

STATISTICAL RELEASE

P7162

Land transport (Preliminary)

August 2018

Embargoed until:
22 October 2018
11:30

ENQUIRIES:
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FORTHCOMING ISSUE:
September 2018

EXPECTED RELEASE DATE:
19 November 2018

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Freight transportation: results for August 2018

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

	Mar-18	Apr-18	May-18	Jun-18	Jul-18	Aug-18
Freight payload	7,4	6,6	1,1	-5,1	8,0	8,8
Freight income	8,9	8,8	4,3	-2,6	6,1	8,9

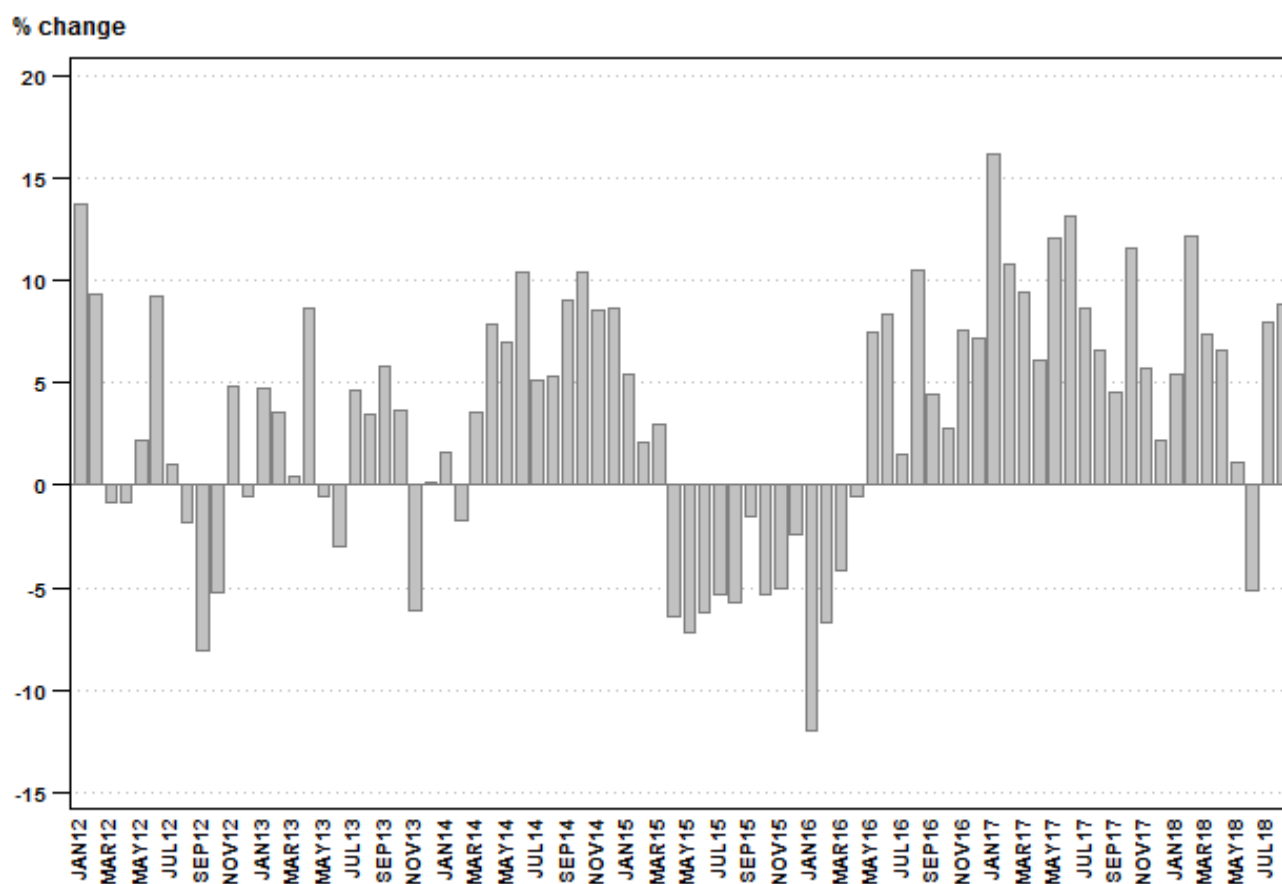
The volume of goods transported (payload) increased by 8,8% in August 2018 compared with August 2017. The corresponding income increased by 8,9% over the same period.

