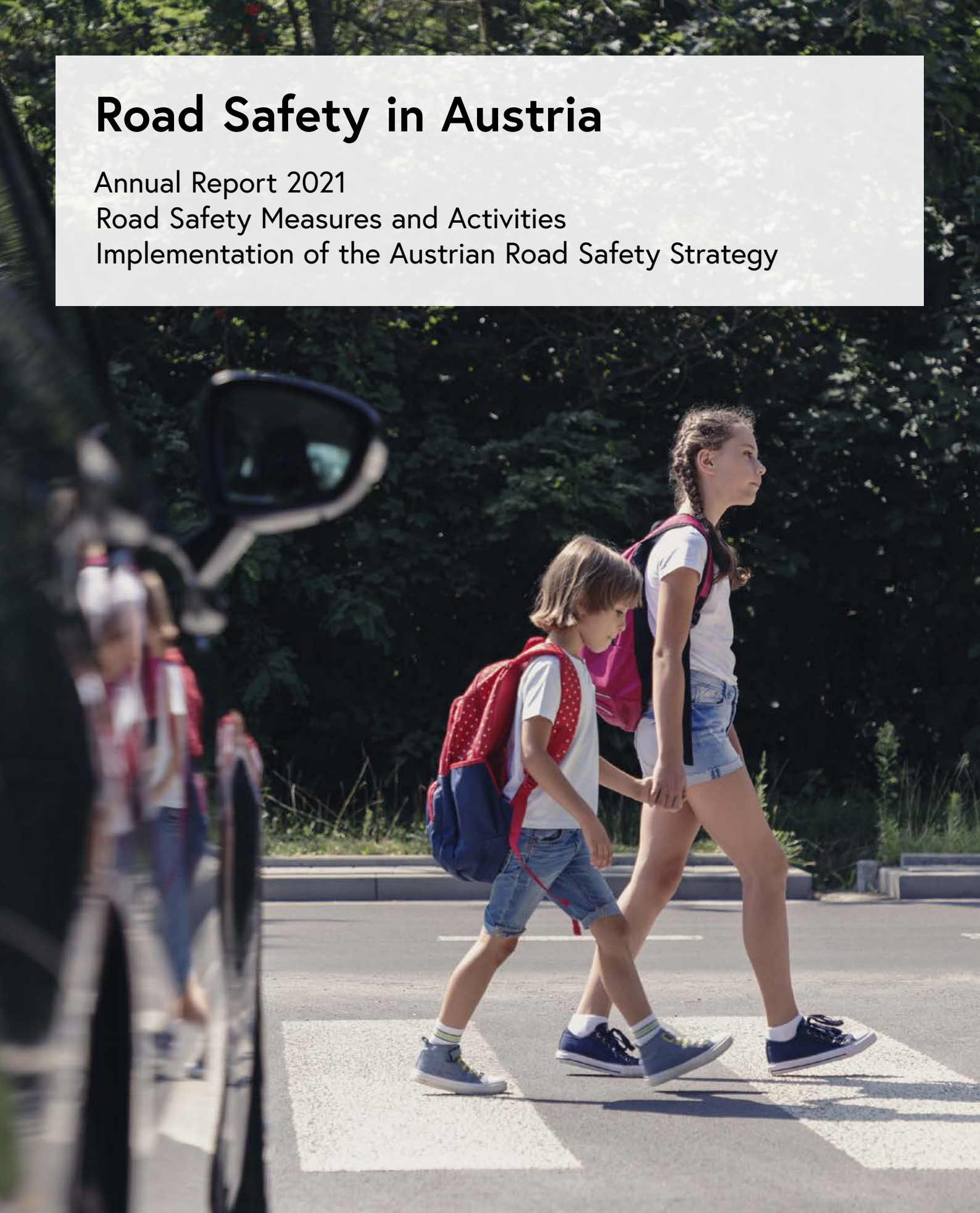


# Road Safety in Austria

Annual Report 2021

Road Safety Measures and Activities

Implementation of the Austrian Road Safety Strategy





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Vienna, 2024

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## Foreword

Road safety work is an ongoing process. Continued efforts are thus still required subsequent to the Austrian Road Safety Programme 2011–2020 to further reduce the numbers of accidents, fatalities and injuries on Austria's roads. The newly developed Austrian Road Safety Strategy for the years 2021–2030 builds on the two previous Austrian Road Safety Programmes. In doing so, it expands the prior methodology and pursues an innovative approach based on both the Safe System method and the current trends and developments in mobility.

2021 marks the start of the period covered by this new road safety strategy. In line with the philosophy of the Safe System approach, the Austrian Road Safety Strategy for the coming years aims to achieve a paradigm shift from accident prevention of injury prevention. Serious or fatal injuries on the roads should be prevented. The new strategy addresses the key topics in road safety for the next decade in seven distinct fields of action. To accommodate the constant advances and changes in technology, as well as the turnaround in transport and mobility, it will be augmented by time-specific thematic action plans, thus facilitating a regular adaptation to new developments through specific measures.

The goal of the Austrian Road Safety Strategy 2021–2030 is to halve the numbers of road fatalities and seriously injured road users in Austria by 2030. A further goal is to ensure that no more children are fatally injured on Austria's roads by the same year. A set of safety indicators that describe the parameters which lead to road accidents or injuries will likewise be identified and thus provide ongoing information on current trends.

This report describes the road safety activities and measures carried out in Austria in 2021. It provides an overview of the accident statistics, the trends and developments in recent years and the measures taken in the fields of action defined in the Austrian Road Safety Strategy.



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# 1 Road Safety Work

Improving road safety is a matter of national and international concern. This section details the activities that are being carried out in Austria to improve road safety as well as the contributions that Austrian organisations make to international endeavours in this field.

## 1.1 Road Safety Work in Austria

Road safety in Austria is a joint task that is shared by various institutions such as local and regional authorities, political parties, research institutes and non-governmental organisations. These include, for example, the following institutions:

- Federal Ministry for Climate Action, Environment, Energy, Mobility, Innovation and Technology
- Federal Ministry of the Interior and the Police
- Other Federal Ministries such as the Federal Ministry of Education, Science and Research and the Federal Ministry of Social Affairs, Health, Care and Consumer Protection
- Political parties
- Provincial governments
- Local authorities
- Cities and municipalities
- Professional associations and interest groups such as Chambers of Commerce, Federations, Confederations
- Statistics Austria
- Emergency services
- Automobile clubs, mobility organisations
- ASFINAG
- Association for Research on Road-Rail-Transport
- Universities and research institutes
- Road safety organisations

From 2002 onwards, the Austrian Road Safety Programmes stood at the core of the country's road safety work. A first national Road Safety Programme was enacted in 2002 for the period from 2002 to 2010. This was followed by the Austrian Road Safety Programme 2011–2020, the first edition of which was published in February 2011 and the second in 2016 following a comprehensive interim evaluation in 2015. The Austrian Road Safety Strategy 2021–2030 builds on the two previous Austrian Road Safety Programmes.



Austrian Road Safety Strategy 2021-2030

A copy of the Austrian Road Safety Strategy 2021–2030 can be downloaded at [bmk.gv.at/en/topics/transport/roads/safety/vss2030.html](https://bmk.gv.at/en/topics/transport/roads/safety/vss2030.html).

The entry into force of the Austrian Accident Investigation Act (Unfalluntersuchungsgesetz) in 2006 led to the establishment of the Austrian Road Safety Advisory Council as a forum for decision makers in matters relating to road safety. The Advisory Council's primary tasks lie in the preparation, evaluation and development of road safety programmes for all modes of transport. Its members include the transport spokespersons for the parliamentary political parties, transport safety experts as well as representatives of government ministries, local and regional authorities, mobility clubs, chambers of commerce and industry, trade and labour associations, interest groups and research institutions. The Road Safety Advisory Council's Roads Task Force was actively involved in the preparation of the Austrian Road Safety Programme 2011–2020, supported the programme throughout its duration and evaluated it at regular intervals. The Advisory Council also played an integral role in the development of the Austrian Road Safety Strategy 2021–2030.

In 1961, the authorities in Austria began recording road accidents nationwide using a unified accident report form. Since then, a continuous series of accident statistics has been available. Many road safety measures have also been implemented over the years. The chart below shows the trends in the numbers of road accidents and injured road users as well as the years in which key road safety measures were introduced.

