



Ministero dei Trasporti

ESV CONFERENCE 2007- ITALIAN STATUS REPORT

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INTRODUCTION

- AFTER THE 2006 ELECTIONS THE NEW GOVERNMENT SPLITTED THE MINISTRY OF INFRASTRUCTURE AND TRANSPORT IN TWO MINISTRIES AND THE ROAD SAFETY BECAME THE CHIEF MISSION OF THE NEW MINISTRY OF TRANSPORT.
- ONE OF THE FIRST STEPS OF THE NEW MINISTRY OF TRANSPORT WAS TO MAKE THE POINT ON THE ROAD SAFETY.
- THIS TASK WAS APPOINTED TO THE NATIONAL COUNCIL FOR ROAD SAFETY, AN INTERDEPARTMENTAL COMMITTEE INSTITUTED BY THE PREVIOUS GOVERNMENT, WHEN THE 2003 PLAN ON ROAD SAFETY WAS LAUNCHED.
- THE COUNCIL, COMPOSED BY MEMBERS OF THE MINISTRIES OF TRANSPORT, INTERIOR, INFRASTRUCTURE, PUBLIC HEALTH AND PUBLIC EDUCATION RESTARTED FROM THE ANALYSIS OF THE STATISTICAL DATA AVAILABLE UP TO DECEMBER 2005.

THE ANALYSIS

1 IN THE 2005 YEAR THE ROAD-ACCIDENTS CAUSED IN ITALY:
5426 FATALITIES
313727 INJURED PEOPLE
THE RELEVANT SOCIAL COST AMOUNT WAS 30654 MILLION EURO

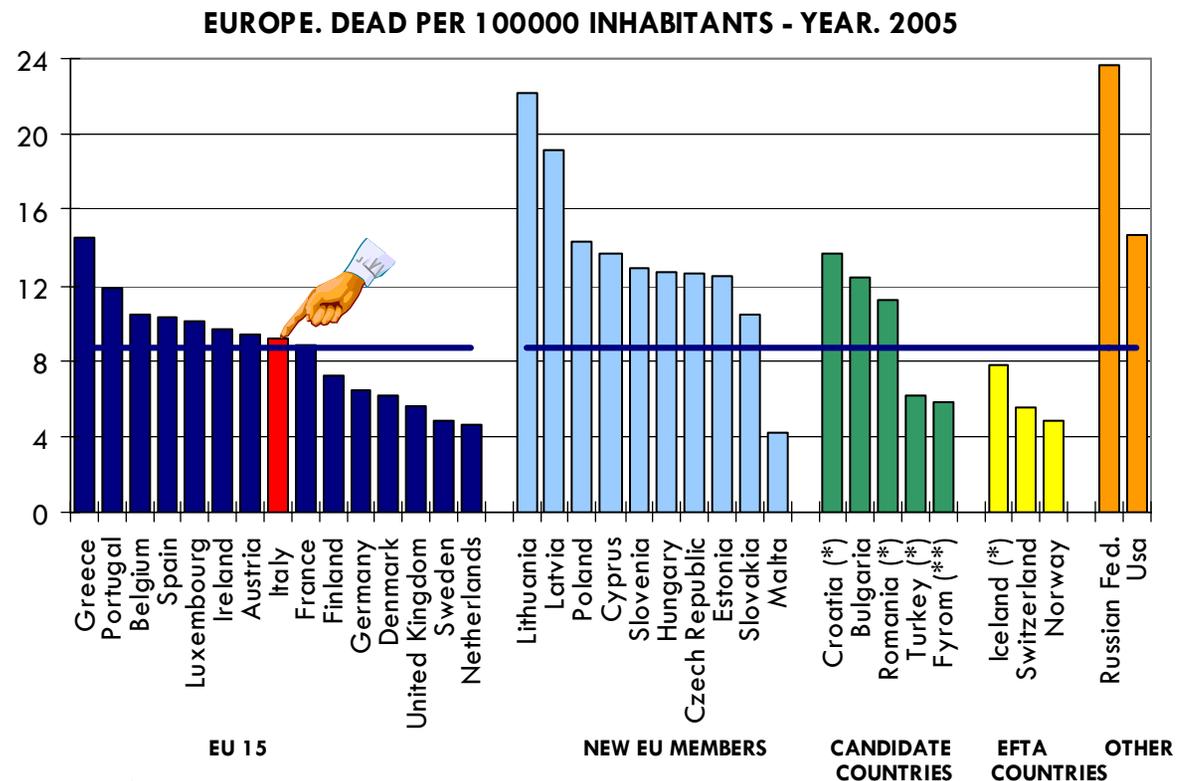
2 IN THE LAST 25 YEARS THE ROAD-ACCIDENTS CAUSED IN ITALY:
190000 DEATHS
400000 PERMANENT DISABLED
6200000 INJURED PEOPLE
NAMELY A TOTAL OF 6.8 MILLION VICTIMS

