

Explanatory notes

1. General:

Article I of the proposed Ordinance primarily serves to explain the binding nature of the 2023 OIB Guidelines for mechanical strength and stability, fire protection, hygiene, health and environmental protection, safety in use and accessibility and sound insulation. The OIB guidelines are a central component of the building regulations in Austria. They serve to harmonise the structural engineering specifications of the provinces and form the basis for legally compliant and uniform implementation. The updated OIB Guideline 6 is to be adopted with the implementation of Directive (EU) 2024/1275.

In addition, the structural requirements for bicycle parking spaces are revised in Article I with the aim of reducing the construction costs and integrated into the Structural Engineering Ordinance [Bautechnikverordnung]. The structural requirements for density bonuses pursuant to Section 9(1b) of the Building Inspection Act 1997 will also be integrated.

The purpose of Article II is to update the references to rules and federal regulations.

2. Legal basis:

Art I: Sections 6(1) and 38(5) of the Salzburg Building Technology Act 2015, Section 9(1b) of the Building Inspection Act 1997.

Art II: Sections 3(2), 4(2), 7(1), 9(2)(6), (§) 10 and 11 of the Salzburg Lifting Systems Act.

3. Compatibility with EU law:

The proposed amendments do not conflict with Union law.

4. Financial implications:

According to estimates by the departments responsible for building law and the energy industry (10 and 4 respectively) at the Office of the Provincial Government, the implementation of the new regulations will not result in any additional financial burdens for local authorities.

5. On specific provisions:

Re: Article I (Salzburg Construction Technology Ordinance):

Re: Section 1 (Harmonised requirements):

In line with the objective of harmonised building technology requirements throughout Austria, the guidelines issued by the Austrian Institute of Construction Engineering (OIB) in 2023 will be made binding.

Re: Sections 1 and 2:

The content of the 2023 Guidelines issued by the Austrian Institute of Construction Engineering (OIB) is largely adopted. As before, divergences are permitted only where the OIB guidelines cannot be reconciled with the objectives of the Province of Salzburg. This mainly concerns OIB Guideline 6 'Energy saving and heat protection'.

Re: Section 2 (bicycle parking spaces):

In order to reduce construction costs and the number of building regulations, the structural requirements for bicycle parking spaces are technically revised and integrated into the Construction Technology Regulation.

Re: Section 3:

Para. 1: The area of a bicycle parking space, including the necessary movement areas, shall be at least 1.6 m² or, in the case of parking spaces with double-sided support bars or with a device for a height-offset installation of the bicycles, at least 1.2 m. If this area falls short of the foreseen arrangement, proof must be provided that the parking of the bicycles is working smoothly. It should be noted that special bikes, bike trailers, child seats and similar items require more space and have special accessibility requirements.

Para. 2: Bicycle parking facilities in buildings must be located at ground level; if located on other floors, accessibility to the parking facility must be ensured by means of appropriate ramps or access routes. Common ramps for cars and bicycles are permitted in principle. The maximum permissible ramp gradient for bicycle ramps has been raised to a maximum of 18% for standardisation with existing regulations (OIB guidelines). In practice, the previous ordinance (maximum ramp gradient of 15%) meant that two ramps (one for bicycles and one for cars) had to be built, particularly in subsidised housing.

Para. 3: A bicycle should be secured in such a way that it stands stably and securely in the bicycle rack and cannot roll away or tip over, even when loaded. A high-quality facility must therefore offer the option of leaning the bicycle against a bar (frame holder, bracket) and, if necessary, additionally securing it to the wheel. Particularly outdoors, it should also be possible to connect the bicycle frames to brackets (e.g. by means of 'parkers with frame rest').

Para. 4 contains specific provisions for buildings with customer or visitor traffic.

Re: Section 3 (Bonus regulations for structural quality standards of buildings):

Re: Section 4:

The structural engineering LEK_T value requirement corresponds to that of the previously applicable Section 9(1b) of the BauPolG.

Re: Section 5:

A density allowance has been added for a density bonus based on the GWP value. The definition of the GWP indicator of 'under or equal to 18' covers various ecological building materials.

Re: Annex 1 (Special schemes):

Re: Part A: Divergences from OIB Guideline 2 – Fire protection

The special provisions serve to save costs and facilitate the use of wood as a material.

Re: Part B: Divergences from OIB Guideline 3 – Hygiene, health and preservation of the environment:

The existing divergence is adopted without amendment. In line with the objectives associated with the introduction of the 'starter and transitional housing' building type (see Section 35a of the BauTG), the space height requirements are somewhat relaxed.

Re: Part C: Divergences from OIB Guideline 4 – Safety of use and accessibility:

It is made clear that only the standard of the validated OIB Guideline 4 is to be used to assess accessibility. This clarification is necessary as in practice other standards (e.g. ÖNORM B 1600) are used time and again.

Re: Part D: Divergences from OIB Guideline 5 – Sound insulation:

The divergence serves to harmonise with Section 3a(2) of the BauPolG.

Re: Part E: Divergences from OIB Guideline 6 – Energy saving and heat protection:

Part E complies with the applicable law.

Re: Part F: Divergences from the OIB Guidelines "Cited standards and other technical regulations:

Part F also complies with the applicable law.

Re: Annex 2:

The formulae are supplemented by a GWP indicator. In addition, footnote 3 updates the guidance.

Re: Article II (Salzburg Lifting Systems Ordinance):

Re: 1 (Section 1 para. 3):

An adjustment will be made to the current guidelines, which were issued by the Federal Ministry for Digital and Economic Affairs.

Re: 2 (Section 2 para. 1):

The status of OIB RL 2 is harmonised with the Construction Technology Ordinance.

Re: 3 to 6 (Sections 9 and 14):

The references are updated.