

Transport performances and road traffic accidents, Quarter 4 2016

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Summary

In the fourth quarter of 2016, the performance of goods transport measured in tonne-kilometres grew by 4.3% compared to the same period of 2015. The passenger kilometre performance in interurban passenger transport and urban passenger transport grew by 5.4% and 0.6% respectively. In the period under review, 81 thousand vehicles were registered for the first time in Hungary, 9.8% more than in the fourth quarter of 2015. In October-December 2016, the number of road traffic accidents involving personal injury increased year-on-year by 1.7% to 4,186. The number of fatal accidents increased by 3.6%.

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 1,213 billion **at current prices** in the fourth quarter of 2016, which was 2.7% higher than in the base period. Within this, in the months of October-December 2016, HUF 275 billion (-2.5%) of sales revenues were realized in the sub-sectors engaged in passenger transport² activities and HUF 451 billion (+ 11%) in the sub-sectors engaged in freight transport activities. Within the section, all subsections grew with the exception of other land passenger transport (-4.0%) as well as warehousing and support activities for transportation (-2.4%). The sales revenue of businesses in the division of land transport and transport via pipelines, having the largest share (49%) within the section, was HUF 597 billion, i.e. 4.9% higher than in the fourth quarter of 2015. Revenues grew the fastest in the subsection of freight transport by road and removal services, where revenues at current prices increased by HUF 40.9 billion (12%) to HUF 373 billion in October to December 2016. The revenue of businesses in inland waterway transport was 4.6 billion HUF, 17% more year-on-year. Revenues increased by 8.0% to HUF 125 billion in the air transport sector representing a 10% weight.

At the end of the fourth quarter of 2016, according to the data³ 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 1.6% higher than a year earlier. The biggest headcount growth (2.4%) of 2.5 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%) ratio within this 49.8 thousand people were employed in full-time work (+3.2 thousand persons, + 6.9%). At the same time, 2.5% 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 5.0% in water transport having a small proportion of 0.3%.

In the fourth quarter of 2016, **average monthly gross earnings** per capita were HUF 260 thousand in the section of transport and storage, which was 2.1% more than a year earlier, and HUF 19 thousand lower than the average of the national economy (Gross 279 thousand HUF / person / month). Average gross earnings increased the most (by 4.8%) in the sector of air transport and grew the least (by 0.8%) in the sector of postal and courier services.

Goods transport

In the fourth quarter of 2016, the **weight of goods transported** (72 million tonnes), increased by 5.3% compared to the fourth quarter of 2015. Within this inland waterway, road transport and railway transport increased by 21%, 6.7% and 2.7% respectively, while pipeline transport fell by 0.7%. 67% of the total volume was transported on road, 19% on rail. The proportion of road transport was even more dominant (83%) in domestic transport. In case of rail and inland waterway transport, the international performance is still dominant.

The **performance** of goods transport (14 billion freight tonne-kilometres) increased by 4.3% based on raw data and by 3.8% according to seasonally adjusted data compared to the fourth quarter of the previous year. Inland waterway, rail and road transport grew by 16%, 12% and 2.2%, while pipeline transport essentially stagnated. Out of the total performance of freight transport, road transport accounted for 64%, rail transport for 21%, pipeline transport for 11% and inland water transport for 4.0%.

In the fourth quarter of 2016, the volume of **international** freight transport increased by 2.8% and its performance measured in freight tonne kilometres by 2.0% compared to a year earlier. The respective figures for **domestic** transport increased by 6.8% and 11%.

In 2016, the goods turnover (285 million tonnes) in goods transport grew by 0.4% and the performance (58 billion tonne-kilometres) by 5.0% compared to 2015. In domestic traffic, the weight of transported goods decreased by 1.4%, the tonne-kilometre performance grew by 9.9%, while in international traffic these indicators increased by 3.8 and 3.4% respectively. 69% of the volume of goods was transported

