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Freight transportation: results for April 2014

Table A – Year-on-year percentage change in freight transportation (income at current prices)

	Nov-13	Dec-13	Jan-14	Feb-14	Mar-14	Apr-14
Freight payload	-8,3	-2,7	-1,5	-4,1	0,8	6,5
Freight income	2,2	5,1	9,5	5,0	8,8	8,2

The volume of goods transported (payload) increased by 6,5% in April 2014 compared with April 2013. The corresponding income increased by 8,2% over the same period.

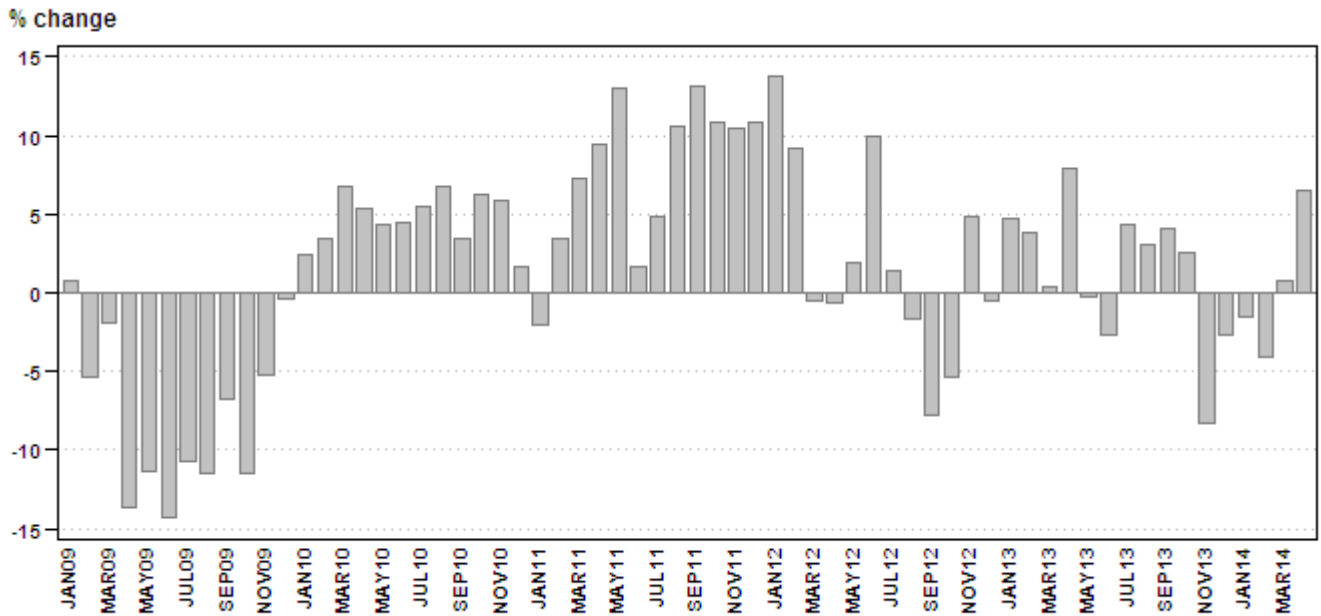
Table B – Freight transportation income at current prices for the latest three months by type of commodity

Type of commodity	Feb – Apr 2013 (R million)	Weight	Feb – Apr 2014 (R million)	% change between Feb – Apr 2013 and Feb – Apr 2014	Contribution (% points) to the total % change
Agriculture and forestry primary products	1 630	6,5	1 867	14,5	0,9
Primary mining and quarrying products	8 596	34,1	9 384	9,2	3,1
Manufactured food, beverages and tobacco products	3 562	14,1	3 423	-3,9	-0,5
Textiles, clothing and leather goods	370	1,5	340	-8,1	-0,1
Chemicals, coke, petroleum, rubber, plastic and other mineral products	1 908	7,6	1 960	2,7	0,2
Basic metals and fabricated metal products	1 290	5,1	1 405	8,9	0,5
Non-metallic products	898	3,6	961	7,0	0,3
Electrical machinery, transport machinery and equipment	498	2,0	666	33,7	0,7
Motor vehicles, parts and accessories	765	3,0	717	-6,3	-0,2
Paper and paper products	416	1,7	442	6,3	0,1
Commercial products	579	2,3	584	0,9	0,0
Used household and office products	299	1,2	273	-8,7	-0,1
Containers	1 679	6,7	1 809	7,7	0,5
Parcels	483	1,9	482	-0,2	0,0
Other freight	2 219	8,8	2 725	22,8	2,0
Total income	25 194	100,0	27 041	7,3	7,3

Income from freight transportation increased by 7,3% in the three months ended April 2014 compared with the three months ended April 2013. The main contributors to this increase were:

- primary mining and quarrying products (9,2% and contributing 3,1 percentage points); and
- 'other' freight (22,8% and contributing 2,0 percentage points) – see Table B.

