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Contents

Freight transportation: results for November 2017	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 November 2017	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 November 2017

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

	Jun-17	Jul-17	Aug-17	Sep-17	Oct-17	Nov-17
Freight payload	11,9	9,3	7,7	4,8	11,4	6,5
Freight income	16,5	13,8	9,5	9,9	14,2	11,1

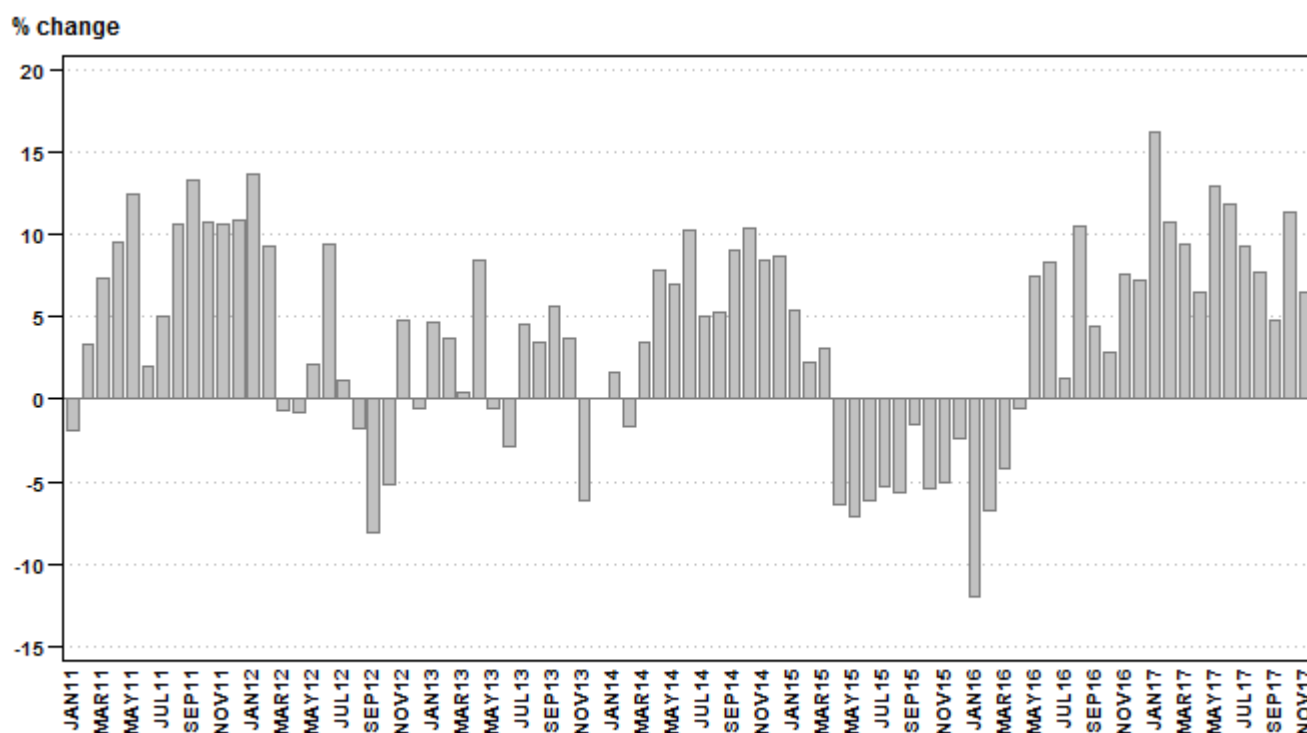
The volume of goods transported (payload) increased by 6,5% in November 2017 compared with November 2016. The corresponding income increased by 11,1% over the same period.

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

Type of commodity	Sep – Nov 2016 (R million)	Weight	Sep – Nov 2017 (R million)	% change between Sep – Nov 2016 and Sep – Nov 2017	Contribution (% points) to the total % change
Agriculture and forestry primary products	2 730	7,5	3 064	12,2	0,9
Primary mining and quarrying products	13 082	35,8	14 426	10,3	3,7
Manufactured food, beverages and tobacco products	4 945	13,5	6 420	29,8	4,0
Textiles, clothing and leather goods	646	1,8	720	11,5	0,2
Chemicals, coke, petroleum, rubber, plastic and other mineral products	3 018	8,3	3 544	17,4	1,4
Basic metals and fabricated metal products	1 305	3,6	1 536	17,7	0,6
Non-metallic products	843	2,3	843	0,0	0,0
Electrical machinery, transport machinery and equipment	570	1,6	555	-2,6	0,0
Motor vehicles, parts and accessories	565	1,5	703	24,4	0,4
Paper and paper products	552	1,5	586	6,2	0,1
Commercial products	675	1,8	731	8,3	0,1
Used household and office products	979	2,7	791	-19,2	-0,5
Containers	1 812	5,0	1 849	2,0	0,1
Parcels	683	1,9	764	11,9	0,2
Other freight	4 161	11,4	4 310	3,6	0,4
Total income	36 565	100,0	40 846	11,7	11,7