3 THIS MEANS THAT 40% OF THE ITALIAN FAMILIES HAD THE SAD EXPERIENCE OF A MEMBER INVOLVED IN A ROAD-ACCIDENT

4 THE ITALIAN ROAD-FATALITIES RATE IS HIGHER THAN THE EUROPEAN ONE

THE ITALIAN AVERAGE ROAD FATALITIES RATE (9.2 DEAD PER 100000 INHABITANTS) IS HIGHER THAN THE EU15 ONE.

MOREOVER, THE 2005 FATALITIES DATA IN COUNTRIES AS THE NETHERLANDS, SWEDEN, UNITED KINGDOM, SWITZERLAND AND NORWAY CORRESPOND TO THE 50% OF THE ITALIAN ONES, EVEN THOUGH THE MOBILITY LEVELS ARE COMPARABLE



(*) Situation up to November 2006

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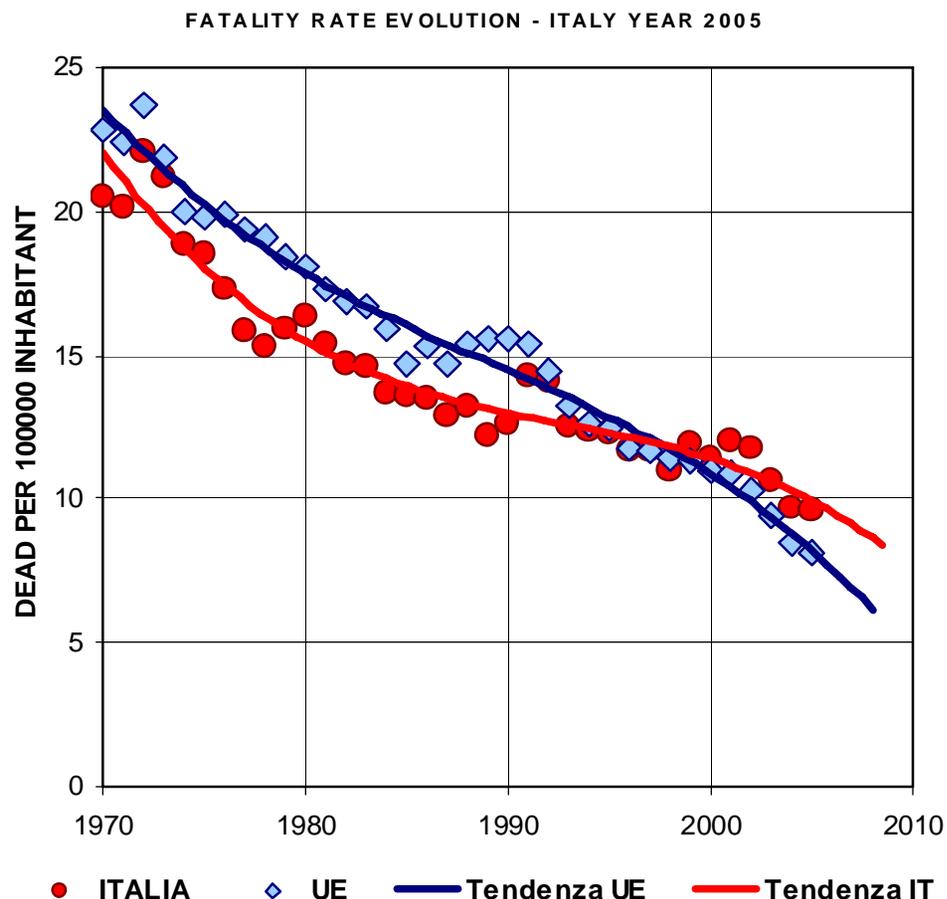
THE EVOLUTION OF THE ITALIAN ROAD FATALITIES FROM 1990 UP TO NOW.

