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Freight transportation: results for April 2017

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

	Nov-16	Dec-16	Jan-17	Feb-17	Mar-17	Apr-17
Freight payload	5,5	4,8	14,9	8,1	7,1	7,2
Freight income	9,3	12,7	19,8	11,7	12,7	9,2

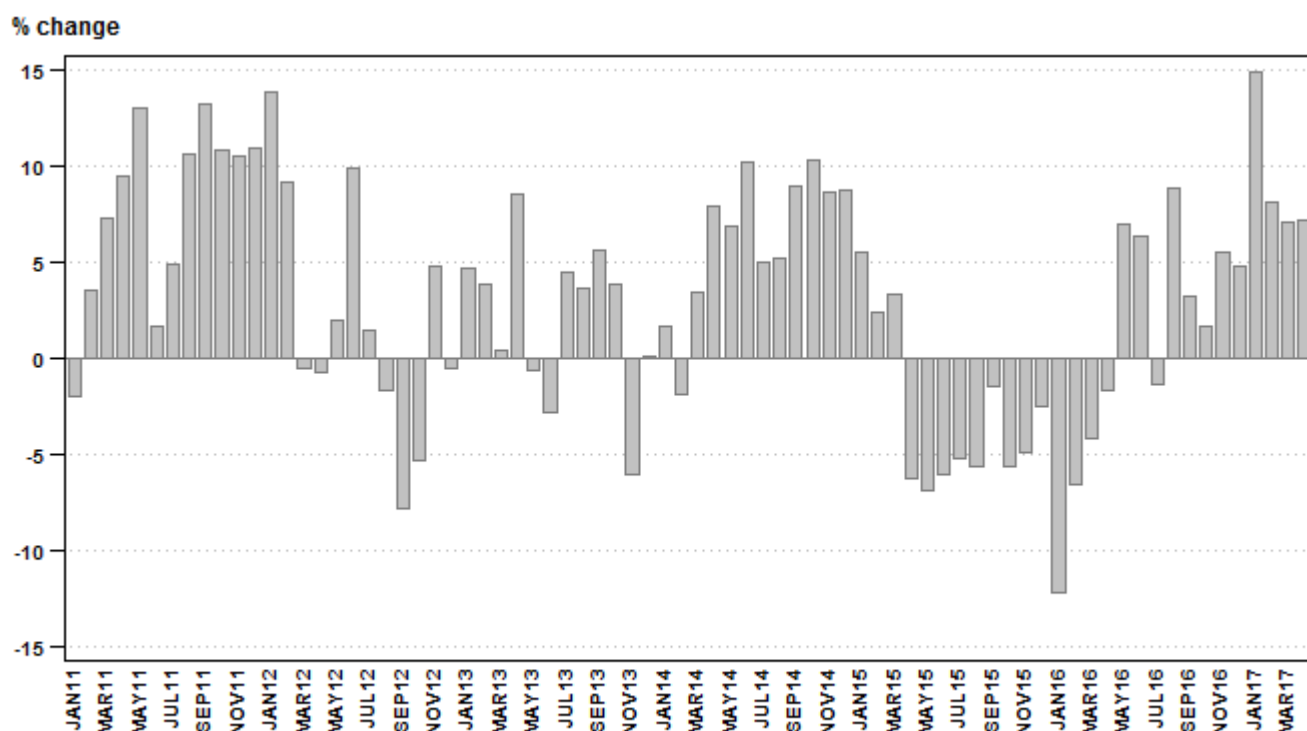
The volume of goods transported (payload) increased by 7,2% in April 2017 compared with April 2016. The corresponding income increased by 9,2% over the same period.

