

INTERNATIONAL ROAD SAFETY FORUM

9th October 2025 **09.30 - 17.30**

**SALA TASSINARI, PALAZZO D'ACCURSIO,
PIAZZA MAGGIORE, 6, BOLOGNA**

WELCOME SPEECHES 09.30 - 10.00

Alfredo Boenzi — National Secretary of UNASCA
Jean Todt — UN Secretary General's Special Envoy for Road Safety (Video)
Enrique Lorca — President of the Fédération Européenne des Auto-écoles
Annalisa Corrado — European Parliament, ENVI Commission (Video)
Michele Campaniello — Councilor for Mobility, Municipality of Bologna

ROAD SAFETY NEAR ROADWORKS 10.00 - 11.30 **Carlo Polidori, AIPSS - Moderator**

Carlo Fianza — European Parliament, TRAN Commission (Video)
Antonio Avenoso — Executive Director of the European Transport Safety Council
Christophe Nicodeme — General Director of European Road Federation
Lorenzo Traini — Director of the Red Line Tram construction in Bologna
Iano Santoro — President of PISSTA
Giuseppe Cantisani — Professor at La Sapienza University

COFFE BREAK 11.30 - 12.00

EUROPEAN ROAD SAFETY CHARTER 12.00 - 13.30 **Andrea Onori, UNASCA - Moderator**

Claire Depré — Head of Unit at DG Move (Video)
Andrea Colombo — Bologna Città 30
Annalisa Ferrarini — Road Safety Project Manager of UNASCA
Giuseppe Contaldi — Province of Salerno "La Strada Giusta" project
Valentina Borgogni — President of Gabriele Borgogni Association

LUNCH BREAK 13.30 - 14.30

GLOBAL FORUM FOR ROAD SAFETY 14.30 - 15.45 **Jeanette Jeakback, EFA - Moderator**

Pierfrancesco Maran — European Parliament, IMCO Commision (Video)
Luciana Iorio — Chair of WP.1 of UNECE
Robert Trottain — President of Laser International
Enrico Almureden — Professor at UNIBO
Michael Bennett — Business Development Director at Jellylearn

COFFE BREAK 15.45 - 16.15

THE FUTURE CHALLENGES OF ROAD SAFETY 16.15 - 17.30 **Ingunn Haavi Finstad, EFA - Moderator**

Luca Persia — Presidenf of FERSI
Andrea Simone — Professor at UNIBO
Federico Semeraro — Emerit President of the European Resuscitation Council
Pascal Masapollo — President of PIMAS



Limited seating. First-come, first-served.
Completing registration does not guarantee attendance at the event. The organization will let you know as soon as possible if a seat is available.

Translation service (EN-IT)

WITH THE PATRONAGE OF



**Comune
di Bologna**



ROAD SAFETY NEAR ROADWORKS 10.00 - 11.30 Carlo Polidori, AIPSS - Moderator

Carlo Fianza — European Parliament, TRAN Commission (Video)
Antonio Avenoso — Executive Director of the European Transport Safety Council
Christophe Nicodeme — General Director of European Road Federation
Lorenzo Traini — Director of the Red Line Tram construction in Bologna
Giuseppe Cantisani — Professor at La Sapienza University
Domenico Carola — Scientific Director of PISSTA study center

COFFEE BREAK 11.30 - 12.00



*Associazione Italiana dei Professionisti
per la sicurezza Stradale*



International Road Safety Forum

Bologna, 9 October 2025

20,017

people died in road traffic in
the EU in 2024

110,000

seriously injured in the EU in
2019 (MAIS 3+)



EU Strategic Framework for Road Safety 2021-2030

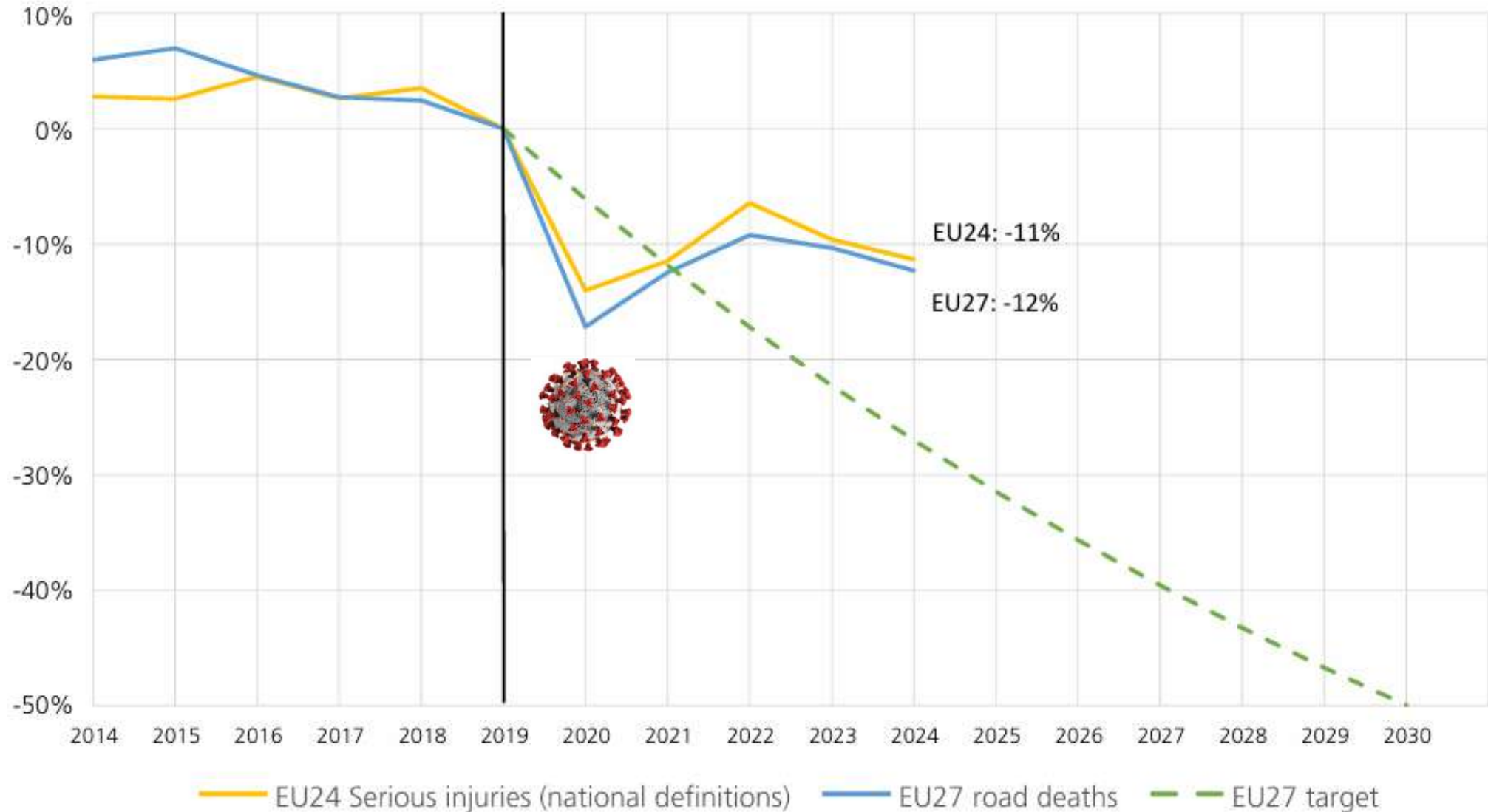
LONG-TERM OBJECTIVE

Safe system and zero road
deaths by 2050

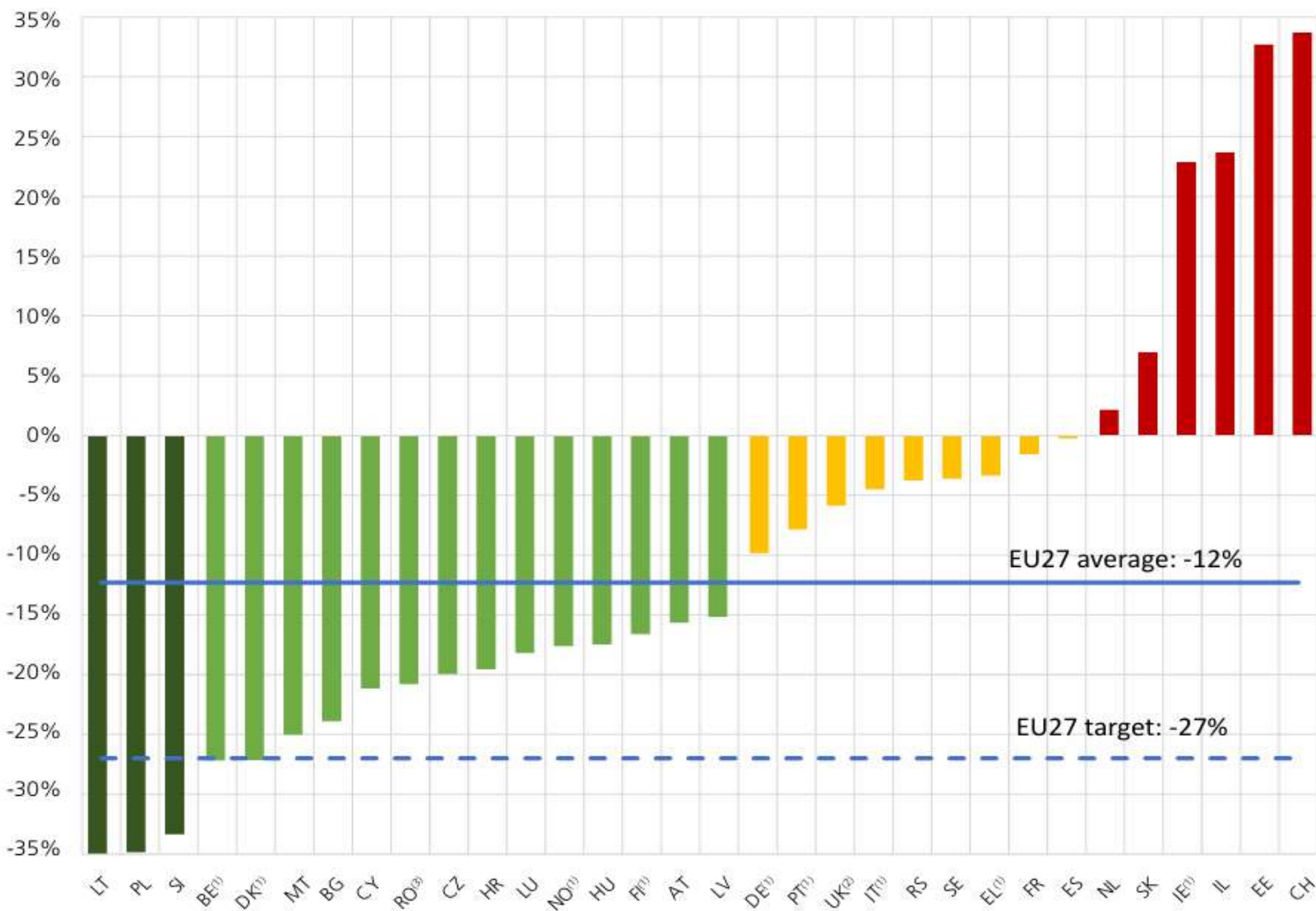
MID-TERM OBJECTIVE

decrease by 50% the number
of deaths and serious injuries
by 2030

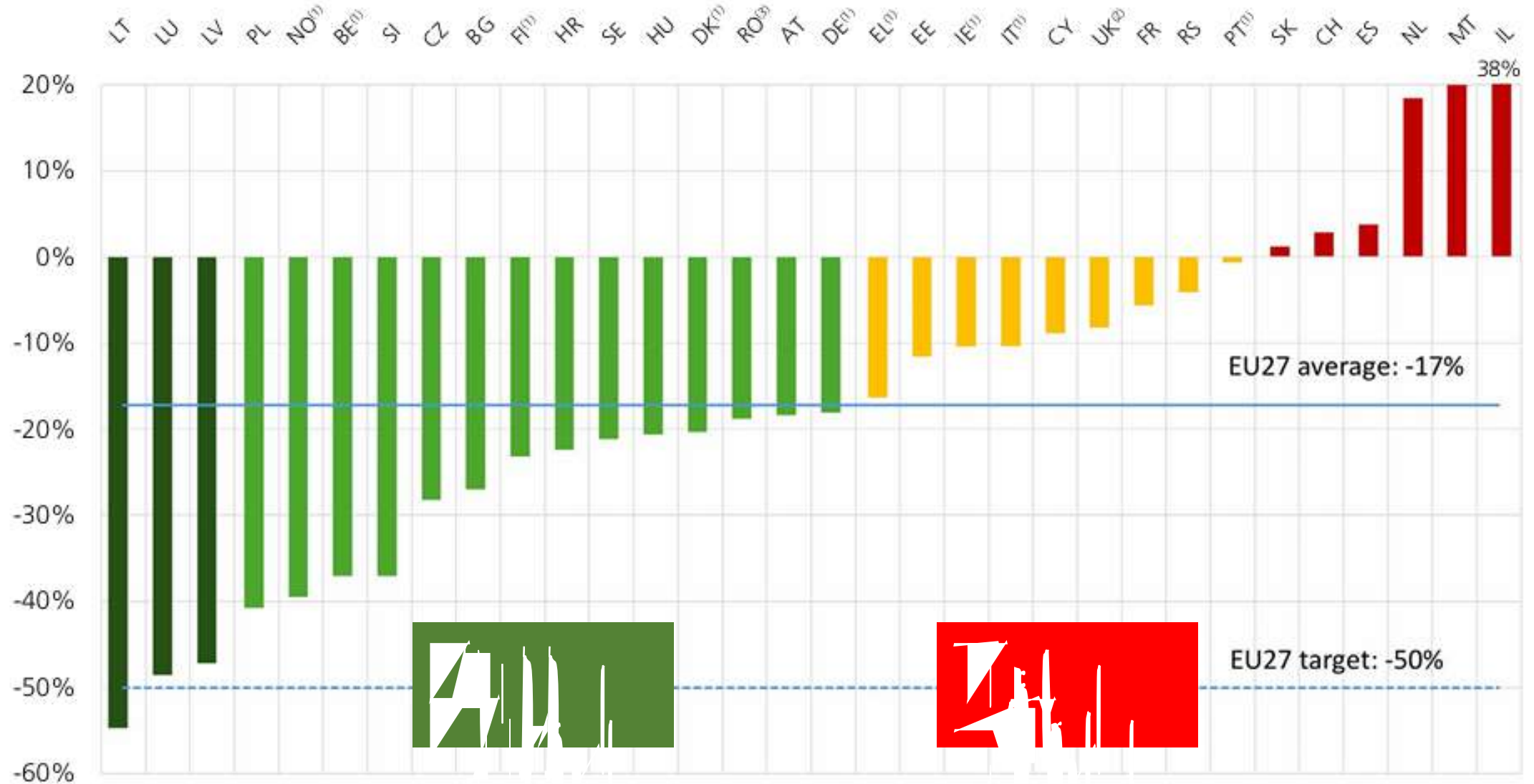
ROAD SAFETY PROGRESS 2014-2024



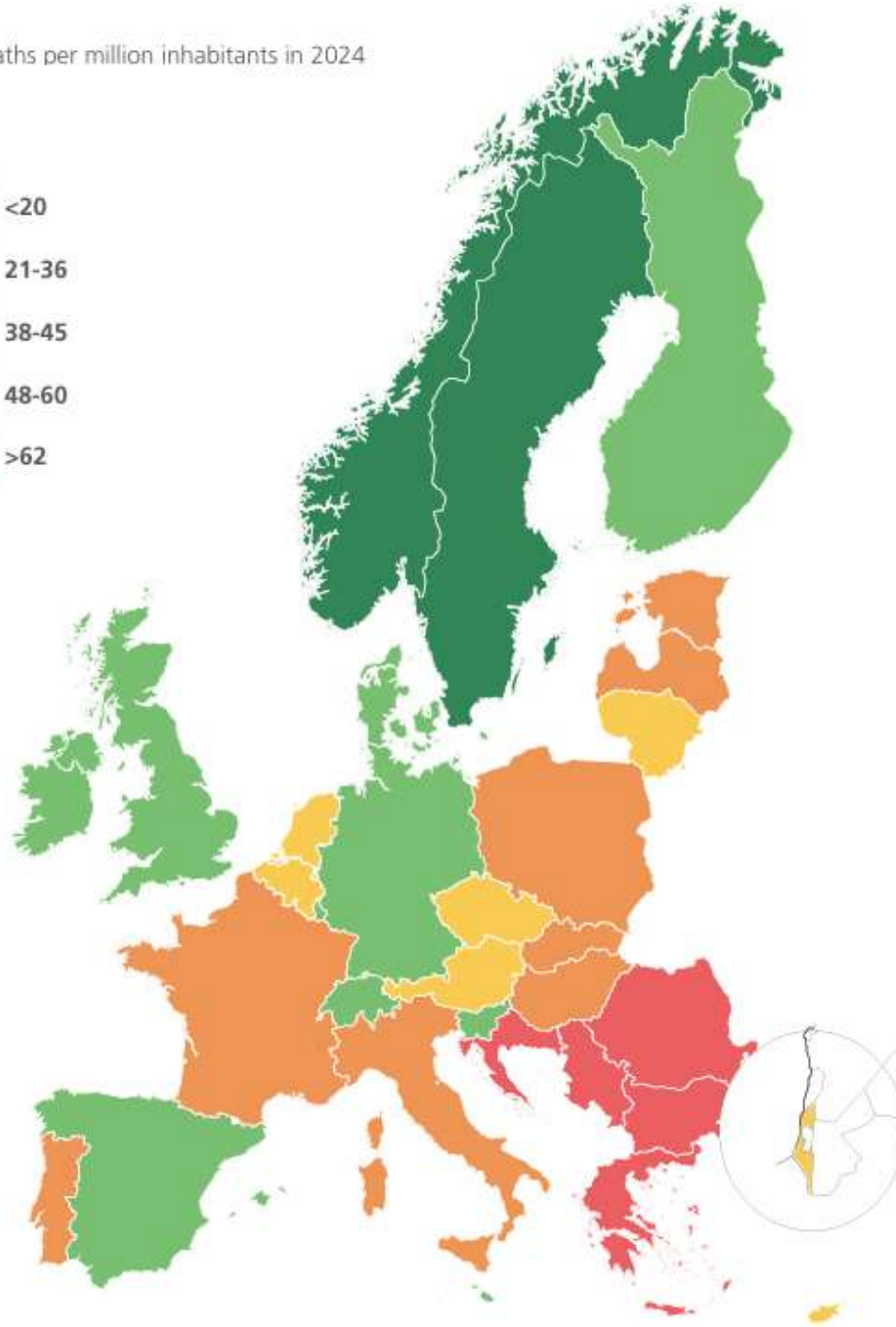
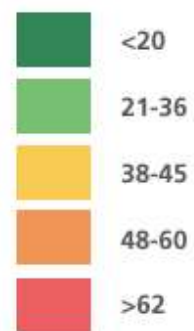
PROGRESS 2019-2024



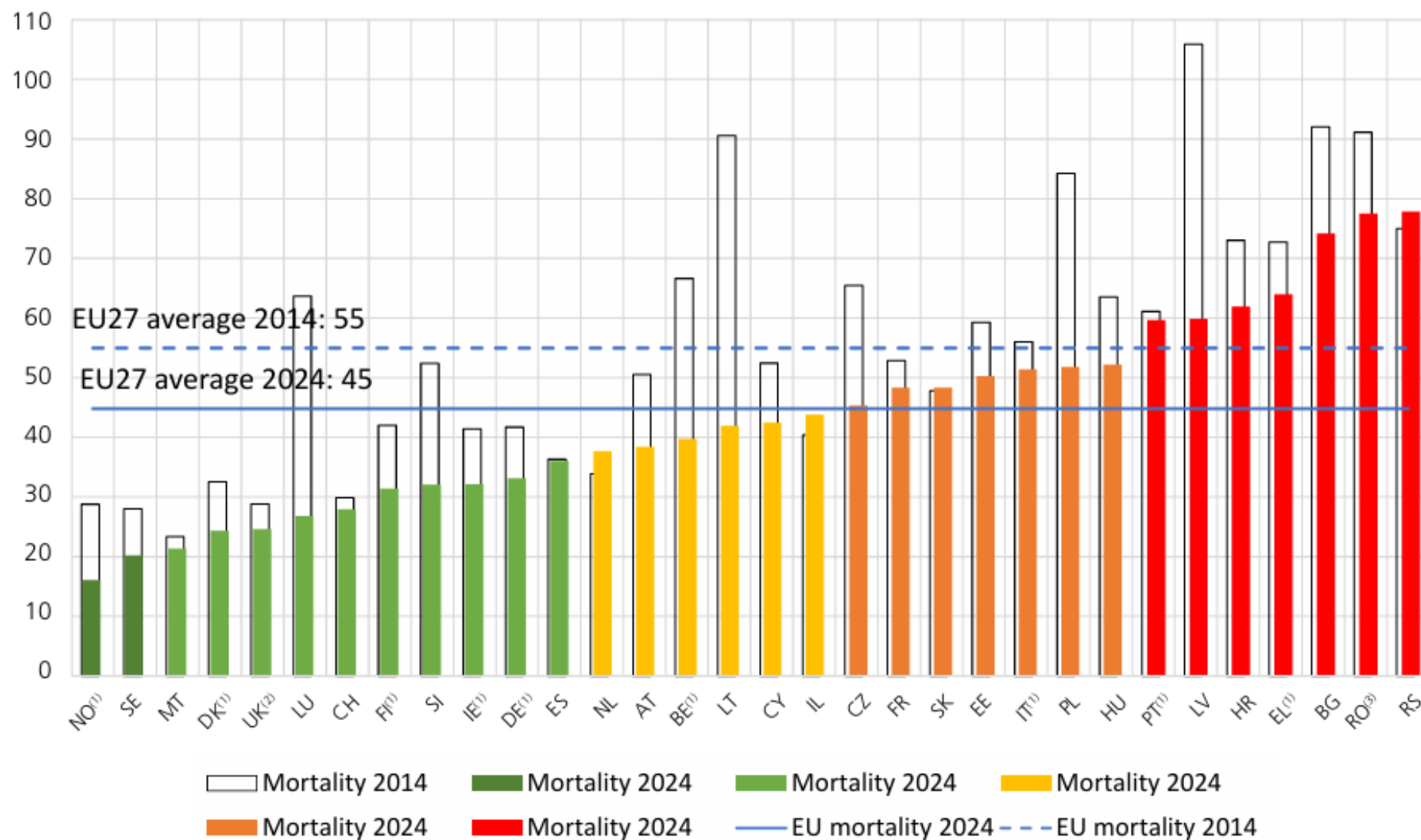
PROGRESS 2014-2024



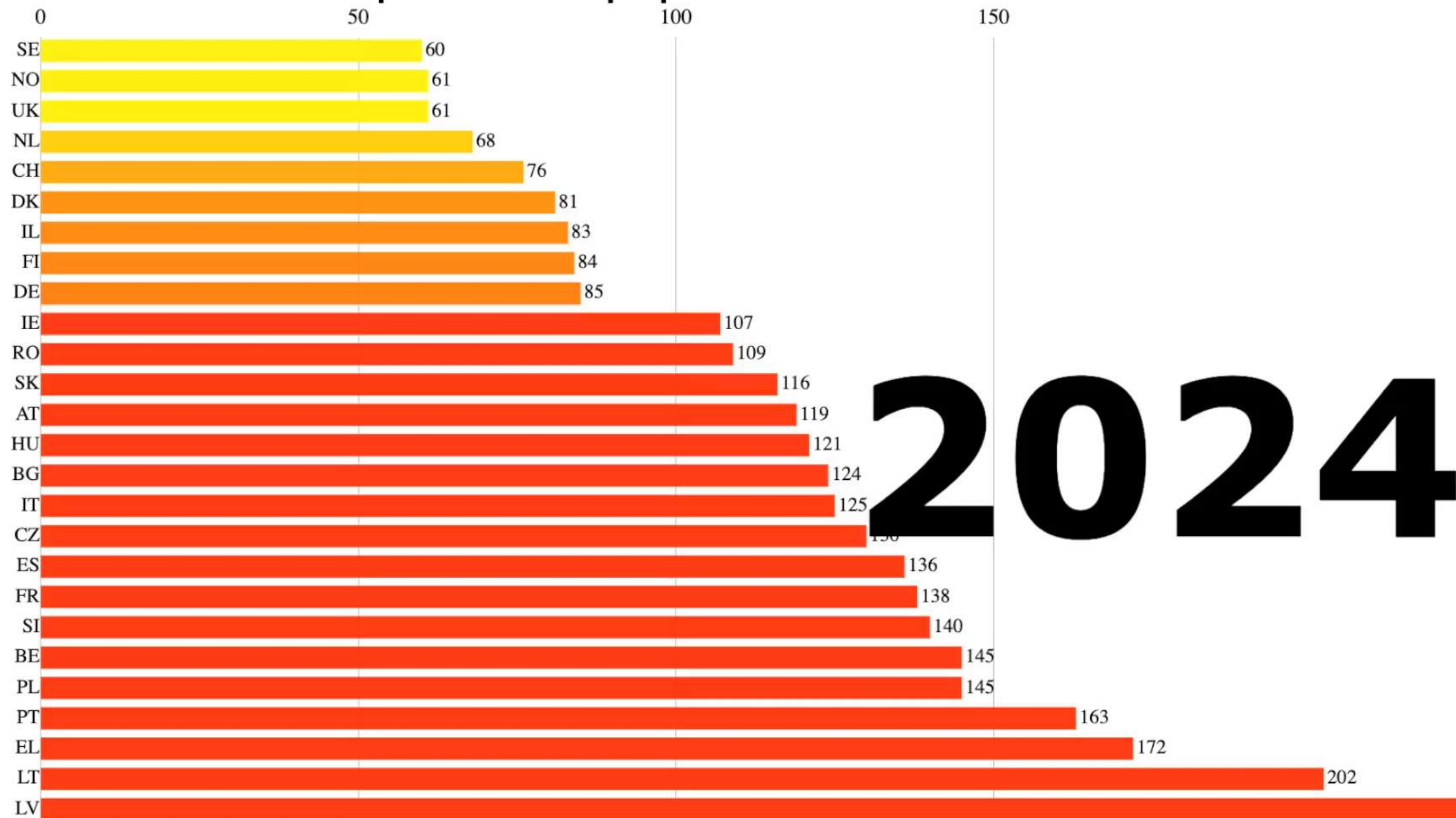
Road deaths per million inhabitants in 2024



