

# Italy

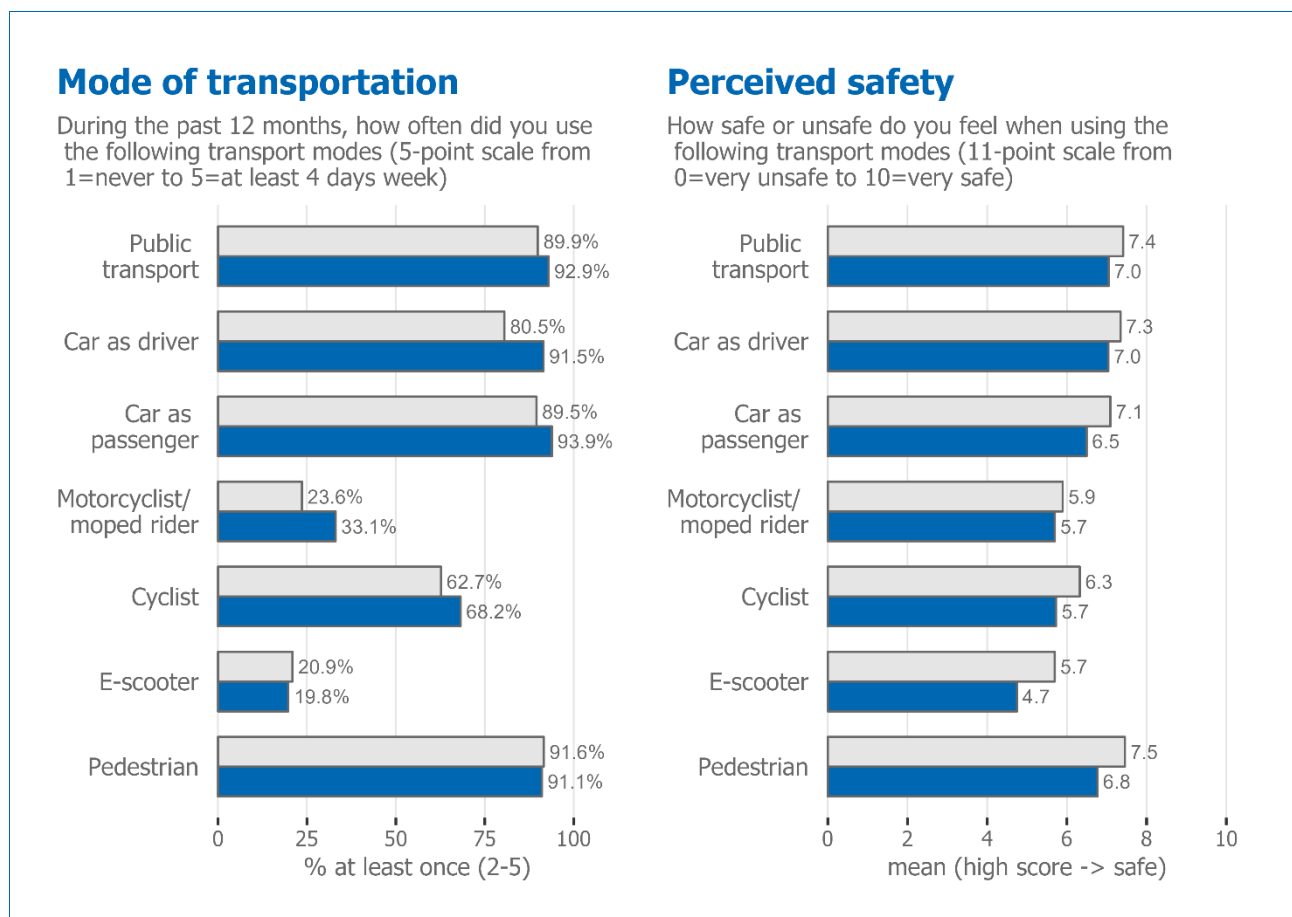
## ESRA3 Country Fact Sheet

Version 2 (01/2024)

