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## Impressum

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Foreword

Improving road safety is not only one of the central tasks of the BMVIT, but the lasting reduction of suffering on Austria’s roads is also one of my particular personal concerns.

The Austrian government introduced in January 2002 an extensive road safety programme that establishes the following target: to halve the number of deaths by the year 2010.

This programme introduces a structured approach to road safety work in Austria. This brochure presents the main features of the road safety programme and an extensive catalogue of measures, the implementation of which has already begun within the framework of a “start package”.

With the introduction of the multiple-phase driving licence, Austria assumes the role of a forerunner within the EU regarding the development of measures for the high-risk group of young drivers. Today, people involved in an injury accident are tested for alcohol, regardless of guilt. By introducing compulsory drug tests, an effective measure for fighting drug abuse behind the steering wheel has been set.

However, a look at the accident statistics reveals that the final goal for 2010 is still far-off. Achieving it requires the commitment of all people involved, from the ministries through to regional authorities and organisations down to each citizen. Therefore, I am asking all those responsible in the provinces and communities for close co-operation.

While every single suggestion may not find undivided acceptance and be realised quickly, the way forward is given in this programme. I therefore cordially invite you to contribute to the reduction of the annual carnage on Austria’s roads with your personal initiative.

I wish to thank all representatives of the Austrian Road Safety Board, the automobile clubs, all state nominated road safety experts as well as representatives from the Home Office for their countless help in the area of road safety and for the ongoing valuable co-operation for carrying out the measures of this programme.

Vice chancellor Hubert Gorbach
Minister for Transport, Innovation and Technology
Executive Summary

Traffic accidents result in a large social and economic loss for society. In the last 20 years, programmes have been developed in many countries in order to raise traffic safety standards. As a result, some Member States of the European Union have managed to reduce the number of traffic related deaths to half the number reported in Austria.

Therefore, the Austrian government decided in January 2002 to carry out a comprehensive road safety programme. The numeric goal of this programme is to halve the current total of traffic deaths by 2010.

This brochure presents the basis for the Austrian Road Safety Programme and the comprehensive list of measures some of which are already being carried out as part of a framework of initial measures (known as the „start package“).

This programme will, for the first time in Austria, create a structured approach for traffic safety work and present an overview of possible steps to reduce accidents. The basis of this work comes from the scientific as well as interdisciplinary work of the Austrian Road Safety Board (KfV). The primary objective of this effort will be the reduction of deaths and injuries to be achieved by effective implementation and financing, securing political and social acceptance and cost-effectiveness.

Successful traffic safety programmes distinguish themselves through long-term and clearly worked-out methods as well as through a detailed catalogue of measurements and evaluation plans. Such programmes should be further guaranteed by passing the relevant traffic safety legislation as well as setting clear definite reduction goals and putting in place the necessary financing for programmes readily available. Also, having an ongoing measure of effectiveness and transparency of such effort is just as important. Having a platform in which experience can be exchanged as well as gaining the support of these measures at the federal, state, and local levels are major challenges that are necessary in order for this programme to be successful.

Historically, there has always been the tendency in establishing traffic safety measures to focus either on driver or technology failures as a cause of an accident. Today, there is an international trend to implement a failure tolerant traffic system. The Austrian Road Safety Programme also follows this trend. Drivers should not solely be made responsible for accidents in the future since other aspects of the traffic system, such as infrastructure planning and the preparedness for handling traffic demand, traffic flows and traffic conflicts also are responsible in certain respects.

In this safety programme, four basic fields of action come into focus: human behaviour, infrastructure, vehicles and transport policy and legal framework. Altogether, there are 28 priority areas and over a hundred concrete specific measures that are at the heart of this programme:

- The area of human behaviour focuses on restraint systems, alcohol and other drugs, driving speeds, basic driver education and advanced driver training, pedestrian safety, driving fatigue, motorised two-wheeler drivers, following distances, daytime running lights and traffic education.
The area of infrastructure focuses on the following areas: black spot treatment, safety on rural roads, tunnel safety, wrong-way driving on motorways, safety management in urban areas, Road Safety Audit, Road Safety Inspection, motorway roadwork zones, the properties of road surfacing materials and road-side Telematics.

The area of vehicles includes the areas of: accident data recorder, lorry safety and passive vehicle safety.

The area of transport policy and legal framework covers the themes of heavy goods transport, legislation, land use planning and influencing mode choice.

In the start package, some of the main points of this programme will be implemented in the short term, with part of these packages already being carried out in 2002. These comprise measures on seat belts and child restraints, driving under the influence of drugs, headways, driving speeds, motorised two-wheelers, pedestrian safety, black spots, tunnel safety and motorway roadwork zones.

The premise that underlies the Austrian Road Safety Programme is:

- Every death and serious injury resulting from traffic accidents is one too many
- The effective safety work in the rail and aviation sectors should serve as a model for road transport
- A healthy economy has, on pure economic grounds alone, to reduce accident costs

By the year 2010, this programme should contribute to the eventual reduction of road fatalities by 50% and the reduction of injury accidents by 20%. By carrying out the described measures, the target of reducing fatalities by 25% and injury accidents by 10% should be reached in 2004.
Les accidents de la route ont un coût économique et social important pour la société. Ces vingt dernières années, des programmes ont été développés dans de nombreux pays pour améliorer les niveaux de la sécurité routière. Ainsi, certains États membres de l'Union européenne ont réussi à diminuer le nombre de tués sur les routes à un niveau qui représente la moitié du nombre de morts signalés en Autriche.

C'est pourquoi le gouvernement autrichien a décidé en janvier 2002 de mener à bien un programme de sécurité routière complet. L'objectif chiffré de ce programme est de diminuer de moitié le nombre actuel de tués sur la route d'ici 2010.

Cette brochure présente les bases du programme autrichien de sécurité routière et une liste détaillée de mesures, une partie desquelles sont déjà en train d'être réalisées dans le cadre des mesures initiales (connues sous le nom de « paquet initial »).

Ce programme créera, pour la première fois en Autriche, une approche structurée pour le travail en matière de sécurité routière et présentera une vue d'ensemble des démarches possibles pour réduire les accidents. Les bases de ce travail viennent du travail à la fois scientifique et interdisciplinaire du Bureau autrichien pour la sécurité routière (KfV). Le premier objectif de cet effort sera la réduction du nombre de morts et de blessés par une mise en œuvre et un financement efficaces, une acceptation politique et sociale et un bon rapport coût-efficacité.

