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Keshnee Naidoo
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Freight transportation: results for December 2018

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

	Jul-18	Aug-18	Sep-18	Oct-18	Nov-18	Dec-18
Freight payload	8,0	7,9	6,2	7,0	13,3	9,2
Freight income	6,1	8,7	7,5	8,3	13,3	9,4

The volume of goods transported (payload) increased by 6,5% in 2018 compared with 2017. The corresponding income increased by 7,7% over the same period – see Table 2.

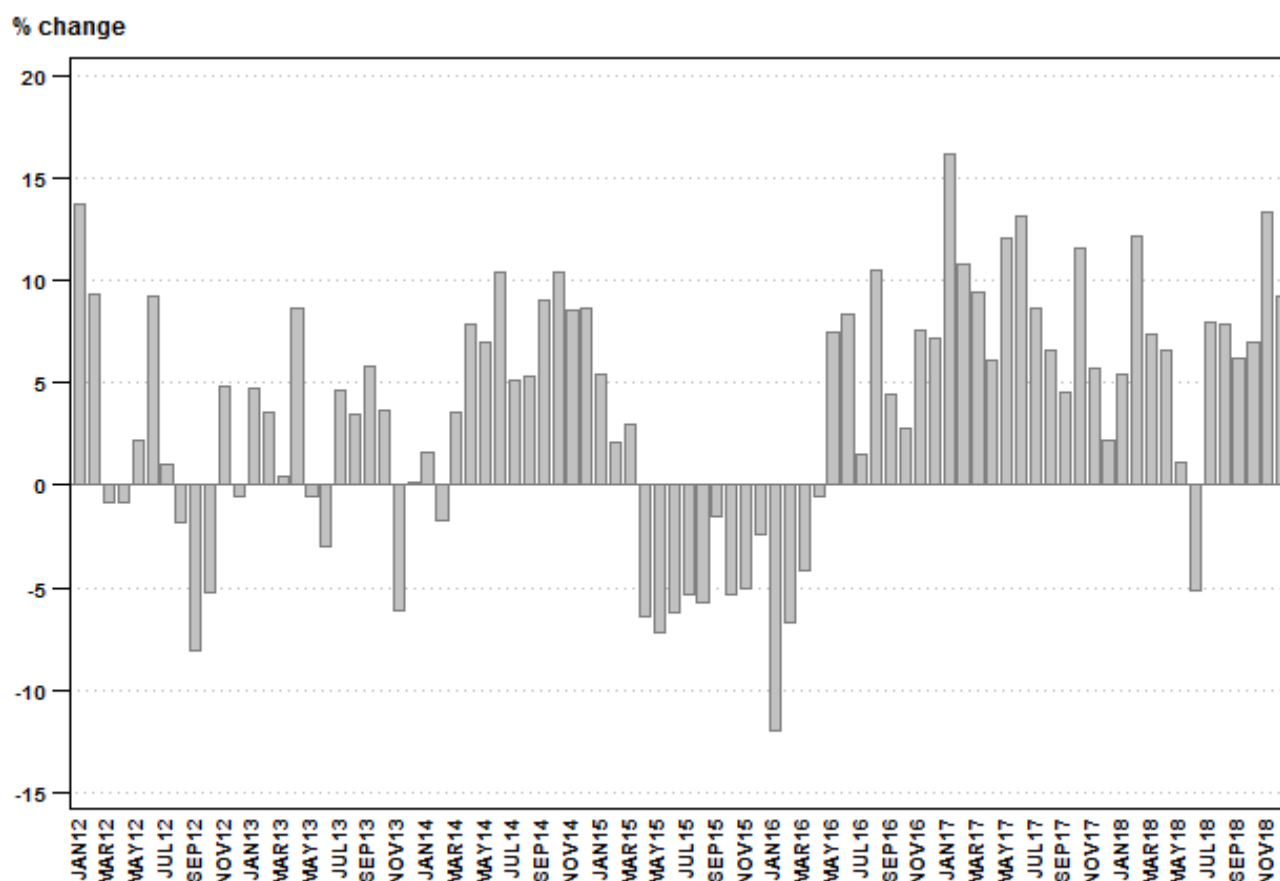
In December 2018 the volume of goods transported (payload) increased by 9,2% year-on-year. The corresponding income increased by 9,4% over the same period.