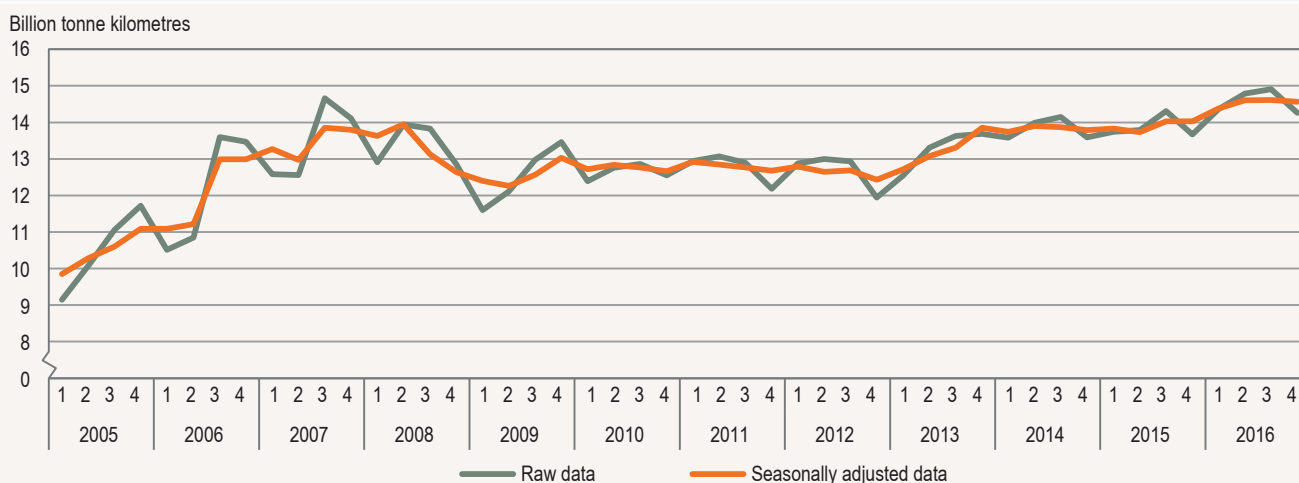
¹ Operating businesses – employing at least 5 persons. According to NACE Rev. 2, (49) Land transport and transport via pipelines, (50) Water transport; (51) Air transport, (52) Warehousing and support activities for transportation and (53) Postal and courier activities sectors are classified into the section of Transportation and storage (H).

² According to the NACE Rev. 2, subsections engaged in passenger transport activities in this section are as follows: (491) Passenger transport, interurban, (493) Other passenger land transport, (501) Sea and coastal passenger water transport, (503) Inland passenger water transport and (511) Passenger air transport. All the data of the sub-sectors performing freight transport activities are: (492) Freight rail transport, (494) Freight transport by road and removal services, (495) Transport via pipeline, (502) Sea and coastal freight water transport, (504) Inland freight water transport and (512) Freight air transport.

³ 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



by road, 18% by rail, 10% by pipeline and 3.0% by ship. In the total output of goods transport, 68% derived from road transport, 18% from rail transport, 10% from pipeline transport and 4.0% from inland waterway transport.

During the reference period, the **volume of road goods transport** (48.3 million tonnes) increased by 6.7% compared to the fourth quarter of 2015. 8.0% more goods were moved in domestic relations and 1.4% more in international relations.

The **performance** of road goods transport measured in freight tonne kilometres (9.1 billion freight tonne-kilometres) grew by 2.2% compared to the fourth quarter of 2015, within this, freight transport increased by 13% in domestic relations and fell by 1.9% in international relations. The average transport distance decreased by 4.2% (8.3 km) to 189 km. Compared to the fourth quarter of 2015, the mileage performance increased by 2.6%, while the proportion of empty mileage decreased by 0.6 percentage points to 19%.

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

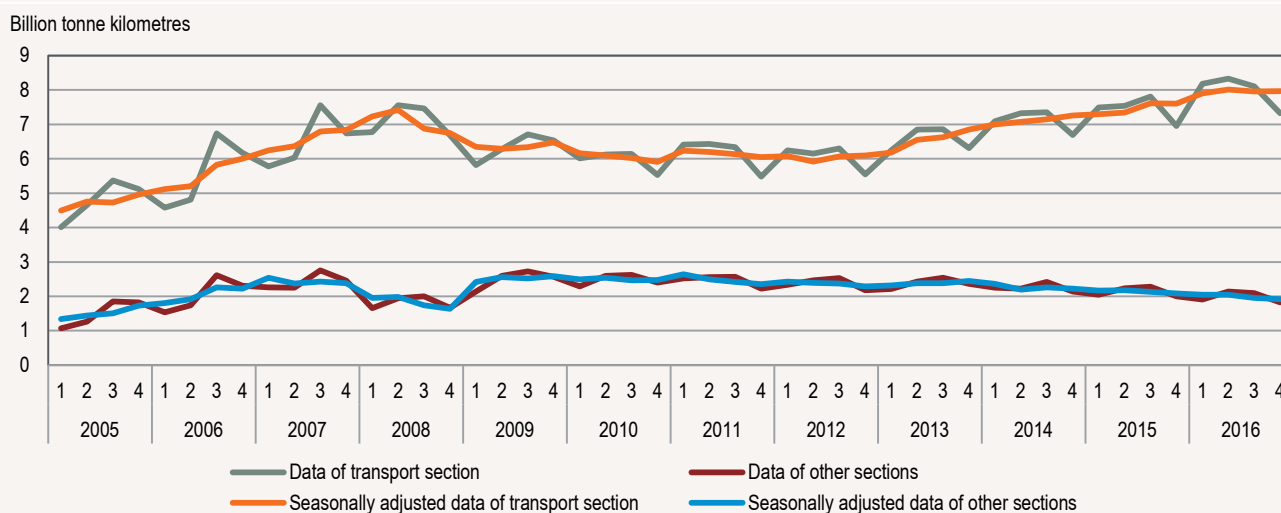
Four-fifths of road transport performance (80%) resulted from the