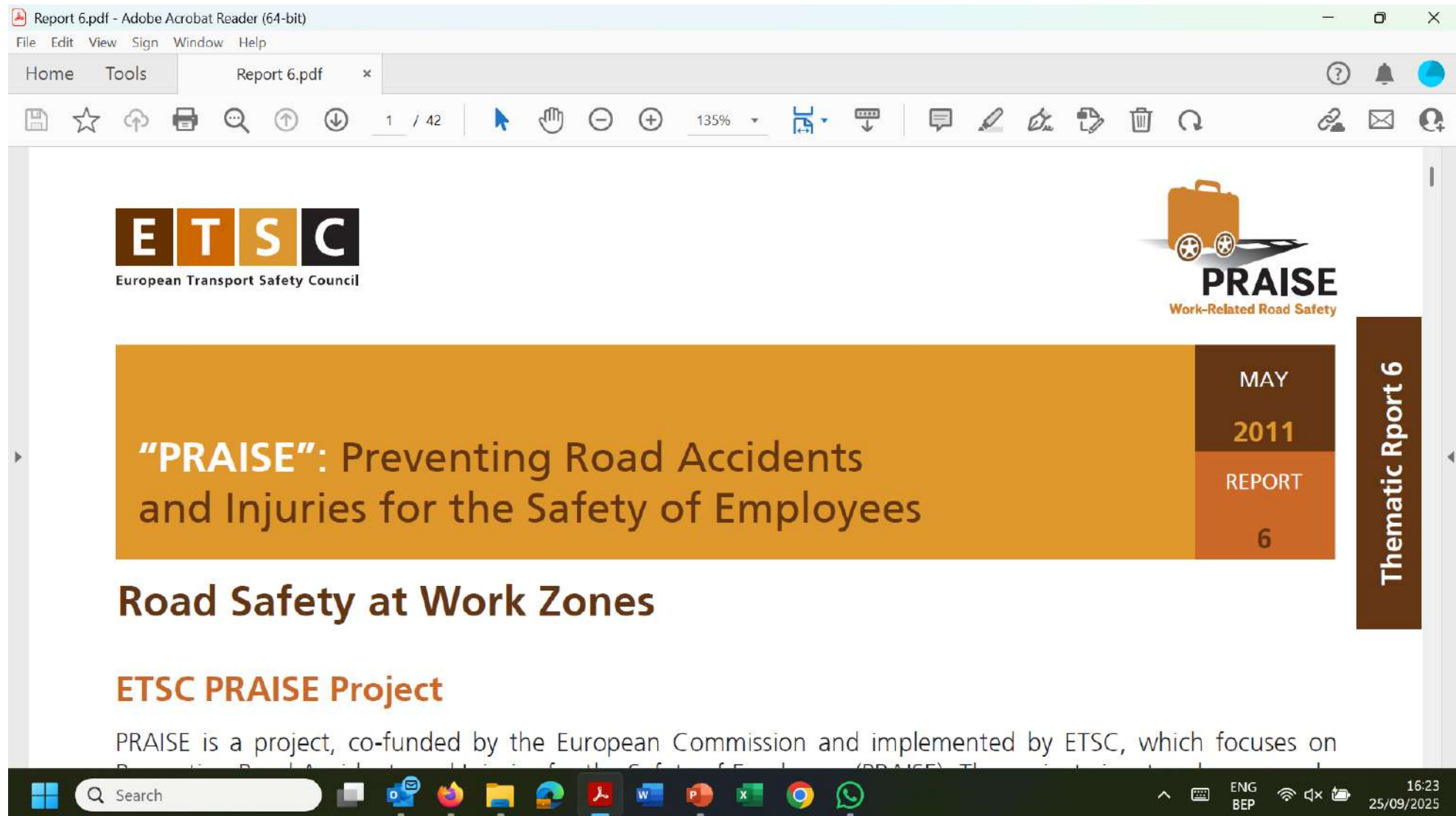
EU ROAD MORTALITY 2024 AND 2014



Road deaths per million population in ETSC PIN countries



ETSC Report on Road safety at Work Zones



Nature of the problem



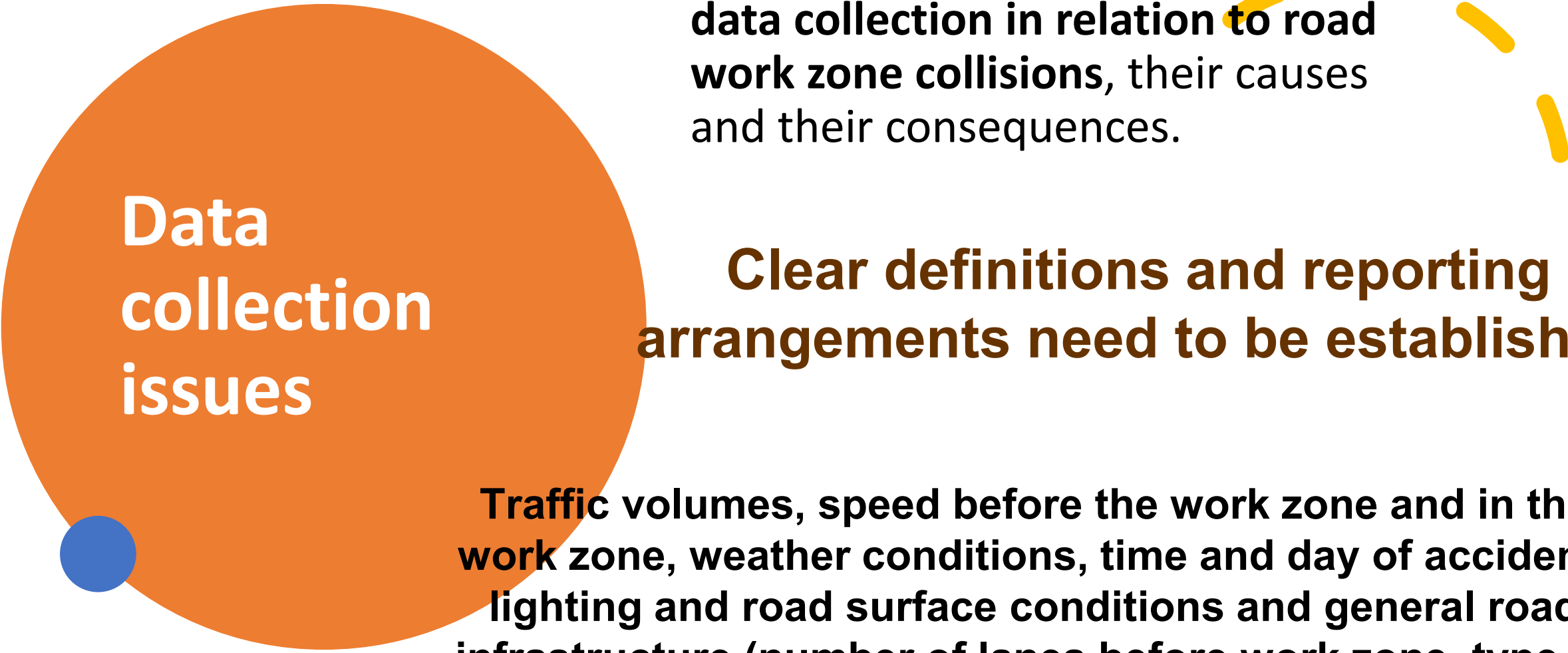
Research to date demonstrates that work on or near roads results in **increased risk** for both workers and road users



Driver behaviour is a significant contributory factor to collisions at road side work zones



Data collection in relation to road work collisions needs to be improved and harmonised

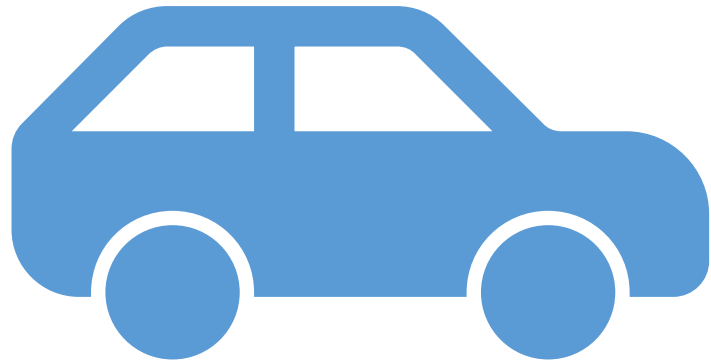


Data collection issues

There is a **need for more comprehensive and harmonised data collection in relation to road work zone collisions**, their causes and their consequences.

Clear definitions and reporting arrangements need to be established

Traffic volumes, speed before the work zone and in the work zone, weather conditions, time and day of accident, lighting and road surface conditions and general road infrastructure (number of lanes before work zone, type of road) should be included in accident records



Advice to Drivers

- Take extra care and keep to the posted speed limit
- Get into the correct lane in good time – and avoid switching.
- Concentrate on the road ahead – not the road works
- Be alert for works traffic leaving or entering the road
- Keep a safe distance – there could be queues in front
- Observe all signs – they are there to help you

Recommendations

- Road works safety is an issue but there is a lack of consistent data over the different European countries;
- EU should establish uniform guidelines for data collection, work sites layouts and training of personnel;
- Each road worksite should have a trained safety responsible;
- Physical protection of road work sites should be included as mandatory in national regulations;
- Work towards minimising maintenance activities (“zero maintenance roads”) and road worksites (through asset management);



THANK YOU!

Antonio Avenoso

Antonio.avenoso@etsc.eu

www.etsc.eu



European Transport Safety Council



Christophe Nicodème
Director General

The European Union Road Federation (ERF)
Sicurezza sui cantieri stradali in Europa

Chi siamo

- Organizzazione senza scopo di lucro, fondata nel 1998, con sede a Bruxelles (cuore dell'Europa)
- Più di 60 membri
 - Industria
 - Associazioni stradali nazionali
 - Centri di ricerca
 - Organizzazioni professionali
 - Organismi notificati
 - Settore accademico
- Rappresenta il settore dell'infrastruttura stradale in Europa e fuori dall'Europa
- *'The Voice of the European Roads'*

4 Programmi principali

➤ Sicurezza stradale

- Segnaletica orizzontale
- Segnaletica verticale
- Dispositivi di contenimento (barriere)
- **Sicurezza nelle zone di lavoro**



➤ Strade e mobilità sostenibili



➤ Finanziamento e gestione delle infrastrutture stradali

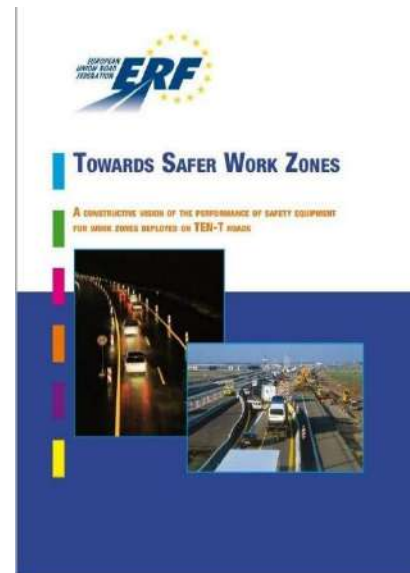
➤ Strade intelligenti e mobilità



Attività del Gruppo di lavoro sulla sicurezza in zona di cantieri

- Documento di sintesi pubblicato nel 2015 *
- Scopo: raccolta di linee guida nazionali, legislazioni e casi particolari
- Obiettivo:
 - identificare buone pratiche e possibili miglioramenti
 - elaborare linee guida sulle prestazioni adeguate allo stato dell'arte
 - migliorare la sicurezza in zone di cantieri stradali

* <https://erf.be/publications/towards-safer-work-zones/>



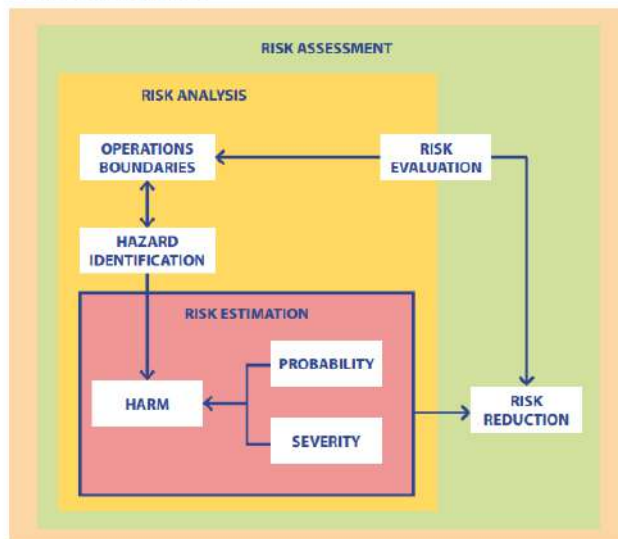
Elementi individuati

- Operabilità (durata e situazione)
- Tipo di cantiere
 - Mobile
 - Fisso, breve e lungo termine
- Categoria di strada
 - Autostrada, superstrada, strada principale, secondaria, rurale
- 3 zone da considerare:
 - Avvicinamento, attività, terminazione

Valutazione dei rischi

➤ Metodologia

- 1 Determine the operation boundaries and include any reasonably foreseeable misbehaviour
- 2 Identify the hazards;
- 3 Estimate the risk for each identified hazard;
- 4 Eliminate the hazard or reduce the risk associated with the hazard (4 steps);
- 5 Re-evaluate the risk reduction



Prassi correnti

3.1 Approach area: France

		APPROACH AREA											
		MOBILE WORK ZONE				SHORT TERM WORK ZONE				LONG TERM WORK ZONE			
		Motor-way	Primary Roads	Secondary Roads	Local Roads	Motor-way	Primary Roads	Secondary Roads	Local Roads	Motor-way	Primary Roads	Secondary Roads	Local Roads
Signage Rules		• Decree of Nov 28th 1967 on the "Signposted Roads and Motorway Variable of 24 November 1967 relatif à la signalisation des routes des autoroutes". • International Instructions on Traffic Control Devices: Temporary Devices: Volume 1000 (voir les signaux temporaires - 1000th partie, Signalisation Temporaire). • French Manual: Temporaire Traffic Control Devices - rd 1 single carriageway road, Signalisation temporaire - Autoroute (voir le chapitre Volume 1 : routes des autoroutes rd 1 dual carriageway road, Signalisation temporaire - Manuel du chef de chantier. Volume 1 : routes nationales, Volume 2 : routes à chaussées séparées).¹											
Signage													
Other elements													
Markings													
Workers	Workers must be dressed in yellow or orange with at least class 2 or class 3 high visibility clothes according to EN standard												

Francia / Spagna

3.2 Activity area: Spain

		ACTIVITY AREA											
		MOBILE WORK ZONE				SHORT TERM WORK ZONE				LONG TERM WORK ZONE			
		Motor way	Primary Roads	Secondary Roads	Local Roads	Motorway	Primary Roads	Secondary Roads	Local Roads	Motor way	Primary Roads	Secondary Roads	Local Roads
Regulation		• EN 12756: Standard Technical Prescriptions for Safety on Roadside and Design from the Directorate General of Roads (last updated: October 1998) (EN 12756-1, EN 12756-2, EN 12756-3, EN 12756-4, EN 12756-5, EN 12756-6, EN 12756-7, EN 12756-8, EN 12756-9, EN 12756-10, EN 12756-11, EN 12756-12, EN 12756-13, EN 12756-14, EN 12756-15, EN 12756-16, EN 12756-17, EN 12756-18, EN 12756-19, EN 12756-20, EN 12756-21, EN 12756-22, EN 12756-23, EN 12756-24, EN 12756-25, EN 12756-26, EN 12756-27, EN 12756-28, EN 12756-29, EN 12756-30, EN 12756-31, EN 12756-32, EN 12756-33, EN 12756-34, EN 12756-35, EN 12756-36, EN 12756-37, EN 12756-38, EN 12756-39, EN 12756-40, EN 12756-41, EN 12756-42, EN 12756-43, EN 12756-44, EN 12756-45, EN 12756-46, EN 12756-47, EN 12756-48, EN 12756-49, EN 12756-50, EN 12756-51, EN 12756-52, EN 12756-53, EN 12756-54, EN 12756-55, EN 12756-56, EN 12756-57, EN 12756-58, EN 12756-59, EN 12756-60, EN 12756-61, EN 12756-62, EN 12756-63, EN 12756-64, EN 12756-65, EN 12756-66, EN 12756-67, EN 12756-68, EN 12756-69, EN 12756-70, EN 12756-71, EN 12756-72, EN 12756-73, EN 12756-74, EN 12756-75, EN 12756-76, EN 12756-77, EN 12756-78, EN 12756-79, EN 12756-80, EN 12756-81, EN 12756-82, EN 12756-83, EN 12756-84, EN 12756-85, EN 12756-86, EN 12756-87, EN 12756-88, EN 12756-89, EN 12756-90, EN 12756-91, EN 12756-92, EN 12756-93, EN 12756-94, EN 12756-95, EN 12756-96, EN 12756-97, EN 12756-98, EN 12756-99, EN 12756-100, EN 12756-101, EN 12756-102, EN 12756-103, EN 12756-104, EN 12756-105, EN 12756-106, EN 12756-107, EN 12756-108, EN 12756-109, EN 12756-110, EN 12756-111, EN 12756-112, EN 12756-113, EN 12756-114, EN 12756-115, EN 12756-116, EN 12756-117, EN 12756-118, EN 12756-119, EN 12756-120, EN 12756-121, EN 12756-122, EN 12756-123, EN 12756-124, EN 12756-125, EN 12756-126, EN 12756-127, EN 12756-128, EN 12756-129, EN 12756-130, EN 12756-131, EN 12756-132, EN 12756-133, EN 12756-134, EN 12756-135, EN 12756-136, EN 12756-137, EN 12756-138, EN 12756-139, EN 12756-140, EN 12756-141, EN 12756-142, EN 12756-143, EN 12756-144, EN 12756-145, EN 12756-146, EN 12756-147, EN 12756-148, EN 12756-149, EN 12756-150, EN 12756-151, EN 12756-152, EN 12756-153, EN 12756-154, EN 12756-155, EN 12756-156, EN 12756-157, EN 12756-158, EN 12756-159, EN 12756-160, EN 12756-161, EN 12756-162, EN 12756-163, EN 12756-164, EN 12756-165, EN 12756-166, EN 12756-167, EN 12756-168, EN 12756-169, EN 12756-170, EN 12756-171, EN 12756-172, EN 12756-173, EN 12756-174, EN 12756-175, EN 12756-176, EN 12756-177, EN 12756-178, EN 12756-179, EN 12756-180, EN 12756-181, EN 12756-182, EN 12756-183, EN 12756-184, EN 12756-185, EN 12756-186, EN 12756-187, EN 12756-188, EN 12756-189, EN 12756-190, EN 12756-191, EN 12756-192, EN 12756-193, EN 12756-194, EN 12756-195, EN 12756-196, EN 12756-197, EN 12756-198, EN 12756-199, EN 12756-200, EN 12756-201, EN 12756-202, EN 12756-203, EN 12756-204, EN 12756-205, EN 12756-206, EN 12756-207, EN 12756-208, EN 12756-209, EN 12756-210, EN 12756-211, EN 12756-212, EN 12756-213, EN 12756-214, EN 12756-215, EN 12756-216, EN 12756-217, EN 12756-218, EN 12756-219, EN 12756-220, EN 12756-221, EN 12756-222, EN 12756-223, EN 12756-224, EN 12756-225, EN 12756-226, EN 12756-227, EN 12756-228, EN 12756-229, EN 12756-230, EN 12756-231, EN 12756-232, EN 12756-233, EN 12756-234, EN 12756-235, EN 12756-236, EN 12756-237, EN 12756-238, EN 12756-239, EN 12756-240, EN 12756-241, EN 12756-242, EN 12756-243, EN 12756-244, EN 12756-245, EN 12756-246, EN 12756-247, EN 12756-248, EN 12756-249, EN 12756-250, EN 12756-251, EN 12756-252, EN 12756-253, EN 12756-254, EN 12756-255, EN 12756-256, EN 12756-257, EN 12756-258, EN 12756-259, EN 12756-260, EN 12756-261, EN 12756-262, EN 12756-263, EN 12756-264, EN 12756-265, EN 12756-266, EN 12756-267, EN 12756-268, EN 12756-269, EN 12756-270, EN 12756-271, EN 12756-272, EN 12756-273, EN 12756-274, EN 12756-275, EN 12756-276, EN 12756-277, EN 12756-278, EN 12756-279, EN 12756-280, EN 12756-281, EN 12756-282, EN 12756-283, EN 12756-284, EN 12756-285, EN 12756-286, EN 12756-287, EN 12756-288, EN 12756-289, EN 12756-290, EN 12756-291, EN 12756-292, EN 12756-293, EN 12756-294, EN 12756-295, EN 12756-296, EN 12756-297, EN 12756-298, EN 12756-299, EN 12756-300, EN 12756-301, EN 12756-302, EN 12756-303, EN 12756-304, EN 12756-305, EN 12756-306, EN 12756-307, EN 12756-308, EN 12756-309, EN 12756-310, EN 12756-311, EN 12756-312, EN 12756-313, EN 12756-314, EN 12756-315, EN 12756-316, EN 12756-317, EN 12756-318, EN 12756-319, EN 12756-320, EN 12756-321, EN 12756-322, EN 12756-323, EN 12756-324, EN 12756-325, EN 12756-326, EN 12756-327, EN 127											

Prassi corrente (Belgio zona di terminazione)

Funzionalità

- 7 categorie di attrezzature, in base alle loro funzionalità
- Livello minimo

		Function			
		Warning, information, commands	Guidance, separation	Speed control	Protection
Equipment type	Restraint systems				
	Delineators				
	Warning lights				
	Vertical signs				
	Temporary markings				
	Other equipment				
	Innovative solutions				

Raccomandazioni

- Livello minimo di prestazione
- Identificazione delle varie attrezzature utilizzate per
 - Barriere, attenuatori
 - Delineatori, bande ruvide
 - Spie luminose
 - Segnaletica verticale
 - Segnaletica orizzontale temporanea
 - Altri tipi di attrezzature (riflettori, occhi di gatto...)

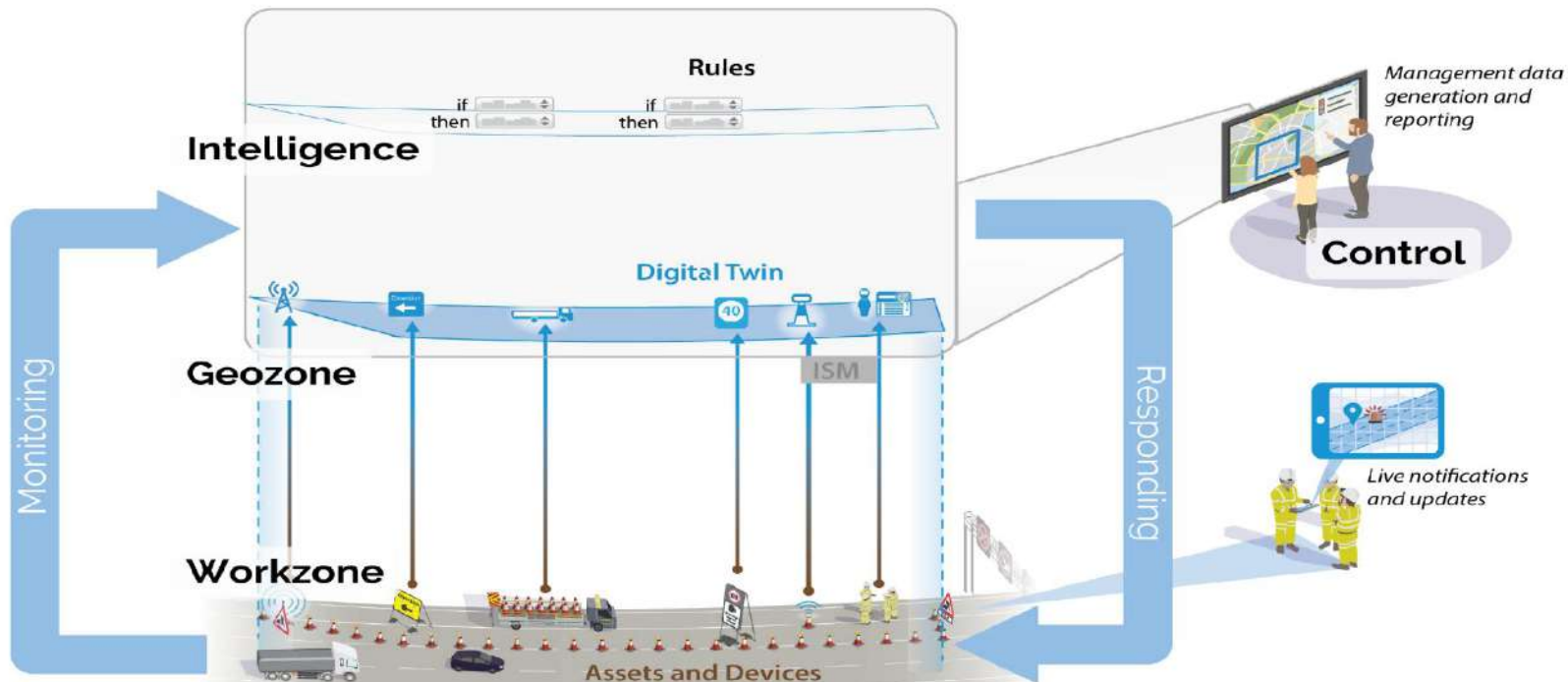
Gruppo di lavoro ERF – nuovi sviluppi Digitalizzazioni cantieri - connettività

- Uso di tecnologie (sensori, telecamere, IA, sistemi connessi)
 - Sicurezza
 - Efficienza
 - Monitoraggio in tempo reale

- ‘Aree di lavoro intelligenti’
 - Raccolta dati
 - Avvisi istantanei (come urti alle attrezzature)
 - Comunicazione con veicoli connessi
 - Consigli preventivi
 - Riduzione dei rischi per persone
 - Miglioramento della gestione del traffico



Principio del 'digital twin' (gemello digitale)



Vantaggi

➤ Economico: (requisiti nel Regno Unito)

Personale: 2 persone 7 giorni da 9 ore = 126 ore settimanali a € 56 all'ora = € 7.056 a settimana

Veicolo: 2.450 km alla settimana a 15 l/100 a 1,56 €/l = 573 € alla settimana + ammortamento 70 € al giorno, quindi 420 € alla settimana

Totale 8.049 € alla settimana.

44 settimane lavorative all'anno ≈ 350.000 € all'anno

➤ Sostenibilità:

CO₂: 3.256 kg CO₂/litro (dal pozzo alla ruota)*

Consumo 367 litri/settimana = 15.400 litri all'anno ≈

50 tonnellate di CO₂ / anno

➤ Sicurezza:

- Per gli utenti
- Per i lavoratori

Cooperazioni con altre organizzazioni

- Livello internazionale
 - USA
 - Australia
 - Europa (ad es. CEDR)

- CEDR – ERF Simposio congiunto sulla sicurezza nelle zone di lavoro
 - ‘verso cantieri più sicuri in Europa’
 - 2 e 3 febbraio 2026 a Bruxelles (due mezze giornate)
 - luogo da confermare
 - solo su invito
 - programma dettagliato e link per la registrazione disponibili a breve

Grazie per la vostra attenzione



Rue Belliard 20 Box 7
1040 Brussels
Belgium

www.erf.be

Follow us on:



INTERNATIONAL ROAD SAFETY FORUM

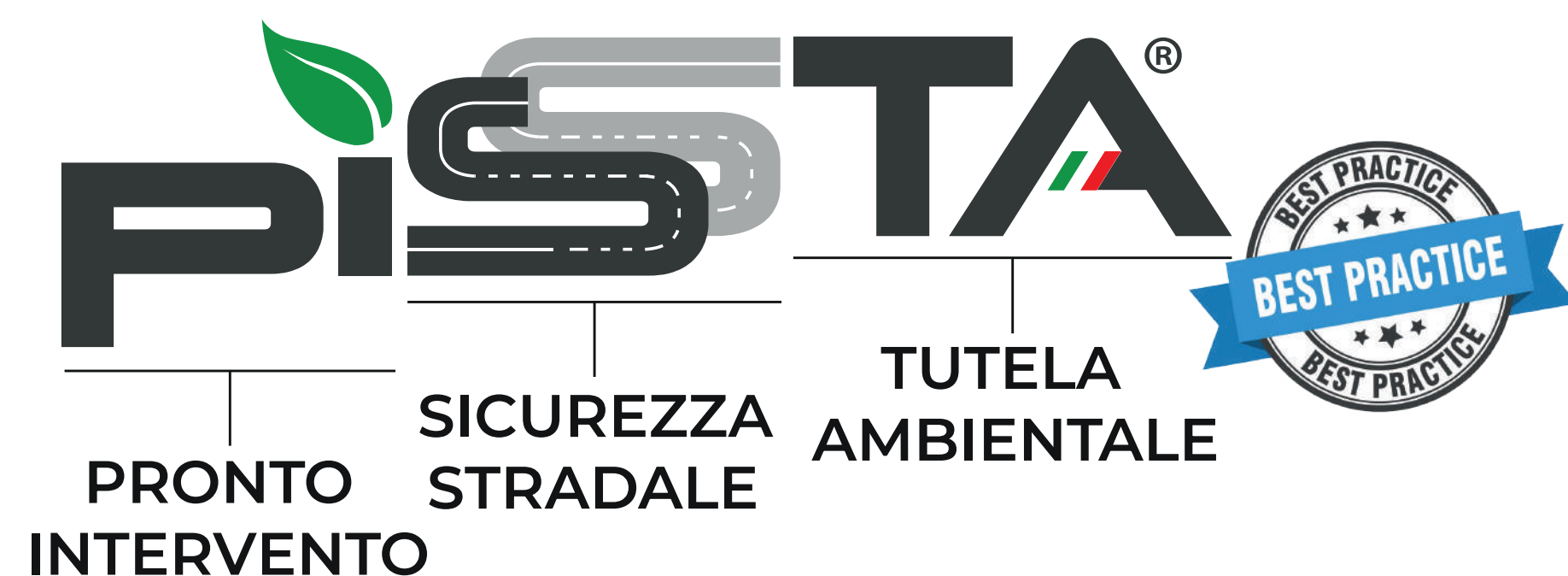
IANO SANTORO - PRESIDENT OF PISSTA

PISSTA[®]
PRONTO INTERVENTO - SICUREZZA STRADALE - TUTELA AMBIENTALE

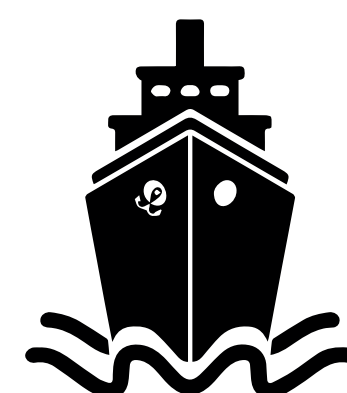
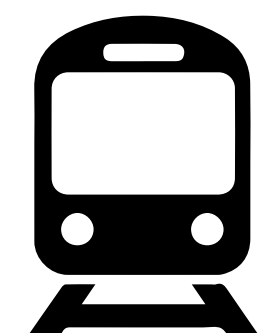
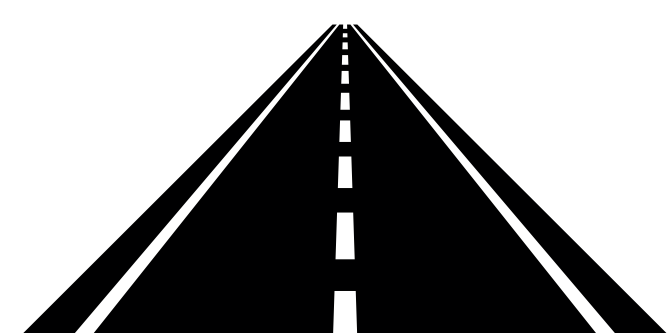
Numero Verde
800 034 034
Centrale Operativa h 24

9th October 2025

**SALA TASSINARI, PALAZZO D'ACCURSIO,
PIAZZA MAGGIORE, 6, BOLOGNA**



INTERVENTIONS ON ANY TRANSPORT NETWORK



"We need to work constantly to engage and strengthen the culture of road safety, improve understanding of the causes of accidents and contribute to the creation of preventive measures and real solutions. The European Charter certainly represents the "quality stamp" of our actions."

