Automobile Club d'Italia

19 July 2016

Istat
Istituto Nazionale di Statistica

Road accidents

Year 2015

Provisional data

Well ahead of the traditional dissemination timing, Istat provides provisional data on road accidents, including information on road category and characteristics of users involved.

Based on provisional data, in 2015, in Italy there were 173,892 road accidents resulting in death or injury, which caused 3,419 casualties (deaths within 30 days) and 246,050 injured persons.

For the first time, since 2001, a growing number of victims is reported (+38, +1.1%). Road accidents and injured decreased, respectively of 1.8% and 2.0% (Chart 1).

A growth of persons died in road accidents was registered in Eu28, too (1.3% more than in 2014): in total, there were 26,302 killed persons against 25,970 in 2014. In the comparison between 2015 and 2010 (year of the benchmark for European road safety strategy), mortality decreased by 16.8% in Europe and 16.9% in Italy. Every million inhabitants, in 2015 there were 52 deaths in road accidents in Eu28 and 56.3 in our country, which ranked 14th in the European classifications, behind the United Kingdom, Spain, Germany and France.

The serious injured increased in 2015: on the basis of hospital discharge data they were nearly 16,000 vs 15,000 in 2014 (+ 6%). The ratio of serious injuries and deaths rose to 4.7 in 2015 (4.4 in the previous year).

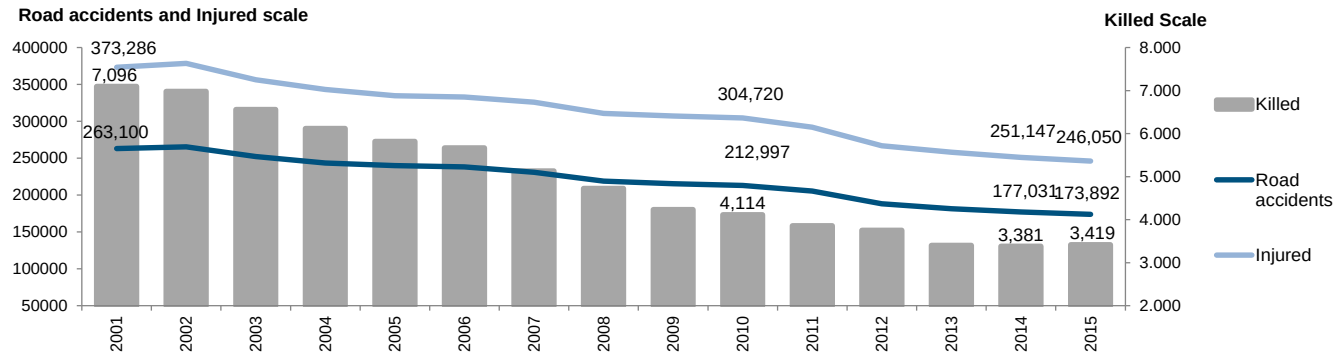
In 2015 the increase of casualties in Italy was mainly due to the situation detected on motorways (ring roads and motorways junctions) and rural roads (305 and 1,619 dead; +6.3% and +1.9% in respect of the previous year) . A slight decline is recorded, instead, on inside urban roads (1,495 dead; -0.7%), after a growth of 5.4% between 2013 and 2014. An exception to this trend, is detected for the main municipalities, all in total, where the number of victims on urban roads was up by 8.86%.

The increase of dead persons in road accidents recorded in 2015 concerned, mostly, motorcyclists (769, +9.2%) and pedestrians (601, +4.0%). A decrease of victims is observed among motorists (1,466, -1.7%) as well as moped riders (106, -5.4%) and cyclists (249, -8.8%).

The most frequent driving misbehaviours are linked to the distraction, failure to comply with road safety and precedence rules and high speed (in total 44.0% of cases). The main violations to the Road Code sanctioned by Police, in fact, are: speeding, failure to use safety devices and the use of mobile phones while driving.

2015 has been a year signed by a recovery of mobility; the new registrations of passenger cars increased by 15.0% over the previous year. The motorway journeys also grew by 3.6% compared to 2014, with over 79 billion kilometres travelled.

CHART 1. ROAD ACCIDENTS RESULTING IN DEATH OR INJURY, KILLED AND INURED. YEARS 2001-2015. Absolute values



Much earlier than the traditional timing of publication, Istat disseminates provisional data on road accidents enriched with complete information on localisation of accidents and characteristics of road users. It is a significant contribution to evaluate the effectiveness of the measures implemented in the road safety area.

This result was achieved thanks to an ongoing effort to improve the quality and timeliness in the dissemination of information, which involves ACI (Automobile Club d'Italia) as a partner, the Road Police, Carabinieri (special military body), Local Police, Statistical offices, Municipalities, Provinces, Autonomous Provinces and Regions which agreed to a Memorandum of Understanding for the national coordination of activities related to the statistical road accident survey.

Increasing victims on Italian roads, first turnaround

Based on provisional data[1], in 2015 there were 173,892 road accidents in Italy resulting in death or injury[2]; the victims were 3,419 and the injured 246,050 (Table 1). The number of deaths increased for the first time after fifteen years, 38 victims more than in 2014 (+1.1%). The road mortality rate increased from 55.6 to 56.3 deaths per million inhabitants between 2014 and 2015 but road deaths fell by 16.9% compared to 2010.

