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Freight transportation: results for November 2018

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

	Jun-18	Jul-18	Aug-18	Sep-18	Oct-18	Nov-18
Freight payload	-5,1	8,0	7,9	6,2	7,0	13,8
Freight income	-2,6	6,1	8,7	7,5	8,3	14,2

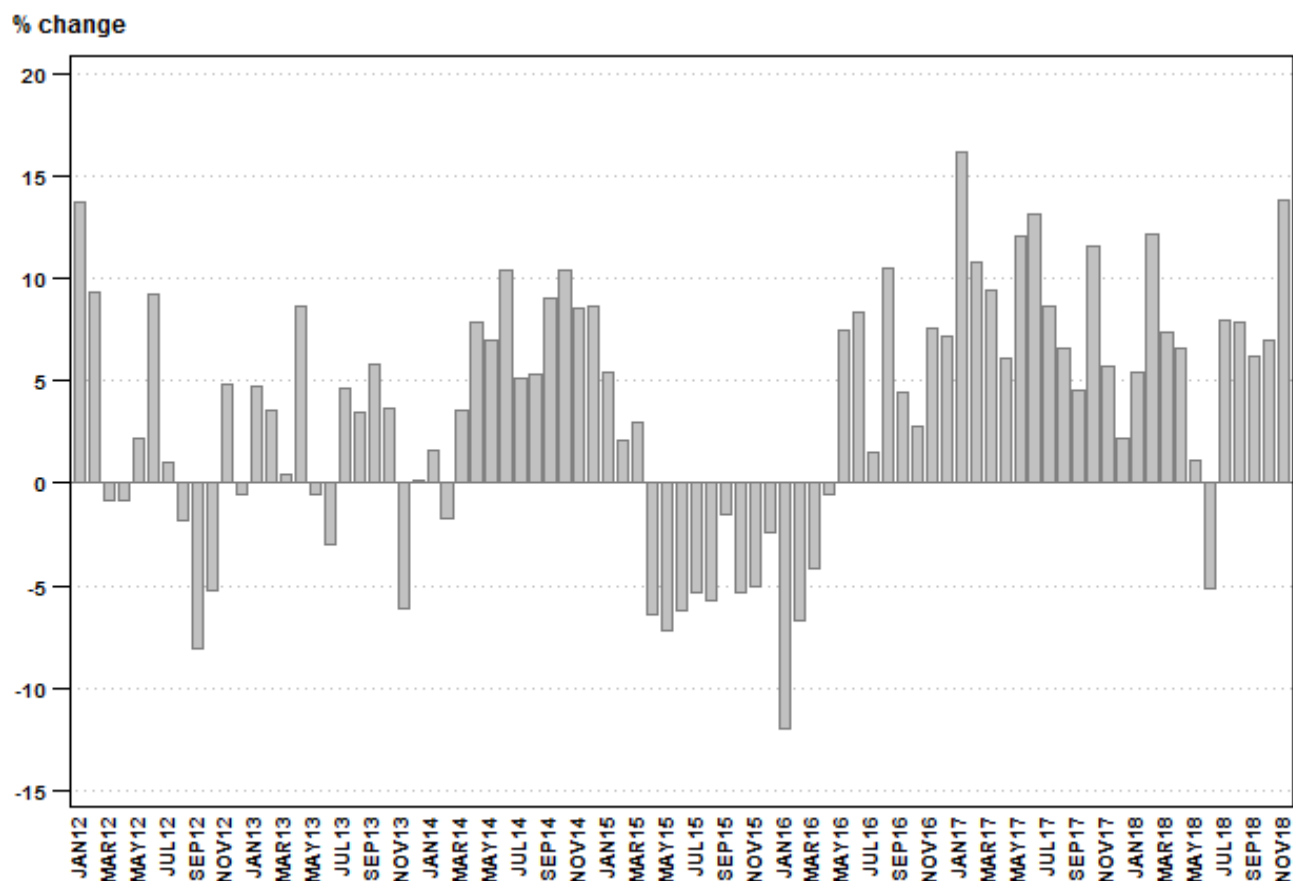
The volume of goods transported (payload) increased by 13,8% in November 2018 compared with November 2017. The corresponding income increased by 14,2% over the same period.

