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Freight transportation: results for February 2019

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

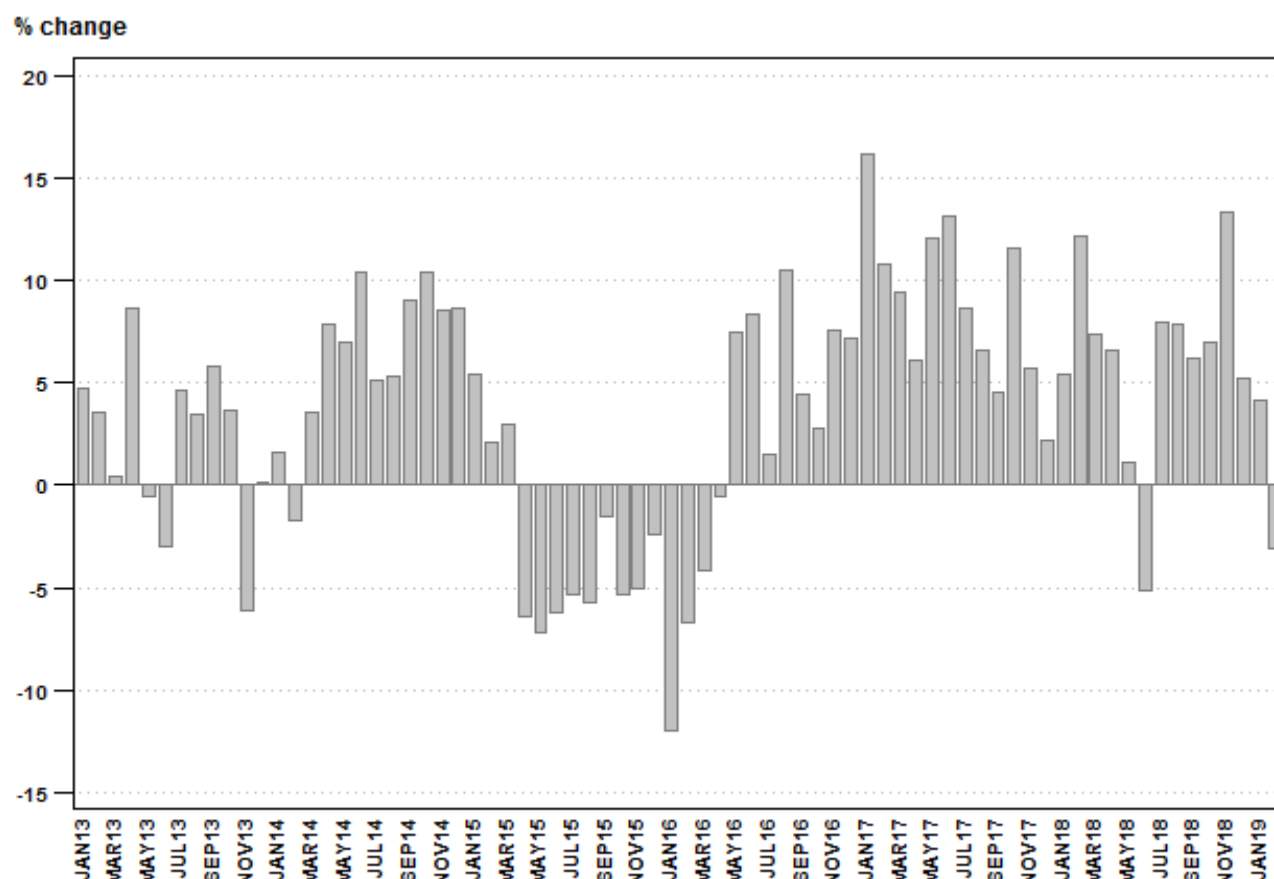
	Sep-18	Oct-18	Nov-18	Dec-18	Jan-19	Feb-19
Freight payload	6,2	7,0	13,3	5,2	4,1	-3,1
Freight income	7,5	8,3	13,3	6,4	5,0	0,2

The volume of goods transported (payload) decreased by 3,1% in February 2019 compared with February 2018. The corresponding income increased by 0,2% over the same period.

