1 ROAD SAFETY WORK

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GLOSSARY

ACCIDENT
The term “accident” refers to road traffic accidents resulting in injuries. 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”.

FATALITIES
In Austria, persons who die immediately after or within 30 days of a road accident are classed as fatalities.

ABBREVIATIONS

ADM Accident Data Management
AUVa Austrian Workers’ Compensation Board
BKA Austrian Federal Chancellery
BM.I Austrian Federal Ministry of the Interior
BMASK Austrian Federal Ministry of Labour, Social Affairs and Consumer Protection
BMUKK Austrian Federal Ministry for Education, the Arts and Culture
bmwit Austrian Federal Ministry for Transport, Innovation and Technology
BMWFJ Austrian Federal Ministry of Economy, Family and Youth
BL Austrian Federal State(s)
CEE Central and Eastern European Countries
EU European Union
FSG Austrian Driving Licence Act
GIS Geographic Information System
ITS Intelligent Transport Systems
KDV Austrian Motor Vehicles Act Implementing Provisions
KVV Austrian Road Safety Board
NGO Non-Governmental Organisation
RS Road Safety
RSF Road Safety Fund
RSP Road Safety Programme
WKW Austrian Economic Chamber
The Austrian Federal Ministry for Transport, Innovation and Technology (bmvit) has been publishing an annual report on road safety in Austria since 2007. These reports afford a yearly look at road safety work in Austria and provide an overview of current trends in accident statistics.1

The 2012 annual report has been completely redesigned and focuses on the realization of the Austrian Road Safety Programme 2011–2020,2 the implementation of the measures planned in its individual areas of intervention and the resulting successes in reducing the number of accidents, injuries and fatalities on Austria’s roads. This new structure will also be maintained in the reports that will be published in the coming years.

The report thus provides support to researchers, practitioners and decision-makers in developing, planning and implementing further road safety measures. This, in turn, establishes the basis for achieving 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.

“...The implementation of the RSP 2011–2020 will be all the more successful, the more intensively everyone works together to improve road safety: from the parliament and the police to road planners and all road users.”

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The Austrian Road Safety Programme 2011–2020 stipulated the implementation of an electronic accident data collection system as part of the ADM (Accident Data Management) project. The goal was to create a new basis for the accident data collection system. To achieve this, bmvit and BM.I established the necessary technical solutions for electronic accident data collection. Since 1 January 2012, the police officers who respond to a traffic accident record the details of injury accidents on Austria's roads electronically via the ADM system and subsequently forward them to Statistics Austria (Bundesanstalt Statistik Österreich). The electronic ADM system replaces the former manual recording of accident data via accident statistics report forms. While the actual accidents themselves are recorded on the spot, i.e. as soon as possible after they occur, the full details of the incident may be entered into the system in stages. The change in the accident data collection method means that a direct comparison with previous annual figures is not possible from 2012 onwards.

One key change is that all accidents are now assigned spatial coordinates using a geographic information system (GIS), a development which could significantly aid the identification of high accident concentration sections of the road network in future. The accident data collection catalogue has been updated in line with road safety and accident research requirements and considerably extended in comparison to the data previously collected via the accident statistics report. The classification of accident type is now also carried out on site by the police officers who respond to and record the accident.

A further accident data collection measure stipulated in the RSP 2011–2020 is to improve accident databases, with a particular focus on localisation, the categorisation of the causes of accidents and harmonised data collection. In the future, bmvit, the individual federal states, the municipalities and ASFINAG should produce a joint accident, traffic and roads database for Austria. Work is already in progress to extend the ADM system for use in managing road sections with a high accident concentration. ASFINAG is also actively supporting the graph integration platform projects and in-depth investigations of fatal accidents on motorways and expressways.

“The recording of accidents using written accident report forms has been replaced with an electronic reporting system.”
1 ROAD SAFETY WORK

1.1 PARTICIPANTS IN AUSTRIA

Road safety in Austria is the joint responsibility of various different policy and decision-makers (local authorities, political stakeholders, research institutes, non-governmental organisations). The chart below provides an overview of the different players involved and how they work together.

The Austrian Road Safety Programme (RSP) forms the core of the country’s road safety work. The first RSP was introduced in 2002 for the period from 2002 to 2010. The current RSP 2011-2020 was published in February 2011.

As a result of the Accident Investigation Act (Unfalluntersuchungsgesetz) which came into force in 2006, bmvit established a Road Safety Advisory Council as the 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, automobile clubs, chambers of commerce and industry, trade and labour associations, interest groups and research institutions.

The council’s Roads Task Force was actively involved in the preparation of the RSP 2011-2020 and will support the programme throughout its duration and evaluate it at regular intervals. The Annual Report 2012 provides an overview of the implementation status of the RSP and therefore serves as an ongoing programme evaluation tool.
1.2 CONTRIBUTORS TO ROAD SAFETY WORK ON AN INTERNATIONAL LEVEL

