

ROAD ACCIDENTS

Year 2025

■ In 2025, mobility returned to pre-pandemic levels, showing no significant impact from structural or temporary factors such as energy price trends and urban traffic regulation policies. As regards road safety, the latest year saw a decline in the number of road fatalities, despite an increase in both road accidents and injuries.

■ In 2025, there were 2,868 road fatalities (-5.3% compared with 2024), 237,822 injuries (+1.7%), and 177,207 road accidents (+2.2%). Compared with 2019, fatalities and injuries decreased by 9.6% and 1.5%, respectively, while the number of road accidents increased by 2.9%.

■ The number of fatalities increased among riders and passengers of bicycles, e-bikes, e-scooters, and occupants of heavy goods vehicles, while it declined for all other categories of road users. Overall, 253 people using active and micromobility modes lost their lives (+21.6% compared with 2024), including 198 cyclists (+20%), 30 e-bike users (+50%), and 25 e-scooter riders (+8.7%). For the second consecutive year, fatalities among occupants of heavy goods vehicles increased, reaching 166 (+13.7%). By contrast, fatalities declined among car occupants (1,125; -10.1%), motorcyclists (802; -3.4%), moped riders (56; -8.2%), and pedestrians (419; -10.9%).

■ Compared with 2024, although road accidents increased on urban roads (+1.8%) and rural roads (+4.7%) and decreased on motorways (-2.4%), it was on motorways that the number of fatalities recorded a slight increase (+0.8%). Fatalities declined on both urban and rural roads, with the sharpest decrease occurring on urban roads (-7.1%). Compared with 2019, road accidents increased across all road types, particularly on rural roads (+7.6%), while the overall number of fatalities fell by 9.6%, with the largest reduction recorded on motorways (-16.8%).

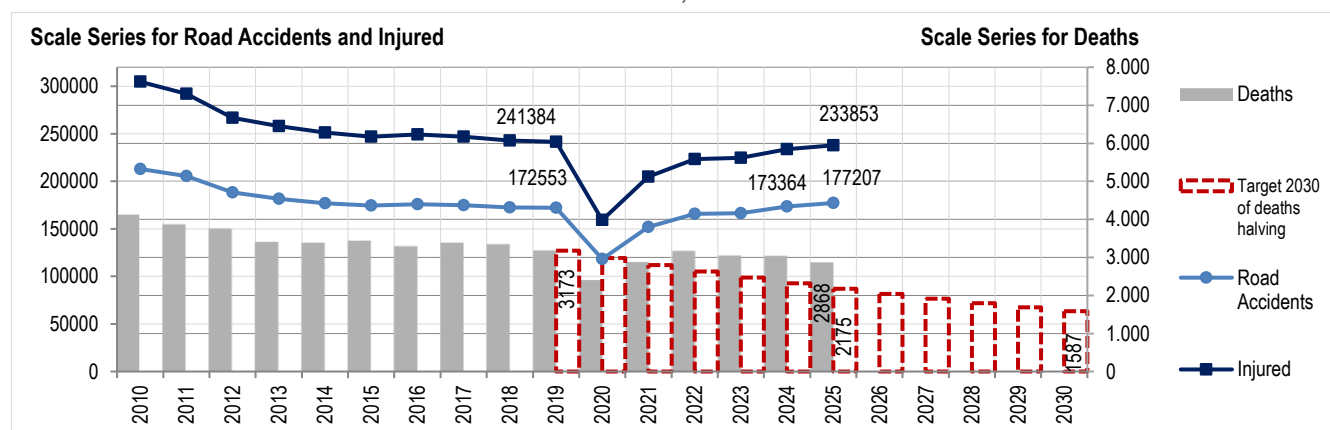
■ In 2025, the number of road fatalities also declined across the EU-27, although less markedly than in Italy (-2.4% compared with 2024), a decrease similar to that recorded in the previous year (-2.5%). Compared with 2019, fatalities fell by 14.7%. In absolute terms, 19,463 people died in road accidents in the EU-27 in 2025, compared with 19,945 in 2024 and 22,823 in 2019. Although Italy's road fatality rate declined from 51 to 49 deaths per million inhabitants between 2024 and 2025, the country ranks 20th among EU Member States for road mortality. The EU-27 average stands at 43 road deaths per million inhabitants.

■ The most frequent contributing factors in road accidents are driver distraction, failure to give way, excessive speed, and improper manoeuvres. Together, these account for 43.1% of all road accidents.

■ Speeding is the second most frequently sanctioned traffic offence, after illegal parking, accounting for 37% of all traffic violations. Penalties increased for failure to wear seat belts and to use child restraint systems (2.1% of all violations). Sanctions for the improper use of electronic devices while driving remained high, while penalties for driving under the influence of drugs increased and those for drink-driving declined. In provincial capitals, partly as a result of the new regulations, penalties issued to e-scooter riders more than tripled compared with 2024.

■ Although the Italian new passenger car market contracted by 2.6% in 2025 compared with 2024, contrary to the overall European market, which grew by 2.4%, traffic volumes on the motorway network continued to increase. Average annual vehicle kilometres travelled rose by 1.9% (+1.6% for heavy vehicles and +2.0% for light vehicles), while total motorway traffic exceeded 86 billion vehicle-kilometres.

CHART 1. ROAD ACCIDENTS RESULTING IN DEATH OR INJURY, KILLED AND INURED. Years 2010-2025. Absolute values



Road fatalities decline in 2025: for the first time since 2020, the total falls below 3,000

In 2025, 177,207 road traffic accidents involving personal injuries were recorded in Italy¹. These accidents resulted in 2,868 fatalities and 237,822 injuries (Table 1). Compared with the previous year, the number of road deaths decreased by 5.3%, while both the number of accidents and injuries increased (+2.2% and +1.7%, respectively). The road mortality rate fell from 51.4 to 48.7 deaths per million inhabitants.

Compared with 2019, the benchmark year for the 2021–2030 Decade of Road Safety, the number of road fatalities declined by 9.6%, corresponding to a decrease in the road mortality rate from 53.1 deaths per million inhabitants.

The social cost of road traffic accidents involving personal injuries, calculated using the methodology updated by Istat and ACI² in 2023, amounted to just over 18 billion euros, in 2025, equivalent to almost 1% of Italy's GDP³. When the estimated costs of property-damage-only crashes (around 4.4 billion euros, according to ANIA⁴) are also included, the total social cost rises to approximately 22.6 billion euros.

TABLE 1. ROAD ACCIDENTS, KILLED AND INJURED PERSONS. Years 2001, 2010-2025. Absolute values, deaths per million and percentage change

YEARS	Road accidents (a)	Killed	Injured	Deaths per million inhabitants (b)	Yearly % change	% change in respect to 2001 (b)	% change in respect to 2010 (b)	% change in respect to 2019 (b)
2001	263,100	7,096	373,286	124.5	-	-	-	-
2010	212,997	4,114	304,720	68.8	-	-42.0	-	-
2011	205,638	3,860	292,019	64.3	-6.2	-45.6	-6.2	-
2012	188,228	3,753	266,864	62.4	-2.8	-47.1	-8.8	-
2013	181,660	3,401	258,093	56.4	-9.4	-52.1	-17.3	-
2014	177,031	3,381	251,147	56.1	-0.6	-52.4	-17.8	-
2015	174,539	3,428	246,920	56.9	+1.4	-51.7	-16.7	-
2016	175,791	3,283	249,175	54.6	-4.2	-53.7	-20.2	-
2017	174,933	3,378	246,750	56.3	+2.9	-52.4	-17.9	-
2018	172,553	3,334	242,919	55.7	-1.3	-53.0	-19.0	-
2019	172,183	3,173	241,384	53.1	-4.8	-55.3	-22.9	-
2020	118,298	2,395	159,249	40.3	-24.5	-66.2	-41.8	-24.5
2021	151,875	2,875	204,728	48.6	+20.0	-59.5	-30.1	-9.4
2022	165,889	3,159	223,475	53.6	+9.9	-55.5	-23.2	-0.4
2023	166,525	3,039	224,634	51.5	-3.8	-57.2	-26.1	-4.2
2024	173,364	3,030	233,853	51.4	-0.3	-57.3	-26.3	-4.5
2025	177,207	2,868	237,822	48.7	-5.3	-59.6	-30.3	-9.6

a) Deaths out of resident population (per 1,000,000).

b) The percentage changes of the number of deaths, as yearly average in respect of the previous year or 2001, 2010 or 2019 is calculated as: $((D^t/D^{t-1} \text{ o } 2001 \text{ o } 2010 \text{ o } 2019) - 1) * 100$.

Mobility in 2025: demand remains stable, but travel patterns change compared with 2024

In 2025, mobility continued its post-pandemic consolidation, with mixed trends in travel demand and distances travelled.

According to data from the Isfort Audimob Observatory⁵, updated to the first half of 2025, the total number of trips made on an average weekday by people aged 14–85 reached 102.7 million, an increase of 6.4% compared with the first half of 2024.

