



THE 4TH VERONA CONFERENCE

THE FIRST VERONA CONFERENCE COMPETITION

***ACTION WITHIN THE COMMUNITY
TO IMPROVE CHILD ROAD SAFETY***

**WITH THE ASSISTANCE OF THE
ITALIAN NATIONAL ROAD SAFETY COUNCIL**

THE VERONA COMPETITION RESULTS

**WITH THE SUPPORT OF THE EUROPEAN
COMMISSION AND THE TECHNICAL ASSISTANCE
OF THE EUROPEAN ROAD SAFETY CHARTER**



1 THE COMPETITION ¹

The first Verona Competition was launched by the Italian and the English Ministers of Transport in February 2006. The basic idea was to have a double approach to one of the theme of the Conference: the national policy approach of the Ministries and the local approach of the municipalities, the counties, etc., the general rules to manage the road safety at national level and the specific intervention to make a local community safer. Perhaps this double approach, the chance to compare national wide and local problems and policies will be useful to the ministers to understand the concrete awareness level on a road safety specific problem and to the majors to understand the general priorities of the road safety policies. The general goal is to foster a closer sharing of responsibilities and a more effective perspective of cooperation among national, regional and local government level.

In a more specific perspective the Verona Competition – in full consistency with the first Verona Conference theme – was aimed to foster autonomous and safe mobility of children, mainly on home-school travels, with the cooperation of the local community. The first target are the municipalities and the schools but the competition was opened to the participation of other public and private subjects.

There are three main reasons for the specific contents of the first Verona Competition:

- The possibility to lower the number of fatalities and injuries among the youngest citizens;
- The opportunity to foster children abilities to become autonomous and safe road users and to be aware of the road risks before becoming mopeds, motorcycles or cars drivers so to lower the fatality rates of adolescents and youth;
- The chance to involve the whole local community in building an urban environment consistent with the level of safety performances necessary to allow an autonomous mobility of the children. This means an effective and practical collaboration between the municipal technical departments, local police, schools, parents' associations, etc., to raise safety standards in some urban zones and roads.

Under this profile, building autonomous and safer child mobility becomes a training ground not only for children but even more so for the adults called

¹ For a wider description of the contents of the competition see: Finish Ministry of Transport and Communication and Ministry of Infrastructure and Transport of the Italian Republic, *"Action within the Community to improve Child Road Safety. Principles, Criteria, Parameters and Contents of the Competition"* , February 2006



on to imagine, cooperate in and implement specific improvements to road safety in their own environment.

The contents, the goals and the criteria to choose the best proposals and the application form have been gathered in a document made in cooperation by the European Commission, the Finnish Ministry of Transport and Communication, the Italian Ministry of Transport. The document was published in the European Commission web site "*Verona Competition*".

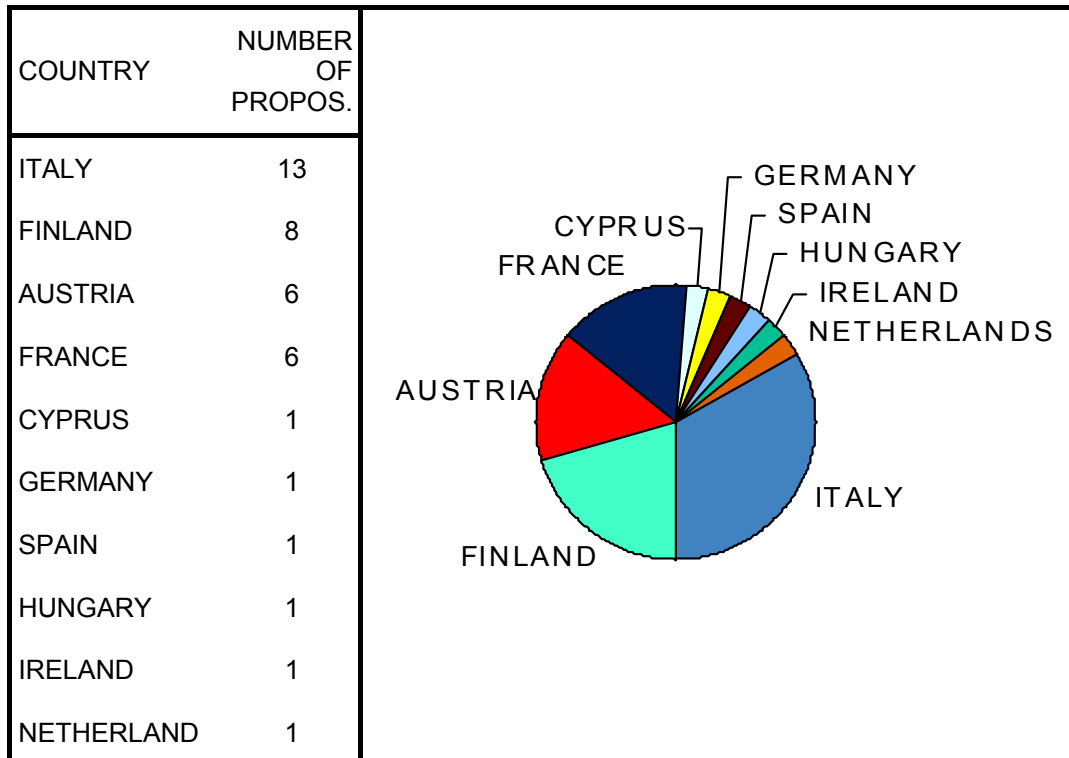
The technical assessment of the proposals has been realized by the Road Safety unit of DG TREN, according with the criteria and the parameters outlined in the document "*Action within the Community to improve Child Road Safety. Principles, Criteria, Parameters and Contents of the Competition*", published in the same web site of the application form.



