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To: Ms Thérèse BLANCHET, Secretary-General of the Council of the European Union

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Delegations will find attached document SWD(2026) 47 final.

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**COMMISSION STAFF WORKING DOCUMENT**

**Monitoring Road Safety Progress in the EU - Italy**

*Accompanying the document*

**COMMUNICATION FROM THE COMMISSION TO THE EUROPEAN  
PARLIAMENT, THE COUNCIL, THE EUROPEAN ECONOMIC AND SOCIAL  
COMMITTEE AND THE COMMITTEE OF THE REGIONS**

**Report on the Implementation of the EU Road Safety Policy Framework at the Mid-  
Point**

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# Italy

## 1. Summary

In 2024, Italy was **above the EU average** (45), with 51 fatalities per million inhabitants. Compared to 2019, a decrease of 5% in road fatalities was achieved. The number of people seriously injured in 2023 is 3% lower than the respective figure in 2019.

Compared to the EU average, the distribution of fatalities in Italy showed a high proportion of powered two wheelers and fatalities occurring on roads inside urban areas. Also, during the period 2010-2019, the categories of pedestrians and cyclists showed the lowest reductions in both fatalities and injuries.

In the National Road Safety Plan 2030 (NRSP 2030), the **targets of halving the numbers of road fatalities and serious injuries in 2030** compared to 2020 have been set. Also, intermediate targets for 2024 and 2027 have been set, which will allow the trend of the real results to be evaluated in relation to the targets for 2030. Additionally, **specific targets** for 2030 were set **for the road user groups with the highest risk**: cyclists, pedestrians, motorcyclists, children, the elderly and young drivers. It is noted that due to the related effects of the COVID-19 pandemic in 2020, the 2019 figure has been taken as the baseline figure.

The NRSP 2030 includes strategic lines that are organized on two levels: general strategic lines concerning the entire system and specific strategic lines addressed to the categories of users identified as being at greatest risk. Thus, a total of **29 general strategic lines** are included, grouped into the five safe system approach pillars, and **44 specific strategic lines** grouped into the aforementioned six road user categories.

Based on the latest data, and the 5% decrease since 2019, progress remains slow and Italy needs to accelerate the pace of change in its road safety measures to **reach the 2030 target of halving the number of fatalities**. In addition, Italy is making slow **progress towards achieving the 2030 target of 50% decrease in serious injuries**. The observed number of serious injuries in 2023 was 3% lower than in 2019. Also, based on the latest available data of 2023, Italy is **not on track to meet the specific targets** set in the NRSP 2030, except that referring to cyclists.

Regarding **progress in the implementation** of the road safety measures foreseen in the NRSP 2030 for the period 2021-2024, **significant delays** are reported, mainly **due to legislative, organizational and budgetary issues**. In particular, the measures of 12 out of 26 areas are on track. The implementation of measures in 6 areas has been delayed and in the remaining 8 areas has not started yet. The most advanced pillar is Safe Speeds (3 out of 4 areas are on track), followed by Safe Road User Behaviour (half areas are on track). Based on the self-reported assessment, in 2021, Italy started from a low level in the majority of the examined areas and from a medium level in 10 areas.

Examples of **best practices** are available for Italy, including successful communication campaigns, legislative changes regarding the safety of cyclists and motorcyclists, changes in the monitoring of speeding by municipal authorities, as well as incentives provided for the upgrade of transport companies' vehicle fleets.

Finally, **the overall road safety performance (number of fatalities and serious injuries) has not improved sufficiently to meet the targets set for this period**, which may be largely

attributed to the delays met in the implementation of the road safety strategy. It is therefore necessary to accelerate the implementation of the delayed measures. In autumn 2025, Italian authorities will carry out a mid-term evaluation of the implementation of the road safety strategy, with the aim of identifying the most effective actions to compensate for the gaps identified. Within this context, it would be also important to review the degree of implementation of the actions and to explore any other relevant activities, with emphasis on crashes inside urban areas and VRUs.

## 2. Road Safety Strategy and Measures

### 2.1. Road Safety Strategy

The Italian **National Road Safety Plan 2030** (NRSP 2030) was adopted in January 2021 by the Ministry of Infrastructure and Transport, with the approval process involving various governmental bodies. The NRSP 2030 consists of an articulated system of guidelines, infrastructural interventions, prevention and control measures, regulatory and organisational measures, aimed at improving safety in accordance with the EU objectives.