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

Type of commodity	Oct – Dec 2017 (R million)	Weight	Oct – Dec 2018 (R million)	% change between Oct – Dec 2017 and Oct – Dec 2018	Contribution (% points) to the total % change
Agriculture and forestry primary products	3 036	7,7	3 531	16,3	1,3
Primary mining and quarrying products	13 569	34,4	15 888	17,1	5,9
Manufactured food, beverages and tobacco products	6 020	15,3	5 703	-5,3	-0,8
Textiles, clothing and leather goods	660	1,7	656	-0,6	0,0
Chemicals, coke, petroleum, rubber, plastic and other mineral products	3 257	8,3	3 529	8,4	0,7
Basic metals and fabricated metal products	1 537	3,9	1 680	9,3	0,4
Non-metallic products	930	2,4	962	3,4	0,1
Electrical machinery, transport machinery and equipment	555	1,4	550	-0,9	0,0
Motor vehicles, parts and accessories	817	2,1	1 048	28,3	0,6
Paper and paper products	367	0,9	344	-6,3	-0,1
Commercial products	847	2,1	828	-2,2	0,0
Used household and office products	782	2,0	1 105	41,3	0,8
Containers	1 731	4,4	2 058	18,9	0,8
Parcels	625	1,6	659	5,4	0,1
Other freight	4 742	12,0	5 045	6,4	0,8
Total income	39 474	100,0	43 584	10,4	10,4

Income from freight transportation increased by 10,4% in the fourth quarter of 2018 compared with the fourth quarter of 2017. The main contributors to this increase were:

- primary mining and quarrying products (17,1% and contributing 5,9 percentage points); and
- agriculture and forestry primary products (16,3% and contributing 1,3 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	Jul – Sep 2018 (000 tons)	Weight	Oct – Dec 2018 (000 tons)	% change between Jul – Sep 2018 and Oct – Dec 2018	Contribution (% points) to the total % change
Rail	53 983	22,0	51 438	-4,7	-1,0
Road	191 667	78,0	201 855	5,3	4,1
Total	245 650	100,0	253 292	3,1	3,1

Seasonally adjusted payload increased by 3,1% in the fourth quarter of 2018 compared with the previous quarter. Road freight increased by 5,3% (contributing 4,1 percentage points) while rail freight decreased by 4,7% (contributing -1,0 percentage point) – see Table C.

Passenger transportation: results for December 2018

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

	Jul-18	Aug-18	Sep-18	Oct-18	Nov-18	Dec-18
Passenger journeys	6,2	-9,6	-10,4	-12,5	-5,0	-8,6
Passenger income	0,9	-1,6	-5,2	2,9	3,0	6,1

The number of passenger journeys decreased by 10,5% in 2018 compared with 2017. The corresponding income decreased by 2,1% over the same period – see Table 9. In December 2018 the number of passenger journeys decreased by 8,6% year-on-year. The corresponding income increased by 6,1% over the same period.

