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Results for April 2012

Table A – Key figures for land transportation

Freight transportation estimates	April 2012 1/	% change between April 2011 and April 2012	% change between February to April 2011 and February to April 2012	% change between January to April 2011 and January to April 2012
Payload (000 tons)	54 264	-3,2	0,5	3,2
Total income (R million)	7 027	2,4	6,8	9,6

1/ Units of measurement can be found next to the respective variables in the previous column.

Passenger transportation estimates	April 2012 1/	% change between April 2011 and April 2012	% change between February to April 2011 and February to April 2012	% change between January to April 2011 and January to April 2012
Number of passengers (000)	68 726	8,5	6,6	7,0
Total income (R million)	798	17,5	10,5	10,8

1/ Units of measurement can be found next to the respective variables in the previous column.

Income from freight transportation

The income from freight transportation for the three months ended April 2012 increased by 6,8% compared with the three months ended April 2011. Income from freight transportation for April 2012 increased by 2,4% compared with April 2011, while the volume of goods transported (payload) decreased by 3,2% over this period.

The main contributors to the year-on-year increase of 6,8% in income from freight transportation for the three months ended April 2012 were:

- primary mining and quarrying products (5,7% and contributing 2,0 percentage points);
- containers (22,6% and contributing 1,0 percentage point); and
- 'other' freight (12,8% and contributing 1,0 percentage point) – see Table B on page 3.

Income from passenger transportation

The income from passenger transportation for the three months ended April 2012 increased by 10,5% compared with the three months ended April 2011. Income from passenger transportation for April 2012 increased by 17,5% compared with April 2011, while the number of passengers increased by 8,5% over this period.

The main contributor to the year-on-year increase of 10,5% in income from passenger transportation for the three months ended April 2012 was road passenger transportation (8,9% and contributing 7,0 percentage points), followed by railway passenger transportation (16,2% and contributing 3,4 percentage points) – see Table C on page 3.

Table B – Contribution of each type of commodity to the percentage change in freight transportation income

Type of commodity	February to April 2011 (R million)	Weight 1/	February to April 2012 (R million)	Difference in income between February to April 2011 and February to April 2012 (R million)	% change between February to April 2011 and February to April 2012	Contribution (% points) to the % change in total income 2/
Agriculture and forestry primary products	1 410	7,0	1 346	-64	-4,5	-0,3
Primary mining and quarrying products	7 133	35,3	7 540	407	5,7	2,0
Manufactured food, beverages and tobacco products	2 947	14,6	3 103	156	5,3	0,8
Textiles, clothing and leather goods	139	0,7	142	3	2,2	0,0
Chemicals, coke, petroleum, rubber, plastic and other mineral products	1 592	7,9	1 704	112	7,0	0,6
Basic metals and fabricated metal products	1 349	6,7	1 461	112	8,3	0,6
Non-metallic products	765	3,8	805	40	5,2	0,2
Electrical machinery, transport machinery and equipment	408	2,0	529	121	29,7	0,6
Motor vehicles, parts and accessories	509	2,5	503	-6	-1,2	0,0
Paper and paper products	330	1,6	348	18	5,5	0,1
Commercial products	631	3,1	651	20	3,2	0,1
Used household and office products	210	1,0	212	2	1,0	0,0
Containers	877	4,3	1 075	198	22,6	1,0
Parcels	296	1,5	331	35	11,8	0,2
Other freight	1 638	8,1	1 848	210	12,8	1,0
Total income 3/	20 230	100,0	21 598	1 368	6,8	6,8

1/ Weight is the percentage contribution of each type of commodity to the total income for the three months up to the current month of the previous year.

2/ The contribution to the percentage change is calculated by multiplying the percentage change of each type of commodity with its corresponding weight, divided by 100.

3/ The figures have been rounded off. Therefore discrepancies may occur between the sums of the component items and the totals.

Table C – Contribution of each type of service to the percentage change in passenger transportation income

Type of service	February to April 2011 (R million)	Weight 1/	February to April 2012 (R million)	Difference in income between February to April 2011 and February to April 2012 (R million)	% change between February to April 2011 and February to April 2012	Contribution (% points) to the % change in total income 2/
Railway passenger transportation	444	21,2	516	72	16,2	3,4
Road passenger transportation	1 648	78,8	1 795	147	8,9	7,0
Total income 3/	2 092	100,0	2 311	219	10,5	10,5

1/ Weight is the percentage contribution of each type of service to the total income for the three months up to the current month of the previous year.