Les programmes de sécurité routière couronnés de succès se distinguent par des méthodes réussies et de long terme ainsi que par un catalogue détaillé de mesures et de plans d'évaluation. De tels programmes devraient être renforcés en adoptant la législation de sécurité routière adéquate ainsi qu'en définissant des objectifs clairs et en mettant en place dans les plus courts délais les financements nécessaires pour les programmes. Un contrôle de la transparence et de l'efficacité d'un tel effort est aussi important. De plus, la présence d'une plate-forme dans laquelle les expériences peuvent être échangées et l'obtention du soutien pour ces mesures au niveau fédéral et local sont des défis majeurs pour la réussite de ce programme.

Historiquement, la tendance a toujours été de concentrer les mesures de sécurité routière sur le conducteur ou les erreurs technologiques, en tant que cause de l'accident. Aujourd'hui, il y a une tendance internationale à mettre en œuvre un système de sécurité routière tolérant à l'erreur. Le programme autrichien de sécurité routière suit également cette tendance. Les conducteurs ne devraient pas dans l'avenir être tenus pour seuls responsables des accidents puisque d'autres aspects du système de circulation, comme la planification des infrastructures, la capacité de gestion du trafic routier, l'écoulement de la circulation et les conflits de trafic sont également responsables à certains égards.

Dans ce programme de sécurité routière, on portera l'attention sur quatre champs d'action : les personnes, les véhicules, les infrastructures, les politiques de circulation et la législation. Au total, il y a 28 domaines prioritaires et plus d'une centaine de mesures spécifiques qui sont au cœur de ce programme.
Le domaine du comportement humain se concentre sur les systèmes de retenue, l'alcool et les autres drogues, les vitesses de conduite, l'éducation et la formation avancée du conducteur, la protection des piétons, la fatigue du conducteur, les conducteurs des deux roues motorisées, les distances de sécurité, les phares de jour et l'éducation routière.

Le domaine des infrastructures se concentre sur les domaines suivant: le traitement des points noirs, la sécurité sur les routes de campagne, la sécurité des tunnels, la conduite en sens inverse sur les autoroutes, la gestion de la sécurité dans les zones urbaines, les audits de sécurité, les travaux sur les autoroutes, les propriétés des matériaux de recouvrement des routes et la télématique appliquée à la route.

Le domaine des véhicules inclue: l'enregistrement des données d'accidents, la sécurité des poids lourds et la sécurité passive des véhicules.

Le domaine de la circulation routière et de la législation couvrent les thèmes de la circulation des poids lourds, la loi, la planification du territoire et l'influence sur le choix du mode de transport.

Dans le « paquet initial », plusieurs des mesures de ce programme seront mis en œuvre sur le court terme, avec une partie déjà réalisée en 2002. Cela comprend des mesures sur les ceintures de sécurité et les dispositifs de retenue pour les enfants, la conduite sous l'influence de drogues, les distances de sécurité, les vitesses de conduite, les deux roues motorisées, la protection des piétons, les points noirs, la sécurité des tunnels et les travaux sur les autoroutes.

Les prémisses à la base du programme de sécurité routière autrichien sont :

- Chaque mort et chaque blessé grave de la route sont un de trop
- L'efficacité du travail sur la sécurité dans les domaines du rail et de l'aviation devrait servir de modèle pour le transport routier
- Une économie saine doit, déjà seulement sur des critères économiques, réduire le coût des accidents

D'ici 2010, le programme devrait contribuer à une réduction de 50% du nombre de tués sur les routes et à une réduction de 20% du nombre d'accidents graves. En réalisant les mesures décrites, l'objectif de réduction de 25% du nombre de tués et de réduction de 10% du nombre d'accidents graves devrait être atteint en 2004.
Introduction

Traffic accidents result in a large social and economic loss for society. In the last 20 years, programmes have been developed in many countries to raise traffic safety standards. As a result, some Member States of the European Union have managed to reduce the number of traffic-related deaths to half the number reported in Austria.

The Austrian Ministry for Transport, Innovation and Technology now presents the Austrian Road Safety Programme, which is based on the scientific and interdisciplinary analysis of the Austrian Road Safety Board. The primary objective of this effort will be the reduction of deaths and injuries to be achieved by effective implementation and financing, securing political and social acceptance and cost-effectiveness. This brochure presents an overview of the philosophy, framework and measures of the Austrian Road Safety Programme.

Philosophy

The process of traffic safety management needs to be carried out and evaluated according to market-oriented goals. Successful programmes prove themselves through long-term and clearly worked out methods as well as through a comprehensive system of measurement and evaluation.

To guarantee the efficiency of this programme, it must be mandated through legislation. Goals for reducing accidents and the necessary amount of funding also need to be provided.

Of equal importance is to have an ongoing system for evaluating a programme’s effectiveness. Having a platform where experiences can be exchanged as well as gaining the support for measures from the federal, state and local levels will be necessary if this programme is to succeed.

Marketing efforts during the entire programme should encompass and include a wide variety of support amongst citizens as well as decision-makers and professionals at all levels.

Structure

There is hardly a traffic safety measure in existence that needs to be re-invented. Since the beginning of motorization, there has been a high rate of reported accidents as well as a history of countermeasures. Over decades, there has always been the tendency to focus either on driver or technology failures as the cause of accidents. Today, there is an international trend to implement a failure tolerant transport system. Responsibility for accidents should not only be placed on drivers but also on other elements that make up the transport system, such as those concerned with infrastructure planning and maintenance, as they also account for traffic demand, traffic flows and traffic conflicts. The Austrian Road Safety Programme will also follow this trend.

International literature reviews have been made of traffic safety programmes around the world, including those of Belgium, Denmark, Germany, Finland, France, Great Britain, Ireland, Italy, the Netherlands, Portugal, Sweden, Slovenia, Spain, Australia and Canada.
Austrian road accidents and trend development were further analysed and compared with international data. Additionally, account of the socio-economic costs of accidents was taken and an investigation was made into the attitudes of Austrians regarding risky behaviour in traffic situations as well as into the acceptability of various traffic safety measures.

The measures fall into four basic categories: human behaviour, infrastructure, vehicles and transport policy and legal framework. A list of 28 priority areas as well as over a hundred specific measures along with scientific evaluations and a ranking of priorities have been carried out.

