

Transport performances and road traffic accidents, Quarter 2 2016

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Introduction

In the second quarter of 2016, the performance of goods transport measured in tonne-kilometres was up by 5.1% compared to the same period of 2015. The passenger kilometre performance grew by 3.7% in interurban passenger transport and fell by 0.4% in urban passenger transport. In the period under review, a total of 86 thousand vehicles were registered for the first time in Hungary, which was 23% higher than the second quarter data of 2015. In the second quarter of the year, the number of road traffic accidents involving personal injury increased year-on-year by 1.9% to 4,288. The number of fatal accidents increased by 0.8%.

Sales and headcount data of the transport sector

According to our preliminary figures, the sales revenues of enterprises classified according to their main statistical activities into the section of transportation and storage (H)¹ were HUF 1160 billion at current prices in the second quarter of 2016, which was 5.9% higher than in the base period. Within the section, with the exception of inland waterway transport (-19%), all branches experienced growth. The revenue of businesses in the division of land transport and transport via pipelines, having the largest share (46%) within the section, was HUF 534 billion, i.e. 3.8% higher than in the second quarter of 2015. Within this, in the subsection of other passenger land transport sales revenues grew by HUF 3.7 billion (3.0%) to HUF 124 billion at current prices in April–June 2016. The sales revenue of companies engaged in the subsection of freight transport by road and removal services was HUF 339 billion, 9.2% more than the performance measured in the reference period. Revenues grew the fastest (by 11% to HUF 134 billion) in the air transport sector representing a 12% weight.

At the end of the second quarter of 2016, according to the data² of institutional labour statistics, the number of full-time employees in the section of transportation and storage representing 7.0% in the entire national economy was 190 thousand, which was 2.7% higher than a year earlier. Compared to the second quarter of 2015, the biggest headcount growth of 3.1 thousand people occurred in the division of land transport and transport via pipeline. (The number of air transport employees having a small proportion of 0.5% grew the fastest by 19%.) Within the former sector, 49.6 thousand people were employed

in full-time in the subsection of freight transport by road and removal services accounting for the largest share in the section in the period under review.

In the second quarter of 2016, average monthly gross earnings per capita were HUF 249 thousand, which was 3.4% higher than in the base period, but HUF 13 thousand less than the national average (gross 262.2 thousand HUF / person / month). Average gross earnings increased the most (by 8.1 %) in the sector of postal and courier activities and decreased by 7.6% in the air transport sector.

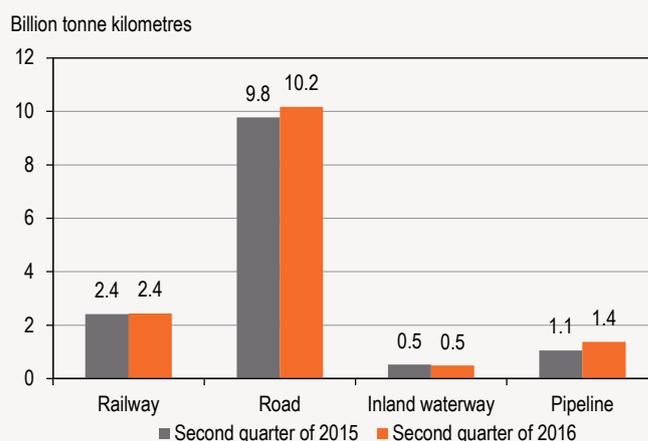
Goods transport

In the second quarter of 2016, the weight of goods transported (72.4 million tonnes) decreased by 3.6% compared to the second quarter of 2015. The inland waterway, road and railway transport decreased by 16%, 6.4% and 3.0% respectively, and pipeline transport grew by 31%. 71% of the total volume was transported on road, 16% on rail. The proportion of road transport was even more dominant (87%) in domestic transport. In case of rail and inland waterway transport, the international performance is still dominant.

