



European Road Safety Observatory

National Road Safety Profile - Austria

This document is part of a series of 30 country profiles: one for each member of the EU 27 and three EFTA countries (Iceland, Norway and Switzerland). The purpose of this series is to provide tables and figures that give an overview of the road safety situation in a specific country. The tables and figures are organized according to a pyramid of road safety information: (1) road safety outcomes, (2) road safety performance indicators, (3) road safety programmes and measures, and (4) structure and culture.

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1 Highlights

Road safety outcomes

- In 2020 a total of 344 people were killed in reported traffic accidents in Austria.
- Austria is 9th out of 27 EU countries in terms of the lowest numbers of fatalities per million inhabitants. Over the past twenty years this rate has decreased at the same pace as the EU average.
- Compared to the EU average, the distribution of fatalities in Austria shows a relatively high proportion of fatalities that occur on rural roads.
- Over the past ten years there has been an increase in the number of fatalities among powered two-wheelers whereas the EU trend has been significantly downward. The number of fatalities aged 85 and older on the other hand, has decreased while their number increased in the European Union.

Road safety performance indicators

- The self-reported frequency of exceeding the speed limit is one of the highest in Europe.
- Self-reported drink-driving and talking on a handheld phone while driving are also higher than the European average.
- Austrian road infrastructure is characterized by high road density and its quality is perceived as relatively high compared to other EU countries.

Road safety policy and measures

- Austria is the only EU country with an alcohol limit of 0.1 g/l for novice and professional drivers.

2 Road Safety Outcomes

2.1 General risk in traffic

In Austria, a total of 344 people were killed in reported traffic accidents in 2020. In terms of mortality rate, there were 39 road fatalities per million inhabitants, which is below the EU average (42). Since 2001, the mortality rate in Austria has declined at the same pace as the EU average. Also when the number of vehicles is taken into account, Austria performs better than the EU average with a rate of 0.51 fatalities per 10,000 registered vehicles in 2020.

Since 2010 the number of fatalities in Austria declined by 38%, which is similar to the EU trend. In most EU countries the numbers of fatalities and serious injuries fell between 2019 and 2020. The COVID pandemic and the associated restrictions in mobility undoubtedly led to a reduction in the number of casualties though the extent to which this was the case is not known.

Table 1. Number of road fatalities and serious injuries (2010 and 2020). Source: CARE

	2010	2020	Trend	EU 2010	EU 2020	EU trend
Fatalities	552	344	-38%	29611	18834	-36%
Serious injuries	10,777	6,650	/	/	/	/

Figure 1. Number of road fatalities per million inhabitants (2020). Source: CARE & EUROSTAT

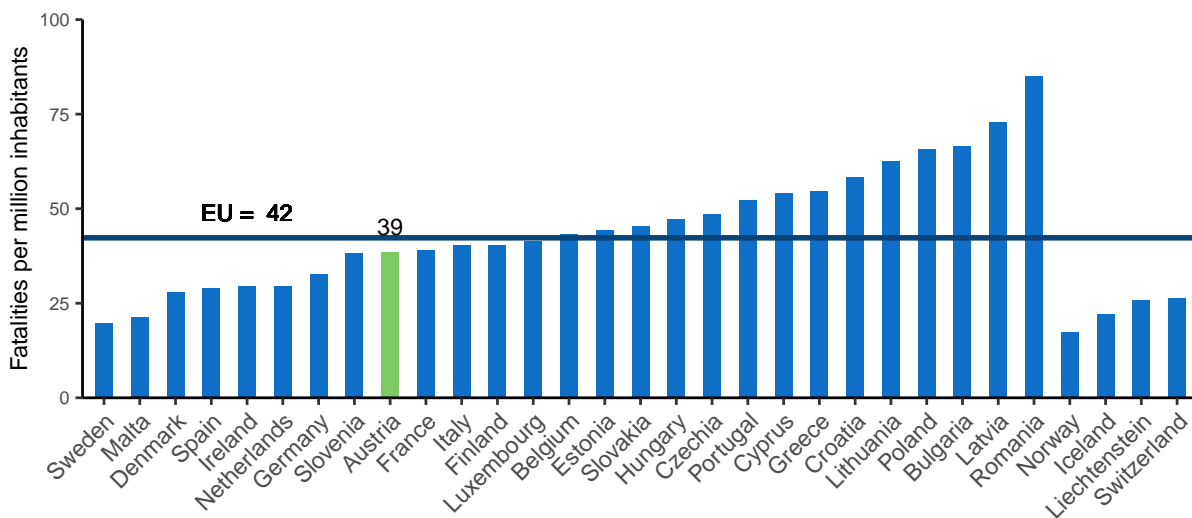


Figure 2. Number of road fatalities per 10,000 registered vehicles (2020). Source: CARE & EUROSTAT

