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Monitoring Road Safety Progress in the EU - Hungary

Accompanying the document

**COMMUNICATION FROM THE COMMISSION TO THE EUROPEAN
PARLIAMENT, THE COUNCIL, THE EUROPEAN ECONOMIC AND SOCIAL
COMMITTEE AND THE COMMITTEE OF THE REGIONS**

**Report on the Implementation of the EU Road Safety Policy Framework at the Mid-
Point**

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Contents

1. Summary	2
2. Road Safety Strategy and Measures	3
2.1 Road Safety Strategy.....	3
2.2 Road Safety Governance.....	3
2.3 Main Safety Issues	3
2.4 Road Safety Targets	4
2.5 Road Safety Measures.....	4
3. Road Safety Progress	4
3.1 Road Safety Outcomes.....	4
3.2 Road Safety Performance Indicators	8
4. Monitoring Road Safety Strategy Implementation	8
4.1 Implementation Progress	8
4.2 Gaps	11
5. Conclusions and Recommendations	12

1. Summary

In 2024, Hungary, with 52 fatalities per million population was **above the EU average** of 45 per million. Compared to 2019, a decrease of 17% in road fatalities was recorded. In 2024, 4,721 serious injuries were recorded, which is 14% lower than the respective figure in 2019.

Compared to the EU average, the distribution of fatalities in Hungary shows a high proportion of killed people aged 25-49 years old and cyclists inside urban areas. Also, the share of fatalities on roads outside urban areas and on motorways was relatively high. Concerning serious injuries, the highest share was recorded inside urban areas, with the ratios of seriously injured PTW riders and cyclists being relatively high.

The **Road Safety Action Plan 2023-2025** of Hungary is based on the Vision Zero principle for road safety work. The interim **targets of halving the numbers of road fatalities and serious injuries by 2030** compared to 2020 have been set as well. The Road Safety Action Plan 2023-2025 includes **41 road safety measures divided in five policy pillars**. For each pillar, specific areas of action have been defined. More detailed tasks assigned to the main intervention areas along with the necessary budget are defined in annual action plans.

Based on the latest available data, Hungary **has made reasonable progress but is currently not quite on track towards meeting the 2030 target** of halving the numbers of road fatalities.

Regarding the progress of the implementation of the road safety measures foreseen in the Road Safety Action Plans for the period 2020-2024, there is a **smooth implementation flow without any particular gaps** being reported. Hungary starts from a medium level in most examined road safety areas (19 out of 26). Based on the self-reported assessment, the baseline is assessed as high in two road safety areas (National road safety authority and Road design standards) and as low in four areas (national road safety budget, fleet renewal, reduce EMS reaction time and support people injured).

Most of the measures foreseen are assessed to be on track. The implementation of measures related to the national road safety authority, city mobility plans and safety plans and road design standards has been completed. However, the implementation of measures related to the update of speed limits, fleet renewal and post-crash care has not started yet. Indicatively, city mobility and safety plans have been developed for Budapest and other large cities of Hungary, tenders for the construction of new bicycle lanes are underway, legislation on professional drivers, training of new drivers and vehicle technical inspections is under review, while legislation on micromobility is under development. Also, campaigns on seat-belt use and speeding have been performed.

Based on the self-reported assessment, there is sufficient cooperation between the competent road safety organisations, however, the available **financial resources** for the implementation of the planned road safety measures are limited. Additionally, a comprehensive **review of the regulatory framework** is currently in progress, which covers not only fundamental road traffic regulations, but also key aspects of related professional fields, such as training, education, infrastructure safety, and vehicle safety. However, the professional and public consultations, as well as the modification of the regulations require a considerable amount of time.

Despite the downward trend in the number of serious injuries, more effort is still needed to improve progress on this issue, which could be addressed either by prioritising the relevant

policies or by exploring other relevant activities with emphasis on crashes inside urban areas, vulnerable road users and post-crash care.

The Hungarian government is currently preparing a revision of the road traffic rules (KRESZ) which will, among other things, take greater account of vulnerable road users.

2. Road Safety Strategy and Measures

2.1 Road Safety Strategy

Since 2014, Hungary publishes **three-year Road Safety Action Plans**. The current action plan spans the period 2023-2025, while the last one ended in 2022. Each road safety action plan covers the entire national road network, and defines the traffic safety guidelines, goals, priority areas, and actions for each period. More detailed tasks assigned to the main intervention areas along with the necessary budget are defined in the annual action plans.

