

Transport performances and road traffic accidents, Quarter 3 2015

Contents

Introduction	1
Sales and headcount data of the transport sector	1
Goods transport	1
Passenger transport	3
Road vehicle fleet	4
Road traffic accidents involving personal injury	4

Introduction

In the third quarter of 2015, the volume of goods transport decreased by 3.0%, while its performance measured in tonne-kilometres was down by 1.4% compared to the same period of 2014. The performance of interurban passenger transport and urban passenger transport was up year-on-year by 3.9% and 2.2% respectively. In the reference period, 68.6 thousand vehicles were registered for the first time in Hungary, which was 14% higher than the third quarter data of 2014. The number of road traffic accidents involving personal injury was up by 7.2%.

Sales and headcount data of the transport sector

In the third quarter of 2015, the sales revenues at current prices of operating businesses – employing at least 5 persons – included in the section of transportation and warehousing (H) were HUF 1191.7 billion, which was 4.4% higher than a year ago. The revenue of businesses in the division of land transport via pipelines, having the largest weight within the section, was HUF 519.6 billion, i.e. 8.3% higher than in the third quarter of 2014. Within this, the division of other passenger land transport was up by 15%, while businesses operating in the sub-division of freight transport by road and removal services rose by 8.2% year-on-year. In July–September 2015, revenues grew the fastest, by 20% to HUF 183.5 billion in air transport, i.e. in the division with a 15% weight within the section, while water transport, which has the smallest share of 0.5% in section H saw the most rapid fall of 8.7% in revenues because of unfavourable water level conditions.

At the end of the third quarter of 2015, according to the data¹ of institutional labour statistics, the **number of full-time employees** in the section of transportation and warehousing was 185.4 thousand, which was 4.3% higher than a year earlier. Within this, in divisions and sub-divisions representing individual transport modalities, the headcount changed differently. Compared to the third quarter of 2014, the biggest headcount growth (3,056 people) occurred in the division of land transport and transport via pipeline and within this in the freight transport by road and removal services sub-division (2,929 people). In the latter one, 46.3 thousand people were employed full-time in the period under review.

In the third quarter of 2015, **average monthly gross earnings** were 233.5 thousand forints, which was 4.3% higher than in the base period. Due to the base effect, the average earnings increased the most (10%) in the water transport sector and the least (2.8%) in the warehousing and transportation support activities sector.

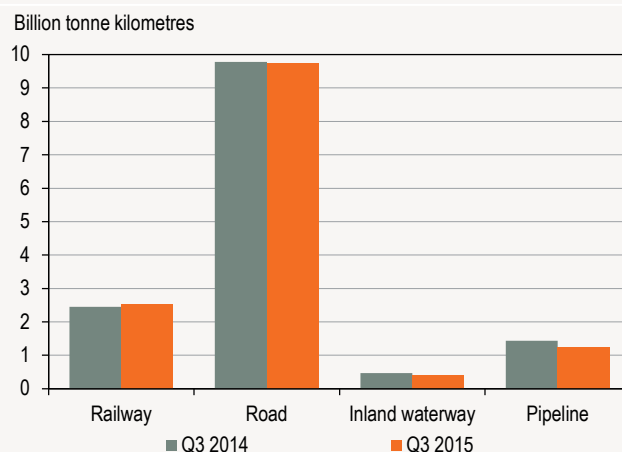
Goods transport

In the third quarter of 2015, the weight of goods transported (75.7 million tonnes) decreased by 3.0% compared to a year ago. Inland waterway, pipeline, rail and road transport decreased by 17%, 15%, 1.5% and 1.1% respectively. 73% of the total volume was transported on road, 16% on rail. The proportion of road transport was even more dominant (86%) in domestic transport. In case of rail and inland waterway transport, the international performance continued to be more significant.

The **performance** of goods transport (13.9 billion tonne-kilometres) decreased by 1.4% compared to the third quarter of the previous year. Rail transport grew by 3.3%, road transport essentially stagnated, while inland waterway and pipeline transport fell by 14% and 13% respectively. Out of the total performance of freight transport, road transport accounted for 70%, rail transport for 18%, pipeline transport for 9.0% and inland water transport for 3.0%.

