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# Statistical release

## P7162

# Land transport survey (Preliminary)

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## Freight transportation: results for November 2015

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

	Jun-15	Jul-15	Aug-15	Sep-15	Oct-15	Nov-15
Freight payload	-6,0	-6,1	-6,5	-1,9	-6,2	-1,6
Freight income	-3,0	-3,8	-5,8	-3,2	-2,7	-3,9

The volume of goods transported (payload) decreased by 1,6% in November 2015 compared with November 2014. The corresponding income decreased by 3,9% over the same period.

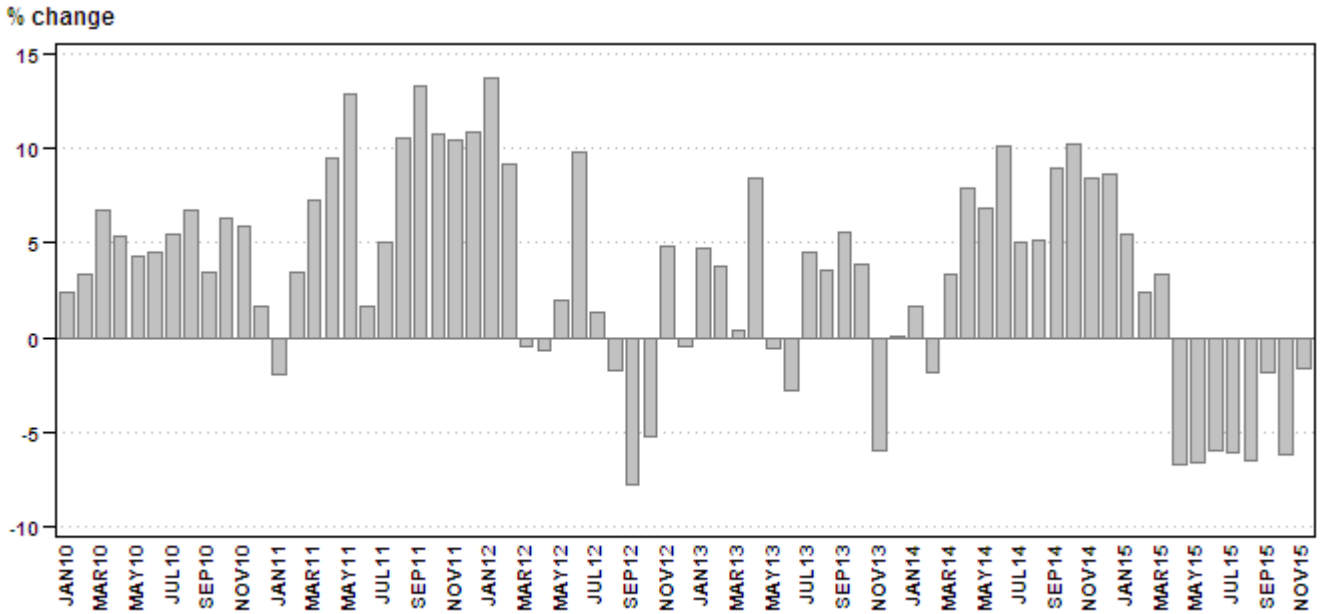
**Table B – Freight transportation income at current prices for the latest three months by type of commodity**

Type of commodity	Sep – Nov 2014 (R million)	Weight	Sep – Nov 2015 (R million)	% change between Sep – Nov 2014 and Sep – Nov 2015	Contribution (% points) to the total % change
Agriculture and forestry primary products	2 810	8,3	2 680	-4,6	-0,4
Primary mining and quarrying products	11 353	33,6	10 831	-4,6	-1,5
Manufactured food, beverages and tobacco products	4 208	12,5	4 145	-1,5	-0,2
Textiles, clothing and leather goods	514	1,5	627	22,0	0,3
Chemicals, coke, petroleum, rubber, plastic and other mineral products	2 396	7,1	2 361	-1,5	-0,1
Basic metals and fabricated metal products	1 459	4,3	1 344	-7,9	-0,3
Non-metallic products	868	2,6	918	5,8	0,2
Electrical machinery, transport machinery and equipment	788	2,3	697	-11,5	-0,3
Motor vehicles, parts and accessories	569	1,7	572	0,5	0,0
Paper and paper products	528	1,6	561	6,3	0,1
Commercial products	710	2,1	779	9,7	0,2
Used household and office products	691	2,0	553	-20,0	-0,4
Containers	2 176	6,4	2 234	2,7	0,2
Parcels	495	1,5	528	6,7	0,1
Other freight	4 224	12,5	3 839	-9,1	-1,1
<b>Total income</b>	<b>33 788</b>	<b>100,0</b>	<b>32 675</b>	<b>-3,3</b>	<b>-3,3</b>

