Road Safety
in Austria

Road Safety in Austria

Contents

Organisation of Road Safety Work in Austria ................. 2
The Austrian Road Safety Programme .................................................. 3
Project Fundings by the Austrian Road Safety Fund 2008 and 2009 (Selection) ................. 3

Organisation of International Road Safety Work .............. 5

Road Safety Measures and Activities ...................... 5
Legal Amendments ................................................................. 5
Awareness Measures ............................................................. 7

Road Accident Statistics ........................................... 14
Analysis of Selected Road Users ........................................... 15
Analysis by Austrian Federal States ................................. 18
Austria by European Comparison (2007) ......................... 20

Further Information/Contacts .............................. 22

Imprint:
Media Proprietor and Publisher:
Federal Ministry for Transport, Innovation and Technology, Radetzkystraße 2, A-1030 Vienna
Support: Austrian Road Safety Board (KfV)
National Statistics: Statistics Austria (Editing: Austrian Road Safety Board, KfV)
Photos: Austrian Road Safety Board (KfV)
Graphic Design and Layout: MCCM Kommunikationsagentur
© Vienna, 2010
Organisation of Road Safety Work in Austria

Road Safety and halving the number of fatalities in road transport (see also White Paper “European Transport Policy”) is seen as a common task of all stakeholders on various levels not only in Austria but also in the European Union.

Central to this road safety work is the Road Safety Programme that has been set up in 2002 and lasts until 2010. From September 2009 on the programme for the next decade (2011-2020) is being developed.

The following graphic shows the actors of road safety work in Austria:

---

1: The Austrian Road Safety Fund included in the Federal Ministry for Transport, Innovation and Technology has the aim to promote road safety in Austria. Its funds are raised through the Road Safety Contribution that has to be paid for personalised plates (€ 200) and the penalties from the Carriage of Goods by Road Act 1995.

2: The Austrian Road Safety Observatory (included in the Federal Office of Transport) is used as a link between European and Austrian road safety work.

3: The Road Safety Council was created as a forum of stakeholders for issues dealing with road safety. Safety experts of various fields form the council. In Autumn 2009 a subdivision of the Road Safety Council was formed which is dealing exclusively with cycling.

4: The Austrian Association for Research on Road – Rail – Transport (FSV) is a non-profit association with the main aim to further develop, document and communicate perceptions from the whole transport sector in cooperation with science, economy and administration.
The Austrian Road Safety Programme

The current 3rd edition of the Austrian Road Safety Programme 2002-2010 represents the realisations until 2009 and shows the challenges until the end of 2010.

The German and English versions are provided on the website of the Federal Ministry for Transport, Innovation and Technology:

http://www.bmvit.gv.at/verkehrssicherheitsprogramm
http://www.bmvit.gv.at/en/roadsafetyprogramme

In September 2009 the development of the new Road Safety Programme 2011-2020 started. The programme is committed to a macro strategy and clearly defined measures that shall make Austrian road transport one of the safest in Europe. The main pillars are: detailed basic analysis, interviews of various target groups and opinion leaders, discussions about measures and voting in the Road Traffic Safety Council, as well as cost-efficiency analyses of measures.

Based on the Austrian Road Safety Programme, programmes for provinces, cities and communities are being developed.

Project Fundings by the Austrian Road Safety Fund 2008 and 2009 (Selection)

Further funded projects are listed in the chapter ‘Road Safety Measures and Activities / Awareness Measures’

<table>
<thead>
<tr>
<th>Project</th>
<th>Grant recipient</th>
<th>Website</th>
</tr>
</thead>
<tbody>
<tr>
<td>„Miteinander statt gegeneinander“ (Together, not against): How to improve road safety in Austria?</td>
<td>Transport Club Austria (VCÖ)</td>
<td><a href="http://www.vcoe.at">www.vcoe.at</a></td>
</tr>
<tr>
<td>Still today the Road Traffic Act is mostly set for the needs of motorised individual transportation. Thus the study is giving proposals to achieve safety improvements for vulnerable road users (pedestrians and cyclists).</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Walk Space Award and touring exhibition</td>
<td>Walk-Space.at, the Austrian Association for Pedestrians</td>
<td><a href="http://www.walk-space.at">www.walk-space.at</a></td>
</tr>
<tr>
<td>Pedestrians’ needs are often not taken into consideration enough when designing road infrastructure. Across Austria, pedestrian friendly solutions were collected and judged by an independent interdisciplinary jury. The victorious projects were honoured with the “Walk-space-award 2008” and presented in a touring exhibition.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### „Analyse des Handlungsspielraumes zur Erhöhung der Verkehrssicherheit durch Optimierung von Informationen, Verkehrsuérwachung, Strafhöhe und sozialer Akzeptanz (VIVAT)”

(Project dealing with improvement of road safety through optimised information, enforcement, penalties and social acceptance)

University of Natural Resources and Applied Life Sciences, Vienna  
[www.boku.ac.at](http://www.boku.ac.at)

Influencing factors regarding the penalty points system like insufficient child restraint systems were reviewed with drivers and experts. For these offences a model was created to estimate which changes in behaviour a change in enforcement and/or penalty could have. The study was published in the paper publication of the Federal Ministry for Transport, Innovation and Technology.