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

<table>
<thead>
<tr>
<th>Organisation</th>
<th>Website</th>
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<tr>
<td>CARE European Road Accident Database</td>
<td><a href="http://ec.europa.eu/transport/road_safety/specialist/statistics">http://ec.europa.eu/transport/road_safety/specialist/statistics</a></td>
</tr>
<tr>
<td>CEDR (Conference of European Directors of Roads)</td>
<td><a href="http://www.cedr.fr">http://www.cedr.fr</a></td>
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<tr>
<td>CEE Road Safety Round Table</td>
<td><a href="http://www.kfv.at/verkehr-mobilitaet/internationale-zusammenarbeit/4th-cee-road-safety-round-table/">http://www.kfv.at/verkehr-mobilitaet/internationale-zusammenarbeit/4th-cee-road-safety-round-table/</a></td>
</tr>
<tr>
<td>ECTRI (European Conference of Transport Research Institutes)</td>
<td><a href="http://www.ectri.org/index.html">http://www.ectri.org/index.html</a></td>
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<tr>
<td>ERTRAC (European Road Transport Research Advisory Council)</td>
<td><a href="http://www.ertrac.org">http://www.ertrac.org</a></td>
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<tr>
<td>ETSC (European Transport Safety Council)</td>
<td><a href="http://www.etsc.eu/home.php">http://www.etsc.eu/home.php</a></td>
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<tr>
<td>FEHRL (National Road Research Centres in Partnership)</td>
<td><a href="http://www.fehrl.org">http://www.fehrl.org</a></td>
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<tr>
<td>GRSP Global Road Safety Partnership</td>
<td><a href="http://www.grsproadsafety.org">http://www.grsproadsafety.org</a></td>
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<td>High Level Groups der Europäischen Kommission</td>
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<tr>
<td>IRTAD (Accident Database of OECD)</td>
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<tr>
<td>ITF (International Transport Forum)</td>
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<tr>
<td>JTRC (Joint Transport Research Centre of OECD and ITC)</td>
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<tr>
<td>OECD (Organisation for Economic Co-operation and Development)</td>
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<tr>
<td>PIARC (World Road Association)</td>
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<tr>
<td>La Prévention Routière Internationale (F)</td>
<td><a href="http://www.lapri.org/">http://www.lapri.org/</a></td>
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<tr>
<td>WHO World Health Organisation</td>
<td><a href="http://www.who.int">http://www.who.int</a></td>
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1.3 ROAD SAFETY FUND

The Austrian Road Safety Fund (RSF) which has been established at bmvit, was set up with the aim of promoting and furthering road safety in Austria. Its funding is drawn from the road safety contribution which motorists are required to pay when they order personalised vehicle number plates (currently €200 for 15 years). Of this, 60% is channelled back into the road safety fund of the respective individual federal state, while 40% goes to the national road safety fund. The RSF also receives funding from income retained in its entirety by the federal government under the provisions of the Transportation of Goods Act (Güterbeförderungsgesetz).

The RSF uses this funding to finance projects to improve road safety.

The RSF has been issuing thematic calls for tenders since 2010. The respective themes are defined by bmvit in line with RSP goals and current accident statistics trends. Two calls for tenders were issued in 2011, the first with a “Safe · Electric · Mobile” theme and the second with the title “Attention and Concentration on the Roads”. A third call for tenders was issued in spring 2013 on the following theme: “Careful · Children · Consideration”. Information on the projects selected in this call will be provided in the Annual Report 2013. Information about these calls for tenders can be found under the following link (in German):


Austrian Road Safety Fund Projects (second call for tenders)

The theme for the second RSF call for tenders was “Attention and Concentration on the Roads”. Of the proposals received, the following projects were assessed as eligible and were approved by the federal minister.

→ Distractions – EPIGUS

This project aims to analyse the actual level of distraction faced by drivers while driving in traffic and also aims to carry out an objective eye movement test on dangerous and high accident concentration sections of road. Drivers need to process and gauge a multitude of different optical stimuli while driving a vehicle. Analyses of the visual physiology context serve to reveal how drivers recognise dangers and set priorities, thus allowing the identification of key safety improvements.

→ Alert – Graz University of Technology – Vehicle Safety Institute, AIT (Austrian Institute of Technology)

This project will draw up a list of requirements for C2X (car to X) systems that will help to improve road safety from a fatigue, distraction and lack of due care and attention perspective. Alert is defining a set of minimal requirements that C2X systems must meet in order to have an effective impact on road safety. In particular, it seeks to clarify how the effectiveness and/or requirements for such systems can be objectively determined.
→ TAKE A REST – KFV, ÖAMTC
TAKE A REST is a study into fatigue on Austrian motorways, which will examine driver fatigue and its effects on attention and concentration in monotonous driving situations. Project components include:
• Survey and testing of motorists (from Austrian and abroad) on Austrian motorways
• Sensitising motorists to the risks of fatigue/tiredness when driving
• Definition of risk groups
• Development of recommendations to raise awareness of “fatigue/tiredness when driving”

→ Get smart – KFV, Herry Consult
The “Get smart” project is studying distractions – in particular the use of smart phones – and their effects on road safety among young pedestrians and cyclists. Smart phones are very popular with young people, but using them places these young people at an increased risk on the roads. Age-appropriate content and forms of communication (Facebook, video clips) will be developed in cooperation with young people to raise their awareness of this risk.

→ Ortung (Navigation) – AIT (Austrian Institute of Technology), KFV
This project examines the potential distraction that navigation systems can pose to drivers and analyses the resulting risks for traffic and road safety. The focus lies on the effects of such systems on driver behaviour, which are assessed objectively during test drives.

→ FAST – AIT (Austrian Institute of Technology), KFV
The FAST project uses driver behaviour studies in real road traffic settings to examine which elements of the road infrastructure pose a high risk of distraction and their effects on driver behaviour.
→ HIGHLIGHT – mobimera Fairkehrstechnologien, AIT, Spath MicroElectronic Design
Highlight is a project to raise awareness and recognition of vulnerable road users at pedestrian crossings. To this end, the use of intelligent, demand-actuated LED street lighting is being evaluated in field tests in Vienna and Lower Austria.

→ Motorcycle Safety – viewpointsystem GmbH
This project analyses the eye activities of motorcyclists in dangerous situations on the road. State-of-the-art eye activity analyses using TÜV-certified technology (Technischer Überwachungsverein, German Technical Inspection Association) will be conducted to analyse how motorcyclists recognise and react to hazards. The objective is to establish a scientific basis for the key factors that influence hazard recognition and road safety risks for motorcyclists, thus allowing the identification and clarification of hazardous situations.

→ Optical Information Displays – NAST Consulting
This project will study the influence of optical information display systems on road users, examine whether they distract and/or affect driver attention and assess their impact on the flow of traffic. Surveys will be used to determine the attitudes of road users and their personal experiences with such displays, while test drives will be used for objective measurement and behavioural analysis purposes (analysis of driving behaviour and effects on road users).

1.4 AWARENESS-RAISING MEASURES AND CAMPAIGNS

Numerous road safety awareness-raising measures and campaigns were carried out in 2012 in Austria. This section provides a brief overview of some of these measures and campaigns.

