

## STATISTICAL RELEASE

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## Freight transportation: results for January 2019

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

	Aug-18	Sep-18	Oct-18	Nov-18	Dec-18	Jan-19
Freight payload	7,9	6,2	7,0	13,3	5,2	6,9
Freight income	8,7	7,5	8,3	13,3	6,4	8,1

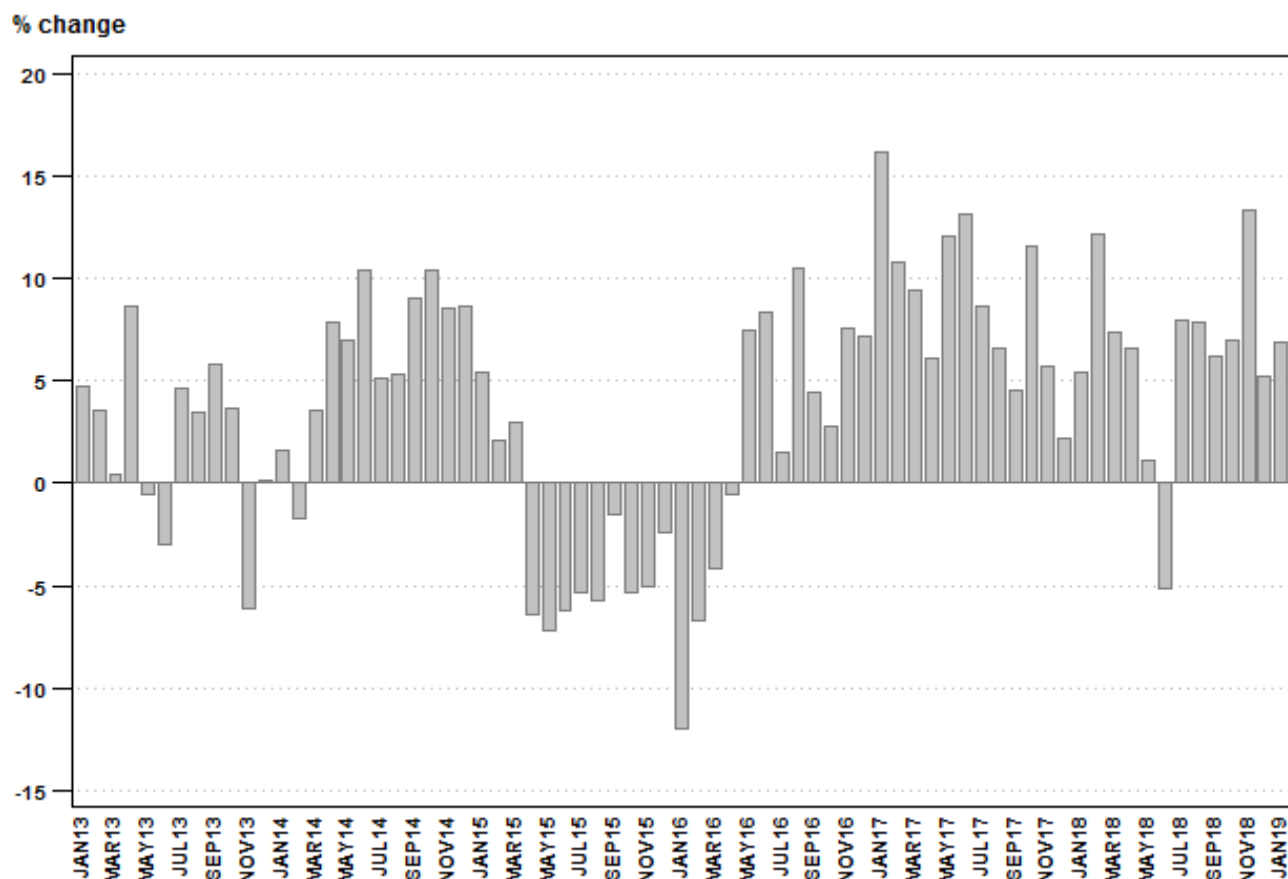
The volume of goods transported (payload) increased by 6,9% in January 2019 compared with January 2018. The corresponding income increased by 8,1% over the same period.

