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Freight transportation: results for May 2018

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

	Dec-17	Jan-18	Feb-18	Mar-18	Apr-18	May-18
Freight payload	3,4	6,1	12,0	6,3	6,2	1,1
Freight income	4,4	9,2	12,1	7,0	8,3	4,1

The volume of goods transported (payload) increased by 1,1% in May 2018 compared with May 2017. The corresponding income increased by 4,1% over the same period.

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

Type of commodity	Mar – May 2017 (R million)	Weight	Mar – May 2018 (R million)	% change between Mar – May 2017 and Mar – May 2018	Contribution (% points) to the total % change
Agriculture and forestry primary products	2 853	7,8	3 163	10,9	0,9
Primary mining and quarrying products	12 779	35,1	14 168	10,9	3,8
Manufactured food, beverages and tobacco products	5 494	15,1	5 160	-6,1	-0,9
Textiles, clothing and leather goods	690	1,9	662	-4,1	-0,1
Chemicals, coke, petroleum, rubber, plastic and other mineral products	3 037	8,3	3 195	5,2	0,4
Basic metals and fabricated metal products	1 409	3,9	1 513	7,4	0,3
Non-metallic products	866	2,4	891	2,9	0,1
Electrical machinery, transport machinery and equipment	560	1,5	545	-2,7	0,0
Motor vehicles, parts and accessories	583	1,6	649	11,3	0,2
Paper and paper products	508	1,4	534	5,1	0,1
Commercial products	630	1,7	636	1,0	0,0
Used household and office products	762	2,1	870	14,2	0,3
Containers	1 643	4,5	1 851	12,7	0,6
Parcels	712	2,0	739	3,8	0,1
Other freight	3 875	10,6	4 154	7,2	0,8
Total income	36 402	100,0	38 731	6,4	6,4

Income from freight transportation increased by 6,4% in the three months ended May 2018 compared with the three months ended May 2017. The main contributor to this increase was primary mining and quarrying products (10,9% and contributing 3,8 percentage points) – see Table B.

