

Transport performances and road traffic accidents, Quarter 4 2013

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Introduction

In quarter 4 2013, goods transport performance rose year-on-year by 12% in tonne-kilometres. From October to December, the performance of inter-urban passenger transport and urban passenger transport was up year-on-year by 18% and 2% respectively. In the reference period, the number of road traffic accidents involving personal injury was up by 15% compared with the same period of 2012.

Goods transport

In quarter 4 2013, the volume of goods transported (68.8 million tonnes) grew year-on-year by 10%. By transport modes, inland waterway and rail transport rose by 19% and 14% respectively, while road and pipeline transport both increased by 9%. 65% of the total volume was transported on road, 20% on rail. The proportion of road transport was more dominant (83%) in domestic transport. In case of rail and inland water transport, the international performance was more significant.

Year-on-year, the performance expressed in freight tonne-kilometres (13.4 billion freight tonne-kilometres) increased by 12%. Rail, inland waterway, road and pipeline transport increased by 23%, 21%, 9% and 6% respectively year-on-year. Out of the total performance of freight transport, road transport accounted for 63%, rail transport for 21%, pipeline transport for 12% and inland water transport for 4%.

International transport was up by 14% in volume and grew by 13% in performance; domestic transport increased by 8% in volume and rose by 9% in performance.

In 2013, compared to 2012, 1% more, i.e. 251.5 million tonnes of goods were transported, the performance expressed in freight tonne-kilometres grew by 3% to 52.3 billion tonne-kilometres.

In quarter 4, road goods transport increased year-on-year by 9% in volume. Domestic transport was up by 8%, while international transport increased by 11%. In terms of performance measured in freight tonne-kilometres, domestic freight transport and international freight transport grew by 7% and 11% respectively. The performance of domestic goods transport was positively influenced by favourable weather conditions and the construction recovery in the fourth quarter, partly resulting from the development of the transport infrastructure. All in all, more goods were moved for approximately the same distance, while the mileage grew by 8% year-on-year.

Figure 2

Performances of road goods transport by section, quarter 4 2013

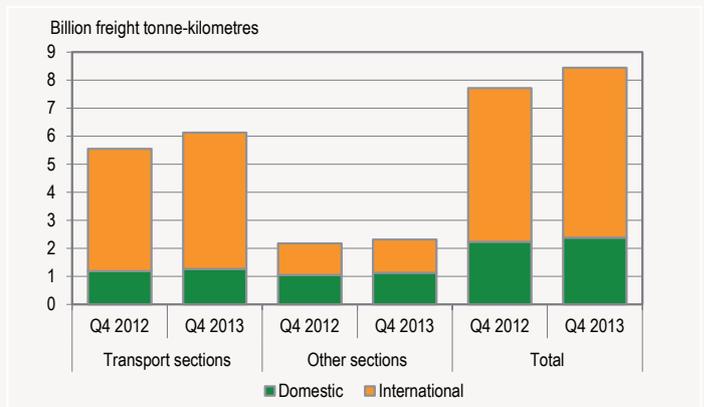
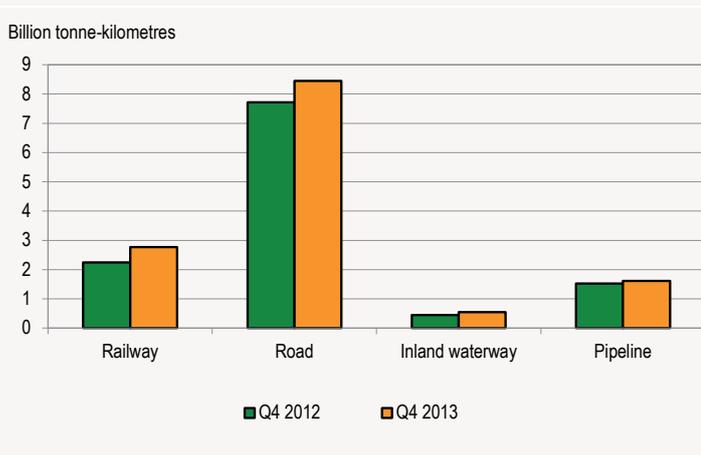


Figure 1

Goods transport performances by mode of transport



The 9% rise in performance was mainly due to enterprises operating in this NACE group. The performance of enterprises classified as being in the transport section and that of enterprises operating in other sections increased year-on-year by 10% and 7% respectively. However, the latter group was more efficient year-on-year, the proportion of empty running decreased by 4 percentage points.

