Road Safety in Austria
Annual Report 2014

Road Safety Work
Implementation of the Road Safety Programme
Road Safety in Austria Annual Report 2014

FOREWORD

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

The Road Safety Programme 2011-2020 (RSP) was published in 2011. This 2014 edition of the Annual Report on Road Safety in Austria reports on the implementation of the measures contained in the RSP’s individual areas of intervention and outlines the resulting successes in reducing the number of accidents, injuries and fatalities on Austria’s roads.

The Annual Report supports those who are involved in road safety work – researchers, practitioners and decision makers – in the development, planning and implementation of further road safety measures. This, in turn, also 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 as of 2012. Since 1 January 2012, personal injury accidents on Austria’s roads have been 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 (Bundesanstalt Statistik Österreich). While the actual accidents are recorded on the spot, i.e. as soon as possible after they occur, the full details of an incident may subsequently be entered into the system in stages.

A major change is that all accidents are now assigned spatial coordinates using a geographic information system (GIS), a development which will 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.
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 participants and how they work together.

The Road Safety Programme (RSP) forms the core of the country’s road safety work. The first RSP was enacted 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, bmvi 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 Advisory Council’s “Roads Task Force” was actively involved in the preparation of the RSP 2011-2020, will support the programme throughout its duration and will evaluate it at regular intervals.

This annual report provides an overview of the implementation status of the RSP and thus serves as an ongoing programme evaluation tool.

Road Safety in Austria: A Joint Responsibility

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1.2 PARTICIPANTS AT EUROPEAN AND INTERNATIONAL LEVEL

Austria’s road safety participants are represented in the following European and international organisations and working groups:

- **CARE European Road Accident Database**
- **CEDR (Conference of European Directors of Roads)**
  - [www.cedr.fr](http://www.cedr.fr)
- **ECTRI (European Conference of Transport Research Institutes)**
  - [www.ectri.org/index.html](http://www.ectri.org/index.html)
- **ERSC (European Road Safety Charter)**
  - [www.erscharter.eu](http://www.erscharter.eu)
- **ERTRAC (European Road Transport Research Advisory Council)**
  - [www.ertrac.org](http://www.ertrac.org)
- **ETSC (European Transport Safety Council)**
  - [www.etsc.eu/home.php](http://www.etsc.eu/home.php)
- **European Commission**
- **FEHRL (National Road Research Centres in Partnership)**
  - [www.fehrl.org](http://www.fehrl.org)
- **FERSI (Forum of European Road Safety Research Institutes)**
  - [www.fersi.org](http://www.fersi.org)
- **GRSP (Global Road Safety Partnership)**
  - [www.grsproadsafety.org](http://www.grsproadsafety.org)
- **International Transport Forum ITF**
  - [www.internationaltransportforum.org](http://www.internationaltransportforum.org)
- **JTRC (Joint Transport Research Centre of OECD and ITF)**
  - [www.internationaltransportforum.org/jtrc/](http://www.internationaltransportforum.org/jtrc/)
- **La Prévention Routière Internationale**
  - [www.lapri.org](http://www.lapri.org)
- **OECD (Organisation for Economic Co-operation and Development)**
  - [www.oecd.org](http://www.oecd.org)
- **PIARC (World Road Association)**
  - [www.piarc.org](http://www.piarc.org)
- **UNECE Working Party on Road Traffic Safety (WP.1)**
- **WHO World Health Organisation**
  - [www.who.int](http://www.who.int)
1.3 ROAD SAFETY FUND

The Austrian Road Safety Fund (RSF) established at bmvi was set up with the aim of promoting and improving road safety in Austria. Its funding is drawn from the road safety contribution which motorists are required to pay when they order a personalised vehicle number plate (currently € 200 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 (Staßentunnel-Sicherheitsgesetz). The RSF uses this funding to finance projects to improve road safety. The respective themes are defined by bmvi in line with RSP goals and current accident statistics trends.

A total of four calls for tender have been issued in the period from 2011 to 2014 with the following themes:

• “Safe – Electric – Mobile” (2011)
• “Attention and Concentration on the Roads” (2011)
• “Careful – Children – Consideration” (2013)
• “On Foot on the Roads – Safeguarding Mobility”

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

Austrian Road Safety Fund Projects

The theme of the 4th RSF call for tenders was “On Foot on the Roads – Safeguarding Mobility”. Of the proposals received, the following projects were assessed as eligible for funding and were approved by the Federal Minister.

→ OBSERVE – Evaluation of pedestrian crossings using risk-based assessment methods –
AIT Austrian Institute of Technology GmbH,
SR Engineering GmbH
The motivation of road users to make a journey on foot in a given location depends to a large extent on the safety and attractiveness of the available road infrastructure. Time and again, tragic accidents occur on the roads, particularly at those points where pedestrians and motorists interact, i.e. at road junctions and pedestrian crossings. The goal of the OBSERVE project is to develop a risk-based assessment procedure based on local accident statistics, observations of interaction between pedestrians and motorists, traffic census data and local factors of influence. The project will evaluate the impact of various road infrastructure and traffic measures on the risk of accident and injury at road junctions and pedestrian crossings and use the results to derive recommendations for action and corresponding use criteria. As a result, cities and municipalities will receive a practical tool with which to evaluate infrastructure investment decisions with respect to their impact on road safety and their estimated costs.

