Road Safety in Austria
Annual Report 2013

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GLOSSARY

ACCIDENT
The term “accident” refers to road traffic 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 removed with effect from 1.1.2012. Since then, all injuries have been explicitly assigned to a specific category.

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

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

ABBREVIATIONS (in alphabetical order)

ADM Accident Data Management
ASFINAG Autobahnen- und Schnellstraßen-Finanzierungs-Aktiengesellschaft
AUVA Austrian Workers’ Compensation Board
BM.I Austrian federal Ministry of the Interior
BMAS Austrian federal Ministry of the Interior
BMASK Austrian Federal Ministry of Labour, Social Affairs and Consumer Protection
BMG Austrian Federal Ministry of Health
bmwIT Austrian Federal Ministry for Transport, Innovation and Technology
BMiFi Austrian Federal Ministry of Education and Women’s Affairs
BL Austrian Federal State(s)
CEE Central and East European Countries
EU European Union
FG Austrian Driving Licence Act
GIS Geographic Information System
ITS Intelligent Transport Systems
KFG Austrian Motor Vehicles Act
KFR Austrian Road Safety Board
KDV Austrian Motor Vehicles Act Implementing Provisions
NGO Non-Governmental Organisation
RS Road Safety
RSP Road Safety Fund
RSP Road Safety Programme
SVVO Austrian Road Traffic Act
StvZVO Austrian Traffic Signs Ordinance
WKÖ Austrian Economic Chamber
FOREWORD

The Austrian Federal Ministry for Transport, Innovation and Technology (bmvit) has published an annual report on “Road Safety in Austria” since 2007. This report affords an annual look at road safety work in Austria and provides information on current trends in accident statistics.

The 2013 annual report again focuses on the Road Safety Programme 2011–2020, reports on the implementation of measures in its individual areas of intervention and outlines the resulting successes in the reduction of accidents, injuries and fatalities on Austria’s roads. 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.

All analyses should factor in the changes to accident data collection procedures that came into effect from 2012. Since 1 January 2012, personal injury accidents on Austria’s roads are recorded electronically by the police officers who respond to a road traffic accident via an “Accident Data Management” (ADM) system and transmitted directly to Statistics Austria. While the actual accidents are recorded on the spot, i.e. as soon as possible after they occur, the full details of an incident can be entered into the system in stages. A key change is that all accidents are now assigned spatial coordinates using a geographic information system (GIS), a development which could in future significantly aid the identification of high accident concentration sections of the road network. 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.

1 Available for download at http://www.bmvit.gv.at/verkehr/strasse/sicherheit/programm/

“The ambitious goals set in the Road Safety Programme 2011–2020 can only be achieved if all those involved in road safety in Austria work together.”
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 2013 provides an overview of the implementation status of the RSP and therefore serves as an ongoing programme evaluation tool.
1.2 PARTICIPATION AT EUROPEAN AND INTERNATIONAL LEVEL

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

- CARE European Road Accident Database: http://ec.europa.eu/transport/road_safety/specialist/statistics
- CEE Road Safety Round Table: http://www.kfv.at/verkehr-mobilitaet/internationale-zusammenarbeit/6th-cee-road-safety-round-table/
- ECTRI (European Conference of Transport Research Institutes): http://www.ectri.org/index.html
- ERSC (European Road Safety Charter): http://www.erscharter.eu
- ERTRAC (European Road Transport Research Advisory Council): http://www.ertrac.org
- FEHRL (National Road Research Centres in Partnership): http://www.fehrl.org
- FERSI (Forum of European Road Safety Research Institutes): http://www.fersi.org
- GRSP Global Road Safety Partnership: http://www.grsproadsafety.org
- International Transport Forum ITF: http://www.internationaltransportforum.org
- IRTAD (Accident Database of OECD): http://www.internationaltransportforum.org/irtad
- JTRC (Joint Transport Research Centre of OECD and ITF): http://www.internationaltransportforum.org/jtrc
- La Prévention Routière Internationale (F): http://www.lapiri.org/
- PIARC (World Road Association): http://www.piarc.org
- WHO World Health Organisation: http://www.who.int
1.3 ROAD SAFETY FUND

The Austrian Road Safety Fund (RSF) 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 a personalised vehicle number plate (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 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 RSF uses this funding to finance projects to improve road safety. 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 about these calls for tenders can be found under the following link (in German):

Austrian Road Safety Fund Projects
(3rd Call for Tenders)

The theme of the third RSF call for tenders was “Careful · Children · Consideration”. Of the proposals received, the following projects were assessed as eligible for funding and were approved by the Federal Minister.

→ ANSWERS – Research into the cause of road accidents in which children are fatally or seriously injured – AIT (Austrian Institute of Technology)

Children require special protection. The analysis of road accident statistics shows that children are seriously at risk as soon as they become active road users. The ANSWERS project seeks to identify specific dangers and risk situations for children on the roads and propose potential improvements to reduce the number of accidents.

The goal is to develop checklists for analysing the areas in the vicinity of schools, for school route maps, for adaptations to existing infrastructure and for identifying the requirements for future driver assistance systems with regard to the early recognition of children on the roads.

→ INTELLIGENT HELMET – Optimal protection against head injuries through improved test methods for child bicycle helmets – Graz University of Technology – Vehicle Safety Institute

In the “Intelligent Helmet” (“Cleverer Helm”) project, current bicycle helmet tests are evaluated and compared with real-life accident scenarios and injury patterns to identify suggestions for improvement and integrate these into a new test concept. The focus lies on test conditions that reflect real-life accidents and apply safety limits that are suitable for children. The project will also examine how helmets perform when they are not worn correctly.

