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Freight transportation: results for April 2018

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

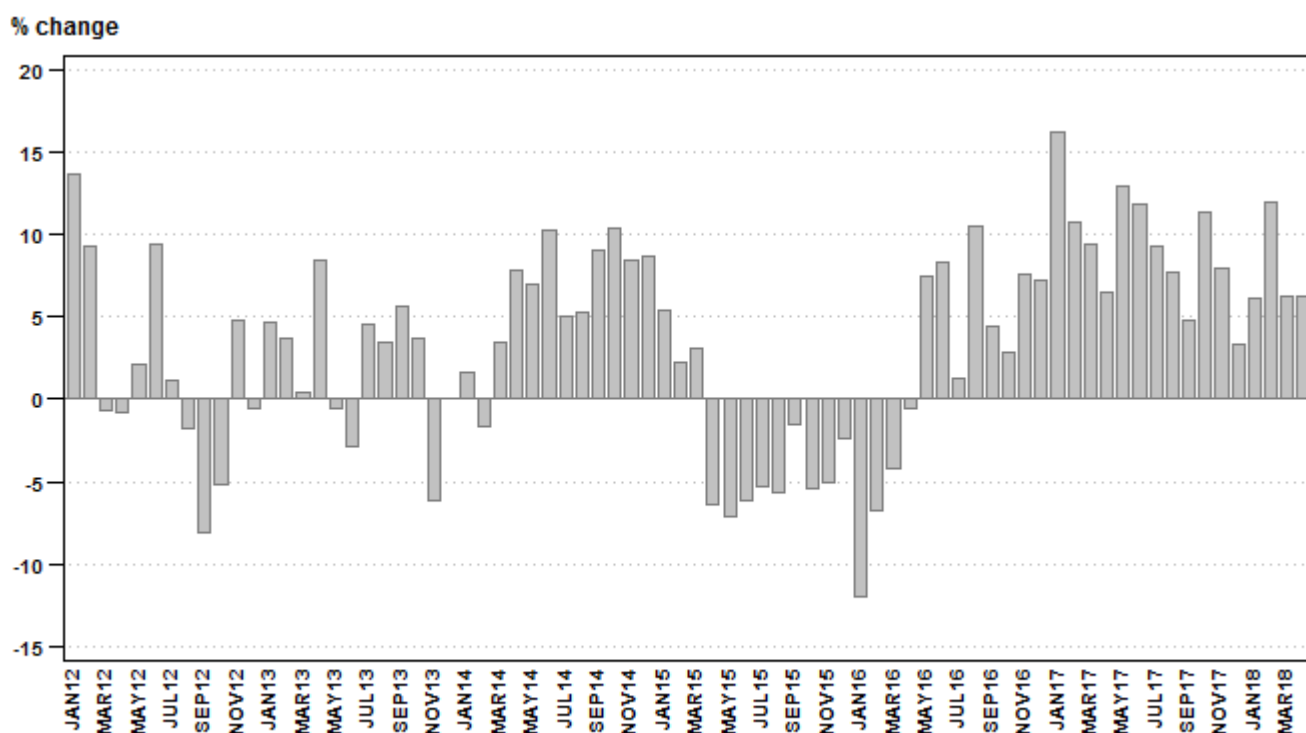
	Nov-17	Dec-17	Jan-18	Feb-18	Mar-18	Apr-18
Freight payload	8,0	3,4	6,1	12,0	6,3	6,2
Freight income	11,9	4,4	9,2	12,1	7,0	7,2

