

Brussels, 19 February 2026
(OR. en)

6516/26
ADD 12

TRANS 86

COVER NOTE

From: Secretary-General of the European Commission, signed by Ms Martine DEPREZ, Director

date of receipt: 13 February 2026

To: Ms Thérèse BLANCHET, Secretary-General of the Council of the European Union

Subject: COMMISSION STAFF WORKING DOCUMENT Monitoring Road Safety Progress in the EU - Greece Accompanying the document COMMUNICATION FROM THE COMMISSION TO THE EUROPEAN PARLIAMENT, THE COUNCIL, THE EUROPEAN ECONOMIC AND SOCIAL COMMITTEE AND THE COMMITTEE OF THE REGIONS Report on the Implementation of the EU Road Safety Policy Framework at the Mid-Point

Delegations will find attached document SWD(2026) 44 final.

Encl.: SWD(2026) 44 final



Brussels, 13.2.2026
SWD(2026) 44 final

COMMISSION STAFF WORKING DOCUMENT

Monitoring Road Safety Progress in the EU - Greece

Accompanying the document

**COMMUNICATION FROM THE COMMISSION TO THE EUROPEAN
PARLIAMENT, THE COUNCIL, THE EUROPEAN ECONOMIC AND SOCIAL
COMMITTEE AND THE COMMITTEE OF THE REGIONS**

**Report on the Implementation of the EU Road Safety Policy Framework at the Mid-
Point**

{COM(2026) 77 final} - {SWD(2026) 33 final} - {SWD(2026) 34 final} -
{SWD(2026) 35 final} - {SWD(2026) 36 final} - {SWD(2026) 37 final} -
{SWD(2026) 38 final} - {SWD(2026) 39 final} - {SWD(2026) 40 final} -
{SWD(2026) 41 final} - {SWD(2026) 42 final} - {SWD(2026) 43 final} -
{SWD(2026) 45 final} - {SWD(2026) 46 final} - {SWD(2026) 47 final} -
{SWD(2026) 48 final} - {SWD(2026) 49 final} - {SWD(2026) 50 final} -
{SWD(2026) 51 final} - {SWD(2026) 52 final} - {SWD(2026) 53 final} -
{SWD(2026) 54 final} - {SWD(2026) 55 final} - {SWD(2026) 56 final} -
{SWD(2026) 57 final} - {SWD(2026) 58 final} - {SWD(2026) 59 final}

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Greece

1. Summary

In 2024, Greece had **the third highest fatality rate** in the EU, with 64 road fatalities per million inhabitants, while the EU average was 45. Compared to 2019, a decrease of 3% in road fatalities was recorded. Positively, a significant decrease (21%) of the number of road fatalities was observed over the first 10 months of 2025 due, in part, to increased enforcement of helmet use and not driving under the influence of alcohol. Building on this, the new Road Traffic Code (KOK), effective as of mid-2025, establishes key road safety upgrades. This puts Greece on track for achieving the EU and national target of a 50% reduction in fatalities by 2030.

Compared to the EU average, Greece shows a high proportion of powered two-wheeler fatalities (38% of the total fatalities compared to the 19% EU average) and fatalities on urban roads (54% of the total fatalities compared to the 39% EU average). Also, speeding is among the **main safety issues** in Greece, which has resulted in fatalities in single-vehicle crashes at a rate of 41% (EU average: 31%). Greece has also much lower helmet and seatbelt use rates compared to the EU average.

In the road safety strategic plan for the decade 2021-2030, the targets of **halving the numbers of road fatalities and serious injuries** by 2030 compared to 2019 have been set. Also, the strategic plan includes **six additional targets** for the reduction of road fatalities, aiming to address the main road safety issues identified in the country (i.e. high ratio of PTW fatalities, high number of road casualties inside urban areas and in touristic regions, a stable ratio of fatalities on motorways over time despite the upgrading of road infrastructure, etc.).

Based on the latest available preliminary data for 2025, Greece **is currently on track to achieving the 2030 targets** of halving the number of fatalities, with a decrease of 23,7% since 2019. Similarly, Greece is also getting on track to reach the 2030 target of 50% reduction in serious injuries, with a 22,2% reduction since 2019.

Additionally, in order to better monitor the road safety effort and progress during the decade 2021-2030, **quantitative targets for 8 road safety key performance indicators (KPIs)** have been set in the strategic plan. Data for 4 KPIs were collected in 2025 in the context of the Trendline project. Progress is demonstrated in some of the Key Safety Performance Indicators, like the increase of helmet use from 79% in 2022 to 86% in 2025 and the increase of speed limit compliance in urban areas from 60% in 2022 to 73% in 2025.

The Greek road safety strategic plan includes 200 road safety measures, allocated to five road safety pillars. Based on the self-reported assessment, overall, Greece starts from a medium level in terms of implemented road safety actions and measures up to 2021. **The “safe roads” pillar is well advanced** in terms of motorways, as new long sections have been delivered while others will be delivered soon and in the coming years. Several road safety treatments in identified high-risk sites have been implemented in the various regions of Greece, together with interventions in several Greek cities.

