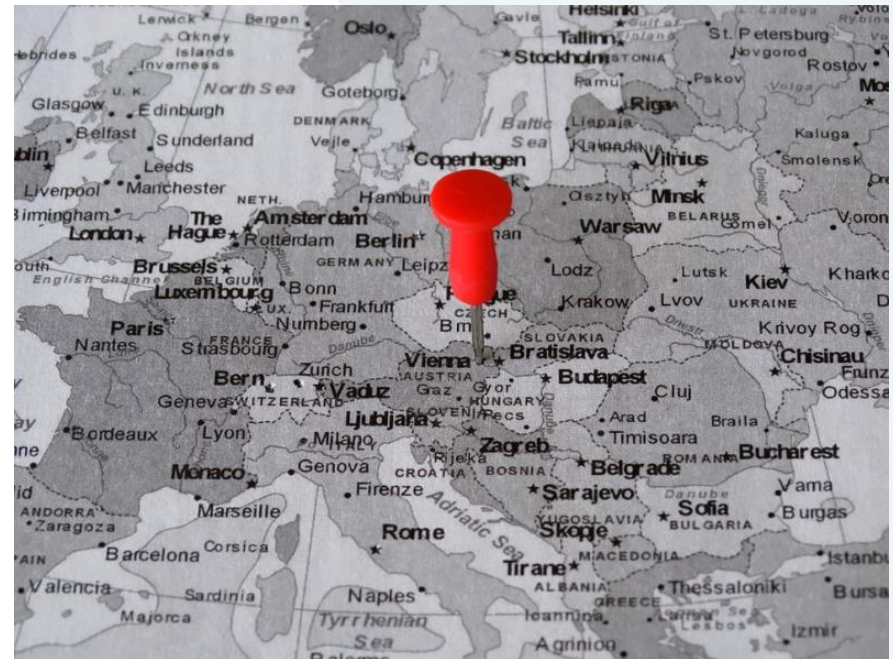


Road safety in Austria - Current and future trends

Dr. Eva M. EICHINGER-VILL

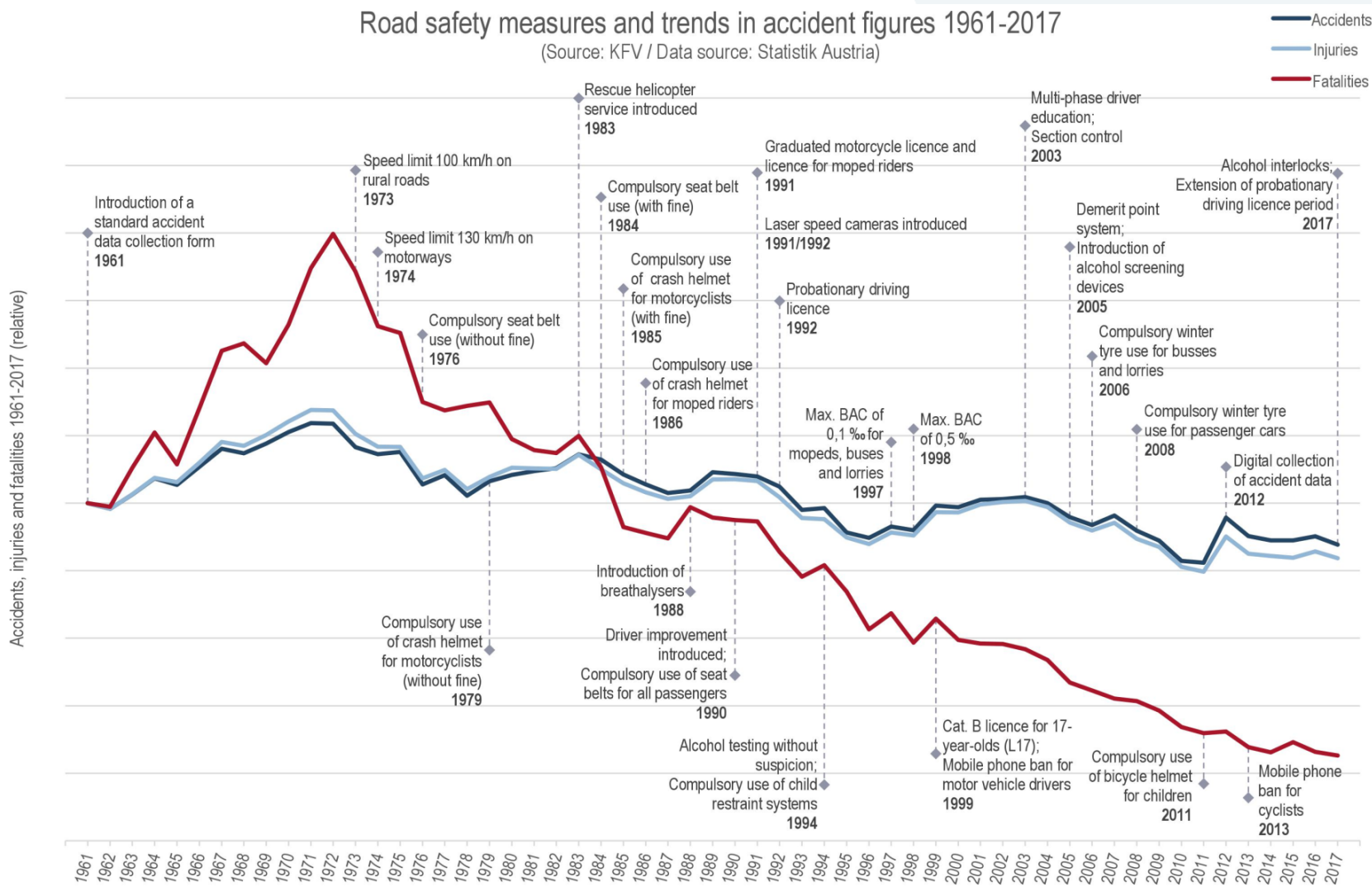
Head of Department
“Road Safety and
Infrastructure Safety Management”

