



INSTITUTIONAL FRAMEWORK

Lead agency	No
Funded in national budget	—
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	50% (2017-2020)

SAFER ROADS AND MOBILITY

Audits or star rating required for new road infrastructure	Yes
Design standards for the safety of pedestrians / cyclists	Yes
Inspections / star rating of existing roads	Yes
Investments to upgrade high risk locations	No
Policies & investment in urban public transport	No

SAFER VEHICLES

Total registered vehicles for 2016	4 022 798
Cars and 4-wheeled light vehicles	3 313 206
Motorized 2- and 3-wheelers	162 148
Heavy trucks	528 962
Buses	18 482
Other	0

Vehicle standards applied (UNECE WP.29)

Frontal impact standard	Yes
Electronic stability control	Yes
Pedestrian protection	Yes
Motorcycle anti-lock braking system	Yes

POST-CRASH CARE

National emergency care access number	National, single number
Trauma registry	None
Formal certification for prehospital providers	Yes
National assessment of emergency care systems	No

DATA

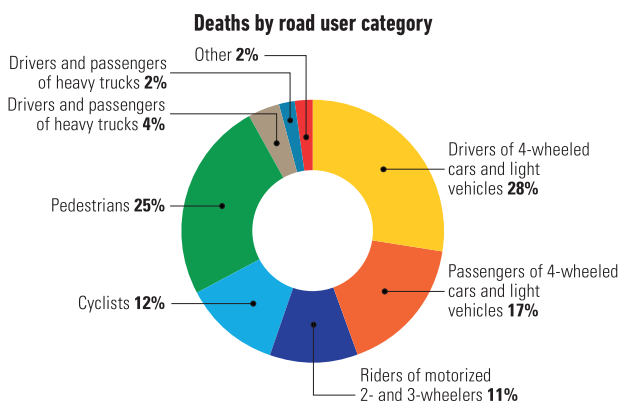
Reported road traffic fatalities (2016)	607 ^a (76% M, 24% F)
Reported rate per 100 000 population (2016)	6.2 ^a
WHO estimated road traffic fatalities (2016)	756 ^b
WHO estimated rate per 100 000 population (2016)	7.8 ^b

^a Hungarian Central Statistical Office: Data collection No. 1009. Died within 30 days of crash
^b WHO's method to obtain comparable country estimates: Group 1. Countries/areas with good death registration data. See explanatory note 3 in *Global status report on road safety 2018* for full details

SAFER ROAD USERS

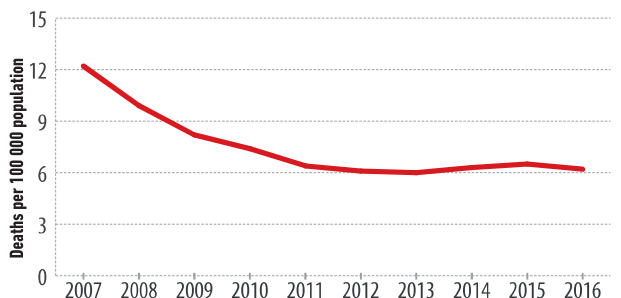
National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	90 km/h
Max motorway speed limit	130 km/h
Local authorities can modify limits	Yes
Self-reported enforcement	0 1 2 3 4 5 6 7 8 9 10
Predominant type of enforcement	Manual and automated
National drink-driving law	Yes ^c
BAC limit – general population	0.00 g/dl
BAC limit – young or novice drivers	0.00 g/dl
Random breath testing carried out	Yes ^d
Testing carried out in case of fatal crash	All drivers tested
Self-reported enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	7% ^e
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet fastening required	Yes
Helmet standard referred to and/or specified	Yes
Children passengers on motorcycles	Not restricted
Self-reported enforcement	0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate	100% Budapest, 92% Country road ^f
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Self-reported enforcement	0 1 2 3 4 5 6 7 8 9 10
Seat-belt wearing rate	83% Front seats ^g , 39% Rear seats ^g
National child restraint law	Yes
Children seated in front seat	Allowed in a child restraint
Child restraint required	135-150 cm ^h
Child restraint standard referred to and/or specified	Yes
Self-reported enforcement	0 1 2 3 4 5 6 7 8 9 10
% children using child restraints	67% ⁱ
National law on mobile phone use while driving	Yes
Ban on hand-held mobile phone use	Yes
Ban on hands-free mobile phone use	No
National drug-driving law	Yes

^c Any presence of alcohol in the body is prohibited
^d Legislation requires probable cause to test drivers
^e 2016, Hungarian Central Statistical Office
^f 2017, Institute for Transport Sciences
^g 2015, Institute for Transport Sciences
^h Children of height 135-150 cm can be restrained with seat belt only if they sit in the back
ⁱ 2015, Institute for Transport Sciences, Roadside survey



Source: 2016, Hungarian Central Statistical Office: Data collection No. 1009

Trends in reported road traffic deaths



Source: Hungarian Central Statistical Office: Data collection No. 1009