

Transport performances and road traffic accidents, Quarter 4 2015

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Introduction

In the fourth quarter of 2015, the volume of goods transport decreased by 6.2%, while its performance measured in tonne-kilometres was down by 0.1% compared to the same period of 2014. The performance of interurban passenger transport and urban passenger transport was down year-on-year by 0.8% and 1.5% respectively. In the reference period, 73.6 thousand vehicles were registered for the first time in Hungary, which was 19% higher than the fourth quarter data of 2014. In the last quarter of 2015, the number of road traffic accidents involving personal injury increased by 1.3%, while the number of fatal road traffic accidents decreased by 10% compared to the same period of 2014.

Sales and headcount data of the transport sector

According to our preliminary figures, in the fourth quarter of 2015, according to their main statistical activities, the **sales revenues at current prices** of enterprises included in the section of transportation and warehousing (H)¹ were HUF 1179.5 billion, which was 4.5% higher than a year ago. The revenue of businesses in the division of land transport via pipelines, having the largest share (49%) within the section, was HUF 575.6 billion, i.e. 9.9% higher than in the fourth quarter of 2014. Within this, revenues amounted to HUF 8.6 billion (6.7%) more, i.e. HUF 137.1 billion at current prices in the division of other passenger land transport and HUF 333.3 billion in the sub-division of freight transport by road and removal services in the months of October to December in 2015, this latter one was 12.5% higher than a year earlier. Revenues grew the fastest in the division of air transport having a 10% weight within the section (by 22% to HUF 114.7 billion), while water transport, which has the smallest share of 0.3% in section H, saw the most rapid fall of 19% in revenues mainly because of unfavourable water level conditions

At the end of the fourth quarter of 2015, according to the data² of institutional labour statistics, the **number of full-time employees** in the section of transportation and warehousing was 187.7 thousand, which was 3.3% higher than a year earlier.

Compared to the fourth quarter of 2014, the biggest headcount growth (3,849 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 (3,234 people), in the latter one, 46.6 thousand people were employed full-time.

In the fourth quarter of 2015, **average monthly gross earnings per capita** were 254.1 thousand forints, which was 4.2% higher than a year ago. Among the individual transport sub-sectors, the rate of change was different: average gross earnings increased the most (9.3%) in the sub-sector of road transport and removals and the least (1.5%) in the sector of storage and support activities for transportation.

Goods transport

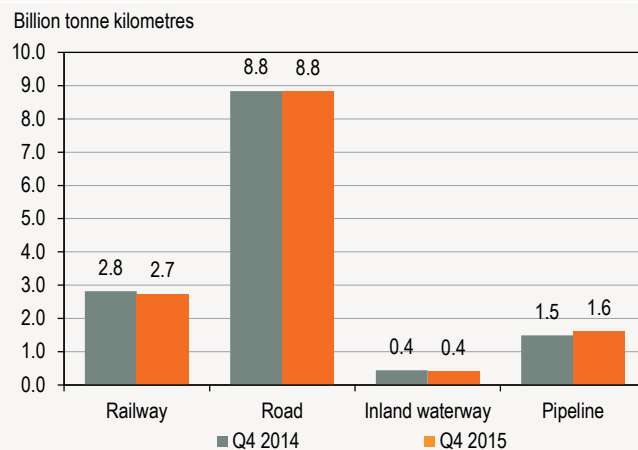
In the fourth quarter of 2015, the **weight of goods transported** (68.5 million tonnes) decreased by 6.2% compared to a year ago. Inland waterway and road transport decreased by 19% and 8.8% respectively, railway transport was stagnant and pipeline transport grew by 3.1%. 66% of the total volume was transported on road, 20% on rail. The proportion of road transport was even more dominant (82%) in domestic transport. In case of rail and inland waterway transport, the international performance continued to be more significant.

The **performance** of goods transport (13.6 billion freight tonne-kilometres) decreased by 0.1% compared to the fourth quarter of the previous year. Pipeline transport grew by 7.6%, road transport stagnated, while rail transport and inland waterway transport fell by 3.1% and 6.9% respectively. Out of the total performance of freight transport, road transport accounted for 65%, rail transport for 20%, pipeline transport for 12% and inland water transport for 3.0%.

