

## Transport performances and road traffic accidents, Quarter 3 2016

### Contents

Summary .....	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 .....	5

### Summary

*In the third quarter of 2016, the performance of goods transport measured in tonne-kilometres grew by 2.4% compared to the same period of 2015. The passenger kilometre performance grew by 4.1% in interurban passenger transport and fell by 0.6% in urban passenger transport. In the period under review, 79 thousand vehicles were registered for the first time in Hungary, 16% more than in the third quarter of 2015. In the third quarter of the year, the number of road traffic accidents involving personal injury increased year-on-year by 0.8% to 4,926. The number of fatal accidents decreased by 7.7%.*

### 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)<sup>1</sup> were HUF 1,242 billion at **current prices** in the third quarter of 2016, which was 4.5% higher than in the base period. Within the section, all subsections grew with the exception of other land passenger transport (–1.5%) as well as warehousing and support activities for transportation (–0.5%). The sales revenue of businesses in the division of land transport and transport via pipelines, having the largest share (45%) within the section, was HUF 554 billion, i.e. 6.5% higher than in the third quarter of 2015. Within this branch, revenues grew the fastest in the subsection of freight transport by road and removal services, where revenues at current prices increased by HUF 36.3 billion (11%) to HUF 354 billion in July–September 2016. The revenue of businesses in inland waterway transport was 5.9 billion HUF, 9.2% more year-on-year. Revenues increased by 7.7% to HUF 198 billion in the air transport sector representing a 16% weight.

At the end of the third quarter of 2016, according to the data<sup>2</sup> of institutional labour statistics, the **number of full-time employees** in the section of transportation and storage representing 7.1% in the entire national economy was 191 thousand, which was 2.9% higher than a year earlier. The biggest headcount growth (3.5%) of 3.6 thousand people occurred in the division of land transport and transport via pipeline. In the subsection of road freight transport and removal services having the largest (47%) weight ratio within this 50.4

thousand people were employed in full-time work (+4.1 thousand persons, +9.0%). At the same time, 2.0% fewer (37 thousand) people were employed in full-time roles in the subsection of other passenger land transport.

The number of employees grew the most by 12% in air transport having a small proportion of 0.5%

In the third quarter of 2016, **average monthly gross earnings** per capita were HUF 245 thousand in the section of transport and storage, which was 5.1% more than a year earlier, and HUF 12 thousand lower than the average of the national economy (Gross 258 thousand HUF/person/month). Average gross earnings increased the most (by 9.4%) in the sector of warehousing and support activities for transportation and decreased by 6.6% in the sector of inland waterway transport.

### Goods transport

**In the first three quarters of the year, the weight of transported goods decreased by 1.3%, their performance increased by 4.7% in freight tonne kilometres compared to the same period of the previous year. According to the data of the rolling four quarters calculated for the period from the fourth quarter of 2015 until the third quarter of 2016, the volume decreased by 2.5%, while the performance expressed in freight tonne kilometres increased by 3.7% compared to the previous period.**

In the third quarter of 2016, the **weight of goods transported** (78.5 million tonnes), among other things due to the excellent grain harvest, increased by 2.7% compared to the third quarter of 2015. Within this inland waterway, pipeline and road transport increased by 26%, 14% and 1.7% respectively, and railway transport fell by 1.7%. 72% 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 (14.7 billion freight tonne-kilometres) increased by 2.4% compared to the third quarter of the previous year. Inland waterway, pipeline and rail transport grew by 29%, 13% and 7.5% and road transport decreased by 1.4%. Out of the total performance of freight transport, road transport accounted for 68%, rail transport for 19%, pipeline transport for 10% and inland water transport for 4%.

The volume of transported goods has not yet reached pre-crisis levels, while the performance measured in tonne-kilometres slightly surpassed it.

