



# ITALY'S PERFORMANCE IN THE FRAMEWORK OF THE 2020 EUROPEAN TARGET

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PIN Talk – Road Safety Toward 2020

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## ROAD SAFETY IN ITALY

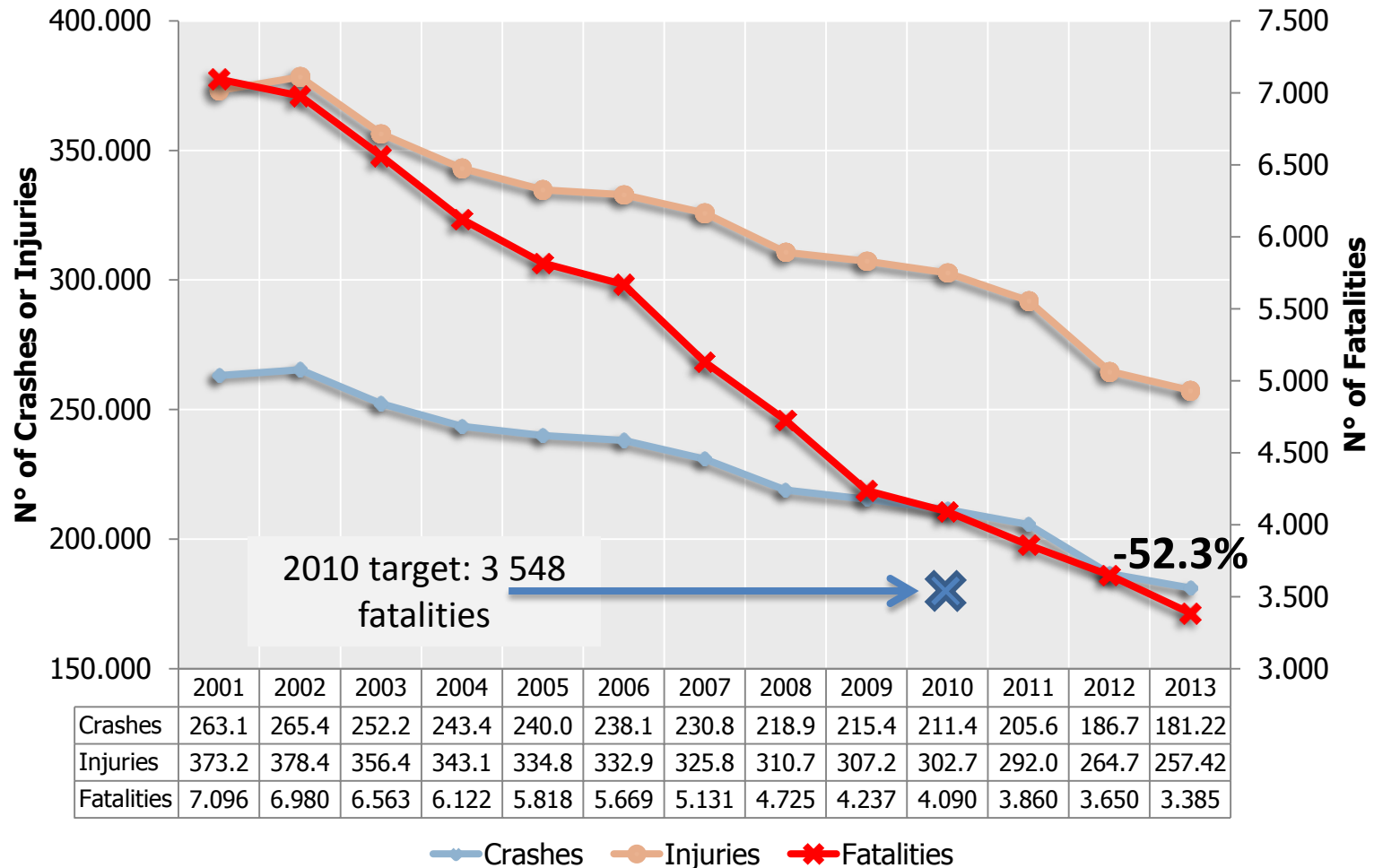
In Italy, in 2013, **181.227 injury crashes** occurred, causing **3.385 fatalities** and **257.421 injuries**

