

September 2010

<p>GREEK MOTOR TPL BUSINESS</p>
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More than a year passed by from the day the minimum obligatory limits increased in Greece to € 500.000 per victim for the bodily injuries and € 500.000 per event for the material damages. With effect from 1.1.2011, the above limits are increasing further to € 750.000 per victim for the bodily injuries and € 750.000 per event for the material damages.

Seizing this opportunity and also in view of the forthcoming renewal of Motor XL Treaties, we would like to present to you our thoughts as well as some data we gathered on motor accidents in Greece, which we trust will be of interest to you.

Due to the changes of the obligatory limits, it is expected that the indemnification amounts to victims of motor accidents will be influenced upwards. The later, according to our opinion, concerns more the indemnifications of victims suffering serious bodily injuries.

For the fatally injured victims, the indemnifications awarded to the first degree family members have been continuously adjusted the last 10 years, and reached adequate levels, even prior to the obligatory limits increase in June 2009. We use the word adequate, bearing in mind the purchasing value of amounts awarded in such cases. For example, the parents of a 15 y. old fatally injured victim can be awarded with even € 150.000 each for their pain & suffering, thus bringing the total amount to € 300.000. This amount is currently representing the cost of a brand new apartment of 100m² in a nice area of Athens. According to Greek law, for such cases, indemnification is awarded for the pain and suffering of the close family members and not for purposes of increasing their "wealth".

For the serious bodily injuries, however, the level of indemnifications in Greece has always been lower if compared to that of other European Countries. Victims suffering from paraplegia were awarded € 400.000 each (in total, including costs and interest), while, for same type of injury, the indemnification could reach € 4 mio in other European Countries. It is, therefore, more probable our market to experience increases in the serious bodily injuries cases in future.

Notwithstanding the above, it is very early to predict to which extent the Greek Courts will adapt their decisions for indemnifications of victims involved in accidents that occurred w.e.f. 1.6.2009, as well as to which extent the courts' decisions will be influenced for old accidents' indemnifications (i.e. accidents that occurred prior to 1.6.2009).

So far and based on the legal development of numerous individual motor claims of our clients, we at BMS Hellas have observed no sign in the direction of increased court awards yet.

Regarding traffic accidents that occurred in the Greek Territory during the 1st Semester of 2010, please find below a comparison table with statistical data produced by the Police (as presented in their website).

GREEK POLICE - Traffic Division

Comparison Table of Traffic Accidents & Victims 1st Semester 2010 & 2009 (for the whole Territory of Greece)

ACCIDENTS	2010	2009	(Difference)	Percentage
Involving deaths	525	626	-101	-16,1%
Involving serious injuries	656	676	-20	-3,0%
Involving slight injuries	6.413	5.957	456	7,7%

VICTIMS	2010	2009	(Difference)	Percentage
Deaths	571	695	-124	-17,8%
Seriously injured	781	808	-27	-3,3%
Slightly injured	8.662	8.130	532	6,5%

The above data are temporary

From the point of view of traffic accidents in Greece, there was (according to the data available in our house as well as published in the Greek press) no jumbo motor accident in the Greek Territory the last 6 years.

As from the day the limits increased, the most serious motor accident occurred on 27.9.2010. A truck, moving at the highway Trikala-Larissa, entered the opposite traffic lane and collided with two passenger cars, causing the death of 7 persons and injuries to 1 person.

According to data we gathered from the local press, it seems that the truck was the liable party in this case. The truck as well as one of the passenger cars is covered by the same insurer, while the 2nd passenger car is covered by another insurance company. 4 out of the 7 fatally injured persons belonged to the same family; a father (aged 44), his sister-in-law (aged 21) and his two kids (4 y. and 18m), while another member of the same family was injured (31.y.old, mother of above kids).

The rest 3 fatally injured persons of this accident do not belong to the same family and were aged 40, 24 & 26.

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