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

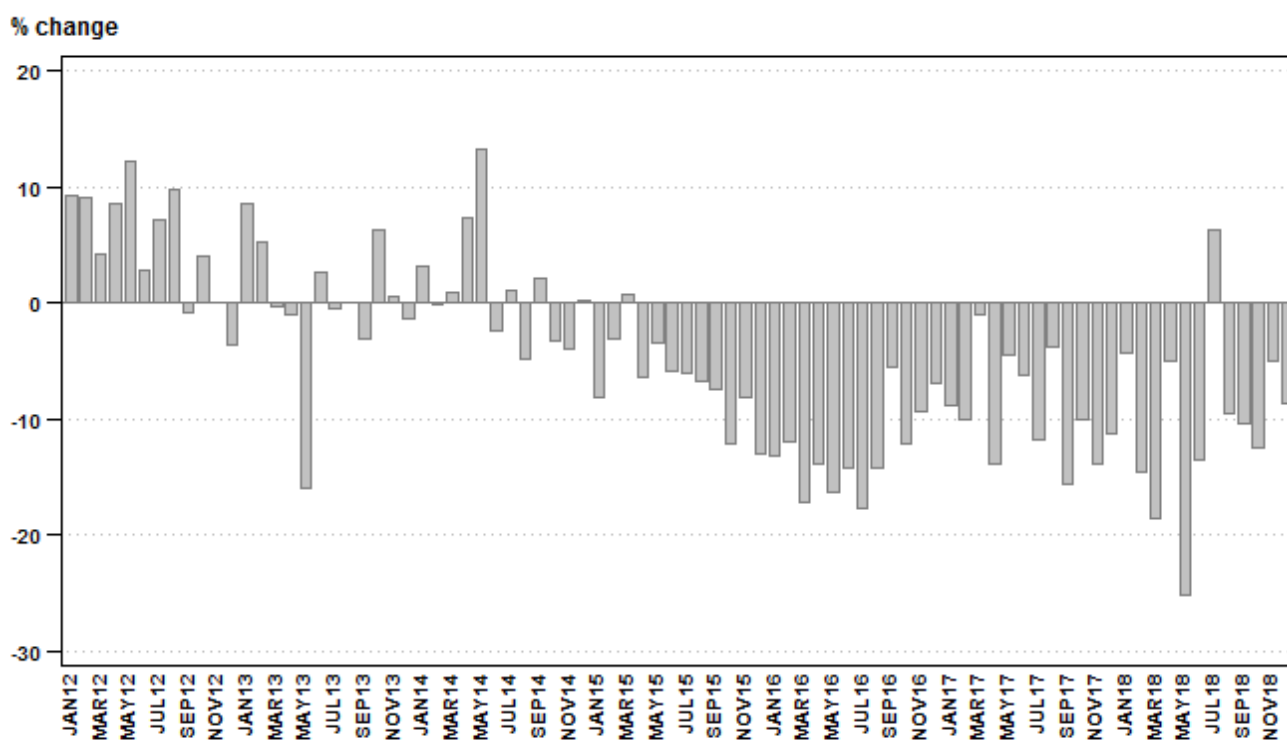


Table E – Seasonally adjusted passenger journeys for the latest three months by type of transport

Passenger journeys	Jul – Sep 2018 (000)	Weight	Oct – Dec 2018 (000)	% change between Jul – Sep 2018 and Oct – Dec 2018	Contribution (% points) to the total % change
Rail	65 192	45,1	58 661	-10,0	-4,5
Road	79 421	54,9	80 905	1,9	1,0
Total	144 613	100,0	139 565	-3,5	-3,5

Seasonally adjusted passenger journeys decreased by 3,5% in the fourth quarter of 2018 compared with the previous quarter. Rail passenger journeys decreased by 10,0% (contributing -4,5 percentage points) while road passenger journeys increased by 1,9% (contributing 1,0 percentage point) – see Table E.

Risenga Maluleke
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	19 343	3 708	67 270	10 713	86 613	14 421
	Sep	19 809	3 875	65 039	10 552	84 848	14 427
	Oct	17 043	3 443	70 088	11 304	87 131	14 746
	Nov	19 709	3 903	72 948	11 654	92 658	15 557
	Dec	15 538	3 105	62 619	10 176	78 157	13 281
	Total	217 401	42 288	756 005	121 471	973 406	163 758

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	12,1	12,6	7,9	8,7
	Sep	0,2	2,9	8,2	9,3	6,2	7,5
	Oct	-9,6	-3,4	12,0	12,5	7,0	8,3
	Nov	1,1	6,6	17,1	15,8	13,3	13,3
	Dec	-17,8	-11,1	18,9	17,7	9,2	9,4
	Total	-3,8	1,3	9,9	10,2	6,5	7,7

