



# STATISTICHE

numbers and graphs for understanding Veneto

*Flash*

Reading the numbers on the deaths and injuries caused by road accidents is comparable to reading a war bulletin. However, these statistics are essential to the understanding of the phenomenon and a necessary basis from which to combat it and attempt to alleviate the related social and economic costs. The numbers published here come from the Statistical Survey of Road Accidents with personal injuries included in the National Statistical Program (NSP). This survey has been stimulated into renewing its data collection models and

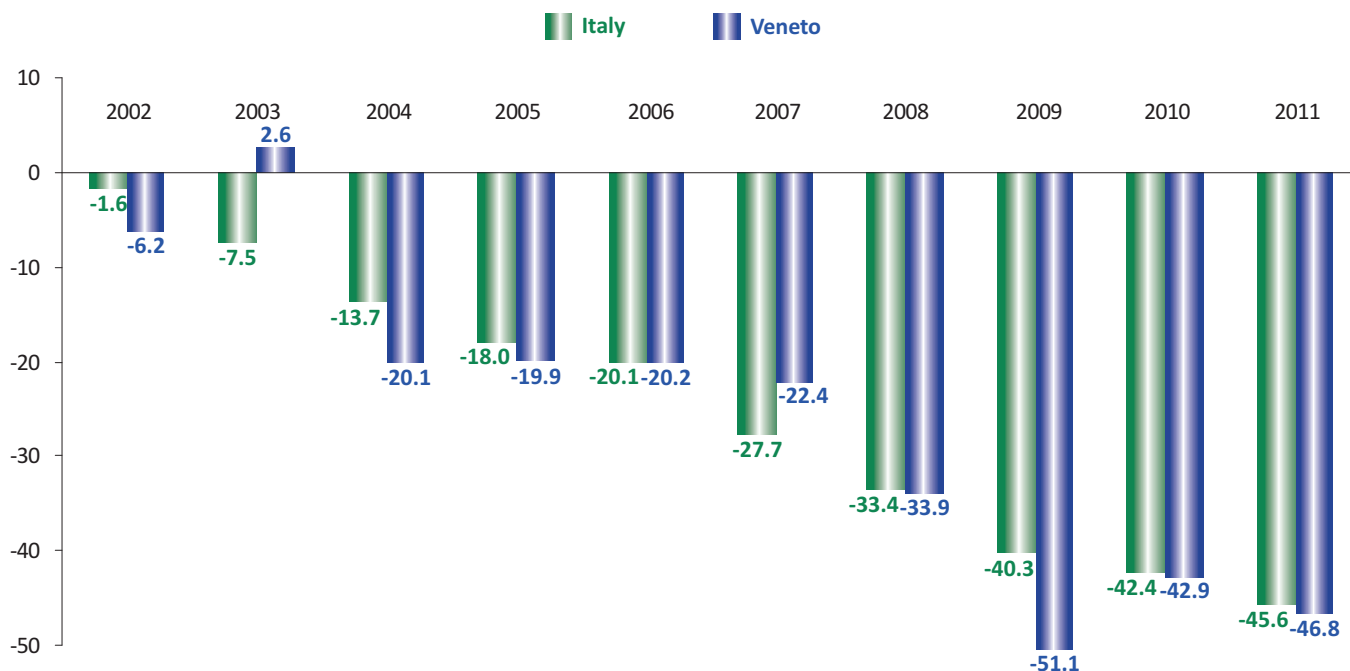
## ROAD ACCIDENTS IN VENETO

tools by the increasing attention of the European Union as well as Italian institutions on a local and national level. The immediacy of implementation that comes from quality accident data is of great help in defining initiatives for countering this phenomenon. By way of examples, the causes and locations of accidents can guide policies aiming at the improvement of inadequate road conditions, whereas prevention and control policies can be applied to regulate behavioural issues. To this effect, available

economic resources can be optimized simply by improving road signs and increasing traffic awareness through school initiatives, thereby achieving greater results than one might expect. The application of these strategies was instrumental in lowering the number of Italy's road accidents with personal injury in 2011 to 205,638, resulting in 3,860 deaths (within 30 days from the accident) and 292,019 injured.

