



Focus on Hungarian road safety situation

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1. Road safety in Hungary

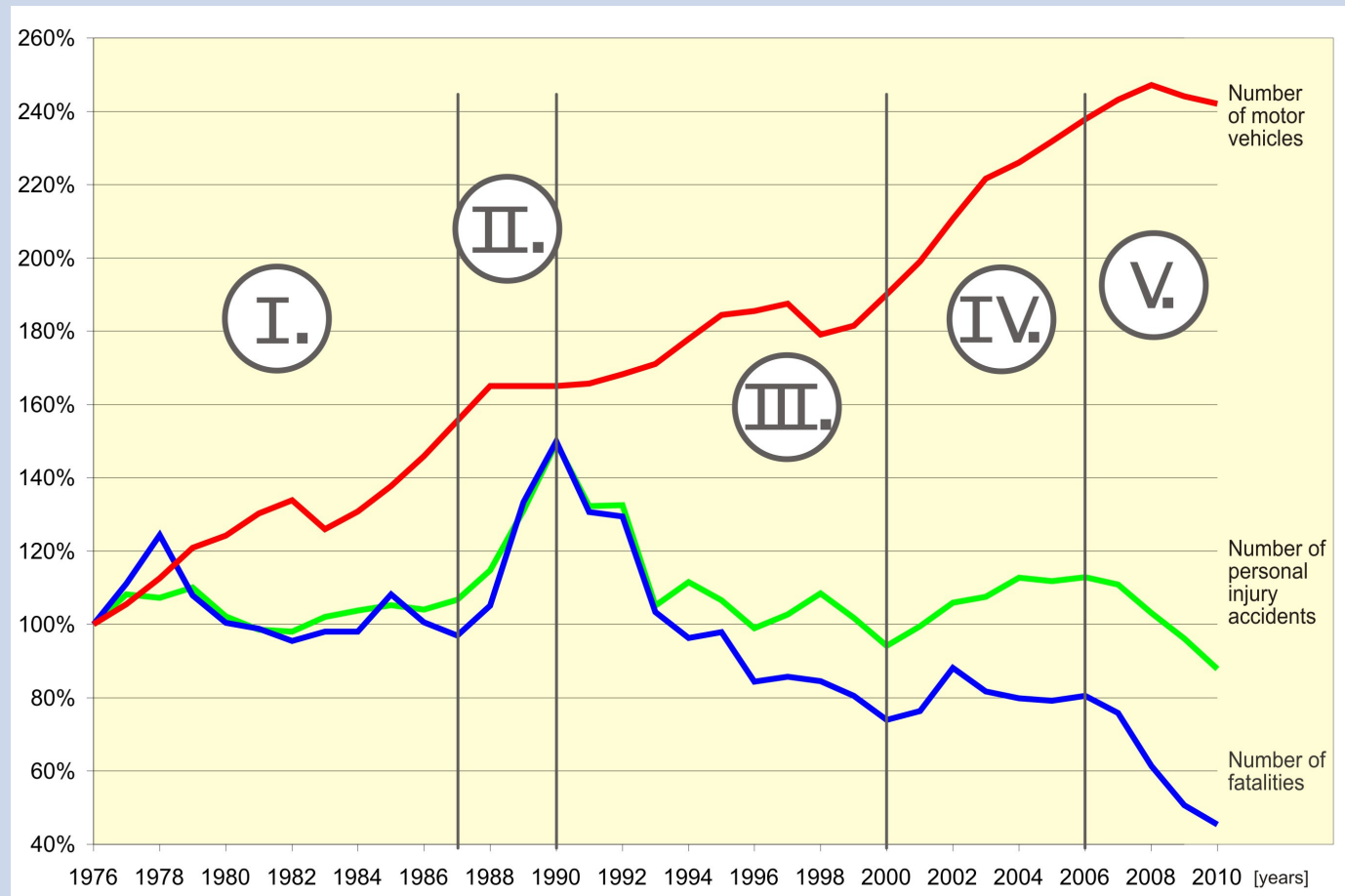


Figure 1: Number of motor vehicles, personal injury accidents and fatalities in Hungary between 1976 and 2010. Main periods of road safety.

