

ROAD SAFETY IN AUSTRIA

ANNUAL REPORT 2010

ROAD SAFETY WORK
ROAD SAFETY MEASURES AND ACTIVITIES
ROAD ACCIDENT STATISTICS



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DEFINITION OF TERMINOLOGY

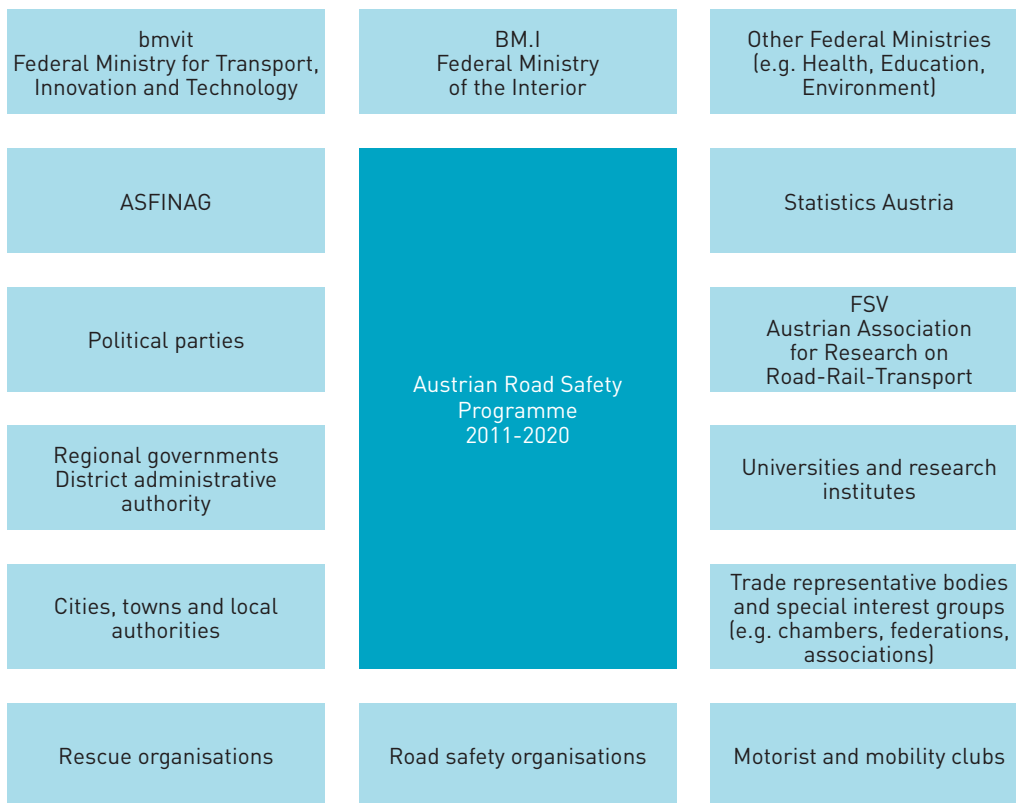
ACCIDENT	The term accident pertains to road traffic accidents involving physical injury. These arise when people die as a result of fatal injuries or are injured on public roads, or otherwise come to harm as a result of a traffic-related incident occurring suddenly, and at least one moving vehicle is involved.
INJURIES	Injured persons are those suffering serious, minor or non-discernible injuries resulting from a road accident. Consequent health impairments lasting more than 24 days are generally considered "serious". If it is not possible for the institution completing the accident census form to classify an injury, it is classified as "non-discernible".
FATALITIES	In Austria, those who die immediately after or within 30 days of a road accident are considered fatal casualties of accidents.
CASUALTIES	Persons that die as a result of fatal injuries or are injured (with serious, minor or non-discernible injuries) as a result of a traffic accident are deemed casualties.
ACCIDENT RATE	Accidents involving physical injury per 10,000 inhabitants and year (reference figure: resident population at the beginning of the year, Statistics Austria).
CASUALTY RATE	Number of casualties per 10,000 inhabitants and year (reference figure: resident population at the beginning of the year, Statistics Austria).
FATALITY RATE	Road users that die as a result of fatal injuries per 10,000 inhabitants (reference figure: resident population at the beginning of the year, Statistics Austria).
RS	Road Safety
RSP	Road Safety Programme

1 ROAD SAFETY WORK

1.1 WHO IS INVOLVED IN AUSTRIA'S ROAD SAFETY WORK?

Road safety in Austria is the joint responsibility of different policy-makers (local authorities, political players, research institutes, non-governmental organisations). The following diagram shows an overview of the interaction between the individual parties involved. At the heart of the road safety work is the Road Safety Programme (RSP), initially enacted in 2002. The newly created RSP 2011–2020 was published in February 2011.

Road safety in Austria as a joint task



Road safety in Austria
as a joint task

2006 saw the bmvit initiate the Road Safety Advisory Board as a forum for policy-makers for road safety issues. The Road Safety Advisory Board particularly focuses its work on the creation, on-going evaluation and continued development of road safety programmes for all modes of transport. The Road Safety Advisory Board is made up of road traffic spokespeople from the political parties represented in parliament, safety experts for all modes of transport, representatives from ministries and local authorities, motorist clubs, chambers, associations, special interest groups and scientific institutions. The Road Task Force of the Road Safety Advisory Board was involved in the creation of the new Road Safety Programme 2011-2020 and will oversee it and evaluate it at regular intervals over its entire term.

- 1 Road safety work
- 2 Road safety measures and activities
- 3 Road accident statistics

1.2 WHAT INTERNATIONAL ORGANISATIONS ARE INVOLVED IN AUSTRIA'S ROAD SAFETY WORK?

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

CARE European Road Accident Database

http://ec.europa.eu/transport/road_safety/specialist/statistics

CEDR (Conference of European Directors of Roads)

<http://www.cedr.fr>

CEE Road Safety Round Table

<http://www.kfv.at/verkehr-mobilitaet/internationale-zusammenarbeit/3rd-cee-road-safety-round-table/>

ECTRI (European Conference of Transport Research Institutes)

<http://www.ectri.org/index.html>

ELCF (European Level Crossing Research Forum)

<http://www.levelcrossing.net/elcf>

ERTRAC (European Road Transport Research Advisory Council)

<http://www.ertrac.org>

ETSC (European Transport Safety Council)

<http://www.etsc.eu/home.php>

FEHRL (National Road Research Centres in Partnership)

<http://www.fehrl.org>

High Level Group on Alcohol, Drugs and Medicine chaired by the European Commission

http://ec.europa.eu/transport/road_safety

High Level Group on Road Safety chaired by the European Commission

http://ec.europa.eu/transport/road_safety/observatory/policy/policy_en.htm

IRTAD (Accident Database of OECD)

<http://www.internationaltransportforum.org/irtad>

ITF (International Transport Forum)

<http://www.internationaltransportforum.org>

JTRC (Joint Transport Research Centre of OECD and ITC)

<http://www.internationaltransportforum.org>

OECD (Organisation for Economic Co-operation and Development)

<http://www.oecd.org>

PIARC (World Road Association)

<http://www.piarc.org>

UN/ECE Working Party on Road Traffic Safety (WP.1: „Road Safety Forum“)

<http://www.unece.org/trans/main/welcwp1.html>

UNO und UNECE (United Nations Economic Commission for Europe)

<http://www.unece.org>

1.3 ROAD SAFETY PROGRAMME 2002-2010

2002 saw for the first time in Austria a Road Safety Programme (RSP) published which defined the priority areas for road safety work up to the end of 2010. The RSP 2002-2010 included 104 specific measures subdivided into 26 “priority areas” (e.g. speed, safety distance) and four “activity fields” (Human Behaviour, Infrastructure, Vehicles and Policy & Frameworks). During the validity period, regular adaptations of the RSP were undertaken to review the current level of implementation and consider new measures to meet the challenges at the time. This resulted in new editions of the RSP in 2004 and 2009, containing 117 and 200 measures, as well as 28 and 31 priority areas, respectively. 2005 and 2006 saw comprehensive interim evaluations reported in fact sheets for each of the 28 priority areas (as of 2004) the level of implementation, the successes achieved and the outstanding challenges. The three editions of RSP 2002-2010 contain a total of 219 different measures. By the end of 2009, 102 of these were implemented in full (47%). For 65 measures, implementation was partial or still in progress, and 52 planned measures have yet to be implemented. In the “Human Behaviour” and “Infrastructure” activity fields, 59% and 45% respectively of the measures specified in the RSP have been implemented. For both “Vehicles” and “Policy & Frameworks”, the implementation rate is less than one third.

