

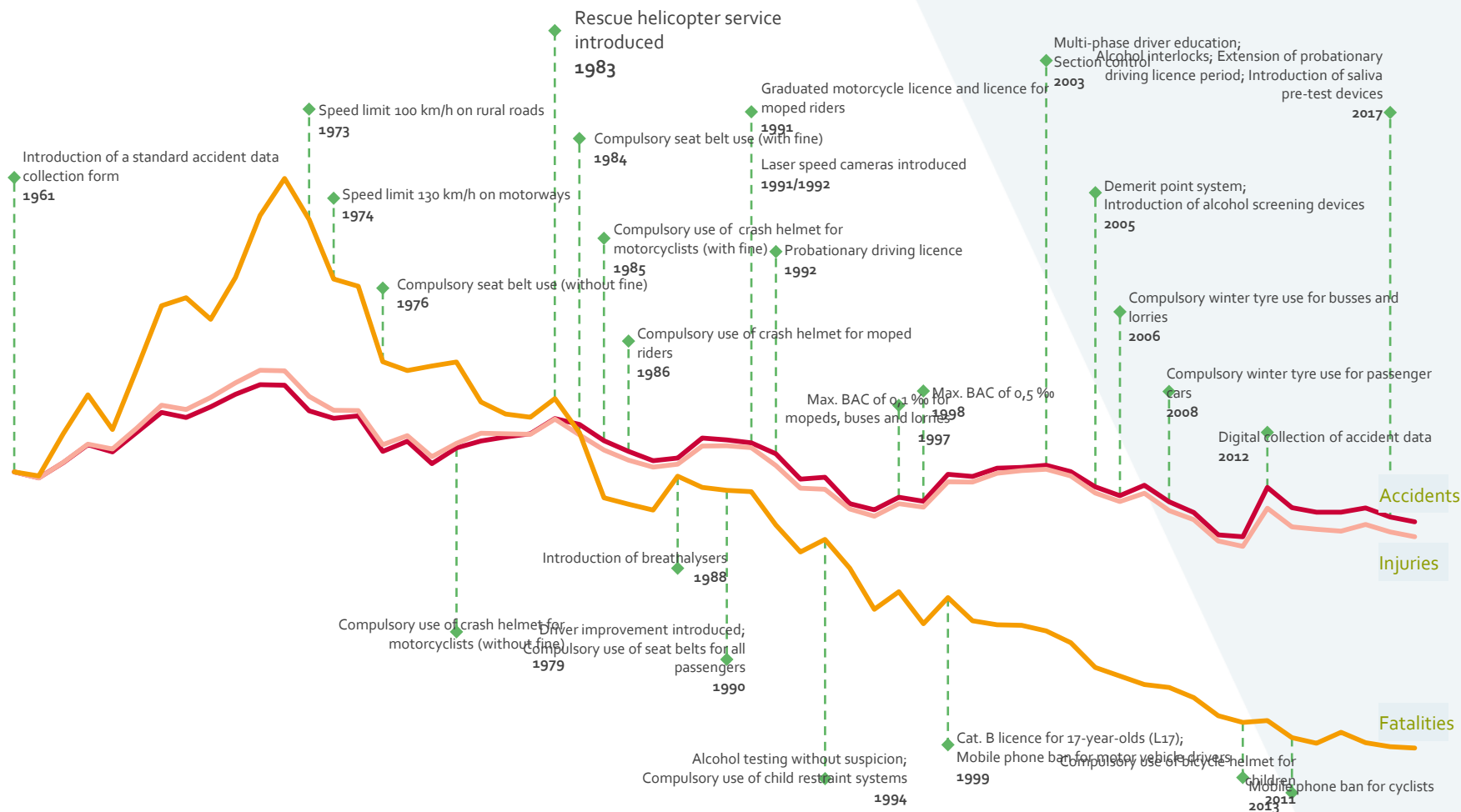
2nd Phase driver education model in Austria

MR Mag. Dr. Norbert Hartl
BMK/ BSV

Road safety measures and trends in accident figures 1961-2018

(Source: KfV / Data source: Statistik Austria)

