



## Structure and Culture

### Basic Data

**Table 1: Basic data of Hungary in relation to the EU average**

Basic data of Hungary	EU average
- Population: 9,86 million inhabitants (2015)[2]	18,1 million (2015)
- Area: 93.030 km <sup>2</sup> (2015)[2] (3,67% water) (2015)[4]	159.663 km <sup>2</sup> (2015) 2,94% water (2015)
- Climate and weather conditions (capital city; 2015) [3]:	(2015)
- Average winter temperature (Nov. to April): 5,3°C	6,5°C
- Average summer temperature (May to Oct.): 18,7°C	17,8°C
- Annual precipitation level: 592 mm	651 mm
- Exposure: 37 billion vehicle km (2014) [5]	122,4 billion vehicle km (2014) <sup>1</sup>
- 0,38 vehicles per person (2014) [1]	0,62 (2014)

Sources: [1] IRTAD; [2] EUROSTAT; [3] national sources ; [4] CIA [5] OECD

The Hungarian GDP per capita is much lower than the EU average.

### Country characteristics

**Table 2: Characteristics of Hungary in comparison to the EU average**

Characteristics of Hungary	EU average
- Population density: 106 inhabitants/km <sup>2</sup> (2015) [2]	114 inhabitants/km <sup>2</sup> (2015)
- Population composition (2015) [2]	
14,5% children (0-14 years)	15,6% children
67,6% adults (15-64 years)	65,5% adults
17,9% elderly (65 years and over)	18,9% elderly (2015)
- Gross Domestic Product (GDP) per capita: €10.900 (2015) [2]	€26.300 (2015)
- 71,2% of population lives inside urban area (2015)[4]	73,3% (2015)
- Special characteristics[4]: mostly flat to rolling plains	

Sources: [1] IRTAD; [2] EUROSTAT; [3] national sources; [4] CIA

<sup>1</sup> Based on the average of 24 EU countries.

## Structure of road safety management

Policy making is centralised in Hungary. In 2014 the Hungarian government introduced the National Transport Strategy which also includes Road Safety Programme.

The following key actors are responsible for Road Safety (RS) policy making:

**Table 3: Key actors per function in Hungary**

Key functions	Key actors
1. - Formulation of national RS strategy - Setting targets - Development of the RS programme	- Ministry of National Development - Ministry of Interior
2. Monitoring of the RS development in the country	- Institute for transport science (KTI);
3. Improvements in road infrastructure	- Hungarian Transport Administration (traffic development activities, maintenance and asset management) - National Toll Payment Services Private Company Limited (SMMC): competence on expressway network
4. Vehicle improvement	- The Central Office for Administrative and Electronic Public Services (KEK KH)
5. Improvement in road user education	- National Transport Authority: programs preparing children education to transport
6. Publicity campaigns	- Ministry of Administration and Justice - Police
7. Enforcement of road traffic laws	- National Police Headquarters (ORFK)
8. Other relevant actors	- KOBE (Central European Mutual Insurance Association) - Global road safety partnership Hungary - RoSEE Project (Road Safety in South East European Regions)

Sources: national sources

## Attitudes towards risk taking

As Hungary is not part of the ESRA survey, there is no information on attitudes that is comparable to other European countries.

The Ministry of Development and the Ministry of Interior are both dealing with road safety issues in Hungary.

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

Safety impact assessment, road safety audits and inspections, as well as high risk site treatment are obligatory in Hungary.

## Programmes and measures

### National strategic plans and targets

- A new road safety programme for the years 2014-2016 was adopted.
- Targets (referred to 2011):

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

Year	Fatalities
2016	Max. 518
2020	-50% Max. 213

Source IRTAD, 2016

- Priority topics:
  - improve road users' behaviour
  - increase the level of compliance with traffic rules
  - develop individual responsibility
  - establish partnership in road traffic

(Source: IRTAD, 2015)

## Road infrastructure

**Table 6: Description of the road categories and their characteristics in Hungary**

Road type	General speed limits for passenger cars (km/h)
Urban roads	50
Rural roads	90
Motorways	130

