



# Road safety and mobility for the future

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**HIGHWAYS COMPANIES AND TRAFFIC POLICE PARTNERSHIP  
THE ITALIAN WAY TO IMPROVE ROAD SAFETY**



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## SPEAKER

### **Paolo CESTRA**

Vice Questore Aggiunto of the Italian National Police on duty at the Ministry of the Interior - Public Security Department – National Traffic Police Service as Head of International Relations Section and Director of the Investigative Division.

Degrees in Law, International Relations and Public Administrations.

Post University Master in *Peacekeeping and Security Studies*.

Expert in International Humanitarian Law and International Cooperation.

CARPOL *Troika* Member – TISPOL Executive Committee Member and President of the TISPOL *High Risk Road Users* Working Group.

LANDSEC EU DGHome Committee Member for Law Enforcement – Member of EU DGHome Experts Committee on Transport Security and Social Rules.





## HIGHWAYS COMPANIES AND TRAFFIC POLICE PARTNERSHIP

### The Italian way to improve road safety

1. LEGAL FRAMEWORK
2. THE PARTNERSHIP
3. TRAFFIC POLICE STRATEGY
4. TECHNOLOGIES
5. RESULTS
6. STRATEGIC OBJECTIVES
  - 6.1 Law Enforcement
  - 6.2 Security
  - 6.3 Safety
7. CONCLUSIONS



## 1. LEGAL FRAMEWORK

- Art. 5 and art. 6 Italian Traffic Code gives authority and decision power to Road Authorities and Highways Companies.
- Art. 11 Italian Traffic Code give priority on traffic policing to the Traffic Police Service
- Ministry of the Interior Decree 28 April 2006 - Traffic Police **exclusively** in charge for traffic policing on Highways. It is the only Police Force allowed.
- Law 16 January 2003: Ministry of Interior can stipulate agreements with public and private Companies to provide services for public security.
- 12 October 2009: Ministry of Interior and AISCAT signed the new Partnership Agreement with the main objective to provide the best “*service*” on Highways (first agreement was on late 60’s of last Century).
- Cooperation and partnership extended to all 23 Highways Companies (AISCAT members and ANAS)



## 2. THE PARTNERSHIP

### Motorway s Companies Obligations



#### Facilities

- TP Stations
- Maintenance
- Staff accommodations
- Extra money to the TPOs

#### Vehicles Equipment

- Traffic Police Patrol cars
- Maintenance / Fuel
- Communication and IT

#### Enforcement and intelligence

- New technologies for traffic control
- Provide information and CCVT images for investigation and ILP

#### Traffic Police Officers Welfare

- Insurance
- Allowances
- Benefits



## 2. THE PARTNERSHIP

### Traffic Police Obligations



Patrolling and law enforcement activities on Highways network, to regulate traffic and enhance the road safety

Control and surveillance on all traffic events and traffic congestions  
Traffic accidents management and restoration to normality. Provide traffic information to road user and stakeholders;

Strategic plan to prevent road traffic accidents aimed to reduce injuries and enhance the road safety

Provide safety and security to all user, infrastructure and pay toll station. Promote prevention action to fight against criminal acts in highway

Provide security and safety to the parking areas, rest areas and commercial activities



