

ROAD ACCIDENTS IN ITALY Year 2024

In 2024, mobility for study, work, and tourism returned definitively to pre-pandemic levels. The number of victims remained stable, while those of accidents and injuries increased.

ROAD ACCIDENTS



173,364

ROAD ACCIDENTS INVOLVING
PERSONAL INJURY



475

PER DAY

WHERE DO THEY TAKE PLACE?

73.2%

URBAN ROADS

21.4%

RURAL ROADS

5.4%

MOTORWAYS

WHY DO THEY HAPPEN?

The first 3 causes

15.7%

DISTRACTION

13.5%

FAILURE TO COMPLY
PRECEDENCE RULES

8.6%

SPEEDING

WHICH IS THE SOCIAL COST?

18.2

BILLION
EUROS

1.0%

OF GROSS
DOMESTIC
PRODUCT



2024 updated values by Istat and Aci (referred to road accidents resulting in death or injury sent to Istat by Police)

DEATHS AND INJURED



233,853
INJURED

▶ 641
INJURED PER DAY

INJURED

16,989
SERIOUSLY
INJURED | 2023

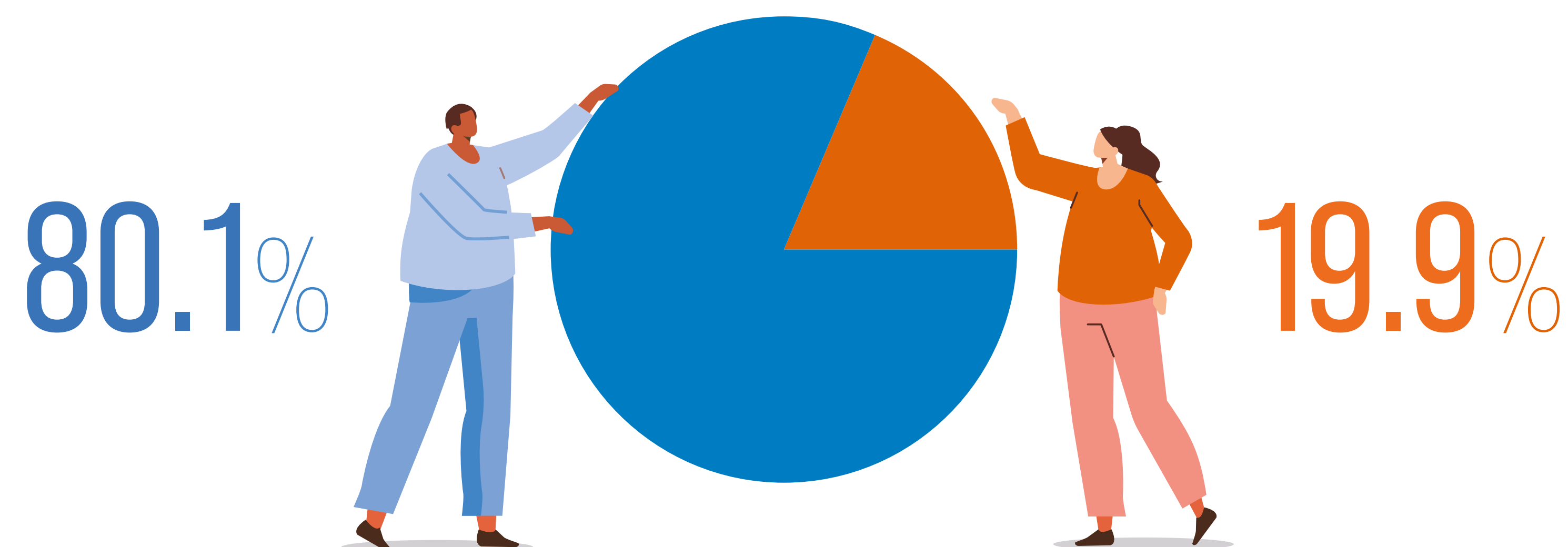
▶ +0.7%
COMPARED
WITH 2022

47
SERIOUSLY
INJURED
PER DAY

3,030
DEATHS

▶ 51.4
ROAD
MORTALITY RATE
per million inhabitants

▶ 8
PER DAY



DEATHS BY ROAD USER TYPE

41.3%



CARS

27.4%



MOTORCYCLES

15.5%



PEDESTRIANS

6.1%



E-/BICYCLES

4.8%



TRUCKS

2.0%



MOPEDS

0.8%



ELECTRIC
SCOOTERS

2.1%

OTHER
ROAD
USERS

ROAD MORTALITY RATE

Deaths per million
inhabitants



Significantly higher than average rates
for young people and the elderly

AGE	ROAD MORTALITY RATE
85-89	103.8
20-24	84.7
80-84	77.9
75-79	68.1
25-29	66.7

51.4
AVERAGE VALUE
Italy

44.8
AVERAGE VALUE
Eu27

CHILDREN ROAD SAFETY

Despite the implementation of various measures aimed
at enhancing child safety in vehicles, the Vision Zero
target has yet to be achieved and remains a long-term goal



29 DEATHS
0-14 YEARS

4.0
0-4 YEARS
10-14 YEARS

4.2
5-9 YEARS

EUROPEAN CONTEXT

In 2024, road fatalities within the EU27 decreased
marginally to **20,017**, down from **20,466** in 2023 (-2.2%).
When compared to the 2019 baseline, this represents
a more significant reduction of **12.3%**, indicating continued
progress toward long-term road safety targets

1° SWEDEN 20.2

