

## Transport performances, Quarter 4 2012

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### Introduction

Year-on-year, goods transport decreased by 7% in volume and by 4% in performance expressed in freight tonne kilometres in quarter 4 2012 and by 7 and 2% respectively in 2012. The volume and performance of urban passenger transport dropped by 3% in quarter 4 2012 and by 2% and 1% respectively in the whole year. 2012 saw no significant change in the number of interurban passengers and, as a result of the closing down of Malév, a 12% drop in the passenger kilometre performance.

### Goods transport

In quarter 4 2012, the volume of goods transported – 62 million tonnes – decreased by 7% year-on-year. By transport modes, rail, road and pipeline transport decreased by 12%, 7% and 11% respectively while a 38% rise was seen in inland waterway transport. 66% of the total volume was transported on road, 19% on rail. The proportion of road transport was more dominant (82%) in domestic transport – while in case of rail, inland water, pipeline and air transport the international performance was more significant.

Year-on-year, the performance expressed in freight tonne-kilometres (12 billion freight tonne-kilometres) decreased by 4%. There was no change in pipeline transport and a 38% rise in inland waterway transport but – because of the low share of inland waterway transport – it was not able to offset a 14% slump in rail transport and a 2% drop in road transport. Out of the total performance of freight transport, road transport accounted for 64%, rail transport for 19%, pipeline transport for 13% and inland waterway transport for 4%.

Figure 1

### Goods transport performances by mode of transport



**International transport** decreased by 5% in volume and by 3% in performance expressed in freight tonne kilometres. **Domestic transport** declined by 9% in volume and by 4% in performance expressed in freight tonne kilometres.

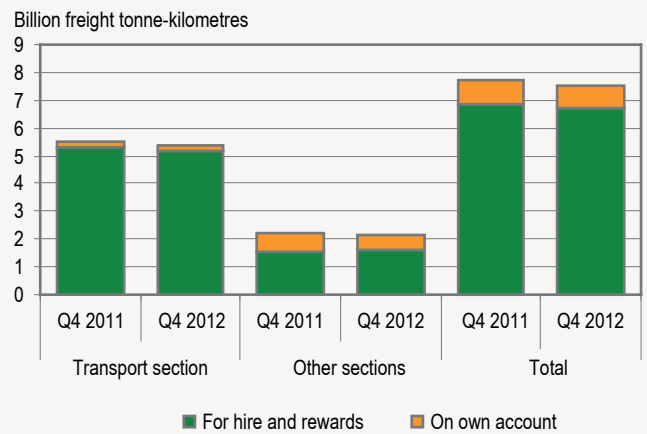
Year-on-year, the volume of goods transport decreased by 7% to 248.4 million tonnes; while the performance of goods transport dropped by 2% to 50 billion freight tonne kilometres.

**Domestic road goods transport** decreased by 10% and international road goods transport increased by 9% compared to the reference period. The decrease in the performance of road transport may result from a change in the road vehicle fleet. Road vehicles under monitoring with a loading capacity of over 3.5 tonnes increasingly take part in long-distance international goods transport. One part of domestic freights is transported by vehicles with a loading capacity of less than 3.5 tonnes whose performance is not properly covered by statistics in line with the European practice.

**The performance of road goods transport measured in freight tonne kilometres** decreased by 2%. This performance was due to a 13% slump in domestic transport and a 3% rise in international transport. Considering international and domestic transport as a whole, fewer goods were moved for a relatively longer distance. The average transport distance increased by 4%, while the proportion of empty running decreased by 1 percentage point presumably due to better transport logistics. As a result of the considerable participation of enterprises classified into the transport section, in international transport, this group accounted for 53% of the volume transported and for 71% of road transport performances.