Figure 1

Goods transport performances by mode of transport



International transport was down by 1.0% in volume and by 1.6% in performance measured in freight tonne-kilometres; in case of **domestic transport** we measured decreases of 3.8% and 0.9% respectively.

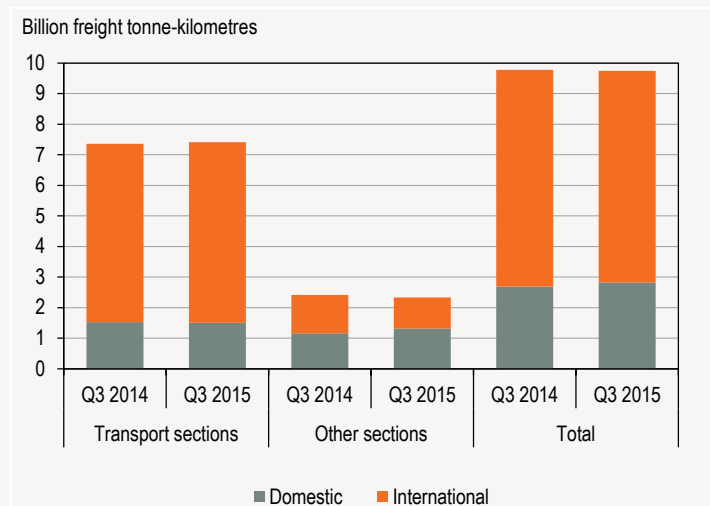
In the period under review, the **volume of road goods transport** fell by nearly 1% compared to the volume of goods transported in the third quarter of 2014. Freight transport decreased by 2.4% in domestic relations and increased by 4.8% in international relations.

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

The **performance** measured in freight tonne kilometres grew by 5.2% in domestic relations and dropped by 2.3% in the international ones. The average transport distance increased by nearly 1%. Compared to the third quarter of 2014, the mileage performance dropped by 2.0%, while the proportion of empty mileage decreased by 0.5 percentage points.

Figure 2

Performances of road goods transport by section



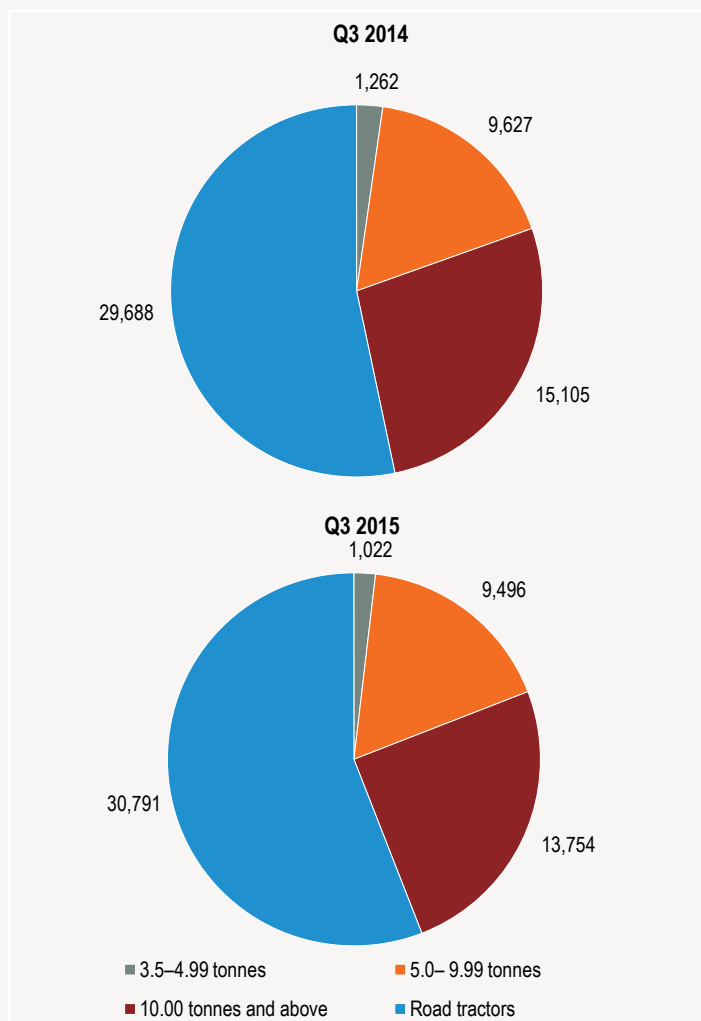
76% of road traffic performance still resulted from the activities of enterprises grouped into the transport sectors. Compared to the third quarter of 2014, the volume of goods transported by businesses principally engaged in providing transportation services decreased by 3.5%, while their performance measured in freight tonne kilometres increased by 0.8%. The volume of goods transported by enterprises grouped into other sectors rose by 1.6%, but their performance declined by 3.6%. Vehicle utilization did not change significantly for either group. Enterprises grouped into other sectors have made less use of their vehicles (the proportion of empty mileage was 26%) than enterprises principally engaged in providing transportation services (17%).

