

Transport performances and road traffic accidents, Quarter 1 2016

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 first quarter of 2016, the performance of goods transport measured in tonne-kilometres was up by 3.0% compared to the same period of 2015. The passenger kilometre performance of interurban passenger transport and urban passenger transport was up by 2.8% and 1.3% respectively. A total of 70 thousand vehicles were registered for the first time in Hungary, which was 17% higher than the first quarter data of 2015. In the first quarter of the year, the number of road traffic accidents involving personal injury increased year-on-year by 3.1% to 3217. Their outcome was less serious because the number of fatal accidents decreased by 12%.

Sales and headcount data of the transport sector

According to our preliminary figures, in the first quarter of 2016, 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 1051 billion, which was 5.4% higher than a year ago. Within the section, all branches experienced growth. The revenue of businesses in the division of land transport via pipelines, having the largest share (46%) within the section, was HUF 478 billion, i.e. 3.2% higher than in the first quarter of 2015.

Within this, revenues amounted to HUF 3.5 billion (3.1%) more, i.e. HUF 115 billion at current prices in the sub-division of other passenger land transport and 7.2% more i.e. HUF 285 billion in the sub-division of freight transport by road and removal services in the first three months of 2016. Revenues grew the fastest in the division of air transport having a 10% weight within the section (by 22% to HUF 104 billion).

At the end of the first quarter of 2016, according to the data² of institutional labour statistics, the number of full-time employees in the section of transportation and warehousing representing 7.1% in the entire national economy was 189 thousand, which was 4.4% higher than a year earlier.

Compared to the first quarter of 2015, the biggest headcount growth (5.3 thousand 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 (3.6 thousand people), in the latter one, 48.7 thousand people were employed full-time.

In the first quarter of 2016, average monthly gross earnings per capita were HUF 236 thousand, which was 3.9% higher than a year ago, but HUF 17 thousand less than the national average (gross 253.8 thousand HUF/person/month). Average gross earnings increased the most (by 5.2%) in the sector of storage and support activities for transportation and decreased by 2.8% in the inland waterway transport sector.

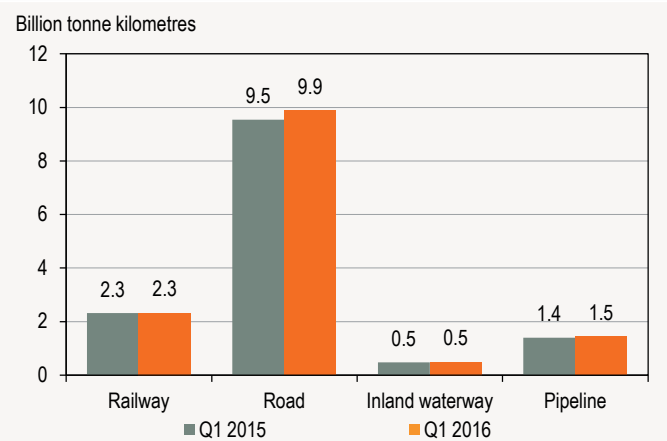
Goods transport

In the first quarter of 2016, the weight of goods transported (60.8 million tonnes) decreased by 4.7% compared to a year ago. The inland waterway, road and railway transport decreased by 16%, 7.1% and 1.7% respectively, and pipeline transport grew by 8.6%. 66% of the total volume was transported on road, 19% on rail. The proportion of road transport was even more dominant (81%) in domestic transport. In case of rail and inland waterway transport, the international performance continued to be more significant.

The performance of goods transport (14.1 billion freight tonne-kilometres) increased by 3.0% compared to the first quarter of the previous year. Pipeline transport grew by 4.0%, road transport by 3.5% and inland waterway transport by 2.1%, while rail transport was practically stagnant (+0.3%). Out of the total performance of freight transport, road transport accounted for 70%, rail transport for 16%, pipeline transport for 10% and inland water transport for 3.0%.

Figure 1

Goods transport performances by mode of transport



International transport was up by 2.1% in volume and by 2.5% in performance measured in freight tonne-kilometres; while the respective figures for domestic transport decreased by 8.7% and increased by 4.6%.

