









ITALY

Italy recorded 2 395 road fatalities in 2020, representing a 24.5% decrease on 2019. From March to late May 2020 and in the winter months, the measures taken to contain the Covid-19 pandemic resulted in a significant reduction in traffic. Road injury crashes decreased by 72% in March 2020 and 83% in April 2020, compared to the same months in 2019. Road fatalities decreased by 62% in March 2020 and 74% in April 2020, compared with the same months in 2019. The slogan of the National Road Safety Plan Horizon 2020 was "No child should die on the road", and the main target was to halve the number of road fatalities by 2020, using 2010 as a baseline. The target was not reached. In January 2021, Italy published a General Guideline for the Strategy Plan on Road Safety 2030. The plan sets a generic target of halving road fatalities by 2030 from a 2020 baseline level. As the estimated road fatalities for 2020 are 3 029, the target for 2030 will be to have less than 1 515 road fatalities. The generic target will also include the reduction of serious injuries.

Road safety management and strategy

The National Road Safety Plan in 1999 was the first normative and legislative act through which the issue of road safety started to be systematically analysed in Italy. Since 2001, several road safety measures have been implemented under the plan, including improving road traffic legislation, introducing automatic speed control, increasing enforcement, improving the road infrastructure, communication and awareness campaigns and road safety education.

The responsibility for road safety in Italy lies with the Ministrv of Infrastructure and Sustainable Mobility through its Directorate for Road Safety. National and local road authorities are responsible for improving road infrastructure and police forces are responsible for enforcing traffic laws. The National Institute of Statistics (ISTAT) is responsible for collecting road safety statistics on injury crashes at the national level. A national

Italy: Quick facts

Population: 59.6 million GDP per capita: USD 31 630 Registered motor vehicles: 55.4 million cars: 72% • goods vehicles: 9% motorcycles: 12% Speed limits: urban roads: 50 km/h • rural roads: 70-90 km/h motorways: 110-130 km/h Limits on Blood Alcohol Content: general drivers: 0.5 g/l professional drivers: 0.0 g/l novice drivers: 0.0 g/l Road fatalities: 2 395 pedestrians: 17% cyclists: 7% car occupants: 43% motorcyclists: 27% other: 6% Road fatalities per 100 000 population: 4.0

Road fatalities per 10 000 vehicles: 0.4 Cost of road crashes: 1% of GDP (2019)

All data 2020 unless otherwise stated.

structure was created for consultation with stakeholders. On 1 January 2019, the National

Agency for Road Safety (ANSFISA) was created to oversee and improve infrastructure safety.

The National Road Safety Plan, Horizon 2020, was launched in 2010. The plan followed the actions and targets (a 50% reduction in fatalities) recommended by the European Commission. The central vision of the plan was summed up in the phrase "No child should die on the road". The target for 2020 was not reached.

In January 2021, Italy published a General Guideline for the Strategy Plan on Road Safety 2030. The Safe System approach will be the basis of the new strategy, which has five pillars: road safety management, safer roads, safer vehicles, safer road users and postcrash assistance. The Ministry of Infrastructure and Sustainable Mobility, supported by five Italian Universities, developed the Road Safety Strategy Plan 2030, which is now under approval.

The plan sets a generic target of halving road fatalities by 2030 from a 2019 baseline level. The generic target will also include the reduction of serious injuries. The final target is to eliminate road fatalities by 2050, in line with the European Union's Vision Zero approach.

In addition, the plan sets specific targets for cyclists, pedestrians, users of motorised twowheelers, children and people over 65. For each category, the main risk factors and some specific guidelines have been identified. The plan will develop the necessary actions and policies accordingly.

The plan sets intermediate targets at three-year intervals. This will allow the authorities to evaluate the benefits of what is implemented and update the plan if needed.

After the approval of the Strategy Plan on Road Safety 2030, there will be five implementation plans, one every two years, starting in 2022.

Latest road safety measures

Law no. 8 of 28 February 2020 and Law no. 156 of 9 November 2021 introduced provisions on e-scooters and electric micro-mobility devices. There are age limits (14 years) for riding them, passengers are forbidden, children under 18 are required to wear helmets and riders must wear retro-reflective vests when visibility is poor.

Law no. 120 of 11 September 2020 makes a series of amendments to the Highway Code, especially for cyclists. It introduced urban cycle roads (a single carriageway urban road

with priority for cyclists), cycle lanes, counterflow bike lanes and advanced stop lines for cyclists.

A ministerial decree (1/4/2019) sets forth guidelines for replacing and upgrading safety barriers installed on road infrastructure, with particular attention to safety barriers for motorcyclists.

Municipal authorities can now install speed cameras on urban and city centre streets. Until now, this was not possible except on dual carriageway roads, where the speed limit is 70 km/h.

