

STATISTICAL RELEASE

P7162

Land transport (Preliminary)

December 2016

Embargoed until:
20 February 2017
11:30

ENQUIRIES:
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(012) 310 8423

FORTHCOMING ISSUE:
January 2017

EXPECTED RELEASE DATE:
20 March 2017

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Freight transportation: results for December 2016

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

	Jul-16	Aug-16	Sep-16	Oct-16	Nov-16	Dec-16
Freight payload	-1,4	8,8	3,2	1,7	5,5	5,7
Freight income	2,9	12,2	6,7	6,4	9,3	13,1

The volume of goods transported (payload) increased by 1,0% in 2016 compared with 2015. The corresponding income increased by 4,4% over the same period – see Table 2.

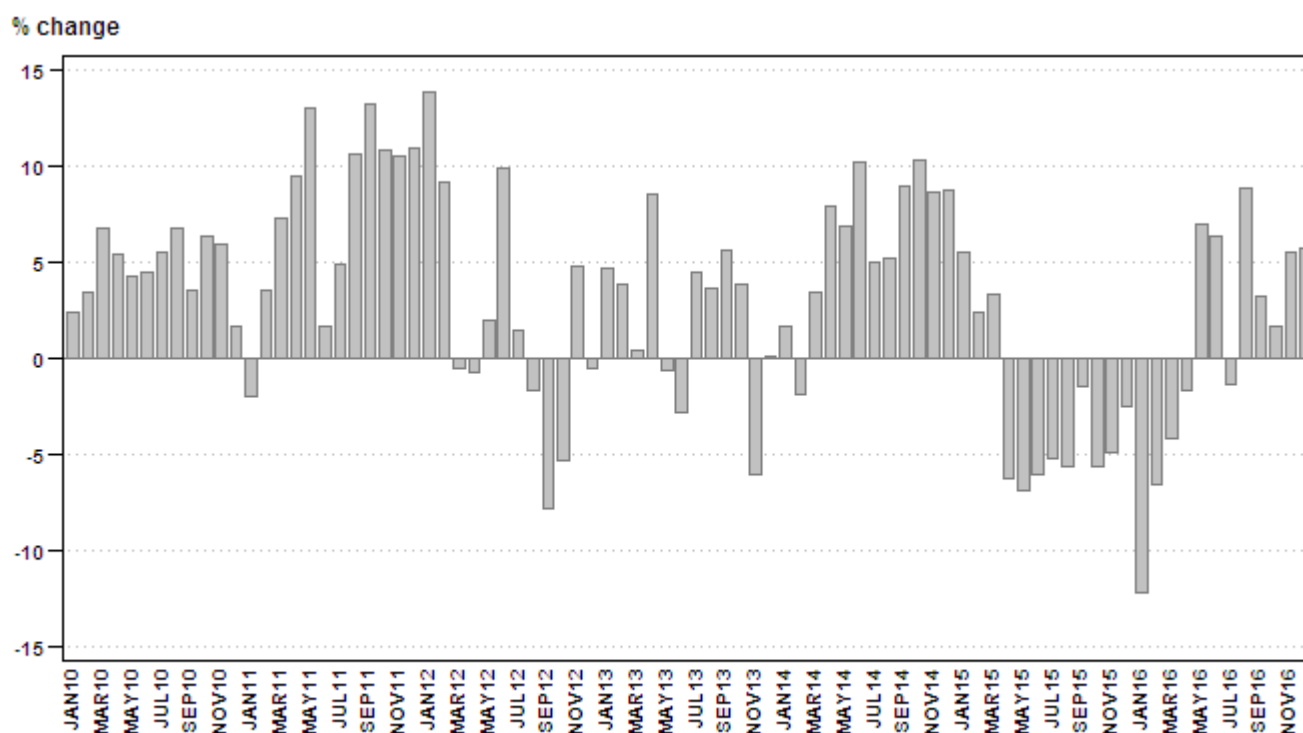
In December 2016 the volume of goods transported (payload) increased by 5,7% year-on-year. The corresponding income increased by 13,1% over the same period.