1. Road safety in Hungary /2

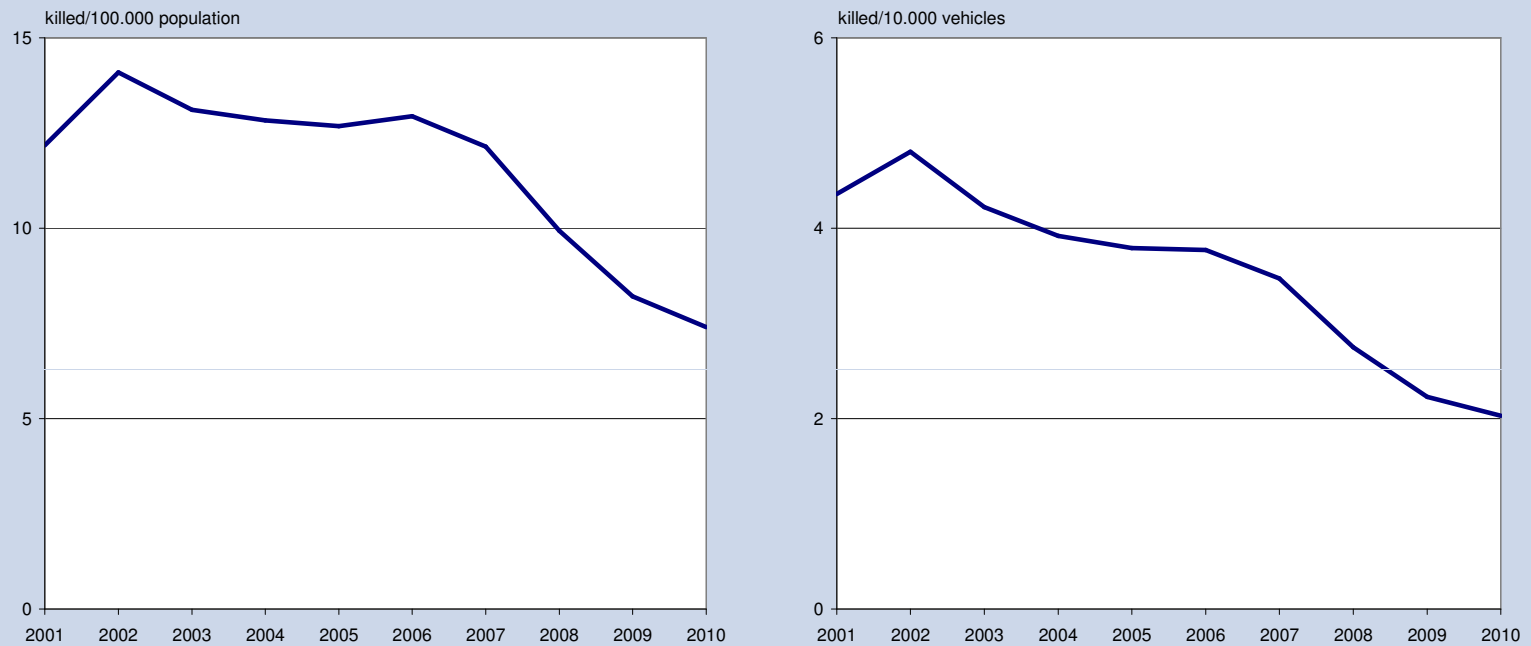


Figure 2: Fatality risks for the whole Hungarian road network

1. Road safety in Hungary /3

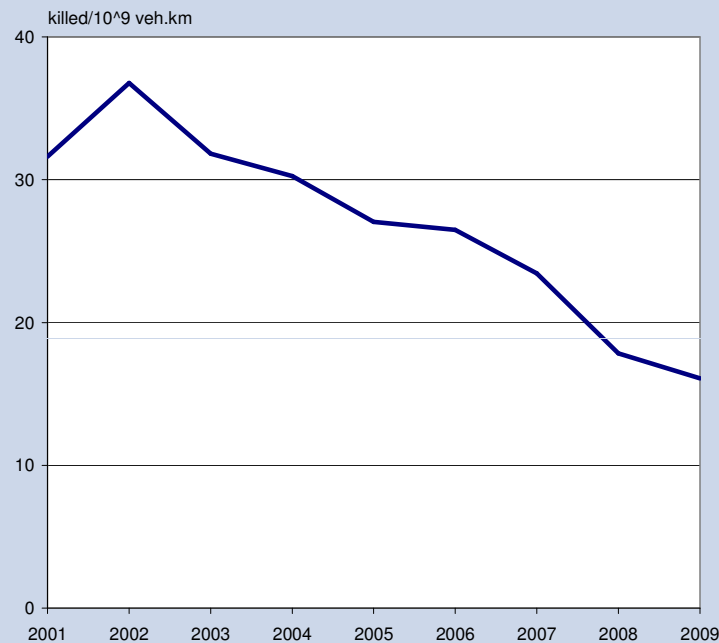


Figure 3: Fatality risk for the main road network of Hungary (so-called „national road network”)

