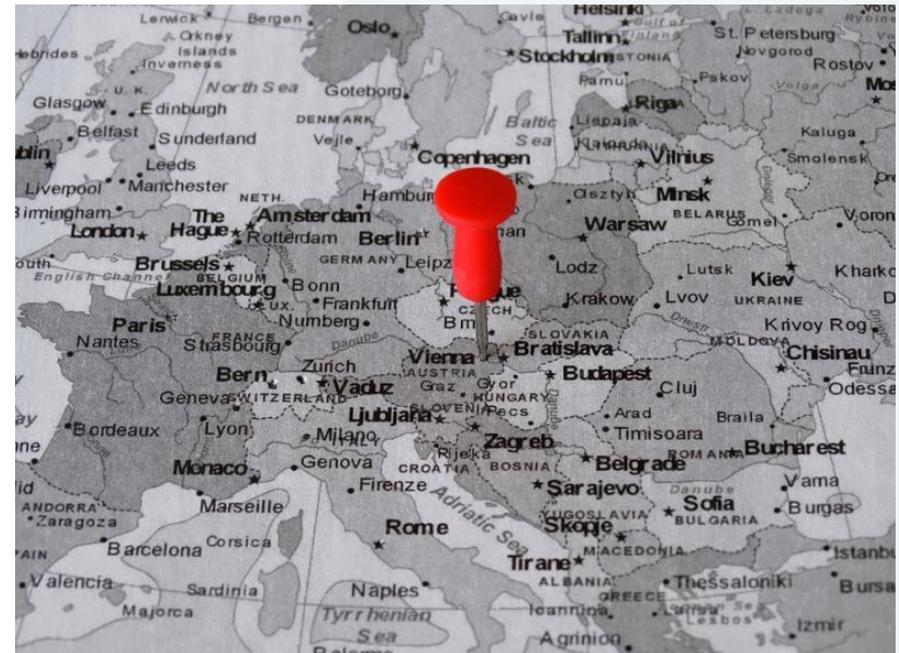


# Road safety in Austria - Current and future trends

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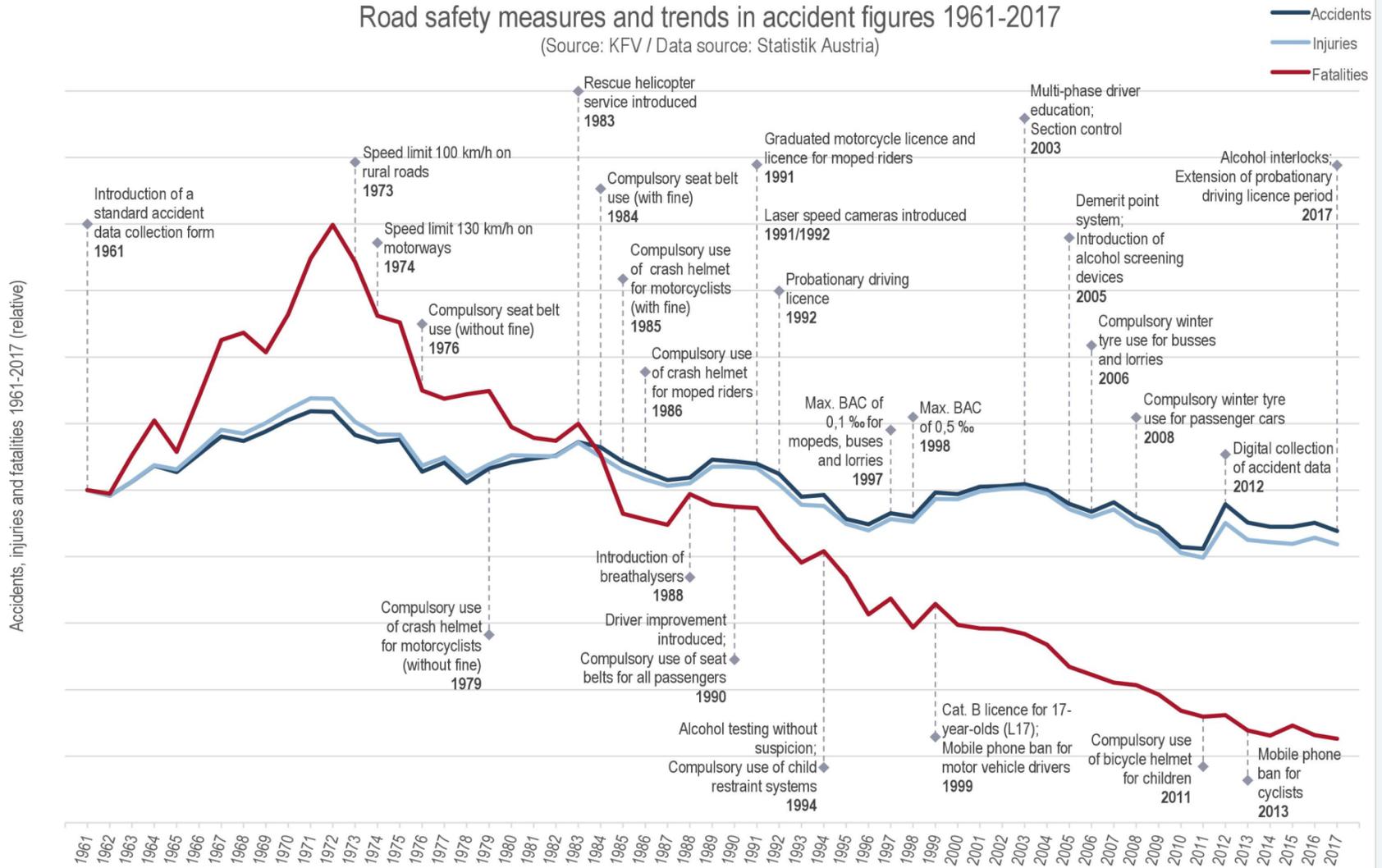