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

Type of commodity	Oct – Dec 2015 (R million)	Weight	Oct – Dec 2016 (R million)	% change between Oct – Dec 2015 and Oct – Dec 2016	Contribution (% points) to the total % change
Agriculture and forestry primary products	2 281	7,3	2 504	9,8	0,7
Primary mining and quarrying products	10 241	32,6	12 565	22,7	7,4
Manufactured food, beverages and tobacco products	4 227	13,5	5 046	19,4	2,6
Textiles, clothing and leather goods	553	1,8	617	11,6	0,2
Chemicals, coke, petroleum, rubber, plastic and other mineral products	3 131	10,0	2 894	-7,6	-0,8
Basic metals and fabricated metal products	1 122	3,6	1 132	0,9	0,0
Non-metallic products	904	2,9	793	-12,3	-0,4
Electrical machinery, transport machinery and equipment	611	1,9	599	-2,0	0,0
Motor vehicles, parts and accessories	579	1,8	562	-2,9	-0,1
Paper and paper products	568	1,8	412	-27,5	-0,5
Commercial products	692	2,2	762	10,1	0,2
Used household and office products	594	1,9	643	8,2	0,2
Containers	2 136	6,8	1 825	-14,6	-1,0
Parcels	519	1,7	534	2,9	0,0
Other freight	3 220	10,3	3 474	7,9	0,8
Total income	31 375	100,0	34 357	9,5	9,5

Income from freight transportation increased by 9,5% in the fourth quarter of 2016 compared with the fourth quarter of 2015. The main contributors to this increase were:

- primary mining and quarrying products (22,7% and contributing 7,4 percentage points); and
- manufactured food, beverages and tobacco products (19,4% and contributing 2,6 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	Jul – Sep 2016 (000 tons)	Weight	Oct – Dec 2016 (000 tons)	% change between Jul – Sep 2016 and Oct – Dec 2016	Contribution (% points) to the total % change
Rail	53 283	27,0	55 920	4,9	1,3
Road	144 093	73,0	145 725	1,1	0,8
Total	197 374	100,0	201 645	2,2	2,2

Seasonally adjusted payload increased by 2,2% in the fourth quarter of 2016 compared with the third quarter of 2016. Rail freight grew by 4,9% (contributing 1,3 percentage points), while road freight grew by 1,1% (contributing 0,8 of a percentage point) – see Table C.

Passenger transportation: results for December 2016

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

	Jul-16	Aug-16	Sep-16	Oct-16	Nov-16	Dec-16
Passenger journeys	-17,6	-14,9	-5,7	-12,8	-10,1	-3,7
Passenger income	-4,5	-1,1	1,5	-3,4	0,3	-0,5

The number of passenger journeys decreased by 13,4% in 2016 compared with 2015. The corresponding income decreased by 0,1% over the same period – see Table 9. In December 2016 the number of passenger journeys decreased by 3,7% year-on-year. The corresponding income decreased by 0,5% over the same period.