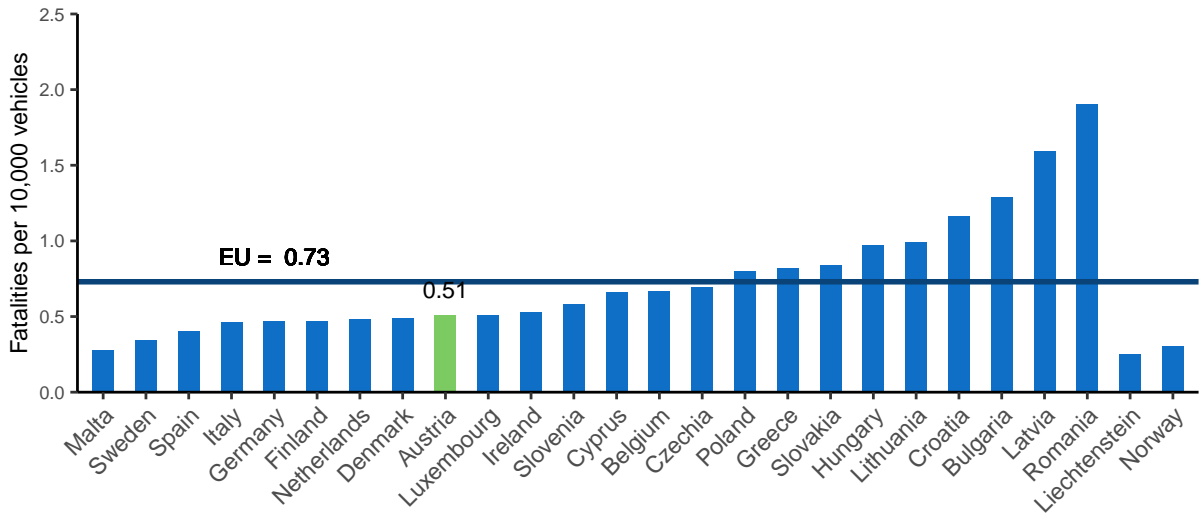


Figure 3. Number of road fatalities (2010-2020). Source: CARE

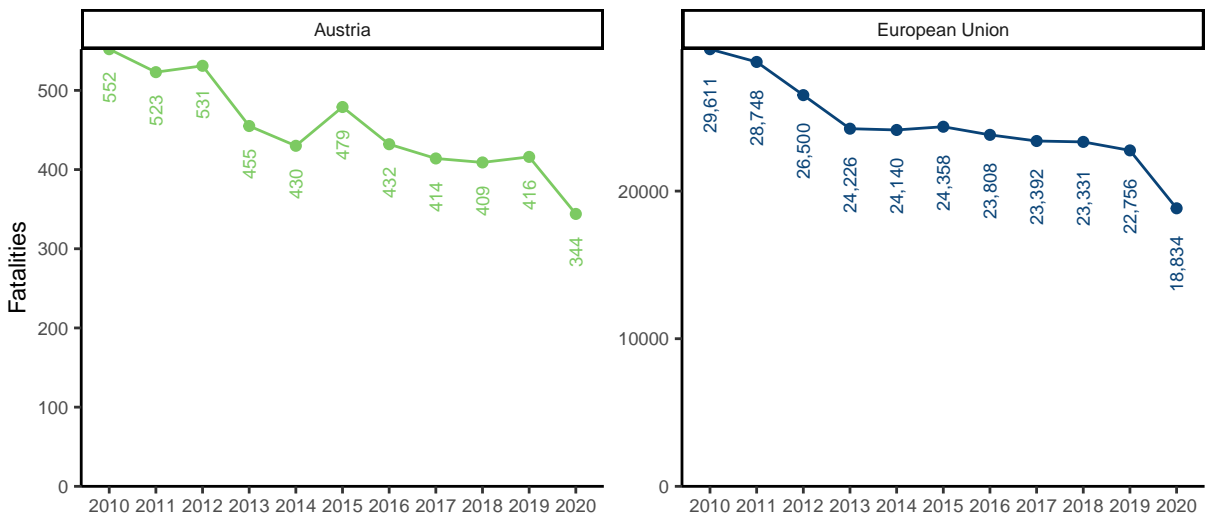
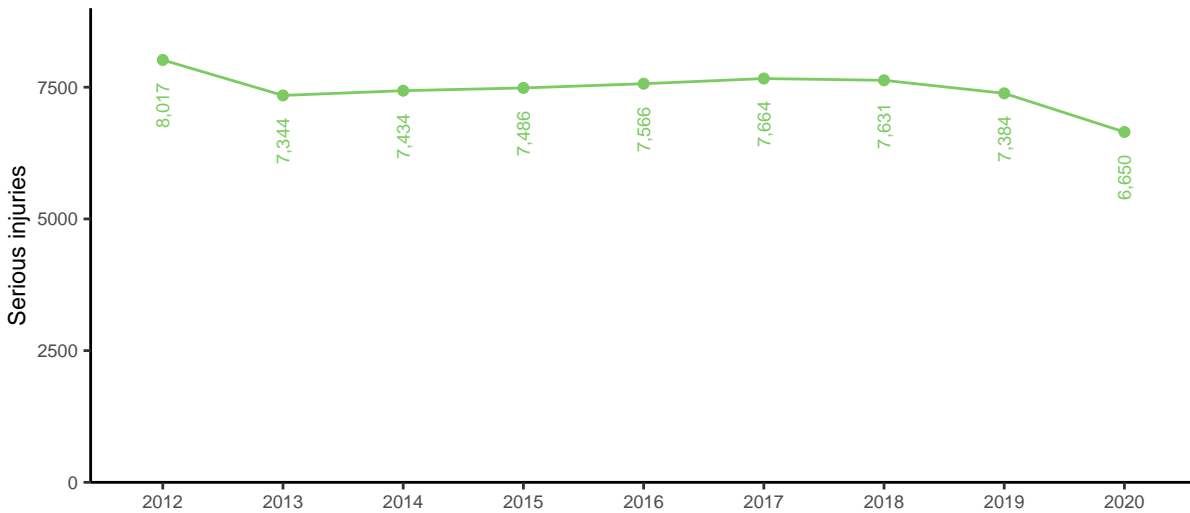
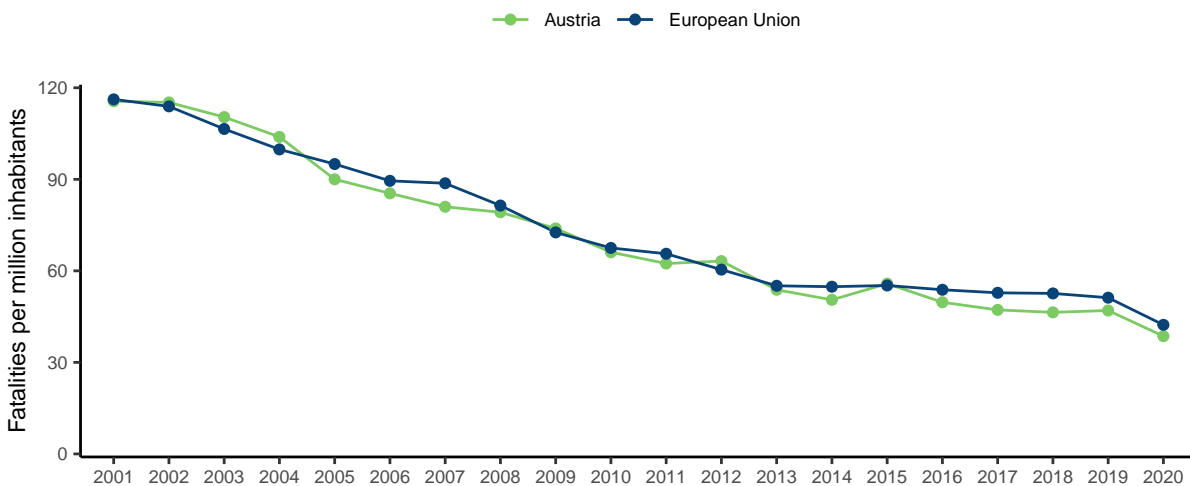


Figure 4. Number of serious injuries (2010-2020). Source: CARE**Figure 5.** Number of road fatalities per million inhabitants (2001-2020). Source: CARE & EUROSTAT

2.2 Transport modes¹

In 2020, car occupants accounted for 42% of road traffic fatalities in Austria, which is similar to the percentage observed in the European Union as a whole. The percentage of powered two-wheelers (23%) on the other hand is slightly higher than that in the European Union (18%) while pedestrians account for only 15% of road fatalities, as opposed to 19% in the European Union.

Over time there has been a decrease in the number of fatalities in Austria for all modes except powered two-wheelers. While the number of fatalities for powered two-wheelers increased by 7% over the past ten years, their number decreased significantly in the European Union. Over the same period the number of serious injuries decreased for all modes except for cyclists that show an increase of 26%. The most favourable trends in terms of transport mode were related to car occupants, with the number of fatalities falling by more than one third and the number of serious injuries falling by 50%.

¹For more details about the categories used in this subsection, please see section 6.2 Definitions.

Of all vulnerable road users (pedestrians, cyclists and powered two-wheelers) in Austria that were fatally injured, 47% were involved in a crash with a car, and 17% were involved in a crash with a lorry or heavy goods vehicle. Over the past ten years, these numbers have dropped more substantially than in the European Union.

The overall number of fatalities in single vehicle crashes (i.e. only one vehicle and no other road user is involved) in Austria shows a greater decrease than in the European Union.

Figure 6. Number of road fatalities by transport mode (2020). Source: CARE

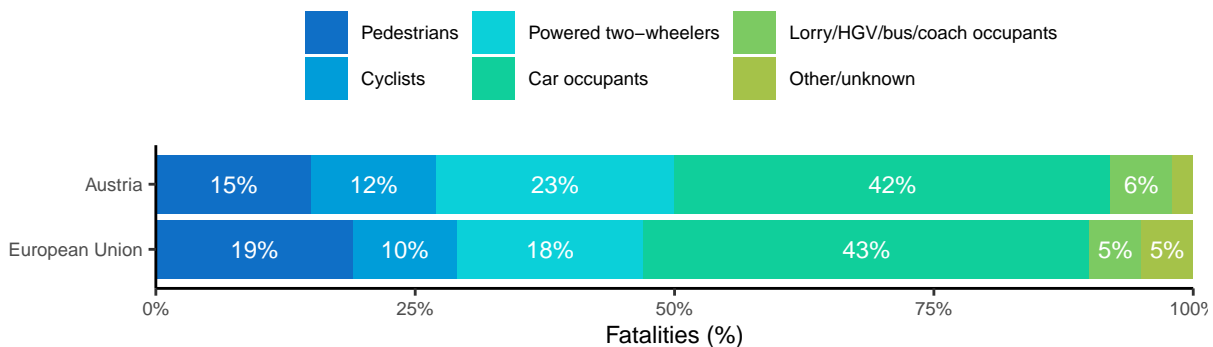


Table 2. Average number of road fatalities by transport mode (2010-2012 and 2018-2020). Source: CARE

	2010 - 2012	2018 - 2020	Trend	EU 2010 - 2012	EU 2018 - 2020	EU trend
Pedestrians	89	56	-37%	5,793	4,328	-25%
Cyclists	42	38	-10%	2,023	1,971	-3%
Powered two-wheelers	86	92	+7%	5,057	3,940	-22%
Car occupants	287	176	-39%	13,309	9,597	-28%
Lorries, under 3.5t	10	12	/	898	732	-18%
Heavy goods vehicles	6	4	/	590	378	-36%
Bus/coach occupants	3	1	/	102	88	-14%
Other/unknown	12	11	/	1,116	837	/
Total	535	390	-27%	28,286	21,640	-23%

Table 3. Average number of serious injuries by transport mode (2010-2012 and 2018-2020). Source: CARE

	2010 - 2012	2018 - 2020	Trend
Pedestrians	1,059	732	-31%
Cyclists	1,662	2,092	+26%
Powered two-wheelers	2,679	2,037	-24%
Car occupants	4,022	1,998	-50%
Lorries, under 3.5t	134	91	-32%
Heavy goods vehicles	71	47	-34%
Bus/coach occupants	93	82	-12%
Other/unknown	197	143	/
Total	9,917	7,222	-27%

