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Keshnee Naidoo  
(012) 310 8423

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[www.statssa.gov.za](http://www.statssa.gov.za)  
[info@statssa.gov.za](mailto:info@statssa.gov.za)  
T +27 12 310 8911  
F +27 12 310 8500

Private Bag X44, Pretoria, 0001, South Africa  
ISibalo House, Koch Street, Salvokop, Pretoria, 0002

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## Freight transportation: results for October 2018

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

	May-18	Jun-18	Jul-18	Aug-18	Sep-18	Oct-18
Freight payload	1,1	-5,1	8,0	7,9	6,2	7,9
Freight income	4,3	-2,6	6,1	8,7	7,5	8,2

The volume of goods transported (payload) increased by 7,9% in October 2018 compared with October 2017. The corresponding income increased by 8,2% over the same period.

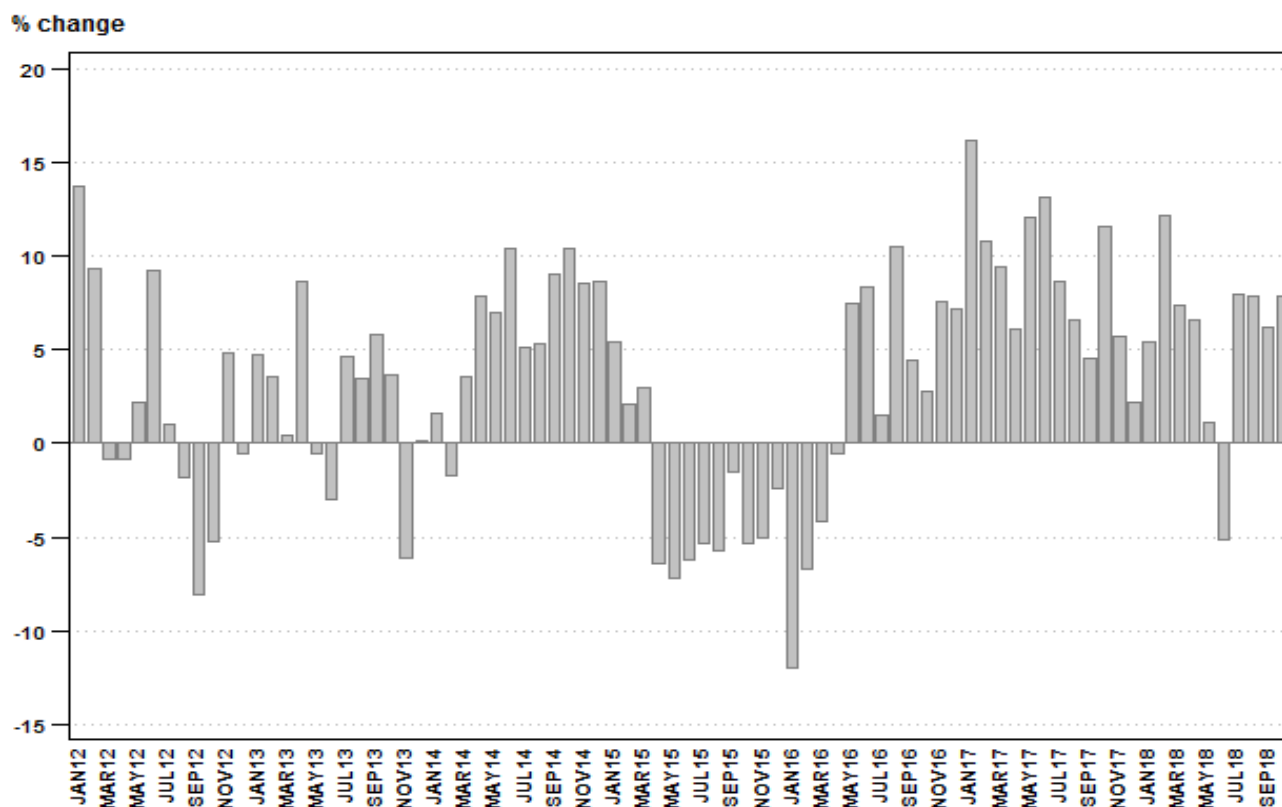
**Table B – Freight transportation income at current prices for the latest three months by type of commodity**