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

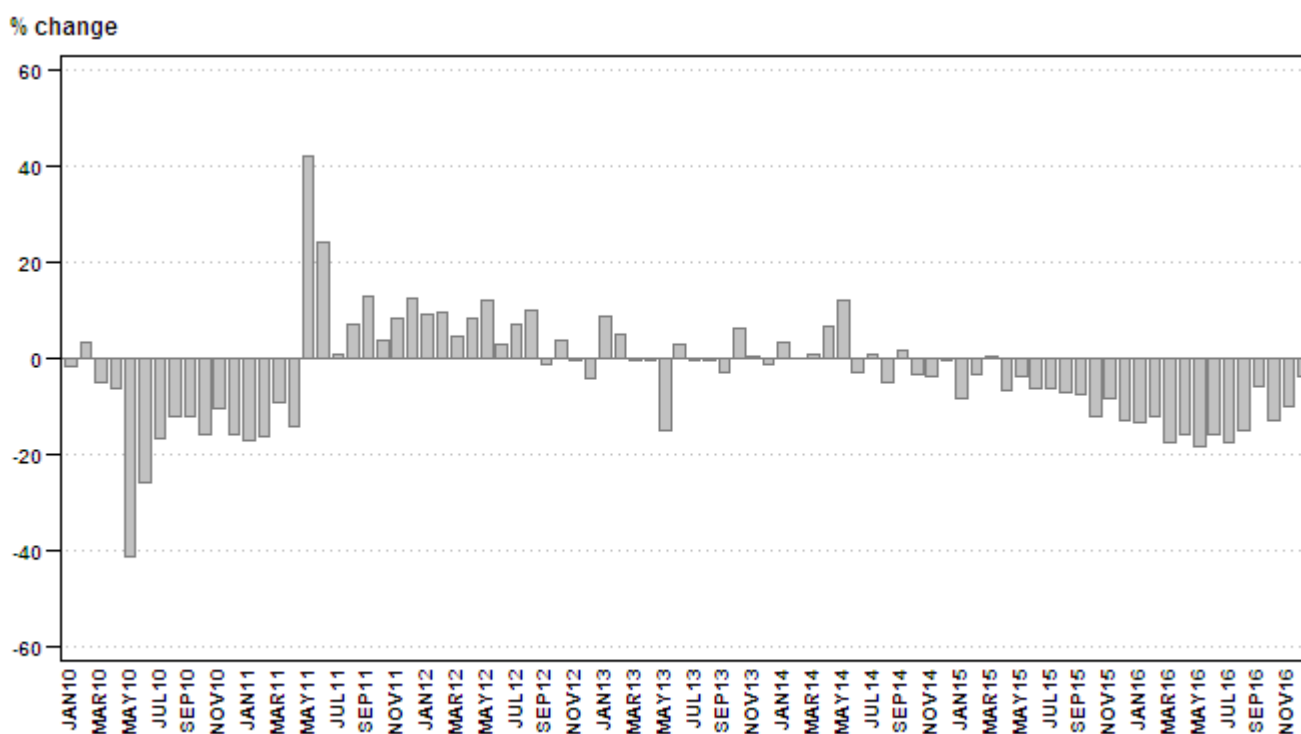


Table E – Seasonally adjusted passenger journeys for the latest three months by type of transport

Passenger journeys	Jul – Sep 2016 (000)	Weight	Oct – Dec 2016 (000)	% change between Jul – Sep 2016 and Oct – Dec 2016	Contribution (% points) to the total % change
Rail	102 682	59,4	100 808	-1,8	-1,1
Road	70 103	40,6	72 870	3,9	1,6
Total	172 784	100,0	173 679	0,5	0,5

Seasonally adjusted passenger journeys increased by 0,5% in the fourth quarter of 2016 compared with the third quarter of 2016. Rail passenger journeys decreased by 1,8% (contributing -1,1 percentage points), while road passenger journeys grew by 3,9% (contributing 1,6 percentage points) – see Table E.

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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
	Total	223 871	37 261	550 170	86 346	774 041	123 607
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	19 906	3 422	49 930	8 053	69 836	11 474
	Sep	19 976	3 369	51 182	8 210	71 158	11 579
	Oct	17 486	3 191	50 205	8 143	67 692	11 334
	Nov	20 331	3 502	51 141	8 369	71 472	11 871
	Dec	19 630	3 419	45 468	7 733	65 098	11 152
	Total	219 732	37 867	562 158	91 144	781 891	129 010

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
	Total	-0,4	2,2	-3,9	-2,9	-2,9	-1,4
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	9,1	13,1	8,8	12,2
	Sep	1,2	0,2	4,1	9,5	3,2	6,7
	Oct	6,4	9,8	0,2	5,1	1,7	6,4
	Nov	3,6	8,7	6,3	9,5	5,5	9,3
	Dec	6,7	16,3	5,3	11,8	5,7	13,1
	Total	-1,8	1,6	2,2	5,6	1,0	4,4