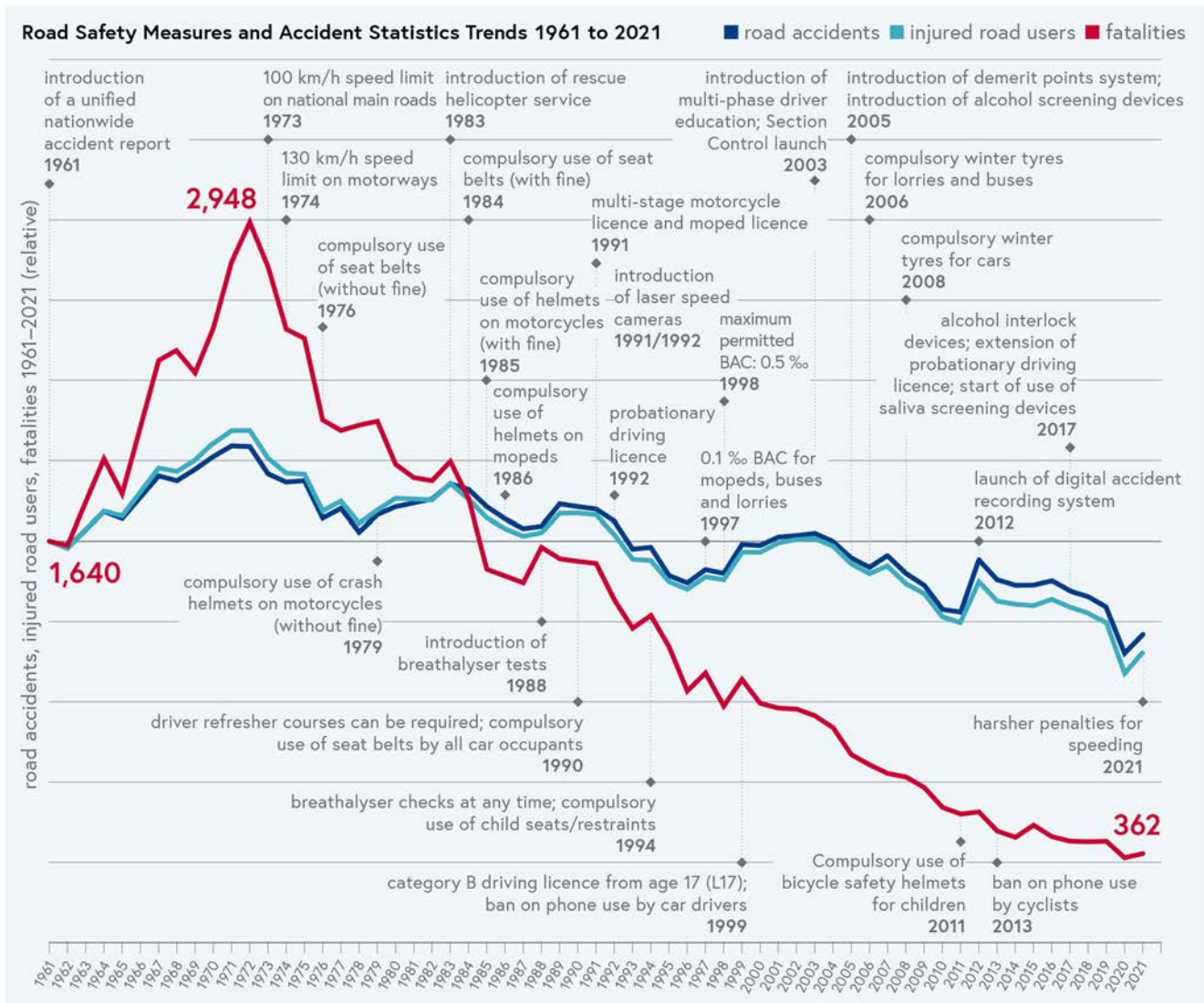


Figure 1: Road safety measures and trends in accident statistics since 1961; Sources: Statistics Austria, Federal Ministry for Climate Action, Environment, Energy, Mobility, Innovation and Technology

## 1.2 International Road Safety Work

Austria is an active participant in a number of international road safety organisations and working groups. These include, for example, the institutions listed below:

- CARE – European Road Accident Database ([road-safety.transport.ec.europa.eu](http://road-safety.transport.ec.europa.eu))
- CEDR – Conference of European Directors of Roads ([cedr.eu](http://cedr.eu))
- ECTRI – European Conference of Transport Research Institutes ([ectri.org](http://ectri.org))
- ECR – Euro Contrôle Route ([euro-controle-route.eu](http://euro-controle-route.eu))
- ERSC – European Road Safety Charter ([road-safety-charter.ec.europa.eu](http://road-safety-charter.ec.europa.eu))
- ERTRAC – European Road Transport Research Advisory Council ([ertrac.org](http://ertrac.org))
- ETSC – European Transport Safety Council ([etsc.eu](http://etsc.eu))
- European Commission ([road-safety.transport.ec.europa.eu](http://road-safety.transport.ec.europa.eu))
- FEHRL – Forum of European National Highway Research Laboratories ([fehrl.org](http://fehrl.org))
- FERSI – Forum of European Road Safety Research Institutes ([fersi.org](http://fersi.org))
- GRSP – Global Road Safety Partnership ([grsroadsafety.org](http://grsroadsafety.org))
- ITF – International Transport Forum ([itf-oecd.org](http://itf-oecd.org))
- IRTAD – Accident Database of OECD ([itf-oecd.org/IRTAD](http://itf-oecd.org/IRTAD))
- OECD – Organisation for Economic Co-operation and Development ([oecd.org](http://oecd.org))
- PIARC – World Road Association ([piarc.org](http://piarc.org))
- ROADPOL – European Roads Policing Network ([roadpol.eu](http://roadpol.eu))
- UNECE – Global Forum for Road Traffic Safety ([unece.org/transport](http://unece.org/transport))
- WHO – World Health Organisation ([who.int](http://who.int))

## 1.3 International Road Safety Measures and Projects

As part of its efforts to reduce the number of fatalities and serious injuries on Europe's roads by 50 % by the year 2030, the European Commission launched the transnational EU Road Safety Exchange project. Managed by the European Transport Safety Council (ETSC), the project brings together road safety experts from across Europe to learn from each other by sharing experiences and best practices. The goal and purpose of this learning initiative is to tackle key dangers on the roads more effectively using smart ideas and measures and ultimately to further improve the safety of road users. To achieve this goal, Austria joined forces with eleven other Member States in the three-year EU Road Safety Exchange project to share expertise on the topics of "Particularly Vulnerable Road Users and Infrastructure" and "Infrastructure – Construction and Maintenance". Particular emphasis was placed thereby on joint efforts: although Europe's roads are among the safest in the world, and road safety in Europe has improved greatly in recent years, the number of people seriously or fatally injured in road accidents nevertheless remains far too high. In recent years, around 20,000 people still lost their lives each year on Europe's roads. Road safety performance varies greatly across the individual EU

Member States. Sharing best practices in reducing speed, building safe infrastructure, improving enforcement, collecting data or raising the safety of pedestrians, cyclists and other vulnerable road users in urban areas will serve to tackle the disparities and thus also to further close the current road safety gap in Europe. Further information on the EU Road Safety Exchange project can be found at [road-safety.transport.ec.europa.eu/news-events/news/road-safety-exchange-twelve-eu-member-states-team-improve-road-safety-2019-10-09\\_en](https://road-safety.transport.ec.europa.eu/news-events/news/road-safety-exchange-twelve-eu-member-states-team-improve-road-safety-2019-10-09_en).

In April 2021, the EU Road Safety Results Conference was held as an online event. A key point on the agenda was the discussion of the progress being made in implementing the Safe System approach. A further focus lay on the Key Performance Indicators (KPIs) that are to be used in future to quantify road safety relevant aspects across Europe.

In November 2021, the annual awards for “Excellence in Road Safety” were presented in Brussels. The awards recognise initiatives that contribute towards the shared goal of improving road safety across Europe. In 2021, the awards went to organisations in Romania, the Netherlands, Ireland and Spain.

# 2 Implementation of the Road Safety Strategy

The Austrian Federal Government and, in particular, the Federal Ministry for Climate Action, Environment, Energy, Mobility, Innovation and Technology (BMK) as the main government body responsible for road safety, have set themselves the target of making Austria one of the safest countries in the EU. To achieve this, two Road Safety Programmes were developed, the first for the period from 2002–2010, and the second covering the period from 2011–2020. Building on the principles and goals of these road safety programmes, the Road Safety Strategy 2021–2030 was then developed. In contrast to its more rigid predecessors, the new strategy affords greater flexibility and can be actively adapted to current trends and developments through its integration of action plans.

## 2.1 Road Safety Strategy 2021–2030

Over the course of the two Austrian Road Safety Programmes for the periods 2002–2010 and 2011–2020, considerable progress was made in road safety and road accident statistics in Austria. With its new Road Safety Strategy for the period 2021–2030, the Federal Ministry for Climate Action, Environment, Energy, Mobility, Innovation and Technology seeks to build on the previous activities and take major steps towards reducing the number of serious accidents on Austria's roads. The strategy covers all areas of road safety work, from human behaviour to vehicle technology and infrastructure.

As already established in the Austrian Road Safety Programme 2011–2020, the future policy will continue to be based on the Safe System approach in which responsible cooperation, shared responsibility and joint action come together to create a safe environment for ALL road users in the Austrian transport system.

