

# ASECAP Road Safety Event

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## In Austria the following bodies are in charge of road safety

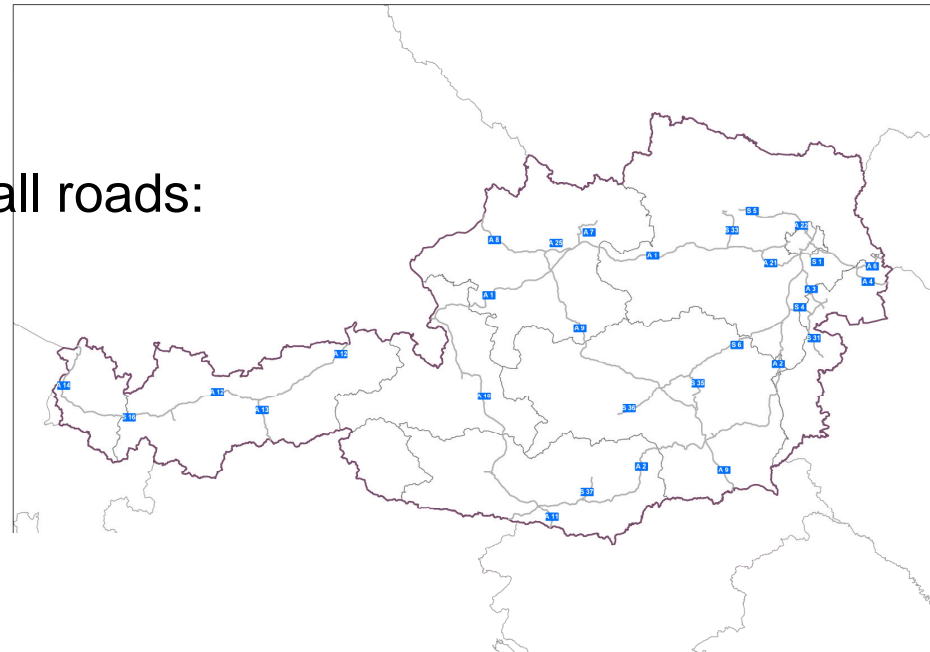
- | Federal Ministry for Transport, Innovation and Technology (BMVIT) as the ministry with overall responsibility
- | Federal Ministry of the Interior (BMI) and the Austrian police authorities
- | Federal provinces and municipalities
- | Austrian Road Safety Board and the automobile associations
- | ASFINAG as operator of the Austrian motorways and express roads



## Fatalities and casualties caused by road accidents

About 69 m km driven annually on all roads:

- | Accidents: 41,096
- | Casualties: 53,211
- | Fatalities: 691



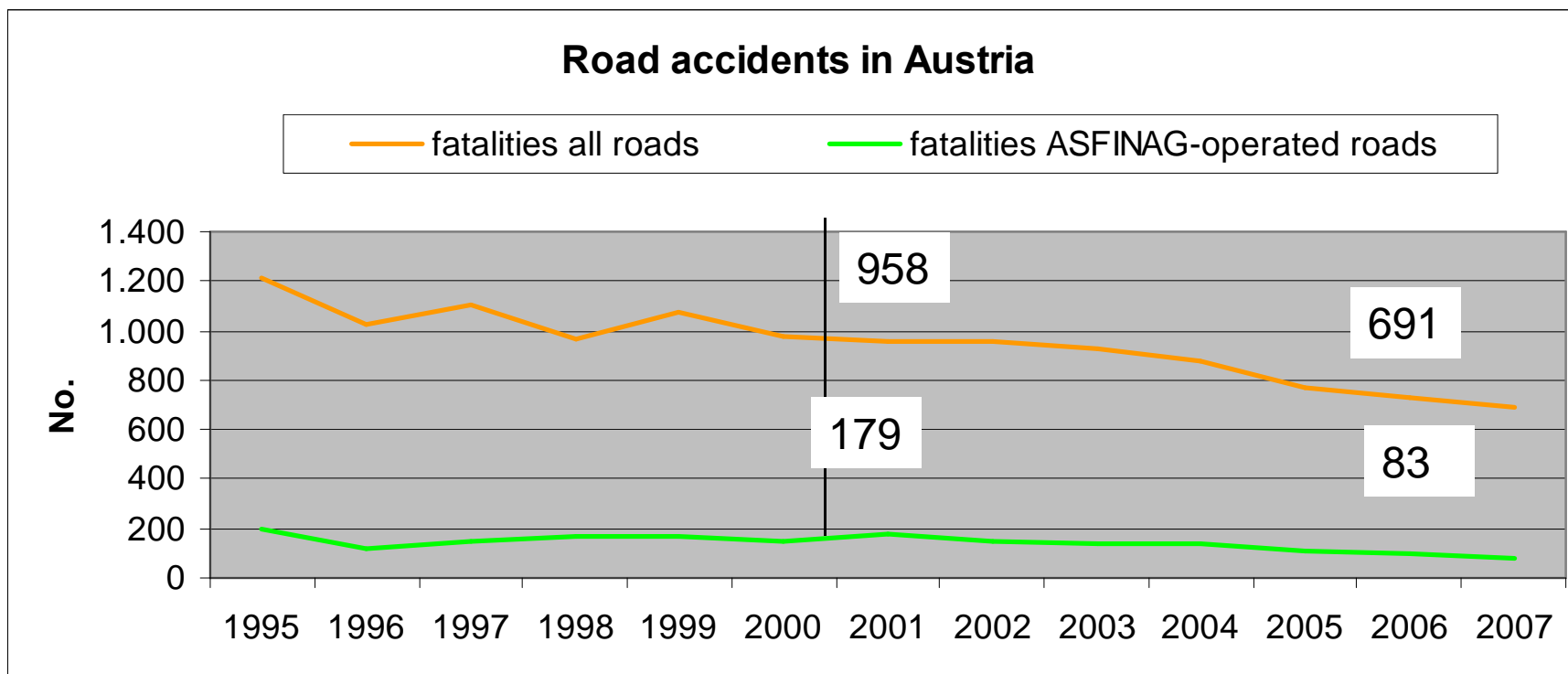
About 40% driven on ASFİNAG-operated roads