1. Road safety in Hungary /4

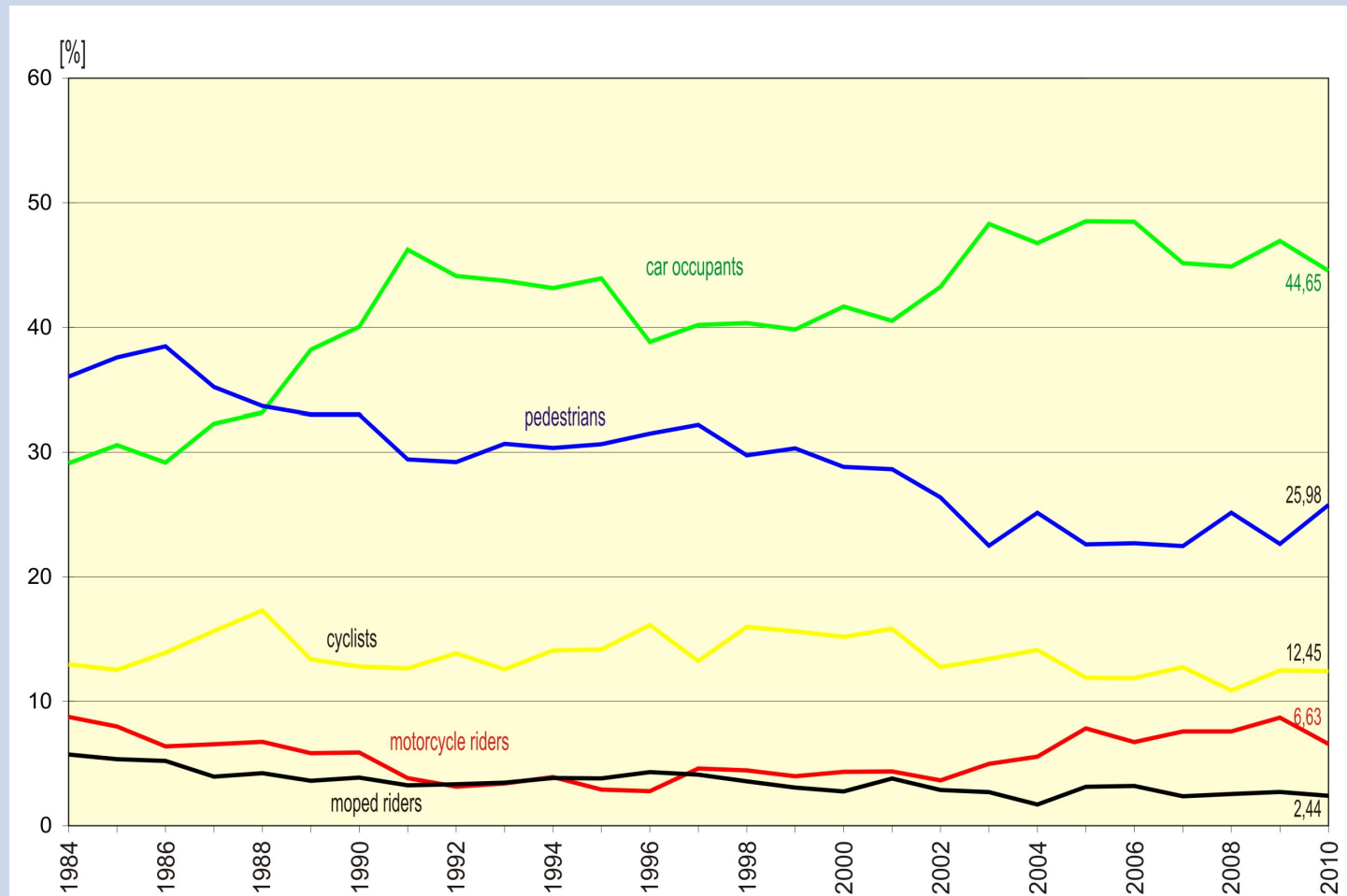


Figure 4: Share of people killed in road traffic accidents according to road user categories

