

Transport performances and road traffic accidents, Quarter 4 2018

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Summary

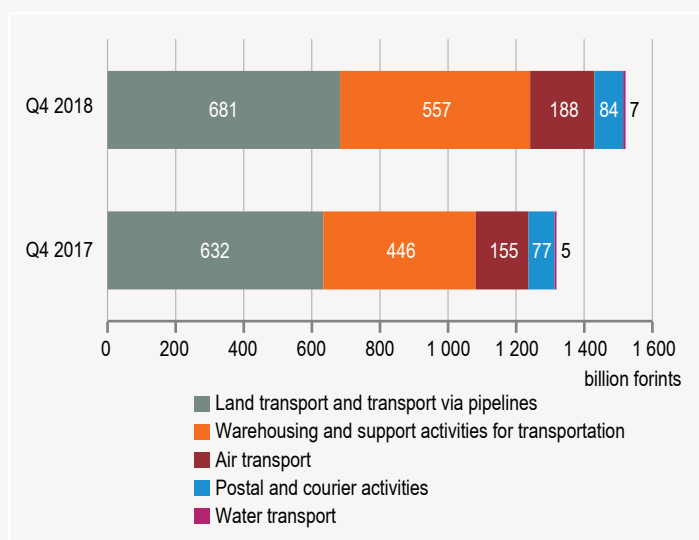
In the fourth quarter of 2018, passenger kilometre performance grew by 2.6% in interurban passenger transport and freight tonne-kilometre performance decreased by 6.9% in goods transport compared to the same period of 2017. In the period under review, 92 thousand vehicles were registered for the first time in Hungary, 3.2% fewer than in the fourth quarter of 2017. In October-December 2018, there were 4,335 road traffic accidents involving personal injury, 0.6% more than in the same period of the previous year, while the number of fatal accidents decreased by 13%.

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 storage¹ were HUF 1,500 billion **at current prices** in the fourth quarter of 2018, which was 15% higher than in the base period.

Figure 1

Sales revenue in the section of transportation and storage



According to the data of institutional² labour statistics, in the fourth quarter of 2018 the **number of full-time employees** in the section of transportation and storage was 200 thousand, i.e. 1.5% higher than a year earlier. At the same time, **average monthly gross earnings²** per capita were HUF 328 thousand, 11% higher than a year earlier, but still below the national average.

Goods transport

In the fourth quarter of 2018, the **weight of goods transported** (76 million tonnes), increased by 4.7% compared to the fourth quarter of 2017. Within this road transport grew by 8.5% and pipeline transport by 7.3%, while rail transport decreased by 1.0% and inland waterway transport by 47%. 65% of the total volume was transported on road and 19% on rail. The proportion of road transport was even more dominant (82%) in domestic transport. In case of rail, pipeline and inland waterway transport, the international performance is still dominant.

According to both raw and seasonally adjusted data, the **performance** of goods transport (13.6 billion freight tonne-kilometres) decreased by 6.9% compared to the fourth quarter of the previous year. Based on raw data, the performance of goods transport dropped by almost half on inland waterways, by 7.2% on public roads, by 5.1% on railways and by 3.8% in case of pipelines. Out of the total performance of freight transport, road transport accounted for 62%, rail transport for 21%, pipeline transport for 15% and inland water transport for 2.0%.

In the fourth quarter of 2018, **international** freight transport fell year-on-year by 8.7% in volume and by 12% in freight tonne kilometres. In case of **domestic** transport, the former increased by 13%, and the latter by 6.7%.

In 2018, goods transport grew by 5.7% in volume (to 305 million tonnes) and fell by 4.9% in performance (to 58 billion tonne-kilometres) compared to 2017. In domestic traffic, the volume of goods transported increased by 13% and their tonne-kilometre performance by 6.4%, while in international traffic, these indicators decreased by 6.2% and 9.0% respectively.

By volume, 68% of goods were transported by road, 17% by rail, 13% by pipeline and 2.3% by ship. In the total performance of goods transport, roads accounted for 66%, rails for 18%, pipelines for 13% and inland waterways for 2.8%.