Source: IRTAD, 2016

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

**Table 7: Obligatory parts of infrastructure management in Hungary and other EU countries**

Obligatory parts in Hungary:	EU countries with obligation
Safety impact assessment: yes	32%
Road safety audits: yes	81%
Road safety inspections: yes	89%
High risk site treatment: yes	74%

Sources: IRTAD, 2015

- Recent activities of road infrastructure improvement:
  - A new road category, “fast roads”, has been agreed. The roads in this category have dual carriageways and a central barrier, but, unlike motorways, they allow for intersections, traffic control signals and roundabouts. The speed limit will be 110 km/h.

(Source: IRTAD, 2016)

## Traffic laws and regulations

**Table 8: Description of the regulations in Hungary in relation to the most common regulations in other EU countries**

Regulations in Hungary [1]	Most common in EU (% of countries)
<b>Allowed BAC<sup>2</sup> levels:</b>	
- General population: 0,0‰	0,5‰ (61%)
- Novice drivers: 0,0‰	0,2‰ (39%) and 0,0‰ (36%)
- Professional drivers: 0,0‰	0,2‰ (36%) and 0,0‰ (36%)
<b>Phoning:</b>	
- Hand held: not allowed	Not allowed (all countries)
- Hands free: allowed	Allowed (all countries)
<b>Use of restraint systems:</b>	
- Driver: obligatory	Obligatory (all countries)
- Front passenger: obligatory	Obligatory (all countries)
- Rear passengers: obligatory	Obligatory (all countries)
- Children: obligatory	Obligatory (all countries)
<b>Helmet wearing:</b>	
- Motor riders: Obligatory	Obligatory (all countries)
- Moped riders: Obligatory	Obligatory (all countries)
- Cyclists: obligatory only outside urban areas and for speed >50 km/h	Not obligatory (46%)
- Daytime running lights are obligatory outside built up areas and recommended inside urban areas.	
- A demerit point system is in place. [2]	

Sources: [1] EC DG-Move 2016; [2] WHO, 2013

## Enforcement

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

Issue	Score for Hungary	Most common in EU (% of countries)
Speed legislation enforcement	8	7 (43%)
Seat-belt law enforcement	8	7 (25%) and 8 (25%)
Child restraint law enforcement	8	8 (39%)
Helmet legislation enforcement	9	9 (50%)
Drink-driving law enforcement	8	8 (43%)

Source: WHO, 2015

Hungary has zero tolerance for drink-driving.

Effectiveness of traffic law enforcement in Hungary is at or above the EU average.

<sup>2</sup> Blood Alcohol Concentration

## Road User Education and Training

**Table 10: Road user education and training in Hungary compared to the situation in other EU countries**

Education and training in Hungary	Most common in EU (% of countries)
General education programmes:	
- Primary school: compulsory	Compulsory (71%)
- Secondary school: compulsory	Compulsory (43%)
- Other groups: lifelong journey programme	-
Driving licences thresholds:	
- Passenger car: 17 years	18 years (79%)
- Motorised two wheeler: 20 years	18 years (low categories) and higher ages (32%)
- Buses and coaches: 21 years	21 years (86%)
- Lorries and trucks: 21 years	21 years (75%)

Sources: [1] ROSE25, 2005; [2] ETSC, 2011; [3] national sources

## Public Campaigns

**Table 11: Public campaigns in Hungary compared to the situation in other EU countries**

Campaigns in Hungary	Most common issues in EU (% of countries)
Organisation:	
- The National Committee for Accident Prevention (OBB) of the national police headquarters.	
Main themes:	
- drink-driving	Drink-driving (96%)
- speeding	Speeding (86%)
- seat-belts	Seat-belt (79%)
- hazard of railway crossing	

Sources: national sources

## Vehicles and technology (national developments)

**Table 12: Developments of vehicles and technology in Hungary, compared to the situation in other EU countries**

Mandatory technical inspections:	Most common in EU (% of countries)
Passenger cars: first inspection after 4 years, then every 24 months Taxis: every 12 months	Every 12 months (39%)
Motorcycles: first inspection after 4 years, then every 24 months	Every 24 months (32%)
Buses or coaches: every 12 months	Every 12 months (61%)
Lorries or trucks: every 12 months	Every 12 months (68%)

Sources: EC website, national sources

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

Mandatory inspection periods in Hungary are longer for passenger cars than in the other EU countries.

