

STATISTICAL RELEASE

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Land transport (Preliminary)

June 2018

The results published in the next publication (July 2018) will be 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 will be revised (i.e. they will be linked to the estimates based on the new sample).

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Contents

Freight transportation: results for June 2018.....	2
Table A – Year-on-year percentage change in freight transportation (income at current prices).....	2
Table B – Freight transportation income at current prices for the latest three months by type of commodity.....	2
Figure 1 – Freight transportation: year-on-year percentage change in payload.....	3
Table C – Seasonally adjusted payload for the latest three months by type of transport.....	3
Passenger transportation: results for June 2018.....	4
Table D – Year-on-year percentage change in passenger transportation (income at current prices).....	4
Figure 2 – Passenger transportation: year-on-year percentage change in passenger journeys.....	4
Table E – Seasonally adjusted passenger journeys for the latest three months by type of transport.....	4
Tables	5
Table 1 – Freight transportation (income at current prices)	5
Table 2 – Year-on-year percentage change in freight transportation (income at current prices)	5
Table 3 – Seasonally adjusted freight transportation (income at current prices).....	6
Table 4 – Month-on-month percentage change in seasonally adjusted freight transportation (income at current prices)	6
Table 5 – Freight transportation income at current prices by type of commodity (R million).....	7
Table 6 – Year-on-year percentage change in freight transportation income at current prices by type of commodity	7
Table 7 – Contribution of each type of commodity to the year-on-year percentage change in freight transportation income at current prices (percentage points)	7
Table 8 – Passenger transportation (income at current prices)	8
Table 9 – Year-on-year percentage change in passenger transportation (income at current prices)	8
Table 10 – Seasonally adjusted passenger transportation (income at current prices).....	9
Table 11 – Month-on-month percentage change in seasonally adjusted passenger transportation (income at current prices)	9
Survey information	10
Technical notes.....	11
Glossary	12
Technical enquiries	12
General information.....	13

Freight transportation: results for June 2018

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

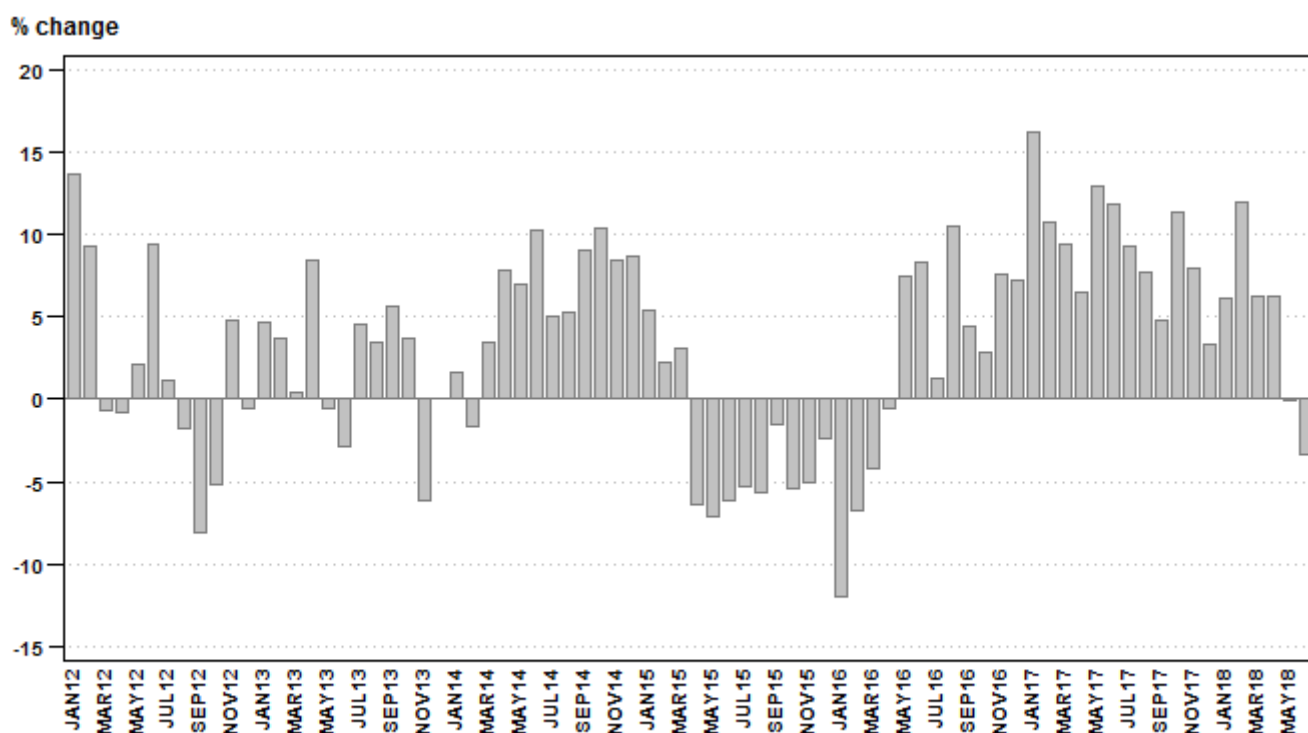
	Jan-18	Feb-18	Mar-18	Apr-18	May-18	Jun-18
Freight payload	6,1	12,0	6,3	6,2	-0,1	-3,3
Freight income	9,2	12,1	7,0	8,3	2,7	-2,8