Figure 2

### Performances of road goods transport by section, quarter 4 2012



The performance of own account transport decreased considerably by 9% and that of hire and reward transport by 2% year-on-year. Own account transport showed no change in the proportion of empty running, while the

hire and reward transport had a 1 percentage point drop in the respective figure. Vehicles of corporations as well as of those in the transport section continued to be better exploited with 21-19% empty running; this indicator was 32% for sole entrepreneurs and 28% for those operating in other sections.

*Year-on-year, the volume and freight-kilometre performance of road goods transport decreased by 10% and 3% respectively in 2012.*

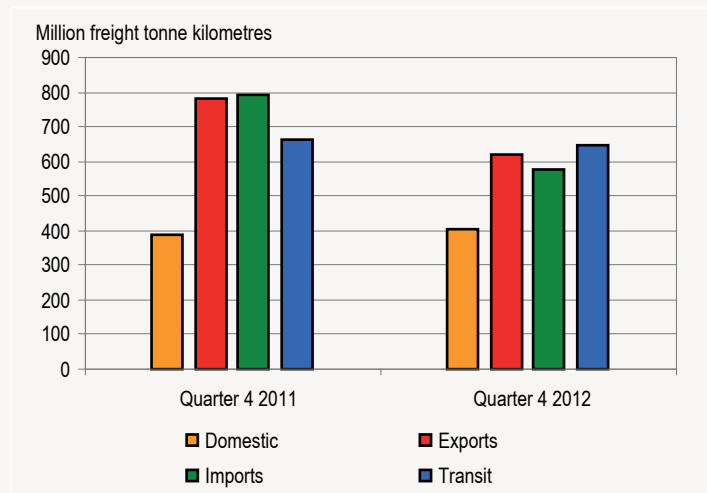
**Rail goods transport**, expressed in tonnes, decreased by 12% in volume year-on-year. **The volume of international transport** declined by 17%, within which exports and imports both decreased by 21%, while there was no change in the performance of transit traffic.

Performance expressed in **freight tonne kilometres** also decreased by 14% year-on-year, all of the bigger rail companies reported a decrease. The performance of domestic goods transport increased by 4%, while international transport declined by 20, 27 and 2% in exports, imports and transit traffic respectively year-on-year. International transport had an average length of haul of 201 km in exports and of 193 km in imports, while the respective figure for the transit transport was 269 km.

*The volume and performance of rail goods transport decreased by 3% to 46.2 million tonnes and by 1% to 9.0 billion freight tonne kilometres respectively in 2012.*

Figure 3

**Performances of rail goods transport**



In quarter 4 2012, **inland waterway goods transport** increased year-on-year by 38% both in volume and in performance expressed in freight tonne kilometres. Domestic transport, imports, exports as well as the transit traffic increased by 38, 74, 22 and 41% respectively, resulting in a volume growth. In inland waterway transport, ships under Hungarian flag accounted for a proportion of 10% of total goods transported and for 12% of the total performance.

*Year-on-year, the volume and freight kilometre performance of goods moved on the Hungarian section of the Danube increased by 11% and 6% respectively.*

In air goods transport, in quarter 4 2012, the goods traffic of **Budapest-Ferenc Liszt International Airport** was 16.8 thousand tonnes, a 7% decrease year-on-year.

*In 2012, the cargo traffic of the airport declined by 11% year-on-year to 61.9 thousand tonnes.*

**Passenger transport**

**In October-December 2012, interurban passenger transport saw a 1% drop in the number of passengers and a 15% slump in the performance** expressed in passenger kilometres compared with the same period a year ago. Air passenger traffic<sup>1</sup> showed a 65% fall in the number of passengers and a 62% slump in performance. No change was seen in the number of bus passengers and a 3% drop in that of train passengers.