Performance in the mainly domestic own-account transport as well as in the hire and reward transport rose by 8% and 10% respectively. Own-account transport providers became more cost effective, the proportion of empty running fell by more than 4 percentage points. Performance was up by 6% among sole entrepreneurs after the previous downturn, and up by 10% among corporations. Breaking down by loading capacity, the performance of lorries with a loading capacity of 10 tonnes or more increased the most by 14%, while the performance of those between 5 and 9.99 tonnes slightly decreased year-on-year.

In 2013, there was no significant year-on-year change in the volume of goods transported over the year as a whole, while, as a result of international transport services, a 4% growth was recorded in transport performances.

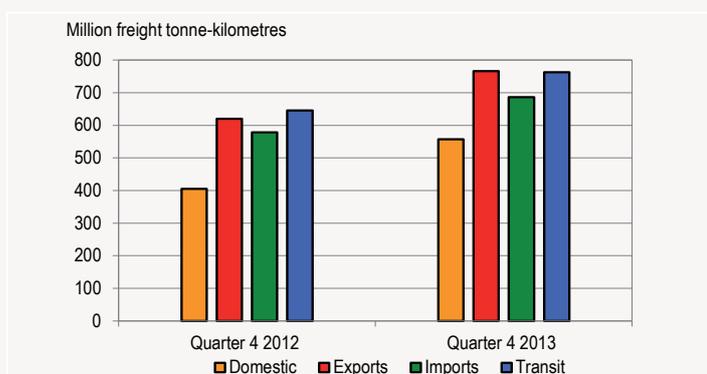
In quarter 4, the **volume of rail goods transport** increased year-on-year by 14% to 13.5 million tonnes. The volume of international transport grew by 15% as a result of a 22% rise in exports and a 12% growth in imports as well as an 8% increase in transit traffic.

The **performance** (2.8 billion freight tonne-kilometres) rose by 23% year-on-year as a result of an increase among all rail companies. In terms of performance, a 38% rise in domestic transport and a 20% growth in international transport was seen year-on-year. In international traffic, exports, imports and transit transport were up year-on-year by 24%, 19% and 18% respectively. International transport had an average length of haul of 202 km in exports and 204 km in imports, the respective figure for the transit transport was 295 km.

The volume and performance of goods transported by rail was 48.6 million tonnes (+4%) and 9.6 billion tonne-kilometres (+4%) respectively.

Figure 3

Performances of rail goods transport



In quarter 4 2013, **inland waterway goods transport** increased year-on-year by 19% in volume and by 21% in tonne-kilometre performance due to a general rise in demand, a good harvest and the favourable weather conditions. The volume of exports, imports and transit traffic grew by 35%, 2% and 11% respectively, while that of domestic transport was down by 3%. In inland waterway transport, ships under Hungarian flag accounted for a proportion of 9% in the total goods transported and 8% in the total performance expressed in freight tonne-kilometres.

Over the year as a whole, both the volume and tonne-kilometre performance of inland waterway goods transport decreased by 3%.¹⁾

In air goods transport, the volume of goods traffic of **Budapest-Ferenc Liszt International Airport** in quarter 4 remained unchanged year-on-year at 16.7 thousand tonnes.

Considering the whole year, in 2013 the goods traffic of the airport was 64.3 thousand tonnes, 4% more than a year before.

Passenger transport

In October–December 2013, in **interurban passenger transport** the number of passengers and passenger kilometre performance rose year-on-year by 8% and 18% respectively. Air passenger traffic²⁾ showed a 32% growth in the number of passengers and a 37% rise in performance. The number of rail passengers, mainly as a result of railway renovation works and replacement buses, fell by 1%. The number of bus passengers rose year-on-year by 11% among others as a result of rail replacement buses and higher employment.

