



European Road Safety Observatory

National Road Safety Profile - Hungary

This document is part of a series of 30 country profiles: one for each member of the EU 27 and three EFTA countries (Iceland, Norway and Switzerland). The purpose of this series is to provide tables and figures that give an overview of the road safety situation in a specific country. The tables and figures are organized according to a pyramid of road safety information: (1) road safety outcomes, (2) road safety performance indicators, (3) road safety programmes and measures, and (4) structure and culture.

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1 Highlights

Road safety outcomes

- In 2020 a total of 460 people were killed in reported traffic accidents in Hungary.
- Hungary is 17th out of 27 EU countries in terms of the lowest numbers of fatalities per million inhabitants. Prior to 2009, the mortality rate in Hungary was much higher than the EU average.
- Compared to the EU average, the distribution of fatalities in Hungary shows a relatively high proportion of pedestrian fatalities.

Road safety performance indicators

- Hungary has the lowest self-reported frequency of drink-driving and one of the highest self-reported frequencies of not wearing a seatbelt in the back.
- Self-reported helmet wearing by cyclists is much lower than in other European countries.
- Hungarian road infrastructure is characterized by high road density. Its quality is perceived as rather low compared to other EU countries.
- Hungarian passenger cars are considerably older than the EU average.

Road safety policy and measures

- Hungary is one of the few countries in the European Union with a zero-percent alcohol limit for all drivers.
- Enforcement of drink-driving legislation is less widely perceived as effective in comparison to other EU countries. However, the self-reported frequency of alcohol checks is above the European average.

2 Road Safety Outcomes

2.1 General risk in traffic

In Hungary, a total of 460 people were killed in reported traffic accidents in 2020. In terms of mortality rate, there were 47 road fatalities per million inhabitants, which is above the EU average (42). In the first decade of this century, the mortality rate in Hungary was much higher than the EU average. From 2007 the mortality rate in Hungary decreased sharply and became closer to the EU average. Also when the number of vehicles is taken into account, Hungary performs worse than most EU countries with a rate of 0.97 fatalities per 10,000 registered vehicles.

Over the past ten years the number of fatalities in Hungary decreased by 38%, similar to the overall EU trend. The number of serious injuries on the other hand, shows a less significant decrease over the same period (-18%). In most EU countries the numbers of fatalities and serious injuries fell between 2019 and 2020. The COVID pandemic and the associated restrictions in mobility undoubtedly led to a reduction in the number of casualties though the extent to which this was the case is not known.

Table 1. Number of road fatalities and serious injuries (2010 and 2020). Source: CARE

| | 2010 | 2020 | Trend | EU 2010 | EU 2020 | EU trend |
|-------------------------|-------|-------|-------|---------|---------|----------|
| Fatalities | 740 | 460 | -38% | 29611 | 18834 | -36% |
| Serious injuries | 5,671 | 4,655 | -18% | / | / | / |

Figure 1. Number of road fatalities per million inhabitants (2020). Source: CARE & EUROSTAT

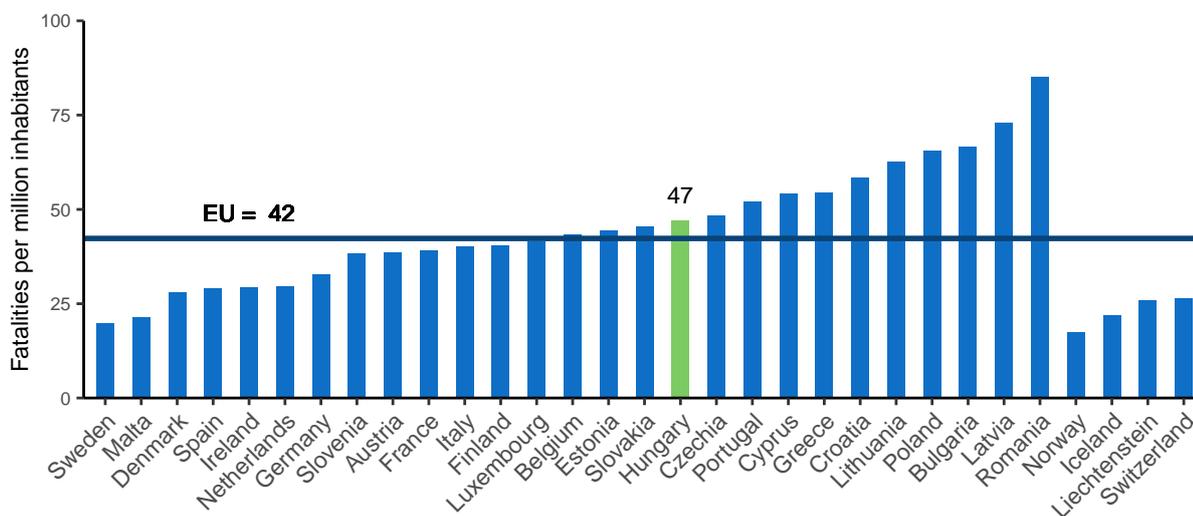


Figure 2. Number of road fatalities per 10,000 registered vehicles (2020). Source: CARE & EUROSTAT