1.4.1 International Activities and Events

→ International Level Crossing Awareness Day – bmvIt, KfV, ÖBB
In June 2012, bmvIt, KfV and ÖBB (Austrian Federal Railways) hosted a particularly spectacular event. Accidents on level crossings pose a high risk, with misjudgement or deliberate driver errors usually being the main causes. On the awareness day, a train and a car lined up for a simultaneous brake test at a speed of 100 kph, thereby clearly demonstrating the long braking distance required to stop a railway vehicle.

→ 5th CEE Road Safety Round Table – KfV
In October 2012, KfV organised the CEE Road Safety Round Table for the fifth time. This year’s event took place in Vienna and was attended by representatives of government ministries, research institutes and NGOs from Croatia, Czech Republic, Hungary, Poland, Serbia, Slovakia, Slovenia and Austria. It was also open to the project partners in the CEE-EU SOL (“Save our Lives”) project. Main topics on the agenda included demerit points driving licence systems, level crossings and risk models as well as the aging society.
19th ITS World Congress – bmvit
In 2012, bmvit hosted the World Congress on Intelligent Transport Systems (ITS) in Vienna. This was the first time the congress had been held in Austria, but that did not stop it attracting a record number of visitors. Targeted at both the trade audience and the general public, the main themes of the congress were cooperative mobility, electromobility, public transport, navigation and ITS network management. Intelligent technology systems that should serve in future to support motorists when driving were also presented.

1.4.2 Selected National Activities and Events

Aquila Road Safety Awards 2012 – KfV, Austrian Municipalities Association
The 41st Austrian Road Safety Awards were presented in June 2012. This year, the prestigious awards recognized extraordinary projects in the following categories: Kindergarten and Primary Schools, Middle & Secondary Schools, Cities, Companies and Associations, and Media. The 2012 winners included: “Safe Way to School” (Sicherer Schulweg”, Wies Primary School), “ALIS” (Higher Technical Training and Research Institute Salzburg), “Brain-Train – Fairness on Track” (ÖBB Personenverkehr AG), “Fair and Safe” (Team at ORF Burgenland).

VCÖ Mobility Award 2012 – VCÖ
In 2012, VCÖ mobility awards were presented to three schools (in Lehen/Salzburg, Ranshofen/Upper Austria and Wies/Styria) and a kindergarten (in Rickenback/Vorarlberg). These education facilities had committed themselves to creating a safe way to school/kindergarten for their pupils and had focused on introducing appropriate measures to significantly (or totally) restrict motorised traffic and to ensure pavements were child-friendly.

6th Pedestrian Symposium – Walk-space
At this year’s Walk-space pedestrian symposium, Vienna’s Deputy Mayor Maria Vassilakou signed the International Charter for Walking on behalf of the city. In doing so, she renewed the city’s commitment to further improving road safety for pedestrians and addressing their needs and demands. A focus will be placed on making public areas more attractive and increasing road safety.

6th ZVR Traffic Law Day – KfV, University of Vienna, with the support of numerous sponsors
The main topics on the agenda at the 6th ZVR Traffic Law Day, which was held at Vienna University’s “Juridicum” Faculty of Law building, included administrative criminal law, administrative procedural law, compensation for damage and insurance law, new approaches in railway law as well as road traffic and motor vehicle law. The event provided the audience of legal practitioners, researchers and academics with an ideal opportunity to share experiences and discuss their topics of interest.

Bicycle-Friendly Municipalities – KfV
In 2012, KfV organised a competition to identify Austria’s most “bicycle-friendly municipalities”. All cities and municipalities in the country had the opportunity to fill out a questionnaire and participate. The KfV team used quantitative criteria to draw up a shortlist of candidates for each federal state, who were then assessed by individual state juries using qualitative criteria to determine the state winners.
1.4.3 Selected Awareness-Raising Campaigns and Measures

→ 20th Anniversary for Road Safety Campaign – AUVA, KFV
For the last 20 years, the "Take time to keep me safe" ("Nimm dir Zeit für meine Sicherheit") campaign has been used to raise road safety awareness among schoolchildren and motorists. Schoolchildren help to measure adherence to speed limits in the vicinity of their schools and confront drivers with the results. The personal interaction between drivers and the schoolchildren is designed to raise awareness and encourage the former to show more consideration for the latter.

→ "Junior Road Safety 1x1" – ÖAMTC, AUVA, „Kinder in Wien"
The objective of the "Junior Road Safety 1x1" ("Das kleine Straßen 1x1") programme is to teach kindergarten children how to behave correctly and safely on the roads from an early age on. The programme, which has already been used successfully in Salzburg, was held in a kindergarten in Vienna for the first time in 2012. The programme teaches the young road users how to behave correctly on pavements or how to cross the road safely.

→ Getting to School Safely – KFV, AUVA, Municipalities
Schoolchildren often face particularly high risks as a result of the complex traffic situation and high volumes of traffic around their schools. Individually planned traffic concepts should enable them to walk to school safely. A total of 40,000 parent questionnaires were analysed as part of the "Getting to School Safely" ("Sicher in die Schule") project, and valuable tips and brochures were provided to parents and children at individual school events.

→ Bicycle Workshops for Children – AUVA, bmvit, 6 Federal States*
In 2012, bmvit once again sponsored AUVA’s special bicycle road safety training courses for children between the ages of six and ten, which were held at 213 primary schools across Austria. The programme has been running since 2005 and is designed to provide the participating children with an ideal introduction to road use. In addition to a bicycle safety check, they also have the opportunity to use an obstacle course to learn how best to ride their bikes in difficult conditions that are similar to real situations on the roads.

* Burgenland, Carinthia and Vienna did not participate.

→ "Tunnel Vision" Awareness-Raising Campaign – ÖAMTC, Schuhfried GmbH
To raise awareness of the dangers of a limited field of vision, the Austrian Automobile, Motorcycle and Touring Club (ÖAMTC) gave motorists the opportunity to self-test their peripheral vision over a one-week period in one of its branches. Participants used a computer simulation program to solve a range of tasks, which focused primarily on information assimilation and ability to respond. The campaign aimed to demonstrate that distractions, fatigue and stress lead to a change in peripheral vision and can thus cause "tunnel vision".
More Safety on Motorcycles Brochure –

bmvit, KFV, ÖAMTC, ARBÖ, Arge2Rad

In perfect time for the start of the new motorcycle season, bmvit published a new information brochure for motorcyclists. Along with details of the most important rules and regulations, the new brochure also contains tips and tricks for dealing with specific traffic situations. Motorcyclists who had completed a braking and road safety training course at an automobile club driving training centre also received a financial bonus.