In comparison to 2001, the number of deaths has decreased by 45.6%. Although Italy did not reach the 50% mortality reduction target set by the EU White Book of September 13, 2001, it nonetheless fared better than the 44.5% European average and Germany's 42.6% for the same time period. In Veneto, the decrease in percentage of deaths compared to 2001 had a more fluctuating trend compared to the values calculated for Italy, and in 2011 stood at -46.8%.

% VARIATION IN THE NUMBER OF DEATHS WITH RESPECT TO 2001. VENETO AND ITALY



Source: Processing by Veneto Region - Directorate of Regional Statistical System on Istat-ACI-Veneto Region data

In order to ensure more prompt and accurate statistics on road accidents with personal injury, ISTAT, the competent ministries, law enforcement agencies and representatives of regional and local authorities have promoted specific projects on a regional basis. With regard to the Veneto Region, there have been numerous government acts preceding and accompanying the experimental phase of the Project, which became fully operational as

## VENETO REGION'S PROJECT

of January 1, 2013.

The flow of information identified by the Regional Project envisages that the data collected from the local municipal police forces should merge into a Monitoring Centre located in the pertinent provincial area, to then be sent to the Regional Monitoring Centre; whereas the data collected by the Traffic Police and the Carabinieri are to be sent to their respective stations and from there to ISTAT,

which subsequently makes them available to the Region and the local authorities. This regional project has attracted the interest of the Veneto Prefectures, which will be called upon to play an active role in coordinating police forces and preventing accidents caused by speeding. The project's organizational framework is therefore rather complex, since many hands are involved in the flow of data collection, verification, and processing. The agencies involved must pursue the goals of improving data quality as set out in the Memorandum, and ensuring a more timely collection and handling of data through close collaboration that will identify and overcome obstacles to achieving the set targets.

The implementation process of the Project made use of two information tools: INCONTRA, for road accident data collection, and CEREMOSS, used to digitalise this data. The latter had already been organized some years ago by the Veneto Strade s.p.a. company and has been updated according to the parameters resulting from the interchange track record set up by ISTAT for 2011 (CTT/INC 2011).

Some institutions manage their road accident files by means of software that also, among other functions, fulfils the related statistical information obligations. INCONTRA, however, has been developed to specifications of the Veneto Region and then distributed to the various local authorities involved in the project as the only means for sending data to the RMC (Regional Monitoring Centre).

As regards human resources, the Veneto Region officials dealt with the project with the help of college interns and recent graduates from the University of Padua and the IUAV.

### CHRONOLOGY OF GOVERNMENT ACTS

13/12/2007	National Memorandum of Understanding among ISTAT, the Ministry of Interior, Ministry of Defense, Ministry of Transport, Conference of the autonomous Regions and Provinces, ANCI and UPI for the coordination of road accident data collection and statistical activities
06/06/2008	Regional Council Resolution no. 1446 acknowledging and implementing the Memorandum of Understanding
23/03/2010	Regional Council Resolution no. 1192 approving the regional Project
06/07/2011	National Memorandum of Understanding between the ISTAT, the Ministry of Interior, Ministry of Defense, Ministry of Transport, Conference of the autonomous Regions and Provinces, ANCI and UPI for the coordination of road accident data collection and statistical activities
08/11/2011	Regional Council Resolution no. 1789 receiving the National Memorandum of Understanding of 07.06.2011 and approving the implementation Agreement of the Memoranda and Project for road accident data collection and statistics
26/03/2012	ISTAT notifying approval of the Veneto Region Project
11/09/2012	Implementation agreement of the Memoranda and Project for road accident data collection and statistics among the Veneto Region, Province of Belluno, Province of Padua, Province of Rovigo, Province of Treviso, Province of Venice, Province of Vicenza, "Veneto Strade s.p.a." company, and the Chief of Traffic Police Department for Veneto
26/09/2012	Establishment of the Regional Coordination Committee instituted by the implementation Agreement

