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Land transport
(Preliminary)

July 2018

The results published today are based on a new sample. This is an annual procedure which typically affects the levels of payload, passenger journeys and income at current prices. To avoid breaks in time series and to minimise revisions to historical growth rates, historical levels were revised (i.e. they were linked to the estimates based on the new sample).

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Freight transportation: results for July 2018

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

	Feb-18	Mar-18	Apr-18	May-18	Jun-18	Jul-18
Freight payload	12,2	7,4	6,6	1,1	-5,1	4,8
Freight income	12,6	8,9	8,8	4,3	-2,6	3,0

The volume of goods transported (payload) increased by 4,8% in July 2018 compared with July 2017. The corresponding income increased by 3,0% over the same period.

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

Type of commodity	May – Jul 2017 (R million)	Weight	May – Jul 2018 (R million)	% change between May – Jul 2017 and May – Jul 2018	Contribution (% points) to the total % change
Agriculture and forestry primary products	3 496	8,9	3 368	-3,7	-0,3
Primary mining and quarrying products	13 459	34,1	13 900	3,3	1,1
Manufactured food, beverages and tobacco products	5 960	15,1	5 377	-9,8	-1,5
Textiles, clothing and leather goods	724	1,8	733	1,2	0,0
Chemicals, coke, petroleum, rubber, plastic and other mineral products	3 352	8,5	3 216	-4,1	-0,3
Basic metals and fabricated metal products	1 452	3,7	1 558	7,3	0,3
Non-metallic products	945	2,4	945	0,0	0,0
Electrical machinery, transport machinery and equipment	563	1,4	575	2,1	0,0
Motor vehicles, parts and accessories	753	1,9	907	20,5	0,4
Paper and paper products	338	0,9	347	2,7	0,0
Commercial products	736	1,9	771	4,8	0,1
Used household and office products	761	1,9	800	5,1	0,1
Containers	1 771	4,5	2 023	14,2	0,6
Parcels	624	1,6	669	7,2	0,1
Other freight	4 556	11,5	4 883	7,2	0,8
Total income	**39 494**	**100,0**	**40 073**	**1,5**	**1,5**

Income from freight transportation increased by 1,5% in the three months ended July 2018 compared with the three months ended July 2017. The main contributor to this increase was primary mining and quarrying products (3,3% and contributing 1,1 percentage points) – see Table B.

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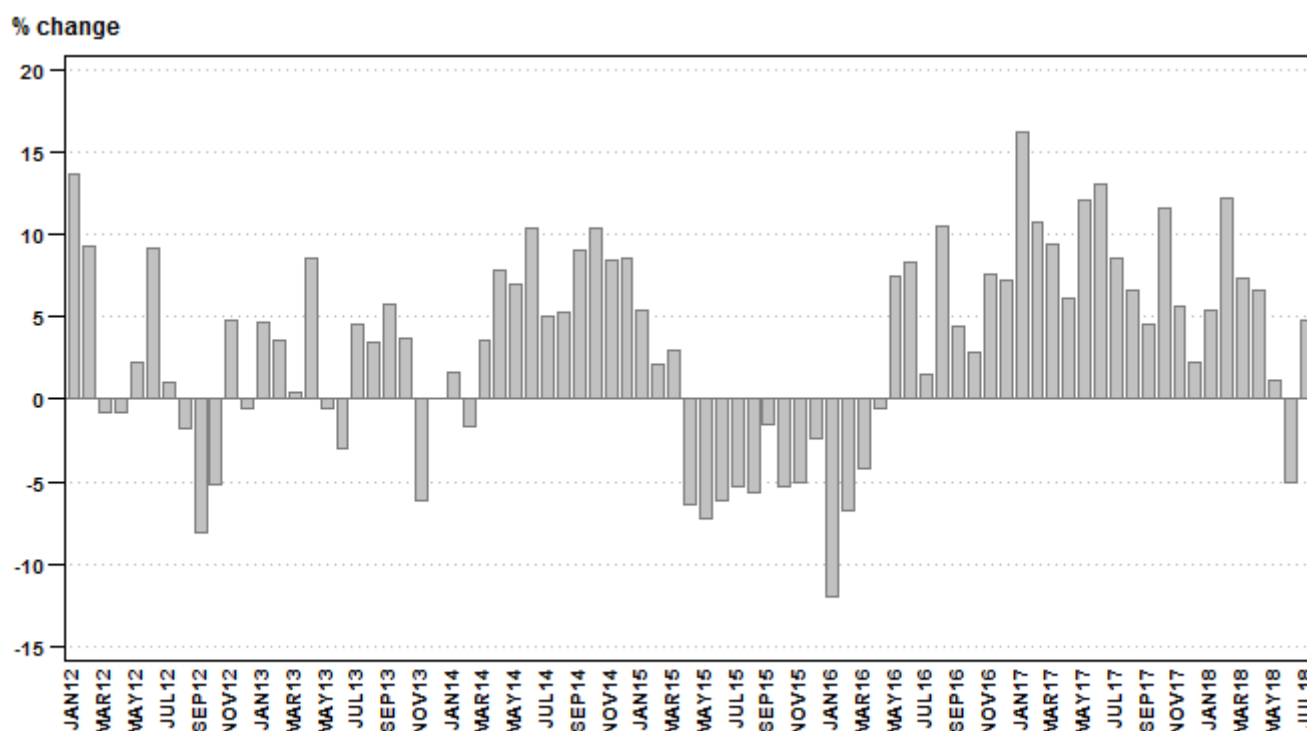
Table C – Seasonally adjusted payload for the latest three months by type of transport