The goal of the project is to apply the new test concept to bicycle helmets and produce recommendations for optimising the EN 1078 standard and consumer information tests.

→ Safe road use for children – Child road use and accidents on school routes and leisure paths (MUKIS) – KFV, HERRY Consult GmbH

The “Safe road use for children” (“Kinder sicher mobil”) project analyses child road use and accidents and contrasts the results in the form of a “child road use and accident atlas” for Austria. The guidelines developed in the course of the project should serve to support the implementation of child-friendly road safety measures. The goal of the project is to promote independent and safe road use by children.

→ Role Model – Reducing road accidents through role models and considerate road use – KFV

Children learn how to behave on the roads in part by watching and imitating their parents and other adults. This project takes this into account and addresses the role model function of adults on the roads.

Road accidents in Austria that involve children are logged on a map (child accident site map). With the help of the KFV’s naturalistic driving database, areas frequented by large numbers of children – e.g. the roads in the vicinity of schools – are analysed with regard to conflicts, near-miss accidents and driving speeds. The role model effect of adults, particularly adult pedestrians, is examined using a state-of-the-art evaluation, a site-based observation study and a series of problem-centred interviews. The results are used to derive (awareness-raising) measures, which are then summarised in a handbook for relevant multipliers (e.g. parents, teachers, police officers, etc.).
ROKO with the Red Cross – Road safety for children
Austrian Youth Red Cross, AUVA, KFV
With the development of the “ROKO with the Red Cross” programme to support traffic education and raise awareness for road safety in kindergartens, the Austrian Youth Red Cross – with the active involvement of kindergarten teachers and parents – seeks to promote safe and responsible road use by children on public roads.
The goal of the ROKO project is to provide kindergarten children with more theoretical and practical knowledge of road safety using fun methods and materials – and thus contribute towards improving the safety of children on the roads.

Protect Your Co-Driver! – Reducing the number of accidents involving children as car passengers
KFV, Große schützen Kleine
The “Protect Your Co-driver” (“Schütze deinen Co-driver!”) project focuses on children as passengers in cars. The goal of the project is to identify measures to lower the number of accidents that occur when children are passengers in cars and to reduce the severity of injuries incurred by children in road accidents. An in-depth analysis should provide relevant information on the causes of and circumstances behind such accidents, the associated injury patterns and the status of child safety restraints in cars. An empirical study (naturalistic driving) will also be conducted to take a closer look at and identify problematic aspects of the hitherto seldom studied phenomenon of distraction caused by children in cars. Awareness-building measures to reduce the distraction caused by children in cars and increase the effectiveness of child restraints will be proposed based on the findings of these studies and tested in a pilot project.

Review and improvement of road safety in the vicinity of schools
nast consulting ZT GmbH, KPV, Vienna University of Technology – Institute for Transport Planning and Traffic Engineering
This project examines solutions aimed at improving road safety in the vicinity of schools based on the Guidelines for the Planning of Areas in the Vicinity of Schools (Austrian Road Guidelines and Regulations (Richtlinien und Vorschriften für das Straßenwesen) RV S 03.04.14 from June 2013) and other criteria. It takes an in-depth look at national and international studies and at the status quo in Austria and evaluates developments and measures in the route to school sector. This will allow latest trends and insights to be incorporated into road safety principles and assessed in road safety expert workshops. In the final stage of the project, concrete recommendations for adapting the Directive will be compiled.

SISO – Safe & Social: Recommendations for new traffic competences
Austrian Mobility Research
The “Safe & Social” (“Sicher & Sozial”) project looks at the development of effective training methods for modern road safety training that addresses the different levels of ability of children on the roads. It views the roads as a social interaction space and examines to what extent the learning of social skills and risk competences has been integrated into road safety education to date. An example project (cycling training) serves to identify skill gaps and develop new methods that convey not only the rules and norms of behaviour on the roads but also those competences (social, risk and mobility) and abilities that take account of a child’s different level of willingness to take risks. These methods will be tested for their effectiveness and suitability for transfer in road safety training and made available to parents, teachers and road safety instructors in the form of a practical guideline.
TOGETHER – Road safety training, education and continual learning as shared responsibility to avoid accidents on the roads that involve children – Graz University of Technology – Vehicle Safety Institute

This project uses an in-depth analysis of actual road accidents with children to identify accident scenarios which the children and adults involved frequently feel could have been avoided. Pre-collision phases are analysed with due consideration for the surroundings and the respective conflict situations are processed.

The findings will be compared with current driver training materials and newly prepared materials that enable children and learner drivers to identify conflict situations, learn sensible behaviour aimed at avoiding such situations and react correctly to critical situations.

1.4 AWARENESS-RAISING MEASURES AND CAMPAIGNS

Numerous road safety awareness-raising measures and campaigns were carried out in 2013 in Austria. This section provides a brief overview of some of these measures and campaigns.

1.4.1 International Events

→ International congress on "Mobility & Road Safety in an Ageing Society" – KfV

By the year 2030, every third driver will be over the age of 60 – so solutions to enable active participation in traffic to a ripe old age are in great demand. To address this topic, KfV organised an international congress on “Mobility & Road Safety in an Ageing Society” in Vienna on 19 and 20 June 2013. The congress, which was held in the Palais Ferstel, provided researchers and practitioners from all manner of disciplines with a dedicated forum to debate the effects of demographic change on road safety work, share best practice models and discuss potential solutions.

