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Freight transportation: results for March 2013

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

	Oct-12	Nov-12	Dec-12	Jan-13	Feb-13	Mar-13
Freight payload	-4,6	4,1	-0,5	5,0	4,5	-0,6
Freight income	2,3	10,2	4,2	9,6	7,1	2,6

The volume of goods transported (payload) decreased by 0,6% in March 2013 compared with March 2012. The corresponding income increased by 2,6% over the same period.

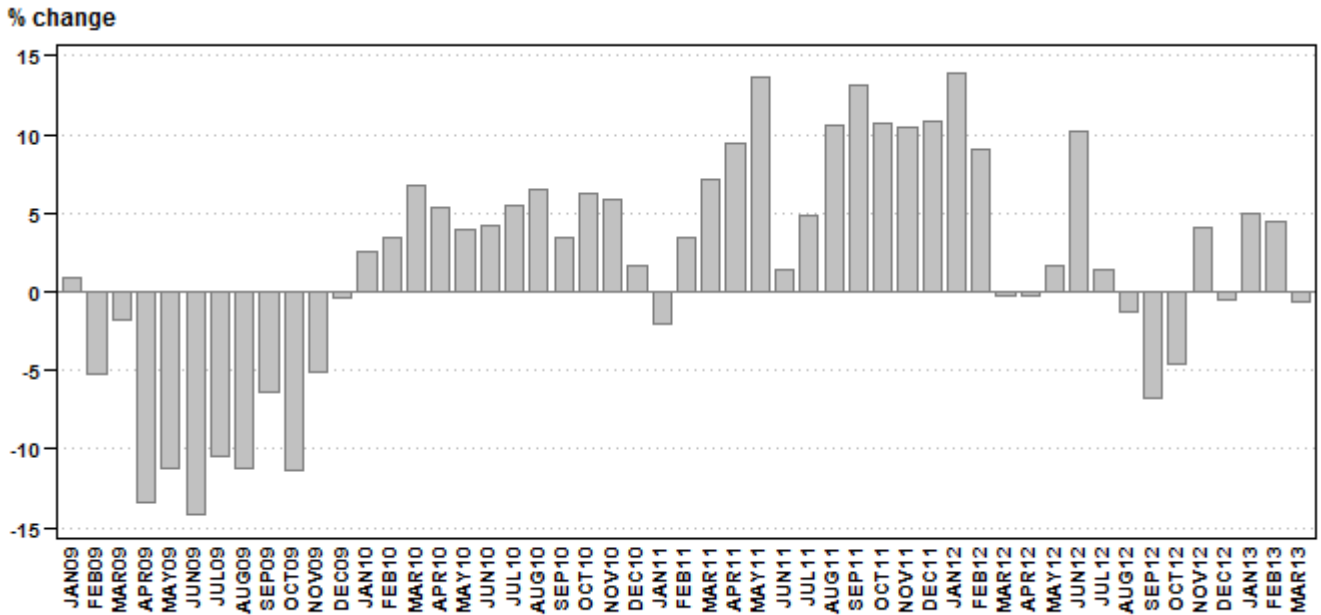
Table B – Freight transportation income at current prices for the latest three months by type of commodity

Type of commodity	Jan – Mar 2012 (R million)	Weight	Jan – Mar 2013 (R million)	% change between Jan – Mar 2012 and Jan – Mar 2013	Contribution (% points) to the total % change
Agriculture and forestry primary products	1 490	6,7	1 527	2,5	0,2
Primary mining and quarrying products	7 381	33,0	8 098	9,7	3,2
Manufactured food, beverages and tobacco products	3 049	13,6	3 281	7,6	1,0
Textiles, clothing and leather goods	259	1,2	318	22,8	0,3
Chemicals, coke, petroleum, rubber, plastic and other mineral products	1 872	8,4	1 919	2,5	0,2
Basic metals and fabricated metal products	1 370	6,1	1 363	-0,5	0,0
Non-metallic products	816	3,6	759	-7,0	-0,3
Electrical machinery, transport machinery and equipment	587	2,6	606	3,2	0,1
Motor vehicles, parts and accessories	636	2,8	682	7,2	0,2
Paper and paper products	390	1,7	391	0,3	0,0
Commercial products	662	3,0	568	-14,2	-0,4
Used household and office products	177	0,8	221	24,9	0,2
Containers	1 094	4,9	1 292	18,1	0,9
Parcels	420	1,9	468	11,4	0,2
Other freight	2 164	9,7	2 295	6,1	0,6
Total income	22 364	100,0	23 788	6,4	6,4

Income from freight transportation increased by 6,4% in the first quarter of 2013 compared with the first quarter of 2012. The main contributors to this increase were:

- primary mining and quarrying products (9,7% and contributing 3,2 percentage points);
- manufactured food, beverages and tobacco products (7,6% and contributing 1,0 percentage point); and
- containers (18,1% and contributing 0,9 of a percentage point) – see Table B.