**Priority Areas of the Austrian Road Safety Programme**

<table>
<thead>
<tr>
<th>Human Behaviour</th>
<th>Infrastructure</th>
<th>Vehicles</th>
<th>Policy + Frameworks</th>
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<tbody>
<tr>
<td>Restraint systems</td>
<td>Black spot treatment</td>
<td>Accident data recorder</td>
<td>Independent Accident Analysis</td>
</tr>
<tr>
<td>Alcohol and other drugs</td>
<td>Safety on rural roads</td>
<td>Lorry safety</td>
<td>Heavy goods transport</td>
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<tr>
<td>Driving speeds</td>
<td>Tunnel safety</td>
<td>Passive vehicle safety</td>
<td>Legislation</td>
</tr>
<tr>
<td>Basic driver education and advanced driver training</td>
<td>Wrong-way driving on motorways</td>
<td>Regional planning</td>
<td></td>
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<tr>
<td>Pedestrian safety</td>
<td>Safety management in urban areas</td>
<td>Influencing modal choice</td>
<td></td>
</tr>
<tr>
<td>Driving fatigue</td>
<td>Road Safety Audit</td>
<td></td>
<td></td>
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<tr>
<td>Drivers of motorised two-wheeled vehicles</td>
<td>Road Safety Inspection</td>
<td></td>
<td></td>
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<tr>
<td>Following distances</td>
<td>Safety in motorway roadwork zones</td>
<td></td>
<td></td>
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<tr>
<td>Daytime running lights</td>
<td>Material properties of road surfaces</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Traffic education</td>
<td>Road-side Telematics</td>
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</table>

Starting in 2002, some major points of this programme have been and will be carried out in the form of a **start package** over a short-term period. This will include measures that fall under the categories of seat belts and child restraints, drug use and traffic, safe following distances between vehicles, driving speeds, motorised 2-wheeled vehicles, pedestrian safety, accident black spots, tunnel safety and motorway roadwork zones.
Targets

Traffic safety is, last but not least, a question of economics. We cannot afford to continue having accident rates in Austria that result in socio-economic costs currently amounting to 3.6 billion Euro annually. The long-term principles of Austrian traffic safety policy are, therefore, the following:

Every death and serious injury resulting from traffic accidents is one too many

The effective safety work in the rail and aviation sectors should serve as a model for road transport

A healthy economy has, on pure economic grounds alone, to reduce accident costs

Up until the year 2010, the number of fatalities resulting from road accidents should be reduced by 50%. This ambitious goal is in accordance with numerous national targets within the EU and also corresponds with the long-term reduction target of the European Union. For the year 2004, we will strive to achieve a reduction of 25% for all road related deaths, since, based on experience from other programmes, in the first year after a safety programme has been introduced, the reduction potential is usually higher than in the following years.

Another target will be a 20% reduction of injury accidents by the year 2010. This correlates to the short-term target for reducing injury accidents approximately by 10% by the year 2004.

Target until 2010:
-50% fatalities*

Sub-target:
-20% injury accidents*

Target until 2004:
-25% fatalities*

Sub-target:
-10% injury accidents*

* Based on the average between 1998-2000

Characteristics of successful road safety programmes

The international analysis of road safety programmes indicates that the following points make up a successful traffic safety programme:

- Developing a long-term strategy in traffic safety policy that is based on a clear philosophy
- Establishing quantified and manageable targets
- Adopting the programme at the parliamentary/governmental level
- Achieving close co-operation between authorities at all levels
- Having a federal programme budget that is complemented by funding from regional and local budgets
- Establishing a continuous communication framework between actors and citizens: public relations, citizen participation
- Establishing problem-oriented measures
- Regularly collecting relevant safety performance indicators such as speed levels, seat belt use and alcohol levels
- Continuously evaluating and improving the programme in sight of target achievement
Austrian accident characteristics – an overview

Since 1990, there has been a noticeable downward trend and recent levelling out in the number of deaths. At the same time, the number of injuries and accidents has shown the opposite trend since 1996. The strong downward trend of the death rate throughout central and northern Europe is primarily due not only to advances in post-impact care and shorter response time of medical services but also through improved passive safety features of vehicles.

By European comparisons, it could be seen that Austria, at best, lies in the middle. The “best” countries have death rates nearly half as that in Austria.
Socio-economic costs of road accidents

The following socio-economic costs have contributed the most to the total costs of Austrian traffic accidents:

- Medical care costs
- Loss of economic potential
- Cost of pain and suffering
- Cost of property damage
- Legal costs

The total costs for road accidents in Austria runs in the area of over 3.6 billion Euro annually.

<table>
<thead>
<tr>
<th>Cost unit</th>
<th>Costs (in Euro)</th>
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<tr>
<td>Death</td>
<td>805,215</td>
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<tr>
<td>Serious injury</td>
<td>43,605</td>
</tr>
<tr>
<td>Minor injury</td>
<td>3,695</td>
</tr>
<tr>
<td>Major property damage</td>
<td>4,870</td>
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<tr>
<td>Minor property damage</td>
<td>1,242</td>
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</table>

Result of accounted road accident costs for Austria


Introduction

By comparing the death toll among all road users, car occupants account for 54.8% of all fatalities and lead by a large margin over the other groups. The next group includes pedestrians (16.7%), motorcyclists and their passenger riders (9.3%) and bicyclists (8.4%).

A consideration of the trend development shows an increase, especially for pedestrians and bicyclists.

(Source: STATISTIK AUSTRIA)
Analysis of the attitudes of road users

The Austrian Road Safety Board, within the framework of the European-wide study “SARTRE 2”, surveyed Austrian driver opinion regarding the possible causes of car accidents. The results were as follows:

Austrian drivers, in fact, make very realistic estimates of the actual causes of accidents: high speeds, excess alcohol and overly short following distances.

There is a general agreement in Austria regarding the measures that need to be introduced in order to improve road safety:

- There is generally a high level of agreement among the general population that more stringent measures were needed for so-called “problem drivers” such as speeders, as well as drivers under the influence of alcohol and drugs. Most drivers believed that these road users should face heavier punishment and be prevented from driving.
- Introducing a probationary driving licence for young drivers was accepted by most.
- Comparing the opinions of Austrian drivers with those of drivers in other countries shows that Austrians tend to be more sceptical about newer technologically advanced equipment and enforcement systems.
Priority Areas for Human Behaviour

Restraint systems

By means of specific measures, one target will be to increase seat belt use by at least 10% by the year 2010. Special attention needs to be given to encouraging rear-seat passengers to fasten their seat belts. Widespread awareness building campaigns will be carried out in parallel to other measures. This will include the use of all forms of media. The first step, which was prepared by the Transport Ministry in 2001, included a seat-belt campaign. In addition to further large-scale campaigns, a co-ordinated control plan will increase police enforcement.

A further goal will be to increase the use of child restraints to at least 95%. Measures in the area of child safety will be carried out in parallel with seat belt measures. Additionally, measures concerning the correct use of child restraints should be taken to reduce the high rate of faulty operations.