Italy with this Road Safety Plan embraces the **long-term goal of “Vision Zero”** of the European Commission by 2050.

**Table 16.1:** National road safety plan

Italy	
Timeframe	2030
Lead Authority	The General Directorate for Road Safety at the Ministry of Infrastructure and Sustainable Mobility – particularly the Directorate “Intervention plans and programs for the improvement of road safety” in cooperation with the University of Rome La Sapienza and Roma Tre, University of Brescia, University of Cagliari, University of Florence.
<b>Link</b>	

### 2.2. Road Safety Governance

The Directorate for Road Safety of the Ministry of Infrastructure and Transport (MIT) is responsible for the **formulation of the national road safety strategy** and the **monitoring of road safety developments** in the country.

### 2.3. Main Safety Issues

Despite the good road safety progress over the previous decade, a number of challenges remain for Italy<sup>1</sup>:

- Significant, although not as high, was the reduction in the number of deaths and injuries for both **motorcyclists** (26% and 17% respectively) and **passenger car occupants**

<sup>1</sup> Ministero delle Infrastrutture e della Mobilità Sostenibili – Piano Nazionale Sicurezza Stradale 2030 (Delibera CIPRESS 14 aprile 2022, n. 13). Available at: [https://www.mit.gov.it/nfsmitgov/files/media/progetti/2022-09/20220916\\_Piano%20Nazionale%20Sicurezza%20Stradale\\_Def.pdf](https://www.mit.gov.it/nfsmitgov/files/media/progetti/2022-09/20220916_Piano%20Nazionale%20Sicurezza%20Stradale_Def.pdf)

(22%) during the period 2010-2019.

- **Pedestrians** have only seen a 13% reduction in deaths, and even a practically zero reduction in the number of injured persons during the period 2010-2019.
- **Cyclists** showed only a 4% reduction in fatalities during the period 2010-2019, while they faced an 11% increase in the number of injured persons.
- During the period 2010-2019, 71% of road crash injuries and 43% of fatalities occurred on **urban roads**.
- Between 2010 and 2019, a lower reduction was recorded in the number of injured persons on **non-motorways outside urban areas** (9.6% vs 22.7% on urban roads and 27.4% on motorways).

## 2.4. Road Safety Targets

Within the NRSP 2030, general and specific targets have been set. Italy, thus, has set the general targets of:

- **halving the number of road fatalities by 2030**, compared to the values recorded in 2019.
- **halving the number of serious injuries by 2030**, compared to the values recorded in 2019.

**Intermediate targets for 2024 and 2027** have been also set, which will allow the trend of the real results to be evaluated in relation to the targets for 2030.

- By 2024, **2,452 fatalities** and **13,600 serious injuries** in Italy
- By 2027, **2,019 fatalities** and **11,200 serious injuries** in Italy

Additionally, **specific targets for 2030** have been set, giving emphasis on the road user groups of higher risk.

**Table 16.2:** Specific Targets for Higher Risk Categories

Category	Fatalities 2020*	Fatalities 2030 (expected)	% reduction (expected)
1. Cyclists	253	139	45%
2. Pedestrians	534	240	55%
3. Motorcyclists	786	354	55%
4. Children	35	0	100%
5. Elderly people	994	398	60%
6. Young drivers	262	105	60%

\* 2020 data have been replaced by 2019 data, due to the sharp decrease in road fatalities during the pandemic

## 2.5. Road Safety Measures

The Italian National Road Safety Plan 2030 includes **strategic lines that are organized on two levels**: specific strategic lines addressed to the categories of users identified as being at

greatest risk and general strategic lines concerning the entire system<sup>2</sup>.

Thus, a total of **29 general strategic lines** are included, grouped into the **five UN pillars**, taking into account also the initiatives planned by the European Commission.

**Table 16.3:** Road safety pillars and number of general strategic lines

Pillar	Strategic Lines
1. Road Safety Management	8
2. Road Infrastructure	4
3. Safer vehicles	3
4. Safer Users	8
5. Post-crash care	6
<b>Total</b>	<b>29</b>

In addition, **44 specific strategic lines** are included in the NRSP 2030, which are focused on the **six categories of users of greatest risk**.

