



Emergency Corridors („Rettungsgasse“) in Austria

Klaus Machata
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The KFV: Safety & Security – since 1959



Members of the KFV



Verband der Versicherungsunternehmen Österreichs
(Alliance of Austrian Insurance Companies)



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(Workers Compensation Board)



Österreichischer Automobil-, Motorrad- und Touring Club
(Motorist Club)

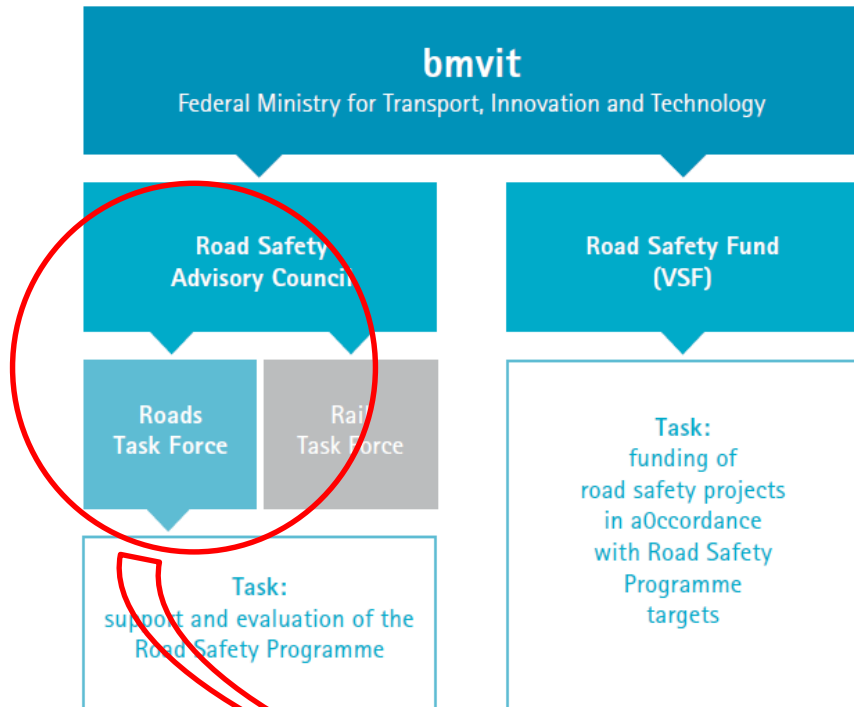


Auto-, Motor-, und Radfahrerbund Österreichs
(Motorist and Cyclist Club)

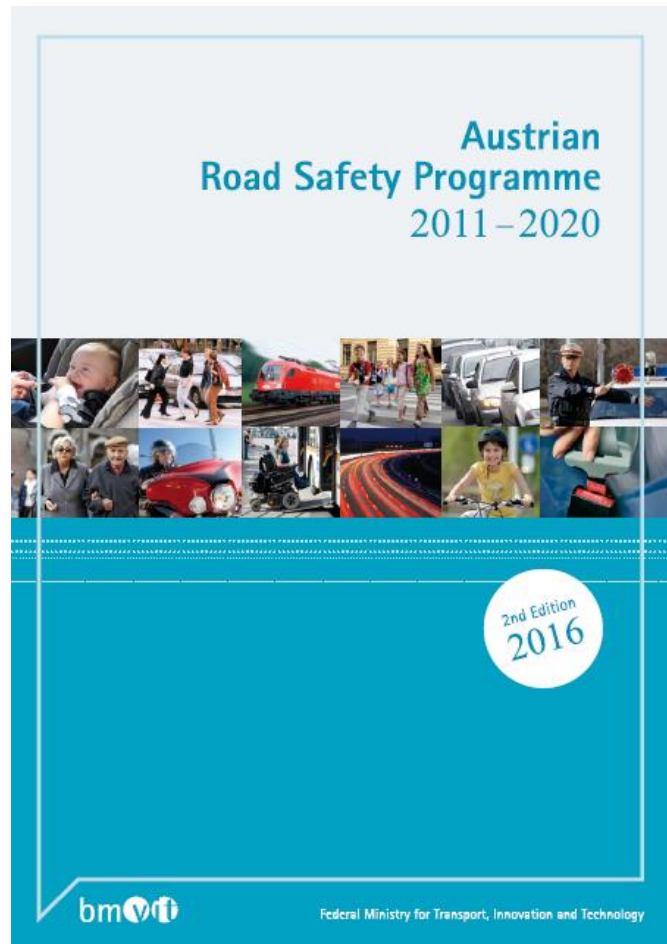
... and KFV is member of:



