

Structure and Culture

Basic Data

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

Basic data of Hungary	EU average
- Population: 9,83 million inhabitants (2016)[2]	18,2 million (2016)
- Area: 93.030 km ² (2015)[2] (3,67% water) (2015)[4]	159.678 km ² (2015) 2,94% water (2015)
- Climate and weather conditions (capital city; 2015) [3]:	(2015)
- Average winter temperature (Nov. to April): 4,6°C	5,1°C
- Average summer temperature (May to Oct.): 17,9°C	16,6°C
- Annual precipitation level: 630 mm	691,5 mm
- Exposure: 370.000 million vehicle km (2014) [5]	168.260 million vehicle km (2015)
- 0,39 vehicles per person (2015) [2]	0,57 (2015)

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: 105,8 inhabitants/km ² (2015) [2]	114 inhabitants/km ² (2015)
- Population composition (2015) [2]	
14,5% children (0-14 years)	15,6% children
67,6% adults (15-64 years)	65,6% adults
17,9% elderly (65 years and over)	18,9% elderly (2015)
- Gross Domestic Product (GDP) per capita: €11.156 (2015) [2]	€27.198 (2015)
- 72,1% of population lives inside urban area (2015)[4]	72,6% (2015)
- Special characteristics [4]: mostly flat to rolling plains	

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

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

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

Hungarian drivers are more supportive for stricter legislation than drivers in other countries.

Attitudes towards risk taking

- Hungarian drivers are more supportive for stricter legislation on speeding and drink-driving than drivers in other countries.
- The perceived probability of being checked is slightly higher than the ESRA-average paired with average police checks.

Table 4: Road safety attitudes and behaviour of drivers

	Hungary	ESRA average
Self-reported driving behaviour	% of drivers that show behaviour at least once	
In the past 12 months, as a road user, how often did you drive without respecting a safe distance to the car in front?	61%	60%
In the past 12 months, as a road user, how often did you talk on a hand-held mobile phone while driving?	39%	38%
In the past 12 months, as a road user, how often did you drive faster than the speed limit inside built-up areas?	74%	68%
Supporting stricter legislation	% of drivers that disagree with the following	
What do you think about the current traffic rules and penalties in your country for each of the following themes?: The penalties are too severe: for speeding	44%	56%
What do you think about the current traffic rules and penalties in your country for each of the following themes?: The penalties are too severe: alcohol	75%	80%
Do you support each of the following measures?: Zero tolerance for alcohol (0,0‰) for all drivers	19%	39%
Perceived probability of being checked	% of drivers with answers in following categories	
In the past 12 months, how many times have you been stopped by the police for a check? (once or more)	30%	29%
On a typical journey, how likely is it that you (as a driver) will be checked by the police for respecting the speed limits (including checks by police car with a camera and/or GoSafe cameras)? (Very (big) chance)	44%	37%
In the past 12 months, how many times were you checked by the police for alcohol while driving a car (i.e., being subjected to a Breathalyser test)? (once or more)	20%	19%

Source: ESRA 2016/2017

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

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. The new road safety action programme for the period 2017-2020 is under preparation.
- Targets (referred to 2011):

Table 5: Road safety targets for Hungary

Year	Fatalities
2016	Max. 518
2020	-50%

Source IRTAD, 2017

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

(Source: IRTAD, 2017)

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: EC DG-Move, 2017

- Special rules for:
 - 110 km/h on expressways
 - 80 km/h on motorways for HGVs >3,5t
- 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

Hungary has zero tolerance for drink-driving.

- 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, 2017)

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)
Allowed BAC¹ levels:	
- 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%)
Phoning:	
- Hand held: not allowed	Not allowed (all countries)
- Hands free: allowed	Allowed (all countries)
Use of restraint systems:	
- Driver: obligatory	Obligatory (all countries)
- Front passenger: obligatory	Obligatory (all countries)
- Rear passengers: obligatory	Obligatory (all countries)
- Children: obligatory	Obligatory (all countries)
Helmet wearing:	
- 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 mandatory even during daylight hours. Mandatory only outside built-up areas.	
- A demerit point system is in place. [2]	

Sources: [1] EC DG-Move 2017; [2] WHO, 2013

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

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

¹ Blood Alcohol Concentration

Driving licences thresholds are lower for mopeds than in most EU countries.