¹A road accident is defined as “an event involving at least one vehicle on the road network, occurring on streets or squares open to traffic, which results in injuries to persons (fatalities within 30 days and/or injuries)” (Vienna Convention, 1968 – UNECE, ITF International Transport Forum, and Eurostat 2019). Data collection follows a framework established by memorandum of understanding and agreements with Istat. In 2025, the following regions and provinces participated: Calabria, Emilia-Romagna, Lazio, Liguria, Lombardy, Piedmont, Apulia, Tuscany, the Autonomous Provinces of Bolzano/Bozen and Trento, and the Provinces of Rovigo, Vicenza, and Treviso. In 2025, 11.4% of road traffic accidents were recorded by the Traffic Police (Polizia Stradale), 21.7% by the Carabinieri, and 66.9% by the Local Police and other enforcement authorities. For some Municipal Police departments, monthly summaries at the municipal level (covering the number of accidents, fatalities, and injuries) were used in place of detailed datasets not submitted to Istat. A share of the accidents recorded by the Local Police (2,441 cases) was reconstructed using monthly municipal summary data on accidents, fatalities, and injuries, owing to the non-submission of detailed accident records to Istat. The data were collected from the reporting authorities and intermediary bodies up to 26 June 2026.

² Reference: [Decreto Dirigenziale 37/2023 MIT](#)

³ Istat – GDP and general government net borrowing. Year 2025 (2026) <https://www.istat.it/comunicato-stampa/stima-preliminare-del-pil-e-delloccupazione-territoriale-anno-2025/>

⁴ Source: ANIA Associazione Nazionale Imprese Assicuratrici (2026) “[L'Assicurazione italiana 2025-2026](#)”.

⁵ Source: Isfort - 22° Rapporto sulla mobilità degli Italiani. Eppure si muove (2025)

Pre-pandemic mobility levels have therefore been almost fully restored, considering that 105.7 million trips were recorded in 2019. A different trend emerges, however, for passenger-kilometres travelled on an average weekday. In the first half of 2025, this indicator stood at 944.5 million passenger-kilometres, down slightly (-0.85%) from the same period of 2024 and still 20% below 2019 levels. This suggests that the expansion in medium- and long-distance travel, which had characterised the recovery in mobility demand during the gradual exit from the health emergency (2021–2022), has now come to an end.

The overall mobility rate, the share of the population making at least one trip on an average weekday, reached 80.8%, up from 80.1% in the first half of 2024, although still below the pre-pandemic level of 85.3% recorded in 2019. The local mobility rate, measuring the proportion of people making only very short walking trips during the day, remained stable at 6.7%, above the 6.0% recorded in 2019.

The average number of trips per mobile person increased to 2.53, compared with 2.41 in the first half of 2024, slightly exceeding the 2019 level. By contrast, the average daily distance travelled per mobile person declined slightly, from 23.8 km in the first half of 2024 to 23.3 km in the first half of 2025.

The post-Covid trend towards shorter travel distances also continued, despite annual fluctuations. The average trip length declined from 11.2 km in 2019 to 9.6 km in 2024 and 9.2 km in the first half of 2025. More specifically, the reduction was particularly pronounced for urban mobility, where the average trip length fell to 3.4 km, the lowest value recorded since 2019. Conversely, non-urban travel showed an increase in average trip distance, reaching 25.1 km, although still below the 26.8 km recorded in 2019. Overall, travel within urban areas continued to shorten, while journeys beyond the municipality of residence became slightly longer.

Cycling and micromobility recorded the strongest growth in modal share during the first half of 2025, exceeding 5% for the first time (5.2%), compared with 3.3% in 2019. The modal share of motorcycles also increased, reaching 4.5%, one percentage point higher than in the first half of 2024 and well above the 3.3% recorded in 2019.

The private car remained the dominant mode of transport in Italy, where car ownership is among the highest in Europe, with 709 passenger cars per 1,000 inhabitants. Nevertheless, the car's modal share declined slightly, falling to 60.8% in the first half of 2025 from 63.1% in the same period of 2024. The annual figure for 2024 (61.1%) also represented a decline compared with both 2023 (-3.5 percentage points) and 2019 (-1.5 percentage points). At the same time, the use of shared cars increased, reaching 12.9% in the first half of 2025, three percentage points higher than in 2024.

The modal share of public transport reached 8.9% in the first half of 2025, an improvement over the same period of 2024. The consolidated annual figure for 2024 (9.1%) also showed an increase compared with 2023. However, public transport use remained well below the 10.8% recorded in 2019.

According to the National Sharing Mobility Observatory, the supply of shared vehicles continued to decline. Around 96,000 shared vehicles were available in Italy in 2024, 15% fewer than in 2022. Preliminary estimates for 2025 indicate a further reduction of more than 4,000 vehicles, mainly due to decreases in shared e-scooters (-6%) and shared cars (-17%). In 2025, the long-established car-sharing operator Enjoy significantly reduced its fleet, while several e-scooter operators also downsized their services.

The shared e-scooter sector experienced a marked contraction. The number of services declined from 99 in 2022 to 68 in 2024 and 62 in the first months of 2025, largely reflecting the strategic repositioning of operators across multiple cities and the withdrawal of some providers from the Italian market. Since 2023, the number of rentals has stabilised at just under 25 million per year. However, estimates for 2025 suggest a possible 27% increase, bringing the total to more than 31 million rentals. Given the progressive reduction in fleet size over recent years, this would indicate a more intensive use of the remaining vehicles. Consistently, vehicle-kilometres travelled are expected to increase by 34% in 2025, surpassing the levels recorded in 2022.

Traffic volumes on the motorway network, measured in vehicle-kilometres travelled, increased by 1.9% in 2025 compared with 2024. Vehicle-kilometres travelled by heavy vehicles rose by 1.6%, while those by light vehicles increased by 2.0%. In absolute terms, total traffic exceeded 86 billion vehicle-kilometres in 2025.

On an annual basis, the IMR (Mobility Index), calculated by ANAS from average monthly daily traffic by vehicle category—showed a slight increase of 0.1 percentage points for the overall road network in 2025 compared with 2024. The IMR for heavy vehicles increased by 2.2%.

As regards bicycle sales, after the exceptional growth experienced during the pandemic years, the market contracted in 2025 compared with 2024. Sales of traditional bicycles fell by 3%, to 1.047 million units, while e-bike sales declined by 7%, to 256,000 units, still 31.3% higher than in 2019. These figures indicate that one out of every four bicycles sold was an e-bike, compared with 11% of total bicycle sales in 2019.

The Italian new passenger car market closed 2025 with a 2.6% decline compared with 2024. This decrease was mainly driven by sharp contractions in June (-16.9%), August (-13.5%), and February (-8.2%). By contrast, the European new car market recorded modest growth in 2025, with 13,271,270 new registrations, up 2.4% from 12,962,714 in the previous year, although still 16% below pre-pandemic 2019 levels. Among Europe's five largest car markets (including the United Kingdom), Spain (+12.9%), the United Kingdom (+3.5%), and Germany (+1.4%) recorded growth over the year, while Italy and France both registered declines of 5%. In terms of new car registrations, Italy remained the fourth-largest market in Europe in 2025.

Road fatalities continue to decline across the EU-27 in 2025, although at a limited pace

On European roads (EU-27), 19,463 people lost their lives in 2025, compared with 19,945 in 2024, 22,823 in 2019, and approximately 30,000 in 2010. The decrease recorded in 2025 was relatively limited, amounting to -2.4% compared with the previous year, while the reduction compared with 2019 reached -14.7%.

Only 14 EU-27 Member States recorded a decrease in fatalities compared with the previous year, with percentage changes ranging from -37.7% to -0.4%. In 13 countries, including Italy, the reduction was greater than the EU-27 average. The largest decreases were recorded in Estonia (-37.7%), Greece (-22.1%), and Slovakia (-13.4%). Conversely, among the 13 countries reporting an increase, variations ranged from +75% to +1.6%, with the largest increases recorded in Malta (+75%), Luxembourg (+50%), and Slovenia (+35.3%) (Table 2).

In 2025, the road fatality rate (deaths per million inhabitants) stood at 43.4 deaths per million inhabitants on average across the EU-27, a value 5.3 points lower than Italy's rate (48.7). Despite the reduction recorded during the year, Italy moved from 19th to 20th place in the European ranking, immediately ahead of France (49 deaths per million inhabitants) (Chart 2).

The European road safety targets aim to halve the number of fatalities and serious injuries by 2030 compared with the benchmark year (2019) and require the monitoring of specific Key Performance Indicators (KPIs), which each country, including Italy, must provide to the European Commission. These indicators cover: speed, the use of protective systems (helmets, seat belts, and child restraint systems), alcohol and drug consumption, the safety level of the vehicle fleet and national road network, driver distraction, and the efficiency of post-crash emergency response systems.