The Road Safety Programme published for the first time in 2002

Targets of the Austrian Road Safety Programme 2002-2010 Basis for calculation: Average 1998-2000

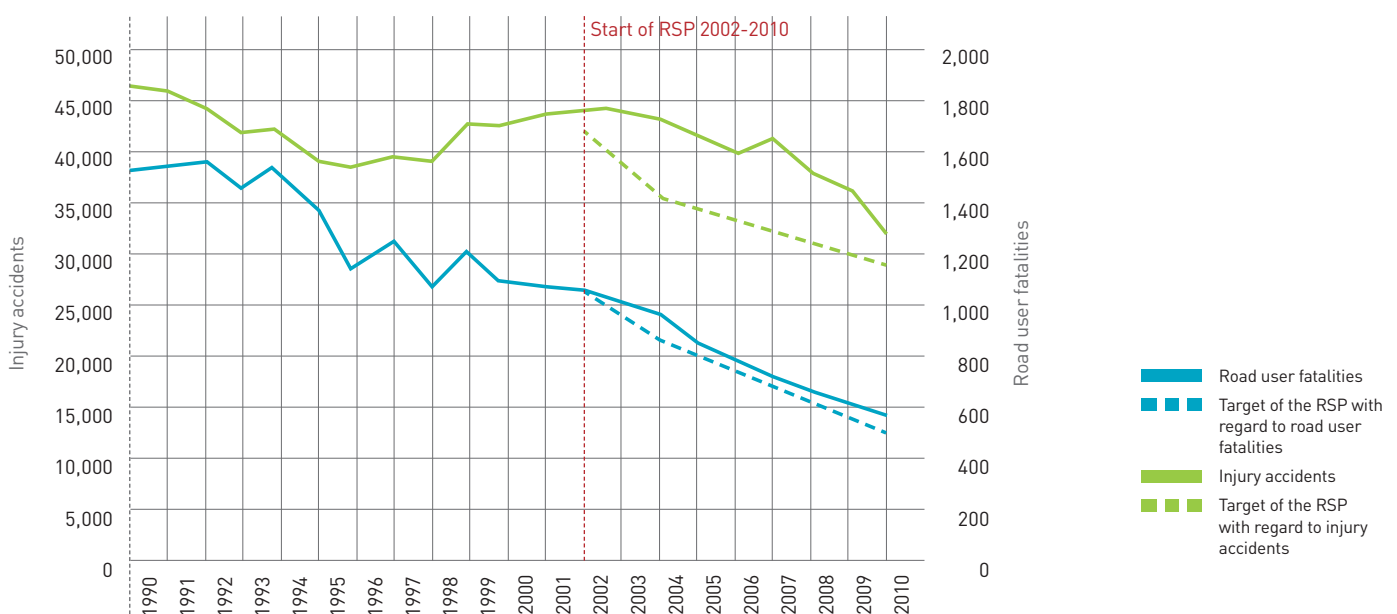
	Reduction targets up until 2010	Actual trend to 2010
Fatalities	- 50 %	- 45.1 %
Injury accidents	- 20 %	- 14.3 %

Targets of the Austrian Road Safety Programme 2002-2010

A high reduction in road traffic fatalities can indeed be seen, but this still falls short of the expectations and targets of the RSP. In 2010, 552 people died as a result of fatal injuries in road traffic accidents in Austria. This corresponds to a reduction in road traffic fatalities of approximately 45% since 2002, instead of the targeted 50%.

Reduction in road traffic fatalities since 2002 by around 45%

Accident trends and targets of RSP 2002-2010 in Austria



Building upon a comprehensive status-quo analysis which evaluated the old RSP on the basis of accident figures and other factors, a list of measures and the general conditions were developed for implementation of the new RSP. The RSP 2011-2020 was created in close cooperation with all relevant parties involved in the road safety work. The members of the Austrian Road Safety Advisory Board (Road Task Force) played a particularly significant role.

The primary players overseeing implementation have been specified for every single measure. For ongoing monitoring of implementation of measures, an analysis group has been formed from the members of the Road Safety Advisory Board (Road Task Force) which checks implementation annually on the basis of available parameters (such as accident figures and safety indicators). Furthermore, these results are discussed annually by the Road Safety Advisory Board. This enables any strategy changes potentially required to be made in good time.

1.4 ROAD SAFETY FUND

The Austrian Road Safety Fund (VSF) is set up within the bmvit with the goal of boosting road safety in Austria. The funds available for this are drawn from the road safety contribution paid when reserving a personalised number plate (currently EUR 200 for 15 years). Of this, 60 % is channelled back into the Road Safety Fund of the relevant federal state and 40 % of the road safety contribution remains with the Austrian Road Safety Fund. Also, funds are provided to the VSF in accordance with the Transportation of Goods Law; these are kept in full by the federal government.

These finances are used by the VSF to fund projects to improve road safety. In awarding funds, the Federal Ministry for Transport, Innovation and Technology is supported by an advisory board made up of representatives from relevant ministries (BM.I, BMUKK, BMASK), the liaison body for the federal states, motorist and mobility clubs (ÖAMTC, ARBÖ, VCÖ), trade representative bodies and special interest groups (WKO, Chamber of Labour), road safety organisations (KFV) and ASFINAG. Since 2010 the VSF has issued invitations to tender twice each year. The bmvit specifies the topics in coordination with the targets of the RSP and the current trends in accident statistics.

Projects of the Austrian Road Safety Fund 2010 (selection)

- **Planning road safety – guide for nationwide creation of road safety programmes for district administration authorities in coordination with local authorities –**
KFV, representatives of the boroughs of the region of Mistelbach, Mistelbach police and administration authority, office of the Lower Austrian government

The project is centred on the creation of a guide to allow interested local authorities and districts to autonomously develop a road safety programme within their own jurisdiction. The project produced recommendations for improving the existing guide and for the future organisation of road safety materials for towns, districts and local authorities. The region of Mistelbach developed a road safety programme on the basis of this guide.

- **EDR-Event Data Recording –** KFV, TU Graz Institute for Vehicle Safety

Event data recorders make available vehicle-specific parameters in the event of an accident, enabling the cause of the accident to be determined more easily and, in most cases, issues surrounding blame to be answered objectively. The EDR project analysed the viability of and opportunities for introduction across Austria. Mandatory introduction of EDR is to be accelerated for the commercial transportation of passengers (school buses and taxis) and for the transportation of hazardous goods, on the strength of the study findings.

→ **Shared Space Network – FGM**

The Shared Space concept defines public space as both social space and traffic space at the same time. These two functions must be organised accordingly. The Shared Space Network has made it its role to transfer its knowledge of the Shared Space process to the outside world. An information folder on the subject has been published to show the fundamental principles, qualities and potential and to establish contact with network partners. More information is available from www.sharedspace.at.



→ **Life-saving emergency procedures at the accident scene – Austrian Red Cross**

Although successfully passing a first-aid course is mandatory in Austria as part of attaining a driving licence, holders of driving licences still have too little self-confidence in carrying out life-saving emergency procedures. The course structure (methodology, didactics, content) has therefore undergone revision. The project has shown considerable improvements in motivation, self-confidence and also the quality of assistance provided six months after completing the course.

→ **Vienna Autoshow 2010 – autokindersitz.at**

January 2010 saw the Vienna Autoshow, Austria's most important fair for the automotive industry with almost 150,000 visitors, provide comprehensive information on child in-car safety. A broad selection of child safety seats from leading manufacturers were available for testing in vehicles provided by the organisers. ISOFIX installation demonstrations were performed and more than 250 one-to-one consultation discussions were held. The child safety seat exhibition was rounded off with video presentations and crash recordings of child safety seats.



→ **The future of walking – VCÖ**

The project focused on walking as the most original form of mobility; its benefits and the illustration of measures required to make hazard-free walking possible for pedestrians. The positive effects on road safety of an increased number of pedestrians were also shown.

→ **Road Safety Inspection – nast consulting, KFV**

The project was centred on the creation of a manual as an aid for holding "Road Safety Inspections" (RSI). Practical, real-world application was ensured by involving experts in the form of a working committee. The manual developed as part of the project is a valuable aid in holding RSI and a basis for RSI being undertaken and documented within the Austrian road network in a standardised form.

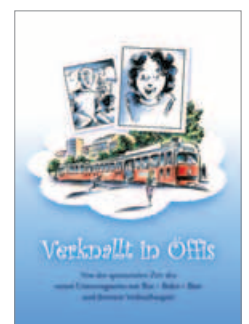
Manual RSI

→ **Reading makes you safe – book club for youngsters**

The goal of the project was to highlight road safety issues in the form of a storybook. The target group was children aged between 6 and 10 years. The evaluation showed that when children are encouraged to read about and understand appropriately formatted topics on road safety, the road safety of children can indeed increase.

→ **"In love with public transport" children's book – FGM**

Against the background of the continual increase in school runs by parents, this children's book turns its attention to reducing traffic and restoring the journey to school as an important experience for children to learn and discover more. The book is aimed at children in the 5th year of school or older.



