
Statistical release

P7162

Land transport survey (Preliminary)

May 2016

**Embargoed until:
18 July 2016
11:30**

Enquiries:

Keshnee Govender
(012) 310 8423

Forthcoming issue:

June 2016

Expected release date:

22 August 2016

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Freight transportation: results for May 2016

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

	Dec-15	Jan-16	Feb-16	Mar-16	Apr-16	May-16
Freight payload	-2,2	-14,0	-6,7	-4,5	-0,1	5,4
Freight income	-0,3	-9,5	-4,3	-1,8	3,2	6,5

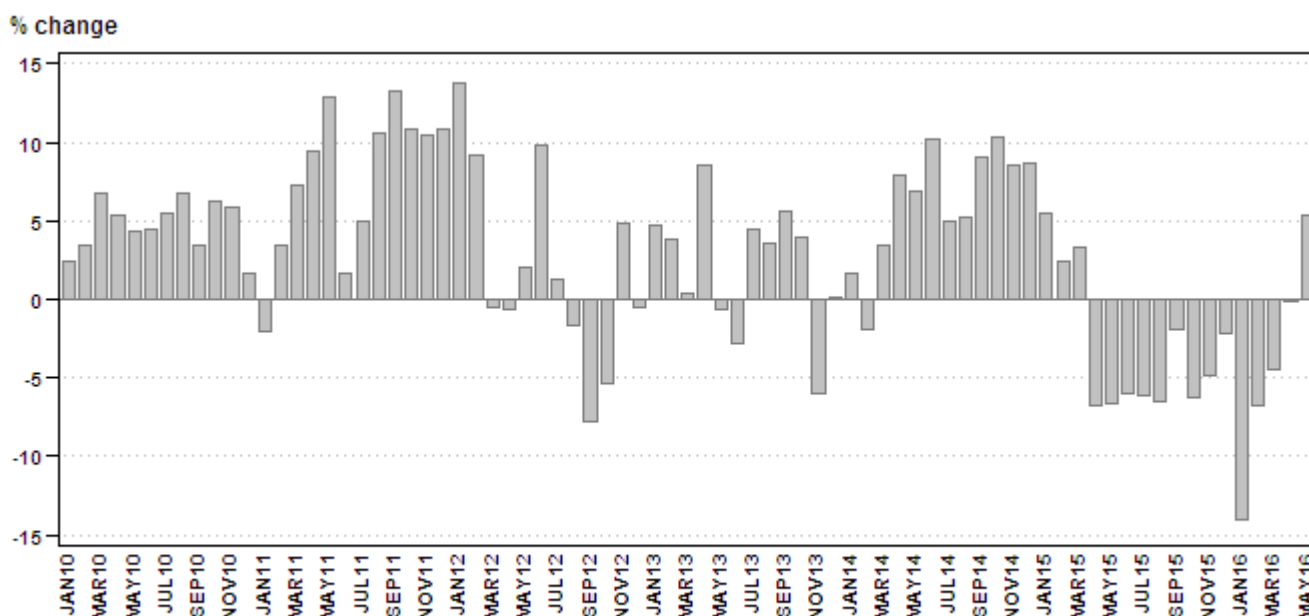
The volume of goods transported (payload) increased by 5,4% in May 2016 compared with May 2015. The corresponding income increased by 6,5% over the same period.

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

Type of commodity	Mar – May 2015 (R million)	Weight	Mar – May 2016 (R million)	% change between Mar – May 2015 and Mar – May 2016	Contribution (% points) to the total % change
Agriculture and forestry primary products	2 586	8,5	2 595	0,3	0,0
Primary mining and quarrying products	9 906	32,6	10 744	8,5	2,8
Manufactured food, beverages and tobacco products	3 622	11,9	4 397	21,4	2,5
Textiles, clothing and leather goods	548	1,8	468	-14,6	-0,3
Chemicals, coke, petroleum, rubber, plastic and other mineral products	2 132	7,0	2 207	3,5	0,2
Basic metals and fabricated metal products	1 394	4,6	1 221	-12,4	-0,6
Non-metallic products	829	2,7	842	1,6	0,0
Electrical machinery, transport machinery and equipment	658	2,2	671	2,0	0,0
Motor vehicles, parts and accessories	522	1,7	491	-5,9	-0,1
Paper and paper products	476	1,6	433	-9,0	-0,1
Commercial products	740	2,4	675	-8,8	-0,2
Used household and office products	639	2,1	605	-5,3	-0,1
Containers	2 098	6,9	1 813	-13,6	-0,9
Parcels	517	1,7	621	20,1	0,3
Other freight	3 692	12,2	3 364	-8,9	-1,1
Total income	30 356	100,0	31 149	2,6	2,6