The volume of goods transported (payload) increased by 6,2% in April 2018 compared with April 2017. The corresponding income increased by 7,2% 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 2017 (R million)	Weight	Feb – Apr 2018 (R million)	% change between Feb – Apr 2017 and Feb – Apr 2018	Contribution (% points) to the total % change
Agriculture and forestry primary products	2 689	7,7	2 980	10,8	0,8
Primary mining and quarrying products	12 443	35,5	14 224	14,3	5,1
Manufactured food, beverages and tobacco products	5 120	14,6	5 056	-1,3	-0,2
Textiles, clothing and leather goods	621	1,8	621	0,0	0,0
Chemicals, coke, petroleum, rubber, plastic and other mineral products	2 877	8,2	3 172	10,3	0,8
Basic metals and fabricated metal products	1 353	3,9	1 477	9,2	0,4
Non-metallic products	850	2,4	852	0,2	0,0
Electrical machinery, transport machinery and equipment	546	1,6	529	-3,1	0,0
Motor vehicles, parts and accessories	560	1,6	658	17,5	0,3
Paper and paper products	489	1,4	512	4,7	0,1
Commercial products	597	1,7	625	4,7	0,1
Used household and office products	806	2,3	899	11,5	0,3
Containers	1 598	4,6	1 832	14,6	0,7
Parcels	696	2,0	749	7,6	0,2
Other freight	3 780	10,8	3 901	3,2	0,3
Total income	35 025	100,0	38 084	8,7	8,7

Income from freight transportation increased by 8,7% in the three months ended April 2018 compared with the three months ended April 2017. The main contributor to this increase was primary mining and quarrying products (14,3% and contributing 5,1 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 2017 – Jan 2018 (000 tons)	Weight	Feb – Apr 2018 (000 tons)	% change between Nov 2017 – Jan 2018 and Feb – Apr 2018	Contribution (% points) to the total % change
Rail	56 625	24,3	57 723	1,9	0,5
Road	176 805	75,7	180 616	2,2	1,7
Total	233 428	100,0	238 339	2,1	2,1

Seasonally adjusted payload increased by 2,1% in the three months ended April 2018 compared with the previous three months. Road freight increased by 2,2% (contributing 1,7 percentage points) while rail freight increased by 1,9% (contributing 0,5 of a percentage point) – see Table C.

Passenger transportation: results for April 2018

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

	Nov-17	Dec-17	Jan-18	Feb-18	Mar-18	Apr-18
Passenger journeys	-11,7	-9,7	-7,1	-14,1	-18,9	-3,6
Passenger income	-0,6	-3,1	-0,9	-5,8	-8,3	-6,4

The number of passenger journeys decreased by 3,6% in April 2018 compared with April 2017. The corresponding income decreased by 6,4% over the same period.

