

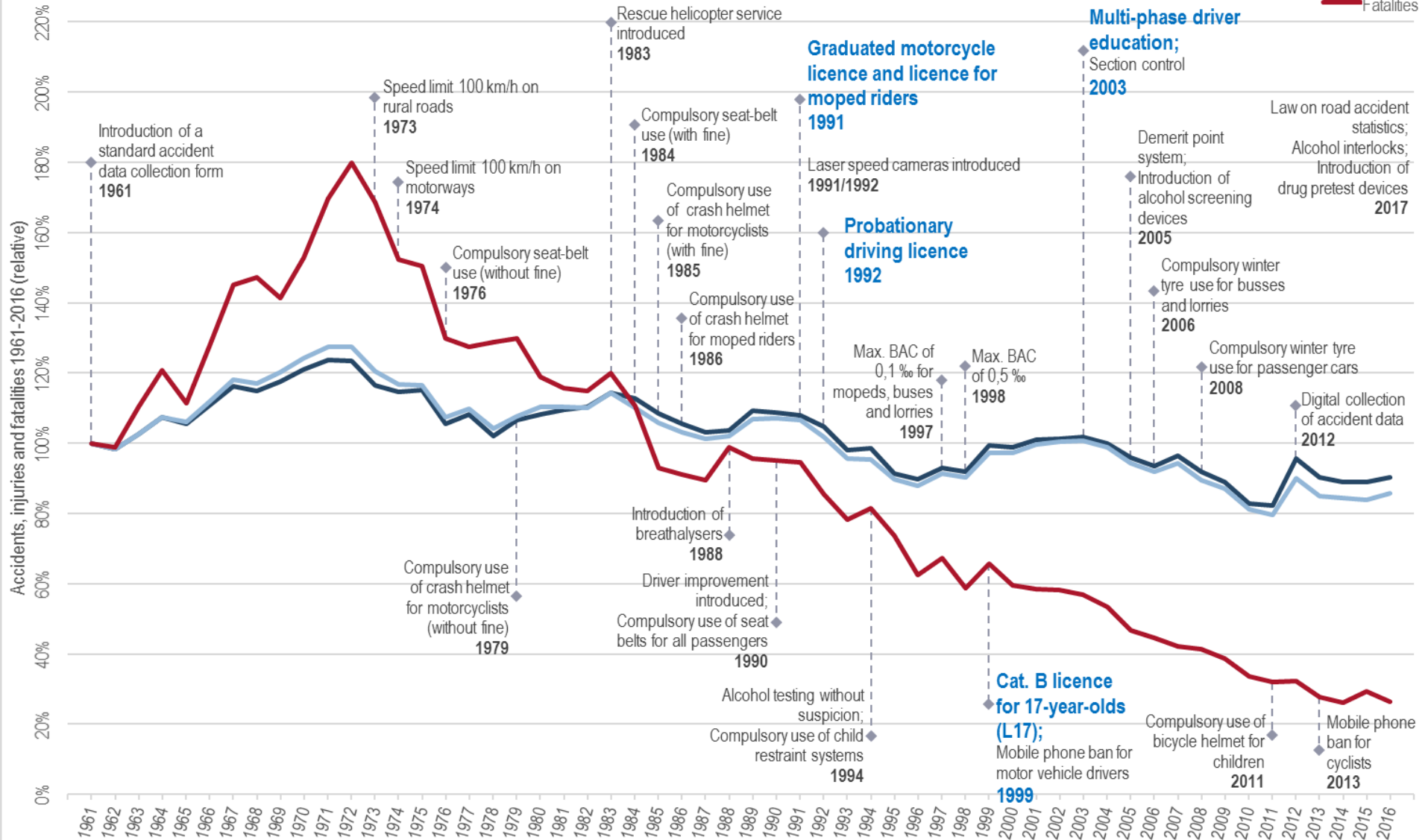


The Austrian experience in improving young road user safety

Birgit Salamon | 1 December 2017 | Zagreb

