

Transport performances and road traffic accidents, Quarter 4 2014

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Introduction

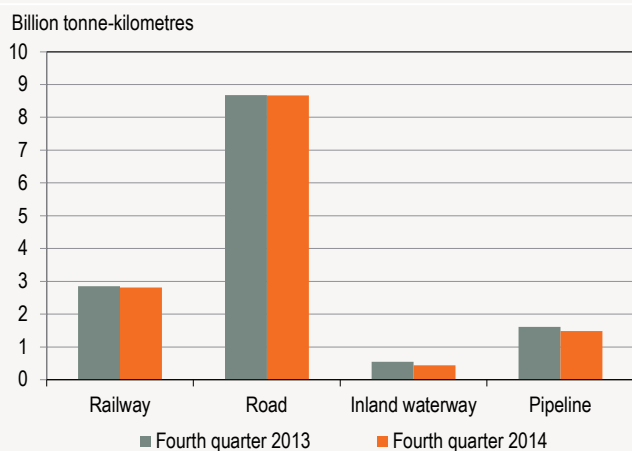
In the fourth quarter of 2014, the volume of goods transported increased by 4.0%, while its performance measured in tonne-kilometres decreased by 2.0% compared to the same period of 2013. The performance of inter-urban passenger transport and urban passenger transport was up year-on-year by 2.5% and 6.4% respectively. In the reference period, 61.8 thousand vehicles were registered for the first time in Hungary, which was 22% higher than the fourth quarter data of 2013. The number of road traffic accidents involving personal injury was down by 1.6% compared with the same period of 2013.

Goods transport

In quarter 4 2014, the volume of goods transported (72.5 million tonnes) grew year-on-year by 4.0%. By transport modes, road transport rose by 8.4%, while inland waterway, pipeline, and rail transport decreased by 5.9%, 5.4% and 3.3% respectively. 68% of the total volume was transported on road, 18% 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.

Figure 1

Goods transport performances by mode of transport



Year-on-year, the performance expressed in freight tonne-kilometres (13.4 billion freight tonne-kilometres) decreased by 2.0%. Inland waterway, pipeline, and rail transport decreased by 20%, 7.7%

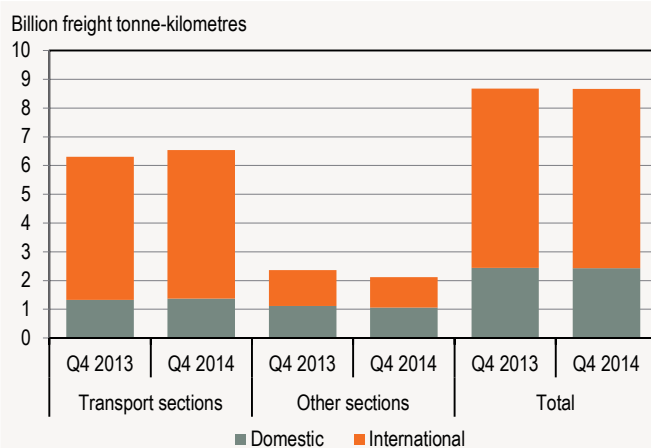
and 1.3% respectively, while the road transport did not change. Out of the total performance of freight transport, road transport accounted for 65%, rail transport for 21%, pipeline transport for 11% and inland water transport for 3%.

International transport decreased by 6.8% in volume and by 3.7% in performance; **domestic transport** increased by 10% in volume and by 2.7% in performance.

In the period under review, the volume of **road goods transport** was 3.8 million tonnes higher than the amount of goods transported in the fourth quarter of 2013. Domestic transport was up by 10%, while international transport also slightly increased by 1.1% 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. Both in domestic and international context the **performance measured in freight tonne kilometres** (2.4 billion and 6.2 billion freight tonne kilometres respectively) was similar to the fourth quarter of the previous year. Overall, 8% more goods were transported for an 8% shorter distance, while the mileage barely changed (-0.8%) and the rate of the distance travelled empty grew by a modest 1.1 percentage point compared to the previous year's fourth quarter.