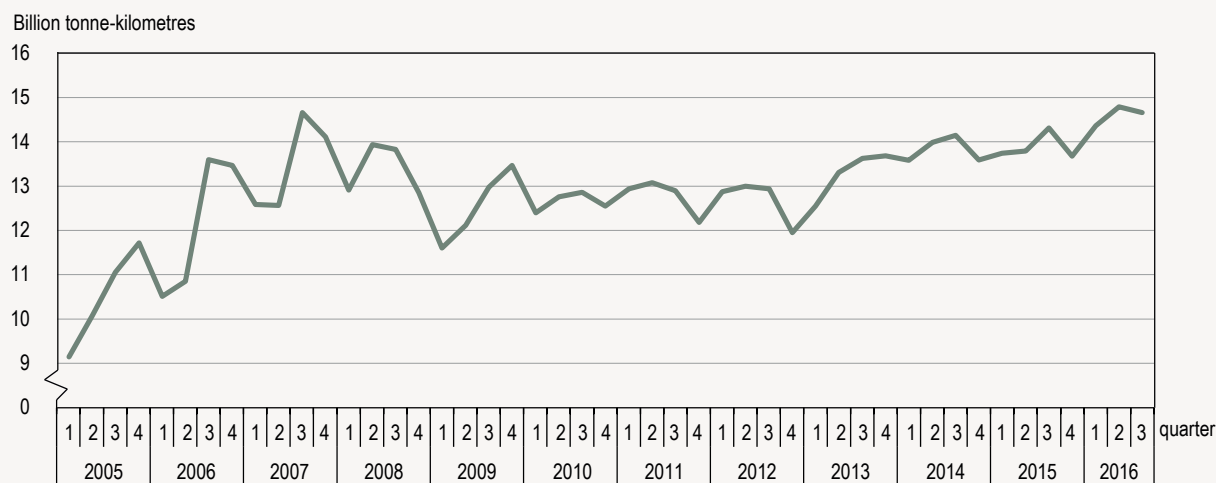
In the third quarter of 2016, the volume of **international** freight transport increased by 2.5% and its performance measured in freight tonne kilometres decreased by 1.6% compared to a year earlier. The respective figures for **domestic** transport increased by 2.7% and 14% respectively.

<sup>1</sup> Operating businesses – employing at least 5 persons.

<sup>2</sup> Data of enterprises with at least 5 employees, as well as central and local budgetary organizations, social security organizations and designated non-profit organizations.

Figure 1

### Changes in goods transport performance



During the reference period, the **volume of road goods transport** (56.4 million tonnes) increased by 1.7% compared to the third quarter of 2015. 3.4% more goods were moved in domestic relations and 5.7% fewer goods in international relations

The **performance** of road goods transport measured in freight tonne kilometres (10 billion freight tonne-kilometres) fell by 1.4% compared to the third quarter of 2015, within this, freight transport increased by 19% in domestic relations and fell by 9.2% in international relations. The average transport distance decreased by 3.0% (5.4 km) to 176 km. Compared to the third quarter of 2015, the mileage performance increased by 1.4%, while the proportion of empty mileage decreased by 0.8 percentage points to 19%.

The performance of enterprises classified into the transport sector continued to increase, while that of those classified into other sectors decreased.

Nearly four-fifths of road transport performance (79%) resulted from the activities of enterprises grouped into the transport section. Compared

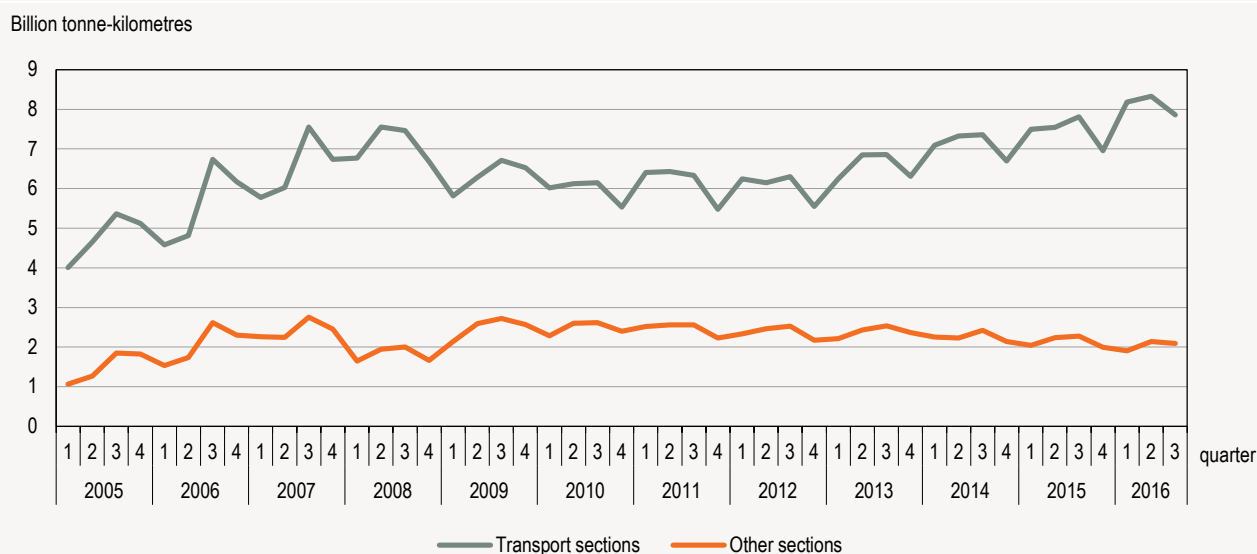
to the third quarter of 2015, the volume of goods transported by enterprises principally engaged in providing transportation services increased by 16%, in parallel with this, the average length of transport tasks decreased by 14% so their performance measured in freight tonne kilometres rose by only 0.6%. The volume of goods transported by enterprises grouped into other sectors declined by 15% and their performance by 8.2%, while the average transport distance grew by 7.5%. 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 25% and 17% respectively).<sup>3</sup>

