Transport fact sheet

Structure of the industry and impacts of COVID-19

MINISTRY OF BUSINESS, INNOVATION & EMPLOYMENT
HĪKINA WHAKATUTUKI

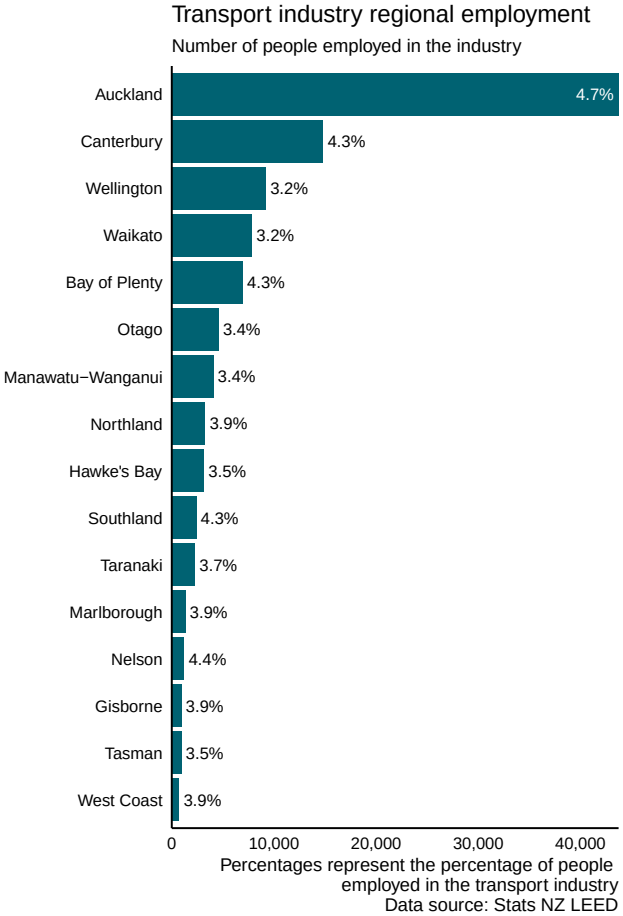
National GDP contribution:
5%
for the last five years.

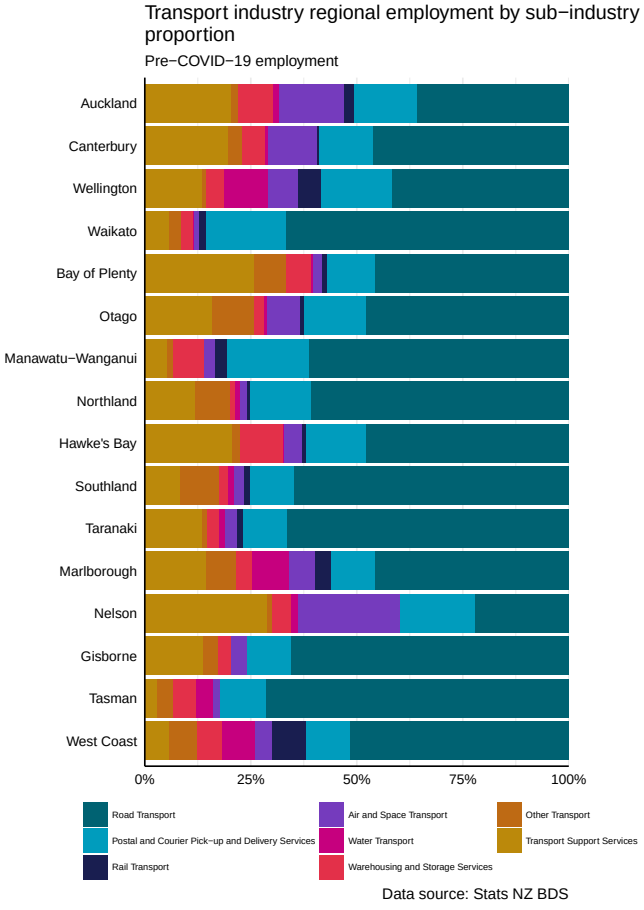
Transport employs:
108,000 workers
which is 4% of the New Zealand workforce.

Workforce at Alert Level 4:
60%
of the transport workforce were essential workers and able to work.

Employment in the transport industry

The transport sector employs 108,000 people which is 4 percent of the national workforce. Although Auckland hires 42 percent of all transport sector workers, there is no significant difference in transport's share of employment by region.



