ITALY
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 Ministry 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 structure was created for consultation with stakeholders. On 1 January 2019, the National Institute of Statistics (ISTAT) was created.

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.
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 post-crash 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 two-wheeler, 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: https://www.poliziadistato.it/articolo/165dcd3c8dbe796005831084.

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 (http://www.aci.it/archivionotizie/notizia.html?tx_ttnews%5Btt_news%5D=2386&cHash =146ed14fa59e62d0c246c56e77c1f0d0), and the campaign “Let’s respect each other” (“#Rispettiamoci”) to focus on motorists and cyclists sharing the road respectfully (https://www.youtube.com/watch?v=iapWeFQEeII).

**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 headsets”, 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

### Long-term road safety trends for Italy

<table>
<thead>
<tr>
<th>Year</th>
<th>1990</th>
<th>2000</th>
<th>2010</th>
<th>2018</th>
<th>2019</th>
<th>2020</th>
<th>2019 % change over</th>
<th>2020 % change over</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Reported safety data</strong></td>
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<tr>
<td>Fatalities</td>
<td>7,151</td>
<td>7,061</td>
<td>4,114</td>
<td>3,334</td>
<td>3,173</td>
<td>2,395</td>
<td>-24.5</td>
<td>-66.1</td>
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<tr>
<td>Injury crashes</td>
<td>161,782</td>
<td>256,546</td>
<td>212,997</td>
<td>172,553</td>
<td>172,183</td>
<td>118,298</td>
<td>-31.3</td>
<td>-26.9</td>
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<tr>
<td>Deaths per 100,000 population</td>
<td>12.6</td>
<td>12.4</td>
<td>7.0</td>
<td>5.5</td>
<td>5.3</td>
<td>4.0</td>
<td>-23.6</td>
<td>-68.2</td>
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<td>Deaths per 10,000 registered vehicles</td>
<td>2.1</td>
<td>1.6</td>
<td>0.8</td>
<td>0.6</td>
<td>0.6</td>
<td>0.4</td>
<td>-25.0</td>
<td>-79.0</td>
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<tr>
<td><strong>Fatalities by road user</strong></td>
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<tr>
<td>Pedestrians</td>
<td>1,069</td>
<td>982</td>
<td>621</td>
<td>612</td>
<td>534</td>
<td>409</td>
<td>-23.4</td>
<td>-61.7</td>
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<td>Cyclists</td>
<td>477</td>
<td>401</td>
<td>265</td>
<td>219</td>
<td>253</td>
<td>175</td>
<td>-30.8</td>
<td>-63.3</td>
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<tr>
<td>Moped riders</td>
<td>620</td>
<td>637</td>
<td>206</td>
<td>108</td>
<td>88</td>
<td>59</td>
<td>-33.0</td>
<td>-90.5</td>
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<tr>
<td>Motorcyclists</td>
<td>713</td>
<td>770</td>
<td>950</td>
<td>687</td>
<td>698</td>
<td>586</td>
<td>-16.0</td>
<td>-17.8</td>
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<tr>
<td>Passenger car occupants</td>
<td>3,797</td>
<td>3,850</td>
<td>1,822</td>
<td>1,423</td>
<td>1,411</td>
<td>1,018</td>
<td>-27.9</td>
<td>-73.2</td>
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<tr>
<td>Other road users</td>
<td>474</td>
<td>421</td>
<td>250</td>
<td>285</td>
<td>189</td>
<td>147</td>
<td>-22.2</td>
<td>-69.0</td>
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<tr>
<td><strong>Fatalities by age group</strong></td>
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<tr>
<td>0-14 years</td>
<td>247</td>
<td>136</td>
<td>70</td>
<td>34</td>
<td>35</td>
<td>37</td>
<td>5.7</td>
<td>-85.0</td>
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<tr>
<td>15-17 years</td>
<td>429</td>
<td>211</td>
<td>121</td>
<td>61</td>
<td>67</td>
<td>47</td>
<td>-29.9</td>
<td>-89.0</td>
</tr>
<tr>
<td>18-20 years</td>
<td>640</td>
<td>485</td>
<td>253</td>
<td>168</td>
<td>145</td>
<td>96</td>
<td>-33.8</td>
<td>-85.0</td>
</tr>
<tr>
<td>21-24 years</td>
<td>786</td>
<td>740</td>
<td>294</td>
<td>185</td>
<td>194</td>
<td>140</td>
<td>-27.8</td>
<td>-81.2</td>
</tr>
<tr>
<td>25-64 years</td>
<td>3,245</td>
<td>3,637</td>
<td>2,218</td>
<td>1,707</td>
<td>1,690</td>
<td>1,275</td>
<td>-24.6</td>
<td>-60.7</td>
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<tr>
<td>65-74 years</td>
<td>..</td>
<td>683</td>
<td>429</td>
<td>418</td>
<td>372</td>
<td>298</td>
<td>-19.9</td>
<td>-56.4</td>
</tr>
<tr>
<td>≥ 75 years</td>
<td>..</td>
<td>754</td>
<td>635</td>
<td>643</td>
<td>622</td>
<td>458</td>
<td>-26.4</td>
<td>-39.3</td>
</tr>
<tr>
<td><strong>Fatalities by road type</strong></td>
<td></td>
<td></td>
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<td></td>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Urban roads</td>
<td>2,867</td>
<td>3,167</td>
<td>1,782</td>
<td>1,401</td>
<td>1,331</td>
<td>1,061</td>
<td>-20.3</td>
<td>-63.0</td>
</tr>
<tr>
<td>Rural roads</td>
<td>3,542</td>
<td>3,130</td>
<td>1,956</td>
<td>1,603</td>
<td>1,532</td>
<td>1,139</td>
<td>-25.7</td>
<td>-67.8</td>
</tr>
<tr>
<td>Motorways</td>
<td>741</td>
<td>764</td>
<td>376</td>
<td>330</td>
<td>310</td>
<td>195</td>
<td>-37.1</td>
<td>-73.7</td>
</tr>
<tr>
<td><strong>Traffic data</strong></td>
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<td></td>
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<td></td>
</tr>
<tr>
<td>Registered vehicles (thousands)</td>
<td>34,729</td>
<td>44,296</td>
<td>51,212</td>
<td>54,256</td>
<td>55,026</td>
<td>55,386</td>
<td>0.7</td>
<td>59.5</td>
</tr>
<tr>
<td>Registered vehicles per 1,000 population</td>
<td>612.6</td>
<td>778.2</td>
<td>865.2</td>
<td>897.0</td>
<td>911.6</td>
<td>928.7</td>
<td>1.9</td>
<td>51.6</td>
</tr>
</tbody>
</table>
Evolution of road fatalities, injury crashes, motorisation and GDP in Italy, 2000-20

