



# ITALY

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Italy recorded 3 173 road fatalities in 2019, representing a 4.8% decrease on the 3 334 fatalities recorded in 2018. The mortality rate is 5.3 deaths per 100 000 inhabitants. 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. Fatalities have decreased 23% since 2010. This is across all road user groups and age categories, except for the elderly. In 2019, the National Agency for the Safety of Railways and Road and Highway Infrastructures (ANSFISA) was established.

## Impact of Covid-19

In response to the Covid-19 pandemic, Italy introduced lockdown measures on 9 March 2020, which affected the movement of people and goods on the road and in turn the exposure to road crashes. The lockdown was gradually lifted from 4 May 2020 until mid-June.

Based on preliminary data, which do not include urban roads, the number of road deaths decreased by 82 in April 2020 compared with the average for 2017-19. Traffic volume on main roads decreased by 75% in April 2020 compared to April 2019.

**Table 1. Road fatalities by month**

	Average 2017-19	2020	% change
January	160	138	-13.8
February	118	131	11
March	170	72	-57.6
April	172	31	-82
May	167	116	-30.5
June	218	140	-35.8

Note: Data is provisional and does not include fatalities on urban roads.  
Source: National police and the national military police (*Carabinieri*).

**Table 2. Road motor vehicle traffic by month on main roads**

	% change 2019/20
January	2.4
February	-1.4
March	-55
April	-75
May	-43
June	-18
July	-6
August	-6.4
September	-7
October	-14

## Trends

Italy registered an overall **decrease in the number of road deaths in 2019**. According to the latest available data, 3 173 persons lost their lives in traffic crashes in Italy in 2019. This represents a 4.8 % decline on 2018 (43 road fatalities on motorways in 2018 were due to the collapse of Ponte Morandi), when 3 334 road deaths were reported, a 1.3% decrease on 2017.

The **longer-term trend for road**

**deaths** in Italy is encouraging. Between 2000 and 2019, the number of annual road fatalities fell by 55%.

The number of **traffic deaths per 100 000 inhabitants** in Italy fell 58% between 2000 and 2019, when 5.3 traffic deaths per 100 000 inhabitants were recorded, compared to 12.4 in 2000. By way of comparison, the average in the European Union was 5.1 deaths per 100 000 inhabitants in 2019.

Italy recorded 0.6 **road fatalities per 10 000 registered vehicles** in 2019. This represents a decrease of 60% compared to the year 2000, when the rate of deaths to registered vehicles stood at 1.6. This is partly the result of new active prevention technologies installed on modern passenger cars.

### Country Profile

**Population** in 2019: 60.3 million

**GDP per capita** in 2019: USD 33 155

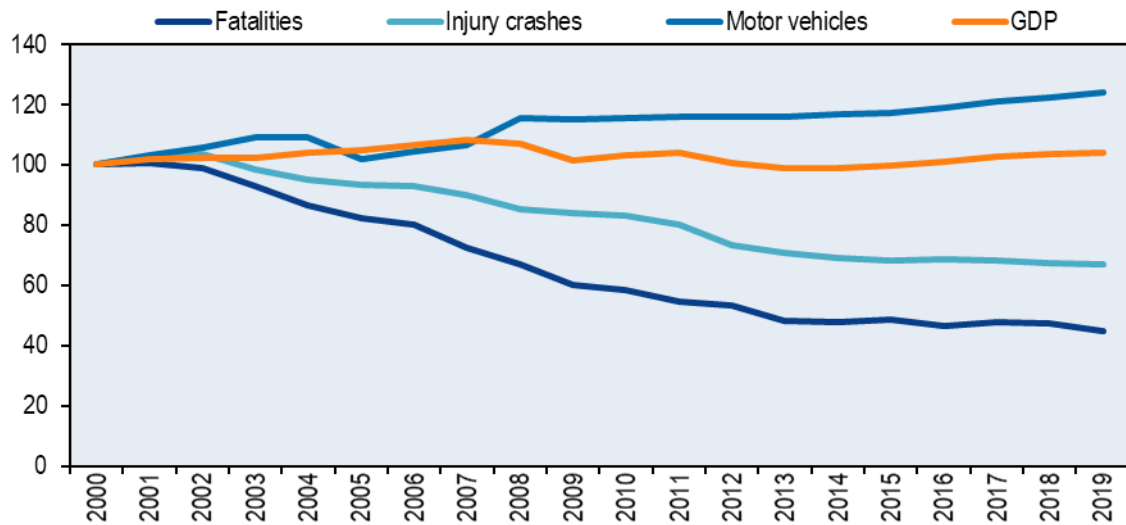
**Cost of road crashes:** 1% of GDP (2019)