→ 6th CEE Road Safety Round Table – KfV

A record number of delegates attended the 6th CEE Road Safety Round Table, which was held in October 2013 in Brno, Czech Republic and was organised in cooperation between KfV and the Czech Transport Research Centre (CDV). Over 40 representatives of government ministries, research institutes and NGOs across the CEE region spent two days discussing current road safety issues and solutions. Experts from Croatia, Poland, Serbia, Slovakia, Slovenia, the Czech Republic, Hungary and Austria gave presentations on the following (and other) topics: joint European definition of seriously injured victims in road accidents, awareness-raising campaigns and their evaluation, vulnerable road users, safe infrastructure and the results of the EU’s SOL project.

1.4.2 National Activities and Events

→ VCÖ Mobility Award 2013 – VCÖ

The motto for the 2013 VCÖ Mobility Award was “Mobility and Transport 2025”. The overall winner was the “Top-Jugendticket des Verkehrsverbundes OST” (“Top Youth Ticket for the OST Transport Association”) for the Austrian states of Vienna, Lower Austria and Burgenland. This ticket gives young people low cost access to public transport, which provides them with a safer alternative to travelling by moped or by car.

→ Ö3 Road Safety Award: “Heroes of the Roads” – Hitradio Ö3, bmvIt

The Ö3 Road Safety Award was presented in six categories for the 12th time in 2013. Organised by the popular Ö3 radio station, the award recognises and praises the efforts of all those who work tirelessly on a paid or unpaid basis to guarantee safety on Austria’s roads. These include the police, ambulance services, fire brigade, road maintenance services and the 26,000+ so-called Ö3vers (drivers who call the radio station to report incidents on the roads), who all make a valuable contribution to road safety in Austria each and every day.
ZVR Traffic Law Day – KFV with the support of the University of Vienna and numerous sponsors
The 7th ZVR Traffic Law Day, which was organised by KFV and the University of Vienna, was held in 26 September 2013 at the university’s “Juridicum” Faculty of Law building. Some 250 delegates from various fields, including in particular representatives of government authorities and insurance companies, attended the event to hear presentations by high-calibre experts on current topics in traffic law, administrative law, travel law and sports law.

KFV Research Prize – KFV
A new KFV Research Prize was presented for the first time in 2013. The 10,000 euro prize is intended to promote and encourage the work of young scientists in the prevention of accidents and criminal activities. The three prize-winners were selected by a jury of experts. The main prize was awarded to Daniel Srienz, who had developed a screening model to ascertain the probability of relapse for violent criminals.

Cycling Conference & Bicycle-Friendly Municipalities – KFV
What would make cycling in Austria even safer? What general parameters need to be established for this? These and other questions were the focus of the “Cycling is the Latest Trend – Optimal Parameters for Safe Bicycle Traffic” conference that was held in the MuseumsQuartier art and culture complex in Vienna in October 2013. The conference was followed by the presentation of the “2013 Bicycle-Friendly Municipalities Awards”, which were presented in six categories to particularly active projects and measures aimed at promoting cycling. The jury was made up of traffic experts from KFV and several partner organisations: the Austrian Association of Cities and Towns, bmvit, the Federal Ministry of Agriculture, Forestry, Environment and Water Management, ARBÖ, AUVA and ÖAMTC.

Walk-space AWARD 2013 – Walk-space, Federal Ministry of Agriculture, Forestry, Environment and Water Management, bmvit
The annual Walk-Space AWARD is presented to the year’s best pedestrian projects in Austria. In 2013, the award recognised the ten best projects in the following two categories: “High quality, sustainable pedestrian infrastructure in residential areas” and “Raising long-term awareness”.

“It won’t happen to me! Cause of accident: fatigue – distraction – illness” – ÖAMTC/ÄKVÖ-Symposium
12% of all fatal road accidents are caused by distraction, 2.5% are the result of fatigue – but if the number of undetected cases were added to these statistics, the actual figures would probably be far higher. The focus of this symposium lay on the psychological, medical and legal aspects as well as the prevention of such causes of accidents.
1.4.3 Selected National Awareness-Raising Measures and Campaigns

→ Road Safety Campaign – “Children see the world differently” – bmvit, ASFINAG, KfV
With almost 3,000 children involved in road accidents each year, Austria’s roads need to be made even safer for young road users. The road safety campaign “Children see the world differently” is targeted primarily at all adult road users and their role model function and uses posters, printed materials, TV and radio adverts and online and social media campaigns to promote the need for increased vigilance towards children on the roads. Further information on this campaign can be found at: https://www.facebook.com/Kinder.sehen.die.Welt.anders

→ “Bicycle Workshops for Children” – AUVA, bmvit, Federal States
In 2013, bmvit once again sponsored AUVA’s special bicycle road safety training courses for children between the ages of six and ten. 310 courses were held throughout the year and were attended by over 23,000 children at primary schools across the whole of 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.

→ “The Kangaroos are Coming: Child Car Seats for All Kids” – AUVA, KfV
Most children travel on a daily basis as passengers in cars, yet many of them are not adequately secured. AUVA has taken up this important problem and is running the free “Kangaroo” campaign with the support of KfV in primary schools and kindergartens in Tyrol and Upper Austria. The safety awareness gained by the young participants should be “passed on” in turn to adults and lead to greater care being taken with regard to child restraints in cars.

→ “Safebike” Campaign – City of Vienna
The City of Vienna’s “Safebike” road safety campaign was designed to ensure that the year’s motorcycle season got off to a safe start. Expert instructors from the motorsport and motorbike circuits “demonstrated” and explained motorcycling techniques. The intensive practical driving training provided a significant improvement in driving safety.

