



# Road Safety Country Overview



# Austria



South and West Austria are mostly occupied by the mountains of the Alps.

## Structure and Culture

### Basic Data

**Table 1: Basic data of Austria in relation to the EU average**

Basic data of Austria	EU average
- Population: 8,58 million inhabitants (2015)[2]	18,1 million (2015)
- Area: 83.879 km <sup>2</sup> (2015)[2] (1,7% water) (2015)[4]	159.663 km <sup>2</sup> (2015) 2,94% water (2015)
- Climate and weather conditions (capital city; 2015) [3]:	(2015)
- Average winter temperature (Nov. to April): 6,0 °C	6,5°C
- Average summer temperature (May to Oct.): 18,2°C	17,8°C
- Annual precipitation level: 547 mm	651 mm
- Exposure: 77 billion vehicle km (2014) [1]	122,4 billion vehicle km (2014) <sup>1</sup>
- 0,75 vehicles per person (2014) [1]	0,62 (2014)

Sources: [1] OECD; [2] EUROSTAT; [3] national sources; [4] CIA

### Country characteristics

**Table 2: Characteristics of Austria in comparison to the EU average**

Characteristics of Austria	EU average
- Population density: 102 inhabitants/km <sup>2</sup> (2015) [2]	114 inhabitants/km <sup>2</sup> (2015)
- Population composition (2015) [2] 14,3% children (0-14 years) 67,2% adults (15-64 years) 18,5% elderly (65 years and over)	15,6% children 65,5% adults 18,9% elderly (2015)
- Gross Domestic Product (GDP) per capita: €36.000 (2015) [2]	€26.300 (2015)
- 66% of population lives inside urban area (2015)[4]	73,3% (2015)
- Special characteristics [4]: mostly mountains (Alps) in the west and south; mostly flat or gently sloping along the eastern and northern margins	

Sources: [1] IRTAD; [2] EUROSTAT; [3] national sources; [4] CIA

<sup>1</sup> Based on the average of 24 EU countries.

## Structure of road safety management

The Federal Ministry for transport, Innovation and technology (bmvit) is the main government body responsible for road safety.

The following key actors are responsible for Road Safety (RS) policy making:

**Table 3: Key actors per function in Austria**

Key functions	Key actors
1. - Formulation of national RS strategy - Setting targets - Development of the RS programme	- Federal Ministry for transport, Innovation and Technology (bmvit) - Federal Ministry of the Interior (BMI), Police - Other Federal Ministries (e.g. health, education, environment) - Representatives from regional and local authorities - Motorway operator - Research Centres and Universities - Road Safety Organisations
2. Monitoring of the RS development in the country	- BMVIT - Austrian Road Safety Advisory Council (Roads Task Force)
3. Improvements in road infrastructure	- BMVIT (DG for National Roads and Motorways) - Austrian motorway authority (ASFINAG): motorways - 9 Federal states (Bundesländer): regional roads - Municipalities
4. Vehicle improvement	- BMVIT - Clubs
5. Improvement in road user education	- Ministry of Infrastructure, Transport and Networks: developing the principle “lifelong training” - Federal Ministry for Education, Arts and Culture (BMUKK)
6. Publicity campaigns	- BMVIT - Federal Ministry for Education, Arts and Culture (BMUKK) - BMI - Chamber of Commerce - Driving Schools - Austrian Social Insurance for Occupational Risks - ASFINAG - National Road Safety Council - Kuratorium für Verkehrssicherheit (KFV) - Car Driver Associations (ÖAMTC, ARBÖ)
7. Enforcement of road traffic laws	- BMI, Police
8. Other relevant actors	- Österreichische Bundesbahnen (Austrian Railways) - Federal Ministry of Justice BMJ - The Ministry of the Economy; - Federal Ministry of Defense and Sports BMLVS - Austrian Road Safety Board (KFV)

Sources: national sources

The Federal Ministry for transport, Innovation and technology is the main government body responsible for road safety.

Austrian drivers are less supportive for stricter legislation on speeding compared to drivers in other countries.