→ Game-based Cognitive Training to Improve the Concentration and Multitasking Capabilities of Elderly Cyclists –
Academy for Age Research at the Haus der Barmherzigkeit,
Centres for Applied Game Studies, Danube University Krems
Latest findings in neuroscience research indicate that despite age-related degradation processes the human brain remains capable of learning well into old age and can still be trained at this stage in life using game-based, neuropsychological methods. The goal of this project is to use cognitive training methods with elderly cyclists to assess whether any transfer of these improved capabilities to their behaviour in critical road situations can be determined.

→ AlsoGrün – All Red / Instantly Green at Signal-Controlled Crossings – Pilot Project –
University of Natural Resources and Life Sciences Vienna (BOKU),
Dept. of Landscape, Spatial and Infrastructure Sciences, Institute for Transport Studies (IVe);
Austrian Institute of Technology GmbH (AIT),
IBV Fallast – Ingenieurbüro für Verkehrplanung und Umweltplanung,
City of Graz, Roads Department
Signal-controlled crossings activated by pedestrians (so-called push-button traffic lights) are a valuable aid to this group of road users when crossing an open stretch of road. However, they also involve waiting times, a situation that can often tempt pedestrians to disregard the red light and leave motorists faced with empty crossings, thereby reducing their acceptance of the obligation to stop. One possible solution to this problem is a signal control system whose basic setting is “all-red/instantly green”. Such systems offer a number of significant advantages for road users: pedestrians get a green light as soon as they activate the unit, while an upstream sensor ensures that the signal turns green in plenty of time for motorists who are adhering to the speed limit. Waiting times are only incurred during periods when pedestrian and traffic levels are high. As part of the project, a system of this kind will be installed in Austria for the first time and evaluated in a field test under real conditions.

→ SenAktiv – Mobility for Senior Citizens: Active and Safe Road Use at Care Levels 0 and 1 –
University of Natural Resources and Life Sciences Vienna (BOKU),
Dept. of Landscape, Spatial and Infrastructure Sciences, Institute for Transport Studies (IVe),
sicher unterwegs – Verkehrspsychologische Untersuchungen GmbH
This project addresses a series of specific measures which focus on cyclists. One specific measure which appears to be particularly expedient will then be implemented and tested in a pilot project.

→ Senior Steps –
Austrian Road Safety Board (KRV)
In urban areas in particular, a general trend that can currently be seen is the transition from an automotive to a multimodal society. This raises new issues for road safety. However, experience shows that senior citizens are not always an easy target group to reach with awareness-raising measures. As a result, this project studies when and how to reach out to senior citizens and the extent to which institutional and organizational parameters can or must be changed to raise the motivation of this target group to participate in road safety measures. To this end, trends identified in futurology will be studied, motives for mobility identified, guidelines for future road safety measures drawn up and awareness-raising measures developed which focus on cyclists. One specific measure which appears to be particularly expedient will then be implemented and tested in a pilot project.
Generation “65+” – A Plus in Age Combined with a Plus in Road Safety –

Project lead: Österreichisches Komitee für Unfallverhütung im Kindesalter (GROSSE SCHUTZEN KLEINE) (Austrian Committee for Accident Prevention in Childhood [ADULTS PROTECT KIDS])

Project partners: Vehicle Safety Institute, Graz University of Technology (ÖMVIT), Catholic University’s College of Education Graz (KPU).

To increase road safety for senior citizens, a useful approach is to adopt a dual driver education strategy that – in addition to what is learned for the driving test – also conveys knowledge on the topic of senior citizens on the roads (empathy through education) on the one hand and empowers senior citizens on the roads (empowerment) on the other. In the case of the former, driving test teaching and learning materials will be analysed, compared with the actual situation regarding accidents and reality on the roads and extended to include specific information on this particular group of road users. In the case of the second point, a further education unit (refresher course) will be created especially for senior citizens. This unit will refresh their knowledge, draw attention to frequent accident patterns and provide practical training in road usage.

1.4 AWARENESS-RAISING MEASURES AND CAMPAIGNS

Numerous road safety awareness-raising measures and campaigns were carried out in 2014 in Austria. This section provides a brief overview of some of these measures and campaigns.

1.4.1 National Activities and Events

→ Aquila – Austrian Road Safety Award 2014 –

Association of Austrian Municipalities, KVF

Every two years, the Austrian Road Safety Board (KFV) and the Association of Austrian Municipalities (Österreichische Gemeindebund) recognises those initiatives that show extraordinary engagement in the field of road safety. These initiatives are selected for the Austrian Road Safety Award and presented with the “Aquila” trophy, which is awarded in a total of 7 categories. The 2014 award winners in the individual categories were the ORF journalist Beate Tomašovits-Weis (Media), the Wiener Linien (Corporate), the market town of Lustenau (Cities and Municipalities), winterrodlin.org/AUA/Verein Sicheres Tirol (Associations), the primary school in Pirka, Styria (Kindergartens and Primary Schools) and the Elisabethinum Secondary School (New Middle and Secondary Schools and creativity competition "Our Ideas for Pedestrian Safety").

