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Statistical release

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Freight transportation: results for September 2013

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

	Apr-13	May-13	Jun-13	Jul-13	Aug-13	Sep-13
Freight payload	7,9	-0,2	-2,7	4,4	3,0	4,9
Freight income	18,3	13,5	6,8	11,3	9,5	8,7

The volume of goods transported (payload) increased by 4,9% in September 2013 compared with September 2012. The corresponding income increased by 8,7% over the same period.

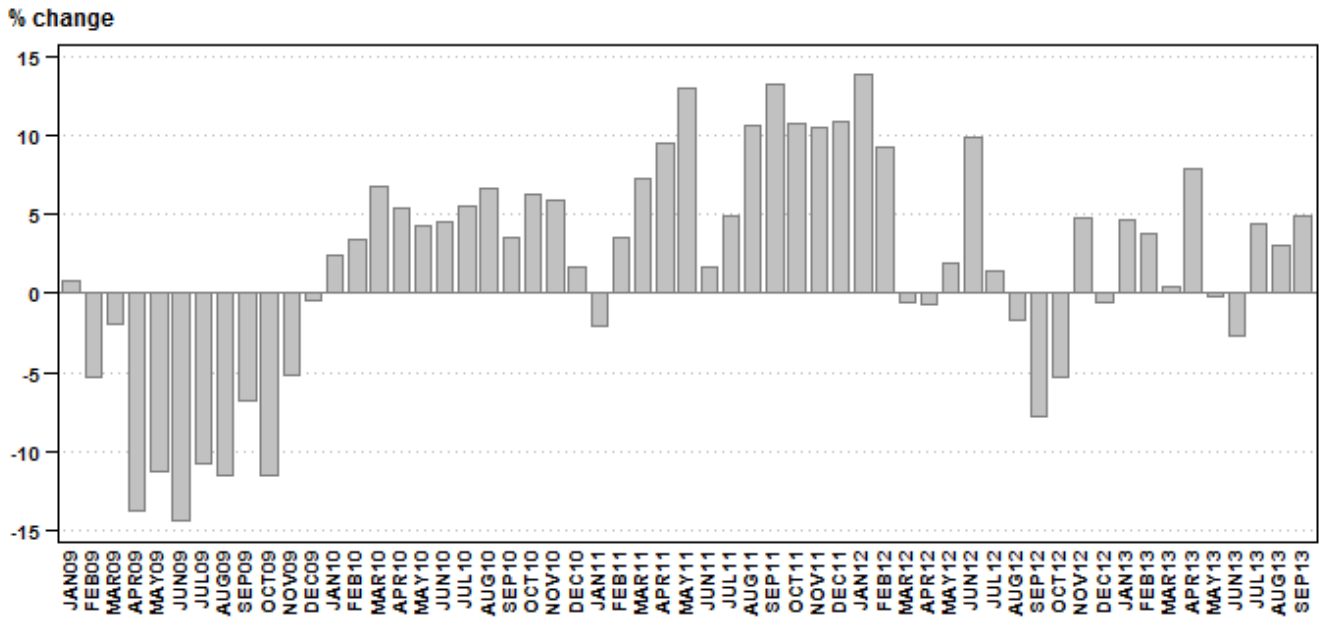
Table B – Freight transportation income at current prices for the latest three months by type of commodity

Type of commodity	Jul – Sep 2012 (R million)	Weight	Jul – Sep 2013 (R million)	% change between Jul – Sep 2012 and Jul – Sep 2013	Contribution (% points) to the total % change
Agriculture and forestry primary products	1 731	7,0	1 914	10,6	0,7
Primary mining and quarrying products	8 481	34,5	9 223	8,7	3,0
Manufactured food, beverages and tobacco products	3 240	13,2	3 295	1,7	0,2
Textiles, clothing and leather goods	347	1,4	343	-1,2	0,0
Chemicals, coke, petroleum, rubber, plastic and other mineral products	1 853	7,5	2 027	9,4	0,7
Basic metals and fabricated metal products	1 234	5,0	1 391	12,7	0,6
Non-metallic products	962	3,9	922	-4,2	-0,2
Electrical machinery, transport machinery and equipment	485	2,0	552	13,8	0,3
Motor vehicles, parts and accessories	660	2,7	766	16,1	0,4
Paper and paper products	427	1,7	437	2,3	0,0
Commercial products	617	2,5	669	8,4	0,2
Used household and office products	271	1,1	255	-5,9	-0,1
Containers	1 568	6,4	1 724	9,9	0,6
Parcels	484	2,0	510	5,4	0,1
Other freight	2 223	9,0	2 988	34,4	3,1
Total income	24 588	100,0	27 013	9,9	9,9

