



Operational Maintenance @ ASFINAG

Dipl.-Ing. Werner Seidl

ASFINAG

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I. ASFINAG

ASFINAG road network and projects

Company review, ASFINAG group structure

Organisational structure for the maintenance



The Austrian landscape



The Austrian landscape falls into five main sections:

- Eastern Alps 20,332 sq. miles = 62.8 %
- Alpine and Carpathian Foothills
3,658 sq. miles = 11.3 %
- Pannonian Lowlands
3,658 sq. miles = 11.3 %
- Vienna Basin 1,424 sq. miles = 4.4 %
- Granite and Gneiss Highlands (Bohemian Massif)
3,269 sq. miles = 10.1%



ASFINAG road network and projects



- 2080 km in operation (incl. 160km tunnels and 210km bridges)
- 140 km passenger car time-dependent toll
- 420 km being planned or under construction



Company review

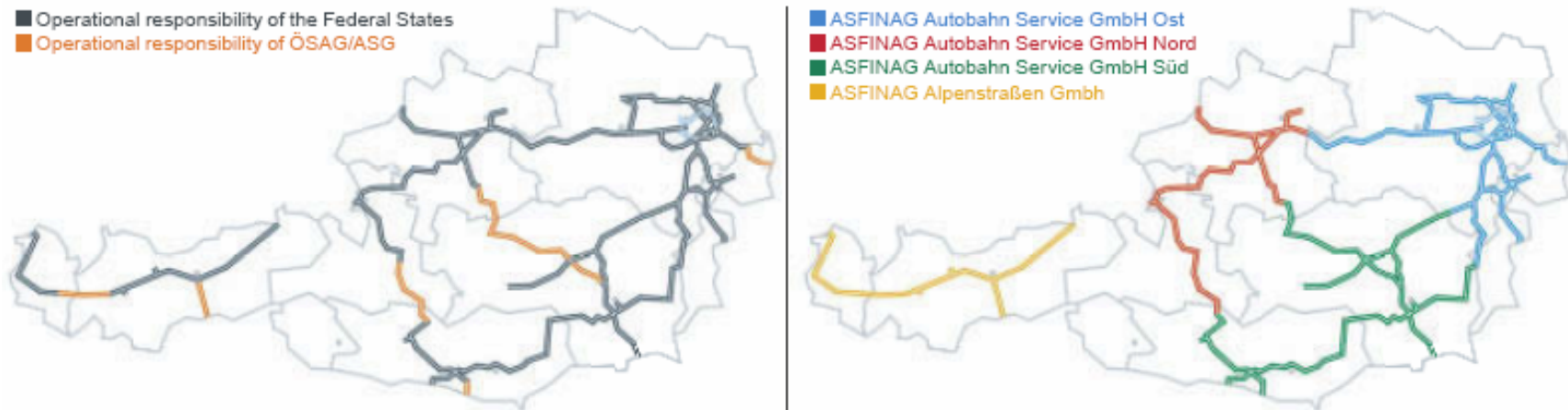
„ASFINAG new“

- | 1997: Usufructuary Contract (toll sticker – „Vignette“) ASFINAG Enabling Act 1997
- | 2004: Start of toll system for vehicles > 3,5t tax
- | 2005: Integration of EUROPPASS LKW-Maut-system GmbH into ASFINAG
- | 2006: Termination of contracts for work and services with the federal provinces