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

Type of commodity	Jun – Aug 2017 (R million)	Weight	Jun – Aug 2018 (R million)	% change between Jun – Aug 2017 and Jun – Aug 2018	Contribution (% points) to the total % change
Agriculture and forestry primary products	3 507	8,8	3 434	-2,1	-0,2
Primary mining and quarrying products	13 719	34,4	14 678	7,0	2,4
Manufactured food, beverages and tobacco products	6 067	15,2	5 409	-10,8	-1,6
Textiles, clothing and leather goods	702	1,8	733	4,4	0,1
Chemicals, coke, petroleum, rubber, plastic and other mineral products	3 431	8,6	3 583	4,4	0,4
Basic metals and fabricated metal products	1 434	3,6	1 558	8,6	0,3
Non-metallic products	920	2,3	958	4,1	0,1
Electrical machinery, transport machinery and equipment	539	1,3	541	0,4	0,0
Motor vehicles, parts and accessories	757	1,9	949	25,4	0,5
Paper and paper products	338	0,8	357	5,6	0,0
Commercial products	740	1,9	776	4,9	0,1
Used household and office products	746	1,9	816	9,4	0,2
Containers	1 789	4,5	2 110	17,9	0,8
Parcels	633	1,6	654	3,3	0,1
Other freight	4 611	11,5	4 999	8,4	1,0
Total income	39 935	100,0	41 553	4,1	4,1

Income from freight transportation increased by 4,1% in the three months ended August 2018 compared with the three months ended August 2017. The main positive contributors to this increase were:

- primary mining and quarrying products (7,0% and contributing 2,4 percentage points); and
- 'other' freight (8,4% and contributing 1,0 percentage point) – 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	Mar – May 2018 (000 tons)	Weight	Jun – Aug 2018 (000 tons)	% change between Mar – May 2018 and Jun – Aug 2018	Contribution (% points) to the total % change
Rail	56 341	23,8	53 614	-4,8	-1,1
Road	180 261	76,2	187 036	3,8	2,9
Total	236 603	100,0	240 650	1,7	1,7

Seasonally adjusted payload increased by 1,7% in the three months ended August 2018 compared with the previous three months. Road freight increased by 3,8% (contributing 2,9 percentage points) while rail freight decreased by 4,8% (contributing -1,1 percentage points) – see Table C.

Passenger transportation: results for August 2018

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

	Mar-18	Apr-18	May-18	Jun-18	Jul-18	Aug-18
Passenger journeys	-18,5	-5,0	-25,1	-13,6	6,2	-14,1
Passenger income	-6,2	-7,0	-18,1	-0,6	0,9	-1,9

The number of passenger journeys decreased by 14,1% in August 2018 compared with August 2017. The corresponding income decreased by 1,9% over the same period.

