This document is part of a series of 30 country profiles: one for each member of the EU 27 and three EFTA countries (Iceland, Norway and Switzerland). The purpose of this series is to provide tables and figures that give an overview of the road safety situation in a specific country. The tables and figures are organized according to a pyramid of road safety information: (1) road safety outcomes, (2) road safety performance indicators, (3) road safety programmes and measures, and (4) structure and culture.

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Author: Annelies Schoeters (Vias institute)


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1 Highlights

Road safety outcomes

- In 2020 a total of 2,395 people were killed in reported traffic accidents in Italy.
- Italy is 11th out of 27 EU countries in terms of the lowest numbers of fatalities per million inhabitants.
- Compared to the EU average, the distribution of fatalities in Italy shows a relatively high proportion of powered two-wheelers.

Road safety performance indicators

- Italy has the lowest self-reported frequency in Europe for speeding and the highest self-reported frequency of not wearing a seatbelt in the back seat.
- The quality of the road infrastructure in Italy is perceived as relatively low compared to other EU countries.
- The vehicle fleet is larger than the EU average.

Road safety policy and measures

- Enforcement of speeding and motorcycle helmet legislation is more widely perceived as effective in comparison to other EU countries.
- The self-reported frequency of alcohol checks in Italy is below the European average.
2 Road Safety Outcomes

2.1 General risk in traffic

In Italy, a total of 2,395 people were killed in reported traffic accidents in 2020. In terms of mortality rate, there were 40 road fatalities per million inhabitants, which is just below the EU average (42) and above the rates of its neighbouring countries. Since 2001, the mortality rate in Italy has declined at the same pace as the European Union overall. However, when taking into account the number of vehicles, Italy performs better than most EU countries with a rate of 0.46 road fatalities per 10,000 registered vehicles in 2020.

Similar to the EU trend, the number of fatalities in Italy has decreased by 42% over the past ten years. In most EU countries the numbers of fatalities and serious injuries fell between 2019 and 2020. The COVID pandemic and the associated restrictions in mobility undoubtedly led to a reduction in the number of casualties though the extent to which this was the case is not known.

Table 1. Number of road fatalities (2010 and 2020). Source: CARE

<table>
<thead>
<tr>
<th></th>
<th>2010</th>
<th>2020</th>
<th>Trend</th>
<th>EU 2010</th>
<th>EU 2020</th>
<th>EU trend</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fatalities</td>
<td>4,114</td>
<td>2,395</td>
<td>-42%</td>
<td>29611</td>
<td>18834</td>
<td>-36%</td>
</tr>
</tbody>
</table>

Figure 1. Number of road fatalities per million inhabitants (2020). Source: CARE & EUROSTAT
**Figure 2.** Number of road fatalities per 10,000 registered vehicles (2020). Source: CARE & EUROSTAT

**Figure 3.** Number of road fatalities (2010-2020). Source: CARE
2.2 Transport modes\(^1\)

In 2020, vulnerable road users (pedestrians, cyclists and powered two-wheelers) accounted for half of road traffic fatalities in Italy. This percentage is slightly higher than that observed in the European Union as a whole. The greatest difference is found in the road user category of powered two-wheelers, which represented more than a quarter of Italy’s road fatalities, as opposed to 18% in the European Union.

Over time there has been a decrease in the number of fatalities in Italy for all modes except occupants of heavy goods vehicles. While their number remained broadly stable over the past ten years, there was a significant decrease in the European Union.

Of all vulnerable road users in Italy that were fatally injured, 40% were involved in a crash with a car, and 8% were involved in a crash with a lorry or heavy goods vehicle. Fatalities in these

\(^1\)For more details about the categories used in this subsection, please see section 6.2 Definitions.
types of crashes show a downward trend, as in the European Union. The overall number of fatalities in single vehicle crashes (i.e. only one vehicle and no other road user is involved) in Italy has decreased at the same rate as in the European Union. While the number of cyclists that were killed in a single vehicle crash increased significantly in the European Union, there was a decline in Italy.

Figure 6. Number of road fatalities by transport mode (2020). Source: CARE

Table 2. Average number of road fatalities by transport mode (2010-2012 and 2018-2020). Source: CARE

<table>
<thead>
<tr>
<th></th>
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<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Pedestrians</td>
<td>595</td>
<td>518</td>
<td>-13%</td>
<td>5,793</td>
<td>4,328</td>
<td>-25%</td>
</tr>
<tr>
<td>Cyclists</td>
<td>280</td>
<td>216</td>
<td>-23%</td>
<td>2,023</td>
<td>1,971</td>
<td>-3%</td>
</tr>
<tr>
<td>Powered two-wheelers</td>
<td>1,073</td>
<td>742</td>
<td>-31%</td>
<td>5,057</td>
<td>3,940</td>
<td>-22%</td>
</tr>
<tr>
<td>Car occupants</td>
<td>1,733</td>
<td>1,284</td>
<td>-26%</td>
<td>13,309</td>
<td>9,597</td>
<td>-28%</td>
</tr>
<tr>
<td>Lorries, under 3.5t</td>
<td>125</td>
<td>97</td>
<td>-22%</td>
<td>898</td>
<td>732</td>
<td>-18%</td>
</tr>
<tr>
<td>Heavy goods vehicles</td>
<td>50</td>
<td>51</td>
<td>+2%</td>
<td>590</td>
<td>378</td>
<td>-36%</td>
</tr>
<tr>
<td>Bus/coach occupants</td>
<td>6</td>
<td>4</td>
<td>/</td>
<td>102</td>
<td>88</td>
<td>-14%</td>
</tr>
<tr>
<td>Other/unknown</td>
<td>47</td>
<td>56</td>
<td>/</td>
<td>1,116</td>
<td>837</td>
<td>/</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>3,909</td>
<td>2,967</td>
<td>-24%</td>
<td>28,286</td>
<td>21,640</td>
<td>-23%</td>
</tr>
</tbody>
</table>

