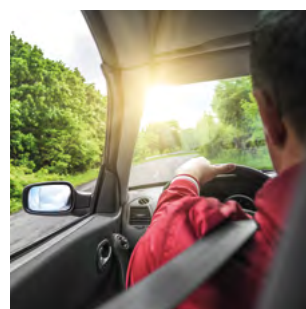


Road Safety in Austria Annual Report 2016

Road Safety Work
Implementation of the Road Safety Programme



(Photo credits: Fotolia, iStock)

Contents

1. Road Safety Work

1.1	Participants in Austria	2
1.2	International Institutions	3
1.3	Road Safety Fund	4
1.4	Awareness-Raising Measures and Campaigns	7
1.4.1	National Activities and Events	7
1.4.2	Selected National Awareness-Raising Measures and Campaigns	9

2. Implementation of the Road Safety Programme

2.1	Road Safety Programme 2011 – 2020	11
2.2	Legal Changes in the Road Safety Sector in Austria	13
2.3	Areas of Intervention	14
2.3.1	Special Road User Groups	14
2.3.2	Alcohol and Drugs	16
2.3.3	Motorcycle Accidents	16
2.3.4	Seat Belts	17
2.3.5	High Accident Concentration Sections and Integrated Road Network Safety Management	17
2.3.6	Fatigue and Distraction/Lack of Due Care and Attention	18
2.3.7	Speed Management on Rural Roads	18
2.3.8	Level Crossings	19
2.3.9	Enforcement	19
2.3.10	Driver Education	20
2.4	Additional Road Safety Programme 2011–2020 Measures Already Implemented	20

Glossary

Accident: The term "accident" refers to road accidents that result in injuries to road users. An accident is deemed to have occurred when one or more road users are killed, injured or sustain some other form of damage to their health on public roads as a result of a sudden traffic-related incident involving at least one moving vehicle.

Injured road users: Injured road users are persons who sustain serious or minor injuries in a road accident. A health impairment that lasts longer than 24 consecutive days is generally classed as "serious". Until 31.12.2011, injuries to road users were classified into three categories: serious injuries, minor injuries and non-discernible injuries. The "non-discernible injuries" category was dropped with effect from 1.1.2012. Since then, all injuries have been explicitly assigned to a specific category.

Fatalities: Persons who die as a result of a road accident, either immediately or within 30 days of the accident, are classed in Austria as road accident fatalities.

Road accident victims: Road accident victims are persons who are killed or suffer injuries (serious or minor) as a result of a road accident.

Abbreviations

ADM	Accident Data Management
ARBÖ	Auto-, Motor- und Radfahrerbund Österreichs (Automobile, Motorcycle and Cycle Club of Austria)
ASFINAG	Autobahnen- und Schnellstraßen-Finanzierungs- Aktiengesellschaft
AUVA	Allgemeine Unfallversicherungsanstalt (Austrian Workers' Compensation Board)
BM.I	Austrian Federal Ministry of the Interior
BMASK	Austrian Federal Ministry of Labour, Social Affairs and Consumer Protection
BMB	Austrian Federal Ministry of Education
BMGF	Austrian Federal Ministry of Health and Women's Affairs
bmvit	Austrian Federal Ministry for Transport, Innovation and Technology
EU	European Union
HACS	High Accident Concentration Section
HGV	Heavy Goods Vehicle
KfV	Kuratorium für Verkehrssicherheit (Austrian Road Safety Board)
ÖAMTC	Österreichischer Automobil-, Motorrad- und Touring Club (Austrian Automobile, Motorcycle and Touring Club)
ORF	Österreichischer Rundfunk (Austrian Broadcasting Corporation)
RVS	Austrian Road Guidelines and Regulations

Foreword

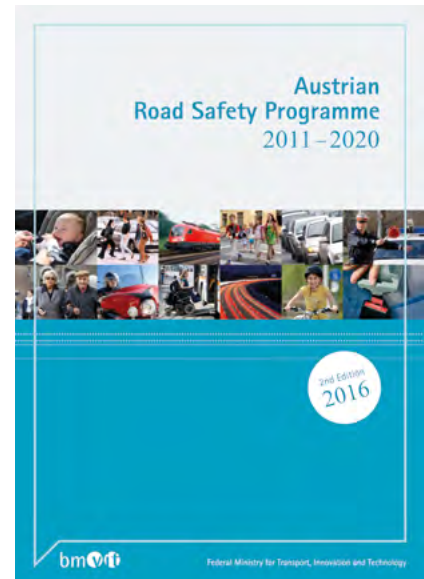
The Austrian Federal Ministry for Transport, Innovation and Technology (bmvit) has published its Annual Report on Road Safety in Austria each year since 2007. The report offers an overview of road safety work in Austria and provides information on current trends in accident statistics.

The Austrian Road Safety Programme 2011–2020¹ was published in 2011. The 2016 edition of the Annual Report on Road Safety in Austria reports on the implementation of the measures contained in the Road Safety Programme's individual areas of intervention and outlines the resulting successes in reducing the number of accidents, injuries and fatalities on Austria's roads.

The Annual Report supports the organisations involved in road safety work, e.g. research institutes, government ministries and regional authorities, in the development, planning and implementation of further road safety measures. This, in turn, also establishes the basis for the achievement of the ambitious goals set in the Road Safety Programme for the period to 2020 and allows any necessary adaptations to the programme to be made in a timely manner.

All analyses should factor in the changes to accident data collection procedures that came into effect from 2012. Since 1 January 2012, accidents in which a person or persons are injured on Austria's roads are recorded electronically by the police officers who respond to a road accident via an "Accident Data Management" (ADM) system and transmitted directly to Statistics Austria (Bundesanstalt Statistik Österreich). The actual accidents are recorded as soon as possible after they occur, while the full details of an incident may be entered into the system later in stages.

A major change is that all accidents are now assigned spatial coordinates using a geographic information system, a development which in future will significantly aid the identification of high accident concentration sections of the road network. The accident data collection catalogue was also updated in line with road safety and accident research requirements and considerably extended in comparison to the data previously collected via accident statistics reports.



Austrian Road Safety Programme 2011–2020

"Achieving the goals set out in the Road Safety Programme requires an effective mix of awareness-raising measures, corresponding laws and law enforcement as well as strong collaboration between all organisations that work to make our roads safer."

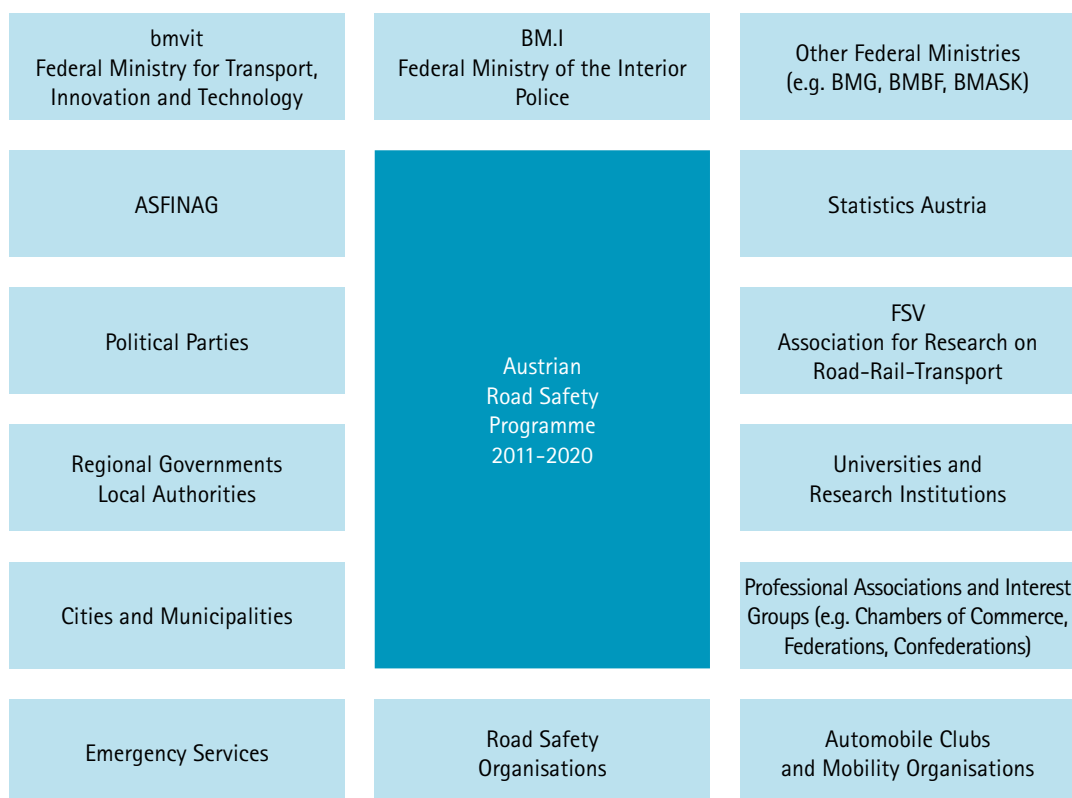
¹ Available for download at <https://www.bmvit.gv.at/en/verkehr/publications/index.html>

1. Road Safety Work

1.1 Participants in Austria

Road safety in Austria is the joint responsibility of various different institutions (such as regional authorities, political parties, research institutes, non-governmental organisations). The graphic below provides an overview of the different institutions and how they work together. At the core of road safety work in Austria lies the Road Safety Programme, which was first enacted in 2002 for the period from 2002 to 2010. The current Austrian Road Safety Programme 2011-2020 was published in February 2011. A comprehensive interim evaluation was carried out in 2015, following which a second edition of the Road Safety Programme 2011-2020 was published.