In 2015, in goods transport, the goods turnover (284.8 million tonnes) grew by 1.4% and the performance (55.8 billion tonne-kilometres) by 0.9% compared to 2014. In domestic traffic, the weight of the goods transported increased by 1.6% and the tonne-kilometre performance by 3.0%, in international traffic the rise was 1.0 and 0.3% respectively.

Figure 1

Goods transport performances by mode of transport



¹ Operating businesses – employing at least 5 persons.

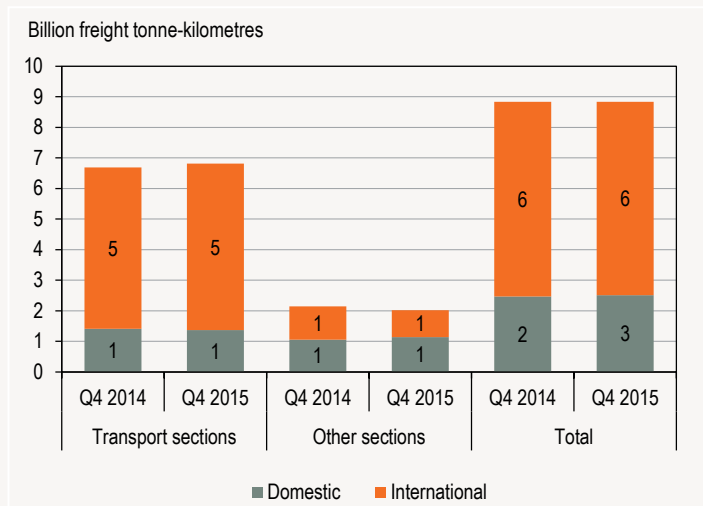
² Data of enterprises with at least 5 employees, the whole budgetary sector and observed non-profit institutions.

In the fourth quarter of 2015, **international transport** was up by 1.7% in volume and by 1.3% in performance measured in freight tonne-kilometres; while the respective figures for **domestic transport** decreased by 10% and 3.9%.

The **volume of road goods transport** (45.3 million tonnes) fell by 8.8% compared to the volume of goods transported in the fourth quarter of 2014. Freight transport decreased by 10% in domestic relations and by 1.3% in international relations. Compared to the high base a year ago, the decline in domestic volume was partly due to a downturn in the material- and transport-intensive construction, road and railway construction works in the months of October–November. The **performance** measured in freight tonne kilometres (8.8 billion tonne-kilometres) was the same as the data recorded in the last quarter of 2014, it grew by 1.7% in domestic relations and dropped by 0.7% in the international ones. The average transport distance increased by nearly 10% (17 km) to 195 km. Compared to the fourth quarter of 2014, the mileage performance hardly changed (–0.1%), while the proportion of empty mileage decreased (by 1.2 percentage points) to 19.6%.

Figure 2

Performances of road goods transport by section



More than three-quarters of road traffic performance (77%) still resulted from the activities of enterprises grouped into the transport section. Compared to the fourth quarter of 2014, the volume of goods transported by businesses principally engaged in providing transportation services decreased by 12%, while their performance measured in freight tonne kilometres increased by 1.8%. The volume of goods transported by enterprises grouped into other sectors declined by 4.2% and their performance by 5.7%. Enterprises grouped into other sectors have made less use of their vehicles than enterprises principally engaged in providing transportation services (the proportion of empty mileage was 26% and 17% respectively). Vehicle utilization slightly improved by 1 percentage point for both groups.

In the period under review, at corporations the performance measured in freight tonne kilometres rose by 0.7% and the average transport distance by 10% along with an 8.6% volume decline. The delivery tasks performed by individual entrepreneurs grew by an average of 2.9% in terms of freight distance, their performance decreased by 6.8% in freight tonne kilometres and by 9.4% in volume.

In the observed period, the volume of transport carried out for hire and reward fee decreased by 4.4%, while its performance increased by 0.6% compared to the fourth quarter of 2014. Transport on own account, which is mainly for the domestic market, decreased by 21% in weight and by 6.5% in performance, while the average transport distance increased by 18%.