Table 3. Average number of fatalities among vulnerable road users (pedestrians, cyclists and mopeds) involved in crashes involving cars, buses or coaches, and lorries or heavy goods vehicles (2010-2012 and 2018-2020). Source: CARE

<table>
<thead>
<tr>
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<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Crashes involving buses or coaches</td>
<td>22</td>
<td>12</td>
<td>/</td>
<td>258</td>
<td>173</td>
<td>-33%</td>
</tr>
<tr>
<td>Crashes involving cars</td>
<td>689</td>
<td>580</td>
<td>-16%</td>
<td>5,507</td>
<td>4,306</td>
<td>-22%</td>
</tr>
<tr>
<td>Crashes involving lorries or heavy goods vehicles</td>
<td>162</td>
<td>117</td>
<td>-28%</td>
<td>1,721</td>
<td>1,321</td>
<td>-23%</td>
</tr>
</tbody>
</table>

Table 4. Average number of road fatalities in urban areas by transport mode (2010-2012 and 2018-2020). Source: CARE

<table>
<thead>
<tr>
<th></th>
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<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Pedestrians</td>
<td>475</td>
<td>401</td>
<td>-16%</td>
<td>3,944</td>
<td>3,079</td>
<td>-22%</td>
</tr>
<tr>
<td>Cyclists</td>
<td>165</td>
<td>124</td>
<td>-25%</td>
<td>1,113</td>
<td>1,125</td>
<td>+1%</td>
</tr>
<tr>
<td>Powered two-wheelers</td>
<td>548</td>
<td>352</td>
<td>-36%</td>
<td>2,200</td>
<td>1,562</td>
<td>-29%</td>
</tr>
<tr>
<td>Car occupants</td>
<td>473</td>
<td>358</td>
<td>-24%</td>
<td>2,883</td>
<td>2,109</td>
<td>-27%</td>
</tr>
<tr>
<td>Lorries, under 3.5t</td>
<td>30</td>
<td>17</td>
<td>-43%</td>
<td>149</td>
<td>137</td>
<td>-8%</td>
</tr>
<tr>
<td>Heavy goods vehicles</td>
<td>4</td>
<td>3</td>
<td>/</td>
<td>36</td>
<td>36</td>
<td>/</td>
</tr>
<tr>
<td>Bus/coach occupants</td>
<td>2</td>
<td>2</td>
<td>/</td>
<td>35</td>
<td>35</td>
<td>+50%</td>
</tr>
<tr>
<td>Other/unknown</td>
<td>14</td>
<td>7</td>
<td>/</td>
<td>219</td>
<td>254</td>
<td>/</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>1,709</td>
<td>1,264</td>
<td>-26%</td>
<td>10,803</td>
<td>8,406</td>
<td>-22%</td>
</tr>
</tbody>
</table>
Table 5. Average number of road fatalities in single vehicle crashes by transport mode (2010-2012 and 2018-2020). Source: CARE

<table>
<thead>
<tr>
<th></th>
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<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Cyclists</td>
<td>31</td>
<td>25</td>
<td>-19%</td>
<td>299</td>
<td>400</td>
<td>+34%</td>
</tr>
<tr>
<td>Powered two-wheelers</td>
<td>305</td>
<td>228</td>
<td>-25%</td>
<td>1,746</td>
<td>1,429</td>
<td>-18%</td>
</tr>
<tr>
<td>Car occupants</td>
<td>739</td>
<td>547</td>
<td>-26%</td>
<td>5,905</td>
<td>4,187</td>
<td>-29%</td>
</tr>
<tr>
<td>Lorries, under 3.5t</td>
<td>47</td>
<td>32</td>
<td>-32%</td>
<td>365</td>
<td>271</td>
<td>-26%</td>
</tr>
<tr>
<td>Heavy goods vehicles</td>
<td>29</td>
<td>19</td>
<td>-34%</td>
<td>241</td>
<td>143</td>
<td>-41%</td>
</tr>
<tr>
<td>Bus/coach occupants</td>
<td>5</td>
<td>1</td>
<td>/</td>
<td>40</td>
<td>33</td>
<td>-18%</td>
</tr>
<tr>
<td>Other/unknown</td>
<td>19</td>
<td>15</td>
<td>/</td>
<td>327</td>
<td>309</td>
<td>/</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>1,175</strong></td>
<td><strong>867</strong></td>
<td><strong>-26%</strong></td>
<td><strong>8,923</strong></td>
<td><strong>6,772</strong></td>
<td><strong>-24%</strong></td>
</tr>
</tbody>
</table>

2.3 Age

The distribution of road fatalities across age groups in Italy is similar to that for the European Union.