In the fourth quarter of 2018, the **performance of road goods transport** measured in freight tonne-kilometres exceeded 8.4 billion freight tonne-kilometres. The **volume** of goods transported by enterprises was close to 50 million tonnes exceeding the data of the fourth quarter of 2017 by 8.5%. The average transport distance decreased by 14% to 171 km compared to the same period of the previous year and the proportion of empty mileage increased by 1.6 percentage points. **National** freight traffic grew by 15% in volume and by 8.5% in freight tonne-kilometres, while the same indicators in **international** traffic decreased by 15% for both.

79% of road transport performance was generated by the activities of **enterprises grouped into the transport section**, which moved 1.0% more goods (29 million tonnes), while their performance was 6.8% lower than

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 (H) transportation and storage section.

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

Figure 2

Changes in goods transport performance



Figure 3

Changes in road haulage performance by sectoral classification of carrier

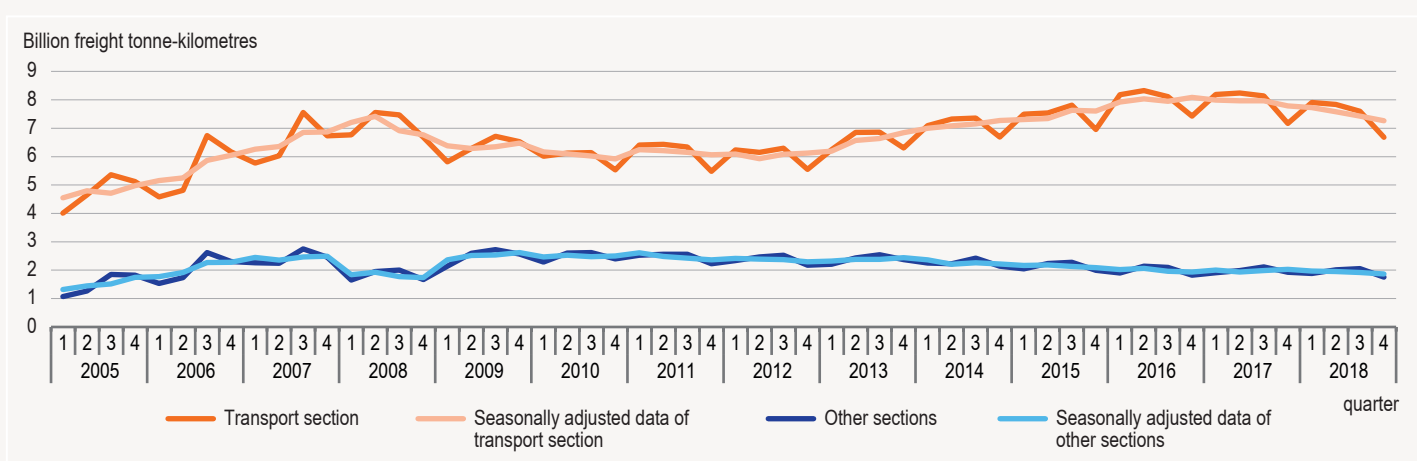
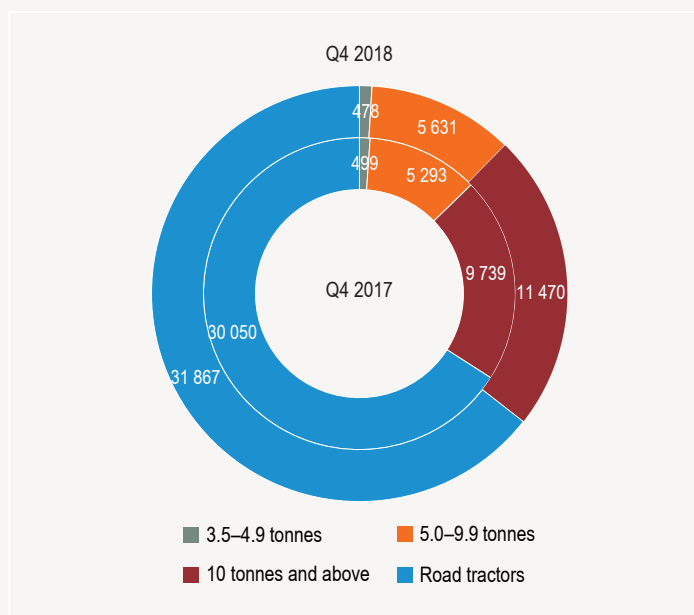


Figure 4

Volume of road freight transport by carrying capacity category, thousand tonnes



in the fourth quarter of 2017. Goods transported by enterprises grouped into other sectors grew by 21% in volume (20 million tonnes) and their performance decreased by 8.9% in freight tonne-kilometres.