THE POOR ATTENTION PAID TO ROAD SAFETY IN THE NINETIES, DOWN-GRADED ITALY FROM POSITIONS OF EXCELLENCE TO POSITIONS BELOW THE EUROPEAN AVERAGE

IN THE LAST TWELVE YEARS ITALY PASSED FROM THE 5TH TO THE 9TH POSITION IN THE LIST OF THE EU15

IN THE EIGHTIES THE ITALIAN ROAD FATALITIES RATE WAS 15% UNDER THE EU AVERAGE

IN THE 2005 THE ITALIAN ROAD FATALITIES RATE HAS REACHED THE 14% OVER THE EU AVERAGE



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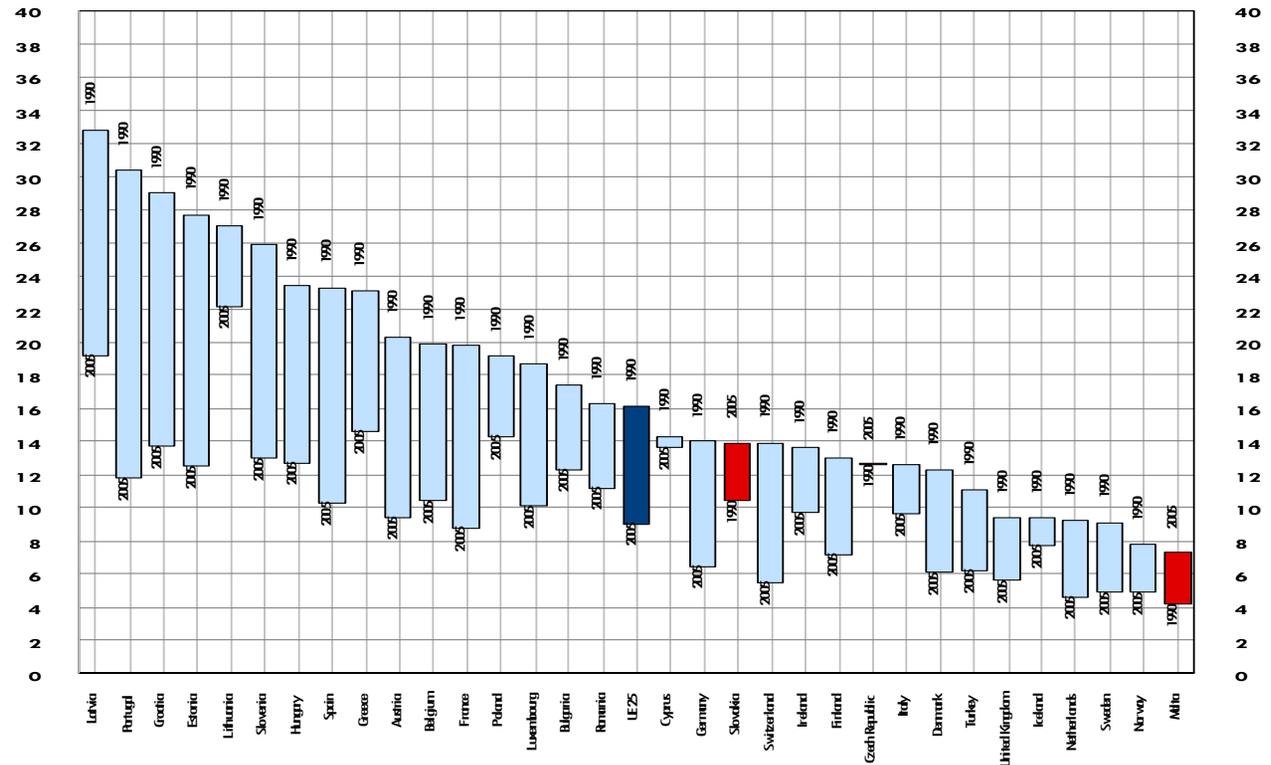
COMPARISON BETWEEN ITALY AND OTHER EUROPEAN COUNTRIES

