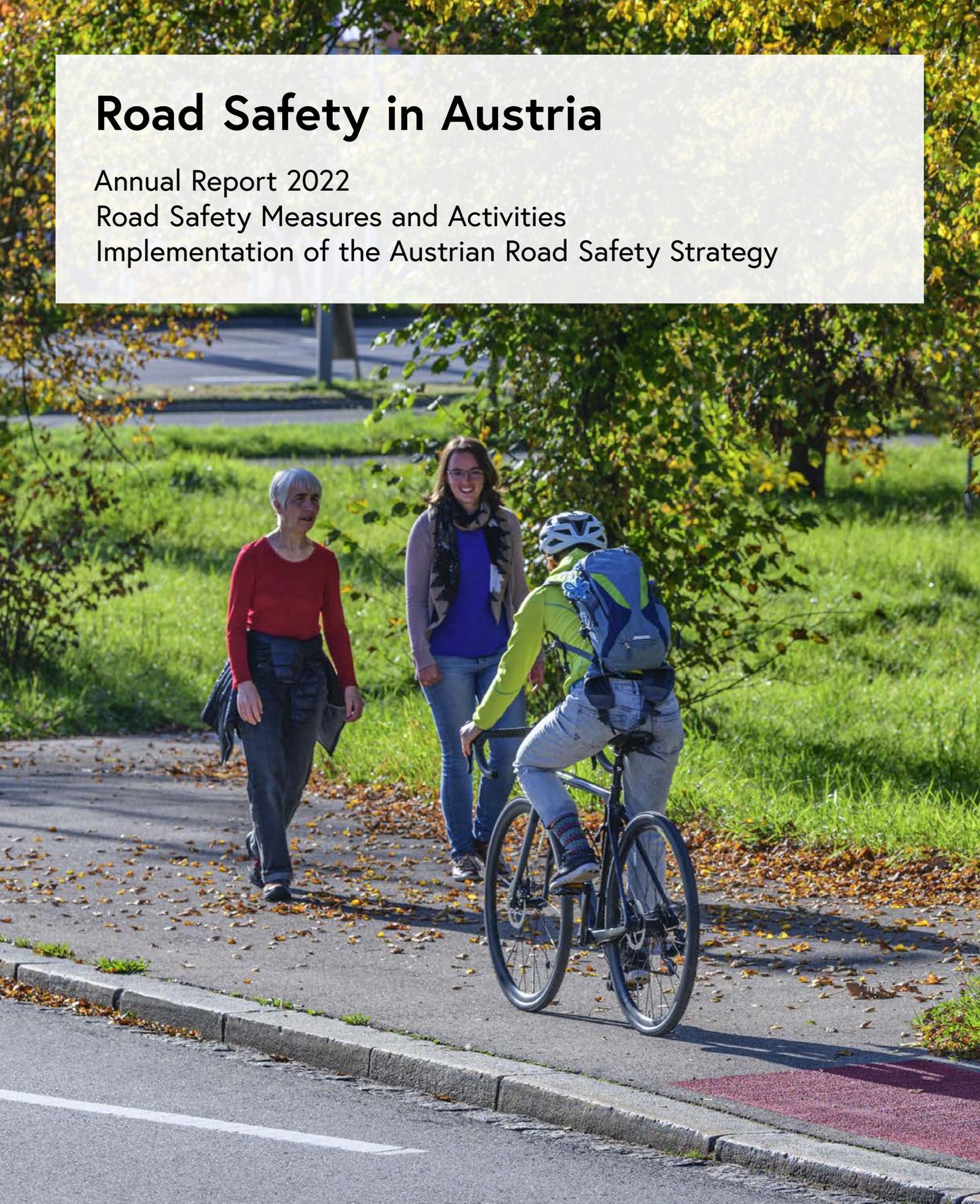


# Road Safety in Austria

Annual Report 2022

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

Even after the conclusion of the Austrian Road Safety Programme 2011–2020 continued efforts are still required to further reduce the numbers of accidents, fatalities and injured road users in Austria. A new Austrian Road Safety Strategy was thus developed for the period from 2021 to 2030 which builds on the two previous Road Safety Programmes. In an expansion of the previous methodology, an innovative approach was adopted thereby that considers both the principles of the Safe System as well as the trends and developments in mobility in our time.

2021 marked the start of the period covered by the new Austrian Road Safety Strategy 2021–2030. In line with the Safe System philosophy, the road safety strategy in Austria now aims to achieve a paradigm shift from accident prevention to injury prevention as a result of which serious or fatal injuries on the roads are prevented. Seven fields of action have been defined to address the key topics in road safety for the next decade. To facilitate 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 number of road fatalities and seriously injured road users in Austria is to be reduced by half by the year 2030. Furthermore, no more children should be fatally injured on Austria's roads by the same year. Alongside road safety measures, a set of safety indicators that describe the parameters which lead to road accidents or injuries are being identified and thus provide ongoing information on current trends.

This report describes the road safety activities and measures carried out in Austria in 2022. 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.