Federal Ministry for Transport,
Innovation and Technology, Austria

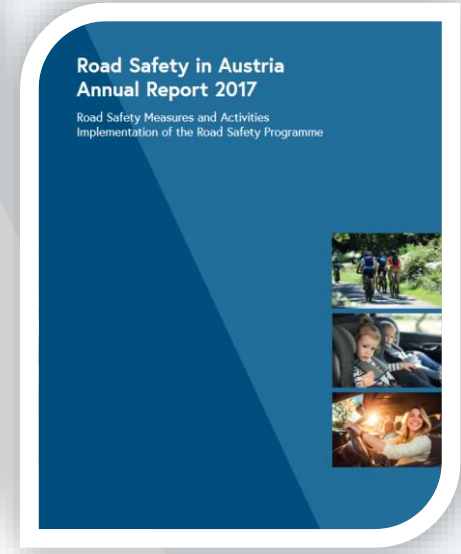
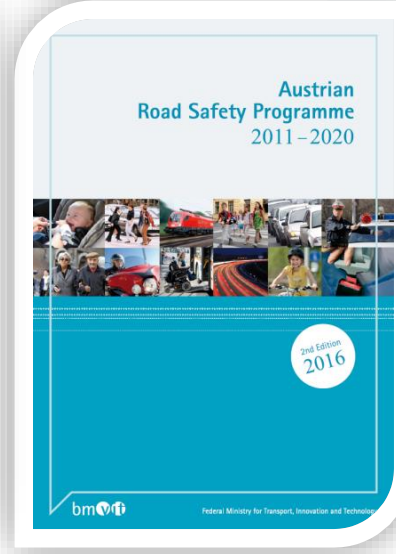
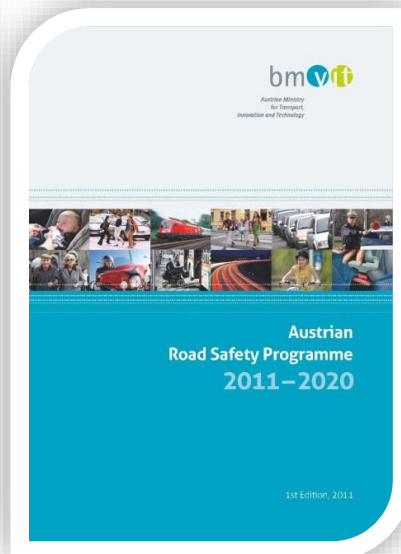


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Austrian accident statistics and measures

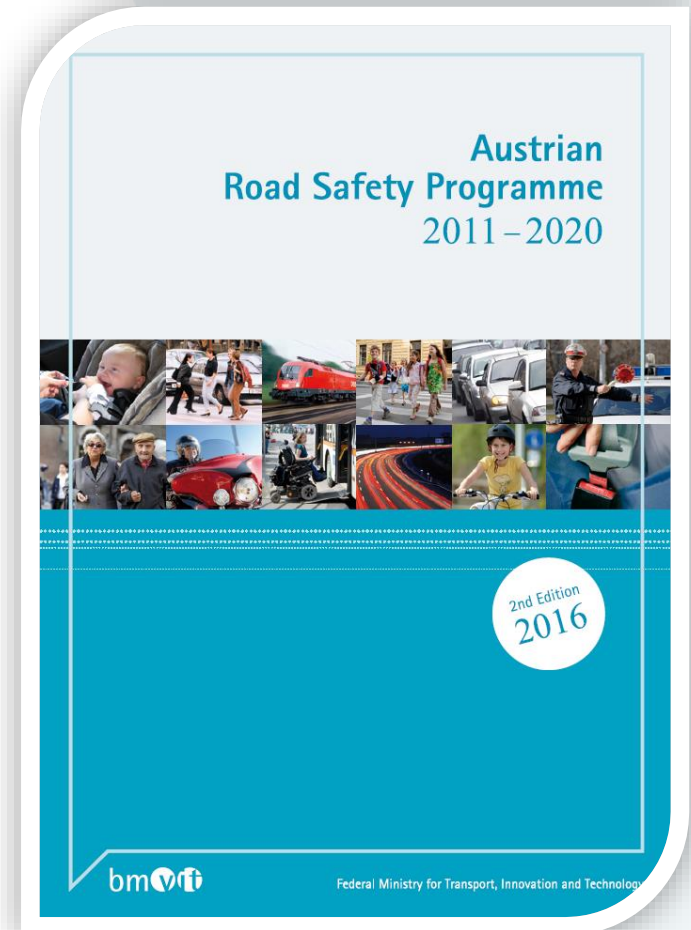


Austrian Road Safety Programmes 2002-2020







Current Austrian Road Safety Programme (RSP)