In terms of the “safe road use/ behaviour” pillar, after a couple of years of preparation, the **new Road Traffic Code** was recently adopted (in force since September 2025) and there has been an **intensification of enforcement** of the most serious offences of non-use of helmet and drinking-and-driving, which led to significant safety improvements in 2025. The new higher

finer system targets the most serious offences with emphasis on recidivists and, most importantly, is coupled with the massive deployment of cameras (gradually up to 4.000) and a new digital fines management system, which are expected to make enforcement much more efficient and systematic, starting from early 2026.

Some progress has also been observed in the “road safety management” pillar with a higher coordination of the competent Ministries and the planned establishment of a **new National Road Safety Authority** to be called ODYSEAS with increased competencies in terms of managing the various road safety funds and the monitoring of the road safety policy implementation.

Progress in the “safer vehicles” pillar concerns mainly a higher pace of vehicle fleet renewal, but still a high volume of old vehicles are circulating in traffic and need to be replaced. Limited progress is observed for the pillar on post-crash management.

In summary, the implementation of the national road safety strategy has intensified in the recent period and **significant progress can be observed** in the clear recent decrease of road fatalities. This can be attributed to more efficient road safety management, increased enforcement, new motorways and treatment of high-risk sites, all of which are expected to be intensified in the coming years. Key gaps and challenges concern the securing and exploitation of appropriate road safety funds and the efficiency of the authorities in implementing the various identified road safety actions and measures.

2. Road Safety Strategy and Measures

2.1. Road Safety Strategic Plan

The National Road Safety Strategic Plan for Greece covers the period 2021-2030. The lead authority for its implementation is the Ministry of Infrastructure and Transport.

It concerns the **definition, implementation and monitoring of the necessary actions** to reduce the number of road casualties in the period 2021-2030. The main road safety issues have been identified and in order to achieve the Vision Zero in 2050, a set of quantitative targets for 2030 has been defined. Furthermore, a detailed list of road safety actions and measures has been set. For all measures, the required budget and the timeframe for their implementation has been identified. Finally, a tool for monitoring the implementation of the strategic plan is suggested.

Table 12.1: National road safety strategic plan in Greece

Timeframe	2021-2030
Lead Authority	Ministry of Infrastructure and Transport
Link	https://www.nrso.ntua.gr/nrss2030/wp-content/uploads/2022/10/NationalRoadSafetyStrategicPlan-eng.pdf

Source: national sources

2.2. Road Safety Governance

In Greece, the Governmental Road Safety Committee was established in 2021, comprising the Deputy Ministers of Infrastructure & Transport, Citizen Protection, Education and Religion Affairs, Digital Governance, and the Alternate Ministers of Health and Interior. The Governmental Road Safety Committee, supported by the Road Safety Executive Committee, is responsible for the **formulation, effective coordination and implementation of the national road safety strategy**.

The Governmental Road Safety Committee, with the support of the Road Safety Executive Committee, is also tasked with **monitoring the road safety developments** in the country and coordinating all relevant stakeholders involved in road safety nationwide. According to a new law, a **new National Road Safety Authority** to be called ODYSEAS will be established, with increased competencies in terms of managing the various road safety funds and the monitoring of road safety policy implementation.

2.3. Main Safety Issues

According to the Greek National Road Safety Strategic Plan¹, the most critical factors (in order of importance) contributing to the occurrence and severity of road crashes in Greece include:

- **driving at high speeds** was the main cause for 41% car occupant fatalities in single-vehicle crashes in Greece in 2021, compared to the EU average of 31%
- **high exposure and high-risk behaviour of motorcyclists** led to 36% of powered two-wheeler (PTW) fatalities in Greece in 2021, whereas the EU average was 18%
- **low seatbelt and helmet use rates (2022)**
 - Seatbelt use
Front seat: Greece 71.8%, EU 93.1%
Rear seat: Greece 55.8%, EU 75.3%
 - Helmet use
PTW drivers: Greece 80.3%, EU 97.0%
PTW passengers: Greece 65.5%, EU 94.4%
- **mobile phone use while driving (2022)**
92.7% of drivers in Greece do not use hand-held mobile devices while driving, compared to 94.8% in the EU
- **driving under the influence of alcohol (2022)**
12.5% of car drivers in Greece have driven at least once in the last 30 days over the legal limit, compared to 11.8% in the EU

Additional road safety critical factors are also mentioned in the Greek National Road Safety Strategic Plan.

¹<https://www.nrso.ntua.gr/nrss2030/wp-content/uploads/2022/10/NationalRoadSafetyStrategicPlan-eng.pdf>

2.4. Road Safety Targets

In alignment with the European road safety targets, the targets of halving the number of road fatalities and serious injuries in 2030 compared to 2019 have been set. Also, six additional quantitative targets were set for the reduction of casualties in road crashes for the decade 2021-2030. Intermediate targets for 2025 have also been set.