### Pedestrians in Vienna: „bef(w)usst unterwegs”

FACTUM Chaloupka & Risser OHG  
[www.factum.at](http://www.factum.at)

In this project factors were determined that promote walking as a pleasant, safe and attractive way of movement. The connections between road safety, social conditions, scientific (traffic, planning, social) aspects that influence walking were shown. The study was published in the paper publication of the Federal Ministry for Transport, Innovation and Technology.

### Best Practice – Safe Municipalities

Austrian Road Safety Board (KfV)  
[www.kfv.at](http://www.kfv.at)

The project aimed at identifying road safety measures of Austrian communities and making them available for other communities through a platform on the internet. In the course of the project road safety measures and activities were determined and evaluated. The selected best practice measures and further proved measures are published in a database open for every Austrian community ([www.kommunalnet.at/verkehrssicherheit](http://www.kommunalnet.at/verkehrssicherheit)).

### Actionplan Pedestrian Traffic

Walk-Space.at, the Austrian Association for Pedestrians  
[www.walk-space.at](http://www.walk-space.at)

To give the topic pedestrian traffic more priority in target groups like planning, research, politics, health services, administration and public so called pedestrian seminars were held in Salzburg, Graz and Vienna. Professional interchange was taking place and awareness-raising was achieved, national and international good practice examples could be discussed and communities were motivated to invest into making pedestrian traffic more attractive.

### Vision Zero – Solutions for a tolerant traffic system

Transport Club Austria (VCÖ)  
[www.vcoe.at](http://www.vcoe.at)

Vision Zero is the idea of having road transport without victims (fatalities and serious injuries). Single measures like improving vehicle safety and infrastructure are not enough to achieve this ambitious target. A systematic approach that begins with traffic reduction, attractive public transportation, awareness-raising and legislation is setting conditions to realise mobility without frictions and victims.

### Enquête "Shared Space”

Austrian Mobility Research (FGM)  
[www.fgm.at](http://www.fgm.at)

Shared Space is an innovative concept for re-designing public space from the Netherlands that involves the affected public and tries to affect the safety of vulnerable road users positively. Shared Space was presented at a symposium for the professional public and the “inventors” of the concept talked about their experiences.

### Cycling accidents

Statistics Austria  
[www.statistik.at](http://www.statistik.at)

In this project the accidents of cyclists in 2008 in Austria were examined. These examinations were basis for activities of experts in the subdivision cycling in the Road Traffic Safety Council.
Organisation of International Road Safety Work

Austria is represented in several international committees that deal with road safety by the Federal Ministry for Transport, Innovation and Technology as well as by experts dispatched by the ministry.

- High Level Group on Road Safety in the European Commission
- High Level Group on Alcohol, Drugs and Medicine
  http://ec.europa.eu/roadsafety
- High Level Group on enforcement in the field of road safety
  http://ec.europa.eu/roadsafety
- ITC (International Transport Forum)
  http://www.internationaltransportforum.org
- UNO and UNECE (United Nations Economic Commission for Europe)
  http://www.unece.org
- UN/ECE Working Party on Road Traffic Safety (WP.1; “Road Safety Forum”)
- OECD (Organisation for Economic Co-operation and Development)
  http://www.oecd.org
- JTRC (Joint Transport Research Centre of OECD and ITC)
  http://www.internationaltransportforum.org
- CEDR (Conference of European Directors of Roads)
  http://www.cedr.fr
- PIARC (World Road Association)
  http://www.piarc.org
- ELCF (European Level Crossing Research Forum)
  http://www.uic.org
- CEE Road Safety Round Table
  http://www.kfv.at
- CARE Expert Groups in the European Commission
- Zurich Process, Incident Management in the Alpine Region
  http://www.zurich-process.org/
- ETSC (European Transport Safety Council)
  http://www.etsc.eu/home.php

Road Safety Measures and Activities

Legal Amendments

The most important legal amendments in 2008:

- 29th Amendment to the Motor Vehicles Act, BGBl I 6/2008
  - Obligation for winter tyres for passenger cars from 1 November until 15 April at wintry conditions
  - Change in the period of obligation for winter tyres for heavy vehicles: 1 November until 15 April (HGV) and 1 November until 15 March (buses)
  - Deregulation of daytime running lights
  - 1:1 seating rule for school buses of non-scheduled services
  - Increase of penalties for cell phone use (handheld) while driving to € 50

- Section Control – Measuring Section Regulations
  - Alteration of the section “Wechselabschnitt” 2008, BGBl II 429/2008

- EU Administrative Penalties Enforcement Act (EU-VStVG), BGBl I 3/2008
  - Regulations for cross-border enforcement of adjudications of other EU member states in Austria resp. of Austrian administrative bodies in other EU member states
The most important legal amendments in 2009:

22nd Amendment to the Road Traffic Regulations and the Motor Vehicles Act 1967, BGBl I 16/2009
- Regulations for automation supported methods for enforcement (speed, following distance, red light monitoring, mobile enforcement, surveillance), admissible operation purposes and compliancy with data privacy

12th Amendment to the Driving Licence Act and the Road Traffic Regulations 1960, BGBl I 93/2009
- Increase of penalties for drink driving
- Longer suspension of the driving licence for drink driving (alcohol level above 1,2‰) and second offenders
- Installation of traffic coachings for drivers with an alcohol level between 0,8 and 1,19‰
- Installation of coachings dealing with the use of child restraint systems as a measure within the penalty points system
- Standardisation of regulations on obtaining a moped driving licence, especially the extension of practical trainings (also for drivers at the age of 16, two hours on the road)
- Increase of penalties for exceeding speed limits by more than 30 kph (legitimacy of traffic tickets amounting to € 70)
- Standardisation of penalties for traffic tickets on motorways

