

Transport performances and road traffic accidents, Quarter 2 2014

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Introduction

In quarter 2 2014, goods transport performance rose year-on-year by 2.9% in tonne kilometres. The performance of interurban passenger transport and urban passenger transport was up year-on-year by 6.2% and 5.7% respectively. In the reference period, nearly 60 thousand vehicles were registered for the first time in Hungary, which was 31% higher than the second quarter data of 2013. The number of road traffic accidents involving personal injury was up by 4.1% compared with the same period of 2013.

Goods transport

In quarter 2 2014, the volume of goods transported (69.4 million tonnes) grew year-on-year by 8.5%. By transport modes, pipeline-, road- and rail transport rose by 20%, 8.6% and 4.2% respectively, while inland waterway transport decreased by 6.1%. 69% of the total volume was transported on road, 18% on rail. The proportion of road transport was more dominant (85%) 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 (13.7 billion freight tonne-kilometres) increased by 2.9%. Pipeline and rail transport increased by 26% and 4.9% respectively, road transport was stagnant, while inland waterway transport decreased by 7.7%. Out of the total performance of freight transport, road transport accounted for 68%, rail transport for 18%, pipeline transport for 11% and inland water transport for 3%.

Goods transport performances by mode of transport

Billion tonne kilometres

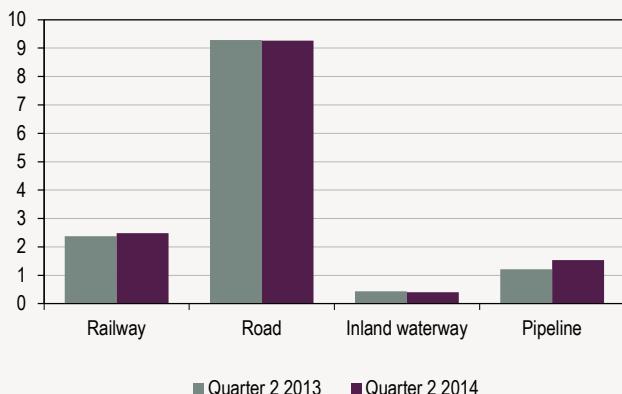


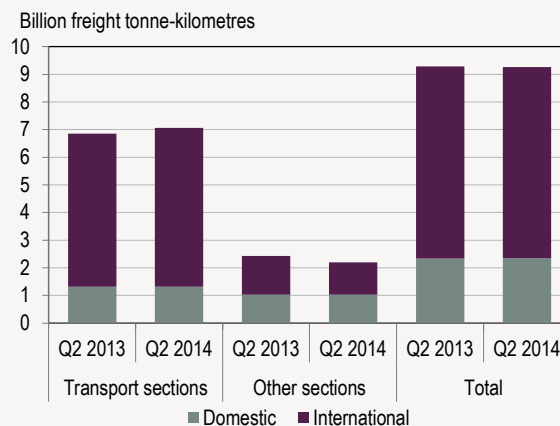
Figure 1

International transport was up by 3.0% in volume and grew by 1.9% in performance; domestic transport increased by a much greater 12% in volume and by 6.1% in performance.

In quarter 2, road goods transport increased year-on-year by 8.6% in volume. Domestic transport was up by 11%, while international transport remained on the same level year-on-year. 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 was similar to the second quarter of the previous year both domestically and internationally, the domestic performance was slightly above it, and the international performance was somewhat below it. In the second quarter of 2014, overall more goods were transported for an 8.1% shorter distance, while the rate of the mileage and the distance traveled empty uniformly changed with that of the second quarter of the previous year.

Figure 2

Performances of road goods transport by section



The stagnating performance is due to the activities of corporations classified into the transport sectors. The freight tonne kilometre performance of those enterprises which provided transport services as a main activity increased by 3.1%, while the performance of those classified as being in other sections decreased by 9.4% year-on-year. However, the latter group was less efficient year-on-year, the proportion of empty running increased by 2.4 percentage point.