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

Type of commodity	Sep – Nov 2017 (R million)	Weight	Sep – Nov 2018 (R million)	% change between Sep – Nov 2017 and Sep – Nov 2018	Contribution (% points) to the total % change
Agriculture and forestry primary products	3 164	7,8	3 699	16,9	1,3
Primary mining and quarrying products	14 062	34,5	16 558	17,7	6,1
Manufactured food, beverages and tobacco products	6 171	15,1	5 566	-9,8	-1,5
Textiles, clothing and leather goods	717	1,8	724	1,0	0,0
Chemicals, coke, petroleum, rubber, plastic and other mineral products	3 414	8,4	3 531	3,4	0,3
Basic metals and fabricated metal products	1 587	3,9	1 755	10,6	0,4
Non-metallic products	959	2,4	996	3,9	0,1
Electrical machinery, transport machinery and equipment	576	1,4	565	-1,9	0,0
Motor vehicles, parts and accessories	839	2,1	1 085	29,3	0,6
Paper and paper products	363	0,9	362	-0,3	0,0
Commercial products	870	2,1	917	5,4	0,1
Used household and office products	732	1,8	1 061	44,9	0,8
Containers	1 823	4,5	2 223	21,9	1,0
Parcels	614	1,5	659	7,3	0,1
Other freight	4 865	11,9	5 155	6,0	0,7
Total income	40 756	100,0	44 853	10,1	10,1

Income from freight transportation increased by 10,1% in the three months ended November 2018 compared with the three months ended November 2017. The main positive contributors to this increase were:

- primary mining and quarrying products (17,7% and contributing 6,1 percentage points);
- agriculture and forestry primary products (16,9% and contributing 1,3 percentage points); and
- containers (21,9% and contributing 1,0 percentage point) – 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 2018 (000 tons)	Weight	Sep – Nov 2018 (000 tons)	% change between Jun – Aug 2018 and Sep – Nov 2018	Contribution (% points) to the total % change
Rail	53 537	22,3	54 874	2,5	0,6
Road	186 879	77,7	196 685	5,2	4,0
Total	240 416	100,0	251 558	4,6	4,6

Seasonally adjusted payload increased by 4,6% in the three months ended November 2018 compared with the previous three months. Road freight increased by 5,2% (contributing 4,0 percentage points) and rail freight increased by 2,5% (contributing 0,6 of a percentage point) – see Table C.

Passenger transportation: results for November 2018

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

	Jun-18	Jul-18	Aug-18	Sep-18	Oct-18	Nov-18
Passenger journeys	-13,6	6,2	-9,6	-10,4	-12,5	-6,2
Passenger income	-0,6	0,9	-1,6	-5,2	2,9	2,3

The number of passenger journeys decreased by 6,2% in November 2018 compared with November 2017. The corresponding income increased by 2,3% over the same period.

