

# ITALY



## Structure and Culture

- **Basic data**

**Table 1:** Basic data of Italy in relation to the European average. (Sources: [1] OECD/ITF, 2011; [2] Eurostat; [3] DG-TREN, 2005; [4] CIA)

Basic data of Italy	European average
– Population: 60.3 million inhabitants (2010)	17.1 million (2010) <sup>[1,2]</sup>
– Area: 295 100 km <sup>2</sup> (2010) (2.4% water) (2010)	156 225 km <sup>2</sup> (2010) [1,3] 3% water (2010) [4]
– Climate and weather conditions (capital city; 2010): Average winter temperature (Nov. to April): 11°C Average summer temperature (May to Oct.): 21°C Annual precipitation level: 894 mm	(2010) 6°C 16°C 747 mm
– Exposure: data on vehicle km not available  48 million vehicles (2009) (76% cars, 13% motorcycles, 8% lorries)	168 billion vehicle km (2010 <sup>ii</sup> ) [1] 12 million vehicles (2010 <sup>iii</sup> ) [1,2]
– 0.8 motorised vehicles per person (2009)	0.7(2010 <sup>i,iii</sup> ) [1,2]

- **Country characteristics**

**Table 2:** Characteristics of Italy in comparison to the European average. (Sources: [1] OECD/ITF, 2011; [2] Eurostat; [3] national sources)

Characteristics of Italy	European average
– Population density: 204 inhabitants/km <sup>2</sup> (2010).	110 inhabitants km <sup>2</sup> (2010) <sup>i</sup> [1,2,3]
– Population composition (2010): 14% children (0-14 years), 66% adults (15-64 years), 20% elderly (65 years and over)	16% children, 67% adults, 17% elderly (2009 <sup>iv</sup> ) [1,2]
– Gross Domestic Product (GDP) per capita: €25 600 (2010)	€26 100 (2010) [1,2]
– 43% of population lives inside urban area (2010)	42% (2010 <sup>v</sup> ) [1,2]
– Special characteristics: Italian people use mostly private vehicles for their trips.	

In Italy, people use mostly private vehicles for their trips.



<sup>i</sup> Based on 30 European countries; data of HU = 2009.

<sup>ii</sup> Based on 15 European countries (excl. BG, CY, EE, EL, ES, HU, IT, LT, LU, LV, MT, PL, PT, RO, SK); data of CZ, IE, SE, NO (2009); data of AT, BE, DK (2008); Data of UK (2006); data of NL (2003).

<sup>iii</sup> Based on 28 European countries (excl. CY and LT); data of EL, IT, PL, PT and UK = 2009; data of BE, EE, ES, RO and NO = 2008; data of IE = 2007; data of MT and SK (2002).

<sup>iv</sup> Based on 27 European countries (excl. LT, NO, PL); data of BE, UK (2008).

<sup>v</sup> Based on 29 European countries (excl. IS).

# Road Safety Country Overview-Italy

- **Structure of road safety management**

- RS policy making is centralised in Italy.

The following key-actors are responsible for road safety (RS) management:

**Table 3: Key actors per function in Italy. (Sources: DG-TREN, 2005; 2010)**

Key functions	Key actors
1. <ul style="list-style-type: none"> <li>– Formulation of national RS strategy</li> <li>– Setting targets</li> <li>– Development of the RS programme</li> </ul>	<ul style="list-style-type: none"> <li>– The Ministry of Infrastructure and Transport (Directorate for Road Safety): responsible for road safety.</li> <li>– The National Road Safety Committee (Comitato Nazionale per la Sicurezza Stradale): inter-ministerial body in charge of outlining the overall road safety strategy and guidelines</li> <li>– The Road Safety Advisory Board (Consulta Nazionale per la Sicurezza Stradale): composed of all stakeholders including national, regional and local authorities, NGOs, professional associations (private companies, road and transport operators).</li> </ul>
2. Monitoring of the RS development in the country	<ul style="list-style-type: none"> <li>– The Directorate for Road Safety;</li> <li>– Regional and local authorities.</li> </ul>
3. Improvements in road infrastructure	<ul style="list-style-type: none"> <li>– The Ministry of Infrastructure and Transport (Department of Inland Transport);</li> <li>– Regional and local authorities.</li> </ul>
4. Vehicle improvement	Department of Inland Transport
5. Improvement in road user education	The Directorate for Road Safety
6. Publicity campaigns	<ul style="list-style-type: none"> <li>– The Directorate for Road Safety</li> <li>– The Ministry of Interior</li> <li>– National police</li> <li>– Regional authorities</li> <li>– Local authorities</li> <li>– Carabinieri</li> </ul>
7. Enforcement of road traffic laws	<ul style="list-style-type: none"> <li>– National police</li> <li>– Carabinieri</li> <li>– Local police</li> </ul>
8. Other relevant actors	<ul style="list-style-type: none"> <li>– Istat (Italian Statistical Office body): responsible for collecting road safety statistics at the national level.</li> <li>– ACI (Automobile Club Italia): involved in many dissemination and data analysis activities.</li> <li>– Research institutes: CTL (Centre for Transport and Logistics (CTL) at the University of Rome “La Sapienza”.</li> </ul>

Policy making is centralized in Italy.