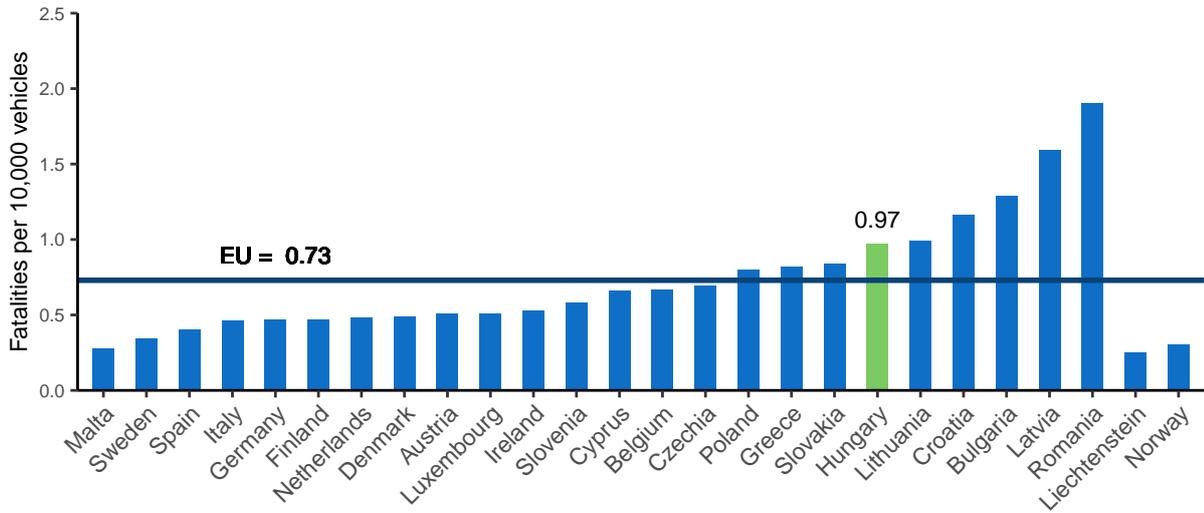


Figure 3. Number of road fatalities (2010-2020). Source: CARE

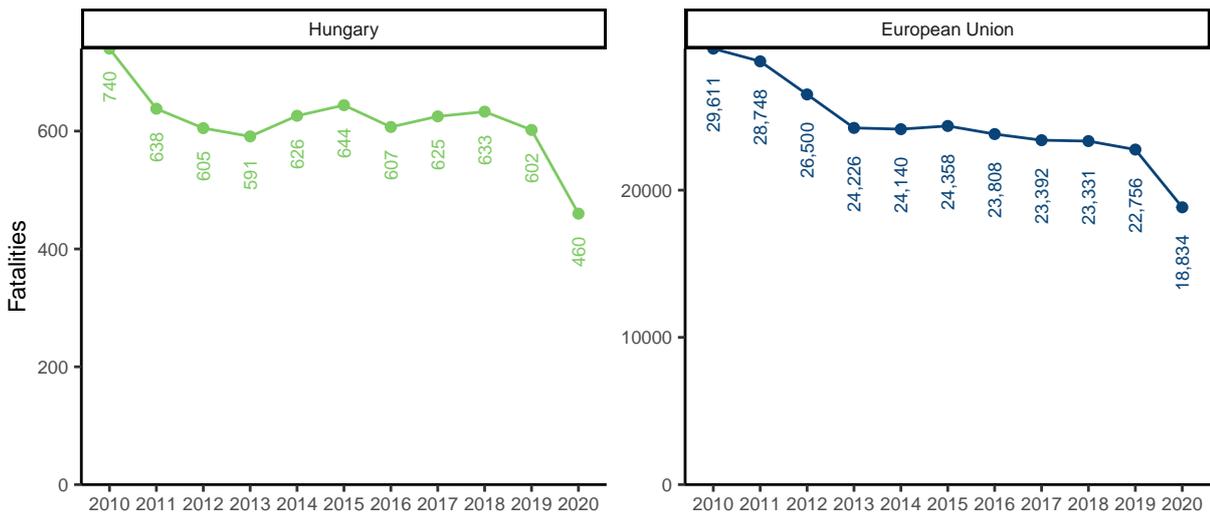
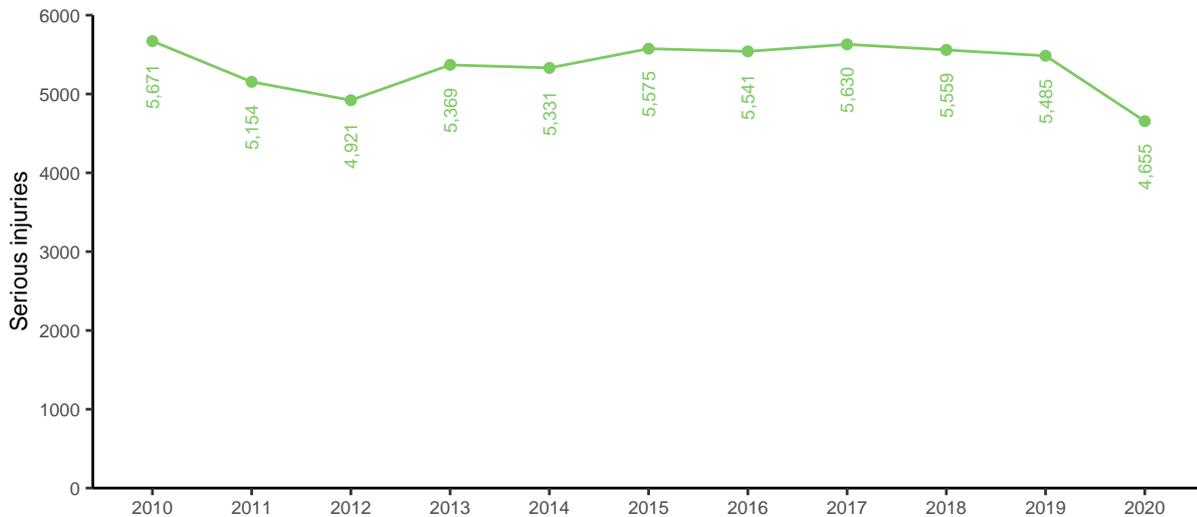
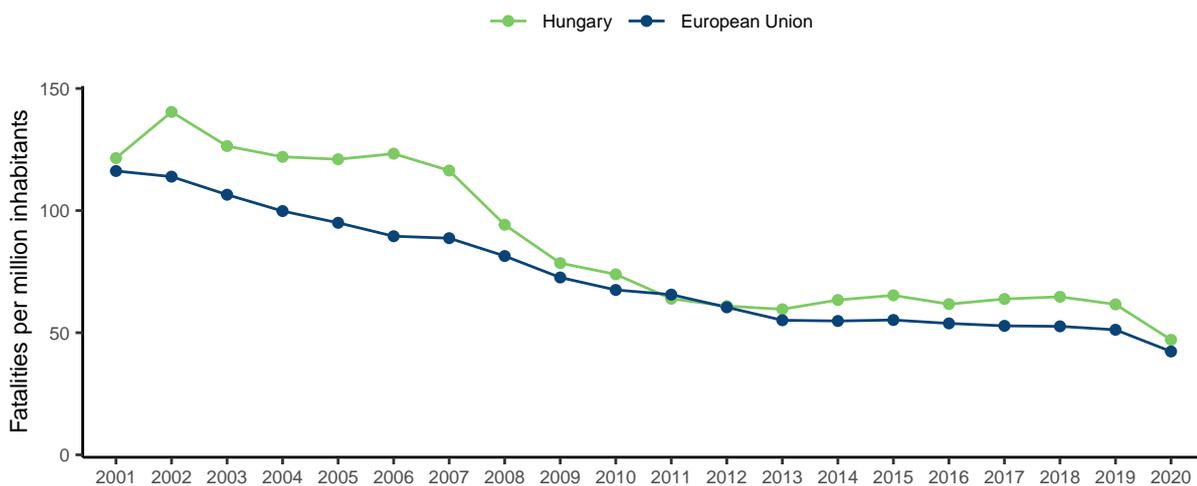


Figure 4. Number of serious injuries (2010-2020). Source: CARE**Figure 5.** Number of road fatalities per million inhabitants (2001-2020). Source: CARE & EUROSTAT

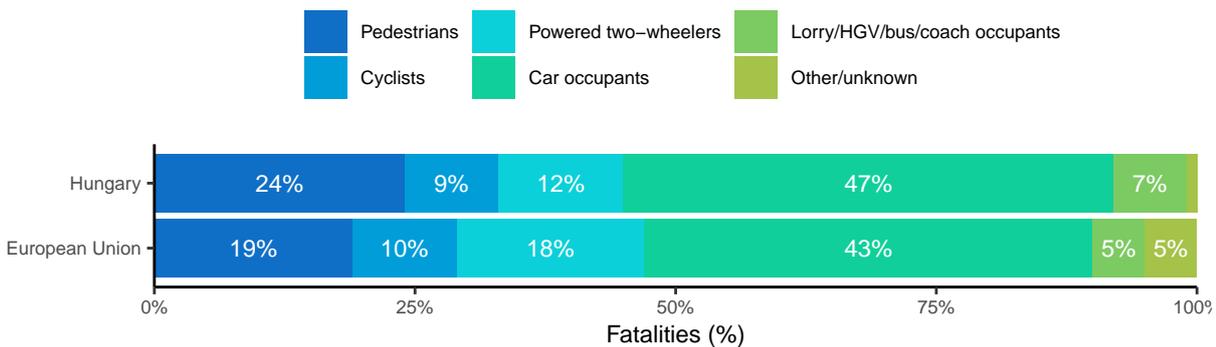
2.2 Transport modes¹

In 2020, car occupants accounted for almost half of road traffic fatalities in Hungary, similar to the percentage in the European Union. Pedestrians represent 24% of road fatalities, which is more than in the European Union (19%). Powered two-wheelers on the other hand, account for only 12% of road fatalities in Hungary, while they are 18% in the European Union.

Over time there has been a decrease in the number of fatalities in Hungary for all modes except for occupants of lorries. While the number of fatalities for lorry occupants remained stable over the past ten years, their number decreased in the European Union. Lorry occupants are however the only road user category for which the number of serious injuries decreased significantly.

The overall number of fatalities in single vehicle crashes (i.e. only one vehicle and no other road user is involved) in Hungary shows a similar decrease as in the European Union.

¹For more details about the categories used in this subsection, please see section 6.2 Definitions.

Figure 6. Number of road fatalities by transport mode (2020). Source: CARE**Table 2.** Average number of road fatalities by transport mode (2010-2012 and 2018-2020). Source: CARE

| | 2010 - 2012 | 2018 - 2020 | Trend | EU 2010 - 2012 | EU 2018 - 2020 | EU trend |
|-----------------------------|-------------|-------------|-------|----------------|----------------|----------|
| Pedestrians | 157 | 139 | -11% | 5,793 | 4,328 | -25% |
| Cyclists | 87 | 57 | -34% | 2,023 | 1,971 | -3% |
| Powered two-wheelers | 72 | 65 | -10% | 5,057 | 3,940 | -22% |
| Car occupants | 284 | 261 | -8% | 13,309 | 9,597 | -28% |
| Lorries, under 3.5t | 25 | 25 | +0% | 898 | 732 | -18% |
| Heavy goods vehicles | 12 | 12 | / | 590 | 378 | -36% |
| Bus/coach occupants | 15 | 2 | / | 102 | 88 | -14% |
| Other/unknown | 10 | 4 | / | 1,116 | 837 | / |
| Total | 661 | 565 | -15% | 28,286 | 21,640 | -23% |

Table 3. Average number of serious injuries by transport mode (2010-2012 and 2018-2020). Source: CARE

| | 2010 - 2012 | 2018 - 2020 | Trend |
|-----------------------------|-------------|-------------|-------|
| Pedestrians | 838 | 852 | +2% |
| Cyclists | 1,014 | 999 | -1% |
| Powered two-wheelers | 1,117 | 1,049 | -6% |
| Car occupants | 1,888 | 1,988 | +5% |
| Lorries, under 3.5t | 182 | 138 | -24% |
| Heavy goods vehicles | 63 | 58 | -8% |
| Bus/coach occupants | 88 | 88 | +0% |
| Other/unknown | 61 | 62 | / |
| Total | 5,249 | 5,233 | +0% |