Payload	Feb – Apr 2018 (000 tons)	Weight	May – Jul 2018 (000 tons)	% change between Feb – Apr 2018 and May – Jul 2018	Contribution (% points) to the total % change
Rail	56 342	23,5	54 456	-3,3	-0,8
Road	183 569	76,5	179 586	-2,2	-1,7
Total	**239 910**	**100,0**	**234 043**	**-2,4**	**-2,4**

Seasonally adjusted payload decreased by 2,4% in the three months ended July 2018 compared with the previous three months. Road freight decreased by 2,2% (contributing -1,7 percentage points) while rail freight decreased by 3,3% (contributing -0,8 of a percentage point) – see Table C.

Passenger transportation: results for July 2018

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

	Feb-18	Mar-18	Apr-18	May-18	Jun-18	Jul-18
Passenger journeys	-14,5	-18,5	-5,0	-25,1	-13,6	7,2
Passenger income	-4,8	-6,2	-7,0	-18,1	-0,6	1,7

The number of passenger journeys increased by 7,2% in July 2018 compared with July 2017. The corresponding income increased by 1,7% over the same period.

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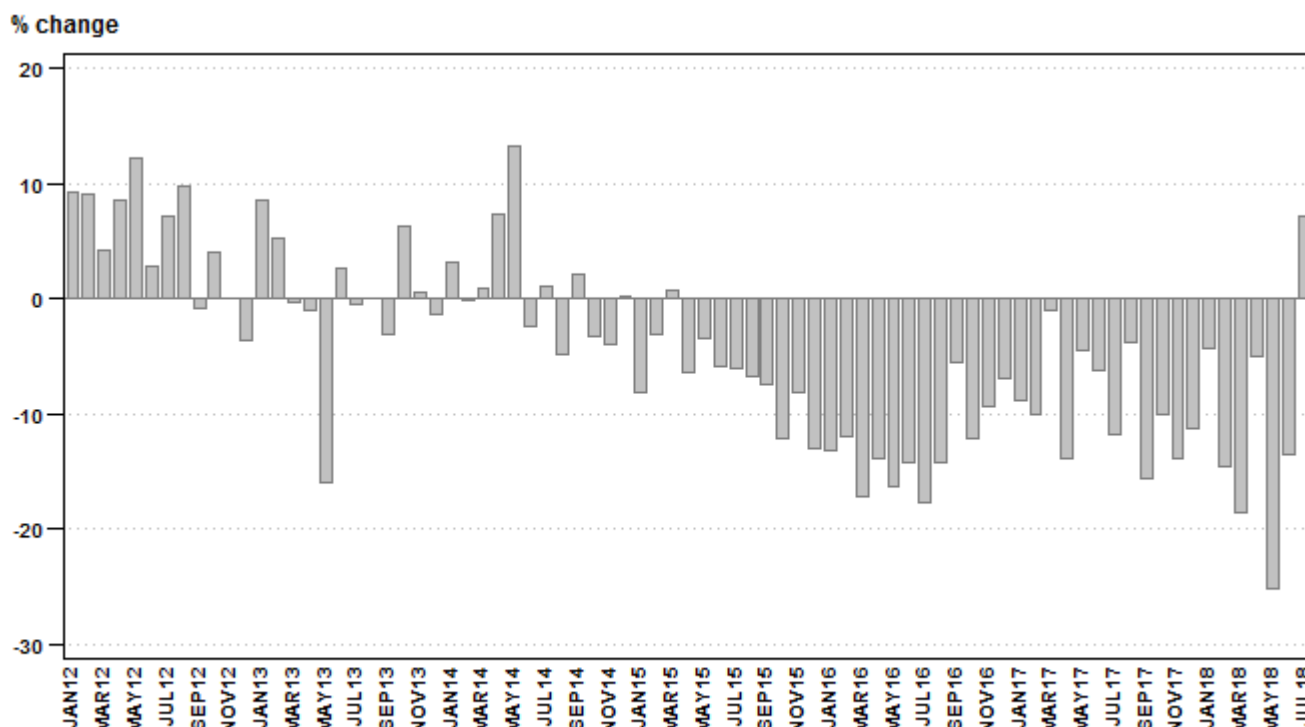
Table E – Seasonally adjusted passenger journeys for the latest three months by type of transport

