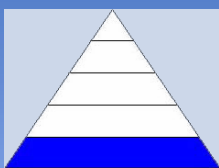


## Hungary



### Structure and Culture

- **Basic data**

**Table 1:** Basic data of Hungary in relation to the European average. (Sources: [1] OECD/ITF, 2011; [2] Eurostat; [3] DG-TREN, 2005; [4] CIA; [5] national sources)

Basis data of Hungary	European average
– Population: 10.014 million inhabitants (2010)	17.1 million (2010) <sup>i</sup> [1,2]
– Area: 93 023 km <sup>2</sup> (2010) (3.7% water) (2010)	156 225 km <sup>2</sup> (2010) [1,3] 3% water (2010) [4]
– Climate and weather conditions (capital city; 2010): Average winter temperature (Nov. to April): 5°C Average summer temperature: 15°C Annual precipitation level: 935 mm	(2010) 6°C 16°C 747 mm
– Exposure: ca. 0.41 million vehicle km (2010) [5]	168 billion vehicle km (2010) <sup>ii</sup> [1]
– 0.3 motorised vehicles per person (2010)	0.7(2010) <sup>i,iii</sup> [1,2]

- **Country characteristics**

**Table 2:** Characteristics of Hungary in comparison to the European average. (Sources: [1] OECD/ITF, 2011; [2] Eurostat; [3] national sources)

Characteristics of Hungary	European average
– Population density: 108 inhabitants/km <sup>2</sup> (2010)	110 inhabitants km <sup>2</sup> (2010) <sup>i</sup> [1,2,3]
– Population composition (2010): 15% children (0-14 years), 69% adults (15-64 years), 16% elderly (65 years and over)	16% children, 67% adults, 17% elderly (2009) <sup>iii</sup> [1,2]
– Gross Domestic Product (GDP) per capita: €9 712 (2010)	€26 100 (2010) [1,2]
– 32% of population lives inside urban area (2010)	42% (2010) <sup>iv</sup> [1,2]
– Special characteristics: the average natural life span is lower in Hungary than in other European countries and the birth rate is lower than the fatality rate in the country.	

The Hungarian population is decreasing due to a high fatality rate.



<sup>i</sup> Based on 30 European countries; data of HU = 2010.

<sup>ii</sup> Based on 15 European countries (excl. BG, CY, EE, EL, ES, HU, IT, LT, LU, LV, MT, PL, PT, RO, SK); data of CZ, IE, SE, NO (2009); data of AT, BE, DK (2008); Data of UK (2006); data of NL (2003).

<sup>iii</sup> Based on 27 European countries (excl. LT, NO, PL); data of BE, UK (2008).

<sup>iv</sup> Based on 29 European countries (excl. IS).

# Road Safety Country Overview-Hungary

- **Structure of road safety management**

- Policy making is centralized in Hungary.

The following key-actors are responsible for road safety (RS) management:

**Table 3: Key actors per function in Hungary.** (Source: national sources)

Key functions	Key actors
1. <ul style="list-style-type: none"> <li>– Formulation of national RS strategy</li> <li>– Setting targets</li> <li>– Development of the RS programme</li> </ul>	<ul style="list-style-type: none"> <li>– Ministry of National Development (NFM)</li> <li>– The Ministry of the Interior (BM)</li> <li>– The Inter-ministerial Committee for road safety: lead agency dealing with road safety.</li> </ul>
2. Monitoring of the RS development in the country	<ul style="list-style-type: none"> <li>– The Transport Science Institute (KTI): engaged in the analysis of accidents, accident research and the preparation of the new national transport safety program.</li> </ul>
3. Improvements in road infrastructure	<ul style="list-style-type: none"> <li>– Coordination Center for Transport Development (KKK): transport safety tasks on the network.</li> <li>– The State Motorway Managing Co. Inc. (ÁAK Rt.): in charge of the management of the motorway network.</li> <li>– Hungarian Roads Management Company (Kozut): maintenance and operation of the national public road network in each of the 19 counties. Transport safety tasks on the network.</li> </ul>
4. Vehicle improvement	Central Office for Administrative and Electronic Public Services (KEKKH)
5. Improvement in road user education	<ul style="list-style-type: none"> <li>– National Accident Prevention Committee (OBB, part of the National Police Headquarters (ORFK))</li> </ul>
6. Publicity campaigns	National Accident Prevention Committee (OBB, part of the National Police Headquarters (ORFK))
7. Enforcement of road traffic laws	National Police Headquarters (ORFK)
8. Other relevant actors	National Transport Authority (NKH): issues standards, technical regulations and guidelines on the national road area.

