

Road Safety in Austria

Annual Report 2023

Road Safety Measures and Activities

Implementation of the Austrian Road Safety Strategy



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Vienna, 2024

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For reasons of transparency and comprehensibility, some parts of this report follow the wording used in previous editions. All efforts have been made thereby to incorporate and make use of gender-inclusive language.

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Foreword

The road safety programmes developed for the periods 2002–2010 and 2011–2020 formed the basis for the strategic measures in the field of road safety in Austria. But even after these programmes have come to an end, continued efforts are required to further reduce the numbers of accidents, fatalities and injuries on the country's roads, and a new Austrian Road Safety Strategy has thus been developed for the period from 2021 to 2030. This strategy, which builds on the two prior road safety programmes, expands the previous methodology by adopting an innovative approach that considers both the principles of the "Safe System" as well as the mobility trends and developments of our time.

The era of the new Austrian Road Safety Strategy began in 2021. In line with the Safe System philosophy, the road safety strategy in Austria now aims to bring about a paradigm shift from the prevention of accidents to the prevention of serious or fatal injuries on the roads. Seven fields of action have been defined to address the key topics in road safety for the next decade. To facilitate its regular adaptation to new developments, the road safety strategy is augmented by time-specific thematic action plans, thus giving due consideration to new technologies as well as current trends and developments in the transport and mobility turnaround.

The primary goal of the Austrian Road Safety Strategy 2021–2030 is to reduce the number of road accident fatalities and seriously injured road users by half by the year 2030. Moreover, by the end of its period of validity, no more children should be fatally injured on Austria's roads. Alongside road safety measures, a set of safety indicators is also being established to describe the parameters that lead to road accidents or injuries and thus provide ongoing information on current trends.

This report outlines the road safety activities and measures carried out in Austria in 2023. It contains information on accident statistics, 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 formed the core of the country's road safety work. In 2002, a first national Road Safety Programme was enacted for the period from 2002 to 2010. This was followed in February 2011 by the Austrian Road Safety Programme 2011–2020, a second edition of which was published in 2016 after



Austrian Road Safety Strategy 2021–2030

a comprehensive interim evaluation in 2015. The current Austrian Road Safety Strategy 2021–2030 builds on the two previous road safety programmes and is available for download at 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.

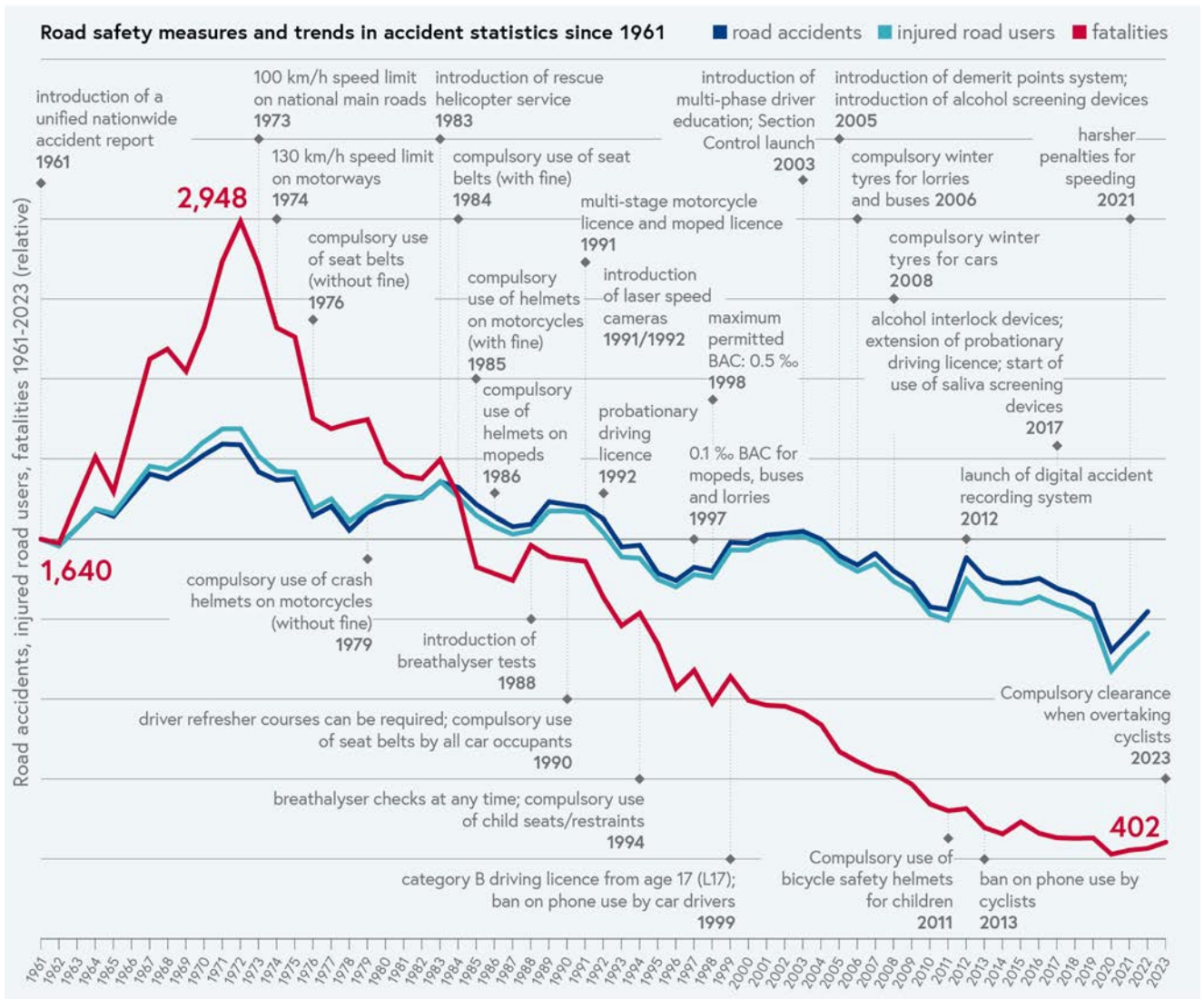


Figure 1: Road safety measures and trends in accident statistics since 1961; Sources: Statistics Austria, Federal Ministry for Climate Action, Environment, Energy, Mobility, Innovation and Technology

1.2 International Road Safety Institutions

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

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. Following on from and building upon the principles and goals of the country's two previous Road Safety Programmes covering the periods 2002–2010 and 2011–2020, the Austrian Road Safety Strategy 2021–2030 was 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

Relevant reductions were already achieved in the numbers of road accidents in Austria through the first Austrian Road Safety Programmes for the periods 2002–2010 and 2011–2020. With its Road Safety Strategy for the next decade, 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.