ESRA (E-Survey of Road Users' Attitudes) is a joint initiative of road safety institutes, research centres, public services, and private sponsors from all over the world. The aim is to collect and analyse comparable data on road safety performance and road safety culture. The ESRA data are used as a basis for a large set of road safety indicators. These provide scientific evidence for policy making at national and international levels. Vias institute in Brussels (Belgium) initiated and coordinates ESRA, in cooperation with ten steering group partners (BAST, DTU, IATSS, ITS, KfV, NTUA, PRP, SWOV, TIRF, University Gustave Eiffel). At the heart of ESRA is a jointly developed questionnaire survey, which is translated into national language versions<sup>1</sup>. The themes covered include: self-declared behaviour, attitudes and opinions on unsafe traffic behaviour, enforcement experiences and support for policy measures. The survey addresses different road safety topics (e.g. driving under the influence of alcohol, drugs and medicines, speeding, distraction) and targets car occupants, motorcyclists and moped riders, cyclists, riders of e-scooters and pedestrians.

This fact sheet contains the key results of the ESRA3 survey, which was conducted simultaneously in 39 countries in 2023. In total this online panel survey collected data from more than 37,000 road users (1,007 in Italy, aged 18-74). The ESRA3 survey in Italy was supported by Research Centre for Transport and Logistics of Sapienza University in Rome. An overview of the initiative and more results are available on [www.esranet.eu](http://www.esranet.eu).

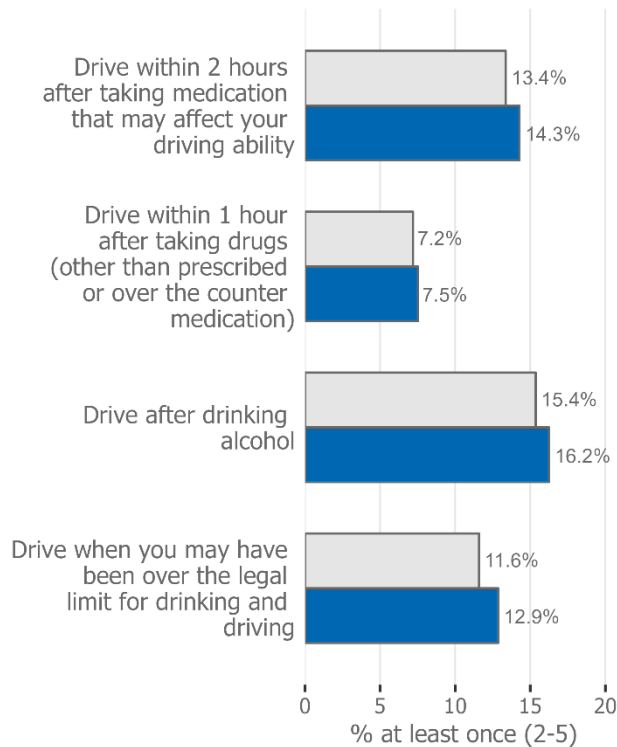
The following figures show a core set of variables in which Italy (blue bar) is compared with the Europe22 ESRA3 mean<sup>2</sup> (grey bar).



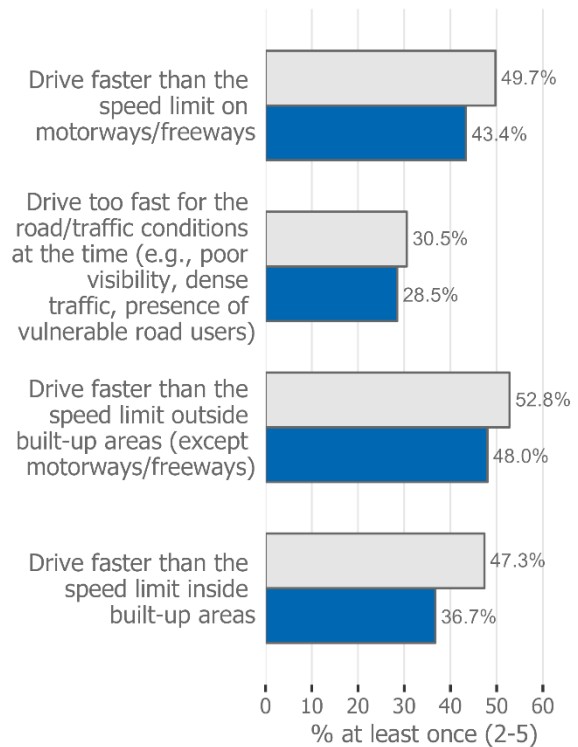
## Self-declared behaviour

Over the last 30 days, how often did you ...? (5-point scale from 1=never to 5=(almost) always)