Road Safety in Austria: A Joint Responsibility



As a result of the Austrian Accident Investigation Act (*Unfalluntersuchungsgesetz*), which came into force in 2006, bmvit established the Road Safety Advisory Council as a forum for decision makers in matters relating to road safety. The Road Safety Advisory Council focuses in particular on the preparation, ongoing evaluation and development of road safety programmes for all modes of transport. Its members are made up of the transport spokespersons for the parliamentary political parties, safety experts for all modes of transport and representatives of government ministries, local and regional authorities, mobility clubs, chambers of commerce and industry, trade and labour associations, interest groups and research institutions. The Advisory Council's Roads Task Force was actively involved in the preparation of the Road Safety Programme 2011-2020, will support the programme throughout its duration and will evaluate it at regular intervals.

This Annual Report provides an overview of the implementation status of the Austrian Road Safety Programme 2011-2020 and thus serves as a tool for its ongoing evaluation.

1.2 International Institutions

Austria is represented in the following international road safety organisations and working groups:

CARE – European Road Accident Database	www.ec.europa.eu/transport/road_safety/specialist/statistics
CEDR – Conference of European Directors of Roads	www.cedr.fr
ECTRI – European Conference of Transport Research Institutes	www.ectri.org/index.html
ERSC – European Road Safety Charter	www.erscharter.eu
ERTRAC – European Road Transport Research Advisory Council	www.ertrac.org
ETSC – European Transport Safety Council	www.etsc.eu
European Commission	www.ec.europa.eu/transport/road_safety
FEHRL – National Road Research Centres in Partnership	www.fehrl.org
FERSI – Forum of European Road Safety Research Institutes	www.fersi.org
GRSP – Global Road Safety Partnership	www.grsproadsafety.org
ITF – International Transport Forum	www.internationaltransportforum.org
IRTAD – Accident Database of OECD	www.internationaltransportforum.org/irtad
JTRC – Joint Transport Research Centre of OECD and ITF	www.itf-oecd.org/research-centre
La Prévention Routière International	www.lapri.org
OECD – Organisation for Economic Co-operation and Development	www.oecd.org
PIARC – World Road Association	www.piarc.org
UNECE – Working Party on Road Traffic Safety	www.unece.org/trans/main/welcwp1.html
WHO – World Health Organisation	www.who.int

1.3 Road Safety Fund

The Austrian Road Safety Fund established at bmvit was set up with the aim of promoting and improving road safety in Austria. Its funding is drawn from the road safety contribution which motorists are required to pay when they order a personalised vehicle number plate (currently 200 euros for 15 years). Of this, 60 % is channelled back into the road safety fund of the respective individual federal state (*Bundesland*), while 40 % goes to the national road safety fund. The Road Safety Fund also receives funding from income retained in its entirety by the federal government under the provisions of the Austrian Transportation of Goods Act (*Güterbeförderungsgesetz*) as well as 70 % of fines generated under the provisions of the Austrian Road Tunnel Safety Act (*Straßentunnel-Sicherheitsgesetz*).

The Road Safety Fund uses this funding to finance projects to improve road safety and has been issuing corresponding themed calls for tender since 2010. The respective themes are defined by bmvit in line with the goals of the Austrian Road Safety Programme and current accident statistics trends.

A total of five calls for tender were issued in the period from 2011 to 2015 with the following themes:

- "Safe - Electric - Mobile" (2011)
- "Attention and Concentration on the Roads" (2011)
- "Careful - Children - Consideration" (2013)
- "On Foot on the Roads - Safe(guarding) Mobility" (2014)
- "Freedom on Two Wheels - But Safety First!" (2015)

Information about these calls for tenders can be found (in German) under the following link:
<http://www.bmvit.gv.at/verkehr/strasse/sicherheit/fonds/foerderungen/index.html>

The theme for the 5th Road Safety Fund call for tenders was "Freedom on Two Wheels - But Safety First!". Of the projects submitted, the following were deemed suitable for funding and approved by the Federal Minister.

→ moTFas – The Influence of Modern Safety and Driver Assistance Systems on the Road Safety of Motorised Two-Wheelers

Graz University of Technology – Vehicle Safety Institute

In accidents involving motorised two-wheelers, motorcyclists are frequently thrown from their vehicle. Braking incorrectly, for example, can cause the front wheel to skid, which usually makes a fall inevitable. Braking too hesitantly, in contrast, leads to disproportionately long stopping distances and higher collision speeds. Other problems associated with two-wheeled vehicles include skidding (especially in bends) and loss of traction when accelerating. Driver assistance and on-bike information systems can provide support here.

In the moTFas project, actual motorcycle accidents are studied and simulated under the assumption that the vehicle is equipped with assistance systems like anti-blocking and traction control systems. The driving scenarios used in driver education are compared with the identified real-life scenarios and expanded where necessary. These are then driven by motorcyclists on

vehicles with and without assistance systems. Parallel to this, motorcyclists are surveyed about the risks, acceptance and use of such systems. The combined assessment of the simulations, driver education scenarios and survey will be used to present the use and benefits of driver assistance systems and make corresponding recommendations.

→ ModMop – Modernisation of Moped Driver Education Austrian Road Safety Board

The key starting point for improving the moped driving test is the sizable risk of accident for moped drivers, a risk which by no means follows the positive trends seen for other road user groups. New, modern teaching methods are now available, while the compulsory installation of combined braking systems on mopeds needs to be integrated into the education programme. Models that have worked well in driver education for other forms of vehicles (e.g. "hazard perception training", "risk competence" or group psychology modules) could also be in the case of mopeds. "Practice over theory" has proved to be a useful approach in this regard. Finally, a meaningful model for objectively determining performance at the end of the programme is lacking. The ModMop project will make appropriate proposals for a revision of the moped driver education programme and will perfect these proposals iteratively in practical tests.

→ Protect Me – The Influence of Protective Clothing on Injury Severity and Type in Moped Accidents

Graz University of Technology – Vehicle Safety Institute

More than 4,400 moped drivers are injured each year on Austria's roads. Helmets, clothing and shoes form an important part of the protective equipment available to moped drivers. The Protect Me project aims to determine the extent to which various types of helmet, such as jet helmets, motocross helmets or helmets with integrated communication systems, differ with regard to the protection they offer against head and facial injuries. Actual accidents will be studied in detail to determine the issues involved using data from injured moped drivers and by reconstructing and validating accidents using a finite element human model. A sensitivity study in which, for instance, helmet types, material parameters and wearing positions are varied, will investigate which measures could have been taken to avoid the injuries incurred. The results will be used to propose improvements to consumer protection tests, make recommendations for minimal levels of protective clothing and produce training materials.

→ RSI-4-2Wheelers – Simulation as Additional Means of Assessing the Route-Specific Behaviour and Road Dynamics of Motorcycles in Road Safety Inspections and Road Safety Audits

Reco-Tech GmbH

Road safety inspections and road safety audits are recognised methods of determining safety defects on existing or planned sections of the road network and proposing measures to improve or prevent such defects. However, their primary focus lies at present on the major roads and on car traffic. In doing so, they frequently do not give adequate consideration to other road users and vehicles, in particular the specific road dynamics of motorcycles. In this project, accidents on identified high accident concentration sections (HACS) of the road network will be

reconstructed and accident-relevant indicators like collision speed, driving trajectory or reaction behaviour analysed. The HACs will also be assessed from a planning perspective and weak points (e.g. in the road layout) indicated. The road dynamics characteristics of different vehicle types will likewise be considered in particular detail. The consideration and analysis of these characteristics is an essential aspect of the project and will serve to ensure that all road users and vehicle types are given equal consideration in future in the course of a road safety inspection or road safety audit.

→ **Fit for a Moped: First Aid and Accident Prevention for 15-Year-Olds**

Austrian Youth Red Cross

In Austria, a (young) moped driver does not currently have to complete a compulsory first aid course to obtain a moped driving licence. Consequently, a 15-year-old can drive a moped on the roads at a speed of up to 45 km/h without having completed a first aid course. First aid courses for schoolchildren, especially those for young people in the moped licence age group, should cover "traffic and accident prevention" in depth in an attractive and interesting way. Interactive learning units supplement classroom training and ensure lasting results. A detailed, structured training handbook and precise timetable of lessons help teachers and ensure that the concept is applied as intended. In the course of this project, a "Fit for a Moped" learning package will be devised. This package will be used in first aid courses for schoolchildren between the ages of 12 and 19 and will include a timetable of lessons, teaching materials and interactive content.