**More than 9 fatalities every day - 1 fatality every 2,5 hours**

The estimated **social cost** is over **27 billions Euro**



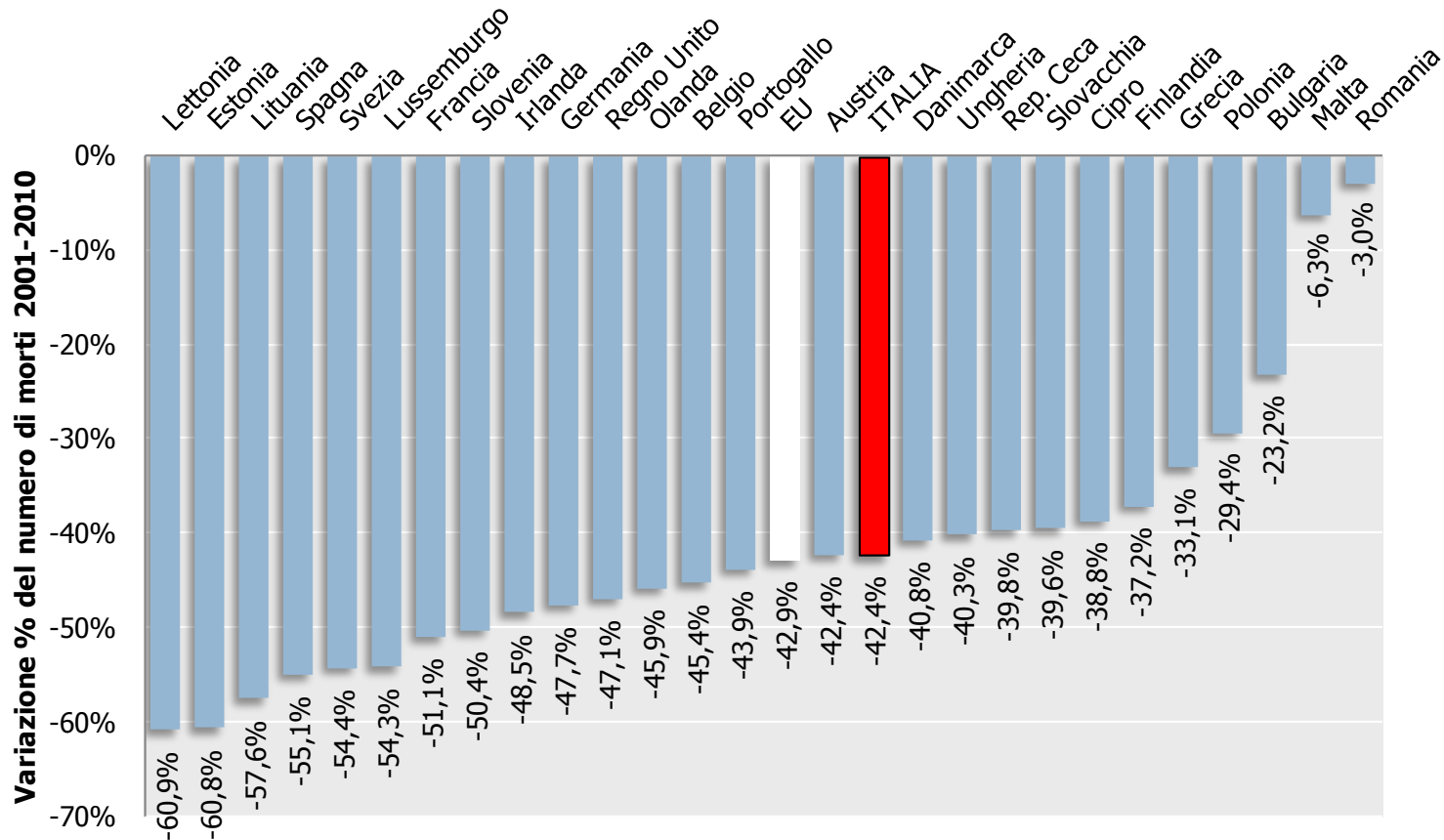
## ROAD SAFETY IN ITALY: TRENDS 2001 – 2013



From **2001** a **2013** there was a **52.3%** reduction in fatalities



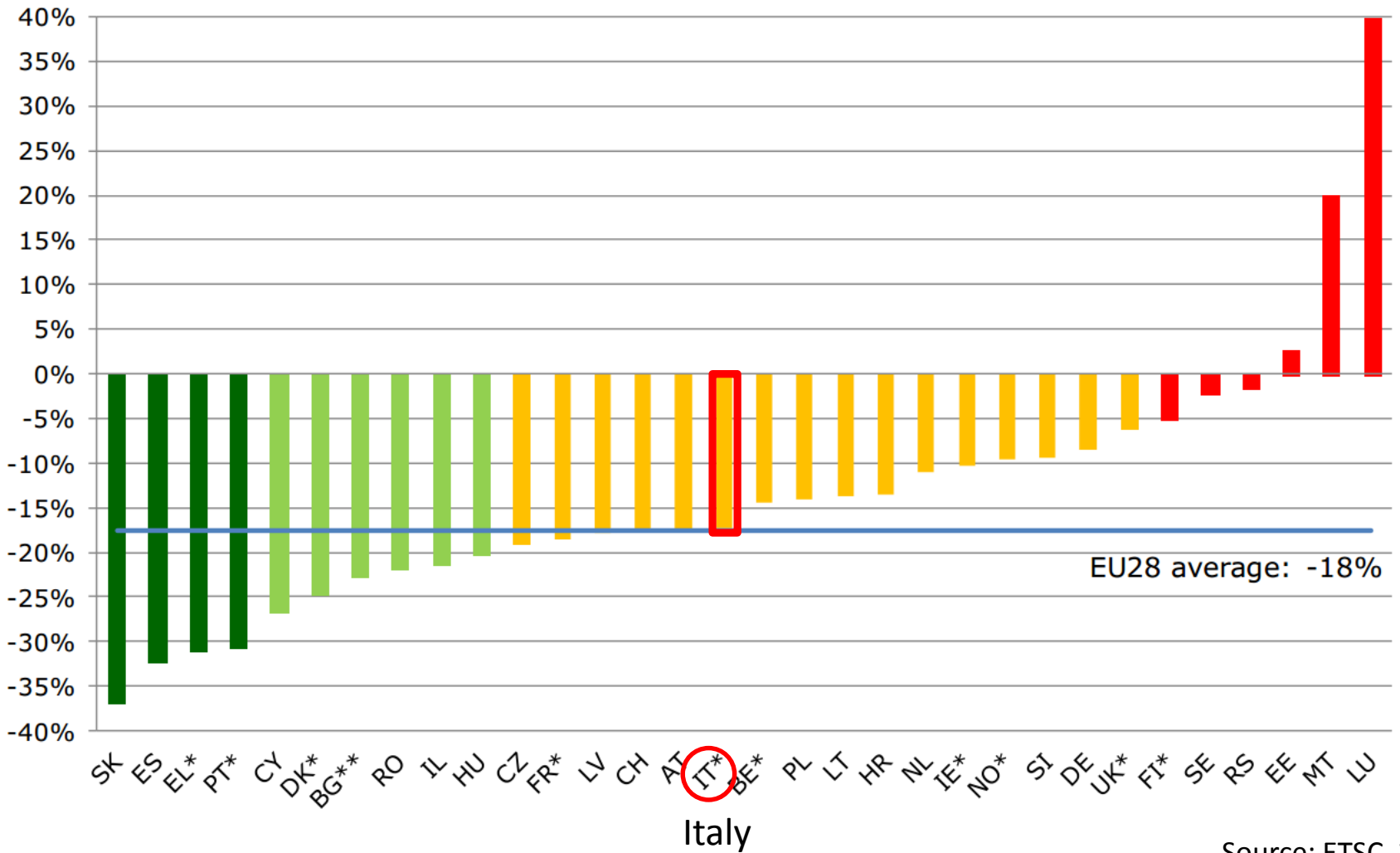
## EVOLUTION OF ROAD FATALITIES IN EUROPE (2001 - 2010)