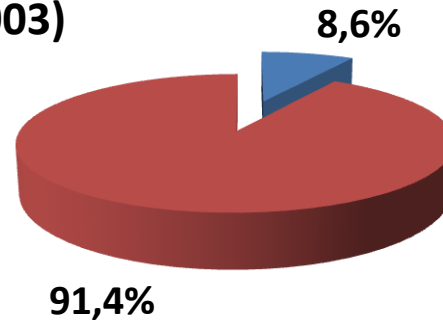
Accidents, injuries and fatalities 1961-2018 (relative)



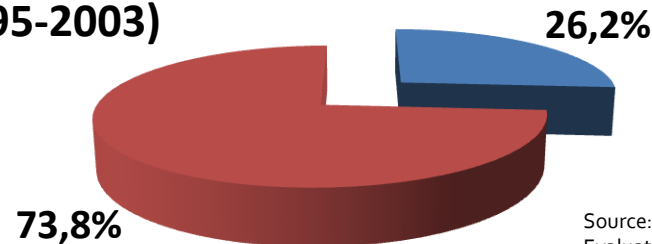
Austrian 2nd Phase driver education model: Setup

Why?

**Proportion of young people (18-24) in population
(Austria, 1995-2003)**



**Proportion of young people (18-24) in traffic fatalities
(Austria, 1995-2003)**



Source:
Evaluation of 2nd phase driver education model
in Austria, Gatscha & Brandstätter (2007), Austrian Road Safety Board,
funded by Federal Ministry for Transport, Innovation and Technology

Austrian 2nd Phase driver education model: Setup

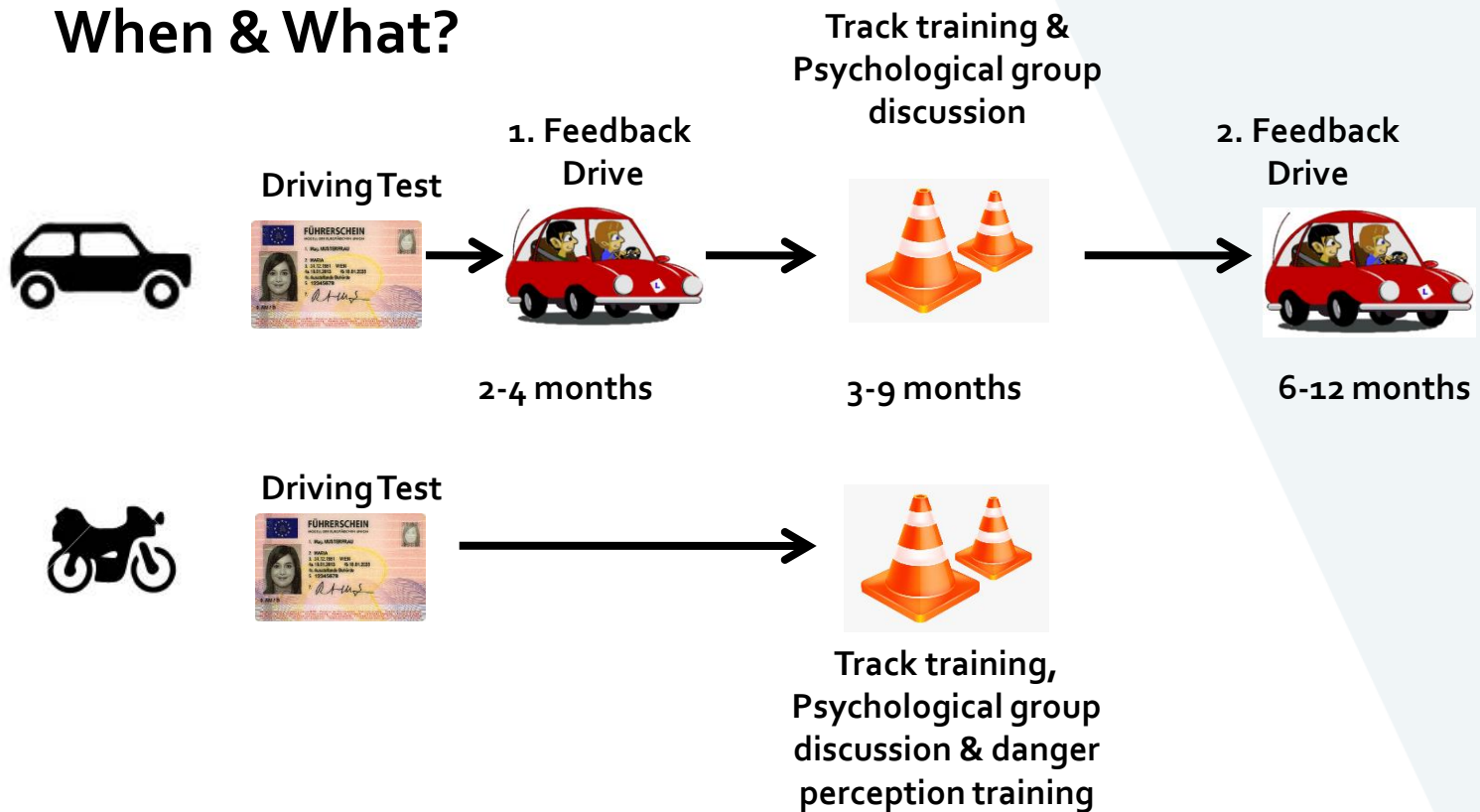
Who?

