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Statistical release

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Contents

Freight transportation: results for March 20152

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

 Table B – Freight transportation income at current prices for the latest three months by type of commodity....2

 Figure 1 – Freight transportation: year-on-year percentage change in payload.....3

Passenger transportation: results for March 20153

 Table C – Year-on-year percentage change in passenger transportation (income at current prices).....3

 Figure 2 – Passenger transportation: year-on-year percentage change in passenger journeys.....3

Tables4

 Table 1 – Freight transportation (income at current prices).....4

 Table 2 – Year-on-year percentage change in freight transportation (income at current prices)4

 Table 3 – Freight transportation income at current prices by type of commodity (R million).....5

 Table 4 – Year-on-year percentage change in freight transportation income at current prices by type of commodity5

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

 Table 6 – Passenger transportation (income at current prices).....6

 Table 7 – Year-on-year percentage change in passenger transportation (income at current prices)6

Survey information7

Technical notes.....8

Glossary9

Technical enquiries9

General information.....10

Freight transportation: results for March 2015

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

	Oct-14	Nov-14	Dec-14	Jan-15	Feb-15	Mar-15
Freight payload	9,9	10,1	6,7	9,7	1,9	2,0
Freight income	8,8	8,4	4,9	6,5	3,1	3,7

The volume of goods transported (payload) increased by 2,0% in March 2015 compared with March 2014. The corresponding income increased by 3,7% over the same period.

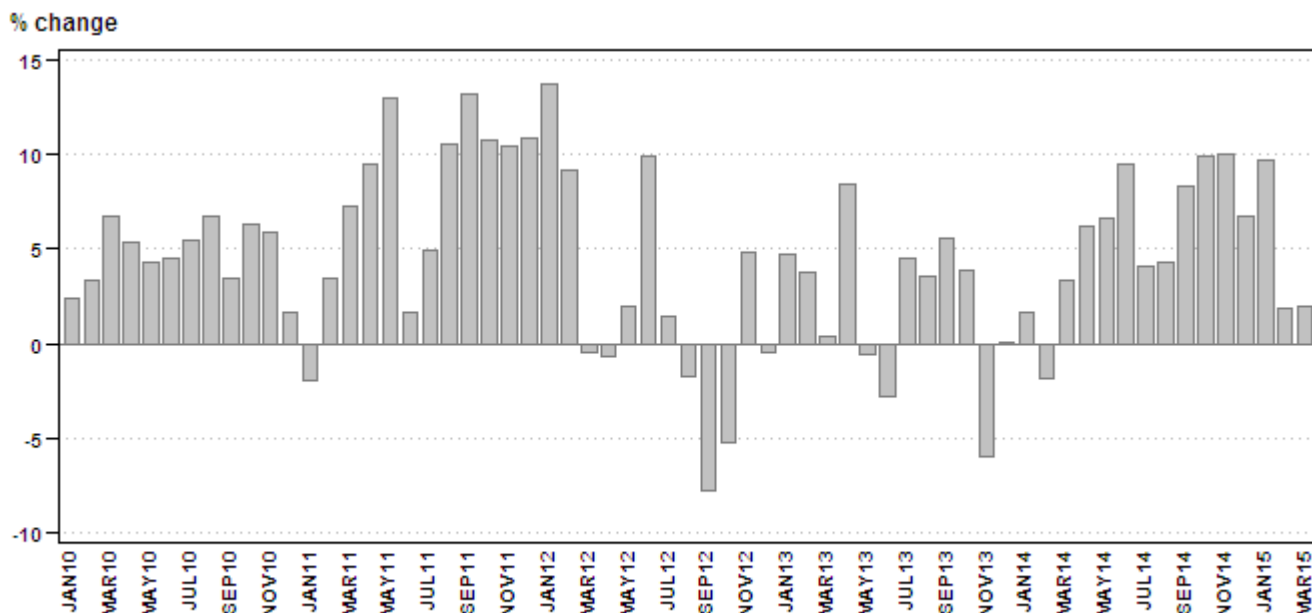
Table B – Freight transportation income at current prices for the latest three months by type of commodity