→ Road Safety Campaign – “Moped and Motorcycle Safety” – State Government of Tyrol, Tyrolean State Police
To complement the posters and banners with new themes and slogans – “TWO WHEELS; ONE LIFE!” (“ZWEI RÄDER; EIN LEBEN”) and “FASTER THAN DEATH?” (“SCHNELLER ALS DER TOD?”) – brochures were produced containing important messages and warnings of the dangers involved in riding mopeds and motorcycles. These brochures were made available in local authority buildings, at driving schools, at automobile clubs and at secondary schools and colleges. They were also distributed directly to moped and motorcycle drivers on popular motorbike routes.
The campaign was accompanied by targeted repressive police measures to effectively combat the need for speed that is commonly encountered among motorcyclists.

→ Vorarlberg Moped Initiative 2013 – State Government of Vorarlberg, KfV, police
A series of measures were implemented in the course of the moped initiative in Vorarlberg:
• Naturalistic observation (for the first time in Austria, mopeds were fitted with cameras to record and analyse the routes used by pupils at polytechnics on their way to school and in their free time)
• Personal workshops for young moped drivers
• Production and broad distribution of a “Moped Tuning” brochure
• Management of high accident frequency sites – identification, analysis and mitigation of high frequency moped accident sites

→ “Fair & Safe – Don’t be Distracted While Driving” – State Government of Burgenland, intensive media support from ORF, KfV, ARBÖ, ÖAMTC, police, Red Cross, fire services
The “Fair & Safe – Don’t be Distracted While Driving” (“fair & sicher: Lenken statt ablenken”) – the biggest road safety campaign in Burgenland – was continued in 2013 for the
13th year in succession. Funded by the Burgenland Road Safety Fund, the 2013 “fair & safe” campaign addressed one of the main causes of accidents on Burgenland’s roads: distraction while driving. Its aim was to encourage drivers to show greater self-discipline and responsibility and thus make an active contribution to road safety. In addition to a large number of events, the main components of the campaign included competitions for pupils at all primary schools in Burgenland, intensive reporting in the media (radio, TV and the internet), a brochure with hints and information on distraction while driving and a prize draw.

→ “European Night Without Accident” – Awareness Campaign for Greater Road Safety for Young People – FACTUM OG, bmvit, Federal States

Austria took part in the “European Night Without Accident” initiative for the fifth time in 2013. This peer-to-peer initiative takes place on the same night in 27 countries across Europe and aims to prevent alcohol-related road accidents involving young people. Volunteers between the ages of 18 and 29 convince young people in nightclubs to stay sober or to go home by taxi, bus or train.

→ Road Safety Campaigns – “Take Time to Keep me Safe”, “Getting to School Safely” and “Safe on Two Wheels” – AUVA, KFV

Around 51,000 schoolchildren are injured each year on their way to or from school. The most serious injuries are incurred by passengers in cars or active road users. In the “Take Time to Keep me Safe” (“Nimm Dir Zeit für meine Sicherheit”) campaign, children are taught to act as road safety instructors, the “Safe on Two Wheels” (“Sicher auf zwei Rädern”) campaign focuses on teaching children cycling techniques, how to prevent accidents and first aid skills and providing them with knowledge of relevant laws. The “Getting to School Safely” (“Sicher in die Schule”) campaign was developed to raise the level of road safety in the vicinity of primary schools and to mitigate the parking and waiting problem near schools. In 2013, the “Take Time to Keep me Safe” campaign was also introduced in the State of Salzburg, where it was financed by the Salzburg Road Safety Fund.

→ Road Safety Initiative – “Drunk at Night, Dead in the Morning – Sober and Safe on the Roads” – AUVA, KFV

The “Drunk at Night, Dead in the Morning – Sober and Safe on the Roads” (“Abendblau und Morgentod – Nur klar im Kopf sicher unterwegs”) road safety initiative demonstrates the risks of drink-driving to 11th and 12th grade pupils at schools in Salzburg. Group workshops are held to teach young people the need for zero tolerance when it comes to drinking and driving, to highlight the dangers and risks and to demonstrate the consequences of drink-driving.

→ “Walking is Fun” – Pedestrian Action Days during the UN Global Road Safety Week – Walk-space, bmvit

The UN Road Safety Week at the start of May 2013 focused on pedestrians. The international initiative sought to raise awareness and improve safety for pedestrians. The awareness-raising campaign to protect the most vulnerable road users aimed to encourage greater responsibility and care on the part of other road users. The initiative is part of the UN’s Decade of Action for Road Safety, which has set the goal of saving five million lives on the world’s roads by 2020.

European Night Without Accident Campaign

“Take Time to Keep me Safe” campaign

Pedestrian Action Days
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 (bmvi) 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 occupies a middle ranking position among EU member states as far as road safety is concerned. As a result, bmvi 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 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 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:

> 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
> 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 RSP.

The programme will be monitored and adapted throughout its duration by the Austrian Road Safety Advisory Council (Roads Task Force).

The Austrian Road Safety Fund (RSF) established at bmvi serves to fund road safety research and finance road safety related activities. Appropriate evaluations should accompany as many RSP measures as possible.
Overview of Road Accidents in 2013

<table>
<thead>
<tr>
<th>Category</th>
<th>Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>Injury accidents</td>
<td>38,502</td>
</tr>
<tr>
<td>Injured persons</td>
<td>48,044</td>
</tr>
<tr>
<td>Seriously injured persons</td>
<td>7,344</td>
</tr>
<tr>
<td>Fatalities</td>
<td>455</td>
</tr>
</tbody>
</table>

Accident trends since 2010 with the interim targets for 2015 and 2020*

- **Fatalities**
  - 2013: 976
  - Interim target: 531
  - Targets ** of the RSP: 466
  - \(-50\%\) fewer fatalities