The authorities increased spot-checks on goods vehicles in 2019 and the European Operation Truck campaign was conducted during different weeks. As a result, about 40 000 heavy-goods vehicles (HGV) were spot-checked, and one-third received fines.

The government provided incentives to upgrade transport companies' vehicle fleets in 2018, with the measure being carried through to 2019.

The first phase of inspection activity on the trans-European road network (TERN), following Directive 2008/96/EC on infrastructure safety management, began in July 2019. Inspections were carried out on two-thirds of the TERN, for a total of 6 280 km, ending in the summer of 2020. The Ministry of Infrastructure and Transport is now collecting data to classify the network. A second phase of road inspection activity to complete the TERN network started in 2021, for about 3 000 km.

Since July 2021, an agreement between the Ministry and ANSFISA, the agency responsible for road infrastructure safety, allows ANSFISA to implement a plan of inspections on roads, highways and infrastructure managers to operate following the correct maintenance procedures to ensure safety. In particular, sections of roads and highways and works of art such as bridges, viaducts and tunnels will be checked on a sample basis.

The emergency number 112 is used for crashes in Italy, with service carried out through unique response centres (CUR), where all emergency calls are received and then transferred to the organisation responsible for managing the specific emergency (the state police, national gendarmerie [*Carabinieri*], fire brigade or emergency health services).

The operations centres of the *Carabinieri* are responsible for handling the 112 emergency service pending the expansion of the CUR's national coverage. The 12 CUR (ten regions plus *Trento e Bolzano*) serve over 35 million citizens: https://www.salute.gov.it/portale/lea/dettaglioContenutiLea.jsp?lingua=italiano&id=5439 & area=Lea&menu=numeriUnici.

Distraction caused by mobile phone use while driving, excessive speed, poor pedestrian attention and failure to use rear seat belts are the topics of the 2019 campaign "*Sulla Buona Strada*", launched by the Ministry of Infrastructure and Transport.

National Road Police and *Autostrade per l'Italia* launched the campaign "Are You Safe?" ("*Sei Sicuro?*"), aimed at sensitising motorists to driving carefully: <u>https://www.poliziadistato.it/articolo/165dcd3c8dbe796005831084</u>.

The Automobile Club of Italy launched the FIA Campaign "This is my street", aimed at strengthening the culture of safety among young people for safe and sustainable mobility (<u>http://www.aci.it/archivionotizie/notizia.html?tx ttnews%5Btt news%5D=2386&cHash =146ed14fa59e62d0c246c56e77c1f0d0</u>), and the campaign "Let's respect each other" ("#Rispettiamoci") to focus on motorists and cyclists sharing the road respectfully (<u>https://www.youtube.com/watch?v=iapWeFQEeII</u>).

Costs of road crashes

Road crashes represent a considerable cost in terms of human lives and the national economy. According to the Ministry of Infrastructure and Sustainable Mobility estimates in 2020, the total cost for traffic crashes resulting in death or injury was estimated at around EUR 11.6 billion (0.7% of GDP). This value is based on the social cost assessed by the Ministry in 2010, using the human capital approach and without taking into account inflation.

A new study to update the costs of road crashes is under development.

Safety performance indicators

Speed

Inappropriate speed is one of the leading causes of road crashes. According to ISTAT, speeding was the cause of 10% of road crashes in 2020, and it remains the most frequent and most sanctioned misconduct both inside and outside built-up areas. This information comes from using speed cameras (e.g. the Tutor or Vergilius speed-detection systems). In 2020, the number of speed sanctions decreased less than other sanctions, a symptom of a widespread perception by drivers of greater safety and fewer dangers on traffic-free roads.

Drink-driving

Driving under the influence of alcohol is another major cause of road crashes in Italy. Based on national police data in 2020, which considers around one-third of all injury crashes, 9.2% of injury crashes were related to driving under the influence of alcohol. This is a slightly higher share than in 2019. In light of the proportion of alcohol related crashes in other countries, these figures could be underreported. Drink-driving crashes are defined in police reports as crashes where a driver has a BAC above the legal limit. The current limit in Italy, which came into force in 2002, is 0.5 g/l. Since July 2010, there has been a zero-tolerance policy for young, novice and professional drivers, with a BAC limit of 0.0 g/l. Driving with a BAC higher than 0.8 g/l can result in imprisonment and licence suspension.

Approximately 26 000 fines were issued for drink driving in 2020.

Drugs and driving

Drivers under the influence of drugs are punishable by imprisonment from six months up to a year, a fine from EUR 1 500 to EUR 6 000 and licence suspension for one to two years, or two to four years if the vehicle does not belong to the driver. Based on national police data for 2020, 3.5% of drivers in injury crashes were under the influence of drugs.

