Road Safety in Austria
Annual Report 2017

Road Safety Measures and Activities
Implementation of the Road Safety Programme
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Glossary

Accident: The term “accident” refers to road accidents that result in injuries to road users. A road accident is deemed to have occurred when one or more road users are killed, injured or sustain some other form of damage to their health on public roads as a result of a sudden traffic-related incident involving at least one moving vehicle.

Injured road users: Injured road users are persons who sustain serious or minor injuries in a road accident. In general, a health impairment that lasts longer than 24 days is classed as “serious”. Until 31.12.2011, injuries to road users were classified into three categories: serious injuries, minor injuries and non-discernible injuries. The “non-discernible injuries” category was dropped with effect from 1.1.2012. Since then, all injuries have been explicitly assigned to a specific category.

Fatalities: Persons who die as a result of a road accident, either immediately or within 30 days of the accident, are classed in Austria as road accident fatalities.

Road accident victims: Road accident victims are persons who are killed or suffer injuries (serious or minor) as a result of a road accident.

Alcohol-related accident: A road accident in which at least one of the road users involved (motorist or pedestrian) was determined either to be under the influence of alcohol pursuant to § 5 (1) of the Austrian Road Traffic Act (Straßenverkehrsordnung) or to have exceeded the maximum permissible level of blood/breath alcohol as defined in Article 14 (8) of the Austrian Driving Licence Act (Führerscheingesetz) or for whom “reduced fitness to drive/alcohol” or “alcoltest refused” was recorded.

Motorcyclists: Riders (drivers and passengers) of single-track motor vehicles.

Abbreviations

ADM  Accident Data Management
ARBÖ  Auto-, Motor- und Radfahrerbund Österreichs (Automobile, Motorcycle and Cycle Club of Austria)
ASFINAG  Autobahnen- und Schnellstraßen-Finanzierungs-Aktiengesellschaft
AUVA  Allgemeine Unfallversicherungsanstalt (Austrian Workers’ Compensation Board)
BM.I  Bundesministerium für Inneres (Austrian Federal Ministry of the Interior)
BMASGK  Bundesministerium für Arbeit, Soziales, Gesundheit und Konsumentenschutz (Austrian Federal Ministry of Labour, Social Affairs and Consumer Protection)
BMBWF  Bundesministerium für Bildung, Wissenschaft und Forschung (Austrian Federal Ministry of Education, Science and Research)
BMVIT  Bundesministerium für Verkehr, Innovation und Technologie (Austrian Federal Ministry for Transport, Innovation and Technology)
EU  European Union
KFV  Kuratorium für Verkehrssicherheit (Austrian Road Safety Board)
ÖAMTC  Österreichischer Automobil-, Motorrad- und Touring Club (Austrian Automobile, Motorcycle and Touring Club)
ORF  Österreichischer Rundfunk (Austrian Broadcasting Corporation)
VCÖ  A public-benefit organisation in Austria specialising in mobility and transport
ZVR  Zeitschrift für Verkehrsrecht (Traffic Law Journal)
Foreword

The Austrian Federal Ministry for Transport, Innovation and Technology (BMVIT) has published an Annual Report on Road Safety in Austria each year since 2007. The report offers an overview of road safety work in Austria and provides information on current trends in accident statistics.

The current Austrian Road Safety Programme 2011 - 2020 was published in 2011. The 2017 Annual Report on Road Safety in Austria outlines the progress achieved throughout the reporting year in the implementation of the measures in the Road Safety Programme’s individual areas of intervention and provides details of the corresponding successes in reducing the number of accidents, injuries and fatalities on Austria’s roads.

The Annual Report on Road Safety in Austria supports the organisations involved in road safety work (e.g. research institutes, government ministries and regional authorities) in developing, planning and implementing further road safety measures. This, in turn, establishes the basis for achieving the ambitious goals set in the Austrian Road Safety Programme for the period to 2020 and allows any necessary adaptations to be made in a timely manner.

All analyses should factor in the changes to accident data collection procedures that came into effect from 1 January 2012. Since that date, any accidents in which a person or persons are injured on Austria’s roads are recorded electronically by the responding police officers via an Accident Data Management (ADM) system and transmitted directly to Statistics Austria (Bundesanstalt Statistik Österreich). While the actual occurrence of the accident is entered into the system as soon as possible, full data on the incident is transmitted at a later point in time as and when the details become available and are released.

In a major change, all accidents are now assigned spatial coordinates using georeferencing, a development which will in future significantly aid the identification of high accident concentration sections of the road network. The accident data collection catalogue has also been updated in line with road safety and accident research requirements and considerably extended in comparison to the data previously collected via accident statistics reports.

“We follow a clear goal in our road safety policy: no more fatalities on Austria’s roads.”

1 Road Safety Work

1.1 Road Safety Work in Austria

Road safety in Austria is the joint responsibility of various different institutions (e.g. regional authorities, political parties, research institutes, non-governmental organisations). The graphic below provides an overview of these different institutions and how they work together.

At the core of the country’s road safety work lies the Austrian Road Safety Programme, which was first enacted in 2002 for the period from 2002 to 2010. This was followed by the Austrian Road Safety Programme 2011-2020, which was first published in February 2011 and subsequently updated in 2016 following a comprehensive interim evaluation in 2015.
As a result of the Austrian Accident Investigation Act (*Unfalluntersuchungsgesetz*), which came into force in 2006, BMVIT established the Road Safety Advisory Council as a forum for decision makers in matters relating to road safety. The Road Safety Advisory Council’s primary tasks lie in the preparation, ongoing evaluation and development of road safety programmes for all modes of transport. Its members are made up of the transport spokespersons for the parliamentary political parties, safety experts for all modes of transport as well as representatives of government ministries, local and regional authorities, mobility clubs, chambers of commerce and industry, trade and labour associations, interest groups and research institutions. The Advisory Council’s Roads Task Force was actively involved in the preparation of the Road Safety Programme 2011-2020, is supporting the programme throughout its duration and evaluates it at regular intervals.

The 2017 Annual Report on Road Safety in Austria provides an overview of the implementation status of the Austrian Road Safety Programme 2011-2020 and thus serves as a tool for its ongoing evaluation.

### 1.2 International Institutions

Austria is represented in the following international road safety organisations and working groups:

<table>
<thead>
<tr>
<th>Organisation</th>
<th>Website</th>
</tr>
</thead>
<tbody>
<tr>
<td>CEDR - Conference of European Directors of Roads</td>
<td><a href="http://www.cedr.fr">www.cedr.fr</a></td>
</tr>
<tr>
<td>ECTRI - European Conference of Transport Research Institutes</td>
<td><a href="http://www.ectri.org/index.html">www.ectri.org/index.html</a></td>
</tr>
<tr>
<td>ERSCI - European Road Safety Charter</td>
<td><a href="http://www.erscharter.eu">www.erscharter.eu</a></td>
</tr>
<tr>
<td>ERTRAC - European Road Transport Research Advisory Council</td>
<td><a href="http://www.ertrac.org">www.ertrac.org</a></td>
</tr>
<tr>
<td>ETSC - European Transport Safety Council</td>
<td><a href="http://www.etsc.eu">www.etsc.eu</a></td>
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<tr>
<td>FEHRL - National Road Research Centres in Partnership</td>
<td><a href="http://www.fehrl.org">www.fehrl.org</a></td>
</tr>
<tr>
<td>FERSI - Forum of European Road Safety Research Institutes</td>
<td><a href="http://www.fersi.org">www.fersi.org</a></td>
</tr>
<tr>
<td>GRSP - Global Road Safety Partnership</td>
<td><a href="http://www.grsproadsafety.org">www.grsproadsafety.org</a></td>
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<td>ITF - International Transport Forum</td>
<td><a href="http://www.internationaltransportforum.org">www.internationaltransportforum.org</a></td>
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<tr>
<td>IRTAD - Accident Database of OECD</td>
<td><a href="http://www.internationaltransportforum.org/irtad">www.internationaltransportforum.org/irtad</a></td>
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</table>
1.3 Awareness-Raising Measures and Campaigns

Numerous road safety awareness-raising measures and campaigns were carried out in 2017 throughout Austria. This section provides a brief overview and description of some of these measures and campaigns.