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

Type of commodity	Nov 2017 – Jan 2018 (R million)	Weight	Nov 2018 – Jan 2019 (R million)	% change between Nov 2017 – Jan 2018 and Nov 2018 – Jan 2019	Contribution (% points) to the total % change
Agriculture and forestry primary products	3 003	7,9	3 235	7,7	0,6
Primary mining and quarrying products	13 222	34,7	15 539	17,5	6,1
Manufactured food, beverages and tobacco products	5 699	14,9	5 487	-3,7	-0,6
Textiles, clothing and leather goods	612	1,6	584	-4,6	-0,1
Chemicals, coke, petroleum, rubber, plastic and other mineral products	3 044	8,0	3 404	11,8	0,9
Basic metals and fabricated metal products	1 508	4,0	1 567	3,9	0,2
Non-metallic products	879	2,3	880	0,1	0,0
Electrical machinery, transport machinery and equipment	528	1,4	498	-5,7	-0,1
Motor vehicles, parts and accessories	748	2,0	948	26,7	0,5
Paper and paper products	353	0,9	322	-8,8	-0,1
Commercial products	747	2,0	734	-1,7	0,0
Used household and office products	801	2,1	1 085	35,5	0,7
Containers	1 749	4,6	2 017	15,3	0,7
Parcels	607	1,6	620	2,1	0,0
Other freight	4 627	12,1	4 808	3,9	0,5
<b>Total income</b>	<b>38 128</b>	<b>100,0</b>	<b>41 727</b>	<b>9,4</b>	<b>9,4</b>

Income from freight transportation increased by 9,4% in the three months ended January 2019 compared with the three months ended January 2018. The main contributors to this increase were:

- primary mining and quarrying products (17,5% and contributing 6,1 percentage points); and
- chemicals, coke, petroleum, rubber, plastic and other mineral products (11,8% and contributing 0,9 of a 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	Aug – Oct 2018 (000 tons)	Weight	Nov 2018 – Jan 2019 (000 tons)	% change between Aug – Oct 2018 and Nov 2018 – Jan 2019	Contribution (% points) to the total % change
Rail	54 434	22,0	53 263	-2,2	-0,5
Road	192 824	78,0	196 775	2,0	1,6
<b>Total</b>	<b>247 257</b>	<b>100,0</b>	<b>250 039</b>	<b>1,1</b>	<b>1,1</b>

Seasonally adjusted payload increased by 1,1% in the three months ended January 2019 compared with the previous three months. Road freight increased by 2,0% (contributing 1,6 percentage points) while rail freight decreased by 2,2% (contributing -0,5 of a percentage point) – see Table C.

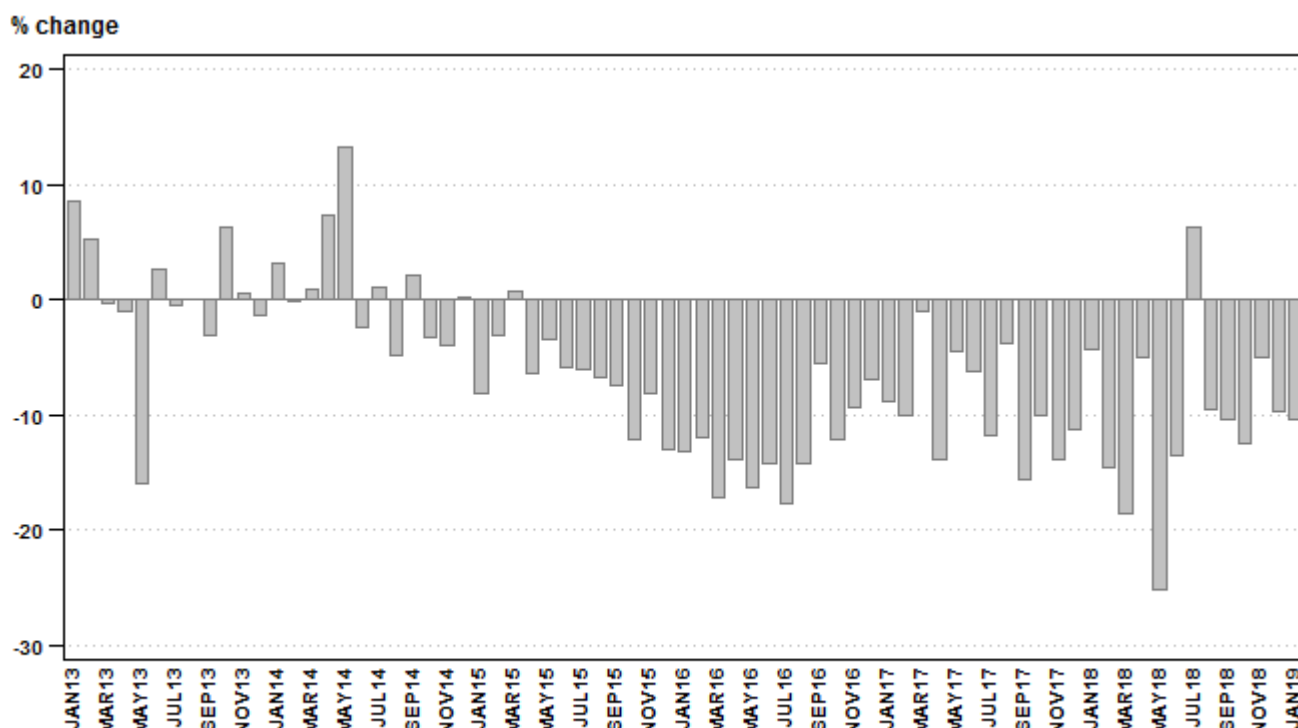
## Passenger transportation: results for January 2019