In the framework of the evolution of road accidents, it is useful to provide some context items too[3]. The vehicles fleet started to grow again in 2015 (+0.7% year on year, from 49,150,466 to 49,488,493 vehicles) due to the increase in first registrations (+15.0%). The motorway journeys grew on average by 3.6% (from about 76 to 79 billion kilometres travelled) and 3.8% for heavy vehicles.

Even sales of fuel by volume showed an increase in 2015 by 1.4% over the previous year; in particular +2.0% for diesel fuel, +5.0% for LPG gas, while the sales of gasoline continued to decline, down 1.0% in a year. In general, fuel pump prices lowered, with decreases even by 10-13%, compared to the corresponding periods of 2014. In the urban areas, mobility was still mainly linked to the private transport and frequent users of local public transport (LPT) were about one in ten (population aged 14 and more).

Road accidents represent a huge cost in terms of human lives and for the national economy. According to estimates of the Ministry of Infrastructure and Transport[4], the total cost for traffic accidents resulting in death or injury is quantified at around € 17.5 billion in 2015, almost similar to the value of 2014.

TABLE 1. ROAD ACCIDENTS, KILLED AND INJURED PERSONS. Years 2001, 2010, 2014 and 2015. Absolute values, deaths per million and percentage change

YEARS	Road accidents (a)	Killed	Injured	Deaths per million inhabitants (b)	% change of the number of deaths in respect to the previous year (c)	% change of the number of deaths in respect to 2001 (c)	% change of the 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	-
2014	177,031	3,381	251,147	55.6	-0.6	-52.4	-17.8
2015 (d)	**173,892**	**3,419**	**246,050**	**56.3**	**+1.1**	**-51.8**	**-16.9**

(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.
(a) Deaths out of resident population (per 1,000,000).
(c) The percentage changes of the number of deaths is calculated as: $((M^{t} / M^{t-1 \text{ o } 2001 \text{ o } 2010}) - 1) * 100$.
(d) Source: Istat – Road accidents resulting in deaths or injuries register. Provisional data year 2015.

[1] The figures referred to the year 2015 are provisional and concern road accidents resulting in death or injury, reported by Police by May 31, 2016. A share (equal to 1%) of "records restored" on the basis of monthly summary data, where microdata was missing, is included. Therefore, final figures may differ both in number of accidents, deaths and injuries, and in the distribution of the connected variables.
[2] For data referred to 2015, 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 2015, are: Emilia-Romagna, Friuli-Venezia Giulia, Lombardia, Piemonte, Puglia, Toscana, Veneto and Liguria. The autonomous provinces and the provinces, in 2015, are: Bolzano-Bozen, Trento, Crotone.
[3] Sources: ACI, Aiscat; Italian Oil Union; Ministry of Economic Development; Istat.
[4] Ministry of Infrastructure and Transport - Evaluation Study of Social Costs of road accidents. Year 2010.

Peak of road accidents and victims in and out of the urban area in July

In July 2015 occurred the highest number of road accidents resulting in death or injury (17,363), the frequency of accidents, both on the rural or not built up areas and urban roads (defined built up roads too), was higher in this summer month than in rest of the year (respectively 12,815 and 4,548 accidents). June was the second month in the ranking of the largest number of events on urban roads (12,123 accidents) and August on not built up areas (4,107) (Chart 2).

The largest number of victims was recorded in July as well for all road categories (392 deaths). Other months with a high number of killed were October for urban roads (145) and August for not built up areas (193) (Chart 3). February was the month with the lowest number of accidents and fatalities in road accidents.

CHART 2. ROAD ACCIDENTS RESULTING IN DEATH OR INURY BY MONTH AND ROAD TYPE. Year 2015. Absolute values (a)

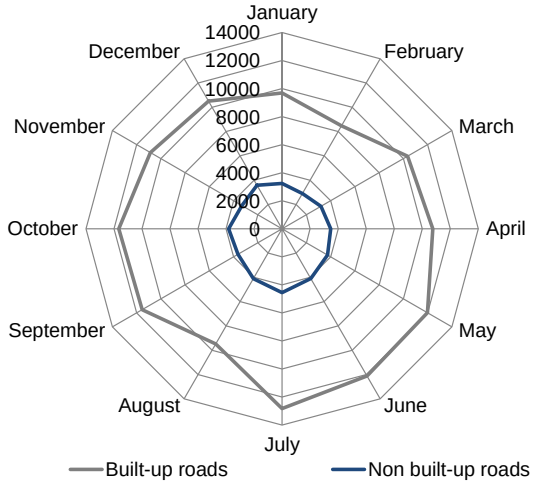
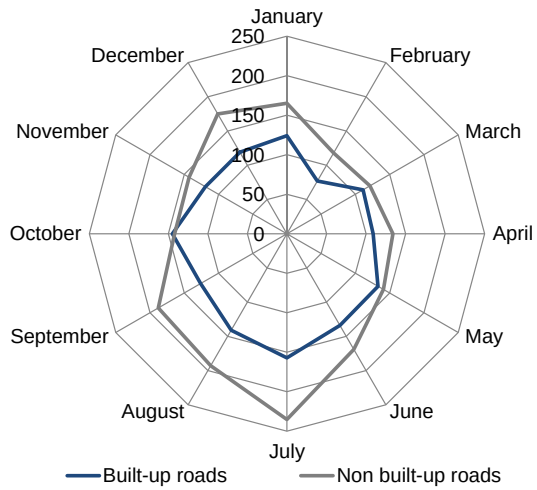


