

Road Safety in Austria

Annual Report 2024

Road Safety Measures and Activities

Implementation of the Austrian Road Safety Strategy



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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. Even after the completion of these programs, continued efforts are needed 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 latest mobility trends and developments of our time.

The era of the newly developed Austrian Road Safety Strategy began in 2021. In line with the Safe System philosophy, the road safety strategy in Austria now aims to implement 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, covering the key topics in road safety for the next decade. To enable its regular adaptation to new developments, the road safety strategy is accompanied by time- and topic-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 halve the number of road accident fatalities and seriously injured road users by the year 2030. Moreover, by the end of its period of validity, no child should be killed in Austrian road traffic. Alongside road safety measures, safety indicators are being determined to describe the parameters that lead to road accidents or injuries and thus provide ongoing information on current trends.

This report provides an overview of the road safety activities and measures carried out in Austria in 2024. It contains information on accident statistics, trends and developments in recent years, and the measures implemented in the fields of action defined in the Austrian Road Safety Strategy.

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1 Road Safety Work

Improving road safety is both a matter of national and international concern. This section outlines 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 of Innovation, Mobility and Infrastructure
- Federal Ministry of the Interior and the Police
- Other Federal Ministries such as the Federal Ministry of Education and the Federal Ministry of Labour, 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

Since 2002, the Austrian Road Safety Programmes formed the core of the country's road safety work. In 2002, a first national Road Safety Programme was adopted for the period from 2002 to 2010. This was followed in February 2011 by the Austrian Road Safety Programme 2011–2020. Following a comprehensive interim evaluation in 2015, the 2011–2020



Austrian Road Safety Strategy 2021–2030

Road Safety Program was published in a second edition in 2016. The current Austrian Road Safety Strategy 2021–2030 builds on the two previous road safety programmes and is available for download at bmim.gv.at/en/topics/transport/roads/safety/vss2030.

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 key institutions in matters relating to road safety. The Advisory Council's primary tasks lie in the preparation, ongoing evaluation and further development of road safety programmes for all modes of transport. Its members include the transport spokespersons for the parliamentary political parties, transport safety experts from all modes of transport 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 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 a key 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 standardized accident report form. Since then, accident statistics have been available in a continuous series. Over the years, numerous road safety measures have been implemented. The chart below shows the trends in the numbers of injured road users and road accidents as well as the years in which key road safety measures were introduced.

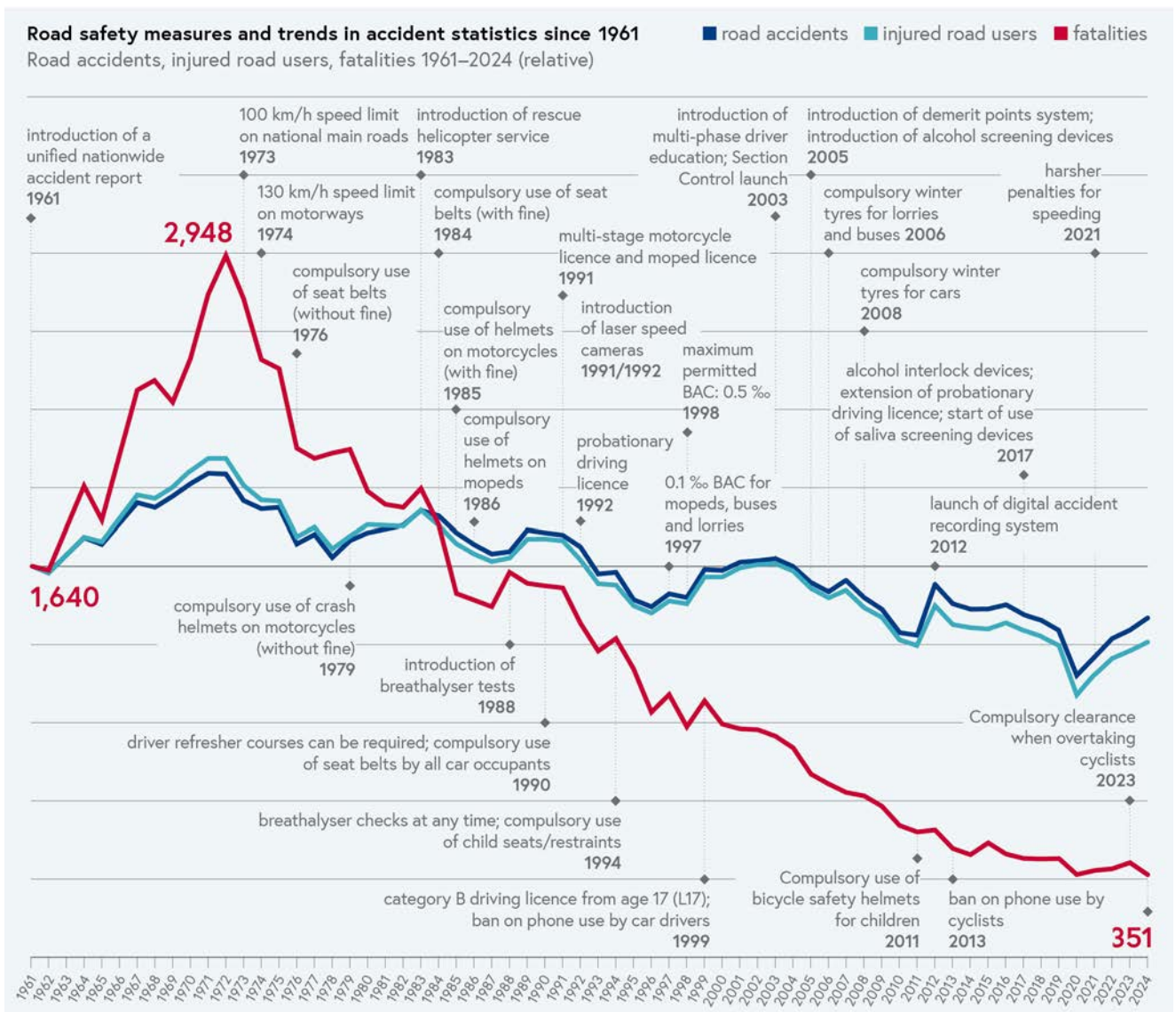


Figure 1: Road safety measures and trends in accident statistics since 1961; Sources: Statistics Austria, Federal Ministry of Innovation, Mobility and Infrastructure

1.2 International Road Safety Institutions

Austria is an active participant in many 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 (ecr-egtc.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 – International Traffic Safety Data and Analysis Group (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 of Innovation, Mobility and Infrastructure (BMIMI) 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 the 2002–2010 Road Safety Programme and the programme for the period 2011–2020, the 2021–2030 Road Safety Strategy was developed, building on the principles and objectives of the first programmes. In contrast to the rather rigid predecessors, the new strategy offers 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 in the numbers of road accidents were already achieved 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 of Innovation, Mobility and Infrastructure aims to build on the previous activities and take substantial steps towards reducing the number of serious accidents on Austria's roads. The strategy covers all areas of road safety work, from human behaviour and vehicle technology to infrastructure.

