Road Safety in Austria
Annual Report 2015

Road Safety Work
Implementation of the Road Safety Programme
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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 dropped with effect from 1.1.2012. Since then, all injuries have been explicitly assigned to a specific category.

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

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

Abbreviations

ADM Accident Data Management
ASFINAG Autobahnen- und Schnellstraßen-Finanzierungs-Aktiengesellschaft
AUVA Allgemeine Unfallversicherungsanstalt (Austrian Workers’ Compensation Board)
BGBl Austrian Federal Law Gazette
BL Austrian Federal State(s)
BM.I Austrian Federal Ministry of the Interior
BMASK Austrian Federal Ministry of Labour, Social Affairs and Consumer Protection
BMB Austrian Federal Ministry of Education
BMGF Austrian Federal Ministry of Health and Women’s Affairs
bvmt Austrian Federal Ministry for Transport, Innovation and Technology
CEE Central and Eastern Europe
ECE Economic Commission for Europe
EU European Union
FSG Austrian Driving Licence Act
FSV Forschungsgesellschaft Straße – Schiene – Verkehr (Austrian Research Association for Roads, Railways and Transport)
GIS Geographic Information System
GPS Global Positioning System
HACS High Accident Concentration Section
ITS Intelligent Transport Systems
KDV Austrian Motor Vehicles Act Implementing Provisions
KPV Kuratorium für Verkehrssicherheit (Austrian Road Safety Board)
NGO Non-Governmental Organisation
ORF Österreichischer Rundfunk (Austrian Broadcasting Corporation)
RS Road Safety
RSF Road Safety Fund
RSP Road Safety Programme
RVS Austrian Road Guidelines and Regulations
StVO Austrian Road Traffic Act
WKO Austrian Economic Chamber
ZVR Zeitschrift für Verkehrsrecht (Traffic Law Magazine)
Foreword

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

In 2011, the Road Safety Programme 2011–2020 was published. The 2015 edition of the Annual Report on Road Safety in Austria reports on the implementation of the measures contained in the Road Safety Programme’s individual areas of intervention and outlines the resulting successes in reducing the number of accidents, injuries and fatalities on Austria’s roads.

The Annual Report supports those involved in road safety work – researchers, practitioners and decision makers – in the development, planning and implementation of further road safety measures. This, in turn, establishes the basis for achieving the ambitious goals set in the Road Safety Programme for the period up to 2020 and allows any necessary adaptations to this programme to be made in a timely manner.

All analyses should factor in the changes to accident data collection procedures that came into effect from 2012. Since 1 January 2012, accidents in which a person or persons are injured on Austria’s roads are recorded electronically by the police officers who respond to a road traffic accident via an “Accident Data Management” (ADM) system and transmitted directly to Statistics Austria (Bundesanstalt Statistik Österreich). The actual accidents are recorded as soon as possible after they occur, while the full details of an incident may 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 in future significantly aid the identification of high accident concentration sections of the road network. The accident data collection catalogue has also 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.

“Pedestrians, cyclists and motorists should always be able to use the roads safely together.”

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

1.1 Road Safety Work 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.

Road Safety in Austria: A Joint Responsibility

The Road Safety Programme lies at the core of road safety work in Austria. The first Road Safety Programme was enacted in 2002 for the period from 2002 to 2010. The current Road Safety Programme 2011-2020 was published in February 2011.

As a result of the Accident Investigation Act (Unfalluntersuchungsgesetz), which came into force in 2006, the Federal Ministry for Transport, Innovation and Technology established the Road Safety Advisory Council as a forum for decision makers in matters relating to road safety. The Road Safety Advisory Council focuses in particular on the preparation, ongoing evaluation and development of road safety programmes for all modes of transport. Its members are made up of the transport spokespersons for the parliamentary political parties, safety experts for all modes of transport and representatives of government ministries, local and regional authorities, 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 Road Safety Programme 2011-2020, will support the programme throughout its duration and will evaluate it at regular intervals.

This Annual Report provides an overview of the implementation status of the Road Safety Programme and thus serves as a tool for the ongoing evaluation of this programme. In 2015, a comprehensive interim evaluation was carried out.
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: www.ec.europa.eu/transport/road_safety/specialist/statistics
- ECTRI (European Conference of Transport Research Institutes): www.ectri.org/index.html
- ERSC (European Road Safety Charter): www.erscharte.eu
- ERTRAC (European Road Transport Research Advisory Council): www.ertrac.org
- ETSC (European Transport Safety Council): www.etsc.eu
- FEHRL (National Road Research Centres in Partnership): www.fehrl.org
- FERSI (Forum of European Road Safety Research Institutes): www.fersi.org
- GRSP Global Road Safety Partnership: www.grsproadsafety.org
- ITF International Transport Forum: www.internationaltransportforum.org
- IRTAD (Accident Database of OECD): www.internationaltransportforum.org/irtad
- JTRC (Joint Transport Research Centre of OECD and ITF): www.itf-oecd.org/research-centre
- La Prévention Routière International: www.lapri.org
- PIARC (World Road Association): www.piarc.org
- WHO World Health Organisation: www.who.int
1.3 Road Safety Fund

The Austrian Road Safety Fund established at the Federal Ministry for Transport, Innovation and Technology 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 (Bundesland), while 40% goes to the national road safety fund. The Road Safety Fund also receives funding from income retained in its entirety by the federal government under the provisions of the Austrian Transportation of Goods Act (Güterbeförderungsgesetz) as well as 70% of fines generated under the provisions of the Austrian Road Tunnel Safety Act (Straßentunnel-Sicherheitsgesetz).

