Automobile Club d'Italia

Istat 1926 | 2026

Novembre 18th 2026

Road accidents

Preliminary estimates. January-June 2026

- According to preliminary estimates, in the January–June 2026 period there was, compared to the same period in 2024, an increase in the number of road accidents resulting in death or injury[1] (89,754; +7.5%), of injured (120,824; +7.7%) and a decline of deaths within 30 days (1,297; -3.1%).

- Compared with the first half of 2019, the baseline period for the European *Road Safety Policy Framework 2021–2030*, which sets the target of reducing road fatalities and serious injuries by 50% by 2030, the number of road accidents increased by 7.3%, while the number of people injured rose by 3.3%. Conversely, road fatalities decreased by 15.5%. The decline in fatalities represents a positive development towards the achievement of the 2030 target. Nevertheless, the increases in accidents and injuries underline the need to maintain and further strengthen road safety measures.

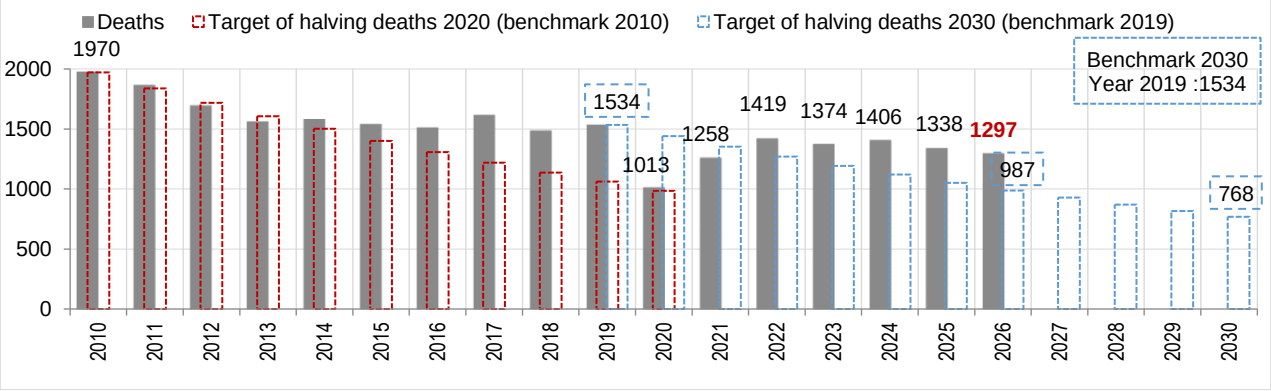
- With reference to the first half of 2025, the number of road deaths in 2026 increased on motorways (+1.3%), while it decreased on urban roads (-5.1%) and on rural roads (-2.1%). The number of road deaths on motorways in the first half of 2026 was 18.6% lower than in the same period of 2019. This decline was more pronounced than the decreases recorded on rural roads (-14.5%) and urban roads (-15.7%).

- The passenger car[2] and motorcycle markets recorded growth in the first half of 2026 compared with the same period in 2025. New car registrations increased by 9.4%, while motorcycle registrations rose by 13%. Compared with 2019, car registrations were still 12.6% lower, whereas motorcycle registrations increased by 60%.

- Sharing services show different trends across Italy's main cities. Overall, the sector is expanding in some urban areas, such as Rome, while also undergoing processes of service reorganisation, partly in response to new regulatory requirements. Bike sharing continues to play a key role in urban mobility policies.

- Traffic on the main extra-urban road network[3] decreased in the first half of 2026 compared with the same period in 2025. This overall trend reflects an increase of almost 2% in heavy vehicle traffic, offset by a more substantial decline in light vehicle traffic. On the motorway network, traffic increased by 0.1% in the first six months of 2026, mainly driven by a rise in heavy vehicle traffic (+2.4%), while light vehicle traffic decreased by 0.3%.

CHART 1. EUROPEAN TARGET FOR 2020 AND 2030: NUMBER OF ROAD ACCIDENT DEATHS. January–June periods, from 2010 to 2026, preliminary estimate for January–June 2025, and target for reduction in fatalities for 2020 and 2030. Absolute values.



