European Commission

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.

Contract: This document has been prepared in the framework of the EC Service Contract MOVE/C2/SER/2019-100/SI2.822066 with Vias institute (BE) and SWOV Institute for Road Safety Research (NL).

Version 1.0, September 13, 2021

Authors: Annelies Schoeters, Nathan De Vos & Freya Slootmans (Vias institute).

Disclaimer

1 Highlights

Road safety outcomes

- In 2019 a total of 416 people were killed in reported traffic accidents in Austria.
- Austria is 11th out of 27 EU countries in terms of the lowest numbers of fatalities per million inhabitants. Over the past twenty years this number 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 65 and older on the other hand, has decreased while their number increased slightly 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.
- The observed seatbelt wearing rate is over 95% for all occupants.
- 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 a 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 416 people were killed in reported traffic accidents in 2019. In terms of mortality rate, there were 47 road fatalities per million inhabitants, which is just below the EU average (51). 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 most EU countries with a rate of 0.62 fatalities per 10,000 registered vehicles in 2019.

The number of fatalities in Austria has decreased sharply between 2012 and 2014 and remained broadly stable between 2016 and 2019. Apart from an increase in 2015, this is similar to the trend observed for the EU as a whole. The number of serious injuries shows a considerable decrease between 2011 and 2013, and maintained the same level between 2013 and 2019.

Table 1. Number of road fatalities and serious injuries (2010 and 2019). Source: CARE

Victims	2010	2019	Trend	EU 2010	EU 2019	EU trend
Fatalities	552	416	-25%	29611	22700	-23%
Serious injuries	10,777	7,384	-31%	/	/	/

Figure 1. Number of road fatalities per million inhabitants (2019). Source: CARE & EUROSTAT

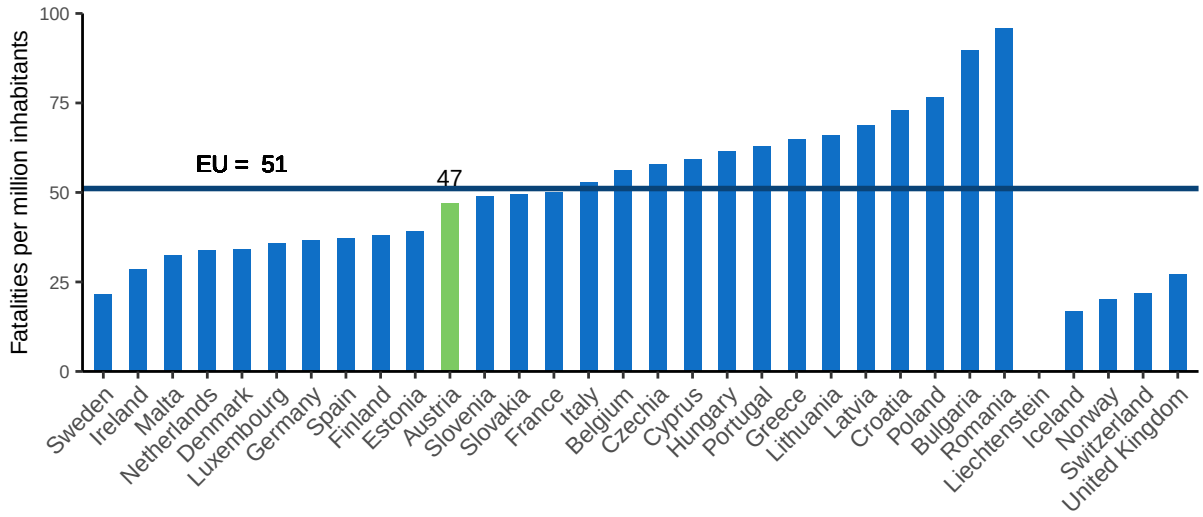


Figure 2. Number of road fatalities per 10,000 registered vehicles (2019). Source: CARE & EUROSTAT