The reduction targets to be achieved by 2030 with the current Road Safety Strategy are in line with the targets of the European Commission. For the most vulnerable group of road users, children, the strategy seeks to achieve the goal of “Vision Zero” within the next ten years. The average values for the period 2017–2019 serve thereby as the baseline figures.

- 50 % reduction in traffic fatalities by 2030
- 50 % fewer serious injuries by 2030
- Vision Zero: no children killed in road traffic by 2030

The measures to be taken over the duration of the Road Safety Strategy 2021–2030 will be spread over seven distinct fields of action. A special focus will be placed thereby on seriously injured road users. In order to be able to react to new trends and developments in transport and mobility, regular targeted action plans will be drawn up, each of which defines and lays out concrete responsibilities and competences. With this approach, the new strategy shifts from a relatively rigid programme to an active instrument for improving road safety.

In addition to the numerical reduction targets, the Road Safety Strategy also includes safety indicators. These safety indicators represent measurable values that can be used to refine the description of the traffic situation and to set further relevant targets for 2030.

## 2.2 Overview of Road Safety Activities in Austria

As a result of the restrictions that were frequently still in place due to the COVID-19 pandemic, only a few road safety conferences took place at national level in 2021. Many planned events and activities could not be held in a face-to-face format, and increased use was made instead of video conferences. Even awards ceremonies were increasingly held as online events. A selection of these events and activities are described below.

### 2.2.1 Road Safety Events

#### 15<sup>th</sup> Pedestrian Symposium 2021 – Walk-space.at

“Walkability – Strategies and Approaches for Cities and Municipalities” was the theme of the 2021 pedestrian symposium, which took place in Salzburg on 6 and 7 October. Around 170 delegates attended the event in person at the Mozarteum University Salzburg and the Sheraton Hotel Salzburg, where they were joined by further participants via live stream.

A choice of workshops, keynote speeches, round table discussions and project presentations over the two-day symposium provided the national and international experts with an extensive range of opportunities to discuss innovative pedestrian projects. “Walk Shops” (workshops on foot) through the city of Salzburg and the towns of Hallein and Bad Reichenhall rounded off the conference programme. Road safety aspects were addressed, for example, in the discussions on blind spots or different measures to reduce the speed of flowing traffic.

Podium discussion at the Pedestrian Symposium 2021, Photo: Walk-space



### **“Aquila 2021” Austrian Road Safety Awards – Österreichischer Gemeindebund, Austrian Road Safety Board**

Every two years, the Austrian Road Safety Board and Österreichische Gemeindebund (Association of Austrian Municipalities) present the Austrian Road Safety Awards in recognition of outstanding road safety projects. At an online event on 25 June 2021, the 46<sup>th</sup> “Aquila” awards were once again conferred on individuals and organisations who have made a valuable contribution to improving road safety in Austria. The winner in the category “Cities and Municipalities” was Eisenstadt for its comprehensive measures to increase road safety. The award in the “Corporate” category went to the Vienna public transport organisation Wiener Linien for its “Safety Prevention Bus” project. The Verein Sicheres Vorarlberg (Association for a Safe Vorarlberg) received an award for its “Reflector Champion” project. Two prizes were presented in the “Kindergarten and Primary Schools” category, the first to the primary school in Kirchsschlag in der Buckligen Welt (Lower Austria) and the second to the kindergarten in Großpetersdorf (Burgenland). The Higher Technical College (HTL) Braunau am Inn (Upper Austria) received an award for its “KIVE – Artificial Intelligence for Road Sign Recognition” project. The 2021 Media Prize went to the ORF THEMA documentary editorial team. The Special Award for Bravery was presented to Sabine Koch-Peterbauer, who has worked tirelessly since the death of her daughter as the innocent victim of a road accident to prevent accidents caused by speeding.





Presentation of the Aquila award to the Kindergarten Großpetersdorf; Photo: KfV (Austrian Road Safety Board/ APA-Fotoservice/Schedl)

**Ö3 Road Safety Awards: “Heroines and Heros of the Roads” – Hitradio Ö3, Federal Ministry for Climate Action, Environment, Energy, Mobility, Innovation and Technology, Federal Ministry of the Interior**

In collaboration with the Federal Ministry for Climate Action, Environment, Energy, Mobility, Innovation and Technology and the Federal Ministry of the Interior, the Austrian national radio station Hitradio Ö3 presented the Ö3 Road Safety Awards for the 20th time in May 2022. The awards recognise real-life heroines and heroes of the roads – individual and institutions who have made an outstanding contribution to road safety – and were presented in the categories “Ö3ver of the Year”, “Emergency Services Helper of the Year” and “Idea of the Year”.

The “Ö3ver of the Year” award was presented to Fabian Fränzen from Schrems in Lower Austria for his courageous rescue of a young woman from a burning car on a slope next to the LB 41 road near Hoheneich. The award in the category “Emergency Services Helper of the Year” went to the Police Headquarters Upper Austria for the challenging rescue of a woman from a car in the Danube. Further awards in this category were presented to the Lower Austrian Fire Service Association for their outstanding contribution to the relief operations following the catastrophic storm in June 2021 and the ASFINAG traffic managers in the Service and Control Management – Eastern Region for their daily efforts to raise road safety. The Austrian Institute of Technology (AIT) received the award in the “Idea of the Year” category for the invention of the Mobility Observation Box (MOB). By tracking the displacements of all road users on a section of road, the MOB uses artificial intelligence to detect dangerous situations on a section of road and thus facilitate the introduction of corresponding measures to alleviate them.

The presentation of the Ö3 Road Safety Awards 2021;  
Photo: Hans Leitner/ORF



### ZVR Traffic Law Symposium 2021 – Vienna University of Economics and Business, Austrian Road Safety Board

The ZVR Traffic Law Symposium was held as an online event for the first time in 2021, with a total of 330 people signing in to the virtual conference room. During the break and after the event, the online delegates could continue their discussions at the virtual bar tables in the network lounge via video chat. Questions to the speakers could be sent to the panel hosts via the chat function, where they were subsequently answered live. In addition to COVID-19 and civil law, the topics of the presentations on this year's agenda included sanctions for motorists who drive too fast as well as aspects of digitalisation in connection with automated driving.

A presentation at the ZVR Traffic Law Symposium 2021;  
Photo: Austrian Road Safety Board



## 2.2.2 Selected Road Safety Campaigns and Activities

Despite the continued restrictions due to the COVID-19 pandemic, and as far as was possible given the situation, efforts were still made in 2021 in Austria at both national and provincial level to draw the attention of road users to various aspects of road safety. This section provides an overview of some of the corresponding campaigns and awareness-raising measures.

### “Thank You for Watching Out” Campaign – ASFINAG

Time and again, accidents occur at road maintenance and construction sites where work is being carried out in traffic. Alongside the damage to roadworks barriers and guidance infrastructure, people are also often injured in these accidents, the main causes of which are distraction and lack of due care and attention. The workplace safety campaign “Thank you for watching out” (“Danke, dass du aufpasst”) launched by ASFINAG in autumn 2021 featured emotive testimonials from the children of four members of the ASFINAG workforce. The messages were displayed on posters along the ASFINAG road network, and the strong imagery was reinforced in a series of videos on the topic which can be viewed on the ASFINAG website.



Figure 2: ASFINAG “Thank you for watching out” campaign; Photo: ASFINAG

### **School Cycle Path Map – Federal Province of Burgenland**

To promote cycling as an everyday activity for children, the Federal Province of Burgenland and the Austrian Road Safety Board launched the “Kids get cycling! Safe on the roads from a young age” (“Kinder radelt! – von klein an sicher unterwegs“) road safety campaign with a pilot project at the lower secondary school in Neudörf. To make cycling to school safer and more attractive for youngsters, the road maintenance department, police and road safety experts incorporated the recommended routes into a school cycle path map and included precise instructions on how to handle the situation at challenging spots along the route.

Presentation of the Neudörf school cycle path map;  
Photo: Burgenland Media Service



### **Car-Free Day at Lake Wörth and Lake Ossiach – Federal Province of Carinthia**

Carinthia has long sought to establish the bicycle as an alternative mode of transport and an environmentally friendly, healthy and safe vehicle. Alongside numerous road construction measures for bicycle traffic, it also organises a car-free bicycle day at Lakes Wörth and Ossiach to encourage and raise awareness of bicycle traffic. The event has taken place annually for 22 years and has helped to promote the importance of cycling as an everyday mode of transport in Carinthia and also raised the modal split in favour of the bicycle.

### **E-Bike Training Courses – Federal Province of Lower Austria, ÖAMTC**

Through the power assistance of the electric motor, e-bikes offer a number of advantages. However, in some situations they can cause people to feel unsafe – especially those who are rediscovering cycling and are a little out of practice or those who are switching from a conventional bicycle to an e-bike. In the protected setting of an e-bike training course, participants have the opportunity to familiarize themselves with the electric bicycle.