1. Road safety in Hungary /5

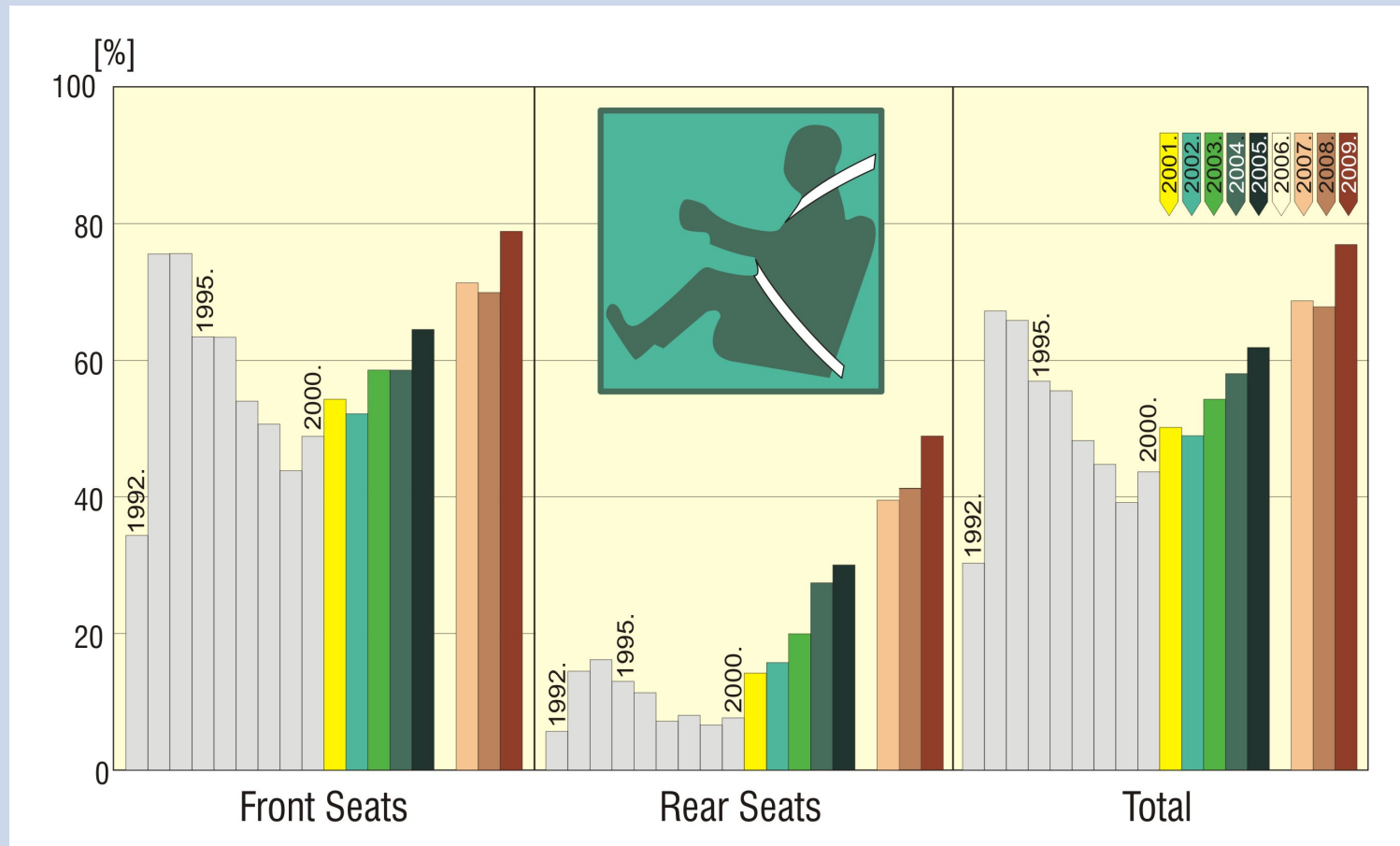


Figure 5: Safety belt wearing rates in Hungary

1. Road safety in Hungary /9

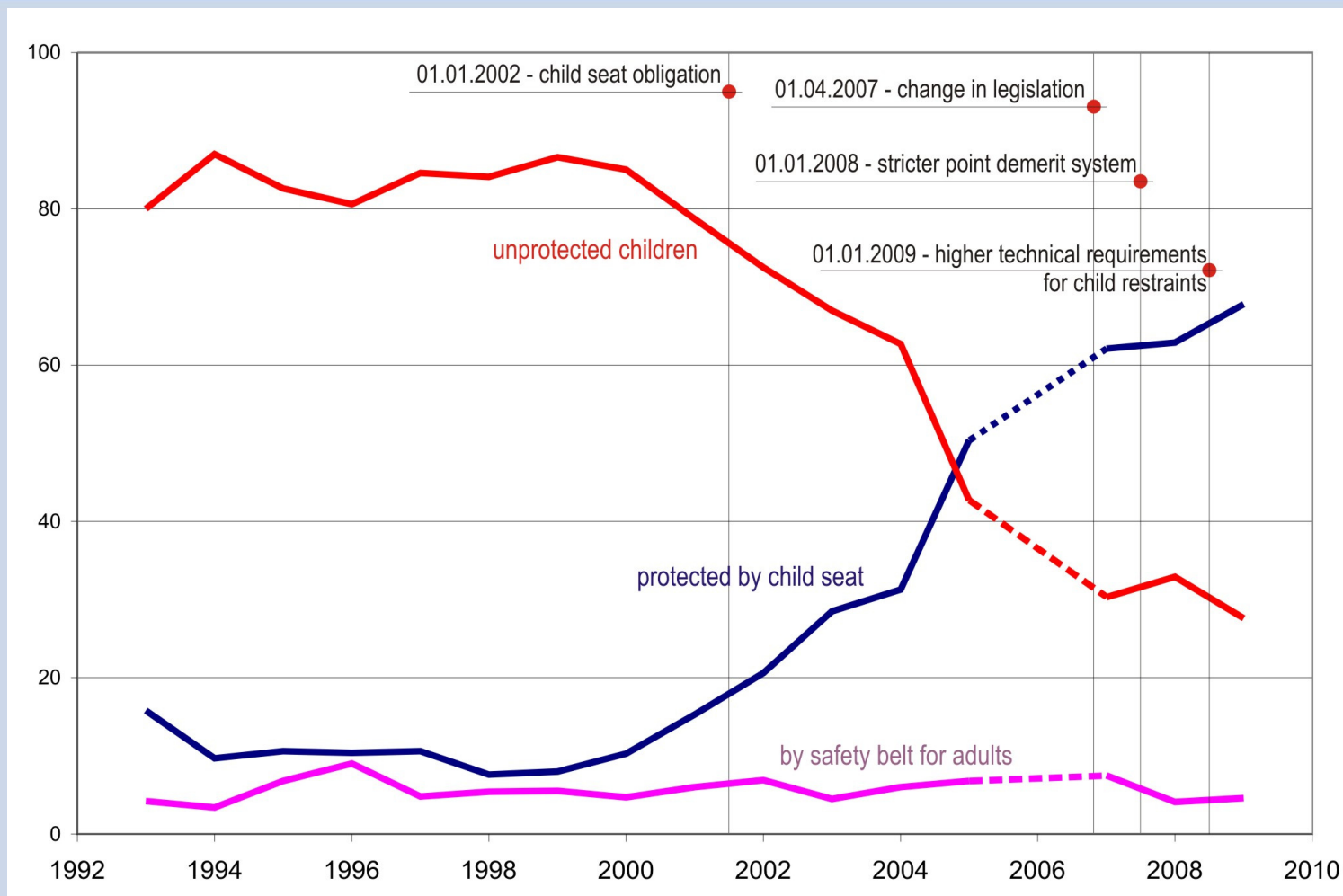