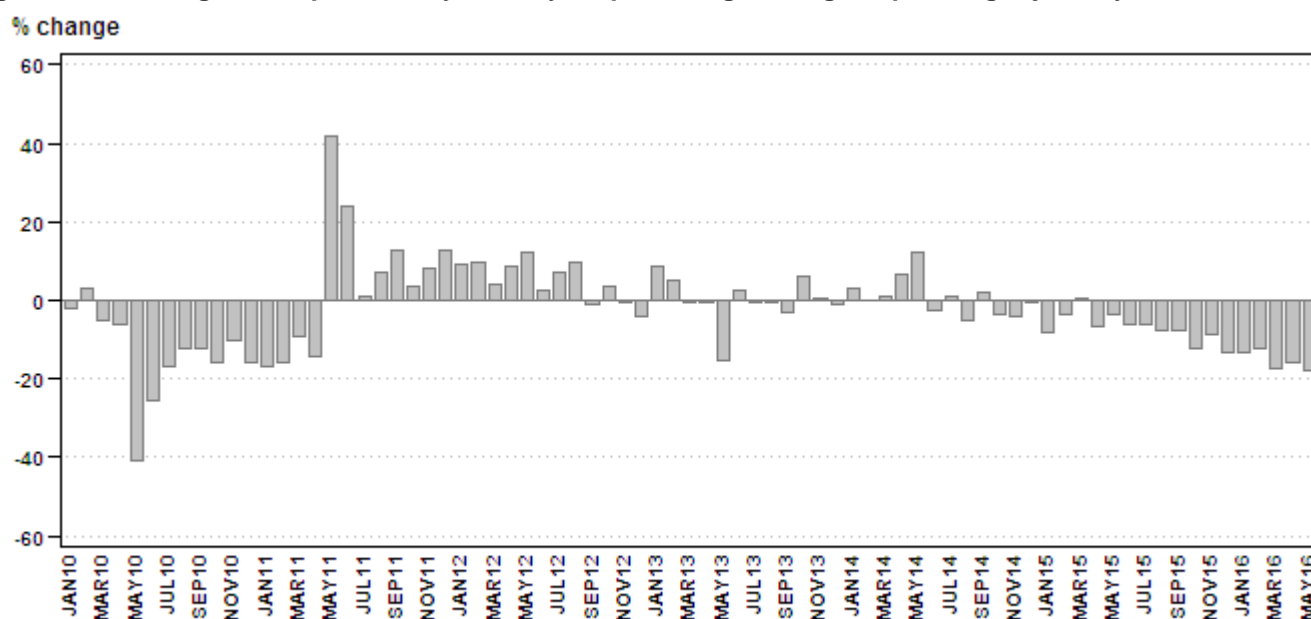
Income from freight transportation increased by 2,6% in the three months ended May 2016 compared with the three months ended May 2015. The main contributors to this increase were:

- primary mining and quarrying products (8,5% and contributing 2,8 percentage points); and
- manufactured food, beverages and tobacco products (21,4% and contributing 2,5 percentage points) – see Table B.