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

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

The number of passenger journeys decreased by 10,4% in January 2019 compared with January 2018. The corresponding income decreased by 0,4% over the same period.

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



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

Passenger journeys	Aug – Oct 2018 (000)	Weight	Nov 2018 – Jan 2019 (000)	% change between Aug – Oct 2018 and Nov 2018 – Jan 2019	Contribution (% points) to the total % change
Rail	58 597	42,9	59 288	1,2	0,5
Road	77 944	57,1	82 345	5,6	3,2
<b>Total</b>	<b>136 542</b>	<b>100,0</b>	<b>141 634</b>	<b>3,7</b>	<b>3,7</b>

Seasonally adjusted passenger journeys increased by 3,7% in the three months ended January 2019 compared with the previous three months. Road passenger journeys increased by 5,6% (contributing 3,2 percentage points) and rail passenger journeys increased by 1,2% (contributing 0,5 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)
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
	<b>Total</b>	<b>217 401</b>	<b>42 288</b>	<b>753 110</b>	<b>121 102</b>	<b>970 511</b>	<b>163 389</b>
2019	Jan	18 568	3 614	59 383	9 644	77 951	13 258

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
	<b>Total</b>	<b>-3,8</b>	<b>1,3</b>	<b>9,5</b>	<b>9,8</b>	<b>6,2</b>	<b>7,5</b>
2019	Jan	5,6	7,8	7,3	8,2	6,9	8,1

**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	18 246	3 472	60 151	9 815	78 398	13 287
	Feb	19 156	3 624	63 420	9 892	82 576	13 516
	Mar	18 710	3 480	61 280	9 886	79 991	13 365
	Apr	18 490	3 653	59 747	9 602	78 236	13 255
	May	19 065	3 649	59 401	9 614	78 466	13 262
	Jun	18 005	3 489	59 685	9 600	77 690	13 089
	Jul	17 338	3 301	63 259	10 073	80 597	13 374
	Aug	18 251	3 545	63 610	10 232	81 861	13 777
	Sep	18 521	3 660	64 066	10 455	82 587	14 115
	Oct	17 662	3 511	65 148	10 512	82 809	14 023
	Nov	18 458	3 701	66 608	10 676	85 066	14 378
	Dec	15 570	3 237	65 985	10 623	81 555	13 860
2019	Jan	19 235	3 671	64 182	10 588	83 418	14 259

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

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

Type of commodity	Aug-18	Sep-18	Oct-18	Nov-18	Dec-18	Jan-19 1/
Agriculture and forestry primary products	1 210	1 168	1 200	1 269	968	998
Primary mining and quarrying products	5 320	5 426	5 349	5 774	4 637	5 128
Manufactured food, beverages and tobacco products	1 783	1 774	1 911	1 950	1 806	1 731
Textiles, clothing and leather products	249	267	233	216	202	166
Chemicals, coke, petroleum, rubber, plastic and other mineral products	1 259	1 104	1 173	1 252	1 077	1 075
Basic metals and fabricated metal products	528	594	549	601	491	475
Non-metallic products	321	315	335	345	278	257
Electrical machinery, transport machinery and equipment	180	176	188	196	158	144
Motor vehicles, parts and accessories	339	318	379	366	296	286
Paper and paper products	121	113	119	129	98	95
Commercial products	257	283	318	282	232	220
Used household and office products	258	277	362	410	350	325
Containers	742	767	724	734	588	695
Parcels	210	205	215	225	213	182
Other freight	1 645	1 640	1 693	1 808	1 520	1 480
<b>Total</b>	<b>14 421</b>	<b>14 427</b>	<b>14 746</b>	<b>15 557</b>	<b>12 912</b>	<b>13 258</b>

