

Structure and Culture

Basic Data

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

Basic data of Italy	EU average
- Population: 60,80 million inhabitants (2015)[2]	18,1 million (2015)
- Area: 301.336 km ² (2015)[2] (2,39% water) (2015)[4]	159.663 km ² (2015) 2,94% water (2015)
- Climate and weather conditions (capital city; 2015) [3]:	(2015)
- Average winter temperature (Nov. to April): 10,5°C	6,5°C
- Average summer temperature (May to Oct.): 22,5°C	17,8°C
- Annual precipitation level: 620 mm	651 mm
- Exposure: 76 billion vehicle km (2014) [2]	189 billion passenger km (2014) ¹
- 0,85 vehicles per person (2014) [1]	0,62 (2014)

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

Italy is a densely populated country with a higher number of vehicles per person than the EU on average.

Country characteristics

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

Characteristics of Italy	EU average
- Population density: 202 inhabitants/km ² (2015) [2]	114 inhabitants/km ² (2015)
- Population composition (2015) [2]	
13,8% children (0-14 years)	15,6% children
64,5% adults (15-64 years)	65,5% adults
21,7% elderly (65 years and over)	18,9% elderly (2015)
- Gross Domestic Product (GDP) per capita: €25.500 (2015) [2]	€26.300 (2015)
- 69% of population lives inside urban area (2015)[4]	73,3% (2015)
- Special characteristics [4]: mostly rugged and mountainous	

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

¹ Based on the average of 24 EU countries.

Structure of road safety management

Policy making is centralised in Italy.

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

Table 3: Key actors per function in Italy

Key functions	Key actors
1. - Formulation of national RS strategy - Setting targets - Development of the RS programme	- Ministry of Infrastructure and Transport (MIT) (Directorate for Road Safety)
2. Monitoring of the RS development in the country	- Directorate for Road Safety
3. Improvements in road infrastructure	- MIT for State roads - Regional authorities for local roads
4. Vehicle improvement	- Directorate for vehicle registration (la Motorizzazione)
5. Improvement in road user education	- Directorate for Road Safety
6. Publicity campaigns	- Directorate for Road Safety - Ministry of Interior
7. Enforcement of road traffic laws	- Police - Carabinieri - Local Police
8. Other relevant actors	- ACI (Automobile Club Italia) - ISTAT, the national statistics Institute responsible for collecting road safety data - Research centers and Universities

Sources: national sources

The Directorate for Road Safety within the Ministry of Infrastructure and Transport is dealing with Road Safety

Italian drivers are less supportive for stricter legislation on speeding and drink-driving than drivers in other countries.

Attitudes towards risk taking

- Italian drivers are more supportive for stricter legislation on speeding compared to drivers in other countries.
- The number of police checks is much higher than the ESRA-average.

Table 4: Road safety attitudes and behaviour of drivers

	Italy	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?	60%	60%
In the past 12 months, as a road user, how often did you talk on a hand-held mobile phone while driving?	56%	38%
In the past 12 months, as a road user, how often did you drive faster than the speed limit inside built-up areas?	73%	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	69%	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	88%	87%
Do you support the following measure?: Zero tolerance for alcohol (0,0‰) for all drivers	52%	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)	69%	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)	36%	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)	16%	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

A road safety plan in Italy is still under construction but aims at the European targets.

Programmes and measures

National strategic plans and targets

- A new National Road Safety Plan, Horizon 2020, is being developed.
- The main vision of the Plan is “No child should die on the road”.
- Targets (referred to 2010):

Table 5: Road safety targets for Italy

Year	Fatalities
2017	-38%
2020	-50%

Source IRTAD, 2016

- Priority topics:
 - powered-two-wheelers
 - cyclists
 - pedestrians
 - users involved in work-related road accidents

(Source: IRTAD, 2015)

Road infrastructure

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

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

Source: IRTAD, 2015

- Special rules for:
 - 110 km/h in case of rain/ snow or 100 km/h for novice drivers on motorways
 - Light motorcycle (A1; until 18 years): 80 km/h.
- Guidelines and strategic plans for infrastructure: no information

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

Obligatory parts in Italy:	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

In Italy, high risk site treatments, road safety audits and safety inspections are obligatory.

Italy has a zero tolerance for drink-driving of novice and professional drivers.

