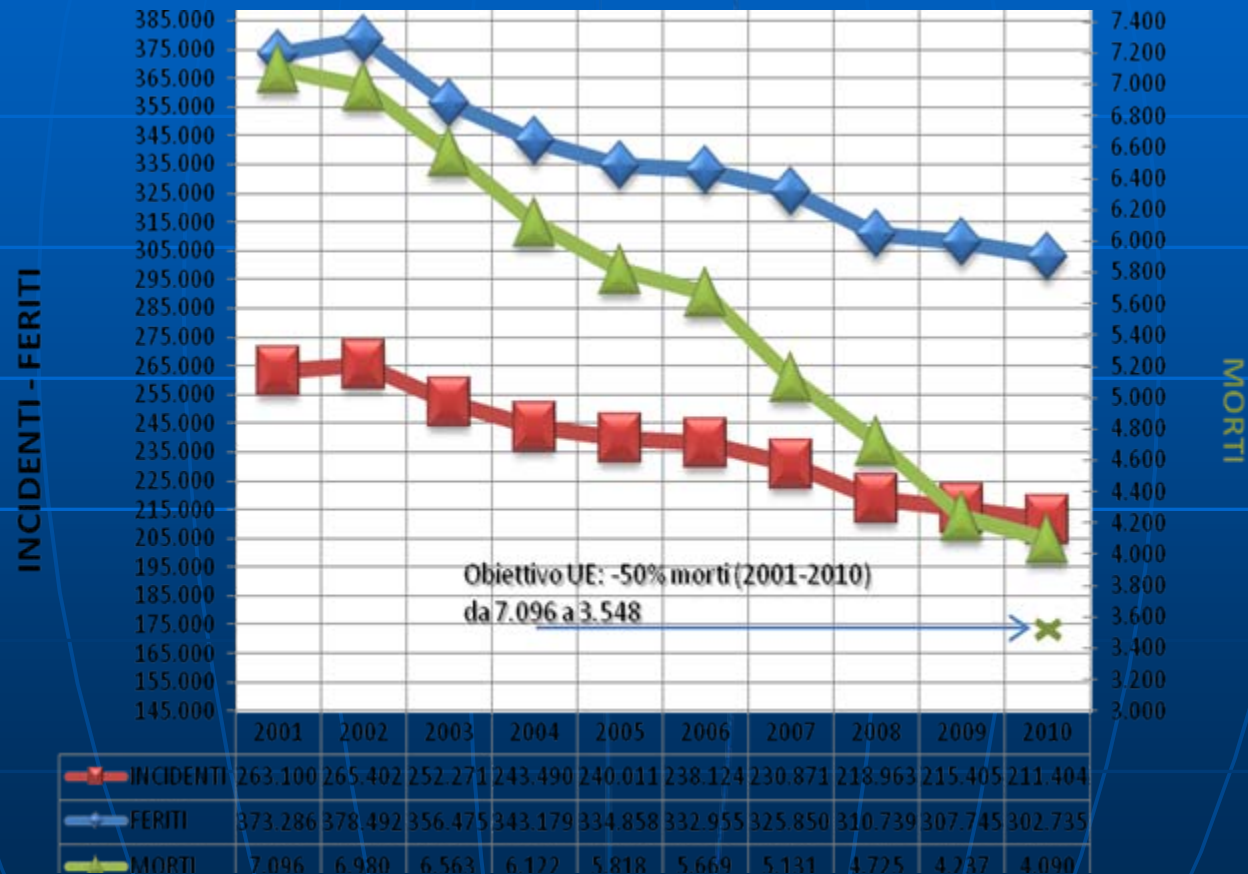


ROAD SAFETY & ITS

ITALY : LEARNING BY DOING

In Italy, road safety results , in the last decade, show a good performing downward trend of casualties

