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## **STATISTICAL RELEASE**

### **P7162**

# Land transport (Preliminary)

June 2019

The results published in the next publication (July 2019) 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).

Embargoed until:  
19 August 2019  
11:30

ENQUIRIES:  
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(012) 310 8423

FORTHCOMING ISSUE:  
July 2019

EXPECTED RELEASE DATE:  
23 September 2019



Dipalopalo tsa Aforikaborwa • Dipalopalo tsa Afrika Borwa • Ezezibalo zaseNingizimu Afrika • Tshitatistika Afrika Tshipembe • Tinhlayohlayo Afrika-Dzonga  
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## Freight transportation: results for June 2019

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

	Jan-19	Feb-19	Mar-19	Apr-19	May-19	Jun-19
Freight payload	4,1	-1,9	1,4	4,5	4,7	5,2
Freight income	5,0	1,4	2,1	4,8	4,1	4,3

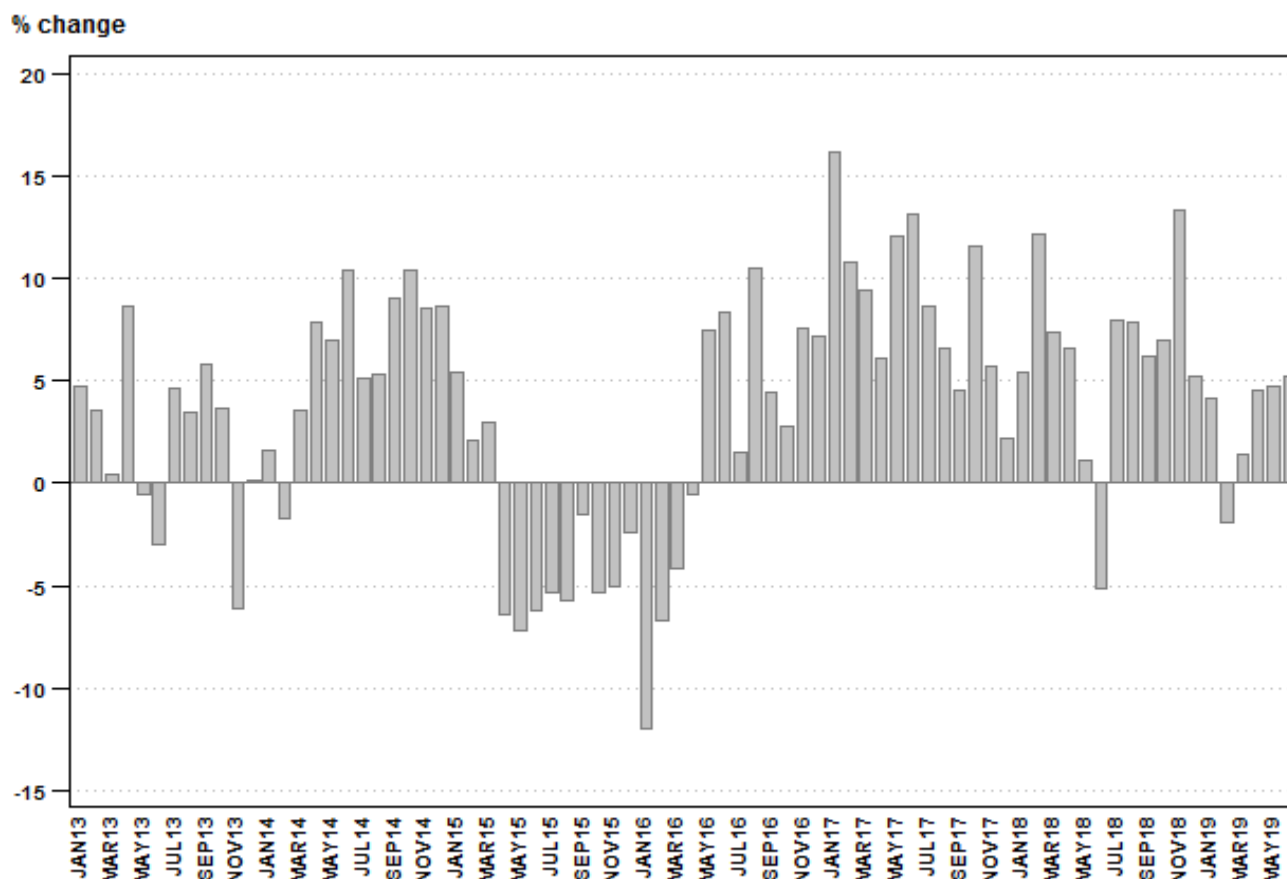
The volume of goods transported (payload) increased by 5,2% in June 2019 compared with June 2018. The corresponding income increased by 4,3% over the same period.

