

Road Safety Management Profile

Austria

Overview

Figure 1 summarises “good practice” elements, lack of such elements and peculiarities concerning structures, processes, policy-making tasks and outputs. These are based upon the investigation model developed within the DaCoTA research project, and the related questionnaire responses of at least one governmental representative and one independent expert in each country.

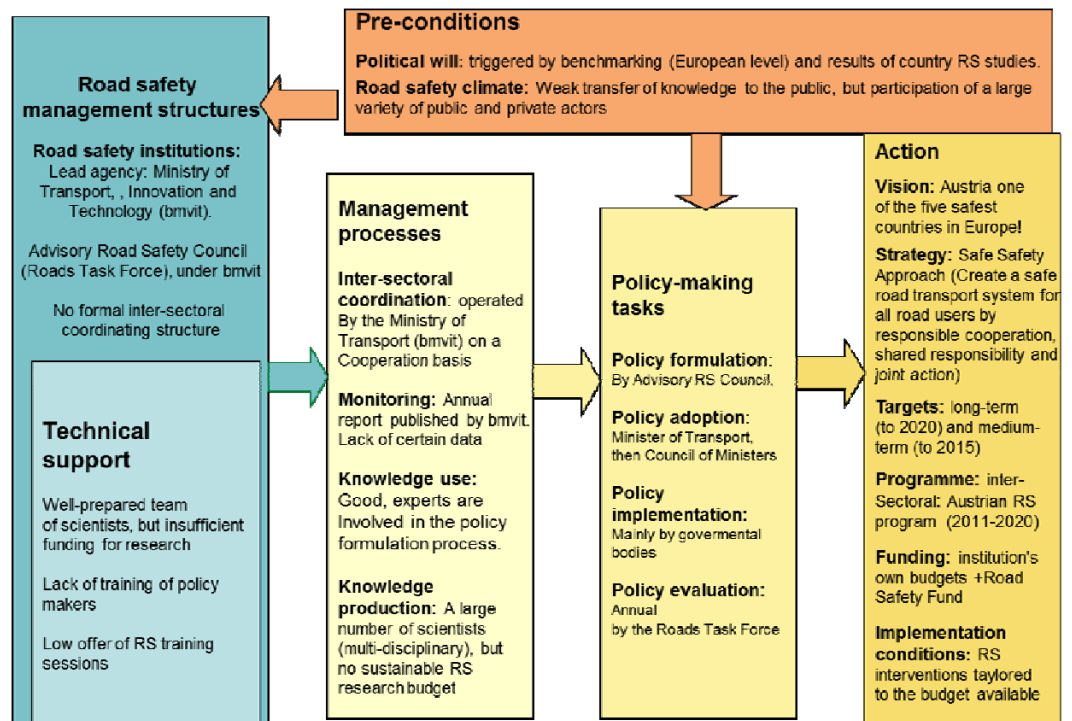


Figure 1. Overview of road safety management good practice elements in Austria - 2010 (Sources: [1],[2])



Road Safety Management Profile - Austria

Structures, processes and outputs

In Figure 2, road safety management structures, work processes and outputs in Austria are described according to the policy-making cycle (agenda setting, policy formulation, adoption, implementation and evaluation). Focus is on the national organization and the relations between national and regional/local structures.