- *Period 2011 to 2020*
- Developed by the ministry of transport in cooperation with the federal states, cities, municipalities and other road safety stakeholders



Austrian RSP – Measures and implementation

Categories of Measures

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

Start of Implementation

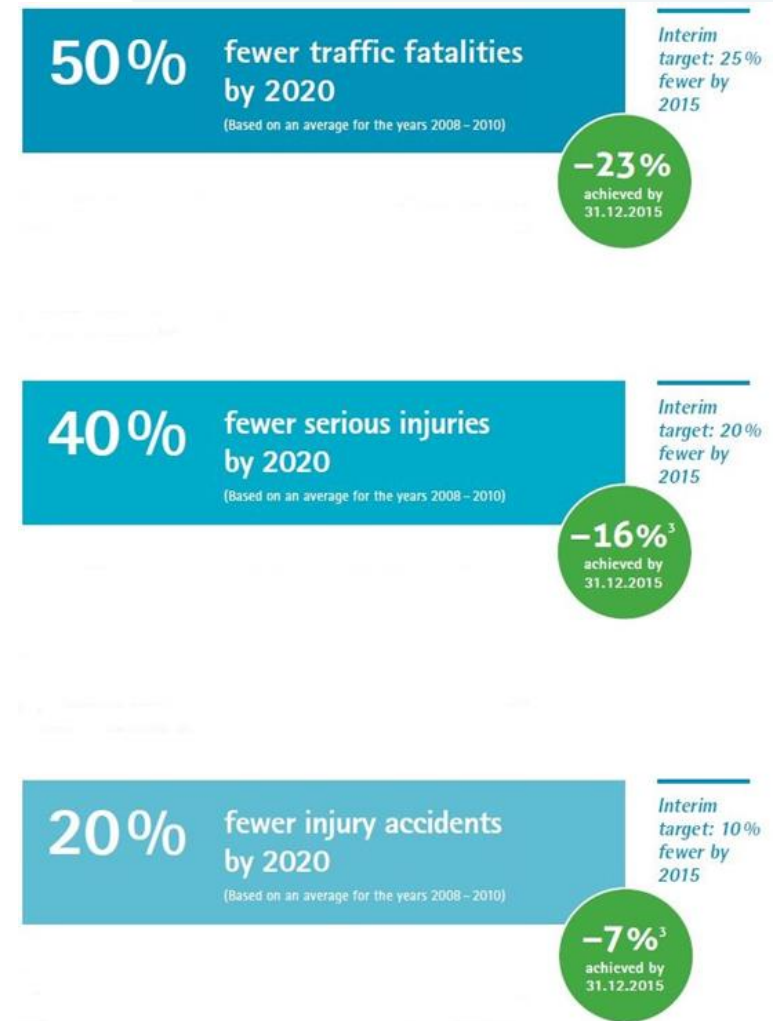
●○○○	Start package	2011
○●○○	Short term	2012 – 2014
○○●○	Medium term	2015 – 2017
○○○●	Long term	2018 – 2020