The development of systems that prompt all vehicle passengers to use their seat belts is supported at EU level.

Severity of injury for all car passengers involved in an accident 2002
(Source: STATISTIK AUSTRIA)

Seat belts are still not fully utilised: About 7% of all car drivers involved in an accident who did not wear a seat belt were killed (20% were seriously injured). Of those drivers involved in an accident who did wear a seat belt only 1% were killed and 8% were seriously injured.

Seat belt use of car drivers by international comparison 2002
(Source: IRTAD, Austrian Road Safety Board, KfV)

A comparison with other EU countries shows that Austria does not rank very high. For all road categories, Austria is shown to have the lowest use of seat belts.
Examples of particular measures in the area of restraint systems:

- A new information brochure on child restraints will be widely distributed.
- Creation and maintenance of a Homepage (www.autokindersitz.at)
- Public awareness: Continuous information campaign and marketing
- Goal-oriented enforcement
- Modifying the legal framework to strengthen police enforcement
- Continuous evaluation of seat belt use
- Basic training for child restraint sales personnel and key people such as police, midwives, or paediatricians
- Supporting EU-wide initiatives in the area of seat belt interlock systems

Annual potential reduction of up to 95 deaths by the year 2010
Priority Areas for Human Behaviour

Alcohol and other drugs

The offence of driving under the influence of alcohol has been among the leading causes of accidents and, with the generally high number of unreported cases, presents a big risk to society. As a preventative measure, alcohol testing will be administered to all vehicle drivers involved in an injury accident.

The use of quick-testing breathalysers could make a difference in easing the surveillance of drunk driving and should be used on a trial basis within a pilot project. Regularly investigating the blood alcohol content of those drinking and driving at the roadside provides an essential safety indicator and is the standard in many EU countries.

The so-called "BOB"-Campaign will be initiated in more countries within the EU and will involve several types of actions based on the philosophy on alcohol use. "BOB" designates specific individual members of a group who will not drink alcohol in order to drive others back home.

Research made by the Austrian Road Safety Board developed a rehabilitation model that will allow those who lose their driving licences due to repeated alcohol offences to recover their licence after undergoing psychological therapy over a duration of six months.

The Alcohol-Interlock-System induces the driver of a vehicle to undertake an alcohol-test (built-in breathalyser). The vehicle can only be driven when the test indicates that the driver does not have an alcohol content above the legal limit.

When it comes to driving under the influence of alcohol, there exists an important difference between official statistics and the results of detailed studies made by the Austrian Road Safety Board: At least 15% of all participants in fatal accidents are influenced by alcohol. In cases of single vehicle accidents, this percentage rises to as much as 30%. At 44%, single vehicle accidents on rural roads constitute the largest category among fatal drunk driving accidents. A large proportion (45%) of these accidents involves drivers between the ages of 15 to 24 years. Every fifth drunk-driver is already known on record by the authorities due to past drunken-driving violations. Some of these drivers have had their driving licences revoked due to previous alcohol violations.

The number of unreported cases of drug-related accidents is much higher than by alcohol. Only through special education can the police identify the signs of drivers who are under the influence of drugs. Also, medical personnel require special training to investigate the possible influences of drugs on driving. Roadside enforcement should be intensified and target oriented.
Examples of specific measures in the area of alcohol and other drugs:

- Alcohol tests should be taken by all drivers involved in injury accidents
- Increase alcohol surveillance activities using the same level of resources through the implementation of a pilot study “Quicktest-Breathalysers”
- Regularly assess alcohol levels using scientific methodologies
- Implement the internationally successful “BOB”-Campaign
- Pilot a long-term rehabilitation programme for repeat offensives of drunken driving
- Support the initiatives in the area of Alcohol-Interlock at the EU-level
- Train the police in the area of drug-use recognition
- Train medical personnel in drug-use recognition (pilot study)
- Increase police enforcement

Annual potential reduction of up to 100 deaths by the year 2010

Driving speeds

Monitoring of speed-limit offenders (by frequency as well as over-the-limit tolerance levels) and the corresponding fines for offences shows that Austria compares unfavourably with other countries: Posted speed limits have remained high while fines for speed violators have remained low thus creating an environment of tolerance to high speeds. Possible measures could be, for example, to gradually adapt levels of fines and tolerances to EU-levels.

Models for reducing speed limits on rural roads currently exist in Austria (i.e. Salzburg, Vorarlberg), and these results will be evaluated. Consequently, a standardised nation-wide approach for the adaptation of speed limits with regard to road layout is sought.

Systems for speed surveillance along a whole section of road (Section Control) have been shown to be highly effective. This technology will next be placed in tunnels and along construction zones on motorways.

An important measure for reducing accidents in populated areas is through the installation of Intelligent Speed Adaptation. Drivers will be informed about locally established speed limits and be warned when they surpass these limits (through a tone, a light signal, or by increasing resistance to the gas pedal).
Statistics show that inappropriate high speeds are by far the leading cause of accidents. Internationally, it could be concluded that a reduction of average speeds of 1 km/h can reduce accidents on average by about 3%. A European comparison of the highest allowed speeds on rural roads shows that only in Austria and Germany are there speed limits of 100 km/h.

Fines for speed violations in Austria are notably low by international comparison. All countries of the EU and most east European countries have a system of higher fines. An overview of various national tolerance levels makes it even more clear that Austria is rather tolerant to speed offenders.

Examples of particular measures in the area of driving speeds:

- Adapt fine levels to EU-levels
- Adapt tolerance levels to EU-levels
- Set appropriate speed limits on rural roads based on road layout
- Introduce “Section Control”
- Pilot “Intelligent Speed Adaptation” (ISA)

Basic driver education and advanced driver training

A new training model is being prepared in which young drivers will be supervised for one year after taking their driving licence test. The multi-phase training follows the motto: “repetition, optimise, new learning, and longer supervision.”
It is a scientifically proven fact that accidents are not evenly distributed over the population. Instead, a small percentage of drivers cause a comparably high number of accidents. This small group corresponds very well to the one of repeat offenders.

In order to protect the general public, these high-risk drivers need stricter sanctions and additional driver improvement measures. Models of this kind exist in a number of countries, among which are Germany, Great Britain, Ireland, France, Italy, Finland, Belgium, Luxembourg, Greece, Slovenia, and the USA. In Denmark and Norway, similar measures are being discussed or introduced.

The introduction of a system of this sort for efficient and unbureaucratic prosecution of high-risk drivers is foreseen in Austria as well. The applicability of the central driving-license register for this purpose, however, has yet to be examined.

