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Land transport (Preliminary)

February 2018

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Contents

Freight transportation: results for February 2018

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

	Sep-17	Oct-17	Nov-17	Dec-17	Jan-18	Feb-18
Freight payload	4,8	11,4	8,0	3,4	6,1	9,5
Freight income	9,9	14,2	11,9	4,4	9,2	10,8

The volume of goods transported (payload) increased by 9,5% in February 2018 compared with February 2017. The corresponding income increased by 10,8% over the same period.

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

Type of commodity	Dec 2016 – Feb 2017 (R million)	Weight	Dec 2017 – Feb 2018 (R million)	% change between Dec 2016 – Feb 2017 and Dec 2017 – Feb 2018	Contribution (% points) to the total % change
Agriculture and forestry primary products	2 596	7,5	2 802	7,9	0,6
Primary mining and quarrying products	12 192	35,4	13 454	10,4	3,7
Manufactured food, beverages and tobacco products	5 123	14,9	5 188	1,3	0,2
Textiles, clothing and leather goods	611	1,8	556	-9,0	-0,2
Chemicals, coke, petroleum, rubber, plastic and other mineral products	2 829	8,2	2 966	4,8	0,4
Basic metals and fabricated metal products	1 316	3,8	1 399	6,3	0,2
Non-metallic products	795	2,3	762	-4,2	-0,1
Electrical machinery, transport machinery and equipment	498	1,4	463	-7,0	-0,1
Motor vehicles, parts and accessories	519	1,5	611	17,7	0,3
Paper and paper products	476	1,4	520	9,2	0,1
Commercial products	548	1,6	585	6,8	0,1
Used household and office products	968	2,8	875	-9,6	-0,3
Containers	1 624	4,7	1 798	10,7	0,5
Parcels	610	1,8	736	20,7	0,4
Other freight	3 768	10,9	4 547	20,7	2,3
Total income	**34 473**	**100,0**	**37 266**	**8,1**	**8,1**

Income from freight transportation increased by 8,1% in the three months ended February 2018 compared with the three months ended February 2017. The main contributors to this increase were:
- primary mining and quarrying products (10,4% and contributing 3,7 percentage points); and
- 'other' freight (20,7% and contributing 2,3 percentage points) – see Table B.

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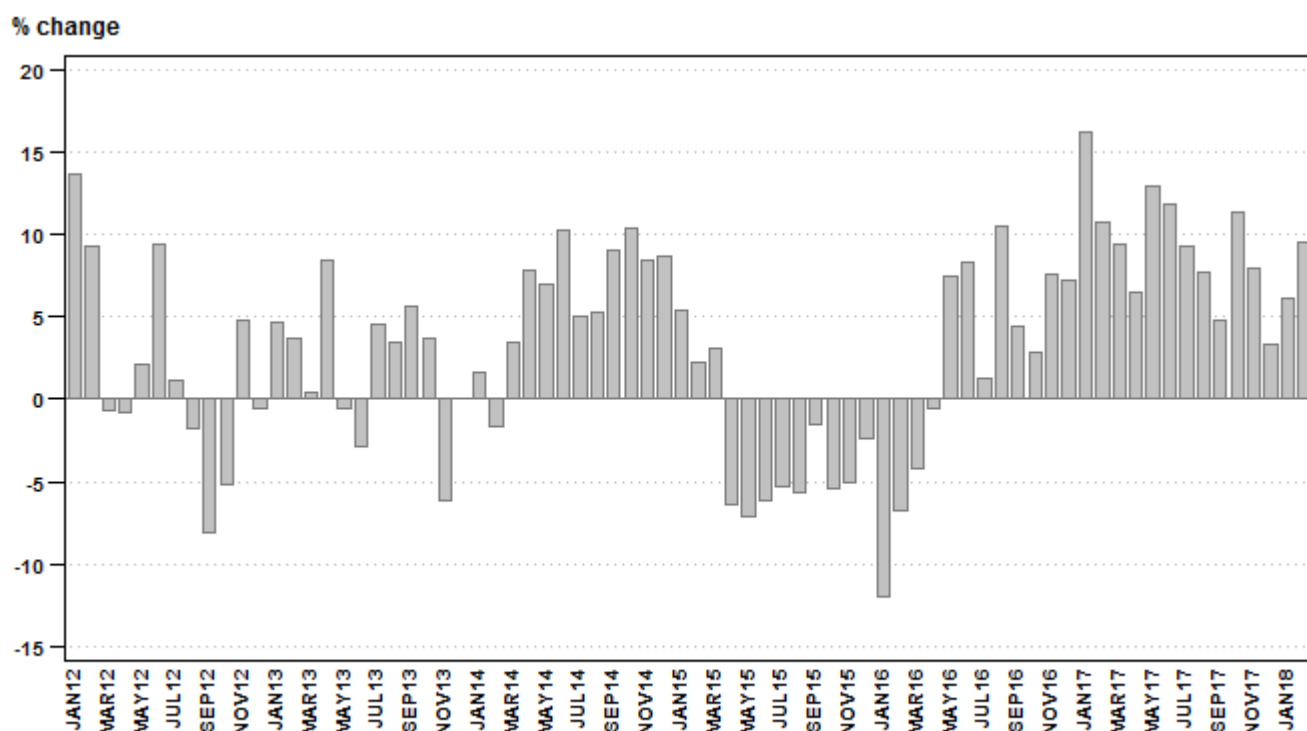
Table C – Seasonally adjusted payload for the latest three months by type of transport