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	20 766	3 329	48 443	7 436	69 209	10 765
	Feb	19 438	3 180	46 156	7 319	65 594	10 499
	Mar	19 570	3 145	46 815	7 283	66 386	10 427
	Apr	19 143	3 130	45 562	7 157	64 705	10 287
	May	18 816	3 077	43 685	7 087	62 501	10 164
	Jun	18 424	3 119	43 861	7 002	62 285	10 121
	Jul	17 986	3 079	44 499	7 052	62 485	10 131
	Aug	18 139	2 987	45 111	7 126	63 250	10 113
	Sep	18 523	3 144	46 435	7 205	64 958	10 349
	Oct	16 100	2 958	47 716	7 353	63 816	10 311
	Nov	18 542	3 115	45 786	7 117	64 328	10 232
	Dec	18 338	2 985	46 702	7 235	65 040	10 220
2016	Jan	17 265	2 877	44 046	7 037	61 311	9 914
	Feb	18 378	3 157	43 026	6 942	61 404	10 099
	Mar	18 362	3 129	45 028	7 321	63 390	10 451
	Apr	18 232	3 082	44 799	7 088	63 031	10 171
	May	19 726	3 261	46 938	7 565	66 664	10 826
	Jun	18 502	3 231	47 686	7 704	66 188	10 935
	Jul	14 979	2 603	47 821	7 978	62 799	10 581
	Aug	19 569	3 263	47 487	7 804	67 055	11 067
	Sep	18 735	3 170	48 785	7 835	67 520	11 005
	Oct	17 244	3 281	48 866	7 967	66 110	11 248
	Nov	19 180	3 341	47 083	7 612	66 263	10 953
	Dec	19 496	3 492	49 776	8 113	69 272	11 604

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	7,0	5,4	2,3	2,5	3,6	3,4
	Feb	-6,4	-4,5	-4,7	-1,6	-5,2	-2,5
	Mar	0,7	-1,1	1,4	-0,5	1,2	-0,7
	Apr	-2,2	-0,5	-2,7	-1,7	-2,5	-1,3
	May	-1,7	-1,7	-4,1	-1,0	-3,4	-1,2
	Jun	-2,1	1,4	0,4	-1,2	-0,3	-0,4
	Jul	-2,4	-1,3	1,5	0,7	0,3	0,1
	Aug	0,9	-3,0	1,4	1,0	1,2	-0,2
	Sep	2,1	5,3	2,9	1,1	2,7	2,3
	Oct	-13,1	-5,9	2,8	2,1	-1,8	-0,4
	Nov	15,2	5,3	-4,0	-3,2	0,8	-0,8
	Dec	-1,1	-4,2	2,0	1,7	1,1	-0,1
2016	Jan	-5,9	-3,6	-5,7	-2,7	-5,7	-3,0
	Feb	6,4	9,7	-2,3	-1,4	0,2	1,9
	Mar	-0,1	-0,9	4,7	5,5	3,2	3,5
	Apr	-0,7	-1,5	-0,5	-3,2	-0,6	-2,7
	May	8,2	5,8	4,8	6,7	5,8	6,4
	Jun	-6,2	-0,9	1,6	1,8	-0,7	1,0
	Jul	-19,0	-19,4	0,3	3,6	-5,1	-3,2
	Aug	30,6	25,4	-0,7	-2,2	6,8	4,6
	Sep	-4,3	-2,9	2,7	0,4	0,7	-0,6
	Oct	-8,0	3,5	0,2	1,7	-2,1	2,2
	Nov	11,2	1,8	-3,6	-4,5	0,2	-2,6
	Dec	1,6	4,5	5,7	6,6	4,5	5,9

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

Type of commodity	Jul-16	Aug-16	Sep-16	Oct-16	Nov-16	Dec-16 1/
Agriculture and forestry primary products	865	889	892	866	846	792
Primary mining and quarrying products	3 645	4 256	4 336	4 138	4 432	3 995
Manufactured food, beverages and tobacco products	1 473	1 611	1 571	1 532	1 597	1 917
Textiles, clothing and leather products	171	180	213	186	204	227
Chemicals, coke, petroleum, rubber, plastic and other mineral products	1 015	970	984	983	1 015	896
Basic metals and fabricated metal products	394	411	374	358	387	387
Non-metallic products	291	278	264	259	280	254
Electrical machinery, transport machinery and equipment	187	186	192	206	220	173
Motor vehicles, parts and accessories	191	195	181	201	193	168
Paper and paper products	184	142	145	129	154	129
Commercial products	222	210	238	260	288	214
Used household and office products	198	194	185	219	211	213
Containers	572	588	667	636	629	560
Parcels	210	207	207	173	190	171
Other freight	1 159	1 158	1 131	1 190	1 229	1 055
Total	10 776	11 474	11 579	11 334	11 871	11 152