Figure 1 – Freight transportation: year-on-year percentage change in payload

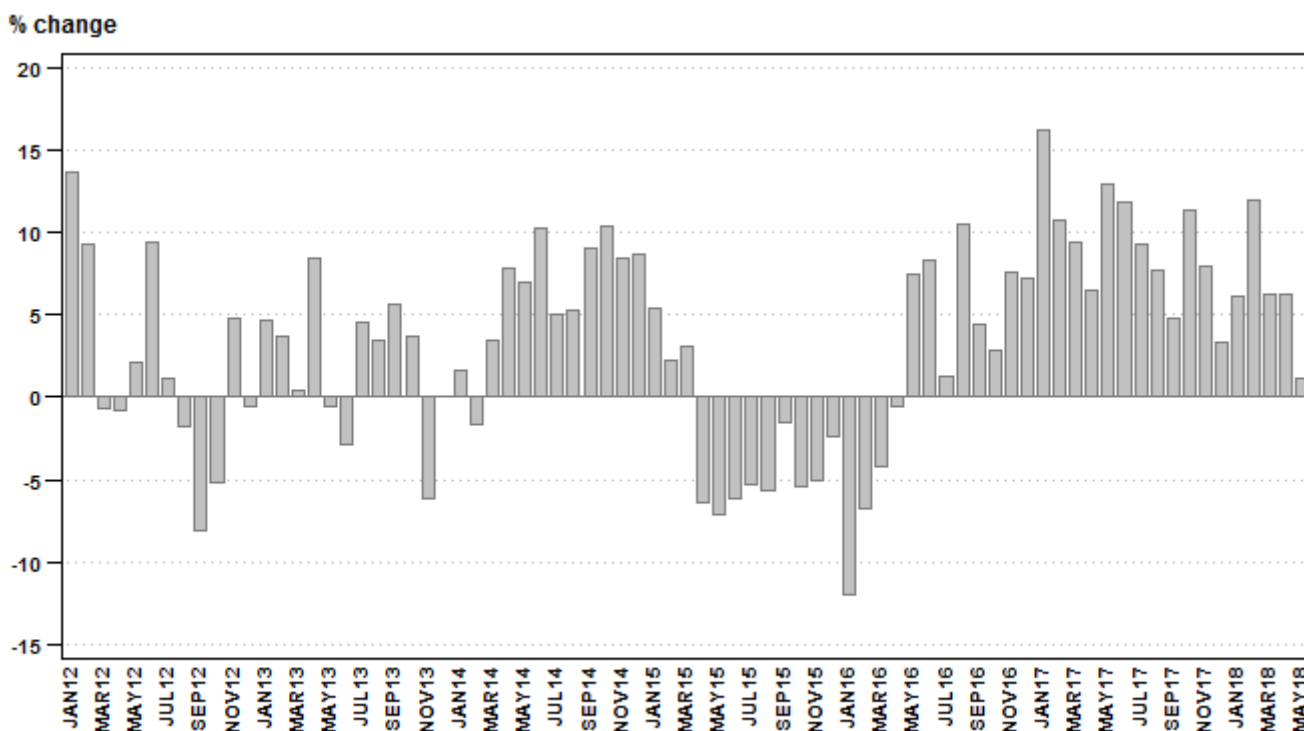


Table C – Seasonally adjusted payload for the latest three months by type of transport

Payload	Dec 2017 – Feb 2018 (000 tons)	Weight	Mar – May 2018 (000 tons)	% change between Dec 2017 – Feb 2018 and Mar – May 2018	Contribution (% points) to the total % change
Rail	57 593	24,3	57 891	0,5	0,1
Road	179 353	75,7	177 834	-0,8	-0,6
Total	236 944	100,0	235 725	-0,5	-0,5

Seasonally adjusted payload decreased by 0,5% in the three months ended May 2018 compared with the previous three months. Road freight decreased by 0,8% (contributing -0,6 of a percentage point) while rail freight increased by 0,5% (contributing 0,1 of a percentage point) – see Table C.

Passenger transportation: results for May 2018

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

	Dec-17	Jan-18	Feb-18	Mar-18	Apr-18	May-18
Passenger journeys	-9,7	-7,1	-14,1	-18,9	-3,2	-24,7
Passenger income	-3,1	-0,9	-5,8	-8,3	-5,3	-18,7

The number of passenger journeys decreased by 24,7% in May 2018 compared with May 2017. The corresponding income decreased by 18,7% over the same period.

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

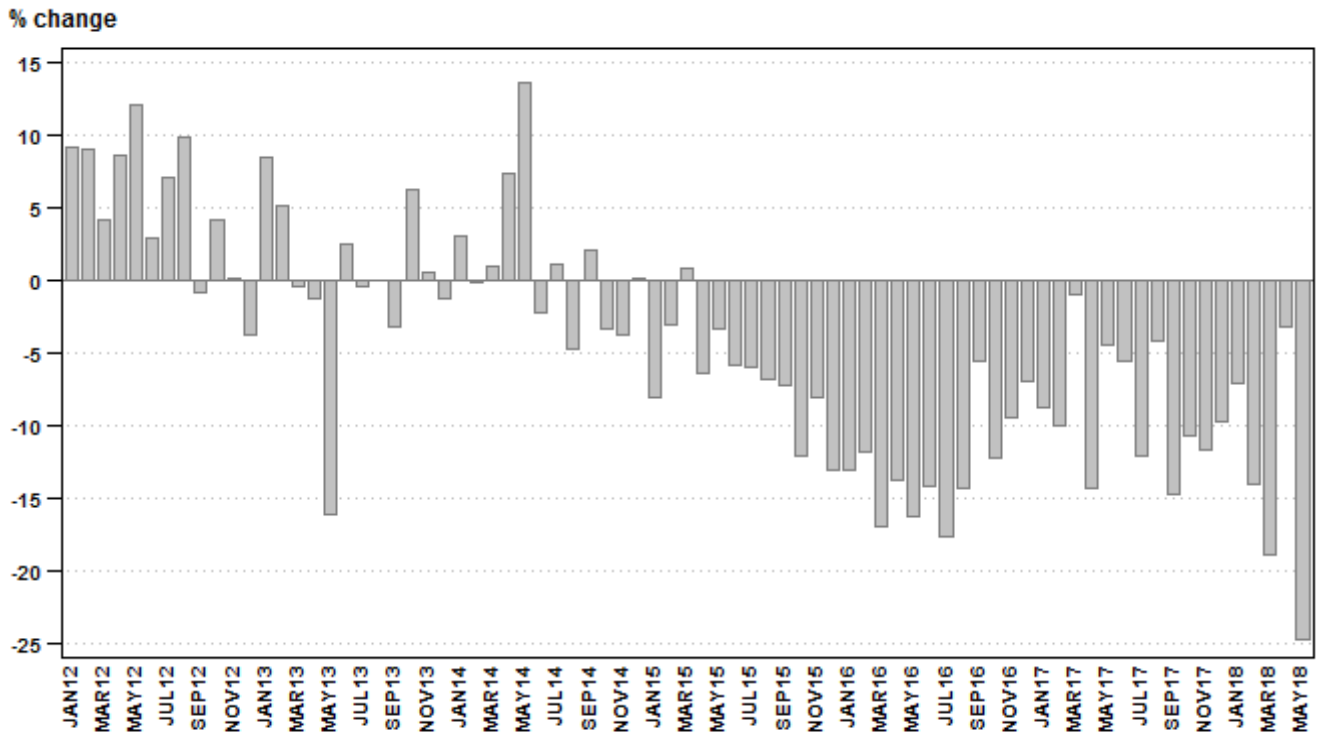


Table E – Seasonally adjusted passenger journeys for the latest three months by type of transport

