



Transport performances and road traffic accidents, Quarter 1 2014

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Introduction

In quarter 1 2014, goods transport performance rose year-on-year by 6.0% in tonne kilometres. The performance of interurban passenger transport and urban passenger transport was up year-on-year by 5.5% and 4.3% respectively. In the reference period, the number of road traffic accidents involving personal injury was up by 13% compared with the same period of 2013.

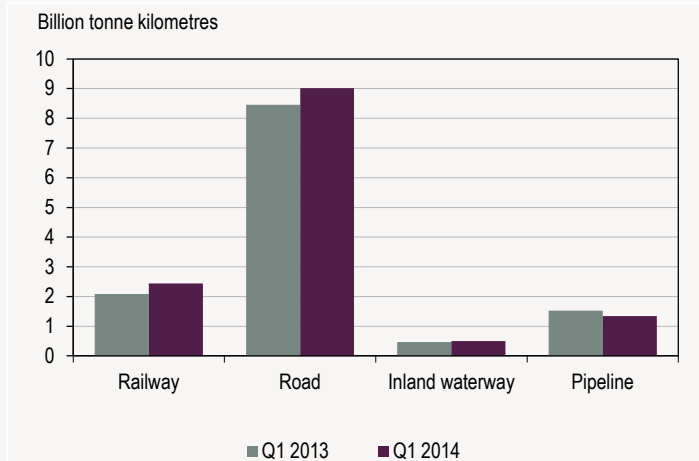
Goods transport

In quarter 1 2014, the volume of goods transported (59.1 million tonnes) grew year-on-year by 15%. By transport modes, road-, rail- and inland waterway transport rose by 25%, 10.5% and 2.2% respectively, while pipeline transport decreased by 13%. 65% of the total volume was transported on road, 20% on rail. The proportion of road transport was more dominant (82%) 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 (13.3 billion freight tonne-kilometres) increased by 6.0%. Rail, road and inland waterway transport increased by 17%, 6.6% and 5.9% respectively, while pipeline transport decreased by 12%. Out of the total performance of freight transport, road transport accounted for 68%, rail transport for 18%, pipeline transport for 10% and inland water transport for 4%.

Figure 1

Goods transport performances by mode of transport

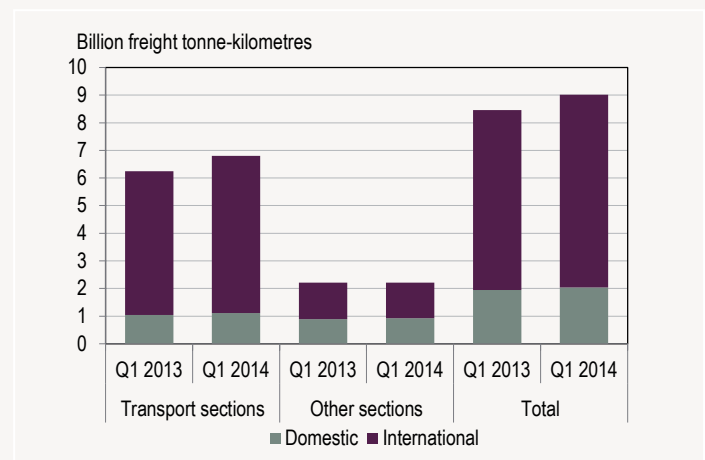


International transport was up by 4.8% in volume and grew by 5.8% in performance; domestic transport increased by 23% in volume and rose by 6.8% in performance.

In quarter 1, road goods transport increased year-on-year by 25% in volume. Domestic transport was up by 30%, while international transport increased by 11%. The significant growth in domestic volumes was positively influenced by the recovery in construction and industrial production as well as by the increase in retail sales. The performance measured in freight tonne kilometres grew by 5.3% in domestic relations and by 7.0% in the international ones. The adverse weather conditions of the base period in 2013 played a role in the positive development of transport performances during the reference period (trucks stranded due to snow drifts). The positive performance indicators are also confirmed by the time proportional increase in the revenue of the electronic toll system proportional to the distance travelled, compared to the previous half year. All in all, more goods were moved for a 14% shorter distance, while the mileage grew by 4.1% year-on-year.

Figure 2

Performances of road goods transport by section



The greater part of the 6.6% performance increase originated from the activities of those enterprises which provided transport services for a freight charge and were classified as being in the transport branches. The freight tonne kilometre performance of those enterprises which provided transport services as a main activity increased by 8.9%, while the performance of those classified as being in other sections remained at the previous year's level. However, the latter group was less efficient year-on-year, the proportion of empty running increased by more than 1 percentage point.