1.3.1 National Activities and Events

RADLakademie; Energy and Environment Agency of Lower Austria

On 22 June 2017, the 15th RADLakademie (“CYCLEacademy”) was held in the Lower Austrian capital, St. Pölten. The event focused on “Cycling and Safety” and looked at various aspects and means of improving road safety for cyclists. Organised by RADLand Niederösterreich (“Cycling Country Lower Austria”), the RADLakademie is held several times a year and offers delegates an excellent opportunity to share their best practice solutions for everyday bicycle traffic.

The presentations at the 15th RADLakademie examined current bicycle accident trends, outlined the frequent causes of (blind spots, dooring, etc.) and possible solutions to such accidents and discussed the links between road safety and the attractiveness of bicycle traffic infrastructures. They also looked at the problem of bicycle theft and the options that are available to prevent its occurrence.

The RADLakademie closed with a lively discussion session in which delegates had the opportunity to discuss the topics raised with the speakers.
Automated Driving; Austrian Road Safety Board

The increasing automation of vehicles and enhancement of driver assistance systems is changing the future of transport and mobility. Automated driving – in the form of driver assistance systems with information and warning functions as well as sensor-based automatic systems – contributes to improving road safety in the immediate vicinity of the vehicle on the road. However, since such systems will raise new challenges for road safety above all in the mixed traffic phase, i.e. in the transition to fully-automated vehicles, further research is still needed into the effects of automated driving systems on the safety of road users.

The rapid technological developments in the field of automated driving raise the need for further research to continually build up know-how and competence in this field, thereby gaining new insights that can then be used to update existing road traffic regulations. This is particularly relevant given the shift in the types and causes of accidents that is expected to accompany the rise in automated driving.

Road safety – and with it the reduction in road accident fatalities and injuries – should take precedence over all other target figures in all activities related to automated driving.

Accordingly, the Austrian Road Safety Board has defined a set of ten “Principles for Automated Driving” and prepared a comprehensive catalogue of corresponding measures.
Prevention Forum; AUVA
The Austrian Workers’ Compensation Board (AUVA) held its Forum Prävention ("Prevention Forum") in May 2017. The Traffic and Transport Working Group at this special event for prevention experts discussed a range of different topics, including current trends in road safety and road safety work or recent experiences with driver assistance systems. They also presented the results of a naturalistic driving study on distraction factors for professional drivers, gained relevant input from the police and the Vienna public transport organisation and organised a hands-on training session on practical prevention measures for road users.

11th Pedestrian Symposium 2017; Walk-space.at
The 11th Walk-space Pedestrian Symposium was held on 8 and 9 June 2017 in Klagenfurt, Carinthia. Organised by Walk-space.at (the Austrian association of pedestrians), the theme for the 2017 symposium was “Walking Safely for the Long Term – Future Mobility”. The programme included sessions on various related topics such as healthy roads in built-up areas, sustainable master planning (infrastructure that actively protects the environment and encourages walking), future mobility, shared road spaces, safety-attentiveness-awareness or walking in everyday life – exercise, prevention and health. A total of 175 national and international delegates attended the symposium and took part in its round table discussions, presentations, workshops, walk-shop tours and speed-dating projects.

ZVR Traffic Law Day; Vienna University of Economics and Business, Johannes Kepler University Linz, Austrian Road Safety Board
Nearly 300 delegates attended the 11th ZVR Traffic Law Day on 14 September 2017 at Vienna University of Economics and Business. Organised by the Austrian Road Safety Board in conjunction with Vienna University of Economics and Business and Johannes Kepler University Linz, the conference focused on current issues relating to traffic and infrastructure law (e.g. current reforms, doctor-patient confidentiality in relation to medi-
Road Safety in Austria

In 2017, the Austrian national radio station Hitradio Ö3 and the Federal Ministry of the Interior presented the “Ö3 Road Safety Award” for the 16th time. The award is presented in six categories – “Ö3ver of the Year”, “Police”, “Ambulance Service”, “Fire Service”, “Motorway Maintenance” and “Public Transport” – to so-called heroes of the roads: people and institutions who have made an outstanding contribution to road safety throughout the year. The 2017 “Ö3ver of the Year” award went to Christine Brandl from Korneuburg, who saw a car starting to drive up the motorway on the wrong side of the road and immediately alerted the Ö3 traffic service. Her rapid response immediately set the alarm chain in motion and prevented a possible loss of life. The winners of the awards in the other categories were the district police headquarters in Reutte, the volunteer fire service in Klingenbach, the Red Cross regional control centre in Kirchdorf an der Krems, the ASFINAG motorway maintenance crew in Guggenbach and the Linz public transport organisation Linz Linien AG.

Photo credit: Reinhard Steiner Photography

Photo credit: ORF / Hans Leitner
KFV Research Award 2017; Austrian Road Safety Board
In 2017, the Austrian Road Safety Board presented the KFV Research Award for the third time. A total of ten research papers or projects were submitted in three categories, with awards presented to the top three. The KFV Research Award 2017 was won by Dr. Peter Nutz from the City of Vienna’s Municipal Department 48 for his research into the optimisation of winter road clearance services. His road condition model establishes the correlation between prevailing weather conditions, road surface grip and winter road clearance measures, thereby combining road safety aspects with environmental and economic considerations. The award for second place was presented to Dr. Martina Mara, Head of RoboPsychology Research at Ars Electronica Futurelab in Linz, for her research project “ROBOTIC ROAD LAB: Simulation space for interaction between pedestrians and autonomous vehicles”. The project examines the communication and interaction between human pedestrians and robotic vehicles, which were studied using scenarios in a simulation space that is the only one of its kind worldwide. The award for third place went to Dr. Cornelia Lex from Graz University of Technology for her PhD thesis on the “Estimation of the maximum coefficient of friction between tire and road based on vehicle state measurements”.

VCÖ Mobility Award 2017; VCÖ
“Mobility that Protects the Environment” was the theme for the 26th VCÖ Mobility Award, Austria’s most sought-after award for sustainable mobility. Of the 377 projects, concepts, ideas and initiatives submitted, the “Tourism Mobility Centre Carinthia” by Region Villach Tourism GmbH was ultimately selected as the overall winner. This supra-regional project creates mobility options for the growing number of tourists without their own
vehicles. Awards were also presented in a further eleven categories: “active mobility and public areas”, “barrier-free and socially-fair mobility”, “digitalisation and web-based mobility solutions”, “energy-efficient delivery transport”, “research projects for environmentally-friendly and safe mobility”, “ideas for social and technological innovations”, “international best practice projects”, “concepts for digitalisation in the mobility sector”, “concepts by students and schoolchildren”, “public transport and multimodal mobility” and “technology and electromobility”.

1.3.2 Selected National Awareness-Raising Measures and Campaigns

“Hello Life” Campaign; ASFINAG

“Say No to Risk” is the slogan for multi-year “Hello Life” road safety campaign, which was launched by the Austrian motorway operator ASFINAG in 2017 and aims to establish greater safety on the country’s motorways and expressways. Studies indicate that many motorists overestimate their own abilities and underestimate the risks of their driving behaviour. While the majority of motorists are aware of their own responsibility for getting themselves safely to their destination, many still admit to not maintaining a safe distance, driving too fast or using a mobile phone while driving. They often ignore traffic regulations and safety considerations, especially when pressed for time or if traffic density is low. This leads to accidents and high-risk situations which could have been avoided.