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

Type of commodity	Dec 2017 – Feb 2018 (R million)	Weight	Dec 2018 – Feb 2019 (R million)	% change between Dec 2017 – Feb 2018 and Dec 2018 – Feb 2019	Contribution (% points) to the total % change
Agriculture and forestry primary products	3 013	8,1	2 865	-4,9	-0,4
Primary mining and quarrying products	13 336	35,8	14 576	9,3	3,3
Manufactured food, beverages and tobacco products	5 223	14,0	5 136	-1,7	-0,2
Textiles, clothing and leather goods	582	1,6	543	-6,7	-0,1
Chemicals, coke, petroleum, rubber, plastic and other mineral products	2 950	7,9	2 881	-2,3	-0,2
Basic metals and fabricated metal products	1 437	3,9	1 481	3,1	0,1
Non-metallic products	849	2,3	773	-9,0	-0,2
Electrical machinery, transport machinery and equipment	489	1,3	445	-9,0	-0,1
Motor vehicles, parts and accessories	701	1,9	904	29,0	0,6
Paper and paper products	327	0,9	304	-7,0	-0,1
Commercial products	660	1,8	697	5,6	0,1
Used household and office products	828	2,2	1 017	22,8	0,5
Containers	1 788	4,8	1 977	10,6	0,5
Parcels	597	1,6	569	-4,7	-0,1
Other freight	4 516	12,1	4 546	0,7	0,1
Total income	37 298	100,0	38 714	3,8	3,8

Income from freight transportation increased by 3,8% in the three months ended February 2019 compared with the three months ended February 2018. The main contributor to this increase was primary mining and quarrying products (9,3% and contributing 3,3 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 2018 (000 tons)	Weight	Dec 2018 – Feb 2019 (000 tons)	% change between Sep – Nov 2018 and Dec 2018 – Feb 2019	Contribution (% points) to the total % change
Rail	54 615	21,9	52 605	-3,7	-0,8
Road	195 061	78,1	190 353	-2,4	-1,9
Total	249 677	100,0	242 957	-2,7	-2,7

Seasonally adjusted payload decreased by 2,7% in the three months ended February 2019 compared with the previous three months. Road freight decreased by 2,4% (contributing -1,9 percentage points) and rail freight decreased by 3,7% (contributing -0,8 of a percentage point) – see Table C.

Passenger transportation: results for February 2019

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

	Sep-18	Oct-18	Nov-18	Dec-18	Jan-19	Feb-19
Passenger journeys	-10,4	-12,5	-5,0	-9,7	-15,5	-14,1
Passenger income	-5,2	2,9	3,0	3,6	-3,5	-3,9

The number of passenger journeys decreased by 14,1% in February 2019 compared with February 2018. The corresponding income decreased by 3,9% over the same period.