(a) Percentage change (6.7% e 6.1%). Theoretical distribution of road deaths consistent with the 50% reduction targets for 2020 and 2030 (European Commission).
Source: Istat - Survey on Road accidents resulting in death or injury – Years 2010-2025. Preliminary estimates 2026 (Ref. Data and Methods).

[1] A road accident is defined as "any event involving at least one vehicle on the road network, occurring on roads open to public traffic, resulting in death or injury (fatalities within 30 days and/or injuries)" (Vienna Convention, 1968; UNECE, ITF, Eurostat, 2019).
[2] Sources of data: Public Motor Vehicle Register (ACI); Municipalities data; Autostrade per l'Italia and Anas.
[3] Recorded Mobility Index: calculated by Anas on the basis of the average monthly daily traffic by vehicle class.

TABLE 1. ROAD ACCIDENTS RESULTING IN DEATHS OR INJURIES, DEATHS AND INJURIES IN ITALY.
Periods January-June 2019, 2025 and preliminary estimates 2026 (a), lower and higher limits (Confidence Interval 95%). Absolute values and percentage changes 2026/2025 and 2026/2019

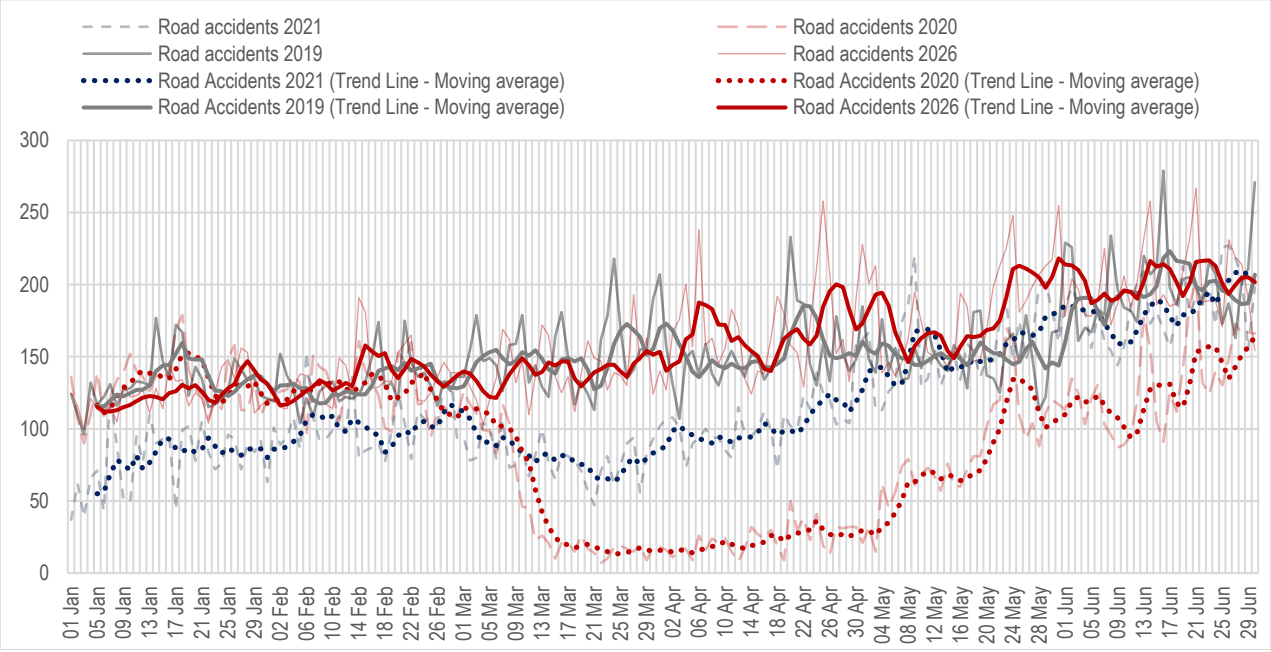
ROAD ACCIDENTS RESULTING IN DEATH OR INJURY	Road accidents	Deaths (within 30 days)	Injuries
		Absolute Values	
January-June 2026 (a)	**89,754**	**1,297**	**120,824**
Lower limit (CI 95%) (b)	*88,967*	*1,287*	*119,613*
Higher limit (CI 95%) (b)	*90,701*	*1,305*	*121,836*
		Percentage change	
January-June 2026/2025 (a)	**+7.5**	**-3.1**	**+7.7**
Lower limit (CI 95%) (b)	*+6.6*	*-3.8*	*+6.6*
Higher limit (CI 95%) (b)	*+8.7*	*-2.5*	*+8.6*
January-June 2026/2019 (a)	**+7.3**	**-15.5**	**+3.3**
Lower limit (CI 95%) (b)	*+6.4*	*-16.1*	*+2.2*
Higher limit (CI 95%) (b)	*+8.5*	*-14.9*	*+4.1*
		Absolute Values	
January-June 2025 (c)	**83,477**	**1,338**	**112,170**
January-June 2019 (c)	**83,629**	**1,534**	**116,992**

