

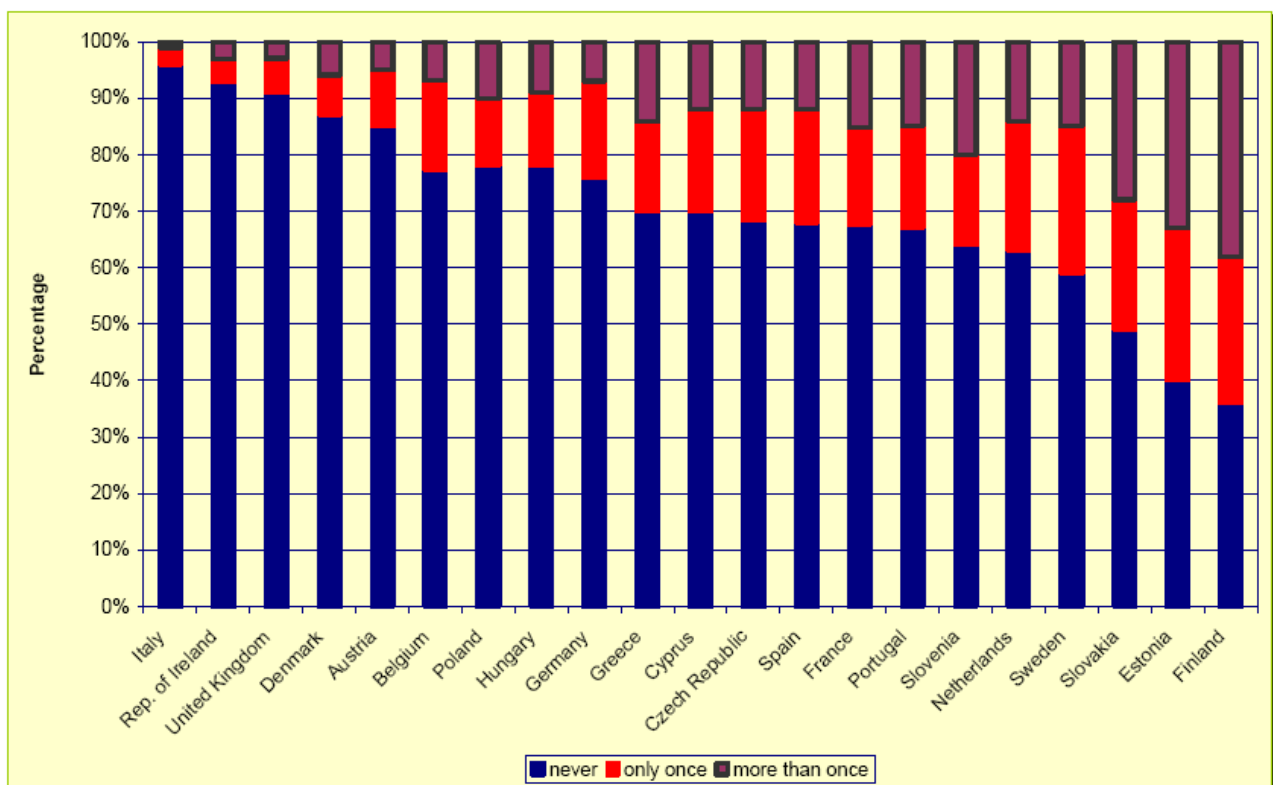
A MASSACRE OF CYCLISTS IN LAMEZIA

Unfortunately today we mourn the worst tragedy of the bicycle in Italy. So severe that it had found no other incidents occurred in the recent past.

A Mercedes at high speed, driven by a 21 years old driver alongside with a child in a prohibited overtaking has invested and carried away a group of cyclists in the oncoming lane opposite, killing seven and seriously wounding 3 others.

In its uniqueness we would point out some elements that do not allow to define the episode as unforeseeable. The driver of the car is a recidivist in that he had had his license suspended for daring overtaking, then returned without further examination.

The driver was driving under drug effects. No controls were undertaken. Despite the increase of those in Italy, we are very far from what is made in other countries of Europe (the chart compares the probability of receiving a check in a period of 3 years in different european countries, source: [ec.europa.eu / tran sport / road_safety alcohol](http://ec.europa.eu/tran_sport/road_safety_alcohol/)).