- **Seriously injured road users**
  - 2013: 8,202
  - Interim target: 8,017
  - Targets ** of the RSP: 7,344*
  - \(-40\%\) fewer serious injuries

- **Injury accidents**
  - 2013: 42,126
  - Interim target: 40,831
  - Targets ** of the RSP: 38,502*
  - \(-20\%\) fewer injury accidents

* 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**

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.
2.2 LEGAL CHANGES IN THE ROAD SAFETY SECTOR IN AUSTRIA

→ Introduction of Shared Road Spaces, Bicycle-Only Roads and Non-Mandatory Cycle Paths

New road layout options were established for towns and cities with effect from 31 March 2013:

• The introduction of shared road spaces (Begegnungszone) allows the creation of zones that can be used with equal rights by all road users. Motorists, cyclists and pedestrians – who are allowed to use the roadway – have to show greater consideration to one another in shared road spaces. The maximum speed in shared road spaces is generally 20 kph, which can be raised to 30 kph if required.

• The introduction of bicycle-only roads means that a whole road can now be restricted to bicycle traffic. Motor vehicles are not permitted on bicycle-only roads (with the exception of specific vehicles or for access purposes or to cross the road at a junction). The maximum speed permissible on bicycle-only roads is 30 kph and applies to all drivers (i.e. including cyclists).

• Cycle paths and combined pedestrian and cycle paths can now be indicated as non-mandatory cycle paths through the installation of new traffic signs. Cyclists are now free to choose whether they want to use the bicycle lanes on such roads or not.

25th Amendment to the Austrian Road Traffic Act (Straßenverkehrsordnung), Federal Law Gazette I 2013/39.

→ Ban on the Use of Mobile Phones without a Hands-Free System

The use of mobile phones without a hands-free system is now also banned on bicycles. An on-the-spot fine of 50 euros can be levied for infringement of this regulation.

25th Amendment to the Austrian Road Traffic Act, Federal Law Gazette I 2013/39

→ Corporate Risk Assessment System

Companies which deploy lorries > 3.5 t and/or busses are now subjected to a risk assessment system. The system was introduced in response to an EU Directive, with the risk assessment carried out by means of an application installed in the transport company register. Companies are assessed according to number and severity of infringements in a given number of controls. The system records all violations of driving/rest period or tachograph regulations. Companies with a higher risk assessment are subjected to stricter and more frequent controls.

31st Amendment to the Austrian Motor Vehicles Act (Kraftfahrzeuggesetz), Federal Law Gazette I 2013/43.

→ Vehicle Safety/Roadworthiness Certificate Database

Everything relating to the manufacture, distribution and issue of vehicle safety/roadworthiness test certificates (MOT) will be handled in future (with effect from 1 October 2014) using a central electronic database, which will be set up and managed by the authorised certificate manufacturers. This central database should serve to close security gaps (e.g. stolen or lost certificates, certificates issued by unauthorised parties, etc.) and facilitate the easy change of and access to required information.

31st Amendment to the Austrian Motor Vehicles Act (Kraftfahrzeuggesetz), Federal Law Gazette I 2013/43.

→ Mandatory Winter Tyres for Microcars

The situative mandatory winter tyres for cars and vans in the period from 1 November to 15 April of the following year now also applies to microcars with a closed, cabin-like body.

31st Amendment to the Austrian Motor Vehicles Act (Kraftfahrzeuggesetz), Federal Law Gazette I 2013/43.

"The changes to the law are intended to ensure a peaceful, equal and careful co-existence on the roads and guarantee maximum safety for all road users."
Cross-Border Exchange of Information on Traffic Offences
The implementation of the EU Directive facilitating the cross-border exchange of information on road safety related traffic offences will make it easier to pursue foreign traffic offenders. The goal of the new regulation is to be able to identify the owner of the foreign vehicle and initiate appropriate actions. The information exchange applies to the following traffic offences: speeding, non-use of a seat-belt, failure to stop at a red traffic light, drink-driving, driving under the influence of drugs, failure to wear a safety helmet, use of a forbidden lane, using a mobile phone while driving.
31st Amendment to the Austrian Motor Vehicles Act (Kraftfahrzeuggesetz), Federal Law Gazette I 2013/43.

Changes to Driver Education
In 2013, changes were made to both the driving theory and the practical driving tests. The driving theory test was switched to a new, simpler test system, while for the practical driving test, the rules regarding test vehicles were updated and new test reports were introduced for all driving licence classes. The regulations regarding accompanied practice drives were harmonised for regular driving tests (from the age of 18) and for early (L 17) driving tests.
31st Amendment to the Austrian Motor Vehicles Act (Kraftfahrzeuggesetz), Federal Law Gazette I 2013/43.  
9th Amendment to the Driving Licence Act (FSG) – Driving Test Regulations, Federal Law Gazette II 2013/41,  
10th Amendment to the Driving Licence Act (FSG) – Driving Test Regulations, Federal Law Gazette II 2013/289,  
3rd Amendment to the Driving Licence Act (FSG-VBV) – Driving Test Regulations, Federal Law Gazette II 2013/489

Bicycle Ordinance
The Bicycle Ordinance (Fahrradverordnung) was adapted to accommodate technical innovations. In particular, the existing rear reflector provisions were extended to include other reflective materials such as reflective adhesive film. Bicycles now no longer have to be automatically equipped with lights at the time of purchase, although the obligation to use lights in the dark and in poor visibility naturally remains in place. Children can now also be transported on bicycles fitted with child transport boxes (either in front of or behind the cyclist). Under the new rules, trailers can now also be fitted to racing bikes.
1st Amendment to the Bicycle Ordinance (Fahrradverordnung), Federal Law Gazette II 2013/297

Traffic Signs Ordinance
The Traffic Signs Ordinance (Straßenverkehrszeichenverordnung) was adapted in 2013 to accommodate technological advance, in particular with regard to reflective vinyl type and the font used on traffic signs.
1st Amendment to the Traffic Signs Ordinance (Straßenverkehrszeichenverordnung), Federal Law Gazette II 2013/292.