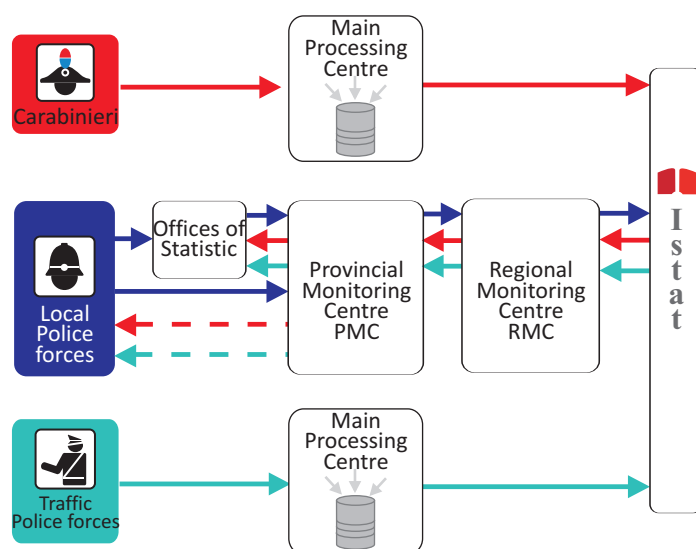
### DATA QUALITY OBJECTIVES TO BE ACHIEVED BY 2013 ACCORDING TO THE NATIONAL MEMORANDUM OF 2011

Threshold Value		Threshold Value	
Date of accident	=100%	Type of vehicle*	>99.5%
Location of accident	=100%	Street Number or Name	>85%
Method of detection	=100%	Kilometres and metres**	>95%
Localization	=100%	Circumstances of vehicle A*	>85%
Type of accident	>97%		

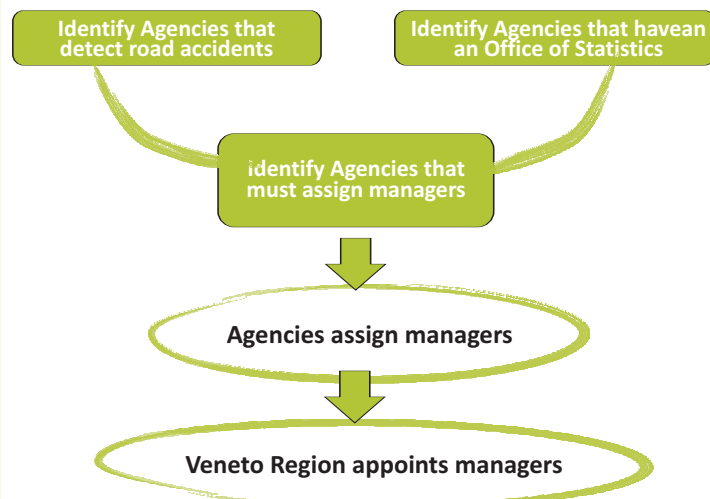
\* as determined by the surveyor's field of observation, at least 1 vehicle must be involved in the accident

\*\* if street name is available

### DATA WORKFLOW STARTING JANUARY 1, 2013



### PROCEDURE FOR THE APPOINTMENT OF PERSONAL DATA HANDLING MANAGERS



The processing of personal data collected through the survey is carried out in accordance with Legislative Decree no. 196 of June 30, 2003 (relating to the protection of personal data) and the provisions relating to the protection of statistical confidentiality in article 9 of Legislative Decree no. 322 of June 6, 1989 (Rules on the National Statistical System and the reorganization of the National Institute of Statistics). In accordance with article 11 (protection of personal data) of the national Memorandum of Understanding of July 6, 2011, ISTAT is chiefly responsible for the treatment of personal road accident data.

Additionally, responsibility for data treatment lies with the manager of the Veneto Region Office of Statistics and the managers of other interested local Offices of Statistics. These managers may appoint others to deal with data treatment procedures. In order to improve quality of the data collected and reinforce the activities involved in the project, the Region – Directorate of Regional Statistical System has immediately given its support to ISTAT, which is promoting a series of meetings through its Veneto Regional Office. These are aimed at informing local Police operators collecting and processing data with regard to the FAD "distance learning" road accident data collection web platform. This platform contains documents, e-learning sessions, exercises and regulations that will remain available to operators in accordance with the practice of continuing professional development.

