



Transport performances and road traffic accidents, Quarter 3 2014

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Introduction

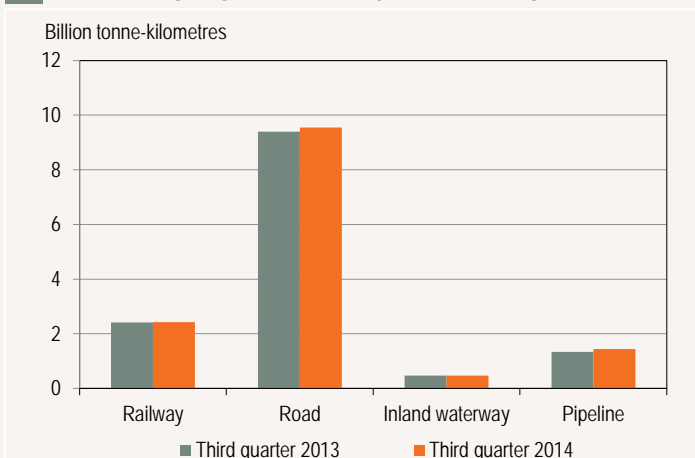
In quarter 3 2014, in parallel with the increase in economic performance, the demand for transport services also increased. The goods transport performance rose year-on-year by 2.0% in tonne kilometres. The performance of interurban passenger transport and urban passenger transport was up year-on-year by 8.3% and 4.8% respectively. In the reference period, nearly 60 thousand vehicles were registered for the first time in Hungary, which was 28% higher than the third quarter data of 2013. The number of road traffic accidents involving personal injury was down by 5.9% compared with the same period of 2013.

Goods transport

In quarter 3 2014, the volume of goods transported (77.0 million tonnes) grew year-on-year by 9.9%. By transport modes, road-, pipeline-, and rail transport rose by 13%, 11% and 0.8% respectively, while inland waterway transport decreased by 0.9%. 71% of the total volume was transported on road, 16% on rail. The proportion of road transport was more dominant (86%) in domestic transport. In case of rail and inland water transport, the international performance was more significant.

Figure 1

Goods transport performances by mode of transport



Year-on-year, the performance expressed in freight tonne-kilometres (13.9 billion freight tonne-kilometres) increased by 2.0%. Pipeline-, road- and rail transport increased by 7.7%, 1.6% and 0.8%

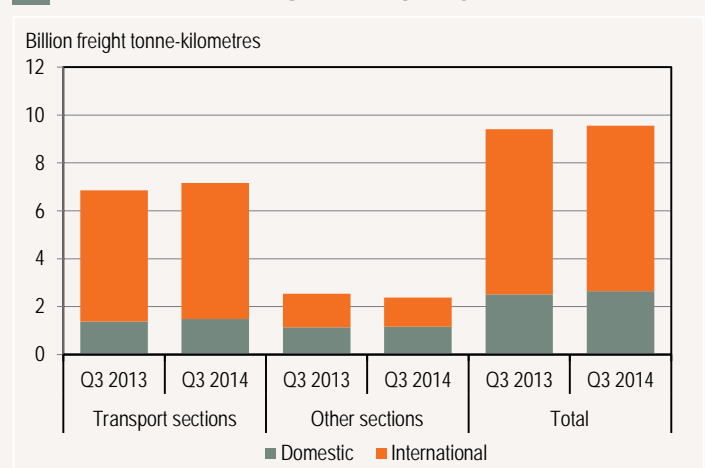
respectively, while inland waterway transport decreased by 0.6%. Out of the total performance of freight transport, road transport accounted for 69%, rail transport for 18%, pipeline transport for 10% and inland water transport for 3%.

International transport decreased by 3.6% in volume and by 1.4% in performance; domestic transport increased by 17% in volume and by 13% in performance.

In quarter 3, road goods transport increased year-on-year by 13% in volume. Domestic transport was up by 16%, while international transport slightly decreased by 0.9% 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 up by 5.4% domestically, while internationally the performance was similar to the third quarter of the previous year. Overall 13% more goods were transported for a 10% shorter distance, while the mileage slightly increased and the rate of the distance travelled empty grew by a modest 0.4 percentage point compared to the previous year's third quarter.

Figure 2

Performances of road goods transport by section



The increase in performance was the result of 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 4.5%, while the performance of those classified as being in other sections decreased by 6.3% year-on-year. However, the latter group was less efficient year-on-year, the proportion of empty running increased by 2.7 percentage points. 16% more goods were transported for a nearly 20% shorter distance.

