

ASECAP Road Safety Event

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In Austria the following bodies are in charge of road safety

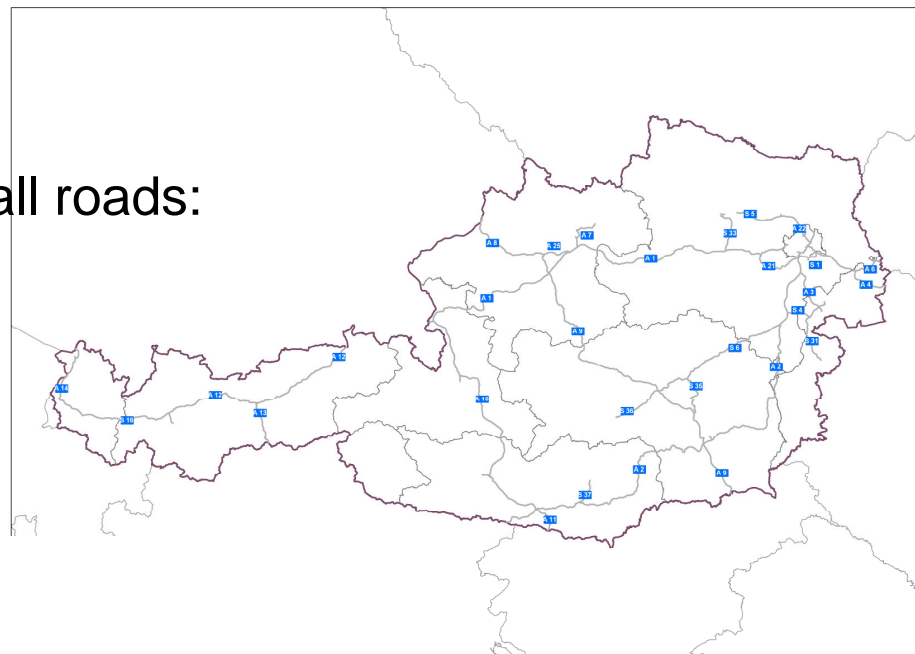
- | Federal Ministry for Transport, Innovation and Technology (BMVIT) as the ministry with overall responsibility
- | Federal Ministry of the Interior (BMI) and the Austrian police authorities
- | Federal provinces and municipalities
- | Austrian Road Safety Board and the automobile associations
- |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



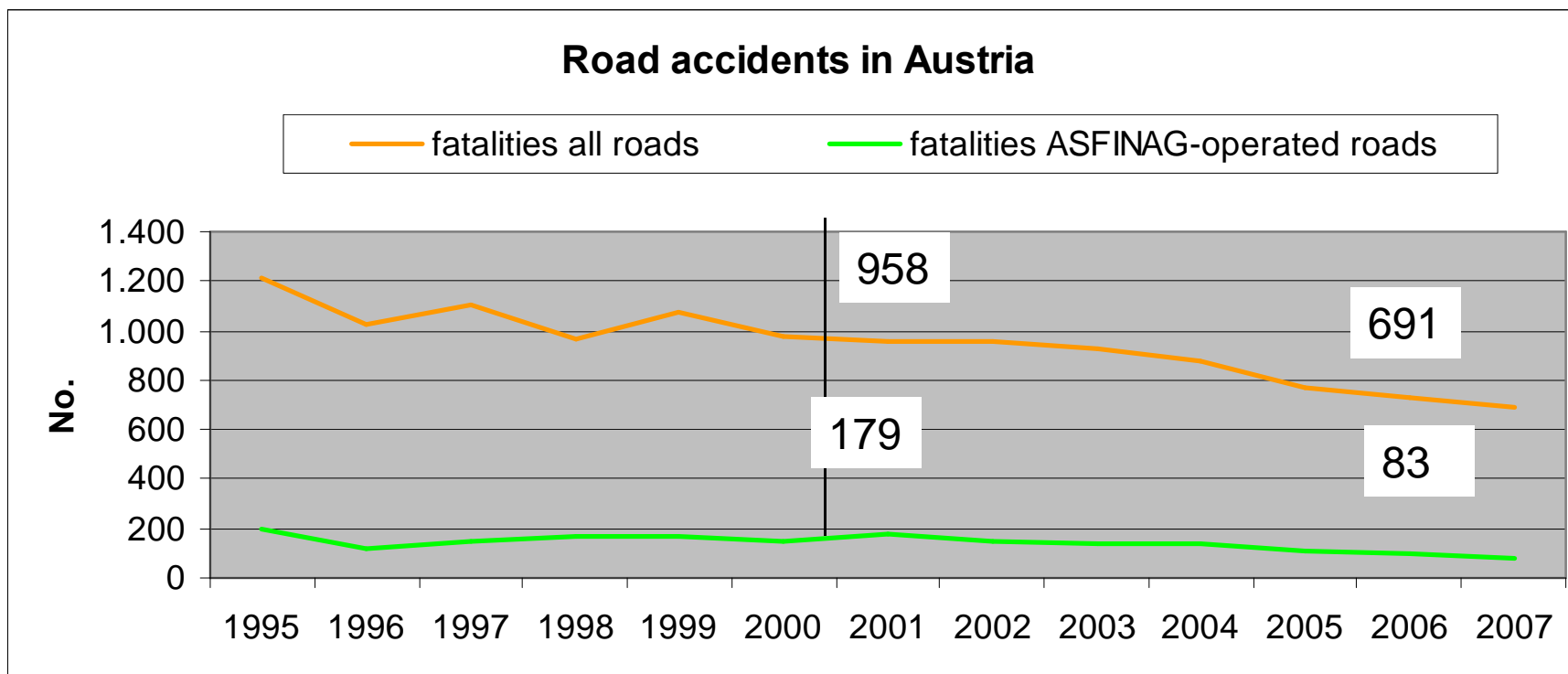
About 40% driven on ASFİNAG-operated roads