Figure 1 – Freight transportation: year-on-year percentage change in payload



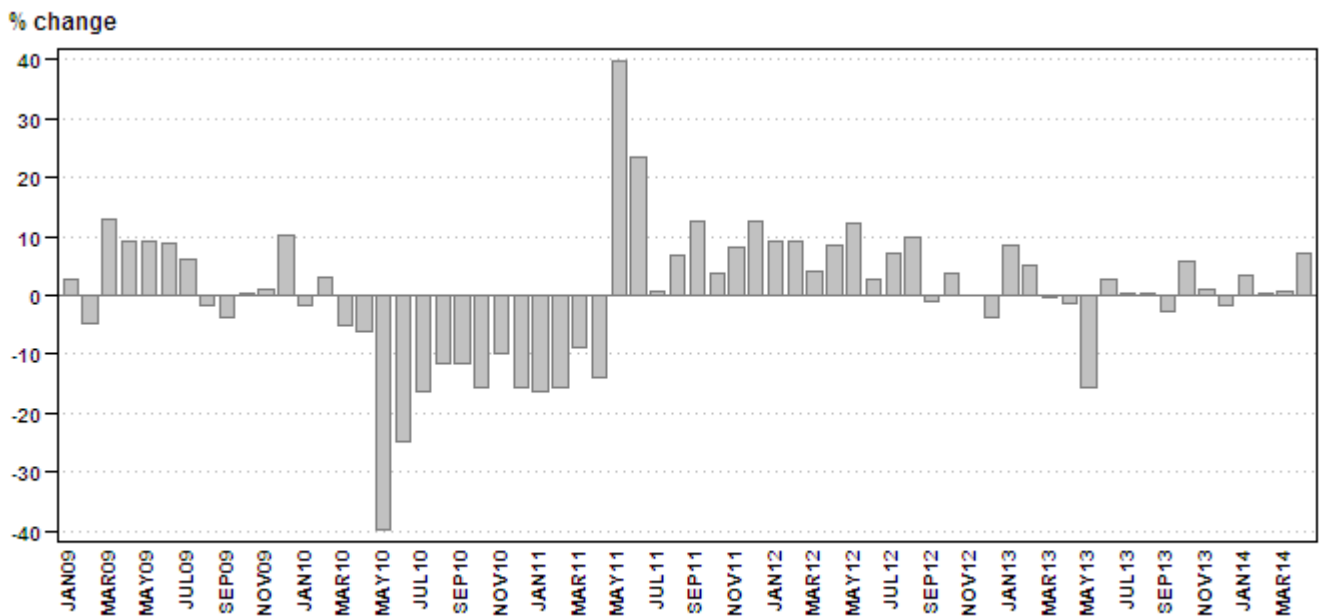
Passenger transportation: results for April 2014

Table C – Year-on-year percentage change in passenger transportation (income at current prices)

	Nov-13	Dec-13	Jan-14	Feb-14	Mar-14	Apr-14
Passenger journeys	0,9	-1,6	3,5	0,3	0,7	7,0
Passenger income	8,2	4,1	13,0	7,6	9,5	24,1

The number of passenger journeys increased by 7,0% in April 2014 compared with April 2013. The corresponding income increased by 24,1% over the same period.

Figure 2 – Passenger transportation: year-on-year percentage change in passenger journeys



Tables

Table 1 – Freight transportation (income at current prices)