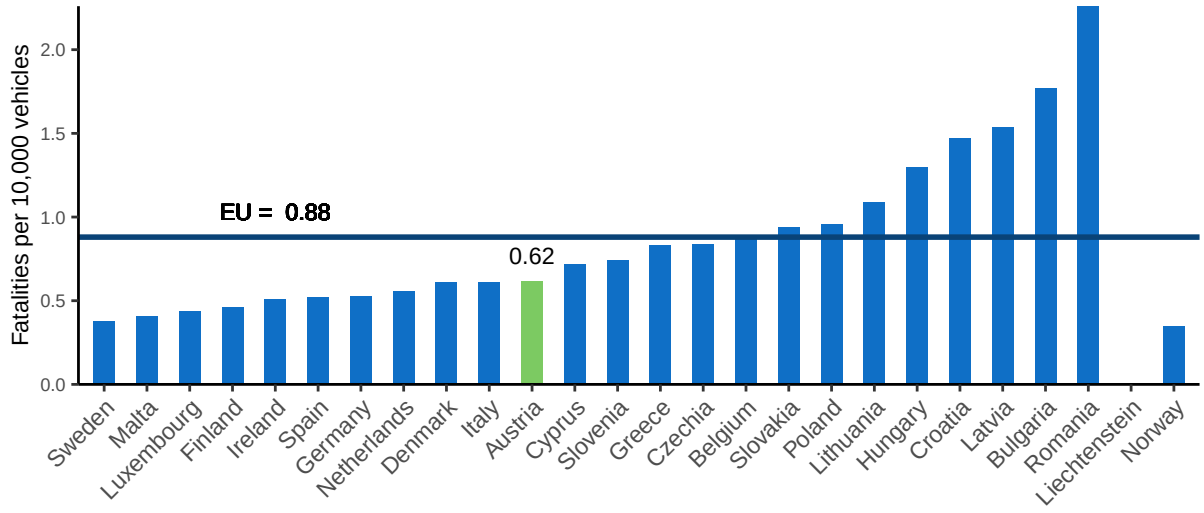


Figure 3. Number of road fatalities (2010-2019). Source: CARE

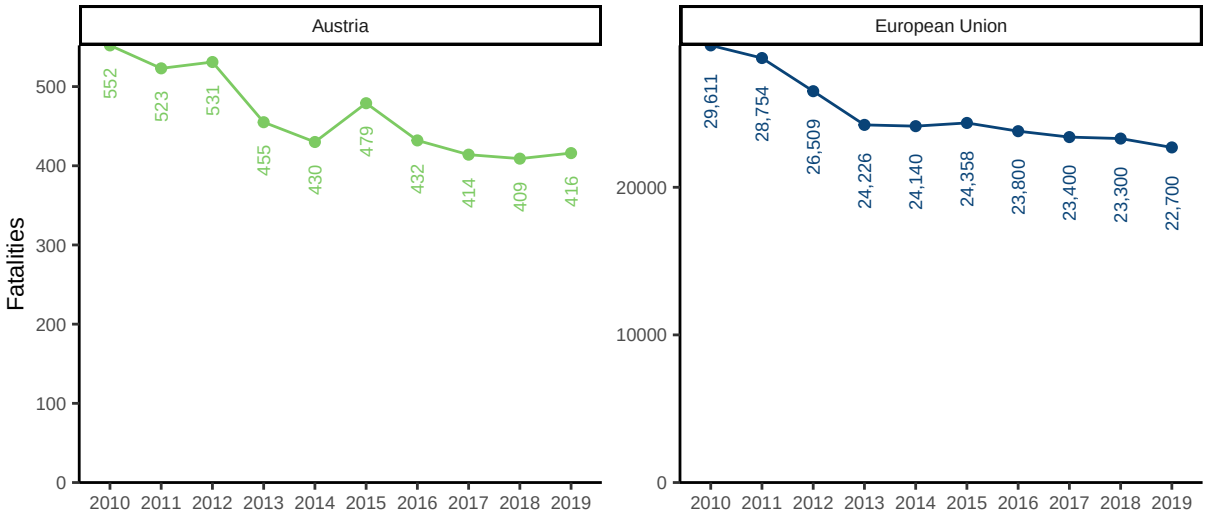


Figure 4. Number of serious injuries (2010-2019). Source: CARE

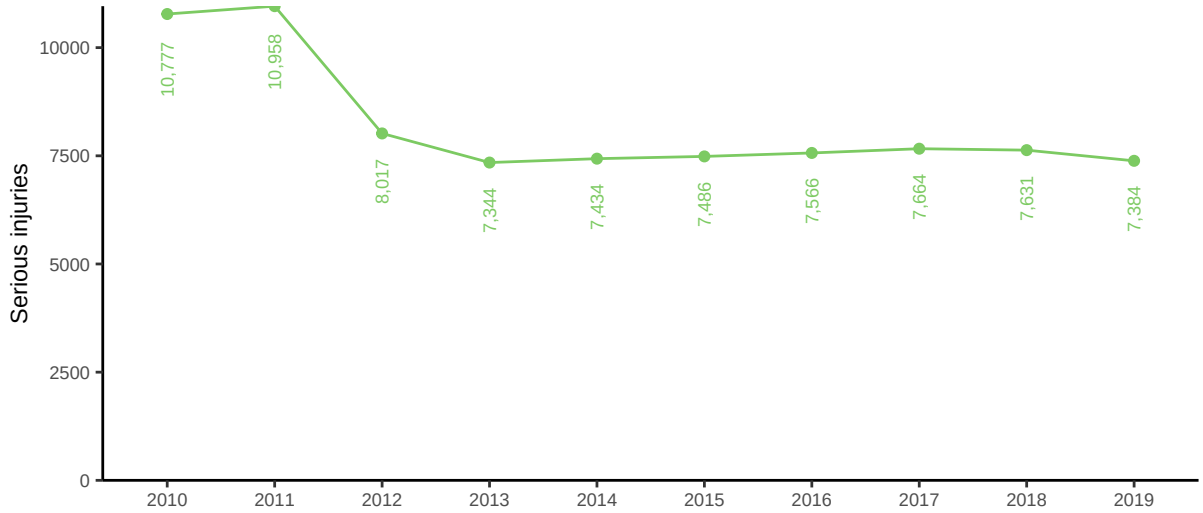
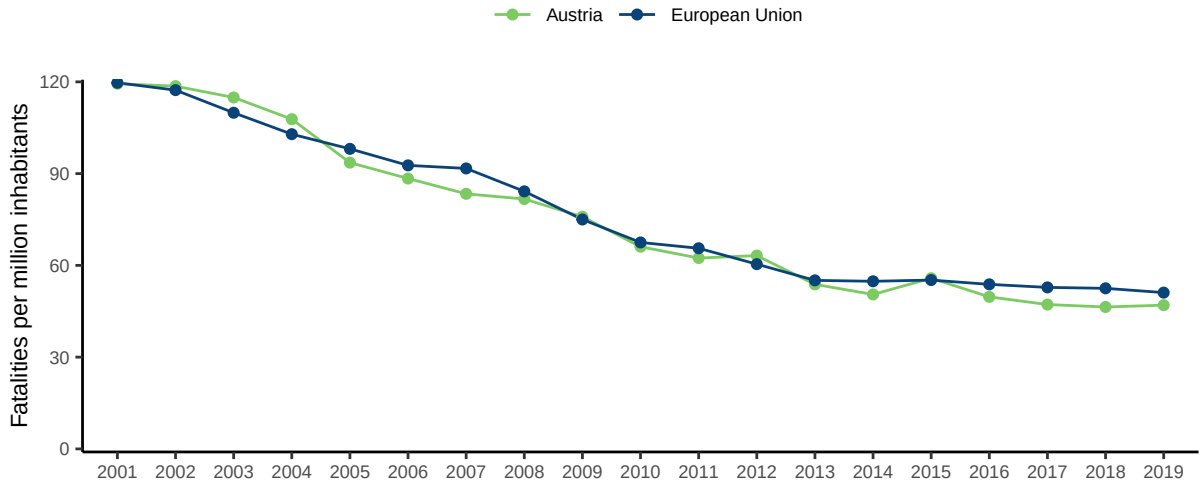


Figure 5. Number of road fatalities per million inhabitants (2001-2019). Source: CARE & EUROSTAT



2.2 Transport modes[1]

In 2019, car occupants accounted for almost half of road traffic fatalities in Austria. This percentage is slightly higher than that observed in the European Union as a whole (44%). Also the percentage of powered two-wheelers (22%) is higher than that in the European Union (18%). Pedestrians on the other hand account for only 17% of road fatalities, as opposed to 21% 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 15% over the past ten years, their number decreased significantly in the European Union. This increase was even higher in urban areas in Austria. Over the same period the number of serious injuries decreased for all modes except for cyclists. 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 44%.

[1] For 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, 37% 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. However, the number of powered two-wheeler occupants that were killed in a single vehicle crash showed a significant increase.

