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## Freight transportation: results for August 2016

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

	Mar-16	Apr-16	May-16	Jun-16	Jul-16	Aug-16
Freight payload	-4,2	-1,7	7,0	6,3	-1,4	8,9
Freight income	-2,0	2,7	7,2	7,2	2,9	13,3

The volume of goods transported (payload) increased by 8,9% in August 2016 compared with August 2015. The corresponding income increased by 13,3% over the same period.

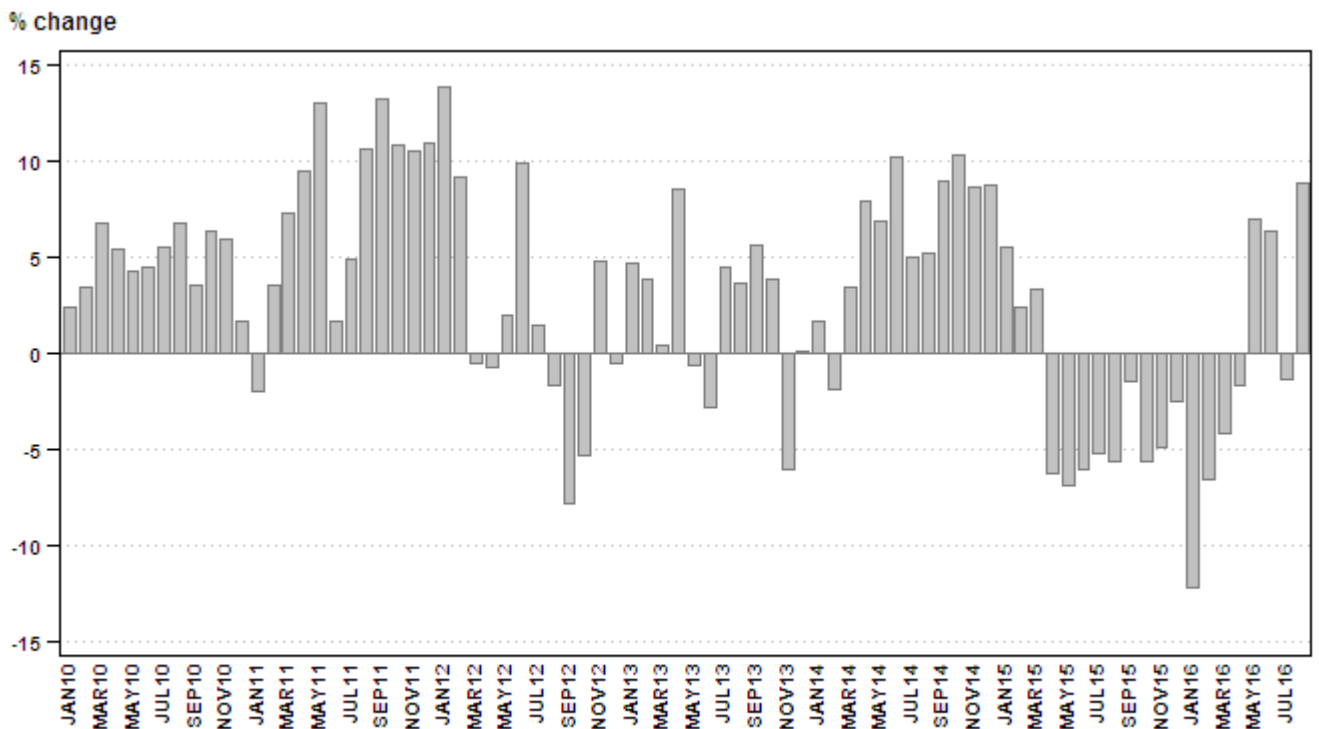
**Table B – Freight transportation income at current prices for the latest three months by type of commodity**

