

Transport performances and road traffic accidents, Quarter 2 2017

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Summary

In the second quarter of 2017, the performance of goods transport measured in tonne-kilometres increased by 0.8% compared to the same period of 2016. The passenger kilometre performance grew by 5.8% in interurban passenger transport and by 1.0% in urban passenger transport. In the period under review, nearly 92 thousand vehicles were registered for the first time in Hungary, 6.1% more than in the second quarter of 2016. In April–June 2017, the number of road traffic accidents involving personal injury increased year-on-year by 0.8%. However, the number of fatal accidents decreased by 11%.

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 1,241 billion at current prices in the second quarter of 2017, which was 7.1% higher than in the base period. Within this, in the months of April–June 2017, HUF 252 billion (+15%) of sales revenues were realized in the sub-sectors engaged in passenger transport² activities and HUF 419 billion (+5.8%) in the sub-sectors engaged in freight transport activities. Within the section, all subsections grew. 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 564 billion, i.e. 5.0% higher than in the second quarter of 2016. Within this freight transport by road and removal services, having the largest share of 64%, increased by 6.5% to HUF 362 billion. Revenues grew the fastest in the subsection of inland waterway transport having a slight share (0.5%) where revenues grew by 30% and were 6.3 billion at current prices in the second quarter of 2017. The revenue of businesses in warehousing and support activities for transportation was HUF 440 billion, 4.8% more year-on-year. Revenues increased by 23% to HUF 166 billion in the air transport sector representing a 13% weight.

At the end of the second quarter of 2017, 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 194 thousand, i.e. 2.2% higher than a year earlier. The biggest headcount growth (3.8%) of 4 thousand people occurred in the division of land transport and transport via pipeline. Within this in the subsection of road freight transport and removal services having the largest (49%) weight ratio 53 thousand people (+ 7.3%) and in the subsection of other passenger land transport 0.9% more, 37 thousand people were employed in full-time work. The number of employees decreased in water transport (by 7.0% or 39 people), in air transport (by 2.0% or 20 people) and in warehousing and support activities for transportation (by 1.3% or 757 people).

In the second quarter of 2017, **average monthly gross earnings** per capita were HUF 285 thousand in the section of transport and storage, which was 14% more than a year earlier, and HUF 14 thousand lower than the average of the national economy (Gross HUF 299 thousand/person/month). Average gross earnings increased the most (by 20%) in the sector of other passenger land transport and grew the least by 5.2% in the sector of air transport.

Goods transport

In the second quarter of 2017, the **weight of goods transported** (71 million tonnes), decreased by 2.0% compared to the second quarter of 2016. Within this pipeline, inland waterway and railway transport increased by 18% 14% and 8.7% respectively, while road transport decreased by 7.8%. 67% of the total volume was transported on road, 18% on rail. The proportion of road transport was even more dominant (85%) in domestic transport. In case of rail, pipeline and inland waterway transport, the international performance is still dominant.

The **performance** of goods transport (14.9 billion freight tonne-kilometres) increased by 0.8% based on raw data and by 0.9% according to seasonally adjusted data compared to the second quarter of the previous year. Pipeline, inland waterway and rail transport grew by 16%, 13% and 13% respectively, while road transport decreased by 4.5%. Out of the total performance of freight transport, road transport accounted for 67%, rail transport for 18%, pipeline transport for 11% and inland water transport for 3.7%.

In the second quarter of 2017, the volume of **international** freight transport grew by 6.4% and its performance measured in freight tonne kilometres decreased by 0.3% year-on-year. In **domestic** transport, a 6.5% decrease and a 4.1% increase were observed in this respect.

In the first half of 2017, within this, due to changes in opposite directions in the two quarters, the weight of goods transported hardly