Responsible cooperation, shared responsibility and joint action create a safe environment for ALL road users in the Austrian transport system. This Safe System philosophy, which already formed the basis of the Austrian Road Safety Programme 2011–2020, also remains at the core of the Road Safety Strategy 2021–2030.

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 figures for the period 2017–2019 serve thereby as reference base.

- 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 latest 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

Numerous events and campaigns designed to increase road safety were conducted in Austria in 2023. A selected number of these road safety activities are described below.

2.2.1 Road Safety Events

17th Pedestrian Symposium 2023 – walk-space.at

The Walk-Space Symposium 2023, which was held on 11 and 12 October in Kunsthaus Weiz, focused this year on the topic of “Walkability in Medium-Size Towns and Municipalities – Strategies and Behaviour”. The presentation of a new guideline and design examples for areas in the vicinity of schools provided delegates with an opportunity to share their experiences of “School Streets in Austria”. A dedicated session to mark the ten-year anniversary of shared space zones in Austria looked at current trends and developments in this area, including projects in Graz and Eisenstadt. Further key topics included pedestrian crossings, innovation, transformation and the positive effects of walking for health.

The symposium also included a presentation of “Pedestrian Strategy Styria – Only a Walk Away”, a new project to ensure that public spaces in Styrian municipalities are designed in a way that increases the number of journeys carried out on foot. Road safety topics discussed during the event included the mobility and safety of children, young people and students on the way to school, college, university and leisure facilities as well as safety-related aspects of pedestrian crossings.



Walk Shop at the 17th Pedestrian Symposium 2023; Photo: Andreas Resch/Federal Province of Styria

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

In June 2024, the Austrian national radio station Hitradio Ö3, the Federal Ministry for Climate Action, Environment, Energy, Mobility, Innovation and Technology, and the Federal Ministry of the Interior presented the 22nd “Ö3 Road Safety Awards” to people and institutions who had demonstrated exceptional courage, civil duty and commitment, taken life-saving measures and thus made a valuable contribution to road safety.

This year’s “Ö3ver of the Year” award went to Philipp Gutleederer, a professional fire fighter and emergency services coordinator, whose commitment to others goes far beyond his job and also shapes his daily life. He drives over 30,000 kilometres a year on Austria’s roads to help others or take preventive measures. In doing so, he regularly reports hazardous goods, accidents or traffic jams to the Ö3 Traffic Service and thus warns many other road users of dangers.

The award in the category “Emergency Services Hero of the Year” was presented to Christian Pausch and Thomas Zinner, two Senior Police Officers from the Motorway Police Division Gleinalm, who saved the life of a seven-year-old girl from Germany on 19 August 2023 on the Pyhrn Motorway near the town of Traboch. When the officers reached the girl, they saw that she was close to suffocating and acted immediately, performing the Heimlich manoeuvre and striking her between the shoulder blades to stop her choking. The girl was then taken to hospital in Leoben but was able to be discharged soon afterwards thanks to the professional response of the two police officers.

Presentation of the “Ö3ver of the Year” Awards 2023;
Photo: Hans Leitner/ORF



“Aquila 2023” Austrian Road Safety Awards – Österreichischer Gemeindebund, Austrian Road Safety Board, Österreichischer Städtebund

Every two years, the Österreichische Gemeindebund (Association of Austrian Municipalities), Österreichische Städtebund (Association of Austrian Cities) and Austrian Road Safety Board present the Austrian Road Safety Awards in recognition of outstanding road safety projects. In 2023, the awards were presented to the winners at a gala event on 12 October in Palais Wertheim in Vienna.

In the “Kindergarten and Primary Schools” category, the 2023 award went to the Langholzfeld primary school in Pasching in Upper Austria for its “Pasching Step Challenge” and “Pasching Cycles” initiatives. These projects have brought about a long-term change in the mobility behaviour of schoolchildren and reduced traffic volumes in the vicinity of the three schools in the municipality. The award in the category “Middle and Secondary Schools” was won by the middle school in Scheiblingkirchen in Lower Austria for its “SchulGehBus Route” walking to school together project. The aim of this project was to encourage pupils to walk or cycle to school more often and thus reduce the traffic chaos near schools by not being driven there by their parents.

In the “Cities and Municipalities” category, the award in the sub-group “Up to 10,000 Residents” was presented to the town of Wiener Neustadt in Lower Austria for its “The View Through Children’s Eyes” concept, which brought about a change in perspectives and improved road safety. The award in the sub-group “10,001 to 30,000 Residents” was won by Gleisdorf in Styria. The introduction of so-called school streets reduced traffic volumes around the town’s schools and created a safer environment for children. First place in the sub-group “More than 30,000 Residents” went to the City of Vienna – Urban Development and Planning Department for a pilot project aimed at making part of a historic area in the city’s Favoriten district safer and more climate friendly by reducing the volume of traffic.

The award in the “Corporate” category went to the EasyDrivers driving school in Schladming for its “E-Bike Tour Guide for Senior Citizens” training programme. In the category “Associations and Institutions”, the award was presented to the Große schützen Kleine (“Adults protect Kids”) association in Graz for its work aimed at improving the road skills of primary school pupils.

The 2023 Special Award for Bravery was presented to Marianne Gröschl. After her son was killed 25 years ago by a drunk driver in a road accident, she channelled her grief into activism and has been an ardent campaigner against drink-driving ever since. Her efforts following the accident also contributed to the introduction of the 0.5 promille blood alcohol limit in Austria. The Special Award for Outstanding Commitment to Road Safety Education was presented to Chief Inspector Martin Slimar and his team at the Traffic Police Vienna.