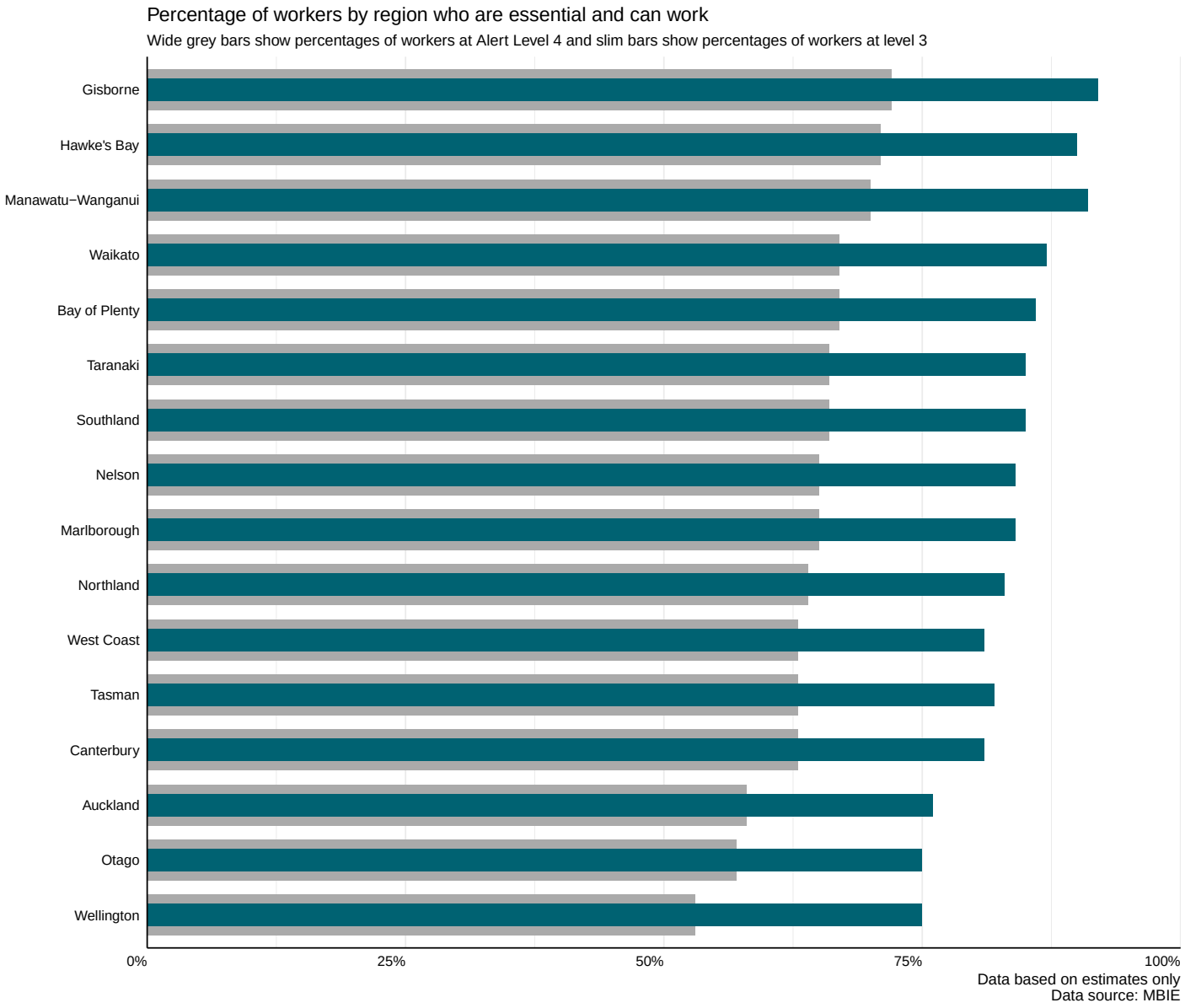


	Employees	**Enterprises**	Share of employees
Transport sub-industry (ANZSIC level 2)			
Road Transport	40300	**9132**	40%
Transport Support Services	19900	**1563**	20%
Air and Space Transport	15800	**363**	16%
Postal and Courier Pick-up and Delivery Services	10100	**3504**	10%
Warehousing and Storage Services	5200	**591**	5%
Rail Transport	3900	**3**	4%
Other Transport	3050	**1083**	3%
Water Transport	1500	**177**	2%
Total	99750	**16416**	100%

Does not include self-employed. Headline employment figure of 108,000 includes self-employed based on Stats NZ LEED data source. Data source: Stats NZ BDS

Essential workers

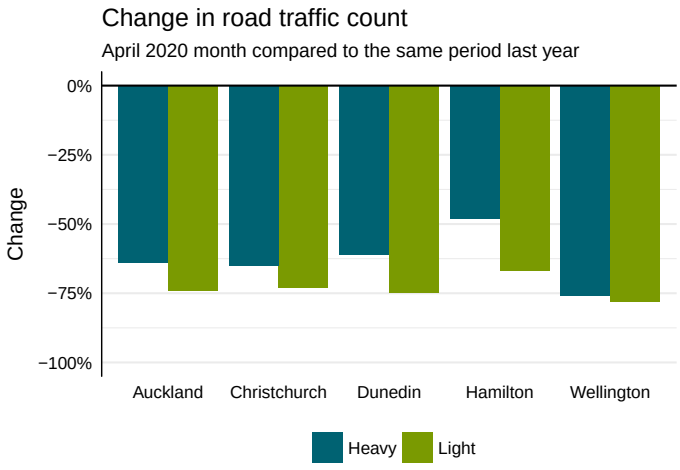
Most transport firms operated as essential services during Alert Level 4. Data represents those workers estimated to be essential and able to work.



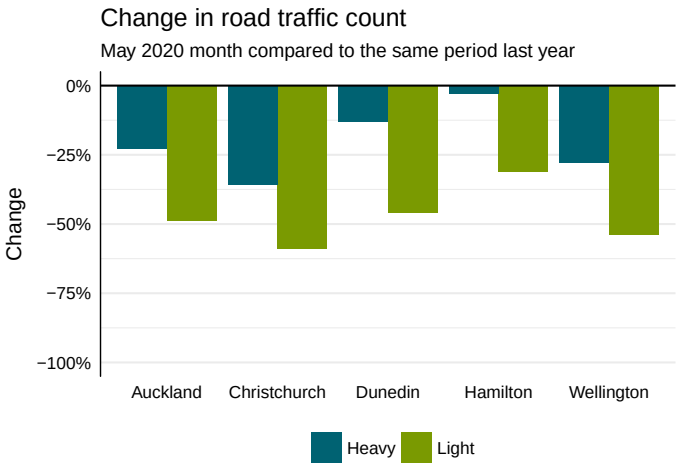
Transport sub-industry (ANZSIC level 3)	Estimated essential employment at Level 4	**Estimated essential employment at Level 3**
Air Transport Support Services	100%	**100%**
Other Transport Support Services	100%	**100%**
Postal and Courier Pick-up and Delivery Services	100%	**100%**
Rail Freight Transport	100%	**100%**
Road Freight Transport	100%	**100%**
Warehousing and Storage Services	100%	**100%**
Water Freight Transport	100%	**100%**
Water Transport Support Services	100%	**100%**
Rail Passenger Transport	28%	**50%**
Water Passenger Transport	19%	**50%**
Road Passenger Transport	19%	**46%**
Air and Space Transport	22%	**22%**
Pipeline and Other Transport	0%	**0%**
Scenic and Sightseeing Transport	0%	**0%**