**Table 16.4:** Number of specific strategic lines for higher risk categories

Category	Strategic Lines
1. Children	6
2. Powered two-wheelers	9
3. Cyclists	9
4. Pedestrians	7
5. Elderly people	9
6. Young drivers	4
<b>Total</b>	<b>44</b>

### 3. Road Safety Progress

#### 3.1. Road Safety Outcomes

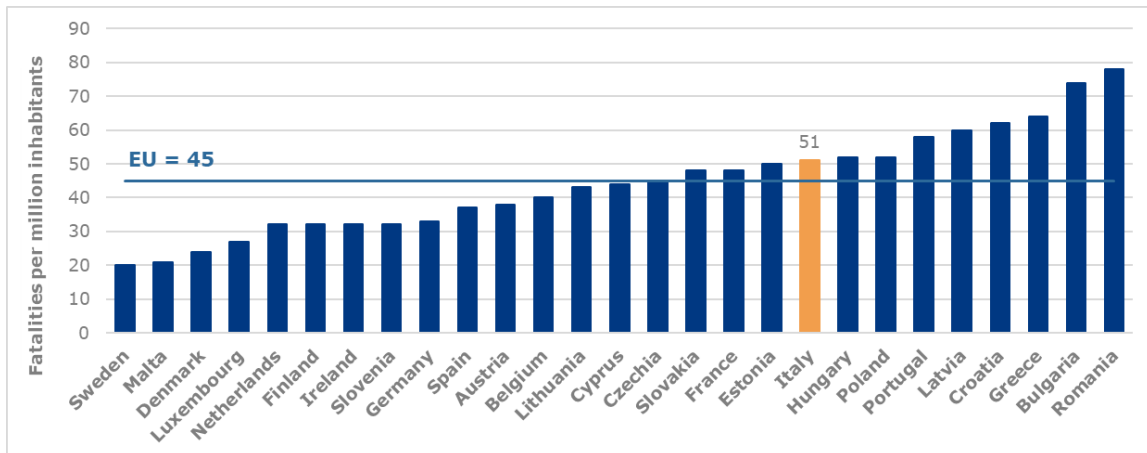
Based on data for 2024, Italy ranked **19<sup>th</sup> out of the 27 EU countries in terms of the lowest numbers of fatalities per million inhabitants**. In fact, 51 road fatalities per million inhabitants were recorded in 2024, which is above the EU average (44).

Italy collects MAIS3+ data on serious injuries<sup>3</sup>. Based on the latest available data, in 2023, **16,989 people were seriously injured** in road crashes, recording a reduction of 3% since 2019.

<sup>2</sup> Ministero delle Infrastrutture e della Mobilità Sostenibili – Piano Nazionale Sicurezza Stradale 2030 (Delibera CIPSS 14 aprile 2022, n. 13). Available at: [https://www.mit.gov.it/nfsmitgov/files/media/progetti/2022-09/20220916\\_Piano%20Nazionale%20Sicurezza%20Stradale\\_Def.pdf](https://www.mit.gov.it/nfsmitgov/files/media/progetti/2022-09/20220916_Piano%20Nazionale%20Sicurezza%20Stradale_Def.pdf)

<sup>3</sup> European Commission (2024) Facts and Figures Serious injuries. European Road Safety Observatory. Brussels, European Commission, Directorate General for Transport.

