

LANDES FEUERWEHR STYRIEN STEIERMARK



**MEIN ARBEITSPROJEKT INTERVENTIONSKLASSE 2016**
INTERDISZIPLINÄRE COOPERATION FÜR BEI KRAFTFAHRZEUGEN

Capital city Graz
Professional fire dep. Graz

görling abw. „Daten“

LANDES FEUERWEHR STYRIEN STEIERMARK




Heimo Krajncz



- Dep. Chief Civil protec. and fire dep. Graz
- Head of operation and Quality-manager
- Innovation, Fire- fighting tactic
- Projectmanager EU SIAT Project Goal
- EU Coordination, technical, assessment Expert
- Teamleader of an EU Intervention Modul
- Representative of the federal fire fighting association styria and austria – special subject area international and national disasters and catastrophes

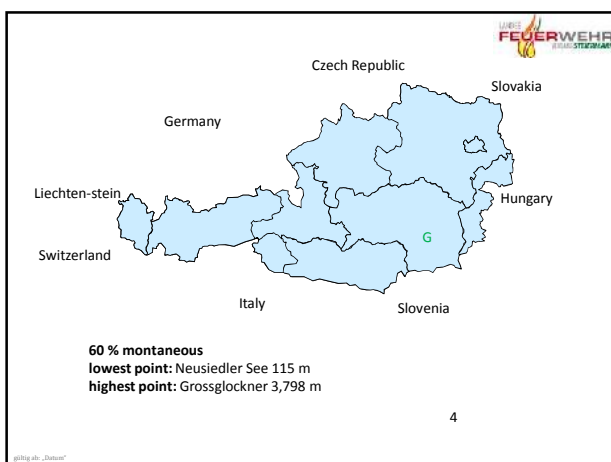
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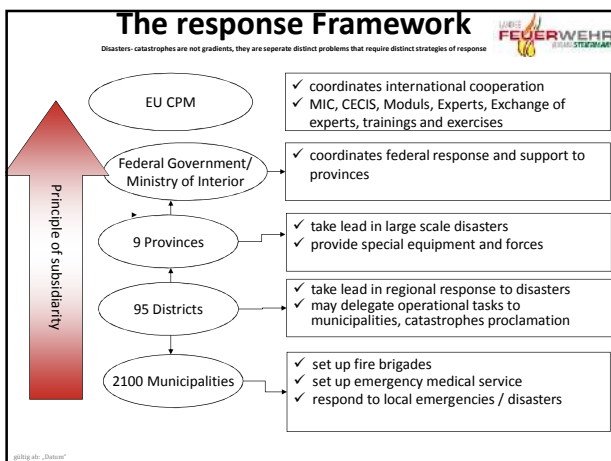
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- 1. Austrian National facts**
- 2. City Graz**
- 3. Public traffic -problems and challenges**

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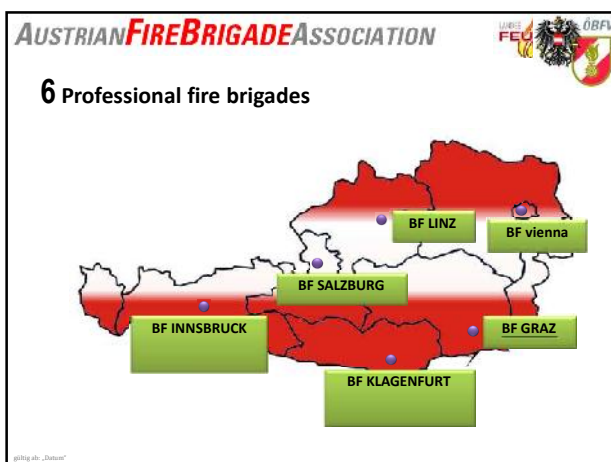


