

Standard-documentation Meta information

(Definitions, comments, methods, quality)

on

Road traffic accident statistics

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STATISTICS AUSTRIA
Bundesanstalt Statistik Österreich
A-1110 Vienna, Guglgasse 13
Phone: +43-1-71128-0
www.statistik.at

**Directorate Spatial Statistics
Organizational unit Road Traffic Safety**

Contact person:
Ing. Eveline Pfeiler
Phone +43-1-71128-7223
E-Mail: eveline.pfeiler@statistik.gv.at

Contact person:
DI Brigitte Alex
Phone +43-1-71128-7553
E-Mail: brigitte.alex@statistik.gv.at

Executive Summary

The reason for the update of this standard-documentation is the renewal of the collection and processing of the road accident statistics in 2012 and 2018.

First, the central survey definitions:

A **road traffic accident** with personal injury occurs if, as a result of road traffic on public roads, people have been injured or killed and at least one vehicle in motion was involved.

- People who have died from the consequences of the accident either at the scene of the accident or within 30 days from the accident event are considered to be **fatalities** on the road.
- A person who has been injured or killed in a traffic accident is a **casualty**. The classification according to the serious and slight degree of injury is based on the provisions of the Criminal Code (Section 84 Paragraph 1 of the Criminal Code). It is either determined directly by the police organs, taking into account the assessment of the doctors and paramedics at the scene of the accident, or based on a hospital's injury report.

The Federal Ministry of Transport, Innovation and Technology (BMVIT) and the Federal Ministry of the Interior were the clients of the traffic accident statistics for the reporting years 2000 to 2017, and the BMVIT was the sole client for the reporting year 2018. For the reporting years 2019 to 2023, STAT has been commissioned by ordinance (BGBl II No. 11/2020).

In 2012, accident data management (UDM) was introduced, accompanied by a new and much more extensive attribute structure than in the previous years. The census papers were replaced by the electronic recording and transmission of the accident data. The data collection is carried out locally by the responsible bodies of the Federal Police, as part of the recording of the traffic accident reports in the electronic file management system (PAD: "logging", "notifications", "data") of the Federal Ministry of the Interior (BM.I). Afterwards the data are transmitted to Statistics Austria (STAT). Since 2012, not all accidents will be processed by STAT, only incorrect data records. The accident sketch is no longer part of the accident data and the accident type is assigned locally within data collection. Every accident is located using WGS 84 coordinates.

In 2018, in the context of reprogramming the PAD, the structure of the survey's attributes was reduced to simplify the data collection and a quality assurance was set up at the BM.I. Since 1 July 2017, road traffic accident statistics have been regulated by the Road Traffic Statistics Act (BGBl I No. 7/2017). With the entry into force of the Ordinance on the "Statistical Recording of Road Traffic Accidents with Personal Injury" (BGBl II No. 11/2020) on 10 January 2020, STAT was entrusted with the statistic survey from 2019 to 2023. The aim of the standard-documentation is to cover the renewals in 2012 and 2018, which are essentially reflected in the different attribute structure.

Since 2018, the introduction of the quality checks at the BM.I, the accident data have shown a higher degree of completeness of the survey's attributes than in the previous years. In STAT there is a systematic and automated check of the data for plausibility and, if necessary, a correction of the data. This enables a uniform and constant quality level of the important parts of the survey. However, the changes in the attribute structure in 2011/2012 and subsequently also in 2017/2018, the changeover to electronic data collection and the locally classification of the accident type are reflected to divergent results in the different years. When evaluating the results since 2012 or 2018, time series breaks must be taken into account.

The results of the traffic accident statistics are the basis for the road safety work of the federal, state and local authorities. For the legislator, statistics serve a basis for decision-making to improve traffic safety and for evaluating them. On the basis of detailed statistic results, the authorities are also legally obliged to find and remedy deficiencies of the road system (accident accumulation points in accordance with § 96 StVO). In addition to the regional authorities as

road maintainers, accident researchers, road and traffic planners are also the main users of traffic accident statistics.

From an international point of view, the accident data is part of the EU's Community Road Accident Database (CARE), which has been set up in the European Commission.