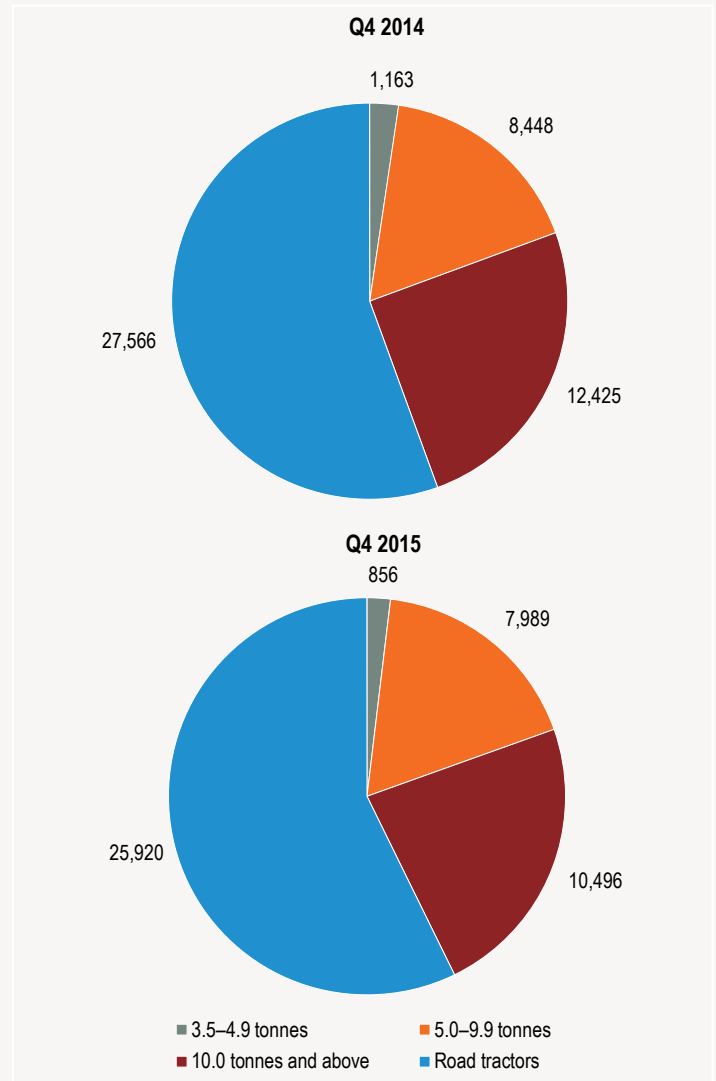
In the fourth quarter of 2015, the weight of the goods transported decreased the least (by 5.4% and 6% respectively) in the carrying capacity of between 5.0 to 9.99 tonnes and at road tractors, while

the decline was 16% for vehicles with a carrying capacity of over 10 tonnes and 26% for vehicles with a carrying capacity of between 3.5 to 4.99 tonnes.

In 2015, the amount of goods transported by road grew by 2.9% in volume compared to 2014, while the transport performance increased by 1.9%.

Figure 3

Road freight performances according to carrying capacity category, thousand tonnes