- Recent activities of road infrastructure improvement have been addressing:
 - implementation of about 1.600 road safety interventions on the road infrastructure through specific programmes
 - In 2013, about 140 km of new highways were constructed. An extraordinary maintenance programme for bridges, viaducts and tunnels started in 2013, and 100 projects have been financed.

(Source: IRTAD, 2015)

Traffic laws and regulations

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

Regulations in Italy [1]	Most common in EU (% of countries)
Allowed BAC ² levels:	
- General population: 0,5‰	0,5‰ (61%)
- Novice drivers: 0,0‰	0,2‰ (39%) and 0,0‰ (36%)
- Professional drivers: 0,0‰	0,2‰ (36%) and 0,0‰ (36%)
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%)
- Daytime running lights are mandatory.	
- A demerit point system is in place. [2]	

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

Enforcement

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

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

Source: WHO, 2015

Traffic rule enforcement in Italy is assessed as less effective than the EU average and needs to be improved.

² Blood Alcohol Concentration

Italy has a quite extensive system of minimum age thresholds for driving a motorized two wheeler.

Road User Education and Training

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

Education and training in Italy	Most common in EU (% of countries)
General education programmes:	
- Primary school: compulsory	Compulsory (71%)
- Secondary school: compulsory	Compulsory (43%)
- Other groups: no information	-
Driving licences thresholds:	
- Passenger car: 18 years	18 years (79%)
- Motorised two wheeler: Mopeds: 14 years; Motorcycles (power under 11 kW): 16 years; Motorcycles (power under 25 kW): 18 years; Motorcycles (power over 25 kW): 20 years	18 years (low categories) and higher ages (32%)
- Buses and coaches: 21 years	21 years (86%)
- Lorries and trucks: 21 years	21 years (75%)

Sources: national sources

Public Campaigns

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

Campaigns in Italy	Most common issues in EU (% of countries)
Organisation:	
- The Directorate for Road Safety	
- The Ministry of Interior	
- National police	
- Regional authorities	
- Local authorities	
- Carabinieri	
Main themes:	
- seat-belts	
- distraction while driving	Drink-driving (96%)
- improved visibility for cyclists	Speeding (86%)
- speed and vulnerable users	Seat-belt (79%)
- child restraint systems	

Sources: IRTAD, 2016; national sources

Vehicles and technology (national developments)

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

Mandatory technical inspections:	Most common in EU (% of countries)
Passenger cars: first inspection after 48 months, then every 24 months Taxis: every 12 months	Every 12 months (39%)
Motorcycles: first inspection after 48 months, then every 24 months	Every 24 months (32%)
Buses or coaches: every 12-24 months	Every 12 months (61%)
Lorries or trucks: every 12-24 months	Every 12 months (68%)

Sources: EC website, national sources

Italy has longer mandatory checking periods for vehicles than the most common periods in the EU.

In Italy, the amount of speed tickets per population has decreased over time.

Road Safety Performance Indicators

Speed

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

Measure	2010	2015	Average annual change	EU average (2015)
Number of speed tickets/1.000 population ³	16	13	-4,1%	94

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

Table 14: Percentage of speed offenders per road type in Italy 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 Italy 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

Alcohol

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

Measure	2010	2015	Average annual change	EU average (2015)
Amount of tests/1.000 population ⁴	28	25	-2,2%	209
% tested over the limit	3,3%	2,5%	-5,4%	2,2%

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

The percentage of alcohol offenders decreased between 2010 and 2015, despite the reduction in the amount of road side tests for drink-driving.

³ Speeding tickets following checks by National Police and Carabinieri only. Data on the number of speeding tickets following checks by the local Police operating in cities are not available.

⁴ Drink driving tests by national police and Carabinieri only. Checks done by the local police operating in cities are not available.

In Italy, the share of cars with EuroNCAP score of five stars is significantly lower than the EU average.