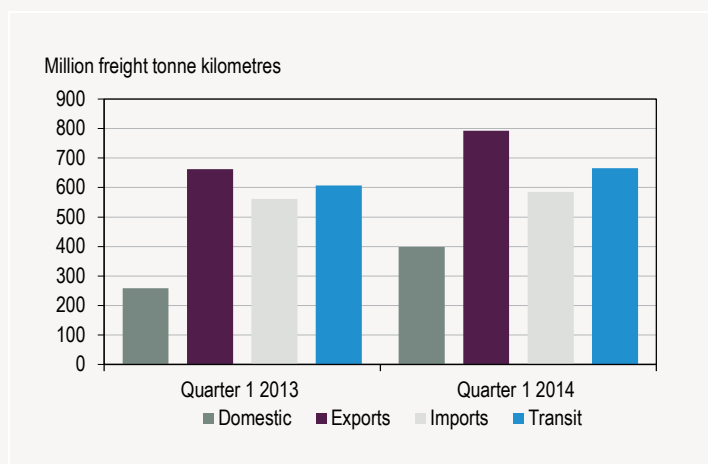
The performance of the own account transport services provided mainly for the domestic market slightly decreased (by 0.8%), while their volume increased by 40%. Changes in the same direction can be observed in case of sole entrepreneurs, where, in addition to a 2.7% reduction in performance, 36% more goods were transported in volume. The volume growth was influenced by the transport intensive construction growth. Broken down according to the vehicle load capacity, the performance of

trucks and trailers grew in each category to the greatest extent (by 13%) among trucks with a carrying capacity of 10 tonnes and above.

In quarter 1, **the volume of rail goods transport** increased year-on-year by 10.5% to 11.9 million tonnes. The volume of international transport grew by 7.2%, within this that of exports by 17% and that of imports by 4.4%, while that of transit traffic decreased by 3.5%. The **performance** (2.4 billion freight tonne kilometres) rose by 17% year-on-year. In terms of performance, a 54% rise in domestic transport and a 12% growth in international transport was seen year-on-year. In international traffic, exports, imports and transit transport were up year-on-year by 20%, 4.2% and 10% respectively. International transport had an average length of haul of 204 km in exports and 191 km in imports, the respective figure for the transit transport was 314 km. In terms of exports, the transport performance was 27% and 35% higher in volume and freight tonne kilometre respectively than in terms of imports.

Figure 3

Performances of rail goods transport



In quarter 1 2014, **inland waterway goods transport** increased year-on-year by 2.2% in volume and by 5.9% in tonne kilometre performance. The volume of domestic transport, which is representing a very little proportion, sharply rose – by 65%, mainly owing to a large amount of rubble transported for hydraulic engineering purposes. The export and transit traffic also increased – by 16 and 0.6% respectively, however, the import transport decreased by 18%. In inland waterway transport, ships under Hungarian flag accounted for a proportion of 9.5% in the total goods transported and 11% in the total performance expressed in freight tonne kilometres.

In air goods transport, the volume of goods traffic of **Budapest Ferenc Liszt International Airport** in quarter 1 decreased year-on-year by 2.5% to 14.7 thousand tonnes.

Passenger transport

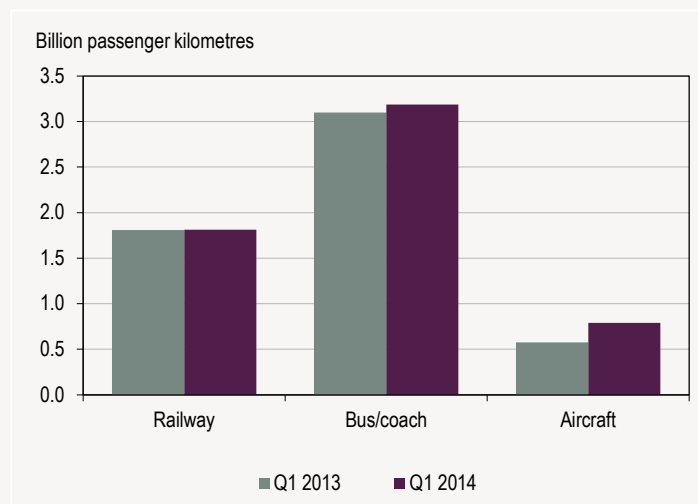
In January–March 2014, **in interurban passenger transport** the number of passengers (177 million passengers) and passenger kilometre performance (5.8 billion) rose year-on-year by 2.3% and 5.5% respectively. Air passenger traffic¹⁾ showed a 25% growth in the number of passengers and a 37% rise in performance. The number of rail passengers was unchanged year-on-year. The number of ship travellers and bus passengers rose year-on-year by 8.9% and 3.0% respectively.

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.

In **international** passenger transport there was a change in the modal split among the customers of resident companies during the last two years: rail transport accounted for 39%, air transport for 38% and bus transport for 23% in the reference period.