Type of commodity	Jun – Aug 2015 (R million)	Weight	Jun – Aug 2016 (R million)	% change between Jun – Aug 2015 and Jun – Aug 2016	Contribution (% points) to the total % change
Agriculture and forestry primary products	2 315	7,4	2 563	10,7	0,8
Primary mining and quarrying products	10 422	33,5	11 949	14,7	4,9
Manufactured food, beverages and tobacco products	3 546	11,4	4 674	31,8	3,6
Textiles, clothing and leather goods	532	1,7	507	-4,7	-0,1
Chemicals, coke, petroleum, rubber, plastic and other mineral products	3 261	10,5	3 054	-6,3	-0,7
Basic metals and fabricated metal products	1 374	4,4	1 218	-11,4	-0,5
Non-metallic products	861	2,8	834	-3,1	-0,1
Electrical machinery, transport machinery and equipment	579	1,9	568	-1,9	0,0
Motor vehicles, parts and accessories	585	1,9	576	-1,5	0,0
Paper and paper products	546	1,8	519	-4,9	-0,1
Commercial products	678	2,2	646	-4,7	-0,1
Used household and office products	567	1,8	577	1,8	0,0
Containers	2 173	7,0	1 732	-20,3	-1,4
Parcels	492	1,6	613	24,6	0,4
Other freight	3 206	10,3	3 519	9,8	1,0
<b>Total income</b>	<b>31 140</b>	<b>100,0</b>	<b>33 550</b>	<b>7,7</b>	<b>7,7</b>

Income from freight transportation increased by 7,7% in the three months ended August 2016 compared with the three months ended August 2015. The main contributors to this increase were:

- primary mining and quarrying products (14,7% and contributing 4,9 percentage points); and
- manufactured food, beverages and tobacco products (31,8% and contributing 3,6 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	Mar – May 2016 (000 tons)	Weight	Jun – Aug 2016 (000 tons)	% change between Mar – May 2016 and Jun – Aug 2016	Contribution (% points) to the total % change
Rail	56 348	29,2	53 004	-5,9	-1,7
Road	136 426	70,8	142 445	4,4	3,1
<b>Total</b>	<b>192 774</b>	<b>100,0</b>	<b>195 450</b>	<b>1,4</b>	<b>1,4</b>

Seasonally adjusted payload increased by 1,4% in the three months ended August 2016 compared with the three months ended May 2016. Road freight grew by 4,4% (contributing 3,1 percentage points), but this was partially offset by a decline of 5,9% in rail freight (contributing -1,7 percentage points) – see Table C.

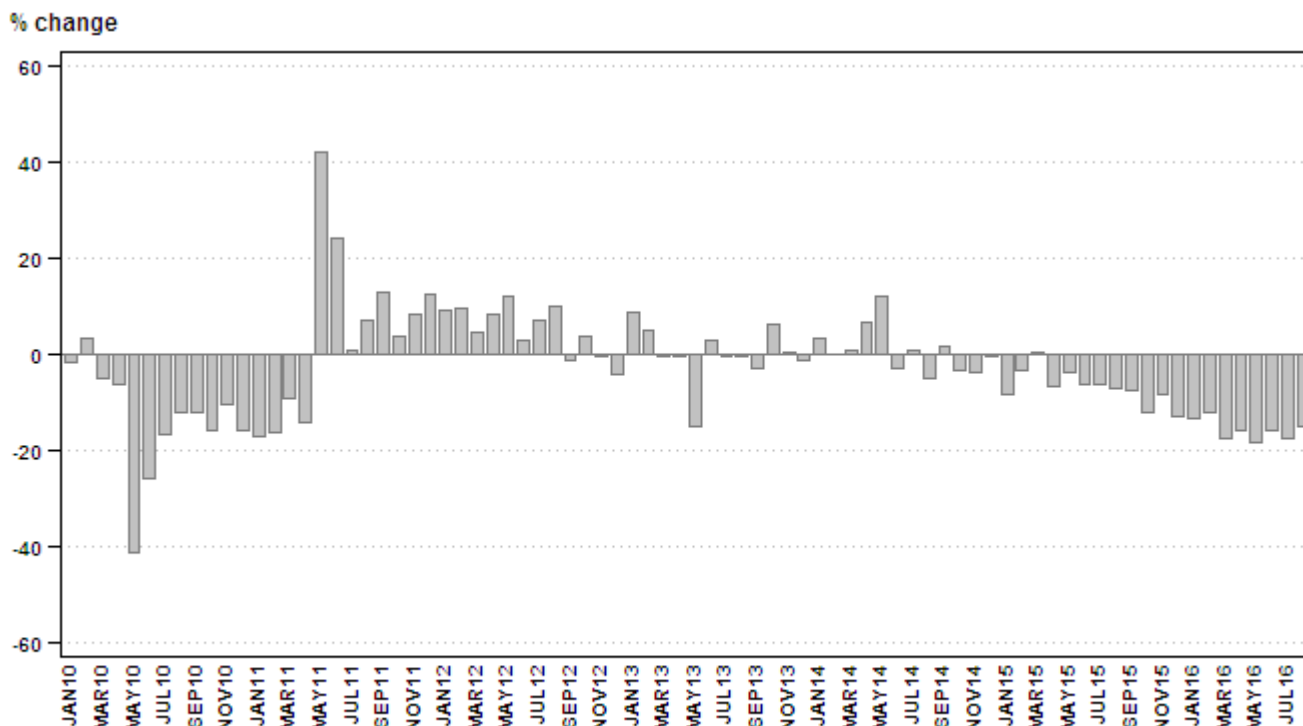
### Passenger transportation: results for August 2016

