

## Hungarian Government Status Report

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Mr Chairman!

Ladies and Gentlemen!

Last, a similar information on Hungary was presented in 1994 on the occasion of the 14<sup>th</sup> ESV Conference in Munich.

This time, I should like to inform you about the changes of the past 13 years.

On the 93,000 km<sup>2</sup> territory of Hungary, the population travels on a 30,000 kilometres long, national and 105,000 kilometres long, local authority-managed road network. It is an important improvement that in comparison with the 1993, approximately 300 kilometres length of the motorways, this figure increased to **630 kilometres by 2006**. The length of the cycle-tracks has also been enlarged significantly. In comparison with the 2.5 million road vehicles using this road network by 1993, **at present 3.5 million motor vehicles** of 10.5 years average age are running on it.

Against the increasing the number of the vehicles, and of the average vehicle mileage in 2005, the number of the occurred road accidents remained approximately 20,000, during which, 29,000 victims were injured, and **1269 persons killed**. (the 1993 figures: 20,000 accidents, 25,000 personal injuries and 1,600 fatalities). Whereas, the number of accident injuries somewhat increased, that of fatalities decreased. In 2583 cases (12%), the accidents were caused by drinking and driving, while 102 cases (only 0.5%) were due to technical condition of vehicles.

The accident indicators are still more unfavourable than the EU average and in order to realise the safety level, determined by the EU White Paper, further measures are under preparation in the management of the transport administration.

Hungarian road traffic rules and the applied road traffic signs are in line with the Convention on Road Traffic and Road Signs and Signals done at Vienna in 1968. In Hungary, the maximum permissible speed limit is 50 km/h in built-up areas, 90 km/h on highways, 110 km/h on motor roads, and 130 km/h on motorways. The wearing rate of the safety belts, obligatory both on the front and rear seats of the passenger cars, is about 50 %. The use of passing beam and children's safety devices is mandatory. The permitted level of blood-alcohol is: 0,00 %.

In Hungary, the technical requirement for road vehicles registration in traffic (issue of registration plates) -as the country acceded to the European Union in 2004- is that vehicles registered in road traffic have to comply with the 60 relevant EU Directives. Moreover vehicles and their parts have to meet the requirements, set forth in the 124 UN-ECE regulations annexed to the 1958 Geneva Agreement on the approval of vehicles. As of 2007, the newly organised National Transport Authority supervises and controls the road vehicles related type approval, conformity of production, the test required for registration in traffic and the periodic technical inspection, as well as the drivers' theory and practical tests and the enforcement of other provisions for road vehicles. Observance of the technical and traffic rules of road safety, are controlled by police, within the framework of road surveys, speed measurements, breathalysers, etc. All vehicles must have an insurance liability certificate.

**Passenger cars manufacturing** restarted in 1991, showed important progress with the assembling of 163,964 Suzuki and 23,700 Audi cars (total **187,664** cars) in 2006. Simultaneously, the Audi in Győr, and the General Motors in Szentgotthárd produced 1,890,000 and 442,893 (total **2,332,893**) various petrol- and diesel-powered **passenger car engines respectively**. Furthermore, **21102** Allison type **automatic gearboxes** were also manufactured by General Motors. In addition, the companies of Association of the Hungarian Automotive Industry, as member of the OICA, and of the Hungarian National Association of Manufacturers of Vehicle Parts, as member of CLEPA, are also engaged in the production of many electric and other vehicle equipment, motor vehicle seats, safety glasses, bundle of cables, injection pumps, etc. In 2006, in Hungary **187,842 passenger cars were registered in traffic**. In comparison with the '80-s, the proper improvement of Hungarian bus manufacturing has fallen to 3% of the earlier 13,000 units per annum. All the manufactured and imported vehicles meet the European road safety and environmental requirements.

Since decades, the Hungarian experts take part in the activity of the UN-ECE WP.29 World Forum for the Harmonisation of Vehicle Regulations and

its subordinated six working groups. At present, the informal groups of experts dealing with the strength of bus superstructures and of the electronic stability control system (ESC) of road vehicles have Hungarian chairman. Likewise, since 2004, our experts also participate in the activity of the expert groups engaged in the elaboration of the EU technical directives.

Appropriate equipment and skilled expertise are available for carrying out the technical certification tests as required by UN-ECE and EU at the national designated technical services (Institute for Transport Sciences (KTI), JÁFI-AUTÓKUT Engineering Ltd., TÜV-NORD – KTI Kft. etc). Type approvals given on the basis of their test reports are also accepted by party countries. Students tutored at motor vehicle departments of the universities in Budapest, Gödöllő and Győr are instructed in the subject of the construction of road safety structures.

In Hungary, in the organisation of the Scientific Society of Mechanical Engineers, a motor vehicle

Conference dedicated to the subjects of road safety, environment protection and energy saving is held every year (bus expertise meetings). This year, from 30 May to 1 June, the FISITA and EAEC sponsored 11<sup>th</sup> European Motor Vehicle conference will be held in Budapest.

The products of the permanently changing Hungarian road vehicle industry, operation of the road passenger and goods transport and the development of the road network meet from all the aspects the already mentioned requirements of European road safety. Moreover, the Hungarian authorities as contracting parties to the **ADR Agreement** on the carriage of dangerous goods by road and the **1997 Agreement on Periodic Technical Inspections** done at Vienna, as well as to the **1970 European AETR** concerning the working conditions of the crews of vehicles, regularly supervise also the observance of the road safety requirements set forth in the agreements listed above.