# Road Safety Country Overview-Italy

- **Attitudes towards risk taking**

- Most Italian drivers admit to dangerous behaviour like too close following and speeding on most road types somewhat more than drivers in other countries.
- Italian drivers are more in favour of stricter legislation than drivers in other countries.
- The perceived probability of being checked is somewhat higher in other countries than in Italy, especially concerning speeding.

**Table 4: Road safety attitudes and behaviour of drivers (Source: SARTRE, 2004)**

	Italy	SARTRE average
<b>Self-reported driving behaviour</b>	<b>% of drivers that show behaviour often or more</b>	
Too close following	12%	9%
Inappropriate overtaking	4%	5%
Exceeding speed limit on motorways	24%	25%
Exceeding speed limit on main inter-urban roads	25%	18%
Exceeding speed limit on country roads	15%	13%
Exceeding speed limit in built-up areas	12%	8%
<b>Support of stricter legislation</b>	<b>% of drivers that support stricter legislation</b>	
Higher penalties for speeding offences	65%	60%
Higher penalties for drink-driving offences	90%	88%
Lower BAC levels	14%	8%
<b>Perceived probability of being checked</b>	<b>% of drivers that believe that probability is high</b>	
Speeding	7%	18%
Alcohol use	6%	9%

**Legend**

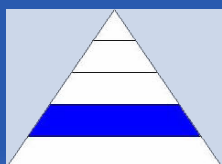
(comparison of country attitude in relation to average attitude of other SARTRE countries):

- 2-9% better
- 10-19% better
- ≥ 20% better
- 2-9% worse
- 10-19% worse
- ≥ 20% worse

The perceived probability of being checked is perceived as lower in Italy than in other countries.



# Road Safety Country Overview-Italy



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

## Programs and measures

- **National strategic plans and targets**

- A national road safety plan towards 2020 is under construction and will probably be ready in 2013.
- Targets (referred to 2010):

**Table 5:** Road safety targets for Italy

Year	Fatalities
2020	-50% Max. 2 045

Specific targets are identified for motorcyclists, cyclists, pedestrians, road users between 15 and 17 years, road users older than 64 years, rural roads, work-related transport.

- Priority topics (risk factors):
  - speed,
  - visibility,
  - alcohol and drugs,
  - vulnerability and absence of protection devices,
  - environmental factors,
  - weight and shape of vehicles,
  - driving experience,
  - functional limitations,
  - fatigue, stress and distraction
  - transversal risk factors (nationally and locally).

(Source: national sources)

- **Road infrastructure**

- In Italy, roads are categorized in the following classes with corresponding speed limits and design guidelines:

**Table 6:** Description of the road categories and their characteristics in Italy (Source: TiS.PT, 2003).

Road type	Speed limit (km/h)
Urban roads	50
Rural roads	90/110
Motorways	130

- Special rules for:
  - Motorways during rain: 110 km/h
  - Light motorcycle (A1; until 18 years): 80 km/h.
- Guidelines and strategic plans for infrastructure: no information



# Road Safety Country Overview-Italy

In Italy, black spot treatments, road audits and inspections are obligatory.

Italy has a zero tolerance for drink-driving of novice and professional drivers, which is stricter than in most European countries.

**Table 7: Obligatory parts of infrastructure management in Italy and other European countries.** (Sources: [1] DG-TREN, 2010; [2] national sources)

Obligatory parts for infrastructure:	European countries with obligation
Safety impact assessment: no [2]	-
Road safety audits: yes [1]	50%
Road safety inspections: yes [1]	60%
Black spot treatment: yes [1]	47% <sup>vi</sup>

- Recent infrastructural actions have been addressing: no information

## • Traffic laws and regulations

**Table 8: Description of the regulations in Italy in relation to the most common regulations in other European countries.** (Sources: [1] DG-TREN, 2005; [2] national sources; [3] DG-TREN, 2010; [4] DG-TREN, 2008)

