Together we are road safety

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ASECAP Road Safety Conference in Vienna, Tuesday 3rd March 2015

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In-Motion-Control & Road Safety:
The Italian Experience

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Highlights

➢Technology evolution is increasing the affordability, precision and thus the effect of **“in motion control”** on road safety.

➢Constant cooperation with police authority is needed to achieve good results, but **a corresponding evolution of the legal context is necessary.**

Speed Control

Speed control has been in use for decades on both motorways and other roads. Technology is cheap and in constant evolution, while the legal framework is somehow incoherent, at least as regards Italian motorways. Still a powerful and easy-to-use tool for the police, **it has nonetheless shown mixed effects on motorway drivers' habits.**

Point vs Average

Autostrade Tech strongly supports average speed enforcement instead of traditional speed enforcement for these reasons:

Traditional speed enforcement:

- causes drivers to hit the brakes ▸ possible crashes
- produces more sanctions, but less safety ▸ minor public approval rate
- does not influence driver's behavior in long term ▸ not effective over time

Average speed enforcement:

- hitting brakes is useless ▸ no avoidance related crashes
- it is clearly understandable and does not provide "ambushes" to drivers ▸ higher public approval rate
- it forces drivers to reduce speed ▸ constant reduction of accidents over time

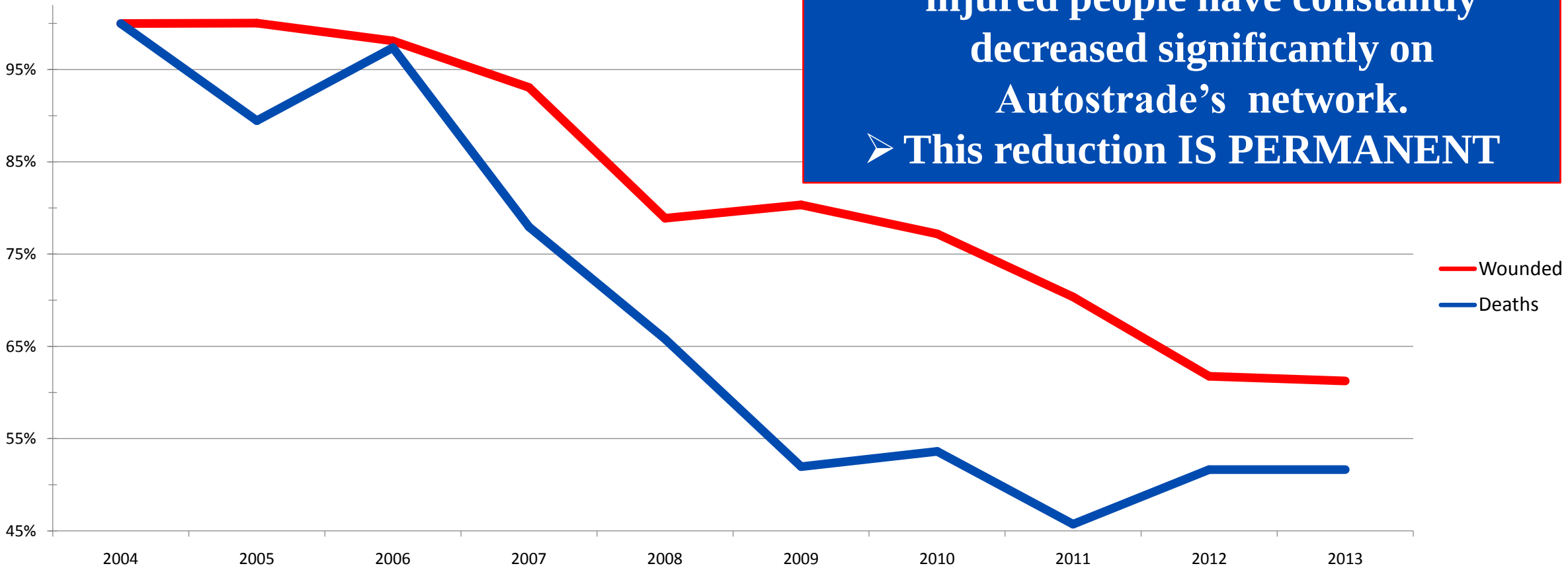
Average Speed Control

Introduced in Italy in 2004 with Autostrade's **SICVe – Tutor System:**

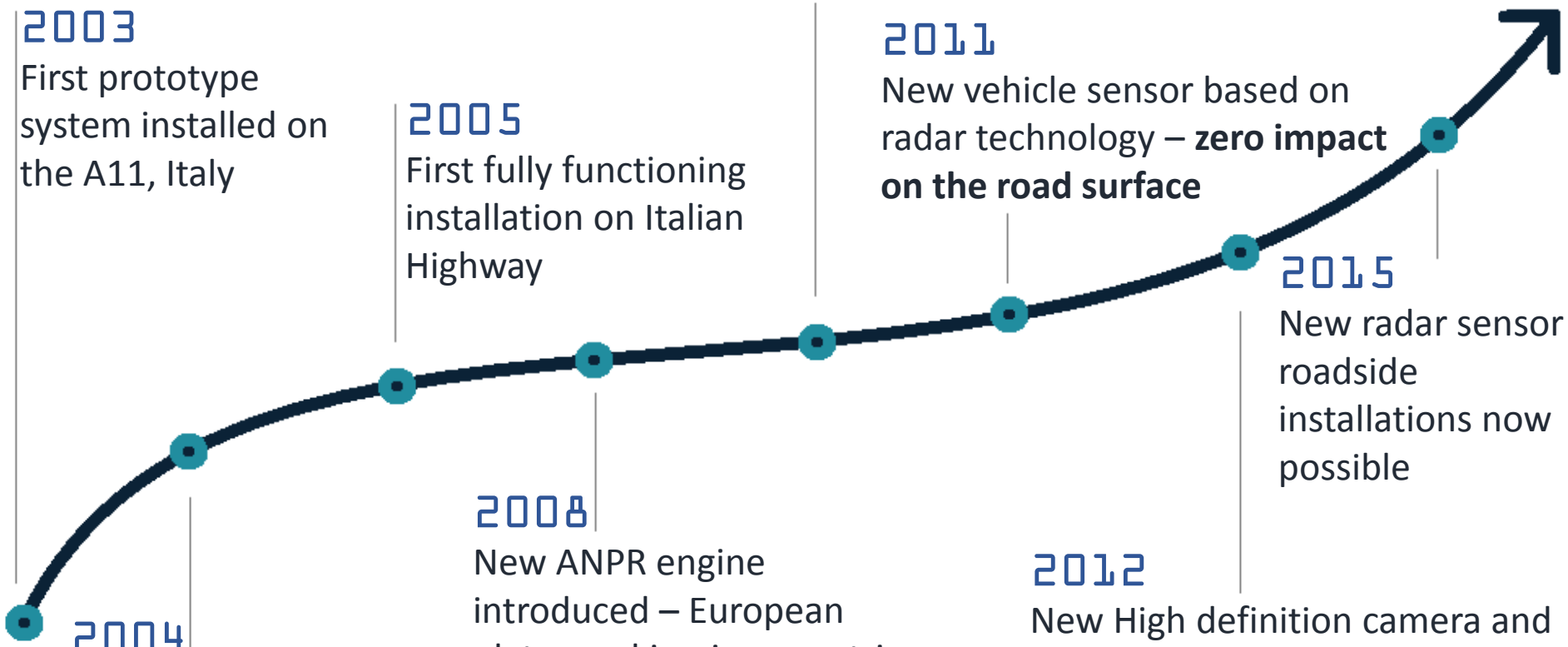
it has immediately affected drivers' habit and caused a drastic decrease in accident rate.

Effects of the Tutor

- Since massive installations begun on 2006, number of accidents, deaths and injured people have constantly decreased significantly on Autostrade's network.
- This reduction IS PERMANENT



Evolution



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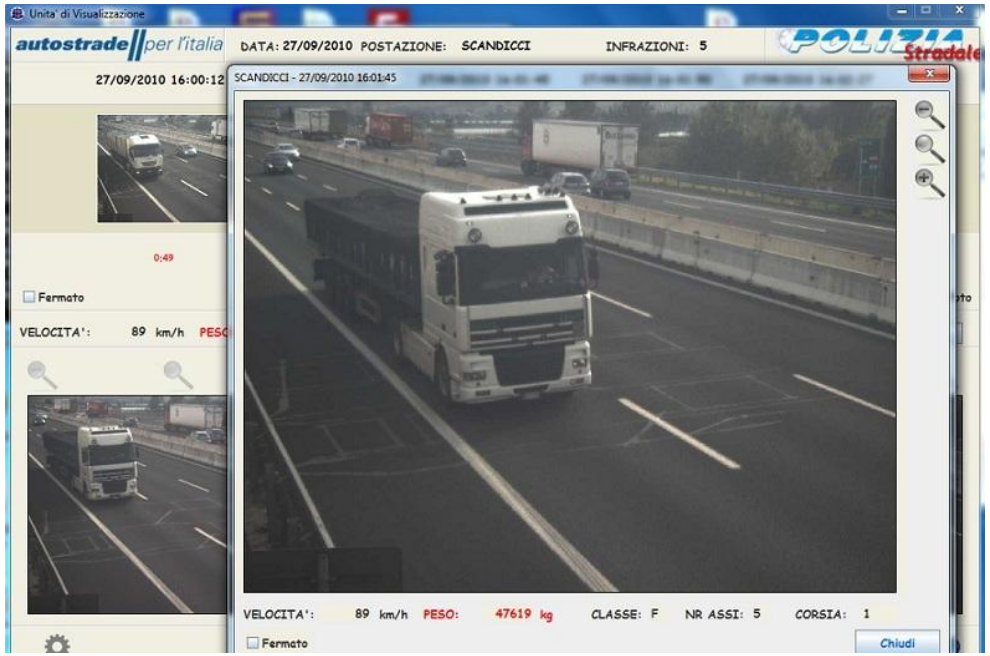
Not only speed - 1