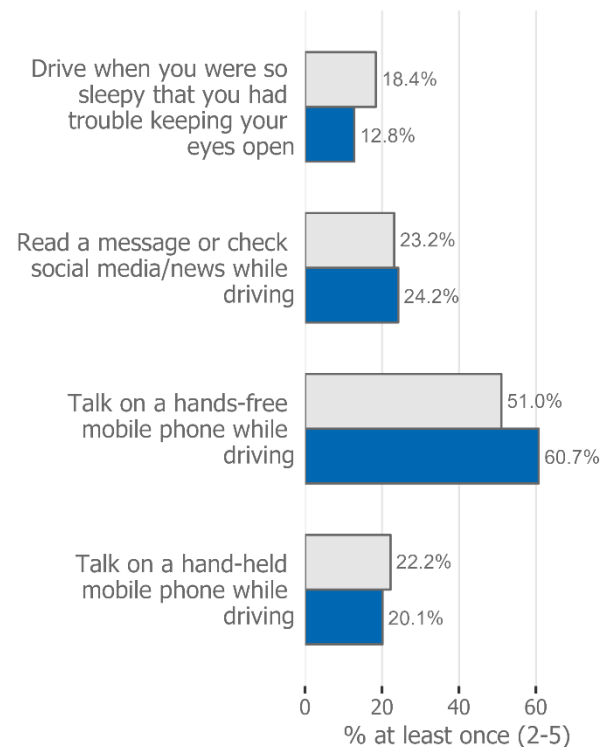
### DUI as a car driver



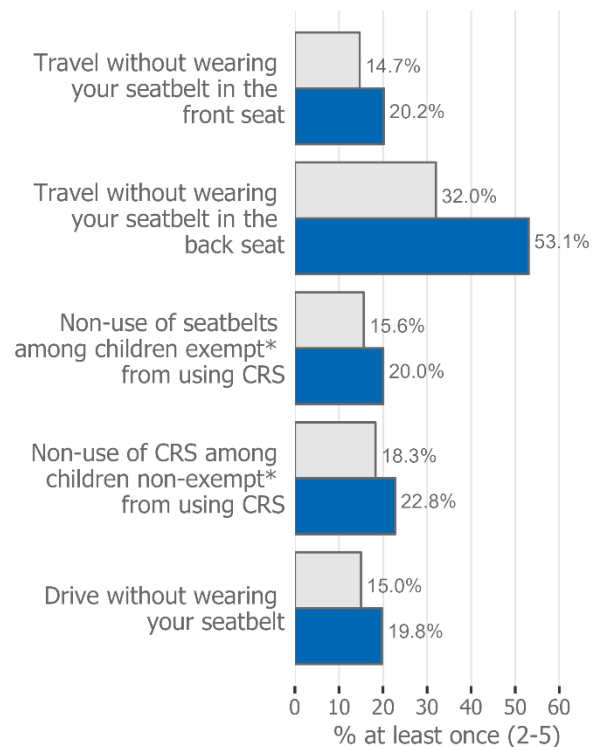
### Speeding as a car driver



### Distraction & fatigue as a car driver



### Seat belt use in a passenger car

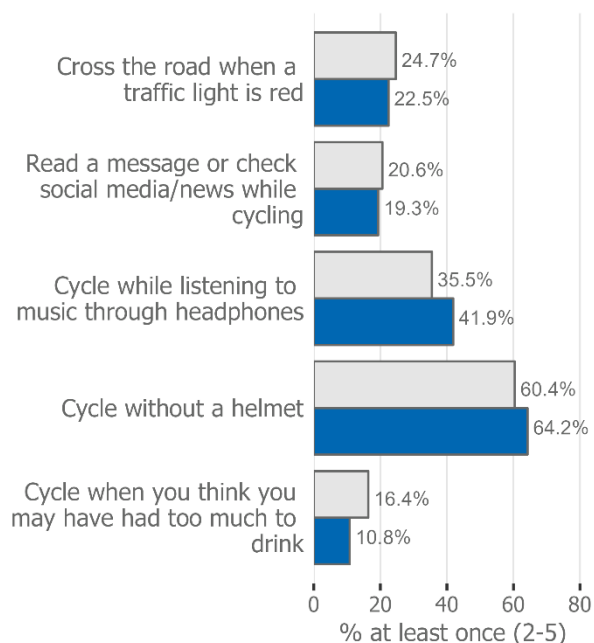


\* specified based on national regulation; CRS = Child Restraint System

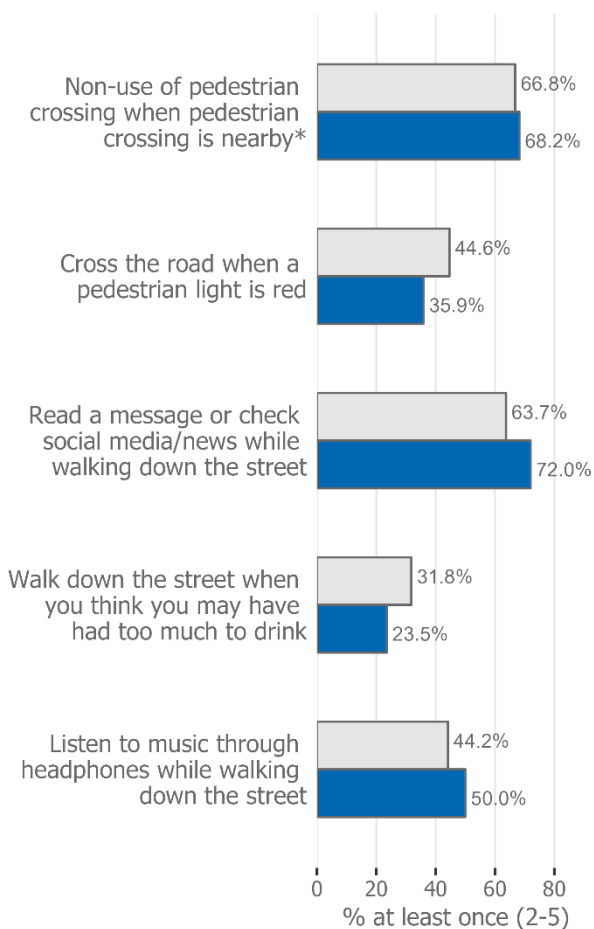
## Self-declared behaviour

Over the last 30 days, how often did you ...? (5-point scale from 1=never to 5=(almost) always)

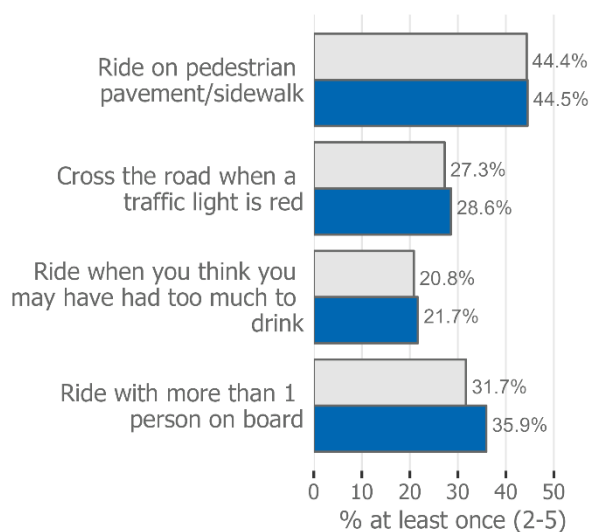
### Cyclists



### Pedestrians



### E-scooter riders



\* specified based on national regulation

### Sample size\*\*

Road users who use each transport mode at least a few days per month.

Mode of transportation	Italy	Europe22
Car drivers	906	16,900
Car drivers who transported children (<18y) exempt* from using CRS	299	6,110
Car drivers who transported children (<18y) non-exempt* from using CRS	327	6,441
Car passengers	814	15,480
Cyclists	549	10,650
E-scooter riders	126	2,918
Pedestrians	885	19,119