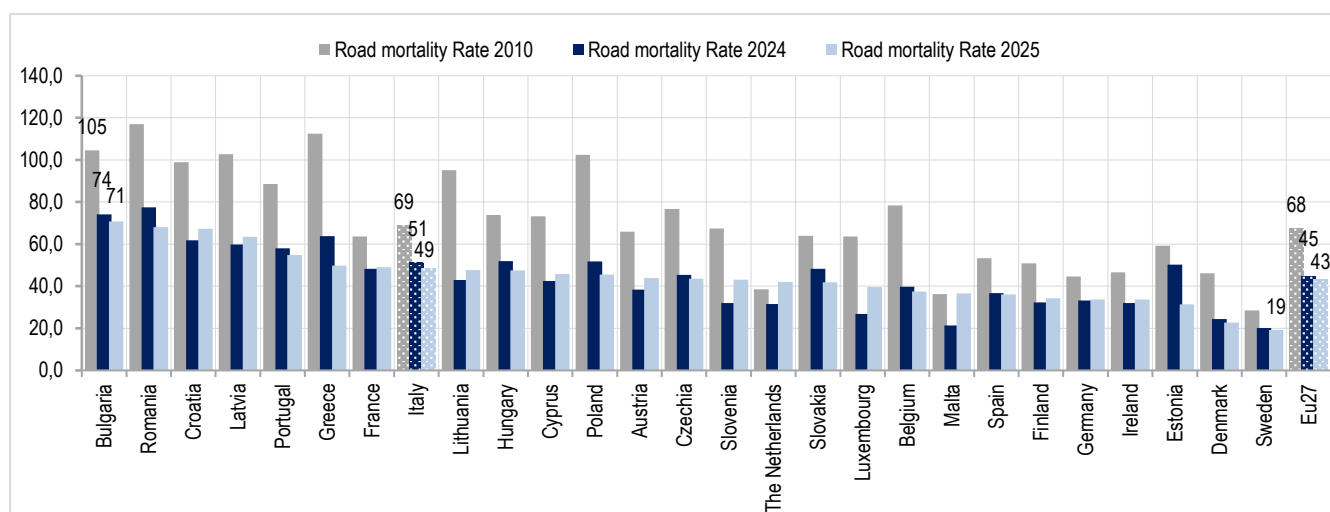
Furthermore, the Stockholm Declaration of February 2020 supports the long-term vision of achieving "zero road fatalities" by 2050.

TABLE 2. FATALITIES IN ROAD ACCIDENTS IN THE COUNTRIES OF THE EUROPEAN UNION (EU27)

Years 2010, 2019, 2024 and 2025. Absolute values, percentage change and road mortality rate per 1,000,000 inhabitants (a)

PAESI UE27 (a)	Valori assoluti				Variazione percentuale (b)			Tasso di mortalità stradale		
	2010	2019	2024	2025	2025/2024*	2025/2019*	2025/2010 *	2010	2024	2025
Austria	552	416	351	403	14.8	-3.1	-27	65.9	38.3	43.8
Belgium	850	644	470	445	-5.3	-30.9	-47.6	78.4	39.8	37.4
Bulgaria	776	628	478	456	-4.6	-27.4	-41.2	104.6	74.2	70.8
Croatia	426	297	239	261	9.2	-12.1	-38.7	99	61.9	67.4
Cyprus	60	52	41	45	9.8	-13.5	-25	73.2	42.4	45.8
Czechia	802	617	494	475	-3.8	-23	-40.8	76.7	45.3	43.5
Denmark	255	199	145	136	-6.2	-31.7	-46.7	46.1	24.3	22.7
Estonia	79	52	69	43	-37.7	-17.3	-45.6	59.3	50.2	31.4
Finland	272	211	181	193	6.6	-8.5	-29	50.8	32.3	34.2
France	3,992	3,244	3,193	3,263	2.2	0.6	-18.3	63.6	48.3	49.0
Germany	3,651	3,059	2,770	2,814	1.6	-8	-22.9	44.6	33.2	33.7
Greece	1,258	688	664	517	-22.1	-24.9	-58.9	112.5	63.8	49.8
Hungary	740	602	497	454	-8.7	-24.6	-38.6	73.9	51.9	47.6
Ireland	212	140	171	183	7.0	30.7	-13.7	46.6	32.0	33.6
Italy	4,114	3,173	3,030	2,868	-5.3	-9.6	-30.3	68.8	51.4	48.7
Latvia	218	132	112	118	5.4	-10.6	-45.9	102.8	59.8	63.4
Lithuania	299	186	124	138	11.3	-25.8	-53.8	95.2	43	47.7
Luxembourg	32	22	18	27	50.0	22.7	-15.6	63.7	26.8	39.6
Malta	15	16	12	21	75.0	31.3	40	36.2	21.3	36.6
Poland	3,907	2,909	1,896	1,660	-12.4	-42.9	-57.5	102.4	51.8	45.5
Portugal	937	688	618	589	-4.7	-14.4	-37.1	88.6	58.1	54.8
Romania	2,377	1,864	1,478	1,296	-12.3	-30.5	-45.5	117.1	77.5	68.1
Slovakia	345	245	262	227	-13.4	-7.3	-34.2	64	48.3	41.9
Slovenia	138	102	68	92	35.3	-9.8	-33.3	67.4	32	43.2
Spain	2,478	1,755	1,785	1,777	-0.4	1.3	-28.3	53.3	36.7	36.2
Sweden	266	221	213	203	-4.7	-8.1	-23.7	28.5	20.2	19.2
The Netherlands	640	661	566	759	34.1	14.8	18.6	38.6	31.5	42.1
Ue27	29,691	22,823	19,945	19,463	-2.4	-14.7	-34.4	67.6	44.6	43.4

* Stime preliminari 2025 per Danimarca, Finlandia, Grecia, Germania, Irlanda, Lettonia, Lussemburgo, Malta, Portogallo, Spagna e Romania.

(a) Source: *European Transport Safety Council, Annual PIN report. Year 2026 - 20th Annual Road Safety Performance Index (PIN Report) - ETSC*; European Commission 24/03/2026 - [EU road deaths drop by 3% in 2025 - Mobility and Transport](#) (b) Percentage changes 2025, referring to deaths, in respect to 2024, 2019 or 2010, are calculated as following: $((D^{2025} / D^{2024 \text{ o } 2019 \text{ o } 2010}) - 1) * 100$ **CHART 2. ROAD MORTALITY RATE IN THE COUNTRIES OF THE EUROPEAN UNION (EU27) (a). Years 2010, 2024 and 2025**a) Road mortality rate (per million inhabitants); Source: *European Transport Safety Council, Annual PIN report. Year 2026. 20th Annual Road Safety Performance Index (PIN Report) - ETSC*

Young people and children remain among the most vulnerable road users, while female fatalities increase

In 2025, 2,868 people died in road traffic accidents: 2,300 men (80.2%) and 568 women (19.8%). The number of deceased drivers was 2,089 (1,865 men and 224 women), while passengers accounted for 360 fatalities (186 men and 174 women) and pedestrians for 419 fatalities (249 men and 170 women).

Looking at the age distribution, the highest absolute number of fatalities was recorded among the 55–59, 60–64, and 20–24 age groups, although among women the largest numbers were recorded among those aged over 75. Compared with 2024, the most significant increases occurred among children aged 0–4 years (from 8 to 14 fatalities; +75%) and young people aged 18–19 years (from 78 to 87 fatalities; +11.5%).

In 2025, fatalities decreased among the 20–24 age group (-9.1%) and the 25–29 age group (-19.2%), which had nevertheless recorded an average increase of +12.1% in 2024 compared with the previous year. However, marked increases were observed among the 55–59 age group (+7.3%) and the 65–69 age group (+4.3%).

Among women, significant increases were also recorded in the 20–24 age group and in the 45–64 age range. Furthermore, the number of children aged 0–14 who died in road accidents within 30 days of the crash remains a concern and increased compared with the previous year: in 2025, 33 children lost their lives, compared with 29 in 2024.

Despite the numerous measures implemented to improve child safety in cars, also supported by the guidelines of the National Road Safety Plan 2030 (PNSS), awareness campaigns promoting the correct use of child restraint systems and enforcement measures have not yet achieved the expected results. The goal of Vision Zero for children therefore remains far from being achieved.

Between 2024 and 2025, the number of road accident injuries increased, particularly among young people aged 15–29 (+4.8%). Increases were also recorded among people aged over 55 (+3.1% overall), with the highest rise observed in the 75–79 age group (+9%).

It should also be noted that, compared with 2019, the benchmark year for the 2021–2030 Decade of Road Safety, an increase in fatalities was recorded among the 15–17 age group (+10.4%) and the 55–69 age group (+12.4%) (Table 3).