VISION

A BETTER WORLD FOR EVERYONE

MISSION



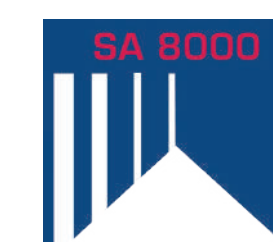
**WE SAVE
HUMAN LIVES**

**WE PROTECT
THE ENVIRONMENT**



**FOR US AND FOR
FUTURE GENERATIONS**

CERTIFICATIONS





173,364 ROAD ACCIDENTS



3,030 DEAD



+ 20,000 GRAVIOUS DISABILITIES



233,853 INJURIES

**SOCIAL COST
€ 21 BILLION**

ENVIRONMENTAL IMPACT



MORE THAN 8 MILLION
LIQUID POLLUTANTS



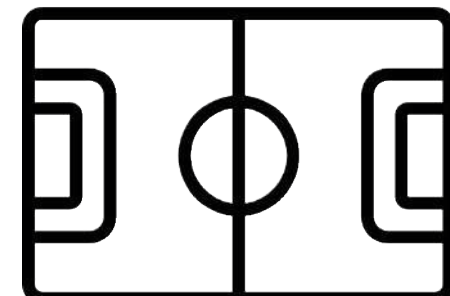
MINISTERO DELL'AMBIENTE
E DELLA TUTELA DEL TERRITORIO E DEL MARE

MORE THAN 200 TONS
OF SOLID WASTE

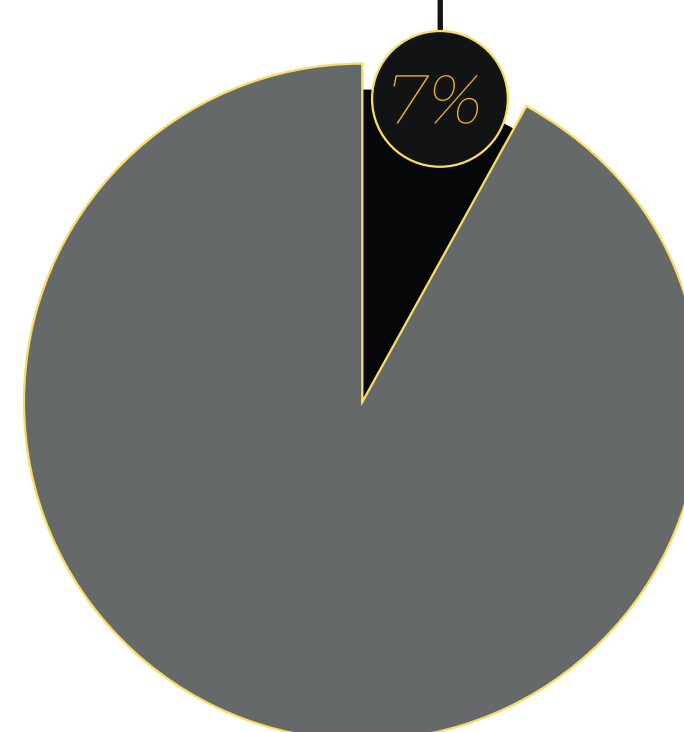


SOCIAL COST € 100 BILLION

**1 LITER OF OIL POLLUTES 1
MILLION LITERS OF WATER, AS
BIG AS A FOOTBALL FIELD!**



PISSTA SERVICE INCIDENCE



210 LIVES SAVED = 1.5 billion €



100% PROTECTED ENVIRONMENT = 7 billion €

TRAFFIC ACCIDENT



SAFETY & RESTORATION OF APPURTENANCES



LOAD SHEDDING



VEHICLE REMOVAL



SANIFICATIONS



ROAD MANAGEMENT



LIQUID DISPERSION



ROAD SAFETY NEAR ROADWORKS

"Advancements in technical standards and scientific research"

Giuseppe Cantisani



La protezione dei cantieri stradali, in tutti i Paesi, si presenta come un **serio problema di sicurezza e di compatibilità**, rispetto all'uso e al funzionamento delle **reti e delle infrastrutture** sia in ambito urbano sia in ambito extraurbano

Lo spazio stradale è "**per definizione**" limitato, e quindi deve essere accuratamente **ripartito e protetto** per consentire, al contempo, l'esecuzione dei lavori di manutenzione e la continuità della funzione di mobilità

Giuseppe Cantisani

ROAD SAFETY NEAR ROADWORKS

"Advancements in technical standards and scientific research"

Il tema è ormai "storico", ma sebbene nel tempo ci siano stati grandi miglioramenti, in tanti casi non si è ancora raggiunto un equilibrio soddisfacente



Giuseppe Santisani

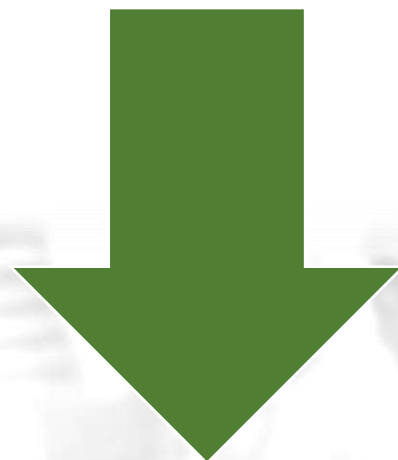
LA PROTEZIONE DEI CANTIERI RICHIEDE UN'ATTENTA VALUTAZIONE DELLE ESIGENZE E DEL CONTESTO, INDIVIDUANDO SOLUZIONI CHE NON POSSONO ESSERE "BANALIZZATE"

Il problema, in estrema sintesi, consiste nel selezionare le migliori opzioni di protezione dei lavoratori e del traffico stradale, compatibilmente con l'esercizio della mobilità e tenendo conto di tutte le funzioni e utenze coinvolte.

In particolare, si deve:

- (i) corrispondere a quanto prescritto dalle norme vigenti nel contesto di riferimento (es. Codice della Strada) in merito alla delimitazione dei cantieri temporanei;
- (ii) proteggere i lavoratori impegnati nelle attività di cantiere, e
- (iii) contenere efficacemente eventuali veicoli in svio accidentale dalla carreggiata stradale

*Tipicamente, si
tratta di requisiti
e prestazioni
contrastanti*



**Protezione
dei
lavoratori**



**Continuità
del traffico
stradale**



**LE ESIGENZE SONO
CONCETTUALMENTE ANALOGHE
MA LE SOLUZIONI POSSIBILI SONO
PIUTTOSTO DIVERSE...**

URBANO

EXTRAURB.

**UN TEMA IMPORTANTE RIGUARDA IL TIPO DI
DISPOSITIVI (BARRIERE) CHE POSSONO ESSERE
UTILIZZATI SIA PER LA **DELIMITAZIONE** (DEI CANTIERI)
SIA PER LA **PROTEZIONE** (DEI LAVORATORI)**

Giuseppe Cantisani

ROAD SAFETY NEAR ROADWORKS

"Advancements in technical standards and scientific research"

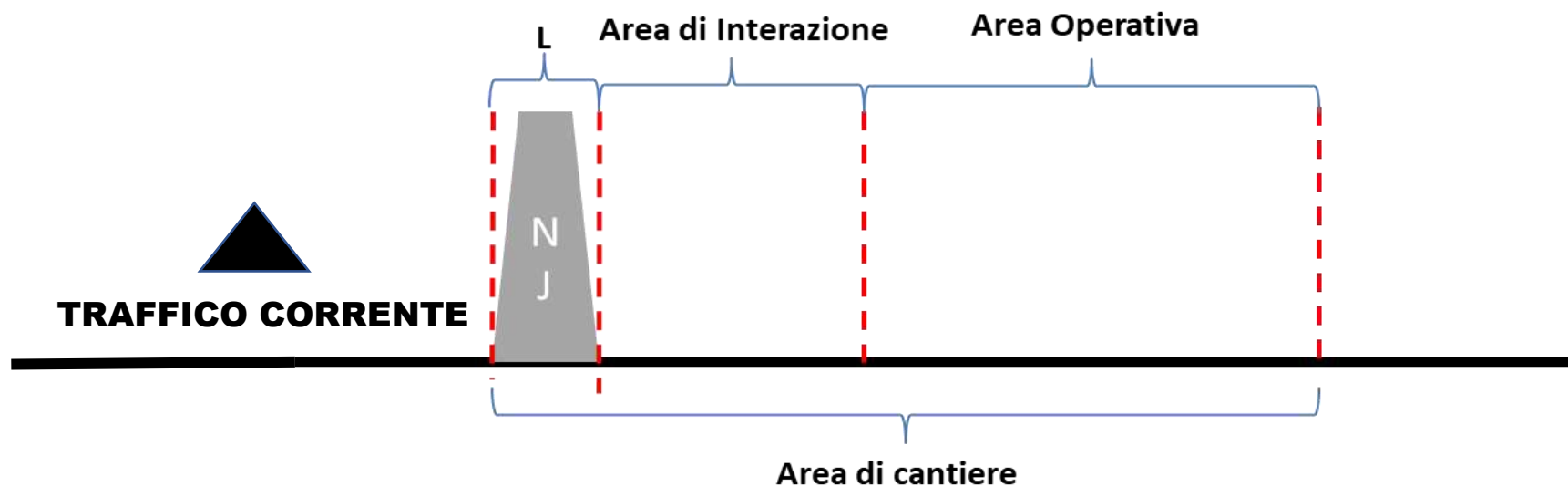
In particolare, per il contesto EXTRAURBANO (che, per questi aspetti, è il più "sfidante"):

- In **Germania**, esiste ed è utilizzata la categoria delle **barriere temporanee**, con classificazione dei livelli di contenimento da T1 a H1. Il livello da prescrivere dipende dalla categoria della strada e dallo specifico impiego del dispositivo nel contesto del cantiere (in testata del cantiere o in continuità lungo il suo sviluppo, ovvero in presenza di spartitraffico, etc.). Sono anche diversamente definite le prestazioni nominali richieste ai dispositivi (spazio di lavoro a tergo - W, anche in funzione delle percentuali di traffico leggero/pesante).
- In **Austria** sussiste una condizione abbastanza simile (barriere temporanee con diverse classi di livello di contenimento da T3 ad H1; sono inoltre previste limitazioni della velocità).
- In **Francia**, sono previste le classi di livello di contenimento T1, T2, N2 e H1. La scelta è determinata in funzione del numero di corsie, della durata del cantiere e della consistenza del traffico.
- Nei **Paesi Bassi** si adottano barriere con classi di livello di contenimento da T3 ad H2 (in campo autostradale si adotta sistematicamente la classe H2 ma contestualmente non vengono imposte limitazioni della velocità).
- In **Gran Bretagna** si richiedono le classi N1, N2, H1, H2 e H4A, in funzione della velocità.
- In **Italia** non è disciplinato l'uso delle barriere temporanee e sussistono norme diverse (non coordinate) riguardo alla sicurezza dei margini stradali e alla sicurezza dei luoghi di lavoro.

Giuseppe Cantisani

CONSEGUENZE...

RIPARTIZIONE CONCETTUALE DEGLI SPAZI IN UN CANTIERE AUTOSTRADALE



CONSEGUENZE

DEFINIZIONE E DIMENSIONAMENTO DELLO SPAZIO SECONDO RECENTI STANDARD RICHIESTI DAGLI ORGANI MINISTERIALI



Giuseppe Cantisani

*Se si sviluppa un processo di analisi e **valutazione oggettiva del rischio**, basato sui dati statistici, in realtà le esigenze di protezione del traffico stradale dovrebbero essere riguardate in senso prioritario.*

*A titolo di esempio possiamo osservare i dati degli incidenti relativi a una **serie storica quinquennale**, rilevati su gran parte della rete autostradale italiana, che hanno riguardato il traffico ordinario in presenza o in prossimità di un cantiere*

Rif.	Incidenti mortali	Anno	Data	DT	Autostrada						
1	in area cantierizzata	2015	29/04/2015	9	A27						
2	in area cantierizzata	2015	07/08/2015	7	A14						
3	in area cantierizzata	2015	13/08/2015	7	A14	37	In coda da traffico o incidente	2015	15/12/2015	3	A13
4	in area cantierizzata	2015	07/09/2015	2	A04	38	In coda da traffico o incidente	2016	29/01/2016	2	A04
5	in area cantierizzata	2015	12/09/2015	2	A01	39	In coda da traffico o incidente	2016	05/03/2016	3	A01
6	in area cantierizzata	2015	23/09/2015	2	A01	40	In coda da traffico o incidente	2016	12/05/2016	3	A14
7	in area cantierizzata	2015	24/09/2015	5	A01	41	In coda da traffico o incidente	2016	22/06/2016	2	A01
8	in area cantierizzata	2015	05/11/2015	3	D14	42	In coda da traffico o incidente	2016	27/06/2016	2	A01
9	in area cantierizzata	2015	06/12/2015	5	A01	43	In coda da traffico o incidente	2016	27/09/2016	3	A14
10	in area cantierizzata	2016	05/02/2016	1	A10	44	In coda da traffico o incidente	2016	27/10/2016	1	D08
11	in area cantierizzata	2016	18/07/2016	7	A14	45	In coda da traffico o incidente	2016	12/11/2016	3	A01
12	in area cantierizzata	2016	05/09/2016	7	A14	46	In coda da traffico o incidente	2017	20/04/2017	3	A14
13	in area cantierizzata	2017	22/02/2017	2	A08	47	In coda da traffico o incidente	2017	29/05/2017	3	A13
14	in area cantierizzata	2017	09/03/2017	7	A14	48	In coda da traffico o incidente	2017	18/09/2017	4	A01
15	in area cantierizzata	2017	26/03/2017	1	A10	49	In coda da traffico o incidente	2018	10/01/2018	3	A14
16	in area cantierizzata	2017	18/05/2017	3	A14	50	In coda da traffico o incidente	2018	27/01/2018	1	A26
17	in area cantierizzata	2017	27/06/2017	5	D18	51	In coda da traffico o incidente	2018	12/03/2018	3	A14
18	in area cantierizzata	2017	18/10/2017	6	A01	52	In coda da traffico o incidente	2018	14/05/2018	3	A13
19	in area cantierizzata	2018	25/01/2018	2	A08	53	In coda da traffico o incidente	2018	04/06/2018	3	A14
20	in area cantierizzata	2018	26/03/2018	3	A14	54	In coda da traffico o incidente	2018	12/06/2018	3	R14
21	in area cantierizzata	2018	11/04/2018	7	A14	55	In coda da traffico o incidente	2018	24/07/2018	2	A04
22	in area cantierizzata	2019	26/03/2019	7	A14	56	In coda da traffico o incidente	2018	06/08/2018	3	R14
23	in area cantierizzata	2019	15/05/2019	2	A08	57	In coda da traffico o incidente	2018	21/08/2018	2	A01
24	in area cantierizzata	2019	01/06/2019	4	A01	58	In coda da traffico o incidente	2018	29/08/2018	5	A01
25	in area cantierizzata	2019	05/08/2019	3	A14	59	In coda da traffico o incidente	2018	27/11/2018	2	A04
26	in area cantierizzata	2019	25/08/2019	8	A14	60	In coda da traffico o incidente	2018	18/12/2018	3	A13
27	in area cantierizzata E in coda generata da cantiere	2015	20/08/2015	2	A04	61	In coda da traffico o incidente	2019	28/01/2019	2	A04
28	In coda generata da cantiere	2015	20/04/2015	2	A01	62	In coda da traffico o incidente	2019	15/03/2019	3	A13
29	In coda generata da cantiere	2015	08/11/2015	4	A01	63	In coda da traffico o incidente	2019	10/04/2019	4	VAR
30	In coda generata da cantiere	2018	02/03/2018	4	A01	64	In coda da traffico o incidente	2019	20/05/2019	3	R14
31	In coda generata da cantiere	2019	19/01/2019	3	D14	65	In coda da traffico o incidente	2019	02/07/2019	3	A13
32	In coda generata da cantiere	2019	22/02/2019	1	A26	66	In coda da traffico o incidente	2019	05/07/2019	4	A01
33	In coda generata da cantiere E in coda da traffico o incidente	2015	24/07/2015	4	A01	67	In coda da traffico o incidente	2019	05/07/2019	3	A13
34	In coda da traffico o incidente	2015	06/03/2015	2	A01	68	In coda da traffico o incidente	2019	30/07/2019	3	R14
35	In coda da traffico o incidente	2015	06/06/2015	1	A26	69	In coda da traffico o incidente	2019	30/08/2019	3	A13
36	In coda da traffico o incidente	2015	08/07/2015	4	A01	70	In coda da traffico o incidente	2019	27/09/2019	3	R14
						71	In coda da traffico o incidente	2019	28/09/2019	1	D08
						72	In coda da traffico o incidente	2019	04/11/2019	2	A04

Giuseppe Cantisani

ROAD SAFETY NEAR ROADWORKS

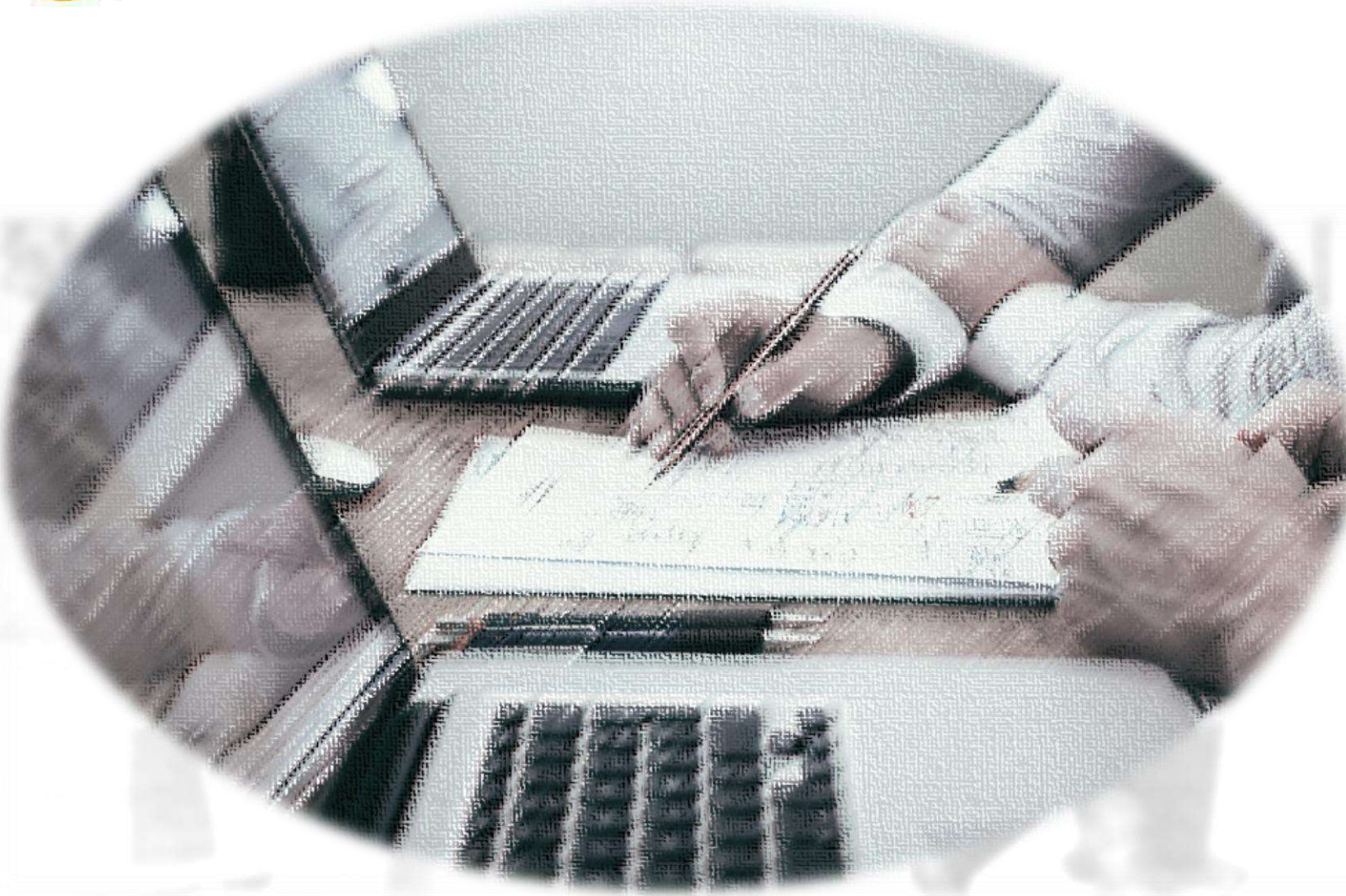
"Advancements in technical standards and scientific research"

Viceversa, nello stesso periodo, fortunatamente non si registrano eventi avversi a carico di lavoratori impegnati nelle lavorazioni di cantiere, e ascrivibili a conflitti con il traffico autostradale

Non vi è dubbio, quindi, che un'analisi oggettiva indurrebbe, quindi, a ridurre al minimo le dimensioni degli spazi trasversali da asservire al cantiere, poiché, dall'analisi dei dati, la probabilità di coinvolgimento di operatori di cantiere in uno scenario di incidente (con svio di veicoli in transito), risulta molto bassa

La protezione dei lavoratori, peraltro, deve essere comunque garantita secondo standard elevati, sia in base a condivisi principi morali sia in osservanza delle norme che lo prevedono, ma questi standard devono comunque corrispondere a principi di razionalità e coerenza

Giuseppe Cantisani



**LA RICERCA E L'AVANZAMENTO
DELLE CONOSCENZE, LO
SVILUPPO DI SISTEMI DI
PROTEZIONE PIÙ EVOLUTI, UNA
PIÙ EFFICACE REGOLAZIONE
DEL TRAFFICO STRADALE,
POSSONO AIUTARE NELLA
GESTIONE DI UN PROBLEMA
COMPLESSO, CHE PRESENTA
IMPLICAZIONI DI DIVERSA
NATURA E CHE RICHIEDE
ATTENZIONE E CHIAREZZA DI
DEFINIZIONE DEL CONTESTO E
DEGLI OBIETTIVI**

Giuseppe Cantisani

ROAD SAFETY NEAR ROADWORKS

"Advancements in technical standards and scientific research"

RIEPILOGO E CONCLUSIONI

- ✓ Lungo i tronchi stradali interessati da **cantieri di lavoro**, sia in ambito urbano sia in ambito extraurbano, si presentano **varie e particolari esigenze di sicurezza**, che spesso presentano **esigenze e caratteristiche contrastanti**;
- ✓ Se, infatti, dal **lato del cantiere** è necessario assicurare la disponibilità di spazi relativamente ampi (per operare in sicurezza e in maniera agevole), la **sottrazione di uno spazio significativo alla piattaforma stradale** può generare significativi risentimenti a carico del traffico circolante;
- ✓ In particolare, in Italia, Il **quadro normativo e regolamentare** risulta abbastanza **lacunoso** e non privo di aspetti contraddittori. Manca il necessario **raccordo** tra le prescrizioni, gli obblighi e le indicazioni derivanti dalla **normativa sulla sicurezza dei margini stradali** e quella relativa alla **sicurezza dei luoghi di lavoro**;
- ✓ Occorre incrementare le **azioni rivolte alla ricerca e alla conoscenza**, per consentire di individuare e sperimentare soluzioni più efficaci, basate su **criteri razionali e obiettivi**.

Giuseppe Cantisani

GRAZIE PER L'ATTENZIONE !!

ROAD SAFETY NEAR ROADWORKS
***"Advancements in technical standards and
scientific research"***

Giuseppe Cantisani

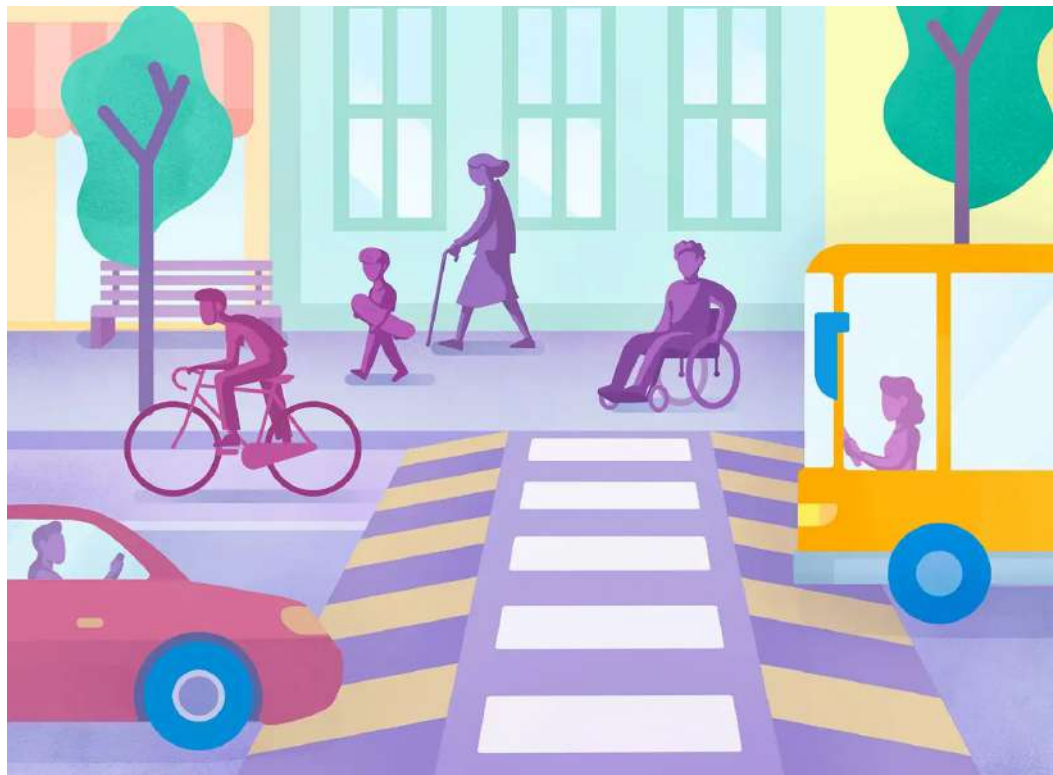


SAPIENZA
UNIVERSITÀ DI ROMA

30

BOLOGNA CITTÀ 30

Più spazio alle persone



ALLIANCE BETWEEN POLITIC AND COMMUNITY

2021

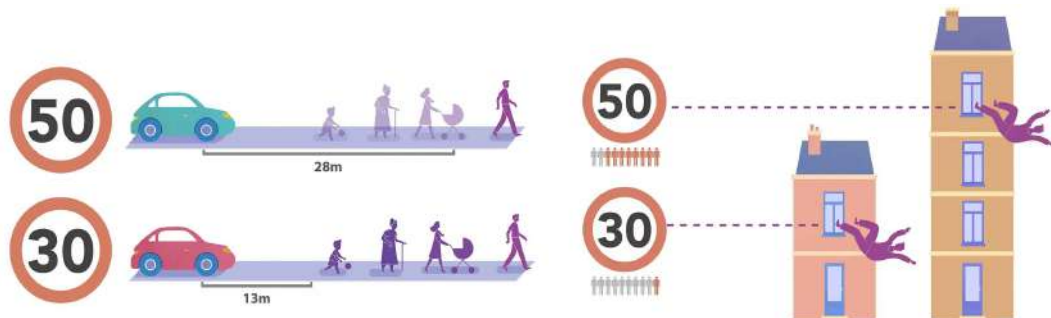


Associations mobilize to ask for more safety on the streets in the city's neighborhoods

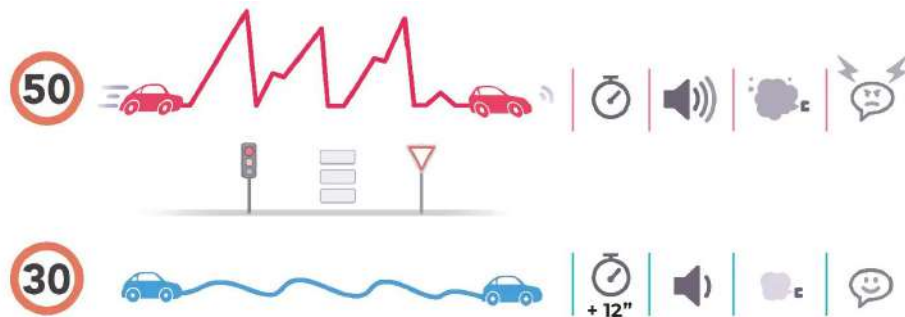


The Mayor signs the petition for 'Bologna30'

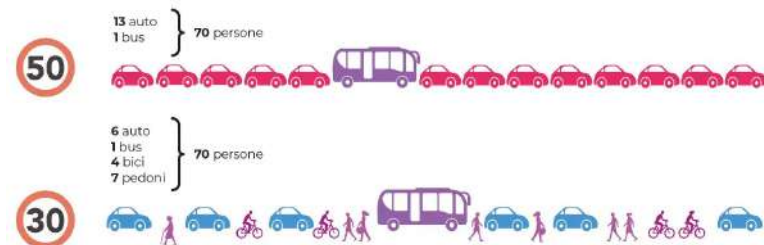
MAIN GOALS



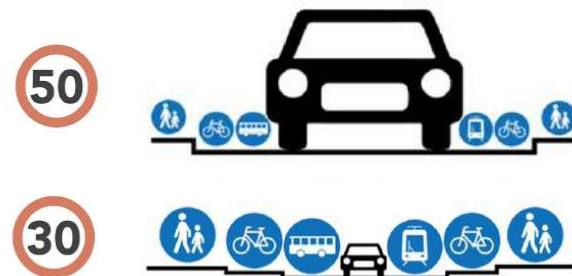
**1. Promote road safety:
less, and less serious, road crashes**



3. Improve air quality and reduce noise



**2. Encourage sustainable and active
urban mobility**



4. Democratize and share the street

NEW SPEED REGULATION

PRIMA

Città 50
Zone 30

Until 2023

Vertical and horizontal signage



From 2024

DOPO

Città 30
Strade 50



ENFORCEMENT



First six months:
information without fines



Mobile speed
cameras



Fixed
speed cameras



COMMUNICATION CAMPAIGN



PUBLIC SPACE REDESIGN



ENGAGEMENT



City30 Ambassadors



Co-design labs



Stakeholders engagement



Children's mobilization

1 YEAR RESULTS

LA CITTÀ 30
FA BENE.