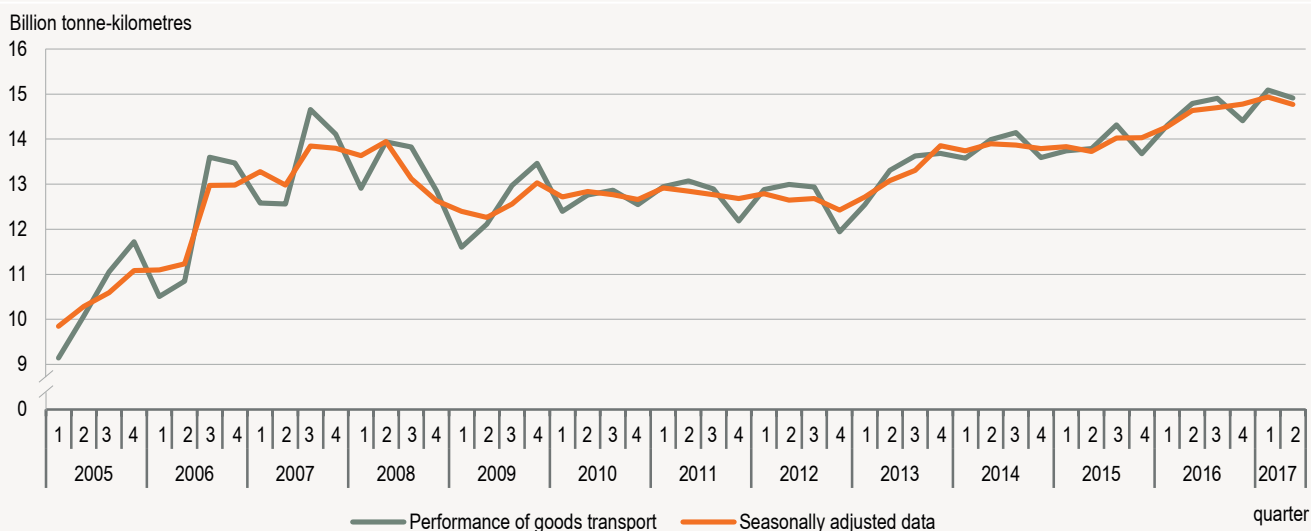
¹ Operating businesses – employing at least 5 persons. According to NACE Rev. 2 (49) land transport and transport via pipelines, (50) water transport, (51) air transport, (52) warehousing and support activities for transportation and (53) postal and courier activities divisions are classified into the transportation and storage section (H).

² According to NACE Rev. 2 subsections engaged in passenger transport activities in this section are as follows: (491) interurban passenger rail transport, (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 subsections 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



changed (+0.4%) compared to the same period of the previous year. The performance of freight transport – largely due to an increase in the average transport distance of road transport – increased by 3.1% compared to the first half of 2016.

The **performance of road goods transport** measured in freight tonne kilometres reached 10.0 billion freight tonne-kilometres, within this domestic relations increased by 0.6% compared to the second quarter of 2016. In **volume terms**, 48 million tonnes were moved, within this 4.7% less goods in international relations. The average transport distance increased by 3.6% (7.2 km) to 209 km, the proportion of empty mileage was practically unchanged at 18%.

Four-fifths of road transport performance (80%) resulted from the activities of enterprises grouped into the transport section.

Compared to the second quarter of 2016, the volume of goods transported by enterprises principally engaged in providing transportation services almost remained the same (99%), however the average length of deliveries decreased by 2.4% so their performance measured in freight tonne kilometres also fell by 3.5%.

The average length of deliveries in case of enterprises classified into other sectors increased by 11% and their freight performance dropped by 8.7%.

Based on seasonally adjusted data, performance decreased by 2.6% in enterprises grouped into the transport sector and by 9.0% in enterprises grouped into other sectors.

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 16% respectively).