Figure 6. Number of road fatalities by transport mode (2019). Source: CARE

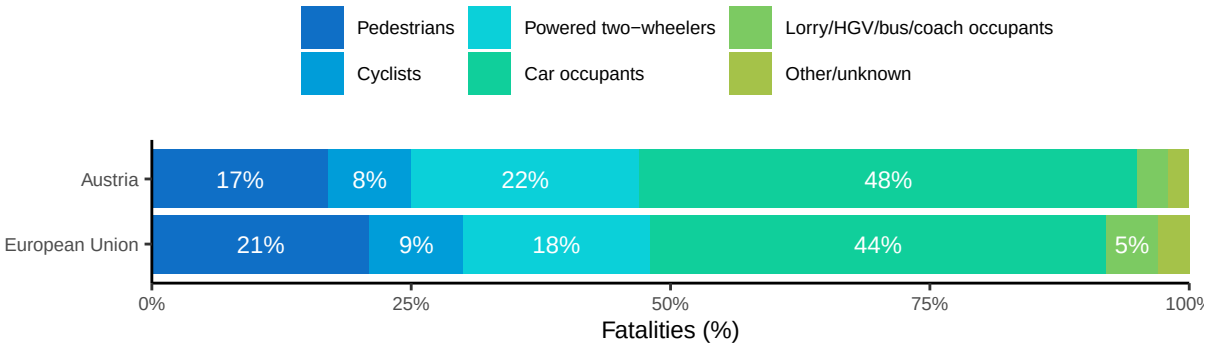


Table 2. Average number of road fatalities by transport mode (2010-2012 and 2017-2019). Source: CARE

Transport mode	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
Pedestrians	89	63	-29%	5,793	4,767	-18%
Cyclists	42	35	-17%	2,023	1,991	-2%
Powered two-wheelers	86	99	+15%	5,058	4,132	-18%
Car occupants	287	188	-34%	13,309	10,445	-22%
Lorries, under 3.5t	10	12	/	898	780	-13%
Heavy goods vehicles	6	5	/	590	408	-31%
Bus/coach occupants	3	1	/	102	98	-4%
Other/unknown	12	10	/	1,119	691	/
Total	*535*	*413*	*-23%*	*28,291*	*23,133*	*-18%*

Table 3. Average number of serious injuries by transport mode (2010-2012 and 2017-2019). Source: CARE

Transport mode	2010 - 2012	2017 - 2019	Trend
Pedestrians	1,059	849	-20%
Cyclists	1,662	1,938	+17%
Powered two-wheelers	2,679	2,152	-20%
Car occupants	4,022	2,256	-44%
Lorries, under 3.5t	134	90	-33%
Heavy goods vehicles	71	53	-25%
Bus/coach occupants	93	92	-1%
Other/unknown	197	130	/
Total	*9,917*	*7,560*	*-24%*

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 2017-2019). Source: CARE

Crash type	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
Crashes involving buses or coaches	3	1	/	258	201	-22%
Crashes involving cars	80	64	-20%	5,507	4,666	-15%
Crashes involving lorries or heavy goods vehicles	36	21	-42%	1,721	1,333	-23%

Table 5. Average number of road fatalities in urban areas by transport mode (2010-2012 and 2017-2019). Source: CARE

Transport mode	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
Pedestrians	59	44	-25%	3,944	3,303	-16%
Cyclists	22	16	-27%	1,113	1,134	+2%
Powered two-wheelers	16	19	+19%	2,200	1,595	-28%
Car occupants	38	21	-45%	2,883	2,164	-25%
Lorries, under 3.5t	1	1	/	149	132	-11%
Heavy goods vehicles	1	0	/	82	31	-62%
Bus/coach occupants	1	1	/	24	27	+12%
Other/unknown	6	2	/	222	260	/
Total	*144*	*104*	*-28%*	*10,730*	*8,837*	*-18%*

Table 6. Average number of road fatalities in single vehicle crashes by transport mode (2010-2012 and 2017-2019). Source: CARE

Transport mode	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
Cyclists	11	12	/	299	381	+27%
Powered two-wheelers	30	35	+17%	1,746	1,443	-17%
Car occupants	133	76	-43%	5,905	4,471	-24%
Lorries, under 3.5t	4	4	/	365	288	-21%
Heavy goods vehicles	4	3	/	241	147	-39%
Bus/coach occupants	0	0	/	40	35	-12%
Other/unknown	8	7	/	327	341	/
Total	*190*	*137*	*-28%*	*8,923*	*7,106*	*-20%*

2.3 Age

The distribution of road fatalities across age groups in Austria is similar to that for the European Union, with a slight overrepresentation of the victims younger than 18 (7% as opposed to 4% in the European Union). While in most EU countries the number of fatalities for people of 65 years and older increased over the past ten years, Austria shows a significant decrease for this age group. The trend was less favourable for people aged 50 to 64, with the number of fatalities remaining stable and those seriously injured increasing by 7%.

Figure 7. Number of road fatalities by age group (2019). Source: CARE

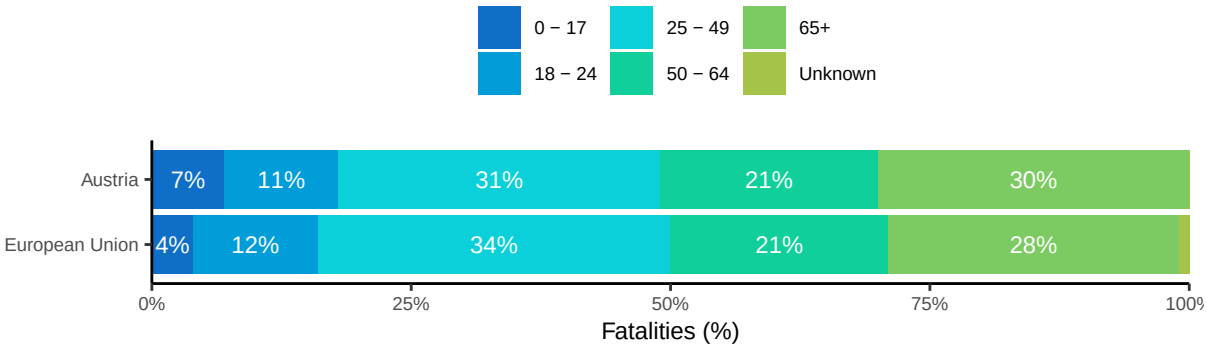


Table 7. Average number of road fatalities by age group (2010-2012 and 2017-2019). Source: CARE

Age	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
<15	10	9	/	744	499	-33%
15 - 17	25	14	/	761	493	-35%
18 - 24	87	44	-49%	4,399	2,755	-37%
25 - 49	166	132	-20%	10,458	7,915	-24%
50 - 64	99	97	-2%	5,273	4,891	-7%
65+	148	116	-22%	6,392	6,559	+3%
Unknown	0	0	/	738	148	/
Total	*535*	*413*	*-23%*	*28,291*	*23,133*	*-18%*

Table 8. Average number of serious injuries by age group (2010-2012 and 2017-2019). Source: CARE

Age	2010 - 2012	2017 - 2019	Trend
<15	480	276	-42%
15 - 17	998	584	-41%
18 - 24	1,481	771	-48%
25 - 49	3,571	2,465	-31%
50 - 64	1,817	1,952	+7%
65+	1,562	1,509	-3%
Unknown	9	2	/
Total	*9,917*	*7,560*	*-24%*

