

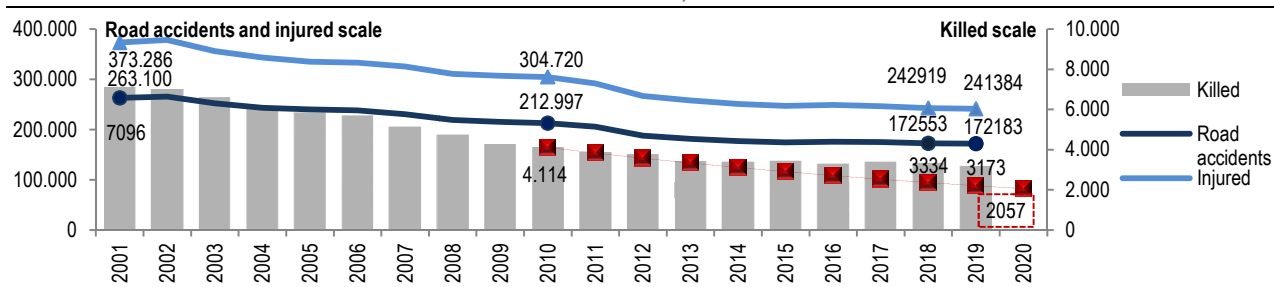


# ROAD ACCIDENTS

## Year 2019

- In 2019, 172,183 road accidents occurred in Italy resulting in death or injury, slightly down comparing with 2018 (-0.2%), with 3,173 deaths (within 30 days) and 241,384 injured (-0.6%).
- The number of deaths decreases in respect to 2018 (-161 units, -4.8%), after the increase detected in 2017 and the slow decrease of the previous year.
- Among the victims, the number of cyclists (253; +15.5%) and motorcyclists (698; +1.6 %) increased, while pedestrians (534;-12.7%), moped users (88; -18.5%), trucks occupants (137, -27.5%) and passenger cars users (1,411; - 0.8%) showed a decrease. The increase of victims among cyclists, mainly on primary roads, in built-up and outside urban area, is also associated to a growth in road accidents involving bicycles (+ 3.3%), to the spread of the two-wheels vehicles use for daily journeys, equal to 25% in 2019 and to the increase in bicycles sales, in 2019 7% more than in 2018.
- The number of victims, in 2019, decreased for all road sites. A sharp drop is recorded for motorways (including ring roads and motorways junctions), equal to 6.1% (310 victims). On built-up-area roads the decrease of victims, in respect of 2018, is 5.0% (1,331 victims); a slighter decrease is shown, instead, on rural roads (-4.4%; 1,532 victims).
- In the European Union (EU28, including United Kingdom), in 2019, the number of road accidents victims decreased (-2.3% compared to 2018): about 24,000 against 25.191 of 2018. In the comparison between 2019 and 2010 (benchmark year for road safety), the deceased decreased by 22% in Europe and 23% in Italy. Every million inhabitants, in 2019 there are 48.1 deaths due to road accidents in the EU28 and 52.6 in Italy, which is stable to the 16th position in the European ranking.
- Distraction, failure to observe precedence rules and high speed (38.2% in total) were among the most frequent misbehaviors. The violations of the Road Code increased the number, in 2019. The most sanctioned were the failure to comply with the signs, failures to use safety devices and the use of mobile phone driving. An increase of violations is shown for drunk driving too.
- The 2019 data referred to motorized mobility, is stable in respect of 2018; the new registrations of vehicles increased by 0.8% (motorcycles + 5.8% and goods transport vehicles + 2.1%) compared to the previous year, while the vehicle fleet grows by 1.4%. Motorway journeys, over about 6,000 kilometers of road net, show a substantial stability (+ 0.6%), with over 84 billion km traveled and with an increase of 1.9%, compared to 2018, only for heavy goods vehicles, with around 20 billion vehicles-km. A strong increases is recorded for sustainable mobility, due to the growth of e-bike sales and the spread of other micro mobility categories.
- The social cost of road accidents 2019, calculated on the basis of parameters indicated by the Ministry of Infrastructure and Transport, at constant 2010 values, is equal to 16.9 billion euros, 1% of the national GDP. With a decrease of 21% from 2010, when the cost of road accidents was 21.4 billion euros 6,035 lives were saved in the period 2011-2019, while in economic terms they are estimated at over 9 billion of euros saved for the victims only and 31.2 billion in total.

**CHART 1. ROAD ACCIDENTS RESULTING IN DEATH OR INJURY, KILLED AND INURED.** Years 2001-2019. Absolute values



### Victims on Italian roads decreased, slight drop for accidents and injures

In 2019 there were 172,183 road accidents in Italy resulting in deaths or injuries<sup>1</sup>; the victims were 3,173 and the injured 241,384 (Table 1). Compared to the previous year, road accidents deaths showed a drop (-4.8%), after the increase recorded in 2017 and the slight decrease in 2018; road accidents and injuries also showed a small decrease (respectively -0.2% and -0.6%). The road accidents mortality rate pass from 55.2 to 53.6 deaths per million inhabitants between 2018 and 2019. Compared to 2010, road victims number declined by 22.9%.

