

(English version)

**Question for written answer E-000822/26
to the Commission
Nikolaos Anadiotis (NI)
(26 February 2026)**

Subject: Road safety and the fleet of vehicles and two-wheelers in Greece

The age of fleets of vehicles and two-wheelers raises serious concerns relating to road safety, environmental impact and social cohesion, and highlights strong disparities between Member States.

According to the European Automobile Manufacturers' Association ⁽¹⁾, Greece has the oldest fleet of vehicles and two-wheelers in the EU. The average age of passenger vehicles is 17.8 years, while the ages recorded by Eurostat for commercial vehicles, trucks and buses are also high ⁽²⁾.

As regards users of two-wheelers in particular, the European Road Safety Agency warns that they are among the most vulnerable groups of road users, representing a disproportionately high proportion of road fatalities in the EU ⁽³⁾, which is particularly significant for Greece and other Member States where two-wheelers remain a key means of transport for everyday journeys.

In light of the above, can the Commission say:

1. How does it assess Greece, in terms of vehicles and two-wheelers, in the context of the EU's road safety and sustainable mobility objectives?
2. Does it intend to look into targeted European financial or regulatory measures for the renewal of the fleet of vehicles and two-wheelers in Greece?
3. What measures are being taken to ensure that the green transition in the area of transport does not exacerbate inequalities in Member States that are lagging behind structurally, such as Greece?

Submitted: 26.2.2026

**Answer given by Mr Tzitzikostas on behalf of the European Commission
(31 July 2026)**

Concerning two-wheelers, the Commission has published the overview of Member States' road safety statistics in country specific profiles ⁽¹⁾.

The report assessing Greece's road safety progress ⁽²⁾ was published on 13 February 2026. More detailed information is available in a thematic report ⁽³⁾, which also covers Greece until 2024.

In 2025 Greece has achieved a significant 22% reduction in fatalities, mainly due to systematic enforcement of helmet wearing & drink-and-drive, and the adoption of the new Road Traffic Code.

Under the Social Climate Fund ⁽⁴⁾, the Commission is mobilising EUR 86.7 billion between 2026 and 2032, including EUR 4.8 billion for Greece, to ensure a just transition and support vulnerable households and small businesses who are most affected by rising energy and transport costs as Europe moves towards climate neutrality, where zero- and low emission vehicles can be eligible for funding.

It is for Greece to identify vulnerable groups needing support most and propose actions. The Commission also adopted, in May 2025, a recommendation aimed at supporting Member States in tackling transport poverty ⁽⁵⁾.

¹ <https://www.acea.auto/figure/average-age-of-eu-vehicle-fleet-by-country/>.

² <https://ec.europa.eu/eurostat/statistics-explained/index.php>.

³ https://road-safety.transport.ec.europa.eu/system/files/2023-02/ff_p2w_bis_20230213.pdf.

⁽¹⁾ https://road-safety.transport.ec.europa.eu/european-road-safety-observatory/data-and-analysis/country-profiles_en.

⁽²⁾ Commission Staff Working Document 'Monitoring Road Safety Progress in the EU — Greece' accompanying the report on the Implementation of the EU Road Safety Policy Framework at the Mid-Point <https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=SWD%3A2026%3A44%3AFIN>.

⁽³⁾ European Road Safety Observatory: https://road-safety.transport.ec.europa.eu/document/download/0d0ec5d4-86df-4e30-9a32-3a2730cc7583_en?filename=ERSO-TR-Powered-two-wheelers-20240912.pdf.

⁽⁴⁾ In compliance with the requirements set out in Regulation 2023/955.

⁽⁵⁾ Commission Recommendation (EU) 2025/1021 of 22 May 2025 on transport poverty: ensuring affordable, accessible and fair mobility. <https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A32025H1021>.

The regulatory framework for transport decarbonisation — including the CO₂ emission performance standards, the Alternative Fuels Infrastructure Regulation, RefuelEU Maritime, and RefuelEU Aviation — is designed in a way that will promote convergence and not exacerbate inequalities across Member States.

Existing inequalities will be further reduced through EU funding instruments such as the Connecting Europe Facility, the funds from which are mainly allocated to the Trans-European Transport Network, which helps to improve connections to less accessible regions, as well as to modernise their infrastructure.