activities of enterprises grouped into the transport section. Compared to the fourth quarter of 2015, the volume of goods transported by enterprises principally engaged in providing transportation services increased by 23%, in parallel with this, the average length of transport tasks decreased by 14% so their performance measured in freight tonne kilometres rose by only 5.3%. The volume of goods transported by enterprises grouped into other sectors declined by 12% and their performance by 8.7%, while the average transport distance grew by 3.3%. 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).⁴ Based on the seasonally adjusted data, the performance of enterprises grouped into the transport sector increased by 4.7%, while that of enterprises grouped into other sectors decreased by 8.1%.

In the fourth quarter of 2016, the volume of goods transported by corporations increased by 5.1% and their performance by 2.3%. The amount of goods transported by sole entrepreneurs increased by 15%, and their performance measured in freight tonne kilometres increased by 1.6%.

Figure 2

Changes in road haulage performance by sectoral classification of carrier



⁴ 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.

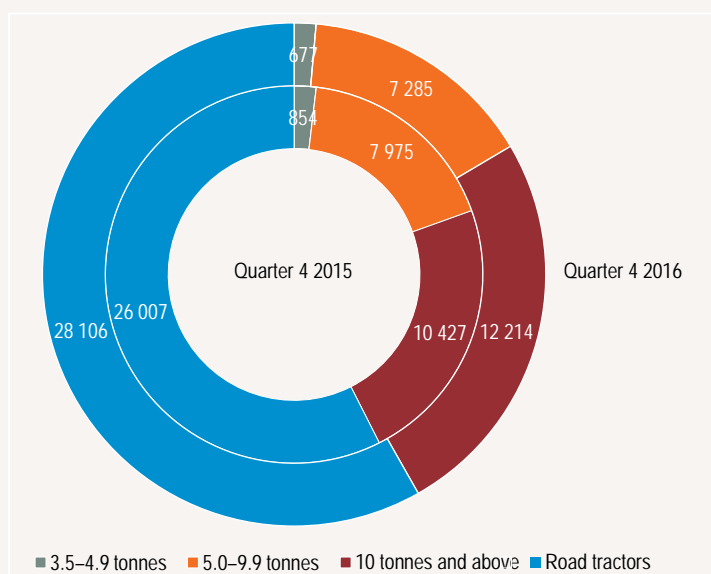
In the observed period, transport on own account, which is mainly for the domestic market, increased by 29% in volume, 45% in performance and by 12% in average transport distance. Compared to the fourth quarter of 2015, domestic transport for hire or reward essentially stagnated in volume and decreased by 1.4% in performance.

According to carrying capacity category, in the fourth quarter of 2016, the weight of goods transported by both lorries with a carrying capacity of over 10 tonnes and by road tractors grew by 17 and 8.1% respectively and the relevant figures were down by 21% and 8.7%, 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.

In 2016, the performance of road transport measured in freight tonne kilometres increased by 4.0%, while the quantity transported was 0.8% lower than in the previous year.

Figure 3

Road freight performances according to carrying capacity category, thousand tonnes



In the fourth quarter of 2016, the **weight of goods transported by rail** (13.9 million tonnes) increased by 2.7% compared to the fourth quarter of last year. A 4.5% increase was seen in the volume of domestic transport and a 1.9% in that of international transport. In terms of volume, exports and imports were down by 6.5% and 4.7% respectively, while transit traffic grew by 22%. The **performance** (3.0 billion freight tonne-kilometres) was 12% higher than in the fourth quarter of the previous year. In October to December 2016, the performance of domestic goods transport was 16% higher and that of international rail transport 11% higher than in the corresponding period of the previous year. In international traffic, the performance of imports decreased by 3.0%, that of exports fell by 1.5%, while that of transit transport increased by 34%. In the fourth quarter of 2016, as regards international trips, the average distance travelled was 218 km for exports and 204 km for imports. In case of transit deliveries, the average distance travelled in the country was 337 kilometres. Compared to the same period of the previous year, transport distance increased by a total of 17 kilometres.