Table 4. Average number of fatalities among vulnerable road users (pedestrians, cyclists and mopeds) involved in crashes involving cars, buses or coaches, and lorries or heavy goods vehicles (2010-2012 and 2018-2020). Source: CARE

	2010 - 2012	2018 - 2020	Trend	EU 2010 - 2012	EU 2018 - 2020	EU trend
Crashes involving buses or coaches	3	2	/	258	173	-33%
Crashes involving cars	80	51	-36%	5,507	4,306	-22%
Crashes involving lorries or heavy goods vehicles	36	23	-36%	1,721	1,321	-23%

Table 5. Average number of road fatalities in urban areas by transport mode (2010-2012 and 2018-2020). Source: CARE

	2010 - 2012	2018 - 2020	Trend	EU 2010 - 2012	EU 2018 - 2020	EU trend
Pedestrians	59	40	-32%	3,944	3,079	-22%
Cyclists	22	15	-32%	1,113	1,125	+1%
Powered two-wheelers	16	15	-6%	2,200	1,562	-29%
Car occupants	38	23	-39%	2,883	2,109	-27%
Lorries, under 3.5t	1	1	/	149	137	-8%
Heavy goods vehicles	1	0	/	82	36	-56%
Bus/coach occupants	1	1	/	24	36	+50%
Other/unknown	6	3	/	219	254	/
Total	144	98	-32%	10,803	8,406	-22%

Table 6. Average number of road fatalities in single vehicle crashes by transport mode (2010-2012 and 2018-2020). Source: CARE

	2010 - 2012	2018 - 2020	Trend	EU 2010 - 2012	EU 2018 - 2020	EU trend
Cyclists	11	12	/	299	400	+34%
Powered two-wheelers	30	37	+23%	1,746	1,429	-18%
Car occupants	133	71	-47%	5,905	4,187	-29%
Lorries, under 3.5t	4	3	/	365	271	-26%
Heavy goods vehicles	4	1	/	241	143	-41%
Bus/coach occupants	0	0	/	40	33	-18%
Other/unknown	8	8	/	327	309	/
Total	190	132	-31%	8,923	6,772	-24%

2.3 Age

The distribution of road fatalities across age groups in Austria is similar to that for the European Union, with a slightly higher share of victims aged 50 to 64 and a lower share of victims aged 25 to 49. While in most EU countries the number of fatalities for people of 85 years and older increased over the past ten years, Austria shows a decrease of 8% for this age group. On the other hand, the number of serious injuries increased for the victims aged 50 to 64 and those aged 75 to 84. Victims younger than 25 show the most favourable trend, their numbers of fatalities and serious injuries have halved over the past ten years.

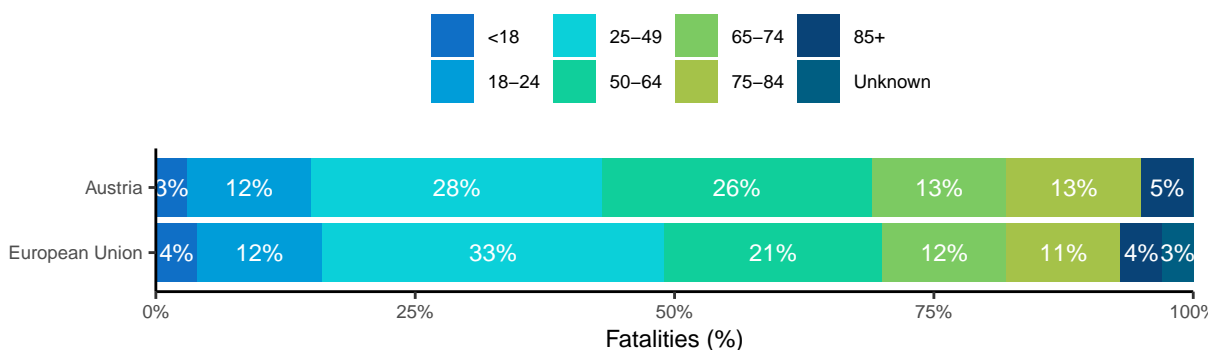
Figure 7. Number of road fatalities by age group (2020). Source: CARE

Table 7. Average number of road fatalities by age group (2010-2012 and 2018-2020). Source: CARE

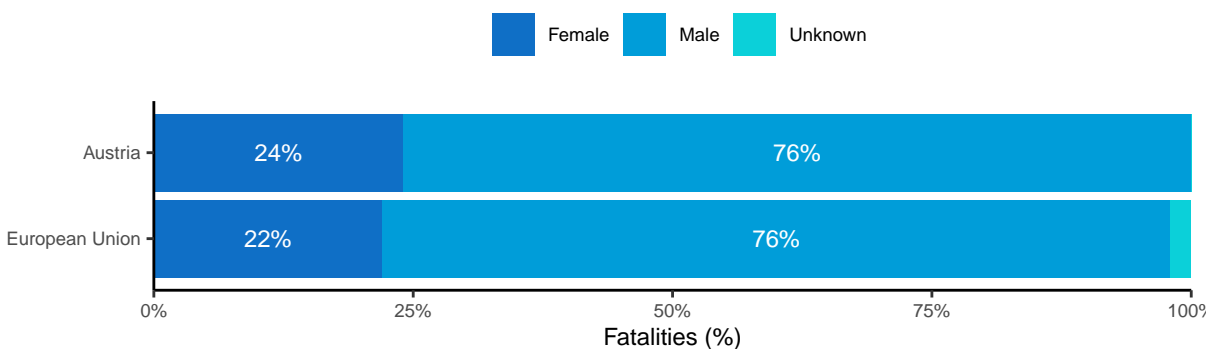
	2010 - 2012	2018 - 2020	Trend	EU 2010 - 2012	EU 2018 - 2020	EU trend
<18	35	18	-49%	1,503	918	-39%
18-24	87	43	-51%	4,398	2,589	-41%
25-49	166	117	-30%	10,457	7,311	-30%
50-64	99	94	-5%	5,273	4,605	-13%
65-74	65	45	-31%	2,730	2,627	-4%
75-84	59	52	-12%	2,775	2,414	-13%
85+	24	22	-8%	882	1,075	+22%
Unknown	0	0	/	738	360	/
Total	535	390	-27%	28,286	21,640	-23%

Table 8. Average number of serious injuries by age group (2010-2012 and 2018-2020). Source: CARE

	2010 - 2012	2018 - 2020	Trend
<18	1,478	806	-45%
18-24	1,481	724	-51%
25-49	3,571	2,283	-36%
50-64	1,817	1,949	+7%
65-74	862	757	-12%
75-84	548	573	+5%
85+	152	130	-14%
Unknown	9	0	/
Total	9,917	7,222	-27%

2.4 Gender

The high proportion of males among total road fatalities in Austria (76%) is similar to the EU average. This gender pattern apparent throughout the EU can be explained by differences in relation to frequency of transport use and to behaviour.

Figure 8. Number of road fatalities by gender (2020). Source: CARE**Table 9.** Average number of road fatalities by gender (2010-2012 and 2018-2020). Source: CARE

	2010 - 2012	2018 - 2020	Trend	EU 2010 - 2012	EU 2018 - 2020	EU trend
Female	145	99	-32%	6,655	4,960	-25%
Male	391	291	-26%	21,519	16,659	-23%
Unknown	0	0	/	1,310	254	/
Total	535	390	-27%	28,286	21,640	-23%

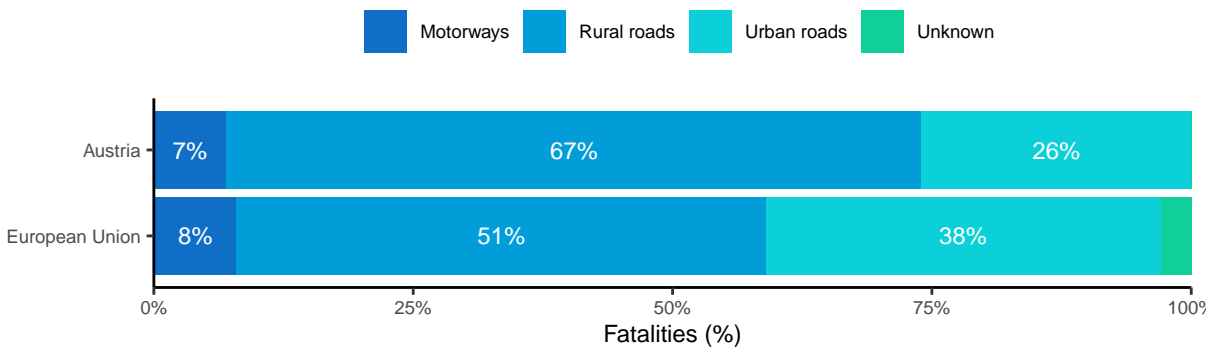
Table 10. Average number of serious injuries by gender (2010-2012 and 2018-2020). Source: CARE

	2010 - 2012	2018 - 2020	Trend
Female	3,676	2,582	-30%
Male	6,241	4,639	-26%
Unknown	0	1	/
Total	9,917	7,222	-27%

2.5 Area

The majority of road fatalities in Austria occurred on rural roads (67%). This percentage is significantly higher than in the European Union as a whole (51%), mainly because of the relatively low density of the population. The proportion of fatalities on urban roads on the other hand is much lower than the EU average.