Figure 6: Usage rate of child safety devices in Hungary

1. Road safety in Hungary /10

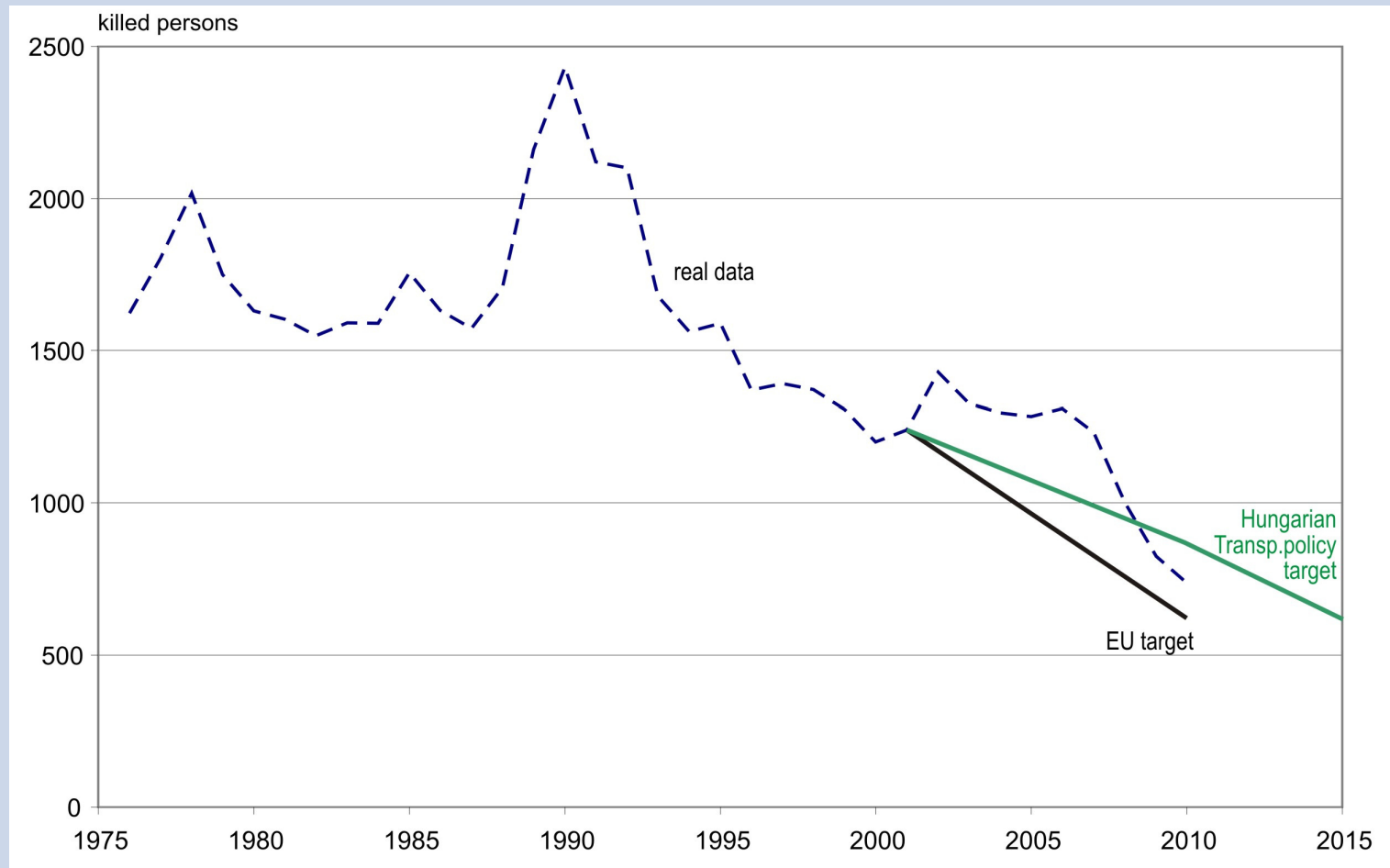


Figure 7: Different road safety targets and the real number of fatalities in Hungary