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	Jul-16	Aug-16	Sep-16	Oct-16	Nov-16	Dec-16
Agriculture and forestry primary products	8,3	20,3	14,9	16,4	5,4	7,9
Primary mining and quarrying products	6,5	24,7	11,9	18,2	24,1	26,1
Manufactured food, beverages and tobacco products	26,5	36,2	21,2	15,6	16,3	25,4
Textiles, clothing and leather products	-8,6	-5,8	28,3	-6,1	-6,0	64,5
Chemicals, coke, petroleum, rubber, plastic and other mineral products	-10,1	-9,3	-3,5	-10,3	-2,4	-9,9
Basic metals and fabricated metal products	-14,3	-5,5	-18,9	-6,5	-1,8	12,2
Non-metallic products	0,3	-1,8	-8,7	-9,8	-13,6	-13,3
Electrical machinery, transport machinery and equipment	-9,7	0,0	-0,5	-2,8	-2,7	0,0
Motor vehicles, parts and accessories	-6,4	3,2	-4,7	-2,9	-3,0	-2,9
Paper and paper products	-4,2	-20,7	-26,0	-34,8	-26,0	-20,4
Commercial products	-2,2	-1,9	-3,6	2,8	20,5	7,0
Used household and office products	2,1	9,6	14,2	15,3	9,3	0,9
Containers	-22,3	-20,1	-10,2	-17,0	-19,5	-4,9
Parcels	22,1	24,7	24,0	1,2	2,7	4,9
Other freight	6,2	8,8	4,9	5,8	10,8	7,0
Total	2,9	12,2	6,7	6,4	9,3	13,1

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	Jul-16	Aug-16	Sep-16	Oct-16	Nov-16	Dec-16
Agriculture and forestry primary products	0,6	1,5	1,1	1,1	0,4	0,6
Primary mining and quarrying products	2,1	8,2	4,2	6,0	7,9	8,4
Manufactured food, beverages and tobacco products	3,0	4,2	2,5	1,9	2,1	3,9
Textiles, clothing and leather products	-0,2	-0,1	0,4	-0,1	-0,1	0,9
Chemicals, coke, petroleum, rubber, plastic and other mineral products	-1,1	-1,0	-0,3	-1,1	-0,2	-1,0
Basic metals and fabricated metal products	-0,6	-0,2	-0,8	-0,2	-0,1	0,4
Non-metallic products	0,0	0,0	-0,2	-0,3	-0,4	-0,4
Electrical machinery, transport machinery and equipment	-0,2	0,0	0,0	-0,1	-0,1	0,0
Motor vehicles, parts and accessories	-0,1	0,1	-0,1	-0,1	-0,1	-0,1
Paper and paper products	-0,1	-0,4	-0,5	-0,6	-0,5	-0,3
Commercial products	0,0	0,0	-0,1	0,1	0,5	0,1
Used household and office products	0,0	0,2	0,2	0,3	0,2	0,0
Containers	-1,6	-1,4	-0,7	-1,2	-1,4	-0,3
Parcels	0,4	0,4	0,4	0,0	0,0	0,1
Other freight	0,6	0,9	0,5	0,6	1,1	0,7
Total	2,9	12,2	6,7	6,4	9,3	13,1

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)
2015	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
	Total	505 795	3 238	302 107	8 426	807 902	11 664
2016	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
	Sep	39 228	283	25 942	766	65 170	1 049
	Oct	36 935	277	23 140	698	60 075	975
	Nov	35 798	262	23 789	712	59 587	974
	Dec	24 339	204	23 063	739	47 402	943
	Total	412 683	3 055	286 673	8 595	699 356	11 650

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
2015	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
	Total	-9,9	-1,4	-1,0	2,7	-6,8	1,5
2016	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
	Sep	-7,8	-1,0	-2,3	2,5	-5,7	1,5
	Oct	-17,5	-7,0	-4,2	-1,8	-12,8	-3,4
	Nov	-13,0	-4,7	-5,3	2,3	-10,1	0,3
	Dec	-16,9	-7,3	15,7	1,5	-3,7	-0,5
	Total	-18,4	-5,7	-5,1	2,0	-13,4	-0,1