Passenger journeys	Feb – Apr 2018 (000)	Weight	May – Jul 2018 (000)	% change between Feb – Apr 2018 and May – Jul 2018	Contribution (% points) to the total % change
Rail	66 317	46,7	67 093	1,2	0,6
Road	75 651	53,3	72 312	-4,4	-2,3
Total	**141 969**	**100,0**	**139 404**	**-1,8**	**-1,8**

Seasonally adjusted passenger journeys decreased by 1,8% in the three months ended July 2018 compared with the previous three months. Road passenger journeys decreased by 4,4% (contributing -2,3 percentage points) while rail passenger journeys increased by 1,2% (contributing 0,6 of a percentage point) – see Table E.

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Statistician-General

Note: Changes to the monthly current indicator survey and the impact on the statistical series

Business register and samples

Today Statistics South Africa (Stats SA) publishes results for the monthly survey of land transport from a new sample drawn in April 2018, which replaces the previous sample that was drawn in April 2017. The sample was drawn from a business register of enterprises with an annual turnover of at least R1 081 402 and that are required to register with the South African Revenue Service for value added tax.

Owing to the evolving nature of business, the business register is maintained on a continuous basis. The maintenance process is aimed, amongst other things, at capturing changes related to new businesses, ceased businesses, merged businesses and classification changes. In addition, Stats SA undertakes quality improvement surveys related to the business register, the primary objective of which is to capture up-to-date information about the structures and activities of large and complex businesses. This process enables Stats SA to review classification codes for these businesses. These changes are an essential part of the statistical architecture.

Comparison between the previous (revised) and new samples for freight transportation

The reported level of income from freight transportation for the monthly survey of the land transport industry for the months April to June 2018 based on the new sample was 0,3% lower than the level of income from the previous sample (see Table F and Figure 3). The reported level of payload for the months April to June 2018 based on the new sample was 1,1% higher than the level of payload from the previous sample. The previous sample was drawn in April 2017 and was operational for the last half of 2017 and the first half of 2018.

Table F – Freight transportation estimates for the previous and new samples: April to June 2018

Freight transportation estimates 1/	Previous sample	New sample	Difference	Difference (percentage) 2/
Freight payload (000 tons)	230 379	232 837	2 458	1,1
Freight income (R million)	39 792	39 669	-123	-0,3

1/ Units of measurement can be found next to the respective variables.
2/ The percentage difference is the new sample minus the previous sample, divided by the previous sample, multiplied by 100.