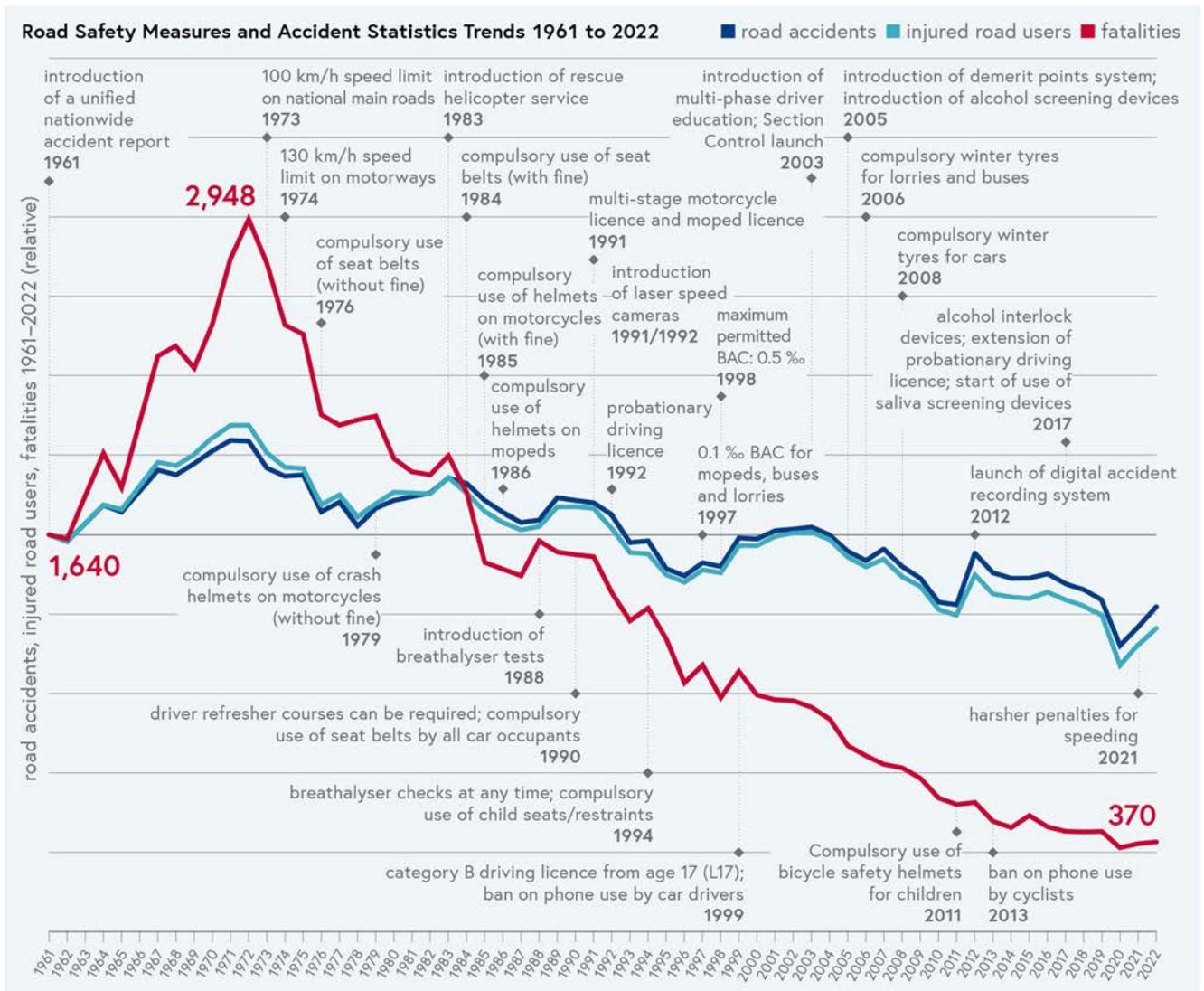


Figure 1: Road safety measures and trends in accident statistics since 1961. Sources: Statistics Austria, Federal Ministry for Climate Action, Environment, Energy, Mobility, Innovation and Technology

## 1.2 International Road Safety 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](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-contrôle-route.eu](http://euro-contrôle-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, which was coordinated by the European Transport Safety Council (ETSC) and managed by road safety experts from across Europe. In this project, Member States shared experiences and best practices with the aim of applying effective measures across Europe and thus improving road safety in the whole of the European Union. To achieve this goal, Austria joined forces with eleven other Member States in the three-year road safety exchange project, sharing above all its own particular expertise on the topics of "Particularly Vulnerable Road Users and Infrastructure" and "Infrastructure – Construction and Maintenance".

The closing event for the Road Safety Exchange project was held in May 2022 in Brussels, where the activities that had been carried out in the course of the project were presented and discussed. In addition to the measures implemented, the discussion also extended to follow-up activities that are to be implemented in any subsequent projects at European level.

# 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, which covered 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

Through the first Austrian Road Safety Programmes for the periods 2002–2010 and 2011–2020, relevant reductions were already achieved in the numbers of road accidents in Austria. 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, will also remain 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 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**

Following the lifting of the COVID-19 restrictions, an increased return to face-to-face events could be seen in 2022. A selection of these road safety events and activities are described below.

### **2.2.1 Road Safety Events**

#### **EU Safety 2022 – EuroSafe, Austrian Road Safety Board**

In June 2022, the Austrian Road Safety Board hosted the 10<sup>th</sup> European Conference on Injury Prevention and Safety Promotion (EU Safety 2022). Organised in close cooperation with the European Association for Injury Prevention and Safety Promotion (EuroSafe) and the World Health Organization (WHO), the conference was held in Palais Niederösterreich in Vienna and addressed the topic of “Safety in a digitalized and fast-changing world. How smart will injury prevention get?”. Around 250 delegates from across Europe identified the pressing need for action and demonstrated the opportunities and challenges presented by new digital solutions in injury prevention. Key topics addressed from a road safety perspective included new “smart” measures in road safety as well as the safety concerns regarding unprotected road users and active mobility.

Talk at the EU Safety 2022 conference; Photo: Austrian Road Safety Board/APA-Fotoservice/Schedl



### **16<sup>th</sup> Pedestrian Symposium 2022 – Walk-space.at**

The topic for the Walk-Space Symposium 2022, which was held as a face-to-face event in Korneuburg on 6 and 7 October, was “Urban and Rural Walkability – Pedestrian Concepts, Changing Awareness”. Over 160 delegates attended the symposium, whose agenda included topical keynote speeches, round table discussions and project presentations. It also featured its popular “Walk Shops” (workshops on foot) and regional excursions, where delegates had the opportunity to experience interesting pedestrian measures in the region first hand. Road safety aspects were addressed primarily in the “Mobility for Children and Youth” workshop, which looked at the design of the area around schools and above all road safety on the journey to and from school.

Walk Shop at the 16<sup>th</sup> Pedestrian Symposium 2022; Photo: Walk-space



### **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 2023, 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 21<sup>st</sup> “Ö3 Road Safety Awards” to persons and institutions who had demonstrated exceptional courage, civil duty and commitment, taken life-saving measures and thus made a valuable contribution to road safety.

The award in the category “Ö3ver of the Year” went to Jutta Hornbachner and her team at the Rosihof stable in St. Peter in der Au. In an attempt to push away a car that was stuck in the mud on a damp, sloping meadow, a 16-year-old girl was run over by the vehicle, trapped underneath and suffered life-threatening injuries. Before the emergency services arrived, four women from the nearby stable came to the rescue. While the girl was still trapped under the car, they began resuscitation attempts, while two of them established contact with the Red Cross control centre. In the meantime, Jutta Hornbachner, the owner of the stable, managed to lift the car using one of her tractors. Through their brave efforts, the girl survived the accident without any lasting injuries

Further awards went to the Vienna Traffic Police Department for their efforts in organising traffic during the Vienna City Marathon, the Fire Services in Werfen and Pfarwerfen for their intervention in a fire involving a campervan with a boat trailer on the A 10 Tauern motorway, and the ASFINAG traffic managers, who are on duty every day and provide a range of services including quickly clearing lost loads and thus preventing accidents.



