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Statistical release

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Freight transportation: results for September 2014

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

	Apr-14	May-14	Jun-14	Jul-14	Aug-14	Sep-14
Freight payload	6,2	6,6	9,5	4,1	4,3	7,5
Freight income	7,0	8,5	14,2	8,8	7,3	12,3

The volume of goods transported (payload) increased by 7,5% in September 2014 compared with September 2013. The corresponding income increased by 12,3% over the same period.

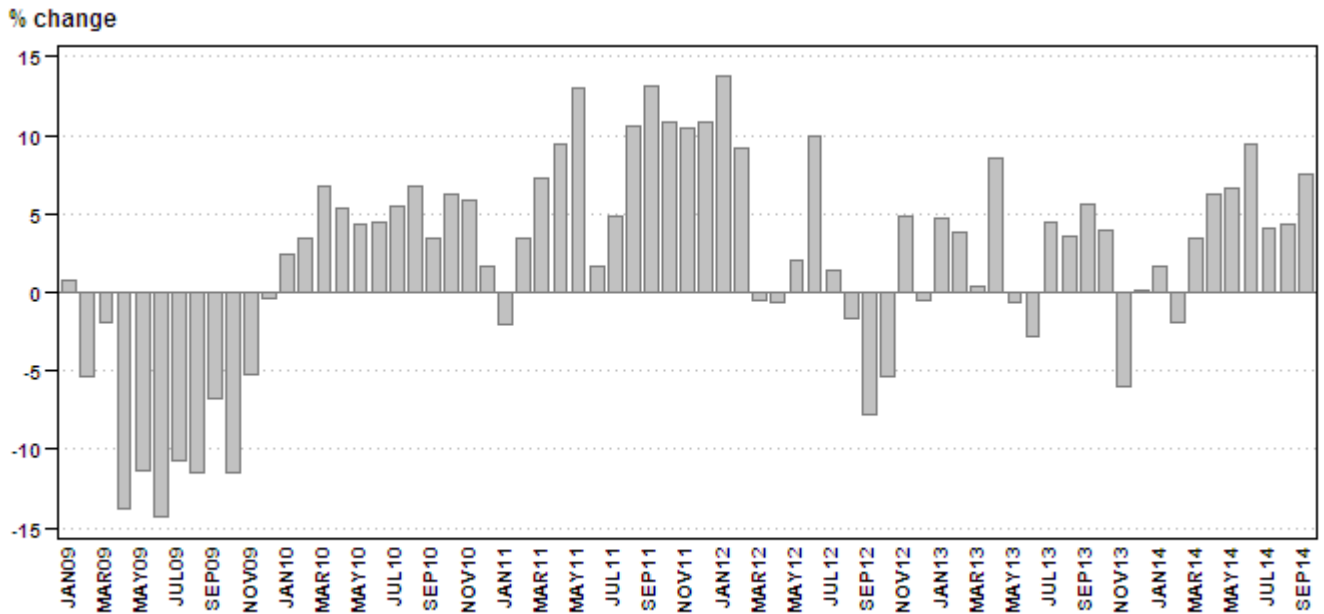
Table B – Freight transportation income at current prices for the latest three months by type of commodity

Type of commodity	Jul – Sep 2013 (R million)	Weight	Jul – Sep 2014 (R million)	% change between Jul – Sep 2013 and Jul – Sep 2014	Contribution (% points) to the total % change
Agriculture and forestry primary products	2 290	8,1	2 675	16,8	1,4
Primary mining and quarrying products	10 049	35,4	11 857	18,0	6,4
Manufactured food, beverages and tobacco products	3 483	12,3	3 712	6,6	0,8
Textiles, clothing and leather goods	379	1,3	446	17,7	0,2
Chemicals, coke, petroleum, rubber, plastic and other mineral products	2 249	7,9	2 431	8,1	0,6
Basic metals and fabricated metal products	1 340	4,7	1 301	-2,9	-0,1
Non-metallic products	775	2,7	879	13,4	0,4
Electrical machinery, transport machinery and equipment	516	1,8	593	14,9	0,3
Motor vehicles, parts and accessories	686	2,4	697	1,6	0,0
Paper and paper products	393	1,4	401	2,0	0,0
Commercial products	737	2,6	627	-14,9	-0,4
Used household and office products	300	1,1	322	7,3	0,1
Containers	1 909	6,7	1 811	-5,1	-0,3
Parcels	406	1,4	449	10,6	0,1
Other freight	2 896	10,2	2 895	0,0	0,0
Total income	28 404	100,0	31 099	9,5	9,5