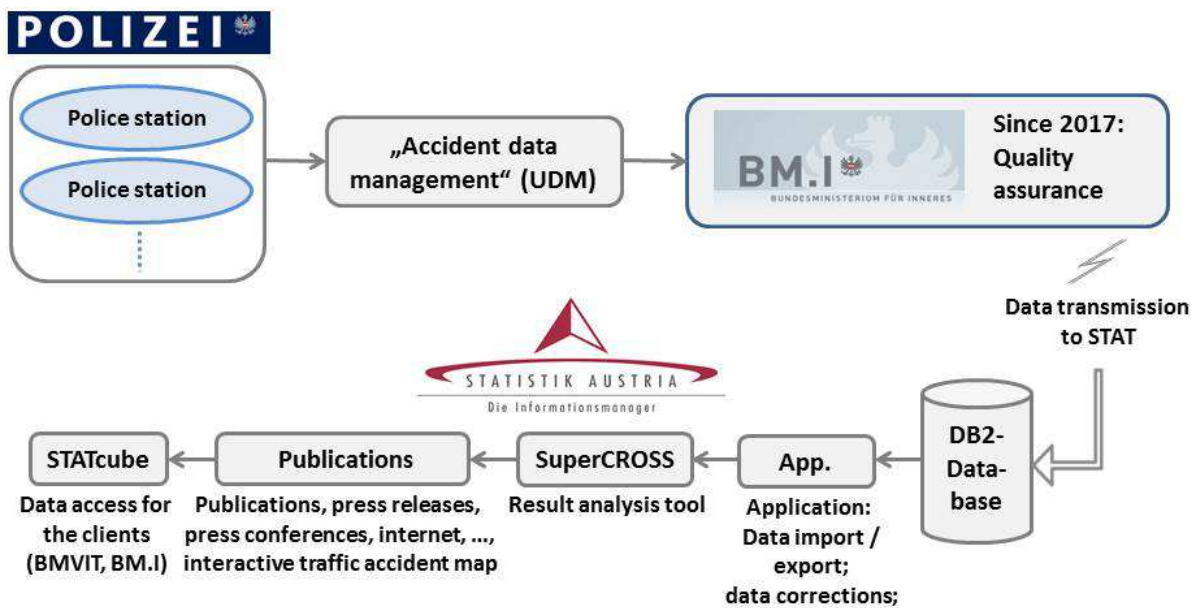
Since 1961, data series of the traffic accidents are available; since 1992 in an electronic form. Preliminary results of traffic accident statistics for the first half of the year have been published with press releases and quick reports since 2012. Further interim results have not been published since 2012 because of the late delivery of the data and the low comparability. The final annual results are presented in a press release or at a press conference with BMVIT and BM.I. Furthermore the results are included in almost all Statistic Austria's publications. Since the reporting year 2013, an interactive traffic accident map shows where the accidents occurred, accompanied by detailed information of the accident.

The following figure shows the flow of road accident statistics from the data collection to the publication and distribution of the data.

Road traffic accidents with personal injury



Road traffic accident statistics since 2012



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Road traffic accident statistics – Main Features	
Subject Matter	Road traffic accidents with personal injuries that occur on Austrian territory.
Population	Road traffic accidents with personal injury in Austria (2018: 36,846 accidents)
Type of statistics	Secondary statistics
Data sources/Survey techniques	Electronically reported police data; census
Reference period or due day	January 1 to December 31 of a reporting year
Periodicity	The data transmission to Statistics Austria is ongoing (daily). Preliminary results were published every six months from 2012 onwards. Until the final annual results are available, the data are provisional.
Survey participation (in case of a survey)	Data providers are the police organs of Austria
Main legal acts	The Council decision of 30 November 1993 regulates the establishment of a Community database on road accidents. For the reporting years 2000 to 2017, work contracts between the Ministry of Interior and Transport, Innovation and Technology and the Federal Statistical Office provided the national legal basis for this survey (from 2018 only with the Federal Ministry of Transport, Innovation and Technology). The Road Traffic Statistics Act came into force in July 2017. The corresponding regulation “Statistical recording of road traffic accidents with personal injuries for the reporting years 2019 to 2023” was issued on January 10th, 2020.
Most detailed regional breakdown	Austria / federal states / political districts / municipalities
Availability of results	Preliminary data, cumulative quarters: t + 4 months Final data, annual results: t + 6 months The availability of the data depends on the completeness of the data deliveries by the BM.I and was irregular from 2012. From January 2020, the Road Traffic Accident Statistics Ordinance stipulates data deliveries by the BM.I at t + 3 months at the latest.
Other	-