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

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



**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
	<b>Total</b>	<b>253 413</b>	<b>2 434</b>	<b>309 185</b>	<b>9 504</b>	<b>562 598</b>	<b>11 938</b>
2019	Jan	16 012	204	26 272	860	42 284	1 064

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
	<b>Total</b>	<b>-19,6</b>	<b>-7,8</b>	<b>-1,5</b>	<b>-0,8</b>	<b>-10,6</b>	<b>-2,3</b>
2019	Jan	-16,3	-3,3	-6,3	0,4	-10,4	-0,4

**Table 10 – Seasonally adjusted passenger transportation (income at current prices)**

Year and month		Rail		Road		Total	
		Passenger journeys (000)	Income (R million)	Passenger journeys (000)	Income (R million)	Passenger journeys (000)	Income (R million)
2018	Jan	23 990	208	29 701	855	53 690	1 063
	Feb	19 964	201	27 047	791	47 011	992
	Mar	20 193	200	26 238	783	46 431	984
	Apr	25 801	227	22 204	706	48 005	934
	May	19 580	211	19 243	629	38 822	840
	Jun	21 705	224	24 954	792	46 658	1 016
	Jul	24 883	202	27 431	825	52 314	1 027
	Aug	20 513	177	25 687	827	46 200	1 004
	Sep	19 722	199	26 258	777	45 981	976
	Oct	18 362	198	25 999	843	44 361	1 041
	Nov	18 404	193	27 104	843	45 508	1 036
	Dec	21 779	196	27 540	835	49 319	1 032
2019	Jan	19 105	198	27 701	853	46 807	1 051

**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	0,2	10,6	6,3	5,8	3,5	6,8
	Feb	-16,8	-3,4	-8,9	-7,5	-12,4	-6,7
	Mar	1,1	-0,5	-3,0	-1,0	-1,2	-0,8
	Apr	27,8	13,5	-15,4	-9,8	3,4	-5,1
	May	-24,1	-7,0	-13,3	-10,9	-19,1	-10,1
	Jun	10,9	6,2	29,7	25,9	20,2	21,0
	Jul	14,6	-9,8	9,9	4,2	12,1	1,1
	Aug	-17,6	-12,4	-6,4	0,2	-11,7	-2,2
	Sep	-3,9	12,4	2,2	-6,0	-0,5	-2,8
	Oct	-6,9	-0,5	-1,0	8,5	-3,5	6,7
	Nov	0,2	-2,5	4,3	0,0	2,6	-0,5
	Dec	18,3	1,6	1,6	-0,9	8,4	-0,4
2019	Jan	-12,3	1,0	0,6	2,2	-5,1	1,8

## Survey information

<b>Introduction</b>	<b>1</b>	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.
	<b>2</b>	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.
<b>Purpose of the survey</b>	<b>3</b>	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.
<b>Scope of the survey</b>	<b>4</b>	<p>This survey covers enterprises involved in land transportation according to the following type of transportation:</p> <ul style="list-style-type: none"> <li>• railway transport (including passenger and freight transportation);</li> <li>• 'other' scheduled passenger land transport – urban, suburban and inter-urban bus and coach passenger lines and school buses;</li> <li>• '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</li> <li>• freight transport by road.</li> </ul>
<b>Exclusions</b>	<b>5</b>	<p>Passenger transportation excludes:</p> <ul style="list-style-type: none"> <li>• minibus taxis;</li> <li>• metropolitan buses (including the Bus Rapid Transport system – BRT); and</li> <li>• rental of private cars/buses without drivers.</li> </ul> <p>Freight transportation excludes:</p> <ul style="list-style-type: none"> <li>• renting of trucks without drivers; and</li> <li>• in-house transportation.</li> </ul>
<b>Classification</b>	<b>6</b>	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.
<b>Collection rate</b>	<b>7</b>	The preliminary collection rate for the survey on land transportation for January 2019 was 85,8%. The improved collection rate for December 2018 was 89,2%.
<b>Statistical unit</b>	<b>8</b>	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.
<b>Revised figures</b>	<b>9</b>	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 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 *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.

<b>Symbols and abbreviations</b>	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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