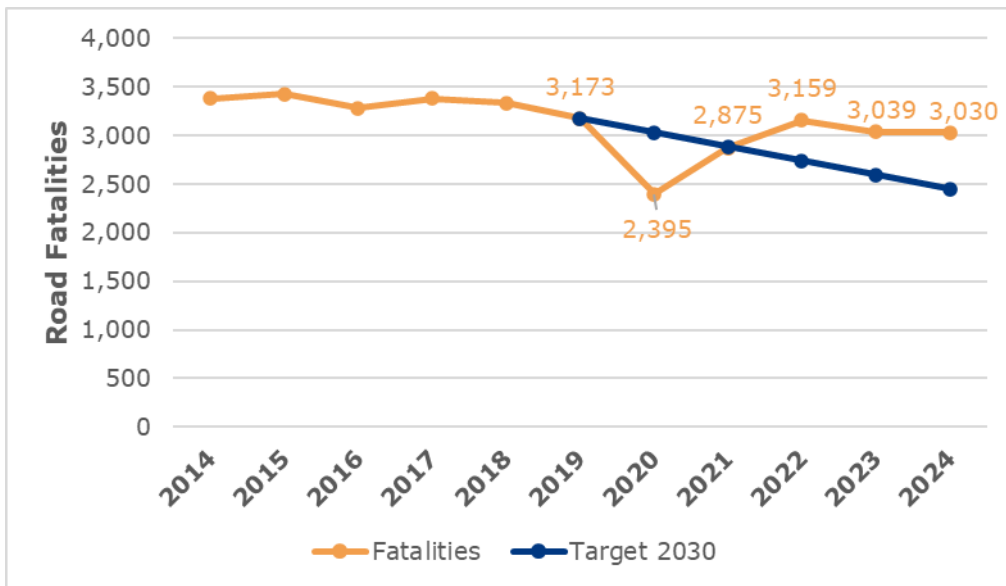
**Figure 16.1** Mortality rates by country, 2024



Sources: CARE database on road crashes; population data from Eurostat (online data code [demo\\_pjan](#)).

In 2024, the **number of fatalities decreased by 5%** compared to 2019<sup>4</sup> meaning progress is slow, and Italy is **currently not on track to meet the 2030 targets of halving the numbers of road fatalities and serious injuries**.

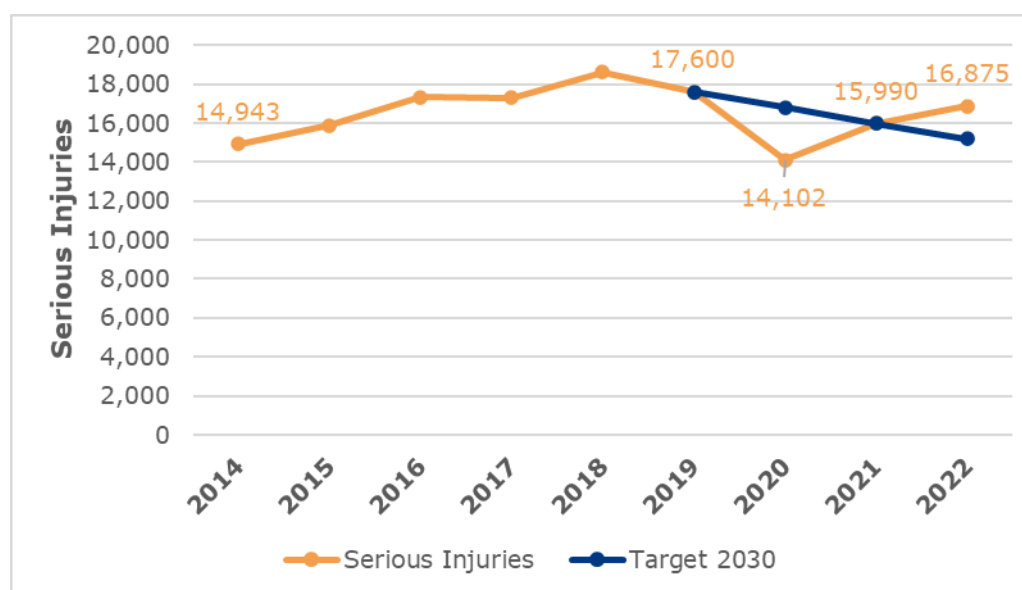
**Figure 16.2** Road fatalities and target 2030  
(Source CARE database)<sup>5</sup>



<sup>4</sup> For all Member States, 2019 has been used as the baseline year for the monitoring of 2030 targets in this report, which is used at EU level. In Italy, 2020 values have been replaced by 2019 values.

<sup>5</sup> It is noted that the global COVID-19 pandemic had an impact on the CARE data for 2020 and 2021 for many European countries. Traffic volumes dropped sharply during the pandemic due to traffic restrictions, which was associated with a significant drop in road traffic crashes and fatalities.

**Figure 16.3** Serious road injuries and target 2030  
(Source: ERSO, Annual Statistical Report 2025) <sup>6</sup>



Also, in 2022, Italy **has made slow progress in achieving the specific targets** set in the NRSP 2030. As shown below, the fatalities of all groups considered are above the target values expected for that year, except cyclists.