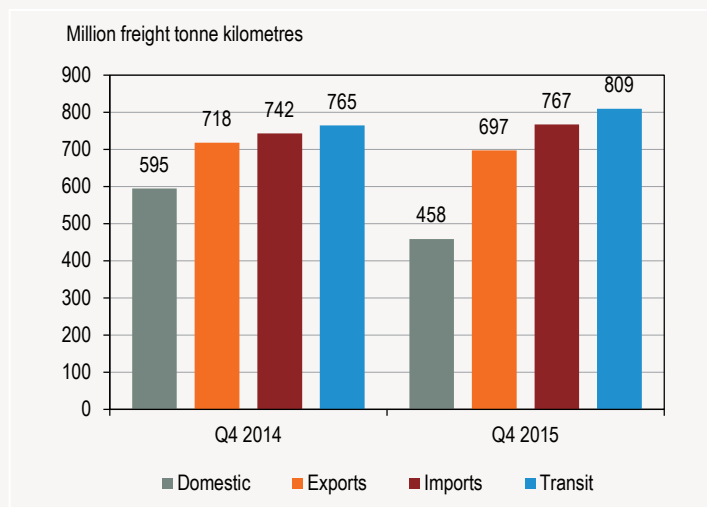


In the fourth quarter of 2015, the **weight of goods transported by rail** (13.5 million tonnes) stagnated compared to the fourth quarter of last year. A 7.0% decrease was seen in domestic transport along with a 3.2% growth in the volume of international transport. Within this, the volume of exports dropped by 5.0% while imports and transit traffic grew by 3.4% and 16% respectively. The **performance** (2.7 billion freight tonne-kilometres) was 3.1% less than in the fourth quarter of the previous year. The performance of domestic freight transport declined by 23%, while that of international transport increased by 2.2%. In international traffic, the performance of exports decreased by 2.9%, while that of imports and transit traffic rose by 3.3% and 5.8% respectively. As regards international trips, the average distance travelled was 210 km for exports and 212 km for imports. In case of transit traffic, the average distance travelled in the country was 312 kilometres.

On an annual basis, the volume of rail freight transport (49.5 million tonnes) declined by 2.2% and its performance (10.0 billion tonne-kilometres) by 2.0%.

Performances of rail goods transport

Figure 4



In the fourth quarter of 2015, the water level in the Hungarian section of the Danube was very low, as a result of this, **inland waterway freight transport** declined by 19% in volume and by 6.9% in performance compared to the same period of 2014. Examining the weight of the goods transported, the most significant decline of nearly by 50% occurred in domestic traffic, while in international traffic the quantity of goods loaded and unloaded decreased by 37% and 10% respectively. The performance measured in freight tonne kilometres declined by 33% in domestic traffic: by 28% at loadings and by 12% at unloading activities. Only the transit traffic increased (11%). Transit ships already on their ways were forced to be transhipped (relieved) in the Hungarian section of the Danube, the barges travelled with cargos reduced to half or one third. In inland waterway freight transport, ships under Hungarian flag accounted for a proportion of 12% of both the total goods transported and the total performance.

On an annual basis, in 2015, compared to the previous year, water freight transport expanded by 4.0% in volume and by 0.6% in performance.

In the fourth quarter of 2015, the combined weight of goods loaded and unloaded in the **inland ports**³ of Hungary was 1.1 million tonnes, which was 32% lower than in the same period of 2014. Goods loaded accounted for 65% (0.7 million tonnes) of the **weight** of all loaded and unloaded goods. In all loaded weight, 38% came from agriculture, hunting and forestry, fish and other fishing products, 19% from coke and refined petroleum and an additional 8% 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, 92% of the total loaded weight was transported in bulk.

In 2015, the total weight of goods loaded and unloaded in the inland ports of Hungary increased by 5.4% compared to the previous year.

In quarter 4 2015, the volume of goods traffic at **Budapest Ferenc Liszt International Airport** was 17.7 thousand tonnes, i.e. 5.6% higher than in the fourth quarter of 2014.

Considering the year as a whole, the goods turnover of the airport was 66.0 thousand tonnes, 6.4% more compared to the previous year.

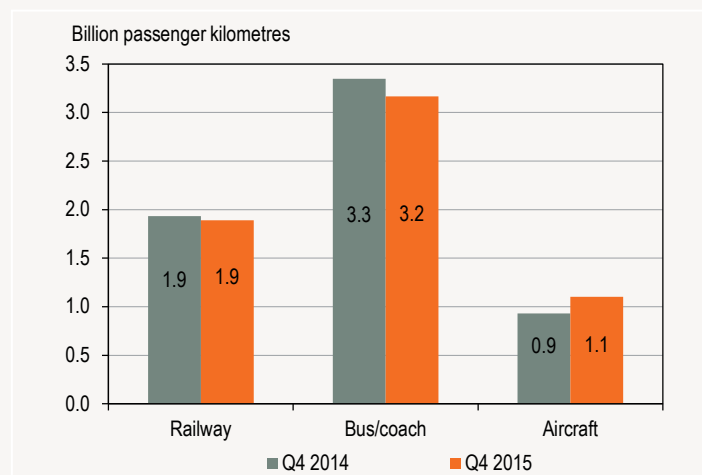
Passenger transport

In October-December 2015, in **interurban passenger transport**, the number of passengers (166 million passengers) decreased by 4.0%, and

the passenger kilometre performance (6.2 billion) by 0.8% compared to the fourth quarter of last year. In bus traffic, a 5.0% decrease was recorded in the number of passengers carried and a 5.3% fall in passenger kilometres. In rail traffic, the number of passengers and the transport performance declined by 0.8% and 2.3% respectively. In air passenger transport⁴, the number of passengers grew by 15% and the performance increased by 19%. The number of ship passengers was 13% less than in the fourth quarter of 2014.