Responsible cooperation, shared responsibility and joint action create safety 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, 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 objectives of the European Commission. For the most vulnerable group of road users, children, the strategy seeks to achieve the goal of “Vision Zero” over the next ten years. The average figures for 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 during the term of the Road Safety Strategy 2021–2030 will be spread over seven distinct fields of action. A special focus will be placed on seriously injured road users. In order to be able to react to latest developments in transport and mobility, regular targeted action plans will be drawn up, each of which defines and lays out specific responsibilities and competences. With this approach, the new strategy moves away from a relatively rigid programme to an active instrument for improving road safety.

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

2.2 Overview of Road Safety Activities in Austria

Every year, numerous events and campaigns are conducted with the aim of increasing road safety. The following is a selection of road safety activities carried out in 2024.

2.2.1 Road Safety Events

18th Pedestrian Symposium 2024 – Walk-space.at

In 2024, the Walk-Space Symposium was held on 4 and 5 June at the Kulturgarage in Seestadt Aspern, Vienna, focusing on “Active Pedestrian Mobility in the Neighbourhood – Transformation of Public Spaces and Creation of Liveable Streets”. Various sessions presented and discussed relevant topics related to pedestrian traffic. The focus was on inclusion and accessibility, shared spaces in conjunction with economic aspects and street design, the school environment, and health considerations. The session “Healthy and Mobile on Foot” also addressed “nudging” – that is, how incentives or suggestions can be used to encourage a certain behaviour; in this case, how people can be motivated to walk more. Road safety aspects were addressed primarily in the context of shared spaces and the presentation of digital school route maps.



Talk at the 18th Pedestrian Symposium 2024, Photo: Walk-space at/Luiza Puiu

Ö3 Road Safety Awards: “Heroines and Heroes of the Roads” – Hitradio Ö3, Federal Ministry of Innovation, Mobility and Infrastructure, Federal Ministry of the Interior

In September 2025, the Austrian national radio station Hitradio Ö3, the Federal Ministry of Innovation, Mobility and Infrastructure and the Federal Ministry of the Interior presented the “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 in 2024.

Marlene Sapotnik from Deutschlandsberg and Alexander Goriupp from Gamlitz were honoured for their help in rescuing a driver near Soboth. In dense fog and approaching darkness, they noticed a flickering light by the side of the road. It turned out to be a vehicle that had caught fire. While Marlene Sapotnik alerted the emergency services, trained firefighter and first responder Alexander Goriupp pulled the unconscious and injured driver out of the car. Shortly afterwards, the vehicle was fully ablaze. Thanks to the assistance of the honourees, the driver survived with serious injuries.

Three awards were presented to emergency services. The Zell am See District Police Command was honoured for its work during the World Ski Championships in Saalbach, while the Lower Austrian Road Maintenance Service was recognised for its operations during the 2024 floods, when many regions of Lower Austria were underwater. Furthermore, the Rankweil Fire Service was awarded a prize for extinguishing a fire on a fully electric public service bus. Due to a medical emergency, the driver lost control of the vehicle and the bus collided with several objects before coming to a halt against the wall of a kindergarten. With the support of manufacturer- and vehicle-specific data

from the Vorarlberg Fire Service Association – which was required to extinguish the fully electric bus and was made available via an app – the Rankweil Fire Service was able to de-energise the vehicle, thus preventing further hazards.

Marlene Sapotnik and Alexander Goriupp presenting their Ö3 Road Safety Award,
Photo: ORF/Roman Zach-Kiesling



KFV Research Awards 2024 – 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 2024 went to Dipl.-Ing. Stefano Cavosi of the Institute of Mechanics and Mechatronics at the Vienna University of Technology. As part of his diploma thesis, he developed a prototype of a new brake assist system for e-scooters. The front and rear brakes are operated via a single control element, and the braking force is adaptively distributed between both wheels depending on the riding conditions. The system works for all users, on various road surfaces and in different road conditions. As the wheels are actively prevented from locking up, it enables powerful and stable braking, representing a safety improvement over the braking systems of conventional e-scooters.

Another prize was awarded to Dipl.-Ing. Michael Aleksa of AIT – Austrian Institute of Technology GmbH for the concept of the “WildWarn” research project. The interdisciplinary project team aims to investigate sections of the road network where collisions with wildlife are more frequent and, using this information, to develop a web-based risk map. The aim is to provide a real-time display showing which sections of road are more likely to experience collisions with wildlife and where the risk of accidents increases due to animals crossing the road, so that appropriate measures can be taken to reduce the number of wildlife-related accidents.



Presentation of the KfV Research Awards 2024, Photo: KfV/APA-Fotoservice/Hörmandinger

ZVR Traffic Law Symposium 2024 – University of Vienna, Vienna University of Economics and Business, Sigmund Freud Private University, Austrian Road Safety Board

On 3 October 2024, the 17th Traffic Law Symposium took place at the Vienna University of Economics and Business. More than 200 people attended the event. Participants could choose between three different panel discussions: Road Traffic Law, Diesel Cases: Liability and Litigation, and Digitalisation and Artificial Intelligence in Road Traffic. Road safety issues were addressed, among other things, in presentations on drugs and driving and the impact of the use of artificial intelligence in the transport sector.



Speakers at the ZVR Traffic Law Symposium 2024, Photo: KfV/APA-Fotoservice/Juhasz

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 2024 in Austria at both national and provincial level. This section provides an overview of some of the corresponding campaigns and awareness-raising measures.