„ASFINAG new“

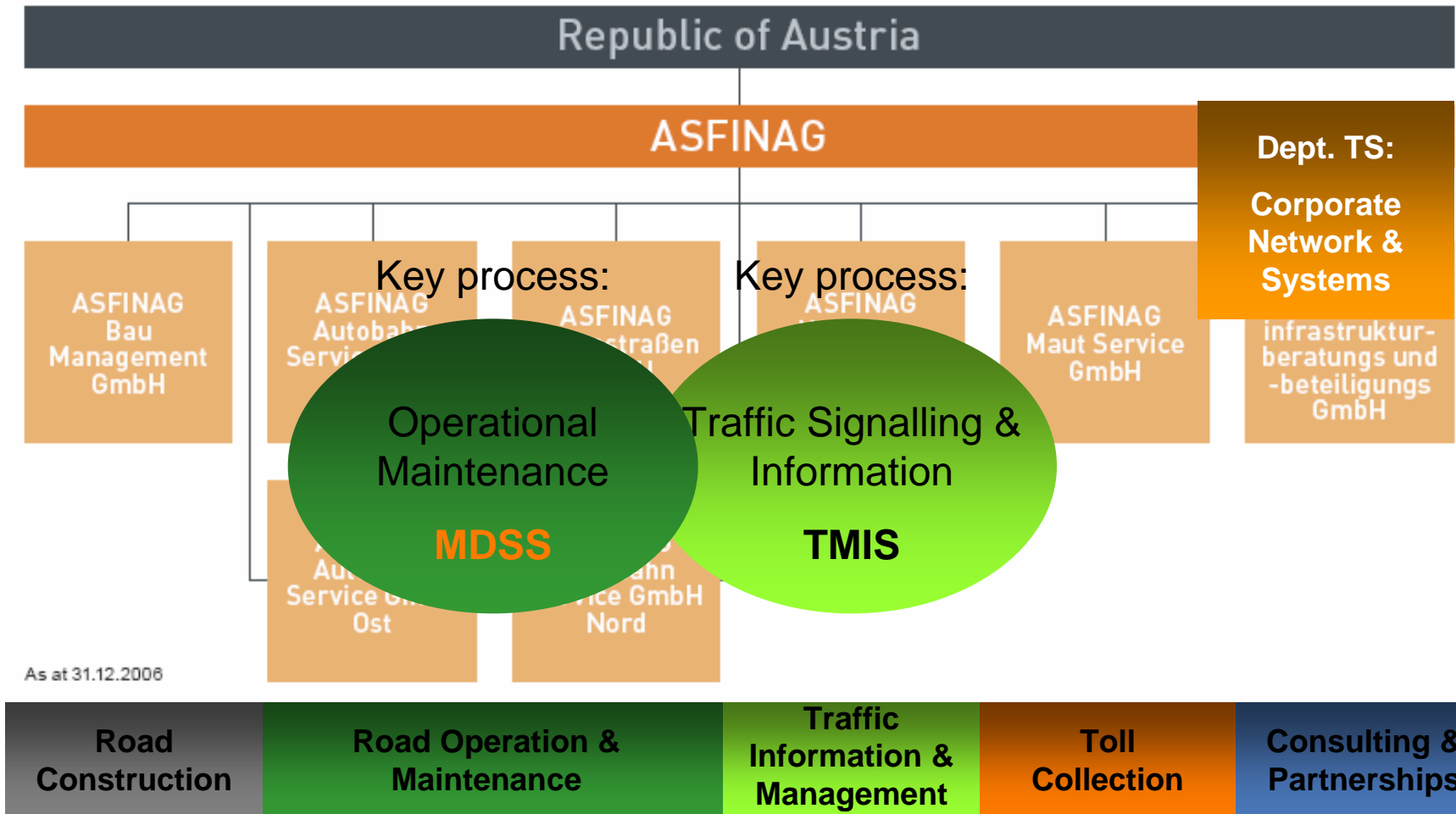
- I ASFINAG is – by law – responsible for the planning, construction, operation and maintenance of the Austrian motorway and expressway network
- I May 1st 2006: integration of all organisational units into a single performance-oriented control unit



- I Positioning of the ASFINAG group as a customer-oriented service business.



ASFINAG Group



Operational Excellence Trough Operational Intelligence



Organisational structure for the maintenance

- | Operational & constructive maintenance
 - | 1800 employees
- | Operational Units, currently
 - | 30 motorway maintenance depots
 - | 15 surveillance centers
- | Performance oriented controlling and revenue concept
 - | quantity-dependent as well as a variable, quality-dependent compensation
 - | Ongoing implementation
- | Focus of transformation
 - | Unified optimised corporate structure until 2010



II. Maintenance Decision Support System

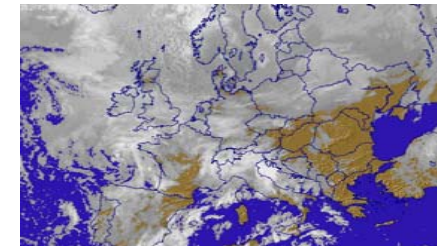
MDSS & related projects

MDSS – our approach and future challenges

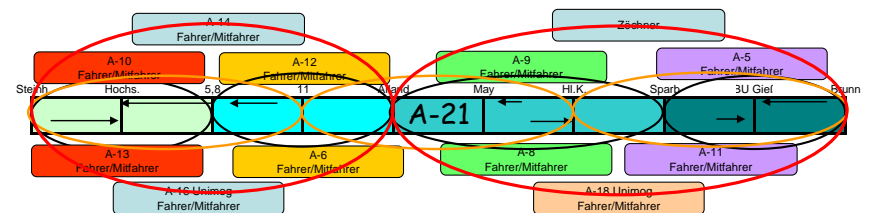


MDSS & related projects

- Central Road Weather Forecast Service
 - Provides specialised road weather information services based on road weather sections for ASFINAG Group
 - Road Maintenance
 - Traffic Information & Management



- MDSS Core System
 - High-resolution road condition prediction, proper event signalling/alarming and treatment recommendations based on road weather scenarios, route planning & monitoring
 - Dataprocessing
 - Role-specific user frontends (fixed, mobile devices)





MDSS & related projects

- | Road Weather Measurement Improvement
 - | Development of a Road Weather Station Standard
 - | Criterias for planning, implementation and operation
 - | Conduction of Thermal Fingerprint Measurements
 - | Roll-out-Planning & Pilot-Implementations
 - | Integration and refurbishment of legacy ice warning systems

- | Communications & Ressources
 - | Vehicle communications
 - | Cockpit: Man Machine Interface Standardisation
 - | Sensing, tracking & data transfer
 - | Stock measurement for anti-icing / deicing materials



MDSS – our approach & future challenges

- | The MDSS-project is a driver for change within operational maintenance
 - | Best practice
 - | Wich are common decision and treatment practices?
 - | Wich are special decision and treatment practices?
 - | Wich improvements should be considered?
 - | Process-based and solution-based work will get a clear link and schedules will be aligned
- | MDSS and TMIS are going to share weather & measurement data and to deliver integrated services (i.e. road work planning, traffic signalling, mobility index)
- | MDSS will make use of geo-referenced data via GIS and exchange specific information with the ERP-System and / or Data-Warehouse



Operational maintenance with MDSS

- | MDSS-Rollout will be conducted in yearly steps and has to
 - | deliver clear customer benefits
 - | meet the related business case

- | Thank you for your attention!