Income from freight transportation increased by 9,9% in the third quarter of 2013 compared with the third quarter of 2012. The main contributors to this increase were:

- 'other' freight (34,4% and contributing 3,1 percentage points); and
- primary mining and quarrying products (8,7% and contributing 3,0 percentage points) – see Table B.

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



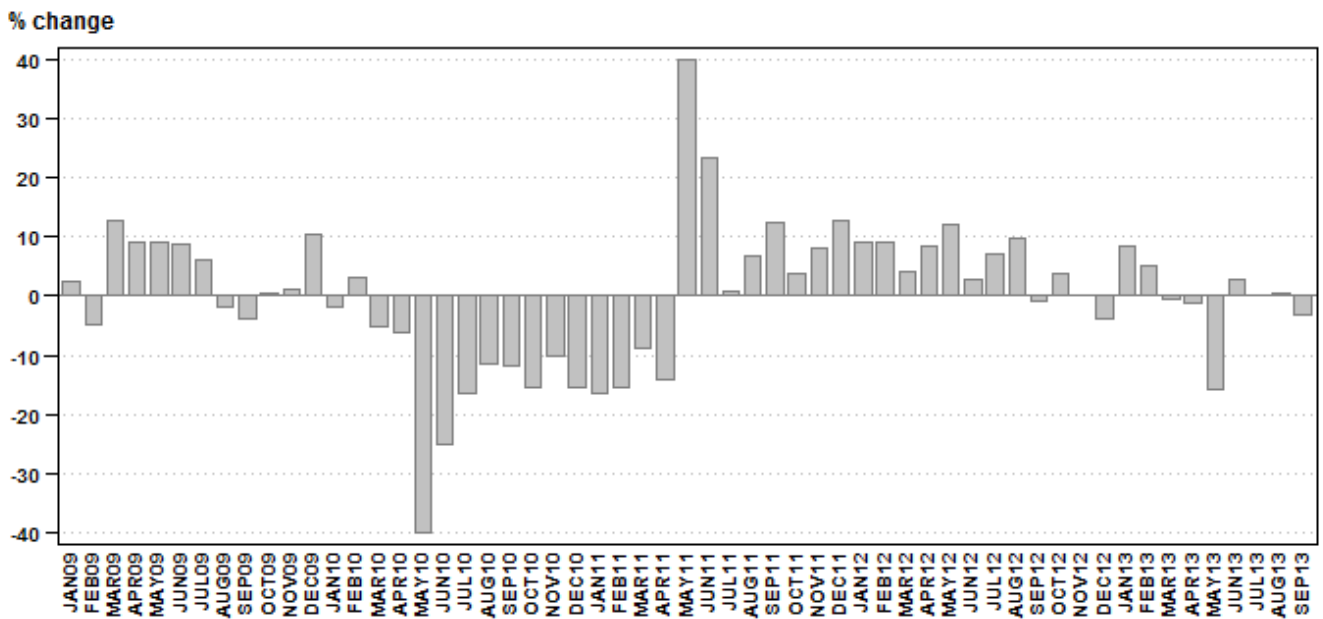
Passenger transportation: results for September 2013

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

	Apr-13	May-13	Jun-13	Jul-13	Aug-13	Sep-13
Passenger journeys	-1,3	-15,6	2,7	0,1	0,4	-3,1
Passenger income	-6,3	-16,8	8,8	10,4	8,8	4,4