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

Type of commodity	Feb – Apr 2016 (R million)	Weight	Feb – Apr 2017 (R million)	% change between Feb – Apr 2016 and Feb – Apr 2017	Contribution (% points) to the total % change
Agriculture and forestry primary products	2 195	7,3	2 485	13,2	1,0
Primary mining and quarrying products	10 811	36,1	12 210	12,9	4,7
Manufactured food, beverages and tobacco products	3 827	12,8	4 905	28,2	3,6
Textiles, clothing and leather goods	424	1,4	602	42,0	0,6
Chemicals, coke, petroleum, rubber, plastic and other mineral products	2 714	9,0	2 791	2,8	0,3
Basic metals and fabricated metal products	1 151	3,8	1 186	3,0	0,1
Non-metallic products	796	2,7	889	11,7	0,3
Electrical machinery, transport machinery and equipment	597	2,0	593	-0,7	-0,0
Motor vehicles, parts and accessories	507	1,7	576	13,6	0,2
Paper and paper products	475	1,6	419	-11,8	-0,2
Commercial products	616	2,1	681	10,6	0,2
Used household and office products	626	2,1	571	-8,8	-0,2
Containers	1 816	6,1	1 617	-11,0	-0,7
Parcels	574	1,9	517	-9,9	-0,2
Other freight	2 820	9,4	3 258	15,5	1,5
Total income	29 950	100,0	33 298	11,2	11,2

Income from freight transportation increased by 11,2% in the three months ended April 2017 compared with the three months ended April 2016. The main contributors to this increase were:

- primary mining and quarrying products (12,9% and contributing 4,7 percentage points);
- manufactured food, beverages and tobacco products (28,2% and contributing 3,6 percentage points);
- and
- 'other' freight (15,5% and contributing 1,5 percentage points) – see Table B.

Figure 1 – Freight transportation: year-on-year percentage change in payload**Table C – Seasonally adjusted payload for the latest three months by type of transport**

Payload	Nov 2016 – Jan 2017 (000 tons)	Weight	Feb – Apr 2017 (000 tons)	% change between Nov 2016 – Jan 2017 and Feb – Apr 2017	Contribution (% points) to the total % change
Rail	57 528	28,1	57 665	0,2	0,1
Road	146 863	71,9	145 660	-0,8	-0,6
Total	204 391	100,0	203 326	-0,5	-0,5

Seasonally adjusted payload decreased by 0,5% in the three months ended April 2017 compared with the previous three months. Rail freight grew by 0,2% (contributing 0,1 of a percentage point) while road freight decreased by 0,8% (contributing -0,6 of a percentage point) – see Table C.

Passenger transportation: results for April 2017

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

	Nov-16	Dec-16	Jan-17	Feb-17	Mar-17	Apr-17
Passenger journeys	-10,1	-3,5	-8,9	-10,1	-0,3	-11,2
Passenger income	0,3	-0,9	0,4	-1,1	0,3	-13,0

The number of passenger journeys decreased by 11,2% in April 2017 compared with April 2016. The corresponding income decreased by 13,0% over the same period.

Figure 2 – Passenger transportation: year-on-year percentage change in passenger journeys

