

## Transport performances and road traffic accidents, Quarter 1 2015

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### Introduction

In the first quarter of 2015, the volume of goods transport increased by 8.5%, while its performance measured in tonne-kilometres rose by nearly 1% compared to the same period of 2014. The performance of interurban passenger transport and urban passenger transport was up year-on-year by 2.1% and 5.1% respectively. In the reference period, 60.1 thousand vehicles were registered for the first time in Hungary, which was 18% higher than the first quarter data of 2014. The number of road traffic accidents involving personal injury was up by 3.1%.

### Sales and headcount data of the transport sector

According to preliminary data, in the first quarter of 2015, according to the statistical main activity, the sales revenues at current prices of operating businesses – employing at least 5 persons – included in the section of transportation and warehousing (H) were close to HUF 999 billion, which was 2.5% higher than in the first quarter of the previous year. Among the various sectors, businesses in land transport and transport via pipelines, representing the largest share of 46%, had revenues of HUF 465 billion. Within this, the sales revenue of companies engaged in the sub-sector of freight transport by road and removal services was HUF 267 billion, which was 8.6% higher than the performance of the base period. The sales revenue of businesses operating in the sector of warehousing and support activities for transportation (its share was 38% within Section H) decreased by 5.4% (to HUF 383 billion).

At the end of the first quarter of 2015, according to the data<sup>1</sup> of institutional labour statistics, the number of full-time employees in enterprises employing at least 5 persons in the section of transportation and warehousing was 180.6 thousand, which was 1.1% higher than a year earlier. Within this, in sectors and sub-sectors representing individual transport modalities, the headcount changed very differently. Compared to the same period of the previous year, the biggest job growth (3872 people) was in the sub-sector of freight transport by road and removal services. Thus, more than 45 thousand people were employed full-time in the first quarter

of 2015. In the sub-sector of other passenger land transport (partly due to the reorganisation of Volan companies at the beginning of January 2015), the number of full-time employees fell by nearly 1.4 thousand to 35.5 thousand.

In the first quarter of 2015, in the transportation and warehousing sector **average monthly gross earnings** per person had an average of nearly 228 thousand forints, which was 2.9% higher than in the base period. There was a very high standard deviation among the transport sub-sectors: in businesses included in the sub-sector of freight transport by road and removal services the average gross monthly earnings of full-time employees barely reached 157.1 thousand forints, while in the air transport sub-sector it was three times higher (HUF 692.5 thousand) than the average of the section.

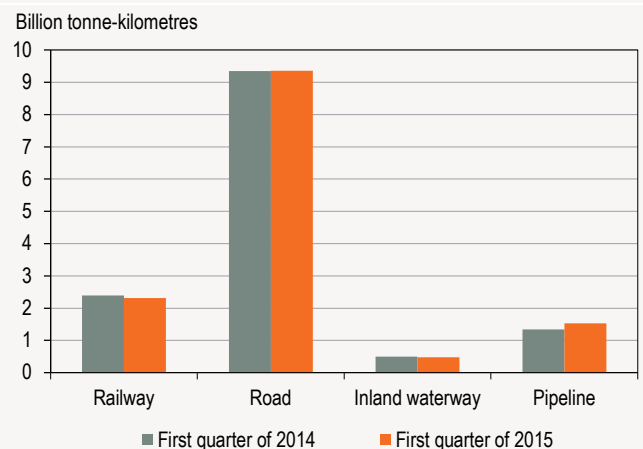
### Goods transport

In the first quarter of 2015, the weight of goods transported (65.0 million tonnes) grew by 8.5% compared to a year ago. Pipeline, inland waterway and road transport increased by 25%, 12% and 8.5% respectively, while rail transport decreased by 1.7%. 66% of the total volume was transported on road, 18% on rail. The proportion of road transport was more dominant (82%) in domestic transport. In case of rail and inland water transport, the international performance continued to be more significant.

The performance of goods transport (13.7 billion tonne-kilometres) increased by 0.8% compared to the first quarter of the previous year. The pipeline transport increased by 15%, inland water transport fell by 4%, rail transport decreased by 3.4%, while road transport stagnated. Out of the total performance of freight transport, road transport accounted for 68%, rail transport for 17%, pipeline transport for 11% and inland water transport for 4%.