The number of passenger journeys decreased by 3,1% in September 2013 compared with September 2012. The corresponding income increased by 4,4% 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)
2012	Jan	16 658	2 213	39 351	4 944	56 009	7 157
	Feb	17 514	2 407	42 636	5 443	60 150	7 850
	Mar	17 540	2 356	42 285	5 358	59 825	7 714
	Apr	17 070	2 380	39 990	5 152	57 060	7 532
	May	15 425	2 157	44 807	5 507	60 232	7 664
	Jun	17 793	2 442	44 541	5 578	62 334	8 020
	Jul	18 227	2 557	43 315	5 527	61 542	8 084
	Aug	16 858	2 633	44 601	5 727	61 459	8 360
	Sep	18 707	2 853	41 259	5 291	59 966	8 144
	Oct	16 332	2 464	44 277	5 873	60 609	8 337
	Nov	18 442	2 645	50 382	6 618	68 824	9 263
	Dec	16 995	2 525	40 167	5 322	57 162	7 847
	Total	207 561	29 632	517 611	66 340	725 172	95 972
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	44 256	5 891	62 878	8 854

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	13,8	19,7
	Feb	4,5	3,3	11,2	16,4	9,2	12,0
	Mar	10,4	23,9	-4,4	0,5	-0,5	6,6
	Apr	4,6	11,2	-2,8	-0,3	-0,7	3,0
	May	-5,7	-1,9	4,9	4,9	1,9	2,9
	Jun	37,5	32,6	1,8	2,9	9,9	10,5
	Jul	14,3	22,6	-3,2	0,8	1,4	6,8
	Aug	2,9	15,4	-3,3	0,0	-1,7	4,4
	Sep	3,0	19,0	-12,0	-9,7	-7,8	-1,4
	Oct	-9,1	3,5	-3,8	1,7	-5,3	2,2
	Nov	3,3	9,0	5,3	10,2	4,8	9,9
	Dec	-1,1	10,5	-0,2	1,2	-0,5	4,0
	Total	6,0	14,4	0,1	3,2	1,7	6,4
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	7,3	11,3	4,9	8,7

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

Type of commodity	Apr-13	May-13	Jun-13	Jul-13	Aug-13	Sep-13 1/
Agriculture and forestry primary products	610	653	639	680	638	596
Primary mining and quarrying products	2 966	2 507	2 772	3 035	3 060	3 128
Manufactured food, beverages and tobacco products	1 315	1 369	1 033	1 052	1 223	1 020
Textiles, clothing and leather products	144	117	103	116	117	110
Chemicals, coke, petroleum, rubber, plastic and other mineral products	620	668	653	686	689	652
Basic metals and fabricated metal products	451	485	489	469	463	459
Non-metallic products	332	321	335	318	304	300
Electrical machinery, transport machinery and equipment	169	161	169	173	187	192
Motor vehicles, parts and accessories	281	262	234	263	269	234
Paper and paper products	140	144	137	152	139	146
Commercial products	212	216	208	229	229	211
Used household and office products	97	86	92	94	82	79
Containers	590	617	590	615	561	548
Parcels	170	172	159	176	173	161
Other freight	813	922	952	944	1 026	1 018
Total	8 911	8 702	8 566	9 001	9 158	8 854

1/ Preliminary.

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

Type of commodity	Apr-13	May-13	Jun-13	Jul-13	Aug-13	Sep-13
Agriculture and forestry primary products	20,8	14,8	5,3	13,3	4,9	14,0
Primary mining and quarrying products	21,2	5,3	8,8	11,1	9,0	6,4
Manufactured food, beverages and tobacco products	25,5	36,6	-14,2	-1,1	5,8	0,0
Textiles, clothing and leather products	50,0	33,0	24,1	1,8	0,0	-5,2
Chemicals, coke, petroleum, rubber, plastic and other mineral products	4,2	7,6	7,9	11,2	10,8	6,2
Basic metals and fabricated metal products	5,9	12,3	12,4	19,0	12,1	7,5
Non-metallic products	8,1	-2,7	-2,6	-2,2	-8,2	-2,0
Electrical machinery, transport machinery and equipment	9,7	5,9	5,0	6,8	14,0	20,8
Motor vehicles, parts and accessories	23,2	29,1	8,3	10,5	26,9	11,4
Paper and paper products	6,1	-4,0	-6,2	5,6	-8,6	11,5
Commercial products	3,4	-4,8	-1,9	9,0	5,5	11,1
Used household and office products	11,5	7,5	13,6	3,3	-13,7	-7,1
Containers	13,9	16,2	12,4	20,8	2,2	7,5
Parcels	25,0	18,6	8,9	10,7	4,8	0,6
Other freight	25,5	22,3	34,8	30,7	36,8	35,6
Total	18,3	13,5	6,8	11,3	9,5	8,7