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

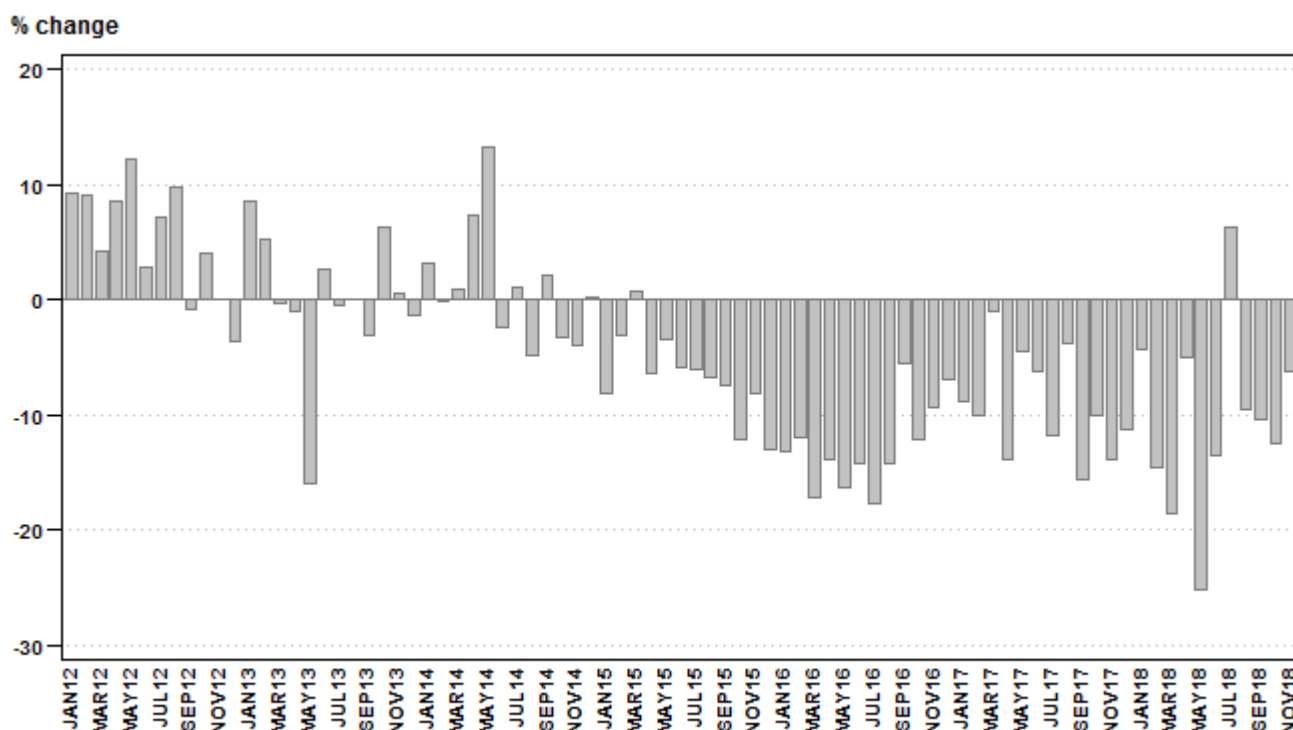


Table E – Seasonally adjusted passenger journeys for the latest three months by type of transport

Passenger journeys	Jun – Aug 2018 (000)	Weight	Sep – Nov 2018 (000)	% change between Jun – Aug 2018 and Sep – Nov 2018	Contribution (% points) to the total % change
Rail	66 785	46,2	55 440	-17,0	-7,9
Road	77 910	53,8	78 524	0,8	0,4
Total	144 694	100,0	133 964	-7,4	-7,4

Seasonally adjusted passenger journeys decreased by 7,4% in the three months ended November 2018 compared with the previous three months. Rail passenger journeys decreased by 17,0% (contributing -7,9 percentage points) while road passenger journeys increased by 0,8% (contributing 0,4 of a percentage point) – 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	18 075	3 212	51 107	8 100	69 182	11 312
	Feb	19 391	3 434	50 355	8 023	69 746	11 457
	Mar	17 813	3 134	54 673	8 643	72 486	11 777
	Apr	18 958	3 456	52 161	8 370	71 119	11 826
	May	17 903	3 303	59 702	9 523	77 605	12 826
	Jun	19 309	3 694	63 473	10 092	82 782	13 786
	Jul	17 262	3 288	58 811	9 594	76 073	12 882
	Aug	20 315	3 755	59 988	9 512	80 303	13 267
	Sep	19 777	3 767	60 100	9 652	79 877	13 419
	Oct	18 855	3 563	62 570	10 049	81 425	13 612
	Nov	19 500	3 661	62 306	10 064	81 806	13 725
	Dec	18 900	3 494	52 648	8 643	71 548	12 137
	Total	226 058	41 761	687 894	110 265	913 952	152 026
2018	Jan	17 582	3 351	55 361	8 915	72 943	12 266
	Feb	19 786	3 700	58 455	9 195	78 241	12 895
	Mar	18 144	3 336	59 675	9 486	77 819	12 822
	Apr	18 460	3 612	57 341	9 256	75 800	12 868
	May	18 060	3 558	60 385	9 815	78 445	13 373
	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	73 425	11 777	93 134	15 680

1/ Figures for latest month are preliminary.