Presentation of the Aquila 2023 awards; Photo: KfV/ APA-Fotoservice/Juhasz

ZVR Traffic Law Symposium 2023 – Vienna University of Economics and Business, Austrian Road Safety Board

The ZVR Traffic Law Symposium 2023 took place on 19 October 2023 at Vienna University of Economics and Business. Over 200 delegates attended the event and used the opportunity to discuss current and future topics relating to traffic law. Road safety topics were addressed in presentations on the accident records of various road users as well as on the EU Road Safety Package. A further presentation focused specifically on improving road safety for people with special needs.

2.2.2 Selected Road Safety Campaigns and Activities

Road safety aspects must be regularly brought to the attention of road users. Corresponding measures were therefore also taken in this regard in 2023 in Austria at both national and provincial level. This section provides an overview of some of the corresponding campaigns and awareness-raising measures.

“The most valuable cargo is you” – ASFINAG

In 2022, over 300 HGV drivers were injured in accidents on Austrian motorways and expressways, nine of them fatally. One reason for this was a lack of discipline in the wearing of seat belts.

In June 2023, ASFINAG together with the Austrian Economic Chambers - Industry Sector Transport & Logistics and the Austrian Road Safety Board launched an information campaign with the slogan “Die wertvollste Fracht bist du” (“The most valuable cargo is you”) The goal of the campaign was to make HGV drivers aware of the considerable risk they face of being seriously or even fatally injured in a road accident when not wearing a seat belt.

An HGV rollover simulator was set up at a series of awareness-raising days at motorway service areas in Lower Austria, Upper Austria, Salzburg and Tyrol. For many HGV drivers, this was the first time that they had had the opportunity to experience the enormous force of an accident first hand. Goodie bags and air freshener trees displaying the campaign slogan in German and English were likewise distributed at many motorway service areas. An information video also highlighted the importance of wearing a seat belt and its significance for safety on the roads.



Figure 2: A poster for the ASFINAG “The most valuable cargo is you” campaign; Photo: ASFINAG

Let’s Go Kids! – Pedestrian Pass for Kindergarten Pupils – Federal Province of Burgenland

In 2022, the Federal Province of Burgenland in cooperation with the Austrian Road Safety Board launched the “Kinder, los geht’s!” (“Let’s Go Kids!”) pilot project to promote walking right from kindergarten age. The project was continued in 2023, when the knowledge gained was repeated in the pilot kindergartens and evaluated using a fun approach. The accompanying learning materials contain around 40 exercises, games, experiments and craft projects on the topic of road safety. The “pedestrian pass” should help kindergarten pupils to develop the necessary road skills and prepare them over a period of several months to be able to walk to school independently.



2023 edition of the “Let’s Go Kids!” project in Burgenland at the Kindergarten in Lackenbach. Photo: Landesmedienservice Burgenland

Police-Court Expert on Recording Road Accidents Cooperation Project – Federal Province of Carinthia

In this joint information-sharing project, the police and the court expert Dr. Marianne Kraut examined and discussed the latest road accident reconstruction methods. The aim thereby was to improve the quality of the recording of accidents on both sides. This will also enable them to provide accident research with more precise input in the medium term and ultimately lead to the development and use of more targeted accident prevention measures. The pilot project in the Völkermarkt region was the first of its kind in Austria and will now be extended across the whole of Carinthia.

Copilot Training – Federal Province of Lower Austria, AUVA, CAP-Kindersicherheit GmbH

The majority of children injured in road accidents are travelling in a car at the time of the accident. The top priority must therefore be to ensure that children are always safely – and above all properly – secured when travelling in a car. The copilot training project is designed to raise awareness of the dangers among adults and children and promote safety-oriented behaviour. In the 2023/2024 school year, the Province of Lower Austria commissioned a further 20 copilot training days in addition to the 40 events originally planned in order to provide even more schools with access to this programme to improve road safety.

Copilot training; Photo: CAP-Kindersicherheit



In 2023, the copilot training programme was also extended to other Federal Provinces. With the help of AUVA (the Austrian Workers' Compensation Board), similar events were held in both Burgenland and Salzburg.

Cinema Infomercial on Speeding – Federal Province of Upper Austria

In 2023, the Province of Upper Austria produced a road safety infomercial on the topic of speeding. The film was shown in cinemas and highlights the dangers of speeding. The infomercial can be viewed on the following website: sicheransziel.at/artikel/ueberhoehte-geschwindigkeit/.

White Crosses – Federal Province of Styria

In 2023, 1,025 white crosses were placed along major roads and at level crossings in Styria. Each cross marked the site of a fatal road accident. The aim of the “Weiße Kreuze” (“White Crosses”) campaign is to remind road users that fatal accidents really do happen and are not just a statistic. The campaign, which ran from end-September to mid-December 2023, also draws attention to the fact that fatal accidents are not restricted to dangerous stretches of road.



“White Crosses” awareness-raising campaign;
Photo: Federal Province of Styria

Stay Clean – YOUTH.OK – Federal Province of Tyrol

“Bleib sauber – JUGEND.OK” (“Stay Clean – YOUTH.OK”) is a police road safety information project for young people. Designed to strengthen and expand partnership, understanding and cooperation, corresponding road safety information events have been being held in middle schools in Tyrol since 2007. As in previous years, the mobile phone – now a constant companion even on the roads – remained a major topic. The potential dangers of not paying attention were discussed at length and underpinned using appropriate examples. The use of sports equipment, scooters and similar technical devices on roads with public transport was also an area of focus, since such devices are becoming increasingly popular among young people. A quiz containing questions on traffic and road safety also forms a key part of each information session.

“Stay Clean – YOUTH.OK”
information event at the
middle school in Stams-Rietz;
Photo: JUEEN Hubert



Firefly Pass – Federal Province of Vorarlberg

Visibility and driving speed have been the focus topics in road safety education in Vorarlberg for a number of years. In addition to the campaigns that were already in place, a new “Leuchtkäferpass” (“Firefly Pass”) project was launched in 2023. All primary school pupils are issued with such passes and collect so-called firefly points from October to March – one for each day they wear a high-visibility vest on the way to school. The points are recorded by means of a sticker or by colouring in a firefly in the pass. When a class has collected 1,000 points – which takes about two to three months – the passes are entered into a prize draw. The ten winning classes each receive a prize of 150 euros to use for teaching materials, an excursion or something similar. A total of 32 schools – or approximately 1,650 schoolchildren – participated in the campaign. Of these, 66 classes submitted their passes and together collected 66,000 firefly points.