- | Accidents: 2,361
- | Casualties: 3,625
- | Fatalities: 83



## Road accidents in Austria

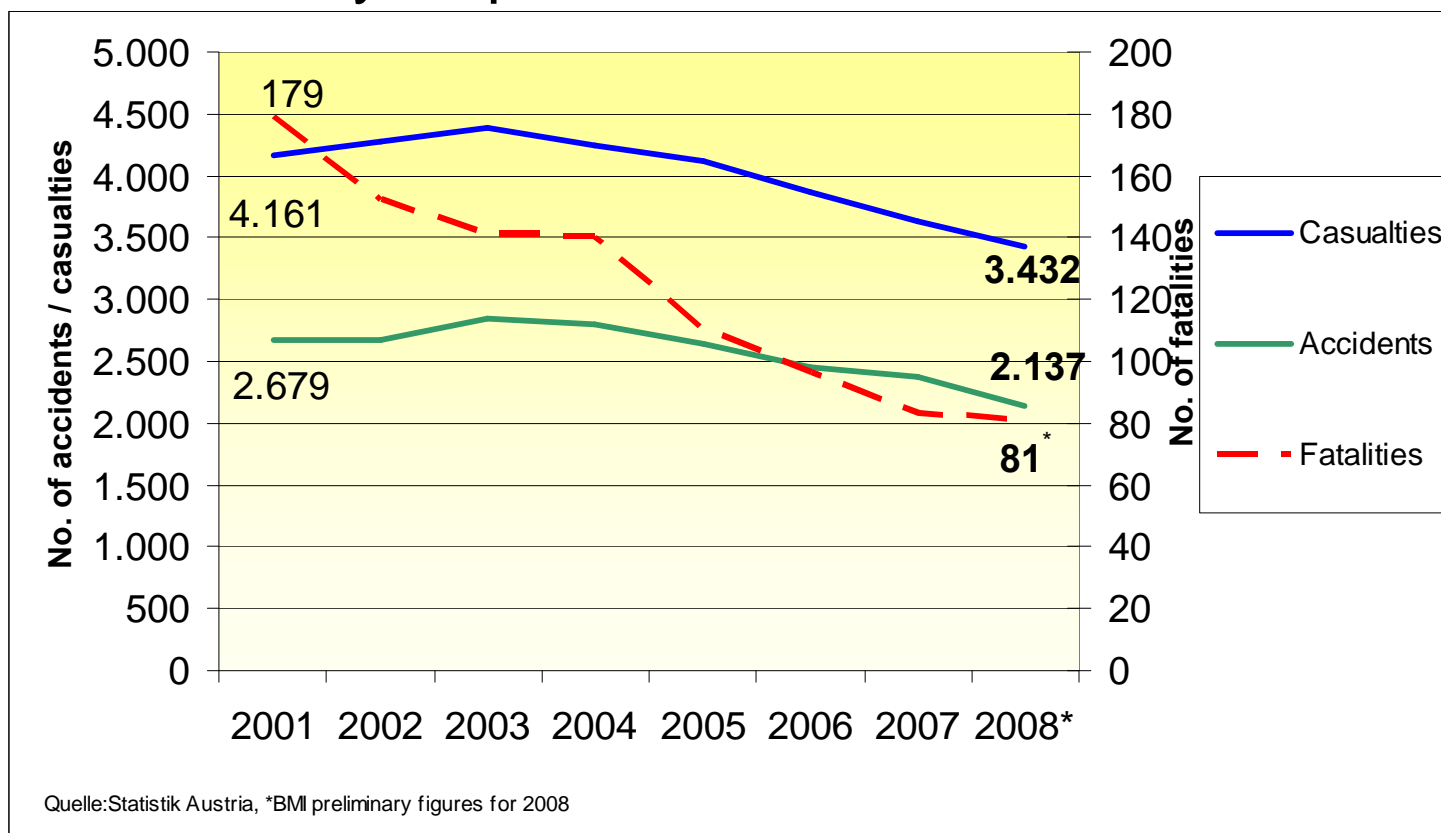
- | Fatalities declined from 958 (179) in 2001 to 691(83) in 2007 – positive trend