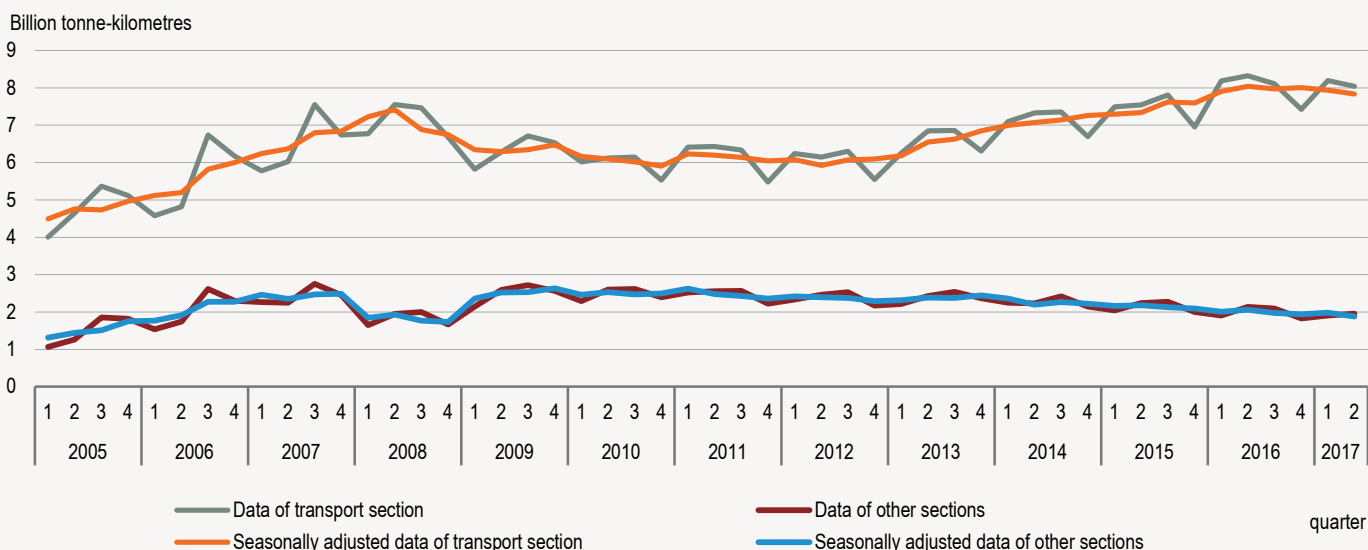
In the second quarter of 2017, the performance of sole entrepreneurs measured in freight tonne kilometres increased by 9.0%, while that of corporations decreased by 5.7%.

In the observed period, transport performance for hire or reward decreased by 2.4% compared to the second quarter of 2016.

According to carrying capacity category, in the second quarter of 2017, the weight of goods transported by road tractors grew by 5.5% and the relevant figures were down by 22% for lorries with a carrying

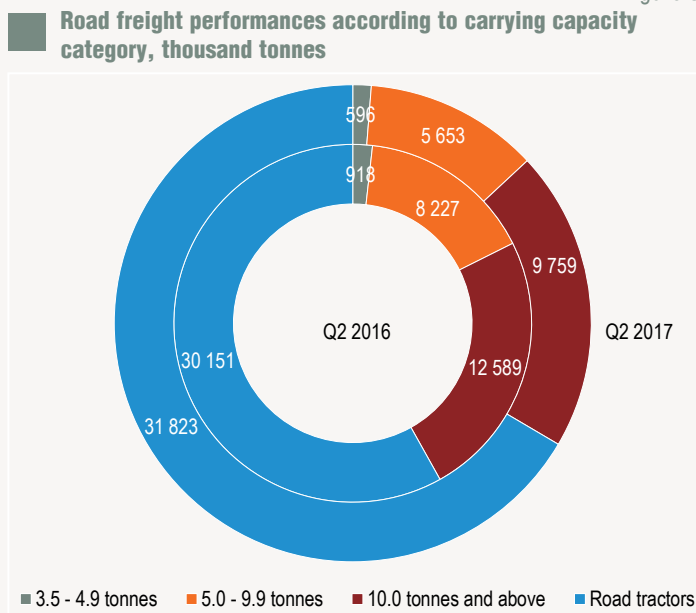
Figure 2

Changes in road haulage performance by sectoral classification of carrier



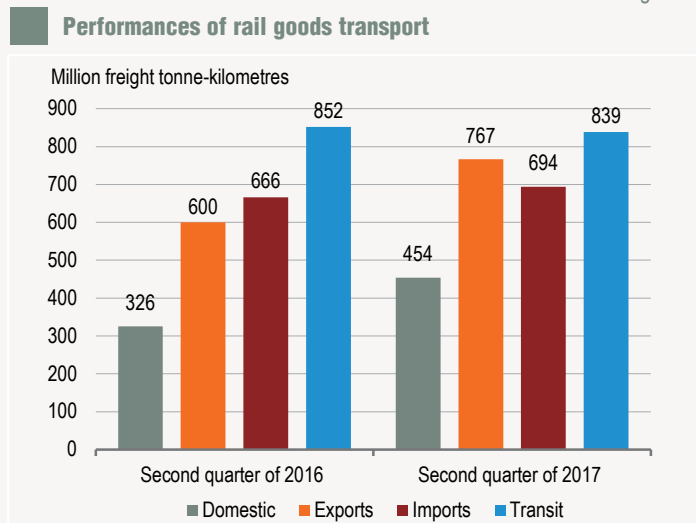
capacity of over 10 tonnes and by 31% for those with a carrying capacity of between 5.0 and 9.9 tonnes.