The **Road Safety Action Plan 2023-2025** is based on the Vision Zero principle for road safety work and builds on the Valletta Declaration on road safety and the policy framework for road safety for the period 2021 to 2030 - next steps towards the European Union Vision Zero Strategy.

Table 14.1: National road safety action plans

Hungary	
Timeframe	2020-2022, 2023-2025
Lead Authority	Ministry of Construction and Transport (formerly Ministry of Innovation and Technology) and the Ministry of the Interior, with the cooperation of other organizations interested in the field (e.g. KTI, national police, road operator, universities, NGOs)
Link	https://kormany.hu/epitesi-es-kozlekedesi-miniszterium/kozuti-kozlekedesbiztonsagi-akcioprogram

Source: national sources

2.2 Road Safety Governance

The Ministry of Construction and Transport and the Ministry of Interior and Police are responsible for the **formulation of the national road safety strategy**.

Also, the KTI Hungarian Institute for Transport Sciences and Logistics Ltd is responsible for the **monitoring of road safety developments** in the country.

2.3 Main Safety Issues

Based on the analysis of crash statistics of the previous decade, the following main safety issues have been identified in the Road Safety Action Plan 2023-2025 of Hungary:

- 2/3 of road crashes are caused by **passenger cars**. 1 out of 4 road crashes is caused by **vulnerable road users**.
- 3 **main reasons** leading to road crashes have been identified:
 - Inappropriate speed

- Direction change, travel or turning errors
- Failure to give priority

Together these factors were responsible for **82% of road crashes** in Hungary in 2020.

- The share of **elderly people** (over 65 years old) injured in road crashes increased in the previous years.
- The percentage of **crashes related to drink-driving** was 10% in 2020, which is approximately the same as the values in the middle of the decade 2011-2020.

2.4 Road Safety Targets

The following targets have been set at the National Road Safety Action Plan of Hungary:

- By 2030, a **50% reduction in fatalities** compared to 2020.¹
- By 2030, a **50% reduction in serious injuries** compared to 2020.²

2.5 Road Safety Measures

A total of **41 road safety measures** divided in **five policy pillars** are included in the road safety strategy of Hungary³. For each pillar, specific areas of action have been defined as well.

Table 14.2: Road safety pillars and number of areas of action

Policy Pillars	Areas of action
1. Safe road users - education and training	4
2. Accident prevention	3
3. Law and enforcement	4
4. Safe vehicles and safe infrastructure	3
5. Research and development	3
Total	17

3. Road Safety Progress

3.1 Road Safety Outcomes

Based on data for 2024, Hungary ranked 20th out of the 27 EU countries in terms of the lowest numbers of fatalities per million inhabitants. In fact, 52 road fatalities per million inhabitants

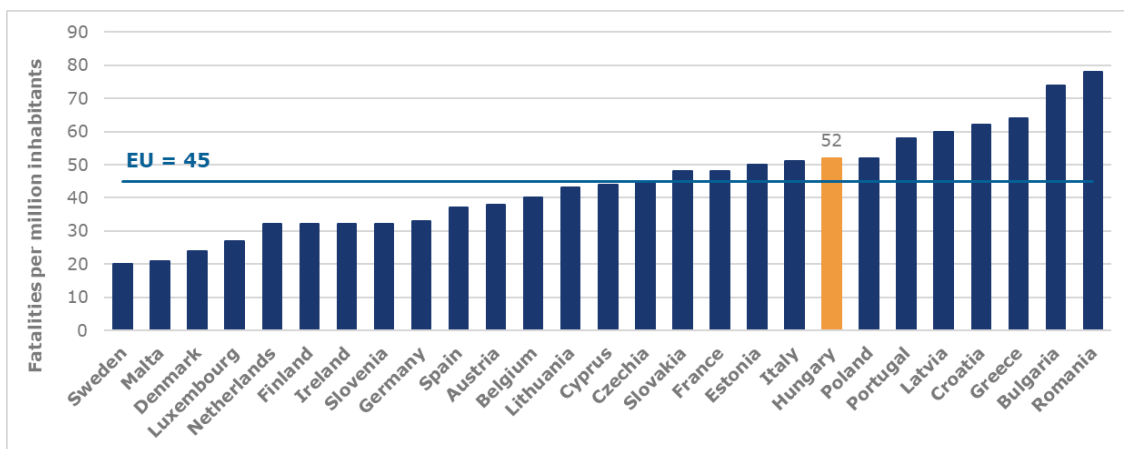
¹ For the purposes of this report, the baseline year 2019 is used.

