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1. Introduction

This publication presents estimates in respect of the 2016 Transport and storage industry large sample survey (LSS). The data for the number of employees were provided for working proprietors and employees who received salaries and wages for the last pay period ended on or before 30 June 2016.

The last Transport and storage LSS was conducted for 2013 (Report No. 71-02-01 [2013]).

1.1. Scope and coverage

The 2016 Transport and storage industry LSS covers enterprises registered for value-added tax (VAT) that are mainly engaged in the following activities classified according to the January 1993 edition of the *Standard Industrial Classification of All Economic Activities (SIC), Fifth edition, Report No. 09-90-02*:

- Railway transport (SIC 7111)
- Other scheduled passenger land transport (SIC 7121)
- Other non-scheduled passenger land transport (SIC 7122)
- Freight transport by road (SIC 7123)
- Transport via pipelines (SIC 7130)
- Sea and coastal water transport (SIC 7211)
- Inland water transport (SIC 7220)
- Air transport (SIC 7300)
- Cargo handling (SIC 7411)
- Storage and warehousing (SIC 7412)
- Other supporting transport activities (SIC 7413)
- Travel agencies and related activities (SIC 7414)
- Activities of other transport agencies (SIC 7419)

The following activities are excluded:

- Enterprises for which transport is a secondary or auxiliary activity.
- Municipal bus services. The activities of municipalities are included in SIC 9130 Local authority activities.
- Bus companies which are not registered for VAT.
- Rental of private cars/buses without drivers.
- Rental of trucks without drivers.
- Minibus taxis.

1.2. Data items

The following categories of data items were collected: industrial classification, details of employment, trading income, expenditure, net profit or loss, inventories, capital expenditure on new assets, details of sales of goods, details of purchases and information and communication technology usage.

1.3. Reference period

The questionnaires were completed for the financial year of the enterprise which **ended on any date between 1 July 2015 and 30 June 2016**, according to the usual reporting schedule of the enterprise.

Examples

- 1 October 2014–30 September 2015
- 1 January 2015–31 December 2015
- 1 February 2015–31 January 2016
- 1 March 2015–28 February 2016
- 1 April 2015–31 March 2016

1.4. Current prices

The rand values are at current prices.

1.5. Reliability of data

All estimates compiled for this industry are subject to both sampling and non-sampling errors.

The estimates presented in this publication are subject to sampling variability since they are based on information obtained from a sample. That is, they might differ from the figures that would have been produced if the data had been obtained from all enterprises in the transport and storage industry in South Africa.

One measure of the likely difference is given by the standard error (SE), which indicates the extent to which an estimate might have varied by chance because only a sample of enterprises was used. The relative standard error (RSE) provides an immediate indication of the percentage errors likely to have occurred due to sampling, and thus avoids the need to refer to the size of the estimate. The larger the RSE, the less reliable the estimate. The following are some of the likely sources of non-sampling errors: sampling frame not up to date, wrong definitions and classification, phrasing of questions, non-response, processing and estimation. Every effort is made to minimise non-sampling errors by the careful design of questionnaires, testing them in pilot studies, editing reported data and implementing efficient operating procedures. Non-sampling errors occur in both sample surveys and censuses.

1.6. Confidentiality

According to section 17 of the Statistics Act, 1999 (Act No. 6 of 1999), completed questionnaires remain confidential to Statistics South Africa (Stats SA). Individual business information is never disclosed. Results are presented in aggregated form only.

1.7. Reporting unit

The statistical unit for the collection of information is an enterprise. An enterprise is a legal unit (or a combination of legal units) that includes and directly controls all functions necessary to carry out its activities. Each industry is classified to an industry that reflects its predominant activity.

2. Summary of findings for the year 2016

2.1 Income

Table A – Income in the transport and storage industry, 2010-2016

Type of service	2010		2013		2016	
	R million	% contribution	R million	% contribution	R million	% contribution
Railway transport	28 976	10,0	44 284	11,6	56 944	11,3
Other scheduled passenger land transport	8 993	3,1	9 981	2,6	12 918	2,6
Freight transport by road	58 758	20,2	85 062	22,3	120 597	23,9
Transport via pipelines	1 257	0,4	4 606	1,2	5 544	1,1
Water transport	5 835	2,0	1 090	0,3	849	0,2
Air transport	44 150	15,2	54 287	14,2	64 670	12,8
Cargo handling	15 377	5,3	12 393	3,3	17 815	3,5
Storage and warehousing	8 504	2,9	18 645	4,9	25 643	5,1
Other supporting transport activities	21 560	7,4	23 183	6,1	27 492	5,4
Travel agencies and related activities	12 176	4,2	11 182	2,9	15 565	3,1
Activities of other transport agencies	85 048	29,3	116 526	30,6	156 631	31,0
Total	290 634	100,0	381 239	100,0	504 668	100,0

Source: Report No. 71-02-01

The total income for the transport and storage industry in 2016 was R504,7 billion. The total income represents an increase of 9,8% per annum over the income reported in the corresponding survey of 2013 (R381,2 billion). Comparing 2013 and 2016, large increases were reported for 'activities of other transport agencies' (+R40,1 billion) and 'freight transport by road' (+R35,5billion).

Between 2010 and 2016, 'freight transport by road' gained the biggest percentage share in income, namely 3,7 percentage points (from a percentage contribution of 20,2% in 2010 to 23,9% in 2016). 'Air transport' lost the biggest percentage share over the same period, namely 2,4 percentage points (from 15,2% in 2010 to 12,8% in 2016).

Table B – Concentration ratio for total income in the transport and storage industry, 2010-2016

Concentration ratio	2010		2013		2016	
	%					
CR5	28,9		27,1		18,9	
CR10	35,8		34,7		24,9	
CR20	43,2		43,7		31,5	
CR50	54,6		55,5		50,1	
CR100	64,7		65,3		59,6	

Source: Report No. 71-02-01

In 2016 the top 100 enterprises in the transport and storage industry contributed 59,6% of total income. The highest concentration ratios of the top 5 and 10 enterprises in the three periods were 28,9% and 35,8% in 2010 respectively, while the concentration ratios of the top 20, 50 and 100 enterprises were highest in 2013 at 43,7%, 55,5% and 65,3%, respectively.

Table C – Profit margin in the transport and storage industry, 2010-2016

Type of services	Net profit/loss after tax			Turnover			Profit margin		
	2010	2013	2016	2010	2013	2016	2010	2013	2016
	R million			R million			Percentage		
Railway transport	1 721	5 834	300	23 292	34 869	42 822	7,4	16,7	0,7
Other scheduled passenger land transport	460	672	976	5 571	8 601	10 369	8,3	7,8	9,4
Freight transport by road	1 709	3 990	4 463	57 025	85 414	117 231	3,0	4,7	3,8
Transport via pipelines	23	1 314	1 963	1 242	2 801	5 346	1,9	46,9	36,7
Water transport	415	225	186	5 095	1 736	738	8,1	13,0	25,2
Air transport	2 196	197	-2 401	36 427	50 530	61 003	6,0	0,4	-3,9
Cargo handling	654	959	1 311	14 894	14 025	17 607	4,4	6,8	7,4
Storage and warehousing	440	1 221	1 612	8 233	13 221	18 145	5,3	9,2	8,9
Other supporting transport activities	1 722	3 775	7 005	16 813	20 779	25 238	10,2	18,2	27,8
Travel agencies and related activities	561	857	1 401	11 684	10 993	17 729	4,8	7,8	7,9
Activities of other transport agencies	1 742	3 044	4 390	51 201	63 879	107 977	3,4	4,8	4,1
Total	11 643	22 089	21 206	231 477	306 848	424 223	5,0	7,2	5,0

Source: Report No. 71-02-01

The profit margin for the transport and storage industry was 5,0% in 2016. 'Transport via pipelines' had the highest profit margin at 36,7%, followed by 'other supporting transport activities' at 27,8%. 'Air transport' had the only negative profit margin in the industry at -3,9%. Between 2010 and 2016, the transport and storage industry recorded a highest profit margin of 7,2% in 2013. The highest profit margin by type of service was 'transport via pipelines' at 46,9% in 2013.