CHART 3. KILLED IN ROAD ACCIDENTS BY MONTH AND ROAD TYPE. Year 2015. Absolute values (a)

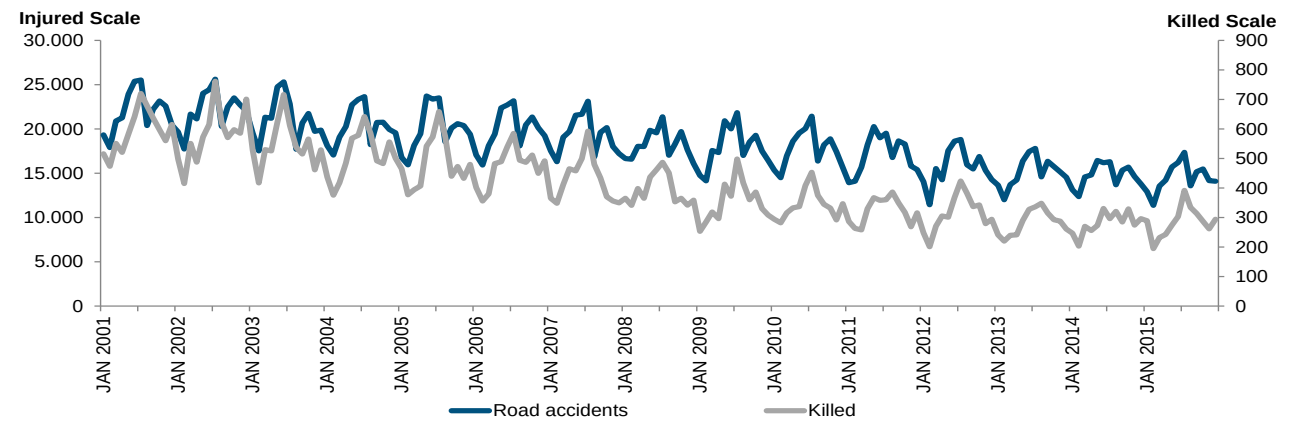


(a) Included rural or not built up roads called: Statali, Regionali and Provinciali, Comunali out of urban area and motorways.

The seasonal nature of road accidents can also be detected considering a more extensive time series which permits to analyse the cyclical evolution of the events over time and to interpret the trends.

The time series of road accidents and victims are regular in the monthly distributions, with clear and cyclical peaks, especially in the months of summer season and winter holidays. Between 2001 and 2015 road accidents registered a stable decline over time and a similar speed to the victims trend until 2007, slowing down from the following year (Chart 4).

CHART 4. ROAD ACCIDENTS RESULTING IN DEATH OR INJURY AND KILLED BY MONTH OF EVENT. Years 2001-2015. Absolute values



Victims in Eu28 increased: away from the target 2020 for road safety

In 2015, 26,302 people died in road accidents in Eu28, against 31,595 in 2010, with a 16.8% reduction in the period. A similar percentage drop was recorded in Italy (-16.9%). As in Italy, also in the European Union, the number of deaths increased between 2015 and 2014 (+1.3% Eu28 average, +1.1% in Italy). The increase in victims involved all the countries, except Denmark, Estonia, Ireland, Latvia, Lithuania, Poland, Portugal, Sweden, where, instead, there was a decrease.

The road mortality rate indicator (deaths per million inhabitants) used to process comparative analyses of the mortality levels in 2015 was equal to 52.0 in Eu28 and to 56.3 in Italy (in 2010 it was respectively 62.8 and 69.4). With this result our country ranks fourteenth in the European classification. The best performing countries were Malta, Sweden and the United Kingdom (rates between 25.6 and 28.6), while at the bottom of the list there were Bulgaria, Romania and Latvia (rates between 98.3 and 94.7 per million inhabitants) (Table 2 and Chart 5).

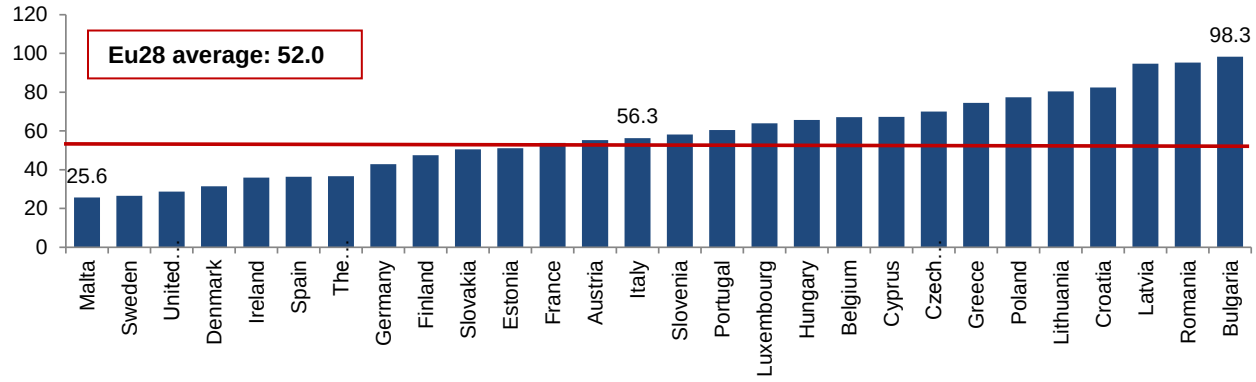
Between 2010 and 2015, in Eu28, the yearly average reduction in road accident victims was equal to 3.6%, well below the estimated value necessary to reach the European target of halving deaths in the period 2011-2020 (-6.7%). To meet the target, for the period 2016-2020 the number of deaths on Eu roads should fall every year, on average, by 9.7% (Source: ETSC 2016). A similar situation is being detected in Italy.