Park & Write campaign – ASFINAG

Distraction is one of the main causes of accidents on motorways and expressways. Using a mobile phone while driving also plays a significant role. With its “Park & Write” campaign slogan, ASFINAG appealed for greater responsibility behind the wheel in 2024. The campaign highlighted that, on average, there is a rest area on the ASFINAG network every nine kilometres – and thus approximately every four minutes – where drivers can safely read or write messages, make a phone call, enter a route into their navigation system or change the radio station. The campaign ran from late June to early September 2024. This period thus covered the summer holiday season, during which, in addition to daily commutes to and from work, people also undertake longer holiday journeys.

As well as displaying the adverts on signs across the ASFINAG network and in print media, the campaign was also broadcast on the radio, featured in selected online media and included in podcast adverts. In addition, several social media channels were utilised to reach all target groups and age groups.

Figure 2: Image from the ASFINAG “Park & Write” campaign, Photo: ASFINAG



Guide “Traffic Calming in Burgenland” – Federal Province of Burgenland

As part of road safety efforts, the “Traffic Calming in Burgenland” guide was developed in Burgenland in 2024. The aim of the initiative was to provide expert support to cities and municipalities in the planning and implementation of traffic-calming measures, while at the same time promoting sustainable mobility solutions.

The guide provides an overview of the technical and legal principles relating to the subject, as well as practical tools such as alternative measures, checklists, combinations of measures, and an overview of the responsibilities involved in the implementation process. To complement the publication, two information sessions were held for municipal representatives in Northern and Southern Burgenland. This ensured that the content was not only available theoretically, but also actively implemented in municipal practice. The initiative thus contributes to the long-term improvement of road safety and quality of life in the local communities.

Children’s Safety Olympics – Federal Province of Carinthia, Security Information Centre Carinthia - Carinthian Civil Protection Association

At the annual Safety Olympics, primary school children can demonstrate their knowledge and skills in safety through a series of set tasks. With the participation of the emergency services, the event covers not only road safety but also first aid, fire hazards and warning signs, among other topics.

Walking to school – Federal Province of Lower Austria

As part of the “Walking to School” („Zu Fuß in die Schule“) initiative, targeted measures are being implemented in Lower Austria to improve safety on the way to school. By equipping schoolchildren with reflective materials for their school bags, their visibility in traffic is significantly increased. Furthermore, the campaign raises awareness among parents and children about safe behaviour on the roads, while at the same time promoting independent mobility and encouraging children to be more active. The combination of raising awareness and concrete safety measures makes the project an effective tool for road safety work.

YouthTaxi – Federal Province of Upper Austria

The JugendTaxi/YouthTaxi service is a measure to ensure safe mobility for young people during the evening and night hours. Young people in participating municipalities can load their YouthTaxi credits via the 4youCard app and redeem them daily between 8:00 p.m. and 6:00 a.m. at participating taxi companies. The YouthTaxi scheme enables young people to use taxi services at reduced rates. This initiative ensures a safe journey home for young people at night. It helps to reduce risky travel situations during night-time hours and offers a safe alternative when public transport is not available.

Promotional video: 20 years of the Styrian Road Safety Programme – Federal Province of Styria

To mark the 20th anniversary of the Styrian Road Safety Programme, a promotional film was produced in 2024 documenting the development and diversity of road safety work since 2004. The film illustrates the complexity of road safety work and its relevance to society. It highlights the collaboration between various organisations and institutions in the field of road safety and contributes to sustainably strengthening public awareness of safe behaviour on the road. The film can be viewed at dkmotion.com/projekte/imagefilm/20-jahre-verkehrssicherheit or at youtu.be/yzLL2xb1PVw?si=nTT44dH3tya-EkEL.

Excerpts from the promotional video: 20 years of the Styrian Road Safety Programme, Photos: dkmotion



Öffi School – Federal Province of Tyrol

In September 2024, the road safety event “Öffi School” was held for several first-grade classes at primary schools. In collaboration with Dödlinger Touristik GmbH, the children were taught safe behaviour on and around the bus. Topics covered included getting on and off the bus safely, how to behave at the bus stop and during the ride, and the dangers of blind spots.

Öffi School event, Photo: Dödlinger Touristik GmbH



Schoolbiker campaign – Federal Province of Vorarlberg, Energy Institute Vorarlberg

The “Schoolbiker” campaign is part of the wider “Vorarlberg cycles” and “Austria cycles” initiatives, in which cycling-enthusiastic municipalities, companies, clubs, universities and schools can participate. The campaign promotes daily exercise and cycling skills among children and young people by using playful methods to motivate them to cycle in everyday life.

Pupils from participating schools can sign up to “Schoolbiker” and subsequently collect kilometres on their way to and from school and in their free time, which can be recorded via the app or website. Prizes are awarded to participating children, classes and schools through prize draws for their active participation.

Vienna Safety Festival – City of Vienna

The regularly held two-day event showcases the work of Vienna’s aid and emergency services and offers a wide range of activities. In addition to information stands run by the individual organisations, as well as demonstrations and talks on how to behave in emergencies, visitors also have the opportunity to view emergency vehicles – including air ambulances and police helicopters – up close and to talk with the emergency services personnel.

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: AUVA bicycle workshops
- Carinthia: Road Safety A to Z („Das kleine Straßen 1x1“); Police-Court Expert on Recording Road Accidents Cooperation Project
- Lower Austria: Motorcycle safety courses; “Toni, the Road Safety Fox” initiative („Toni, der Verkehrsfuchs“)
- Upper Austria: road safety infomercials on the topics of motorcycle safety, distraction, drugs and alcohol, children in traffic and e-bikes; the infomercials can be viewed on the following website: sicheransziel.at
- Tyrol: Mobile Youth Road Safety School („Mobile Jugendverkehrsschule“); various events, including those relating to distraction in traffic, winter driving, and alcohol and drugs
- Vienna: Road Safety Education Days; Safebike project
- Vorarlberg: Bicycle Games Trailer; Reflector champion campaign; Leuchtkäferpass (“Firefly Pass”)

3 Trends in Austrian Road Safety Statistics

This section looks at the road accident trends in Austria. In doing so, it focuses on the numbers of road accidents, accident victims, fatalities and injured road users.

The term “accident” refers thereby to road accidents resulting 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 because of a sudden traffic-related incident involving at least one moving vehicle.

