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## The Safe System Approach of ASFINAG – a new, modern and suitable safety philosophy for tollway operators

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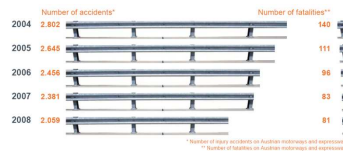


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## The Safe System Approach of ASFINAG - a new, modern and suitable safety philosophy for tollway operators:

- need for a guiding philosophy
- principles
- benefits

## The need for a guiding philosophy



There is a strong need of

- ...shared responsibility
- ...sustainability in the investment
- ...an economic balance in the investment

to manage the economic challenges of the next years and to reach common targets in road safety.

## The need for a guiding philosophy

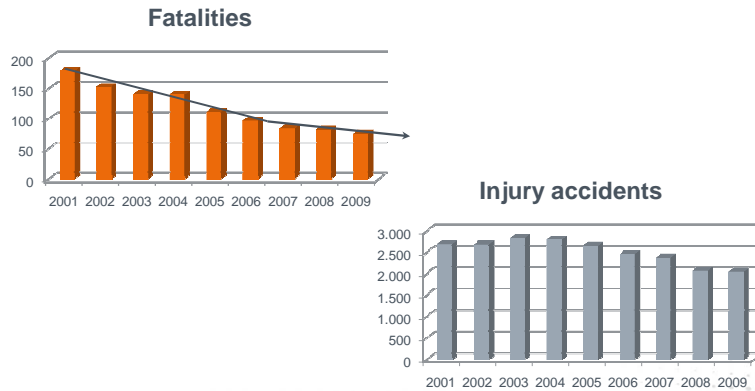
Therefore it is necessary to have a

- programmatic and systematic approach in the Road Safety Management Systems
- in accordance with the political and social frames



## Statistics

- Positive developments in the number of...

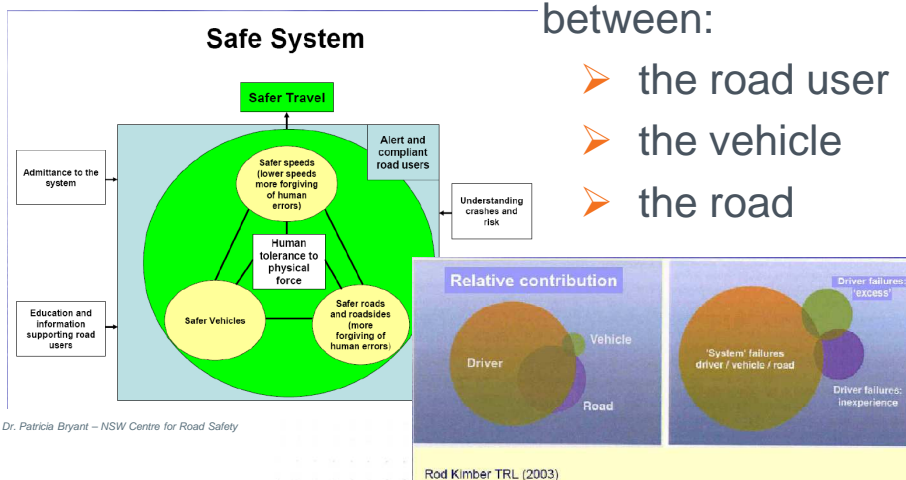


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## What is a Safe System?

constant interaction between:

- the road user
- the vehicle
- the road



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## General principles of the Safe System

- **The limitations in human performance.**  
We all make mistakes and we all need to acknowledge the limits of our capabilities.
- **The physical limits of human tolerance to violent forces.**  
We are physically vulnerable when involved in a traffic crash.
- **Shared responsibility.**  
This means all of us take an individual and shared role in road safety.
- **A forgiving road system** so that when crashes do happen, deaths can be avoided and injuries minimised.

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## Safe System Approach for Road Operators

- Customizing of the general principles within the new ASFINAG Road Safety Programme



- In accordance with the general principles ASFINAG has supplemented and extended the philosophy for the daily activities of motorway personnel.

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## Safe System Approach of ASFINAG

1. Planning principles based on the physical limits of humans and vehicles and attending to human mistakes and technical faults.
2. All measures will be implemented, taking cost-benefit estimates into consideration. The measures with the highest safety potential have the highest priority.
3. Integration of road safety as a management process in all fields of activity.
4. ASFINAG takes an active part in awareness campaigns and speed management.
5. Road safety goals are harmonised with other economic goals (e.g. environment, health).

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## Safe System Approach for Road Operators

...but we also like to point out that

- excessive risk-taking and
- negligence on the part of the driver



**cannot be compensated by infrastructural measures!**

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### Reliable database

- Detailed accident analysis
- Scientific based benefit ratios
- Comprehensive Cost-estimates

MISSION

Making Austria's motorways the safest in Europe!

OPERATIONAL GOAL

Reducing road fatalities (per billion vehicle-km) by 50% till 2020<sup>1</sup>

↓

### realistic goals and economic targets

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### ASFINAG Road Safety Programme 2020

- 13 target areas
  - 32 priorities
  - 130 measures

DURATION

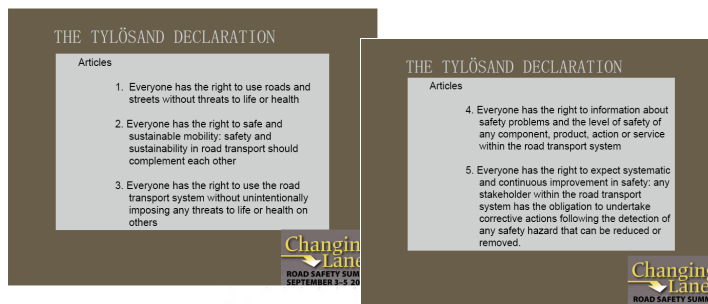
2010-2020

The diagram shows the ASFINAG logo at the center, with 13 arrows pointing outwards to various target areas. These areas include: Safety Management and Performance, Tunnel Safety, Roadwork Sites, Safety Scoreboard, Workway Safety, Heavy Goods Vehicle Safety, Communication and Awareness Raising, Measurement, Capacity, Employee Safety, Safety Management and Performance, Strategic Approach of the Program, and Safety Management and Performance. Each target area has a small box with specific details.

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## Benefits of the Safe System Approach for a Motorway Operator

- The philosophy of the 'Safe System Approach' builds on the 'Vision Zero' and the 'Sustainable Safety' approaches
- The approach is in full accordance with the THE TYLÖSAND DECLARATION 2007:



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## Benefits of the Safe System Approach for a Motorway Operator

- The approach is based on risk models and cost-benefit-ratios. As far as long-term investments are concerned this is the best way to ensure economically sound decisions.
- The approach is the optimal path to new technologies such as cooperative systems.



Volvo Vision 2020

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