Table 12.2: Targets for the reduction of road crash casualties

	Target			Target (% reduction)		
	2019 (Baseline)	2025	2030	2019 (Baseline)	2025	2030
1. Fatalities	688	482	344	-	30%	50%
2. Killed Motorcyclists	247	148	84	-	40%	66%
3. Cities with zero fatalities*	9	40	49	-	-	-
4. Killed on motorways	50	10	0	-	80%	100%
5. Killed on Greek islands	124	74	50	-	40%	60%
6. Killed in single-vehicle crashes	280	152	95	51%**	40%**	35%**
7. Road safety performance (fatality/population rate below EU average)	688	482***	344***	21 st position	16 th position	13th position
8. Serious injuries	652	456	326	-	30%	50%

* Cities with population between 50,000 and 100,000 inhabitants

** Percentage of killed persons in single vehicle crashes in total number of killed occupants (drivers and passengers)

*** The estimation of the figures is based on population projections for Greece from the World Bank and the assumption that the same declining trend of road fatalities per population with that of the decade 2021-2030 remains for all EU countries, while Greece achieves the target of halving road fatalities in 2030

Additional targets have been set for **eight road safety Key Performance Indicators (KPIs)**, in order to better monitor road safety progress over this decade. Intermediate targets for 2025 have been also set, while the baseline year is 2022.

Table 12.3: Targets for improving road safety performance indicators

Key Performance Indicators	2022 (Baseline)	Target 2025	Target 2030
1. Speeding	29%	<20%	<15%
2. Seat-belt use	71%	>90%	>95%
3. Helmet use	79%	>90%	>95%
4. Driving under the influence of alcohol	1,2%	0,8%	0,6%
5. Mobile phone use	7%	<5%	<2%
6. Percentage of new passenger cars with 5 Euro NCAP stars	89%	95%	>99%
7. Percentage of TEN-T network (≥3 stars i-RAP/EC)	50%*	65%	80%
8. Emergency response time (minutes)	49**	39	32

* Estimation to be confirmed after the relevant Network-wide road safety assessment

** Baseline year 2020

2.5. Road Safety Measures

In total, 44 Road Safety Actions and 200 Measures are foreseen in the road safety strategic plan, allocated to the **5 UN Road Safety Pillars**, as presented below.

Table 12.4: Road safety pillars and number of actions and measures

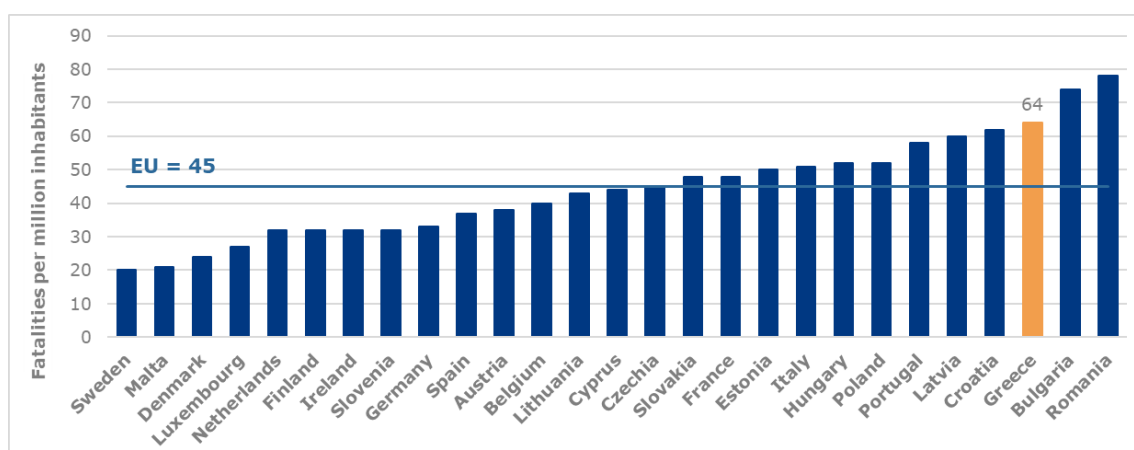
Pillars	Actions	Measures
Road Safety Management	9	40
Road User Behaviour	8	40
Road Infrastructure & Traffic	13	61
Vehicle	8	31
Post-crash Care	6	28
Total	44	200

3. Road Safety Progress

3.1. Road Safety Outcomes

Based on data for 2024, Greece ranked 25th out of the 27 EU countries in terms of the lowest numbers of fatalities per million inhabitants. In fact, 64 road fatalities per million inhabitants were recorded in 2024, which is well above the EU average (45). However, it is noted that in 2025 a significant decrease (21%) of the number of road fatalities is observed during the first 10 months – due, in part, to increased enforcement of helmet use and not drinking-and-driving - putting Greece back on track for achieving the EU and national target of 50% fatalities reduction by 2030.

Figure 12.1 Mortality rates by country, 2024



Sources: CARE database on road crashes; population data from Eurostat (online data code [demo_pjan](#)).