19° ITALY 51.4

27° ROMANIA 77.5

ROAD ACCIDENTS: DEVELOPMENTS OVER TIME



PERCENTAGE CHANGE 2024 / 2023

+4.1%
ACCIDENTS

+4.1%
INJURED

-0.3%
DEATHS

PERCENTAGE CHANGE 2024 / 2019

Compared to 2019, the benchmark year for the 2021-2030 road safety decade.

+0.7%
ACCIDENTS

-4.5%
INJURED

-4.5%
DEATHS

ROAD ACCIDENTS: E-SCOOTERS



DRIVERS AND PASSENGERS

3,895
ACCIDENTS

3,751
INJURED

23
DEATHS

PEDESTRIANS INVOLVED

176
ACCIDENTS

179
INJURED

1
DEATHS

COLLISION MATRIX

For road accidents fatalities by road user and other vehicles involved

FATALITIES BY USER TYPE	IN COLLISION WITH											Total
	Pedestrians	Bicycles	E-bikes	E-scooters	Mopeds	Motor-bikes	Cars	Lorries (<3,5 t)	Heavy Good Vehicles (>3,5 t)	Buses or Coach	Other vehicles	
Pedestrians			1	1	4	28	341	37	32	13	13	470
Bicycles		5				10	95	22	8	5	1	165
E-bikes							16		1			20
E-scooters		2		1			13					23
Mopeds					1	4	31	2	4		1	61
Motor-bikes		5	4		4	47	394	56	30	7	13	830
Passengers cars		8	1		3	2	494	61	123	12	13	1,252
Lorries (<3,5 t)							12	8	4	1	1	50
Heavy Good Vehicles (>3,5 t)							24	4	42	1		96
Buses or Coach						1		1	1			8
Other vehicles					1	4	24	2	8			55
(Absolute values) Total	13	12	1	2	13	96	1,444	193	253	39	42	3,030

The values within the matrix cells are calculated with a partition of the total cases, such that the sum per column and per row produces marginal distributions whose sum coincides with the total number of cases. Underlined in red, the highest frequencies recorded in the matrix cells.

SANCTIONS



VIOLATIONS RELATED TO STOPPING, HALTING, AND PARKING



SPEEDING



FAILURE TO COMPLY WITH ROAD MARKINGS



IRREGULARITIES IN THE POSSESSION OF VEHICLE REGISTRATION DOCUMENTS.



USE OF SEAT BELTS AND CHILD RESTRAINT SYSTEMS



FAILURE TO COMPLY WITH MANDATORY INSURANCE REQUIREMENTS



IMPROPER USE OF IN-VEHICLE SAFETY DEVICES OR FAILURE TO WEAR CORRECTIVE LENSES



Sanctions applied in 2024 by Motorway Police, Carabinieri and Local Police of the main municipalities within the provinces