TABLE 3. FATALITIES AND INJURIES IN ROAD ACCIDENTS BY GENDER AND AGE CLASS. Year 2025. Absolute values and % change 2025/2024 and 2025/2019 (a)

AGE CLASSES	Fatalities (within 30 days)			Injuries			% change 2025/2024		% change 2025/2019	
	Males	Females	Total	Males	Females	Total	Fatalities	Injuries	Fatalities	Injuries
0 - 4	3	11	14	1,301	1,000	2,301	+75.0	+5.9	-17.6	-10.2
5 - 9	5	3	8	1,701	1,202	2,903	-20.0	+3.6	+100.0	-15.2
10 -14	7	4	11	3,121	1,916	5,037	0.0	+4.4	-21.4	-1.3
15 -17	61	13	74	8,937	3,151	12,088	-7.5	+6.4	+10.4	+38.8
18 -19	75	12	87	8,970	3,388	12,358	+11.5	+6.7	-4.4	+22.7
20 -24	187	42	229	18,423	9,109	27,532	-9.1	+4.9	-7.7	+6.7
25 -29	142	22	164	14,261	7,785	22,046	-19.2	+2.8	-24.8	-4.5
30 - 34	139	23	162	11,717	6,838	18,555	+1.3	-0.8	-4.7	-5.6
35 - 39	116	20	136	10,345	6,146	16,491	-10.5	-0.4	-25.7	-10.0
40 - 44	126	23	149	9,758	6,089	15,847	-16.8	-0.3	-26.6	-18.1
45 - 49	163	34	197	10,113	6,592	16,705	-9.2	-5.7	-16.2	-18.2
50 -54	186	38	224	11,242	7,504	18,746	-0.9	-0.5	-15.8	-4.5
55 -59	203	46	249	10,562	6,976	17,538	+7.3	+0.4	+12.7	+4.9
60 -64	184	45	229	8,853	5,405	14,258	-3.0	+3.7	+18.0	+18.2
65 -69	156	36	192	6,074	3,977	10,051	4.3	+4.2	+6.1	+13.9
70 - 74	114	35	149	4,413	2,998	7,411	-13.4	+0.4	-22.0	-7.0
75 - 79	139	52	191	4,138	2,837	6,975	-4.5	+9.0	-4.5	+9.0
80 - 84	129	46	175	2,727	1,780	4,507	+2.3	+1.6	-17.8	-11.3
85+	143	58	201	2,237	1,252	3,489	-5.2	+7.6	-3.8	+20.0
Unknown	22	5	27	1,661	1,323	2,984	-42.6	-12.4	-43.8	-43.6
Total	2,300	568	2,868	150,554	87,268	237,822	-5.3	+1.7	-9.6	-1.5

(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

To make a concrete contribution to reducing the number of injuries, as well as fatalities, the National Road Safety Plan 2030 (PNSS) includes measures aimed at improving the design of road infrastructure and vehicles, strengthening legislation and its enforcement, and enhancing post-crash care for injured people. The planned actions include the optimisation of emergency response operations and the reduction of emergency vehicle response times at the crash scene, an indicator included among the European Union Key Performance Indicators (KPIs).

Also, as a result of population ageing, a comparison between the age and gender structure of people killed in road accidents in 2025 and in 2010 shows that the share of adult and elderly fatalities, relative to the total number of fatalities by gender, has increased over time.

The distribution of road mortality rates by age, calculated on the basis of the resident population, confirms the greater vulnerability of young and elderly people. The highest age-specific mortality rate is recorded among the 85–89 age group (90.4 deaths per million inhabitants), followed by the 80–84 age group and the 20–24 age group (82.8 and 77.1 deaths per million inhabitants, respectively) (Charts 3 and 4).

CHART 3. KILLED IN ROAD ACCIDENTS. AGE PYRAMID BY AGE CLASS. Year 2010 and 2025. Percentage values.

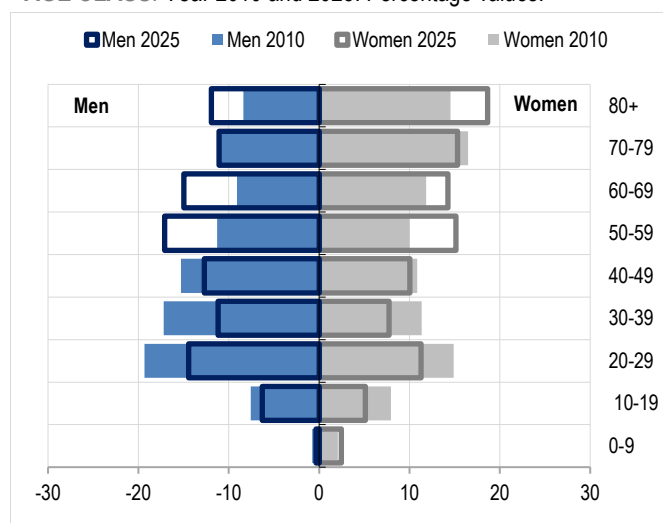
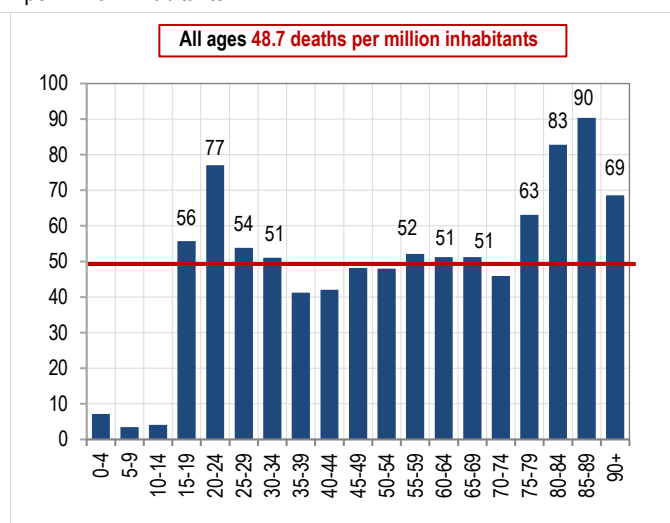


CHART 4. ROAD MORTALITY RATE BY AGE CLASS. Year 2025, per million inhabitants.



More fatalities among cyclists, e-scooter riders and passengers, and heavy goods vehicle occupants

In 2025, the widespread use of electric micromobility vehicles and bicycles remained high, confirming their now structural role within urban mobility systems, alongside growing demand for shared mobility services and the progressive stabilisation of the market, particularly for electric scooters⁶ and e-bikes.

Road traffic accidents involving at least one electric scooter and resulting in death or injury amounted to 4,130 in 2025 (+6%). This figure has shown a steady increase from 564 accidents in 2020 (the year data collection began, in May). Among e-scooter users, 25 fatalities were recorded (23 in 2024), while injuries among e-scooter riders and passengers amounted to 3,997 (3,763 riders and 234 passengers). The number of uninjured riders was 373, while injured pedestrians amounted to 208 (+16.2%).

Electric bicycles were involved in 2,311 accidents (a figure that has progressively increased from 240 in 2020), resulting in 30 fatalities among riders and passengers (20 fatalities in 2024). Injuries involved 2,238 e-bike riders and passengers and 93 pedestrians.

Traditional bicycles (non-electric) were involved in 15,504 accidents (higher than the 15,237 recorded in 2024), causing 198 cyclist fatalities and 2 pedestrian deaths (165 fatalities in 2024). Injuries were recorded among 15,119 cyclists and passengers and 392 pedestrians.

In 2025, fatalities increase among cyclists, e-bike and e-scooter users, and heavy goods vehicle occupants, while declining among other road users.

⁶ Electric scooters, in particular, were definitively granted the status of “vehicles” under Budget Law No. 160 of 27 December 2019, which equated them with bicycles, including in terms of traffic regulations. The legislation governing the use of electric scooters has undergone several amendments over time, including those introduced by the Infrastructure Decree (Decree-Law No. 121/2021) and by Law No. 177 of 25 November 2024, which amended the Italian Highway Code. These reforms introduced, for electric scooters, the obligation to display an identification mark, to have third-party civil liability insurance, and required **all users** to wear a helmet (previously mandatory only for minors).

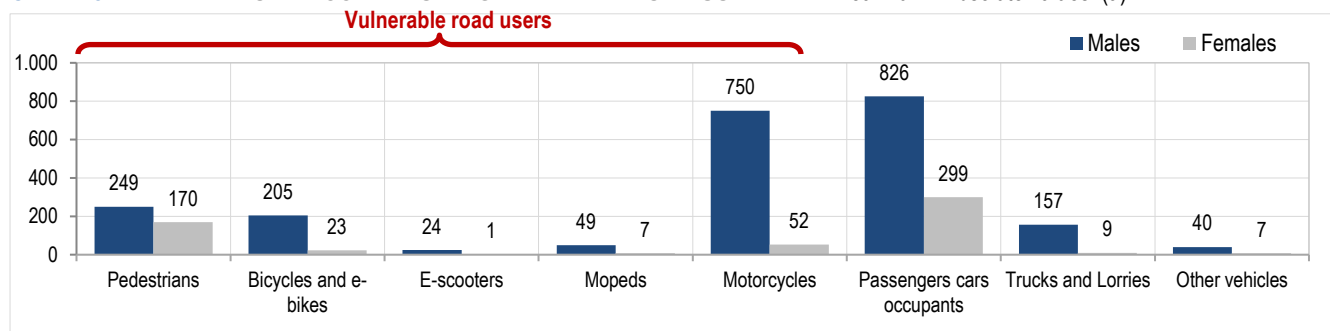
In 2025, the number of fatalities increased among riders and passengers of bicycles, e-bikes, electric scooters, and occupants of heavy goods vehicles, while it decreased among all other categories of road users. In particular, 253 fatalities were recorded overall among cyclists, e-bike users, and e-scooter users, representing an increase of 21.6% compared with 2024: 198 among bicycle users (+20%), 30 among e-bike users (+50%), and 25 among e-scooter users (+8.7%).

Fatalities among heavy goods vehicle occupants amounted to 166, increasing in 2025 for the second consecutive year, by 13.7%. By contrast, fatalities decreased among passenger car occupants (1,125 deaths; -10.1% compared with 2024), motorcyclists (802 deaths; -3.4%), moped riders (56 fatalities; -8.2%), and pedestrians (419 deaths; -10.9%).