(a) Preliminary estimate 2026, based on microdata and summary data provided to Istat within 31st October 2026 (Ref. Data and Methods).
(b) To provide a "range" of values within the estimated number is expected, a Confidence Interval (95%) and lower and higher limits of the confidence intervals for preliminary estimate of accidents, deaths and injuries, were provided.
(c) Source: Istat - Survey on Road accidents resulting in death or injury – Year 2019, 2025 and preliminary estimate 2026.

To accurately represent the events that characterized the first six months of 2026, the graphs presented below are based on provisional daily data provided to Istat by the traffic police and the Carabinieri.

With regard to road accidents, the trend line of the daily time series, which smooths out short-term fluctuations, clearly shows, for both 2020 and 2021, the effects on road accident patterns of regulatory measures, full and partial lockdowns, and the subsequent recovery associated with the pandemic. In 2026, however, the figures register levels even higher to those recorded in 2019 (Chart 2).

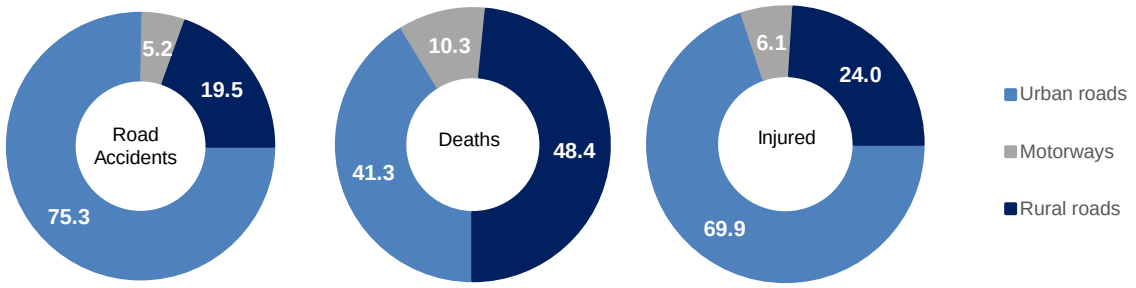
CHART 2. ROAD ACCIDENTS RESULTING IN DEATHS AND INJURY COLLECTED BY POLIZIA STRADALE AND CARABINIERI, BY DAY AND MONTH, DURING THE PERIOD JANUARY-JUNE 2019, 2020, 2021 AND 2026. Absolute values.



Fonte: Dati definitivi 2019, 2020, 2021 e provvisori 2026 – Servizio di Polizia Stradale e Comando Generale dell'Arma dei Carabinieri.

Road accidents occur more frequently on urban roads (75.3%), while the highest number of fatalities is recorded on rural roads (48.4%); motorways account for 5.2% of accidents and 10.3% of fatalities (Chart 3).