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



Road accidents in Austria

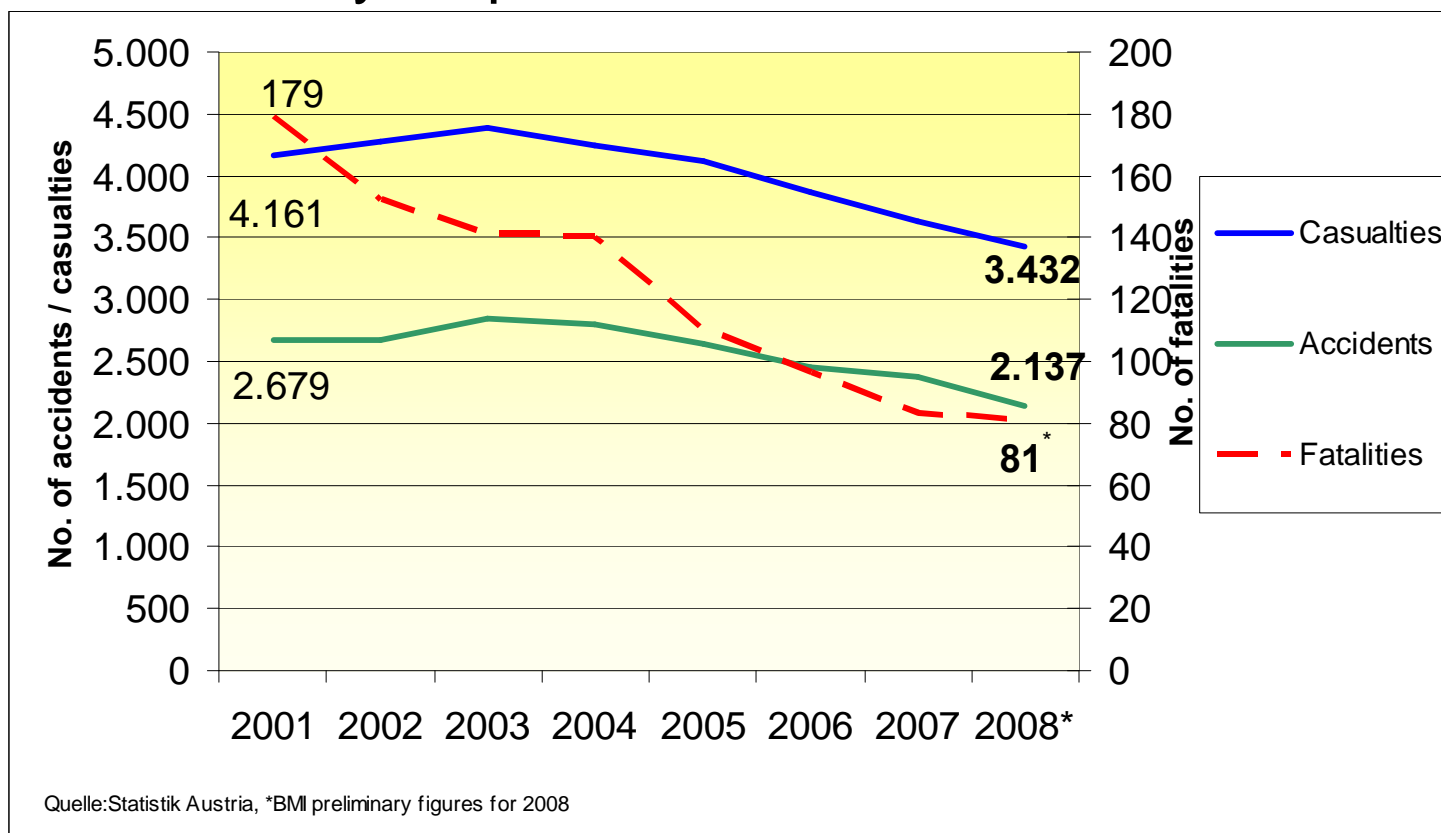
- | Fatalities declined from 958 (179) in 2001 to 691(83) in 2007 – positive trend