Based on seasonally adjusted data, the performance of enterprises grouped into the transport sector fell by 6.7% and that of enterprises classified into other sectors by 7.8%.

Enterprises principally engaged in providing transportation services have made better use of their vehicles than enterprises grouped into other sectors (the proportion of empty mileage was 18% and 27% respectively).

In the observed period, transport for hire or reward decreased by 2.3% in volume and by 8.9% in performance. Transport on own account, which is mainly for the domestic market and has a smaller share, grew by 45% in volume and by 7.7% in performance compared to the fourth quarter of 2017.

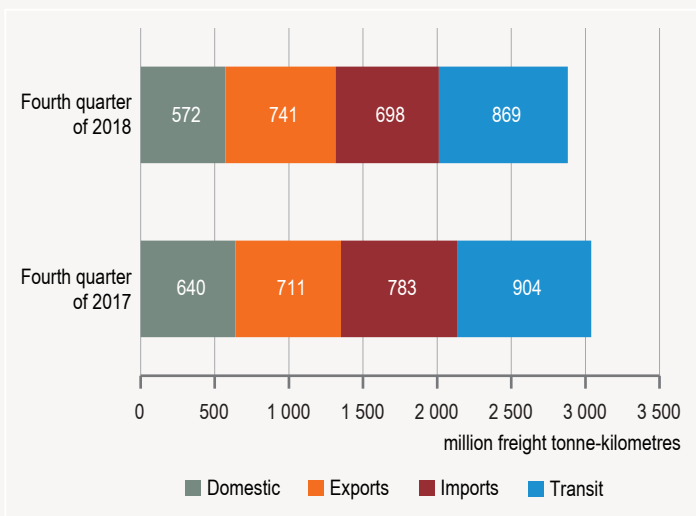
In 2018, road goods transport exceeded 206 million tonnes in volume and was close to 38 billion freight tonne-kilometres in performance according to preliminary data.

In the fourth quarter of 2018, the weight of goods transported by rail (14.4 million tonnes) decreased by 1.0% compared to the fourth quarter of last year. Volumes fell by 4.5% for domestic and by 1.3% for import transport, grew by 3.7% for exports and stagnated for transit transport.

Performance (2.9 billion freight tonne-kilometres) dropped by 5.2% compared to the fourth quarter of 2017. In domestic and international traffic, transport performances fell by 11% for imports, by 3.9% for transit transport and grew by 4.2% for exports.

Figure 5

Performances of rail goods transport



In the fourth quarter of 2018, **inland waterway freight transport** decreased by 47% in volume (1.2 million tonnes) and by 49% in **performance** expressed in freight tonne kilometres (278 million tonne-kilometres) compared to the same period of 2017.

Due to the extremely low water level, the transportation of goods significantly decreased on the Hungarian and other sections of the Danube in the fourth quarter. The usable cargo carrying capacity of ships considerably fell, frequently by one-third or one-fourth. As a result, tens of thousands of tonnes of goods were not shipped on time although the most urgent items were transported by rail or road. On the Hungarian section, transit transport fell by almost half (46%), while the volume of domestic deliveries dropped even more, by 62% compared to the same period of the previous year, however, in the latter case the decline was somewhat more moderate (29%) in tonne-kilometres. The weight and performance of goods loaded reached just over four tenths of the respective values a year earlier. Import transport decreased by 45% in tonne kilometres and by 33% in volume.

In inland waterway freight transport, ships under Hungarian flag accounted for 11% of the total goods transported and 12% of the total performance measured in freight tonne kilometres.