Table 2 – Year-on-year percentage change in freight transportation (income at current prices)

Year and month		Rail		Road		Total	
		Payload	Income	Payload	Income	Payload	Income
2017	Jan	10,6	20,0	18,3	19,7	16,2	19,8
	Feb	7,2	11,7	12,2	13,5	10,8	13,0
	Mar	1,1	6,2	12,5	15,1	9,4	12,5
	Apr	6,7	11,8	5,9	7,4	6,1	8,7
	May	5,3	8,5	14,4	16,5	12,1	14,4
	Jun	4,0	13,5	16,2	17,9	13,1	16,7
	Jul	16,7	26,1	6,5	9,1	8,6	13,0
	Aug	3,9	11,2	7,5	8,0	6,6	8,9
	Sep	0,9	13,4	5,7	8,8	4,5	10,0
	Oct	9,8	13,1	12,2	14,9	11,6	14,4
	Nov	-2,5	5,8	8,5	11,1	5,7	9,7
	Dec	-2,0	3,5	3,8	3,4	2,2	3,5
	Total	4,8	11,7	10,1	11,9	8,8	11,9
2018	Jan	-2,7	4,3	8,3	10,1	5,4	8,4
	Feb	2,0	7,7	16,1	14,6	12,2	12,6
	Mar	1,9	6,4	9,1	9,8	7,4	8,9
	Apr	-2,6	4,5	9,9	10,6	6,6	8,8
	May	0,9	7,7	1,1	3,1	1,1	4,3
	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	17,8	17,0	13,8	14,2

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)
2017	Jan	18 850	3 308	55 917	9 011	74 767	12 319
	Feb	18 844	3 367	54 049	8 589	72 893	11 956
	Mar	18 328	3 379	53 428	8 580	71 756	11 959
	Apr	18 982	3 405	56 447	9 076	75 429	12 482
	May	19 116	3 486	58 995	9 336	78 111	12 821
	Jun	19 049	3 539	61 352	9 736	80 401	13 274
	Jul	18 572	3 522	58 220	9 372	76 792	12 894
	Aug	19 366	3 533	57 147	9 149	76 513	12 683
	Sep	18 517	3 552	57 807	9 282	76 324	12 833
	Oct	19 531	3 611	58 694	9 487	78 225	13 097
	Nov	18 302	3 496	58 121	9 371	76 423	12 867
	Dec	18 625	3 560	57 062	9 239	75 688	12 799
2018	Jan	18 445	3 500	60 295	9 794	78 740	13 294
	Feb	19 122	3 622	62 856	9 865	81 977	13 487
	Mar	18 686	3 486	61 109	9 871	79 795	13 358
	Apr	18 467	3 632	59 628	9 594	78 095	13 226
	May	19 069	3 675	59 267	9 603	78 337	13 278
	Jun	18 000	3 478	59 662	9 623	77 662	13 101
	Jul	17 275	3 307	63 559	10 072	80 834	13 379
	Aug	18 262	3 547	63 658	10 236	81 920	13 784
	Sep	18 556	3 660	64 185	10 467	82 741	14 127
	Oct	17 797	3 521	65 347	10 526	83 144	14 047
	Nov	18 521	3 697	67 153	10 772	85 673	14 468