Vehicles

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

Vehicles	EU average
Cars per age group (2012) [1]:	Passenger cars (2012)
- ≤ 2 years: 9%	≤ 2 years: 9%
- 3 to 5 years: 24%	3 to 5 years: 13%
- 6 to 10 years: 23%	6 to 10 years: 28%
- > 10 years: 44%	>10 years: 49%
EuroNCAP occupant protection score of cars (new cars sold in 2013) [2]:	
- 5 stars: 46,2%	5 stars: 52,5%
- 4 stars: 10,5%	4 stars: 4,5%
- 3 stars: 2,9%	3 stars: 2,9%
- 2 stars: 0,3%	2 stars: 0,5%
- not tested: 40,0%	not tested: 39,6% ⁵

Source: [1] EUROSTAT, 2015; [2] ETSC, 2016

Protective systems

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

Protective systems	EU average ⁶
Daytime seat-belt wearing in cars and vans (2015)*:	(2015)
- 62% front	89,7% front
- no information on % driver	not available
- no information on % front passenger	not available
- 15% rear	69,5% rear
- 48% child restraint systems	not available
Helmet use (2015):	
- 98% powered two-wheelers*	
- no information on % cyclists	not available

Source: IRTAD, 2016

* preliminary estimates

Italy has relative low seat-belt wearing rates compared to the EU average.

⁵ Based on data of 25 EU countries (excl. HR, LU and MT).

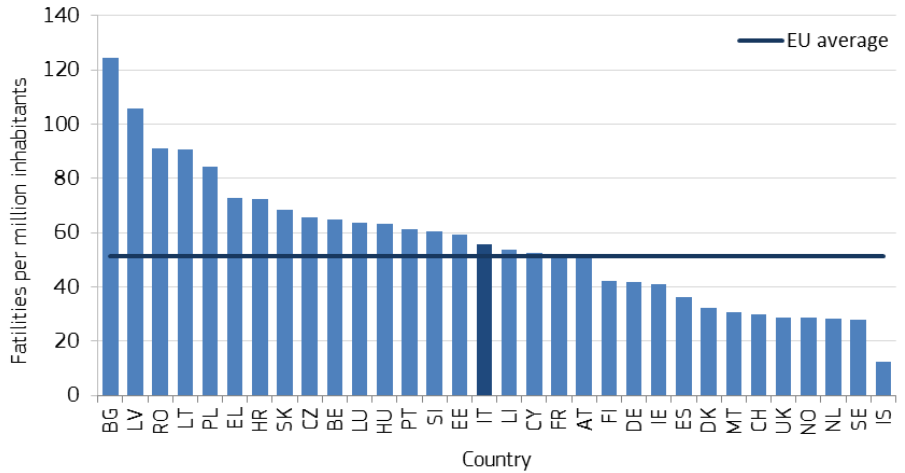
⁶ Based on data of 15 EU countries; data of AT, BE, IE, IT, LU, HU, FI, SE (2015); data of CZ, DE, DK, HR, LT, PL, UK (2014); data of PT (2013)

Road Safety Outcomes

General positioning

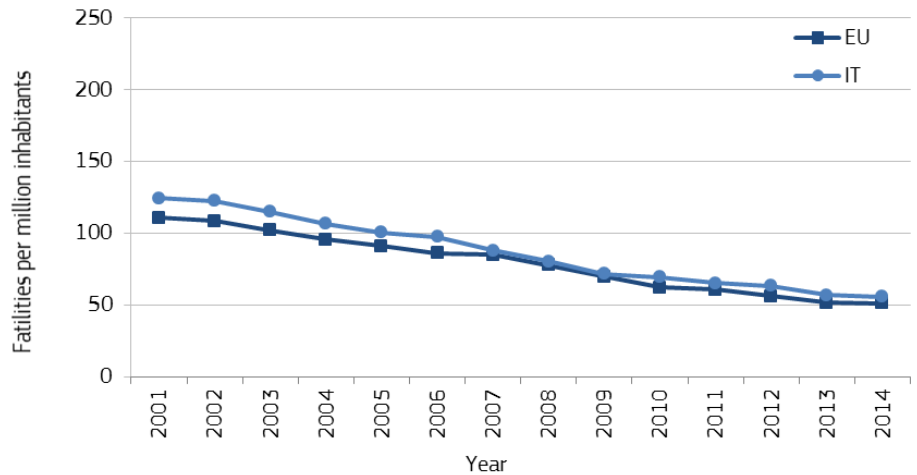
The fatality rate of Italy is at EU average (around 56 fatalities per million population in 2014). Since 2001 the Italian fatality rate and the EU average rate have shown similar developments.