In Hungary, two ministries are involved in RS management: the Ministry of National Development, and the Ministry of the Interior.



# Road Safety Country Overview-Hungary

- **Attitudes towards risk taking**

- Hungarian drivers report somewhat more hazardous driving behaviour than drivers in other countries, except for inappropriate overtaking and speeding on motorways.
- In Hungary, there is more support for stricter legislation than in other countries, especially on the topics of speeding and the BAC level.
- The perceived probability of being checked is lower in Hungary than in other countries.

**Table 4: Road safety attitudes and behaviour of drivers (Source: SARTRE, 2004)**

	Hungary	SARTRE average
<b>Self-reported driving behaviour</b>	<b>% of drivers that show behaviour often or more</b>	
Too close following	11%	9%
Inappropriate overtaking	2%	5%
Exceeding speed limit on motorways	16%	25%
Exceeding speed limit on main inter-urban roads	21%	18%
Exceeding speed limit on country roads	17%	13%
Exceeding speed limit in built-up areas	12%	8%
<b>Support of stricter legislation</b>	<b>% of drivers that support stricter legislation</b>	
Higher penalties for speeding offences	72%	60%
Higher penalties for drink-driving offences	93%	88%
Lower BAC levels	27%	8%
<b>Perceived probability of being checked for</b>	<b>% of drivers who assume they are checked often</b>	
Speeding	13%	18%
Alcohol use	4%	9%

**Legend**

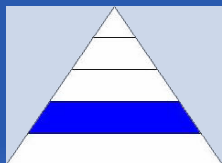
(comparison of country attitude in relation to average attitude of other SARTRE countries):

- 2-9% better
- 10-19% better
- ≥ 20% better
- 2-9% worse
- 10-19% worse
- ≥ 20% worse

Hungarian drivers are more in favour of stricter legislation than drivers in other countries.



# Road Safety Country Overview-Hungary



Hungary has a target for road casualties that is in accordance with the aim of the EC.

## Programs and measures

### • National strategic plans and targets

- The current road safety program covers the period 2011-2013. The national transport safety programme was adopted in 2005 for the period 2010 - 2015.
- Targets (referred to 2001):

**Table 5: Road safety targets for Hungary**

Year	Fatalities and injury crashes
2015	-50%

- Priority topics:
  - o the behaviour of powered two-wheelers,
  - o the use of seat belts,
  - o speeding,
  - o drink-driving,
  - o technical vehicle inspections,
  - o motorway network development,
  - o roundabouts,
  - o safety of rail-road crossings,
  - o pedestrian facilities.

(Source: DG-TREN, 2005; 2010; OECD/ITF, 2011)

### • Road infrastructure

**Table 6: Description of the road categories and their characteristics in Hungary (Source: TiS.PT, 2003).**

Road type	Speed limit (km/h)
Urban roads	50
Rural roads	90
Motorways	110/130

- Special rules for:
  - o Light motorcycles (A1; until 18 years): 80 km/h
- Guidelines and strategic plans for infrastructure are available in Hungary.

**Table 7: Obligatory parts of infrastructure management in Hungary and other European countries. (Sources: DG-TREN, 2010)**

Obligatory parts in Hungary [2]:	European countries with obligation
Safety impact assessment: yes	-
Road safety audits: yes	50%
Road safety inspections: yes	60%
Black spot treatment: yes	47% <sup>v</sup>

- Recent activities of road infrastructure improvement have been addressing [1]:
  - o the improvement of level crossings (railroad crossing),
  - o new motorways,
  - o increased use of roundabouts,
  - o redesign of pedestrian crossings.

(Sources: DG-TREN, 2010)

<sup>v</sup> Based on data of 18 countries (excl. AT, BE, CH, CZ, FI, FR, HU, IE, MT, NO, RO, SE).



