

STATISTICAL RELEASE

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Land transport (Preliminary)

July 2017

The results published today are based on a new sample. This is an annual procedure which typically affects the levels of payload, passenger journeys and income at current prices. To avoid breaks in time series and to minimise revisions to historical growth rates, historical levels were revised (i.e. they were linked to the estimates based on the new sample).

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Freight transportation: results for July 2017

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

	Feb-17	Mar-17	Apr-17	May-17	Jun-17	Jul-17
Freight payload	10,7	9,4	6,5	12,9	11,9	9,5
Freight income	13,0	12,5	8,6	14,5	16,5	13,9

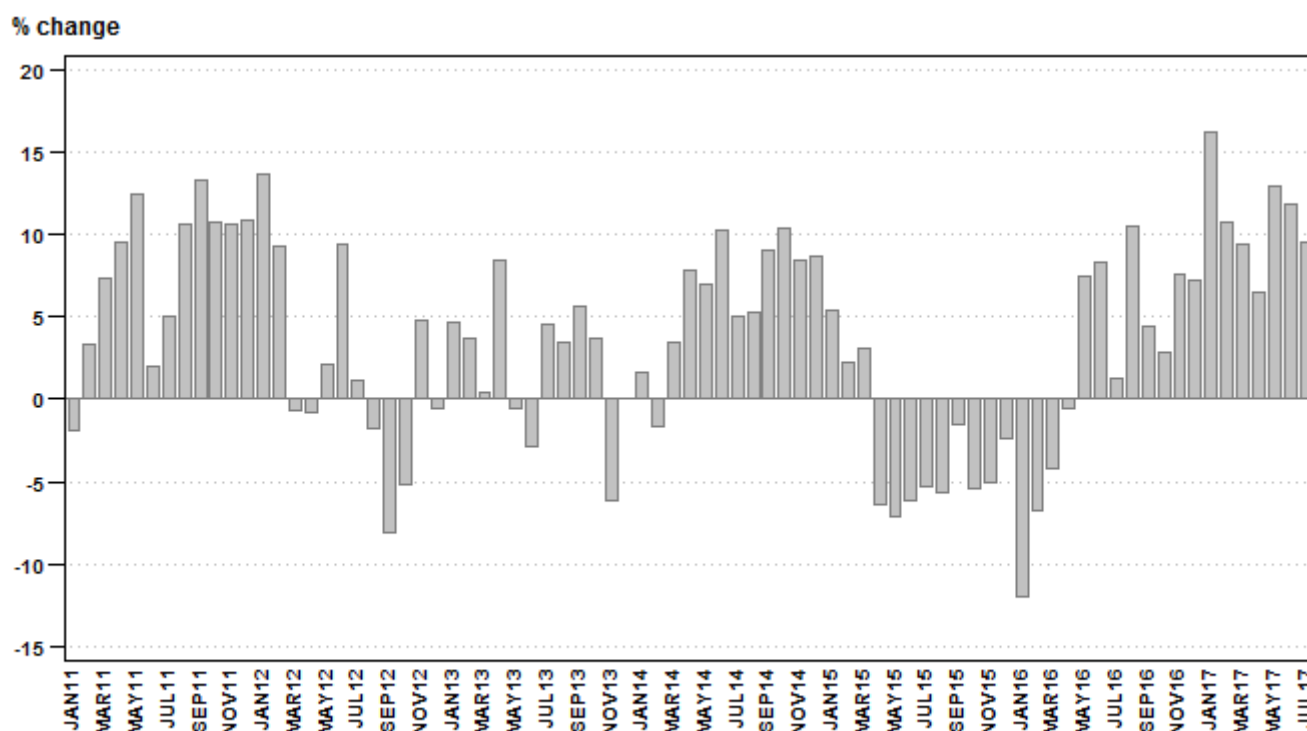
The volume of goods transported (payload) increased by 9,5% in July 2017 compared with July 2016. The corresponding income increased by 13,9% over the same period.