With reference to the ambitious target set by the European Union in the White Paper on Transport in 2001 (-50% road fatality reduction by 2010), Italy reached a reduction equal to **-42.4% in 2010**, in line with the European average of **42.9%**



# ROAD FATALITY TRENDS IN EUROPE (2010 - 2013)



\* Provisional data

Source: ETSC, 2014

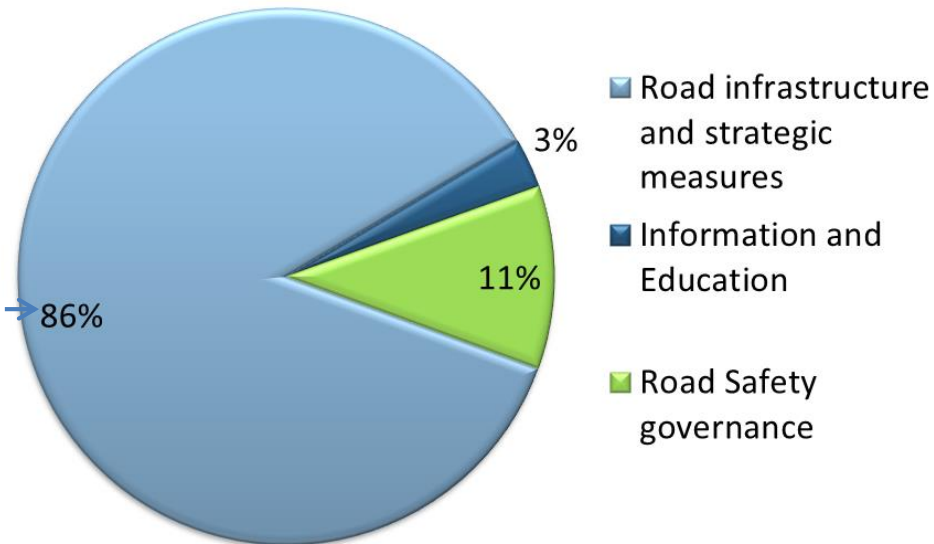


## MAIN DRIVERS OF CHANGE

Since 2002, Italy has undergone a process of improving road safety thanks to a new **systematic and structured approach**

Adoption and implementation of the ***National Road Safety Plan 2001-2010***

- **5** Implementation Programs
- **1.561** co-financed interventions
- **3.150** measures thus broken down into 3 main categories



## MAIN DRIVERS OF CHANGE

Careful and rigorous **regulatory action** of risky behaviours

Some examples:

- Introduction of **penalty point system**
- **Increasing the power of investigation of Police** and tougher penalties such as for driving under the influence of alcohol or drugs
- Introduction of **specific measures** such as: "*zero alcohol*" for young drivers (from 18 to 21 years), for novice drivers and for professional drivers (transport of persons or goods)



# MAIN DRIVERS OF CHANGE

Public awareness and information campaigns on road safety issues



FACCIO ACROBAZIE, MA NON QUANDO GUIDO.