**Table 16.5:** Monitoring of specific road safety targets, 2023

	2020* (Baseline)	Target 2023	Observed 2023	Difference
Cyclists	253	212	212	0
Pedestrians	534	427	485	+58
Motorcyclists	786	629	802	+173
Children	35	22	41	+19
Elderly people	994	777	1,041	+264
Young drivers	262	205	250	+45

\* 2020 data have been replaced by 2019 data, due to the sharp decrease in road fatalities during the pandemic

Compared to the EU average, the distribution of fatalities in Italy showed a **high proportion of powered two wheelers and fatalities that occurred on roads inside urban areas**<sup>7</sup>. In fact, 26% of killed people in road crashes were PTW riders in 2023 and 44% of road crash fatalities occurred inside urban areas.

An overview of the evolution of road fatalities for the years 2019 and 2023 (year with the latest available detailed crash data) is provided below for specific types of roads, crashes and road users. In 2023, the total number of **fatalities was 4% lower compared to 2019**. Decreases in all types of fatalities were recorded, except killed PTW riders and fatalities in single vehicle

<sup>6</sup> Italy provides hospital-based data on MAIS3+.

<sup>7</sup> European Commission (2023), Country Profile Italy. Road Safety Observatory. Brussels, European Commission, Directorate General for Transport.

crashes, which increased by 2% and 3% respectively. Also, no change was recorded for the fatalities occurred inside urban areas.

**Table 16.6:** Evolution of road fatalities, 2019-2023

Fatalities	2019	2023	% in 2023	% change 2019-2023
Total road fatalities	3,173	3,039	-	-
Inside urban areas	1,331	1,329	44%	0%
Outside urban areas	1,532	1,471	48%	-4%
Motorways	310	239	8%	-23%
Single vehicle crashes	915	945	31%	+3%
Multi vehicle crashes	1,746	1,633	54%	-6%
Car occupants	1,411	1,332	44%	-6%
PTW riders	786	802	26%	+2%
Cyclists	253	212	7%	-16%
Pedestrians	534	485	16%	-9%

### 3.2. Road Safety Performance Indicators

The use of seat-belts and CRS among passenger car occupants are lower in Italy compared to the EU average, and much lower than the EU average for rear seat seatbelts. Helmet use rates among powered two wheelers are similar with those of the EU on average, while for cyclists they are lower. It is noted, however, that the use of helmet among cyclists and e-bike riders is recommended but not required. Additionally, the average age of the passenger car fleet in Italy is similar to that of the EU average.

Safety Performance Indicators will be monitored regularly over the decade in Italy, however, no specific targets have been set.

**Table 16.7:** Road Safety Performance Indicators, 2022 – 2025 (Source: ERSO, Country Profiles)

	Italy		EU	
	2022	2025	2022	2025
<b>Speeding<sup>8</sup></b>				
% of passenger cars travelling within speed limits <sup>a</sup>				
Motorways	-	94.0	-	-
Rural Roads	-	81.0	-	-
Urban Roads	-	70.0	-	-
<b>Seat belt &amp; CRS use rates (%) <sup>a*,b</sup></b>				
Front	86.6	82.5	93.1	92.4
Rear	34.5	25.9	75.3	69.9
Child restraint systems (roadside observations)	43.5	45.3	67.0	83.3
Child restraint systems (in-vehicle inspections)	/	/	-	-
<b>Helmet use rates (%) <sup>a</sup></b>				
PTW driver	95.2	96.8	97.0	97.6
PTW passenger	93.8	97.6	94.4	97.0
Cyclist	35.2	29.4	37.8	34.5
<b>DUI of Alcohol<sup>c</sup></b> (self-reported)				
% of car drivers who have driven at least once in the last 30 days over the legal limit	12.9	-	11.8	11.8
<b>Driver Distraction <sup>a</sup></b>				
% of drivers not using hand-held mobile device/phone while driving	-	84.5	94.8	94.5
<b>Vehicle Safety</b>				
% of new passenger cars rated with 4 EuroNCAP stars and above <sup>a</sup>	60.6	61.0	83.6	82.7
Average age of passenger car fleet (years) <sup>d</sup>	12.5	12.8	12.3	12.5

Sources: <sup>a</sup> Baseline and Trendline projects, <sup>b</sup> ETSC (2022), <sup>c</sup> ESRA3 project (2024), <sup>d</sup> ACEA (2024, 2025), Notes: \*2025 data only for weekdays

## 4. Monitoring Road Safety Strategy Implementation

### 4.1. Implementation Progress

#### *Road Safety Management*

Italy starts from a medium level in all road safety areas related to **Road Safety Management**, except the national road safety observatory. All measures related to the areas of national road safety authority and road safety legislation are on track, while the implementation of the measures related to national road safety budget and national road safety observatory has been delayed.