2.2 Employment**Table D – Employment in the transport and storage industry for the last pay period ended on or before 30 June, 2010-2016**

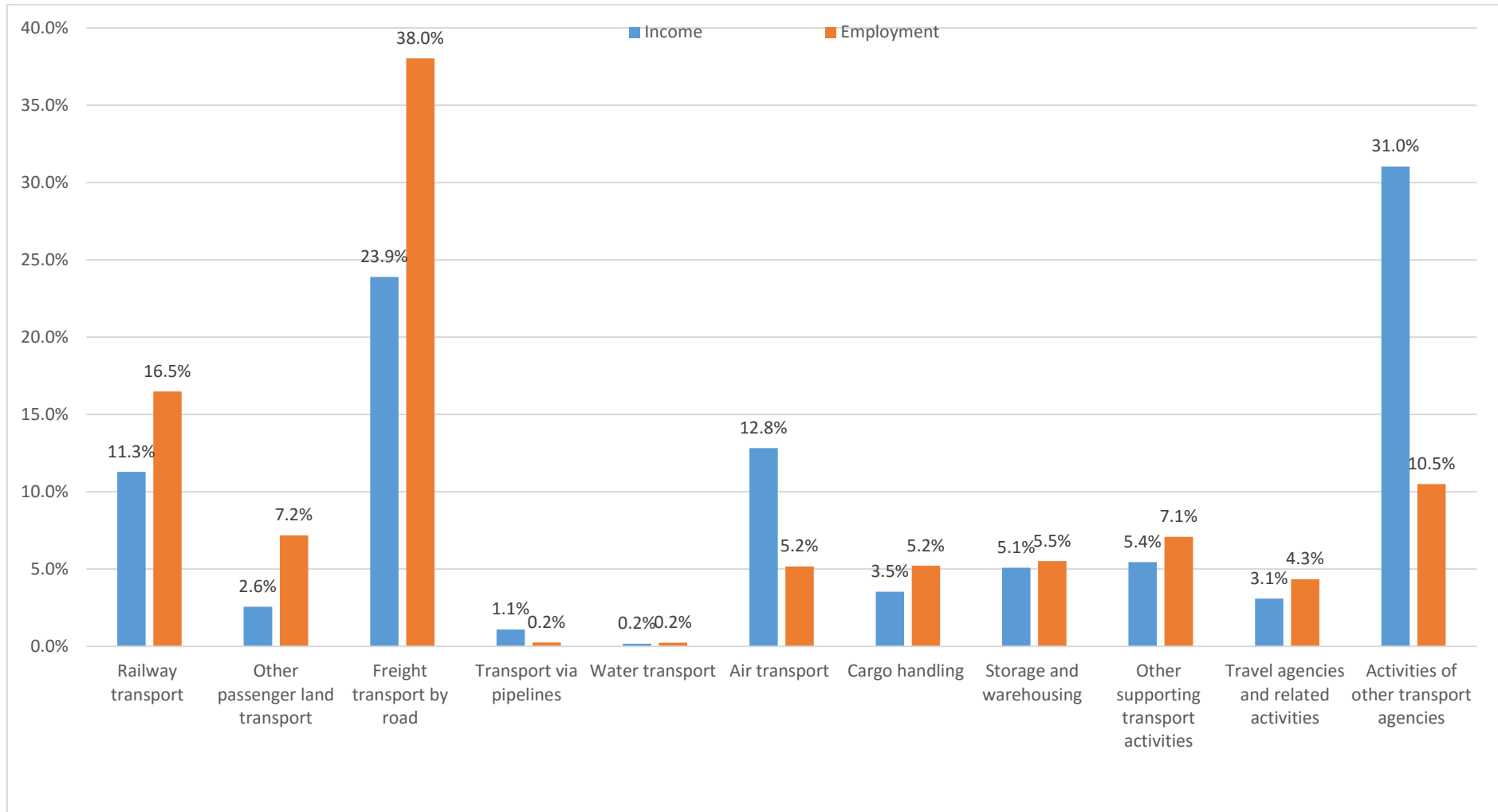
Type of service	2010		2013		2016	
	Number	% contribution	Number	% contribution	Number	% contribution
Railway transport	48 195	15,5	55 820	18,7	54 748	16,5
Other scheduled passenger land transport	20 028	6,4	19 055	6,4	23 841	7,2
Freight transport by road	102 254	32,9	98 968	33,1	126 248	38,0
Transport via pipelines	734	0,2	655	0,2	818	0,2
Water transport	2 093	0,7	669	0,2	810	0,2
Air transport	19 172	6,2	21 097	7,1	17 163	5,2
Cargo handling	18 519	6,0	13 956	4,7	17 318	5,2
Storage and warehousing	15 321	4,9	18 600	6,2	18 283	5,5
Other supporting transport activities	36 811	11,8	26 000	8,7	23 513	7,1
Travel agencies and related activities	18 736	6,0	12 942	4,3	14 426	4,3
Activities of other transport agencies	29 205	9,4	30 867	10,3	34 832	10,5
Total	311 068	100,0	298 629	100,0	332 000	100

Source: Report No. 71-02-01

The total number of persons employed in the transport and storage industry at the end of June 2016 was 332 000. 'Freight transport by road' employed the largest number of persons (126 248 or 38,0%), followed by 'railway transport' (54 748 or 16,5%) and 'activities of other transport agencies' (34 832 or 10,5%).