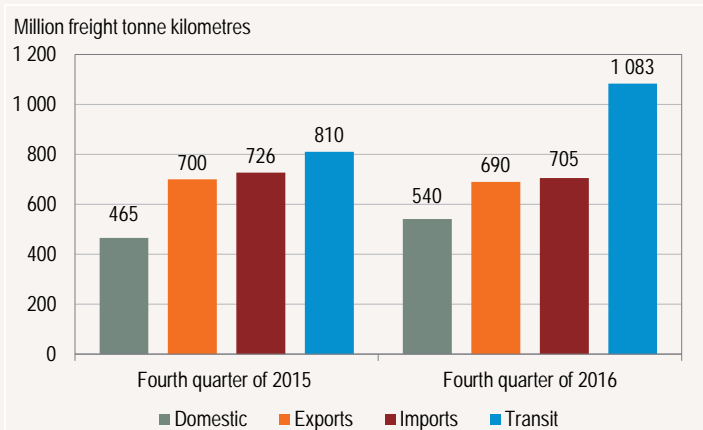
On an annual basis, in 2016, the quantity of goods transported by rail (49.8 million tonnes) decreased by 1.0%, while their freight tonne kilometre performance (10.5 billion tonne kilometres) grew 5.3% compared to 2015.

In the fourth quarter of 2016, **inland waterway freight transport** grew by 21% in **volume** and by 16% in **performance expressed in freight tonne kilometres** compared to the same period of 2015.

⁵ Data are derived from data collection No. 1857 of the Ministry of National Development titled 'Freight and ship traffic in ports'. For further information please see methodology.

Performances of rail goods transport

Figure 4



In export, import and transit traffic, both the weight (25, 18 and 19%) and the performance (12, 13 and 19%) of goods transported increased mainly due to the much better Danube water levels compared to last year. In domestic traffic, fewer goods were transported for much shorter distances (e. g. driftwood tree), thus the amount of transported goods decreased by 7.3% and the performance fell by 52%. However, this strong drop in performance - due to the low weight of domestic transport - did not significantly influence the overall performance in Hungarian inland waterway transport.

In inland waterway freight transport, ships under Hungarian flag accounted for a proportion of 9.1% of the total goods transported and 5.5% of the total performance.

On an annual basis, in 2016 compared to the previous year, the volume of water freight transport increased by 0.8% and its performance measured in freight tonne kilometres grew by 8.3%, which can be explained by a significant increase of 21% in transit transport.

In the fourth quarter of 2016, the combined weight of goods loaded and unloaded in the **inland ports**⁵ of Hungary was 1.3 million tonnes, which was 20% higher than in the same period of 2015. Goods loaded accounted for 66% (0.8 million tonnes) of the **weight of all loaded and unloaded goods**.

Within the total loaded weight, 40% came from agriculture, hunting and forestry, fish and other fishing products, 24% from coke and refined petroleum and an additional 10% from the turnover of products included in the goods group of metal ores and other mining and quarrying products.

In 2016, compared to 2015, in the inland ports of Hungary the total weight of goods loaded and unloaded decreased by 9.0%, mainly due to the fact that the amount of corn transported on inland waterways dropped significantly in the first half of the year. (In 2015, Hungarian inland ports annually transhipped 1.6 million tonnes of maize and a total of 0.4 million in 2016.)

In air freight transport, in the fourth quarter of 2016, the volume of goods traffic at **Budapest Ferenc Liszt International Airport** was 21.8 thousand tonnes, i.e. 23% higher than in the fourth quarter of 2015.

For the year as a whole, the airport traffic of goods was 77.5 thousand tonnes, 18% more compared to the previous year.