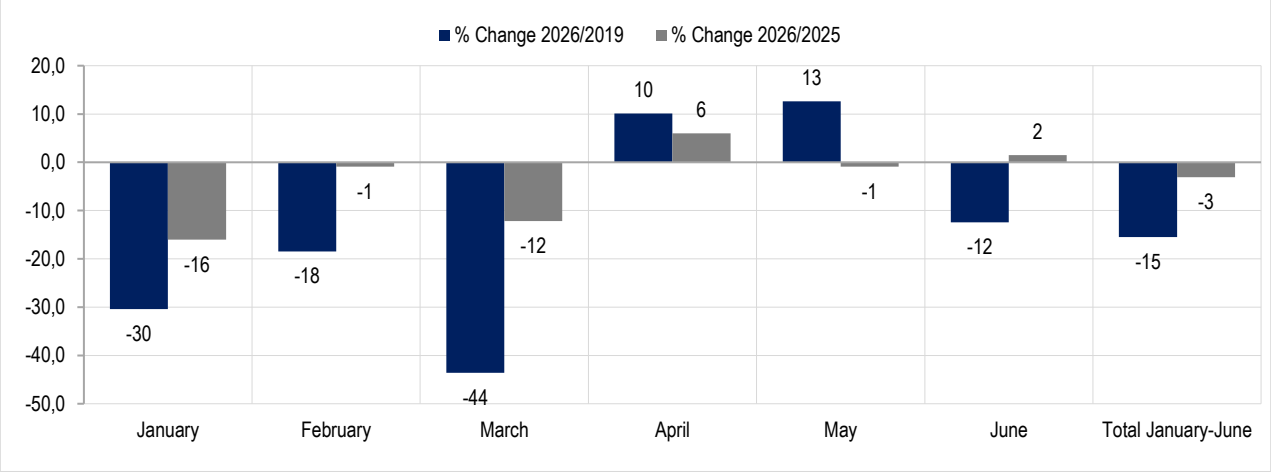
CHART 3. ROAD ACCIDENTS RESULTING IN DEATH OR INJURY, DEATHS AND INJURIES BY ROAD CATEGORY. Period: January–June 2026. Preliminary estimates, percentage values (a).



(a) Urban Rods include roads Provinciali, Statali and Regionali within built-up areas. Rural roads include roads Statali, Regionali e Provinciali out of built-up area and Comunali extraurbane

The number of road deaths shows a variable monthly trend during the first half of 2026 compared both to the same period of the previous year and to 2019: in the first comparison, the number is lower in all months of the semester, with the only exceptions of April and June, which record increases of +6.0% and +1.5%, respectively. Compared to the same semester in 2019, the months from January to March and June show significant decreases (-43.6% in March), while April and May record increases (+10.1% and +12.6%, respectively) (Chart 4).

CHART 4. PERCENTAGE CHANGE OF DEATHS NUMBER BY MONTH. JANUARY-JUNE 2025, 2024, AND 2019. Percentage change January-June 2026 vs 2019 and 2025

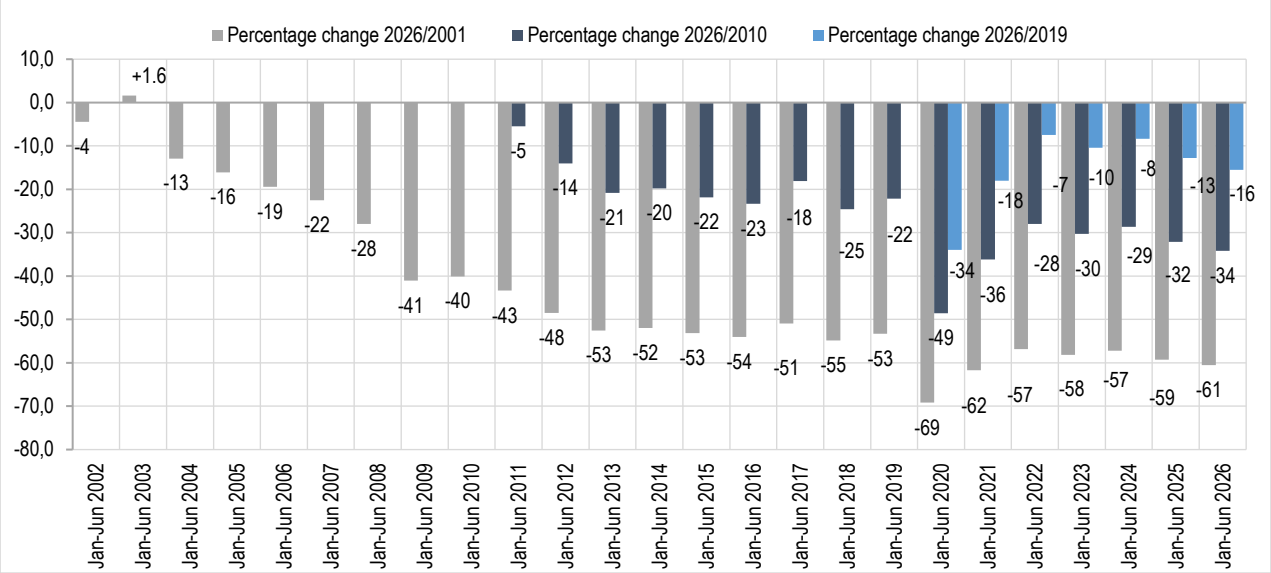


Source: Istat - Survey on Road accidents resulting in death or injury – Years 2019, 2025. Preliminary estimates 2026 (Ref. Data and Methods).