Figure 3 – Freight transportation income: monthly levels of previous and new samples from April to June 2018
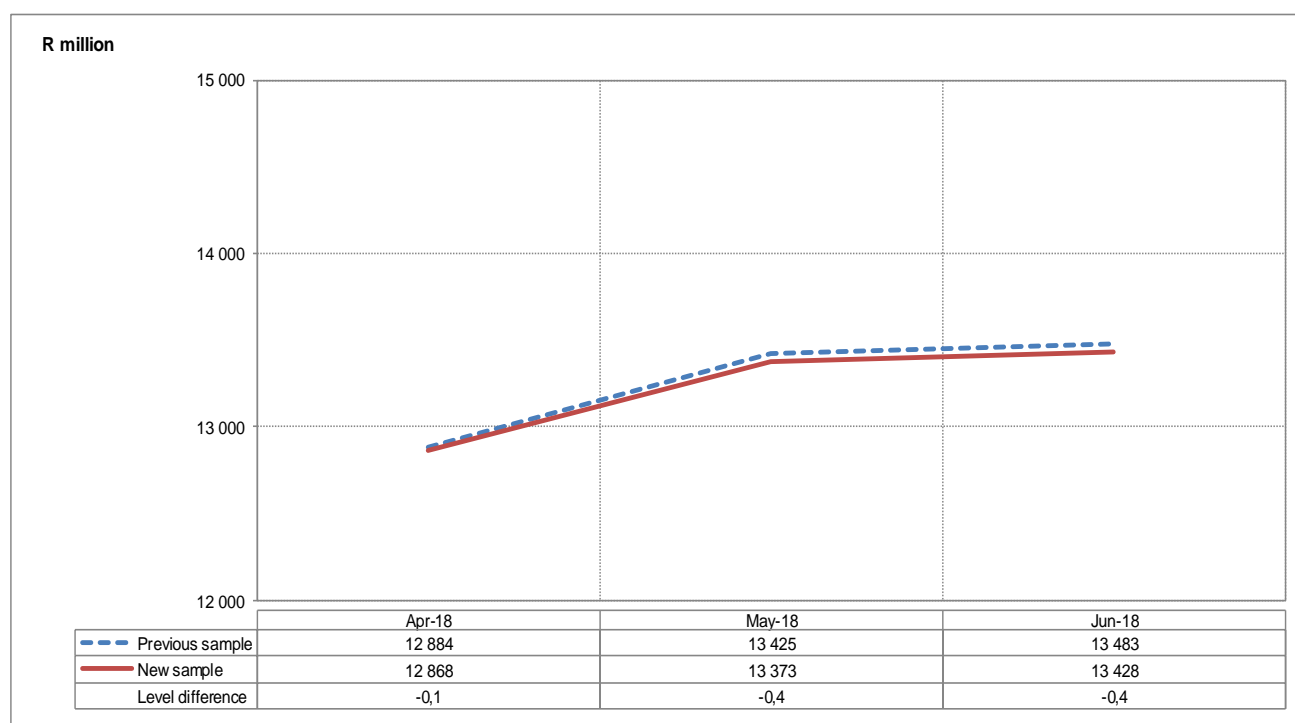

	Apr-18	May-18	Jun-18
Previous sample	12 884	13 425	13 483
New sample	12 868	13 373	13 428
Level difference	-0,1	-0,4	-0,4

Table G – Total income from freight transportation for the previous and new samples by type of commodity: April to June 2018

Type of commodity	Previous sample (R million)	New sample (R million)	Difference (R million)	Difference (percentage) 1/
Agriculture and forestry primary products	2 933	3 296	363	12,4
Primary mining and quarrying products	14 202	14 179	-23	-0,2
Manufactured food, beverages and tobacco products	5 343	5 069	-274	-5,1
Textiles, clothing and leather goods	748	720	-28	-3,7
Chemicals, coke, petroleum, rubber, plastic and other minerals	3 368	3 197	-171	-5,1
Basic metals and fabricated metal products	1 474	1 559	85	5,8
Non-metallic products	932	943	11	1,2
Electrical machinery, transport machinery and equipment	597	570	-27	-4,5
Motor vehicles, parts and accessories	910	862	-48	-5,3
Paper and paper products	419	327	-92	-22,0
Commercial products	624	744	120	19,2
Used household and office products	916	787	-129	-14,1
Containers	1 892	1 984	92	4,9
Parcels	859	632	-227	-26,4
Other freight	4 578	4 800	222	4,8
Total	**39 792**	**39 669**	**-123**	**-0,3**

1/ The percentage difference is the new sample minus the previous sample, divided by the previous sample, multiplied by 100.

The largest percentage differences were in the following types of commodities:
- parcels (26,4% or R227 million lower in the new sample);
- paper and paper products (22,0% or R92 million lower in the new sample);
- commercial products (19,2% or R120 million higher in the new sample);
- used household and office products (14,1% or R129 million lower in the new sample); and
- agriculture and forestry primary products (12,4% or R363 million higher in the new sample).