Figure 2

Performances of road goods transport by section



Three-quarters of the road transport performance continued to be given by businesses classified into the transport sectors. Enterprises principally engaged in transport operations delivered 9.6% more goods, their performance measured in tonne-kilometres increased by 3.7%, 6.9% more weight was moved by enterprises grouped into other sectors, on the other hand, their performance decreased by more than 10% compared to the year before. The latter group was less efficient year-on-year, the proportion of empty running increased by 2.8 percentage points. 7% more goods were transported for a nearly 16% shorter distance.

In the fourth quarter, the volume of transport on own account mainly for the domestic market grew by nearly 10%, while its performance fell by 7.5% and the average transport distance dropped by 16%. The volume performance of transport for hire or reward increased by 7.8% compared

to the fourth quarter of 2013. The sole entrepreneurs received transport jobs for 8% shorter freight sections. Consequently, their performance measured in freight-tonne-kilometres decreased by 1.3%, despite the fact that 7.3% more goods were transported by them in terms of volume.

The volume growth emerging in all categories was also affected by the material and transport intensive construction growth. The weight of goods transported by lorries and trailers with a carrying capacity of more than 10 tonnes increased to a greater extent (by 6.4% and 12.4% respectively), while the same index number decreased by 4.3% in case of lorries with a carrying capacity of 3.5 to 4.99 tonnes.

Considering the year as a whole, in 2014, in terms of volume – mainly due to domestic deliveries – the amount of goods transported was nearly 14% higher than in 2013, while the transport performance increased by 4.3%.

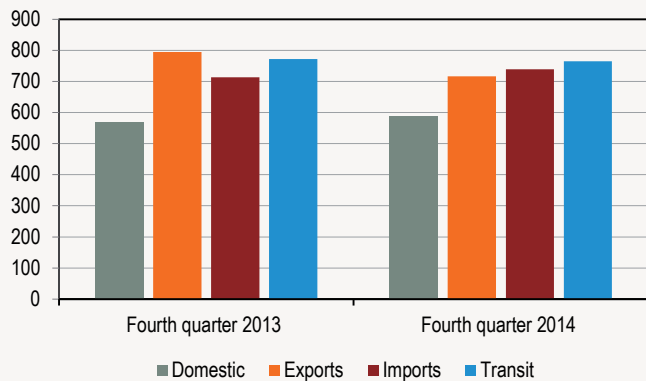
In quarter 4, **the volume of rail goods transport** (13.4 million tonnes) decreased year-on-year by 3.3% despite an 8.4% increase in domestic transport. Overall, the volume of international transport decreased by 7.8%, within this, exports fell by 10%, transit traffic by 14% and imports by 0.7%. The **performance** (2.8 billion freight tonne kilometres) decreased by 1.3% year-on-year. In terms of performance, there was a 3.8% rise in domestic transport and a 2.6% decrease in international transport year-on-year. In international traffic, the export performance decreased by 10%, but imports increased by 3.7%, while the transit transport was practically stagnant (-0.9%). International transport had an average length of haul of 206 km in exports and 212 km in imports, the respective figure for the transit transport was 341 km.

On an annual basis, the volume of rail goods transport was 50.4 million tonnes (+2.6%), and its performance was 10.2 billion tonne-kilometres (+4.6%).

Figure 3

Performances of rail goods transport

Million freight tonne-kilometres



In quarter 4 2014, **inland waterway goods transport** decreased year-on-year by 5.9% in volume and by 20% in tonne kilometre performance. The volume and tonne kilometre performance of domestic transport, which is representing a very little proportion, significantly rose – by 953% and 213% respectively, mainly owing to a large amount of rubble transported for hydraulic engineering purposes. The volume of exports increased by 0.7%, their performance decreased by 15%, along with an import volume decline of 0.3%, their performance measured in freight tonne kilometres increased by 4.0%. The transit traffic significantly decreased by 28%. In inland waterway transport, ships under Hungarian flag accounted for a proportion of 15.7% in the total goods transported and 11.1% in the total performance expressed in freight tonne kilometres.

On an annual basis, in 2014, compared to the previous year, the volume of inland waterway goods transport decreased by 2.6%, its performance measured in freight tonne-kilometres declined by 6.0%.