The amount of speed tickets per population has increased over time in Hungary.

## Road Safety Performance Indicators

### Speed

**Table 13: Number of speed tickets per population in Hungary versus the EU average**

Measure	2006	2015	Average annual change	EU average (2015)
Number of speed tickets/1.000 population	17	28	5,7%	94

Sources: [1] ETSC, 2010; [2] ETSC, 2016

**Table 14: Percentage of speed offenders per road type in Hungary compared to the EU average**

Road type	2004	2008	Average annual change	EU average
Motorways	56%*	32%	-24,4%	n/a
Rural roads	27%*	30%	5,4%	n/a
Urban roads	67%	55%	-4,8%	n/a

Sources: [1] ETSC, 2010; [2] ETSC, 2015

\*Data from 2006

**Table 15: Mean speed per road type in Hungary compared to the EU average**

Road type	2004	2008	Average annual change	EU average
Motorways	120 km/h*	116 km/h	-1,7%	n/a
Rural roads	82 km/h*	82 km/h	0,0%	n/a
Urban roads	55,7 km/h	46,4 km/h	-4,5%	n/a

Sources: [1] ETSC, 2010; [2] ETSC, 2015

\*Data from 2006

### Alcohol

**Table 16: Road side surveys for drink-driving in Hungary compared to the EU average**

Measure	2006	2015	Average annual change	EU average (2015)
Amount of tests/1.000 population	144	135	1,9%	209
% tested over the limit	2,9%	1,5%	-7,1%	2,2%

Sources: [1] ETSC, 2010; [2] ETSC, 2016

The amount of drink-driving tests in Hungary has decreased between 2006 and 2015, however, the amount of offenders has decreased.

The Hungarian vehicle fleet is somewhat older than the EU average, however it has a relatively high occupant protection score.

Seat-belt wearing rates in Hungary are lower than the EU average.

## Vehicles

**Table 17: State of the vehicle fleet in Hungary compared to the EU average**

Vehicles	EU average
Cars per age group (2012) [1]:	Passenger cars (2012) [2]
- ≤ 2 years: 3%	≤ 2 years: 9%
- 3 to 5 years: 8%	3 to 5 years: 13%
- 6 to 10 years: 34%	6 to 10 years: 28%
- > 10 years: 55%	>10 years: 49%
EuroNCAP occupant protection score of cars (new cars sold in 2013) [2]:	
- 5 stars: 53,4%	5 stars: 52,5%
- 4 stars: 2,9%	4 stars: 4,5%
- 3 stars: 4,3%	3 stars: 2,9%
- 2 stars: 0,4%	2 stars: 0,5%
- not tested: 39,0%	not tested: 39,6% <sup>3</sup>

Source: [1] EUROSTAT; [2] ETSC, 2016

## Protective systems

**Table 18: Protective system use in Hungary versus the average in EU**

Protective systems	EU average <sup>4</sup>
Daytime seat-belt wearing in cars and vans (2015):	(2015)
- 81% front	89,7% front
- 82% driver	not available
- 83% front passenger	not available
- 39% rear	69,5% rear
- 79% child restraint systems	not available
Helmet use (2015):	
- nearly 100% motorcyclists	not available
- no information on % cyclists	

Source: IRTAD, 2016

<sup>3</sup> Based on data of 25 EU countries (excl. HR, LU and MT).

