



Setting Road Safety policies: achievements and challenges - ITALY



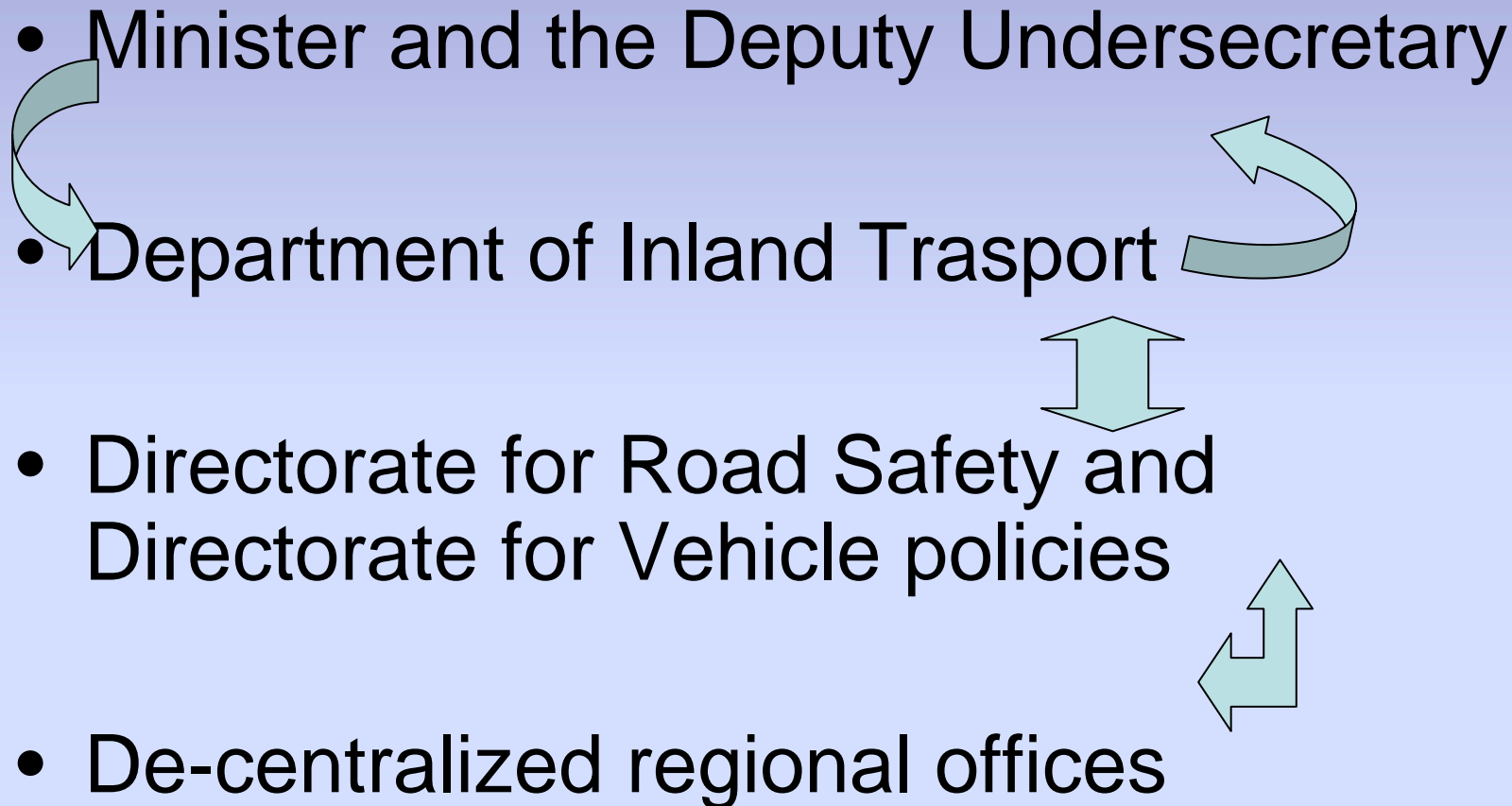
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UNECE "Setting Targets" - Conference on Improving
Road Traffic Safety In South Eastern Europe
HALKIDA , Greece, 25-26 June 2009

ROAD SAFETY

Operative Structure

- Minister and the Deputy Undersecretary
 - Department of Inland Transport
 - Directorate for Road Safety and
Directorate for Vehicle policies
 - De-centralized regional offices
- 