### 3. TRAFFIC POLICE STRATEGY

## Highways Traffic Policing Strategy An Integrated Approach





## 4. TECHNOLOGIES

### ➡ TUTOR



Detection of average speed in a control section

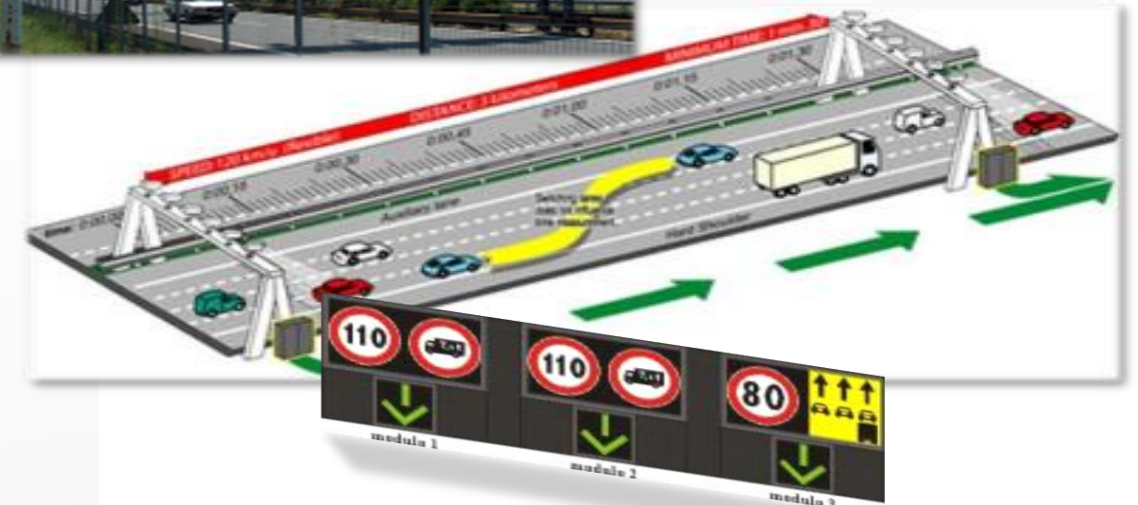
#### Reduction

- Average Speed (-15%)
- Maximum Speed (-25%)
- Fatalities rate (-51%)
- Serious Accidents (-27%)
- Accidents rate (-19%)