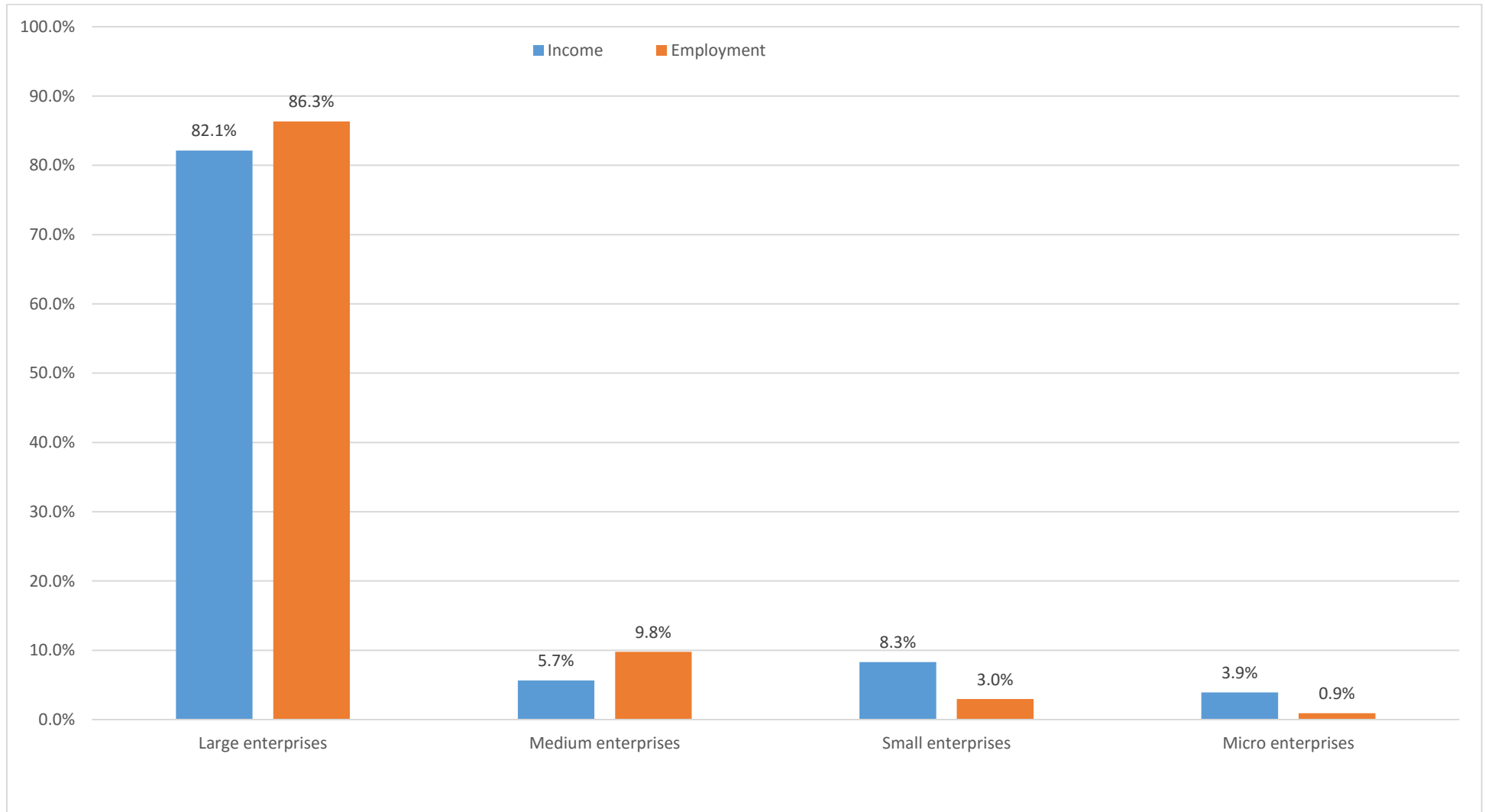
Formal employment in the transport and storage industry increased from 311 068 in 2010 to 332 000 in 2016. The highest growth in employment since 2010 was in 'freight transport by road' (+23 994), followed by 'railway transport' (+6 553) and 'activities of other transport agencies' (+5 627). The biggest loss in employment during the same period was in 'other supporting transport activities' (-13 298).

Figure 1 - Income and employment by type of service (% contribution) in the transport and storage industry, 2016



The type of service with the highest proportion of employment compared with its proportion of income was 'freight transport by road' (38,0% of employment and 23,9% of income), followed by 'railway transport' (16,5% of employment and 11,3% of income). 'Activities of other transport agencies' had the highest proportion of income compared with its proportion of employment (31,0% of income and 10,5% of employment), followed by 'air transport' (12,8% of income and 5,2% of employment).

Figure 2 - Income and employment by enterprise size (% contribution) in the transport and storage industry, 2016



Large enterprises (those with turnover equal to or greater than R78 million) contributed 82,1% of the total income of the industry in 2016, while their contribution to employment was 86,3%. Small, medium and micro enterprises (SMMEs) contributed 17,9% of total income and 13,7% of employment.

Table E – Average salaries and wages in the transport and storage industry, 2010-2016

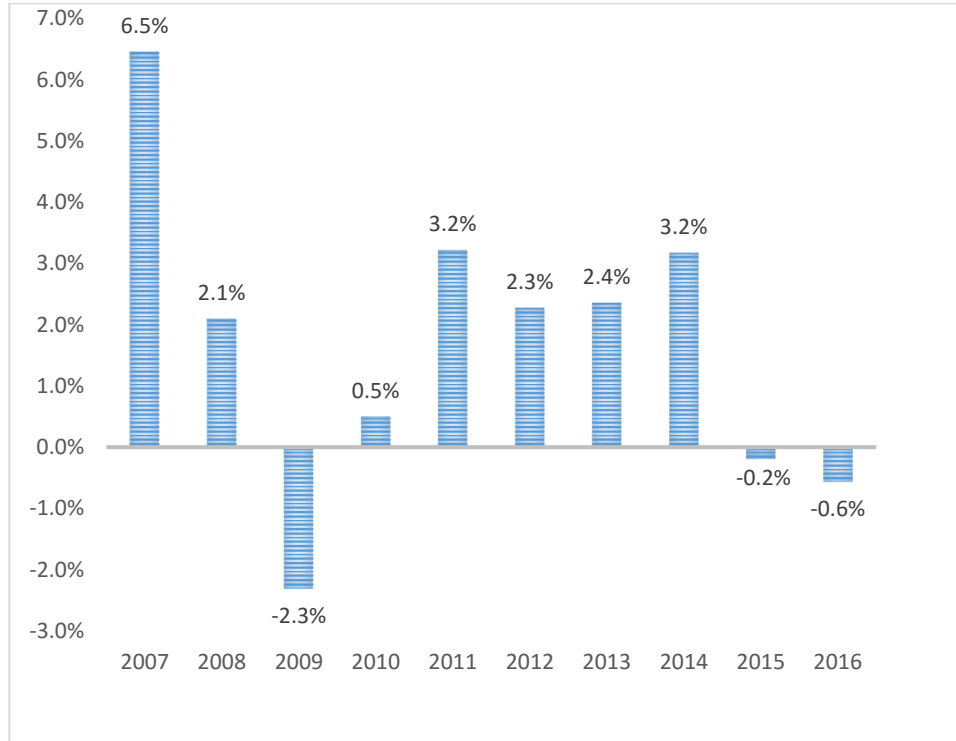
Type of service	2010			2013			2016		
	Salaries and wages	Total employees	Average salaries and wages	Salaries and wages	Total employees	Average salaries and wages	Salaries and wages	Total employees	Average salaries and wages
	R million	Number	Rands	R million	Number	Rands	R million	Number	Rands
Railway transport	8 859	48 195	183 816	12 774	55 820	228 847	16 674	54 748	304 559
Other scheduled passenger land transport	2 330	20 028	116 337	3 021	19 055	158 549	3 926	23 841	164 674
Freight transport by road	11 186	102 254	109 394	14 898	98 968	150 537	22 360	126 248	177 112
Transport via pipelines	214	734	291 553	248	655	377 901	410	818	501 222
Water transport	336	2 093	160 535	101	669	150 765	183	810	225 926
Air transport	5 477	19 172	285 677	7 097	21 097	336 401	9 013	17 163	525 141
Cargo handling	4 489	18 519	242 400	4 008	13 956	287 197	5 786	17 318	334 103
Storage and warehousing	2 167	15 321	139 155	2 957	18 600	158 972	3 670	18 283	200 733
Other supporting transport activities	4 021	36 811	109 234	3 686	26 000	141 786	4 905	23 513	208 608
Travel agencies and related activities	2 778	18 736	147 470	2 350	12 942	181 578	3 451	14 426	239 637
Activities of other transport agencies	5 411	29 205	184 866	7 503	30 867	243 076	10 804	34 832	310 175
Total	47 268	311 068	151 755	58 643	298 629	196 376	81 182	332 000	244 542

Source: Report No. 71-02-01

The average value of salaries and wages in the transport and storage industry in 2016 was R244 542. The type of service with the highest average salaries and wages in 2016 was 'air transport' (R525 141), followed by 'transport via pipelines' (R501 222). The type of service with the lowest average salaries and wages in 2016 was 'other scheduled passenger land transport' (R164 674). Total average annual salaries and wages increased from R151 755 in 2010 to R244 542 in 2016.