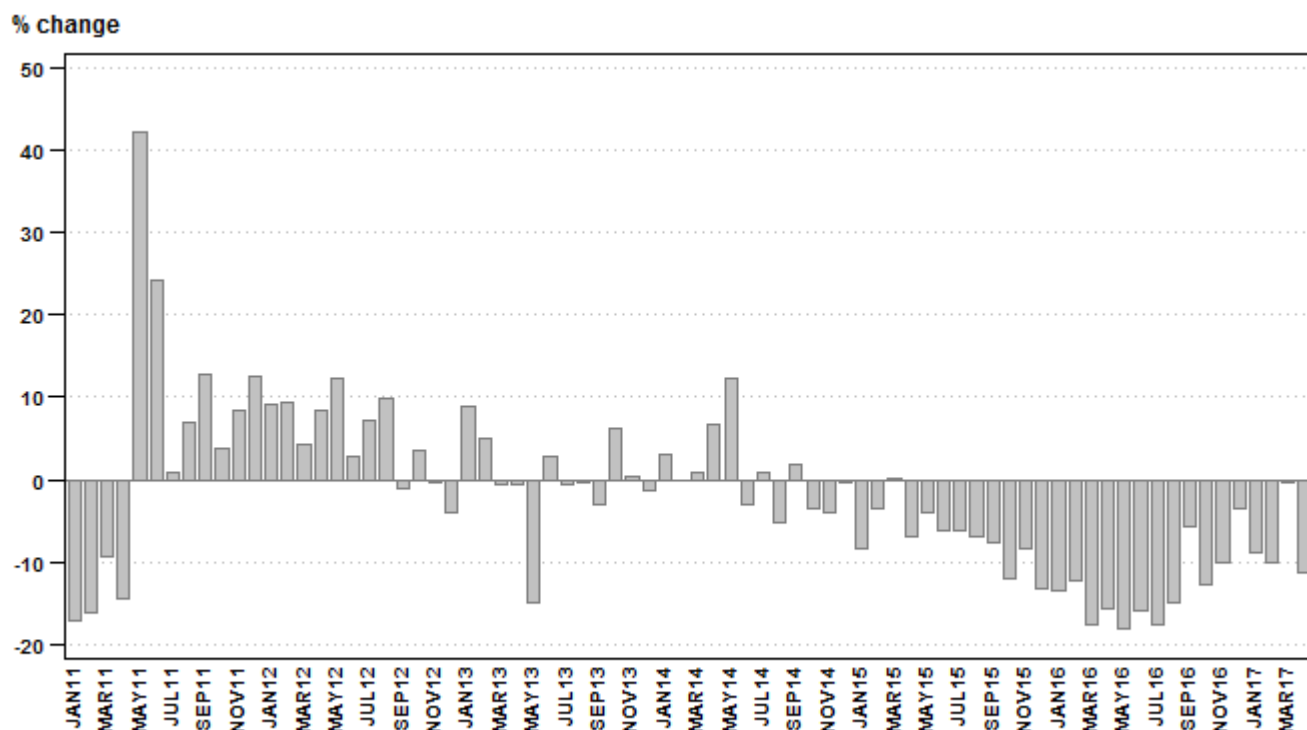


Table E – Seasonally adjusted passenger journeys for the latest three months by type of transport

Passenger journeys	Nov 2016 – Jan 2017 (000)	Weight	Feb – Apr 2017 (000)	% change between Nov 2016 – Jan 2017 and Feb – Apr 2017	Contribution (% points) to the total % change
Rail	99 285	57,2	97 009	-2,3	-1,3
Road	74 224	42,8	69 114	-6,9	-3,0
Total	173 509	100,0	166 122	-4,3	-4,3

Seasonally adjusted passenger journeys decreased by 4,3% in the three months ended April 2017 compared with the previous three months. Rail passenger journeys decreased by 2,3% (contributing -1,3 percentage points) while road passenger journeys decreased by 6,9% (contributing -3,0 percentage points) – see Table E.

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)
2016	Jan	16 650	2 711	39 455	6 276	56 105	8 987
	Feb	18 429	3 113	40 993	6 554	59 422	9 667
	Mar	17 947	2 990	44 408	6 966	62 355	9 956
	Apr	18 094	3 132	44 289	7 195	62 382	10 327
	May	17 317	3 082	47 393	7 613	64 710	10 695
	Jun	18 908	3 296	48 737	7 896	67 645	11 192
	Jul	15 058	2 640	48 957	8 136	64 016	10 776
	Aug	19 906	3 422	49 930	8 053	69 836	11 474
	Sep	19 976	3 369	51 182	8 210	71 158	11 579
	Oct	17 486	3 191	50 205	8 143	67 692	11 334
	Nov	20 331	3 502	51 141	8 369	71 472	11 871
	Dec	19 642	3 422	44 903	7 692	64 545	11 114
	Total	219 744	37 870	561 593	91 103	781 338	128 972
2017	Jan	18 384	3 248	46 054	7 522	64 438	10 769
	Feb	19 724	3 476	44 520	7 321	64 245	10 796
	Mar	18 147	3 176	48 662	8 046	66 809	11 222
	Apr	19 286	3 497	47 602	7 783	66 888	11 280