Figure 1

### Goods transport performances by mode of transport



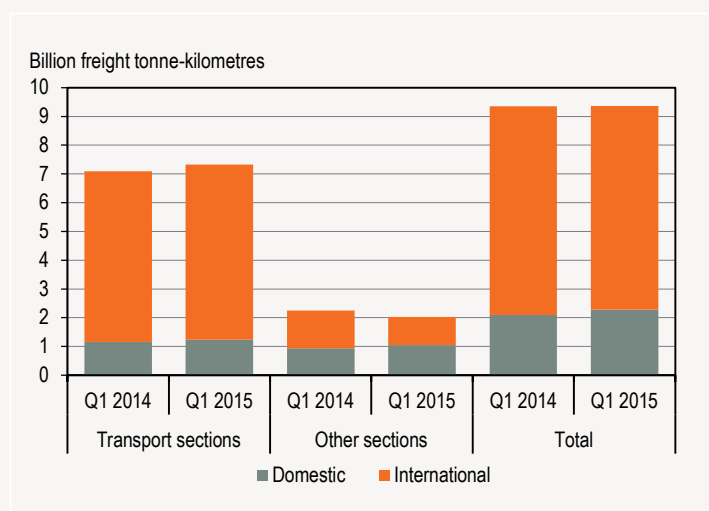
<sup>1</sup> Data of enterprises with at least 5 employees, the whole budgetary sector and observed non-profit institutions.

**International transport** was up by 5.2% in volume and down by 1.6% in performance measured in freight tonne-kilometres; **domestic transport** increased by 10.6% in volume and rose by 9.4% in performance.

In quarter 1, **road goods transport** increased year-on-year by 3.3 million tonnes in volume. Domestic transport was up by 11%, while international transport increased only minimally by 0.9%. The growth in domestic volumes was positively influenced by the recovery in construction and industrial production as well as by the increase in retail sales. The **performance** measured in freight tonne kilometres grew by 9.1% in domestic relations and dropped by 2.5% in the international ones. All in all, 8.5% more goods were moved for a nearly 8% shorter distance. The mileage performance was almost unchanged (-0.2%), and there was a modest increase in the proportion of empty mileage (0.1 percentage points).

Figure 2

**Performances of road goods transport by section**



More than three-quarters (78%) of road traffic performances still resulted from the activities of enterprises grouped into the transport sectors. Compared to the previous year, 6.6% more goods were transported by businesses whose principal function was transportation and their performance measured in freight tonne kilometres increased by 3.3%, 11% more were transported by enterprises grouped into other sectors, but their performance decreased by nearly 10%. As regards both groups, vehicle utilization little changed in the period under review. Typically, enterprises grouped into other sectors have made less use of their vehicles (the proportion of empty mileage was 25%) than enterprises principally engaged in providing transportation (16%).

