



Asociación Argentina
de Carreteras



November 6th - 8th, 2013 Hotel Panamericano – City of Buenos Aires, Argentina
“URBAN MOBILITY, ROADS NETWORK OPERATION AND ITS APPLICATIONS”

Efforts at Intermodality

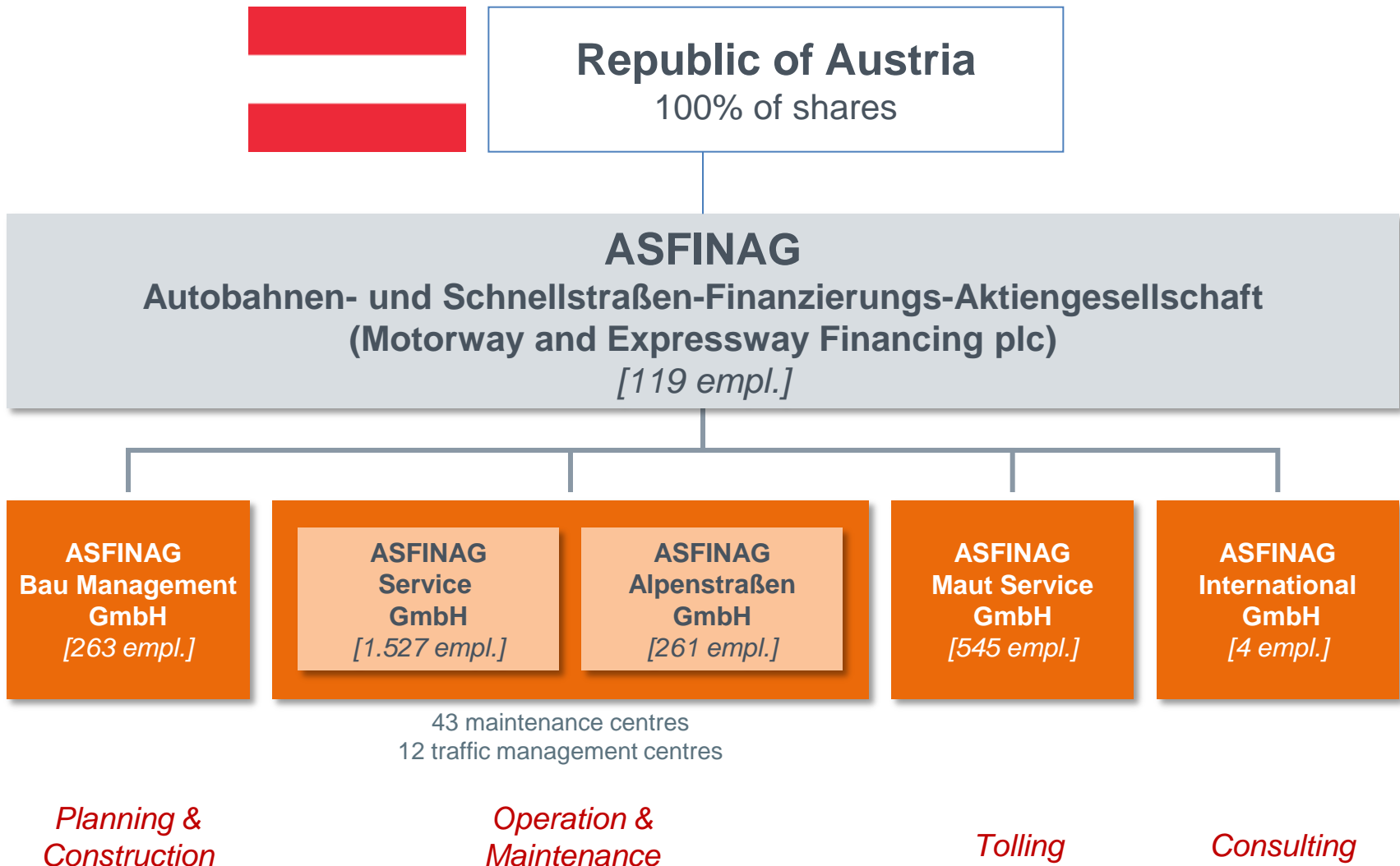
Markus Meissner,
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ASFINAG, Austria