Chart 5 shows the percentage changes in the number of fatalities recorded in the first halves of the years following the reference years 2001 (vs 2002–2026), 2010 (vs 2011–2026), and 2019 (vs 2020–2026), corresponding to the decades of road safety initiatives promoted by the United Nations General Assembly.

Compared to the first half of 2001, there has been a steady decline over the past 20 years, reaching –60.5% in the first half of 2026. however, the 15.5% reduction in fatalities in the first half of 2026 compared with the same period in 2019 indicates only limited progress in recent years, confirming the need to intensify actions to achieve the European target of halving road fatalities by 2030 (Chart 5).

CHART 5. NUMBER OF DEATHS IN ROAD ACCIDENTS PERCENTAGE CHANGE. Periods January-September 2002-2025, preliminary estimates January-June 2026, preliminary estimates lower and higher limits (Confidence Interval 95%). Change in respect of year 2001 and 2010 and 2019



Source: Istat - Survey on Road accidents resulting in death or injury – Years 2002-2025. Preliminary estimates 2026 (Ref. Data and Methods).

Glossary

Road accidents resulting in death or injury
All road accidents involving at least one moving vehicle and one person injured or killed as a consequence of this accident. Not injured participants within an injury accident can optionally be recorded, Material damage-only accidents are not considered (Vienna Agreement 1968 – Unece, ITF ed Eurostat 2019).
Injured: the road user was seriously or slightly injured (but not killed within 30 days) in the road accident.
Killed or fatally injured persons: death within 30 days of the road accident, confirmed suicide and natural death are not included.
The harmonized definition of severity of lesions, established at the international level, involves the use, for serious injuries of MAIS 3 + score, i.e., the maximum AIS value equal to or greater than 3. AIS (Abbreviated Injuries Scale) is a classification which describes the severity of the trauma, reported for each of the nine regions in which the human body is divided: the head, face, neck, chest, abdomen, spine, upper limbs, lower limbs, other. The degree of injury varies from 1 (minor injury) to 6 (fatal injury).

Data and Methods

The traditional survey of road accidents resulting in death or injury and the quarterly survey, in urban selected areas, are carried out by Istat with the cooperation of ACI (Automobile Club of Italy) and Regions and Provinces participating to a National Agreement with Istat, aimed to a decentralization of collection and monitoring for road accidents statistics.

The preliminary estimate for the first semester 2026 of road accidents resulting in death or injury data has been calculated on the basis of:
1) the provisional data provided by the Ministry of the Interior (Servizio di Polizia Stradale);
2) the provisional data provided by the Ministry of the Defence (Arma dei Carabinieri);
3) data from the quarterly survey of road accidents in urban areas (main municipalities).

Data in urban areas is collected from 205 municipalities. The units selection was done using the technique of *Cut Off* (with a threshold of 50%). The subgroup contains all main municipalities in the provinces and some municipalities for which a significant share of the total number of accidents in the province was recorded (just in case the percentage of accidents occurred in a main municipality is less than 50% of the amount in province). The share of accidents in the municipalities collected through the quarterly accounts for over 65 % of accidents with injuries recorded by the Local Police in Italy.
The list of the municipalities included in the survey has been updated in 2023. The number of municipalities, in fact, passed from 172 to 198. Subsequently, in 2026, a further update to the list was carried out, increasing the total number of municipalities from 198 to 205. This update reflected territorial changes affecting municipalities in Sardinia and the consequent revision of their statistical codes.

The reduced availability of direct observations at infra-annual intervals compared to total aggregates requires the use of estimation methods based on indicators. These methods consist of dividing certain quantities, specifically, in relation to the performance of some selected indicators or benchmark rates.