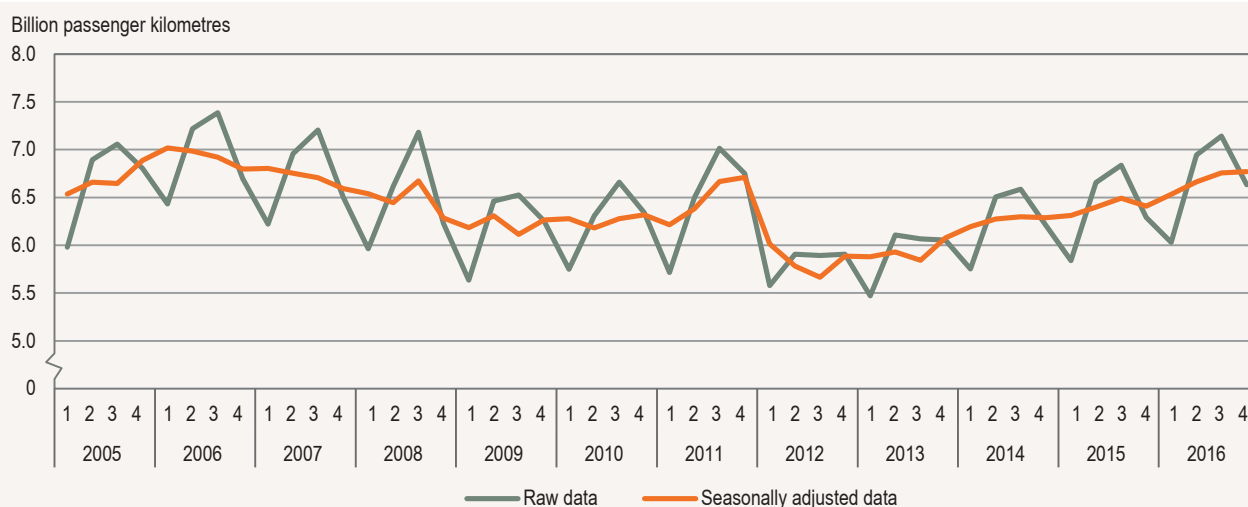
Passenger transport

The number of travellers using local and interurban passenger transport essentially stagnated (+ 0.3%) in the fourth quarter of 2016 compared to the same period of the previous year and the performance expressed in passenger-kilometres increased by 4.2%.

In interurban passenger transport, from October to December 2016, passenger traffic (165.4 million passengers) decreased by 1.4%, while the performance measured in passenger-kilometres increased by 5.4% according to raw data (6.6 billion) and by 5.6% based on seasonally

Figure 5

Changes in interurban passenger transport performance



adjusted data compared to the fourth quarter of 2015. In bus traffic, a 2.2% decrease was recorded in the number of passengers carried and an increase of 0.6% in passenger kilometres. In rail traffic, there was a growth of 1.2% in passenger number and the passenger-kilometre performance grew by 1.6%. In air passenger transport⁶, the number of passengers grew by 26% and the performance increased by 27%. The number of ship passengers was 17% higher than in the fourth quarter of 2015.

During the past more than ten years, the passenger traffic figures of interurban passenger transport were essentially unchanged. In passenger kilometre performance, following the recession after the 2012 bankruptcy of Malév, in the fourth 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 (78%), the share of rail transport was 22%.

In **international** passenger traffic, 40% of passengers when used the services of resident enterprises in the reference period travelled by plane, 33% of them travelled by rail and 27% of them travelled by bus.

In 2016, compared to 2015, in interurban (domestic and international combined) passenger transport passenger traffic (646.9 million) decreased by 1.5% and the performance (26.7 billion passenger kilometres) increased by 4.4%. In international traffic, the number of passengers increased by 6.3%, the passenger kilometre performance grew by 17%, while domestically these indicators show a 1.6% decline and stagnation respectively.

Passenger traffic at **Budapest Ferenc Liszt International Airport**, in relations of 42 countries, grew by 15% to 2.8 million persons in the fourth quarter of 2016 compared to the base period. This passenger traffic was achieved with a total of 23.1 thousand flights, which was 4.0% more than a year earlier. Easyjet, KLM, Lufthansa, Norwegian Air Shuttle, Ryanair and Wizzair 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%. The seat occupancy of low-cost airlines increased from 86% to 88% and that of traditional airlines from 72% to 74% compared to the fourth quarter of the previous year.

On an annual basis, the traffic of the airport was persistently higher than the same data in the same period of the previous year, in 2016 its passenger traffic (11.4 million) increased by 11% and its flight number (96.1 thousand) grew by 4.2%.

In 2016, the passenger traffic of the **Debrecen Airport** grew by 65% to 285 thousand and its number of flights by 60% to 2.5 thousand.