0 pedestrian fatalities

0

pedoni
uccisi

Siamo sulla strada giusta!

1 ANNO
DI
30
BOLOGNA
CITTÀ 30

LA CITTÀ 30
FA BENE.

-49% total road deaths

-49%

persone
decedute

Siamo sulla strada giusta!

1 ANNO
DI
30
BOLOGNA
CITTÀ 30

1 YEAR RESULTS

**LA CITTÀ 30
FA BENE.**

+10%
flussi di
biciclette
in città

Siamo sulla strada giusta!

**1 ANNO
DI
30
BOLOGNA
CITTÀ 30**

A woman with glasses and a grey jacket is holding a large, shiny red heart-shaped balloon. The background is a blurred street scene. The text is overlaid on the image.

+10% of cyclists

**LA CITTÀ 30
FA BENE.**

-29%
inquinamento
da traffico

Siamo sulla strada giusta!

**1 ANNO
DI
30
BOLOGNA
CITTÀ 30**

A woman with glasses and a grey jacket is holding a large, shiny red heart-shaped balloon. The background is a blurred street scene. The text is overlaid on the image.

-29% of traffic pollution



Thank you!

For more informations:
www.bolognacitta30.it

OVER 65

**Circolando fuori casa ,
Persone anziane e guida
in strada. La Prevenzione
per un trend che si può
invertire**



OVER 65



PROPOSTA

Incontri con la popolazione over 65 sui temi della sicurezza stradale e favorire un cambiamento culturale

LAVORO INIZIALE

Quali azioni efficaci di prevenzione?

- informazione/comunicazione sul rischio di incidente stradale correlato a comportamenti a rischio;
- promozione della mobilità sostenibile e sicura

OVER 65



Lavoro preliminare

- Mappatura dei circoli, associazioni, Auser, Anteias, Università popolari...
- Mappa delle Autoscuole nei comuni della provincia
- Individuazione delle zone comunali

Indagine per raccogliere l'interesse di argomenti da sviluppare durante gli incontri

1. Sicurezza in strada e abilità richieste (piedi, bicicletta, auto) 😊😊😊😊😊😊😊😊😊😊
2. Dispositivi di sicurezza in auto, tecnologie, auto elettrica 😊😊😊😊😊😊😊😊😊😊
 1. Aggiornamento normative del rinnovo patente 😊😊😊😊😊😊😊😊😊😊
 2. Codice della strada 😊😊😊😊😊😊😊😊😊😊
3. Benefici del movimento e promozione dell'attività motoria 😊😊😊😊😊😊😊😊😊😊

OVER 65

OBIETTIVO

CONTENUTI



- Interiorizzazione del concetto di prevenzione e consapevolezza sul rischio di incidente stradale correlato a comportamenti a rischio;
- Ripasso delle norme di base del codice della strada, la circolazione stradale e le rotatorie
- Uso degli strumenti di sicurezza: cinture, casco e caschetto
- Stile di essere abitante della strada: conducente, passeggero, pedone, ciclista
- Utilizzo di: piste ciclabili, strisce pedonali, strumenti di visibilità
- Uso dei sistemi avanzati di sicurezza in auto (ADAS), tecnologie e auto elettrica

OVER 65



MANTENERE LE COMPETENZE PSICO -FISICHE

- L'importanza dei controlli medici
- Aggiornamento normative del rinnovo della patente
- L'attenzione e la percezione in strada
- Le conoscenze, le abilità e le competenze psico-fisiche



Grazie per l'attenzione!

Annalisa Ferrarini

Membro della segreteria Nazionale Unasca

unasca@unasca.it

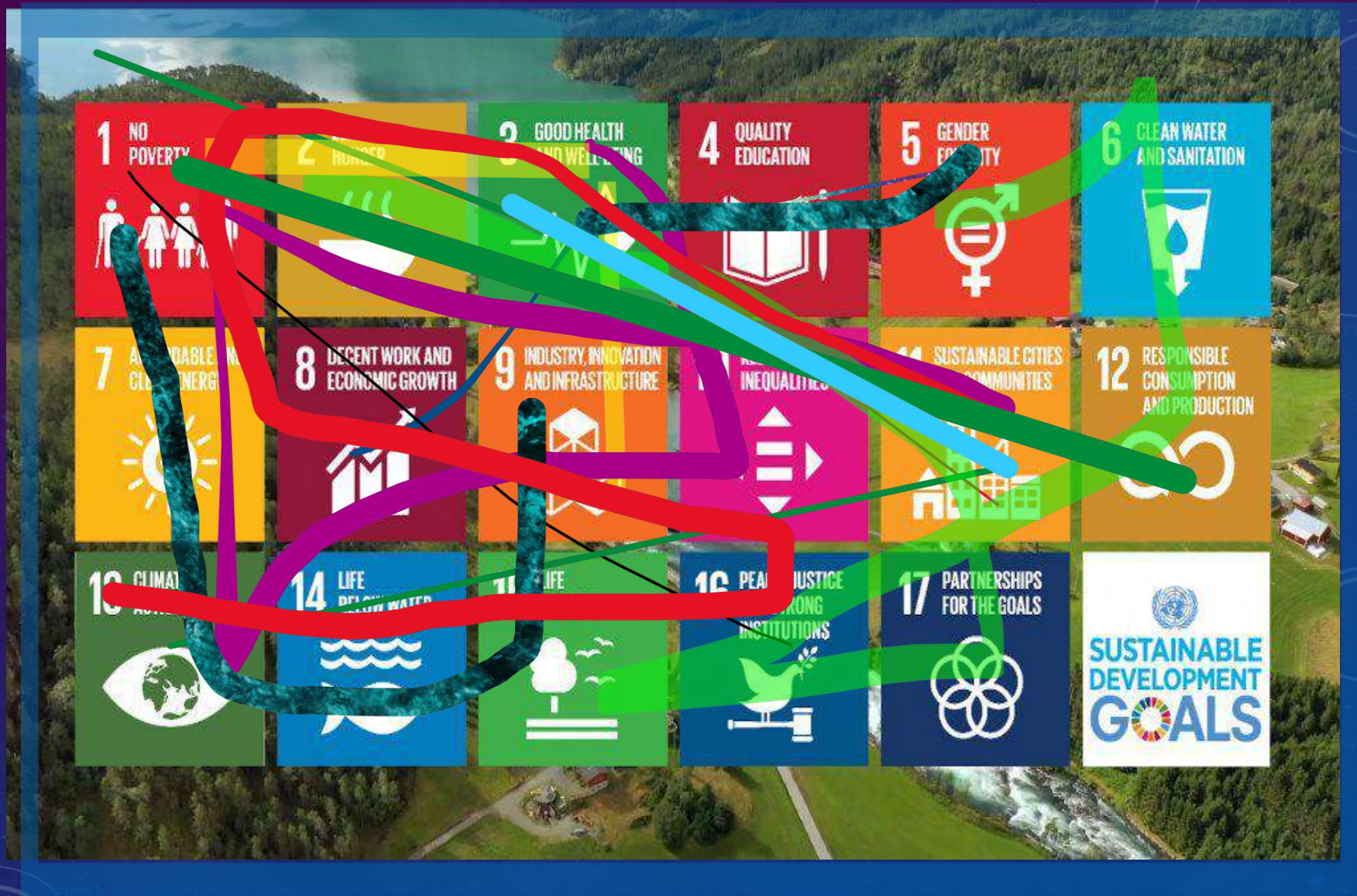
L'Associazione Gabriele Borgogni nasce nel marzo 2005, a seguito dell'omicidio stradale di Gabriele, avvenuto nel dicembre 2004 per mano di un uomo che guidava la sua auto in stato di ebbrezza, e ha passato un semaforo rosso. Da oltre vent'anni l'Associazione si occupa di sicurezza stradale a livello nazionale. È stata una delle promotrici della Legge sull'omicidio stradale e ha fatto approvare in Toscana l'Osservatorio Regionale Sicurezza Stradale. Ogni anno sono oltre 1200 gli studenti che ogni anno partecipano alle giornate di educazione stradale organizzate dall'Associazione. Negli ultimi due anni ha stipulato molteplici protocolli di Intesa con vari Comuni per il progetto "Mai più soli", un progetto innovativo che offre gratuitamente supporto psicologico *in emergenza* ai familiari di vittime della strada, nel momento del sinistro stradale. Inoltre da pochi mesi ha firmato il primo protocollo d'intesa tra ANCI, UNASCA e un'Associazione vittime della strada, che mira proprio a sensibilizzare l'opinione pubblica sul tema e a ridurre il numero di morti sulla strada.

Valentina Borgogni si è laureata presso l'Università degli Studi di Firenze in Economia, attualmente imprenditrice. Ricopre la carica di Presidente dell'Associazione Gabriele Borgogni da quanto è nata l'Associazione.

- **INTERNATIONAL ROAD SAFETY FORUM**
EU ROAD SAFETY CHARTER

BOLOGNA, 9TH OCTOBER 2025

Topic 1_31 July 2025





Economic Commission for Europe

Inland Transport Committee

Global Forum for Road Traffic Safety

Ninety-first session

Geneva, 15 – 19 September 2025

Item 1 of the provisional agenda

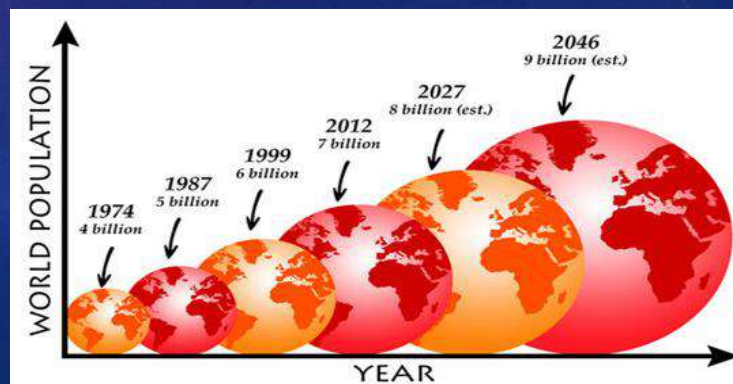
Adoption of the agenda

Annotated provisional agenda for the Ninety-first session*,**

To be held in-person at the Palais des Nations, Geneva, starting on Monday at 9:30 am, 15 September 2025 until 19 September 12:30 pm, in Salle III

I. Provisional Agenda

1. Adoption of the Agenda.
2. Activities of interest to the Working Party.
3. Convention on Road Traffic (1968):
 - (a) Driving permits;
 - (b) Remote activities related to driving.
4. Assessment of the safe deployment of automated vehicles in road traffic.
5. Convention on Road Signs and Signals (1968).
6. Contribution to Agenda 2030 – Goals 3 and 11, Targets 3.6 and 11.2:
 - (a) A Safe System Approach;
 - (b) Risky driving behaviours;
 - (c) Road Traffic: Future challenges and perspective.
7. Revision of the terms of reference and rules of procedure for WP.1.
8. Global dialogue and contribution to road safety capacity building: Focus on low- and middle-income countries.
9. Other Business.
10. Date of next session.

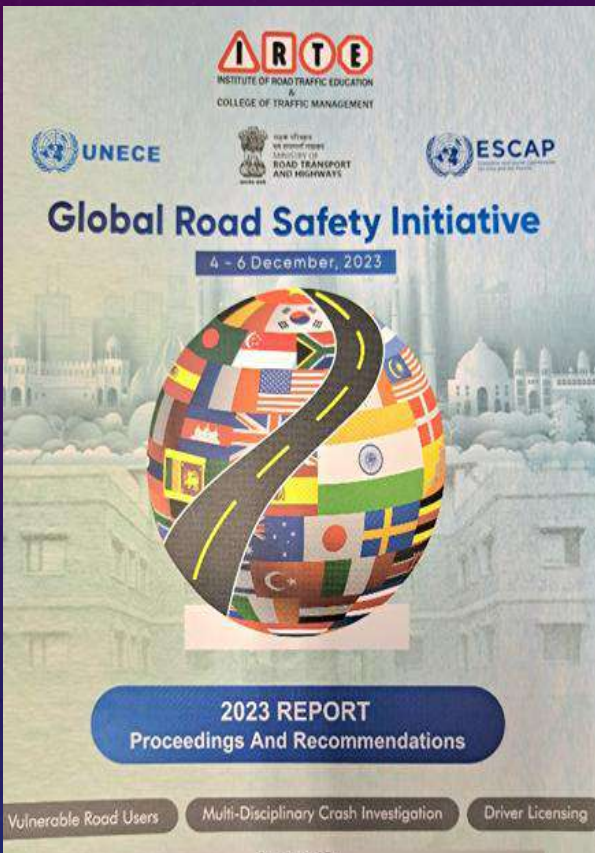


- In the challenging context of fast evolving technology, complex social fabric, unfit for purpose lived – in shared spaces
- Road Safety Concept gets more and more multi-layered
- Educational Psychology (how to lead people to learn rules / Motivation)
- Role models (e.g., parents, teachers)
- Civic Responsibility (values behind rules)
- Behavioral Science (why would people follow or break them)
- Conditioning: Rewards & consequences shape habits.
- Nudging & Life Long Learning : The making of a road user



9. Global dialogue and contribution to road safety capacity building: Focus on low and middle-income countries

In its global outreach, WP.1 will be invited to discuss how best contribute to the need for road safety capacity building program in the regions where road traffic injuries are still very high.



UNECE GLOBAL FORUM FOR ROAD TRAFFIC SAFETY – WP1

THANK YOU - GRAZIE MILLE

Dott.ssa Luciana Iorio –UNECE Global Forum for Road Traffic Chair

Ministry of Infrastructure and Transport, DTT-DGMOT DIV2

International Regulatory Affairs

via G. Caraci 36, 00157 Rome (Italy)

l.iorio@mit.gov.it

I am on LINKEDIN



ALMA MATER STUDIORUM
UNIVERSITÀ DI BOLOGNA

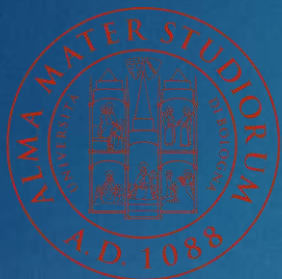
INTERNATIONAL ROAD SAFETY FORUM

Bologna, 9th October 2025

Enrico Al Mureden

Full Professor Private Law - Department of Legal Studies
ALMA MATER STUDIORUM - Università di Bologna

<https://www.unibo.it/sitoweb/enrico.almureden>



ALMA MATER STUDIORUM
UNIVERSITÀ DI BOLOGNA

HUMAN-CENTERED



CONNECTION WITH
UN SUSTAINABLE
DEVELOPMENT GOALS
(SDGS)

Road Signs as Digital Legal Norms



New liability rules for driverless cars

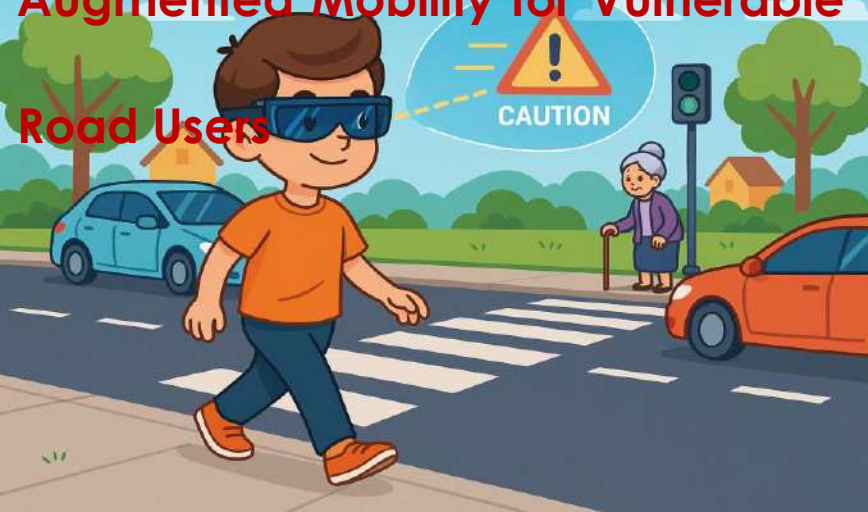
LEGAL DESIGN AND HUMAN-MACHINE INTERACTION



ALMA MATER STUDIORUM
UNIVERSITÀ DI BOLOGNA

Augmented Mobility for Vulnerable

Road Users



Hazard Perception

The Dawning of a New Era for Road Safety in Europe

AGENDA

Hazard Perception – The New EU Directive

Hazard Perception Defined

What is the impact for the EU

How could this new Directive change the future as it relates to Driver Training?

Hazard Perception – The New EU Directive

Learner Drivers

Theory Test Part 1 general perception, including hazard perception.

Minimum Requirement for Driving Test

driving risk factors related to various road conditions including perception and anticipation of hazards, in particular as they change with the weather and the time of day or night
general perception, including hazard perception, judgement and decision-taking, especially reaction time, as well as changes in driving behaviour due to the influence of alcohol, drugs and medicinal products, state of mind and fatigue;
hazard perception and accident avoidance; this includes understanding and paying attention to the vulnerability of non-motorised road users and users of motorised vehicles.

Knowledge Skill and Behaviour for a Powered Vehicle

recognise and anticipate traffic dangers and hazards and assess their seriousness

Competence required by a Driving Examiner

Minimum standards concerning access to the profession of examiner and examiner training requirements should be established in order to improve the knowledge and skills of examiners, including hazard perception testing, thereby ensuring a more objective evaluation of driving licence applicants and achieving greater harmonisation of driving tests.

Publication Autumn 2025 – Four Years to Implement

Hazard Perception

Hazard Awareness

Hazard Prediction

Risk Awareness and
Perception Training (RAPT)

Hazard Perception

Hazard Awareness

Hazard Prediction

Risk Awareness and
Perception Training (RAPT)

Hazard Perception

Hazard Perception Defined

Hazard perception is one of the few driving-specific cognitive skills consistently found to be associated with reducing traffic accidents.

Definition – The ability to spot a **developing hazard** that would require the driver to take action to avoid a collision.

JELLY LEARN



Kompetenzzentrum Föderation e.V.
Fédération Européenne Des Autodidactes
European Online Schools Association

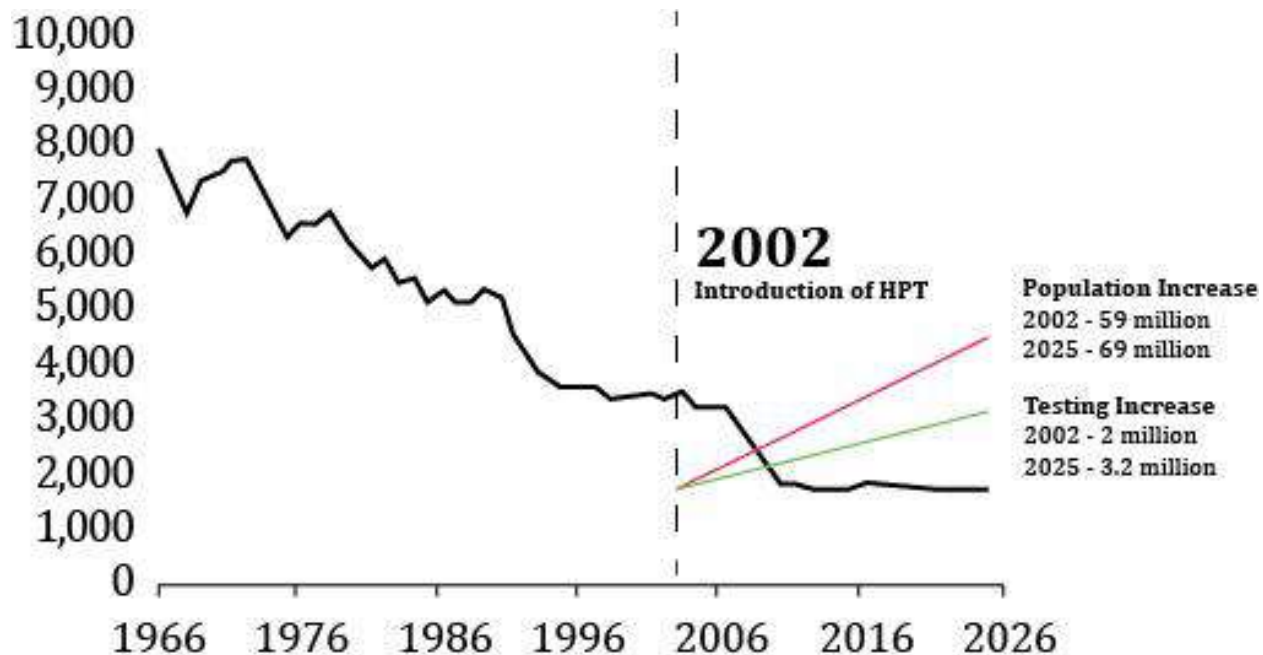
Why is hazard perception so important to all road users (especially learner drivers) and the economy

- Evidence based solution¹
- Impacts all road users
 - Motorcyclists
 - Cyclist
 - Pedestrians
- Reduces Road Traffic accidents¹ (11.3%)
- With 3 hours of HP training, research concludes that the skills of a novice driver are similar to those of an experienced driver
- Saves society money

1. Transport Research Laboratory (TRL) Cohort Study 1 & 11

UK Road Fatalities

Number of deaths caused by reported road accidents in Great Britain



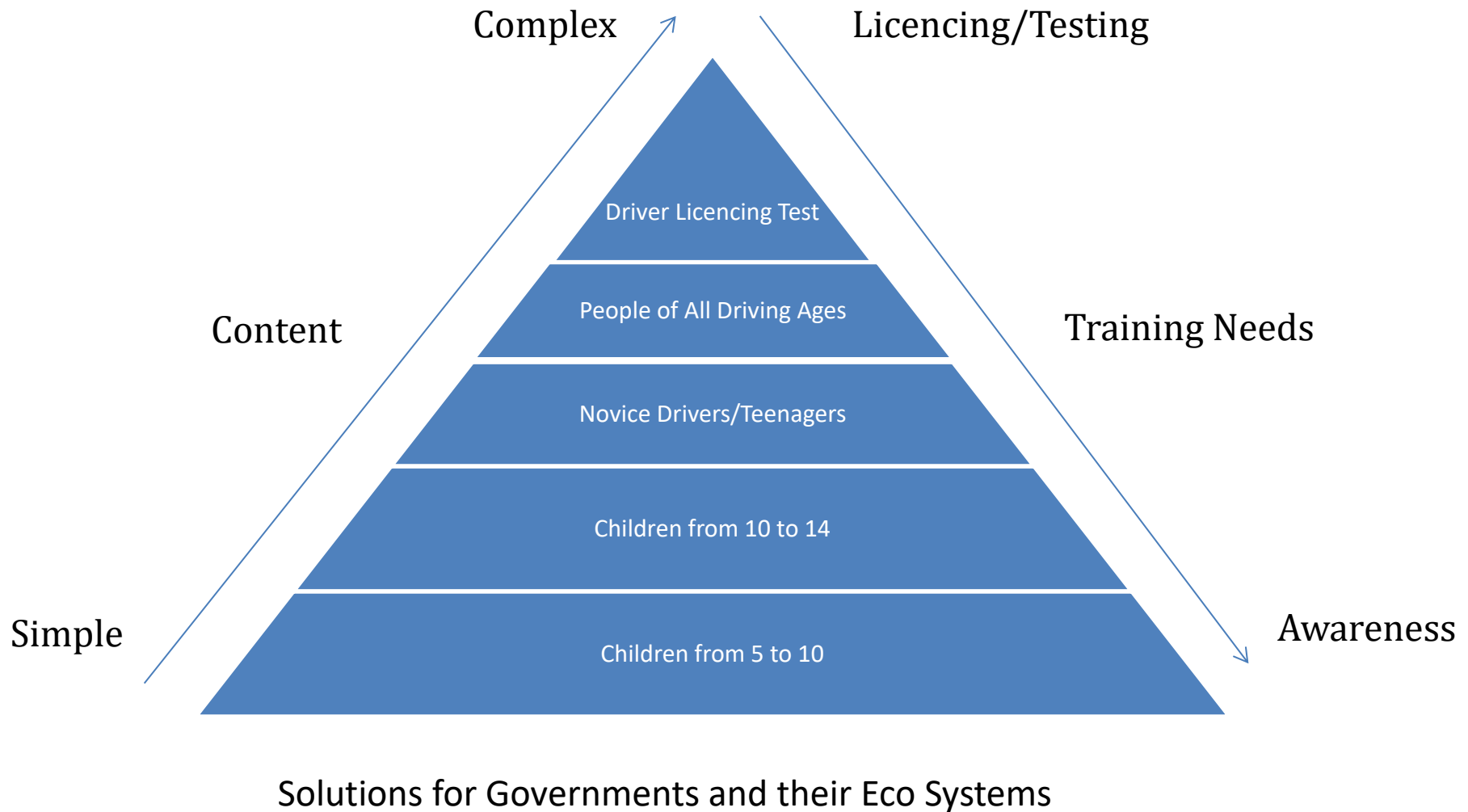
Source: Department for Transport

What are the Outcomes

- Novice drivers are better equipped to deal with developing hazards.
- Training programmes can be curated for all types of road users in different scenarios
 - Urban
 - Rural
 - Motorway
- More lives are saved on the road
- Innovation will take this to the next level
 - Eye tracking/AI

Hazard Perception – Influencing Future Thinking

Road Map for Delivering Road Safety



How many YELLOW cars do you see?



We love to play.

Not while driving.

Road safety is not a game.

Stay focused while driving.