Photo credits: VCÖ / APA-Fotoservice / Hautzinger
The “Hello Life” campaign is using a range of awareness-raising measures in various media to encourage motorists to keep to the rules and avoid risking both their own safety and that of other road users.

**Bicycle Workshops; AUVA**

In 2017, the Austrian Workers’ Compensation Board (AUVA) held its bicycle workshops for the 13th time. These free bicycle and road safety workshops are extremely popular, and more were held in 2017 than in any previous year, thus allowing around 28,000 primary school children across the country to participate.

The AUVA bicycle workshops teach children important road safety skills like how to adjust a bicycle helmet correctly or how to brake correctly and effectively. The participating children also have the opportunity to practice and improve their physical cycling skills on a special obstacle course. By checking their own bicycles under the guidance of an expert, the young cyclists also learn how to identify possible defects and the risks that these might pose.
1st Burgenland Road Safety Day; State of Burgenland, ORF, Austrian Road Safety Board
In June 2017, the State of Burgenland held its 1st Road Safety Day in its capital city, Eisenstadt. Organised by the State of Burgenland, ORF Burgenland and the Austrian Road Safety Board in cooperation with various partners (e.g. emergency services, driving schools and mobility clubs), the theme for this new road safety event was “Young and Old – But Safe”. Visitors could try out a range of road safety activities, with the blind spot test, motorcycle simulator, crash simulator, drunk busters goggles and Segway rescue booths all proving particularly popular. The highlight of the event was a demonstration by the fire service in Eisenstadt of the rescue process that follows a car accident. Numerous information booths were augmented by interactive workshops and presentations on various related topics, including distraction, underestimated risks while riding a motorcycle and first aid. The Burgenland Road Safety Day is part of the new road safety campaign which will be implemented across the State of Burgenland in the coming years.

Car-Free Day at Lake Wörth and Lake Ossiach; State of Carinthia
The State of Carinthia has been actively promoting the bicycle as an environmentally-friendly, safe and healthy alternative means of transport for many years. Along with numerous construction measures to assist bicycle traffic, it also introduced a car-free day at Lake Wörth and Lake Ossiach. In the 19 years since its inception, this car-free day has served to raise the popularity of cycling as an everyday mode of transport in Carinthia and has also raised the modal split in favour of the bicycle.
Experience the Physics of Driving; State of Lower Austria, ÖAMTC
The “Experience the Physics of Driving” project teaches 9th and 10th year school pupils about the physics of driving and offers them the opportunity to experience it in practice in a risk-free setting. In 2017, 850 pupils from schools in Lower Austria visited a driving skills centre to participate in this project.

After an introduction to the theory behind the physics of driving, the participating pupils completed a series of practical exercises that demonstrated mass and inertia, acceleration, energy and propulsion, centrifugal forces and lateral acceleration, friction and deceleration. The exercises included completing a slalom course, crossing a skidding plate and testing the effects of aquaplaning.

Road Safety Education Advisory Board; State of Upper Austria
Each year, the State of Upper Austria allocates a portion of the budget it receives from the Austrian Road Safety Fund to finance road safety training courses for police officers. In these courses, the participating police officers are trained in how to teach schoolchildren how to behave correctly on the roads.

Greater Road Safety for Cyclists; State of Salzburg
Since side clearance constitutes the safety zone for cyclists, many of them find it frightening when they are overtaken by other vehicles at too close a range. Some cyclists even avoid mixed traffic zones because they feel harried and threatened by overtaking vehicles. Yet if motorists maintain sufficient clearance when overtaking cyclists, they raise the level of road safety and also show consideration to other road users.
The “Give cyclists enough clearance when overtaking!” initiative is a part of the State of Salzburg’s ongoing road safety programme and is designed to make the region’s roads safer for cyclists. The message thereby is clear: motorists should maintain a side clearance of at least 1.5 metres when overtaking cyclists. Large posters placed strategically at the roadside as well as on buses, rolling boards and advertising columns, at government offices and in driving schools serve to remind motorists to give cyclists sufficient clearance when overtaking. Posters and sticky note pads at ÖAMTC and ARBÖ offices across the region also communicate the campaign’s message.

The traffic police in the State of Salzburg also use a special handlebar-mounted clearance measurement device to measure how close vehicles get when overtaking a bicycle. Motorists who do not maintain adequate clearance are stopped by the police and reminded of the minimum clearance distance that is required when overtaking a cyclist.

Special Road Markings for Motorcyclists; State of Salzburg, ÖAMTC
The B 164 Hochkönig Road in Salzburg is a popular driving route for motorcyclists and thus also the regular site of motorcycle accidents. Since mid-August 2017, special road markings have been installed on this road to improve road safety for motorcyclists. Such accidents are frequently caused by motorcycle drivers moving too close to the centre line.
in a left-hand bend and then crossing into the oncoming lane at a lean angle – resulting in collisions with oncoming traffic or motorcyclists being thrown from their bikes when trying to evade other vehicles.

The “tips of the triangles” on the new road markings indicate the ideal driving line for motorcyclists. While these markings have no legal impact and all vehicles can drive over them, they do act as a guide to motorists. It is expected that motorcyclists will approach the bend to the right of the road markings and thus no longer cross into the oncoming lane at a lean angle.

Photo credit: State of Salzburg

Eyes on the Road; State of Styria
Distraction is one of the most common causes of road traffic accidents. Many motorists underestimate the fact that when they are reading or writing a text message, making a phone call or entering data into a satnav, they are no longer in full control of their vehicle and thus face a significantly higher risk of accident. In the “Eyes on the Road” campaign, a symbolic pair of eyes are used in film adverts, on posters and postcards, in online communication and on roadside billboards to draw attention to the risks of these particular forms of distraction.

The goal of the “Eyes on the Road” campaign is to establish a broad level of understanding among road users of the risks of distraction on the roads and make them aware of the types of activities that distract them while driving and the measures they can take to avoid such distractions.

More information on the “Eyes on the road” campaign can be found (in German) on the campaign website: [http://www.augen-auf-die-strasse.at/](http://www.augen-auf-die-strasse.at/)
Vorarlberg Road Safety Week; State of Vorarlberg, Austrian Road Safety Board

While the topic of the “blind spot” is by no means new, it is nonetheless a problem that remains unresolved – despite the legal specifications for vehicle mirrors and new technical measures. To achieve a real reduction in accident numbers, the State of Vorarlberg and the Austrian Road Safety Board have put together a comprehensive package of related measures. The new set of measures, which includes a special mirror adjustment mat,
warning stickers for lorries and information brochures, is being used nationwide both
to assist lorry drivers in improving their vehicle settings and driving behaviour and to
provide targeted information to cyclists and pedestrians.

Vienna Safety Festival – “Safety Lights Up”; City of Vienna
“Safety lights up” was the slogan for the special road safety area at the 2017 Vienna
Safety Festival. A road traffic scenario and specially mounted, child-friendly reflectors
(so-called light monsters) were set up in a dark tent to allow children – and the adults
accompanying them – to see for themselves the importance of good visibility on the
streets – especially after dark or in poor light conditions. Visitors to the tent learned
how they can make themselves more visible – e.g. by wearing light-coloured clothing or
attaching reflectors to their clothing or bags – and thus improve road safety. Participating
children were also given their own “light monsters” (reflectors) to take home and attach
to their own clothes, schoolbags, etc.