→ **IMPMOD – Improved Recognition of Motorcycles Through Simulator-Based Driver Education**

Graz University of Technology – Vehicle Safety Institute

This project looks at the reduced recognition of motorised two-wheeled vehicles by car drivers. Around 60% of motorcycle accidents are collisions with other vehicles, especially cars. Reduced recognition due to insufficient contrast, obscured sight,

etc. plays a decisive role in such accidents. Novice drivers are particularly inexperienced at recognising traffic and judging traffic situations. They are also not made expressly aware of the visibility issues with motorcycles. This project investigates whether the use of a suitable driving simulator can help to make novice car drivers aware of this issue and thus serve as a meaningful addition to driver education. Accident research findings will be used to identify typical scenarios for reduced recognition of motorised two-wheeled vehicles. A total of 80 people will then be confronted with these scenarios in three different driving simulator studies, and their experiences will be assessed using a psychological questionnaire. Objective data like vehicle kinematics, gaze or heart rate will also be collected. Multimodal in-car warning strategy options using vehicle-to-vehicle communication will likewise be studied.

→ **viaMotorrad – Evaluation of Potential Motorcycle Hazard Zones Based on Driving Dynamics Data**

Austrian Institute of Technology GmbH, Vienna University of Technology – Institute of Mechanics and Mechatronics

In this project, critical stretches of the Austrian road network popular with motorcyclists will be selected based on analyses of accident data and hazard zones reported by motorcyclists. These will be validated using data obtained from test drives with a one-of-a-kind motorcycle probe vehicle (or "MoProVe" for short) in order to then semi-automatically calculate the hazard potential of the probed road sections.

The comparison of actual accidents, i.e. objective data, the subjective data on reported hazard zones and the data obtained on road dynamics and driving behaviour from the probe vehicle and video analysis will allow these sections of road to be classified according to their hazard potential. The project aims to identify potential hazard zones in advance by means of risk assessment and thus permit a timely introduction of measures to improve road safety for motorcyclists. It also seeks to develop a new analysis method for raising motorcycle safety.



Fit for a Moped (Photo credit: ÖJRK/Holly Kellner)



ViaMotorrad (Photo credit: TU Wien/MEC)

→ **Tune It?: Moped Tuning – the Lure of the Screw:**
Motive – Possibilities – Impact

Graz University of Technology – Vehicle Safety Institute
Police statistics show that every second moped has been tuned in a way that would allow it to exceed the maximum permitted speed of 45 km/h. Indeed, this tuning allows many mopeds to achieve speeds in excess of 100 km/h. However, their tyres, brakes and chassis are often not designed to handle such speeds, making them a danger to their drivers and other road users.

This project identifies the motives behind moped tuning. Access to the target group will be facilitated by involving young people in the information procurement and project design. The project will also determine the possibilities afforded by tuning and use case studies to demonstrate the consequences. In the process, a set of documents will be produced that can be used both in a classroom setting (e.g. in physics or maths classes), in education and training, as well as in a public relations context. By determining and highlighting the safety risks and the legal consequences, the project will raise awareness of this topic among young people and adults alike.

→ **Mover – Young Moped Drivers and Driver Maturity**
sicher unterwegs – Verkehrspsychologische Untersuchungen GmbH, Bonner Institut für Rechts- und Verkehrspsychologie e.V. (BIVRp)

The psychological assessment of driving aptitude for 15-year-old moped drivers was phased out in Austria at the end of 2002. This led to a marked rise in the number of road accidents in this age group. A subsequent adaptation to the moped driver education programme, which essentially swapped two theory lessons for two driving practice lessons, did little to rectify the situation.

In this project, 15-year-old novice drivers will be examined using a multimodal battery of tests to determine their maturity as drivers and to raise the level of knowledge of this group of motorists. In a subsequent step, an intervention programme to promote driver maturity will be developed and will focus on the primary causes of accidents in this particular target group. This intervention programme will then be evaluated to confirm its effectiveness and to produce a catalogue of measures to improve the status quo.

→ **Spot+Ride – Digital Map Applications for Visualising Accident Data and Identifying Hazard Zones with Proactive Safety Functions for Moped Drivers and Strategic Decision Tools for Authorities**
Synyo GmbH

Route planning using online maps is established practice for motorcyclists. This accustomed form of access to road information affords hitherto untapped potential for raising awareness and activating the motorcycle community. In addition to route information, such apps could be used to indicate known hazards and provide users with a means of sharing information on new hazard zones.

Interactive access to accident statistics will be provided on the website spotandride.at. Proactive hazard warnings during route planning will help to identify and minimise risks in advance. Users can add new hazards, thereby establishing an active form of awareness raising and continually expanding the information base. In addition, the website zweiradunfall.at will provide authorities with a means of visually exploring the data, thus allowing them to both monitor the effects of any implemented safety measures on a data-driven basis and identify new hazard zones.



Steer your own fate (Photo credit: Reichl und Partner)



Aquila – Austrian Road Safety Award 2016 (Photo credit: KFV)

1.4 Awareness-Raising Measures and Campaigns

Numerous road safety awareness-raising measures and campaigns were carried out in 2016 in Austria. This section provides a brief overview of some of these measures and campaigns.

1.4.1 National Activities and Events

→ Lenken Sie Ihr Schicksal selbst ("Steer your own fate") bmvit

bmvit's new "Lenken Sie Ihr Schicksal selbst" ("Steer your own fate") media campaign has been on air since November 2016. The campaign aims to draw attention to the risks of driving at an inappropriate speed and to encourage motorists to rethink and adapt their driving speed – in other words, to steer their own fate. It thus serves to prevent road accidents caused by speeding, in particular on rural roads.

→ Aquila – Austrian Road Safety Award 2016 Association of Austrian Municipalities, Austrian Road Safety Board

The Aquila – an award presented every two years in recognition of extraordinary engagement in the field of road safety – was presented in 2016 for the 44th time by the Austrian Road Safety Board in cooperation with the Österreichischer Gemeindebund (Association of Austrian Municipalities). The 2016 winners included the journalist Erich Schönauer in the "Media" category, the ORF Hitradio Ö3 traffic newsroom in the "Corporate" category, the market town of Wolfurt in the "Towns and Cities" category, the Klinkgasse municipal kindergarten in Graz in the "Kindergarten and Primary Schools" category, the Traffic Education Group in the Vienna State Traffic Department in the category "Associations and Institutions" and the Dornbirn grammar school in the category "New Middle Schools and Secondary Schools". In addition, two young men from Tyrol were presented with a special award for bravery for jumping into the freezing water of Lake Achen following a road accident to rescue passengers from a wrecked car at a depth of three meters.

→ Multilingual "stop&go" App

bmvit, Austrian Road Safety Board

This newly-developed app provides information on Austrian road and traffic regulations. In addition to the key traffic regulations, users are also provided with details of first aid rules and traffic signs. The app is designed for all road users, i.e. for pedestrians, cyclists, motorcyclists, moped or car drivers alike. It also explains the basic legal requirements for obtaining a driving licence. All content is provided in nine languages, namely German, English, French, Arabic, Pashto, Dari, Farsi, Bosnian and Turkish, thus offering people of different origins the possibility to learn the traffic regulations quickly and easily.

→ 10th Pedestrian Symposium 2016

Walk-space.at

The 10th Walk-space Pedestrian Symposium was held on 16 and 17 June 2016 in Baden near Vienna. The theme for this year's event was "Walking is Good for the Health – Safe and Active Local Mobility". 140 national and international delegates from various sectors of the community, planning and politics took part in the three workshops, three discussion sessions, eight regional project tours and 39 "speed dating" projects at the symposium, which was opened with the signing of the International Charter for Walking. The focus topics at the 2016 event were pedestrian networks and public transport in local mobility, autonomous vehicles and their potential effects on pedestrians, the state-of-the-art in shared road spaces as well as road safety and liveable infrastructure.



Multilingual "stop&go" app (Photo credit: KPV)



10th Pedestrian Symposium 2016 (Photo credit: Walk-space.at)



Hitradio Ö3 – Federal Ministry of the Interior (Photo credit: ORF/Hans Leitner)

→ Ö3 Road Safety Award: "Helden der Straße" ("Heroes of the Roads")

Hitradio Ö3 – Federal Ministry of the Interior

On 6 April 2016, the radio station Hitradio Ö3 and the Federal Ministry of the Interior presented the "Ö3 Road Safety Award" for the 15th time. The award is presented in six categories to "Heroes of the Roads" – people and institutions who have made an outstanding contribution to road safety. The 2016 "Ö3ver of the Year" award went to Martina Tonino-Zappe, who still had the presence of mind to phone the Ö3ver hotline to warn other drivers of a vehicle driving down the road in the wrong direction, even after she herself had only narrowly avoided a collision with this vehicle as a passenger in a car driven by her novice-driver daughter. Awards were also presented to the district police headquarters in Kitzbühel, the volunteer fire department in Aschbach, the Austrian crisis intervention and acute care platform, the ASFINAG highway patrol in Knittelfeld and Angelika Ederer, a Vienna underground passenger.



VCÖ Mobility Award 2016 (Photo credit: Matthäus Schmid/VCÖ)

→ VCÖ Mobility Award 2016 VCÖ

The "VCÖ Mobility Award", Austria's most sought-after award for sustainable mobility, was presented in 2016 for the 25th time. The theme for 2016 was "Urban and Rural Mobility", and 347 projects were submitted in a total of 11 categories – more than ever before. The overall winner of the "25th VCÖ Mobility Award Austria" – and winner in the category "Multimodal Mobility and Sharing" – was "Mo.Point Perfektastraße – Wo Mobilität zuhause ist" ("Mo.Point Perfektastraße – Home to Mobility"), a residential project with a shared pool of low-emission vehicles (electric cars, bikes and cargo bikes). The vehicles can be booked by residents around the clock using a dedicated reservation system. The project thus contributes to reducing parking space requirements and improving the mobility of its residents.