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
2016	Jan	-17,5	-14,6	-9,7	-6,7	-12,2	-9,3
	Feb	-5,6	-2,3	-7,1	-5,6	-6,6	-4,6
	Mar	-6,4	-1,9	-3,3	-2,1	-4,2	-2,0
	Apr	-4,8	0,2	-0,4	3,8	-1,7	2,7
	May	5,8	9,0	7,4	6,5	7,0	7,2
	Jun	0,3	0,9	8,8	10,1	6,3	7,2
	Jul	-17,1	-14,8	4,7	10,3	-1,4	2,9
	Aug	8,1	10,1	9,1	13,1	8,8	12,2
	Sep	1,2	0,2	4,1	9,5	3,2	6,7
	Oct	6,4	9,8	0,2	5,1	1,7	6,4
	Nov	3,6	8,7	6,3	9,5	5,5	9,3
	Dec	6,8	16,4	4,0	11,2	4,8	12,7
	Total	-1,8	1,6	2,1	5,5	0,9	4,3
2017	Jan	10,4	19,8	16,7	19,9	14,9	19,8
	Feb	7,0	11,7	8,6	11,7	8,1	11,7
	Mar	1,1	6,2	9,6	15,5	7,1	12,7
	Apr	6,6	11,7	7,5	8,2	7,2	9,2

Table 3 – Seasonally adjusted 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)
2016	Jan	16 960	2 893	43 882	7 032	60 843	9 925
	Feb	18 265	3 092	43 432	7 009	61 696	10 101
	Mar	18 515	3 145	45 216	7 356	63 732	10 500
	Apr	18 211	3 093	44 844	7 104	63 056	10 197
	May	19 744	3 281	46 752	7 542	66 496	10 823
	Jun	18 529	3 223	47 893	7 712	66 422	10 935
	Jul	15 024	2 571	47 889	7 941	62 913	10 512
	Aug	19 630	3 286	47 701	7 794	67 331	11 079
	Sep	18 784	3 144	48 444	7 826	67 229	10 970
	Oct	17 266	3 292	48 849	7 914	66 115	11 206
	Nov	19 211	3 325	47 064	7 599	66 275	10 923
	Dec	19 533	3 530	48 879	8 097	68 412	11 627
2017	Jan	18 784	3 402	50 920	8 431	69 704	11 833
	Feb	19 516	3 429	47 076	7 818	66 592	11 246
	Mar	18 727	3 396	48 310	8 050	67 038	11 445
	Apr	19 422	3 454	50 274	8 265	69 696	11 718

Table 4 – Month-on-month percentage change in seasonally adjusted freight transportation (income at current prices)

Year and month		Rail		Road		Total	
		Payload	Income	Payload	Income	Payload	Income
2016	Jan	-7,6	-4,3	-5,4	-2,9	-6,0	-3,3
	Feb	7,7	6,9	-1,0	-0,3	1,4	1,8
	Mar	1,4	1,7	4,1	5,0	3,3	4,0
	Apr	-1,6	-1,7	-0,8	-3,4	-1,1	-2,9
	May	8,4	6,1	4,3	6,2	5,5	6,1
	Jun	-6,2	-1,8	2,4	2,3	-0,1	1,0
	Jul	-18,9	-20,2	-0,0	3,0	-5,3	-3,9
	Aug	30,7	27,8	-0,4	-1,9	7,0	5,4
	Sep	-4,3	-4,3	1,6	0,4	-0,2	-1,0
	Oct	-8,1	4,7	0,8	1,1	-1,7	2,2
	Nov	11,3	1,0	-3,7	-4,0	0,2	-2,5
	Dec	1,7	6,2	3,9	6,6	3,2	6,4
2017	Jan	-3,8	-3,6	4,2	4,1	1,9	1,8
	Feb	3,9	0,8	-7,5	-7,3	-4,5	-5,0
	Mar	-4,0	-1,0	2,6	3,0	0,7	1,8
	Apr	3,7	1,7	4,1	2,7	4,0	2,4

Table 5 – Freight transportation income at current prices by type of commodity (R million)