Income from freight transportation increased by 9,5% in the third quarter of 2014 compared with the third quarter of 2013. The main contributors to this increase were:

- primary mining and quarrying products (18,0% and contributing 6,4 percentage points); and
- agriculture and forestry primary products (16,8% and contributing 1,4 percentage points) – see Table B.

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



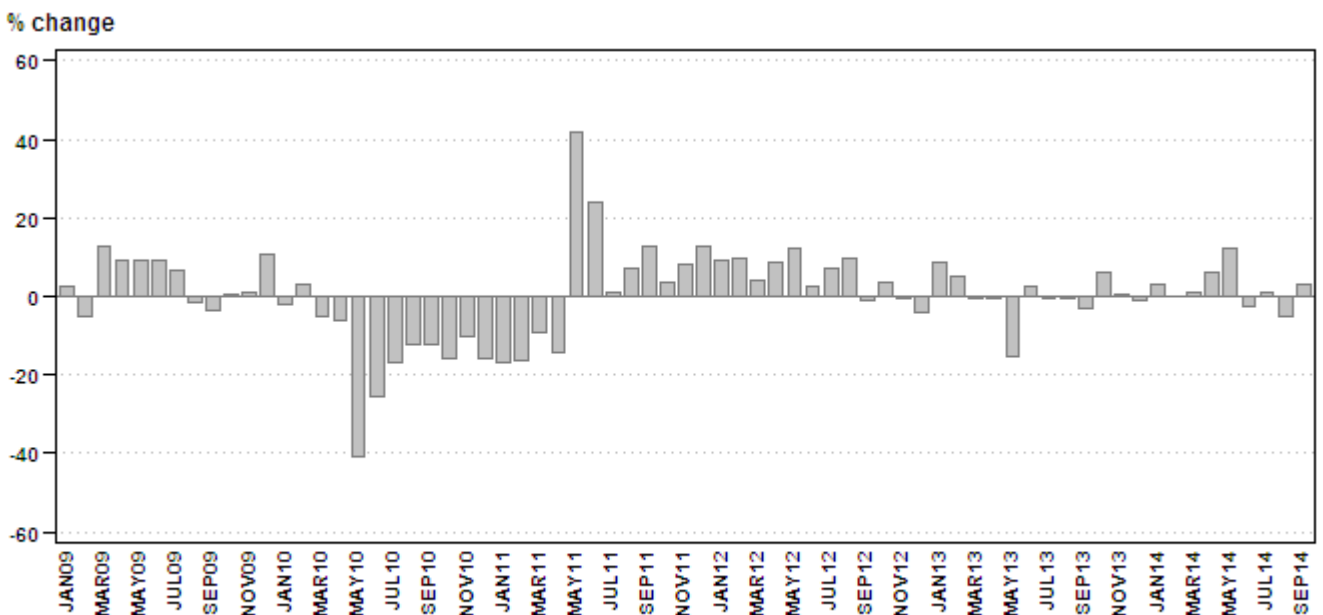
Passenger transportation: results for September 2014

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

	Apr-14	May-14	Jun-14	Jul-14	Aug-14	Sep-14
Passenger journeys	6,3	12,5	-2,7	1,1	-5,0	3,0
Passenger income	24,9	36,7	7,7	10,2	6,8	12,4

