

FORUM 2026

**ROAD SAFETY, FROM THE URBAN MOBILITY COUNCIL REPORT:
OVER 3,000 DEATHS ON ITALIAN ROADS,
TRIPLE THE AMOUNT OF WORKPLACE FATALITIES.
ANNUAL SOCIAL COST OF ACCIDENTS IN ITALY AMOUNTS TO €20BN.
RESPONSIBILITY NEEDS TO BE SHARED: DATA AND TECHNOLOGY CAN BE ENABLING
FACTORS FOR SAFE MOBILITY IN TOWNS.**

- **URBAN MOBILITY COUNCIL REPORT – Accident rates¹ on Italian roads continue to increase, with a 2.94 rate in 2024. There were 173,364 accidents with injuries to persons, 7,000 more than 2023. 69.3% of casualties were in urban areas. The number of fatalities on Italian roads is still very high: 3,030 deaths in 2024, only 9 less than the previous year.**
- **STUDY BY THE POLYTECHNIC UNIVERSITY OF MILAN - 73% of road accidents are in urban centres. The Polytechnic University of Milan presented a study that was based on data and artificial intelligence to identify risk situations, prevent them and support urban planning decisions.**
- **STUDY BY MIT SENSEABLE CITY LAB - risk is not spread evenly throughout towns. Certain roads have systematically higher levels of danger. Targeted urban redesign can reduce accidents and improve traffic flows.**
- **THE UNITED NATIONS SECRETARY-GENERAL’S SPECIAL ENVOY FOR ROAD SAFETY, JEAN TODT - Road accidents in the world represent a silent pandemic. Almost two million people lose their lives on roads every year, with this being the leading cause of death at global level of children and young people of between 5 and 29.**
- **PROTOCOL OF UNDERSTANDING BETWEEN THE ITALIAN STATE POLICE, THE DEPARTMENT OF PUBLIC SECURITY AND UNIPOL CURRENTLY IN PREPARATION - the protocol was designed as a tool to improve road safety levels by promoting joint awareness-raising initiatives.**

Milan, 8 June 2026 - According to figures processed by The Urban Mobility Council² Report, 173,364 road accidents causing injury were recorded in Italy in 2024, 7,000 more than 2023 (+4.1%). 233,853 people were injured, a figure which has also grown by 4.1% while 3,030 died, 9 less than 2023. 73.2% of accidents and 69.3% of injured people occur in urban areas. The social cost of road accidents is very high, estimated at about €20bn per year considering the loss of human life, healthcare costs, material loss, insurance charges and loss of productivity. This social and economic emergency requires responsibility to be shared among all the parties involved in the mobility system.

¹ Number of accidents per 1,000 residents

² Report by Isfort. Processing of ISTAT-ACI figures

This is the challenge faced by the fifth edition of the 2026 Forum of **The Urban Mobility Council (TUMC) - Think Tank promoted by Unipol** entitled “**Roads for safe mobility**”. **From a global commitment to the local scale**”.

The 2nd TUMC Report was presented at the Forum, drawn up in association with **Isfort**, the Higher Institute of Transport Training and Research - and the results of the research developed by the **Polytechnic University of Milan** and the **MIT Senseable City Lab**. A partnership was also announced with **Jean Todt, United Nations Secretary General’s Special Envoy for Road Safety (UNSERS)**, and a Protocol was finalised between Unipol and the **Italian Road Police** and the **Department of Public Safety**, also to promote a joint information campaign.

THE SECOND URBAN MOBILITY COUNCIL REPORT: THE NUMBER OF ACCIDENTS AND INJURED PARTIES IN ITALY GREW IN 2024, WITH FATALITY NUMBERS STABLE

The 2nd Urban Mobility Council Report, drawn up with Isfort, aims to inform public debate with an authoritative tool that describes in detail the dynamics and innovations linked to road safety, especially in urban areas.

Carlo Carminucci, Isfort Director of Research, said that after a sharp drop-off between the nineteen nineties and the first decade of the two thousands, the gains made in road safety indicators have progressively slowed down to substantial stability in the last ten years.