Compared to 2019, a 3% decrease in road fatalities was recorded in 2024. Between 2019 and 2023, the number of serious injuries increased by 1%. Thus, up to 2024, Greece was not progressing towards achieving **the 2030 targets**, as well as the interim target of 2025. In 2024, the observed number of fatalities was 25% higher than the target value and in 2023, the

observed number of serious injuries was 24% higher (126 serious injuries) than the target value for this year.

Figure 12.2 Road fatalities and target 2030²

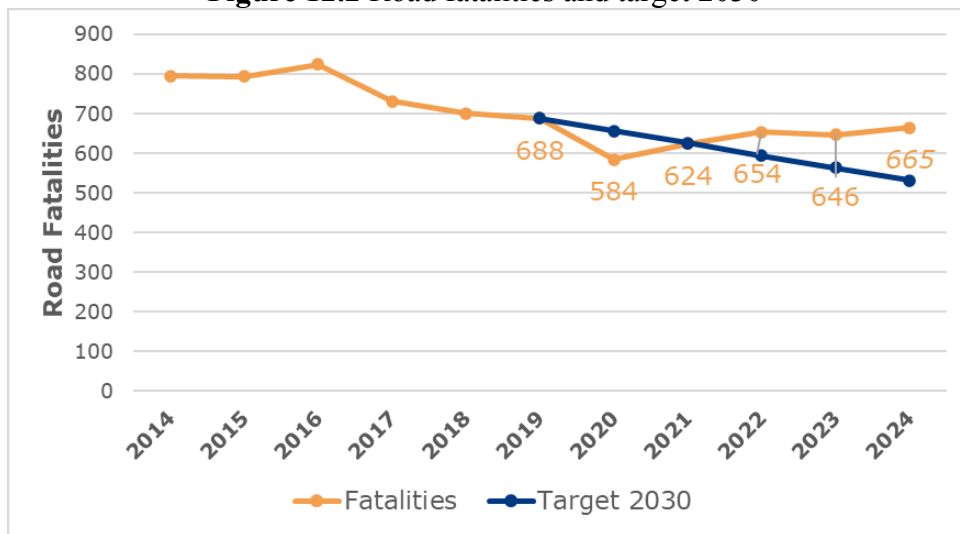
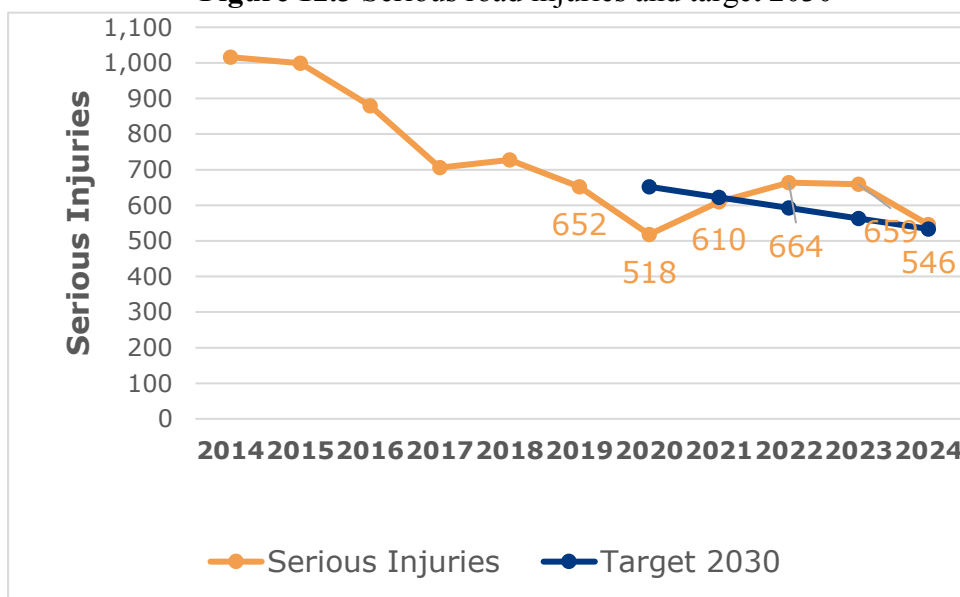


Figure 12.3 Serious road injuries and target 2030³



Concerning the remaining targets, in 2023, they have not been met. The numbers of fatalities in single vehicle crashes and on Greek islands are much higher than the targets set.

² It is noted that the global COVID-19 pandemic had an impact on the CARE data for 2020 and 2021 for many European countries. Traffic volumes dropped sharply during the pandemic due to traffic restrictions, which was associated with a significant drop in road traffic crashes and fatalities.

Table 12.5: Monitoring of road safety targets, 2023

	2019 (Baseline)	Target 2023	Observed 2023	Difference to target
Killed Motorcyclists	247	181	218	+37
Cities with zero fatalities*	9	-	13	+4
Killed on motorways	50	23	33	+10
Killed on Greek islands	124	91	110	+19
Killed in single-vehicle crashes	280	195	264	+69
Road safety performance (fatality/population rate below EU average)	21 st position	-	22 nd position	-

* Cities with population between 50,000 and 100,000 inhabitants

Compared to the EU average, the distribution of fatalities in Greece shows a **high proportion of powered two-wheelers fatalities and fatalities on urban roads**³. In fact, 38% of killed people in road crashes were riding a motorcycle or a moped in 2023 and 52% of road fatalities were recorded on roads inside urban areas.