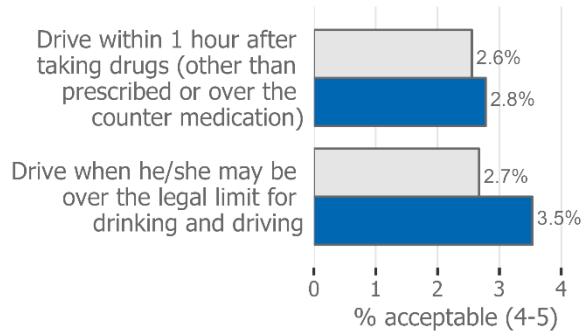
\*\*weighted sample for self-declared behaviours. CRS = Child Restraint System

## Personal acceptability

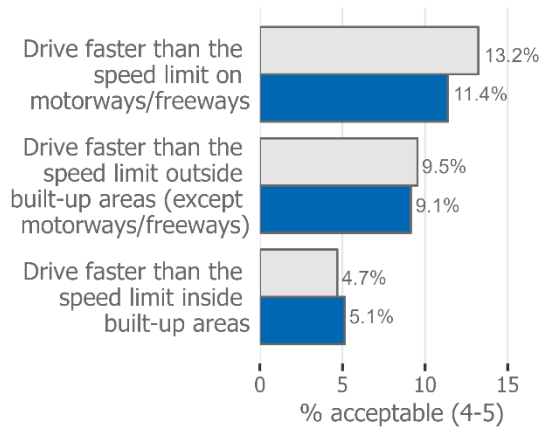
How acceptable do you, personally, feel it is to ...? (5-point scale from 1=unacceptable to 5=acceptable)