The Road Safety Fund uses this funding to finance projects to improve road safety and has been issuing corresponding calls for tender with specific themes since 2010. The respective themes are defined by the Federal Ministry for Transport, Innovation and Technology in line with Road Safety Programme goals and current accident statistics trends.

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

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

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

1.4 Awareness-Raising Measures and Campaigns

Numerous road safety awareness-raising measures and campaigns were carried out in 2015 in Austria. This section provides a brief overview of some of these measures and campaigns.

1.4.1 National Activities and Events

Safe & Sober Round Table
bmvit, KFV, ETSC

Over 50 road safety experts from nine European countries met in January 2015 at the Federal Ministry for Transport, Innovation and Technology for the Safe & Sober round table. Organised by the Austrian Road Safety Board (KFV) and the European Transport Safety Council (ETSC), the event focussed on alcohol interlocks and the fight against drink-driving in Europe. Presentations of best practice examples from the Netherlands and Finland – the recidivism rate for drink-drivers was reduced, for example, in a Finnish rehabilitation programme from 30% to 6% – were followed by a discussion on the possibilities offered by the alcohol interlock pilot project in Austria.

8th ASECAP Road Safety Days
ASFINAG

In March 2015, the 8th ASECAP Road Safety Days were hosted in Vienna by ASFINAG under the patronage of the Federal Ministry for Transport, Innovation and Technology. Key topics at the conference included increased road safety, new approaches to accident prevention and the challenges posed by new mobility trends. The programme included presentations on the successes of ASFINAG's own road safety programme and several other European best practice examples and provided delegates with the opportunity to share experiences with international partners. ASECAP is the European association of operators of toll road infrastructures.

KFV Research Prize 2015
KFV

In 2015, the Austrian Road Safety Board (KFV) presented the KFV Research Prize for the second time. This year, the 10,000 euro main prize was awarded to Thomas Schlegl from Graz University of Technology, whose PhD thesis examines the extent to which technology can protect people against injury and even prevent accidents in general. In the course of his research, Schlegl developed a measuring technology that opens up far-reaching possibilities for the vehicle technology sector and would make it possible, for instance, to avoid fingers being trapped when closing windows, doors or boot lids. If the system is mounted on the exterior of a vehicle, it could recognize, for example, the risk of pedestrian collisions in advance and autonomously trigger corresponding protective measures.

In addition to the main prize, two further recognition prizes were also awarded for:

- the research on the “Development of an innovative technical process to remove snow and ice from the roofs of heavy goods vehicles” in the category “Innovative Young Researchers” by Simon Zigala, Dražen Petrovic and Maria Wegscheider from the Technical High School (HTL) Innsbruck, and
- the project “Deutschlandsberg – A Safe Place for Children” by Peter Spitzer and Sabine Distl from the “Große schützen Kleine” (“Adults Protect Kids”) association in the category “Successfully Implemented Research”.

Ö3 Road Safety Awards: “Heroes of the Roads”
Hitradio Ö3 – BM.I

In 2015, the Austrian national radio station Hitradio Ö3 and the Federal Ministry of the Interior (BM.I) presented their “Ö3 Road Safety Awards” for the 14th year in succession. Awarded in six categories to people who make a decisive contribution to road safety on a daily basis, the 2015 awards also included the “Ö3ver of the Year”, who was chosen directly by Ö3 listeners for the first time in an online voting process. The winner in this category was Martin Mikula from Würflach, who called the Ö3ver hotline to raise the alarm after a near-collision with a sheet of ice that had fallen from a moving lorry. As a result of his call to the Ö3 traffic service, numerous lorry drivers headed to motorway service areas and lay-bys, checked their vehicles for ice build-up and thus prevented further hazardous situations and accidents.
VCÖ Mobility Award 2015
VCÖ
The theme for the VCÖ Mobility Award 2015 was "Mobility in Transition". Sought were innovative projects, solutions and approaches which contribute to making transport and mobility ecologically sound, socially just and economically efficient in the long term. Of the 326 projects and initiatives submitted, 12 were recognised with a VCÖ Mobility Award. The overall winner, the market town of Wolfurt in Vorarlberg, particularly impressed the jury with its project "The Wolfurt Way: Co-existence as Communal Transport Concept". The project involved a broad-scale redesign of the urban roads in Wolfurt with signs indicating the 30 km/h speed limit on all secondary roads, the creation of four roads for bicycles only and four shared road spaces – including the first shared road space in Austria on a busy main road – as well as the redesign of road junctions.

ZVR Traffic Law Day
Vienna University of Economics and Business and KFV
A record 275 delegates attended the 9th ZVR Traffic Law Day, which was held on 10 September 2015 at Vienna University of Economics and Business. Organised by the Austrian Road Safety Board (KFV) in conjunction with the university, the conference focused on issues relating to the increasing automation of vehicles (keyword: "self-driving car") as well as on the topic of intelligent traffic systems and Car2X communication, the latter forming the subject of both the opening speech and a well-attended panel discussion. Three further panels discussed current legal issues relating to road transport law, road accidents from A to Z: insurance law, and emergency services and medical law.

9th Pedestrian Symposium 2015
Walk-space.at
The annual Walk-space Pedestrian Symposium was held on 18 and 19 May 2015 in Bregenz under the motto "Walking meets Vitality". 175 delegates attended the symposium, which featured 8 plenary presentations, 25 impulse presentations – including 11 international speeches – as well as 30 "speed dating" project presentations and a series of workshops, walkshops and round tables.