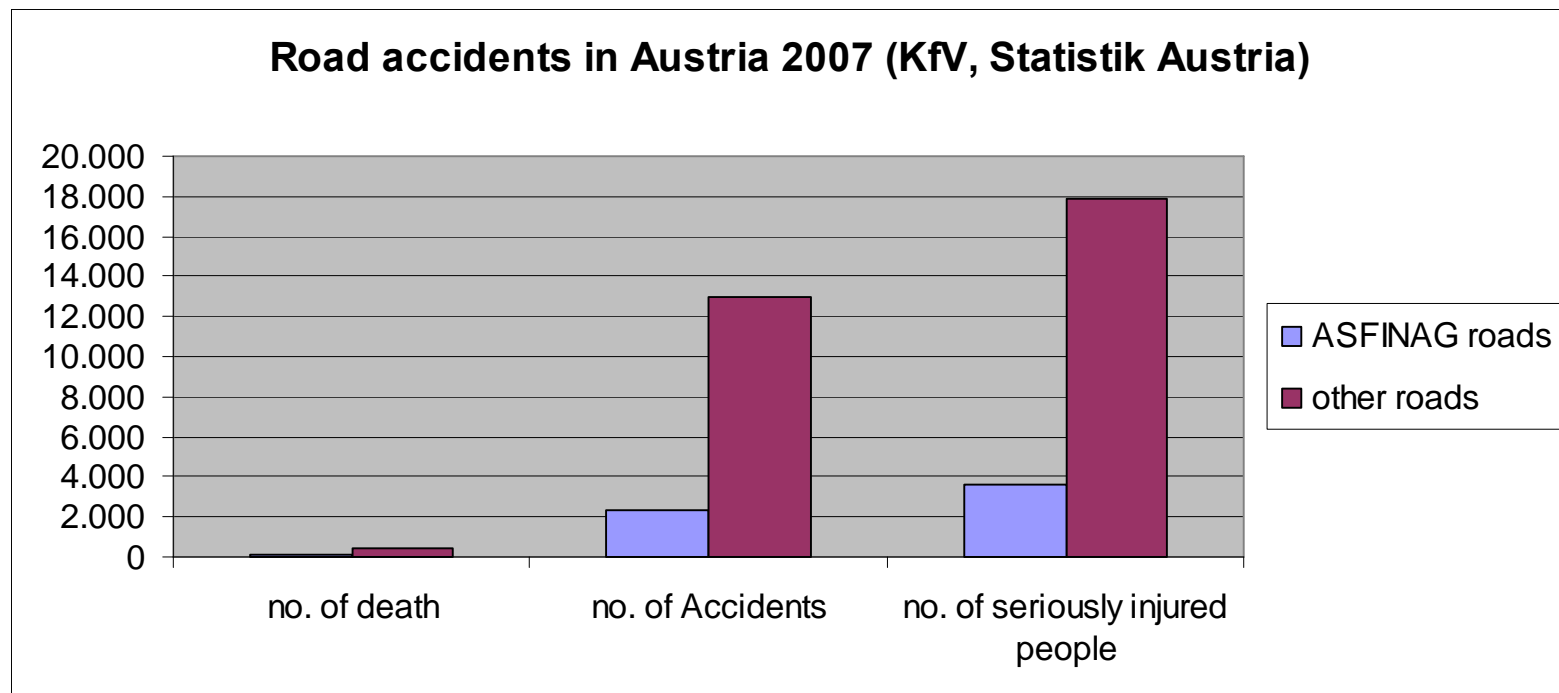
Accidents on ASFINAG-operated roads

- Fewer accidents and casualties on Austrian motorways – positive trend



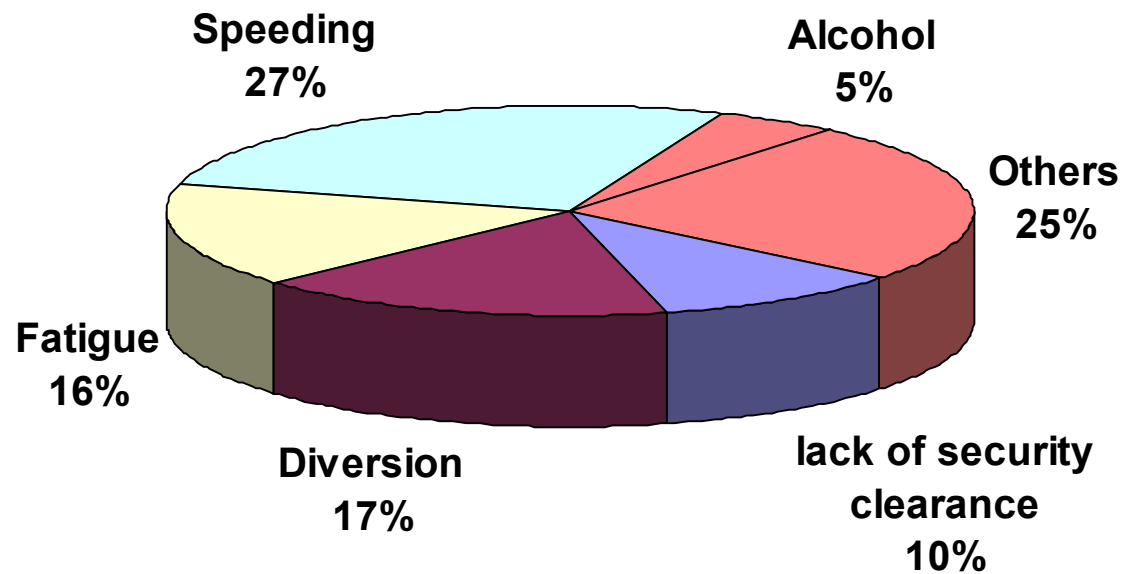