Payload	Sep – Nov 2017 (000 tons)	Weight	Dec 2017 – Feb 2018 (000 tons)	% change between Sep – Nov 2017 and Dec 2017 – Feb 2018	Contribution (% points) to the total % change
Rail	56 951	24,6	57 605	1,1	0,3
Road	174 621	75,4	178 094	2,0	1,5
Total	**231 571**	**100,0**	**235 699**	**1,8**	**1,8**

Seasonally adjusted payload increased by 1,8% in the three months ended February 2018 compared with the previous three months. Road freight increased by 2,0% (contributing 1,5 percentage points) while rail freight increased by 1,1% (contributing 0,3 of a percentage point) – see Table C.

Passenger transportation: results for February 2018

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

	Sep-17	Oct-17	Nov-17	Dec-17	Jan-18	Feb-18
Passenger journeys	-14,7	-10,7	-11,7	-9,7	-7,1	-8,7
Passenger income	-6,9	1,1	-0,6	-3,1	-0,9	-5,2

The number of passenger journeys decreased by 8,7% in February 2018 compared with February 2017. The corresponding income decreased by 5,2% over the same period.

Figure 2 – Passenger transportation: year-on-year percentage change in passenger journeys
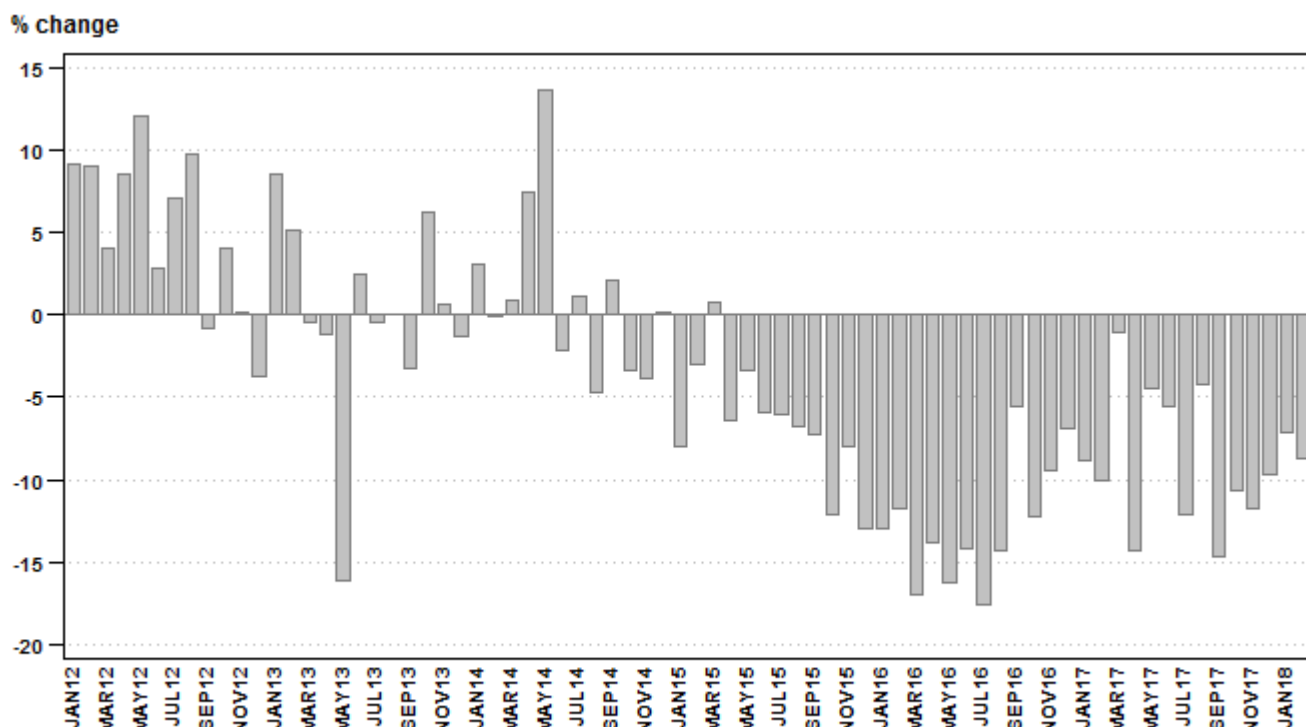
Table E – Seasonally adjusted passenger journeys for the latest three months by type of transport