<sup>4</sup> Based on data of 15 EU countries; data of AT, BE, IE, IT, LU, HU, FI, SE (2015); data of CZ, DE, DK, HR, LT, PL, UK (2014); data of PT (2013)

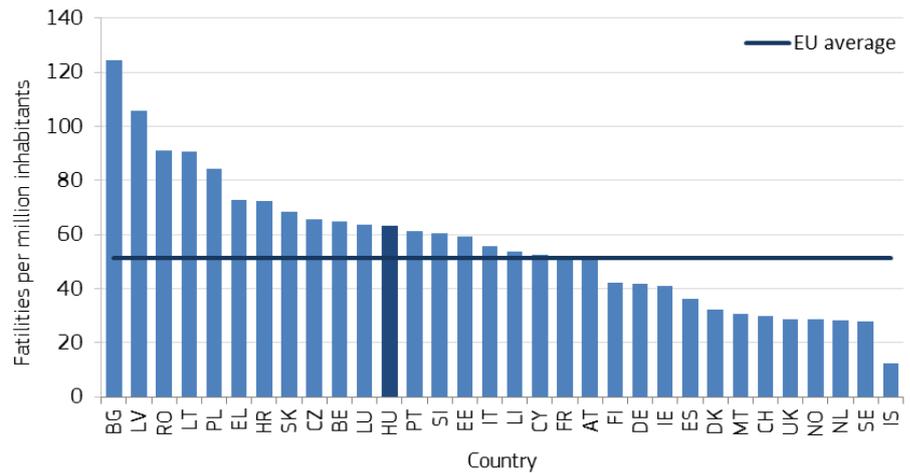
## Road Safety Outcomes

### General positioning

The fatality rate of Hungary is higher than the EU average (around 63 fatalities per million population in 2014). Since 2008 the Hungarian fatality rate and the EU average rate have shown nearly similar developments. Before 2008 the fatality rate of Hungary was considerably higher than the EU average rate.

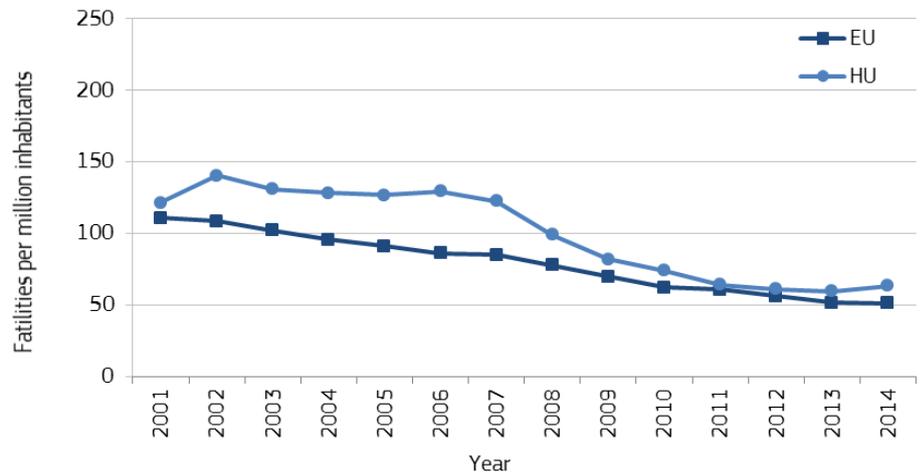
The fatality rate of Hungary is higher than the EU average; since 2008 the Hungarian fatality rate and the EU average rate have shown nearly similar developments.

**Figure 1: Fatalities per million inhabitants in 2014 with EU average**



Sources: CARE, Eurostat

**Figure 2: Development of fatalities per million inhabitants between 2001 and 2014 for Hungary and the EU average**



Sources: CARE, Eurostat

The share of cyclist fatalities in Hungary is higher than the EU average.

## Transport mode

The share of cyclist fatalities is twice the EU average. While the average annual reduction of motorcyclist fatalities between 2003 and 2014 was only 1%, it was 8% for car occupants. In the same period, the annual reduction rates of pedestrian and cyclist fatalities were 6% and 5%.