Presentation of the “Ö3ver of the Year” award 2022; Photo: Hitradio Ö3

### **KFV Research Awards 2022 – Austrian Road Safety Board**

With the KFV Research Awards, the Austrian Road Safety Board recognises innovative ideas, products and approaches that contribute to accident prevention. The prize for first place in 2022 went to Alexander Grazer, whose dissertation at Vienna University of Technology on the “Intelligent Intersection” looks at possibilities to increase the efficiency and safety of urban intersections using state-of-the-art information, communication and control concepts, with a particular focus on pedestrians and cycle traffic.

The forecasting of collisions and violations of traffic rules and subsequent assessment of safety aspects in certain traffic situations can serve thereby to increase road safety. Second place went to Flasher GmbH in Graz, a company that develops and markets mobile safety applications for bicycles, e-scooters and similar modes of transport. Its “Flasher” product is a hi-tech armband that is worn on the upper arm, increases visibility and can also serve as an indicator and brake light. The award in the “Higher Vocational Schools” category was presented to pupils at the HTL Mössingerstraße and the HTL Lastenstraße technical colleges for their development of the “HASCY – HTLS ASFINAG Safety Cat” system, a mobile thermal imaging camera system for use in tunnels. In the event of a fire, the system makes it possible to detect people in endangered areas of the tunnel even in dense smoke, thus raising the level of safety in tunnels.

Presentation of the KFV Research Awards 2022; Photo: Austrian Road Safety Board



### 2.2.2 Selected Road Safety Campaigns and Activities

Aspects of road safety must be regularly brought to the attention of road users, and corresponding measures were also taken in this regard in 2022 in Austria at both national and provincial level. This section provides an overview of some of the corresponding campaigns and awareness-raising measures.

#### “Your Life-Saving Lane” – ASFINAG

Ten years after the introduction of the emergency services vehicles lane on motorways and expressways, ASFINAG launched a new campaign to remind road users of this road safety measure. The emergency services vehicles lane has proved its worth over the years, allowing the emergency services to reach accident sites on average two minutes earlier. Although the vast majority of motorists now automatically form a lane for emergency services vehicles in congested traffic, there are a few who are still not sure what to do or who need a brief reminder. The ASFINAG campaign therefore provided

information on the emergency services vehicles lane on posters along the motorway and expressway network, adverts in the media and radio broadcasts. This information can also be accessed on the ASFINAG website and social media channels.



Figure 2: The poster for the ASFINAG emergency services lane campaign; Photo: ASFINAG

### **Let's Go Kids! Pedestrian Pass for Kindergarten Pupils – Federal Province of Burgenland**

In 2022, the Federal Province of Burgenland launched a new pilot project in cooperation with the Austrian Road Safety Board to promote walking from as early as kindergarten age. 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. The documentation developed to accompany the training programme builds on the successful concept used at the kindergarten in Großpetersdorf, for which it received an “Aquila” Road Safety Award in 2021. The documentation now contains around 40 exercises, games, experiments and craft projects on the topic of road safety and was made available to the teaching staff at ten kindergartens across Burgenland.

### **Road Safety A to Z – Federal Province of Carinthia, ÖAMTC**

In this road safety education project, preschool children practice how to conduct themselves safely and correctly on the roads and thus gain valuable skills for their future as independent road users. Step-by-step and using a game-based approach, the children learn how to behave as pedestrians on the pavement, how to cross a road safely and how to be as safe as possible when traveling in their parents' car. They are also introduced to the topic of visibility: in a darkened room, the children are shown the difference between normal and reflective clothing in a very effective and practical manner.

### **Experience the Physics of Driving – Federal Province of Lower Austria, ÖAMTC**

The ÖAMTC automobile club's traffic education programme "Experience the Physics of Driving" ("Fahrphysik erleben") was developed in close collaboration with the Lower Austrian Education Board and targets school pupils in Years 9 and 10 (i.e. young people between the ages of 14 and 16) in the Federal Provinces of Vienna, Lower Austria and Burgenland. The content covered in the programme is designed to link the theoretical knowledge they have gained from physics classes with road situations in practice. Physics terms like centrifugal force, braking distance, acceleration, inertia, etc. are demonstrated physically to the participants, thus making them easier to understand. In the simulation of dangerous driving manoeuvres like an emergency stop, understeering, oversteering, skidding or aquaplaning, the young participants have the opportunity to experience the resulting forces first hand as passengers in a vehicle. In 2022, 15 one-day courses were held for 742 pupils at 14 schools in Lower Austria. A total of 2,155 young people took part in the programme across the three participating Federal Provinces.

A driving exercise in the "Experience the Physics of Driving" course; Photo: ÖAMTC/APA-Fotoservice/Haslinger



### **Cycling Proficiency Training in Primary and Middle Schools – Federal Province of Upper Austria**

Since 2015, cycling proficiency training courses have been held each year in around 250 primary and middle schools in Upper Austria. These courses serve to prepare students for the voluntary cycling proficiency test. As part of the training programme, the young cyclists have the opportunity to practice their road and vehicle skills and be tested on their technical knowledge by certified trainers.

### “Stop Speeding” Road Safety Campaign – Federal Province of Tyrol

Driving at an inappropriate speed remains alongside distraction and lack of due care and attention one of the main causes of road accidents in Austria. Almost one third of all fatal road accidents are caused by speeding. It was this fact that prompted the two-year “Stop Speeding” road safety campaign organised by the Federal Province of Tyrol and the Tyrolean Traffic Police Department. Awareness-raising measures form a key part of this measure and include short films played in cinemas across Tyrol and on the provincial government’s social media channels as well as 120 posters with the messages “Crashed into eternity” (“In die Ewigkeit gebrettert”), “Speeding can be deadly” (“Rasen kann tödlich sein”) or “On a fast road to hell” (“Schnell to Hell”), which were mounted in and outside urban areas. In 2022, this road safety campaign was augmented by eight police speed check measures across the province.



Figure 3: A poster for the “Stop Speeding” road safety campaign in Tyrol; Photo: Federal Province of Tyrol/ shutterstock.com

### TRIXI Blind Spot – Federal Province of Vorarlberg

Blind spots regularly lead to dangerous situations on the roads, especially for children. Accordingly, a cooperation project was organised by the Federal Province of Vorarlberg, the Sicheres Vorarlberg safety organisation, the Vorarlberg Chamber of Commerce, the Vorarlberg Education Board, the ÖAMTC automobile club, the police, the AUVA workers’ compensation board and the Austrian Road Safety Board to raise awareness among schoolchildren in Year 3 or above (i.e. over the age of eight) of the dangers of blind spots by showing them first-hand the actual visibility situation from the driver’s cabin of a parked lorry. To do so, two children sit in the driver’s cabin and observe how long they can still see their classmates in front of the vehicle when they walk into the blind spot. This practical exercise teaches the children the danger of not being seen and raises their awareness of the problem of blind spots.