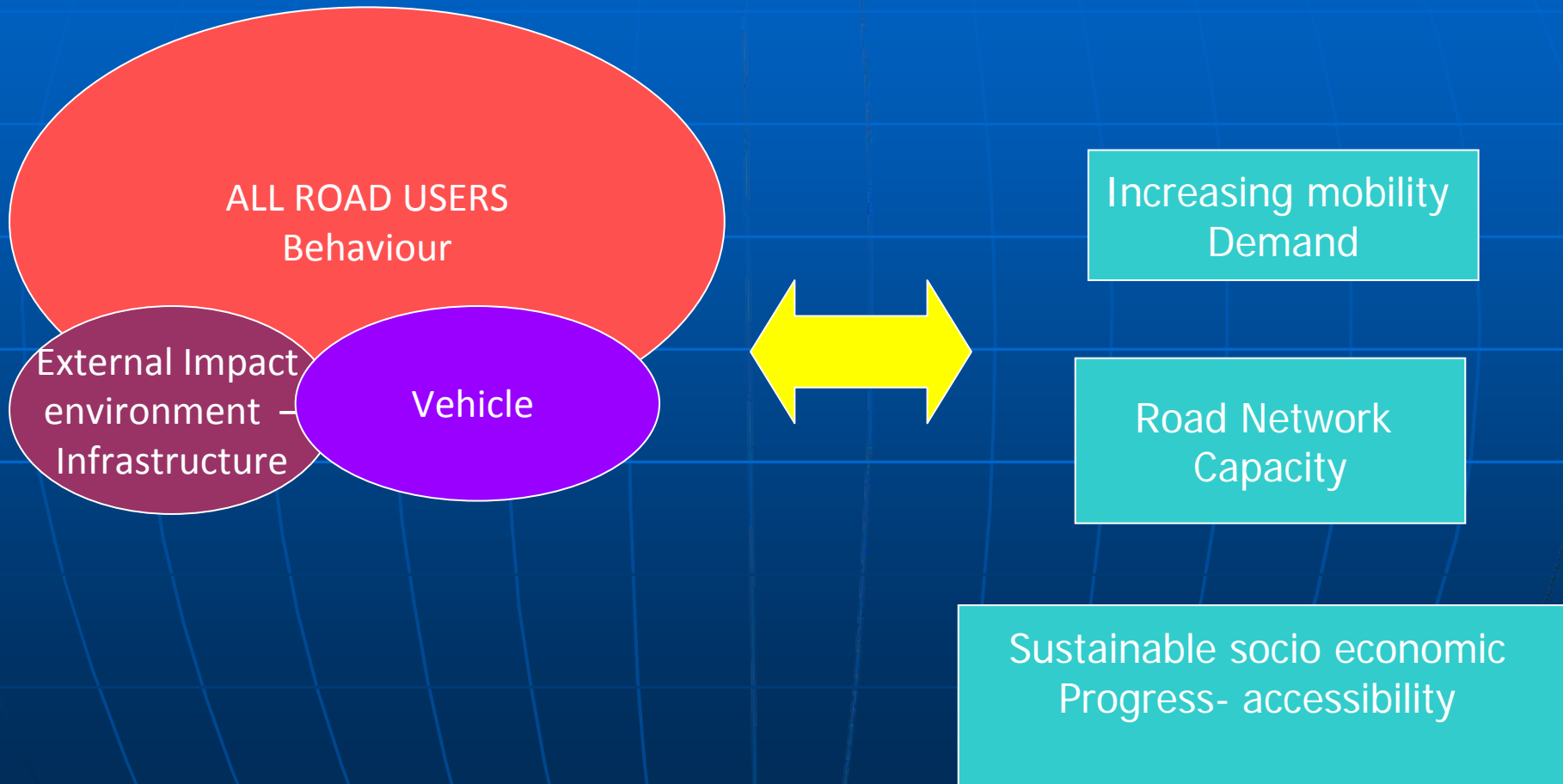


BUT sadly still everyday occurring fatalities call the Government and the all the institutional policy makers to act urgently



Where lies the true challenge then ?

The challenge



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

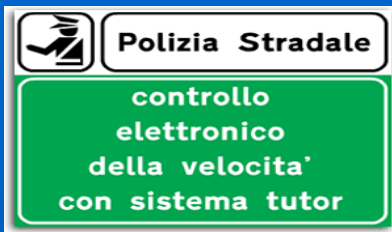
- Infrastructures
- Vehicle
- Information Services – Road side technology “ Family”

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.

LA STANCHEZZA
PUO' UCCIDERE
FAI UNA SOSTA!

INFO VIABILITA'
LAVORI IN CORSO
SU VIALE TRIESTE
DEVIARE PER
VIA LUIGI STURZO

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



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

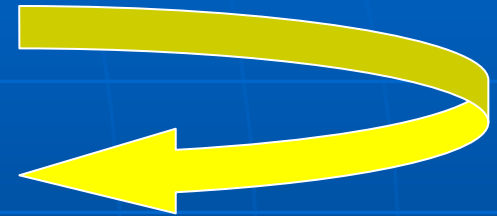


UPGRADING QUALITY OF MOBILITY

- 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



Thank You

Dr. Eng. Antonio Erario
Head of Division, International Regulatory Affairs
Ministry of Infrastructure and Transport
Department for Transport
via G. Caracci 36, 00157 Rome (Italy)
ph. +39 06 4158 6228
fax. + 39 06 4158 3253
email: antonio.erario@mit.gov.it