2.4 Gender

Similar to the EU average, there is a high proportion of males among total road fatalities in Austria is (73%). 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 (2019). Source: CARE

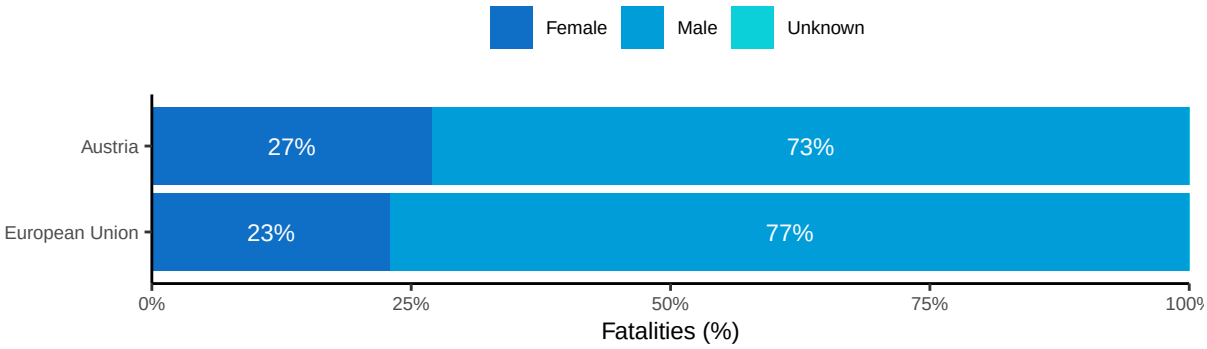


Table 9. Average number of road fatalities by gender (2010-2012 and 2017-2019). Source: CARE

Gender	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
Female	145	105	-28%	6,656	5,453	-18%
Male	391	308	-21%	21,523	17,764	-17%
Unknown	0	0	/	1,310	42	/
Total	*535*	*413*	*-23%*	*28,291*	*23,133*	*-18%*

Table 10. Average number of serious injuries by gender (2010-2012 and 2017-2019). Source: CARE

Gender	2010 - 2012	2017 - 2019	Trend
Female	3,676	2,699	-27%
Male	6,241	4,860	-22%
Unknown	0	1	/
Total	*9,917*	*7,560*	*-24%*

2.5 Area

The majority of road fatalities in Austria occurred on rural roads (68%). This percentage is significantly higher than in the European Union as a whole, 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 (2019). Source: CARE

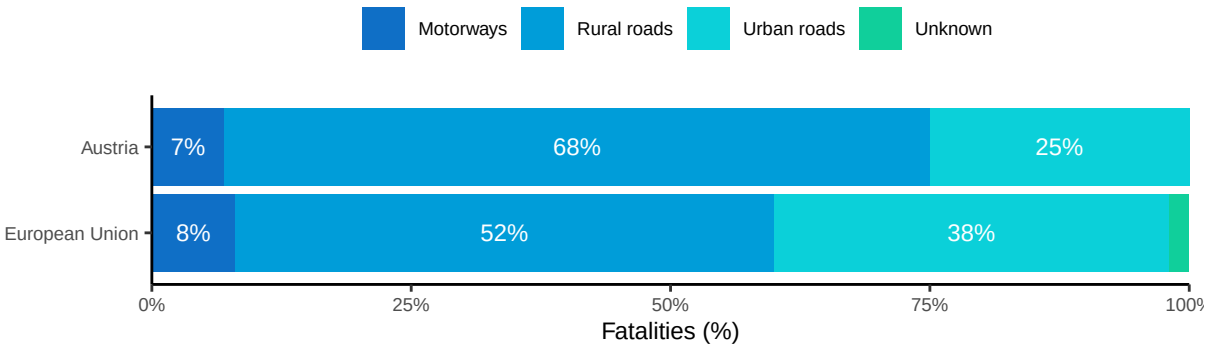


Table 11. Average number of road fatalities by road type (2010-2012 and 2017-2019). Source: CARE

Road type	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
Motorway	52	34	-35%	2,038	1,969	-3%
Rural	340	275	-19%	15,205	12,200	-20%
Urban	144	104	-28%	10,730	8,837	-18%
Unknown	/	/	/	770	321	/
Total	*535*	*413*	*-23%*	*28,291*	*23,133*	*-18%*

Table 12. Average number of serious injuries by road type (2010-2012 and 2017-2019). Source: CARE

Road type	2010 - 2012	2017 - 2019	Trend
Motorway	527	332	-37%
Rural	4471	3360	-25%
Urban	4920	3868	-21%
Unknown	/	/	/
Total	*9917*	*7560*	*-24%*

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

Figure 10. Number of road fatalities by period of time (2019). Source: CARE

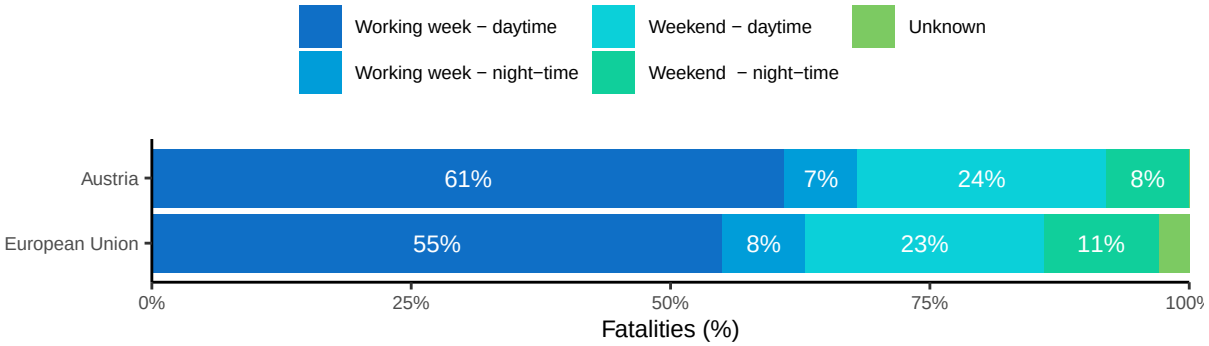


Table 13. Average number of road fatalities by period of time (2010-2012 and 2017-2019). Source: CARE

Period of time	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
Working week - daytime	306	243	-21%	15,404	13,265	-14%
Working week - night-time	45	32	-29%	2,566	1,980	-23%
Weekend - daytime	117	99	-15%	6,353	5,383	-15%
Weekend - night-time	67	39	-42%	3,540	2,593	-27%
Unknown	/	/	/	4,071	662	/
Total	*535*	*413*	*-23%*	*28,291*	*23,133*	*-18%*

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 third of fatalities occur when it is dark.