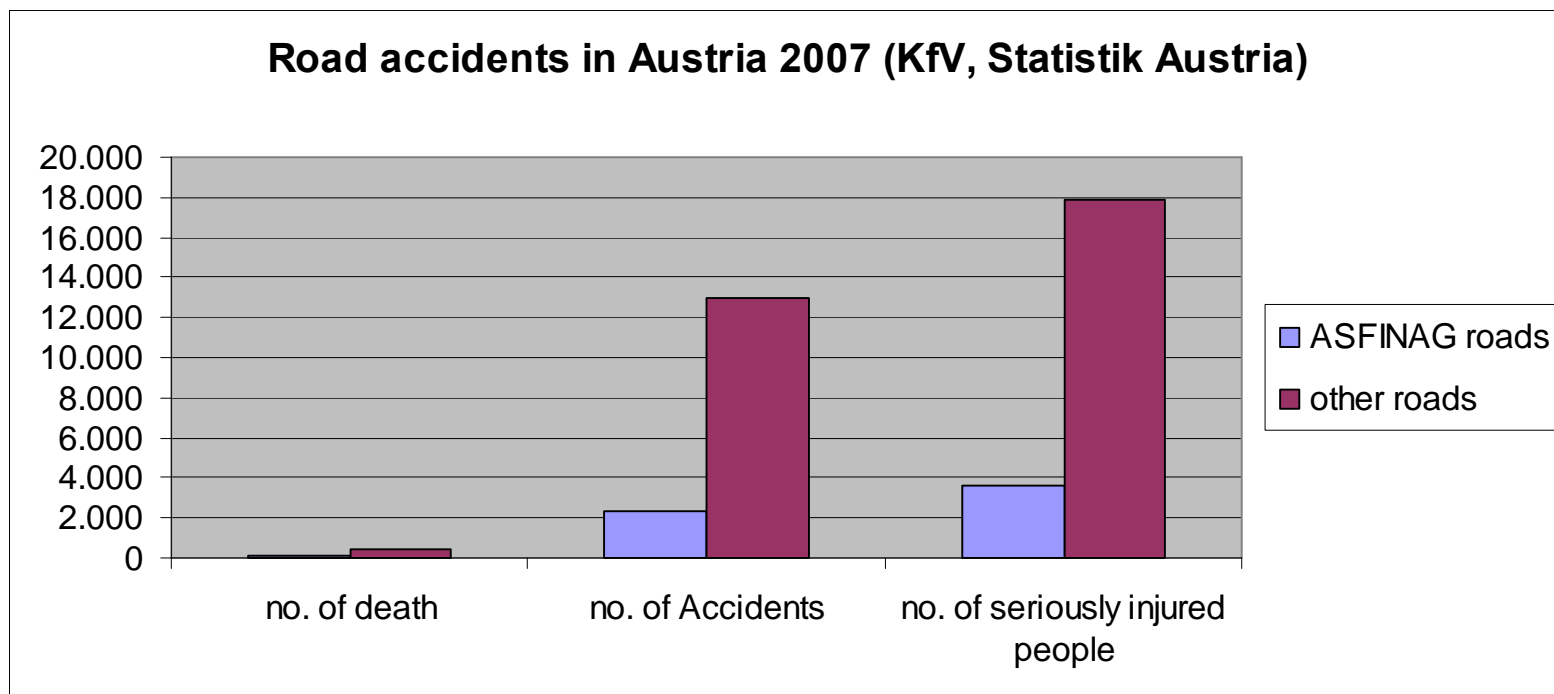
## Accidents on ASFINAG-operated roads

- Fewer accidents and casualties on Austrian motorways – positive trend



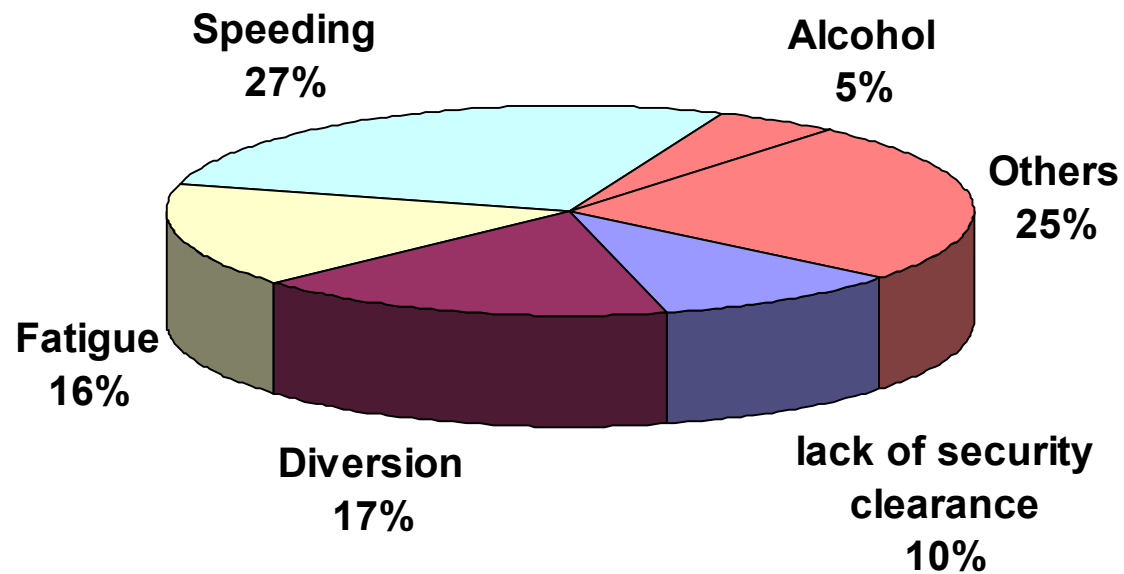
## Accidents on Austrian motorways

- Motorways **6 