TANIA CASOTTO  
SULLA BUONA STRADA



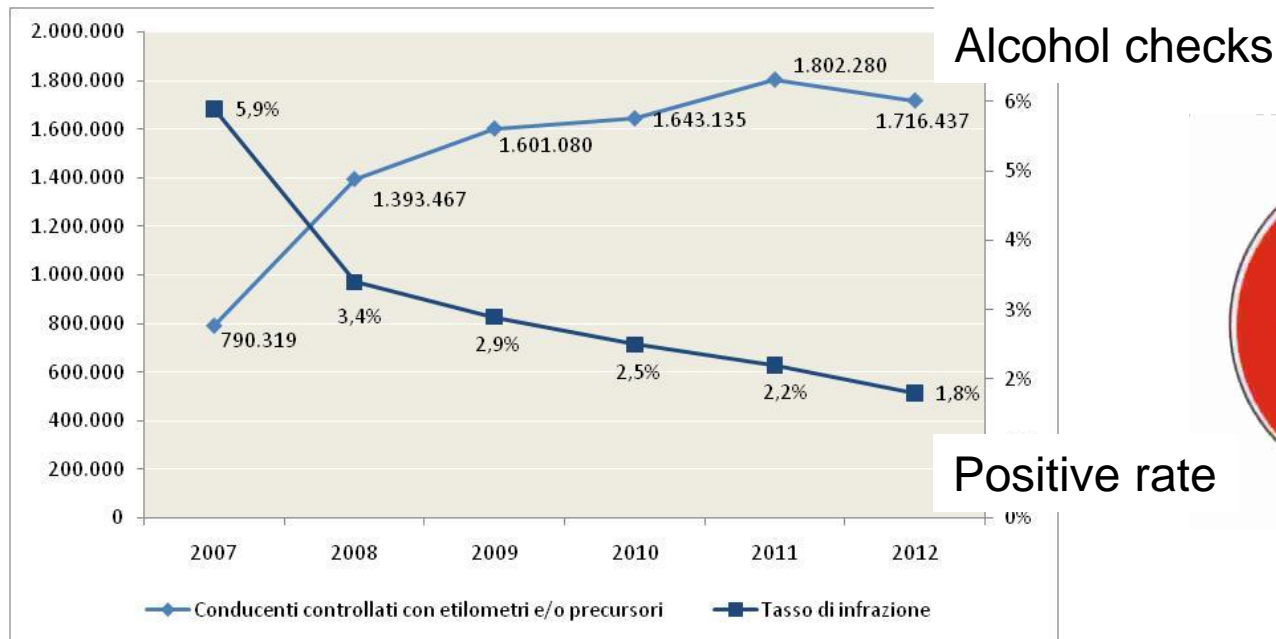
TANIA CASOTTO  
SULLA BUONA STRADA





## MAIN DRIVERS OF CHANGE

Intense collaboration with the National Police body leading to a significant increase in the number of **police alcohol checks**



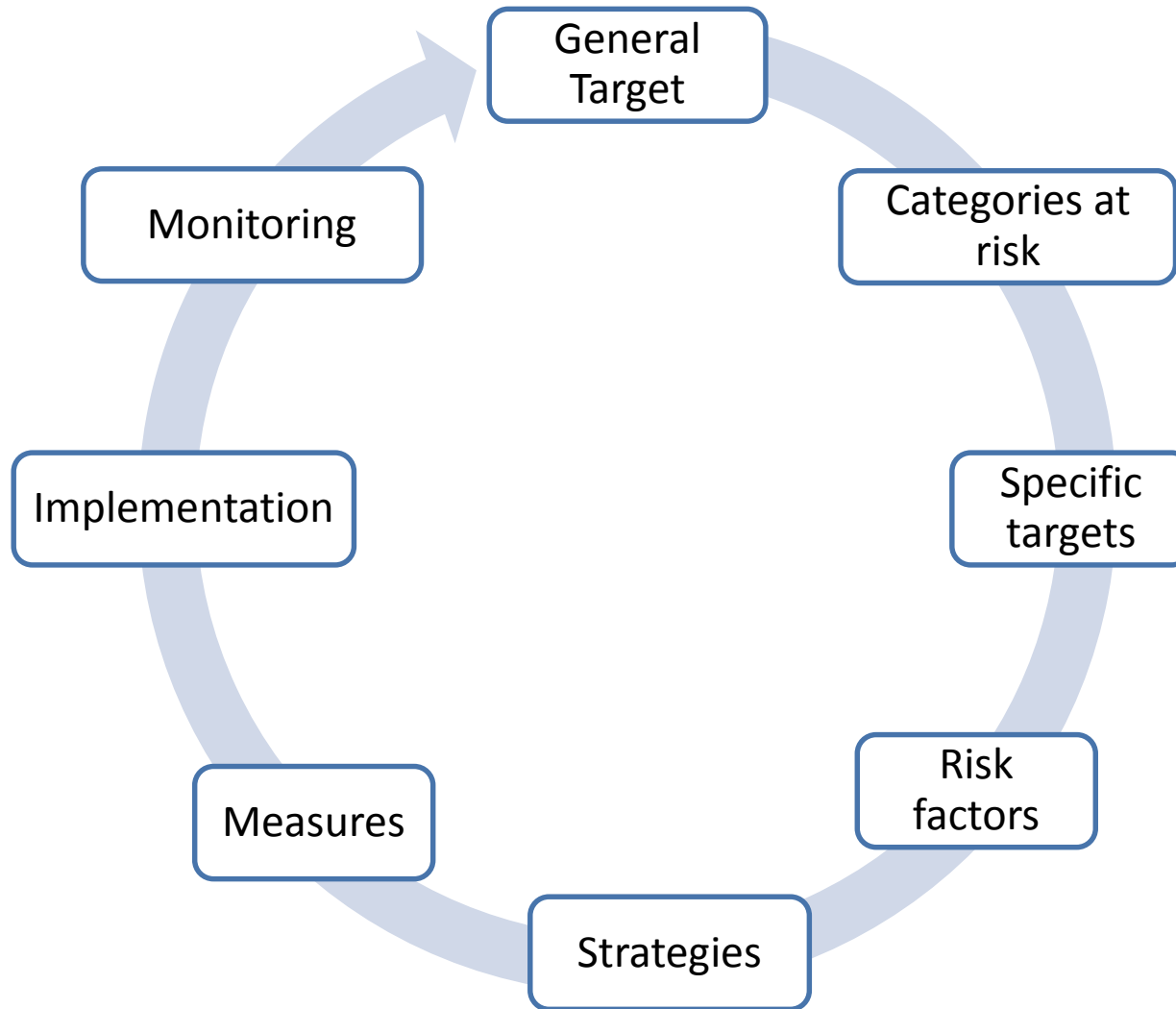
Compared to **2006** the number of alcohol checks in **2010** increased by **7 times**. In 2006, **241,932** checks were performed, compared to **1,716,437** in 2012