Year and month 1/		Rail		Road		Total	
		Payload (000 tons)	Income (R million)	Payload (000 tons)	Income (R million)	Payload (000 tons)	Income (R million)
2013	Jan	17 145	2 506	41 472	5 282	58 617	7 788
	Feb	18 942	2 758	43 484	5 565	62 426	8 323
	Mar	17 223	2 478	42 825	5 482	60 048	7 960
	Apr	17 857	2 783	43 724	6 128	61 581	8 911
	May	14 724	2 425	45 407	6 277	60 131	8 702
	Jun	18 400	2 875	42 228	5 691	60 628	8 566
	Jul	18 665	2 864	45 602	6 137	64 267	9 001
	Aug	18 373	2 944	44 951	6 214	63 324	9 158
	Sep	18 623	2 963	43 813	5 920	62 436	8 883
	Oct	18 358	2 792	43 797	6 194	62 155	8 987
	Nov	18 057	2 938	45 068	6 529	63 125	9 467
	Dec	17 217	2 650	38 422	5 596	55 639	8 246
	Total	213 584	32 976	520 793	71 015	734 377	103 992
2014	Jan	17 973	2 872	39 782	5 652	57 755	8 524
	Feb	17 090	2 715	42 752	6 025	59 842	8 740
	Mar	16 824	2 609	43 708	6 049	60 533	8 658
	Apr	19 432	3 228	46 175	6 415	65 607	9 643

1/ Latest month is preliminary.

Table 2 – Year-on-year percentage change in freight transportation (income at current prices)

Year and month		Rail		Road		Total	
		Payload	Income	Payload	Income	Payload	Income
2013	Jan	2,9	13,2	5,4	6,8	4,7	8,8
	Feb	8,2	14,6	2,0	2,2	3,8	6,0
	Mar	-1,8	5,2	1,3	2,3	0,4	3,2
	Apr	4,6	16,9	9,3	18,9	7,9	18,3
	May	-4,5	12,4	1,3	14,0	-0,2	13,5
	Jun	3,4	17,7	-5,2	2,0	-2,7	6,8
	Jul	2,4	12,0	5,3	11,0	4,4	11,3
	Aug	9,0	11,8	0,8	8,5	3,0	9,5
	Sep	-0,4	3,9	6,2	11,9	4,1	9,1
	Oct	12,4	13,3	-1,1	5,5	2,6	7,8
	Nov	-2,1	11,1	-10,5	-1,3	-8,3	2,2
	Dec	1,3	5,0	-4,3	5,1	-2,7	5,1
	Total	2,9	11,3	0,6	7,0	1,3	8,4
2014	Jan	4,8	14,6	-4,1	7,0	-1,5	9,5
	Feb	-9,8	-1,6	-1,7	8,3	-4,1	5,0
	Mar	-2,3	5,3	2,1	10,3	0,8	8,8
	Apr	8,8	16,0	5,6	4,7	6,5	8,2

Table 3 – Freight transportation income at current prices by type of commodity (R million)

Type of commodity	Nov-13	Dec-13	Jan-14	Feb-14	Mar-14	Apr-14 1/
Agriculture and forestry primary products	602	490	563	625	586	656
Primary mining and quarrying products	3 011	2 628	2 928	2 801	3 029	3 554
Manufactured food, beverages and tobacco products	1 350	1 218	1 148	1 208	1 065	1 150
Textiles, clothing and leather products	127	109	101	115	110	115
Chemicals, coke, petroleum, rubber, plastic and other mineral products	710	616	572	595	667	698
Basic metals and fabricated metal products	511	393	449	466	444	495
Non-metallic products	324	332	275	323	294	344
Electrical machinery, transport machinery and equipment	242	175	199	234	210	222
Motor vehicles, parts and accessories	263	225	237	247	230	240
Paper and paper products	168	153	153	144	145	153
Commercial products	239	198	195	194	187	203
Used household and office products	85	108	93	102	83	88
Containers	582	558	548	611	576	622
Parcels	198	158	143	168	157	157
Other freight	1 055	885	919	906	874	945
Total	9 467	8 246	8 524	8 740	8 658	9 643

1/ Preliminary.

Table 4 – Year-on-year percentage change in freight transportation income at current prices by type of commodity