### **Wiener Safety Festival – City of Vienna**

At the Vienna Safety Festival which was held in 2022 on Austrian National Day (26 October), the City of Vienna's Municipal Department for Traffic Management and Organisation (MA 46) set up a road safety training course and a wheel of fortune with quiz questions relating to road safety. The quiz questions were designed specifically for children and were used to test and expand their knowledge of this important topic in a fun manner.

### **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: "Look Out For Children" ("Achtung Kinder") poster campaign at the start of term; e-bike training courses
- Carinthia: Car-free day at Lake Wörth and Lake Ossiach; free winter-ready check; lightbulb replacement campaign
- Lower Austria: E-bike courses, "Safety First on the Way to School" (SUSAS – "Schüler und Sicherheit am Schulweg") campaign
- Styria: "Eyes on the Road" ("Augen auf die Straße") project for schools
- Tyrol: School starter pack containing a reflective vest and a child-friendly road safety brochure
- Upper Austria: Measures to raise awareness on the topics of visibility, alcohol and drugs
- Vienna: Road Safety Education Days; "Safebike"
- Vorarlberg: Schlotterhos traffic clown; "Vorarlberg Bike Cavaliers" (Ländle Rad-Ritter"); Bicycle Helmet Games

# 3 Trends in Austrian Road Accident Statistics

This section of the report 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, a year that was defined by the COVID-19 pandemic, 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. These low figures can be attributed largely to the reduced levels of traffic due to the COVID-19 restrictions such as lockdowns. In 2021, the accident statistics had already begun to rise again, a trend that continued in 2022.

Table 1: Road accident statistics 2022; Source: Statistics Austria

Indicator	Number
Fatalities	370
Seriously injured road users	7,258
Injured road users	43,262
Accidents with injuries to road users	34,869

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

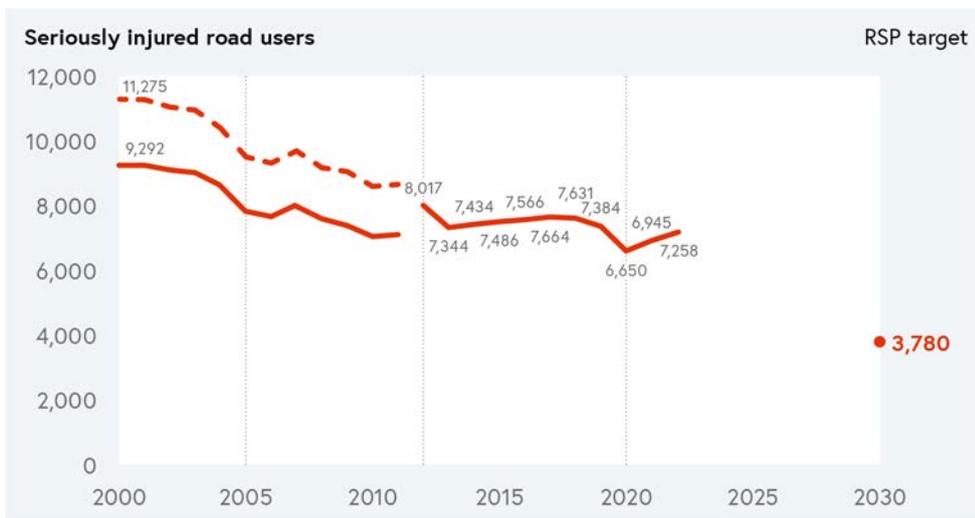


Figure 5: Trend in the number of people seriously injured in road accidents in Austria since 2000; Sources: Statistics Austria, Federal Ministry for Climate Action, Environment, Energy, Mobility, Innovation and Technology

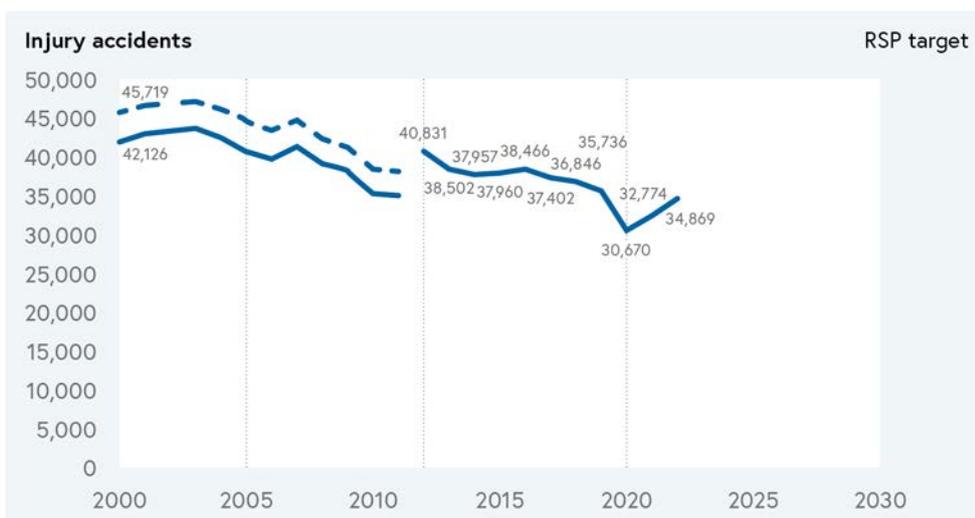


Figure 6: Trend in the number of road accidents in Austria since 2000; Sources: Statistics Austria, Federal Ministry for Climate Action, Environment, Energy, Mobility, Innovation and Technology

### 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 and people killed in such accidents are shown in the figures below.

Figure 7: Trend in the number of accidents on level crossings in Austria since 2012; Sources: Federal Safety Investigation Office; Federal Ministry for Climate Action, Environment, Energy, Mobility, Innovation and Technology