Table 4. Average number of fatalities among vulnerable road users (pedestrians, cyclists and mopeds) involved in crashes involving cars, buses or coaches, and lorries or heavy goods vehicles (2010-2012 and 2018-2020). Source: CARE

| | 2010 - 2012 | 2018 - 2020 | Trend | EU 2010 - 2012 | EU 2018 - 2020 | EU trend |
|--|-------------|-------------|-------|----------------|----------------|----------|
| Crashes involving buses or coaches | 10 | 9 | / | 258 | 173 | -33% |
| Crashes involving cars | 151 | 135 | -11% | 5,507 | 4,306 | -22% |
| Crashes involving lorries or heavy goods vehicles | 61 | 45 | -26% | 1,721 | 1,321 | -23% |

Table 5. Average number of road fatalities in urban areas by transport mode (2010-2012 and 2018-2020). Source: CARE

| | 2010 - 2012 | 2018 - 2020 | Trend | EU 2010 - 2012 | EU 2018 - 2020 | EU trend |
|-----------------------------|-------------|-------------|-------|----------------|----------------|----------|
| Pedestrians | 94 | 92 | -2% | 3,944 | 3,079 | -22% |
| Cyclists | 55 | 40 | -27% | 1,113 | 1,125 | +1% |
| Powered two-wheelers | 32 | 24 | -25% | 2,200 | 1,562 | -29% |
| Car occupants | 47 | 40 | -15% | 2,883 | 2,109 | -27% |
| Lorries, under 3.5t | 6 | 4 | / | 149 | 137 | -8% |
| Heavy goods vehicles | 1 | 2 | / | 82 | 36 | -56% |
| Bus/coach occupants | 1 | 1 | / | 24 | 36 | +50% |
| Other/unknown | 4 | 2 | / | 219 | 254 | / |
| Total | 239 | 204 | -15% | 10,803 | 8,406 | -22% |

Table 6. Average number of road fatalities in single vehicle crashes by transport mode (2010-2012 and 2018-2020). Source: CARE

| | 2010 - 2012 | 2018 - 2020 | Trend | EU 2010 - 2012 | EU 2018 - 2020 | EU trend |
|-----------------------------|-------------|-------------|-------|----------------|----------------|----------|
| Cyclists | 18 | 7 | / | 299 | 400 | +34% |
| Powered two-wheelers | 22 | 18 | -18% | 1,746 | 1,429 | -18% |
| Car occupants | 81 | 74 | -9% | 5,905 | 4,187 | -29% |
| Lorries, under 3.5t | 9 | 6 | / | 365 | 271 | -26% |
| Heavy goods vehicles | 3 | 3 | / | 241 | 143 | -41% |
| Bus/coach occupants | 0 | 1 | / | 40 | 33 | -18% |
| Other/unknown | 5 | 1 | / | 327 | 309 | / |
| Total | 138 | 110 | -20% | 8,923 | 6,772 | -24% |

2.3 Age

The distribution of road fatalities across age groups in Hungary is similar to that for the European Union with a slight underrepresentation of people aged 18 to 24 and those aged 85 and older.

Over the past ten years, the trend in the number of fatalities in Hungary was downward for all age groups except for the people aged 65 and above. This overall trend is partly due to the ageing of the population and is also observed in the European Union as a whole. A similar trend can be observed for seriously injured victims.

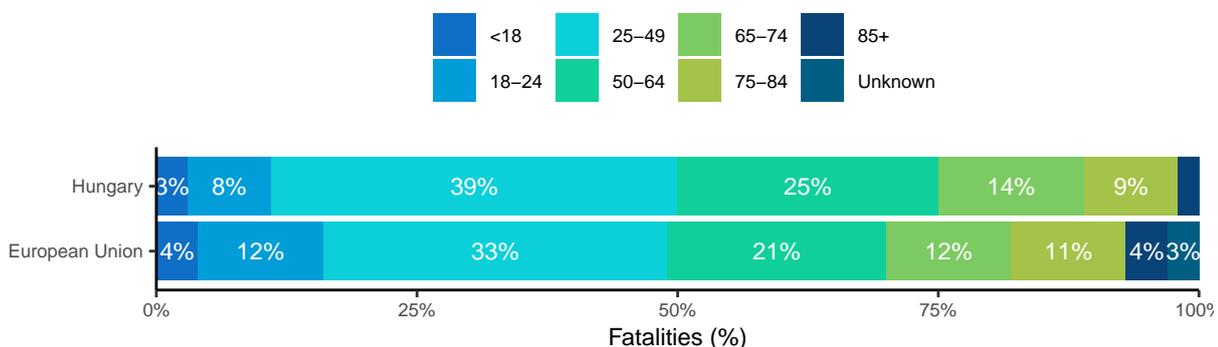
Figure 7. Number of road fatalities by age group (2020). Source: CARE

Table 7. Average number of road fatalities by age group (2010-2012 and 2018-2020). Source: CARE

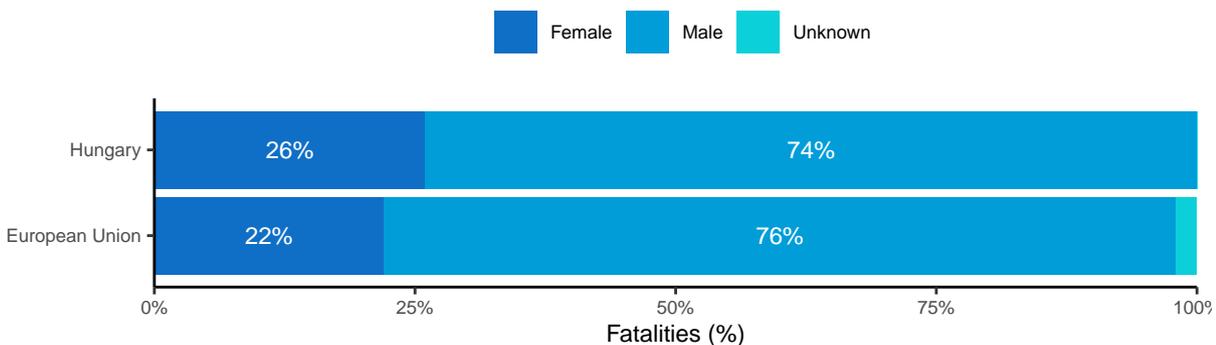
| | 2010 - 2012 | 2018 - 2020 | Trend | EU 2010 - 2012 | EU 2018 - 2020 | EU trend |
|--------------|-------------|-------------|-------------|----------------|----------------|-------------|
| <18 | 27 | 17 | -37% | 1,503 | 918 | -39% |
| 18-24 | 63 | 47 | -25% | 4,398 | 2,589 | -41% |
| 25-49 | 256 | 213 | -17% | 10,457 | 7,311 | -30% |
| 50-64 | 175 | 137 | -22% | 5,273 | 4,605 | -13% |
| 65-74 | 71 | 80 | +13% | 2,730 | 2,627 | -4% |
| 75-84 | 52 | 57 | +10% | 2,775 | 2,414 | -13% |
| 85+ | 11 | 13 | / | 882 | 1,075 | +22% |
| Unknown | 5 | 2 | / | 738 | 360 | / |
| Total | 661 | 565 | -15% | 28,286 | 21,640 | -23% |

Table 8. Average number of serious injuries by age group (2010-2012 and 2018-2020). Source: CARE

| | 2010 - 2012 | 2018 - 2020 | Trend |
|--------------|--------------|--------------|------------|
| <18 | 386 | 308 | -20% |
| 18-24 | 598 | 520 | -13% |
| 25-49 | 2,270 | 2,146 | -5% |
| 50-64 | 1,192 | 1,257 | +5% |
| 65-74 | 476 | 613 | +29% |
| 75-84 | 272 | 324 | +19% |
| 85+ | 45 | 60 | +33% |
| Unknown | 9 | 5 | / |
| Total | 5,249 | 5,233 | +0% |

2.4 Gender

The high proportion of males among total road fatalities in Hungary (74%) is similar to the EU average. This gender pattern apparent throughout the EU can be explained by differences in relation to frequency of transport use and to behaviour.