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	18 886	3 314	55 694	9 008	74 580	12 322
	Feb	18 896	3 371	53 969	8 589	72 866	11 960
	Mar	18 366	3 380	53 367	8 593	71 732	11 973
	Apr	19 015	3 413	56 348	9 069	75 363	12 482
	May	19 115	3 477	58 886	9 331	78 000	12 807
	Jun	19 056	3 528	61 457	9 732	80 513	13 260
	Jul	18 615	3 529	58 164	9 369	76 779	12 899
	Aug	19 328	3 513	57 232	9 146	76 560	12 659
	Sep	18 452	3 541	57 928	9 296	76 380	12 837
	Oct	19 324	3 590	58 956	9 513	78 280	13 103
	Nov	18 180	3 514	58 444	9 428	76 624	12 942
	Dec	18 823	3 590	56 828	9 147	75 652	12 736
2018	Jan	18 515	3 509	59 930	9 779	78 445	13 289
	Feb	19 186	3 626	62 722	9 862	81 907	13 488
	Mar	18 735	3 486	61 026	9 887	79 761	13 372
	Apr	18 504	3 645	59 550	9 591	78 054	13 236
	May	19 065	3 655	59 193	9 604	78 258	13 259
	Jun	18 001	3 479	59 671	9 604	77 672	13 082
	Jul	17 313	3 295	63 603	10 084	80 916	13 378
	Aug	18 206	3 531	63 782	10 233	81 988	13 763
	Sep	18 464	3 651	64 282	10 477	82 746	14 129
	Oct	17 563	3 497	65 596	10 552	83 159	14 049
	Nov	18 353	3 706	67 269	10 747	85 622	14 453
	Dec	15 522	3 229	68 990	10 950	84 511	14 179

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	-3,6	2,4	3,1	1,4	1,2
	Feb	0,1	1,7	-3,1	-4,7	-2,3	-2,9
	Mar	-2,8	0,3	-1,1	0,0	-1,6	0,1
	Apr	3,5	1,0	5,6	5,5	5,1	4,3
	May	0,5	1,9	4,5	2,9	3,5	2,6
	Jun	-0,3	1,5	4,4	4,3	3,2	3,5
	Jul	-2,3	0,0	-5,4	-3,7	-4,6	-2,7
	Aug	3,8	-0,5	-1,6	-2,4	-0,3	-1,9
	Sep	-4,5	0,8	1,2	1,6	-0,2	1,4
	Oct	4,7	1,4	1,8	2,3	2,5	2,1
	Nov	-5,9	-2,1	-0,9	-0,9	-2,1	-1,2
	Dec	3,5	2,2	-2,8	-3,0	-1,3	-1,6
2018	Jan	-1,6	-2,3	5,5	6,9	3,7	4,3
	Feb	3,6	3,3	4,7	0,8	4,4	1,5
	Mar	-2,4	-3,9	-2,7	0,3	-2,6	-0,9
	Apr	-1,2	4,6	-2,4	-3,0	-2,1	-1,0
	May	3,0	0,3	-0,6	0,1	0,3	0,2
	Jun	-5,6	-4,8	0,8	0,0	-0,7	-1,3
	Jul	-3,8	-5,3	6,6	5,0	4,2	2,3
	Aug	5,2	7,2	0,3	1,5	1,3	2,9
	Sep	1,4	3,4	0,8	2,4	0,9	2,7
	Oct	-4,9	-4,2	2,0	0,7	0,5	-0,6
	Nov	4,5	6,0	2,6	1,8	3,0	2,9
	Dec	-15,4	-12,9	2,6	1,9	-1,3	-1,9

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

Type of commodity	Jul-18	Aug-18	Sep-18	Oct-18	Nov-18	Dec-18 1/
Agriculture and forestry primary products	1 159	1 210	1 168	1 200	1 269	1 062
Primary mining and quarrying products	4 603	5 320	5 426	5 349	5 774	4 765
Manufactured food, beverages and tobacco products	1 833	1 783	1 774	1 911	1 950	1 842
Textiles, clothing and leather products	233	249	267	233	216	207
Chemicals, coke, petroleum, rubber, plastic and other mineral products	1 235	1 259	1 104	1 173	1 252	1 104
Basic metals and fabricated metal products	522	528	594	549	601	530
Non-metallic products	319	321	315	335	345	282
Electrical machinery, transport machinery and equipment	172	180	176	188	196	166
Motor vehicles, parts and accessories	357	339	318	379	366	303
Paper and paper products	118	121	113	119	129	96
Commercial products	265	257	283	318	282	228
Used household and office products	274	258	277	362	410	333
Containers	687	742	767	724	734	600
Parcels	208	210	205	215	225	219
Other freight	1 690	1 645	1 640	1 693	1 808	1 544
Total	13 674	14 421	14 427	14 746	15 557	13 281