Type of commodity	Aug – Oct 2017 (R million)	Weight	Aug – Oct 2018 (R million)	% change between Aug – Oct 2017 and Aug – Oct 2018	Contribution (% points) to the total % change
Agriculture and forestry primary products	3 163	7,8	3 569	12,8	1,0
Primary mining and quarrying products	14 016	34,8	16 113	15,0	5,2
Manufactured food, beverages and tobacco products	6 069	15,1	5 508	-9,2	-1,4
Textiles, clothing and leather goods	739	1,8	759	2,7	0,0
Chemicals, coke, petroleum, rubber, plastic and other mineral products	3 448	8,6	3 572	3,6	0,3
Basic metals and fabricated metal products	1 490	3,7	1 678	12,6	0,5
Non-metallic products	937	2,3	970	3,5	0,1
Electrical machinery, transport machinery and equipment	545	1,4	550	0,9	0,0
Motor vehicles, parts and accessories	791	2,0	974	23,1	0,5
Paper and paper products	344	0,9	354	2,9	0,0
Commercial products	807	2,0	864	7,1	0,1
Used household and office products	705	1,7	867	23,0	0,4
Containers	1 846	4,6	2 215	20,0	0,9
Parcels	610	1,5	639	4,8	0,1
Other freight	4 789	11,9	4 946	3,3	0,4
<b>Total income</b>	<b>40 298</b>	<b>100,0</b>	<b>43 575</b>	<b>8,1</b>	<b>8,1</b>

Income from freight transportation increased by 8,1% in the three months ended October 2018 compared with the three months ended October 2017. The main positive contributors to this increase were:

- primary mining and quarrying products (15,0% and contributing 5,2 percentage points);
- agriculture and forestry primary products (12,8% and contributing 1,0 percentage point); and
- containers (20,0% and contributing 0,9 of a 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	May – Jul 2018 (000 tons)	Weight	Aug – Oct 2018 (000 tons)	% change between May – Jul 2018 and Aug – Oct 2018	Contribution (% points) to the total % change
Rail	54 369	23,0	54 509	0,3	0,1
Road	182 509	77,0	193 484	6,0	4,6
<b>Total</b>	<b>236 878</b>	<b>100,0</b>	<b>247 995</b>	<b>4,7</b>	<b>4,7</b>

Seasonally adjusted payload increased by 4,7% in the three months ended October 2018 compared with the previous three months. Road freight increased by 6,0% (contributing 4,6 percentage points) and rail freight increased by 0,3% (contributing 0,1 of a percentage point) – see Table C.