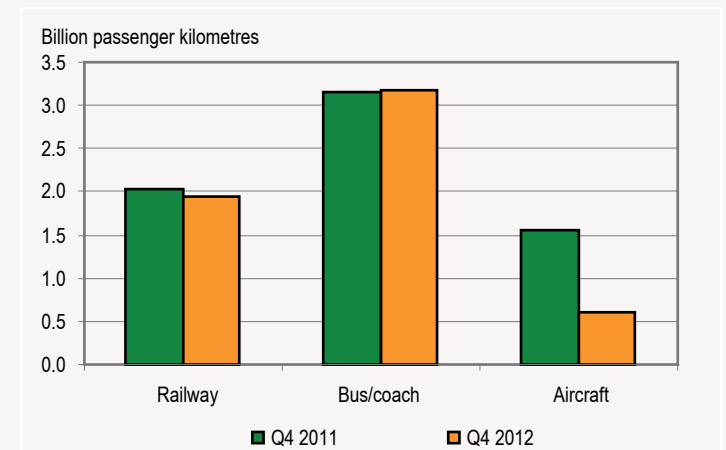
In domestic long-distance passenger transport – concerning the number of passengers carried – bus/coach traffic had a significant proportion of approximately 80%.

As a result of the closing down of Malév, the leading role of air traffic came to an end in international passenger transport. A major part of the missing performance was taken over by foreign carriers. Among the customers of resident companies, there was a change in the modal split: rail transport accounted for 47%, bus transport for 28% and air transport for 25% respectively in the reference period. (In quarter 4 2011, air traffic accounted for 47% of outbound passengers).

*In 2012, there was no significant change in the number of interurban passengers (it increased by 1.8 million people to 667.7 million year-on-year) and a 12% fall to 23 billion passenger kilometres in performance year-on-year. International transport showed a significant downturn with a 27% fall in the number of passengers and a 46% slump in passenger kilometre performance year-on-year.*

Figure 4

**Passenger transport performances by mode of transport**



Passenger traffic at **Budapest Ferenc Liszt International Airport**, in relations of 53 countries, was 2.0 million persons in quarter 4, a 4% decrease year-on-year. This passenger traffic was achieved with a total of 21.1 thousand flights, a 19% slump year-on-year. Ryanair, Wizz Air, Lufthansa, EasyJet, KLM as well as Air France and British Airways were the main air carriers. In scheduled traffic Germany, the United Kingdom, Italy and the Netherlands were the most important countries – concerning the number of passengers carried.

The closing down of Malév Hungarian Airlines resulted in a major shift in passenger traffic and an increase in the share of low cost airlines. A slight decrease was seen in the seat occupancy of low cost airlines (from 82% to 78%) that replaced Malév and a drop in that of traditional airlines (from 70% to 64%) in quarter 4 2012.

*In 2012, the airport saw 8.5 million passengers pass through its terminals, the number of flights was 87.6 thousand (a 5% drop and a 20% fall respectively year-on-year).*

<sup>1</sup> Figures contain data on the passenger transport of Hungarian air carriers passing through Hungary.