Among the young drivers who died in 2001 were 33 18 year-olds and 31 19 year-olds, which accounts for 7% of all deaths. Austria still seems to be at the tail end of EU performance, especially considering the number of injuries, which shows an alarming trend.

Example of particular measures in the area of basic driver education and advanced driver training:

- Introduction of the multi-phase driving licence
- Regular renewal of driving licences in co-ordination with the EU
- Feasibility study to prosecute high risk repeat offenders
- Introduction of a system for the prosecution of high-risk drivers

Annual potential reduction of up to 130 deaths by the year 2010
To protect pedestrians, the minimum fine for disobeying their priority on crosswalks will be increased. Furthermore, an awareness-raising campaign based on the theme "Consideration of non-motorised traffic participants" will be carried out. Existing regulations will be reviewed as will the safety and technical aspects of existing crossings.

The start package also provides local improvements in visibility between pedestrians and motorised vehicles at pedestrian crossings. This implies the need to intensify construction of street buildouts. Also, enforcing targeted No Parking regulations in the vicinity of crossings will promote the safety and protection of pedestrians. Police will increase enforcement activity in order to raise awareness about pedestrian safety.

Examples of particular measures in the area of pedestrian safety:

- Higher minimum fines for disobeying pedestrian priority on crossings
- Awareness raising efforts on pedestrian safety throughout Austria
- Review of existing crossings and relevant guidelines
- Improve visibility at crossings
- Strengthen police enforcement in accordance with the other measures

The number of accidents on unsignalled crossings has increased again after a clear reduction in the mid-1990’s. While priority for pedestrians on crossings has been covered by legislation since 1994, the situation for pedestrians has not improved.
Driving fatigue

Austria supports the European Union in their efforts to modify Legislation no. 3820/85 that deals with uniform driving and rest periods. Efforts will also be made to include independent freight hauliers under this legislation.

Austria supports the European Commission’s implementation of a mandate for all lorry drivers who operate cross-border freight within the EU to acquire an EU Driver Certificate. This measure should prevent EU hauliers from bypassing European laws and safety standards by employing drivers from third countries.

Intensive enforcement of driving and rest periods by the Austrian police will contribute greatly to reducing lorry accidents. Therefore, it is necessary to comply with all EU regulations, particularly concerning the number of roadside checks made.

Austria supports the European Commission’s introduction of the Digital Tachograph. The anti-tampering version of the classic Tachograph is a meaningful step to ensure adequate control over driving limits and rest periods.

Development of a “Weariness-Test” will be supported. Suitable test procedures should be developed that will make it possible for the police to determine whether a driver is too fatigued and no longer fit to drive.

Examples of particular measures in the area of driving fatigue:

- Supporting the modification by the European Commission of legislation on driving and rest periods
- Supporting the introduction by the European Commission of the EU Driver Certificate
- Intensified control of driving and rest periods for professional drivers
- Development of a “weariness test” in co-operation with the Austrian police

Annual potential reduction of up to 7 deaths by the year 2010
Drivers of motorised two-wheeled vehicles

Studies have shown that motorcycle drivers have a specific control problem with their vehicles. As a first measure, the minimum training time to obtain a driving licence was raised to 12 hours.

Motorcyclists often disregard many requirements such as driving at speeds that allow them to stop within visible distances, driving sufficiently to the right side of the road and avoiding inappropriate noise. Therefore, motorcyclist behaviour must be better monitored by the police.

It has been shown that personal contact with motorcycle drivers and mediation given to encourage strategies for safer driving has had positive responses. Therefore, awareness-building efforts will be continuously promoted during the whole period of the Austrian Road Safety Programme.

The number of “tuned” mopeds is escalating. Also on the increase is the number of models that feature extremely high maximum speeds as standard. Countermeasures taken by the police will include increased enforcement.

In 2002, a detailed study on the theme “accidents involving motorcycles” is being carried out. The result of this study, in which detailed information about the causes of motorcycle accidents are given, will be used as a basis for further measures in this area.

Example of particular measures in the area of motorised two-wheeled vehicles

- Increase the number of practice hours required for driving licence training
- Develop a surveillance model for monitoring speeds, driving behaviour and noise emissions
- Continuous and target-group specific awareness campaigns
- Introduce measures against the marketing and operation of mopeds that, through standard features (or after tuning), can reach considerably high maximum speeds
- Carry out detailed study on accidents involving motorcycles
Following distances

The high percentage of rear-end collisions on high-speed road networks is directly related to the gaps that drivers maintain between themselves and other vehicles. Therefore, national uniform standards will be established on police enforcement methods and on a unified system of penalties in all states. The enforcement necessary to uphold these new standards will be essential in order for them to be effective. To strengthen awareness, a media campaign will accompany these measures together with the introduction of the new standards.

In addition to the purchase of electronic surveillance equipment, new road markings along motorways will help the police to monitor following distances between vehicles.

Examples of particular measures in the area of following distances:

- Establishing uniform standards for maintaining safe following distances
- Targeted enforcement of following distances; media campaign

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Annual potential reduction of up to 5 deaths by the year 2010

Daytime running lights

A growing number of European countries are accepting the benefits of daytime running lights. In a comprehensive EU-Study they were proven, based on the available number of international studies, to have a positive effect on reducing accidents. Therefore, the introduction of daytime running lights in rural areas during wintertime will be discussed. The existing standards under ECE R87 provide for the fitment of daytime running lights to vehicles that have a lower level of power consumption.

Examples of particular measures in the area of daytime running lights:

- Introduce the mandatory use of daytime running lights in rural areas during wintertime
- Support implementing EU regulation ECE R87 regarding daytime running lamps with lower power consumption

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Annual potential reduction of up to 30 deaths by the year 2010
Traffic education should be provided to people of all age groups. Parents of small children (from 12 to 14 months) must also be made aware of the importance of traffic education during the child’s early years. A brochure with instructions and background knowledge should keep parents of small children informed on such protective measures.

In kindergarten and preschools, holding obligatory evening meetings for parents to discuss the theme of traffic safety has proven to be successful. A package for moderators (overhead sheets, videos, brochures, etc.) will be made available for those making presentations at such meetings.

For mandatory traffic education—teaching from the 1st to the 4th grade, it will be necessary to improve teaching material on mobility. Since new forms of media have been successful with younger age groups, efforts will be made for the production of a CD-ROM and creation of an Internet-site.

Teaching material and training media will be developed and aimed at all children and young adolescents in all middle schools, junior and senior high schools as well as technical training academies.

