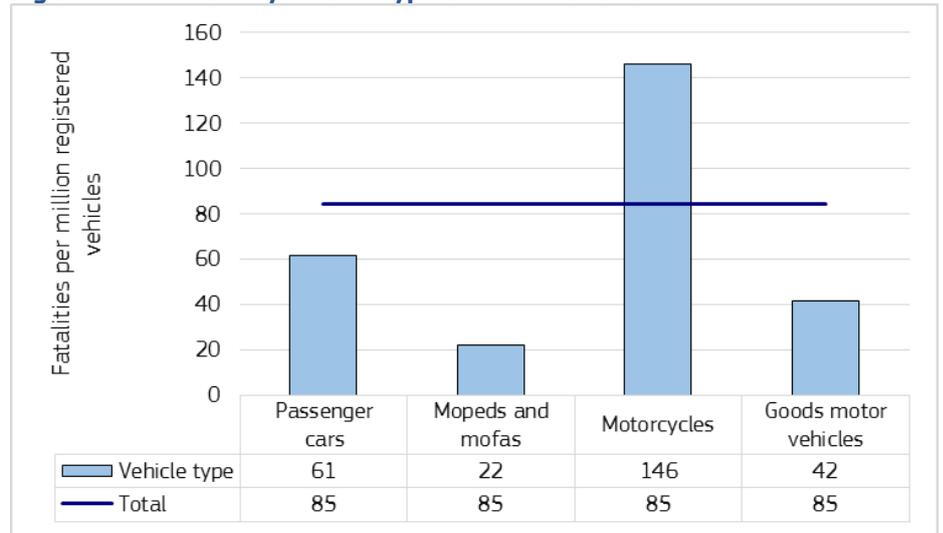
Sources: CARE, national sources

Under-reporting of casualties

- Fatalities: 100%, due to improvements of the data recording systems.
- Hospitalised: no studies with quantitative information exist.

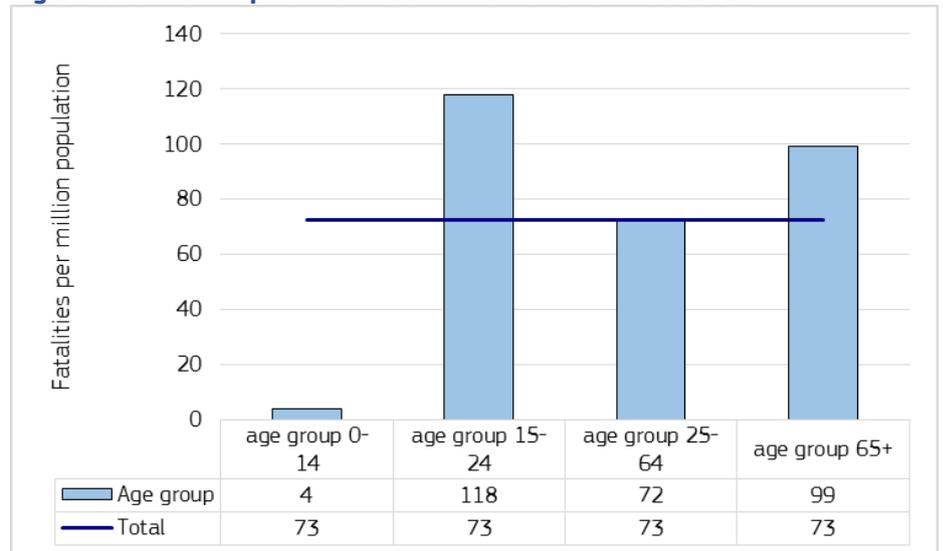
Risk Figures

Figure 3: Fatalities by vehicle type in Greece in 2015



Sources CARE, IRTAD

Figure 4: Fatalities per million inhabitants in Greece in 2015



Sources: CARE, EUROSTAT

In Greece risk is highest for motorcyclists and youngsters.