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

Figure 11. Number of road fatalities by surface conditions (2019). Source: CARE

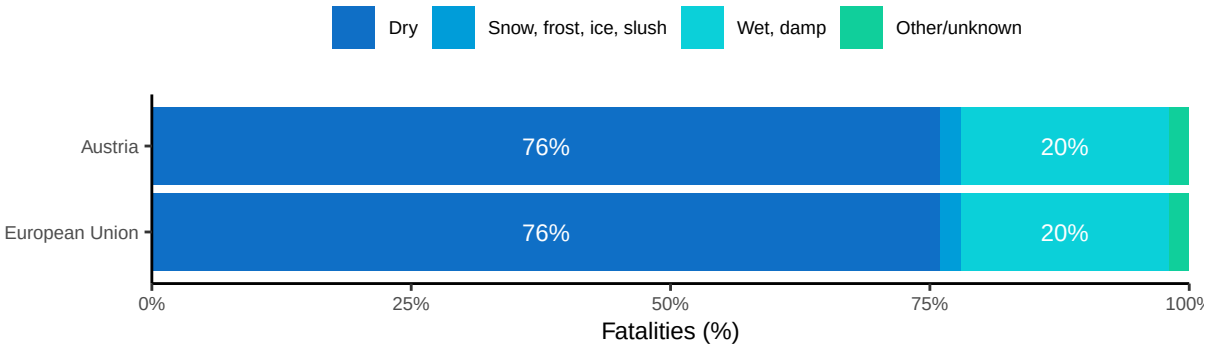


Table 14. Average number of road fatalities by surface conditions (2010-2012 and 2017-2019). Source: CARE

Surface conditions	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
Dry	392	309	-21%	21,091	17,711	-16%
Snow, frost, ice, slush	23	12	/	988	442	-55%
Wet, damp	110	83	-25%	5,636	4,663	-17%
Other/unknown	11	/	/	2,458	446	/
Total	*535*	*413*	*-23%*	*28,291*	*23,133*	*-18%*

Figure 12. Number of road fatalities by light conditions (2019). Source: CARE

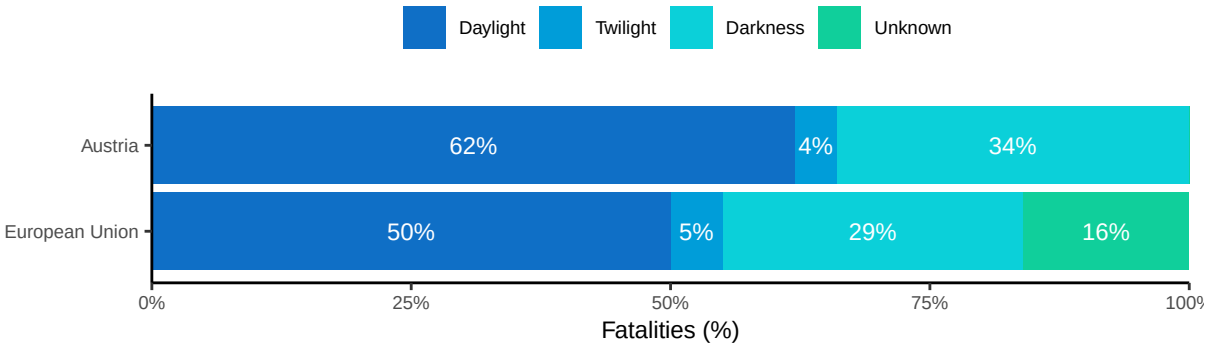


Table 15. Average number of road fatalities by light conditions (2010-2012 and 2017-2019). Source: CARE

Light conditions	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
Darkness	177	140	-21%	8,918	6,782	-24%
Daylight	329	258	-22%	13,706	11,932	-13%
Twilight	29	15	-48%	1,498	1,228	-18%
Unknown	/	/	/	5,301	3,908	/
Total	*535*	*413*	*-23%*	*28,291*	*23,133*	*-18%*

3 Road safety performance indicators

3.1 Behaviour of road users

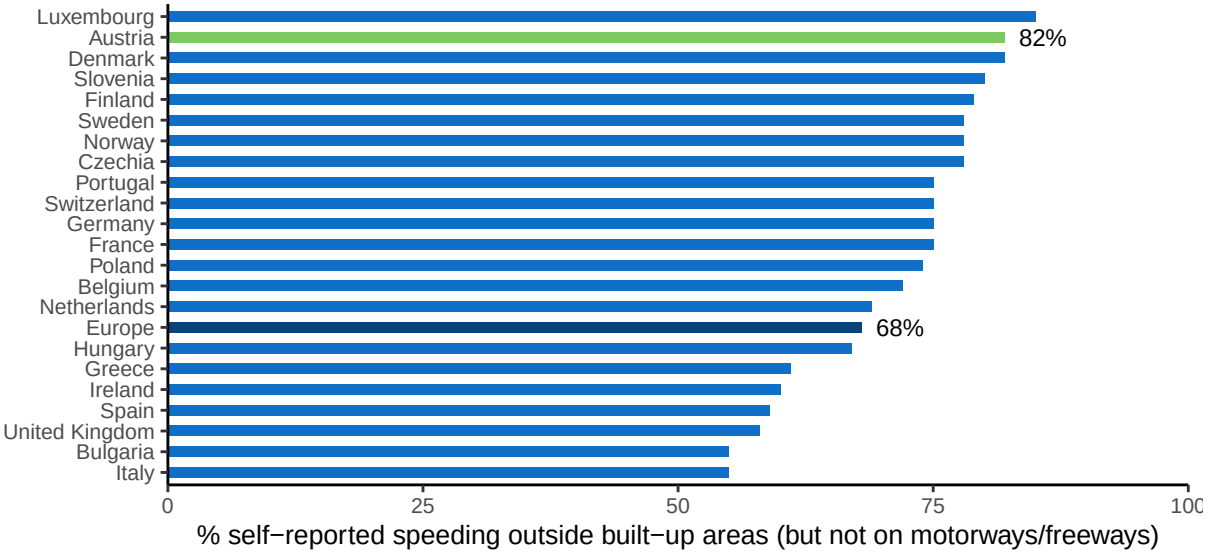
Most of the road safety performance indicators regarding behaviour in traffic are based on self- reported behaviour. The self-reported seatbelt wearing rate in the back seat in Austria is just above the European average and the observed seatbelt wearing rate for all occupants is more than 95%. On the other hand Austria performs worse than the European average in relation to drink-driving and distracted driving and has one of the worst scores in Europe for compliance with the legal speed limit.