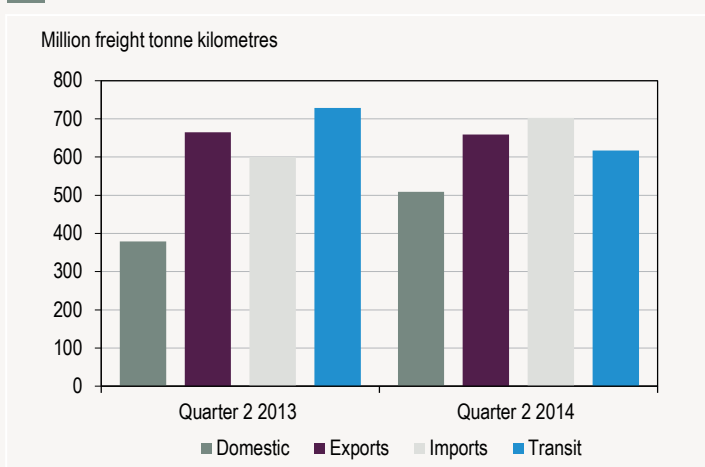
In contrast to previous trends, transport services performed on own account mainly for the domestic market increased by 3% in performance and by 13% in volume. The performance of transport for hire or reward was the same as that of the second quarter of last year and its volume increased by 7.2%. The sole entrepreneurs received transport jobs for shorter freight sections. The average transport distance decreased by 10.2%. Consequently – despite the fact that the volume of goods transported was 1.7% more – their performance measured in freight tonne kilometers decreased by 8.7%. The volume growth emerging in all categories was also affected by the material and transport intensive construction growth. In a breakdown by

vehicle carrying capacity, the performance of trucks & trailers having a carrying capacity greater than 10 tonnes increased, while that of the other categories decreased. The largest decrease was registered among trucks with a carrying capacity of 3.5-4.99 tonnes (-15%).

In quarter 2, the **volume of rail goods transport** (12.6 million tonnes) increased year-on-year by 4.2%. The volume of international transport decreased by 1.7%, within this that of exports remained at the same level (99.5%), that of transit traffic decreased (88.4%) while that of imports grew by 4.9%. The **performance** (2.5 billion freight tonne kilometres) rose by 4.9% year-on-year. In terms of performance, there was a 34.4% rise in domestic transport and a slight decrease (0.8%) in international transport year-on-year. In international traffic, exports and transit transport were down year-on-year by 1% and 15.3% respectively, while imports were up by 17.1%. International transport had an average length of haul of 189 km in exports and 217 km in imports, the respective figure for the transit transport was 278 km.

Figure 3

Performances of rail goods transport



In quarter 2 2014, **inland waterway goods transport** decreased year-on-year by 6% in volume and by 8% in tonne kilometre performance. The volume and tonne kilometre performance of domestic transport, which is representing a very little proportion, sharply rose – by 221% and 479% respectively, mainly owing to a large amount of rubble transported for hydraulic engineering purposes. Exports also increased by 13-13%, but all of these changes were unable to offset a 15% decline in transit traffic, as well as a 24% drop in the volume and a 58% fall in the performance of import deliveries. In inland waterway transport, ships under Hungarian flag accounted for a proportion of 7% both in the total goods transported and 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 2 decreased year-on-year by 3.3% to 16.1 thousand tonnes.

Passenger transport

In April–June 2014, **interurban passenger transport** there was no change in the number of passengers (172 million passengers), and the passenger kilometre performance (6.5 billion) rose year-on-year by 6.2%. Air passenger traffic¹ showed a 49% growth in the number of passengers and a 40% rise in performance due to the introduction of new destinations available from Hungary. The number of rail and bus passengers was unchanged year-on-year. The number of ship travellers rose year-on-year by 7.7%.