Road safety of children

→ Children's painting competition "Zebra crossings do not neigh" – Theaterlabor

A children's painting competition and a road safety theatre show helped develop ways to raise children's awareness of road safety. A painting competition for elementary school children was held in cooperation with a daily newspaper and a jury assessed more than 300 submitted drawings. The five best drawings were selected and won for their school a performance of the "Zebra crossings do not neigh" road safety theatre show.

The "Zebra crossings do not neigh" road safety theatre show is a play about road safety education involving child participation. The subject matter conforms to the educational guidelines for road traffic education in nurseries and elementary schools. In a playful manner and using theatrical props, children are taught how they should behave correctly on roads. In total around 900 elementary school children attended the shows.

2 ROAD SAFETY MEASURES AND ACTIVITIES

2.1 MANDATORY CHANGES IN ROAD SAFETY IN AUSTRIA

Change to the 1957

Railway Act,
BGBl I 25/2010

→ Red light monitoring at level crossings

With an amendment to the Railway Act, the data protection foundations were laid in 2010 to use technical image processing equipment for more efficient monitoring of adherence to red light signs and speed restrictions at level crossings.

13th FSG amendment,

BGBl I 117/2010

→ Staggering of driving licence revocation periods for speeding offenses

From 1 January 2011 speeding offenses (particularly in hazardous conditions or demonstrating extreme carelessness) will be subject to staggered, and also prolonged, revocation periods. For example, exceeding the speed limit by at least 90 km/h in a built-up area or 100 km/h in open areas will result in the driving licence being revoked for at least six months.

13th FSG amendment,

BGBl I 117/2010

→ Changes to the points system

Two changes to the points system came into force on 1 March 2011. The recording of offences has been extended to three years if, in the first two years after committing an offence, a second offence is committed (this has previously always been just a two-year period). A new inclusion is the offence of not stopping at gated level crossings if the closing of the barriers has already been signalled. This now covers all cases of unlawful crossing at level crossings protected by barriers or light signals.

13th FSG amendment,

BGBl I 117/2010

→ Driving fire engines and emergency vehicles up to 5.5 tonnes with driving licence class B

From 1 January 2011 fire engines, emergency vehicles and ambulances with a maximum permissible weight of 5.5 tonnes may be driven by holders of class B licences provided the driver has completed and passed the internal training course run by the relevant organisation and is in possession of an appropriate certificate. Similar regulations apply for police vehicles.

Change to StVO 1960,

BGBl I 116/2010

→ Simplification of prosecution of foreign drivers

Since 31 December 2010, continuation of a journey can be refused, regardless of which offence the foreign driver has committed (in accordance with road traffic regulations StVO), until a fine imposed has been paid or provisional security has been furnished. If the adjournment of the journey has not been lifted after 72 hours, the vehicle can be confiscated as a security.

→ **Information on holder details to foreign authorities**

In the future, information on holder details from the KZR (vehicle registration register) can be issued to foreign authorities on request and by mutual agreement. This change is also being made in preparation for joining EUCARIS (European Car and Driving Licence Information System).

Change to KFG 1967,
 BGBL I 116/2010

→ **Daytime running lights, child safety seats, driver training**

The 55th amendment to the KDV (Traffic Regulations Ordinance) saw several changes relating to road safety. Firstly, the EU directive for fitting daytime running lights in new vehicles in Austria has been implemented. Secondly, the sale of child safety seats conforming to ECE 44.03 is banned from 1 May 2010 (usage continues to be allowed), meaning only child safety seats conforming to the latest norm, ECE 44.04, may be sold. Regarding driver training, the content of learner driver training certificates and instructor certificates has been regulated.

55th KDV amendment,
 BGBL II 124/2010

→ **Vehicle registration card in chip card format**

Since 1 December 2010 it has been possible to apply for vehicle registration certificates in chip card format. The chip card certificates have been available since 3 January 2011. Various security features of the chip card guarantee protection against forgery.

5th amendment to
 ZustV, BGBL II 350/2010

2.2 AWARENESS-RAISING ACTIVITIES AND CAMPAIGNS

2010 saw numerous awareness-raising activities with regard to road safety take place in Austria. Here is a brief overview of selected activities and campaigns.

2.2.1 International activities and events

→ **UN Decade of Road Safety**

In March 2010, a decade of road safety for the years 2011-2020 was declared in a plenary meeting of the UN. 11 May 2011 saw this officially launched with events across the globe.



→ **European Commission Road Safety Programme 2011-2020 – Policy Orientations on Road Safety**

In July 2010 the European Commission published the political guidelines for the 2011-2020 road safety policy. Included are a 50% reduction in road traffic fatalities and seven key priorities for the road safety programme

European RSP

- education and training
- increase enforcement of road rules
- safer road infrastructure
- safer vehicles
- promote the use of modern technology
- improve emergency and post-injury services
- protect vulnerable road users (including motorcyclists).



→ **3rd European Road Safety Day –**

European Commission, Belgian Council Presidency

The 3rd European Road Safety Day took place in Brussels in October 2010. The new European policy for road safety from 2011 to 2020 were discussed, with cross-border implementation of road safety activities at the heart of proceedings.

International exchange

→ **3rd CEE Road Safety Round Table –**
KfV, Slovenian Road Safety Council

September 2010 saw the 3rd Road Safety Round Table for CEE countries take place in Ljubljana, and was attended by representatives from ministries and research institutes in the Czech Republic, Croatia, Hungary, Poland, Romania, Serbia, Slovenia, Austria and Slovakia.

Safety at level crossings

→ **International Level Crossings Awareness Day –** bmvit, KfV, ÖBB

Austria also took part in the International Awareness Day for level crossings in 2010. The purpose of the event was to raise the awareness of all road users at level crossings. For this purpose, a video clip funded by the European Commission was adapted for Austria and published on the homepages of all cooperating partners. Furthermore, awareness-raising actions were held at level crossings in all federal states, including spectacular brake tests in which the long braking distance of a train was demonstrated.

→ **3. Safe & Sober Event Vienna –** bmvit, ETSC, KfV

Safe & Sober is an initiative launched by the European Road Safety Council (ETSC) to combat drink driving. It specifically highlights the benefits of alcohol interlock devices. In 2010 various Safe & Sober events took place in Denmark, Portugal and in other countries. One of these events was held in Vienna in November 2010. European experts discussed the use of alcohol interlock devices to reduce alcohol-related accidents.

2.2.2 National activities and events



→ **National transport award –** bmvit

“Safe through Technology and Creativity” was the motto for the national transport award 2009.

17 March 2010 saw innovative solutions for accident prevention and detection of hazard sources win awards. Ten projects received awards, including the Joanneum Research Forschungsgesellschaft mbH monitoring concept for preventing driving against the direction of traffic, and EBE Solutions GmbH for the Intelligent System project on identification and signalling at level crossings using variable message signs or lane lights.



→ **Aquila road safety award 2010 –** KfV

The Aquila road safety prize is awarded in categories of moral courage, journalism, local authorities, companies and schools. Some of the award-winning projects in 2010: “Children mobile. On the road differently” (market town of Lustenau), “Safe driver training & mistake management in road safety” (National Association Upper Austria Red Cross), “Road traffic education done differently” (Hermann-Gmeiner elementary school, Hinterbrühl).

→ **Walk-Space AWARD 2010 –** Walk-space.at

In 2010, 29 pedestrian projects won the Walk-Space Award, including the regional board of Landstraße (Vienna) for the creation of walkway networks and the elementary school in Stuhlfelden (Salzburg) for the creation of a “safe way to school” concept.



→ **VCÖ Mobility Award 2010 –** VCÖ

“Energy.change.mobility” was the motto of the VCÖ Mobility Prize 2010. 253 projects were submitted, all lowering the energy consumption of traffic. In addition to the awards in individual federal states, Emrich Consulting ZT GmbH received the overall prize for the “Energy performance certificate for residential areas”.

→ **Road safety programme 2020** – ASFINAG, bmvit

In 2010 ASFINAG, in coordination with bmvit, devised a road safety programme aimed at guaranteeing and advancing the maximum level of confidence of all those involved in the traffic system. The road safety programme includes a list of measures to increase road safety and to lower the accident rate on Austria's motorways by 2020.



→ **4th ZVR "Traffic Law Day"** – KfV with support from the bmvit

Technical exchange and discussion between experts from an array of fields in traffic law was at the heart of the 4th ZVR "Traffic Law Day" in September 2010. The 50th anniversary of the Road Traffic Regulations (StVO 1960) was a key focus.