## Attitudes towards risk taking

- Austrian drivers are less supportive for stricter legislation on speeding compared to drivers in other countries.
- The perceived probability of being checked is higher than the ESRA-average.

**Table 4: Road safety attitudes and behaviour of drivers**

	Austria	ESRA average
<b>Self-reported driving behaviour</b>	<b>% of drivers that show behaviour at least once</b>	
In the past 12 months, as a road user, how often did you drive without respecting a safe distance to the car in front?	55%	60%
In the past 12 months, as a road user, how often did you talk on a hand-held mobile phone while driving?	47%	38%
In the past 12 months, as a road user, how often did you drive faster than the speed limit inside built-up areas?	75%	68%
<b>Supporting stricter legislation</b>	<b>% of drivers that disagree with the following</b>	
What do you think about the current traffic rules and penalties in your country for each of the following themes?: <b>The penalties are too severe: for speeding</b>	54%	61%
What do you think about the current traffic rules and penalties in your country for each of the following themes?: <b>The penalties are too severe: alcohol</b>	91%	87%
Do you support the following measure?: <b>Zero tolerance for alcohol (0,0‰) for all drivers</b>	49%	41%
<b>Perceived probability of being checked</b>	<b>% of drivers with answers in following categories</b>	
In the past 12 months, have you been stopped by the police for a check? <b>(once or more)</b>	38%	31%
On a typical journey, how likely is it that you (as a driver) will be checked by the police for respecting the speed limits (including checks by police car with a camera and/or GoSafe cameras)? <b>(Very (big) chance)</b>	39%	37%
In the past 12 months, have you been checked by the police for alcohol while driving a car (i.e., being subjected to a Breathalyser test)? <b>(once or more)</b>	18%	19%

Source: ESRA 2016

## Legend

(comparison of country attitude in relation to average attitude of other SARTRE countries):

	2-9% better
	10-19% better
	≥ 20% better
	2-9% worse
	10-19% worse
	≥ 20% worse

The new road safety programme aims at “making Austria one of the five safest countries in Europe”.

## Programmes and measures

### Road safety strategy of the country

The new Road Safety Programme aims at “making Austria one of the five safest countries in Europe”. It is based on the Safe System approach and has an increased focus on reducing the number of serious injuries on Austrian roads.

### National strategic plans and targets

- The latest Austrian Road Safety Plan (2011-2020) was adopted in 2011.
- Targets (referred to the average of years 2008-2010):

**Table 5: Road safety targets for Austria**

Year	Fatalities	Serious injuries	Injury accidents
2020	-50%	-40%	-20%
2015	-25%	-20%	-10%

- The ten areas of intervention listed below have been assigned top priority, since they hold the greatest potential for reducing the number of fatalities on Austria’s roads:
  - Specific road user groups (e.g. pedestrians, young drivers)
  - Alcohol and drugs
  - Motorcycle accidents
  - Seat belts
  - High accident concentration sections and integrated road network safety management
  - Fatigue and distraction
  - Speed management on rural roads
  - Accidents on level crossings
  - Enforcement
  - Driver education

(Sources: IRTAD, 2016; national sources)

## Road infrastructure

**Table 6: Description of the road categories and their characteristics in Austria**

Road type	General speed limits for passenger cars (km/h)
Urban roads	50
Rural roads	100
Motorways	130

Source: IRTAD, 2016

Safety impact assessment is not an obligatory part of infrastructure management in Austria.

- Special rules for:
  - Trucks (>3,5t): 70 km/h on rural roads, 80 km/h on motorways
  - HGVs (>7,5t): driving ban on weekends (from Sat, 15 hours) and public holidays
- Guidelines and strategic plans for infrastructure are available in Austria

**Table 7: Obligatory parts of infrastructure management in Austria and other EU countries**

Obligatory parts in Austria	EU countries with obligation
Safety impact assessment: no	32%
Road safety audits: yes	81%
Road safety inspections: yes	89%
High risk site treatment: yes	74%