# Road Safety Country Overview-Hungary

## • Traffic laws and regulations

**Table 8:** Description of the regulations in Hungary in relation to the most common regulations in other European countries. (Sources: [1] DG-TREN, 2005; [2] national sources; [3] DG-TREN, 2010; [4] DG-TREN, 2008)

Regulations in Hungary	Most common in Europe (% of countries)
Allowed BAC level: 0.0‰; – Novice drivers: 0.0‰; – Professional drivers: 0.0‰. [1]	0.5‰ (60%) 0.5‰ and 0.2‰ (both 30%) 0.5‰ (30%) [1,2]
Phoning: – Hand held: prohibited – Hands free: allowed [3]	Not allowed (97%) [2,3] -
Use of restraint systems: – Driver: obligatory – Front passenger: obligatory – Rear passenger: obligatory – Children: obligatory [3]	Obligatory (all countries) Obligatory (all countries) Obligatory (all countries) Obligatory on all seats (73%) [2,3]
Helmet wearing: – Motor riders: obligatory – Moped riders: obligatory – Cyclists: not obligatory [3]	Obligatory (all countries) Obligatory (all countries) Recommended (25% <sup>vi</sup> ) [2,3]
– DRL: obligatory outside built up areas, recommended inside urban areas [4, 2]; – A demerit point system is in place [3]	

## • Enforcement

**Table 9:** Effectiveness of enforcement effort in Hungary according to an international respondent consensus (scale = 0-10) (Source: DG-TREN, 2010)

Issue	Score for Hungary	Most common in Europe (% of countries)
Speed legislation enforcement	4	7 (35%)
Seat-belt law enforcement	4	7 (43%) <sup>vii</sup>
Child restraint law enforcement	4	6 (27%) <sup>viii</sup>
Helmet legislation enforcement	9	9 (39%) <sup>ix</sup>

Hungary has zero tolerance for drink-driving.

Except for helmet legislation enforcement, enforcement effectiveness is assessed as much lower than the European average.



<sup>vi</sup> Based on data of 24 countries (excl. CH, CY, HU, LU, NO, PT).

<sup>vii</sup> Based on data of 23 countries (excl. DE, DK, IE, IS, LU, NL and UK).

<sup>viii</sup> Based on data of 22 countries (excl. DE, DK, IE, IS, LU, NL, RO and UK).

# Road Safety Country Overview-Hungary

**Table 10:** Performance of enforcement effort in Hungary according to an international respondent consensus (scale = is good, is improving, needs to do more) (Source: DG-TREN, 2010)

Issue	Score for Hungary	Most common in Europe (% of countries)
Speeding	need to do more	Is improving (50%)
Drink driving	is improving	Is improving (79%) <sup>ix</sup>
Seat belt use	need to do more	Is improving (52%) <sup>x</sup>

## • Road user education and training

**Table 11:** Road user education and training in Hungary, compared to the situation in other European countries. (Sources: [1] ROSE25, 2005; [2] ETSC, 2011; [3] national sources)

Education and training in Hungary	Most common in Europe (% of countries)
General education programmes: – Primary school: Compulsory – Secondary school: Compulsory – Other groups: lifelong journey program	Compulsory (65%) <sup>xi</sup> Compulsory (50%) <sup>xii</sup> [1,2] -
Driving licences thresholds: – Passenger car: 17 years – Motorised two wheeler: 20 years – Busses and coaches: 21 years – Lorries and trucks: 21 years	18 years (79%) 18 years (low categories) and higher ages for faster vehicles (66%) 21 years (76%) <sup>xiii</sup> 21 years (79%) <sup>xiv</sup> [2,3]

## • Public campaigns

**Table 12:** Public campaigns in Hungary, compared to the situation in other European countries. (Sources: SUPREME, 2007; national sources)

Campaigns in Hungary	Most common issues in Europe (% of countries)
Organisation: – The National Committee for Accident Prevention (OBB) of the national police headquarters.	
Main themes: – Drink-driving (information on checks), – Seat-belt, – Speeding (information on checks), – Hazard of railway crossing.	Drink-driving (83%) Seat-belt (73%) Speeding (53%) -

Driving licence thresholds are lower for passenger cars but higher for motorised two wheelers than in most other countries.



<sup>ix</sup> Based on data of 24 countries (excl. BG, CH, IS, NO, PL and RO).

<sup>x</sup> Based on data of 25 countries (excl. BG, CH, IS, NO and RO).

<sup>xi</sup> Based on data of 26 countries (excl. BG, CH, NO and RO).

<sup>xii</sup> Based on data of 24 countries (excl. BG, CH, MT, NO, RO and SK).

<sup>xiii</sup> Based on data of 29 countries (excl. NO).

<sup>xiv</sup> Based on data of 28 countries (excl. IE and NO).

# Road Safety Country Overview-Hungary

Mandatory inspection periods in Hungary are longer for cars and motorcycles than in other countries.