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

Type of commodity	May – Jul 2016 (R million)	Weight	May – Jul 2017 (R million)	% change between May – Jul 2016 and May – Jul 2017	Contribution (% points) to the total % change
Agriculture and forestry primary products	2 636	7,7	3 349	27,0	2,1
Primary mining and quarrying products	11 950	34,8	13 765	15,2	5,3
Manufactured food, beverages and tobacco products	4 774	13,9	6 180	29,5	4,1
Textiles, clothing and leather goods	516	1,5	690	33,7	0,5
Chemicals, coke, petroleum, rubber, plastic and other mineral products	2 990	8,7	3 394	13,5	1,2
Basic metals and fabricated metal products	1 371	4,0	1 471	7,3	0,3
Non-metallic products	809	2,4	805	-0,5	0,0
Electrical machinery, transport machinery and equipment	530	1,5	583	10,0	0,2
Motor vehicles, parts and accessories	550	1,6	660	20,0	0,3
Paper and paper products	480	1,4	528	10,0	0,1
Commercial products	561	1,6	656	16,9	0,3
Used household and office products	969	2,8	812	-16,2	-0,5
Containers	1 690	4,9	1 751	3,6	0,2
Parcels	736	2,1	763	3,7	0,1
Other freight	3 817	11,1	4 132	8,3	0,9
Total income	34 381	100,0	39 539	15,0	15,0

Income from freight transportation increased by 15,0% in the three months ended July 2017 compared with the three months ended July 2016. The main contributors to this increase were:

- primary mining and quarrying products (15,2% and contributing 5,3 percentage points);
- manufactured food, beverages and tobacco products (29,5% and contributing 4,1 percentage points);
- and
- agriculture and forestry primary products (27,0% and contributing 2,1 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	Feb – Apr 2017 (000 tons)	Weight	May – Jul 2017 (000 tons)	% change between Feb – Apr 2017 and May – Jul 2017	Contribution (% points) to the total % change
Rail	57 620	26,3	57 409	-0,4	-0,1
Road	161 277	73,7	176 056	9,2	6,8
Total	218 896	100,0	233 466	6,7	6,7

Seasonally adjusted payload increased by 6,7% in the three months ended July 2017 compared with the previous three months. Road freight grew by 9,2% (contributing 6,8 percentage points) while rail freight declined by 0,4% (contributing -0,1 of a percentage point) – see Table C.

Passenger transportation: results for July 2017

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

	Feb-17	Mar-17	Apr-17	May-17	Jun-17	Jul-17
Passenger journeys	-10,0	-1,0	-14,3	-4,4	-5,6	-11,6
Passenger income	-0,5	2,0	-4,4	0,9	-0,5	2,9

The number of passenger journeys decreased by 11,6% in July 2017 compared with July 2016. The corresponding income increased by 2,9% over the same period.