→ Ö3 Road Safety Award: "Heroes of the Roads” –

In 2014, the Austrian national radio station Hörradio Ö3 and the BMJ presented for the 13th time the "Ö3 Road Safety Award” in six categories to those who make a decisive contribution to road safety on a daily basis. At the awards ceremony, the organisers also celebrated the 20th anniversary of the so-called Ö3vers initiative (drivers who call the radio station to report disruptions to traffic and accidents on the roads). The number of Ö3vers has risen significantly over the last 20 years, from only a few hundred in 1994 to some 31,000 in 2014, covering 300 million kilometres per year across the whole of Austria.

→ ZVR Traffic Law Day –

Vienna University of Economics and Business, Alpen-Adria University of Klagenfurt, KVF

The 8th ZVR Traffic Law Day, which was organised by KVF and Vienna University of Economics and Business, was held at the latter’s premises in Vienna on 18 September 2014. Some 240 experts from various fields, including representatives of government authorities, the administrative courts, insurance companies and the judiciary, attended the event, which this year focused on children, road traffic law (urban traffic), initial experiences with the administrative jurisdiction reform as well as liability law aspects of road accidents and subsequent claim settlements. Selected current aspects of these topics were also illuminated from different perspectives by high-calibre experts.

→ VCÖ Mobility Award 2014 –

The VCÖ Mobility Award 2014 sought to recognise innovative and exemplary projects for making everyday journeys in an environmentally friendly, healthy and efficient manner. The overall winners in 2014 were the Energy Institute Vorarlberg and CIPRA International, who were commissioned by the State of Vorarlberg and the Canton of St. Gallen in the “Alpstar” project and worked with companies, communities, local authorities and transport firms in the Alpine Rhine Valley region to develop measures to successfully support the switch to bus, rail or bicycle transport.

→ 8th Pedestrian Symposium 2014 –

Walk-space

The annual Walk-space Pedestrian Symposium was held on 16 and 17 October 2014 in Innsbruck. Some 135 delegates attended the symposium, which featured 25 presentations – including 8 international plenary talks – and 3 so-called walkshops. A further 30 national and international “speed dating” projects were also presented. The focus of the two-day symposium lay on active mobility, local mobility, national and international shared road spaces as well as the “Walking to the station is good for you” campaign.
The call for tenders specified that the films should consciously encourage drivers to assume responsibility for their actions. Awareness of the underestimated risk of distraction and to the fact that drivers are deliberately taking high risks by distraction. The campaign is intended to draw attention to for ideas for scripts for a film campaign on the risks of driver safety campaigns.

"Mach keinen Mist" – "Don’t Litter), a further awareness-Right, Reduce Stress”) poster and radio campaign. Following in March 2014 by the “Rechts fahren, Stress sparen” (“Keep Right, Reduce Stress”) campaign to raise awareness among drivers of how dangerous it is to drive too closely to the car in front. This was followed in March 2014 by the "Rechts fahren, Stress sparen" (“Keep Right, Reduce Stress”) poster and radio campaign. Following its initiative to combat litter on the ASFINAG road network (“Mach keinen Mist” – “Don’t Litter”), a further awareness-raising campaign with the slogan "Handy weg vom Steuer" ("Don’t Phone and Drive") was launched in summer 2014 to highlight the risks of distraction and lack of due care and attention caused by using a mobile phone while driving.

Raising Awareness of Distractions at the Wheel – Federal State of Styria
The government of the state of Styria issued a call for tenders for ideas for scripts for a film campaign on the risks of driver distraction. The campaign is intended to draw attention to the fact that drivers are deliberately taking high risks by allowing themselves to be distracted while driving, to raise awareness of the underestimated risk of distraction and to encourage drivers to assume responsibility for their actions. The call for tenders specified that the films should consciously avoid shock messages that contained images of road fatalities. The submissions were evaluated by an expert jury using predefined evaluation criteria. The jury ultimately selected the film "Verpasen Sie keine Sekunde" ("Every Second Counts"), which highlights the risks of distractions while driving, as well as a three-part film which tells the story of people who have to live with the consequences of a road accident caused by their being distracted at the wheel.
The films were broadcast on television and in cinemas across Styria in autumn 2014 and can be viewed by clicking the following link:

https://www.bmvit.gv.at/verkehr/streasse Sicherheit/index.html

Bewusst.sicher.werkstatt – Federal State of Burgenland, KFV
The bewusst.sicher.werkstatt ("aware.safe.workshop") helps older motorists to raise their competence in assessing risks, to become more aware of complex situations on the road and to assess their own ability to respond in dangerous situations more critically. This support is provided in the form of advice from experts, individual self-assessment exercises, the swapping of experiences and the promotion of personal strengths. In the process, information is also provided on changes to traffic law and practical aspects of road safety.

Fairness on the Roads – Federal State of Salzburg
The goal of the "Fair im Verkehr" ("Fairness on the Roads") campaign was to make road users aware that providing clear signals to and communicating with other road users, e.g. indicating in a timely manner, keeping an appropriate distance from the vehicle in front, stopping in a timely manner at pedestrian crossings, establishing eye contact or making hand signals while cycling, makes an important contribution to increasing road safety, particularly in built-up areas.