Comparison between the previous (revised) and new samples for passenger transportation

The reported level of income from passenger transportation for the months April to June 2018 based on the new sample was 0,9% higher than the level of income from the previous sample (see Table H and Figure 4 on page 7). The reported level of number of passenger journeys for the months April to June 2018 based on the new sample was 1,0% lower than the level of number of passenger journeys from the previous sample.

Table H – Passenger transportation estimates for the previous and new samples – April to June 2018

Passenger transportation estimates 1/	Previous sample	New sample	Difference	Difference (percentage) 2/
Passenger journeys (000)	135 180	133 792	-1 388	-1,0
Passenger income (R million)	2 646	2 670	24	0,9

1/ Units of measurement can be found next to the respective variables.
2/ The percentage difference is the new sample minus the previous sample, divided by the previous sample, multiplied by 100.

Figure 4 – Passenger transportation income: monthly levels of previous and new samples from April to June 2018

	Apr-18	May-18	Jun-18
Previous sample	869	816	961
New sample	879	821	970
Level difference	1,2	0,6	0,9
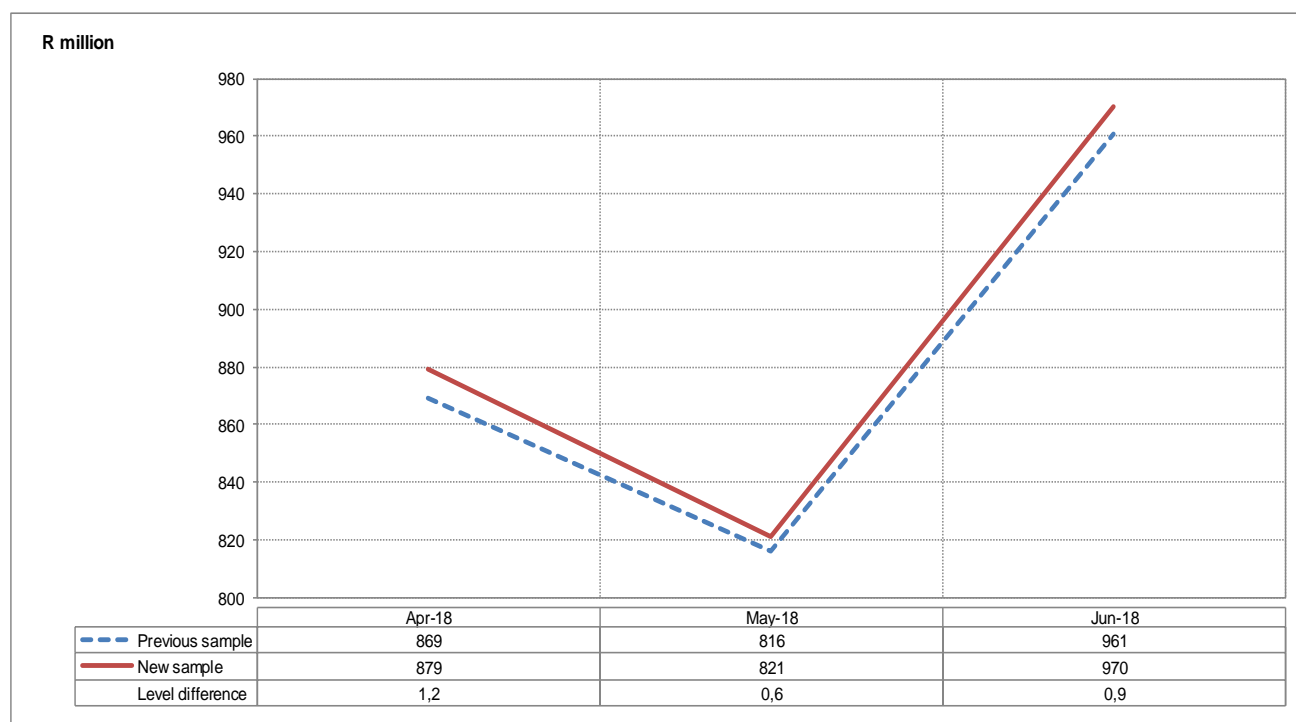
Table I – Total income from passenger transportation for the previous and new samples by type of service: April to June 2018

Type of service	Previous sample (R million)	New sample (R million)	Difference (R million)	Difference (percentage) 1/
Railway passenger transportation	639	639	0	0,0
Road passenger transportation	2 007	2 031	24	1,2
Total	**2 646**	**2 670**	**24**	**0,9**

1/ The percentage difference is the new sample minus the previous sample, divided by the previous sample, multiplied by 100.