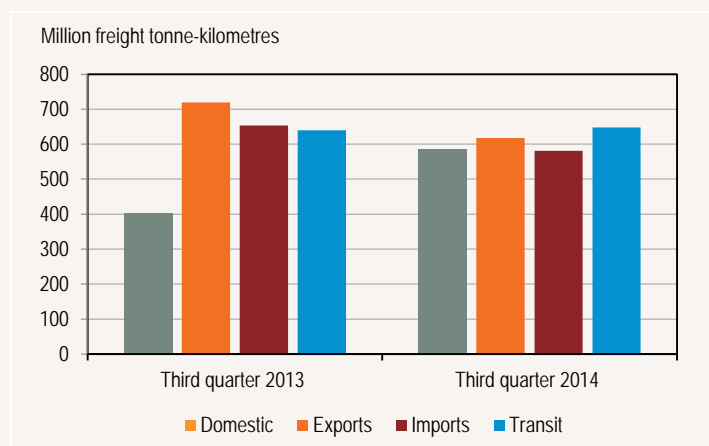
Transport services performed on own account mainly for the domestic market increased by 6.5% in performance and by a significant 24% in volume. The volume performance of transport for hire or reward increased by 8.7% compared to the third quarter 2013. The sole entrepreneurs received transport jobs for 7.5% shorter freight sections. Consequently – despite the fact that the volume of goods transported was 11% more –

their performance measured in freight tonne kilometres grew by only 2.3%. 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 and 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 5–9.99 tonnes (10%).

In quarter 3, the **volume of rail goods transport** (12.5 million tonnes) increased year-on-year by 0.8% due to a significant 27% increase in domestic transport. Overall, the volume of international transport decreased by 9%, within this, exports fell by 17%, transit traffic by 1.2% and imports by 5.4%. The **performance** (2.4 billion freight tonne kilometres) rose by 0.8% year-on-year. In terms of performance, there was a 46% rise in domestic transport and an 8.3% decrease in international transport year-on-year. In international traffic, export and import transport were down year-on-year by 14% and 11% respectively, while the transit transport was up by 1.3%. International transport had an average length of haul of 208 km in exports and 191 km in imports, the respective figure for the transit transport was 285 km.

Performances of rail goods transport

Figure 3



In quarter 3 2014, **inland waterway goods transport** decreased year-on-year by 1% both in volume and in tonne kilometre performance. The volume and tonne kilometre performance of domestic transport, which is representing a very little proportion, sharply rose – by 149% and 139% respectively, mainly because of a large amount of rubble and gravel transported for hydraulic engineering purposes. There was no change in transit traffic, exports increased by 4.9% in volume and by 5.8% in performance, imports decreased by 17% in volume and by 19% in tonne-kilometres performance. In inland waterway transport, ships under Hungarian flag accounted for a proportion of 9.6% in the total goods transported and 7.7% 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 3 decreased year-on-year by 8.9% to 14.5 thousand tonnes.

Passenger transport

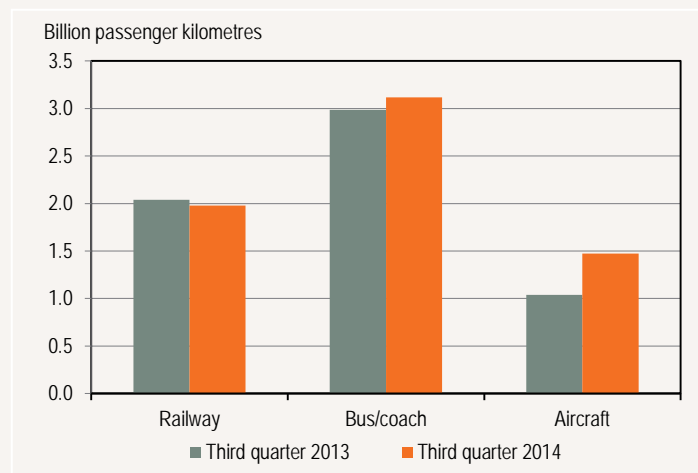
In July–September 2014, in **interurban passenger transport** there was no change in the number of passengers (151.8 million passengers), and the passenger kilometre performance (6.6 billion) rose year-on-year by 8.3%. Air passenger traffic² showed a 34% growth in the number of passengers and a 42% rise in performance due to the introduction of new destinations available from Hungary. The number of ship and bus travellers rose year-on-year by 11% and 0.6% respectively, while the number of rail travellers decreased year-on-year by 3.0%.

¹ Excluding the performance of those ships undertaking transit voyages in the Hungarian section of the Danube River whose shipments were cleared through customs in Croatia and entered into the EU after 1 July. As a result of this, the data of quarter 3 2014 are not fully comparable with those of quarter 3 2013.

² Figures contain data on the passenger transport of Hungarian air carriers affecting Hungarian airports.

Interurban passenger transport performances by mode of transport

Figure 4



In **domestic** long-distance passenger transport – concerning the number of passengers carried – bus/coach traffic has had a significant proportion of 77%.