Figure 5

**Number of flights at the Budapest Ferenc Liszt International Airport, 2011–2012**

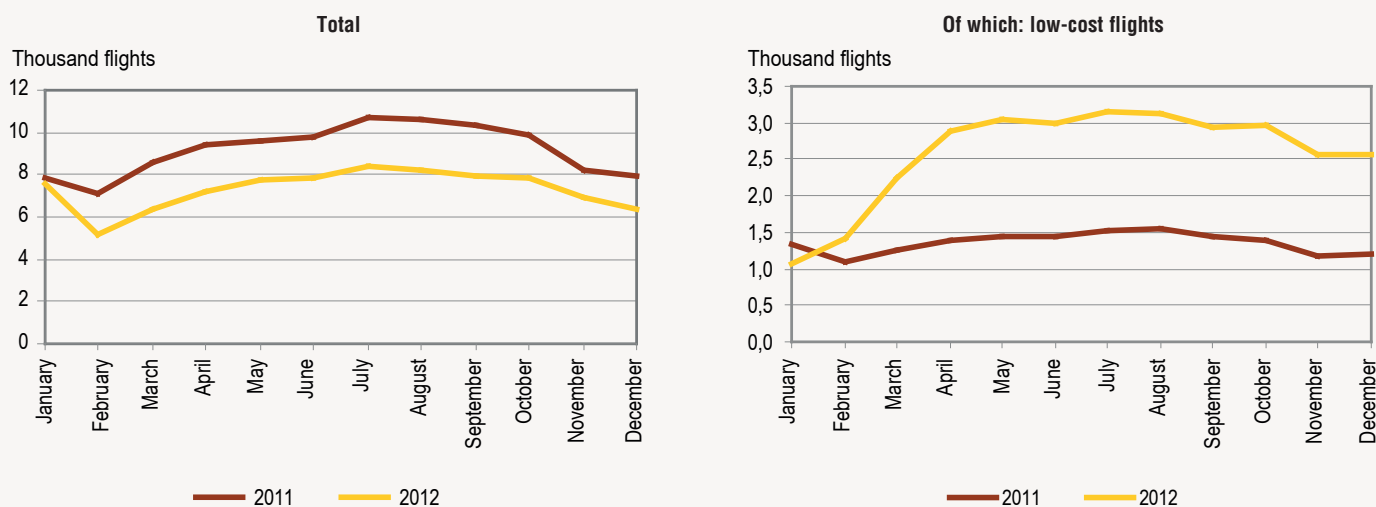
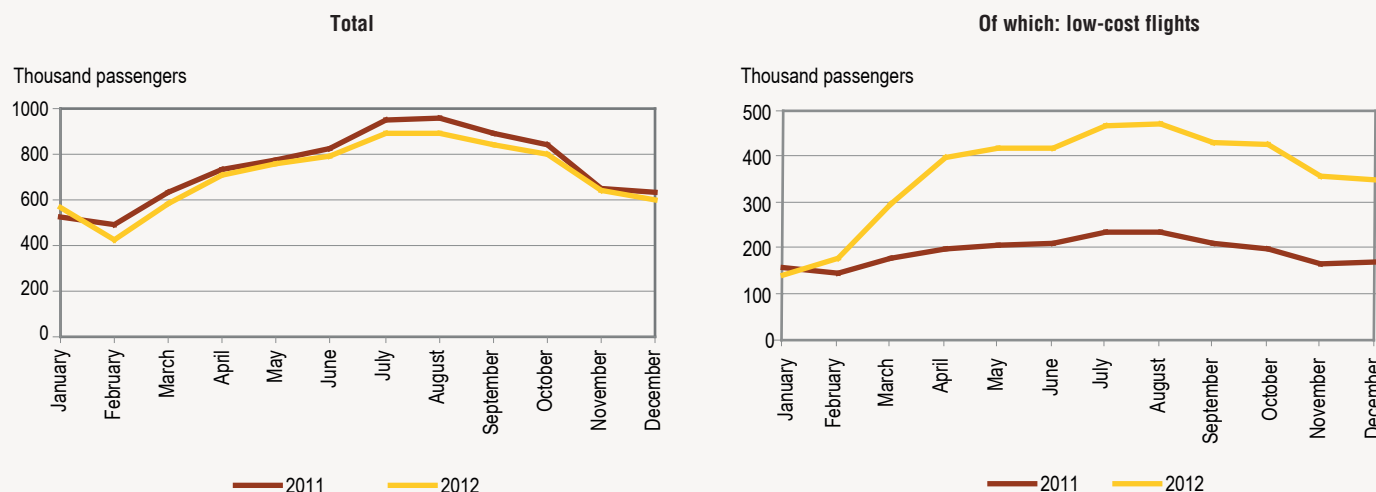


Figure 6

**Number of passengers at the Budapest Ferenc Liszt International Airport, 2011–2012**



In quarter 4 2012, in urban passenger transport, the number of passengers and passenger kilometres both fell by 3% compared with the same period a year ago. Bus traffic accounted for the highest proportion (in terms of the number of passengers for 55%, in terms of passenger kilometres for 58%). Half of the bus passengers used this service in Budapest.