**TABLE 1. ROAD ACCIDENTS, KILLED AND INJURED PERSONS.** Years 2001, 2010-2019. Absolute values, deaths per million and percentage change

YEARS	Road accidents (a)	Killed	Injured	Deaths per million inhabitants (b)	% change number of deaths in respect to the previous year (c)	% change number of deaths in respect to 2001 (c)	% change number of deaths in respect to 2010 (c)
2001	263,100	7,096	373,286	124.5	-	-	-
2010	212,997	4,114	304,720	69.4	-2.9	-42.0	-
2011	205,638	3,860	292,019	65.0	-6.2	-45.6	-6.2
2012	188,228	3,753	266,864	63.0	-2.8	-47.1	-8.8
2013	181,660	3,401	258,093	56.2	-9.4	-52.1	-17.3
2014	177,031	3,381	251,147	55.6	-0.6	-52.4	-17.8
2015	174,539	3,428	246,920	56.3	+1.4	-51.7	-16.7
2016	175,791	3,283	249,175	54.2	-4.2	-53.7	-20.2
2017	174,933	3,378	246,750	55.8	+2.9	-52.4	-17.9
2018	172,553	3,334	242,919	55.2	-1.3	-53.0	-19.0
<b>2019</b>	<b>172,183</b>	<b>3,173</b>	<b>241,384</b>	<b>52.6</b>	<b>-4.8</b>	<b>-55.3</b>	<b>-22.9</b>

(a) Road accident resulting in deaths (within the 30th day) or injuries is defined as the event that involves at least a vehicle circulating on the national road net.

(b) Deaths out of resident population (per 1,000,000). (c) The percentage changes of the number of deaths is calculated as:  $((M^t / M^{t-1} \circ 2001 \circ 2010) - 1) * 100$

The road accidents phenomenon is linked to a lot of factors, including mobility, road journeys, number of vehicles and fuel consumption. Data on Motorway journeys, over about 6,000 kilometers of road net (+0.6%), with an increase of 1.9% compared to 2018, only for heavy goods vehicles. According to an estimate by the Ministry of Infrastructure and Transport, the total distances in km covered in 2019 in Italy show an average increase of 5.6%, compared to 2018.

In 2019, the new vehicles registrations grew by 0.8% mainly due to the increase in sales of motorcycles (+ 5.8%) and good transport vehicles (+ 2.1%), while, in average, the vehicle fleet increased by 1.4%, compared to the previous year.

With more than 655 passenger cars and 868 vehicles per thousand inhabitants, values grown if compared to 2018, Italy is confirmed as the European country with the highest motorization rate.

The volume of the vehicle fleet continues to increase, especially for passenger cars. The percentage of passenger cars with more than 10 years of seniority is 57.2% (it was 39.3% in 2010). It is estimated that the old vehicles have an higher probability of having accidents with severe consequences, it is, in fact, more than double with a car of 10 or more years of age compared to one up to 4 years old (Source: ACI processing).

<sup>1</sup> For data referred to 2019, the survey was based on a Memorandum of Understanding signed with some regions and provinces for the collection and monitoring data activities. Signatory Regions, in 2019, are: Emilia-Romagna, Friuli-Venezia Giulia, Lombardia, Piemonte, Puglia, Toscana, Veneto, Liguria, Calabria, Lazio and the autonomous provinces Bolzano-Bozen, Trento.

The sale of bicycles and electric bicycles, in 2019, increased by 7%, compared to the previous year, overall due to the spread of e-bikes, grown by 13% (from 173 thousand to 195 thousand pieces sold; 1,713 million units in total). The use of other electric micro mobility vehicles also increases, specifically electric scooters (it is estimated that around 100,000 are in use in Italy), for road traffic purposes they have been equated to bicycles (Budget Law no.160 of 27 December 2019 - comma 75)<sup>2</sup>.

These data confirm that, even if the private car remains the most used means of travel, the percentage of the population which choose the active mobility, using bicycle or walking, or shared increases.

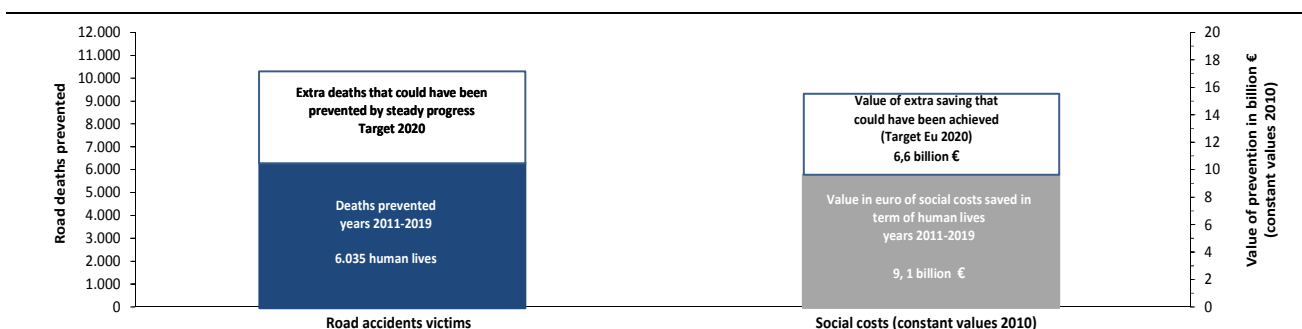
In 2019, the licenses issued to people under the age of 21 were 679,367, equal to 38% of the population aged between 18 and 20 years and only 23% for the population between 16 and 20 years. Licenses registered represent, on average, the 76% of the population between 14 and 85 years old; the highest percentages are between 45 and 60 years old, while among young people 20-24 years old only the 73% has a license.

The social cost of road accidents 2019, calculated on the basis of the parameters by the Ministry of Infrastructure and Transport, with reference to 2010, is equal to 16.9 billion euros (equal to 1% of the national GDP).

Considering the three aggregates Motorways, Urban roads (built-up area), Rural roads (non built-up area), the highest social cost is recorded for the urban road network (10.5 billion euros), while for rural roads the cost is more than 5 billion and for motorways 1.2 billion.