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

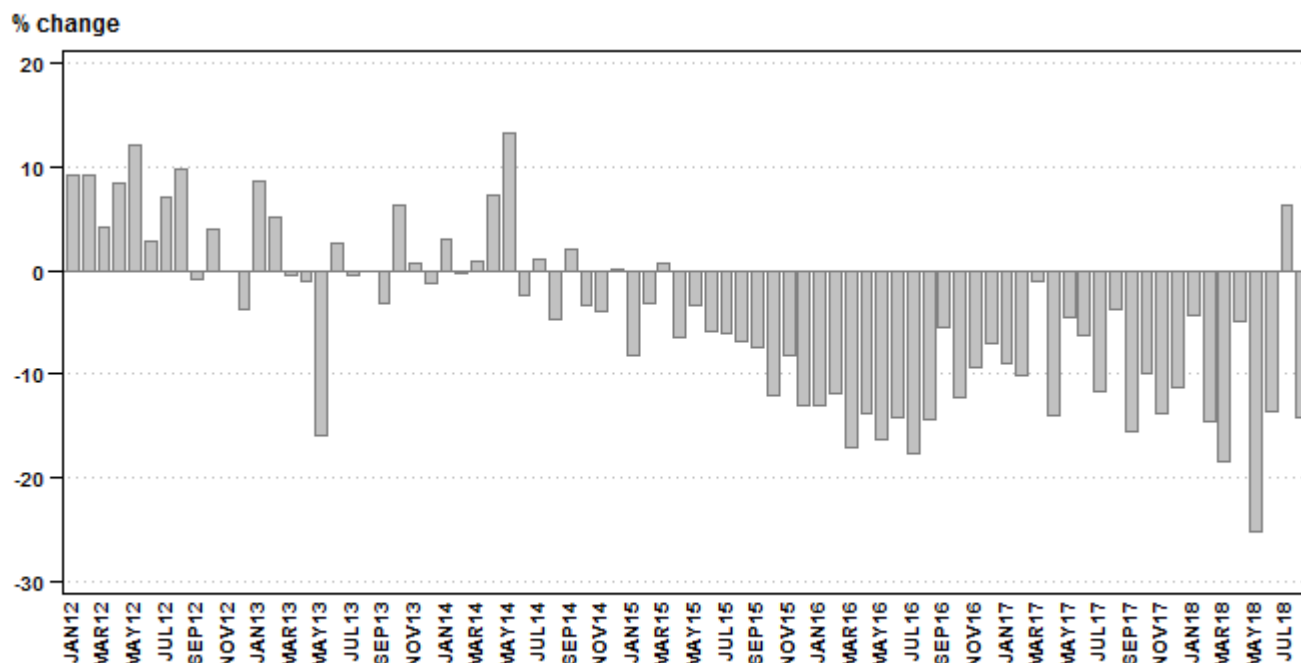


Table E – Seasonally adjusted passenger journeys for the latest three months by type of transport

Passenger journeys	Mar – May 2018 (000)	Weight	Jun – Aug 2018 (000)	% change between Mar – May 2018 and Jun – Aug 2018	Contribution (% points) to the total % change
Rail	65 669	49,2	65 110	-0,9	-0,4
Road	67 770	50,8	77 979	15,1	7,7
Total	133 438	100,0	143 089	7,2	7,2

Seasonally adjusted passenger journeys increased by 7,2% in the three months ended August 2018 compared with the previous three months. Road passenger journeys increased by 15,1% (contributing 7,7 percentage points) while rail passenger journeys decreased by 0,9% (contributing -0,4 of a percentage point) – 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	18 075	3 212	51 107	8 100	69 182	11 312
	Feb	19 391	3 434	50 355	8 023	69 746	11 457
	Mar	17 813	3 134	54 673	8 643	72 486	11 777
	Apr	18 958	3 456	52 161	8 370	71 119	11 826
	May	17 903	3 303	59 702	9 523	77 605	12 826
	Jun	19 309	3 694	63 473	10 092	82 782	13 786
	Jul	17 262	3 288	58 811	9 594	76 073	12 882
	Aug	20 315	3 755	59 988	9 512	80 303	13 267
	Sep	19 777	3 767	60 100	9 652	79 877	13 419
	Oct	18 855	3 563	62 570	10 049	81 425	13 612
	Nov	19 500	3 661	62 306	10 064	81 806	13 725
	Dec	18 900	3 494	52 648	8 643	71 548	12 137
	Total	226 058	41 761	687 894	110 265	913 952	152 026
2018	Jan	17 582	3 351	55 361	8 915	72 943	12 266
	Feb	19 786	3 700	58 455	9 195	78 241	12 895
	Mar	18 144	3 336	59 675	9 486	77 819	12 822
	Apr	18 460	3 612	57 341	9 256	75 800	12 868
	May	18 060	3 558	60 385	9 815	78 445	13 373
	Jun	18 218	3 593	60 374	9 835	78 592	13 428
	Jul	15 709	3 104	66 450	10 570	82 159	13 674
	Aug	19 344	3 707	67 990	10 743	87 333	14 451

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

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)
2017	Jan	18 838	3 305	56 004	9 014	74 841	12 319
	Feb	18 872	3 366	53 950	8 609	72 822	11 975
	Mar	18 356	3 374	53 491	8 580	71 848	11 954
	Apr	19 018	3 413	56 527	9 084	75 545	12 497
	May	19 160	3 487	59 049	9 329	78 209	12 815
	Jun	19 088	3 537	61 320	9 723	80 408	13 260
	Jul	18 584	3 521	58 121	9 350	76 704	12 871
	Aug	19 400	3 524	56 864	9 081	76 264	12 606
	Sep	18 633	3 567	57 566	9 303	76 199	12 870
	Oct	19 056	3 583	58 777	9 500	77 833	13 082
	Nov	18 406	3 528	58 405	9 421	76 811	12 949
	Dec	18 655	3 559	57 192	9 236	75 847	12 795
2018	Jan	18 438	3 488	60 390	9 796	78 828	13 284
	Feb	19 158	3 620	62 724	9 891	81 882	13 511
	Mar	18 721	3 489	61 232	9 880	79 953	13 369
	Apr	18 504	3 634	59 717	9 591	78 222	13 225
	May	19 116	3 685	59 312	9 598	78 428	13 282
	Jun	18 041	3 474	59 637	9 616	77 678	13 090
	Jul	17 279	3 302	63 457	10 038	80 736	13 340
	Aug	18 294	3 527	63 942	10 163	82 236	13 690