ZVR Traffic Law Day (Photo credit: KFV)

→ ZVR Traffic Law Day

Vienna University of Economics and Business, Johannes Kepler University Linz, Austrian Road Safety Board

Some 270 delegates attended the 10th ZVR Traffic Law Day on 15 September 2016 at Vienna University of Economics and Business. Organised by the Road Safety Board in conjunction with Vienna University of Economics and Business and the Johannes Kepler University Linz, the conference focused on various current legal issues relating to traffic law, mountain bikes and rights of way on forest roads, travel law and terrorism, liability issues (e.g. with regard to autonomous vehicles) and international aspects relating to road accidents. Also presented was the book "Unterwegs in die Zukunft" ("Future Mobility"), which contains around 20 articles by authors from different academic, political and ideological backgrounds that will enrich the debate on the future of road traffic.



Safe Biking Symposium (Photo credit: KFV)

→ Symposium: Safe Biking. New Measures for More Safety for Moped Drivers and Motorcyclists

Austrian Road Safety Board

More than 120 delegates came together at the "Safe Biking" symposium on 14 April 2016 to discuss a whole range of relevant issues, including road safety, technology, administration, research, training and retailers, new developments and measures to improve safety for two-wheeled vehicles. Alongside an in-depth analysis of the problems, the "motorcycle" discussion included a presentation of new approaches to increasing the safety of motorcyclists.

Following a detailed analysis of moped accidents, the "moped" discussion focussed intensely on measures that could produce a successful, lasting reduction in the high numbers of accidents involving young moped drivers. A newly-developed model for the moped driving test, which could contribute to modernising and raising the level of the theory exam, was also presented.

1.4.2 Selected National Awareness-Raising Measures and Campaigns

→ Siehst du mich? ("Can you see me?")

bmvit

Swirling leaves, reflecting road surfaces or patches of fog all mean one thing: poor visibility. Seeing and being seen can save lives on the roads. Reflective clothing helps to achieve this. Cyclists, pedestrians and, above all, children are particularly at risk in gloomy autumn or winter weather, when they are often hard to see in traffic. A person dressed in dark clothes can only be seen from a car with dipped headlights at a distance of 30 meters or less; reflective materials on pedestrian clothing increase this distance to 160 meters. Reflective strips can be attached to jacket sleeves, trousers and shoes as well as to hats, backpacks and schoolbags. To increase the visibility of vulnerable road users, bmvit has distributed over 15,000 free reflective strips nationwide since autumn 2016.

→ "Fair lenken – an andere denken"

ASFINAG

The topic of fairness was the focus of ASFINAG's 2016 road safety campaign "Drive fairly – think of others". More fairness in traffic not only produces more relaxed motorists, it also increases road safety. Accordingly, the goal of the campaign was to raise fairness and consideration for others on the roads, an aspect that is also defined in the Austrian traffic regulations.

→ Burgenland Sicher – Das Rad ich Dir!

State of Burgenland, Austrian Road Safety Board, ÖAMTC,

ARBÖ, Red Cross, Police, Driving Schools, Sports Retailers

The goal of this road safety campaign was to draw the attention of cyclists to the main accident risks and provide them with simple road safety advice and solutions. The campaign focused on the topics of distraction (in particular by technical devices), visibility, cycle helmets, mutual consideration, bicycle skills and raising awareness of the dangers for cyclists. At the core lay the dissemination of information via various channels. Several hundred children took part in two events in the towns of Rust and Oberwart where they receive information on cycling and could test their skills on a bicycle training course.



"Can you see me?" (Photo credit: bmvit)



"Drive fairly – think of others" campaign (Photo credit: ASFINAG)



Safe on Burgenland's Roads – Advice for Cyclists (Photo credit: KfV)

→ Bewusst gelenkt statt abgelenkt

("Pay Attention and Avoid Distraction While Driving")

State of Lower Austria, ORF, Austrian Road Safety Board

The theme of this road safety campaign in Lower Austria was paying attention and avoiding distraction while driving. Many motorists are not aware of the high risk that even the briefest distraction can pose to themselves and to others. This campaign drew attention to the primary cause of accidents on Lower Austria's roads.

→ Tot durch: BLEIFUSS ("Cause of Death: LEAD FOOT")

State of Salzburg

The focus of the 2016 state-wide road safety campaign in Salzburg lay on driving speed. The campaign slogan – "Cause of Death: LEAD FOOT" – was designed to encourage motorists to adapt their speed to their surroundings and keep to the speed limits. Posters on roadside billboards, in regional buses, on rolling boards, on advertising pillars, in towns and at driving schools were used to draw the attention of motorists to the topic. A special one-day event was also organised in cooperation with a driving school to offer motorists the opportunity to experience first-hand how speeding affects their braking distance.

→ Blindflug ("Flying Blind")

State of Tyrol, Austrian Road Safety Board

Distraction and lack of due care and attention are the primary cause of traffic accidents on Tyrol's roads. In response to this, the state launched its "Flying Blind Through Distraction" awareness-raising campaign, which clearly demonstrated the distance motorists cover when flying blind, even when they are only distracted for just a brief moment. The carpet used to demonstrate the distance covered when "flying blind" toured all parts of Tyrol and was rolled out in public buildings.

→ "Sieben Schicksale – sieben Schatten"

("Seven Fates – Seven Shadows")

State of Vorarlberg

The travelling exhibition "Seven Fates – Seven Shadows", which toured polytechnic and secondary schools in Vorarlberg, is an unconventional and moving approach to preventive road safety work for young people. The project centres on seven life-size figures. Each silhouette represents a young Austrian killed in recent years in a road accident. Particularly poignant is the fact that all these accidents really did happen and the young people really were killed. The heart-rending texts on the figures were written for the most part by their loved ones. They tell of the young person's life, their wishes and their plans for the future. They also tell of the final seconds in their lives, of the road accidents that led to their deaths. These are the actual fates of their peers and are intended to make young people think and reflect. The goal thereby is to confront young people with the topic of road safety in an authentic way.

→ Further Awareness-Raising Measures and Campaigns

Additional examples of measures and campaigns carried out in 2016 in Austria to raise awareness of road safety include:

- Burgenland: Traffic competence for senior citizens; Being seen on the roads
- Lower Austria: "Be Mobile – Stay Mobile"; Schoolchildren on the way to school project (SUSAS)
- Salzburg: Blind spot campaign
- Styria: ProBike motorcycle safety project
- Tyrol: Training with a handicap; mitigation of high accident concentration sections, e.g. on the LB 100, Drautalstraße
- Upper Austria: Funding of youth taxis, disco buses and shuttle services
- Vienna: Safebike Vienna project
- Vorarlberg: Schlotterhos road safety clown; road safety publications; bicycle workshops; road safety packs; moped workshops.



Cause of death: LEAD FOOT (Photo credit: State of Salzburg)



Flying Blind campaign (Photo credit: KFV)

2. Implementation of the Road Safety Programme

2.1 Road Safety Programme 2011 – 2020

The Austrian Federal Government and, in particular, the Federal Ministry for Transport, Innovation and Technology as the main government body responsible for road safety, have set themselves the target of making Austria's roads among the safest in the EU. Significant progress was already achieved through the first Austrian Road Safety Programme (2002–2010), but Austria nonetheless still currently only occupies a middle ranking position among EU Member States as far as road safety is concerned. As a result, bmvit worked in close cooperation with the members of the Austrian Road Safety Advisory Council's Roads Task Force to develop a new Road Safety Programme for Austria for the period from 2011 to 2020.

The road safety philosophy in the Austrian Road Safety Programme 2011–2020 is based on the "Safe System Approach" in which "responsible cooperation, shared responsibility and joint action come together to create a safe environment for ALL road users in Austria".

These joint actions and efforts should serve to reach the following numerical targets:

- 50% fewer fatalities by 2020
- 40% fewer serious injuries on the roads by 2020
- 20% fewer personal injury accidents by 2020

To achieve these targets, a catalogue of over 250 measures in 17 fields of action was drawn up. Responsibility for each respective measure is assigned to one or more organisations and levels of jurisdiction. The measures are further broken down into four categories:

- 1) Measures to avoid accidents;
- 2) Measures to reduce the consequences of accidents;
- 3) Groundwork as basis for further measures;
- 4) Lobbying at EU level.

"The philosophy of the Road Safety Programme 2011–2020: working together to create a safe system for all road users in Austria."

Each measure is also assigned an implementation timeframe (start package / short term / medium term / long term).

The 10 areas of intervention listed below have been assigned top priority, since they hold the greatest potential for reducing the number of fatalities on Austria's roads:

- > Specific road user groups (e.g. pedestrians, young drivers)
- > Alcohol and drugs
- > Motorcycle accidents
- > Seat belts
- > High accident concentration sections and integrated road network safety management
- > Fatigue and distraction/lack of due care and attention
- > Speed management on rural roads
- > Accidents on level crossings
- > Enforcement
- > Driver education

Chapter 2.3 of this Annual Report focuses on the implementation of measures in the individual areas of intervention in the Road Safety Programme.