Figure 3



In the second quarter of 2017, the **weight of goods transported by rail** (12.9 million tonnes) increased by 8.7% compared to the second quarter of last year. A 12% increase was seen in the volume of domestic transport and a 7.6% in that of international transport. The volume of exports and imports turnover increased by 21% and 4.5% respectively, transit traffic decreased by 4.2%. **Performance** (2.7 billion freight tonne-kilometres) grew by 13% compared to the second quarter of 2016. In April–June 2017, the performance of domestic freight transport increased by 39% and that of international rail transport by 8.5% compared to the same period of the previous year. Concerning the performance of international traffic, imports and exports traffic were up by 4.1% and 28% respectively and transit traffic dropped by 1.6%. In the second quarter of 2017, as regards international trips, the average distance travelled was 209 km for exports and 204 km for imports. In case of transit deliveries, the average distance travelled in the country was 338 kilometres. Compared to the same period of the previous year, transport distance increased by a total of 9 kilometres.

Figure 4



In the second quarter of 2017, **inland waterway freight transport** increased by 14% in **volume** (2.4 million tonnes) and by 13% in **performance expressed in freight tonne kilometres** (553 million tonnes-kilometres) compared to the same period of 2016.

Volume (17, 22, 12%) and performance (11, 19, 12%) both increased in export, import and transit traffic. In domestic traffic, the performance in terms of freight tonne kilometres was essentially stagnant (99.7%), while the volume of goods shipped fell by 47%, this decline did not significantly affect the development of inland waterway transport due to the small weight of domestic traffic.

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

In the second quarter of 2017, the combined weight of goods loaded and unloaded in the **inland ports**⁴ of Hungary was 1.7 million tonnes, which was 11% more than in the same period of 2016. Goods loaded accounted for 70% (1.2 million tonnes) of the **weight of** all loaded and unloaded goods.

Within the total loaded weight, 46% came from agriculture, hunting and forestry, fish and other fishing products, 22% from coke and refined petroleum and an additional 7.6% from the turnover of products included in the goods group of chemicals and chemical products.

In the first half of 2017, approximately the same volume of 2.5 million tonnes of goods (+100.3%) was loaded in the inland ports of Hungary as in the same period of 2016: the drop in turnover (–15%) caused by ice drifting in the Danube at the beginning of the year was offset by the relatively large volume increase of the second quarter (11%).

In air freight transport, the volume of goods traffic at **Budapest Ferenc Liszt International Airport** was 21.5 thousand tonnes in the second quarter of 2017, i.e. 13% higher than in the second quarter of 2016.

Passenger transport

The number of travellers using local and interurban passenger transport decreased by 0.5% in the second quarter of 2017 compared to the same period of the previous year while the performance expressed in passenger-kilometres increased by 4.7%.

In **interurban passenger transport**, from April to June 2017, passenger traffic (163 million passengers) decreased by 1.9%, while the performance measured in passenger-kilometres increased by 5.1% according to raw data (7.4 billion) and by 6.3% based on seasonally adjusted data compared to the second quarter of 2016. In bus traffic, a 2.7% decrease was recorded in the number of passengers carried and a 3.9% increase in passenger kilometres. In rail traffic, there was essentially no change in passenger number (+0.4%) and the passenger-kilometre performance grew by 1.1%. In air passenger transport⁵, the number of passengers and the performance both increased by 16%. The number of ship passengers was 15% higher than in the second quarter of 2016.

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, 32% of them travelled by bus and 27% of them travelled by rail in the second quarter of 2017.

In the first six months of the year, the number of passengers carried in urban and interurban passenger transport decreased by 0.8% and parallel with the increase of the average distance travelled, the performance measured in passenger-kilometres grew by 3.9% compared to the data of the first half of 2016.

⁴ 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.