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



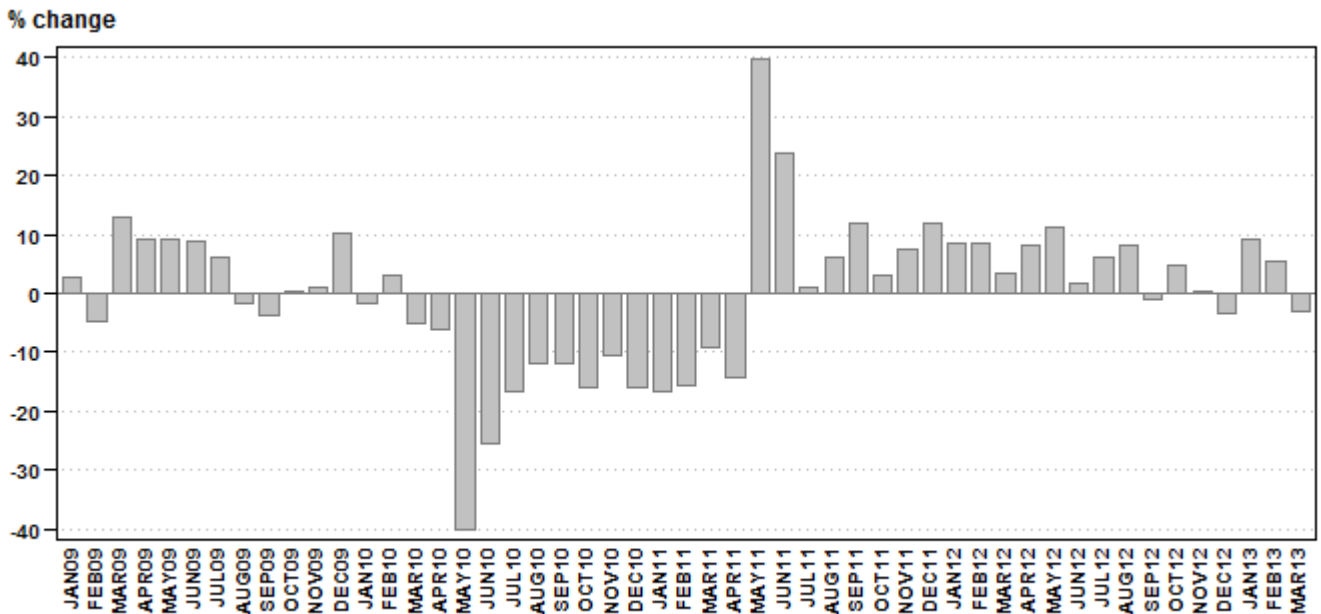
Passenger transportation: results for March 2013

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

	Oct-12	Nov-12	Dec-12	Jan-13	Feb-13	Mar-13
Passenger journeys	4,8	0,3	-3,5	9,2	5,3	-3,1
Passenger income	17,7	15,5	14,2	16,5	16,8	20,7

The number of passenger journeys decreased by 3,1% in March 2013 compared with March 2012. The corresponding income increased by 20,7% 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)
2012	Jan	16 809	2 226	36 752	4 819	53 561	7 045
	Feb	17 673	2 421	39 821	5 306	57 494	7 727
	Mar	17 699	2 369	39 493	5 223	57 192	7 592
	Apr	17 220	2 394	37 536	5 039	54 756	7 434
	May	15 570	2 169	41 777	5 359	57 347	7 528
	Jun	17 953	2 456	41 481	5 428	59 434	7 884
	Jul	18 390	2 572	40 327	5 359	58 718	7 931
	Aug	17 016	2 648	41 811	5 604	58 827	8 252
	Sep	18 874	2 867	39 026	5 220	57 900	8 087
	Oct	16 455	2 473	41 884	5 738	58 339	8 212
	Nov	18 615	2 660	46 612	6 480	65 227	9 140
	Dec	17 142	2 539	37 533	5 196	54 675	7 735
	Total	209 416	29 794	484 053	64 771	693 470	94 567
2013	Jan	17 307	2 521	38 949	5 203	56 257	7 724
	Feb	19 118	2 775	40 985	5 499	60 103	8 274
	Mar	17 356	2 489	39 498	5 301	56 854	7 790