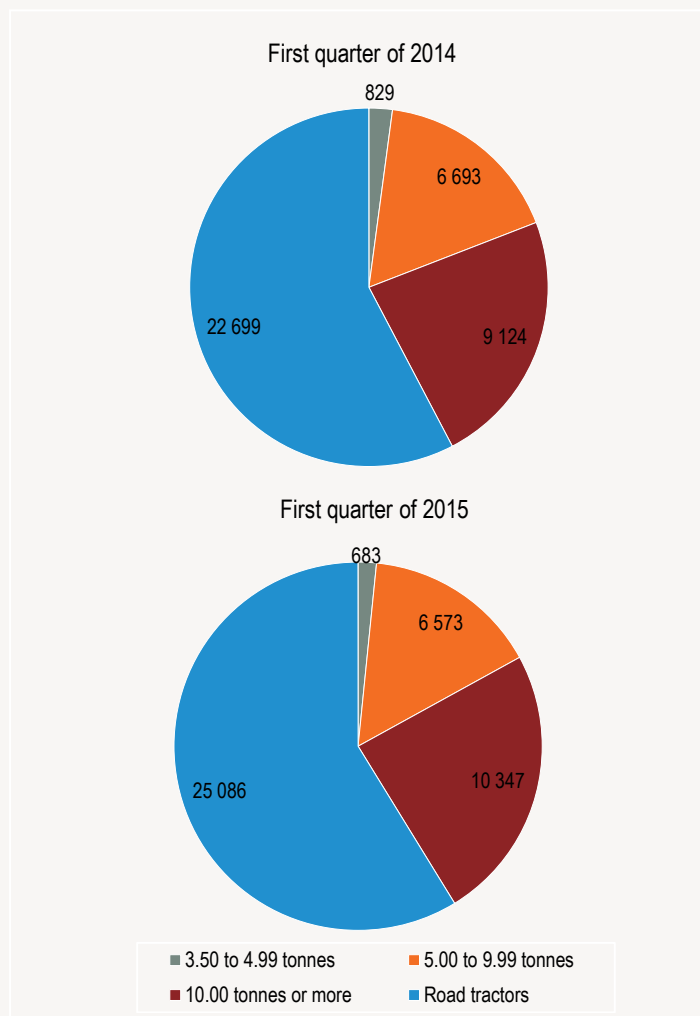
In the first quarter of 2015, the volume of own account transport mainly for the domestic market decreased by 4.5%, while its performance rose by 3.3% and the average transport distance surged by 8.1%. Compared to the first quarter of 2014, the volume of deliveries for hire and reward increased by 13%, while their performance was almost unchanged. The length of delivery tasks carried out by individual entrepreneurs grew on average by 4.3%, therefore they registered a smaller decrease in freight tonne kilometre performance (-5.2%) than in volume (-9.1%). In the period under review, an opposite process took place at corporate enterprises, where the volume increased by 11% and the average transport distance decreased by nearly 10% along with an almost identical freight tonne-kilometre performance (0.6%).

This volume increase was also affected by a rise in the material and transportation intensive construction, road construction and railway

reconstruction works. The weight of goods transported by trailers and lorries with a carrying capacity of more than 10 tonnes grew (by 11% and 13% respectively), while in case of lorries with a carrying capacity of 3.5 to 4.99 tonnes decreased by 17%. In the first three months of the year, a minor setback of only 1.8% was observed in the weight of goods delivered by trucks with a carrying capacity of 5.0 to 9.99 tonnes.

Figure 3

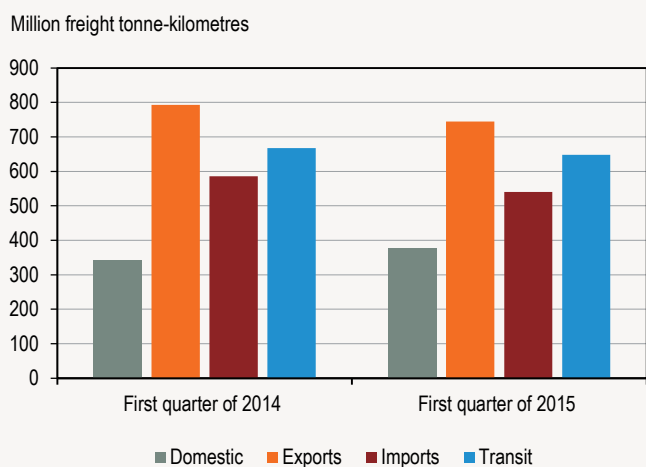
**Road freight performances according to cargo category, thousand tonnes**



In the first quarter of 2015, the **weight of goods transported by rail** (11.7 million tonnes) decreased by 1.7% compared to the first quarter of last year despite a 9.2% increase in domestic transport. The volume of international transport decreased by an overall 5.1%, within this exports fell by 10.7%, imports dropped by 5.2%, while transit traffic increased by 5.1%. The **performance** (2.3 billion freight tonne-kilometres) was 3.4% less than in the first quarter of the previous year. The performance of domestic freight transport increased by 9.9%, while that of international transport decreased by 5.6%. In international traffic, the performance of exports decreased by 6.2%, that of imports fell by 7.8%, while that of transit traffic dropped by 2.9%. In the period under review, as regards international trips, the average distance travelled was 215 km for exports and 186 km for imports. In case of transit traffic, the average distance travelled in the country was 290 kilometres.