Use of mobile phones while driving

In 2020, distraction was presumed to be the primary cause of 15.7% of road crashes, 13.9% on urban roads and 20.6% on inter-urban roads. In 2020, the infringements of Article 173 of the Italian Highway Code, "Failure to use lenses or use of radiotelephones or headphones", decreased less than the average. Traffic and local police data confirm that 98% of these penalties were due to the improper use of mobile phones and smartphones.

The use of hand-held mobile phones or full headsets while driving has been illegal since 2002. The use of hands-free devices, including those with a single earpiece headset, is permitted. According to an observational survey called Ulisse carried out by the National Institute of Health and the Ministry of Infrastructure and Transport, about 5.1% of drivers used a phone without a headset while driving in 2015 and 2016.

Seat belt and helmet use

Seat belt use has been compulsory in front seats since 1988 and rear seats since 1994. It has also been mandatory on microcars since mid-2010. Children under 12 and less than 150 cm in height should be seated in a dedicated and approved child restraint system adapted to their weight and stature. In 2020, more than 200 000 fines were issued for children not wearing seat belts or not using a child restraint and more than 60 000 for not wearing the helmet.

Ulisse focused on the use of helmets, seat belts in front and rear seats, restraint systems for children and hand-held phones. The results show that in 2018, the use of seat belts was relatively low in Italy; they are used by 63% of front-seat occupants and only 11% of rear seat occupants.

Road safety data for Italy at a glance

							2020 % change over			
	1990	2000	2010	2018	2019	2020	2019	2010	2000	1990
Reported safety data										
Fatalities	7 151	7 061	4 114	3 334	3 173	2 395	-24.5	-41.8	-66.1	-66.5
Injury crashes	161 782	256 546	212 997	172 553	172 183	118 298	-31.3	-44.5	-53.9	-26.9
Deaths per 100 000 population	12.6	12.4	7.0	5.5	5.3	4.0	-23.6	-42.2	-67.6	-68.2
Deaths per 10 000 registered vehicles	2.1	1.6	0.8	0.6	0.6	0.4	-25.0	-46.2	-72.9	-79.0
Fatalities by road user										
Pedestrians	1 069	982	621	612	534	409	-23.4	-34.1	-58.4	-61.7
Cyclists	477	401	265	219	253	175	-30.8	-34.0	-56.4	-63.3
Moped riders	620	637	206	108	88	59	-33.0	-71.4	-90.7	-90.5
Motorcyclists	713	770	950	687	698	586	-16.0	-38.3	-23.9	-17.8
Passenger car occupants	3 797	3 850	1 822	1 423	1 411	1 018	-27.9	-44.1	-73.6	-73.2
Other road users	474	421	250	285	189	147	-22.2	-41.2	-65.1	-69.0
Fatalities by age group										
0-14 years	247	136	70	34	35	37	5.7	-47.1	-72.8	-85.0
15-17 years	429	211	121	61	67	47	-29.9	-61.2	-77.7	-89.0
18-20 years	640	485	253	168	145	96	-33.8	-62.1	-80.2	-85.0
21-24 years	786	740	294	185	194	140	-27.8	-52.4	-81.1	-82.2
25-64 years	3 245	3 637	2 218	1 707	1 690	1 275	-24.6	-42.5	-64.9	-60.7
65-74 years		683	429	418	372	298	-19.9	-30.5	-56.4	
≥ 75 years		754	635	643	622	458	-26.4	-27.9	-39.3	
Fatalities by road type										
Urban roads	2 867	3 167	1 782	1 401	1 331	1 061	-20.3	-40.5	-66.5	-63.0
Rural roads	3 542	3 130	1 956	1 603	1 532	1 139	-25.7	-41.8	-63.6	-67.8
Motorways	741	764	376	330	310	195	-37.1	-48.1	-74.5	-73.7
Traffic data										
Registered vehicles (thousands)	34 729	44 296	51 212	54 256	55 026	55 386	0.7	8.2	25.0	59.5
Registered vehicles per 1 000 population	612.6	778.2	865.2	897.0	911.6	928.7	1.9	7.3	19.3	51.6

Long-term road safety trends for Italy

Evolution of road fatalities, injury crashes, motorisation and GDP in Italy, 2000-20



Road fatalities per 100 000 inhabitants in Italy in comparison with IRTAD countries, 2020





Road fatalities per 10 000 vehicles in Italy in comparison with IRTAD countries, 2020

Note: in Belgium, Denmark, Germany and Hungary registered vehicles do not include mopeds.