Institutional organisation of road safety work in Austria



The Austrian Road Safety Programme 2011-2020



50% fewer traffic fatalities by 2020
(Based on an average for the years 2008 – 2010)

Interim target: 25% fewer by 2015

-23%
achieved by 31.12.2015

According to provisional figures released by the Federal Ministry of the Interior (BM.I), the number of fatalities on Austria's roads increased by 10.5% from 2014 to 2015. With 479 fatalities recorded, the interim target for 2015 of 466 traffic fatalities was thus narrowly missed.²

40% fewer serious injuries by 2020
(Based on an average for the years 2008 – 2010)

Interim target: 20% fewer by 2015

-16%³
achieved by 31.12.2015

The number of serious injuries on Austria's roads only dropped by around 20% in the period from 2002 to 2009, i.e. notably less than the 35% reduction achieved in fatalities. Austria has therefore set itself the target of reducing the number of people who suffer a potentially permanent disability in road accidents.

20% fewer injury accidents by 2020
(Based on an average for the years 2008 – 2010)

Interim target: 10% fewer by 2015

-7%³
achieved by 31.12.2015

The number of injury accidents only dropped by 12% in the period from 2002 to 2009, although the target reduction was 20%. Continued priority will therefore be given to accident prevention.

- 17 fields of action; **one on post-crash**
- Hundreds of measures
- Each listed with key players
- **Safe System** as basic philosophy



Measure to avoid accidents
Measure to reduce the consequences of accidents
Measure as basis for further measures
Lobbying at EU level

●○○○	Start package	2011
○●○○	Short term	2012 – 2014
○○●○	Medium term	2015 – 2017
○○○●	Long term	2018 – 2020

✓	Measure completed
🚧	Ongoing measure
★	Measure to be implemented between 2016 and 2020

https://www.bmvit.gv.at/en/service/publications/transport/downloads/rsp2020_2016.pdf

Emergency Corridors (“Rettungsgasse”) in Austria

- From January 2012
- Following the German model
- Where two or more lanes in one direction   with central reserve, rural & urban!
- Failing to form corridor: ≤ 726 €, obstructing EMS vehicles: ≤ 2 180 €
- Massive public relation work during and after introduction
- Evaluation by KFV, Red Cross, Arbeiter-Samariter-Bund, commissioned by the Austrian Road Safety Fund
 1. Surveys on awareness and acceptance
 2. Expert interviews
 3. Observations
 4. Recommendations for further measures