**Registered motor vehicles** in 2019: 54.9 million (cars 72%; goods vehicles 9%; motorcycles 13%)

**Speed limits:** 50 km/h on urban roads; 70-90 km/h on rural roads; 110-130 km/h on motorways

**Limits on Blood Alcohol Content (BAC):** 0.5 g/l for general drivers; 0.0 g/l for professional drivers and novice drivers

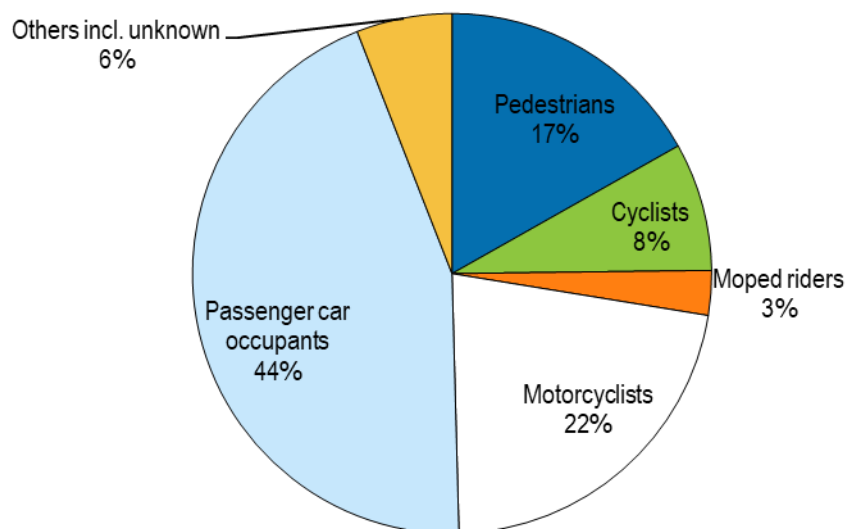
**Figure 1. Road safety, vehicle stock and GDP trends**  
Index 2000 = 100



The graph for **fatalities by road user groups** shows that passenger car occupants continue to be the group most affected by road crashes. In 2019, passenger car occupants accounted for a plurality of road deaths, with 45% of the total. They were followed by motorcyclists (22%), pedestrians (17%) and cyclists (8%).

The largest increase in 2019 was registered among cyclists, with 34 more deaths (+15.5%) compared to 2018. They were followed by motorcyclists, with 11 more deaths (+1.6%) than in 2019. Moped riders had 20 fewer fatalities (-18.5%).

The long-term trend shows traffic in Italy has become safer for all road user groups. The strongest decline was registered among moped riders, who saw an 86% drop in the number of annual road fatalities between 2000 and 2019. Passenger car occupants have also seen significant road safety improvements since the turn of the century, with 63% fewer deaths in 2019 than in 2000. The user group that has benefitted least is motorcyclists, who have seen their number of crash deaths fall by 9% since 2000.

**Figure 2. Road fatalities by road user group, 2019**

**Road deaths by age group** in 2019 showed some changes compared to 2018. In 2019, road deaths fell between 1.0% and 10.0% for those over 25 compared to 2018. The 18-20 age group had 23 fewer road deaths in 2019 (-13.7%). On the other hand, road deaths increased 2.9% for those aged 0-14, 9.8% for those 15-17 and 4.9% for those 21-24 age.

Looking at the longer-term trend, since 2000 the number of road deaths has decreased for all groups. The strongest reduction in fatalities over this period occurred among youth under 25, who had 70% less road deaths. Seniors over 75 benefitted the least from road safety improvements during this period, with annual road fatalities dropping by only 18%.