Over the past ten years, the trend in the number of fatalities in Italy was less favourable for people aged 50 and older. While the number of fatalities dropped significantly for the younger age categories, the number of fatalities remained broadly stable for people of 50 to 64 and increased for those aged 85 and older. This overall trend is partly due to the ageing of the population and is also observed in the European Union as a whole.

Figure 7. Number of road fatalities by age group (2020). Source: CARE

![Figure 7](image-url)

Table 6. Average number of road fatalities by age group (2010-2012 and 2018-2020). Source: CARE

<table>
<thead>
<tr>
<th></th>
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<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>&lt;18</td>
<td>165</td>
<td>94</td>
<td>-45%</td>
<td>1,503</td>
<td>918</td>
<td>-40%</td>
</tr>
<tr>
<td>18-24</td>
<td>489</td>
<td>309</td>
<td>-37%</td>
<td>4,398</td>
<td>2,589</td>
<td>-41%</td>
</tr>
<tr>
<td>25-49</td>
<td>1,463</td>
<td>923</td>
<td>-37%</td>
<td>10,457</td>
<td>7,311</td>
<td>-30%</td>
</tr>
<tr>
<td>50-64</td>
<td>656</td>
<td>635</td>
<td>-3%</td>
<td>5,273</td>
<td>4,605</td>
<td>-13%</td>
</tr>
<tr>
<td>65-74</td>
<td>416</td>
<td>363</td>
<td>-13%</td>
<td>2,730</td>
<td>2,627</td>
<td>-4%</td>
</tr>
<tr>
<td>75-84</td>
<td>478</td>
<td>384</td>
<td>-20%</td>
<td>2,775</td>
<td>2,414</td>
<td>-13%</td>
</tr>
<tr>
<td>85+</td>
<td>163</td>
<td>190</td>
<td>+17%</td>
<td>882</td>
<td>1,075</td>
<td>+22%</td>
</tr>
<tr>
<td>Unknown</td>
<td>80</td>
<td>70</td>
<td>/</td>
<td>738</td>
<td>360</td>
<td>/</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>3,909</strong></td>
<td><strong>2,967</strong></td>
<td><strong>-24%</strong></td>
<td><strong>28,286</strong></td>
<td><strong>21,640</strong></td>
<td><strong>-23%</strong></td>
</tr>
</tbody>
</table>
Table 7. Number of serious injuries by age group (2015 and 2019). Data are based on the Maximum Abbreviated Injury Scale (MAIS3+)- see definition in section 6.2. Source: National data

<table>
<thead>
<tr>
<th>Age</th>
<th>2015</th>
<th>2019</th>
<th>Trend</th>
</tr>
</thead>
<tbody>
<tr>
<td>0 - 9</td>
<td>241</td>
<td>243</td>
<td>+1%</td>
</tr>
<tr>
<td>10 - 19</td>
<td>1,324</td>
<td>1,491</td>
<td>+13%</td>
</tr>
<tr>
<td>20 - 29</td>
<td>1,801</td>
<td>1,798</td>
<td>+0%</td>
</tr>
<tr>
<td>30 - 39</td>
<td>1,627</td>
<td>1,463</td>
<td>-10%</td>
</tr>
<tr>
<td>40 - 49</td>
<td>2,176</td>
<td>2,181</td>
<td>+0%</td>
</tr>
<tr>
<td>50 - 59</td>
<td>2,279</td>
<td>2,893</td>
<td>+27%</td>
</tr>
<tr>
<td>60 - 69</td>
<td>1,982</td>
<td>2,436</td>
<td>+23%</td>
</tr>
<tr>
<td>70 - 79</td>
<td>2,352</td>
<td>2,630</td>
<td>+12%</td>
</tr>
<tr>
<td>80+</td>
<td>2,119</td>
<td>2,465</td>
<td>+15%</td>
</tr>
<tr>
<td>Total</td>
<td>15,901</td>
<td>17,600</td>
<td>+11%</td>
</tr>
</tbody>
</table>

2.4 Gender

The high proportion of males among total road fatalities in Italy (81%) is similar to the EU average. This gender pattern apparent throughout the EU can be explained by differences in relation to frequency of transport use and to behaviour.

Figure 8. Number of road fatalities by gender (2020). Source: CARE

Table 8. Average number of road fatalities by gender (2010-2012 and 2018-2020). Source: CARE

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Female</td>
<td>813</td>
<td>572</td>
<td>-30%</td>
<td>6,655</td>
<td>4,960</td>
<td>-25%</td>
</tr>
<tr>
<td>Male</td>
<td>3,096</td>
<td>2,395</td>
<td>-23%</td>
<td>21,519</td>
<td>16,659</td>
<td>-23%</td>
</tr>
<tr>
<td>Unknown</td>
<td>0</td>
<td>0</td>
<td>/</td>
<td>1,310</td>
<td>254</td>
<td>/</td>
</tr>
<tr>
<td>Total</td>
<td>3,909</td>
<td>2,967</td>
<td>-24%</td>
<td>28,286</td>
<td>21,640</td>
<td>-23%</td>
</tr>
</tbody>
</table>

Table 9. Number of serious injuries by gender (2015 and 2019). Data are based on the Maximum Abbreviated Injury Scale (MAIS3+)- see definition in section 6.2. Source: National data