### ➡ Dynamic Lane

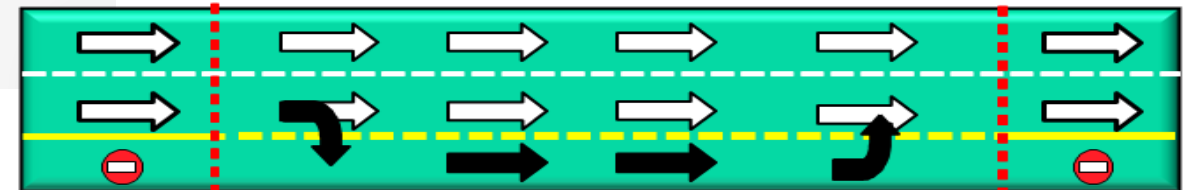
Temporary use of emergency lane

- Increase Traffic flow capacities
- Reducing traffic jams



3 lanes start

3 lanes finish





## 5. RESULTS

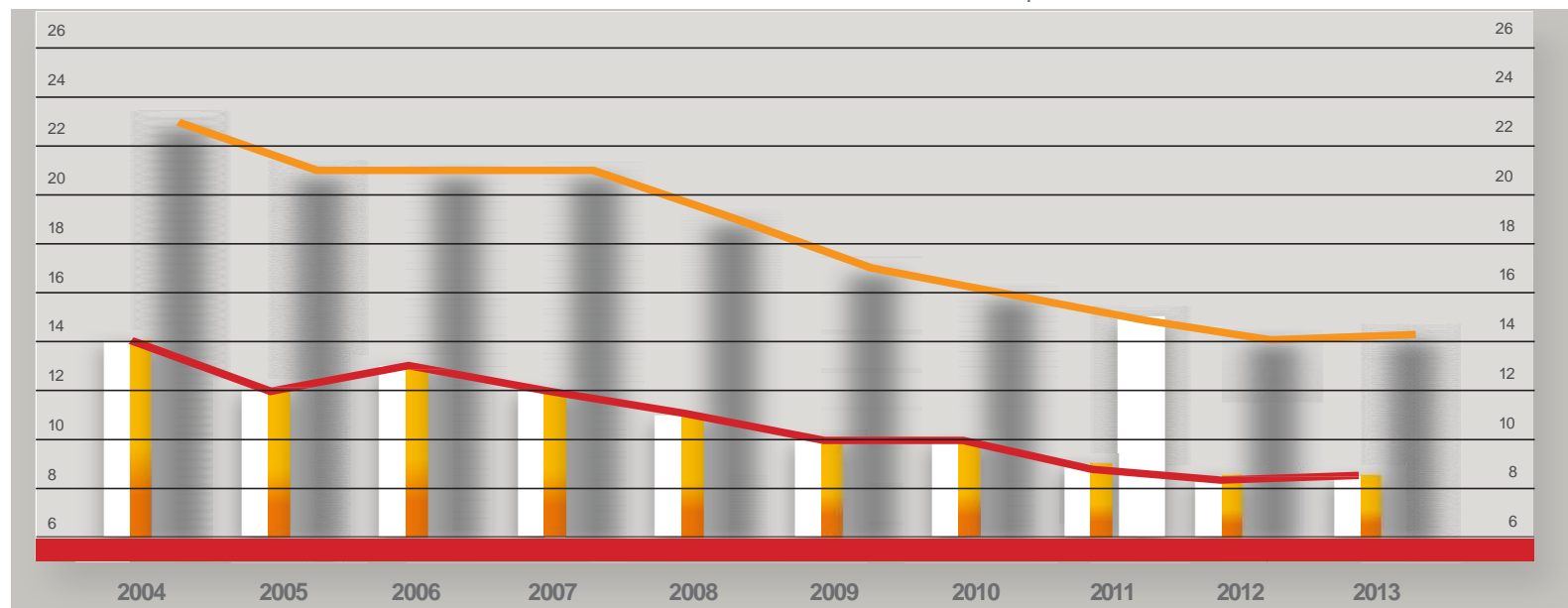
since 2004  
since 2004 - 36 %

Accidents rate 2004-2013

\* Value / 100 millions of vehicle-km

Fatalities and accidents with injuries\*

Injured\*



Safety  
Source AISCAT 2013



## 5. RESULTS

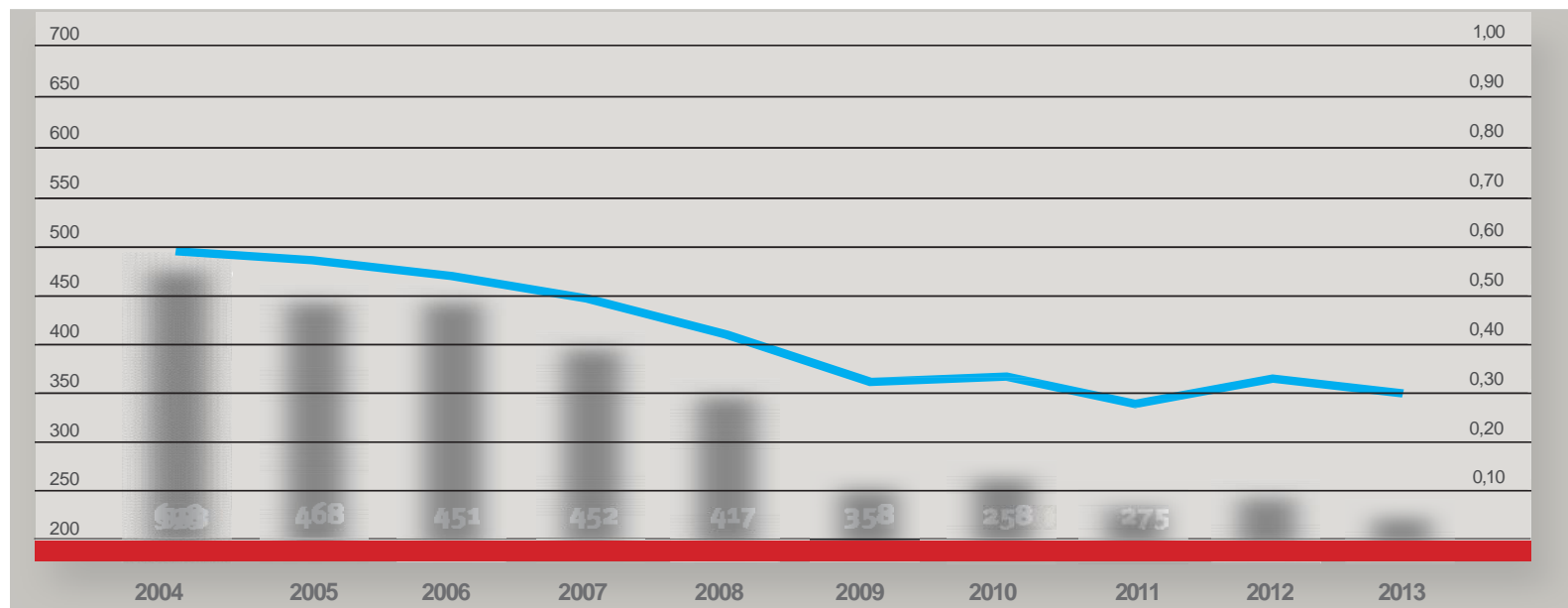
since 2004

**- 51 %**

Fatalities 2004-2013 (fatality rate and absolute value)

\* Value / 100 millions of vehicle-km

— Fatality rate\*  
— Absolute value



Safety

Source: AISCAT 2013



## 6. STRATEGIC OBJECTIVES

### 6.1 - LAW ENFORCEMENT

- High visibility of Traffic Police patrols.
- TP focus on “*core business*”.
- Improve consistency of speed enforcement.
- Coordination and integration with stakeholders.
- High Impact and Joint Police Operations.

### 6.2 - SECURITY

- Reduce crime and fear of crime.
- Improve intelligence.
- CCTV on rest areas.

### 6.3 - SAFETY

- New Technologies.
- Improve traffic accidents response and clear up time.
- Promulgate *best practises* for traffic accidents management.
- Improve safety in temporary road works on Highways.
- Coordination with all others first responders.

## 6.1 - LAW ENFORCEMENT

- High visibility of Traffic Police patrols.
  - Short range patrolling area (max. 40 Km)
  - Dedicated observation points
  - Variable Message board to inform of Traffic Police controls.
- TP focus on “*core business*”
  - Specialized and targeted tasks (HGV, ADR)
  - Delegate minor traffic accidents management
- Improve consistency of speed enforcement
  - *Tutor*
  - Laser Speed gun
  - *Speed Marathon*
- Coordinated and integratrations with stakeholders
  - High visibility Police OPS complimented by the Highways Officers/patrols
  - Coordination between Police OPS and/or with Highways Companies and other Road Safety Agencies
- High Impact and Joint Police Operations – HIOs and JPOs