Regulations in Italy	Most common in Europe (% of countries)
Allowed BAC level: 0.5‰; - Novice drivers: 0.0‰; - Professional drivers: 0.0‰. [1]	0.5‰ (60%) 0.5‰ and 0.2‰ (both 30%) 0.5‰ (30%) [1,2]
Phoning - Hand held: prohibited - Hands free: allowed. [3]	Not allowed (97%) [2,3] -
Use of restraint systems - Driver: obligatory - Front passenger: obligatory - Rear passenger: obligatory - Children: obligatory [3]	Obligatory (all countries) Obligatory (all countries) Obligatory (all countries) Obligatory on all seats (73%) [2,3]
Helmet wearing - Motor riders: obligatory - Moped riders: obligatory - Cyclists: not obligatory [3]	Obligatory (all countries) Obligatory (all countries) Recommended (25% <sup>vii</sup> ) [2,3]
- New cars have to be fitted with dedicated day time running lights [4] - A demerit point system has been introduced [2]. - Cyclists must wear a reflective jacket during night-time outside built up areas [2].	



<sup>vi</sup> Based on data of 18 countries (excl. AT, BE, CH, CZ, FI, FR, HU, IE, MT, NO, RO, SE).

<sup>vii</sup> Based on data of 24 countries (excl. CH, CY, HU, LU, NO, PT).

# Road Safety Country Overview-Italy

## • Enforcement

**Table 9:** Effectiveness of enforcement effort in Italy according to an international respondent consensus (scale = 0-10) (Source: DG-TREN, 2010)

Issue	Score for Italy	Most common in Europe (% of countries)
Speed legislation enforcement	7	7 (35%)
Seat-belt law enforcement	7	7 (43%) <sup>viii</sup>
Child restraint law enforcement	7	6 (27%) <sup>ix</sup>
Helmet legislation enforcement	Not available	9 (39%) <sup>ix</sup>

**Table 10:** Performance of enforcement effort in Italy according to an international respondent consensus (scale = is good, is improving, needs to do more) (Source: DG-TREN, 2010)

Issue	Score for country	Most common in Europe (% of countries)
Speeding	need to do more	Is improving (50%)
Drink driving	Is improving	Is improving (79%) <sup>x</sup>
Seat belt use	need to do more	Is improving (52%) <sup>xi</sup>

## • Road user education and training

**Table 11:** Road user education and training in Italy, compared to the situation in other European countries. (Sources: [1] ROSE25, 2005; [2] ETSC, 2011; [3] national sources)

Education and training in Italy	Most common in Europe (% of countries)
General education programmes: – Primary school: compulsory – Secondary school: compulsory – Other groups: no information	Compulsory (65%) <sup>xii</sup> Compulsory (50%) <sup>xiii</sup> [1,2] -
– Driving licences thresholds: – Passenger car: 18 years – Motorised two wheeler: Mopeds: 14 years; Motorcycles (power under 11 kW): 16 years; Motorcycles (power under 25 kW): 18 years; Motorcycles (power over 25 kW): 20 years	18 years (79%) 18 years (low categories) and higher ages for faster vehicles (66%)
– Busses and coaches: 21 years – Lorries and trucks: 21 years	21 years (76%) <sup>xiv</sup> 21 years (79%) <sup>xv</sup> [2,3]

Traffic rule enforcement in Italy is assessed as more or less similar to the European average or needs to do somewhat more.

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



<sup>viii</sup> Based on data of 23 countries (excl. DE, DK, IE, IS, LU, NL and UK).

<sup>ix</sup> Based on data of 22 countries (excl. DE, DK, IE, IS, LU, NL, RO and UK).

<sup>x</sup> Based on data of 24 countries (excl. BG, CH, IS, NO, PL and RO).

<sup>xi</sup> Based on data of 25 countries (excl. BG, CH, IS, NO and RO).

<sup>xii</sup> Based on data of 26 countries (excl. BG, CH, NO and RO).

<sup>xiii</sup> Based on data of 24 countries (excl. BG, CH, MT, NO, RO and SK).

<sup>xiv</sup> Based on data of 29 countries (excl. NO).

<sup>xv</sup> Based on data of 28 countries (excl. IE and NO).