The volume of goods transported (payload) decreased by 3,3% in June 2018 compared with June 2017. The corresponding income decreased by 2,8% over the same period.

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

Type of commodity	Apr – Jun 2017 (R million)	Weight	Apr – Jun 2018 (R million)	% change between Apr – Jun 2017 and Apr – Jun 2018	Contribution (% points) to the total % change
Agriculture and forestry primary products	3 093	8,1	3 225	4,3	0,3
Primary mining and quarrying products	13 637	35,5	14 356	5,3	1,9
Manufactured food, beverages and tobacco products	5 753	15,0	5 081	-11,7	-1,8
Textiles, clothing and leather goods	732	1,9	681	-7,0	-0,1
Chemicals, coke, petroleum, rubber, plastic and other mineral products	3 333	8,7	3 251	-2,5	-0,2
Basic metals and fabricated metal products	1 478	3,8	1 520	2,8	0,1
Non-metallic products	839	2,2	903	7,6	0,2
Electrical machinery, transport machinery and equipment	559	1,5	549	-1,8	0,0
Motor vehicles, parts and accessories	594	1,5	787	32,5	0,5
Paper and paper products	517	1,3	557	7,7	0,1
Commercial products	634	1,7	652	2,8	0,0
Used household and office products	785	2,0	862	9,8	0,2
Containers	1 696	4,4	1 935	14,1	0,6
Parcels	742	1,9	755	1,8	0,0
Other freight	4 003	10,4	4 229	5,6	0,6
Total income	38 395	100,0	39 343	2,5	2,5

Income from freight transportation increased by 2,5% in the second quarter of 2018 compared with the second quarter of 2017. The main contributor to this increase was primary mining and quarrying products (5,3% and contributing 1,9 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	Jan – Mar 2018 (000 tons)	Weight	Apr – Jun 2018 (000 tons)	% change between Jan – Mar 2018 and Apr – Jun 2018	Contribution (% points) to the total % change
Rail	57 591	24,1	57 119	-0,8	-0,2
Road	181 815	75,9	175 799	-3,3	-2,5
Total	239 406	100,0	232 918	-2,7	-2,7

Seasonally adjusted payload decreased by 2,7% in the second quarter of 2018 compared with the previous quarter. Road freight decreased by 3,3% (contributing -2,5 percentage points) while rail freight decreased by 0,8% (contributing -0,2 of a percentage point) – see Table C.

Passenger transportation: results for June 2018

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

	Jan-18	Feb-18	Mar-18	Apr-18	May-18	Jun-18
Passenger journeys	-7,1	-14,1	-18,9	-3,2	-24,5	-15,3
Passenger income	-0,9	-5,8	-8,3	-5,3	-18,8	-4,9

The number of passenger journeys decreased by 15,3% in June 2018 compared with June 2017. The corresponding income decreased by 4,9% over the same period.