The course includes numerous exercises focusing on all aspects of cycling in everyday life, including braking, looking ahead, cornering, selecting a gear, starting and stopping safely, remaining stable when moving slowly and the particular pitfalls of power-assisted cycling. In 2021, 40 such courses were held in 33 municipalities in Lower Austria and provided e-bike training to a total of 334 people.

#### **“Safer with a Seat Belt” Campaign – Federal Province of Upper Austria**

Around one third of the people fatally injured in cars in recent years were not wearing a seat belt at the time of the accident. To remind people that it is compulsory to wear a seat belt, Upper Austria launched a campaign in cooperation with the Transport and Traffic Section at the Chamber of Commerce, whereby the slogans “Without a seat belt you’re out” (“Ohne Gurt fliegst du raus”) and “Every click is crucial” were displayed on the rear windows of 150 buses in the Upper Austrian transport network fleet and over 1,500 lorries from Upper Austrian transport firms. The messages regarding the requirement to wear a seat belt were also communicated on billboards, in adverts in various print media and in short infomercials on the radio.



Figure 3: A poster for the “Safer with a Seat Belt” campaign; Photo: iStock.com/William Funk

#### **“Salzburg, Foot off the Gas!” Campaign – Federal Province of Salzburg**

In cooperation with the City of Salzburg, the police, the ÖAMTC and ARBÖ automobile clubs, the Salzburg Education Board, the AUVA workers’ compensation board and the Austrian Road Safety Board, the Federal Province of Salzburg took up the cause against speeding with its “Salzburg, Foot off the Gas!” (“Salzburg, owa vom Gas!”) road safety campaign. Seven awareness-raising messages for different target groups were designed and communicated via billboards, banners and social media as well as infomercials on

several radio stations and through driving schools. The campaign, which won second prize in the Provincial Awards for Marketing, Communication and Design 2021/2022 in the category “Public Relations”, will be repeated in 2022 and 2023 with some minor modifications.

Figure 4: Poster for the “Salzburg, Foot off the Gas!” campaign; Photo: Federal Province of Salzburg



### PRO.E-BIKE Cycling Proficiency Course – Federal Province of Styria

To counteract the rising number of road accidents involving e-bikes, the Styrian Traffic Department organised free e-bike cycling proficiency courses for all Styrians over the age of 50. During the two-hour course, participants had the opportunity to practice the correct behaviour in difficult everyday cycling situations with the support of professional cyclists. The courses began in September 2021 and will be continued in the coming years. The vouchers for the courses can be redeemed at the ASKÖ sports association, the Easy Drivers cycling proficiency school, the Naturfreunden friends of nature association and the ÖAMTC automobile club.

A voucher for a PRO.E-BIKE cycling proficiency course; Photo: iStock.com/Henglein and Steets



## Cycling Proficiency Courses in Tyrolean Primary Schools – Federal Province of Tyrol

In winter 2020/21, the ProPedal cycling proficiency school was established in Tyrol. The school focuses on cycling in everyday life and, in particular, on raising awareness among people in all age groups of road safety and active mobility on bicycles, e-bikes or kick scooters. A key element in its programme are the climate-active mobile cycling proficiency courses at primary schools across Tyrol. In 2021, 825 children between the ages of six and twelve took part in these courses, thereby noticeably improving their motor skills and raising their awareness for important situations and issues on the road such as turning corners safely and blind spots.



A stopping exercise in a cycling proficiency course at a primary school in Tyrol; Photo: ProPedal/Lisa Jungmann Fotografie

### **Bicycle Games Trailer – Federal Province of Vorarlberg**

Since 2021, schools and local authorities have been able to book the bicycle games trailer from the Sicheres Vorarlberg association for a safer region. This fun-based training initiative allows children between the ages of 6 and 14 to learn their own limits and improve their bicycle skills through a range of practical exercises. With a whole range of items like balls, traffic signs, slalom poles, etc. on offer, there are virtually no limits to creativity when it comes to the design of the training course. The course supervisors are likewise provided with appropriate training on site.

Bicycle games trailer initiative in Vorarlberg;  
Photo: Federal Province of Vorarlberg



### **Further Awareness-Raising Measures and Campaigns**

In addition to the road safety activities detailed above, numerous other measures were carried out in the individual Federal Provinces. The list below contains a brief selection of these measures and campaigns.

- Burgenland: Pedestrian crossing brochure
- Carinthia: Winter and Lights Check
- Lower Austria: “Be Mobile – Stay Mobile” (“Mobil sein - Mobil bleiben”) project
- Styria: Continuation of the “White Crosses” (“Weiße Kreuze”) campaign
- Tyrol: Safety training for riders of two-wheeled vehicles
- Upper Austria: Measures to raise awareness on the topics of visibility, alcohol and drugs
- Vienna: Reconfiguration of accident hotspots; “Safebike” programme
- Vorarlberg: Brochure on road safety for scooters; reflective vests for kindergarten and primary school pupils



# 3 Trends in Austrian Road Accident Statistics

This section of the report looks at the road accident trends in Austria, in particular the numbers of road accidents, accident victims, fatalities and injured road users. The term “accident” refers thereby to road accidents that result in injuries to road users. A road accident is deemed to have occurred when one or more road users are killed, injured or sustain some other form of damage to their health on public roads as a result of a sudden traffic-related incident involving at least one moving vehicle.

Road accident victims are persons who are killed or suffer injuries (serious or minor) as a result of a road accident. In Austria, road accident fatalities are persons who die as a result of a road accident, either immediately or within 30 days of the accident. Injured road users are persons who sustain serious or minor injuries in a road accident. In general, a health impairment that lasts longer than 24 days is classed as “serious”. Until 31.12.2011, injuries to road users were classified into three categories: serious injuries, minor injuries and non-discernible injuries. The “non-discernible injuries” category was dropped with effect from 1.1.2012. Since then, all injuries have been explicitly assigned to a specific category.

## 3.1 Road Accidents

In 2020, the number of road accidents that resulted in injuries to road users and the numbers of people killed or injured in road accidents in Austria were the lowest since records began. Despite the clear reductions in 2020, which can be attributed largely to the reduced levels of traffic due to the COVID-19 restrictions such as lockdowns, the targets that had been set for the Road Safety Programme 2011–2020 were not fully reached. In 2021, increases in the numbers of accidents and accident victims were recorded compared to the previous year.

Table 1: Road accident statistics 2021; Source: Statistics Austria

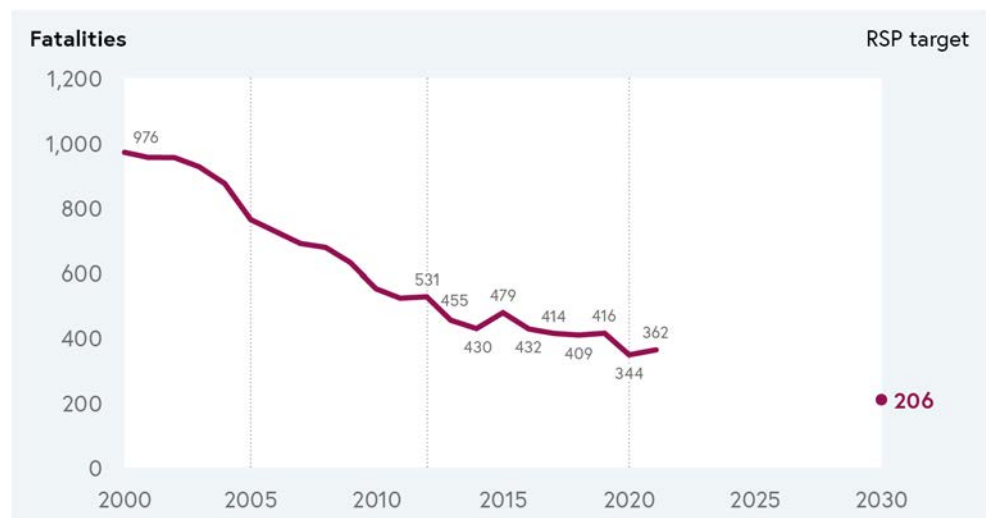
Indicator	Number
Fatalities	362
Seriously injured road users	6,945
Injured road users	40,889
Accidents with injuries to road users	32,774

In the Road Safety Strategy 2021–2030, the average values for the years 2017–2019 serve as the baseline figures for the numerical reduction targets. These baseline and target figures are as follows:

- Fatalities: baseline figure 413, target figure 206
- Seriously injured road users: baseline figure 7,560, target figure 3,780
- Fatally injured children: baseline figure 9, target figure 0

The charts below show the trends in the numbers of road accidents, road accident fatalities and people seriously injured in road accidents in Austria. In 2012, the previous system of filling out accident report forms by hand was replaced by an electronic Accident Data Management (ADM) system. In order to enable a statistical comparison of accident numbers prior to and after 2012 despite the change in the data collection method, the data pertaining to accidents that resulted in injuries to road users and the numbers of seriously injured road users prior to 2012 have been adjusted by a factor of 1.085 and 1.213 respectively and are shown on the charts using a dotted line.