# Road Safety Country Overview-Italy

## Public campaigns

**Table 12:** Public campaigns in Italy, compared to the situation in other European countries. (Sources: SUPREME, 2007; national sources)

Campaigns in Italy	Most common issues in Europe (% of countries)
<b>Organisation:</b> – The Directorate for Road Safety; – The Ministry of Interior; – National police; – Regional authorities; – Local authorities; – Carabinieri.	
<b>Main themes:</b> – Drink-driving, – Seat-belt, – Speeding, – Helmets, – New penalty system, – Road safety awareness.	Drink-driving (83%) Seat-belt (73%) Speeding (53%) - - -

## Vehicles and technology (national developments)

**Table 13:** Developments of vehicles and technology in Italy, compared to the situation in other European countries. (Sources: TiS.PT, 2003; national sources)

Mandatory technical inspections	Most common in Europe (% of countries)
Passenger cars (except taxis): first checked after 48 months and then after 24 months	Every 12 months (41%)
Motor cycles: first checked after 48 months and then after 24 months	Every 12 months (35%)
Busses or coaches, taxis: 12 to 24 months	Every 12 months (41%)
Lorries or trucks: 12 to 24 months	Every 12 months (41%) <sup>xvi</sup>

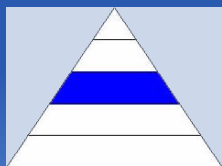
Italy has longer mandatory checking periods for vehicles than the most common periods in Europe.



<sup>xvi</sup> Based on data of 17 countries (excl. BG, CH, CY, CZ, EE, HU, LT, MT, NO, RO, SI, SK).



# Road Safety Country Overview-Italy



In Italy, the amount of speed checks per amount of population is higher than the European average and has increased over time.

Italy has fewer road side surveys for drink-driving per population than the European average, but the amount has increased and the amount of offenders have decreased.



## Road Safety Performance Indicators

### • Speed

**Table 14:** Number of speed checks in Italy versus the European average (Source: ETSC, 2010)

Measure	2006	2008	% change	European average (2008)
Number of tests/1000 population	114	138	21%	90.8 <sup>xvii</sup>

**Table 15:** Percentage of speed offenders per road type in Italy compared to the European average (Source: ETSC, 2010)

Road type	2001	2010	Average annual change	European average
Motorways	Not available	Not available	Not available	Not available
Rural roads	Not available	Not available	Not available	Not available
Urban roads	Not available	Not available	Not available	Not available

**Table 16:** Mean speed per road type in Italy compared to the European average (Source: ETSC, 2010)

Road type	2001	2010	Average annual change	European average
Motorways	Not available	Not available	Not available	Not available
Rural roads	Not available	Not available	Not available	Not available
Urban roads	Not available	Not available	Not available	Not available

### • Alcohol

**Table 17:** Road side surveys for drink-driving in Italy compared to the European average (Source: ETSC, 2010)

Measure	2007	2008	% change	European average (2008)
Number of tests/1000 population	13	23	75%	145.8 <sup>xviii</sup>
% tested over the limit	6.0%	3.4%	-43%	Not available

<sup>xvii</sup> Based on data of 21 countries (excl. BE, CH, DE, EE, IE, IS, MT, PT and UK).

<sup>xviii</sup> Based on data of 17 countries (excl. BE, BG, CH, CZ, DE, IS, LU, LV, MT, NL, RO, SK and UK.).



# Road Safety Country Overview-Italy

In Italy, relative many cars are between 3 and 5 years of age.

Italy has relative low seat-belt wearing rates and also helmet wearing rates are not very high.

## • Vehicles

**Table 18:** State of the vehicle fleet in Italy compared to the European average (Source: ETSC, 2009)

Vehicle fleet in Italy	European average
Cars per age group (2009): <ul style="list-style-type: none"> <li>- 12% ≤ 2 years,</li> <li>- 38% 2 to 5 years,</li> <li>- 27% 6 to 10 years,</li> <li>- 23% &gt; 10 year.</li> </ul>	Total vehicle fleet (2008) <sup>xx</sup> <ul style="list-style-type: none"> <li>16% ≤ 2 years,</li> <li>15% 2 to 5 years,</li> <li>21 % 6 to 10 years,</li> <li>33% &gt;10 years</li> </ul>
EuroNCAP occupant protection score of cars (new cars sold in 2008): <ul style="list-style-type: none"> <li>- No information on % 5 stars</li> <li>- No information on % 4 stars</li> <li>- No information on % 3 stars</li> <li>- No information on % 2 stars:</li> </ul>	<ul style="list-style-type: none"> <li>49%</li> <li>35%</li> <li>6%</li> <li>1%<sup>xx</sup></li> </ul>

## • Protective systems

**Table 19:** Protective system use in Italy versus the average in Europe (Source: Vis & Eksler, 2008; national sources)

Use of protective systems in Italy	European average
Daytime seat belt wearing in cars and vans (2005): <ul style="list-style-type: none"> <li>- 65 % front,</li> <li>- No information on % driver</li> <li>- No information on % front passenger</li> <li>- No information on % rear,</li> <li>- 80 % child restraint systems</li> </ul>	(2007) <ul style="list-style-type: none"> <li>85% front<sup>xxi</sup>,</li> <li>Not available</li> <li>Not available</li> <li>60% rear<sup>xxii</sup>,</li> <li>Not available</li> </ul>
Helmet use: <ul style="list-style-type: none"> <li>- 68% motor rides,</li> <li>- 68% moped riders,</li> <li>- No information on % cyclists</li> </ul>	<ul style="list-style-type: none"> <li>Not available</li> <li>Not available</li> <li>Not available</li> </ul>



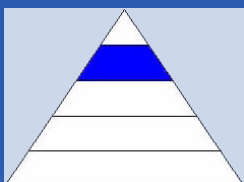
<sup>xix</sup> Based on data of 22 countries (excl. CH, CY, DE, EL, IS, LT, NO and SK).