times safer** than other (main)roads





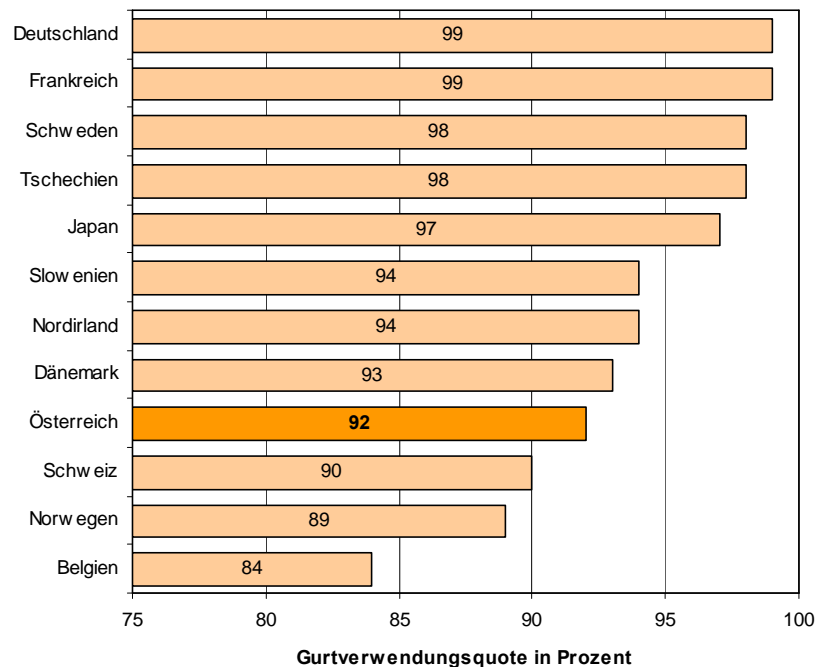
## Main reasons for motorway accidents





## Restraint Systems

- On motorways 92% use seat belts, but only about 60% of adult passengers in the rear use seat belts