Initiatives and information must be increased and made more available for the elderly who need to protect themselves better. Therefore, a number of training courses as well as information campaigns will be offered for elderly drivers and pedestrians.

People with disabilities should obtain better opportunities for mobility. On the one hand, there is a need to implement an adequate transport system, on the other hand, those affected need to have their own mobility training. In order to carry out an effective information campaign, it is necessary to assist those making presentations on mobility to have the appropriate presentation material in the form of a “Moderator’s Package” at their disposal.

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<tr>
<th>Examples of particular measures in the area of traffic education:</th>
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<td>- Early awareness-raising of parents of small children (from 12–14 months old)</td>
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<td>- Creation of teaching material and training aids for the police</td>
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<td>- CD-ROM with game concept</td>
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<td>- Expanding traffic education to all obligatory school levels</td>
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<td>- Traffic education for the elderly through training courses and information campaigns</td>
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<td>- Mobility training for the disabled as a requirement for integration</td>
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Priority Areas for Infrastructure

Black spot treatment

In Austria, up to a quarter of all accidents occur at black spots. The exact definition of a black spot exists only in a non-binding guideline. It is therefore necessary to formulate and establish legally binding standards to determine where black spots exist and to establish a procedure for their detection and treatment.

For flexible and timely treatment of black spots, close co-operation between the Transport Ministry and responsible authorities at the state and local levels will be sought. Also, regular monitoring of countermeasures (to occur within two years of their implementation) will be mandated.

Examples of particular measures in the area of black spot treatment:

- Establish legally binding standards to define black spots
- Achieve close co-operation between national, state, and local authorities, and carry out regular before-and-after investigations

Safety on rural roads

Nearly 65% of road accident fatalities are reported on rural roads. This problem, shared by most European countries, can only be tackled by an integrated package of measures. The Swedish National Roads Administration has recently presented a concept of how to design rural roads with safety in mind in order both to prevent accidents and, where they occur, alleviate their consequences.

Based on these suggestions, the implementation of appropriate in-vehicle and roadside safety technologies is taking place. A similar demonstration programme is proposed for Austria. Such a project should be carried out with the co-operation of federal and provincial governments and comprise the testing of known and new measures on a representative set of roads in real traffic.

Annual potential reduction of up to 70 deaths by the year 2010
The particular measures within the package are based on the creation of a road hierarchy. This results in clearly identifiable criteria of design and use for the driver in order to induce appropriate driving behaviour and speed choice (“self explaining road”).

This also implies the creation of separated roadways for agricultural vehicles and unprotected road users.

Additionally, “forgiving roadsides” should be installed in the test area by protecting or removing objects like trees, lampposts or concrete canal apertures.

Median barriers should be designed to prevent breaches – even by heavy vehicles. Safeguards on the roadsides should be designed in accordance with local requirements and equipped with state-of-the-art restraint systems.

Research and experience internationally shows that roundabouts rank among the most efficient safety measures at intersections. Therefore, the package of measures includes the upgrading of high-risk rural intersections to roundabouts.

The number of residential driveways leading off from rural roads is an important contributor to accident frequency. This calls for rigorous safeguarding and – where possible – reduction of residential driveways along rural roads.

### Example of a particular measure in the area of safety on rural roads

- Demo project as an integration package of various safety measures on rural roads
Tunnel safety

The Ministry of Transport has set up an expert commission to produce an extensive package for safety improvement in road tunnels. This includes, among others, ventilation, illumination, marking of emergency escapes, brightening of emergency bays, rumble strips (especially on centre lines in two-way tunnels), LED curb markings, renewal of paint coating for tunnel walls and clearly designed tunnel entrances as well as improving the fail-safety of radio facilities.

Other important surveillance measures such as average-velocity based speed enforcement (Section Control) as well as enforcement of vehicle following distances before tunnel entrances will be implemented. Furthermore, a pilot study for automatic recognition and monitoring of dangerous goods has been carried out.

In addition, information campaigns on appropriate driver behaviour for tunnel users including professional drivers can contribute to an increase in tunnel safety. Driver training concerning appropriate behaviour in tunnels (especially in the event of an accident) should be intensified.

Regular training of tunnel operators and emergency personnel to cope with the event of an emergency or a catastrophe as well as periodic exercises are of great importance. Random assessment of operational status and safety facilities in tunnels guarantee a high safety level.

Examples of particular measures in the area of tunnel safety (in addition to the general building plan of the Austrian Motorway Administration – ASFINAG):

- Improved lighting systems
- Improved design of tunnel walls, curbs and entrances
- Improvement of fail-safety of radio facilities
- Speed- and following distance controls
- Tactile guidance by rumble strips
- Standardised training of tunnel operators and emergency personnel
- Improving emergency action plans of police, fire and rescue services
- Intensification of driver education regarding appropriate behaviour in the event of a tunnel accident
- Automatic recognition of dangerous goods

Annual potential reduction of up to 5 deaths by the year 2010
Wrong-way driving on motorways

A group of experts has developed a package of measures to address the various causes of wrong-way driving. This includes measures to improve driver orientation through improved route guidance, signing and road markings.

The "appropriate" behaviour of other drivers on receiving radio warnings about wrong-way drivers on the road could reduce accidents. Therefore, this theme will be incorporated into the education material for driver education.

Examples of particular measures for reducing wrong-way driving:

- Implementation of new guideline to prevent wrong-way driving
- Integrate behavioural recommendations how to avoid collisions with wrong-way drivers in driver education
- Creation of a training video

Safety management in urban areas

Many evaluation studies have shown the benefits of good road design towards safety, environment and quality of life. Urban safety concepts need to be formulated at the local level to be able to meet local requirements. The degree of detail required for analysis and planning exceeds by far what could be set in a national road safety programme. Therefore, municipalities should be provided with financial incentives to aid the creation and implementation of safety concepts.

Currently, there is great accident reduction potential in Austria in redesigning thoroughfares, as these bear most traffic problems: high traffic densities in connection with high velocities and road user conflicts. Based on the positive experience made by Austrian and international traffic research in the field, the redesign of thoroughfares should be supported by establishing a ring-fenced promotional budget. In particular, their characteristics with regard to speed moderation need to be scrutinised and enforced with structural measures where necessary.
Since accidents occur not just on trunk roads but scattered throughout the road network, area-wide measures should be applied as well. The creation of a road safety budget for municipalities to provide subsidies for worthy projects (a model similar to EU project subsidies) is proposed as a promising instrument for the mobilisation of local initiatives.