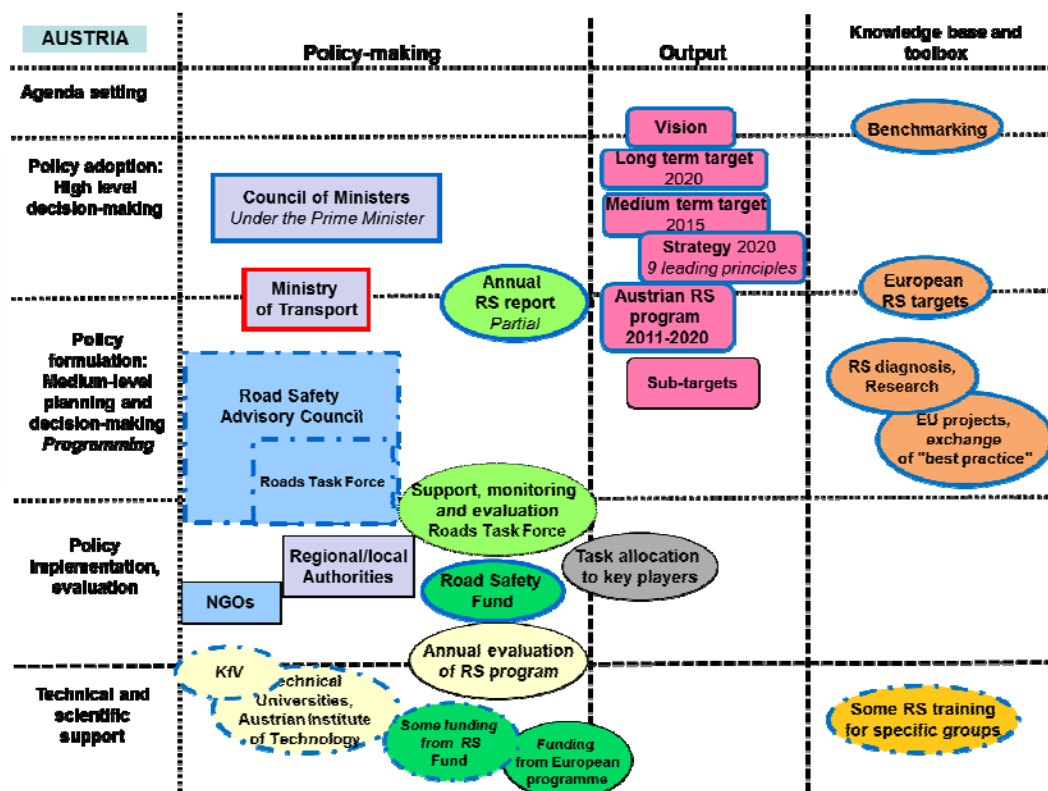
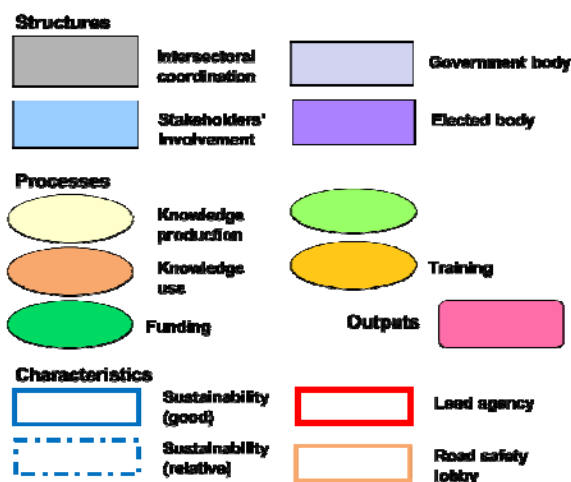


Figure 2. Structures, processes and outputs in Austria - 2010 (Sources: [1],[2])

Legend



Road Safety Management Profile - Austria

Good practice “diagnosis”

The existing RS management structures and processes in Austria were set against the “most complete RS management system” which would be obtained for a country fulfilling all the “good practice” criteria [1] (see Appendix).

<i>Diagnosis: Austria</i>	
“Good practice” elements	<ul style="list-style-type: none"> ✓ A Lead Agency acting as inter-sectoral coordinator at medium policy-making level (programming and implementation). ✓ A formal structure for stakeholder consultation (including regional/local authorities, NGOs and businesses). ✓ A “Task Force” preparing the action programme, offering technical support to local stakeholders, and acting as “vertical” coordinator (between the national and regional levels) for policy-making and implementation. ✓ A long term target (or “vision”). ✓ Mostly knowledge-based policy-making, good interaction between managers and scientists, use of benchmarking and international knowledge. ✓ A targeted national road safety programme based on “Safe Systems” and including allocation of tasks to key stakeholders. ✓ Road Safety Fund based on motorists’ contributions, to supplement institutional funding. ✓ Availability of multi-disciplinary research teams.
Elements needing improvement	<ul style="list-style-type: none"> ✓ No formal inter-sectoral coordination structure at the medium policy-making level. ✓ No integrated road safety observatory ✓ Very limited monitoring and reporting of road safety activities. ✓ No budget estimate for the action programme. ✓ No global identifiable road safety budget, interventions tailored to the funds available, insufficient funding overall. ✓ No systematic evaluation of the measures implemented ✓ No steady research budget, insufficient funding. ✓ No training plan for road safety actors. ✓ Low offer of training solutions.



Road Safety Management Profile - Austria

Appendix

The most complete RS management system which would be obtained for a country fulfilling all the “good practice” criteria identified, were used as a reference (Figure 3).