2. International comparison

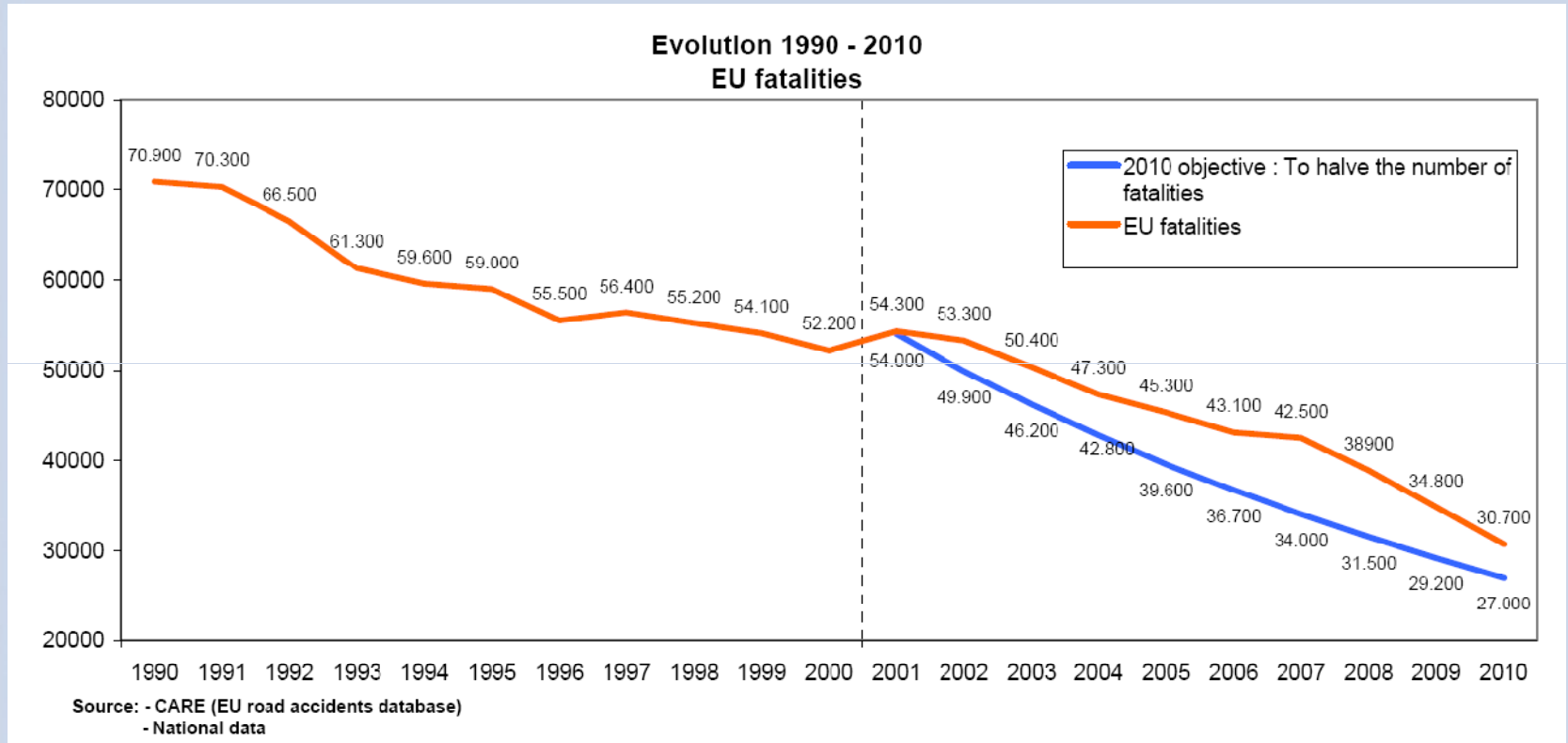


Figure 8: Road safety evolution in EU

2. International comparison _{/2}

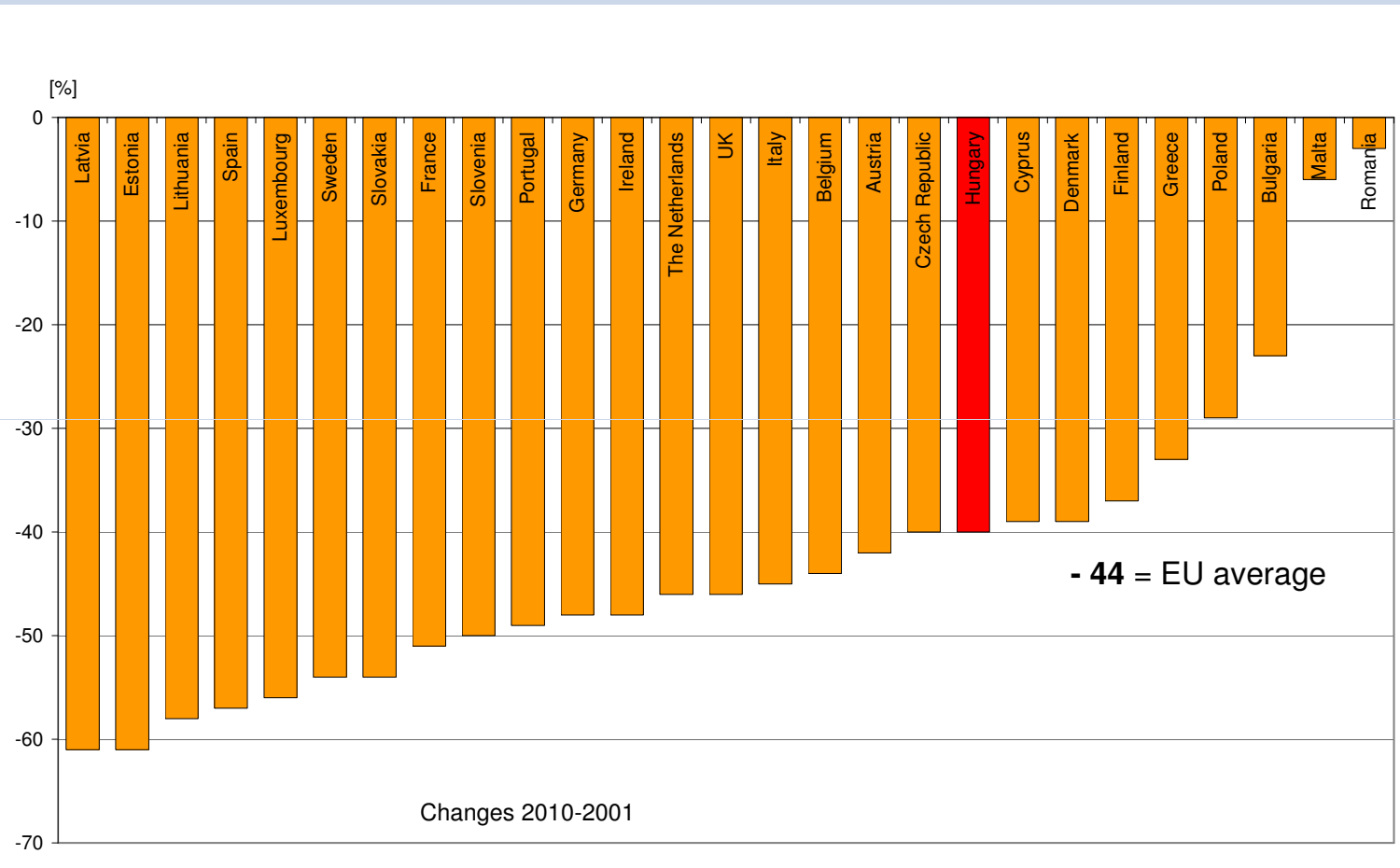


Figure 9: Change in the number of road fatalities in the EU member states between 2001 and 2010