- **Vehicles and technology (national developments)**

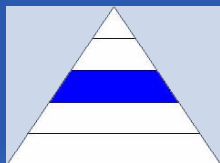
**Table 13:** Developments of vehicles and technology in Hungary, compared to the situation in other European countries. (Sources: TiS.PT, 2003; national sources)

<b>Mandatory technical inspections</b>	<b>Most common in Europe (% of countries)</b>
Passenger cars: New: 48 months. More than 4 years old: every 24 month	Every 12 months (41%)
Motorcycles: New: 48 months. More than 4 years old: every 24 month	Every 12 months (35%)
Busses or coaches: Every 12 months	Every 12 months (41%)
Lorries or trucks: Every 12 months	Every 12 months (41%) <sup>xv</sup>



<sup>xv</sup> Based on data of 17 countries (excl. BG, CH, CY, CZ, EE, HU,LT, MT, NO, RO, SI, SK).

# Road Safety Country Overview-Hungary



The amount of speed offenders and also the mean speed in Hungary decreased most at motorways and urban roads.

The amount of drink-driving tests in Hungary has decreased between 2006 and 2008 and the amount of offenders has increased.



## Road Safety Performance Indicators

### • Speed

**Table 14:** Number of speed checks in Hungary versus the European average (Source: ETSC, 2010)

Measure	2006	2008	% change	European average (2008)
Number of tests/1000 population	17	29	71%	90.8 <sup>xvi</sup>

**Table 15:** Percentage of speed offenders per road type in Hungary compared to the European average (Source: ETSC, 2010)

Road type	2001	2008	Average annual change	European average
Motorways	56%	32%	-44%	Not available
Rural roads	27%	30%	10%	Not available
Urban roads	70%	55%	-21%	Not available

**Table 16:** Mean speed per road type in Hungary compared to the European average (Source: ETSC, 2010)

Road type	2006	2008	Average annual change	European average
Motorways	120 km/h	116 km/h	-34%	Not available
Rural roads	82 km/h	82 km/h	0%	Not available
Urban roads	56 km/h	46 km/h	-17%	Not available

### • Alcohol

**Table 17:** Road side surveys for drink-driving in Hungary compared to the European average (Source: ETSC, 2010)

Measure	2006	2008	% change	European average (2008)
Number of tests/1000 population	144	130	-10%	145.8 <sup>xvii</sup>
% tested over the limit	3%	3%	7%	Not available

<sup>xvi</sup> Based on data of 21 countries (excl. BE, CH, DE, EE, IE, IS, MT, PT and UK).

<sup>xvii</sup> Based on data of 17 countries (excl. BE, BG, CH, CZ, DE, IS, LU, LV, MT, NL, RO, SK and UK.).



# Road Safety Country Overview-Hungary

## • Vehicles

**Table 18:** State of the vehicle fleet in Hungary compared to the European average  
(Source: ETSC, 2009)

Vehicle fleet in Hungary	European average
Cars per age group (2009): <ul style="list-style-type: none"> <li>- 6% ≤ 2 years,</li> <li>- 19% 3 to 5 years,</li> <li>- 31% 6 to 10 years,</li> <li>- 44% &gt; 10 year.</li> </ul>	Passenger cars (2009) <sup>xviii</sup> <ul style="list-style-type: none"> <li>12% ≤ 2 years,</li> <li>19% 3 to 5 years,</li> <li>27 % 6 to 10 years,</li> <li>42% &gt;10 years</li> </ul>
EuroNCAP occupant protection of cars (new cars sold in 2008): <ul style="list-style-type: none"> <li>- 5 stars: 38%</li> <li>- 4 stars: 45%</li> <li>- 3 stars: 4%</li> <li>- 2 stars: 3%</li> </ul>	<ul style="list-style-type: none"> <li>49%</li> <li>35%</li> <li>6%</li> <li>1%<sup>xix</sup></li> </ul>

The Hungarian vehicle fleet is somewhat older than the European average and has a lower occupant protection score.

## • Protective systems

**Table 19:** Protective system use in Hungary versus the average in Europe (Source: Vis & Eksler, 2008; national sources)

Use of protective systems in Hungary	European average
Daytime seat belt wearing in cars and vans (2009): <ul style="list-style-type: none"> <li>- 79% front,</li> <li>- No information % driver</li> <li>- No information % front passenger</li> <li>- 49% rear,</li> <li>- 67% child restraint systems</li> </ul>	(2007) <ul style="list-style-type: none"> <li>85% front<sup>xx</sup>,</li> <li>Not available</li> <li>Not available</li> <li>60% rear<sup>xxi</sup>,</li> <li>Not available</li> </ul>
Helmet use: <ul style="list-style-type: none"> <li>- Ca. 100% motor rides,</li> <li>- No information % moped riders</li> <li>- No information % cyclists</li> </ul>	<ul style="list-style-type: none"> <li>Not available</li> <li>Not available</li> <li>Not available</li> </ul>

Seat –belt wearing rate in Hungary is lower than the European average.



