

"37th ASECAP Annual Study & Information Days"

Roberto ARDITI, SINA – ASTM-SIAS Group - Aiscat

Krakow, 24th -27th May 2009

***Interactive Sessions
26th May 2009***

***"Concessions at work!"
Future outlooks in the concessionaires world***

***INNOVATIONS AND CHALLENGES
IN THE ROAD SAFETY
ENVIRONMENT***

Introduction by the moderator

SESSION ON ROAD SAFETY

Focusing the topic of innovation for safety, then "saving lives"

New
technical
means

New
technological
systems

Innovative
organizational
approach to
the operation

THE SESSION IS DESIGNED TO ADDRESS

real examples of deployments on the European motorways

to be considered best practices in view of the Common European policy

for safer roads infrastructures in terms of:

- New constructions
- Operation of existing roads

Safety, the first
priority of the
European Motorways
(ASECAP)

Salus populi suprema lex est
(Cicerone, de legibus 4)





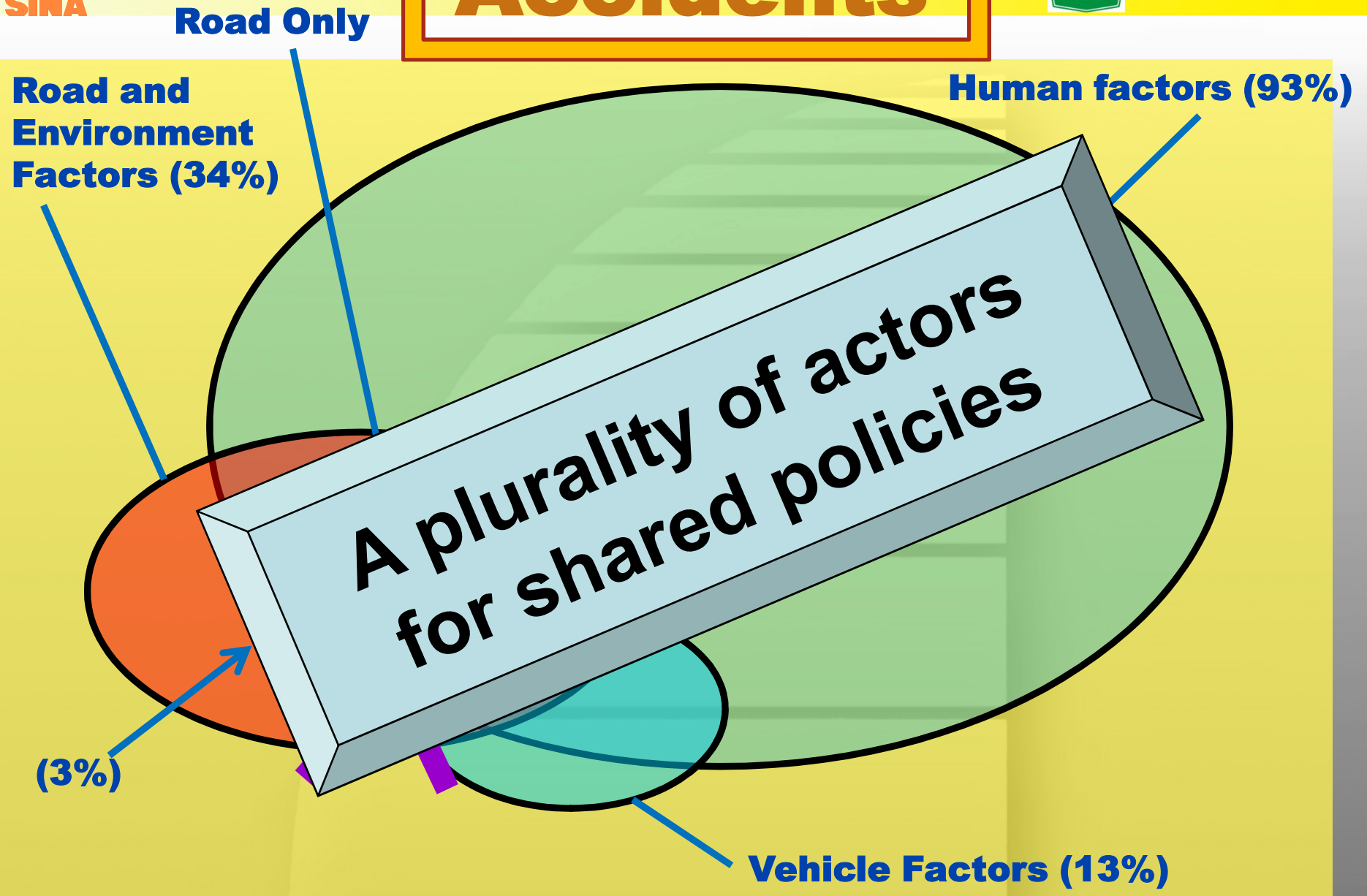
Key actions of road operators



A plurality of actions

Regular and Planned Maintenance
Building Yards

Accidents





CONTRIBUTIONS TO THE DEBATE



Potentials of R&D to increase road safety, using the example of the project of Acoustic Monitoring of Tunnels (René MOSER, ASFINAG)

**The safety tutor project:
reduction of vehicles speed on
motorways: a great result in
term of reduction of accidents
and fatalities
(Antonino GALATA', Autostrade
per l'Italia)**



CONTRIBUTIONS TO THE DEBATE



**Avoidance of accident – tools
developed and implemented by
Escota for equipment automation
System for operators
(Philippe CLUCHAGUE, ESCOTA)**



CONTRIBUTIONS TO THE DEBATE



**The contribution of the APCAP
network to road safety in Portugal
(José Lopes do ROSARIO,
Lusoponte)**



CONTRIBUTIONS TO THE DEBATE



**Incremental updates of road safety
attributes databases: a motorway
operator point of view
(Fahim BELARBI and Franck PETIT,
COFIROUTE)**

What vision for improving the safety of our roads?

How ASECAP partners can contribute?

What do ASECAP ask to National Authorities and cooperating bodies?

What instrument is more efficient and cost-effective and in view of reducing fatalities?

What kind of best practices of the ASECAP network can be more effective in feeding the action of the European Policy makers?



***To the panel the first round
of answers***



Thank for your attention

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