<table>
<thead>
<tr>
<th>Gender</th>
<th>2015</th>
<th>2019</th>
<th>Trend</th>
</tr>
</thead>
<tbody>
<tr>
<td>Female</td>
<td>5,227</td>
<td>5,493</td>
<td>+5%</td>
</tr>
<tr>
<td>Male</td>
<td>10,674</td>
<td>12,107</td>
<td>+13%</td>
</tr>
<tr>
<td>Total</td>
<td>15,901</td>
<td>17,600</td>
<td>+11%</td>
</tr>
</tbody>
</table>

2.5 Area

Similar to the EU average, the majority of fatalities in Italy occur on rural roads (48%). Over the past ten years, the number of fatalities decreased on all road types.
Figure 9. Number of road fatalities by road type (2020). Source: CARE

<table>
<thead>
<tr>
<th>Country</th>
<th>Motorways</th>
<th>Rural roads</th>
<th>Urban roads</th>
<th>Unknown</th>
</tr>
</thead>
<tbody>
<tr>
<td>Italy</td>
<td>8%</td>
<td>48%</td>
<td>44%</td>
<td></td>
</tr>
<tr>
<td>European Union</td>
<td>8%</td>
<td>51%</td>
<td>38%</td>
<td></td>
</tr>
</tbody>
</table>

Table 10. Average number of road fatalities by road type (2010-2012 and 2018-2020). Source: CARE

<table>
<thead>
<tr>
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<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Motorway</td>
<td>348</td>
<td>278</td>
<td>-20%</td>
<td>2,072</td>
<td>1,812</td>
<td>-13%</td>
</tr>
<tr>
<td>Rural</td>
<td>1,852</td>
<td>1,425</td>
<td>-28%</td>
<td>15,280</td>
<td>11,430</td>
<td>-25%</td>
</tr>
<tr>
<td>Urban</td>
<td>1,709</td>
<td>1,264</td>
<td>-26%</td>
<td>10,803</td>
<td>6,406</td>
<td>-42%</td>
</tr>
<tr>
<td>Unknown</td>
<td>/</td>
<td>/</td>
<td></td>
<td>/</td>
<td>/</td>
<td>/</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>3,909</td>
<td>2,967</td>
<td>-24%</td>
<td>28,286</td>
<td>21,640</td>
<td>-23%</td>
</tr>
</tbody>
</table>

2.6 Time

The distribution of fatalities by day of the week and time of the day is very similar to that for the European Union, with the majority of fatalities occurring in the daytime during the working week.

Figure 10. Number of road fatalities by period of time (2020). Source: CARE

<table>
<thead>
<tr>
<th></th>
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<th></th>
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<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Working week - daytime</td>
<td>2,191</td>
<td>1,660</td>
<td>-21%</td>
<td>15,055</td>
<td>12,546</td>
<td>-19%</td>
</tr>
<tr>
<td>Working week - night-time</td>
<td>385</td>
<td>270</td>
<td>-30%</td>
<td>2,573</td>
<td>1,848</td>
<td>-22%</td>
</tr>
<tr>
<td>Weekend - daytime</td>
<td>927</td>
<td>672</td>
<td>-28%</td>
<td>6,383</td>
<td>4,974</td>
<td>-22%</td>
</tr>
<tr>
<td>Weekend - night-time</td>
<td>478</td>
<td>349</td>
<td>-27%</td>
<td>3,549</td>
<td>2,327</td>
<td>-34%</td>
</tr>
<tr>
<td>Unknown</td>
<td>19</td>
<td>/</td>
<td></td>
<td>/</td>
<td>562</td>
<td>/</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>3,909</td>
<td>2,967</td>
<td>-24%</td>
<td>28,286</td>
<td>21,640</td>
<td>-23%</td>
</tr>
</tbody>
</table>

2For more details about the time periods used in this subsection, please see section 6.2 Definitions.
2.7 Road conditions

The majority of road fatalities occur on dry roads. This is the case for Italy, as well as for the European Union as a whole. The percentage of fatalities that occur on wet roads is slightly smaller in Italy compared to the EU average.

Figure 11. Number of road fatalities by surface conditions (2020). Source: CARE

Table 12. Average number of road fatalities by surface conditions (2010-2012 and 2018-2020). Source: CARE

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Dry</td>
<td>3192</td>
<td>2458</td>
<td>-23%</td>
<td>21,101</td>
<td>16,582</td>
<td>-21%</td>
</tr>
<tr>
<td>Snow, frost, ice, slush</td>
<td>34</td>
<td>14</td>
<td>/</td>
<td>988</td>
<td>362</td>
<td>-63%</td>
</tr>
<tr>
<td>Wet, damp</td>
<td>637</td>
<td>460</td>
<td>-28%</td>
<td>5,638</td>
<td>4,328</td>
<td>-23%</td>
</tr>
<tr>
<td>Other/unknown</td>
<td>/</td>
<td>/</td>
<td>/</td>
<td>2,486</td>
<td>580</td>
<td>/</td>
</tr>
<tr>
<td>Total</td>
<td>3909</td>
<td>2967</td>
<td>-24%</td>
<td>28,286</td>
<td>21,640</td>
<td>-23%</td>
</tr>
</tbody>
</table>
3 Road safety performance indicators

3.1 Behaviour of road users

Most of the road safety performance indicators regarding behaviour are based on self-reported behaviour. Italy has the best scores in Europe for speeding and the worst score for wearing a seatbelt in the back.