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

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

Type of commodity	Mar-18	Apr-18	May-18	Jun-18	Jul-18	Aug-18 1/
Agriculture and forestry primary products	998	1 045	1 144	1 107	1 159	1 168
Primary mining and quarrying products	4 504	4 737	4 740	4 702	4 603	5 373
Manufactured food, beverages and tobacco products	1 760	1 587	1 678	1 804	1 833	1 772
Textiles, clothing and leather products	208	235	241	244	233	256
Chemicals, coke, petroleum, rubber, plastic and other mineral products	1 063	1 054	1 087	1 056	1 235	1 292
Basic metals and fabricated metal products	507	520	530	509	522	527
Non-metallic products	296	316	311	316	319	323
Electrical machinery, transport machinery and equipment	196	171	214	185	172	184
Motor vehicles, parts and accessories	253	269	302	291	357	301
Paper and paper products	105	99	112	116	118	123
Commercial products	239	239	257	248	265	263
Used household and office products	286	251	242	294	274	248
Containers	630	625	680	679	687	744
Parcels	202	199	204	229	208	217
Other freight	1 574	1 521	1 630	1 649	1 690	1 660
Total	12 822	12 868	13 373	13 428	13 674	14 451

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	Mar-18	Apr-18	May-18	Jun-18	Jul-18	Aug-18
Agriculture and forestry primary products	1,8	15,6	7,3	-16,1	4,3	8,4
Primary mining and quarrying products	13,1	13,8	8,5	-2,1	7,4	16,0
Manufactured food, beverages and tobacco products	-2,1	-7,2	-11,3	-10,4	-10,8	-11,3
Textiles, clothing and leather products	-2,3	7,3	-9,7	3,8	5,0	4,5
Chemicals, coke, petroleum, rubber, plastic and other mineral products	17,7	1,5	2,6	-12,0	13,0	13,5
Basic metals and fabricated metal products	14,7	11,1	9,3	-0,4	14,5	12,8
Non-metallic products	-11,6	-1,6	-5,5	1,6	4,6	6,3
Electrical machinery, transport machinery and equipment	3,2	2,4	5,9	1,1	-3,4	3,4
Motor vehicles, parts and accessories	9,5	30,6	24,8	18,8	34,2	22,4
Paper and paper products	-2,8	-3,9	-2,6	2,7	7,3	7,0
Commercial products	0,4	6,7	3,2	1,2	9,5	4,0
Used household and office products	20,2	9,1	0,0	13,1	5,8	9,3
Containers	16,5	15,7	14,3	13,9	18,4	21,4
Parcels	4,7	7,0	1,0	6,5	0,5	2,8
Other freight	13,2	13,3	7,9	7,6	11,8	6,0
Total	8,9	8,8	4,3	-2,6	6,1	8,9

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

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	22 616	761	49 295	1 008
	Feb	32 111	247	24 910	762	57 021	1 009
	Mar	33 902	258	29 117	877	63 019	1 135
	Apr	26 661	223	21 983	722	48 644	945
	May	28 781	226	26 178	777	54 959	1 003
	Jun	27 928	205	25 819	771	53 747	976
	Jul	24 043	226	24 246	811	48 289	1 037
	Aug	26 269	215	29 194	811	55 463	1 026
	Sep	24 546	226	29 782	839	54 328	1 065
	Oct	25 594	226	27 844	816	53 438	1 042
	Nov	23 149	208	27 873	810	51 022	1 018
	Dec	15 697	134	24 425	819	40 122	953
	Total	315 360	2 641	313 987	9 576	629 347	12 217
2018	Jan	19 140	211	28 029	857	47 169	1 068
	Feb	21 165	207	27 577	754	48 742	961
	Mar	21 989	214	29 385	851	51 374	1 065
	Apr	26 004	228	20 197	651	46 201	879
	May	21 222	209	19 941	612	41 163	821
	Jun	21 648	202	24 780	768	46 428	970
	Jul	24 554	209	26 751	837	51 305	1 046
	Aug	20 460	179	27 190	827	47 650	1 006