### Car drivers

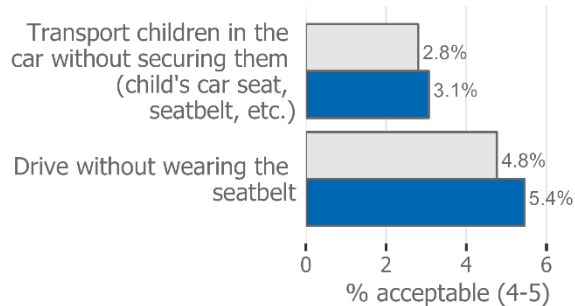
#### DUI



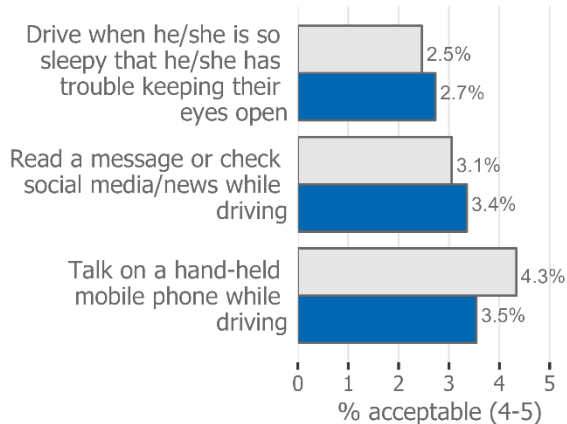
#### Speeding



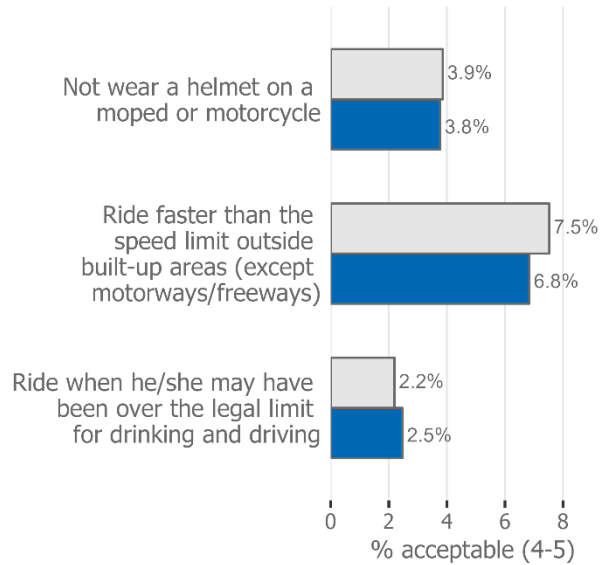
#### Seat belt



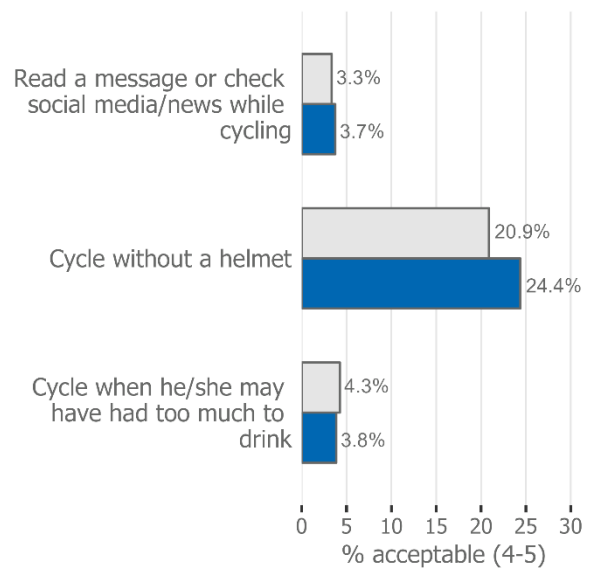
#### Distraction & fatigue



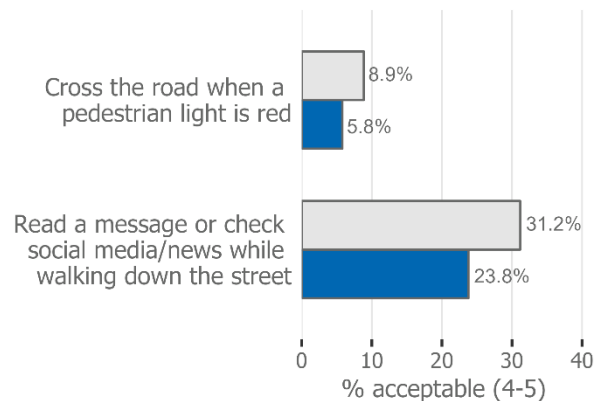
### Motorcyclists & moped riders



### Cyclists

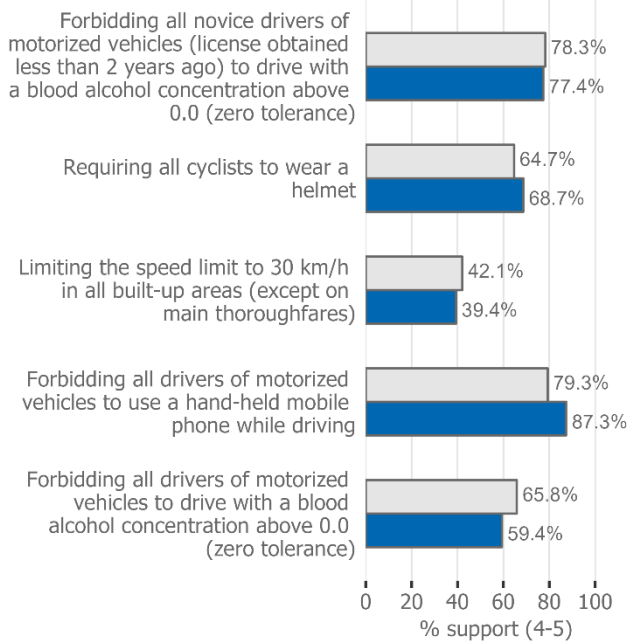


### Pedestrians



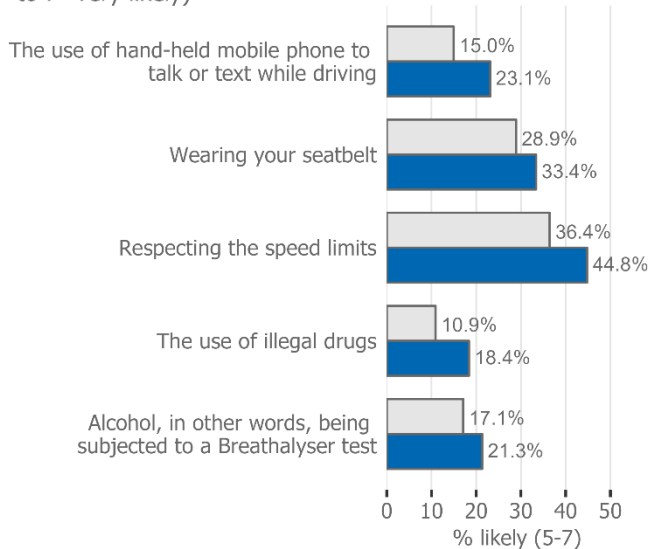
## Support of policy measure

Do you oppose or support a legal obligation ...? (5-point scale from 1=oppose to 5=support)