## AGENCIES AND ORGANIZATIONS INVOLVED AND THEIR ASSIGNED TASKS

### ISTAT

Collects data on road accidents across the region from the RMC, validates it, and returns the validated data to the Region.

### VENETO REGION

#### Directorate of Regional Statistical System - Regional Monitoring Centre RMC

Responsible for validation of the data on the regional level, using the criteria required by ISTAT and any other self-established criteria; develops the network of relationships with the Provincial Administrations and regional departments of the Veneto Region Police Force; acquires data from ISTAT and submits it to the pertinent PMCs; gathers information on road accidents across the region in a single database, and transmits it to ISTAT; organizes data processing (reports, tables, etc.) accessible to the agencies involved in the project and users; manages compliance with Privacy Regulations; returns ISTAT validated data to PMCs; ensures that the survey covers the whole region even if one or more Provinces fail to participate; implements the Memorandum through the Regional Administration.

### VENETO REGION – Directorate of Infrastructure

Cooperates with the Directorate of Regional Statistical System as regards developing the network of relationships with the Provincial Administrations and regional departments of the Veneto Region Police Force, determining what needs to be known, generating monitoring and validation procedures, and coordinating the distribution of information.

### VENETO STRADE S.p.a. (company)

As agreed by the RMC, organizes, maintains, and updates the software application used by collection operators to record road accident data, as requested by Municipalities and Provinces; provides for the development and related technical assistance of a software application used to merge ISTAT track files sent to individual PMCs by compatible sources. This application is also freely available to PMCs.

### PROVINCES - Offices of Statistics – Provincial Monitoring Centers PMC's

Manage and coordinate the various operators involved in the collection of road accident data within their jurisdiction, learning from the data itself, which they then validate on a provincial level and transmit in a single file to the RMC.

### MUNICIPALITIES – Local Police Stations

Transmit the collected road accident data by sending it directly to their respective PMCs. As per the Municipalities and aggregations thereof in the Verona Province, this data is sent to the RMC, which substitutes the PMC.

# STATISTICHE *Flash*

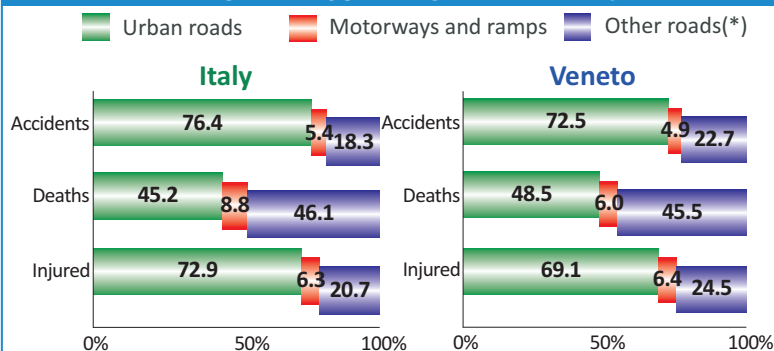
In 2011, Italy recorded 205,638 accidents with personal injuries. As a result of these accidents, 3,860 people died, while the injured amounted to 292,019. The Veneto regional area recorded 15,564 accidents, with 369 deaths and 21,517 injured. These numbers amount to 7.6, 9.6, and 7.4 percent respectively, of the national total. Comparing 2011 to 2010, the number of accidents decreased by 2.7%, deaths by 5.6%, and the numbers of injured as a result of road accidents also decreased by 3.5%. The data collected in Veneto

shows a lower decrease in the number of accidents and victims of injury, but the severity rate of accidents decreased by 1.2 percentage points more than Italy as a whole, with a 6.8% decrease in the number of deaths. The percentages for each road type inform us that the accidents occurred on roads running outside urban centres, though around 20% of the total, accounted for nearly half (45%) of the deaths. Veneto's mortality rate trend by day of the week, which is completely different