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

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

Type of commodity	Jun-18	Jul-18	Aug-18	Sep-18	Oct-18	Nov-18 1/
Agriculture and forestry primary products	1 107	1 159	1 210	1 168	1 200	1 331
Primary mining and quarrying products	4 702	4 603	5 320	5 426	5 349	5 783
Manufactured food, beverages and tobacco products	1 804	1 833	1 783	1 774	1 911	1 881
Textiles, clothing and leather products	244	233	249	267	233	224
Chemicals, coke, petroleum, rubber, plastic and other mineral products	1 056	1 235	1 259	1 104	1 173	1 254
Basic metals and fabricated metal products	509	522	528	594	549	612
Non-metallic products	316	319	321	315	335	346
Electrical machinery, transport machinery and equipment	185	172	180	176	188	201
Motor vehicles, parts and accessories	291	357	339	318	379	388
Paper and paper products	116	118	121	113	119	130
Commercial products	248	265	257	283	318	316
Used household and office products	294	274	258	277	362	422
Containers	679	687	742	767	724	732
Parcels	229	208	210	205	215	239
Other freight	1 649	1 690	1 645	1 640	1 693	1 822
Total	13 428	13 674	14 421	14 427	14 746	15 680

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-18	Jul-18	Aug-18	Sep-18	Oct-18	Nov-18
Agriculture and forestry primary products	-16,1	4,3	12,3	10,1	17,1	23,5
Primary mining and quarrying products	-2,1	7,4	14,9	15,1	14,5	23,7
Manufactured food, beverages and tobacco products	-10,4	-10,8	-10,8	-10,2	-8,8	-10,4
Textiles, clothing and leather products	3,8	5,0	1,6	0,0	2,6	0,4
Chemicals, coke, petroleum, rubber, plastic and other mineral products	-12,0	13,0	10,6	-1,5	-1,3	13,6
Basic metals and fabricated metal products	-0,4	14,5	13,1	16,5	7,0	8,5
Non-metallic products	1,6	4,6	5,6	0,3	5,0	6,1
Electrical machinery, transport machinery and equipment	1,1	-3,4	1,1	-2,2	0,5	-3,8
Motor vehicles, parts and accessories	18,8	34,2	37,8	21,8	33,5	32,0
Paper and paper products	2,7	7,3	5,2	6,6	-3,3	-3,0
Commercial products	1,2	9,5	1,6	10,5	6,7	0,0
Used household and office products	13,1	5,8	13,7	18,4	48,4	66,1
Containers	13,9	18,4	21,0	21,9	19,9	24,1
Parcels	6,5	0,5	-0,5	5,1	5,4	11,2
Other freight	7,6	11,8	5,0	3,1	3,7	11,0
Total	-2,6	6,1	8,7	7,5	8,3	14,2

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-18	Jul-18	Aug-18	Sep-18	Oct-18	Nov-18
Agriculture and forestry primary products	-1,5	0,4	1,0	0,8	1,3	1,8
Primary mining and quarrying products	-0,7	2,5	5,2	5,3	5,0	8,1
Manufactured food, beverages and tobacco products	-1,5	-1,7	-1,6	-1,5	-1,4	-1,6
Textiles, clothing and leather products	0,1	0,1	0,0	0,0	0,0	0,0
Chemicals, coke, petroleum, rubber, plastic and other mineral products	-1,0	1,1	0,9	-0,1	-0,1	1,1
Basic metals and fabricated metal products	0,0	0,5	0,5	0,6	0,3	0,3
Non-metallic products	0,0	0,1	0,1	0,0	0,1	0,1
Electrical machinery, transport machinery and equipment	0,0	0,0	0,0	0,0	0,0	-0,1
Motor vehicles, parts and accessories	0,3	0,7	0,7	0,4	0,7	0,7
Paper and paper products	0,0	0,1	0,0	0,1	0,0	0,0
Commercial products	0,0	0,2	0,0	0,2	0,1	0,0
Used household and office products	0,2	0,1	0,2	0,3	0,9	1,2
Containers	0,6	0,8	1,0	1,0	0,9	1,0
Parcels	0,1	0,0	0,0	0,1	0,1	0,2
Other freight	0,8	1,4	0,6	0,4	0,4	1,3
Total	-2,6	6,1	8,7	7,5	8,3	14,2

Table 8 – Passenger transportation (income at current prices)