An overview of the evolution of road fatalities and serious injuries for the years 2019 and 2023 (year with the latest available detailed crash data) is provided below for specific types of roads, crashes and road users. A high **increase in both killed and seriously injured car occupants** was recorded in 2023 compared to 2019 (21% and 11% respectively). Also, increases in fatalities and serious injuries on roads outside urban areas were recorded.

On the other hand, **positive changes were noted with crashes inside urban areas and certain groups of VRUs**. Specifically, the number of killed and seriously injured pedestrians declined considerably between 2019 and 2023 (-30% and -34% respectively). The number of cyclist fatalities also decreased sharply (-55%), together with a notable reduction in serious injuries (-35%). No change was noted for PTW rider fatalities, while their serious injuries slightly increased (+9%).

³ European Commission (2023), Country Profile Greece. Road Safety Observatory. Brussels, European Commission, Directorate General for Transport.

Table 12.6: Evolution of road fatalities, 2019-2023

Fatalities	2019	2023	% in 2023	% change 2019-2023
Total road fatalities	688	646	-	-6%
Inside urban areas	370	337	52%	-9%
Outside urban areas	268	276	43%	+3%
Motorways	50	33	5%	-34%
Single vehicle crashes	280	264	41%	-6%
Multi vehicle crashes	269	287	44%	+7%
Car occupants	202	245	38%	+21%
PTW riders	247	247	38%	0%
Cyclists	22	10	2%	-55%
Pedestrians	145	102	16%	-30%

Table 12.7: Evolution of serious injuries, 2019-2023

Serious Injuries	2019	2023	% in 2023	% change 2019-2023
Total serious injuries	652	659	-	+1%
Inside urban areas	438	392	59%	-11%
Outside urban areas	184	240	36%	+30%
Motorways	30	27	4%	-10%
Single vehicle crashes	223	271	41%	+22%
Multi vehicle crashes	329	327	50%	-1%
Car occupants	175	194	29%	+11%
PTW riders	328	357	54%	+9%
Cyclists	17	11	2%	-35%
Pedestrians	98	65	10%	-34%

3.2. Road Safety Performance Indicators

The use rates of seatbelts among passenger car occupants and helmet among powered two wheelers in Greece are considerably lower than the EU average. Also, based on a self-reported survey, drink-driving among Greek drivers is higher than the EU average. In addition, Greece is among the EU countries with the oldest passenger car fleet.

Table 12.8: Road Safety Performance Indicators, 2022 - 2025
(Source: ERSO, Country Profiles, Trendline)

	Greece		EU	
	2022	2025	2022	2025
Speeding⁴				
% of passenger cars travelling within speed limits ^a				
Motorways	77.7	92.0	-	-
Rural Roads	84.4	79.0	-	-
Urban Roads	58.8	73.0	-	-
Seat belt & CRS use rates (%) ^{a*,b}				
Front	71.8	68.9	93.1	92.4
Rear	55.8	56.3	75.3	69.9
Child restraint systems (roadside observations)	-	-	67.0	83.3
Child restraint systems (in-vehicle inspections)	/	/	-	-
Helmet use rates (%) ^a				
PTW driver	80.3	85.7	97.0	97.6
PTW passenger	65.5	86.6	94.4	97.0
Cyclist	-	-	37.8	34.5
DUI of Alcohol^c (self-reported)				
% of car drivers who have driven at least once in the last 30 days over the legal limit	12.5	-	11.8	11.8
Driver Distraction ^a				
% of drivers not using hand-held mobile device/phone while driving	92.7	89.1	94.8	94.5
Vehicle Safety				
% of new passenger cars rated with 4 EuroNCAP stars and above ^a	88.4	-	83.6	82.7
Average age of passenger car fleet (years) ^d	17.3	17.5	12.3	12.5

Sources: ^a Baseline and Trendline projects, ^b ETSC (2022), ^c ESRA3 project (2024), ^d ACEA (2024, 2025), Notes: *2025 data only for weekdays

4. Monitoring Road Safety Strategy Implementation

4.1. Implementation Progress

Road Safety Management

Based on the self-reported assessment, the 2019 baseline was low for almost all areas related to the pillar of **Road Safety Management**. Greece starts from a medium level concerning road safety legislation, while little progress has been made concerning road safety authority, road safety budget and the development of a national road safety observatory until 2021.

⁴ An EU average is not available for speeding, due to different legal speed limits among countries, which does not allow for a straightforward comparison.

