In Italy, road safety results, in the last decade, show a good performing downward trend of casualties.
**BUT** sadly still everyday occurring fatalities call the Government and the all the institutional policy makers to act urgently.

Where lies the true challenge then?

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The challenge

ALL ROAD USERS
Behaviour

External Impact
environment – Infrastructure

Vehicle

Increasing mobility
Demand

Road Network
Capacity

Sustainable socio economic
Progress- accessibility
POLICY FACTORS

- Italian Road Safety Plan (since 2002)
- Good Practices (GP):
  1. Introduction of penalty point system (since 2003) and increased enforcement
  2. Section Control systems on motorways (TUTOR)
  3. VMS Deployment
  4. Dedicated road safety information campaigns to road users using all media (since 2003)
UPGRADING THE POLICIES THROUGH TECHNOLOGY

- Safe cost effective mobility through technology: ICT & ITS as KEY VAULT STONES.

INTELLIGENT

- Infrastructures
- Vehicle
- Information Services – Road side technology “Family”
ITS_ to be quick on the uptake

- ITS investment as a key tool to cast mobility under
- SAFETY
- SECURITY
- QUALITY
- EFFICIENCY

VIDEO MONITORING TRAFFIC CONTROL CENTERS and CCISS - NATIONAL ITALIAN TRAFFIC INFORMATION CENTRE ; SPEED ENFORCEMENT; ELECTRONIC TOLL COLLECTION DEDICATED LANES;
TUTOR _Speed Control

Tutor is a system recording average speed of vehicles passing through equipped portals on a given motorway section. Average speed is calculated through time spent to cover the distance between the two portals on that motorway stretch.

- Currently implemented on over 2.600 km: 39% of motorways network of “Autostrade per l’Italia”
- A quick glance on results on those road sections:
  - 15% reduction average speed
  - Fatality rate: -51%
  - Road accident rate: -19%
  - Fuel consumption reduction: 10,300 tons/y
  - CO₂ reduction: 32,500 tons/y
The VISIBLE ITS: VMS

- All along the Italian road Network, motorways and urban areas, VMS convey AD HOC MESSAGES
- safety and drive by the rule
- Hazard and Alert situation
- Re-routing action customized on the critical area and reaching directly the driver for real time interventions.

ON THIS

Italy has made the most of Eu Easyway Projects on this, but the UN is now also offering the chance to be actors for the harmonized deployment of VMS

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Travel Time

- Telepass user detection on the route
- Possibility to identify every trip with entrance and exit on motorway trunk (here SATAP)
- Data analysis and processing; Data presentation and alarms management and Activity control
- For every exit, the system verifies if the entrance has been occurred in SATAP network; if so the travel time will be calculated, shared between Light and Heavy Vehicles; otherwise data will be ignored - EVERY VEHICLES WILL BE PROCESSED
- In every “Telepass” sites (gantries or lanes) travel time will be calculated from previous detection site ONLY “TELEPASS” VEHICLES WILL BE PROCESSED
UPGRADING QUALITY OF MOBILITY

- Current road safety policies mirror the global attention to technology and its use to allow society enjoying a better quality of mobility.

- Actions required: Educational/behavioural field; Regulatory standards for interoperability; Security and Data management and protection. Technical provisions upgrading vehicle performances clearly ruled according to legal national and international instruments.
Italy and UNECE

Governmental policy makers, and stakeholders together

Make top rank achievements by participating actively to the Working Parties and Forums in the International context

BUILD A VISION, as in this ROAD MAP
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