## MAIN DRIVERS OF CHANGE

- **Control activities** on heavy vehicles through Mobile Centers for vehicles inspection (CMR)
- Services carried out by the staff of **Department of Land Transports** in collaboration with the **Police**

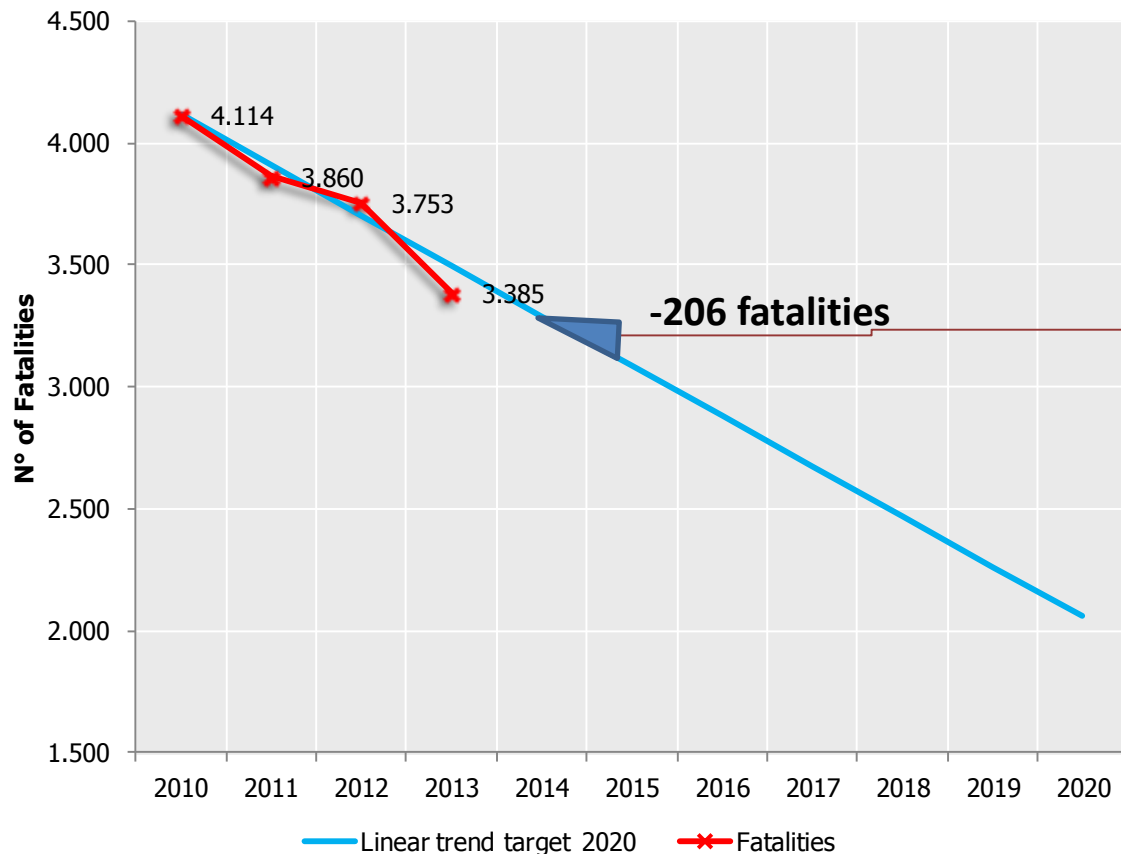
	2007	2008	2009	2010	2011	2012	Variation 2007-2012 (%)
<b>Services carried out</b>	1.630	1.714	1.932	2.404	2.189	2.148	32%
<b>Vehicles checked</b>	20.613	25.548	26.246	34.879	31.996	33.057	60%
<b>number of violations</b>	23.785	24.975	26.064	37.224	33.934	29.718	25%

## *PNSS Horizon 2020: The Development Process*



## PNSS Horizon 2020: General Target

Italy, as in 2001, has adopted **the overall objective** defined by the European Commission, namely: **50% reduction in the number of fatalities on roads by 2020**



- Assuming a linear trend, to achieve the final target of -50% fatalities by 2020, we need a decrease of **206 fatalities** per year
- It represents a reduction of **-5%** in 2010-2011, while in 2019-2020 the reduction should be **-10%**



## *PNSS Horizon 2020: The Seven Strategies*

The intervention areas taken into account, consistent with the guidelines provided by the European Commission, are:

- **Improving education and training of road users**
- **Strengthening the road rules application**
- **Improving the road infrastructure safety**
- **Improving the safety of vehicles**
- **Promoting the use of modern technology to improve road safety**
- **Improving emergency services and post-accident assistance**
- **Strengthening Road Safety Governance**



## *PNSS Horizon 2020: The Higher Risk Categories*

The overall target has been integrated with specific targets for the higher risk categories identified based on results of an analysis that took into account, for each category:

- **Total number of deaths and injuries**
- **Historical trend in the number of deaths and injuries (some categories show reduction trends lower than others, or even increase of trends)**
- **Comparison with the situation in other European countries**
- **Specific level of risk (per unit of trip)**

The analysis have led to the identification of the following categories:

- **Pedestrians**
- **Motorcycle and moped riders**
- **Cyclists**
- **Work related traffic injuries**