<sup>8</sup> An EU average is not available for speeding, due to different legal speed limits among countries, which does not allow for a straightforward comparison.

**Table 16.8:** Self-reported assessment of implementation progress of measures related to road safety management

B1	Road Safety Management	Baseline Assessment (2021)	Progress (2021-2024)
1	National road safety authority	medium	on track
2	National road safety budget	medium	delayed
3	Road safety legislation	medium	on track
4	National road safety observatory	low	delayed

Specifically, the Ministerial Decree n.267 of 10/26/2023 reconstituted the Committee for the Direction and Coordination of Activities (CICASS) related to Road Safety at the Ministry of Infrastructure and Transport in order to **coordinate strategic interventions at national level**, including coordination of the action of the State with the guidelines of the European Union, identification of the priority lines for the preparation of the National Road Safety Plan, coordination of the interventions of municipalities and other public and private entities, verification of the measures adopted and the results achieved, also with regard to the interventions implemented by the bodies that own the roads.

Also, **legislative changes** to the highway code and new rules on road safety have been approved. The new Highway Code published in the Official Gazette with Law no. 177 on 25 November 2024, introduces some important changes to road safety regulations, e.g., sanctions are being increased for many offences. The new provisions entered into force on 14 December 2024.

In addition, specialist technical support has been introduced for the creation of a **national road safety observatory** for Italy. Before the end of 2025, the National Observatory for Road Safety is expected to be implemented, a portal that will gather all the information, news and statistics concerning road safety. At the same time, the observatory will serve as a tool for monitoring the progress of NRSP 2030.

Within this context, the focus is on the data collection and processing with the purpose of **calculating Key Performance Indicators (KPIs)** in association with the Trendline project, research institutes and private societies. This activity is ongoing as KPIs are “operational goals” in the NRSP 2030.

However, it is noted that **limited state funds** are available for the implementation of the activities envisaged in the NRSP 2030 and a national road safety budget is not yet operational in Italy. Regional and local authorities can allocate more resources from their own budget or funds resulting from charging administrative pecuniary sanctions (if in line with art. 208 and 142 of the Highway code).

### *Safe Road User Behaviour*

In relation to the pillar of **Safe Road User Behaviour**, Italy starts from a medium level in 2021 in the half road safety areas, i.e. education, communication campaigns, professional drivers. The baseline is assessed as low in the areas of enforcement, new drivers training and vulnerable road users. The implementation of the measures related to new drivers training and professional drivers has not started yet, while has delayed for the area of vulnerable road users. The remaining measures are on track.

**Table 16.9:** Self-reported assessment of implementation progress of measures related to road user behaviour

B2	Safe Road User Behaviour	Baseline Assessment (2021)	Progress (2021-2024)
1	Enforcement	low	on track
2	Education	medium	on track
3	New drivers training	low	not started
4	Communication campaigns	medium	on track
5	Measures for vulnerable road users	low	delayed
6	Measures for professional drivers	medium	not started

The implementation of the specific strategic lines related to enforcement and vulnerable road users will be made executive in the individual implementation programs envisaged in the RSNP 2030. A total of 6 million euros has been secured for **traffic police equipment** for roadside checks (breathalyser tests, speed detectors, etc.), and office supplies (hardware, software) for the coming years.

Furthermore, as of Decree n. 267/2024, resources were allocated to Local DGs (Direzioni Generali Territoriali del MIT) for a plan of action with the aim of promoting safe road user behaviour throughout the country. Local DGs could carry out training and education measures for children, young and elderly drivers. Around 3.2 million euros are to be distributed to the Local Directorates of the Ministry for the organisation of **training courses and awareness-raising events**, in collaboration with driving school associations.