In the third quarter of 2016, the volume of goods transported by corporations increased by 0.4% along with a 1.7% drop in output. The amount of goods transported by sole entrepreneurs increased by 8.4%, and their performance measured in freight tonne kilometres increased by 2.3%.

In the observed period, transport on own account, which is mainly for the domestic market, increased by 16% in volume, 44% in performance

Figure 2

### Changes in road haulage performance by sectoral classification of carrier

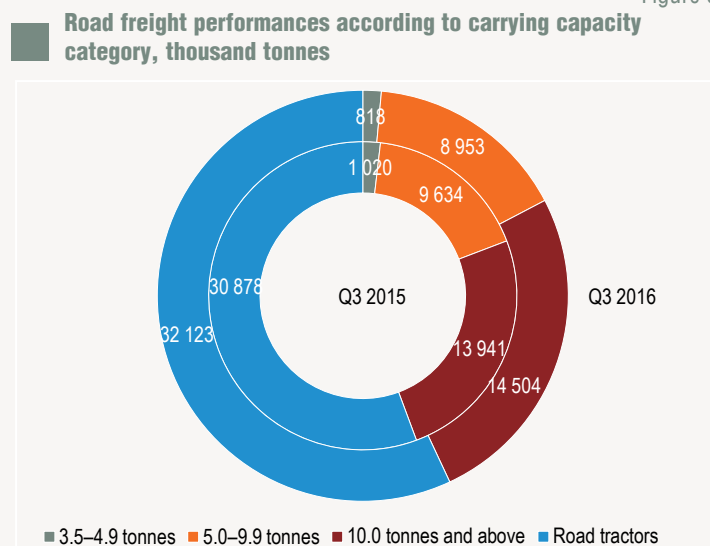


<sup>3</sup> From the first quarter of 2016, in case of data deriving from the data collection titled 'Domestic and international performances of road freight transport (OSAP 1654)', during the breakdown according to the sectoral classification (grouping businesses into transport and other sectors), 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.

and by 24% in average transport distance. Compared to the third quarter of 2015, transport for hire or reward fell by 2.9% in volume and by 5.3% in performance.

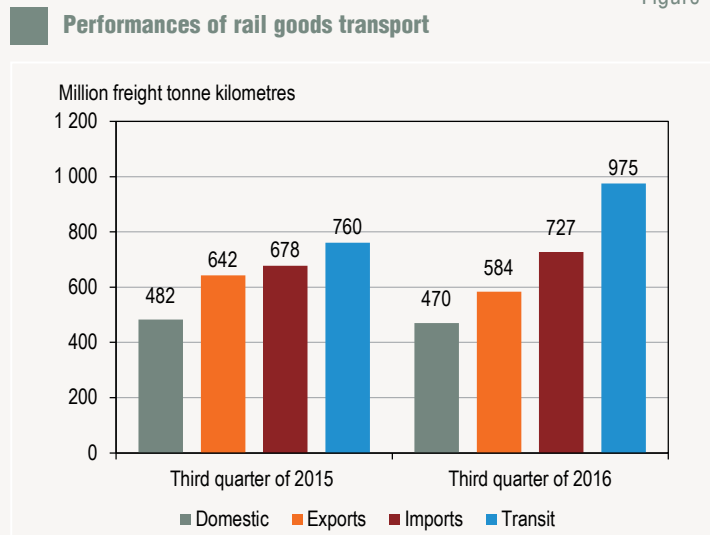
According to carrying capacity category, in the third quarter of 2016, the weight of goods transported by both lorries with a carrying capacity of over 10 tonnes by road tractors grew by 4% and the relevant figures were 20% and 7.1%, respectively, for those with a carrying capacity of between 3.5 and 4.9 tonnes and for those with a carrying capacity of between 5.0 and 9.9 tonnes.