The bicycle package – more space and even more safety for cyclists.
2.3 AREAS OF INTERVENTION

2.3.1 Specific Road User Groups

### Status

#### Children (0-14 years of age)

In 2013, 2,951 children were injured in road accidents in Austria, 10 of them fatally. 42% of these children were injured while travelling as passengers in cars, 25% as pedestrians, 18% as cyclists and around 6% on mopeds.

The share of children among total road accident fatalities rose in 2013 to 2.2%; in 2012, 1.5% of all road accident fatalities were children. 3 of the 10 children fatally injured on Austria’s roads in 2013 were killed in road accidents in Vienna, while 2 children each died in road accidents in Upper Austria and Styria respectively.

#### Young Road Users (15-24 years of age)

In 2013, 13,624 young road users between the 15-24-year-old age group were injured on Austria’s roads, 70 of them fatally. The share of young road users among total road accident fatalities did decrease in 2013 to 15.4% (2012: 20%).

The majority (54%) of young road user accident victims were either driving or travelling in a car at the time of the accident. 27% of all young accident victims were riding a moped. Of these, 61% were male. More male (61%) than female cyclists were involved in accidents.

#### Elderly Road Users (65+ years of age)

Elderly road users are fatally injured on Austria’s roads more frequently as vulnerable road users. 31% of all road accident fatalities in 2013 in Austria were 65 years of age or over, with this figure rising once again in comparison to the previous year (2012: 29%, 154 fatalities). The number of fatally injured elderly road users therefore decreased with less intensity than the total number of road accident fatalities.

Almost one in five elderly road users killed in 2013 on Austria’s roads was a cyclist, while as many as one in three elderly road user fatalities were pedestrians. Far more male elderly road users were fatally injured while travelling in cars or riding bicycles than their female counterparts.

#### Pedestrians

In 2013, a total of 4,278 pedestrians were injured on Austria’s roads, 82 of them fatally. The number of fatally injured pedestrians increases with age. In 2013, no small children (between 0 and 4 years of age) were killed as pedestrians. In contrast, 53% of all fatally injured pedestrians were 65 years of age or over.

The share of fatally injured pedestrians among all fatalities also rose in 2013 to 18% (compared to 15% in 2012). More female (53%) than male (47%) pedestrians were involved in accidents on Austria’s roads in 2013.

#### Cyclists

A total of 6,375 accidents involving cyclists occurred on Austria’s roads in 2013. 6,335 cyclists were injured and 51 killed in these accidents. The share of fatally injured cyclists among total fatalities grew in comparison to the previous year (2013: 11.2%, 2012: 9.8%).

The number of cyclists involved in accidents increases continually with age. 63% of all fatally injured cyclists on Austria’s roads in 2013 were 65 years of age or over. Significantly more male (38%) than female (13%) cyclists were fatally injured. A gender difference can also be seen in the number of injured cyclists.

#### Moped Drivers

In 2013, 683 moped drivers were seriously injured and 3,420 suffered minor injuries in accidents on Austria’s roads. Further 73 moped passengers were seriously injured and 446 suffered minor injuries in these accidents. 80% of the moped riders involved in these accidents were between 15 and 24 years of age.

Changes in road use have led to increasing numbers of accidents involving young moped drivers. In 2013, 7 of the moped drivers who were fatally injured were under 24 years of age, 6 fatally injured moped drivers were over the age of 55.
The criteria for and benefits of scientifically founded planning and evaluation based on the CAST methodology were demonstrated in the bmvit's campaign "Children see the world differently – Denk daran: Fahr aufmerksam". The CAST methodology is to be applied in subsequent campaigns.

bmvit and Austria’s driving schools participated in the 2013 European Night Without Accidents (see also Chapter 1.4)

Preparations were made for the inclusion of the "Close To!" peer group approach in driver education.*

A focus on elderly road users is planned for the 4th RSF call for tenders, which will be launched mid-2014.

The clear right of way for pedestrians on pedestrian crossings has been explicitly regulated in the Austrian Road Traffic Act (StVo) for many years. The bmvit-funded “Safety on Pedestrian Crossings” research project is also working on this topic.

A detailed examination of the compulsory cycle helmets for children policy has been carried out; the wearing of cycle helmets has been compulsory in Austria for children under 13 years of age since 31 May 2011.

A comprehensive evaluation of the compulsory cycle helmets for children under 13 years of age policy is currently underway.

The "VORRAD" research project studied the possibility of simplifying and harmonising the rules pertaining to bicycle traffic in the Austrian Road Traffic Act (StVo). This RSF-funded project was completed in 2013.