Over the past ten years Austria has seen a particularly favourable trend in the number of fatalities and serious injuries on motorways, while the EU average has barely declined.

Figure 9. Number of road fatalities by road type (2020). Source: CARE**Table 11.** Average number of road fatalities by road type (2010-2012 and 2018-2020). Source: CARE

	2010 - 2012	2018 - 2020	Trend	EU 2010 - 2012	EU 2018 - 2020	EU trend
Motorway	52	28	-46%	2,072	1,812	-13%
Rural	340	264	-22%	15,280	11,430	-25%
Urban	144	98	-32%	10,803	8,406	-22%
Unknown	/	/	/	908	543	/
Total	535	390	-27%	28,286	21,640	-23%

Table 12. Average number of serious injuries by road type (2010-2012 and 2018-2020). Source: CARE

	2010 - 2012	2018 - 2020	Trend
Motorway	527	286	-46%
Rural	4471	3245	-27%
Urban	4920	3691	-25%
Unknown	/	/	/
Total	9917	7222	-27%

2.6 Time ²

The distribution of fatalities by day of the week and time of the day is slightly different from the EU average: the country shows a higher proportion of fatalities that occur in the day-time

²For more details about the time periods used in this subsection, please see section 6.2 Definitions.

during the working week. Night-time fatalities in Austria decreased more than in the European Union.

Figure 10. Number of road fatalities by period of time (2020). Source: CARE

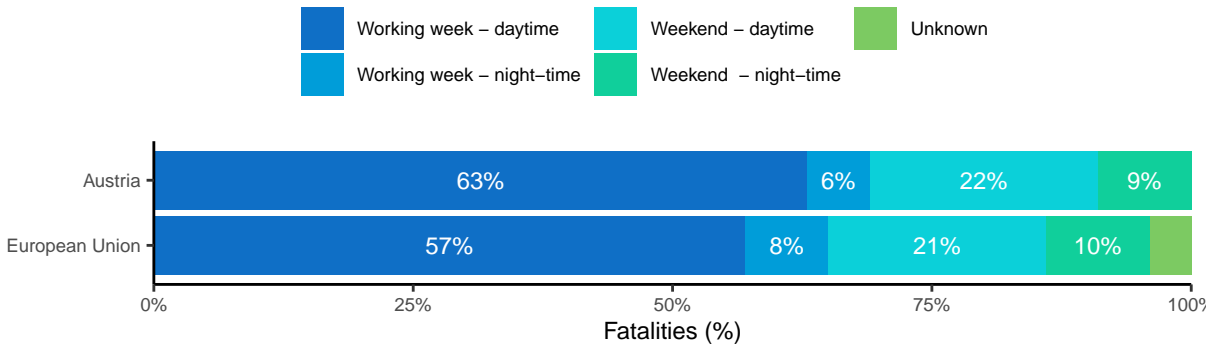


Table 13. Average number of road fatalities by period of time (2010-2012 and 2018-2020). Source: CARE

	2010 - 2012	2018 - 2020	Trend	EU 2010 - 2012	EU 2018 - 2020	EU trend
Working week - daytime	306	242	-21%	15,495	12,506	-19%
Working week - night-time	45	24	-47%	2,573	1,848	-28%
Weekend - daytime	117	92	-21%	6,383	4,974	-22%
Weekend - night-time	67	32	-52%	3,549	2,327	-34%
Unknown	/	/	/	4,226	562	/
Total	535	390	-27%	28,286	21,640	-23%

2.7 Road conditions

The majority of road fatalities in Austria occur on dry roads. This is the case for Austria, as well as for the European Union as a whole. Regarding light conditions, one quarter of fatalities occur when it is dark.

Figure 11. Number of road fatalities by surface conditions (2020). Source: CARE

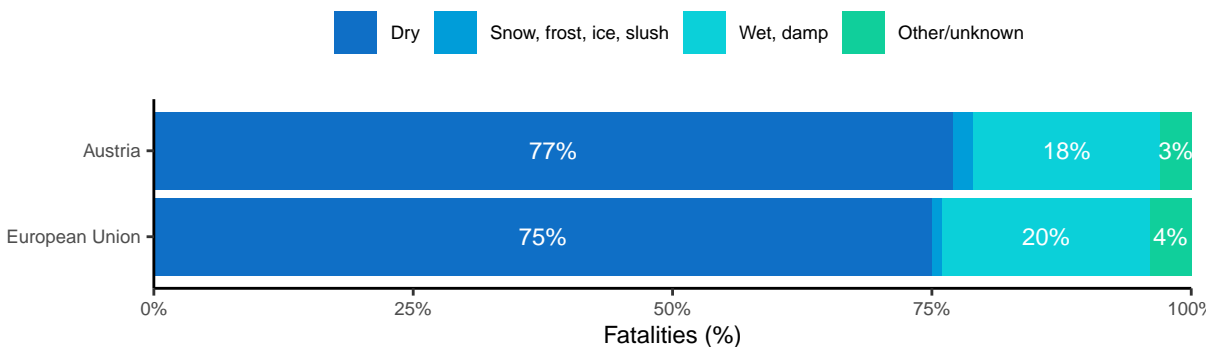
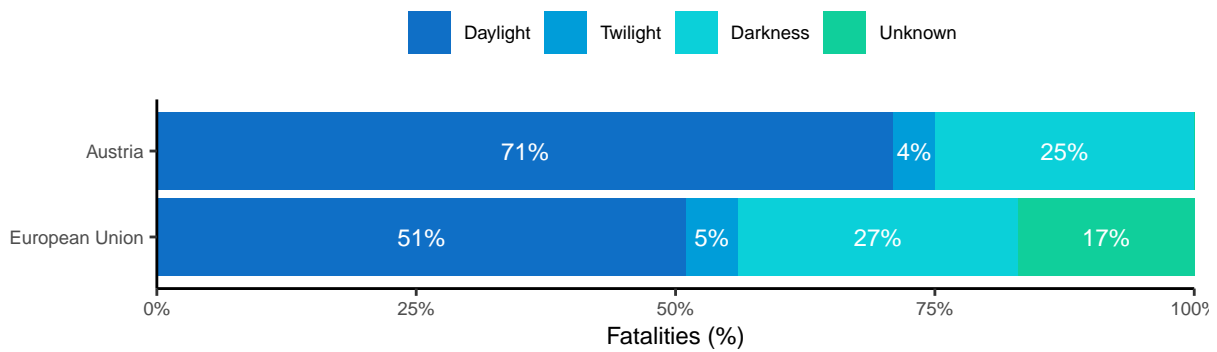


Table 14. Average number of road fatalities by surface conditions (2010-2012 and 2018-2020). Source: CARE

	2010 - 2012	2018 - 2020	Trend	EU 2010 - 2012	EU 2018 - 2020	EU trend
Dry	392	293	-25%	21,101	16,582	-21%
Snow, frost, ice, slush	23	10	/	988	362	-63%
Wet, damp	110	76	-31%	5,638	4,328	-23%
Other/unknown	11	/	/	2,486	580	/
Total	535	390	-27%	28,286	21,640	-23%

Figure 12. Number of road fatalities by light conditions (2020). Source: CARE**Table 15.** Average number of road fatalities by light conditions (2010-2012 and 2018-2020). Source: CARE

	2010 - 2012	2018 - 2020	Trend	EU 2010 - 2012	EU 2018 - 2020	EU trend
Darkness	177	100	-44%	8,922	6,275	-30%
Daylight	329	269	-18%	13,717	11,235	-18%
Twilight	29	20	-31%	1,499	1,156	-23%
Unknown	/	/	/	5,326	3,729	/
Total	535	390	-27%	28,286	21,640	-23%