Figure 8. Number of road fatalities by gender (2020). Source: CARE**Table 9.** Average number of road fatalities by gender (2010-2012 and 2018-2020). Source: CARE

| | 2010 - 2012 | 2018 - 2020 | Trend | EU 2010 - 2012 | EU 2018 - 2020 | EU trend |
|----------------|-------------|-------------|-------------|----------------|----------------|-------------|
| Female | 171 | 150 | -12% | 6,655 | 4,960 | -25% |
| Male | 487 | 413 | -15% | 21,519 | 16,659 | -23% |
| Unknown | 3 | 2 | / | 1,310 | 254 | / |
| Total | 661 | 565 | -15% | 28,286 | 21,640 | -23% |

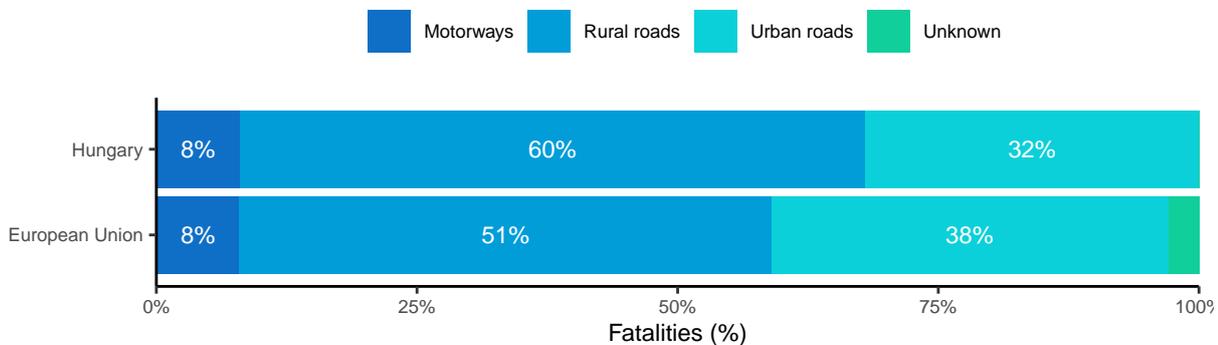
Table 10. Average number of serious injuries by gender (2010-2012 and 2018-2020). Source: CARE

| | 2010 - 2012 | 2018 - 2020 | Trend |
|----------------|-------------|-------------|-------|
| Female | 1,841 | 1,889 | +3% |
| Male | 3,402 | 3,339 | -2% |
| Unknown | 5 | 5 | / |
| Total | 5,249 | 5,233 | +0% |

2.5 Area

The majority of road fatalities in Hungary occurred on rural roads (60%). This percentage is slightly higher than in the European Union as a whole (51%).

Over the past ten years, the number of fatalities on motorways has slightly increased in Hungary while there is a small decrease in the European Union. The number of serious injuries also increased on motorways, while it remained stable on rural and urban roads.

Figure 9. Number of road fatalities by road type (2020). Source: CARE**Table 11.** Average number of road fatalities by road type (2010-2012 and 2018-2020). Source: CARE

| | 2010 - 2012 | 2018 - 2020 | Trend | EU 2010 - 2012 | EU 2018 - 2020 | EU trend |
|-----------------|-------------|-------------|-------|----------------|----------------|----------|
| Motorway | 41 | 43 | +5% | 2,072 | 1,812 | -13% |
| Rural | 381 | 318 | -17% | 15,280 | 11,430 | -25% |
| Urban | 239 | 204 | -15% | 10,803 | 8,406 | -22% |
| Unknown | / | / | / | 908 | 543 | / |
| Total | 661 | 565 | -15% | 28,286 | 21,640 | -23% |

Table 12. Average number of serious injuries by road type (2010-2012 and 2018-2020). Source: CARE

| | 2010 - 2012 | 2018 - 2020 | Trend |
|-----------------|-------------|-------------|-------|
| Motorway | 182 | 200 | +10% |
| Rural | 1871 | 1822 | -3% |
| Urban | 3195 | 3211 | +1% |
| Unknown | / | / | / |
| Total | 5249 | 5233 | +0% |

2.6 Time ²

The distribution of fatalities by day of the week and time of the day is very similar to that for the European Union, with the majority of fatalities occurring in the daytime during the working

²For more details about the time periods used in this subsection, please see section 6.2 Definitions.

week. Hungary shows a more favourable downward trend regarding night-time fatalities during weekends, which is in line with the EU average. On the other hand, the number of fatalities in the daytime during weekends remained broadly stable in Hungary, while the EU average shows a decrease.

Figure 10. Number of road fatalities by period of time (2020). Source: CARE

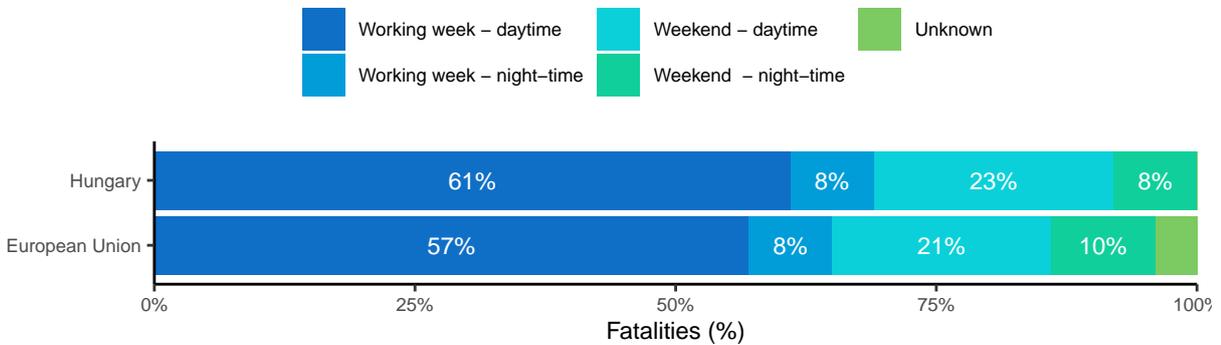


Table 13. Average number of road fatalities by period of time (2010-2012 and 2018-2020). Source: CARE

| | 2010 - 2012 | 2018 - 2020 | Trend | EU 2010 - 2012 | EU 2018 - 2020 | EU trend |
|----------------------------------|-------------|-------------|-------|----------------|----------------|----------|
| Working week - daytime | 386 | 343 | -11% | 15,495 | 12,506 | -19% |
| Working week - night-time | 59 | 50 | -15% | 2,573 | 1,848 | -28% |
| Weekend - daytime | 133 | 125 | -6% | 6,383 | 4,974 | -22% |
| Weekend - night-time | 83 | 48 | -42% | 3,549 | 2,327 | -34% |
| Unknown | / | / | / | 4,226 | 562 | / |
| Total | 661 | 565 | -15% | 28,286 | 21,640 | -23% |

2.7 Road conditions

The majority of road fatalities occur on dry roads. This is the case for Hungary, as well as for the European Union as a whole. Regarding light conditions, one third of fatalities occur when it is dark, which is similar to the EU average.

Figure 11. Number of road fatalities by surface conditions (2020). Source: CARE

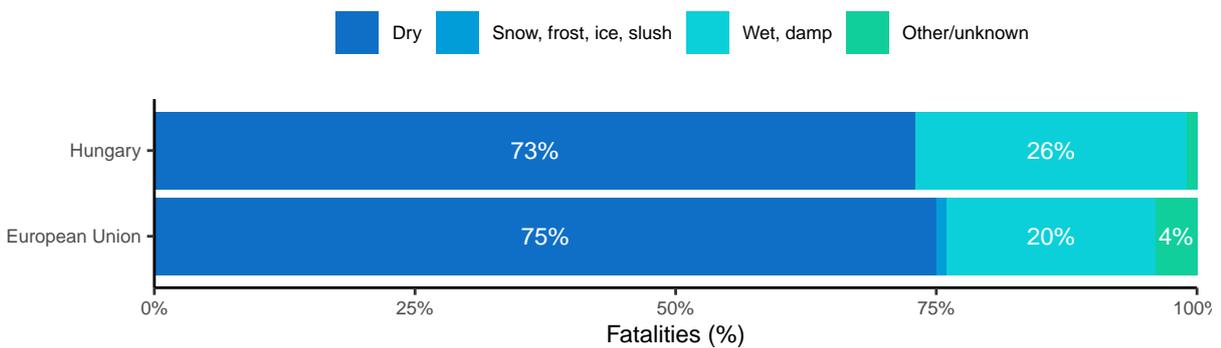
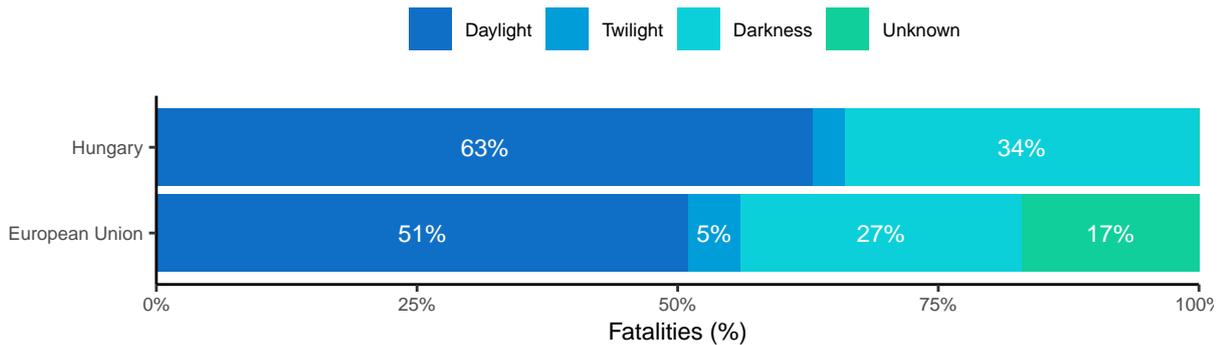