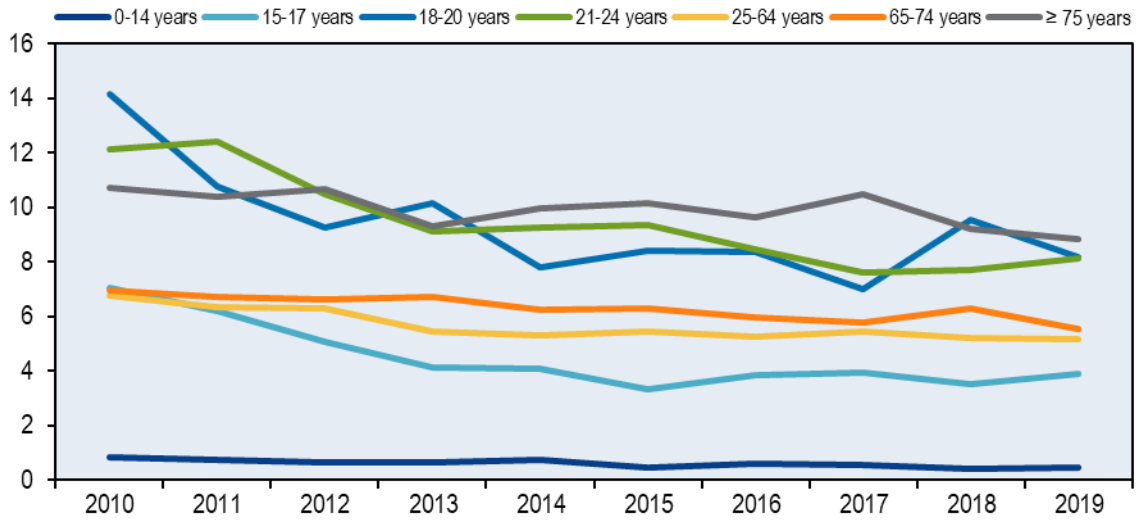
Since 2010 road mortality has decreased the most for young people. While the average reduction in the number of road deaths between 2010 and 2019 was 27%, the number of annual road fatalities decreased by 50% for those aged 0-14, 45% for those 15-17 and 43% for the 18-20 age group. The reduction in road deaths experienced by the youngest is partly explained by a change in the age structure of the population and less use of mopeds.

However, despite these recent improvements, in 2019 young people were at high risk in traffic, with a mortality rate well above average. People aged 18-20 had a mortality rate of 8.2 per 100 000 inhabitants and those aged 21-24 a rate of 8.1. Senior citizens are at the highest risk, however. Those over 75 experience traffic fatalities at a rate of 8.9 per 100 000 inhabitants.

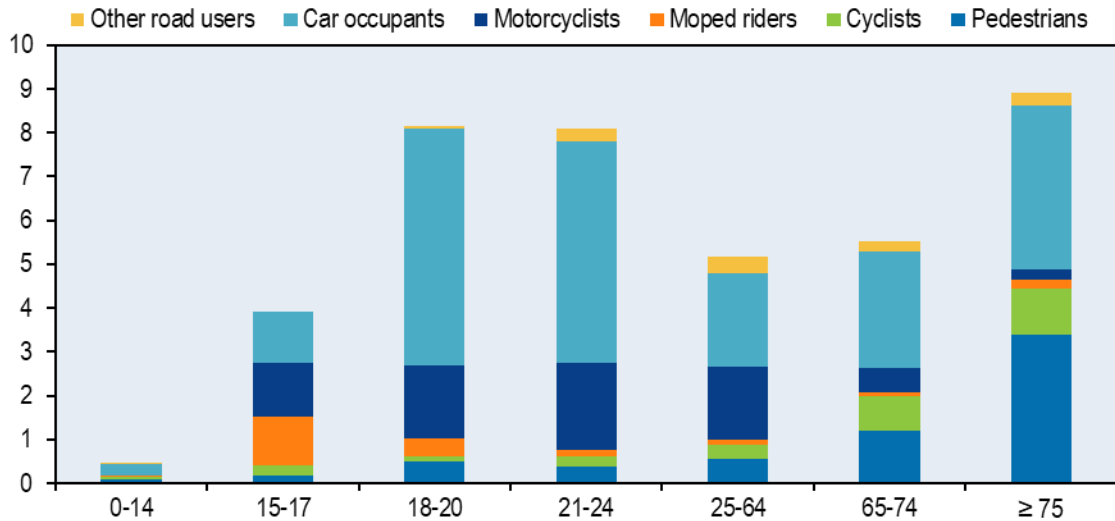
Road safety for the elderly is set to be a significant issue for Italy in the decades to come. In 2019, 23% of Italians were over 65 – the second highest rate among OECD countries (OECD, 2019). And this share is forecast to grow in the coming decades, thus increasing traffic participation of this vulnerable road user group. The ageing population is also reflected in those who operate vehicles: the data of active driving licences in 2018 shows there were substantially more drivers over 65 than ten years prior. Their share of total