Type of commodity	Nov-13	Dec-13	Jan-14	Feb-14	Mar-14	Apr-14
Agriculture and forestry primary products	-3,1	3,8	11,7	25,0	12,7	7,5
Primary mining and quarrying products	1,3	-1,6	7,0	-5,5	13,6	19,8
Manufactured food, beverages and tobacco products	-3,2	-0,2	6,1	5,3	-3,2	-12,5
Textiles, clothing and leather products	-13,6	-9,2	1,0	7,5	-7,6	-20,1
Chemicals, coke, petroleum, rubber, plastic and other mineral products	-2,1	-1,9	-11,0	-5,0	0,8	12,6
Basic metals and fabricated metal products	25,2	22,4	16,0	6,2	11,0	9,8
Non-metallic products	-7,7	14,9	5,4	15,8	2,4	3,6
Electrical machinery, transport machinery and equipment	21,0	24,1	41,1	36,8	32,9	31,4
Motor vehicles, parts and accessories	0,4	13,6	15,6	2,9	-5,7	-14,6
Paper and paper products	0,6	25,4	26,4	5,9	3,6	9,3
Commercial products	-11,8	4,2	16,8	5,4	2,2	-4,2
Used household and office products	-19,0	-1,8	-12,3	-3,8	-13,5	-9,3
Containers	0,0	13,2	3,2	9,3	8,7	5,4
Parcels	6,5	9,0	2,1	8,4	-0,6	-7,6
Other freight	21,4	21,9	39,0	27,6	25,6	16,2
Total	2,2	5,1	9,5	5,0	8,8	8,2

Table 5 – Contribution of each type of commodity to the year-on-year percentage change in freight transportation income at current prices (percentage points)

Type of commodity	Nov-13	Dec-13	Jan-14	Feb-14	Mar-14	Apr-14
Agriculture and forestry primary products	-0,2	0,2	0,8	1,5	0,8	0,5
Primary mining and quarrying products	0,4	-0,5	2,5	-2,0	4,6	6,6
Manufactured food, beverages and tobacco products	-0,5	0,0	0,8	0,7	-0,4	-1,9
Textiles, clothing and leather products	-0,2	-0,1	0,0	0,1	-0,1	-0,3
Chemicals, coke, petroleum, rubber, plastic and other mineral products	-0,2	-0,2	-0,9	-0,4	0,1	0,9
Basic metals and fabricated metal products	1,1	0,9	0,8	0,3	0,6	0,5
Non-metallic products	-0,3	0,5	0,2	0,5	0,1	0,1
Electrical machinery, transport machinery and equipment	0,5	0,4	0,7	0,8	0,7	0,6
Motor vehicles, parts and accessories	0,0	0,3	0,4	0,1	-0,2	-0,5
Paper and paper products	0,0	0,4	0,4	0,1	0,1	0,1
Commercial products	-0,3	0,1	0,4	0,1	0,1	-0,1
Used household and office products	-0,2	0,0	-0,2	0,0	-0,2	-0,1
Containers	0,0	0,8	0,2	0,6	0,6	0,4
Parcels	0,1	0,2	0,0	0,2	0,0	-0,1
Other freight	2,0	2,0	3,3	2,4	2,2	1,5
Total	2,2	5,1	9,5	5,0	8,8	8,2

Table 6 – Passenger transportation (income at current prices)

Year and month 1/		Rail		Road		Total	
		Passenger journeys (000)	Income (R million)	Passenger journeys (000)	Income (R million)	Passenger journeys (000)	Income (R million)
2013	Jan	42 333	225	25 192	606	67 525	831
	Feb	48 897	250	27 454	591	76 351	841
	Mar	49 397	259	28 348	651	77 745	910
	Apr	45 736	233	21 216	501	66 952	734
	May	46 840	232	17 965	437	64 805	669
	Jun	49 207	232	25 687	636	74 894	868
	Jul	45 087	238	27 218	656	72 305	894
	Aug	50 134	259	28 158	640	78 292	899
	Sep	47 091	251	27 264	664	74 355	915
	Oct	52 144	277	29 320	677	81 464	954
	Nov	47 730	255	28 517	655	76 247	910
	Dec	34 831	215	22 449	649	57 280	864
	Total	559 427	2 926	308 788	7 363	868 215	10 289
2014	Jan	43 970	266	25 905	673	69 875	939
	Feb	49 223	274	27 391	631	76 614	905
	Mar	49 413	276	28 850	720	78 263	996
	Apr	46 124	256	25 516	655	71 640	911

1/ Latest month is preliminary.