² idem

³ K z ti K zleked sbiztons gi Akci program 2023-2025, available at: <https://kormany.hu/epitesi-es-kozlekedesi-miniszterium/kozuti-kozlekedesbiztonsagi-akcioprogram>

were recorded that year, which is higher than the EU average (45).

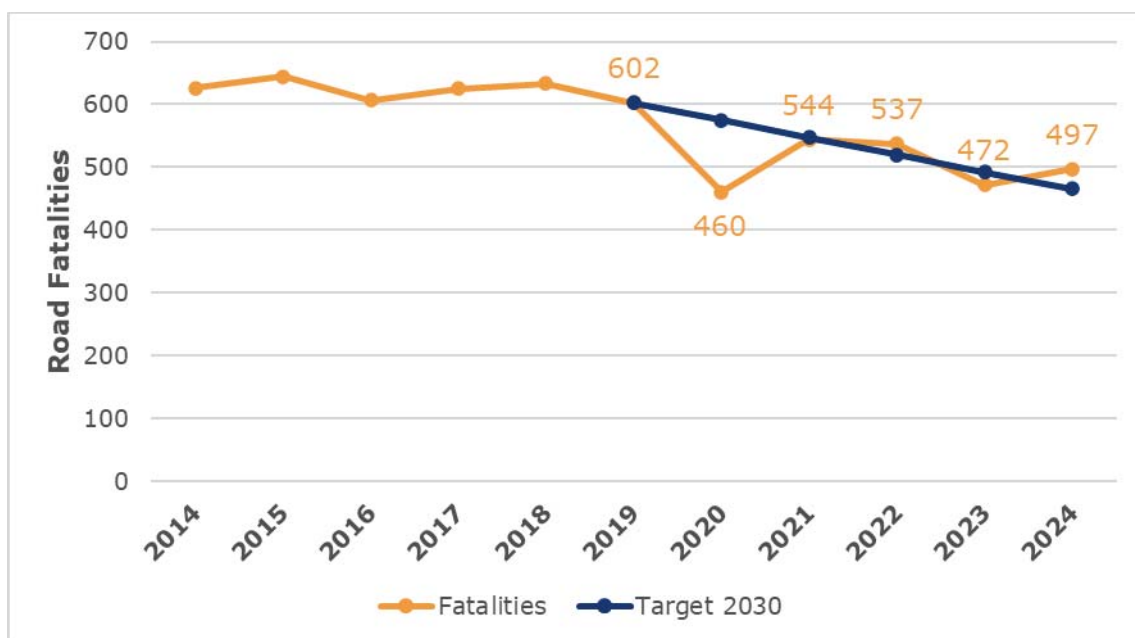
Figure 14.1 Mortality rates by country, 2024



Sources: CARE database on road crashes; population data from Eurostat (online data code [demo_pjan](#)).

Compared to 2019⁴, a decrease of 17% in road fatalities was recorded. Despite this reasonably good progress, Hungary is not yet on track to **meet the 2030 target of halving the number of fatalities**. In addition, serious injuries decreased by 14% between 2019 and 2024 indicating that Hungary needs further efforts to meet the 50% target.