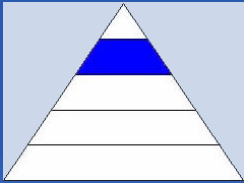
<sup>xviii</sup> Based on data of 22 countries (excl. BG, DK, EL, FR, IS, MT, PT and SK).

<sup>xix</sup> Based on data of 27 countries (excl. CY, IS and MT).

<sup>xx</sup> Based on data of 25 countries (excl. AT, EL, IS, LT and RO); data of SK (2008); data of BE, CH, DK, IE, MT, NL (2006); data of HU, IT, NO, PT (2005); data of LU (2003)

<sup>xxi</sup> Based on data of 22 countries (excl. CY, EL, ES, IS, IT, LT, RO and SK); data of BE, CH, DK, IE, MT, NL (2006); data of HU, NO, PT (2005); data of LU (2003).

# Road Safety Country Overview-Hungary



## Road Safety Outcomes

- General positioning

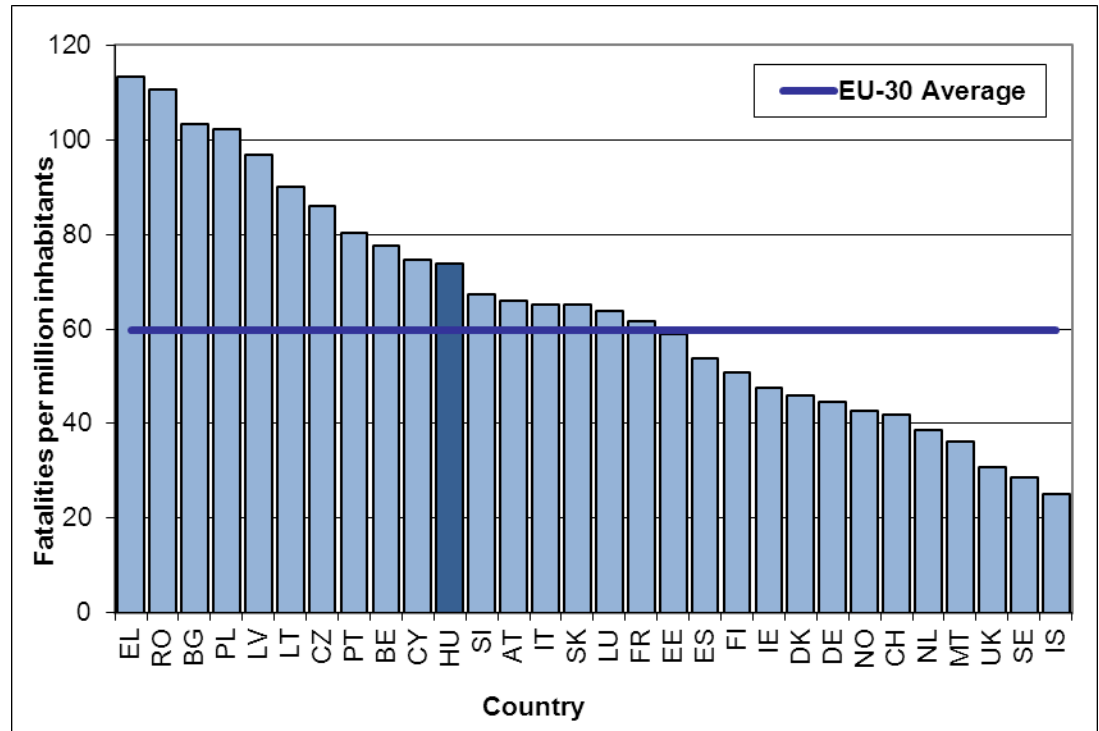


Figure 1: Fatalities per million inhabitants (2010). (Source: CARE, Eurostat).

The annual amount of fatalities per population in Hungary are higher than the European average, but last years, Hungary is showing a quite large improvement.