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

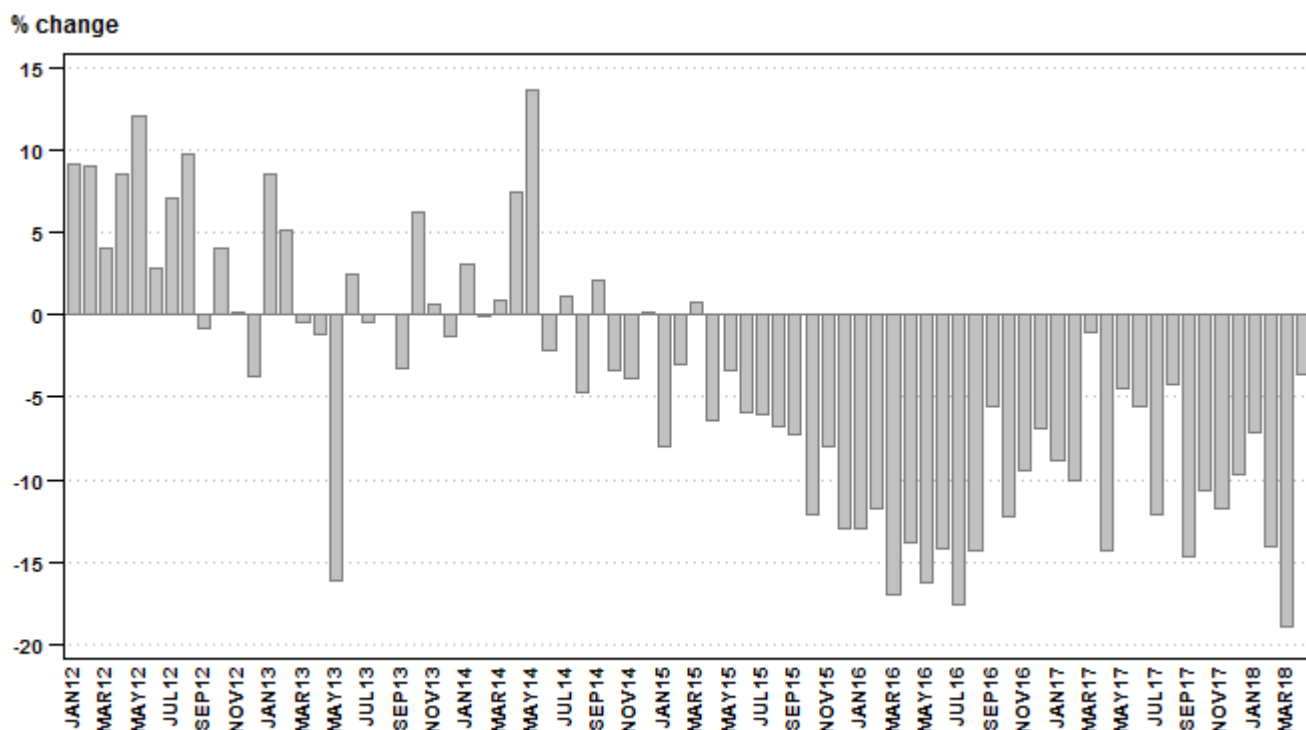


Table E – Seasonally adjusted passenger journeys for the latest three months by type of transport

Passenger journeys	Nov 2017 – Jan 2018 (000)	Weight	Feb – Apr 2018 (000)	% change between Nov 2017 – Jan 2018 and Feb – Apr 2018	Contribution (% points) to the total % change
Rail	72 529	46,1	66 918	-7,7	-3,5
Road	84 775	53,9	77 737	-8,3	-4,5
Total	157 304	100,0	144 655	-8,0	-8,0

Seasonally adjusted passenger journeys decreased by 8,0% in the three months ended April 2018 compared with the previous three months. Road passenger journeys decreased by 8,3% (contributing -4,5 percentage points) while rail passenger journeys decreased by 7,7% (contributing -3,5 percentage points) – see Table E.

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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)
2017	Jan	18 377	3 252	50 504	8 051	68 881	11 303
	Feb	19 715	3 476	49 760	7 975	69 475	11 451
	Mar	18 112	3 173	54 029	8 591	72 141	11 764
	Apr	19 274	3 498	51 834	8 313	71 109	11 810
	May	18 200	3 343	59 538	9 485	77 739	12 828
	Jun	19 636	3 739	61 896	10 018	81 532	13 757
	Jul	17 552	3 326	58 550	9 616	76 102	12 942
	Aug	20 655	3 799	60 125	9 529	80 779	13 328
	Sep	20 107	3 811	59 634	9 576	79 741	13 386
	Oct	19 172	3 606	61 637	9 963	80 809	13 569
	Nov	19 827	3 705	63 419	10 292	83 246	13 996
	Dec	19 216	3 535	52 905	8 696	72 121	12 231
	Total	229 843	42 263	683 831	110 105	913 675	152 365
2018	Jan	17 874	3 390	55 212	8 952	73 087	12 342
	Feb	20 114	3 743	57 682	9 088	77 796	12 831
	Mar	18 444	3 375	58 247	9 216	76 691	12 590
	Apr	18 731	3 650	56 794	9 013	75 525	12 663

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
2017	Jan	10,6	20,0	18,3	19,7	16,2	19,8
	Feb	7,2	11,7	12,2	13,5	10,7	13,0
	Mar	1,1	6,2	12,5	15,1	9,4	12,5
	Apr	6,7	11,8	6,5	7,3	6,5	8,6
	May	5,3	8,5	15,4	16,8	12,9	14,5
	Jun	4,0	13,5	14,7	17,7	11,9	16,5
	Jul	16,7	26,0	7,3	10,1	9,3	13,8
	Aug	3,9	11,1	9,1	8,9	7,7	9,5
	Sep	0,9	13,4	6,2	8,6	4,8	9,9
	Oct	9,8	13,0	11,9	14,6	11,4	14,2
	Nov	-2,5	5,8	11,8	14,3	8,0	11,9
	Dec	-2,0	3,5	5,5	4,7	3,4	4,4
	Total	4,8	11,7	10,8	12,5	9,2	12,3
2018	Jan	-2,7	4,2	9,3	11,2	6,1	9,2
	Feb	2,0	7,7	15,9	14,0	12,0	12,1
	Mar	1,8	6,4	7,8	7,3	6,3	7,0
	Apr	-2,8	4,3	9,6	8,4	6,2	7,2