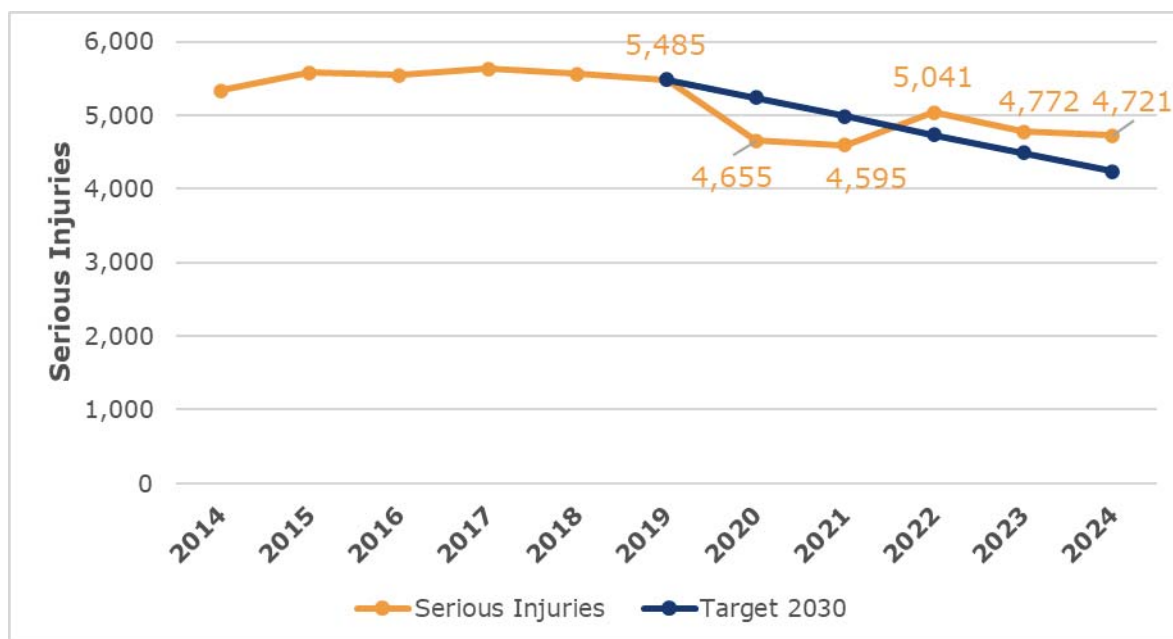
Figure 14.2 Road fatalities and target 2030⁵
(Source CARE database)



⁴ For all Member States, 2019 has been used as the baseline year for the monitoring of 2030 targets in this report, which is used at EU level. Hungary has set 2020 as the baseline year.

⁵ It is noted that the global COVID-19 pandemic had an impact on the CARE data for 2020 and 2021 for many European countries. Traffic volumes dropped sharply during the pandemic due to traffic restrictions, which was associated with a significant drop in road traffic crashes and fatalities.

Figure 14.3 Serious road injuries
(Source: CARE database)³



Compared to the EU average, the distribution of fatalities in Hungary showed a high proportion of killed people aged 25-49 years old for both males and females and cyclists inside urban areas⁶. Also, the share of fatalities on roads outside urban areas and on motorways was higher than the EU average. In fact, in 2023, 57% of fatalities were recorded outside urban areas and 11% of fatalities were recorded on motorways. On the contrary, the highest share of serious injuries was recorded inside urban areas (60%), with the ratios of seriously injured PTWs and cyclists being relatively high (19% and 18% respectively).

An overview of the evolution of road crash fatalities and serious injuries for the years 2019 and 2024 (year with the latest available detailed crash data) is provided below for specific types of roads, crashes and road users. Overall, the number of **fatalities declined by 17%** in 2024. The decrease in the number of pedestrian, cyclist and PTW rider fatalities as well as in fatalities inside urban areas was higher than the decrease in the total number of fatalities.

Also, the **number of serious injuries was reduced by 14%** during the period 2019-2024. The highest decrease was recorded for pedestrians (25%).

⁶ European Commission (2023), Country Profile Hungary. Road Safety Observatory. Brussels, European Commission, Directorate General for Transport.

Table 14.3: Evolution of road fatalities, 2019-2024

Fatalities	2019	2024	% in 2024	% change 2019-2024
Total road fatalities	602	497	-	-17%
Inside urban areas	223	162	33%	-27%
Outside urban areas	331	282	57%	-15%
Motorways	48	53	11%	+10%
Single vehicle crashes	125	102	21%	-18%
Multi vehicle crashes	340	317	64%	-7%
Car occupants	273	262	53%	-4%
PTW riders	74	57	11%	-23%
Cyclists	63	47	9%	-25%
Pedestrians	144	91	18%	-37%

Table 14.4: Evolution of serious injuries, 2019-2024

Serious Injuries	2019	2024	% in 2024	% change 2019-2024
Total serious injuries	5,485	4,721	-	-14%
Inside urban areas	3,392	2,843	60%	-16%
Outside urban areas	1,873	1,662	35%	-11%
Motorways	220	216	5%	-2%
Single vehicle crashes	1,400	1,384	29%	-1%
Multi vehicle crashes	3,178	2,659	56%	-16%
Car occupants	2,058	1,840	39%	-11%
PTW riders	1,103	907	19%	-18%
Cyclists	1,029	829	18%	-19%
Pedestrians	934	698	15%	-25%

3.2 Road Safety Performance Indicators

Hungary performs worse than the EU average in relation to seat belt use, particularly in the rear seats. Additionally, the passenger car fleet in Hungary is older than the EU average.