Accidents on Austrian motorways

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





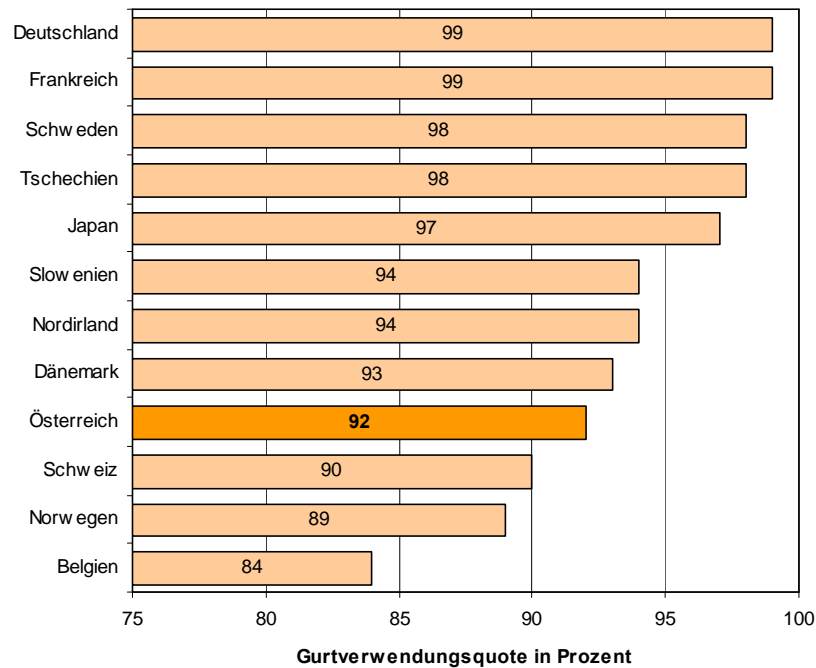
Main reasons for motorway accidents