Table 3 – Seasonally adjusted freight transportation (income at current prices)

Year and month		Rail		Road		Total	
		Payload (000 tons)	Income (R million)	Payload (000 tons)	Income (R million)	Payload (000 tons)	Income (R million)
2017	Jan	19 191	3 348	55 528	8 960	74 719	12 307
	Feb	19 316	3 427	53 075	8 554	72 392	11 981
	Mar	18 763	3 459	52 942	8 539	71 705	11 998
	Apr	19 482	3 485	56 041	9 043	75 523	12 528
	May	19 971	3 531	58 458	9 250	78 429	12 781
	Jun	19 298	3 583	59 496	9 610	78 794	13 193
	Jul	17 759	3 361	58 020	9 417	75 778	12 778
	Aug	20 067	3 599	57 326	9 177	77 392	12 776
	Sep	18 996	3 627	57 300	9 259	76 296	12 886
	Oct	19 138	3 620	58 400	9 473	77 538	13 093
	Nov	18 781	3 599	59 089	9 471	77 869	13 070
	Dec	19 069	3 631	57 592	9 316	76 660	12 947
2018	Jan	18 775	3 539	60 124	9 792	78 899	13 331
	Feb	19 640	3 688	61 565	9 771	81 205	13 459
	Mar	19 137	3 542	60 038	9 636	79 175	13 178
	Apr	18 946	3 721	59 013	9 368	77 959	13 088

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
2017	Jan	-1,6	-3,9	2,7	2,2	1,6	0,5
	Feb	0,7	2,4	-4,4	-4,5	-3,1	-2,6
	Mar	-2,9	0,9	-0,3	-0,2	-0,9	0,1
	Apr	3,8	0,8	5,9	5,9	5,3	4,4
	May	2,5	1,3	4,3	2,3	3,8	2,0
	Jun	-3,4	1,5	1,8	3,9	0,5	3,2
	Jul	-8,0	-6,2	-2,5	-2,0	-3,8	-3,1
	Aug	13,0	7,1	-1,2	-2,5	2,1	0,0
	Sep	-5,3	0,8	0,0	0,9	-1,4	0,9
	Oct	0,7	-0,2	1,9	2,3	1,6	1,6
	Nov	-1,9	-0,6	1,2	0,0	0,4	-0,2
	Dec	1,5	0,9	-2,5	-1,6	-1,6	-0,9
2018	Jan	-1,5	-2,5	4,4	5,1	2,9	3,0
	Feb	4,6	4,2	2,4	-0,2	2,9	1,0
	Mar	-2,6	-4,0	-2,5	-1,4	-2,5	-2,1
	Apr	-1,0	5,1	-1,7	-2,8	-1,5	-0,7

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

Type of commodity	Nov-17	Dec-17	Jan-18	Feb-18	Mar-18	Apr-18 1/
Agriculture and forestry primary products	1 080	899	932	1 046	961	973
Primary mining and quarrying products	4 926	4 301	4 353	4 858	4 557	4 809
Manufactured food, beverages and tobacco products	2 133	1 795	1 768	1 714	1 771	1 571
Textiles, clothing and leather products	216	203	168	182	201	238
Chemicals, coke, petroleum, rubber, plastic and other mineral products	1 239	984	977	1 012	1 075	1 085
Basic metals and fabricated metal products	551	450	477	477	489	511
Non-metallic products	298	256	236	267	285	300
Electrical machinery, transport machinery and equipment	209	158	144	168	193	168
Motor vehicles, parts and accessories	263	209	184	216	221	221
Paper and paper products	214	168	170	175	170	167
Commercial products	260	204	177	200	212	213
Used household and office products	273	298	278	304	312	283
Containers	605	537	630	612	612	608
Parcels	264	253	224	249	243	257
Other freight	1 462	1 515	1 624	1 353	1 287	1 261
Total	13 996	12 231	12 342	12 831	12 590	12 663