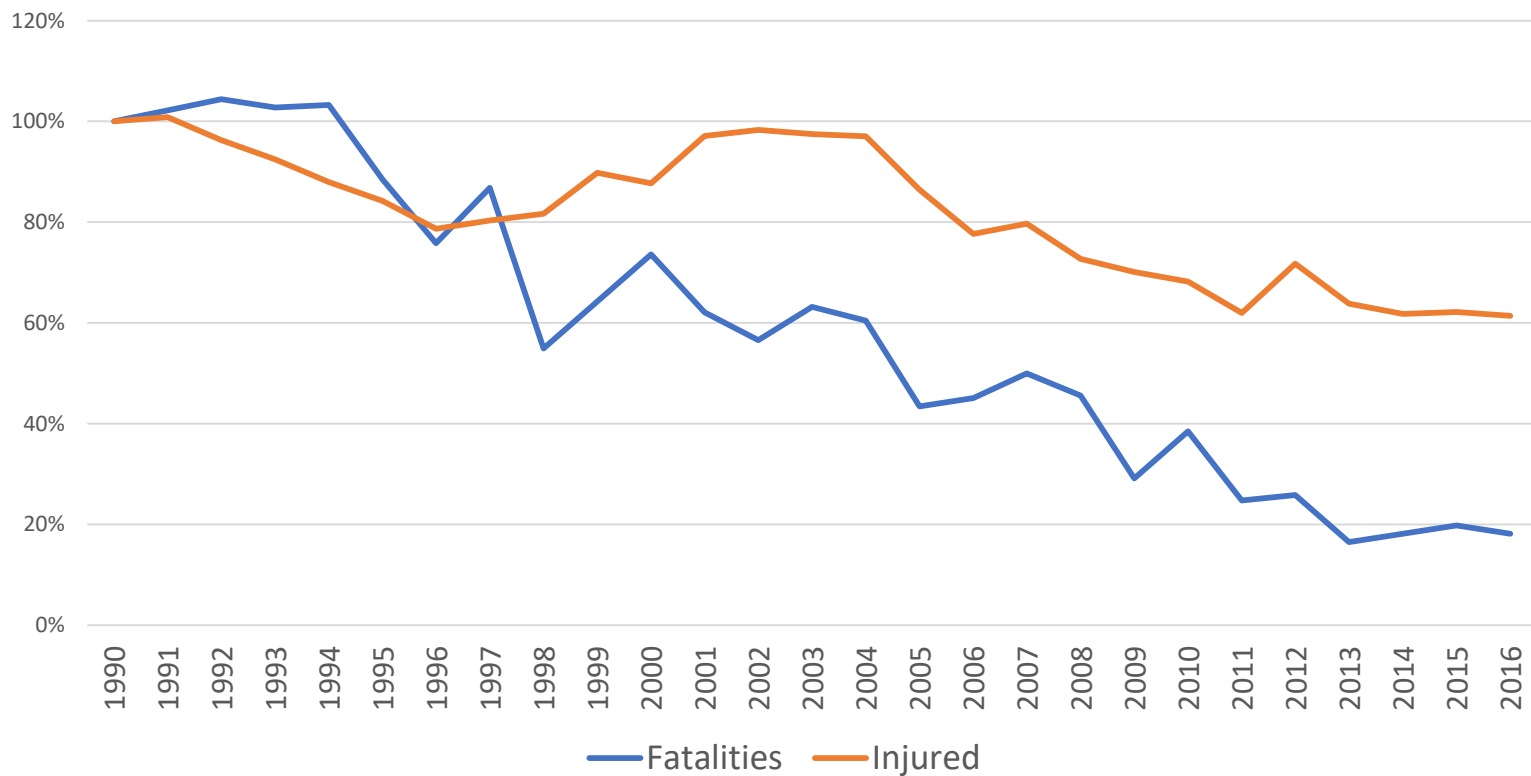
Road safety measures and trends in accident figures 1961-2016

(Source: KfV / Data source: Statistik Austria)



