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## Press Information

### Welcome news: the date has now been settled –

**GIFA, METEC, THERMPROCESS, NEWCAST are being held in Düsseldorf from 16. to 20. June 2015**

The industry has been waiting for this news: the date for the next GIFA, METEC, THERMPROCESS and NEWCAST has now been settled. The international trade community will be able to experience the four successful technology trade fairs again in Düsseldorf from 16. to 20. June 2015. Project Manager Friedrich-Georg Kehr: "We are delighted to have found another date in the early summer, which will certainly help to create a good atmosphere for discussions and business transactions in the halls on the exhibition site."

The last "Bright World of Metals" set a new record for the trade fairs, with about 2,000 exhibitors, 78,558 square metres of stand space and 79,000 visitors from 83 different countries. The events held last year therefore had a strong impact on the foundry technology, metallurgy, thermo process technology and castings industries that exhibited there too. Numerous business transactions were already concluded while the fairs were still in progress, while most of the companies also reported that business continued to develop exceptionally well afterwards.

Kehr: "We hope that this momentum is maintained over the coming three years as well. Our aim is to stay in contact with exhibitors, visitors and the media throughout the years between the events too, via our informative and up-to-the-minute trade fair portals." Business and product news that is updated on a daily basis is provided on the websites [www.gifa.de](http://www.gifa.de), [www.metec.de](http://www.metec.de), [www.thermprocess.de](http://www.thermprocess.de) and [www.newcast.de](http://www.newcast.de).

GIFA, METEC, THERMPROCESS, NEWCAST 2015 Press Department

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## A CONTRIBUTION TO METHODOLOGICAL APPROACH OF TRAFFIC SAFETY ANALYSIS OF A CERTAIN AREA

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**Key words:** traffic accidents, traffic safety, street network



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**Abstract:** When analyzing an area of road safety an important role has methodological approach. Analysis of security in some cities has clearly evident need for well practice methodology, monitoring and preventive package of measures intended to protect all categories of road users. Many years of monitoring and analysis of temporal and spatial distribution of traffic accidents make it possible to detect the laws of motion and thus include the total knowledge of the phenomena that are a prerequisite for the successful operation of a society. This study gives a possible approach for a specific area by analyzing the current situation of traffic safety with appropriate measures for improvement.

### 1. INTRODUCTION

It is difficult to coordinate the traffic expansion with its control and safety, which resulted in increased number of traffic accidents, material damages and death toll. In the very beginning of traffic development there was no significant research influencing the safety level; the traffic was based on common sense [1]. Unfortunately, our understanding of the complexity affecting the traffic safety is not enough to solve the problem, so it is necessary to replace that kind of understanding with proper data and technical analyses [2]. Incapacity of the science to interpret all the accidents and their causes as well as unwillingness of the society to prevent the accidents have resulted in the delusion that a traffic accident is an "accident", i.e. that it happens accidentally, that it is caused by some external influences, and that it cannot be prevented. This delusion was so widespread that it brought about passivity and the lack of ambition to improve the traffic safety in many countries including Serbia. In 2000 the injuries caused by traffic accidents were the ninth cause of working disability, and it is estimated that they will be the third by 2020 [2]. The money invested in the traffic safety is relatively small especially in developing countries. For instance, about \$0.07 and \$0.09 are spent per capita in Pakistan and Uganda, respectively, which makes only 1% of public expenditure. Unlike these countries, Great Britain, which is a highly developed country, spends approximately \$39.00 per capita on traffic safety [2]. However, this problem can be prevented in order to save people's lives if an appropriate preventing strategy is implemented. The basic mission in the field of traffic safety is to decrease the fatality rate, injury rate and economic losses caused by traffic accidents. If these parameters are observed in a long period it is possible to identify their changes. Therefore the success of the activities done so far can be analyzed and further

activities can be properly planned. Competent analyses should be done permanently, while the analyses should be reported periodically depending on the problem (each year, every five years).

### 2. METHODOLOGICAL APPROACH TO THE TRAFFIC SAFETY ANALYSIS OF A CERTAIN AREA

Previous research dealing with evaluation of the risk and safety level can be divided into four chronological groups [3]: 1) establishing the interactivity between motorization level, traffic risk and public risk, 2) establishing interactivity between the trend of motorization level, traffic risk and safety risk, 3) integration of many variables in the risk evaluation and safety level, 4) connection between production, good practice and strategic evaluation of traffic safety. In the project [4] numerous indicators were identified but the following ones were suggested: the number and proportion of the fatalities and injured people in crashes in which at least one of the road users was under the influence of alcohol, arithmetical mean value and standard speed deviation, speed exceeding according to vehicle category, use of safety belts, use of the helmets by motorcycle drivers, percentage of use of headlights during the daylight, the age of the vehicle fleet, the structure of vehicle fleet, the evaluation of the roads by a method (*EURORAP* and so on) for all road categories, the percentage of the care for the injured in a defined period. Zhang et al. (2010) used the following indicators to evaluate the safety: traffic risk (the number of fatalities compared to the number of motor vehicles and compared to the number of passenger cars); public risk (the number of fatalities compared to the population); ratio between the number of fatalities and gross national income (*GNI*); identification and comparison of the trend of some analyzed indicators.