Further Awareness-Raising Measures and Campaigns
Additional examples of measures and campaigns carried out in 2017 in Austria to raise
awareness of road safety include:

• Burgenland: Traffic competence for senior citizens; Road safety tour in three
  selected districts
• Carinthia: “Get Yourself Seen!” campaign
• Lower Austria: “SUSAS – Safety for schoolchildren on the journey to school”
  project
• Upper Austria: Funding of youth taxis and disco buses; Funding for local authori-
  ties to purchase speed measuring devices and install dialogue boards
• Tyrol: Mitigation of high accident concentration sections of the road network (e.g.
  on the LB 179, Fernpass Road)
• Vienna: Safebike Vienna project
• Vorarlberg: Road safety education projects and activities (e.g. Vorarlberg’s Bicycle
  Hero, Trixi – Blind Spot, Kangaroo, workshops for cyclists)
2 Implementation of the Road Safety Programme

2.1 Road Safety Programme 2011-2020

The Austrian Federal Government and, in particular, the Federal Ministry for Transport, Innovation and Technology (BMVIT) as the main government body responsible for road safety, have set themselves the target of making Austria’s roads among the safest in the EU. While significant progress was already achieved through the first Austrian Road Safety Programme (2002 - 2010), Austria nonetheless still only occupies a middle ranking position among EU Member States for road safety. As a result, BMVIT worked in close cooperation with the members of the Austrian Road Safety Advisory Council’s Roads Task Force to develop a new Road Safety Programme for Austria for the period from 2011 to 2020.

The road safety philosophy adopted in the Austrian Road Safety Programme 2011 - 2020 is based on a “safe system approach” in which “responsible cooperation, shared responsibility and joint action come together to create a safe environment for ALL road users in Austria”.

These joint actions and efforts should serve to reach the following numerical targets compared to the corresponding average values for the years 2008 to 2010:

• 50% fewer fatalities by 2020
• 40% fewer serious injuries on the roads by 2020
• 20% fewer personal injury accidents by 2020.

“The philosophy behind the Road Safety Programme 2011-2020: working together to create a safe system for all road users in Austria.”

To achieve these targets, a catalogue of over 250 measures in 17 fields of action was drawn up. Responsibility for each respective measure is assigned to one or more organisations and/or levels of jurisdiction. The measures are broken down further into four categories:
1. Measures to avoid accidents;
2. Measures to reduce the consequences of accidents;
3. Groundwork as basis for further measures;
4. Lobbying at EU level.

Each measure is also assigned an implementation timeframe (start package / short term / medium term / long term).

The ten areas of intervention listed below have been assigned top priority, since they hold the greatest potential for reducing the number of fatalities on Austria's roads:

- Specific road user groups (e.g. pedestrians, young drivers)
- Alcohol and drugs
- Motorcycle accidents
- Seat belts
- High accident concentration sections and integrated road network safety management
- Fatigue and distraction/lack of due care and attention
- Speed management on rural roads
- Accidents on level crossings
- Enforcement
- Driver education.

Chapter 2.3 of this Annual Report on Road Safety in Austria focuses on the implementation of measures in the individual areas of intervention in the Austrian Road Safety Programme 2011-2020. The programme itself is being monitored and adapted throughout its duration by the Austrian Road Safety Advisory Council’s Roads Task Force.

The Austrian Road Safety Fund established at BMVIT funds road safety research and finances road safety activities. Wherever possible, any measures relating to the Austrian Road Safety Programme should be accompanied by appropriate evaluations.

A comprehensive interim evaluation of the Austrian Road Safety Programme 2011-2020 was carried out in 2015. This evaluation revealed that the interim targets formulated for the year 2015 had been narrowly missed: when compared with the baseline figures, the number of fatalities on Austria’s roads had fallen by 23% (target: -25%), the number of seriously injured road users had decreased by 16% (target: -20%), while the number of injury accidents had dropped by 7% (target -20%). Accordingly, the goals of preventing accidents and reducing the numbers of fatalities and injured road users, especially those suffering serious injuries, will continue to be vigorously pursued.
Based on the findings of the interim evaluation, the Austrian Road Safety Programme 2011-2020 was updated in 2016 and adapted to reflect the current trends on the roads and in road accident statistics.

A copy of the second edition of the Austrian Road Safety Programme 2011-2020 is available for download at:


<table>
<thead>
<tr>
<th>Road accident statistics for 2017</th>
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<tr>
<td>Fatalities</td>
<td>414</td>
</tr>
<tr>
<td>Seriously injured road users</td>
<td>7,664</td>
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<tr>
<td>Injured road users</td>
<td>47,258</td>
</tr>
<tr>
<td>Injury accidents</td>
<td>37,402</td>
</tr>
</tbody>
</table>

Accident trends since 2000 with the target for 2020 as formulated in the Austrian Road Safety Programme 2011-2020*

*In order to permit a statistical comparison of accident numbers prior to and after 2012 despite the change in the data collection method, the data pertaining to injury accidents and the numbers of seriously injured persons prior to 2012 have been adjusted by a factor of 1.085 and 1.213 respectively.

**Basis: average for the years 2008 – 2010

Note: Until 31.12.2011, injuries to road users were classified into three categories: serious, minor and non-discernible injuries. The “non-discernible injuries” category was removed with effect from 1.1.2012. Since then, all injuries have been explicitly assigned to a specific category.
2.2 Legal Changes Pertaining to Road Safety Work in Austria

Facilitations to Law Enforcement
Since the 28th Amendment to the Austrian Road Traffic Act and the 34th Amendment to the Motor Vehicles Act came into force in January 2017, photographic material obtained from traffic enforcement equipment can now also be used in the prosecution of other traffic offences such as breaches of the requirements to wear a seat belt or helmet or the prohibition of the use of a mobile phone while driving. The Austrian Motor Vehicles Act now also prohibits the use of radar and laser blockers to influence or impair technical traffic enforcement equipment. Such devices may neither be mounted on nor transported for use in motor vehicles.

The 28th Amendment to the Road Traffic Act also gives public medical officers or specially trained and officially authorised representatives of traffic enforcement bodies the legal authority to perform breathalyser tests or alcohol checks using alcohol screening devices (thereby replacing the former requirement for explicit official authorisation).

28th Amendment to the Austrian Road Traffic Act (Straßenverkehrsordnung), Federal Law Gazette I 2017/6
34th Amendment to the Austrian Motor Vehicles Act (Kraftfahrgesetz), Federal Law Gazette I 2017/9
18th Amendment to the Austrian Driving Licence Act (Führerscheingesetz), Federal Law Gazette I 2017/15

Reform of Probationary Driving Licence Regulations
The probationary period for novice drivers has been extended from two to three years for all driving licences issued after 1 July 2017. The catalogue of probationary driving licence offences was expanded from the same date to include the prohibition of the use of a mobile phone without a hands-free system while driving a vehicle.

18th Amendment to the Austrian Driving Licence Act (Führerscheingesetz), Federal Law Gazette I 2017/15

Introduction of a Five-Year Scientific Trial of Alcohol Ignition Interlocks
In January 2017, the basis for the so-called alternative probation system using alcohol ignition interlocks was established by executive order. Introduced in September 2017 for a five-year trial period, this system offers an alternative to the withdrawal of a driving licence for drink-driving offences. Participation in the trial is voluntary, and the programme is restricted to holders of category “B” (and “BE”) driving licences who have had their licence withdrawn for a minimum of four months and have already completed half of their prescribed licence withdrawal period. The programme is not open to persons
with an alcohol addiction. Participants in the programme have their remaining licence withdrawal period doubled (minimum period: six months), are only permitted to drive a vehicle with an alcohol ignition interlock and must attend mentoring sessions every two months. Violations of the programme rules – such as attempts to deactivate the interlock device, detection of alcohol in the breath sample, failure to attend mentoring sessions within the specified periods, etc. – can lead to expulsion from the programme and thus to a further withdrawal of the driving licence. An EU-wide harmonised Code 69 (which restricts a driver to driving a vehicle that is equipped with an EN 50436-compliant alcohol interlock device) is recorded in the offender’s driving licence.