Figure 5: Trend in the number of road accident fatalities in Austria since 2000; Source: Statistics Austria



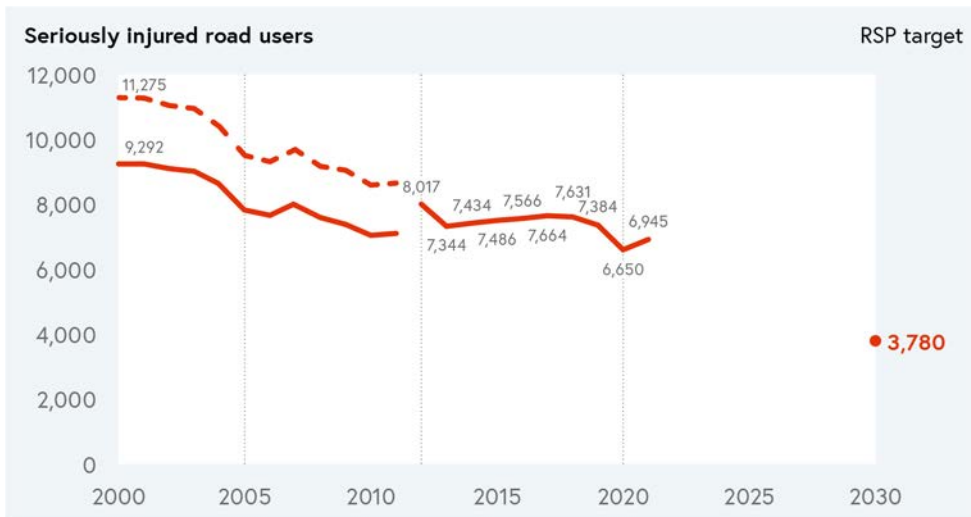


Figure 6: Trend in the number of people seriously injured in road accidents in Austria since 2000; Sources: Statistics Austria, Federal Ministry for Climate Action, Environment, Energy, Mobility, Innovation and Technology

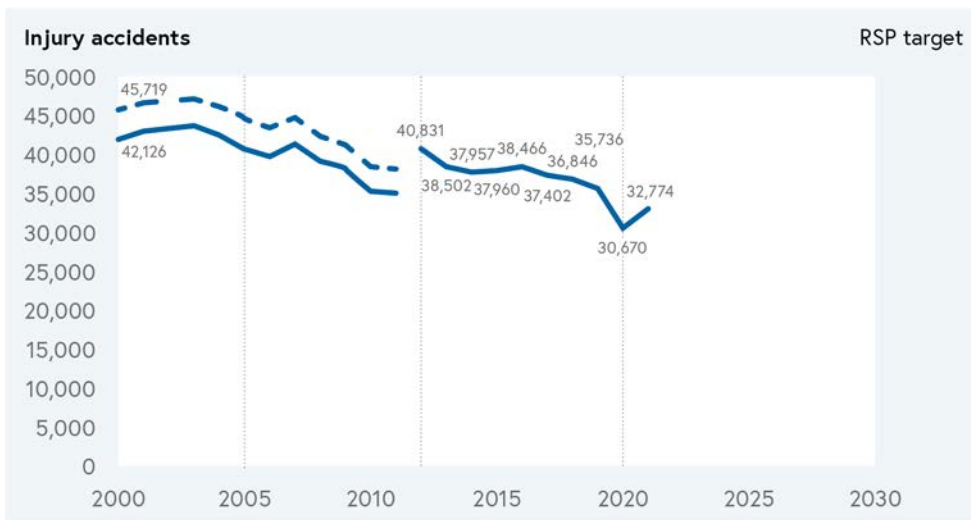


Figure 7: Trend in the number of road accidents in Austria since 2000; Sources: Statistics Austria, Federal Ministry for Climate Action, Environment, Energy, Mobility, Innovation and Technology

## 3.2 Accidents on Level Crossings

Railway level crossings are neuralgic points. Accidents on level crossings always attract increased public attention. The trends in the numbers of accidents on level crossings and people killed in such accidents are shown in the figures below.

Figure 8: Trend in the number of accidents on level crossings in Austria since 2012; Source: Federal Safety Investigation Office; Federal Ministry for Climate Action, Environment, Energy, Mobility, Innovation and Technology

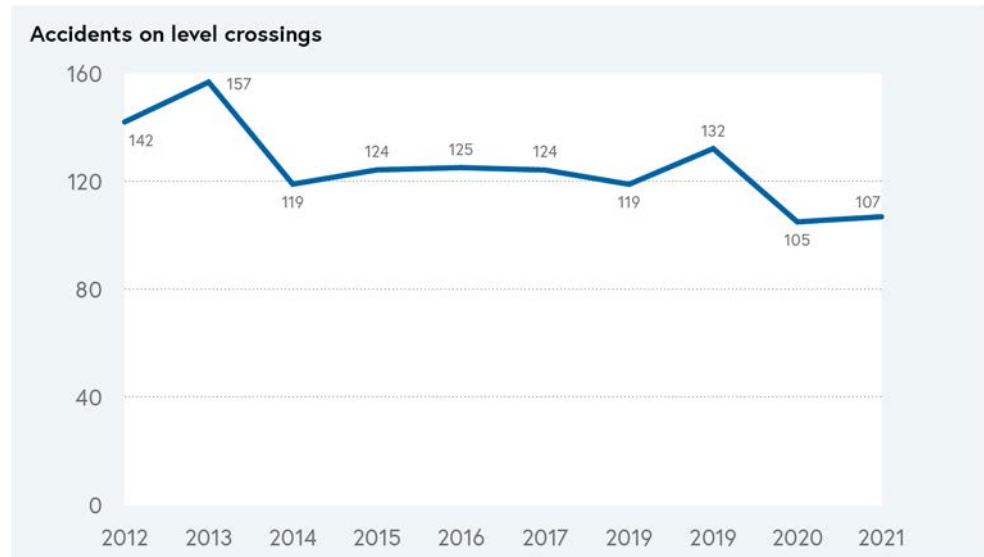


Figure 9: Trend in the number of fatalities in accidents on level crossings since 2012; Source: Federal Safety Investigation Office; Federal Ministry for Climate Action, Environment, Energy, Mobility, Innovation and Technology



# 4 Fields of Action

In the Austrian Road Safety Strategy 2021–2030, seven fields of action are defined which hold the greatest potential for reducing the number of fatalities resulting from road traffic accidents. The corresponding trends in the accident statistics and the implementation of measures in each of these areas are described in this sections below.

## 4.1 Field of Action 1: Active, Safe and Climate-Friendly Mobility

This field of action focuses above all on pedestrians, cyclists and users of electric micro-vehicles. These user groups constitute a main target group of the Road Safety Strategy 2021–2030.

### 4.1.1 Pedestrians

In 2021, 2,854 pedestrians were injured in accidents on Austria’s roads, 37 of them fatally. The share of pedestrian fatalities among total road accident fatalities thus fell in 2021 to around 10 %, reaching its lowest level in the last ten years.

As in the previous years, more women (around 54 %) than men (around 46 %) were injured as pedestrians in Austria in 2021. Pedestrian fatalities were highest in the 65+ age group, whose share rose from 49 % in 2020 to around 57 % in 2021, thus almost reaching the record levels attained in 2015 and 2019 (around 58 %). In contrast to 2020, one child also numbered among the pedestrian fatalities in 2021.

Table 2: Pedestrians; Source: Statistics Austria

Indicator	2021
Road accidents	2,887
Injured road users	2,817
Seriously injured road users	621
Fatalities	37
Share of total fatalities	10.2 %

### 4.1.2 Cyclists

The COVID-19 restrictions in 2020 led to a notable increase in the use of the bicycle as a mode of transport. The corresponding rise in bicycle traffic and boom in the use of e-bikes and pedelecs are also reflected in the accident statistics. The high figures recorded in 2020 for this group of road users remained at a similar level in 2021.

In 2021, there were 9,578 accidents involving cyclists on Austria's roads. This corresponds to around 29 % of all road accidents (2020:30 %). The share of seriously injured cyclists fell slightly to around 33 % (2020: around 35 %), whereas the share of fatalities in accidents involving bicycles rose somewhat compared to the previous year. The share of fatally injured cyclists among total road accident fatalities lay in 2021 at around 14 %, its highest level in the last ten years.