30th Amendment to the Motor Vehicles Act, BGBl I 94/2009
- Enabling applications for registration documents as a smartcard
- Lifting the limit for traffic tickets to € 70 for exceeding speed limits by 20 to 30 kph (§ 58 KDV)
- Setting the Road Safety Contribution for personalised plates to € 200
- Enabling on-site inspections of vehicles
- Regulation of consequences for refusing participation in technical inspections

Alteration of the Act on hours at work, the Act on recreation at work and the Motor Vehicles Act 1967
- Creation of different sanctions for infringements against the by-law (EG) No 561/2006 and the by-law (EG) No 3821/85 (Implementation of annex III of the directive 2006/22/EG)
- Harmonisation of traffic and social law regulations regarding the exceptions of the EU regulation 561/2006 concerning the harmonisation of certain social provisions in road traffic
- Obligation to use digital tachographs

Section Control – Measuring Section Regulations
- Laßnitzhöhe: Deregulation due to end of roadwork, BGBl II 75/2009
- Graz Ost: Installation on the A2, direction Vienna, BGBl II 179/2009
- Ehrentalerbergtunnel: Installation on the A2, both directions, BGBl II 247/2009
- Pichl, BGBl II 440/2009
Awareness Measures

The following selected awareness measures are divided into the topics ‘General’, ‘Children’, ‘Bicycle’, ‘Elderly’, ‘PTW’, ‘Level Crossings’ and ‘Alcohol’.

General

„fair & sicher“ (fair and safe)
KfV, ORF Burgenland, Province of Burgenland (Transport Unit)

Key topics in this highly successful cooperation in the year 2008 have been alcohol, seat belts and speed. The following partners were supporting the campaign: KURIER, ARBO, ÖAMTC, Red Cross, police, fire brigade and Burgenland’s driving schools. The campaign was held in April and May 2008 and included special weeks for kids, youths and elderly.

EU Road Safety Day
KfV, Provincial Governments

In 2008, several special campaigns were held in the provincial capitals to draw attention to killed pedestrians in traffic. E.g. black balloons with white crosses as symbols for casualties were shown in highly populated areas. Figures symbolising headless pedestrians were walking around with representatives of administrative bodies to draw attention to the risks for vulnerable road users. Pupils were also partly involved in these campaigns.

“Mach dich sicher” – du hast was zu verlieren!
(Make yourself safe – you’ve got something to lose)
BMUKK, BMI, AUVA

To fasten your seatbelt is important: This campaign in autumn 2008 should motivate people to use seat belts. Pupils and the police observed the reaction of drivers and were giving feedback – either by saying “thank you” or by giving information about seat belts and asking people to always use restraint systems for kids. A similar campaign was held in spring and autumn all over Austria regarding zebra crossings where the reaction of drivers at such crossings was observed.

Road safety campaign by the Upper Austrian Civil Defence Organisation
Civil Defence Organisation of Upper Austria

This campaign in 2008 by the Civil Defence Organisation was done in co-operation with the public to find unsafe road sections, blind entries and exits, dangerous crossroads and to make them safer. In addition drivers were informed about the “Emergency Kit” (e.g. fire extinguisher) that was sold by the Civil Defence Organisation in co-operation with commerce.
„Du bist zu jung zum Sterben“ (You are too young to die)

Provincial Government of Tyrol, KfV

Especially young drivers should be made aware of the risks of exceeded speeding with the slogan „You are too young to die“ in 2009. Police actions were held to urge to obey speed limits.

Close To

BMVIT, FGM

A contribution to accident prevention by the use of peer education in the scope of obtaining a drivers licence was made with the project Close To. This principle known from other forms of prevention (drugs, alcohol, AIDS) is used to give young drivers the possibility to talk about their experiences as a driver at fault in an accident. This peer education takes place in groups of people about to take a driving course. www.close-to.net

Safety for all

BMVIT, Renault Austria GmbH

More than 8,500 pupils at the age of 12 to 14 have set up road safety posters on invitation. The motto “Your ideas on the poster” should get kids in touch with wrong behaviour in road transport and how easy it is to make a personal effort for more safety on Austrian roads.

Children

Helmi – The road safety expert

BMVIT, KfV

The support by the Federal Ministry for Transport, Innovation and Technology made it possible to produce broadcasts with the topics cyclists turning left, the most important road signs, speeding, safety on holiday trips and road-crossing guards in 2008. The website www.helmi.at is offering valuable information about road safety for kids and adults.

Poster campaign (Adventure Schoolway)

KfV, AUVA, ÖAMTC

Poster campaigns titled "Adventure Schoolway" were held in 2008 in Carinthia. In 130 communities posters with the text “Attention – beginning of the school year” were set up at schools, bus stops and dangerous crossings. Drivers were asked to drive more thoughtful, more cautious and more foresighted.
Road Safety Measures and Activities

The brochure “Safe on the way” was made on the topic child restraint systems in cars in 2008 and gives advice about various systems, buying and legal issues.

“Safe on the way in cars – using child restraint systems correctly” is the new brochure (2009) dealing with the correct handling of child restraint systems in cars and serves as a guideline for parents.