3.1.1 Speeding

Table 16. Observed speeding. Source: ETSC (2017)

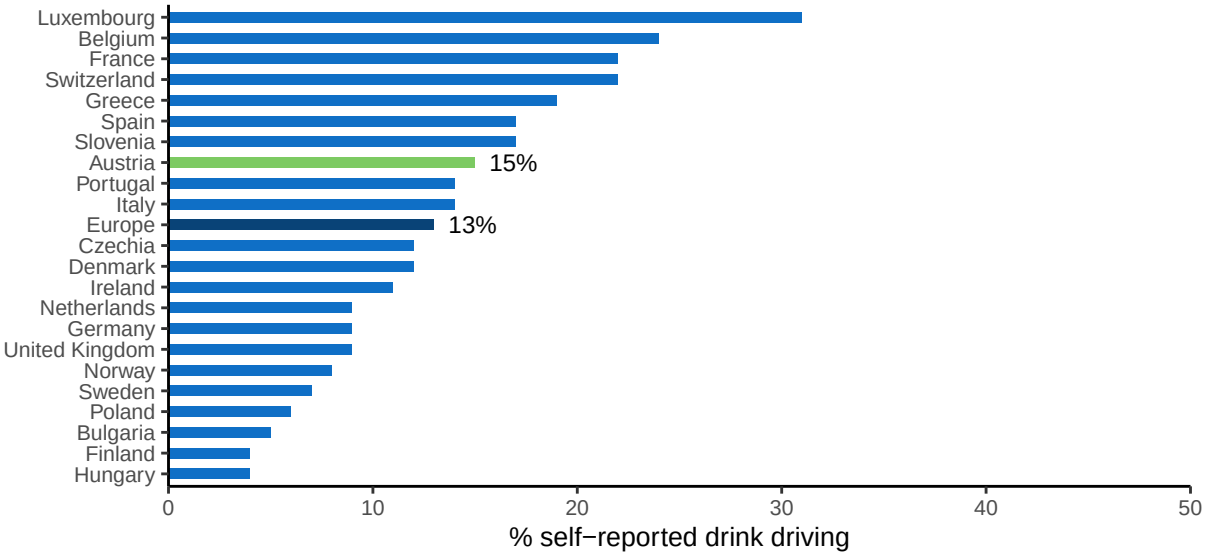
	Mean speed (km/h)	Percentage offenders
Urban roads (50km/h)	50	46%
Rural roads (70km/h)	67	38%
Rural roads (100km/h)	83	12%

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)



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

Table 17. Observed seatbelt wearing rate. Source: IRTAD (2019)

	Seatbelt wearing rate
Car drivers on urban roads	96%
Car drivers on rural roads	98%
Car drivers on motorways	99%
Car drivers	97%
Front seat passengers	98%
Rear seat passengers	96%

Figure 15. Percentage of car passengers that say they always wore their seatbelt in the back seat in the last 30 days. Source: ESRA (2018)

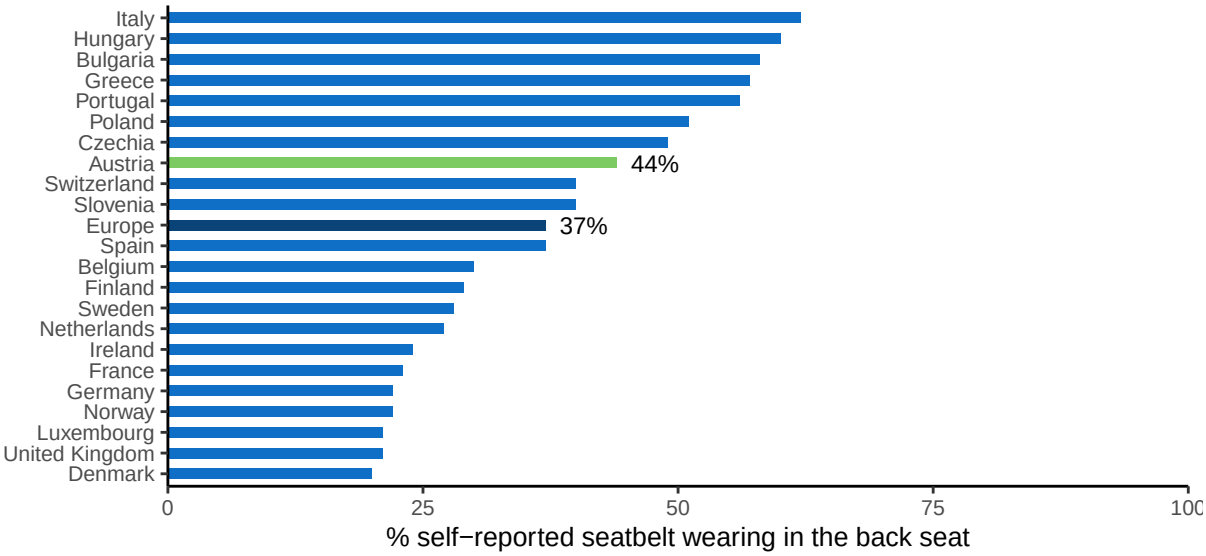
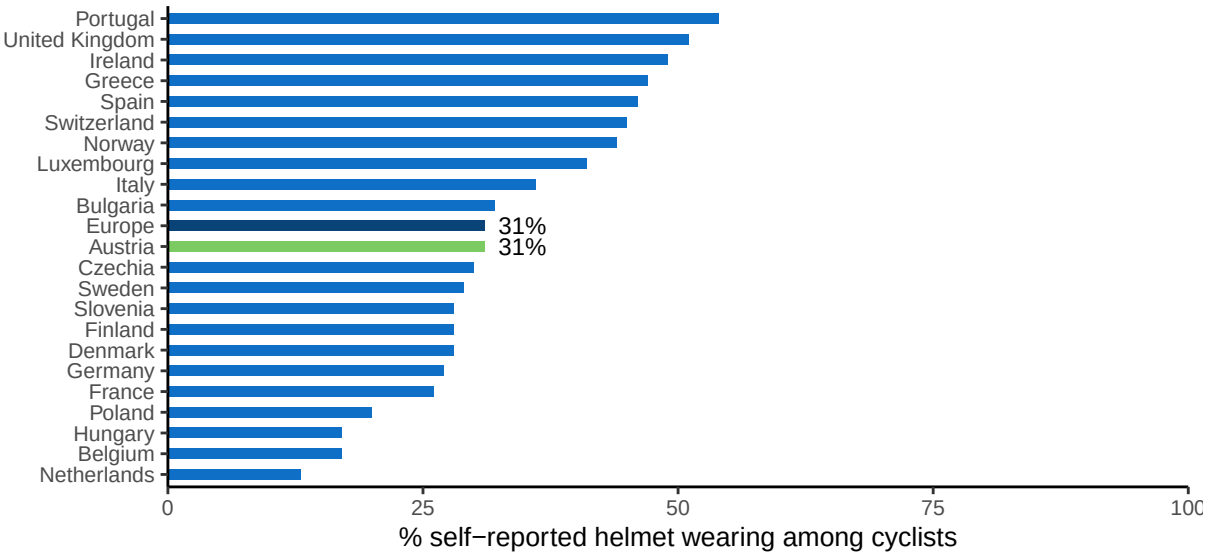
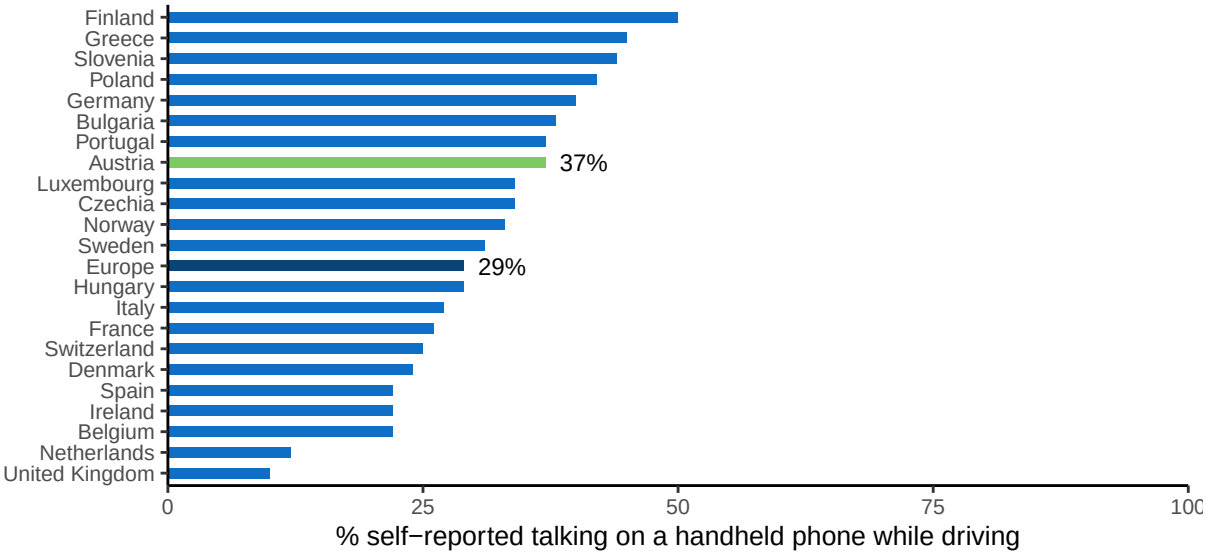