Backcasting

To avoid breaks in the time series and to minimise revisions to historical growth rates, historical levels were revised (i.e. they were linked to the estimates based on the new sample).

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
	June	18 218	3 593	60 374	9 835	78 592	13 428
	July	15 706	3 104	64 017	10 168	79 723	13 272

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
	June	-5,7	-2,7	-4,9	-2,5	-5,1	-2,6
	July	-9,0	-5,6	8,9	6,0	4,8	3,0

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

Year and month		Rail		Road		Total	
		Payload (000 tons)	Income (R million)	Payload (000 tons)	Income (R million)	Payload (000 tons)	Income (R million)
2017	Jan	18 833	3 304	56 154	9 033	74 987	12 337
	Feb	18 865	3 366	54 003	8 596	72 867	11 962
	Mar	18 345	3 377	53 452	8 567	71 797	11 944
	Apr	19 005	3 411	56 421	9 065	75 426	12 477
	May	19 167	3 486	58 871	9 295	78 038	12 781
	Jun	19 074	3 537	61 140	9 683	80 214	13 220
	Jul	18 611	3 520	58 055	9 379	76 666	12 899
	Aug	19 457	3 526	57 051	9 151	76 508	12 677
	Sep	18 623	3 566	57 628	9 312	76 251	12 879
	Oct	19 043	3 580	58 889	9 520	77 932	13 100
	Nov	18 398	3 529	58 462	9 417	76 859	12 946
	Dec	18 648	3 559	57 177	9 219	75 824	12 778
2018	Jan	18 430	3 488	60 512	9 805	78 942	13 293
	Feb	19 147	3 620	62 787	9 874	81 934	13 494
	Mar	18 707	3 489	61 163	9 860	79 869	13 349
	Apr	18 488	3 635	59 619	9 576	78 107	13 211
	May	19 125	3 683	59 136	9 562	78 261	13 245
	June	18 025	3 473	59 342	9 554	77 367	13 027
	July	17 306	3 300	61 108	9 697	78 415	12 997

Table 4 – Month-on-month percentage change in seasonally adjusted freight transportation (income at current prices)

Year and month		Rail		Road		Total	
		Payload	Income	Payload	Income	Payload	Income
2017	Jan	-1,4	-3,6	2,9	2,8	1,8	1,0
	Feb	0,2	1,9	-3,8	-4,8	-2,8	-3,0
	Mar	-2,8	0,3	-1,0	-0,3	-1,5	-0,2
	Apr	3,6	1,0	5,6	5,8	5,1	4,5
	May	0,9	2,2	4,3	2,5	3,5	2,4
	Jun	-0,5	1,5	3,9	4,2	2,8	3,4
	Jul	-2,4	-0,5	-5,0	-3,1	-4,4	-2,4
	Aug	4,5	0,2	-1,7	-2,4	-0,2	-1,7
	Sep	-4,3	1,1	1,0	1,8	-0,3	1,6
	Oct	2,3	0,4	2,2	2,2	2,2	1,7
	Nov	-3,4	-1,4	-0,7	-1,1	-1,4	-1,2
	Dec	1,4	0,9	-2,2	-2,1	-1,3	-1,3
2018	Jan	-1,2	-2,0	5,8	6,4	4,1	4,0
	Feb	3,9	3,8	3,8	0,7	3,8	1,5
	Mar	-2,3	-3,6	-2,6	-0,1	-2,5	-1,1
	Apr	-1,2	4,2	-2,5	-2,9	-2,2	-1,0
	May	3,4	1,3	-0,8	-0,1	0,2	0,3
	June	-5,8	-5,7	0,3	-0,1	-1,1	-1,6
	July	-4,0	-5,0	3,0	1,5	1,4	-0,2