Passenger journeys	Dec 2017 – Feb 2018 (000)	Weight	Mar – May 2018 (000)	% change between Dec 2017 – Feb 2018 and Mar – May 2018	Contribution (% points) to the total % change
Rail	70 275	45,4	66 122	-5,9	-2,7
Road	84 591	54,6	69 838	-17,4	-9,5
Total	154 865	100,0	135 959	-12,2	-12,2

Seasonally adjusted passenger journeys decreased by 12,2% in the three months ended May 2018 compared with the previous three months. Road passenger journeys decreased by 17,4% (contributing -9,5 percentage points) while rail passenger journeys decreased by 5,9% (contributing -2,7 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)
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	18 338	3 593	60 254	9 759	78 592	13 352

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	0,8	7,5	1,2	2,9	1,1	4,1

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	19 252	3 353	55 568	8 966	74 820	12 319
	Feb	19 349	3 432	53 063	8 560	72 413	11 991
	Mar	18 816	3 464	52 967	8 546	71 783	12 010
	Apr	19 512	3 489	56 040	9 032	75 552	12 521
	May	19 679	3 502	58 437	9 247	78 116	12 749
	Jun	19 290	3 582	59 456	9 603	78 746	13 185
	Jul	17 853	3 365	57 986	9 410	75 839	12 775
	Aug	19 995	3 596	57 300	9 172	77 295	12 768
	Sep	19 008	3 630	57 296	9 261	76 304	12 890
	Oct	19 196	3 622	58 419	9 474	77 616	13 096
	Nov	18 803	3 600	59 113	9 473	77 916	13 073
	Dec	19 087	3 635	57 639	9 322	76 725	12 956
2018	Jan	18 841	3 545	60 166	9 803	79 007	13 348
	Feb	19 665	3 693	61 548	9 778	81 212	13 471
	Mar	19 204	3 547	60 034	9 658	79 238	13 205
	Apr	19 021	3 731	58 993	9 465	78 014	13 196
	May	19 666	3 697	58 807	9 501	78 473	13 198

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

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

Type of commodity	Dec-17	Jan-18	Feb-18	Mar-18	Apr-18	May-18 1/
Agriculture and forestry primary products	899	932	1 046	961	1 020	1 182
Primary mining and quarrying products	4 301	4 353	4 858	4 557	4 792	4 819
Manufactured food, beverages and tobacco products	1 795	1 768	1 714	1 771	1 613	1 776
Textiles, clothing and leather products	203	168	182	201	227	234
Chemicals, coke, petroleum, rubber, plastic and other mineral products	984	977	1 012	1 075	1 054	1 066
Basic metals and fabricated metal products	450	477	477	489	517	507
Non-metallic products	256	236	267	285	305	301
Electrical machinery, transport machinery and equipment	158	144	168	193	163	189
Motor vehicles, parts and accessories	209	184	216	221	212	216
Paper and paper products	168	170	175	170	168	196
Commercial products	204	177	200	212	208	216
Used household and office products	298	278	304	312	280	278
Containers	537	630	612	612	599	640
Parcels	253	224	249	243	248	248
Other freight	1 515	1 624	1 353	1 287	1 383	1 484
Total	12 231	12 342	12 831	12 590	12 789	13 352

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	Dec-17	Jan-18	Feb-18	Mar-18	Apr-18	May-18
Agriculture and forestry primary products	5,8	7,4	19,1	4,1	14,9	13,4
Primary mining and quarrying products	6,7	7,7	18,0	11,9	12,6	8,2
Manufactured food, beverages and tobacco products	-9,8	11,8	10,4	-3,7	-6,7	-7,8
Textiles, clothing and leather products	-16,1	-4,5	-5,7	-6,9	7,1	-10,7
Chemicals, coke, petroleum, rubber, plastic and other mineral products	3,4	1,1	11,1	17,6	0,2	-0,5
Basic metals and fabricated metal products	2,7	7,4	9,9	9,6	9,3	3,5
Non-metallic products	-3,8	-7,1	-2,9	-1,0	6,3	3,4
Electrical machinery, transport machinery and equipment	1,3	-6,5	-10,6	0,5	-1,8	-6,4
Motor vehicles, parts and accessories	25,9	10,2	16,1	12,2	19,8	3,3
Paper and paper products	5,7	8,3	9,4	0,6	5,0	9,5
Commercial products	6,8	4,7	6,4	0,5	5,1	-2,3
Used household and office products	-14,9	-10,9	-0,7	22,4	14,3	6,1
Containers	2,7	11,9	13,8	15,5	13,0	9,8
Parcels	31,1	19,8	8,3	2,1	8,8	0,8
Other freight	25,1	28,7	4,5	0,9	14,3	6,8
Total	4,4	9,2	12,1	7,0	8,3	4,1