The key topics of discussion at the symposium included – alongside the challenges of walking in rural areas, lifestyle and habitat, qualitative mobility for pedestrians in the mobility chain, and shared road spaces – the measurability of walking around and lingering.
1.4.2 Selected National Awareness-Raising Measures and Campaigns

- “Take a break”, “Eyes open in the tunnel” and “Maintain a safe distance” campaigns
  ASFINAG
  As in previous years, several awareness-raising campaigns to improve road safety were also run in 2015. The focus of these campaigns lay on safety in tunnels and the avoidance of rear-impact collisions and accidents caused by fatigue. In the “Eyes open in the tunnel” (“Augen auf im Tunnel”) campaign, billboards at tunnel entrances, adverts in the media/on the radio and an information video were used to raise awareness among motorists of the correct way to drive in tunnels and thus raise their subjective feeling of safety. Information on ASFINAG’s extensive safety measures was also made available on a broad scale. Fatal accidents are very often the result of fatigue. The goal of the “Take a break” (“Mach mal Pause”) campaign was to encourage motorists to take regular breaks from driving and thus reduce the number of such accidents. The “Maintain a safe distance” (“Zu wenig Abstand”) campaign launched at the end of 2014 was likewise designed to make a valuable contribution to the avoidance of rear-impact collisions.

- “fair & safe”
  State of Burgenland, KFV, Red Cross, ORF Burgenland
  The “fair & safe” (“fair & sicher”) campaign was continued in the State of Burgenland for the 15th year in succession. The focus in 2015 lay on the consequences of driving at excessive and inappropriate speeds. Under the motto “A picture says more than 1,000 words”, a car was dropped from a height of 16 metres to demonstrate the effects of a collision at 65 km/h. The accident vehicle and the video of the impact were shown at (road safety) events in all regional hubs not only in Burgenland but also in Vorarlberg and Tyrol. The campaign was also the subject of extensive television, radio and internet media reports.

- Road Safety Action “Re-action”
  State of Salzburg (Road Safety Fund), ÖAMTC
  Lack of due care/attention and/or distraction – be it by a mobile phone, satnav, radio or other device – is now the most frequent cause of road accidents, accounting for over one third of all road accidents in which people are injured. Young people are particularly at risk, since they are used to being on a smartphone all the time. To raise awareness of the dangers of distraction and/or drink-driving, the Austrian Automobile, Motorcycle and Touring Club (ÖAMTC) in Salzburg provided special training for young novice drivers. Approximately 40% of the costs of this training were funded by the Salzburg Road Safety Fund.

  In this re-action training, pupils at vocational colleges and high schools are given the opportunity to experience the fatal consequences of distraction and/or drink-driving “first hand” on a reaction simulator. Equipped with accelerator and brake pedals, the young drivers “experience” realistic traffic situations on the simulator while making a call or texting on their mobile phone. While able to deal with the situations without a problem when not using a mobile phone, the majority fail to do so when distracted by their phones. Likewise, when wearing so-called drunk (or vision impairment) goggles, which simulate a blood alcohol concentration of 0.5 to 0.8 ‰, the young drivers also experience
the negative effect of alcohol on their driving. They then discuss what they experienced with an Austrian Automobile, Motorcycle and Touring Club road safety instructor and report on their own behaviour as motorists.

➔ Practical Moped Training/Workshop
State of Salzburg (Road Safety Fund), ARBÖ
Moped riders are 10 times more at risk of being involved in road accidents than car drivers. The desire to impress and the youth self-discovery process on the roads are just as problematic as overestimation of the manageability of the situation and lack of driving practice. Since the roads are entirely unsuitable as a training track, the Automobile, Motorcycle and Cycle Club of Austria (ARBÖ) road safety centre in Straßwalchen was the destination for the LEARNING & TRAINING (“LERNEN & TRAINIEREN”) road safety courses, which ran from March to October 2015 and were funded by the Salzburg Road Safety Fund. The initiative was advertised in schools and by the State Education Board in Salzburg.

Key aspects handled in the courses included the correct choice of clothing, checking the safety and roadworthiness of a moped, driving on a zigzag course, balancing exercises when driving slowly, the “dead angle” from the car driver’s perspective, calculating reaction distances using practical exercises and the selection of the correct safety distance.

➔ Speed limit 30 in front of schools
Local councils, local authorities, KPV
In the “Speed limit 30 in front of schools” (“Tempo 30 vor Schulen”) initiative, the local council sets a 30 km/h speed limit, paints road markings – so-called shark’s teeth lines – and mounts a “School” pictogram and posters designed by the pupils themselves in front of a school. Each sign is fitted with two changing, weatherproof motifs. These simple design measures encourage motorists to take even greater care and drive more slowly in the vicinity of schools.

The “Speed limit 30” initiative has been realised at 157 schools across Austria and is particularly prevalent at schools in the States of Styria, Upper/Lower Austria and Tyrol.

➔ The Little Bicycle Knight
State of Vorarlberg
The Little Bicycle Knight (“Der kleine Rad-Ritter”) is a programme for primary schools designed especially for pupils in years 1 and 2. Its goal is to improve children’s balance and dexterity in handling their own bicycles by training them in cycling techniques. Through corresponding preparatory work, they are also encouraged to wear a bicycle helmet.

The children are given tips on how to handle their bicycles better. In the process, they develop their cycling dexterity and learn how to balance on two wheels. In addition to dexterity and awareness of the importance of bicycle helmets, they are also taught about appropriate bicycle equipment.

➔ TRIXI – Dead Angle
State of Vorarlberg
In the “TRIXI” programme, schoolchildren in years 3 and above learn about the dangers of the dead angle and of not being seen by lorry drivers. Children run into the dead angle at a parked lorry, while two other children sit in the driver’s seat and watch how long they can see their friends. By means of this simple yet instructive demonstration, children are shown how they are not seen by lorry drivers in a way they can understand at their age.
→ **Falling correctly helps everyone**  
State of Vorarlberg  
In this practical safety workshop, schoolchildren are consciously introduced to hazards in daily life and learn through the simulation of possible accident scenarios how to react and act correctly in the case of an emergency. They are thus trained and learn how to fall correctly.