Road safety measures are often only implemented in municipalities when decision makers or groups of private individuals perceive the importance of the matter, thus generally making road safety a subject of interest. To encourage this development, a competition called "Best in Austria" is proposed. The municipality which sustainably reduces its accident frequency – using set of integrated measures – within a specified timeframe and achieves the highest relative accident reduction is awarded.

The EU research project DUMAS (Developing Urban Management and Safety) dealt with integrated safety management in municipalities. A set of guidelines and a checklist have been developed, with the aim of aiding municipal decision makers on a political and a technical level in successfully planning and implementing road safety programmes.

The results of the project should be presented in a generally comprehensible form and made accessible to those responsible for road safety at local level throughout Austria.

Accident risks vary considerably between different municipalities. The reasons for this are diverse and range from local characteristics of road infrastructure, traffic composition and volumes to socio-economic determinants such as commuter flows or the local economic situation.

In the wake of the successful British "Safer City Project" (Gloucester), the Ministry of Transport will subsidise an integrated demonstration project in an Austrian community. The feasibility of a significant and sustainable accident reduction should be shown by setting area-wide legal, structural, and organisational measures. On this basis, valuable information for future integrated safety activities will be gathered.

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<th>Area-wide measures</th>
<th>Contest &quot;Best in Austria&quot;</th>
<th>The DUMAS project</th>
<th>Demonstration project &quot;Safer City&quot;</th>
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Particular examples of safety measures in the area of safety management in urban areas:

- Demonstration project “Safer City”
- Promotional package “Designing urban thoroughfares”
- Promotional package “Area-wide measures”
- Competition: "Best in Austria"
- Dissemination of the results of the EU-Project "DUMAS"

Annual potential reduction of up to 36 deaths by the year 2010
**Road Safety Audit**

A **mandatory safety check** should be introduced in the planning and design phases of all road building and reconstruction projects. This should include the road furniture and the securing of roadwork zones. A so-called “Road Safety Audit” covers road safety issues exclusively and points out safety deficiencies in an audit report. If certain deficiencies are not corrected, the reasons for this have to be disclosed in written form by the building authority.

For practical implementation, a **handbook with integrated checklists** adapted to Austrian requirements is now available. Safety audit pilot projects are carried out on the motorway and expressway network.

The practicality of the handbook will be tested by extending the pilot projects towards the remaining road network – including urban roads. The experience gathered from these audits will contribute to an **instruction system for auditors**.

### Particular examples of measures in the area of Road Safety Audit:

- Introduction of mandatory safety checks for all road construction projects
- Creation of a handbook with checklist
- Pilot projects on the entire road network – including roads within city limits
- Evaluation of the pilot projects and of the handbook
- Instruction of auditors

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**Road Safety Inspection**

Some countries within the EU already employ the principle of Road Safety Inspection (RSI), which envisages regular area-wide surveys of road safety parameters such as grip, lane grooves, road markings, illumination, road signs as well as the design of roadsides, and to set improvement measures before accidents occur.

In the framework of the road safety programme, a handbook with a checklist for qualified traffic engineers will be developed in the first instance. Based on this handbook, road authorities should test the principles of the Road Safety Inspection for their practicality in pilot projects.

### Particular examples of safety measures in the area of Road Safety Inspection:

- Development of a handbook with checklist
- Pilot projects
- Instruction of inspectors
Safety in motorway roadwork zones

The compulsory use of median barriers has already proven itself in 2001 and could reduce the number of accidents by half as well as drastically reduce the resulting number of fatalities.

The fully automatic and line-counting speed surveillance system (Section Control), through its presence, will encourage uniform speed levels and could be used with effect in construction areas.

Since construction areas have higher accident rates, all measures will be taken to finish construction projects in the shortest time possible.

Examples of particular measures in the area of motorway roadwork zones with two-way traffic areas:

- Implement median barriers
- Implement automatic speed surveillance (Section Control)
- Continuously optimise construction logistics

Annual potential reduction of up to 7 deaths by the year 2010

Road-side Telematics

The decisive reaction of drivers during changing driving situations, especially in cases affected by traffic or weather, can be influenced through the use of modern information technology (i.e. Transport Telematics). The combination of line control with congestion and accident warning systems as well as weather information (i.e. icy roadways, fog) is likely to secure public acceptance of such a system.

Example of a particular measure in the area of Telematics:

- Line control by means of variable message signs on high traffic motorway sections, in combination with congestion-, accident-, and weather warnings
Material properties for road surfaces

The top priority is to define mandatory standards for road surfacing materials used in road-way construction and road maintenance - and carry out metrological tests.

Road maintenance engineers need to ensure that pavement material quality does not sink below pre-defined levels of quality.

A national measurement campaign will first establish a set of parameters for the whole network. On the basis of the measurement data, the effect of these parameters on accident occurrence will be analysed and a forecasting model established.

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Examples of particular measures in the area of pavement material:

- Define test of quality standards for pavement material used in construction and maintenance and carry out metrological tests
- Harmonise procedures for handling road sections with poor surfacing
- Build a diagnostic- and predictive model based on accident statistics

Annual potential reduction of up to 12 deaths by the year 2010
Priority Areas for Vehicle Technology

Accident data recorder

Accident data recorders (ADR) should first be installed on fleets, specifically those that require high levels of responsibility from drivers, such as bus drivers and drivers of dangerous goods transports.

Since drivers with ADR equipped vehicles have been shown to have a lower accident risk, an appropriate financial incentive model could help to promote their installation and use.

Examples of particular measures in the area of accident data recorders:

- Mandatory installation of ADRs in vehicles that place specific responsibilities on drivers
- Incentives to promote the installation and use of ADRs in cars

Annual potential reduction of up to 20% of fatalities in vehicle fleets equipped with ADR’s

Lorry safety

Within the framework of a pilot project, heavy vehicles will be equipped and tested with side and rear cameras.

Amendments to the legal framework of current laws regarding cargo restraint will be discussed.

The European Commission has expanded a directive concerning speed limitation devices for heavy lorries to include all licensed lorries weighing over 3.5 tons. This measure is supported by the Federal Government at EU level.

There is current discussion at the international level about lowering the height of rear underrun protection of all lorries. This measure should also be supported at the EU level.