Year-on-year, the urban passenger transport saw a 2% fall in the number of passengers and a 1% drop in the passenger kilometre performance in 2012.

**Road vehicle fleet**

In quarter 4 2012, the number of cars registered for the first time was 28 thousand. As a result of this, an increase of 31% was recorded compared with the low figures of the base period, which stood at only

75% of the figure of the same quarter of 2008, the last pre-crisis year. Opel, Volkswagen, and Ford brands accounted for almost one third of passenger cars registered for the first time. Second hand cars accounted for 48% of the stock registered for the first time, this indicator was only 14% in the same period of 2008.

As of 31 December 2012, the number of road vehicles stood at 3.6 million, of which the number of passenger cars was slightly below 3 million. In the course of 2012, the number of passenger cars registered for the first time in Hungary increased by nearly 1%. Of the other road vehicles, the number of motorbikes and tractors increased by 3 and 5% respectively, while there was no change in that of buses and lorries. The average age of motor vehicles continued to rise to 12.5 (+0.6) years among passenger cars, to 14.5 (+0.6) years among buses, to 17.4 (+0.6) years among motorbikes as well as to 11.7 (+0.5) years among lorries.

Figure 7

**Average age of the national road vehicle fleet at the end of the given year**

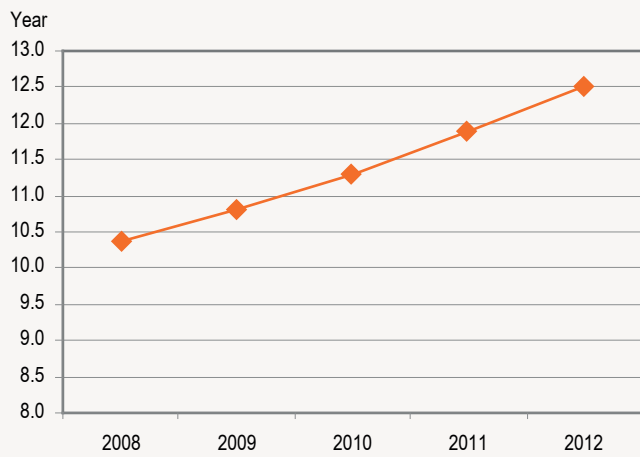
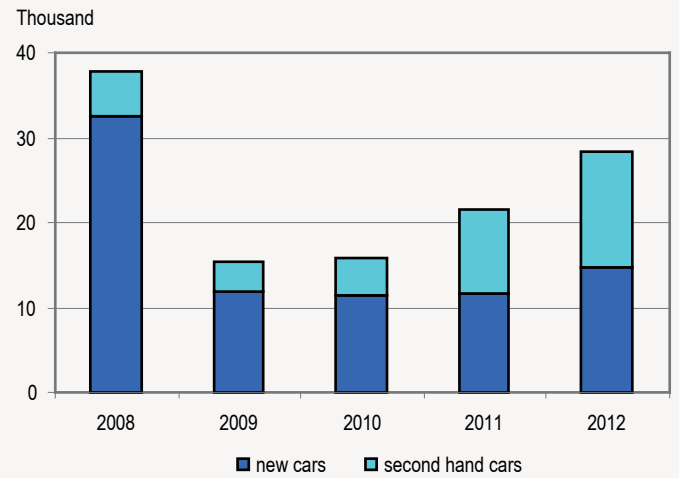


Figure 8

**Number of new and second hand cars registered for the first time in Hungary, quarter 4 2008 – quarter 4 2012**



**Further information, data (links):**

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

**Contact details:**

[csaba.gilyan@ksh.hu](mailto:csaba.gilyan@ksh.hu)  
 Telephone: +36 1 345 6625  
[Information services](#)  
 Telephone: +36 1 345 6789

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