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

Type of commodity	Apr – Jun 2018 (R million)	Weight	Apr – Jun 2019 (R million)	% change between Apr – Jun 2018 and Apr – Jun 2019	Contribution (% points) to the total % change
Agriculture and forestry primary products	3 296	8,3	2 994	-9,2	-0,8
Primary mining and quarrying products	14 179	35,7	16 574	16,9	6,0
Manufactured food, beverages and tobacco products	5 069	12,8	4 795	-5,4	-0,7
Textiles, clothing and leather goods	720	1,8	653	-9,3	-0,2
Chemicals, coke, petroleum, rubber, plastic and other mineral products	3 197	8,1	2 944	-7,9	-0,6
Basic metals and fabricated metal products	1 559	3,9	1 542	-1,1	0,0
Non-metallic products	943	2,4	870	-7,7	-0,2
Electrical machinery, transport machinery and equipment	570	1,4	513	-10,0	-0,1
Motor vehicles, parts and accessories	862	2,2	919	6,6	0,1
Paper and paper products	327	0,8	308	-5,8	0,0
Commercial products	744	1,9	815	9,5	0,2
Used household and office products	787	2,0	982	24,8	0,5
Containers	1 984	5,0	1 948	-1,8	-0,1
Parcels	632	1,6	650	2,8	0,0
Other freight	4 800	12,1	4 899	2,1	0,3
<b>Total income</b>	<b>39 669</b>	<b>100,0</b>	<b>41 407</b>	<b>4,4</b>	<b>4,4</b>

Income from freight transportation increased by 4,4% in the second quarter of 2019 compared with the second quarter of 2018. The main contributor to this increase was primary mining and quarrying products (16,9% and contributing 6,0 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 2019 (000 tons)	Weight	Apr – Jun 2019 (000 tons)	% change between Jan – Mar 2019 and Apr – Jun 2019	Contribution (% points) to the total % change
Rail	54 925	22,6	56 202	2,3	0,5
Road	188 486	77,4	191 136	1,4	1,1
<b>Total</b>	<b>243 409</b>	<b>100,0</b>	<b>247 337</b>	<b>1,6</b>	<b>1,6</b>

Seasonally adjusted payload increased by 1,6% in the second quarter of 2019 compared with the previous quarter. Road freight increased by 1,4% (contributing 1,1 percentage points) and rail freight increased by 2,3% (contributing 0,5 of a percentage point) – see Table C.