Fun on 2 Wheels – Sure, But Safe –

KFV, Federal State of Vorarlberg, Police Force

The “Fun on 2 Wheels – Sure, But Safe” (“Spaß auf 2 Rädern – Aber sicher”) motorcycle safety campaign in Vorarlberg was targeted at motorcycle enthusiasts as well as at new and return motorcyclists. Advice on how to increase their safety on the roads was distributed to motorcyclists on several weekends along popular routes and at biker events. Particular emphasis was placed on speaking directly to motorcyclists and communicating the campaign message personally. The campaign focused on raising awareness of the benefits of correct protective clothing and increased attentiveness on the roads.

It’s never wrong to say you’re sorry! –

The City of Vienna, KFV, ARBÖ, ÖAMTC, VCÖ, ARGUS, IG-Fahrrad, Walk-space, Taxi Guild, Workers Associations and Chambers of Commerce, Wiener Linien (Vienna public transport service), Austrian Rollerskate and Inline-Skating Association, Red Biker (Austrian Motorcyclist Association), Driving Instructors

Under the slogan “It’s never wrong to say you’re sorry” (“Tschuldigen – ist nie verkehrt”), a city-wide campaign was launched in Vienna to encourage the different road users to treat each other fairly and with respect. Promotional materials, posters, print adverts and social media were used to campaign for a more relaxed attitude on Vienna’s roads and encourage everyone to contribute to achieving this goal.

Fun on 2 Wheels – Sure, But Safe

Poster “It’s never wrong to say your’re sorry”
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 (bmvIT) 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 nonetheless Austria currently only occupies a middle ranking position among EU member states as far as road safety is concerned and even ranks below the average for the EU-27 countries for some indicators. As a result, bmvIT has 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 the years 2011–2020.

The road safety philosophy in the RSP 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 Austrian road users.

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 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 key players (organisations and levels of responsibility). The measures are broken down further 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.

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

The ten 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:

- Alcohol and drugs
- Specific road user groups
- Seat belts
- Motorcycle accidents
- High accident concentration sections and integrated road network safety management
- Accidents on level crossings
- Fatigue and lack of due care and attention
- Speed management on rural roads
- Enforcement
- Driver education

Chapter 2.3 of this annual report focuses on the implementation of measures in the individual areas of intervention in the RSP. The programme will be monitored and adapted throughout its duration by the Austrian Road Safety Advisory Council (Roads Task Force). This, in turn, will require intensified cooperation between the federal government, the individual state governments and the local authorities.

The Austrian Road Safety Fund (RSF) established at bmvIT serves to fund road safety research and finance road safety related activities. Appropriate evaluations should accompany as many RSP measures as possible.
Targets of the Austrian Road Safety Programme 2002-2010

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<tbody>
<tr>
<td>Fatalities</td>
<td>– 50 %</td>
<td>– 45.1 %</td>
<td>– 42.3 %</td>
<td></td>
</tr>
<tr>
<td>Injury accidents</td>
<td>– 20 %</td>
<td>– 14.3 %</td>
<td>– 18.1 %</td>
<td></td>
</tr>
</tbody>
</table>

Development of accidents since 2000 including interim targets up until 2015 and 2020

* A direct comparison of the annual figures is not possible as a result of the change in the data collection method in 2012.
** Basis: Average for the years 2008-2010

The trend line for fatalities is based on fatality numbers for the years 2000-2012
The trend line for seriously injured road users is based on the numbers of serious injuries for the years 2000-2011
The trend line for the number of injury accidents is based on the number of accidents for the years 2000-2011

Note: 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 removed with effect from 1.1.2012. Since then, all injuries have been explicitly assigned to a specific category.
2.2 LEGAL CHANGES IN THE ROAD SAFETY SECTOR IN AUSTRIA

→ New regulation of safety arrangements at level crossings
The Level Crossings Act (Eisenbahnkreuzungsverordnung) has been totally reformed and newly enacted. The new Act, which came into force on 1 September 2012, replaces the former Level Crossings Act 1961. It defines five types of safety arrangements for level crossings (securing a level crossing by means of a constantly lit yellow or red light, by means of lights and safety barriers, by ensuring the crossing meets the defined visibility requirements, by the emission of acoustic signals from the railway vehicle and by means of surveillance). The admissibility of whistle signals as safety arrangements at a level crossing will be heavily restricted. The road traffic provisions and prohibitions will be revised, and the stop provisions “Light – Sound – Move” will be clearly defined in the process. All existing level crossings must be upgraded in line with the new requirements by the stipulated deadlines.

Level Crossings Act 2012, Federal Law Gazette II 216/2012

→ Risk identification training and feedback driving session in the second phase of driving instruction for category A driving licences
Since 19 January 2013 new holders of category A1, A2 and A driving licences are required to attend a risk recognition training course to improve their recognition skills and reactions in hazardous situations and complete a feedback driving session to perfect their skills. This is a part of the second phase of their driver training and has to be done in addition to the mandatory driving safety training course and road safety psychology group session. These changes were introduced in 2011 by the 14th Amendment to the Driving Licence Act (Führerscheingesetz). Precise details of these measures were defined in the 10th Amendment to the Driving Licence Act Implementing Provisions.

10th Amendment to the Driving Licence Act Implementing Provisions, Federal Law Gazette II 2012/472

→ New credit card format driving licence
The credit card format driving licence was redesigned and adapted in line with the provisions of the 3rd EU Directive on Driving Licences. Driving licences have been issued in the new format since 19 January 2013.

10th Amendment to the Driving Licence Act Implementing Provisions, Federal Law Gazette II 2012/472

→ Driving test changes
The 14th Amendment to the Driving Licence Act tightened the provisions for the appointment of driving instructors, extended and unified the continuous training requirements and introduced mandatory quality assurance measures in the form of regular controls and checks. The curricula for training and further education were regulated and details of the examination and the quality assurance audits were defined.