3 Road safety performance indicators

3.1 Behaviour of road users

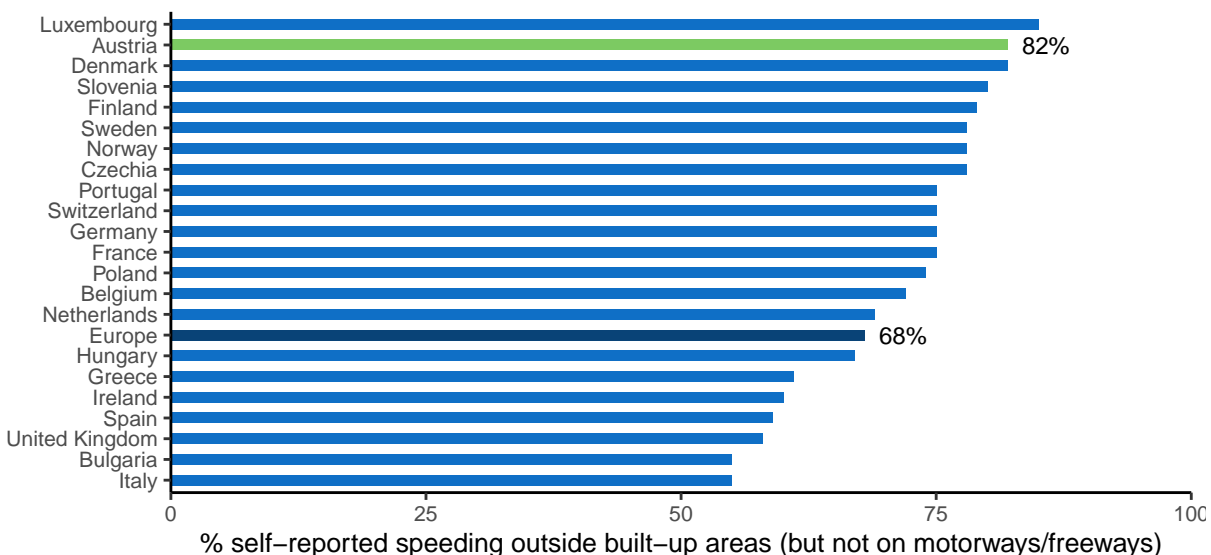
Most of the road safety performance indicators regarding behaviour in traffic that are currently available are based on self-reported behaviour. Austria performs worse than the European average in relation to drink-driving, distracted driving and wearing a seatbelt in the back. Moreover it has one of the worst scores in Europe for compliance with the legal speed limit.

New road safety performance indicators based on roadside observations³, have been estimated in the framework of the EU Baseline-project. The values should be available from early 2023 via this link⁴. For Austria the KPIs regarding behaviour in traffic that are produced in the Baseline-project are:

- Speeding: % of vehicles travelling within the speed limit;
- Use of seatbelts and child restraint systems: % of vehicle occupants using the safety belt or child restraint system correctly;
- Use of protective helmets: % of riders of powered two-wheelers and bicycles wearing a protective helmet;
- Driving under the influence: % of drivers driving within the legal limit for blood alcohol content (BAC);
- Distraction: % of drivers not using a handheld mobile device.

3.1.1 Speeding

Figure 13. Percentage of car drivers that say they have driven faster than the speed limit outside built-up areas (but not on motorways/freeways) at least once in the last 30 days. Source: ESRA (2018)

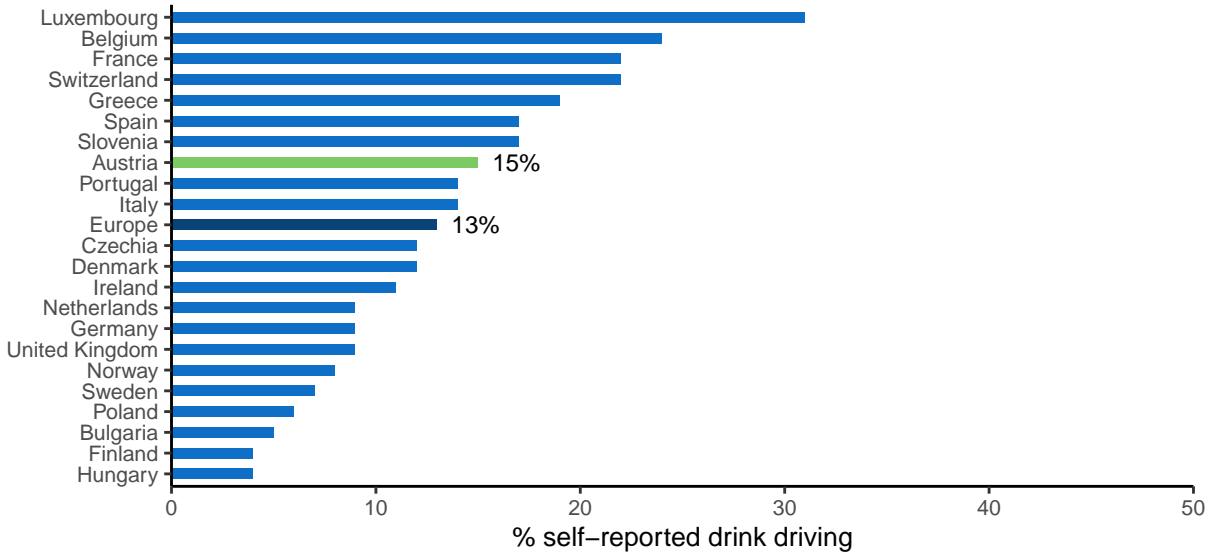


³Except for the KPI regarding driving under the influence, which is based on a questionnaire survey.

⁴<https://baseline.vias.be/>

3.1.2 Driving under the influence

Figure 14. Percentage of car drivers that say they have driven at least once in the last 30 days when they may have been over the legal limit for drinking and driving. Source: ESRA (2018)



3.1.3 Use of protective systems

Figure 15. Percentage of car passengers that say they drove at least once in the last 30 days without wearing a seat belt in the rear seat. Source: ESRA (2018)