Type of commodity	Jan – Mar 2014 (R million)	Weight	Jan – Mar 2015 (R million)	% change between Jan – Mar 2014 and Jan – Mar 2015	Contribution (% points) to the total % change
Agriculture and forestry primary products	2 178	7,9	2 474	13,6	1,1
Primary mining and quarrying products	9 867	35,6	10 996	11,4	4,1
Manufactured food, beverages and tobacco products	3 574	12,9	3 390	-5,1	-0,7
Textiles, clothing and leather goods	437	1,6	511	16,9	0,3
Chemicals, coke, petroleum, rubber, plastic and other mineral products	2 160	7,8	2 166	0,3	0,0
Basic metals and fabricated metal products	1 287	4,6	1 336	3,8	0,2
Non-metallic products	729	2,6	772	5,9	0,2
Electrical machinery, transport machinery and equipment	565	2,0	472	-16,5	-0,3
Motor vehicles, parts and accessories	653	2,4	655	0,3	0,0
Paper and paper products	382	1,4	386	1,0	0,0
Commercial products	684	2,5	599	-12,4	-0,3
Used household and office products	320	1,2	328	2,5	0,0
Containers	1 928	7,0	1 732	-10,2	-0,7
Parcels	396	1,4	483	22,0	0,3
Other freight	2 561	9,2	2 654	3,6	0,3
Total income	27 718	100,0	28 952	4,5	4,5

Income from freight transportation increased by 4,5% in the first quarter of 2015 compared with the first quarter of 2014. The main contributors to this increase were:

- primary mining and quarrying products (11,4% and contributing 4,1 percentage points); and
- agriculture and forestry primary products (13,6% and contributing 1,1 percentage points) – see Table B.

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



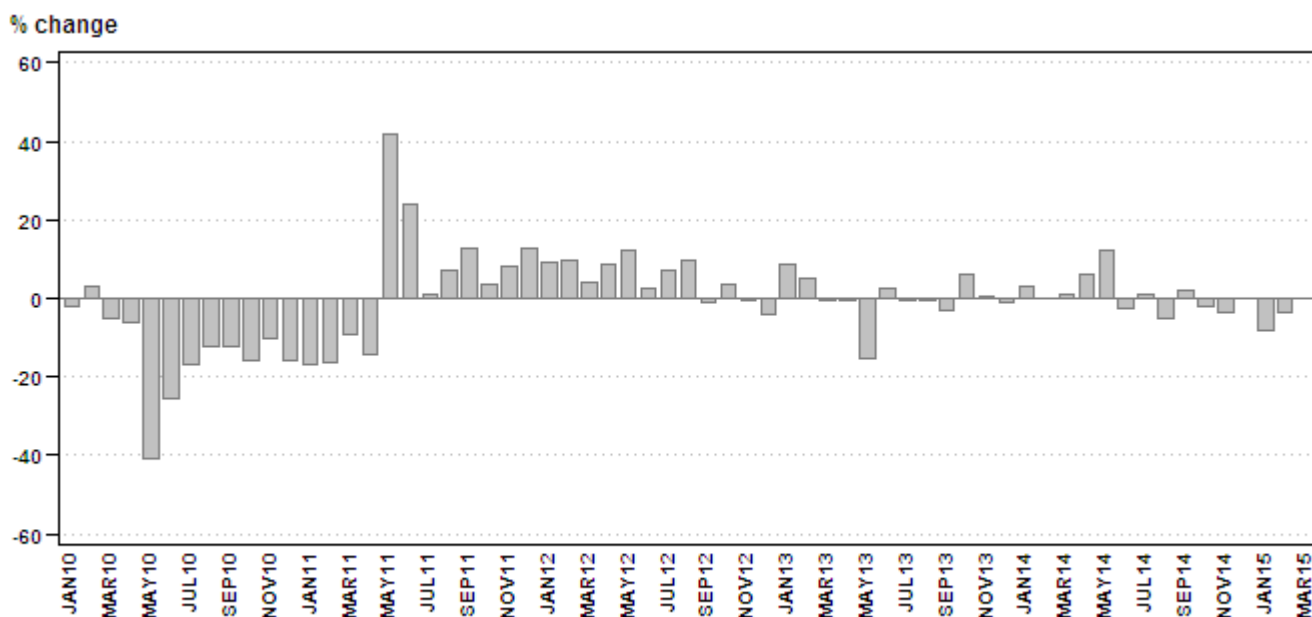
Passenger transportation: results for March 2015

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

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

The number of passenger journeys remained unchanged in March 2015 compared with March 2014. The corresponding income increased by 2,5% over the same period.