2.2.3 Selected campaigns and awareness-raising activities

→ **"Drink driving - Could you live with it?"** – bmvit, Vienna Insurance Group, KfV, AUVA

This campaign was launched in November 2009 and continued for one year in the cinema, on TV and radio and also through media advertisements. The consequences of driving under the influence of alcohol for both driver and other road users were clearly illustrated. Afterwards, the Austrian Road Safety Board evaluated the campaign and assessed it very positively. It was shown that the number of drivers tested positive for alcohol was on the decline, and clear links could be identified to the two waves of the campaign. Furthermore, the number of offenders exceeding the legal alcohol limits (mainly above 0.8) fell in the time period observed.



Number of drivers tested positive on the decline

→ **"Seatbelt Action 2010"** – Styrian State Police, ÖAMTC, ARBÖ Styria, KfV

The importance of fastening seatbelts was demonstrated during "Seatbelt Action 2010". The police stopped vehicles at busy places. All cars with people inside not wearing a seatbelt were stopped. These people then had the opportunity to sit on the test sled and to convince themselves of the importance of buckling up. The seatbelt test sled is a unique way of sensing with your own body the underestimated impact of a collision at around 10 km/h, and the life-saving function of the seatbelt.

→ **Bike Safety Day** – bmvit, ARBÖ, Sportmagazin, Intersport Eybl, KfV

In 2010 the Bike Safety Day took place at main Intersport Eybl locations in five federal states. Even Federal Minister Doris Bures supported the event with her attendance. The Bike Safety Day included a bike course, various safety games, appearances by Helmi and a raffle.



Cyclists out and about safely

→ **Action Bike Light** –

KfV, AK, Polizei, ARBÖ, ÖAMTC, klima:aktiv, Salzburg city administration

As part of a community action, the necessity for correct bicycle equipment, in particular lights, was highlighted as dusk fell at various places in the city of Salzburg. Cyclists were stopped by the police and the condition of their bicycles was checked (lights in particular) by a KfV or city administration employee. Minor repairs were carried out immediately and free-of-charge by a technician from the motorist club. Missing spoke reflectors were fitted at no cost.

→ **Motorcyclists 2010** – bmvit, ÖAMTC, Motorrad Magazin

The "Motorcyclists 2010" campaign selected the best motorcycle rider in Austria. The competition centred around the riders' perfect mastery of their own motorcycle in everyday situations as supposed to high speed or willingness to take high risks. Assessments were conducted by ÖAMTC experts during a driver training session at the competition.



→ **“Safe on two wheels” Moped Discovery Workshop** – AUVA, KFV

Polytechnic schools in Upper Austria offered moped workshops including first aid, legal information, driver training and the opportunity to reflect back on one's own experiences of being on the road (together with KFV traffic psychologists).



→ **“Watch out, zebra crossing! – looking saves lives”** – the City of Vienna

During the zebra crossing campaign “Watch out, zebra crossing!”, the City of Vienna vehemently addressed the issue of zebra crossings by distributing flyers and putting up posters in time for the start of the school year. Car drivers were once again reminded that pedestrians have right of way on zebra crossings. Children were also given tips and information on how to behave correctly on a zebra crossing so as to avert dangerous situations.

→ **Poster competition “Safety for all – 2010/2011”** – RENAULT Austria with partners bmvit, BM.I, Allianz, EPAMEDIA, KFV, ÖAMTC, Publicis, RCI Bank

The international school initiative has set itself the goal of heightening children's and young people's awareness of the dangers of road traffic and to make them aware that every single person can make an important contribution towards increased road safety. Using a comprehensive package of training material appropriate for the relevant age group, the pupils discuss the issue of road safety and design posters to promote greater road safety.



Vienna's top-rated poster from the Astgasse Goethe Gymnasium was selected as the national winner. From July 2010 the poster was displayed on 1000 billboards across the whole of Austria campaigning for greater road safety. September 2010 saw the start of the new competition which will conclude with its grand final on 10 May 2011.

→ **“Safe and fit at 50 plus”** – ASKÖ, Fonds Gesundes Österreich, Austrian Pensioners' Association, KFV, Fit für Österreich, Fonds SOS Körper

The ASKÖ sport umbrella association organised the “Safe and fit at 50 plus” campaign in cooperation with the Austrian Pensioners' Association. The aims of this campaign are to actively promote and increase awareness of exercise and sport as a balance to daily routine and, especially for this age group, to prevent illnesses and road traffic accidents. The events took place right across Austria.

3 ROAD ACCIDENT STATISTICS

3.1 OVERVIEW OF ACCIDENTS IN 2010

2010 saw 35,348 injury accidents in Austria – 45,858 people were injured and 552 died. The accident and casualty figures over the last 10 years show that the number of accidents involving physical injury has reduced markedly – especially in 2010. There was a particularly marked reduction in the number of fatalities in 2010.

Injury accidents, injured road users and fatalities in 2001–2010

Year	Accidents	Injuries	Fatalities
2001	43,073	56,265	958
2002	43,175	56,684	956
2003	43,426	56,881	931
2004	42,657	55,857	878
2005	40,896	53,234	768
2006	39,884	51,930	730
2007	41,096	53,211	691
2008	39,173	50,521	679
2009	37,925	49,158	633
2010	35,348	45,858	552

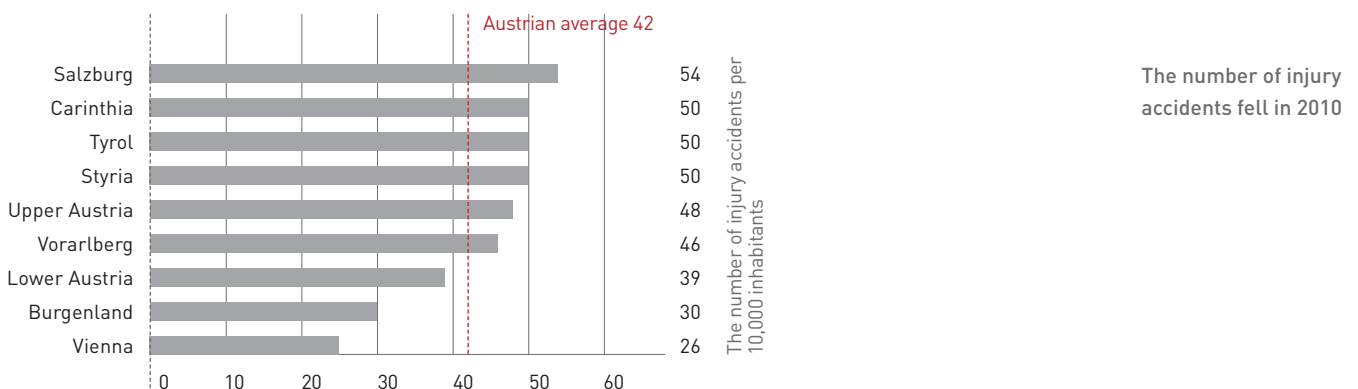
Overview of accidents in the federal states in 2010

Federal states	Accidents	Injuries	Fatalities
Burgenland	851	1,119	20
Carinthia	2,806	3,588	42
Lower Austria	6,299	8,279	163
Upper Austria	6,808	9,114	117
Salzburg	2,844	3,549	41
Styria	6,052	7,788	79
Tyrol	3,543	4,649	39
Vorarlberg	1,696	2,060	22
Vienna	4,449	5,712	29
Austria	35,348	45,858	552

If we consider the absolute numbers of accidents by federal state, the majority of accidents in 2010 occurred in Upper Austria, Lower Austria and Styria. In Lower Austria 163 road users died in road accidents in 2010. The number of road user fatalities has fallen in every federal state over the last 10 years (2001-2010). The number of casualties and the number of accidents have also fallen in almost every federal state over the last 10 years. The number of accidents and injuries only fluctuates in Salzburg and Vorarlberg. A clear reduction in the accident rate in these two federal states can only be observed in the last two years.

The overview of accident rates (accidents involving physical injury per 10,000 inhabitants) in individual federal states in 2010 shows that only Lower Austria, Burgenland and Vienna lie below the national average. In 2010, in comparison with the other federal states, the highest number of accidents occurred in Salzburg. However, the comparison of the number of road user fatalities in relation to the population shows that most road user fatalities occurred in Lower Austria. The fatality rate was below the Austrian average in Styria, Vorarlberg, Tyrol and Vienna.