In the fourth quarter of 2018, the combined weight of goods loaded and unloaded **in the inland ports** of Hungary was 0.9 million tonnes, 43% less than in the same period of 2017. Goods unloaded accounted for 53% of the weight of all loaded and unloaded goods.

In 2018, **domestic ports** handled 5.2 million tonnes of goods. Due to the low water level of the Danube, which was typical during the whole year, the volume of inland waterway transport dropped by 10% on an annual basis. The volume of traffic increased (by 35%) in the first quarter and then steadily declined in the following quarters.

In air freight transport, the volume of goods traffic at **Budapest Ferenc Liszt International Airport** was 27 thousand tonnes in the fourth quarter of 2018, i.e. 17% higher than in the fourth quarter of 2017.

Passenger transport

The **number of travellers** using local and interurban passenger transport decreased by 0.8% in the fourth quarter of 2018 compared to the same period of the previous year, while the **performance** expressed in passenger-kilometres increased by 0.6%.

In 2018, the number of passengers carried by local and interurban lines and the performance measured in passenger-kilometers both decreased by 1.1% compared to 2017.

In **interurban passenger transport**, from October to December 2018, passenger traffic (161 million passengers) decreased by 2.0%, while the performance measured in passenger-kilometres (7.3 billion) increased by 2.6% according to raw data and by 2.1% based on seasonally adjusted data compared to the fourth quarter of 2017. Bus traffic saw a 2.5% fall in the number of passengers carried and a 0.3% increase in passenger kilometres. Rail traffic showed a 0.8% decrease in passenger number and a 0.4% drop in passenger-kilometre performance. In air passenger transport³, the number of passengers increased by 9.8% and the performance by 10%.

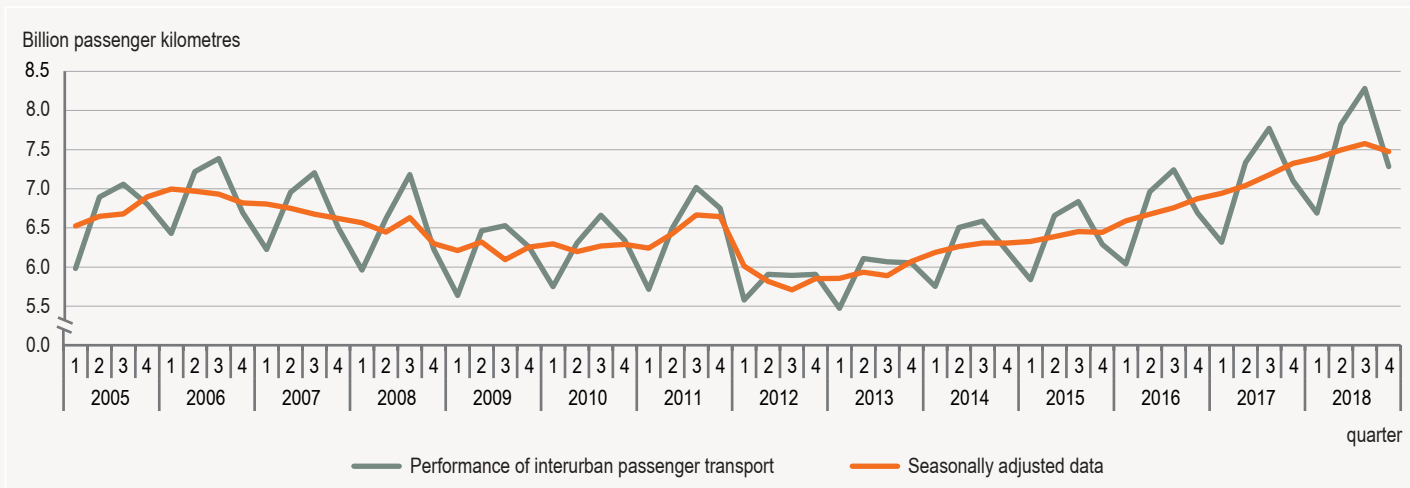
In **domestic** long-distance passenger transport, the share of bus traffic (77%) was decisive, rail passenger traffic reached a share of 23%.