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

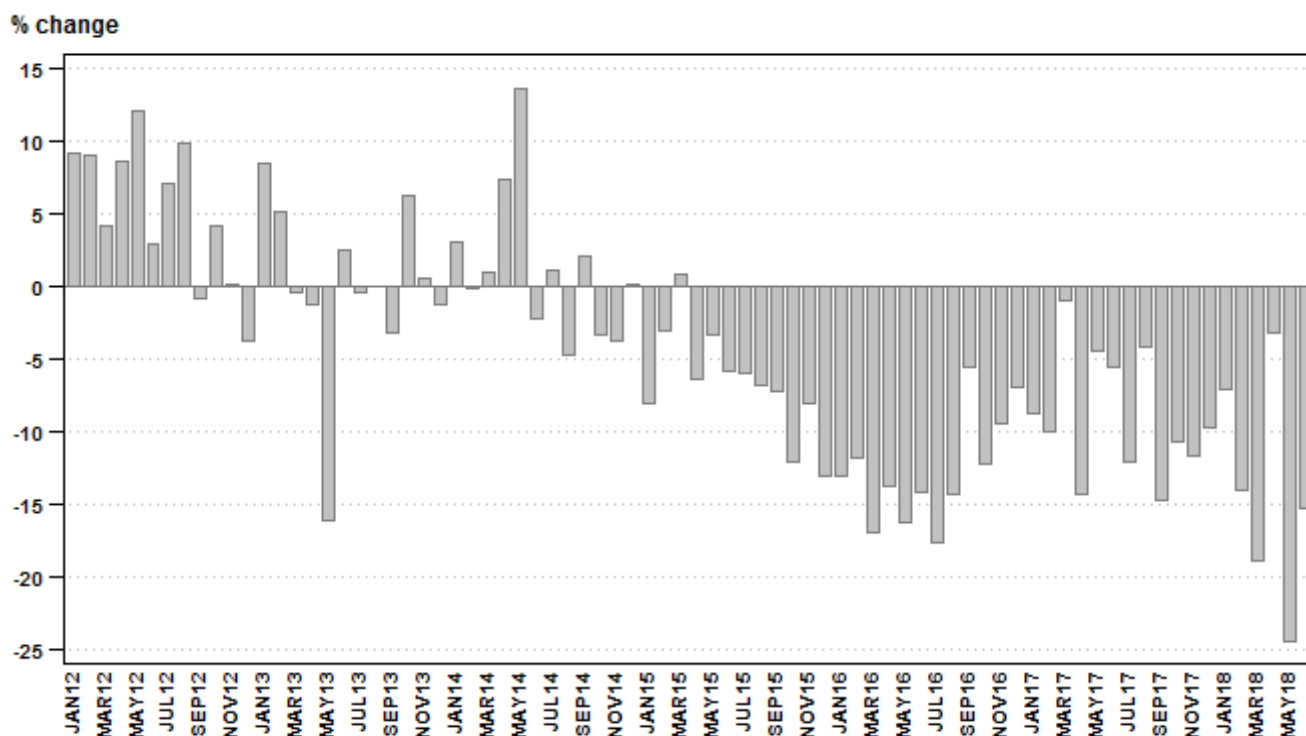


Table E – Seasonally adjusted passenger journeys for the latest three months by type of transport

Passenger journeys	Jan – Mar 2018 (000)	Weight	Apr – Jun 2018 (000)	% change between Jan – Mar 2018 and Apr – Jun 2018	Contribution (% points) to the total % change
Rail	65 105	44,2	67 493	3,7	1,6
Road	82 075	55,8	69 316	-15,5	-8,6
Total	147 180	100,0	136 809	-7,0	-7,0

Seasonally adjusted passenger journeys decreased by 7,0% in the second quarter of 2018 compared with the previous quarter. Road passenger journeys decreased by 15,5% (contributing -8,6 percentage points) while rail passenger journeys increased by 3,7% (contributing 1,6 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)
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	20 114	3 743	57 682	9 088	77 796	12 831
	Mar	18 444	3 375	58 247	9 216	76 691	12 590
	Apr	18 770	3 654	56 756	9 134	75 525	12 789
	May	18 361	3 601	59 286	9 577	77 647	13 179
	June	18 529	3 637	60 307	9 738	78 836	13 375

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	15,9	14,0	12,0	12,1
	Mar	1,8	6,4	7,8	7,3	6,3	7,0
	Apr	-2,6	4,5	9,5	9,9	6,2	8,3
	May	0,9	7,7	-0,4	1,0	-0,1	2,7
	June	-5,6	-2,7	-2,6	-2,8	-3,3	-2,8