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

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	20 748	614	41 970	823

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	-23,0	-21,9	-24,7	-18,7

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	31 323	247	25 006	788	56 329	1 035
	Feb	30 737	239	25 108	799	55 845	1 038
	Mar	29 634	241	26 428	811	56 062	1 052
	Apr	28 843	233	24 360	779	53 203	1 012
	May	28 885	233	26 606	800	55 491	1 033
	Jun	26 771	226	26 358	793	53 129	1 019
	Jul	25 888	226	26 220	799	52 107	1 025
	Aug	24 321	219	28 087	803	52 409	1 023
	Sep	23 645	224	27 918	760	51 563	984
	Oct	22 182	213	27 740	807	49 922	1 020
	Nov	21 925	216	28 057	804	49 982	1 020
	Dec	25 451	212	28 461	791	53 912	1 003
2018	Jan	24 864	214	28 226	811	53 089	1 025
	Feb	19 960	200	27 904	778	47 864	978
	Mar	20 186	202	26 808	758	46 993	960
	Apr	26 037	229	22 746	731	48 783	961
	May	19 899	215	20 284	625	40 183	840

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	-1,2	2,5	-3,7	-0,1	-2,4	0,4
	Feb	-1,9	-3,2	0,4	1,4	-0,9	0,3
	Mar	-3,6	0,8	5,3	1,5	0,4	1,3
	Apr	-2,7	-3,3	-7,8	-3,9	-5,1	-3,8
	May	0,1	0,0	9,2	2,7	4,3	2,1
	Jun	-7,3	-3,0	-0,9	-0,9	-4,3	-1,4
	Jul	-3,3	0,0	-0,5	0,8	-1,9	0,6
	Aug	-6,1	-3,1	7,1	0,5	0,6	-0,2
	Sep	-2,8	2,3	-0,6	-5,4	-1,6	-3,8
	Oct	-6,2	-4,9	-0,6	6,2	-3,2	3,7
	Nov	-1,2	1,4	1,1	-0,4	0,1	0,0
	Dec	16,1	-1,9	1,4	-1,6	7,9	-1,7
2018	Jan	-2,3	0,9	-0,8	2,5	-1,5	2,2
	Feb	-19,7	-6,5	-1,1	-4,1	-9,8	-4,6
	Mar	1,1	1,0	-3,9	-2,6	-1,8	-1,8
	Apr	29,0	13,4	-15,2	-3,6	3,8	0,1
	May	-23,6	-6,1	-10,8	-14,5	-17,6	-12,6

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: <ul style="list-style-type: none"> • railway transport (including passenger and freight transportation); • 'other' scheduled passenger land transport – urban, suburban and inter-urban bus and coach passenger lines and school buses; • 'other' non-scheduled passenger land transport – safaris and sightseeing bus tours, metered taxis and 'other' passenger transport including renting of motor cars with drivers; and • freight transport by road.
Exclusions	5	Passenger transportation excludes: <ul style="list-style-type: none"> • minibus taxis; • metropolitan buses (including the Bus Rapid Transport system – BRT); and • rental of private cars/buses without drivers. <p>Freight transportation excludes:</p> <ul style="list-style-type: none"> • renting of trucks without drivers; and • in-house transportation.
Classification	6	The 1993 edition of the <i>Standard Industrial Classification of all Economic Activities</i> (SIC), Fifth Edition, Report No. 09-90-02, was used to classify the statistical units in the survey. The SIC is based on the 1990 <i>International Standard Industrial Classification of all Economic Activities</i> (ISIC) with suitable adaptations for local conditions. Statistics in this publication are presented at SIC division (two-digit) level. Each enterprise is classified to the industry which reflects its predominant activity.
Collection rate	7	The preliminary collection rate for the survey on land transportation for May 2018 was 84,0%. The improved collection rate for April 2018 was 89,9%.
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 *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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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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