18th Amendment to the Austrian Driving Licence Act (Führerscheingesetz), Federal Law Gazette I 2017/15
13th Amendment to the Austrian Driving Licence Act Implementing Provisions (Führerscheingesetz-Durchführungsverordnung), Federal Law Gazette II 2017/46

Drug Screening using Saliva Testing Devices
The Saliva Testing Devices Directive issued in Austria in March 2017 established a legal basis for testing the saliva of motorists for traces of drugs. Such tests may only be performed by public medical officers or specially trained and officially authorised representatives of traffic enforcement bodies.

Directive on Suitable Devices to Test Saliva for Traces of Drugs and the Traffic Enforcement Officers Authorised to Use Such Devices (Speichelvortestgeräteverordnung 2017), Federal Law Gazette II 2017/61

Changes to Moped Driving Test and Driver Education
The 18th Amendment to the Austrian Driving Licence Act raised the minimum age for moped driving lessons and the moped driving test by four months. As a result, potential moped drivers can now only begin moped driving lessons two months prior to reaching the age of 16 at the earliest. They are also not permitted to drive on public roads until they have successfully completed the compulsory theory lessons, theory test and practical moped training on a practice site. “Risk competence” has likewise been added as a compulsory topic to the moped driver education curriculum.

The 14th Amendment to the Austrian Driving Licence Act Implementing Provisions abolishes the use of paper-based questionnaires in the moped driving licence theory test. This test will now only be taken on a computer and will no longer be followed by a supplementary oral exam. These provisions will come into force with effect from January 2019.
18th Amendment to the Austrian Driving Licence Act (Führerscheingesetz), Federal Law Gazette I 2017/15
14th Amendment to the Austrian Driving Licence Act Implementing Provisions (Führerscheingesetz-Durchführungsverordnung), Federal Law Gazette II 2017/282
15th Amendment to the Austrian Driving Licence Act Implementing Provisions (Führerscheingesetz-Durchführungsverordnung), Federal Law Gazette II 2018/58

Changes to § 57a Vehicle Safety Test
In future, if a vehicle safety test report pursuant to § 57a of the Austrian Motor Vehicles Act logged in the corresponding test report database indicates a fault that poses an imminent danger to road safety, the local authority responsible for the area in which the vehicle is registered will be immediately informed. If a vehicle is determined to have serious faults, the mandatory follow-up test must now be carried out at the latest two months after the original vehicle safety test.

For category “M1” passenger vehicles used as taxis or ambulances and for buses, lorries weighing more than 3,500 kilogrammes and trailers (categories “M2”, “M3”, “N2”, “N3”, “O3” and “O4”), the vehicle safety test pursuant to § 57a of the Austrian Motor Vehicles Act can now only be carried out in the three-month period prior to the month in which it is due (instead of one month before and up to four months after the due date as had previously been the case).

These new provisions came into force with effect from 20 May 2018.

34th Amendment to the Austrian Motor Vehicles Act (Kraftfahrgesetz), Federal Law Gazette I 2017/9
35th Amendment to the Austrian Motor Vehicles Act (Kraftfahrgesetz), Federal Law Gazette I 2017/102

Driving School Database
A database of official and administrative procedures relating to driving school licences, driving school owners, driving school relocations, driving instructor licences and training courses completed by driving instructors has been set up at BMVIT. The database will serve to facilitate both the driving school inspection process and the auditing of organisations authorised to provide category “AM” driving licence or multiphase driver education.

34th Amendment to the Austrian Motor Vehicles Act (Kraftfahrgesetz), Federal Law Gazette I 2017/9

Road Accident Statistics Act
The Austrian Road Accident Statistics Act, which came into force in July 2017, regulates the compilation and release of statistics on road accidents which result in injuries to road users on all public roads and which fall under the jurisdiction of BMVIT. A qualified,
independent organisation shall be commissioned to compile these statistics. This organisation shall not be bound by any directives and shall be named in a corresponding decree. BMVIT will provide institutions involved in accident research and the prevention of road accidents with paid access to all accident data for research and prevention purposes. In-depth accident analyses in the form of access to corresponding court records are expressly permitted.

Austrian Road Accident Statistics Act (Straßenverkehrsunfallstatistik-Gesetz), Federal Law Gazette I 2017/7

New Section Control Measuring Section Directives
In 2017, new section control measuring sections were established on the A1, A2, A4, A8, A9 and A10 motorways.


Driving Ban Calendar 2017
To separate summer holiday and heavy goods vehicle traffic, a driving ban calendar was also issued in 2017. The calendar establishes the dates and times when lorries, articulated lorries and lorries with trailers over a maximum permissible total weight of 7.5 t are not permitted on specific roads, e.g. on Saturdays in the summer months and other dates.

Austrian Driving Ban Calendar 2017, Federal Law Gazette II 2017/110
Amendment to the Austrian Driving Ban Calendar 2017, Federal Law Gazette II 2017/290

New Provisions for Road Safety and Mobility Education in Schools
A General Decree on Road Safety and Mobility Education issued by the Federal Ministry of Education, Science and Research sets road safety education tasks and goals for all levels of schools. In addition to expanding the term “road safety education” to include “mobility education” (consideration of health and environmentally-relevant factors), the decree emphasises the use of a competence-oriented approach to the teaching of road safety and mobility topics.
“As non-motorised road users, pedestrians and cyclists together face the highest risks on the roads, since they are virtually unprotected in the case of an accident.”

2.3 Areas of Intervention

2.3.1 Specific Road User Groups

Children (0-14 years of age)
In 2017, 2,780 children were injured in accidents on Austria’s roads, eight of them fatally. Around 42% of these children were injured while travelling as passengers in cars, around 24% as pedestrians, around 21% on bicycles and around 6% on mopeds.

As in previous years, the share of children among total road accident fatalities on Austria’s roads in 2017 lay at around 2%. Of the eight children who were fatally injured on Austria’s roads in 2017, three were killed in a road accident in Lower Austria, two were killed in separate road accidents in Upper Austria and one child was killed in each case in road accidents in Salzburg, Styria and Vienna.
Measures implemented in 2017

<table>
<thead>
<tr>
<th>2017</th>
<th>Measures implemented in 2017</th>
</tr>
</thead>
<tbody>
<tr>
<td>Accidents</td>
<td>2,568</td>
</tr>
<tr>
<td>Injured persons</td>
<td>2,780</td>
</tr>
<tr>
<td>Seriously injured persons</td>
<td>289</td>
</tr>
<tr>
<td>Fatalities</td>
<td>8</td>
</tr>
<tr>
<td>Share of total fatalities</td>
<td>1.9%</td>
</tr>
</tbody>
</table>

“Model regions” to promote “Safe Mobility for 10-14-year-olds”: the project creates the parameters for modern, effective forms of prevention in so-called model regions in Styria (Leoben, Mautern, Trofaich) and Carinthia (Arnoldstein, Bruck/Görschitztal, Lavamünd). In addition to mitigating the risks at danger points, targeted measures to raise awareness should serve to increase the safety of the children. The primary goal thereby is to improve road users’ awareness of the dangers as well as their risk perception skills. Preparation of a “Road Safety Education by the Police” Directive by the Federal Ministry of the Interior, the Federal Ministry of Education, Science and Research, and AUVA.

Young road users (15-24 years of age)

In 2017, around 11,800 young road users between the ages of 15 and 24 were injured in accidents on Austria’s roads, 66 of them fatally. The share of road users in this age group among total road accident fatalities thus lay at a similar level to 2016 at around 16%.

The majority (around 53%) of young road users involved in road accidents in 2017 were either driving or travelling in a car at the time of the accident. Around 26% of all young road users involved in accidents were riding a moped. Of these, around 60% were male. More young male cyclists (around 61%) were involved in accidents than their female counterparts.