Ben – Barrier-free Adult Education in Lower Austria – Lernkultur NÖ GmbH
Lernkultur NÖ GmbH is supported in its work by an advisory committee, by people with disabilities and by a pool of experts. The company raises awareness of the need for and helps to establish barrier-free infrastructures across the state of Lower Austria. In recent years, Lernkultur NÖ has carried out "barrier-free on-site planning visits" to some 50 local communities across the state. It then works with corresponding experts to provide the participating community with a report on the visit, which later serves as the basis for the development of budgetary and other measures. A number of the proposals made by Lernkultur NÖ have already been successfully implemented.

Yesterday – Today – Tomorrow: 50 Years of School Crossing Patrols
Crossing patrols at Austrian schools were seen for the first time at Lehen Secondary School in Salzburg on 13 November 1964. At a celebratory event to mark their 50th anniversary, the first school crossing patrols were honoured and guests were treated to a historical look back at this trend-setting and now very familiar model for greater safety on the way to school.

School Crossing Patrols VIP Day – State of Styria
The significance and status of school crossing patrols, who provide this road safety service to the youngest road users on a voluntary basis the whole year round – and in all weathers – was marked in Styria with a special “School Crossing Patrols VIP Day”.

Gib8 2014 (“Take Care in 2014”) – State of Salzburg
In 2014, the government of the state of Salzburg once again allocated some of the funds in the Salzburg Road Safety Fund to finance measures that focused on improving road safety for children and young people. Throughout the year, a total of 16 “Kur im Kopf” (“Keep a Clear Head”), 19 “Child Restraint”, 19 “Apple or Lemon Mobile Speed Checks” (“Apple or Lemon Mobile Speed Checks”) and 1 “Safe Way to School” activities were carried out.

ProBike Motorcycle Campaign – State of Styria, State of Carinthia, KFV, ARBO, ÖAMTC, Police
In this measure, road safety training courses for motorcyclists at the ÖAMTC and ARBO automobile clubs were sponsored with a voucher for 20 euros for a Warm-Up Training course or a voucher for 40 euros for a One-Day Intensive Training Course. The measure was designed to encourage motorcyclists to take a road safety training course at the start of the motorcycle season. Road safety training courses not only improve driving ability, they also raise awareness of the dangers on the roads. The goal of the measure was to increase the sense of safety while riding a motorcycle and thus bring about a reduction in dangerous situations resulting from lack of practice and routine (control). On some of the course days, the KFV, the police, the ARBO and ÖAMTC also provided tips for a safe start to the motorcycle season on popular stretches of road.
Road Safety Campaign 2014: “Fewer Accidents with Motorised Two-Wheel Vehicles” – State of Tyrol

The 2014 road safety campaign carried out in close cooperation with the Tyrolean State Police Traffic Department focused on “Road Safety for Mopeds and Motorcycles”. In addition to posters and banners with new themes and the slogans “ZWEI RÄDER, EIN LEBEN!” (“TWO WHEELS, ONE LIFE”) or “SCHNELLER ALS DER TOD” (“FASTER THAN DEATH”), booklets containing important messages and information about the risks of these forms of transport were also produced. These booklets were made available at local authority offices, driving schools, automobile clubs and at secondary schools and training colleges. As part of the project, the booklets were also distributed to single-track vehicle riders on popular motorcycle routes. The campaign was also accompanied by targeted police control measures. In addition, two short television films on motorcycle road safety were produced in cooperation with the state broadcasting corporation, ORF Tyrol. These films can be viewed by clicking on the following link: https://portal.tirol.gv.at/t3tiro/index.php?id=8423

Safebike Vienna

The Safebike event series in Vienna is targeted at riders of single-track motor vehicles and offers them free training in driving techniques. The training covers both standard situations in everyday traffic as well as the correct way to handle bends or brake manoeuvres. Expert instructors explain the exercises, which are then practiced and completed on a group and an individual basis. Each group works with several instructors, who can intervene with corrective measures on the spot and guide them as necessary. The kick-off party for the 2014 summer events was held on the first weekend in July in the city’s Donaupark. Around 750 children visited the booth set up by the Municipal Transport Department (MA 46) and took part in its special road safety programme for this target group.

Further awareness-raising measures and campaigns

Further examples of measures that have proved successful in the past and have thus been continued include:

- Upper Austria: Funding of youth taxis/disco buses and shuttle services to get young people home safely.
- Tyrol: Pedestrian crossing measures in communities across Tyrol.
- Burgenland: “Fair & Safe” – the focus of this campaign in 2014 lay on road safety on the way to school.
- Carinthia: Car-free day for cyclists at Lake Wörth and Lake Ossiach.

Ferienspiel Vienna

Road safety work with children between the ages of 6 and 10 focuses both on theory and practice. In 2014, the Ferienspiel events organised during school holidays in Vienna included a road safety quiz developed specially for this age group with questions on topics like pedestrian crossings, traffic lights, traffic signs, etc. as well as a scooter track where youngsters could practice traffic situations and the handling of obstacles under the supervision and guidance of expert instructors. The kick-off party for the 2014 summer events was held on the first weekend in July in the city’s Donaupark. Around 750 children visited the booth set up by the Municipal Transport Department (MA 46) and took part in its special road safety programme for this target group.

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- Carinthia: Car-free day for cyclists at Lake Wörth and Lake Ossiach.

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 only 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 road users in Austria. These joint actions and efforts should serve to reach the following numerical targets:

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

The RSP 2011–2020 philosophy: working together to create a safe system for all road users in Austria.