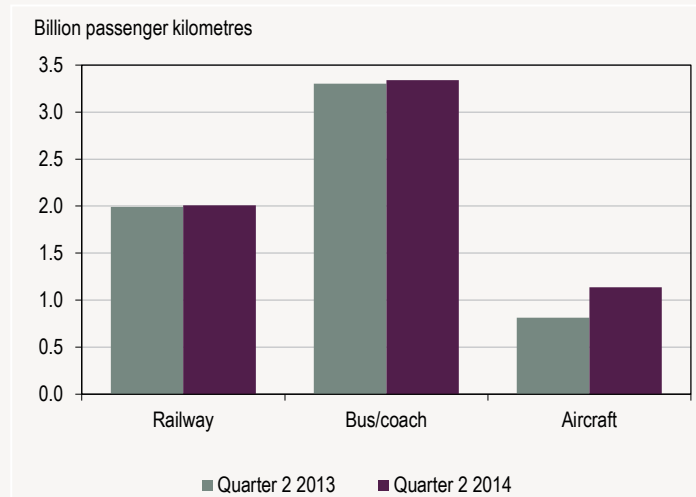
In **domestic** long-distance passenger transport – concerning the number of passengers carried – bus/coach traffic has had a significant proportion of approximately 80% for years.

¹) Figures contain data on the passenger transport of Hungarian air carriers affecting Hungarian airports.

In **international** passenger transport the modal split has been constantly changing among the customers of resident companies during the last two years: air transport accounted for 38%, bus transport for 32% and rail transport for 30% 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 43 countries, grew year-on-year by 7.3% to 2.4 million persons in quarter 2. This passenger traffic was achieved with a total of 22.9 thousand flights, 5.1% more than a year earlier. Wizz Air, Ryanair, Lufthansa, KLM, Norwegian Air Shuttle, EasyJet and Air France 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 proportion of the number of the passengers of the low-cost airlines was 47% in the second quarter of 2014. An increase was seen in the seat occupancy of low-cost airlines from 82% to 85% and that of traditional airlines from 73% to 75% in the second quarter of 2014.

In quarter 2 2014, **urban passenger transport** grew year-on-year by 5.2% in number and by 5.7% in passenger kilometres. Bus traffic accounted for the highest proportion (in terms of the number of passengers for 53%, in terms of passenger kilometres for 55%). With the installation of metro line 4, the proportion of subway passengers increased from 15 to 19%, and in terms of passenger kilometers traveled from 18 to 22%. 53% of bus travellers were carried in Budapest.