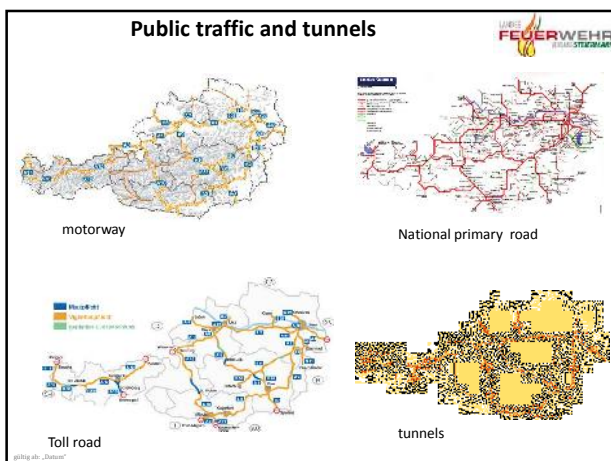
AUSTRIAN FIRE BRIGADE ASSOCIATION

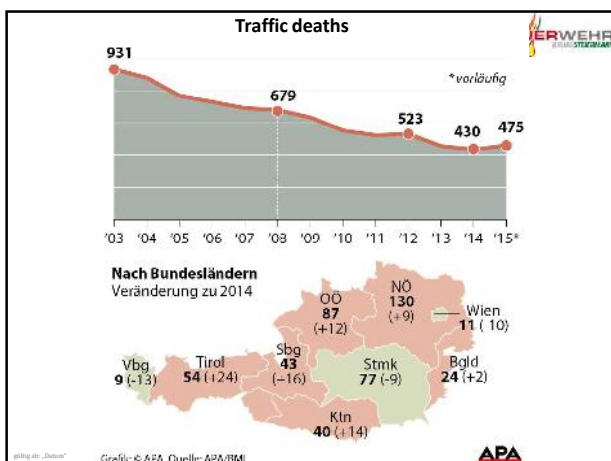
Austria

capital: Wien/Vienna
 surface: ca. 83.871 km²
 inhabitants: 8,402.908
 9 regions
 15 cities with special status
 9 administrative districts
 2.100 communities
 4.854 fire stations

The logo "LEIBNIZ FEUERWEHR UNIVERSITÄT SIEGEN" is in the top right corner.

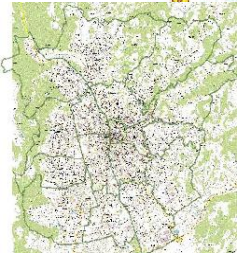







Protective area Graz

- Size: app.146 km² = 36.078 acres
 - (city area and municipality of Thal)
- Persons: app. 423.000
- Sea level: 353 m above sea
- Road network: ~ 1.100 km
- Difficult zones of Graz
 - Old part of the town
 - 41.300 buildings, app. 2.000 of them are presenting a fire hazard
 - housing estate (app.200 towers between 22 and 75 m = 72 and 246 ft)
 - Plabutschunnel (length app 10 km = 10.936,37 yard)
 - traffic junctions (highway west and east)
 - malls, hospitals, industry






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Requirements planning

Schritt	Prozess	Inhalt	Grundlagen
1	Hazard analysis	Datenerhebung der gefahrenereigneten Objekte im Schutzbereich	<ul style="list-style-type: none"> • GIS Daten • Seveso Betriebe • Betriebe nach § 28 Abs. (4) Feuerpolizeigesetz.
2	Risk analysis	$R = P0 \times Lx *$	Ermittlung der Risiken an Hand empirischer Daten und Eintrittswahrscheinlichkeiten
3	Protection goals	Definition von Schutzzielen: In welcher Qualität sollen die: Brandlösungs- Techn. Hilfestellungen, Schadstoffeinsätze, Wasserrettung, Tierrettung und der Kat-Einsätze erfüllt werden?	Die Grundlage der Schutzzieldefinition bildet die Beschreibung einer alltäglichen, vom Geometrisch abhängigen Einsatzsituation. Dies betrifft die Aufgabenebene - Brandschutz, THL, Umweltschutz (Schadstoffeinsatz), Wasserrettung sowie Aufgaben die vom Gemeinderat der FW übertragen worden sind.
4	First aid period	In welcher Zeit sollen FW-Kräfte am Einsatzort sein?	Orbit Studie, Einsatzverfahren
5	Man power	mit wie vielen FW-Kräften und welchen Gerätschaften am Einsatzort sein?	Anhand von Szenarien werden die Einsatzkräfte taktisch mit der notwendigen Technik, strategisch eingeteilt.
6	Goal achievement	Paralleleinsätze bzw. geographisch die Szenarien innerhalb der Hilfsfrist abdecken können?	Einsatzstatistiken, Abdeckungsgrade auf Grund isochronen Berechnungen.