## ACCIDENTS IN 2011

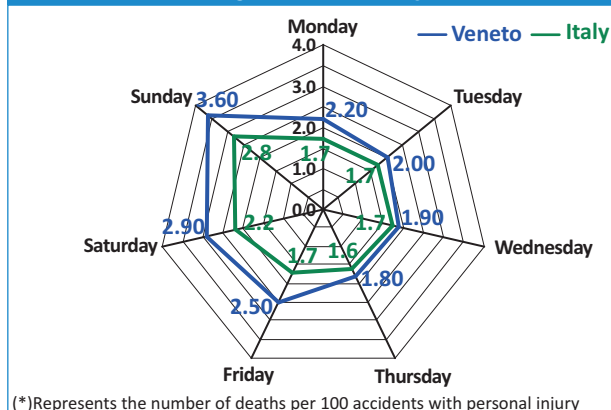
from the trend in Italy as a whole, shows a greater accident severity detected in Veneto with respect to the national average. Saturdays and Sundays were the most dangerous days with a 2.2 and 2.8 mortality rate for Italy, while during weekdays, it oscillated between 1.6 and 1.7. However, this diagram shows that, in Veneto, Fridays also were critical days, reaching a value of 2.5. In absolute terms, the greatest number of accidents occurred in the hours of the day when people commute to school, work, and back home, peaking at around 6 pm, when the additional effects of fatigue and reduced evening time visibility compound the effects of traffic congestion. The mortality rate was above the daily average of 1.9 throughout night time, revealing that at around 5 am a significant 6.0 accidents per 100 lead to fatalities. Age and gender distribution reveals that young people between the ages of 20 and 30 were the main victims of fatal accidents. Beginning with age 25, there is a clear predominance of male deaths, which then decreases as age increases until it gives way to female predominance after the age of 60, due to population composition.

### ROAD ACCIDENTS RESULTING IN PERSONAL INJURY, DEATHS AND INJURED FOR THE YEAR 2011



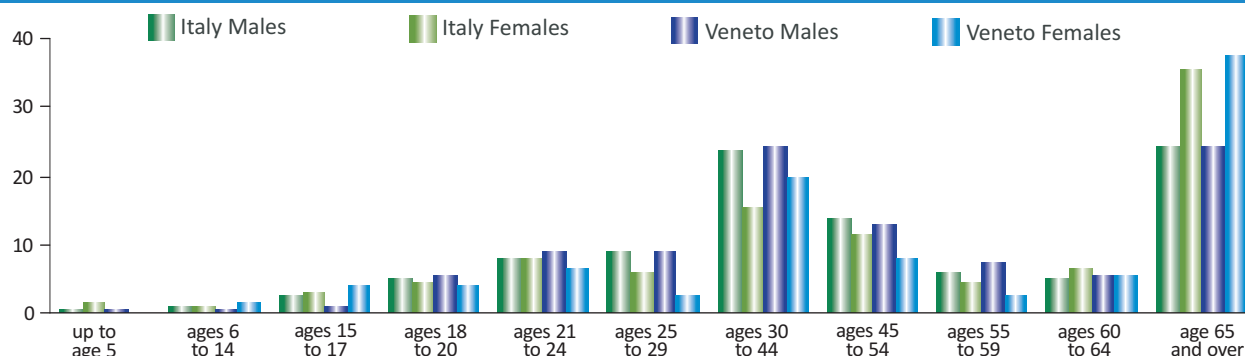
(\*) Includes state, regional and provincial roads and municipal roads outside city and town perimeters

### MORTALITY RATE(\*) BY DAY OF THE WEEK FOR THE YEAR 2011



(\*) Represents the number of deaths per 100 accidents with personal injury

### ROAD ACCIDENT DEATHS BY GENDER AND AGE (% COMPOSITION) - YEAR 2011



Source: Processing by Veneto Region - Directorate of Regional Statistical System on Istat-ACI-Veneto Region data