The volume of road goods transport (39.8 million tonnes) fell by 7.1% during the reference period compared to the first quarter of 2015. Freight transport decreased by 9.7% in domestic relations and increased by 1.5%

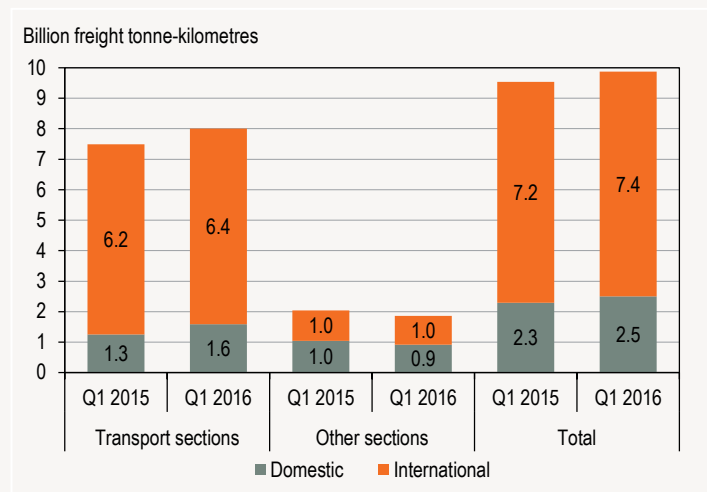
¹ Operating businesses – employing at least 5 persons.

² Data of enterprises with at least 4 employees, as well as central and local budgetary organizations, social security organizations and designated non-profit organizations.

in international relations. Compared to the high base a year ago, the decline in domestic volume can be partly explained by the fact that the downturn in the material- and transport-intensive construction, road and railway construction works observed at the end of 2015 continued in early 2016. In contrast with this, the **performance** measured in freight tonne kilometres (9.9 billion tonne-kilometres) increased by 3.5% compared to the first quarter of 2015, within this it grew by 9.3% in domestic relations and by 1.7% in the international ones. The average transport distance increased by 11% (by 25 km) to 248 km. Compared to the first quarter of 2015, the mileage performance increased by 5.1%, while the proportion of empty mileage decreased by 1.3 percentage points to 16.9%.

Figure 2

Performances of road goods transport by section



More than four-fifths of road traffic performance (81%) still resulted from the activities of enterprises grouped into the transport section. Compared to the first quarter of 2015, the volume of goods transported by businesses principally engaged in providing transportation services increased by 3.7%, and their performance measured in freight tonne kilometres increased by 6.9%. The volume of goods transported by enterprises grouped into other sectors declined by 20% and their performance by 8.8%. 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 23% and 15% respectively).³

In the first quarter of 2016, at corporations, the performance measured in freight tonne kilometres rose by 3.4% and the average transport distance by 11% along with a 6.9% volume decline. The amount of goods transported by sole entrepreneurs decreased by 8.8%, however, the delivery tasks performed by them grew by an average of 15% in terms of freight distance, because of this their performance increased by 5.2% in freight tonne kilometres.

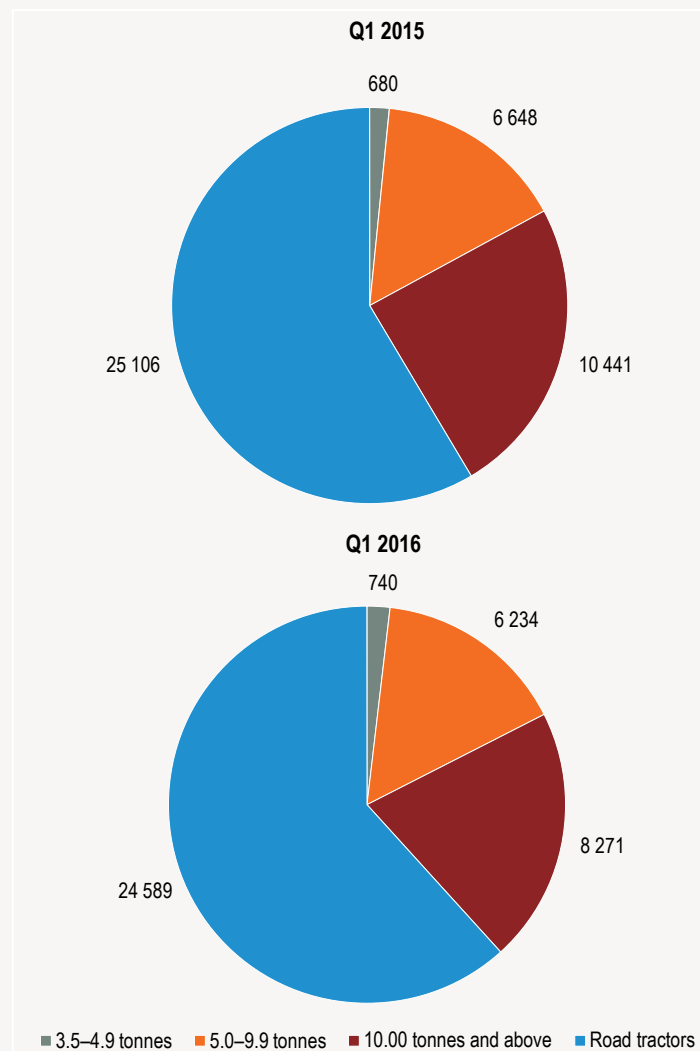
In the observed period, the volume of transport carried out for a hire or reward decreased by 9.9%, while its performance increased by 1.2% compared to the first quarter of 2015. Transport on own account, which is mainly for the domestic market, increased by 1.9% in weight and significantly by 30% in performance and by 28% in average transport distance.