<sup>xx</sup> Based on data of 27 countries (excl. CY, IS and MT).

<sup>xxi</sup> Based on data of 25 countries (excl. AT, EL, IS, LT and RO); data of SK (2008); data of BE, CH, DK, IE, MT, NL (2006); data of HU, IT, NO, PT (2005); data of LU (2003)

<sup>xxii</sup> Based on data of 22 countries (excl. CY, EL, ES, IS, IT, LT, RO and SK); data of BE, CH, DK, IE, MT, NL (2006); data of HU, NO, PT (2005); data of LU (2003).

# Road Safety Country Overview-Italy



## Road Safety Outcomes

- General positioning

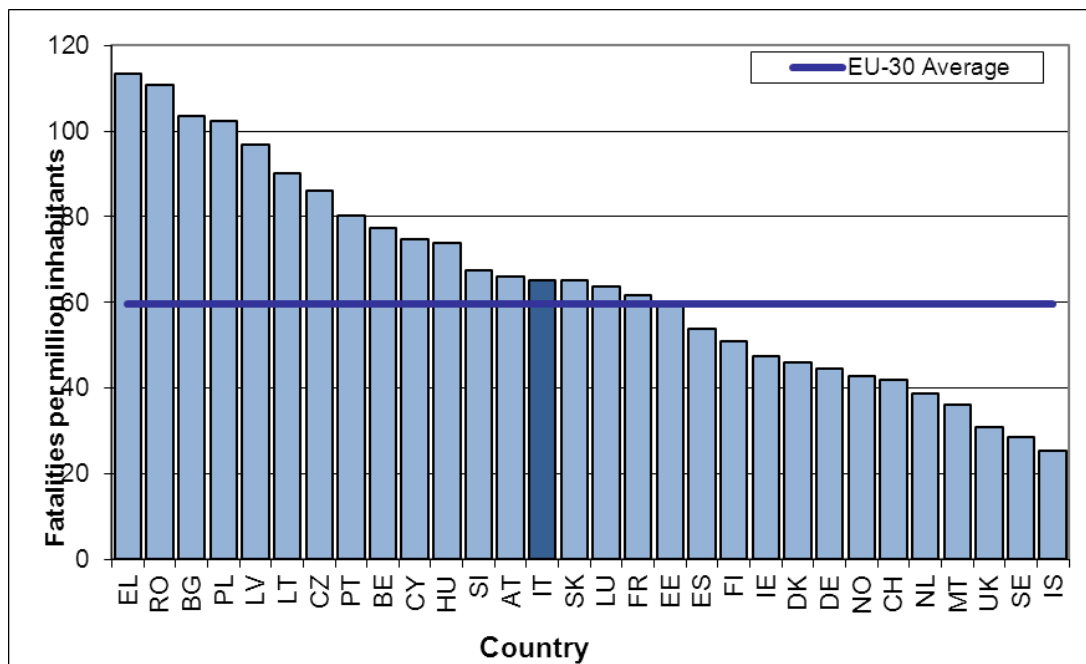


Figure 1: Fatalities per million inhabitants (2010). (Source: CARE, Eurostat).

The fatalities per population in Italy is about the European average, as is the decline in fatalities.