## Passenger transportation: results for October 2018

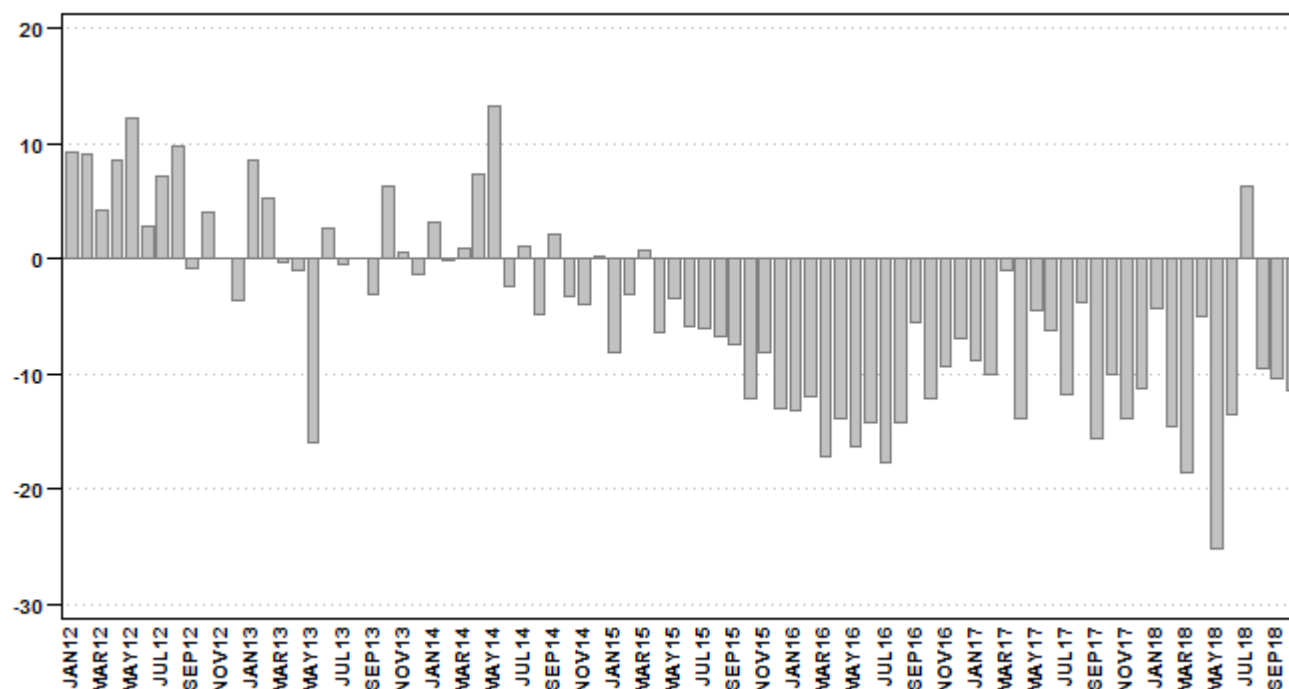
**Table D – Year-on-year percentage change in passenger transportation (income at current prices)**

	May-18	Jun-18	Jul-18	Aug-18	Sep-18	Oct-18
Passenger journeys	-25,1	-13,6	6,2	-9,6	-10,4	-11,5
Passenger income	-18,1	-0,6	0,9	-1,6	-5,2	0,2

The number of passenger journeys decreased by 11,5% in October 2018 compared with October 2017. The corresponding income increased by 0,2% over the same period.

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

% change



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

Passenger journeys	May – Jul 2018 (000)	Weight	Aug – Oct 2018 (000)	% change between May – Jul 2018 and Aug – Oct 2018	Contribution (% points) to the total % change
Rail	66 026	48,0	58 118	-12,0	-5,8
Road	71 576	52,0	78 225	9,3	4,8
<b>Total</b>	<b>137 601</b>	<b>100,0</b>	<b>136 343</b>	<b>-0,9</b>	<b>-0,9</b>

Seasonally adjusted passenger journeys decreased by 0,9% in the three months ended October 2018 compared with the previous three months. Rail passenger journeys decreased by 12,0% (contributing -5,8 percentage points) while road passenger journeys increased by 9,3% (contributing 4,8 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	18 075	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
	<b>Total</b>	<b>226 058</b>	<b>41 761</b>	<b>687 894</b>	<b>110 265</b>	<b>913 952</b>	<b>152 026</b>
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	17 044	3 443	70 799	11 285	87 842	14 727

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
	<b>Total</b>	<b>4,8</b>	<b>11,7</b>	<b>10,1</b>	<b>11,9</b>	<b>8,8</b>	<b>11,9</b>
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	13,2	12,3	7,9	8,2