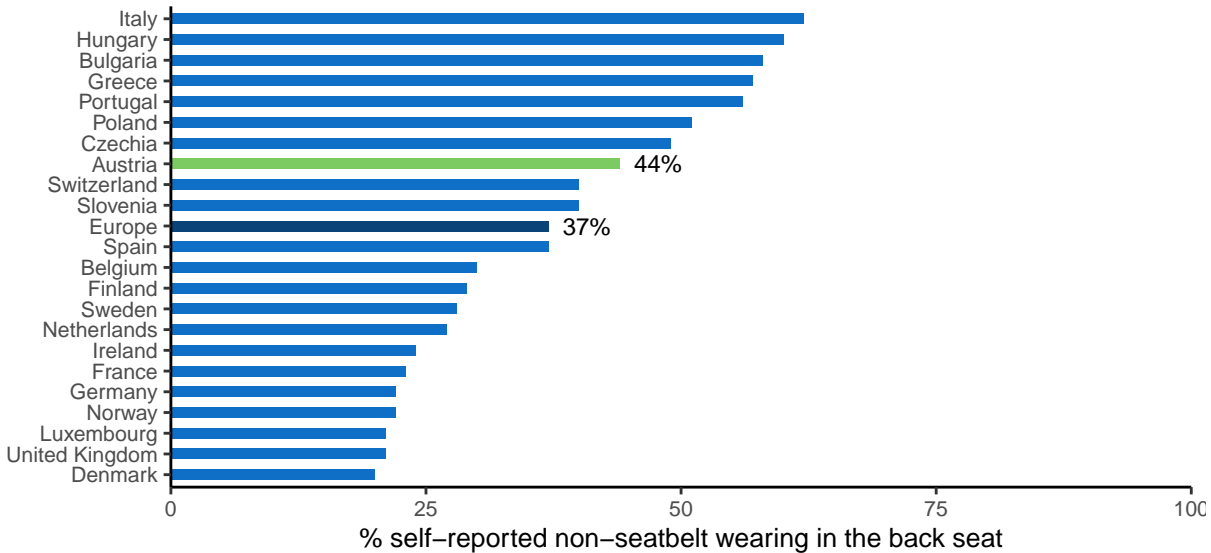
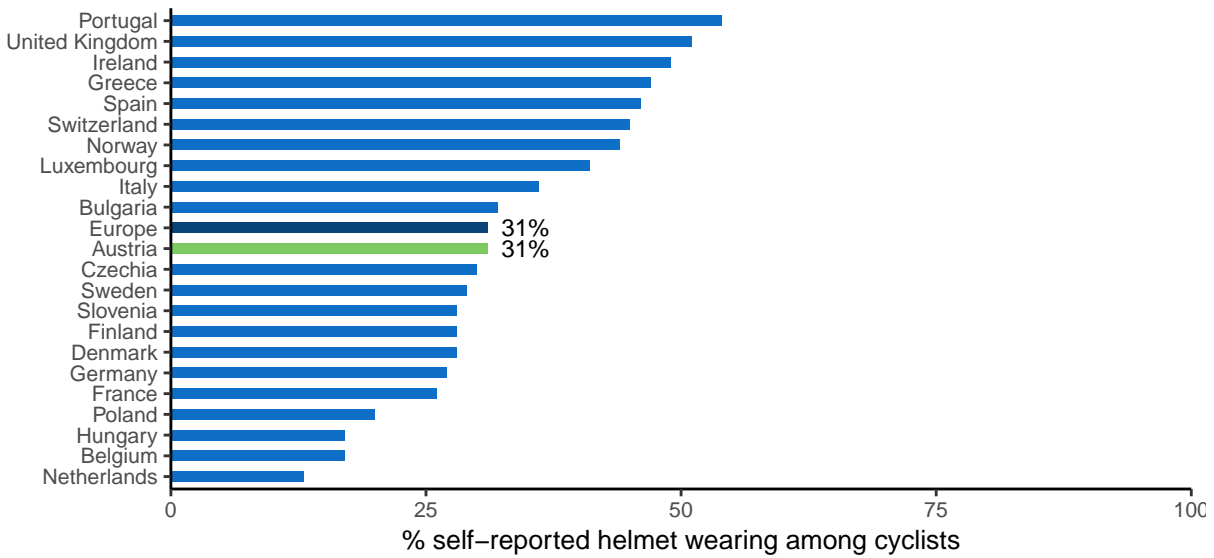
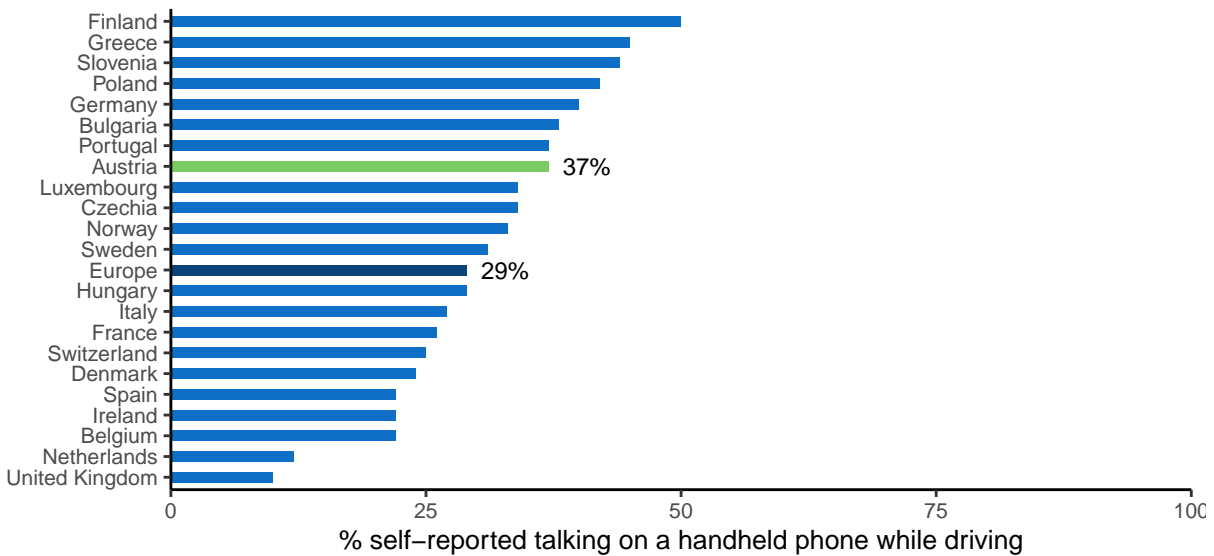


Figure 16. Percentage of cyclists that say they always cycled with a helmet in the last 30 days. Source: ESRA (2018)

3.1.4 Distraction

Figure 17. Percentage of car drivers that say they have at least once in the last 30 days talked on a hand-held mobile phone while driving. Source: ESRA (2018)

3.2 Infrastructure

The overall road network in Austria shows relatively high road density in comparison with the EU average. The indicator for the quality of road infrastructure is based on the judgements made by road users themselves. For Austria, a score of 6 (on a value scale from 1 to 7) is given, which is higher than most other countries.

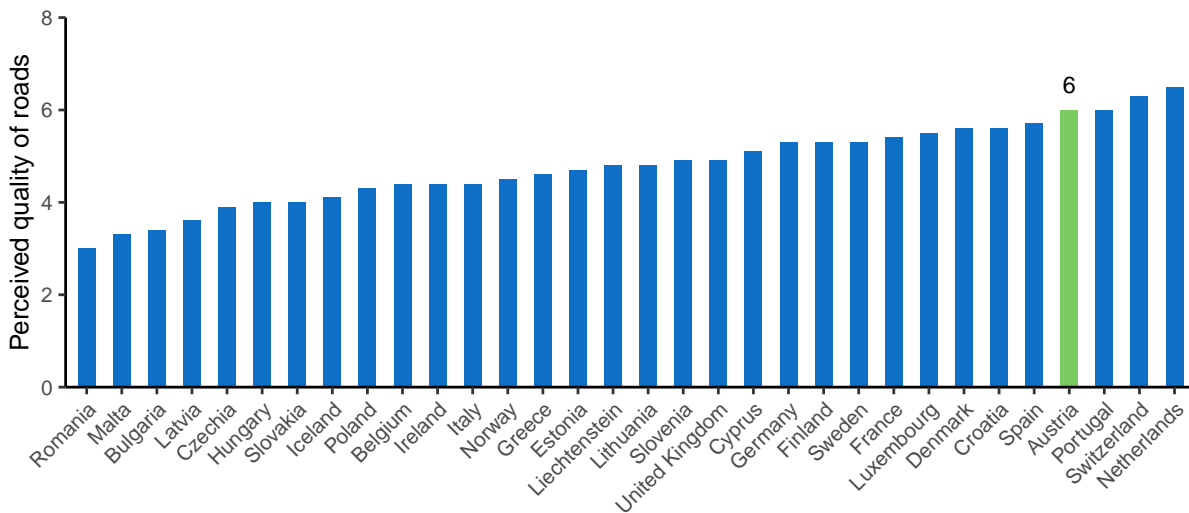
3.2.1 Road density

Table 16. Road density. Source: EUROSTAT (2020)

	Austria	European Union
Motorways	21 km road/1000 km ²	15 km road/1000 km ²
Total	1520 km road/1000 km ²	918 km road/1000 km ²

3.2.2 Road quality

Figure 18. Perceived quality of the road infrastructure (1 = extremely poor, 7 = among the best in the world). Source: World Economic Forum, Executive Opinion Survey (2019)



3.3 Vehicle fleet

The size of the Austrian vehicle fleet, expressed per 100 inhabitants, is slightly larger than the EU average. Regarding the age of the vehicles, Austrian passenger cars appear to be significantly younger than the EU average, with only 36% passenger cars over 10 years.

In the framework of the EU Baseline-project a new road safety performance indicator related to vehicle safety is estimated. The KPI is defined as the percentage of passenger cars with a Euro NCAP safety rating equal or above a certain threshold. The values should be available from early 2023 via this link⁵.

Table 17. Number of registered vehicles per 100 inhabitants. Source: EUROSTAT (2020)

	Austria	European Union
All vehicles (except trailers and motorcycles)	70	64
Total utility vehicles	12	9
Lorries	6	7
Road tractors	0	1
Trailers and semi-trailers	9	4
Motorcycles	6	6
Passenger cars	57	56
Motor coaches, buses and trolley buses	0	0
Special vehicles	7	1

⁵<https://baseline.vias.be/>

Table 18. Age of registered passenger cars. Source: EUROSTAT (2020)

	Austria	European Union
Percentage of total number of passenger cars		
Less than 2 years	17%	11%
From 2 to 5 years	19%	15%
From 5 to 10 years	29%	20%
From 10 to 20 years	29%	41%
Over 20 years	7%	12%

4 Road safety policy and measures

4.1 Legislation

National road safety legislation in Austria is different in several respects from that in most EU countries. The maximum speed on rural roads is 100 km/h which is higher than in most countries (90 km/h). The legislation regarding drink driving on the other hand is somewhat stricter than in most EU countries: Austria is the only country with a alcohol limit of 0.1 g/l for novice drivers and for professional drivers.