→ **Kangaroo child seat initiative**  
States of Upper Austria, Tyrol and Vorarlberg, AUVA, KFV  
The objective of the “Kangaroo” child seat initiative is to make child seats more attractive to children of kindergarten and primary school age and thus increase the seatbelt-wearing and safety rate.

The kangaroo is used as a leitmotif to demonstrate the importance of car child seats. Teachers use a doll named Julia and “Gürti” the kangaroo to show children in kindergartens and primary schools how and why a child seat protects them: just like the kangaroo baby is protected in its mother’s pouch, children are protected in their car seats. The project’s aim is to make children learn to wear a seatbelt as a matter of course and pass on this safety awareness to their parents. The children are also given colouring books and information booklets to remind them of what they have learned.

→ **“Take time for my safety!”**  
AUVA, KPV  
The “Take time for my safety!” (“Nimm dir Zeit für meine Sicherheit!”) project is designed to increase the attentiveness of motorists in the vicinity of schools and on school routes and encourage them to drive at an appropriate speed in these areas. In this project, schoolchildren hand out apples as a reward to drivers who behave correctly and lemons to those who don’t.

→ **Vienna Road Safety Festival**  
City of Vienna  
The motto of the 2015 Vienna Road Safety Festival was “Safety lights up” (“Sicherheit leuchtet!”). In a dark tent with a road traffic scenario and specially mounted, child-friendly reflectors (“light monsters”), children – and also the adults accompanying them – could see for themselves just how important good visibility achieved by wearing light-coloured clothing or attaching reflectors to clothing or bags, etc. is on the streets – especially after dark and when the light conditions are poor. Participants learned in a playful manner how they can make themselves more visible and thus contribute to road safety. They were also given their own light monsters or light salamanders (reflectors) to take home and attach to their own clothes, schoolbags, etc.

→ **“Make yourself safe”**  
BMB, BM.I, AUVA  
The “Make yourself safe” (“Mach dich sicher!”) initiative is designed to demonstrate to schoolchildren in years 3 to 8 the importance of wearing a seat belt. The children accompany police officers, who stop vehicles to let the children hand out “Make yourself safe!” stickers and information material to the vehicle drivers. Drivers who are not wearing a seat belt correctly are also told by the children what they are doing wrong and informed of the risks of their wrong behaviour. Drivers who are not in compliance with child seat regulations are sanctioned by the police out of the sight of the children.

→ **“Make yourself visible!”**  
BMB, AUVA  
Many children have accidents while walking or cycling to school because they are either not seen clearly or are seen too late by other road users in conditions where visibility is unfavourable, e.g. at dusk, in darkness or in bad weather. The risks are particularly high in the autumn and winter months.

To make schoolchildren in years 1 to 4 aware of the dangers of poor visibility, the Federal Ministry of Education (BMB) repeated its “Make yourself visible!” (“Mach dich sichtbar!”) road safety initiative once again in 2015. The aim of this project is to encourage children to wear light-reflecting materials. Reflecting film which can be cut out and sewn/stuck on to clothing can also be ordered as part of the project.

→ **Further awareness-raising measures and campaigns**  
Further examples of measures carried out in 2015 include:

- Tyrol: Pedestrian crossings project in communities across Tyrol
- Lower Austria: Barrier-free adult education project (“BEN”)
- Lower Austria: Schoolchildren and safety on the way to school (“SUSAS”)
- Lower Austria: Be mobile – stay mobile initiative
- City of Vienna: Safebike Vienna project
- Salzburg: Driving without distraction project
- Vorarlberg: Traffic magic and Blombiene the clown – teaching children the most important road safety rules and showing them what they need to look out for when they are on the roads
- Vorarlberg: Rolli – scooter obstacle course for kindergarten children
- Burgenland: Youth taxi project
2. Implementation of the Road Safety Programme

2.1 Road Safety Programme 2011 – 2020

The Austrian Federal Government and, in particular, the Federal Ministry for Transport, Innovation and Technology as the main government body responsible for road safety, have set themselves the target of making Austria’s roads among the safest in the EU. Significant progress was already achieved through the first Austrian Road Safety Programme (2002–2010), but Austria nonetheless still currently only occupies a middle ranking position among EU Member States as far as road safety is concerned. As a result, the Federal Ministry for Transport, Innovation and Technology 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 Road Safety Programme 2011–2020 is based on the “Safe System Approach” in which “responsible cooperation, shared responsibility and joint action come together to create a safe environment for ALL road users in Austria”.

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

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

To achieve these targets, a catalogue of over 250 measures in 17 fields of action was drawn up. Responsibility for each respective measure is assigned to one or more 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 10 areas of intervention listed below have been assigned top priority, since they hold the greatest potential for reducing the number of fatalities on Austria’s roads:

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


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

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

The Austrian Road Safety Fund established at the Federal Ministry for Transport, Innovation and Technology serves to fund road safety research and finance road safety related activities. Appropriate evaluations should accompany as many Road Safety Programme measures as possible.

A comprehensive interim evaluation of the Road Safety Programme 2011–2020 was conducted in 2015.

