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**Austrian
Road Safety Programme
2011 – 2020**

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Objectives KfV  bm 

Numerical targets:

- 50% Reduction of fatalities until 2020**
(Basis: average of years 2008-2010)
- 40% Reduction of severe injuries until 2020**
(Basis: average of years 2008-2010)
- 20% Reduction of injury accidents until 2020**
(Basis: average of years 2008-2010)

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Austrian Safe System Approach:

- Accommodate **human error** – accidents should not end up with fatal or severe consequences
- **Shared responsibility** – including providers of transport system
- **Users jointly responsible** +obliged to obey rules + respect limitations of the system
- All measures in accordance with **long term numeric goals**
- **Objectives** in line with those of environment, economy, sociology
- Implementation together with continuous **analysis** and **evaluation**

Mission Statement:

Austria to become one of the five safest countries in Europe!

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Priorities 1/3

10 Main priorities:

Priority	Objectives
Seatbelt	Raising the average use rates (all seats): enforcement + warning + awareness
Alcohol & drugs	Various measures... <ul style="list-style-type: none"> - Pilot test alcohol interlock, quality assurance / rehabilitation for repeat offenders - Substantiate under-reporting rates - Enforcement: Raising detection probability - Regular assessment of alcohol rates on all roads (SPI)
Speed management on rural roads	<ul style="list-style-type: none"> - Graduated speed limits, specifically at sites and sections with highest accident reduction potential - Increased enforcement



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Priorities 2/3 **KfV**  **bm** 



Priority	Objectives
Special Groups of vulnerable road users	Decrease nr. of fatalities by -50% for <ul style="list-style-type: none"> - Children - Young road users - Elderly road users - Pedestrians - Cyclists - Moped riders - Motorcycle riders
High risk site management and integrated safety management of road networks	Common procedure in all regions according to EU directive „Infrastructure safety“
Accidents at railway crossings	Package of measures: statistical risk model , awareness , (automatic) enforcement , high risk site treatment


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Priorities 3/3 **KfV**  **bm** 



Priority	Objectives
Fatigue	Package of measures especially for motorways: lorry control facilities, park&rest areas
Enforcement	Combination with awareness raising measures and raising of subjective detection probability Adjusting fin es Use of modern technology
Driver education	Further development and quality assurance in the course of implementation of 3rd driving licence directive
Motorcycles	Treatment of biker routes, research into new passive safety devices, education & training, awareness raising

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Areas of action 

There are **17 main areas of action:**

1. Infrastructure	9. Children
2. Vehicle safety	10. Young road users
3. Education and Campaigns	11. Elderly road users
4. Driver Education	12. Pedestrians
5. Enforcement	13. Cyclists
6. Rehabilitation and Diagnostics	14. Motorcycles
7. Post Accident Care	15. Mopeds
8. Databases and accident data collection	16. Lorries
	17. Level crossings

...and more than **250 concrete measures**

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Catalogue of measures 1/2 

Categories

- Measures to **prevent accidents**
- Measures to **reduce severity of accidents**
- **Basis** for further measures
- **Lobbying** at EU level

Time schedule

●○○○	Start package	(2011)
○●○○	short term	(2012-2014)
○○●○	medium term	(2015-2017)
○○○●	long term	(2018-2020)

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Catalogue of measures 2/2 



Responsibility
For each measure a responsible institution was assigned

Benefit-to-cost ratio
Where data were available, for each measure to B/C ratio was given
(Sources: ELVIK, R. 2009; reports EU Projects SUPREME and ROSEBUD etc.)

Safety potential
Order of magnitude of the problem
(on the basis of international research results)

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General Strategy

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The **strategic level** features eight issues:

- Road safety and **urban planning**
- Safety **management in cities and municipalities**
- Road **hierarchy**
- **Self explaining** roads and **forgiving** roadsides
- Mobility and **intermodality**
- Traffic **education** and mobility
- **Accessibility** – safe and attractive walking
- **Work place** safety



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Infrastructure

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Key issues

- Infrastructure Safety Management, also on the low level network
- High risk sites and sections
- Tree accidents
- Safe intersections
- Road markings
- Surface parameters
- Tunnel safety
- Roadwork zones
- Ghost car driving
- Telematics
- Speed limit 80/100 on rural roads



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Vehicle Safety bm vfi

Key issues

- eCall and Accident Data Recorder
- Automatic control systems: alcolock, seatbelt warning, tyre pressure etc.
- Mandatory equipment, lighting
- Cargo security
- Advanced driver assistance systems
- Vans
- Tyres quality standards
- Passenger and pedestrian safety

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Education and Campaigns bm vfi

Key issues

- School Education
- Lifelong learning
- Campaigns: design, testing, evaluation

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Driver Training



Key issues

- Implementation of 3rd driving licence directive
- Experience based learning (e.g. safety halls) and use of simulators
- Review of driving test
- 2nd phase education
- Moped licence



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Post Accident Care



Key issues

- eCall
- Access for emergency services on high-rank road network
- Response times of emergency services
- Area wide quality assurance of emergency supply: Helicopters, trauma units,
- Evacuation of vehicles: "emergency cards" for every make and model
- First aid



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Rehabilitation and Diagnostics

Key issues

- Alcohol: Pilot study alcohol interlock
- Efficiency analyses of several diagnostics and rehabilitation measures



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Enforcement

Key issues

- Sanctions
- Penalty Points Systems (Austria: Warning System)
- Technology, Coordination
- Seatbelt
- Alcohol
- Drugs & medicines
- Speed
- Enforcement by municipalities (and private companies)
- Use of mobile phones
- Fatigue
- Use of headlights in dusk, dawn and adverse weather conditions



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Databases and data collection

Key issues

- Integrated road, traffic and accident database
- In-depth analysis of accidents
- Accident data collection: upgrade
- Mobility surveys
- Accident prediction models
- Safety performance indicators
- Testing (alcohol) of dead or unconscious persons actively involved in accidents



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Children

Key issues

- Way to school:
 - dedicated school way maps
 - mobility management for schools
 - safety inspection for secondary schools
 - implementation of EU project "Safeway2School" findings
 - bicycle parking facilities around schools
- Bicycle education in schools
- Rearward facing child restraints



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Young road users



Key issues

- Safe way back from discos and events
- New approaches: peer groups, EU project *Close-to*
- Off-school approaches: e.g. addiction prevention



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Elderly road users



Key issues

- Visibility: Promotion of the use of reflective devices
- Taking account of cognitive and physical constraints:
 - research
 - development of fitness to drive parameters
 - role of family doctors
 - options for regular medical testing of drivers
 - promotion of voluntary retraining
 - mobility counselling



Pedestrians



Key issues

- Visibility
- Zebra crossings
- Accessibility – safe and attractive walking



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Cyclists



Key issues

- Cycle Helmet
- Visibility
- Senior cyclists



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Motorcycles



Key issues

- Treatment of accident sections
- Passive road restraints
- Protective clothing, helmet
- Education and Training
- Awareness



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Mopeds



Key issues

- Education
- Fight engine tuning
- Helmet use



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Lorries



Key issues

- New regulations, guidelines and enforcement
- Public relations
- (retrofit of) Vehicle equipment
- Vans, GigaLiner



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Railway level crossings



Key issues

- Accident analysis, treatment and protection
 - Risk model for railway crossings
 - Strategy for technical protection or elimination of level crossings
 - Pilot study automatic enforcement
 - Improvement of databases
- Awareness raising and exchange of experiences
 - European Awareness Day
 - Regular experts day in Vienna



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