Figure 6

Number of flights per month at Budapest Ferenc Liszt International Airport

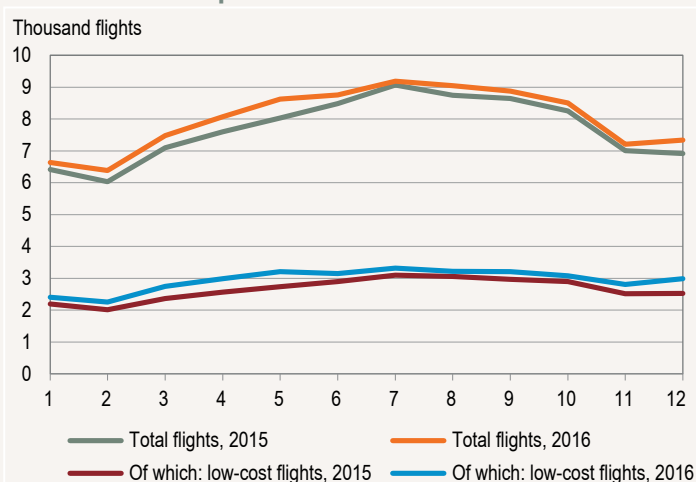
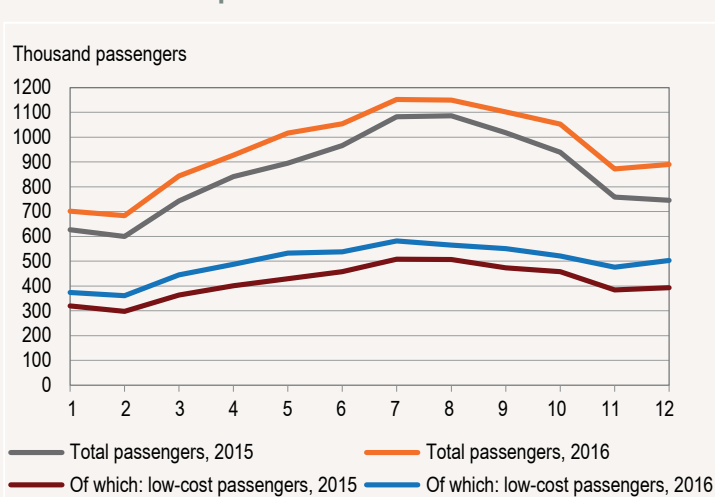


Figure 7

Number of passengers per month at Budapest Ferenc Liszt International Airport



⁶ Figures contain data on the passenger transport of Hungarian air carriers passing through Hungary.

In the fourth quarter of 2016, in **local passenger transport** the number of passengers increased by 0.8% and the passenger kilometres travelled grew by 0.6% compared to a year earlier. Nationally, the share of bus transport continued to be the greatest, 51% from the number of passengers (278.5 million) - and 54% from passenger kilometres (1.1 billion). 53% of bus travellers were carried in Budapest.

In the period under review, the most significant change was observed in the tram transport of Budapest, where the said performance indicators increased by 7.2% and 7.5% respectively, while in parallel with this the passenger traffic of buses decreased by 2.9% and their passenger-kilometre performance fell by 1.7% compared to the fourth quarter of 2015. The reason was that the development of the Budapest tram network started in the previous years and the related construction works were completed. More passengers used the tram network having new and longer routes than before, while in parallel with this there was a decrease in bus traffic performance, because some bus lines and tram replacement bus lines were terminated. Because of this, in the last quarter of 2016 the proportion of passengers transported by tram in Budapest (27%) grew by 1.3 percentage points, that of bus travellers, still having the highest ratio (37%), decreased by 1.6 percentage points compared to the proportion in the period a year earlier.

In 2016, compared to 2015, the number of those using local passenger transport services increased by 0.7% and the passenger kilometres travelled grew by 0.3%.

Road vehicle fleet

On 31 December 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 December 2016, the number of passenger cars in circulation in Hungary was 3.6% higher compared with a year earlier and 1.2% higher compared with half a year earlier. Over the past half year, the number of other types of motor vehicles declined: by 6.1% for motorcycles, by 1.6% for buses while hardly changed for road tractors and lorries (+0.5% for both of them). The average age of vehicles were stagnant at 13.8 years including rises of 0.1 year for both road tractors and passengers cars (to 8.3 and 13.9 years respectively). In contrast, the average age of buses decreased (by 0.4 years) to 14.1 years, that of motorcycles to 18.3 years (-0.3 year) and that of lorries to 12.7 years (-0.1 year).

In the fourth quarter of 2016, the number of passenger cars **registered for the first time** in Hungary was 62 thousand, 15% more than in the base period. Volkswagen, Ford and Opel brands jointly accounted for 31% of passenger cars registered for the first time in Hungary. Second hand cars accounted for 54% of the stock registered for the first time – 3.3 percentage points less year-on-year –, this indicator was 27% in the same period of 2010.