In the third quarter of 2015, the volume of own account transport mainly for the domestic market decreased by 13%, while its performance dropped by 5.5% and the average transport distance grew by 6.5%. Compared to the third quarter of 2014, the volume of deliveries for hire and reward increased by 3.5%, while their performance grew by 0.5%. The length of delivery tasks carried out by individual entrepreneurs fell on average by 2.7%, their performance declined by 7.7% in freight tonne kilometres and by 5.1% in volume. In the period under review, the performance measured in freight tonne kilometres rose by 0.5%, while the average transport distance increased by 0.9% along with a 0.3% volume decline.

In the third quarter 2015, the weight of goods transported by trailers increased by 3.7%, it fell by 19% in the carrying capacity category of between 3.5 to 4.99 tonnes, by 1.4% in the category of between 5.0 to 9.99 tonnes and by 8.9% in the carrying capacity category of over 10 tonnes.

Road freight performances according to cargo category, thousand tonnes

Figure 3

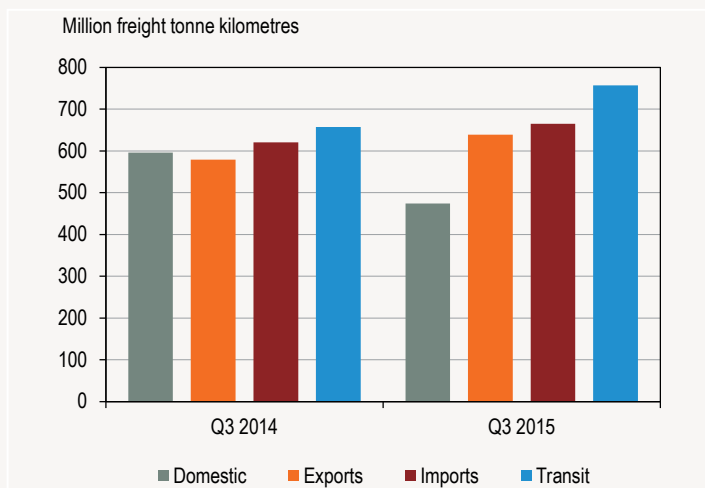


In the third quarter of 2015, the **weight of goods transported by rail** (12.5 million tonnes) decreased by 1.5% compared to the third quarter of last year. A 12% decrease was seen in domestic transport along with a 4.1% growth in the volume of international transport. Within this, the volume of exports, imports and transit traffic grew by 4.4%, 12% and 5.6%. The **performance** (2.5 billion freight tonne-kilometres) was 3.3% higher than in the third quarter of the previous year. The performance of domestic freight transport declined by approximately 20%, while that of international transport increased by 11%. In international traffic, the performance of exports increased by 10%, that of imports rose by 7.2%, while that of transit traffic grew by 15%. In the period under review, as

regards international trips, the average distance travelled was 216 km for exports and 203 km for imports. In case of transit traffic, the average distance travelled in the country was 311 kilometres.