Figure 3: A picture of a “Firefly Pass”; Photo: mashart.com

Safety Education Days – City of Vienna

As part of the safety education days organised by Die Helfer Wiens (“The Helpers of Vienna”) volunteering organisation, the City of Vienna Municipal Department 46 (Traffic Management and Organisation, MA 46) provides road safety courses each year at primary schools in Vienna. In 2023, these courses were held at 15 primary schools. The focus thereby lay on road safety on the way to and from school as well as while using a pedestrian crossing. The trainers are supported in these courses by Ulli Umsicht, MA 46’s road safety mascot.



Safety education days in Vienna; Photo City of Vienna – Traffic Management and Organisation

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 selection of these measures and campaigns.

- Burgenland: “Achtung Kinder” (“Look Out for Children”) poster campaign at the start of term; funding for warm-up training units and motorcycle road safety courses
- Carinthia: Better regional mobility project 2023, bicycle-friendly Wolfsberg campaign; car-free day at Lake Wörth and Lake Ossiach
- Lower Austria: Motorcycle safety courses; walking to school initiative
- Upper Austria: Motorcycle road safety courses; road safety driving courses for the 60+ age group; funding of speed detectors
- Tyrol: Continuation of the 2022/2023 road safety campaign to stop speeding
- Vienna: Wiener Sicherheitsfest (“Vienna Safety Festival”), Safebike project
- Vorarlberg: Reflector champion campaign, Christmas safety vest campaign, road safety infomercial, Safety days

3 Trends in Austrian Road Safety Statistics

This section looks at the road accident trends in Austria. In doing so, it focuses in particular on 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. Although these low figures in 2020 were significant and can probably be largely attributed to the reduced volumes of traffic due to restrictions such as lockdowns, the targets of the Austrian Road Safety Programme 2011–2020 were not fully met. In 2021, the accident statistics had already begun to rise again, a trend that also continued in 2022 and 2023.

In 2023, 402 people were fatally injured in road accidents in Austria. This represents a rise of around 9 % compared to the previous year when 370 people lost their lives. For the first time since 2019, the year prior to the COVID-19 pandemic, more than 400 people were killed and a further 44,585 injured on Austria's roads.

Table 1: Road accident statistics 2023; Source: Statistics Austria

Indicator	Number
Fatalities	402
Seriously injured road users	7,191
Injured road users	44,585
Accidents with injuries to road users	35,809

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

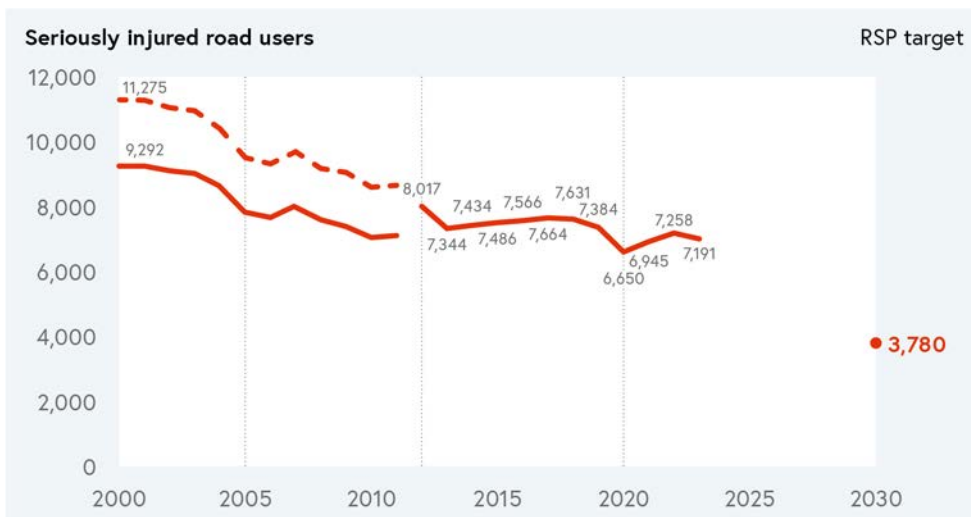


Figure 5: Trend in the number of people seriously injured in road accidents in Austria since 2000; Sources: Statistics Austria, Federal Ministry for Climate Action, Environment, Energy, Mobility, Innovation and Technology

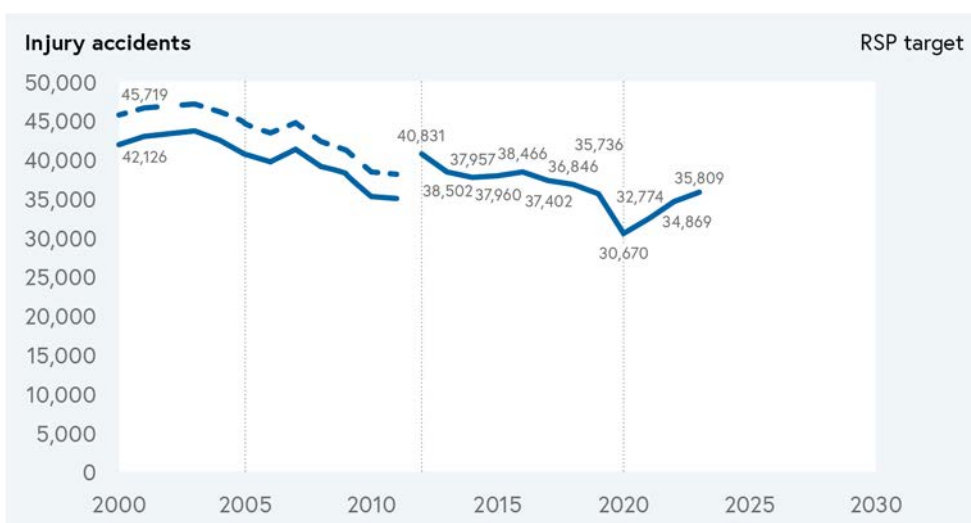


Figure 6: Trend in the number of road accidents in Austria since 2000; Sources: Statistics Austria, Federal Ministry for Climate Action, Environment, Energy, Mobility, Innovation and Technology