2/ The contribution to the percentage change is calculated by multiplying the percentage change of each type of service with its corresponding weight, divided by 100.

3/ The figures have been rounded off. Therefore discrepancies may occur between the sums of the component items and the totals.

PJ Lehohla
Statistician-General

Tables

Table 1 – Total freight transportation estimates

Year and month 1/	Rail		Road		Total 2/		
	Payload (000 tons)	Income (R million)	Payload (000 tons)	Income (R million)	Payload (000 tons)	Income (R million)	
2010	January	15 170	1 668	33 882	3 939	49 052	5 607
	February	15 938	1 806	36 053	4 144	51 991	5 950
	March	15 389	1 810	39 275	4 474	54 664	6 284
	April	15 410	1 784	35 799	4 109	51 209	5 893
	May	11 520	1 367	39 348	4 410	50 868	5 777
	June	14 544	1 765	39 817	4 528	54 361	6 293
	July	15 815	1 884	40 609	4 616	56 424	6 500
	August	14 800	1 879	40 322	4 616	55 122	6 495
	September	16 770	1 895	39 296	4 517	56 066	6 412
	October	16 673	1 877	39 731	4 666	56 404	6 543
	November	16 453	1 874	41 512	4 851	57 965	6 725
	December	15 452	1 764	35 132	4 294	50 584	6 058
	Total	183 934	21 373	460 776	53 164	644 710	74 537
2011	January	14 094	1 626	33 933	3 974	48 027	5 600
	February	16 845	2 322	36 962	4 278	53 807	6 600
	March	15 970	1 894	42 653	4 876	58 623	6 770
	April	16 395	2 132	39 674	4 728	56 068	6 860
	May	16 445	2 191	41 059	4 791	57 504	6 982
	June	13 004	1 835	42 325	4 962	55 329	6 797
	July	15 990	2 076	42 704	4 956	58 694	7 032
	August	16 409	2 272	43 544	5 142	59 953	7 414
	September	18 212	2 389	44 578	5 298	62 789	7 687
	October	18 037	2 373	43 738	5 232	61 775	7 605
	November	17 900	2 418	45 776	5 440	63 676	7 858
	December	17 251	2 278	38 194	4 775	55 445	7 053
	Total	196 552	25 806	495 140	58 452	691 690	84 258
2012	January	16 726	2 206	37 414	4 501	54 139	6 707
	February	17 587	2 399	40 774	4 997	58 361	7 396
	March	17 587	2 345	39 204	4 831	56 790	7 175
	April	17 094	2 372	37 170	4 655	54 264	7 027

1/ Figures are preliminary.

2/ The figures have been rounded off. Therefore discrepancies may occur between the sums of the component items and the totals.

Table 2 – Total passenger transportation estimates

Year and month 1/		Rail		Road		Total 2/	
		Number of passengers (000)	Income (R million)	Number of passengers (000)	Income (R million)	Number of passengers (000)	Income (R million)
2010	January	47 257	149	22 029	402	69 286	551
	February	55 487	161	24 569	425	80 056	586
	March	56 957	166	26 742	467	83 699	633
	April	51 064	185	22 869	466	73 933	651
	May	24 096	99	25 670	479	49 766	578
	June	33 798	133	24 326	510	58 124	643
	July	42 797	161	24 936	526	67 733	687
	August	42 438	146	24 861	494	67 299	640
	September	44 255	144	25 242	532	69 497	676
	October	47 135	156	25 404	524	72 539	680
	November	45 607	153	25 173	519	70 780	672
	December	33 669	122	20 688	524	54 357	646
	Total	524 560	1 775	292 509	5 868	817 069	7 643
2011	January	35 345	149	22 346	500	57 691	649
	February	41 478	142	25 960	514	67 438	656
	March	47 524	158	28 440	599	75 964	757
	April	40 652	144	22 674	535	63 326	679
	May	43 750	147	25 717	544	69 467	691
	June	45 897	156	26 042	560	71 939	716
	July	43 272	156	25 528	569	68 800	725
	August	45 469	160	26 563	569	72 032	729
	September	50 207	172	27 494	612	77 700	784
	October	49 438	171	25 252	572	74 690	743
	November	50 102	169	26 026	576	76 128	745
	December	37 738	149	23 085	588	60 822	736
	Total	530 872	1 873	305 127	6 738	835 997	8 610
2012	January	38 027	151	24 560	576	62 587	727
	February	47 074	164	26 029	568	73 103	732
	March	50 327	172	28 151	609	78 479	781
	April	43 197	180	25 529	618	68 726	798

1/ Figures are preliminary.