Austrian RSP – Midterm evaluation 2015

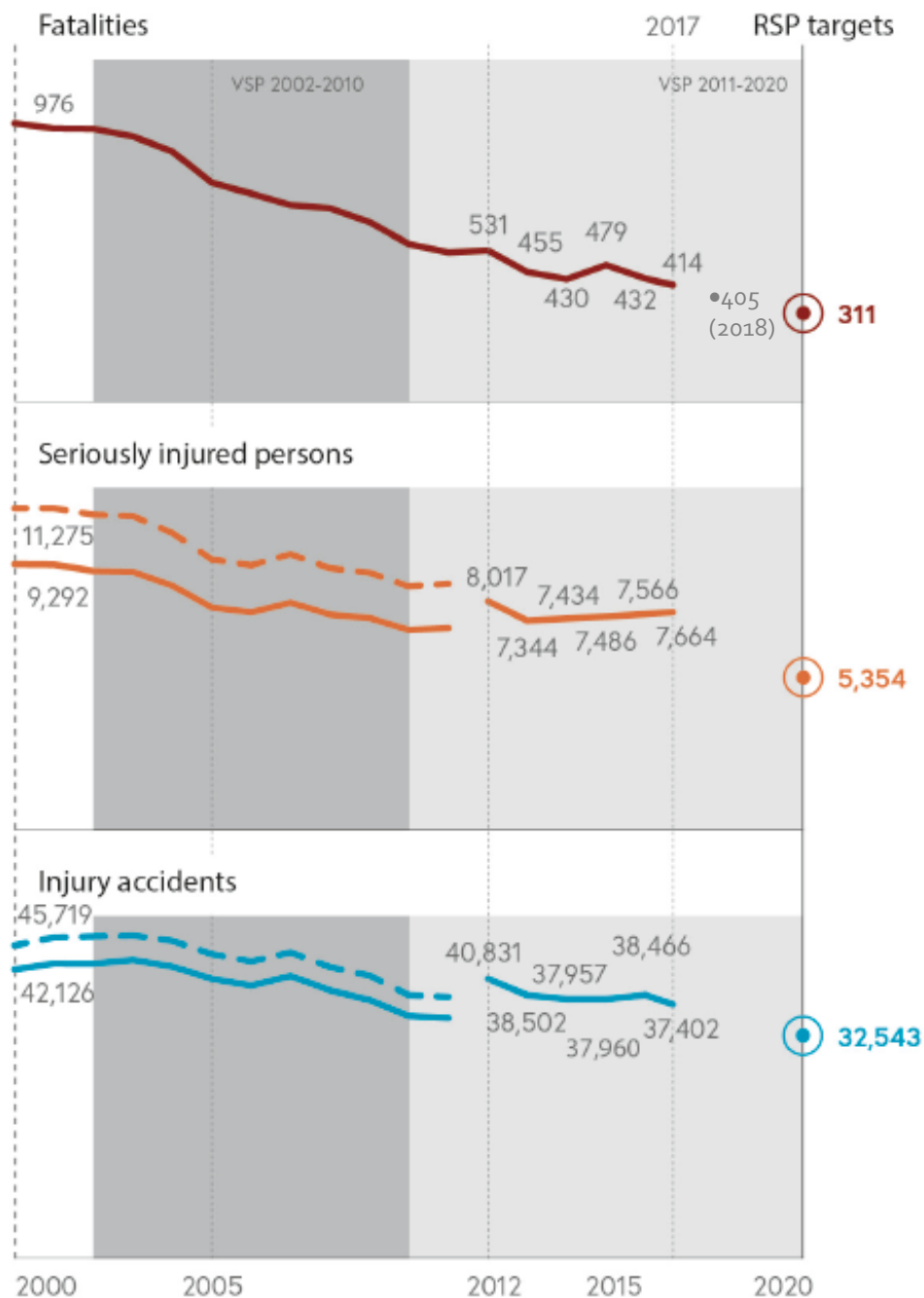
The revised 2nd edition of the RSP was published on 15th of September 2016.

The RSP and the annual reports are available online:

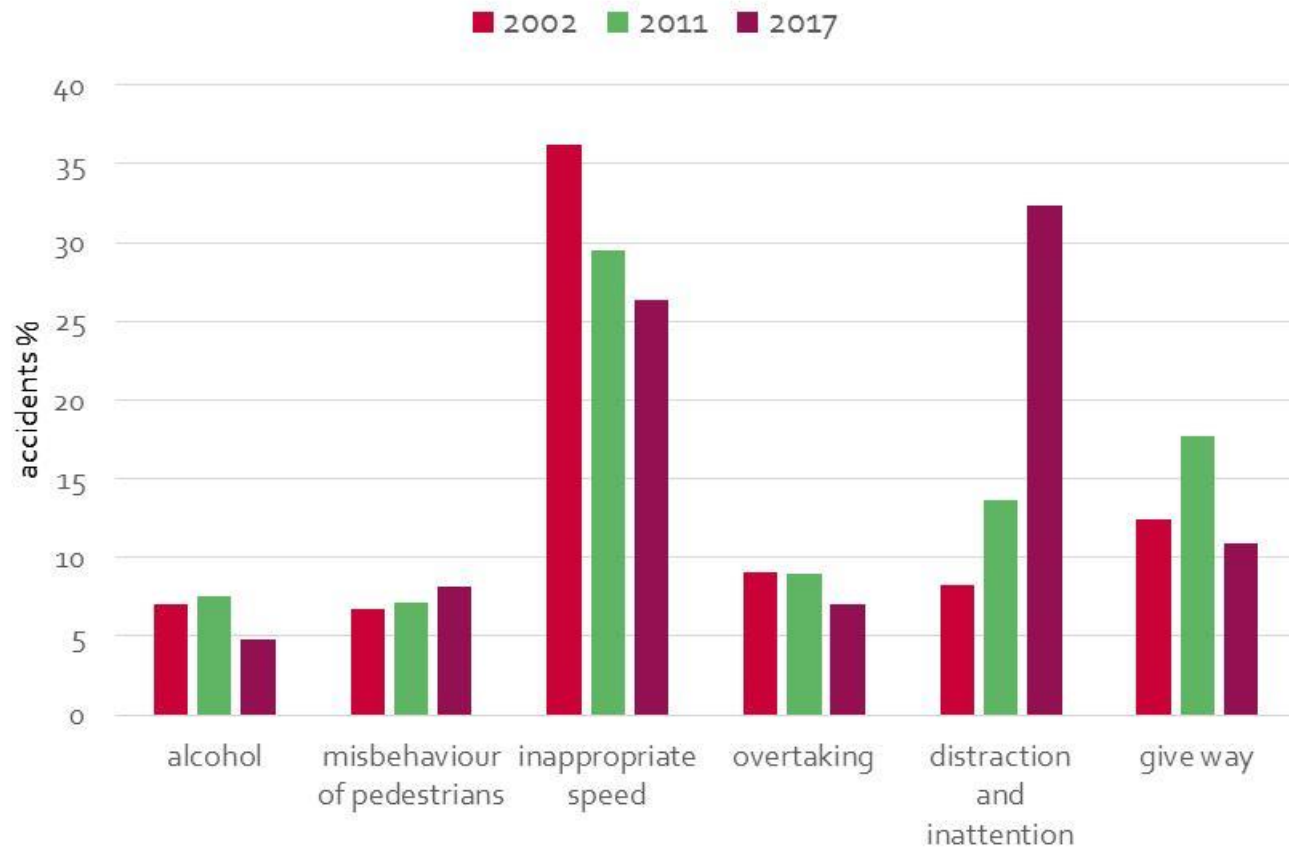
<http://www.bmvit.gv.at/verkehr/strasse/sicherheit/programm/index.html>