Source: IRTAD, 2015

- Recent activities of road infrastructure improvement have been addressing:
  - The Encounter Zone (“Begegnungszone”) was introduced in the Highway Code
  - Cycle Roads (“Fahrradstraße”) were introduced into the Highway Code
  - Flexibility in the compulsory use of cycling paths

(Source: IRTAD, 2016)

## Traffic laws and regulations

**Table 8: Description of the regulations in Austria in relation to the most common regulations in other EU countries**

Regulations in Austria [1]	Most common in the EU (% of countries)
Allowed BAC <sup>2</sup> levels:	
- General population: 0,5‰	0,5‰ (61%)
- Novice drivers: 0,1‰	0,2‰ (39%) and 0,0‰ (36%)
- Professional drivers: 0,1‰	0,2‰ (32%) and 0,0‰ (36%)
- Moped drivers younger than 20 years: 0,1‰ [2]	-
Phoning:	
- Hand held: not allowed	Not allowed (all countries)
- Hands free: allowed	Allowed (all countries)
Use of restraint systems:	
- Driver: obligatory	Obligatory (all countries)
- Front passenger: obligatory	Obligatory (all countries)
- Rear passengers: obligatory	Obligatory (all countries)
- Children: obligatory	Obligatory (all countries)
Helmet wearing:	
- Motor riders: Obligatory	Obligatory (all countries)
- Moped riders: Obligatory	Obligatory (all countries)
- Cyclists: obligatory up to 12 years	Not obligatory (46%)
- A demerit point system is in place. [3]	

Sources: [1] EC DG-Move,2016; [2] IRTAD 2016; [3] WHO, 2013

Austria has a drink-driving limit of 0,1‰ for novice and professional drivers.

<sup>2</sup> Blood Alcohol Concentration

Seat-belt law enforcement is assessed as less effective in Austria than in other EU countries.

## Enforcement

**Table 9: Effectiveness of enforcement effort in Austria according to an international respondent consensus (scale = 0-10)**

Issue	Score for Austria	Most common in EU (% of countries)
Speed legislation enforcement	7	7 (43%)
Seat-belt law enforcement	6	7 (25%) and 8 (25%)
Child restraint law enforcement	8	8 (39%)
Helmet legislation enforcement	9	9 (50%)
Drink-driving law enforcement	8	8 (43%)

Source: WHO, 2015

## Road User Education and Training

**Table 10: Road user education and training in Austria compared to the situation in other EU countries**

Education and training in Austria	Most common in EU (% of countries)
General education programmes:	
- Primary school: compulsory	Compulsory (71%)
- Secondary school: voluntary	Compulsory (43%)
- Other groups: no information [1,3]	-
Driving licences thresholds:	
- Passenger car: 17 years	18 years (79%)
- Motorised two wheeler: 16 years for mopeds (<50cc), 20 years for else	18 years (low categories) and higher ages (32%)
- Buses and coaches: 21 years	21 years (86%)
- Lorries and trucks: 21 years [2,3]	21 years (75%)

Sources: [1] ROSE25, 2005; [2] ETSC; [3] national sources

## Public Campaigns

**Table 11: Public campaigns in Austria compared to the situation in other EU countries**

Campaigns in Austria	Most common issues in EU (% of countries)
Organisation:	
- Federal Ministry for Transport, Innovation and Technology (bmvit)	
- ASFINAG	
- National Road Safety Council	
- Police	
- Kuratorium für Verkehrssicherheit (KFV)	
- Car Driver Associations (ÖAMTC, ARBÖ).	
Main themes:	
- Children	
- Drink-driving	Drink-driving (96%)
- Seat-belt and helmet use	Speeding (86%)
- Moped & Motorcycles	Seat-belt (79%)
- Pedestrians	

Sources: ETSC, 2011; IRTAD, 2014; national sources

The minimum age for driving a car or a moped is lower in Austria than in most other EU countries.

Mandatory vehicle inspection rules are similar to most other EU countries.