As regards the social cost series of the last decade, a gradual and almost constant trend of social cost is detected over the time. The social costs show only an increase in 2017 compared to 2016, due to the growth in the number of deaths; since 2010 the costs decrease of 21%, from € 21.4 billion in 2010 to € 16.9 billion euros in 2019. More than 6,000 (6,035) lives were saved during the period, while, in economic terms 31.2 billion euro, were saved. This economic and human being saving would have been higher with the achievement of the constant progress foreseen by the European 2020 target (-6.7% per year for the victims) (Chart 2).

**CHART 2. AVOIDED OR AVOIDABLE VICTIMS IN ROAD ACCIDENTS DURING 2011-2019 AND SOCIAL COSTS CONNECTED**  
(absolute values and social costs in billions of euro – constant values 2010)



<sup>2</sup> Source: ACI, Aiscat, ANCMA, Isfort, Unione Petrolifera Italiana, Ministero dello Sviluppo Economico, Istat.

## Decrease of victims number on the European Union roads in 2019

The number of road fatalities continues to decline in Europe (EU28 - including the United Kingdom). Overall, almost 25 thousand people died in road accidents, compared to 31,595 in 2010, with a reduction of 22.1% in the period. A better result than the European one is recorded in Italy, with a decrease of 22.9%. Between 2018 and 2019, the number of victims decreased by 2.3% in the EU28 and 4.8% in Italy.

The road mortality rate (deaths per million inhabitants) is equal to 48.1 in the EU28 and 52.6 in Italy, in 2019 (respectively 62.8 and 69.4 in 2010). With this result, our country ranks 16th in the European ranking, stable if compared to 2018.

Such as 2018, the reduction did not affect all countries. In 2019, road fatalities increase in eleven countries, including some that have recently joined the European Union, such as Slovenia (+12.1%) and Slovakia (+7.0%), but also in those with a solid tradition for road safety, such as Denmark (+17.1%) and the United Kingdom (+4.7%) (Table 2 and Chart 3).

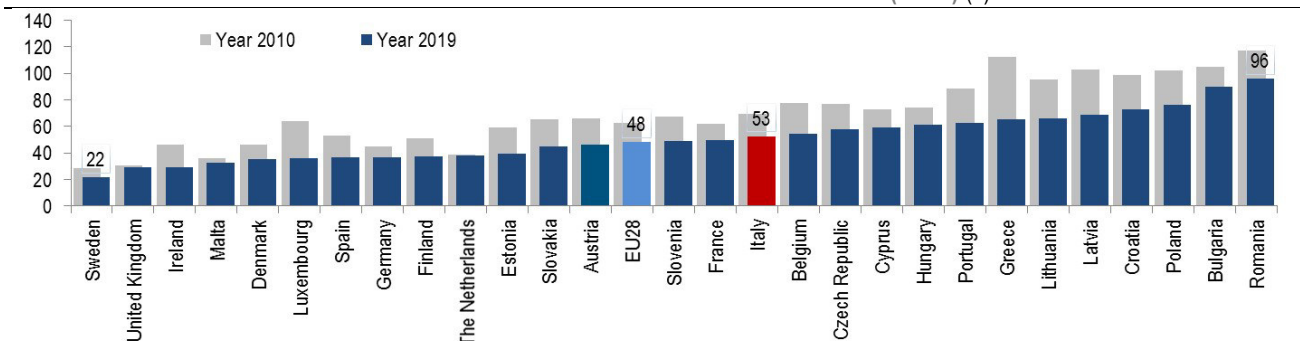
Between 2010 and 2018, the yearly percentage change in the number of road victims was 2.7% in the EU28 and 2.8% in Italy, variation, however, lower than the estimated value recommended by the European target of halving the number of deaths in road accidents by 2020. To meet the target set, the number of victims in the EU and in Italy should decrease by over 25% in 2020.

Preliminary data, referred to 2020, show a strong decrease in accidents and victims, due to the effects of the traffic restrictions during the lockdown period, linked to the COVID-19 pandemic. Anyway, although these results, the reduction expected is not so wide to allow the goal reaching.

The European Commission has also strengthened the request to EU countries to intensify efforts and interventions to be implemented at national level.

Next targets, also foreseen in the new National Road Safety Plan in preparation, the 2030 target of further reduction of victims and serious injuries and the vision zero in 2050.

**CHART 3. ROAD MORTALITY RATE IN THE COUNTRIES OF THE EUROPEAN UNION (EU28) (a). Years 2010 and 2019**



(a) Road mortality rate (deaths in road accidents per million inhabitants)

Source: European Transport Safety Council, Annual PIN report. Year 2020 -- <https://etsc.eu/14th-annual-road-safety-performance-index-pin-report/>

**TABLE 2. KILLED PERSONS IN ROAD ACCIDENTS IN THE COUNTRIES OF THE EUROPEAN UNION (EU28).**

Years 2010, 2018 and 2019. Absolute values, percentage change and road mortality rate per 1,000,000 inhabitants (a)