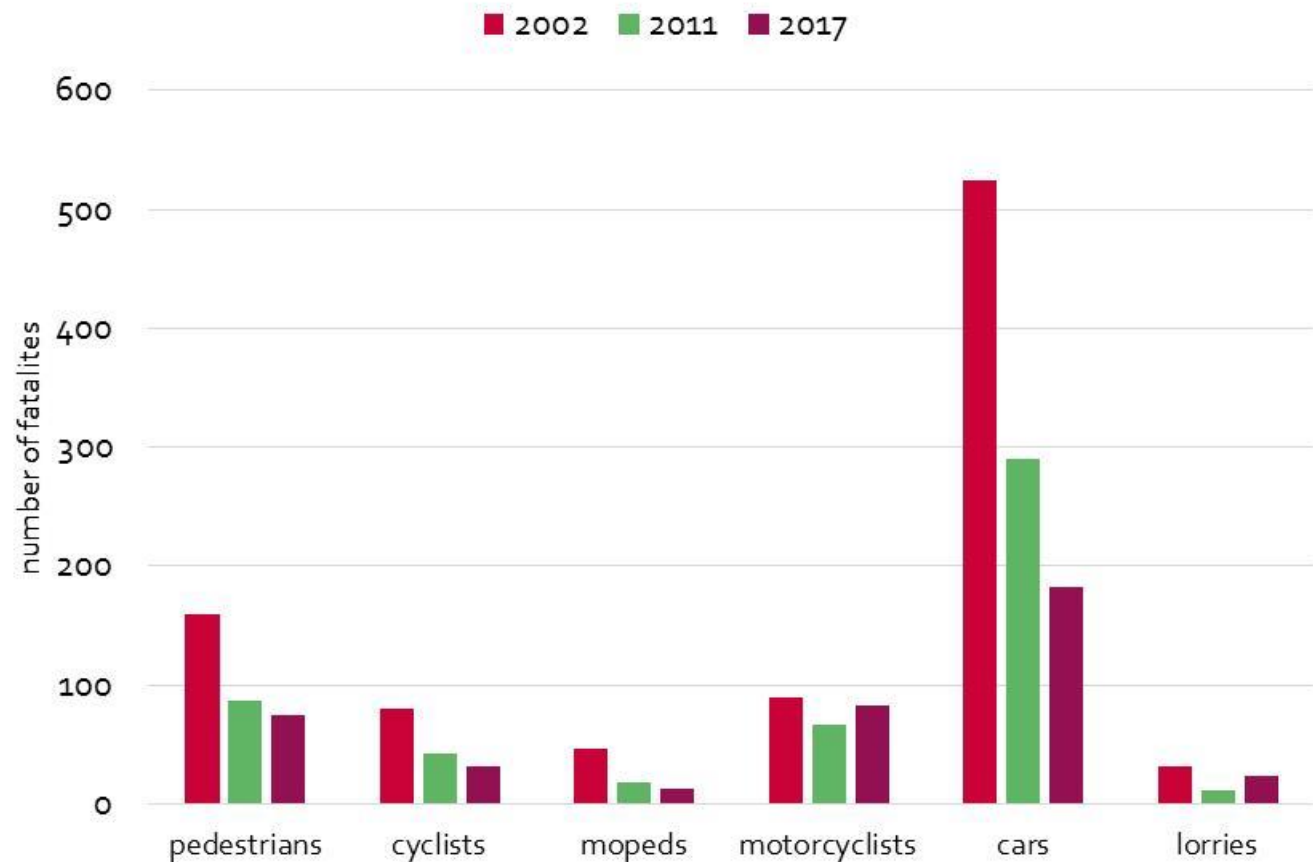
Austrian RSP – Accident trends and targets



