



INSTITUTIONAL FRAMEWORK	
Lead agency	Ministry of Transport, Directorate General Road Safety
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	50% (2010–2020)

SAFER ROADS AND MOBILITY	
Audits or star rating required for new road infrastructure	Yes
Design standards for the safety of pedestrians / cyclists	Yes
Inspections / star rating of existing roads	Yes
Investments to upgrade high risk locations	No
Policies & investment in urban public transport	Yes

SAFER VEHICLES	
Total registered vehicles for 2016	52 581 575
Cars and 4-wheeled light vehicles	41 322 370
Motorized 2- and 3-wheelers	9 354 428
Heavy trucks	885 513
Buses	97 817
Other	921 447

Vehicle standards applied (UNECE WP.29)	
Frontal impact standard	Yes
Electronic stability control	Yes
Pedestrian protection	Yes
Motorcycle anti-lock braking system	Yes

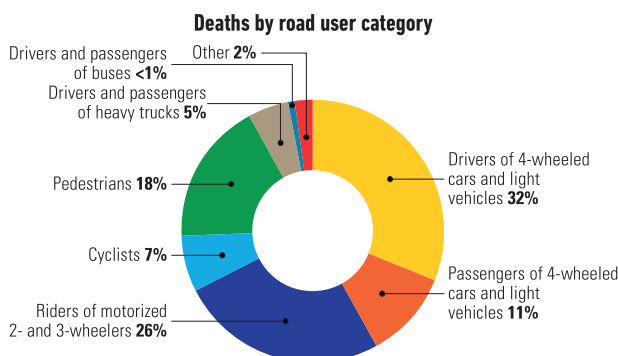
POST-CRASH CARE	
National emergency care access number	National, single number
Trauma registry	Subnational
Formal certification for prehospital providers	Yes
National assessment of emergency care systems	No

DATA	
Reported road traffic fatalities (2015)	3 428 ^a (80% M, 20% F)
Reported rate per 100 000 population (2015)	5.6 ^a
WHO estimated road traffic fatalities (2016)	3 333 ^b
WHO estimated rate per 100 000 population (2016)	5.6 ^b

^a Italian National Institute of Statistics (ISTAT) and Automobile Club of Italy (ACI) Survey on road accidents resulting in death or injury. Died within 30 days of crash
^b WHO's method to obtain comparable country estimates: Group 1. Countries/areas with good death registration data. See explanatory note 3 in *Global status report on road safety 2018* for full details

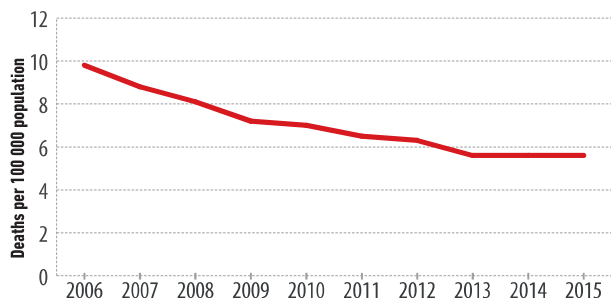
SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	110 km/h ^c
Max motorway speed limit	150 km/h
Local authorities can modify limits	Yes
Self-reported enforcement	0 1 2 3 4 5 6 7 8 9 10
Predominant type of enforcement	Automated
National drink-driving law	Yes
BAC limit – general population	≤ 0.05 g/dl
BAC limit – young or novice drivers	0.00 g/dl
Random breath testing carried out	Yes
Testing carried out in case of fatal crash	Some drivers tested
Self-reported enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	20–25% ^d
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet fastening required	Yes
Helmet standard referred to and/or specified	Yes
Children passengers on motorcycles	Prohibited under 5 yrs
Self-reported enforcement	0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate	98% All riders ^e
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Self-reported enforcement	0 1 2 3 4 5 6 7 8 9 10
Seat-belt wearing rate	62% Front seats ^e , 15% Rear seats ^e
National child restraint law	Yes
Children seated in front seat	Allowed in a child restraint ^f
Child restraint required	Up to 150 cm
Child restraint standard referred to and/or specified	Yes
Self-reported enforcement	0 1 2 3 4 5 6 7 8 9 10
% children using child restraints	38% ^e
National law on mobile phone use while driving	Yes
Ban on hand-held mobile phone use	Yes
Ban on hands-free mobile phone use	No
National drug-driving law	Yes

^c 110 km/h for main suburban roads, 90 km/h for secondary suburban roads
^d 2010, DRUID project on prevalence of alcohol and other psychoactive substances in drivers killed and injured (Isalberti et al., 2011)
^e 2015, Italian National Institute of Health
^f Provided that airbag is deactivated



Source: 2015, Italian National Institute of Statistics (ISTAT) and Automobile Club of Italy (ACI) Survey on road accidents resulting in death or injury

Trends in reported road traffic deaths



Source: Italian National Institute of Statistics (ISTAT) and Automobile Club of Italy (ACI) Survey on road accidents resulting in death or injury