Table 14. Average number of road fatalities by surface conditions (2010-2012 and 2018-2020). Source: CARE

| | 2010 - 2012 | 2018 - 2020 | Trend | EU 2010 - 2012 | EU 2018 - 2020 | EU trend |
|--------------------------------|-------------|-------------|-------|----------------|----------------|----------|
| Dry | 488 | 415 | -15% | 21,101 | 16,582 | -21% |
| Snow, frost, ice, slush | 33 | 9 | / | 988 | 362 | -63% |
| Wet, damp | 128 | 131 | +2% | 5,638 | 4,328 | -23% |
| Other/unknown | 12 | 10 | / | 2,486 | 580 | / |
| Total | 661 | 565 | -15% | 28,286 | 21,640 | -23% |

Figure 12. Number of road fatalities by light conditions (2020). Source: CARE**Table 15.** Average number of road fatalities by light conditions (2010-2012 and 2018-2020). Source: CARE

| | 2010 - 2012 | 2018 - 2020 | Trend | EU 2010 - 2012 | EU 2018 - 2020 | EU trend |
|-----------------|-------------|-------------|-------|----------------|----------------|----------|
| Darkness | 252 | 204 | -19% | 8,922 | 6,275 | -30% |
| Daylight | 384 | 342 | -11% | 13,717 | 11,235 | -18% |
| Twilight | 25 | 19 | -24% | 1,499 | 1,156 | -23% |
| Unknown | / | / | / | 5,326 | 3,729 | / |
| Total | 661 | 565 | -15% | 28,286 | 21,640 | -23% |

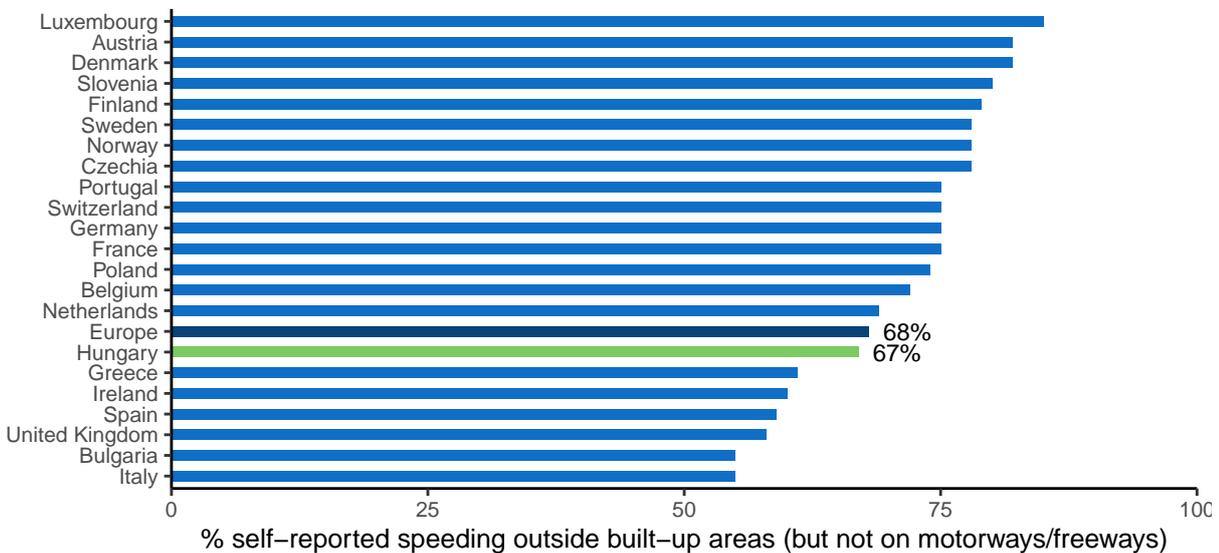
3 Road safety performance indicators

3.1 Behaviour of road users

Most of the road safety performance indicators regarding behaviour are based on self-reported behaviour. Hungary has one of the best scores in Europe for drink-driving. On the other hand, the self-reported use of a helmet among cyclists and the self-reported seat belt wearing rate in the back is much lower than the European average.

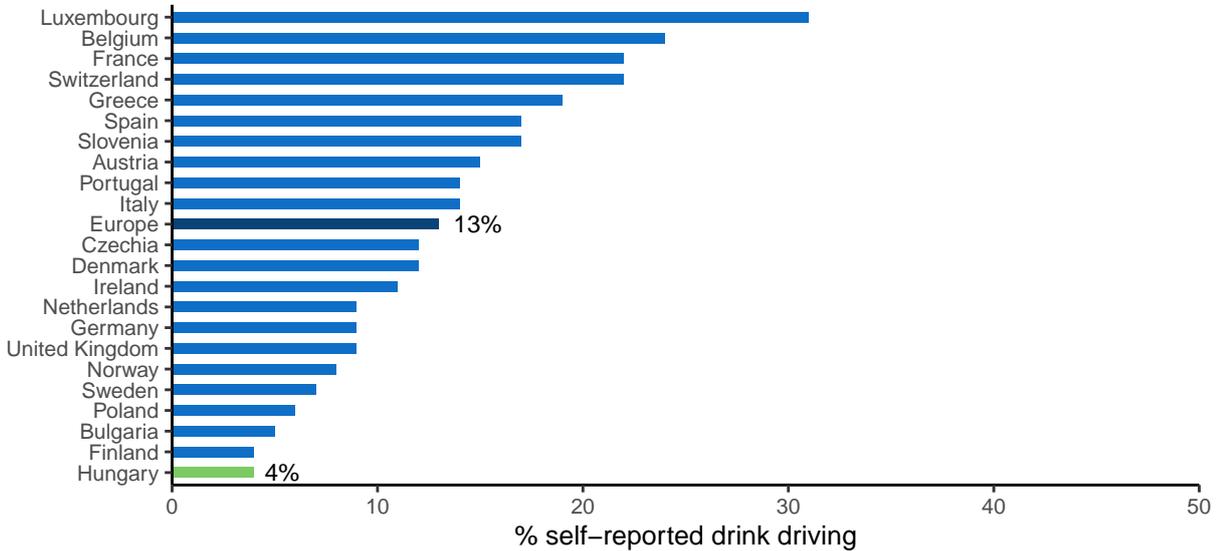
3.1.1 Speeding

Figure 13. Percentage of car drivers that say they have driven faster than the speed limit outside built-up areas (but not on motorways/freeways) at least once in the last 30 days. Source: ESRA (2018)



3.1.2 Driving under the influence

Figure 14. Percentage of car drivers that say they have driven at least once in the last 30 days when they may have been over the legal limit for drinking and driving. Source: ESRA (2018)



3.1.3 Use of protective systems

Figure 15. Percentage of car passengers that say they drove at least once in the last 30 days without wearing a seat belt in the rear seat. Source: ESRA (2018)