Income from freight transportation decreased by 3,3% in the three months ended November 2015 compared with the three months ended November 2014. The main contributors to this decrease were:

- primary mining and quarrying products (-4,6% and contributing -1,5 percentage points); and
- 'other' freight (-9,1% and contributing -1,1 percentage points) – see Table B.

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



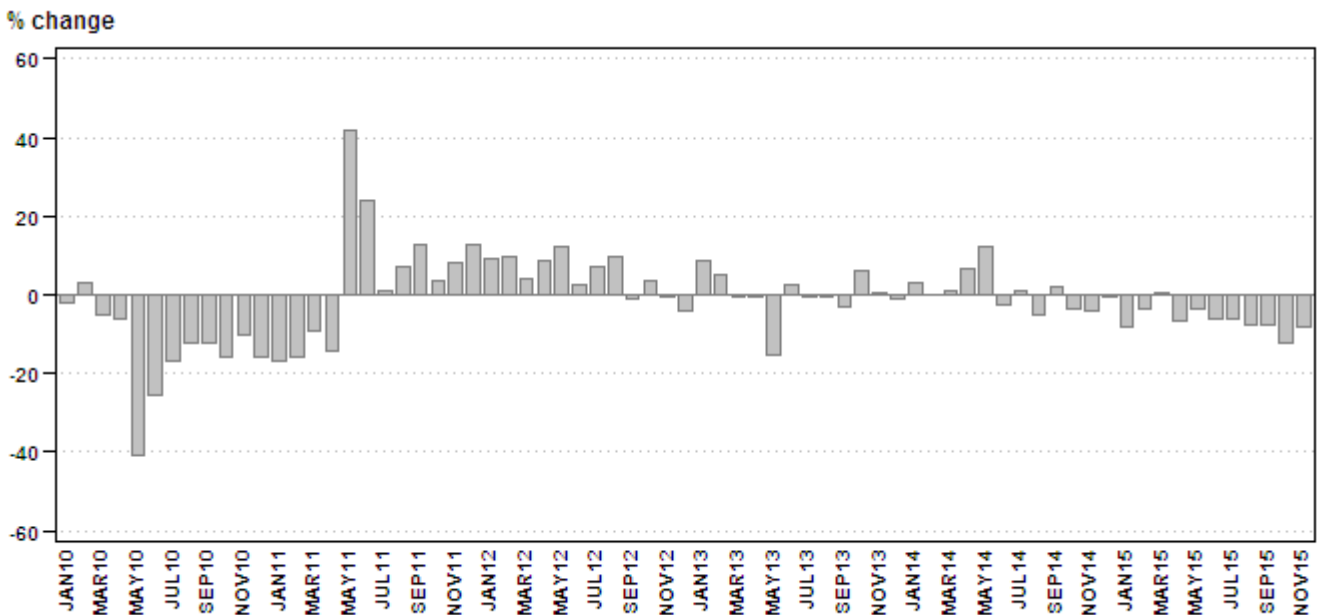
**Passenger transportation: results for November 2015**

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

	Jun-15	Jul-15	Aug-15	Sep-15	Oct-15	Nov-15
Passenger journeys	-6,1	-6,1	-7,4	-7,8	-12,3	-8,4
Passenger income	2,1	2,3	2,6	0,0	-3,1	0,3