Year and month 1/		Rail		Road		Total	
		Passenger journeys (000)	Income (R million)	Passenger journeys (000)	Income (R million)	Passenger journeys (000)	Income (R million)
2017	Jan	26 679	247	22 616	761	49 295	1 008
	Feb	32 111	247	24 910	762	57 021	1 009
	Mar	33 902	258	29 117	877	63 019	1 135
	Apr	26 661	223	21 983	722	48 644	945
	May	28 781	226	26 178	777	54 959	1 003
	Jun	27 928	205	25 819	771	53 747	976
	Jul	24 043	226	24 246	811	48 289	1 037
	Aug	26 269	215	29 194	811	55 463	1 026
	Sep	24 546	226	29 782	839	54 328	1 065
	Oct	25 594	226	27 844	816	53 438	1 042
	Nov	23 149	208	27 873	810	51 022	1 018
	Dec	15 697	134	24 425	819	40 122	953
	Total	315 360	2 641	313 987	9 576	629 347	12 217
2018	Jan	19 140	211	28 029	857	47 169	1 068
	Feb	21 165	207	27 577	754	48 742	961
	Mar	21 989	214	29 385	851	51 374	1 065
	Apr	26 004	228	20 197	651	46 201	879
	May	21 222	209	19 941	612	41 163	821
	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	27 209	840	47 842	1 041

1/ Figures for latest month are preliminary.

Table 9 – Year-on-year percentage change in passenger transportation (income at current prices)

Year and month		Rail		Road		Total	
		Passenger journeys	Income	Passenger journeys	Income	Passenger journeys	Income
2017	Jan	-12,6	3,8	-4,1	3,0	-8,9	3,2
	Feb	-12,1	-7,1	-7,3	1,9	-10,1	-0,5
	Mar	-1,0	1,6	-1,0	2,0	-1,0	1,9
	Apr	-19,1	-6,3	-6,7	-1,6	-13,9	-2,8
	May	-11,1	-3,0	3,9	2,1	-4,5	0,9
	Jun	-14,7	-5,1	5,1	-1,3	-6,2	-2,1
	Jul	-24,4	-8,5	5,8	6,9	-11,7	3,1
	Aug	-21,7	-14,3	21,1	6,7	-3,8	1,5
	Sep	-35,4	-17,8	13,0	1,5	-15,6	-3,4
	Oct	-28,5	-16,0	18,0	7,1	-10,0	1,1
	Nov	-33,3	-18,1	13,8	4,7	-13,8	-1,0
	Dec	-33,5	-32,3	12,7	3,4	-11,3	-3,7
	Total	-20,5	-10,1	6,0	3,0	-9,2	-0,2
2018	Jan	-28,3	-14,6	23,9	12,6	-4,3	6,0
	Feb	-34,1	-16,2	10,7	-1,0	-14,5	-4,8
	Mar	-35,1	-17,1	0,9	-3,0	-18,5	-6,2
	Apr	-2,5	2,2	-8,1	-9,8	-5,0	-7,0
	May	-26,3	-7,5	-23,8	-21,2	-25,1	-18,1
	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	-2,4	3,7	-6,2	2,3

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	31 374	248	24 290	786	55 664	1 034
	Feb	30 805	239	24 405	794	55 209	1 034
	Mar	29 670	241	25 436	804	55 105	1 046
	Apr	28 691	230	24 358	787	53 049	1 017
	May	28 793	230	25 695	800	54 488	1 030
	Jun	26 466	220	25 334	786	51 799	1 006
	Jul	25 396	223	25 588	795	50 984	1 018
	Aug	24 024	215	27 569	807	51 594	1 022
	Sep	22 342	208	28 399	802	50 741	1 010
	Oct	22 466	202	27 261	803	49 727	1 005
	Nov	21 278	202	27 389	806	48 667	1 008
	Dec	24 709	189	28 201	801	52 910	990
2018	Jan	24 381	210	29 757	884	54 138	1 094
	Feb	19 997	201	27 058	785	47 055	986
	Mar	20 088	201	26 227	777	46 315	978
	Apr	25 874	227	22 228	722	48 102	949
	May	19 502	211	19 242	635	38 744	846
	Jun	21 681	224	24 915	788	46 596	1 012
	Jul	24 768	202	27 412	820	52 180	1 021
	Aug	20 336	176	25 583	823	45 918	999
	Sep	19 567	198	26 141	764	45 708	962
	Oct	18 002	197	25 874	838	43 876	1 035
	Nov	17 871	191	26 509	833	44 380	1 023