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	19 224	3 348	55 585	8 965	74 809	12 313
	Feb	19 312	3 429	53 136	8 561	72 448	11 990
	Mar	18 773	3 458	52 905	8 530	71 678	11 988
	Apr	19 471	3 483	56 032	9 023	75 503	12 506
	May	19 620	3 494	58 709	9 270	78 328	12 763
	Jun	19 560	3 614	59 307	9 604	78 867	13 219
	Jul	17 887	3 360	57 932	9 411	75 819	12 771
	Aug	19 923	3 595	57 297	9 178	77 221	12 773
	Sep	19 005	3 637	57 254	9 259	76 260	12 896
	Oct	19 209	3 617	58 400	9 475	77 609	13 092
	Nov	18 791	3 598	59 137	9 478	77 927	13 076
	Dec	19 062	3 636	57 601	9 311	76 663	12 947
2018	Jan	18 814	3 545	60 182	9 801	78 996	13 346
	Feb	19 622	3 690	61 642	9 779	81 263	13 470
	Mar	19 155	3 539	59 991	9 644	79 147	13 183
	Apr	18 975	3 720	58 908	9 443	77 883	13 164
	May	19 619	3 689	58 205	9 355	77 824	13 044
	June	18 525	3 572	58 686	9 439	77 211	13 011

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	-3,9	2,8	2,3	1,7	0,5
	Feb	0,5	2,4	-4,4	-4,5	-3,2	-2,6
	Mar	-2,8	0,8	-0,4	-0,4	-1,1	0,0
	Apr	3,7	0,7	5,9	5,8	5,3	4,3
	May	0,8	0,3	4,8	2,7	3,7	2,1
	Jun	-0,3	3,4	1,0	3,6	0,7	3,6
	Jul	-8,6	-7,0	-2,3	-2,0	-3,9	-3,4
	Aug	11,4	7,0	-1,1	-2,5	1,8	0,0
	Sep	-4,6	1,2	-0,1	0,9	-1,2	1,0
	Oct	1,1	-0,5	2,0	2,3	1,8	1,5
	Nov	-2,2	-0,5	1,3	0,0	0,4	-0,1
	Dec	1,4	1,1	-2,6	-1,8	-1,6	-1,0
2018	Jan	-1,3	-2,5	4,5	5,3	3,0	3,1
	Feb	4,3	4,1	2,4	-0,2	2,9	0,9
	Mar	-2,4	-4,1	-2,7	-1,4	-2,6	-2,1
	Apr	-0,9	5,1	-1,8	-2,1	-1,6	-0,1
	May	3,4	-0,8	-1,2	-0,9	-0,1	-0,9
	June	-5,6	-3,2	0,8	0,9	-0,8	-0,3

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

Type of commodity	Jan-18	Feb-18	Mar-18	Apr-18	May-18	Jun-18 1/
Agriculture and forestry primary products	932	1 046	961	1 020	1 115	1 090
Primary mining and quarrying products	4 353	4 858	4 557	4 792	4 778	4 786
Manufactured food, beverages and tobacco products	1 768	1 714	1 771	1 613	1 685	1 783
Textiles, clothing and leather products	168	182	201	227	224	230
Chemicals, coke, petroleum, rubber, plastic and other mineral products	977	1 012	1 075	1 054	1 091	1 106
Basic metals and fabricated metal products	477	477	489	517	503	500
Non-metallic products	236	267	285	305	296	302
Electrical machinery, transport machinery and equipment	144	168	193	163	206	180
Motor vehicles, parts and accessories	184	216	221	212	291	284
Paper and paper products	170	175	170	168	192	197
Commercial products	177	200	212	208	214	230
Used household and office products	278	304	312	280	273	309
Containers	630	612	612	599	649	687
Parcels	224	249	243	248	239	268
Other freight	1 624	1 353	1 287	1 383	1 422	1 424
Total	12 342	12 831	12 590	12 789	13 179	13 375