In the first quarter of 2016, the weight of the goods transported increased (by 8.8%) only in the carrying capacity category of between 3.5 to 4.9 tonnes. The carrying capacity categories of between 5.0 to 9.9 tonnes and over

10 tonnes as well as the category of road tractors fell by 6.2%, 21% and 2.1% respectively.

Figure 3

Road freight performances according to carrying capacity category, thousand tonnes

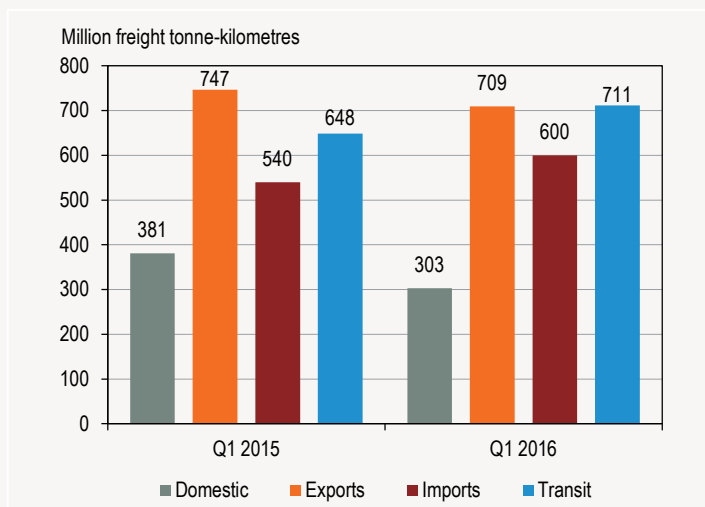


In the first quarter of 2016, the **weight of goods transported by rail** (11.5 million tonnes) decreased by 1.7% compared to the first quarter of last year. A 13% decrease was seen in the volume of domestic transport along with a 2.3% growth in that of international transport. The volume of exports dropped by 1.6% while imports and transit traffic grew by 8.7% and 0.2% respectively. The **performance** (2.3 billion freight tonne-kilometres) was 0.3% higher than in the first quarter of the previous year. The performance of domestic freight transport declined by 21%, while that of international transport increased by 4.4%. In international traffic, the performance of exports decreased by 5.0%, while that of imports and transit traffic rose by 11% and 9.7% respectively. As regards international trips, the average distance travelled was 205 km for exports and 190 km for imports. In case of transit traffic, the average distance travelled in the country was 318 kilometres.

³ From the first quarter of 2016, in case of data deriving from the data collection titled 'Domestic and international performances of road freight transport (OSAP 1654)', during the breakdown according to the sectoral classification (grouping businesses into transport and other sectors), HCSO uses the main statistical activity instead of the main administrative activity used so far as the basis for defining the main activity, therefore these can be compared only in a limited way with previous years' data.