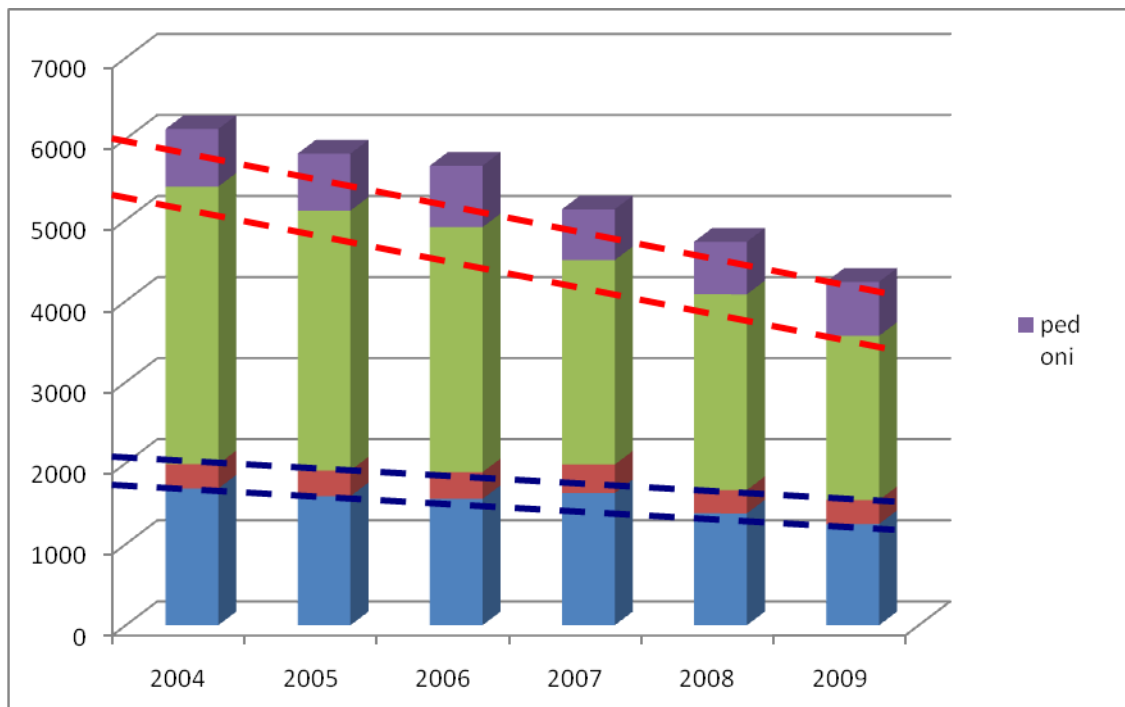


The traveling speed was entirely inadequate to the specific road: a single carriageway with one lane in each direction and separation with a continuous strip, that should not allow speed exceeding 50 km/h, while the impact, as it appears from the effects, occurred at least at 90 km/h, during a prohibited overtaking. Again the penalties for speeding excess are never imposed.

Of course the fact that a group of cyclists would come has caused that the tragedy, entirely predictable, could take the proportions of a massacre.

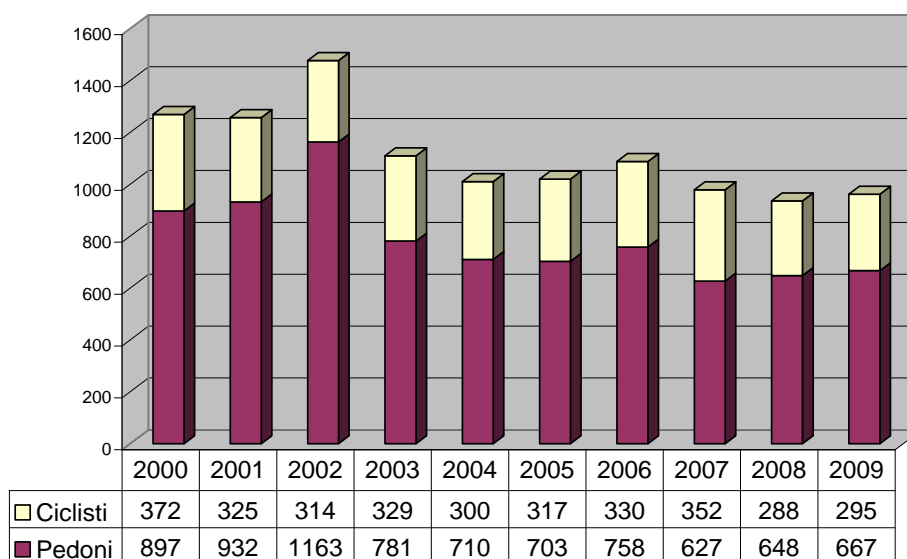
It could then be useful to analyze the situation of vulnerable users accident rate in Italy.