The performance of goods transport (14.5 billion freight tonne-kilometres) increased by 5.1% compared to the second quarter of the previous year. Pipeline, road and rail transport grew by 31%, 4.0% and 1.0% and inland waterway transport decreased by 7.7%. Out of the total performance of freight transport, road transport accounted for 70%, rail transport for 17%, 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 4.8% in volume and by 4.1% in performance measured in freight tonne-kilometres; while the respective figures for domestic transport decreased by 7.5% and increased by 8.1%.

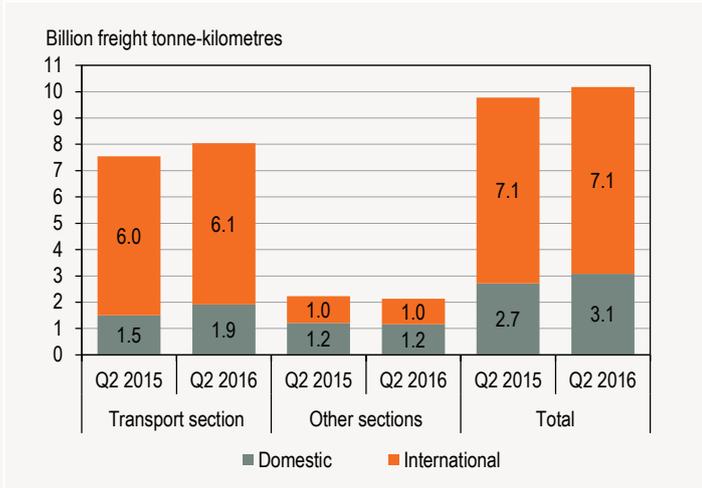
¹ Operating businesses – employing at least 5 persons.

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.

The **performance of road goods transport** measured in freight tonne kilometres (10.2 billion freight tonne-kilometres) grew by 4.0% compared to the second quarter of 2015, within this, freight transport increased by 13% in domestic relations and by 0.4% in international relations. The **volume** of transported goods grew by 2.7% in international relations and decreased by 8.5% in domestic relations compared to the second quarter of 2015. The average transport distance increased by 11% (by 20 km) to 197 km. Compared to the second quarter of 2015, the mileage performance increased by 4.2%, while the proportion of empty mileage decreased by 1.6 percentage points to 18%.

Figure 2

Performances of road goods transport by section



Nearly four-fifths of road transport performance (79%) resulted from the activities of enterprises grouped into the transport section. Compared to the second quarter of 2015, the volume of goods transported by enterprises principally engaged in providing transportation services increased by 5.0%, and their performance measured in freight tonne kilometres rose by 6.6%. The volume of goods transported by enterprises grouped into other sectors declined by 19% and their performance by 4.7%. 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 24% and 16% respectively).³

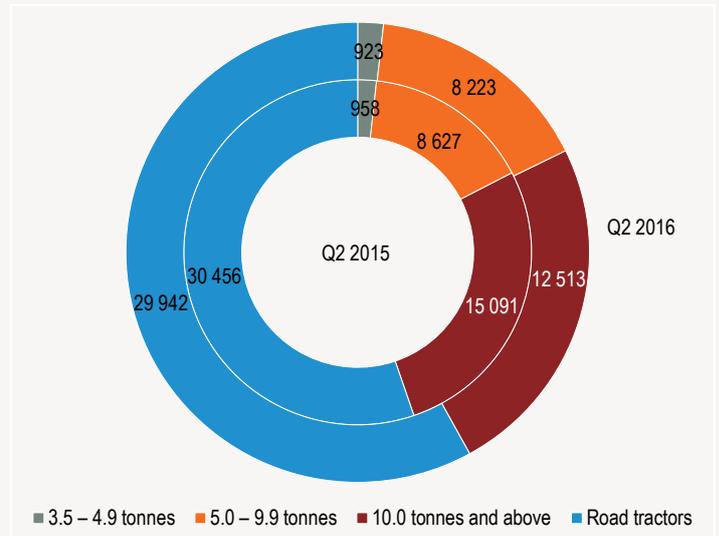
In the second quarter of 2016, at business partnerships, the performance measured in freight tonne kilometres rose by 4.0% and the average transport distance by 10% along with a 5.7% volume decline. The amount of goods transported by sole entrepreneurs decreased by 11%, however, the delivery tasks performed by them grew by an average of 17% in terms of freight distance, because of this their performance increased by 4.6% in freight tonne kilometres.