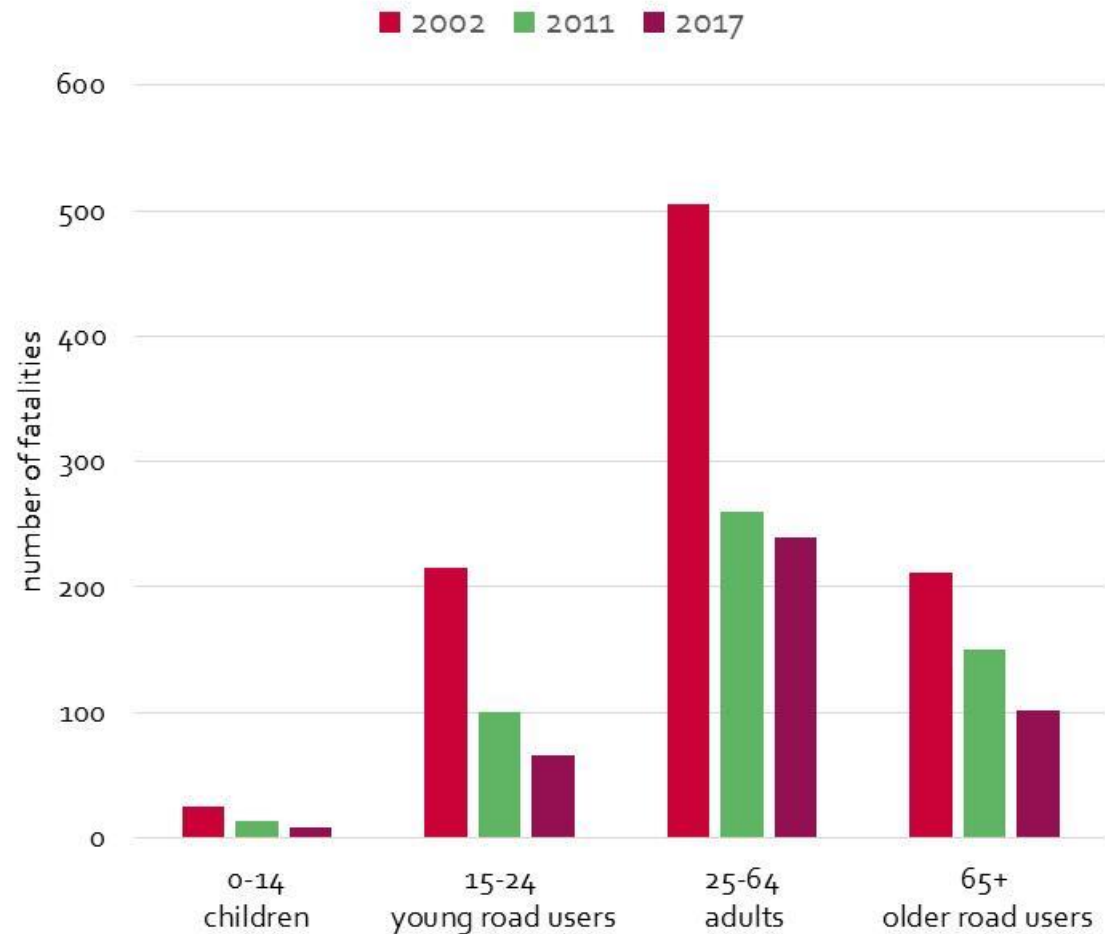
Main causes of fatal road accidents (police estimate)



Fatalities by traffic mode



Fatalities by age group



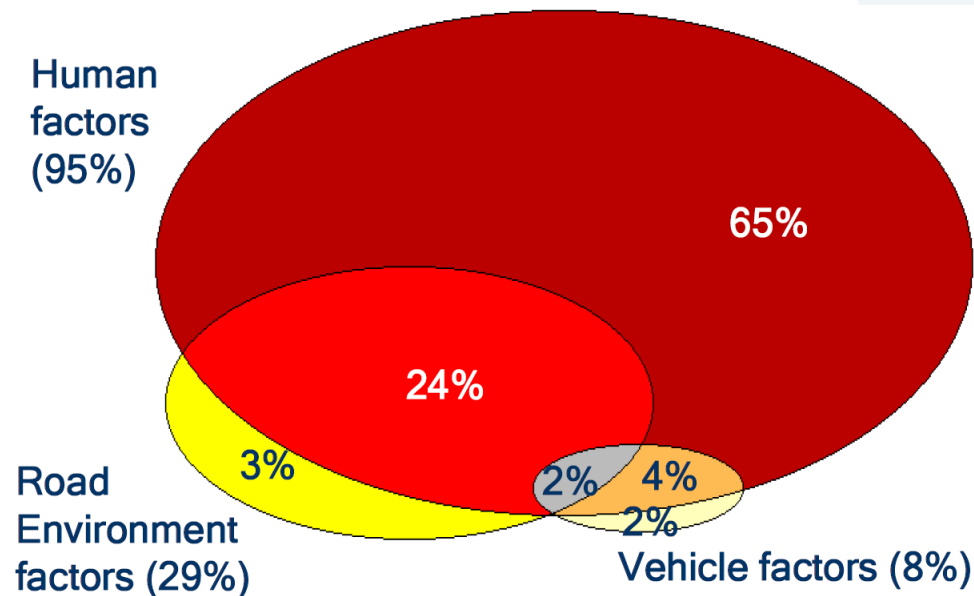
Austrian Government Programme 2017 - 2022