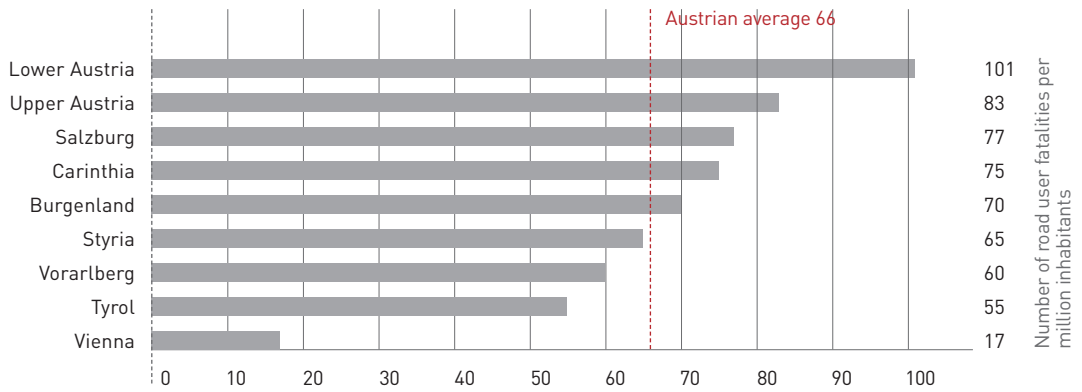
Number of injury accidents per 10,000 inhabitants (accident rate) in the federal states in 2010



- 1 Road safety work
- 2 Road safety measures and activities
- 3 Road accident statistics

There was a marked reduction in the number of fatalities in 2010

Number of road user fatalities per million inhabitants (fatality rate) in the federal states in 2010

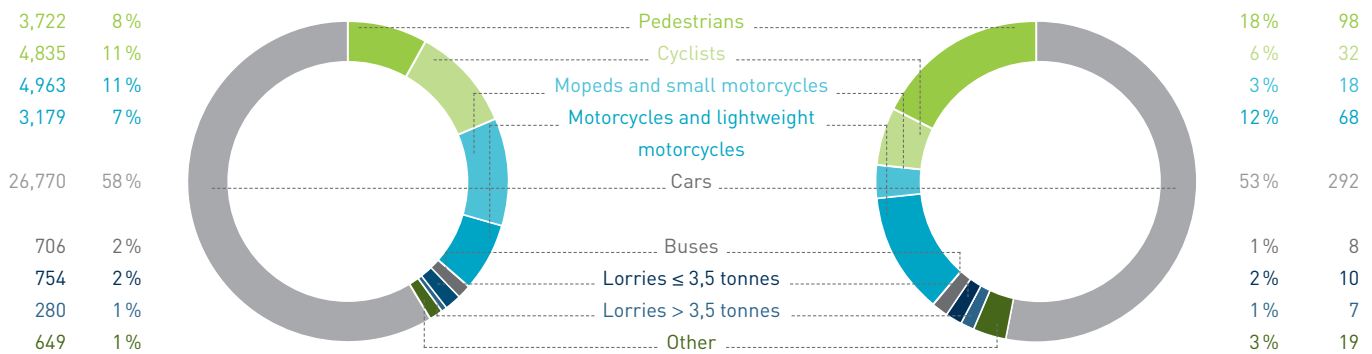


3.2 ANALYSIS BY ROAD USER GROUPS

More than half of injuries and fatalities in road traffic in 2010 were car drivers or passengers. This can also be seen from the distribution of injuries and fatalities by mode of transport. There is a high injury rate for pedestrians. In 2010, approximately 8% of all injuries, but approximately 18% of all fatalities were pedestrians. There is a similar pattern for motorcyclists and their passengers. Over the last 10 years, the number of unprotected road users injured or killed has increased marginally, but the number of casualties in car passengers has fallen significantly.

Road injuries in 2010 by mode of transport

Road fatalities in 2010 by mode of transport

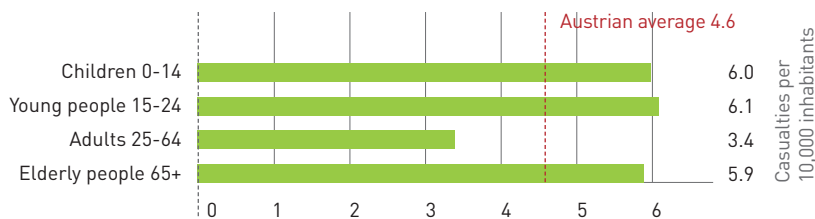


3.2.1 Vulnerable road users – pedestrians and cyclists

In 2010, 3,722 pedestrians were injured and 98 killed in road accidents. In the last 10 years (2001-2010), the number of pedestrians that died from road injuries in Austria has fallen by approximately 16%. In relation to the Austrian population, there were 4.6 pedestrian casualties per 10,000 inhabitants in Austria in 2010. The casualty rates for pedestrians in Vienna, Salzburg, Tyrol and Vorarlberg are above average. Pedestrians that are young or old are particularly vulnerable to road traffic and have a high accident risk.

Pedestrians 2010	
Accidents	3,836
Injuries	3,722
Fatalities	98

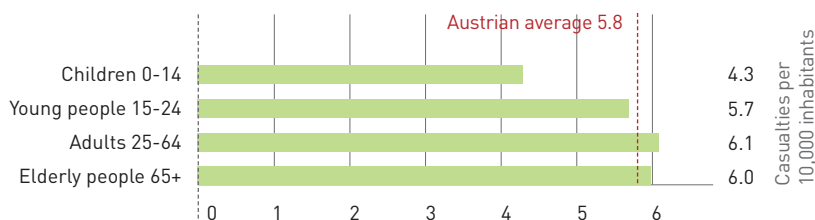
Pedestrian casualties per 10,000 inhabitants by age group in 2010



The number of cyclists injured or killed in road accidents in Austria has also fallen significantly in recent years. Compared to the previous year, approximately 10% fewer cyclists were injured, and almost 18% fewer killed in 2010. In relation to the number of inhabitants, cyclist casualties were particularly common in 2010 in Vorarlberg, Carinthia, Salzburg and Tyrol. In Vorarlberg, there were approximately 11 cyclist casualties per 10,000 inhabitants (although the distances cycled are above-average in comparison with the rest of Austria). The Austrian average is 5.8 cyclist casualties per 10,000 inhabitants. Looking at the accident rate of cyclists by age group, it is clear that the casualty rate for older cyclists is higher than for younger cyclists.

Cyclists 2010	
Accidents	4,882
Injuries	4,835
Fatalities	32

Cyclist casualties per 10,000 inhabitants by age group in 2010



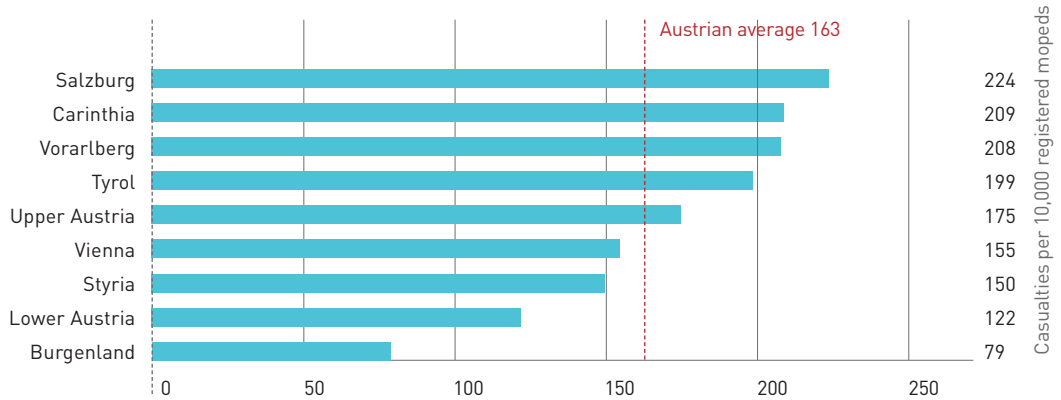
3.2.2 Powered two-wheelers – mopeds and motorcycles

The majority of moped rider and passenger casualties are teenagers, mainly aged 15 and 16. Salzburg, Carinthia, Vorarlberg, Tyrol and Upper Austria have an above-average number of moped rider and passenger casualties per 10,000 registered mopeds.

Mopeds 2010	
Accidents	4,454
Injuries	4,963
Fatalities	18

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Moped rider and passenger casualties per 10,000 registered mopeds by federal state in 2010



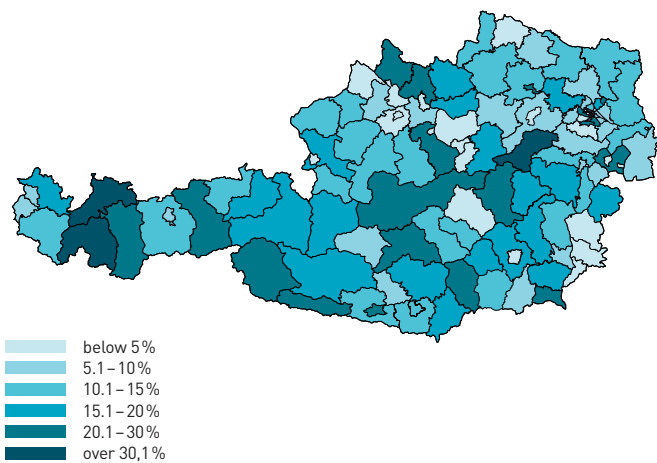
Motorcycles 2010	
Accidents	3,056
Injuries	3,179
Fatalities	68

Within the last 10 years, the number of motorcycle riders and passengers that have died as a result of fatal injuries has fallen considerably (comparison period 2001-2010: a decline of around 36%). The reduction in the number of injured and the number of accidents involving motorcycles is far lower. Motorcycle riders and passengers between the ages of 20 and 29 and between 40 and 54 years of age show a particularly high casualty rate.