Additionally the brochure informs about legal issues and posters alongside motorways are installed for creating awareness.

„Mach dich sichtbar!“ (Make yourself visible!)
BMUKK, KfV, AUVA, 3M, ÖAMTC

The purpose of this campaign held in 2008 was for pupils from 1st to 4th grade to get reflecting materials; educational material was also made available.

„KISI“: Road safety projects for kids aged 5-15
FGM, Province of Styria

Good ideas, new approaches and traffic educational know-how for practical application in communities are topics in the road safety catalogue for kids for 2008. “Strong kids – safe kids” and “Mobile and safe” are two of the categories relevant for community representatives working on innovative and active road safety.

„Clever kids“ is a new educational platform on the internet for kids at elementary school. It was created in 2009 in co-operation between kids, parents and teachers. The platform is lively and gives incentives for learning and playing. An online way to school training tool and various traffic education games are offered.

Bicycle

Cycle lighting
KfV, Police, AK, ARBÖ, ÖAMTC, Municipality of Salzburg

In April 2008, on various locations in the city of Salzburg, the police was pointing out the importance of the correct equipment of bicycles – especially regarding the lighting. The condition of bicycles was checked by associates of the Austrian Road Safety Board.
Safe cycling in Klagenfurt
*KfV, ARBÖ, ÖAMTC, Municipality of Klagenfurt*

Awareness-raising with the aim to reduce cycling accidents in Klagenfurt was part of this campaign. A press conference, distribution of information materials and information about the legal basis as well as cycle checks made by ARBÖ were parts of the campaign in 2009.

Cycling training
*Lutz Schmelzinger, Province of Vorarlberg, Initiative Sichere Gemeinden*

Through target oriented training with bicycles the skilfulness and balance and furthermore the factor safety should be improved. Further parts were cycle checks, helmets, brakes and curves. These trainings were scheduled in 2009.

AUVA Cycling workshop
*BMVIT, BMG, AUVA, Peter Jahn, Burgenland, Lower Austria, Styria, Tyrol*

Awareness-raising measures like the AUVA cycling workshops are improving skilfulness and competence of cyclists and thus avoiding accidents. The target group of these workshops taking place all over Austria are kids aged 6 to 10. The main topics in 2009 were:

- Promoting motor function of kids when cycling
- Having fun when cycling and moving
- Training of skilfulness, balance and co-ordination (obstacle course)
- Knowledge about technical equipment of bicycles and the significance of cycling helmets

Elderly

„Mobil sein – mobil bleiben“ (Being mobile – staying mobile)
*KfV, ÖAMTC*

The "Road safety campaign for mobile people at the age of 60+" was meant for seniors to be tested regarding their capabilities when driving. Abilities regarding concentration, reaction, spatial powers of imagination and speed and distance estimations were tested. Furthermore First-Aid courses, eye tests and exercises at driver safety training centres were offered.

„Sicher mobil 60+“ (Safe and mobile 60+)
*KfV, Neuroth*

Safety recommendations for pedestrians, cyclists, drivers and users of public transportation for safe movement in traffic despite possible limitations were parts of this campaign for elderly in 2009. The company Neuroth was supporting the campaign by offering free hearing tests.
Elderly and Safety
KfV, Gesunde Gemeinden Kärnten

This campaign targeted persons 60 years and older, helping them to enhance safety and security in all parts of life and thus reducing the number of injuries. Typical risks, reasons and dangers were identified. The results were transformed into solutions for a safe future and used in presentations. The safe arrangement of everybody’s living environment and accident prevention were core topics.

PTW

Adventure workshop „Sicher auf zwei Rädern“ (Safe on two wheels)
KfV, Province of Styria, AUVA, State Education Authority, ÖAMTC, Police, Youth Red-Cross

Moped drivers aged 15 to 16 were target group in 2008. Driver trainings and dealing with risky behaviour in traffic were topics. Basic knowledge in First-Aid and legal knowledge regarding tuning of mopeds were dealt with. The results from the evaluation and experiences from the workshop were basis for new measures for the moped driver education.

„Sicher unterwegs – Mopedpraxis“ (Safe on the way – moped training)
KfV, ARBÖ

Young moped drivers got the possibility to have practical exercises at special rates in Salzburg in 2008.

These training exercises aimed at improving the experience of young drivers and the competence of estimating and handling risky situations.

„Motorradtour mit Genuss und Sicherheit!“ (Riding a bike – pleasure and safety!)
KfV, ÖAMTC, Provincial Government of Carinthia

The campaign lasting from May to July 2008 was oriented at the group of 40+ year old motorcyclists – especially “born again bikers” to reduce the number of motorcycle accidents. During the campaign driver safety trainings at driver safety training centres (ÖAMTC) were taken and various presentations regarding risk-awareness and legal issues were held.

„Albtraumstraße“ (Nightmare Road)
KfV, Provincial Government of Tyrol, Police

This campaign was addressed at native and foreign motor cyclists to avoid motorcycle accidents – especially of transiting travellers. Posters with the topic “Nightmare Road” at highly frequented motorcycle routes and the distribution of information material as well as police operations were supporting the campaign that lasted from March to September 2008.
„Zeast üben, donn losdüsen!” (First practice, then riding)
KfV, ARBÖ, Akzente Salzburg

In 2009 young moped drivers could take a course dealing with „intoxication – risk – safe driving“ prolonging the campaign "Safe on the way".