8th Amendment to the Driving Licence Act – Driving Test Regulations, Federal Law Gazette II 2012/244

→ Additional training for the towing of trailers up to a maximum combined vehicle weight of 4,250 kg
From 19 January 2013, drivers holding a category B driving licence are permitted to tow heavy trailers, provided that the total maximum permissible combined vehicle weight does not exceed 4,250 kg. To do so, drivers are required to complete an additional training programme and have the new “Code 96” added to their driving licence. This additional training is made up of three classroom-based theory units and four practical training units.

In 2012, 2,941 children were injured in 2,751 accidents on Austria’s roads, 8 of them fatally. Almost 40% of these children were injured while travelling as passengers in cars, 25% as pedestrians, 20% as cyclists and around 10% on mopeds.

One in five fatalities on Austria’s roads in 2012 was a young road user, and more than 70% of these fatally injured young road users were male. 70% of fatally injured young road users were travelling in cars when they were killed, 12% were riding a motorcycle, 6% were riding a moped and 6% were riding a bicycle.

The elderly road users who are fatally injured on Austria’s roads are frequently also vulnerable road users. In 2012, one in five of all fatally injured elderly road users was riding a bicycle, while one in four was a pedestrian. 42% of fatalities among elderly road users were travelling by car.

The number of fatally injured pedestrians increases with age. While no small children (under the age of 4 years) were killed as pedestrians in Austria in 2012, 50% of all pedestrian fatalities were elderly road users.

The number of road users who are fatally injured while riding a bicycle grows steadily with increasing age. In 2012, two adolescent cyclists were killed on Austria’s roads. Of the 48 adult/elderly cyclists who were fatally injured in Austria in the same period, 90% were over the age of 40.

Changes in road use have led to increasing numbers of fatalities among young moped drivers. Of the moped drivers who were fatally injured on Austria’s roads in 2012 (18 in total), 8 were under 24 years of age. 5 fatally injured moped drivers were over the age of 65.
In June 2013, bmvit launched a new road safety campaign for children under the motto: “Children see the world differently. Remember that and drive carefully” (“Kinder sehen die Welt anders – Denk daran: Fähr aufmerksam”).

BMUKK, BMWfJ and bmvit provided support to the playmit.at educational platform in the development of new competences and their implementation in day-to-day school and workplace activities (e.g. mobility competence, risk competence, etc.).

Numerous projects and measures have been introduced by bmvit, the individual federal states, the municipalities, BMFLUW (Federal Ministry of Agriculture, Forestry, Environment and Water Management) and BMUKK to make the journey to school safer for children (e.g. extension of the safe way to school maps concept to primary schools, extension of the pilot “mobility management for schools” project, improvement in safety levels for the transport of school-children).

bmvit and driving schools across Austria are working on including the "Close To" peer group approach as a permanent element in driver training; various implementation options are under development.

* Peer group approach: preparing materials/campaigns in cooperation with young people to get the target group involved.

bmvit is developing a set of basic principles for dealing with an age-related reduction in driving ability.

These principles are being translated into projects like the KFV's safety awareness workshop (bewusst.sicher.werkstatt), where elderly road users can brush up their road skills to help them to remain mobile, or the "Keep at it!" ("Bleiben Sie dran!") project.

The automobile clubs and driving schools offer driving safety training courses for specific target groups which include information on technological developments and how to use these new technologies. They also provide mobility counselling services.

The RSf's "Optical Information Displays" project (see Chapter 1.3) is using cognitive ability criteria to assess the way information is presented to road users.

bmvit has conducted a detailed evaluation of the compulsory cycle helmets for children policy. Cycle helmets have been compulsory for children up to the age of 12 since 31 May 2011.

bmvit has simplified and unified the regulations for bicycle traffic. A duty of care, greater flexibility regarding the obligation to use cycle paths and the introduction of "bicycle-only roads" have been added to the Road Traffic Act.

The revision of the law regulating the design and use of bicycles (Fahrradverordnung) is also currently being implemented.

bmvit has extended the catalogue of MOT test items to prevent tuning (Appendix 6, Test and Appraisal Centre Act (Prüf- und Begut-achtungsstellenverordnung/PBSTV) for inclusion in the draft of the 7th Amendment to the PBSTV).

A decree issued by bmvit ensured the unified regulation of [police-enforced] technical spot checks and dynamometer tolerances for mopeds.

bmvit and the automobile clubs are educating young people in the risks associated with riding illegal mopeds (ARBO project: "4young-driver-intelligent mobile").

The automobile clubs and driving schools are holding instructive and informative workshops for young moped drivers.
2.3.2 Alcohol and drugs

In 2012, at least one of the drivers or pedestrians involved in every 15th accident in Austria was under the influence of alcohol. The statistics for alcohol-related accidents in the last 10 years indicate a downward trend in the number of accidents and in the number of fatalities in alcohol-related accidents (see graphic). The percentage of alcohol-related accidents among total accidents lay at 6.6% in 2012 and has remained unchanged in the last three years (2009, 2010 and 2011: approx. 6.5%).

RSP 2011–2020 Measures Implemented:

→ The number of drink driving checks further increased in 2012 (see also the section on Enforcement).
→ bmv and BM.I have established the legal framework for a pilot test and the potential introduction of alcohol interlock (AI) devices.
→ The transport office (Verkehrsamt) in Vienna has currently running a pilot test with drivers whose driving licences had to be revoked in conjunction with a "drink driving" offence but for whom this decision could be reversed if they were to use an Al device.
→ To encourage their use, bmv plans to subsidize 100 Al devices for the transport sector.
→ bmv has also commissioned an assessment of the effectiveness of traffic coaching for drink driving offenders.3

Alcohol-related accidents in 2012

<table>
<thead>
<tr>
<th></th>
<th>Accidents</th>
<th>Injuries</th>
<th>Fatalities</th>
<th>Serious injuries</th>
</tr>
</thead>
<tbody>
<tr>
<td>2,684</td>
<td>3,425</td>
<td>39</td>
<td>678</td>
<td></td>
</tr>
</tbody>
</table>

Trends in alcohol-related accidents and fatalities in alcohol-related accidents from 2003–2012*

* A direct comparison of the annual figures is not possible as a result of the change in the data collection method in 2012.