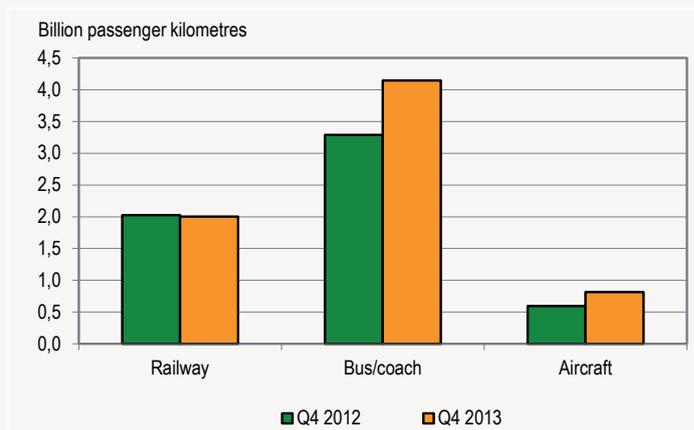
In **domestic** long-distance passenger transport – concerning the number of passengers carried – bus/coach traffic has had a significant proportion of approximately 80% for years.

Among the customers of resident companies there was a change in the modal split during the last two years: rail transport accounted for 40%, air transport for 31% and bus transport for 29% in the reference period.

Year-on-year, interurban passenger transport saw a 2% rise in the number of passengers (to 684.7 million persons) and a 6% growth in performance (to 24.7 billion passenger kilometres). International passenger transport showed an 8% rise in the number of passengers and a 10% surge in passenger kilometre performance. As for domestic passenger transport, the respective figures were 2% and 5%.

Figure 4

Passenger transport performances by mode of transport



Passenger traffic at **Budapest Ferenc Liszt International Airport**, in relations of 42 countries, remained unchanged year-on-year at 2.0 million persons in quarter 4. This passenger traffic was achieved with a total of 20.1 thousand flights, 5% less than a year earlier. Wizz Air, Ryanair, Lufthansa, KLM, EasyJet, Air France and Norwegian Air Shuttle were the main air carriers. In scheduled traffic – concerning the number of passengers – Germany, the United Kingdom, Italy and the Netherlands were the most important countries.

The last two years saw a rearrangement in the passenger traffic of the airport; low-cost airlines played a greater role accounting for 55% of the passengers in the last quarter of 2013. An increase was seen in the seat occupancy of low-cost airlines from 78% to 83% and that of traditional airlines from 64% to 71% in the fourth quarter of 2013.

Over the year as a whole, the passenger traffic of the airport remained unchanged year-on-year at 8.5 million passengers, and its number of flights decreased by 4% to 83.6 thousands.

In quarter 4 2013, **urban passenger transport** grew year-on-year by 1.5% in number and by 2% in passenger kilometres. Bus traffic accounted for the highest proportion (in terms of the number of passengers for 57%, in terms of passenger kilometres for 59%). More than half of the bus passengers (53%) used this service in Budapest.

Over the year as a whole, there was no change in the number of passengers, while the performance expressed in passenger kilometres grew by 1%.