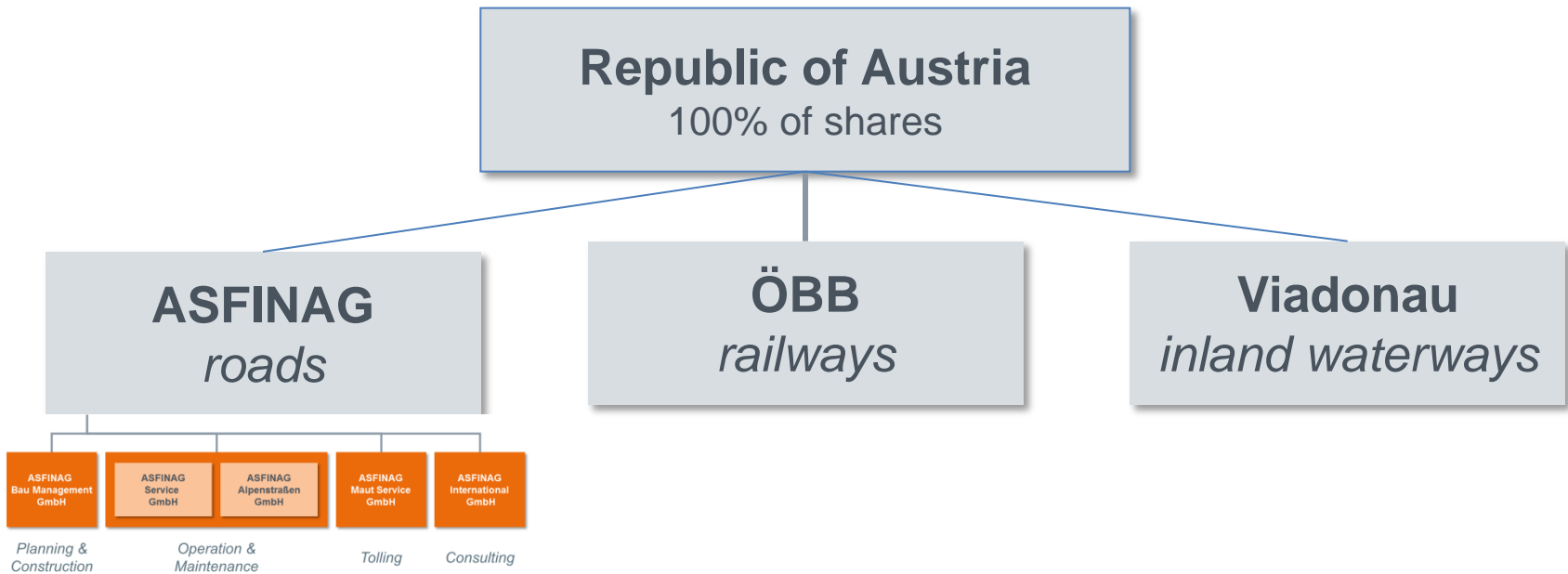
Austria



ASFINAG – organisational chart



The ASFINAG Group



The ASFINAG Vision 2020

Top-level Service Provider

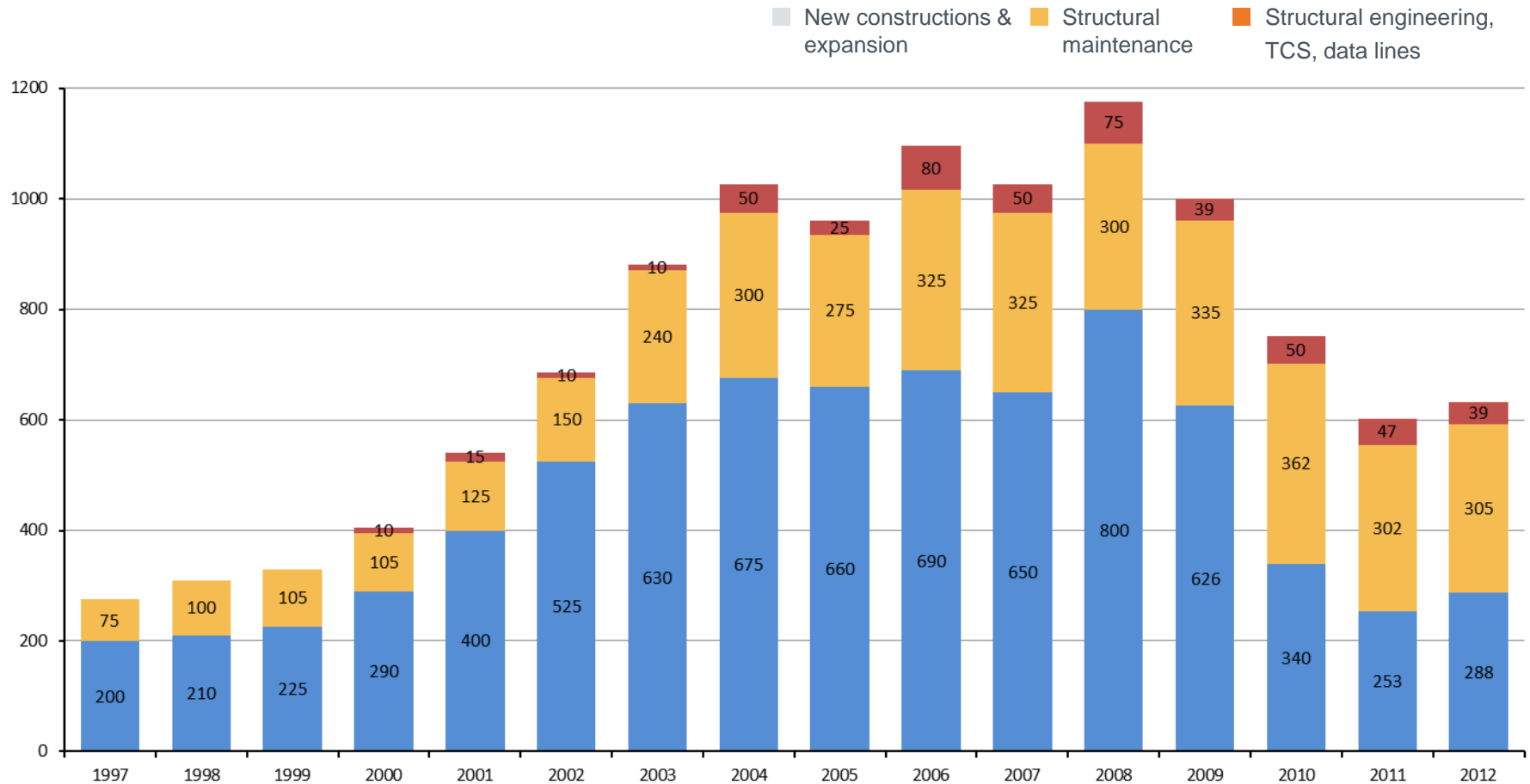
ASFINAG is one of Europe's leading motorway network operators with a special focus on

- availability
- traffic management
- traffic information
- road safety and
- technological innovations