Table 14.5: Road Safety Performance Indicators, 2022 – 2025 (Source: ERSO, Country Profiles)

	Hungary		EU	
	2022	2025	2022	2025
Speeding⁷				
% of passenger cars travelling within speed limits ^a				
Motorways	-	83.0	-	-
Rural Roads	-	50.0	-	-
Urban Roads	61.5	68.0	-	-
Seat belt & CRS use rates (%) ^{a*,b}				
Front	93.5	83.2	93.1	92.4
Rear	68.1	63.5	75.3	69.9
Child restraint systems (roadside observations)	90.0	89.9	67.0	83.3
Child restraint systems (in-vehicle inspections)	/	/	-	-
Helmet use rates (%) ^a				
PTW driver	98.6	98.2	97.0	97.6
PTW passenger	96.8	98.3	94.4	97.0
Cyclist	-	16.2	37.8	34.5
DUI of Alcohol^c (self-reported)				
% of car drivers who have driven at least once in the last 30 days over the legal limit	-	-	11.8	11.8
Driver Distraction ^a				
% of drivers not using hand-held mobile device/phone while driving	96.4	95.8	94.8	94.5
Vehicle Safety				
% of new passenger cars rated with 4 EuroNCAP stars and above ^a	-	-	83.6	82.7
Average age of passenger car fleet (years) ^d	16.2	12.0	12.3	12.5

Sources: ^a Baseline and Trendline projects, ^b ETSC (2022), ^c ESRA3 project (2024), ^d ACEA (2024, 2025), Notes: *2025 data only for weekdays

4. Monitoring Road Safety Strategy Implementation

4.1 Implementation Progress

Road Safety Management

Regarding the **Road Safety Management** pillar, based on the self-reported assessment, the baseline and the implementation progress varies across the different road safety areas. Hungary

⁷ An EU average is not available for speeding, due to different legal speed limits among countries, which does not allow for a straightforward comparison.

starts from a high level in the area of national road safety authority, and all foreseen measures related to this area have been completed. Concerning the road safety legislation, the baseline was assessed as medium, and the update of the road traffic code is currently underway. On the contrary, no measures related to the national road safety budget and national road safety observatory have been included in this action plan.

Table 14.6: Self-reported assessment of implementation progress of measures related to road safety management

B1	Road Safety Management	Baseline Assessment (2020)	Progress (2020-2024)
1	National road safety authority	high	completed
2	National road safety budget	low	-
3	Road safety legislation	medium	on track
4	National road safety observatory	-	-

Safe Road User Behaviour

In relation to the pillar of **Safe Road User Behaviour**, Hungary starts from a medium level in 2021 in all road safety areas. All measures related to this pillar are on track.

Table 14.7: Self-reported assessment of implementation progress of measures related to road user behaviour

B2	Safe Road User Behaviour	Baseline Assessment (2020)	Progress (2020-2024)
1	Enforcement	medium	on track
2	Education	medium	on track
3	New drivers training	medium	on track
4	Communication campaigns	medium	on track
5	Measures for vulnerable road users	medium	on track
6	Measures for professional drivers	medium	on track

More specifically, the number of police checks concerning traffic violations has been increased significantly. Also, the number of lessons related to road safety education increased in the National Curriculum in 2023. An extensive communication campaign on the use of safety belt was implemented. Also, legislation related to professional drivers and training of new drivers is under review, while legislation regarding micromobility is under development.

Safe Speeds

Regarding the **Safe Speeds** pillar, Hungary starts from a medium level in all related road safety areas. In this pillar, all foreseen measures are on track, except those related to the update speed limits, the implementation of which has not started yet.

Table 14.8: Self-reported assessment of implementation progress of measures related to safe speeds

B3	Safe Speeds	Baseline Assessment (2020)	Progress (2020-2024)
1	Update of speed limits	medium	not started
2	Enforcing speed limits	medium	on track
3	Campaigns on speeding	medium	on track
4	Monitoring speeding	medium	on track

Up to 2024, the number of speed cameras in operation has increased, however, section control for enforcing speeding has not been applied. Campaigns on speeding have been also carried out by the Police near highways. For the monitoring of speeding, the collection of KPIs is currently underway in the context of the European project “Trendline”. Finally, zones with maximum speed limit of 30km/h should be applied in more places.

Safe Roads

Regarding the **Safe Roads** pillar, the baseline is assessed as medium in all road safety areas, besides the area of road design standards, which is assessed as high. The implementation of the foreseen measures related to the areas of city mobility and safety plans and road design standards has been completed. All remaining measures within this pillar are on track.