In **international** passenger traffic, 38% of passengers when used the services of resident enterprises in the reference period travelled by plane, 35% of them travelled by bus and 27% of them travelled by rail.

In 2018, the number of passengers (636 million) carried by interurban (domestic and international) lines decreased by 1.1%, but the performance increased by 5.4% in passenger kilometers (to 30 billion) compared to 2017. In international traffic, the number of passengers increased by 16% and the passenger kilometre performance by 15%, while domestic traffic dropped by 1.4% in volume and by 0.9% in performance.

Figure 6

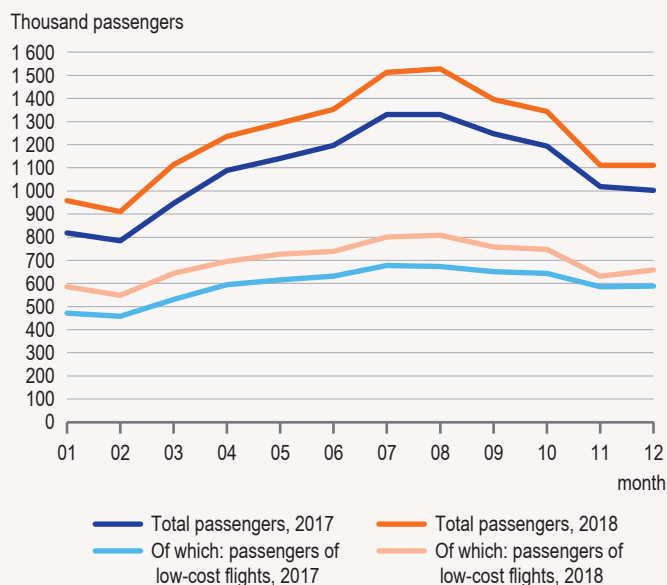
Changes in interurban passenger transport performance



³ Figures contain data on the passenger transport of Hungarian air carriers passing through Hungary.

Figure 7

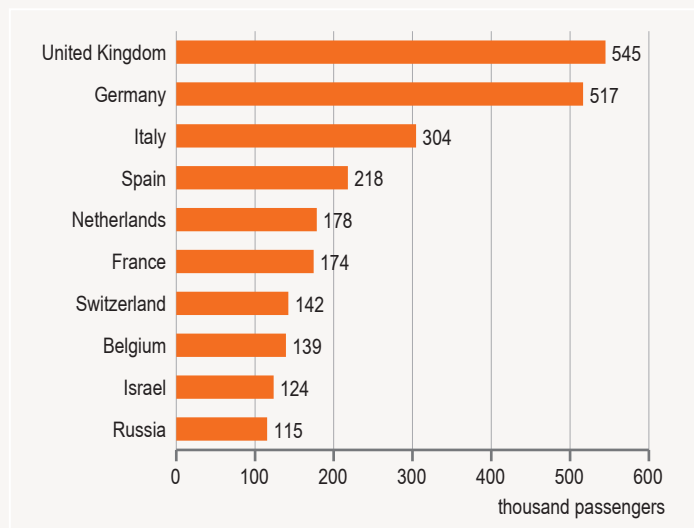
Number of passengers per month at Budapest Ferenc Liszt International Airport



Passenger traffic at **Budapest Ferenc Liszt International Airport**, in relations of 51 countries, grew by 11% to 3.6 million persons in the fourth quarter of 2018. This passenger traffic was achieved with a total of 28 thousand flights, which was 11% more than a year earlier. Wizzair, Ryanair and Lufthansa were the main air carriers. Most passengers were sent and received by the airports of the United Kingdom, Germany, Italy, Spain and the Netherlands (listed in descending order). In airport passenger traffic, the proportion of low-cost airlines, considering the number of passengers, was 57%.

Figure 8

Passenger traffic of Budapest Liszt Ferenc International Airport by main country, 4th quarter of 2018



In the fourth quarter of 2018, **Debrecen Airport** saw a 15% rise to 84 thousand in passenger traffic and a 12% growth to 706 in the number of flights compared to the same period of the previous year.

In 2018, passenger traffic at **Ferenc Liszt Airport** (14.9 million people) increased by 14% and the number of flights (115 thousand) grew by 12%.

