# Index

1. **INTRODUCTION** ........................................................................................................................................... 3
2. **NATIONAL TARGETS** .................................................................................................................................... 4
3. **NATIONAL STRATEGIES** ............................................................................................................................... 5
4. **NATIONAL MEASURES** .................................................................................................................................. 7
5. **ROAD SAFETY PLAN HORIZON 2020 - MONITORING** .................................................................................. 8
1 Introduction

The Italian Law 144/99 (article n. 32) has established in 1999 the Italian National Road Safety Plan, aimed at reducing the number and the impacts of road accidents at national level.

The National Road Safety Plan for the period 2001 to 2010 contributed significantly to the reduction of the number of road accidents fatalities and injuries (i.e. 42% reduction in fatalities and 19% reduction in injuries in line with the European trend – Figure 1). During the same period, the mortality rate fell from 125 to 68 road accident fatalities per million inhabitants.

Since 2001, several road safety measures have been implemented under the National Road Safety Plan for the period 2001 to 2010 (referred below as PNSS 2001-2010): improvement of road traffic legislation, measures to increase enforcement, enhancement of the safety of road infrastructures, communication and awareness campaigns and road safety education interventions.

At national level two measures were highly effective: enhancement of drinking and driving enforcement and section control (i.e. speed enforcement measuring the average speed over a road section).

Roadside drinking and driving checks of Road Police and Carabinieri increased from 241,932 in 2006 up to the 2010 1,643,135 (about 27 controls per 1000 inhabitants). The increase in the number of checks from 2008 is followed by a progressive reduction in the infringement rate.

The section control system, in the first 12 months of operation, (source: Autostrade per l’Italia) allowed a reduction of the average speeds by 15% and of maximum speeds by 25%. These changes contributed to a positive effect on road safety; in the same period the fatality rate fell by some 50% and the injury accident rate by some 27%.
At the local level the PNSS 2001-2010 financed the implementation of approximately 1.700 road safety interventions through specific implementation programs promoted by the Ministry of Infrastructure and Transport. There have been currently funded about 1.700 interventions that started the implementation of a total of about 3,150 specific measures, classified as: strategic and road infrastructure measures, road safety campaigns and education, and road safety management measures.

The results of the evaluations were very positive, confirming the significant contribution of interventions to improve road safety. For example, for the three popular safety measures, i.e. "Roundabouts", "Redesign of the intersections" and "Restoration and renovation of roads," the observed injury road accident reduction is more than 50%.

Starting from the results achieved in this period and based on the policy orientations of the European Commission\(^1\), the national strategies and objectives have been revised and updated for the period 2011-2020 and defined in the so-called “National Road Safety Plan Horizon 2020” (referred below as PNSS Horizon 2020).

### 2 National targets

Starting from the results achieved in this period and based on the policy orientations of the European Commission, the national strategies and objectives have been revised and updated for the period 2011-2020 and defined in the so-called “National Road Safety Plan Horizon 2020” (referred below as PNSS Horizon 2020).

The PNSS Horizon 2020 proposes a hierarchical system of targets with two levels, in order to take into account both the general road safety trend and the high risk categories of road users.

Based on the results achieved in recent years and on the indications from the European Commission, the Italian general target has been set as the reduction of 50% of the number of road fatalities by 2020, compared to the number of road fatalities in 2010. As a consequence, the number of road fatalities in Italy, in 2020, should not be higher than 2.045.

Safety performance in the period 2001-2012 has been not similar for different road user categories. Along with a general reduction both in the number of deaths and injuries, in some cases, such as cyclists and pedestrians, it is observed a reduction in the number of road fatalities but an increase in the number of injuries. Motorcyclists in particular show the most worrying trend: an increase in both the number of road fatalities (-3%) and injuries (+19%).

The PNSS Horizon 2020 identifies priorities for action by defining specific objectives for the categories of road users showing the highest risk levels. The high risk categories identified in the Plan are: Powered-Two-Wheelers; Cyclists, Pedestrians and users involved in work related road accidents.

