



The South Africa I know, the home I understand

Statistical release

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Freight transportation: results for September 2015

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

	Apr-15	May-15	Jun-15	Jul-15	Aug-15	Sep-15
Freight payload	-6,7	-6,6	-6,0	-6,1	-6,5	-1,9
Freight income	-4,4	-2,5	-3,0	-3,8	-5,8	-3,1

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

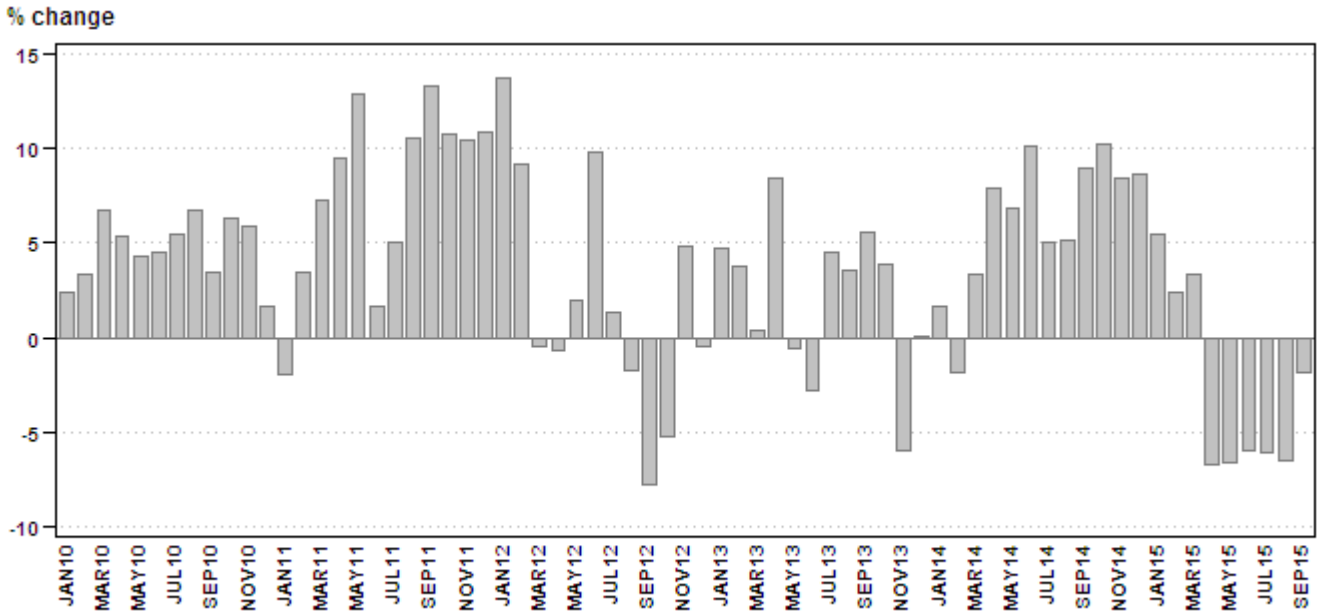
Table B – Freight transportation income at current prices for the latest three months by type of commodity

Type of commodity	Jul – Sep 2014 (R million)	Weight	Jul – Sep 2015 (R million)	% change between Jul – Sep 2014 and Jul – Sep 2015	Contribution (% points) to the total % change
Agriculture and forestry primary products	2 880	8,7	2 670	-7,3	-0,6
Primary mining and quarrying products	11 323	34,2	10 360	-8,5	-2,9
Manufactured food, beverages and tobacco products	3 829	11,6	3 741	-2,3	-0,3
Textiles, clothing and leather goods	461	1,4	598	29,7	0,4
Chemicals, coke, petroleum, rubber, plastic and other mineral products	2 335	7,1	2 350	0,6	0,0
Basic metals and fabricated metal products	1 434	4,3	1 463	2,0	0,1
Non-metallic products	887	2,7	917	3,4	0,1
Electrical machinery, transport machinery and equipment	710	2,1	652	-8,2	-0,2
Motor vehicles, parts and accessories	528	1,6	569	7,8	0,1
Paper and paper products	486	1,5	528	8,6	0,1
Commercial products	672	2,0	767	14,1	0,3
Used household and office products	637	1,9	557	-12,6	-0,2
Containers	2 275	6,9	2 161	-5,0	-0,3
Parcels	483	1,5	542	12,2	0,2
Other freight	4 123	12,5	3 792	-8,0	-1,0
Total income	33 066	100,0	31 663	-4,2	-4,2

Income from freight transportation decreased by 4,2% in the third quarter of 2015 compared with the third quarter of 2014. The main contributors to this decrease were:

- primary mining and quarrying products (-8,5% and contributing -2,9 percentage points); and
- 'other' freight (-8,0% and contributing -1,0 percentage point) – see Table B.