In accordance with EC-Standard No. 104, the placing of contour markings on heavy vehicles will be allowed, since it has been shown that they are effective in reducing accidents.
European New Car Assessment Programme (EuroNCAP)

“Pedestrian Friendly Car Fronts”

Priority Areas for Transport Policy and Legal Framework

Examples of particular measures in the area of lorry safety:

- Pilot project for side and rear cameras
- Legal amendments to include improved cargo restraint
- Support the expansion of the EU speed limitation device directive to all lorries weighing more than 3.5 tons
- Promote at EU level the lowering of the height of rear underrun protection of all lorries
- Permit use of reflective contour markings for heavy goods vehicles

Examples of particular measures in the area of passive vehicle safety:

- Participation of Austria in EuroNCAP
- Promote the state of the art implementation of “Pedestrian Friendly Car Fronts” at EU-level
- Promote the testing of effects from new (information-)technology in the framework of EuroNCAP

Through “EuroNCAP” (European New Car Assessment Programme), the results of the crash-testing programme have produced objective criteria to assist automobile buyers. At the European level, Austria will take part in EuroNCAP, and require the tight EuroNCAP test criteria to be included in the general regulations on type approval.

The European Enhanced Vehicle-Safety Committee (EEVC) has developed a package of collision tests, that has provided an objective measure on the probability of frequent types of injuries sustained by vulnerable road users (i.e. pedestrians, bicyclists). Around 2,000 deaths and 18,000 injuries of vulnerable road users could be saved if all automobiles in the EU would fulfil the EEVC-Norm.

The fast-paced development of Telematics will bring with it, in the near future, a full range of new applications of information technology in vehicles. The effects of the new technology are currently being discussed and analysed at the EU-level in order to incorporate them into a comprehensive evaluation system of vehicles in the framework of EuroNCAP. This safety measure will be supported at EU-level.
Priority Areas for Transport Policy and Legal Framework

Independent accident analysis

The analysis of accidents by independent experts constitutes an international standard, is gaining importance throughout Europe, and is required for all modes of transport by the European Commission. Thereby, the true causes of accidents and consequences of injuries can be examined effectively.

The establishment of an independent accident analysis centre should facilitate accident analyses for all transport modes in order to improve interdisciplinary accident research and prevention. The centre should present the obtained results in a generally comprehensible form and serve as an information hub for private and national institutions. Its tasks shall also include the dissemination of findings on the efficient treatment of accident black spots and other measures for the improvement of road safety.

Examples of particular measures in the area of independent accident analysis:

- Establishment of a road safety centre in the Transport Ministry as a central co-ordination and information body for road safety work, based on a close and institutionalised co-operation between state and the private sector.

Heavy goods transport

The roadside inspections of heavy goods transports – as required by EU law – constitute an important element of road safety work. The central, nation-wide co-ordination of personnel and technical resources in the form of a lorry control platform as well as the co-ordination with the European Commission is gaining in importance.

To ensure homogeneity of car traffic, specific sections of the motorway have been regulated by local authorities to prohibit heavy lorries (>7.5 tons) from passing other vehicles. This regulation will be analysed for its efficiency and will also help determine whether further actions need to be taken.

The Austrian “Tunnel Regulation” and an amendment to the Austrian Dangerous Goods Transport Regulation will take account of the latest requirements.
The management of a database with adequate and correct information on accidents is indispensable and fundamentally important for carrying out traffic safety work. New standards will assure continuity and good quality of recorded accident data – including those of property damage accidents.

Speed limits should be applied so that they are comprehensible to drivers. Frequent speed limit changes along a section of road should be avoided.

In the area of sign posting, a national uniform structure of signs for local- and distance destinations will be prepared.

A high percentage of inner-city traffic symbols relates to stopping- and parking restrictions. Slight modifications of the related rules and regulations would save a substantial number of signs from being erected.
To reduce speeds in traffic calming areas, roadside parking in streets with opposing traffic will be allowed so that only one free driving lane has to remain open, provided that vehicles can have enough space for manoeuvring around each other.

The regulations in the Austrian Highway Code, under which authorities in the past, under specific conditions, had to raise the legal speed limits, will be amended so that there is no direct obligation to do so in the future. For the sake of transparency, it would be advantageous to harmonise the catalogue of fines and to make them public.

The Austrian Railroad Crossing Regulations will be adjusted according to actual technical standards.

It is necessary to guarantee one's legal protection when crossing Member States’ borders. Therefore, prosecutions should also be made possible when dealing with cross-border traffic. The Legal and Administrative Assistance Accord is currently going through the ratification phase by EU member states and will be valued as an essential contribution to raising traffic safety standards.

Examples of particular measures in the area of legislation:

- Create mandatory standards for recording accident data
- Implement uniform and comprehensive speed limits
- Create a homogeneous system for route signing along major road networks
- Review regulations regarding stopping- and parking restrictions
- Facilitate parking on streets with opposing traffic in traffic calming areas
- Harmonise the state's catalogue of fines and making it publicly available
- Update railroad crossing regulations
- Ratify the European Legal- and Administrative Assistance Accord

In the course of producing a local development programme or development concept, each state should be required to produce a traffic safety concept. As a basis for creating such a concept, a detailed profile of requirements will be developed.

Example of a particular measure in the area of regional planning:

- Develop a detailed set of requirements from traffic safety concepts in local development programmes
Influencing modal choice

An important proportion of traffic problems during rush hour periods is caused by work and school trips. Incentives and competitions should give impetus to switching a portion of this traffic to safer forms of mobility.

Increasing the number of Park & Ride facilities on the perimeter of urbanised areas should contribute to lowering traffic levels, specifically in those areas where there are a lot of commuters.

In commuter belts of urban areas and in those corridors with a lot of commuter traffic, concepts for attracting commuters to use public transport shall be devised.

By supporting ride sharing, traffic volumes could be reduced, thereby improving traffic safety. In addition, this would help tackling problems of congestion.

Fulfilling various, yet to be developed traffic safety quality standards will be a criterion for receiving financial support for the promotion of bicycle facility projects. The design and implementation of a national, regional and multi-regional concept for bicycle facilities would be a major development in further improving infrastructure used by bicyclists.

Examples of particular measures in the area of modal choice:

- Incentives and competition in the area of mobility advising
- Promotion of Park & Ride facilities
- Concepts for improving the attractiveness of public transport
- Pilot testing of traffic lanes for high-occupancy vehicles
- Employing quality standards as a basis for promoting the building of bicycle lanes
- Creation of a nation-wide concept for bicycle facilities
Further Information

- Austrian Ministry for Transport, Innovation and Technology: www.bmvit.gv.at
- Austrian Home Office: www.bmi.gv.at
- Statistik Austria: www.statistik.at
- Information site on child safety in automobiles: www.autokindersitz.at
- The Austrian Road Safety Board: www.kfv.at
- The Austrian Automobile, Motorcycle and Touring Club: www.oeamtc.at
- Automobile, Motorcycle and Bicyclists Club Austria: www.arboe.at
- Transport Club Austria: www.vcoe.at