Evolution of road fatalities in Italy by user category, age group and road type, 2010-20



Road fatalities in Italy by road type, 2020





Road fatality rate in Italy by user category and age group, 2020

Rate per 100 000 population in the same age group

Cost of road crashes in Italy, 2019

	Unit Cost (EUR)	Total (EUR)
Fatalities	1 503 990	4.8 billion
Injuries	42 219	10.2 billion
Crash	10 986	1.9 billion
Total		16.9 billion
Total as % of GDP		1.0

Seat belt and helmet wearing rates Percentages

	2015-16	2018	
Front seats			
General	63		
Urban roads (driver)	64-67	62	
Rural roads (driver)	55	55	
Rear seats			
General	11	11	
Children (use of child restraint)	43		
Helmet			
Riders of mopeds	98	98	
Riders of motorcycles and scooters	98	98	

Research and resources

Publications

C. Montaldo and S. Ocelli (2019), *Sicurezza stradale. Elementi per la formulazione di nuove politiche* [Road safety, Elements for new policies], IRES PIEMONTE: <u>https://www.dors.it/documentazione/testo/201911/occelli2019.pdf</u>.

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Road transport accident statistics: <u>https://www.mit.gov.it/node/16685</u>.

Websites

Ministry of Infrastructure and Transport: <u>http://www.mit.gov.it/</u>.

Ministry of Education: <u>http://edustrada.it</u>.

National Institute of Statistics: <u>https://www.istat.it/</u>.

Italian Automobile Club: <u>http://www.aci.it/</u> and <u>http://www.lis.aci.it/dati/</u>.

Centre for Transport Logistics of Sapienza University of Rome: <u>http://www.ctl.uniroma1.it/</u>.

Ansfisa (National Agency for Road Safety): https://www.ansfisa.gov.it/.

Autostrade per l'Italia (main motorway concession company): <u>http://www.autostrade.it/it/home</u>.

AISCAT (Association of motorway concession companies): <u>http://www.aiscat.it/</u>.

ANAS (National Road Authority): <u>http://www.anas.it/</u>.

ISS (National Health Institute): <u>http://www.iss.it/</u>.

INAIL (National Institute for Accident Insurance at Work): <u>https://www.inail.it/cs/internet/home.html</u>.

IVASS (National Authority on Insurance Companies): <u>https://www.ivass.it/</u>.

ISFORT (Transport Research Institute): <u>http://www.isfort.it/</u>.

Polizia di Stato (national police) data: <u>http://www.poliziadistato.it/pds/stradale/archivio</u>.

MIMS Piano Nazionale Sicurezza Stradale 2030 – Indirizzi Generali e Linee Guida di attuazione 2021: <u>https://www.mit.gov.it/sites/default/files/media/progetti/2021-05/PNSS%25202030%2520Linee%2520Guida%2520-%2520v8.2%2520MIMS%2520-%2520Consultazione.pdf</u>.

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Definition, methodology, data collection

A road fatality is defined as a person who dies immediately or within 30 days of a road crash.

Injured persons are not differentiated by the degree of severity.

Italy follows the recommendations of the International Traffic Safety Data and Analysis Group (IRTAD) and the European Commission regarding using the Maximum Abbreviated Injury Scale of 3 or more (MAIS3+) to define a serious injury. Based on hospital discharge data, an estimate of the number of serious injuries has been calculated since 2013 using a conversion table to translate data from the International Classification of Diseases (ICD).

In Italy, road crash data are collected by the national road police, the *Carabinieri* and the local police. Data collection is centrally organised for the national road police and *Carabinieri*, but local police may have different crash investigation procedures.

ISTAT is responsible for collecting and validating road safety statistics on all injury crashes occurring in Italy. All police forces must send a standard crash form to ISTAT for each injury crash. ISTAT checks data consistency quantitatively and qualitatively, reviews any deficiencies, and proceeds with data correction. The statistical survey is conducted in co-operation with the Italian Automobile Club (ACI). Since 2007, a voluntary memorandum of understanding (MoU) has given the country's different regions the ability to collect data on their territories.

In 2013, ISTAT, the ACI, the Ministry of Infrastructure and Transport, the national road police, the *Carabinieri*, the local police, regions, provinces and municipalities defined a new crash data collection form. The form is more comprehensive and compatible with the EU's Community Road Accident Database (CARE) requirements and the Common Accident Data Set (CADAS).

This amendment to the form should bring several improvements, including a unique data collection process and a complete set of information gathered for each road crash. However, the introduction of the new format requires significant changes to existing databases and programmes. For this reason, the complete adoption of the new form is not realistic at the moment. Some minor changes have been progressively introduced since 2011 to improve data concerning the localisation of crashes, accident times and drivers' nationality. Since 2013, geographic coordinates have gradually been implemented, and the European Commission has approved them since 2016. In 2019, 75.6% of road crashes were located by geographic coordinates, checked at the Nuts 3 level.

Matching police and hospital data to assess the underreporting of injury crashes is not carried out at a national level, although this occasionally occurs at a local level.