Type of commodity	Nov-16	Dec-16	Jan-17	Feb-17	Mar-17	Apr-17 1/
Agriculture and forestry primary products	846	807	797	762	877	846
Primary mining and quarrying products	4 432	3 972	4 057	4 059	3 914	4 237
Manufactured food, beverages and tobacco products	1 597	1 900	1 517	1 442	1 778	1 685
Textiles, clothing and leather products	204	224	167	181	198	223
Chemicals, coke, petroleum, rubber, plastic and other mineral products	1 015	864	909	882	979	930
Basic metals and fabricated metal products	387	389	381	381	378	427
Non-metallic products	280	252	209	286	296	307
Electrical machinery, transport machinery and equipment	220	171	169	205	210	178
Motor vehicles, parts and accessories	193	168	173	189	201	186
Paper and paper products	154	138	133	144	142	133
Commercial products	288	225	210	215	236	230
Used household and office products	211	215	173	185	162	224
Containers	629	564	612	563	554	500
Parcels	190	168	161	191	194	132
Other freight	1 229	1 060	1 102	1 113	1 104	1 041
Total	11 871	11 114	10 769	10 796	11 222	11 280

1/ Figures are preliminary.

Table 6 – Year-on-year percentage change in freight transportation income at current prices by type of commodity

Type of commodity	Nov-16	Dec-16	Jan-17	Feb-17	Mar-17	Apr-17
Agriculture and forestry primary products	5,4	9,9	18,2	7,9	27,1	5,9
Primary mining and quarrying products	24,1	25,3	33,9	18,6	10,8	9,9
Manufactured food, beverages and tobacco products	16,3	24,3	37,0	38,1	29,2	19,8
Textiles, clothing and leather products	-6,0	62,3	15,2	37,1	36,6	51,7
Chemicals, coke, petroleum, rubber, plastic and other mineral products	-2,4	-13,2	-1,0	-2,1	2,5	8,4
Basic metals and fabricated metal products	-1,8	12,8	-0,8	-4,3	5,9	7,8
Non-metallic products	-13,6	-14,0	-22,0	1,1	16,1	19,0
Electrical machinery, transport machinery and equipment	-2,7	-1,2	5,6	0,5	9,9	-11,9
Motor vehicles, parts and accessories	-3,0	-2,9	18,5	1,6	21,8	19,2
Paper and paper products	-26,0	-14,8	-14,2	-11,7	-6,6	-16,9
Commercial products	20,5	12,5	12,3	4,9	20,4	7,0
Used household and office products	9,3	1,9	-21,7	-25,1	-19,4	25,8
Containers	-19,5	-4,2	10,7	-9,0	-10,5	-13,5
Parcels	2,7	3,1	0,6	-4,5	2,1	-28,3
Other freight	10,8	7,5	25,9	16,4	18,7	11,5
Total	9,3	12,7	19,8	11,7	12,7	9,2

Table 7 – 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	Nov-16	Dec-16	Jan-17	Feb-17	Mar-17	Apr-17
Agriculture and forestry primary products	0,4	0,7	1,4	0,6	1,9	0,5
Primary mining and quarrying products	7,9	8,1	11,4	6,6	3,8	3,7
Manufactured food, beverages and tobacco products	2,1	3,8	4,6	4,1	4,0	2,7
Textiles, clothing and leather products	-0,1	0,9	0,2	0,5	0,5	0,7
Chemicals, coke, petroleum, rubber, plastic and other mineral products	-0,2	-1,3	-0,1	-0,2	0,2	0,7
Basic metals and fabricated metal products	-0,1	0,4	-0,0	-0,2	0,2	0,3
Non-metallic products	-0,4	-0,4	-0,7	-0,0	0,4	0,5
Electrical machinery, transport machinery and equipment	-0,1	-0,0	0,1	-0,0	0,2	-0,2
Motor vehicles, parts and accessories	-0,1	-0,1	0,3	-0,0	0,4	0,3
Paper and paper products	-0,5	-0,2	-0,2	-0,2	-0,1	-0,3
Commercial products	0,5	0,3	0,3	0,1	0,4	0,1
Used household and office products	0,2	-0,0	-0,5	-0,6	-0,4	0,4
Containers	-1,4	-0,3	0,7	-0,6	-0,7	-0,8
Parcels	-0,0	0,1	-0,0	-0,1	-0,0	-0,5
Other freight	1,1	0,8	2,5	1,6	1,7	1,0
Total	9,3	12,7	19,8	11,7	12,7	9,2