2.3 Transport and storage industry value added

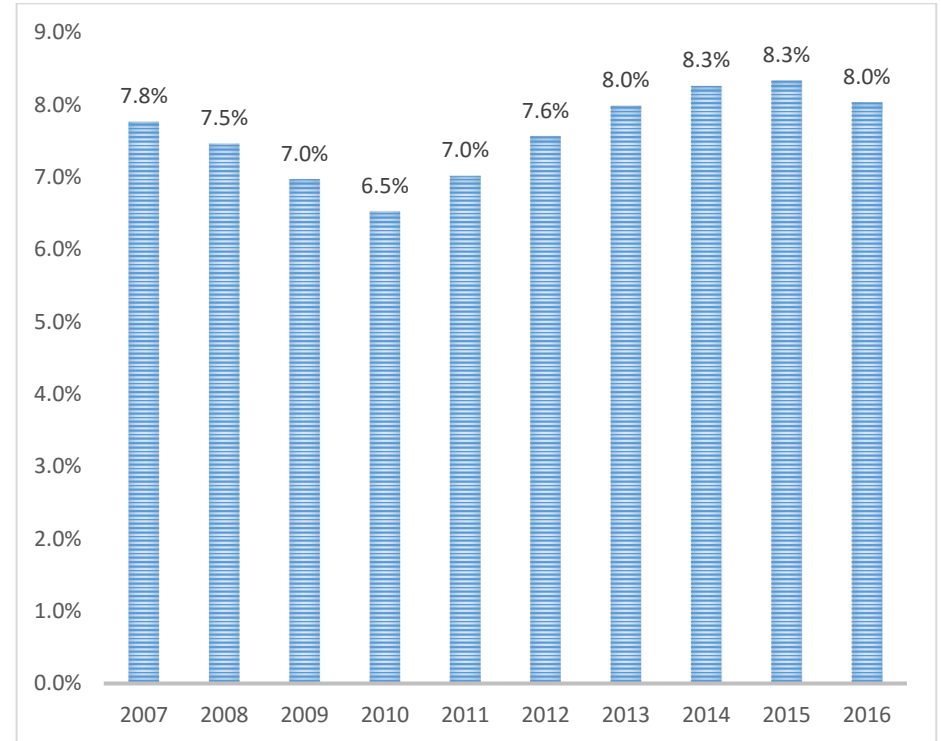
Figure 3 - Transport and storage industry value added, annual percentage change, (constant 2010 prices), 2007-2016



Source: P0441, GDP annual and regional tables, 2016

Transport and storage industry value added at constant 2010 prices increased from R162,4 billion in 2007 to R180,2 billion in 2016. The annual growth rate fell from 6,5% in 2007 to 2,1% in 2008, and there was a contraction of 2,3% in 2009. The average annual growth rate during 2010-2014 was 2,3%, but it was followed by contractions of 0,2% and 0,6% in 2015 and 2016 respectively.

Figure 4 - Percentage contribution of transport and storage industry to total value added (current prices), 2007-2016



Source: P0441, GDP annual and regional tables, 2016

In the period 2007-2016, the average contribution of the transport and storage industry to total value added was 7,6%. The contribution ranged from 6,5% in 2010 to 8,3% in 2015 (P0441, GDP annual and regional tables, 2016).

2.4 Capital expenditure on new assets**Table F – Capital expenditure on new assets in the transport and storage industry, 2010-2016**

Type of service	2010		2016	
	R million	% contribution	R million	% contribution
Railway transport	5 404	12,7	22 953	41,1
Other scheduled passenger land transport	2 324	5,5	1 523	2,7
Freight transport by road	4 855	11,4	14 792	26,5
Transport via pipelines	3 546	8,3	1 571	2,8
Water transport	145	0,3	16	0,0
Air transport	2 367	5,6	3 876	6,9
Cargo handling	10 365	24,4	3 392	6,1
Storage and warehousing	763	1,8	2 455	4,4
Other supporting transport activities	10 501	24,7	3 355	6,0
Travel agencies and related activities	1 492	3,5	366	0,7
Activities of other transport agencies	772	1,8	1 507	2,7
Total	42 534	100,0	55 806	100,0

Source: Report No. 71-02-01

The capital expenditure on new assets in the transport and storage industry in 2016 was R55,8 billion. The largest contributor to total capital expenditure was 'railway transport' (R23,0 billion or 41,1%), followed by 'freight transport by road' (R14,8 billion or 26,5%).

Between 2010 and 2016, 'railway transport' gained the biggest percentage share in capital expenditure on new assets, namely 28,4 percentage points (from a percentage contribution of 12,7% in 2010 to 41,1% in 2016). 'Other supporting transport activities' lost the biggest percentage share over the same period, namely 18,7 percentage points (from 24,7% in 2006 to 6,0% in 2016).

Table G – Key statistics by province in the transport and storage industry, 2016

Province	Sales of goods and services rendered	% contribution	Salaries and wages	% contribution	Total employees	% contribution
	R million		R million		Number	
Western Cape	57 189	13,6	10 822	13,3	49 583	14,9
Eastern cape	17 382	4,1	3 270	4,0	15 117	4,6
Northern Cape	7 146	1,7	1 415	1,7	6 097	1,8
Free State	9 956	2,4	1 505	1,9	7 279	2,2
KwaZulu-Natal	69 074	16,4	14 902	18,4	64 145	19,3
North West	6 368	1,5	1 151	1,4	7 705	2,3
Gauteng	231 300	54,8	43 502	53,6	158 062	47,7
Mpumalanga	17 975	4,3	3 590	4,4	18 661	5,6
Limpopo	5 087	1,2	1 025	1,3	5 351	1,6
Total	421 477	100,0	81 182	100,0	332 000	100,0

Source: Report No. 71-02-01

The province with the largest income from sales of goods and services rendered in the transport and storage industry in 2016 was Gauteng with R231,3 billion (or 54,8% of total income), followed by Kwazulu-Natal (R69,1 billion or 16,4%) and Western Cape (R57,2 billion or 13,6%).

Gauteng had the highest number of persons employed (158 062 or 47,7%), followed by KwaZulu-Natal (64 145 or 19,3%) and Western Cape (49 583 or 14,9%).