Passenger journeys	Sep – Nov 2017 (000)	Weight	Dec 2017 – Feb 2018 (000)	% change between Sep – Nov 2017 and Dec 2017 – Feb 2018	Contribution (% points) to the total % change
Rail	68 178	44,9	73 300	7,5	3,4
Road	83 527	55,1	85 071	1,8	1,0
Total	**151 705**	**100,0**	**158 370**	**4,4**	**4,4**

Seasonally adjusted passenger journeys increased by 4,4% in the three months ended February 2018 compared with the previous three months. Rail passenger journeys increased by 7,5% (contributing 3,4 percentage points) while road passenger journeys increased by 1,8% (contributing 1,0 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	18 377	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	20 113	3 743	55 931	8 950	76 044	12 693

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	12,4	12,2	9,5	10,8

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	19 267	3 362	55 094	8 928	74 361	12 289
	Feb	19 346	3 437	53 711	8 631	73 057	12 068
	Mar	18 678	3 445	53 054	8 567	71 733	12 012
	Apr	19 373	3 468	55 935	9 000	75 308	12 467
	May	19 979	3 533	58 177	9 232	78 156	12 765
	Jun	19 296	3 584	59 488	9 598	78 784	13 181
	Jul	17 770	3 360	57 935	9 402	75 705	12 762
	Aug	20 095	3 599	57 290	9 172	77 385	12 771
	Sep	19 004	3 615	57 237	9 262	76 241	12 877
	Oct	19 147	3 626	58 336	9 465	77 483	13 092
	Nov	18 800	3 608	59 048	9 459	77 847	13 067
	Dec	19 094	3 642	57 928	9 336	77 022	12 978
2018	Jan	18 840	3 552	59 639	9 766	78 479	13 319
	Feb	19 671	3 698	60 527	9 725	80 198	13 423

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

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

Type of commodity	Sep-17	Oct-17	Nov-17	Dec-17	Jan-18	Feb-18 1/
Agriculture and forestry primary products	1 025	1 010	1 080	899	932	971
Primary mining and quarrying products	4 808	4 783	4 926	4 301	4 353	4 800
Manufactured food, beverages and tobacco products	2 032	2 142	2 133	1 795	1 768	1 625
Textiles, clothing and leather products	260	220	216	203	168	185
Chemicals, coke, petroleum, rubber, plastic and other mineral products	1 138	1 205	1 239	984	977	1 005
Basic metals and fabricated metal products	496	500	551	450	477	472
Non-metallic products	284	284	298	256	236	270
Electrical machinery, transport machinery and equipment	179	180	209	158	144	161
Motor vehicles, parts and accessories	231	236	263	209	184	218
Paper and paper products	174	200	214	168	170	182
Commercial products	216	245	260	204	177	204
Used household and office products	252	267	273	298	278	299
Containers	615	612	605	537	630	631
Parcels	239	249	264	253	224	259
Other freight	1 436	1 436	1 462	1 515	1 624	1 408
Total	**13 386**	**13 569**	**13 996**	**12 231**	**12 342**	**12 693**

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	Sep-17	Oct-17	Nov-17	Dec-17	Jan-18	Feb-18
Agriculture and forestry primary products	11,8	11,5	19,1	5,8	7,4	10,6
Primary mining and quarrying products	9,3	13,7	10,1	6,7	7,7	16,6
Manufactured food, beverages and tobacco products	23,6	33,1	26,1	-9,8	11,8	4,7
Textiles, clothing and leather products	14,0	10,6	-1,4	-16,1	-4,5	-4,1
Chemicals, coke, petroleum, rubber, plastic and other mineral products	10,9	23,7	21,7	3,4	1,1	10,3
Basic metals and fabricated metal products	14,0	19,3	22,2	2,7	7,4	8,8
Non-metallic products	2,5	3,6	2,1	-3,8	-7,1	-1,8
Electrical machinery, transport machinery and equipment	-0,6	-4,3	3,5	1,3	-6,5	-14,4
Motor vehicles, parts and accessories	27,6	21,0	39,2	25,9	10,2	17,2
Paper and paper products	1,2	14,3	4,4	5,7	8,3	13,8
Commercial products	0,9	12,4	7,0	6,8	4,7	8,5
Used household and office products	-15,2	-22,6	-19,0	-14,9	-10,9	-2,3
Containers	-3,0	4,4	2,2	2,7	11,9	17,3
Parcels	-2,0	18,0	15,8	31,1	19,8	12,6
Other freight	7,8	4,5	0,5	25,1	28,7	8,7
Total	**9,9**	**14,2**	**11,9**	**4,4**	**9,2**	**10,8**