In addition, due to their important social value

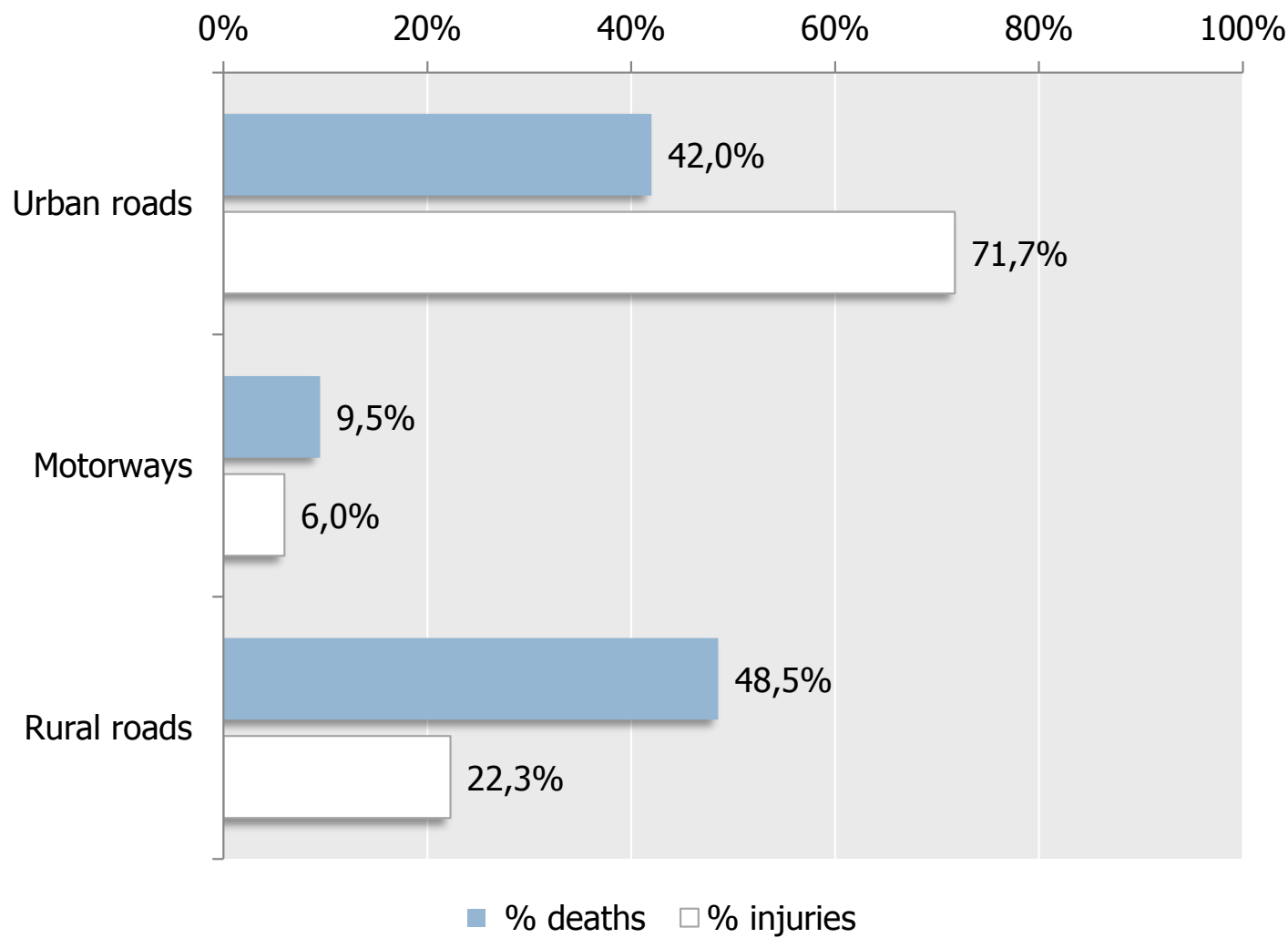


**Children (0-14 years)**

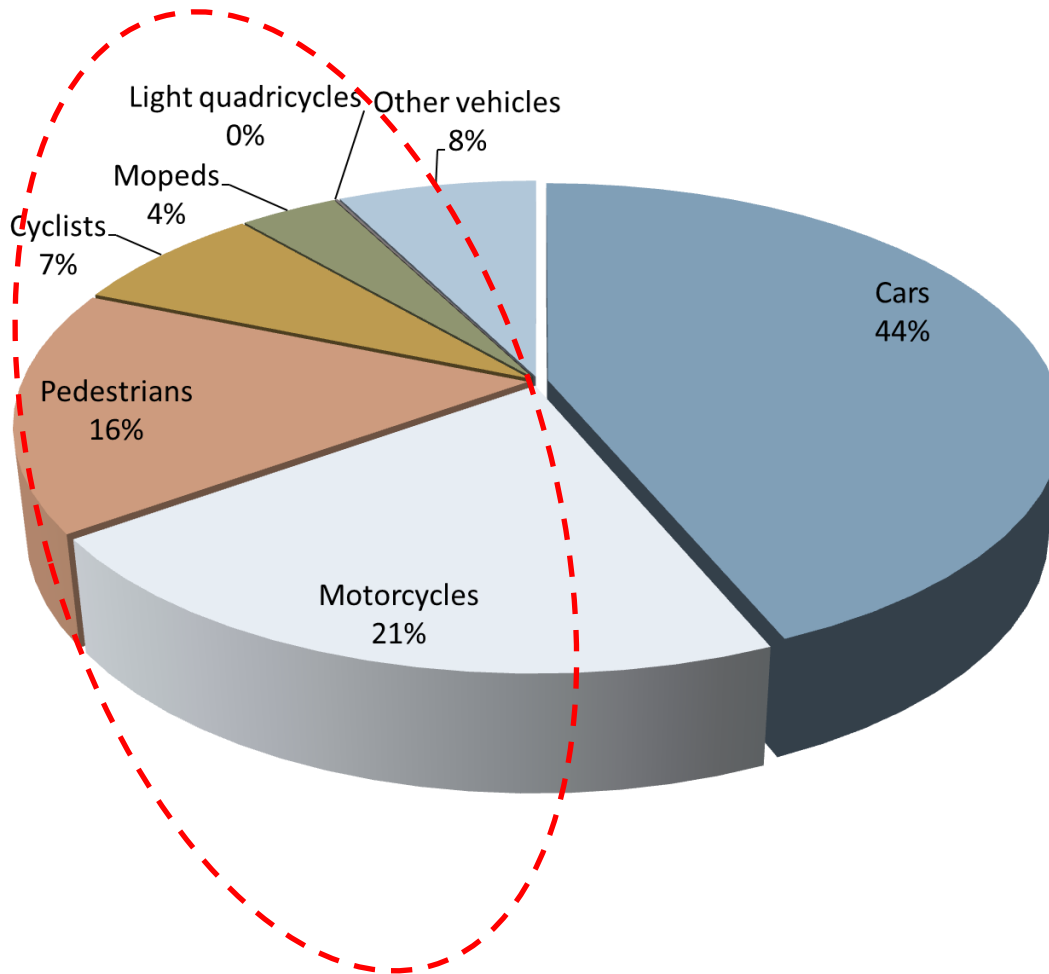


**Vision zero**

## NUMBER (%) OF FATALITIES AND INJURIES IN 2013 PER TYPE OF ROAD



## VULNERABLE ROAD USERS: Pedestrians, Cyclists, Motorcyclists



- The distribution of fatalities shows that **49%** are vulnerable road users
- The majority of fatalities occurred on **urban roads**



## *PNSS Horizon 2020: Definition of the Specific Targets*

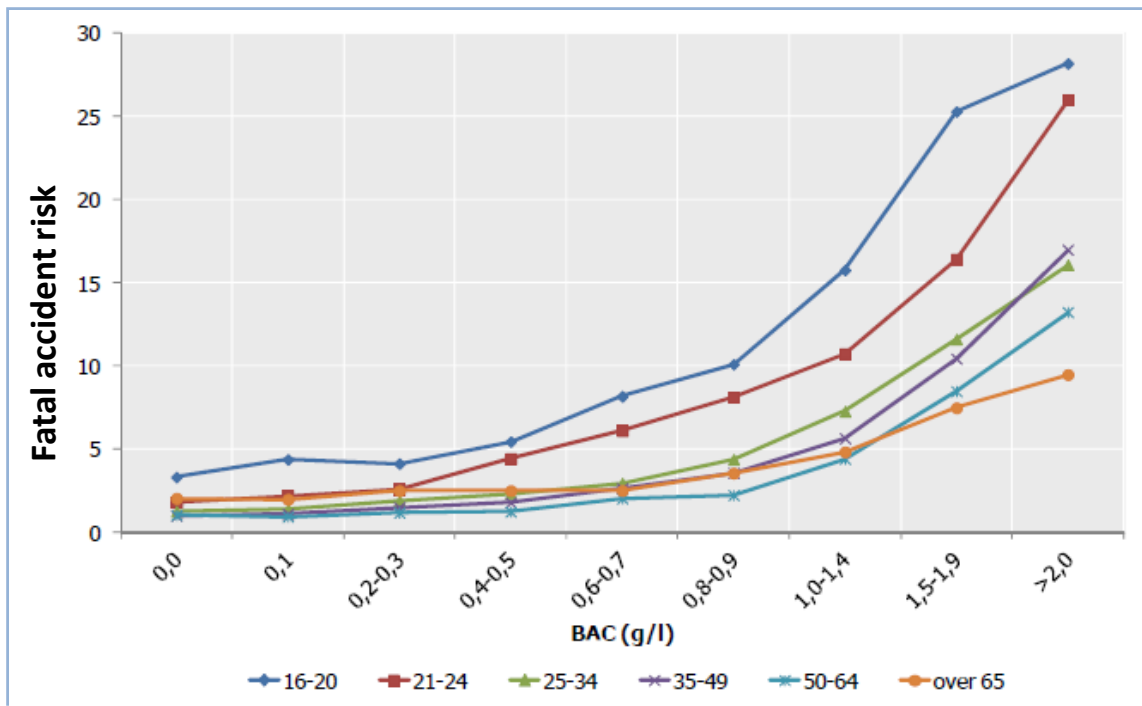
To set the specific targets both the **historical series of accident data** for each category, and the **trends and fatality rates** of the risk groups in Countries having the highest safety levels have been considered

<i>Category of users at risk</i>	<i>Reduction Target</i>
<b>1 - Children (0-14 years)</b>	-100%
<b>2 – Powered Two Wheelers</b>	-50%
<b>3 - Cyclists</b>	-60%
<b>4 - Pedestrians</b>	-60%
<b>5 – Work related traffic injuries</b>	-50%



## SOME MAJOR RISK FACTORS

- **Speed:** is a risk factor in **30%** of **fatal accidents**
- Use of **alcohol and drugs**
- Absence or not use of **protection devices**



## *PNSS Horizon 2020: Risk Factors associated with Higher risk categories*

Several specific risk factors are associated with each of the higher risk categories