The programme is monitored and adapted throughout its duration by the Austrian Road Safety Advisory Council's Roads Task Force.

The Austrian Road Safety Fund established at bmvit serves to fund road safety research and finance road safety activities. Wherever possible, Road Safety Programme measures should be accompanied by appropriate evaluations.

A comprehensive interim evaluation of the Road Safety Programme 2011–2020 was conducted in 2015. There were 430 fatalities on Austria's roads in 2014, the lowest figure since the introduction of uniform accident reports in 1961. This figure rose to 479 in 2015, thereby narrowly missing the interim goal for 2015 of 466 road fatalities. Smaller reductions were achieved in the numbers of seriously injured road users and accidents. In 2015, the number of seriously injured road users in Austria was around 16% below the average figure for the years 2008 to 2010, the starting point used in the Road Safety Programme. The target had been a 20% reduction by 2015. The interim target for the number of injury accidents was also narrowly missed: the number of such accidents fell by around 7% to the end of 2015, while the target reduction had been set at 10%. Accordingly, the goals of preventing accidents and reducing the numbers of fatalities and injured road users, especially those suffering serious injuries, will continue to be vigorously pursued.

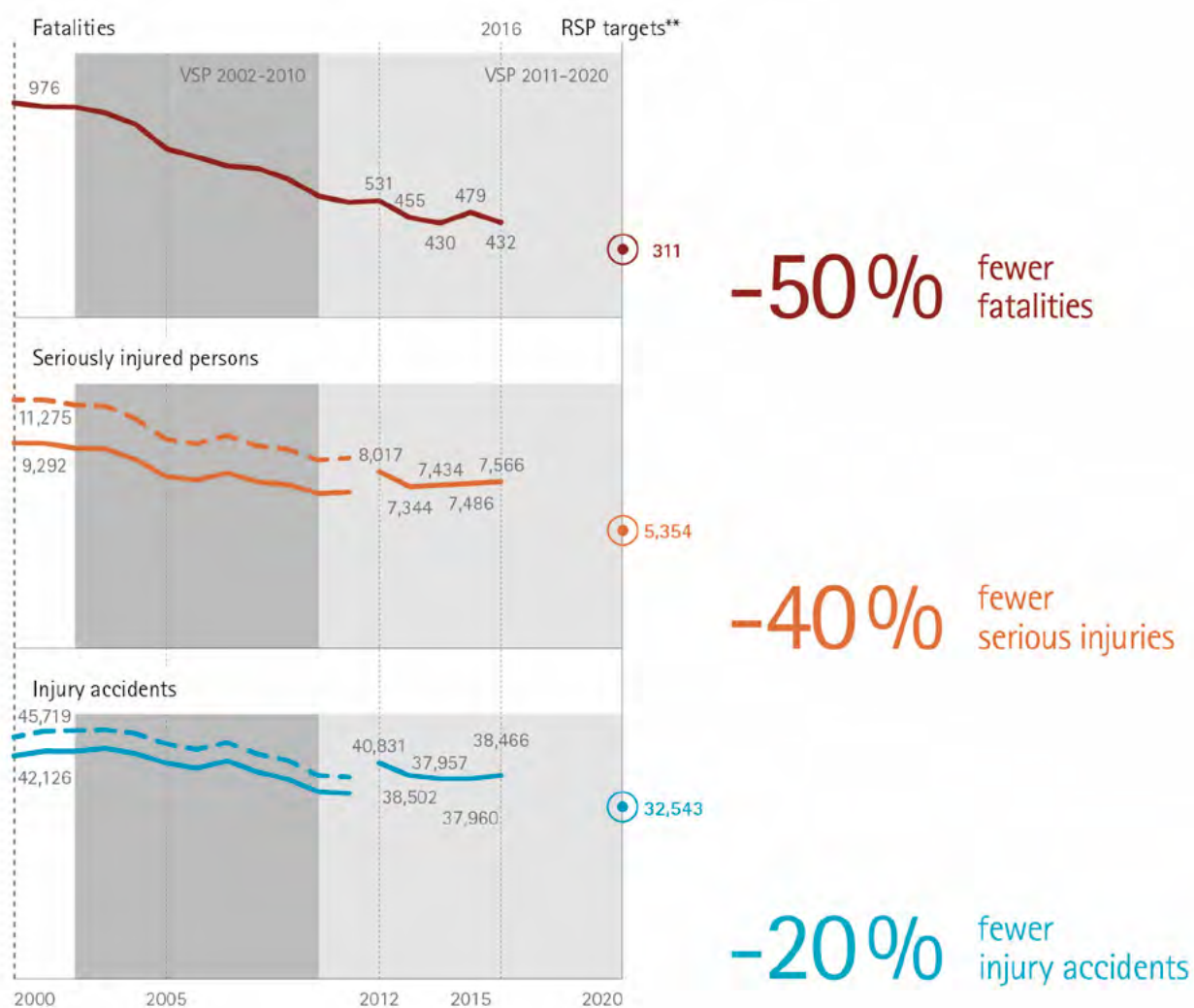
Based on the findings of the interim evaluation, the Austrian Road Safety Programme was updated in 2016 and adapted to reflect the current trends on the roads and in road accident statistics.

A copy of the second edition of the Austrian Road Safety Programme 2011–2020 is available for download at <https://www.bmvit.gv.at/en/verkehr/publications/index.html>

Overview of road accidents in 2016

Injury accidents	38,466
Injured persons	48,393
Seriously injured persons	7,566
Fatalities	432

Accident trends since 2000 with the target for 2020 as set in the Road Safety Programme 2011–2020*



* In order to permit a statistical comparison of accident figures prior to and after 2012 despite the change in the data collection method, the data pertaining to injury accidents and the number of seriously injured persons prior to 2012 has been adjusted by a factor of 1.085.

Note: Until 31.12.2011, injuries to road users were classified into three categories: serious, minor and non-discernible injuries. The "non-discernible injuries" category was removed with effect from 1.1.2012. Since then, all injuries have been explicitly assigned to a specific category.

** Basis: average for the years 2008 – 2010.

2.2 Legal Changes in the Road Safety Sector in Austria

→ Comprehensive ban on the use of mobile phones

In addition to making a phone call without a hands-free system, all other uses of mobile phones by drivers of motor vehicles are now prohibited, with the exception of the operation of the navigation system on a mobile phone mounted in the interior of the vehicle.

32nd Amendment to the Austrian Motor Vehicles Act (Kraftfahrgesetz), Federal Law Gazette I 2016/40

→ Safe transport of schoolchildren

Following the introduction in 2014 of a compulsory 0.1 ‰ blood alcohol concentration limit for drivers of commercial vehicles transporting schoolchildren, the 0.1 ‰ limit has now been extended to non-commercial transports of schoolchildren. Taxi drivers are now required to wear a seat belt when transporting schoolchildren.

32nd Amendment to the Austrian Motor Vehicles Act (Kraftfahrgesetz), Federal Law Gazette I 2016/40

→ Access by breakdown service drivers to technical data pertaining to the defective vehicle

To ensure a rapid and effective breakdown service, breakdown services operating nationwide can now access vehicle-specific data in the registration documentation with the authorisation of the vehicle owner. This change came into effect from 1 January 2017.

32nd Amendment to the Austrian Motor Vehicles Act (Kraftfahrgesetz), Federal Law Gazette I 2016/40

→ Facilitation of tests of automated driving systems

Statutory provisions now allow automated driving in Austria under specific conditions. In particular, tests of automated driving systems can now be conducted. The drivers of such vehicles remain, however, responsible for reassuming control of the driving tasks. The corresponding directive regulates the basic requirements for the testing of in-vehicle driver assistance systems or automated or networked driving systems and defines the first applications, e.g. an autonomous minibus in urban areas, a motorway pilot for automatic lane changing or an autonomous military vehicle.

33rd Amendment to the Austrian Motor Vehicles Act (Kraftfahrgesetz), Federal Law Gazette I 2016/67; BMVIT Directive on the Requirements for Automated Driving (Automated Driving Directive), Federal Law Gazette II 2016/402

→ Driving ban calendar 2016

To separate summer holiday and heavy goods vehicle traffic, a driving ban calendar was also issued in 2016. The calendar establishes the dates and times when lorries, articulated lorries and lorries with trailers over the maximum permissible total weight of 7.5 t are not permitted on specific roads, e.g. on Saturdays in the summer months and other dates.

Driving Ban Calendar 2016, Federal Law Gazette II 2016/67

→ Changes to driver education

Several changes were made to driver education in the reporting period. "Risk competence" is now a compulsory element of theory classes for all category "A" driving licences (previously only compulsory for category "A1" licences). Night driving lessons at driving schools are no longer obligatory for "L" drivers ("practice drives" in acc. with Section 122, Motor Vehicles Act Implementing Provisions). Primary basic training, whose extent was previously determined based on the ability and progress of the learner driver, must in future encompass a minimum of six teaching units. Finally, the automobile clubs have been added to the list of institutions authorised to provide on-the-road feedback teaching units (Perfektsfahrt) and upgrade training for category "A" licences.