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 further broken down into four categories:

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

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/lack of due care and attention
> Speed management on rural roads
> Accidents on level crossings
> Enforcement
> Driver education


Chapter 2.3 of this annual report focuses on the implementation of measures in the individual areas of intervention in the 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. Interim evaluations of the Austrian Road Safety Programme 2011–2020 and the European Programme (Commission Policy Orientations on Road Safety 2011–2020) are planned for 2015.
2.2 LEGAL CHANGES IN THE ROAD SAFETY SECTOR IN AUSTRIA

➔ Introduction of a blood alcohol concentration (BAC) limit of 0.1 ‰ for all school transport drivers
In future, the 0.1 blood alcohol concentration (BAC) limit of 0.1 ‰ will apply to all school transport drivers regardless of whether they are driving a Category D (bus) or a Category B (motor vehicle with up to 9 seats incl. the driver) vehicle.
Amendment to the Occasional Transport Act (Gelegenheitsverkehrs-Gesetzes), Federal Law Gazette (BGBl) I 63/2014

➔ Introduction of a ban on lorries in the far left lane on motorways with three or more lanes
Lorries with a maximum permissible total weight of more than 7.5 t are no longer permitted to drive in the far left lane on sections of motorway with three or more lanes. The goal of this measure is to reduce the number of accidents involving heavy goods vehicles that are directly related to the large differences in speed on the far left lane of three or more lanes. In addition, the measure should serve to reduce the problems faced by winter road clearance vehicles as a result of lorries blocking the road.
26th Amendment to the Austrian Road Traffic Act (Straßenverkehrsordnung/StVO), BGBl I 27/2014

➔ New Section Control Measuring Section Acts
Following the introduction of the Section Control Measuring Section Acts Weibern-Haag (A8 Innkreis motorway) and Hummelhof (A7 Mühlkreis motorway), section speed controls are now being carried out on additional sections of Austria’s motorways.
Section Control Measuring Section Act Weibern-Haag 2014 (Section Control-Messstreckenverordnung Weibern-Haag 2014), BGBl II 2014/282
Section Control Measuring Section Act Hummelhof 2014 (Section Control-Messstreckenverordnung Hummelhof 2014), BGBl II 2014/287

➔ New norm for child restraints
In addition to Council Regulation (EC) No 44, which also remains applicable, a new regulation now applies to the sale and use of child restraints: the new Council Regulation (EC) No 129 for i-Size Enhanced Child Restraint Systems was added to the Austrian Motor Vehicles Act Implementing Provisions.
60th Amendment to the Austrian Motor Vehicles Act Implementing Provisions (Kraftfahrgesetz-Durchführungsverordnung/KDV), BGBl II 2014/290

“The RSP 2011–2020 places special emphasis on the needs of vulnerable road users, in particular pedestrians and cyclists.”

Notes: 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.

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

Accident trends since 2000 with the interim targets for 2015 and 2020*

- **-50% fewer fatalities**
- **-40% fewer serious injuries**
- **-20% fewer injury accidents**

Overview of Road Accidents in 2014

<table>
<thead>
<tr>
<th>Injury accidents</th>
<th>37,957</th>
</tr>
</thead>
<tbody>
<tr>
<td>Injured persons</td>
<td>47,670</td>
</tr>
<tr>
<td>Seriously injured persons</td>
<td>7,434</td>
</tr>
<tr>
<td>Fatalities</td>
<td>430</td>
</tr>
</tbody>
</table>
2.3 AREAS OF INTERVENTION

2.3.1 Specific Road User Groups

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

In 2014, 2,794 children were injured on Austria’s roads, 8 of them fatally. 40.5% of these children were injured while travelling as passengers in cars, 23% as pedestrians, 20% as cyclists and around 6% on mopeds.

The share of children among total road accident fatalities fell in 2014 to 1.9% (in 2013, 2.2% of all road accident fatalities were children). 3 of the 8 children fatally injured on Austria’s roads in 2014 were killed in a road accident in Lower Austria, 2 in a road accident in Upper Austria, while 1 child died in road accidents in Burgenland, Carinthia and Salzburg respectively.

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

In 2014, 13,175 young road users in the 15-24-year-old age group were injured on Austria’s roads, 75 of them fatally. The share of young road users among total road accident fatalities thus rose in 2014 to 17.4% (2013: 15.4%).

In 2014, 701 moped riders were seriously injured and 3,317 suffered minor injuries in road accidents. These accidents took place in Lower Austria (42%) and Upper Austria (22%). Over 60% of all young road accident victims were killed on mopeds. The majority (54%) of young road user accident victims in 2014 were either driving or travelling in a car at the time of the accident. 27% of all young road accident victims were riding a moped. Of these, around 60% were male. More male (62%) than female cyclists were involved in accidents.

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

Elderly road users frequently suffer fatal injuries on Austria’s roads as so-called vulnerable road users. 115 (i.e. 26.7%) of all people killed in road accidents in Austria in 2014 were 65 years of age or over, a decrease in comparison to the previous year (2013: 31 942 fatalities).

When compared with the figures for 2013, the number of fatally injured elderly road users thus decreased more strongly in 2014 than the overall number of road accident fatalities (19%). Almost half of the fatalities among elderly road users in 2014 were so-called vulnerable road users, i.e. pedestrians (27.8%) or cyclists (21.7%). Considerably more male elderly road users were fatally injured while travelling in cars or riding bicycles than their female counterparts.