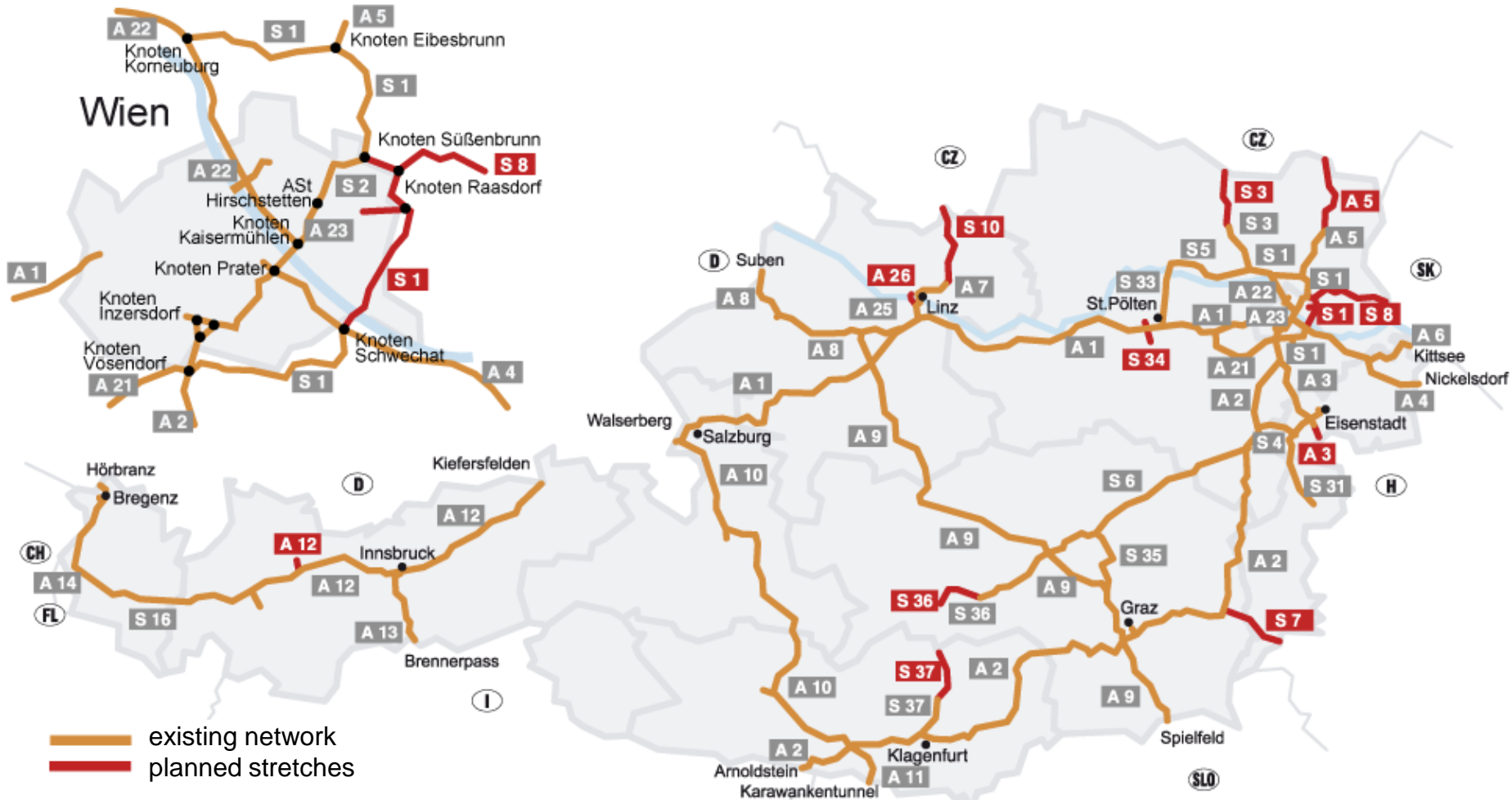
We act internationally and interlink with public transport.

ASFINAG Construction Activities

Facts & Figures 1997 – 2012 in EUR mil.












ASFINAG Road Network



Total length: 2.178 km

Toll System in Austria: Overview and Revenue 2012

Up to 3.5t mpgw	<p>Toll sticker </p> <p> </p> <p><i>Revenue*) of EUR 383 million</i></p>	<p>Special toll</p> <p> </p> <p><i>Revenue*) of EUR 136 million</i></p>
More than 3.5t mpgw	<p> Fully electronic toll payment by GO-Box</p> <p>  </p> <p><i>Revenue*) of EUR 1,103 million</i></p>	

*) net revenue 2012, rounded

Why do we care for intermodality?

- **Because we are allowed to**
We are state owned and not maximizing profits.
- **Because we can afford to**
We are profitable and we pay our debts within the next 25 years.
- **Because our owner is not thinking roads only**
Ministry is responsible for rail, roads and waterways.
- **Because we (all will) need to:**
 - ongoing urbanization
 - motorized individual transport at its limits
 - lack of road and parking capacity

Construction Activities – Facts & Figures I

Costs of building motorways and expressways



Rural areas:

EUR 10-25 Mio. / km
ARS 81 – 203 Mio. / km



Urban areas:

EUR 60-80 million / km
ARS 487 – 650 Mio. / km

Two Pillars of intermodality

Hardware

Provide physical links
Offer choice
Raise convenience



- Freight Terminal TWIN
- P+D occupancy + Bike
- Corridor thinking

Software

Raise convenience
Provide reliable information
Reward flexibility



- common base map
- ROUTABLE across all modes
- common Traffic Information

Hardware 1: TWIN

- **New Freight Terminal**
 - links high level rail and high level road
 - direct link from the motorway to the terminal (1st one in Austria)
 - in a heavily industrialized area
 - in the south of Austria's capital, on the border of two provinces



