



EUROPEAN COMMISSION
DIRECTORATE-GENERAL FOR MOBILITY AND TRANSPORT

The Director-General

Brussels 14.06.2024
MOVE.DDG2.C.2

Subject: Planned changes to Italian Road Traffic Law

Dear Sir, / Dear Madam,

Thank you for your letter of 17 April 2024 concerning the planned changes to the Italian Road Traffic Law ("codice della strada") that you perceive would reduce safety, addressed to European Commissioner for Transport Ms Adina-Ioana Vălean. She has asked me to reply directly to you.

Road safety is one of the core elements of European road transport policy. All EU Member States signed up to the 2017 "Valetta Declaration" with the goal of a reduction of 50% of road fatalities and serious injuries by 2030. The European Commission set out the ambitious long-term goal ⁽¹⁾ of eliminating road fatalities and serious injuries in the EU by 2050 ('Vision Zero'). However, despite efforts at EU and Member States' level, the downward trend is too slow and more should be done to improve the situation.

The EU regulatory framework for road safety addresses the core elements of the Safe System Approach (safe road use, safe infrastructure, safe vehicles, and better post-crash care) and encompasses binding legal acts, recommendations and financial support (where applicable) to Member States. The EU road safety policy also builds on national initiatives, setting targets and addressing the key factors that play a role in road crashes, supporting public awareness and education campaigns, and helping Member States and other road safety actors to share relevant experience ⁽²⁾.

Member States, too, have adopted their own national road safety strategies, where they follow the Safe System approach.

Regarding the effects of the draft Italian road traffic law that your letter asserts would result in reduced efforts on enforcing traffic controls and speed limits, it should be stressed that the one of the main factors causing death and severe injuries on EU roads is speeding. It is

⁽¹⁾ Europe on the Move: Sustainable Mobility for Europe: safe, connected, and clean (COM/2018/293 final) and EU Road Safety Policy Framework 2021-2030 Next steps towards 'Vision Zero' (SWD(2019) 283 final)

⁽²⁾ https://road-safety.transport.ec.europa.eu/what-we-do_en

estimated that 30% of all fatal crashes are the direct result of excessive or inappropriate speed, with the probability that a vulnerable road user (such as a pedestrian or cyclist) will die in a collision with a passenger car or truck being much higher than that for the occupants of a vehicle. Safe speeds and speed management are a central issue in the Safe System approach and are central to the EU road safety strategy.

Enforcement of traffic rules that address core road safety challenges such as speeding, driving under the influence of drink and drugs and distraction remains a key element of road safety policy in the EU and its Member States.

An EU Directive on facilitating the enforcement of road traffic rules across borders was recently agreed ⁽³⁾. This Directive will improve cooperation between EU Member States when investigating road traffic offences and expand the scope of the road safety-related traffic offences that it covers.

While the Commission recognises and understands the grievances described, and although the Commission works closely with national authorities to support their efforts in applying best practices in road safety at national level, road traffic rules and their enforcement are not within the competence of the European Commission, and are the responsibility of EU Member States.

The Commission will continue to do all it can to support national policymakers by producing actionable research on the main contributory factors to road casualties, benchmarking road safety performance in the EU Member States and facilitating exchanges of best practice at the national and sub-national level.

Thank you very much again for the initiative of conveying to us the changes to the Italian road traffic law, and for your efforts in promotion of road safety.

Yours sincerely,

Magda KOPCZYŃSKA

⁽³⁾ https://ec.europa.eu/commission/presscorner/detail/en/IP_24_1401