Restraint Systems

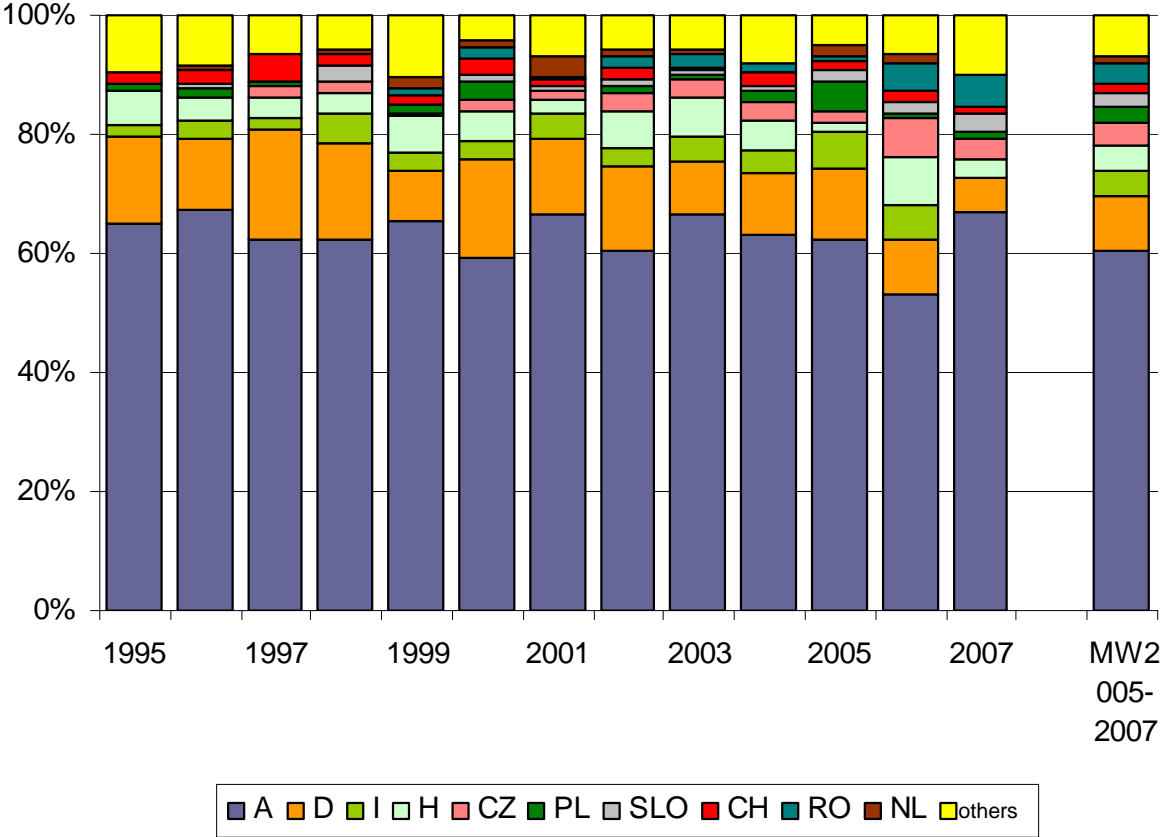
- On motorways 92% use seat belts, but only about 60% of adult passengers in the rear use seat belts