**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	18 839	3 308	55 931	9 011	74 770	12 320
	Feb	18 848	3 367	54 053	8 590	72 901	11 957
	Mar	18 330	3 378	53 446	8 581	71 777	11 959
	Apr	18 986	3 405	56 491	9 077	75 476	12 482
	May	19 106	3 487	59 010	9 336	78 116	12 823
	Jun	19 044	3 544	61 377	9 737	80 421	13 281
	Jul	18 605	3 513	58 193	9 369	76 798	12 882
	Aug	19 349	3 528	57 165	9 142	76 514	12 670
	Sep	18 498	3 542	57 779	9 270	76 276	12 812
	Oct	19 471	3 601	58 491	9 472	77 962	13 072
	Nov	18 382	3 527	58 245	9 401	76 626	12 928
	Dec	18 626	3 557	57 081	9 243	75 707	12 800
2018	Jan	18 438	3 495	60 281	9 794	78 719	13 289
	Feb	19 123	3 621	62 860	9 865	81 982	13 487
	Mar	18 688	3 493	61 138	9 872	79 825	13 365
	Apr	18 469	3 632	59 681	9 595	78 149	13 227
	May	19 058	3 681	59 322	9 604	78 380	13 284
	Jun	17 996	3 478	59 660	9 622	77 656	13 100
	Jul	17 315	3 303	63 527	10 069	80 842	13 372
	Aug	18 244	3 539	63 663	10 226	81 907	13 765
	Sep	18 534	3 645	64 146	10 448	82 681	14 092
	Oct	17 731	3 502	65 675	10 482	83 407	13 984

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

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

Type of commodity	May-18	Jun-18	Jul-18	Aug-18	Sep-18	Oct-18 1/
Agriculture and forestry primary products	1 144	1 107	1 159	1 210	1 168	1 191
Primary mining and quarrying products	4 740	4 702	4 603	5 320	5 426	5 367
Manufactured food, beverages and tobacco products	1 678	1 804	1 833	1 783	1 774	1 951
Textiles, clothing and leather products	241	244	233	249	267	243
Chemicals, coke, petroleum, rubber, plastic and other mineral products	1 087	1 056	1 235	1 259	1 104	1 209
Basic metals and fabricated metal products	530	509	522	528	594	556
Non-metallic products	311	316	319	321	315	334
Electrical machinery, transport machinery and equipment	214	185	172	180	176	194
Motor vehicles, parts and accessories	302	291	357	339	318	317
Paper and paper products	112	116	118	121	113	120
Commercial products	257	248	265	257	283	324
Used household and office products	242	294	274	258	277	332
Containers	680	679	687	742	767	706
Parcels	204	229	208	210	205	224
Other freight	1 630	1 649	1 690	1 645	1 640	1 661
<b>Total</b>	<b>13 373</b>	<b>13 428</b>	<b>13 674</b>	<b>14 421</b>	<b>14 427</b>	<b>14 727</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	May-18	Jun-18	Jul-18	Aug-18	Sep-18	Oct-18
Agriculture and forestry primary products	7,3	-16,1	4,3	12,3	10,1	16,2
Primary mining and quarrying products	8,5	-2,1	7,4	14,9	15,1	14,9
Manufactured food, beverages and tobacco products	-11,3	-10,4	-10,8	-10,8	-10,2	-6,9
Textiles, clothing and leather products	-9,7	3,8	5,0	1,6	0,0	7,0
Chemicals, coke, petroleum, rubber, plastic and other mineral products	2,6	-12,0	13,0	10,6	-1,5	1,7
Basic metals and fabricated metal products	9,3	-0,4	14,5	13,1	16,5	8,4
Non-metallic products	-5,5	1,6	4,6	5,6	0,3	4,7
Electrical machinery, transport machinery and equipment	5,9	1,1	-3,4	1,1	-2,2	3,7
Motor vehicles, parts and accessories	24,8	18,8	34,2	37,8	21,8	11,6
Paper and paper products	-2,6	2,7	7,3	5,2	6,6	-2,4
Commercial products	3,2	1,2	9,5	1,6	10,5	8,7
Used household and office products	0,0	13,1	5,8	13,7	18,4	36,1
Containers	14,3	13,9	18,4	21,0	21,9	16,9
Parcels	1,0	6,5	0,5	-0,5	5,1	9,8
Other freight	7,9	7,6	11,8	5,0	3,1	1,8
<b>Total</b>	<b>4,3</b>	<b>-2,6</b>	<b>6,1</b>	<b>8,7</b>	<b>7,5</b>	<b>8,2</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	May-18	Jun-18	Jul-18	Aug-18	Sep-18	Oct-18
Agriculture and forestry primary products	0,6	-1,5	0,4	1,0	0,8	1,2
Primary mining and quarrying products	2,9	-0,7	2,5	5,2	5,3	5,1
Manufactured food, beverages and tobacco products	-1,7	-1,5	-1,7	-1,6	-1,5	-1,1
Textiles, clothing and leather products	-0,2	0,1	0,1	0,0	0,0	0,1
Chemicals, coke, petroleum, rubber, plastic and other mineral products	0,2	-1,0	1,1	0,9	-0,1	0,1
Basic metals and fabricated metal products	0,4	0,0	0,5	0,5	0,6	0,3
Non-metallic products	-0,1	0,0	0,1	0,1	0,0	0,1
Electrical machinery, transport machinery and equipment	0,1	0,0	0,0	0,0	0,0	0,1
Motor vehicles, parts and accessories	0,5	0,3	0,7	0,7	0,4	0,2
Paper and paper products	0,0	0,0	0,1	0,0	0,1	0,0
Commercial products	0,1	0,0	0,2	0,0	0,2	0,2
Used household and office products	0,0	0,2	0,1	0,2	0,3	0,6
Containers	0,7	0,6	0,8	1,0	1,0	0,7
Parcels	0,0	0,1	0,0	0,0	0,1	0,1
Other freight	0,9	0,8	1,4	0,6	0,4	0,2
<b>Total</b>	<b>4,3</b>	<b>-2,6</b>	<b>6,1</b>	<b>8,7</b>	<b>7,5</b>	<b>8,2</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)
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
	<b>Total</b>	<b>315 360</b>	<b>2 641</b>	<b>313 987</b>	<b>9 576</b>	<b>629 347</b>	<b>12 217</b>
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	20 299	216	26 979	828	47 278	1 044