Income from freight transportation increased by 11,7% in the three months ended November 2017 compared with the three months ended November 2016. The main contributors to this increase were:

- manufactured food, beverages and tobacco products (29,8% and contributing 4,0 percentage points);
- primary mining and quarrying products (10,3% and contributing 3,7 percentage points); and
- chemicals, coke, petroleum, rubber, plastic and other mineral products (17,4% and contributing 1,4 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	Jun – Aug 2017 (000 tons)	Weight	Sep – Nov 2017 (000 tons)	% change between Jun – Aug 2017 and Sep – Nov 2017	Contribution (% points) to the total % change
Rail	57 190	24,7	57 057	-0,2	-0,1
Road	174 553	75,3	173 336	-0,7	-0,5
Total	231 743	100,0	230 393	-0,6	-0,6

Seasonally adjusted payload decreased by 0,6% in the three months ended November 2017 compared with the previous three months. Road freight decreased by 0,7% (contributing -0,5 of a percentage point) while rail freight decreased by 0,2% (contributing -0,1 of a percentage point) – see Table C.

Passenger transportation: results for November 2017

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

	Jun-17	Jul-17	Aug-17	Sep-17	Oct-17	Nov-17
Passenger journeys	-5,6	-12,1	-4,2	-14,7	-10,7	-12,0
Passenger income	-0,5	1,1	0,0	-6,9	1,1	-0,7

The number of passenger journeys decreased by 12,0% in November 2017 compared with November 2016. The corresponding income decreased by 0,7% over the same period.