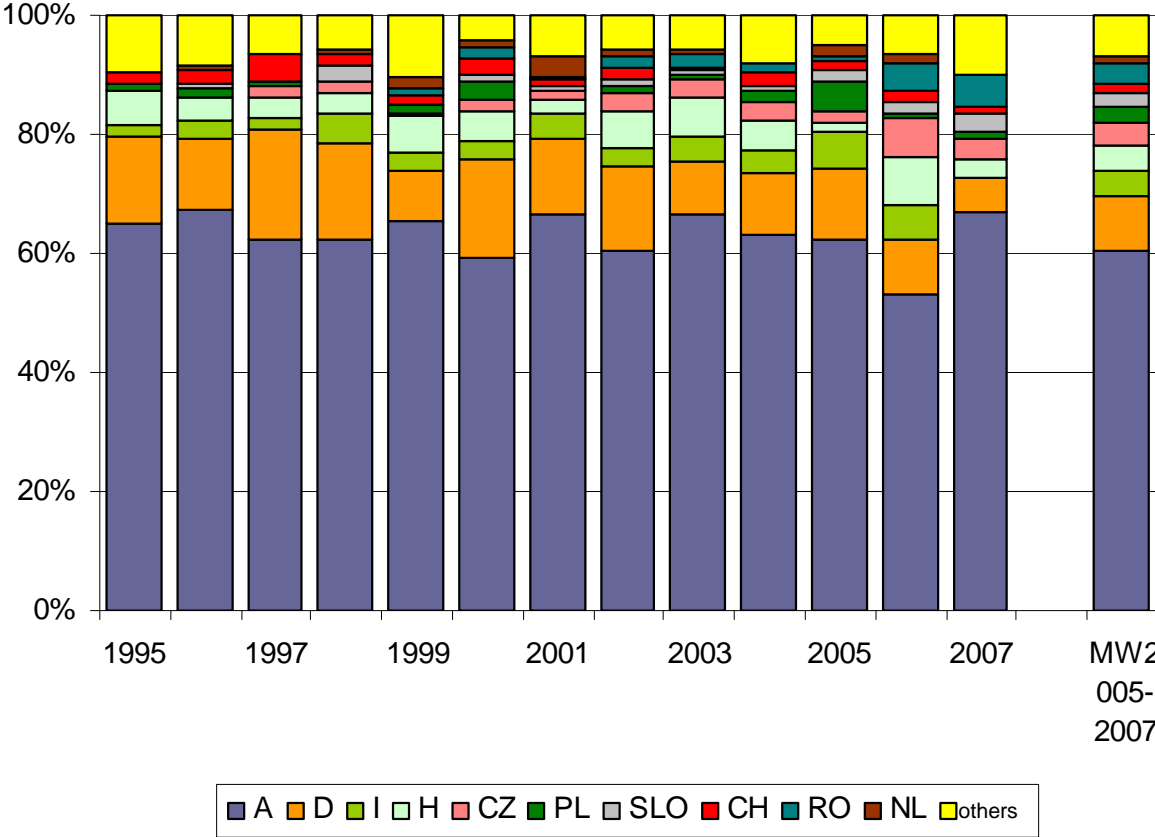


- 10% don't use child restraint systems!**





# Motorway accidents in Austria – distribution of fatalities according to nationality



More than 40% are of non-Austrian nationality



## What do you expect from the European Community (EP + EC) to improve road safety?

- | Common code of conduct for road users
- | Harmonised enforcement activities
- | Framework for financially viable implementation



## What do you expect from the national authorities to improve road safety?

- Financially viable implementation in national legislation within the meaning of the European Directives (Infrastructure Safety Management, ITS, Cross Border Enforcement,...)
- Close coordination between the stakeholders who have to implement the required measurements
- Clear interfaces between the authorities responsible for roads & road safety and the road operators, with a special focus on enforcement



## What do you expect from the concessionaires and toll operators to improve road safety?

- A reliable network for the road users as regards construction, operation and maintenance
- Best possible support for the responsible authorities and police forces
- Real time information to road users in the event of unexpected incidents (accidents, maintenance activities,..)



## What do you expect from the road users to improve road safety?

- | Awareness of rules and regulations applicable to the networks they use
- | Commitment to observe the traffic rules and regulations
- | Don't drink and drive – **think and drive**



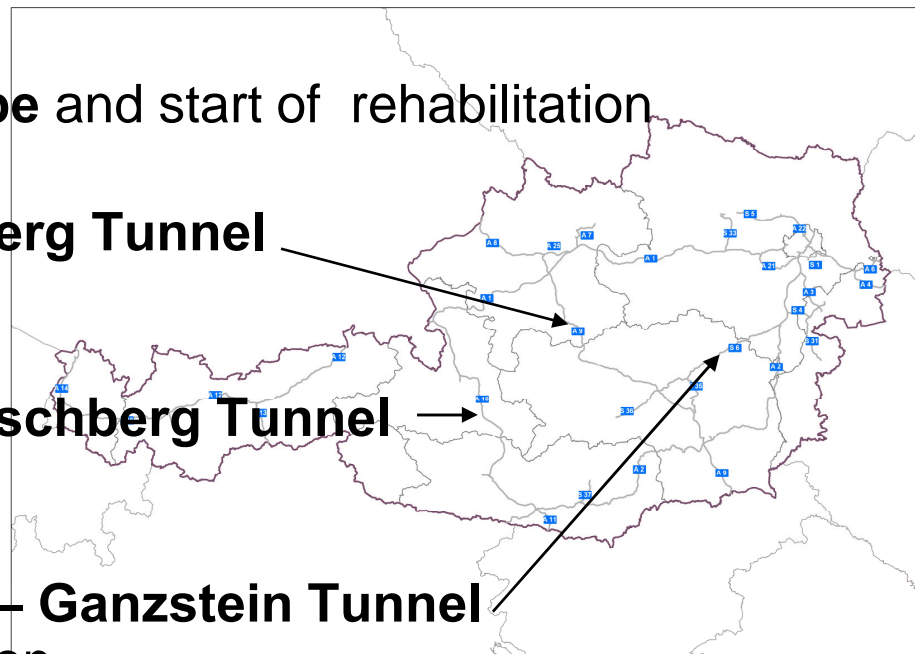
## Measures taken by ASFİNAG to improve road safety on its network