Social Cost

- The total cost of road accident casualties (fatalities and injuries) is estimated at 48,5 billion euros (2014).
- The following costs are an update of the values in Table 5.3 of the HEATCO Deliverable D5 (2006) to base year 2010. Each figure includes the value of safety per se (VSL⁴ for fatality, 13% of VSL for severe, 1% for light injury) and the value of direct and indirect economic costs (10% of VSL for fatality, severe and slight injury based on HEATCO (2005)). EU average based on the VSL of €1,7 million.
- The costs per casualty for 2010 are as follows:

Table 24: Cost (€) per injury type in Greece versus the EU average

Country	Fatality	Severe injury	Slight injury
Austria	2.395.000	327.000	25.800
Belgium	2.178.000	330.400	21.300
Bulgaria	984.000	127.900	9.800
Croatia	1.333.000	173.300	13.300
Cyprus	1.234.000	163.100	11.900
Czech Republic	1.446.000	194.300	14.100
Denmark	2.364.000	292.600	22.900
Estonia	1.163.000	155.800	11.200
Finland	2.213.000	294.300	22.000
France	2.070.000	289.200	21.600
Germany	2.220.000	307.100	24.800
Greece	1.518.000	198.400	15.100
Hungary	1.225.000	164.400	11.900
Ireland	2.412.000	305.600	23.300
Italy	1.916.000	246.200	18.800
Latvia	1.034.000	140.000	10.000
Lithuania	1.061.000	144.900	10.500
Luxembourg	3.323.000	517.700	31.200
Malta	2.122.000	269.500	20.100
Netherlands	2.388.000	316.400	25.500
Poland	1.168.000	156.700	11.300
Portugal	1.505.000	201.100	13.800
Romania	1.048.000	136.200	10.400
Slovakia	1.593.000	219.700	15.700
Slovenia	1.989.000	258.300	18.900
Spain	1.913.000	237.800	17.900
Sweden	2.240.000	328.700	23.500
Great Britain	2.170.000	280.300	22.200
EU average	1.870.000	243.100	18.700

Source: Update of the Handbook on External Costs of Transport. Final Report. Report for the European Commission: DG MOVE. Ricardo-AEA/R/ ED57769 Issue Number 1; 8th January 2014

Costs per injury type in Greece are lower than the EU average.

⁴ Value of Statistical Life

Traffic enforcement is assessed as less effective in Greece than in other EU countries, while alcohol enforcement has been improved.

Synthesis

Safety position

- The fatality rate of Greece was substantially higher than the EU average in 2015 (around 74 fatalities per million population).

Scope of problem

- Greece is characterised by increased traffic of motorcycles and pedestrians. As a consequence, the share of motorcyclist fatalities is more than twice the EU average.
- Greece has a somewhat higher share of male road fatalities than the EU average.
- Effectiveness of traffic law enforcement is assessed as quite low compared to the most common in EU. Seat-belt wearing rates are lower than the EU average.
- The passenger car fleet in Greece is somewhat older than the average European car fleet and mandatory vehicle inspection periods are twice as long as the periods in most countries.
- New cars in Greece are rated with lower car occupant protection score compared to the EU average.

Recent progress

- Since 2009, the Greek fatality rate per population decreased faster than the EU average rate.
- Alcohol enforcement has increased during the last years, but it still remains below the EU average.

Remarkable road safety policy issues

- The Greek road safety plan is mainly directed at creating a better safety culture among Greek drivers.
- High risk site treatment, road safety audits and inspections are obligatory in Greece.
- Greece has a 0,2‰ drink-driving limit for novice and professional drivers, as well as for drivers of motorcycles and mopeds.

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Notes

1. Country abbreviations

	Belgium	BE		Italy	IT		Romania	RO
	Bulgaria	BG		Cyprus	CY		Slovenia	SI
	Czech Republic	CZ		Latvia	LV		Slovakia	SK
	Denmark	DK		Lithuania	LT		Finland	FI
	Germany	DE		Luxembourg	LU		Sweden	SE
	Estonia	EE		Hungary	HU		United Kingdom	UK
	Ireland	IE		Malta	MT			
	Greece	EL		Netherlands	NL		Iceland	IS
	Spain	ES		Austria	AT		Liechtenstein	LI
	France	FR		Poland	PL		Norway	NO
	Croatia	HR		Portugal	PT		Switzerland	CH

2. Sources: CARE (Community database on road accidents), EUROSTAT, ITF-IRTAD, National sources.

The full glossary of definitions of variables used in this Report is available at: http://ec.europa.eu/transport/road_safety/pdf/statistics/cadas_glossary.pdf

3. Data available in September 2017.

4. Average annual change is calculated with the power function between the first and last years:

[aac = (b/a)^{1/n}-1, where aac: annual average change, a: first year value, b: last year value, n: number of years].

5. Explanation of symbols in Tables:

n/a: not available

"-": not applicable (e.g. calculation cannot be performed)

6. This 2017 edition of Road Safety Country Overviews updates the previous version produced in 2012 within the EU co-funded research project [DaCoTA](#).

7. Disclaimer

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8. Please refer to this Report as follows:

European Commission, Road Safety Country Overview - Greece, European Commission, Directorate General for Transport, September 2017.