## 6.2 - SECURITY

- Reduce crime and fear of crime.
  - Free up Traffic Police to focus on tackling criminality.
  - Investigations and fighting MOCG (Mobile Organized Criminal Groups).
  - Undercover surveillance.
  - Traffic Police presence on rest areas (combined with other Law Enforcement activities).
  - Antifraud activity (unpaid toll tickets).
- Improve intelligence (CCTV/ANPR).
  - Use of ANPR for criminal investigations and data collection.
  - Use of Highways data for criminal investigations (I.e. *Telepass*).
  - Possibility of Highways CCTV for traffic and criminal surveillance.
- CCTV on rest area.
  - Safe truck rest area project (EU funded).

## 6.3 - SAFETY

- New technologies.
  - Remote control (extended to Vehicle Insurance, helmets, HGV overload).
  - DWI tester (Alcohol and Drug).
  - 3D Road traffic accidents investigation/reconstruction
- Improve traffic accidents response management and clear up time.
  - Specialized Training to officers responding to traffic accidents.
  - Providing officers dealing with accidents on the roads with high visibility safety clothing.
  - Identifying a minimum standard level of equipment for vehicles likely to respond to accidents on the roads.
- Promulgate best practice for accidents management.
  - Awareness training for officers dealing with accidents on the road in the methods of positioning a police vehicle on the carriageway.
  - SOPs for accidents involving dangerous goods, fire, protest, etc..
- Improve safety in temporary road works on Highways.
  - Coordination with TP for Speed detection and Check Points.
- Coordination with all other first responders.
  - Establishing JCCP - *Joint Common Command Protocols* for traffic accidents on the Highways.

## 7. CONCLUSIONS

Partnership central role.

Shared responsibilities.

Exclusive competencies and specific tasks.

Common intentions.

Multilevel Governance of Highways.

*Same challenge. Same team. We play all together.*

Better results.





THANK YOU FOR YOUR ATTENTION!

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