Figure 1 – Freight transportation: year-on-year percentage change in payload**Passenger transportation: results for May 2016****Table C – Year-on-year percentage change in passenger transportation (income at current prices)**

	Dec-15	Jan-16	Feb-16	Mar-16	Apr-16	May-16
Passenger journeys	-13,3	-13,5	-12,3	-17,4	-15,6	-17,9
Passenger income	0,6	0,5	3,2	2,9	1,9	1,9

The number of passenger journeys decreased by 17,9% in May 2016 compared with May 2015. The corresponding income increased by 1,9% 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)
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	19 590	3 347	49 104	7 578	68 694	10 925
	Oct	16 305	2 893	49 828	7 810	66 134	10 703
	Nov	19 486	3 208	48 369	7 780	67 855	10 989
	Dec	18 262	2 929	43 500	7 062	61 762	9 991
	Total	222 229	37 107	550 372	87 208	772 601	124 315
2016	Jan	16 526	2 700	38 413	6 313	54 939	9 012
	Feb	18 299	3 101	41 099	6 642	59 398	9 743
	Mar	17 814	2 977	44 378	7 053	62 192	10 030
	Apr	17 943	3 117	45 241	7 296	63 184	10 413
	May	17 188	3 068	46 805	7 639	63 993	10 706

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
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	-4,2	-1,9	-3,2
	Oct	-17,0	-5,6	-2,1	-1,6	-6,2	-2,7
	Nov	-3,8	-2,0	-5,2	-5,4	-4,8	-4,4
	Dec	-5,0	-4,6	-1,0	1,6	-2,2	-0,3
	Total	-0,4	2,2	-4,2	-2,9	-3,2	-1,4
2016	Jan	-17,5	-14,6	-12,3	-7,0	-14,0	-9,5
	Feb	-5,6	-2,2	-7,2	-5,2	-6,7	-4,3
	Mar	-6,4	-1,9	-3,7	-1,8	-4,5	-1,8
	Apr	-4,9	0,1	2,0	4,6	-0,1	3,2
	May	5,8	9,0	5,3	5,6	5,4	6,5

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

Type of commodity	Dec-15	Jan-16	Feb-16	Mar-16	Apr-16	May-16 1/
Agriculture and forestry primary products	846	796	837	815	875	905
Primary mining and quarrying products	3 087	2 851	3 326	3 425	3 668	3 651
Manufactured food, beverages and tobacco products	1 622	1 146	1 067	1 399	1 455	1 543
Textiles, clothing and leather products	144	154	138	151	155	162
Chemicals, coke, petroleum, rubber, plastic and other mineral products	740	681	662	700	720	787
Basic metals and fabricated metal products	374	413	430	387	419	415
Non-metallic products	315	290	301	270	284	288
Electrical machinery, transport machinery and equipment	192	182	226	231	225	215
Motor vehicles, parts and accessories	168	145	180	160	154	177
Paper and paper products	150	144	150	140	146	147
Commercial products	225	213	229	216	227	232
Used household and office products	195	235	258	210	184	211
Containers	586	554	615	615	591	607
Parcels	174	172	205	202	201	218
Other freight	1 171	1 038	1 119	1 109	1 108	1 147
Total	9 991	9 012	9 743	10 030	10 413	10 706

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	Dec-15	Jan-16	Feb-16	Mar-16	Apr-16	May-16
Agriculture and forestry primary products	8,7	-12,3	0,0	-2,9	-0,8	4,6
Primary mining and quarrying products	-11,5	-20,8	-2,6	-1,0	9,9	17,5
Manufactured food, beverages and tobacco products	42,4	9,4	-11,1	26,3	21,1	17,5
Textiles, clothing and leather products	-0,7	4,1	-23,3	-22,2	-13,9	-6,9
Chemicals, coke, petroleum, rubber, plastic and other mineral products	5,9	-2,2	-2,2	0,1	4,8	5,5
Basic metals and fabricated metal products	-11,0	-12,7	-17,3	-14,8	-10,9	-11,7
Non-metallic products	21,6	28,9	19,9	2,3	3,3	-0,7
Electrical machinery, transport machinery and equipment	-6,8	-2,7	5,6	4,5	-0,4	1,9
Motor vehicles, parts and accessories	9,1	-8,2	4,7	-8,6	-7,8	-1,7
Paper and paper products	2,0	-7,7	0,0	-11,9	-9,9	-5,2
Commercial products	11,9	5,4	-0,4	-11,1	-5,8	-9,4
Used household and office products	-41,1	2,2	-21,3	-30,7	7,6	27,9
Containers	-8,4	-17,1	-11,1	-11,6	-12,4	-16,5
Parcels	10,8	4,9	19,9	15,4	17,5	27,5
Other freight	-6,8	-4,5	-2,4	-9,7	-11,1	-5,8
Total	-0,3	-9,5	-4,3	-1,8	3,2	6,5