**Table 19: Reported fatalities by mode of road transport in Hungary compared to the EU average**

Transport mode	2003	2014	Average annual change	Share in 2014	EU average (2014)
Pedestrians	299	152	-6%	24%	22%
Car occupants	640	256	-8%	41%	45%
Motorcyclists	66	58	-1%	9%	15%
Mopeds	36	17	-7%	3%	3%
Cyclists	178	98	-5%	16%	8%
Bus/coach occupants	38	1	-28%	0%	1%
Lorries or truck occupants	45	39	-1%	6%	5%

Sources: CARE, national sources

## Age, gender and nationality

**Table 20: Reported fatalities by age, gender and nationality in Hungary versus the EU average**

Age and gender	2003	2014	Average annual change	Share in 2014	EU average (2014)
<b>Females</b>					
0 - 14 years	16	6	-9%	1%	1%
15 - 17 years	8	2	-12%	0%	1%
18 - 24 years	37	13	-9%	2%	3%
25 - 49 years	112	47	-8%	8%	6%
50 - 64 years	62	36	-5%	6%	4%
65+ years	75	63	-2%	10%	9%
<b>Males</b>					
0 - 14 years	16	5	-10%	1%	1%
15 - 17 years	24	5	-13%	1%	2%
18 - 24 years	92	46	-6%	7%	12%
25 - 49 years	469	182	-8%	29%	29%
50 - 64 years	235	127	-5%	20%	15%
65+ years	157	92	-5%	15%	16%
<b>Nationality of driver or rider killed</b>					
National	1.199	592	-6%	95%	n/a
Non-national	127	34	-11%	5%	n/a

Sources: CARE, national sources

Hungary has a similar share of road fatalities by gender compared to the EU average.

The distribution of fatalities by location in Hungary is similar to the EU average.

## Location

Fatalities by location in Hungary are similar to the EU average.

**Table 21: Reported fatalities by location in Hungary compared to the EU average**

Location	2003	2014	Average annual change	Share in 2014	EU average (2014)
Built-up areas	478	237	-7%	38%	38%
Rural areas	790	362	-8%	58%	54%
Motorways	58	27	-8%	4%	7%
Junctions	316	105	-12%	17%	19%

Sources: CARE, national sources

## Lighting and weather conditions

**Table 22: Reported fatalities by lighting and weather conditions in Hungary compared to the EU average**

Conditions	2003	2014	Average annual change	Share in 2014	EU average (2014)
<b>Lightning conditions</b>					
During daylight	731	376	-6%	60%	49%
During night-time	540	228	-8%	36%	30%
<b>Weather conditions</b>					
While raining	71	46	-4%	7%	9%

Sources: CARE, national sources

## Single vehicle accidents

**Table 23: Reported fatalities by type in Hungary compared to the EU average**

Accident Type	2001	2014	Average annual change	Share in 2014	EU average (2014)
Single vehicle accidents	281	109	-17%	17%	28%

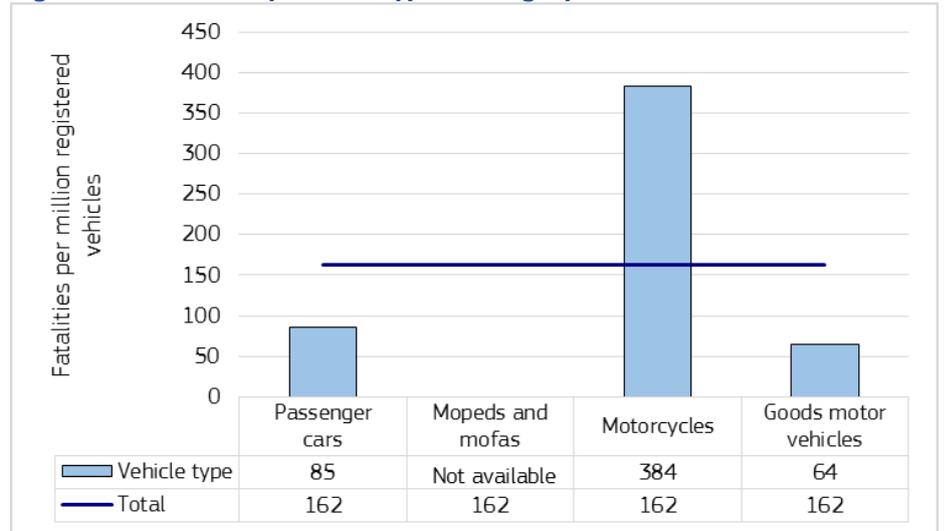
Sources: CARE, national sources

## Under-reporting of casualties

- Fatalities: 100%, due to improvements of the data recording systems.
- Hospitalised: no studies with quantitative information exist.