TABLE 2. KILLED PERSONS IN ROAD ACCIDENTS IN THE COUNTRIES OF THE EUROPEAN UNION (EU28).
Years 2010, 2014 and 2015. 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	2014	2015	2015/2014	2015/2010	2010	2015
Austria*	552	430	475	+10.5	-13.9	65.9	55.3
Belgium*	841	727	755	+3.9	-10.2	77.6	67.1
Bulgaria	776	655	708	+8.1	-8.8	104.6	98.3
Cyprus	60	45	57	+26.7	-5.0	73.2	67.3
Croatia	255	183	178	-2.7	-30.2	46.1	31.5
Czech Republic	802	688	738	+7.3	-8.0	76.7	70.0
Denmark	426	308	348	+13.0	-18.3	99.0	82.4
Estonia	79	78	67	-14.1	-15.2	59.3	51.0
Finland*	272	229	260	+13.5	-4.4	50.8	47.5
France	3,992	3,384	3,461	+2.3	-13.3	61.7	53.8
Germany*	3,651	3,368	3,475	+3.2	-4.8	44.6	42.8
Greece*	1,258	795	805	+1.3	-36.0	112.5	74.5
Hungary	740	626	647	+3.4	-12.6	73.9	65.7
Ireland	212	193	166	-14.0	-21.7	46.6	35.9
Italy**	**4,114**	**3,381**	**3,419**	**+1.1**	**-16.9**	**69.4**	**56.3**
Latvia	218	212	188	-11.3	-13.8	102.8	94.7
Lithuania*	299	264	235	-11.0	-21.4	95.2	80.4
Luxembourg	32	35	36	+2.9	+12.5	63.7	63.9
Malta	15	10	11	+10.0	-26.7	36.2	25.6
The Netherlands	640	570	620	+8.8	-3.1	38.6	36.7
Poland	3,907	3,202	2,938	-8.2	-24.8	102.4	77.3
Portugal*	937	638	627	-1.7	-33.1	88.6	60.4
Romania	2,377	1,818	1,893	+4.1	-20.4	117.1	95.3
Slovakia	353	258	274	+6.2	-22.4	65.5	50.5
Slovenia	138	108	120	11.1	-13.0	67.4	58.2
Spain*	2,478	1,688	1,688	-	-31.9	53.3	36.3
Sweden	266	270	259	-4.1	-2.6	28.5	26.6
United Kingdom*	1,905	1,807	1,854	+2.6	-2.7	30.5	28.6
EU28	**31,595**	**25,970**	**26,302**	**+1.3**	**-16.8**	**62.8**	**52.0**

* Preliminary estimates year 2015 for Austria, Belgium, Finland, Germany, Greece, Lithuania, Portugal, United Kingdom, Spain. **Provisional data 2015.
(a) Sources: European Transport Safety Council, Annual PIN report. Year 2016 - http://etsc.eu/10th-annual-road-safety-performance-index-pin-report/
European Commission CARE (Community Data Base on Road Accidents) - Brussels 31 March 2016 - http://europa.eu/rapid/press-release_IP-16-863_en.htm
(b) Percentage change: $((D^{2015}/D^{2014\ o\ 2010})-1)*100$.

CHART 5. ROAD MORTALITY RATE IN THE COUNTRIES OF THE EUROPEAN UNION (EU28) (a). Year 2015



(a) Road mortality rate (deaths in road accidents per million inhabitants)
Source: ETSC (European Transport Safety Council). Annual PIN Report. Year 2016 - http://etsc.eu/10th-annual-road-safety-performance-index-pin-report/

Five seriously injured in road accidents every one killed person in 2015[5], one more over 2014

The 2020 target set by the General Assembly of the United Nations and the European Commission is a further halving of the number of deaths in road accidents in Europe and globally, and the decrease in the number of serious injuries[6].

In compliance with the recent programs for road safety and the new 2020 targets to establish new standards for an international and harmonized definition of serious injury was required. In 2015, the European Commission defined guidelines for Eu28 countries. The use of the existing scale of the trauma AIS (Abbreviated Injury Scale) and, specifically, MAIS (Maximum Abbreviated Injury Scale), was proposed. According to the international recommendations, Italy calculated for 2014 the number of seriously injured in road accidents, using data based on hospital discharge records.

In 2015 the number of the seriously injured in road accidents was almost 16,000, up 6% from the previous year. During the period 2012-2015 were registered for each year, respectively 3.5, 3.8, 4.4 e 4.7 serious injuries every one killed. Considering the subnational level, the values were included between 3.8 in the North-East and 5.3 in the South and the Islands (Chart 3).