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

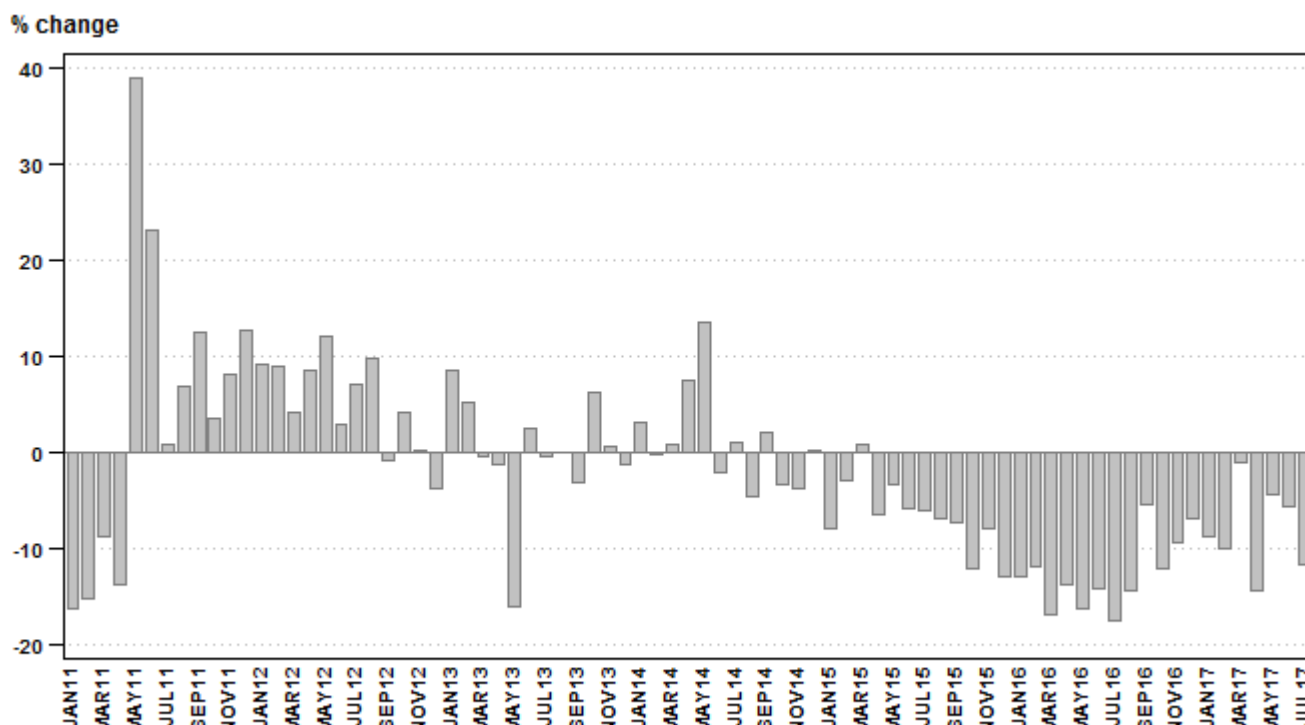


Table E – Seasonally adjusted passenger journeys for the latest three months by type of transport

Passenger journeys	Feb – Apr 2017 (000)	Weight	May – Jul 2017 (000)	% change between Feb – Apr 2017 and May – Jul 2017	Contribution (% points) to the total % change
Rail	88 840	53,9	82 632	-7,0	-3,8
Road	75 929	46,1	78 375	3,2	1,5
Total	164 769	100,0	161 008	-2,3	-2,3

Seasonally adjusted passenger journeys decreased by 2,3% in the three months ended July 2017 compared with the previous three months. Rail passenger journeys decreased by 7,0% (contributing -3,8 percentage points) while road passenger journeys increased by 3,2% (contributing 1,5 percentage points) – see Table E.

PJ Lehohla
Statistician-General

Note: Changes to the monthly current indicator survey and the impact on the statistical series

Business register and samples

Today Statistics South Africa (Stats SA) publishes results for the monthly survey of land transport from a new sample drawn in April 2017, which replaces the previous sample that was drawn in April 2016. The sample was drawn from a business register of enterprises with an annual turnover of at least R1 054 150 and that are required to register with the South African Revenue Service for value added tax.

Owing to the evolving nature of business, the business register is maintained on a continuous basis. The maintenance process is aimed, amongst other things, at capturing changes related to new businesses, ceased businesses, merged businesses and classification changes. In addition, Stats SA undertakes quality improvement surveys related to the business register, the primary objective of which is to capture up-to-date information about the structures and activities of large and complex businesses. This process enables Stats SA to review classification codes for these businesses. These changes are an essential part of the statistical architecture.

Comparison between the previous (revised) and new samples for freight transportation

The reported level of income from freight transportation for the monthly survey of the land transport industry for the months April to June 2017 based on the new sample was 3,9% higher than the level of income from the previous sample. The reported level of payload for the months April to June 2017 based on the new sample was 6,6% higher than the level of payload from the previous sample (see Table F and Figure 3). The previous sample was drawn in April 2016 and was operational for the last half of 2016 and the first half of 2017.

Table F – Freight transportation estimates for the previous and new samples: April to June 2017

Freight transportation estimates 1/	Previous sample	New sample	Difference	Difference (%) 2/
Freight payload (000 tons)	216 210	230 380	14 170	6,6
Freight income (R million)	36 960	38 395	1 435	3,9

1/ Units of measurement can be found next to the respective variables.

2/ The percentage difference is the new sample minus the previous sample, divided by the previous sample, multiplied by 100.