Figure 4

Performances of rail goods transport



In the third quarter of 2015, the water level of the Danube was very low, shipping became more difficult, the loading of the barges decreased by half or two thirds. Largely for this reason, inland freight transport declined by 17% in volume and by 14% in performance compared to the same period in 2014. Examining the weight of the goods transported, the domestic traffic fell the most by 38%, but the volume of goods loaded also significantly decreased by 25%. Much smaller decreases of 5.4% and 5.9% were registered in transit traffic and in the quantity of goods unloaded. The performance measured in freight tonne kilometres declined by both 5.4% in domestic and transit traffic, by 29% at loadings and by 3.3% at unloading activities. In inland waterway transport, ships under Hungarian flag accounted for a proportion of 13% of the total goods transported and 12% of the total performance.

In the third quarter of 2015, the combined weight of goods loaded and unloaded in the inland ports² of Hungary did not reach 1.4 million tonnes, which was 21% lower than in the same period of 2014. Goods loaded accounted for 66% (0.9 million tonnes) of the weight of all loaded and unloaded goods. In all loaded weight, 42% came from agriculture, hunting and forestry, fish and other fishing products, 19% from coke and refined petroleum and an additional 12% from the turnover of products included in the goods group of metal ores and other quarrying products as well as peat. In inland port traffic, 94% of the total loaded weight was transported in bulk.

In quarter 3 2015, the volume of goods traffic at Budapest Ferenc Liszt International Airport was 16 thousand tonnes, i.e. 10% higher than in the third quarter of 2014.

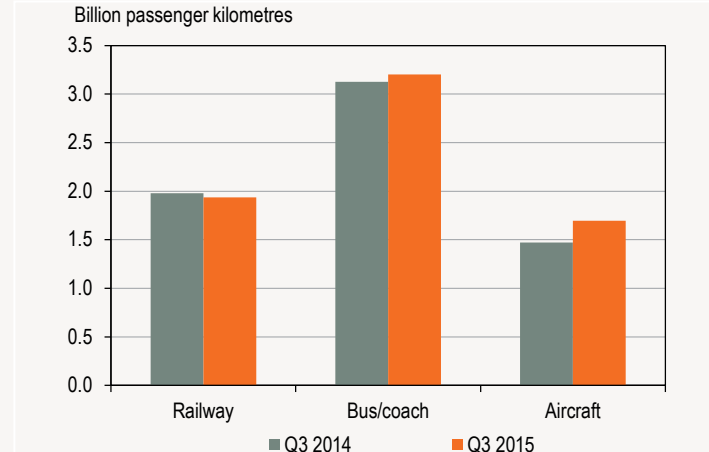
Passenger transport

In July–September 2015, in interurban passenger transport the number of passengers (149 million passengers) decreased by 2.2%, while the passenger kilometre performance (6.8 billion) grew by 3.9% compared to the third quarter of last year. In bus traffic, a 2.6% decrease was recorded in the number of passengers carried and a 2.4% rise in passenger kilometres. In rail traffic, the number of passengers and the transport performance declined by 1.6% and 2.2% respectively. In air passenger transport³, the number of passengers grew by 17% and the performance

increased by 15%. The number of ship passengers was 4.7% higher than in the third quarter of 2014.

Figure 5

Interurban passenger transport performances by mode of transport



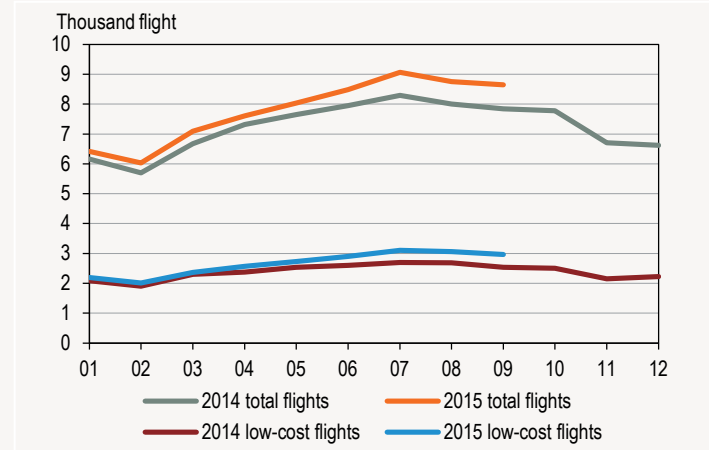
In domestic long-distance passenger transport, buses and the railway accounted for 77% and 23% respectively of passengers. In international passenger traffic, 40% of passengers when used the services of resident enterprises in the reference period travelled by plane, 31% of them travelled by rail and 29% of them travelled by bus. In the third quarter of 2015, 14% fewer (3.1 thousand) passengers were carried by ship in international transport than in the same period of 2014.