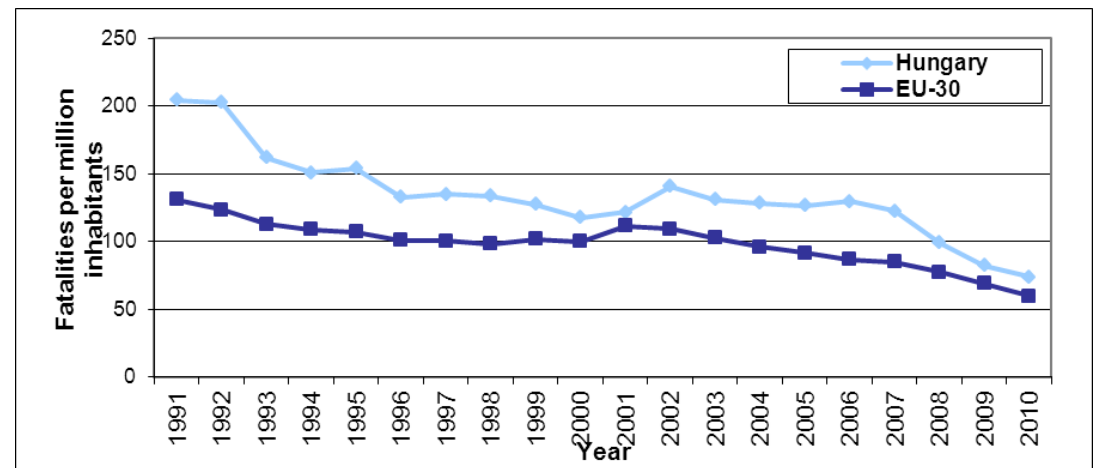


Figure 2: Development of fatalities per million inhabitants between 1991 and 2010. (Source: CARE, Eurostat).



# Road Safety Country Overview-Hungary

Pedestrians and cyclists have a relative high share in the annual fatalities of Hungary.

## • Transport mode

**Table 20:** Reported fatalities by mode of road transport in Hungary compared to the European average of the last year available (Source: CARE, national sources).

Transport mode	2003	2009	Average annual change	% in 2009	European average (2009 <sup>xxii</sup> )
Pedestrians	299	186	-6%	23%	18%
Car occupants	640	386	-7%	47%	47%
Motorcyclists	66	73	2%	9%	13%
Mopeds	36	23	-6%	3%	2%
Cyclists	178	103	-7%	13%	5%
Bus/coach occupants	38	3	-15%	0%	<1%
Lorries or truck occupants	45	40	-2%	5%	4%

## • Age, gender and nationality

**Table 21:** Reported fatalities by age, gender and nationality in Hungary versus the European average of the last year available (Source: CARE, national sources).

Age and gender	2003	2009	Average annual change	% in 2009	European average (2009 <sup>viii</sup> )
<b>Females</b>	318	207	-6%	25%	24%
0-14 years	16	10	-6%	1%	1%
15 – 17 years	8	7	-2%	1%	1%
18 – 24 years	37	15	-10%	2%	4%
25 – 49 years	112	61	-8%	7%	7%
50 – 64 years	62	50	-3%	6%	3%
65+ years	75	64	-2%	8%	7%
<b>Males</b>	1 008	612	-7%	75%	75%
0-14 years	16	12	-4%	1%	2%
15 – 17 years	24	9	-10%	1%	2%
18 – 24 years	92	66	-5%	8%	13%
25 – 49 years	469	292	-6%	36%	31%
50 – 64 years	235	134	-7%	16%	12%
65+ years	157	99	-6%	12%	12%
<b>Nationality of driver or rider killed</b>					
National	1288	794	-6%	97%	Not available
Non-national	38	28	-4%	3%	Not available

Age distributions among fatalities is quite average in Hungary, although especially older men are slightly overrepresented.



<sup>xxii</sup> Based on data of 28 countries (excl. NO, LT); data of FR, IE, MT, SE (2008).

# Road Safety Country Overview-Hungary

More fatalities happen on rural roads and junctions in Hungary than on average in Europe.

In Hungary, a smaller share of single vehicle crashes happen than on average in Europe.

## • Location

**Table 22:** Reported fatalities by location in Hungary compared to the European average of the last year available (Source: CARE, national sources). Motorways and junctions are part of built-up and rural areas.

Location	2003	2009	Average annual change	% in 2009	European average (2009 <sup>VIII</sup> )
Built-up areas	478	301	-6%	37%	33%
Rural areas	848	521	-6%	63%	49%
Motorways	58	38	-6%	5%	5%
Junctions	316	169	-8%	21%	12%

## • Lighting and weather conditions

**Table 23:** Reported fatalities by lighting and weather conditions in Hungary compared to the European average of the last year available (Source: CARE, national sources).