To calculate the preliminary estimate of road accidents resulting in death or injury, victims and injured persons in urban areas, the trend of data for the municipalities subgroup in the period January-June 2026, and 2025 final data was used. The technique estimates the six months period values, with reference to not available municipalities set, using the rates calculated on the resident population, in the previous year or in a series of previous years. For the calculation of the preliminary estimate for road accidents with injuries, deaths and injured persons, detected by the Local Police, road accidents, mortality and injury rates were processed. Rates were calculated on the basis of final data, referred to the subset of 205 municipalities in 2026 and final and complete 2025 data.

Specifically, in a first step, the rates for the first six months of 2025, already disseminated indicators, were processed, separately for the 205 municipalities (quarterly survey) and for the rest of the Italian municipalities. The calculation of the absolute values for road accidents, injured and victims, for the first six months in 2026, was obtained by setting a relationship between the rates calculated for 2025 (t-1)) in the two subsets of municipalities (205 quarterly survey municipalities and the rest of municipalities) and 2026 rates (t). To provide a "range" for the estimated values, confidence intervals (CI 95%) have been calculated, Considering the specific data set characteristics, the application of *Bootstrap method*[4] to derive reliable estimates of standard deviation and confidence intervals of parameters, was planned.

The use of Bootstrap resampling techniques allows to build confidence intervals statistically accurate, with optimal efficiency, without the need to formulate the assumption of normal distribution for the population, basic hypothesis for the calculation of confidence intervals with traditional methods. In particular, the confidence interval estimation was performed using the alternative method called *Bootstrap-t*, based on the selection of 100 random samples for the first level and 100 samples extracted for each of the previous ones, for the second level (over 10,000 in total), The samples, each one with size equal to 205 units, identical to the original set of data, were selected with the units replacement, Some "self-representative" units were included in all first level samples.

The self-representative units consist in 12 municipalities (January-June 2026) [5], for which was recorded a high number of deaths and accidents (the number of road accidents detected in the self-representative units is over 50% out of the total), while the remaining Municipalities were randomly chosen in each sample,

The Table 2 includes the values for standard deviation and lower and upper limit of the confidence intervals of the estimated values.

TABLE 2. ROAD ACCEDENTS RESULTING IN DETAHS OR INJURIES, DEATHS AND INJURED PERSONS IN ITALY, January-June 2026, Bootstrap t parameters, preliminary estimates and Lower and Higher limit (absolute values; Confidence Interval – CI 95%)

ROAD ACCIDENTS, FATALITIES AND INJURED PERSONS	Theta	Theta_var	T_lo	T_hi	Estimated value (a)	CI 95% (b)	
						Lower Limit	Lower Limit
	January-June 2026						
Road accidents resulting in death or injury	40630.8	1602.69	0.33598	-0.38593	40617	40092.33	41249.32
Deaths (within 30 days)	283.6	130.177	0.46465	-0.41899	284	277.551	289.054
Injured	51190.28	1988.64	0.35161	-0.38436	51289	50491.05	51954.63

(a) Observed values for road accidents involving personal injuries, fatalities, and injured persons, recorded through the quarterly survey of Local Police in 205 municipalities (IST-002497).
(b) The calculation of confidence intervals was carried out with reference to the proportion of accidents, fatalities, and injuries derived from the quarterly summary survey conducted among the 205 Local Police forces in the sample. The variables *Theta*, *Theta_var*, *T_lo*, and *T_hi* refer to the application of the Bootstrap T method to this dataset.The values reported in the table for the lower and upper limits were then extrapolated to the total number of road accidents, fatalities, and injuries, by including the known data from the Traffic Police and the Carabinieri, as well as by expanding the Local Police sample data to the full population.

[4] Di Ciccio T.J., Efron B. *"Bootstrap Confidence Intervals"* in Statistical Science 1996, Vol. 11, No. 3, 189-228;
Bonanomi A. *"Intervalli di confidenza "Bootstrap: una veduta d'insieme e una proposta per un indice di cograduazione"* – in Working papers - Dipartimento di Scienze Statistiche Università Cattolica S.C., Milano, 2007;
Morana M.T., Porcu M. *"Il Bootstrap. Un'applicazione informatica per un problema di ricampionamento"* - Dipartimento di Ricerche Economiche e Sociali - Università di Cagliari, 2002;
Efron B., Le Page R." Introduction to bootstrap" in" Exploring the limits of Bootstrap" edited by Le Page R., Billard L., Wiley, New York, 1992.
[5] Self-representative units in the samples: Roma, Milano, Torino, Genova, Parma, Napoli, Bari, Palermo, Bergamo, Venezia, Ravenna e Firenze (January-June 2026).