## Vehicles and technology (national developments)

**Table 12: Developments of vehicles and technology in Austria compared to the situation in other EU countries**

Mandatory technical inspections:	Most common in EU (% of countries)
Passenger cars: every 12 months for all vehicles older than 5 years (for new cars: after 3 years, then 2, then every year)	Every 12 months (39%)
Motorcycles: every 12 months	Every 24 months (32%)
Buses or coaches: every 12 months	Every 12 months (61%)
Lorries or trucks: every 12 months	Every 12 months (68%)

Sources: EC website, national sources



The amount of speed tickets per population is much higher in Austria than in the EU on average.

## Road Safety Performance Indicators

### Speed

**Table 13: Number of speed tickets per population in Austria versus the EU average**

Measure	2006	2011	Average annual change	EU average (2011)
Number of speed tickets/ 1.000 population	327	587	12,4%	108

Sources: [1] ETSC, 2010; [2] ETSC, 2015

**Table 14: Percentage of speed offenders per road type in Austria compared to the EU average**

Road type	2004	2013	Average annual change	EU average
Motorways	23%	15%	-4,6%	n/a
Rural roads	18%	20%*	2,7%	n/a
Urban roads	51%	51%*	0%	n/a

Sources: [1] ETSC, 2010; [2] ETSC, 2015

\*Data from 2008

**Table 15: Mean speed per road type in Austria compared to the EU average**

Road type	2004	2013	Average annual change	EU average
Motorways	119 km/h	116 km/h	-0,3%	n/a
Rural roads	88,8 km/h	89 km/h*	0,1%	n/a
Urban roads	50,8 km/h	51 km/h	0%	n/a

Sources: [1] ETSC, 2010; [2] ETSC, 2015

\*Data from 2008

### Alcohol

**Table 16: Road side surveys for drink-driving in Austria compared to the EU average**

Measure	2006	2015	Average annual change	EU average (2015)
Amount of tests/1.000 population	56	189	14,5%	209
% tested over the limit	9,4	1,6	-17,9%	1,6%

Sources: [1] ETSC, 2010; [2] ETSC, 2016

The amount of road side tests per population has increased over years in Austria, but is still at a lower level than the EU average.

The vehicle fleet in Austria is relatively new and safe.

## Vehicles

**Table 17: State of the vehicle fleet in Austria compared to the EU average**

Vehicles	EU average
Cars per age group (2012) [1]:	Passenger cars (2012)
- ≤2 years: 20%	≤2 years: 9%
- 3 to 5 years: 19%	3 to 5 years: 13%
- 6 to 10 years: 29%	6 to 10 years: 28%
- >10 years: 32%	>10 years: 49%
EuroNCAP occupant protection score of cars (new cars sold in 2013) [2]:	
- 5 stars: 53,6%	5 stars: 52,5%
- 4 stars: 4,8%	4 stars: 4,5%
- 3 stars: 1,9%	3 stars: 2,9%
- 2 stars: 0,5%	2 stars: 0,5%
- non-tested: 39,2%	not tested: 39,6% <sup>3</sup>

Sources: [1] EUROSTAT; [2] ETSC, 2016

## Protective systems

**Table 18: Protective system use in Austria versus the average in EU**

Protective systems	EU average <sup>4</sup>
Daytime seat-belt wearing in cars and vans (2015) [1]:	(2015)
- 93% front	89,7% front
- 93% driver	not available
- 94% front passenger	not available
- 78% rear	69,5% rear
- 97% child restraints systems	not available
Helmet use (2015) [1]:	
- Nearly 100% powered two wheelers	not available
- 35% cyclists (2013) [2]	

Sources: [1] IRTAD, 2016; [2] ETSC, 2015

<sup>3</sup> Based on data of 25 EU countries (excl. HR, LU and MT).