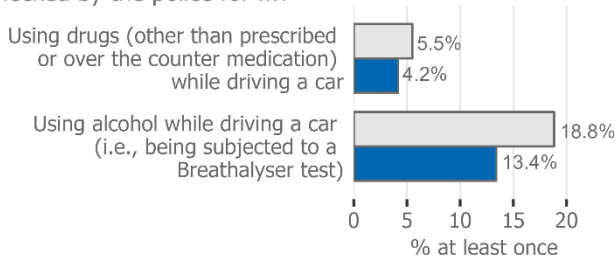


## Enforcement

On a typical journey, how likely is it that you (as a car driver) will be checked by the police (including camera's or radars) for ...? (7-point scale from 1=very unlikely to 7=very likely)



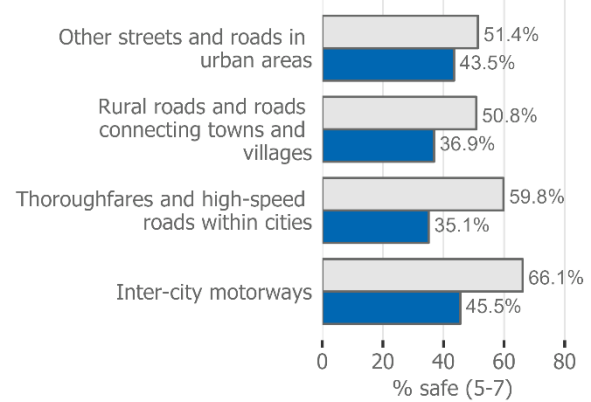
In the past 12 months, how many times have you been checked by the police for ...?



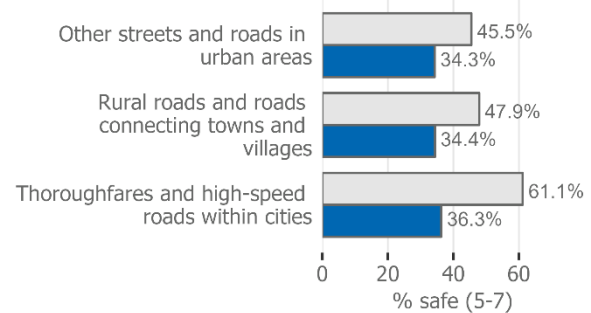
## Infrastructure

How would you rate the roads that you regularly use in terms of safety ...? (7-point scale from 1=very unsafe to 7=very safe)

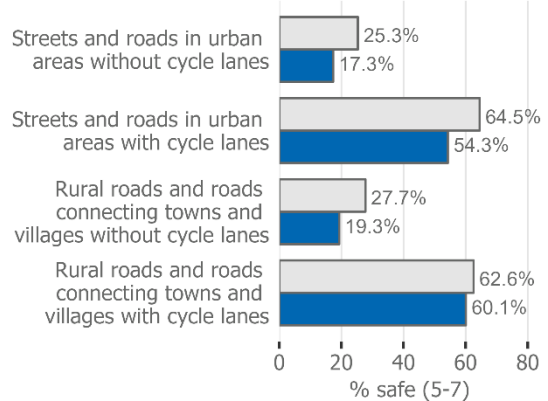
### Car drivers



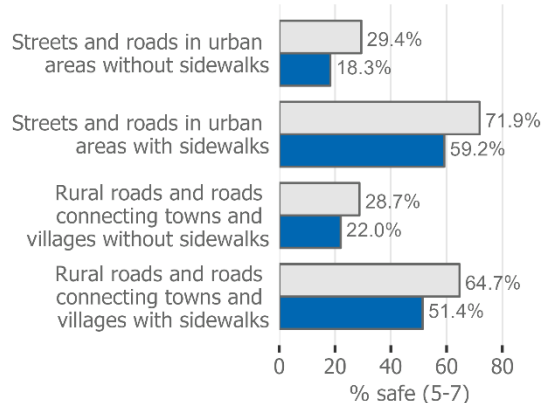
### Motorcyclists & moped riders



### Cyclists



### Pedestrians



## Background Data

Basic data of Italy in relation to the Europe22<sup>3</sup> mean.