The observed values and the corresponding upper and lower confidence interval bounds were subsequently adjusted using an expansion factor to extend the results from Local Police Forces to the entire population.

The final calculation also included provisional data provided by the Traffic Police and the Carabinieri. The final results are presented in Table 3.

TABLE 3. ROAD ACCIDENTS RESULTING IN DEATHS OR INJURIES, DEATHS AND INJURIES IN ITALY.
Preliminary estimates 2026 (a), lower and higher limits (Confidence Interval 95%). Absolute values.

ROAD ACCIDENTS RESULTING IN DEATH OR INJURY	Road accidents	Deaths (within 30 days)	Injuries
		Asolute values	
January-June 2026 (a)	**89,754**	**1,297**	**120,824**
Lower limit (CI 95%) (b)	*88,967*	*1,287*	*119,613*
Higher limit (CI 95%) (b)	*90,701*	*1,305*	*121,836*

(a) Preliminary estimate for 2026, based on provisional microdata from the Traffic Police and the Carabinieri, and summary data from the quarterly survey conducted among Local Police Forces in 205 municipalities (data received by Istat by 31 October 2026).
(b) For the preliminary estimate for the January–June 2026 period, in order to provide a range of values within which the estimated figures are expected to fall, the point estimate was accompanied by the lower and upper bounds of the 95% confidence intervals (CIs) for the estimated numbers of road accidents, deaths and injured persons.
(c) Source: Istat – Survey on Road Accidents Involving Personal Injury, preliminary estimate for 2026.

Finally, the percentage changes in the preliminary estimate of road deaths for the January–June 2026 period, compared with the reference values for the road safety decades (2001, 2010 and 2019) and presented in Figure 5, were calculated using the point estimate for January–June 2026, together with the lower and upper bounds of the confidence intervals reported in Table 4.

TABLE 4. DEATHS IN ROAD ACCIDENTS IN ITALY. Preliminary estimates 2026 (a), FINAL DATA 2001, 2010 AND 2019, lower and higher limits (Confidence Interval 95%). Absolute values and percentage change 2026/2001, 2026/2010, 2026/2019

DEATHS IN ROAD ACCIDENTS	Deaths (within 30 days)
January-June 2026 (a)	**1,297**
Lower limit (CI 95%) (b)	*1,287*
Higher limit (CI 95%) (b)	*1,305*
January-June 2026/2001 *(percentage values))*	**-60.5**
Lower limit (CI 95%) (b)	*-60.8*
Higher limit (CI 95%) (b)	*-60.3*
January-June 2026/2010 *(percentage values)*	**-34.2**
Lower limit (CI 95%) (b)	*-34.7*
Higher limit (CI 95%) (b)	*-33.8*
January-June 2026/2019 (*percentage values)*	**-15.5**
Lower limit (CI 95%) (b)	*-16.1*
Higher limit (CI 95%) (b)	*-14.9*
January-June 2001 (c)	**3,287**
January-June 2010 (c)	**1,970**
January-June 2019 (c)	**1,534**

(a) Preliminary estimate 2026, based on microdata and summary data provided to Istat within 31st October 2026 (Polizia Stradale, Carabinieri, Local Police of 205 municipalities) (Ref. Data and Methods).
(b) To provide a "range" of values within the estimated number is expected, a Confidence Interval (95%) and lower and higher limits of the confidence intervals for preliminary estimate of accidents, deaths and injuries, were provided.
(c) Source: Istat - Survey on Road accidents resulting in death or injury – Year 2019, 2025 and preliminary estimate 2026.

Coverage

The data are published at the national level,

Timeliness and dissemination data

Preliminary estimates referred to the first semester (year *t*) disseminated in November/December of the same year (year *t*),

Link to bibliographic references

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European Transport Safety Council, Annual PIN report, Year 2026 –

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