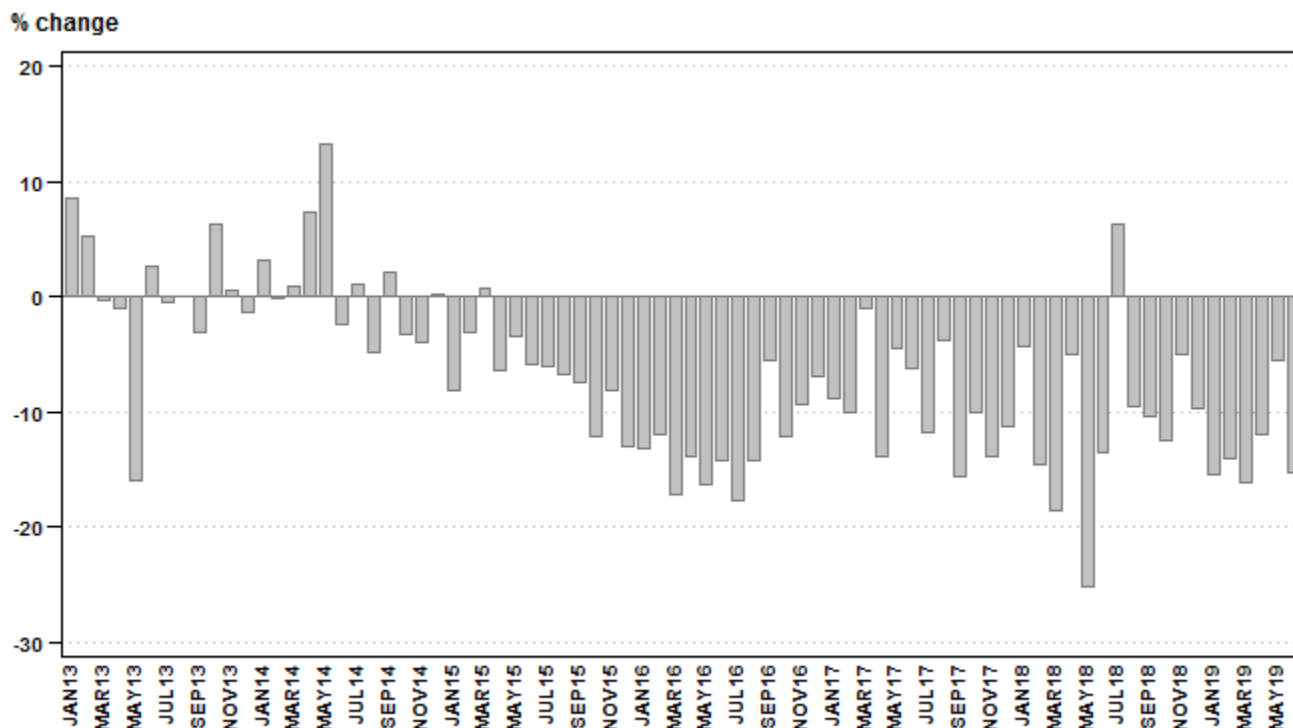
## Passenger transportation: results for June 2019

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

	Jan-19	Feb-19	Mar-19	Apr-19	May-19	Jun-19
Passenger journeys	-15,5	-14,0	-16,1	-11,9	-5,6	-15,3
Passenger income	-3,5	-3,3	-4,3	14,7	18,0	1,4

The number of passenger journeys decreased by 15,3% in June 2019 compared with June 2018. The corresponding income increased by 1,4% 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	Jan – Mar 2019 (000)	Weight	Apr – Jun 2019 (000)	% change between Jan – Mar 2019 and Apr – Jun 2019	Contribution (% points) to the total % change
Rail	51 657	42,1	45 264	-12,4	-5,2
Road	70 926	57,9	76 280	7,5	4,3
<b>Total</b>	<b>122 582</b>	<b>100,0</b>	<b>121 545</b>	<b>-0,8</b>	<b>-0,8</b>

Seasonally adjusted passenger journeys decreased by 0,8% in the second quarter of 2019 compared with the previous quarter. Rail passenger journeys decreased by 12,4% (contributing -5,2 percentage points) while road passenger journeys increased by 7,5% (contributing 4,3 percentage points) – see Table E.