"The Road Safety Programme 2011–2020 philosophy: working together to create a safe system for all road users in Austria."
### Overview of road accidents in 2015

<table>
<thead>
<tr>
<th>Category</th>
<th>Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>Injury accidents</td>
<td>37,960</td>
</tr>
<tr>
<td>Injured persons</td>
<td>47,366</td>
</tr>
<tr>
<td>Seriously injured persons</td>
<td>7,486</td>
</tr>
<tr>
<td>Fatalities</td>
<td>479</td>
</tr>
</tbody>
</table>

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

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

** Basis: average for the years 2008 – 2010

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*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

→ Reform of driver education for motorcyclists
Several measures were set in 2015 to improve driver education for motorcyclists:

- In future, a stronger focus will be placed on practical elements: the practical part of the driver education programme was extended from 12 to 14 teaching units, while the driving theory part was reduced from 8 to 6 teaching units.
- Since latecomers to motorcycling – people who obtain a motorcycle driving licence at the age of 39 or above – constitute a particularly high accident risk, a special measure was introduced for this group: they must now complete an additional driver education module consisting of two teaching units which focus primarily on risk competence and the handling of heavy motorcycles.
- In future, all driving instructors who train new motorcyclists must complete additional training in teaching risk competence (previously only required for category A1 driving licences).
- New regulations have been introduced for the on-the-road feedback units in motorcycle driver education (Perfektionsfahrt): for groups with 1 or 2 participants, this now consists of one feedback teaching unit and one on-the-road teaching unit; for groups with 3 or 4 participants, it now consists of one feedback teaching unit and three on-the-road teaching units.

61st Amendment to the Austrian Motor Vehicles Act Implementing Provisions (KDV-Novelle), BGBl II 2015/40; 12th Amendment to the Austrian Driving Licence Act Implementing Provisions (FSG-DV-Novelle), BGBl II 2015/54

→ Quality assurance in the second phase of driver education
The second phase of driver education makes an important contribution to reducing the number of accidents involving novice drivers. Nonetheless, a consistent high level of quality is required to ensure the long-term success of this measure. Accordingly, the following quality assurance measures were introduced:

- Mandatory display of the content and scope of road safety training by all providers of such training.
- Allocation of supervisory/audit powers to the multi-phase commission over authorized institutions.
- Introduction of a 10-year limit on licences to provide road safety training for training institutions and instructors.

16th Amendment to the Austrian Driving Licence Act (FSG-Novelle), BGBl I 2015/74; 12th Amendment to the Austrian Driving Licence Act Implementing Provisions (FSG-DV-Novelle), BGBl II 2015/54

→ Improvements to the driving test
The list of topics covered by the driving theory test was extended to include, among other things, the securing of loads and passenger safety. The practical driving test now includes driving on special parts of the road (e.g. roundabouts, public transport stops, longer ascents).

11th Amendment to the Austrian Driving Test Act (FSG-PV-Novelle), BGBl II 2015/187

→ Additional funding for the Austrian Road Safety Fund
In future, part of the amount paid for each traffic psychology examination and each mandatory driver retraining/refresher course will go to the Austrian Road Safety Fund. This funding will be used for road safety work and for the production of road accident statistics.

16th Amendment to the Austrian Driving Licence Act (FSG-Novelle), BGBl I 2015/74

→ New Section Control Measuring Section Acts
In 2015, new section control measuring sections were installed on the A2, A4, A10, A23 and S6 motorways.

Section Control Measuring Section Act Airport–Fischamend, BGBl II 2015/85; Section Control Measuring Section Act Hochstraße, BGBl II 2015/82; Section Control Measuring Section Act S6 Bruck-Oberaich, BGBl II 2015/154 and 189; Section Control Measuring Section Act Lofnitz–Hartberg, BGBl II 2015/188; Section Control Measuring Section Act Oswaldiberg Tunnel 2015, BGBl II 2015/264; Section Control Measuring Section Act Wechsel Section 2015, BGBl II 2015/307

→ Reduction in entitlement to compensation for motorcyclists not wearing protective clothing
In a 2015 decision by the Supreme Court (Oberste Gerichtshof OGH), a motorcyclist who had been riding his motorcycle at high speed on a short overland journey without wearing protective clothing was deemed to be guilty of contributory negligence. The motorcyclist’s claim for compensation for personal suffering was reduced by one quarter. The Supreme Court reasoned that there is a general awareness among participating groups in Austria that a prudent and sensible motorcyclist should wear protective clothing because of the increased risk to his/her person. By way of evidence, the Supreme Court cited the EU’s Sartre project and a survey by the Austrian Road Safety Board (KFG), which showed that only 17.6% of motorcyclists do not wear protective clothing.

OGH 12.10.2015, 2 Ob 1 19/15m

"The Road Safety Programme 2011–2020 places special emphasis on the needs of vulnerable road users, in particular pedestrians and cyclists."
2.3 Areas of Intervention

2.3.1 Special Road User Groups

**Status**

**Children (0 – 14 years of age)**

In 2015, 2,589 children were injured in accidents on Austria’s roads, 11 of them fatally. 40.3% of these children were injured while travelling as passengers in cars, 26.5% as pedestrians, around 18% on bicycles and around 6% on mopeds.

The share of children among total road accident fatalities rose again slightly in 2015, from 1.9% in 2014 to 2.3% in 2015. Of the 11 children who were fatally injured on Austria’s roads in 2015, 5 were killed in a road accident in Lower Austria, 2 each in road accidents in Upper Austria and Salzburg, and 1 each in road accidents in Carinthia and Vorarlberg respectively.

**Young road users (15 – 24 years of age)**

In 2015, around 12,800 young road users in the 15-24-year-old age group were injured in accidents on Austria’s roads, 89 of them fatally. The share of young road users among total road accident fatalities in Austria thus rose for the second year in succession and lay in 2015 at 18.6% (2013: 15.4%; 2014: 17.4%).

The majority of young road users involved in road accidents in 2015 were either driving or travelling in a car at the time of the accident (54.5%). Some 26% of all young road users involved in accidents were riding a moped. Of these, around 58% were male. More male (around 61%) than female cyclists were involved in accidents.