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: 18 years	18 years (82%)
- Motorised two wheeler: 14 years for AM category; 16 years for A1 category; 18 years for A2 category; 24 years for A category	16 years for low categories (68%) and 18 years for higher categories (64%)
- Buses and coaches: 21 years	21 years (89%)
- Lorries and trucks: 21 years	21 years (71%)

Sources: [1] ROSE25, 2005; [2] national sources; [3] EC website

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

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 much 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 (2015) [1]:	Passenger cars (2015)
- < 2 years: 5,4%	<2 years: 10,5%
- 2 to 5 years: 5,7%	2 to 5 years: 12,5%
- 5 to 10 years: 25,5%	6 to 10 years: 26,0%
- > 10 years: 63,3%	>10 years: 51,0%
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% ²

Source: [1] EUROSTAT, 2017; [2] ETSC, 2016

Protective systems

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

Protective systems	EU average ³
Daytime seat-belt wearing in cars and vans (2015):	(2016)
- 83% front	not available
- 82% driver	91,6% driver
- no information on % front passenger	92,4% front passenger
- 39% rear	70,9% rear
- 79% child restraint systems	not available
Helmet use (2015):	
- nearly 100% motorcyclists	not available
- no information on % cyclists	

Source: IRTAD, 2017

² Based on data of 25 EU countries (excl. HR, LU and MT).

³ Based on data of 17 EU countries; data of AT, DE, IE, IT, LT, FI, SE (2016); data of BE, CZ, HU, LU, PL, SI (2015); data of DK, HR, UK (2014); data of PT (2013)

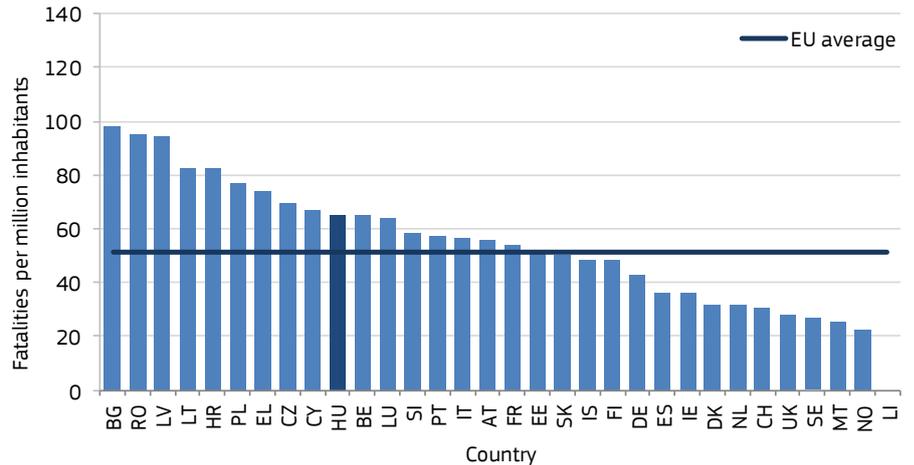
Road Safety Outcomes

General positioning

The fatality rate of Hungary is higher than the EU average (around 65 fatalities per million population in 2015). Since 2008 the Hungarian fatality rate and the EU average rate have shown nearly similar developments. Before 2008 the fatality rate of Hungary was higher than the EU average rate.