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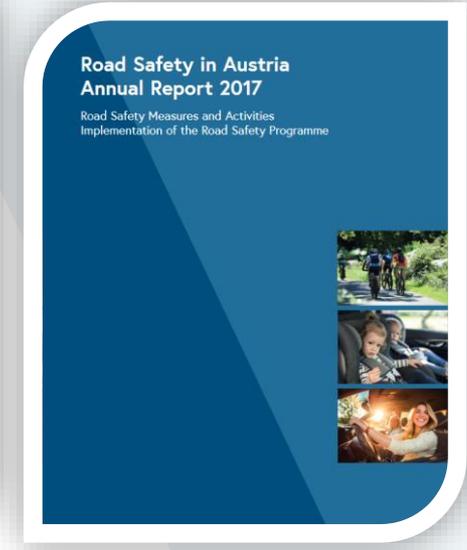
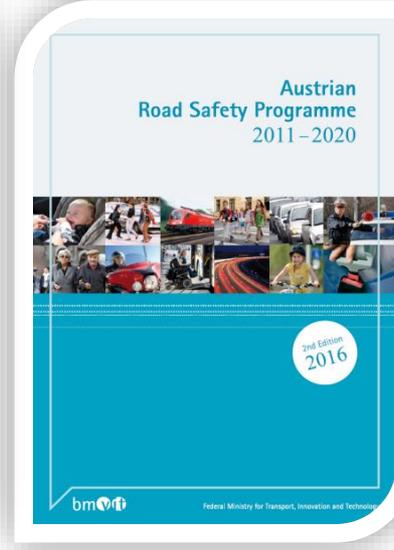
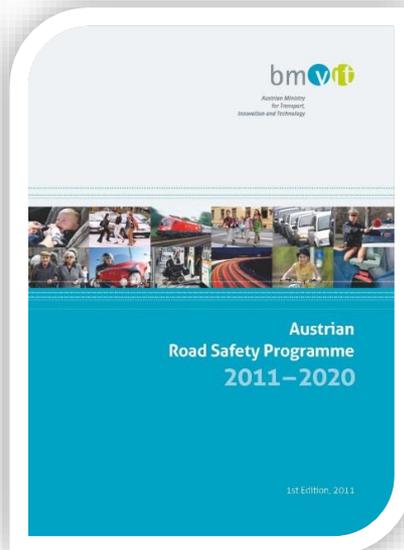
# Austrian accident statistics and measures

Road safety measures and trends in accident figures 1961-2017

(Source: KfV / Data source: Statistik Austria)