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	Dec-15	Jan-16	Feb-16	Mar-16	Apr-16	May-16
Agriculture and forestry primary products	0,7	-1,1	0,0	-0,2	-0,1	0,4
Primary mining and quarrying products	-4,0	-7,5	-0,9	-0,3	3,3	5,4
Manufactured food, beverages and tobacco products	4,8	1,0	-1,3	2,8	2,5	2,3
Textiles, clothing and leather products	0,0	0,1	-0,4	-0,4	-0,2	-0,1
Chemicals, coke, petroleum, rubber, plastic and other mineral products	0,4	-0,2	-0,1	0,0	0,3	0,4
Basic metals and fabricated metal products	-0,5	-0,6	-0,9	-0,7	-0,5	-0,5
Non-metallic products	0,6	0,7	0,5	0,1	0,1	0,0
Electrical machinery, transport machinery and equipment	-0,1	-0,1	0,1	0,1	0,0	0,0
Motor vehicles, parts and accessories	0,1	-0,1	0,1	-0,1	-0,1	0,0
Paper and paper products	0,0	-0,1	0,0	-0,2	-0,2	-0,1
Commercial products	0,2	0,1	0,0	-0,3	-0,1	-0,2
Used household and office products	-1,4	0,1	-0,7	-0,9	0,1	0,5
Containers	-0,5	-1,1	-0,8	-0,8	-0,8	-1,2
Parcels	0,2	0,1	0,3	0,3	0,3	0,5
Other freight	-0,9	-0,5	-0,3	-1,2	-1,4	-0,7
Total	-0,3	-9,5	-4,3	-1,8	3,2	6,5

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)
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	26 095	750	67 333	1 027
	Oct	43 388	288	23 735	715	67 123	1 003
	Nov	39 887	266	24 665	698	64 552	964
	Dec	28 394	213	19 559	722	47 953	935
	Total	490 285	3 134	297 668	8 453	787 953	11 587
2016	Jan	31 492	245	21 881	686	53 373	931
	Feb	37 684	274	24 956	694	62 640	968
	Mar	35 334	262	27 537	818	62 871	1 080
	Apr	32 941	237	21 966	681	54 907	918
	May	32 373	232	23 626	725	55 999	957

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
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	0,7	-7,8	0,0
	Oct	-11,8	-5,6	-13,2	-2,1	-12,3	-3,1
	Nov	-12,1	-2,6	-2,2	0,4	-8,6	-0,4
	Dec	-14,3	-2,7	-11,9	1,7	-13,3	0,6
	Total	-9,9	-1,4	-1,3	2,4	-6,8	1,4
2016	Jan	-17,7	-0,4	-6,8	0,9	-13,5	0,5
	Feb	-16,8	0,0	-4,5	4,5	-12,3	3,2
	Mar	-24,4	-9,0	-6,1	7,3	-17,4	2,9
	Apr	-20,0	-7,1	-7,9	5,4	-15,6	1,9
	May	-24,4	-9,4	-6,9	6,1	-17,9	1,9

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	<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	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 May 2016 was 89,9%. The improved collection rate for April 2016 was 97,3%.
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 publication available from Stats SA -
- *Stats in Brief* 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 <i>System of National Accounts</i> (SNA) in the same way as in the <i>Standard Industrial Classification of all Economic Activities, Fifth Edition</i> , 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

Technical enquiries

Ho Chun Cheung	Telephone number: (012) 310 6360 Email: hochunc@statssa.gov.za
Keshnee Govender	Telephone number: (012) 310 8423 Email: keshneeg@statssa.gov.za

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