In 2018, the **Debrecen Airport** saw a 20% increase in passenger traffic to 383 thousand and a 15% rise in the number of flights to 3.2 thousand.

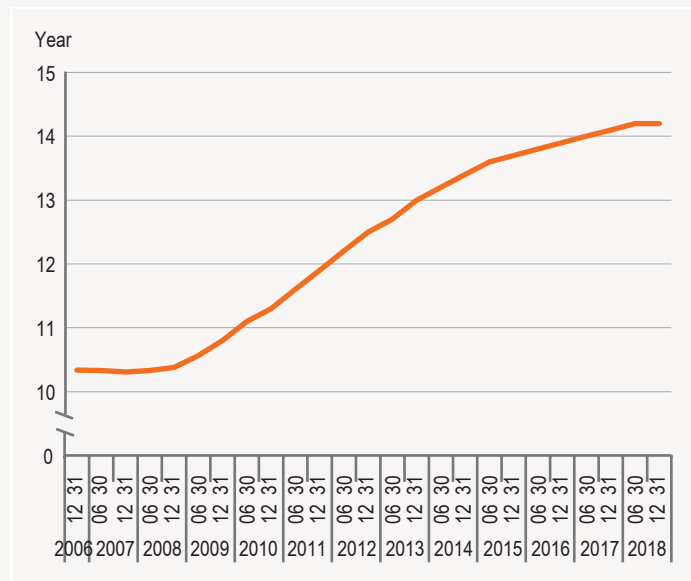
In the fourth quarter of 2018, the number of passengers in **local passenger transport** declined by 0.4% to 540 million, while the figure of passenger kilometres travelled increased by 0.6% to 2.1 billion compared to a year earlier. Replacement buses put into circulation due to renovation works on metro 3 further increased the performance data of bus transportation which was already the most important mode of transport in the country. The share of bus and coach transport was 54% in passenger numbers (290 million persons) and 58% in passenger kilometres (1.2 billion). Within bus transport, the share of Budapest was 57%.

Road vehicle fleet

As of 31 December 2018, more than 4.4 million **road motor vehicles** were in circulation in Hungary including 3.6 million passenger cars, 504 thousand lorries, 176 thousand motorcycles, 77 thousand road tractors and 19 thousand buses. Over six months, the **average age of motor vehicles** grew by 0.1 to 14.2 years including no change for passenger cars and lorries and increases of 0.5 year for motorcycles and 0.1 year for road tractors. In contrast, the average age of buses decreased by 0.2 years.