THE TABLE SHOWS THE EU COUNTRIES FATALITY RATE VARIATIONS, FROM 1990 UP TO 2005:

ONLY 5 COUNTRIES AMONG 32 (27 EU + 5 EFTA) HAVE CARRIED OUT FATALITY REDUCTIONS LOWER THAN THE ITALIAN ONE

THE EU CARRIED OUT A 48% FATALITY RATES REDUCTION IN COMPARISON WITH THE ITALIAN 27%:

FATALITY RATES AND EVOLUTION 1990-2005

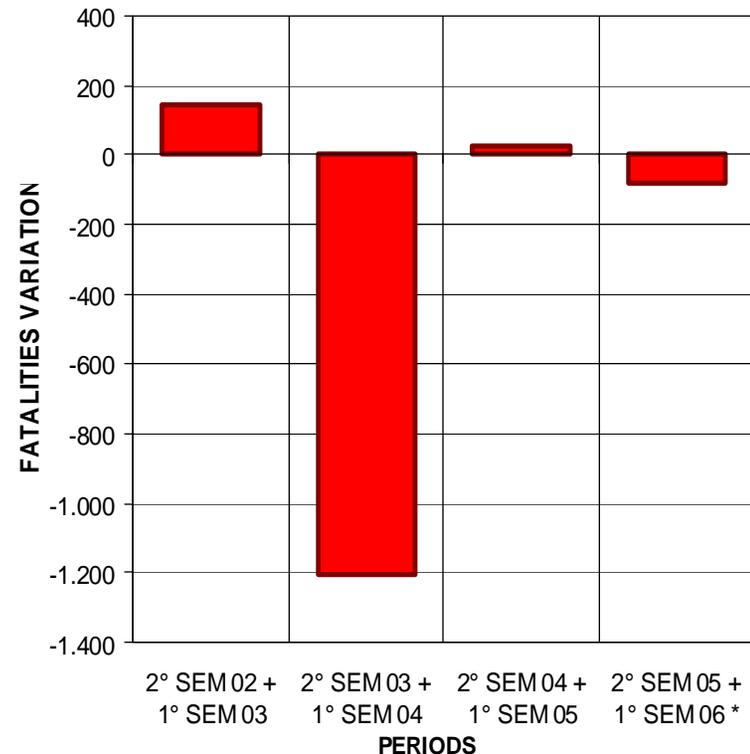


CONCLUSION: THE ITALIAN ROAD FATALITIES FROM THE 1990 UP TO NOW, SHOW AN EVOLUTION SLOWER THAN THE EUROPEAN UNION ONE, AND INCONSISTENT WITH THE COMMUNITY TARGET OF 50% ABATEMENT OF FATALITIES BY 2010

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THE PENALTY POINT SYSTEM BASED DRIVING LICENSES HAS BEEN INTRODUCED IN ITALY IN JULY 2003 WHEN THE NATIONAL PLAN ON ROAD SAFETY WAS LAUNCHED.