ROAD SAFETY Policies

Operative Coordination and Sinergies

➤ National Level

Internal Affairs Office

Health Ministry

Education Ministry

Industry and Economical Development Ministry

Private Stakeholders, Universities and research centres

➤ International Level



EU and ECE/UN Participation to the EU and UN working groups: HLG

On Road Safety, Cars 21, WP1 (Road Safety)

WP29 (Harmonisation of Vehicles Regulations), WP15

(Transport of dangerous Goods). ITF, PIARC, EASYWAY



The operative Framework

- National Annual Plan For Road Safety, which sets the structure of all the actions to be taken, at legislative and financial level, indicates the actors (central, regional,local administrations, and stakeholders) planned infrastructure interventions, identify targets and indicators.
- 53mln euros for the 19 regions and the 2 provinces of Trentino Alto Adige.

Tools before - hands

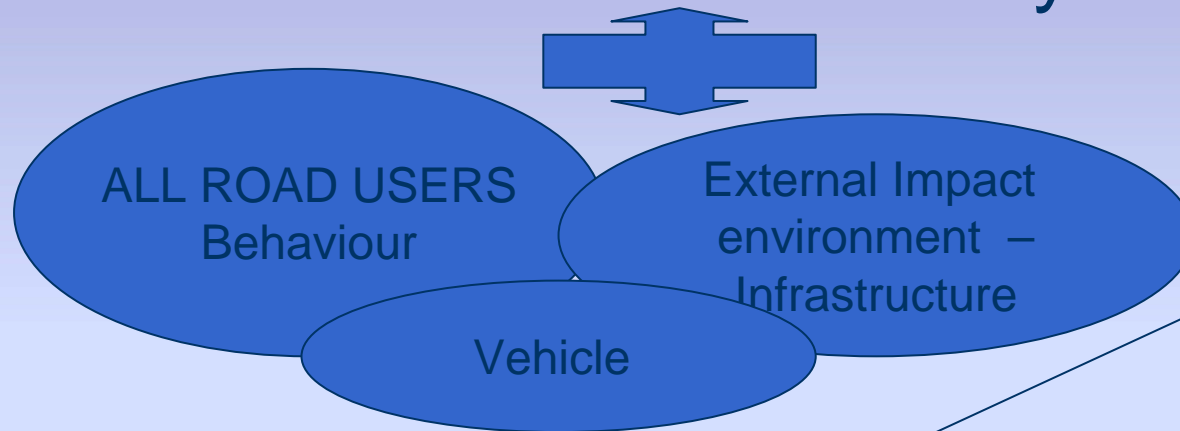
- Targets and Benchmarks are the tools of a factual road safety policy. Evaluation studies, and , on a later stage, benchmarking and results rating through data collections and analysis are important to assess the Road Safety Project Management and check the on - going or the final process.
- So the cost effectiveness and the worthiness of a legislative proposal or of an enforcement measure could be evident.
- And, indeed, also the pitfalls, over/ under -statements or missed chances could be amended or avoided.
- An example:

Road Safety Campaign / related Educational Programme
Focused on age groups-needs-social factors-and teaching –learning environment.
Flexibly reusable, so to fit in different learning situations and to learners
o Adaptable to different target media (Cross-Media-Publishing)

We had evaluation of the results (could be in terms of accidents reductions,
but also feedback from schools / parental
Associations) cost per day of HR, cost of the campaign itself , preview cost of the project

Where setting targets?

- How to assess road safety ?



Policies and
actions on 3
factors



Direct Social costs
of human lives (VoL),
Rehabilitations, indirect costs
on the whole society

ROAD SAFETY IN THREE FACTORS

- ❖ Behavioural point of view : Traffic code and targeted road safety campaign. Stress on enforcement
- ❖ Vehicle point of view : Enhance the safety standards, involvement of government and stakeholders , financial scheme to enhance vehicle's roadworthiness
- ❖ Infrastructure : Aiming to a high profile customized upgrade of the existing network and setting out the new structure the high tech and cost effective new standards.