**Pedestrians**

In 2014, 4,078 pedestrians were injured on Austria’s roads, 71 of them fatally. The number of fatally injured pedestrians increases with age. Less than 1% of pedestrian fatalities in Austria in 2014 were small children (between 0 and 4 years of age). In contrast, 45% of all fatally injured pedestrians were 65 years of age or over.

When compared to the previous year, the share of pedestrians among total fatalities in Austria decreased in 2014 to 16.5% (2013: 18%). More women (54%) of all pedestrians on Austria’s roads in 2014 were 65 years of age or over. Significantly more male (63%) than female (46%) were involved in accidents as pedestrians. The share of male pedestrian fatalities thus increased by 3.0% compared to the previous year (55.3% in 2013; 52.3% in 2014).

**Cyclists**

There were a total of 6,796 accidents involving cyclists on Austria’s roads in 2014. 6,654 cyclists were injured and 46 killed in these accidents. The share of fatally injured cyclists among total fatalities dropped in comparison to the previous year (2014: around 10.5%; 2013: 11.2%).

The number of cyclists involved in accidents increases continually with age. Over 65% of all fatally injured cyclists on Austria’s roads in 2014 were 65 years of age or over. Significantly more male (28%) than female (16%) cyclists were fatally injured. This gender difference is also evident among injured cyclists.

**Moped Riders**

In 2014, 701 moped riders were seriously injured and 3,317 suffered minor injuries in road accidents in Austria. A further 51 moped passengers were also seriously injured and 418 suffered minor injuries in these accidents. 79% of the moped riders or passengers 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 riders. Of the moped riders who were fatally injured on Austria’s roads in 2014 (12 in total), 7 were under 24 years of age. 6 fatally injured moped riders were over the age of 55.

**Status**

Children (0-14 years of age)

- In 2014, 2,794 children were injured on Austria’s roads, 8 of them fatally.
- 40.5% of these children were injured while travelling as passengers in cars, 23% as pedestrians, 20% as cyclists and 6% on mopeds.
- The share of children among total road accident fatalities fell in 2014 to 1.9%.

Young Road Users (15-24 years of age)

- In 2014, 13,175 young road users were injured on Austria’s roads.
- 75 of them fatally.
- The share of young road users among total road accident fatalities rose in 2014 to 17.4%.

Elderly Road Users (65+ years of age)

- In 2014, 115 people were killed in road accidents involving elderly road users.
- The number of fatally injured elderly road users thus decreased in comparison to the previous year.

Pedestrians

- In 2014, 4,078 pedestrians were injured on Austria’s roads.
- 71 of them fatally.
- The share of pedestrians among total fatalities in Austria decreased in 2014.

Cyclists

- There were a total of 6,796 accidents involving cyclists on Austria’s roads in 2014.
- 6,654 cyclists were injured and 46 killed.

Moped Riders

- In 2014, 701 moped riders were seriously injured and 3,317 suffered minor injuries.

**Figures for 2014**

- **Accidents:**
  - Children: 2,794
  - Young Road Users: 13,175
  - Elderly Road Users: 115
  - Pedestrians: 4,078
  - Cyclists: 6,796
  - Moped Riders: 701

- **Injuries:**
  - Children: 4,018
  - Young Road Users: 4,007
  - Elderly Road Users: 5,486
  - Pedestrians: 4,007
  - Cyclists: 5,486
  - Moped Riders: 4,018

- **Serious Injuries:**
  - Children: 2,279
  - Young Road Users: 1,498
  - Elderly Road Users: 1,483
  - Pedestrians: 1,483
  - Cyclists: 1,483
  - Moped Riders: 404

- **Fatalities:**
  - Children: 4
  - Young Road Users: 75
  - Elderly Road Users: 115
  - Pedestrians: 71
  - Cyclists: 71
  - Moped Riders: 71

**Percentage of total fatalities**

- Children: 1.9%
- Young Road Users: 17.4%
- Elderly Road Users: 26.7%
- Pedestrians: 16.5%
- Cyclists: 10.5%
- Moped Riders: 3.0%

**RSP 2011-2020 measures implemented in 2014**

- Support for the use of rear-facing child restraints for children ages 0 to 4 years; groups 0,0+ and 1 is supported by the limit.
- The theme for the 3rd RSF call for tenders in spring 2013 was “Careful – Children – Consideration (“Vorsicht – Kinder – Rücksicht”). The projects selected for this theme are still ongoing.
- Preparations were made to include the “Close To!” peer group approach in driver education.
- The focus of the 4th RSF call for tenders launched in 2014 lay on elderly road users. Results from the selected projects can be expected in 2015.
- 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 4th RSF call for tenders is also expected to make an impact here in 2015 since older people are frequently injured as vulnerable road users.
- The detailed study of the compulsory cycle helmets for children policy has been completed, the wearing of cycle helmets has been compulsory in Austria for children up to 12 years of age since 31 May 2011.
- An evaluation of the compulsory cycle helmets for children policy was carried out in 2014 and confirms the positive impacts of this measure.
- Repeated advertisements have been placed in the media to raise positive awareness of the need for cycle helmets for all age groups (especially children) and of the role-model effect of adults.
- Several of the projects selected in the 3rd and 4th RSF calls for tender address cycling issues.
### 2.3.2 Alcohol and Drugs