Figure 3



In the third quarter of 2016, the **weight of goods transported by rail** (12.6 million tonnes) decreased by 1.7% compared to the third quarter of last year. A 2.4% decrease was seen in the volume of domestic transport and a 1.4% drop in that of international transport. In terms of volume, exports and imports were down by 8.7% and 3.2% respectively, while transit traffic grew by 10%.

Figure 4



The **performance** (2.8 billion freight tonne-kilometres) was 7.5% higher than in the third quarter of the previous year. The performance of domestic

freight transport declined by 2.5%, while that of international transport increased by 9.9%. Due to the low base, there was an increase in traffic from Ukraine. Concerning the performance of international traffic, imports and transit traffic were up by 7.2% and 28% respectively, while exports were down by 9.1%. In the third quarter of 2016, as regards international trips, the average distance travelled was 206 km for exports and 224 km for imports. In case of transit deliveries, the average distance travelled in the country was 354 kilometres. Compared to the same period of the previous year, transport distance increased by a total of 18 kilometres.

In the third quarter of 2016, **inland waterway freight transport** grew by 26% in **volume** and by 29% in **performance expressed in freight tonne kilometres** compared to the same period of 2015.

In export, import and transit traffic, both the weight (30, 18, 35%) and the performance (32, 9, 35%) increased mainly due to the much better Danube water levels compared to last year. Several inland waterway infrastructural improvements were completed in the second half of 2015 and in the first half of 2016, consequently, the delivery of construction materials transported on inland waterways significantly dropped so the amount of goods transported in domestic traffic decreased by 35% and their performance by almost 70%. However, this strong drop – due to the low weight of domestic transport – did not significantly influence developments in Hungarian inland waterway transport.

In inland waterway freight transport, ships under Hungarian flag accounted for a proportion of 8.7% of the total goods transported and 6.8% of the total performance.

In the third quarter of 2016, the combined weight of goods loaded and unloaded in the **inland ports**<sup>4</sup> of Hungary was 1.6 million tonnes, which was 19% higher than in the same period of 2015. Goods loaded accounted for 69% (1.1 million tonnes) of the weight of all loaded and unloaded goods.

Within the total loaded weight, 47% came from agriculture, hunting and forestry, fish and other fishing products, 19% from coke and refined petroleum and an additional 8.3% from the turnover of products included in the goods group of metal ores and other mining products.

In air freight transport, in the third quarter of 2016, the volume of goods traffic at **Budapest Ferenc Liszt International Airport** was 19.8 thousand tonnes, i.e. 24% higher than in the third quarter of 2015.

### Passenger transport

In the first three quarters of 2016, the number of passengers using interurban passenger transport was 1.7% lower, while the passenger kilometre performance was 3.9% higher than in the corresponding period of the previous year. According to the data of the rolling four quarters (from the fourth quarter of 2015 to the third quarter of 2016), the number of passengers transported in interurban passenger transport decreased by 2.0%, while their passenger-kilometre performance increased by 3.3% compared to the previous period.

In July–September 2016, in **interurban passenger transport**, the number of passengers (148 million passengers) essentially stagnated and the passenger kilometre performance (7.1 billion) increased by 4.1% compared to the third quarter of last year. In bus traffic, a 1.3% decrease was recorded in the number of passengers carried and hardly any change in passenger kilometres (+0.5%). In rail traffic, there was a growth of 2.6% in passenger number and the passenger-kilometre performance grew by 1.3%. In air passenger transport<sup>5</sup>, the number of passengers grew by 11% and the performance increased by 14%. The number of ship passengers was 4.2% higher than in the third quarter of 2015.