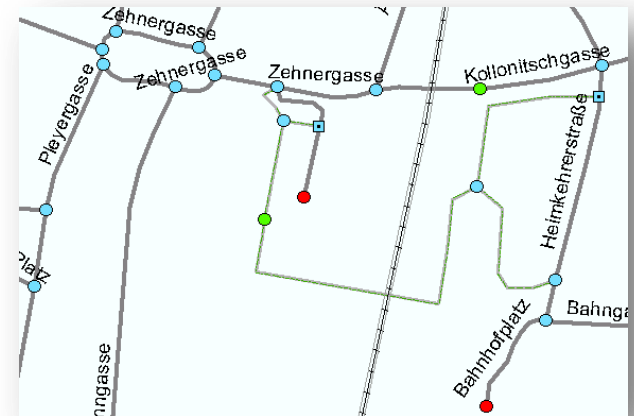
Hardware 2: Park and Drive lots for Commuters

- « put several cars into one »
 - occupancy curr. 1.07 pers/car (during commuting peaks)
 - saves money to the commuters
 - splits the distance → enables switching from car to: ebike, ecar, bus stop
 - very well accepted, actually quite cheap



Software: Graph Integration Platform

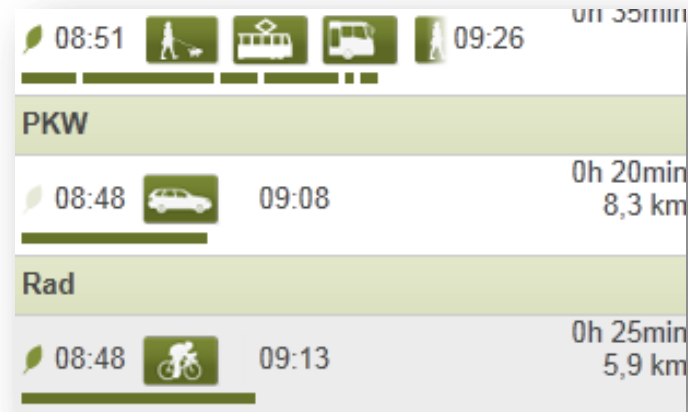
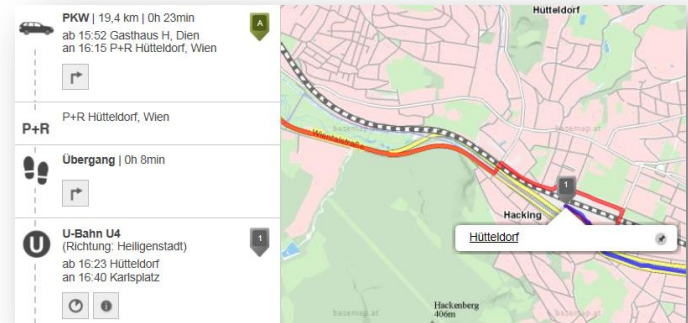
- **GIP.at and GIP.gv.at**
 - common Austrian digital map for routing all modes
 - authorized by federal states, road agency (ASFINAG) and federal railways (ÖBB)
- **Basemap.at**
 - background map tiles
 - source: GIP and geographical data
- **Data of all partners**
 - Kept an maintained by these partners
 - serving multiple purposes



Traffic Information Austria (1)

Intermodal routing door to door for the whole country

Comparison of travel times through different modes, including environmental aspects (green transport)



Traffic Information Austria (2)

Complete public transport timetables and departure screens



Traffic cameras and traffic messages

Real-time and forecast of traffic situation



Benefits

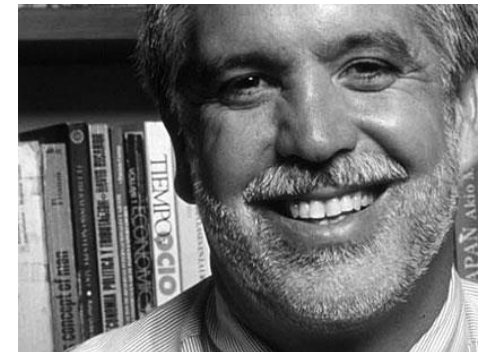
- For partners
 - synergies in development, purchase and licensing
 - common basis for services
 - up-to-date information & graph (GIP)
 - awareness, active traffic control and management
- For users
 - reliable, high quality information
 - comprehensive traffic information: multimodal, all means of (public) transport
 - consistency
 - free to use

The End

“An advanced city is not a place where the poor move about in cars, rather it’s where even the rich use public transportation.”

"Una ciudad avanzada no es en la que los pobres pueden moverse en carro, sino una en la que incluso los ricos utilizan el transporte público"

(Enrique Peñalosa Londoño
economista, administrador y político colombiano,
alcalde mayor de Bogotá 1998 a 2000)





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Thank you for your attention

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Technical Coordination

ASFINAG