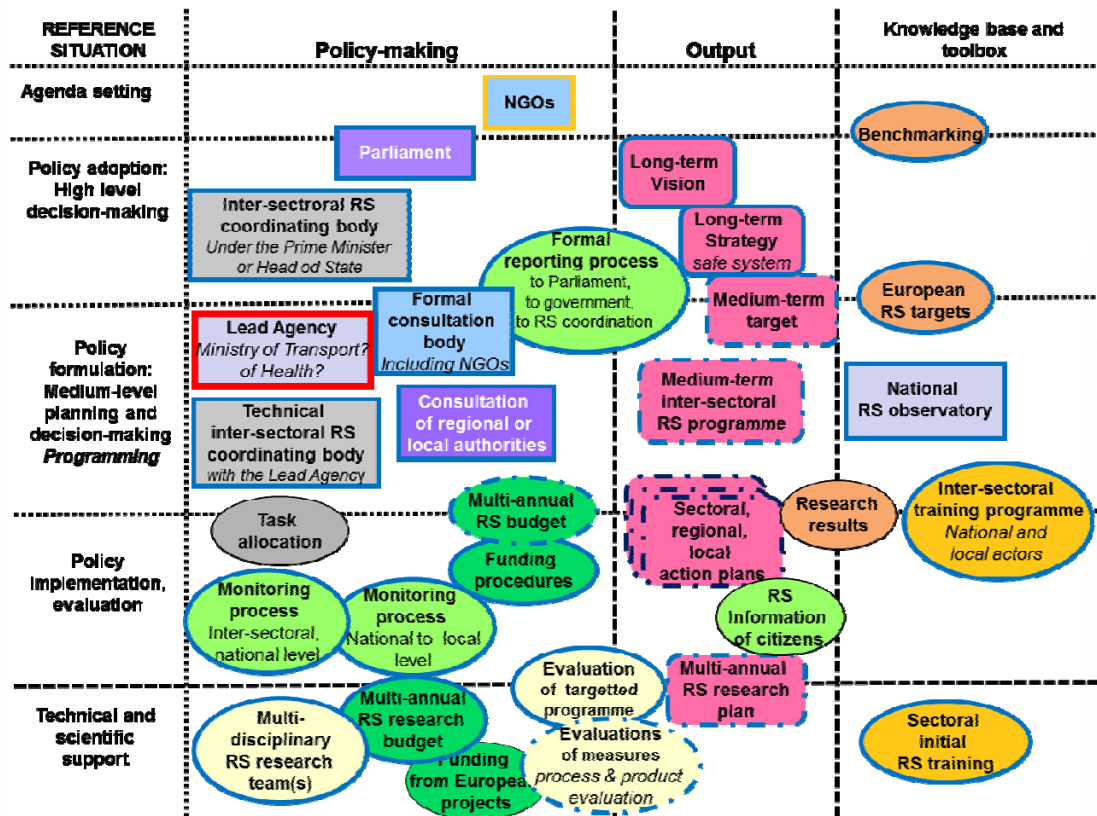
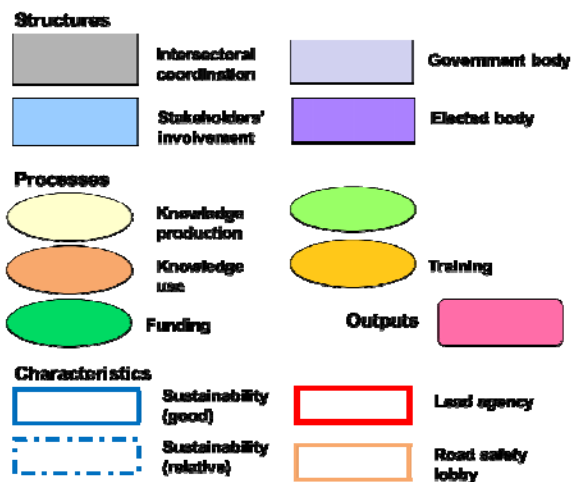


Figure 3. Reference country profile (Sources: [1],[2])

Legend



Road Safety Management Profile - Austria

References

- [1] Muhlrاد, N, Gitelman V, Buttler I. (Eds) et al. (2011) Road safety management investigation model and questionnaire, Deliverable 1.2 of the EC FP7 project DaCoTA.
- [2] Papadimitriou, E, Yannis G., Dupont E., Muhlrاد N., Gitelman V., Butler I. et al. (2012) Analysis of road safety management in the European countries, Deliverable 1.5 Vol.II of the EC FP7 project DaCoTA.

Disclaimer

- This profile concerns a ‘snapshot’ of the road safety management system. As some countries are already undergoing an evolution process, the current situation may already be different for an observer from what was described by the experts interviewed in the first quarter of 2010.
- The results are based on both the coded answers to the questionnaire and the comments from the experts interviewed. A thorough cross-analysing of the comments from both the governmental and the independent experts proved to clarify the final picture of a country’s situation.
- As English had to be used as the common language for the analyses, the comments and observations provided by the persons interviewed had to be translated from their home language; particular care was taken so that the names or titles of the national structures described are entirely accurate