**2nd phase education is implemented since
1.1.2003**

**All novice drivers holding a driving license for
category A or B**

Austrian 2nd Phase driver education model: Setup

When & What?



Austrian 2nd Phase driver education model: Setup

Expert involvement

Due to the poor development of accident numbers among novice drivers in Austria, politicians have called for targeted measures to reduce the high accident rate. Experts were commissioned from the following institutions to develop a solution:

- Federal ministry of transportation (law, license register)
- Automobile clubs (Programme, Practical Implementation)
- Driving school association (Programme, Practical Implementation)
- Road Safety Board (Programme, Practical Implementation)

Austrian 2nd Phase driver education model: Setup

Important steps for programm implementation

- Distribution of roles and tasks of the institutions involved
- Market study through initial pilot project
- Development of documented standards for executing institutions (infrastructure, trainer qualification, programm and training content)
- Checking the implementation options (driver's license register, training locations, pricing, legal framework)
- Establish a quality control by creating a Commission
- Scientific evaluation of the measure

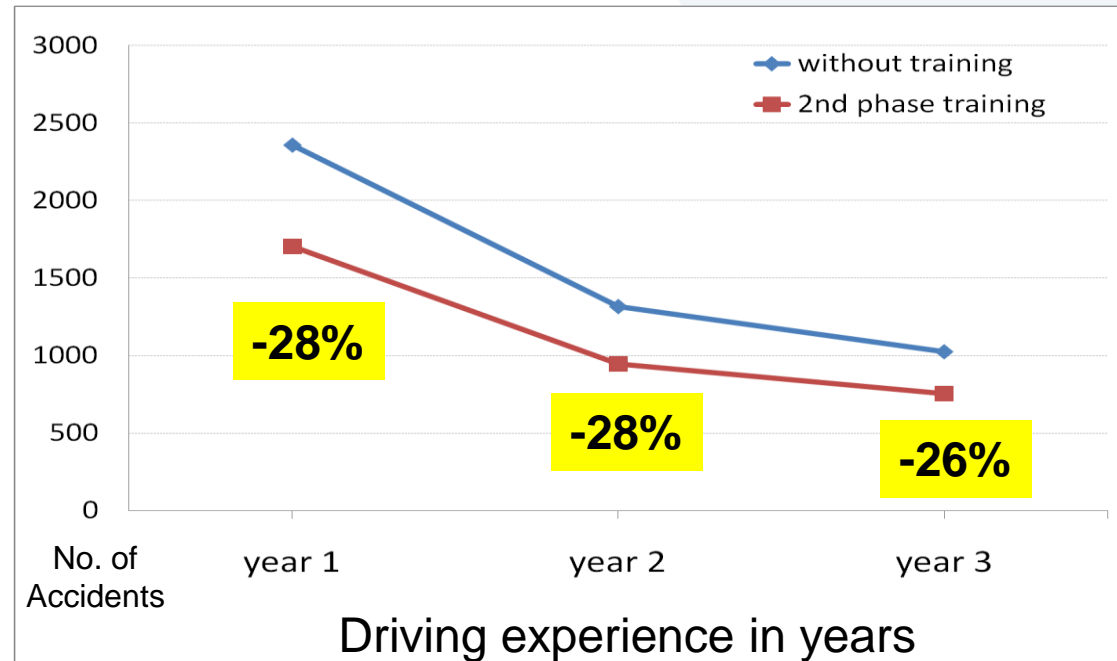
Austrian 2nd Phase driver education model: Setup