### Performances of rail goods transport

Figure 4



In the period under review, **inland waterway goods transport** increased by 12% in volume and decreased by 4.1% in performance compared to the first quarter of 2014. Within inland freight water transport, the volume of domestic, export and import shipments grew by 126%, 40% and 4% respectively. The performance measured in freight tonne kilometres also significantly increased: by 22%, 17% and 5% respectively. Transit traffic fell by 18% mainly due to a decrease (42% and 24%) in the transit transport performance of Ukrainian and Romanian-flagged ships in inland waterway transport, ships under Hungarian flag accounted for a proportion of 9.5% in the total goods transported and 9.3% in the total performance expressed in freight tonne kilometres

In the first quarter of 2015, the combined weight of goods loaded and unloaded in the **inland ports**<sup>2</sup> of Hungary was nearly 1.6 million tonnes, which was 31% higher than a year earlier. Goods loaded accounted for 74% (1.2 million tonnes) of the **weight of all loaded and unloaded goods**. In all loaded weight, 51% came from agriculture, hunting and forestry, fish and other fishing products, 17% from coke and refined petroleum products and an additional 14% from the turnover of products included in the goods group of coal and lignite, crude oil and natural gas. In inland port traffic, 95% of the total loaded weight was transported in bulk.

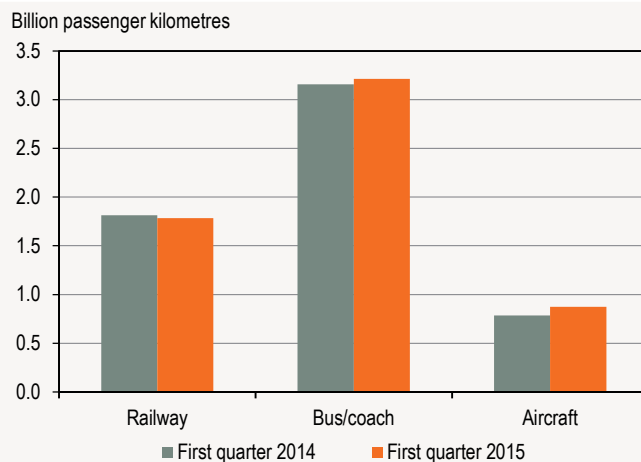
In air goods transport, the volume of goods traffic at **Budapest Ferenc Liszt International Airport** in quarter 1 increased year-on-year by 4.7% to 15.4 thousand tonnes.

### Passenger transport

In January–March 2015, in **interurban passenger transport** the number of passengers (173.4 million passengers) decreased by 1.3% and the passenger kilometre performance (5.9 billion) rose by 2.1% compared to the first quarter of last year. Air passenger traffic<sup>3</sup> showed an 11% growth both in the number of passengers and in performance due to the introduction of new destinations from Hungary. The number of ship passengers fell by 11%, while the number of rail passengers decreased by 1.7% compared to a year ago. The number of bus passengers decreased year-on-year by 1.2% while the passenger-kilometre grew by 1.8%.

### Interurban passenger transport performances by mode of transport

Figure 5



In **domestic** long-distance passenger transport – concerning the number of passengers carried – bus/coach traffic had a dominant share of 79%.

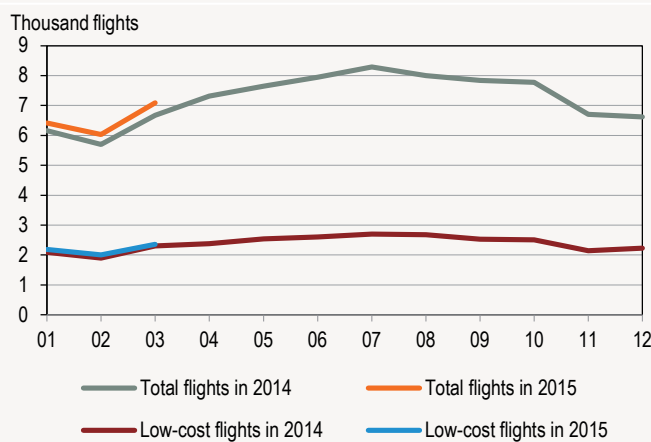
In **international** passenger traffic, 39% of passengers in air traffic, 37% of those in rail traffic and 23% of passengers in bus traffic used the services of resident enterprises in the reference period.

Passenger traffic at **Budapest Ferenc Liszt International Airport**, in relations of 39 countries, grew year-on-year by 13% to 1.97 million persons in quarter 1. This passenger traffic was achieved with a total of 19.5 thousand flights, which was 5.5% more than a year earlier. Wizz Air, Ryanair, Lufthansa, Norwegian Air Shuttle, Air France and Germanwings were the main air carriers. In scheduled traffic – concerning the number of passengers – the United Kingdom, Germany, Italy and France were the most important countries.