EU28 Countries	Absolute values			Percentage change (b)		Road mortality rate	
	2010	2018	2019*	2019/2018*	2019/2010*	2010	2019*
Austria*	552	409	410	0.2	-25.7	65.9	46.3
Belgium*	841	604	620	2.6	-26.3	77.6	54.1
Bulgaria	776	611	628	2.8	-19.1	104.6	89.7
Croatia	426	317	297	-6.3	-30.3	99	72.9
Cyprus	60	49	52	6.1	-13.3	73.2	59.4
Czech Republic	802	658	617	-6.2	-23.1	76.7	57.9
Denmark*	255	175	205	17.1	-19.6	46.1	35.3
Estonia	79	67	52	-22.4	-34.2	59.3	39.3
Finland*	272	225	205	-8.9	-24.6	50.8	37.2
France*	3,992	3,248	3,239	-0.3	-18.9	61.7	49.9
Germany*	3,651	3,275	3,059	-6.6	-16.2	44.6	36.8
Greece*	1,258	700	699	-0.1	-44.4	112.5	65.2
Hungary	740	633	602	-4.9	-18.6	73.9	61.6
Ireland*	212	140	142	1.4	-33	46.6	29
<b>Italy</b>	<b>4,114</b>	<b>3,334</b>	<b>3,173</b>	<b>-4.8</b>	<b>-22.9</b>	<b>69.4</b>	<b>52.6</b>
Latvia	218	148	132	-10.8	-39.4	102.8	68.8
Lithuania	299	173	184	6.4	-38.5	95.2	65.9
Luxembourg	32	36	22	-38.9	-31.3	63.7	35.8
Malta	15	18	16	-11.1	6.7	36.2	32.4
Poland	3,907	2,862	2,909	1.6	-25.5	102.4	76.6
Portugal	937	675	614	-9	-34.5	88.6	62.8
Romania	2,377	1,867	1,864	-0.2	-21.6	117.1	96
Slovakia	353	229	245	7	-30.6	65.5	45
Slovenia	138	91	102	12.1	-26.1	67.4	49
Spain*	2,478	1,806	1,724	-4.5	-30.4	53.3	36.7
Sweden*	266	324	221	-31.8	-16.9	28.5	21.6
The Netherlands	640	678	661	-2.5	3.3	38.6	38.2
United Kingdom*	1,905	1,839	1,926	4.7	1.1	30.5	28.9
<b>EU28</b>	<b>31,595</b>	<b>25,191</b>	<b>24,620</b>	<b>-2.3</b>	<b>-22.1</b>	<b>62.8</b>	<b>48.1</b>

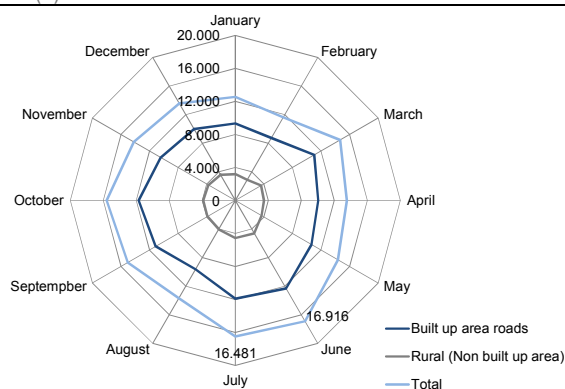
\* Preliminary estimate 2018: Austria, Belgium, Bulgaria, Denmark, Finland, France, Germany, Greece, Ireland, Portugal, Spain, United Kingdom

(a) Source: European Transport Safety Council, Annual PIN report. Year 2020 - <https://etisc.eu/14th-annual-road-safety-performance-index-pin-report/>  
European Commission 11/06/2020 [https://ec.europa.eu/transport/media/news/2020-06-11-road-safety-statistics-2019\\_en](https://ec.europa.eu/transport/media/news/2020-06-11-road-safety-statistics-2019_en)

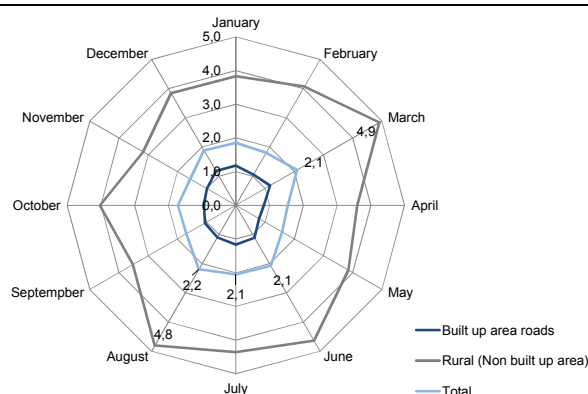
(b) The percentage changes of the number of deaths is calculated as:  $((M^{2019} / M^{2018 \text{ or } 2010}) - 1) * 100$ .

## Tables and charts collection:

**CHART 4. ROAD ACCIDENTS RESULTING IN DEATH OR INJURY BY MONTH AND ROAD TYPE.** Year 2019. Absolute values (a)



**CHART 5. MORTALITY INDEX BY MONTH AND ROAD TYPE.** Year 2019. (Deaths/Road accidents per 100) (a)

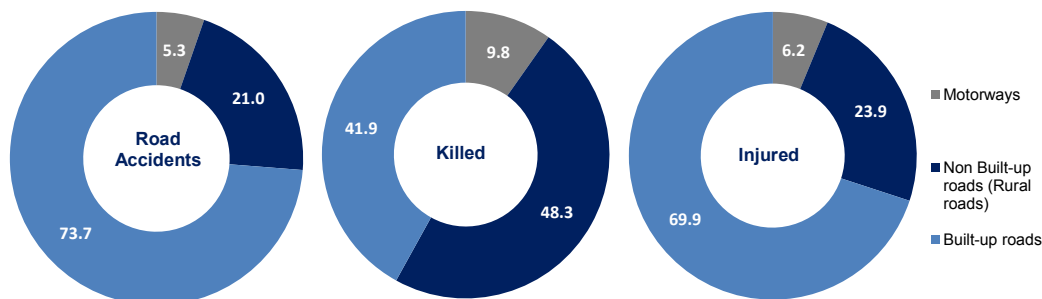


**TABLE 3. ROAD ACCIDENTS RESULTING IN DEATH OR INJURY, KILLED AND INJURED BY ROAD TYPE.** Years 2019, 2018 and 2017. Absolute values and percentage changes 2019/2018