Table 8 – 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)
2016	Jan	32 488	253	22 221	684	54 709	937
	Feb	38 876	283	25 337	692	64 213	975
	Mar	36 452	271	27 710	795	64 162	1 066
	Apr	33 983	245	22 222	678	56 205	923
	May	33 397	240	23 713	703	57 110	943
	Jun	33 777	223	23 181	723	56 958	946
	Jul	32 798	255	22 847	704	55 645	959
	Aug	34 612	259	23 508	701	58 120	960
	Sep	39 228	283	25 942	766	65 170	1 049
	Oct	36 935	277	23 140	698	60 075	975
	Nov	35 798	262	23 789	712	59 587	974
	Dec	24 339	204	23 162	735	47 501	939
	Total	412 683	3 055	286 772	8 591	699 455	11 646
2017	Jan	27 524	255	22 336	686	49 860	941
	Feb	33 127	255	24 579	709	57 706	964
	Mar	34 975	266	29 024	803	63 999	1 069
	Apr	32 304	230	17 634	573	49 938	803

1/ Figures for latest month are preliminary.

Table 9 – 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
2016	Jan	-17,7	-0,4	-6,4	1,2	-13,4	0,8
	Feb	-16,8	-0,0	-4,2	4,7	-12,2	3,3
	Mar	-24,4	-9,1	-6,7	4,9	-17,7	0,9
	Apr	-20,0	-6,8	-8,1	5,4	-15,7	1,9
	May	-24,4	-9,1	-7,6	3,4	-18,2	-0,1
	Jun	-19,4	-7,1	-10,4	2,1	-16,0	-0,2
	Jul	-23,5	-12,4	-7,3	-1,3	-17,6	-4,5
	Aug	-17,9	-2,6	-10,0	-0,6	-14,9	-1,1
	Sep	-7,8	-1,0	-2,3	2,5	-5,7	1,5
	Oct	-17,5	-7,0	-4,2	-1,8	-12,8	-3,4
	Nov	-13,0	-4,7	-5,3	2,3	-10,1	0,3
	Dec	-16,9	-7,3	16,2	1,0	-3,5	-0,9
	Total	-18,4	-5,7	-5,1	2,0	-13,4	-0,2
2017	Jan	-15,3	0,8	0,5	0,3	-8,9	0,4
	Feb	-14,8	-9,9	-3,0	2,5	-10,1	-1,1
	Mar	-4,1	-1,8	4,7	1,0	-0,3	0,3
	Apr	-4,9	-6,1	-20,6	-15,5	-11,2	-13,0

Table 10 – Seasonally adjusted passenger transportation (income at current prices)

Year and month		Rail		Road		Total	
		Passenger journeys (000)	Income (R million)	Passenger journeys (000)	Income (R million)	Passenger journeys (000)	Income (R million)
2016	Jan	37 201	258	24 282	713	61 482	971
	Feb	35 380	259	24 817	721	60 197	980
	Mar	33 748	254	24 469	723	58 216	977
	Apr	33 716	253	23 838	714	57 554	968
	May	33 748	253	23 143	720	56 891	972
	Jun	33 216	247	23 037	719	56 253	966
	Jul	33 481	253	23 350	700	56 831	953
	Aug	34 152	258	22 738	711	56 890	969
	Sep	34 864	256	24 108	723	58 973	979
	Oct	33 991	253	22 998	700	56 989	953
	Nov	33 575	254	23 504	722	57 079	976
	Dec	32 926	246	26 668	725	59 594	971
2017	Jan	32 784	260	24 052	718	56 836	978
	Feb	31 952	245	24 097	735	56 048	980
	Mar	31 330	244	25 622	734	56 952	979
	Apr	33 727	245	19 395	605	53 122	851