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3. Tables

Table 1 – Principal statistics in the transport and storage industry, 2013 and 2016

Item	Total income	Total expenditure	Total value of opening inventories	Total value of closing inventories	Net profit or loss before tax
	R million				
2013*	381 239	359 706	3 135	3 691	22 089
2016**	504 668	483 970	3 734	4 242	21 206
Annualised % change	9,8	10,4	6,0	4,7	-1,4

*Revised figures.

**Preliminary figures.

Table 2 – Principal statistics in the transport and storage industry, 2016**

Type of service	Total income	Total expenditure	Total value of opening inventories	Total value of closing inventories	Net profit or loss before tax
	R million				
Railway transport	56 944	56 766	1 282	1 404	300
Other passenger land transport	12 918	11 966	197	221	976
Freight transport by road	120 597	116 282	930	1 078	4 463
Transport via pipelines	5 544	3 652	384	455	1 963
Water transport	849	670	10	17	186
Air transport	64 670	67 073	254	256	-2 401
Cargo handling	17 815	16 550	274	320	1 311
Storage and warehousing	25 643	24 046	79	94	1 612
Other supporting transport activities	27 492	20 513	80	106	7 005
Travel agencies and related activities	15 565	14 209	77	122	1 401
Activities of other transport agencies	156 631	152 243	167	169	4 390
Total	504 668	483 970	3 734	4 242	21 206

**Preliminary figures.

Table 3 – Income by type of service in the transport and storage industry, 2013 and 2016

Type of service	2013*	2016**	2013*	2016**	Annualised % change
	R million		% contribution		
Railway transport	44 284	56 944	11,6	11,3	8,7
Other passenger land transport	9 981	12 918	2,6	2,6	9,0
Freight transport by road	85 062	120 597	22,3	23,9	12,3
Transport via pipelines	4 606	5 544	1,2	1,1	6,4
Water transport	1 090	849	0,3	0,2	-8,0
Air transport	54 287	64 670	14,2	12,8	6,0
Cargo handling	12 393	17 815	3,3	3,5	12,9
Storage and warehousing	18 645	25 643	4,9	5,1	11,2
Other supporting transport activities	23 183	27 492	6,1	5,4	5,8
Travel agencies and related activities	11 182	15 565	2,9	3,1	11,7
Activities of other transport agencies	116 526	156 631	30,6	31,0	10,4
Total	381 239	504 668	100,0	100,0	9,8

*Revised figures.

**Preliminary figures.

Table 4 – Income in the transport and storage industry, 2016**

Type of service	Sales	Services	Other income	Total income
	R million			
Railway transport	88	42 734	14 122	56 944
Other scheduled passenger land transport	20	10 349	2 549	12 918
Freight transport by road	1 182	116 049	3 366	120 597
Transport via pipelines	0	5 346	198	5 544
Water transport	13	725	111	849
Air transport	110	60 893	3 667	64 670
Cargo handling	18	17 607	190	17 815
Storage and warehousing	104	18 041	7 498	25 643
Other supporting transport activities	391	24 847	2 254	27 492
Travel agencies and related activities	47	14 936	582	15 565
Activities of other transport agencies	180	107 797	48 654	156 631
Total	2 153	419 324	83 191	504 668

**Preliminary figures.

Table 5 – Income by enterprise size in the transport and storage industry, 2016**

Type of service	Large enterprises	Medium enterprises	Small enterprises	Micro enterprises	Total
	R million				
Railway transport	56 540	85	251	68	56 944
Other scheduled passenger land transport	10 234	645	894	1 145	12 918
Freight transport by road	76 203	14 294	20 388	9 712	120 597
Transport via pipelines	5 544	0	0	0	5 544
Water transport	430	74	265	80	849
Air transport	60 850	848	1 353	1 619	64 670
Cargo handling	16 424	282	750	359	17 815
Storage and warehousing	21 319	1 978	1 821	525	25 643
Other supporting transport activities	22 249	1 108	2 214	1 921	27 492
Travel agencies and related activities	7 953	2 108	3 402	2 102	15 565
Activities of other transport agencies	136 805	7 099	10 505	2 222	156 631
Total	414 551	28 521	41 843	19 753	504 668

**Preliminary figures.

Table 6 – Concentration ratios (relative contribution of large enterprises) in the transport and storage industry, 2016**

Type of service	Total income	Income of 5 largest enterprises	Relative contribution of 5 largest enterprises	Income of 10 largest enterprises	Relative contribution of 10 largest enterprises	Income of 20 largest enterprises	Relative contribution of 20 largest enterprises
	R million		%	R million	%	R million	%
Railway transport	56 944	56 062	98,5	56 586	99,4	56 714	99,6
Other scheduled passenger land transport	12 918	8 334	64,5	10 211	79,0	11 176	86,5
Freight transport by road	120 597	16 812	13,9	23 876	19,8	32 865	27,3
Transport via pipelines	5 544	5 544	100,0	5 544	100,0	5 544	100,0
Water transport	849	486	57,2	648	76,3	677	79,7
Air transport	64 670	44 549	68,9	51 362	79,4	57 275	88,6
Cargo handling	17 815	14 743	82,8	16 156	90,7	16 904	94,9
Storage and warehousing	25 643	14 063	54,8	16 668	65,0	19 448	75,8
Other supporting transport activities	27 492	14 293	52,0	17 492	63,6	20 121	73,2
Travel agencies and related activities	15 565	2 727	17,5	4 459	28,6	6 409	41,2
Activities of other transport agencies	156 631	49 230	31,4	65 810	42,0	86 014	54,9
Total	504 668	95 386	18,9	125 617	24,9	159 084	31,5

**Preliminary figures.

Table 7 – Expenditure in the transport and storage industry, 2013 and 2016

Item	2013*	2016**	2013*	2016**	Annual % change
	R million		% contribution		
Purchases	98 939	129 394	27,5	26,7	9,4
Subcontractors paid and railage and transport-out	43 018	55 845	12,0	11,5	9,1
Salaries and wages	58 643	81 182	16,3	16,8	11,5
Custom and excise duty paid	67 685	82 670	18,8	17,1	6,9
Motor vehicle running expenditure	8 141	8 769	2,3	1,8	2,5
Other expenditure	83 280	126 110	23,1	26,1	14,8
Total	359 706	483 970	100,0	100,0	10,4

*Revised figures.