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

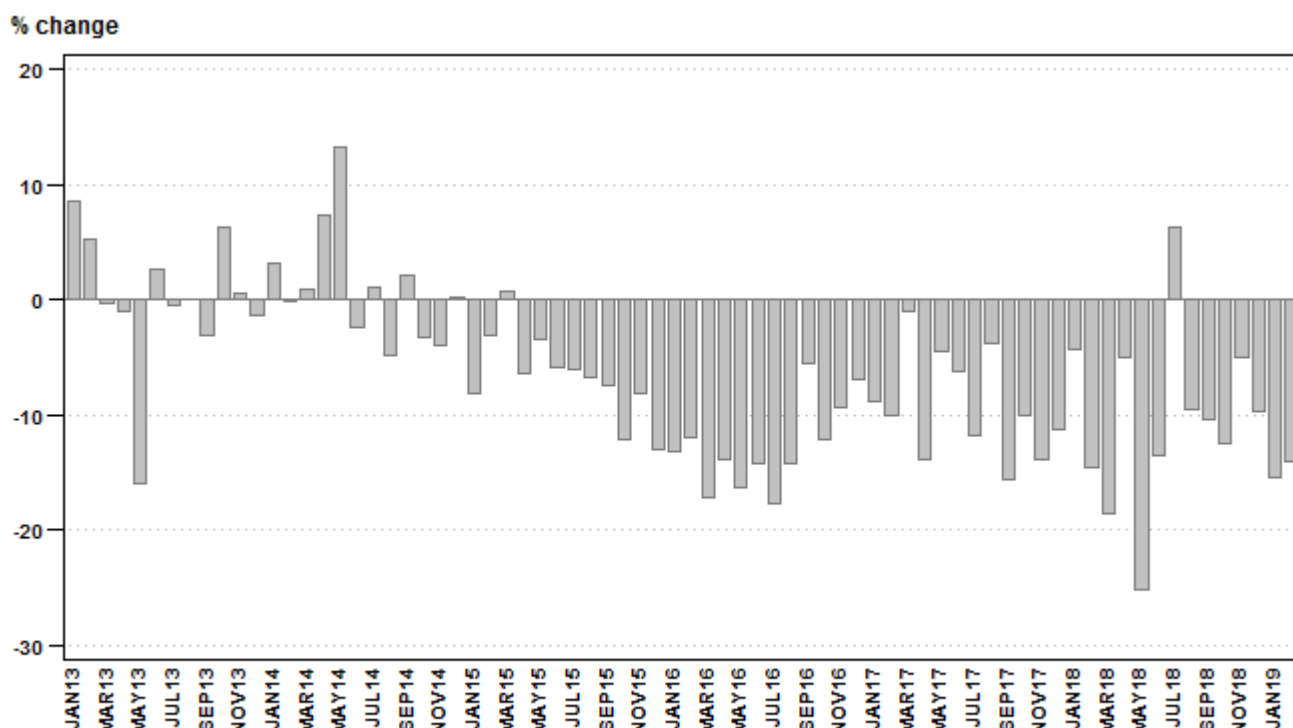


Table E – Seasonally adjusted passenger journeys for the latest three months by type of transport

Passenger journeys	Sep – Nov 2018 (000)	Weight	Dec 2018 – Feb 2019 (000)	% change between Sep – Nov 2018 and Dec 2018 – Feb 2019	Contribution (% points) to the total % change
Rail	56 367	41,7	58 419	3,6	1,5
Road	78 688	58,3	75 350	-4,2	-2,4
Total	135 056	100,0	133 770	-1,0	-1,0

Seasonally adjusted passenger journeys decreased by 1,0% in the three months ended February 2019 compared with the previous three months. Road passenger journeys decreased by 4,2% (contributing -2,4 percentage points) while rail passenger journeys increased by 3,6% (contributing 1,5 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)
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	59 724	9 807	75 262	12 912
	Total	217 401	42 288	753 110	121 102	970 511	163 389
2019	Jan	18 565	3 613	57 340	9 264	75 904	12 878
	Feb	18 458	3 644	57 326	9 280	75 784	12 924

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
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	13,4	13,5	5,2	6,4
	Total	-3,8	1,3	9,5	9,8	6,2	7,5
2019	Jan	5,6	7,8	3,6	3,9	4,1	5,0
	Feb	-6,7	-1,5	-1,9	0,9	-3,1	0,2

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

Year and month 1/		Rail		Road		Total	
		Payload (000 tons)	Income (R million)	Payload (000 tons)	Income (R million)	Payload (000 tons)	Income (R million)
2018	Jan	18 263	3 484	60 651	9 838	78 914	13 322
	Feb	19 183	3 626	63 603	9 972	82 785	13 598
	Mar	18 711	3 481	61 615	9 935	80 326	13 416
	Apr	18 489	3 650	59 939	9 633	78 427	13 284
	May	19 064	3 649	59 511	9 639	78 575	13 288
	Jun	18 000	3 487	59 697	9 609	77 697	13 096
	Jul	17 328	3 298	63 276	10 081	80 604	13 380
	Aug	18 246	3 541	63 521	10 223	81 767	13 765
	Sep	18 514	3 657	63 864	10 429	82 378	14 086
	Oct	17 651	3 507	64 872	10 473	82 523	13 981
	Nov	18 450	3 703	66 325	10 627	84 776	14 330
	Dec	15 577	3 238	65 435	10 500	81 012	13 737
2019	Jan	19 253	3 686	62 583	10 209	81 835	13 895
	Feb	17 775	3 559	62 335	10 064	80 110	13 623