<b>Exposure</b>	year	Italy
total length of roads (km)	2020	235,492
total length of motorways (km)	2020	6,978
vehicle kilometres (total in millions)	2021	75,500
motorisation rate (motor vehicles/1000 inhab.)	2021	948.9

Source: [IRF](#), Geneva, Switzerland; [OECD](#); [Eurostat](#)

<b>Persons killed in road crashes by age, gender and transport mode</b>					
	Italy		Europe22*		
	absolute number	%	absolute number	%	
0-14	28	1.0	398	2.1	
15-17	63	2.2	424	2.3	
18-24	302	10.5	2,361	12.7	
25-49	944	32.8	6,166	33.2	
50-64	615	21.4	3,969	21.4	
≥65	870	30.3	5,122	27.6	
unknown age	53	1.8	112	0.6	
male	2,396	83.3	14,529	78.3	
female	479	16.7	3,990	21.5	
unknown gender	0	0.0	33	0.2	
car (including taxi)	1,192	41.5	7,349	43.7	
moped	67	2.3	464	2.8	
motorcycle	695	24.2	3,103	18.5	
bicycle	220	7.7	1,640	9.8	
pedestrian	471	16.4	2,814	16.7	
other	230	8.0	1,437	8.6	
TOTAL	2,875	100.0		100.0	
fatalities per 1,000,000 inhab.	48.6		39.1		

Data of Italy from 2021. Europe22\* based on the most recent data available by country. Due to missing data not included in mean for gender and age: Bosnia and Herzegovina; for transport modes moped and motorcyclists also Ireland, United Kingdom. The mean for 'fatalities per 1,000,000 inhab.' includes all countries. Source: [CARE database](#)

<b>Population</b>			
	year	Italy	Europe22
population	2021	59,109,668	482,386,787
density (inhab./km <sup>2</sup> )	2021	199.9	128.0
males (% of total)	2021	48.7	49.0
females (% of total)	2021	51.3	51.0
urban (% of total)	2021	71.3	77.3
internet users (per 100 people)	2021	74.9	88.5

Source: [World Bank](#)

<b>Traffic legislation in Italy</b>	
Speed limits for passenger cars:	(km/h)
motorways	130
rural roads	90-110
urban roads	50
Drink-driving:	BAC limits (g/l)
max. BAC for drivers	0.50
max. BAC for young/novice drivers	0.00
max. BAC for professional drivers	0.00
Existence of drug-driving law	Yes
Protective systems:	
obligation to use seatbelt in front seat	Yes
obligation to use seatbelt in rear seat	Yes
obligation to use child restraint systems for transport of children	Yes
obligation to use a helmet as a motorcyclist	Yes
Prohibition to use mobile phone while driving (hand-held)	Yes

Source: [WHO \(2018\)](#); ESRA3 national partner

<sup>1</sup> Please note that this country fact sheet has been written in British English. Exact wording of items and spelling was adapted according to the needs of the national language versions of the ESRA3 survey.

<sup>2</sup> The Europe22 ESRA3 mean is based on the results of the 22 European countries participating in the ESRA3 survey: Austria, Belgium, Bosnia and Herzegovina, Czech Republic, Denmark, Finland, France, Germany, Greece, Ireland, Italy, Latvia, Luxembourg, Netherlands, Poland, Portugal, Republic of Serbia, Slovenia, Spain, Sweden, Switzerland, United Kingdom.

<sup>3</sup> The Europe22 mean used in the background data is based on the national data of the 22 European countries participating in the ESRA3 survey (for countries see footnote 2 above).

The ESRA3 survey in Italy was supported by Research Centre for Transport and Logistics of Sapienza University in Rome.

Please refer to this document as: Vias institute. (2023). *Italy – ESRA3 Country Fact Sheet. ESRA3 survey (E-Survey of Road users' Attitudes)*. Version 2 (01/2024). [Fact sheet]. <https://www.esranet.eu/storage/minisites/esra2023countryfactsheetitaly.pdf>

For more information: [www.esranet.eu](http://www.esranet.eu) or email [esra@vias.be](mailto:esra@vias.be)