TABLE 3. NUMBER OF SERIOUSLY INJURED IN ROAD ACCIDENTS AND RATIO BETWEEN SERIOUSLY INJURED AND KILLED IN ROAD ACCIDENTS, BY HOSPITAL DISCHARGE GEOGRAPHICAL AREA IN ITALY (a). Years 2012-2015

HOSPITAL DISCHARGE GEOGRAPHICAL AREA	Year 2012		Year 2013		Year 2014		Year 2014	
	Absolute values	Ratio between seriously injured and killed*	Absolute values	Ratio between seriously injured and killed*	Absolute values	Ratio between seriously injured and killed*	Absolute values	Ratio between seriously injured and killed*
North-west	3,107	3.3	3,025	3.8	3,555	4.5	3,625	4.4
North-east	3,028	3.3	2,725	3.5	2,737	3.4	2,963	3.8
Centre	2,776	3.5	2,532	3.4	3,542	4.6	3,963	5.1
South	2,609	3.3	3,076	4.3	3,402	4.8	3,695	5.3
Islands	1,592	4.9	1,541	4.1	1,707	5.6	1,655	4.9
Italy	**13,112**	**3.5**	**12,899**	**3.8**	**14,943**	**4.4**	**15,901**	**4.7**

* Source: Ministry of Health - DG Health Planning – Hospital Discharge Data - Istat – Survey on Road accidents resulting in death or injury
(a) For each processed data year only the first hospital admission, for each inpatient, has been considered; the case selection includes the main and secondary diagnosis. All inpatients dead within 30 days after the hospital admission were excluded.

[5] Study carried out by Istat with Ministry of Health - DG Health Planning and DG Prevention and in agreement with Ministry of Infrastructure and Transport – DG Road Safety.
[6] The AIS is a classification based on the International Classification of Diseases ICD9-CM or ICD10 codes and on a scale to measure the injury severity by the body region interested. The injury severity is measured by a 6 levels scale. The serious injuries are identified by the score MAIS3+. Copyright Association for the Advancement of Automotive Medicine (AAAM).

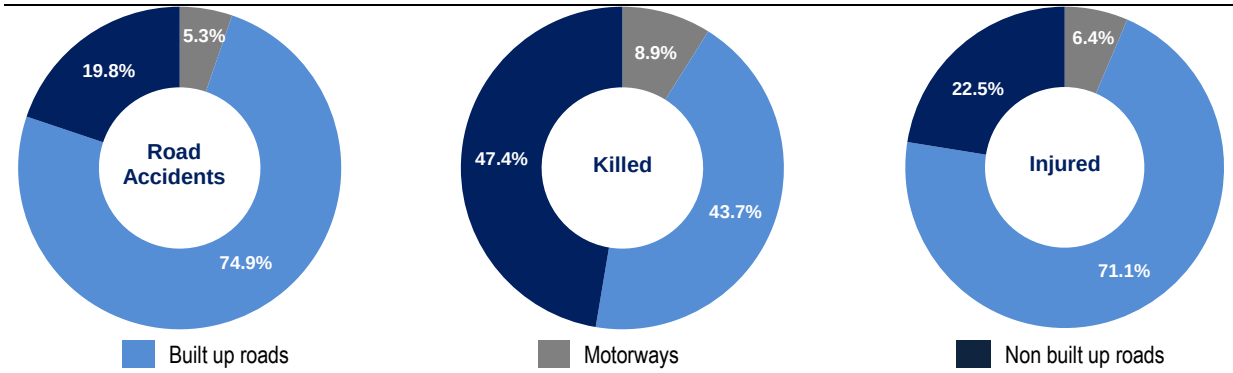
Tables and charts collection:

TABLE 4. ROAD ACCIDENTS RESULTING IN DEATH OR INJURY, KILLED AND INJURED BY ROAD TYPE. Years 2015, 2014 and 2013. Absolute values and percentage changes 2015/2014

ROAD CATEGORY	Road accidents 2015	Road accidents 2014	Road accidents 2013	Killed 2015	Killed 2014	Killed 2013	Injured 2015	Injured 2014	Injured 2013	% Change accidents 2015/2014	% Change killed 2015/2014	% Change injured 2015/2014
Built up roads	130,245	133,598	136,631	1,495	1,505	1,428	174,933	180,474	184,962	-2.5	-0.7	-3.1
Motorways	9,153	9,148	9,265	305	287	321	15,808	15,290	15,447	+0.1	+6.3	+3.4
Non built up roads (a)	34,494	34,285	35,764	1,619	1,589	1,652	55,309	55,383	57,684	+0.6	+1.9	-0.1
Total	**173,892**	**177,031**	**181,660**	**3,419**	**3,381**	**3,401**	**246,050**	**251,147**	**258,093**	**-1.8**	**+1.1**	**-2.0**

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

CHART 6. ROAD ACCIDENTS RESULTING IN DEATH OR INJURY, KILLED AND INJURED BY ROAD TYPE (a). Year 2015, percentage values



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

TABLE 5. KILLED AND INJURED IN ROAD ACCIDENTS BY GENDER AND AGE CLASS. Year 2015, absolute values