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

Figure 5

Changes in interurban passenger transport performance

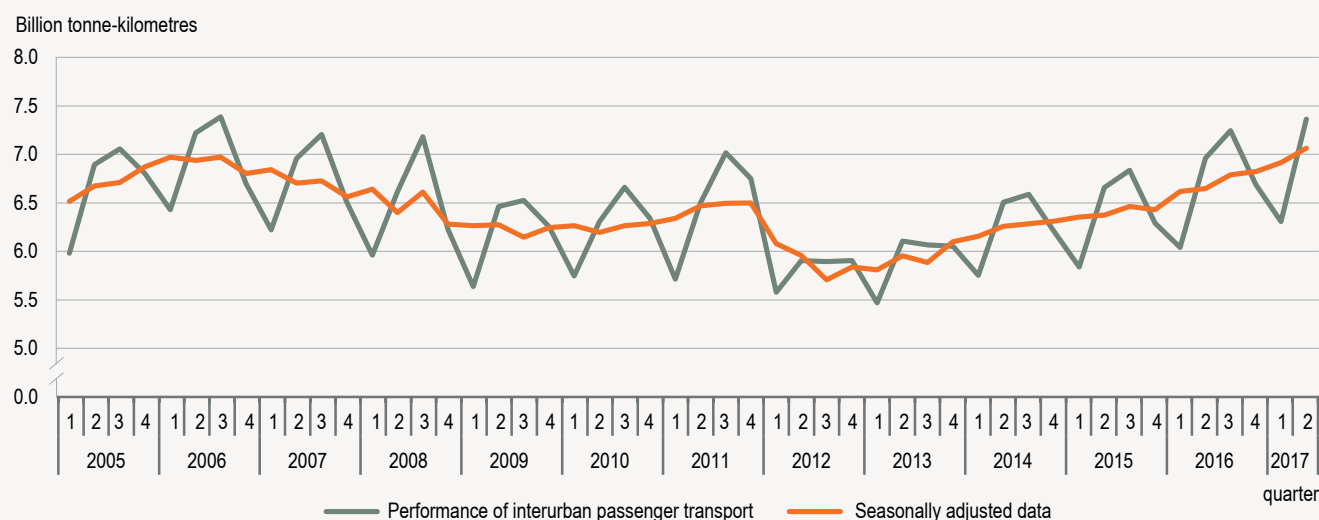
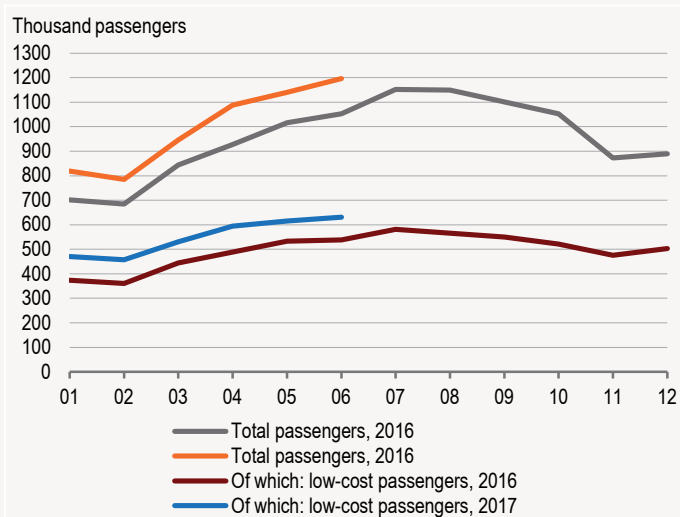