Thank You

Jellylearn Ltd

Michael Bennett

www.jellylearn.co.uk

+447785708064

JELLY LEARN



Kompetenz-Fahrlehrer-Assoziation e.V.
Fédération Européenne Des Auto-écoles
European Driving Schools Association

International Road Safety Forum

Bologna, 9 October 2025

The future challenges of road safety

Luca Persia
Sapienza University of Rome



SAPIENZA
UNIVERSITÀ DI ROMA



Main contents

- Revolutions in transport systems
- The impacts on road safety
- A balanced approach to sustainable transport planning

Evolutions vs Revolutions

Revolutions

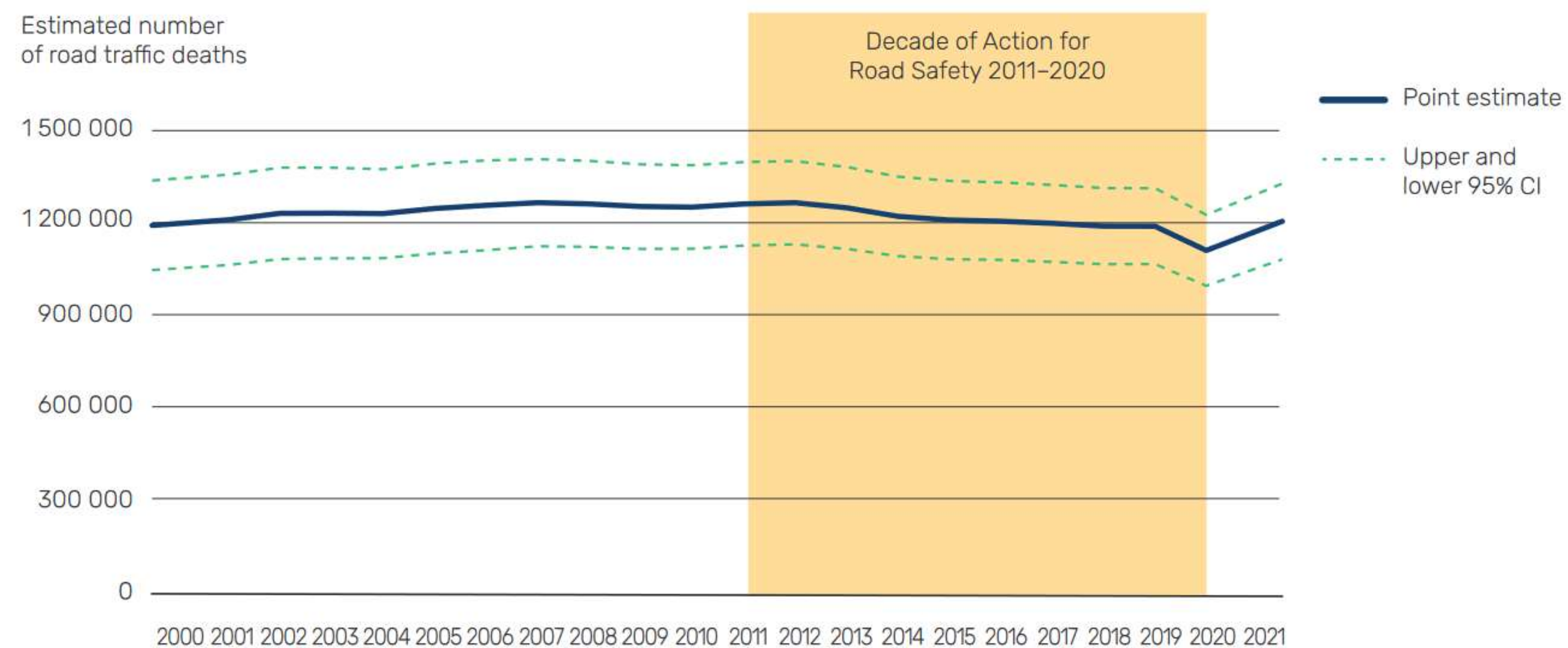


Evolutions



8.000 a.c.	4.000 a.c.	3.500 a.c.	1.804	1.886	1.956
Animal traction	Sailing	Wheel	Steam traction	Internal combustion engine	Container logistics
• Cow • Horse and donkey • Camel	• Square sail • Rectangular sail • Gaff sail	• Carriage • Coach • Omnibus • Bicycle	• Steam locomotive • Steam boat • Electric trains • High speed trains	• Car • Truck • Bus • Aircraft • Diesel engine • Jet	• Container ship • Panamax • Post panamax • New generation

Where we are now

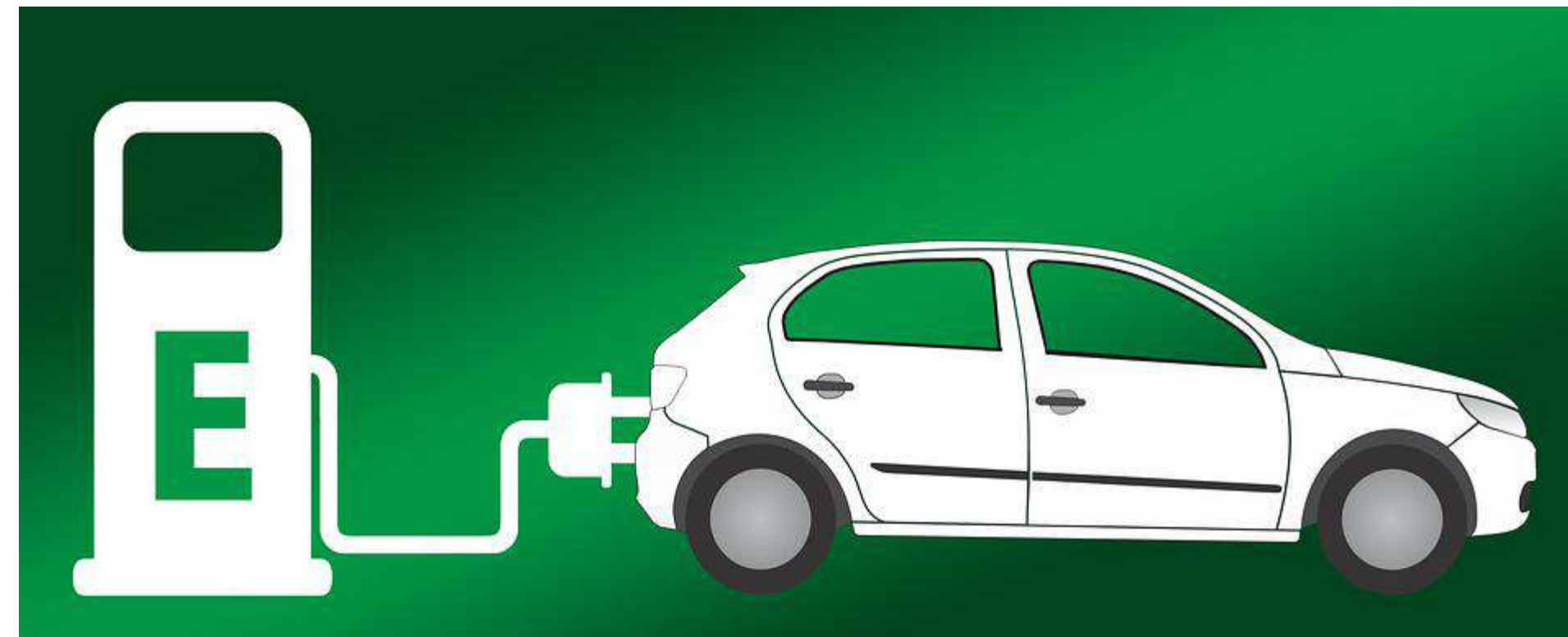


Source: WHO, 2023



The current transport revolution

Decarbonisation



**Connected, Cooperative
and Automated Mobility**



Smart Mobility

Electric vehicles and RS

- Driving behaviour: electric vehicles **accelerate** much faster than internal combustion engines
- Driving behaviour: battery charging **anxiety** can lead to uncorrect driving behaviour
- **Heavier** vehicles due to batteries: in case of accidents, safer for occupants, more dangerous for other users involved
- Risk of **fires**: batteries are very difficult to extinguish
- Risk associated with low vehicle **noise** emission: mainly for pedestrians, cyclists, visually-impaired people

CCAM and RS

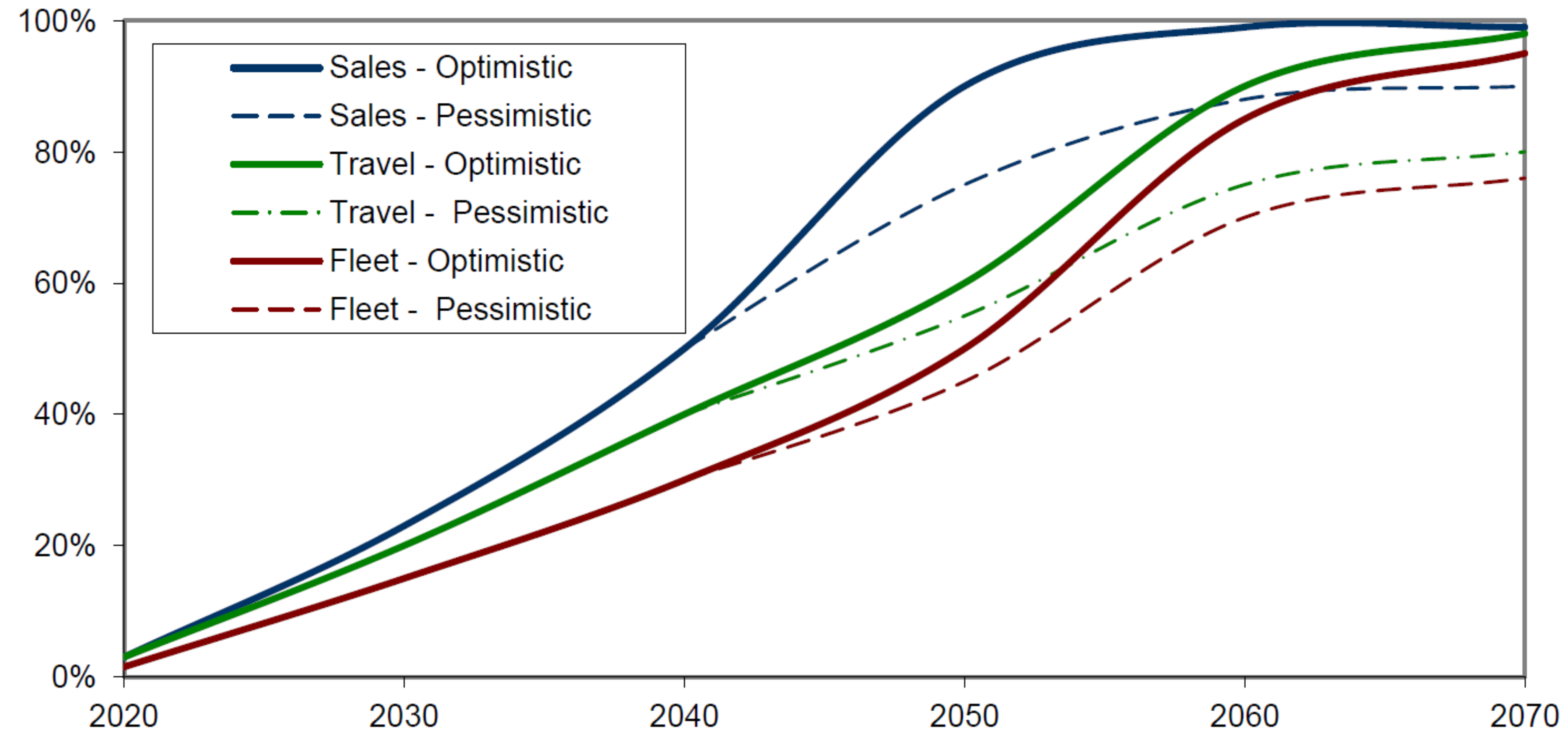
An ideal world, where the role of **users** in road accidents is completely eliminated, thus leading to “full” safety



But

- Significant investments to be done by PA to prepare the **infrastructure**
- Community vs User objectives (**speed**, risks for whom)
- Risk of vandalism and **crimes** for shared vehicles
- Hardware and Software **failures** can lead to fatal results
- Software systems could be **hacked** for amusement or crime
- Increased **amount** of travel and, thus, higher exposure
- Increased **risk-taking** (risk compensation theory). More aggressive and distracted driving for automation levels 1-3, less cautions (eg safety belts) for levels 4-5
- Slow and unreliable in **mixed traffic**

... and when?



Source: Victoria Transport Policy Institute

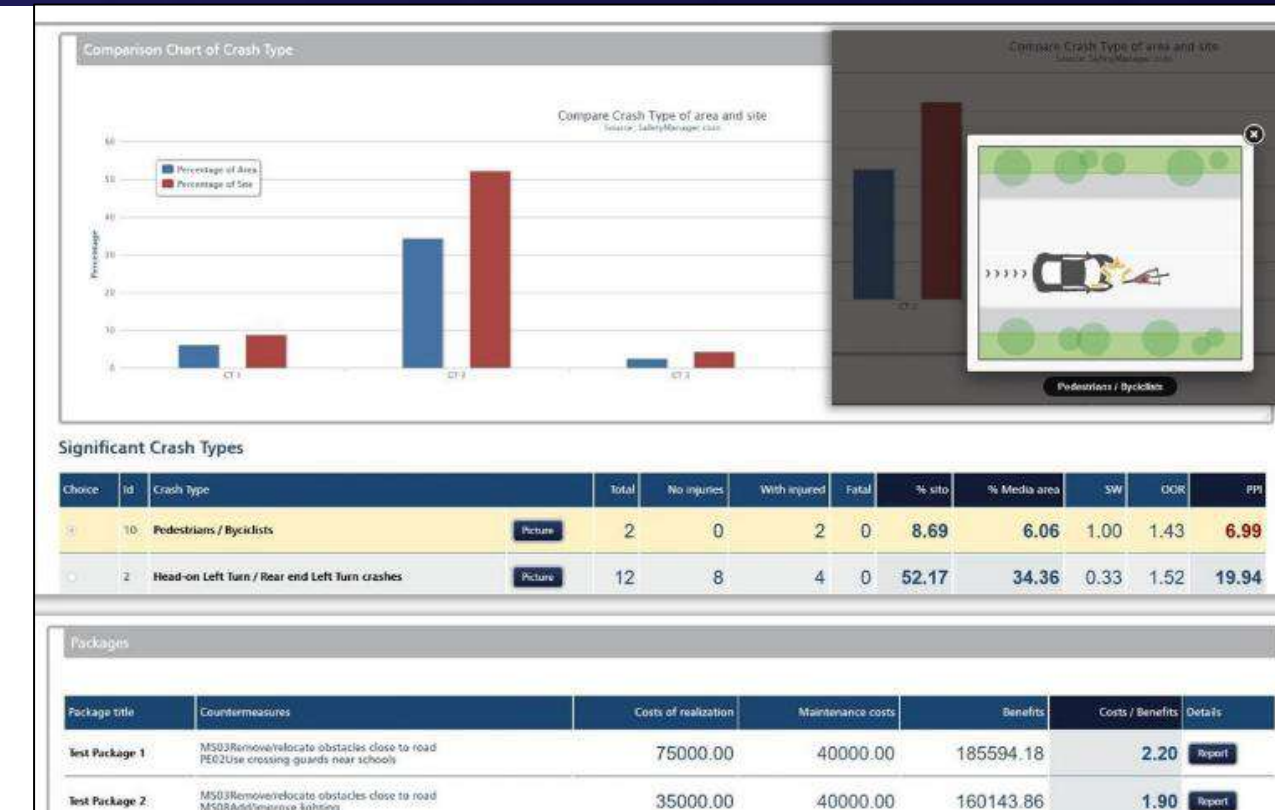
Shared mobility and RS

- Increased modal share for **high-risk modes** (bike sharing, e-scooter sharing)
- Insufficient **driving experience** of users
- Vehicles sometimes not equipped with **protective elements** such as child seats or helmets
- Lack of vehicle **equipment elements** from the lack of windscreen washer fluid to the lack of emergency equipment such as a warning triangle
- Insufficient infrastructures for the safe parking of vehicles, with **abandonment** of vehicles on sidewalks or roads
- Increased **risk-taking** to reduce the amount paid
- The “hot” case of **e-scooters**

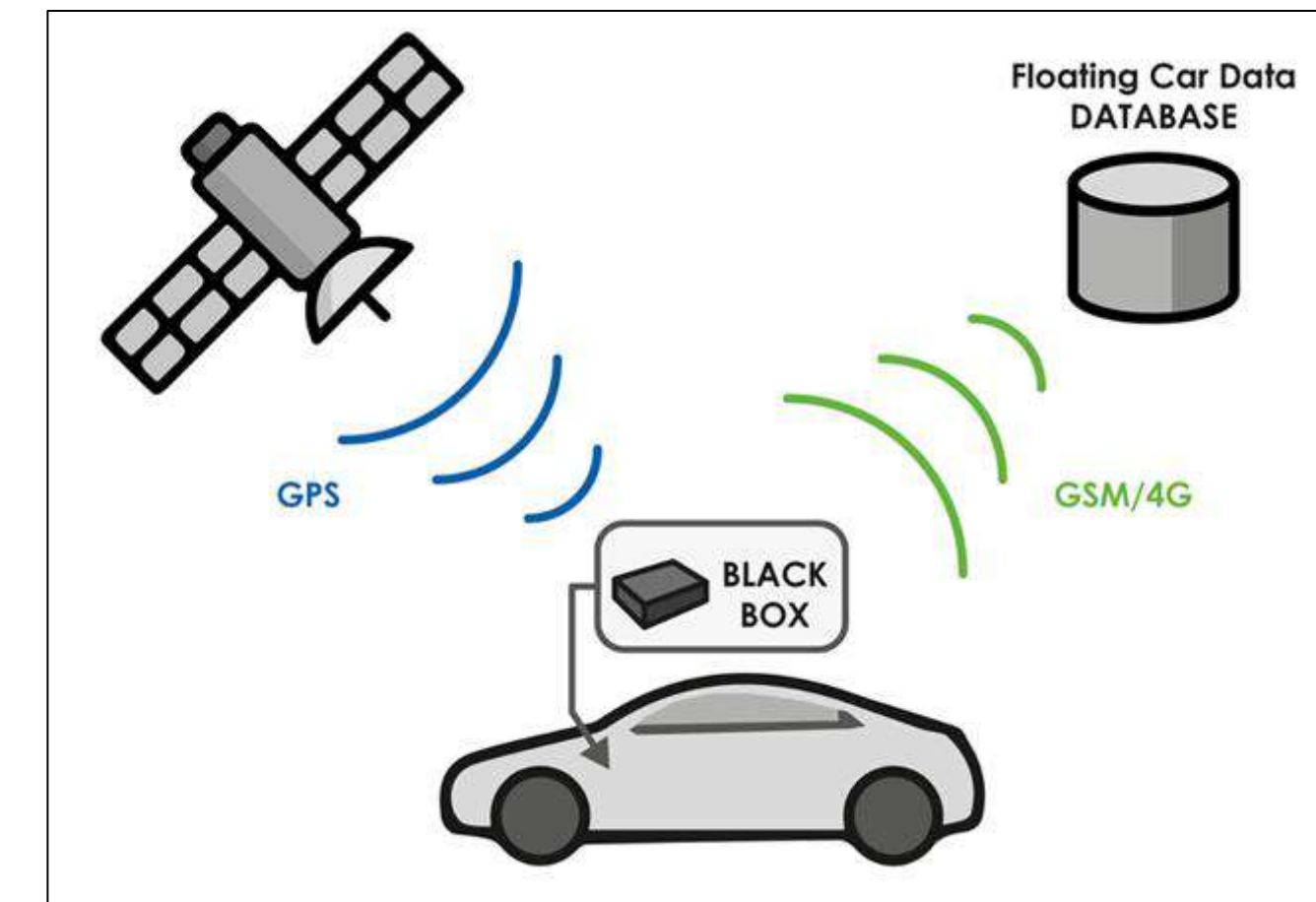


Digitalisation and RS: current scenario₁

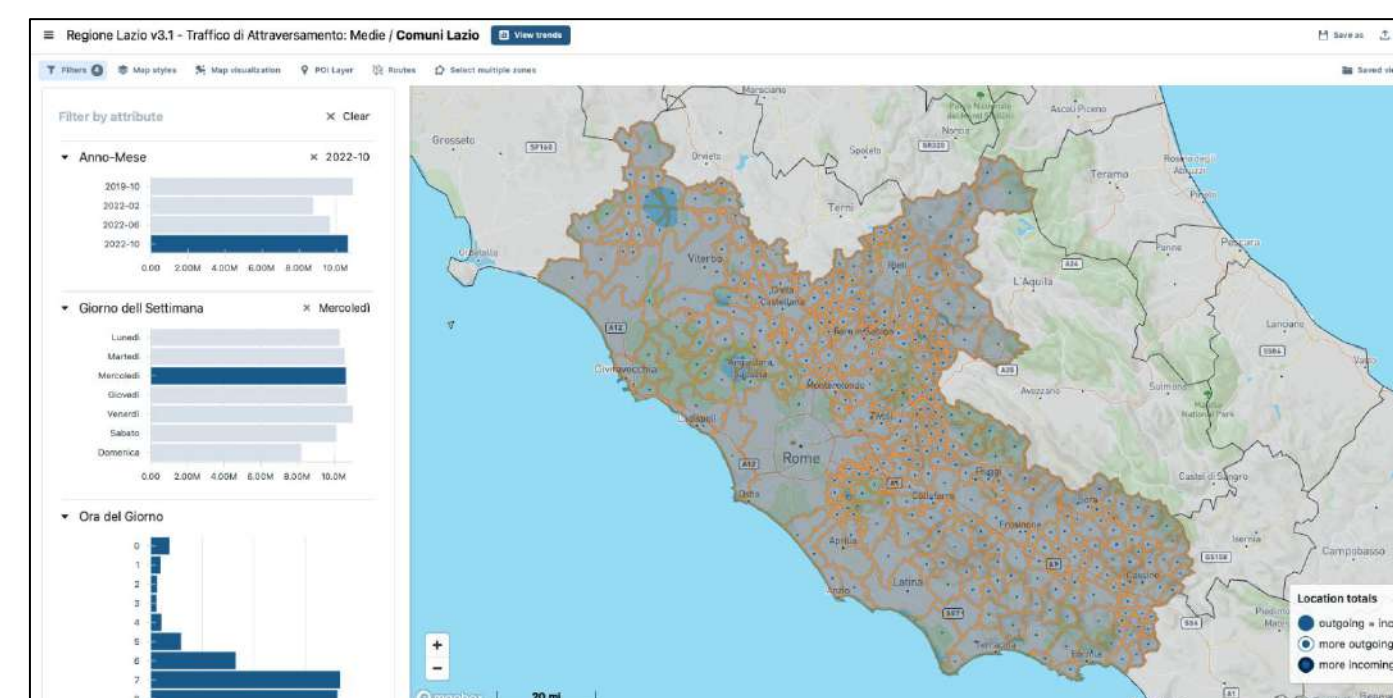
- Digitalization of road accident data **collection and analysis**



- Traffic data collection through **Floating Car Data/smartphone GPS**

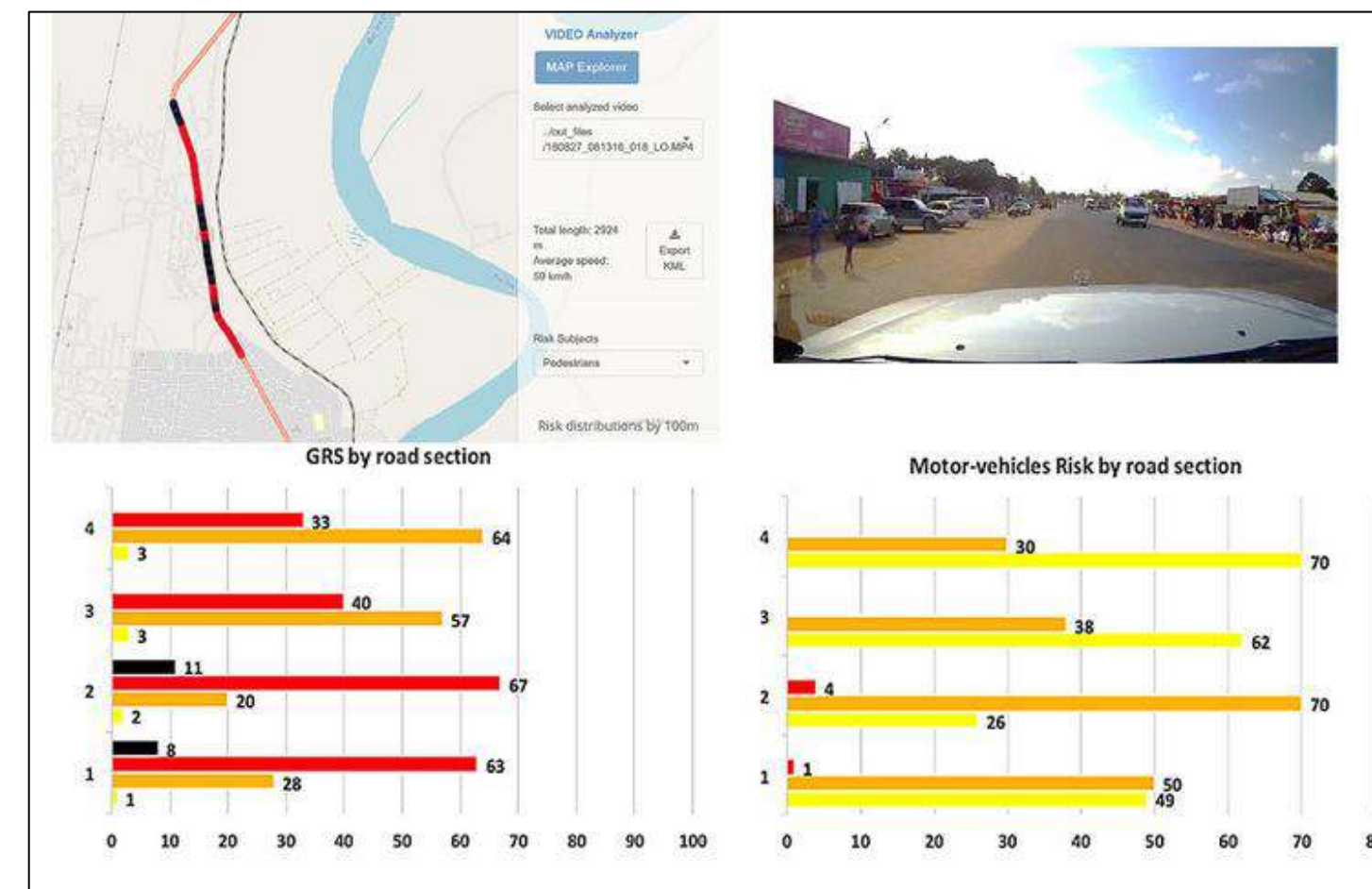


- Traffic data collection through **smartphones connection**

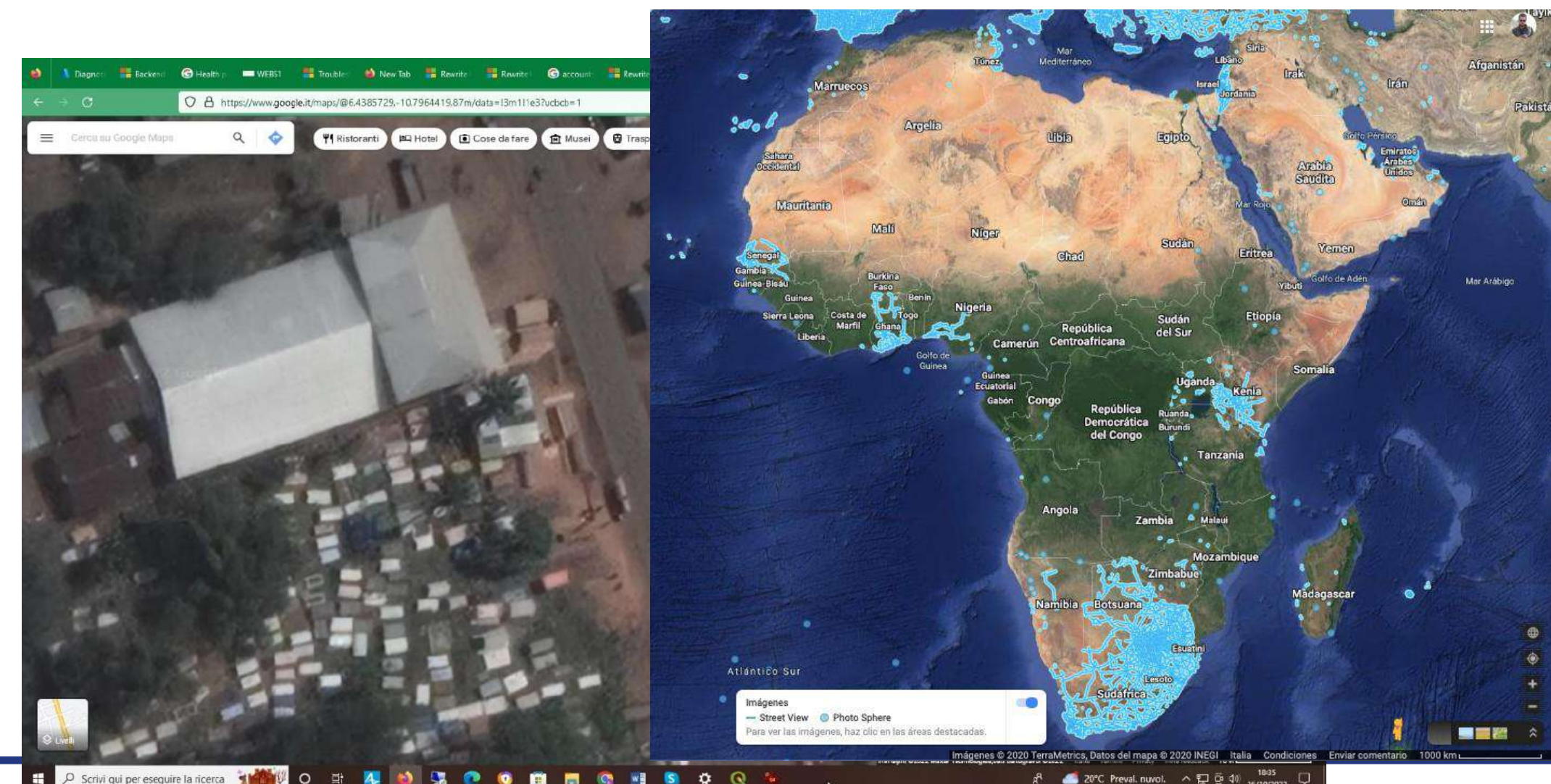


Digitalisation and RS: current scenario₂

- Infrastructure data collection through **video-inspection** (Road Assessment)