Figure 3 – Freight transportation income: monthly levels of previous and new samples from April to June 2017

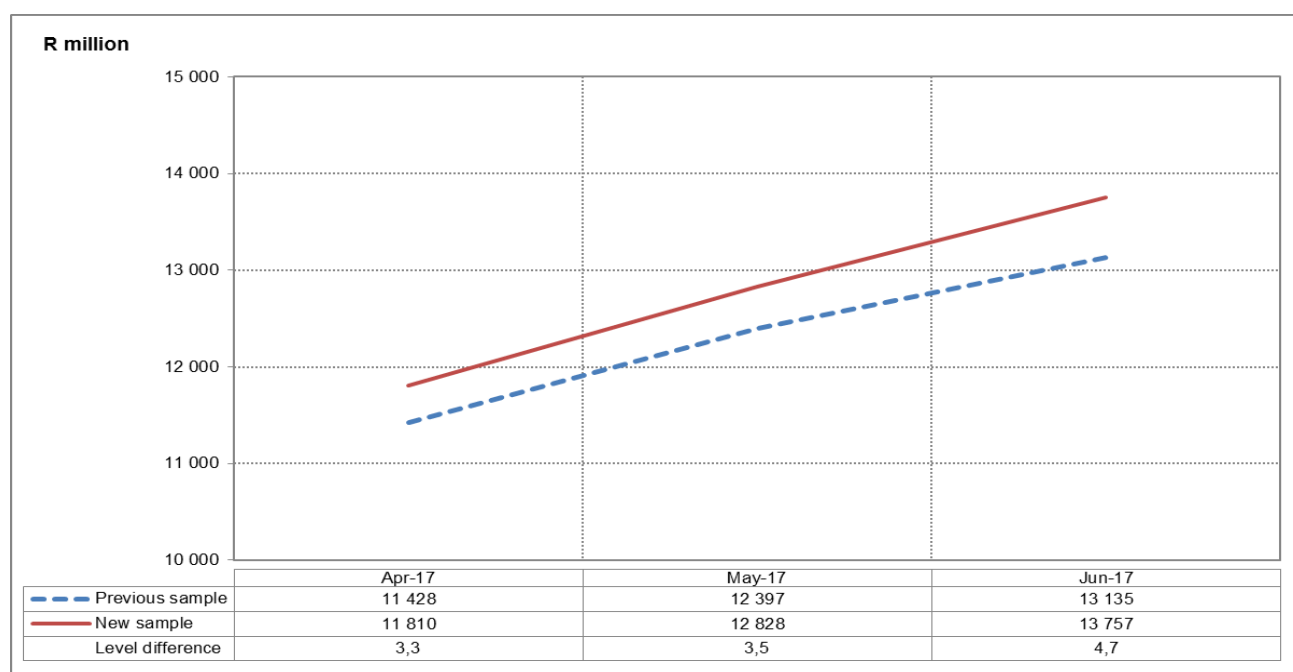


Table G – Total income from freight transportation for the previous and new samples by type of commodity: April to June 2017

Type of commodity	Previous sample (R million)	New sample (R million)	Difference (R million)	Difference (%) 1/
Agriculture and forestry primary products	2 653	3 093	440	16,6
Primary mining and quarrying products	13 516	13 637	121	0,9
Manufactured food, beverages and tobacco products	5 537	5 753	216	3,9
Textiles, clothing and leather goods	661	732	71	10,7
Chemicals, coke, petroleum, rubber, plastic and other mineral products	3 423	3 333	-90	-2,6
Basic metals and fabricated metal products	1 436	1 478	42	2,9
Non-metallic products	848	839	-9	-1,1
Electrical machinery, transport machinery and equipment	578	559	-19	-3,3
Motor vehicles, parts and accessories	589	594	5	0,8
Paper and paper products	514	517	3	0,6
Commercial products	712	634	-78	-11,0
Used household and office products	467	785	318	68,1
Containers	1 755	1 696	-59	-3,4
Parcels	753	742	-11	-1,5
Other freight	3 515	4 003	488	13,9
Total income	36 960	38 395	1 435	3,9

1/ The percentage difference is the new sample minus the previous sample, divided by the previous sample, multiplied by 100.

The largest percentage differences were in the following types of commodities:

- used household and office products (68,1% or R318 million higher in the new sample);
- agriculture and forestry primary products (16,6% or R440 million higher in the new sample); and
- 'other' freight (13,9% or R488 million higher in the new sample).