Table 19. National road safety legislation. Source: WHO (2018)

	Austria	EU countries
Speed limits for passenger cars		
Urban roads	50 km/h	50 km/h: 27
Rural roads	100 km/h	80 km/h: 5; 90 km/h: 17; 100 km/h: 3; 110 km/h: 2
Motorways	130 km/h	No limit: 1; 140 km/h: 2; 130 km/h: 14; 120 km/h: 6; 100 km/h: 1
Allowed BAC (blood alcohol concentration) levels		
General population	0.5 g/l	0 g/l: 3; 0.2 g/l: 3; 0.4 g/l: 1; 0.5 g/l: 19; 0.8 g/l: 1
Novice drivers	0.1 g/l	0 g/l: 8; 0.1 g/l: 1; 0.2 g/l: 12; 0.3 g/l: 1; 0.5 g/l: 4; 0.8 g/l: 1
Professional drivers	0.1 g/l	0 g/l: 7; 0.1 g/l: 1; 0.2 g/l: 10; 0.3 g/l: 1; 0.5 g/l: 7; 0.8 g/l: 1
Seatbelt requirement		
Drivers	Yes	Yes: 27; No: 0
Front passengers	Yes	Yes: 27; No: 0
Rear passengers	Yes	Yes: 27; No: 0
Transport of children		
Child restraint required	Up to 14 yrs / 135 cm	Up to 150 cm: 12; Up to 140 cm: 1; Up to 135 cm: 12; Up to 10 yrs: 1
Children in front seat of passenger cars	Allowed in a child restraint	Prohibited under 10 yrs: 1; Prohibited under 12 yrs or 135 cm: 1; Prohibited under 150 cm: 1; Prohibited under 135 cm: 1; Allowed in a child restraint: 22; Not restricted: 1
Children passengers on motorcycles	Prohibited under 12 yrs	Not restricted: 9; Prohibited under certain age/height: 18
Motorcycle helmets		
Applies to driver	Yes	Yes: 27; No: 0
Applies to passengers	Yes	Yes: 27; No: 0
Applies to all roads	Yes	Yes: 27; No: 0
Applies to all engines	Yes	Yes: 25; No: 2
Helmet fastening required	No	Yes: 19; No: 8
Standard referred to and / or specified	Yes	Yes: 19; No: 8
Mobile phone restriction		
Applies to hand-held phone use	Yes	Yes: 26; No: 1
Applies to hands-free phone use	No	Yes: 0; No: 27

4.2 Enforcement

The self-reported frequency of alcohol and drug checks in Austria is in line with the European average.

Figure 19. Percentage of car drivers that say they have been checked by the police for using alcohol at least once over the past 12 months. Source: ESRA (2018)

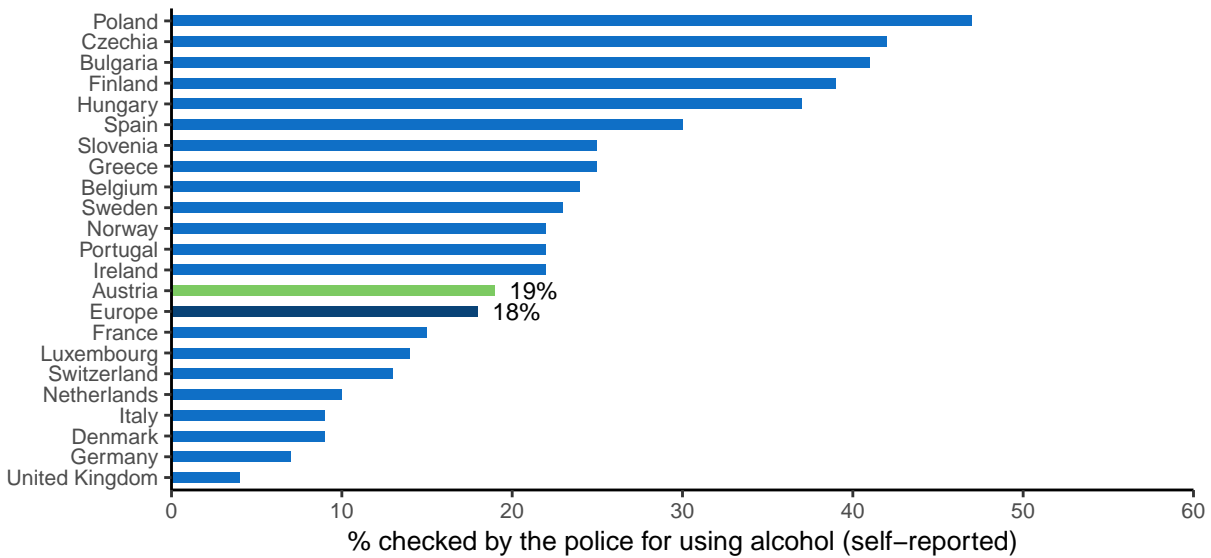
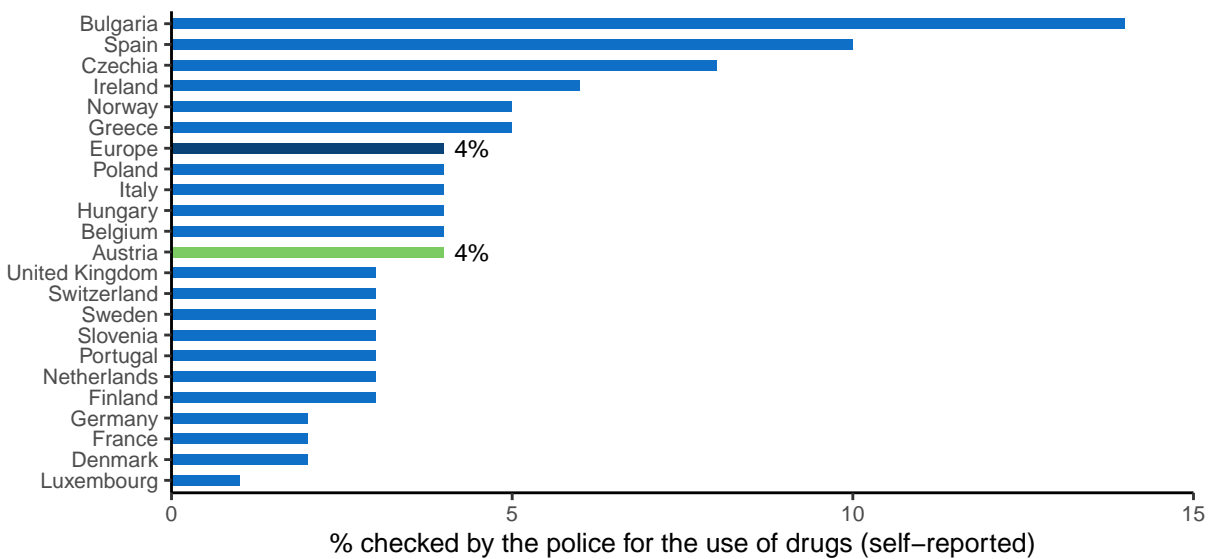


Figure 20. Percentage of car drivers that say they have been checked by the police for the use of drugs at least once over the past 12 months. Source: ESRA (2018)



4.3 Road infrastructure

Table 20. Infrastructure-related policy. Source: WHO (2018)

	Austria	EU countries
Audits or star rating required for new road infrastructure	Yes	Yes: 10 Partial: 17
Inspections / star rating of existing roads	Yes	Yes: 26 No: 1
Design standards for the safety of pedestrians / cyclists	Yes	Yes: 25 Partial: 2 No: 0
Investments to upgrade high risk locations	Yes	Yes: 21 No: 6
Policies & investment in urban public transport	Yes	Yes: 24 No: 3
Policies promoting walking and cycling	Yes	Yes: 21 Subnational: 3 No: 3

4.4 Post-crash care

Table 21. Policy related to post-crash care. Source: WHO (2018)

	Austria	EU countries
Trauma registry	National	National: 13 Subnational: 4 Some facilities: 0 None: 7
National assessment of emergency care system	No	Yes: 9 No: 18
Provider training and certification - Prehospital providers - Formal certification pathway	Yes	Yes: 19 No: 6
Provider training and certification - Nurses - Post graduate courses in emergency and trauma care	No	Yes: 21 No: 5
Provider training and certification - Specialist doctors - Emergency medicine	Yes	Yes: 21 Subnational: 0

5 Structure and culture

5.1 Country characteristics

Population density in Austria is in line with the EU average, and its population is mainly settled in rural areas. Its GDP per capita is above that of the European Union, but the percentage of GDP dedicated to road spending is lower than the EU average (0.3%).