**Preliminary figures.

Table 8 – Expenditure in the transport and storage industry, 2016**

Type of service	Purchases	Subcontractors paid	Salaries and wages	Custom and excise duty paid	Motor vehicle running expenditure	Tele-communication	Other expenditure	Total expenditure
	R million							
Railway transport	6 918	1 108	16 674	3 105	95	112	28 754	56 766
Other scheduled passenger land transport	3 943	252	3 926	1	738	47	3 059	11 966
Freight transport by road	41 283	15 634	22 360	378	6 316	481	29 830	116 282
Transport via pipelines	300	92	410	0	6	17	2 827	3 652
Water transport	336	0	183	0	8	8	135	670
Air transport	29 410	11 487	9 013	34	41	967	16 121	67 073
Cargo handling	2 967	1 295	5 786	0	160	96	6 246	16 550
Storage and warehousing	3 710	3 264	3 670	6 755	438	63	6 146	24 046
Other supporting transport activities	3 412	791	4 905	1	211	126	11 067	20 513
Travel agencies and related activities	5 553	1 515	3 451	4	112	156	3 418	14 209
Activities of other transport agencies	31 562	20 407	10 804	72 392	644	353	16 081	152 243
Total	129 394	55 845	81 182	82 670	8 769	2 426	123 684	483 970

**Preliminary figures.

Table 9 – Details of employment in the transport and storage industry at the end of June, 2013 and 2016

Employment status		2013*	2016**	2013*	2016**	Annualised % change
		Number		% contribution		
Working proprietors & permanent employees	Male	199 841	216 131	66,9	65,1	2,6
	Female	73 685	88 598	24,7	26,7	6,3
	Total	273 526	304 729	91,6	91,8	3,7
Temporary employees	Male	16 199	15 792	5,4	4,8	-0,8
	Female	3 623	4 714	1,2	1,4	9,2
	Total	19 822	20 506	6,6	6,2	1,1
Casual employees	Male	3 679	6 171	1,3	1,8	18,8
	Female	1 602	594	0,5	0,2	-28,2
	Total	5 281	6 765	1,8	2,0	8,6
Total employees	Male	219 719	238 094	73,6	71,7	2,7
	Female	78 910	93 906	26,4	28,3	6,0
	Total	298 629	332 000	100,0	100,0	3,6

*Revised figures.

**Preliminary figures.

Table 10 – Details of employment in the transport and storage industry at the end of June, 2016**

Type of service	Permanent employees			Temporary employees			Casual employees			Total employees		
	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total
	Number of employees											
Railway transport	30 530	17 052	47 582	6 497	669	7 166	0	0	0	37 027	17 721	54 748
Other scheduled passenger land transport	18 151	4 112	22 263	1 176	257	1 433	80	65	145	19 407	4 434	23 841
Freight transport by road	96 914	19 086	116 000	3 951	1 201	5 152	4 829	267	5 096	105 694	20 554	126 248
Transport via pipelines	520	236	756	36	26	62	0	0	0	556	262	818
Water transport	569	222	791	8	3	11	5	3	8	582	228	810
Air transport	8 666	7 976	16 642	138	383	521	0	0	0	8 804	8 359	17 163
Cargo handling	9 851	4 246	14 097	1 898	817	2 715	454	52	506	12 203	5 115	17 318
Storage and warehousing	12 228	4 249	16 477	890	577	1 467	320	19	339	13 438	4 845	18 283
Other supporting transport activities	12 265	10 389	22 654	377	345	722	123	14	137	12 765	10 748	23 513
Travel agencies and related activities	4 629	9 334	13 963	184	162	346	72	45	117	4 885	9 541	14 426
Activities of other transport agencies	21 808	11 696	33 504	637	274	911	288	129	417	22 733	12 099	34 832
Total	216 131	88 598	304 729	15 792	4 714	20 506	6 171	594	6 765	238 094	93 906	332 000

**Preliminary figures.

Table 11 – Capital expenditure on new assets in the transport and storage industry at the end of June, 2016**

Type of service	Land and buildings	Plant and machinery	Computers	Vehicles	Other	Total
	R millions					
Railway transport	5 022	2	725	16 644	560	22 953
Other scheduled passenger land transport	36	23	31	1 419	14	1 523
Freight transport by road	515	1 699	290	11 588	700	14 792
Transport via pipelines	70	1 494	7	0	0	1 571
Water transport	8	1	1	6	0	16
Air transport	217	51	19	2 917	672	3 876
Cargo handling	3 244	53	11	80	4	3 392
Storage and warehousing	1 107	767	120	203	258	2 455
Other supporting transport activities	157	98	114	1 597	1 389	3 355
Travel agencies and related activities	54	58	47	156	51	366
Activities of other transport agencies	441	318	142	424	182	1 507
Total	10 871	4 564	1 507	35 034	3 830	55 806

**Preliminary figures.

Table 12 – Income from railway transport services in the transport and storage industry, 2013 and 2016

Type of commodity	2013*	2016**	2013*	2016**	Annualised % change
	R million		% contribution		
Commuter rail (suburban) services	1 721	2 375	4,9	5,6	11,3
Inter-city and cross-border (long distance) passenger railway services	1 049	1 245	3,0	2,9	5,9
Containerised goods	2 290	2 391	6,5	5,6	1,4
Fuel and chemical products	1 163	1 252	3,3	2,9	2,5
Coal	12 330	14 296	35,2	33,5	5,1
Mineral ore	11 519	15 038	33,0	35,1	9,3
Mineral products	1 312	1 644	3,7	3,8	7,8
Timber	333	366	1,0	0,9	3,2
Other railway transport services rendered	3 298	4 127	9,4	9,7	7,8
Total	35 015	42 734	100,0	100,0	6,9

*Revised figures.

**Preliminary figures.

Table 13 – Income from road freight transport services in the transport and storage industry, 2013 and 2016

Type of commodity	2013*	2016**	2013*	2016**	Annualised % change
	R million		% contribution		
Frozen or refrigerated goods	6 552	8 687	8,4	7,5	9,9
Liquid bulk and hazardous goods	8 613	11 850	11,1	10,2	11,2
Dry bulk/unpacked cargo	16 860	28 409	21,6	24,5	19,0
Break bulk/cargo transported as a unit or packaged (e.g. in bags, crates, pallets)	25 740	32 612	33,0	28,1	8,2
Removal services of household and office furniture, machinery and equipment	1 910	2 336	2,5	2,0	6,9
Containerised freight	4 101	7 124	5,3	6,1	20,2
Motor vehicles, tractors and other transport equipment	3 064	4 739	3,9	4,1	15,6
Other road freight transport services, including super-loads, rigging	5 693	10 935	7,3	9,4	24,3
Supporting services to road freight transport	4 528	7 623	5,8	6,6	19,0
Other services rendered not related to road freight transport	850	1 734	1,1	1,5	26,8
Total	77 911	116 049	100,0	100,0	14,2

*Revised figures.

**Preliminary figures.

Table 14 – Income from pipeline transport services in the transport and storage industry, 2013 and 2016

Type of commodity	2013*	2016**	2013*	2016**	Annualised % change
	R million		% contribution		
Crude oil	876	1 422	19,9	26,6	17,5
Petrol	709	844	16,1	15,8	6,0
Diesel	853	1 214	19,4	22,7	12,5
Natural and methane-rich gas	1 708	1 719	38,7	32,2	0,2
Other pipeline services rendered	260	147	5,9	2,7	-17,5
Total	4 406	5 346	100,0	100,0	6,7

*Revised figures.

**Preliminary figures.

Table 15 – Income from air transport services, 2013 and 2016

Type of commodity	2013*	2016**	2013*	2016**	Annualised % change
	R million		% contribution		
Scheduled domestic flights	19 856	21 134	39,0	34,7	2,1
Scheduled foreign flights	17 412	20 616	34,2	33,8	5,8
Non-scheduled flights	2 148	3 563	4,2	5,9	18,4
Air freight transport services	3 362	5 098	6,6	8,4	14,9
Support services to air transport	468	910	0,9	1,5	24,8
Other services rendered not related to air transport	7 703	9 574	15,1	15,7	7,5
Total	50 949	60 895	100,0	100,0	6,1

*Revised figures.