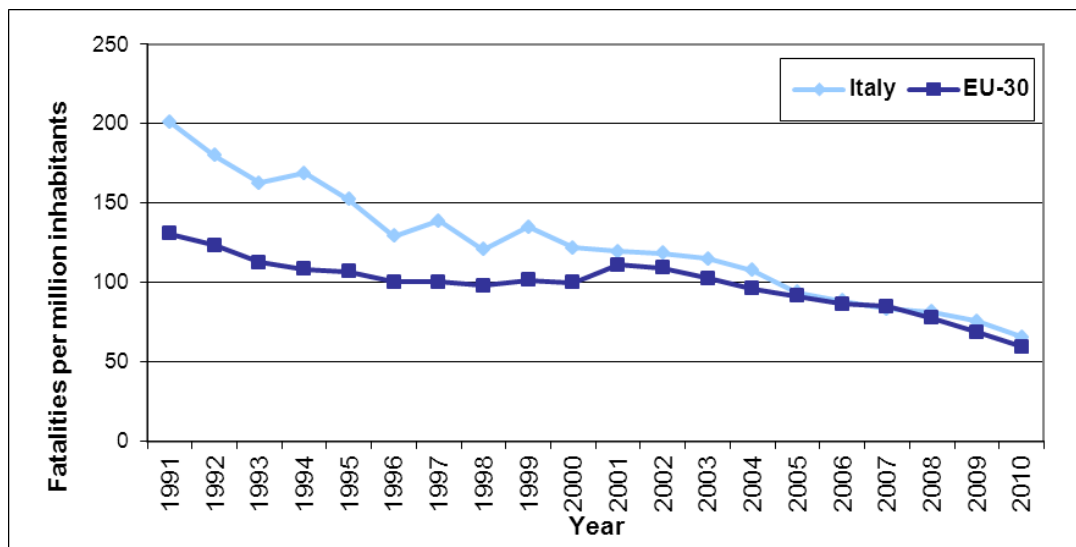


Figure 2: Development of fatalities per million inhabitants between 1991 and 2010. (Source: CARE, Eurostat).



# Road Safety Country Overview-Italy

The percentage of motorcyclists and mopeds fatalities in Italy is two times the European average.

Over the last decade, fatalities decreased in all age categories, but less for adults over 65, which are also overrepresented referred to the European average.

Italy has a more even distribution of fatalities inside and outside urban areas compared to the European average.



## • Transport mode

**Table 20:** Reported fatalities by mode of road transport in Italy compared to the European average of the last year available (Source: CARE, national sources).

Transport mode	2001	2009	Average annual change	% in 2009	European average (2009 <sup>xxiii</sup> )
Pedestrians	1 032	667	-4,3%	16%	18%
Car occupants	3 840	1 793	-8,9%	42%	47%
Motorcyclists	848	1 039	2,8%	25%	13%
Mopeds	578	212	-10,9%	5%	2%
Cyclists	366	295	-2,1%	7%	5%
Bus/coach occupants	19	2	-8,3%	0%	<1%
Lorries or truck occupants	104	33	-10,1%	1%	4%

## • Age, gender and nationality

**Table 21:** Reported fatalities by age, gender and nationality in Italy versus the European average of the last year available (Source: CARE, national sources).

Age and gender	2001	2009	Average annual change	% in 2009	European average (2009 <sup>viii</sup> )
<b>Females</b>					24%
0-14 years	75	30	-7,6%	1%	1%
15 – 17 years	48	22	-7,7%	1%	1%
18 – 24 years	228	113	-7,8%	3%	4%
25 – 49 years	572	244	-9,9%	6%	7%
50 – 64 years	251	141	-6,5%	3%	3%
65+ years	394	347	-1,1%	8%	7%
<b>Males</b>					75%
0-14 years	112	41	-10,5%	1%	2%
15 – 17 years	151	99	-4,4%	2%	2%
18 – 24 years	860	466	-7,2%	11%	13%
25 – 49 years	2 114	1 352	-5,2%	32%	31%
50 – 64 years	750	528	-4,2%	12%	12%
65+ years	975	764	-2,9%	18%	12%
<b>Nationality of driver or rider killed</b>					
National	n.a.	n.a.	n.a.	n.a.	Not available
Non-national	n.a.	n.a.	n.a.	n.a.	Not available

## • Location

**Table 22:** Reported fatalities by location in Italy compared to the European average of the last year available (Source: CARE, national sources). Motorways and junctions are part of built-up and rural areas.

Location	2001	2009	Average annual change	% in 2009	European average (2009 <sup>viii</sup> )
Built-up areas	3 351	1 892	-6.8%	45%	33%
Rural areas	3 745	2 345	-5.6%	55%	49%
Motorways	773	350	-9.1%	8%	5%
Junctions	2 013	1 218	-6.0%	29%	12%

<sup>xxiii</sup> Based on data of 28 countries (excl. NO, LT); data of FR, IE, MT, SE (2008).

# Road Safety Country Overview-Italy

- **Lighting and weather conditions**

**Table 23:** Reported fatalities by lighting and weather conditions in Italy compared to the European average of the last year available (Source: CARE, national sources).

Conditions	2001	2009	Average annual change	% in 2009	European average (2009 <sup>xxiv</sup> )
<b>Lightning conditions</b>					
During daylight	n.a.	n.a.	n.a.	n.a.	55%
During nighttime	n.a.	n.a.	n.a.	n.a.	39%
<b>Weather condition</b>					
While raining	749	446	-5.1%	11%	10%

- **Single vehicle crashes**

**Table 24:** Reported fatalities by type in Italy compared to the European average of the last year available (Source: CARE, national sources).