Figure 9

Average age of the car fleet

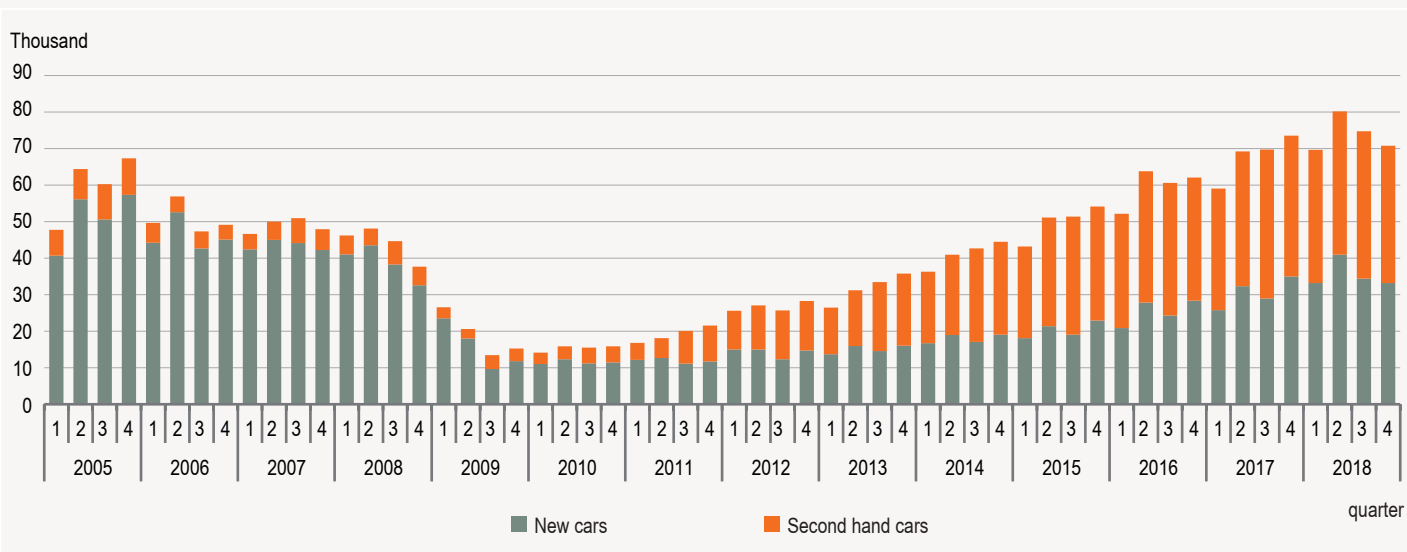


In the fourth quarter of 2018, the number of **passenger cars registered for the first time** in Hungary was 71 thousand, 3.8% fewer than a year earlier, the first decline since the second quarter of 2010. Volkswagen, Ford and Opel brands jointly accounted for 29% of passenger cars registered for the first time in Hungary. The proportion of second hand cars was 53% within all cars registered for the first time. Compared to the previous year, this share steadily decreased from the second quarter of 2016 to the third quarter of 2018, in the fourth quarter, it was 0.9 percentage point lower quarter-on-quarter and 0.6 percentage point higher year-on-year. (The same indicator was 27% in the fourth quarter of 2010)

In the fourth quarter of 2018, 15% more motorcycles, 8.6% more buses and 2.1% more lorries and 13% fewer road tractors were registered for the first time in Hungary than a year earlier. 73% of motorcycles were registered as second hand vehicles, while 74% of road tractors, 56% of buses and 61% of lorries were registered as new vehicles.

Figure 10

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



Road traffic accidents involving personal injury

In the fourth quarter of 2018, the number of road traffic accidents involving personal injury increased by 0.6% according to raw data and by 0.4% based on seasonally adjusted data to a total of 4,335 compared to the fourth quarter of the previous year. These accidents involved 167 fatal, 1,425 serious and 4,180 minor injuries and included 429 child injuries and 1 child fatality.

The number of traffic offenses committed by drivers during accidents was 3,952 almost as many as in the fourth quarter of 2017. Speeding was the most common (1,336) traffic offense within road traffic accidents involving personal injury, but denied priority (1,094) and non-observance of traffic regulations (1,071) had also led to accidents in many cases.

In the fourth quarter of 2018, the number of fatal accidents decreased by 13% to a total of 151 compared to same period last year.

The number of serious accidents increased by 4.1% and that of slight accidents stagnated.