ROAD CATEGORY	Road accidents 2019	Road accidents 2018	Road accidents 2017	Killed 2019	Killed 2018	Killed 2017	Injured 2019	Injured 2018	Injured 2017	% Change accidents 2019/2018	% Change killed 2019/2018	% Change injured 2019/2018
Built up roads	127,000	126,744	130,461	1,331	1,401	1,467	168,794	169,607	174,612	+0.2	-5.0	-0.5
Motorways	9,076	9,437	9,395	310	330	296	15,009	15,545	15,844	-3.8	-6.1	-3.4
Non built up roads (a)	36,107	36,372	35,077	1,532	1,603	1,615	57,581	57,767	56,294	-0.7	-4.4	-0.3
<b>Total</b>	<b>172,183</b>	<b>172,553</b>	<b>174,933</b>	<b>3,173</b>	<b>3,334</b>	<b>3,378</b>	<b>241,384</b>	<b>242,919</b>	<b>246,750</b>	<b>-0.2</b>	<b>-4.8</b>	<b>-0.6</b>

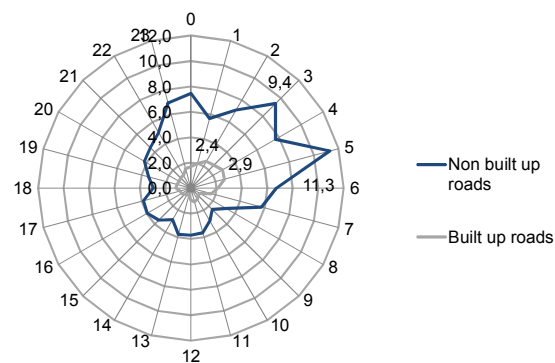
(a) Included rural or not built up roads called: Statali, Regionali and Provinciali, Comunalì out of urban area.

**CHART 6. ROAD ACCIDENTS RESULTING IN DEATH OR INJURY, KILLED AND INJURED BY ROAD TYPE (a).** Year 2019 percentage values

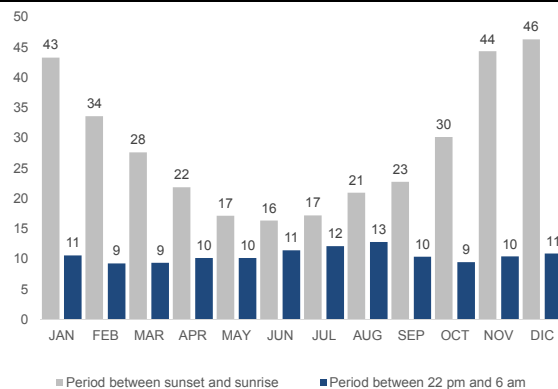


(a) Included rural or not built up roads called: Statali, Regionali and Provinciali, Comunalì out of urban area.

**CHART 7. MORTALITY INDEX BY TIME AND ROAD CLASS.** Year 2019, percentage values



**CHART 8. ROAD ACCIDENTS BY MONTH AND PERIOD IN THE DAY.** Year 2019, percentage values (a)



(a) Included rural or not built up roads called: Statali, Regionali and Provinciali, Comunalì out of urban area.

CHART 9. ROAD MORTALITY RATE BY AGE CLASS. Year 2019 (per 1,000,000 inhabitants)

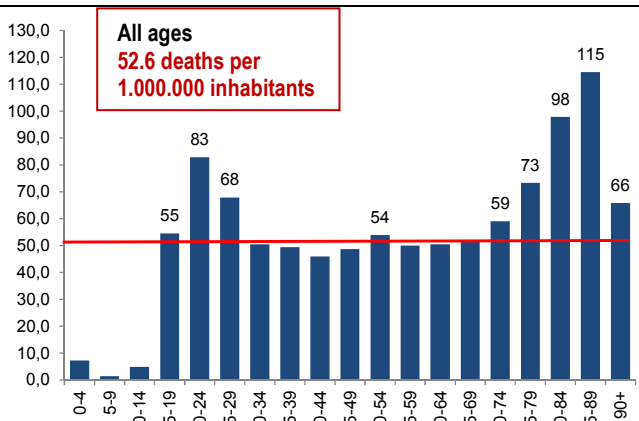


CHART 10. KILLED IN ROAD ACCIDENTS, AGE PYRAMID BY AGE CLASS. Year 2019. Percentage values

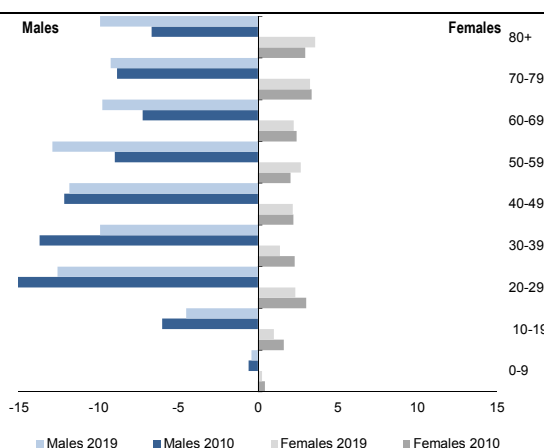


TABLE 4. KILLED AND INJURED IN ROAD ACCIDENTS BY GENDER AND AGE CLASS. Year 2019, absolute values and % change 2019/2018