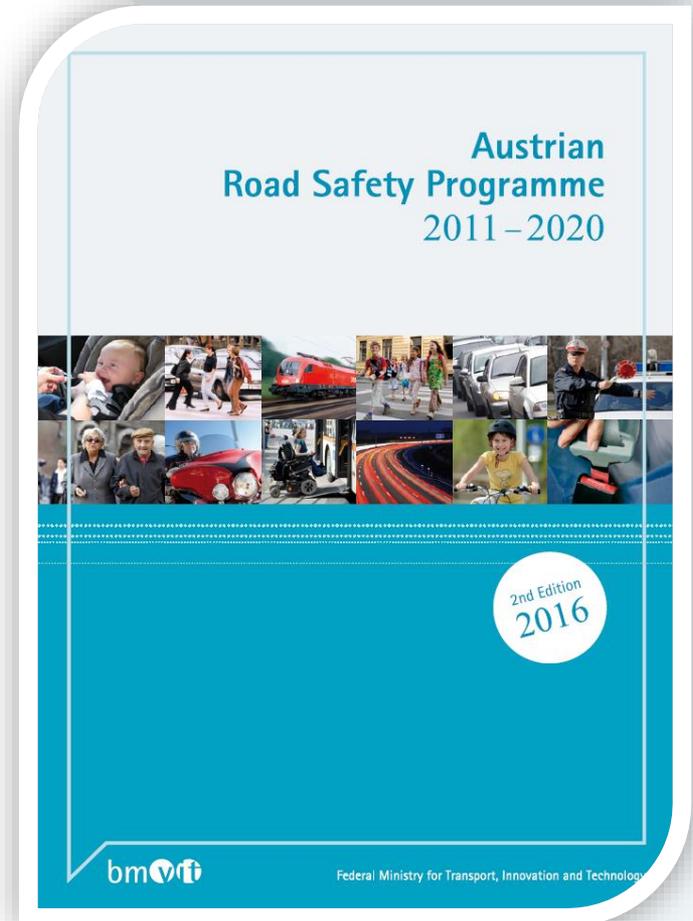


# Austrian Road Safety Programmes 2002-2020



## 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

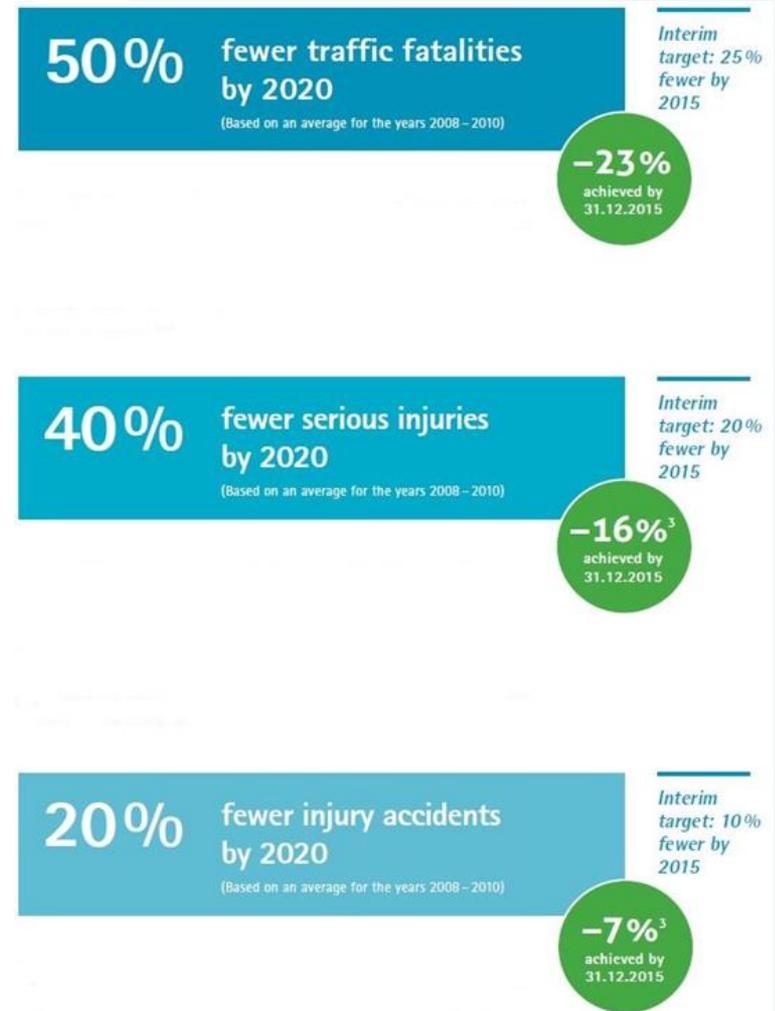
●○○○	Start package	2011
○●○○	Short term	2012 – 2014
○○●○	Medium term	2015 – 2017
○○○●	Long term	2018 – 2020