Regarding **communication campaigns**, 2.78 million euros have been secured for road safety campaigns on TV, radio, web, press, street posters for the period 2023-2025.

### *Safe Speeds*

Regarding the **Safe Speeds** pillar, Italy starts from a low level in all related road safety areas. In this pillar, all measures are on track, while the implementation of the measures related to the update of speed limits has not started yet.

Concerning the enforcement of speeding, program agreements were signed between the end of 2023 and the beginning of 2024 with the State Police and the Carabinieri for the purchase of road control instrumentation in order to counteract the riskiest behaviours. Also, Program Agreements have been signed for the active monitoring of speeding.

**Table 16.10:** Self-reported assessment of implementation progress of measures related to safe speeds

B3	Safe Speeds	Baseline Assessment (2021)	Progress (2021-2024)
1	Update of speed limits	low	not started
2	Enforcing speed limits	low	on track
3	Campaigns on speeding	low	on track
4	Monitoring speeding	low	on track

### *Safe Roads*

Regarding the **Safe Roads** pillar, based on the self-reported assessment, the baseline is low for all road safety areas, except road design standards. Less progress has been made in this pillar. Only measures related to road safety audits and inspections are on track, while the implementation of the remaining measures has either delayed or not started yet.

**Table 16.11:** Self-reported assessment of implementation progress of measures related to safe roads

B4	Safe Roads	Baseline Assessment (2021)	Progress (2021-2024)
1	City mobility & safety plans	low	delayed
2	Urban infrastructure for VRUs	low	delayed
3	Rural roads safety interventions	low	not started
4	Motorways safety management	low	not started
5	Road design standards	medium	not started
6	Road safety audit and inspection	low	on track

Specifically, the **strategic plans developed by individual cities** (PUMS) according to the ELTI Guidelines are currently being drafted, approved and adopted. In addition, 17.1 million euros are to be shared among the largest municipalities to finance the renewal and improvement of priority road signs.

Regarding the area of **urban infrastructure for VRUs**, the implementation of the specific strategic lines will be made executive in the individual implementation programs envisaged in the RSNP 2030. A total of 13.5 million euros will be shared among the 14 largest municipalities to finance urban road works for pedestrian safety (according to D.M. 408 del 22/12/2022), such as 30 km/h areas, traffic lights on crossings, or vertical and horizontal road signs.

Since July 2021, an agreement between the Ministry and ANSFISA, the agency responsible for road infrastructure safety, allows ANSFISA to implement a **plan of inspections on roads**, highways and infrastructure managers to operate following the correct maintenance procedures to ensure safety. In particular, sections of roads and highways and other infrastructure works such as bridges, viaducts and tunnels will be checked on a sample basis.

Additionally, the Ministerial Decree n. 311 of 11/12/2024 has allocated resources to cities for a plan of maintenance of priority road signs.

## Safe Vehicles

In relation to the pillar of **Safe Vehicles**, Italy starts from a low level in all related areas. Only measures related to vehicle technical inspections are on track, while the implementation of the remaining measures has been delayed.

Incentives for the implementation of ADAS systems on vehicles are under discussion and are also foreseen in the RNSP 2030. Furthermore, concerning the area of vehicle technical inspection, a test campaign was conducted for vehicle safety and environmental requirements for the years 2022 and 2023.

**Table 16.12:** Self-reported assessment of implementation progress of measures related to safe vehicles

B5	Safe Vehicles	Baseline Assessment (2021)	Progress (2021-2024)
1	Fleet renewal	medium	on track
2	Promotion of ADAS	low	delayed
3	Technical vehicle inspection	medium	on track
4	Automation preparation	medium	on track

## Post Crash Care

Regarding the **Post-Crash Care** pillar, Italy also starts from a low level in 2021. A pilot study on post-crash care is being carried out between local authorities and medical services, using drones to assess the crash site and give the medical staff the chance to reach the scene faster. Additionally, an interdisciplinary project is being carried out related to the post-crash phase.