The Report underlines how current accident levels are still very high, and incompatible with the European road fatality reduction targets set for 2030 and 2050 with weaknesses persisting in urban areas and for vulnerable users (pedestrians, cyclists and motorbike users). Isfort believes that it is necessary to reinforce integrated policies of prevention, technological innovation, control and safety of infrastructures to invert this trend on a structural basis. In this scenario, the increasingly important role of digital technology and big data is a crucial enabling factor to achieve European targets (“Vision Zero”) and the 2030 National Road Safety Plan.

POLYTECHNIC UNIVERSITY OF MILAN - ROADSAFEAI 2.0 LAUNCHED, A PREDICTIVE ROAD SAFETY MODEL

Sergio Savaresi, Director of the Electronic, Information and Bioengineering Department of the Polytechnic University of Milan, and Member of The Urban Mobility Council Steering Committee introduced the need to move from a logic based on the analysis of previous accidents to a predictive approach that can identify risk situations and support city planning decisions.

Unlike traditional approaches based on the analysis of previous accidents, **RoadSafeAI 2.0 takes a predictive approach**: using millions of telematic data from vehicles, traffic information and the features of the road network to estimate the level of risk in various areas of towns - where over 73% of road accidents occur.

The main innovation is the integration of the traffic variable. The system no longer produces a static photograph of the risk, but maps dynamics that show how road danger changes according to the various driving conditions and at different times of the day.

RoadSafeAI 2.0 was applied to two Italian urban areas, Milan and Genoa. The results show how the system can “learn” and adapt to towns which have very different urban layouts, traffic densities and conditions. The great advantage of the “trained” model is its ability to predict the risk, including in areas that do not have telematic data, using only OpenStreetMap map images and the predictive ability of the algorithm. The results of the RoadSafeAI 2.0 predictive intelligence were tested in Naples, using an assumption whereby harsh event data³

³ Harsh events include sudden braking, swerves or acceleration.

were not included, and they confirmed the localisation of the areas with greater or lesser intensity of sudden braking with a 5-6% margin of error.

The system can be a new decision-making tool for the public authorities, infrastructure managers and mobility operators in order to identify priorities.

MIT - ROAD SAFETY AND URBAN DESIGN: THE DANGER DOES NOT JUST LIE IN TRAFFIC INTENSITY. DENSER, MORE COMPACT URBAN AREAS ENCOURAGE MORE PRUDENT BEHAVIOUR WITH LOWER LEVELS OF RISK

Carlo Ratti, Director of MIT Senseable City Lab and Member of The Urban Mobility Council Steering Committee presented research that analysed millions of harsh events in the city of Milan - recorded through UnipolTech telematics - to show how urban design directly influences road safety.

The analysis of the harsh events does not just reveal situations that result in accidents, but also the most frequent near misses and risky manoeuvres that are often missed in official statistics. This makes it a highly effective tool to analyse road safety, allowing the risk to be identified before an accident happens.

The results show that risk is not evenly spread throughout the town: certain roads are systematically more dangerous, proving that traffic volume is not the only factor creating risk.

Wider, more open roads tend to encourage more aggressive driving behaviour, while denser, more compact towns are associated with lower risk levels. The study therefore proposes a data-driven approach to road safety and urban planning, allowing risk hot spots to be pre-emptively identified and directing targeted urban redesign, going beyond planning that is solely based on historical accidents or traffic flow management.

The research also explored the role of bicycle paths in greater depth: physically separate bicycle paths are associated with greater road safety, while paths that are merely marked out present higher levels of risk in the surrounding areas.

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Bearing witness to the increasing importance of road safety, a new partnership was announced at the Forum, currently being formalised, with the **United Nations Secretary General's Special Envoy for Road Safety, Jean Todt**. A protocol of understanding is also being finalised with the **Italian Road Police, Department of Public Safety** at the Ministry of the Interior. These two initiatives strengthen Unipol's commitment to promote safer mobility, helping to reduce road fatalities by taking an integrated approach that combines data, technological innovation and prevention.