- 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**



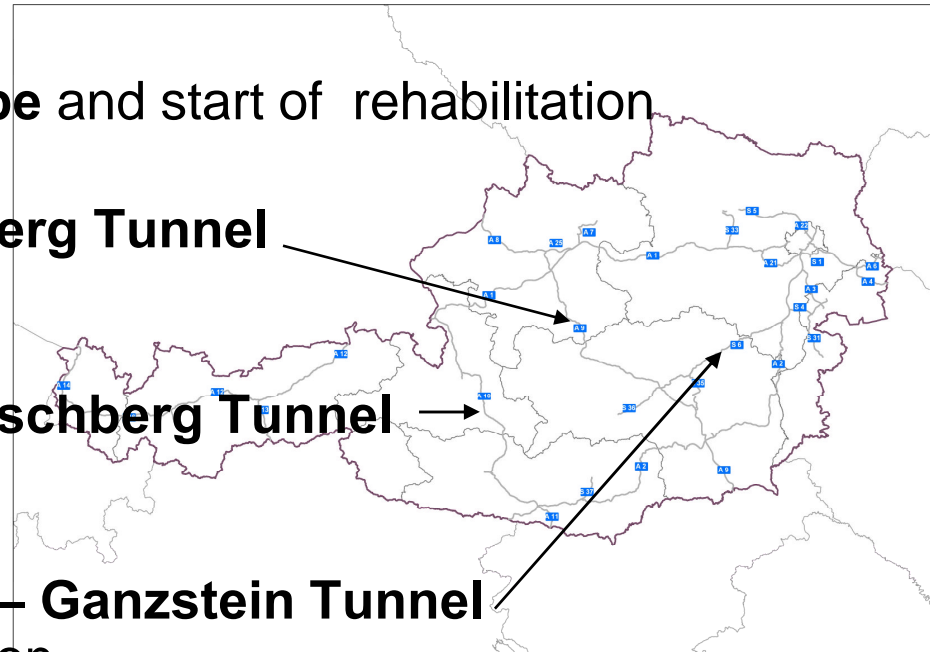
Measures taken by ASF INAG to improve road safety on its network

- 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

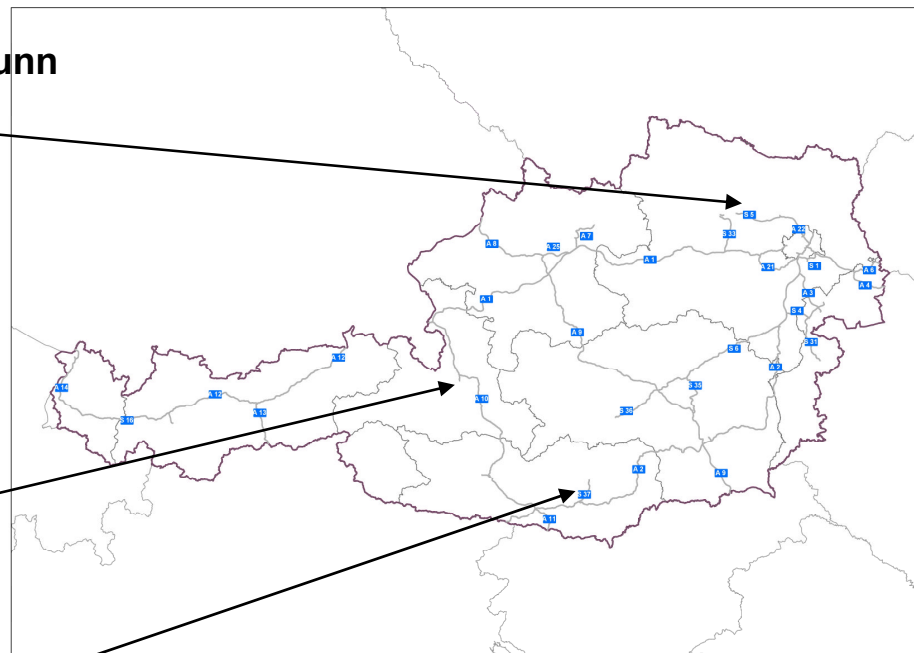
- Improvement of the barriers
- Additional fixing of the hard-shoulder
- Improvement of the marking and the reflectors
- Access control with traffic lights
- Evaluation of speed and accidents