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
2012	Jan	18,8	35,6	11,8	13,8	13,9	19,9
	Feb	4,5	3,3	11,2	16,4	9,1	11,9
	Mar	10,4	23,9	-4,4	0,5	-0,3	6,8
	Apr	4,6	11,2	-2,3	0,0	-0,2	3,4
	May	-5,7	-1,9	4,7	4,8	1,7	2,8
	Jun	37,5	32,6	1,5	2,8	10,2	10,5
	Jul	14,3	22,7	-3,5	0,3	1,4	6,6
	Aug	2,9	15,4	-3,0	0,4	-1,3	4,7
	Sep	3,0	18,9	-10,9	-8,6	-6,8	-0,4
	Oct	-9,2	3,3	-2,6	1,9	-4,6	2,3
	Nov	3,3	9,0	4,3	10,7	4,1	10,2
	Dec	-1,1	10,4	-0,2	1,4	-0,5	4,2
	Total	6,0	14,4	0,2	3,3	1,9	6,6
2013	Jan	3,0	13,3	6,0	8,0	5,0	9,6
	Feb	8,2	14,6	2,9	3,6	4,5	7,1
	Mar	-1,9	5,1	0,0	1,5	-0,6	2,6

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

Type of commodity	Oct-12	Nov-12	Dec-12	Jan-13	Feb-13	Mar-13 1/
Agriculture and forestry primary products	553	608	455	500	508	519
Primary mining and quarrying products	2 578	2 816	2 602	2 653	2 879	2 566
Manufactured food, beverages and tobacco products	1 138	1 421	1 195	1 074	1 139	1 068
Textiles, clothing and leather products	83	148	121	101	108	109
Chemicals, coke, petroleum, rubber, plastic and other mineral products	678	729	625	633	632	654
Basic metals and fabricated metal products	445	460	352	434	486	443
Non-metallic products	299	324	265	241	258	260
Electrical machinery, transport machinery and equipment	230	252	184	179	223	204
Motor vehicles, parts and accessories	259	264	198	205	236	241
Paper and paper products	142	160	125	130	128	133
Commercial products	267	285	201	189	194	185
Used household and office products	66	74	78	75	75	71
Containers	428	462	397	424	451	417
Parcels	187	196	151	134	165	169
Other freight	860	943	787	752	793	750
Total	8 212	9 140	7 735	7 724	8 274	7 790

1/ Preliminary.

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

Type of commodity	Oct-12	Nov-12	Dec-12	Jan-13	Feb-13	Mar-13
Agriculture and forestry primary products	-9,8	-4,7	-13,5	3,5	2,0	2,0
Primary mining and quarrying products	-0,1	8,4	11,9	13,1	14,4	1,9
Manufactured food, beverages and tobacco products	10,0	25,0	-6,3	12,6	8,5	2,2
Textiles, clothing and leather products	-21,0	27,6	24,7	18,8	27,1	22,5
Chemicals, coke, petroleum, rubber, plastic and other mineral products	7,3	5,3	3,8	1,6	0,0	6,0
Basic metals and fabricated metal products	-2,6	1,1	-11,6	-2,3	0,0	0,7
Non-metallic products	-4,2	-5,0	-1,9	-1,6	-8,8	-9,7
Electrical machinery, transport machinery and equipment	0,9	18,3	6,4	20,9	-10,4	7,4
Motor vehicles, parts and accessories	17,7	17,9	0,5	6,8	13,5	2,1
Paper and paper products	-4,7	4,6	-7,4	0,8	-2,3	2,3
Commercial products	-0,4	-0,3	-9,0	-6,9	-16,7	-18,1
Used household and office products	3,1	10,4	1,3	25,0	25,0	24,6
Containers	4,6	15,8	20,3	23,3	16,5	14,9
Parcels	35,5	21,7	11,9	11,7	10,0	12,7
Other freight	5,5	16,0	18,5	12,1	4,3	2,3
Total	2,3	10,2	4,2	9,6	7,1	2,6