<sup>4</sup> Based on data of 15 EU countries; data of AT, BE, IE, IT, LU, HU, FI, SE (2015); data of CZ, DE, DK, HR, LT, PL, UK (2014); data of PT (2013)

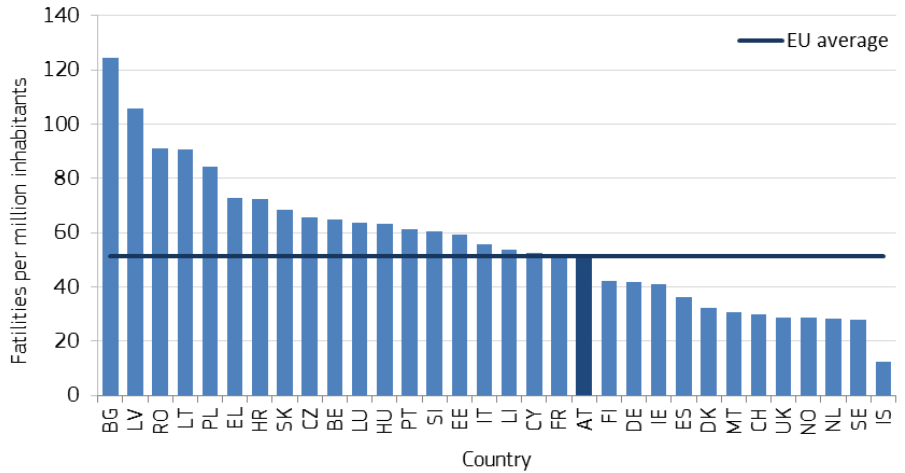
The fatality rate of Austria is at EU average; its development has also been similar to the EU average in the period 2001 to 2014.

## Road Safety Outcomes

### General positioning

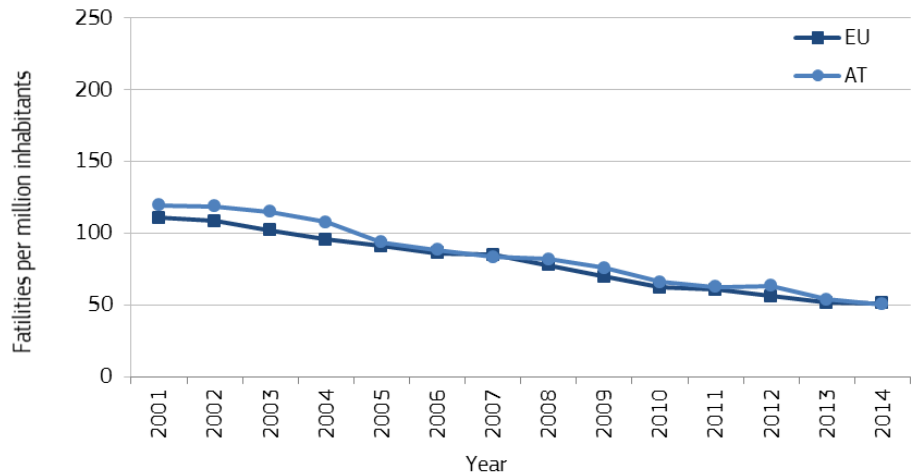
The fatality rate of Austria is at EU average (around 51 fatalities per million population in 2014). Since 2005, the Austrian fatality rate and the EU average rate have shown similar developments.

**Figure 1: Fatalities per million inhabitants in 2014 with EU average**



Sources: CARE, Eurostat

**Figure 2: Development of fatalities per million inhabitants between 2001 and 2014 for Austria and the EU average**



Sources: CARE, Eurostat

The share of motorcyclist fatalities is a bit higher than the EU average.

## Transport mode

The share of motorcyclist fatalities is a bit higher than the EU average. While the average annual reduction of motorcyclist fatalities between 2001 and 2014 was only 3%, it was 8% for car occupants. In the same period, the annual reduction rates of pedestrian and cyclist fatalities were 4% and 2% respectively.