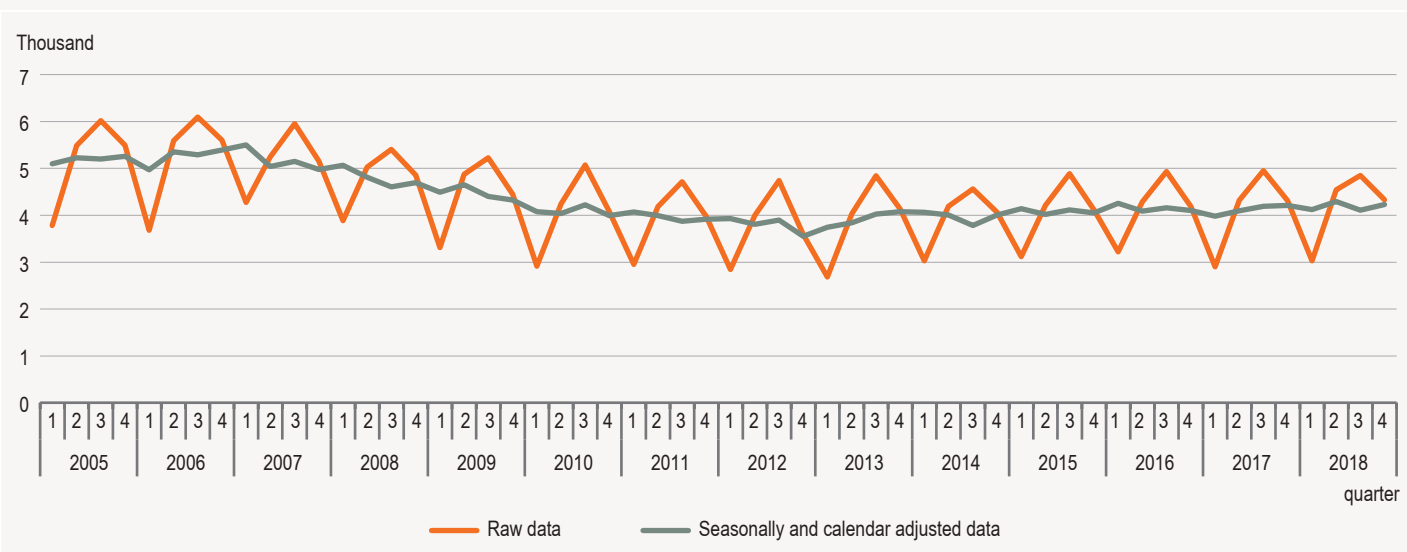
In the fourth quarter of 2018, more than two-thirds of accidents (69%) occurred inside built up area. Motorways saw an 8.8% decrease in the number of accidents year-on-year. As an average for all motorways, the number of accidents per 100 km motorway was 7.9, the lowest on M6 (4) and the highest on M3 (28).

In the fourth quarter, 69% of accidents were caused by car drivers, 8.1% by cyclists and 8.8% by lorry drivers. The drivers of passenger vehicles caused 0.7% more accidents year-on-year.

In the fourth quarter of 2018, 364 accidents were caused by drunk drivers (8.4% of all accidents), 6.2% fewer than in the same period of the previous year. 5.7% of accidents caused by pedestrians and 8.7% of accidents caused by car drivers were caused in intoxicated state. Car drivers accounted for more than two thirds of road traffic accidents

Figure 11

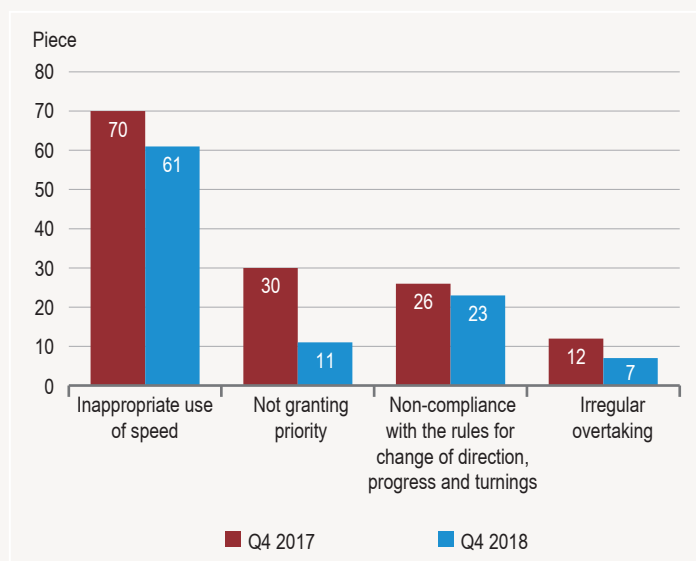
Changes in the number of accidents



involving personal injury caused under the influence of alcohol, while in case of cyclists the relevant figure was almost one fourth.

Figure 12

Number of fatal road accidents caused by drivers by cause of accident, quarter 4 2018



In 2018, the number of accidents increased by 1.6%, while of those injured in accidents was 1.3% higher than in 2017. The number of fatal accidents decreased by 2.1% (from 575 to 563 accidents), while the number of people killed in accidents increased by 0.6%. In 2018, a total of 629 people died in road traffic accidents involving personal injury.

Further data, information (links):

[Tables](#)

[Tables \(STADAT\)](#)

[Methodology](#)

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