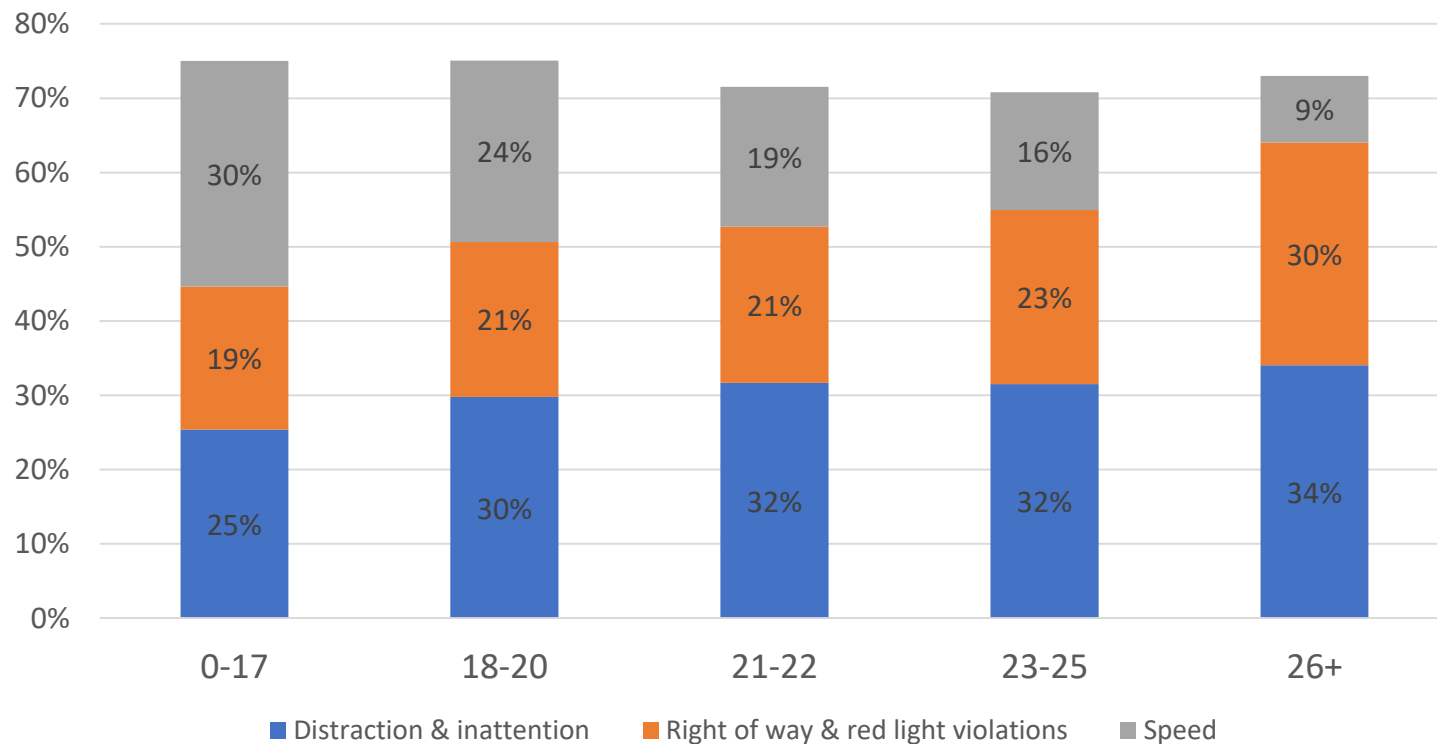
Accident statistics

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



Accident statistics

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