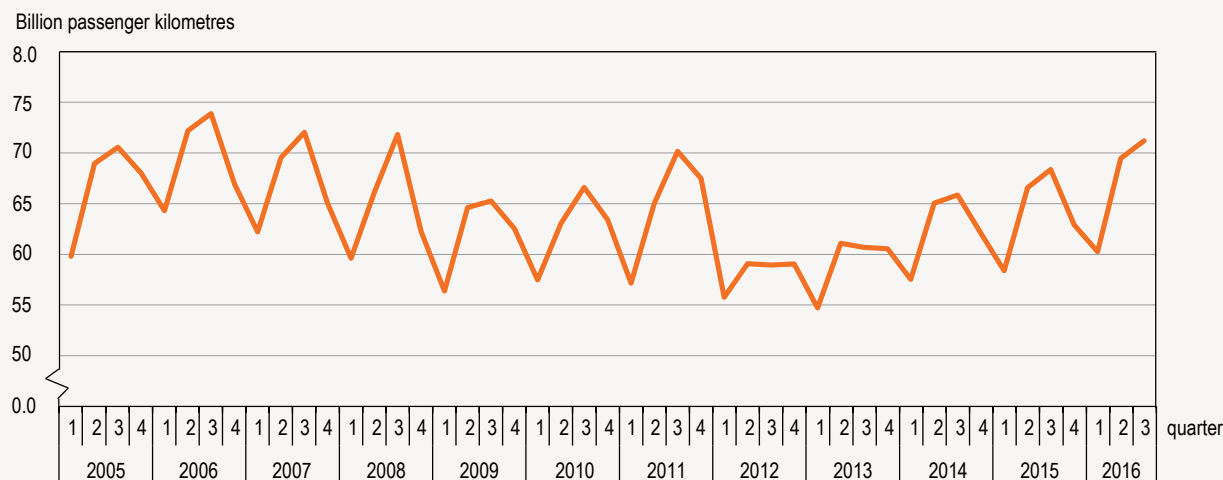
During the past more than ten years, the passenger traffic figures of interurban passenger transport were essentially unchanged. In passenger

<sup>4</sup> Data are derived from data collection No. 1857 of the Ministry of National Development titled 'Freight and vessel traffic of ports'. For further information please see methodology.

<sup>5</sup> Figures contain data on the passenger transport of Hungarian air carriers passing through Hungary.

Figure 5

### Changes in interurban passenger transport performance



kilometre performance, following the recession after the 2012 bankruptcy of Malév, in the third quarter of 2016, the performance of resident airlines already exceeded the lost traffic of Malév.

In **domestic** long-distance passenger transport, regarding the number of passengers carried the share of bus traffic was the determining factor (76%), the share of rail transport was 24%.

In **international** passenger traffic, 44% of passengers when used the services of resident enterprises in the reference period travelled by plane, 33% of them travelled by bus and 24% of them travelled by rail.

**In 2016, traffic at Budapest Liszt Ferenc International Airport consistently exceeded the data of the same period of the previous year.** Passenger traffic at **Budapest Ferenc Liszt International Airport**, in relations of 47 countries, grew by 6.8% to 3.4 million persons in the third quarter of 2016 compared to the base period. This passenger traffic was achieved with a total of 27.1 thousand flights, which was 2.5% more than a year earlier. KLM, Lufthansa, Norwegian Air Shuttle, Ryanair, Travel Service and Wizzair 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 50%. The seat occupancy of low-cost airlines (91%) remained unchanged, while that of traditional airlines decreased from 80% to 78% compared to the third quarter of the previous year.