**Elderly road users (65+ years of age)**

Elderly road users frequently suffer fatal injuries in accidents on Austria’s roads as so-called vulnerable road users. 141 of the people killed in road accidents in Austria in 2015 – 29.4% of all road accident fatalities – were 65 years of age or older, an increase in comparison to the previous year (2014: 26.7%, 115 fatalities).

Elderly road users suffered fatal injuries above all in accidents involving cars and as pedestrians. 62 people in this age group were killed in 2015 in Austria while travelling in cars (2014: 43), while 49 pedestrians over the age of 65 died in road accidents (2014: 32). The share of senior citizens killed as vulnerable road users did, however, drop slightly in comparison to the previous year: in 2015, 47.5% were killed as cyclists or pedestrians, compared to 49.5% in 2014.

**Pedestrians**

In 2015, 4,074 pedestrians were injured in accidents on Austria’s roads, 84 of them fatally. This constitutes a rise from 16.5% in 2014 to 17.5% in 2015. The number of seriously injured pedestrians also increased, from 887 in 2014 to 947 in 2015.

More women (54%) than men (46%) were involved in accidents as pedestrians in 2015. A clear rise was reported in the number of pedestrian fatalities in the 65+ age group. In 2015, 49 pedestrians in this age group were fatally injured on Austria’s roads, compared to 32 pedestrian fatalities in 2014.

**Cyclists**

In 2015, there were 6,901 accidents involving cyclists on Austria’s roads. 6,847 cyclists were injured in these accidents, 39 of them fatally. The share of fatally injured cyclists among total road accident fatalities fell once again in comparison to the previous year (2015: around 8%, 2014: around 10.5%, 2013: 11.2%).

The number of fatally injured cyclists increases consistently with age. More than 85% of all fatally injured cyclists on Austria’s roads in 2015 were 45 years of age or over. Considerably more male (27%) than female (12) cyclists were fatally injured. This gender difference is also evident among injured cyclists.

**Moped riders**

In 2015, 627 moped riders were seriously injured and 3,132 suffered minor injuries in road accidents in Austria. In these accidents, a further 48 moped passengers were also seriously injured, while 393 suffered minor injuries. Over 78% of the moped riders or passengers involved in road accidents in 2015 were between 15 and 24 years of age.

The majority of moped riders involved in accidents are young drivers. Of the moped riders who were fatally injured in 2015 on Austria’s roads (7 in total), 6 were under 24 years of age, while 1 was over 65 years of age.
Accidents in 2015 were between 15 and 24 years of age.

78% of the moped riders or passengers involved in road accidents were seriously injured, while 393 suffered minor injuries. Over these accidents, a further 48 moped passengers were also seriously injured in road accidents in Austria. In 2015, 627 moped riders were seriously injured and 3,132 mopeds.

In 2014: around 10.5%, 2013: 11.2%.

In comparison to the previous year (2014: around 8%, 2013: 9.4%).

Cyclists among total road accident fatalities fell once again in 2015, from 2,813 in 2014 to 947 in 2015.

The share of fatally injured pedestrians also increased, from 887 in 2014 to 947 in 2015.

The share of fatally injured senior citizens killed as vulnerable road users did, however, drop slightly in comparison to the previous year: in 2015, 49 pedestrians over the age of 65 died in road accidents (2014: 32). The share of senior citizens killed as vulnerable road users in 2015 was 65.1% (2014: 63.3%).

Elderly road users (65+ years of age) are frequently injured as vulnerable road users, the results of the projects selected in this call for tenders are still ongoing.

The projects selected in this call for tenders are still ongoing.

Since older people are frequently injured as vulnerable road users, the results of the projects selected in the 4th Road Safety Fund call for tenders are also expected to have an impact here.

The theme of the 3rd Road Safety Fund call for tenders in spring 2013 was “Careful • Children • Consideration” (“Vorsicht • Kinder • Rücksicht”). The projects selected in this call for tenders are still ongoing.

Preparations were made to incorporate the “Close To!” peer group approach into driver education.

*Peer group approach: the message is communicated “by people of the same age to people of the same age.”

The focus of the 4th Road Safety Fund call for tenders in 2014 lay on elderly road users. The projects selected in this call were still underway in 2015.

The wearing of a cycle helmet has been compulsory for children up to 12 years of age since 31.05.2011. An evaluation showed that the helmet-wearing rate among children rose considerably after the introduction of this rule.

Regular media activities were carried out to raise positive awareness of the need to wear cycle helmets in all age groups (especially children) and of the role model effect of adults.

Several of the projects selected in the 3rd and 4th Road Safety Fund calls for tender address issues pertaining to cyclists.

A focus of the 5th Road Safety Fund call for tenders, which was issued in 2015, lies on moped riders.

http://www.bmvit.gv.at/verkehr/strasse/sicherheit/fonds/foerderungen/5ausschreibung.html

http://www.bmvit.gv.at/verkehr/strasse/sicherheit/fonds/foerderungen/4ausschreibung.html

http://www.bmvit.gv.at/verkehr/strasse/sicherheit/fonds/foerderungen/3ausschreibung.html

http://www.bmvit.gv.at/verkehr/strasse/sicherheit/fonds/foerderungen/2ausschreibung.html

http://www.bmvit.gv.at/verkehr/strasse/sicherheit/fonds/foerderungen/1ausschreibung.html
2.3.2 Alcohol and Drugs

In 2015, the share of alcohol-related accidents among all road accidents resulting in injuries to road users lay at 5.9 %, thus remaining almost the same as in 2014. This figure has only changed marginally over the last years (2010, 2011: both 6.4 %; 2012: 6.6 %; 2013: 6.1 %; 2014: 5.8 %) and thus demonstrates a downward trend in recent years.