Focus on road safety

- De-bureaucratization in road traffic ("Signpost Forest")
- Traffic flow optimization (right turn on red)
- Promotion of sustainable (ecological and healthy) modes of transport
- Masterplan "Digitalization and Mobility"
- New forms of mobility and road safety
- Awareness campaigns for distraction, distance, driving under the influence, seat belt use
- **Evaluating and continuing the Road Safety Programme**

Austrian RSP 2021-2030: Status quo

Plans for RSP 2020+ were launched in early 2018 and are based on the following approach:



Old approach
"65% of accidents are caused by
the driver"

New approach
"In 95% of the accidents, the driver
was an influencing factor"

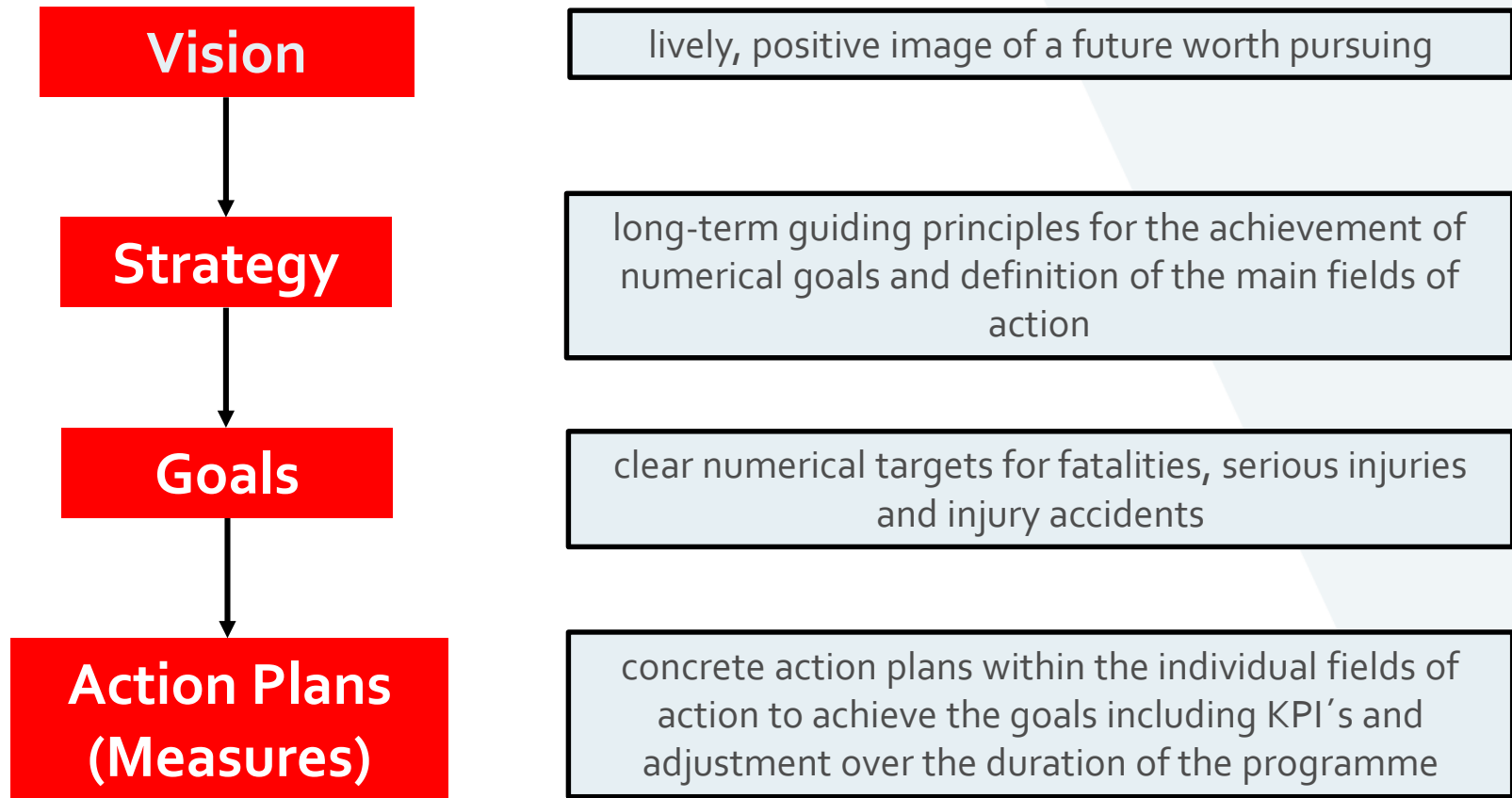
Austrian RSP2021-2030: Planned structure 1/2