Source: IRTAD

2. International comparison /3

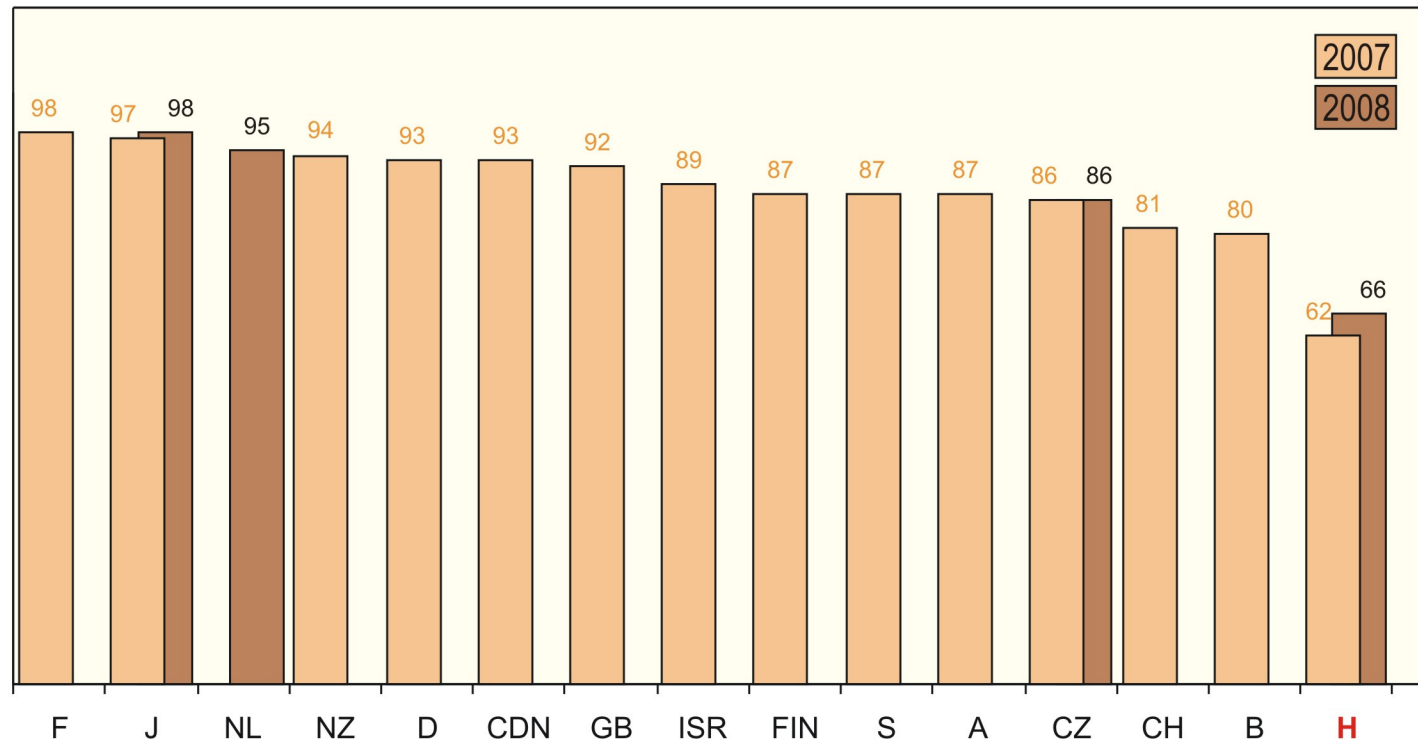


Figure 10: International comparison of safety belt wearing rates in front seats of passenger cars inside built-up areas
(Source: IRTAD)

2. International comparison /4

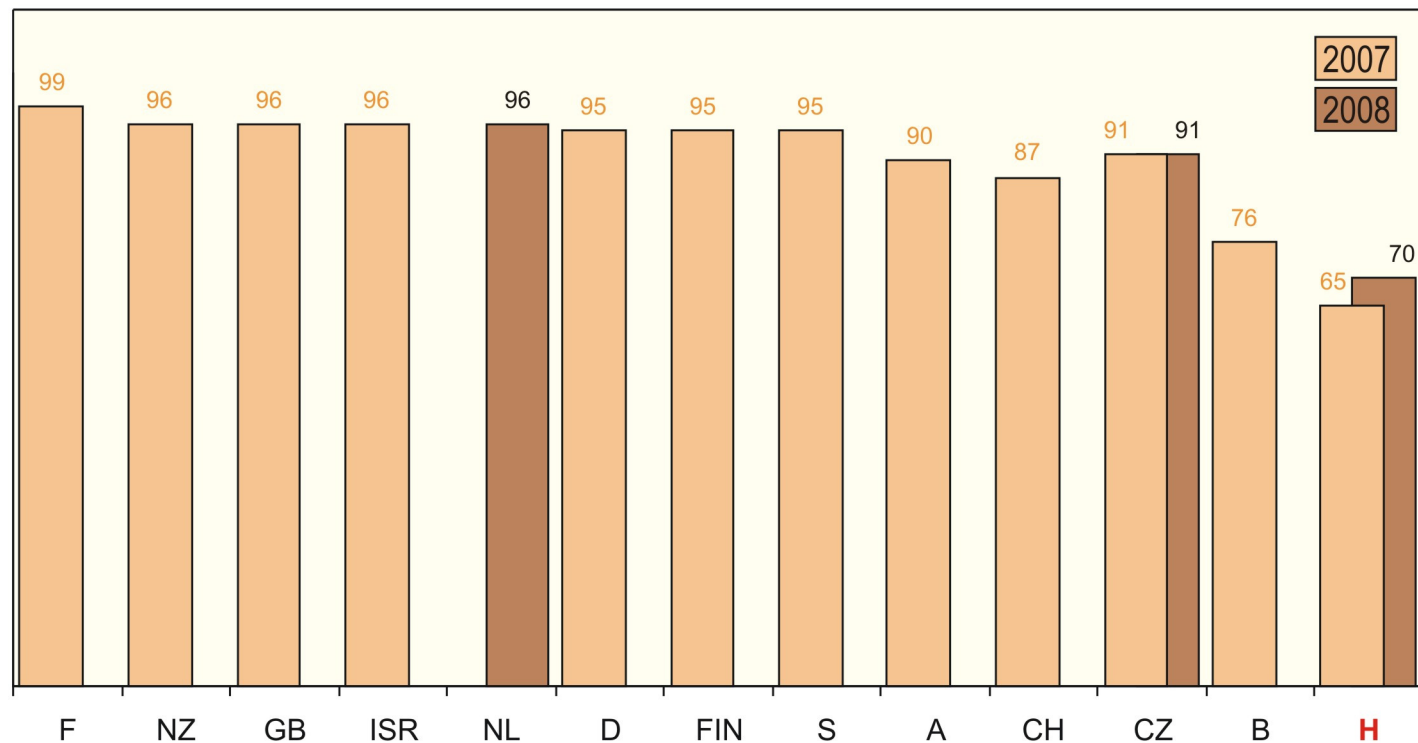


Figure 11: International comparison of safety belt wearing rates in front seats of passenger cars on rural roads

(Source: IRTAD)