**Table 19: Reported fatalities by mode of road transport in Austria compared to the EU average**

Transport mode	2001	2014	Average annual change	Share in 2014	EU average (2014)
Pedestrians	117	71	-4%	17%	22%
Car occupants	570	191	-8%	44%	45%
Motorcyclists	107	76	-3%	18%	15%
Mopeds	37	16	-6%	4%	3%
Cyclists	55	45	-2%	10%	8%
Bus/coach occupants	14	1	-18%	0%	1%
Lorries or truck occupants	39	19	-5%	4%	5%

Sources: CARE, national sources

## Age, gender and nationality

**Table 20: Reported fatalities by age, gender and nationality in Austria versus the EU average**

Age and gender	2001	2014	Average annual change	Share in 2014	EU average (2014)
<b>Females</b>					
0 - 14 years	14	2	-14%	0%	1%
15 - 17 years	11	4	-7%	1%	1%
18 - 24 years	36	9	-10%	2%	3%
25 - 49 years	79	30	-7%	7%	6%
50 - 64 years	33	21	-3%	5%	4%
65+ years	78	49	-4%	11%	9%
<b>Males</b>					
0 - 14 years	12	6	-5%	1%	1%
15 - 17 years	21	12	-4%	3%	2%
18 - 24 years	152	50	-8%	12%	12%
25 - 49 years	301	100	-8%	23%	29%
50 - 64 years	113	81	-3%	19%	15%
65+ years	108	66	-4%	15%	16%
<b>Nationality of driver or rider killed</b>					
National	811	353	-6%	82%	n/a
Non-national	147	77	-5%	18%	n/a

Sources: CARE, national sources

Austria has a somewhat higher share of female road fatalities than the EU average. The share of non-national fatalities is at 18%.

Fatalities in rural areas are over-represented in Austria.

## Location

Fatalities in rural areas are over-represented in Austria compared to the EU average.

**Table 21: Reported fatalities by location in Austria compared to the EU average**

Location	2001	2014	Average annual change	Share in 2014	EU average (2014)
Built-up areas	216	123	-4%	29%	38%
Rural areas	586	271	-6%	63%	54%
Motorways	156	36	-11%	8%	7%
Junctions	433	n/a	-	-	19%

Sources: CARE, national sources

## Lighting and weather conditions

**Table 22: Reported fatalities by lighting and weather conditions in Austria compared to the EU average**

Conditions	2001	2014	Average annual change	Share in 2014	EU average (2014)
<b>Lightning conditions</b>					
During daylight	735	366	-5%	50%	49%
During night-time	663	201	-9%	28%	30%
<b>Weather conditions</b>					
While raining	252	48	-12%	7%	9%

Sources CARE, national sources

The share of fatal single vehicle accidents is substantially higher than the EU average.

## Single vehicle accidents

**Table 23: Reported fatalities by type in Austria compared to the EU average**

Accident Type	2001	2015	Average annual change	Share in 2015	EU average (2015)
Single vehicle accidents	413	151	-7%	32%	24%

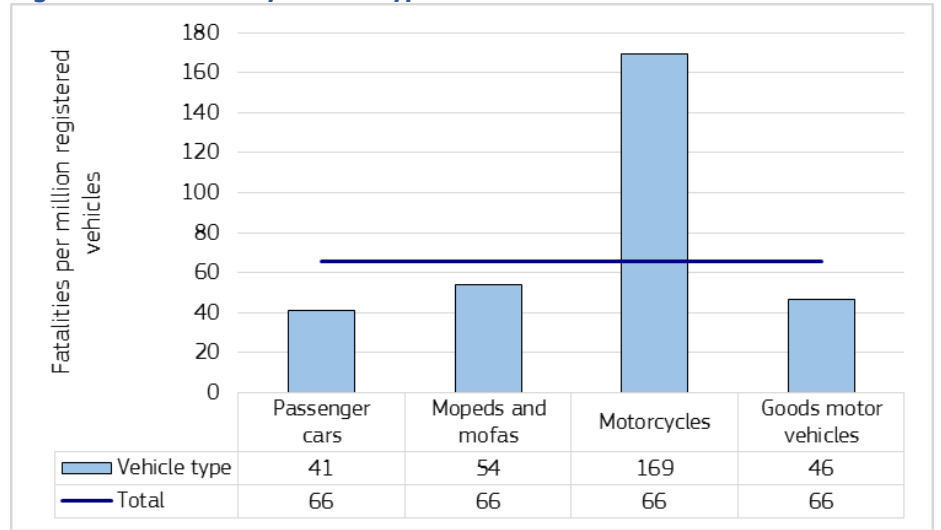
Sources: CARE, national sources

## Under-reporting of casualties

- Fatalities: 100%, due to improvements of the data recording systems.
- Hospitalised: no studies with quantitative information exist.