Crash type	2001	2009	Average annual change	% in 2009	European average (2009 <sup>xxv</sup> )
Single vehicle crash	2 982	1 872	-5.5%	44%	40%

- **Under-reporting of casualties**

- Fatalities: 100% (2009). This amount is suspected since adequate alternative registration systems are missing for a check.
- Hospitalised: no information.

(Source: CARE)

About the same amount of fatalities happen during rain and as single vehicle crash in Italy compared to the European average.



<sup>xxiv</sup> Based on 25 countries (excl. IE, IT, LT, NO, SI); data of AT, BE, DK, EE, FI, FR, MT, SE (2008).

<sup>xxv</sup> Based on 27 countries (excl. IE, LT, NO); data of AT, BE, DK, EE, FI, FR, MT, SE (2008).

# Road Safety Country Overview-Italy

- Risk figures

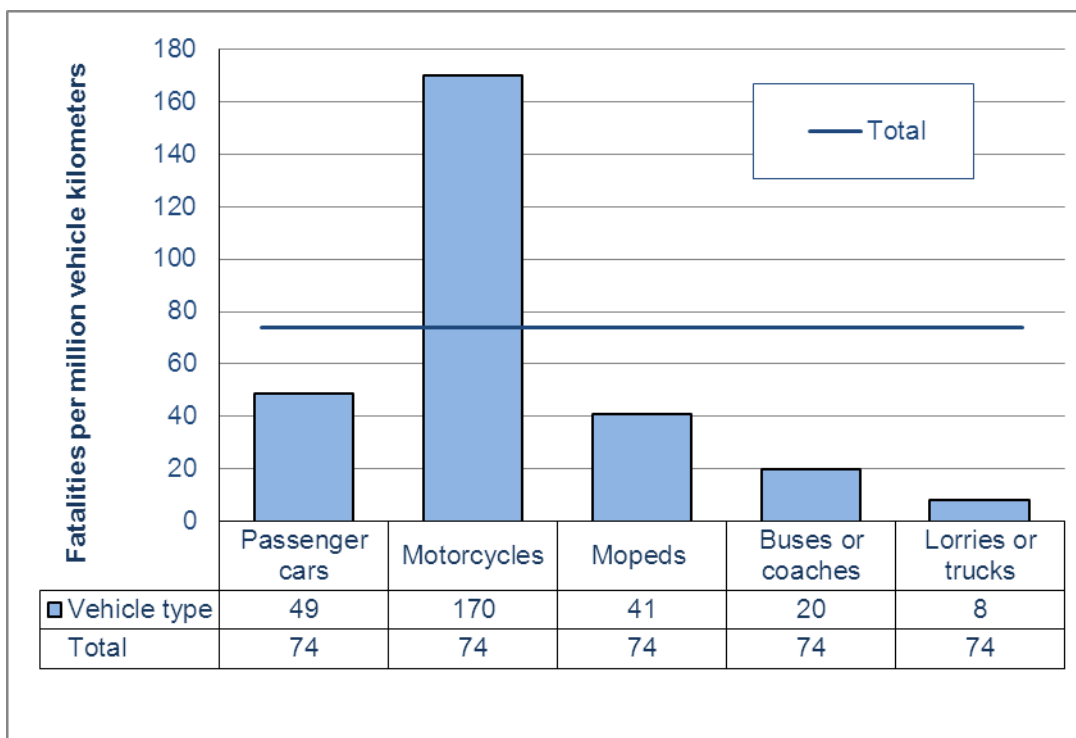


Figure 3: Fatalities per million vehicle kilometres in Italy in 2009 (Sources: CARE).

Motorcycles have the highest risk in Italy, as well as younger and elderly people.