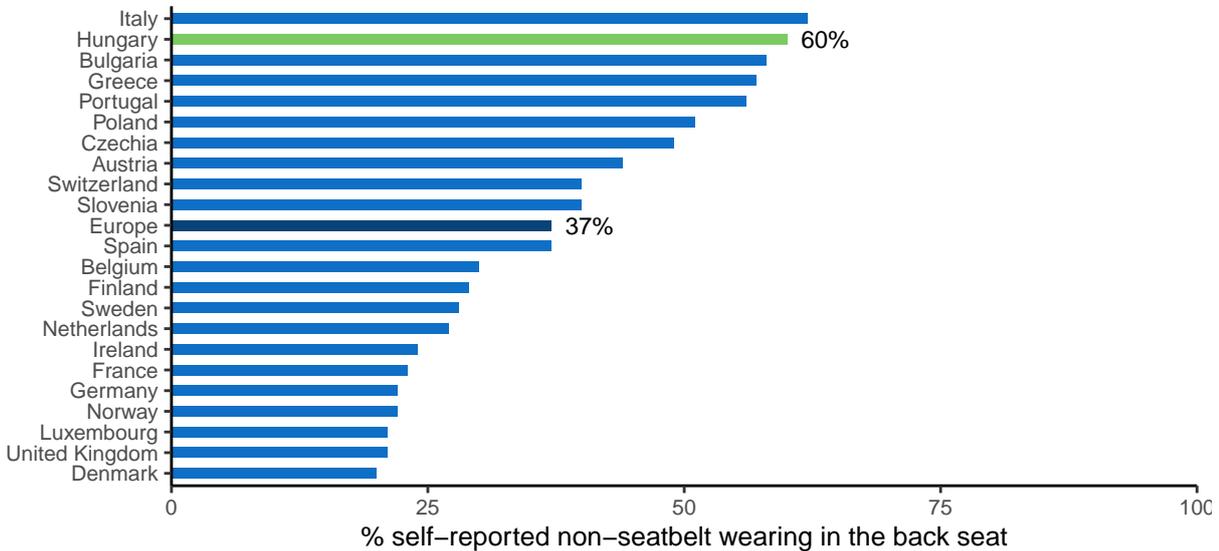
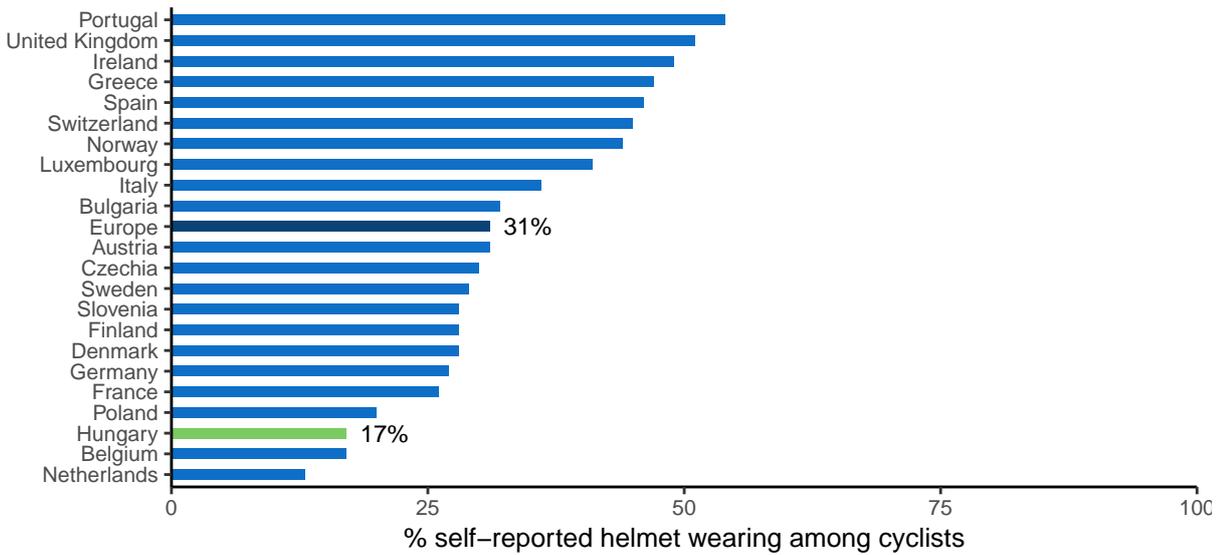
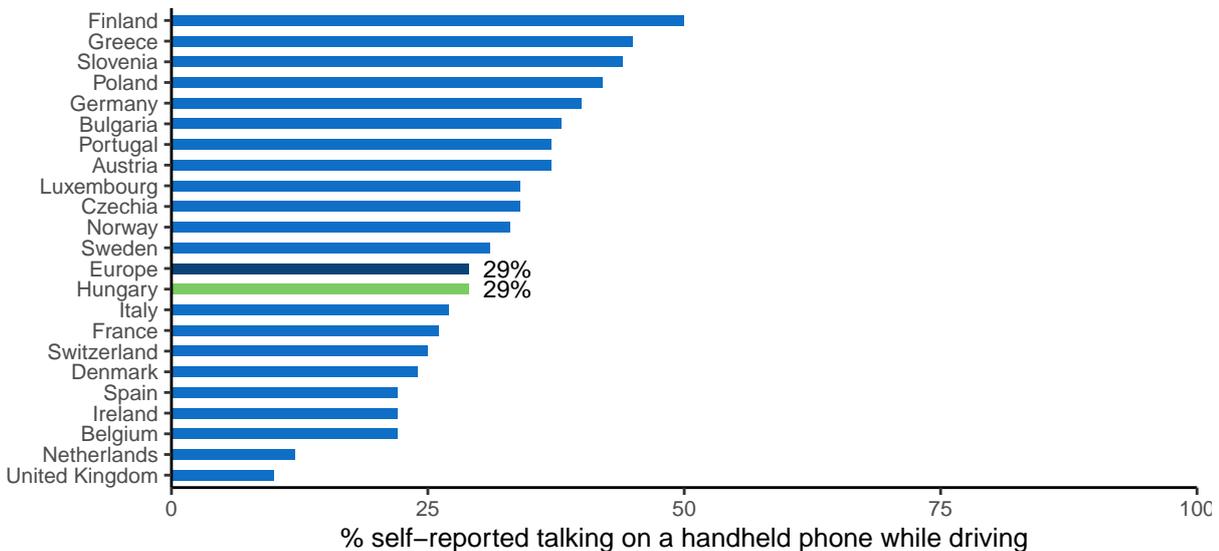


Figure 16. Percentage of cyclists that say they always cycled with a helmet in the last 30 days. Source: ESRA (2018)

3.1.4 Distraction

Figure 17. Percentage of car drivers that say they have at least once in the last 30 days talked on a hand-held mobile phone while driving. Source: ESRA (2018)

3.2 Infrastructure

The overall road network in Hungary shows extremely high road density in comparison with the EU average. Motorway density is similar to the EU average. The indicator for the quality of road infrastructure is based on the judgements made by road users themselves. For Hungary, a score of 4 (on a value scale from 1 to 7) is given, which is below the score of most other countries.

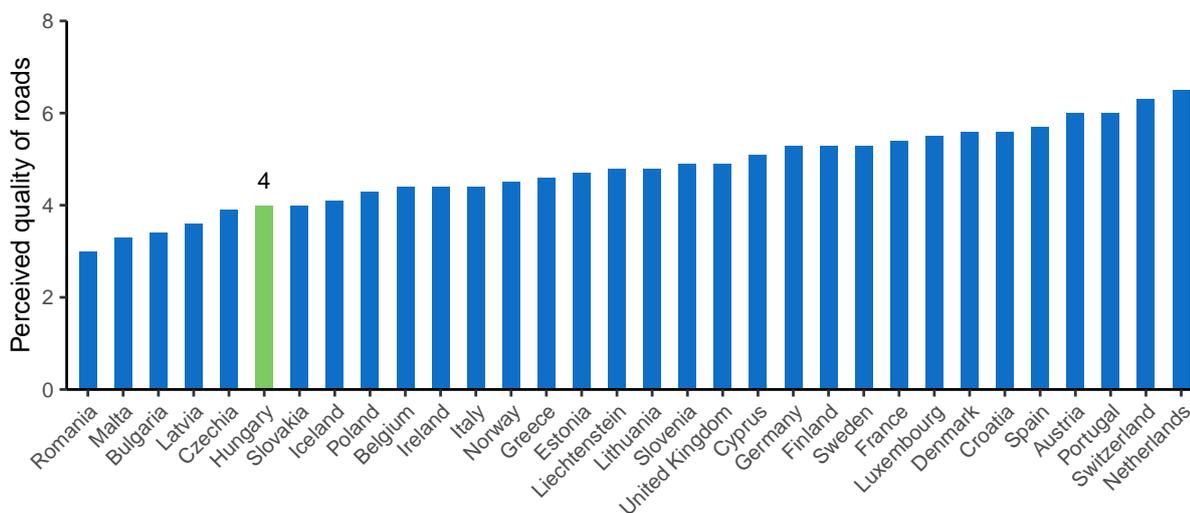
3.2.1 Road density

Table 16. Road density. Source: EUROSTAT (2020)

| | Hungary | European Union |
|-------------------------------|-----------------------------------|----------------------------------|
| Inside built-up areas | 706 km road/1000 km ² | 150 km road/1000 km ² |
| Outside built-up areas | 1592 km road/1000 km ² | 607 km road/1000 km ² |
| Motorways | 19 km road/1000 km ² | 15 km road/1000 km ² |
| Total | 2317 km road/1000 km ² | 918 km road/1000 km ² |

3.2.2 Road quality

Figure 18. Perceived quality of the road infrastructure (1 = extremely poor, 7 = among the best in the world). Source: World Economic Forum, Executive Opinion Survey (2019)



3.3 Vehicle fleet

The size of the Hungarian vehicle fleet, expressed per 100 inhabitants, is smaller than the EU average. Regarding the age of the vehicles, Hungarian passenger cars appear to be considerably older than the EU average, with over 70% passenger cars over 10 years.

Table 17. Number of registered vehicles per 100 inhabitants. Source: EUROSTAT (2020)

| | Hungary | European Union |
|---|---------|----------------|
| All vehicles (except trailers and motorcycles) | 47 | 64 |
| Total utility vehicles | 6 | 9 |
| Lorries | 5 | 7 |
| Road tractors | 1 | 1 |
| Trailers and semi-trailers | 5 | 4 |
| Motorcycles | 2 | 6 |
| Passenger cars | 40 | 56 |
| Motor coaches, buses and trolley buses | 0 | 0 |
| Special vehicles | 0 | 1 |

Table 18. Age of registered passenger cars. Source: EUROSTAT (2020)

| | Hungary | European Union |
|---|---------|----------------|
| Percentage of total number of passenger cars | | |
| Less than 2 years | 8% | 11% |
| From 2 to 5 years | 8% | 15% |
| From 5 to 10 years | 12% | 20% |
| From 10 to 20 years | 55% | 41% |
| Over 20 years | 17% | 12% |

4 Road safety policy and measures

4.1 Legislation

National road safety legislation in Hungary generally reflects the situation in the majority of EU countries with some exceptions. The legislation regarding drink driving is stricter than in most European countries: there is a zero-percent alcohol limit for all drivers while the majority of EU countries apply a limit of 0.5 g/l. Furthermore unlike other countries there is no age restriction in Hungary to transport children on motorcycles.