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

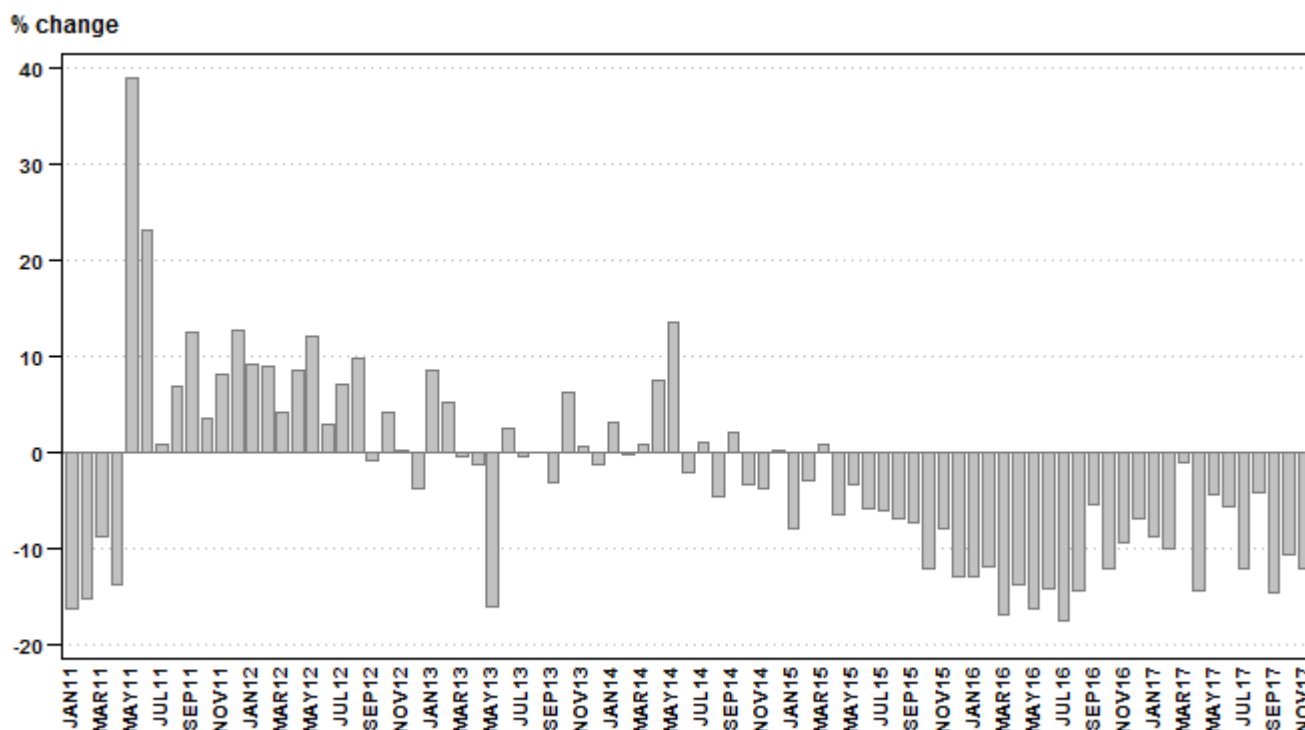


Table E – Seasonally adjusted passenger journeys for the latest three months by type of transport

Passenger journeys	Jun – Aug 2017 (000)	Weight	Sep – Nov 2017 (000)	% change between Jun – Aug 2017 and Sep – Nov 2017	Contribution (% points) to the total % change
Rail	76 706	48,9	67 342	-12,2	-6,0
Road	80 225	51,1	83 265	3,8	1,9
Total	156 931	100,0	150 607	-4,0	-4,0

Seasonally adjusted passenger journeys decreased by 4,0% in the three months ended November 2017 compared with the previous three months. Rail passenger journeys decreased by 12,2% (contributing -6,0 percentage points) while road passenger journeys increased by 3,8% (contributing 1,9 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)
2016	Jan	16 623	2 709	42 680	6 726	59 303	9 435
	Feb	18 399	3 111	44 344	7 024	62 743	10 135
	Mar	17 918	2 987	48 037	7 466	65 955	10 453
	Apr	18 071	3 130	48 668	7 744	66 739	10 874
	May	17 289	3 080	51 586	8 121	68 875	11 201
	Jun	18 876	3 293	53 962	8 511	72 838	11 804
	Jul	15 041	2 639	54 585	8 737	69 626	11 376
	Aug	19 877	3 418	55 126	8 752	75 003	12 170
	Sep	19 929	3 361	56 177	8 819	76 106	12 180
	Oct	17 462	3 190	55 106	8 692	72 568	11 882
	Nov	20 333	3 502	56 740	9 001	77 073	12 503
	Dec	19 599	3 415	50 132	8 304	69 731	11 719
	Total	219 417	37 835	617 143	97 897	836 560	135 732
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	19 857	3 708	62 259	10 183	82 116	13 891

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
2016	Jan	-17,5	-14,7	-9,7	-6,8	-12,0	-9,2
	Feb	-5,6	-2,3	-7,1	-5,7	-6,7	-4,6
	Mar	-6,4	-1,9	-3,3	-2,1	-4,2	-2,1
	Apr	-4,8	0,2	1,2	4,2	-0,5	3,0
	May	5,8	9,0	8,1	6,0	7,5	6,8
	Jun	0,3	0,8	11,4	10,7	8,3	7,8
	Jul	-17,0	-14,8	7,9	10,5	1,3	3,4
	Aug	8,1	10,1	11,4	14,7	10,5	13,4
	Sep	1,1	0,1	5,6	9,8	4,4	6,9
	Oct	6,5	9,9	1,7	4,7	2,8	6,0
	Nov	3,7	8,8	9,0	9,9	7,6	9,6
	Dec	6,7	16,2	7,4	12,0	7,2	13,2
	Total	-1,8	1,6	3,7	5,8	2,2	4,6
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	-2,3	5,9	9,7	13,1	6,5	11,1