<table>
<thead>
<tr>
<th>2017</th>
<th>Measures implemented in 2017</th>
</tr>
</thead>
<tbody>
<tr>
<td>Accidents</td>
<td>13,274</td>
</tr>
<tr>
<td>Injured persons</td>
<td>11,815</td>
</tr>
<tr>
<td>Seriously injured persons</td>
<td>1,396</td>
</tr>
<tr>
<td>Fatalities</td>
<td>66</td>
</tr>
<tr>
<td>Share of total fatalities</td>
<td>15.9%</td>
</tr>
</tbody>
</table>

The probationary period for novice drivers was extended from two to three years for all new driving licences (in all categories) issued after 1 July 2017. The catalogue of offences for probationary driving licence holders was extended to include the prohibition of the use of mobile phones without a hands-free system while driving.
Older road users (65+ years of age)

In 2017, 101 people over the age of 65 were killed in road accidents in Austria. This figure corresponds to around 24% of all road accident fatalities, which means that the share of older road users among total road accident fatalities fell in comparison to previous years (2016: around 32%, 137 fatalities; 2015: around 29%, 141 fatalities). Older road users suffered fatal injuries primarily in road accidents involving motor vehicles or as pedestrians.

In 2017, 35 people over the age of 65 were killed in Austria while travelling in motor vehicles, a figure that is lower than in previous years (2016: 52; 2015: 62). 36 pedestrians in the 65+ age group were fatally injured in road accidents (2016: 42; 2015: 49). The relative share of senior citizens fatally injured while walking or cycling continues to rise: in 2017, 52.5% of road accident fatalities in the 65+ age group were cyclists or pedestrians (2016: around 50%; 2015: 47.5%).

<table>
<thead>
<tr>
<th></th>
<th>2017</th>
<th>Measures implemented in 2017</th>
</tr>
</thead>
<tbody>
<tr>
<td>Accidents</td>
<td>7,871</td>
<td>A focus of the 4th Austrian Road Safety Fund call for tenders (which was issued in 2014) lay on older road users. Several of the projects funded in this call addressed this age group.</td>
</tr>
<tr>
<td>Injured persons</td>
<td>5,711</td>
<td>The corresponding project reports listed below are available for download on the BMVIT website:</td>
</tr>
<tr>
<td>Seriously injured persons</td>
<td>1,478</td>
<td>Generation “65+”: greater road safety for senior citizens</td>
</tr>
<tr>
<td>Fatalities</td>
<td>101</td>
<td>FahrSicherRad: safer cycling for senior citizens</td>
</tr>
<tr>
<td>Share of total fatalities</td>
<td>24.4%</td>
<td>ATTENTION: development of suitable measures to improve the road safety of older pedestrians by observing behaviour and analysing actual accidents</td>
</tr>
</tbody>
</table>
Pedestrians

In 2017, 4,005 pedestrians were involved in accidents on Austria’s roads, fewer than in the previous year (2016: 4,058). The number of pedestrian fatalities remained the same at 73. The share of pedestrians among total road accident fatalities rose from around 17% in 2016 to 18% in 2017. The number of seriously injured pedestrians fell from 942 in 2016 to 902 in 2017.

As in the previous year, more women (52%) than men (48%) were injured as pedestrians in 2017. The highest shares of pedestrian fatalities were recorded in the following age groups: 15-24 year-olds (11%), 45-54 year-olds (around 12%) and 65+ (slightly over 49%).

<table>
<thead>
<tr>
<th>Measures implemented in 2017</th>
</tr>
</thead>
<tbody>
<tr>
<td>“All-Round Visibility on the Roads” project.</td>
</tr>
<tr>
<td>This project examined the effectiveness of warning-based driver assistance systems in lorries and buses in the event of a collision with pedestrians. The project tested systems that recognise pedestrians and warn the driver of the threat of a potential collision.</td>
</tr>
</tbody>
</table>

Cyclists

In 2017, there were 7,501 accidents involving cyclists on Austria’s roads – again considerably more than in the previous years (2016: 7,383 accidents; 2015: 6,901). A total of 7,493 cyclists were injured in these accidents, 32 of them fatally. The share of fatally injured cyclists among total road accident fatalities fell in comparison to the previous year (2017: around 8%; 2016: around 11%; 2015: around 8%).
The number of people fatally injured while cycling increases steadily with age. In 2017, nearly 85% of all cyclists fatally injured on Austria's roads were 45 years of age or over. Considerably more male (27) than female (5) cyclists were fatally injured. This gender difference is also evident among injured cyclists in general, although to a slightly lesser extent.

<table>
<thead>
<tr>
<th></th>
<th>2017</th>
<th>Measures implemented in 2017</th>
</tr>
</thead>
<tbody>
<tr>
<td>Accidents</td>
<td>7,501</td>
<td>Each year, BMVIT and AUVA run bicycle workshops in primary schools across Austria. In 2017, around 28,000 children attended these workshops.</td>
</tr>
<tr>
<td>Injured persons</td>
<td>7,493</td>
<td></td>
</tr>
<tr>
<td>Seriously injured persons</td>
<td>1,826</td>
<td></td>
</tr>
<tr>
<td>Fatalities</td>
<td>32</td>
<td></td>
</tr>
<tr>
<td>Share of total fatalities</td>
<td>7.7%</td>
<td></td>
</tr>
</tbody>
</table>

**Moped riders**

The majority of moped riders involved in accidents are young drivers. Of the moped drivers who were fatally injured in 2017 on Austria’s roads (12 in total), six were under the age of 19, one was between the ages of 20 and 24, three were aged between 50 and 59, while two were between the ages of 70 and 74.

<table>
<thead>
<tr>
<th></th>
<th>2017</th>
<th>Measures implemented in 2017</th>
</tr>
</thead>
<tbody>
<tr>
<td>Accidents</td>
<td>3,487</td>
<td>The minimum age for moped driving lessons and the moped driving test was raised by four months. As a result, potential moped drivers can now only begin driving lessons two months prior to reaching the age of 16 at the earliest. “Risk competence” was added as a compulsory topic to the moped driver education curriculum. The theory exam for the moped driving licence will in future only be taken on a computer.</td>
</tr>
<tr>
<td>Injured persons</td>
<td>3,428</td>
<td></td>
</tr>
<tr>
<td>Seriously injured persons</td>
<td>588</td>
<td></td>
</tr>
<tr>
<td>Fatalities</td>
<td>12</td>
<td></td>
</tr>
<tr>
<td>Share of total fatalities</td>
<td>2.9%</td>
<td></td>
</tr>
</tbody>
</table>
2.3.2 Alcohol and Drugs

In 2017, the share of alcohol-related accidents among all road accidents lay at 6.1% and thus remained at a similar level to 2016. Only marginal changes have been recorded in this figure in recent years, which has stood consistently at between 6% and 6.7% in all the years from 2010 to 2016.

The number of alcohol-related road accidents rose in the reporting year in Burgenland, Salzburg and Tyrol, but fell in all other federal states in Austria. The number of fatal alcohol-related accidents rose nationwide: while 22 people were killed in alcohol-related accidents in 2016, this figure rose to 33 in 2017. In contrast, the share of total road injuries that can be attributed to alcohol-related accidents was slightly lower than in the previous year (2017: 6.2%; 2016: 6.5%).

Similar to 2016, alcohol, drugs or prescription medicines were the presumed main cause of 4.4% of all road accidents in 2017 (2016: 4.6%).

Road Safety Programme 2011-2020 measures implemented in 2017

- Since September 2017, alcohol ignition interlocks can be installed as an alternative to the withdrawal of the driving licence for drink-driving offences. Participation in this new alternative probation system is voluntary. The alcohol ignition interlock device monitors the driver's breath alcohol content before the vehicle is started. Only drivers who are sober can start the vehicle. Participation in the alternative probation system is only open to drivers who have had their licence withdrawn for a period of at least four months for a drink-driving offence and have already completed half of their prescribed licence withdrawal period. The device is installed for a period that corresponds to twice the remaining duration of the offender’s licence withdrawal period (or a minimum of six months). Participants are also required to complete a mentoring programme.