2/ The figures have been rounded off. Therefore discrepancies may occur between the sums of the component items and the totals.

Table 3 – Total income according to the type of commodity for freight transportation (R million)

Year and month 1/	Type A	Type B	Type C	Type D	Type E	Type F	Type G	Type H	Type I	Type J	Type K	Type L	Type M	Type N	Type O	Total 2/	
2010	January	392	1 796	991	41	463	389	253	81	94	93	118	61	235	84	516	5 607
	February	410	1 938	946	57	458	419	282	103	103	95	168	69	272	100	529	5 950
	March	452	2 085	980	72	479	414	317	106	123	104	167	74	254	115	542	6 284
	April	449	1 863	859	45	469	434	273	123	116	105	152	70	292	110	533	5 893
	May	490	1 712	861	46	493	394	289	128	121	104	181	70	236	106	544	5 777
	June	519	1 880	920	42	531	452	308	132	129	105	203	73	324	105	571	6 293
	July	572	2 028	935	45	498	458	287	120	152	111	217	74	329	97	578	6 500
	August	587	1 941	922	45	568	467	299	136	155	106	209	78	316	92	574	6 495
	September	557	1 995	918	42	546	438	254	143	129	115	210	73	303	91	596	6 412
	October	535	1 991	989	44	542	453	292	146	147	118	222	77	301	91	595	6 543
	November	512	2 070	962	52	580	437	278	155	169	122	263	78	326	108	613	6 725
	December	450	1 851	1 045	41	518	373	246	126	146	109	206	78	278	80	510	6 058
Total	5 925	23 150	11 328	572	6 145	5 128	3 378	1 499	1 584	1 287	2 316	875	3 466	1 179	6 701	74 537	
2011	January	419	1 899	774	40	491	376	203	105	146	99	172	70	281	83	445	5 600
	February	460	2 442	924	51	486	445	242	132	163	104	183	70	298	95	506	6 600
	March	481	2 305	945	46	562	457	270	135	177	112	219	69	288	108	597	6 770
	April	469	2 386	1 078	42	544	447	253	141	169	114	229	71	291	93	535	6 860
	May	524	2 434	929	47	562	466	265	140	169	117	214	64	349	101	602	6 982
	June	535	2 124	1 001	41	565	452	279	157	175	116	226	62	354	105	606	6 797
	July	527	2 472	1 101	49	570	348	255	136	148	118	203	65	368	101	573	7 032
	August	577	2 555	1 014	52	568	472	283	157	154	123	233	71	385	109	662	7 414
	September	555	2 718	1 089	53	568	449	296	164	161	124	234	66	397	110	702	7 687
	October	543	2 665	999	57	576	473	299	187	164	125	252	80	389	103	692	7 605
	November	561	2 662	1 085	61	625	471	328	175	166	129	266	83	385	121	739	7 858
	December	463	2 375	1 247	51	554	402	260	141	146	111	206	93	310	101	595	7 053
Total	6 114	29 037	12 186	590	6 671	5 258	3 233	1 770	1 938	1 392	2 637	864	4 095	1 230	7 254	84 258	
2012	January	422	2 389	955	45	575	458	233	121	142	115	192	74	325	89	572	6 707
	February	445	2 587	1 030	46	586	505	268	206	156	117	224	74	370	113	668	7 396
	March	459	2 549	1 029	48	573	463	270	157	178	117	214	71	332	113	603	7 175
	April	442	2 404	1 044	48	545	493	267	166	169	114	213	67	373	105	577	7 027

1/ Preliminary.

2/ The figures have been rounded off. Therefore discrepancies may occur between the sums of the component items and the totals.