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



PJ Lehohla
Statistician-General

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)
2014	Jan	18 079	2 890	42 045	6 249	60 124	9 139
	Feb	17 188	2 732	44 559	6 611	61 747	9 343
	Mar	16 925	2 625	45 697	6 611	62 622	9 236
	Apr	19 561	3 249	46 703	6 717	66 264	9 966
	May	15 512	2 623	48 832	7 233	64 344	9 856
	Jun	19 128	3 121	47 812	7 099	66 940	10 220
	Jul	18 795	3 080	48 728	7 208	67 523	10 288
	Aug	18 832	3 242	48 142	7 040	66 974	10 282
	Sep	20 336	3 378	48 791	7 225	69 127	10 604
	Oct	19 663	3 068	50 118	7 404	69 781	10 472
	Nov	20 284	3 277	51 547	7 721	71 831	10 998
	Dec	19 265	3 074	42 291	6 176	61 556	9 250
	Total	223 568	36 359	565 265	83 294	788 833	119 654
2015	Jan	20 077	3 167	45 875	6 570	65 951	9 737
	Feb	19 420	3 177	43 519	6 459	62 939	9 637
	Mar	19 063	3 035	44 817	6 543	63 880	9 578

1/ Figures for latest month are 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
2014	Jan	4,8	14,7	0,4	11,4	1,7	12,4
	Feb	-9,8	-1,5	1,5	11,9	-1,9	7,6
	Mar	-2,3	5,3	5,7	13,6	3,4	11,1
	Apr	8,9	16,1	5,1	3,1	6,2	7,0
	May	4,8	7,5	7,2	8,8	6,6	8,5
	Jun	3,4	7,9	12,2	17,2	9,5	14,2
	Jul	0,1	6,9	5,8	9,7	4,1	8,8
	Aug	1,9	9,5	5,2	6,4	4,3	7,3
	Sep	8,6	13,3	8,2	13,0	8,3	13,1
	Oct	6,5	9,2	11,3	8,6	9,9	8,8
	Nov	11,7	10,9	9,5	7,3	10,1	8,4
	Dec	11,2	15,3	4,7	0,4	6,7	4,9
	Total	4,1	9,6	6,4	9,2	5,8	9,3
2015	Jan	11,1	9,6	9,1	5,1	9,7	6,5
	Feb	13,0	16,3	-2,3	-2,3	1,9	3,1
	Mar	12,6	15,6	-1,9	-1,0	2,0	3,7

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

Type of commodity	Oct-14	Nov-14	Dec-14	Jan-15	Feb-15	Mar-15 1/
Agriculture and forestry primary products	913	900	735	878	805	791
Primary mining and quarrying products	3 890	4 023	3 643	3 843	3 552	3 601
Manufactured food, beverages and tobacco products	1 217	1 645	1 128	1 089	1 209	1 092
Textiles, clothing and leather products	160	180	138	144	175	192
Chemicals, coke, petroleum, rubber, plastic and other mineral products	803	838	722	721	709	736
Basic metals and fabricated metal products	425	465	383	437	484	415
Non-metallic products	284	289	253	260	249	263
Electrical machinery, transport machinery and equipment	214	193	150	148	167	157
Motor vehicles, parts and accessories	253	249	198	206	223	226
Paper and paper products	152	148	110	129	125	132
Commercial products	236	238	187	184	204	211
Used household and office products	101	103	101	117	107	104
Containers	619	595	542	570	584	578
Parcels	159	152	127	152	162	169
Other freight	1 047	980	834	860	884	910
Total	10 472	10 998	9 250	9 737	9 637	9 578

1/ Figures are preliminary.

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

Type of commodity	Oct-14	Nov-14	Dec-14	Jan-15	Feb-15	Mar-15
Agriculture and forestry primary products	20,0	20,2	20,5	27,1	7,6	7,0
Primary mining and quarrying products	19,9	19,5	24,2	15,3	11,1	7,8
Manufactured food, beverages and tobacco products	-0,2	15,2	-12,4	-7,9	-4,4	-3,1
Textiles, clothing and leather products	-8,6	-7,2	-12,1	-0,7	23,2	28,0
Chemicals, coke, petroleum, rubber, plastic and other mineral products	-3,1	-2,9	-4,5	4,5	-0,3	-3,0
Basic metals and fabricated metal products	4,7	-3,9	1,3	3,1	8,8	-0,7
Non-metallic products	-0,7	8,6	-5,9	17,1	-4,2	6,5
Electrical machinery, transport machinery and equipment	7,0	-9,8	-3,2	-15,4	-18,9	-14,7
Motor vehicles, parts and accessories	16,1	2,0	-5,3	-5,1	-0,9	7,1
Paper and paper products	5,6	0,7	-17,9	-3,0	1,6	4,8
Commercial products	-12,9	-17,4	-17,6	-14,8	-12,1	-10,6
Used household and office products	-5,6	3,0	-16,5	6,4	-3,6	5,1
Containers	1,5	-8,3	-10,6	-8,5	-12,8	-9,0
Parcels	-1,9	-11,1	-2,3	24,6	16,5	25,2
Other freight	5,5	-0,6	-1,3	0,2	1,4	9,5
Total	8,8	8,4	4,9	6,5	3,1	3,7