Measures for young drivers in Austria

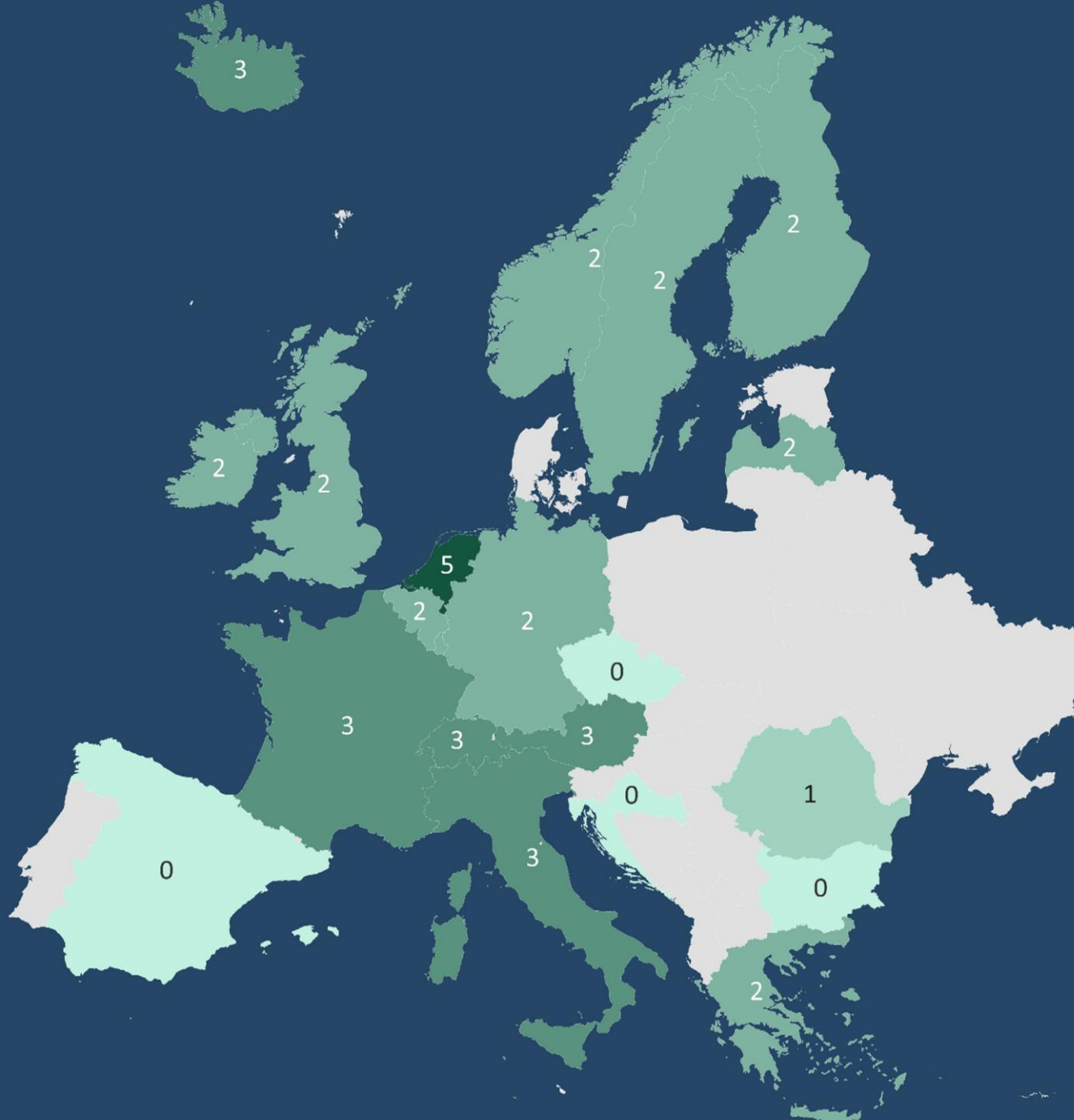
- Driving licence on probation
- L 17
- Multi-phase driving licence
- Moped license
- Graduated licence for categories A1/A2/A & risk competence