Road vehicle fleet

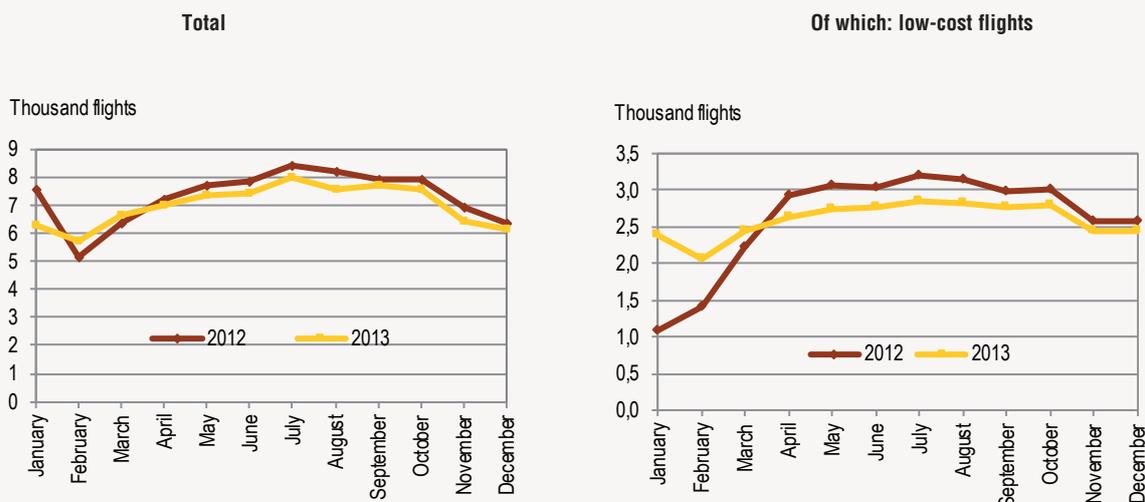
On 31 December 2013, the number of road vehicles registered for the first time was 3.7 million including 3.0 million passenger cars. At the end of December, the number of passenger cars used in traffic was up year-on-year by 2%. During last year, the number of other types of vehicles also increased resulting in 1.5% more buses, 4% more motorbikes, 1% more lorries and 7% more road-tractors. The average age of vehicles continued

¹⁾ Excluding the performance of those ships undertaking transit voyages in the Hungarian section of the Danube River in quarter 3 2013, whose shipments were cleared through customs in Croatia and entered into the EU after 1 July. As a result of this, the data of 2013 are not fully comparable year-on-year.

²⁾ Figures contain data on the passenger transport of Hungarian air carriers passing through Hungary.

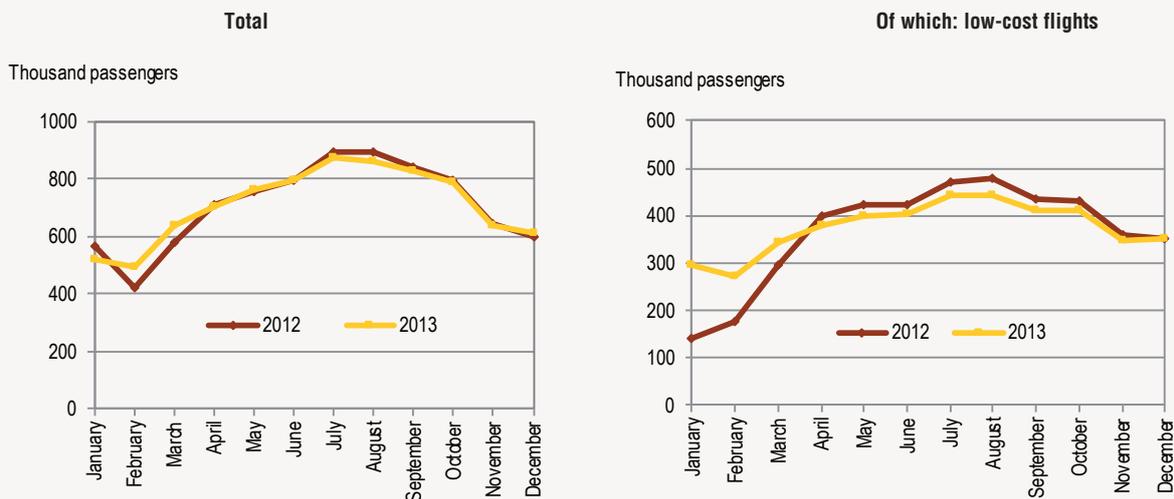
Number of flights at the Budapest Ferenc Liszt International Airport

Figure 5



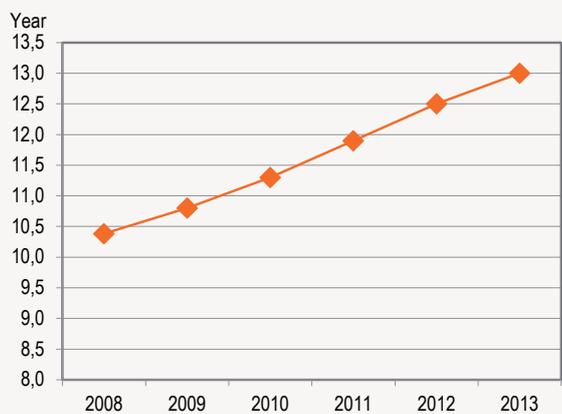
Number of passengers at the Budapest Ferenc Liszt International Airport