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	3,0	-8,9	3,2
	Feb	-12,1	-7,1	-7,3	1,9	-10,1	-0,5
	Mar	-1,0	1,6	-1,0	2,0	-1,0	1,9
	Apr	-19,1	-6,3	-6,7	-1,6	-13,9	-2,8
	May	-11,1	-3,0	3,9	2,1	-4,5	0,9
	Jun	-14,7	-5,1	5,1	-1,3	-6,2	-2,1
	Jul	-24,4	-8,5	5,8	6,9	-11,7	3,1
	Aug	-21,7	-14,3	21,1	6,7	-3,8	1,5
	Sep	-35,4	-17,8	13,0	1,5	-15,6	-3,4
	Oct	-28,5	-16,0	18,0	7,1	-10,0	1,1
	Nov	-33,3	-18,1	13,8	4,7	-13,8	-1,0
	Dec	-33,5	-32,3	12,7	3,4	-11,3	-3,7
	Total	-20,5	-10,1	6,0	3,0	-9,2	-0,2
2018	Jan	-28,3	-14,6	23,9	12,6	-4,3	6,0
	Feb	-34,1	-16,2	10,7	-1,0	-14,5	-4,8
	Mar	-35,1	-17,1	0,9	-3,0	-18,5	-6,2
	Apr	-2,5	2,2	-8,1	-9,8	-5,0	-7,0
	May	-26,3	-7,5	-23,8	-21,2	-25,1	-18,1
	Jun	-22,5	-1,5	-4,0	-0,4	-13,6	-0,6
	Jul	2,1	-7,5	10,3	3,2	6,2	0,9
	Aug	-22,1	-16,7	-6,9	2,0	-14,1	-1,9

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	31 080	247	24 300	786	55 380	1 033
	Feb	30 809	240	24 423	794	55 233	1 033
	Mar	29 680	241	25 479	803	55 159	1 044
	Apr	28 768	230	24 348	785	53 115	1 016
	May	28 860	230	25 681	799	54 541	1 029
	Jun	26 597	219	25 410	784	52 007	1 003
	Jul	25 519	222	25 479	792	50 998	1 014
	Aug	24 276	215	27 812	807	52 089	1 022
	Sep	22 449	210	28 331	801	50 779	1 010
	Oct	22 140	203	27 094	811	49 234	1 014
	Nov	21 093	201	27 347	810	48 440	1 011
	Dec	24 715	188	28 241	802	52 956	990
2018	Jan	24 095	209	29 718	884	53 813	1 093
	Feb	19 995	201	27 078	784	47 073	985
	Mar	20 031	201	26 286	775	46 316	976
	Apr	26 006	227	22 204	720	48 210	947
	May	19 632	211	19 280	634	38 912	845
	Jun	21 744	223	24 956	786	46 700	1 009
	Jul	24 914	200	27 295	816	52 209	1 016
	Aug	18 452	176	25 728	818	44 180	994

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	-2,5	0,4	-5,0	1,2	-3,6	1,0
	Feb	-0,9	-2,8	0,5	1,0	-0,3	0,0
	Mar	-3,7	0,4	4,3	1,1	-0,1	1,1
	Apr	-3,1	-4,6	-4,4	-2,2	-3,7	-2,7
	May	0,3	0,0	5,5	1,8	2,7	1,3
	Jun	-7,8	-4,8	-1,1	-1,9	-4,6	-2,5
	Jul	-4,1	1,4	0,3	1,0	-1,9	1,1
	Aug	-4,9	-3,2	9,2	1,9	2,1	0,8
	Sep	-7,5	-2,3	1,9	-0,7	-2,5	-1,2
	Oct	-1,4	-3,3	-4,4	1,2	-3,0	0,4
	Nov	-4,7	-1,0	0,9	-0,1	-1,6	-0,3
	Dec	17,2	-6,5	3,3	-1,0	9,3	-2,1
2018	Jan	-2,5	11,2	5,2	10,2	1,6	10,4
	Feb	-17,0	-3,8	-8,9	-11,3	-12,5	-9,9
	Mar	0,2	0,0	-2,9	-1,1	-1,6	-0,9
	Apr	29,8	12,9	-15,5	-7,1	4,1	-3,0
	May	-24,5	-7,0	-13,2	-11,9	-19,3	-10,8
	Jun	10,8	5,7	29,4	24,0	20,0	19,4
	Jul	14,6	-10,3	9,4	3,8	11,8	0,7
	Aug	-25,9	-12,0	-5,7	0,2	-15,4	-2,2

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 2018 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 August 2018 was 84,4%. The improved collection rate for July 2018 was 87,1%.
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 704 enterprises from a population of 4 523 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 May 2018 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	1 081 402	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 *System of National Accounts* (SNA) in the same way as in the *Standard Industrial Classification of all Economic Activities* (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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