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

	Mar-16	Apr-16	May-16	Jun-16	Jul-16	Aug-16
Passenger journeys	-17,7	-15,7	-18,2	-16,0	-17,6	-14,9
Passenger income	0,9	1,9	-0,1	-0,2	-4,5	-1,1

The number of passenger journeys decreased by 14,9% in August 2016 compared with August 2015. The corresponding income decreased by 1,1% 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	Mar – May 2016 (000)	Weight	Jun – Aug 2016 (000)	% change between Mar – May 2016 and Jun – Aug 2016	Contribution (% points) to the total % change
Rail	100 786	58,3	100 634	-0,2	-0,1
Road	72 198	41,7	68 937	-4,5	-1,9
<b>Total</b>	<b>172 984</b>	<b>100,0</b>	<b>169 571</b>	<b>-2,0</b>	<b>-2,0</b>

Seasonally adjusted passenger journeys decreased by 2,0% in the three months ended August 2016 compared with the three months ended May 2016. The main contributor to this decrease was road transportation (-4,5% and contributing -1,9 percentage points) – see Table E.

**PJ Lehohla**  
**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)
2015	Jan	20 187	3 176	43 678	6 730	63 865	9 906
	Feb	19 522	3 185	44 123	6 946	63 645	10 131
	Mar	19 178	3 047	45 927	7 117	65 105	10 164
	Apr	19 008	3 125	44 461	6 934	63 469	10 059
	May	16 364	2 827	44 125	7 149	60 489	9 976
	Jun	18 848	3 268	44 791	7 172	63 639	10 440
	Jul	18 161	3 098	46 748	7 376	64 909	10 474
	Aug	18 414	3 107	45 753	7 119	64 167	10 226
	Sep	19 739	3 361	49 182	7 495	68 921	10 856
	Oct	16 427	2 905	50 107	7 749	66 534	10 654
	Nov	19 631	3 222	48 105	7 640	67 736	10 862
	Dec	18 392	2 940	43 170	6 919	61 562	9 859
	<b>Total</b>	<b>223 871</b>	<b>37 261</b>	<b>550 170</b>	<b>86 346</b>	<b>774 041</b>	<b>123 607</b>
2016	Jan	16 650	2 711	39 455	6 276	56 105	8 987
	Feb	18 429	3 113	40 993	6 554	59 422	9 667
	Mar	17 947	2 990	44 408	6 966	62 355	9 956
	Apr	18 094	3 132	44 289	7 195	62 382	10 327
	May	17 317	3 082	47 393	7 613	64 710	10 695
	Jun	18 908	3 296	48 737	7 896	67 645	11 192
	Jul	15 058	2 640	48 957	8 136	64 016	10 776
	Aug	19 903	3 420	49 965	8 162	69 868	11 582

