Measures for young drivers in Austria

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Long history of measures for young drivers...

- Driving Licence on probation (1992)
- L17 accompanied driving education (1999)
- 2nd phase driver education (2003)
- Graduated access to motorbikes
- Close-To Peer Approach
- Measures in the new RSP...
Driving Licence on Probation (since 1992)

- First two years after receiving a driving licence
- Tightened max. BAC level of 0.1 (normally: 0.5)
- Drink driving or another severe offence
  - red light running
  - +21km/h in urban areas
  - +41km/h rural
  - dangerous overtaking or breaking an overtaking restriction
  - ...
- Driver Improvement Course (group discussion led by a traffic psychologist)
- The measures is believed to reduce accidents of drivers aged 18-24 by 30%.
L17 Accompanied Driving Education (since 1999)

- Education starts not earlier than 16
- Driving school (26h theory/ 12h practice)
- Accompanied driving (3x1,000km, usually with a family member)
- Accompanying education in driving school
- Solo driving from age 17
- The measures saves 15% of accidents of drivers aged 17-19, as increased driving practice during education reduces accidents.
2nd Phase Education (since 2003)

Within the first year after obtaining a licence:
- 1st feedback drive in real traffic with trainer
- Technical track training
- Psychological group discussion
- 2nd feedback drive in real traffic

Results:
- Entrance risk significantly lower
- Especially for young male drivers
- Reduced accidents by around 30% for beginner drivers in their first three years
- 34% reduction in single vehicle accidents
Graduated access to motorbikes
(currently in the adoption phase)

- **Risk-competence training** integrated in practical training (model taken from the AdRisk EU project),
- **Risk perception training** in the course of the 2\textsuperscript{nd} phase training for class A,
- Specific training for instructors
Close-To Peer Education Approach (since 2008)

- Trainers and pupils are of same age group
- **Traffic offender** tells about a self-caused severe accident and the legal, economic and social consequences
- In **driving schools** (predominantly)
- **Re-socialising** impact for the offender
- Reduction of fines possible
- **Preventive effect** for the whole group (?)
Measures of the Austrian Road Safety Programme 2011-2020

- **Alcohol and drug prevention**, preparing a best practice collection for municipalities
- Safe way home from **discos, bars and events**
- Attractive pricing of **non-alcoholic beverages**
- **Traffic education**
  - Integration at all school grade levels
  - Training of teachers
  - Mobility and risk competences
- **3rd driving licence directive**
  - quality assurance in education and examination
  - more practical training
  - experience based learning
  - use of simulators
- **Extended probation period** for driving licence
- Evaluation and improvement of **moped licence** education
- ...
...and the impact?

- Car occupant fatalities per population (age group 18-20) decreased by >50%
- Still a long way to reaching the best in Europe!
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Thank you for the attention!