AGE CLASSES (a)	Killed			Injured			% change 2019/2018	
	Males	Females	Total	Males	Females	Total	Killed	Injured
0 - 4	10	7	17	1.361	1.202	2.563	..	0,9
5 - 9	3	1	4	1.890	1.535	3.425	..	-0,5
10 -14	8	6	14	2.849	2.252	5.101	..	3,6
15 -19	133	25	158	12.252	6.534	18.786	-11,2	-1,4
20 -24	212	36	248	16.469	9.326	25.795	5,5	-1,1
25 -29	181	37	218	14.566	8.527	23.093	0,9	-1,7
30 -34	154	16	170	12.526	7.129	19.655	-0,6	0,4
35 -39	156	27	183	11.508	6.811	18.319	-7,1	-2,8
40 -44	163	40	203	12.200	7.159	19.359	-11,7	-3,7
45 -49	207	28	235	12.693	7.722	20.415	8,3	-1,4
50 -54	223	43	266	12.153	7.478	19.631	14,7	0,3
55 -59	180	41	221	10.510	6.202	16.712	-8,7	5,6
60 -64	157	37	194	7.587	4.473	12.060	-4,4	3,3
65 -69	148	33	181	5.414	3.410	8.824	-7,2	3,0
70 -74	150	41	191	4.877	3.088	7.965	-14,3	4,0
75 -79	139	61	200	3.935	2.465	6.400	-4,3	-0,2
80 -84	166	47	213	3.207	1.873	5.080	-2,3	9,2
85 -89	113	45	158	1.404	866	2.270	-1,3	4,3
90 +	31	20	51	428	209	637	-8,9	-0,9
Non indicata	32	16	48	2.851	2.443	5.294	-	-
<b>Totale</b>	<b>2.566</b>	<b>607</b>	<b>3.173</b>	<b>150.680</b>	<b>90.704</b>	<b>241.384</b>	<b>-4,8</b>	<b>-0,6</b>

a) The age class variable, also includes the "unknown or not indicated" mode. For each accident, in fact, also the occupants of other vehicles involved over the third is counted too. For these individuals, of which we only know the number and the outcome, demographic characteristics, including the age, are not detected

CHART 11. KILLED IN ROAD ACCIDENTS BY GENDER AND ROAD USER TYPE. Year 2019. Absolute values, mortality and harmfulness index (a)

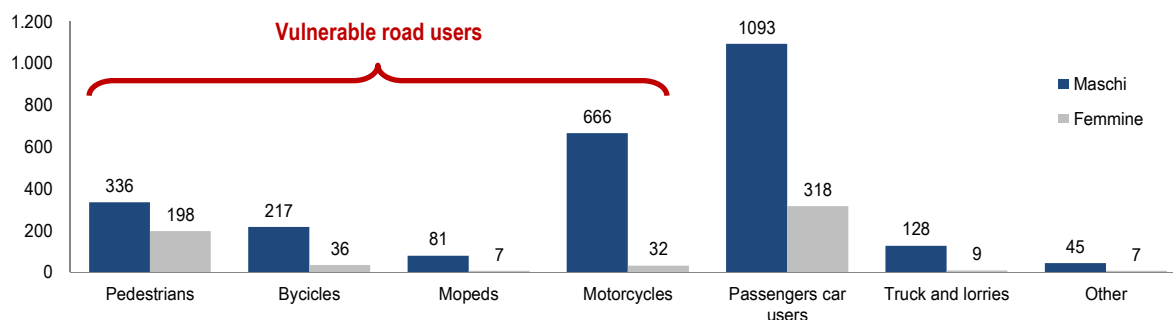




CHART 12. KILLED IN ROAD ACCIDENTS BY MAIN ROAD USER TYPE. Years 2001- 2019. Absolute values

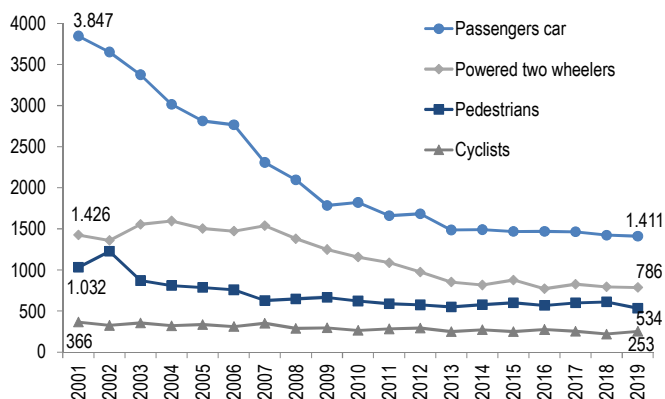


CHART 13. KILLED IN ROAD ACCIDENTS BY MAIN ROAD USER TYPE. Percentage changes 2019/2018, 2019/2010 e 2019/2001

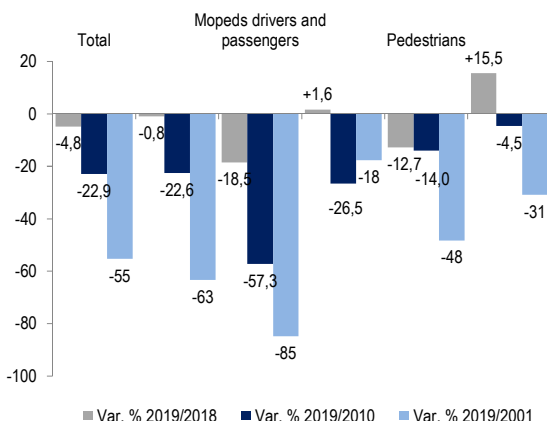


TABLE 5. KILLED IN ROAD ACCIDENTS IN ITALIAN REGIONS (a). Years 2010 and 2019. Absolute values, percentage changes, road mortality rate per 100,000 inhabitants