Road accident victims are persons who suffer injuries (serious or minor) or are killed as a result of a road accident. In Austria, road accident fatalities are persons who die because 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. Generally, a health impairment that lasts longer than 24 days is classed as “serious”. Until 31 December 2011, there were three categories of injured road users: serious injuries, minor injuries and non-discernible injuries. The “non-discernible injuries” category was eliminated with effect from 1 January 2012. Since then, all injuries have been explicitly assigned to a specific category.

3.1 Road Accidents

In 2020, the lowest figures for road accidents that resulted in injuries to road users, and the numbers of people killed or injured in road accidents in Austria, were recorded since records began. However, since that low point, there has been an upward trend in the number of accidents and injuries. The number of fatalities also rose between 2021 and 2023, but this trend was reversed in 2024 – in 2024, 351 people were killed in road accidents in Austria. This represents a decrease of around 13 % compared to the previous year, 2023, when 402 people lost their lives.

Table 1: Road accident statistics 2024, Source: Statistics Austria

Indicator	Number
Fatalities	351
Seriously injured road users	7,774
Injured road users	45,995
Accidents with injuries to road users	37,117

The 2021–2030 road safety strategy uses the average values from 2017–2019 as a baseline for its 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 illustrate 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 manually was replaced by an electronic Accident Data Management (ADM) system. In order to enable a statistical comparison of accident numbers before 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 dotted lines.

Figure 3: Trend in the number of road accident fatalities in Austria since 2000, Source: Statistics Austria

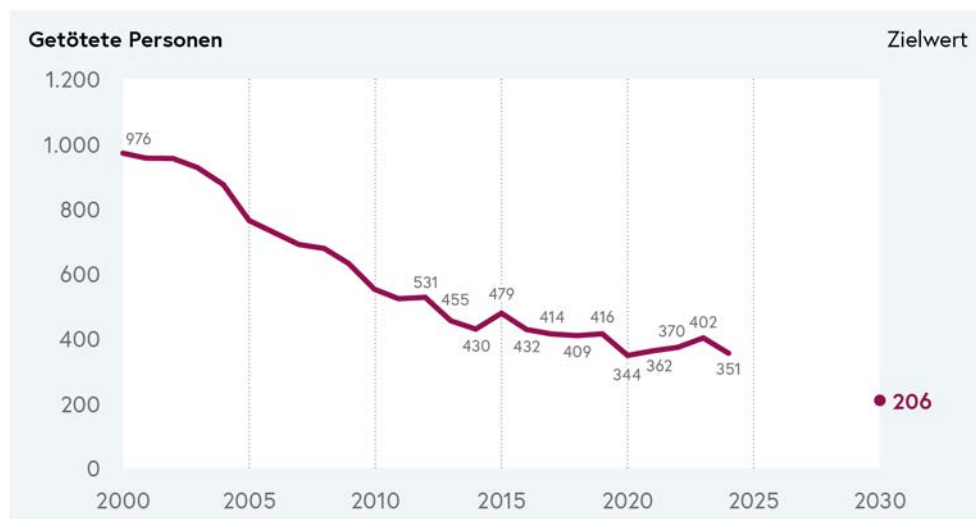
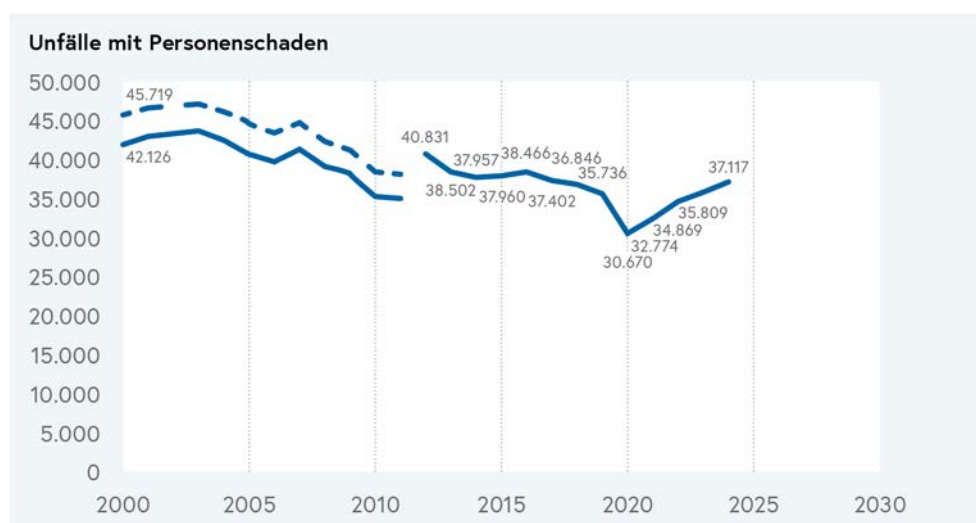


Figure 4: Trend in the number of people seriously injured in road accidents in Austria since 2000; Sources: Statistics Austria, Federal Ministry of Innovation, Mobility and Infrastructure



Figure 5: Trend in the number of road accidents in Austria since 2000; Sources: Statistics Austria, Federal Ministry of Innovation, Mobility and Infrastructure



3.2 Accidents on Level Crossings

Railway level crossings are critical points. Accidents on level crossings always attract increased public attention. The trends in the number of accidents involving personal injury on level crossings in Austria, as well as the number of fatalities resulting from them, are shown in the figures below.

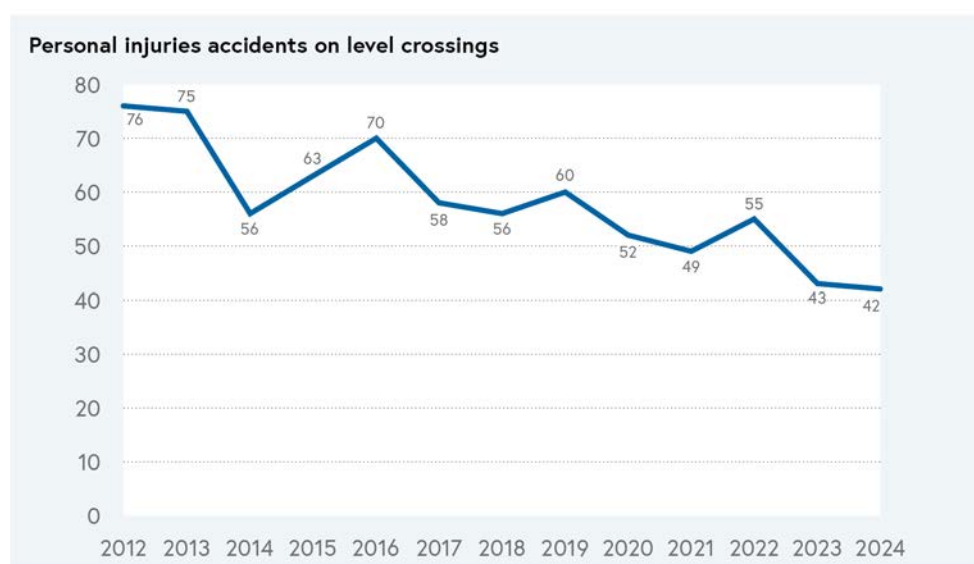


Figure 6: Trend in the number of personal injury accidents on level crossings in Austria since 2012; Source: Statistics Austria