Figure 6

Number of passengers per month at Budapest Ferenc Liszt International Airport

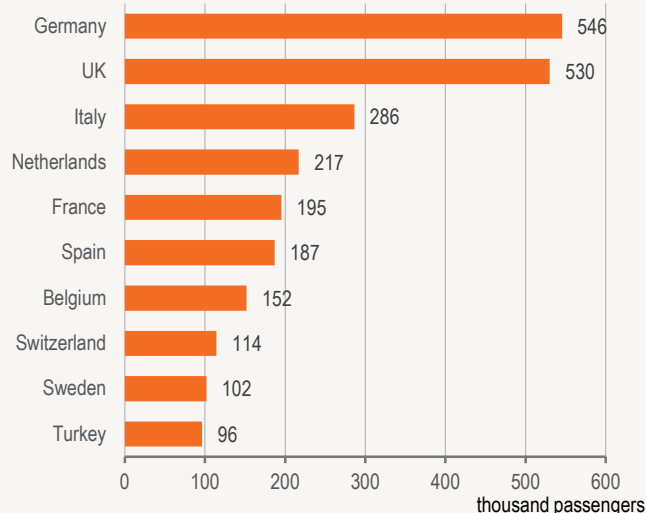


Passenger traffic at **Budapest Ferenc Liszt International Airport**, in relations of 48 countries, grew by 14% to 3.4 million persons in the second quarter of 2017. This passenger traffic was achieved with a total of 26.6 thousand flights, which was 4.3% more than a year earlier. Air France, Easyjet, KLM, Lufthansa, Ryanair, and Wizzair were the main air carriers. In both the total and the scheduled traffic, most passengers were sent and received by the airports of Germany, the United Kingdom, Italy, the Netherlands and France (listed in descending order). After three years Germany was ranked first in the number of passengers in the second quarter of 2017. This was mainly due to the fact that, in addition to existing flights, new flights were launched to German airports (e.g. Berlin-Schönefeld, Cologne, Stuttgart) and therefore passenger traffic to Germany increased by 26.3%.

In airport passenger traffic, the proportion of low-cost airlines, considering the number of passengers, was 54%. The seat occupancy of low-cost airlines increased from 87% to 89% and that of traditional airlines from 80% to 84% compared to the second quarter of the previous year.

In the second quarter of 2017, passenger traffic at **Debrecen Airport** grew by 7.1% to 80.3 thousand and its number of flights by 6.9% to 746 compared to the same period of the previous year.

Passenger traffic of Budapest Liszt Ferenc International Airport by main country, 2nd quarter of 2017



In the second quarter of 2017, the number of passengers (538 million) was stagnant in **local passenger transport**, while the passenger kilometres travelled (2 billion) slightly increased by 1% compared to a year earlier. In the bus transport of Budapest the number of passengers grew by 4.0%, and the passenger kilometres travelled increased by 5.8%. The increase was mainly due to the fact that during the reconstruction of the tramway network in Budapest, tram replacement buses were used, generating additional traffic.

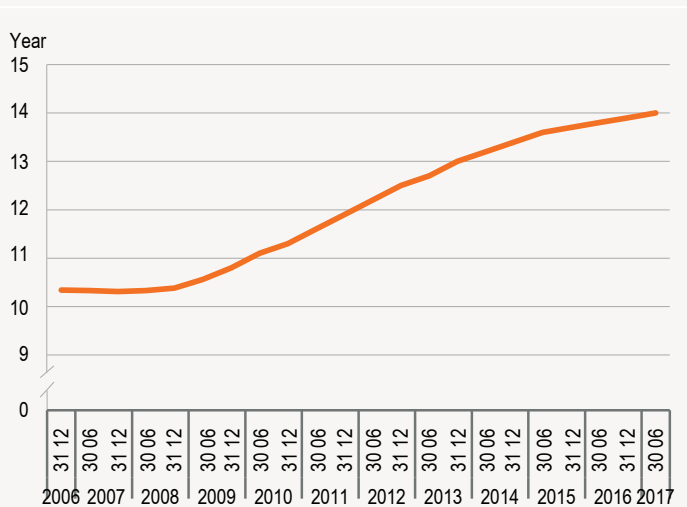
Road vehicle fleet

On 30 June 2017, the **number of road motor vehicles** was 4.1 million, of which the number of passenger cars was 3.4 million. At the end of June 2017, the number of passenger cars in circulation in Hungary was 3.9% higher compared with a year earlier and 2.7% higher compared with half a year earlier. In the first half of 2017, the number of motorcycles grew by 6.0%, that of buses by 3.1%, that of road tractors by 5.4% and that of lorries by 3.2%. The average age of vehicles grew to 13.9 years including rises of 0.1 year for both road tractors and passenger cars (to 8.4 and 14.0 years respectively), and lorries (by 0.2 years) to 12.9 years. In

contrast, the average age of buses and motorcycles decreased (by 0.2 years) to 13.9 and 18.1 years respectively.