active licences rose from 13% to 21% between 2010 and 2018. On the other hand, the number of young people with licences decreased, especially among those under 25, according to the Italian Institute of Statistics (ISTAT) and the Automobile Club of Italy (ACI).

**Figure 3. Road fatality rates by age group, 2010-19**  
Fatalities per 100 000 inhabitants in a given age group



**Figure 4. Road fatality rate by age and road user group, 2019**  
Fatalities per 100 000 inhabitants in a given age group

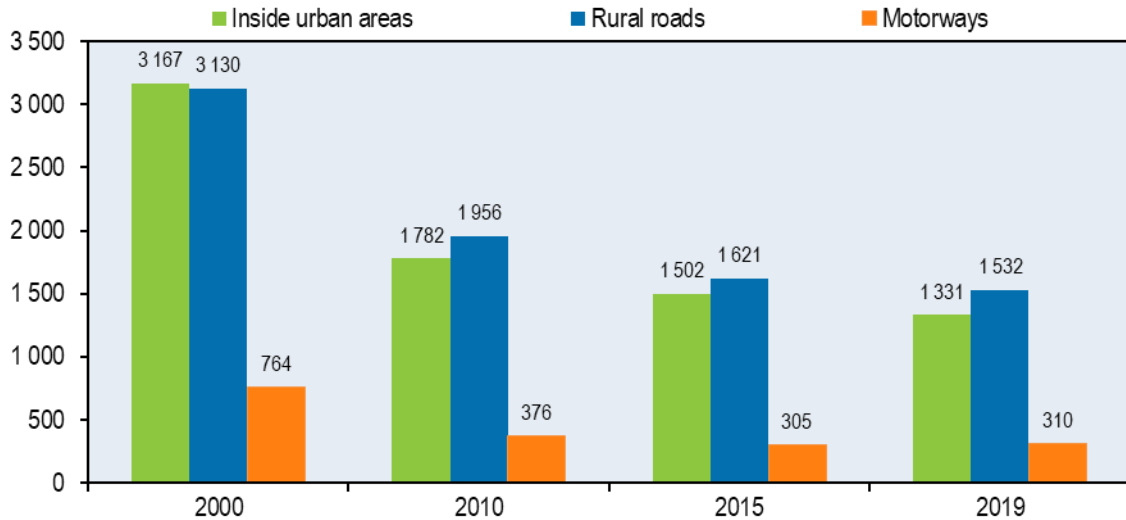


Analysis of **fatalities by road type** shows that the rural network is the deadliest. In 2019, 48% of deaths occurred on rural roads, 42% on urban roads and 10% on motorways. This repartition has remained relatively stable in recent years.

