The Austrian experience in improving young road user safety

Birgit Salamon | 1 December 2017 | Zagreb
Accident statistics

Car drivers aged 15-24 killed and injured in Austria 1990-2016

Fatalities

Injured
Accident statistics

Car drivers by age and main accident cause
(2013-2016, n=90683)

- 0-17: 30% Distraction & inattention, 25% Speed, 19% Right of way & red light violations
- 18-20: 24% Distraction & inattention, 30% Speed, 21% Right of way & red light violations
- 21-22: 19% Distraction & inattention, 32% Speed, 21% Right of way & red light violations
- 23-25: 16% Distraction & inattention, 32% Speed, 23% Right of way & red light violations
- 26+: 9% Distraction & inattention, 30% Speed, 34% Right of way & red light violations
Measures for young drivers in Austria

- Driving licence on probation
- L 17
- Multi-phase driving licence
- Moped license
- Graduated licence for categories A1/A2/A & risk competence
Driving licence on probation

- Introduced in 1992
- 3 years after acquiring a driving licence of any class (except AM and agricultural vehicles)
- Novice drivers of all age, vast majority younger than 25
- No entry in the driving licence
- 0.1 BAC
- Violation of certain rules leads to
  - driver rehabilitation
  - probation period extended: 1 year
  - entry in the driving licence
Driving licence on probation

• Evaluation after 5 years (1997)
  – 19% less novice drivers involved in accidents
  – All other car drivers: – 9%

• Reform 2017
  – Period extended 2 → 3 years (increase of accidents involving alcohol after 2 years)
  – Mobile phone use included in list of offences
Duration of probationary period in Europe
Results based on expert consultation 2016
"L 17" – Driving licence for 17-year-olds

1. Basic education in driving school from 15 ½ on
2. 2nd additional training in driving school
3. Preparatory instruction
4. 1000 km accompanied driving, min. 2 weeks
5. 1st additional training in driving school
6. 1000 km accompanied driving, min. 2 weeks
7. "Perfection training"
8. Driving test (min. 17 years)
"L 17“ – Driving licence for 17-year-olds

Impact
More experience leads to…
• Higher pass rates
• 15 % fewer accidents
• Lower entrance risk
• Fewer speeding offences
• Fewer drunk driving offences
• Fewer rehabilitation courses
Multi-phase driver training

Category B 🚗 (within 12 months)

Driving test → 1st feedback drive → Track training Psychological group discussion → 2nd feedback drive

Categories A1/A2/A 🏍️ (within 14 months)

Driving test → Track training Psychological group discussion Hazard perception training → Feedback ride
Multi-phase driver training

Evaluation results (category B)

- Entrance risk significantly lower
- Especially for young male drivers
- Reduced accidents by around 30% for novice drivers in their first three years
- 34% reduction in single vehicle accidents
Moped License (AM)

- Minimum age: 15 years
- 6 units theoretical training + theoretical exam
- 8 units practical training (2 in traffic)
- Proof of skills to instructor (no practical exam)
- All other licences are valid for AM
- Currently under reform
  - Better organisation of training
  - New target-group-orientated, modern theoretical exam
Aufgabe
Wo nimmst du hier eine mögliche Gefahr wahr?
Graduated access to motorbikes

- Upgrade to higher category: Drivers can choose between training & test
- „Big transition“ A1 → A: practical test only (no theory test or training required)
- Multiphase training must be completed before upgrade
- Licences acquired in 2016:

<table>
<thead>
<tr>
<th>Category</th>
<th>Percentage</th>
</tr>
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<tbody>
<tr>
<td>A1</td>
<td>12%</td>
</tr>
<tr>
<td>A2</td>
<td>41%</td>
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<tr>
<td>A</td>
<td>47%</td>
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</tbody>
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Risk competence

• Introduced in 2013 to compensate higher risk of 16-year-old motorcyclists (A1)
• Now part of education in all motorcycle categories
• Special training for driving instructors
• Goal: Taking risks is part of being young - teach young riders how to deal with risks

Perceive
Act
Assess
Thank you!

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