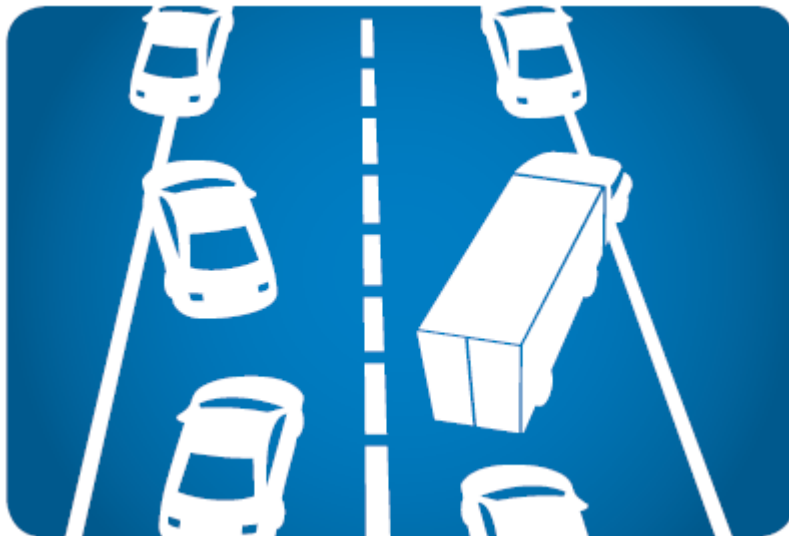


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How does (or should) it work?

- When there is danger of congestion and traffic flow is about to stop ...

2 lanes



3 or more lanes



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... like in Germany, Switzerland, Slovenia, Hungary. Czech Republic: all to the left, except rightmost lane!

Evaluation: 1) Surveys on awareness and acceptance

- One before, two after introduction
(Nov 11, Jul 12, Nov 12)
- Awareness of the term “Rettungsgasse”: 73% → 98%
- Knowledge what to do: 66% → >90%
- 54% indicated that forming the corridor worked “very well” or “rather well”
- What didn’t work?
 - Private vehicles used the corridor to **overtake** others
 - **Additional lane** was formed
 - Corridor was **not formed**
 - Corridor formed **too late**
 - Corridor formed on **wrong side**



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Evaluation: 2) Expert Interviews

- 21 interviews, Sep 12 to Aug 13 (EMS staff, stakeholders & RS experts)
- Statements grouped into 7 topics
 - **Reasons for the introduction** of the emergency corridor in the specified way (*“create a clear standard, improve access to crash sites by EMS, on the left to avoid HGVs”*)
 - **Experiences** with the emergency corridor in a professional context (*“corridor basically works everywhere”*)
 - **Changes since the introduction** of the emergency corridor (*“will take time before it becomes a habit, highest benefit where narrow shoulders”*)
 - How the emergency corridor works in **different scenarios** (*“works far better with two lanes than with three or more lanes”*)
 - **Behaviour of drivers** of single-track and multi-track vehicles; domestic and foreign motorists (*“PTWs use corridor, foreigners do not know & comply, professional drivers as role models”*)
 - **Advantages and potential difficulties** (*“access times improved, but corridor often closed after one EMS vehicle, property damage crashes may have increased due to improperly formed corridors, problems at merging sections, i.e. where exit or entry slip roads”*)
 - **Suggestions for improvement.** (See later)



Evaluation: 3) Observations by EMS and fire brigades

(n=165+76)

- Questionnaire-based
- **62%** of EMS staff say that die emergency corridor works “very well” or “well”
- Works **better on 2 lanes** than on 3 or more
- In **~50%** of cases the corridor was **already formed**
- **~80%** on the **correct side** of the carriageway
- **Obstructions** by singular vehicles in **~70%** of cases
- Drove through the corridor **without having to stop**:
81% EMS, **73%** fire brigades



Picture © <http://www.einsatzdoku.at>

Evaluation: 4) Suggestions for future measures

- **Legislative** measures: harmonization at EU level
- **Awareness raising:**
 - Campaigns (3+ lanes, when to form corridor in congested traffic, foreign (lorry) drivers, use of hard shoulder to form corridor)
 - Awareness raising by vision multipliers
 - Social media
 - Traffic radio, traffic message channel?
 - Exchange among EMS & fire brigade drivers
- **Enforcement:** mobile patrols
- **Infrastructure:** VMS, navigation systems, Car2X
- **Research** requirements: recurrent evaluation, performance indicators, novice drivers



Public relations initiatives by ASFINAG since 2012



Instructional video



Folders in several languages



Banners on motorway bridges



New billboards 2017 along A1 motorway

Thank You!

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