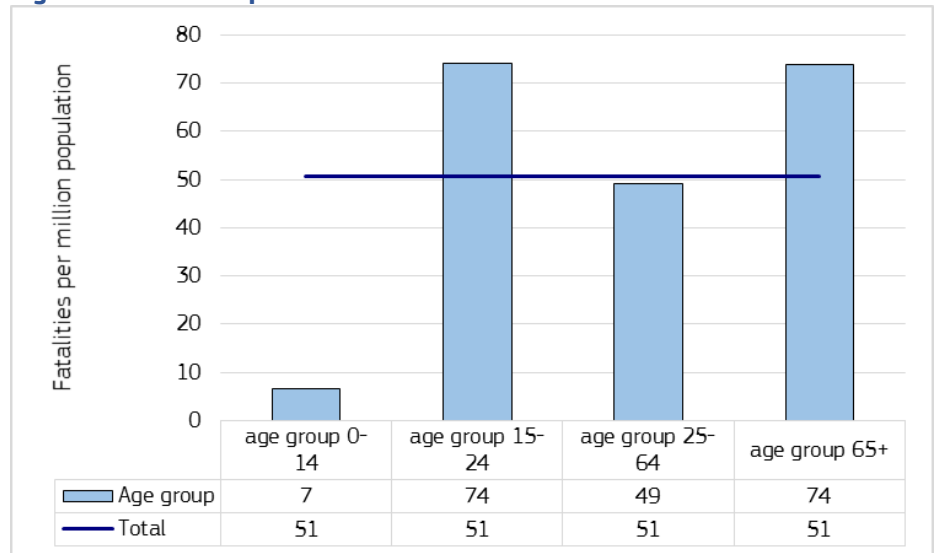
## Risk Figures

**Figure 3: Fatalities by vehicle type in Austria in 2014**



Sources CARE, IRTAD

**Figure 4: Fatalities per million inhabitants in Austria in 2014**



Sources: CARE, EUROSTAT

Motorcyclists have the highest risk in Austria, as well as youngsters and the elderly.

## Social Cost

- The total cost of road accident casualties (fatalities and injuries) is estimated at 48,5 billion euros (2014).
- The following costs are an update of the values in Table 5.3 of the HEATCO Deliverable D5 (2006) to base year 2010. Each figure includes the value of safety per se (VSL<sup>5</sup> for fatality, 13% of VSL for severe, 1% for light injury) and the value of direct and indirect economic costs (10% of VSL for fatality, severe and slight injury based on HEATCO (2005)). EU average based on the VSL of €1,7 million.
- The costs per casualty for 2010 are as follows:

**Table 24: Cost (€) per injury type in Austria versus the EU average**

Country	Fatality	Severe injury	Slight injury
<b>Austria</b>	<b>2.395.000</b>	<b>327.000</b>	<b>25.800</b>
Belgium	2.178.000	330.400	21.300
Bulgaria	984.000	127.900	9.800
Croatia	1.333.000	173.300	13.300
Cyprus	1.234.000	163.100	11.900
Czech Republic	1.446.000	194.300	14.100
Denmark	2.364.000	292.600	22.900
Estonia	1.163.000	155.800	11.200
Finland	2.213.000	294.300	22.000
France	2.070.000	289.200	21.600
Germany	2.220.000	307.100	24.800
Greece	1.518.000	198.400	15.100
Hungary	1.225.000	164.400	11.900
Ireland	2.412.000	305.600	23.300
Italy	1.916.000	246.200	18.800
Latvia	1.034.000	140.000	10.000
Lithuania	1.061.000	144.900	10.500
Luxembourg	3.323.000	517.700	31.200
Malta	2.122.000	269.500	20.100
Netherlands	2.388.000	316.400	25.500
Poland	1.168.000	156.700	11.300
Portugal	1.505.000	201.100	13.800
Romania	1.048.000	136.200	10.400
Slovakia	1.593.000	219.700	15.700
Slovenia	1.989.000	258.300	18.900
Spain	1.913.000	237.800	17.900
Sweden	2.240.000	328.700	23.500
Great Britain	2.170.000	280.300	22.200
<b>EU average</b>	<b>1.870.000</b>	<b>243.100</b>	<b>18.700</b>