2 THE PARTICIPANTS

The proposals of the first Verona Competition are 39 and came from 10 Countries.

THE PARTICIPANTS TO THE VERONA COMPETITION AND THEIR PROPOSALS



The participants are:

- | | |
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| 1 Allgemeine Unfallversicherungsanstalt / AUVA | Austria |
| 2 Amt der Steiermärkischen Landesregierung, | Austria |
| 3 Austrian Road Safety Board, Burgenland | Austria |
| 4 Austrian Road Safety Board, KfV, Wien | Austria |
| 5 Grosse schuetzen Kleine / SAFE KIDS Austria, | Austria |
| 6 Province of Styria, Capital City of Graz | Austria |
| 6 Road Safety Board, Lower Austria, Traisen | Austria |



7	Municipalities Union of Cyprus	Cyprus
8	City of Jyväskylä /Education Administration / Teaching Administration /Traffic safety work group	Finland
9	City of Oulu Police Department	Finland
10	Iisalmi Bicycle License project: City of Iisalmi	Finland
11	Lapland, City of Rovaniemi, Lapin Kansa Oy,	Finland
12	Municipality of Seinäjoki, Törnävä school	Finland
13	Municipality of Tampere, Atala school	Finland
14	Suomonselkä education municipality group / Ähtäri vocational institute	Finland
15	Traffic Education of Jämsä	Finland
16	Conseil Local de Sécurité et de Prévention de la Délinquance, Mairie de Lille	France
17	Lionel Walker, Maire de Saint Fargeau Ponthierry et Vice président du Conseil Général de Seine et Marne	France
18	Mairie de Chessy	France
19	Mairie de Deuil-la Barre	France
20	Ville de Besancon	France
21	Ville de Rennes	France
22	Municipality of Offenbach / Main	Germany
23	Municipality of Kistarcsa	Hungary
24	Municipality of Drogeda	Ireland
25	Health Department ULSS20 of Verona	Italy
26	Municipality of Bolzano	Italy
27	Municipality of Cesenatico	Italy
28	Municipality of Cremona	Italy
29	Municipality of Eboli	Italy
30	Municipality of Finale Emilia	Italy
31	Municipality of Forlì	Italy
32	Municipality of Fossano	Italy