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

Year and month 1/		Rail		Road		Total	
		Payload (000 tons)	Income (R million)	Payload (000 tons)	Income (R million)	Payload (000 tons)	Income (R million)
2016	Jan	17 068	2 858	47 204	7 555	64 272	10 413
	Feb	18 213	3 092	47 765	7 562	65 977	10 653
	Mar	18 526	3 064	49 028	7 872	67 554	10 936
	Apr	18 192	3 197	49 267	7 724	67 459	10 921
	May	19 221	3 272	51 113	8 019	70 334	11 290
	Jun	18 536	3 184	52 860	8 287	71 396	11 471
	Jul	15 200	2 657	52 967	8 429	68 167	11 087
	Aug	19 339	3 256	52 779	8 459	72 118	11 714
	Sep	18 831	3 119	52 764	8 411	71 595	11 530
	Oct	17 394	3 310	53 625	8 425	71 019	11 734
	Nov	19 335	3 348	52 401	8 211	71 736	11 559
	Dec	19 531	3 490	54 108	8 723	73 639	12 213
2017	Jan	18 910	3 329	55 688	9 051	74 598	12 380
	Feb	19 512	3 453	53 669	8 605	73 181	12 058
	Mar	18 725	3 443	52 964	8 556	71 690	11 998
	Apr	19 403	3 470	55 805	8 976	75 208	12 446
	May	19 958	3 541	58 539	9 253	78 497	12 794
	Jun	19 330	3 584	59 378	9 592	78 707	13 176
	Jul	17 809	3 359	57 963	9 415	75 772	12 774
	Aug	20 051	3 601	57 212	9 169	77 264	12 770
	Sep	19 029	3 610	57 160	9 261	76 189	12 871
	Oct	19 197	3 634	58 105	9 445	77 302	13 080
	Nov	18 831	3 614	58 071	9 369	76 902	12 982

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
2016	Jan	-7,1	-4,0	-5,4	-2,7	-5,8	-3,1
	Feb	6,7	8,2	1,2	0,1	2,7	2,3
	Mar	1,7	-0,9	2,6	4,1	2,4	2,7
	Apr	-1,8	4,3	0,5	-1,9	-0,1	-0,1
	May	5,7	2,3	3,7	3,8	4,3	3,4
	Jun	-3,6	-2,7	3,4	3,3	1,5	1,6
	Jul	-18,0	-16,6	0,2	1,7	-4,5	-3,3
	Aug	27,2	22,5	-0,4	0,4	5,8	5,7
	Sep	-2,6	-4,2	0,0	-0,6	-0,7	-1,6
	Oct	-7,6	6,1	1,6	0,2	-0,8	1,8
	Nov	11,2	1,1	-2,3	-2,5	1,0	-1,5
	Dec	1,0	4,2	3,3	6,2	2,7	5,7
2017	Jan	-3,2	-4,6	2,9	3,8	1,3	1,4
	Feb	3,2	3,7	-3,6	-4,9	-1,9	-2,6
	Mar	-4,0	-0,3	-1,3	-0,6	-2,0	-0,5
	Apr	3,6	0,8	5,4	4,9	4,9	3,7
	May	2,9	2,0	4,9	3,1	4,4	2,8
	Jun	-3,1	1,2	1,4	3,7	0,3	3,0
	Jul	-7,9	-6,3	-2,4	-1,8	-3,7	-3,1
	Aug	12,6	7,2	-1,3	-2,6	2,0	0,0
	Sep	-5,1	0,2	-0,1	1,0	-1,4	0,8
	Oct	0,9	0,7	1,7	2,0	1,5	1,6
	Nov	-1,9	-0,6	-0,1	-0,8	-0,5	-0,7

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

Type of commodity	Jun-17	Jul-17	Aug-17	Sep-17	Oct-17	Nov-17 1/
Agriculture and forestry primary products	1 163	1 134	1 111	1 025	1 010	1 029
Primary mining and quarrying products	4 929	4 347	4 737	4 808	4 783	4 835
Manufactured food, beverages and tobacco products	2 098	2 076	2 031	2 032	2 142	2 246
Textiles, clothing and leather products	258	240	236	260	220	240
Chemicals, coke, petroleum, rubber, plastic and other mineral products	1 210	1 106	1 158	1 138	1 205	1 201
Basic metals and fabricated metal products	515	462	455	496	500	540
Non-metallic products	261	272	273	284	284	275
Electrical machinery, transport machinery and equipment	191	174	176	179	180	196
Motor vehicles, parts and accessories	208	231	212	231	236	236
Paper and paper products	178	172	178	174	200	212
Commercial products	215	214	225	216	245	270
Used household and office products	278	286	248	252	267	272
Containers	583	564	599	615	612	622
Parcels	268	264	245	239	249	276
Other freight	1 403	1 401	1 444	1 436	1 436	1 438
Total	13 757	12 942	13 328	13 386	13 569	13 891