Figure 4

Interurban passenger transport performances by mode of transport



Passenger traffic at **Budapest Ferenc Liszt International Airport**, in relations of 40 countries, grew year-on-year by 6.1% to 1.7 million persons in quarter 1. This passenger traffic was achieved with a total of 18.5 thousand flights, 0.6% less than a year earlier. Wizz Air, Ryanair, Lufthansa, KLM, EasyJet, Air France and British Airways were the main air carriers. In scheduled traffic – concerning the number of passengers – the United Kingdom, Germany, 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 56% of the passengers in the first quarter of 2014. An increase was seen in the seat occupancy of low-cost airlines from 74% to 78% and that of traditional airlines from 60% to 64% in the first quarter of 2014.

In quarter 1 2014, **urban passenger transport** grew year-on-year by 3.8% in number and by 4.3% in passenger kilometres. Bus traffic accounted for the highest proportion (in terms of the number of passengers for 56%, in terms of passenger kilometres for 58%). More than half of the bus passengers (52%) used this service in Budapest.

Road vehicle fleet

In quarter 1 2014, the number of passenger cars registered for the first time rose by 37% to 36.3 thousand, i.e. to only 79% of the same period figure of the last pre-crisis year of 2008.

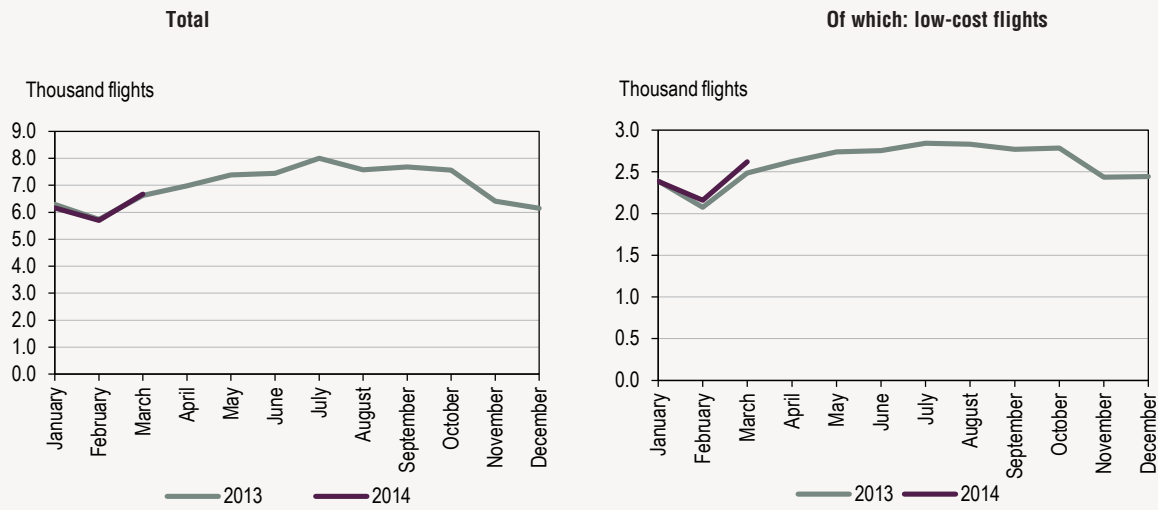
Volkswagen, Opel and Ford brands accounted for the third of personal cars registered for the first time. Second hand cars accounted for 54% of the stock registered for the first time, this indicator was only 8.9% in the same period of 2008.

In the first quarter of 2014, the number of lorries, road tractors, motorbikes and buses registered for the first time rose year-on-year by 44%, 30%, 18%, and 17% respectively. 78% of motorbikes and 84% of buses were second hand vehicles, while 54% of lorries and 73% of road tractors were new ones.