Passenger traffic at Budapest Ferenc Liszt International Airport, in relations of 42 countries, grew year-on-year by 15% to 3.2 million persons in quarter 3. This passenger traffic was achieved with a total of 26.5 thousand flights, which was 9.6% more than a year earlier. Wizz Air, Ryanair, Lufthansa, Travel Service, Norwegian Air Shuttle and Germanwings were the main air carriers. In scheduled traffic – concerning the number of passengers – the United Kingdom, Germany, Italy, Spain and the Netherlands were the most important countries.

In airport passenger traffic, the proportion of low-cost airlines, considering the number of passengers, was 47%. An increase was seen in the seat occupancy of low-cost airlines from 89% to 91%, while that of traditional airlines (80%) was unchanged compared to the third quarter of the previous year.

Figure 6

Number of flights per month at Budapest Ferenc Liszt International Airport

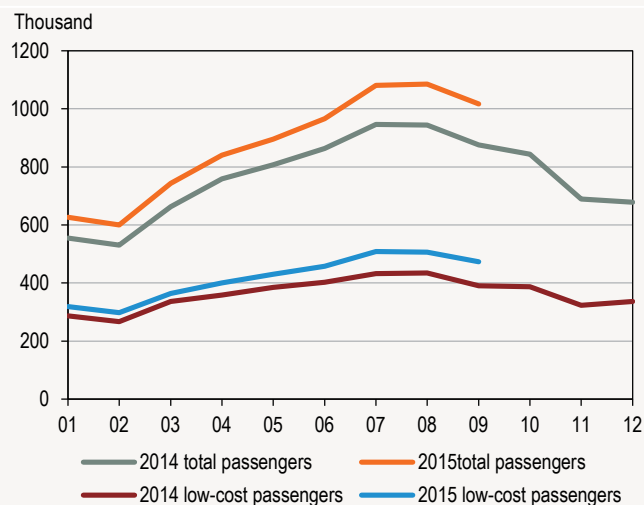


² Data are derived from data collection No. 1857 of the Ministry of National Development titled "Freight and vessel traffic of ports".

³ 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 3 2015, **urban passenger transport** grew year-on-year by 1.0% in number and by 2.2% in passenger kilometres. The share of bus transport was the greatest – 51% from the number of passengers and 54% from passenger kilometres. 56% of bus travellers were carried in Budapest.

Road vehicle fleet

In quarter 3 2015, the number of passenger cars **registered for the first time** in Hungary rose year-on-year by 20% to 51.4 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 63% of the stock registered for the first time, this indicator was only 28% in the same period of 2010.

In the third quarter of 2015, the number of buses, lorries and motorcycles registered for the first time grew year-on-year by 53%, 5.0% and 2.6% respectively, while that of road tractors decreased by 18%. 80% of buses and 76% of motorcycles were registered as new vehicles, while in case of trailers and lorries the relevant figures were 77% and 52% respectively.