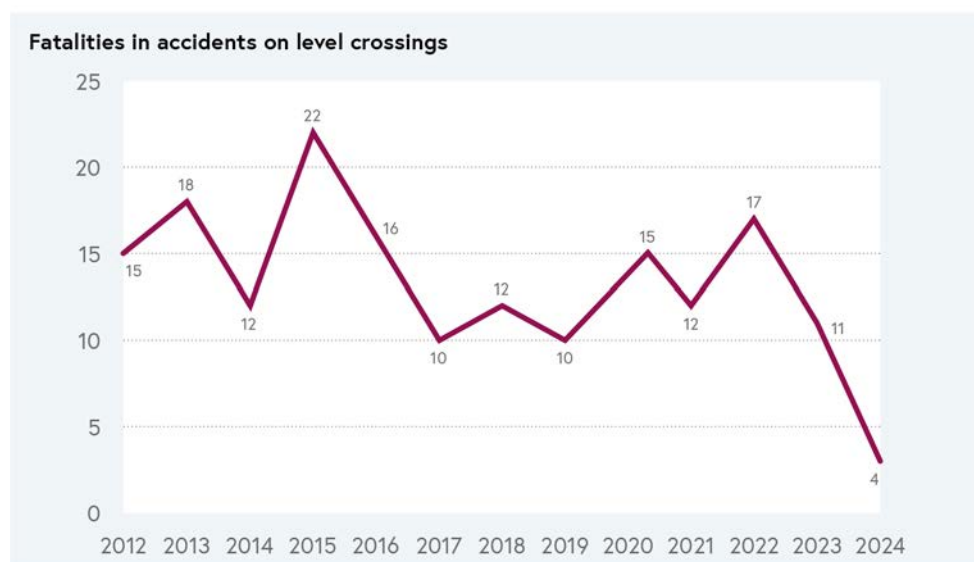


Figure 7: Trend in the number of fatalities in accidents on level crossings since 2012; Source: Statistics Austria

All accidents at level crossings are investigated by the Federal Safety Investigation Office (SUB) which compiles comprehensive reports on its activities. A copy of the annual reports can be downloaded at bmim.gv.at/sub/aufgaben/sicherheitsberichte.

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 road traffic fatalities. In the sections below the corresponding trends in the accident statistics and the implementation of measures in each of these areas are described.

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

This field of action focuses 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 2024, 3,376 pedestrians were injured or killed in accidents on Austria's roads. As in the previous years, these pedestrians comprised more women (around 54 %) than men (around 46 %). 48 pedestrians – four fewer than in the previous year – lost their lives in road traffic accidents in 2024, representing a decrease of around 8 %. These pedestrian fatalities included one child. The share of pedestrian fatalities among total road accident fatalities rose slightly to around 14 %, compared with the previous year (around 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 almost 56 % in 2023 to around 65 % in 2024.

Table 2: Pedestrians, Source: Statistics Austria

Indicator	2024
Road accidents	3,542
Injured road users	3,328
Seriously injured road users	719
Fatalities	48
Share of total fatalities	13.7 %

4.1.2 Cyclists

In recent years, there has been a significant increase in the use of bicycles as a means of transport. The resulting rise in bicycle traffic and the boom in e-bikes are also reflected in the accident statistics. An upward trend is evident for this mode of transport.

Until 2022, road accidents involving e-scooters were included in the category “Bicycles (including e-Bikes)”. From 2023 onward, the new category “E-Scooter” for recording such accidents has been added to the accident data management system. This new category is considered separately in the next section.

A total of 32 cyclists alone (i.e. without e-scooter riders) were killed on Austria’s roads in 2024. Of these, 20 were riding an e-bike at the time of the accident. This represents a decrease of 10 fatally injured cyclists compared to 2023. The number of people injured was 10,061, of whom 2,701 were recorded as being on e-bikes. 53 % of those killed while cycling were 65 years of age or older.

Table 3: Cyclists, Source: Statistics Austria

Indicator	2024
Road accidents	9,964
Injured road users	10,061
Seriously injured road users	2,447
Fatalities	32
Share of total fatalities	9.1 %

4.1.3 New Electric Micro-Vehicles

With the introduction of the new “E-Scooter” category in the accident data management system, it is possible from 2023 onwards to carry out separate analyses of accidents involving these vehicles. Prior to this, such accidents were recorded alongside cycling accidents in the category “Bicycles (including e-Bikes)”.

In 2024, 2,095 e-scooter riders were injured in road accidents in Austria, seven were killed. These fatally injured road users were all male. 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	2024
Road accidents	2,247
Injured road users	2,095
Seriously injured road users	381
Fatalities	7
Share of total fatalities	1.7 %

4.1.4 Children (0–14 years of age)

Children are one of the most important groups of pedestrians and thus of active and climate-friendly mobility. Furthermore, the Austrian Road Safety Strategy 2021–2030 sets out the target that, by 2030, there should be no more child fatalities on the roads.

In 2024, 3,070 children were injured on Austria's roads. Four children were killed in road accidents, thus reducing the number of child road accident fatalities by almost half compared to the previous year (2023: seven child fatalities). The share of child fatalities among total road accident fatalities lay at 1.1 %. A further 282 children were seriously injured in road accidents. The share of children injured while travelling in motor vehicles lay at 35 %, while about 15 % were on foot and a further 20 % were riding a bicycle at the time of the accident.