Table 22. Country characteristics. Source: EUROSTAT and IRTAD

	Austria	European Union
Population-related data (2021)		
Population (2021)	8932664	447218763
Population density (inhabitants/km ²)	106	106
% Children (0-14)	14%	15%
% Adults (15-64)	66%	64%
% Elderly (65+)	19%	21%
Urbanization (2021)		
% living in cities	31%	39%
% living in suburbs and towns	30%	35%
% living in rural areas	39%	26%
Economic data		
GDP per capita (EUR, 2021)	45467.8	32438.4
Unemployment rate (2021)	6%	7%
% GDP dedicated to road spending (2020)	0.3%	0.7%

5.2 Structure of road safety management

Table 23. Road safety management structure. Source: National sources

Key functions	Key actors
Formulation of national road safety strategy	Federal Ministry for Climate Action, Environment, Energy, Mobility, Innovation and Technology (BMK)
	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
Monitoring of the road safety development	Road Safety Organisations
	Federal Ministry for Climate Action, Environment, Energy, Mobility, Innovation and Technology (BMK)
Improvements in road infrastructure	Austrian Road Safety Advisory Council (Roads Task Force)
	Federal Ministry for Climate Action, Environment, Energy, Mobility, Innovation and Technology (BMK) (DG for National Roads and Motorways)
	Austrian motorway authority (ASFINAG): motorways
	9 Federal states (Bundesländer): regional roads
Improvement in vehicles	Municipalities
	Federal Ministry for Climate Action, Environment, Energy, Mobility, Innovation and Technology (BMK)
	Clubs
Improvement in road user education	Federal Ministry for Climate Action, Environment, Energy, Mobility, Innovation and Technology (BMK)
	Please consider and change: Federal Ministry of Education, Science and Research (BMBWF)
Publicity campaigns	Federal Ministry for Climate Action, Environment, Energy, Mobility, Innovation and Technology (BMK)
	Road Safety Fund (VSF)
	Federal Ministry of Education, Science and Research (BMBWF)
	BMI
	Chamber of Commerce
	Driving Schools
Enforcement of traffic laws	Austrian Social Insurance for Occupational Risks
	Police
	Provincial Government (road traffic act)
	Provincial Governor (motor vehicle act)
Other relevant actors	Österreichische Bundesbahnen (Austrian Railways)
	Federal Ministry of Justice BMJ
	Federal Ministry of Digital and Economic Affairs (BMDW)
	Federal Ministry of Defense (BMLV)
	Austrian Road Safety Board (KFV)

Table 24. National road safety strategy. Source: National sources

Timeframe	Link to national road safety strategy
2021-2030	https://www.bmk.gv.at/en/topics/transport/roads/safety/vss2030.html

5.3 Attitudes

Table 25. Attitudes towards speeding, towards drink-driving, and towards the use of a mobile phone while driving.
Source: ESRA (2018)

	Austria	European average	Ranking among European countries
% of respondents that agree			
Speeding			
I often drive faster than the speed limit	19%	12%	1/22
I will do my best to respect speed limits in the next 30 days	57%	71%	22/22
Drink-driving			
I often drive after drinking alcohol	2%	2%	13/22
I will do my best not to drive after drinking alcohol in the next 30 days	76%	76%	16/22
Use of a mobile phone while driving			
I often talk on a hand-held mobile phone while driving	5%	3%	5/22
I often check my messages on the mobile phone while driving	4%	4%	6/22
I will do my best not to use my mobile phone while driving in the next 30 days	65%	74%	22/22

6 Notes

6.1 Data sources

CARE

(Community database on Accidents on the Roads in Europe) All information in part 1 of this document (road safety outcomes) is based on data in the CARE database. The European average is based on the average of the 27 EU countries.

Date of extraction: 4th of October, 2022. There may be small discrepancies between the CARE data presented in the report and the accident data published in national reports.

ESRA (E-Survey of Road Users' Attitudes)

The European average is the average of 20 European countries (Austria, Belgium, Czechia, Denmark, Finland, France, Germany, Greece, Hungary, Ireland, Italy, Netherlands, Poland, Portugal, Serbia, Slovenia, Spain, Sweden, Switzerland and the United Kingdom)

<https://www.esranet.eu/en/>

ETSC (European Transport Safety Council)

Car safety data was retrieved from <https://etsc.eu/wp-content/uploads/PIN-Flash-30-Final.pdf>

Data about speeding was retrieved from <https://www.etsc.eu/pinflash36>

IRTAD (International Traffic Safety Data and Analysis Group)

Data is retrieved from the OECD database: <https://stats.oecd.org/>

Date of extraction: 11th of October 2022

WHO (World Health Organization)

The data are retrieved from the WHO Global Status Report on Road Safety that was published in 2018. The European average is based on the average of the 27 EU countries.

https://www.who.int/violence_injury_prevention/road_safety_status/2018/en/

World Economic Forum

Data is retrieved from https://www.theglobaleconomy.com/rankings/roads_quality/

Date of extraction: 11th of October 2022

6.2 Definitions

Accident / Crash

Any accident involving at least one road vehicle in motion on a public road or private road to which the public has right of access, resulting in at least one injured or killed person (Source: UNECE/ITF/Eurostat Glossary). Note: the definition of "injury" varies considerably among EU countries thus affecting the reliability of cross country comparisons.

Bicycle

Vehicle with at least 2 wheels, without engine. In some cases it can also use electric power.

Bus or Coach

Bus: passenger-carrying vehicle, most commonly used for public transport, having more than 16 seats for passengers. Coach: passenger-carrying vehicle, having more than 16 seats for passengers. Most commonly used for interurban movements and tourist trips. To differentiate from other types of bus, a coach has a luggage hold separate from the passenger cabin.

CARE EU Average and aggregated numbers

In the second section “Road safety outcomes”, we provide EU averages and aggregated figures based on the most recent figures available (2020). However, as some countries have not yet provided their official data for that year, we have produced the EU averages and aggregated data by imputing figures based on data from previous years. The aggregated EU averages and figures in this report may therefore differ slightly from the aggregated averages and figures for 2020 that will be published in the future.

Fatal crash

Crash with at least one person killed regardless the injury severity of any other persons involved.

Fatalities

Total number of persons fatally injured within 30 days of the road crash; correction factors applied when needed. Confirmed suicide and natural death are not included.

Lorry, under 3.5 tonnes

Goods vehicle under 3.5t maximum gross weight. Smaller motor vehicle used only for the transport of goods.

Pedestrian

Person on foot. Included are occupants or persons pushing or pulling a child’s carriage, an invalid chair, or any other small vehicle without an engine. Also included are persons pushing a cycle, moped, roller-skating, skateboarding, skiing or using similar devices. Does not include persons in the act of boarding or alighting from a vehicle. (Source: UNECE/ITF/Eurostat Glossary and CADAS Glossary) Unilateral pedestrian crashes (e.g. pedestrian falls) are excluded.

Powered two-wheelers

Driver or passenger of either a moped (two or three wheeled vehicle equipped with engine size of maximum 50cc and maximum speed that does not exceed 45 km/h. A moped can also have an electric motor. Speed pedelecs and electric powered bicycles that offer pedal assistance up to 45 km/h, also belong to this category of vehicles.) or a motorcycle (motor vehicle with two or three wheels, with an engine size of more than 50 cc. A motorcycle can also have an electric motor.).

Seriously injured (at least 30 days)

The CARE database includes the number of persons seriously injured who have been hospitalised for at least 24 hours. An alternative source is MAIS (Maximum Abbreviated Injury Scale) which is a globally accepted trauma scale used by medical professionals. The injury score is determined at the hospital with the help of a detailed classification key. The score ranges from 1 to 6, with levels 3 to 6 considered as serious injuries.

Working week – Daytime

Monday to Friday 6.00 a.m. to 9.59 p.m.

Working week – Night-time

Monday 10 p.m. to Tuesday 5.59 a.m.

Tuesday 10 p.m. to Wednesday 5.59 a.m.

Wednesday 10 p.m. to Thursday 5.59 a.m.

Thursday 10 p.m. to Friday 5.59 a.m.

Weekend - Daytime

Saturday to Sunday 6.00 a.m. to 9.59 p.m.

Weekend - Night-time

Friday 10 p.m. to Saturday 5.59 a.m.

Saturday 10 p.m. to Sunday 5.59 a.m.

Sunday 10 p.m. to Monday 5.59 a.m.