Comparison between the previous (revised) and new samples for passenger transportation

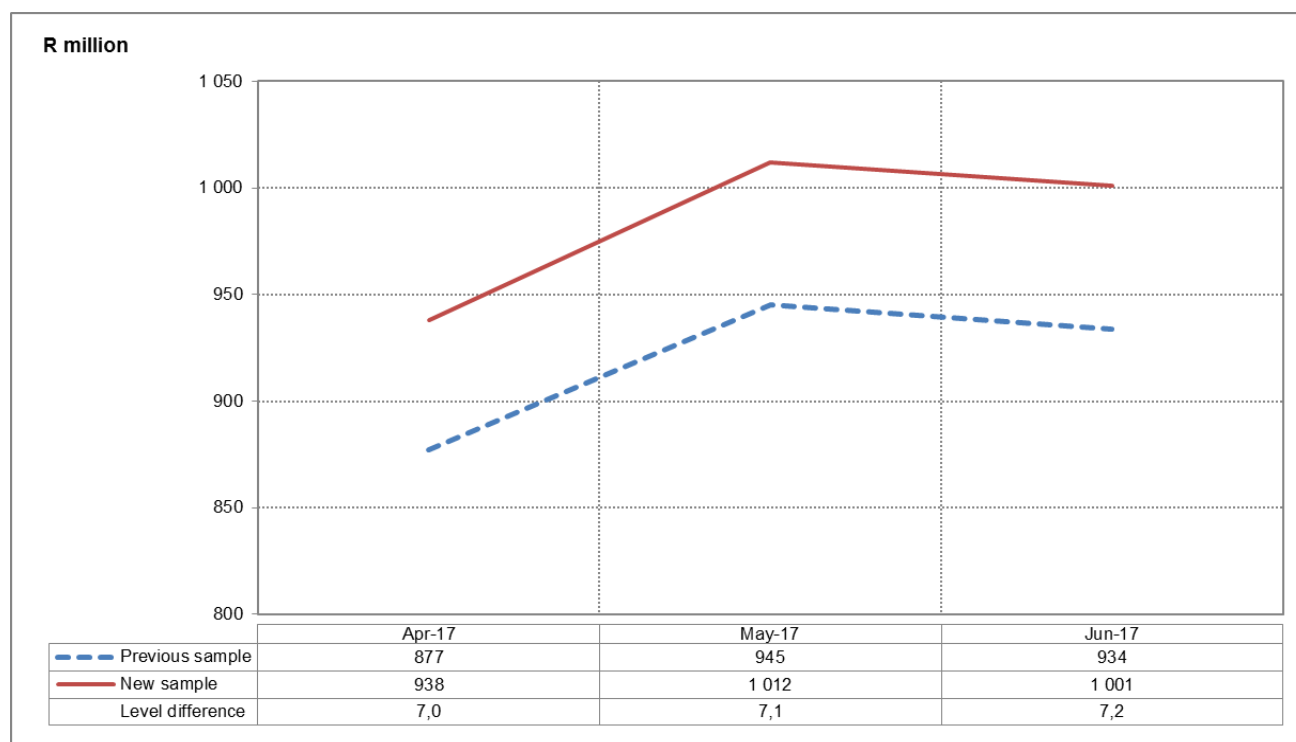
The reported level of income from passenger transportation for the months April to June 2017 based on the new sample was 7,1% higher than the level of income from the previous sample. The reported level of number of passenger journeys for the months April to June 2017 based on the new sample was 1,9% higher than the level of number of passenger journeys from the previous sample (see Table H and Figure 4 on page 7).

Table H – Passenger transportation estimates for the previous and new samples – April to June 2017

Passenger transportation estimates 1/	Previous sample	New sample	Difference	Difference (%) 2/
Passenger journeys (000)	156 611	159 563	2 952	1,9
Passenger income (R million)	2 756	2 951	195	7,1

1/ Units of measurement can be found next to the respective variables.

2/ The percentage difference is the new sample minus the previous sample, divided by the previous sample, multiplied by 100.

Figure 4 – Passenger transportation income: monthly levels of previous and new samples from April to June 2017**Table I – Total income from passenger transportation for the previous and new samples by type of service: April to June 2017**

Type of service	Previous sample (R million)	New sample (R million)	Difference (R million)	Difference (%) 1/
Rail passenger transportation	674	654	-20	-3,0
Road passenger transportation	2 082	2 297	215	10,3
Total income	2 756	2 951	195	7,1

1/ The percentage difference is the new sample minus the previous sample, divided by the previous sample, multiplied by 100.