The gender distribution of fatalities confirms the clear male disadvantage also in 2025, particularly among drivers, where the proportion of men reaches 89.2%. Among passengers, the share of men is 51.7% (with women accounting for 48.3%). Among pedestrians, the proportions are 59.4% for men and 40.6% for women. Overall, vulnerable road users accounted for 53.3% of all road fatalities (51.8% in 2024) (Chart 5).

The highest risks of fatality and injury are recorded among vulnerable road users. The fatality rate for pedestrians, equal to 2.4 deaths per 100 pedestrian-involved accidents, is four times higher than that recorded for passenger car occupants (0.6 deaths per 100 accidents). The fatality rate for motorcyclists is 2.5 times higher (1.6 deaths per 100 accidents), while the rate for bicycle users (electric and conventional) and e-scooter users is approximately 1.5 times higher (1 death per 100 accidents) than that of car occupants.

CHART 5. KILLED IN ROAD ACCIDENTS BY GENDER AND ROAD USER TYPE. Year 2024. Absolute values. (a)



(a) Trucks and Lorries units' category includes: Trucks, Trucks with trailers, Lorries, Special vehicles, Road tractors or tractor units. Other road users category includes: Buses or trolleybuses in urban service or extra urban service, Passengers cars, Rural vehicles, Motorcycles and motor vans, Animal-drawn or arm-drawn vehicles, Hit and Run Vehicles, Minicar

With reference to the European targets of halving the number of fatalities and serious injuries compared to 2010 and 2019, the categories that recorded the least consistent decreases over time in terms of mortality (and in some cases even increases) were motorcyclists (-15.6% since 2010 and +14.9% since 2019), cyclists (-4.5% since 2010, no progress since 2019), and pedestrians (-32.5% since 2010, -21.5% since 2019).

Conversely, moped riders and motorists showed a sharper overall reduction in mortality over recent decades, thanks to a combination of factors. These include raised awareness regarding the correct use of helmets and safety devices, alongside significant technological advancements in the manufacturing of vehicle safety features. It remains to be emphasized, however, that the number of mopeds in circulation has decreased over time (Charts 6 and 7).

CHART 6. ROAD FATALITIES BY MAIN ROAD USER CATEGORIES. Year 2001-2025. Absolute values

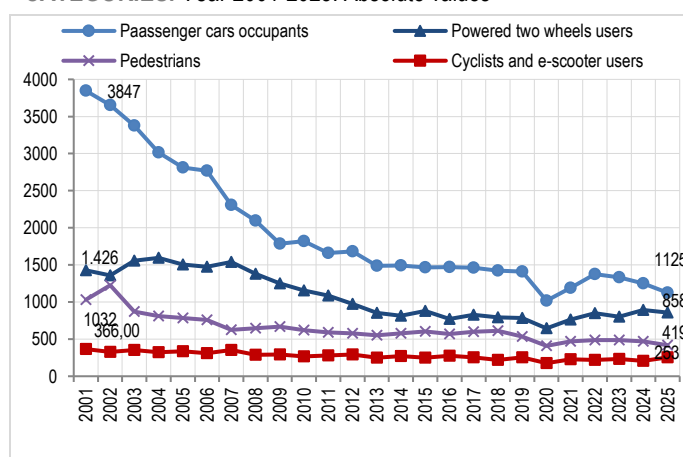
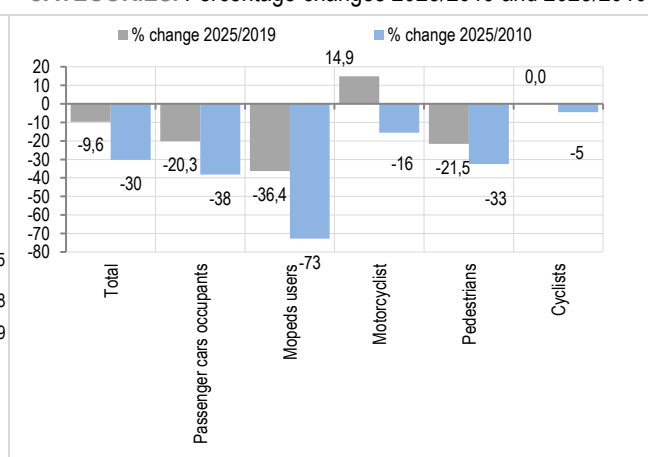


CHART 7. ROAD FATALITIES BY MAIN ROAD USER CATEGORIES. Percentage changes 2025/2019 and 2025/2010



Slight increase in fatalities on motorways, but down on urban roads

In 2025, compared to 2024, there was an increase in road accidents on urban roads (+1.8%) and rural roads (+4.7%), while a decrease was observed on motorways and junctions (-2.4%). Compared to the benchmark year 2019, accidents also increased on urban roads (+1.7%), on motorways (+1.6%), and, more significantly, on rural roads (+7.6%).

In 2025, the number of fatalities decreased compared to 2024 on urban roads (-7.1%) and rural roads (-4.9%), while registering a slight increase on motorways (+0.8%). In comparison with 2019, the number of deaths fell across all road categories (-9.6% overall), with a particularly sharp reduction on motorways (-16.8%).

The percentage distribution confirms that accidents occur most frequently on urban roads (72.9%), whereas the highest number of fatalities is concentrated on rural roads (48.8%). Conversely, motorways and junctions accounted for 5.2% of accidents and 9.0% of deaths (Table 4 and chart 8).

The mortality rate remains higher on rural roads, with 3.6 deaths per 100 accidents, drops to 2.8 on motorways, and stands at 0.9 on urban roads (compared to 4.0, 2.7, and 1.0 respectively in 2024). The national average is 1.6.

Overall, the vast majority of road accidents occur between moving vehicles (67.5%). A total of 91.4% involves one or two vehicles, 6.7% involves three vehicles, and 1.9% involves four or more vehicles. Single-vehicle accidents, excluding pedestrian collisions, account for 21.5%. Pedestrian collisions make up 11.0% of the total.

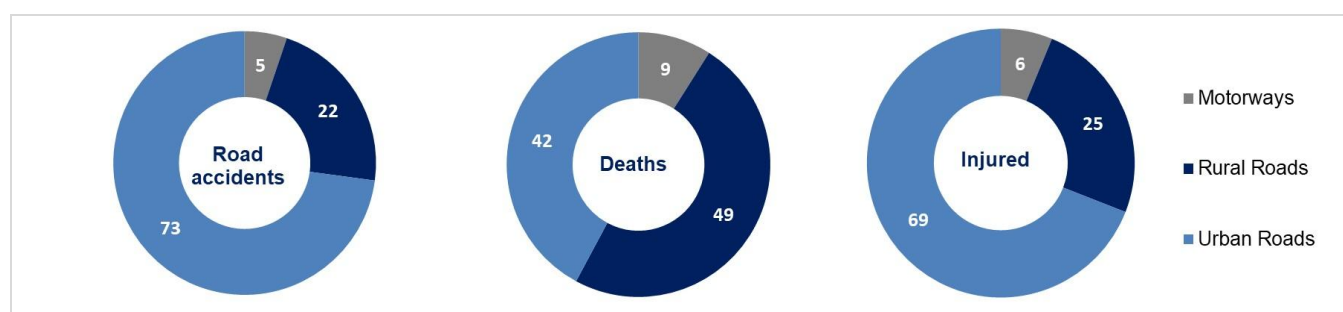
Accidents occurring along straight road stretches happen on urban roads in 47.4% of cases and on rural roads in 58.0% of cases. In urban areas, accidents occurring at intersections represent 38.5% of the total, 7.3% on curves, and 5.2% near roundabouts. Along rural roads, in addition to the high percentage of accidents on straight stretches (58.0%), 23.0% of accidents occur on curves and 13.5% at intersections.

TABLE 4. ROAD ACCIDENTS RESULTING IN DEATH OR INJURY, DEATHS AND INJURED BY ROAD TYPE. Years 2025, 2024 and 2019. Absolute values and percentage changes 2025/2024 and 2025/2019 (a)

ROAD TYPE	Road Accidents 2025	Road Accidents 2024	Road Accidents 2019	Deaths 2025	Deaths 2024	Deaths 2019	Injuries 2025	Injuries 2024	Injuries 2019	%change Accidents 2025/2024	%change Deaths 2025/2024	%change Accidents 2025/2019	%change Deaths 2025/2019
Urban Roads	129,146	126,837	127,000	1,209	1,301	1,331	164,253	162,022	168,794	+1.8	-7.1	+1.7	-9.2
Motorways	9,218	9,443	9,076	258	256	310	14,838	15,479	15,009	-2.4	+0.8	+1.6	-16.8
Rural Roads (a)	38,843	37,084	36,107	1,401	1,473	1,532	58,731	56,352	57,581	+4.7	-4.9	+7.6	-8.6
Total	177,207	173,364	172,183	2,868	3,030	3,173	237,822	233,853	241,384	+2.2	-5.3	+2.9	-9.6

(a) Rural roads include National, Regional, and Provincial roads outside urban areas, as well as municipal rural roads, motorways, and their connecting trunks.

CHART 8. ROAD ACCIDENTS RESULTING IN DEATH OR INJURY. KILLED AND INJURED BY ROAD TYPE (a). Year 2025 percentage values



(a) Rural roads include National, Regional, and Provincial roads outside urban areas, as well as municipal rural roads, motorways, and their connecting trunks.