Table 19. National road safety legislation. Source: WHO (2018)

| | Hungary | EU countries |
|---|------------------------------|---|
| Speed limits for passenger cars | | |
| Urban roads | 50 km/h | 50 km/h: 27 |
| Rural roads | 90 km/h | 80 km/h: 5; 90 km/h: 17; 100 km/h: 3; 110 km/h: 2 |
| Motorways | 130 km/h | No limit: 1; 140 km/h: 2; 130 km/h: 14; 120 km/h: 6; 100 km/h: 1 |
| Allowed BAC (blood alcohol concentration) levels | | |
| General population | 0 g/l | 0 g/l: 3; 0.2 g/l: 3; 0.4 g/l: 1; 0.5 g/l: 19; 0.8 g/l: 1 |
| Novice drivers | 0 g/l | 0 g/l: 8; 0.1 g/l: 1; 0.2 g/l: 12; 0.3 g/l: 1; 0.5 g/l: 4; 0.8 g/l: 1 |
| Professional drivers | 0 g/l | 0 g/l: 7; 0.1 g/l: 1; 0.2 g/l: 10; 0.3 g/l: 1; 0.5 g/l: 7; 0.8 g/l: 1 |
| Seatbelt requirement | | |
| Drivers | Yes | Yes: 27; No: 0 |
| Front passengers | Yes | Yes: 27; No: 0 |
| Rear passengers | Yes | Yes: 27; No: 0 |
| Transport of children | | |
| Child restraint required | Up to 135 cm | Up to 150 cm: 12; Up to 140 cm: 1; Up to 135 cm: 12; Up to 10 yrs: 1 |
| Children in front seat of passenger cars | Allowed in a child restraint | Prohibited under 10 yrs: 1; Prohibited under 12 yrs or 135 cm: 1; Prohibited under 150 cm: 1; Prohibited under 135 cm: 1; Allowed in a child restraint: 22; Not restricted: 1 |
| Children passengers on motorcycles | Not restricted | Not restricted: 9; Prohibited under certain age/height: 18 |
| Motorcycle helmets | | |
| Applies to driver | Yes | Yes: 27; No: 0 |
| Applies to passengers | Yes | Yes: 27; No: 0 |
| Applies to all roads | Yes | Yes: 27; No: 0 |
| Applies to all engines | Yes | Yes: 25; No: 2 |
| Helmet fastening required | Yes | Yes: 19; No: 8 |
| Standard referred to and / or specified | Yes | Yes: 19; No: 8 |
| Mobile phone restriction | | |
| Applies to hand-held phone use | Yes | Yes: 26; No: 1 |
| Applies to hands-free phone use | No | Yes: 0; No: 27 |

4.2 Enforcement

According to an international respondent consensus, in which the effectiveness of road safety enforcement is measured on a ten-point scale, Hungary scores below the EU average speeding and drink-driving legislation. The self-reported frequency of alcohol checks on the other hand, is higher in Hungary than the European average.

Table 20. Effectiveness of enforcement according to an international respondent consensus (scale = 0-10). Source: WHO (2018)

| | Hungary | European average |
|---|---------|------------------|
| Speed legislation | 6 | 6.8 |
| Drink-driving legislation | 5 | 7 |
| Seatbelt legislation | 7 | 7 |
| Child restraint system legislation | 7 | 7 |
| Motorcycle helmet legislation | 8 | 8 |

Figure 19. Percentage of car drivers that say they have been checked by the police for using alcohol at least once over the past 12 months. Source: ESRA (2018)

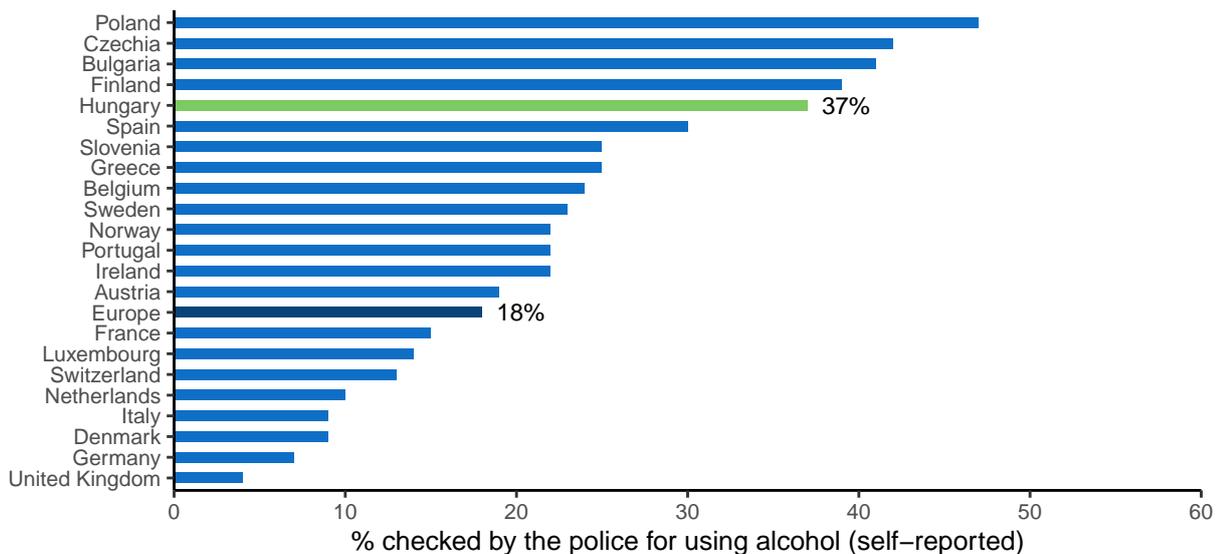
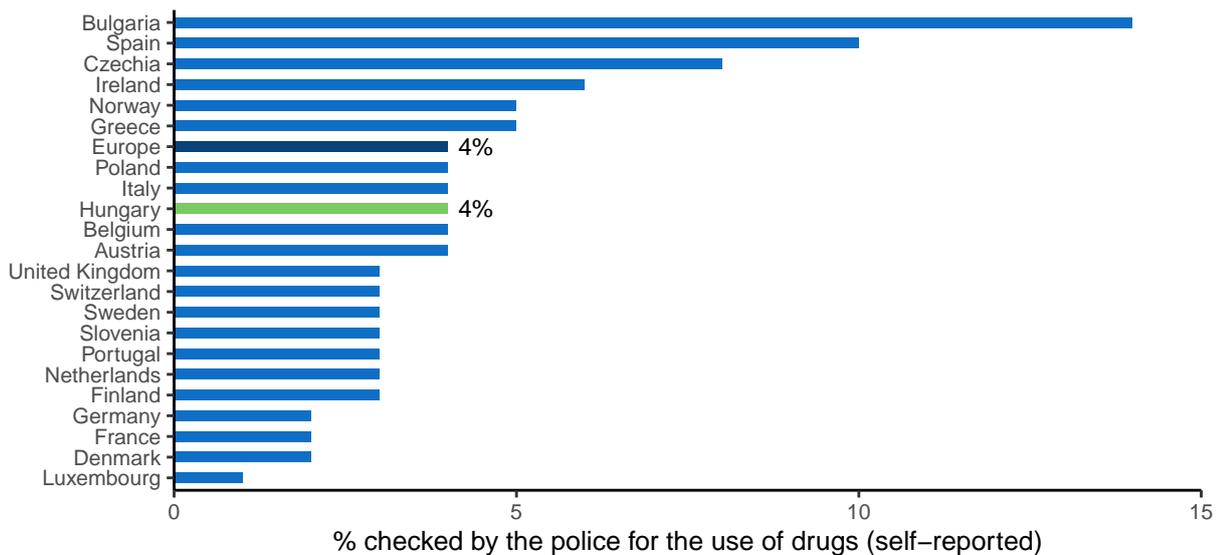


Figure 20. Percentage of car drivers that say they have been checked by the police for the use of drugs at least once over the past 12 months. Source: ESRA (2018)



4.3 Road infrastructure

Table 21. Infrastructure-related policy. Source: WHO (2018)

| | Hungary | EU countries |
|---|-------------|------------------------------|
| Audits or star rating required for new road infrastructure | Yes | Yes: 10 Partial: 17 |
| Inspections / star rating of existing roads | Yes | Yes: 26 No: 1 |
| Design standards for the safety of pedestrians / cyclists | Yes | Yes: 25 Partial: 2 No: 0 |
| Investments to upgrade high risk locations | Yes | Yes: 21 No: 6 |
| Policies & investment in urban public transport | Yes | Yes: 24 No: 3 |
| Policies promoting walking and cycling | Subnational | Yes: 21 Subnational: 3 No: 3 |

4.4 Post-crash care

Table 22. Policy related to post-crash care. Source: WHO (2018)

| | Hungary | EU countries |
|--|---------|---|
| Trauma registry | None | National: 13 Subnational: 4 Some facilities: 0 None: 7 |
| National assessment of emergency care system | No | Yes: 9 No: 18 |
| Provider training and certification - Prehospital providers - Formal certification pathway | Yes | Yes: 19 No: 6 |
| Provider training and certification - Nurses - Post graduate courses in emergency and trauma care | Yes | Yes: 21 No: 5 |
| Provider training and certification - Specialist doctors - Emergency medicine | Yes | Yes: 21 Subnational: 0 |

5 Structure and culture

5.1 Country characteristics

Population density and urbanization in Hungary is similar to the EU average. Its GDP per capita is below that of the European Union and the percentage of GDP that is dedicated to road spending is higher than the EU average (1.6%).