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
2015	Jan	11,0	9,6	3,2	2,8	5,5	4,9
	Feb	12,9	16,3	-1,6	0,3	2,4	4,8
	Mar	12,7	15,8	-0,2	2,8	3,3	6,4
	Apr	-3,4	-4,1	-7,5	-4,3	-6,3	-4,2
	May	4,9	7,5	-10,6	-6,1	-6,9	-2,6
	Jun	-2,0	4,4	-7,7	-6,1	-6,1	-3,0
	Jul	-3,9	0,4	-5,7	-4,7	-5,2	-3,3
	Aug	-2,7	-4,4	-6,8	-6,2	-5,6	-5,6
	Sep	-3,5	-0,8	-0,7	-4,4	-1,5	-3,3
	Oct	-17,0	-5,6	-1,2	-1,5	-5,6	-2,7
	Nov	-3,8	-2,0	-5,4	-6,2	-4,9	-5,0
	Dec	-5,0	-4,6	-1,4	0,5	-2,5	-1,1
	<b>Total</b>	<b>-0,4</b>	<b>2,2</b>	<b>-3,9</b>	<b>-2,9</b>	<b>-2,9</b>	<b>-1,4</b>
2016	Jan	-17,5	-14,6	-9,7	-6,7	-12,2	-9,3
	Feb	-5,6	-2,3	-7,1	-5,6	-6,6	-4,6
	Mar	-6,4	-1,9	-3,3	-2,1	-4,2	-2,0
	Apr	-4,8	0,2	-0,4	3,8	-1,7	2,7
	May	5,8	9,0	7,4	6,5	7,0	7,2
	Jun	0,3	0,9	8,8	10,1	6,3	7,2
	Jul	-17,1	-14,8	4,7	10,3	-1,4	2,9
	Aug	8,1	10,1	9,2	14,7	8,9	13,3

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

Year and month 1/		Rail		Road		Total	
		Payload (000 tons)	Income (R million)	Payload (000 tons)	Income (R million)	Payload (000 tons)	Income (R million)
2015	Jan	20 613	3 323	48 632	7 458	69 245	10 781
	Feb	19 440	3 182	46 201	7 329	65 640	10 512
	Mar	19 586	3 154	46 760	7 290	66 345	10 444
	Apr	19 168	3 147	45 469	7 161	64 637	10 308
	May	18 812	3 067	43 566	7 080	62 378	10 147
	Jun	18 432	3 135	43 779	6 993	62 211	10 128
	Jul	17 959	3 053	44 393	7 014	62 352	10 067
	Aug	18 126	3 002	44 995	7 105	63 120	10 106
	Sep	18 474	3 112	46 351	7 175	64 825	10 288
	Oct	16 020	2 947	48 031	7 410	64 051	10 357
	Nov	18 717	3 110	45 813	7 108	64 530	10 218
	Dec	18 489	3 038	47 042	7 287	65 532	10 326
2016	Jan	17 081	2 837	44 106	7 042	61 187	9 879
	Feb	18 370	3 173	43 091	6 959	61 461	10 131
	Mar	18 372	3 177	44 935	7 310	63 307	10 487
	Apr	18 258	3 053	44 662	7 094	62 920	10 148
	May	19 718	3 282	46 829	7 556	66 547	10 838
	Jun	18 508	3 245	47 565	7 694	66 074	10 940
	Jul	14 946	2 570	47 690	7 929	62 636	10 499
	Aug	19 550	3 266	47 190	7 849	66 740	11 115