Road user mortality profiles: the Collision Matrix

Road accidents represent a multifactorial subject. Often, for an exhaustive interpretation of data, the use of new indicators and innovative measures, compared to traditional analyses, is recommended. In order to study the different features of all road users and their interactions, it is very important to relate the specific risk elements of the connections between users and vehicles on the road. Confirming what Istat introduced in the last editions of the road accident report, we processed new "collision matrices." The matrices regards both fatalities and injuries, by road type, providing together absolute and percentage values (see Data Tables attached to this report).

TABLE 5. COLLISION MATRIX FOR ROAD ACCIDENTS FATALITIES BY ROAD USER AND OTHER VEHICLES INVOLVED. Year 2025, absolute and percentage values (row %) (a) (b)

FATALITIES BY USER TYPE	IN COLLISION WITH												
	Traffic Unit Pedestrian	Bicycles	E-bikes	E-scooters	Mopeds	Motor- bikes	Passenger's cars	Lorries (3,5 t)	Heavy Good Vehicles (>= 3,5 t)	Buses or Coach	Other vehicles	No other vehicle involved	Total
Pedestrians	-	2 (0.5%)	-	-	3 (0.7%)	32 (7.6%)	288 (68.7%)	36 (8.6%)	39 (9.4%)	10 (2.4%)	9 (2.1%)	-	419
Bicycles	-	4 (2.0%)	1 (0.5%)	-	1 (0.5%)	6 (3.0%)	107 (54.0%)	25 (12.6%)	13 (6.6%)	2 (1.0%)	5 (2.6%)	34 (17.2%)	198
E-bikes	-	-	1 (3.3%)	-	1 (3.3%)	-	21 (70.1%)	1 (3.3%)	-	-	-	6 (20.0%)	30
E-scooters	-	-	-	-	-	-	13 (52.0%)	2 (8.0%)	-	1 (4.0%)	1 (4.0%)	8 (32.0%)	25
Mopeds	-	-	-	-	3 (5.4%)	-	30 (53.5%)	3 (5.4%)	2 (3.6%)	1 (1.8%)	1 (1.8%)	16 (28.5%)	56
Motor-bikes	5 (0.6%)	1 (0.1%)	1 (0.1%)	-	1 (0.1%)	45 (5.6%)	379 (47.3%)	56 (7.0%)	44 (5.5%)	7 (0.9%)	15 (1.9%)	248 (30.9%)	802
Passenger's cars	2 (0.2%)	-	1 (0.1%)	-	-	7 (0.6%)	437 (38.8%)	63 (5.6%)	134 (11.9%)	21 (1.9%)	11 (1.0%)	449 (39.9%)	1125
Lorries (3,5 t)	-	-	-	-	-	-	23 (30.3%)	11 (14.5%)	14 (18.4%)	-	-	28 (36.8%)	76
Heavy Good Vehicles (>= 3,5 t)	-	-	-	-	-	-	19 (21.2%)	3 (3.3%)	37 (41.1%)	4 (4.4%)	-	27 (30.0%)	90
Buses or Coach	1 (16.7%)	-	-	-	-	-	-	2 (33.3%)	-	-	-	3 (50.0%)	6
Other vehicles	-	1 (2.4%)	-	-	-	-	19 (46.3%)	4 (9.8%)	4 (9.8%)	-	1 (2.4%)	12 (29.3%)	41
	8	8	4	0	9	90	1336	204	289	46	43	831	2868

(a) 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 (fatalities in the table 5). Underlined in red, the highest frequencies recorded in the matrix cells.

(b) Light Commercial Vehicles (<3.5 t) include all light commercial vehicles weighing less than 3.5 tonnes (including vehicles with unknown vehicle weight), while Heavy Goods Vehicles (>=3.5 t) includes industrial vehicles weighing over or equal to 3.5 tonnes.

Starting from the 2025 data contained in this edition of the report, a thorough check of vehicle classification was performed by matching information on the vehicles involved in road accidents with data contained in the Public Vehicle Register (PRA). This operation, which has been planned for several years within the National Statistical Program and falls under the purview of ACI (Automobile Club d'Italia), is now carried out prior to the publication of the definitive road accident data. This procedure made it possible to verify and integrate information regarding engine displacement, which had already been recorded at the time of the accident, as well as to revise them in cases of errors or missing data. Regarding the main results, the matrix calculated for fatalities highlights a high exposure to mortality risk for bicycle and e-scooter riders involved in accidents with passenger cars or in single-vehicle accidents. Powered two-wheelers record a high number of accidents in collisions with passenger cars, light commercial vehicles, and in single-vehicle accidents. Pedestrians present a higher risk compared to other users when colliding with passenger cars and heavy goods vehicles (Table 7).

Extra tables and charts collection:

CHART 9. DRIVERS INVOLVED IN ACCIDENTS BY OUTCOME. Year 2025. Percentage values

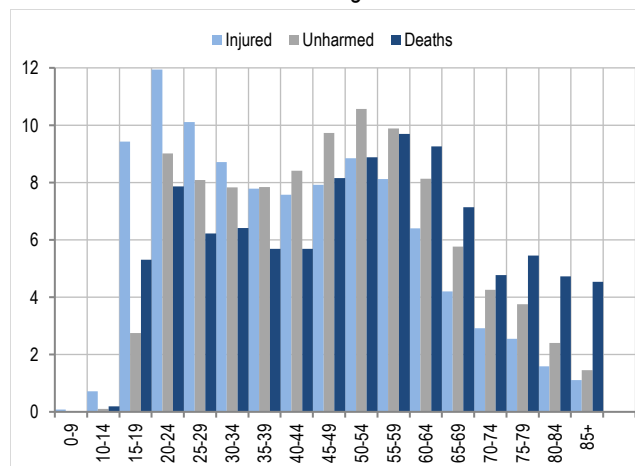


CHART 10. DRIVERS INVOLVED IN ACCIDENTS BY GENDER AND CITIZENSHIP. Year 2025. Absolute values

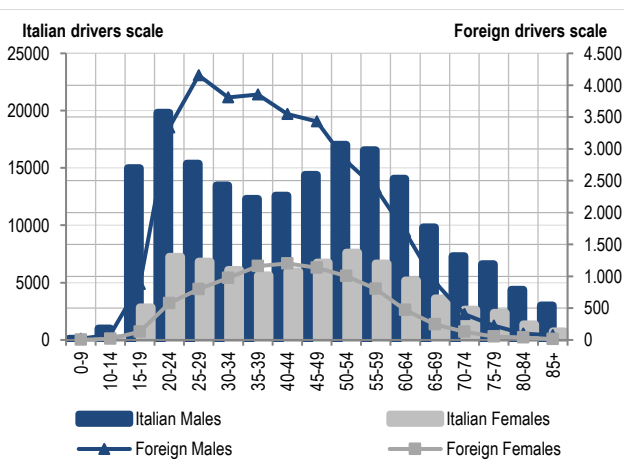
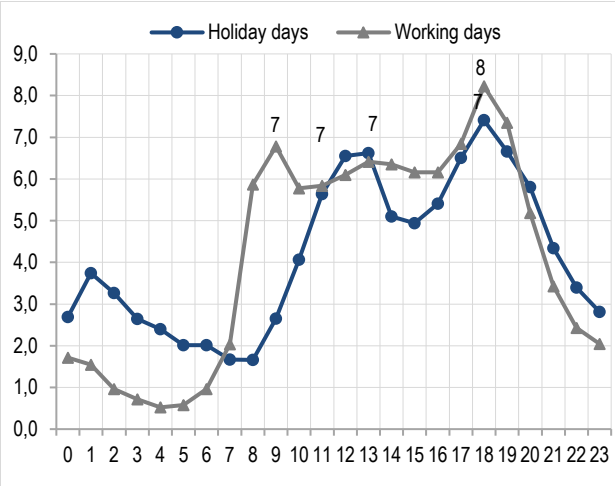


CHART 11. ROAD ACCIDENTS BY DAY HOURS AND DAY TYPE. Years 2024 and 2025, percentage values (a)



(a) Rounded hour. (b) Conventional night period between 10,01 p.m and 6,00 a.m.