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

Type of commodity	Feb-18	Mar-18	Apr-18	May-18	Jun-18	Jul-18 1/
Agriculture and forestry primary products	1 088	998	1 045	1 144	1 107	1 117
Primary mining and quarrying products	4 790	4 504	4 737	4 740	4 702	4 458
Manufactured food, beverages and tobacco products	1 624	1 760	1 587	1 678	1 804	1 895
Textiles, clothing and leather products	193	208	235	241	244	248
Chemicals, coke, petroleum, rubber, plastic and other mineral products	1 010	1 063	1 054	1 087	1 056	1 073
Basic metals and fabricated metal products	493	507	520	530	509	519
Non-metallic products	296	296	316	311	316	318
Electrical machinery, transport machinery and equipment	170	196	171	214	185	176
Motor vehicles, parts and accessories	247	253	269	302	291	314
Paper and paper products	108	105	99	112	116	119
Commercial products	229	239	239	257	248	266
Used household and office products	281	286	251	242	294	264
Containers	629	630	625	680	679	664
Parcels	205	202	199	204	229	236
Other freight	1 531	1 574	1 521	1 630	1 649	1 604
Total	**12 895**	**12 822**	**12 868**	**13 373**	**13 428**	**13 272**

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	Feb-18	Mar-18	Apr-18	May-18	Jun-18	Jul-18
Agriculture and forestry primary products	17,2	1,8	15,6	7,3	-16,1	0,5
Primary mining and quarrying products	19,0	13,1	13,8	8,5	-2,1	4,0
Manufactured food, beverages and tobacco products	7,5	-2,1	-7,2	-11,3	-10,4	-7,8
Textiles, clothing and leather products	1,6	-2,3	7,3	-9,7	3,8	11,7
Chemicals, coke, petroleum, rubber, plastic and other mineral products	12,5	17,7	1,5	2,6	-12,0	-1,8
Basic metals and fabricated metal products	15,2	14,7	11,1	9,3	-0,4	13,8
Non-metallic products	-6,3	-11,6	-1,6	-5,5	1,6	4,3
Electrical machinery, transport machinery and equipment	-8,1	3,2	2,4	5,9	1,1	-1,1
Motor vehicles, parts and accessories	13,8	9,5	30,6	24,8	18,8	18,0
Paper and paper products	4,9	-2,8	-3,9	-2,6	2,7	8,2
Commercial products	8,0	0,4	6,7	3,2	1,2	9,9
Used household and office products	-1,1	20,2	9,1	0,0	13,1	1,9
Containers	14,8	16,5	15,7	14,3	13,9	14,5
Parcels	10,2	4,7	7,0	1,0	6,5	14,0
Other freight	7,5	13,2	13,3	7,9	7,6	6,1
Total	**12,6**	**8,9**	**8,8**	**4,3**	**-2,6**	**3,0**

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

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
	June	21 648	202	24 780	768	46 428	970
	July	24 554	209	27 224	846	51 778	1 055

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
	June	-22,5	-1,5	-4,0	-0,4	-13,6	-0,6
	July	2,1	-7,5	12,3	4,3	7,2	1,7

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	31 340	247	24 327	787	55 667	1 034
	Feb	30 790	239	24 467	797	55 256	1 036
	Mar	29 718	241	25 436	806	55 153	1 047
	Apr	28 942	231	24 401	768	53 343	999
	May	28 928	231	25 741	795	54 669	1 026
	Jun	26 842	221	25 485	786	52 327	1 007
	Jul	25 658	224	25 580	793	51 238	1 017
	Aug	23 904	213	27 368	813	51 272	1 026
	Sep	22 209	208	28 382	799	50 592	1 007
	Oct	22 042	203	27 098	814	49 140	1 016
	Nov	20 895	200	27 345	813	48 240	1 013
	Dec	24 644	187	28 281	805	52 925	992
2018	Jan	24 256	209	29 749	884	54 004	1 093
	Feb	20 001	201	27 129	788	47 131	988
	Mar	20 228	201	26 300	779	46 528	980
	Apr	26 088	228	22 222	701	48 310	929
	May	19 784	213	19 339	628	39 122	841
	June	22 110	225	25 096	788	47 206	1 013
	July	25 199	204	27 877	825	53 076	1 030

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

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 *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 July 2018 was 75,1%. The collection rate for June 2018 for the new sample was 80,4%.
Statistical unit	8	The statistical unit for which information is compiled and published is an enterprise, defined as a legal unit or a combination of legal units that includes and directly controls all functions necessary to carry out its income activities. The statistical units are derived from and linked to the South African Revenue Service (SARS) administrative data.
Revised figures	9	Revised figures are mainly due to late submission of data to Stats SA, or respondents reporting revisions or corrections to their figures. Preliminary figures, as indicated in the relevant tables, are subject to change and when revised will not be indicated as such.