**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
2015	Jan	5,7	4,7	2,3	2,6	3,3	3,2
	Feb	-5,7	-4,2	-5,0	-1,7	-5,2	-2,5
	Mar	0,8	-0,9	1,2	-0,5	1,1	-0,6
	Apr	-2,1	-0,2	-2,8	-1,8	-2,6	-1,3
	May	-1,9	-2,5	-4,2	-1,1	-3,5	-1,6
	Jun	-2,0	2,2	0,5	-1,2	-0,3	-0,2
	Jul	-2,6	-2,6	1,4	0,3	0,2	-0,6
	Aug	0,9	-1,7	1,4	1,3	1,2	0,4
	Sep	1,9	3,7	3,0	1,0	2,7	1,8
	Oct	-13,3	-5,3	3,6	3,3	-1,2	0,7
	Nov	16,8	5,5	-4,6	-4,1	0,7	-1,3
	Dec	-1,2	-2,3	2,7	2,5	1,6	1,1
2016	Jan	-7,6	-6,6	-6,2	-3,4	-6,6	-4,3
	Feb	7,5	11,8	-2,3	-1,2	0,4	2,6
	Mar	0,0	0,1	4,3	5,0	3,0	3,5
	Apr	-0,6	-3,9	-0,6	-3,0	-0,6	-3,2
	May	8,0	7,5	4,9	6,5	5,8	6,8
	Jun	-6,1	-1,1	1,6	1,8	-0,7	0,9
	Jul	-19,2	-20,8	0,3	3,1	-5,2	-4,0
	Aug	30,8	27,1	-1,0	-1,0	6,6	5,9

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

Type of commodity	Mar-16	Apr-16	May-16	Jun-16	Jul-16	Aug-16 1/
Agriculture and forestry primary products	690	799	821	838	865	860
Primary mining and quarrying products	3 531	3 857	3 913	4 061	3 645	4 243
Manufactured food, beverages and tobacco products	1 376	1 407	1 472	1 587	1 473	1 614
Textiles, clothing and leather products	145	147	147	155	171	181
Chemicals, coke, petroleum, rubber, plastic and other mineral products	955	858	871	1 010	1 015	1 029
Basic metals and fabricated metal products	357	396	393	419	394	405
Non-metallic products	255	258	268	266	291	277
Electrical machinery, transport machinery and equipment	191	202	188	196	187	185
Motor vehicles, parts and accessories	165	156	178	189	191	196
Paper and paper products	152	160	160	172	184	163
Commercial products	196	215	215	216	222	208
Used household and office products	201	178	197	189	198	190
Containers	619	578	600	594	572	566
Parcels	190	184	199	191	210	212
Other freight	930	934	1 073	1 107	1 159	1 253
<b>Total</b>	<b>9 956</b>	<b>10 327</b>	<b>10 695</b>	<b>11 192</b>	<b>10 776</b>	<b>11 582</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	Mar-16	Apr-16	May-16	Jun-16	Jul-16	Aug-16
Agriculture and forestry primary products	-8,5	-0,2	5,8	7,9	8,3	16,4
Primary mining and quarrying products	-0,9	11,9	21,7	13,2	6,5	24,3
Manufactured food, beverages and tobacco products	27,8	17,5	17,5	32,4	26,5	36,4
Textiles, clothing and leather products	-19,0	-11,4	-8,7	0,6	-8,6	-5,2
Chemicals, coke, petroleum, rubber, plastic and other mineral products	-2,0	-8,2	-16,0	-4,9	-10,1	-3,8
Basic metals and fabricated metal products	-15,0	-9,6	-10,1	-12,5	-14,3	-6,9
Non-metallic products	4,1	1,2	-1,1	-7,6	0,3	-2,1
Electrical machinery, transport machinery and equipment	-2,1	1,0	1,6	5,4	-9,7	-0,5
Motor vehicles, parts and accessories	-6,8	-7,1	-1,7	-1,6	-6,4	3,7
Paper and paper products	-11,6	-9,6	-4,8	-1,7	-4,2	-8,9
Commercial products	-8,8	0,0	-4,9	-8,9	-2,2	-2,8
Used household and office products	-29,5	10,6	27,1	-3,6	2,1	7,3
Containers	-11,8	-14,7	-17,5	-15,3	-22,3	-23,1
Parcels	18,8	18,7	28,4	24,0	22,1	27,7
Other freight	-11,0	-12,2	4,2	5,3	6,2	17,8
<b>Total</b>	<b>-2,0</b>	<b>2,7</b>	<b>7,2</b>	<b>7,2</b>	<b>2,9</b>	<b>13,3</b>