**Risenga Maluleke**  
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	18 565	3 613	57 340	9 264	75 904	12 878
	Feb	18 459	3 644	58 323	9 428	76 782	13 072
	Mar	16 932	3 285	61 999	9 804	78 930	13 089
	Apr	18 939	3 854	60 306	9 635	79 245	13 489
	May	18 245	3 752	63 925	10 164	82 170	13 916
	Jun	18 923	3 806	63 732	10 197	82 655	14 002

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	3,6	3,9	4,1	5,0
	Feb	-6,7	-1,5	-0,2	2,5	-1,9	1,4
	Mar	-6,7	-1,5	3,9	3,4	1,4	2,1
	Apr	2,6	6,7	5,2	4,1	4,5	4,8
	May	1,0	5,5	5,9	3,6	4,7	4,1
	Jun	3,9	5,9	5,6	3,7	5,2	4,3

**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	18 247	3 508	60 437	9 846	78 684	13 353
	Feb	19 270	3 641	63 591	9 935	82 861	13 576
	Mar	18 941	3 520	61 541	9 955	80 482	13 475
	Apr	18 329	3 628	59 846	9 639	78 174	13 267
	May	18 814	3 550	59 749	9 695	78 563	13 244
	Jun	17 928	3 494	59 525	9 590	77 453	13 084
	Jul	17 359	3 309	63 161	10 075	80 521	13 383
	Aug	18 246	3 531	63 544	10 233	81 790	13 763
	Sep	18 529	3 659	63 889	10 424	82 419	14 083
	Oct	17 684	3 508	64 982	10 480	82 666	13 988
	Nov	18 502	3 714	66 435	10 593	84 937	14 308
	Dec	15 649	3 258	65 627	10 501	81 276	13 759
2019	Jan	19 236	3 713	62 350	10 204	81 585	13 917
	Feb	17 887	3 577	63 376	10 178	81 263	13 755
	Mar	17 802	3 634	62 760	10 060	80 561	13 694
	Apr	18 741	3 671	63 765	10 197	82 506	13 867
	May	18 824	3 791	62 988	10 016	81 812	13 807
	Jun	18 637	3 722	64 383	10 245	83 019	13 967

**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	-3,5	-2,9	6,7	8,2	4,1	5,1
	Feb	5,6	3,8	5,2	0,9	5,3	1,7
	Mar	-1,7	-3,3	-3,2	0,2	-2,9	-0,7
	Apr	-3,2	3,1	-2,8	-3,2	-2,9	-1,5
	May	2,6	-2,1	-0,2	0,6	0,5	-0,2
	Jun	-4,7	-1,6	-0,4	-1,1	-1,4	-1,2
	Jul	-3,2	-5,3	6,1	5,1	4,0	2,3
	Aug	5,1	6,7	0,6	1,6	1,6	2,8
	Sep	1,6	3,6	0,5	1,9	0,8	2,3
	Oct	-4,6	-4,1	1,7	0,5	0,3	-0,7
	Nov	4,6	5,9	2,2	1,1	2,7	2,3
	Dec	-15,4	-12,3	-1,2	-0,9	-4,3	-3,8
2019	Jan	22,9	14,0	-5,0	-2,8	0,4	1,1
	Feb	-7,0	-3,7	1,6	-0,3	-0,4	-1,2
	Mar	-0,5	1,6	-1,0	-1,2	-0,9	-0,4
	Apr	5,3	1,0	1,6	1,4	2,4	1,3
	May	0,4	3,3	-1,2	-1,8	-0,8	-0,4
	Jun	-1,0	-1,8	2,2	2,3	1,5	1,2