## Austrian RSP – Midterm evaluation 2015

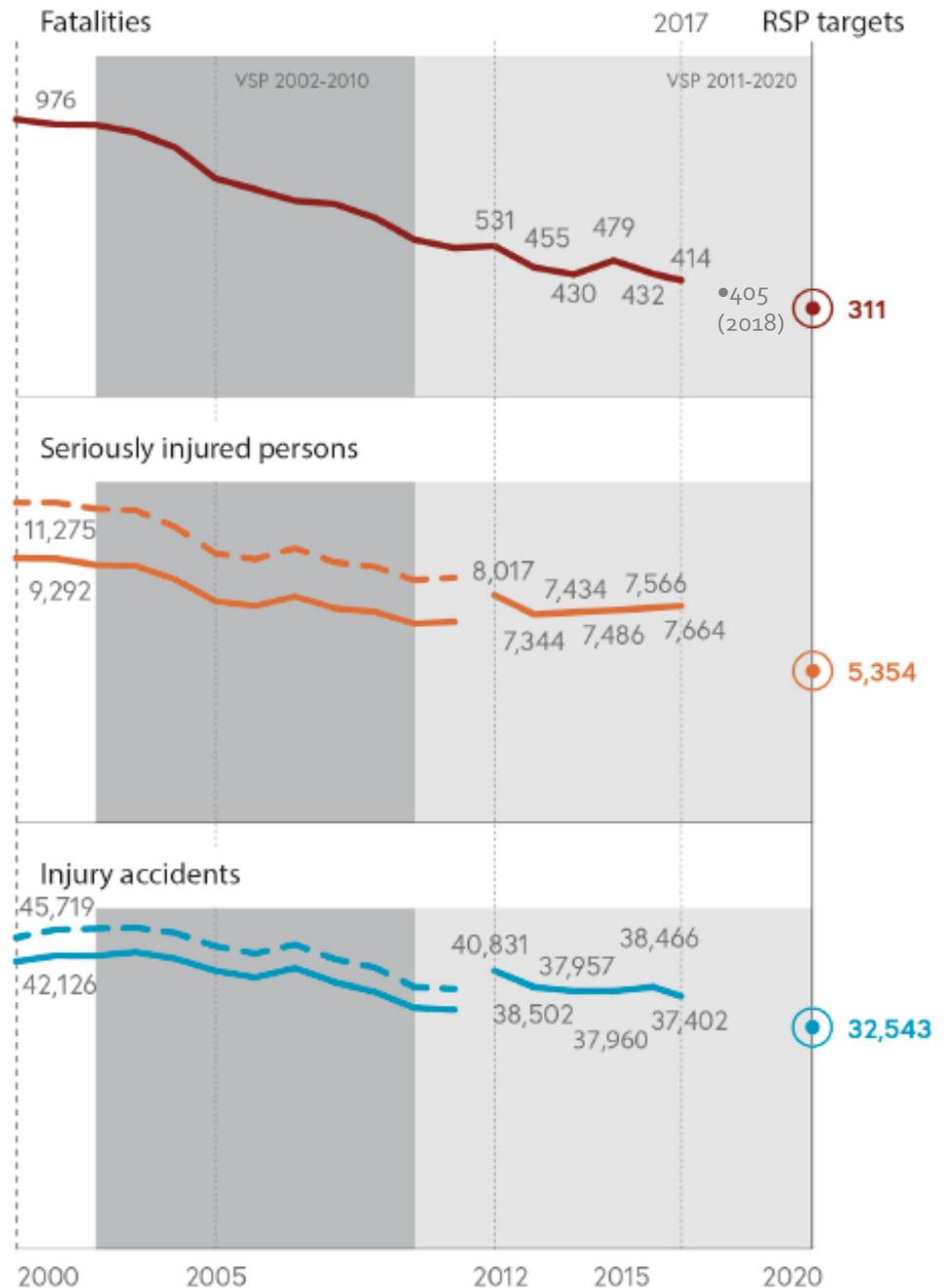
The revised 2nd edition of the RSP was published on 15th of September 2016.

The RSP and the annual reports are available online:

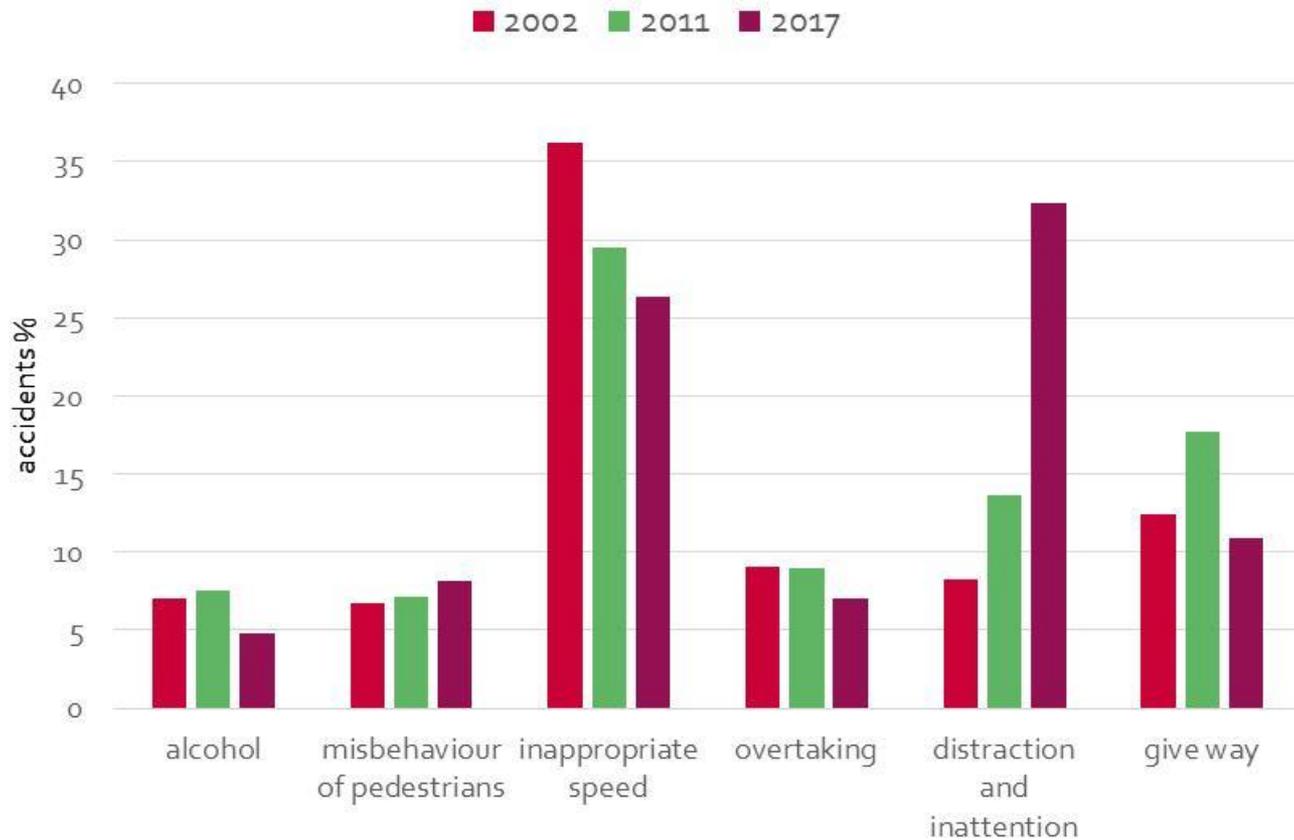
<http://www.bmvit.gv.at/verkehr/strasse/sicherheit/programm/index.html>



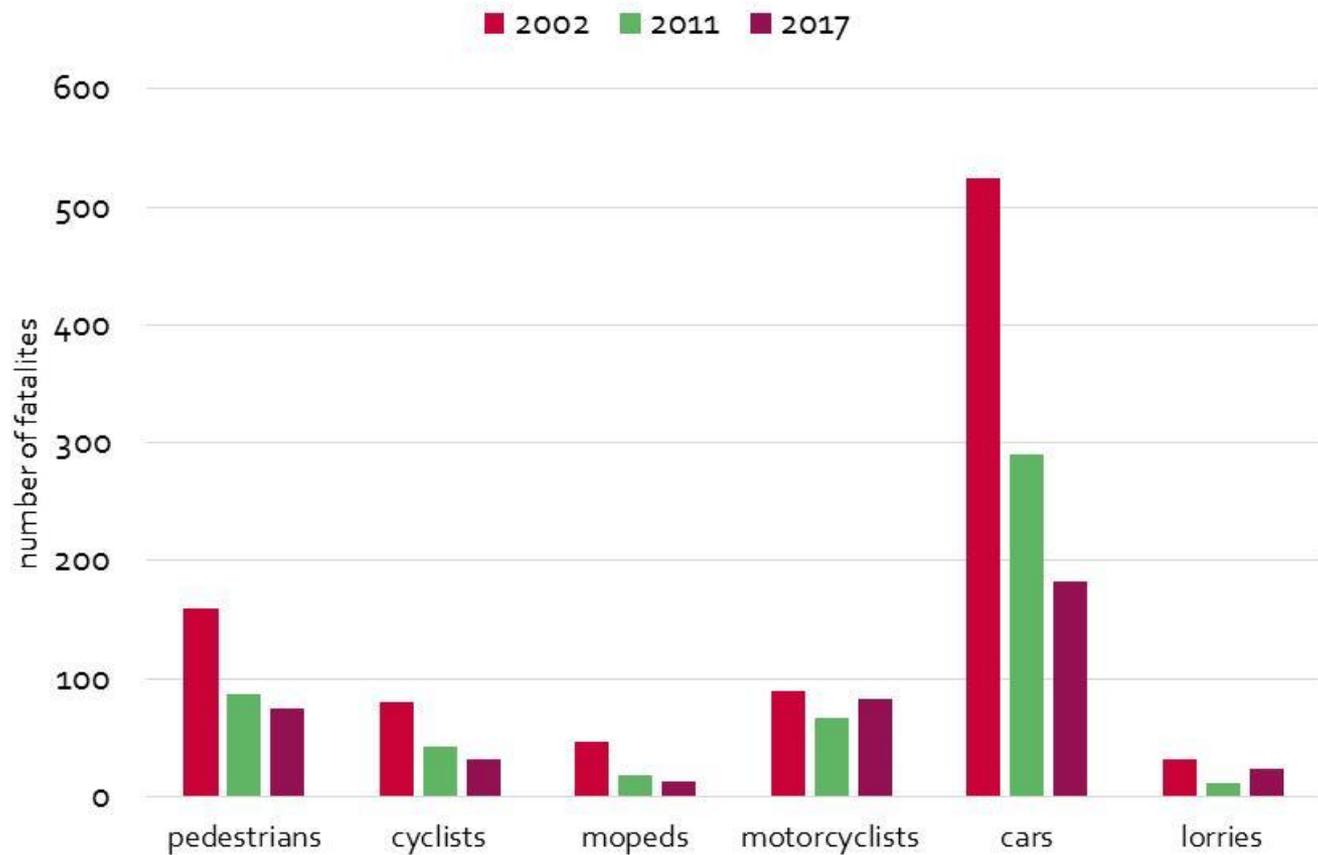
## Austrian RSP – Accident trends and targets