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	Jun-17	Jul-17	Aug-17	Sep-17	Oct-17	Nov-17
Agriculture and forestry primary products	32,3	26,6	19,1	11,8	11,5	13,5
Primary mining and quarrying products	17,4	14,8	9,9	9,3	13,7	8,0
Manufactured food, beverages and tobacco products	27,0	33,6	19,5	23,6	33,1	32,7
Textiles, clothing and leather products	53,6	29,7	21,6	14,0	10,6	9,6
Chemicals, coke, petroleum, rubber, plastic and other mineral products	14,0	3,4	10,7	10,9	23,7	18,0
Basic metals and fabricated metal products	9,3	1,5	-4,2	14,0	19,3	19,7
Non-metallic products	-1,1	-3,2	1,1	2,5	3,6	-5,8
Electrical machinery, transport machinery and equipment	6,1	-0,6	2,3	-0,6	-4,3	-3,0
Motor vehicles, parts and accessories	13,0	22,9	9,8	27,6	21,0	24,9
Paper and paper products	11,9	0,0	5,3	1,2	14,3	3,4
Commercial products	16,2	12,6	18,4	0,9	12,4	11,1
Used household and office products	-11,2	-12,8	-20,5	-15,2	-22,6	-19,3
Containers	5,8	-2,8	8,1	-3,0	4,4	5,1
Parcels	14,0	4,3	-19,9	-2,0	18,0	21,1
Other freight	7,8	10,8	7,3	7,8	4,5	-1,2
Total	16,5	13,8	9,5	9,9	14,2	11,1

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	Jun-17	Jul-17	Aug-17	Sep-17	Oct-17	Nov-17
Agriculture and forestry primary products	2,4	2,1	1,5	0,9	0,9	1,0
Primary mining and quarrying products	6,2	4,9	3,5	3,4	4,8	2,9
Manufactured food, beverages and tobacco products	3,8	4,6	2,7	3,2	4,5	4,4
Textiles, clothing and leather products	0,8	0,5	0,3	0,3	0,2	0,2
Chemicals, coke, petroleum, rubber, plastic and other mineral products	1,3	0,3	0,9	0,9	1,9	1,5
Basic metals and fabricated metal products	0,4	0,1	-0,2	0,5	0,7	0,7
Non-metallic products	0,0	-0,1	0,0	0,1	0,1	-0,1
Electrical machinery, transport machinery and equipment	0,1	0,0	0,0	0,0	-0,1	0,0
Motor vehicles, parts and accessories	0,2	0,4	0,2	0,4	0,3	0,4
Paper and paper products	0,2	0,0	0,1	0,0	0,2	0,1
Commercial products	0,3	0,2	0,3	0,0	0,2	0,2
Used household and office products	-0,3	-0,4	-0,5	-0,4	-0,7	-0,5
Containers	0,3	-0,1	0,4	-0,2	0,2	0,2
Parcels	0,3	0,1	-0,5	0,0	0,3	0,4
Other freight	0,9	1,2	0,8	0,9	0,5	-0,1
Total	16,5	13,8	9,5	9,9	14,2	11,1

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)
2016	Jan	30 526	238	24 279	748	54 805	986
	Feb	36 528	266	27 684	757	64 212	1 023
	Mar	34 250	254	30 277	869	64 527	1 123
	Apr	32 940	238	24 268	743	57 208	981
	May	32 372	233	25 940	770	58 312	1 003
	Jun	32 741	216	25 308	790	58 049	1 006
	Jul	31 792	247	23 609	768	55 401	1 015
	Aug	33 550	251	24 835	769	58 385	1 020
	Sep	38 024	275	27 144	836	65 168	1 111
	Oct	35 802	269	24 304	771	60 106	1 040
	Nov	34 700	254	25 225	782	59 925	1 036
	Dec	23 592	198	22 313	801	45 905	999
	Total	396 817	2 939	305 186	9 404	702 003	12 343
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	28 337	801	52 761	1 029