"Large estimated number of undetected alcohol-related accidents."

3 "Traffic coaching" is an accompanying measure to the fine issued for first-time drink/drug-related driving offences and is designed to re-establish fitness to drive. Under the provisions of Art. 99 (1) b of the Austrian Road Traffic Act, all persons found guilty of driving or starting a motor vehicle with a blood alcohol content of 0.8 to 1.19‰ (incl.) are while under the influence of drugs required to take a traffic coaching course.
2.3.3 Seat belts

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

Each year, KFV observes and records the seat belt wearing rate in Austria, which has remained constant in recent years. In 2012, 88 % of car occupants were wearing seat belts at the time of observation. The seat belt wearing rate on motorways for the same period was only marginally higher than in urban or rural areas. Large differences were observed between the various seats occupied in a car: 89 % of drivers and front-seat passengers were wearing seat belts at the time of observation compared to only 75 % of passengers who were sitting on the back seat.

The use of child seats has been compulsory in Austria since 1994. Failure to use or provide correct child restraints is also a recordable offence in Austria. KFV figures show that the child restraint use rate for 2012 in Austria lay at 94 %.

RSP 2011–2020 Measures Implemented:

→ With the road safety campaign 2012/13 under the slogan “Children see the world differently” (Focus: Children on the road) bmvit raises awareness for, amongst other topics, the necessity of applying straps.

→ bmvit and the automobile clubs supported the use of rearward-facing child seats for children up to the age of four, and bmvit has produced a corresponding brochure.

“Seat belt wearing rates in Austria are still only average compared to other countries in Europe.”

Injury severity for car occupants wearing seat belts in road traffic accidents in 2012 n = 26,214

- Minor injuries: 90.6 %
- Serious injuries: 8.7 %
- Fatalities: 0.7 %

Injury severity for car occupants not wearing seat belts in road traffic accidents in 2012 n = 1,328

- Minor injuries: 70.3 %
- Serious injuries: 23.3 %
- Fatalities: 6.4 %
2.3.4 Motorcycle accidents

A KFV study of motorcycle accidents in recent years indicates that the "typical at risk motorcyclist" is 40+ years of age, male and either a new or a return motorcyclist. This is indicated above all by the following findings:

→ Motorcycle accident victims are getting older: in 2011, over 50% of all injured motorcyclists were over the age of 40, compared to only around 30% in 2006.
→ Around 10% of injured motorcyclists are female.
→ Only 18% of actual motorcyclists are over the age of 40. This means that bikers over the age of 40 have about a three times greater than average risk of having a motorcycle accident.
→ Around one third of motorcyclists in the 40+ age group are return motorcyclists.
→ A small group of motorcyclists in the 40+ age group have only held a motorcycle driving licence for 10 years or less. In relative terms, this group has a particularly high risk of having an accident.

RSP 2011–2020 Measures Implemented:

→ The individual federal states have received funding from bmvit (RSF) to treat accident-prone sections of road and junctions. This so-called "motorcycle safety million" was to be used among other things to install new roadside restraint systems, to organise the removal of objects at the side of the road, to avoid changes in grip on the road surface, to give priority to the removal of grit, and to provide more underride protection/barriers for safety restraint on roads with high motorcycle traffic volumes.
→ bmvit has published a brochure highlighting the benefits of helmets, helmet straps and protective clothing for improving the safety of motorcyclists. The brochure also emphasizes the advantages of wearing "garishly" coloured clothing when riding a motorcycle.

Motorcycle accidents 2012

<table>
<thead>
<tr>
<th></th>
<th>Accidents</th>
<th>Injuries</th>
<th>Fatalities</th>
<th>Serious injuries</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>3,110</td>
<td>3,176</td>
<td>64</td>
<td>1,238</td>
</tr>
</tbody>
</table>

Motorcycle accident trends by age for the period from 1990–2012

*A direct comparison of the annual figures is not possible as a result of the change in the data collection method in 2012.*
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 of the road network. Art. 96 (1) of the Road Traffic Act (Straßenverkehrsordnung) stipulates that the authorities must introduce countermeasures on such sections of the road. 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. A KFV study shows that the measures taken at 40 treated high accident concentration sites in Lower Austria served to reduce the number of injury accidents at these sites by 61% and the number of fatalities and injured persons by 66%.

*The assessment and treatment of high accident concentration sections of the road network is an important cornerstone of road safety work in Austria.*

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**RSP 2011–2020 Measures Implemented:**

- In infrastructure safety management terms – and in accordance with the provisions of Art. 5 of the Federal Roads Act (Bundesstraßengesetz) – audits for general road refurbishments that exceed 5 km in length and in-depth road safety assessments on around 200 km of road each year will be carried out for the complete ASFINAG road network.
- Detailed road safety audits will be carried out by ASFINAG and the individual federal states on those sections of road with the highest accident cost rates.
- Details of the road safety analysis for the complete ASFINAG road network will be published annually on the ASFINAG website.
- Bmvit and the individual federal states have prepared digital maps of all high accident concentration sections of road in Austria.
- Bmvit and the individual federal states plan to set up a speed limit database and an integrated roads database for the entire Austrian road network. Such a database has already been realised for the country’s motorway and expressway network.

*The accident cost rate is calculated from the accident costs in relation to traffic density (traffic volume).*
2.3.6 Accidents on level crossings

Given the far greater differences in mass between the colliding vehicles, the severity of injuries sustained in accidents on level crossings is high. While 1.4% of all road accident victims in Austria in the period from 2002 to 2011 sustained fatal injuries, 21.3% of victims in level crossing accidents were fatalities. Over 50% of all level crossing accident victims suffered fatal or serious injuries.

In 2012, 63 injury accidents occurred on level crossings in Austria. 13 people were killed in these accidents and 84 were injured. Of these, 20 people suffered serious injuries. According to figures provided by the Federal Office of Transport, 30% of all level crossing accidents occurred on level crossings that were secured by technical means.