Recently published data have been ISTAT-ACI 2009. At an overall level there is a reduction of the victims. But if you look better you notice that the reduction is attributable only to motorists, in small part to the motorcyclists, while cyclists and pedestrians number of deaths is constant.

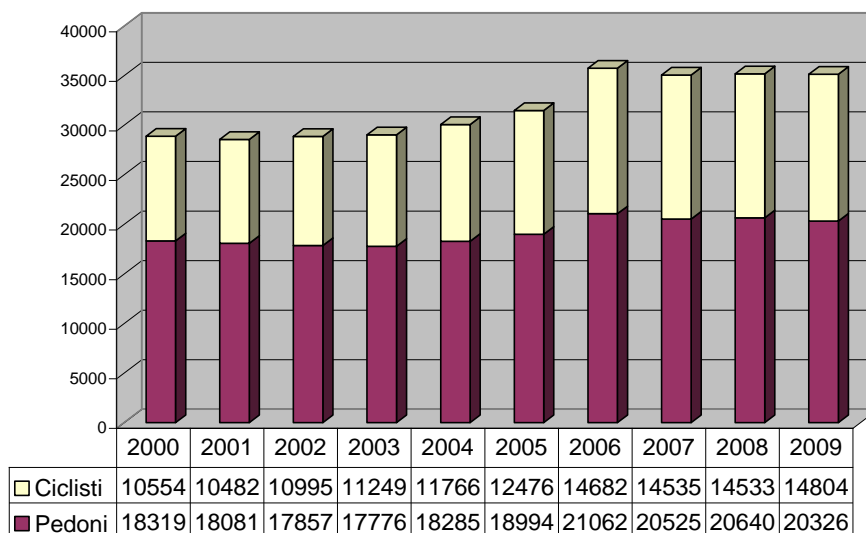


In particular, the data on pedestrians and cyclists are the following:

Andamento mortalità utenza non motorizzata

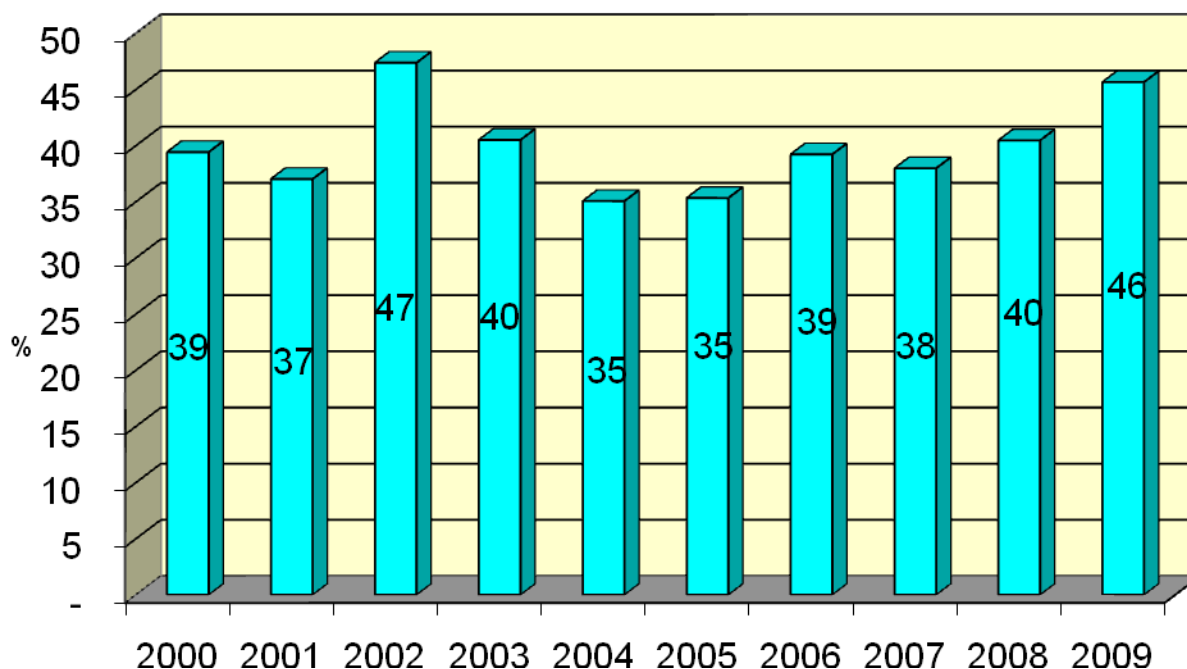


Andamento feriti utenza debole



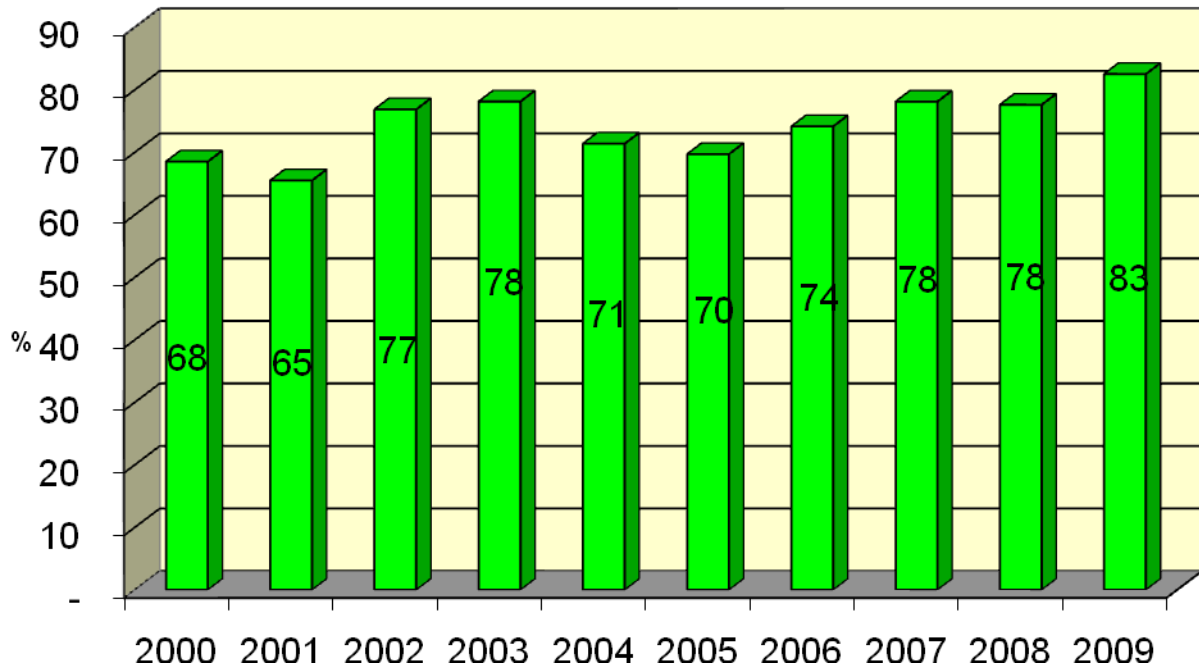
If we analyze this data by comparing the accident rates in urban areas we see that the half of deaths in urban areas are pedestrians or cyclists.

% morti utenza non motorizzata su totale in ambito urbano



Counting also the motorcyclist you get that 83% of deaths in the towns are among vulnerable users.

% morti utenza debole su totale in ambito urbano



It follows that without any action to this segment of mobility there will be no safety policy at all.

The European Community ask clearly these interventions. The Communication of the Council "Towards a European road safety: the strategic guidelines for road safety 2011-2020" refers to the following priorities:

1. Improving education and training of road users
2. Increase enforcement of road rules
3. Safer road infrastructures
4. Safer Vehicles
5. Promote the use of modern technology to increase road safety
6. Improve emergency and post-injuries services
7. Protect vulnerable road users

By participating in the grief of the families of the victims, we therefore ask in a loud voice a different political attention both nationally and at local government level.

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