**Preliminary figures.

Table 16 – Income from supporting and auxiliary transport services, 2013 and 2016

Type of commodity	2013*	2016**	2013*	2016**	Annualised % change
	R million		% contribution		
Container cargo handling, container and freight terminals	5 806	9 335	5,1	5,1	17,2
Cargo handling for non-containerised freight	5 422	8 135	4,8	4,4	14,5
Luggage/baggage handling services	549	908	0,5	0,5	18,3
Storage and warehousing for frozen goods	2 231	4 238	2,0	2,3	23,8
Other storage and warehouse services	10 846	19 551	9,6	10,7	21,7
Supporting services to road transport	5 573	9 373	4,9	5,1	18,9
Total income from parking services	1 585	1 746	1,4	1,0	3,3
Supporting services to water transport	4 351	3 866	3,9	2,1	-3,9
Supporting services to air transport	8 754	10 061	7,8	5,5	4,7
Travel agencies and related activities	9 126	14 863	8,1	8,1	17,7
Freight forwarding, clearing and brokerage services	52 757	91 889	46,7	50,1	20,3
Other supporting transport services	3 971	5 843	3,5	3,2	13,7
Other services rendered	1 970	3 420	1,7	1,9	20,2
Total	112 941	183 228	100,0	100,0	17,5

*Revised figures.

**Preliminary figures.

Table 17 – Fuel purchases for selected activities, 2013 and 2016

Type of service	2013*	2016**	2013*	2016**	Annualised % change
	R million		% contribution		
Railway transport	2 761	5 698	8,3	11,1	27,3
Road passenger transport	1 495	2 265	4,5	4,4	14,9
Road freight transport	15 700	29 041	47,0	56,5	22,8
Air transport	13 424	14 359	40,2	28,0	2,3
Total	33 380	51 363	100,0	100,0	15,4

*Revised figures.

**Preliminary figures.

Table 18 – Income from sales and services in the transport and storage industry by province, 2013 and 2016

Province	2013*	2016**	2013*	2016**	Annualised % change
	R million		% contribution		
Western Cape	41 759	57 189	13,9	13,6	11,1
Eastern cape	15 876	17 382	5,3	4,1	3,1
Northern Cape	6 760	7 146	2,2	1,7	1,9
Free State	9 167	9 956	3,0	2,4	2,8
KwaZulu-Natal	48 814	69 074	16,2	16,4	12,3
North West	6 115	6 368	2,0	1,5	1,4
Gauteng	154 898	231 300	51,5	54,8	14,3
Mpumalanga	14 611	17 975	4,8	4,3	7,2
Limpopo	3 374	5 087	1,1	1,2	14,7
Total	301 374	421 477	100,0	100,0	11,8

*Revised figures.

**Preliminary figures.

Table 19 – Salaries and wages in the transport and storage industry by province, 2013 and 2016

Province	2013*	2016**	2013*	2016**	Annualised % change
	R million		% contribution		
Western Cape	8 542	10 822	14,6	13,3	8,2
Eastern cape	3 068	3 270	5,2	4,0	2,1
Northern Cape	990	1 415	1,7	1,7	12,6
Free State	1 403	1 505	2,4	1,9	2,4
KwaZulu-Natal	11 025	14 902	18,8	18,4	10,6
North West	1 124	1 151	1,9	1,4	0,8
Gauteng	29 069	43 502	49,6	53,6	14,4
Mpumalanga	2 730	3 590	4,7	4,4	9,6
Limpopo	692	1 025	1,2	1,3	14,0
Total	58 643	81 182	100,0	100,0	11,5

*Revised figures.

**Preliminary figures.

Table 20 – Number of employees in the transport and storage industry by province, 2013 and 2016

Province	2013*	2016**	2013*	2016**	Annualised % change
	Number		% contribution		
Western Cape	45 644	49 583	15,3	14,9	2,8
Eastern cape	16 580	15 117	5,6	4,6	-3,0
Northern Cape	5 687	6 097	1,9	1,8	2,3
Free State	10 208	7 279	3,4	2,2	-10,7
KwaZulu-Natal	54 482	64 145	18,2	19,3	5,6
North West	7 961	7 705	2,7	2,3	-1,1
Gauteng	137 877	158 062	46,1	47,7	4,7
Mpumalanga	16 054	18 661	5,4	5,6	5,1
Limpopo	4 136	5 351	1,4	1,6	9,0
Total	298 629	332 000	100,0	100,0	3,6

*Revised figures.

**Preliminary figures.

Table 21 – Information and communication technology (ICT) usage in the transport and storage industry, 2013 and 2016

ICT usage	2013*	2016**	Point difference
	%		
Use computer	97,5	99,4	1,9
Use internet	97,5	97,2	-0,3
Use internet banking	87,4	91,6	4,2
Have website	36,5	56,2	19,7
Receive orders through internet	32,9	50,5	17,6
Place orders through internet	29,5	50,5	21,0
IT outsourced	52,0	57,3	5,3

*Revised figures.

**Preliminary figures.

Table 22 – Information and communication technology (ICT) usage in the transport and storage industry, 2016**

Type of service	Use computer	Use internet	Use internet banking	Have website	Receive orders through the internet	Place orders through the internet	IT outsourced
	%						
Railway transport	100,0	100,0	81,8	63,6	45,5	45,5	54,5
Other scheduled passenger land transport	100,0	98,4	87,5	45,3	48,4	46,9	50,0
Freight transport by road	98,7	96,3	90,8	42,4	44,8	45,3	52,6
Transport via pipelines	100,0	100,0	100,0	100,0	66,7	33,3	66,7
Water transport	100,0	90,0	60,0	30,0	40,0	30,0	50,0
Air transport	100,0	97,1	91,2	79,4	64,7	67,6	64,7
Cargo handling	100,0	100,0	95,5	45,5	22,7	27,3	45,5
Storage and warehousing	100,0	94,9	93,7	62,0	49,4	48,1	59,5
Other supporting transport activities	100,0	97,6	94,0	51,8	47,0	47,0	49,4
Travel agencies and related activities	99,5	98,4	93,4	76,9	74,7	73,1	68,1
Activities of other transport agencies	100,0	98,1	92,9	70,3	49,8	50,5	63,2
Total	99,4	97,2	91,6	56,2	50,5	50,5	57,3

**Preliminary figures.

Table 23 – Information and communication technology (ICT) usage by enterprise size in the transport and storage industry, 2016**

Enterprise size	Use computer	Use internet	Use internet banking	Have website	Receive orders through the internet	Place orders through the internet	IT outsourced
	%						
Large enterprises	100,0	98,1	92,6	74,1	49,3	52,8	56,7
Medium enterprises	99,7	97,0	93,2	54,4	51,4	52,7	63,9
Small enterprises	100,0	98,7	90,8	46,6	54,8	51,1	59,3
Micro enterprises	96,7	93,4	88,5	28,4	46,9	41,6	48,1
Total	99,4	97,2	91,6	56,2	50,5	50,5	57,3