The number of passenger journeys increased by 3,0% in September 2014 compared with September 2013. The corresponding income increased by 12,4% 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)
2013	Jan	17 244	2 520	41 865	5 608	59 109	8 128
	Feb	19 051	2 774	43 896	5 909	62 947	8 683
	Mar	17 323	2 492	43 231	5 820	60 554	8 312
	Apr	17 961	2 799	44 445	6 513	62 406	9 312
	May	14 808	2 439	45 549	6 645	60 357	9 084
	Jun	18 506	2 892	42 610	6 055	61 116	8 947
	Jul	18 776	2 882	46 069	6 570	64 845	9 452
	Aug	18 482	2 962	45 754	6 617	64 236	9 579
	Sep	18 734	2 981	45 092	6 392	63 826	9 373
	Oct	18 464	2 809	45 047	6 817	63 511	9 626
	Nov	18 164	2 956	47 066	7 194	65 230	10 150
	Dec	17 318	2 666	40 397	6 152	57 715	8 818
	Total	214 831	33 172	531 021	76 292	745 852	109 464
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	20 332	3 378	48 301	7 151	68 633	10 529

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
2013	Jan	2,9	13,2	5,4	6,8	4,7	8,7
	Feb	8,2	14,6	2,0	2,2	3,8	5,9
	Mar	-1,8	5,2	1,3	2,3	0,4	3,2
	Apr	4,6	16,9	10,1	19,1	8,5	18,4
	May	-4,6	12,4	0,7	13,6	-0,6	13,3
	Jun	3,4	17,8	-5,2	2,2	-2,8	6,8
	Jul	2,4	12,1	5,4	12,0	4,5	12,0
	Aug	9,0	11,9	1,6	8,8	3,6	9,7
	Sep	-0,4	3,9	8,3	13,8	5,6	10,4
	Oct	12,4	13,4	0,8	9,3	3,9	10,5
	Nov	-2,1	11,1	-7,5	2,4	-6,0	4,8
	Dec	1,3	5,0	-0,4	8,9	0,1	7,7
	Total	2,9	11,3	1,6	8,3	2,0	9,2
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	8,5	13,3	7,1	11,9	7,5	12,3

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

Type of commodity	Apr-14	May-14	Jun-14	Jul-14	Aug-14	Sep-14 1/
Agriculture and forestry primary products	767	866	868	932	904	839
Primary mining and quarrying products	3 832	3 447	3 746	3 776	3 987	4 094
Manufactured food, beverages and tobacco products	1 197	1 278	1 406	1 324	1 141	1 247
Textiles, clothing and leather products	157	163	127	133	155	158
Chemicals, coke, petroleum, rubber, plastic and other mineral products	756	798	802	821	793	817
Basic metals and fabricated metal products	491	464	458	410	442	449
Non-metallic products	277	289	306	305	287	287
Electrical machinery, transport machinery and equipment	172	188	147	195	205	193
Motor vehicles, parts and accessories	240	222	228	230	223	244
Paper and paper products	127	134	132	139	133	129
Commercial products	241	229	249	210	207	210
Used household and office products	97	95	108	112	105	105
Containers	572	562	562	579	607	625
Parcels	130	136	136	153	144	152
Other freight	909	985	944	968	947	980
Total	9 966	9 856	10 220	10 288	10 282	10 529

1/ Preliminary.

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

Type of commodity	Apr-14	May-14	Jun-14	Jul-14	Aug-14	Sep-14
Agriculture and forestry primary products	7,1	11,6	17,0	14,4	19,3	17,0
Primary mining and quarrying products	17,3	23,1	22,1	13,8	19,4	20,8
Manufactured food, beverages and tobacco products	-14,7	-10,6	29,2	20,9	-10,7	12,3
Textiles, clothing and leather products	15,4	24,4	14,4	9,0	20,2	23,4
Chemicals, coke, petroleum, rubber, plastic and other mineral products	12,2	11,1	14,2	12,6	2,9	9,1
Basic metals and fabricated metal products	20,3	1,8	-0,7	-8,5	-0,2	0,0
Non-metallic products	0,7	9,9	11,7	13,8	14,3	12,1
Electrical machinery, transport machinery and equipment	13,2	32,4	0,0	30,9	9,6	7,2
Motor vehicles, parts and accessories	-5,1	-6,7	9,6	-8,0	-4,3	20,2
Paper and paper products	1,6	6,3	11,9	3,0	6,4	-3,0
Commercial products	-0,8	-6,1	6,9	-20,5	-11,5	-12,1
Used household and office products	-14,9	-5,0	3,8	5,7	10,5	6,1
Containers	-10,1	-15,4	-13,3	-13,7	-2,1	1,1
Parcels	-5,8	-0,7	-2,9	9,3	5,9	16,9
Other freight	17,7	14,8	4,7	2,9	-3,4	0,5
Total	7,0	8,5	14,2	8,8	7,3	12,3