Figure 4

Performances of rail goods transport



In the first quarter of 2016, the **volume of inland waterway freight transport** declined by 16% compared to the same period in 2015. The volume of goods unloaded grew by 10% in international traffic and the volume of transit shipments grew by 30%. All of this could not offset the downturn in domestic and international export traffic of 51 and 48% respectively, the main reason of which was a very significant decrease of 83% – from 504 thousand tonnes to 84 thousand tonnes – in the amount of agricultural products and within this corn. The performance of exports measured in freight tonne kilometres was about two-thirds and that of national traffic only a quarter compared to a year earlier, but the **freight tonne kilometre indicator** grew by an overall 2.1% as a result of the growth in unloading (12%) and transit traffic (30%).

In inland waterway freight transport, ships under Hungarian flag accounted for a proportion of 11% of the total goods transported and 13% of the total performance.

In the first quarter of 2016, the combined weight of goods loaded and unloaded in the **inland ports**⁴ of Hungary was 1.1 million tonnes, which was 34% lower than in the same period of 2015. Goods loaded accounted for 59% (0.6 million tonnes) of the **weight of all loaded and unloaded goods**. In all loaded weight, 28% came from agriculture, hunting and forestry, fish and other fishing products, 25% from coke and refined petroleum and an additional 15% from the turnover of products included in the goods group of chemicals, chemical products, and fibre; rubber and plastic products. In inland port traffic, 92% of the total loaded weight was transported in bulk.

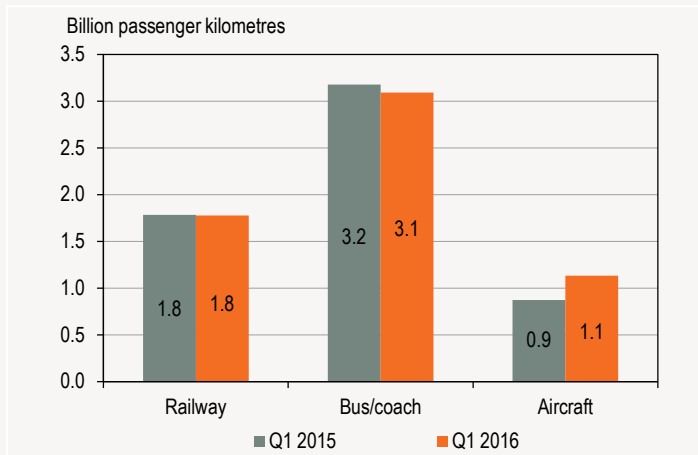
In quarter 1 2016, the volume of goods traffic at **Budapest Ferenc Liszt International Airport** was 16.9 thousand tonnes, i.e. 10% higher than in the first quarter of 2015.

Passenger transport

In January–March 2016, in **interurban passenger transport**, the number of passengers (166 million passengers) decreased by 3.6%, and the passenger kilometre performance (6.0 billion) increased by 2.8% compared to the first quarter of last year. In bus traffic, a 4.7% decrease was recorded in the number of passengers carried and a 2.7% fall in passenger kilometres. In rail traffic, there was no significant change in passenger number and transport performance. In air passenger transport⁵, the number of passengers grew by 27% and the performance increased by 30%. The number of ship passengers was 16% less than in the first quarter of 2015.

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%.

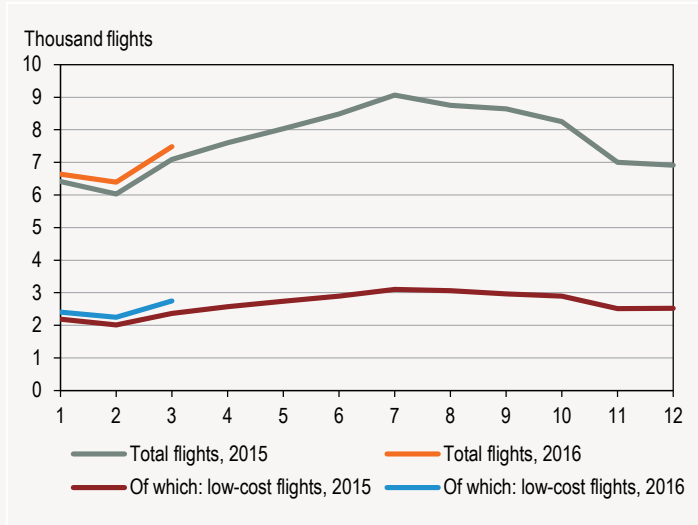
In **international** passenger traffic, 45% of passengers when used the services of resident enterprises in the reference period travelled by plane, 32% of them travelled by rail and 23% of them travelled by bus.