Related publications	**10**	Users may also wish to refer to the following publication available from Stats SA –

- *Stats in Brief* issued annually.

Rounding-off of figures	**11**	Where figures have been rounded off, discrepancies may occur between sums of the component items and the totals.

Historical data	**12**	Historical land transport data are available on the Stats SA website. To access the data electronically, use the following link: Click to download historical data

Past publications	**13**	Past land transport releases are available on the Stats SA website. To access the releases electronically, use the following link: Click to download past releases

Technical notes

Survey methodology and design	**1**	The survey is conducted on a monthly basis. Questionnaires are sent to a sample of 704 enterprises from a population of 4 523 enterprises. Completed questionnaires are required to be returned to Stats SA within 10 days after the end of the reference month. Fax and telephone reminders are used to follow up on non-respondents.
	2	A stratified random sample was drawn at the SIC four-digit level in May 2018 from Stats SA's business sampling frame (BSF). Strata were formed using a combination of Standard Industrial Classification and the measure of size classes for enterprises (see paragraph 3 below).

The Neyman optimal allocation formula given below was used to allocate samples to each stratum:

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

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	1 081 402	9 000 000
Small	3	9 000 001	39 000 000
Medium	2	39 000 001	78 000 000
Large	1	78 000 001	

Sample weighting	**4**	For those strata not completely enumerated, the weights to produce estimates are the inverse ratio of the sampling fraction, modified to take account of non-response in the survey. Stratum estimates are calculated and then aggregated with the completely enumerated stratum to form division estimates. These procedures are in line with international best practice.

Reliability of estimates	**5**	Data presented in this publication are based on information obtained from a sample and are, therefore, subject to sampling variability; that is, they may differ from the figures that would have been produced if the data had been obtained from all enterprises in the land transport industry in South Africa. Estimates are subject to sampling and non-sampling errors.

6   Inaccuracies may occur because of imperfections in reporting by enterprises and errors made in the collection and processing of the data. Inaccuracies of this kind are referred to as non-sampling errors. Every effort is made to minimise non-sampling errors by careful design of questionnaires, testing them in pilot studies, editing reported data and implementing efficient operating procedures. Fluctuations may occur in consecutive months as a result of seasonal and economic factors.

Year-on-year percentage change   7   The year-on-year percentage change in a variable for any given period is the change between that period and the corresponding period of the previous year, expressed as a percentage of the latter.

Contribution (percentage points)   8   The contribution (percentage points) to the annual percentage change for any given period is calculated by multiplying the percentage change of each type of commodity/service by its corresponding weight, divided by 100. The weight is the percentage contribution of each type of commodity/service to total income in the corresponding period of the previous year.

Seasonal adjustment   9   Seasonally adjusted estimates are generated each month using the X-12-ARIMA Seasonal Adjustment Program developed by the US Bureau of the Census. Seasonal adjustment is a means of removing the estimated effects of normal seasonal variation from the series so that the effects of other influences on the series can be recognised more clearly. Seasonal adjustment does not aim to remove irregular or non-seasonal influences which may be present in any particular month. Influences that are volatile or unsystematic can still make it difficult to interpret the movement of the series even after adjustment for seasonal variations. Therefore the month-to-month movements of seasonally adjusted estimates may not be reliable indicators of trend behaviour. The X-12-ARIMA procedure for land transportation is described in more detail on the Stats SA website at:
Click to download seasonal adjustment land transport August 2017

Trend cycle   10   The trend is the long-term pattern or movement of a time series. The X-12-ARIMA Seasonal Adjustment Program is used for smoothing seasonally adjusted estimates to estimates of the underlying trend cycle.

Glossary

Enterprise   An enterprise is a legal entity or a combination of legal units that includes and directly controls all functions necessary to carry out its activities.

Industry   An industry is made up of enterprises engaged in the same or similar kinds of economic activity. Industries are defined in the *System of National Accounts* (SNA) in the same way as in the *Standard Industrial Classification of all Economic Activities* (SIC), Fifth Edition, Report No. 09-90-02 of January 1993.

Symbols and abbreviations
BSF	Business sampling frame
GDP	Gross domestic product
ISIC	International Standard Industrial Classification
SIC	Standard Industrial Classification of all Economic Activities
SARS	South African Revenue Service
Stats SA	Statistics South Africa
VAT	Value added tax

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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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