Description of type of commodity included in indicated group type in Table 3

Group type	Type of commodity included in group type	Group type	Type of commodity included in group type
Type A	Transportation of agriculture and forestry primary products	Type I	Transportation of motor vehicles, parts and accessories
Type B	Transportation of primary mining and quarrying products	Type J	Transportation of paper and paper products
Type C	Transportation of manufactured food, beverages and tobacco products	Type K	Transportation of commercial products
Type D	Transportation of textiles, clothing and leather products	Type L	Transportation of used household and office products
Type E	Transportation of chemicals, coke, petroleum, rubber, plastic and other mineral products	Type M	Transportation of containers
Type F	Transportation of basic metals and fabricated metal products	Type N	Transportation of parcels
Type G	Transportation of non-metallic products	Type O	Transportation of other freight
Type H	Transportation of electrical machinery, transport machinery and equipment		

Table 4 – Three-monthly and annual cumulative estimates and percentage changes for freight transportation

Freight transportation estimates	February to April 2011	February to April 2012	% change between February to April 2011 and February to April 2012	January to April 2011	January to April 2012	% change between January to April 2011 and January to April 2012
Payload (000 tons)	168 498	169 415	0,5	216 525	223 554	3,2
Total income (R million)	20 230	21 598	6,8	25 830	28 305	9,6

Table 5 – Three-monthly and annual cumulative estimates and percentage changes for passenger transportation

Passenger transportation estimates	February to April 2011	February to April 2012	% change between February to April 2011 and February to April 2012	January to April 2011	January to April 2012	% change between January to April 2011 and January to April 2012
Number of passengers (000)	206 728	220 308	6,6	264 419	282 895	7,0
Total income (R million)	2 092	2 311	10,5	2 741	3 038	10,8

Explanatory notes

Introduction	1	Statistics South Africa (Stats SA) conducts a monthly survey of the land transportation industry, covering passenger and freight transportation by rail and road (see 4 below). This survey is based on a sample drawn from the 2011 Business Sampling Frame (BSF) that contains businesses registered for value added tax (VAT) and income tax.
	2	As is usual, information for the latest month had to be estimated for respondents who have not reported by the cut-off date for production of results. These estimates will be revised in future statistical releases when their reported information becomes available. Published land transportation income estimates exclude VAT.
Purpose of the survey	3	The results of the monthly land transport survey are used to compile estimates of the gross domestic product (GDP) and its components, which are used in monitoring the state of the economy and formulation of economic policy. These statistics are also used in the analysis of comparative business and industry performance.
Scope of the survey	4	This survey covers enterprises involved in land transportation according to the following types of transportation: <ul style="list-style-type: none"> • railway transport (including passenger and freight transportation); • other scheduled passenger land transport – urban, suburban and inter-urban bus and coach passenger lines and school buses; • other non-scheduled passenger land transport – safaris and sightseeing bus tours, metered taxis and other passenger transport including renting of motor cars with drivers; and • freight transport by road.
Exclusions	5	Passenger transportation excludes: <ul style="list-style-type: none"> • minibus taxis; • Gautrain; • metropolitan buses (including the Bus Rapid Transport system– BRT); and • rental of private cars/buses without drivers. <p>Freight transportation excludes:</p> <ul style="list-style-type: none"> • renting of trucks without drivers; and • in-house transportation.
Classification	6	The 1993 edition of the <i>Standard Industrial Classification of all Economic Activities (SIC)</i> , Fifth Edition, Report No. 09-90-02, was used to classify the statistical units in the survey. The SIC is based on the 1990 <i>International Standard Industrial Classification of all Economic Activities (ISIC)</i> with suitable adaptations for local conditions. Statistics in this publication are presented at SIC division (two-digit) level. Each enterprise is classified to the industry which reflects its predominant activity.
Collection rate	7	The preliminary collection rate for the survey on land transportation for April 2012 was 84,9%. The improved collection rate for March 2012 was 89,9%.
Statistical unit	8	The statistical unit for which information is compiled and published is the enterprise, defined as a legal unit or a combination of legal units that includes and directly controls all functions necessary to carry out its income activities.
Survey methodology and design	9	Questionnaires are collected monthly and the results are published on a monthly basis. Questionnaires are sent to a sample of about 700 enterprises from a population of about 4 400 enterprises. Completed questionnaires are required to be returned to Stats SA within 10 days after the end of the reference month. Fax and telephone reminders are used to follow up non-respondents.