In 2014, the number of accidents involving a drunk driver or pedestrian dropped in comparison to 2013 in Austria by 5.8%. The number of alcohol-related accidents decreased markedly in Carinthia and Styria in particular. The number of road users injured in alcohol-related accidents also dropped by a similar amount in 2014 (-5.7%). With 32 people fatally injured in such accidents, the number of fatalities remained about the same. Alcohol, drugs or prescription medicines were the presumed cause in 4.2% of all road accidents in Austria in 2014. The percentage of all personal injury accidents in 2014 on Austria’s roads which can be attributed to alcohol lay at 5.8%. This figure has only changed marginally in recent years (2010, 2011: both 6.4%; 2012: 6.6%; 2013: 6.1%).

#### RSP 2011–2020 measures implemented in 2014:

- Furtherance of various projects and pilot tests involving alcohol ignition interlock (AI) devices.
- A bmvit working group has developed a concept for the possibility of use of an AI device as a voluntary alternative to the withdrawal of a person’s driving licence.

### 2.3.3 Motorcycle Accidents

In 2014, 3,009 motorcycle riders and passengers were injured in road accidents in Austria, which corresponds to a drop of 6.2%. The number of fatalities in this road user group decreased in the same period by almost 17%. Men had far more motorcycle accidents than women: 86% of all road accidents. The percentage of all personal injury accidents in 2014 on Austria’s roads which can be attributed to alcohol lay at 5.8%. This figure has only changed marginally in recent years (2010, 2011: both 6.4%; 2012: 6.6%; 2013: 6.1%).

#### RSP 2011–2020 measures implemented in 2014:

- bmwv working group has developed a concept for the possibility of use of an AI device as a voluntary alternative to the withdrawal of a person’s driving licence.

### 2.3.4 Seat Belts

The wearing of seat belts is an important road safety measure and contributes significantly to reducing injury severity 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 seat belts and those who were not. 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 2014, 94% of car occupants were wearing seat belts at the time of observation. Big differences were observed for the various seats in a car: 95% of drivers and front-seat passengers were wearing seat belts at the time of observation compared to only 77% of back-seat passengers.

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 2014 in Austria lay at almost 99%. Since this means that the optimum restraint use rate has all but been reached, the focus must now be increasingly placed on the correct use of these child restraints.

#### RSP 2011–2020 measures implemented in 2014:

- bmwv and the automobile clubs issue road safety training vouchers to the value of 20 euros for motorcyclists.
- Advertisements were placed in the media as an awareness-raising measure to provide car drivers with information on the risks of accidents with motorcyclists.
- Provision of motorcycle training courses for late starters.

### 2.3.5 High Accident Concentration Sections

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

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

#### RSP 2011–2020 measures implemented in 2014:

- The guidelines and regulations for “Road Safety Assessments” [IVS 02.02.21] were revised and updated.
- The “Road Safety Inspections” handbook was revised.
- The high accident concentration sections management database (IMCS database) was tested.

### 2.3.6 Alcohol, Drugs or Prescription Medicine as a Presumed Cause

Alcohol, drugs or prescription medicines were the presumed cause in 4.2% of all road accidents in Austria in 2014. The percentage of all personal injury accidents in 2014 on Austria’s roads which can be attributed to alcohol lay at 5.8%. This figure has only changed marginally in recent years (2010, 2011: both 6.4%; 2012: 6.6%; 2013: 6.1%).

#### RSP 2011–2020 measures implemented in 2014:

- The bmwv produced a brochure with the title “Baby SICHER an Bord” (“Baby SAFELY on Board”). The brochure contains important information for parents on the correct use of child restraints for babies and toddlers in cars. The November 2014 version of this brochure is available for download at: [http://www.bmvit.gv.at/service/publikationen/verkehr/stroesse/kindersicherheit/downloads/babysicheranbord.pdf](http://www.bmvit.gv.at/service/publikationen/verkehr/stroesse/kindersicherheit/downloads/babysicheranbord.pdf)

### Injury Severity for Car Occupants

#### Injury severity for car occupants wearing seat belts in 2014

<table>
<thead>
<tr>
<th>Car occupants</th>
<th>Fatalities</th>
<th>Minor injuries</th>
<th>Serious injuries</th>
<th>Severe injuries</th>
</tr>
</thead>
<tbody>
<tr>
<td>91.1%</td>
<td>8.4%</td>
<td>0.5%</td>
<td>0.0%</td>
<td>0.0%</td>
</tr>
<tr>
<td>0 10 20 30 40 50 60 70 80 90 100</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### Injury severity for car occupants not wearing seat belts in 2014

<table>
<thead>
<tr>
<th>Car occupants</th>
<th>Fatalities</th>
<th>Minor injuries</th>
<th>Serious injuries</th>
<th>Severe injuries</th>
</tr>
</thead>
<tbody>
<tr>
<td>73.9%</td>
<td>20.7%</td>
<td>5.4%</td>
<td>0.0%</td>
<td>0.0%</td>
</tr>
<tr>
<td>0 10 20 30 40 50 60 70 80 90 100</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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1 Definition of an alcohol-related accident: An accident in which at least one of the road users involved either as a driver or pedestrian was determined either to be impacted by alcohol in accordance with § 1 (1) of the Austrian Road Traffic Act (StVO) or to have exceeded the maximum permissible level of blood/breath alcohol as defined in § 14 (3) of the Austrian Driving License Act (PSvU) or for whom “reduced fitness to drive/alcohol” or “alcotest refused” was recorded.