Data source: MBIE

Activity of light and heavy vehicles

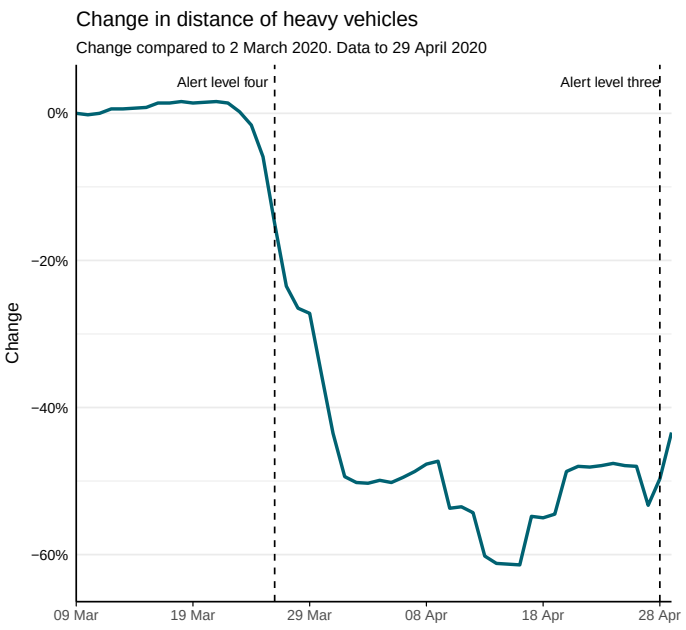


Comparison of traffic count for whole of April
Data source: NTZA

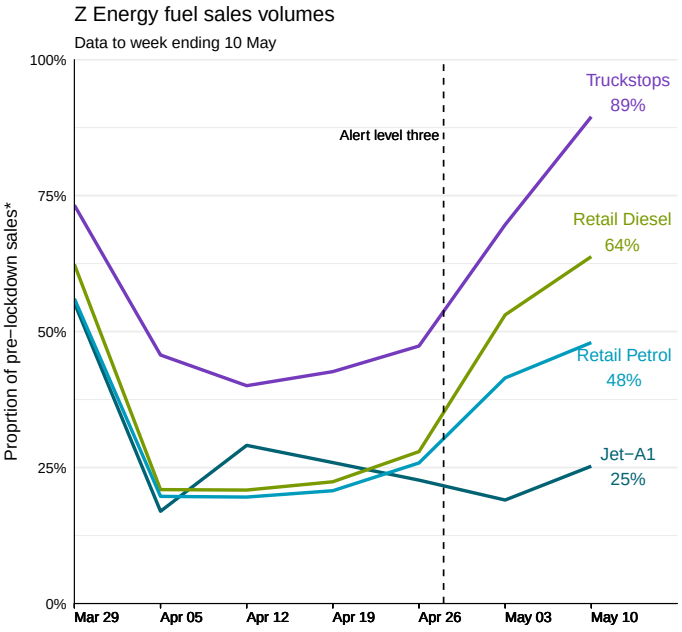


Comparison of traffic count for May up to the date data is available
Data until 6 May
Data source: NTZA

Light and heavy vehicle traffic in New Zealand dropped compared to the same months last year, with falls in light vehicle traffic greater than the drop in heavy vehicles. Light and heavy vehicle traffic began to ramp back up at the start of Alert Level 3.



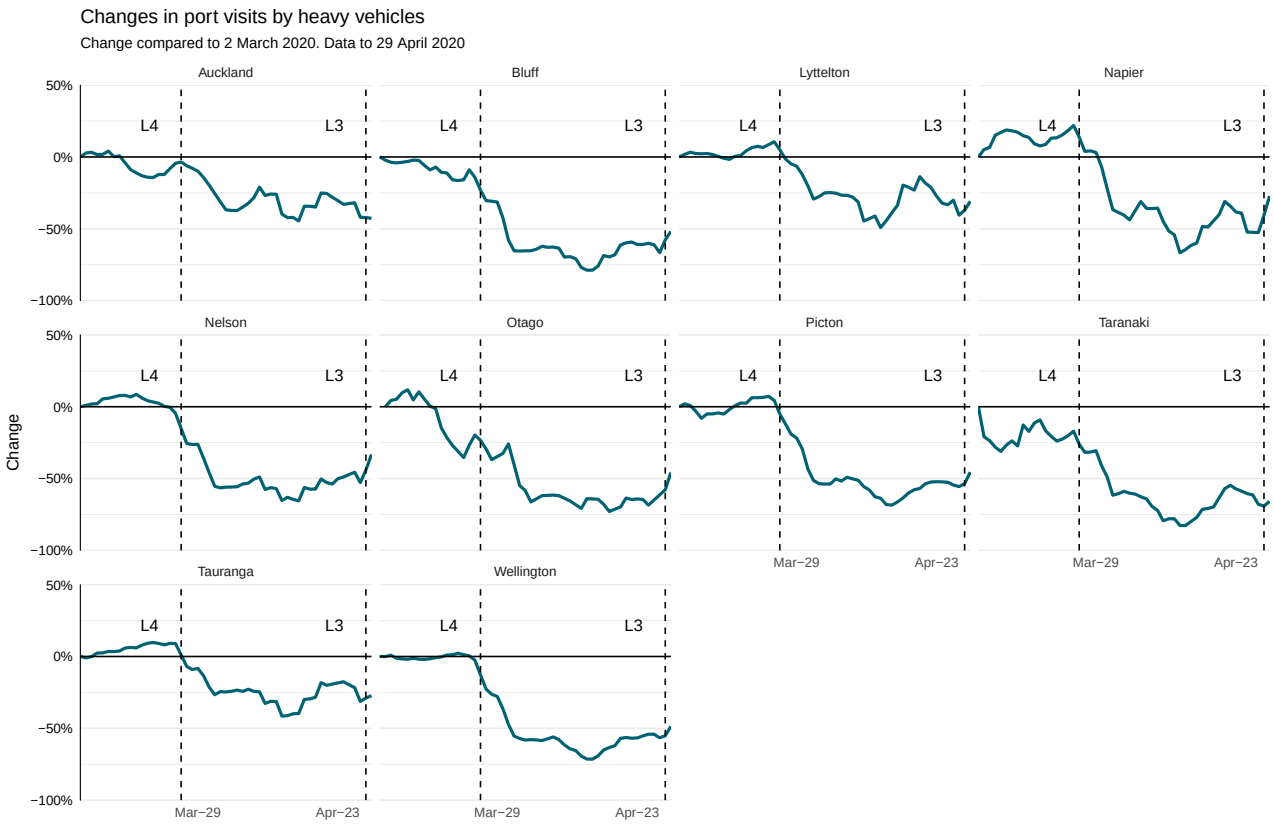
7−day rolling average change
Data source: Ministry of Transport/EROAD