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-14	May-14	Jun-14	Jul-14	Aug-14	Sep-14
Agriculture and forestry primary products	0,5	1,0	1,4	1,2	1,5	1,3
Primary mining and quarrying products	6,1	7,1	7,6	4,8	6,8	7,5
Manufactured food, beverages and tobacco products	-2,2	-1,7	3,6	2,4	-1,4	1,5
Textiles, clothing and leather products	0,2	0,4	0,2	0,1	0,3	0,3
Chemicals, coke, petroleum, rubber, plastic and other mineral products	0,9	0,9	1,1	1,0	0,2	0,7
Basic metals and fabricated metal products	0,9	0,1	0,0	-0,4	0,0	0,0
Non-metallic products	0,0	0,3	0,4	0,4	0,4	0,3
Electrical machinery, transport machinery and equipment	0,2	0,5	0,0	0,5	0,2	0,1
Motor vehicles, parts and accessories	-0,1	-0,2	0,2	-0,2	-0,1	0,4
Paper and paper products	0,0	0,1	0,2	0,0	0,1	0,0
Commercial products	0,0	-0,2	0,2	-0,6	-0,3	-0,3
Used household and office products	-0,2	-0,1	0,0	0,1	0,1	0,1
Containers	-0,7	-1,1	-1,0	-1,0	-0,1	0,1
Parcels	-0,1	0,0	0,0	0,1	0,1	0,2
Other freight	1,5	1,4	0,5	0,3	-0,3	0,1
Total	7,0	8,5	14,2	8,8	7,3	12,3

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)
2013	Jan	42 333	225	22 926	568	65 259	793
	Feb	48 897	250	24 985	553	73 882	803
	Mar	49 397	259	25 798	610	75 195	869
	Apr	45 736	233	19 520	473	65 256	706
	May	46 840	232	16 211	405	63 051	637
	Jun	49 207	232	23 303	596	72 510	828
	Jul	45 087	238	24 416	614	69 503	852
	Aug	50 134	259	25 331	599	75 465	858
	Sep	47 091	251	24 558	626	71 649	877
	Oct	52 144	277	27 068	621	79 212	898
	Nov	47 730	255	25 699	606	73 429	861
	Dec	34 831	215	20 583	609	55 414	824
	Total	559 427	2 926	280 398	6 880	839 825	9 806
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	27 557	704	73 773	986

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
2013	Jan	11,6	27,8	3,8	12,3	8,8	16,3
	Feb	4,4	30,9	6,5	10,6	5,1	16,2
	Mar	-1,4	28,2	1,3	13,2	-0,5	17,3
	Apr	6,1	12,0	-13,4	-12,2	-0,6	-5,5
	May	-3,7	5,0	-36,8	-25,7	-15,1	-16,8
	Jun	6,5	8,9	-4,2	9,0	2,8	8,9
	Jul	-1,6	8,7	1,5	11,0	-0,5	10,4
	Aug	-0,6	11,6	1,0	7,7	-0,1	8,9
	Sep	-1,9	12,6	-5,2	3,3	-3,0	5,8
	Oct	7,0	17,4	4,9	6,3	6,3	9,5
	Nov	-0,6	9,9	2,5	6,3	0,5	7,4
	Dec	0,1	9,1	-3,3	2,7	-1,2	4,3
	Total	2,0	14,7	-3,5	3,6	0,1	6,7
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	12,2	12,5	3,0	12,4

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 September 2014 was 88,0%. The improved collection rate for August 2014 was 94,0%.
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://www.statssa.gov.za/timeseriesdata/timeseriesdata.asp>
- 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/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 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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