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	Oct-12	Nov-12	Dec-12	Jan-13	Feb-13	Mar-13
Agriculture and forestry primary products	-0,7	-0,4	-1,0	0,2	0,1	0,1
Primary mining and quarrying products	0,0	2,6	3,7	4,4	4,7	0,6
Manufactured food, beverages and tobacco products	1,3	3,4	-1,1	1,7	1,2	0,3
Textiles, clothing and leather products	-0,3	0,4	0,3	0,2	0,3	0,3
Chemicals, coke, petroleum, rubber, plastic and other mineral products	0,6	0,4	0,3	0,1	0,0	0,5
Basic metals and fabricated metal products	-0,1	0,1	-0,6	-0,1	0,0	0,0
Non-metallic products	-0,2	-0,2	-0,1	-0,1	-0,3	-0,4
Electrical machinery, transport machinery and equipment	0,0	0,5	0,1	0,4	-0,3	0,2
Motor vehicles, parts and accessories	0,5	0,5	0,0	0,2	0,4	0,1
Paper and paper products	-0,1	0,1	-0,1	0,0	0,0	0,0
Commercial products	0,0	0,0	-0,3	-0,2	-0,5	-0,5
Used household and office products	0,0	0,1	0,0	0,2	0,2	0,2
Containers	0,2	0,8	0,9	1,1	0,8	0,7
Parcels	0,6	0,4	0,2	0,2	0,2	0,3
Other freight	0,6	1,6	1,7	1,1	0,4	0,2
Total	2,3	10,2	4,2	9,6	7,1	2,6

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)
2012	Jan	37 269	153	23 907	549	61 176	702
	Feb	46 136	166	25 411	541	71 547	707
	Mar	49 324	174	27 564	584	76 888	758
	Apr	42 367	182	24 597	593	66 964	775
	May	47 835	193	27 737	594	75 572	787
	Jun	45 351	184	26 163	583	71 514	767
	Jul	44 891	188	26 075	609	70 966	797
	Aug	49 483	201	26 264	590	75 747	791
	Sep	47 658	198	27 641	659	75 299	857
	Oct	48 603	211	27 967	633	76 570	844
	Nov	47 821	208	26 830	621	74 651	829
	Dec	33 910	169	23 457	641	57 367	810
	Total	540 648	2 227	313 613	7 197	854 261	9 424
2013	Jan	42 148	204	24 633	614	66 781	818
	Feb	48 784	228	26 547	598	75 331	826
	Mar	46 935	250	27 582	665	74 517	915

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
2012	Jan	7,6	1,3	9,8	13,0	8,4	10,2
	Feb	13,5	15,3	0,4	8,4	8,5	10,0
	Mar	5,9	8,8	-0,5	0,3	3,5	2,2
	Apr	6,3	24,7	11,2	12,7	8,1	15,3
	May	11,6	29,5	10,7	11,4	11,2	15,4
	Jun	0,8	16,5	3,2	9,2	1,7	10,8
	Jul	5,9	19,0	6,5	12,4	6,1	13,9
	Aug	11,0	24,1	3,6	10,3	8,3	13,5
	Sep	-3,1	13,8	3,3	12,6	-0,9	12,9
	Oct	0,3	22,0	13,7	16,4	4,8	17,7
	Nov	-2,6	21,6	5,9	13,5	0,3	15,5
	Dec	-8,3	11,9	4,4	14,9	-3,5	14,2
	Total	3,9	17,4	5,8	11,2	4,6	12,6
2013	Jan	13,1	33,3	3,0	11,8	9,2	16,5
	Feb	5,7	37,3	4,5	10,5	5,3	16,8
	Mar	-4,8	43,7	0,1	13,9	-3,1	20,7

Survey information

Introduction	1	<p>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 2012 business sampling frame (BSF) that contains businesses registered for value added tax (VAT) and income tax.</p> <p>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.</p>
Purpose of the survey	3	<p>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.</p>
Scope of the survey	4	<p>This survey covers enterprises involved in land transportation according to the following type of transportation:</p> <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; • 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	<p>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.</p>
Collection rate	7	<p>The preliminary collection rate for the survey on land transportation for March 2013 was 84,3%. The improved collection rate for February 2013 was 89,0%.</p>
Statistical unit	8	<p>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.</p>
Revised figures	9	<p>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.</p>

- Related publications** 10 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** 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 webpage. To access the data electronically, use the following link:
<http://www.statssa.gov.za/timeseriesdata/timeseriesdata.asp>
- Past publications** 13 Past land transport releases are available on the Stats SA webpage. To access the releases electronically, use the following link:
<http://www.statssa.gov.za/publications/statspastfuture.asp?PPN=P7162&SCH=>

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 4 000 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 2012 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.

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

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 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	

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