Figure 8

Average age of the car fleet on 30 June

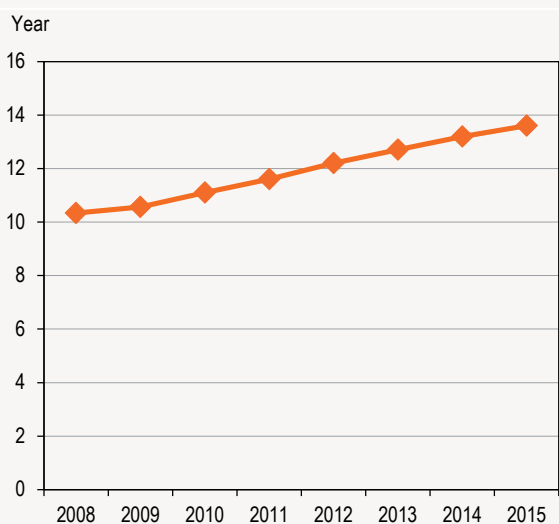
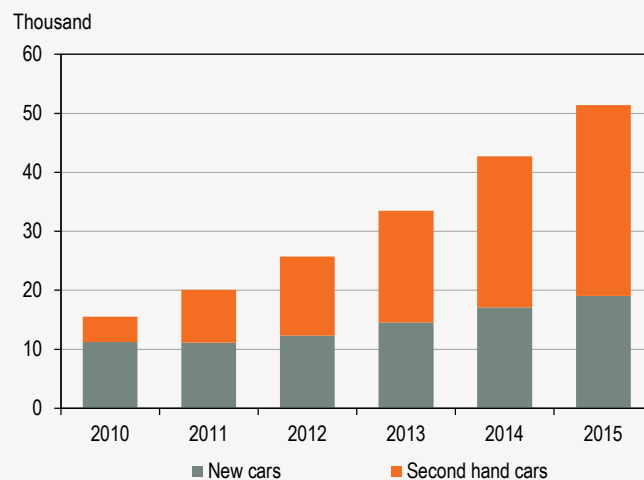


Figure 9

The number of passenger cars registered for the first time in Hungary in the third quarter



Road traffic accidents involving personal injury

In the third quarter of 2015, the number of road traffic **accidents** involving personal injury increased by 7.2% to 4,890, compared to the third quarter of the previous year. During these accidents, compared to the third quarter of 2014, the number of traffic offenses increased. The priority was not given in 10% more cases as well as the rules for changing direction were not properly applied in 11% more cases. The number of accidents resulting in serious injury grew by 7.1%, while that of accidents resulting in light injuries increased by 6.8%. **The number of fatalities was 157, which was 18% more than in the same period of 2014.** In the period under review, pedestrians caused 11 fatal accidents, two fewer 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

Cause of the accident	Q3 2014	Q3 2015	Same period of the previous year=100.0
Driver error	120	146	121.7
from this			
inappropriate use of speed	54	63	116.7
not granting priority	11	26	236.4
non-compliance with the rules for change of direction, progress and turnings	29	31	106.9
Pedestrian error	13	11	84.6
Failure of passengers, technical problems with vehicle, track error and other reasons	0	0	–
Total	133	157	118.0

In the period under review, **6,518 persons were injured** in traffic accidents, 176 of them lost their lives, 27 more people than a year ago. The number of seriously injured people was 1,638, while the number of less seriously injured people was 4,704. 480 children injured in accidents and there were 6 fatal child accidents.

68% of the accidents occurred inside built up area. Motorways saw a 42% year-on-year increase in the number of accidents. On motorway M5, the number of accidents grew from 19 to 36 and on motorway M6 the number of accidents increased from 5 to 8 year-on-year. The number of accidents per 100 km was the lowest (4.5) on motorway M6 against the average of 16 of all motorways, and it was the highest on M1 and M5 (30 and 22 respectively).

During this quarter, 59% of the accidents were caused by cars, 13% by bicycles and 10% by lorries. Passenger vehicles caused 7.8% more accidents, while cyclists and moped cyclists caused 5.2 and 2.0% fewer accidents respectively than in the third quarter of 2014. Due to the drivers 16% more accidents occurred.

In the reporting quarter, the number of accidents caused by drunk drivers decreased by 0.9%, which was 9.2% of all accidents. 5.1% of accidents caused by pedestrians and 7.8% of accidents caused by car drivers were caused in an intoxicated state. Despite the more lenient regulations⁴, cyclists caused nearly 17% fewer accidents in an intoxicated state than a year earlier. Motorcycle drivers caused nearly two and a half times more accidents under the influence of alcohol than in the third quarter of 2014. Car drivers accounted for 50% of road traffic accidents involving personal injury caused under the influence of alcohol, while in case of cyclists the relevant figure was 27%.

⁴ Section 1 of government decree 172/2014 (VII. 18).

Further information, data (links):

[Methodology](#)

[Tables](#)

[Tables \(stadat\)](#)

www.ksh.hu

Contact details:

kommunikacio@ksh.hu

[Information services](#)

Telephone: +36 1 345 6789