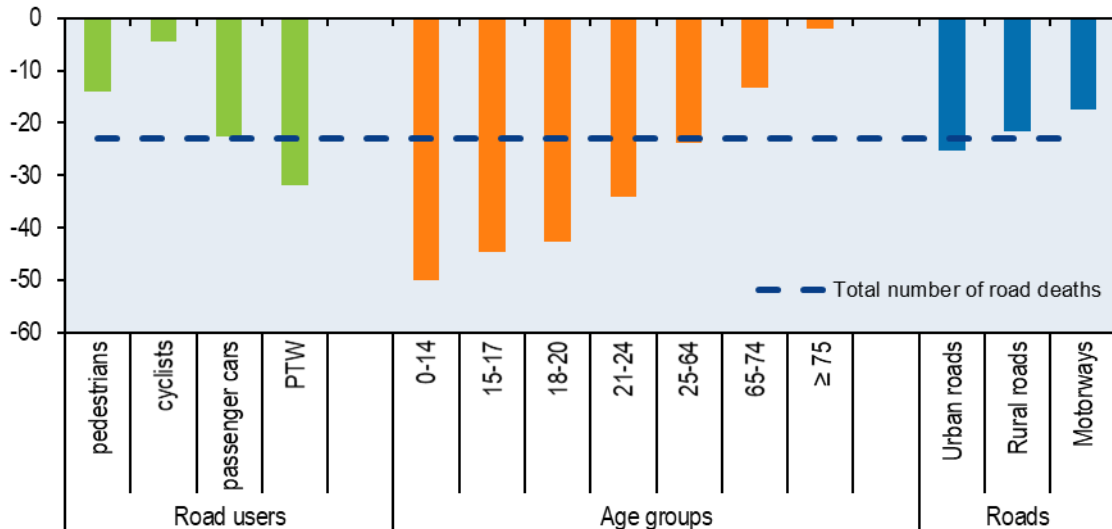
In 2019, the number of road deaths decreased on all road types in comparison to 2018. Fatalities decreased 6.1% on motorways, 5.0% on urban roads and 4.4% on rural roads (in 2018 there were 43 fatalities on motorways due to the collapse of Ponte Morandi).

Since 2000 fatalities have decreased 58% in urban areas, 51% on rural roads and 59% on motorways.

**Figure 5. Road fatalities by road type**



**Figure 6. Evolution of road deaths by user category, age group and road type, 2010-19**



Fatality data are essential to understanding road safety issues but hardly sufficient. Information on **serious injuries from crashes** is also critically important. Yet injury data are much more difficult to obtain, validate and – where available – compare. In 2019, 241 384 injuries, both serious and minor, were recorded in Italy. This represents a 0.6%

year-on-year decrease. Serious injuries represent around 7.2% of all injuries, according to hospital data from 2016 to 2019 (ISTAT-ACI, 2019).

## Economic costs of road crashes

Road crashes represent a huge cost in terms of human lives and the national economy. According to estimates by the Ministry of Infrastructure and Transport in 2019, the total cost for traffic crashes resulting in death or injury was estimated at around EUR 16.9 billion, representing 1% 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.

**Table 3. Costs of road crashes, 2019**

	Unit cost [EUR]	Total [EUR]
Fatalities	1 503 990	4.77 billion
Injuries	42 219	10.19 billion
Crash	10 986	1.89 billion
<b>Total</b>		<b>16.85 billion</b>
<b>Total as % of GDP</b>		<b>1 %</b>

## Behaviour

The behaviour of road users is an important determinant of a country's road safety performance. **Inappropriate speed**, in particular, is one of the main causes of road crashes. According to ISTAT, speeding was the cause of 9.3% of road crashes in 2019, and it remains the most frequent and most sanctioned misconduct both inside and outside built-up areas. This information comes from the use of speed cameras (e.g. the Tutor or Vergilius speed-detection systems).

The table below summarises the main speed limits in Italy.

**Table 4. Passenger car speed limits by road type, 2020**

	General speed limit	Comments
Urban roads	50 km/h	
Rural roads	70-90 km/h	110 km/h on some main dual carriageways
Motorways	130 km/h	110 km/h in case of rain or snow 100 km/h for novice drivers In theory, the motorway operator may decide to increase the limit up to 150 km/h, if stringent requirements are met

**Driving under the influence of alcohol** is another major cause of road crashes in Italy. Based on national police data in 2019, which take into account around one third of all injury crashes, 8.7% of injury crashes were related to driving under the influence of alcohol. This



is the same share as in 2018. Based on local police data of the main municipalities, 3.0% of injury crashes were alcohol-related 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 in which a driver has 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 in place 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 a licence suspension.

Approximately 42 000 fines were issued for drink-driving in 2019.

Drivers **under the influence of drugs** is 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 2019, 3.2% of drivers in injury crashes were under the influence of drugs, and based on local police data, 0.6% of injury crashes involved drugs.