*Defined as average sales for the four weeks preceding the Level 4 lockdown
Data source: Z Energy/NZX

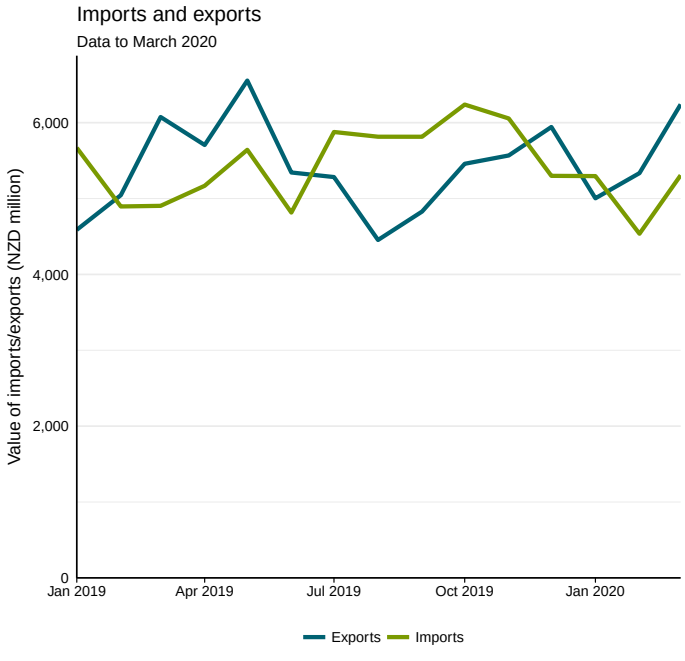
The distance travelled by heavy vehicles began to drop prior to the commencement of Alert Level 4. As we entered Alert Level 3, the distance travelled by heavy vehicles picked up. We can see a similar trend in visits to ports.

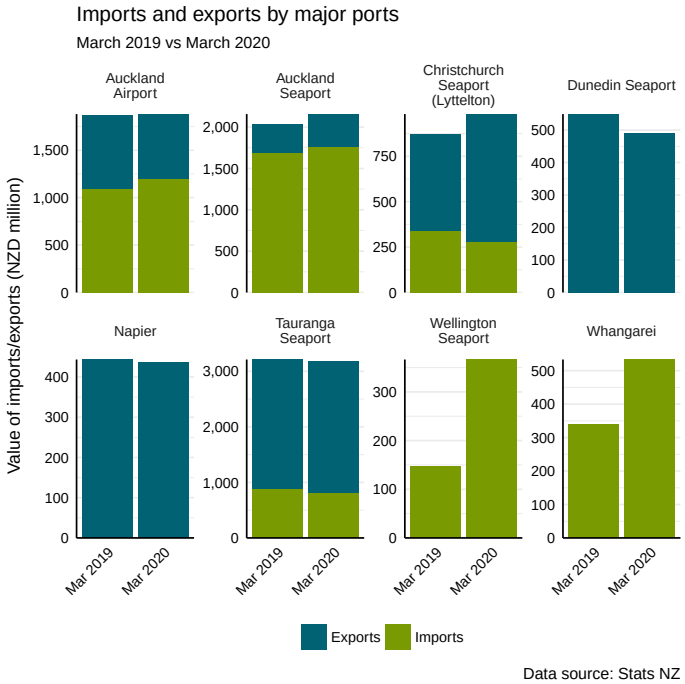
Z Energy has reported increases in fuel sales for both retail and commercial fuel, although jet fuel sales are yet to show a recovery and continue to fall. Jet fuel sales are likely to increase during the lower Alert Levels as we will see more domestic flights. Commercial sales have been less affected compared to the sale of other fuels.



Imports and exports as an indicator of transport stimulation

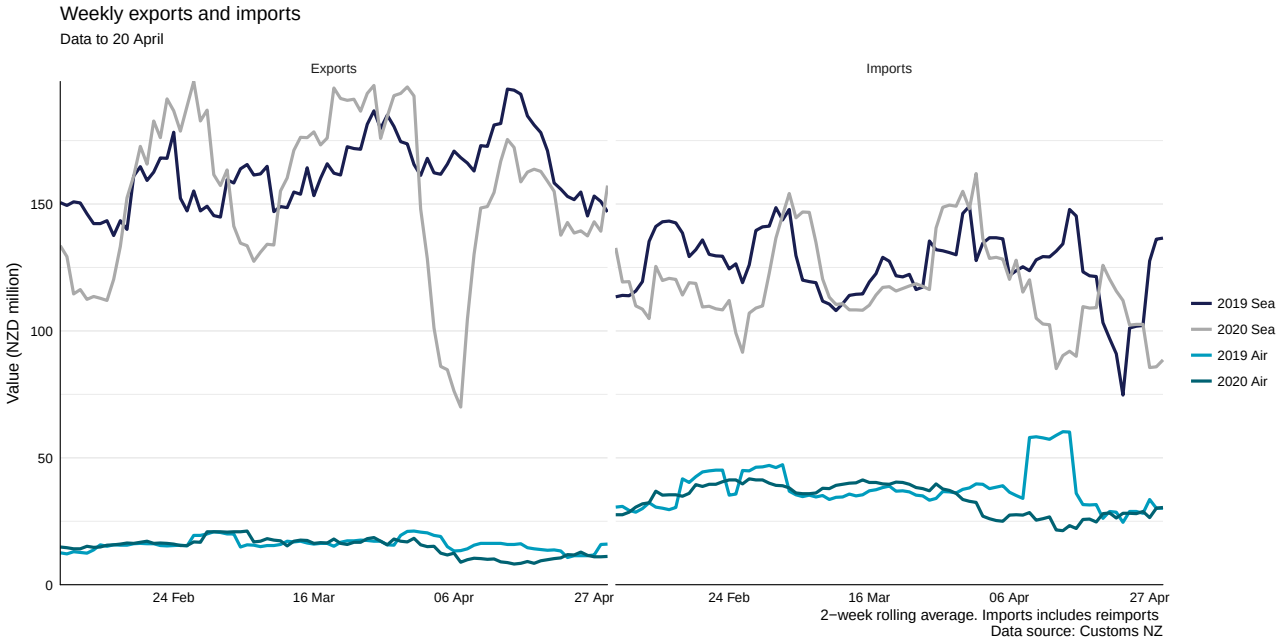
Port visits by heavy vehicles has decreased compared to 2 March 2020 but for some major sea ports and airports, the total value of imports and exports has increased compared to the same month last year. The timeseries also shows how import and export values have been fairly consistent since January 2019.