## Risk Figures

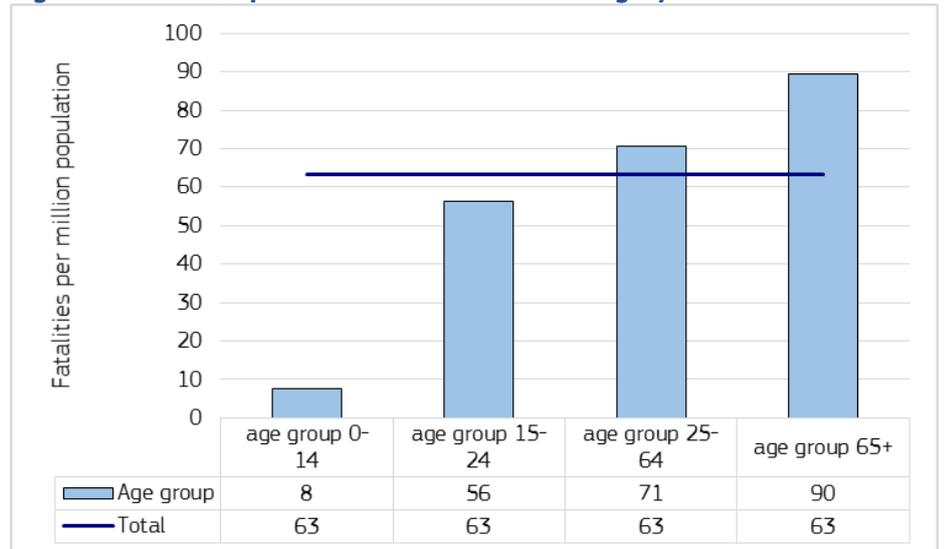
**Figure 3: Fatalities by vehicle type in Hungary in 2013**



Sources: CARE, IRTAD; Number of registered mopeds and mofas was not available, Total = all motor vehicles excluding mopeds and mofas

In Hungary, risk is high for motorcyclists, the elderly and middle-aged people (25-65 years).

**Figure 4: Fatalities per million inhabitants in Hungary in 2014**



Sources: CARE, EUROSTAT

## Social Cost

- The total cost of road accident casualties (fatalities and injuries) is estimated at 48,5 billion euros (2014).
- The following costs are an update of the values in Table 5.3 of the HEATCO Deliverable D5 (2006) to base year 2010. Each figure includes the value of safety per se (VSL<sup>5</sup> for fatality, 13% of VSL for severe, 1% for light injury) and the value of direct and indirect economic costs (10% of VSL for fatality, severe and slight injury based on HEATCO (2005)). EU average based on the VSL of €1,7 million.
- The costs per casualty for 2010 are as follows:

**Table 24: Cost (€) per injury type in Hungary versus the EU average**

Country	Fatality	Severe injury	Slight injury
Austria	2.395.000	327.000	25.800
Belgium	2.178.000	330.400	21.300
Bulgaria	984.000	127.900	9.800
Croatia	1.333.000	173.300	13.300
Cyprus	1.234.000	163.100	11.900
Czech Republic	1.446.000	194.300	14.100
Denmark	2.364.000	292.600	22.900
Estonia	1.163.000	155.800	11.200
Finland	2.213.000	294.300	22.000
France	2.070.000	289.200	21.600
Germany	2.220.000	307.100	24.800
Greece	1.518.000	198.400	15.100
<b>Hungary</b>	<b>1.225.000</b>	<b>164.400</b>	<b>11.900</b>
Ireland	2.412.000	305.600	23.300
Italy	1.916.000	246.200	18.800
Latvia	1.034.000	140.000	10.000
Lithuania	1.061.000	144.900	10.500
Luxembourg	3.323.000	517.700	31.200
Malta	2.122.000	269.500	20.100
Netherlands	2.388.000	316.400	25.500
Poland	1.168.000	156.700	11.300
Portugal	1.505.000	201.100	13.800
Romania	1.048.000	136.200	10.400
Slovakia	1.593.000	219.700	15.700
Slovenia	1.989.000	258.300	18.900
Spain	1.913.000	237.800	17.900
Sweden	2.240.000	328.700	23.500
Great Britain	2.170.000	280.300	22.200
<b>EU average</b>	<b>1.870.000</b>	<b>243.100</b>	<b>18.700</b>