<i>Fattori di rischio</i>								
<i>Categorie a rischio</i>	<i>Speed</i>	<i>Visibility</i>	<i>Alcohol and drugs</i>	<i>Absent or not use of protective equipment</i>	<i>Environmental factors</i>	<i>Mass and shape of vehicles</i>	<i>Lack of experience</i>	<i>Fatigue, stress, distraction</i>
1 - Children (0-14 years)		X		X			X	
2 – Powered Two Wheelers	X	X	X	X	X	X	X	
3 - Cyclists	X	X	X	X	X	X	X	
4 - Pedestrians	X	X	X	X	X	X		
5 – Work related traffic injuries	X							X

## *PNSS Horizon 2020 - Example: Specific Strategies for Cyclists*

<b>Strategy</b>	<b>Why?</b>
<b>Speed reduction in urban areas</b>	To reduce the (high) injury risk for cyclists
<b>Information campaigns</b>	<p>Tackling risk behaviors such as alcohol and drug use during driving, non-use of protective systems, compensation of the lack of experience and awareness on correct behaviors at level crossings for cyclists.</p> <p>To raise awareness of car drivers to purchase vehicles safer for vulnerable road users</p>
<b>Protection for vulnerable road users (infrastructure)</b>	To increase the visibility and protection of cyclists
<b>Research / legislation</b>	Need to introduce new rules for better visibility of cyclists and for the mandatory use of protective systems

- One or more measures have been identified for each strategic line. The selection of the measures was based on:
  - International Good Practices
  - Measures financed by the previous Plan found to be effective
- For each measure, specific indicators have been defined to monitor the achievement of the specific objectives
- For each measure identified, a “Measure file” that provides information on the effectiveness of measures and examples of application have been carried out, useful as a reference in the implementation phase of the Plan.

# PNSS Horizon 2020 – Example of Measure files

## Linea Strategica 3 Aumento dei controlli

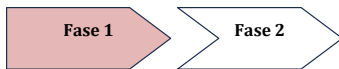
### Azioni per contrastare il mancato uso dei sistemi di ritenuta sia per gli adulti che per i bambini

- Sarebbe opportuno definire un progetto dettagliato della campagna che includa la preparazione, la realizzazione e il monitoraggio della campagna stessa
- L'enforcement sull'uso delle cinture di sicurezza può avvenire attraverso postazioni di controllo con agenti opportunamente formati a condurre verifiche sull'uso (corretto) delle cinture di sicurezza e dei sistemi di ritenuta per bambini.
- Tali azioni hanno la funzione di incrementare l'uso dei sistemi di ritenuta
- Sarebbe opportuno integrare la campagna di enforcement con una campagna informativa



### Efficacia

La ricerca evidenzia un incremento dell'uso delle cinture del 21% durante il periodo delle campagne di enforcement e del 15% nel periodo successivo. L'effetto principale sull'incidentalità è una riduzione della gravità degli incidenti stradali in termini di persone gravemente ferite o decedute.



**Ambito**  
Locale

**Categorie di utenza coinvolta**  
Tutte

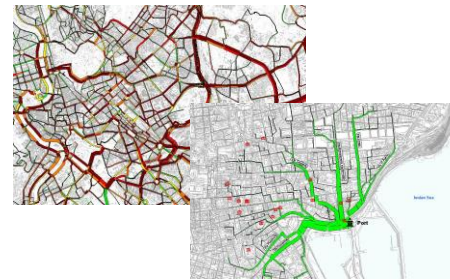


## Linea Strategica 9 Gestione della sicurezza delle infrastrutture stradali

### Attività di Valutazione di Impatto sulla Sicurezza Stradale (VISS) su Infrastrutture appartenenti alla rete principale e non

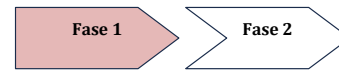
Le Linee Guida per la gestione della sicurezza delle infrastrutture stradali del MIT la prevedono per tutti i "progetti di infrastruttura" che comportino effetti sui flussi di traffico. La VISS:

- è effettuata durante lo studio di fattibilità o durante la redazione del progetto preliminare, ai fini dell'approvazione di quest'ultimo.
- consente di analizzare i diversi effetti in termini di sicurezza stradale per la porzione di rete stradale i cui flussi sono influenzati dalle diverse alternative progettuali.



### Efficacia

La VISS si è affermata a livello internazionale come una buona pratica nella gestione della sicurezza delle infrastrutture. La sua efficacia dipende, dalle condizioni pre-intervento della rete stradale e dall'intervento proposto.



**Ambito**  
Nazionale/Locale

**Categorie di utenza coinvolta**  
Tutte





- **Comprehensive reform of the Highway Code:** the **Council of Ministries of July 26 2013** approved a bill to reform the Highway Code that goes towards the elaboration of a “**lighter code**” including (both in terms of drivers than of state powers towards road owners and managers):
  - General principles**
  - Prescriptions about behaviors**
  - Sanctions**
- The activities for this reform will be an opportunity for the introduction of **measures aimed at improving road safety**

**AND MORE...**



- **Full automation and computerization of the process of accident data collection from national and local police forces.** The process started with the Carabinieri police body. Integration with other information currently available in the databases of the Department of Transports: database of drivers and database of vehicles. Moreover it will be developed a link between hospital data and database of drivers .
- Testing the actual effectiveness of **Advanced Safe Driving Courses on road safety:**
  - The Ministry has promoted an agreement with the Centers that organize these courses
  - The trial will finish at the end of 2014
- **Monitoring of the implementation of regional and local road safety programs and interventions of the PNSS 2001-2010:** results obtained through evaluation of effectiveness / efficiency in order to allow the identification of best / good practices in different sectors







**THANK YOU FOR YOUR ATTENTION**



General Directorate of Road Safety