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	Jul-18	Aug-18	Sep-18	Oct-18	Nov-18	Dec-18
Agriculture and forestry primary products	4,3	12,3	10,1	17,1	17,7	13,8
Primary mining and quarrying products	7,4	14,9	15,1	14,5	23,5	12,8
Manufactured food, beverages and tobacco products	-10,8	-10,8	-10,2	-8,8	-7,1	0,9
Textiles, clothing and leather products	5,0	1,6	0,0	2,6	-3,1	-1,4
Chemicals, coke, petroleum, rubber, plastic and other mineral products	13,0	10,6	-1,5	-1,3	13,4	14,5
Basic metals and fabricated metal products	14,5	13,1	16,5	7,0	6,6	15,2
Non-metallic products	4,6	5,6	0,3	5,0	5,8	-1,1
Electrical machinery, transport machinery and equipment	-3,4	1,1	-2,2	0,5	-6,2	4,4
Motor vehicles, parts and accessories	34,2	37,8	21,8	33,5	24,5	26,8
Paper and paper products	7,3	5,2	6,6	-3,3	-3,7	-12,7
Commercial products	9,5	1,6	10,5	6,7	-10,8	-2,1
Used household and office products	5,8	13,7	18,4	48,4	61,4	17,3
Containers	18,4	21,0	21,9	19,9	24,4	11,7
Parcels	0,5	-0,5	5,1	5,4	4,7	6,3
Other freight	11,8	5,0	3,1	3,7	10,1	5,2
Total	6,1	8,7	7,5	8,3	13,3	9,4

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	Jul-18	Aug-18	Sep-18	Oct-18	Nov-18	Dec-18
Agriculture and forestry primary products	0,4	1,0	0,8	1,3	1,4	1,1
Primary mining and quarrying products	2,5	5,2	5,3	5,0	8,0	4,5
Manufactured food, beverages and tobacco products	-1,7	-1,6	-1,5	-1,4	-1,1	0,1
Textiles, clothing and leather products	0,1	0,0	0,0	0,0	-0,1	0,0
Chemicals, coke, petroleum, rubber, plastic and other mineral products	1,1	0,9	-0,1	-0,1	1,1	1,2
Basic metals and fabricated metal products	0,5	0,5	0,6	0,3	0,3	0,6
Non-metallic products	0,1	0,1	0,0	0,1	0,1	0,0
Electrical machinery, transport machinery and equipment	0,0	0,0	0,0	0,0	-0,1	0,1
Motor vehicles, parts and accessories	0,7	0,7	0,4	0,7	0,5	0,5
Paper and paper products	0,1	0,0	0,1	0,0	0,0	-0,1
Commercial products	0,2	0,0	0,2	0,1	-0,2	0,0
Used household and office products	0,1	0,2	0,3	0,9	1,1	0,4
Containers	0,8	1,0	1,0	0,9	1,0	0,5
Parcels	0,0	0,0	0,1	0,1	0,1	0,1
Other freight	1,4	0,6	0,4	0,4	1,2	0,6
Total	6,1	8,7	7,5	8,3	13,3	9,4

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	22 782	179	27 332	831	50 114	1 010
	Sep	21 257	212	27 405	798	48 662	1 010
	Oct	20 401	221	26 347	851	46 748	1 072
	Nov	20 633	201	27 819	848	48 452	1 049
	Dec	12 618	141	24 038	870	36 656	1 011
	Total	253 413	2 434	309 601	9 528	563 014	11 962

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	-13,3	-16,7	-6,4	2,5	-9,6	-1,6
	Sep	-13,4	-6,2	-8,0	-4,9	-10,4	-5,2
	Oct	-20,3	-2,2	-5,4	4,3	-12,5	2,9
	Nov	-10,9	-3,4	-0,2	4,7	-5,0	3,0
	Dec	-19,6	5,2	-1,6	6,2	-8,6	6,1
	Total	-19,6	-7,8	-1,4	-0,5	-10,5	-2,1