Figure 5

Interurban passenger transport performances by mode of transport



In **domestic** long-distance passenger transport, regarding the number of passengers carried the share of bus traffic was the determining factor (78%), the share of rail transport was 22%.

In **international** passenger traffic, 36% of passengers when used the services of resident enterprises in the reference period travelled by bus, 35% of them travelled by plane and 29% of them travelled by rail.

In 2015, compared to 2014, in interurban passenger transport (domestic and international combined) passenger traffic (655.5 million people) decreased by 2.4% and the performance (25.4 billion passenger kilometres) increased by 1.4%. International traffic increased by 7.2% in the number of passengers and by 12% in passenger-kilometre performance, while in domestic traffic these figures decreased by 2.5% and 2.0% respectively.

Passenger traffic at **Budapest Ferenc Liszt International Airport**, in relations of 44 countries, grew year-on-year by 10% to 2.4 million persons in quarter 4 of 2015. This passenger traffic was achieved with a total of 22.2 thousand flights, which was 5.1% more than a year earlier. Wizz Air, Ryanair, Lufthansa, KLM, EasyJet and Norwegian Air Shuttle were the main air carriers. In scheduled traffic – concerning the number of passengers – the United Kingdom, Germany, Italy, the Netherlands and France were the most important countries.

In airport passenger traffic, the proportion of low-cost airlines, considering the number of passengers, was 51%. An increase was seen in the seat occupancy of low-cost airlines from 85% to 86%, while that of traditional airlines (78%) was unchanged compared to the fourth quarter of the previous year.

On an annual basis, airport passenger traffic (10.3 million people) increased by 12% and its flight number (92.3 thousand) by 6.5%.

³ Data are derived from data collection No. 1857 of the Ministry of National Development titled "Freight and vessel traffic of ports".

⁴ Figures contain data on the passenger transport of Hungarian air carriers passing through Hungary.

Figure 6

Number of flights per month at Budapest Ferenc Liszt International Airport

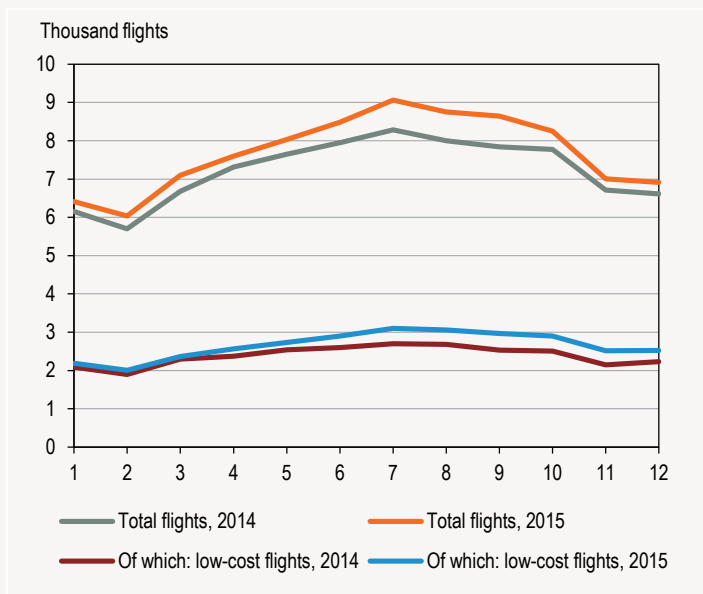
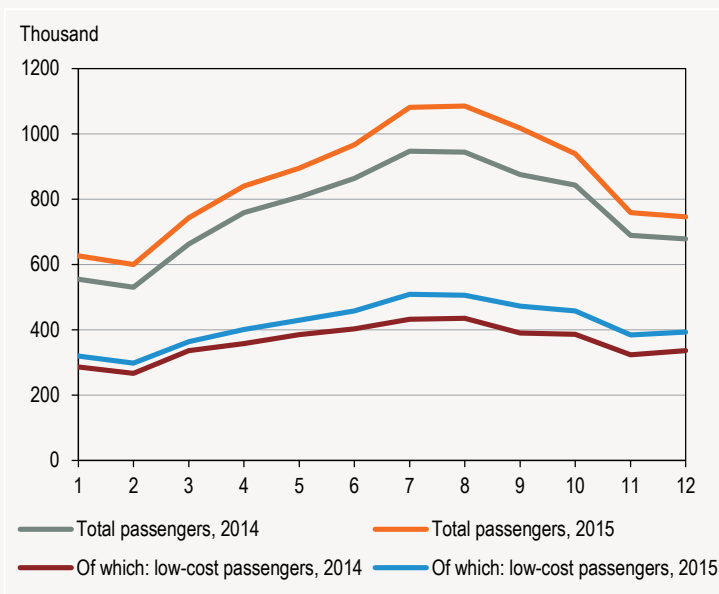


