



Association Européenne des Concessionnaires  
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# Road infrastructure safety in Denmark the Sund & Bælt network

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Sund ≈ Bælt  
*Sund ≈ Bælt*

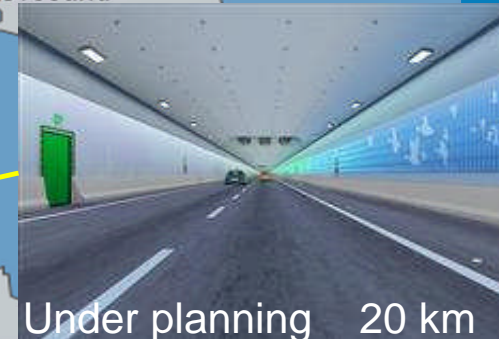
# Sund & Bælt's motorways



Operated since 1998 22km



Operated since 2000 9+16 km



Under planning 20 km



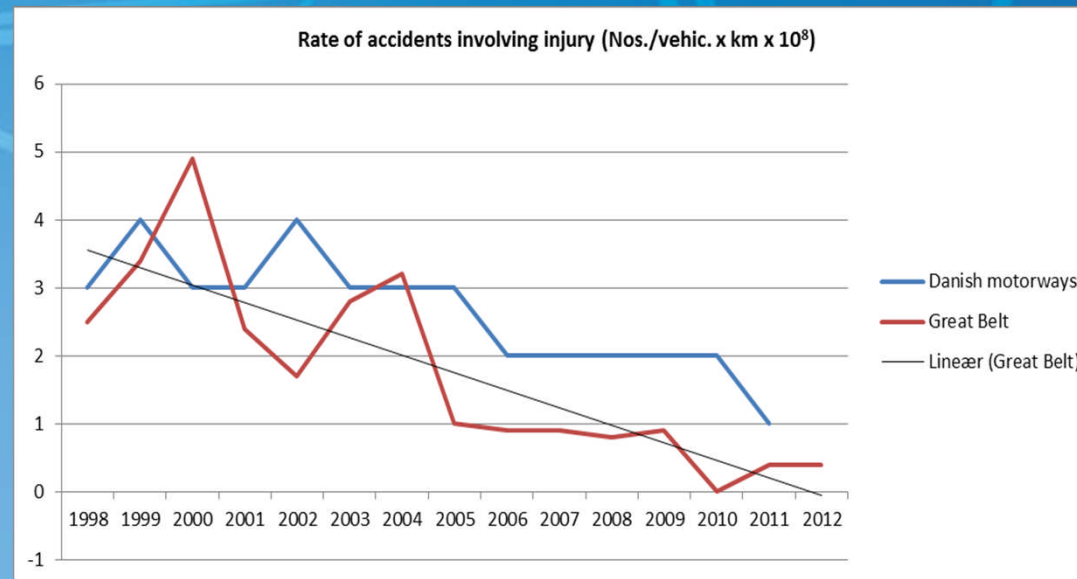
# Key objectives for critical road infrastructure:

## Availability at the Storebælt link in average:

- Total closure: 10 hours/year (0,5 hours due to accidents)
- Closure in one direction: 5 hours/year

Accessibility as high as possible –  
maintenance work at low traffic intensity (<1000 vehicles/hour)

## Traffic safety:



# Basis for high traffic safety

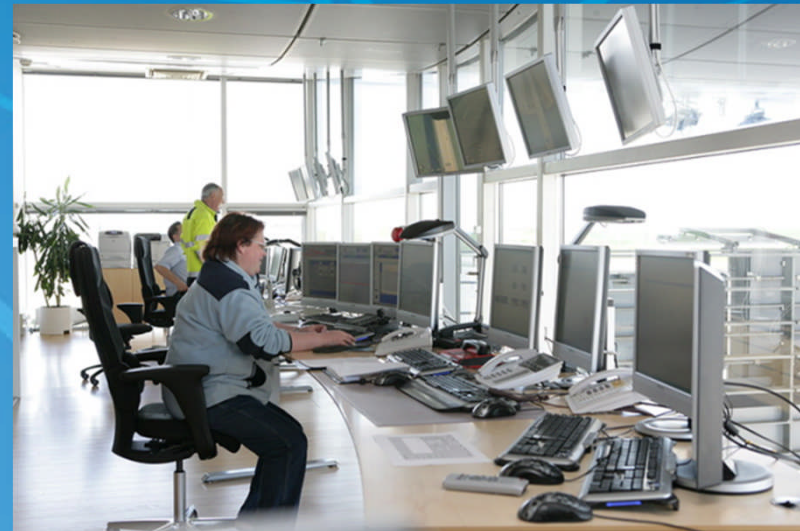
- **Monitoring** of weather, traffic and road conditions
- **Warning** of drivers on these topics in time, sufficient information and when needed (during planning of trip and before and during passage)
- **Maintaining** excellent road conditions and efficient safety measures



# Monitoring

**Monitoring** at the Storebælt link takes place from a control room and is assisted by the road patrol

- Traffic
- Strong wind
- Possible glazed frost
- Ice or snow on structures
- Fog
- Maintenance activities
- Queue at toll station
- Accidents
- Risk for ship collision



# Warning

## Purpose of warning:

- Prevent accidents
- Assist the drivers in time (in planning and during passage)

## Different **means** to be used:

- Traffic radio
- Internet
- SMS
- Local radio
- Variable message signs



# Maintaining road conditions and safety measures

- **Systematic removal** of black or grey spots at the infrastructure based on facts (incident and accident statistics)
- **Fast removal** of lost items, stopped vehicles and snow etc.
- **Prevention** of ice on road based on data from sensors on critical spots
- **Protection** of drivers and workers using efficient safety measures and necessary traffic regulations



**Every accident is one too much**  
As operator you can still make a difference



Thank you for your attention