In airport passenger traffic, the proportion of low-cost airlines, considering the number of passengers, was 50%. An increase was seen in the seat occupancy of low-cost airlines from 79% to 83% and that of traditional airlines from 64% to 67% compared to the first quarter of the previous year.

Figure 6

### Number of flights per month at Budapest Ferenc Liszt International Airport

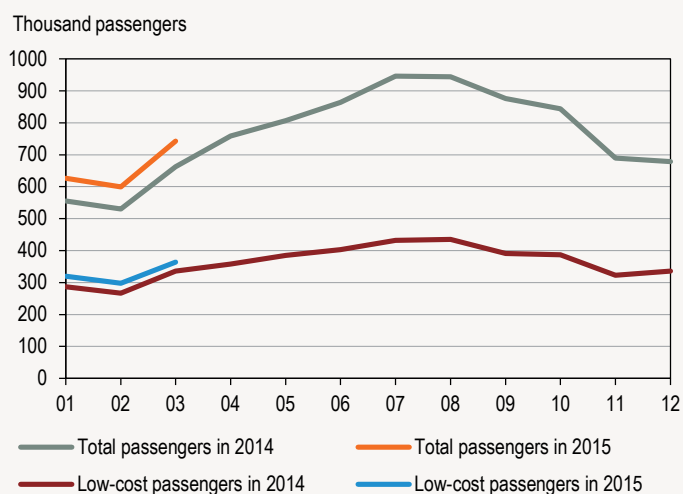


<sup>2</sup> Data are derived from data collection No. 1857 of the Ministry of National Development titled "Freight and vessel traffic of ports".

<sup>3</sup> Figures contain data on the passenger transport of Hungarian air carriers passing through Hungary.

Figure 7

### Number of passengers per month at Budapest Ferenc Liszt International Airport



In quarter 1 2015, **urban passenger transport** grew year-on-year by 3.6% in number and by 5.1% in passenger kilometres. Bus traffic accounted for the highest proportion (in terms of the number of passengers for 52%, in terms of passenger kilometres for 56%). With the installation of Metro 4, within local passenger transport, the proportion of subway travellers increased by 2.9 percentage points, while the number of passenger kilometres travelled by them rose by 2.5 percentage points. 52% of bus travellers were carried in Budapest.

### Road vehicle fleet

In quarter 1 2015, the number of passenger cars **registered for the first time** rose by 19% to 43.2 thousand. Volkswagen, Opel and Ford brands accounted for almost third of personal cars registered for the first time in Hungary. Second hand cars accounted for 58% of the stock registered for the first time, this indicator was only 22% in the same period of 2010.

In the first quarter of 2015, the number of buses, lorries and road tractors registered for the first time grew year-on-year by 33%, 27% and 13%, while that of motorbikes decreased by 3.1%. 75% of motorbikes and buses were second hand vehicles, while 78% of lorries and 57% of road tractors were new ones.

Figure 8

### Average age of the car fleet at the end of the relevant year

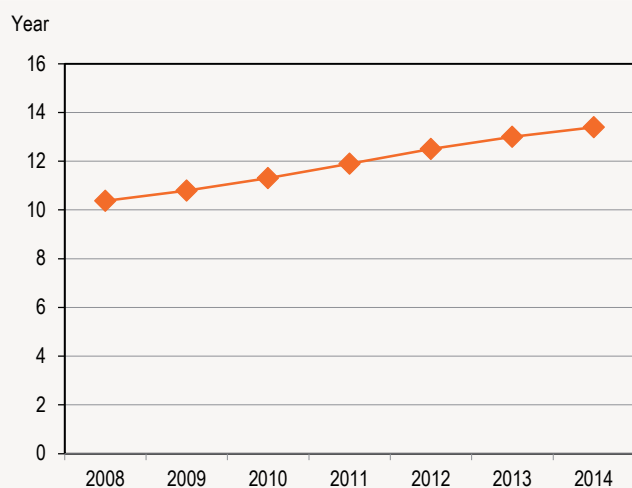
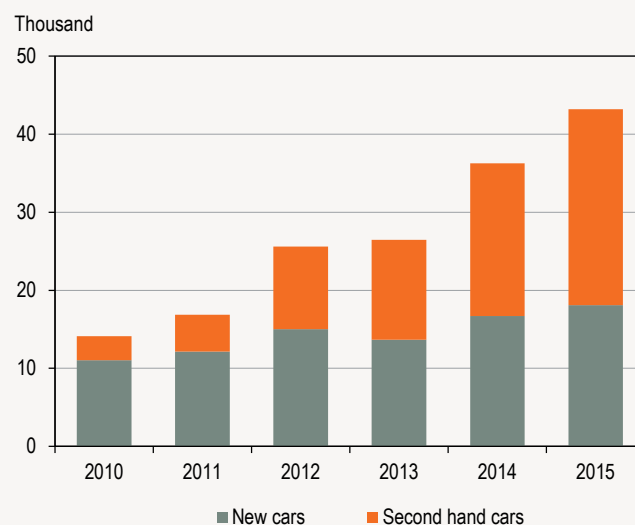