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-17	Dec-17	Jan-18	Feb-18	Mar-18	Apr-18
Agriculture and forestry primary products	19,1	5,8	7,4	19,1	4,1	9,6
Primary mining and quarrying products	10,1	6,7	7,7	18,0	11,9	13,0
Manufactured food, beverages and tobacco products	26,1	-9,8	11,8	10,4	-3,7	-9,1
Textiles, clothing and leather products	-1,4	-16,1	-4,5	-5,7	-6,9	12,3
Chemicals, coke, petroleum, rubber, plastic and other mineral products	21,7	3,4	1,1	11,1	17,6	3,1
Basic metals and fabricated metal products	22,2	2,7	7,4	9,9	9,6	8,0
Non-metallic products	2,1	-3,8	-7,1	-2,9	-1,0	4,5
Electrical machinery, transport machinery and equipment	3,5	1,3	-6,5	-10,6	0,5	1,2
Motor vehicles, parts and accessories	39,2	25,9	10,2	16,1	12,2	24,9
Paper and paper products	4,4	5,7	8,3	9,4	0,6	4,4
Commercial products	7,0	6,8	4,7	6,4	0,5	7,6
Used household and office products	-19,0	-14,9	-10,9	-0,7	22,4	15,5
Containers	2,2	2,7	11,9	13,8	15,5	14,7
Parcels	15,8	31,1	19,8	8,3	2,1	12,7
Other freight	0,5	25,1	28,7	4,5	0,9	4,2
Total	11,9	4,4	9,2	12,1	7,0	7,2

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-17	Dec-17	Jan-18	Feb-18	Mar-18	Apr-18
Agriculture and forestry primary products	1,4	0,4	0,6	1,5	0,3	0,7
Primary mining and quarrying products	3,6	2,3	2,7	6,5	4,1	4,7
Manufactured food, beverages and tobacco products	3,5	-1,7	1,7	1,4	-0,6	-1,3
Textiles, clothing and leather products	0,0	-0,3	-0,1	-0,1	-0,1	0,2
Chemicals, coke, petroleum, rubber, plastic and other mineral products	1,8	0,3	0,1	0,9	1,4	0,3
Basic metals and fabricated metal products	0,8	0,1	0,3	0,4	0,4	0,3
Non-metallic products	0,0	-0,1	-0,2	-0,1	0,0	0,1
Electrical machinery, transport machinery and equipment	0,1	0,0	-0,1	-0,2	0,0	0,0
Motor vehicles, parts and accessories	0,6	0,4	0,2	0,3	0,2	0,4
Paper and paper products	0,1	0,1	0,1	0,1	0,0	0,1
Commercial products	0,1	0,1	0,1	0,1	0,0	0,1
Used household and office products	-0,5	-0,4	-0,3	0,0	0,5	0,3
Containers	0,1	0,1	0,6	0,6	0,7	0,7
Parcels	0,3	0,5	0,3	0,2	0,0	0,2
Other freight	0,1	2,6	3,2	0,5	0,1	0,4
Total	11,9	4,4	9,2	12,1	7,0	7,2

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)
2017	Jan	26 679	247	23 292	770	49 971	1 017
	Feb	32 111	247	25 655	771	57 766	1 018
	Mar	33 902	258	29 988	887	63 890	1 145
	Apr	26 661	223	22 376	715	49 037	938
	May	28 781	226	26 946	786	55 727	1 012
	Jun	27 928	205	26 871	796	54 799	1 001
	Jul	24 043	226	24 666	800	48 709	1 026
	Aug	26 269	221	29 639	799	55 908	1 020
	Sep	26 448	244	29 109	790	55 557	1 034
	Oct	25 052	238	28 595	813	53 647	1 051
	Nov	24 424	228	28 479	802	52 903	1 030
	Dec	16 620	164	24 826	804	41 446	968
	Total	318 918	2 727	320 442	9 533	639 360	12 260
2018	Jan	20 125	213	26 297	795	46 422	1 008
	Feb	21 165	207	28 480	752	49 645	959
	Mar	21 989	214	29 805	836	51 794	1 050
	Apr	26 004	228	21 259	650	47 263	878