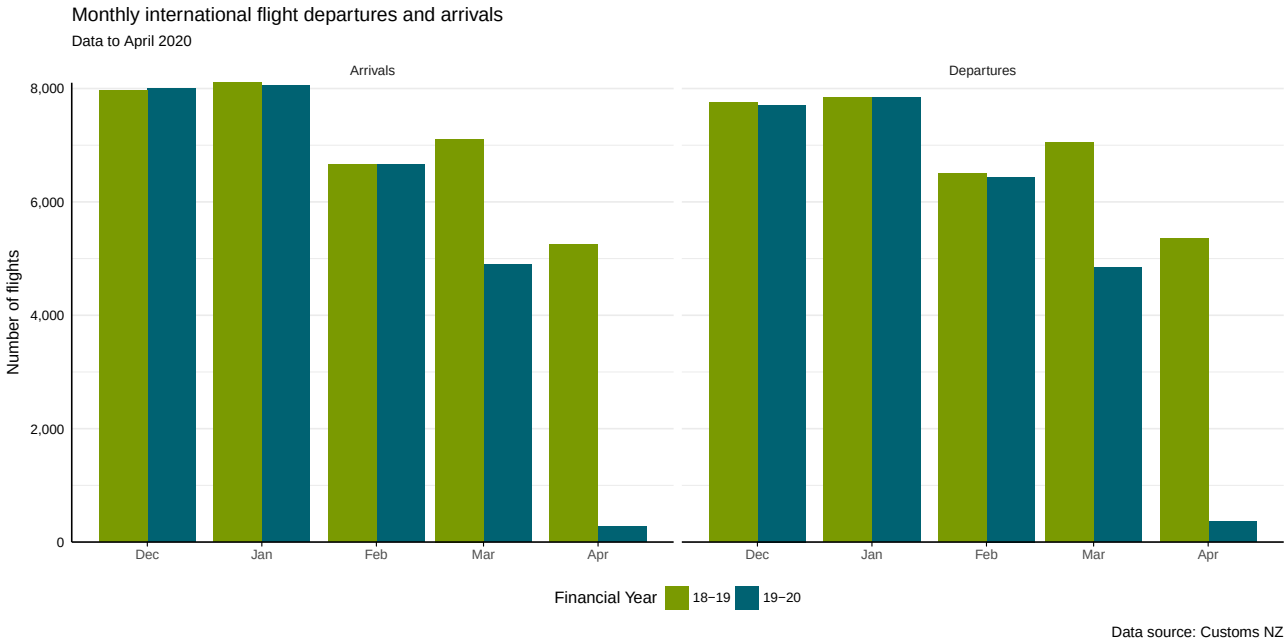


Imports and exports by sea and air

COVID-19 has disrupted the expected growth pattern of New Zealand's export activity in 2020. The cumulative value of exports to all countries from 1 February to 29 April 2020 was about $787 million less than for the same period in 2019. This decline was driven by a sharp fall in export value seen in late March and early April, as we moved to Alert Level 4. More recent data suggests export values have ramped back up to levels more in line with 2019. Import values are showing wide week to week variability compared to the same time last year. The cumulative value of imports from all countries from 1 February to 29 April 2020 is about $1.1 billion less than for the same period in 2019.