- Creation of a legal basis to test the saliva of motorists for traces of drugs. Such tests can only be performed by public medical officers or officially authorised representatives of traffic enforcement bodies.

<table>
<thead>
<tr>
<th>Alcohol-related accidents in 2017</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Fatalities</td>
<td>33</td>
</tr>
<tr>
<td>Seriously injured persons</td>
<td>549</td>
</tr>
<tr>
<td>Injured persons</td>
<td>2,932</td>
</tr>
<tr>
<td>Accidents</td>
<td>2,291</td>
</tr>
</tbody>
</table>
“The higher a person's blood alcohol content, the greater the risk of accident.”

2.3.3 Motorcycle Accidents

In 2017, 2,899 people were injured in road accidents in Austria while riding a motorcycle, a decrease of around 4.5% compared to 2016. The number of motorcycle fatalities remained almost the same: while 72 motorcyclists were fatally injured on Austria’s roads in 2016, this figure rose to 73 in 2017.

Men were involved in motorcycle accidents far more frequently than women: 86% of injured motorcyclists and 93% of motorcycle fatalities in Austria in 2017 were male.

While a few years ago motorcycle accidents were still predominantly the domain of the “young rebels”, the majority of such accidents nowadays involve motorcyclists over the age of 40. Late starters – motorcyclists who begin driving a motorcycle at age 40 or older – are particularly at risk. Around 47% of motorcycle drivers injured in 2017 in Austria were in the 40-59-year-old age bracket.

For the most part, these late starters already have many years of road experience, but from a car perspective. Unfortunately, it is precisely this experience that makes them unaware of and causes them to wrongly assess typical motorcycle risks. As a result, a stronger link to practice and an additional module for late starters have been introduced into motorcycle driver education in Austria.

Road Safety Programme 2011-2020 measures implemented in 2017

- In recent years, self-awareness training courses have been provided in Austria to teach motorcyclists how to avoid overestimating their own abilities. In 2017, these training courses were subjected to an evaluation that was funded by the Austrian Road Safety Fund.

<table>
<thead>
<tr>
<th>Motorcycle accidents in 2017</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Fatalities</td>
<td>73</td>
</tr>
<tr>
<td>Seriously injured persons</td>
<td>1,195</td>
</tr>
<tr>
<td>Injured persons</td>
<td>2,899</td>
</tr>
<tr>
<td>Accidents</td>
<td>2,829</td>
</tr>
</tbody>
</table>
2.3.4 Seat Belts
Wearing a seat belt is an important road safety measure and contributes significantly to reducing injury severity in the event of an accident. The comparison of the severity of the injuries sustained by car occupants who were wearing seat belts and those who were not clearly illustrates this fact. The risk of being killed in a road accident is almost nine times higher for car occupants who are not wearing seat belts than it is for those who are.

The Austrian Road Safety Board observes and records the seat belt wearing rate in Austria each year. In 2017, 97% of drivers were observed to have been wearing seat belts, a slight rise compared to the previous year (95%). The seat belt wearing rates for back-seat and front-seat passengers were similar to those observed in the previous year: in 2017, 93% of back-seat passengers (2016: also 93%) and 97% of front-seat passengers (2016: 96%) wore a seat belt. From a gender perspective, more women (98%) than men (97%) wore seat belts. The seat belt wearing rate for children up to the age of 12 years lay at 97% in 2017; for all other age groups, the rate lay at 96%.

Injury severity for car occupants wearing seat belts in 2017

<table>
<thead>
<tr>
<th>Injury</th>
<th>Car occupants</th>
</tr>
</thead>
<tbody>
<tr>
<td>Minor</td>
<td>90.7%</td>
</tr>
<tr>
<td>Serious</td>
<td>8.8%</td>
</tr>
<tr>
<td>Fatal</td>
<td>0.5%</td>
</tr>
</tbody>
</table>

Injury severity for car occupants not wearing seat belts in 2017

<table>
<thead>
<tr>
<th>Injury</th>
<th>Car occupants</th>
</tr>
</thead>
<tbody>
<tr>
<td>Minor</td>
<td>69.0%</td>
</tr>
<tr>
<td>Serious</td>
<td>24.9%</td>
</tr>
<tr>
<td>Fatal</td>
<td>6.1%</td>
</tr>
</tbody>
</table>

Road Safety Programme 2011 - 2020 measures implemented in 2017
- Since 2017, photographic material obtained from traffic enforcement equipment can now also be used in the prosecution of other traffic offences such as breaches of the requirements to wear a seat belt or helmet.

2.3.5 High Accident Concentration Sections and Integrated Road Network Safety Management
A quarter of all accidents on Austria's roads occur on high accident concentration sections of the road network. § 96 (1) of the Austrian Road Traffic Act (Straßenverkehrsordnung) stipulates that the authorities must introduce countermeasures on such sections of the
Road network. Based on an analysis of the cause of the accident and an inspection of the accident site, these can take the form of police, traffic or construction measures.

Road Safety Programme 2011-2020 measures implemented in 2017

- “Safety Focus” project: the goal of this project is to prevent accidents on the minor roads network. Measures to raise awareness among road maintenance staff should focus in particular on the road safety aspect. The project is primarily targeted at areas where road maintenance crews can repair road safety deficits themselves or where the responsible road maintenance department is able to react swiftly and easily. This should serve, in turn, to increase the safety of the minor roads infrastructure and thus to prevent accidents or reduce their consequences.

- The integration of the GIP Graph Integration Platform into the new PAD electronic accident data logging and case management system is expected to go operational in 2019.

2.3.6 Fatigue and Distraction or Lack of Due Care and Attention

According to the accident statistics compiled by Statistics Austria, distraction or lack of due care and attention – and in particular, “lack of attention”, “lack of concentration” and simply “failing to notice other road users” – was the presumed main cause of 32.3% of fatal road accidents in Austria in 2017, an increase of 2% compared to 2016 (30.3%).

Fatigue was the presumed main cause of 3.4% of fatal road accidents in Austria in 2017 and is frequently the cause of fatal or serious road accidents. However, driver fatigue and the corresponding drop in attention and concentration levels is a vastly underestimated cause of accidents on Austria’s roads – and its motorways in particular. The number of unreported/undetected cases is estimated to be far higher, also on an international level. Indeed, international studies suggest that the share of road accidents caused by fatigue lies at up to 33% of all road accidents and up to 35% of fatal road accidents.

“All road users have to concentrate adequately on what is happening around them. Distraction reduces the level of attention paid to the traffic situation on the road and thus strongly increases the risk of accident.”
Road Safety Programme 2011-2020 measures implemented in 2017

- The catalogue of probationary driving licence offences was expanded in 2017 to include the prohibition of the use of mobile phones without a hands-free system while driving.
- Since 2017, photographic material obtained from traffic enforcement equipment can now also be used in the prosecution of other traffic offences such as breaches of the prohibition of the use of a mobile phone without a hands-free system while driving.

2.3.7 Speed Management on Rural Roads

Driving speed is an important indicator for road safety. Excessive speed is a frequent cause of road accidents in Austria. In 2017, driving at an excessive speed was the presumed main cause of 26.3% of the country’s road accidents, a slight drop compared to the previous year (2016: 27.3%). The speed management measures in the Austrian Road Safety Programme 2011-2020 focus on rural roads and are aimed at reducing driving speeds and maximum speed limits on these types of roads.

Road Safety Programme 2011-2020 measures implemented in 2017

- Radar and laser blockers that can be used to influence or impair technical traffic enforcement equipment have been banned in Austria since 2017. Such devices may neither be mounted on nor transported for use in motor vehicles. Traffic police officers received additional training in recognising such devices.
2.3.8 Level Crossings

Accidents on level crossings always attract increased public attention. Given the severity of the consequences of such accidents, they also attract increased attention in the media.