Figure 8

Average age of the car fleet



In the second quarter of 2017, the number of passenger cars **registered for the first time** in Hungary was 69 thousand, 8.4% more than in the base period. Ford, Opel and Volkswagen brands jointly accounted for 29% of passenger cars registered for the first time in Hungary. Second hand cars accounted for 53% of the stock registered for the first time – 3.1 percentage points less year-on-year –, this indicator was 22% in the same period of 2010.

In the second quarter of 2017, the number of motorcycles, buses and road tractors registered for the first time in Hungary grew year-on-year by 0.2%, 3.6% and 12% respectively, while that of lorries fell by 8%. 72% of motorcycles and 58% of buses were registered as second hand vehicles, while 79% of road tractors and 55% of lorries were registered as new vehicles.

Road traffic accidents involving personal injury

In the second quarter of 2017, the number of **road traffic accidents involving personal injury** increased by 0.8% to a total of 4,324 according to both raw and seasonally adjusted data compared to the second quarter of the previous year. 128 people died in these accidents, and there were 1,465 serious and 4,115 minor injuries. 455 children injured in accidents and 3 died. During these accidents, the number of traffic offenses increased year-on-year (+0.5%): the most common (31%) was speeding. The rules for the change of direction were not respected in 1,119 cases (28%), the priority was not given in 1,071 cases (27%). The number of such offenses increased by 8%.

In the second quarter of 2017, **the number of fatal accidents was 115, i.e. 11% less than a year earlier.** There were 3.2% more accidents resulting in serious injuries and 0.3% more accidents with light injuries.

In the second quarter of 2017, **72% of the accidents occurred inside built up area.** Motorways saw a 2% year-on-year increase in the number of accidents. As an average for all motorways, the number of accidents per 100 km motorway was 8.8, the lowest (2.3) on M6 and the highest on M1 and M0 (16 and 29 respectively).

In the second quarter, 60% of the accidents were caused by cars, 13% by bicycles and 8.9% by lorries. Passenger vehicles caused 0.3% less accidents year-on-year.

In the second quarter of 2017, **the number of accidents caused by drunk drivers decreased by 12% to 361, which was 8.3% of all accidents.** 4.7% of accidents caused by pedestrians and 6.9% of accidents caused by car drivers were caused in intoxicated state. Drunken motorcyclists caused more than twice as many (23), while drunken moped drivers 12% 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 approximately 25%.

In the first half of 2017, both the number of accidents and that of those injured in accidents decreased, but the number of deaths rose by 1 person to 268. The number of accidents was 3.8% lower and that of the injured 2.3% lower than in the same period of 2016. In the first six months of the year, 2.4% fewer fatal accidents resulted in 0.4% more deaths.