In the observed period, transport on own account, which is mainly for the domestic market, increased by 4.9% in volume, 38% in performance and by 31% in average transport distance. Compared to the second quarter of 2015, transport for hire or reward fell by 10% in volume and grew by 1.0% in performance.

In the second quarter of 2016, all carrying capacity categories fell in terms of the weight of goods transported: the carrying capacity category of between 3.5 to 4.9 tonnes by 3.7%, the carrying capacity category of between 5.0 to 9.9 tonnes by 4.7%, the carrying capacity category of over 10 tonnes by 17% and road tractors by 1.7%.

Road freight performances according to carrying capacity category, thousand tonnes

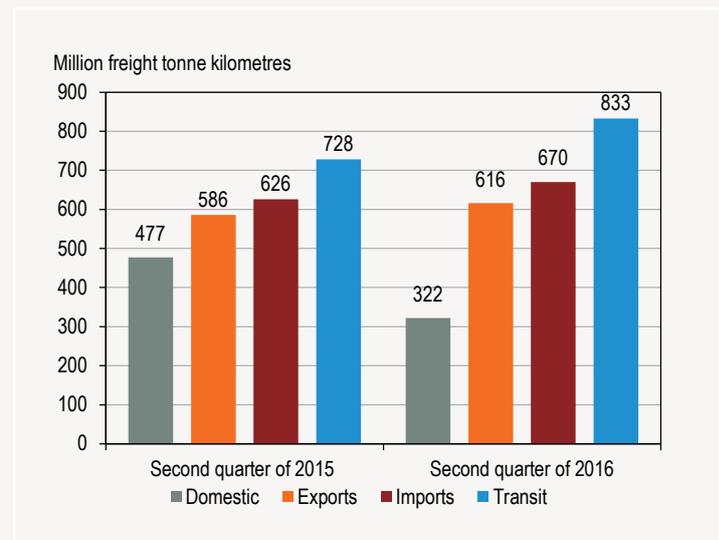
Figure 3



In the second quarter of 2016, the **weight of goods transported by rail** (11.7 million tonnes) decreased by 3.0% compared to the second quarter of last year. A 17% decrease was seen in the volume of domestic transport along with a 2.6% growth in that of international transport. The volume of exports and transit traffic was essentially unchanged (-0.2%; +0.2%) while imports grew by 7.5%. The **performance** (2.4 billion freight tonne-kilometres) was 1.0% higher than in the second quarter of the previous year. The performance of domestic freight transport declined by more than 30%, while that of international transport increased by 9.2%. In international traffic, the performance of exports, imports and transit traffic increased by 5.1%, 7.0% and 14% respectively. In the reference period, as regards international trips, the average distance travelled was 205 km for exports and 207 km for imports. In case of transit deliveries, the average distance travelled in the country was 328 kilometres.

Figure 4

Performances of rail goods transport



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.

In the second quarter of 2016, **inland waterway freight transport** declined by 16% in **volume** and by 7.7% in **performance expressed in freight tonne kilometres** compared to the same period of 2015. The main reason for the decrease was a substantial decline in the volume of corn transported on Hungarian inland waterways: in the second quarter of 2015, the volume of corn shipments was 853 thousand tonnes, while in the same period of 2016 it dropped to 15% of this i.e. to 127 thousand tonnes. In international traffic, loaded goods fell by 29% in total amount and by 19% in performance, while unloaded goods dropped by 15% and 12% respectively. A 2.0% increase in transit traffic and a 61% increase in domestic transport having a very small proportion could not offset this volume based decrease. More goods were transported in domestic traffic, but for a much shorter distance, so the performance of domestic traffic indicates a 30% decrease.