REGIONS	Killed (absolute values)			%changes 2019/2010 (b) (a)	Mortality rate 2010 (b)	Mortality rate 2019(b)
	2010	2018	2019			
Piemonte	327	251	232	-29.1	7.5	5.3
Valle d'Aosta/Vallée d'Aoste	11	12	4	-63.6	8.7	3.2
Lombardia	565	483	438	-22.5	5.9	4.4
Bolzano/Bozen	30	33	46	+53.3	6.0	8.7
Trento	29	30	25	-13.8	5.6	4.6
Veneto	396	311	336	-15.2	8.2	6.8
Friuli-Venezia Giulia	103	77	72	-30.1	8.4	5.9
Liguria	84	124	64	-23.8	5.3	4.1
Emilia-Romagna	401	316	352	-12.2	9.3	7.9
Toscana	306	239	209	-31.7	8.4	5.6
Umbria	79	48	51	-35.4	9.0	5.8
Marche	109	87	99	-9.2	7.1	6.5
Lazio	450	338	295	-34.4	8.2	5.0
Abruzzo	79	76	78	-1.3	6.0	5.9
Molise	28	15	28	0.0	8.9	9.2
Campania	254	206	223	-12.2	4.4	3.8
Puglia	292	201	207	-29.1	7.2	5.1
Basilicata	48	45	29	-39.6	8.3	5.2
Calabria	138	127	104	-24.6	7.0	5.3
Sicilia	279	210	210	-24.7	5.6	4.2
Sardegna	106	105	71	-33.0	6.5	4.3
<b>Italy</b>	<b>4.114</b>	<b>3.334</b>	<b>3.173</b>	<b>-22.9</b>	<b>6.9</b>	<b>5.3</b>

(a) Percentage change:  $((M^{2018}/M^{2019})-1)*100$  b) The number of deaths per 100,000 inhabitants is calculated by the ratio between the total deaths in the region and the resident population by the year 2019 (Source Istat)



CHART 14. ROAD ACCIDENTS RESULTING IN DEATH OR INJURY AND KILLED IN THE MAIN MUNICIPALITIES IN ITALY (IN TOTAL). Years 2001-2019. Absolute values (a)

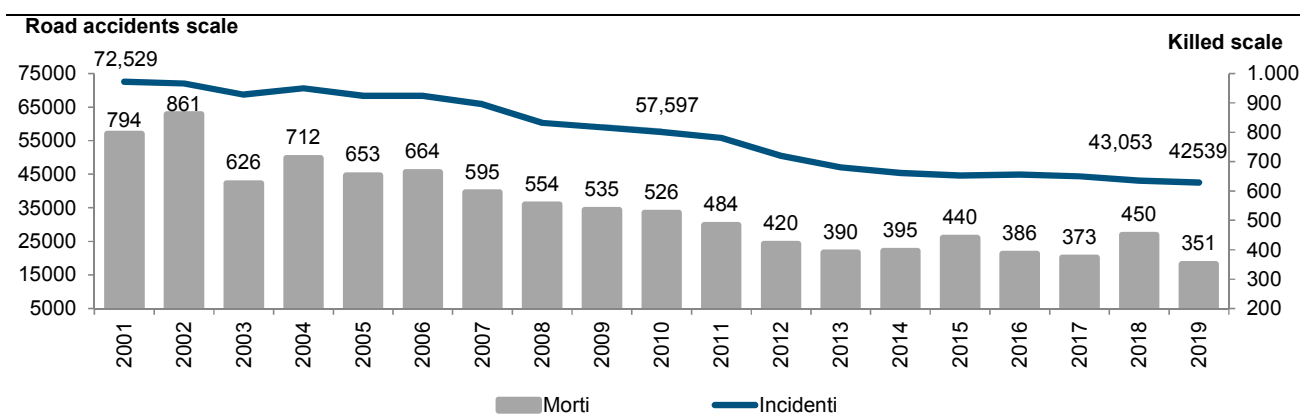


TABLE 6. ROAD ACCIDENTS RESULTING IN DEATH OR INJURY AND KILLED BY ROAD CATEGORY IN LARGE MUNICIPALITIES IN ITALY. Years 2019 and 2018 (a). Absolute values, road mortality rate per 100,000 inhabitants, percentage change 2019/2010

MAIN CITIES	Built up roads				Not built up roads (b)				Road mortality rate Year 2019 (per 100,000)	Road mortality rate Year 2018 (per 100,000)	% Change killed (total) 2019/2010 (d)
	Road accidents 2019	Road accidents 2018	Killed 2019	Killed 2018	Road accidents 2019	Road accidents 2018	Killed 2019	Killed 2018			
Torino	2.920	2.925	26	32	53	72	-	1	3,0	3,8	-10,3
Milano	7.974	8.189	29	43	289	334	5	6	2,5	3,6	-41,4
Verona	1.194	1.232	10	8	113	126	6	4	6,2	4,7	-40,7
Venezia	469	470	1	3	163	187	3	3	1,5	2,3	-63,6
Trieste	779	816	6	6	64	87	2	1	3,9	3,4	-27,3
Genova	3.705	3.911	18	22	216	243	5	46	4,0	11,7	-28,1
Bologna	1.766	1.808	11	19	179	189	7	6	4,6	6,4	-35,7
Firenze	2.361	2.445	6	13	37	53	-	-	1,6	3,4	-76,0
Roma	10.908	10.559	108	113	1.363	1.436	23	35	4,6	5,0	-28,0
Napoli	2.317	2.102	20	25	209	196	2	7	2,3	3,3	-37,1
Bari	1.360	1.442	7	14	223	167	5	1	3,7	4,7	20,0
Palermo	1.836	1.985	26	20	44	59	-	-	3,9	3,0	-33,3
Messina	669	706	9	6	133	113	1	1	4,3	3,0	-37,5
Catania	1.116	1.153	11	14	79	80	4	1	4,8	4,8	-34,8
<b>Total</b>	<b>39.374</b>	<b>39.743</b>	<b>288</b>	<b>338</b>	<b>3.165</b>	<b>3.342</b>	<b>63</b>	<b>112</b>	<b>3,6</b>	<b>4,6</b>	<b>-33,3</b>

(a) Included rural or not built up roads called: Statali, Regionali and Provinciali, Comunali out of urban area and motorways.