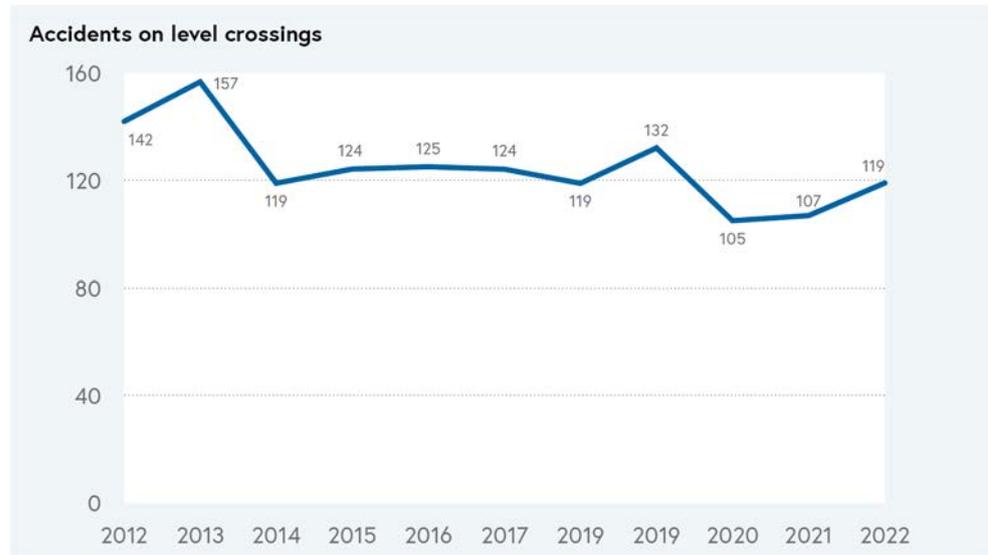
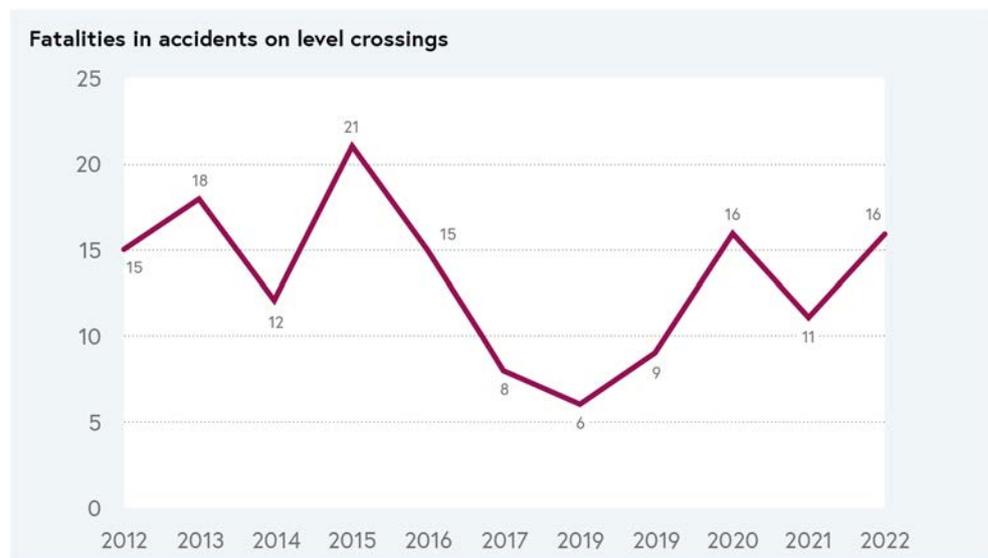


Figure 8: Trend in the number of fatalities in accidents on level crossings since 2012; Source: Federal Safety Investigation Office; Federal Ministry for Climate Action, Environment, Energy, Mobility, Innovation and Technology



# 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 2022, 3,303 pedestrians were injured in accidents on Austria’s roads, 49 of them fatally. The share of pedestrian fatalities among total road accident fatalities rose in 2022 from around 10 % in the previous year to approximately 13 %.

As in the previous years, more women (around 53 %) than men (around 47 %) were injured as pedestrians in Austria in 2022. Pedestrian fatalities were highest in the 65+ age group. After the strong increase from 49 % in 2020 to almost 57 % in 2021, the share of fatalities in this age group decreased in 2022 to around 53 %. The record levels attained in 2015 and 2019 (around 58 %) were thus not reached. In 2022, four children numbered among the pedestrian fatalities.

Table 2: Pedestrians; Source: Statistics Austria

Indicator	2022
Road accidents	3,428
Injured road users	3,254
Seriously injured road users	691
Fatalities	49
Share of total fatalities	13.2 %

### 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 similar levels in 2021 and 2022.

In 2022, there were 10,745 accidents involving cyclists on Austria's roads – the first time that more than 10,000 bicycle accidents were recorded in one year. This share of bicycle accidents among total road accidents thus lay at around 31 % (2021: 29 %). The share of seriously injured cyclists rose slightly compared to the previous year to around 34 % (2021: 33 %), whereas the share of cyclist fatalities dropped from almost 14 % in 2021 to around 12 %. Overall, a sharp rise has been seen both in the share of accidents involving bicycles and in the shares of cyclists among total accident victims, injured road users and fatalities since 2020.

The number of people fatally injured while cycling increases sharply in the 55+ age groups. Almost 80 % of all fatally injured cyclists in Austria in 2022 were 55 years of age or over, and more than 50 % were in the 65+ age group. The number of fatally injured male cyclists (36) in 2022 was more than three times that of their female counterparts (8). Overall, around 62 % of all bicycle accident victims were male and around 38 % were female. 23 % of the cyclists involved in road accidents suffered serious or fatal injuries.

Table 3: Cyclists; Source: Statistics Austria

Indicator	2022
Road accidents	10,745
Injured road users	10,871
Seriously injured road users	2,482
Fatalities	44
Share of total fatalities	11.9 %

### 4.1.3 New electric micro-vehicles

No accident statistics are available for electric micro-vehicles for 2022. 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 2022, 2,689 children were injured on Austria’s roads. After reaching its lowest level in 2020 (two fatalities) and the six child fatalities recorded in 2021, the number of children fatally injured in road accidents in Austria rose again in 2022 to 13. Of these, eight were under the age of four. The share of child fatalities among total road accident fatalities thus almost doubled compared to the previous year (2021: 1.7 %; 2022: 3.5 %).

Around 36 % of the children injured in road accidents in 2022 were travelling in motor vehicles at the time of the accident. The share of children injured while riding a bicycle (around 28 %) remained at a similar level to the previous year.

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

Indicator	2022
Road accidents	2,479
Injured road users	2,689
Seriously injured road users	305
Fatalities	13
Share of total fatalities	3.5 %

#### 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.

119 people over the age of 65 – and thus around 32 % of all road accident fatalities – were killed on Austria’s roads in 2022, a clear rise compared to the previous year (27 %). Members of the 65+ generation were fatally injured above all in motor vehicle accidents (around 43 %) but also in pedestrian (21 %) or bicycle (22 %) accidents. The share of older road users among total bicycle fatalities did however fall in the previous year from around 26 % to around 21 %. After reaching a record level of just over 6 % in 2021, the share of older road users among light motorcycle fatalities likewise fell again to around 3 %. The share of motorcycle fatalities remained at the same level as in the previous year (around 6 %).