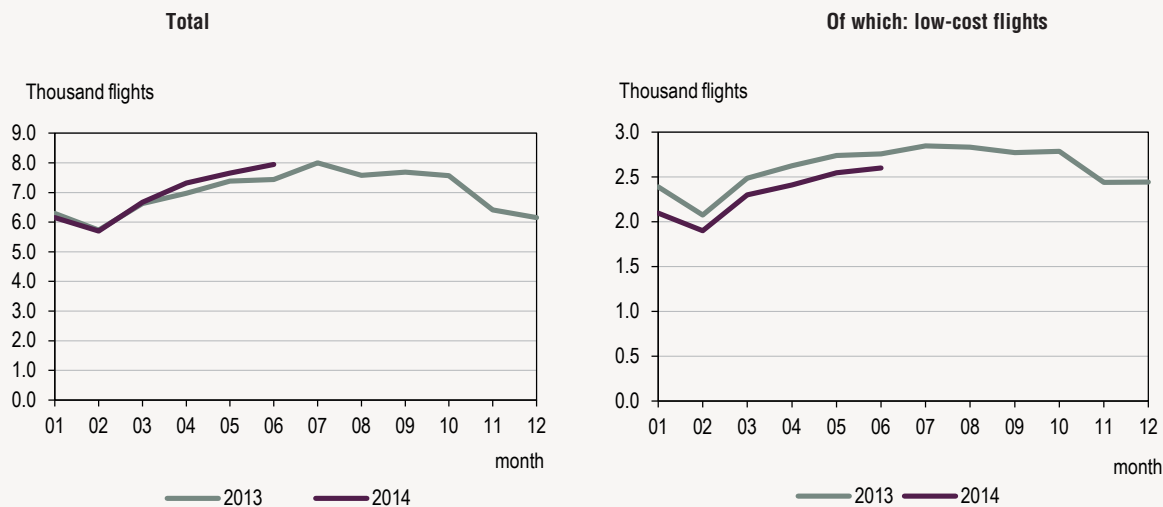
Road vehicle fleet

On 30 June 2014, the **stock of road vehicles** was 3.8 million units, of which the number of passenger cars was 3.1 million. At the end of June 2014, the number of passenger cars in circulation in our country was 2.1% higher compared to the first half of the previous year, while, compared to the end of 2013, it increased by 1.5%. During the last half year, the number of other vehicles also increased by 7.1% for motorcycles, 6.6% for trailers, 3.2% for buses, and by 2.4% for trucks. The average age of vehicles continued to increase (by 0.2 years to 13.3 years): that of passenger cars to 13.2 (+0.2), buses to 14.8 (+0.1) and of duty trucks to 12.4 (+0.2) years.

In quarter 2 2014, the number of passenger cars **registered for the first time** rose by 31% to 40.9 thousand, i.e. to only 85% of the same period figure of the last pre-crisis year of 2008.

Number of flights at the Budapest Ferenc Liszt International Airport

Figure 5



Number of passengers at the Budapest Ferenc Liszt International Airport

Figure 6

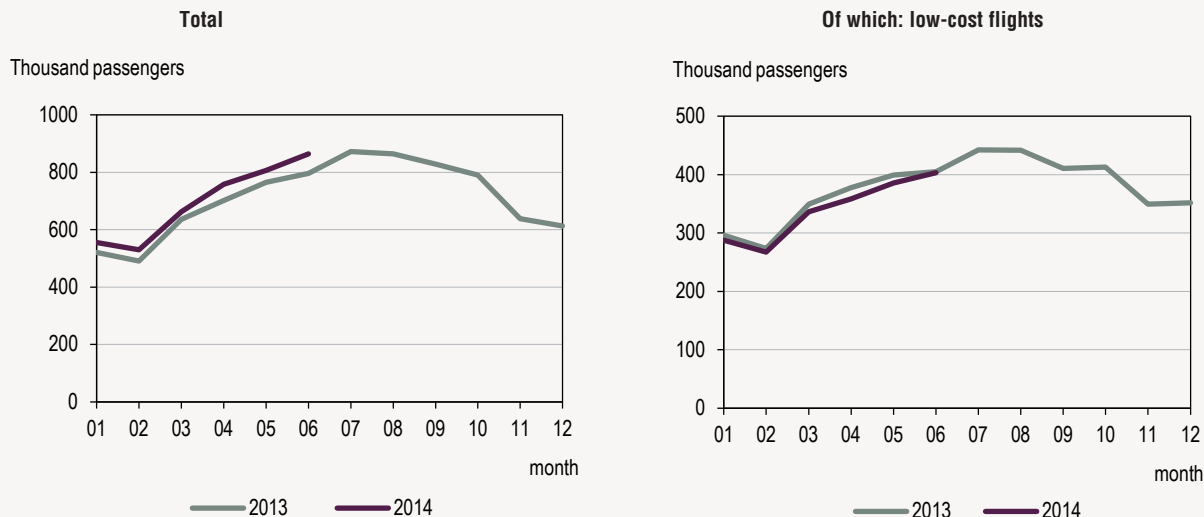
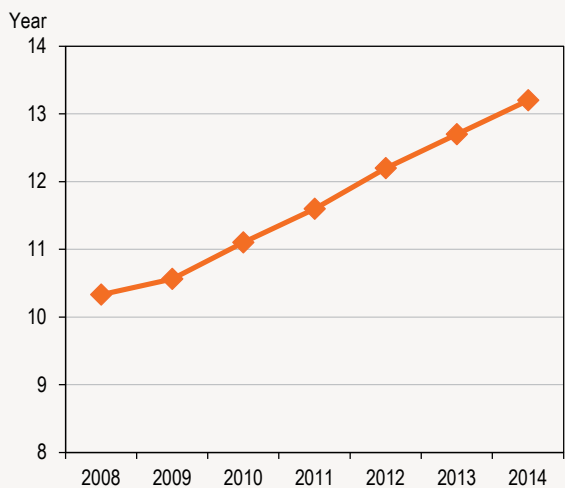