Figure 1: Fatalities per million inhabitants in 2014 with EU average



Sources: CARE, Eurostat

Figure 2: Development of fatalities per million inhabitants between 2001 and 2014 for Italy and the EU average



Sources: CARE, Eurostat

The fatality rate of Italy is at EU average. Since 2001 the Italian fatality rate and the EU average rate have shown similar developments.

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

Transport mode

The share of motorcyclists is higher than the EU average. While the average annual reduction of motorcyclist fatalities between 2001 and 2014 was only 1%, it was 7% for car occupants. In the same period, the annual reduction rates of pedestrian and cyclist fatalities were 4% and 2%.

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

Transport mode	2001	2014	Average annual change	Share in 2014	EU average (2014)
Pedestrians	1.032	578	-4%	17%	22%
Car occupants	3.847	1.497	-7%	44%	45%
Motorcyclists	848	704	-1%	21%	15%
Mopeds	578	112	-12%	3%	3%
Cyclists	366	273	-2%	8%	8%
Bus/coach occupants	19	5	-10%	0%	1%
Lorries or truck occupants	312	155	-5%	5%	5%

Sources: CARE, national sources

Age, gender and nationality

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

Age and gender	2001	2014	Average annual change	Share in 2014	EU average (2014)
Females					
0 - 14 years	75	31	-7%	1%	1%
15 - 17 years	48	11	-11%	0%	1%
18 - 24 years	228	73	-8%	2%	3%
25 - 49 years	572	193	-8%	6%	6%
50 - 64 years	251	115	-6%	3%	4%
65+ years	394	280	-3%	8%	9%
Males					
0 - 14 years	112	31	-9%	1%	1%
15 - 17 years	151	59	-7%	2%	2%
18 - 24 years	860	296	-8%	9%	12%
25 - 49 years	2.114	936	-6%	28%	29%
50 - 64 years	750	530	-3%	16%	15%
65+ years	975	776	-2%	23%	16%
Nationality of driver or rider killed					
National	n/a	n/a	n/a	n/a	n/a
Non-national	n/a	n/a	n/a	n/a	n/a

Sources: CARE, national sources

Italy has a higher share of road fatalities of males over 65 years than the EU average.

Fatalities in built-up areas and at junctions are over-represented in Italy.

Location

Fatalities in built-up areas and at junctions are over-represented in Italy compared to the EU average.

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

Location	2001	2014	Average annual change	Share in 2014	EU average (2014)
Built-up areas	3.351	1.505	-6%	45%	38%
Rural areas	2.972	1.589	-5%	47%	54%
Motorways	773	287	-7%	8%	7%
Junctions	2.013	834	-7%	25%	19%

Sources: CARE, national sources

Lighting and weather conditions

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

Conditions	2001	2014	Average annual change	Share in 2014	EU average (2014)
Lightning conditions					
During daylight	n/a	n/a	-	-	49%
During night-time	n/a	n/a	-	-	30%
Weather conditions					
While raining	749	380	-5%	11%	9%

Sources CARE, national sources

The share of fatal single vehicle accidents in Italy is similar to the EU average.

Single vehicle accidents

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

Accident Type	2001	2014	Average annual change	Share in 2014	EU average (2014)
Single vehicle accidents	2.019	916	-18%	27%	28%