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

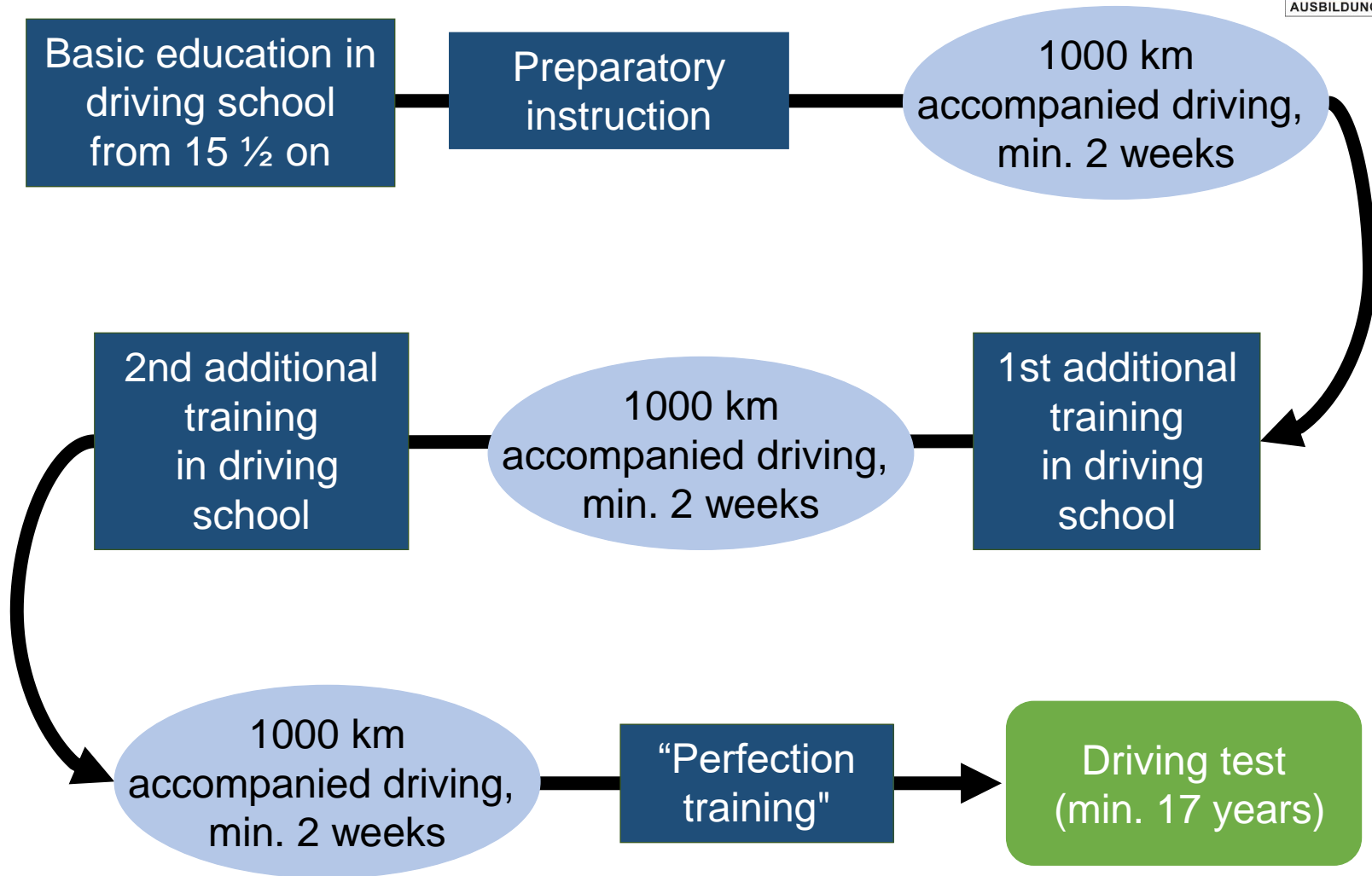
- Evaluation after 5 years (1997)
 - 19% less novice drivers involved in accidents
 - All other car drivers: – 9%
- Reform 2017
 - Period extended 2 → 3 years (increase of accidents involving alcohol after 2 years)
 - Mobile phone use included in list of offences



Duration of probationary period in Europe

Results based on expert consultation 2016

"L 17" – Driving licence for 17-year-olds



"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)



Categories A1/A2/A  (within 14 months)



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)