The number of alcohol-related road accidents fell in Burgenland, Carinthia and Vienna in 2015, with a slight rise reported in all other federal states in Austria. The number of fatalities decreased nationwide: while 32 people were killed in alcohol-related road accidents in 2014, this figure dropped to 27 in 2015. The number of road users injured in alcohol-related accidents fell slightly in 2015, while the share of total road accident injuries that can be attributed to alcohol-related accidents essentially remained at the same level as in 2014.

As in 2014, alcohol, drugs or prescription medicines were also the presumed main cause of 4.2 % of all road accidents in 2015.

Road Safety Programme 2011-2020 measures implemented in 2015:
→ Development of a concept in a Federal Ministry for Transport, Innovation and Technology working group for a possible provision to allow drink-drivers to opt for an alcohol ignition interlock (AII) as a voluntary alternative to the withdrawal of the driving licence.

Alcohol-related accidents in 2015*

<table>
<thead>
<tr>
<th>Type</th>
<th>Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>Accidents</td>
<td>2,226</td>
</tr>
<tr>
<td>Injuries</td>
<td>2,834</td>
</tr>
<tr>
<td>Serious injuries</td>
<td>521</td>
</tr>
<tr>
<td>Fatalities</td>
<td>27</td>
</tr>
</tbody>
</table>

"Drink-drivers don't only put themselves at risk."

2.3.3 Motorcycle Accidents

In 2015, 3,098 motorcycle drivers and passengers were injured in road accidents in Austria, an increase of 3 % compared to the previous year. A decrease in the number of fatalities was recorded for the second year in succession: the number of motorcycle fatalities fell from 69 in 2014 to 64 in 2015.

Men were involved in motorcycle accidents far more frequently than women: 86 % of injured motorcyclists and 90 % of motorcycle 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 over the age of 40. Late starters – motorcyclists aged 39 or over who have only had a motorcycle licence for five years at most – are particularly at risk. Almost 30 % of motorcyclists injured in 2015 on Austria’s roads were in the 45-54-year-old age bracket.

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

Road Safety Programme 2011-2020 measures implemented in 2015:
→ Media activities were used as an awareness-raising measure to communicate the risks of accidents with motorcyclists to car drivers.
→ Provision of motorcycle training courses for late starters.
→ Reform of motorcycle education: stronger focus on practical aspects, additional module for late starters, redefinition of the on-the-road teaching/feedback units and additional training for driving instructors (see also 2.2).
→ 5th Road Safety Fund call for tenders: “Freedom on Two Wheels – But Safety First!”
→ The police force provides motorcycle road safety training free of charge in some federal states in Austria.

Motorcycle accidents in 2015

<table>
<thead>
<tr>
<th>Type</th>
<th>Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>Accidents</td>
<td>3,024</td>
</tr>
<tr>
<td>Injuries</td>
<td>3,098</td>
</tr>
<tr>
<td>Serious injuries</td>
<td>1,221</td>
</tr>
<tr>
<td>Fatalities</td>
<td>64</td>
</tr>
</tbody>
</table>

* Definition of an alcohol-related accident: an accident in which at least one of the road users involved (driver or pedestrian) was determined either to be impaired by alcohol in accordance with § 5 (1) of the Austrian Road Traffic Act (StVO) or to have exceeded the maximum permissible level of blood/breath alcohol as defined in § 14 (8) of the Austrian Driving Licence Act (FSG) or for whom “reduced fitness to drive/alcotest refused” was recorded.
2.3.4 Seat Belts

The wearing of a seat belt 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 a car occupant who is not wearing a seat belt than it is for a car occupant who is wearing a seat belt.

The Austrian Road Safety Board (KFV) observes and records the seat belt wearing rate in Austria for each year. In 2015, 93% of drivers wore seat belts, compared to around 95% in 2014. Risk-awareness is markedly lower among back-seat passengers: nationwide, only 88% of back-seat passengers in 2015 wore seat belts.

At 97%, the seat belt wearing rate is highest for children up to the age of 12 years, followed by senior citizens at 95%. The seat belt wearing rate is lowest in the 13–24-year-old age group at 91%, a figure that can be attributed to the low seat belt wearing rate for back-seat passengers.

Road Safety Programme 2011–2020 measures implemented in 2015:

- In 2014, the Federal Ministry for Transport, Innovation and Technology produced the brochure “Baby SICHER an Bord” (“Baby SAFELY on Board”), which contains important information for parents on the correct use of child restraints for babies and toddlers in cars. The brochure was extensively promoted and distributed in 2015 and is available for download (in German) at [http://www.bmvit.gv.at/service/publikationen/verkehr/strasse/kindersicherheit/downloads/babysicheranbord.pdf](http://www.bmvit.gv.at/service/publikationen/verkehr/strasse/kindersicherheit/downloads/babysicheranbord.pdf).
- Preparations are underway to update the child restraint information website [www.autokindersitz.at](http://www.autokindersitz.at).

2.3.5 High Accident Concentration Sections and Integrated Road Network Safety Management

A quarter of all accidents on Austria’s roads occur on high accident concentration sections (HACS) of the road network. Article 96 (1) of the Austrian Road Traffic Act (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.

Road Safety Programme 2011–2020 measures implemented in 2015:

- Testing of the high accident concentration sections management database (HACS database).
- Revision of the catalogue of characteristics and attributes in the accident data management (ADM) system.

### Injury severity for car occupants wearing seat belts in 2015

- Minor injuries: 90.9%
- Serious injuries: 8.5%
- Fatalities: 0.6%

### Injury severity for car occupants not wearing seat belts in 2015

- Minor injuries: 69.2%
- Serious injuries: 24.1%
- Fatalities: 6.7%
2.3.6 Fatigue and Distraction/Lack of Due Care and Attention

According to the accident statistics compiled by Statistics Austria, 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 30.6% of fatal road accidents in Austria in 2015. In 2014, this figure stood at 31.5%.