AGE CLASSES (a)	Killed			Injured		
	Males	Females	Total	Males	Females	Total
0 - 4	13	4	17	1,518	1,321	2,839
5 - 9	6	4	10	1,912	1,607	3,519
10 -14	9	4	13	2,817	2,232	5,049
15 -19	128	23	151	11,800	6,876	18,676
20 -24	236	46	282	16,654	10,374	27,028
25 -29	183	41	224	14,593	9,687	24,280
30 - 34	195	23	218	13,251	8,341	21,592
35 - 39	177	33	210	12,898	8,164	21,062
40 - 44	203	38	241	13,875	8,778	22,653
45 - 49	231	40	271	12,806	8,345	21,151
50 -54	205	32	237	11,636	7,442	19,078
55 -59	175	34	209	8,670	5,557	14,227
60 -64	157	40	197	6,422	4,074	10,496
65 -69	157	42	199	5,367	3,657	9,024
70 - 74	153	57	210	4,156	2,836	6,992
75 - 79	185	57	242	4,023	2,664	6,687
80 - 84	167	75	242	2,662	1,638	4,300
85 - 89	94	41	135	1,213	721	1,934
90 +	38	22	60	297	190	487
Unknown	36	15	51	2,682	2,294	4,976
Total	**2,748**	**671**	**3,419**	**149,252**	**96,798**	**246,050**

(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 7. KILLED IN ROAD ACCIDENTS BY AGE CLASS. Percentage change 2015/2014

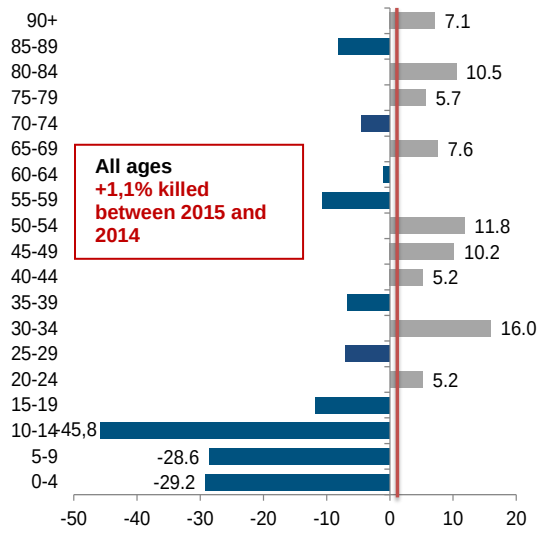


CHART 8. ROAD MORTALITY RATE BY AGE CLASS. Year 2015 (per 1,000,000 inhabitants)

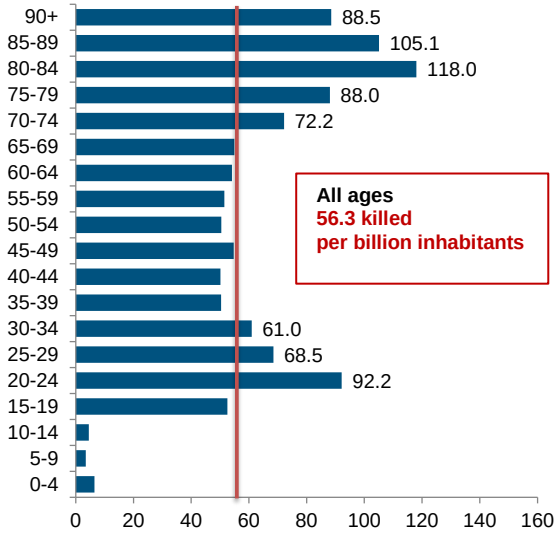
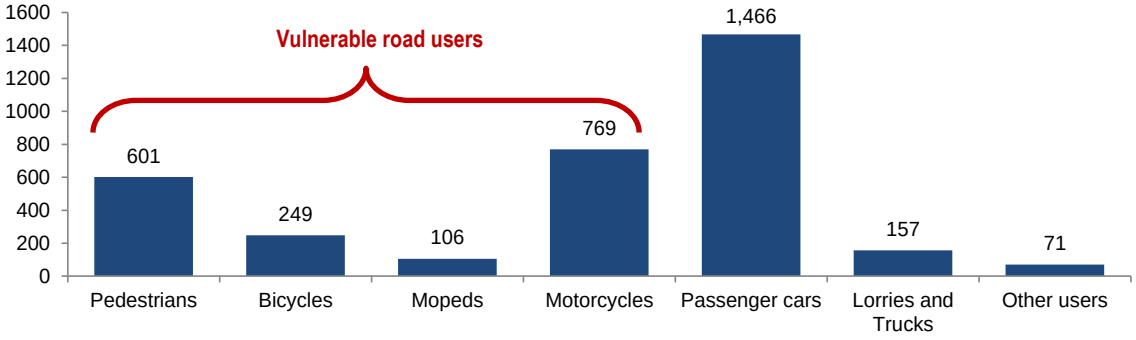


CHART 9. KILLED IN ROAD ACCIDENTS BY ROAD USER TYPE . Year 2015. Absolute values and mortality and harmfulness index (a)



Mortality Index	3.07	1.43	0.84	1.80	0.67	0.76	0.65
Harmfulness Index	104.51	94.23	101.14	100.76	65.05	34.46	43.63

(a) Number of killed or injured per 100 road accidents involving pedestrians or vehicles by type.