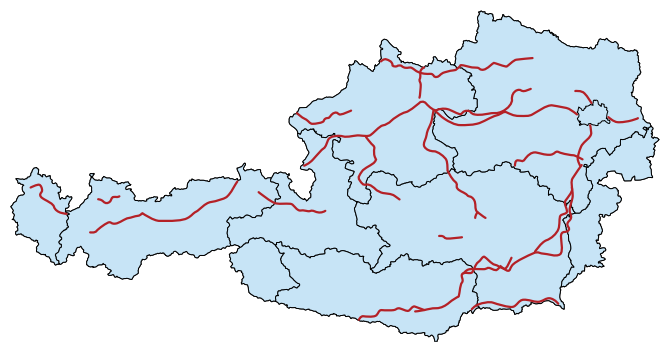
The accident rate involving motorcycles is not spread evenly across Austria. Between 2006 and 2010, motorcycle riders and motorcycle passengers accounted for over 30% of all road traffic fatalities in some regions, such as in Lilienfeld, Reutte and Landeck. Overall, the number of motorcycle riders killed is considerably higher in mountainous regions than in eastern Austria.

Fatal motorcycle accidents are concentrated on a few key routes. The following diagram shows roads on which more than three motorcycle riders were killed in the period 2006 to 2010.

Motorcyclist fatalities as a percentage of all road traffic fatalities by region in 2006-2010



Roads on which more than three motorcycle riders were killed in the period 2006-2010



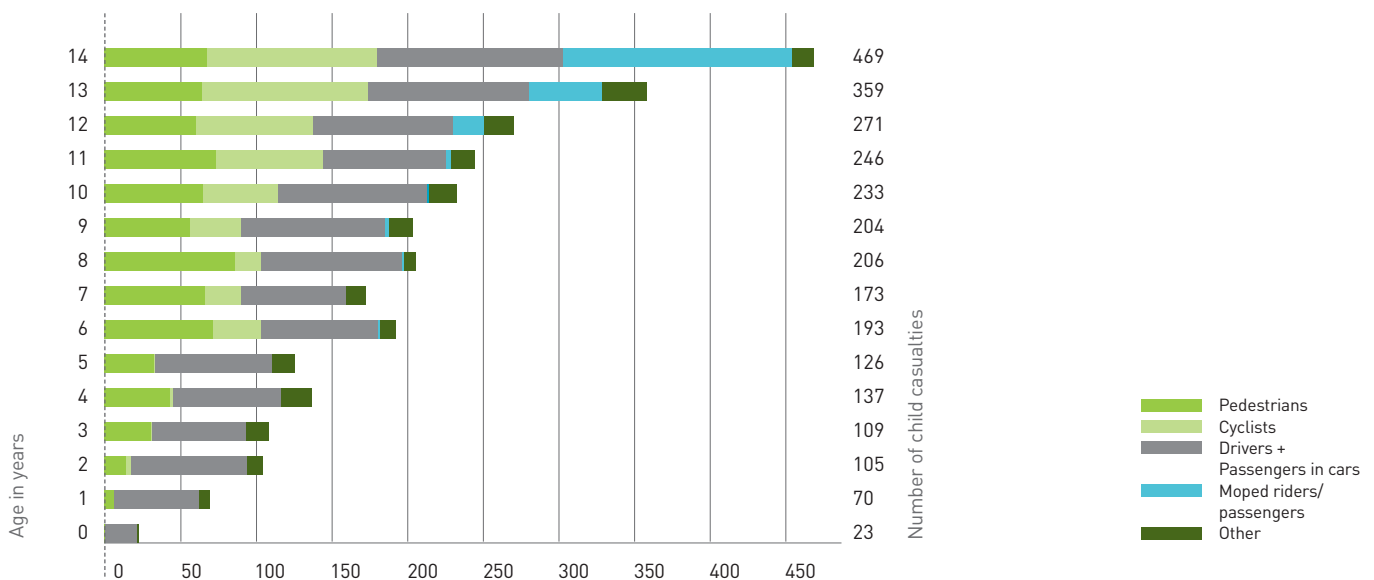
3.2.3 Children (0-14 years)

In 2010, 2,914 children were injured in traffic accidents in Austria, corresponding to 6.4 % of all injured road users this same year. By comparison, 0-14 year-olds make up 15 % of the Austrian population.

The number of child casualties clearly rises with age. The type of transport involved in child casualties reflects the changing behaviour in mobility as ages increase. From the age of approximately 6 years old, the number of child cyclist casualties increases, and from 12 years old, the number of child casualties as moped riders or passengers rises dramatically.

Children 2010	
Accidents	2,669
Injuries	2,914
Fatalities	10

Child casualties by age and mode of transport in 2010



Most child casualties in 2010 were in Upper Austria, Lower Austria and Vienna. However, in relation to the population of children aged between 0-14 years old, it is mainly Carinthia, Tyrol and Upper Austria which have an above-average number of child casualties. In comparison to the previous year, the absolute number of accidents involving children has fallen in all federal states. The fall in the number of accidents involving children has been particularly significant in Vorarlberg, Salzburg and Upper Austria.

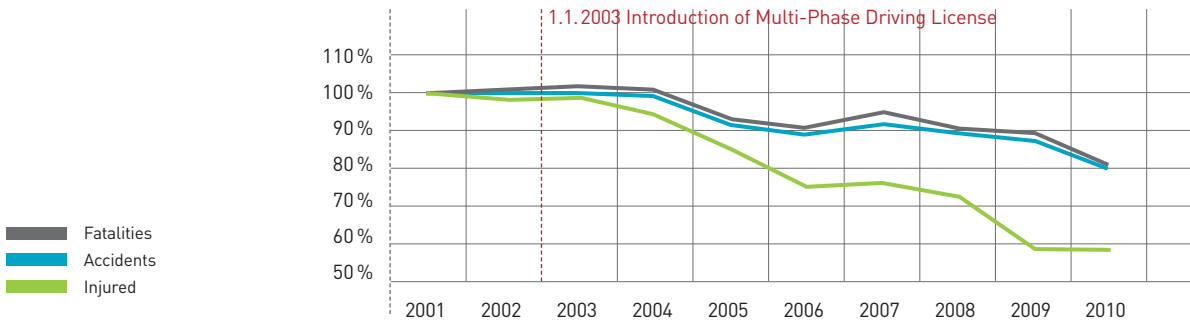
3.2.4 Young people (15-24 years old)

This age group is particularly at risk in road traffic. In 2010, 14,198 young people were injured or died in road traffic accidents in Austria. Young people are frequently involved in traffic accidents in the morning (06:00-08:00) and in the evening (16:00-19:00).

Since 2001, the number of young people that were killed has declined by approximately 41 %. The introduction of Multi-Phase Driving License in 2003 has seen the number of accidents involving young people and the number of young people injured and killed fall sharply.

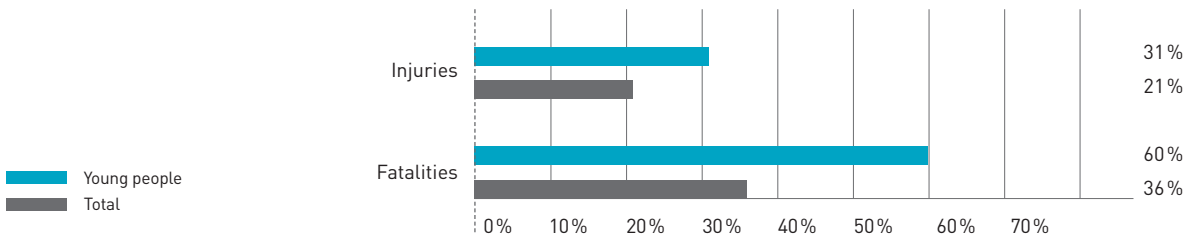
Young people 2010	
Accidents	15,080
Injuries	14,069
Fatalities	129

Accidents causing injury to young people (15-24 years old), young people injured and killed in the period 2001-2010 (Index Basis: 2001)



Young people are more likely to be involved in accidents where there is no second party involvement. Around 60% of all fatalities in this age group occur in accidents with no second party involvement.