Source: Update of the Handbook on External Costs of Transport. Final Report. Report for the European Commission: DG MOVE. Ricardo-AEA/R/ ED57769 Issue Number 1; 8th January 2014

In Hungary, the costs of road accident casualties are much lower than the EU average.

<sup>5</sup> Value of Statistical Life

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Effectiveness of traffic law enforcement in Hungary is at or above the EU average.

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## Synthesis

### Safety position

- With more than 60 fatalities per million population in 2014, the Hungarian fatality rate is still higher than the EU average, despite a steady decrease that was recorded since 2007.

### Scope of problem

- Pedestrians and cyclists have a relatively high share in the annual fatalities of Hungary, but motorcyclists have the highest risk.
- The elderly have a higher risk of getting involved in fatal road accidents.
- Especially fatalities during daylight in Hungary are over-represented.
- The Hungarian vehicle fleet is somewhat older than the EU average.
- Seat-belt wearing rates in Hungary are lower than the EU average.

### Recent progress

- Since 2008 the Hungarian fatality rate and the EU average rate have shown nearly similar developments.
- The amount of speed tickets per population has increased over time in Hungary, but it still remains much lower than the EU average.
- The amount of drink-driving tests in Hungary has decreased between 2006 and 2010, however, the amount of offenders has also decreased.
- The Hungarian vehicle fleet has a relatively high occupant protection score.

### Remarkable road safety policy issues

- Safety impact assessment, road safety audits and inspections, as well as high risk site treatment are obligatory parts of road infrastructure management in Hungary.
- Effectiveness of traffic law enforcement in Hungary is at or above the EU average.
- Hungary has zero tolerance for drink-driving.
- Driving licences thresholds are lower for passenger cars but higher for motorised two wheelers in Hungary than in most EU countries.

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## Notes

### 1. Country abbreviations

	Belgium	BE		Italy	IT		Romania	RO
	Bulgaria	BG		Cyprus	CY		Slovenia	SI
	Czech Republic	CZ		Latvia	LV		Slovakia	SK
	Denmark	DK		Lithuania	LT		Finland	FI
	Germany	DE		Luxembourg	LU		Sweden	SE
	Estonia	EE		Hungary	HU		United Kingdom	UK
	Ireland	IE		Malta	MT			
	Greece	EL		Netherlands	NL		Iceland	IS
	Spain	ES		Austria	AT		Liechtenstein	LI
	France	FR		Poland	PL		Norway	NO
	Croatia	HR		Portugal	PT		Switzerland	CH

2. Sources: CARE (Community database on road accidents), EUROSTAT, ITF-IRTAD, National sources.

The full glossary of definitions of variables used in this Report is available at: [http://ec.europa.eu/transport/road\\_safety/pdf/statistics/cadas\\_glossary.pdf](http://ec.europa.eu/transport/road_safety/pdf/statistics/cadas_glossary.pdf)

3. Data available in September 2016.

4. Average annual change is calculated with the power function between the first and last years:

[aac = (b/a)<sup>1/n</sup>-1, where aac: annual average change, a: first year value, b: last year value, n: number of years].

5. Explanation of symbols in Tables:

n/a: not available

"-": not applicable (e.g. calculation cannot be performed)

6. This 2016 edition of Road Safety Country Overviews updates the previous version produced in 2012 within the EU co-funded research project [DaCoTA](#).

7. Disclaimer

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8. Please refer to this Report as follows:

*European Commission, Road Safety Country Overview - Hungary, European Commission, Directorate General for Transport, September 2016.*



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