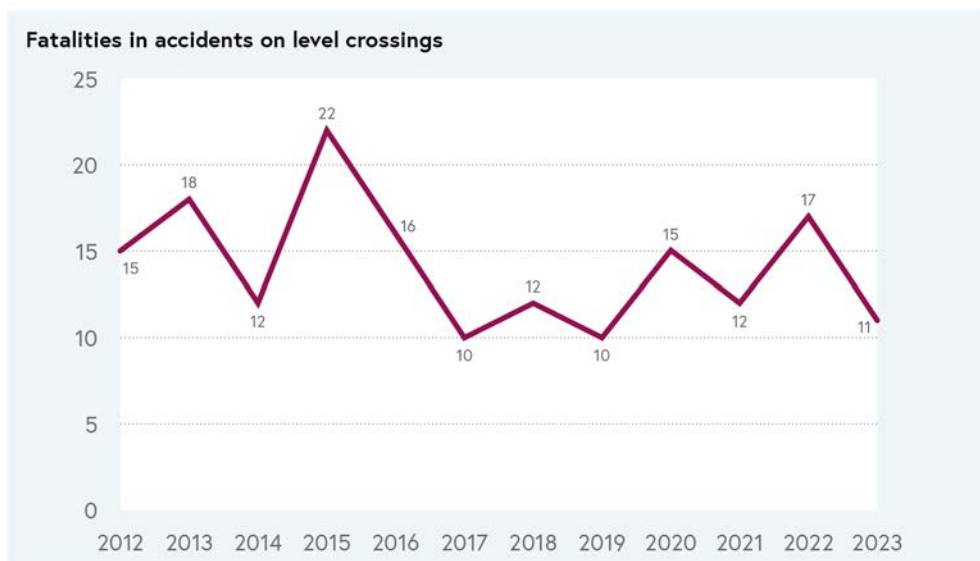
3.2 Accidents on Level Crossings

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 in Austria in which people are injured or killed are shown in the figures below.

Figure 7: Trend in the number of personal injury accidents on level crossings in Austria since 2012; Source: Statistics Austria



Figure 8: Trend in the number of fatalities in accidents on level crossings since 2012; Source: Statistics Austria



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 the sections below.

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

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

4.1.1 Pedestrians

In 2023, 3,434 pedestrians were injured in accidents on Austria's roads. As in the previous years, these injured pedestrians comprised more women (around 53 %) than men (around 47 %). A total of 52 pedestrians were fatally injured in road accidents in 2023, a rise of around 6 % compared to the previous year (2022: 49 pedestrian fatalities). These pedestrian fatalities included two children. The share of pedestrian fatalities among total road accident fatalities remained the same as the previous year at approximately 13 %.

Pedestrian fatalities in road accidents were highest in the 65+ age group. The share of fatalities in this age group rose year-on-year from around 53 % in 2022 to almost 56 % in 2023.

Table 2: Pedestrians; Source: Statistics Austria

Indicator	2023
Road accidents	3,571
Injured road users	3,382
Seriously injured road users	662
Fatalities	52
Share of total fatalities	12.9 %

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 have remained at similar levels in the subsequent years.

Until 2022, road accidents involving e-scooters were included in the category “Bicycles (including E-Bikes)”. From 2023 onward, a new “E-Scooter” category for recording such accidents has been added to the accident data management system. As a result, while the number of cyclists injured in road accidents decreased compared to the previous year when viewed in isolation, it would rise to a record high if e-scooters were still included: the number of injured bicycle, e-bike or e-scooter riders lay in 2023 at 11,226, its highest level since the introduction of digital records in 1992.

A total of 42 cyclists alone (i.e. without e-scooter riders) were killed on Austria’s roads in 2023. Of these, 19 were riding an e-bike at the time of the accident. The number of cyclists injured in road accidents lay at 9,574, of whom 2,466 were riding an e-bike. 50 % of the fatally injured cyclists were in the 65+ age group.

Table 3: Cyclists; Source: Statistics Austria

Indicator	2023
Road accidents	9,502
Injured road users	9,574
Seriously injured road users	2,184
Fatalities	42
Share of total fatalities	10.4 %

4.1.3 New Electric Micro-Vehicles

Until the 2022 reporting year, road accidents involving e-scooters were recorded in the “Bicycles (including E-Bikes)” category. Since 2023, a new “E-Scooter” category has been added to the accident data management system, thus allowing such accidents to be recorded and analysed separately.

In 2023, 1,610 e-scooter riders were injured in road accidents in Austria, three of them fatally. These three fatally injured road users were all male and all in the 45+ age group. It should also be noted that only 7 % of the road users injured while riding an e-scooter were wearing a helmet at the time of the accident.

Table 4: E-scooter riders; Source: Statistics Austria

Indicator	2023
Road accidents	1,762
Injured road users	1,607
Seriously injured road users	283
Fatalities	3
Share of total fatalities	0.7 %

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 climate-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 2023, 2,841 children were injured on Austria’s roads. Seven children were killed in road accidents, thus reducing the number of child road accident fatalities by almost half compared to the previous year (2022: 13 child fatalities). Four of the seven fatally injured children were aged four or under. The share of child fatalities among total road accident fatalities lay at 1.7 %. A further 269 children were seriously injured in road accidents. The share of children injured while travelling in motor vehicles lay at 37 %, while almost 20 % were on foot and a further 20 % were riding a bicycle at the time of the accident.

Table 5: Children (0–14 years); Source: Statistics Austria

Indicator	2023
Road accidents	2,569
Injured road users	2,841
Seriously injured road users	269
Fatalities	7
Share of total fatalities	1.7 %

4.1.5 Older Road Users (65+ years of age)

Senior citizens are also frequently active on foot and thus fall into Field of Action 1 - "Active, Safe and Climate-Friendly Mobility". The share of road users in this age group among pedestrian fatalities remains consistently high, accounting in recent years for between 49 % and 58 % of all pedestrian fatalities.

121 people over the age of 65 – and thus around 30 % of all road accident fatalities – were killed on Austria's roads in 2023, a clear decrease compared to the previous year (around 32 %). The number of road accident victims in the 65+ age group, however, reached a record high in 2023 at 6,479.