In addition to the ESRA data, Italy has its own surveillance tool (Ulysses System) that measures the use of helmets, safety belts, child seats, mobile and electronic devices throughout the country.

3.1.1 Speeding

Figure 12. Percentage of car drivers that say they have driven faster than the speed limit outside built-up areas (but not on motorways/freeways) at least once in the last 30 days. Source: ESRA (2018)
### 3.1.2 Driving under the influence

**Figure 13.** Percentage of car drivers that say they have driven at least once in the last 30 days when they may have been over the legal limit for drinking and driving. Source: ESRA (2018)

### 3.1.3 Use of protective systems

Results from the Ulysses System on the use of front seat belts shows a geographical trend from 82.6% (North) to 36.3% (South). Drivers use seat belts more frequently than passengers (63.3 vs 57.4%). (Source: Giustini M, Pitidis A. ‘Use of safety devices on the road in Italy: an observational approach’ MEDIC 2019; 27(2): 57-62).

**Figure 14.** Percentage of car passengers that say they drove at least once in the last 30 days without wearing a seat belt in the rear seat. Source: ESRA (2018)
3.1.4 Distraction

Figure 16. Percentage of car drivers that say they have at least once in the last 30 days talked on a hand-held mobile phone while driving. Source: ESRA (2018)

3.2 Infrastructure

In Italy both the overall road network and the motorway network show similar road density as the EU average. The indicator for the quality of road infrastructure is based on judgements made by road users themselves. For Italy, a score of 4.4 (on a value scale from 1 to 7) is given, which is rather low compared to other EU countries.
3.2.1 Road density

Table 13. Road density. Source: EUROSTAT (2019)

<table>
<thead>
<tr>
<th></th>
<th>Italy</th>
<th>European Union</th>
</tr>
</thead>
<tbody>
<tr>
<td>Motorways</td>
<td>23 km road/1000 km²</td>
<td>16 km road/1000 km²</td>
</tr>
<tr>
<td>Total</td>
<td>780 km road/1000 km²</td>
<td>938 km road/1000 km²</td>
</tr>
</tbody>
</table>

3.2.2 Road quality

Figure 17. Perceived quality of the road infrastructure (1 = extremely poor, 7 = among the best in the world). Source: World Economic Forum, Executive Opinion Survey (2019)

3.3 Vehicle fleet

The size of the Italian vehicle fleet, expressed per 100 inhabitants, is larger than the EU average. Especially, the number of motorcycles per 100 inhabitants is much larger than in the European Union.

Table 14. Number of registered vehicles per 100 inhabitants. Source: EUROSTAT (2020)

<table>
<thead>
<tr>
<th></th>
<th>Italy</th>
<th>European Union</th>
</tr>
</thead>
<tbody>
<tr>
<td>All vehicles (except trailers and motorcycles)</td>
<td>75</td>
<td>64</td>
</tr>
<tr>
<td>Total utility vehicles</td>
<td>9</td>
<td>9</td>
</tr>
<tr>
<td>Lorries</td>
<td>7</td>
<td>7</td>
</tr>
<tr>
<td>Road tractors</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>Trailers and semi-trailers</td>
<td>1</td>
<td>4</td>
</tr>
<tr>
<td>Motorcycles</td>
<td>12</td>
<td>6</td>
</tr>
<tr>
<td>Passenger cars</td>
<td>67</td>
<td>56</td>
</tr>
<tr>
<td>Motor coaches, buses and trolley buses</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Special vehicles</td>
<td>1</td>
<td>1</td>
</tr>
</tbody>
</table>
### Table 15. Age of registered passenger cars. Source: EUROSTAT (2020)

<table>
<thead>
<tr>
<th></th>
<th>Italy</th>
<th>European Union</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less than 2 years</td>
<td>9%</td>
<td>11%</td>
</tr>
<tr>
<td>From 2 to 5 years</td>
<td>19%</td>
<td>15%</td>
</tr>
<tr>
<td>From 5 to 10 years</td>
<td>14%</td>
<td>20%</td>
</tr>
<tr>
<td>From 10 to 20 years</td>
<td>59%</td>
<td>41%</td>
</tr>
<tr>
<td>Over 20 years</td>
<td>/</td>
<td>12%</td>
</tr>
</tbody>
</table>
4 Road safety policy and measures

4.1 Legislation

National road safety legislation in Italy is reflects the situation in the majority of EU countries with one exception. The maximum speed on rural roads is often 110 km/h which is higher than in most countries (90 km/h).