**Table 7 – Contribution of each type of commodity to the year-on-year percentage change in freight transportation income at current prices (percentage points)**

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



**Table 8 – Passenger transportation (income at current prices)**

Year and month 1/		Rail		Road		Total	
		Passenger journeys (000)	Income (R million)	Passenger journeys (000)	Income (R million)	Passenger journeys (000)	Income (R million)
<b>2015</b>	Jan	39 455	254	23 750	676	63 205	930
	Feb	46 730	283	26 439	661	73 169	944
	Mar	48 235	298	29 685	758	77 920	1 056
	Apr	42 492	263	24 177	643	66 669	906
	May	44 199	264	25 654	680	69 853	944
	Jun	41 915	240	25 868	708	67 783	948
	Jul	42 880	291	24 659	713	67 539	1 004
	Aug	42 144	266	26 122	705	68 266	971
	Sep	42 543	286	26 552	747	69 095	1 033
	Oct	44 761	298	24 152	711	68 913	1 009
	Nov	41 149	275	25 119	696	66 268	971
	Dec	29 292	220	19 930	728	49 222	948
<b>Total</b>	<b>505 795</b>	<b>3 238</b>	<b>302 107</b>	<b>8 426</b>	<b>807 902</b>	<b>11 664</b>	
<b>2016</b>	Jan	32 488	253	22 221	684	54 709	937
	Feb	38 876	283	25 337	692	64 213	975
	Mar	36 452	271	27 710	795	64 162	1 066
	Apr	33 983	245	22 222	678	56 205	923
	May	33 397	240	23 713	703	57 110	943
	Jun	33 777	223	23 181	723	56 958	946
	Jul	32 798	255	22 847	704	55 645	959
	Aug	34 612	259	23 508	701	58 120	960

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
<b>2015</b>	Jan	-13,0	-7,6	0,4	4,8	-8,4	1,1
	Feb	-8,0	0,0	5,8	7,0	-3,4	4,8
	Mar	-5,4	4,6	10,8	6,0	0,2	5,6
	Apr	-10,7	-0,4	1,1	-3,2	-6,8	-2,4
	May	-8,9	0,8	6,2	5,4	-3,9	4,1
	Jun	-8,9	-4,4	-1,3	4,4	-6,2	2,0
	Jul	-6,9	5,1	-4,6	1,4	-6,1	2,4
	Aug	-9,5	-2,2	-2,7	4,9	-7,0	2,9
	Sep	-10,8	-1,7	-2,1	0,8	-7,6	0,1
	Oct	-11,8	-5,4	-12,7	-2,1	-12,1	-3,1
	Nov	-12,1	-2,5	-1,5	0,6	-8,4	-0,3
	Dec	-14,3	-2,7	-11,2	3,1	-13,1	1,7
<b>Total</b>	<b>-9,9</b>	<b>-1,4</b>	<b>-1,0</b>	<b>2,7</b>	<b>-6,8</b>	<b>1,5</b>	
<b>2016</b>	Jan	-17,7	-0,4	-6,4	1,2	-13,4	0,8
	Feb	-16,8	0,0	-4,2	4,7	-12,2	3,3
	Mar	-24,4	-9,1	-6,7	4,9	-17,7	0,9
	Apr	-20,0	-6,8	-8,1	5,4	-15,7	1,9
	May	-24,4	-9,1	-7,6	3,4	-18,2	-0,1
	Jun	-19,4	-7,1	-10,4	2,1	-16,0	-0,2
	Jul	-23,5	-12,4	-7,3	-1,3	-17,6	-4,5
	Aug	-17,9	-2,6	-10,0	-0,6	-14,9	-1,1