The number of people fatally injured while cycling increases with age. In 2021, 76 % of all cyclist fatalities on Austria's roads were 50 years of age or over, and more than 50 % were in the 65+ age group. The number of fatally injured male cyclists (35) was more than double that of their female counterparts (15). Overall, around 63 % of all bicycle accident victims were male and around 37 % were female. 24 % of the cyclists involved in road accidents suffered serious or fatal injuries.

Table 3: Cyclists; Source: Statistics Austria

Indicator	2021
Road accidents	9,578
Injured road users	9,617
Seriously injured road users	2,274
Fatalities	50
Share of total fatalities	13.8 %

### 4.1.3 New Electric Micro-Vehicles

No accident statistics are available for electric micro-vehicles for 2021. In the accident data management system used to record accident data, an inclusion of this category is planned for 2023.

### 4.1.4 Children (0–14 years of age)

Children are one of the most important groups of pedestrians and thus also users of active and environmentally friendly mobility. Furthermore, the Austrian Road Safety Strategy 2021–2030 sets the goal of ensuring that no more children are fatally injured on Austria's roads by the year 2030.

In 2021, 2,402 children were injured on Austria's roads. After reaching its lowest level in 2020 (2 fatalities), the number of children fatally injured in road accidents in Austria rose again in 2021 to six. The share of child fatalities among total road accident fatalities thus lay at around 1.7 %.

Around 37 % of the children injured in road accidents in 2021 were travelling in motor vehicles at the time of the accident. The share of children injured while riding a bicycle fell somewhat compared to the previous year to around 28 %; the figure recorded in 2020 (32 %) had been the highest in the last ten years. Around 20 % of the children injured were on foot, a figure that was slightly lower than the mean for the previous five years.

Table 4: Children (0–14 years of age); Source: Statistics Austria

Indicator	2021
Road accidents	2,229
Injured road users	2,402
Seriously injured road users	256
Fatalities	6
Share of total fatalities	1.7 %

#### 4.1.5 Older Road Users (65+ years of age)

Senior citizens are also frequently out and about on foot and fall into the field of action “Active, Safe and Climate-Friendly Mobility”. The share of people in this age group among road accident fatalities in particular has been consistently high in recent years accounting for between 49 % and 58 % of all pedestrian fatalities.

99 people over the age of 65 – and thus around 27 % of all road accident fatalities – were killed on Austria's roads in 2021, a slight reduction compared to the previous year. Members of the 65+ generation were fatally injured above all in motor vehicle accidents but also in pedestrian or bicycle accidents. The shares of older road users among pedestrian (around 21 %) and motor vehicle (around 34 %) fatalities both decreased in the last two years. A reduction was likewise recorded for motorcycle fatalities compared to the previous year (from around 9 % in 2020 to around 6 % in 2021). In contrast, increases were recorded for bicycle (around 26 %; up by around 6 %) and light motorcycle (from 0 % to around 6 %) fatalities.

Table 5: Older road users (65+ years of age); Source: Statistics Austria

Indicator	2021
Road accidents	7,093
Injured road users	5,375
Seriously injured road users	1,385
Fatalities	99
Share of total fatalities	27.4 %

#### 4.1.6 Measures Implemented in Field of Action 1

The following list contains a selection of measures implemented in 2021 in Austria which correspond and can thus be assigned to Field of Action 1 – “Active, Safe and Climate-Friendly Mobility” in the Austrian Road Strategy 2021–2030:

- School cycle path map, pedestrian crossing brochure (Burgenland)
- Car-free Lake Wörth/Lake Ossiach (Carinthia)
- E-bike training courses (Lower Austria, Styria)
- Bicycle training courses in primary schools (Tyrol)
- Bicycle games trailer, road safety for scooters brochure (Vorarlberg)

## 4.2 Field of Action 2: Safe Rural Roads

While only 37 % of all road accidents in Austria in 2021 occurred on rural roads, these accidents accounted for almost 73 % of all road accident fatalities. Around 64 % of all accidents on rural roads occurred on so-called B roads (Landstraßen), which were also the sites of around 72 % of all fatalities on rural roads. Given the high accident numbers, Field of Action 2 – “Safe Rural Roads” was incorporated into the Austrian Road Safety Strategy 2021–2030.

The share of accidents that occur on rural roads has remained constant in the last five years at around 37 % of all road accidents. While the share of fatalities still remains high at 72.7 %, a slight decrease of around 2 % could however be seen in 2021 compared to the average for the period 2016–2020.



Table 6: Rural roads; Source: Statistics Austria

Indicator	2021
Road accidents	12,135
Injured road users	16,345
Seriously injured road users	3,358
Fatalities	263
Share of total fatalities	72.7 %

Driving speed has a major impact on road safety. Excessive speed is a frequent cause of road accidents, especially on rural roads. According to the road accident statistics compiled by Statistics Austria, driving at an inappropriate speed was the most frequently probable main cause of accidents on rural roads, accounting for around 32 % of such accidents.

The following list contains a selection of measures implemented in 2021 in Austria which correspond and can thus be assigned to Field of Action 2 – “Safe Rural Roads” in the Austrian Road Strategy 2021–2030:

- “Thank You for Watching Out” road safety campaign (ASFINAG)
- “Foot off the Gas!” road safety campaign (Federal Province of Salzburg)

### 4.3 Field of Action 3: Motorcycle Safety

The actual distances travelled in Austria by motorcycle are comparatively low. Yet while the distances covered only make up a small part of the total volume of traffic, the corresponding accident numbers are high. Motorcycles are therefore the most dangerous mode of transport, which is why the Field of Action 3 – “Motorcycle Safety” was included in the Road Safety Strategy 2021–2030. This Field of Action also extends to mopeds.

#### 4.3.1 Motorcycles

In 2021, 3,684 people were injured in road accidents in Austria while riding a motorcycle, 75 of them fatally. There were no major changes in the shares of motorcycle accidents or injuries in the overall accident statistics compared to the previous years. Men continued to be involved in motorcycle accidents far more frequently than women: around 84 % of injured motorcyclists and around 89 % of motorcycle fatalities in Austria in 2021 were male.

In terms of age, the highest figures in 2021 were once again to be found among motorcyclists over the age of 50. The 50-54 and 55-59-year-old age groups each accounted for around 12 % of all motorcyclists injured in road accidents. Double-digit shares in the numbers of injured motorcyclists were also to be found in the 15-19 (around 11 %) and 25-29 (around 10 %) year-old age groups.

Table 7: Motorcycle accidents; Source: Statistics Austria

Indicator	2021
Road accidents	3,614
Injured road users	3,684
Seriously injured road users	1,309
Fatalities	75

### 4.3.2 Mopeds

Mopeds constitute a specific category of single-track motor vehicles. These Category L1 vehicles, which are particularly popular with young people, are not included in the statistics for motorcycles, but rather considered separately.

In 2021, 3,359 people were injured in moped accidents in Austria. These included 2,970 moped drivers as well as 389 moped passengers. More than 77 % of the moped drivers and passengers involved in road accidents in 2021 were between 15 and 19 years of age. The drivers of the mopeds involved in road accidents were frequently young males. In around 49 % of all cases, the moped driver was a young man between the ages of 15 and 19; the share of female moped drivers in the same age group lay at around 31 %. In 2021, 13 people were killed in moped accidents in Austria, the highest number since 2017. The share of moped fatalities among all road accident fatalities thus also lay above the levels for the previous five years at 3.6 %.

Table 8: Moped accidents; Source: Statistics Austria

Indicator	2021
Road accidents	3,022
Injured road users	3,359
Seriously injured road users	604
Fatalities	13
Share of total fatalities	3.6 %

### 4.3.3 Measures Implemented in Field of Action 3

The following list contains a selection of measures implemented in 2021 in Austria which correspond and can thus be assigned to Field of Action 3 – “Motorcycle Safety” in the Austrian Road Strategy 2021–2030:

- 2021 marked the completion of the “Fit for a Moped” (“Fit fürs Moped”) project funded by the Austrian Road Safety Fund. The project sought to raise awareness among young people of the dangers of riding a moped by developing interactive learning materials on the topic of “First Aid on the Roads”. In addition to various card games, a one-hour e-learning module was prepared and can be accessed on the internet. The concept behind the course is the same as the one used in all courses offered by the Austrian Youth Red Cross. The learning materials can be found on the following website: [mopedfit.at](https://mopedfit.at)
- “White Crosses” road safety initiative (Styria)
- Road safety training for riders of two-wheeled vehicles (Tyrol)
- Safebike (Vienna)