Road Safety in numbers

- In 2007, according to the ISTAT (National Institute of Statistics), there have been 230.871 accidents, 5.131 fatalities, 325.850 injured, 13.000 of them declared permanently disabled (ISS-National Health Institute assessment).
The global overall cost has been estimated to be 30mld/euros, 2.5 of the national PIL (say the GNP circa)

ISTAT	2006	2007	%
Accidents	238.124	230.871	-3,0
Fatalities	5.669	5.131	-9,5
Injured	332.955	325.850	-2.1

Data casualties 2007

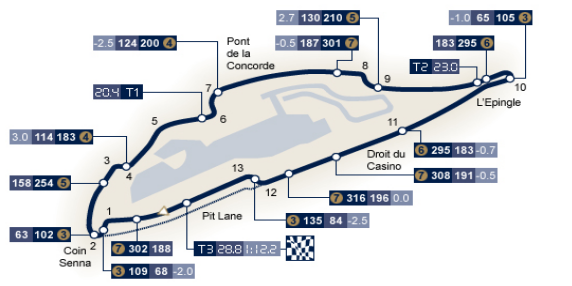
Dati ISTAT

Infrastructure	Accidents	Casualties	Injured
Urban Roads	176.897	2.269	238.712
Motorways	13.635	526	23.135
Other Roads	40.339	2.336	64.003

Behavioural point of view

Traffic Code :

Penalty Point System
Rules for driving licences , professional drivers
vehicles roadworthiness, reflective vest,
speed, BAC, drink driving, and drug driving
targeted legislation



The gist of the legislation (mainly the decree law 151/2003 and law 214/2003, the follow ups and updates, the last one L.125/2008 about drink and drug driving) is to find an answer to the “ difficult issues” of road safety , raise the awareness , especially in the the young generations, so to enhance a response to it.

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BEHAVIOURAL POINT OF VIEW



- **ENFORCEMENT :**

Safety belts, helmets, child restraints _ moulding the behaviour through the cast of enforcement and education. _

Drink driving and drug driving has been curbed through random and routinary checks during weekends and special events. In the first months of 2009, 3000 new different equipments to detect alcohol and 1250 kits for a pre-screening on site to detect drugs)

Better Enforcement through speed systematic controls (Tutor and Autovelox) – this is an efficient and cost effective mean to reduce fatalities.

- Along the motorways stretches (In 2009 covering up to 2500 km, with 237 portals) , the speed systematic control TUTOR has been proved to be an efficient tool to halve the casualties and detect the infringement .
- Since the introduction, (2005) , there has been a sharp reduction of casualties 51%, car crashes with critical injuries -27%,Accidents -19%

Moreover, constant patrolling is focused on checking the respect of the rules related to professional road transport drivers (driving &resting times,weight, dimensions) is extremely important to avoid fatal accidents.

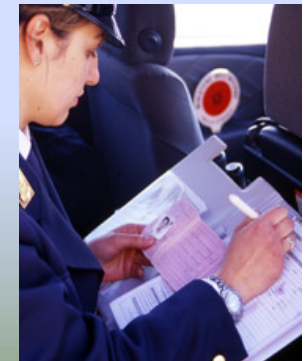
Weekend data (12-13/06/09)

- 2.802 Traffic Police patrols check spots have been appointed to prevent and detect traffic rules infringements and offenders. 12.637 traffic violations have been detected and 16.137 points have been lost from driving licences. 498 driving licence have been withdrawn



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Vehicle

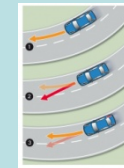


- Technical point of view :

0.4

Over the past years, vehicles have become increasingly safer

(Advanced Driver Assistance, Advanced Protection System,
Alcolock, Speed aler)



This progress has been achieved through type approval legislation,
both a EU and UN level.

But new technologies needs joint efforts :
actors at all levels (Public Private Partnerships)
are involved to achieve cost effective and rewarding results
both at a national and at international level



Infrastructure



Actions: Optimise the use of the existing Road Network , through technology , so to deal with heavy traffic areas, cross bordering corridors and to identify the situations bearing risks , which may lead to a lack of safety for the users.

Focus on available resources, international partnerships, and joint twinning projects to enhance road safety in a wide impact area.