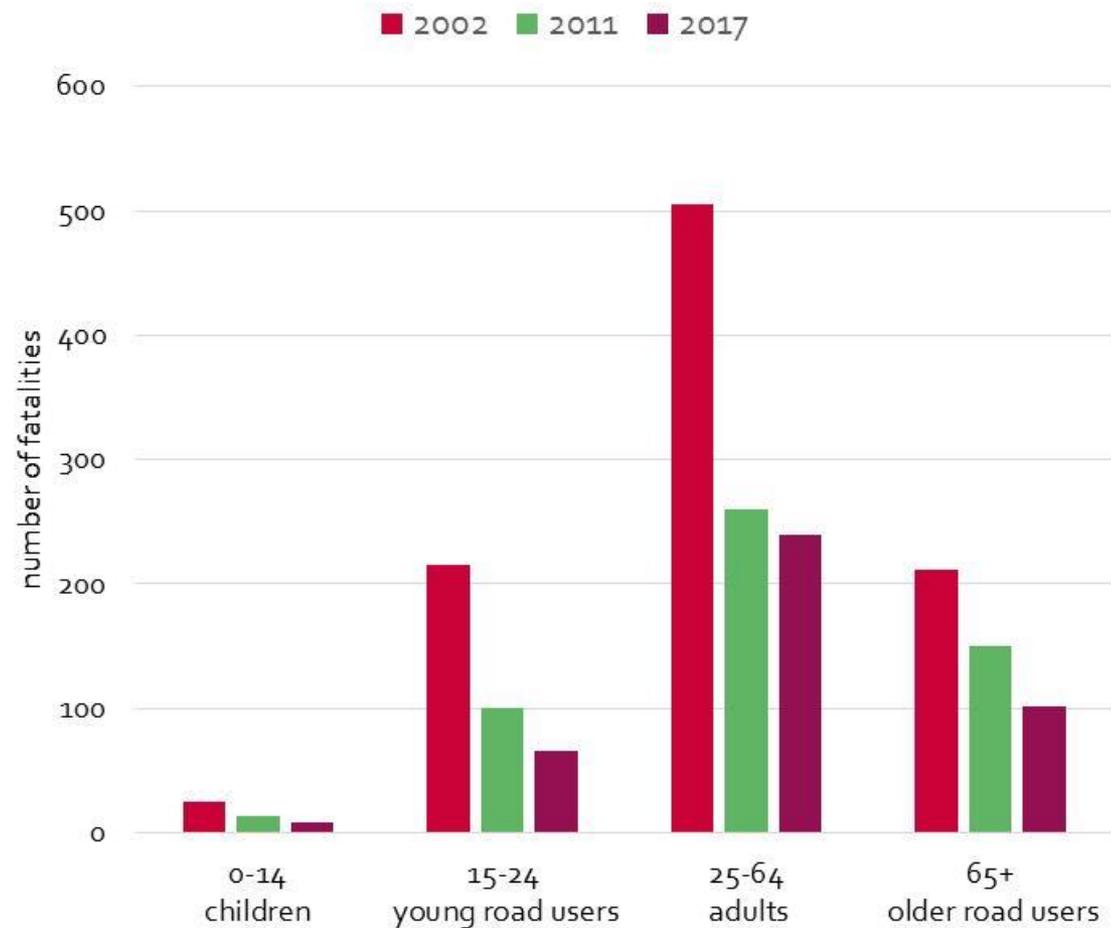
## Main causes of fatal road accidents (police estimate)