In inland waterway freight transport, ships under Hungarian flag accounted for a proportion of 12% of the total goods transported and 10% of the total performance.

In the second quarter of 2016, the combined weight of goods loaded and unloaded in the **inland ports**⁴ of Hungary was 1.5 million tonnes, which was 24% lower than in the same period of 2015. Goods loaded accounted for 69% (1.0 million tonnes) of the **weight** of all loaded and unloaded **goods**. Within the total loaded weight, 34% came from agriculture, hunting and forestry, fish and other fishing products, 27% from coke and refined petroleum and an additional 12% from the turnover of products included in the goods group of coal and lignite, crude petroleum and natural gas. In inland port traffic, 94% of the total loaded and unloaded weight was transported in bulk.

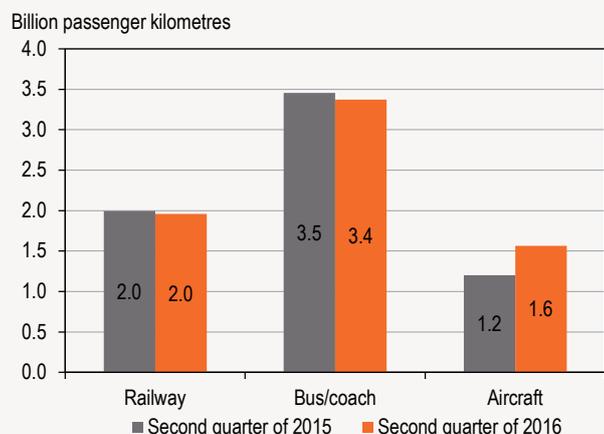
In air freight transport, in the second quarter of 2016, the volume of goods traffic at **Budapest Ferenc Liszt International Airport** was 19.0 thousand tonnes, i.e. 12% higher than in the second quarter of 2015.

Passenger transport

In April–June 2016, in **interurban passenger transport**, the number of passengers (166 million passengers) decreased by 1.4%, and the passenger kilometre performance (6.9 billion) increased by 3.7% compared to the second quarter of last year. In bus traffic, a 2.1% decrease was recorded in the number of passengers carried and a 2.4% fall in passenger kilometres. In rail traffic, there was a growth of 0.5% in passenger number but the passenger-kilometre performance fell by 1.8%. In air passenger transport⁵, the number of passengers grew by 25% and the performance increased by 30%. The number of ship passengers was 3.0% lower than in the second 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 (77%), the share of rail transport was 23%.

In **international** passenger traffic, 40% of passengers when used the services of resident enterprises in the reference period travelled by plane, 26% of them travelled by rail and 34% of them travelled by bus.

Passenger traffic at **Budapest Ferenc Liszt International Airport**, in relations of 49 countries, grew by 11% to 3.0 million persons in the second quarter of 2016 compared to the base period. This passenger traffic was achieved with a total of 25.5 thousand flights, which was 5.5% more than a year earlier. EasyJet, KLM, Lufthansa, Norwegian Air Shuttle, 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 52%. A decrease was seen in the seat occupancy of low-cost airlines from 88% to 87%, while that of traditional airlines also decreased from 75% to 73% compared to the second quarter of the previous year.