CHART 12. ROAD ACCIDENTS BY MONTH AND PERIOD IN THE DAY AND NIGHTH. Years 2024 and 2025, percentage values (b)

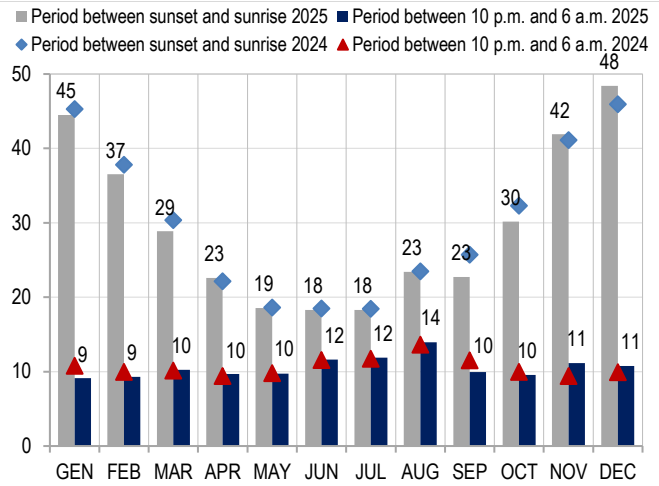


TABLE 6. DEATHS IN ROAD ACCIDENTS BY REGION AND TERRITORIAL AREA IN ITALY. Year 2019, 2024 e 2025, absolute values and road mortality rate per 100,000 inhabitants

REGION AND TERRITORIAL AREA	Deaths (absolute values)			% change 2025/2024 (a)	% change 2025/2019 (a)	Road mortality rate 2025 (b)	Road mortality rate 2024 (b)
	2025	2024	2019				
Piemonte	198	171	232	15.8	-14.7	4.7	4.0
Valle d'Aosta/Vallée d'Aoste	9	7	4	28.6	125.0	7.3	5.7
Lombardia	347	383	438	-9.4	-20.8	3.5	3.8
Bolzano/Bozen	32	32	46	0.0	-30.4	5.9	5.9
Trento	21	38	25	-44.7	-16.0	3.8	7.0
Veneto	247	269	336	-8.2	-26.5	5.1	5.5
Friuli-Venezia Giulia	73	73	72	0.0	1.4	6.1	6.1
Liguria	69	62	64	11.3	7.8	4.6	4.1
Emilia-Romagna	266	273	352	-2.6	-24.4	6.0	6.1
Toscana	184	188	209	-2.1	-12.0	5.0	5.1
Umbria	36	62	51	-41.9	-29.4	4.2	7.3
Marche	85	72	99	18.1	-14.1	5.7	4.9
Lazio	316	319	295	-0.9	7.1	5.5	5.6
Abruzzo	76	86	78	-11.6	-2.6	6.0	6.8
Molise	15	12	28	25.0	-46.4	5.2	4.2
Campania	244	261	223	-6.5	9.4	4.4	4.7
Puglia	190	241	207	-21.2	-8.2	4.9	6.2
Basilicata	39	32	29	21.9	34.5	7.4	6.0
Calabria	78	96	104	-18.8	-25.0	4.3	5.2
Sicilia	243	240	210	1.3	15.7	5.1	5.0
Sardegna	100	113	71	-11.5	40.8	6.4	7.2
North-West	623	623	738	0.0	-15.6	3.9	3.9
North-East	639	685	831	-6.7	-23.1	5.5	5.9
Centre	621	641	654	-3.1	-5.0	5.3	5.5
South	642	728	669	-11.8	-4.0	4.8	5.4
Islands	343	353	281	-2.8	22.1	5.4	5.5
Italy	2868	3030	3173	-5.3	-9.6	4.9	5.1

a) Percentage change formula: $((D^{2025}/D^{2024 \text{ or } 2019}) - 1) * 100$

b) Rate per 100 thousand inhabitants.

TABLE 7. ROAD ACCIDENTS AND DEATHS BY ROAD CATEGORY IN MAIN MUNICIPALITIES. Years 2025 and 2024, absolute values and road mortality rate per 100,000 inhabitants

MAIN MUNICIPALITIES	URBAN ROADS				RURAL ROADS (a)				Road Mortality Rate 2025 (b)	Road Mortality Rate 2024 (b)
	Accidents 2025	Accidents 2024	Deaths 2025	Deaths 2024	Accidents 2025	Accidents 2024	Deaths 2025	Deaths 2024		
Torino	3,139	2,931	16	16	57	37	0	0	1.9	1.9
Milano	7,961	7,457	21	35	298	286	2	3	1.7	2.8
Verona	1,124	1,121	4	12	111	109	4	1	3.1	5.1
Venezia	439	498	8	2	173	171	3	3	4.4	2.0
Trieste	763	809	6	8	78	28	3	1	4.5	4.5
Genova	3,381	3,607	20	10	255	265	1	3	3.7	2.3
Bologna	1,849	1,772	11	9	200	174	3	2	3.6	2.8
Firenze	2,264	2,225	9	12	59	66	0	2	2.5	3.9
Roma	12,612	12,266	111	115	1,732	1,658	28	19	5.1	4.9
Napoli	2,455	2,321	20	33	215	223	7	2	3.0	3.8
Bari	1,618	1,557	7	6	260	220	3	6	3.2	3.8
Palermo	1,849	1,947	28	20	58	40	0	2	4.5	3.5
Messina	643	679	10	11	105	89	3	2	6.0	6.0
Catania	1,335	1,363	18	8	88	96	2	2	6.7	3.4
Total	41,432	40,553	289	297	3,689	3,462	59	48	3.7	3.7

(a) Rural roads include National, Regional, and Provincial roads outside urban areas, as well as municipal rural roads, motorways, and their connecting trunks.
(b) Rate per 100,000 inhabitants.

TABLE 8. CAUSES OF ACCIDENTS REFERRED TO INVOLVED DRIVERS BY ROAD CATEGORY.⁷ Year 2025, absolute and percentage values (a)

Cause of road accidents	Urban Roads		Rural Roads		Total	
	Absolute value	%	Absolute value	%	Absolute value	%
Driving while distracted or with an indecisive course	21,722	12.7	13,945	21.3	35,667	15.1
Proceeding without respecting right-of-way or traffic light	26,052	15.2	3,730	5.7	29,782	12.6
Proceeding without respecting a stop sign	9,156	5.4	1,586	2.4	10,742	4.5
Proceeding without giving way to a vehicle from the right	6,979	4.1	822	1.3	7,801	3.3
Proceeding without respecting a "give way" sign	8,487	5.0	1,210	1.8	9,697	4.1
Proceeding without respecting traffic light signals or traffic officer's directions	1,430	0.8	112	0.2	1,542	0.7
Proceeding with excessive speed	11,797	6.9	6,626	10.1	18,423	7.8
Proceeding without respecting speed limits	11,463	6.7	6,339	9.7	17,802	7.5
Proceeding without maintaining a safe distance	334	0.2	287	0.4	621	0.3
Manoeuvring irregularly	8,301	4.9	6,531	10.0	14,832	6.3
Turning irregularly	13,358	7.8	4,543	6.9	17,901	7.6
Proceeding against traffic	4,041	2.4	529	0.8	4,570	1.9
Overtaking irregularly	3,168	1.9	1,937	3.0	5,105	2.2
Accidental obstacle	3,260	1.9	1,509	2.3	4,769	2.0
Domestic or wild animal hit or avoided	2,825	1.7	2,542	3.9	5,367	2.3
Stationary vehicle avoided	147	0.1	295	0.5	442	0.2
Not giving way to pedestrian at designated crossings	582	0.3	688	1.1	1,270	0.5
Potholes, etc., avoided or hit	561	0.3	705	1.1	1,266	0.5
Unspecified circumstance	7,590	4.4	232	0.4	7,822	3.3
Stationary vehicle in irregular position hit	519	0.3	591	0.9	1,110	0.5
Other causes related to driving behaviour	44,053	25.8	12,000	18.3	56,053	23.7
Incorrect pedestrian behaviour	2,198	1.3	537	0.8	2,735	1.2
Total incorrect driver and pedestrian behaviour	6,236	3.6	2,107	3.2	8,343	3.5
Other causes	5,780	3.4	639	1.0	6,419	2.7
Total (b)	161,461	94.5	58,703	89.6	220,164	93.1

(a) This table includes all causes recorded for the first two vehicles involved in a road accident. For each vehicle, we can list up to three types of causes.
(b) The "Total" in the table refers to the overall number of causes reported by law enforcement at the time of the survey, corresponding to the drivers of the first two vehicles involved in the accident. The detailed breakdown of individual items in the table only refers to causes related to road traffic inconvenience.

⁷ Table 4 does not include data on road accidents detailed by causes related to the psychophysical state of drivers. Currently, the Police providing of this information to Istat has improved but remains not fully exhaustive. This is because involved drivers can refuse to undergo tests for their psychophysical state (drunkenness or drug use). In such cases, unless the act constitutes a more serious crime, the penalties outlined in paragraph 2 of Article 186 of the Road Code apply, but the information not sent to Istat.

To enrich the dataset on accident causes, Istat made available violations contested by the Road Police, Carabinieri, and Local Police. Istat also launched a pilot study on data related to violations of Articles 186, 186-bis, and 187 (alcohol and drug abuse) in occasion of a road accident (some results provided in this report).

To supplement current data sources, sanctions issued by the Traffic Police and the Carabinieri at road accident scenes were also used, with particular reference to alcohol- and drug-related road accidents. Out of 58,607 road accidents recorded by the two law enforcement agencies, 7.7% were found to be alcohol-related (4,495 cases) and 3.8% drug-related (2,208 cases). The level of alcohol-related road accidents shows a slight but steady downward trend in recent years (8.2% in 2024), while the proportion of drug-related road accidents rose from 3.0% to 3.8%. In 2019, the proportions of alcohol- and drug-related road accidents were 8.7% and 3.4%, respectively.