Sample design	10	The value of income is obtained monthly from the sample of about 700 enterprises (which was drawn in April 2011 at the SIC four-digit level) from a population of about 4 400 land transportation enterprises. The land transportation industry is divided into four size groups. All large enterprises (size group one) are completely enumerated. Simple random sampling is applied to size groups two (medium sized), three and four (small) enterprises. The total value of income of the large enterprises (size group one) is added to the weighted totals of size groups two, three and four to reflect the total value of income.																				
Weighting methodology	11	For those strata not completely enumerated, the weights to produce estimates are the inverse ratio of the sampling fraction, modified to take account of non-response in the survey. Stratum estimates are calculated and then aggregated with the completely enumerated stratum to form division estimates. These procedures, which are in line with international best practice, are described in more detail on the Stats SA website at http://www.statssa.gov.za/publications/publicationsearch.asp .																				
Reliability of estimates	12	Data presented in this publication are based on information obtained from a sample and are, therefore, subject to sampling variability; that is, they may differ from the figures that would have been produced if the data had been obtained from all enterprises in the land transport industry in South Africa. Estimates are subject to sampling and non-sampling errors. Preliminary figures are indicated in the tables.																				
	13	Inaccuracies may occur because of imperfections in reporting by enterprises and errors made in the collection and processing of the data. Inaccuracies of this kind are referred to as non-sampling errors. Every effort is made to minimise non-sampling errors by careful design of questionnaires, testing them in pilot studies, editing reported data and implementing efficient operating procedures. Fluctuations may occur in consecutive months as a result of seasonal and economic factors.																				
Revised figures	14	Revised figures are due to respondents reporting revisions or corrections to their figures and late submission of their data to Stats SA. Preliminary figures are indicated in the relevant tables. Data are edited at the enterprise level.																				
Related publications	15	Users may also wish to refer to the following publications available from Stats SA - <ul style="list-style-type: none"> • <i>Bulletin of Statistics</i> issued quarterly; and • <i>SA Statistics</i> issued annually. 																				
Rounding-off of figures	16	Where figures have been rounded off discrepancies may occur between sums of the component items and the totals.																				
Symbols and abbreviations	17	<table border="0" style="width: 100%;"> <tr> <td style="width: 100px;">BR</td> <td>Business register</td> </tr> <tr> <td>BSF</td> <td>Business sampling frame</td> </tr> <tr> <td>GDP</td> <td>Gross domestic product</td> </tr> <tr> <td>ISIC</td> <td>International Standard Industrial Classification</td> </tr> <tr> <td>SIC</td> <td>Standard Industrial Classification of all Economic Activities</td> </tr> <tr> <td>SARS</td> <td>South African Revenue Service</td> </tr> <tr> <td>Stats SA</td> <td>Statistics South Africa</td> </tr> <tr> <td>VAT</td> <td>Value added tax</td> </tr> <tr> <td>*</td> <td>Revised</td> </tr> <tr> <td>-</td> <td>Figures not available</td> </tr> </table>	BR	Business register	BSF	Business sampling frame	GDP	Gross domestic product	ISIC	International Standard Industrial Classification	SIC	Standard Industrial Classification of all Economic Activities	SARS	South African Revenue Service	Stats SA	Statistics South Africa	VAT	Value added tax	*	Revised	-	Figures not available
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SARS	South African Revenue Service																					
Stats SA	Statistics South Africa																					
VAT	Value added tax																					
*	Revised																					
-	Figures not available																					

Technical note

Neyman optimal allocation

A stratified random sample was drawn from the population of enterprises on the business sampling frame (BSF). Strata were formed using a combination of Standard Industrial Classification and the measure of size classes for enterprises. The Neyman optimal allocation formula given below was used to allocate samples to each stratum.

$$n_h = \frac{N_h S_h}{\sum N_h S_h}$$

N_h and S_h are the stratum population size and the stratum variance respectively.

Neyman allocation formula not only allocates sample sizes to each stratum but also calculates the relative precision for each stratum as well as the relative precision for all strata. The relative precision for these strata did not exceed 1,0%.

Class limits

Enterprise size	Size Group	Lower limits	Upper limits
Very small	4	0	9 000 000
Small	3	9 000 001	39 000 000
Medium	2	39 000 001	78 000 000
Large	1	78 000 001	

Glossary

Enterprise

The enterprise is a legal entity or a combination of legal units that includes and directly controls all functions necessary to carry out its sales activities.

Industry

An industry is made up of enterprises engaged in the same or similar kinds of economic activity. Industries are defined in the *System of National Accounts (SNA)* in the same way as in the *Standard Industrial Classification of all Economic Activities, Fifth Edition, Report No. 09-90-02 of January 1993 (SIC)*.

Statistical unit

A statistical unit is a unit about which statistics are tabulated, compiled or published. The statistical units are derived from and linked to the South African Revenue Service (SARS) administrative data.

Number of passengers

The number of passengers refers to the passenger journeys.

General information

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magdaj@statssa.gov.za (orders/subscription services)

Postal address: Private Bag X44, Pretoria, 0001

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