Some elements concerning Road safety in Germany

ASECAP - Innsbruck
March 2, 2009
Alain Estiot, Toll Collect
Basic elements for Germany

- Inhabitants: 82.1 millions
- Vehicles: 55 millions
  - 46.1 millions cars
  - 2.8 millions trucks and busses
  - 3.9 millions motorbikes
  - 2.1 millions other

- Road network:
  - 12,531 km of motorways
  - 231,359 km of roads
  - 396,000 km of city roads
Speed limits in Germany

- **Motorways**
  - 50% without speed limits, but a 130km/h recommended speed
  - 33% with a permanent 130km/h or 120km/h speed limit
  - Otherwise, speed limit (≤ 130km/h) depends on traffic and weather conditions
  - Note: for vehicles > 3.5t:
    - 80 km/h or 100km/h speed limit

- **Roads**
  - 100km/h speed limit

- **Cities**
  - 50km/h or 30km/h speed limit
Road safety targets in Germany

They are directly connected to the EU recommendations

- 2001 White paper: ‘European transport policy for 2010’
  - 50% reduction of road fatalities in 2010

Targets:

I. Improve the road culture in Germany
II. Protect vulnerable road users
III. Reduce young drivers accident exposure
IV. Reduce potential danger of heavy goods vehicles
V. Increase the safety on land roads
How is the road safety organized in Germany?

Germany is a federal state and this is reflected in the road safety organization.

**FEDERAL Level**
- BMVBS: Federal Ministry of Transport, Building and Urban Affairs
- BMJ: The German Federal Ministry of Justice
- BAST: The Federal Motorway Research Institute
- BAG: The Federal Office for goods traffic

**STATE Level**
- Local police forces
- Motorway police departments

**ASSOCIATION Level**
- ADAC: The German automobile club
- DVR: The German road safety council
- BAF: The federal association of traffic signalizations companies and automobile service providers
Basic BMVBS activities

- Implementation of the new regulations
  - Blood alcohol concentration 0.5 ‘per mille’ replaces the 0.8 ‘per mille’
  - GSM while driving only authorized with no-hands kit
- Development of an information system for federal roads
  - BISSta program: Monitoring Software (traffic, accident, contamination)
  - Analysis from accidents on federal roads and motorways
  - Monitoring of dangerous goods transport
  - Safety in tunnels

- ITS activities: e-Call, e-Safety,

- Controls through the BAG (Federal Office for goods traffic)
  - Road controls
  - Securing accident locations on federal roads (otherwise Police forces)
Basic States & Cities Actions

Same programs with different implementations
- Changing the attitude of the people
  - Training and formation about rules, driving and behavior
- Improving the infrastructure
  - Identification and analysis of dangerous points
    - Road dangerous points card set-up
  - 30km/h speed limit in located dangerous areas set-up
  - Pedestrian and bike specific lanes and equipment
- Motorway polices
  - Speed controls
  - Accidents interventions
Basic activities together with the Associations

- Safety communication campaigns
  - TV, radio, newspaper

- Driving training
  - Cars, trucks, overland busses, city busses, motorbikes
Evolution of fatalities on the German network

- Oktober 1972: 100km/h speed limit on roads set-up
- Juli 1973: Blood alcohol concentration 0.8 per mille
- March 1974: 130km/h recommended speed on motorways set-up
- August 1980: Helmet is mandatory for motorbikers
- August 1984: Safety belt is mandatory
- Mai 1998: Blood alcohol concentration 0.5 per mille

© Statistisches Bundesamt, Wiesbaden 2008
What are the new challenges concerning safety at EU level?

- Traffic congestion

- Vehicle to vehicle and vehicle to infrastructure communication (and avoidance of driver’s distraction because of these new technologies)

- Driver segmentation
  - Maintain our efforts concerning young drivers
  - Continue to address truck and bus drivers (Driving licenses renewal every 5 years for drivers older than 50)

- We should address the case of the senior drivers, because they have an accident frequency comparable to the young drivers. This could be a political challenge.
Car driver fatalities rate according to age