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	30 878	247	24 253	786	55 131	1 033
	Feb	30 769	240	24 401	794	55 170	1 033
	Mar	29 959	241	25 497	804	55 456	1 045
	Apr	28 564	230	24 334	781	52 898	1 011
	May	28 773	229	25 713	801	54 486	1 030
	Jun	26 566	220	25 374	787	51 941	1 007
	Jul	25 361	222	25 583	800	50 944	1 022
	Aug	24 198	216	27 679	809	51 877	1 024
	Sep	22 587	208	28 543	804	51 130	1 012
	Oct	22 847	203	27 363	805	50 210	1 008
	Nov	21 617	203	27 379	806	48 996	1 008
	Dec	23 937	187	27 792	796	51 729	983
2018	Jan	23 707	210	29 731	883	53 438	1 093
	Feb	19 941	201	27 052	785	46 993	985
	Mar	20 359	201	26 269	777	46 629	978
	Apr	25 790	227	22 198	715	47 988	942
	May	19 560	211	19 265	637	38 824	847
	Jun	21 725	223	24 961	790	46 686	1 013
	Jul	24 889	201	27 441	825	52 330	1 026
	Aug	20 551	177	25 713	825	46 264	1 002
	Sep	19 752	199	26 267	766	46 019	964
	Oct	18 408	198	26 010	841	44 418	1 038
	Nov	18 471	192	27 119	840	45 590	1 032
	Dec	21 782	196	27 776	845	49 557	1 041

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	-1,4	0,8	-3,6	1,7	-2,4	1,5
	Feb	-0,4	-2,8	0,6	1,0	0,1	0,0
	Mar	-2,6	0,4	4,5	1,3	0,5	1,2
	Apr	-4,7	-4,6	-4,6	-2,9	-4,6	-3,3
	May	0,7	-0,4	5,7	2,6	3,0	1,9
	Jun	-7,7	-3,9	-1,3	-1,7	-4,7	-2,2
	Jul	-4,5	0,9	0,8	1,7	-1,9	1,5
	Aug	-4,6	-2,7	8,2	1,1	1,8	0,2
	Sep	-6,7	-3,7	3,1	-0,6	-1,4	-1,2
	Oct	1,2	-2,4	-4,1	0,1	-1,8	-0,4
	Nov	-5,4	0,0	0,1	0,1	-2,4	0,0
	Dec	10,7	-7,9	1,5	-1,2	5,6	-2,5
2018	Jan	-1,0	12,3	7,0	10,9	3,3	11,2
	Feb	-15,9	-4,3	-9,0	-11,1	-12,1	-9,9
	Mar	2,1	0,0	-2,9	-1,0	-0,8	-0,7
	Apr	26,7	12,9	-15,5	-8,0	2,9	-3,7
	May	-24,2	-7,0	-13,2	-10,9	-19,1	-10,1
	Jun	11,1	5,7	29,6	24,0	20,3	19,6
	Jul	14,6	-9,9	9,9	4,4	12,1	1,3
	Aug	-17,4	-11,9	-6,3	0,0	-11,6	-2,3
	Sep	-3,9	12,4	2,2	-7,2	-0,5	-3,8
	Oct	-6,8	-0,5	-1,0	9,8	-3,5	7,7
	Nov	0,3	-3,0	4,3	-0,1	2,6	-0,6
	Dec	17,9	2,1	2,4	0,6	8,7	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 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 December 2018 was 85,6%. The improved collection rate for November 2018 was 89,9%.
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:
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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 April 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 <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

Technical enquiries

Kagisho Mathabatha	Telephone number: (012) 310 2153 Email: kagishoma@statssa.gov.za
Keshnee Naidoo	Telephone number: (012) 310 8423 Email: keshneen@statssa.gov.za

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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General enquiries

User information services	Telephone number: (012) 310 8600 Email address: info@statssa.gov.za
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Postal address	Private Bag X44, Pretoria, 0001
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