Figure 9

### The number of passenger cars registered for the first time in Hungary in the first quarter of the relevant year



### Road traffic accidents involving personal injury

In the first quarter of 2015, the number of road traffic **accidents** involving personal injury increased by 3.1% to 3122 compared to the first quarter of 2014, the number of traffic offenses increased, drivers exceeded the speed limit in 15% more cases as well as the rules for changing direction were not respected in 7.3% more cases. The number of accidents resulting in serious injury grew by 0.1%, while that of accidents resulting in light injuries increased by 3.9%. **The number of fatalities was 142, which was nearly 13% higher than the prior year data.** In the period under review, pedestrians caused 24 fatal accidents, which was 14% more than in the same period of last year.

Table 1

### The number of fatal road traffic accidents involving personal injury by the causer of accident and the underlying causes

Reason	Q1 2014	Q1 2015	Same period of the previous year=100.0
Driver error	103	118	114.6
from this			
inappropriate use of speed	50	66	132.0
not granting priority	11	13	118.2
change of direction, non-compliance with rules on driving and turnings	18	22	122.2
Pedestrian error	21	24	114.3
Failure of passengers, technical problems with vehicle, track error and other reasons	2	-	-
<b>Total</b>	<b>126</b>	<b>142</b>	<b>112.7</b>

In the period under review, **4075 persons were injured** in traffic accidents, 154 of them lost their lives, 18 more people than in the base period. The number of seriously injured people was 1030, while the number of less seriously injured people was 2891. 247 children were injured in accidents and there was no fatal child accident.

**69% of the accidents occurred inside built up area.** Motorways saw a 34% year-on-year increase in the number of accidents. On motorway M1, the number of accidents grew by 69% and on motorway M6 by 50% year-on-year. The number of accidents per 100 km was the lowest (5.1) on motorway M6 against the average of 7.3 of all motorways, and it was the highest in M0 and M1 (13.8 and 13 respectively).

During this quarter, 68% of the accidents were caused by cars, 9.3% by lorries and 8.0% by bicycles. Passenger vehicles, with the exception of motorcycles (-24%), bicycles (-10%) and mopeds (-8.1%), caused more

accidents than in the first quarter of 2014. Due to the drivers, 3% more accidents occurred.

**In the reporting quarter, the number of accidents caused by drunk drivers decreased by 11%, which was 9.2% of all accidents.** 4.6% of accidents caused by pedestrians and 8.4% of accidents caused by car drivers were caused in an intoxicated state. Despite the more lenient regulations<sup>4</sup>, cyclists caused nearly 14% fewer accidents in an intoxicated state than a year earlier. Moped drivers caused 9.5% more accidents under the influence of alcohol than in the first quarter of 2014.

<sup>4</sup> Based on section 1 of government decree 172/2014 (VII. 18) restrictions concerning the presence of alcohol in the driver's body resulting from the consumption of spirits shall not apply to cyclists (...).

#### Further information, data (links):

[Methodology](#)

[Tables](#)

[Tables \(stadat\)](#)

[www.ksh.hu](http://www.ksh.hu)

#### Contact details:

[kommunikacio@ksh.hu](mailto:kommunikacio@ksh.hu)

[Information services](#)

Telephone: +36 1 345 6789