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	-1,6	0,8	-4,9	1,2	-3,1	1,2
	Feb	-1,8	-3,6	0,5	1,0	-0,8	0,0
	Mar	-3,7	0,8	4,2	1,3	-0,2	1,2
	Apr	-3,3	-4,6	-4,2	-2,1	-3,7	-2,8
	May	0,4	0,0	5,5	1,7	2,7	1,3
	Jun	-8,1	-4,3	-1,4	-1,8	-4,9	-2,3
	Jul	-4,0	1,4	1,0	1,1	-1,6	1,2
	Aug	-5,4	-3,6	7,7	1,5	1,2	0,4
	Sep	-7,0	-3,3	3,0	-0,6	-1,7	-1,2
	Oct	0,6	-2,9	-4,0	0,1	-2,0	-0,5
	Nov	-5,3	0,0	0,5	0,4	-2,1	0,3
	Dec	16,1	-6,4	3,0	-0,6	8,7	-1,8
2018	Jan	-1,3	11,1	5,5	10,4	2,3	10,5
	Feb	-18,0	-4,3	-9,1	-11,2	-13,1	-9,9
	Mar	0,5	0,0	-3,1	-1,0	-1,6	-0,8
	Apr	28,8	12,9	-15,2	-7,1	3,9	-3,0
	May	-24,6	-7,0	-13,4	-12,0	-19,5	-10,9
	Jun	11,2	6,2	29,5	24,1	20,3	19,6
	Jul	14,2	-9,8	10,0	4,1	12,0	0,9
	Aug	-17,9	-12,9	-6,7	0,4	-12,0	-2,2
	Sep	-3,8	12,5	2,2	-7,2	-0,5	-3,7
	Oct	-8,0	-0,5	-1,0	9,7	-4,0	7,6
	Nov	-0,7	-3,0	2,5	-0,6	1,1	-1,2

Survey information

Introduction	1	Statistics South Africa (Stats SA) conducts a monthly survey of the land transportation industry, covering passenger and freight transportation by rail and road (see paragraph 4 below). This survey is based on a sample drawn from the 2018 business sampling frame (BSF) that contains businesses registered for value added tax (VAT) and income tax.
	2	In order to improve timeliness, some information for the latest month had to be estimated due to late response. These estimates will be revised in future statistical releases as soon as information becomes available. Published land transportation income estimates exclude VAT.
Purpose of the survey	3	The results of the monthly land transport survey are used to compile estimates of the gross domestic product (GDP) and its components, which are used in monitoring the state of the economy and formulation of economic policy. These statistics are also used in the analysis of comparative business and industry performance.
Scope of the survey	4	This survey covers enterprises involved in land transportation according to the following type of transportation: • railway transport (including passenger and freight transportation); • 'other' scheduled passenger land transport – urban, suburban and inter-urban bus and coach passenger lines and school buses; • 'other' non-scheduled passenger land transport – safaris and sightseeing bus tours, metered taxis and 'other' passenger transport including renting of motor cars with drivers; and • freight transport by road.
Exclusions	5	Passenger transportation excludes: • minibus taxis; • metropolitan buses (including the Bus Rapid Transport system – BRT); and • rental of private cars/buses without drivers. Freight transportation excludes: • renting of trucks without drivers; and • in-house transportation.
Classification	6	The 1993 edition of the <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 2018 was 79,4%. The improved collection rate for October 2018 was 85,1%.
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:
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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 <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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