Fatal injuries were sustained by members of the 65+ generation above all in accidents involving motor vehicles, where the figure rose from around 43 % in the previous year to just under 49 % in 2023. The share of older road users killed while cycling had already fallen in 2022 compared to the previous year from around 26 % to around 21 % and decreased even further in 2023 to around 17 %. While seven road users in the 65+ age group lost their lives in motorcycle accidents in 2022, this figure dropped to four in the 2023 reporting year.

Table 6: Older road users (65+); Source: Statistics Austria

Indicator	2023
Road accidents	8,437
Injured road users	6,358
Seriously injured road users	1,485
Fatalities	121
Share of total fatalities	30.1 %

4.1.6 Measures Implemented in Field of Action 1

The following list contains a selection of measures implemented in 2023 in Austria which correspond and can thus be assigned to Field of Action 1 – "Active, Safe and Climate-Friendly Mobility" in the Austrian Road Safety Strategy 2021–2030:

- ALIVE study on accidents involving HGVs and cyclists to evaluate the road safety potential of various driver assistance systems (sponsored by the Austrian Road Safety Fund)
- Let's Go Kids! – pedestrian passes for kindergarten kids; cycling proficiency courses in primary schools (Burgenland)
- Bicycle-friendly Wolfsberg campaign (Carinthia)
- Walking to school initiative (Lower Austria)
- Driving safety courses for the 60+ age group (Upper Austria)
- Reflector champions, Firefly Pass, school bikers, road safety infomercial on the topic of visibility (Vorarlberg)

4.2 Field of Action 2: Safe Rural Roads

In 2023, there were 12,818 accidents on rural roads, motorways and expressways in Austria. A total of 307 road users were killed in these accidents, thus raising the share of total road accident fatalities that occurred on such roads from almost 71 % in 2022 to around 76 % in 2023.

The majority of all accidents on rural roads in the reporting year occurred on B roads (Landstraßen). In 2023, a total of 258 people were killed in accidents on such roads, a figure that corresponds to just over 64 % of all fatalities. The high accident numbers are the main reason for the inclusion of Field of Action 2 – “Safe Rural Roads” in the Austrian Road Safety Strategy 2021–2030.

Driving speed has a major impact on road safety. Excessive speed is a frequent cause of fatal road accidents, especially on rural roads. In 2023, the police determined that 30.7 % of accidents on rural roads in Austria could be attributed to driving at an inappropriate speed and 26.7 % to lack of due care and attention/distraction.

Table 7: Rural roads (excl. motorways and expressways); Source: Statistics Austria

Indicator	2023
Road accidents	10,681
Injured road users	14,118
Seriously injured road users	3,088
Fatalities	258
Share of total fatalities	64.2 %

The following list contains a selection of measures implemented in 2023 in Austria which correspond and can thus be assigned to Field of Action 2 – “Safe Rural Roads” in the Austrian Road Safety Strategy 2021–2030:

- Copilot training (Lower Austria)
- Production of a cinema infomercial on the topic of speeding, funding of speed detectors (Upper Austria)
- Continuation of the “Stop Speeding” road safety campaign (Tyrol)

4.3 Field of Action 3: Motorcycle Safety

The actual distances travelled by motorcycle in Austria 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. Motorcycling is therefore the most dangerous mode of transport, which is why Field of Action 3 – “Motorcycle Safety” was included in the Austrian Road Safety Strategy 2021–2030. This field of action also extends to mopeds.

4.3.1 Motorcycles

In 2023, 4,179 people were injured in road accidents in Austria while riding a motorcycle, 82 of them fatally. Both figures are the highest recorded since 2018. Men continued to be involved in motorcycle accidents far more frequently than women: around 83 % of injured motorcyclists and some 96 % of motorcycle fatalities in 2023 were male. These figures remained unchanged compared to the previous year.

In terms of age, the highest figures in 2023 were once again to be found among motorcyclists over the age of 50. Some 13 % of all motorcycle accident victims in Austria in 2023 were in the 55-59-year-old age group. Double-digit shares in the numbers of injured motorcyclists were also recorded in the 15-19-year-old and 20-24-year-old age groups (each around 11 %), followed by the 25-29-year-old and 50-54-year-old age groups with around 10 % each.

Table 8: Motorcycle accidents; Source: Statistics Austria

Indicator	2023
Road accidents	4,109
Injured road users	4,179
Seriously injured road users	1,435
Fatalities	82
Share of total fatalities	20.4 %

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.

The number of moped riders killed in road accidents in Austria rose from eight in 2022 to ten in 2023. In contrast, the number of injured moped riders lay just under the figure for the previous year at 3,003 (2022: 3039). Of these 3,003 injured moped riders, 89 % were driving the moped and 11 % were passengers at the time of the accident.

Around 77 % of the injured moped riders were between the ages of 15 and 19. The share of moped fatalities among all road accident fatalities lay in 2023 at 2.5 % and thus at a similar level to the previous year (2022: 2.2 %).

Table 9: Moped accidents; Source: Statistics Austria

Indicator	2023
Road accidents	2,715
Injured road users	3,003
Seriously injured road users	486
Fatalities	10
Share of total fatalities	2.5 %

4.3.3 Measures Implemented in Field of Action 3

The following list contains a selection of measures implemented in 2023 in Austria which correspond and can thus be assigned to Field of Action 3 – “Motorcycle Safety” in the Austrian Road Safety Strategy 2021–2030:

- Funding of warm-up training units and motorcycle road safety courses (Burgenland)
- Motorcycle road safety courses (Lower Austria, Upper Austria)
- White crosses campaign (Styria)
- Safebike (Vienna)