**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)
2015	Jan	42 968	260	25 747	700	68 714	959
	Feb	45 110	270	25 889	695	70 999	966
	Mar	45 034	280	27 088	708	72 122	988
	Apr	43 551	269	25 603	661	69 154	930
	May	43 779	276	25 470	694	69 249	970
	Jun	42 540	260	25 574	706	68 114	966
	Jul	42 431	281	24 783	708	67 214	989
	Aug	41 635	267	25 720	713	67 355	981
	Sep	40 486	275	25 135	710	65 621	986
	Oct	39 161	267	23 011	700	62 172	967
	Nov	40 233	268	24 717	708	64 951	976
	Dec	38 398	262	23 253	722	61 650	984
2016	Jan	37 343	263	24 198	709	61 542	972
	Feb	35 155	263	24 795	726	59 950	989
	Mar	33 173	251	25 137	716	58 310	967
	Apr	33 833	254	23 971	725	57 804	979
	May	33 780	252	23 090	719	56 870	971
	Jun	33 110	245	23 064	719	56 173	964
	Jul	33 487	251	23 319	699	56 806	950
	Aug	34 037	258	22 554	709	56 592	967

**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
2015	Jan	-6,0	-3,3	-0,9	-0,3	-4,2	-1,2
	Feb	5,0	3,8	0,6	-0,7	3,3	0,7
	Mar	-0,2	3,7	4,6	1,9	1,6	2,3
	Apr	-3,3	-3,9	-5,5	-6,6	-4,1	-5,9
	May	0,5	2,6	-0,5	5,0	0,1	4,3
	Jun	-2,8	-5,8	0,4	1,7	-1,6	-0,4
	Jul	-0,3	8,1	-3,1	0,3	-1,3	2,4
	Aug	-1,9	-5,0	3,8	0,7	0,2	-0,8
	Sep	-2,8	3,0	-2,3	-0,4	-2,6	0,5
	Oct	-3,3	-2,9	-8,5	-1,4	-5,3	-1,9
	Nov	2,7	0,4	7,4	1,1	4,5	0,9
	Dec	-4,6	-2,2	-5,9	2,0	-5,1	0,8
2016	Jan	-2,7	0,4	4,1	-1,8	-0,2	-1,2
	Feb	-5,9	0,0	2,5	2,4	-2,6	1,7
	Mar	-5,6	-4,6	1,4	-1,4	-2,7	-2,2
	Apr	2,0	1,2	-4,6	1,3	-0,9	1,2
	May	-0,2	-0,8	-3,7	-0,8	-1,6	-0,8
	Jun	-2,0	-2,8	-0,1	0,0	-1,2	-0,7
	Jul	1,1	2,4	1,1	-2,8	1,1	-1,5
	Aug	1,6	2,8	-3,3	1,4	-0,4	1,8

## Survey information

<b>Introduction</b>	<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 2016 business sampling frame (BSF) that contains businesses registered for value added tax (VAT) and income tax.
	<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.
<b>Purpose of the survey</b>	<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.
<b>Scope of the survey</b>	<b>4</b>	This survey covers enterprises involved in land transportation according to the following type of transportation: <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>	<b>5</b>	Passenger transportation excludes: <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>	<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.
<b>Collection rate</b>	<b>7</b>	The preliminary collection rate for the survey on land transportation for August 2016 was 87,3%. The improved collection rate for July 2016 was 91,0%.
<b>Statistical unit</b>	<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.
<b>Revised figures</b>	<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.

- 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:  
[http://www.statssa.gov.za/?page\\_id=1849](http://www.statssa.gov.za/?page_id=1849)
- Past publication** 13 Past land transport releases are available on the Stats SA website. To access the releases electronically, use the following link:  
[http://www.statssa.gov.za/?page\\_id=1866&PPN=P7162&SCH=5704](http://www.statssa.gov.za/?page_id=1866&PPN=P7162&SCH=5704)

## 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 4 193 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 2016 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 0,81%.

- 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	1 046 117	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, 1968. 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 2016](#)
- 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 sales 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, Fifth Edition*, Report No. 09-90-02 of January 1993 (SIC).

**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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