62nd Amendment to the Austrian Motor Vehicles Act Implementing Provisions (Kraftfahrgesetz-Durchführungsverordnung), Federal Law Gazette II 2016/287; 17th Amendment to the Austrian Driving Licence Act (Führerscheingesetz), Federal Law Gazette I 2016/68

"The higher the shares of cyclists and pedestrians among road users, the safer they are on the roads. Accordingly, the Austrian Road Safety Programme 2011–2020 seeks not only to increase the safety of these types of road use but also to deliberately shift road use towards cycling and walking."

2.3 Areas of Intervention

2.3.1 Special Road User Groups

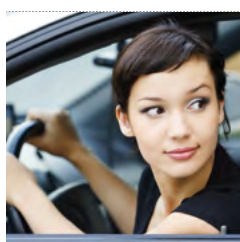
Status



Children (0 – 14 years of age)

In 2016, 2,858 children were injured in accidents on Austria's roads, 7 of them fatally. 42.8% of these children were injured while travelling as passengers in cars, 23.0% as pedestrians, around 19% on bicycles and around 6% on mopeds.

In contrast to the previous years, the share of children among total road accident fatalities fell slightly in 2016, from 2.3% in 2015 to 1.6% in 2016. Of the 7 children who were fatally injured on Austria's roads in 2016, 2 were killed in a road accident in Salzburg and 1 each in road accidents in Carinthia, Upper Austria, Styria, Vienna and Vorarlberg respectively.



Young road users (15 – 24 years of age)

In 2016, around 12,750 young road users between the ages of 15 and 24 were injured in accidents on Austria's roads, 71 of them fatally. The share of road users in this age group among total road accident fatalities thus fell for the first time in three years and lay in 2016 at 16.4% (2013: 15.4%; 2014: 17.4%; 2015: 18.6%).

The majority of young road users involved in road accidents in 2016 were either driving or travelling in a car at the time of the accident (54.2%). Around 25% of all young road users involved in accidents were riding a moped. Of these, around 57% were male. More young male (around 64%) than female cyclists were involved in accidents.



Elderly road users (65+ years of age)

Older people frequently suffer fatal injuries in accidents on Austria's roads as so-called vulnerable road users. 137 of the people killed in road accidents in Austria in 2016 – 31.7% of all road accident fatalities throughout the year – were 65 years of age or older, the percentage rising once again in comparison to the previous year (2014: 26.7%, 115 fatalities; 2015: 29.4%, 141 fatalities).

Older road users suffered fatal injuries above all in car accidents and as pedestrians. 52 people in this age group were killed in 2016 in Austria while travelling in cars (2015: 62), while 42 pedestrians over the age of 65 died in road accidents (2015: 49). The share of senior citizens killed as vulnerable road users fell slightly in comparison to the previous year: in 2016, 49.6% were killed as cyclists or pedestrians, compared to 47.5% in 2015.



Pedestrians

In 2016, 4,058 pedestrians were injured in accidents on Austria's roads, 73 of them fatally. This constitutes a reduction from 17.5% in 2015 to 16.9% in 2016. The number of seriously injured pedestrians decreased slightly, from 947 in 2015 to 942 in 2016.

As in the previous year, more women (54%) than men (46%) were involved in accidents as pedestrians in 2016. A decrease was recorded in the number of pedestrian fatalities in the 65+ age group. In 2016, 42 pedestrians in this age group were fatally injured on Austria's roads, compared to 49 pedestrian fatalities in 2015.



Cyclists

In 2016, there were 7,383 accidents involving cyclists on Austria's roads – significantly more than in the previous year (2015: 6,901 accidents). 7,331 cyclists were injured in these accidents, 48 of them fatally. In contrast to the previous years, the share of fatally injured cyclists among total road accident fatalities rose in the reporting year (2016: around 11%; 2015: around 8%; 2014: around 10.5%, 2013: 11.2%).

The number of people fatally injured while cycling increases consistently with age. In 2016, more than 85% of all cyclists fatally injured on Austria's roads were 45 years of age or over. Considerably more male (34) than female (14) cyclists were fatally injured. This gender difference is also evident among injured cyclists in general.



Moped drivers

In 2016, 579 people were seriously injured in road accidents in Austria while driving a moped and 2,947 suffered minor injuries. In these accidents, 53 moped passengers were also seriously injured, while 393 suffered minor injuries. Over 79% of the moped riders involved in road accidents in 2016 were between 15 and 24 years of age.

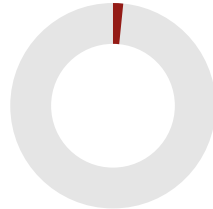
The majority of moped riders involved in accidents are young drivers. Of the moped drivers who were fatally injured in 2016 on Austria's roads (7 in total), 6 were under 24 years of age, while 1 was between the ages of 55 and 64.

2016

Share of total fatalities

Measures implemented in 2016

Accidents	2,583
Injured persons	2,858
Seriously injured persons	284
Fatalities	7



1.6%

- bmvit launched a nationwide information campaign in 2016 in cooperation with ÖAMTC and ARBÖ on the topic of child restraints with a special focus on how to select the correct seat for a particular child/vehicle and how to install it correctly. bmvit also initiated model regions in Styria (Leoben, Mautern, Trofaiach) and Carinthia (Arnoldstein, Brück/Görschitztal, Lavamünd) in 2016 to improve management of school routes for 10-14-year-olds.
- Introduction of the 0.1 ‰ blood alcohol concentration limit for drivers for non-commercial transports of schoolchildren.

Accidents	14,142
Injured persons	12,751
Seriously injured persons	1,407
Fatalities	71



16.4%

- In 2017, the probation period for novice drivers will be extended from 2 to 3 years. During this period, the penalties for violations will (as was previously the case) depend on the offence and will include traffic psychology refresher courses or refresher courses for drink drivers. Repeat offenders will lose their licence and be disqualified from driving.

Accidents	7,942
Injured persons	5,752
Seriously injured persons	1,469
Fatalities	137



31.7%

- The theme of the 2014 Road Safety Fund call for tenders was elderly road users. A number of the corresponding research reports were completed in 2016 and published on the bmvit website.

<http://www.bmvit.gv.at/verkehr/strasse/sicherheit/fonds/foerderungen/4ausschreibung.html>
or
<https://www.bmvit.gv.at/verkehr/strasse/sicherheit/fonds/vsf/index.html>

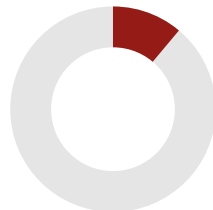
Accidents	4,124
Injured persons	3,985
Seriously injured persons	942
Fatalities	73



16.9%

- The clear right of way for pedestrians on pedestrian crossings has been unequivocally defined in Austrian traffic regulations for many years.
- Some of the findings of the research projects funded in the 4th Road Safety Fund call for tenders also relate to pedestrians, since elderly people are frequently involved in road accidents as vulnerable road users.

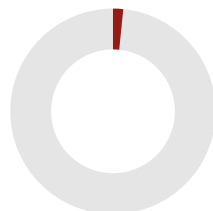
Accidents	7,383
Injured persons	7,331
Seriously injured persons	1,730
Fatalities	48



11.1%

- bmvit and AUVA organise bicycle workshops at primary schools across Austria. In the 2015/16 school year, around 23,000 children took part in these workshops. To date, bmvit has set aside 50,000 euros for this purpose each year. This amount will be raised considerably from the 2016/17 school year onwards.

Accidents	3,584
Injured persons	3,526
Seriously injured persons	579
Fatalities	7



1.6%

- The theory exam for the moped driving licence will be taken in future via computer. It will also be more extensive and include questions on new topics like risk awareness or the points of view of other road users. More of the practical driving units will take place on the actual roads instead of on practice sites to facilitate realistic learning. The need for a compulsory practical exam will also be assessed.



2.3.2 Alcohol and Drugs

In 2016, the share of alcohol-related accidents among all road accidents in which road users were injured lay at 6.1%, thus remaining almost the same as in 2015. While this figure has only changed marginally in recent years (2010, 2011: both 6.4%; 2012: 6.6%; 2013: 6.1%; 2014: 5.8%; 2015: 5.9%), an upward trend has been seen in the last two years.

The number of alcohol-related road accidents fell in Upper Austria and Vorarlberg in 2016, while a slight rise was recorded in all other states. In nationwide terms, the number of fatalities decreased once again: 22 people were killed in alcohol-related road accidents in 2016 compared to 27 in 2017. In contrast, the number of road users injured in alcohol-related accidents rose, while the share of total road accident injuries that can be attributed to alcohol-related accidents essentially remained at the same level as in 2014 and 2015.

As in 2015, alcohol, drugs or prescription medicines were also the presumed main cause of 4.6% of all road accidents in 2016 (2015: 4.2%).

Road Safety Programme 2011–2020 measures implemented in 2016:

→ In future, the installation of an alcohol ignition interlock will be offered as an alternative to the disqualification from driving for drink-driving offences. This device measures breath alcohol content prior to driving. Only a driver who registers on the device as sober will be able to start the car. This alternative probation system will be available to drink-driving offenders who have been disqualified from driving for a period of at least four months and have already completed half of the stipulated disqualification period. The alcohol ignition interlock will be installed for a mandatory period that is double the length of the remaining disqualification period, with a minimum installation of six months. The offender will also be mentored throughout this period.