4.4 Field of Action 4: Car Safety

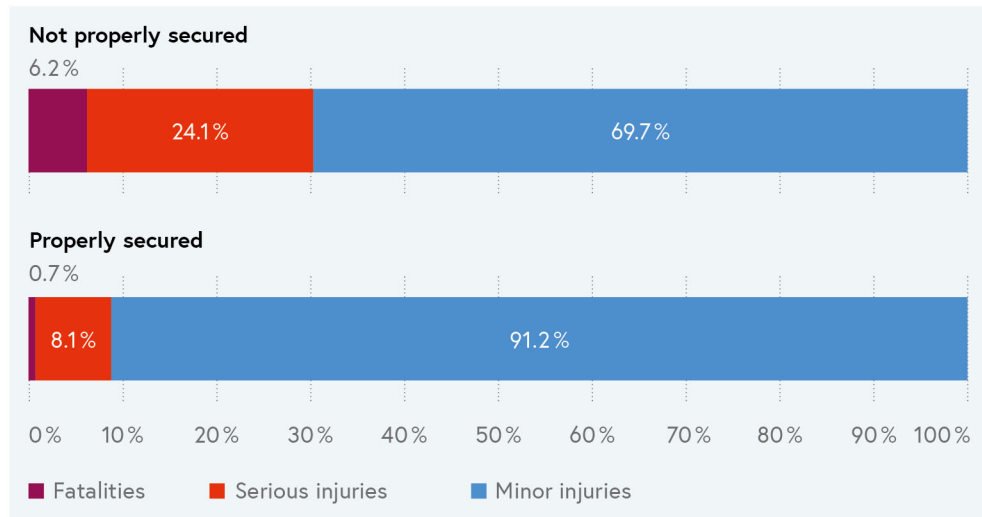
The car is the most widely used form of personal motorised transport. It is also the vehicle type that continues to account for the highest numbers of road accidents and road accident victims. In addition to driver education and driving behaviour, which are addressed in Field of Action 5, the consistent 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 2023, just over 6 % 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 (just over 24 %) than it was for those who were (just over 8 %).

Figure 9: Injury severity for car occupants secured/not secured by seat belts or in child seats in 2023; Source: Statistics Austria



4.4.2 Driver Assistance Systems and Automation

When used correctly, modern driver assistance systems and the continued advances in vehicle 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, evaluated and enhanced through pilot projects.

4.4.3 Measures Implemented in Field of Action 4

The following list contains a selection of measures implemented in 2023 in Austria which correspond and can thus be assigned to Field of Action 4 – “Car Safety” in the Austrian Road Safety Strategy 2021–2030:

- “The most valuable cargo is you” campaign (ASFINAG)
- Road safety driving courses for the 60+ age group (Upper Austria)
- Copilot training (Lower 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 Austrian Road Safety Strategy 2021–2030 for precisely these reasons.

4.5.1 Lack of Due Care and Attention, Distraction

According to the figures compiled by Statistics Austria, “inappropriate speed” was the presumed main cause in 27 % of fatal road accidents in Austria in 2023. While speeding had already been the presumed main cause in 79 such accidents in 2022, this figure was far higher in 2023 at 100 fatal road accidents. The second most frequent presumed cause in 2023 was “lack of due care and attention/distraction”, which accounted for almost 25 % of fatal road accidents. “Lack of due care and attention/distraction” includes, in particular, the factors “lack of care and attention”, “lack of concentration” and “simply failing to notice other road users”.

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 2021, this figure consistently lay at between around 6 % and 7 %. In 2022, the share of alcohol-related accidents lay at 8 %, thus reaching its highest level for many years. This fell again in 2023 to 7.5 %. 3,303 people were injured in alcohol-related road accidents in Austria in 2023. As in the previous year, 26 people (21 men and 5 women) were killed in such accidents. The share of alcohol-related road accident fatalities among total fatalities dropped from 7 % in 2022 to 6.5 % in 2023.

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

Indicator	2023
Road accidents	2,676
Injured road users	3,303
Seriously injured road users	629
Fatalities	26
Share of total fatalities	6.5 %

4.5.3 Drugs

In 152 road accidents in Austria in 2023, one or more of the motorists or pedestrians involved were determined to be under the influence of addictive substances/drugs. This represents a sharp rise of 33 % compared to the previous year (2022: 114). It is also reflected in the number of fatalities. While no fatal drug-related road accidents were recorded in 2022, six people were killed in such accidents in 2023. A clear upward trend is also evident in the injury numbers: in 2023, 234 people were injured in accidents in which one of the persons involved (driver or pedestrian) was determined to be under the influence of an addictive substance/drugs compared to 156 in 2022 and 143 in 2021.

Table 11: Drug-related accidents; Source: Statistics Austria

Indicator	2023
Road accidents	152
Injured road users	234
Seriously injured road users	60
Fatalities	6

4.5.4 Measures Implemented in Field of Action 5

The following list contains a selection of measures implemented in 2023 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 Safety Strategy 2021–2030:

- Stay Clean – YOUTH.OK project (Tyrol)

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.

In 2023, 10,182 young road users between the ages of 15 and 24 were injured in accidents on Austria's roads, 65 of them fatally. The share of road users in this age group among total road accident fatalities rose from just under 14 % in the previous year to just over 16 % in 2023. 53 of the fatally injured young road users were male and 12 were female.

Around 46 % of young road accident victims in 2023 were driving or travelling in a car at the time of the accident, a figure that has shown a slight downward trend in recent years. The share of young moped riders involved in road accidents remained unchanged year-on-year at 24 %, with the moped constituting the second most frequent mode of transport among young road accident victims.

Table 12: Young road users (15–24 years of age); Source: Statistics Austria

Indicator	2023
Road accidents	10,936
Injured road users	10,182
Seriously injured road users	1,286
Fatalities	65
Share of total fatalities	16.2 %

4.6.2 Measures Implemented in Field of Action 6

The following list contains a selection of measures implemented in 2023 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 Safety Strategy 2021–2030:

- Stay Clean – YOUTH.OK project (Tyrol)

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. In July 2023, the Austrian Road Traffic Act (Straßenverkehrsordnung), the Austrian Driving Licence Act (Führerscheingesez) and the Austrian Motor Vehicles Act (Kraftfahrzeugesez) were amended. A focus of the amendments lay on sanctions for exceeding the speed limit. These provisions are described in more detail below.

Provisional Impoundment (34th Amendment to the Austrian Road Traffic Act 1960 (Straßenverkehrsordnung 1960), Federal Law Gazette I No. 90/2023)

If it has been established by technical means that the maximum permissible speed has been exceeded by more than 60 km/h in urban areas or by more than 70 km/h outside urban areas, the traffic law enforcement bodies shall temporarily impound the offending vehicle and inform the corresponding authorities immediately. The owner of the vehicle or, where applicable, the party with rights *in rem*, shall be informed of the provisional impoundment.