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

A survey on the topic of driver fatigue was carried out as part of the Road Safety Fund-financed “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 for recommendations for measures to raise awareness of driver fatigue. Details of these recommendations can be found (in German) on the Road Safety Fund website at: http://www.bmvit.gv.at/verkehr/strasse/publikationen/sicherheit/vsf/23_tar.html.

2.3.7 Speed Management on Rural Roads

Driving speed is an important road safety indicator. Excessive speed is also a frequent cause of road accidents in Austria. In 2015, inappropriate speed was the presumed main cause of 15% of fatal accidents on urban roads and 28% of fatal accidents on rural roads.

Speed management measures in the Road Safety Programme 2011-2020 focus on rural roads and are aimed at reducing the driving speeds and maximum speed limits on such roads in Austria.

Road Safety Programme 2011-2020 measures implemented in 2015:

→ Production of guidelines and regulations for “Speed Restrictions” (RVS 02.02.37), which were published in February 2015 and serve as the basis for an objective assessment of the speed restrictions required in a given location.

→ A road safety campaign on the topic of speed is currently under preparation.

“Distraction is the danger that is underestimated most on the roads, but nevertheless affects almost all road users equally.”

* "TAKE A REST" project: KFV (Austrian Road Safety Board), ÖAMTC (Austrian Automobile, Motorcycle and Touring Club) and ISWF (Institute for Sleep/Wake Research), funded by the Austrian Road Safety Fund, 2013.
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 any accidents involving rail vehicles. The majority of accidents on level crossings are the result of road user error.

When compared with the figure for 2014, the number of accidents on level crossings in Austria rose again in 2015 (from 118 accidents in 2014 to 124 accidents in 2015). Some 41% of these accidents occurred on level crossings secured by technical means and around 49% on level crossings secured by non-technical means.

Road Safety Programme 2011–2020 measures implemented in 2015:

→ The Federal Ministry for Transport, Innovation and Technology produced a handbook for the practical driving test and a driving test audit handbook in cooperation with the Austrian Economic Chamber and the individual Austrian federal states. One of the goals of these handbooks is 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.

2.3.9 Enforcement

Traffic enforcement by the police is a key basis for 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 traffic enforcement measures by the Austrian police in the last three years. It shows the number of speeding fines issued, the number of alcohol checks (alcohol screening, breathalyser tests, medical examinations) carried out, the number of fines issued for alcohol-related traffic offences as well as the number of charges filed and on-the-spot fines issued for failure to wear a seat belt.

The use of mobile phones while driving is also monitored by the police. In 2015, 109,028 drivers were reported to the authorities or required to pay an on-the-spot fine for using a mobile phone without a hands-free system while driving.

### Controls, infringements and/or charges filed

<table>
<thead>
<tr>
<th>Enforcement measure</th>
<th>2013</th>
<th>2014</th>
<th>2015</th>
</tr>
</thead>
<tbody>
<tr>
<td>Speed infringements</td>
<td>4,865,842</td>
<td>4,863,612</td>
<td>4,962,189</td>
</tr>
<tr>
<td>Alcohol checks</td>
<td>1,765,526</td>
<td>1,847,375</td>
<td>1,624,279</td>
</tr>
<tr>
<td>Alcohol-related charges</td>
<td>35,404</td>
<td>33,418</td>
<td>26,327</td>
</tr>
<tr>
<td>Failure to wear a seat belt</td>
<td>131,408</td>
<td>129,118</td>
<td>103,214</td>
</tr>
</tbody>
</table>

Source: BM.I

Accidents on level crossings in 2015

<table>
<thead>
<tr>
<th>Category</th>
<th>Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>Accidents</td>
<td>124</td>
</tr>
<tr>
<td>Injuries</td>
<td>47</td>
</tr>
<tr>
<td>Serious injuries</td>
<td>32</td>
</tr>
<tr>
<td>Fatalities</td>
<td>21</td>
</tr>
</tbody>
</table>

Source: Federal Office for Transport [http://versa.bmvit.gv.at/](http://versa.bmvit.gv.at/)
2.3.10 Driver Education

Over 90% of all novice driving licence holders are between 16 and 24 years of age. Accident statistics show that most driver fatalities and injuries occur in the first two to three years in which a person holds a driving licence. In 2015, there were 12,799 people injured and 89 fatalities in the 15-24-year-old age group on Austria’s roads. Although this constitutes a decrease of 2.85% in the number of road users injured in this age group, it also, however, represents an increase in the number of fatalities (2014: 75 fatalities).

Road Safety Programme 2011–2020 measures implemented in 2015:

→ Quality assurance measures for the second phase of driver education, e.g. allocation of supervisory/audit powers to the multi-phase commission over authorized institutions.

→ Reform of driver education for motorcyclists.

→ Extension of the list of topics covered by the driving theory test to include, among other things, the securing of loads and passenger safety.

→ Addition of driving on special parts of the road (e.g. roundabouts, public transport stops, longer ascents) to the practical driving test.

2.4 Additional Road Safety Programme 2011–2020 Measures Implemented

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

→ ASFINAG developed a road safety programme for the period from 2010–2020. In 2015, an interim report was prepared on the measures taken to date and the developments in the field of road safety since the start of the road safety programme.

→ With regard to the use of 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 called PAD.

→ 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 the EU-funded project "eCall Austria" to implement eCall (www.bmi.gv.at/cms/bmi/e_call) and plans to implement this technology at police headquarters in the individual federal states.

→ 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 number of seriously injured road users in Austria for the year 2015 was reported to the European Commission.
Road Safety Work

Implementation of the Road Safety Programme

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