Figure 6

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

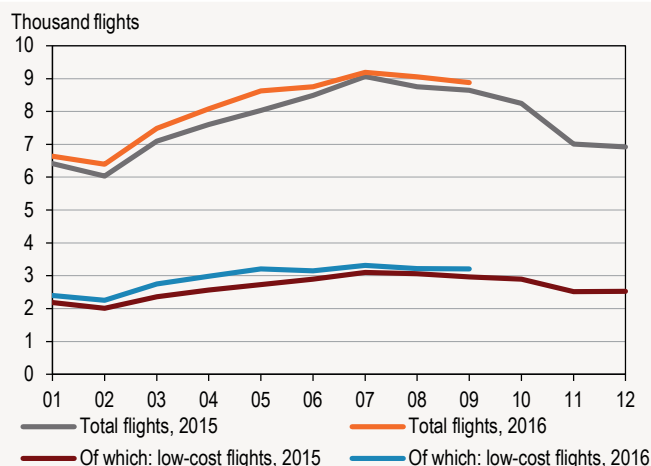
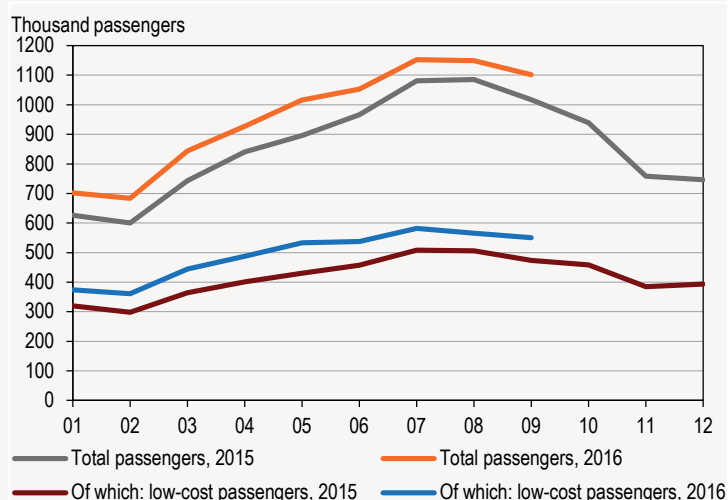


Figure 7

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



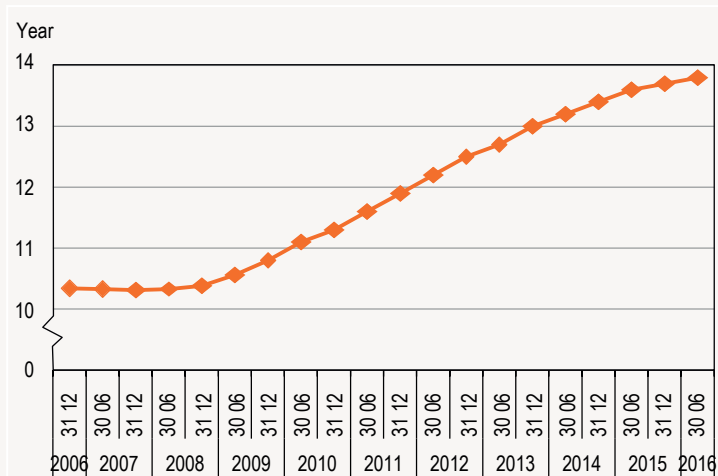
In the third quarter of 2016, the performance data for **local passenger transport** essentially stagnated compared to the same period of the previous year. The share of bus transport was the greatest, 51% from the number of passengers and 53% from passenger kilometres. 58% of bus travellers were carried in Budapest. From among the means of transport, in the third quarter of 2016, the number and passenger-kilometre performance of those travelling by suburban railway increased by 3.2 and 3.0% respectively

### 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, but at a lower rate: 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.

Figure 8

### Average age of the car fleet on 30 June



In the third quarter of 2016, the number of passenger cars **registered for the first time** in Hungary was 61 thousand, 18% more than in the base period. Volkswagen, Opel and Ford brands accounted for almost one third (32%) 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 28% in the same period of 2010.

In the third quarter of 2016, the number of lorries and motorcycles registered for the first time in Hungary grew year-on-year by 24% and 2.9%, while that of buses and road tractors fell by 26% and 10% respectively. Three-quarters of motorcycles and 65% of buses were registered as second hand vehicles, while almost three-quarters of road tractors and 60% of lorries were registered as new vehicles.

### Road traffic accidents involving personal injury

In the third quarter of 2016, the number of road traffic **accidents** involving personal injury increased by 0.8% to 4,926 compared to the third quarter of the previous year. 154 people died in these accidents, and there were 1,640 serious and 4,767 minor injuries. 3 of the 535 children injured in accidents died. During these accidents, the number of traffic offenses increased year-on-year by 1%: the most common (31%) was speeding, however, the number of such offenses was slightly less (-2.3%). The priority was not given in 1138 cases (+4.2%) and the rules for the change of direction were not respected in 1377 cases (+2.5%).