Conditions	2003	2009	Average annual change	% in 2009	European average (2009 <sup>xxiii</sup> )
<b>Lightning conditions</b>					
During daylight	731	466	-6%	57%	55%
During nighttime	540	356	-6%	43%	39%
<b>Weather condition</b>					
While raining	71	61	-2%	7%	10%

## • Single vehicle crashes

**Table 24:** Reported fatalities by type in Hungary compared to the European average of the last year available (Source: CARE, national sources).

Crash type	2003	2009	Average annual change	% in 2009	European average (2009 <sup>xxiv</sup> )
Single vehicle crash	462	228	-8%	28%	40%

## • Under-reporting of casualties

- Fatalities: 100% (2010). This amount is suspected since adequate alternative registration systems are missing for a check.
- Hospitalised: no information

(Source: CARE)



<sup>xxiii</sup> Based on 25 countries (excl. IE, IT, LT, NO, SI); data of AT, BE, DK, EE, FI, FR, MT, SE (2008).

<sup>xxiv</sup> Based on 27 countries (excl. IE, LT, NO); data of AT, BE, DK, EE, FI, FR, MT, SE (2008).

# Road Safety Country Overview-Hungary

- Risk figures

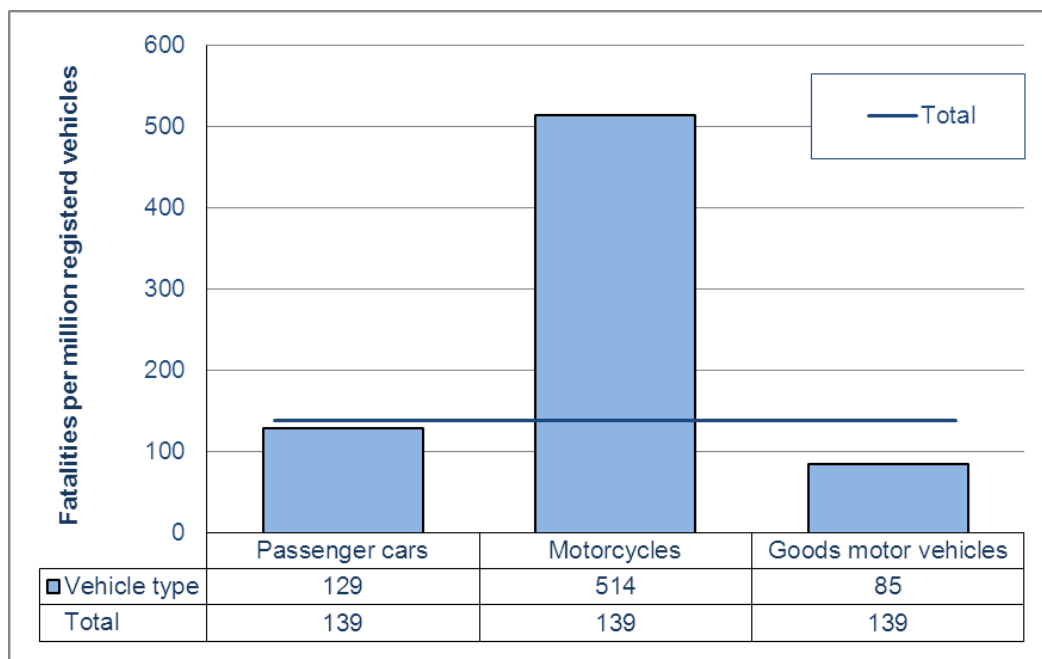


Figure 3: Fatalities by vehicle type for Hungary in 2009 (Sources: CARE).

Motorcyclists and elderly people have the highest risk of dying in a road crash in Hungary.

