



Safety corridor

ASFA

Madrid - March, 2024

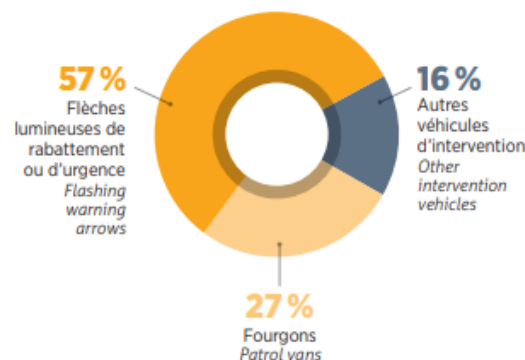
Accidents involving intervention teams

	2020	2021	2022
Nombre d'accidents Number of accidents	131	126	169
Dont accidents corporels Casualties	10	12	13
Tués Deaths	0	0	4
Blessés hospitalisés Hospitalised injured	5	2	4
Blessés légers Minor injuries	7	10	12

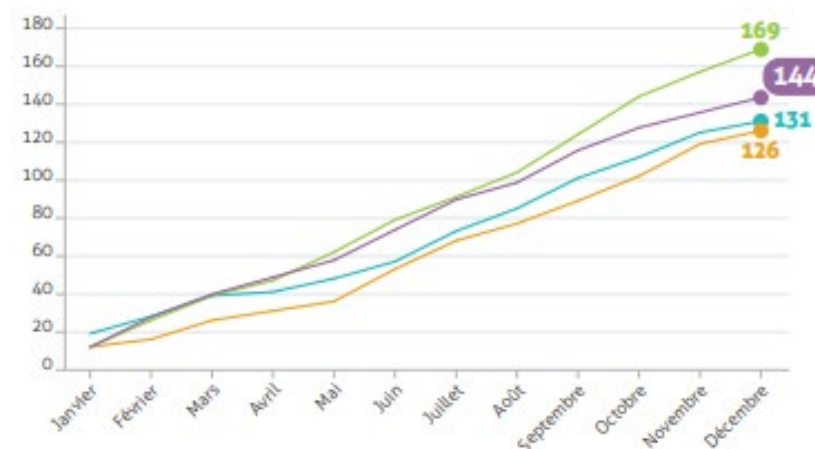
For 2023

- ⇒ 1 death
- ⇒ 144 accidents
- ⇒ 22 injured
- ⇒ 8 employees hit
- ⇒ 140 equipment hit

Breakdown of personnel accidents according to the material collided (2022)



Accumulated material collided and injury accidents (2023 - per month)

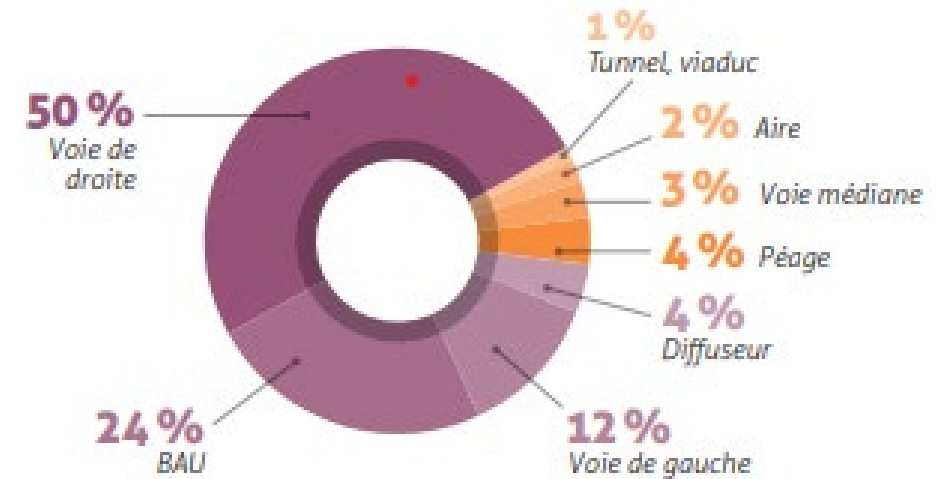


Accidents involving intervention teams occure three-quarters of the time on **emergency lane or on right-hand lane...**

→ Accident localisation

(based on 704 accidents reported 2018/2022)

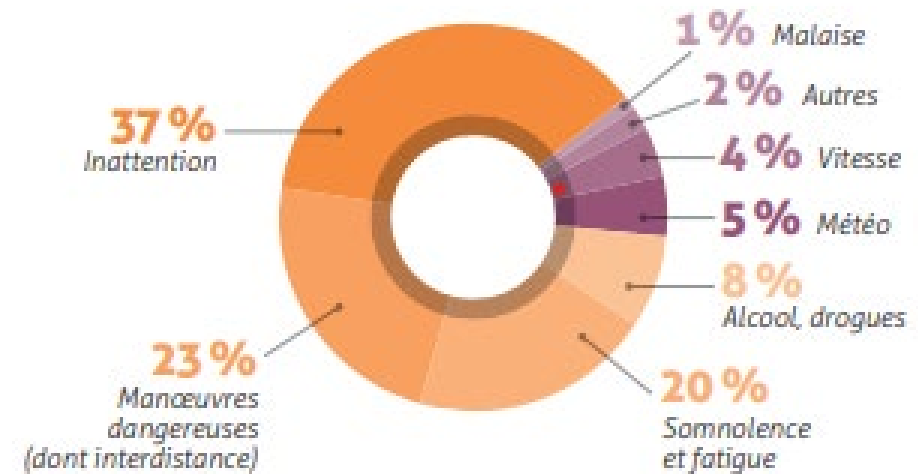
- **50% of accidents** occur on the right lane that is where personal is more likely to be working or intervening
- **32% of accidents** occurs during installation of emergency signalisation



...and are mainly due to a lack of road users' attention

→ Factors involved in accident with personal on the motorway (2018/2022)

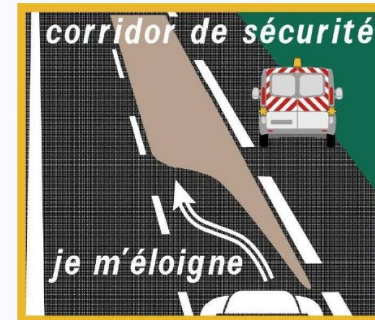
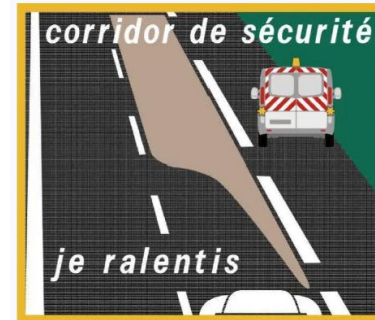
- 57% of accident can be tracked with a determining factor "Inattention" and "Sleepiness"
- "Dangerous manoeuvres" involved in 23%
- "Alcohol and drugs" involved in 8%
- "Speed" only in 4%



Safety corridor

→ An obligation in the Code de la Route since 2018

- Slow down
- Give room
- Change lane



Safety corridor

→ <https://youtu.be/bq5IH5r0vP0>