Average age of the car fleet

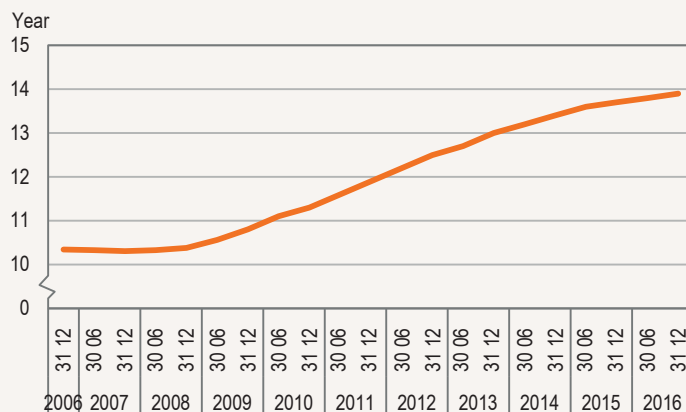


Figure 8

In the fourth quarter of 2016, the number of motorcycles registered for the first time in Hungary grew year-on-year by 10%, at the same time that of buses decreased by 18%, that of lorries by 3.6% and that of road tractors by 0.3%. Three-quarters of motorcycles and buses were registered as second hand vehicles, while 78% of road tractors and 63% of lorries were registered as new vehicles.

In 2016, 19% more passenger cars, 14% more lorries, 6.6% more motorcycles, 3.0% more buses and 2.2% fewer road tractors were registered for the first time in Hungary. 58% of passenger cars registered for the first time in Hungary were second hand cars, which was 1.7 percentage points lower compared to 2015.

Road traffic accidents involving personal injury

In the fourth quarter of 2016, the number of road traffic **accidents** involving personal injury increased by 1.7% according to raw data and by 0.4% based on seasonally and calendar-adjusted data to 4,186 compared to the fourth quarter of the previous year. 187 people died in these accidents, and there were 1,379 serious and 3,999 minor injuries. 5 children died and 412 were injured in accidents. During these accidents, the number of traffic offenses increased year-on-year (+1.8%): the most common (35%) was speeding, however, the number of such offenses grew by 2.1%. The priority was not given in 1,116 cases (+ 3.5%) and the rules for the change of direction were not respected in 915 cases (+0.1%).

In the last quarter of 2016, the number of fatal accidents was 172, 3.6% more than a year earlier. There were 2.7% fewer accidents resulting in serious injuries and 3.6% more accidents with light injuries.