Alcohol-related accidents in 2016²

Accidents	2,361
Injured persons	3,055
Seriously injured persons	545
Fatalities	22



2.3.3 Motorcycle Accidents

In 2016, 3,029 people were injured in road accidents in Austria while riding a motorcycle, an decrease of 2% compared to the previous year. However, a rise was recorded in the number of motorcycle fatalities: while 64 motorcyclists were fatally injured in 2015, this figure rose to 72 in 2016.

Men were involved in motorcycle accidents far more frequently than women: 85% of injured motorcyclists and 89% of motorcycle fatalities were male.

While a few years ago it was still the "young rebels" who predominantly had motorcycle accidents, nowadays the majority of such accidents involve motorcyclists over the age of 40. Late starters – motorcyclists aged 40 or over – are particularly at risk. Almost 50% of motorcycle drivers injured in 2016 on Austria's roads were in the 40–59-year-old age bracket.

For the most part, the members of this group of motorcycle late starters have many years of road experience, but from a car perspective. Yet it is precisely this experience that makes them unaware of and causes them to wrongly assess typical motorcycle risks. As a result, a stronger link to practice and an additional module for late starters have been introduced into motorcycle driver education in Austria.

Road Safety Programme 2011–2020 measures implemented in 2016:

→ Definition of new provisions for motorcycle training courses and introduction of a seal of approval for motorcycle training.
→ Self-awareness training for motorcyclists to prevent them from overestimating their own abilities.
→ Evaluation of voluntary motorcycle driving courses in Austria.

Motorcycle accidents 2016

Accidents	2,943
Injured persons	3,029
Seriously injured persons	1,210
Fatalities	72

**"Whether on two, three or four wheels,
whether with or without an engine: anyone
who wants to be safe on the roads should not
drive a vehicle while drunk."**

² Definition of an alcohol-related accident: an accident in which at least one of the road users involved (driver or pedestrian) was determined either to be impaired by alcohol in accordance with Art. (1) of the Austrian Road Traffic Act (Straßenverkehrsordnung) or to have exceeded the maximum permissible level of blood/breath alcohol as defined in Art. 14 (8) of the Austrian Driving Licence Act (Führerscheingesetz) or for whom "reduced fitness to drive/alcohol" or "alcotest refused" was recorded.

2.3.4 Seat Belts



Wearing a seat belt is an important road safety measure and contributes significantly to reducing injury severity in the event of an accident. This is clearly illustrated in a comparison of the severity of the injuries sustained by car occupants who were wearing seat belts and those who were not. The risk of being killed in a road accident is almost nine times higher for car occupants who are not wearing seat belts than it is for those who are.

The Austrian Road Safety Board observes and records the seat belt wearing rate in Austria each year. In 2016, 95% of drivers were observed to have been wearing seat belts, a figure which corresponds to that for the previous year. A higher seat belt wearing rate than in previous years was observed for back-seat passengers: in 2016, 93% of back-seat passengers in Austria wore a seat belt, compared to 88% in 2015 and 77% in 2014.

The seat belt wearing rate for children up to the age of 12 years lay at 98% in 2016; for all other age groups a seat belt wearing rate of 95% was observed.

Road Safety Programme 2011–2020 measures implemented in 2016:

- Launch of a nationwide information campaign on child restraints with a special focus on the selection and installation of such restraints

2.3.5 High Accident Concentration Sections and Integrated Road Network Safety Management



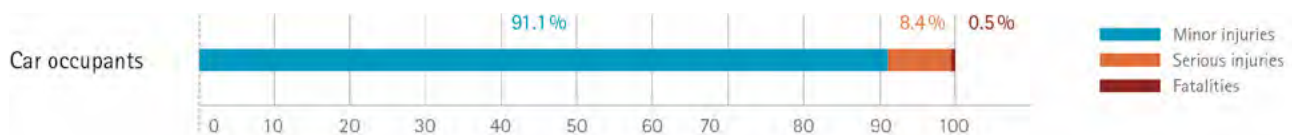
A quarter of all accidents on Austria's roads occur on high accident concentration sections (HACS) of the road network. Article 96 (1) of the Austrian Road Traffic Act (*Straßenverkehrsordnung*) stipulates that the authorities must introduce countermeasures on such sections of the road network.

Based on an analysis of the cause of the accident and an inspection of the accident site, these can take the form of police, traffic or construction measures.

Road Safety Programme 2011–2020 measures implemented in 2016:

- Launch of an initiative by bmvit and the federal states to make roads more "forgiving to errors".
- bmvit has commissioned ASFINAG to check all variable text displays on major roads, i.e. on motorways and highways, and to change these if necessary. The aim of this initiative is to unify the displays and traffic information and make them easy to read, e.g. by using pictograms to indicate an accident, breakdown or traffic jam or to instruct motorists to get in lane or keep their distance.
- Revision of the catalogue of attributes and characteristics in the accident data management system (ADM).
- The integration of the GIP Graph Integration Platform into the new PAD electronic logging and file management system for accident data was started in 2016; the platform will go operational in the course of 2017.

Injury severity for car occupants wearing seat belts in 2016



Injury severity for car occupants not wearing seat belts in 2016





2.3.6 Fatigue and Distraction/Lack of Due Care and Attention

According to the accident statistics compiled by Statistics Austria, distraction/lack of due care and attention – in particular, lack of attention, lack of concentration and simply “failing to notice” other road users – was the presumed main cause of 30.3% of fatal road accidents in Austria in 2016. This corresponds approximately to the figure of 30.6% reported for 2015.

Fatigue was the presumed main cause of 4.6% of fatal road accidents in Austria in 2015. Indeed, fatigue is frequently the cause of road accidents that result in serious injuries and/or fatalities. Driver fatigue and the associated drop in attention and concentration levels is, however, a vastly underestimated cause of accidents on Austria's roads and on its motorways in particular. The number of unreported/undetected cases is estimated to be far higher, also on an international level. International studies suggest that the percentage of road accidents caused by fatigue lies at up to 33% of all road accidents and at up to 35% of fatal road accidents.

Road Safety Programme 2011–2020 measures implemented in 2016:

- Since the 32nd Amendment to the Austrian Motor Vehicles Act (*Kraftfahrgesetz*) – and in addition to the prior ban on making a phone call without a hands-free system – all other uses of mobile phones by drivers of motor vehicles have been prohibited, with the exception of the operation of the navigation system on a mobile phone mounted in the interior of the vehicle.
- In future, photos taken by speed cameras can also be used as evidence of a violation of the ban on the use of mobile phones while driving.



2.3.7 Speed Management on Rural Roads

Driving speed is an important indicator for road safety. Excessive speed is a frequent cause of road accidents in Austria, and the number of accidents caused by speeding rose in 2016 in comparison to 2015. In 2016, inappropriate speed was the presumed main cause of 27.3% of fatal accidents on Austrian roads. The speed management measures in the Austrian Road Safety Programme 2011–2020 focus on rural roads and are aimed at reducing the driving speeds and maximum speed limits on such roads.

Road Safety Programme 2011–2020 measures implemented in 2016:

- Launch of a road safety campaign by bmvit to raise awareness of the dangers of excessive speed <https://infothek.bmvit.gv.at/verkehrssicherheitskampagne-lenken-sie-ihr-schicksal-selbst/>

“Full attention is critical to survival on the roads.”



(Photo credit: Fotolia)

2.3.8 Level Crossings



Accidents on level crossings always attract increased public attention. Given the severity of the consequences of such accidents, they also attract increased media attention.

The risk of fatal injury to occupants of motorised vehicles is 12 times higher in accidents with rail vehicles than it is in accidents with other road vehicles. This fact will not change in the future for accidents involving rail vehicles. As a result, the implementation of measures to increase road safety on level crossings must focus as far as possible on preventing any accidents involving rail vehicles. The majority of accidents on level crossings are the result of road user error.

The number of accidents on level crossings was almost as high in 2016 as it was in 2015: 124 accidents were recorded in 2015; in 2016 there were 125. Around 39% of these accidents occurred on level crossings secured by technical means and around 61% on level crossings secured by non-technical means.

Road Safety Programme 2011–2020 measures implemented in 2016:

- Publication of a fact sheet containing general information on level crossings and their dangers and explaining the rules for crossing them safely
<https://www.bmvit.gv.at/service/faktenblaetter/eisenbahnkreuzungen.pdf>

Accidents on level crossings in 2016

Accidents	125
Injured persons	46
Seriously injured persons	25
Fatalities	15

Source: Federal Accident Investigation Office

(Sicherheitsunfalluntersuchungsstelle des Bundes):

https://www.bmvit.gv.at/verkehr/sub/schiene/vorfaelle_ek/index.html

2.3.9 Enforcement



Traffic enforcement by the police is a key basis for improving road safety. The goal of police traffic enforcement is both to increase the visible police presence on dangerous sections of the road network as a preventive measure and to remove drivers who constitute a danger to other road users from the roads through the use of spot checks. The table below provides an overview of traffic enforcement measures by the Austrian police in the last three years. It shows the number of speeding fines issued, the number of alcohol checks (alcohol screening, breathalyser tests, medical examinations) carried out, the number of fines issued for alcohol-related traffic offences as well as the number of charges filed and on-the-spot fines issued for failure to wear a seat belt.