- * BETWEEN JULY 2003 AND JULY 2005 THE PENALTY POINT SYSTEM BASED DRIVING LICENSES PRODUCED A REDUCTION OF 1313 UNITS ON DEATHS AND 27933 ON WOUNDED PEOPLE
- * THE 90% OF THE TOTAL ABATEMENT WAS CARRIED OUT ON THE FIRST 12 MONTHS
- * IN THE FOLLOWING 18 MONTHS THE REDUCTION THE OF DEATHS WAS ONLY 144 UNITS AND THE 2006 DATA SHOW A POSSIBLE INVERSION OF THE TREND

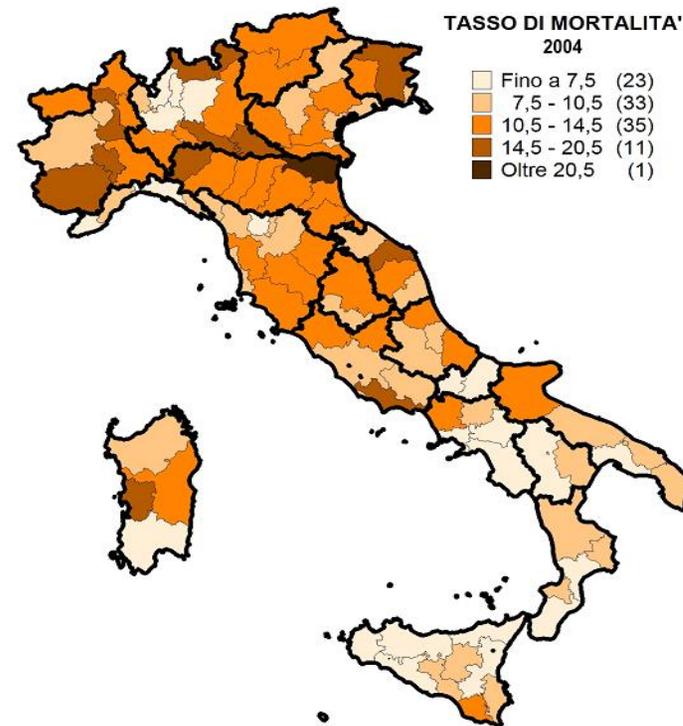


THE CONCLUSION IS THAT THE PENALTY POINT SYSTEM BASED DRIVING LICENSES HAS PRODUCED THE MAJOR DEAD TOLL ABATEMENT ASCERTAINED IN ITALY UP TO NOW, BUT NOW IT SEEMS TO HAVE LOST ITS DETERRENT POWER

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THE SITUATION SHOWS HUGE TERRITORIAL GAPS ON SAFETY PARAMETERS

- * **THE ITALIAN PROVINCES FATALITY RATES VARY FROM 3 TO 21 DEAD PER 100000 INHABITANTS**
- * **BETWEEN 2002 AND 2003 12 PROVINCES RECORDED AN INCREASE OF FATALITIES BETWEEN +10% AND +50% WHILE 10 RECORDED ABATEMENTS BETWEEN -30% AND -50%**



IN OTHER TERMS :

- **ONE PART OF ITALY HAS DIFFICULTIES ON MAINTAINING THE STEP OF EUROPE,**
- **THE OTHER CAN ACHIEVE BOTH: THE EUROPEAN AND NATIONAL TARGETS BEFORE 2010**

CONCLUSIONS

THE SURVEY OF THE NATIONAL COUNCIL FOR ROAD SAFETY BRINGS :

- **TO IMPROVE THE EFFICACY OF ACTIONS AND INVESTMENTS**
- **TO INCREASE THE GRADIENT OF THE FATALITIES REDUCTION**
- **TO BALANCE THE REGIONAL GAPS**

CONSISTENTLY WITH THIS TARGET A SERIES OF INITIATIVES HAS BEEN PROPOSED BY THE COUNCIL FOR ROAD SAFETY TO THE MINISTER OF TRANSPORT

TODAY THE FOLLOW UP OF THE MATTER IS UNDER POLITICAL DECISION

VERY LIKELY THE DECISION WILL INVOLVE MEASURES ADDRESSED:

- **TO RENEW THE DETERRENT POWER OF THE PENALTY POINT SYSTEM BASED DRIVING LICENSES**
- **TO INCREASE THE SAFETY OF THE ROADS OF THE 12 PROVINCES THAT RECENTLY RECORDED A FATALITIES INCREASE OVER 10%**
- **TO DRAW THE ATTENTION OF THE POPULATION, PARTICULARLY YOUNG PEOPLE, TO THE NEED OF A CAREFUL AND RESPONSIBLE DRIVE.**