Figure 9

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

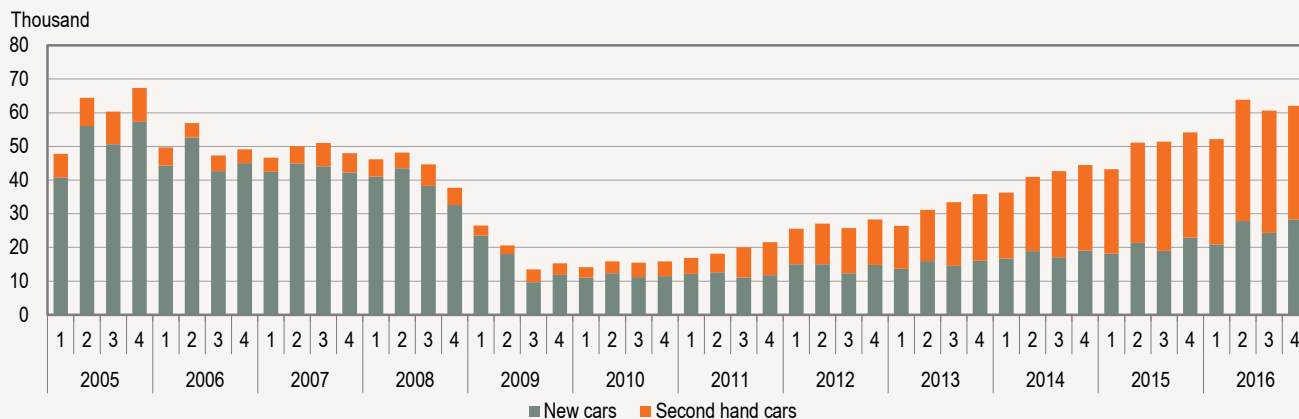


Figure 10

Changes in the number of accidents

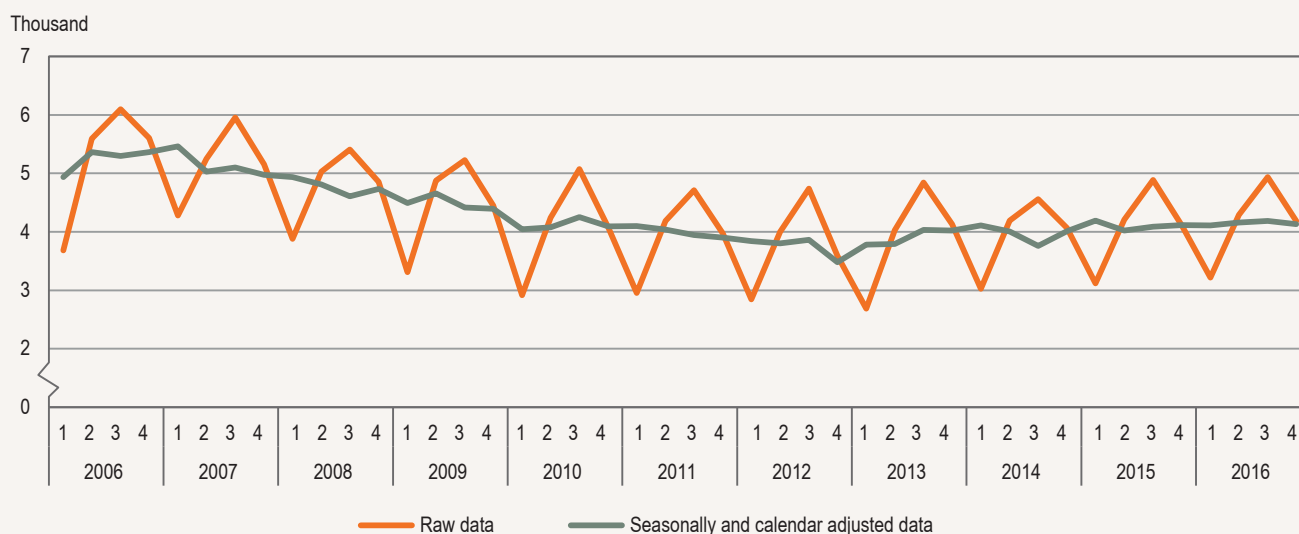


Table 1
Changes in the number of fatal road traffic accidents involving personal injury by the causer of accident and the underlying causes

Cause of the accident	Number of accidents, fourth quarter of 2015	Fourth quarter of 2016	
		number of accidents	changes in accidents, fourth quarter of 2015 = 100.0%
Driver error	142	147	103.5
From this			
inappropriate use of speed	65	75	115.4
not granting priority	27	26	96.3
non-compliance with the rules for change of direction, progress and turnings	30	32	106.7
Pedestrian error	24	25	104.2
Failure of passengers, technical problems with vehicle, track error and other reasons	—	—	—
Total	166	172	103.6

In the fourth quarter of 2016, 68% of the accidents occurred inside built up area. Motorways saw a 4.3% year-on-year decrease in the number of accidents. As an average for all motorways, the number of accidents per 100 km motorway was 9.7, the lowest (2.8) on M6 and the highest on M1 and on highway M0 (18 and 17 respectively).

In the fourth quarter, 70% of the accidents were caused by cars, 9.1% by lorries and 7.7% by bicycles. Passenger vehicles caused 2.9% more accidents year-on-year.

In the fourth quarter of 2016, the number of accidents caused by drunk drivers decreased by 7.2%, which was 9.8% of all accidents. 8.6% of accidents caused by pedestrians and 8.8% of accidents caused by car drivers were caused in intoxicated state. The drunken motorcyclists caused 58% less, while the drunken moped drivers 18% fewer accidents than a year earlier. Car drivers accounted for 62% of road traffic accidents involving personal injury caused under the influence of alcohol, while in case of cyclists the relevant figure was 17%.

In 2016, 16,628 (+ 1.8%) road traffic accidents involving personal injury occurred, in which 607 (-5.7%) people lost their lives and 5,540 (-0.6%) people suffered serious injuries. The number of accidents caused by cars (10,606) and pedestrians (933) grew by 3.9% and 2.6% respectively. In 2016, the number of accidents caused by moped drivers year-on-year fell by 30 to 654. On the motorways, there were 6.6% more accidents than a year before. The number of accidents per hundred kilometres, as an average for all motorways, was 44, it was the least on motorway M6 (16) and the most (83 and 81 respectively) on highway M0 and on motorway M1.

Further information, data (links):

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

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