2. International comparison /5

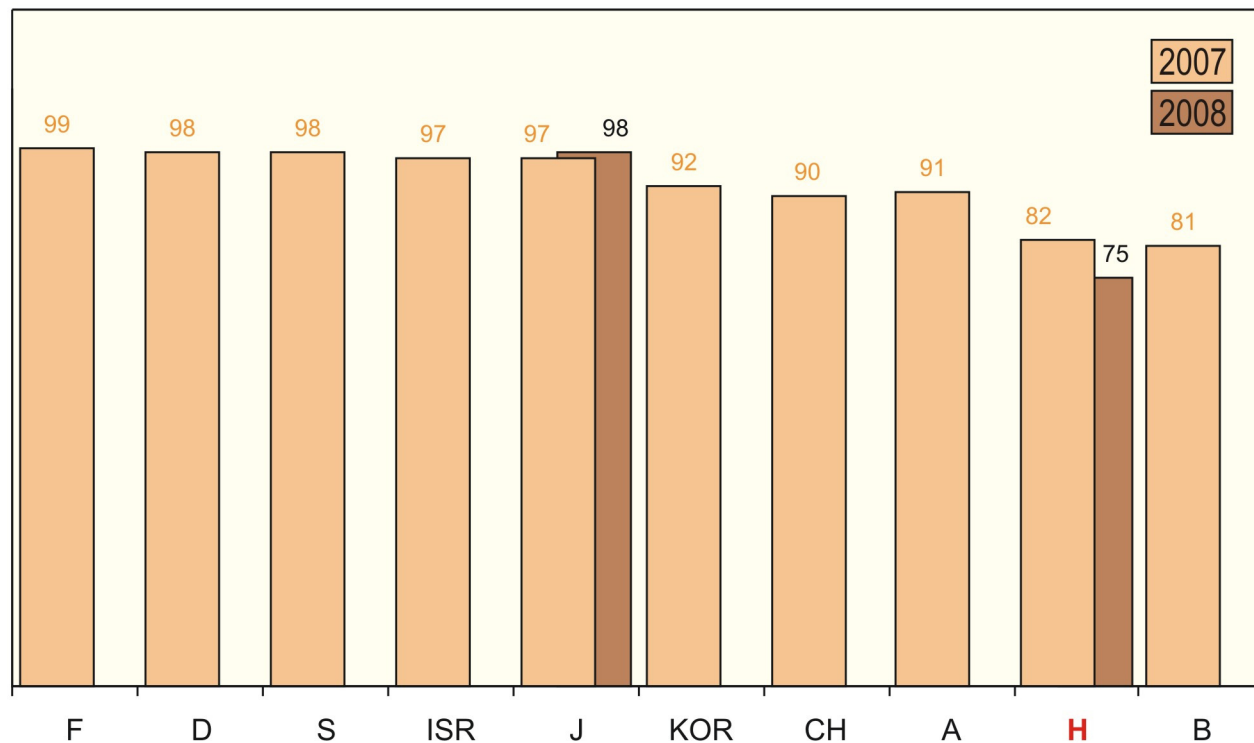


Figure 12: International comparison of safety belt wearing rates in front seats of passenger cars on motorways
(Source: IRTAD)



3. Factors of a „success story“

The number of automatic speed cameras is continuously increasing in Hungary.

The most important legal prerequisite of their application was the introduction of the owner's liability.

It means that the owner of the vehicle is responsible for the offences “committed” by the vehicle. This rule was introduced as of 1 January 2008, but it entered into force as of 1 May 2008.



3. Factors of a „success story“ /2

As of 20 January 2008, the so-called “zero tolerance” against drinking and driving entered into force. It means that the driving license shall be withdrawn on the spot if someone drives under the influence of alcohol (even in case of a small amount). This measure was the reapplication of an earlier successful but abandoned practice.

It is very probable that due to this measure, the number of personal injury accidents caused under the influence of alcohol decreased by 18% in 2008 in comparison with the previous year.



3. Factors of a „success story“ /3

The point demerit system has been further developed. As of 1 January 2008, the system became stricter, which means that the number of demerit points increased in a differentiated way. So, the relationship between the severity of offences and the sanctions became closer.



3. Factors of a „success story“ /4

From 1 August 2009 some sanctions became stricter. Penalties have been significantly increased for the non-wearing of safety belt, non-usage of child safety devices, and the usage of the hand-held mobile phone while driving.

This change could be effective from the point of view of road safety, but it could be problematic as higher penalties will be imposed without application of the point demerit system. Here we need further research regarding the efficiency of this change in legislation.



4. Conclusions and recommendations

Between the years 2001 and 2010 in Hungary and all EU member states the number of fatalities resulting from road accident decreased by 40% and 44%, respectively.

In 2008 a real breakthrough was achieved in road safety improvement, which continued in 2009 and in 2010 too.

4. Conclusions and recommendations /2

In the first quarter of 2011:

fatal injuries: - 17,7 %

serious injuries: - 4,8 %

slight injuries: + 2,0 %

personal injury accidents: + 0,5 %

accidents caused under
the influence of alcohol: - 4,3 %



4. Conclusions and recommendations /3

The breakthrough (2008) was mainly the result of consistent and effective measures („objective” liability, „zero tolerance”, stricter demerit point system, automated speed cameras, etc.), admitting that economic recession also contributed to this improvement, especially in 2009, but in 2010, too, although in a lesser extent.


All this means, that we suggest introducing these measures in other member countries too. Of course, the introduction must be carried out with adaptation of the measures to the national circumstances.



4. Conclusions and recommendations /4

As international and national researches prove, the measures introduced in Hungary are not Hungarian „inventions“, they are good examples for the international cooperation (some kind of globalization) and they are cost effective.

International Organisations (ETSC, EU, etc.) could help a lot in this activity with their leadership, expertise, reputation and evidence based practices.



Thank you
for your attention !