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Land transport survey (Preliminary)

June 2012

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Contents

Results for June 2012

Table A – Key figures for land transportation

Freight transportation estimates	June 2012 1/	% change between June 2011 and June 2012	% change between April to June 2011 and April to June 2012	% change between January to June 2011 and January to June 2012
Payload (000 tons)	60 219	8,8	2,0	3,7
Total income (R million)	7 560	11,2	5,6	8,7

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

Passenger transportation estimates	June 2012 1/	% change between June 2011 and June 2012	% change between April to June 2011 and April to June 2012	% change between January to June 2011 and January to June 2012
Number of passengers (000)	73 433	2,1	7,6	7,0
Total income (R million)	800	11,7	15,7	12,2

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

Freight transportation

The income from freight transportation for the second quarter of 2012 increased by 5,6% compared with the second quarter of 2011. The main contributors to this increase were:

- manufactured food, beverages and tobacco products (8,2% and contributing 1,2 percentage points);
- primary mining and quarrying products (3,5% and contributing 1,2 percentage points); and
- 'other' freight (12,5% and contributing 1,1 percentage points) – see Table B on page 3.

The volume of goods transported (payload) for June 2012 increased by 8,8% compared with June 2011, while the income from freight transportation increased by 11,2% over this period.

Passenger transportation

The income from passenger transportation for the second quarter of 2012 increased by 15,7% compared with the second quarter of 2011. Income from road and rail passenger transportation increased by 13,6% (contributing 10,7 percentage points) and 23,5% (contributing 5,0 percentage points) respectively – see Table C on page 3.

Income from passenger transportation for June 2012 increased by 11,7% compared with June 2011, while the number of passengers increased by 2,1% over this period.

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

Type of commodity	April to June 2011 (R million)	Weight 1/	April to June 2012 (R million)	Difference in income between April to June 2011 and April to June 2012 (R million)	% change between April to June 2011 and April to June 2012	Contribution (% points) to the % change in total income 2/
Agriculture and forestry primary products	1 528	7,4	1 469	-59	-3,9	-0,3
Primary mining and quarrying products	6 944	33,6	7 184	240	3,5	1,2
Manufactured food, beverages and tobacco products	3 008	14,6	3 255	247	8,2	1,2
Textiles, clothing and leather goods	130	0,6	142	12	9,2	0,1
Chemicals, coke, petroleum, rubber, plastic and other mineral products	1 671	8,1	1 715	44	2,6	0,2
Basic metals and fabricated metal products	1 365	6,6	1 474	109	8,0	0,5
Non-metallic products	797	3,9	857	60	7,5	0,3
Electrical machinery, transport machinery and equipment	438	2,1	494	56	12,8	0,3
Motor vehicles, parts and accessories	513	2,5	487	-26	-5,1	-0,1
Paper and paper products	347	1,7	350	3	0,9	0,0
Commercial products	669	3,2	653	-16	-2,4	-0,1
Used household and office products	197	1,0	219	22	11,2	0,1
Containers	994	4,8	1 183	189	19,0	0,9
Parcels	299	1,4	339	40	13,4	0,2
Other freight	1 743	8,4	1 961	218	12,5	1,1
Total income 3/	**20 639**	**100,0**	**21 785**	**1 146**	**5,6**	**5,6**

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	April to June 2011 (R million)	Weight 1/	April to June 2012 (R million)	Difference in income between April to June 2011 and April to June 2012 (R million)	% change between April to June 2011 and April to June 2012	Contribution (% points) to the % change in total income 2/
Railway passenger transportation	447	21,4	552	105	23,5	5,0
Road passenger transportation	1 639	78,6	1 862	223	13,6	10,7
Total income 3/	**2 086**	**100,0**	**2 414**	**328**	**15,7**	**15,7**

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	17 105	2 374	37 968	4 710	55 073	7 085
	May	15 471	2 145	41 541	4 995	57 011	7 140
	June	17 862	2 434	42 357	5 126	60 219	7 560

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	25 521	618	68 718	797
	May	48 849	190	29 214	627	78 062	817
	June	46 305	182	27 129	618	73 433	800

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/
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	2 422	1 040	47	558	493	265	163	168	113	212	68	389	107	596	7 085
	May	483	2 264	1 022	49	588	500	293	164	153	122	229	76	399	115	683	7 140
	June	544	2 498	1 193	46	569	481	299	167	166	115	212	75	395	117	682	7 560

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 – Quarterly and annual cumulative estimates and percentage changes for freight transportation

Freight transportation estimates	April to June 2011	April to June 2012	% change between April to June 2011 and April to June 2012	January to June 2011	January to June 2012	% change between January to June 2011 and January to June 2012
Payload (000 tons)	168 901	172 303	2,0	329 358	341 593	3,7
Total income (R million)	20 639	21 785	5,6	39 609	43 063	8,7

Table 5 – Quarterly and annual cumulative estimates and percentage changes for passenger transportation

Passenger transportation estimates	April to June 2011	April to June 2012	% change between April to June 2011 and April to June 2012	January to June 2011	January to June 2012	% change between January to June 2011 and January to June 2012
Number of passengers (000)	204 732	220 213	7,6	405 825	434 382	7,0
Total income (R million)	2 086	2 414	15,7	4 148	4 654	12,2

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:

- 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:

- minibus taxis;
- Gautrain;
- metropolitan buses (including the Bus Rapid Transport system– BRT); and
- rental of private cars/buses without drivers.

Freight transportation excludes:

- renting of trucks without drivers; and
- in-house transportation.

Classification	**6**	The 1993 edition of the *Standard Industrial Classification of all Economic Activities (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 *International Standard Industrial Classification of all Economic Activities (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 June 2012 was 86,3%. The improved collection rate for May 2012 was 91,2%.
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 -

- *Bulletin of Statistics* issued quarterly; and
- *SA Statistics* 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**

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

Changes in the next publication **18** The results published in the next publication (July 2012) will be based on a new sample drawn in April 2012. The periodic introduction of a new sample is part of Stats SA's strategic approach in improving the basis from which surveys are conducted.

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.

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