Figure 6



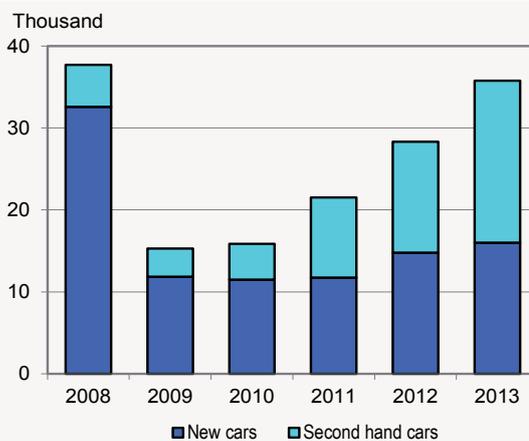
Average age of the passenger car fleet (at the end of the given year)

Figure 7



Number of new and second hand cars registered for the first time in Hungary (in the fourth quarter of the given year)

Figure 8



to increase (by 0.6 years to 13.1 years), within which the average age was 13.0 (+0.5) years for passenger cars, 14.7 (+0.2) years for buses, 12.2 (+0.5) years for lorries and 8.0 (+0.1) years for road tractors at the end of 2013.

In quarter 4 2013, the number of passenger cars registered for the first time rose year-on-year by 26% to 35.8 thousand, i.e. to 95% of the same period figure of the last pre-crisis year of 2008.

Volkswagen, Opel and Ford brands accounted for the third of personal cars registered for the first time. Second hand cars accounted for 55% of the stock registered for the first time, this indicator was only 14% in the same period of 2008.

In the fourth quarter of 2013, the number of buses, motorbikes, lorries and road tractors registered for the first time rose year-on-year by 157%, 3%, 40%, and 88% respectively. 77% of motorbikes, 46% of buses were second hand vehicles, while 64% of lorries and 82% of road tractors were new ones.

Road traffic accidents involving personal injury

In quarter 4 2013, there was a 15% increase in the number of accidents involving personal injury compared to the same period of the previous year. The outcome of accidents was more serious: there was no year-on-year change in the number of fatal accidents, while a 21% rise was seen in the number of accidents involving serious injury.

More than 5400 **persons** suffered accidents in quarter 4 2013. Of them, 154 persons were killed, 9 persons fewer than in the base period.

The number of persons with serious injury was more than 1400 and that of persons with slight injury exceeded 3800. 386 children were injured in accidents, and none of them suffered a fatal accident. The Highway Code amendment on improving the safety of bus services provided for children entered into force on May 1 also played a role in these results. 71% of the accidents occurred inside built up area. Motorways, accounting for only 2% of all accidents, saw a 23% year-on-year rise in the number of accidents. The number of accidents rose year-on-year by more than half on motorway M1. In terms of the number of accidents per 100 km, this motorway showed the highest figure at 18 accidents as opposed to the average of 7 of all motorways. On motorway M0, the number of accidents decreased by 31% compared with quarter 4 2012. During this quarter, 65% of the accidents were caused by cars, 10% by bicycles, 9% by lorries, 7% by pedestrians. The number of accidents caused by passenger cars, motorbikes and bicycles was up year-on-year by 19%, 18% and 14% respectively.

The number of accidents caused by drunk drivers increased by 7%, and they accounted for 10% of all accidents. More than one quarter of the cyclists' accidents were caused in a drunken state, while this rate was over one fifth among moped drivers. The number of accidents caused by cyclists under the influence of alcohol rose year-on-year by 50%.

In 2013, 6% more persons were injured in 3% more accidents than a year ago. There was no change in the number of fatal accidents, while the number of accidents involving personal injury grew by 8%.

Further information, data (links):

[Methodology](#)

[Tables](#)

[Tables \(stadat\)](#)

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