Table 5: Children (0–14 years of age), Source: Statistics Austria

Indicator	2024
Road accidents	2,768
Injured road users	3,070
Seriously injured road users	282
Fatalities	4
Share of total fatalities	1.1 %

4.1.5 Older Road Users (65+ years of age)

Senior citizens also frequently get about 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. In 2024, a record high of over 64 % was recorded.

120 people over the age of 65 – and thus around 34 % of all road accident fatalities – were killed on Austria's roads in 2024, an increase compared to the previous year (around 30 %). The number of road accident victims in the 65+ age group also reached a record high in 2024, at 6,877.

Fatal injuries were sustained by members of the 65+ generation above all in accidents involving motor vehicles, where the figure fell from just under 49 % in the previous year to around 41 % in 2024. The share of older road users killed while cycling has fallen steadily over the last three years, standing at around 14 % in 2024. However, there was an increase in motorcycle accidents. Following seven and four fatalities in 2022 and 2023 respectively, 12 people aged 65 and over lost their lives in motorcycle accidents in 2024.

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

Indicator	2024
Road accidents	8,993
Injured road users	6,757
Seriously injured road users	1,698
Fatalities	120
Share of total fatalities	34.2 %

4.1.6 Measures Implemented in Field of Action 1

The following list contains a selection of measures implemented in 2024 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). The study was published in March 2024.
- KISIMO study, sponsored by the Austrian Road Safety Fund - development of an infinite child model for accident analysis, traffic simulations and mobility education. This study was also published in March 2024.
- AUVA bicycle workshops (Burgenland)
- Road Safety A to Z („Das kleine Straßen 1x1“) (Carinthia)
- Walking to School initiative („Zu Fuß in die Schule“) (Lower Austria)
- Bicycle Games Trailer (Vorarlberg)

4.2 Field of Action 2: Safe Rural Roads

In 2024, there were 13,202 accidents on rural roads, motorways and expressways in Austria. A total of 253 road users were killed in these accidents, meaning that this share decreased from around 76 % in 2023 to around 72 % in 2024.

The majority of all accidents on rural roads in the reporting year occurred on L- and LB-roads (Landesstraßen). In 2024, a total of 197 people were killed in accidents on such roads, a figure that corresponds to just over 56 % 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 2024, the police determined that 27.6 % of accidents on rural roads in Austria could be attributed to driving at an inappropriate speed and 30.2 % to lack of due care and attention/distraction.

Table 7: Rural roads (exclusive motorways and expressways), Source: Statistics Austria

Indicator	2024
Road accidents	10,908
Injured road users	14,663
Seriously injured road users	3,220
Fatalities	221
Share of total fatalities	63.0 %

The following list contains a selection of measures implemented in 2024 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:

- Road safety infomercial on the topic of distraction - Looks can kill („Blicke können töten“) (Upper Austria)
- Key topics distraction and speed in road safety education in Vorarlberg

4.3 Field of Action 3: Motorcycle Safety

The actual distances travelled by motorcycle in Austria are comparatively low. Although the distances covered account for only a small proportion of the total volume of traffic, the corresponding accident numbers are high. Motorcycling is therefore the most dangerous mode of transport, and accordingly Field of Action 3 – “Motorcycle Safety” was included in the Austrian Road Safety Strategy 2021–2030. This field of action also considers mopeds.

4.3.1 Motorcycles

In 2024, 4,468 people were injured and 83 persons killed in road accidents in Austria while riding a motorcycle. 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 2024 were male. These figures remained unchanged compared to the previous year.

Over the last ten years, the highest figures of motorcycle accident victims were to be found among motorcyclists between 45 and 59 years of age. In 2024, the highest share – 11.8 % each – were recorded in the 15–19 and 20–24 age groups. The 55–59 age group also accounted for a double-digit proportion of motorcycle accident victims, at around 11 %.

Table 8: Motorcycle accidents, Source: Statistics Austria

Indicator	2024
Road accidents	4,405
Injured road users	4,468
Seriously injured road users	1,437
Fatalities	83
Share of total fatalities	23.6 %

4.3.2 Mopeds

Mopeds account for a proportion of single-track motor vehicles. These Category L1 vehicles, which are mainly used by young people, are not included in the statistics for motorcycles, but rather considered separately.

Six moped riders were killed in road accidents in 2024, the lowest figure since 2020, the year of the COVID-19 pandemic. However, the number of people injured rose from 3,003 in 2023 to 3,099 in 2024. Of these injured moped riders, around 90 % were driving the moped and 10 % were passengers at the time of the accident.

Around 78 % 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 2024 at 1.7 %, which represents a decrease compared to the previous year (2023: 2.5 %).

Table 9: Moped accidents, Source: Statistics Austria

Indicator	2024
Road accidents	2,814
Injured road users	3,099
Seriously injured road users	518
Fatalities	6
Share of total fatalities	1.7 %

4.3.3 Measures Implemented in Field of Action 3

The following list contains a selection of measures implemented in 2024 in Austria which correspond and can thus be assigned to Field of Action 3 – “Motorcycle Safety” in the Austrian Road Safety Strategy 2021–2030:

- Motorcycle road safety courses (Lower Austria)
- Road safety infomercial on the topic of motorcycle safety - Slow down („Brems dich ein“) (Upper Austria)
- Safebike (Vienna)

4.4 Field of Action 4: Car Safety

The most commonly used vehicle in private transport is the car. 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 in cars, 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 vital safety measures in the event of a road accident and play a key role in reducing injury severity. This is illustrated by a comparison of injury severity for injured car occupants who were or were not correctly secured at the time of the accident.

In 2024, around 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 (around 9 %).