The operation of the stationary control tools of the national traffic safety system launched on 5 April 2016 (Veda – Intelligent road camera network)

could affect the decrease in fatal accidents and the stagnation in the number of accidents resulting in serious injury in the third quarter of 2016. **The number of fatal accidents was 143, 7.7% less than a year earlier.** There were 2.4% fewer accidents resulting in serious injuries and 2.7% more accidents with light injuries.

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, third quarter of 2015	Third quarter of 2016	
		number of accidents	changes in accidents, third quarter of 2015 = 100.0%
Driver error	144	127	88.2
From this			
inappropriate use of speed	62	54	87.1
not granting priority	26	17	65.4
non-compliance with the rules for change of direction, progress and turnings	31	26	83.9
Pedestrian error	11	16	145.5
Failure of passengers, technical problems with vehicle, track error and other reasons	–	–	–
<b>Total</b>	<b>155</b>	<b>143</b>	<b>92.3</b>

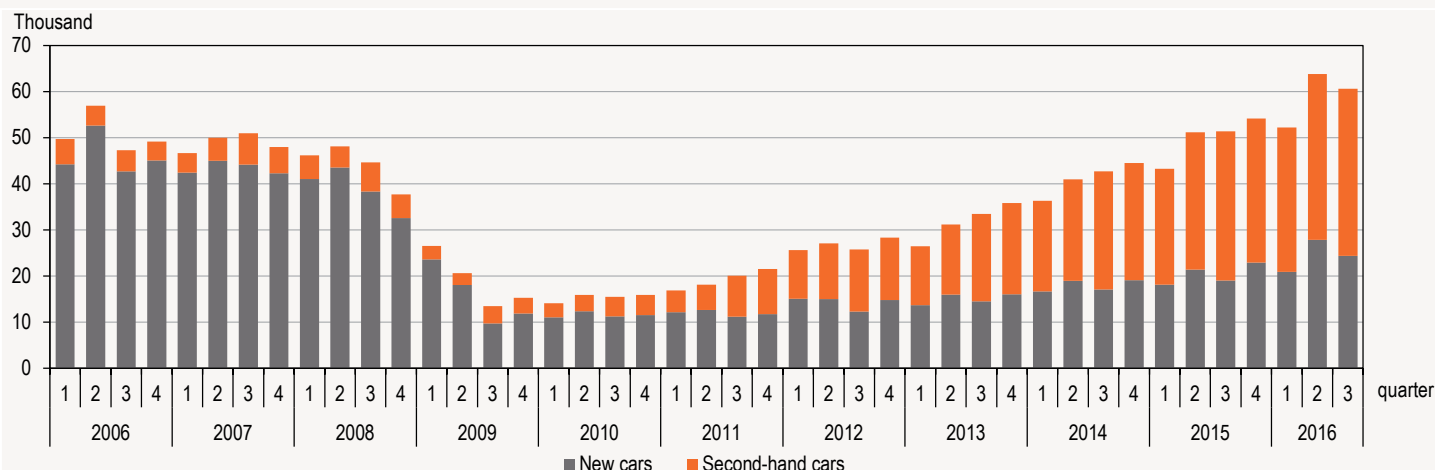
**68% of the accidents occurred inside built up area.** Motorways saw a 5.4% year-on-year increase in the number of accidents. As an average for all motorways, the number of accidents per 100 km motorway was 17, the lowest (6.8) on M6 and the highest on M1 and M0 (33 and 27 respectively).

In the third quarter, 60% of the accidents were caused by cars, 12% by bicycles and 9.1% by lorries. Passenger vehicles caused 2.0% more accidents year-on-year.

**In the third quarter of 2016, the number of accidents caused by drunk drivers decreased by 2.0%, which was 9.0% of all accidents.** 3.7% of accidents caused by pedestrians and 7.0% of accidents caused by car drivers were caused in intoxicated state. The drunken moped drivers caused 37% more, while the drunken motorcyclists 6.7% fewer accidents than a year earlier. Car drivers accounted for 47% of road traffic accidents involving personal injury caused under the influence of alcohol, while in case of cyclists the relevant figure was 28%.

Figure 9

### Changes in the number of passenger cars registered for the first time in Hungary



**Further information, data (links):**[Methodology](#)[Tables](#)[Tables \(stadat\)](#)[www.ksh.hu](http://www.ksh.hu)**Contact details:**[kommunikacio@ksh.hu](mailto:kommunikacio@ksh.hu)[Contact us!](#)

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