Special offer “100 Euro safety bonus”
Provincial Government of Upper Austria

This campaign started in 2008 and lasts until 2010. As many motorcyclists as possible should be convinced to take driver trainings. Upper Austria is offering 100 Euros of "safety support" for these trainings.

Level Crossings

Awareness Day Railway Level Crossings
BMVIT, KfV, ÖBB

This campaign with several awareness measures was used to show the (deadly) danger of flouting the rules at level crossings. In all provincial capitals “headless” figures were used for awareness-raising. The Austrian Road Safety Board made enquiries with about 900 road users investigating the personal behaviour at level crossings and the willingness of disregarding the rules. Press reports were referring to the Awareness Day held on the 25 June 2009. Awareness campaigns were held across Europe in 27 countries.

Safety at Level Crossings
ÖBB, KfV

Information at a level crossing without technical protection in Innsbruck should motivate people to cross safely. The information poster was leading road users to a level crossing with technical protection.

Alcohol

„Sicher nach Hause nach der Firmenweihnachtsfeier” (Safe trips home after company parties)
KfV, AK, AUVA, Bezirksblätter

The campaign aimed at a safe way home for people after company christmas parties. It was held in Burgenland, Salzburg and Tyrol in 2008. Companies were asked what they do to support a safe journey home for their employees. A poster was reminding people of "driving without alcohol". Partners in Salzburg were Salzburg AG, health insurance companies and taxi driver companies like Funktaxi 81-11 and Taxi 2220.
**Road Safety Measures and Activities**

"Don't drink and drive" at driving schools  
*KfV, Driving Schools*

34 Tyrolean driving schools showed a movie of the Austrian Road Safety Board dealing with an experiment about drinking alcohol and driving a car. It was meant to show how fast the reactions and senses are being limited when drinking alcohol.

[www.trockenfahrer.at](http://www.trockenfahrer.at)  
*Brauunion, ÖAMTC, Generali Versicherung*

This initiative from brewery companies in 2009 against alcohol while driving was aimed at showing the dangers of drink driving and the information was made available especially for young people via a website.

"Sicher fahr ich!" nur mit Schlossgold! (Driving safely only with Schlossgold!)  
*Schlossgold, KfV*

The brewery company Schlossgold and the Austrian Road Safety Board were setting a "sign of good sense" in 2009. The campaign should raise the awareness of consumers for drinking alcohol-free beer. Schlossgold was putting information and materials on its crates of beer. Various mottos like "I'm driving safely!," "The driver is a thinker!" and "Fair driver!" were used as support.

0,0 for Friends  
*BMVIT, FGM*

Event teams asked young people in discotheques if they have decided in their group of friends, who is staying sober and driving. Giveaways were distributed and a website was set up with further information. The campaign "0,0 for friends" is the Austrian contribution to the European "Designated Drivers Campaign (BOB)."

[www.forfriends.org](http://www.forfriends.org)

"Alkohol am Steuer: Könnten Sie damit leben?" (Drink driving: could you live with it?)  
*BMVIT, ASFINAG, AUVA, Wiener Städtische, KfV*

The campaign "Drink driving: could you live with it?" started on the 6 November 2009 and is shown in cinemas, on television and set up as a radio spot alongside advertisements in Austrian media. The campaign drastically shows the potential consequences of drinking and driving. By driving under the influence of alcohol you are not only risking your life but also the lives of others.
Road Accident Statistics

Headlines for 2008:
- 679 fatalities
- Reduction of injury accidents (-5.1%)
- Number of alcohol accidents lowered, percentagewise highest level of the last 10 years

Headlines for 2009:
- 633 fatalities
- Number of injuries for the first time below 50,000: 49,158 injured persons
- Young drivers: minus 30 fatalities compared to 2008


In its Road Safety Programme 2002-2010 Austria has set the target to halve the number of fatalities until 2010. That would mean a reduction of fatalities to about 500 per year. For injury accidents the target was set at minus 20% for 2010.

In 2008, 50,521 people got injured and 679 killed in 39,173 road accidents. In 2009, 37,925 injury accidents occurred with 49,158 people injured and 633 killed. The target in the Austrian Road Safety Programme – a maximum of 587 fatalities for 2008 or 545 for 2009 – has not been achieved but the plain reduction is still going on. For the number of injured people there has been a reduction again after the rise in 2007. In 2009 this number reached its minimum of below 50,000 for the first time.
2008: Accidents and injuries below the level of 1998

Whereas the number of fatalities has been reduced by about one third in the last ten years, the number of injured persons has stagnated since 1998. But the number of accidents and injuries could be lowered below the level of 1998 for the first time in 2008 and this trend has continued for 2009.

Analysis of Selected Road Users

Vulnerable Road Users – Pedestrians and Cyclists

Since 1999 the number of killed pedestrians has been reduced by more than 40%. The number of accidents itself has only changed slightly over the last years. Measured on the total accidents the portion of pedestrian accidents is 11.1% for 2008 and 10.8% for 2009.

Cycling accidents are making up about 14.4% of the total Austrian accidents. Thus every seventh accident on Austrian roads is an accident involving a cyclist. Whereas this number stagnates, the portion of killed cyclists on all fatalities has risen in 2008 to 9.1% (2009: 6.1%).