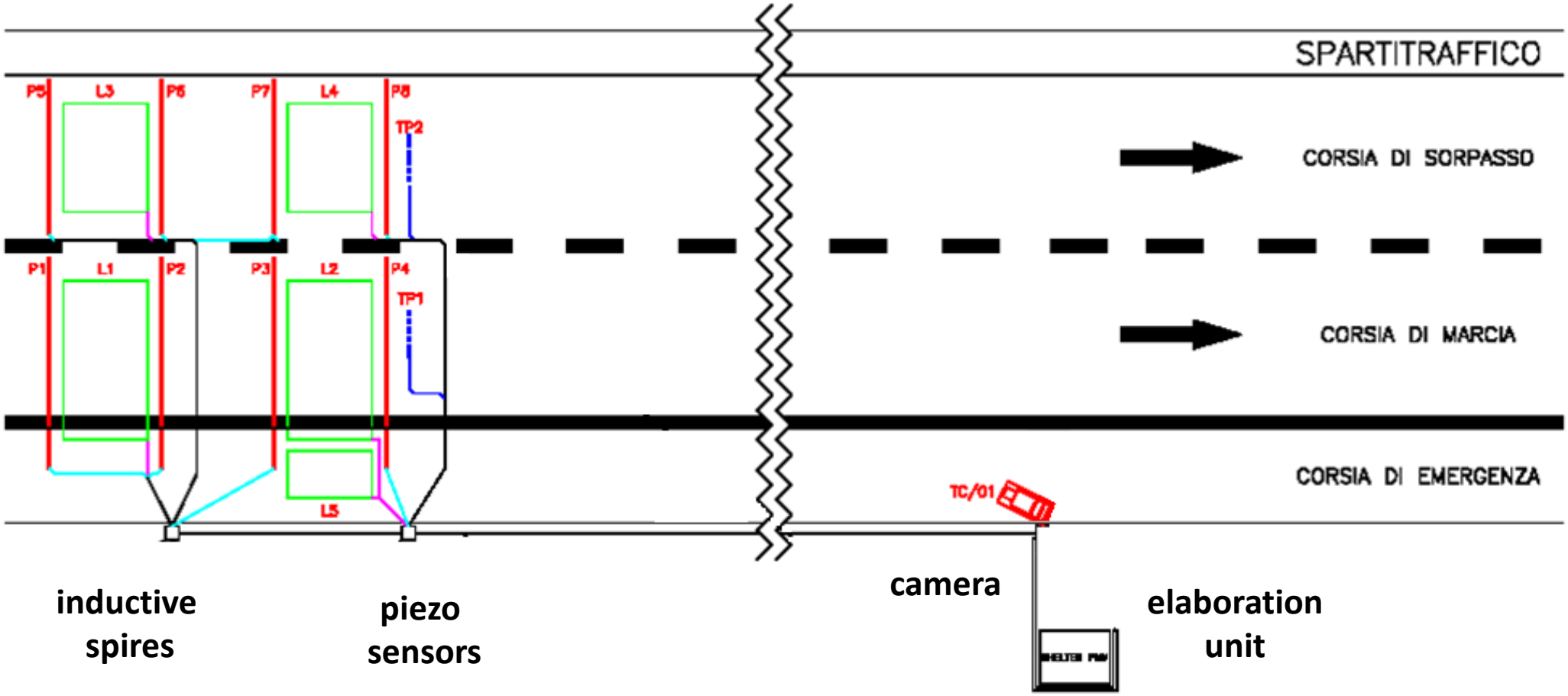


Overload is a major source of danger, with effects not only on the vehicle but also on the infrastructure.

Autostrade Tech is currently developing a **weigh-in-motion** system able to cope with the very demanding motorway environment and the even more demanding Italian regulatory system, .

Our goal is to minimize impact on infrastructure and ease control and enforcement by the competent authorities.

Not only speed - 2



Conclusions

Road Safety is a priority, technology is ready and enforcing authorities more than willing.

We are ready to support increased automation in control and enforcing. Will the legislation follow the trend ? What is the situation in other European countries?

Thanks for the attention