The use of mobile phones while driving is also monitored by the police. In 2016, 105,589 drivers were reported to the authorities or required to pay an on-the-spot fine for using a mobile phone without a hands-free system while driving.

Road Safety Programme 2011–2020 measures implemented in 2016:

- The use of mobile phones while driving has been strictly prohibited since 2016. In addition to making a phone call without a hands-free system, writing text messages or surfing the internet is now also expressly prohibited. In future, photos taken by speed cameras can be used as evidence of a violation of this ban.
- In 2016, new section control measuring sections were set up in roadworks on the A2, A4, A8, A9 and A10 motorways, namely in the roadworks on the Wr. Neustadt to Gröden section of the A2, the complete overhaul of the A4 between Weiden and Nickelsdorf, the Haag to Ried section of the A8, the Wald-Pretallkogel and Selzthal tunnels on the A9 and the Oswaldiberg tunnel on the A10.

Kontrollen, festgestellte Übertretungen bzw. Anzeigen

Enforcement measure	2014	2015	2016
Speed infringement	4,863,612	4,962,189	5,179,485
Alcohol checks	1,847,375	1,624,279	1,674,157
Alcohol-related charges	33,418	26,327	27,896
Not wearing a seat belt	129,118	103,214	98,414

Source: Federal Ministry of the Interior



(Photo credit: Fotolia)



2.3.10 Driver Education

Over 90% of all novice driving licence holders are between 16 and 24 years of age. Accident statistics show that most driver fatalities and injuries occur in the first two to three years in which a person holds a driving licence. In 2016, there were 12,751 people injured and 71 fatalities in the 15–24-year-old age group on Austria's roads. The number of injured road users in this age group thus fell slightly in comparison to 2015, while the number of fatalities dropped by approx. 20%.

Road Safety Programme 2011–2020 measures implemented in 2016:

- The questions and pictures for the theory exam for the category "A" and "B" driving licences and the base module were updated and have been in use since March 2016.
- The questions and pictures for the theory exam for the HGV driving licence stem for the most part from the 1990s and are thus outdated. New pictures, updated questions and new focal points, e.g. overlooking weaker road users, will make the driving test more up-to-date and realistic. The work should be completed in the second half of 2017.
- In future, standardised nationwide inspections for driving schools will be introduced to ensure high quality across the country. bmvit has prepared standardised checklists and corresponding handbooks for this purpose. The results of the inspections will be documented in a purpose-built database. In a second step, a special seal of approval will be available for driving schools which offer additional services and facilities, e.g. modern simulators, specialised teaching, etc.

2.4 Additional Road Safety Programme 2011–2020 Measures Already Implemented

The measures proposed in the Road Safety Programme 2011–2020 are organised into 17 fields of action, with the main priorities assigned to 10 areas of intervention (see Chapter 2.3). Some of the measures implemented cannot, however, be assigned to a specific area of intervention. These are outlined in the list below:

- "All-round Visibility on the Roads" pilot project: bmvit is financing a scientific experiment in which 20 heavy goods vehicles and buses are being equipped with a blind spot assistance system. The device warns drivers of potential collisions with weaker road users like cyclists or pedestrians.
- The current focus of checks on heavy goods vehicles lies on the technical condition of the vehicles. In future, they will also include adherence to social regulations like driving and rest periods or commercial aspects. For this purpose, the existing, informal "HGV Check Platform" will be upgraded to an "HGV Safety Platform". In addition to the institutions currently involved, namely bmvit, the Federal Ministry of the Interior, ASFINAG and the federal states, the Federal Ministry for Labour, Social Affairs and Consumer Protection, the social security organisations and the financial police will also be invited to participate in future to ensure better coordination between authorities.
- A new law will provide the state and federal authorities with access to specific information held by various bodies on a more detailed, regional level. Data on the sequence of events in an accident will be linked, for instance, to data on their impact on health. This will provide a more extensive picture of accidents on Austria's roads and allow targeted countermeasures to be set.
- Work has been ongoing since 2016 at EU level to coordinate the definition of a common definition of serious road injuries based on the MAIS 3+ Scale (Maximum Abbreviated Injury Scale). The number of seriously injured road users for the year 2015 was reported to the European Commission.
- Preparation for the technical implementation of eCall in time for the planned start in autumn 2017.

Contacts

Federal Ministry for Transport, Innovation and Technology
www.bmvit.gv.at | +43/1/7116265-0 | servicebuero@bmvit.gv.at

Federal Ministry of Health and Women's Affairs
www.bmgf.gv.at | +43/1/71100-0 | buergerservice@bmgf.gv.at

Federal Ministry of Education
www.bmb.gv.at | +43/1/53120-0 | ministerium@bmb.gv.at

Federal Ministry for the Interior
www.bmi.gv.at | +43/1/53126-0 | post@bmi.gv.at

Federal Ministry of Justice
www.justiz.gv.at | +43/1/5263686

Federal Ministry for Agriculture, Forestry, Environment and Water Management
www.bmlfuw.gv.at | +43/1/71100-0 | service@bmlfuw.gv.at

Federal Ministry of Labour, Social Affairs and Consumer Protection
www.sozialministerium.at | +43/1/71100-0 | post@sozialministerium.at

AIT - Austrian Institute of Technology GmbH
www.ait.ac.at | +43/50550-0 | office@ait.ac.at

AK - Chamber of Labour
www.arbeiterkammer.at | +43/1/50165-0

ARBÖ - Austrian Automobile, Motorcycle and Cycle Club
www.arboe.at | +43/1/89121-0 | info@arboe.at

ASFINAG - Autobahnen- und Schnellstraßen-Finanzierungs-Aktiengesellschaft
www.asfinag.at | +43/50108-10000 | info@asfinag.at

Austrian Mobility Research, FGM-AMOR, Gemeinnützige GmbH
www.fgm.at | +43/3168104510 | office@fgm.at

Austrian Red Cross
www.rotekreuz.at | +43/1/589 00-0 | service@rotekreuz.at

AUVA - Austrian Worker's Compensation Board
www.auva.at | +43/59393-20000

Austrian Youth Red Cross
www.jugendrotkreuz.at | +43/1/589 00-173 | jugendrotkreuz@rotekreuz.at

City of Graz, Roads Department
www.graz.at | +43/316/872-3601 | strassenamt@stadt.graz.at

City of Vienna, Municipal Department 46
www.wien.gv.at | +43/1/81114-0 | post@ma46.wien.gv.at

Federal State of Burgenland
www.burgenland.at | +43/057-600-0

Federal State of Carinthia
www.ktn.gv.at | +43/050 536

Federal State of Lower Austria
www.noegv.at | +43/2742/9005-0

Federal State of Salzburg
www.salzburg.gv.at | +43/662/8042-0

Federal State of Styria
www.steiermark.at | +43/316/877-0

Federal State of Tyrol
www.tirol.gv.at | +43/512/508

Federal State of Upper Austria
www.land-oberoesterreich.gv.at | +43/732/77 20-0

Federal State of Vorarlberg
www.vorarlberg.at | +43/557/4511-0

FSV - Austrian Association for Research on Road-Rail-Transport
www.fsv.at | +43/1/5855567 | office@fsv.at

Graz University of Technology - Institute for Vehicle Safety
www.tugraz.at | +43/316/873-0 | info@tugraz.at

Hitradio Ö3
oe3.orf.at | hitradio@oe3.at

KFV - Austrian Road Safety Board
www.kfv.at | +43/577077-0 | kfv@kfv.at

ÖAMTC - Austrian Automobile, Motorcycle and Touring Club
www.oeamtc.at | +43/1/711990 | office@oeamtc.at

ÖBB - Austrian Federal Railways
www.oebb.at | +43/1/93000 0 | kundenservice@oebb.at

Österreichischer Gemeindebund - Association of Austrian Municipalities
www.gemeindebund.at | +43/1/5121480 | presse@gemeindebund.gv.at

Österreichischer Städtebund - Association of Austrian Cities
www.staedtebund.gv.at | +43/1/4000-89980 | post@staedtebund.gv.at

Reco-Tech GmbH
reco-tech.at | +43/4235/201717 | office@reco-tech.at

sicher unterwegs - Verkehrspsychologische Untersuchungen GmbH
www.sicherunterwegs.at | +43/1/957 50 38 | +43/1/957 50 38

Statistics Austria
www.statistik.at | +43/1/71128-7070 | info@statistik.gv.at

SYNYO GmbH
www.synyo.com | +43/1/9962011 | office@synyo.com

VCÖ - Mobilität mit Zukunft
www.vcoe.at | +43/1/8932697 | vcoe@vcoe.at

Vienna University of Economics and Business
www.wu.ac.at | +43/1/313 36-0

walk-space.at
www.walk-space.at | office@walk-space.at

WKO - Austrian Economic Chamber
www.wko.at | +43/590900 | office@wko.at

Imprint

Proprietor and publisher:

bmvit – Federal Ministry for Transport, Innovation and Technology
Dept. IV/IVS2 – Technology and Road Safety
Austrian Road Safety Fund
Radetzkystraße 2, 1030 Vienna, Austria

Content:

KFV Sicherheit-Service GmbH

Graphic design:

Waltl & Waltl Werbeagentur GmbH, Graz

National statistics:

Statistics Austria (Preparation: KFV Sicherheit-Service GmbH)