The number of accidents with no second party involvement causing injuries or fatalities in young people (15-24 years old) and all road users injured and killed in 2010

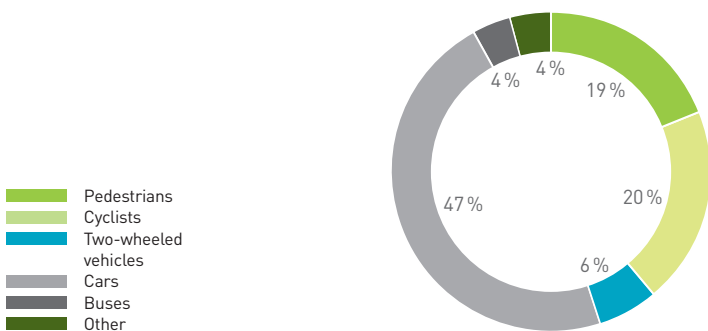


3.2.5 Elderly road users (aged 65 and above)

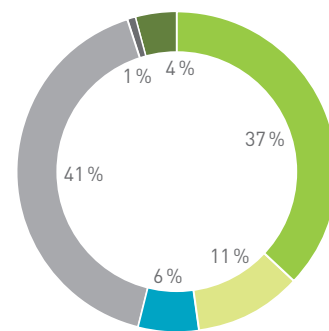
Elderly people 2010	
Accidents	6,358
Injuries	4,443
Fatalities	140

In 2010, 4,443 road users aged 65 and above were injured, and 140 died as a result of fatal injuries, in road traffic in Austria. The comparison by mode of transport for road users aged 65 and above who were injured or killed shows that the severity of injuries suffered by older pedestrians is particularly high. In 2010, 37% of all people aged 65 and above that died in road traffic accidents were pedestrians. This figure is 19% for pedestrians that were injured in this category. More than half of all pedestrian fatalities are elderly people.

Elderly (aged 65+) road users injured in 2010 by mode of transport



Elderly (aged 65+) road user fatalities in 2010 by mode of transport



3.2.6 Alcohol-related accidents

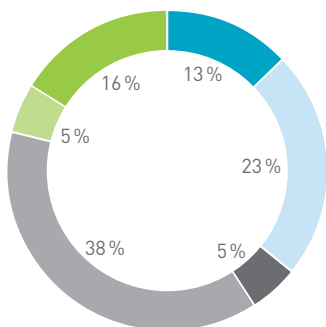
In Austria were 2,245 injury accidents in 2010 involving road users under the influence of alcohol. In comparison to 2009, the number of accidents in 2010 involving people under the influence of alcohol fell by around 9%. Furthermore, the number of injuries in alcohol-related accidents fell by 10% and the number of fatalities fell by approximately 30% in comparison to 2009.

Alcohol-related accidents 2010	
Accidents	2,245
Injuries	3,050
Fatalities	32

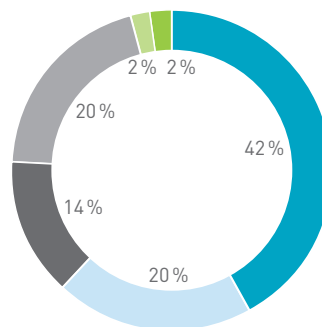
3.3 ANALYSIS BY ACCIDENT TYPE

In 2010 the analysis of accidents by type shows that accidents at junctions, accidents in one-way traffic, and pedestrian accidents were the most common types in built-up areas. Outside built-up areas, accidents with no second party involvement were the most common type in 2010. Accidents in one-way traffic and those at junctions are two of the three most common types of accident outside built-up areas. The classification of road users that died as a result of fatal injuries in the accident type groups shows that the majority of the fatalities that occurred in built-up areas were a result of pedestrian accidents. Those fatalities occurring outside built-up areas were a result of accidents with no second party involvement.

Accidents in built-up areas by accident type in 2010
 n=22.367

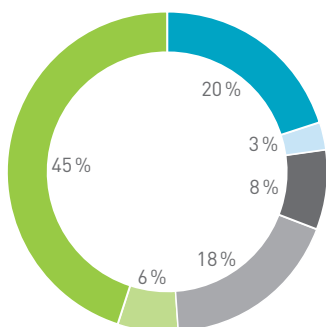


Accidents outside built-up areas by accident type in 2010
 n=12.981

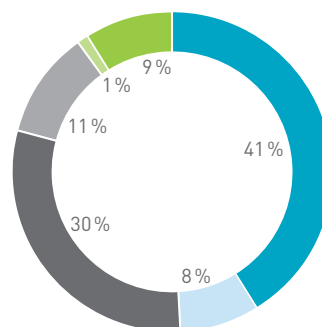


- Accidents with no second party involvement
- One-way traffic
- Oncoming traffic
- Accidents at junctions
- Parking, other
- Accidents involving pedestrians

Fatalities in built-up areas by accident type in 2010
 n=141



Fatalities outside built-up areas by accident type in 2010
 n=411



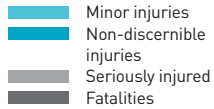
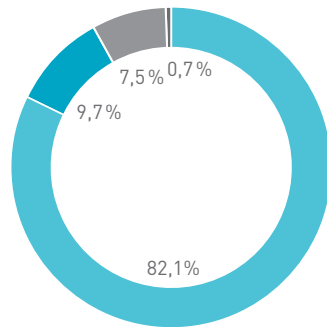
- Accidents with no second party involvement
- One-way traffic
- Oncoming traffic
- Accidents at junctions
- Parking, other
- Accidents involving pedestrians

3.4 SEATBELT USAGE

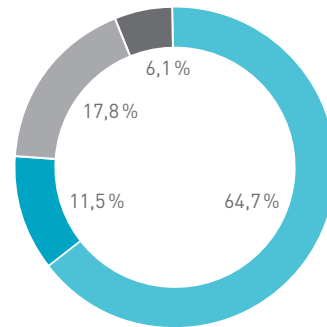
The seatbelt is an important safety measure when road accidents occur, and a major factor in reducing the severity of injuries. This can be seen clearly in the comparison of the severity of injuries suffered by car driver and car passenger casualties who were and were not wearing their seatbelts. The risk of car

passengers who are not wearing a seatbelt being suffering fatal injuries in a road accident is almost nine times higher than for a passenger wearing a seatbelt. The number of road users who are seriously injured or who suffer fatal injuries that are using a seatbelt at the time of the accident has fallen in recent years. The number of people suffering minor injuries who were using their seatbelts has risen.

Severity of injuries of car passenger casualties wearing seatbelts in Austria in 2010 n=25.237

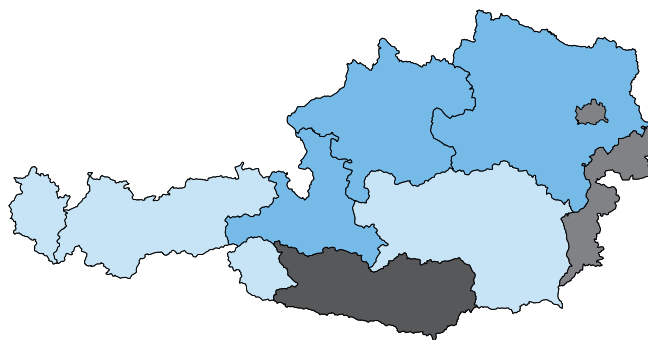


Severity of injuries of car passenger casualties not wearing seatbelts in Austria in 2010 n=1.825



Every year the Austrian Road Safety Board monitors and analyses the “seatbelt wearing” quota in Austria. In the period 2006-2010 these surveys show that almost 88 % of car drivers, 87% of car passengers and 61 % of adult passengers sitting on backseats were using seatbelts at the time of the survey. Seatbelts are used more on motorways and outside built-up areas than in built-up areas. There are also clear-cut differences between federal states. Between 2006 and 2010 91 % of car passengers in Tyrol and Styria used a seatbelt. Carinthia has the lowest seatbelt wearing quota at just 76 %. In 2010, at the time of the survey, approximately 90 % of all children were secured in a children’s seat and this figure was similar in previous years.

Seatbelt wearing quota of car passengers in individual federal states from 2006-2010 (excluding Burgenland 2006-2009) n=23.697



3.5 SPEED MEASUREMENTS

The speed of road users is a key factor in road safety. Every year, the Austrian Road Safety Board measures the speed reached by cars at around 100 checkpoints across Austria – in built-up areas, open areas, on motorways and on dual carriageways. Analysed below are the speeds of cars when not slowed down by traffic in the period 2008-2010. The

speed measurements show that the speed limits in built-up areas were exceeded by the majority of measured cars, and that the speed level was generally too high.