Table 11 – Month-on-month percentage change in seasonally adjusted passenger transportation (income at current prices)

Year and month		Rail		Road		Total	
		Passenger journeys	Income	Passenger journeys	Income	Passenger journeys	Income
2016	Jan	-2,5	-2,3	5,3	-1,0	0,4	-1,3
	Feb	-4,9	0,4	2,2	1,1	-2,1	0,9
	Mar	-4,6	-1,9	-1,4	0,3	-3,3	-0,3
	Apr	-0,1	-0,4	-2,6	-1,2	-1,1	-0,9
	May	0,1	-0,0	-2,9	0,8	-1,2	0,4
	Jun	-1,6	-2,4	-0,5	-0,1	-1,1	-0,6
	Jul	0,8	2,4	1,4	-2,6	1,0	-1,3
	Aug	2,0	2,0	-2,6	1,6	0,1	1,7
	Sep	2,1	-0,8	6,0	1,7	3,7	1,0
	Oct	-2,5	-1,2	-4,6	-3,2	-3,4	-2,7
	Nov	-1,2	0,4	2,2	3,1	0,2	2,4
	Dec	-1,9	-3,1	13,5	0,4	4,4	-0,5
2017	Jan	-0,4	5,7	-9,8	-1,0	-4,6	0,7
	Feb	-2,5	-5,8	0,2	2,4	-1,4	0,2
	Mar	-1,9	-0,4	6,3	-0,1	1,6	-0,1
	Apr	7,7	0,4	-24,3	-17,6	-6,7	-13,1

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 2016 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: • 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: • minibus taxis; • metropolitan buses (including the Bus Rapid Transport system – BRT); and • rental of private cars/buses without drivers. Freight transportation excludes: • 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 April 2017 was 88,5%. The improved collection rate for March 2017 was 91,7%.
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:
[Click to download historical data](#)
- Past publication** 13 Past land transport releases are available on the Stats SA website. To access the releases electronically, use the following link:
[Click to download past releases](#)

Technical notes

- Survey methodology and design** 1 The survey is conducted on a monthly basis. Questionnaires are sent to a sample of 702 enterprises from a population of 4 193 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 2016 from Stats SA's business sampling frame (BSF). Strata were formed using a combination of Standard Industrial Classification and the measure of size classes for enterprises (see paragraph 3 below).

The Neyman optimal allocation formula given below was used to allocate samples to each stratum:

$$n_h = n * (N_h * S_h) / [\sum (N_i * S_i)].$$

Neyman allocation formula not only allocates sample sizes to each stratum but also calculates the relative precision for each stratum as well as the relative precision for all strata. The relative precision for these strata was 0,81%.

- 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	1 046 117	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.
- Seasonal adjustment** **9** Seasonally adjusted estimates are generated each month using the X-12-ARIMA Seasonal Adjustment Program developed by the US Bureau of the Census. Seasonal adjustment is a means of removing the estimated effects of normal seasonal variation from the series so that the effects of other influences on the series can be recognised more clearly. Seasonal adjustment does not aim to remove irregular or non-seasonal influences which may be present in any particular month. Influences that are volatile or unsystematic can still make it difficult to interpret the movement of the series even after adjustment for seasonal variations. Therefore the month-to-month movements of seasonally adjusted estimates may not be reliable indicators of trend behaviour. The X-12-ARIMA procedure for land transportation is described in more detail on the Stats SA website at:
[Click to Download Seasonal adjustment Land transport August 2016](#)
- Trend cycle** **10** The trend is the long-term pattern or movement of a time series. The X-12-ARIMA Seasonal Adjustment Program is used for smoothing seasonally adjusted estimates to estimates of the underlying trend cycle.

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</i> (SIC), Fifth Edition, Report No. 09-90-02 of January 1993.	
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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General information

Stats SA publishes approximately 300 different statistical releases each year. It is not economically viable to produce them in more than one of South Africa's eleven official languages. Since the releases are used extensively, not only locally but also by international economic and social-scientific communities, Stats SA releases are published in English only.

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