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	42 929	256	25 735	697	68 664	953
	Feb	45 144	272	25 886	694	71 030	966
	Mar	44 923	282	26 723	713	71 647	995
	Apr	43 662	272	25 620	660	69 282	932
	May	43 862	276	25 542	694	69 404	970
	Jun	42 654	261	25 572	705	68 226	966
	Jul	42 500	284	24 741	709	67 240	992
	Aug	41 759	267	25 801	714	67 560	982
	Sep	40 175	273	24 989	705	65 163	978
	Oct	39 083	265	23 357	709	62 441	973
	Nov	40 160	266	24 725	706	64 885	972
	Dec	38 365	264	23 273	718	61 638	982
2016	Jan	37 333	260	24 224	707	61 556	968
	Feb	35 216	259	24 825	725	60 040	984
	Mar	33 087	253	24 727	721	57 813	974
	Apr	33 971	252	23 984	725	57 955	977
	May	33 886	254	23 162	719	57 048	972
	Jun	33 238	247	23 082	719	56 320	966
	Jul	33 608	253	23 344	700	56 952	953
	Aug	34 162	258	22 606	710	56 768	969
	Sep	34 912	256	24 153	722	59 064	978
	Oct	34 148	253	22 653	698	56 801	952
	Nov	33 647	253	23 262	722	56 909	975
	Dec	33 013	245	26 955	727	59 969	972

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	-6,2	-4,8	-1,2	-0,3	-4,4	-1,5
	Feb	5,2	6,3	0,6	-0,4	3,4	1,4
	Mar	-0,5	3,7	3,2	2,7	0,9	3,0
	Apr	-2,8	-3,5	-4,1	-7,4	-3,3	-6,3
	May	0,5	1,5	-0,3	5,2	0,2	4,1
	Jun	-2,8	-5,4	0,1	1,6	-1,7	-0,4
	Jul	-0,4	8,8	-3,2	0,6	-1,4	2,7
	Aug	-1,7	-6,0	4,3	0,7	0,5	-1,0
	Sep	-3,8	2,2	-3,1	-1,3	-3,5	-0,4
	Oct	-2,7	-2,9	-6,5	0,6	-4,2	-0,5
	Nov	2,8	0,4	5,9	-0,4	3,9	-0,1
	Dec	-4,5	-0,8	-5,9	1,7	-5,0	1,0
2016	Jan	-2,7	-1,5	4,1	-1,5	-0,1	-1,4
	Feb	-5,7	-0,4	2,5	2,5	-2,5	1,7
	Mar	-6,0	-2,3	-0,4	-0,6	-3,7	-1,0
	Apr	2,7	-0,4	-3,0	0,6	0,2	0,3
	May	-0,3	0,8	-3,4	-0,8	-1,6	-0,5
	Jun	-1,9	-2,8	-0,3	0,0	-1,3	-0,6
	Jul	1,1	2,4	1,1	-2,6	1,1	-1,3
	Aug	1,6	2,0	-3,2	1,4	-0,3	1,7
	Sep	2,2	-0,8	6,8	1,7	4,0	0,9
	Oct	-2,2	-1,2	-6,2	-3,3	-3,8	-2,7
	Nov	-1,5	0,0	2,7	3,4	0,2	2,4
	Dec	-1,9	-3,2	15,9	0,7	5,4	-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 2016 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 December 2016 was 88,2%. The improved collection rate for November 2016 was 91,9%.
Statistical unit	8	The statistical unit for which information is compiled and published is an enterprise, defined as a legal unit or a combination of legal units that includes and directly controls all functions necessary to carry out its income activities. The statistical units are derived from and linked to the South African Revenue Service (SARS) administrative data.
Revised figures	9	Revised figures are mainly due to late submission of data to Stats SA, or respondents reporting revisions or corrections to their figures. Preliminary figures, as indicated in the relevant tables, are subject to change and when revised will not be indicated as such.

- Related publications** 10 Users may also wish to refer to the following publication available from Stats SA -
- *Stats in Brief* issued annually.
- Rounding-off of figures** 11 Where figures have been rounded off, discrepancies may occur between sums of the component items and the totals.
- Historical data** 12 Historical land transport data are available on the Stats SA website. To access the data electronically, use the following link: [Click to download historical data](#)
- Past 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 4 193 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. 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 <i>System of National Accounts (SNA)</i> in the same way as in the <i>Standard Industrial Classification of all Economic Activities, Fifth Edition</i> , 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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