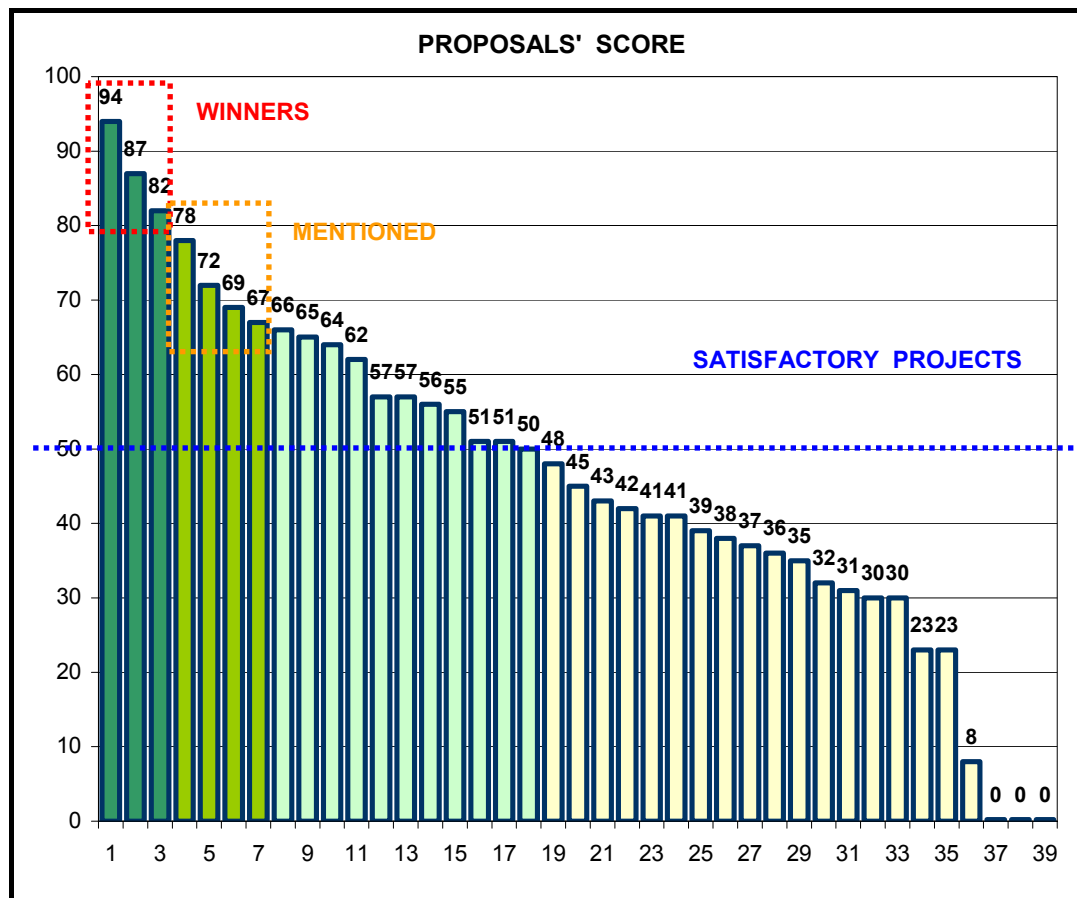
33	Municipality of Imola	Italy
34	Municipality of Pesaro	Italy
35	Municipality of Reggio Emilia	Italy
36	Municipality of Verona	Italy
37	SICES (Road Safety Education Association)	Italy
38	Municipality of Barcellona	Spain
39	Province of Noord-Brabant	The Netherland



3 THE PROPOSALS

The assessment purpose was to find the most satisfactory proposals where the whole community is involved in building opportunities of autonomous and safe mobility for their children, all the main stakeholders have an active role in “road safety making”, a relevant quantity of children is involved in the action, etc. As showed by the Road Safety unit of DG TREN:

- 21 application have reached less than 50% of the maximum score;
- 7 application are among 50% and 59%;
- 4 application are among 60% and 66%;
- 4 application - proposed by the Municipality of Bolzano, Italy, by the Municipality of Cesenatico, Italy, by the Region of Offenbach, Germany and by the Municipality of Tampere, Finland - are among 67% and 80% and have been mentioned for their being very good project;
- 3 application - proposed by the Municipality of Verona, Italy, by the Province of Noord-Brabant, Netherlands and by the Municipality of Reggio Emilia, Italy - have reached more than 80% and have been considered the best projects and the winners.





4 WINNERS

Three proposals are the **winners**:

The Municipality of Verona, Italy

The Province of Noord-Brabant, Netherlands

The Municipality of Reggio Emilia, Italy

Four proposals received a **honor mention**:

The Municipality of Bolzano, Italy

The Municipality of Cesenatico, Italy

The Region of Offenbach, Germany

The Municipality of Tampere, Finland