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

Type of commodity	Jan-19	Feb-19	Mar-19	Apr-19	May-19	Jun-19 1/
Agriculture and forestry primary products	951	952	909	935	1 044	1 015
Primary mining and quarrying products	4 982	5 020	5 040	5 439	5 581	5 554
Manufactured food, beverages and tobacco products	1 705	1 593	1 666	1 487	1 611	1 697
Textiles, clothing and leather products	163	174	189	212	221	220
Chemicals, coke, petroleum, rubber, plastic and other mineral products	948	900	956	955	986	1 003
Basic metals and fabricated metal products	480	510	489	491	512	539
Non-metallic products	250	251	271	284	287	299
Electrical machinery, transport machinery and equipment	134	152	153	172	172	169
Motor vehicles, parts and accessories	284	313	305	301	298	320
Paper and paper products	108	99	90	108	101	99
Commercial products	200	267	274	294	269	252
Used household and office products	340	326	363	325	311	346
Containers	692	712	655	662	627	659
Parcels	161	192	204	210	211	229
Other freight	1 478	1 610	1 525	1 614	1 683	1 602
<b>Total</b>	<b>12 878</b>	<b>13 072</b>	<b>13 089</b>	<b>13 489</b>	<b>13 916</b>	<b>14 002</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	Jan-19	Feb-19	Mar-19	Apr-19	May-19	Jun-19
Agriculture and forestry primary products	-4,1	-12,5	-8,9	-10,5	-8,7	-8,3
Primary mining and quarrying products	15,2	4,8	11,9	14,8	17,7	18,1
Manufactured food, beverages and tobacco products	-3,9	-1,9	-5,3	-6,3	-4,0	-5,9
Textiles, clothing and leather products	-8,9	-9,8	-9,1	-9,8	-8,3	-9,8
Chemicals, coke, petroleum, rubber, plastic and other mineral products	-2,9	-10,9	-10,1	-9,4	-9,3	-5,0
Basic metals and fabricated metal products	-0,8	3,4	-3,6	-5,6	-3,4	5,9
Non-metallic products	-6,7	-15,2	-8,4	-10,1	-7,7	-5,4
Electrical machinery, transport machinery and equipment	-16,3	-10,6	-21,9	0,6	-19,6	-8,6
Motor vehicles, parts and accessories	32,1	26,7	20,6	11,9	-1,3	10,0
Paper and paper products	-0,9	-8,3	-14,3	9,1	-9,8	-14,7
Commercial products	1,0	16,6	14,6	23,0	4,7	1,6
Used household and office products	29,3	16,0	26,9	29,5	28,5	17,7
Containers	11,3	13,2	4,0	5,9	-7,8	-2,9
Parcels	-13,4	-6,3	1,0	5,5	3,4	0,0
Other freight	-2,6	5,2	-3,1	6,1	3,3	-2,9
<b>Total</b>	<b>5,0</b>	<b>1,4</b>	<b>2,1</b>	<b>4,8</b>	<b>4,1</b>	<b>4,3</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	Jan-19	Feb-19	Mar-19	Apr-19	May-19	Jun-19
Agriculture and forestry primary products	-0,3	-1,1	-0,7	-0,9	-0,7	-0,7
Primary mining and quarrying products	5,4	1,8	4,2	5,5	6,3	6,3
Manufactured food, beverages and tobacco products	-0,6	-0,2	-0,7	-0,8	-0,5	-0,8
Textiles, clothing and leather products	-0,1	-0,1	-0,1	-0,2	-0,1	-0,2
Chemicals, coke, petroleum, rubber, plastic and other mineral products	-0,2	-0,9	-0,8	-0,8	-0,8	-0,4
Basic metals and fabricated metal products	0,0	0,1	-0,1	-0,2	-0,1	0,2
Non-metallic products	-0,1	-0,3	-0,2	-0,2	-0,2	-0,1
Electrical machinery, transport machinery and equipment	-0,2	-0,1	-0,3	0,0	-0,3	-0,1
Motor vehicles, parts and accessories	0,6	0,5	0,4	0,2	0,0	0,2
Paper and paper products	0,0	-0,1	-0,1	0,1	-0,1	-0,1
Commercial products	0,0	0,3	0,3	0,4	0,1	0,0
Used household and office products	0,6	0,3	0,6	0,6	0,5	0,4
Containers	0,6	0,6	0,2	0,3	-0,4	-0,1
Parcels	-0,2	-0,1	0,0	0,1	0,1	0,0
Other freight	-0,3	0,6	-0,4	0,7	0,4	-0,4
<b>Total</b>	<b>5,0</b>	<b>1,4</b>	<b>2,1</b>	<b>4,8</b>	<b>4,1</b>	<b>4,3</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	23 864	827	39 876	1 031
	Feb	18 585	194	23 328	735	41 913	929
	Mar	18 107	200	25 001	819	43 108	1 019
	Apr	15 965	176	24 740	832	40 705	1 008
	May	14 236	186	24 608	783	38 844	969
	Jun	14 268	165	25 073	819	39 341	984