The number of passenger journeys decreased by 8,4% in November 2015 compared with November 2014. The corresponding income increased by 0,3% 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)
<b>2014</b>	Jan	18 052	2 886	42 461	6 605	60 513	9 491
	Feb	17 163	2 728	44 999	6 988	62 162	9 716
	Mar	16 900	2 621	46 149	6 988	63 049	9 609
	Apr	19 541	3 244	48 237	7 312	67 778	10 556
	May	15 487	2 619	49 503	7 686	64 990	10 305
	Jun	19 093	3 116	48 689	7 704	67 782	10 820
	Jul	18 761	3 074	49 755	7 811	68 516	10 885
	Aug	18 786	3 236	49 241	7 657	68 027	10 893
	Sep	20 302	3 374	49 693	7 914	69 995	11 288
	Oct	19 643	3 065	50 892	7 940	70 535	11 005
	Nov	20 258	3 274	51 022	8 221	71 280	11 495
	Dec	19 227	3 070	43 919	6 951	63 146	10 021
	<b>Total</b>	<b>223 213</b>	<b>36 307</b>	<b>574 560</b>	<b>89 777</b>	<b>797 773</b>	<b>126 084</b>
<b>2015</b>	Jan	20 040	3 163	43 819	6 791	63 859	9 954
	Feb	19 380	3 172	44 265	7 010	63 645	10 182
	Mar	19 038	3 034	46 075	7 182	65 113	10 216
	Apr	18 876	3 113	44 340	6 978	63 216	10 092
	May	16 243	2 815	44 451	7 233	60 694	10 048
	Jun	18 708	3 254	45 016	7 238	63 724	10 492
	Jul	18 025	3 085	46 306	7 383	64 330	10 467
	Aug	18 276	3 094	45 299	7 163	63 575	10 256
	Sep	19 590	3 347	49 104	7 578	68 694	10 925
	Oct	16 305	2 893	49 828	7 810	66 134	10 703
	Nov	19 485	3 207	50 622	7 840	70 108	11 047

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
<b>2014</b>	Jan	4,8	14,7	0,4	11,4	1,7	12,4
	Feb	-9,8	-1,5	1,5	11,9	-1,9	7,8
	Mar	-2,3	5,3	5,7	13,6	3,4	11,2
	Apr	9,0	16,1	7,5	6,2	7,9	9,1
	May	4,7	7,6	7,6	9,4	6,9	9,0
	Jun	3,3	7,9	13,1	20,4	10,2	16,5
	Jul	0,1	6,8	6,9	12,5	5,0	10,8
	Aug	1,8	9,4	6,6	9,5	5,2	9,5
	Sep	8,5	13,4	9,1	17,1	9,0	16,0
	Oct	6,5	9,3	11,9	10,2	10,3	10,0
	Nov	11,7	10,9	7,3	8,1	8,5	8,9
	Dec	11,2	15,3	7,7	6,9	8,7	9,4
	<b>Total</b>	<b>4,1</b>	<b>9,6</b>	<b>7,1</b>	<b>11,3</b>	<b>6,3</b>	<b>10,8</b>
<b>2015</b>	Jan	11,0	9,6	3,2	2,8	5,5	4,9
	Feb	12,9	16,3	-1,6	0,3	2,4	4,8
	Mar	12,7	15,8	-0,2	2,8	3,3	6,3
	Apr	-3,4	-4,0	-8,1	-4,6	-6,7	-4,4
	May	4,9	7,5	-10,2	-5,9	-6,6	-2,5
	Jun	-2,0	4,4	-7,5	-6,0	-6,0	-3,0
	Jul	-3,9	0,4	-6,9	-5,5	-6,1	-3,8
	Aug	-2,7	-4,4	-8,0	-6,5	-6,5	-5,8
	Sep	-3,5	-0,8	-1,2	-4,2	-1,9	-3,2
	Oct	-17,0	-5,6	-2,1	-1,6	-6,2	-2,7
	Nov	-3,8	-2,0	-0,8	-4,6	-1,6	-3,9