Figure 7

Number of passengers per month at Budapest Ferenc Liszt International Airport



In quarter 4 2015, **urban passenger transport** dropped year-on-year by 0.8% in number and by 1.5% in passenger kilometres. The share of bus transport was the greatest – 51% from the number of passengers and 55% from passenger kilometres. 53% of bus travellers were carried in Budapest.

In 2015, compared to 2014, the number of users of local passenger transport increased by 1.4% to 2.2 billion and that of passenger kilometres travelled by 2.0% to 8.1 billion.

Road vehicle fleet

On 31 December 2015, the **road vehicles fleet** was 3.9 million, of which the number of passenger cars was 3.2 million. At the end of December 2015, the number of cars in circulation in Hungary was 2.9% higher compared to the previous year end. In the last year, the number of vehicles in subgroups – trailers (+5.9%), lorries (+3.3%), buses (+1.2%) and

motorcycles (+0.8%) – also rose. The average age of vehicles continued to increase (by 0.2 years) to 13.7 years, within this that of passenger cars to 13.7 (+0.3) years; that of motorcycles to 18.7 (+0.2) and that of duty trucks to 12.7 (+0.2). The average age of road tractors (8.0 years) did not change, that of buses dropped to 14.5 years (–0.3 year).

In quarter 4 of 2015, the number of passenger cars **registered for the first time** in Hungary rose year-on-year by 22% to 54.1 thousand. Volkswagen, Opel and Ford brands accounted for almost third of passenger 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 27% in the same period of 2010.

In the fourth quarter of 2015, the number of buses, lorries and motorcycles registered for the first time grew year-on-year by 29%, 20% and 7.5% respectively, while that of road tractors decreased by 3.4%. 70% of motorcycles were registered as second hand vehicles, while 80% of trailers, 63% of lorries and 57% of buses were registered as new vehicles.

Figure 8

Average age of the car fleet on 31 December

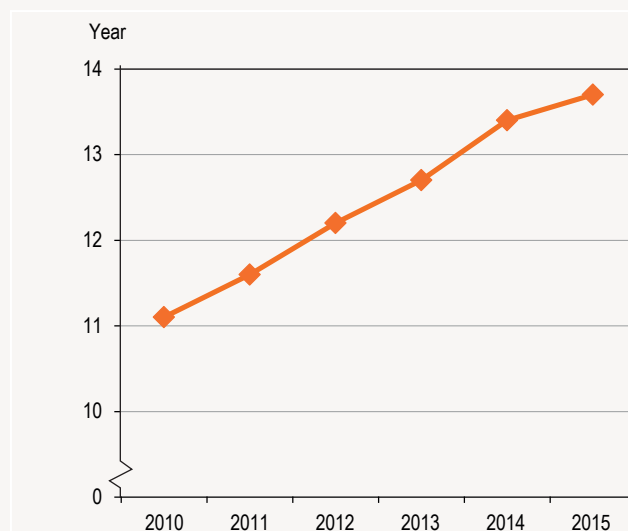
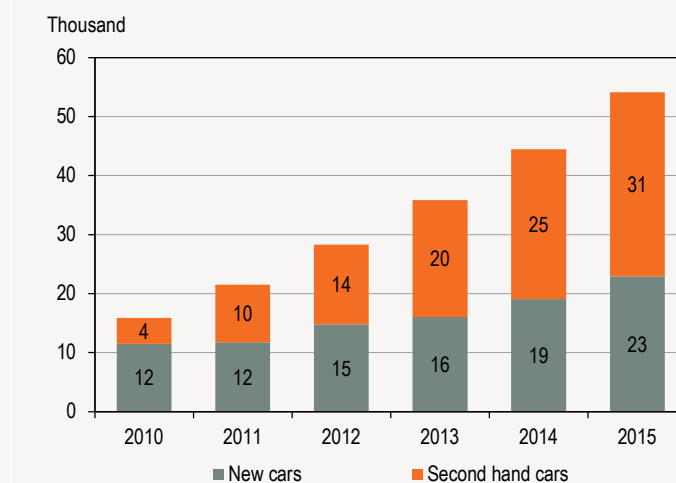