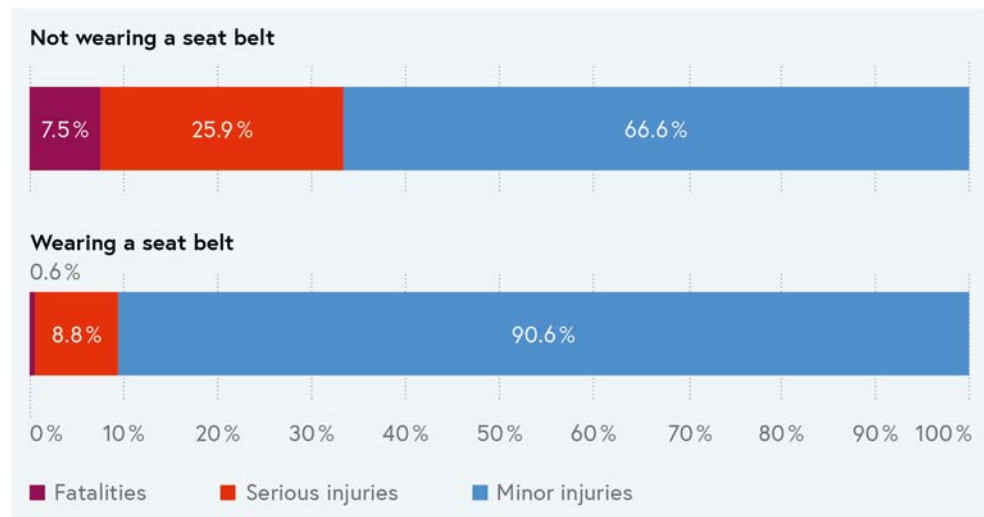
## 4.4 Field of Action 4: Car Safety

The car is the most widely used form of personal motorised transport. It is also the vehicle type that continues to account for the highest numbers of road accidents and road accident victims. In addition to driver education and driving behaviour, which are addressed in Field of Action 5, the consistent and correct use of safety equipment such as seat belts and child seats constitutes a crucial measure to prevent or reduce the severity of injuries.

### 4.4.1 Seat Belts and Child Seats

Wearing a seatbelt and using a child seat are important safety measures in the event of a road accident and play a crucial role in reducing injury severity. This is illustrated in the comparison of injury severity for injured car occupants who were or were not correctly secured at the time of the accident. In 2021, 7.5 % of car occupants fatally injured in road accidents in Austria were not secured by a seat belt or in a child seat. The corresponding figure for those who were properly secured lay at below 1 %. The share of people who suffered serious injuries in car accidents was likewise far higher for those who were not correctly secured (around 26%) than it was for those who were (around 9 %).

Figure 10: Injury severity for car occupants secured/not secured by seat belts or in child seats in 2021; Source: Statistics Austria



#### 4.4.2 Driver Assistance Systems and Automation

Driver assistance systems and the continued advances in automation can make an important contribution to increasing road safety. These systems have been continuously developed and improved in recent years and are being regularly tested and evaluated in pilot projects. Associated topics are also considered in projects that are financed by the Austrian Road Safety Fund, such as the “Full visibility in road traffic” (“Rundum-Sicht im Straßenverkehr”) research project, which looked at various aspects of blind spots. The project report was published in 2021 and can be downloaded (in German) at: [bmk.gv.at/themen/verkehr/strasse/verkehrssicherheit/vsf/forschungsarbeiten/77\\_rundum-sicht](https://bmk.gv.at/themen/verkehr/strasse/verkehrssicherheit/vsf/forschungsarbeiten/77_rundum-sicht).

#### 4.4.3 Measures Implemented in Field of Action 4

The following list contains a selection of measures implemented in 2021 in Austria which correspond and can thus be assigned to Field of Action 4 – “Car Safety” in the Austrian Road Strategy 2021–2030:

- Winter and lights check initiative (Carinthia)
- “Safe drivers wear a seatbelt” (“Mit Gurt sicherer durch den Verkehr”) (Upper Austria)

## 4.5 Field of Action 5: Fit and with Full Attention on the Road

Since 2012, the police in Austria have also included the probable causes when recording the details of a road accident. In this regard, “Lack of Due Care and Attention/Distraction” is frequently listed as a probable cause. But accidents in which alcohol/drugs were a contributing factor are still also frequently encountered. Field of Action 5 – “Fit and with Full Attention on the Road” was included in the Road Safety Strategy 2021–2030 for precisely these reasons.

### 4.5.1 Lack of due care and attention, distraction

According to the road accident statistics compiled by Statistics Austria, distraction or lack of due care and attention – and, in particular, the factors “lack of attention”, “lack of concentration” and “simply failing to notice other road users” – was the presumed main cause of 23.6 % of fatal road accidents in Austria in 2021. This figure is up slightly compared to the previous year (2020: 21.1 %).

### 4.5.2 Alcohol

In Austria, an alcohol-related road accident is one in which at least one of the persons involved (motorist or pedestrian) is determined to have been under the influence of alcohol pursuant to Section 5 (1) of the Road Traffic Act (Straßenverkehrsordnung) or to have exceeded the maximum permissible blood/breath alcohol level as defined in Article 14 (8) of the Driving Licence Act (Führerscheinggesetz) or for whom “reduced fitness to drive/alcohol” or “alcotest refused” was recorded.

The share of alcohol-related accidents among all road accidents that resulted in injuries to road users has fluctuated only marginally in the recent past. From 2010 to 2020, this figure lay consistently at between around 6 % and 7 %. In 2021, the share of alcohol-related accidents lay at 7.2 % and was thus slightly higher than the average for the previous years.

Table 9: Alcohol-related accidents; Source: Statistics Austria

Indicator	2021
Road accidents	2,348
Injured road users	2,950
Seriously injured road users	566
Fatalities	29
Share of total fatalities	8.0 %

### 4.5.3 Drugs

In 101 road accidents in Austria in 2021, one or more of the motorists or pedestrians involved were determined to be under the influence of addictive substances/drugs. Three people were killed and 143 injured in these accidents. These figures are similar to those recorded in 2020. According to the Federal Ministry of the Interior, 6,338 motorists were charged in 2021 by the police with driving under the influence of drugs. This represents a clear rise of 15 % compared to the previous year (2020: 5,519).

Table 10: Drug-related accidents; Source: Statistics Austria

Indicator	2021
Road accidents	101
Injured road users	143
Seriously injured road users	36
Fatalities	3

### 4.5.4 Measures Implemented in Field of Action 5

The following list contains a selection of measures implemented in 2021 in Austria which correspond and can thus be assigned to Field of Action 5 – “Fit and with Full Attention on the Road” in the Austrian Road Strategy 2021–2030:

- Use of new roadside saliva screening tests: the new screening device tests saliva for the presence of chemical drug groups such as opioids, cocaine, methamphetamines or amphetamines. The rise in the number of motorists charged with driving under the influence of drugs can be attributed in part to the enhanced training provided to police officers in preparation for the use of these devices to enable them to identify potential drug-drivers as well as the deployment of public health officers in extensive roadside testing operations. The screening devices themselves had previously been tested in a pilot project.
- Measures to raise awareness of the influence of alcohol or drugs (Upper Austria)

## 4.6 Field of Action 6: Effective Raising of Awareness, Education and Training

Road safety training and mobility education only form part of the curriculum at primary school level in Austria. In secondary schools and further education institutions, these topics should be covered at a cross-curricular level, but there is no general overview available of actual teaching materials, activities or courses. Action needs to be taken to change this situation, with schools serving as a starting point for improving the road safety culture in Austria.

### 4.6.1 Young Road Users (15–24 years of age)

Field of Action 6 specifically addresses children and young people. The road accident statistics for children (0–14 years of age) are indicated under Field of Action 1.

10,318 young road users between the ages of 15 and 24 were injured in accidents on Austria's roads in 2021, 62 of them fatally. The share of young road users among total road accident fatalities lay at around 17 % and thus rose for the third year in a row. A rise of 2 % was recorded compared to 2020.

There were no major changes in the distribution of young road accident victims across modes of transport in 2021. Once again, the majority of these were driving or travelling in a car (around 48 %). Around 26 % were riding a moped. Of these, almost 60 % were male. 1,155 young cyclists (around 11 % of all young road accident victims) were involved in road accidents, with young males making up a larger share (around 64 %) of the victims in this group than their female counterparts.

Table 11: Young road users (15–24 years of age); Source: Statistics Austria

Indicator	2021
Road accidents	11,027
Injured road users	10,318
Seriously injured road users	1,366
Fatalities	62
Share of total fatalities	17.1 %

## 4.6.2 Measures Implemented in Field of Action 6

The following list contains a selection of measures implemented in 2021 in Austria which correspond and can thus be assigned to Field of Action 6 – “Effective Raising of Awareness, Education and Training” in the Austrian Road Strategy 2021–2030:

- “Make yourself visible” awareness-raising measure (Upper Austria)

## 4.7 Field of Action 7: Effective Legislation, Control Activities, Administration and Information Processes

The legislative framework and enforcement and control activities are key factors in road safety. These topics are addressed in Field of Action 7 of the Austrian Road Safety Strategy 2021–2030.

### 4.7.1 Legislative Changes Pertaining to Road Safety in Austria

Given the frequently changing parameters relating to road safety, the corresponding legislation is also being continuously amended and supplemented. The relevant changes to legislation pertaining to road safety in Austria that came into effect in 2020 are outlined below.