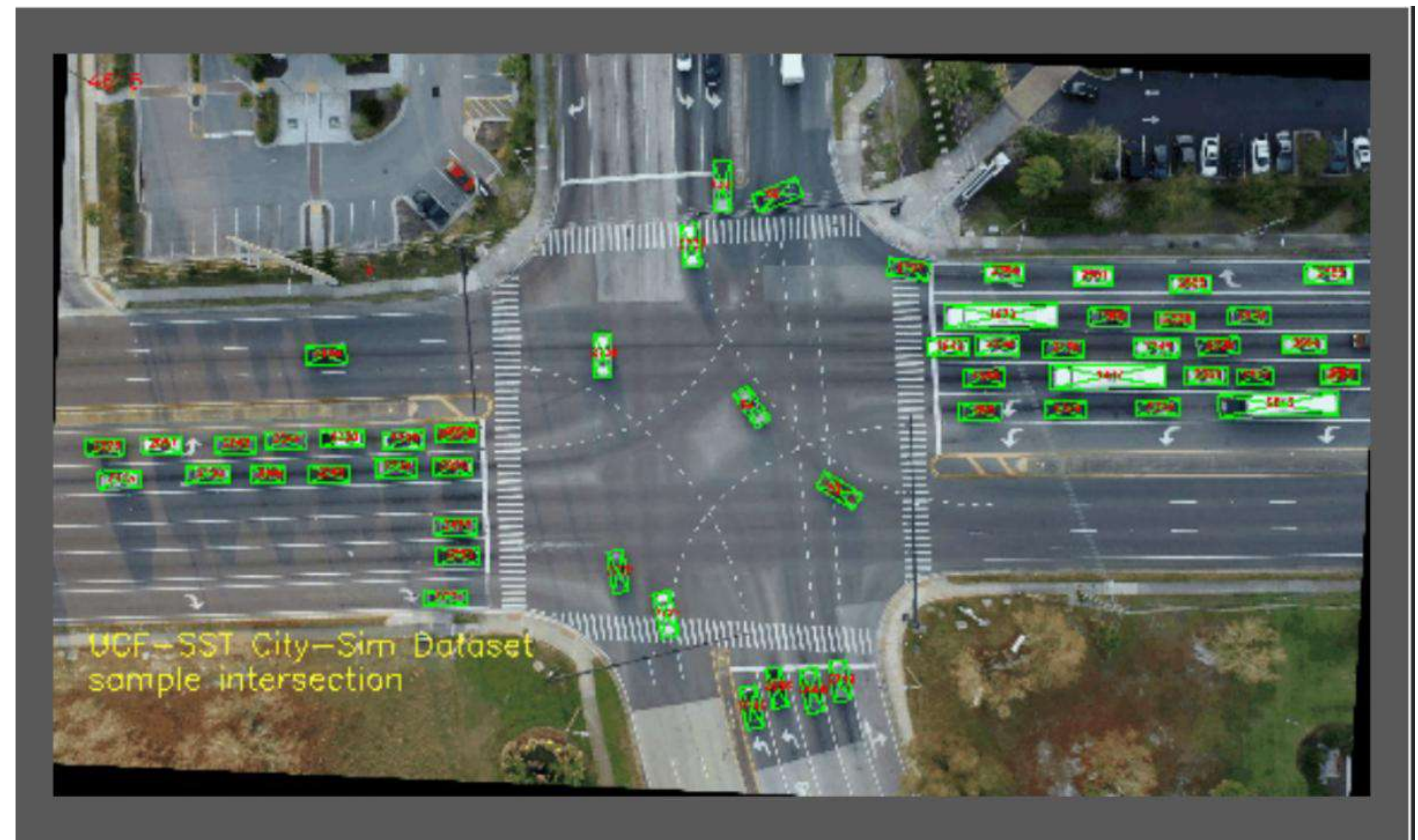
- Infrastructure data collection through **satellite imagery** and AI



Digitalisation and RS: current/short term

Video-based risk level analysis of critical road sections

- **Traffic conflicts** (near misses): surrogate safety measures
- **Cameras/ drones** (traffic/ trajectories)
- Use of **AI** for video processing and insights extraction
- Difference with naturalistic driving



Source: A.R.C.I.S. – UCF SST

Digitalisation and RS: short/medium term

Real time risk-based traffic mgnt

- Traffic volumes
- Traffic speed
- Traffic density
- Weather conditions
- FCD
- Different kinds of sensors installed on infrastructures and vehicles
- Crowdsourcing



Source: A.R.C.I.S. – UCF SST

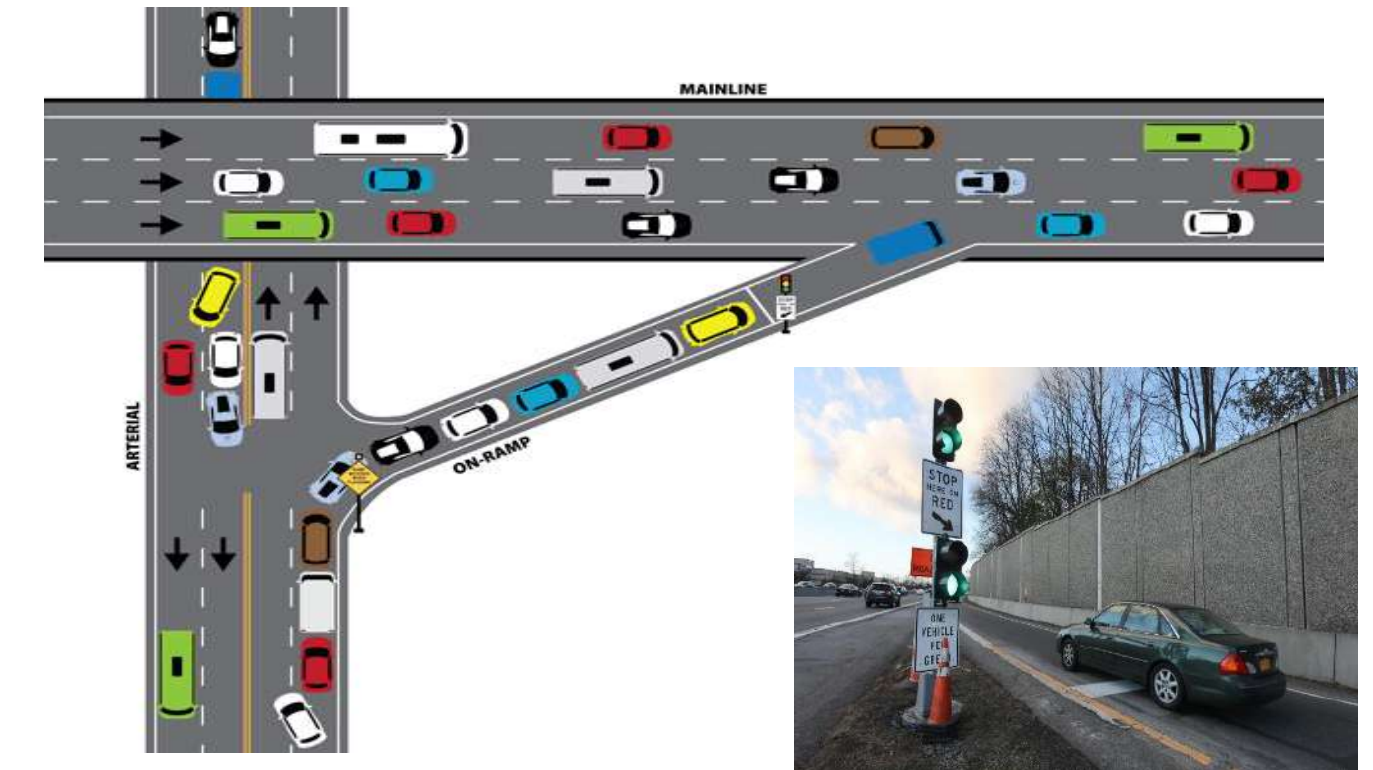
Applications



Variable speed limits



On-board information



Ramp metering



Adaptive traffic signal control



Dynamic message signs

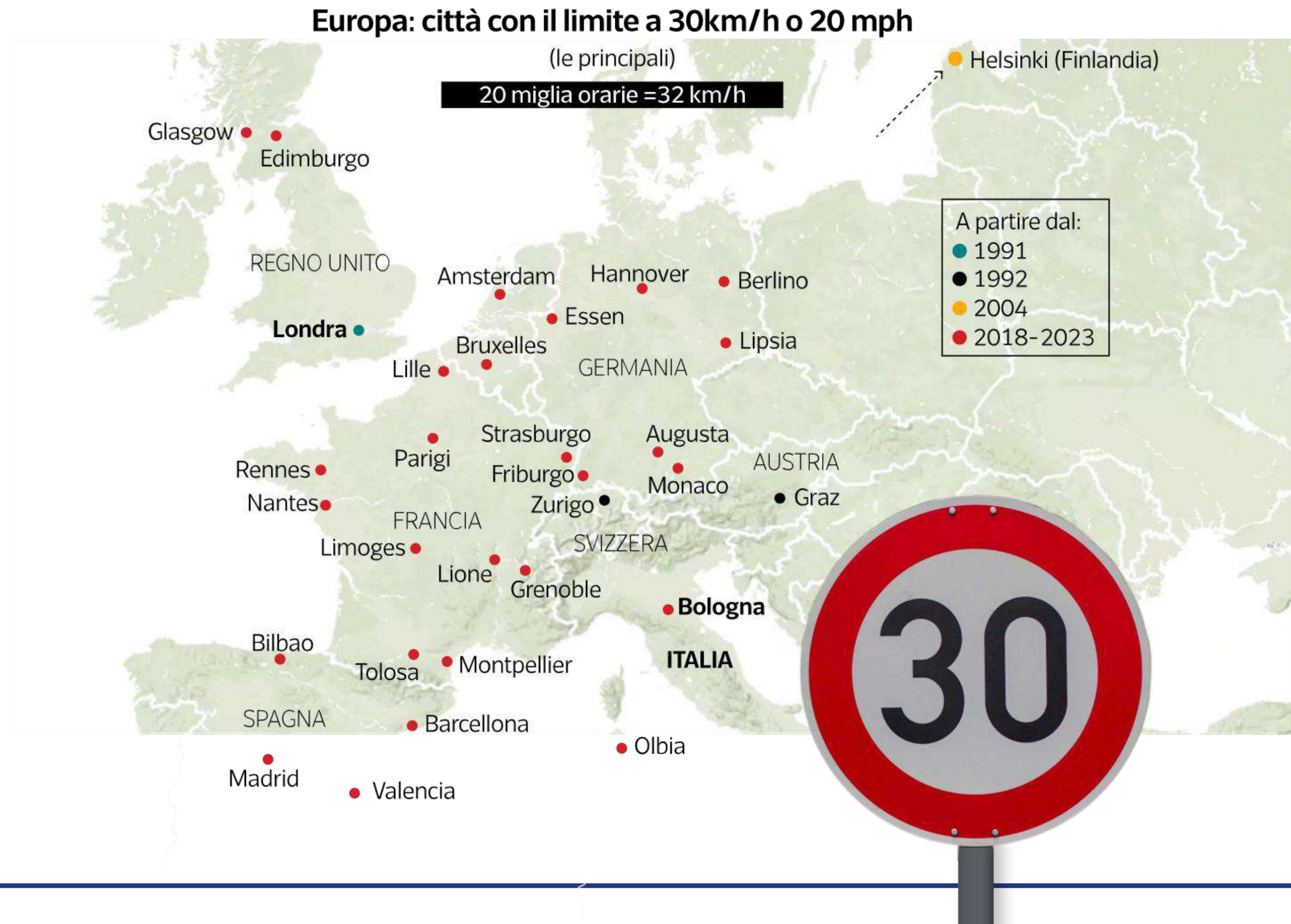
Comparison of approaches

	Timing	Data availability	Extent	Regulations	Acceptability
Accident-based	0	+	+++	++	++
Road Assessment	++	++	++	++	++
Image-based	++	+	+	0	++
On-line traffic management	+++	+	++	+	0

Do they lead to similar results??

Creating the mobility context

Impacts on road safety of new transport concepts can be significantly improved introducing **safe system principles** in the (urban) mobility management: the **30 km/h** approach



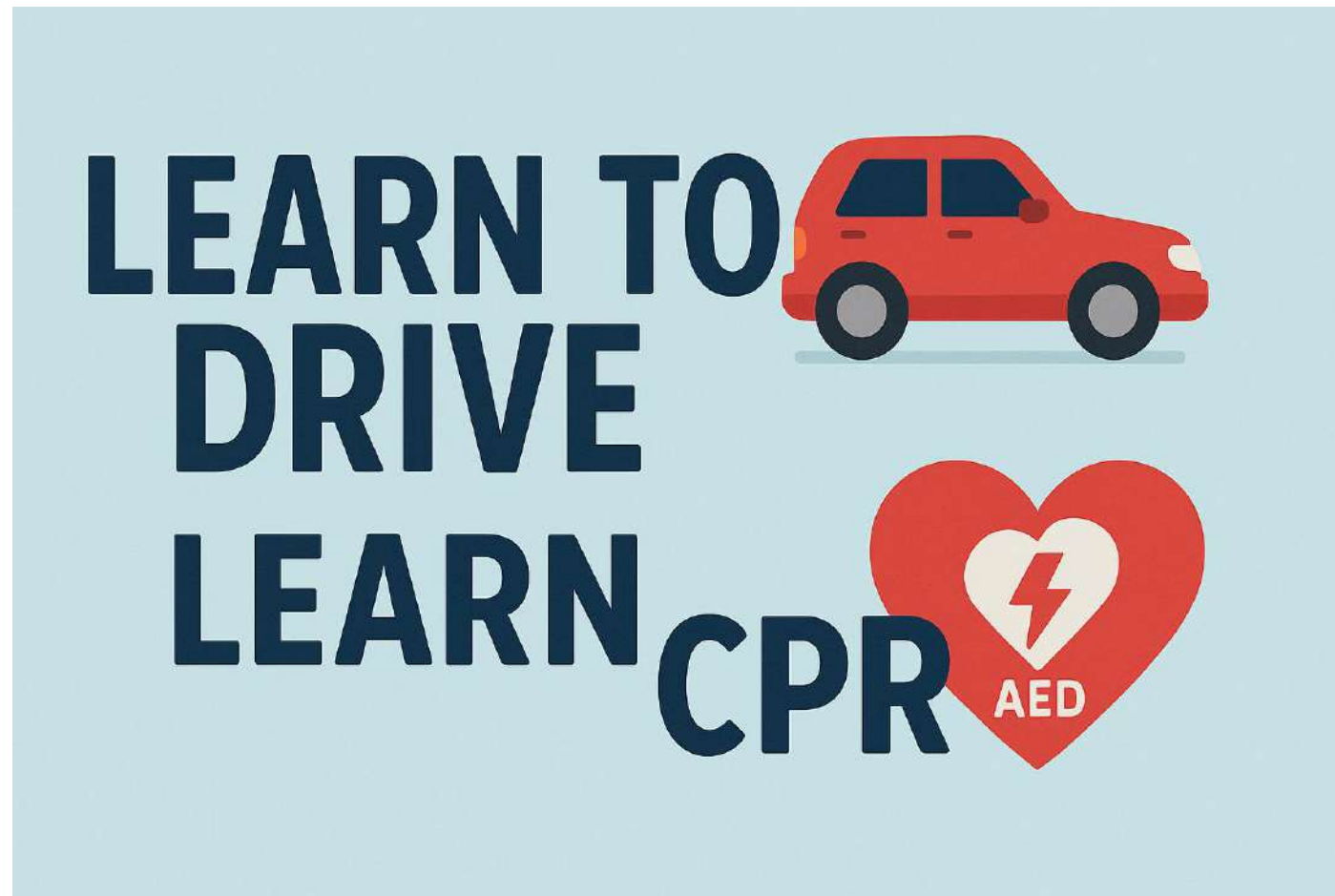
International Road Safety Forum

Bologna, 9 October 2025

THANK YOU

Luca Persia
luca.persia@uniroma1.it





Federico Semeraro, MD, FERC
Chair of European Resuscitation Council

Conflict of Interest



ILCOR BLS Task Force Emeritus Member
Chair European Resuscitation Council
IRC Foundation Member
Sci-Fi, Social Media, Tech & AI addicted
Associate Editor of Artificial Intelligence and Emergency Medicine



One thousand deaths per day, this is as if two jumbo jets would crash every day during the whole year in Europe

EuReCa THREE – European Registry of Cardiac Arrest (2022)

Study Population

28 countries
230 million population
Sept–Nov 2022
45,251 confirmed OHCA
32,033 EMS-treated
Incidence: 55.6/100,000

Patient Characteristics

Mean age: 67 years
Male: 64.5%
Home: 71.3%
Initial shockable rhythm: 20.6%

Outcomes

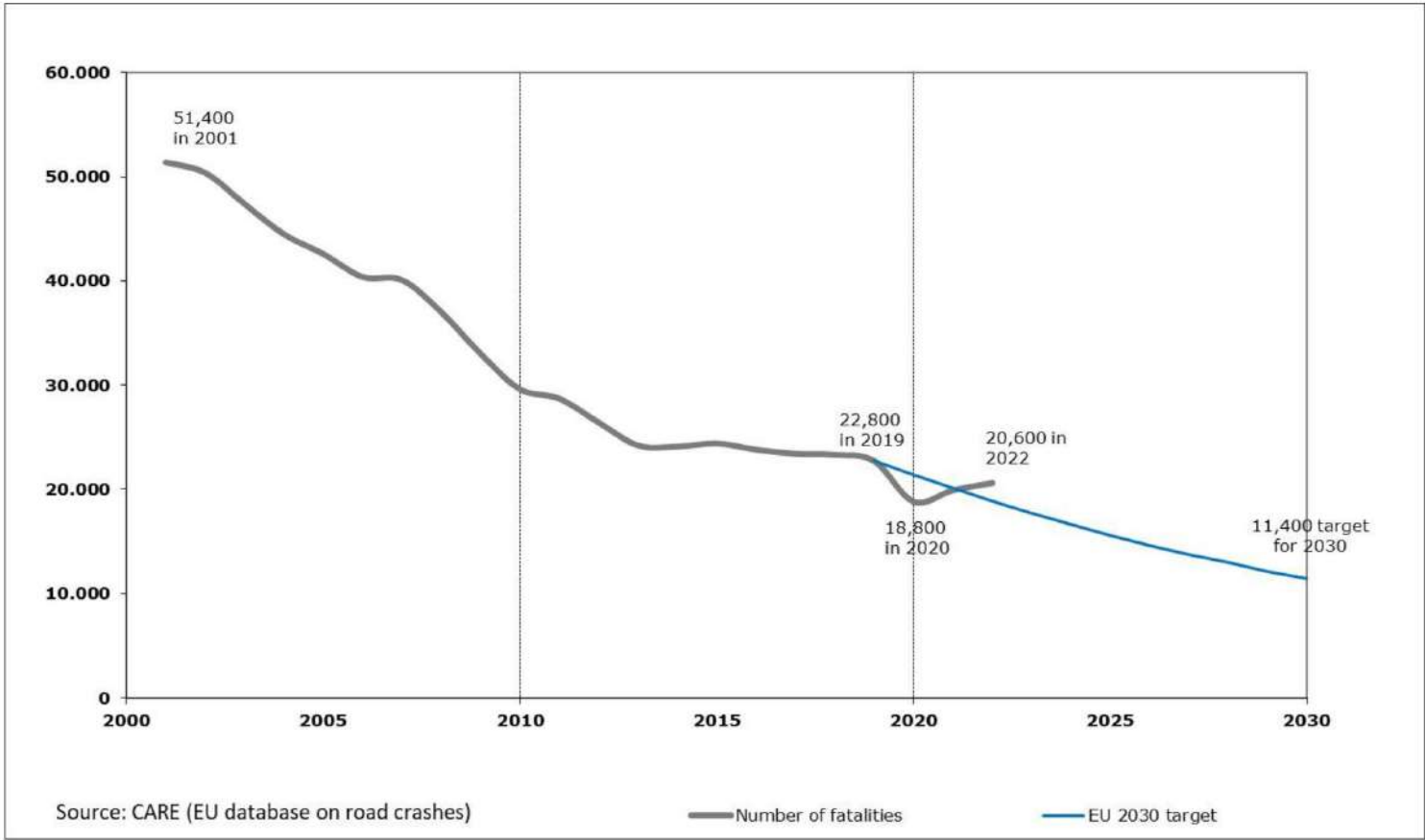
ROSC: 31.2%
Survival to discharge: 7.5%
Survival incidence: 4.0/100,000

EMS Times:

Mean response: 12.2 min
Treatment time: 29.6 min
Transport: 14.9 min

Bystander CPR **Bystander CPR: 59.4%**

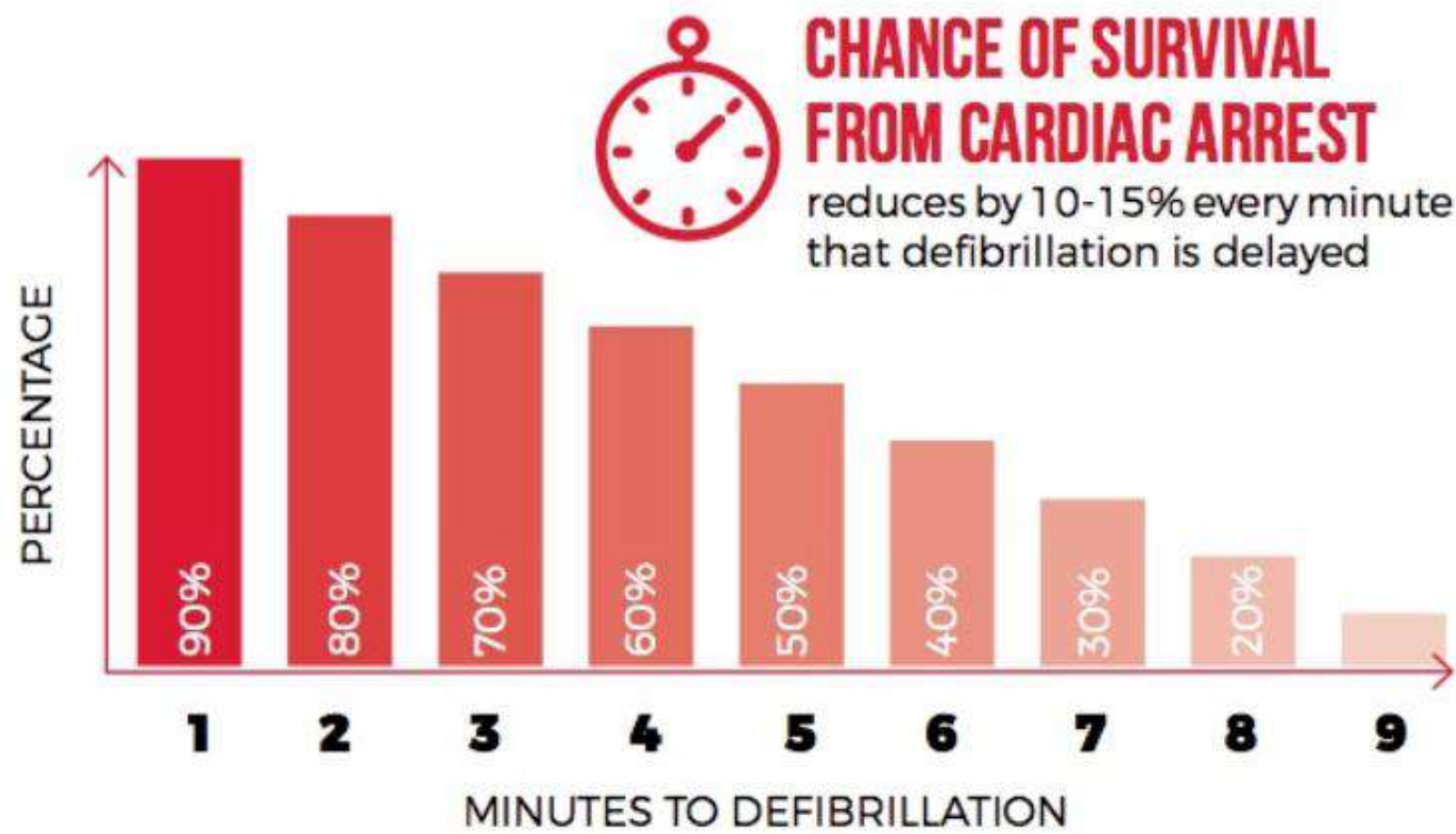

400,000

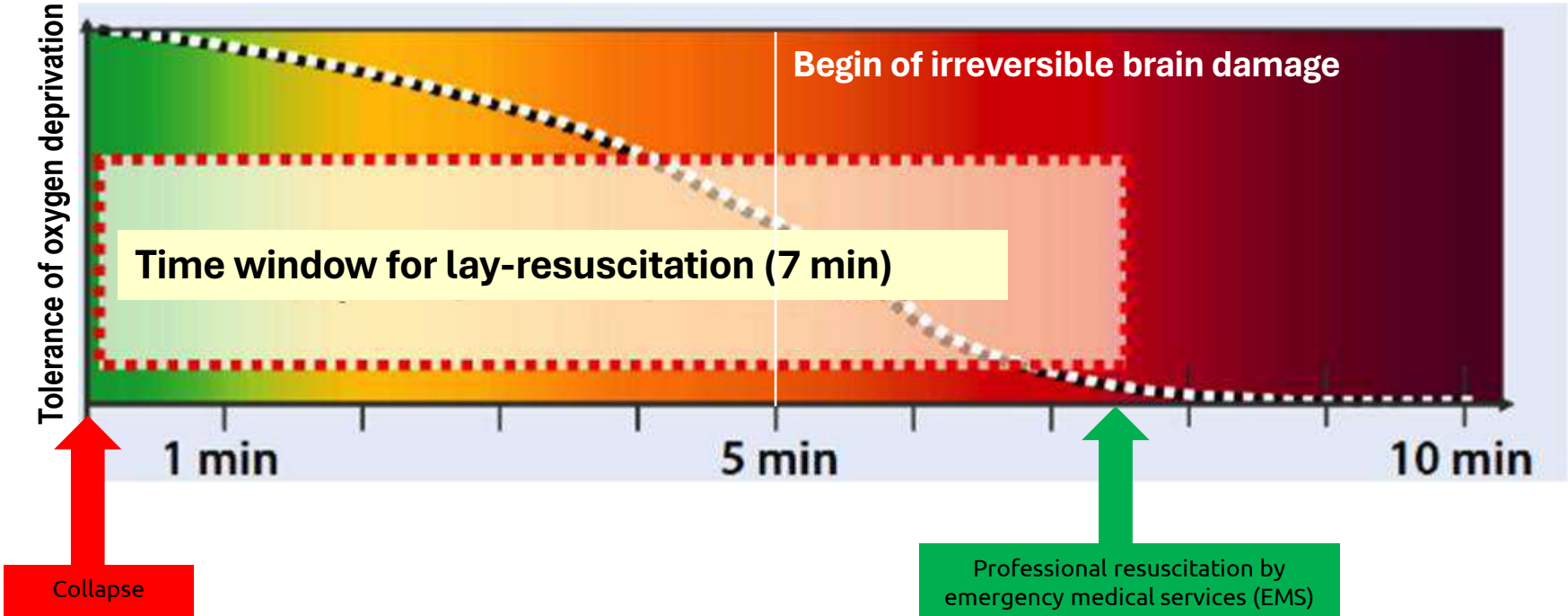


Trend in the number of road traffic fatalities in the EU

Road safety statistics 2022 EU



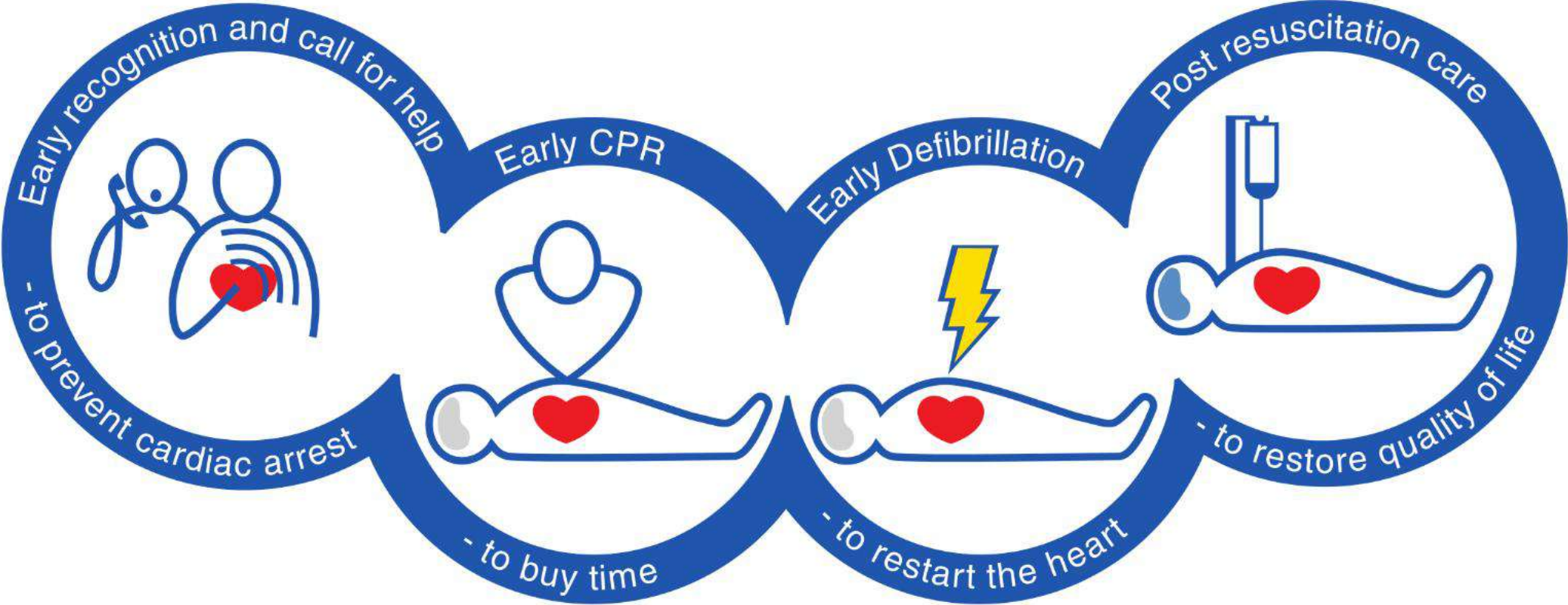




I'm not afraid of death.
I'm an old physicist.
I'm afraid of time.