### Analysis of Selected Road Users

#### Vulnerable Road Users – Pedestrians and Cyclists

<table>
<thead>
<tr>
<th>Year</th>
<th>Pedestrians:</th>
<th>Cyclists:</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>4,356 Injury Accidents</td>
<td>5,645 Injury Accidents</td>
</tr>
<tr>
<td></td>
<td>4,233 Injuries</td>
<td>5,559 Injuries</td>
</tr>
<tr>
<td></td>
<td>102 Fatalities</td>
<td>62 Fatalities</td>
</tr>
<tr>
<td>2009</td>
<td>4,115 Injury Accidents</td>
<td>5,495 Injury Accidents</td>
</tr>
<tr>
<td></td>
<td>3,995 Injuries</td>
<td>5,417 Injuries</td>
</tr>
<tr>
<td></td>
<td>101 Fatalities</td>
<td>39 Fatalities</td>
</tr>
</tbody>
</table>
Powered Two-Wheelers – Mopeds and Motorcycles

On Austrian roads 5,432 accidents involving mopeds occurred in 2008 and 5,163 in 2009. 25 resp. 30 people lost their lives. Looking at the development of moped accidents in the course of the last ten years, it can be noticed that the number of fatalities was reduced dramatically. On the other side, the number of accidents and injuries has constantly been on the rise since 2005. Unfortunately the number of fatalities rose by five compared to 2008 though the number of accidents and injuries decreased.

In opposition to the trend of reducing numbers of fatal accidents in the whole, the number of motorcycle fatalities could only be reduced very slightly over the last ten years. Accidents involving motorcycles comprise for 8.2% of the total accidents in Austria in 2008 (2009: 8.8%). The fatality-rate lies even higher with 13.4% resp. 13.7%. This shows the fact that motorcycle accidents often result in severe consequences.

### Motorcycle casualties – by age, comparison 2008 to 1999

<table>
<thead>
<tr>
<th>Year</th>
<th>Motorcycles</th>
<th>Injuries</th>
<th>Fatalities</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>3,217</td>
<td>3,332</td>
<td>91</td>
</tr>
<tr>
<td></td>
<td>5,432</td>
<td>5,987</td>
<td>25</td>
</tr>
<tr>
<td>2009</td>
<td>3,335</td>
<td>3,464</td>
<td>87</td>
</tr>
<tr>
<td></td>
<td>5,163</td>
<td>5,692</td>
<td>30</td>
</tr>
</tbody>
</table>
Special Road Users – Children, Adolescents and Elderly

Over the last years the number of killed children in road accidents has been reduced from 37 in 1999 to 12 in 2008 resp. 15 in 2009. The number of injured children and accidents involving children has also dropped (-24.6% injuries and -19.9% accidents).

Adolescents have a portion of more than 40% on all road accidents. About one third of all casualties (killed and injured) on Austrian roads have to be assigned to the group of 15 to 24-year-olds. The number of killed adolescents has been reduced by 50% since 1999. Hardly a change could be noticed regarding the number of accidents and injuries.

Elderly are – as well as children – mostly involved as pedestrians and therefore assigned to the group of vulnerable road users. Severe consequences are seen in case of an accident. In 2008, the number of killed elderly people has risen by 27 compared to 2007. The reduction by 13 noticed in the course of 2008 to 2009 is much smaller.

<table>
<thead>
<tr>
<th>Year</th>
<th>Children: Injury Accidents</th>
<th>Injuries</th>
<th>Fatalities</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>3,121</td>
<td>3,433</td>
<td>12</td>
</tr>
<tr>
<td>2009</td>
<td>2,938</td>
<td>3,182</td>
<td>15</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Year</th>
<th>Adolescents: Injury Accidents</th>
<th>Injuries</th>
<th>Fatalities</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>16,935</td>
<td>15,675</td>
<td>160</td>
</tr>
<tr>
<td>2009</td>
<td>16,365</td>
<td>15,442</td>
<td>128</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Year</th>
<th>Elderly: Injury Accidents</th>
<th>Injuries</th>
<th>Fatalities</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>6,591</td>
<td>4,615</td>
<td>172</td>
</tr>
<tr>
<td>2009</td>
<td>6,599</td>
<td>4,611</td>
<td>159</td>
</tr>
</tbody>
</table>

Young Drivers

In 2008, about 10,800 accidents involving young drivers (at the age of 17 to 25) with some 6,300 injuries and 88 fatalities occurred. In 2009, there were 10,391 accidents, 6,072 injuries and 58 fatalities. Especially since 2003, when multi-phase trainings were introduced, the number of accidents involving young drivers and the resulting injuries and fatalities has significantly been reduced. After noticing a rise in the number of fatalities between 2005 and 2007 the reduction between 2008 and 2009 is quite gratifying.

<table>
<thead>
<tr>
<th>Year</th>
<th>Young drivers: Injury Accidents</th>
<th>Injuries</th>
<th>Fatalities</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>10,812</td>
<td>6,337</td>
<td>88</td>
</tr>
<tr>
<td>2009</td>
<td>10,391</td>
<td>6,072</td>
<td>58</td>
</tr>
</tbody>
</table>
Alcohol

In 2009, there have been 2,478 accidents under the influence of alcohol (-6%) with 3,390 injuries (-7%) and 46 fatalities (52 in 2008). So, in every 15th injury accident a person (driver or pedestrian) in a state of inebriation was involved. Every 14th fatality was in an accident influenced by alcohol. The real number seems to be much higher, as dead and unconscious people are not tested.