In air goods transport, in quarter 4 the volume of goods traffic of **Budapest Ferenc Liszt International Airport** was 16.7 thousand tonnes, it was stagnant compared to the year before

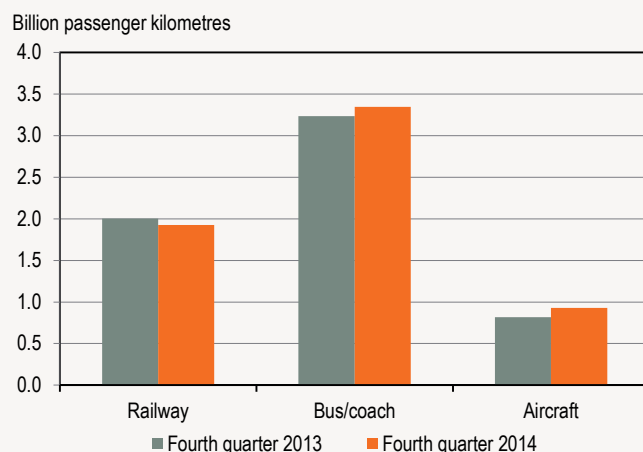
Considering the year as a whole, the goods traffic of the airport was 62.0 thousand tonnes, 3.5% less compared to the previous year.

Passenger transport

In the period of October–December 2014, **in interurban passenger transport** the number of passengers (172.5 million passengers) decreased by 1.6%, but the passenger kilometre performance (6.2 billion) rose year-on-year by 2.5%. Air passenger traffic¹ showed an 11% growth in the number of passengers and a 14% rise in performance due to the introduction of new destinations available from Hungary. The number of ship and rail travellers was down year-on-year by 13% and 3.3% respectively. The number of bus passengers decreased year-on-year by 1.1% while the passenger kilometre performance increased by 3.6%.

Figure 4

Interurban passenger transport performances by mode of transport



In **domestic** long-distance passenger transport – concerning the number of passengers carried – bus/coach traffic had a significant proportion of 79%.

In **international** passenger transport, the modal split was similar among the customers of resident companies: bus transport accounted for 35%, air transport for 33% and rail transport for 32% in the reference period.

Year-on-year, interurban passenger transport (domestic and international combined) saw no change in the number of passengers (671.6 million persons) and a 5.7% growth in performance (to 25.0 billion passenger kilometres). International passenger transport showed a 14% rise in the number of passengers and a 30% surge in passenger kilometre performance. As for domestic passenger transport, the respective figures were stagnant.

Passenger traffic at **Budapest Ferenc Liszt International Airport**, in relations of 45 countries, grew year-on-year by 8.3% to 2.2 million persons in quarter 4. This passenger traffic was achieved with a total of 21.1 thousand flights, 4.8% more than a year earlier. Wizz Air, Ryanair, Lufthansa, Norwegian Air Shuttle, KLM and Germanwings 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 proportion of the number of passengers of the low-cost airlines accounted for 47% in the fourth quarter of 2014. An increase was seen in the seat occupancy of low-cost airlines from 83% to 85% and that of traditional airlines from 77% to 78% in the fourth quarter of 2014.

On an annual basis, the airport's passenger traffic (9.2 million people) increased by 7.5% and its number of flights (86.7 thousand) increased by 3.4%.