<table>
<thead>
<tr>
<th>Speed limits for passenger cars</th>
<th>Italy</th>
<th>EU countries</th>
</tr>
</thead>
<tbody>
<tr>
<td>Urban roads</td>
<td>50 km/h</td>
<td>50 km/h: 27</td>
</tr>
<tr>
<td>Rural roads</td>
<td>90 km/h or 110 km/h</td>
<td>80 km/h: 5; 90 km/h: 17; 100 km/h: 3; 110 km/h: 2</td>
</tr>
<tr>
<td>Motorways</td>
<td>130 km/h</td>
<td>No limit: 1; 140 km/h: 2; 130 km/h: 14; 120 km/h: 6; 100 km/h: 1</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Allowed BAC (blood alcohol concentration) levels</th>
<th>Italy</th>
<th>EU countries</th>
</tr>
</thead>
<tbody>
<tr>
<td>General population</td>
<td>0.5 g/l</td>
<td>0 g/l: 3; 0.2 g/l: 3; 0.4 g/l: 1; 0.5 g/l: 19; 0.8 g/l: 1</td>
</tr>
<tr>
<td>Novice drivers</td>
<td>0 g/l</td>
<td>0 g/l: 8; 0.1 g/l: 1; 0.2 g/l: 12; 0.3 g/l: 1; 0.5 g/l: 4; 0.8 g/l: 1</td>
</tr>
<tr>
<td>Professional drivers</td>
<td>0 g/l</td>
<td>0 g/l: 7; 0.1 g/l: 1; 0.2 g/l: 10; 0.3 g/l: 1; 0.5 g/l: 7; 0.8 g/l: 1</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Seatbelt requirement</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Drivers</td>
<td>Yes</td>
<td>Yes: 27; No: 0</td>
</tr>
<tr>
<td>Front passengers</td>
<td>Yes</td>
<td>Yes: 27; No: 0</td>
</tr>
<tr>
<td>Rear passengers</td>
<td>Yes</td>
<td>Yes: 27; No: 0</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Transport of children</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Child restraint required</td>
<td>Up to 150 cm</td>
<td>Up to 150 cm: 12; Up to 140 cm: 1; Up to 135 cm: 12; Up to 10 yrs: 1</td>
</tr>
<tr>
<td>Children in front seat of passenger cars</td>
<td>Allowed in a child restraint</td>
<td>Prohibited under 10 yrs: 1; Prohibited under 12 yrs or 135 cm: 1; Prohibited under 150 cm: 1; Prohibited under 135 cm: 1; Allowed in a child restraint: 22; Not restricted: 1</td>
</tr>
<tr>
<td>Children passengers on motorcycles</td>
<td>Prohibited under 5 yrs</td>
<td>Not restricted: 9; Prohibited under certain age/height: 18</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Motorcycle helmets</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Applies to driver</td>
<td>Yes</td>
<td>Yes: 27; No: 0</td>
</tr>
<tr>
<td>Applies to passengers</td>
<td>Yes</td>
<td>Yes: 27; No: 0</td>
</tr>
<tr>
<td>Applies to all roads</td>
<td>Yes</td>
<td>Yes: 27; No: 0</td>
</tr>
<tr>
<td>Applies to all engines</td>
<td>Yes</td>
<td>Yes: 25; No: 2</td>
</tr>
<tr>
<td>Helmet fastening required</td>
<td>Yes</td>
<td>Yes: 19; No: 8</td>
</tr>
<tr>
<td>Standard referred to and / or specified</td>
<td>Yes</td>
<td>Yes: 19; No: 8</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Mobile phone restriction</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Applies to hand-held phone use</td>
<td>Yes</td>
<td>Yes: 26; No: 1</td>
</tr>
<tr>
<td>Applies to hands-free phone use</td>
<td>No</td>
<td>Yes: 0; No: 27</td>
</tr>
</tbody>
</table>

4.2 Enforcement

According to an international respondent consensus, in which the effectiveness of road safety enforcement is measured on a ten-point scale, Italy scores below the EU average for child restraint system legislation. Furthermore, the self-reported frequency of alcohol checks is below the European average.
Table 17. Effectiveness of enforcement according to an international respondent consensus (scale = 0-10). Source: WHO (2018)

<table>
<thead>
<tr>
<th>Legislation</th>
<th>Italy</th>
<th>European average</th>
</tr>
</thead>
<tbody>
<tr>
<td>Speed legislation</td>
<td>8</td>
<td>6.8</td>
</tr>
<tr>
<td>Drink-driving legislation</td>
<td>7</td>
<td>7</td>
</tr>
<tr>
<td>Seatbelt legislation</td>
<td>7</td>
<td>7</td>
</tr>
<tr>
<td>Child restraint system legislation</td>
<td>6</td>
<td>7</td>
</tr>
<tr>
<td>Motorcycle helmet legislation</td>
<td>9</td>
<td>8</td>
</tr>
</tbody>
</table>

Figure 18. Percentage of car drivers that say they have been checked by the police for using alcohol at least once over the past 12 months. Source: ESRA (2018)

Figure 19. Percentage of car drivers that say they have been checked by the police for the use of drugs at least once over the past 12 months. Source: ESRA (2018)
4.3 Road infrastructure

Table 18. Infrastructure-related policy. Source: WHO (2018)

<table>
<thead>
<tr>
<th>Policy Area</th>
<th>Italy</th>
<th>EU countries</th>
</tr>
</thead>
<tbody>
<tr>
<td>Audits or star rating required for new road infrastructure</td>
<td>Yes</td>
<td>Yes: 10 Partial: 17</td>
</tr>
<tr>
<td>Inspections / star rating of existing roads</td>
<td>Yes</td>
<td>Yes: 26 No: 1</td>
</tr>
<tr>
<td>Design standards for the safety of pedestrians / cyclists</td>
<td>Yes</td>
<td>Yes: 25 Partial: 2 No: 0</td>
</tr>
<tr>
<td>Investments to upgrade high risk locations</td>
<td>No</td>
<td>Yes: 21 No: 6</td>
</tr>
<tr>
<td>Policies &amp; investment in urban public transport</td>
<td>Yes</td>
<td>Yes: 24 No: 3</td>
</tr>
<tr>
<td>Policies promoting walking and cycling</td>
<td>Yes</td>
<td>Yes: 21 Subnational: 3 No: 3</td>
</tr>
</tbody>
</table>