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

Indicator	2022
Road accidents	8,166
Injured road users	6,133
Seriously injured road users	1,527
Fatalities	119
Share of total fatalities	32.2 %

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

The following list contains a selection of measures implemented in 2022 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:

- Comprehensive amendments to the Austrian Road Traffic Act (Straßenverkehrsordnung) to support active mobility
- “Look Out For Children” poster campaign at the start of term (Burgenland)
- “SUSAS – Safety First on the Way to School” project (Lower Austria)
- Bicycle training courses in primary and middle schools (Upper Austria)
- School starter pack with a reflective vest and a child-friendly road safety brochure (Tyrol)
- Practicing the walk to and from school with the police (Vorarlberg)

## 4.2 Field of Action 2: Safe Rural Roads

While only around 37 % of all road accidents in Austria in 2022 occurred on rural roads, these accidents accounted for just over 70 % of all road accident fatalities. The majority of all accidents on rural roads, around 64 %, occurred on 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.

Table 6: Rural roads; Source: Statistics Austria

Indicator	2022
Road accidents	12.318
Injured road users	16.712
Seriously injured road users	3.424
Fatalities	261
Share of total fatalities	70.5 %

Driving speed has a major impact on road safety. Excessive speed is a frequent cause of road accidents, especially on rural roads. In 2022, the police determined that 27.5 % of accidents on rural roads in Austria could be attributed either to lack of due care and attention/distraction or to driving at an inappropriate speed. In comparison to the previous years, where this figure had exceeded 31 %, a decrease in the number of accidents on rural roads attributed to speeding was thus recorded in 2022.

The following list contains a selection of measures implemented in 2022 in Austria which correspond and can thus be assigned to Field of Action 2 – “Safe Rural Roads” in the Austrian Road Strategy 2021–2030:

- “Your Life-Saving Lane” campaign (ASFINAG)
- Free winter-ready check and lightbulb replacement initiative (Carinthia)
- “Stop speeding” road safety campaign (Tyrol)

## 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. Motorcycling is 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 2022, 3,882 people were injured in road accidents in Austria while riding a motorcycle, 55 of them fatally. This constitutes a major decrease in the number of fatalities compared to the previous year (2021: 75 fatalities) and is the lowest number of motorcycle fatalities since the introduction of digital records in 1992. As a result, the share of motorcycle fatalities among total road accident fatalities also decreased from around 21 % in the previous year to around 15 % in 2022. The share of motorcycle accidents among total road accidents remained almost the same at around 11 %. Men continued to be involved in motorcycle accidents far more frequently than women: around 83 % of injured motorcyclists and around 96 % of motorcycle fatalities in Austria in 2022 were male.

In terms of age, the highest figures in 2022 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 11 % of all motorcyclists injured in road accidents. Double-digit shares in the numbers of injured motorcyclists were also to be found among 15-19-year-olds (around 11 %), closely followed by the 20-24 and 25-29 (each around 9 %) year-old age groups.

Table 7: Motorcycle accidents; Source: Statistics Austria

Indicator	2022
Road accidents	3,773
Injured road users	3,882
Seriously injured road users	1,316
Fatalities	55

### 4.3.2 Moped riders

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 2022, 3,039 moped riders were injured in road accidents in Austria. These included 2,739 moped drivers as well as 300 moped passengers. Around 74 % of the moped drivers and passengers involved in road accidents in 2022 were between 15 and 19 years of age. The drivers of the mopeds involved in road accidents were frequently young males. In around 47 % 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 30 %. In 2022, eight people were killed in moped accidents in Austria, five fewer than in the previous year. The share of moped fatalities among all road accident fatalities thus decreased from 3.6 % to 2.2 %.

Table 8: Moped accidents; Source: Statistics Austria

Indicator	2022
Road accidents	2,784
Injured road users	3,039
Seriously injured road users	480
Fatalities	8
Share of total fatalities	2.2 %

### 4.3.3 Measures Implemented in Field of Action 3

The following list contains a selection of measures implemented in 2022 in Austria which correspond and can thus be assigned to Field of Action 3 – “Motorcycle Safety” in the Austrian Road Strategy 2021–2030:

- Safebike (Vienna)

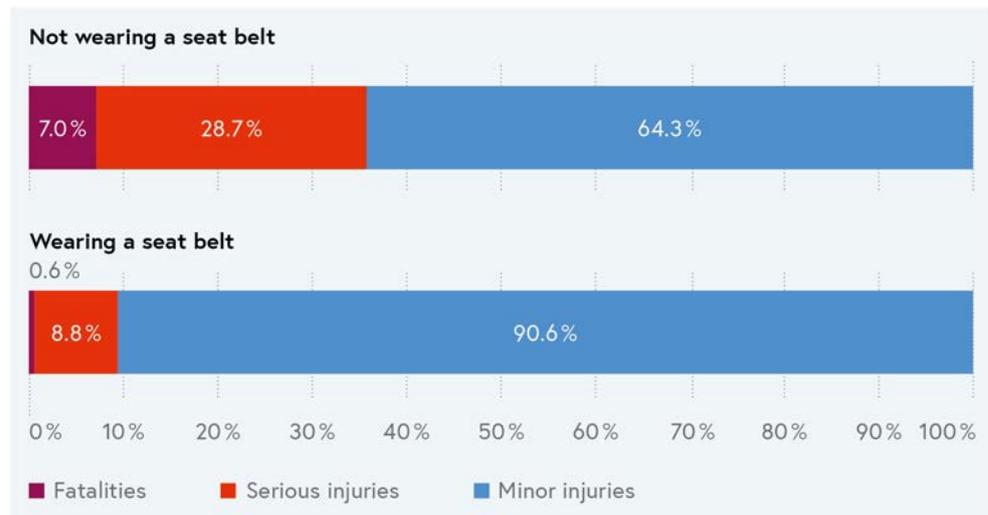
## 4.4 Field of Action 4: Car Safety

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 2022, 7 % 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 29%) than it was for those who were (around 9 %).

Figure 9: Injury severity for car occupants secured/not secured by seat belts or in child seats in 2022; 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.

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

The following list contains a selection of measures implemented in 2022 in Austria which correspond and can thus be assigned to Field of Action 4 – “Car Safety” in the Austrian Road Strategy 2021–2030:

- “Experience the physics of driving” initiative (Lower Austria)
- “Safe drivers wear seatbelts” (“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 25.7 % of fatal road accidents in Austria in 2022. This figure is up for the second year in a row (2021: 23.6 %).

### 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 since the introduction of digital records in 1992.

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

Indicator	2022
Road accidents	2,775
Injured road users	3,519
Seriously injured road users	658
Fatalities	26
Share of total fatalities	7.0 %

### 4.5.3 Drugs

In 114 road accidents in Austria in 2022, one or more of the motorists or pedestrians involved were determined to be under the influence of addictive substances/drugs. In contrast to both of the two previous years in which three people were killed in such accidents, no road users were fatally injured in drug-related road accidents in 2022. However, the number of people injured in these accidents rose to 189 and was thus higher than the previous two years (2020: 156; 2021: 143).