Figure 9

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



Road traffic accidents involving personal injury

In the fourth quarter of 2015, the number of road traffic **accidents** involving personal injury increased by 1.3% to 4117, compared to the fourth quarter of the previous year. During these accidents, the number of traffic offenses

increased, within this, the speed was not properly chosen in 7.9% more cases. The number of accidents resulting in serious injury grew by 5.4%, while that of accidents resulting in light injuries was the same as the value measured in the same period of the previous year. **The number of fatalities was 168, which was 10% lower than in the same period of 2014.** Pedestrians caused 24 fatal accidents, six 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	4 2014	4 2015	
	quarter		Q4 2014 of the previous year= 100.0%
Driver error from this	156	144	92.3
inappropriate use of speed	69	66	95.7
not granting priority	27	27	–
non-compliance with the rules for change of direction, progress and turnings	33	30	90.9
Pedestrian error	30	24	80.0
Failure of passengers, technical problems with vehicle, track error and other reasons	0	0	–
Total	186	168	90.3

In the period under review, a total of **5,482 persons were injured** in traffic accidents (368 of them were children), 178 of them were fatal accidents (3 of them were children), 22 fewer than a year earlier. The number of seriously injured people was 1,442, while the number of less seriously injured people was 3,862.

68% of the accidents occurred inside built up area. Motorways saw a 40% year-on-year increase in the number of accidents. On motorway M5, the number of accidents grew from 13 to 24 and on motorway M7 the number of accidents increased from 12 to 22 year-on-year. The number of accidents per 100 km public road was the lowest (1.1) on motorway M6 against the average of 10 of all motorways, and it was the highest on M1 and M5 (18 and 15 respectively).

During this quarter, 67% of the accidents were caused by cars, 8.4% by bicycles and 10% by lorries. Passenger vehicles caused 1.8% more accidents year-on-year except buses (–19%) and motorcycles (–17%). Due to the drivers 2.3% more accidents occurred.

The number of accidents caused by drunk people (442) increased by 13%, which was 11% of all accidents. 7.1% of accidents caused by pedestrians and 9.1% of accidents caused by car drivers were caused in an intoxicated state. Cyclists caused nearly 20% more accidents under the influence of alcohol than in the fourth quarter of 2014. Car drivers accounted for 57% of road traffic accidents involving personal injury caused under the influence of alcohol, while in case of cyclists the relevant figure was 22%

In 2015, there were 16,334 (+3.1%) road traffic accidents involving personal injury, in which 647 (+3.4%) people were killed, and 5,535 (+3.8%) persons suffered serious injuries. Over a year, the number of accidents caused by motor bikes (637) and by cars (10,209) increased by 6.7% and 5.6% respectively. In 2015, the number of accidents caused by pedestrians dropped by 33 to 908 compared to the previous year. 473 accidents occurred on the Hungarian motorways, within this the site of most accidents was motorway M1 (128) and M3 (112).

Further information, data (links):

- [Methodology](#)
- [Tables](#)
- [Tables \(stadat\)](#)
- www.ksh.hu

Contact details:

- kommunikacio@ksh.hu
- [Information services](#)
- Telephone: +36 1 345 6789