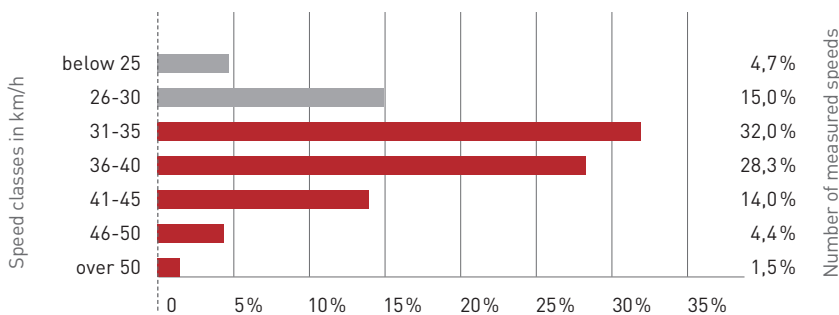
In the period 2008-2010, the v_{85} was around 42 km/h in 30 km/h zones in built-up areas.

Approximately 80 % of all measured cars were exceeding a speed of 30 km/h at the time of the survey.

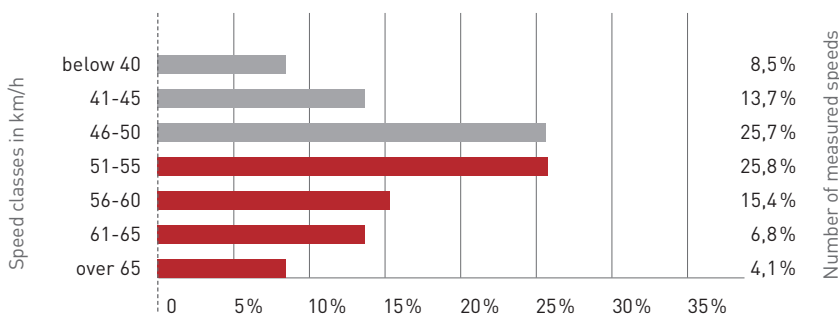
In 50 km/h areas in built-up areas, a v_{85} of almost 59 km/h was recorded in years 2008-2010. Around 52 % of the recorded vehicles were exceeding the speed limit.

v_{85} : the speed that 85% of the vehicles that were measured do not exceed.

Speeds of measured cars in Austria in built-up areas for a maximum permitted speed of 30 km/h (in the years 2008-2010) $n=17.963$



Speeds of measured cars in Austria in built-up areas for a maximum permitted speed of 50 km/h (in the years 2008-2010) $n=25.088$



Outside built-up areas, on motorways and dual carriageways around 18 % of drivers exceeded the speed limit in 2008-2010. The v_{85} was 102 km/h outside built-up areas and 132 km/h on motorways and dual carriageways.

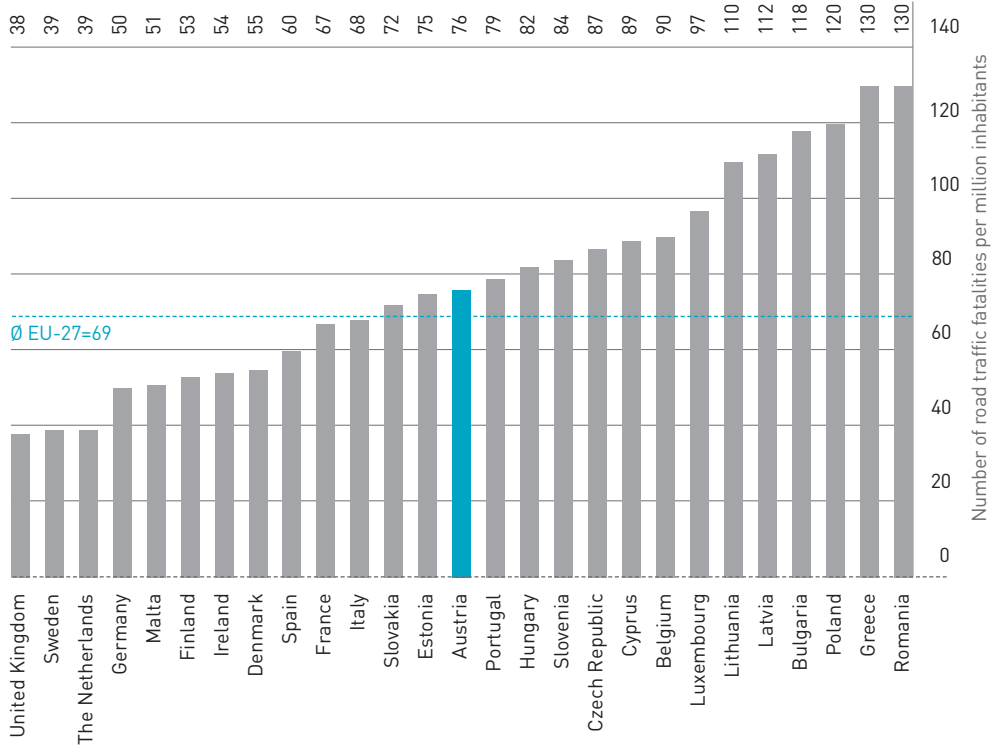
3.6 INTERNATIONAL COMPARISON OF AUSTRIA'S ACCIDENT STATISTICS

Comparing the number of road user fatalities per million inhabitants in EU countries shows that the eastern European countries have generally very high numbers of fatalities in relation to the population. Austria lies about average within the statistics of the EU's 27 Member States.

In 2001, the European Action Programme for Road Safety 2001-2010 was ratified with the aim of halving the number of road fatalities within the EU. Compared to the number of fatalities in 2001, the number of road user fatalities in 2009 has fallen in almost all EU countries, with only Romania and Malta having a higher number of fatalities caused by road accidents in 2009 than in 2001. In Austria, the number of road traffic fatalities in the given period fell by 34 %. This reduction is somewhat lower than the European average of 36 %.

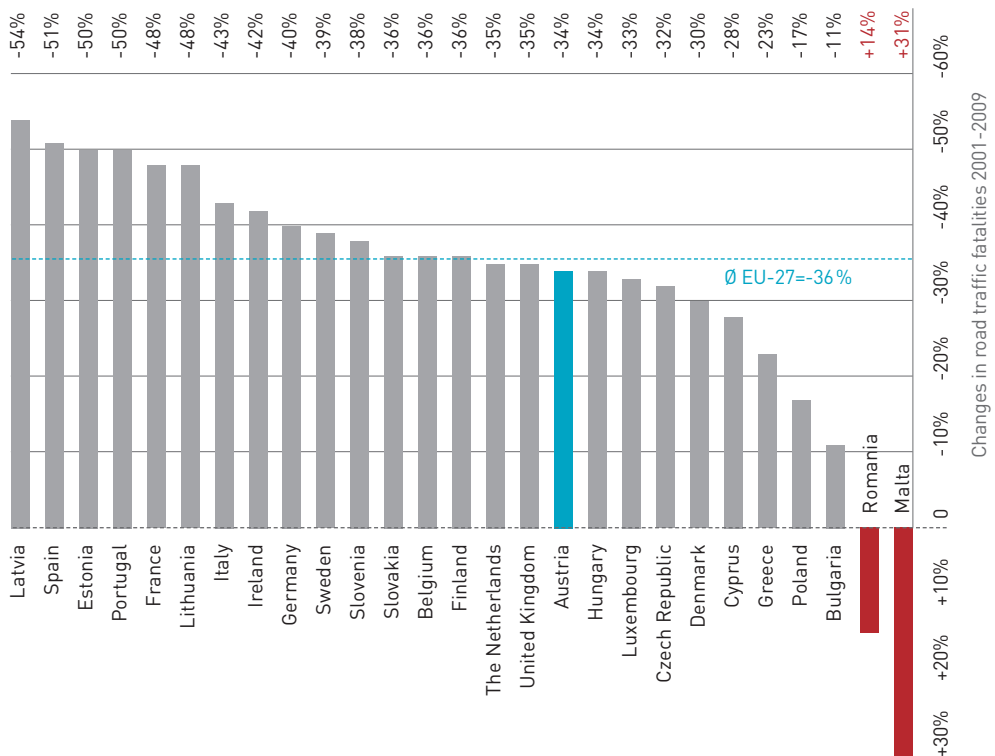
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Road traffic fatalities per million inhabitants in each EU-27 Member State in 2009



Source: European Commission, Mobility and Transport DG, 2010 based on CARE (Community database on road accidents), Eurostat

Percentage fluctuation in road traffic fatalities in each EU-27 Member State in 2001-2009



Source: European Commission, Mobility and Transport DG, 2010 based on CARE (Community database on road accidents), Eurostat

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