RSP 2011–2020 Measures Implemented:

→ The individual federal states and bmvit have assigned highest priority to identifying, assessing and treating accident hot spots.
→ The ÖBB risk model has been implemented with the support of bmvit, the individual federal states and the local authorities.
→ The “level crossing awareness day” held in 2012 served to raise awareness of the correct behaviour needed on level crossings. For further details see (in German): http://www.bmvit.gv.at/verkehr/index.html

2.3.7 Speed management on rural roads and motorway network

Driving speed is an important road safety indicator. Throughout the duration of the RSP 2002–2010, the control of average speeds on sensitive sections of the motorway network (“section controls”) proved to be an effective measure. Speed management measures in the RSP 2011–2020 focus on rural roads and aim at reducing speeds and the maximum speed limits on such roads.

RSP 2011–2020 Measures Implemented:

→ Expansion of section controls on sensitive sections of road: A9 Plabutsch Tunnel, road works on the A1 motorway between Amstetten Ost and Ybbs, on the A8 motorway between Haag and Meggenhofen and on the A23 motorway at the Hansson-Kurve (“Hansson bend”).
→ bmvit and the automobile clubs supported European efforts to introduce “intelligent speed assistance” through their ITS Action Plan for Austria. Further information on this measure can be found at (in German): http://www.bmvit.gv.at/verkehr/gesamtverkehr/telematik_ivs/index.html

Level Crossing Accidents 2012

<table>
<thead>
<tr>
<th>Accidents</th>
<th>Injuries</th>
<th>Fatalities</th>
<th>Serious injuries</th>
</tr>
</thead>
<tbody>
<tr>
<td>63</td>
<td>84</td>
<td>13</td>
<td>20</td>
</tr>
</tbody>
</table>

“Inappropriate speed is the suspected main cause of 16% of all accidents on Austria’s roads.”
2.3.8 Fatigue and distraction

Fatigue and/or distractions are frequent causes of road accidents. Both internal (e.g. doing something that distracts you when driving) and external (e.g. road markings, traffic signs) factors contribute to the risk of an accident being caused by driver distraction. Based on police assessments of what constituted the main cause of an accident, road accident statistics for Austria in 2012 indicate that 34.7% of all injury accidents were the result of a lack of due care and attention/distraction and some 1.4% were caused by fatigue. According to information issued by BM.I, 12% of all fatal road accidents in Austria in 2012 were the result of distraction/lack of due care and attention while 4.9% were the result of fatigue. In 2011, the RSF issued its second call for tenders under the title “Attention and Concentration on the Roads”. Details of the projects selected for funding can be found in Chapter 1.3 above.

RSP 2011–2020 Measures Implemented:

→ 11 traffic control sites are already up and running, 1 is under construction and 4 are in the planning stage. ASFINAG plans to complete these in the medium term.

→ Following the successful implementation of the system to provide information on available parking spaces for heavy goods vehicles in the Greater Vienna area, it is now being extended to the Linz and Graz areas.

→ Targeted information campaigns are planned by bmvit and the automobile clubs to ensure drivers are able to identify the early signs of tiredness and react accordingly. Appropriate results are expected from projects funded under the RSF’s second call for tenders (see Chapter 1.3).

"Fatigue/tiredness at the wheel and the associated fluctuation in attention and concentration is underestimated as a cause of accidents."

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Number of accidents by presumed cause in 2012

- Inappropriate speed: 5,915 (16%)
- Breach of right of way: 9,158 (24%)
- Others: 9,063 (24%)
- Lack of due care and attention/distraction: 13,113 (35%)
- Fatigue: 536 (1%)

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2.3.9 Enforcement

Police traffic enforcement makes a key contribution to improving road safety. The table below shows the number of speeding fines issued by the police, the number of alcohol checks (only alcohol screening and breathalyser tests) carried out, as well as the numbers of charges filed and on-the spot fines issued by the police for alcohol or drug-related traffic infringements or for failure to wear a seat belt in the last four years.

**RSP 2011–2020 Measures Implemented:**

→ Since the Road Traffic Act is enforced in Austria at individual state level, the unification of the catalogues of fines for driving infringements can only be achieved for some areas of the Road Traffic Act with the voluntary cooperation of the individual federal states. There is a general consensus that the minimum fines for infringements that cause accidents should be raised.

→ The minimum fines for some infringements (e.g. speeding) have already been raised.

→ Bmvit embraces and is actively supporting the implementation of the EU Directive on the cross-border enforcement of traffic fines.

→ Bmvit, BMI, BKA and BMJ (Federal Ministry of Justice) have established an inter-ministerial platform and regional government platform to handle the legal and technical issues related to the cross-border enforcement of traffic fines.

→ Bmvit, BMI, ASFINAG, the local authorities and the individual federal states are continually introducing new technology-based solutions (e.g. front view speed cameras) to enforce traffic regulations.

"The number of traffic spot checks, infringements identified and charges filed in Austria is on the rise."

<table>
<thead>
<tr>
<th>Enforcement measure</th>
<th>2009</th>
<th>2010</th>
<th>2011</th>
<th>2012</th>
</tr>
</thead>
<tbody>
<tr>
<td>Speed infringements</td>
<td>4,138,826</td>
<td>4,161,855</td>
<td>4,930,164</td>
<td>4,808,288</td>
</tr>
<tr>
<td>Alcohol checks</td>
<td>850,512</td>
<td>1,025,302</td>
<td>1,418,363</td>
<td>1,642,790</td>
</tr>
<tr>
<td>Alcohol related charges</td>
<td>41,160</td>
<td>37,519</td>
<td>40,234</td>
<td>38,622</td>
</tr>
<tr>
<td>Drug related charges</td>
<td>940</td>
<td>1,094</td>
<td>1,256</td>
<td>877</td>
</tr>
<tr>
<td>Failure to wear a seat belt</td>
<td>144,979</td>
<td>136,200</td>
<td>147,016</td>
<td>143,613</td>
</tr>
</tbody>
</table>
2.3.10 Driver education

The 3rd European Driving Licence Directive, which came into force in 2011, places particular emphasis on quality assurance in the driving instruction and driving test system, the format of medical checks and first aid courses, the prevention of driving licence tourism and the phased provision of access to motorised vehicles.