Backcasting

To avoid breaks in the time series and to minimise revisions to historical growth rates, historical levels were revised (i.e. they were linked to the estimates based on the new sample).

Tables

Table 1 – Freight transportation (income at current prices)

Year and month 1/		Rail		Road		Total	
		Payload (000 tons)	Income (R million)	Payload (000 tons)	Income (R million)	Payload (000 tons)	Income (R million)
2016	Jan	16 623	2 709	42 680	6 726	59 303	9 435
	Feb	18 399	3 111	44 344	7 024	62 743	10 135
	Mar	17 918	2 987	48 037	7 466	65 955	10 453
	Apr	18 071	3 130	48 668	7 744	66 739	10 874
	May	17 289	3 080	51 586	8 121	68 875	11 201
	Jun	18 876	3 293	53 962	8 511	72 838	11 804
	Jul	15 041	2 639	54 585	8 737	69 626	11 376
	Aug	19 877	3 418	55 126	8 752	75 003	12 170
	Sep	19 929	3 361	56 177	8 819	76 106	12 180
	Oct	17 462	3 190	55 106	8 692	72 568	11 882
	Nov	20 333	3 502	56 740	9 001	77 073	12 503
	Dec	19 599	3 415	50 132	8 304	69 731	11 719
	Total	219 417	37 835	617 143	97 897	836 560	135 732
2017	Jan	18 377	3 252	50 504	8 051	68 881	11 303
	Feb	19 715	3 476	49 760	7 975	69 475	11 451
	Mar	18 112	3 173	54 029	8 591	72 141	11 764
	Apr	19 274	3 498	51 834	8 313	71 109	11 810
	May	18 200	3 343	59 538	9 485	77 739	12 828
	Jun	19 636	3 739	61 896	10 018	81 532	13 757
	Jul	17 556	3 327	58 702	9 626	76 258	12 954

1/ Figures for latest month are preliminary.

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

Year and month		Rail		Road		Total	
		Payload	Income	Payload	Income	Payload	Income
2016	Jan	-17,5	-14,7	-9,7	-6,8	-12,0	-9,2
	Feb	-5,6	-2,3	-7,1	-5,7	-6,7	-4,6
	Mar	-6,4	-1,9	-3,3	-2,1	-4,2	-2,1
	Apr	-4,8	0,2	1,2	4,2	-0,5	3,0
	May	5,8	9,0	8,1	6,0	7,5	6,8
	Jun	0,3	0,8	11,4	10,7	8,3	7,8
	Jul	-17,0	-14,8	7,9	10,5	1,3	3,4
	Aug	8,1	10,1	11,4	14,7	10,5	13,4
	Sep	1,1	0,1	5,6	9,8	4,4	6,9
	Oct	6,5	9,9	1,7	4,7	2,8	6,0
	Nov	3,7	8,8	9,0	9,9	7,6	9,6
	Dec	6,7	16,2	7,4	12,0	7,2	13,2
	Total	-1,8	1,6	3,7	5,8	2,2	4,6
2017	Jan	10,6	20,0	18,3	19,7	16,2	19,8
	Feb	7,2	11,7	12,2	13,5	10,7	13,0
	Mar	1,1	6,2	12,5	15,1	9,4	12,5
	Apr	6,7	11,8	6,5	7,3	6,5	8,6
	May	5,3	8,5	15,4	16,8	12,9	14,5
	Jun	4,0	13,5	14,7	17,7	11,9	16,5
	Jul	16,7	26,1	7,5	10,2	9,5	13,9