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<table>
<thead>
<tr>
<th>Value 2013</th>
<th>Percentage of total fatalities</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Accidents</strong></td>
<td>2,670</td>
</tr>
<tr>
<td>Injuries</td>
<td>2,941</td>
</tr>
<tr>
<td>Serious injuries</td>
<td>297</td>
</tr>
<tr>
<td>Fatalities</td>
<td>10</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>RSP 2011–2020 measures implemented in 2013</th>
</tr>
</thead>
<tbody>
<tr>
<td>The criteria for and benefits of scientifically founded planning and evaluation based on the CAST methodology were demonstrated in the bmvit's campaign &quot;Children see the world differently – Denk daran: Fahr aufmerksam&quot;. The CAST methodology is to be applied in subsequent campaigns.</td>
</tr>
</tbody>
</table>

| Accidents | 16,727 | 15.4% |
| Injuries | 13,624 |
| Serious injuries | 1,456 |
| Fatalities | 70 |

* Peer group approach: message is communicated "by people of the same age to people of the same age".
2.3.2 Alcohol and Drugs

In 2013, the number of accidents involving drunk drivers or pedestrians dropped in comparison to 2012 in Austria by 12.4%. The number of alcohol-related accidents decreased markedly in Burgenland, Lower Austria and Vorarlberg in particular. The number of road users injured or killed in alcohol-related accidents also fell in 2013. The only exception here is Salzburg, where 10.5% more road users were injured in alcohol-related accidents in 2013 than in 2012.

Alcohol, drugs or prescription medicine were the presumed main cause of 4.1% of all road accidents in Austria in 2013. The share of alcohol-related accidents among all road accidents in which people were injured lay in 2013 at 6.1%. This figure has only changed marginally in each of the last four years (2010, 2011: both 6.4%; 2012: 6.6%)..

RSP 2011-2020 measures implemented in 2013

→ A pilot test with drivers whose driving licences had 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 alcohol interlock (AI) device was carried out in cooperation with the transport office in Vienna (Verkehrsamt Wien).

→ bmvit is also funding further AI projects which focus on different target groups (e.g. school transport). A pilot project with 30 AI devices is being implemented with the Postbus GmbH bus company.

2.3.3 Motorcycle Accidents

In 2013, 3,207 motorcycle drivers and passengers were injured in road accidents in Austria, a slight rise compared to 2012 (+1%). However, the number of fatalities among motorcycle drivers and passengers increased significantly in 2013, by around 30%.

Men had far more motorcycle accidents than women: 85% of injured motorcyclists and 95% of fatalities were male. While a few years ago it was still the “young rebels” who predominantly had motorcycle accidents, nowadays the vast majority of such accidents involve motorcyclists in the 40+ year old age group. The so-called late starters – motorcyclists aged 39 or over who have only had a motorcycle licence for five years at most – are particularly at risk. This group has a 23-times greater accident risk than the average motorcyclist.

For the most part, the members of this late-starter group have extensive road experience as car drivers. Yet it is precisely this experience that makes them unaware or causes them to wrongly assess typical motorcycle risks.

Voluntary, additional risk competence training has been made available by driving schools and bmvit as a short term measure. The success of this measure must now be evaluated. A custom-built training course that covers both the safety requirements of late starters and the personal situation of this target group is currently under preparation.

RSP 2011–2020 measures implemented in 2013

→ bmvit and the automobile clubs issued vouchers to the value of 20 euros for road safety training for motorcyclists.

→ bmvit and the automobile clubs are developing a voluntary additional module to provide late-starters over 39 years of age with the necessary practical training.

Alcohol-related accidents in 2013

<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>2,350</td>
<td>3,065</td>
<td>31</td>
<td>596</td>
</tr>
</tbody>
</table>

Motorcycle accidents 2013

<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>3,159</td>
<td>3,207</td>
<td>83</td>
<td>1,237</td>
</tr>
</tbody>
</table>

1 Definition of an alcohol-related accident: An accident in which at least one of the road users involved (driver or pedestrian) is determined either to be impaired by alcohol in accordance with §5(1) of the Austrian Road Traffic Act (StVio) or to have exceeded the maximum permissible level of blood/breath alcohol as defined in §14(8) of the Austrian Driving Licence Act (FStG) or who indicated “reduced fitness to drive/alcohol” or “alco test refused”.

“Drunk driving is not a trivial offence.”
2.3.4 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 the injuries sustained by car accident victims who were wearing a seat belt and those who were not (see below). 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. KFV observes and records the seat belt wearing rate in Austria for each year. In 2013, 90% of car occupants were wearing seat belts at the time of observation. Big differences were observed for the various seats in a car: 91% of drivers and 92% of front-seat passengers were wearing seat belts at the time of observation compared to only 76% of passengers sitting on the back seat.

The use of child seats has been compulsory in Austria since 1994. Failure to use or incorrect use of child restraints is also a recordable offence in Austria. KFV figures show that the child restraint use rate for 2013 in Austria lay at 95%.

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 country’s road network. Art. 96 (1) of the Road Traffic Act (StVO) 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.
2.3.6 Fatigue and Distraction

According to BM.I accident statistics, fatigue was the presumed main cause in 2.5% of all fatal road accidents in Austria in 2013. Distraction and lack of due care and attention – in particular lack of attention, lack of concentration and simply “failing to notice” other road users – were the presumed main cause in 12.2% of fatal road accidents. Only in a very few cases are distracting and non-driving-related tasks (e.g. picking up objects, interacting with passengers, external diversions, operating radio/CD equipment, navigation tasks or using a mobile phone while driving) the presumed or demonstrable cause of accidents. Fatigue is frequently the cause of road accidents that result in serious injuries and fatalities. However, fatigue at the wheel and the associated reduction in concentration and attention levels are a highly underestimated cause of accidents on Austria’s roads and on the country’s motorways in particular. The number of unreported/undetected cases is estimated to be far higher than the figure above, also on an international level. Indeed, international studies suggest that the share of accidents caused by fatigue lies between 3% and 33% for accidents as a whole and between 4% and 35% for fatal accidents.

In a recent RSF-funded survey on fatigue at the wheel, data was collected at Austrian motorway services. This data was then analysed and used to define risk groups. A total of 361 people between 17 and 86 years of age participated in this study on a voluntary basis. Three quarters of the participants were men. It is interesting to note that more than half (55%) of the participants reported having experienced almost falling asleep while driving. In 77% of cases, this incident occurred on a motorway.