Figure 16. Percentage of cyclists that say they always cycled with a helmet in the last 30 days. Source: ESRA (2018)



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.

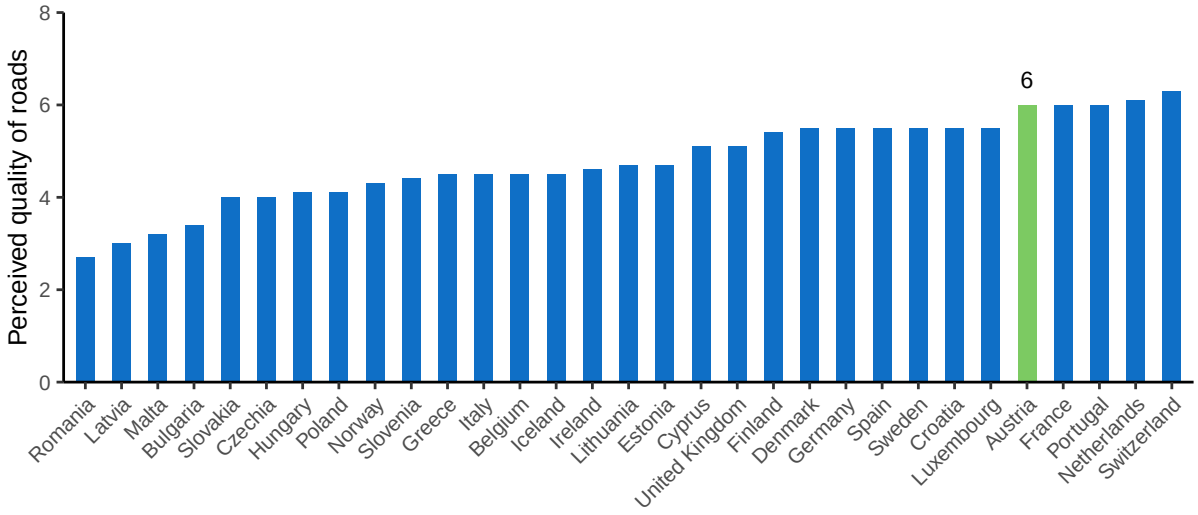
3.2.1 Road density

Table 18. Road density. Source: EUROSTAT (2019)

	Austria	European Union
Motorways	21 km road/1000 km²	15 km road/1000 km²
Total	1554 km road/1000 km²	942 km road/1000 km²

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 (2017-2018)



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 35% passenger cars over 10 years.

Table 19. Number of registered vehicles per 100 inhabitants. Source: EUROSTAT (2019)

	Austria	European Union
All vehicles (except trailers and motorcycles)	69	63
Total utility vehicles	12	9
Lorries	6	7
Road tractors	0	1
Trailers and semi-trailers	9	4
Motorcycles	6	6
Passenger cars	57	54
Motor coaches, buses and trolley buses	0	0
Special vehicles	6	1

Table 20. Age of registered passenger cars. Source: EUROSTAT (2018)

	Austria	European Union
Percentage of total number of passenger cars		
Less than 2 years	19%	12%
From 2 to 5 years	18%	14%
From 5 to 10 years	29%	22%
From 10 to 20 years	29%	42%
Over 20 years	6%	10%

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 21. National road safety legislation. Source: WHO (2018)

	Austria	EU countries
Speed limits for passenger cars		
Urban roads	50 km/h	50 km/h: 26; 65 km/h: 1
Rural roads	100 km/h	110 km/h: 2; 100 km/h: 3; 90 km/h: 17; 80 km/h: 4
Motorways	130 km/h	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: 2; 0.2 g/l: 3; 0.3 g/l: 1; 0.4 g/l: 1; 0.5 g/l: 19; 0.8 g/l: 1
Novice drivers	0.1 g/l	0 g/l: 7; 0.1 g/l: 1; 0.2 g/l: 12; 0.3 g/l: 2; 0.5 g/l: 4; 0.8 g/l: 1
Professional drivers	0.1 g/l	0 g/l: 6; 0.1 g/l: 1; 0.2 g/l: 10; 0.3 g/l: 2; 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: 13; Up to 135 cm: 3; 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: 18; No: 9
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)