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	Sep-17	Oct-17	Nov-17	Dec-17	Jan-18	Feb-18
Agriculture and forestry primary products	0,9	0,9	1,4	0,4	0,6	0,8
Primary mining and quarrying products	3,4	4,8	3,6	2,3	2,7	6,0
Manufactured food, beverages and tobacco products	3,2	4,5	3,5	-1,7	1,7	0,6
Textiles, clothing and leather products	0,3	0,2	0,0	-0,3	-0,1	-0,1
Chemicals, coke, petroleum, rubber, plastic and other mineral products	0,9	1,9	1,8	0,3	0,1	0,8
Basic metals and fabricated metal products	0,5	0,7	0,8	0,1	0,3	0,3
Non-metallic products	0,1	0,1	0,0	-0,1	-0,2	0,0
Electrical machinery, transport machinery and equipment	0,0	-0,1	0,1	0,0	-0,1	-0,2
Motor vehicles, parts and accessories	0,4	0,3	0,6	0,4	0,2	0,3
Paper and paper products	0,0	0,2	0,1	0,1	0,1	0,2
Commercial products	0,0	0,2	0,1	0,1	0,1	0,1
Used household and office products	-0,4	-0,7	-0,5	-0,4	-0,3	-0,1
Containers	-0,2	0,2	0,1	0,1	0,6	0,8
Parcels	0,0	0,3	0,3	0,5	0,3	0,3
Other freight	0,9	0,5	0,1	2,6	3,2	1,0
Total	**9,9**	**14,2**	**11,9**	**4,4**	**9,2**	**10,8**

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	24 222	212	28 526	753	52 748	965

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	-24,6	-14,2	11,2	-2,3	-8,7	-5,2

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	31 225	247	25 130	790	56 355	1 037
	Feb	30 727	239	25 161	807	55 888	1 046
	Mar	29 727	239	26 163	807	55 891	1 046
	Apr	28 788	235	24 752	759	53 540	994
	May	28 717	234	26 570	801	55 286	1 035
	Jun	26 765	226	26 241	793	53 006	1 019
	Jul	25 924	227	26 158	800	52 082	1 026
	Aug	24 200	219	27 852	804	52 052	1 023
	Sep	23 566	223	27 843	760	51 409	983
	Oct	22 351	213	27 793	808	50 144	1 021
	Nov	22 261	216	27 891	807	50 152	1 023
	Dec	25 693	211	28 763	796	54 456	1 007
2018	Jan	24 687	213	28 290	815	52 976	1 027
	Feb	22 920	205	28 018	789	50 938	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	-1,1	2,9	-4,4	-0,5	-2,6	0,3
	Feb	-1,6	-3,2	0,1	2,2	-0,8	0,9
	Mar	-3,3	0,0	4,0	0,0	0,0	0,0
	Apr	-3,2	-1,7	-5,4	-5,9	-4,2	-5,0
	May	-0,2	-0,4	7,3	5,5	3,3	4,1
	Jun	-6,8	-3,4	-1,2	-1,0	-4,1	-1,5
	Jul	-3,1	0,4	-0,3	0,9	-1,7	0,7
	Aug	-6,7	-3,5	6,5	0,5	-0,1	-0,3
	Sep	-2,6	1,8	0,0	-5,5	-1,2	-3,9
	Oct	-5,2	-4,5	-0,2	6,3	-2,5	3,9
	Nov	-0,4	1,4	0,4	-0,1	0,0	0,2
	Dec	15,4	-2,3	3,1	-1,4	8,6	-1,6
2018	Jan	-3,9	0,9	-1,6	2,4	-2,7	2,0
	Feb	-7,2	-3,8	-1,0	-3,2	-3,8	-3,2

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 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 *Standard Industrial Classification of all Economic Activities* (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 *International Standard Industrial Classification of all Economic Activities* (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 February 2018 was 82,9%. The improved collection rate for January 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: 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:

$$nh = n * (Nh * Sh) / [\Sigma (Ni * Si)].$$

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 *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 February 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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