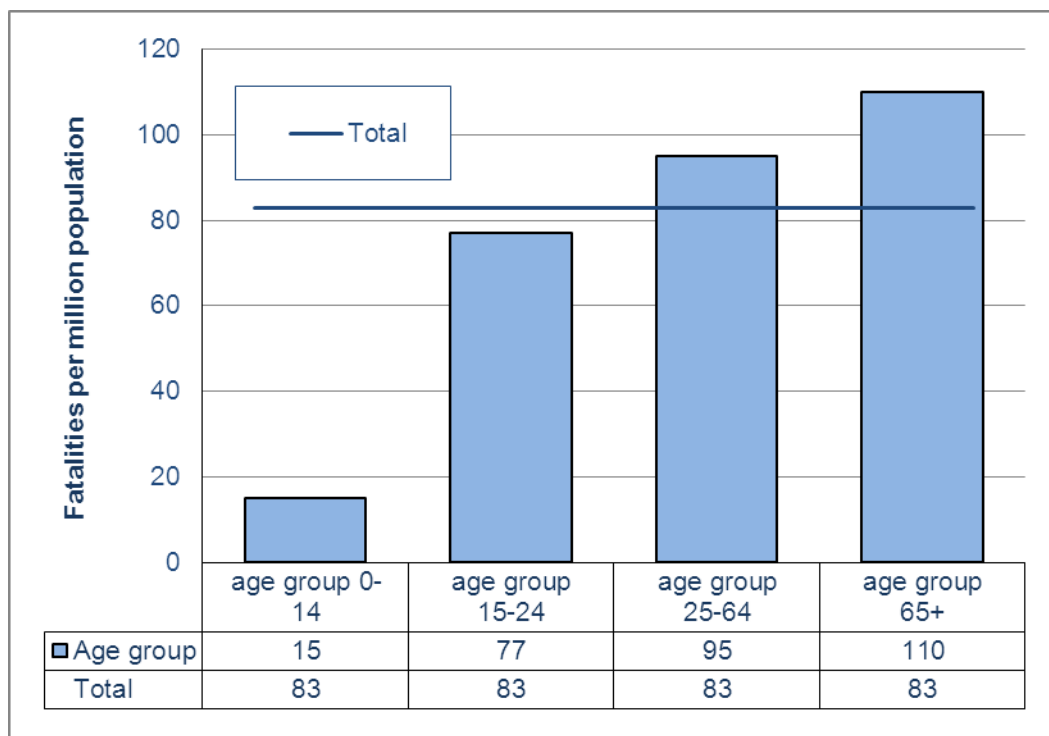
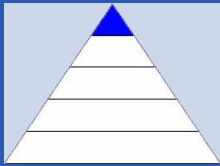


Figure 4: Fatalities by number of inhabitants in Hungary in 2009 (Sources: CARE, OECD/ITF, 2011).



# Road Safety Country Overview-Hungary



The estimated costs for road fatalities are lower in Hungary than on average in Europe.

## Social Cost

- Total costs of road crashes: 0.77 million Euros (2002; deaths only; willingness to pay-method)
- Percentage of GDP: 1.17%

**Table 25:** Cost (in million Euro) per injury type in Hungary versus the European average (Source: Bickel et al., 2006; national sources).

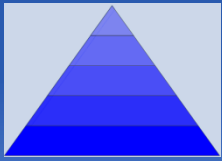
Injury type	Value	European average <sup>xxv</sup>
Fatal	0.47*	1.28
Hospitalised	Not available	0.18
Slightly injured	Not available	0.02

\* Value of prevented fatality per currency of the central bank (2007: 1 Euro = 251.31 HUF)



<sup>xxv</sup> Based on data of 20 countries (excl. BG, DE, FI, FR, HU, IS, LT, NO, RO and SK).

# Road Safety Country Overview-Hungary



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Speed and drink-driving enforcement have increased in Hungary, and the amount of offenders have decreased.

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## Synthesis

- **Safety position**
  - The annual amount of fatalities per population in Hungary are higher than the European average.
- **Scope of problem**
  - Pedestrians and cyclists have a relative high share in the annual fatalities of Hungary, but motorcyclists have the highest risk.
  - Older men are slightly overrepresented in the fatalities in Hungary but certainly have a higher risk.
  - Especially fatalities on rural roads are overrepresented in Hungary.
  - Most traffic rule enforcement is assessed as much less effective than the European average and especially the seat-belt wearing rate in Hungary is low.
  - The Hungarian vehicle fleet is somewhat older than the European average and has a lower occupant protection score.
- **Recent progress**
  - Last years, Hungary is showing a quite large improvement in the annual amount of fatalities per million population.
  - The amount of speed offenders and also the mean speed in Hungary decreased most at motorways and urban roads.
  - The amount of drink-driving tests in Hungary has decreased between 2006 and 2008 and the amount of offenders has increased.
- **Remarkable road safety policy issues**
  - Road inspections are obligatory in Hungary.
  - Hungary has zero tolerance for drink-driving.
  - Driving licence thresholds are lower for passenger cars but higher for motorised two wheelers than in most other countries.

# Road Safety Country Overview-Hungary



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