4.4 Post-crash care


<table>
<thead>
<tr>
<th>Policy Area</th>
<th>Italy</th>
<th>EU countries</th>
</tr>
</thead>
<tbody>
<tr>
<td>Trauma registry</td>
<td>Subnational</td>
<td>National: 13 Subnational: 4</td>
</tr>
<tr>
<td>National assessment of emergency care system</td>
<td>No</td>
<td>Yes: 9 No: 18</td>
</tr>
<tr>
<td>Provider training and certification - Prehospital providers - Formal certification pathway</td>
<td>Yes</td>
<td>Yes: 19 No: 6</td>
</tr>
<tr>
<td>Provider training and certification - Nurses - Post graduate courses in emergency and trauma care</td>
<td>No</td>
<td>Yes: 21 No: 5</td>
</tr>
<tr>
<td>Provider training and certification - Specialist doctors - Emergency medicine</td>
<td>Yes</td>
<td>Yes: 21 Subnational: 0</td>
</tr>
</tbody>
</table>
5 Structure and culture

5.1 Country characteristics

Population density in Italy is higher than the EU average, and its population is mainly settled in suburbs and towns. Its GDP per capita is similar to that of the European Union as a whole.

Table 20. Country characteristics. Source: EUROSTAT and IRTAD

<table>
<thead>
<tr>
<th>Population-related data (2021)</th>
<th>European Union</th>
<th>Italy</th>
</tr>
</thead>
<tbody>
<tr>
<td>Population (2021)</td>
<td>447,218,763</td>
<td>59,236,213</td>
</tr>
<tr>
<td>% Population density (inhabitants/km²)</td>
<td>106</td>
<td>196</td>
</tr>
<tr>
<td>% Children (0-14)</td>
<td>15%</td>
<td>13%</td>
</tr>
<tr>
<td>% Adults (15-64)</td>
<td>64%</td>
<td>64%</td>
</tr>
<tr>
<td>% Elderly (65+)</td>
<td>21%</td>
<td>24%</td>
</tr>
</tbody>
</table>

Urbanization (2021)

| % living in cities | 39% | 36% |
| % living in suburbs and towns | 35% | 46% |
| % living in rural areas | 26% | 18% |

Economic data

| GDP per capita (EUR, 2021) | 32,428.4 | 30,083.8 |
| Unemployment rate (2021) | 7% | 10% |
| % GDP dedicated to road spending (2019) | 0.6% | 0.6% |

5.2 Structure of road safety management

Table 21. Road safety management structure. Source: National sources

<table>
<thead>
<tr>
<th>Key functions</th>
<th>Key actors</th>
</tr>
</thead>
<tbody>
<tr>
<td>Formulation of national road safety strategy</td>
<td>Ministry of Infrastructure and Transport (MIT) (Directorate for Road Safety)</td>
</tr>
<tr>
<td>Monitoring of the road safety development</td>
<td>Directorate for Road Safety</td>
</tr>
<tr>
<td>Improvements in road infrastructure</td>
<td>MIT for State roads</td>
</tr>
<tr>
<td>Improvement in vehicles</td>
<td>Regional authorities for local roads</td>
</tr>
<tr>
<td>Improvement in road user education</td>
<td>Directorate for vehicle registration (la Motorizzazione)</td>
</tr>
<tr>
<td>Publicity campaigns</td>
<td>Directorate for Road Safety</td>
</tr>
<tr>
<td>Enforcement of traffic laws</td>
<td>Ministry of Interior</td>
</tr>
<tr>
<td>Other relevant actors</td>
<td>ACI (Automobile Club Italia)</td>
</tr>
</tbody>
</table>

Table 22. National road safety strategy. Source: National sources

<table>
<thead>
<tr>
<th>Timeframe</th>
<th>Link to national road safety strategy</th>
</tr>
</thead>
</table>
5.3 Attitudes

Table 23. Attitudes towards speeding, towards drink-driving, and towards the use of a mobile phone while driving.
Source: ESRA (2018)

<table>
<thead>
<tr>
<th>% of respondents that agree</th>
<th>Italy</th>
<th>European average</th>
<th>Ranking among European countries</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Speeding</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>I often drive faster than the speed limit</td>
<td>7%</td>
<td>12%</td>
<td>20/22</td>
</tr>
<tr>
<td>I will do my best to respect speed limits in the next 30 days</td>
<td>75%</td>
<td>71%</td>
<td>8/22</td>
</tr>
<tr>
<td><strong>Drink-driving</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>I often drive after drinking alcohol</td>
<td>3%</td>
<td>2%</td>
<td>6/22</td>
</tr>
<tr>
<td>I will do my best not to drive after drinking alcohol in the next 30 days</td>
<td>75%</td>
<td>76%</td>
<td>18/22</td>
</tr>
<tr>
<td><strong>Use of a mobile phone while driving</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>I often talk on a hand-held mobile phone while driving</td>
<td>3%</td>
<td>3%</td>
<td>19/22</td>
</tr>
<tr>
<td>I often check my messages on the mobile phone while driving</td>
<td>3%</td>
<td>4%</td>
<td>15/22</td>
</tr>
<tr>
<td>I will do my best not to use my mobile phone while driving in the next 30 days</td>
<td>77%</td>
<td>74%</td>
<td>6/22</td>
</tr>
</tbody>
</table>
6 Notes

6.1 Data sources

**CARE**
(Community database on Accidents on the Roads in Europe) All information in part 1 of this document (road safety outcomes) is based on data in the CARE database. The European average is based on the average of the 27 EU countries.