<table>
<thead>
<tr>
<th></th>
<th>2008</th>
<th>2009</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alcohol:</td>
<td>2,632 Injury Accidents</td>
<td>2,478 Injury Accidents</td>
</tr>
<tr>
<td></td>
<td>3,628 Injuries</td>
<td>3,390 Injuries</td>
</tr>
<tr>
<td></td>
<td>52 Fatalities</td>
<td>46 Fatalities</td>
</tr>
</tbody>
</table>

Analysis by Austrian Federal States

In comparison to 2008 the number of fatalities in the federal states of Lower Austria (+15), Salzburg (+15), Vorarlberg (+2) and Vienna (+5) has risen in 2009. The numbers of accidents and injuries have fallen across the whole country apart from Burgenland, Vorarlberg and Styria (accidents only).

Accidents in the federal states

<table>
<thead>
<tr>
<th>Federal State</th>
<th>2008</th>
<th>2009</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Accidents</td>
<td>Injuries</td>
</tr>
<tr>
<td>Burgenland</td>
<td>807</td>
<td>1,062</td>
</tr>
<tr>
<td>Carinthia</td>
<td>3,135</td>
<td>3,894</td>
</tr>
<tr>
<td>Lower Austria</td>
<td>6,982</td>
<td>9,138</td>
</tr>
<tr>
<td>Upper Austria</td>
<td>8,326</td>
<td>11,003</td>
</tr>
<tr>
<td>Salzburg</td>
<td>3,057</td>
<td>3,961</td>
</tr>
<tr>
<td>Styria</td>
<td>6,395</td>
<td>8,210</td>
</tr>
<tr>
<td>Tyrol</td>
<td>3,898</td>
<td>5,033</td>
</tr>
<tr>
<td>Vorarlberg</td>
<td>1,721</td>
<td>2,119</td>
</tr>
<tr>
<td>Vienna</td>
<td>4,852</td>
<td>6,101</td>
</tr>
</tbody>
</table>
Comparing the accident rates for 2008 (accidents per 10,000 inhabitants) it can be seen that only Vienna and Burgenland (each 29) lie below the national average of about 50 accidents per 10,000 inhabitants. The most accidents per 10,000 inhabitants occur in Salzburg (58) and Upper Austria (59). About the same distribution is shown for 2009.

Fatality rate (fatalities per 1 million inhabitants) in the federal states for 2009

- Salzburg: 118.53
- Upper Austria: 76.46
- Tyrol: 71.29
- Vorarlberg: 68.15
- Carinthia: 62.84
- Lower Austria: 59.26
- Vienna: 48.35
- Burgenland: 19.07

AT: 79.41
EU Comparison (2007)

Until 2010, the number of killed road users should be halved in the EU (compared to the basis of 2001: 50,000 fatalities). As on national level the intermediate targets are not yet fulfilled. Though the plain downwards trend is continuing.

**EU target:**
-50% fatalities

**Road Accident Statistics**

**EU Comparison (2007)**

Until 2010, the number of killed road users should be halved in the EU (compared to the basis of 2001: 50,000 fatalities). As on national level the intermediate targets are not yet fulfilled. Though the plain downwards trend is continuing.

**Targets of the European Road Safety Programme**

![Targets of the European Road Safety Programme](image)

**Development of fatalities in EU-27 from 1998 to 2007**

![Development of fatalities in EU-27 from 1998 to 2007](image)

**Source:** CARE database EU Road Accidents, Editing: Austrian Road Safety Board KfV

Regarding the reduction of fatalities in the course from 1998 to 2007, Austria notes a minus of 28%.
In the graphic below the development of fatalities in selected European countries is shown from the year 2000 to 2007. Based on 100% in the year 2000, Austria is showing a reduction of 29% until the year 2007. It can be seen that Austria lies about average regarding the current result of 71% in 2007.

Index depiction (2000 = 100%) of fatalities, EU selection from 2000 to 2007

Source: CARE database EU Road Accidents, Editing: Austrian Road Safety Board KfV

In 2007, about 83 people per 1 million inhabitants died in road accidents in Austria (EU average: 86 fatalities per 1 million inhabitants). Looking at the number of fatalities per 1 million vehicles, Austria is close to the EU average with 164 fatalities per 1 million vehicles (EU27: 187 fatalities per 1 million vehicles).

Road fatalities per 1 million inhabitants vs 1 million vehicles (EU selection), 2007

Source: CARE database EU Road Accidents, Editing: Austrian Road Safety Board KfV
## Further Information/Contacts