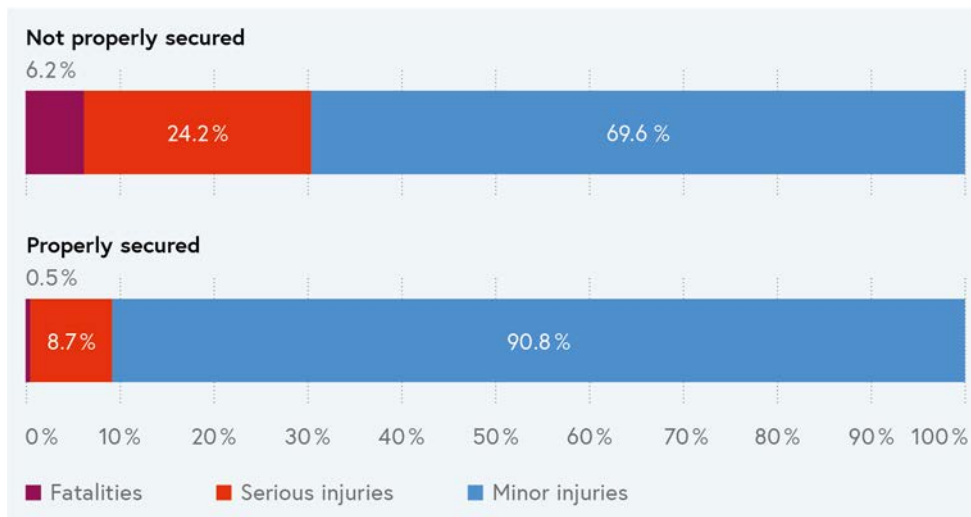


Figure 8: Injury severity for car occupants secured/not secured by seat belts or in child seats in 2024; Source: Statistics Austria

4.4.2 Driver Assistance Systems and Automation

Modern driver assistance systems and the continued advances in vehicle automation can, when used correctly, make an important contribution to increasing road safety. These systems have been continuously developed and improved in recent years. As part of pilot projects, driver assistance systems and automation are regularly tested, evaluated and enhanced.

4.4.3 Measures Implemented in Field of Action 4

The following list contains a selection of measures implemented in 2024 in Austria which correspond and can thus be assigned to Field of Action 4 – “Car Safety” in the Austrian Road Safety Strategy 2021–2030:

- Park & Write campaign (ASFINAG)
- Road safety driving courses for the 60+ age group (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 presumed causes when recording the details of a road accident. The category “lack of due care and attention/distraction” is cited very frequently. However, accidents in which alcohol and/or drugs played a part also remain a common cause of accidents. For these reasons, Field of Action 5 – “Fit and with Full Attention on the Road” was included in the Austrian Road Safety Strategy 2021–2030.

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 25 % of fatal road accidents in Austria in 2024. While speeding had already been the probable main cause in 100 such accidents in 2023, this figure was lower in 2024 at 81 fatal road accidents. The most frequent presumed cause in 2024 was “lack of due care and attention/distraction”, which accounted for 28 % 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 (driver or pedestrian) is determined to have been under the influence of alcohol in accordance with 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 (Führerscheingesetz) 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. The figure was 7.3 % in 2024, meaning there was almost no change compared to 2023 (7.5 %). 3,373 people were injured in alcohol-related road accidents in Austria in 2024. Compared to the previous year with 26 killed people, there were 33 fatalities in alcohol-related accidents in 2024, of which 27 were male and 6 were female. The share of alcohol-related road accident fatalities among total fatalities rose from 6.5 % in 2023 to 9.4 % in 2024.

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

Indicator	2024
Road accidents	2,705
Injured road users	3,340
Seriously injured road users	661
Fatalities	33
Share of total fatalities	9.4 %

4.5.3 Drugs

In 176 road accidents in Austria in 2024, one or more of the motorists or pedestrians involved were determined to be under the influence of addictive substances/drugs. This represents a rise of 16 % compared to the previous year (2023: 152). The number of people killed in these accidents doubled from 6 in 2023 to 12 in 2024, the share of people killed

in drug-related accidents was therefore 3.4 %. A clear upward trend is also evident in the injury numbers: in 2024, 272 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 189 in 2022 and 234 in 2023.

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

Indicator	2024
Road accidents	176
Injured road users	272
Seriously injured road users	59
Fatalities	12
Share of total fatalities	3.4 %

4.5.4 Measures Implemented in Field of Action 5

The following list contains a selection of measures implemented in 2024 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:

- Road safety infomercials on the topics of drugs and alcohol - Drugs destroy lives („Drogen zerstören Leben“) and Alcohol destroy lives („Alkohol vernichtet Leben“) (Upper Austria)

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

Mobility education and road safety training only form part of the curriculum at primary school level in Austria. In secondary schools and further education institutions, these topics are intended to be covered at a cross-curricular level, but there is no general overview available of actual teaching materials, activities or courses. This is where action should be taken, 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 addresses children and young people. The road accident statistics for children (0–14 years of age) are dealt with in Field of Action 1.

In 2024, 10,529 young road users between the ages of 15 and 24 were injured in accidents on Austria’s roads, 49 people in this age group died, which is far fewer than in the previous year (65). The share of road users in this age group among total road

accident fatalities fell from just over 16 % in the previous year to 14 % in 2024. 43 of the fatally injured young road users were male and 6 were female.

Around 45 % of young road accident victims in 2024 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	2024
Road accidents	11,375
Injured road users	10,529
Seriously injured road users	1,391
Fatalities	49
Share of total fatalities	14.0 %

4.6.2 Measures Implemented in Field of Action 6

The following list contains a selection of measures implemented in 2024 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:

- Development of methodological guidelines for designing a distraction awareness campaign based on the CAST model, funded by the Austrian Road Safety Fund
- YouthTaxi/JugendTaxi (Upper Austria)

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

The legislative framework and enforcement and control activities are important factors in road safety. These issues 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 2024, the Austrian Road Traffic Act (Straßenverkehrsordnung) was amended. A focus of the amendments lay on simplifying the procedures for issuing regulations and handling short-term road works. These provisions are described in more detail below.

Speed limits in areas requiring special protection (35th Amendment to the Austrian Road Traffic Act 1960 (Straßenverkehrsordnung 1960), Federal Law Gazette I No. 52/2024)

The authority may reduce the statutory speed limit in urban areas requiring special protection, such as schools, nurseries, leisure facilities, hospitals or care homes for the elderly, provided that the measure is likely to contribute to improving road safety, particularly for pedestrians and cyclists. There are no regulations governing the investigation procedure; however, the legal requirements must be examined. If the authority is able to make a definitive assessment of the requirements, it does not need to commission an expert report.

Transfer of responsibility for traffic policing in municipal areas (35th Amendment to the Austrian Road Traffic Act 1960 (Straßenverkehrsordnung 1960), Federal Law Gazette I No. 52/2024)

If a local authority has a municipal police force, the responsibility for traffic policing may be delegated to it. In this case, all or only certain traffic policing matters may be delegated, in respect of all or only individual roads.