Table 12.9: Self-reported assessment of implementation progress of measures related to road safety management

B1	Road Safety Management	Baseline Assessment (2021)	Progress (2021-2024)
1	National road safety authority	low	on track
2	National road safety budget	low	low
3	Road safety legislation	Medium	on track
4	National road safety observatory	Low	delayed

During the period 2021-2025, several measures related to the **road safety legislation** have progressed well, mainly with the preparation and the adoption of the new Road Traffic Code which was enacted on June 13, 2025; entitled “A New Framework for the Ratification of the Road Traffic Code and Other Provisions for Safe Mobility”. The new higher fines system introduced in the Road Traffic Code, targets the most serious offences with emphasis on recidivists, but most importantly is coupled with the massive deployment of a high number of cameras (gradually up to 4.000) for key violations (speeding, helmet, seatbelt, mobile use, red light), combined with the **digital automation of fines management** linking all databases of police, vehicles, drivers, technical inspection, insurance and national taxes, which are expected to make enforcement much more efficient and more systematic, starting from early 2026.

The new Road Traffic Code contains also several traffic management provisions, including the nation-wide introduction of **city-wide 30km/h speed limit** in all urban streets of one or two directions with one lane per direction (from 1 January 2026) and new provisions relating to powered two-wheelers, such as allowing filtering under certain conditions and introducing advance stopping zones.

The implementation progress of road safety measures, such as the National Road Safety Authority and the National Road Safety Observatory, is on track. More precisely, the Interministerial Road Safety Executive Committee is now coordinating more closely the competent Ministries and there are plans for the establishment of a **new National Road Safety Authority** to be called ODYSEAS with increased competencies in terms of securing and managing the various road safety funds and the monitoring of the road safety policy implementation.

The **National Road Safety Observatory** will be managed by ODYSEAS with secured funding, aiming at the development of an effective road safety progress monitoring system, which will include digital road crash maps (already openly available), incorporating Key Performance Indicators (KPIs), a regular monitoring and reporting mechanism to continuously assess progress and a public access platform, allowing stakeholders and the general public to view road safety statistics transparently, thereby fostering accountability and engagement in road safety initiatives.

Safe Road User Behaviour

In relation to the pillar of **Safe Road User Behaviour**, Greece starts from a medium level in 2021.

Table 12.10: Self-reported assessment of implementation progress of measures related to road user behaviour

B2	Safe Road User Behaviour	Baseline Assessment (2021)	Progress (2021-2024)
1	Enforcement	medium	Delayed
2	Education	medium	on track
3	New drivers training	medium	on track
4	Communication campaigns	medium	Delayed
5	Measures for vulnerable road users	medium	on track
6	Measures for professional drivers	medium	on track

Maintaining the pace of the previous years, **progress has been made in the implementation of measures in almost all key areas**, while the implementation of measures related to the communication campaigns have not reached the foreseen level.

Enforcement is becoming more systematic in targeting key violations, which brought significant results in increasing helmet use and not driving under the influence of alcohol, and a respective significant decrease in the number of road fatalities and serious injuries. A budget for the supply of speed (and other key violations) enforcement cameras is foreseen by the Transport Programme 2021-2027 (NSRF), and is expected to be operational in early 2026. The core element of this initiative is the creation of an Integrated National System for Digital Recording and Management of Traffic Controls and Fines. For the implementation of this system, a Memorandum of Understanding was signed in 2025 between the Ministry of Infrastructure and Transport, the Ministry of Citizen Protection, and the Ministry of Digital Governance and the respective tender is under way.

In parallel, concerning **education**, programmes for children in schools (mainly preschool and elementary school) have been established and are implemented locally by Traffic or Municipality Police or NGOs.

In the area of **novice driver training**, a series of significant reforms have been introduced. Most notably, an accompanied driving scheme for 17-year-olds was institutionalized in 2021. New training manuals for learner drivers were developed. Furthermore, a range of procedures related to driving licences — including initial issuance, renewal, and the Driver Behaviour Control System — have been digitalized. While provisions aimed at enhancing the examination system, such as the installation of surveillance cameras, have been adopted, their implementation remains pending.

Regarding measures for **vulnerable road users**, provisions for personal light electric vehicles (e-scooters, etc.) were added to the Road Traffic Code, including mandatory helmet use and minimum age requirements. For **professional drivers**, besides the EU legislation, there is relatively new legislation for age limitations for truck and bus drivers. Restrictions on the circulation of heavy vehicles have been enforced on specific sections of motorways and national roads during periods of heightened traffic volume, with the objective of improving road safety and ensuring smoother traffic flow.

Regarding the **communication campaigns**, the development of the ten-year communication

policy foreseen in the road safety strategy has been delayed. The campaign will leverage social media and digital platforms for broad outreach, while public awareness campaigns will be launched to educate and engage citizens. The Ministry will monitor and evaluate the campaign’s effectiveness, engaging with schools and communities to instill road safety habits from a young age. Additionally, the campaign will promote enforcement and policy support, with ongoing public engagement and feedback to ensure continuous improvement.

Safe Speeds

Regarding the **Safe Speeds** pillar, Greece starts from a medium level concerning the related campaigns and the monitoring of speeding, while less work has been made in the enforcement of speeds and the update of the speed limits until 2021.