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

Year and month 1/		Rail		Road		Total	
		Payload (000 tons)	Income (R million)	Payload (000 tons)	Income (R million)	Payload (000 tons)	Income (R million)
2016	Jan	16 955	2 907	47 600	7 563	64 555	10 469
	Feb	18 243	3 123	46 934	7 569	65 178	10 692
	Mar	18 495	3 120	48 974	7 869	67 469	10 988
	Apr	18 174	3 103	49 383	7 738	67 557	10 842
	May	19 467	3 249	50 926	8 042	70 393	11 291
	Jun	18 493	3 185	52 775	8 239	71 269	11 425
	Jul	15 225	2 640	53 126	8 480	68 351	11 120
	Aug	19 578	3 264	52 515	8 410	72 093	11 674
	Sep	18 749	3 135	53 128	8 384	71 877	11 519
	Oct	17 243	3 308	53 941	8 484	71 185	11 793
	Nov	19 218	3 320	52 377	8 181	71 595	11 501
	Dec	19 511	3 516	54 352	8 724	73 864	12 240
2017	Jan	18 794	3 396	56 147	9 060	74 941	12 456
	Feb	19 520	3 426	52 590	8 601	72 110	12 027
	Mar	18 707	3 411	53 224	8 561	71 931	11 973
	Apr	19 393	3 455	55 463	8 990	74 855	12 445
	May	20 275	3 526	57 920	9 277	78 195	12 804
	Jun	19 290	3 570	59 978	9 544	79 269	13 114
	Jul	17 844	3 372	58 158	9 491	76 002	12 863

Table 4 – Month-on-month percentage change in seasonally adjusted freight transportation (income at current prices)

Year and month		Rail		Road		Total	
		Payload	Income	Payload	Income	Payload	Income
2016	Jan	-7,6	-3,3	-5,0	-2,5	-5,7	-2,7
	Feb	7,6	7,4	-1,4	0,1	1,0	2,1
	Mar	1,4	-0,1	4,3	4,0	3,5	2,8
	Apr	-1,7	-0,5	0,8	-1,7	0,1	-1,3
	May	7,1	4,7	3,1	3,9	4,2	4,1
	Jun	-5,0	-2,0	3,6	2,4	1,2	1,2
	Jul	-17,7	-17,1	0,7	2,9	-4,1	-2,7
	Aug	28,6	23,6	-1,2	-0,8	5,5	5,0
	Sep	-4,2	-4,0	1,2	-0,3	-0,3	-1,3
	Oct	-8,0	5,5	1,5	1,2	-1,0	2,4
	Nov	11,5	0,4	-2,9	-3,6	0,6	-2,5
	Dec	1,5	5,9	3,8	6,6	3,2	6,4
2017	Jan	-3,7	-3,4	3,3	3,9	1,5	1,8
	Feb	3,9	0,9	-6,3	-5,1	-3,8	-3,4
	Mar	-4,2	-0,4	1,2	-0,5	-0,2	-0,4
	Apr	3,7	1,3	4,2	5,0	4,1	3,9
	May	4,5	2,1	4,4	3,2	4,5	2,9
	Jun	-4,9	1,2	3,6	2,9	1,4	2,4
	Jul	-7,5	-5,5	-3,0	-0,6	-4,1	-1,9

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

Type of commodity	Feb-17	Mar-17	Apr-17	May-17	Jun-17	Jul-17 1/
Agriculture and forestry primary products	878	923	888	1 042	1 163	1 144
Primary mining and quarrying products	4 117	4 071	4 255	4 453	4 929	4 383
Manufactured food, beverages and tobacco products	1 552	1 839	1 729	1 926	2 098	2 156
Textiles, clothing and leather products	193	216	212	262	258	170
Chemicals, coke, petroleum, rubber, plastic and other mineral products	911	914	1 052	1 071	1 210	1 113
Basic metals and fabricated metal products	434	446	473	490	515	466
Non-metallic products	275	288	287	291	261	253
Electrical machinery, transport machinery and equipment	188	192	166	202	191	190
Motor vehicles, parts and accessories	186	197	177	209	208	243
Paper and paper products	160	169	160	179	178	171
Commercial products	188	211	198	221	215	220
Used household and office products	306	255	245	262	278	272
Containers	538	530	530	583	583	585
Parcels	230	238	228	246	268	249
Other freight	1 295	1 275	1 210	1 390	1 403	1 339
Total	11 451	11 764	11 810	12 828	13 757	12 954