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

Type of commodity	Jun-15	Jul-15	Aug-15	Sep-15	Oct-15	Nov-15 1/
Agriculture and forestry primary products	877	911	856	898	854	928
Primary mining and quarrying products	3 511	3 335	3 280	3 731	3 377	3 723
Manufactured food, beverages and tobacco products	1 240	1 177	1 215	1 338	1 362	1 445
Textiles, clothing and leather products	166	197	200	175	207	245
Chemicals, coke, petroleum, rubber, plastic and other mineral products	755	803	792	775	812	774
Basic metals and fabricated metal products	510	490	469	496	422	426
Non-metallic products	308	309	301	305	308	305
Electrical machinery, transport machinery and equipment	212	231	208	216	228	253
Motor vehicles, parts and accessories	191	199	183	184	200	188
Paper and paper products	164	179	165	182	184	195
Commercial products	267	257	242	266	269	244
Used household and office products	209	202	185	170	199	184
Containers	687	708	731	740	763	731
Parcels	166	184	176	178	181	169
Other freight	1 229	1 285	1 255	1 268	1 334	1 237
<b>Total</b>	<b>10 492</b>	<b>10 467</b>	<b>10 256</b>	<b>10 925</b>	<b>10 703</b>	<b>11 047</b>

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	Jun-15	Jul-15	Aug-15	Sep-15	Oct-15	Nov-15
Agriculture and forestry primary products	-3,7	-9,1	-11,8	-1,1	-11,9	-0,5
Primary mining and quarrying products	-1,3	-8,7	-13,1	-4,3	-7,8	-1,9
Manufactured food, beverages and tobacco products	-11,2	-10,2	1,1	1,7	8,4	-11,6
Textiles, clothing and leather products	28,7	43,8	22,7	8,7	25,5	30,3
Chemicals, coke, petroleum, rubber, plastic and other mineral products	-3,1	2,0	3,8	-1,3	1,5	-4,6
Basic metals and fabricated metal products	3,9	12,4	-3,7	-2,9	-3,4	-16,6
Non-metallic products	3,4	0,3	3,4	5,9	7,3	4,1
Electrical machinery, transport machinery and equipment	2,9	5,5	-16,5	-10,7	-22,4	0,4
Motor vehicles, parts and accessories	13,0	14,4	7,6	0,0	1,0	0,5
Paper and paper products	3,8	9,8	1,9	13,0	2,2	4,3
Commercial products	8,1	11,3	3,4	28,5	13,5	-8,3
Used household and office products	-45,0	4,1	38,1	-45,0	13,7	-11,1
Containers	4,2	-5,7	-2,9	-4,0	7,5	5,2
Parcels	15,3	12,2	13,5	8,5	9,0	2,4
Other freight	-5,3	-5,1	-9,4	-8,4	-9,1	-9,8
<b>Total</b>	<b>-3,0</b>	<b>-3,8</b>	<b>-5,8</b>	<b>-3,2</b>	<b>-2,7</b>	<b>-3,9</b>

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

**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)
<b>2014</b>	Jan	43 970	266	23 391	649	67 361	915
	Feb	49 223	274	24 707	621	73 930	895
	Mar	49 413	276	26 471	719	75 884	995
	Apr	46 124	256	23 642	668	69 766	924
	May	47 016	254	23 875	649	70 891	903
	Jun	44 618	243	25 894	682	70 512	925
	Jul	44 649	268	25 550	707	70 199	975
	Aug	45 122	263	26 547	676	71 669	939
	Sep	46 216	282	26 806	745	73 022	1 027
	Oct	49 189	305	27 341	730	76 530	1 035
	Nov	45 398	273	25 214	695	70 612	968
	Dec	33 144	219	22 195	710	55 339	929
	<b>Total</b>	<b>544 082</b>	<b>3 179</b>	<b>301 633</b>	<b>8 251</b>	<b>845 715</b>	<b>11 430</b>
<b>2015</b>	Jan	38 245	246	23 473	680	61 718	926
	Feb	45 297	274	26 132	664	71 429	938
	Mar	46 756	288	29 339	762	76 095	1 050
	Apr	41 189	255	23 860	646	65 049	901
	May	42 844	256	25 379	683	68 223	939
	Jun	40 630	232	25 578	712	66 208	944
	Jul	41 565	282	24 353	715	65 918	997
	Aug	40 852	257	25 500	706	66 352	963
	Sep	41 238	277	26 095	750	67 333	1 027
	Oct	43 388	288	23 735	715	67 123	1 003
	Nov	39 887	266	24 804	705	64 691	971