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-14	Nov-14	Dec-14	Jan-15	Feb-15	Mar-15
Agriculture and forestry primary products	1,6	1,5	1,4	2,0	0,6	0,6
Primary mining and quarrying products	6,7	6,5	8,0	5,6	3,8	2,8
Manufactured food, beverages and tobacco products	0,0	2,1	-1,8	-1,0	-0,6	-0,4
Textiles, clothing and leather products	-0,2	-0,1	-0,2	0,0	0,4	0,5
Chemicals, coke, petroleum, rubber, plastic and other mineral products	-0,3	-0,2	-0,4	0,3	0,0	-0,2
Basic metals and fabricated metal products	0,2	-0,2	0,1	0,1	0,4	0,0
Non-metallic products	0,0	0,2	-0,2	0,4	-0,1	0,2
Electrical machinery, transport machinery and equipment	0,1	-0,2	-0,1	-0,3	-0,4	-0,3
Motor vehicles, parts and accessories	0,4	0,0	-0,1	-0,1	0,0	0,2
Paper and paper products	0,1	0,0	-0,3	0,0	0,0	0,1
Commercial products	-0,4	-0,5	-0,5	-0,4	-0,3	-0,3
Used household and office products	-0,1	0,0	-0,2	0,1	0,0	0,1
Containers	0,1	-0,5	-0,7	-0,6	-0,9	-0,6
Parcels	0,0	-0,2	0,0	0,3	0,2	0,4
Other freight	0,6	-0,1	-0,1	0,0	0,1	0,9
Total	8,8	8,4	4,9	6,5	3,1	3,7

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)
2014	Jan	43 970	266	23 329	615	67 299	881
	Feb	49 223	274	24 642	589	73 865	863
	Mar	49 413	276	26 401	682	75 814	958
	Apr	46 124	256	23 221	626	69 345	882
	May	47 016	254	23 900	617	70 916	871
	Jun	44 618	243	25 951	649	70 569	892
	Jul	44 649	268	25 584	671	70 233	939
	Aug	45 122	263	26 535	653	71 657	916
	Sep	46 216	282	26 760	689	72 976	971
	Oct	49 189	305	28 592	707	77 781	1 012
	Nov	45 398	273	25 273	650	70 671	923
	Dec	33 144	219	22 288	669	55 432	888
	Total	544 082	3 179	302 476	7 817	846 558	10 996
2015	Jan	38 245	246	23 547	647	61 792	893
	Feb	45 297	274	26 066	615	71 363	889
	Mar	46 756	288	29 056	694	75 812	982

1/ Figures for latest month are 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
2014	Jan	3,9	18,2	1,8	8,3	3,1	11,1
	Feb	0,7	9,6	-1,4	6,5	0,0	7,5
	Mar	0,0	6,6	2,3	11,8	0,8	10,2
	Apr	0,8	9,9	19,0	32,3	6,3	24,9
	May	0,4	9,5	47,4	52,3	12,5	36,7
	Jun	-9,3	4,7	11,4	8,9	-2,7	7,7
	Jul	-1,0	12,6	4,8	9,3	1,1	10,2
	Aug	-10,0	1,5	4,8	9,0	-5,0	6,8
	Sep	-1,9	12,4	9,0	10,1	1,9	10,7
	Oct	-5,7	10,1	5,6	13,8	-1,8	12,7
	Nov	-4,9	7,1	-1,7	7,3	-3,8	7,2
	Dec	-4,8	1,9	8,3	9,9	0,0	7,8
		Total	-2,7	8,6	7,9	13,6	0,8
2015	Jan	-13,0	-7,5	0,9	5,2	-8,2	1,4
	Feb	-8,0	0,0	5,8	4,4	-3,4	3,0
	Mar	-5,4	4,3	10,1	1,8	0,0	2,5

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 2014 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 March 2015 was 90,4%. The improved collection rate for February 2015 was 95,3%.
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 701 enterprises from a population of 3 797 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 2014 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 was 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	996 348	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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