If a local authority does not have its own municipal police force, the local authority may be authorised to carry out traffic policing duties exclusively in relation to speed measurements. This may apply to individual roads or all roads, and only if it is necessary for road safety reasons and if it is ensured that the local authority can carry out this task using the resources made available to it.

Where, within a municipal area, the Federal State Police also acts as the security authority of first instance, the transfer of responsibility for traffic policing is not permitted. The authorisation granted to the other road traffic enforcement bodies to carry out traffic policing within the municipal area remains unaffected.

Traffic management at short-term roadworks (35th Amendment to the Austrian Road Traffic Act 1960 (Straßenverkehrsordnung 1960), Federal Law Gazette I No. 52/2024)

Roadworks that are not expected to last longer than 24 hours may be subject to special traffic regulations imposed by the organisation responsible for road maintenance, as if the order or measure had been issued by the authority itself. This includes, for example, one-way traffic arrangements, speed limits, no-stopping or no-parking restrictions, and the installation of traffic lights or signal discs. The regulations must be lifted after 24 hours. If the work has not been completed by this time, the relevant authority must be notified immediately. Notwithstanding these provisions, the work areas must be secured in accordance with the state of the art.

Public service vehicles (35th Amendment to the Austrian Road Traffic Act 1960 (Straßenverkehrsordnung 1960), Federal Law Gazette I No. 52/2024)

Public service vehicles are not subject to certain restrictions when travelling in the course of their duties. This includes, for example, stopping and parking restrictions, speed limits, certain driving bans and the prohibition on driving up to the left-hand kerb. Emergency service vehicles have been added to the list of public service vehicles.

Provisional Impoundment and Impoundment (35th Amendment to the Austrian Road Traffic Act 1960 (Straßenverkehrsordnung 1960), Federal Law Gazette I No. 52/2024)

The legal basis for provisional impoundment and for the impoundment of vehicles following significant exceedances of the speed limit was set out in 2023 in the 34th Amendment to the Austrian Road Traffic Act. The penal provisions were also expanded and the fines adjusted. The changes introduced by the 34th Amendment to the Austrian Road Traffic Act came into force on 1 March 2024.

4.7.2 Enforcement

Enforcement by the police is essential for improving road safety. In accordance with 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 aim 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 following table provides an overview of traffic enforcement measures by the Austrian police in the last five years. A detailed list of activities in 2024 can be found on the website bmi.gv.at/202/verkehrsangelegenheiten/verkehrsueberwachungsbilanz_2024.

Table 13: Overview of traffic enforcement measures for the years 2020 to 2024,
Source: Federal Ministry of the Interior

Violations/Charges Filed	2020	2021	2022	2023	2024
Speeding	4,984,064	5,115,525	6,120,825	6,160,271	6,145,227
Drink driving	25,705	28,498	31,875	30,683	28,867
Drug driving	5,519	6,338	7,499	8,676	8,227
Failure to wear a seat belt	78,765	88,709	88,395	101,089	97,881
Failure to maintain a safety distance	113,313	104,888	121,883	111,087	130,077
Failure to use a child seat	5,641	6,448	7,013	7,979	7,911
Use of a mobile phone	121,211	128,489	130,540	129,781	115,172

5 Safety Indicators

Safety indicators have been newly incorporated into the Austrian Road Safety Strategy 2021–2030. These are measurable values that describe the causal parameters of road accidents or injuries to road users. The selected indicators, known 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 Austrian 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 describes the percentage of motorists who adhere to the speed limit. This indicator is differentiated by road type and different speed limits.

The following targets have been set for 2030:

- Urban areas, maximum permissible speed 30 km/h: $\geq 60\%$ (2019: 27 %)
- Urban areas, maximum permissible speed 50 km/h: $\geq 75\%$ (2019: 61 %)
- Rural roads, maximum permissible speed 100 km/h: $\geq 90\%$ (2019: 85 %)
- Motorways and expressways, 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 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 is calculated for 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. In addition, 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 executed 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 be used to determine the ratio of drink-driving checks to violations as well.

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 common causes 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, data will be collected to identify the percentage of road users who do NOT use a mobile phone while driving.

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)

Some safety indicator values have been re-examined in recent years. The following table provides an overview of the baseline figures, target figures and results of studies carried out to date.

Table 14: Baseline figures, survey results and target values for safety indicators,
Source: Federal Ministry of Innovation, Mobility and Infrastructure, Austrian Road
Safety Board

Safety indicator	Baseline figure 2019	Survey 2021	Target figure 2030
Urban areas, 30 km/h	27 %	23.9 %	≥ 60 %
Urban areas, 50 km/h	61 %	57.4 %	≥ 75 %
Rural roads, 100 km/h	85 %	88.9 %	≥ 90 %
Motorways and expressways, 130 km/h	80 %	80.9 %	≥ 85 %
Child seats	99 %	99.2 %	99 %
Front seats (without children)	97 %	98.4 %	≥ 99 %
Rear seats (without children)	93 %	87.9 %	≥ 95 %
Helmet-wearing rate moped	99.2 %	99 %	100 %
Helmet-wearing rate motor- cycle	100 %	99.9 %	100 %
Motorcycle protective clothing	78 %		95 %
Helmet-wearing rate bicycle	31 %	35.5 %	> 50 %
Never driven after consuming alcohol	98 % (2018)	91.9 % (2022)	≥ 99 %
No use of a mobile phone while driving	96 %	96.9 %	≥ 98 %

The “vehicle fleet” safety indicator takes into account the collective of vehicles on the roads. New cars in Europe are tested for their performance in the event of a collision using the “European New Car Assessment Programme” (Euro-NCAP). The simplified results are usually presented 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 (for example, at least four stars). Target figures have not yet been set; these will be defined in a corresponding action plan.

The “infrastructure” indicator is intended to reveal the quality of sections of road and their corresponding roadsides in terms of safety. To measure the safety effect of the existing infrastructure, a safety rating assessment of Austria’s roads will be carried out. The percentage of vehicle journeys on roads above an agreed threshold will be used to measure performance for this indicator. Due to the current state of the data, this cannot yet be calculated. In a first step, therefore, the fatality rate (fatalities per billion vehicle kilometres) will be used to measure performance for this indicator (“risk rating”). This also only can 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 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 target figures will be set out in a corresponding action plan.

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

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