CHART 10. KILLED IN ROAD ACCIDENTS BY MAIN ROAD USER TYPE. Years 2001- 2015. Absolute values

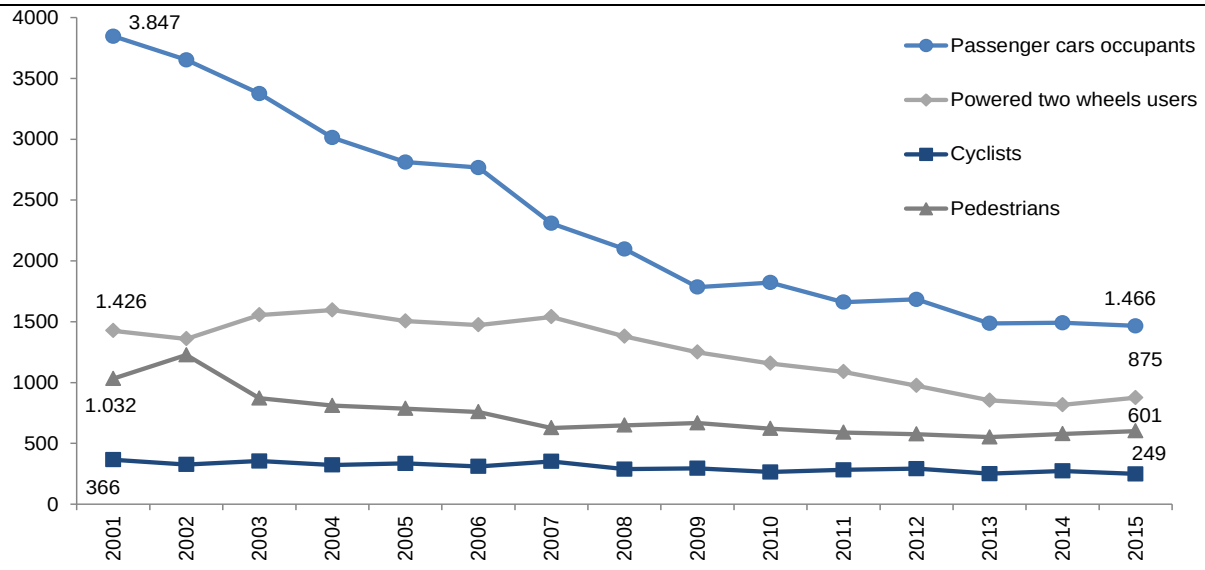


CHART 11. KILLED IN ROAD ACCIDENTS BY MAIN ROAD USER TYPE. Percentage changes 2015/2014, 2015/2010 e 2015/2001

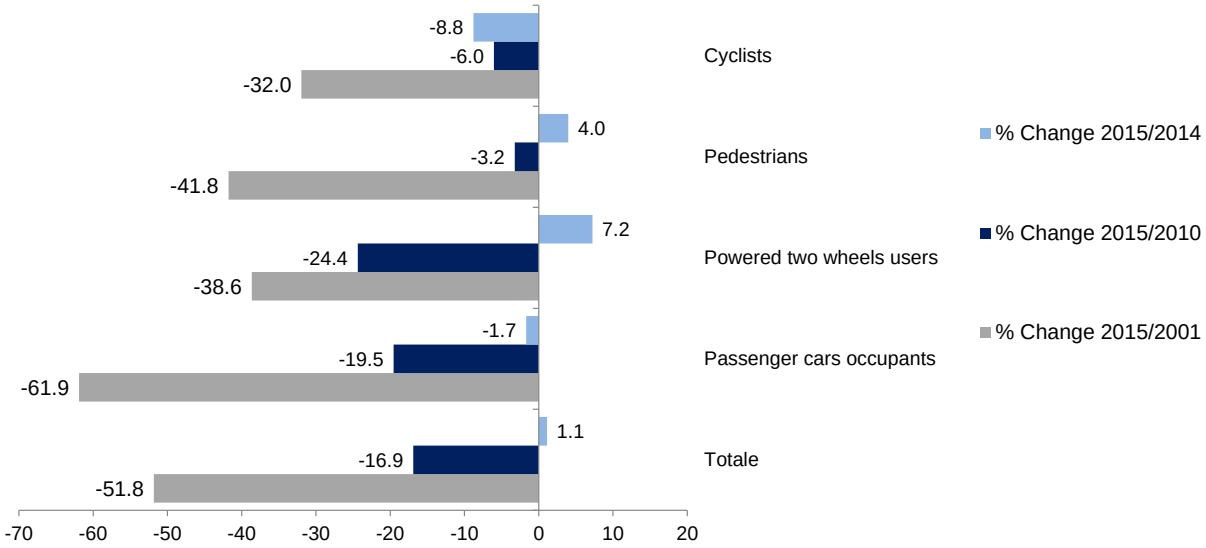


TABLE 6. ROAD ACCIDENTS RESULTING IN DEATH OR INJURY AND KILLED BY ROAD CATEGORY IN LARGE MUNICIPALITIES IN ITALY. Years 2015 and 2014 (a). Absolute values, road mortality rate per 100,000 inhabitants, percentage change 2015/2010