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 36%, bus transport for 33% and rail transport for 31% in the reference period.

Passenger traffic at **Budapest Ferenc Liszt International Airport**, in relations of 43 countries, grew year-on-year by 7.8% to 2.8 million persons in quarter 3. This passenger traffic was achieved with a total of 24.1 thousand flights, 3.7% more than a year earlier. Wizz Air, Ryanair, Lufthansa, Travel Service, KLM and Norwegian Air Shuttle were the main air carriers. In scheduled traffic, most passengers were sent and received, in a descending order, by the airports of Germany, the United Kingdom, Italy and the Netherlands.

The proportion of the number of the passengers of the low-cost airlines accounted for 46% in the third quarter of 2014. An increase was seen in the seat occupancy of low-cost airlines from 86% to 89% and that of traditional airlines from 77% to 80% in the third quarter of 2014.

In quarter 3 2014, **urban passenger transport** grew year-on-year by 5.8% in number and by 4.8% 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 16 to 19%, and in terms of passenger kilometres travelled from 19 to 23%. 57% of bus travellers were carried in Budapest.

Road vehicle fleet

In quarter 3 2014, the number of passenger cars registered for the first time rose by 28% to 42.7 thousand, i.e. reached the same period figure (96%) of the last pre-crisis year of 2008.

Volkswagen, Opel and Ford brands accounted for 35% of personal cars registered for the first time. Second hand cars accounted for 60% of the stock registered for the first time, this indicator was only 14% in the same period of 2008.

In the third quarter of 2014, the number of buses, lorries, road tractors, and motorbikes registered for the first time rose year-on-year by 50%, 37%, 31%, and 3.1% respectively. 80% of buses and 77% of motorbikes were second hand vehicles, while 81% of road tractors and 58% of lorries were new ones.

Figure 5

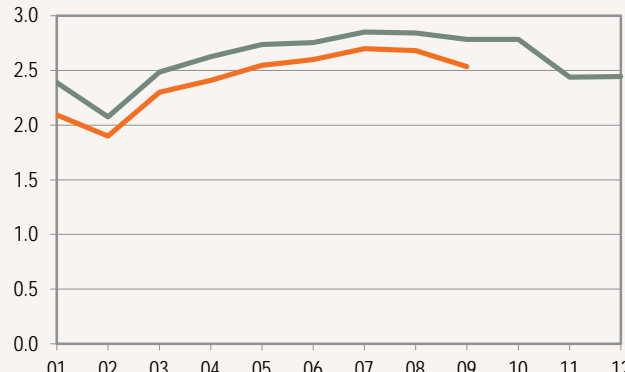
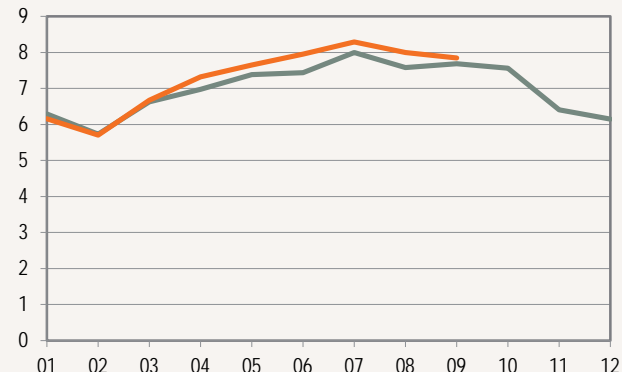
Number of flights at the Budapest Ferenc Liszt International Airport

Total

Of which: low-cost flights

Thousand flights

Thousand flights



— 2013 — 2014

Figure 6

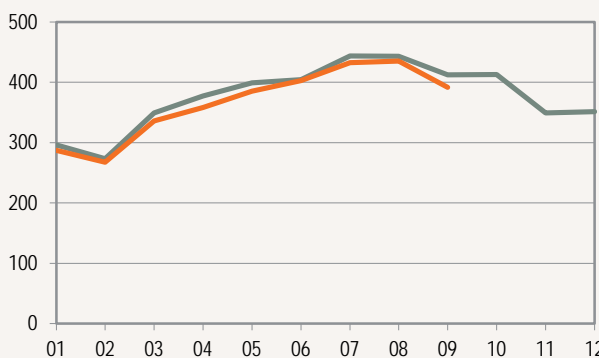
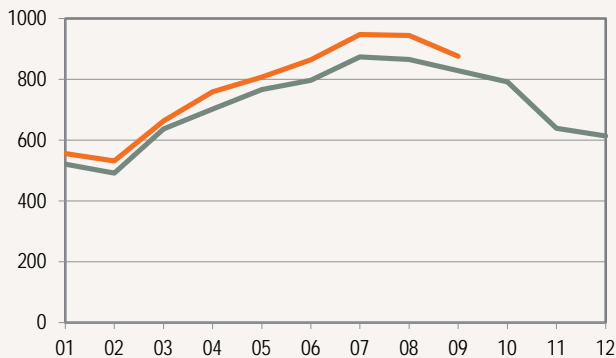
Number of passengers at the Budapest Ferenc Liszt International Airport