Table 7 – Year-on-year percentage change in passenger transportation (income at current prices)

Year and month		Rail		Road		Total	
		Passenger journeys	Income	Passenger journeys	Income	Passenger journeys	Income
2013	Jan	11,6	27,8	3,8	12,2	8,6	16,1
	Feb	4,4	30,9	6,5	10,9	5,2	16,2
	Mar	-1,4	28,2	1,3	13,2	-0,4	17,1
	Apr	6,1	12,0	-14,3	-12,9	-1,3	-6,3
	May	-3,7	5,0	-36,2	-25,0	-15,6	-16,8
	Jun	6,5	8,9	-3,9	8,7	2,7	8,8
	Jul	-1,6	8,7	3,0	11,0	0,1	10,4
	Aug	-0,6	11,6	2,1	7,7	0,4	8,8
	Sep	-1,9	12,6	-4,2	2,6	-2,8	5,2
	Oct	7,0	17,4	3,4	8,5	5,7	10,9
	Nov	-0,6	9,9	3,5	7,6	0,9	8,2
	Dec	0,1	9,1	-4,0	2,5	-1,6	4,1
	Total	2,0	14,7	-3,3	3,9	0,0	6,7
2014	Jan	3,9	18,2	2,8	11,1	3,5	13,0
	Feb	0,7	9,6	-0,2	6,8	0,3	7,6
	Mar	0,0	6,6	1,8	10,6	0,7	9,5
	Apr	0,8	9,9	20,3	30,7	7,0	24,1

Survey information

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 paragraph 4 below). This survey is based on a sample drawn from the 2013 business sampling frame (BSF) that contains businesses registered for value added tax (VAT) and income tax.
	2	In order to improve timeliness, some information for the latest month had to be estimated due to late response. These estimates will be revised in future statistical releases as soon as 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 type 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	<p>Passenger transportation excludes:</p> <ul style="list-style-type: none"> • minibus taxis; • 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</i> (SIC), 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</i> (ISIC) 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 2014 was 91,3%. The improved collection rate for March 2014 was 94,0%.
Statistical unit	8	The statistical unit for which information is compiled and published is an 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. The statistical units are derived from and linked to the South African Revenue Service (SARS) administrative data.
Revised figures	9	Revised figures are mainly due to late submission of data to Stats SA, or respondents reporting revisions or corrections to their figures. Preliminary figures, as indicated in the relevant tables, are subject to change and when revised will not be indicated as such.

- Related publications** 10 Users may also wish to refer to the following publications available from Stats SA -
 - *Bulletin of Statistics* issued quarterly;
 - *Stats in Brief* issued annually; and
 - *SA Statistics* issued annually.

- Rounding-off of figures** 11 Where figures have been rounded off, discrepancies may occur between sums of the component items and the totals.

- Historical data** 12 Historical land transport data are available on the Stats SA website. To access the data electronically, use the following link:
http://beta2.statssa.gov.za/?page_id=1849

- Past publication** 13 Past land transport releases are available on the Stats SA website. To access the releases electronically, use the following link:
http://beta2.statssa.gov.za/?page_id=1866&PPN=P7162&SCH=5704

Technical notes

- Survey methodology and design** 1 The survey is conducted on a monthly basis. Questionnaires are sent to a sample of about 700 enterprises from a population of about 3 800 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 on non-respondents.

- 2 A stratified random sample was drawn at the SIC four-digit level in April 2013 from Stats SA’s business sampling frame (BSF). Strata were formed using a combination of Standard Industrial Classification and the measure of size classes for enterprises (see paragraph 3 below).

The Neyman optimal allocation formula given below was used to allocate samples to each stratum:

$$n_h = n * (N_h * S_h) / [\sum (N_i * S_i)].$$

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 0,8%.

- Sample design and class limits** 3 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 medium sized (size group two) and to small (size group three and four) 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.

Measure of size classes (Rand)

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	

- Sample weighting** 4 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 are in line with international best practice.

- Reliability of estimates**
- 5 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.
 - 6 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.
- Year-on-year percentage change**
- 7 The year-on-year percentage change in a variable for any given period is the change between that period and the corresponding period of the previous year, expressed as a percentage of the latter.
- Contribution (percentage points)**
- 8 The contribution (percentage points) to the annual percentage change for any given period is calculated by multiplying the percentage change of each type of commodity/service by its corresponding weight, divided by 100. The weight is the percentage contribution of each type of commodity/service to total income in the corresponding period of the previous year.

Glossary

Enterprise An 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)*.

Symbols and abbreviations

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

Technical enquiries

Ho Chun Cheung Telephone number: (012) 310 6360
Email: hochunc@statssa.gov.za

Keshnee Govender Telephone number: (012) 310 8423
Email: keshneeg@statssa.gov.za

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User information services	Telephone number: (012) 310 8600 Email address: info@statssa.gov.za
Orders/subscription services	Telephone number: (012) 310 8358 Email address: magdaj@statssa.gov.za
Postal address	Private Bag X44, Pretoria, 0001

Produced by Stats SA