Table 12.11: Self-reported assessment of implementation progress of measures related to safe speeds

B3	Safe Speeds	Baseline Assessment (2021)	Progress (2021-2024)
1	Update of speed limits	low	on track
2	Enforcing speed limits	low	delayed
3	Campaigns on speeding	medium	delayed
4	Monitoring speeding	medium	delayed

The implementation has been **delayed for all road safety areas**, except the update of speed limits. More specifically, the first priority measure concerning the update of speed limits was the reduction of the speed limit from 50km/h to 30km/h inside urban areas. This new limit is now included in the new Road Traffic Code to be in force from 1st January 2026. In parallel, the extensive installation of speed cameras is under way.

Measures related to the implementation of the **ten-year communication policy** foreseen in the Strategic Plan, which also includes dedicated campaigns on speeding, have been delayed.

In addition, even though the monitoring of speeding, the systematic collection of speed data and the calculation of the related KPIs is foreseen in the strategic plan, no systematic data collection is taking place.

Safe Roads

Regarding the **Safe Roads** pillar, based on the self-reported assessment, the baseline and implementation progress are mixed across different measures. Greece starts from a medium level in almost all areas in 2021. The road safety area of motorways safety management is the only one that starts from an advanced level, unlike the implementation of measures related to road safety audits and inspections.

Table 12.12: Self-reported assessment of implementation progress of measures related to safe roads

B4	Safe Roads	Baseline Assessment (2021)	Progress (2021-2024)
1	City mobility & safety plans	Medium	on track
2	Urban infrastructure for VRUs	Medium	on track
3	Rural roads safety interventions	Medium	on track
4	Motorways safety management	High	on track
5	Road design standards	Medium	delayed
6	Road safety audit and inspection	Low	delayed

For **city mobility and safety plans**, the baseline is assessed as medium, and all measures are on track. According to the Law 4784/2021, cities creating Sustainable Urban Mobility Plans (SUMPs) must address nine transport objectives, including road safety. To date, 36 cities have received ministerial decisions, with two additional decisions nearing completion. The law mandates that road safety measures, such as safe cycling infrastructure, pedestrian walkways, road signage, public transport enhancements, and awareness campaigns, be incorporated into SUMPs. However, it does not explicitly require systematic road safety audits as part of the SUMP process, meaning such audits are not a direct prerequisite. Increased financial resources would significantly accelerate progress in road safety initiatives.

For **urban infrastructure for vulnerable road users (VRUs)**, the baseline is assessed as medium, and all measures are on track. The Law 4784/2021 mandates cities with SUMPs to promote active mobility and safety for VRUs, such as widening sidewalks and adding bicycle paths.

Concerning the safety area of **rural road safety interventions**, the baseline is assessed as medium, and all measures are on track. The regions are implementing road safety programs in spotted high-risk sites, including constructing roundabouts in the primary rural road network.

Also, the road safety area of **road design standards** starts from a medium level, but the implementation of the measures has been delayed, as these standards have not been updated recently.

On the other hand, Greece starts from a high level in the area of **motorway safety management**, and all related measures are on track, with motorway concessionaires maintaining high-standard safety management systems. New long sections of motorways were delivered in 2025 and more are expected to be delivered by the end of 2025 and 2026 (and Creta 310km motorway to be ready in 2030), solving long standing road safety problems in key high-risk segments of the national roads network.

Finally, for the area of **road safety audits and inspections**, the baseline is assessed as low, and the implementation of the measures has been delayed. Although certified auditors exist, systematic audits and inspections are rare. For the first time, a comprehensive network-wide road safety assessment was carried out - according to the provisions of the Directive 2019/1936 - ranking and spotting the road sections of the primary national road network requiring interventions as a priority.

Safe Vehicles

In relation to the **Safe Vehicles** pillar, Greece starts from a medium level in the promotion of ADAS and technical vehicle inspections, while from a low level in terms of fleet renewal and preparation for automation.

Table 12.13: Self-reported assessment of implementation progress of measures related to safe vehicles

B5	Safe Vehicles	Baseline Assessment (2021)	Progress (2021-2024)
1	Fleet renewal	low	on track
2	Promotion of ADAS	medium	on track
3	Technical vehicle inspection	medium	on track
4	Automation preparation	low	not started

Concerning the implementation of measures related to **fleet renewal**, they have progressed according to the Strategic Plan. Financial and regulatory incentives for the renewal of the vehicle fleet, with an emphasis on electric mobility, have already been introduced by the Department of Electromobility. The "Go Green" programme has been implemented in three districts. A total of approximately €90 million has been disbursed, covering 35,374 electric vehicles. At the same time, the number of charging points has increased from just 73 in 2019 to 6,957. Additionally, the Ministry of Infrastructure and Transport has developed the "reCharge" app, allowing citizens to locate the nearest available charging points.

The implementation of measures related to the **promotion of Advanced Driver Assistance Systems (ADAS)** is on track, following EU legislation relating to type-approval provisions.