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
2018	Jan	-3,2	-3,1	7,3	8,1	4,7	4,9
	Feb	5,0	4,1	4,9	1,4	4,9	2,1
	Mar	-2,5	-4,0	-3,1	-0,4	-3,0	-1,3
	Apr	-1,2	4,9	-2,7	-3,0	-2,4	-1,0
	May	3,1	0,0	-0,7	0,1	0,2	0,0
	Jun	-5,6	-4,4	0,3	-0,3	-1,1	-1,4
	Jul	-3,7	-5,4	6,0	4,9	3,7	2,2
	Aug	5,3	7,4	0,4	1,4	1,4	2,9
	Sep	1,5	3,3	0,5	2,0	0,7	2,3
	Oct	-4,7	-4,1	1,6	0,4	0,2	-0,7
	Nov	4,5	5,6	2,2	1,5	2,7	2,5
	Dec	-15,6	-12,6	-1,3	-1,2	-4,4	-4,1
2019	Jan	23,6	13,8	-4,4	-2,8	1,0	1,2
	Feb	-7,7	-3,4	-0,4	-1,4	-2,1	-2,0

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

Type of commodity	Sep-18	Oct-18	Nov-18	Dec-18	Jan-19	Feb-19 1/
Agriculture and forestry primary products	1 168	1 200	1 269	968	951	946
Primary mining and quarrying products	5 426	5 349	5 774	4 637	4 982	4 957
Manufactured food, beverages and tobacco products	1 774	1 911	1 950	1 806	1 705	1 625
Textiles, clothing and leather products	267	233	216	202	163	178
Chemicals, coke, petroleum, rubber, plastic and other mineral products	1 104	1 173	1 252	1 077	948	856
Basic metals and fabricated metal products	594	549	601	491	480	510
Non-metallic products	315	335	345	278	250	245
Electrical machinery, transport machinery and equipment	176	188	196	158	134	153
Motor vehicles, parts and accessories	318	379	366	296	284	324
Paper and paper products	113	119	129	98	108	98
Commercial products	283	318	282	232	200	265
Used household and office products	277	362	410	350	340	327
Containers	767	724	734	588	692	697
Parcels	205	215	225	213	161	195
Other freight	1 640	1 693	1 808	1 520	1 478	1 548
Total	14 427	14 746	15 557	12 912	12 878	12 924

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-18	Oct-18	Nov-18	Dec-18	Jan-19	Feb-19
Agriculture and forestry primary products	10,1	17,1	17,7	3,8	-4,1	-13,1
Primary mining and quarrying products	15,1	14,5	23,5	9,8	15,2	3,5
Manufactured food, beverages and tobacco products	-10,2	-8,8	-7,1	-1,0	-3,9	0,1
Textiles, clothing and leather products	0,0	2,6	-3,1	-3,8	-8,9	-7,8
Chemicals, coke, petroleum, rubber, plastic and other mineral products	-1,5	-1,3	13,4	11,7	-2,9	-15,2
Basic metals and fabricated metal products	16,5	7,0	6,6	6,7	-0,8	3,4
Non-metallic products	0,3	5,0	5,8	-2,5	-6,7	-17,2
Electrical machinery, transport machinery and equipment	-2,2	0,5	-6,2	-0,6	-16,3	-10,0
Motor vehicles, parts and accessories	21,8	33,5	24,5	23,8	32,1	31,2
Paper and paper products	6,6	-3,3	-3,7	-10,9	-0,9	-9,3
Commercial products	10,5	6,7	-10,8	-0,4	1,0	15,7
Used household and office products	18,4	48,4	61,4	23,2	29,3	16,4
Containers	21,9	19,9	24,4	9,5	11,3	10,8
Parcels	5,1	5,4	4,7	3,4	-13,4	-4,9
Other freight	3,1	3,7	10,1	3,5	-2,6	1,1
Total	7,5	8,3	13,3	6,4	5,0	0,2