Figure 6

Number of flights per month at Budapest Ferenc Liszt International Airport

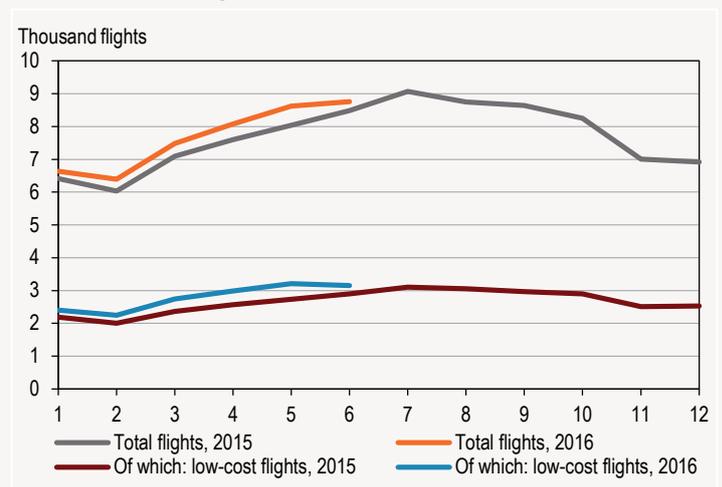
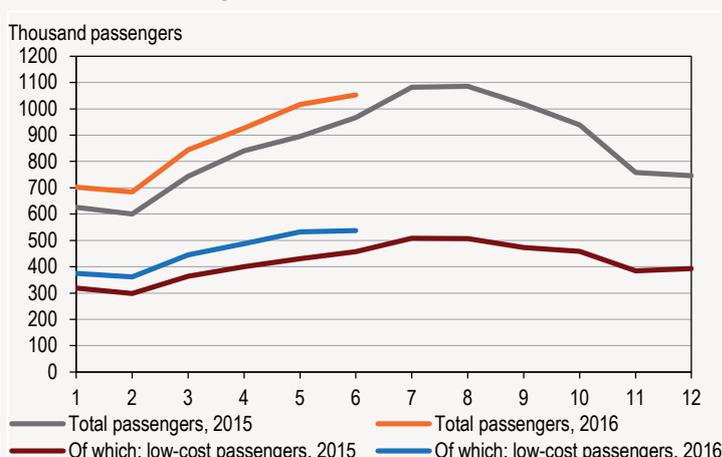


Figure 7

Number of passengers per month at Budapest Ferenc Liszt International Airport



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.

In the second quarter of 2016, **urban passenger transport** grew year-on-year by 0.2% in passenger number and decreased by 0.4% in passenger kilometres. The largest increase was experienced in the Budapest tram transport, where the mentioned performance indicators show a 13–13% increase – largely as a result of putting into operation the intertwining tram network at the beginning of 2016.

The share of bus transport was the greatest – 50% from the number of passengers and 53% from passenger kilometres. 54% of bus travellers were carried in Budapest.

Road vehicle fleet

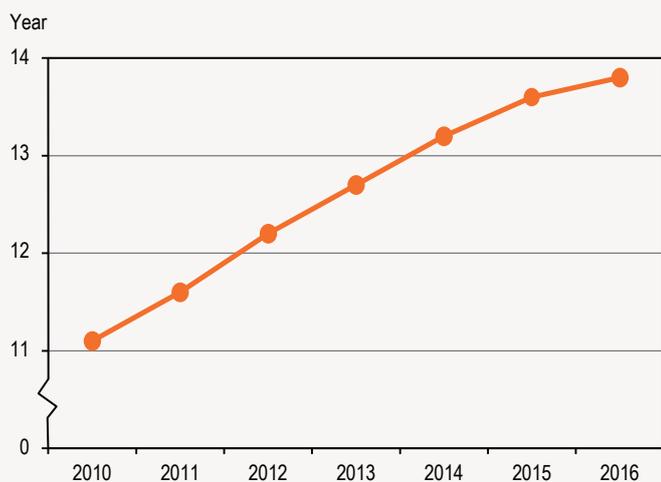
On 30 June 2016, the **number of road motor vehicles** was 4.0 million, of which the number of passenger cars was 3.3 million. At the end of June 2016, the number of passenger cars in circulation in Hungary was 3.7% higher compared with a year earlier and 2.4% higher compared to the end of the previous year. Over the past half year, the number of other types of motor vehicles also rose: by 6.1% for motorcycles, by 5.2% for road tractors, by 3.6% for buses and by 3.3% for lorries. The average age of vehicles has continued to grow: by 0.1 years to 13.8 years, including rises to 8.2 (+0.2) years for road tractors, 13.8 (+0.1) years for passenger cars and 12.8 (+0.1) years for lorries. The average age did not change for buses (14.5 years) and decreased (by –0.1) to 18.6 years for motorcycles.