Total

Of which: low-cost flights

Thousand passengers

Thousand passengers



— 2013 — 2014

Figure 7

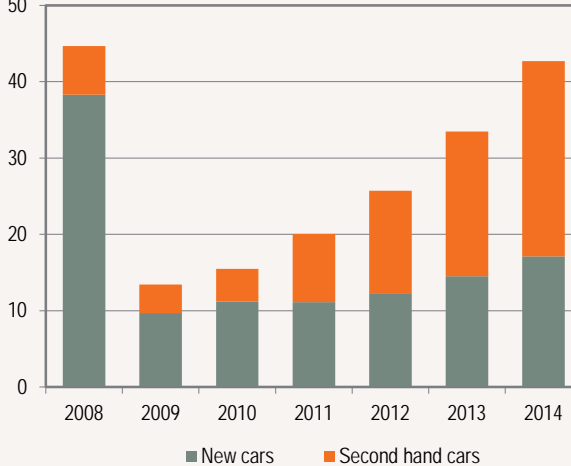
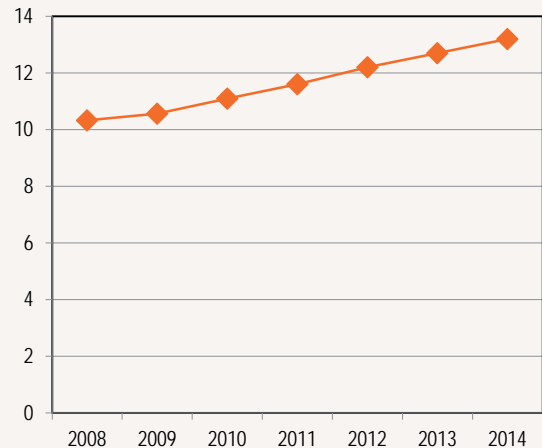
Average age of the passenger car fleet (at the end of the first half of the given year)

Figure 8

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

Year

Thousand



■ New cars ■ Second hand cars

Road traffic accidents involving personal injury

In quarter 3 2014, there was a 6% decrease 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 23% decrease in the number of fatal accidents, and also a 7% fall was seen in the number of accidents involving serious injury and a 4% drop in the number of accidents involving slight injury.

More than 6000 **persons suffered accidents** in quarter 3 2014. Of them, 148 persons were killed, 51 persons fewer than in the base period. The number of persons with serious injury was more than 1500 and that of persons with slight injury was more than 4300. 439 children were injured in accidents, and 3 of them suffered a fatal accident.

71% of the accidents occurred inside built up area. Motorways saw a 12% year-on-year decrease in the number of accidents. On motorway M6, there was a two-and-a-half-fold and on motorway M7 a 15% increase in the number of accidents compared to the third quarter of 2013, while the respective figures decreased in the other major motorways; a significant fall of nearly 40% occurred in motorway M5. Despite the significant increase in the number of accidents, the number of accidents per 100 km was the lowest on the M6 at only 2.4 against the average of 11 of all

motorways. In the months of July to September in 2014, 62% more accidents occurred in the M0 ring road than in the base period.

During this quarter, 57% of the accidents were caused by cars, 15% by bicycles, 10% by lorries, 5–5–5% by moped riders, by motorcyclists and by pedestrians. Fewer accidents were caused by vehicles than in the third quarter of 2013 with the exception of trucks, because they caused 10% more. 6% less accidents occurred due to the fault of drivers. Pedestrians paid more attention to the traffic flow and caused 10% fewer accidents.

The number of accidents caused by drunk drivers decreased by 17%, and they accounted for 10% of all accidents. Approximately more than one fifth of the cyclists' and more than one fifth of moped drivers' accidents were caused in a drunken state. According to the decree amending the Highway Code from 19 July 2014 onwards it is allowed to ride a bike also on the main roads after drinking alcohol, if the cyclist is in a safe driving condition. In case of cyclists causing accidents, the police continue to investigate the level of alcohol consumed in each case. Despite the lighter regulation, cyclists caused 17% fewer accidents in an intoxicated state than a year ago. **Under the influence of alcohol**, motorcyclists caused 58% less accidents, but 27% more accidents were caused by pedestrians than in the previous year's third quarter.

Further information, data (links):

[Methodology](#)

[Tables](#)

[Tables \(stadat\)](#)

www.ksh.hu

Contact details:

kommunikacio@ksh.hu

[Information services](#)

Telephone: +36 1 345 6789