Source: Update of the Handbook on External Costs of Transport. Final Report. Report for the European Commission: DG MOVE. Ricardo-AEA/R/ ED57769 Issue Number 1; 8th January 2014

The estimated cost in Austria is higher than the EU average.

<sup>5</sup> Value of Statistical Life

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Austria has a relatively strict drink-driving legislation for novice and professional drivers, but road side checks on alcohol are at a lower level than the EU average.

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## Synthesis

### Safety position

- The fatality rate of Austria is at EU average (around 51 fatalities per million population in 2014).

### Scope of problem

- The share of motorcyclist fatalities is a bit higher than the EU average.
- Motorcyclists have the highest risk of dying in a road accident in Austria, as well as youngsters and the elderly.
- Also Austria has a somewhat higher share of female road fatalities than the EU average.
- A relatively high share of fatal accidents happen in Austria on rural roads and during daytime.
- The share of fatal single vehicle accidents is substantially higher than the EU average.

### Recent progress

- Since 2005, the Austrian fatality rate and the EU average rate have shown similar developments.
- The amount of road side tests per population has increased over years in Austria, but is still at a lower level than the EU average.
- The amount of speed tickets per population has also increased over years and is much higher in Austria than in the EU on average.

### Remarkable road safety policy issues

- The new Road Safety Programme aims at “making Austria one of the five safest countries in Europe”. It has an increased focus on reducing the number of serious injuries on Austrian roads.
- High risk site treatment, road safety inspections and audits are obligatory parts of infrastructure management in Austria.
- Austria has a drink-driving limit of 0,1‰ for novice and professional drivers, as well as for moped drivers younger than 20 years.
- Seat-belt law enforcement is assessed as less effective in Austria than in other EU countries.
- The minimum age for driving a car or a moped is lower in Austria than in most other EU countries.



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## Notes

### 1. Country abbreviations

	Belgium	BE		Italy	IT		Romania	RO
	Bulgaria	BG		Cyprus	CY		Slovenia	SI
	Czech Republic	CZ		Latvia	LV		Slovakia	SK
	Denmark	DK		Lithuania	LT		Finland	FI
	Germany	DE		Luxembourg	LU		Sweden	SE
	Estonia	EE		Hungary	HU		United Kingdom	UK
	Ireland	IE		Malta	MT			
	Greece	EL		Netherlands	NL		Iceland	IS
	Spain	ES		Austria	AT		Liechtenstein	LI
	France	FR		Poland	PL		Norway	NO
	Croatia	HR		Portugal	PT		Switzerland	CH

2. Sources: CARE (Community database on road accidents), EUROSTAT, ITF-IRTAD, National sources.

The full glossary of definitions of variables used in this Report is available at: [http://ec.europa.eu/transport/road\\_safety/pdf/statistics/cadas\\_glossary.pdf](http://ec.europa.eu/transport/road_safety/pdf/statistics/cadas_glossary.pdf)

3. Data available in September 2016.

4. Average annual change is calculated with the power function between the first and last years:

[aac = (b/a)<sup>1/n</sup>-1, where aac: annual average change, a: first year value, b: last year value, n: number of years].

5. Explanation of symbols in Tables:

n/a: not available

"-": not applicable (e.g. calculation cannot be performed)

6. This 2016 edition of Road Safety Country Overviews updates the previous version produced in 2012 within the EU co-funded research project [DaCoTA](#).

7. Disclaimer

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8. Please refer to this Report as follows:

*European Commission, Road Safety Country Overview - Austria, European Commission, Directorate General for Transport, September 2016.*