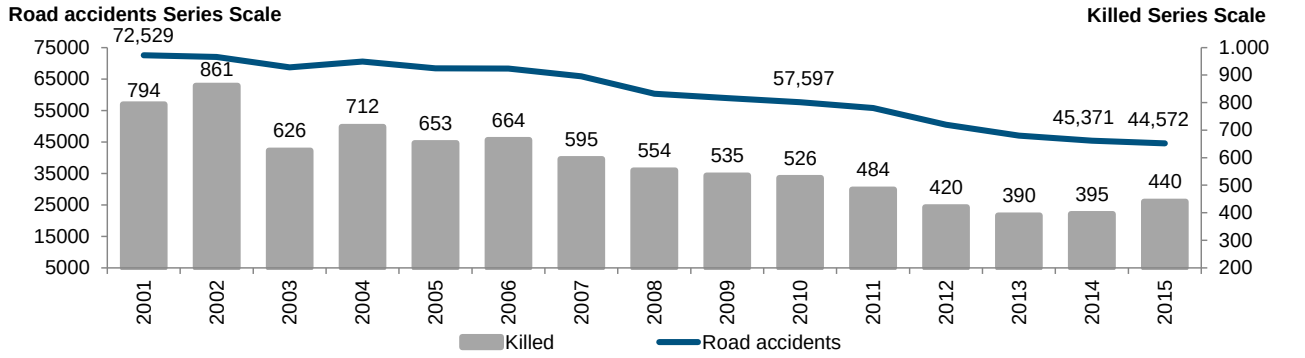
MAIN CITIES	Built up roads				Not built up roads (b)				Road mortality rate Year 2015 (per 100,000)	Road mortality rate Year 2014 (per 100,000)	% Change killed (total) 2015/2010 (d)
	Road accidents 2015	Road accidents 2014	Killed 2015	Killed 2014	Road accidents 2015	Road accidents 2014	Killed 2015	Killed 2014			
Torino	3,083	3,180	30	21	80	48	3	1	3.7	2.4	+13.8
Milano	8,502	8,739	48	38	227	220	5	4	4.0	3.2	-8.6
Verona	1,188	1,258	6	14	102	128	5	3	4.2	6.5	-59.3
Venezia	489	464	8	3	177	190	3	5	4.2	3.0	-
Trieste	921	696	5	6	49	36	0	3	2.4	4.4	-54.5
Genova	4,116	3,908	25	16	229	276	4	2	4.9	3.0	-9.4
Bologna	1,649	1,710	20	15	223	234	5	3	6.5	4.7	-10.7
Firenze	2,528	2,724	22	17	24	27	1	2	6.0	5.0	-8.0
Roma	11,510	11,902	127	120	1,611	1,599	46	34	6.0	5.4	-4.9
Napoli	1,968	1,963	22	20	201	212	6	5	2.9	2.5	-20.0
Bari	1,534	1,513	6	5	151	161	4	3	3.1	2.5	-
Palermo	2,053	2,169	14	23	52	58	4	1	2.7	3.5	-53.8
Messina	586	614	2	10	111	103	2	3	1.7	5.4	-75.0
Catania	1,163	1,175	17	16	45	64	0	2	5.4	5.7	-26.1
Total	**41,290**	**42,015**	**352**	**324**	**3,282**	**3,356**	**88**	**71**	**4.5**	**4.1**	**-16.3**

(a) Source: Istat – Road accidents resulting in deaths or injuries register. Provisional data year 2015

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

(c) Percentage change: $((M^{2015}/M^{2010})-1)*100$; the symbol "-" means "no changes".

CHART 12. ROAD ACCIDENTS RESULTING IN DEATH OR INJURY AND KILLED IN THE MAIN MUNICIPALITIES IN ITALY (ALL TOGETHER). Years 2001-2015. Absolute values (a)



(a) Data for all areas together: Torino, Milano, Verona, Venezia, Trieste, Genova, Bologna, Firenze, Roma, Napoli, Bari, Palermo, Messina, Catania.

TABLE 7. KILLED IN ROAD ACCIDENTS IN ITALIAN REGIONS (a). Years 2010 and 2015. Absolute values, percentage changes, road mortality rate per 100,000 inhabitants

REGIONS	Killed in road accidents (absolute values)		Percentage changes 2015/2010 (b)	Road mortality rate (per 100.000 inhabitants) Year 2015 (c)
	2010	2015		
Piemonte	327	246	-24.8	5.6
Valle d'Aosta/*Vallée d'Aoste*	11	7	-36.4	5.5
Lombardia	565	478	-15.4	4.8
Bolzano/Bozen	*30*	*36*	20.0	*6.9*
Trento	*29*	*42*	44.8	*7.8*
Veneto	396	315	-20.5	6.4
Friuli-Venezia Giulia	103	70	-32.0	5.7
Liguria	84	89	6.0	5.6
Emilia-Romagna	401	326	-18.7	7.3
Toscana	306	247	-19.3	6.6
Umbria	79	64	-19.0	7.2
Marche	109	93	-14.7	6.0
Lazio	450	369	-18.0	6.3
Abruzzo	79	83	5.1	6.2
Molise	28	22	-21.4	7.0
Campania	254	235	-7.5	4.0
Puglia	292	225	-22.9	5.5
Basilicata	48	43	-10.4	7.5
Calabria	138	94	-31.9	4.8
Sicilia	279	225	-19.4	4.4
Sardegna	106	110	3.8	6.6
Italia	**4,114**	**3,419**	**-16.9**	**5.6**

(a) Source: Istat – Road accidents resulting in deaths or injuries register. Provisional data year 2015

(b) Percentage change: $((M^{2015}/M^{2010})-1)*100$

(c) The number of deaths per 100,000 inhabitants is calculated by the ratio between the total deaths in the region and the average resident population by the year 2015 (Source Istat)

For more details please refer to the Italian version

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