Targeted programm benefits

- Increasing traffic safety
- Less accident costs and thus a reduction in national economic cost
- Sustainable improvement of traffic culture
- Creation of multifunctional systems (basic utilization by legal measure)
- Creation of qualified jobs
- Upgrade of traffic safety as a public topic of interest

Austrian 2nd Phase driver education model: Results

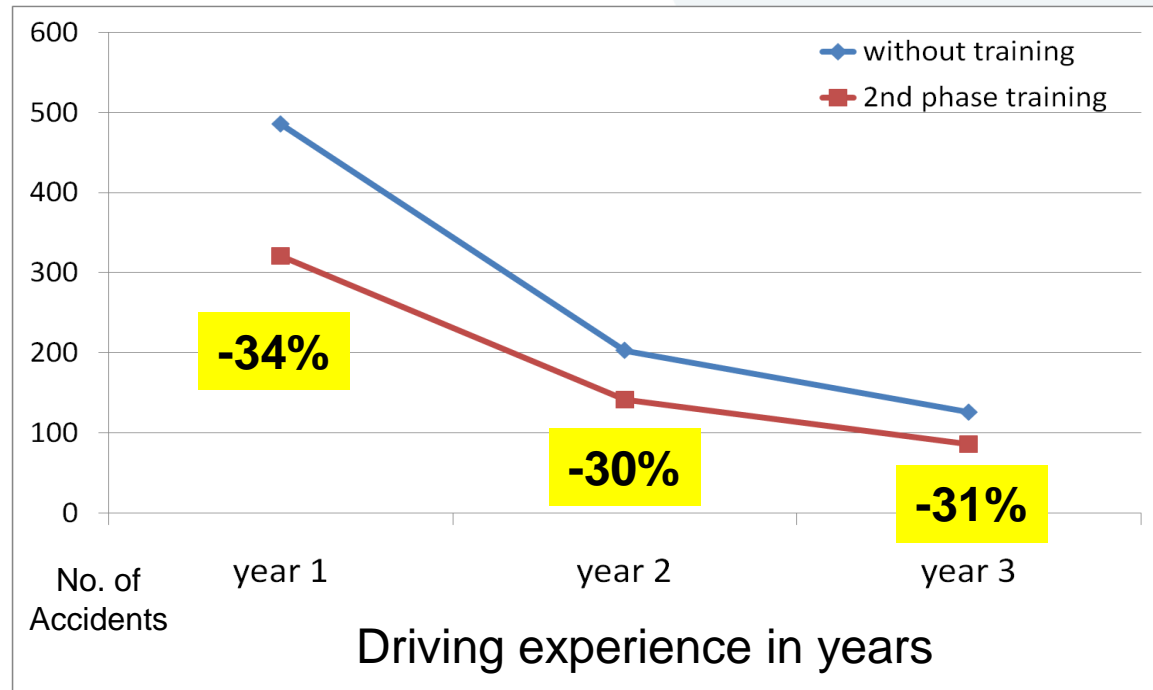
Accident reduction



Young drivers (18 years) involved in **all accidents** with personal injury

Austrian 2nd Phase driver education model: Results

Accident reduction



Young male drivers (18 years) involved in single vehicle accidents with personal injury

Source:
Evaluation of 2nd phase driver education model
in Austria, Gatscha & Brandstätter (2007), Austrian Road Safety Board,
funded by Federal Ministry for Transport, Innovation and Technology