In 2019, **distraction** was presumed to be the primary cause of 15% of road crashes, 14% on urban roads and 18% on inter-urban roads. The number of fines for improper use of mobile phones increased by 19% in 2019

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 use** has been compulsory in front seats since 1988 and rear seats since 1994. It has also been compulsory 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 2018, more than 200 000 fines (2.6% of the violations of rules of conduct on the road) were issued for children not wearing seat belts or not using a child restraint.

Ulisse focused on the use of helmets, seat belts in front and rear seats, restraint systems for children and hand-held phones. Data were collected in two stages in 2015 and 2016 from a sample of 28 urban and suburban areas throughout the country. The results, summarised in the table below, show that the use of seat belts is relatively low in Italy: seat belts are used by 63% of front seat occupants and only 11% of rear seat occupants.

**Table 5. Seat belt and helmet wearing rates**  
Percentages

	2015-16
<b>Front seats</b>	
General	63
Urban roads (driver)	64-67
Rural roads (driver)	55
<b>Rear seats</b>	
General	11
Children (use of children restraint)	43
<b>Helmet</b>	
Riders of mopeds	98
Riders of motorcycles and scooters	98

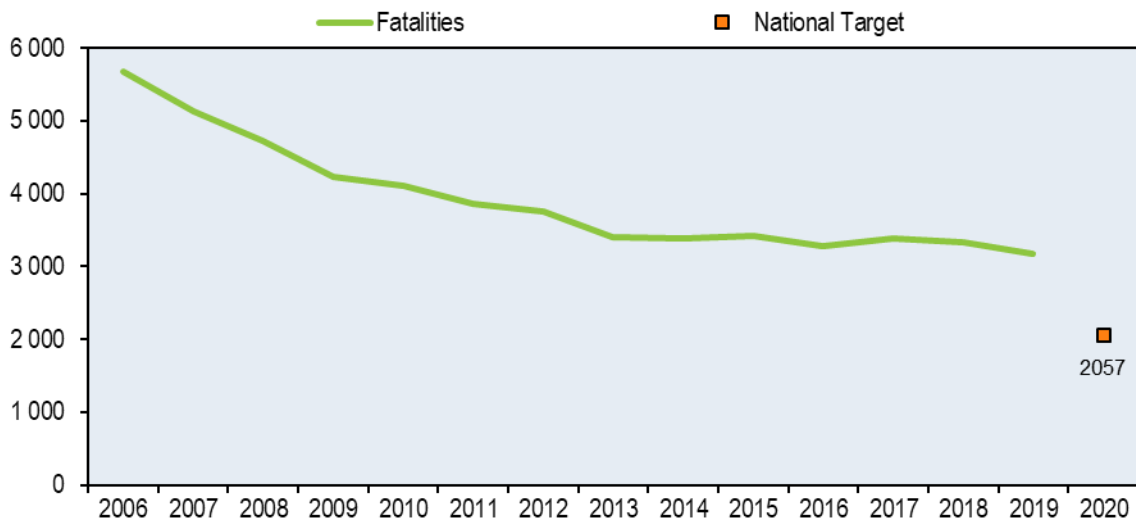
In 1986, **helmet use** was made compulsory for motorcyclists and moped riders under 19. Helmets have been required for all users of powered two-wheelers for all ages since 2000. Ulisse showed that the observed use of helmets is about 98%.

## Road safety management and strategies

There are several **factors of influence on Italy's road safety performance**. 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 the improvement of road traffic legislation, the introduction of automatic speed control, increased enforcement, the improvement of road infrastructure, communication and awareness campaigns, and road safety education.

The **responsibility for the organisation of road safety** in Italy lies with the Ministry of Infrastructure and Transport through its Directorate for Road Safety. National and local road authorities are responsible for the improvement of road infrastructure, and police forces are responsible for the enforcement of traffic law. The ISTAT is responsible at the national level for collecting road safety statistics on injury crashes. A national structure has been created for consultation with stakeholders. As mentioned above, on 1 January 2019 the ANSFISA was created to oversee and improve the safety of infrastructure.