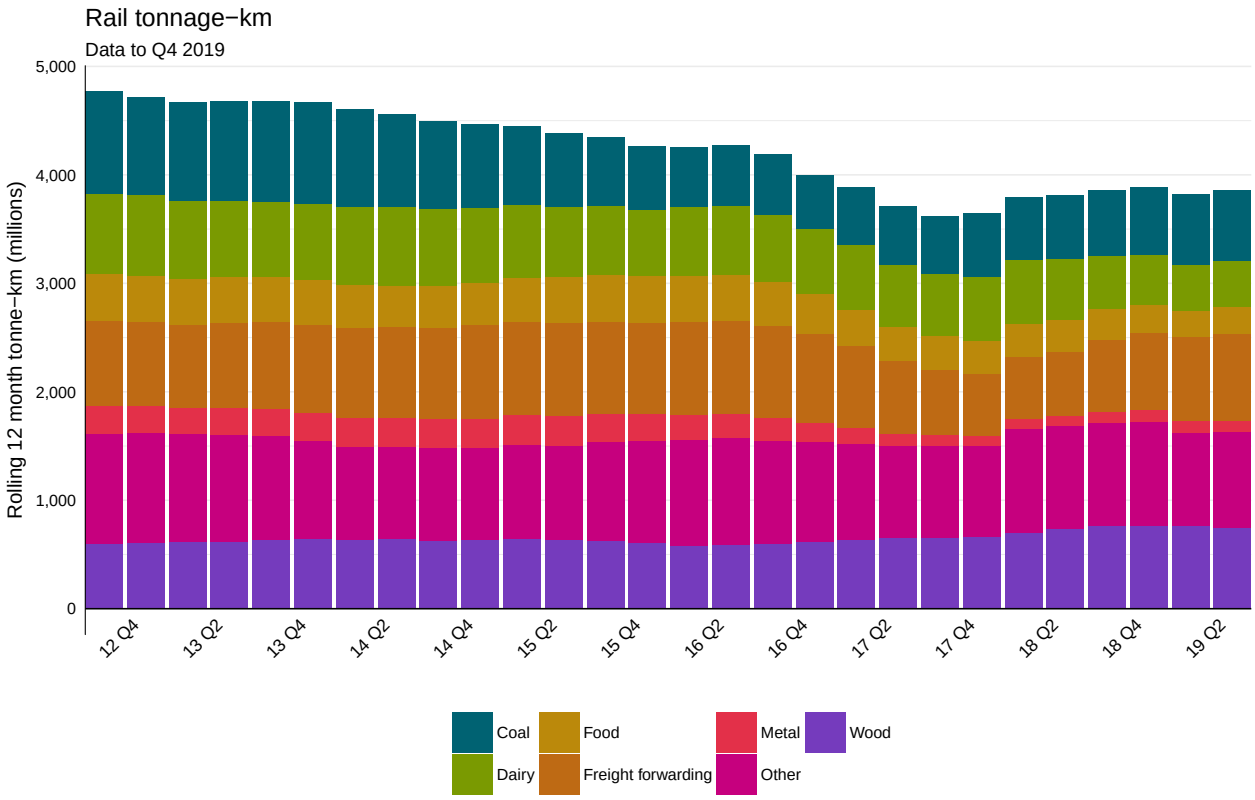
Flights



International flight arrivals and departures from New Zealand in April have dropped dramatically compared to last year.

Rail freight

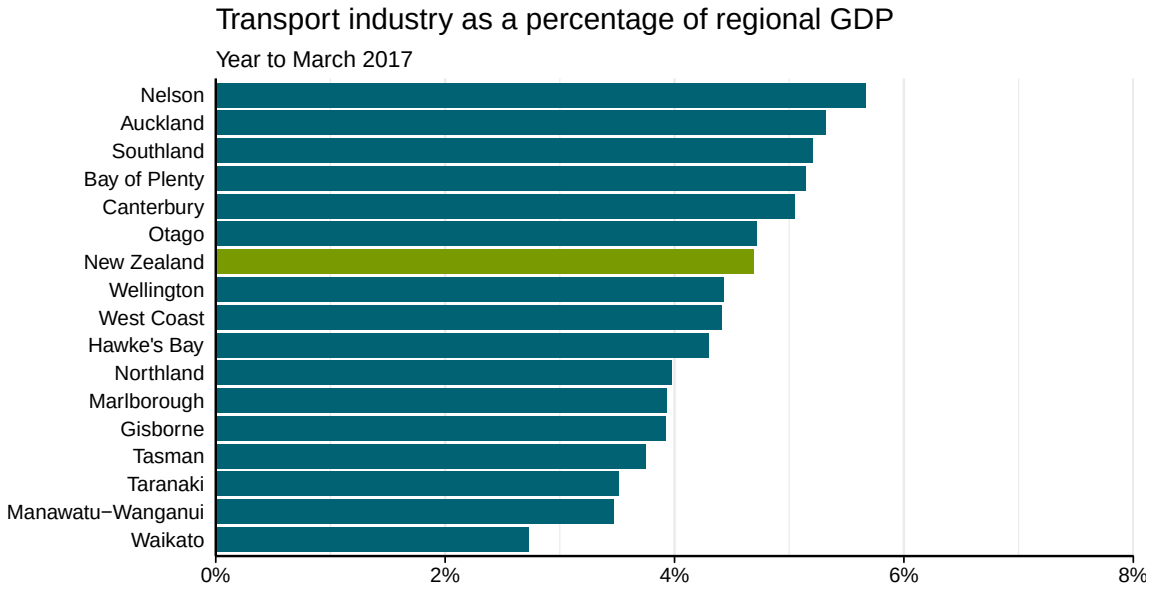
The tonnage-km has gradually decreased since 2012 until 2017 where is begins to pick up again. More recent rail data could provide a better indication of the impacts of COVID-19 on rail freight.