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

Figure 5

Number of flights at the Budapest Ferenc Liszt International Airport

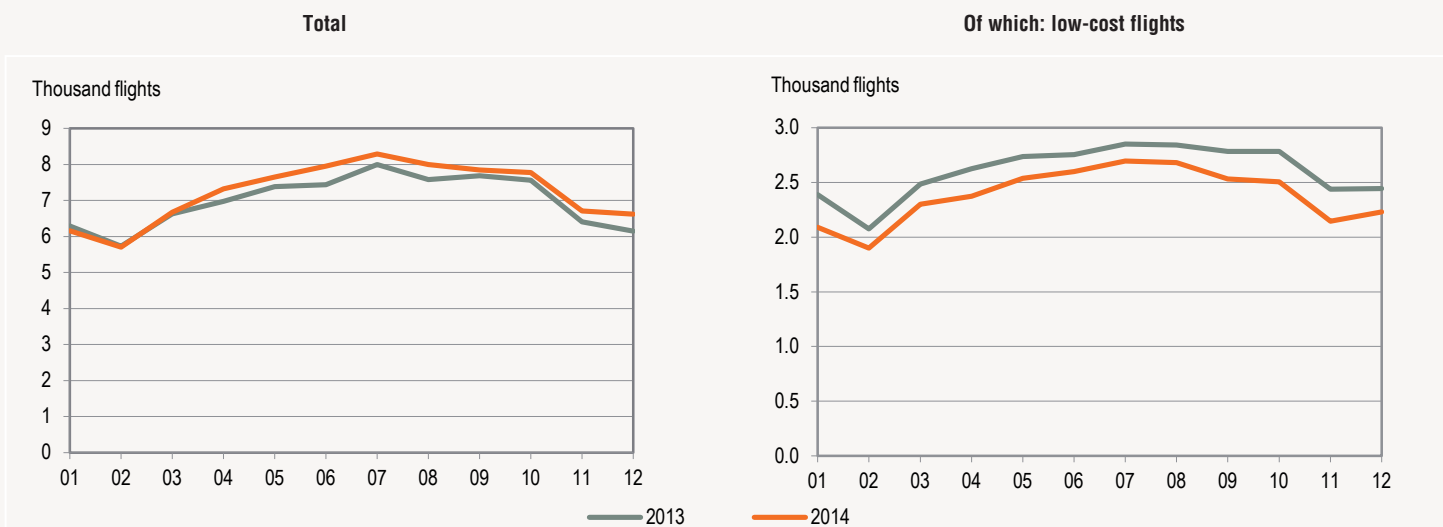


Figure 6

Number of passengers at the Budapest Ferenc Liszt International Airport



In quarter 4 2014, **urban passenger transport** grew year-on-year by 4.3% in number and by 6.4% in passenger kilometres. Bus traffic accounted for the highest proportion (in terms of the number of passengers for 52%, 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 kilometres travelled from 18 to 22%. 53% of bus travellers were carried in Budapest.

In 2014, compared to 2013, the number of local passenger transport users increased by 4.7% to 2.1 billion and the performance expressed in passenger kilometres grew by 5.7% to 8.0 billion.

Road vehicle fleet

On 31 December 2014, the stock of road vehicles was 3.8 million units; from this the number of passenger cars was 3.1 million. At the end of December 2014, the number of passenger cars in circulation in Hungary was 2.2% higher compared to the previous year. During the past year, the

number of other vehicles also increased, the number of road tractors, motorbikes, lorries and buses rose year-on-year by 8.5%, 2.8%, 2.6%, and 2.0. The average age of vehicles continued to increase (by 0.4 years to 13.5 years): that of passenger cars to 13.4 (+0.4) years, that of buses to 14.8 (+0.1) years, that of motorcycles to 18.5 (+0.5) years, that of lorries to 12.5 (+0.3) years.

In the fourth quarter of 2014, the number of passenger cars registered for the first time was 44.5 thousand, which was 24% more compared to the base period data. Volkswagen, Opel and Ford brands jointly accounted for one-third of the passenger cars registered for the first time in Hungary. 57% of cars registered for the first time were used cars, while this indicator was only 14% in the fourth quarter of 2008.

In the fourth quarter of 2014, the number of lorries, buses, motorbikes registered for the first time rose year-on-year by 27%, 20% and 8.0% respectively, while the number of road tractors was down by 10%. 78% of motorbikes and 50% of buses were second hand vehicles, while 82% of road tractors and 61% of lorries were new ones.