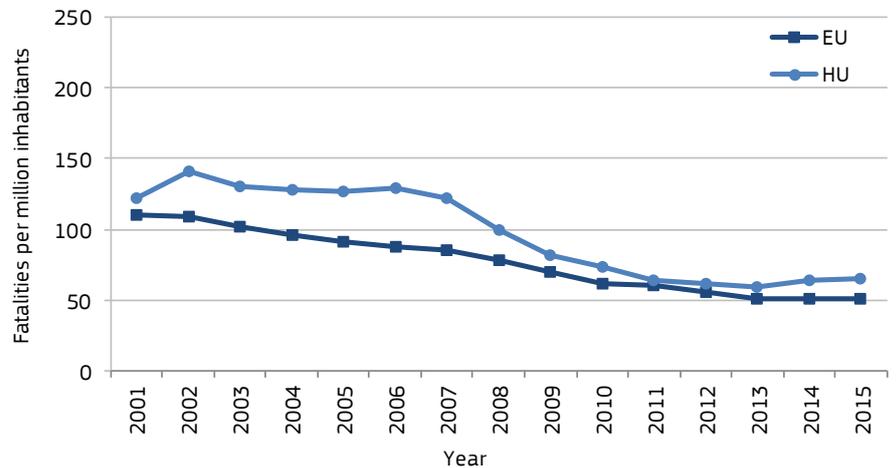
The fatality rate of Hungary is higher than the EU average; since 2008 the Hungarian fatality rate and the EU average rate have shown nearly similar developments.

Figure 1: Fatalities per million inhabitants in 2015 with EU average



Sources: CARE, Eurostat

Figure 2: Development of fatalities per million inhabitants between 2001 and 2015 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 higher than the EU average. While the average annual reduction of motorcyclist fatalities between 2003 and 2015 was only 2%, it was 7% for car occupants. In the same period, the annual reduction rates of pedestrian and cyclist fatalities were 6% and 7%.

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

Transport mode	2003	2015	Average annual change	Share in 2015	EU average (2015)
Pedestrians	299	149	-6%	23%	21%
Car occupants	640	304	-7%	47%	46%
Motorcyclists	66	50	-2%	8%	15%
Mopeds	36	27	-3%	4%	3%
Cyclists	178	83	-7%	13%	9%
Bus/coach occupants	38	1	-28%	0%	0%
Lorries or truck occupants	45	28	-4%	4%	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	2015	Average annual change	Share in 2015	EU average (2015)
Females					
0 - 14 years	16	6	-9%	1%	1%
15 - 17 years	8	3	-9%	0%	1%
18 - 24 years	37	14	-8%	2%	3%
25 - 49 years	112	46	-8%	7%	6%
50 - 64 years	62	38	-4%	6%	4%
65+ years	75	66	-1%	10%	10%
Males					
0 - 14 years	16	5	-10%	1%	1%
15 - 17 years	24	6	-12%	1%	2%
18 - 24 years	92	47	-6%	7%	11%
25 - 49 years	469	225	-6%	35%	29%
50 - 64 years	235	107	-7%	17%	16%
65+ years	157	78	-6%	12%	17%
Nationality of killed person					
National	1.199	605	-6%	94%	n/a
Non-national	127	32	-12%	5%	n/a

Sources: CARE, national sources

Hungary has a higher share of road fatalities of males aged 25 to 49 than the EU average.

Fatalities in built-up areas in Hungary are higher than the EU average.

Location

Fatalities in built-up areas in Hungary are higher than the EU average.

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

Location	2003	2015	Average annual change	Share in 2015	EU average (2015)
Built-up areas	478	261	-7%	41%	37%
Rural areas	790	349	-9%	54%	54%
Motorways	58	34	-6%	5%	8%
Junctions	316	136	-9%	21%	20%

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	2015	Average annual change	Share in 2015	EU average (2015)
Lightning conditions					
During daylight	731	381	-6%	59%	52%
During night-time	540	237	-7%	37%	31%
Weather conditions					
While raining	71	47	-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	2015	Average annual change	Share in 2015	EU average (2015)
Single vehicle accidents	281	140	-13%	22%	29%