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	-14,9	-3,5	-15,5	-3,5
	Feb	-12,2	-6,3	-15,4	-2,5	-14,0	-3,3
	Mar	-17,7	-6,5	-14,9	-3,8	-16,1	-4,3
	Apr	-38,6	-22,8	22,5	27,8	-11,9	14,7
	May	-32,9	-11,0	23,4	27,9	-5,6	18,0
	Jun	-34,1	-18,3	1,2	6,6	-15,3	1,4

**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	23 366	207	29 822	867	53 188	1 073
	Feb	19 849	201	27 299	808	47 148	1 009
	Mar	20 606	198	26 635	803	47 241	1 001
	Apr	25 421	233	22 182	688	47 603	920
	May	20 709	211	19 584	641	40 292	851
	Jun	21 738	222	24 953	778	46 691	1 000
	Jul	24 745	202	27 166	817	51 910	1 019
	Aug	20 655	178	25 781	822	46 436	1 000
	Sep	19 774	199	26 038	770	45 813	969
	Oct	18 322	198	25 835	840	44 157	1 039
	Nov	18 264	193	26 854	840	45 118	1 033
	Dec	21 398	195	27 126	831	48 524	1 026
2019	Jan	18 325	196	25 470	832	43 794	1 028
	Feb	17 347	189	23 079	795	40 426	984
	Mar	15 985	189	22 377	778	38 362	967
	Apr	16 640	180	26 524	866	43 164	1 046
	May	13 987	184	24 307	814	38 295	997
	Jun	14 637	188	25 449	829	40 086	1 016

**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	-1,6	11,3	7,3	7,7	3,2	8,3
	Feb	-15,1	-2,9	-8,5	-6,8	-11,4	-6,0
	Mar	3,8	-1,5	-2,4	-0,6	0,2	-0,8
	Apr	23,4	17,7	-16,7	-14,3	0,8	-8,1
	May	-18,5	-9,4	-11,7	-6,8	-15,4	-7,5
	Jun	5,0	5,2	27,4	21,4	15,9	17,5
	Jul	13,8	-9,0	8,9	5,0	11,2	1,9
	Aug	-16,5	-11,9	-5,1	0,6	-10,5	-1,9
	Sep	-4,3	11,8	1,0	-6,3	-1,3	-3,1
	Oct	-7,3	-0,5	-0,8	9,1	-3,6	7,2
	Nov	-0,3	-2,5	3,9	0,0	2,2	-0,6
	Dec	17,2	1,0	1,0	-1,1	7,5	-0,7
2019	Jan	-14,4	0,5	-6,1	0,1	-9,7	0,2
	Feb	-5,3	-3,6	-9,4	-4,4	-7,7	-4,3
	Mar	-7,9	0,0	-3,0	-2,1	-5,1	-1,7
	Apr	4,1	-4,8	18,5	11,3	12,5	8,2
	May	-15,9	2,2	-8,4	-6,0	-11,3	-4,7
	Jun	4,6	2,2	4,7	1,8	4,7	1,9

## Survey information

<b>Introduction</b>	<p><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.</p> <p><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.</p>
<b>Purpose of the survey</b>	<p><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.</p>
<b>Scope of the survey</b>	<p><b>4</b> 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>	<p><b>5</b> 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>	<p><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.</p>
<b>Collection rate</b>	<p><b>7</b> The preliminary collection rate for the survey on land transportation for June 2019 was 88,8%. The improved collection rate for May 2019 was 92,6%.</p>
<b>Statistical unit</b>	<p><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.</p>
<b>Revised figures</b>	<p><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.</p>

- 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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