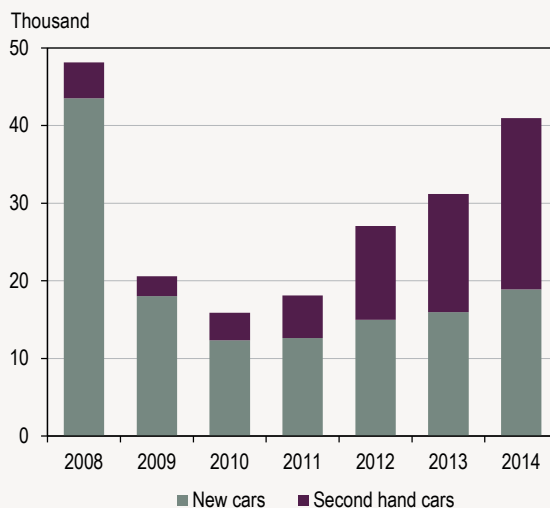
Figure 7

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

Figure 8



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



Opel, Volkswagen 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 9.6% in the same period of 2008.

In the second quarter of 2014, the number of lorries, road tractors, buses and motorbikes registered for the first time rose year-on-year by 55%, 35%, 14%, and 3.1% respectively. Three quarters of motorbikes and 43% of buses were second hand vehicles, while 59% of lorries and 77% of road tractors were new ones.

Road traffic accidents involving personal injury

In quarter 2 2014, there was a 4.1% increase in the number of **accidents** involving personal injury compared to the same period of the previous year. The outcome of accidents was less serious: there was a 1.6% increase in the number of fatal accidents, while a 2.3% rise was seen in the number of accidents involving serious injury. The number of accidents involving slight injury increased by 5%.

Nearly 5500 **persons suffered accidents** in quarter 2 2014. Of them, 142 persons were killed, 5 persons more than in the base period. The number of persons with serious injury was more than 1400 and that of persons with slight injury was nearly 3900. 368 children were injured in accidents, and 3 of them suffered a fatal accident.

72% of the accidents occurred inside built up area. Motorways saw a 1.1% year-on-year decrease in the number of accidents. On motorways M6 and M7, there was a 60% increase in the number of accidents compared to the second quarter of 2013, while the respective figures decreased in the other major motorways; significantly by 30% in motorway M3. Despite the significant increase in the number of accidents, the number of accidents per 100 km was the lowest on the M6 at only 3.8 against the average of 7.9 of all motorways. In the months of April to June in 2014, 5% fewer accidents occurred in the M0 ring road than in the base period.

During this quarter, 58% of the accidents were caused by cars, 14% by bicycles, 9.5% by lorries, 6.2% by moped riders, 4.9% by motorcyclists and 4.7% by pedestrians. The number of accidents caused by cars rose year-on-year by 11%, and the respective figures were 9.2% for moped drivers and 7.6% for lorries. 5.3% more accidents occurred due to the fault of drivers. Pedestrians paid more attention to the traffic flow and caused 6.1% fewer accidents.

The number of accidents caused by drunk drivers increased by 1.9%, and they accounted for 10% of all accidents. Approximately one fifth of the cyclists' and more than one fifth of moped drivers' accidents were caused in a drunken state. **Under the influence of alcohol**, car drivers caused 16% more accidents as in the previous year's second quarter.

Further information, data (links):

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