The National Road Safety Plan, Horizon 2020, was launched in 2010. The plan is in accordance with the actions and targets (-50% fatalities) recommended by the European Commission. The main vision of the plan is summed up in the phrase "No child should die on the road". A new National Road Safety Plan 2020-2030, in accordance with EU targets, is under development and will focus mainly on vulnerable road users, who represent about 50% of fatalities. At the moment, the general orientations of the plan, the guidelines for its implementation, the associated costs and the allocation of monies are all under discussion in the competent parliamentary committees.

**Figure 7. Trends in road fatalities towards national target**

## Measures

Several measures to improve road safety management have recently been put in place.

**Road safety management:** ANSFISA is responsible for overseeing and improving the safety of infrastructure. Given the complexity of the new tasks, a path has been outlined to enable a progressive start for the new agency in order to ensure a smooth transfer of power both during the initial restructuring and its early days of full operation.

**Road users:** 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.

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: <https://www.mit.gov.it/documentazione/sulla-buona-strada-2019-campagna-di-comunicazione-sulla-sicurezza-stradale>.

National Road Police and Autostrade per l'Italia launched the campaign Are You Safe? (*Sei Sicuro?*), aimed at sensitizing 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/archivio-notizie/notizia.html?tx\\_ttnews%5Btt\\_news%5D=2386&cHash=146ed14fa59e62d0c246c56e77c1f0d0](http://www.aci.it/archivio-notizie/notizia.html?tx_ttnews%5Btt_news%5D=2386&cHash=146ed14fa59e62d0c246c56e77c1f0d0)), and the campaign *#Rispettiamoci* [Let's respect each other] to focus on

motorists and cyclists sharing the road respectfully (<https://www.youtube.com/watch?v=iapWeFQeII>).

## **Vehicles**

Law no. 8 of 28 February 2020 introduces provisions on the use of electric scooters and electric micro-mobility devices. There are now age limits for riding them; children under 18 are required to wear helmets; and riders must wear retro-reflective vests when visibility is poor.

In June 2019, the Ministry of Infrastructure and Transport delegated the establishment of experimental guidelines regulating the use of electric micro-mobility to the level of municipalities for a two-year period following a specific resolution and authorization. In the wake of the Covid-19 pandemic crisis during the spring 2020, the use of electric scooters was encouraged and spread rapidly, especially in cities. The deadline of the trial has been extended to July 2022.

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.

## **Infrastructure**

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 for safety barriers for motorcyclists.

The first phase of inspection activity on the trans-European road network (TERN), in accordance with 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 in order to provide a classification of the network.

## **Post-crash response**

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, *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. To date, the 10 CUR serve over 30 million citizens.

## 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 degree of severity.

Italy follows the recommendations of the International Traffic Safety Data and Analysis Group (IRTAD) and the European Commission regarding the use of the Maximum Abbreviated Injury Scale of 3 or more (MAIS3+) to define a serious injury. An estimate of the number of serious injuries, based on hospital discharge data, 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 investigation procedures for crashes.

The ISTAT is responsible for collecting and validating road safety statistics on all injury crashes occurring in Italy. All police forces are obliged to send a standard crash form to ISTAT for each injury crash. ISTAT checks data consistency, both 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, representatives from 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 requirements of the EU's Community Road Accident Database (CARE) and the Common Accident Data Set (CADAS).

This amendment to the form should bring a number of improvements, including a unique data collection process and a full 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 small changes have been progressively introduced since 2011 to improve data concerning the localisation of crashes, accident times and the nationality of drivers. Since 2013, geographic coordinates have been progressively 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 Nuts3 level

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

## Resources

### Recent research

Road transport accident statistics: <https://www.mit.gov.it/node/12095>.

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

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=e0a36f28603426c99c3db37e3dbd6f4d](http://www.fondazionecaracciolo.aci.it/index.php?id=30&tx_ttnews%5Btt_news%5D=168&cHash=e0a36f28603426c99c3db37e3dbd6f4d).

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](http://www.fondazionecaracciolo.aci.it/index.php?id=30&tx_ttnews%5Btt_news%5D=167&cHash=60dbaa37d00720e0cba619ab9e491f23).