Table 14.9: Self-reported assessment of implementation progress of measures related to safe roads

B4	Safe Roads	Baseline Assessment (2020)	Progress (2020-2024)
1	City mobility & safety plans	medium	completed
2	Urban infrastructure for VRUs	medium	on track
3	Rural roads safety interventions	medium	on track
4	Motorways safety management	medium	on track
5	Road design standards	high	completed
6	Road safety audit and inspection	medium	on track

Specifically, city mobility and safety plans have been developed for Budapest and other large cities of Hungary. Also, detailed technical guides on road design standards are already ready.

Concerning the urban infrastructure for VRUs, new bicycle lanes and tenders for their construction are underway. Also, the methodology for the network-wide road safety assessment of rural roads and motorways is under development.

Safe Vehicles

In relation to the pillar of **Safe Vehicles**, Hungary starts from a medium level in all related

areas, except the fleet renewal, the baseline of which is assessed as low. All measures of this pillar are on track, while the implementation of the measures related to fleet renewal has not started yet.

Table 14.10: Self-reported assessment of implementation progress of measures related to safe vehicles

B5	Safe Vehicles	Baseline Assessment (2020)	Progress (2020-2024)
1	Fleet renewal	low	not started
2	Promotion of ADAS	medium	on track
3	Technical vehicle inspection	medium	on track
4	Automation preparation	medium	on track

The promotion of ADAS has been carried out through communication campaigns and driver training. The legislation related to the vehicle technical inspections is under review. In addition, the Zalazone test track is used for tests related to vehicle automation.

Post Crash Care

Regarding the **Post-Crash Care** pillar, Hungary starts from a low level in 2020 in both road safety areas. The implementation of the related measures has not started yet.

Table 14.11: Self-reported assessment of implementation progress of measures related to post crash care

B6	Post Crash Care	Baseline Assessment (2020)	Progress (2020-2024)
1	Reduce EMS reaction time	low	not started
2	Support people injured	low	not started

4.2 Gaps

According to the self-reported assessment, the strategic framework for road safety activities in Hungary is well-defined. There is sufficient cooperation between the responsible road safety organisations, however, the financial resources available for the implementation of road safety measures are limited.

A comprehensive review of the regulatory framework has also become necessary and is currently in progress. This review covers not only the fundamental road traffic regulations, but also key aspects of related professional fields, such as training, education, infrastructure safety, and vehicle safety. However, the professional and public consultations, as well as the modification of the regulations require a considerable amount of time.

5. Conclusions and Recommendations

In the road safety action plan 2023-2025 of Hungary, the **targets of halving the numbers of road fatalities and serious injuries in 2030** compared to 2020 have been set⁸. In total, 41 road safety measures grouped into five policy pillars are included in the plan.

In 2024, Hungary with 52 fatalities per million inhabitants, Hungary was **above the EU average** (44) in terms of fatalities. Compared to the EU average, the distribution of fatalities in Hungary showed a high proportion of killed people aged 25-49 years old and cyclists inside urban areas. Also, the share of fatalities on roads outside urban areas and on motorways was relatively high.

Based on data, between 2019 and 2024, a decrease of 17% in road fatalities and 14% in serious injuries was recorded. Also, crash fatalities for all examined road user types declined over the period 2019-2024, except those on motorways.

Regarding the progress of the implementation of the road safety actions foreseen in the road safety plan for the period 2020-2024, there is a **smooth implementation flow** without any particular gaps being reported. Based on the self-reported assessment, most of the measures foreseen are on track. The implementation of the measures in three areas has been completed, while in four other areas, it has not started yet.

According to the self-reported assessment, there is adequate cooperation between the responsible road safety organisations, however, the **financial resources** available for the implementation of road safety measures are limited. Additionally, a comprehensive review of the regulatory framework is currently in progress, however, the professional and public consultations, as well as the modification of the regulations require a considerable amount of time.

Finally, the implementation progress is broadly well on track. Despite the reasonably good progress associated with a 17% decrease in fatalities, Hungary still needs to do more to meet the **2030 target of halving the number of road fatalities**. Moreover, additional efforts are needed to improve progress on serious injuries, which could be addressed either by prioritising the relevant policies or by exploring other relevant activities with emphasis on crashes inside urban areas, VRUs and post-crash care.

⁸ The baseline year is expected to change in the next programming period (in line with European practices), so that targets will be set in relation to the year 2019.