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	Apr-13	May-13	Jun-13	Jul-13	Aug-13	Sep-13
Agriculture and forestry primary products	1,4	1,1	0,4	1,0	0,4	0,9
Primary mining and quarrying products	6,9	1,7	2,8	3,7	3,0	2,3
Manufactured food, beverages and tobacco products	3,5	4,8	-2,1	-0,1	0,8	0,0
Textiles, clothing and leather products	0,6	0,4	0,2	0,0	0,0	-0,1
Chemicals, coke, petroleum, rubber, plastic and other mineral products	0,3	0,6	0,6	0,9	0,8	0,5
Basic metals and fabricated metal products	0,3	0,7	0,7	0,9	0,6	0,4
Non-metallic products	0,3	-0,1	-0,1	-0,1	-0,3	-0,1
Electrical machinery, transport machinery and equipment	0,2	0,1	0,1	0,1	0,3	0,4
Motor vehicles, parts and accessories	0,7	0,8	0,2	0,3	0,7	0,3
Paper and paper products	0,1	-0,1	-0,1	0,1	-0,2	0,2
Commercial products	0,1	-0,1	0,0	0,2	0,1	0,3
Used household and office products	0,1	0,1	0,1	0,0	-0,2	-0,1
Containers	1,0	1,1	0,8	1,3	0,1	0,5
Parcels	0,5	0,4	0,2	0,2	0,1	0,0
Other freight	2,2	2,2	3,1	2,7	3,3	3,3
Total	18,3	13,5	6,8	11,3	9,5	8,7

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)
2012	Jan	37 920	176	24 261	540	62 181	716
	Feb	46 821	191	25 787	533	72 608	724
	Mar	50 100	202	27 971	575	78 071	777
	Apr	43 093	208	24 763	575	67 856	783
	May	48 659	221	28 165	583	76 824	804
	Jun	46 204	213	26 727	585	72 931	798
	Jul	45 829	219	26 421	591	72 250	810
	Aug	50 430	232	27 568	594	77 998	826
	Sep	48 005	223	28 457	647	76 462	870
	Oct	48 737	236	28 346	624	77 083	860
	Nov	48 002	232	27 543	609	75 545	841
	Dec	34 813	197	23 387	633	58 200	830
	Total	548 613	2 550	319 396	7 089	868 009	9 639
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	27 001	657	74 092	908

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	8,8	8,6	9,8	12,7	9,2	11,7
	Feb	14,6	22,4	0,4	8,3	9,2	11,7
	Mar	7,0	16,1	-0,5	0,3	4,2	4,0
	Apr	7,6	30,8	10,3	11,0	8,5	15,7
	May	12,9	36,4	10,8	11,0	12,1	17,0
	Jun	2,3	25,3	3,9	11,2	2,8	14,7
	Jul	7,5	28,1	6,3	10,7	7,1	14,9
	Aug	11,3	22,8	7,1	12,7	9,8	15,4
	Sep	-4,0	9,9	4,8	12,3	-0,9	11,7
	Oct	-1,0	16,8	13,6	16,4	3,9	16,5
	Nov	-3,7	16,6	7,1	13,2	0,0	14,1
	Dec	-7,6	11,3	2,6	15,3	-3,8	14,3
	Total	4,4	20,1	6,2	11,2	5,1	13,4
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	-5,1	1,5	-3,1	4,4

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 2013 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; • 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 September 2013 was 87,0%. The improved collection rate for August 2013 was 92,9%.</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 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.

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

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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General information

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