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Overview fire dep. Graz

- 1 prof. Fire department full time (24/7) 3 Stations
- 1 Volunteer fire brigade
- 23 factory fire departments
- In all 62 functions professionals full time (24/7)
- Volunteer fire brigade since 2008 re- established.

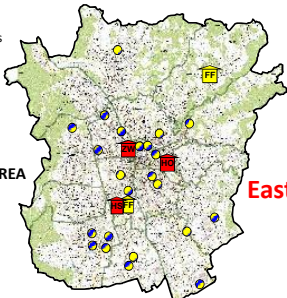
FIRE PROTECTION AREA


WEST
East

■ Full time

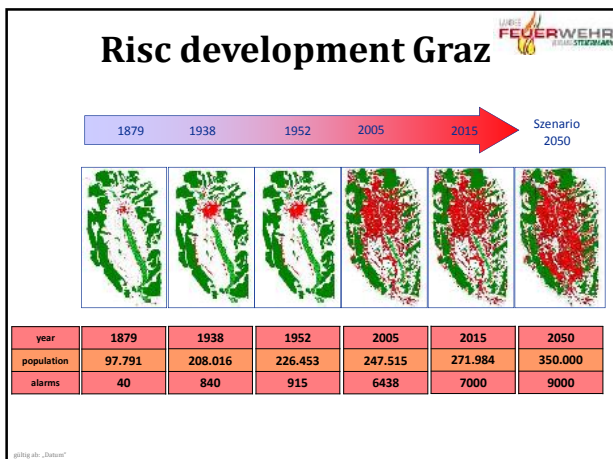
■ volunteers

● Work fire stations

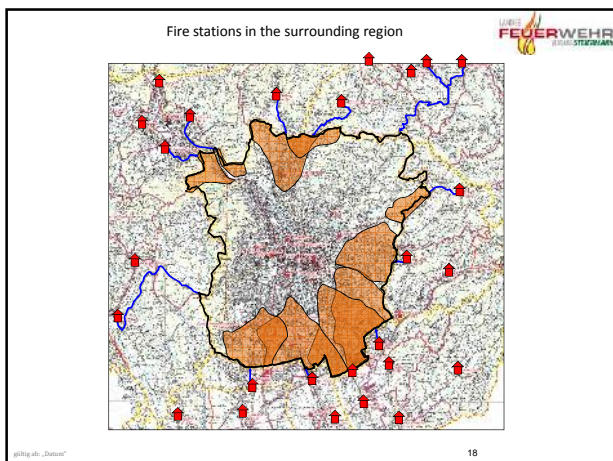





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traffic regulations



- Preferred emergency -vehicles with siren wailing and blue light flashing

priority order

- 1. emergency vehicle,
- 2. fire service,
- 3. police,
- 4. any other

göteborg ab - Datas

Traffic jam - emergency corridor

Benefits of the emergency corridor at a glance

- clear and simple rules of conduct
- rapid approach and arrival of the emergency services
- wide approach lane
- rapid assistance of the injured
- no obstruction of the access by broken-down vehicles on the hard shoulder
- uniform principle with neighbouring countries:
Germany, Czech Republic, Slovenia and Switzerland

Increased traffic: form emergency lane!