Impoundment (34th Amendment to the Austrian Road Traffic Act 1960 (Straßenverkehrsordnung 1960), Federal Law Gazette I No. 90/2023)

The authorities can issue an order to impound vehicles in two cases. The first such case is when it has been established by technical means that the maximum permissible speed has been exceeded by more than 60 km/h in urban areas or by more than 70 km/h outside urban areas and the driver has been disqualified from driving in the last four years either for driving in a manner that could cause specific danger or for significantly exceeding the speed limit. The second such case is when it has been established by technical means that the maximum permissible speed has been exceeded by more than 80 km/h in urban areas or by more than 90 km/h outside urban areas.

An official order shall be issued regarding the impoundment. As in the case of a provisional impoundment, the owner of the vehicle or, where applicable, the party with rights *in rem*, shall be informed of the impoundment, unless this has already occurred in the course of a provisional impoundment. As a final consequence, and in addition to the imposition of fines and a disqualification from driving, the authorities can also declare the vehicle forfeited, i.e. confiscate it permanently and sell it (by auction) to deter the offender from speeding again. This is possible above all in the event of a risk of reoffending.

Changes to Penalty Provisions (34th Amendment to the Austrian Road Traffic Act 1960 (Straßenverkehrsordnung 1960), Federal Law Gazette I No. 90/2023)

The Road Traffic Act had previously contained penalty provisions for exceeding the maximum permissible speed by more than 40 km/h in urban areas and by more than 50 km/h outside urban areas. These provisions were extended to include penalties for exceeding the maximum permissible speed by more than 60 km/h in urban areas and by more than 70 km/h outside urban areas. In such cases, fines of between 500 euros and 7,500 euros can now be imposed.

A provision has also been included to cover the new possibility of a disqualification from driving. A person who violates an official disqualification from driving will be subject to a fine of between 700 euros and 2,200 euros. The 34th Amendment to the Road Traffic Act came into force on 1 March 2024.

Driving Licence Disqualification (Change to the Austrian Driving Licence Act, Federal Law Gazette I No. 90/2023)

The Driving Licence Act was also changed in conjunction with the 34th Amendment to the Road Traffic Act. Since September 2023, the offender's driving licence shall also be confiscated on the spot in all cases of speeding offences that are punishable with a driving licence disqualification (exceeding the maximum permissible speed by more than 40 km/h in urban areas and by more than 50 km/h outside urban areas).

Mandatory Crash Helmets and Transportation of Children on Vehicles (41st Amendment to the Austrian Motor Vehicles Act 1960 (Kraftfahrzeuggesetz 1960), Federal Law Gazette I No. 35/2023)

The provisions covering the mandatory wearing of crash helmets and the transportation of children on all-terrain vehicles (ATVs) or quads previously only covered four-wheeled vehicles. In the meantime, however, six-wheeled versions of such vehicles are also available. The previous provisions covering the mandatory wearing of crash helmets and the transportation of children have therefore been extended to such vehicles.

Training of Teaching Staff in Driving Schools (41st Amendment to the Austrian Motor Vehicles Act 1960 (Kraftfahrzeuggesetz 1960), Federal Law Gazette I No. 35/2023)

New regulations have been introduced for the training of driving instructors. These include a stronger focus on practical aspects and the introduction of compulsory regular continuing education for driving instructors. The changes came into force at the start of 2024.

Changes to Penalty Provisions (41st Amendment to the Austrian Motor Vehicles Act 1960 (Kraftfahrgesetz 1960), Federal Law Gazette I No. 35/2023)

Drivers are prohibited from making a phone call without the use of a hands-free system while driving or from using a mobile phone in any other way except as a navigation system (and then only provided that the phone is securely mounted inside the vehicle cabin). The corresponding on-the-spot fine when pulled over by the police has been raised from 50 euros to 100 euros. If the motorist refuses to pay the fine, or if the offence is identified by means of a traffic enforcement camera, the authorities will now impose a fine of up to 100 euros (instead of the previous 72 euros).

The fines for failure to wear a seat belt in a motor vehicle or for violation of the requirement to wear a crash helmet have also been raised. The corresponding on-the-spot fines when pulled over by the police have been raised from 35 euros to 50 euros. If the offender refuses to pay the fine, or if the offence is identified by means of a traffic enforcement camera, the authorities will now impose a fine of up to 100 euros (instead of the previous 72 euros).

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 13: Overview of traffic enforcement measures for the years 2019 to 2023;
Source: Federal Ministry of the Interior

Violations/Charges Filed	2019	2020	2021	2022	2023
Speeding	5,947,985	4,984,064	5,115,525	6,120,825	6,160,271
Drink driving	30,930	25,705	28,498	31,875	30,683
Drug driving	4,364	5,519	6,338	7,499	8,676
Failure to wear a seat belt	97,949	78,765	88,709	88,395	101,089
Failure to maintain a safety distance	141,111	113,313	104,888	121,883	111,087
Failure to use a child seat	6,576	5,641	6,448	7,013	7,979
Use of a mobile phone	123,888	121,211	128,489	130,540	129,781

4.7.3 Level Crossings Act 2012

In accordance with the Austrian Level Crossings Act 2012 (Eisenbahnkreuzungsverordnung), all level crossings in Austria must be checked by the responsible authorities for compliance with requirements at least once a year. Pursuant to Section 19 of the Austrian Accident Investigation Act (Unfalluntersuchungsgesetz), the Federal Safety Investigation Office shall compile a comprehensive report on its activities in the previous year which includes details of safety recommendations and the measures taken to address earlier such recommendations. This report also extends to accidents on level crossings. A copy of the report can be downloaded at 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 compiled and monitored so that the objectives can be reviewed. 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: ≥ 99 % (2019: 99 %, but incorrect use thereof)
- Front seats (without children): ≥ 99 % (2019: 97 %)
- Rear seats (without children): ≥ 95 % (2019: 93 %)

The “helmet-wearing rates” safety indicator applies to three types of vehicles: 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: ≥ 99 % (2018: 98 %)
- Ratio of charges filed to drink-driving checks

Since lack of due care and attention/distraction while driving is 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: ≥ 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 once the corresponding data are 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 based on 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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