Interstellar Professor Brand



RESUSCITATION PLUS 24 (2025) 100988

Available online at www.sciencedirect.com

Resuscitation Plus

journal homepage: www.elsevier.com/locate/resuscitation-plus

Short paper

Smartphone-based alert of community first responders: A multinational survey to characterise contemporary systems



Tore Marks^{a,1}, Bibiana Metelmann^{a,,1}, Lorenzo Gamberini^b, Camilla Metelmann^c, Sebastian Schnaubelt^{d,e,f}, Federico Semeraro^g, Carolina Malta Hansen^{h,i,j}, European Resuscitation Guidelines 2025 Systems Saving Lives Writing Group²*

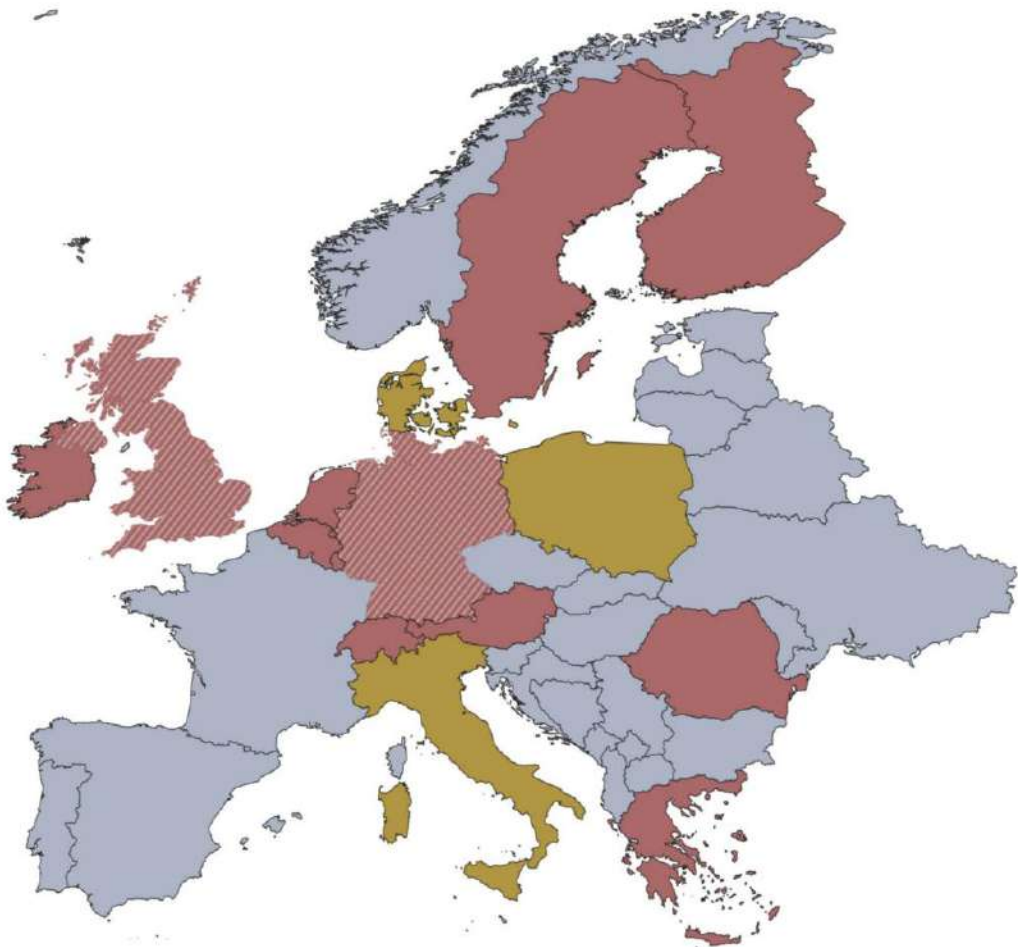
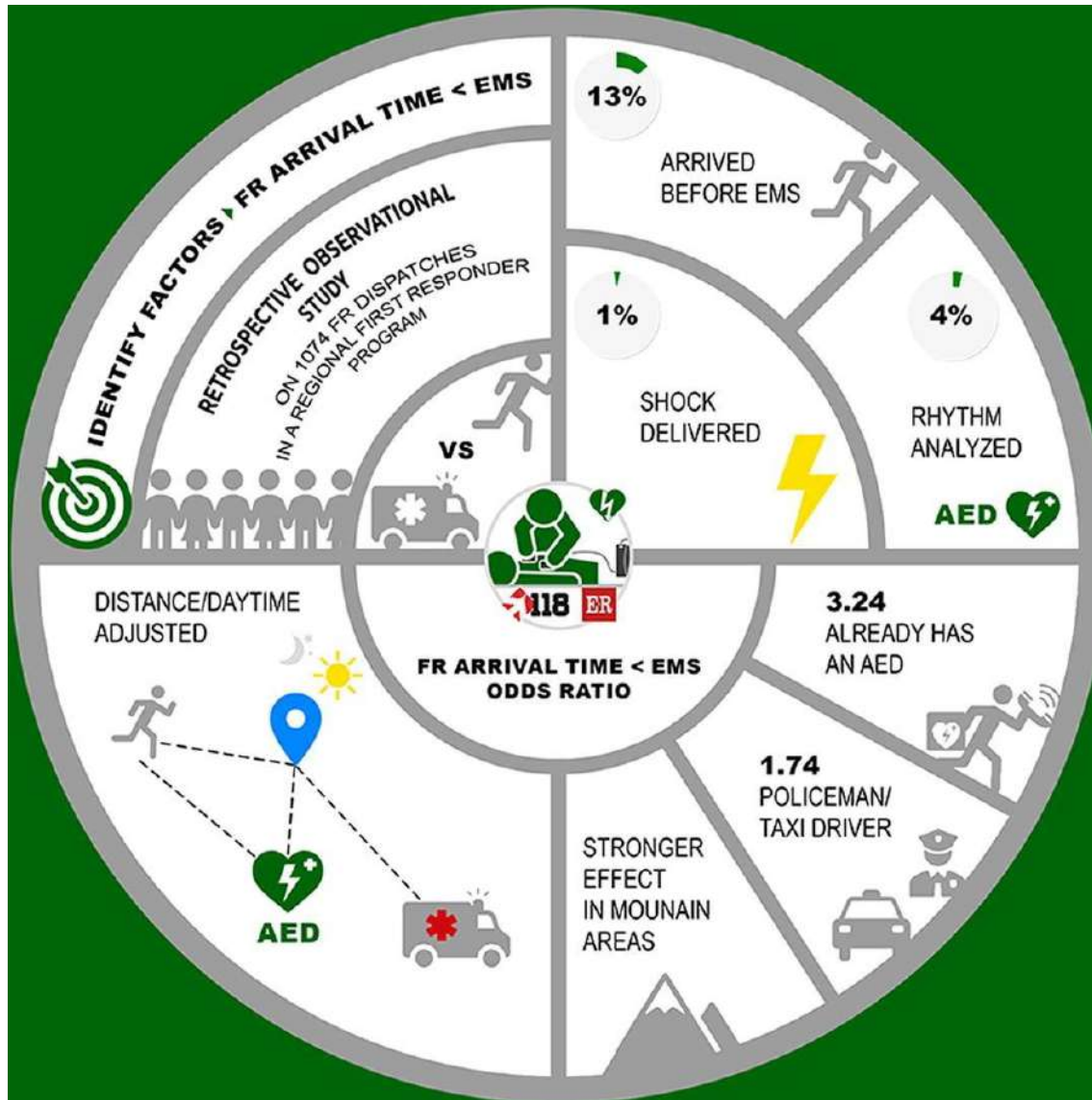


Fig. 2 – Minimum qualification requirements for joining European CFR systems; countries depicted in yellow: no qualification needed; countries depicted in red: BLS certificate as minimum level; countries depicted in striped red: multiple systems with different requirements; countries depicted in grey: no answer. As only a few systems outside of Europe completed the questionnaire, the graphical representation was limited to the region with the highest system density. (For interpretation of the references to colour in this figure legend, the reader is referred to the web version of this article.)

Regione / Stato	Nome App	Allerta First Responder (via 118)	Mappa DAE	Note
Emilia-Romagna	DAE RespondER	✓	✓	App storica, integrata in tutte le Centrali 118 ER.
Friuli-Venezia Giulia	DAE FVG	✓	✓	Gestita da SORES FVG, app ufficiale regionale.
Marche	DAE Marche	✓	✓	Lanciata nel 2025, già centinaia di First Responder attivi.
San Marino	DAE Responder RSM	✓	✓	Collegata al 118 sammarinese, replica modello Emilia-Romagna.



RESUSCITATION 185 (2023) 109746



Available online at ScienceDirect

Resuscitationjournal homepage: www.elsevier.com/locate/resuscitation**Clinical paper**

Factors associated with the arrival of smartphone-activated first responders before the emergency medical services in Out-of-Hospital cardiac arrest dispatch

Lorenzo Gamberini^a, Donatella Del Giudice^b, Stefano Saltalamacchia^a, Benjamin Taylor^c, Isabella Sala^{d,e}, Davide Allegri^f, Antonio Pastori^g, Carlo Coniglio^{a,*}, Giovanni Gordini^a, Federico Semeraro^a, Collaborators¹



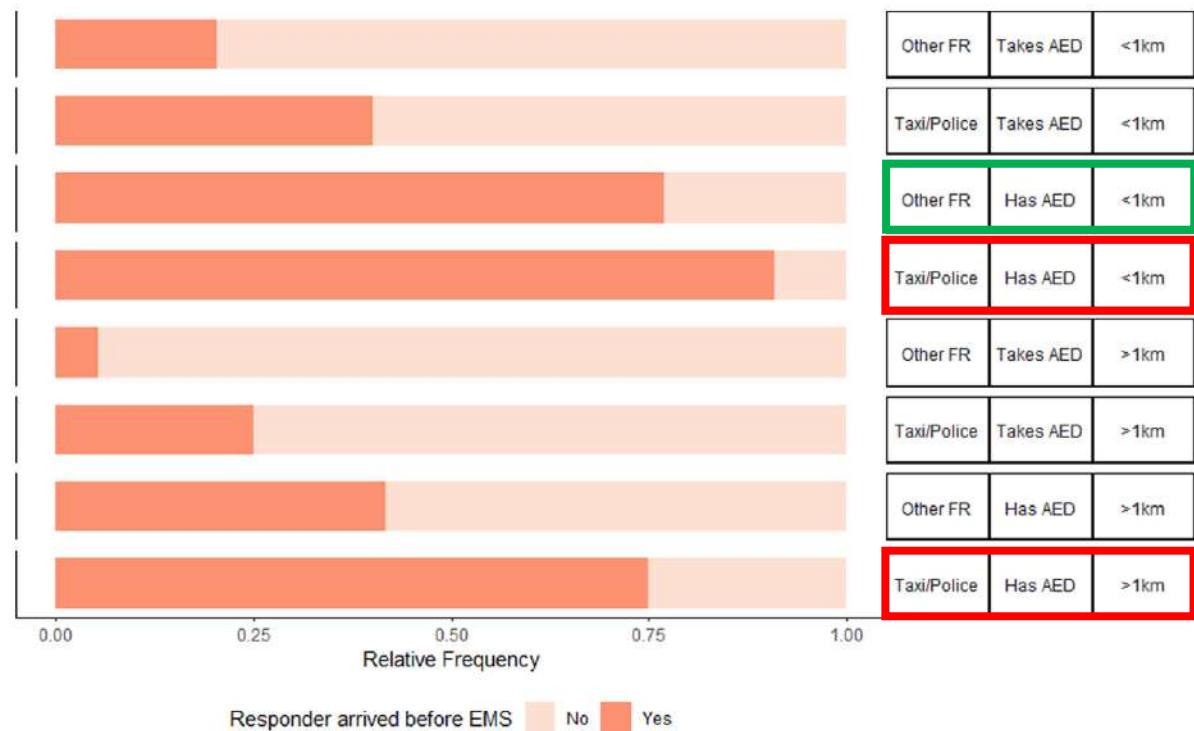


Fig. 2 - Relative frequencies of first responder arrivals before EMS Abbreviations: FR - first responder; EMS - emergency medical services; AED - automated external defibrillator.

RESUSCITATION 185 (2023) 109746

Available online at ScienceDirect

Resuscitation

journal homepage: www.elsevier.com/locate/resuscitation

ELSEVIER

EUROPEAN RESUSCITATION COUNCIL

Clinical paper

Factors associated with the arrival of smartphone-activated first responders before the emergency medical services in Out-of-Hospital cardiac arrest dispatch

Lorenzo Gamberini^a, Donatella Del Giudice^b, Stefano Saltalamacchia^a, Benjamin Taylor^c, Isabella Sala^{d,e}, Davide Allegri^f, Antonio Pastori^g, Carlo Coniglio^{a,*}, Giovanni Gordini^a, Federico Semeraro^a, Collaborators¹

Advocacy



OCT 31, 2021



Manuel Picardi • 5:47 PM

Collaborazione

Buongiorno, sono Manuel Picardi, Segretario Generale di EFA, la federazione europea di autoscuole. Avrei il piacere di incontrarla quanto prima, per poterle parlare di un progetto che stiamo sviluppando. Credo che potremmo trarne interessanti vantaggi entrambi. I miei recapiti sono manuel.picardi@efa-eu.com
Aspettando un suo cortese riscontro, le auguro una piacevole serata

LEARN TO DRIVE. LEARN CPR.



RESUSCITATION 186 (2023) 109835



Available online at [ScienceDirect](#)
Resuscitation
journal homepage: www.elsevier.com/locate/resuscitation



Letter to the Editor

“Learn to Drive. Learn CPR.”: A lifesaving initiative for the next generation of drivers

Dear Editor,

I am writing to draw attention to the “Learn to Drive. Learn CPR.” initiative, a collaboration between the European Resuscitation Council (ERC) and the European Driving Schools Association (EFA)¹. The aim of this project is to raise awareness of cardiopulmonary resuscitation (CPR) among the general population, particularly younger generations and driver’s licence students, and to promote lifesaving behaviour in the management of cardiac arrest.

Cardiac arrest (CA) is a major health problem in Europe and around the world, affecting over 400,000 people in Europe². Immediate initiation of CPR can double or triple survival from CA. Hence, it is crucial that we educate and empower people to perform CPR before professional help arrives.

The “Learn to Drive. Learn CPR.” initiative has created a song and a video called Basic Life Support (BLS). The ERC and the EFA aim to disseminate and promote the recording and original music video on all digital platforms, as well as on the main web platforms like YouTube. This will enable the message to reach a broader audience and help increase awareness about CPR.

The ERC and the EFA have also organised promotional events for the video during regular meetings of local, regional, and national associations, as well as encouraged all driving schools to screen the video during theory training. Research shows that around 90% of drivers and riders worldwide receive training from driving schools, making this an effective way to spread awareness³.

The “Learn to Drive. Learn CPR.” project has gained recognition and won the special edition of the Global Road Safety Film Festival held at the Palais des Nations at the United Nations (Geneva)⁴. In addition, the song will be translated into French, Spanish, and other languages to promote its dissemination further.

We conducted a survey in Europe and the UK, which revealed that in fifteen out of thirty-four (44%) countries, European citizens are obliged to follow a BLS course to acquire a driving licence category B (Table 1). The ERC and the EFA will continue to work together to make BLS courses mandatory to acquire a driving licence

in all European countries to increase the number of potential bystanders who perform CPR in case of CA⁵.

In conclusion, the “Learn to Drive. Learn CPR.” project is an exciting initiative that can help save lives and improve awareness in the next generation of lifesavers. It is urgent to support this project and spread awareness about the importance of bystander CPR in Europe with different tools tailored to the younger generations.

CRediT authorship contribution statement

Federico Semeraro: Conceptualization, Data curation, Supervision, Writing – original draft, Writing – review & editing. **Manuel Picardi:** Conceptualization, Data curation, Investigation, Supervision, Writing – original draft, Writing – review & editing. **Koenraad G. Monsieurs:** Conceptualization, Data curation, Investigation, Supervision, Writing – original draft, Writing – review & editing.

Declaration of Competing interest

The authors declare that they have no known competing financial interests or personal relationships that could have appeared to influence the work reported in this paper.

Acknowledgements

We want to thank the members of the ERC and EFA Boards for their support of this initiative. The ERC Board: Sule Akin, Leo Bossaert, Bernd Böttiger, Jacques Delchev, Robert Greif, Carsten Lott, Nicolas Mpotos, Nikolaos Nikolaou, Jerry Nolan, Gavin Perkins, Giuseppe Ristagno. The EFA members: Martin Andoni, Patrice Bessone, Antonio Datni, Stefan Ebner, Lorenzo Lefevre, Enrique Lorca, Emilio Patella, Joachim Steininger.

Is the Basic Life Support (BLS) course mandatory to obtain a category B* driving licence?



- YES**
- Austria
 - Bulgaria
 - Croatia
 - Czech Republic
 - Denmark
 - Estonia
 - Germany
 - Hungary
 - Lithuania
 - Moldavia
 - Norway
 - Poland
 - Slovakia
 - Slovenia
 - Switzerland

- NO**
- Albania
 - Belgium
 - Bosnia
 - Cyprus
 - France
 - Finland
 - Greece
 - Iceland
 - Ireland
 - Italy
 - Luxembourg
 - Malta
 - Netherlands
 - Portugal
 - Romania
 - Spain
 - Sweden
 - United Kingdom
 - Ukraine

*Category B driving licence allows an individual to drive a motor vehicle with a maximum authorised mass not exceeding 3500 kg and designed and constructed for the carriage of no more than eight passengers in addition to the driver, except in a bus or where it is a category B1 or B2.

RESUSCITATION 188 (2023) 109835



Available online at [ScienceDirect](#)

Resuscitation

journal homepage: www.elsevier.com/locate/resuscitation



EUROPEAN
RESUSCITATION
COUNCIL

Letter to the Editor

“Learn to Drive. Learn CPR.”: A lifesaving initiative for the next generation of drivers



BASIC LIFE SUPPORT (BLS)

For this reason, ERC and EFA have subsidized the realization of a song in English, **Basic Life Support (BLS)** written by Martina Morlano (aka Zoelle), Daniele Crocini and Monica Giudice, produced by Samuele Peirone (aka Quilte Nervous) and interpreted by young singers Zoelle (RKH Records) and Nayomi (Alieno Records). RKH made the BLS video, produced by ERC and EFA.

This video will be distributed and shared with all the European associations of ERC and EFA in the individual member states to promote its dissemination and produce the local language version with respect to the European English master.



LEARN TO DRIVE. **LEARN CPR.**



'Learn to Drive Learn CPR': A lifesaving initiative for the next generation of drivers

ELSEVIER

Available online at ScienceDirect

Resuscitation

journal homepage: www.elsevier.com/locate/resuscitation



EUROPEAN
RESUSCITATION
COUNCIL

Letter to the Editor

Learn to drive, learn CPR: Advancing road safety and life-saving skills across Europe

To the Editor

We share findings from a recent European survey assessing whether the Basic Life Support (BLS) course is mandatory for obtaining a category B driving license as part of driving school curricula, two years after our first survey.¹ This study expands on efforts by the European Resuscitation Council (ERC) and the European Driving Schools Association (EFA) under the “Learn to Drive. Learn CPR” initiative, which created a song and video to promote the campaign. These materials were shared widely on platforms like YouTube and social media. The project has gained international recognition, winning awards at the Global Road Safety Film Festival,² the CIECA Conference,³ and the ISMA Silver Award in 2024.⁴ The recent survey revealed that 19 out of 49 (39%) European countries require a BLS course to obtain a category B driving license (Table 1). We received 252 responses, though inconsistencies in answers required further analysis (Supplemental Material). Subsequently, after collecting and analysing the data, an additional online search was conducted using browser search engines and AI tools, along with an evaluation of all national websites regarding the national regulations for acquiring a driver's license (Supplemental Material). In countries where CPR training is mandatory, the curriculum often includes adult and paediatric BLS and managing airway obstruction. Typically, this training is part of broader first aid courses, but reports indicate insufficient focus on CPR in some cases. For example, non-urgent skills are emphasized excessively, leaving CPR underrepresented. The ERC urges stakeholders to address this gap by ensuring comprehensive BLS courses are prioritized alongside general first aid training. The collaborative initiative between the ERC and EFA continues to demonstrate the value of integrating lifesaving education into everyday systems. Research shows that around 90% of drivers and riders worldwide receive driving training from driving schools, making driving schools an effective way to also spread awareness and training in BLS across Europe.⁵ Recently, with advocacy activities of ERC and EFA, the European Commission has proposed a revision of the Driving License Directive with a focus on improving road safety (<https://eur-lex.europa.eu/legal-content/EN/TXT/HTML/?url=CELEX:52023PC0127>). Last year, the European Parliament included mandatory CPR training for new drivers in its position on the Driving License Directive. As tripartite discussions (Parliament, Council, and Commission) negotiations continue, the ERC is working to ensure this provision remains in the final version, given that the Council did not include it. Ahead of the next session in late February, the ERC is engaging with member states' transport attaches to emphasize the lifesaving benefits of CPR training. We urge policymakers and stakeholders to further support this effort and endorse the European Resuscitation Council's BLS training standard across Europe. In conclusion, this updated survey reaffirms the importance of innovative approaches to empower potential bystanders in saving lives. Through persistent advocacy and targeted interventions, the “Learn to Drive. Learn CPR” initiative holds the potential to transform outcomes in cardiac arrest emergencies.

Declaration of Generative AI and AI-assisted technologies in the writing process

During the preparation of this work, the authors utilised ChatGPT-4 and Gemini Advanced to research information on driving school license legislation across European countries, focusing on the integration of CPR training within each country's course curriculum. Subsequently, the authors reviewed and edited the content as necessary, taking full responsibility for the accuracy of the publication.

CRediT authorship contribution statement

Lorenzo Gamberini: Conceptualization, Data curation, Formal analysis, Methodology, Writing – original draft, Writing – review & editing, Sebastian Schnaubelt: Conceptualization, Data curation, Formal analysis, Methodology, Writing – original draft, Writing – review &

Is the Basic Life Support (BLS) course mandatory to obtain a category B* driving licence?



YES

- Austria
- Bulgaria
- Croatia
- Czech Republic
- Denmark
- Estonia
- Germany
- Hungary
- Lithuania
- Latvia
- Poland
- Norway
- Slovakia
- Slovenia

NO

- Albania
- Belgium*
- Bosnia
- Cyprus
- France
- Finland
- Greece
- Iceland
- Ireland
- Italy
- Luxembourg
- Malta
- Netherlands
- Portugal
- Romania
- Spain
- Switzerland
- Sweden
- United Kingdom
- Ukraine

*Belgium & France require drivers to attend a first aid course which is a non-urgent first aid course. BLS training is not mandatory for the issuance of a non-urgent first aid certificate in addition to the driver's license. Belgium & France require drivers to attend a first aid course which is a non-urgent first aid course. BLS training is not mandatory for the issuance of a non-urgent first aid certificate in addition to the driver's license.

European Resuscitation Council Guideline 2025: Systems Saving Lives



SYSTEMS
SAVING
LIVES

COUNTDOWN

14

DAYS LEFT UNTIL THE
CPR GUIDELINES LAUNCH



Federico Semeraro, Sebastian Schnaubelt, Theresa M. Olasveengen, Elena G Bignami, Bernd W. Böttiger, Nino Fijačko, Lorenzo Gamberini, Carolina Malta Hansen, Andrew Lockey, Bibiana Metelmann, Camilla Metelmann, Giuseppe Ristagno, Hans van Schuppen, Kaushila Thilakasiri, Koenraad G Monsieurs, for the **ERC Systems Saving Lives Writing Group**

Advocacy



GUIDELINES 2025

EUROPEAN RESUSCITATION COUNCIL

**LEARN TO
DRIVE
LEARN CPR**





9. X

DRIVING LICENCE

1. SURNAME
2. GIVEN NAMES
3. 01.01.1997
4d. X0000000
4a. 01.01.2025
4b. 01.01.2035
9. X

Learn to Drive Learn CPR

The 'Learn to Drive Learn CPR' initiative, developed jointly by the ERC and the European Driving Schools Association (EFA), aims to integrate BLS training into driver education programmes across Europe. Currently, fewer than half of European countries require such training. This project aims to equip new drivers with life-saving skills, significantly increasing the number of potential responders. In 2025, the European Union formally adopted new minimum requirements for new drivers in the Driving License Directive. Thank to ERC advocacy, the Parliament, Council, and Commission agreed to mandate knowledge of first aid, including CPR, in the theory exam. Applicants with certified practical training may be exempted from theory questions.

Un sistema per salvare vite

Le proposte di **Italian Resuscitation Council** diventano realtà con la legge
UTILIZZO DEI DEFIBRILLATORI SEMIAUTOMATICI ED AUTOMATICI (DAE) IN AMBIENTE EXTRAOSPEDALIERO



1

Collocazione dei DAE negli uffici, nelle scuole e sui mezzi del trasporto pubblico

Art.

2

Diffusione dei DAE nei luoghi pubblici

Art.

3

Protezione legale per chi presta soccorso

Art.

4

Presenza di un DAE in tutti gli impianti sportivi

Art.

5

Insegnamento della rianimazione cardiopolmonare nelle scuole secondarie di primo e secondo grado

Art.

6

Registrazione dei DAE presso le centrali operative del sistema di emergenza sanitaria 118

Art.

7

App per allertare altri soccorritori e conoscere l'ubicazione del DAE più vicino. Guida a distanza da parte dell'operatore 118

Art.

8

Campagne di informazione e sensibilizzazione

Art.

