At the end of 2004 the former Minister for Transport, Innovation and Technology Hubert GORBACH presented the Austrian Telematics Master Plan. Since then the Master Plan has been implementing. The work on the Telematics Master Plan started in 2002 and ended in 2004, the external costs amount about 700.000 € mainly for the project management and some orders for Austrian and Swiss consultants. Some important parts of the work, for example the development of a database on current telematics applications or the cost-benefit analysis of the implementation of telematics application were done by Swiss consultants. In the preparations of the Telematics Master Plan, the creation of the guide lines (German "Leitlinien"), also Austrian consultants where involved.

The Telematics Master Plan creates about 100 measures to install telematics in Austria. These measures are defined in 3 groups, each of them going on for 5 years with financial volumes of 400, 355 and 300 Million €. The partners of the ministry (for example the ASFINAG, the Austrian motorway company in the ownership of the state, the ÖBB, the Austrian railway company or some Austrian companies for the public transport) will spend these volumes, not the ministry itself. The ministry will assist only pilot projects with a small amount of financial support.

The definition of the starting point of each measure was done by a cost-benefit analysis of telematics applications: The applications with high benefits and low costs will be carried out as soon as possible, those with lower benefits and higher costs should be done at a later time. This subject is going to be worked out in detail, because the idea of a cost-benefit analysis in the implementation on telematics is a new one.
Cost-benefit analysis of telematics applications in the Telematics Master Plan.

Four examples of measures with high benefit and low, medium and high costs:

**Benefit high, cost low:**
measure 23: Dynamic monitoring and control of transport on the Danube waterway (e.g. DORIS Danube river information system)

**Benefit high, cost medium:**
measure 8: Speed- and demand-dependent influence of vehicles on traffic flows: passenger cars (e.g. Section control)

**Benefit high, cost high:**
measure 9 and 12: Management of transport infrastructure by a variable electronic toll on the low-level roadway network (e.g. toll collection of lorries and passenger cars)

The priorities in realisation of the Telematics Master Plan are the following:

- Creation of a technical secretariat,
- Stimulating measures (e.g.)
  - graph of the whole Austrian transport system,
  - minimum requirements and control of traffic messages,
- creation of intermodal traffic centres,
- introducing of telematics in low level road system

> Expenditure reducing measures (e.g.)
- using toll collection system for data,
- using data on public transport for services

There are visions of telematics in Austria. Most of telematics measures will be performed in the motorway system, therefore a short overview of the Austrian Traffic Control System (TCS), implemented by ASFINAG, is useful. ASFINAG is the Austrian motorway company. There are three categories of traffic control systems:
- traffic control system light (TCS light) for a traffic volume of less than 50,000 vehicle per day and a low accident rate. Most of the Austrian motorways outside of urban area are in this category.
- traffic control system medium (TCS medium) for a traffic volume of more than 50,000 and less than 80,000 vehicle per day and an average accident rate. The Austrian motorways in smaller urban area are in this category, for example Graz or Klagenfurt.
- traffic control system heavy (TCS heavy) for a traffic volume of more than 80,000 vehicle per day and a high accident rate. The Austrian motorways in large urban areas like Vienna, Linz or Salzburg are in this category.

There is a connex of the Telematics Master Plan to two Euro-Regional Projects, where Austrian partners are involved, “CORVETTE” and “CONNECT”. The first project CORVETTE was created 1996 to install the innovative technology of Radio Data System Traffic Message Channel (RDS-TMC) in Germany/Bavaria, Italy, Switzerland and Austria. Today in all four countries this technology RDS-TMC is installed. After the installation of RDS-TMC the main task of CORVETTE is forcing the telematic applications in the four alpin countries. The second project CONNECT forces telematics in the new member states of the European Union which are the Czech Republic, Poland, Slovakia, Slovenia and Hungary and in the three old member states Germany, Italy and Austria. In the Austrian workplan of both projects the creation of the Telematics Master Plan is defined:
In CORVETTE 2003, sub-domain 8.1 the Status Analysis of the Telematics Master Plan is defined as an assignment. The aim of the Status Analysis is to create a status quo of the current and a perspective of the future telematic systems and applications in Austria on all means of transportation (road, rail, waterway, air) and their combinations.

In CORVETTE 2004, sub-domain 8.1 the Technology portfolio of the Telematics Master Plan is also defined as an assignment. The Technology portfolio is made to present an overview of current and future telematic technologies by 2015 and the comparison of their benefits and their weakness and on the other hand their possibilities and their risks. One of the results of the Technology portfolio was the cost benefit analysis of telematic applications.

In CONNECT, sub-domain 8.1 the System Architecture of the Telematics Master Plan is defined as part of the work. The Austrian System Architecture will be based on the European FRAME ITS System Architecture. The different parts of the European FRAME ITS Architecture, the Functional Architecture, Physical Architecture and Communication Architecture will be adapted for the Austrian situation. Austrian System Architecture will be the systematic basis of all further considerations of telematics in Austria.

The intention of the Bundesministerium fuer Verkehr, Innovation und Technologie (bmvit) is to convince the partners in the Czech Republic, Poland, Slovakia, Slovenia and Hungary of the benefits of a telematics master plan in the future for their countries as these countries decided to implement RDS-TMC in their areas like Germany and Austria in the past in the project CORVETTE. The telematics master plans should be created in the frame of CONNECT with the financial support of the European Union with 50 percent of the costs of studies.

A printed summary of the Telematics Master Plan Austria in English and German and a German long version is available. The German version of the summary, the German long version and the German guidelines may be downloaded from the homepage of the ministry www.bmvit.gv.at/verkehr/gesamtverkehr/telematik.