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
2017	Jan	-12,6	3,8	-4,1	2,9	-8,8	3,1
	Feb	-12,1	-7,1	-7,3	1,8	-10,0	-0,5
	Mar	-1,0	1,6	-1,0	2,1	-1,0	2,0
	Apr	-19,1	-6,3	-7,8	-3,8	-14,3	-4,4
	May	-11,1	-3,0	3,9	2,1	-4,4	0,9
	Jun	-14,7	-5,1	6,2	0,8	-5,6	-0,5
	Jul	-24,4	-8,5	4,5	4,2	-12,1	1,1
	Aug	-21,7	-12,0	19,3	3,9	-4,2	0,0
	Sep	-30,4	-11,3	7,2	-5,5	-14,7	-6,9
	Oct	-30,0	-11,5	17,7	5,4	-10,7	1,1
	Nov	-29,6	-10,2	12,9	2,6	-11,7	-0,6
	Dec	-29,6	-17,2	11,3	0,4	-9,7	-3,1
	Total	-19,6	-7,2	5,0	1,4	-8,9	-0,7
2018	Jan	-24,6	-13,8	12,9	3,2	-7,1	-0,9
	Feb	-34,1	-16,2	11,0	-2,5	-14,1	-5,8
	Mar	-35,1	-17,1	-0,6	-5,7	-18,9	-8,3
	Apr	-2,5	2,2	-5,0	-9,1	-3,6	-6,4

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)
2017	Jan	31 418	247	25 064	788	56 482	1 035
	Feb	30 923	239	25 074	798	55 997	1 037
	Mar	29 891	241	26 211	810	56 102	1 051
	Apr	28 904	233	24 728	777	53 631	1 010
	May	28 476	234	26 633	801	55 109	1 035
	Jun	26 665	226	26 288	793	52 953	1 019
	Jul	25 807	226	26 182	799	51 989	1 025
	Aug	24 172	219	27 898	803	52 070	1 023
	Sep	23 620	223	27 855	761	51 475	984
	Oct	22 199	213	27 786	807	49 985	1 020
	Nov	21 928	216	27 880	804	49 807	1 020
	Dec	25 618	212	28 684	791	54 302	1 003
2018	Jan	24 983	213	28 211	812	53 195	1 025
	Feb	20 169	200	27 874	777	48 043	977
	Mar	20 358	202	26 630	757	46 988	959
	Apr	26 391	229	23 233	720	49 624	950

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
2017	Jan	-1,3	2,5	-4,5	-0,1	-2,7	0,4
	Feb	-1,6	-3,2	0,0	1,3	-0,9	0,2
	Mar	-3,3	0,8	4,5	1,5	0,2	1,4
	Apr	-3,3	-3,3	-5,7	-4,1	-4,4	-3,9
	May	-1,5	0,4	7,7	3,1	2,8	2,5
	Jun	-6,4	-3,4	-1,3	-1,0	-3,9	-1,5
	Jul	-3,2	0,0	-0,4	0,8	-1,8	0,6
	Aug	-6,3	-3,1	6,6	0,5	0,2	-0,2
	Sep	-2,3	1,8	-0,2	-5,2	-1,1	-3,8
	Oct	-6,0	-4,5	-0,2	6,0	-2,9	3,7
	Nov	-1,2	1,4	0,3	-0,4	-0,4	0,0
	Dec	16,8	-1,9	2,9	-1,6	9,0	-1,7
2018	Jan	-2,5	0,5	-1,6	2,7	-2,0	2,2
	Feb	-19,3	-6,1	-1,2	-4,3	-9,7	-4,7
	Mar	0,9	1,0	-4,5	-2,6	-2,2	-1,8
	Apr	29,6	13,4	-12,8	-4,9	5,6	-0,9

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 2017 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 2018 was 85,6%. The improved collection rate for March 2018 was 88,7%.
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 publications** 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 4 245 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 2017 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 0,8%.

- 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	1 054 150	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 2017
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 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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