In the second quarter of 2016, the number of passenger cars **registered for the first time** in Hungary was 63.8 thousand, 25% more than in the base period. 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 56% of the stock registered for the first time, this indicator was only 22% in the same period of 2010.

In the second quarter of 2016, the number of lorries, road tractors, motorcycles and buses registered for the first time in Hungary grew year-on-year by 29%, 14%, 7.7% and 1.8% respectively. Almost three-quarters of buses and motorcycles were registered as second hand vehicles, while 78% of road tractors and 58% of lorries were registered as new vehicles.

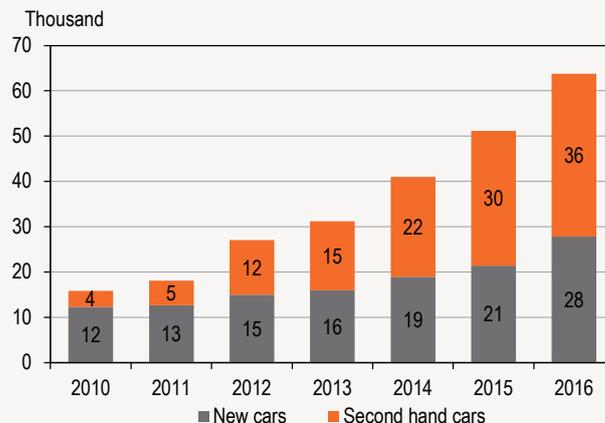
Figure 8

Average age of the car fleet on 30 June



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

Figure 9



Road traffic accidents involving personal injury

In the second quarter of 2016, the number of road traffic **accidents** involving personal injury increased by 1.9% to 4,288 compared to the second quarter of the previous year. 129 people died in these accidents, and there were 1,372 serious and 4,004 minor injuries. One of the 411 children injured in accidents died. During these accidents, the number of traffic offenses increased year-on-year: the speed was not chosen correctly in 5.7% more cases and the rules for the change of direction were not respected in 3.9% more cases. Regarding the number of accidents, 3.3% fewer accidents involving serious injury occurred and there were 4.3% more accidents with light injuries. **The number of fatal accidents was 125, which was 0.8% higher 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	Number of accidents, second quarter of 2015	Second quarter of 2016	
		number of accidents	changes in accidents, second quarter of 2015 = 100.0%
Driver error	115	113	98.3
from this			
inappropriate use of speed	53	48	90.6
not granting priority	23	15	65.2
non-compliance with the rules for change of direction, progress and turnings	21	31	147.6
Pedestrian error	8	9	112.5
Failure of passengers, technical problems with vehicle, track error and other reasons	1	3	300.0
Total	124	125	100.8

72% of the accidents occurred inside built up area. Motorways saw a 12.5% year-on-year increase in the number of accidents. As an average for all motorways, the number of accidents per 100 km public road was 8.7, the lowest (2.8) on motorway M6 and the highest on motorway M1 and on highway M0 (13 and 17 respectively).

In the second quarter, 58% of the accidents were caused by cars, 14% by bicycles and 8.8% by lorries. Passenger vehicles caused more accidents year-on-year except mopeds (-2.6%). Due to the drivers 1.0% more accidents occurred.

In the second quarter of 2016, the number of accidents caused by drunk drivers increased by 6.4%, which was 9.6% of all accidents. 4.5% of accidents caused by pedestrians and 8.3% of accidents caused by car drivers were caused in intoxicated state. The drunken moped drivers caused 14% more, while the drunken motorcyclists 59% fewer accidents than a year earlier. 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%.

Further information, data (links):

[Methodology](#)

[Tables](#)

[Tables \(stadat\)](#)

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