New challenges for rewarding synergies transport modality /Infrastructure: Standards of safety, efficiency, quality of life, respect of environment for the new infrastructural projects



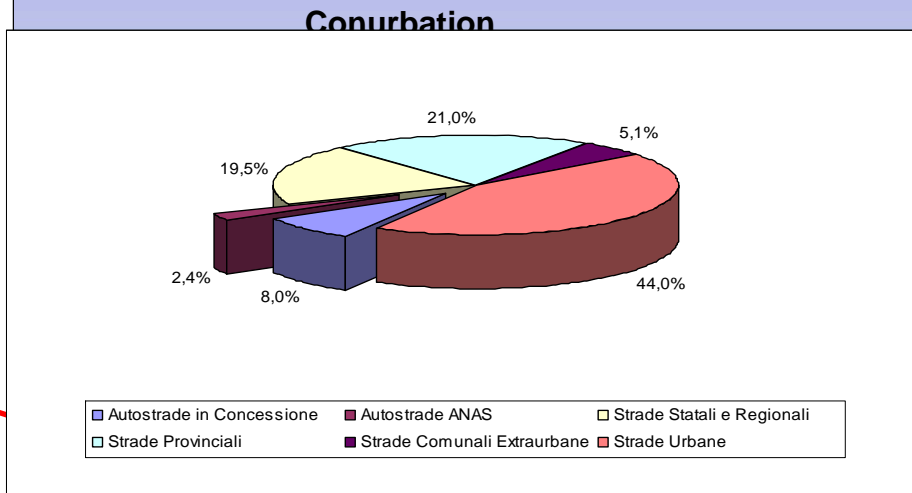
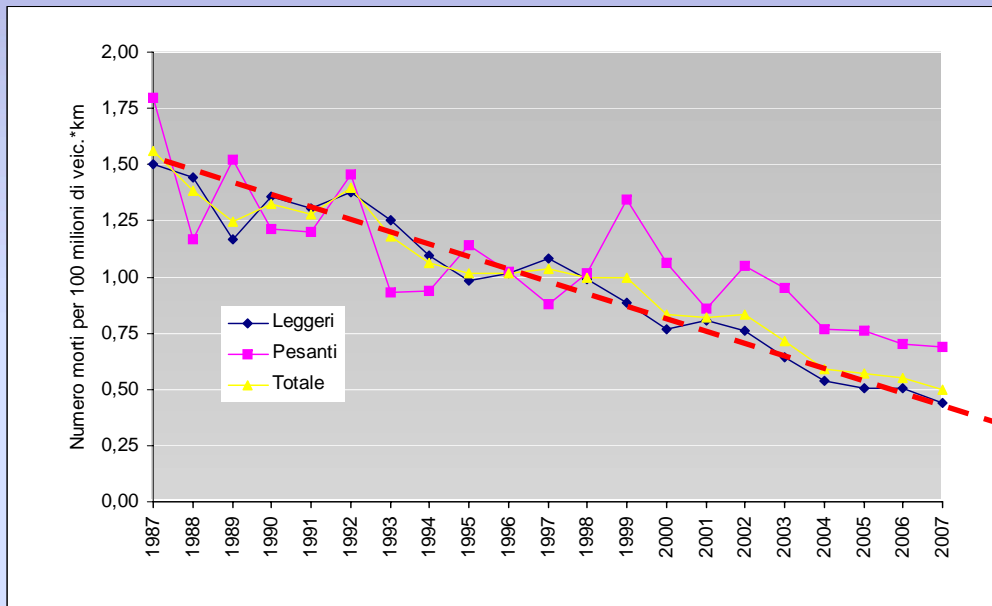
The consideration of other means of transport (rail/airport/shipping) to ease road traffic where heavily congested is one of the mainstay of the national plan for transport , could indeed mark the difference also in terms of road safety and accidents reductions .



Infrastructure, traffic, and human behaviour : the big challenge

Casualties 2007 < Casualties 1970
Traffic 2007 = +460% Traffic 1970

- ✓ *Relentless attention to the safety standards improvement*
- ✓ *Clear Downward trend of casualties*



Elaborazione su dati Source: statistic of fatalities on Italian Motorways (AISCAT)

AISCAT



Absolute values and trends appear quite different if we compare motorways and urban areas: why can we tackle the complexity of safety in urban areas? Which are the weighty factors?

The way forward

- Strengthen and boost the road safety policies, through a multiple system of interventions and shared responsibilities at all administrative/ government levels/stakeholders level which will offer safer infrastructure to users making the transport network efficient and cost effective and by consequence beneficial for our daily quality of life
- Reinforce the road safety culture, through preventive education and enforcement.



THANK YOU



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