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	Sep-18	Oct-18	Nov-18	Dec-18	Jan-19	Feb-19
Agriculture and forestry primary products	0,8	1,3	1,4	0,3	-0,3	-1,1
Primary mining and quarrying products	5,3	5,0	8,0	3,4	5,4	1,3
Manufactured food, beverages and tobacco products	-1,5	-1,4	-1,1	-0,2	-0,6	0,0
Textiles, clothing and leather products	0,0	0,0	-0,1	-0,1	-0,1	-0,1
Chemicals, coke, petroleum, rubber, plastic and other mineral products	-0,1	-0,1	1,1	0,9	-0,2	-1,2
Basic metals and fabricated metal products	0,6	0,3	0,3	0,3	0,0	0,1
Non-metallic products	0,0	0,1	0,1	-0,1	-0,1	-0,4
Electrical machinery, transport machinery and equipment	0,0	0,0	-0,1	0,0	-0,2	-0,1
Motor vehicles, parts and accessories	0,4	0,7	0,5	0,5	0,6	0,6
Paper and paper products	0,1	0,0	0,0	-0,1	0,0	-0,1
Commercial products	0,2	0,1	-0,2	0,0	0,0	0,3
Used household and office products	0,3	0,9	1,1	0,5	0,6	0,4
Containers	1,0	0,9	1,0	0,4	0,6	0,5
Parcels	0,1	0,1	0,1	0,1	-0,2	-0,1
Other freight	0,4	0,4	1,2	0,4	-0,3	0,1
Total	7,5	8,3	13,3	6,4	5,0	0,2

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)
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	23 622	846	36 240	987
	Total	253 413	2 434	309 185	9 504	562 598	11 938
2019	Jan	16 012	204	23 864	827	39 876	1 031
	Feb	18 585	194	23 290	730	41 875	924

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
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	-3,3	3,3	-9,7	3,6
	Total	-19,6	-7,8	-1,5	-0,8	-10,6	-2,3
2019	Jan	-16,3	-3,3	-14,9	-3,5	-15,5	-3,5
	Feb	-12,2	-6,3	-15,5	-3,2	-14,1	-3,9

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)
2018	Jan	23 775	207	29 720	862	53 495	1 069
	Feb	20 340	202	27 170	800	47 509	1 003
	Mar	20 239	200	26 465	783	46 703	983
	Apr	25 789	227	22 253	707	48 041	934
	May	19 572	211	19 510	630	39 082	840
	Jun	21 731	224	25 369	792	47 100	1 016
	Jul	24 872	202	27 239	824	52 111	1 026
	Aug	20 524	176	25 788	826	46 311	1 002
	Sep	19 706	199	25 988	774	45 695	973
	Oct	18 333	198	25 833	840	44 166	1 038
	Nov	18 328	192	26 867	839	45 195	1 031
	Dec	21 661	195	27 112	829	48 773	1 024
2019	Jan	18 811	197	25 343	828	44 154	1 025
	Feb	17 947	191	22 895	781	40 843	972

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
2018	Jan	-0,4	10,7	7,4	7,3	3,8	8,0
	Feb	-14,4	-2,4	-8,6	-7,2	-11,2	-6,2
	Mar	-0,5	-1,0	-2,6	-2,1	-1,7	-2,0
	Apr	27,4	13,5	-15,9	-9,7	2,9	-5,0
	May	-24,1	-7,0	-12,3	-10,9	-18,6	-10,1
	Jun	11,0	6,2	30,0	25,7	20,5	21,0
	Jul	14,5	-9,8	7,4	4,0	10,6	1,0
	Aug	-17,5	-12,9	-5,3	0,2	-11,1	-2,3
	Sep	-4,0	13,1	0,8	-6,3	-1,3	-2,9
	Oct	-7,0	-0,5	-0,6	8,5	-3,3	6,7
	Nov	0,0	-3,0	4,0	-0,1	2,3	-0,7
	Dec	18,2	1,6	0,9	-1,2	7,9	-0,7
2019	Jan	-13,2	1,0	-6,5	-0,1	-9,5	0,1
	Feb	-4,6	-3,0	-9,7	-5,7	-7,5	-5,2

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	<p>This survey covers enterprises involved in land transportation according to the following type of transportation:</p> <ul style="list-style-type: none"> • 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	<p>Passenger transportation excludes:</p> <ul style="list-style-type: none"> • minibus taxis; • metropolitan buses (including the Bus Rapid Transport system – BRT); and • rental of private cars/buses without drivers. <p>Freight transportation excludes:</p> <ul style="list-style-type: none"> • 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 February 2019 was 87,5%. The improved collection rate for January 2019 was 90,3%.
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

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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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You can visit us on the internet at: www.statssa.gov.za

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