<table>
<thead>
<tr>
<th>Agency</th>
<th>Website</th>
<th>Phone</th>
<th>Email</th>
</tr>
</thead>
<tbody>
<tr>
<td>Federal Ministry for Agriculture, Forestry, Environment and Water</td>
<td><a href="http://www.bmlfuw.gv.at">www.bmlfuw.gv.at</a></td>
<td>+43/1/711 00-0</td>
<td><a href="mailto:office@lebensministerium.at">office@lebensministerium.at</a></td>
</tr>
<tr>
<td>Management (BMLFUW)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Federal Ministry for Education, Arts and Culture (BMUKK)</td>
<td>[www bmukk.gv.at](<a href="http://www">http://www</a> bmukk.gv.at)</td>
<td>+43/1/53120-0</td>
<td><a href="mailto:ministerium@bmukk.gv.at">ministerium@bmukk.gv.at</a></td>
</tr>
<tr>
<td>Federal Ministry for Health (BMG)</td>
<td><a href="http://www.bmg.gv.at">www.bmg.gv.at</a></td>
<td>+43/1/71100-0</td>
<td><a href="mailto:buergerservice@bmg.gv.at">buergerservice@bmg.gv.at</a></td>
</tr>
<tr>
<td>Federal Ministry for Transport, Innovation and Technology (BMVIT)</td>
<td><a href="http://www.bmvit.gv.at">www.bmvit.gv.at</a></td>
<td>+43/1/71162650-0</td>
<td><a href="mailto:servicebuero@bmvit.gv.at">servicebuero@bmvit.gv.at</a></td>
</tr>
<tr>
<td>Federal Ministry of Justice (BMJ)</td>
<td><a href="http://www.justiz.gv.at">www.justiz.gv.at</a></td>
<td>+43/1/52152-0</td>
<td></td>
</tr>
<tr>
<td>Federal Ministry of the Interior (BMI)</td>
<td><a href="http://www.bmi.gv.at">www.bmi.gv.at</a></td>
<td>+43/1/53126-0</td>
<td><a href="mailto:post@bmi.gv.at">post@bmi.gv.at</a></td>
</tr>
<tr>
<td>Allgemeine Unfallversicherungsanstalt (AUVA) – Austrian Insurance</td>
<td><a href="http://www.auva.at">www.auva.at</a></td>
<td>+43/1/33111-0</td>
<td><a href="mailto:HAL@auva.at">HAL@auva.at</a></td>
</tr>
<tr>
<td>Institution by Law</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Austrian Association for Research on Road – Rail – Transport (FSV)</td>
<td><a href="http://www.fsv.at">www.fsv.at</a></td>
<td>+43/1/5855567</td>
<td><a href="mailto:office@fsv.at">office@fsv.at</a></td>
</tr>
<tr>
<td>Austrian Association of Cities and Towns</td>
<td><a href="http://www.staedtebund.gv.at">www.staedtebund.gv.at</a></td>
<td>+43/1/4000-89980</td>
<td><a href="mailto:post@staedtebund.gv.at">post@staedtebund.gv.at</a></td>
</tr>
<tr>
<td>Austrian Association of Municipalities</td>
<td><a href="http://www.gemeindebund.gv.at">www.gemeindebund.gv.at</a></td>
<td>+43/1/5121480</td>
<td><a href="mailto:oesterreichischer@gemeindebund.gv.at">oesterreichischer@gemeindebund.gv.at</a></td>
</tr>
<tr>
<td>Austrian Automobile, Motorcycle and Touring Club (ÖAMTC)</td>
<td><a href="http://www.oeamtc.at">www.oeamtc.at</a></td>
<td>+43/1/71199-0</td>
<td><a href="mailto:office@oeamtc.at">office@oeamtc.at</a></td>
</tr>
<tr>
<td>Austrian Chamber of Labour (AK)</td>
<td><a href="http://www.arbeiterkammer.at">www.arbeiterkammer.at</a></td>
<td>+43/1/50165-0</td>
<td><a href="mailto:mailbox@akwien.at">mailbox@akwien.at</a></td>
</tr>
<tr>
<td>Austrian Federal Economic Chamber (WKO)</td>
<td><a href="http://www.wko.at">www.wko.at</a></td>
<td>+43/590900</td>
<td><a href="mailto:callcenter@wko.at">callcenter@wko.at</a></td>
</tr>
<tr>
<td>Austrian Federal Railways (ÖBB)</td>
<td><a href="http://www.oebb.at">www.oebb.at</a></td>
<td>+43/1/93000-0</td>
<td><a href="mailto:service@pv.oebb.at">service@pv.oebb.at</a></td>
</tr>
<tr>
<td>Austrian Motorway Operator (ASFINAG)</td>
<td><a href="http://www.asfinag.at">www.asfinag.at</a></td>
<td>+43/50108-10000</td>
<td><a href="mailto:office@asfinag.at">office@asfinag.at</a></td>
</tr>
<tr>
<td>Austrian Road Safety Board (Kfv)</td>
<td><a href="http://www.kfv.at">www.kfv.at</a></td>
<td>+43/577077-0</td>
<td><a href="mailto:kfv@kfv.at">kfv@kfv.at</a></td>
</tr>
<tr>
<td>Automobile, Motorcycle and Bicyclists Club Austria (ARBÖ)</td>
<td><a href="http://www.arboe.at">www.arboe.at</a></td>
<td>+43/1/891/21-0</td>
<td><a href="mailto:info@arboe.at">info@arboe.at</a></td>
</tr>
<tr>
<td>European Commission</td>
<td><a href="http://www.ec.europa.eu">www.ec.europa.eu</a></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Statistics Austria</td>
<td><a href="http://www.statistik.at">www.statistik.at</a></td>
<td>+43/1/71128-7070</td>
<td><a href="mailto:info@statistik.gv.at">info@statistik.gv.at</a></td>
</tr>
<tr>
<td>Transport Club Austria (VCÖ)</td>
<td><a href="http://www.vcoe.at">www.vcoe.at</a></td>
<td>+43/1/8932697</td>
<td><a href="mailto:vcoe@vcoe.at">vcoe@vcoe.at</a></td>
</tr>
</tbody>
</table>