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
2016	Jan	-17,7	-0,4	-6,4	1,1	-13,0	0,7
	Feb	-16,8	0,0	-4,2	4,6	-11,8	3,3
	Mar	-24,4	-9,3	-6,6	4,7	-17,0	1,2
	Apr	-17,5	-3,6	-8,1	5,5	-13,8	3,2
	May	-22,0	-6,0	-7,5	3,4	-16,2	1,0
	Jun	-16,9	-4,0	-10,5	1,9	-14,2	0,6
	Jul	-21,1	-9,9	-12,4	-1,5	-17,6	-3,7
	Aug	-15,3	0,8	-13,0	-0,3	-14,3	0,0
	Sep	-4,9	2,2	-6,4	2,2	-5,5	2,2
	Oct	-14,9	-3,9	-7,9	-0,9	-12,2	-1,7
	Nov	-10,3	-1,6	-8,1	2,8	-9,4	1,7
	Dec	-14,3	-4,3	2,5	0,5	-6,9	-0,5
	Total	-16,5	-3,4	-7,5	2,0	-12,8	0,6
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	12,3	2,4	-12,0	-0,7

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)
2016	Jan	34 828	242	26 590	773	61 418	1 014
	Feb	33 094	245	27 145	790	60 239	1 034
	Mar	31 337	240	26 729	794	58 065	1 034
	Apr	32 970	243	26 301	782	59 271	1 025
	May	32 370	242	25 207	786	57 578	1 028
	Jun	32 366	242	25 057	788	57 423	1 030
	Jul	32 437	245	24 600	765	57 037	1 010
	Aug	33 090	251	23 422	776	56 512	1 027
	Sep	34 065	249	25 051	805	59 116	1 054
	Oct	33 286	248	24 204	764	57 490	1 012
	Nov	32 699	247	24 643	790	57 342	1 037
	Dec	31 799	237	26 491	792	58 291	1 029
2017	Jan	31 679	251	25 137	797	56 816	1 048
	Feb	30 708	238	25 128	801	55 835	1 039
	Mar	29 662	239	26 304	807	55 966	1 045
	Apr	28 874	235	24 652	759	53 527	994
	May	28 787	235	26 406	801	55 193	1 036
	Jun	26 801	225	26 251	793	53 052	1 018
	Jul	25 870	227	26 159	799	52 029	1 026
	Aug	24 035	220	27 815	804	51 850	1 025
	Sep	23 487	222	27 848	761	51 335	983
	Oct	22 126	215	27 595	808	49 721	1 022
	Nov	21 729	217	27 822	808	49 551	1 025

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
2016	Jan	-3,9	-2,8	4,8	-2,2	-0,3	-2,4
	Feb	-5,0	1,2	2,1	2,2	-1,9	2,0
	Mar	-5,3	-2,0	-1,5	0,5	-3,6	0,0
	Apr	5,2	1,3	-1,6	-1,5	2,1	-0,9
	May	-1,8	-0,4	-4,2	0,5	-2,9	0,3
	Jun	0,0	0,0	-0,6	0,3	-0,3	0,2
	Jul	0,2	1,2	-1,8	-2,9	-0,7	-1,9
	Aug	2,0	2,4	-4,8	1,4	-0,9	1,7
	Sep	2,9	-0,8	7,0	3,7	4,6	2,6
	Oct	-2,3	-0,4	-3,4	-5,1	-2,8	-4,0
	Nov	-1,8	-0,4	1,8	3,4	-0,3	2,5
	Dec	-2,8	-4,0	7,5	0,3	1,7	-0,8
2017	Jan	-0,4	5,9	-5,1	0,6	-2,5	1,8
	Feb	-3,1	-5,2	0,0	0,5	-1,7	-0,9
	Mar	-3,4	0,4	4,7	0,7	0,2	0,6
	Apr	-2,7	-1,7	-6,3	-5,9	-4,4	-4,9
	May	-0,3	0,0	7,1	5,5	3,1	4,2
	Jun	-6,9	-4,3	-0,6	-1,0	-3,9	-1,7
	Jul	-3,5	0,9	-0,4	0,8	-1,9	0,8
	Aug	-7,1	-3,1	6,3	0,6	-0,3	-0,1
	Sep	-2,3	0,9	0,1	-5,3	-1,0	-4,1
	Oct	-5,8	-3,2	-0,9	6,2	-3,1	4,0
	Nov	-1,8	0,9	0,8	0,0	-0,3	0,3

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 November 2017 was 78,6%. The improved collection rate for October 2017 was 86,2%.
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 publication** 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 April 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 November 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 (SNA)</i> in the same way as in the <i>Standard Industrial Classification of all Economic Activities (SIC)</i> , <i>Fifth Edition</i> , 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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