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

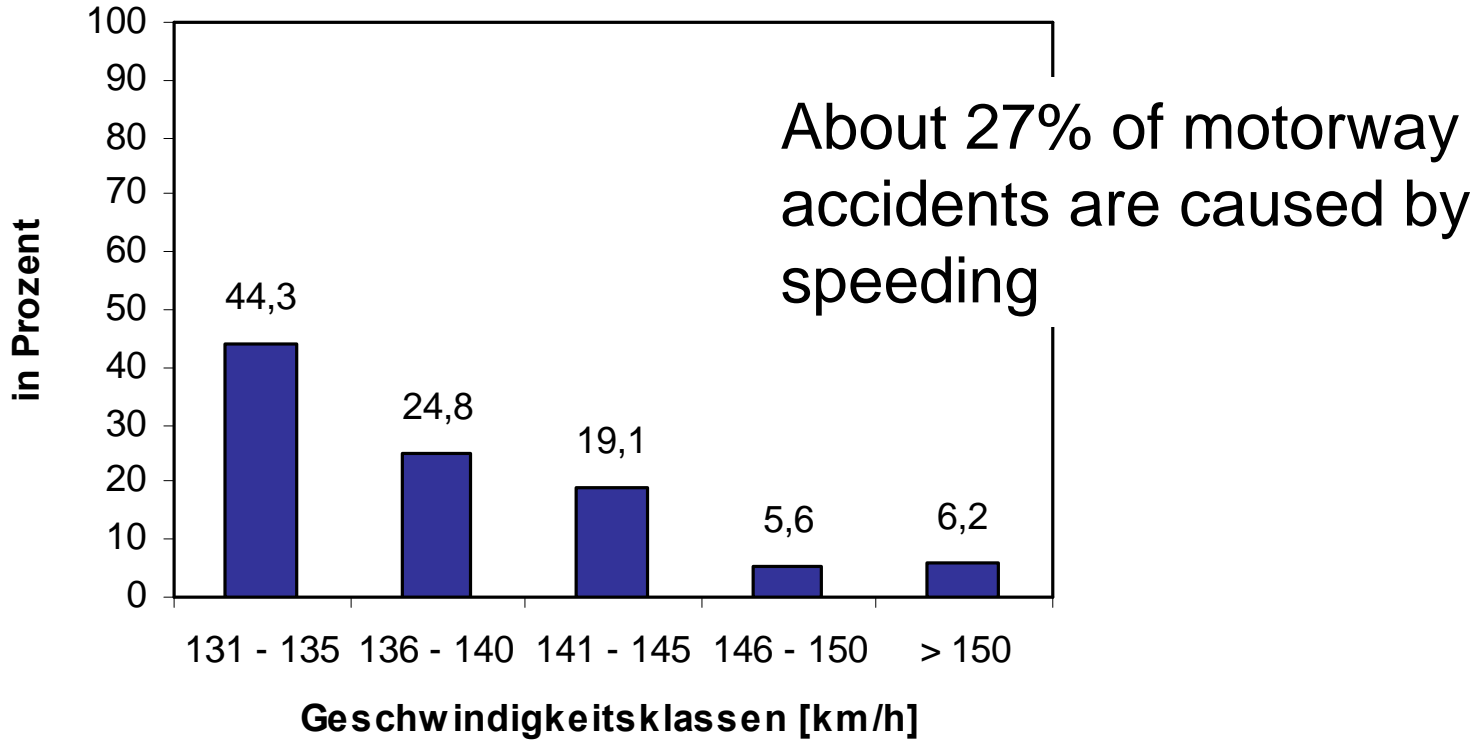
Road type	UPS	Cause of accident: Failure to maintain a safe distance	Percentage share [%]
Motorway	187	17	9.1
Expressway	20	0	-
Federal roads	376	22	5.9
Province roads	233	10	4.3
Municipal roads	243	7	2.9
Total road network	1,059	56	5.3

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)