Passenger traffic at **Budapest Ferenc Liszt International Airport**, in relations of 40 countries, grew year-on-year by 13% to 2.2 million persons in quarter 1 of 2016. This passenger traffic was achieved with a total of 20.5 thousand flights, which was 5.0% more than a year earlier. Air France, EasyJet, KLM, Lufthansa, Ryanair and Wizz Air 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 53%. An increase was seen in the seat occupancy of low-cost airlines from 83% to 85%, while that of traditional airlines (67%) was unchanged compared to the first quarter of the previous year.

Figure 6

Number of flights per month at Budapest Ferenc Liszt International Airport

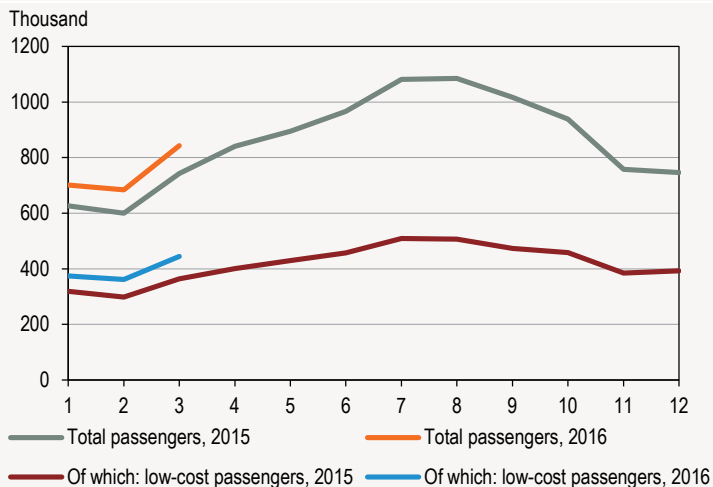


⁴ Data are derived from data collection No. 1857 of the Ministry of National Development titled 'Freight and vessel traffic of ports'.

⁵ 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 2016, **urban passenger transport** grew year-on-year by 1.5% in number and by 1.3% in passenger kilometres. Within this the tram lines as well as the metro and underground lines showed the largest increases in terms of the number of passengers carried (5.8% and 4.4% respectively) and their performance measured in passenger-kilometres grew by 5.9% and 4.6% respectively. The share of bus transport was the greatest – 51% from the number of passengers and 54% from passenger kilometres. 52% of bus travellers were carried in Budapest.

Road vehicle fleet

In quarter 1 of 2016, the number of passenger cars **registered for the first time** in Hungary rose year-on-year by 21% to 52.2 thousand. Volkswagen, Opel and Ford brands accounted for almost one third (31%) of passenger cars registered for the first time in Hungary. Second hand cars accounted for 60% of the stock registered for the first time, this indicator was only 22% in the same period of 2010.

In the first quarter of 2016, the number of buses, lorries and motorcycles registered for the first time grew year-on-year by 57%, 15% and 6.9% respectively, while that of road tractors decreased by 11%. 75% of motorcycles and 68% of buses were registered as second hand vehicles, while 73% of trailers and 56% of lorries were registered as new vehicles.