Jean Todt said *"road accidents continue to represent a silent pandemic at global level. We need to act with determination to tackle this crisis. I am delighted to work with Unipol to focus greater attention on this issue, and I would like to thank The Urban Mobility Council for the wonderful data collection and analysis work which is needed to take effective action and improve road safety"*.

Enrico San Pietro, Unipol Group Insurance General Manager said *"there are almost 500 accidents with injured people on Italian roads every day. It is not just mobility problems that lie behind these numbers, but an issue that touches on public health and the quality of life. Since road safety in the future will be increasingly based on the integration of intelligent infrastructures, connected vehicles, data and responsible behaviour, we need to speed up the construction of a national road safety ecosystem based on the deployment of prevention technology in vehicles and infrastructures, capitalising on data as a collective benefit to steer public decisions, investment in*

the training of the new generations and strengthening cooperation between all the parties involved, including institutions, companies, law enforcement and the world of research”.

Stefano Genovese, Unipol Head of Institutional Affairs & Public Affairs and Coordinator of the Urban Mobility Council said “with the 5th edition of the Forum, the Urban Mobility Council Think Tank opens a new set of studies and proposals dedicated to road safety. Since its creation five years ago, we concentrated on areas of energy transition, and especially on the contribution that can come from the intelligent use of new technologies that put environmental objectives at the centre while safeguarding social sustainability. We are now enjoying the benefits of this method: innovation recognised at scientific and patented level like the green boxes; artificial intelligence tools that can pre-empt road risks; global alliances - such as those that we are defining with the United Nations envoy for road strategy, Jean Todt; national agreements like the protocol of agreement with the Italian Road Police, Department of Public Security. All this shows our commitment at both international and territorial levels. Road fatalities represent a silent pandemic on a global scale, we cannot accept this as being an inevitable collateral effect of mobility. The answer however is not to limit the movement of people: it is to govern it with more intelligence, more data and more shared responsibility”.

The following took part at the Forum, supported by the European Parliament, the Italian office of the European Commission, the Ministry of the Environment and Energy Security, the Ministry of Infrastructure and Transport, AGID, the Agency for Digital Italy, the Lombardy Region, the Municipality of Milan and the National Association of Italian Municipalities, ANCI, with **Lavinia Spingardi**, Sky TG24 journalist, presiding: **Carlo Carminucci**, Director of Research at the Higher Institute of Training and Research for Transport (ISFORT); **Paola Carrea**, Managing Director of UnipolTech and Member of the Informal Group of experts of the European Union Research and Innovation for the Automotive Sector (EURIAS); **Arianna Censi**, Mobility Councillor, Municipality of Milan; **Renato Cortese**, Director General of the Road, Railway and Special Departments, Italian State Police, **Alberto Di Rubba**, Chamber of Deputies, **Attilio Fontana**, President of the Lombardy Region, **Stefano Genovese**, Unipol Group Head of Institutional & Public Affairs and Coordinator of The Urban Mobility Council Think Tank, **Geronimo La Russa**, President of the Italian Automobile Club; **Eugenio Patanè**, Mobility Councillor, Municipality of Rome; **Carlo Ratti**, Director of MIT Senseable City Lab and Member of The Urban Mobility Council Steering Committee; **Emilio Robotti**, Councillor for Sustainable Mobility and Public Transport, Municipality of Genoa; **Enrico San Pietro**, Unipol Assicurazioni Group Insurance General manager, **Matteo Salvini**, Deputy President of the Council of Ministers and Minister of Infrastructure and Transport; **Sergio Savaresi**, Director of the Electronic, Information and Bioengineering Department of the Polytechnic University of Milan and Member of The Urban Mobility Council Steering Committee; **Claudia Maria Terzi**, Councillor for Infrastructure and Public Works of the Lombardy Region; **Jean Todt**, UN Secretary-General’s Special Envoy for road safety.