Date of extraction: 4th of October, 2022. There may be small discrepancies between the CARE data presented in the report and the accident data published in national reports.

**ESRA** (E-Survey of Road Users’ Attitudes)
The European average is the average of 20 European countries (Austria, Belgium, Czechia, Denmark, Finland, France, Germany, Greece, Hungary, Ireland, Italy, Netherlands, Poland, Portugal, Serbia, Slovenia, Spain, Sweden, Switzerland and the United Kingdom)

https://www.esranet.eu/en/

**ETSC** (European Transport Safety Council)
Car safety data was retrieved from https://etsc.eu/wp-content/uploads/PIN-Flash-30-Final.pdf
Data about speeding was retrieved from https://www.etsc.eu/pinflash36

**IRTAD** (International Traffic Safety Data and Analysis Group)
Data is retrieved from the OECD database: https://stats.oecd.org/

Date of extraction: 11th of October 2022

**WHO** (World Health Organization)
The data are retrieved from the WHO Global Status Report on Road Safety that was published in 2018. The European average is based on the average of the 27 EU countries.


**World Economic Forum**
Data is retrieved from https://www.theglobaleconomy.com/rankings/roads_quality/

Date of extraction: 11th of October 2022

6.2 Definitions

**Accident / Crash**
Any accident involving at least one road vehicle in motion on a public road or private road to which the public has right of access, resulting in at least one injured or killed person (Source: UNECE/ITF/Eurostat Glossary). Note: the definition of “injury” varies considerably among EU countries thus affecting the reliability of cross country comparisons.

**Bicycle**
Vehicle with at least 2 wheels, without engine. In some cases it can also use electric power.
**Bus or Coach**

Bus: passenger-carrying vehicle, most commonly used for public transport, having more than 16 seats for passengers. Coach: passenger-carrying vehicle, having more than 16 seats for passengers. Most commonly used for interurban movements and tourist trips. To differentiate from other types of bus, a coach has a luggage hold separate from the passenger cabin.

**CARE EU Average and aggregated numbers**

In the second section “Road safety outcomes”, we provide EU averages and aggregated figures based on the most recent figures available (2020). However, as some countries have not yet provided their official data for that year, we have produced the EU averages and aggregated data by imputing figures based on data from previous years. The aggregated EU averages and figures in this report may therefore differ slightly from the aggregated averages and figures for 2020 that will be published in the future.

**Fatal crash**

Crash with at least one person killed regardless the injury severity of any other persons involved.

**Fatalities**

Total number of persons fatally injured within 30 days of the road crash; correction factors applied when needed. Confirmed suicide and natural death are not included.

**Lorry, under 3.5 tonnes**

Goods vehicle under 3.5t maximum gross weight. Smaller motor vehicle used only for the transport of goods.

**Pedestrian**

Person on foot. Included are occupants or persons pushing or pulling a child’s carriage, an invalid chair, or any other small vehicle without an engine. Also included are persons pushing a cycle, moped, roller-skating, skateboarding, skiing or using similar devices. Does not include persons in the act of boarding or alighting from a vehicle. (Source: UNECE/ITF/Eurostat Glossary and CADAS Glossary) Unilateral pedestrian crashes (e.g. pedestrian falls) are excluded.

**Powered two-wheelers**

Driver or passenger of either a moped (two or three wheeled vehicle equipped with engine size of maximum 50cc and maximum speed that does not exceed 45 km/h. A moped can also have an electric motor. Speed pedelecs and electric powered bicycles that offer pedal assistance up to 45 km/h, also belong to this category of vehicles.) or a motorcycle (motor vehicle with two or three wheels, with an engine size of more than 50 cc. A motorcycle can also have an electric motor.).

**Seriously injured (at least 30 days)**

The CARE database includes the number of persons seriously injured who have been hospitalised for at least 24 hours. An alternative source is MAIS (Maximum Abbreviated Injury Scale) which is a globally accepted trauma scale used by medical professionals. The injury score is determined at the hospital with the help of a detailed classification key. The score ranges from 1 to 6, with levels 3 to 6 considered as serious injuries.
Working week – Daytime
Monday to Friday 6.00 a.m. to 9.59 p.m.

Working week – Night-time
Monday 10 p.m. to Tuesday 5.59 a.m.
Tuesday 10 p.m. to Wednesday 5.59 a.m.
Wednesday 10 p.m. to Thursday 5.59 a.m.
Thursday 10 p.m. to Friday 5.59 a.m.

Weekend - Daytime
Saturday to Sunday 6.00 a.m. to 9.59 p.m.

Weekend - Night-time
Friday 10 p.m. to Saturday 5.59 a.m.
Saturday 10 p.m. to Sunday 5.59 a.m.
Sunday 10 p.m. to Monday 5.59 a.m.