**Preliminary figures.

Explanatory notes

Background	<p>The results presented in this publication have been derived from the 2016 transport and storage large sample survey (LSS). This is a periodic survey which measures economic activity in the transport and storage industry of the South African economy. This survey is based on a sample of private and public enterprises operating in the transport and storage industry.</p> <p>The sample was drawn from Stats SA's business register (BR). The BR is based mainly on the value-added tax (VAT) database of the South African Revenue Service (SARS). Enterprises are legally bound to register for VAT.</p>
Value added tax (VAT)	All figures exclude value added tax (VAT).
Reference period	The information was collected from enterprises for their financial year, which ended on any date between 1 July 2015 and 30 June 2016.
Purpose of the survey	Results of the survey are used within Stats SA for benchmarking the gross domestic product (GDP) and its components. These statistics are also used by government policy advisors in monitoring the performance and contribution of individual industries to the South African economy and the effectiveness of industry policies, and by private sector users in analyses of comparative business and industry performance.
Classification by industry	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 group (4-digit) level. Each enterprise is classified to an industry, which reflects its predominant activity.
Statistical unit	The statistical unit for the collection of the information is an enterprise. An enterprise is a legal unit (or a combination of legal units) that includes and directly controls all functions necessary to carry out its production activities.
Size groups	The enterprises are divided into four size groups according to the value of turnover recorded for them on the Stats SA business register. Large enterprises are those with an annual recorded turnover of R78 million and above. Table 24 presents the size groups defined using the Department of Trade and Industry (DTI) cut-off multiplied by three.

Table 24 – Size groups for the transport and storage industry, 2016

Size group	Turnover
Large	≥ R78 000 000
Medium	R39 000 000 ≤ VAT Turnover < R78 000 000
Small	R9 000 000 ≤ VAT Turnover < R39 000 000
Micro	< R9 000 000

Survey methodology and design	<p>The survey of enterprises in the transport and storage industry was conducted by post, email, fax, telephone and personal visits.</p> <p>A sample of approximately 3 000 enterprises was drawn from a frame of enterprise using stratified simple random sampling. The enterprises were first stratified at the five-digit level according to the SIC, and then by size of enterprise. All large and medium enterprises were completely enumerated. Turnover as recorded on the business register was used as a measure of size for stratification.</p>
Collection rate	<p>Collection rate = ((collected + finalised investigations)/ sample size) x 100. The collection rate was 78,4%.</p>
Turnover collection rate	<p>Turnover collection rate = ((weighted collected units BR turnover + weighted finalised investigations BR turnover)/ sample size) x 100. The turnover collection rate was 92,3%.</p>
Weighting methodology	<p>For small and micro enterprises, that is those who were 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 were calculated and then aggregated with the completely enumerated stratum to form group estimates. These procedures, which are in line with international best practice, are described in more detail on the Stats SA website at www.statssa.gov.za/publications/publicationsearch.asp.</p>
Revisions to 2013 results	<p>Revisions were made to the 2013 results due to new information obtained after the publication.</p>
Relative standard error	<p>The estimates presented in this publication are subject to sampling variability since they are based on information obtained from a sample. That is, they might differ from the figures that would have been produced if the data had been obtained from all enterprises in the transport and storage industry in South Africa. One measure of the likely difference is given by the standard error (SE), which indicates the extent to which an estimate might have varied by chance because only a sample of enterprises was used. The relative standard error (RSE) provides an immediate indication of the percentage errors likely to have occurred due to sampling, and thus avoids the need to refer to the size of the estimate.</p>

Table 25 – Income in the transport and storage industry within 95% limits, 2016

Type of service	Lower limit	Total income	Upper limit	Relative standard error
	R millions			
Railway transport	56 696	56 944	57 193	0,2
Other scheduled passenger land transport	12 244	12 918	13 592	2,7
Freight transport by road	116 697	120 597	124 496	1,6
Transport via pipelines	5 544	5 544	5 544	-
Water transport	689	849	1 010	9,7
Air transport	62 586	64 670	66 754	1,6
Cargo handling	17 164	17 815	18 466	1,9
Storage and warehousing	25 001	25 643	26 284	1,3
Other supporting transport activities	25 575	27 492	29 410	3,6
Travel agencies and related activities	14 876	15 565	16 255	2,3
Activities of other transport agencies	152 022	156 631	161 239	1,5
Total	498 719	504 668	510 617	0,6

Non-sampling errors

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. Non-sampling errors occur in both sample surveys and censuses.

Rounding of figures

The figures in the tables have, where necessary, been rounded to the nearest final digit shown. There may therefore be slight discrepancies between the sums of the constituent items of the totals shown.

Abbreviations

BR	Business Register
DTI	Department of Trade and Industry
GDP	Gross domestic product
ISIC	International Standard Industrial Classification of All Economic Activities
IT	Income tax
RSE	Relative standard error
SARS	South African Revenue Service
SE	Standard error
SIC	Standard Industrial Classification of All Economic Activities
SNA	System of National Accounts
Stats SA	Statistics South Africa
VAT	Value added tax

Glossary

Casual employees	Employees who fall neither within the 'permanent employees' category nor the 'temporary employees' category. Such employees are typically working daily or hourly.
Concentration ratio	The ratio of the income of the ' <i>n</i> ' largest enterprises to the total income.
Employees	Persons employed by a business or organisation and who received payment (in salaries, wages, commission, piece rates or payments in kind) for the last pay period ended on or before 30 June 2016.
Employment costs	The total cost of employment, including salaries, wages, service and other bonuses, allowances (including car allowances), overtime payments, retirement benefits, contributions to medical, pension and provident funds, unemployment insurance and accident funds, and housing subsidies.
Enterprise	The enterprise is a legal entity or a combination of legal units that includes and directly controls all functions necessary to carry out its activities.
Industry	An industry consists of a group of enterprises engaged in the same or similar kinds of economic activity. Industries are defined in the <i>System of National Accounts</i> (SNA) in the same way as in the <i>Standard Industrial Classification of all Economic Activities</i> (SIC), Fifth Edition, Report No. 09-90-02 of January 1993.
Net profit or loss after tax	Total income plus closing value of inventories minus total expenditure minus opening value of inventories minus company tax
Net profit or loss before tax	Total income plus closing value of inventories minus total expenditure minus opening value of inventories
Other expenditure	Other expenditure includes: leasing and hiring of plant, machinery, equipment and vehicles under operating leases; rental and leasing of land, buildings and other structures under operating leases; interest; insurance; custom duties; excise duties; advertising, marketing and promotions; cross-border costs; printing and stationery; security services; depreciation and other expenditure.
Other income	Other income includes: interest; custom duties; excise duties; government subsidies and incentives; rental, leasing and hiring and other income.
Permanent employees	Permanent employees are employees appointed on an open-ended contract with no stipulated termination date or a fixed-term contract for periods of more than one year.

Profit margin	Profit margin is derived as: Net profit after tax <i>divided by</i> turnover <i>multiplied by</i> 100.
Statistical unit	A statistical unit is a unit of observation or measurement for which statistical data are collected or derived.
Stratum	A stratum is constructed by concatenating the SIC classification and size group variables.
Temporary employees	Temporary employees are employees appointed on a short-term contract basis with a stipulated termination date for periods not exceeding one year.
Turnover	Turnover includes: <ul style="list-style-type: none">• value of sales of goods;• amount received for services rendered;• rent and lease payments received for land and buildings; and• rent, leasing and hiring received for machinery, vehicles and other equipment.
Working proprietors	Working proprietors include all individual proprietors and partners, whether they earn a salary or not, actively engaged in the work of the enterprise, excluding silent or inactive partners whose principal activity is outside of the enterprise.
Zero values	All rand values less than R500 000.

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