¹⁾ 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

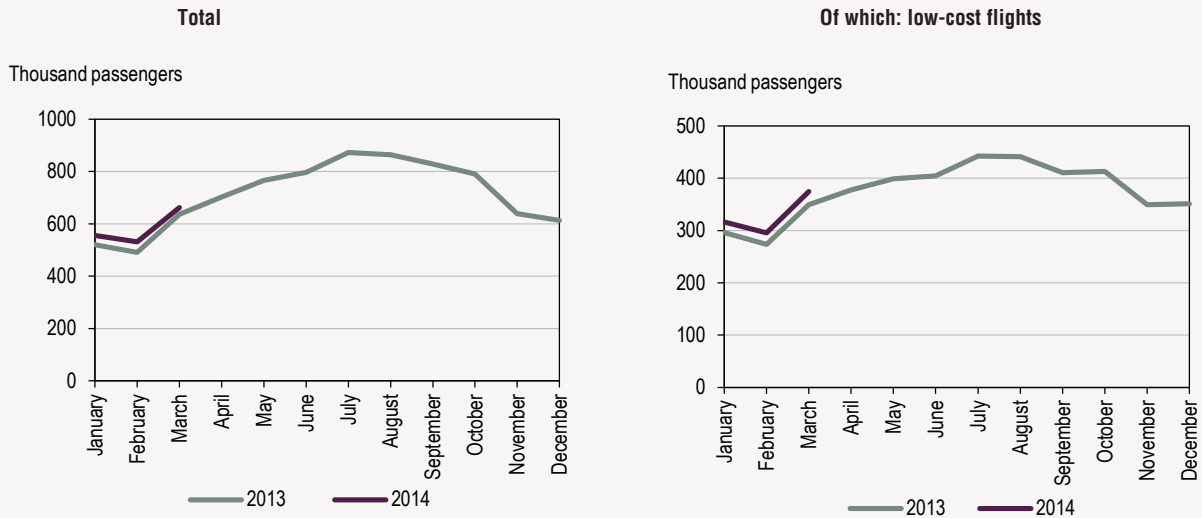
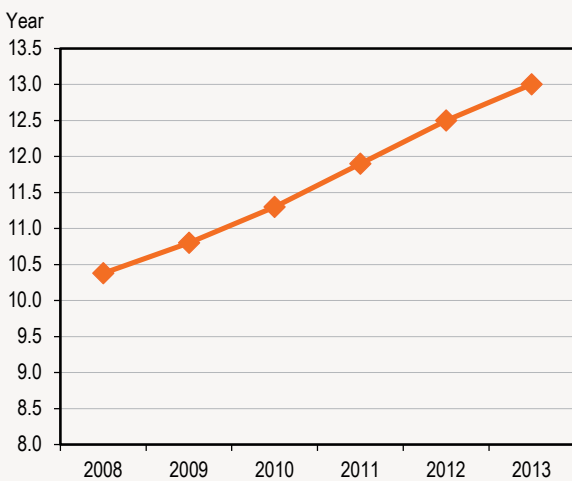


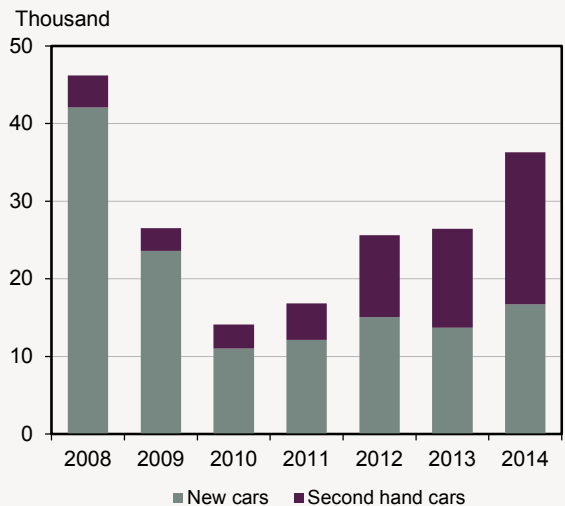
Figure 7

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



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

Figure 8



Road traffic accidents involving personal injury

In quarter 1 2014, there was a 13% 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 a 39% increase in the number of fatal accidents, while a 20% rise was seen in the number of accidents involving serious injury. The number of accidents involving slight injury increased by 8.4%.

More than 3900 **persons suffered accidents** in quarter 1 2014. Of them, 139 persons were killed, 38 persons more than in the base period. The number of persons with serious injury was more than 1000 and that of persons with slight injury was nearly 2800. 221 children were injured in accidents, and none of them suffered a fatal accident.

71% of the accidents occurred inside built up area. Motorways saw a 37% year-on-year decrease in the number of accidents. The number of accidents doubled year-on-year on motorway M6, while the number of accidents per 100 km is still only 2.9 against the average of 5.3 of all motorways. The specific indicator was the highest for motorway M3, at 9.4, where as many

accidents happened as in the first quarter of 2013. On Motorway M0, 17% fewer accidents were caused year-on-year.

During this quarter, 65% of the accidents were caused by cars, 9.2% by bicycles, 10% by lorries and 7.6% by pedestrians. The number of accidents caused by motorcyclists rose to nearly 2.5-fold, while the number of accidents caused by cyclists and moped drivers were up year-on-year by 41% and 39% respectively. In the base period, due to the bad weather, fewer people used their vehicles and, outperforming the downward trend, fewer accidents happened than in the first quarters of the previous years. 14% more accidents occurred due to the fault of drivers and 11% more because of defects of vehicles, defects of road or other reasons. Pedestrians paid more attention to the traffic flow and caused 1.7% fewer accidents.

The number of accidents caused by drunk drivers increased by 21%, and they accounted for 11% of all accidents. More than one fourth of the cyclists' and also this proportion moped drivers' accidents were caused in a drunken state. **Under the influence of alcohol**, motorcyclists caused nearly three times as many and cyclists by 35% more accidents as in the previous year's first quarter.

Further information, data (links):

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