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
<b>2014</b>	Jan	3,9	18,2	1,8	8,5	3,1	11,2
	Feb	0,7	9,6	-1,4	6,5	0,0	7,4
	Mar	0,0	6,6	2,3	11,8	0,8	10,3
	Apr	0,8	9,9	20,8	34,1	6,8	26,4
	May	0,4	9,5	46,9	52,0	12,4	37,0
	Jun	-9,3	4,7	10,8	8,6	-2,8	7,6
	Jul	-1,0	12,6	4,4	9,1	0,9	10,0
	Aug	-10,0	1,5	4,5	7,0	-5,1	5,4
	Sep	-1,9	12,4	8,9	12,9	1,8	12,7
	Oct	-5,7	10,1	0,7	11,5	-3,5	11,1
	Nov	-4,9	7,1	-2,1	8,8	-3,9	8,3
	Dec	-4,8	1,9	7,5	10,6	-0,2	8,4
	<b>Total</b>	<b>-2,7</b>	<b>8,6</b>	<b>7,3</b>	<b>13,8</b>	<b>0,6</b>	<b>12,3</b>
<b>2015</b>	Jan	-13,0	-7,5	0,4	4,8	-8,4	1,2
	Feb	-8,0	0,0	5,8	6,9	-3,4	4,8
	Mar	-5,4	4,3	10,8	6,0	0,3	5,5
	Apr	-10,7	-0,4	0,9	-3,3	-6,8	-2,5
	May	-8,9	0,8	6,3	5,2	-3,8	4,0
	Jun	-8,9	-4,5	-1,2	4,4	-6,1	2,1
	Jul	-6,9	5,2	-4,7	1,1	-6,1	2,3
	Aug	-9,5	-2,3	-3,9	4,4	-7,4	2,6
	Sep	-10,8	-1,8	-2,7	0,7	-7,8	0,0
	Oct	-11,8	-5,6	-13,2	-2,1	-12,3	-3,1
	Nov	-12,1	-2,6	-1,6	1,4	-8,4	0,3

## Survey information

<b>Introduction</b>	<b>1</b>	<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 2015 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>
<b>Purpose of the survey</b>	<b>3</b>	<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>
<b>Scope of the survey</b>	<b>4</b>	<p>This survey covers enterprises involved in land transportation according to the following type of transportation:</p> <ul style="list-style-type: none"> <li>• railway transport (including passenger and freight transportation);</li> <li>• 'other' scheduled passenger land transport – urban, suburban and inter-urban bus and coach passenger lines and school buses;</li> <li>• '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</li> <li>• freight transport by road.</li> </ul>
<b>Exclusions</b>	<b>5</b>	<p>Passenger transportation excludes:</p> <ul style="list-style-type: none"> <li>• minibus taxis;</li> <li>• metropolitan buses (including the Bus Rapid Transport system – BRT); and</li> <li>• rental of private cars/buses without drivers.</li> </ul> <p>Freight transportation excludes:</p> <ul style="list-style-type: none"> <li>• renting of trucks without drivers; and</li> <li>• in-house transportation.</li> </ul>
<b>Classification</b>	<b>6</b>	<p>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.</p>
<b>Collection rate</b>	<b>7</b>	<p>The preliminary collection rate for the survey on land transportation for November 2015 was 84,1%. The improved collection rate for October 2015 was 94,3%.</p>
<b>Statistical unit</b>	<b>8</b>	<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>
<b>Revised figures</b>	<b>9</b>	<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;
  - *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://www.statssa.gov.za/?page\\_id=1849](http://www.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://www.statssa.gov.za/?page\\_id=1866&PPN=P7162&SCH=5704](http://www.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 704 enterprises from a population of 4 214 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 2015 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 1,0%.

- 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	806 639	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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