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



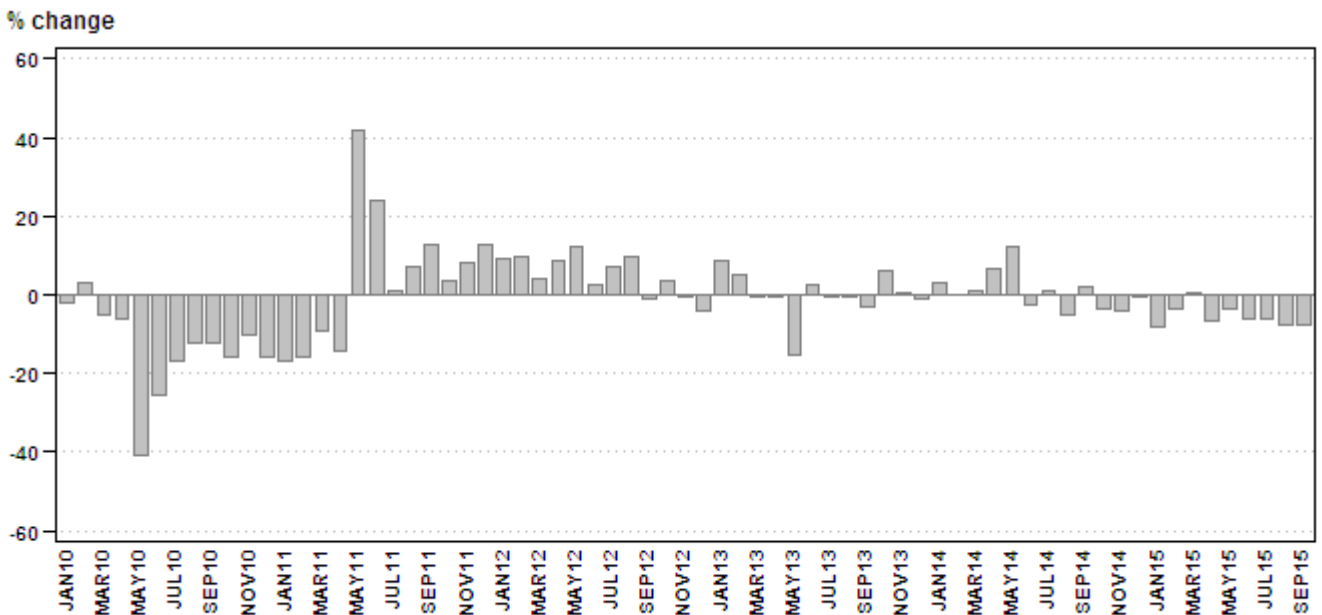
Passenger transportation: results for September 2015

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

	Apr-15	May-15	Jun-15	Jul-15	Aug-15	Sep-15
Passenger journeys	-6,8	-3,8	-6,1	-6,1	-7,4	-7,8
Passenger income	-2,5	4,0	2,1	2,3	2,6	-0,2

The number of passenger journeys decreased by 7,8% in September 2015 compared with September 2014. The corresponding income decreased by 0,2% 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	18 052	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
	Total	223 213	36 307	574 560	89 777	797 773	126 084
2015	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	19 589	3 347	49 108	7 593	68 697	10 940

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	7,8
	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
	Total	4,1	9,6	7,1	11,3	6,3	10,8
2015	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	-4,1	-1,9	-3,1	

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

Type of commodity	Apr-15	May-15	Jun-15	Jul-15	Aug-15	Sep-15 1/
Agriculture and forestry primary products	882	865	877	911	856	903
Primary mining and quarrying products	3 339	3 108	3 511	3 335	3 280	3 745
Manufactured food, beverages and tobacco products	1 201	1 313	1 240	1 177	1 215	1 349
Textiles, clothing and leather products	180	174	166	197	200	201
Chemicals, coke, petroleum, rubber, plastic and other mineral products	687	746	755	803	792	755
Basic metals and fabricated metal products	470	470	510	490	469	504
Non-metallic products	275	290	308	309	301	307
Electrical machinery, transport machinery and equipment	226	211	212	231	208	213
Motor vehicles, parts and accessories	167	180	191	199	183	187
Paper and paper products	162	155	164	179	165	184
Commercial products	241	256	267	257	242	268
Used household and office products	171	165	209	202	185	170
Containers	675	727	687	708	731	722
Parcels	171	171	166	184	176	182
Other freight	1 246	1 218	1 229	1 285	1 255	1 252
Total	10 092	10 048	10 492	10 467	10 256	10 940

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	Apr-15	May-15	Jun-15	Jul-15	Aug-15	Sep-15
Agriculture and forestry primary products	7,3	-7,2	-3,7	-9,1	-11,8	-0,6
Primary mining and quarrying products	-9,4	-5,0	-1,3	-8,7	-13,1	-3,9
Manufactured food, beverages and tobacco products	-4,0	-1,8	-11,2	-10,2	1,1	2,5
Textiles, clothing and leather products	11,1	2,4	28,7	43,8	22,7	24,8
Chemicals, coke, petroleum, rubber, plastic and other mineral products	-7,7	-5,7	-3,1	2,0	3,8	-3,8
Basic metals and fabricated metal products	-10,5	-6,2	3,9	12,4	-3,7	-1,4
Non-metallic products	-2,5	1,8	3,4	0,3	3,4	6,6
Electrical machinery, transport machinery and equipment	16,5	-1,9	2,9	5,5	-16,5	-12,0
Motor vehicles, parts and accessories	-36,0	7,8	13,0	14,4	7,6	1,6
Paper and paper products	6,6	-3,7	3,8	9,8	1,9	14,3
Commercial products	2,1	12,3	8,1	11,3	3,4	29,5
Used household and office products	18,8	11,5	-45,0	4,1	38,1	-45,0
Containers	-9,5	6,9	4,2	-5,7	-2,9	-6,4
Parcels	22,1	17,1	15,3	12,2	13,5	11,0
Other freight	2,7	-4,2	-5,3	-5,1	-9,4	-9,5
Total	-4,4	-2,5	-3,0	-3,8	-5,8	-3,1

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

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	23 391	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
	Total	544 082	3 179	301 633	8 251	845 715	11 430
2015	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	26 086	748	67 324	1 025

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	8,5	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
	Total	-2,7	8,6	7,3	13,8	0,6	12,3
2015	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	0,4	-7,8	-0,2

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 2015 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	Passenger transportation excludes: <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 2015 was 92,8%. The improved collection rate for August 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://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

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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