CNEL – Consiglio Nazionale dell'Economia e del Lavoro, "*Ripensare il Codice della Strada. Strategie per il miglioramento della sicurezza stradale*" [Rethinking the Highway Code. Strategies for improving road safety], [https://www.cnel.it/Portals/0/CNEL/Pubblicazioni/quaderni/Quaderni\\_Cnel\\_7\\_Ripensare\\_il\\_codice\\_della\\_strada.pdf?ver=2020-01-07-150626-713](https://www.cnel.it/Portals/0/CNEL/Pubblicazioni/quaderni/Quaderni_Cnel_7_Ripensare_il_codice_della_strada.pdf?ver=2020-01-07-150626-713).

### Websites

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

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

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

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

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

Autostrade per l'Italia (main motorway concession company):

<http://www.autostrade.it/it/home>.

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

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

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

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

ANIA (National Association of Insurance Companies): <http://www.ania.it/it/index.html> and  
<http://www.fondazioneania.it/it/>.

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

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

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

## References

ISTAT-ACI (2019), *Road Accidents 2019*, Istituto Nazionale di Statistica,  
<https://www.istat.it/en/archivio/245981> , <https://www.istat.it/it/archivio/245757> ;  
<https://www.istat.it/it/archivio/incidenti+stradali+regionali>.

OECD (2019), "Elderly population" (indicator), <https://doi.org/10.1787/8d805ea1-en>.

## Road safety and traffic data

	1990	2000	2010	2017	2018	2019	2019 % change over			
							2018	2010	2000	1990
<b>Reported safety data</b>										
Fatalities	7 151	7 061	4 114	3 378	3 334	3 173	-4.8%	-22.9%	-55.1%	-55.6%
Injury crashes	161 782	256 546	212 997	174 933	172 553	172 183	-0.2%	-19.2%	-32.9%	6.4%
Deaths per 100,000 population	12.6	12.4	7.0	5.6	5.5	5.3	-4.6%	-24.4%	-57.6%	-58.3%
Deaths per 10,000 registered vehicles	2.1	1.6	0.8	0.6	0.6	0.6	-6.1%	-28.2%	-63.8%	-72.0%
<b>Fatalities by road user</b>										
Pedestrians	1 069	982	621	600	612	534	-12.7%	-14.0%	-45.6%	-50.0%
Cyclists	477	401	265	254	219	253	15.5%	-4.5%	-36.9%	-47.0%
Moped riders	620	637	206	92	108	88	-18.5%	-57.3%	-86.2%	-85.8%
Motorcyclists	713	770	950	735	687	698	1.6%	-26.5%	-9.4%	-2.1%
Passenger car occupants	3 797	3 850	1 822	1 464	1 423	1 411	-0.8%	-22.6%	-63.4%	-62.8%
Other road users	474	421	250	233	285	189	-33.7%	-24.4%	-55.1%	-60.1%
<b>Fatalities by age group</b>										
0-14 years	247	136	70	43	34	35	2.9%	-50.0%	-74.3%	-85.8%
15-17 years	429	211	121	68	61	67	9.8%	-44.6%	-68.2%	-84.4%
18-20 years	640	485	253	122	168	145	-13.7%	-42.7%	-70.1%	-77.3%
21-24 years	786	740	294	184	185	194	4.9%	-34.0%	-73.8%	-75.3%
25-64 years	3 245	3 637	2 218	1 799	1 707	1 690	-1.0%	-23.8%	-53.5%	-47.9%
65-74 years	..	683	429	382	418	372	-11.0%	-13.3%	-45.5%	..
≥ 75 years	..	754	635	727	643	622	-3.3%	-2.0%	-17.5%	..
<b>Fatalities by road type</b>										
Urban roads	2 867	3 167	1 782	1 467	1 401	1 331	-5.0%	-25.3%	-58.0%	-53.6%
Rural roads	3 542	3 130	1 956	1 615	1 603	1 532	-4.4%	-21.7%	-51.1%	-56.7%
Motorways	741	764	376	296	330	310	-6.1%	-17.6%	-59.4%	-58.2%
<b>Traffic data</b>										
Registered vehicles (thousands)	34 729	44 296	51 212	53 539	54 256	54 975	1.3%	7.3%	24.1%	58.3%
Registered vehicles per 1,000 population	612.6	778.2	865.2	883.6	897.0	910.8	1.5%	5.3%	17.0%	48.7%