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

Indicator	2022
Road accidents	114
Injured road users	189
Seriously injured road users	39
Fatalities	0

### 4.5.4 Measures Implemented in Field of Action 5

The following list contains a selection of measures implemented in 2022 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:

- Conclusion of the study financed by the Austrian Road Safety Fund to evaluate alternative probation systems for drink-driving offenders such as alcohol interlock devices. The study examined the situation after the introduction of a regulation in 2017 that established the possibility for holders of category B and BE driving licences to keep their licences by agreeing to use an alcohol interlock device. In addition to the installation and use of these breathalyser devices, the offenders were also required to attend mentoring sessions every two months. The study can be downloaded (in German) at: [bmk.gv.at/themen/verkehr/strasse/verkehrssicherheit/vsf/forschungsarbeiten](https://bmk.gv.at/themen/verkehr/strasse/verkehrssicherheit/vsf/forschungsarbeiten)
- 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.

10,012 young road users between the ages of 15 and 24 were injured in accidents on Austria's roads in 2022, 51 of them fatally. The share of road users in this age group among total road accident fatalities lay at around 14 %. Following steady increases in the previous three years, the share of young road user fatalities thus decreased by around 3 % compared to 2021.

Once again, the majority of young road accident victims in 2022 were driving or travelling in a car at the time of the accident (around 47 %), although a slight decrease in this share has been seen in recent years. The share of moped riders is likewise on the decline and lay in 2022 at around 24 % (compared to 26 % and 28 % in the two previous years). In contrast, an increase was recorded for cyclists in this age group: in 2022, around 13 % of all young road accident victims were riding a bicycle at the time of the accident – in 2019 this figure had still lay at around 8 %. The majority of cyclist and moped accident victims in this age group in 2022 were male, accounting for 67 % (cyclists) and 59 % (moped riders) respectively.

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

Indicator	2022
Road accidents	10,935
Injured road users	10,012
Seriously injured road users	1,266
Fatalities	51
Share of total fatalities	13.8 %

#### 4.6.2 Measures Implemented in Field of Action 6

The following list contains a selection of measures implemented in 2022 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:

- “Eyes on the road” school project (Styria)

### 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. On 1 October 2022, the 33<sup>rd</sup> Amendment to the Austrian Road Traffic Act (Straßenverkehrsordnung) came into force and included a number of measures to support and encourage active mobility. These legislative changes are outlined below.

##### **School street (33<sup>rd</sup> Amendment to the Austrian Road Traffic Act 1960 (Straßenverkehrsordnung 1960), Federal Law Gazette I No. 122/2022)**

So-called school streets (Schulstraßen) can now be set up in the immediate vicinity of school buildings for specified periods of time such as the start and end of the school day. During these periods, such streets are closed to motor vehicles, with the exception of residents for access or exit purposes and public services vehicles. Bicycles and e-scooters can be used on school streets if they are ridden at walking speed. The road carriageway may be used by pedestrians, whereby the wilful obstruction of vehicles is not permitted.

##### **Walking speed for right-turning vehicles over 3.5 tonnes (33<sup>rd</sup> Amendment to the Austrian Road Traffic Act 1960 (Straßenverkehrsordnung 1960), Federal Law Gazette I No. 122/2022)**

Heavy goods vehicles and buses with a permissible total weight of over 3.5 tonnes must now be driven at walking speed when turning right if they can expect to encounter bicycle traffic that is continuing straight ahead or turning right in the same direction. This also applies when pedestrians can be expected to be crossing the road in the immediate vicinity of the turning manoeuvre.

**Keeping pavements, footpaths and cycle paths clear (33<sup>rd</sup> Amendment to the Austrian Road Traffic Act 1960 (Straßenverkehrsordnung 1960), Federal Law Gazette I No. 122/2022)**

Stopped or parked vehicles are no longer permitted to protrude onto pavements, footpaths or cycle paths. A limited protrusion onto pavements and footpaths, e.g. of a car bumper or for loading purposes for a maximum duration of ten minutes, is permitted. A protrusion onto cycle paths is not permitted under any circumstances.

**Overtaking of cyclists: minimum side clearance when overtaking (33<sup>rd</sup> Amendment to the Austrian Road Traffic Act 1960 (Straßenverkehrsordnung 1960), Federal Law Gazette I No. 122/2022)**

A predefined minimum side clearance must now be maintained when overtaking cyclists or e-scooter riders. The minimum side clearance for driving speeds of above 30 km/h has been set at 1.5 m for urban roads and 2.0 m for rural roads.

**Cycling next to children, riding side by side (33<sup>rd</sup> Amendment to the Austrian Road Traffic Act 1960 (Straßenverkehrsordnung 1960), Federal Law Gazette I No. 122/2022)**

When accompanying a child on a bicycle, cyclists are now permitted to ride side by side at all times except on roads with rail tracks in the roadway. Cyclists are now also permitted to ride side by side on roads with a speed limit of 30 km/h as long as they are not priority roads or roads with rail tracks and the cyclists are not traveling against the direction of travel on one-way streets. Care must, however, be taken to ensure that no road users are endangered or prevented from overtaking.

**Groups of cyclists (33<sup>rd</sup> Amendment to the Austrian Road Traffic Act 1960 (Straßenverkehrsordnung 1960), Federal Law Gazette I No. 122/2022)**

If groups of ten or more cyclists are riding together, other motorists must allow them to cross an intersection in a group. When such a group enters the junction, the priority rules for cycle traffic must be observed. The lead cyclist must indicate the end of the group to the other motorists at the intersection and should dismount to do so if required. The first and last cyclists in the group must each be wearing a reflective high-visibility vest.

**Compulsory use of pedestrian infrastructure (33<sup>rd</sup> Amendment to the Austrian Road Traffic Act 1960 (Straßenverkehrsordnung 1960), Federal Law Gazette I No. 122/2022)**

Pavements and footpaths must now only be used if it is reasonable to do so. In poor conditions, e.g. when the pavement is icy or they are at risk of falling due to obstacles on the pavement or footpath, pedestrians are not obligated to use the pedestrian infrastructure.

**Passing at a bus or tram stop (33<sup>rd</sup> Amendment to the Austrian Road Traffic Act 1960 (Straßenverkehrsordnung 1960), Federal Law Gazette I No. 122/2022)**

When a bus or tram pulls into a bus or tram stop, motorists are now prohibited from driving past the vehicle on the side intended for boarding or alighting. This also applies when a bus or tram is stationary at the stop. Motorists are only permitted to drive past when all the doors of the public transport vehicle have been closed again and no more people are walking towards it. When doing so, they are only permitted to drive at walking speed.