Vehicle technical inspection also has progressed well, due to continuous system improvements.

In the area of preparation for **automation**, legislative and regulatory measures facilitating the operation of automated vehicles have been developed. These acts provide the necessary legal framework to enable the safe testing and deployment of automated vehicle technologies on public roads.

Post Crash Care

Regarding the **Post-Crash Care** pillar, Greece starts from a low level in 2021 in both key road safety areas.

Table 12.14: Self-reported assessment of implementation progress of measures related to post crash care

B6	Post Crash Care	Baseline Assessment (2021)	Progress (2021-2024)
1	Reduce EMS reaction time	low	delayed
2	Support people injured	low	not started

The implementation of measures related to the **reduction of emergency medical services' reaction time** has been delayed, with the reorganisation and the provision of new equipment of emergency vehicles progressing slowly. For **supporting injured people**, the implementation of the related measures has not started. This includes establishing a Committee for the Organisation of Trauma Management and enacting Law 4950/2022, which integrates the National Trauma System into the National Health System.

4.2. Best Practices

Three best practice examples are available for Greece:

- The significant **improvement of the main road network of Greece**. Traffic has partly been shifted from unsafe interurban roads to new motorways with 2.159 km of motorways being operational at the end of 2023, compared to 750 km in 2007, when the upgrade of road infrastructure was paused due to the economic crisis. This improvement has led to a significant reduction in the number of fatalities on interurban roads.
- In 2022, **central barriers** were installed on two main national roads in Greece (i.e. E.O. Patra-Pyrgos and Creta North Axis) aiming to separate the opposing directions of traffic and prevent overtaking. First results showed a significant reduction in fatalities on these roads.
- The **systematic enforcement** of helmet use and not driving under the influence of alcohol, which took place during 2025, and which has contributed to a significant decrease (21%) of the number of road fatalities.

4.3. Gaps

As shown above, some measures foreseen to be implemented over the examined period (2021-2025) have either been delayed or have not even started due to the following factors identified.

Based on the self-reported assessment, **several organisational issues** are reported that undermine the timely and adequate implementation of road safety measures. More specifically, insufficient organisation of the authorities responsible for the implementation of specific actions and measures is observed. Also, there is some lack of coordination of the various key actors and authorities, which causes further delays in the implementation of some measures (for example, city mobility and urban plans, communication campaigns, and reduction of EMS reaction times).

The lack of coordination between the various authorities has also had a negative effect on securing and exploiting the necessary **financial resources** for the implementation of the strategic plan. Until now the procedures for the establishment of the national road safety budget, which is foreseen to be used for the implementation of the strategic plan, faced delays, while the exploitation of existing funds such as the Transport Programme 2021-2027 (NSRF) has been delayed.

Legislative issues and the lack of international examples and guidelines have also been identified as gaps for the preparation for vehicle **automation** in Greece.

Finally, the **lack of education and awareness** has been reported as a significant gap (e.g. only sporadic and occasional educational programmes for adolescents are carried out, significant

percentage of road users such as e-scooter riders and cyclists are not aware of the Road Traffic Code provisions, etc.), which is mainly due to insufficient activity of the responsible actors.

5. Conclusions and Recommendations

In its road safety strategic plan for the decade 2021-2030, Greece set a **target of halving the numbers of road fatalities and serious injuries by 2030** compared to 2019. The strategic plan includes six additional targets for the reduction of road fatalities and quantitative targets for 8 road safety performance indicators. In total, 200 road safety measures, allocated to five road safety pillars are included in the plan.

In 2024, Greece, with 64 fatalities per million inhabitants, **ranked third** out of the 27 EU countries in terms of fatality rates per population. Compared to the EU average, Greece shows a high proportion of powered two-wheeler fatalities and fatalities on urban roads. Based on 2019 and 2024 data, a decrease of 3% in road fatalities was recorded, while the number of serious injuries increased by 1% over the period 2019-2023. However, it is noted that in 2025 a significant decrease (21%) of the number of road fatalities was observed during the first 10 months – due, in part, to increased enforcement of helmet use and not driving under the influence of alcohol - putting Greece on track for achieving the EU and national target of 50% fatalities reduction by 2030.

Thus, in order to meet the 2030 targets of halving the numbers of fatalities and serious injuries **Greece needs to persist in implementing the key road safety actions** and measures already in progress, like the efficient operation of the new Road Safety Authority, the extensive deployment of cameras and the new digital fines management system, which are expected to make enforcement much more efficient and systematic and the traffic much more safe.

Regarding the implementation of the planned road safety actions in the national road safety plan for the period since the start of the strategy, despite initial preparation delays, it is **currently on track**. Based on a self-reported assessment, work has started and is on track for many of the examined road safety areas.

Finally, in Greece, a challenge is to **increase the efficiency of the authorities** in implementing the planned actions. Consideration could be given to carrying out an analysis of the effectiveness of the actions and redefining the strategy in order to achieve the 2030 targets.