Figure 9

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

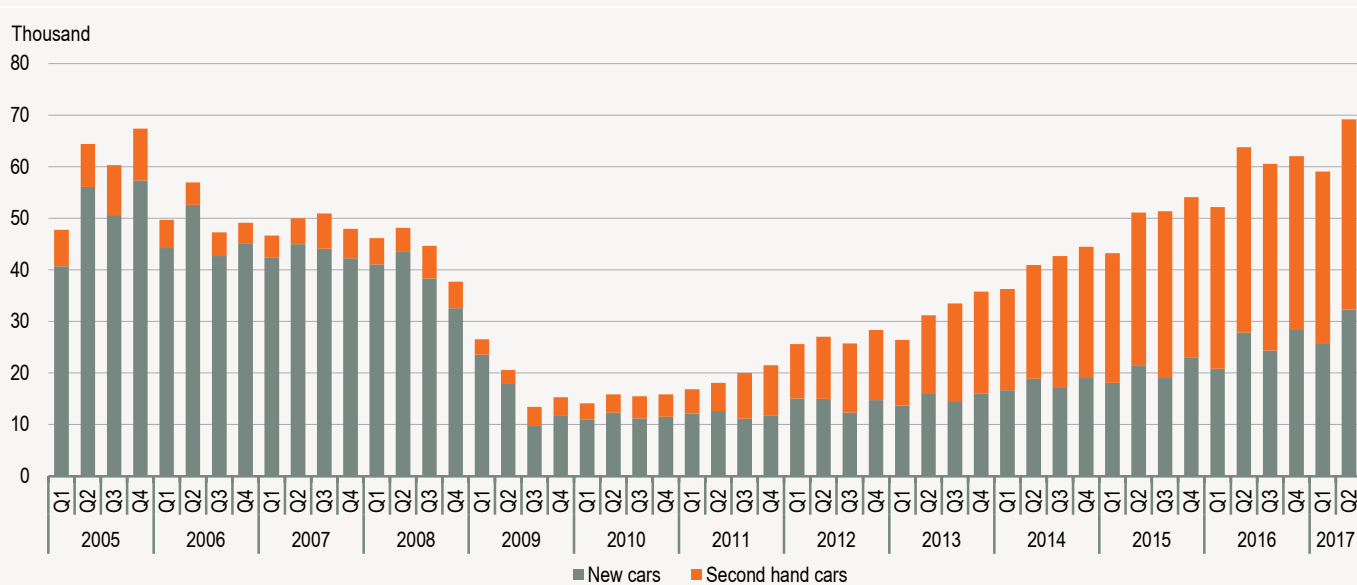


Figure 10

Changes in the number of accidents

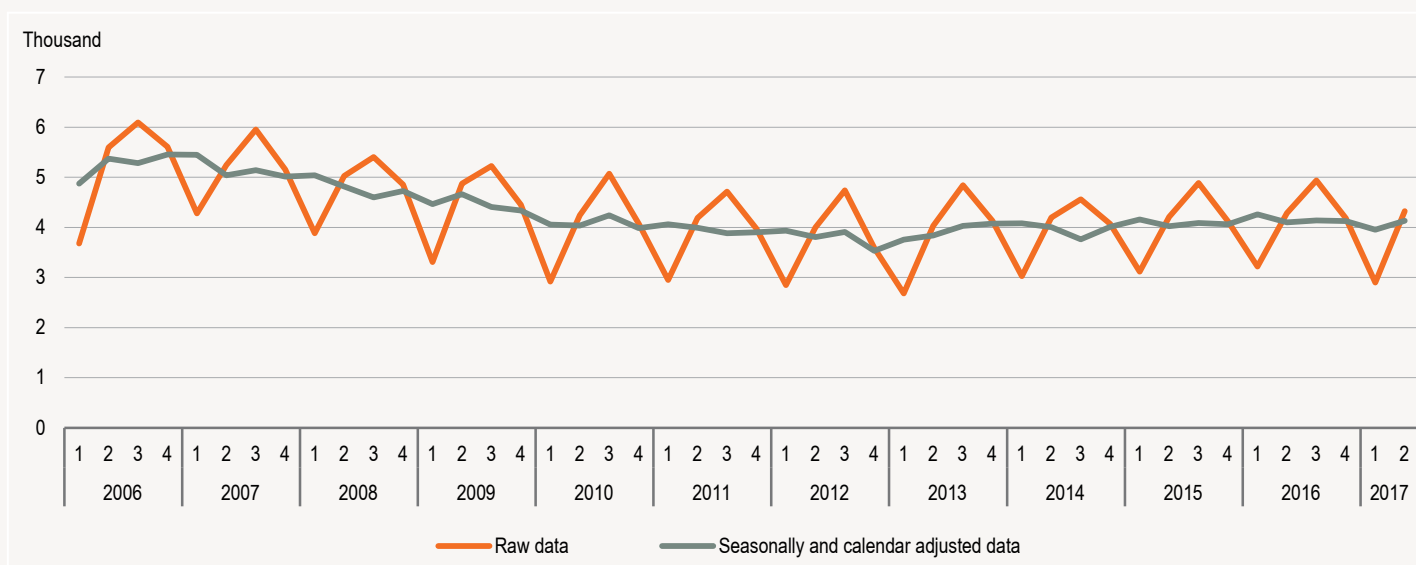


Table 1

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, second quarter of 2016	Second quarter of 2017	
		number of accidents	Changes in accidents, second quarter of 2016 =100.0%
Driver error	117	103	88.0
From this:			
inappropriate use of speed	48	44	91.7
not granting priority	17	18	105.9
non-compliance with the rules for change of direction, progress and turnings	32	23	71.9
Pedestrian error	8	12	150.0
Failure of passengers, technical problems with vehicle, track error and other reasons	4	–	X
Total	129	115	89.1

Further information, data (links):

[Tables](#)[Tables \(STADAT\)](#)[Methodology](#)

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