Over 90% of all new driving licence holders in Austria are between 16 and 24 years of age. Accident statistics show that most driver fatalities and injuries occur in the second year that a person holds a driving licence. There were 14,890 injuries and 108 fatalities in the 15-24-year-old age group on Austria’s roads in 2012.

Road accident victims by age group in 2012

- 0 – 4 years, 1%
- 5 – 14 years, 5%
- 15 – 24 years, 29%
- 25 – 34 years, 16%
- 35 – 44 years, 14%
- 45 – 54 years, 15%
- 55 – 64 years, 9%
- 65+ years, 11%

RSP 2011–2020 Measures Implemented:

→ The 3rd European Driving Licence Directive was incorporated into Austrian law through the 14th Amendment to the Driving Licence Act (Federal Law Gazette I Nr. 61/2011), the 8th and 9th Amendments to the Driving Test Act (Fahrprüfungsverordnung) and the 10th Amendment to the Driving Licence Act Implementing Provisions.

→ bmvit and the individual federal states set up three working groups to address the reform of driving schools ( accreditation requirements, driving instructor training and further education, quality assurance). The findings of these working groups were integrated into final drafts for legal amendments.

→ bmvit and the automobile clubs are working to promote the further development of the 2nd phase driver education system, the introduction of a further education programme for trainers and the optimisation of class sizes.

→ The 14th Amendment to the Driving Licence Act added a feedback driving session to perfect driving skills and risk recognition training as part of the road safety training programme to the 2nd phase driver education system for category A driving licences.

“The 3rd EU Driving Licence Directive totally reorganises driver training. Austria will make maximum use of its potential to improve road safety in the implementation of this Directive.”
2.4 ADDITIONAL RSP 2011–2020 MEASURES ALREADY IMPLEMENTED

The measures proposed in the RSP 2011–2020 are organised into 17 fields of action, with the main priorities assigned to 10 areas of intervention (see Chapter 2.3). However, some of the measures implemented cannot be assigned to a specific area of intervention, and are therefore outlined in the list below.

- bmvit is continually evaluating the bans on overtaking by lorries on motorways and modifying them as required.
- The WKO’s “Safety Driver” campaign specifically addresses (transport) firms and other road users. The campaign rewards firms for successful efforts to improve road safety and helps to raise the image of lorry drivers.
- bmvit has ensured that lorries currently in use are retrofitted with blind spot mirrors through the implementation of the EU Directive.
- Work is underway to ensure that heavy goods vehicles are equipped with the compulsory tyre pressure control systems.
- bmvit is supporting the introduction of a “First Aid Card”, which will provide illustrated step-by-step instructions on the correct measures and actions required to provide quick and competent first aid. For further details see (in German):
  http://www.bmvit.gv.at/verkehr/strasse/sicherheit/helfen.html

- ASFiNAG and the individual federal states have installed rumble strips at the edge of the road on around 42 km of the S5 and the A12.
- In 2012, five roadworks inspections (monitoring) were carried out by independent, external assessors.
- The dynamic traffic control system on the A23 went into operation in 2012. Detailed planning of the dynamic traffic control systems for Linz and Salzburg was completed.
- The first themed RSF call for tenders was issued in 2011 with a “Safe – Electric – Mobile” theme. Under this call, projects were funded which served to evaluate technical measures (e.g. acoustic perception) and/or raise awareness of potential safety risks.
- bmvit and the automobile clubs are working together to lobby for an EU-wide raising of road safety levels for pedestrians and cyclists in the event of a collision with a vehicle (“pedestrian-friendly car fronts”).
- An Austria-wide mobility survey is planned in autumn 2013 and will mark the start of regular nationwide mobility surveys.

“Road safety has improved appreciably in recent years, but further measures will still be needed if Austria is to close the gap to Europe’s top road safety performers.”
CONTACTS

Federal Ministry for Transport, Innovation and Technology
www.bmvit.gv.at
+43 1 71162650

Federal Ministry of Health
www.bmg.gv.at
+43 1 71100-0
buergerservice@bmg.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 53120-0

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

Federal Ministry for Education, Arts and Culture
www.bmukk.gv.at
+43 1 53120-0
ministerium@bmukk.gv.at

Austrian social insurance for occupational risks
www.auva.at
+43 1 33111-0

ARBÖ (Auto-, Motor- und Radfahrerbund Österreichs)
www.arboe.at
+43 1 89121-0
info@arboe.at

ASFINAG (Autobahnen- und Schnellstraßen-Finanzierungs-Aktiengesellschaft)
www.asfinag.at
+43 1 8932697
vcoe@vcoe.at

Austrian Association of Communities
www.gemeindebund.at
+43 1 5121480

The Chamber of Labour
www.arbeiterkammer.at
+43 1 50165-0

KVF (Austrian Road Safety Board)
www.kvf.at
+43 577077-0
kfv@kfv.at

ÖAMTC (Austrian Automobile Association)
www.oeamtc.at
+43 1 711990

Austrian Association for Research on Road – Rail – Transport (FSV)
www.fsv.at
+43 1 5855567
office@fsv.at

Austrian Red Cross
www.roteskreuz.at
+43 1 589 00-0
service@roteskreuz.at

The Austrian Association of Cities and Towns
www.staedtebund.gv.at
+43 1 4000-89980
post@staedtebund.gv.at

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

Verkehrsclub Österreich (VCÖ)
www.vcoe.at
+43 1 8932697
vcoe@vcoe.at

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

Advantage Austria
www.wko.at
+43 580900
office@wko.at

ÖBB (Austrian Railways)
www.oebb.at
+43 1 93000 0
service@pv.oebb.at

Austrian Institute of Technology (AIT)
www.ait.ac.at
office@ait.ac.at

Arge2Rad
www.arge2rad.at
office@arge2rad.at

ARGUS
www.argus.or.at
office@argus.or.at
IMPRINT

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