**Cycle traffic: turning right at a red light (33<sup>rd</sup> Amendment to the Austrian Road Traffic Act 1960 (Straßenverkehrsordnung 1960), Federal Law Gazette I No. 122/2022)**

When a corresponding additional sign is mounted on the traffic light, cycle traffic can now turn right at a red light or continue straight on at T-junctions where no vehicles can cross from the right. Before continuing their journey, the cyclists must, however, stop and verify that doing so will not hinder or endanger other road users. A working paper has been drawn up by the Austrian Association for Research on Road-Rail-Transport (Forschungsgesellschaft Straße–Schiene–Verkehr) to determine which intersections are suitable for such signs and set out comprehensive criteria for their use.

**Cycle traffic: zip-merge principle for parallel cycle paths (33<sup>rd</sup> Amendment to the Austrian Road Traffic Act 1960 (Straßenverkehrsordnung 1960), Federal Law Gazette I No. 122/2022)**

Previously, wherever cycle paths merged almost parallel into the road carriageway, priority at the end of the cycle path was given to the traffic on the carriageway. In future, the zip-merge principle shall be applied at the end of a cycle lane or on a parallel merging cycle path in an urban area if the cycle traffic continues in the same direction of travel after leaving the cycle path.

**Approaching an unregulated cyclist crossing (33<sup>rd</sup> Amendment to the Austrian Road Traffic Act 1960 (Straßenverkehrsordnung 1960), Federal Law Gazette I No. 122/2022)**

As was previously the case, cyclists are still permitted to approach a cyclist crossing that is not fitted with traffic lights at a maximum speed of 10 km/h and are not permitted to enter the crossing directly in front of an approaching vehicle. This rule now no longer applies if there are no motor vehicles currently in motion in the direct vicinity.

### **Use of pedestrian crossings, compulsory use of overpasses and underpasses (33<sup>rd</sup> Amendment to the Austrian Road Traffic Act 1960 (Straßenverkehrsordnung 1960), Federal Law Gazette I No. 122/2022)**

To date, if there was a dedicated pedestrian crossing available within 25 m, pedestrians were required to use it to cross the road. They are now permitted to cross the road within this 25 m-zone without using the crossing if the traffic situation clearly allows them to do so and the vehicle traffic is not hindered. The use of overpasses and underpasses is likewise no longer compulsory; pedestrians may now also cross the road anywhere in the vicinity of such facilities.

### **New road signs for pedestrian and cycle traffic (33<sup>rd</sup> Amendment to the Austrian Road Traffic Act 1960 (Straßenverkehrsordnung 1960), Federal Law Gazette I No. 122/2022)**

No through roads which nonetheless offer a way through for cyclists or pedestrians could previously be indicated by corresponding additional signs alongside the traffic sign for a “No through road”. Separate traffic signs for such situations have now been included in the Austrian Road Traffic Act. The continuation of a footpath or cycle path or a shared footpath and cycle path used by pedestrians and cyclists to cross the road were previously indicated by two traffic signs – the sign for a pedestrian crossing and the sign for a cyclist crossing. A combined sign has now been created for this purpose. Signposting for cycle traffic has likewise been incorporated into the Road Traffic Act.



New traffic signs for pedestrian and cycle traffic.

### **EU Regulation on the General Safety of Vehicles and the Protection of Vehicle Occupants (Regulation (EU) 2019/2144)**

Under the provisions of Regulation (EU) 2019/2144, intelligent speed assistance systems, alcohol interlock installation interfaces, advanced systems to warn of driver fatigue and dwindling attention and systems to protect vehicles against cyberattacks became mandatory for all vehicle categories with effect from July 2022. Passenger cars and light commercial vehicles must additionally be fitted with emergency lane-keeping assistance systems and advanced emergency braking systems. Heavy passenger and goods vehicles (categories M2, M3; N2, N2) must be equipped with blind spot assistance systems and advanced collision warning systems that are capable of detecting pedestrians and cyclists. These requirements came into effect in the respective vehicle categories from 6 July 2022 for EU type-approvals and from 7 July 2022 for first-time vehicle registrations.

**Inadmissible manoeuvres when operating a motor vehicle (40<sup>th</sup> Amendment to the Austrian Motor Vehicles Act 1960 (Kraftfahrgesetz 1960), Federal Law Gazette I No. 62/2022)**

Through the 40<sup>th</sup> Amendment to the Austrian Motor Vehicles Act, certain types of vehicle manoeuvre, namely those observed at gatherings of members of the tuning scene, were expressly declared inadmissible. This measure is designed to make it easier for the police or other traffic enforcement officers to carry out traffic checks and intervene where necessary.

If the police or other traffic enforcement officers determine that the vehicle is being intentionally misfired or used to produce noise from the sudden release of excess turbo pressure in the induction system or emit flames from the rear silencer, they are authorised to immediately confiscate the vehicle registration papers and licence plates. Furthermore, certain types of manoeuvre with a vehicle, such as rapid acceleration, abrupt braking, skidding, drifting or quickly spinning it around or making it hop, were expressly declared as unsuitable uses of a vehicle.

The demonstrative list of manoeuvres that are considered unsuitable uses of a vehicle should serve to make traffic checks easier and provide the police or other traffic enforcement authorities with an effective means of being able to intervene and impose sanctions. If such types of behaviours are observed by public safety officers and it can be assumed that they will be repeated or continued, the officers are authorised to order an immediate stop to the journey and prevent its continuation for up to 72 hours through appropriate measures such as the confiscation of the vehicle keys and documents, locking up or parking of the vehicle, installation of technical locking devices, removal of the licence plates, etc. The maximum fine for such offences was raised substantially from 5,000 euros to 10,000 euros, with the minimum fine set at 300 euros in order to increase the deterrent effect.

## 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 2018 to 2022;  
Source: Federal Ministry of the Interior

Violations/Charges Filed	2018	2019	2020	2021	2022
Speeding <sup>1</sup>	5,317,980	5,947,985	4,984,064	5,115,525	6,120,825
Drink driving	28,067	30,930	25,705	28,498	31,875
Drug driving	3,011	4,364	5,519	6,338	7,499
Failure to wear a seat belt	102,941	97,949	78,765	88,709	88,395
Failure to maintain a safety distance	109,218	141,111	113,313	104,888	121,883
Failure to use a child seat	6,769	6,576	5,641	6,448	7,013
Use of a mobile phone	115,470	123,888	121,211	128,489	130,540

## 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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