Goals should be set smart and linked to indicators

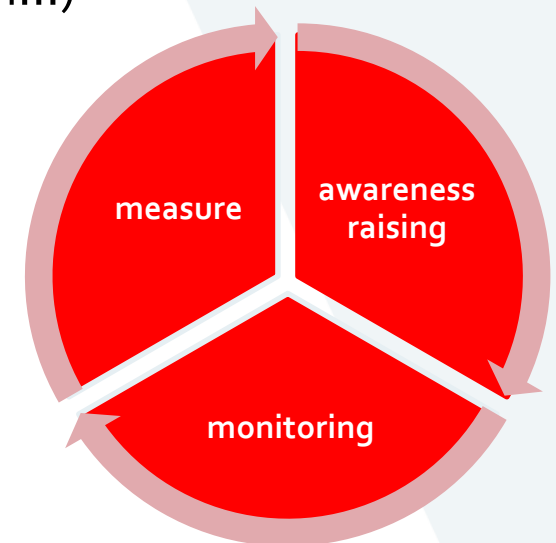
Each measure is assigned to a responsible organization and to a date/period of implementation

Austrian RSP2021-2030: Planned structure 2/2



Austrian RSP2021-2030: Action Plans

- Compact programme structure – backed up by individual action plans (with shorter terms)
- Action plans are designed to increase the flexibility of the programme throughout its lifetime
- Annual evaluation by the Road Safety Advisory Board to adapt to current developments (automation, digitalisation...)
- Measures in the action plans are accompanied by awareness raising and monitoring
- Financing of the measures is provided by the Austrian Road Safety Fund



Road Safety Advisory Board



Key elements of the Austrian RSP 2021-2030 1/2

- Creation of a **modern road safety programme** for the period 2021 - 2030, which is targeted towards mobility developments and technological changes
- Development of a **10-year strategy** underpinned by stringent, theme and time-specific action plans
- "Road safety journey" considering the "**Vision Zero**" and "**Safe System**" approach
- Positive change of **traffic safety culture** through innovative and motivating approaches
- The goal to **reach all road users** is a central factor of the RSP 2021-2030

Key elements of the Austrian RSP 2021-2030 2/2

- There will always be **human mistakes**
- Therefore, the role of **automation** and the importance of **forgiving roads** are essential
- **Key performance indicators** to monitor and steer developments and trends
- Cooperation of modern **road safety technology**, demand-optimized **traffic monitoring** and efficient **awareness raising**

Main challenges and discussion points

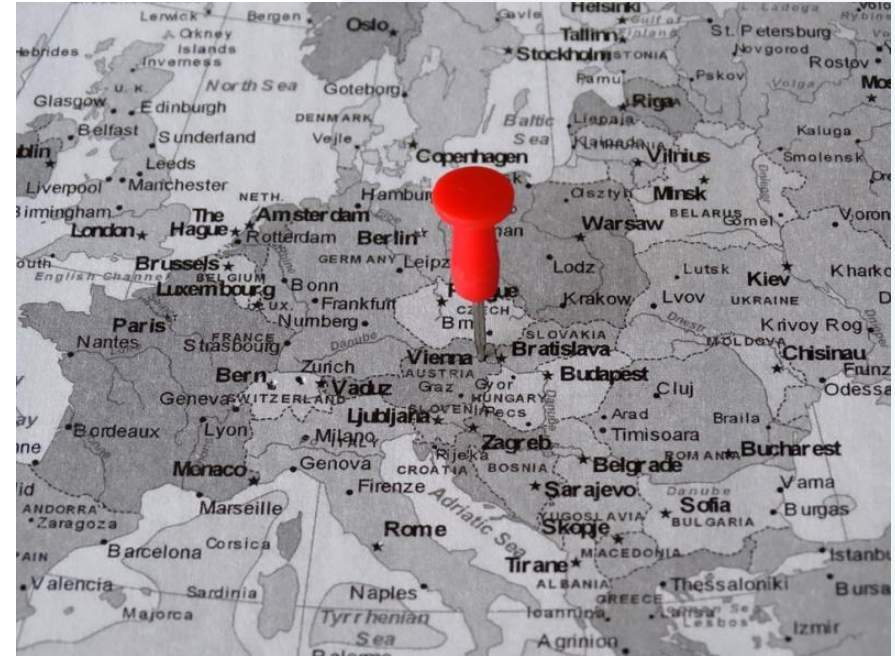
- Long **programme duration** in the field of rapid technological developments
- Definition and monitoring of **key performance indicators (KPI's)**
- **Involvement of all stakeholders** and "commitment" to the implementation of measures
- **Automation / digitalization** (quality management, ex. C2X communication, effective and safe use of assistance systems)
- **Human factor** (distraction, stress, awareness raising within new target groups)
- **Broad social acceptance** in the sense of shared responsibility and a new road safety culture

**I look forward to an interesting and
fruitful discussion!**

Dr. Eva M. EICHINGER-VILL

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Federal Ministry for Transport,
Innovation and Technology, Austria



ETSC PIN Talk, Vienna, 13 November 2018