\(^1\) Communication from the commission the European Parliament, the Council, the European Economic and Social Committee and the Committee of the Regions, Towards a European road safety area: policy orientations on road safety 2011-2020
Moreover, the PNSS Horizon 2020, with the aim to strengthen and further characterize the strategies aimed at improving road safety, adopts as a Vision that "On the road: No child should die."

Intermediate targets have been set for 2017, when a mid-term review of the Plan is expected.

Based on this intermediate target, the trend showed in Figure 2 should be obtained.

![Figure 2 Reference trend for the intermediate target for the period 2011-2020](image)

### 3 National strategies

The PNSS Horizon 2020 defines both specific strategies to improve road safety for targeted high risk categories, and general strategies that affect all road users of the transport system, as well as the various factors that play a role in road accidents.

The risk factors have then been associated to the identified risk groups. This allows highlighting the aspects about which adequate strategies should be based to meet setted targets (Table 1).
### Table 1 Correlation matrix between risk factors and risk components

<table>
<thead>
<tr>
<th>Risk factors</th>
<th>Speed</th>
<th>Visibility</th>
<th>Alcohol and Drugs</th>
<th>Absence of protection systems</th>
<th>Environmental factors</th>
<th>Weight and form of vehicles</th>
<th>Loss of experience</th>
<th>Fatigue, stress and distraction</th>
</tr>
</thead>
<tbody>
<tr>
<td>Children (up to 14y)</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>Powered Two Wheels</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>Bicycle</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>Pedestrian</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>Working travels</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
</tbody>
</table>

Based on risk factors associated with high risk categories nine specific strategies have been identified, consistent with the European Commission objectives:

- Management and control of speed
- Improved road infrastructures
- Moderation of speed in urban areas
- Road safety campaigns
- Enforcement
- Road safety education
- Protection of vulnerable users (infrastructure)
- Safety Management of work related journeys
- Management and control of speed
- Improved road infrastructures
- Studies and research to support the introduction of legislative actions.

The PNSS Horizon 2020 also identifies 12 general strategies, broken down according to the strategic objectives set by the European Commission for 2020, which act on the risk factors associated with other categories of users (e.g. elder drivers):

- Road safety campaigns
- Road safety Education and Training
- Increase Enforcement
- Management and control of speed in rural area
- Improve safety of rural roads
- Improve safety of urban roads
- Road Safety Infrastructure Management
- Road safety campaigns for safer vehicles
- ITS systems for vehicles and road infrastructures
- Emergency and post-crash care management
- Road Safety Management
- Research

Some of the proposed strategies have an expected impact also for the reduction of the number of road injuries, as well as for the reduction of road fatalities.

4 National Measures

The PNSS Horizon 2020 suggests good practices measures for both specific and general strategies. Examples of suggested measures are:

- Implementation of 30 km/h Zones with traffic calming interventions
- Awareness campaigns for specific target groups
- Enforcement campaigns on the abuse of alcohol and drugs
- Enforcement campaigns the use of the phone to guide
- Road safety education programs in schools
- Road Safety Driving Courses
- Drivers assessment actions for young and novice drivers
- Rehabilitation courses for novice drivers who commit a violation
- Implementation of safe pedestrian and cycle paths
• Design and construction of road infrastructure taking into account the specific limitations on elder drivers' risk

• Risk assessment activities aimed at companies

• ………

# 5 Road Safety Plan Horizon 2020 - Monitoring

A proper management of the Plan is assured by a careful and continuous monitoring task, aimed at monitoring the achievement of the targets set and at reviewing the adopted strategies, in case of deviations from established targets. The monitoring task is based on three categories of indicators:

- Process indicators, in order to control the state of implementation of the strategies;
- Safety Performance Indicators, to assess the safety of the road transport system;
- Impact indicators, to measure the progress towards the general and specific targets set within the Plan.