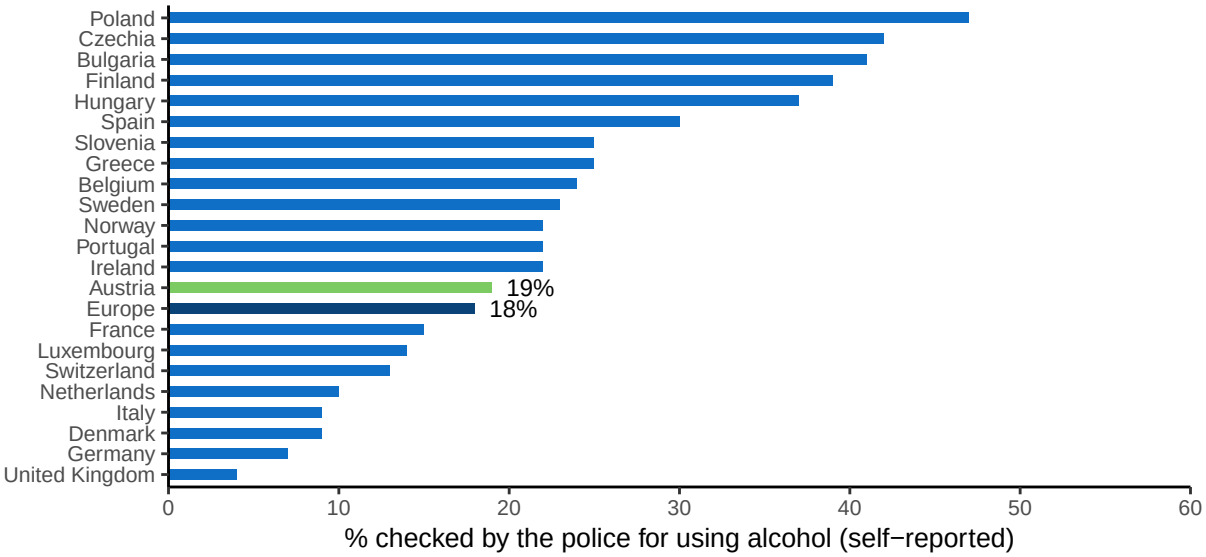
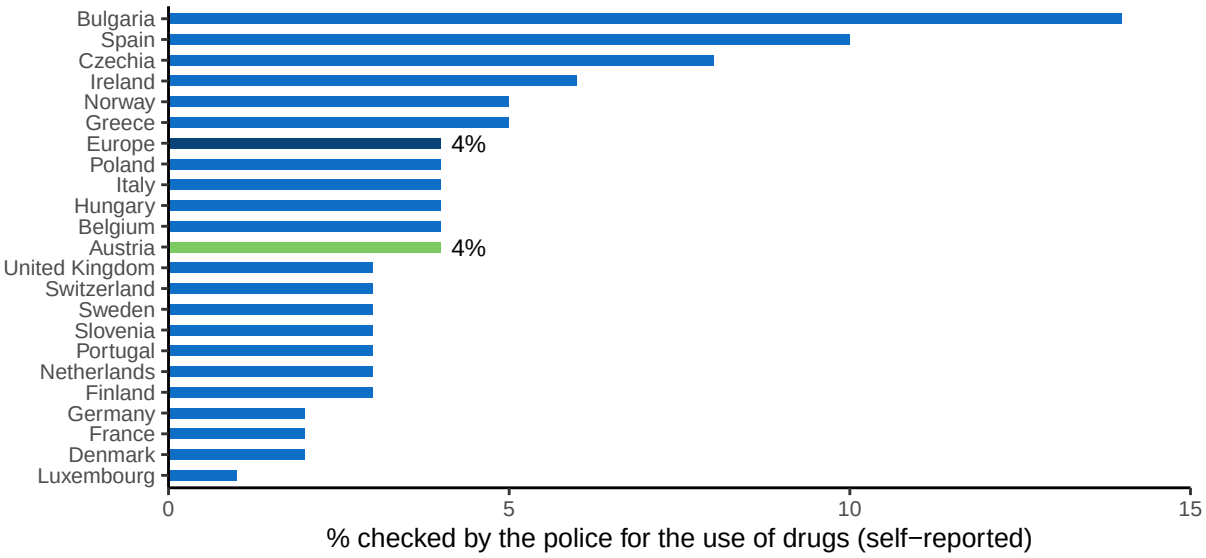


Figure 20. Percentage of car drivers that say they have been checked by the police for the use of drugs at least once over the past 12 months. Source: ESRA (2018)



4.3 Road infrastructure

Table 22. 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: 20 No: 7
Policies & investment in urban public transport	Yes	Yes: 23 No: 4
Policies promoting walking and cycling	Yes	Yes: 21 Subnational: 3 No: 3

4.4 Post-crash care

Table 23. 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 and the unemployment rate is lower.

Table 24. Country characteristics. Source: EUROSTAT and IRTAD

	Austria	European Union
Population-related data (2020)		
Population (2020)	8901064	447319916
Population density (inhabitants/km²)	106	106
% Children (0-14)	14%	15%
% Adults (15-64)	67%	64%
% Elderly (65+)	19%	21%
Urbanization (2019)		
% living in cities	31%	38%
% living in suburbs and towns	30%	34%
% living in rural areas	38%	28%
Economic data		
GDP per capita (EUR, 2020)	42387.9	29768.3
Unemployment rate (2020)	5%	7%
% GDP dedicated to road spending (2019)	0.3%	0.6%

5.2 Structure of road safety management

Table 25. 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
	Road Safety Organisations
Monitoring of the road safety development	Federal Ministry for Climate Action, Environment, Energy, Mobility, Innovation and Technology (BMK)
	Austrian Road Safety Advisory Council (Roads Task Force)
Improvements in road infrastructure	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
	Municipalities
Improvement in vehicles	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
	Austrian Social Insurance for Occupational Risks
Enforcement of traffic laws	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)

5.3 Attitudes

Table 26. 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%	22/22
I will do my best to respect speed limits in the next 30 days	57%	71%	1/22
Drink-driving			
I often drive after drinking alcohol	2%	2%	10/22
I will do my best not to drive after drinking alcohol in the next 30 days	76%	76%	7/22
Use of a mobile phone while driving			
I often talk on a hand-held mobile phone while driving	5%	3%	18/22
I often check my messages on the mobile phone while driving	4%	4%	17/22
I will do my best not to use my mobile phone while driving in the next 30 days	65%	74%	1/22

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: 26th of March, 2021. 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

European Commission

Congestion data was retrieved from https://ec.europa.eu/transport/facts-fundings/scoreboard/compare/energy-union-innovation/road-congestion_en

IRTAD (International Traffic Safety Data and Analysis Group)

Data is retrieved from the OECD database: https://stats.oecd.org/ Date of extraction: 7th of August 2020

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 http://reports.weforum.org/pdf/gci-2017-2018-scorecard/WEF_GCI_2017_2018_Scorecard_EOSQ057.pdf

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 (2019). 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 2019 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.