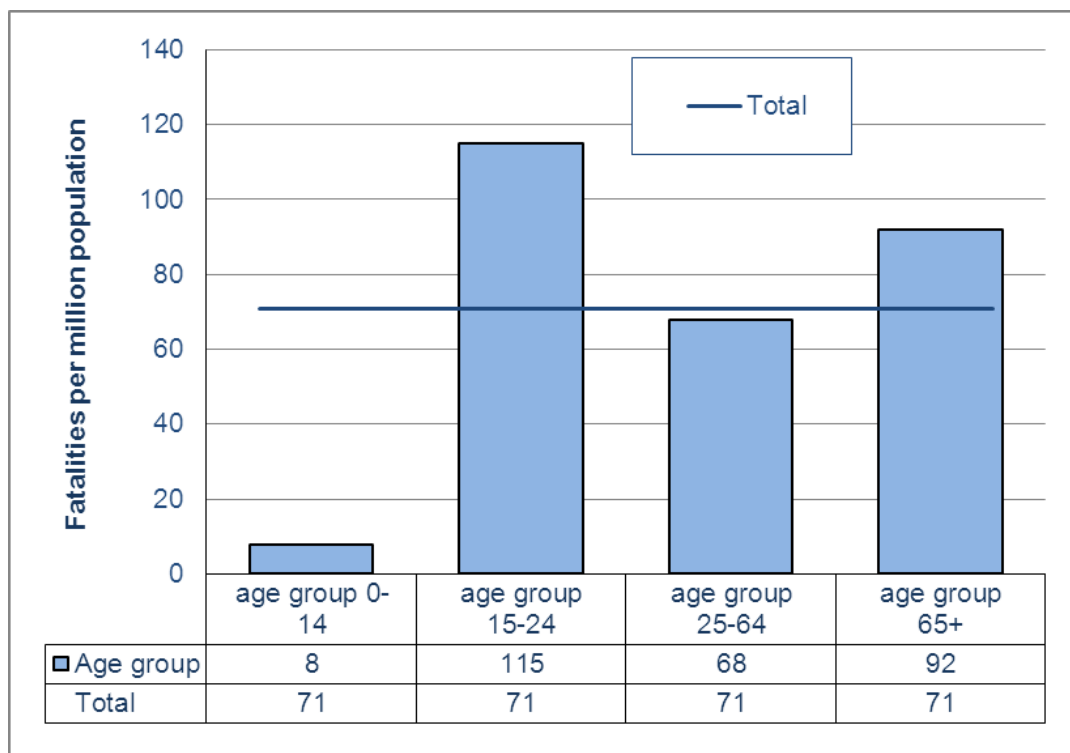
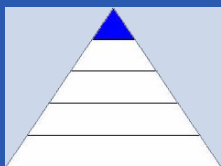


Figure 4: Fatalities by number of inhabitants in Italy in 2009 (Sources: CARE, IRTAD).  
Not available



# Road Safety Country Overview-Italy



The estimated costs of road injuries are somewhat higher for fatal injuries in Italy compared to the European average, but similar or somewhat lower for lighter injuries.

## Social Cost

- Total costs of road crashes: estimated at 30.2 billion euros (2006)
- Percentage of GDP: 2%

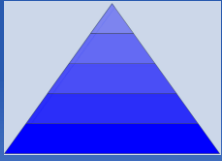
**Table 25:** Cost (in million Euro) per injury type in Italy versus the European average (Source: Bickel et al., 2006).

Injury type	Value	European average <sup>xxvi</sup>
Fatal	1.43	1.28
Hospitalised	0.18	0.18
Slightly injured	0.01	0.02



<sup>xxvi</sup> Based on data of 20 countries (excl. BG, DE, FI, FR, HU, IS, LT, NO, RO and SK).

# Road Safety Country Overview-Italy



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In Italy a strong effort has been put on enforcement with an increase of the speed checks and of the road side breath tests

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## Synthesis

- **Safety position**

- The fatalities per population in Italy kept the 17<sup>th</sup> position in 2010, which is about average in Europe.

- **Scope of problem**

- The percentage of motorcyclists and mopeds fatalities in Italy is two times the European average. Motorcycles have also the highest risk in Italy.
- Over the last decade, fatalities decreased in all age categories, but less for adults over 65, which are also overrepresented in the fatality numbers of Italy, referred to the European average. Elderly and also young people have the highest risk to die in a road crash.
- Italy has relative low seat-belt wearing rates, and also helmet wearing rates are not very high.
- Italy has a more even distribution of fatalities inside and outside urban areas compared to the European average.
- About the same amount of fatalities happen during rain and as single vehicle crash in Italy compared to the European average.

- **Recent progress**

- Over the last decade, a decrease in the number of fatalities can be observed for all age categories and all transport modes except for motorcyclists. Last years, this decline follows the European average.
- In Italy, the amount of speed checks has increased over time, as have the drink-driving road side surveys. The amount of drink-driving offenders have decreased.

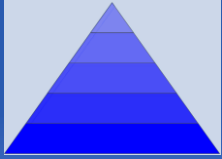
- **Remarkable road safety policy issues**

- In Italy, road audits and inspections are obligatory.
- Italy has a zero tolerance for drink-driving of novice and professional drivers, which is stricter than in most European countries
- Italy has a quite extensive system of minimum age thresholds for driving a motorised two wheeler.
- In Italy, the amount of speed checks per amount of population is higher than the European average.





# Road Safety Country Overview-Italy



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