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
	<b>Total</b>	<b>-20,5</b>	<b>-10,1</b>	<b>6,0</b>	<b>3,0</b>	<b>-9,2</b>	<b>-0,2</b>
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	-20,7	-4,4	-3,1	1,5	-11,5	0,2

**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	31 258	247	24 301	787	55 559	1 034
	Feb	30 810	239	24 410	794	55 220	1 034
	Mar	29 677	241	25 436	804	55 113	1 045
	Apr	28 680	230	24 354	785	53 034	1 015
	May	28 818	230	25 679	799	54 497	1 029
	Jun	26 464	220	25 341	783	51 806	1 003
	Jul	25 439	223	25 589	793	51 028	1 015
	Aug	24 067	215	27 613	804	51 680	1 018
	Sep	22 413	208	28 451	808	50 864	1 016
	Oct	22 573	203	27 176	806	49 749	1 008
	Nov	21 107	201	27 359	810	48 466	1 011
	Dec	24 692	189	28 229	802	52 921	990
2018	Jan	24 268	210	29 741	884	54 009	1 094
	Feb	20 004	201	27 063	785	47 066	986
	Mar	20 087	201	26 245	776	46 332	977
	Apr	25 873	227	22 206	720	48 079	947
	May	19 515	211	19 249	633	38 764	844
	Jun	21 710	224	24 914	785	46 624	1 009
	Jul	24 801	201	27 413	816	52 213	1 018
	Aug	20 388	176	25 621	818	46 009	995
	Sep	19 662	198	26 225	771	45 887	969
	Oct	18 068	193	26 379	816	44 447	1 009

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

## 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 October 2018 was 80,2%. The improved collection rate for September 2018 was 87,2%.</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

## Technical enquiries

**Kagisho Mathabatha** Telephone number: (012) 310 2153  
Email: kagishoma@statssa.gov.za

**Keshnee Naidoo** Telephone number: (012) 310 8423  
Email: keshneen@statssa.gov.za

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## General enquiries

User information services      Telephone number: (012) 310 8600  
Email address: [info@statssa.gov.za](mailto:info@statssa.gov.za)

Postal address      Private Bag X44, Pretoria, 0001

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