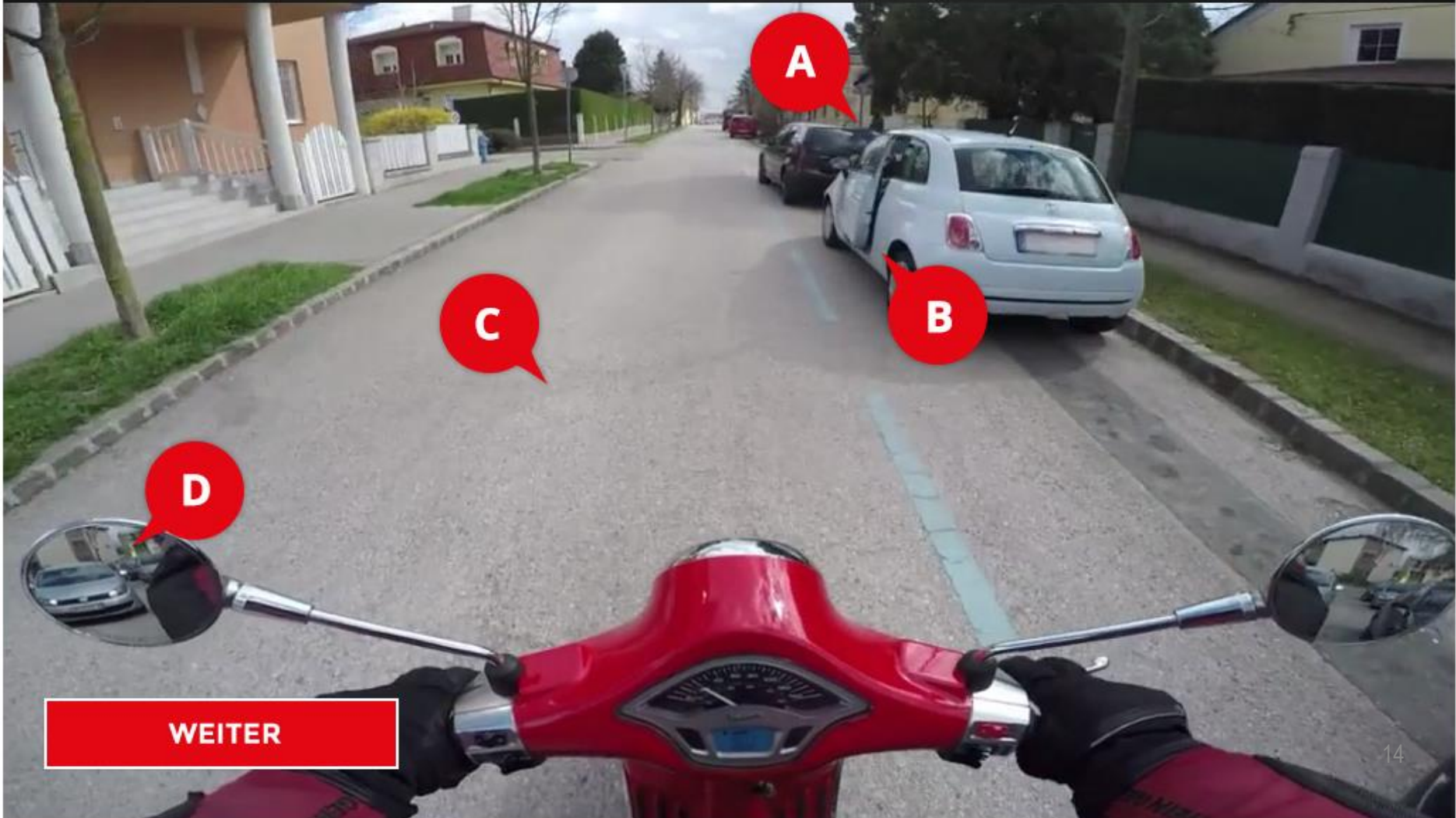
- Minimum age: 15 years
- 6 units theoretical training + theoretical exam
- 8 units practical training (2 in traffic)
- Proof of skills to instructor (no practical exam)
- All other licences are valid for AM
- Currently under reform
 - Better organisation of training
 - New target-group-orientated, modern theoretical exam

Aufgabe

Wo nimmst du hier eine mögliche Gefahr wahr?