- Decisions to use telematics – installation of ITS traffic management systems
- Speed control by mobile section control equipment that can be moved from one area to another
- Procurement procedure to order new digital radar equipment for the network



## Measures taken by ASFINAG in 2008 to improve road safety on its network

- | Completion of **second tunnel tube** and start of rehabilitation works for old tube
  - | **Pyhrn A9 motorway – Lainberg Tunnel**  
Total cost: EUR 48.5 million  
September 2008
  - | **A10 Tauern motorway – Katschberg Tunnel**  
Total cost: EUR 112 million  
spring 2008
  - | **S6 Semmering expressway – Ganzstein Tunnel**  
Total cost: about EUR 70 million  
summer 2008
- | All the measures outlined above in tandem with the annual upgrading of safety equipment will enable ASFINAG to meet the target set out in the EU Tunnel Directive by 2019.





## Measures taken by ASFINAG in 2008 to improve road safety on its network

### **S3 Weinviertel Expressway - Stockerau to Hollabrunn**

- Physical separation of the lanes
- Rehabilitation of pavement

**Total cost: EUR 10 million**

### **A10 Tauern Motorway - Bischofshofen**

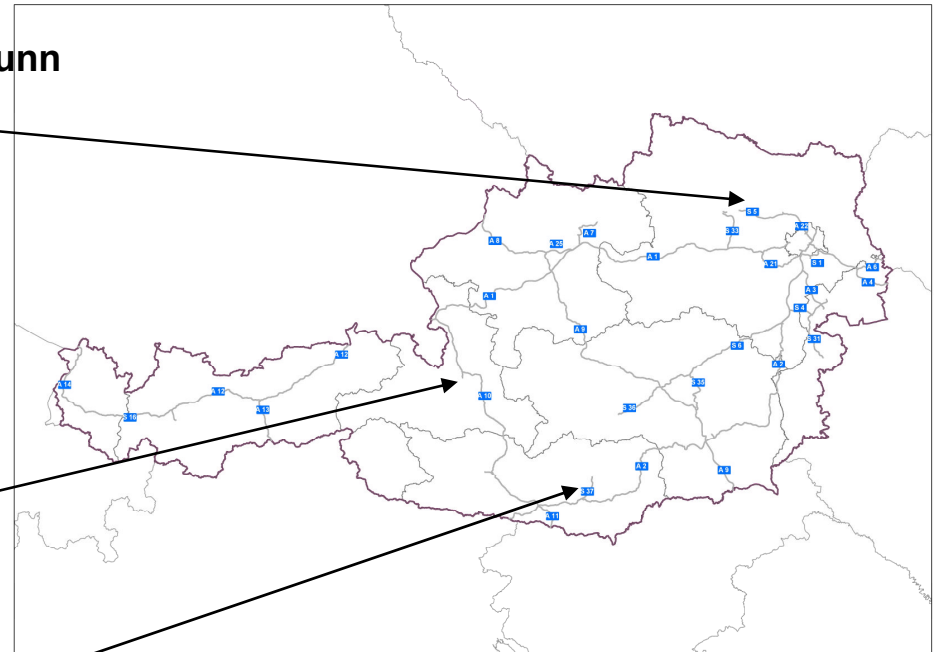
- Improvement of the barriers
- Additional fixing of the hard-shoulder
- Improvement of the marking and the reflectors
- Access control with traffic lights
- Evaluation of speed and accidents