TABLE 9. SANCTIONS APPLIED BY ROAD POLICE, CARABINIERI AND LOCAL POLICE OF THE MAIN MUNICIPALITIES WITHIN THE PROVINCES. VIOLATIONS OF THE ROAD CODE: TITLE V - RULES OF CONDUCT. Year 2025, absolute values (a), (b),(c)

ITALIAN ROAD CODE (ARTICLES) ^a	Violation description Title V - Rules of conduct (Art. 141-193)	Number of violations/sanctions (Absolute values)		
		Motorway Police (a)	Carabinieri (b)	Local Police (c)
Art.141	Speeding	41,266	25,958	39,247
Art.142	Exceeding the speed limits	557,882	268	2,198,584
Art.143-144	Position of vehicles on the roadway, use of lanes, driving in parallel lines	11,034	11,018	11,579
Art.145	Obligations of precedence	4,316	9,788	21,847
Art.146	Failure to comply with road markings and traffic lights	25,255	4,719	495,225
Art.148	Regulation of overtaking vehicles	12,351	18,545	5,467
Art.149	Respect for the safety distance	5,944	3,254	3,960
Art.152-153	Use of visual signaling and lighting devices	7,231	1,267	1,596
Art.154	Rules for changing direction and lane	6,436	2,911	22,125
Art.155	Limitation of noise from silencers and radio equipment	396	1,072	568
Art.157-158	Discipline of arrest, stop and parking outside and inside inhabited centers	13,648	24,326	2,861,909
Art.161-162-165	Encumbrance of the roadway, signaling and towing of vehicles in breakdown	2,854	489	892
Art.164	Regulations on the arrangement of cargo on vehicles	6,549	662	948
Art.167	Carrying goods and exceeding vehicle weight limits	34,751	64	1,234
Art.168	Rules on the transport of dangerous goods	4,600	33	219
Art.169	Transportation of people, animals and objects on motor vehicles	8,911	2,092	2,876
Art.170	Transport of people and objects on two-wheeled motor vehicles	505	1,488	793
Art.171	Use of helmet	3,705	8,546	18,848
Art.172	Use of seat belts and child restraint systems	72,475	44,614	35,427
Art.173	Failure to use contact lenses or use of radiotelephones or headphones	31,853	13,245	23,097
Art.174-178	Respect for driving times and rest periods for drivers of heavy vehicles	52,382	59	2,585
Art.175-176	Circulation and behavior on motorways and main extra-urban roads.	175,892	231	87
Art.179	Installation, alteration, tampering with the Chrono tachograph	10,197	64	1,165
Art.180-181	Possession of traffic documents	78,040	45,115	85,356
Art.182	Rules of behavior for cyclists	140	298	3,535
Art.186	Driving under the influence of alcohol	12,032	14,480	6,691
Art.187	Driving under the influence of drugs	2,036	3,390	1,117
Art.189	Behavior of drivers in the event of an accident	2,044	3,067	7,549
Art.190	Pedestrian behavior	158	226	2,349
Art.191	Behavior of drivers towards pedestrians	634	1,258	7,484
Art.193	Insurance obligation	39,154	48,570	65,910
Total	Violations of the Road Code: Title V - Rules of conduct	1,224,671	291,117	5,930,269

(a) Source: Ministry of Interior - Motorway Police Service; (b) Source: Carabinieri - Chronological register of disputed violations; (c) Source: ACI survey on the local police headquarters of the main municipalities in the province (ref. 1/1/2025).

^a Road Code - Legislative Decree n. 285 dated 30/04/1992 and Law 29 July 2010, n. 120 Road safety provisions

TABLE 10. NUMBER OF SERIOUSLY INJURED IN ROAD ACCIDENTS AND RATE OF SERIOUS INJURY BY AGE (a)

Years 2018-2024, absolute values and rates per 100,000 (a)

ETÀ	Anno 2018		Anno 2019		Anno 2020		Anno 2021		Anno 2022		Anno 2023		Anno 2024	
	Seriously injured	Serious injury rate*	Seriously injured	Serious injury rate*	Seriously injured	Serious injury rate*	Seriously injured	Serious injury rate*	Seriously injured	Serious injury rate*	Seriously injured	Serious injury rate*	Seriously injured	Serious injury rate*
0-19	1,739	16.1	1,734	16.2	1,351	12.8	1,788	17.2	1,730	17.0	1,757	17.5	1,805	18.0
20-29	1,997	32.4	1,798	29.4	1,401	23.2	1,760	29.5	1,919	32.2	1,669	27.7	1,738	28.9
30-39	1,614	22.9	1,463	21.2	1,193	17.6	1,394	20.9	1,482	22.6	1,456	22.2	1,394	21.2
40-49	2,367	25.6	2,181	24.1	1,807	20.5	2,001	23.3	2,107	25.8	1,944	24.5	1,895	23.9
50-59	2,900	31.5	2,893	30.9	2,397	25.4	2,735	28.8	2,966	30.9	3,042	31.7	2,915	30.4
60-69	2,493	34.2	2,436	33.3	2,012	27.2	2,227	29.7	2,443	31.1	2,619	32.5	2,636	32.7
70-79	2,834	48.1	2,630	44.2	2,087	34.9	2,067	34.4	2,253	36.9	2,312	37.4	2,392	38.7
80+	2,670	63.0	2,465	56.6	1,854	41.7	2,018	44.9	1,975	43.5	2,190	47.9	1,965	43.0
Totale	18,614	31.1	17,600	29.5	14,102	23.7	15,990	27.0	16,875	28.6	16,989	28.8	16,740	28.4

* Source: Ministry of Health, Directorate General for Health Planning - Office 6 - Istat - Average Italian Resident Population 2018-2024. Rates per 100,000 inhabitants.

(a) We identified cases of injuries from road accidents using combined information. This included the ICD-9-CM code for the injuries (assigned for primary and/or secondary diagnoses of hospital discharge), information on the nature of the trauma, and the external cause code (ICD-9-CM E), which we only assigned when a person was admitted to the hospital following a trauma or poisoning. We considered only each individual's first hospitalization. The data excludes those who died within 30 days of hospitalization.

Glossary:

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

Collision Matrix: the Collision Matrix is a statistical tool introduced by Istat (the Italian National Institute of Statistics) in 2024, using road accident data referred to 2023. This marked Italy's adoption of a European best practice, specifically the "collision matrix" published by the European Commission in 2022 (sourced from the EU CARE database on road crashes). In the Italian version of the matrix, the values within each cell represent a breakdown of total cases (fatalities or injuries). This is determined by an algorithm that combines and permutes all vehicles, fatalities, and injuries involved in road accidents, as well as all collision interactions between vehicles, pedestrians, and other road users. A significant customization, introduced by Italian researchers in the matrices edited in 2024 version, was the inclusion of two new vehicle types: electric bicycles (e-bikes) and electric scooters (e-scooters). This innovation was later adopted by the European Commission in its 2025 edition. Furthermore, starting with the 2024 data edition of the collision matrix, a "pedestrian" column was added. A pedestrian is defined as a "traffic unit" that can be involved in road accidents where fatalities or injuries occur among the occupants of other vehicles involved.

Istat algorithm for constructing the collision matrix uses an iterative process that sequentially considers the following steps and datasets:

- Single-vehicle accidents: This includes accidents involving only one vehicle (a single vehicle and all pedestrians), also considering pedestrians as "traffic units" involved in road accidents that caused casualties in other vehicles.
- Accidents with at least two vehicles (Vehicle A and B): Comparisons are made between the first two vehicles, A vs. B and B vs. A.
- Accidents with at least three vehicles (Vehicles A, B, and C): Comparisons are made between vehicles B vs. C and C vs. B, noting that comparisons involving Vehicle A have already been completed.

Subsequent steps follow the same iterative process.

While the collision matrix developed by the European Commission also includes data on fatalities in road accidents involving a single vehicle or multiple traffic units, it employs a different criterion for multi-vehicle accidents. The European approach designates the "main vehicle" as the one with the greatest mass, based on the assumption that heavier vehicles tend to cause more severe consequences. This re-proportion method is not utilized in the Italian customization.

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 vehicles 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 vehicles, 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: between two data X_t e X_{t-k} , measured respectively at time t e $t-k$, is calculated as $(X_t/X_{t-k}-1) * 100$.

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.

Vehicle: A machine of any kind, circulating on the road, driven by a person or towed by other means. Vehicles for use by children or invalids are not included in this definition.

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 IstatData: <https://esploradati.istat.it/databrowser/> (Health Statistics/Road Accidents)
 - IstatData https://esploradati.istat.it/databrowser/#/en/dw/categories/IT1_Z0810HEA,1.0/HEA_ROAD
 - 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

Since **2010**, both **Research Files** and **mlcro.STAT Public Use Files** have been available. The **Research Files** are designed for scientific research needs and undergo specific statistical treatments to limit respondent recognisability while maintaining a high level of detailed information. The **mlcro.STAT Public Use Files**, on the other hand, are collections of elementary data that can be freely downloaded from the Istat website. These are developed for certain specific surveys from their corresponding Research Files, though they contain less detailed information.

Furthermore, data on road accidents involving injuries in Italy is also provided to the European Commission to update the **CARE database (Community database on road accidents resulting in death or injury - DG-MOVE European Commission)**.

- Microdata Research File – Road accidents <https://www.istat.it/en/microdata/survey-on-road-accidents-resulting-in-death-or-injury/>
- Public Use File – Road accidents <https://www.istat.it/en/microdata/survey-on-road-accidents-resulting-in-death-or-injury-2/>
- CARE - Community database on road accidents resulting in death or injury – DG MOVE European Commission https://road-safety.transport.ec.europa.eu/statistics-and-analysis/methodology-and-research/care-database_en

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The consultation is open to institutional stakeholders, the scientific community, researchers, journalists, enterprises, associations, interested citizens.

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