(b) Percentage change:  $(M^{2019}/M^{2018})-1$ \*100; the symbol "-" means "no changes".

## Glossary:

**Bus:** passenger-carrying vehicle, most commonly used for public transport, having more than 16 seats for passengers.

**Deaths:** the number of people, involved in road accidents, who die immediately or within 30 days after the event occurred. This definition was adopted on 01st January 1999, while in the past (up until 31st December 1998) deaths were considered to include only deaths within seven days of the accident.

**Goods vehicle:** Motor vehicle used only for the transport of goods.

**Injured:** the road user was seriously or slightly injured (but not killed within 30 days) in the road accident.

**Moped:** two or three wheeled vehicle equipped with internal combustion engine, with size less than 50 cc and maximum speed that does not exceed 45 km/h (28mph).

**Motorcycle:** two or three wheeled motor vehicle, with engine size up to 125 cc, or maximum speed exceeding 45km/h (28 mph) or with engine size more than 125 cc.

**Passenger car:** motor vehicle with 3 or 4 wheels, mainly used to transport people, seating for no more than 8 occupants. Motor vehicles with these characteristics used as taxis as well as motor caravans are also included.

**Pedal cycle:** vehicle with at least 2 wheels, without engine. In some cases it can also use electric power.

**Electric scooter:** equivalent to pedal cycle, vehicle with maximum power 500 W and with speed limits 6 km / h or 30 km/h as the areas where they circulate vary (paragraph 75 of the Budget Law 2020 DL 160/2019).

**Pedestrian:** person on foot; person pushing or holding bicycle, Person who uses a wheel chair ,a pram or a pushchair, leading or herding an animal, riding a toy cycle on the footway, person on roller skates, skateboard or skis. Does not include persons in the act of boarding or alighting from a vehicle.

**Percentage change:** the percentage change is calculated by means the difference between data at **t** time and data **t-1** (or t-x) time, divided by data at **t-1**(or t-x) time, per 100.

**Public motor vehicle registry (PRA):** the registry holding all public deeds relating to the transfer of property and rights of ownership, in addition to the records of loans and mortgages on all motor vehicles registered in Italy.

**Road accident:** the 1968 Vienna Convention defines a road accident as an event occurring on the roads or squares open to traffic involving standing or moving vehicles and which results in injury to people. For this reason, if the accident only involves damage to objects, it is excluded from the statistics. This definition therefore reserves attention exclusively for reported accidents involving injury to people.

**Road accidents harmfulness index:** the ratio of the number of injuries caused by road accidents and the number of collisions, per 100 accidents.

**Road accidents mortality index:** the ratio of the number of fatalities caused by road accidents and the number of collisions, per 100 accidents.

**Road accidents seriousness index:** the ratio of the number of fatalities caused by road accidents and the total number of deaths and injuries as a result of accidents, per 100 accidents.

**Road tractor** road motor vehicle designed, exclusively or primarily, to haul other road vehicles which are not power-driven (mainly semi-trailers).

**Rural or non-built up roads:** outside urban area, no motorway

**Serious injuries:** the serious injuries are identified by MAIS classification (Maximum Abbreviated Injury Scale). The severity level is measured by a 6-level scale. Serious injuries have a score of 3 or higher (MAIS3+).

**Two wheel motor vehicle:** motor vehicle moving on two wheels. Includes mopeds and motorcycles but not bicycles.

**Urban or built up roads:** inside urban area, no motorway.

## Methodological note

### Data flow and definitions

The survey on road accidents resulting in death (within 30 day) or injury, carried out by the Italian National Institute of Statistics (Istat), with the cooperation of ACI (Automobile Club of Italy) and other local organisations, is an exhaustive and monthly based data collection (National Statistical Programme - PSN – 00142 code).

The survey collects all road accidents involving at least a vehicle, circulating on the national road net, resulting in death or injury and documented by a Police authority.

The detection unit is the single road accident resulting in death or injury; all information is referred to the period when the accident occurred.

As regards the data flow, a flexible model was adopted by Istat, through the subscription of a Memorandum of understanding or special agreements signed with regions (NUTS2 level) and provinces (NUTS3 level), in order to facilitate the local authority information needs and to improve the timeliness and quality of data collected.

### Main information collected:

- Date, time and location of the accident
- Type of road
- Road surface
- Signals
- Weather conditions
- Type of accident (collision, investment, etc.)
- Type of vehicles involved
- Consequences of the accident to people
- Causes of the accident

### Timeliness and dissemination

The figures for every year  $t-1$  are disseminated in July of the year  $t$ , approximately five months after the collection deadline.

### European Union law of reference:

Reference: COUNCIL DECISION of 30 November 1993 on the creation of a Community database on the road accidents [Decision n. 704 of 1993](#)

### Link to database and websites:

- Noi Italia: <http://noi-italia.istat.it/>
- DWH I.stat: <http://dati.istat.it/> (Health Statistics/Road Accidents)
- Time series: <http://seriestoriche.istat.it/>
- CARE - Community database on road accidents resulting in death or injury – DG-MOVE European Commission [http://ec.europa.eu/transport/road\\_safety/specialist/statistics/index\\_en.htm](http://ec.europa.eu/transport/road_safety/specialist/statistics/index_en.htm)