**Table 16.13:** Self-reported assessment of implementation progress of measures related to post crash care

B6	Post Crash Care	Baseline Assessment (2021)	Progress (2021-2024)
1	Reduce EMS reaction time	low	not started
2	Support people injured	low	not started

## 4.2. Best Practices

Examples of best practices are available for Italy:

### Safe Road User Behaviour:

- **Communication campaigns:** MIT campaign “Sulla Buona Strada” (2019), National Road Police and Autostrade per l’Italia campaign "Sei sicuro?" (2019), Automobile Club d’ Italia (ACI) campaign "Rispettiamoci" (2020), Ministry of Education and Merit "Progetto Edustrada" (2023).
- **Measures for vulnerable road users:** the Law no. 120 of 11 September 2020 makes a series of amendments to the Highway Code, especially for cyclists. It introduced urban cycle roads (a single carriageway urban road with priority for cyclists), cycle lanes, counterflow bike lanes and advanced stop lines for cyclists.

Also, a ministerial decree (1/4/2019) sets forth guidelines for replacing and upgrading safety barriers installed on road infrastructure, with particular attention to safety barriers for motorcyclists

#### **Safe Speeds:**

- **Monitoring speeding:** Municipal authorities can now install speed cameras on urban and city centre streets. Until now, this was not possible except on dual carriageway roads, where the speed limit is 70 km/h.

#### **Safe Vehicles:**

- **Fleet renewal:** The government provided incentives to upgrade transport companies' vehicle fleets in 2018, with the measure being carried through to 2019.

### **4.3. Gaps**

Three main types of gaps for the implementation of the road safety plan are identified: **legislative, organizational and budgetary**. These gaps are found in almost all road safety areas of the six pillars.

More specifically:

- legislative gaps are reported for the areas of: road safety legislation, enforcement, training of new drivers, vulnerable road users, professional drivers, update of speed limits, urban infrastructure for VRUS, motorways safety management, road design standards, road safety audits and inspections, fleet renewal and promotion of ADAS.
- Organisational gaps are reported for the areas of: national road safety authority, national road safety observatory, communication campaigns, monitoring of speeding, city mobility & safety plans, motorways safety management, road design standards, road safety audits and inspections, reduction of EMS reaction time and support of injured people.
- Budget related gaps are reported for the road safety areas of: national road safety budget, fleet renewal, promotion of ADAS, vehicle technical inspections.

## **5. Conclusions and Recommendations**

In the NRSP 2030, the **targets of halving the numbers of road fatalities and serious injuries in 2030** compared to 2020 have been set. Also, intermediate targets for 2024 and 2027 and specific targets for the road user groups of the highest risk have been defined. It should be noted that 2020 values (baseline year) have been replaced by 2019 values, due to the sharp decrease in road crashes and casualties during the Global COVID-19 pandemic (2020-2021).

A total of 29 general strategic lines are included in the strategy, grouped into the five safe system approach pillars, and 44 specific strategic lines grouped into six road user categories.

In 2024, Italy, with **51 fatalities per million inhabitants**, ranked 19<sup>th</sup> out of the 27 member states of the EU in terms of the lowest fatality rates per population. Compared to the EU average, the distribution of fatalities in Italy showed a high proportion of powered two wheelers and fatalities occurred on roads inside urban areas.

Based on data, between 2019 and 2024, a decrease of 5% in road fatalities was recorded. Also,

crash fatalities for all examined road user types declined, except killed PTWs and fatalities in single vehicle crashes. In addition, a reduction of 3% in serious injuries was recorded during the period 2019-2023. Accordingly, Italy needs to take additional action to **achieve the 2030 targets**.

Regarding progress in the implementation of the road safety actions foreseen in the NRSP 2030 for the period 2021-2024, **significant delays** are reported, mainly due to legislative, organizational and budgetary issues. In particular, the measures of 12 out of 26 areas are on track. The implementation of measures in 6 areas has been delayed and in the remaining 8 areas has not started yet.

Finally, **the overall road safety performance (number of fatalities) has not improved sufficiently in order to meet the target set for this period**, which may be largely attributed to the delays met in the implementation of the road safety strategy. It is therefore necessary to accelerate the implementation of the delayed measures. In autumn 2025, Italian authorities will carry out a mid-term evaluation of the implementation of the road safety strategy, with the aim of identifying the most effective actions to compensate for the gaps identified. Within this context, it would be also important to review the degree of implementation of the actions and to explore any other relevant activities, with emphasis on crashes inside urban areas and VRUs.