Data source: Ministry of Transport FIGS

Transport in New Zealand's economy

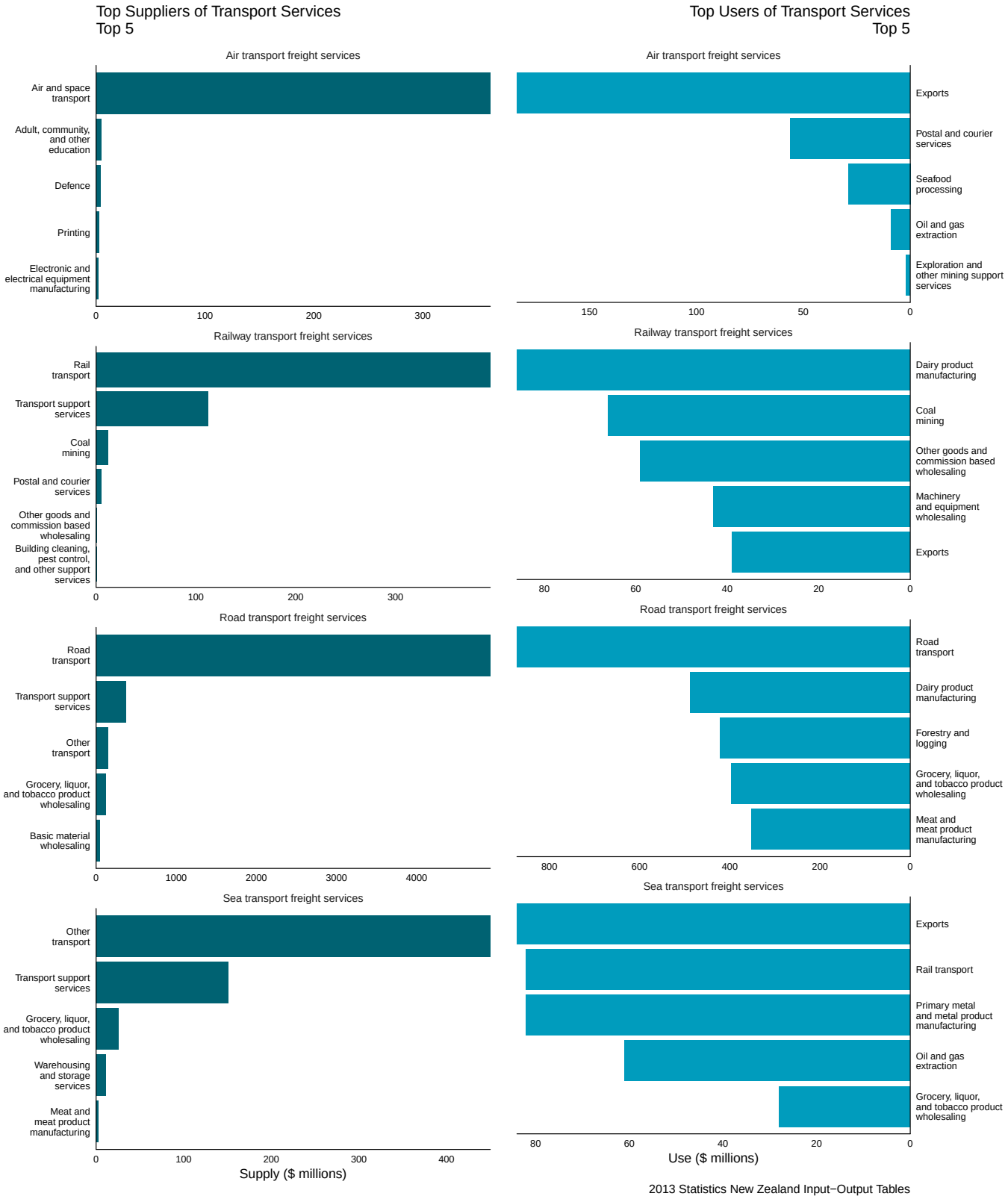
The transport industry contributes 5% to national GDP. The transport contribution to GDP is the highest in Nelson which may be because of air and space transport services. However, no one region clearly specialises in transport more another due to low and similar rates of regional GDP contribution.



Data source: StatsNZ

Inter-industry supply and use of transport

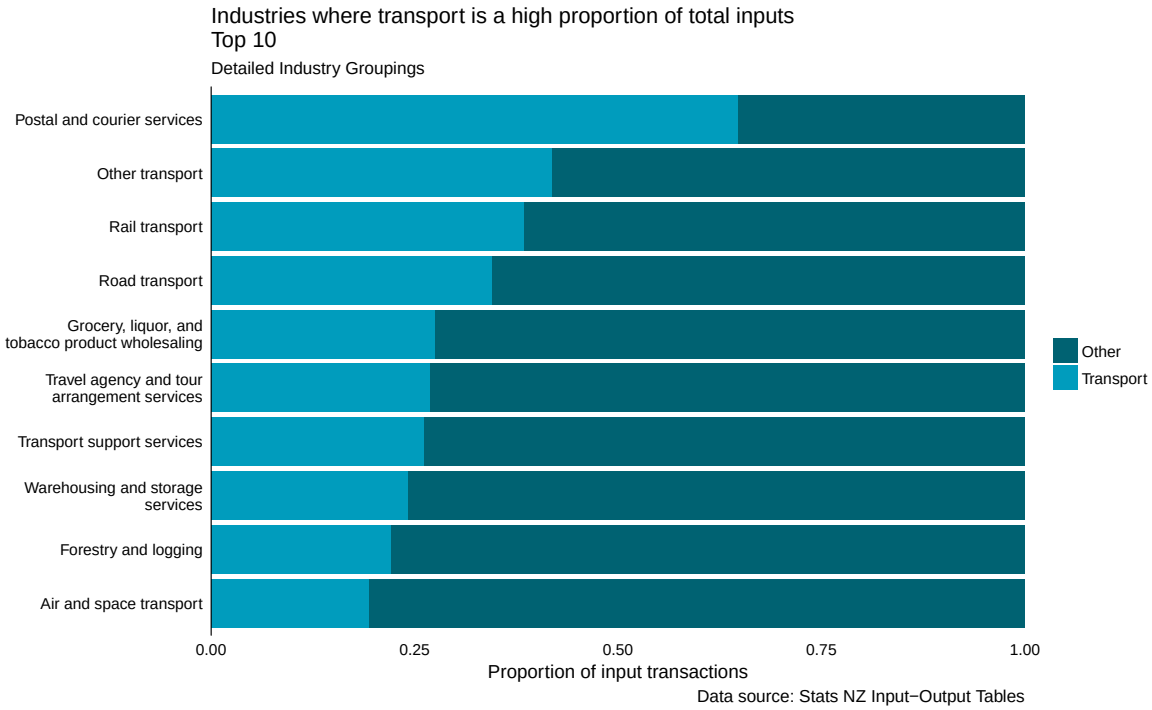
The top users of transport services generally include other transport industries. Road and rail freight services are key inputs for dairy product manufacturing whilst air and sea freight services are key inputs for exports.



Top suppliers shows the industries that are top suppliers of the transport service involved (be it sea, road, rail, or air) by value. Top users shows the industries (or Export category if it is purchased overseas) that are the top users (purchasers) of the transport service by value.