Figure 8

Average age of the car fleet on 31 December

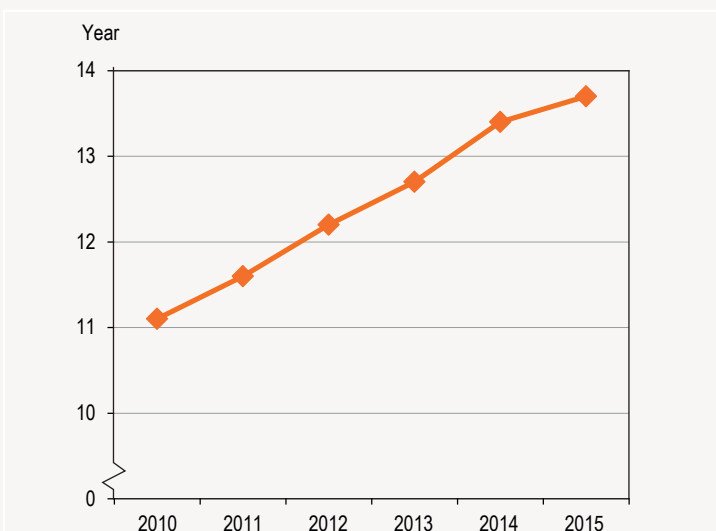
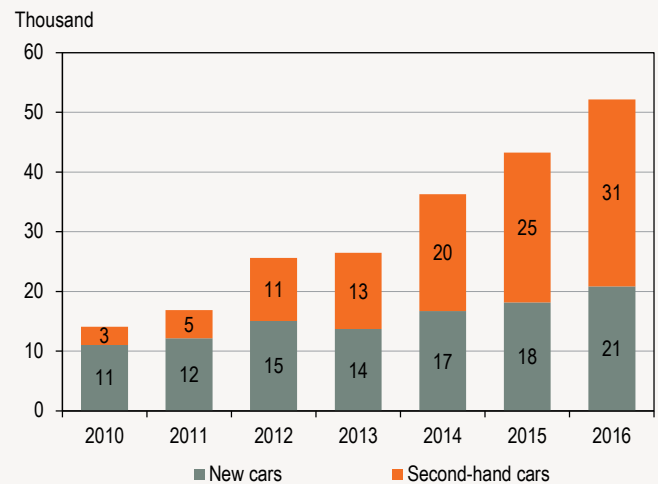


Figure 9

Number of passenger cars registered for the first time in Hungary in the first quarter



Road traffic accidents involving personal injury

In the first quarter of 2016, the number of road traffic **accidents** involving personal injury increased by 3.1% to 3217 compared to the first quarter of the previous year. 135 people died in these accidents, the number of serious injuries exceeded one thousand and there were more than three thousand minor injuries. One of the 266 children injured in accidents died. During these accidents, the number of traffic offenses increased year-on-year: the priority was not given in 5.9% more cases and the rules of the change of direction were not respected in 13% more cases. The number of accidents resulting in serious injury grew by 2.9% and that of resulting in minor injury by 4.3%. **The number of fatal accidents was 123, which was 12% lower than in the same period of 2015.**

Table 1

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

| Cause of the accident | Q1 2015 | Q1 2016 | Corresponding period of the previous year= 100.0 |
|---|---------------------|------------|--|
| | number of accidents | | |
| Driver error | 117 | 95 | 81.2 |
| from this | | | |
| inappropriate use of speed | 65 | 43 | 66.2 |
| not granting priority | 13 | 17 | 130.8 |
| non-compliance with the rules for change of direction, progress and turnings | 22 | 16 | 72.7 |
| Pedestrian error | 23 | 23 | 100.0 |
| Failure of passengers, technical problems with vehicle, track error and other reasons | 0 | 5 | – |
| Total | 140 | 123 | 87.9 |

68% of the accidents occurred inside built up area. Motorways saw a 16% year-on-year increase in the number of accidents. The number of accidents per 100 km public road was the lowest (4.0) on motorway M6

against the average of 8.4 of all motorways, and it was the highest on M0 and M1 (23 and 18 respectively).

During quarter 1, 69% of the accidents were caused by cars, 10.3% by lorries and 7.5% by bicycles. Passenger vehicles caused more accidents year-on-year except mopeds (-20%) buses (-14%) and bicycles (-2.8%). Due to the drivers 3.7% more accidents occurred.

In the first quarter of 2016, **the number of accidents caused by drunk drivers increased by 11%, which was one tenth of all accidents.** 6.5% of

accidents caused by pedestrians and 8.8% of accidents caused by car drivers were caused in intoxicated state. Motorcycle drivers caused 33% more accidents under the influence of alcohol than in the first quarter of 2015. In case of moped drivers and cyclists 17% and 13% were the respective figures. Car drivers accounted for 60% of road traffic accidents involving personal injury caused under the influence of alcohol, while in case of cyclists the relevant figure was 19%. 10.6% of fatal accidents were caused in intoxicated state.

Further information, data (links):

[Methodology](#)

[Tables](#)

[Tables \(stadat\)](#)

www.ksh.hu

Contact details:

kommunikacio@ksh.hu

[Information services](#)

Telephone: +36 1 345 6789