#### **Increase in the Penalties for Exceeding the Speed Limit (Amendment to the Driving Licence Act (Führerscheingesetz) and the Road Traffic Act 1960 (Straßenverkehrsordnung 1960), Federal Law Gazette I No. 154/2021)**

The amendments to the law referred to as the “speeding package” came into effect on 1 September 2021. These amendments to the Road Traffic Act and the Driving Licence Act are designed to reduce instances of excessive speeding both in urban and rural areas by lowering the actual relevant speeds for speeding offences. In future, driving at speeds of above 80 km/h in urban areas and 90 km/h outside urban areas (previously 90 km/h and 100 km/h respectively) will be deemed as “driving in a particularly dangerous manner”. The maximum fine and the duration of the disqualification period for such offences were raised. The maximum fine for driving well above the speed limit was raised from 2,180 euros to 5,000 euros. The duration of the disqualification period was likewise extended. For first offenders driving at speeds of between 41 to 60 km/h above the limit in urban areas, the disqualification period was raised from two weeks to one month. The duration of the probation period until an offence is once again considered a first offence was also raised. The participation in unauthorised street races was also explicitly included in law as behaviour that is likely to create particularly dangerous conditions. In general, all drivers convicted of a speeding offence will be required to complete a mandatory refresher course, while repeat offenders (within a period of four years) will also be required to undergo a medical and a traffic psychology examination.



## 4.7.2 Enforcement

Enforcement by the police is crucial for improving road safety. Pursuant to Article 11 of the Austrian Federal Constitutional Law (Bundes-Verfassungsgesetz), traffic enforcement activities in Austria are carried out by the traffic police in the nine Federal Provinces. The goal of traffic enforcement is to increase the visible police presence on dangerous sections of the road network as a preventive measure and to use targeted spot checks to remove drivers who constitute a danger to other road users from the roads. The table below provides an overview of traffic enforcement measures by the Austrian police in the last five years.

Table 12: Overview of traffic enforcement measures for the years 2017 to 2021;  
Source: Federal Ministry of the Interior

Violations/Charges Filed	2017	2018	2019	2020	2021
Speeding	5,205,417	5,317,980	5,947,985	4,984,064	5,115,525
Drink driving	28,109	28,067	30,930	25,705	28,498
Failure to wear a seat belt	102,039	102,941	97,949	78,765	88,709
Failure to maintain a safety distance	85,954	109,218	141,111	113,313	104,888
Failure to use a child seat	5,918	6,769	6,576	5,641	6,448
Use of a mobile phone	113,770	115,470	123,888	121,211	128,489

## 4.7.3 Level Crossings Act 2012

In accordance with the Austrian Level Crossings Act 2012 (Eisenbahnkreuzungsverordnung), all level crossings in Austria will be checked by the responsible authorities by 2024. Increased efforts are also being made to remove level crossings and replace them with bridges and underpasses. Pursuant to Section 19 of the Austrian Accident Investigation Act (Unfalluntersuchungsgesetz), the Federal Safety Investigation Office compiles a comprehensive report on its activities in the previous year which includes details of its latest safety recommendations and the measures taken to address earlier safety recommendations. The report can be downloaded (in German) at [bmk.gv.at/ministerium/sub/sicherheitsberichte](https://bmk.gv.at/ministerium/sub/sicherheitsberichte).

# 5 Safety Indicators

A new addition to the Austrian Road Safety Strategy 2021–2030 are safety indicators, i.e. measurable values that describe the causal parameters of road accidents or injuries to road users. The selected indicators, which are referred to internationally as key performance indicators (KPIs), are aligned with the European Commission's strategic goals and measures and are regularly checked in order to permit a review of the objectives. The following nine safety indicators have been included in the Road Safety Strategy:

- Speed
- Seat belts and child seats
- Helmet-wearing rates
- Alcohol
- Distraction/use of a mobile phone
- Vehicle fleet
- Infrastructure
- Post-accident care
- Attitude towards risky behaviour

The “speed” safety indicator shows the percentage of motorists who adhere to the speed limit. This indicator is differentiated by road type and speed limit.

The following targets have been set for 2030:

- Urban area, maximum permissible speed 30 km/h:  $\geq 60\%$  (2019: 27 %)
- Urban area, maximum permissible speed 50 km/h:  $\geq 75\%$  (2019: 61 %)
- Rural road, maximum permissible speed 100 km/h:  $\geq 90\%$  (2019: 85 %)
- Motorway and expressway, maximum permissible speed 130 km/h:  $\geq 85\%$  (2019: 80 %)

The “seat belts and child seats” safety indicator shows the percentage of vehicle occupants who are correctly using the safety equipment available in the vehicle. A distinction is made here between child seats and seat belts.

The following targets have been set for 2030:

- Child seats:  $\geq 99$  % (2019: 99 %, but incorrect use thereof)
- Front seats (without children):  $\geq 99$  % (2019: 97 %)
- Rear seats (without children):  $\geq 95$  % (2019: 93 %)

The “helmet-wearing rates” safety indicator applies to three types of vehicle: mopeds, motorcycles and bicycles. It is used to determine the percentage of road users who wear a safety helmet while riding such two-wheeled vehicles. The percentage of motorcyclists wearing protective clothing on rural roads is also considered.

The following targets have been set for 2030:

- Moped: 100 % (2019: 99.2 %)
- Motorcycle: 100 % (2019: 100 %)
- Motorcycle protective clothing: 95 % on rural roads (2019: 78 %)
- Bicycle:  $> 50$  % (2019: 31 %; large spread across types of use: 20–90 %!)

In the case of the “alcohol” safety indicator, surveys will be carried out to determine the extent to which motorists adhere to the legal limit for blood alcohol content (BAC). The annual traffic enforcement statistics published by the Federal Ministry of the Interior will also be used to determine the ratio of drink-driving checks to violations.

The following targets have been set for 2030:

- Never driven after consuming alcohol:  $\geq 99$  % (2018: 98 %)
- Ratio of charges filed to drink-driving checks

Since lack of due care and attention/distraction while driving are a frequent cause of road accidents, the safety indicator “distraction/use of a mobile phone has been included in the Road Safety Strategy. To determine the distraction aspect, the percentage of road users who do NOT use a mobile phone while driving will be identified.

The following target has been set for 2030:

- No use of a mobile phone while driving:  $\geq 98$  % (2019: 96 %; 2 % making a phone call without a hands-free system, 2 % typing on a mobile phone)

The “vehicle fleet” safety indicator considers the collective of vehicles on the roads. New cars in Europe are tested for safety in the event of a collision using the “European New Car Assessment Programme” (Euro-NCAP). The simplified results are usually indicated in the form of a star rating, whereby five stars represents the best result. In the Austrian

Road Safety Strategy, the safety of the vehicle fleet will be determined by a percentage of new passenger vehicles with a specified Euro-NCAP rating (e.g. at least four stars). The targets have not yet been set and will be defined in a corresponding action plan.

The “infrastructure” indicator should reveal the quality of sections of road and their corresponding roadsides in terms of safety. To measure the safety effect of the existing infrastructure, Austria’s roads will be subjected to a safety rating assessment. The percentage of vehicle journeys on roads above an agreed threshold will be used to measure performance for this indicator but cannot be calculated as yet using the data currently available. In a first step, the fatality rate (fatalities per billion vehicle kilometres) will therefore be used to measure performance for this indicator (“risk rating”). This will likewise only be able to be calculated when the corresponding data is available nationwide for all road categories.

The following targets have been set for 2030:

- Motorways and expressways: 1 fatality per billion vehicle kilometres (currently 1.6)
- Rural roads: 5.6 (9.3)
- Urban roads: 5.0 (5.1)

Since it is crucial that the victims of a road accident receive assistance as quickly as possible, the “post-accident care” safety indicator has also been included in the Austrian Road Safety Strategy. This will be measured by the time between the emergency call and the arrival of the emergency services at the accident site. Relevant targets will be defined in a corresponding action plan.

The “attitude towards risky behaviour” safety indicator will serve to indicate the fundamental willingness to engage in risky behaviour on the roads. Suitable parameters or indicators must be identified in order to establish a basis for assessing Austrian road safety culture and taking suitable measures. This indicator will also be defined in a corresponding action plan.

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(Driving school for cyclists)**

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[radfahrschule.easydrivers.at](http://radfahrschule.easydrivers.at)

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+43/2742/9005-0

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### **Federal Province of Styria**

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### **FSV - Österreichische Forschungsgesellschaft Straße - Schiene – Verkehr**

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### **Hitradio Ö3**

**(Austrian national radio station)**

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**KFV - Kuratorium für Verkehrssicherheit  
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**ÖAMTC - Österreichischer Automobil-, Motorrad- und Touring Club  
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**Österreichischer Gemeindebund  
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