Sources: CARE, national sources

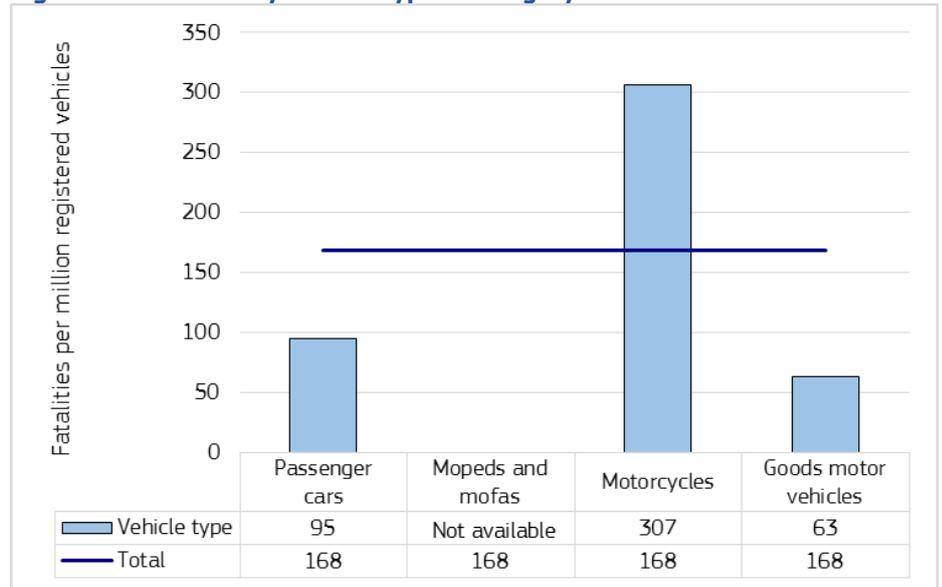
Under-reporting of casualties

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

The share of fatal single vehicle accidents in Hungary is lower than the EU average.

Risk Figures

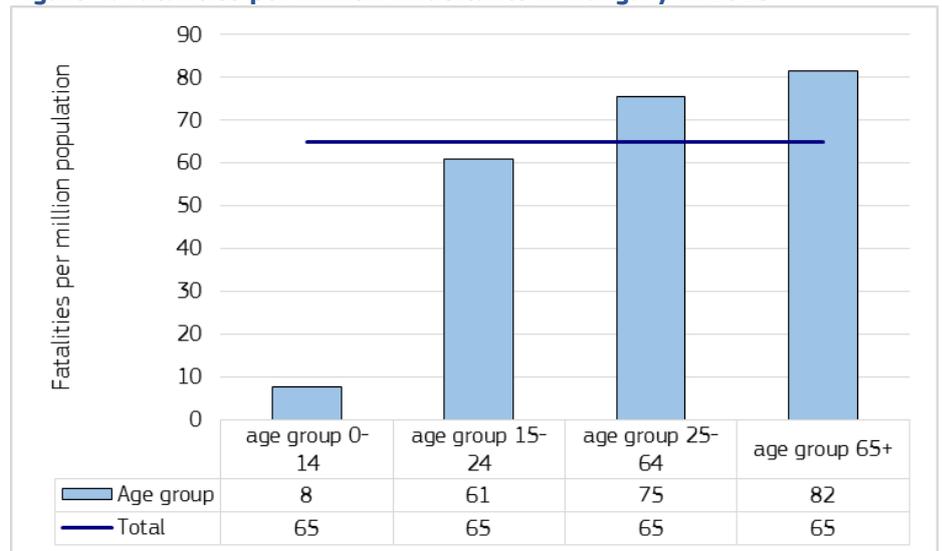
Figure 3: Fatalities by vehicle type in Hungary in 2015



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

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 2015



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 (VSL⁴ 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
Hungary	1.225.000	164.400	11.900
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
EU average	1.870.000	243.100	18.700

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.

⁴ Value of Statistical Life

Synthesis

Safety position

- With 65 fatalities per million population in 2015, 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 compared to the EU average. Motorcyclists have the highest risk of being killed in road accidents.
- The elderly and middle-aged people (25-65 years old) have a higher risk of getting involved in fatal road accidents.
- The share of fatal single vehicle accidents in Hungary is lower than the EU average.
- The Hungarian vehicle fleet is much 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. Before 2008 the fatality rate of Hungary was higher than the EU average rate.
- 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.

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

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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

3. Data available in September 2017.

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

[aac = (b/a)^{1/n}-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 2017 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 2017.



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