Looking ahead in stop traffic all vehicles entering the far left lane, drive as far to the left as possible. All other drive so far to the right as needed to define therebetween a free track. Here also the hard shoulder should be used. The vehicles are to be classified in parallel to the road course. Oblique stationary vehicles may hinder emergency vehicles. In addition, one's own progress is impeded in traffic by traversing standing.

When?

The emergency corridor is formed by all road users, who for their part are required to drive attentively. The emergency corridor only functions when all road users abide by it and allow the emergency services to access the accident site quickly and safely.

How?

Road users in the left-hand lane must keep as far over to the left as possible. All road users in the right-hand lane must move as far to the right on the carriage way as possible, also using the hard shoulder if required.

Disobedience is not a cavalier's offense

Anyone who doesn't get in lane or even drives along the contingency corridor is risking lives. And a reminder: penalties of up to EUR 2,180 apply to the obstruction of emergency vehicles or the unlawful use of the contingency corridor. The rules are clear. Road users in the left-hand lane must keep as far over to the left as possible. All road users in the right-hand lane must move as far to the right on the carriage way as possible, also using the hard shoulder if required. In this way, the same principle applies in Austria as in the neighbouring countries of Germany, the Czech Republic, Slovenia and Switzerland.

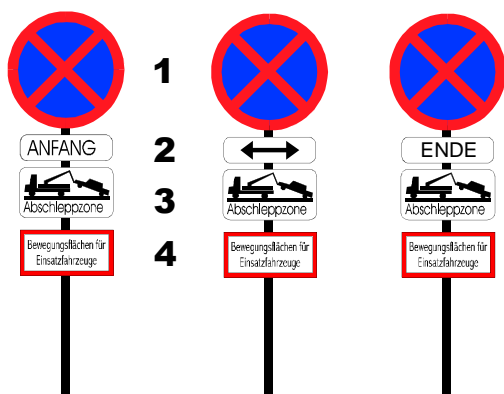
Problem with parking cars

Necessity or annoyance evil?


Why is there a problem in urban areas?

- **General park- situation**
- **Bad or false marking (possible error)**
- **Seldom inspection trough local authority (habituation-effect)**
- **lack of Information**
- **etc.**

Labeling requirements



Sittraffic® Stream



<http://www.mobility.siemens.com/mobility/global/de/nahverkehr/strassenverkehr/infrastruktur-und-staedtische-verkehrssteuerung/sittraffic-stream-vorfahrt-fuer-die-feuerwehr/seiten/sittraffic-stream-vorfahrt-fuer-die-feuerwehr.aspx>

- Rescue vehicle prioritization with minimal impact on cross traffic
- No special equipment for intersection controllers needed
- Excellent value - also in the experts' eyes
- [Video](#)

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Mängel bei Zufahrten und Ausfahrten für Einsatzfahrzeuge

Wissens: Die Betriebsbereiche sind für einen Notfall einstellbar und ein einseitiges Absperrsystem ist durch die Situation des Verkehrsmittels oder durch die Situation der Straße zu ändern.

Bediener:


Dienststellen Name: Post
 Ort: 1000
 Zuständig: Wien
 Zuständigstellung: Wien

Kurzbeschreibung:


Eventuelle Skizze:

Maschinen:

Nummer	Typ	Stellen	Zustand	Menge	Verfübarkeit

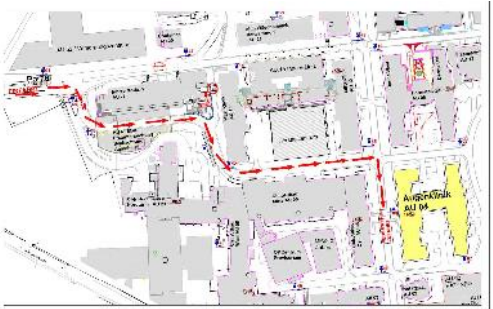


Formblatt für Einsatzfahrzeuge zur Evaluierung von Problemen



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Plan of operation : approach to objects



LEGENDE:

→ Fahrweg

→ Zufahrt

Information:

Stand: 2019/12/4

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