Index 2000 = 100

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 user category, 2020

- Passenger car occupants: 43%
- Motorcyclists: 25%
- Pedestrians: 17%
- Cyclists: 7%
- Moped riders: 2%
- Others incl. unknown: 6%

Road fatalities in Italy by road type, 2020

- Rural roads: 48%
- Inside urban areas: 44%
- Motorways: 8%
**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**

<table>
<thead>
<tr>
<th></th>
<th>Unit Cost (EUR)</th>
<th>Total (EUR)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fatalities</td>
<td>1 503 990</td>
<td>4.8 billion</td>
</tr>
<tr>
<td>Injuries</td>
<td>42 219</td>
<td>10.2 billion</td>
</tr>
<tr>
<td>Crash</td>
<td>10 986</td>
<td>1.9 billion</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>16.9 billion</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Total as % of GDP</strong></td>
<td><strong>1.0</strong></td>
<td></td>
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</table>

**Seat belt and helmet wearing rates**

Percentages

<table>
<thead>
<tr>
<th></th>
<th>2015-16</th>
<th>2018</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Front seats</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>General</td>
<td>63</td>
<td>..</td>
</tr>
<tr>
<td>Urban roads (driver)</td>
<td>64-67</td>
<td>62</td>
</tr>
<tr>
<td>Rural roads (driver)</td>
<td>55</td>
<td>55</td>
</tr>
<tr>
<td><strong>Rear seats</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>General</td>
<td>11</td>
<td>11</td>
</tr>
<tr>
<td>Children (use of child restraint)</td>
<td>43</td>
<td>..</td>
</tr>
<tr>
<td><strong>Helmet</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Riders of mopeds</td>
<td>98</td>
<td>98</td>
</tr>
<tr>
<td>Riders of motorcycles and scooters</td>
<td>98</td>
<td>98</td>
</tr>
</tbody>
</table>
Research and resources

Publications


Fondazione Filippo Caracciolo and Politecnico Torino, Gli effetti dell’AEB nella riduzione dei sinistri. Il sostegno della tecnologia nella lotta agli incidenti [The effects of AEB in reducing crashes. The support of technology in the fight against road accidents], http://www.fondazionecaracciolo.aci.it/index.php?id=30&tx_ttnews%5Btt_news%5D=168&cHash=e0a36f28603426c99c3db37c3db6f4d.

Fondazione Filippo Caracciolo, La strada della manutenzione: il caso della regione Lazio [The road of maintenance: the case of the region of Lazio], http://www.fondazionecaracciolo.aci.it/index.php?id=30&tx_ttnews%5Btt_news%5D=167&cHash=60dbaa37d00720e0cba619ab9e491f23.


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

Websites


Ministry of Education: http://edu草莓ta.it.
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
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.