<table>
<thead>
<tr>
<th>Year</th>
<th>Fatalities</th>
</tr>
</thead>
<tbody>
<tr>
<td>2011</td>
<td>21</td>
</tr>
<tr>
<td>2012</td>
<td>15</td>
</tr>
<tr>
<td>2013</td>
<td>18</td>
</tr>
<tr>
<td>2014</td>
<td>12</td>
</tr>
<tr>
<td>2015</td>
<td>21</td>
</tr>
<tr>
<td>2016</td>
<td>15</td>
</tr>
<tr>
<td>2017</td>
<td>10</td>
</tr>
</tbody>
</table>

Source: BMVIT

Road Safety Programme 2011-2020 measures implemented in 2017

- Pursuant to the Austrian Level Crossings Act 2012 (Eisenbahnkreuzungsverordnung), all level crossings in Austria will be checked by the responsible authorities and, if necessary, upgraded by the responsible infrastructure company by 2029. Increased efforts are also being made to remove level crossings and replace them with bridges and underpasses.
- Standardisation guidelines for the configuration and layout of the area in the vicinity of level crossings are being drawn up in order to raise road safety in these areas.
- Lesson plans for teachers were produced to enable them to teach children about the risks at level crossings. Corresponding presentations for road safety instructors are also planned in cooperation with the Federal Ministry of Education, Science and Research.

2.3.9 Enforcement

Enforcement by the police is a key basis for improving road safety. The main goals of police traffic enforcement are to increase the visible police presence on dangerous sections of the road network as a preventive measure and to remove drivers who constitute a danger to other road users from the roads through the use of spot checks. The table below provides an overview of traffic enforcement measures by the Austrian police in the last three years. It shows the number of prosecutions for speeding offences, the
number of alcohol checks carried out (alcohol screening, breathalyser tests, medical examinations), the number of prosecutions for alcohol-related offences as well as the number of charges filed and on-the-spot fines issued for failure to wear a seat belt.

<table>
<thead>
<tr>
<th>Enforcement measure</th>
<th>2015</th>
<th>2016</th>
<th>2017</th>
</tr>
</thead>
<tbody>
<tr>
<td>Speeding offences</td>
<td>4,962,189</td>
<td>5,179,485</td>
<td>5,205,417</td>
</tr>
<tr>
<td>Alcohol checks</td>
<td>1,624,279</td>
<td>1,674,157</td>
<td>1,720,903</td>
</tr>
<tr>
<td>Alcohol-related offences</td>
<td>26,327</td>
<td>27,896</td>
<td>28,109</td>
</tr>
<tr>
<td>Failure to wear a seat belt</td>
<td>103,214</td>
<td>98,414</td>
<td>102,039</td>
</tr>
</tbody>
</table>

Source: Austrian Federal Ministry of the Interior

The police also enforce the ban on the use of mobile phones without a hands-free system while driving. In 2017, 113,770 drivers were prosecuted or issued with an on-the-spot fine for using a mobile phone without a hands-free system while driving.

Given the increase in the level of bicycle traffic and the number of accidents involving bicycles, cyclists were increasingly inspected and subjected to spot checks by city traffic police. Particular focus was placed thereby on the cyclist’s driving behaviour and bicycle equipment. Additional spot checks were also carried out on classic motorcycle (touring) routes to monitor speed, the technical state of the motorcycles, noise levels, etc.

**Road Safety Programme 2011-2020 measures implemented in 2017**

- Radar and laser blockers that can be used to influence or impair technical traffic enforcement equipment have been banned in Austria since 2017. Such devices may neither be mounted on nor transported for use in motor vehicles. Traffic police officers received additional training in recognising such devices.
- Since 2017, photographic material obtained from traffic enforcement equipment can now also be used in the prosecution of other traffic offences such as breaches of the requirements to wear a seat belt or helmet or the prohibition of the use of a mobile phone without a hands-free system while driving.
- Section control measuring sections were set up in several sets of roadworks on the motorway network, including the Matzleinsdorf to Pöchlarn section of the A1 and the Selzthal and Wald-Pretallerkogel tunnels on the A9.

### 2.3.10 Driver Education

Over 90% of all novice driving licence holders are between 16 and 24 years of age. Accident statistics show that most driver fatalities and injuries occur in the first two to
three years in which a person holds a driving licence. In 2017, there were 11,812 people injured and 66 fatalities in the 15-24-year-old age group on Austria’s roads. The number of injured road users in this age group thus fell by around 8% in comparison to 2016, while the number of fatalities decreased by around 7.5%.

**Road Safety Programme 2011 - 2020 measures implemented in 2017**

- The probationary period for novice drivers was extended from two to three years for all driving licences issued after 1 July 2017. The catalogue of probationary driving licence offences was expanded from the same date to include the prohibition of the use of mobile phones without a hands-free system.

- The minimum age for moped driving lessons and the moped driving test was raised by four months, i.e. potential moped drivers can now only begin driving lessons two months prior to reaching the age of 16 at the earliest. “Risk competence” was added as a compulsory topic to the moped driver education curriculum. The theory exam for the moped driving licence will in future only be taken on a computer.

- A database of official and administrative procedures relating to driving school licences, driving school owners, driving school relocations, driving instructor licences and training courses completed by driving instructors was set up at BMVIT. The database facilitates the driving school inspection process and the auditing of organisations authorised to provide category “AM” driving licence or multiphase driver education.

- The questions and pictures used in the heavy goods vehicle driving licence theory test stem for the most part from the 1990s and are thus outdated. New pictures, updated questions and new focal points, e.g. overlooking weaker road users, will make the driving test more up-to-date and realistic. The work should be completed in the first half of 2019.

**2.4 Further Road Safety Programme 2011-2020 Measures Implemented in 2017**

The measures in the Road Safety Programme 2011-2020 are organised into 17 fields of action, with the main priorities assigned to ten areas of intervention (see Chapter 2.3). Some of the measures implemented cannot, however, be assigned to any one specific area of intervention and are thus outlined in the list below:

- Since October 2017, the emergency services centres operated by the Federal Ministry of the Interior are equipped for calls using “eCall”. Vehicle models registered since 31 March 2018 are equipped with eCall technology.
• In future, if a vehicle safety test report pursuant to § 57a of the Motor Vehicles Act logged in the corresponding test report database indicates a fault that poses an imminent danger to road safety, the local authority responsible for the area in which the vehicle is registered will be immediately informed. If a vehicle is determined to have serious faults, the mandatory follow-up test must now be carried out at the latest two months after the original vehicle safety test. The deadlines for safety tests have been shortened for passenger vehicles used as taxis or ambulances as well as for buses, lorries weighing more than 3,500 kilogrammes and trailers.

• The Road Accident Statistics Act (Straßenverkehrsunfallstatistik-Gesetz) regulates the compilation and release of statistics on road accidents which result in injuries to road users on all public roads and which fall under the jurisdiction of BMVIT. BMVIT provides institutions involved in accident research and the prevention of road accidents with paid access to all accident data for research and prevention purposes. In-depth accident analyses in the form of access to corresponding court records are expressly permitted.

• A “tachometer manipulation” control policy has been drawn up in cooperation with the Federal Ministry of the Interior and the Federal Ministry of Constitutional Affairs, Reforms, Deregulation and Justice to facilitate the recognition of manipulated control devices in heavy goods vehicles and to unify procedures nationwide.

• Training courses for police officers relating to the use of contemporary sports equipment and electric bicycles.

• Work has been ongoing since 2016 at EU level to establish a common definition of serious road injuries based on the MAIS 3+ Scale (Maximum AIS – Abbreviated Injury Scale). The number of seriously injured road users for the year 2016 was reported to the European Commission.
## Contacts

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