SERIE GENERALE

Spediz. abb. post. - art. 1, comma 1
Legge 27-02-2004, n. 46 - Filiale di Roma

Anno 162° - Numero 193

GAZZETTA UFFICIALE

DELLA REPUBBLICA ITALIANA

PARTE PRIMA

Roma - Venerdì, 13 agosto 2021

SI PUBBLICA TUTTI I GIORNI NON FESTIVI

DIREZIONE E REDAZIONE PRESSO IL MINISTERO DELLA GIUSTIZIA - UFFICIO PUBBLICAZIONE LEGGI E DECRETI - VIA ARENULA, 70 - 00186 ROMA
AMMINISTRAZIONE PRESSO L'ISTITUTO POLIGRAFICO E ZECCA DELLO STATO - VIA SALARIA, 691 - 00138 ROMA - CENTRALINO 06-85081 - LIBRERIA DELLO STATO
PIAZZA G. VERDI, 1 - 00198 ROMA

La Gazzetta Ufficiale, Parte Prima, oltre alla Serie Generale, pubblica cinque Serie speciali, ciascuna contraddistinta da autonoma numerazione:
1° Serie speciale: Corte costituzionale (pubblicata il mercoledì)
2° Serie speciale: Unione europea (pubblicata il lunedì e il giovedì)
3° Serie speciale: Regioni (pubblicata il sabato)
4° Serie speciale: Concorsi ed esami (pubblicata il martedì e il venerdì)
5° Serie speciale: Contratti pubblici (pubblicata il lunedì, il mercoledì e il venerdì)

La Gazzetta Ufficiale, Parte Seconda, "Foglio delle inserzioni", è pubblicata il martedì, il giovedì e il sabato

AVVISO ALLE AMMINISTRAZIONI

Al fine di ottimizzare la procedura di pubblicazione degli atti in Gazzetta Ufficiale, le Amministrazioni sono pregate di inviare, contemporaneamente e parallelamente alla trasmissione su carta, come da norma, anche copia telematica dei medesimi (in formato word) al seguente indirizzo di posta elettronica certificata: gazzettaufficiale@giustiziact.it, curando che, nella nota cartacea di trasmissione, siano chiaramente riportati gli estremi dell'invio telematico (mittente, oggetto e data).
Nel caso non si disponga ancora di PEC, e fino all'adozione della stessa, sarà possibile trasmettere gli atti a: gazzettaufficiale@giustizia.it

SOMMARIO

LEGGE 4 agosto 2021, n. 116	DECRETO 2 agosto 2021.
Disposizioni in materia di utilizzo dei defibrillatori semiautomatici e automatici. (21G00126) Pag. 1	Conferma dell'incarico al Consorzio di promozione e tutela della Piadina Romagnola e attribuzione dell'incarico di svolgere le funzioni di cui all'articolo 14, comma 15, della legge 21 dicembre 1999, n. 526, per la IGP «Piadina Romagnola/Piadina Romagnola». (21A04827)..... Pag. 8

RESUSCITATION 167 (2021) 47–48



Available online at ScienceDirect

Resuscitation

journal homepage: www.elsevier.com/locate/resuscitation



Letter to the Editor

The new Italian law “A systems saving lives” the first European former application of ERC 2021 guidelines

To the Editor,
On July 28th, 2021, the Italian bill concerning automatic external defibrillators (AEDs) implementation has been finally approved (Fig. 1). This new law represents for our Country a fundamental step forward to improve community first responders' involvement in cardiopulmonary resuscitation (CPR).
On June 14th, 2012, a declaration from the European Parliament called for a week of cardiac arrest (CA) awareness, to be held throughout Europe. Responding to the call, the Italian Resuscitation Council (IRC) set up the “Viva!” week,¹ which has become a yearly event in October in line with the World Restart a Heart Day.²

On March 2021, the European Resuscitation Council (ERC) released the new ERC 2021 guidelines. A new chapter titled “Systems Saving Lives” (SSL)³ describes important factors that can globally improve the management of CA patients not as a single intervention but as a system-level approach. The concept behind this approach is to emphasize the connections between the different individuals involved in the chain of survival, strongly recommending its implementation in each community.⁴ SSL encompasses a wide range of individuals, from the young student who learns CPR at school (KIDS SAVE LIVES),⁵ to first responders alerted through their mobile phone and guided towards retrieving the closest AED, to the

Systems Saving Lives

the Italian Resuscitation Council proposals become an Italian law

THE OUT-OF-HOSPITAL USE OF SEMI-AUTOMATIC AND AUTOMATIC EXTERNAL DEFIBRILLATORS (AED)



1 Art. Mandatory placement of AEDs in public administration offices, public sites (airports, train stations, ports, etc.) and transport systems	5 Art. CPR education and use of AED in schools taught to students (age 10-18), teachers, administrative and support staff
2 Art. AED Placement criteria in public places (local needs and AED projects, access and availability, etc.)	6 Art. Inventory of all AEDs made by the EMS
3 Art. Legal protection for lay rescuers performing bystander CPR and AED use	7 Art. A smartphone application for rescuer recruitment and AED location. National protocol for EMS dispatch-assisted pre-arrival instructions
4 Art. Mandatory availability and use of AEDs during sport events (practice and competition) both for professional and amateur teams	8 Art. Awareness campaigns on cardiac arrest and CPR, especially on WRAH october (1 October 16th)



la settimana per la rianimazione cardiopolmonare

Home Chi siamo Eventi News Partners Downloads

13-19 Ottobre 2025

Settimana per la rianimazione cardiopolmonare

3 15 12 34
giorni ore minuti secondi



la settimana per la rianimazione cardiopolmonare

13-19 Ottobre 2025

❤️❤️❤️.settimanaviva.it



*Giornata Mondiale della Rianimazione Cardiopolmonare.
Le nuove Linee guida Europee: formare alla sicurezza*

Giovedì, 16 ottobre 2025
Camera dei deputati, Sala della Lupa – Ore 16:00

15:00 Accoglienza ospiti

16:00 Saluti istituzionali

Giorgio Mulè, Vicepresidente della Camera dei deputati

Moderata: Laura Berti – giornalista RAI

16.10 LE NUOVE LINEE GUIDA EUROPEE PER LA RCP

Andrea Scapigliati, Presidente IRC - Italian Resuscitation Council

FORMARE AL PRIMO SOCCORSO

16.20 SICUREZZA PER LO SPORT

Maurizio Casasco, Commissione Attività produttive della Camera dei Deputati e Presidente Federazione medico sportiva italiana

Marco Tavcar, Testimonianza

16.30 SICUREZZA SULLA STRADA e NEI TRASPORTI

Alessandro Amorese, Commissione Cultura della Camera dei Deputati

Marco Lombardo, Commissione Politiche UE del Senato della Repubblica

Manuel Picardi, Segretario Generale EFA - European Driving School Association

Marianna Ricciardi, Commissione Affari Sociali della Camera dei Deputati

17.00 LE FORZE DELL'ORDINE PER LA SICUREZZA DEI CITTADINI

Enzo Amich, Commissione Trasporti della Camera dei deputati

Gianluca Magliani, Dirigente Superiore Medico della Polizia di Stato

17.20 TESTIMONIANZE DALL'EUROPA e dal TERRITORIO

Federico Semeraro, Presidente ERC - European Resuscitation Council

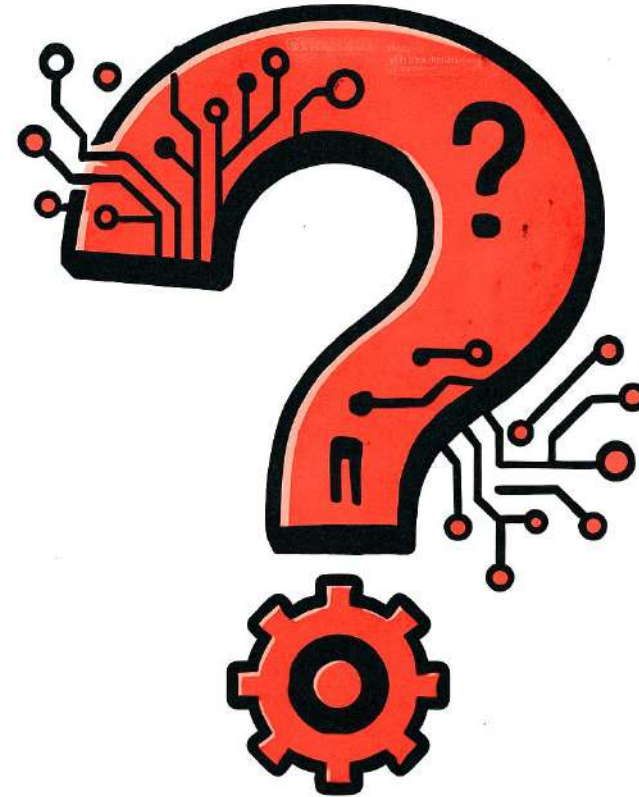
Marco Feri, Direttore Sanitario della Misericordia di Arezzo

Niccolò Mancini, Presidente Associazione Nazionale Pubbliche Assistenze

Valerio Mogini, Direttore Croce Rossa Italiana

17.50 Video in chiusura della Settimana VIVA!

SYSTEMS
SAVING
LIVES



Enhancing community awareness and survival rates through a systemic approach to cardiac arrest

Guglielmo Imbriaco¹ , Donatella Del Giudice², Federico Semeraro³ ,
Lorenzo Gamberini³ 

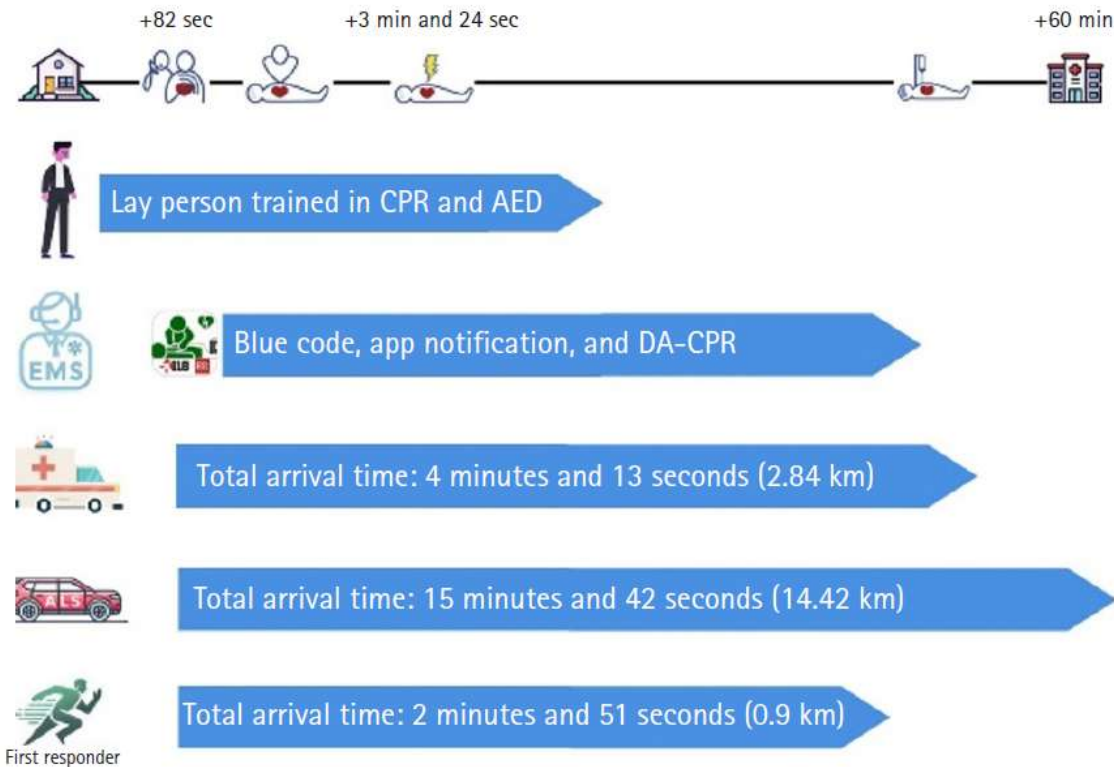
¹118 Emilia Est Emergency Medical Communication Center, Maggiore Hospital Carlo Alberto Pizzardi, Bologna, Italy

²EMS 118 Regional Programme, Maggiore Hospital, Bologna, Italy

³Department of Anesthesia, Intensive Care and Prehospital Emergency, Maggiore Hospital Carlo Alberto Pizzardi, Bologna, Italy

Guglielmo Imbriaco, et al.

CEEM

**CPR and AED training for the community**

Training laypersons in CPR and AED usage improves survival rates by enabling prompt CPR and early defibrillation.

**Public access defibrillation**

Establishing a network of publicly accessible AEDs in high-risk locations ensures immediate availability and promotes rapid intervention during cardiac arrest events.

**DA instructions**

Dispatch centers providing timely guidance enhance the ability of bystanders to act effectively under pressure.

**First responder app integration**

The prompt arrival of first responders within a systemised EMS framework reduces response times and augments early care.

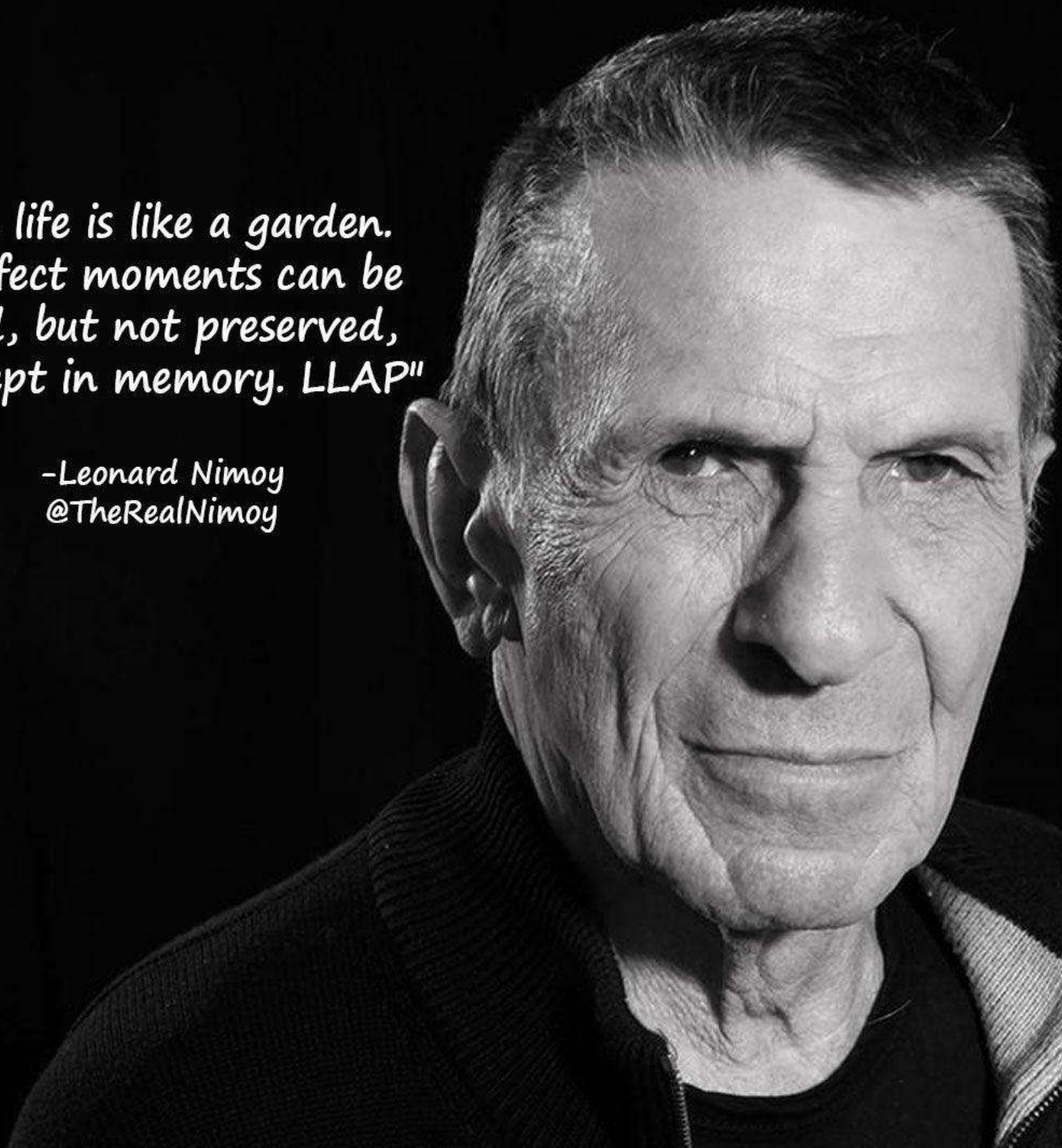
**Survivor awareness and research involvement**

Engaging survivors in advocacy and research highlights the importance of public participation in advancing resuscitation science.

Fig. 1. Key components of a systemic approach for cardiac arrest response. CPR, cardiopulmonary resuscitation; AED, automated external defibrillator; EMS, emergency medical services; DA, dispatcher-assisted.

*"A life is like a garden.
Perfect moments can be
had, but not preserved,
except in memory. LLAP"*

*-Leonard Nimoy
@TheRealNimoy*

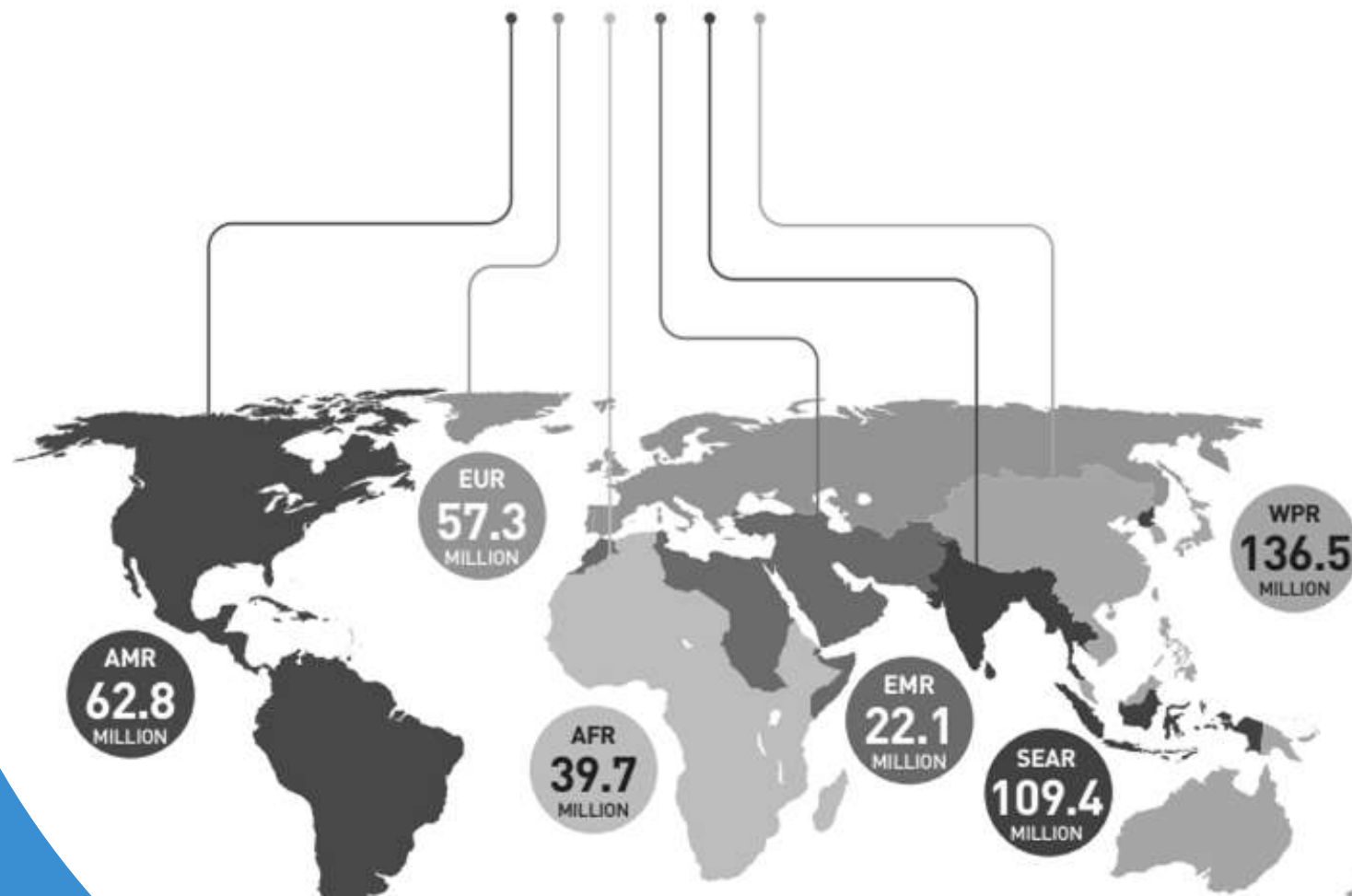




Currently, around

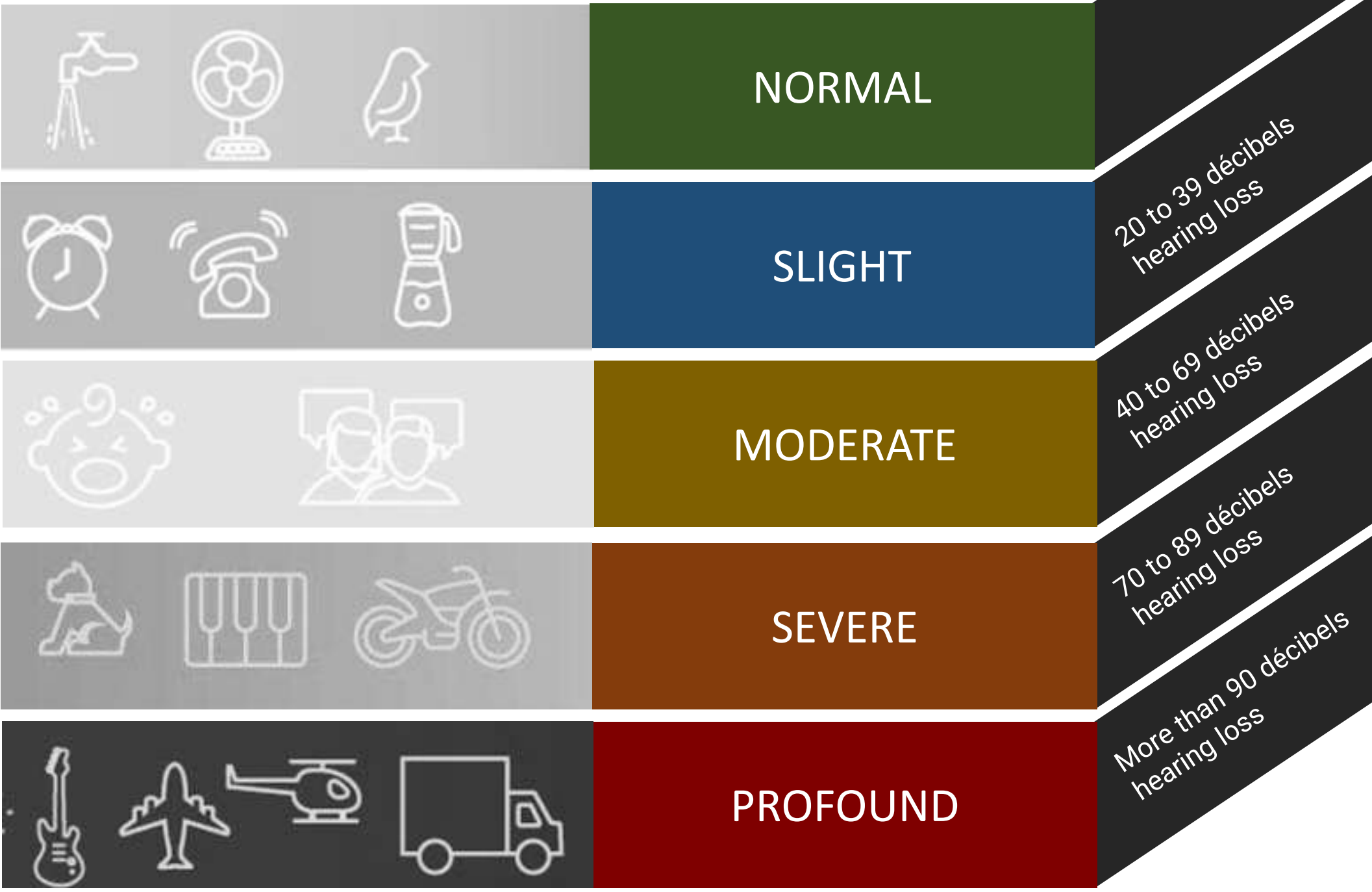
430 million

people globally require
rehabilitation services
for their hearing loss





By **2050**
over **700** million people
or **1/10** will have disabling
hearing loss (greater than
35 decibels (dB) in the
better hearing ear)



SOME **EU** COUNTRIES
ARE **NOT ALLOWING** or
RESTRICTING PEOPLE
WITH HEARING LOSS
SEVERE AND PROFOUND
TO DRIVE FOR
PROFESSIONAL
PURPOSES



IN THE MEANTIME...

SHORTAGE OF DRIVERS

Paris is seeking 1000 bus drivers for the public transport

HIGH UNEMPLOYMENT RATE

in the deaf population

LEARNING JOURNEY IS DIFFICULT FOR DEAF DRIVERS



IN SOME COUNTRIES, like
FRANCE

NEW REGULATIONS

ALLOW THEM TO DRIVE
UNDER CONDITIONS LIKE
DRIVING AIDS



FOR PEOPLE WITH HEARING LOSS

**A DRIVING ASSISTANCE
SOLUTION
FOR DRIVING SCHOOL
APPLICATION**

A TEAM OF EXPERTS FOR AN INNOVATIVE PROJECT!

AFTRAL : French leader of truck driving school (1000 trucks) specialized in training for disabled and deaf people all around the territory



Association des Routiers Sourds de France : French association of deaf drivers bringing experience and expertise to the project.



AGEFIPH : L'Association de gestion du fonds pour l'insertion des personnes handicapées (Agefiph) is a french organism who aims at improving the employment rate of disabled and deaf people in the private sector by finding solutions with end users and companies and financing them



CERENCE : American multinational providing PIMAS with its EVD software for the next 5 years. PIMAS ported the software on its hardware.



IXIADE : company specialized in innovation project agreed by the ministry of R&D using customer centric studies to design the final product. IXIADE helped PIMAS in the project.



PIMAS
TOUJOURS UNE LONGUEUR D'AVANCE

1

SCREEN ENABLING IN CAR COMMUNICATION BETWEEN DRIVING SCHOOL INSTRUCTOR AND DRIVER THANKS TO PIMAS VOICE RECOGNITION SYSTEM

SAFETY !

+ The display is positioned in front of the driver.

+ Avoid unsafe lips reading or sign language communication while driving



Spoken instruction given by the passenger

Example: « Stop the vehicle »



SAM ICONS

Examples of other available instructions



Roundabout 4



« go ahead »



«check on the left side»



« Stop emergency »

+ Intuitiv icons
+ Graphic chart

+ Up to 150 words
+ Different languages

2 DETECTION & LOCALIZATION OF EMERGENCY VEHICLES & HORNS

SAFETY !

+ The display is positioned in front of the driver.

+ Enable **detecting emergency vehicle** and avoid risky driving situations



2.



An emergency vehicle is coming from the back / right side



Powered by  cerence®

- + Up to 600 m thanks to exterior microphone
- + 1500+ sirens in more than 45 countries
- + Localization of the sound

A FRENCH EXPERIENCE DEPLOYED WITH SUCCESS

7 truck training centers equipped
ECF, biggest network, pilote for France



GOUVERNEMENT

Liberté
Égalité
Fraternité

SÉCURITÉ
ROUTIÈRE **VIVRE,
ENSEMBLE**

#**activateur**
de progrès

EMPLOI & HANDICAP







GOVERNEMENT

Liberté
Égalité
Fraternité

SÉCURITÉ
ROUTIÈRE **VIVRE,
ENSEMBLE**



GOVERNEMENT

Liberté
Égalité
Fraternité

SANTÉ & SÉCURITÉ ROUTIÈRE

GUIDE DES CODES POUVANT ÊTRE APPOSÉS SUR LE PERMIS DE CONDUIRE POUR DES RAISONS MÉDICALES

SÉCURITÉ
ROUTIÈRE **VIVRE,
ENSEMBLE**

chapitre 1 / LISTE DES CODES

Pour les véhicules légers et les poids lourds :

Système qui détecte les bruits extérieurs et les transpose sur l'écran à portée de vue d'un conducteur sourd : ainsi, il est alerté lors de sa conduite des bruits qui l'entourent.

Pour le PL, l'application permet la communication entre le formateur et l'apprenant sourd.

« SAM » (Smart Assistant Monitor) pour la communication dans le véhicule et la détection des véhicules prioritaires et avertisseurs sonores : aide à la communication et à la conduite conseillée en formation, possible en examen mais non obligatoire.



« SAMMI » : version réduite comprenant uniquement la détection des véhicules prioritaires et avertisseurs sonores : aide à la conduite conseillée à la suite de l'obtention du permis de conduire.



Catégorie AM :

Si le handicap est survenu avant la formation :

Bien que non soumise à un contrôle médical, cette catégorie AM peut nécessiter des aménagements du véhicule. Il est possible de les indiquer sur une attestation de codifications de façon littérale (sans les codes) à titre de conseil.

Si le handicap est survenu après la formation :

OFFICIAL BOOK, VERSION 2025

=> SAM is recognized as official compensation tool for driving school

=> Use allowed during exam

=> SAMMI advised as driving aid



FOR DRIVERS WITH HEARING LOSS

**A DRIVING ASSISTIVE
TECHNOLOGY
SOLUTION FOR
DRIVERS WITH
HEARING LOSS**

DETECTION & LOCALIZATION OF EMERGENCY VEHICLES & HORNS

SAFETY !

- + The mini display is positionned in front of the driver.
- + Enable **detecting emergency vehicle** and avoid risky driving situations

SAMMI 
SMART ASSISTANT MONITOR MINI *By Pimas*



Powered by  cerence®

- + Up to 600 m thanks to exterior microphone
- + 1500+ sirens in more than 45 countries
- + Easy installation

LET'S DO IT!



PIMAS

PERFORMING BEYOND MOBILITY