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	Jan-18	Feb-18	Mar-18	Apr-18	May-18	Jun-18
Agriculture and forestry primary products	7,4	19,1	4,1	14,9	7,0	-6,3
Primary mining and quarrying products	7,7	18,0	11,9	12,6	7,3	-2,9
Manufactured food, beverages and tobacco products	11,8	10,4	-3,7	-6,7	-12,5	-15,0
Textiles, clothing and leather products	-4,5	-5,7	-6,9	7,1	-14,5	-10,9
Chemicals, coke, petroleum, rubber, plastic and other mineral products	1,1	11,1	17,6	0,2	1,9	-8,6
Basic metals and fabricated metal products	7,4	9,9	9,6	9,3	2,7	-2,9
Non-metallic products	-7,1	-2,9	-1,0	6,3	1,7	15,7
Electrical machinery, transport machinery and equipment	-6,5	-10,6	0,5	-1,8	2,0	-5,8
Motor vehicles, parts and accessories	10,2	16,1	12,2	19,8	39,2	36,5
Paper and paper products	8,3	9,4	0,6	5,0	7,3	10,7
Commercial products	4,7	6,4	0,5	5,1	-3,2	7,0
Used household and office products	-10,9	-0,7	22,4	14,3	4,2	11,2
Containers	11,9	13,8	15,5	13,0	11,3	17,8
Parcels	19,8	8,3	2,1	8,8	-2,8	0,0
Other freight	28,7	4,5	0,9	14,3	2,3	1,5
Total	9,2	12,1	7,0	8,3	2,7	-2,8

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

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	21 165	207	28 480	752	49 645	959
	Mar	21 989	214	29 805	836	51 794	1 050
	Apr	26 004	228	21 468	660	47 472	888
	May	21 222	209	20 855	613	42 077	822
	June	21 648	202	24 741	750	46 389	952

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	-34,1	-16,2	11,0	-2,5	-14,1	-5,8
	Mar	-35,1	-17,1	-0,6	-5,7	-18,9	-8,3
	Apr	-2,5	2,2	-4,1	-7,7	-3,2	-5,3
	May	-26,3	-7,5	-22,6	-22,0	-24,5	-18,8
	June	-22,5	-1,5	-7,9	-5,8	-15,3	-4,9

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)
2017	Jan	31 379	248	24 972	789	56 351	1 037
	Feb	30 771	240	24 820	800	55 591	1 039
	Mar	29 658	242	26 204	812	55 862	1 053
	Apr	28 873	234	24 985	765	53 857	998
	May	28 748	235	26 814	802	55 562	1 036
	Jun	26 715	223	26 516	796	53 231	1 018
	Jul	25 897	225	26 341	801	52 237	1 026
	Aug	24 347	219	27 921	805	52 268	1 024
	Sep	23 632	223	27 804	761	51 436	984
	Oct	22 190	213	27 845	808	50 034	1 021
	Nov	21 944	217	27 829	805	49 774	1 021
	Dec	25 467	212	28 315	792	53 782	1 003
2018	Jan	24 902	214	28 038	812	52 940	1 026
	Feb	19 998	201	27 580	779	47 578	980
	Mar	20 205	202	26 457	759	46 662	962
	Apr	26 086	230	23 886	715	49 972	946
	May	19 765	217	20 382	628	40 147	845
	June	21 642	228	25 048	750	46 690	978

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	2,5	-3,4	-0,1	-2,1	0,5
	Feb	-1,9	-3,2	-0,6	1,4	-1,3	0,2
	Mar	-3,6	0,8	5,6	1,5	0,5	1,3
	Apr	-2,6	-3,3	-4,7	-5,8	-3,6	-5,2
	May	-0,4	0,4	7,3	4,8	3,2	3,8
	Jun	-7,1	-5,1	-1,1	-0,7	-4,2	-1,7
	Jul	-3,1	0,9	-0,7	0,6	-1,9	0,8
	Aug	-6,0	-2,7	6,0	0,5	0,1	-0,2
	Sep	-2,9	1,8	-0,4	-5,5	-1,6	-3,9
	Oct	-6,1	-4,5	0,1	6,2	-2,7	3,8
	Nov	-1,1	1,9	-0,1	-0,4	-0,5	0,0
	Dec	16,1	-2,3	1,7	-1,6	8,1	-1,8
2018	Jan	-2,2	0,9	-1,0	2,5	-1,6	2,3
	Feb	-19,7	-6,1	-1,6	-4,1	-10,1	-4,5
	Mar	1,0	0,5	-4,1	-2,6	-1,9	-1,8
	Apr	29,1	13,9	-9,7	-5,8	7,1	-1,7
	May	-24,2	-5,7	-14,7	-12,2	-19,7	-10,7
	June	9,5	5,1	22,9	19,4	16,3	15,7

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 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 <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 June 2018 was 84,9%. The improved collection rate for May 2018 was 88,2%.
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 May 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:

$$n_h = n * (N_h * S_h) / [\sum (N_i * S_i)].$$

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	1 054 150	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 <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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