Table 23. Country characteristics. Source: EUROSTAT and IRTAD

| | European Union | Hungary |
|---|----------------|---------|
| Population-related data (2021) | | |
| Population (2021) | 447218763 | 9730772 |
| Population density (inhabitants/km ²) | 106 | 105 |
| % Children (0-14) | 15% | 15% |
| % Adults (15-64) | 64% | 65% |
| % Elderly (65+) | 21% | 20% |
| Urbanization (2021) | | |
| % living in cities | 39% | 32% |
| % living in suburbs and towns | 35% | 36% |
| % living in rural areas | 26% | 32% |
| Economic data | | |
| GDP per capita (EUR, 2021) | 32438.4 | 15801.3 |
| Unemployment rate (2021) | 7% | 4% |
| % GDP dedicated to road spending (2020) | 0.7% | 1.6% |

5.2 Structure of road safety management

Table 24. Road safety management structure. Source: National sources

| Key functions | Key actors |
|---|--|
| Formulation of national road safety strategy | Ministry of Innovation and Technology |
| | Ministry of Interior |
| | Police |
| Monitoring of the road safety development | KTI Institute for Transport Sciences Nonprofit Ltd. |
| Improvements in road infrastructure | Hungarian Public Roads Nonprofit Ltd. |
| | Ministry of Innovation and Technology |
| | Hungarian Transport Administration (traffic development, activities, maintenance and asset management) |
| Improvement in vehicles | AVL ZalaZONE |
| Improvement in road user education | KAV Transportation Aptitude and Examination Center Nonprofit Kft. |
| | Police |
| | Police |
| Publicity campaigns | Hungarian Motorsport and Green Mobility Development Agency |
| Enforcement of traffic laws | Police |
| Other relevant actors | Traffic Science Association (KTE) |
| | National Police Association (OPSZ) |
| | Hungarian Automobile-club (Magyar Autóklub) |
| | Association of Hungarian Insurance Companies (MABISZ) |
| | Partnership for Road Safety Association |
| | Hungarian Red Cross |

Table 25. National road safety strategy. Source: National sources

| Timeframe | Link to national road safety strategy |
|-----------|---------------------------------------|
| 2023-2025 | Road Safety Action Programme |

5.3 Attitudes

Table 26. Attitudes towards speeding, towards drink-driving, and towards the use of a mobile phone while driving.
Source: ESRA (2018)

| | Hungary | European average | Ranking among European countries |
|--|---------|------------------|----------------------------------|
| % of respondents that agree | | | |
| Speeding | | | |
| I often drive faster than the speed limit | 5% | 12% | 22/22 |
| I will do my best to respect speed limits in the next 30 days | 75% | 71% | 6/22 |
| Drink-driving | | | |
| I often drive after drinking alcohol | 1% | 2% | 21/22 |
| I will do my best not to drive after drinking alcohol in the next 30 days | 80% | 76% | 7/22 |
| Use of a mobile phone while driving | | | |
| I often talk on a hand-held mobile phone while driving | 2% | 3% | 22/22 |
| I often check my messages on the mobile phone while driving | 2% | 4% | 21/22 |
| I will do my best not to use my mobile phone while driving in the next 30 days | 74% | 74% | 15/22 |

6 Notes

6.1 Data sources

CARE

(Community database on Accidents on the Roads in Europe) All information in part 1 of this document (road safety outcomes) is based on data in the CARE database. The European average is based on the average of the 27 EU countries.

Date of extraction: 4th of October, 2022. There may be small discrepancies between the CARE data presented in the report and the accident data published in national reports.

ESRA (E-Survey of Road Users' Attitudes)

The European average is the average of 20 European countries (Austria, Belgium, Czechia, Denmark, Finland, France, Germany, Greece, Hungary, Ireland, Italy, Netherlands, Poland, Portugal, Serbia, Slovenia, Spain, Sweden, Switzerland and the United Kingdom)

<https://www.esranet.eu/en/>

ETSC (European Transport Safety Council)

Car safety data was retrieved from <https://etsc.eu/wp-content/uploads/PIN-Flash-30-Final.pdf>

Data about speeding was retrieved from <https://www.etsc.eu/pinflash36>

IRTAD (International Traffic Safety Data and Analysis Group)

Data is retrieved from the OECD database: <https://stats.oecd.org/>

Date of extraction: 11th of October 2022

WHO (World Health Organization)

The data are retrieved from the WHO Global Status Report on Road Safety that was published in 2018. The European average is based on the average of the 27 EU countries.

https://www.who.int/violence_injury_prevention/road_safety_status/2018/en/

World Economic Forum

Data is retrieved from https://www.theglobaleconomy.com/rankings/roads_quality/

Date of extraction: 11th of October 2022

6.2 Definitions

Accident / Crash

Any accident involving at least one road vehicle in motion on a public road or private road to which the public has right of access, resulting in at least one injured or killed person (Source: UNECE/ITF/Eurostat Glossary). Note: the definition of "injury" varies considerably among EU countries thus affecting the reliability of cross country comparisons.

Bicycle

Vehicle with at least 2 wheels, without engine. In some cases it can also use electric power.

Bus or Coach

Bus: passenger-carrying vehicle, most commonly used for public transport, having more than 16 seats for passengers. Coach: passenger-carrying vehicle, having more than 16 seats for passengers. Most commonly used for interurban movements and tourist trips. To differentiate from other types of bus, a coach has a luggage hold separate from the passenger cabin.

CARE EU Average and aggregated numbers

In the second section “Road safety outcomes”, we provide EU averages and aggregated figures based on the most recent figures available (2020). However, as some countries have not yet provided their official data for that year, we have produced the EU averages and aggregated data by imputing figures based on data from previous years. The aggregated EU averages and figures in this report may therefore differ slightly from the aggregated averages and figures for 2020 that will be published in the future.

Fatal crash

Crash with at least one person killed regardless the injury severity of any other persons involved.

Fatalities

Total number of persons fatally injured within 30 days of the road crash; correction factors applied when needed. Confirmed suicide and natural death are not included.

Lorry, under 3.5 tonnes

Goods vehicle under 3.5t maximum gross weight. Smaller motor vehicle used only for the transport of goods.

Pedestrian

Person on foot. Included are occupants or persons pushing or pulling a child’s carriage, an invalid chair, or any other small vehicle without an engine. Also included are persons pushing a cycle, moped, roller-skating, skateboarding, skiing or using similar devices. Does not include persons in the act of boarding or alighting from a vehicle. (Source: UNECE/ITF/Eurostat Glossary and CADAS Glossary) Unilateral pedestrian crashes (e.g. pedestrian falls) are excluded.

Powered two-wheelers

Driver or passenger of either a moped (two or three wheeled vehicle equipped with engine size of maximum 50cc and maximum speed that does not exceed 45 km/h. A moped can also have an electric motor. Speed pedelecs and electric powered bicycles that offer pedal assistance up to 45 km/h, also belong to this category of vehicles.) or a motorcycle (motor vehicle with two or three wheels, with an engine size of more than 50 cc. A motorcycle can also have an electric motor.).

Seriously injured (at least 30 days)

The CARE database includes the number of persons seriously injured who have been hospitalised for at least 24 hours. An alternative source is MAIS (Maximum Abbreviated Injury Scale) which is a globally accepted trauma scale used by medical professionals. The injury score is determined at the hospital with the help of a detailed classification key. The score ranges from 1 to 6, with levels 3 to 6 considered as serious injuries.

Working week – Daytime

Monday to Friday 6.00 a.m. to 9.59 p.m.

Working week – Night-time

Monday 10 p.m. to Tuesday 5.59 a.m.

Tuesday 10 p.m. to Wednesday 5.59 a.m.

Wednesday 10 p.m. to Thursday 5.59 a.m.

Thursday 10 p.m. to Friday 5.59 a.m.

Weekend - Daytime

Saturday to Sunday 6.00 a.m. to 9.59 p.m.

Weekend - Night-time

Friday 10 p.m. to Saturday 5.59 a.m.

Saturday 10 p.m. to Sunday 5.59 a.m.

Sunday 10 p.m. to Monday 5.59 a.m.