## Fatalities by traffic mode



## Fatalities by age group



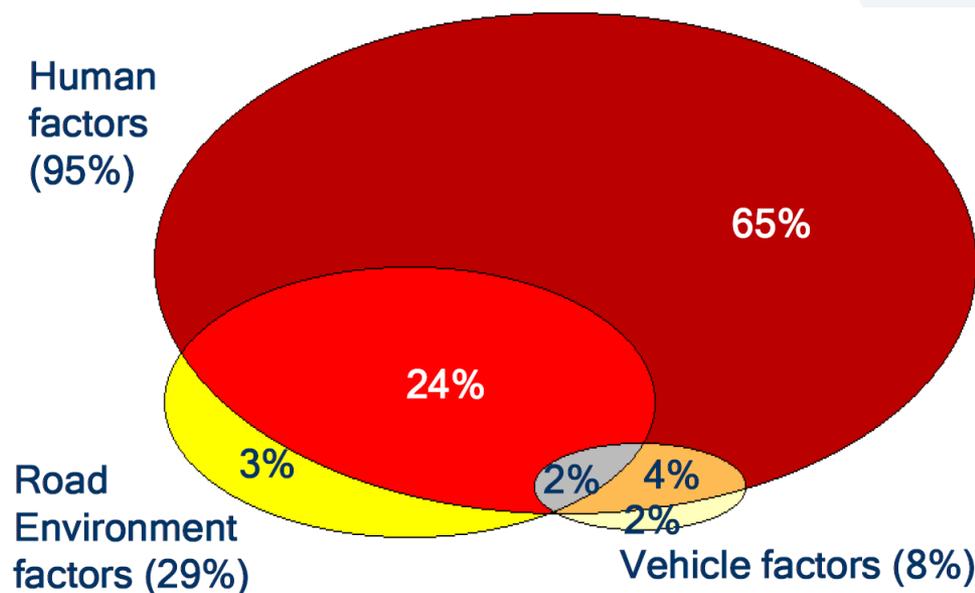
## **Austrian Government Programme 2017 - 2022**