**Total cost: EUR 0.5 million**

### **S37 Klagenfurter Motorway between Klagenfurt and St. Veit**

- New markings
- Rumble strips
- Rehabilitation of pavement

**Total cost: approximately EUR 1.8 million**







Your reliable partner on the road

## Safe distance

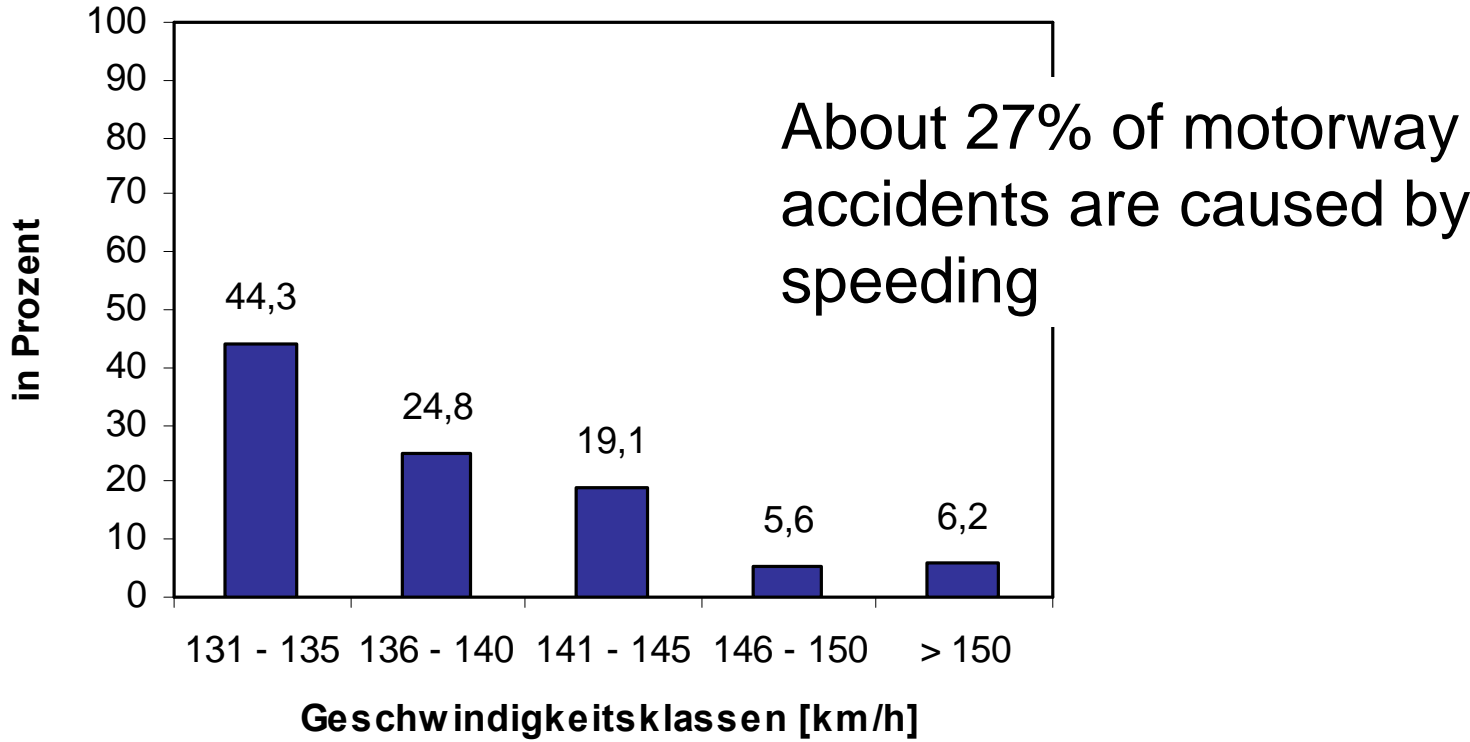
Road type	UPS	Cause of accident: Failure to maintain a safe distance	Percentage share [%]
Motorway	187	17	9.1
Expressway	20	0	-
Federal roads	376	22	5.9
Province roads	233	10	4.3
Municipal roads	243	7	2.9
<b>Total road network</b>	<b>1,059</b>	<b>56</b>	<b>5.3</b>

Depth investigation of fatal accidents (IDAF): Proportion of the accident " lack of security clearance" after road

About 10% of motorway accidents are caused by failure to maintain a safe distance



# Speed



Car speed on motorways and express roads with a maximum speed of 130 km / h (1995 – 2007)