“[You need a clear head to stay safe on the roads.]”

Motorcycle accidents in 2014

<table>
<thead>
<tr>
<th>Accidents</th>
<th>Fatalities</th>
<th>Injuries</th>
<th>Severe injuries</th>
</tr>
</thead>
<tbody>
<tr>
<td>2,976</td>
<td>69</td>
<td>1,196</td>
<td>3,009</td>
</tr>
</tbody>
</table>

---

Access the full publication [here](http://www.bmvit.gv.at/service/publikationen/verkehr/stroesse/kindersicherheit/downloads/babysicheranbord.pdf).
2.3.6 Fatigue and Distraction

According to BM.I accident statistics, distraction and lack of due care and attention – in particular lack of attention, lack of concentration and simply “failing to notice” other road users – was the presumed main cause of 14 % of all fatal road accidents in Austria in 2014. Overtiredness – likewise according to BM.I accident statistics – was the presumed main cause of 2 % of fatal road accidents. Fatigue is frequently the cause of road accidents that result in serious injuries and/or fatalities. However, driver fatigue and the associated drop in concentration and attention levels is a vastly underestimated cause of accidents on Austria’s roads and in particular on its motorways. The number of unreported/un-detected cases is estimated to be far higher than the figures above, also on an international level. Indeed, international studies suggest that the percentage of road accidents caused by fatigue lies at up to 33 % for road accidents as a whole and at up to 35 % for fatal road accidents. A survey on the issue of driver fatigue was carried out as part of the recent RSF-funded “Take a Rest” project. More than half (55 %) of the survey participants reported having experienced a situation in which they had almost fallen asleep at the wheel. In 77 % of cases, this incident had occurred on a motorway. The project findings were used as the basis to develop recommendations for measures to raise awareness of driver fatigue. Details of these recommendations can be found (in German) on the RSF website at: http://www.bmvit.gv.at/verkehr/strasse/publikationen/sicherheit/vsf/index.html

RSP 2011–2020 measures implemented in 2014:

- Preparation of the guidelines and regulations for “Speed Restrictions” (RKV 02.02.37), which were published in February 2015.

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 2014, inappropriate speed was the presumed main cause of 14 % 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.

RSP 2011–2020 measures implemented in 2014:

- Reduction of speed limits 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. When compared with the figure for the previous year, there was a clear drop in the number of accidents on level crossings in Austria in 2014 (from 157 accidents in 2013 to 118 accidents in 2014). Some 35 % of these accidents occurred on level crossings secured by technical means and around 65 % on level crossings secured by non-technical means.

RSP 2011–2020 measures implemented in 2014:

- The bmvit produced a handbook for the practical driving test and a driving test audit handbook in cooperation with the WKD and the individual Austrian federal states. The goal of these handbooks is, among other things, to test and assess correct behaviour and accident avoidance strategies on particularly high risk sections of road and when driving over level crossings as part of the practical driving test.

2.3.8 Enforcement

Traffic enforcement by the police makes a key contribution to improving road safety. The goal of police traffic enforcement is to increase the visible police presence on dangerous sections of the road network as a preventive measure on the one hand and to use spot checks to remove drivers who constitute a danger to other road users from the roads on the other. 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, breathalyser tests, medical examinations) carried out by the police, the number of fines issued for alcohol-related traffic offences as well as the number of charges filed and on-the-spot fines issued for failure to wear a seat belt.

### Accidents on level crossings in 2014

<table>
<thead>
<tr>
<th>Type of Accident</th>
<th>Fatalities</th>
<th>Serious Injuries</th>
<th>Injuries</th>
</tr>
</thead>
<tbody>
<tr>
<td>118</td>
<td>28</td>
<td>59</td>
<td>12</td>
</tr>
</tbody>
</table>

Source: Federal Office for Transport; http://versa.bmvit.gv.at/
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 ten 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.

- **ASFINAG** has been positioning recovery vehicles at strategic locations on the motorway network in the Vienna metropolitan area to allow accident sites to be cleared as quickly as possible.

- New technologies and new accident data recording processes: preparations are underway to integrate the GIP Graph Integration Platform into the electronic logging and file management system (FMD). A cooperation agreement has been signed between BMV and BM.I regarding the transfer of GIP data.

- The decision to require EU Member States to upgrade their Public Safety Answering Point (PSAP) infrastructure to eCall by October 2017 was announced on 15.05.2014 (Decision No 585/2014/EU of the European Parliament and of the Council). Austria is using an EU-funded project to implement eCall and is upgrading the country’s PSAPs to this technology.

- 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). The RSP produced a feasibility study regarding implementation in Austria.

- A nationwide mobility survey was carried out in Austria in autumn 2014. The survey also collected mobility data for non-motorised road users (pedestrians and cyclists) to permit comparisons to be drawn with motorised vehicle use. The mobility survey establishes a key basis for the interpretation of accident data and the impact of road safety measures.

- The traffic management plans for 21 sets of work on the major road network were subjected to road safety audits in 2014.
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