The project findings were used to develop recommendations for measures to raise awareness of fatigue at the wheel. Details of these recommendations can be found (in German – abstracts and executive summaries are available in English) on the RSF website at:

http://www.bmvit.gv.at/verkehr/strasse/publikationen/sicherheit/vsf/23_tar.html

RSP 2011–2020 measures implemented in 2013

The 2nd RSF call for tenders focused on the topic of “attention and concentration on the roads". The results of all the projects funded can be found (in German – abstracts and executive summaries are available in English) on the RSF website at:

http://www.bmvit.gv.at/verkehr/strasse/publikationen/sicherheit/vsf/index.html

Source: http://www.bmi.gv.at/cms/BMI_verkehr/2013/start.aspx

“We are all susceptible to microsleep!”
2.3.7 Speed Management on Rural Roads

Driving speed is an important road safety indicator and also a frequent cause of accidents on Austria’s roads. In 2013, inappropriate speed was the presumed main cause of 18% of fatal accidents on urban roads and 32% of fatal accidents on rural roads.

Speed management measures in the RSP 2011-2020 focus on rural roads and are aimed at reducing speeds and the maximum speed limits on such roads.

2.3.8 Accidents on 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 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 all accidents involving rail vehicles. The majority of accidents on level crossings are caused by road user error.

Lack of knowledge of the area and of local traffic regulations can lead to driver error with fatal consequences – particularly in border regions between countries with different road traffic regulations. This topic was addressed in 2013 by the “SiEBaBWe” project, which identified numerous possibilities for improving safety provisions (technical measures) at level crossings.

There was a significant rise (+17) in the number of level crossing accidents in Austria in 2013 compared with the previous year. 45% of these accidents occurred on level crossings secured by technical means and 55% on level crossings secured by non-technical means.

RSP 2011–2020 measures implemented in 2013

In cooperation with the WKO and the Federal States, bmvit has produced an inspection handbook and laid the groundwork for an audit handbook. The goal of these handbooks, which are designed for the use in driving schools, is to teach correct behaviour and accident avoidance strategies on particularly high risk sections of road, in particular driving conditions and at level crossings.

Accidents on Level Crossings in 2013

<table>
<thead>
<tr>
<th></th>
<th>Accidents</th>
<th>Injuries</th>
<th>Fatalities</th>
<th>Serious injuries</th>
</tr>
</thead>
<tbody>
<tr>
<td>Accidents</td>
<td>157</td>
<td>74</td>
<td>18</td>
<td>30</td>
</tr>
</tbody>
</table>

* SiEBaBWe stands for “Sicherheitsinspektionen bei Eisenbahnkreuzungen entlang der grenzüberschreitenden Bahnlinien im Burgenland und in Westungarn” (“Safety inspections of railway level crossings along the cross-border lines in Burgenland and West Hungary”). The project is run by KFV in a cross-border cooperation with the Raaberbahn railway company and the University of Gyor with funding from the European Regional Development Fund (ERDF), the State Government of Burgenland and the Hungarian National Development Agency.

† Source: Bundesanstalt für Verkehr: http://versa.bmvit.gv.at/
2.3.9 Enforcement

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

<table>
<thead>
<tr>
<th>Enforcement measure</th>
<th>2011</th>
<th>2012</th>
<th>2013</th>
</tr>
</thead>
<tbody>
<tr>
<td>Speed infringements</td>
<td>4,930,164</td>
<td>4,808,288</td>
<td>4,865,842</td>
</tr>
<tr>
<td>Alcohol checks</td>
<td>1,418,363</td>
<td>1,642,790</td>
<td>1,765,526</td>
</tr>
<tr>
<td>Alcohol related charges</td>
<td>40,234</td>
<td>38,622</td>
<td>35,404</td>
</tr>
<tr>
<td>Failure to wear a seat belt</td>
<td>147,016</td>
<td>143,613</td>
<td>131,408</td>
</tr>
</tbody>
</table>

Source: BM.I

2.3.10 Driver education

Over 90% of all new driving licence holders 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 13,624 people injured and 70 fatalities in the 15-24-year-old age group on Austria’s roads in 2013. This represents a significant decrease compared to the previous year (2012: 108 fatalities).

RSP 2011–2020 measures implemented in 2013

- An informal agreement was reached between bmvit, WKO and the Federal States with regard to the inclusion of more driving practice in driver education and the raising of the currently applicable minimum number of compulsory hours of driving practice for category A and B driving licences.
- bmvit and WKO have initiated joint efforts to establish stronger links between theory and practice in driver education and to streamline driving theory classes.
- A prototype test has been commissioned by bmvit regarding the use of an electronic logging system in the practical driving test (to document the route and time/duration of the test).
- To encourage people to participate in first aid refresher courses, bmvit is organising regular competitions with first aid course vouchers as prizes.

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. These are outlined in the list below:

- Efforts are being made at EU level to harmonise the definition of serious road injuries based on the MAIS 3+ scale (Maximum Abbreviated Injury Scale). On behalf of the RSF KfV produced a feasibility study regarding implementation in Austria.
- A nationwide mobility survey was carried out in autumn 2013. The survey also collected mobility data for non-motorised road users (pedestrians and cyclists) to permit comparisons to motorised vehicle use.
- The decision on the mandatory introduction of the eCall Service on the basis of the EU’s ITS Directive was published on 3 June 2014 in the OJEU (Official Journal of the European Union) (Page 164/8).
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Austrian social insurance for occupational risks
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service@pv.eobba.at

Austrian Red Cross
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