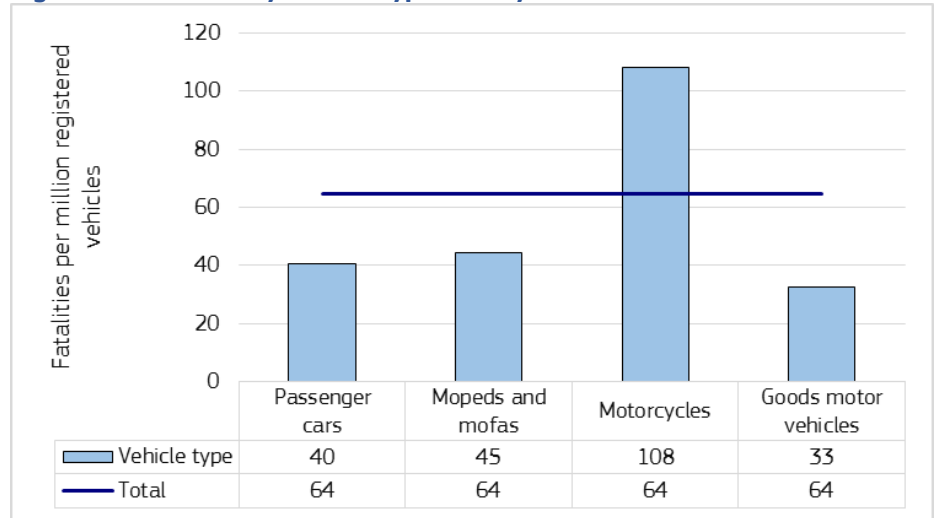
Sources: CARE, national sources

Under-reporting of casualties

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

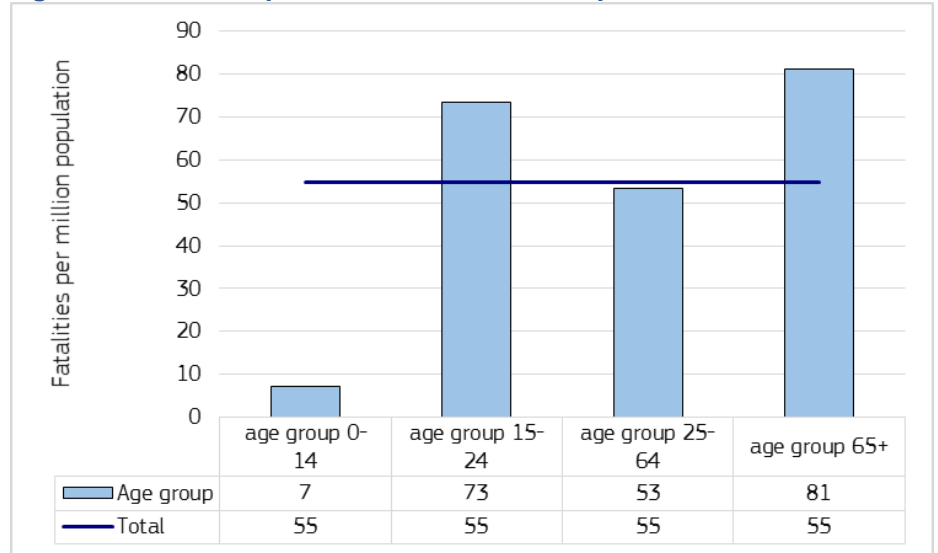
Risk Figures

Figure 3: Fatalities by vehicle type in Italy in 2014



Sources CARE, IRTAD

Figure 4: Fatalities by million inhabitants in Italy in 2014



Sources: CARE, EUROSTAT

As in other countries, motorcyclists, youngsters and the elderly have the highest risks of dying in a crash in Italy.

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 (VSL⁷ 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 Italy 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

The estimated costs of road injuries are somewhat higher for fatal and severe injuries in Italy compared to the EU average, but similar for slight injuries.

⁷ Value of Statistical Life

Synthesis

Safety position

- The fatality rate of Italy is at the EU average (around 56 fatalities per million population in 2014).

Scope of problem

- The highest shares of fatalities are among car occupants, motorcyclists and pedestrians. The percentage of motorcyclists is significantly higher than the EU average.
- Italy has a higher share of road fatalities of males over 65 years than the EU average.
- Fatalities in built-up areas and at junctions are over-represented in Italy.
- Italy has relatively low seat-belt wearing rates compared to the EU average.
- The share of cars with EuroNCAP score of five stars is significantly lower than the EU average.

Recent progress

- Since 2001 the Italian fatality rate and the EU average rate have shown similar developments.
- In Italy, the amount of speed tickets per population has decreased over time.
- The percentage of alcohol offenders decreased between 2010 and 2015, despite the reduction in the amount of road side tests for drink-driving.

Remarkable road safety policy issues

- In Italy, high risk site treatment, road safety audits and inspections are obligatory.
- Italy has a zero tolerance for drink-driving of novice and professional drivers.
- Traffic rule enforcement in Italy is assessed as less effective than the EU average and needs to be improved.
- Italy has a quite extensive system of minimum age thresholds for driving a motorised two wheeler.

Traffic rule enforcement in Italy is assessed as less effective than the EU average and needs to be improved.

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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 2016.

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 2016 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 – Italy, European Commission, Directorate General for Transport, September 2016.

