# Two views on how to build road safety.


## Sardinia

Area: ~24 000 km$^2$ Population: ~1,6 million people Density: ~69 people/km$^2$


## Skåne - Sweden

Area: ~11 000 km$^2$ Population: ~1,3 million people Density: ~120 people/km$^2$

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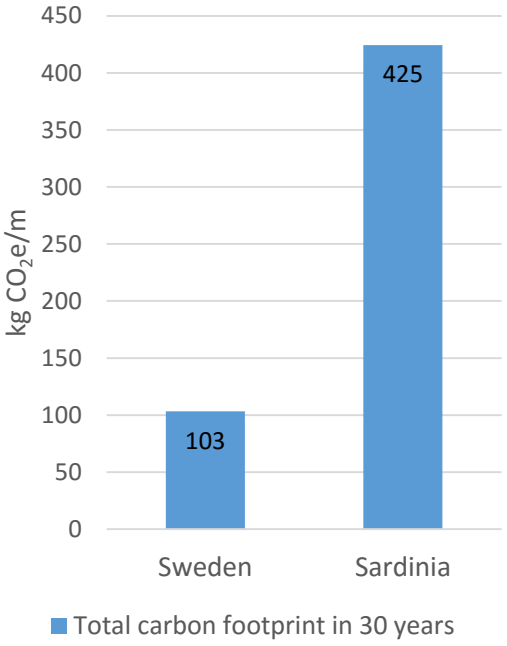
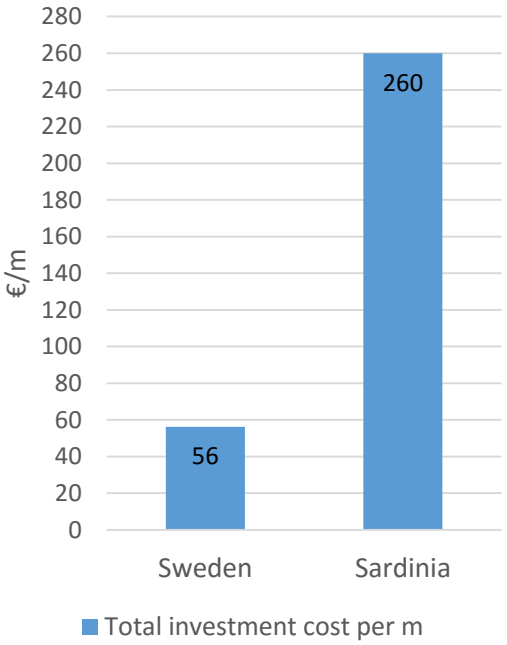
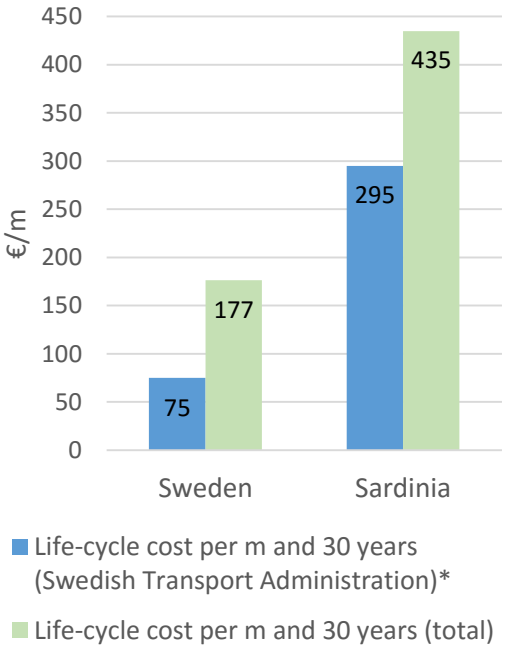
It is essential for road authorities to choose wisely in order to achieve maximum amount of road safety per invested tax revenue – whilst keeping environmental impact to a minimum!




Carbon emission conversion factors:

| | |
|---|---|
| Plain steel | 1 kg ~ 1,72 kg $CO_2$e |
| Processing of steel | 1 kg ~ 0,88 kg $CO_2$e |
| Hot dip (100 µm Ze) | 1 $m^2$ ~ 6,2 kg $CO_2$e |
| Stainless steel | 1 kg ~ 2,02 kg $CO_2$e |
| Processing of stainless | 1 kg ~ 0,98 kg $CO_2$e |
| Plastics (PP) | 1 kg ~ 1,975 kg $CO_2$e |
| Processing of PP | 1 kg ~ 1,25 kg $CO_2$e |
| Concrete (reinforced) | 1 kg ~ 0,12 kg $CO_2$e |
| Freight | 1 kgkm ~ 0,00019 kg $CO_2$e |
| Diesel (installation) | 1 l ~ 2,54 kg $CO_2$e |
| Petrol (queue) | 1 l ~ 2,36 kg $CO_2$e |
| Conversion factors obtained from: IPCC GWP, Greenhouse Gas Protocol and environment consultant companies RSM&CO and Intertek. | |




* In Sweden, the governmental Swedish Transport Administration invest tax-payer's money into road safety installations. Furthermore 50% of material costs from barrier repairs is charged the Swedish Transport Administration, remaining repair costs is covered by road users through car insurance policies.

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