Figure 7

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

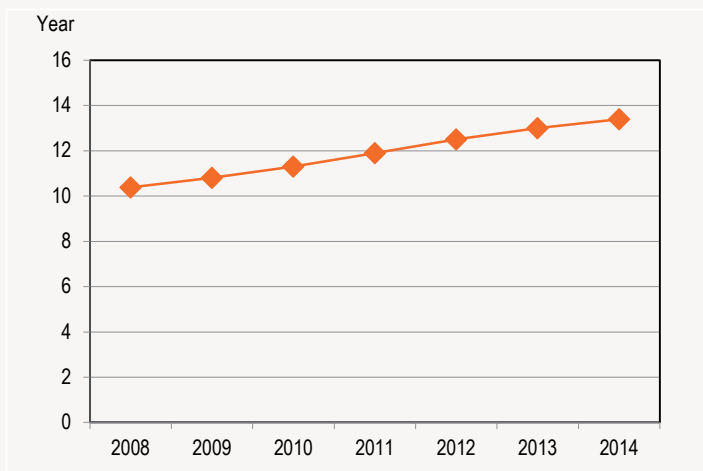
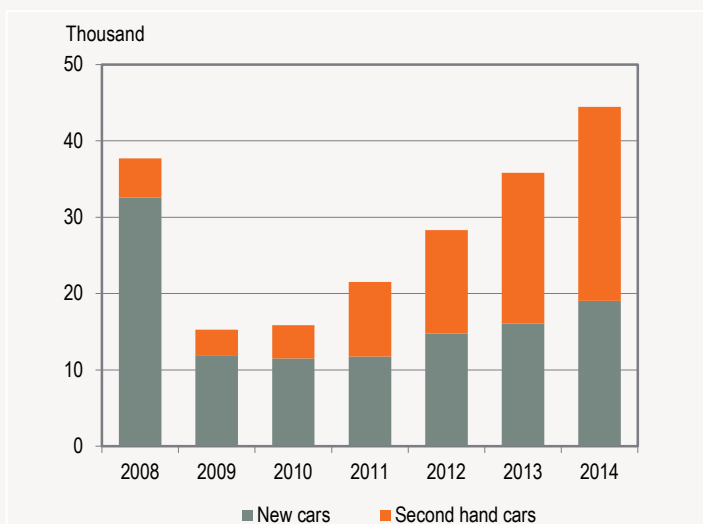


Figure 8

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



Road traffic accidents involving personal injury

In the fourth quarter of 2014, there were 1.6% fewer, i.e., 4066 road traffic accidents involving personal injury on our public roads than in the fourth quarter of last year. **The number of fatal accidents was 186, which was nearly 26% higher than the base period data.** During these accidents, compared to the fourth quarter of 2013, the number of traffic offenses committed by drivers grew, the number of speeding cases increased by 41% as well as there were 65% more cases in which the rules on the change of direction were not observed. The number of accidents involving serious injury increased by 3.7% and that of those with light injuries decreased by 2.1%.

Table 1

Number of road traffic accidents involving fatal personal injuries by cause of accident

Cause	Q4 2013	Q4 2014	Corresponding period of the previous year=100.0
Driver error	119	156	131.1
Of which:			
inappropriate use of speed	49	69	140.8
non observance of traffic regulation	20	33	165.0
Pedestrian error	27	30	111.1
Passenger error, technical problems with the vehicle, track error and other reasons	2	–	–
Total	148	186	125.7

Nearly 5400 persons suffered accidents in quarter 4 2014. Of them, 200 persons were killed, 46 more people than in the base period. The number of persons with serious injury was more than 1350 and that of persons with slight injury exceeded 3800. 390 children were injured in accidents, and 5 of them suffered a fatal accident.

71% of the accidents occurred inside built up area. Motorways saw a 2.4% year-on-year decrease in the number of accidents. On motorway M6 and highway M0 there were increases of 33% and 17% respectively and on motorway M7 a 20% decrease in the number of accidents compared to the fourth quarter of 2013. The number of accidents per 100 km was the lowest on the M6 at only 2.3 against the average of 7.3 of all motorways, while this value was 20 on M1 and 17 on M0.

During this quarter, 66% of the accidents were caused by cars, 9.7% by lorries, 8.4% by cyclists. Fewer accidents were caused by vehicles than in the fourth quarter of 2013 with the exception of trucks and motobikes because they caused 8.5%–8.5% more. 1% less accidents occurred due to the fault of drivers.

The number of accidents caused by drunk drivers decreased by 8.9%, and they accounted for 10% of all accidents. Nearly 16% of accidents caused by pedestrians and approximately 12% of accidents caused by car drivers were caused in an intoxicated 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, a quarter fewer accidents were caused by cyclists in an intoxicated state than a year ago. Under the influence of alcohol, 12% more accidents were caused by pedestrians than in the previous year's fourth quarter.

In 2014, in 1% more accidents about the same number of persons were injured on our public roads than in the previous year. Compared to the previous year, the number of fatal accidents increased by 6.1%, that of those with a serious injury was marginally higher than the previous year's level.

Further information, data (links):

[Methodology](#)

[Tables](#)

[Tables \(stadat\)](#)

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