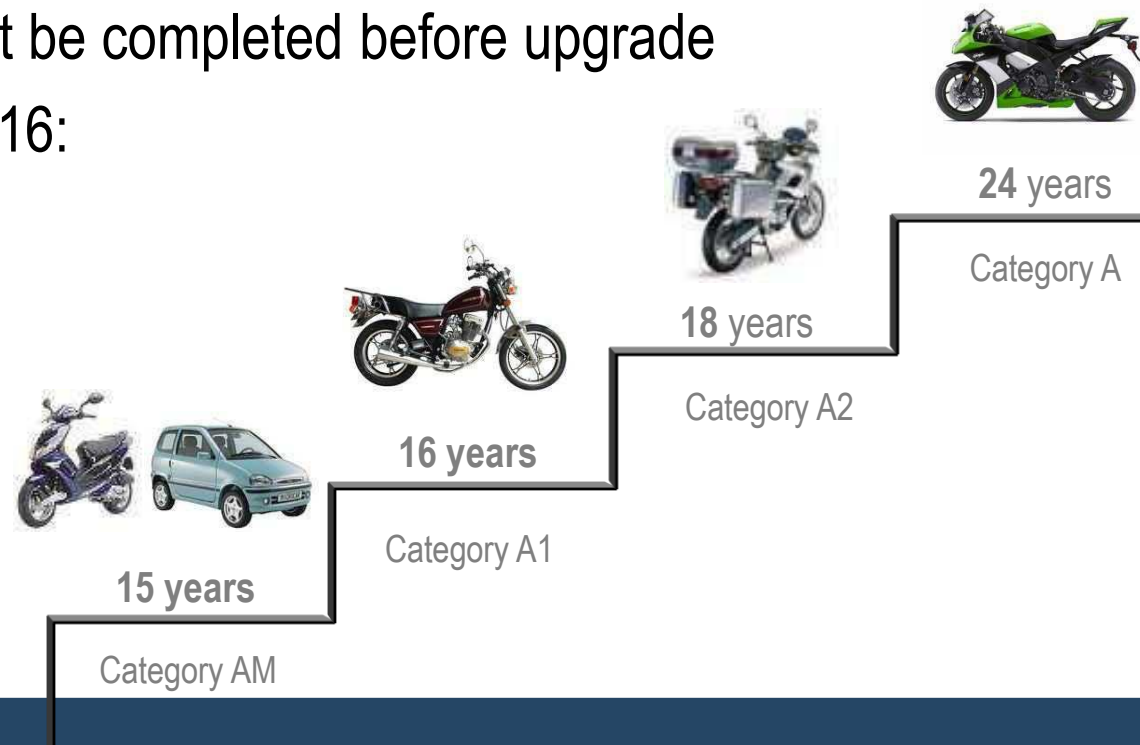
Mein Fortschritt



Graduated access to motorbikes

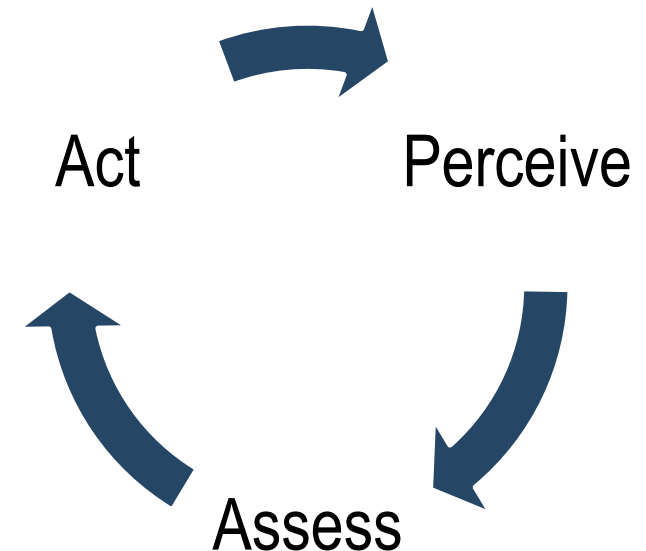
- Upgrade to higher category: Drivers can choose between training & test
- „Big transition“ A1 → A: practical test only (no theory test or training required)
- Multiphase training must be completed before upgrade
- Licences acquired in 2016:

A1	12%
A2	41%
A	47%



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





Thank you!

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