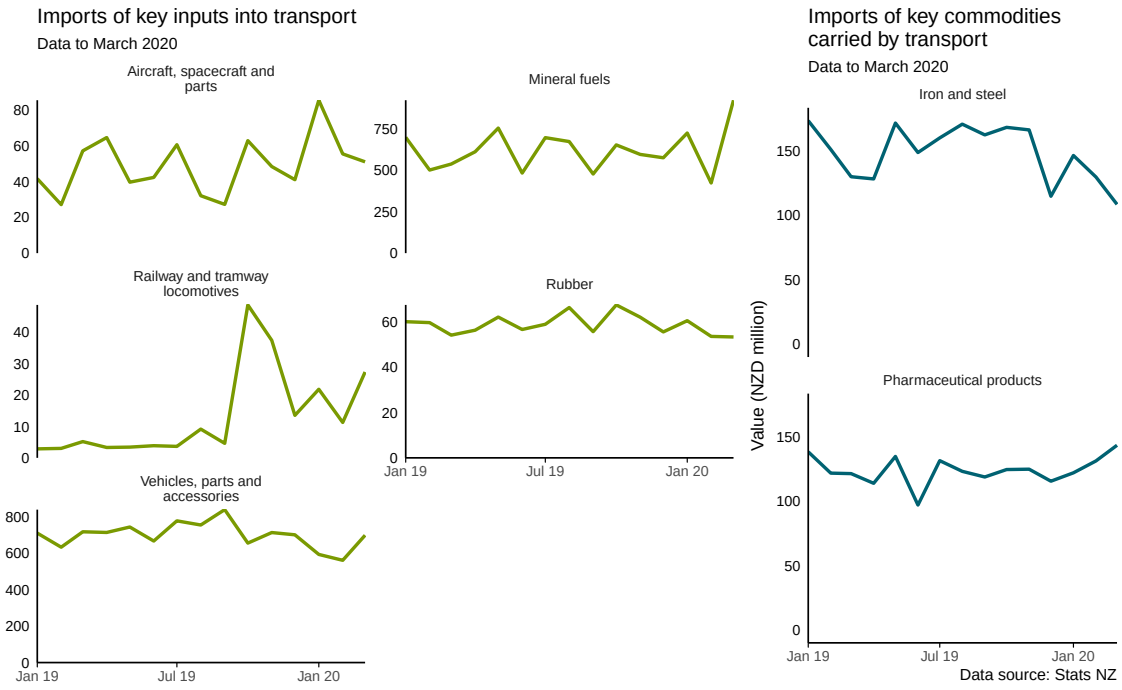
Inter-industry dependence on transport

Industries other than transport sub-Industries where transport is a high proportion of their inputs include: grocery, liquor, and tobacco product wholesaling; travel agency and tour arrangement services; and forestry and logging.



Imports of key inputs into the transport industry and key commodities carried by transport

There is no clear negative impact COVID-19 has had on imported goods that are key inputs into transport, health, and economic recovery (infrastructure). Pre-COVID-19 imports also show no significant drop in goods important for the operation of the transport industry.



Data sources and glossary

Business Demography Statistics

Business Demography Statistic (BDS) for 2019 are taken from Stats NZ and provides an annual snapshot as at February 2019, of the structure and characteristics of New Zealand businesses. The BDS does not cover small enterprises that fall below an economic significance criteria and therefore does not include self-employed workers.

Linked Employer-Employee Data

Linked Employer-Employee Data (LEED) data for 2018 is taken from Stats NZ. It uses business and personal tax records to provide detailed estimates of the number of employees, both self-employed and waged-salaried. It does not include a few ANZSIC codes that appear in the Business Demography Statistics.

MBIE Essential services workforce estimates

Essential services workforce estimates are taken from MBIE. The data provides estimates of the workforce by industries and regions under NZ Covid Alert Levels 3 and 4. The charts are based on Scenario 2 which is a mid-range estimate by accounting for the expected reduction in worker demand due to such factors as lack of worker availability, reduced consumer demand, and the need to introduce new ways of working. The data sources for these estimates are: Essential Services List, Business demographic statistics, Detailed Regional Employment Estimates, Linked Employed-Employee Data, and Household Labour Force Survey (including the Survey of Working Life component).

NZTA Road Traffic Count

Light and heavy vehicle traffic count is taken from NZTA's Traffic Monitoring System (TMS). Data is current at 06 May 2020 and is representative of the change of traffic volume not of total traffic volume for each region. Light and heavy traffic volumes have been split using TMS data where vehicles with a length of less than 5.5m are classed as light vehicles. Heavy vehicles are over 11m long. Those between 5.5 and 11m are split 50:50 into Light and Heavy vehicles. Two data sources from Auckland and Wellington have been combined.

Ministry of Transport and EROAD heavy vehicle data

Change in heavy vehicle distance data and change in visits to ports data is taken from the Ministry of Transport (MoT) who have gathered data from EROAD. EROAD collects 47 percent of all heavy transport movements. The percentage change uses 2 March 2020 as the baseline for comparison. Rail data was gathered from MoT's Freight Information Gathering System (FIGS).

Stats NZ import and exports data

Monthly import and export data is taken from Stats NZ. Data includes imports to all destination countries and exports from all countries of origin. Both imports and exports include all commodities. Exports for overseas cargo is given in fob NZ$ and imports for overseas cargo is given in cif NZ$. Data for January, February and March 2020 is provisional.

Customs NZ data

Import and export data is taken from Stats NZ where data was provided by Customs NZ. Customs provides daily data for imports and exports over $1,000 therefore imports and exports below $1,000 are not included in the data. Data from 1 February to 29 April is provisional. Customs NZ international flight data shows the number of inbound and outbound flights into and out of New Zealand.

Z fuel sales data

Fuel sales data for Z Energy Limited is based on figures reported by Z Energy on the New Zealand Exchange. Expected levels are based on the average volume for the four weeks preceding the Level 4 lockdown, specifically Monday 24 February to Sunday 22 March 2020.

Stats NZ input-output tables

National input-output tables are taken from Stats NZ. The tables describe the structure of the New Zealand economy by showing the relationships between industries, the goods and services they produce, and who uses them. The charts use the 2013 Supply of products, Use of products, and Inter-industry transaction tables.