### **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

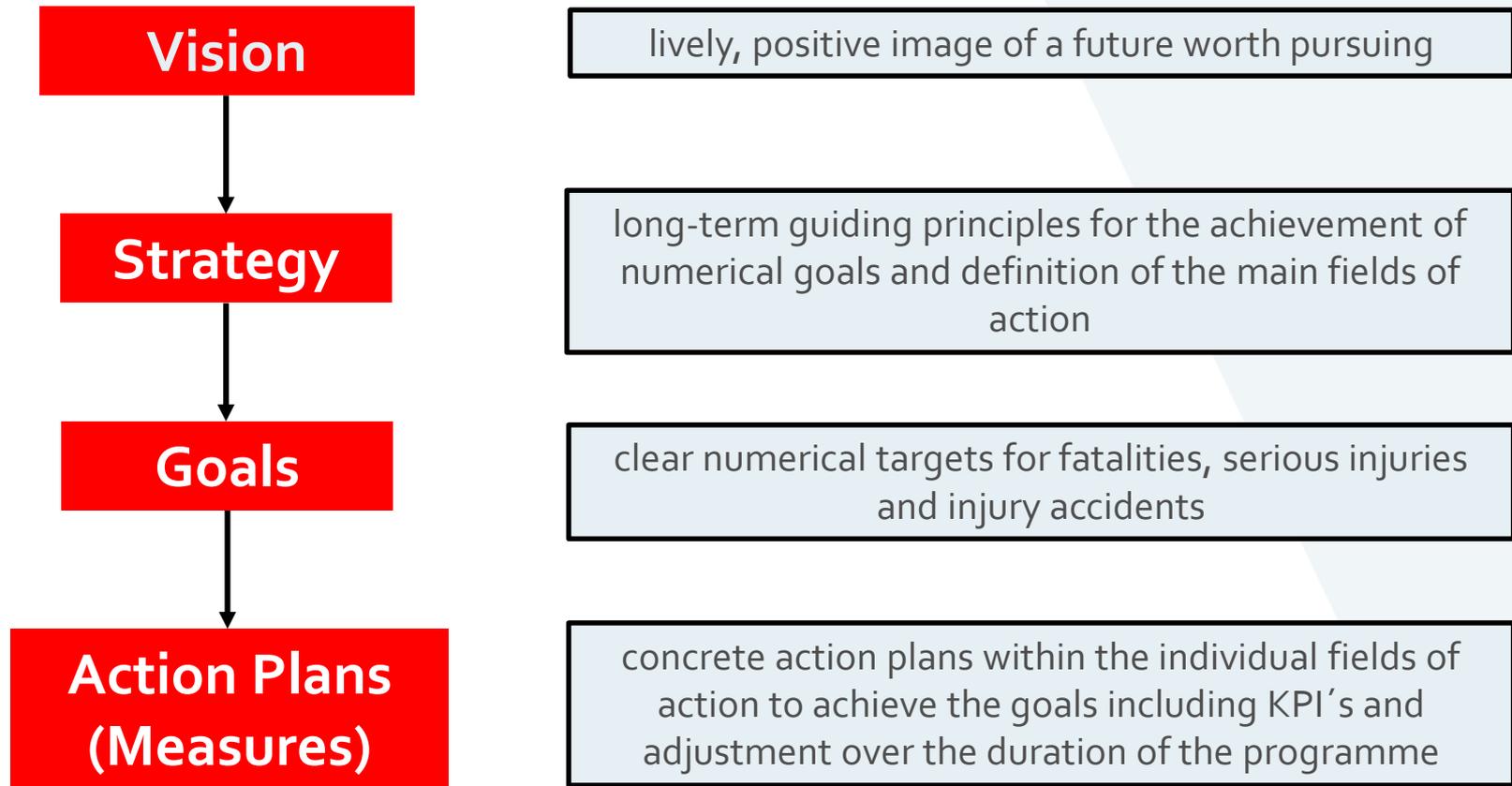
### RSP 2021-2030



Goals should be set smart  
and linked to indicators

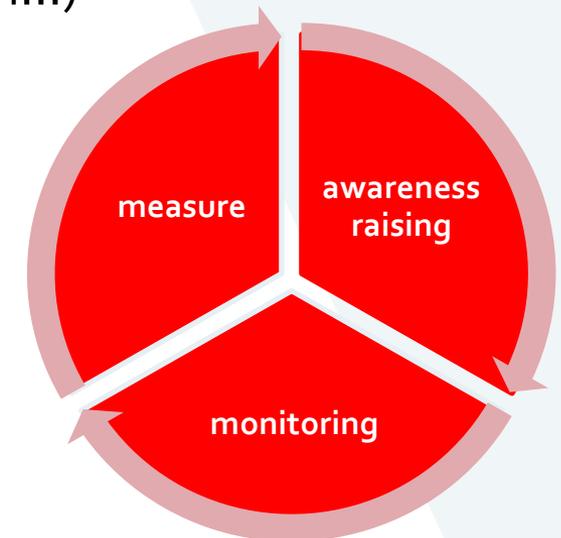
Each measure is assigned to a  
responsible organization and to a  
date/period of implementation

## 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**

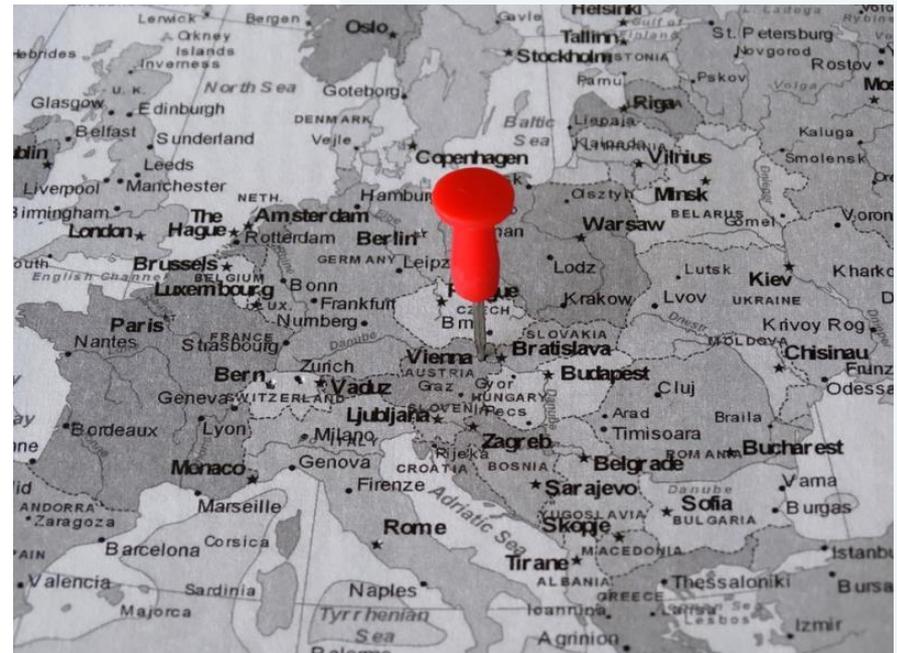
## Main challenges and discussion points

- 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!

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