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	Feb-17	Mar-17	Apr-17	May-17	Jun-17	Jul-17
Agriculture and forestry primary products	16,1	24,4	2,0	21,0	32,3	27,7
Primary mining and quarrying products	15,5	10,1	8,8	12,3	17,4	15,8
Manufactured food, beverages and tobacco products	39,9	25,4	12,6	22,8	27,0	38,7
Textiles, clothing and leather products	34,0	35,0	30,9	60,7	53,6	-8,1
Chemicals, coke, petroleum, rubber, plastic and other mineral products	18,2	11,3	24,8	24,7	14,0	4,0
Basic metals and fabricated metal products	-3,6	9,6	5,1	10,1	9,3	2,4
Non-metallic products	-1,4	13,8	11,7	10,2	-1,1	-10,0
Electrical machinery, transport machinery and equipment	-0,5	7,9	-11,7	15,4	6,1	8,6
Motor vehicles, parts and accessories	1,1	19,4	14,2	17,4	13,0	29,3
Paper and paper products	5,3	19,0	6,7	20,1	11,9	-0,6
Commercial products	6,8	24,9	6,5	18,8	16,2	15,8
Used household and office products	-25,2	-23,7	-16,9	-20,1	-11,2	-17,1
Containers	-6,8	-8,5	-0,6	4,3	5,8	0,9
Parcels	-6,1	1,7	2,2	-0,8	14,0	-1,6
Other freight	14,7	15,5	8,6	11,1	7,8	5,9
Total	13,0	12,5	8,6	14,5	16,5	13,9

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	Feb-17	Mar-17	Apr-17	May-17	Jun-17	Jul-17
Agriculture and forestry primary products	1,2	1,7	0,2	1,6	2,4	2,2
Primary mining and quarrying products	5,5	3,6	3,2	4,3	6,2	5,3
Manufactured food, beverages and tobacco products	4,4	3,6	1,8	3,2	3,8	5,3
Textiles, clothing and leather products	0,5	0,5	0,5	0,9	0,8	-0,1
Chemicals, coke, petroleum, rubber, plastic and other mineral products	1,4	0,9	1,9	1,9	1,3	0,4
Basic metals and fabricated metal products	-0,2	0,4	0,2	0,4	0,4	0,1
Non-metallic products	0,0	0,3	0,3	0,2	0,0	-0,2
Electrical machinery, transport machinery and equipment	0,0	0,1	-0,2	0,2	0,1	0,1
Motor vehicles, parts and accessories	0,0	0,3	0,2	0,3	0,2	0,5
Paper and paper products	0,1	0,3	0,1	0,3	0,2	0,0
Commercial products	0,1	0,4	0,1	0,3	0,3	0,3
Used household and office products	-1,0	-0,8	-0,5	-0,6	-0,3	-0,5
Containers	-0,4	-0,5	0,0	0,2	0,3	0,0
Parcels	-0,1	0,0	0,0	0,0	0,3	0,0
Other freight	1,6	1,6	0,9	1,2	0,9	0,7
Total	13,0	12,5	8,6	14,5	16,5	13,9

Table 8 – Passenger transportation (income at current prices)

Year and month 1/		Rail		Road		Total	
		Passenger Journeys (000)	Income (R million)	Passenger Journeys (000)	Income (R million)	Passenger Journeys (000)	Income (R million)
2016	Jan	30 526	238	24 279	748	54 805	986
	Feb	36 528	266	27 684	757	64 212	1 023
	Mar	34 250	254	30 277	869	64 527	1 123
	Apr	32 940	238	24 268	743	57 208	981
	May	32 372	233	25 940	770	58 312	1 003
	Jun	32 741	216	25 308	790	58 049	1 006
	Jul	31 792	247	23 609	768	55 401	1 015
	Aug	33 550	251	24 835	769	58 385	1 020
	Sep	38 024	275	27 144	836	65 168	1 111
	Oct	35 802	269	24 304	771	60 106	1 040
	Nov	34 700	254	25 225	782	59 925	1 036
	Dec	23 592	198	22 313	801	45 905	999
	Total	396 817	2 939	305 186	9 404	702 003	12 343
2017	Jan	26 679	247	23 292	770	49 971	1 017
	Feb	32 111	247	25 655	771	57 766	1 018
	Mar	33 902	258	29 988	887	63 890	1 145
	Apr	26 661	223	22 376	715	49 037	938
	May	28 781	226	26 946	786	55 727	1 012
	Jun	27 928	205	26 871	796	54 799	1 001
	Jul	24 043	226	24 904	818	48 947	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
2016	Jan	-17,7	-0,4	-6,4	1,1	-13,0	0,7
	Feb	-16,8	0,0	-4,2	4,6	-11,8	3,3
	Mar	-24,4	-9,3	-6,6	4,7	-17,0	1,2
	Apr	-17,5	-3,6	-8,1	5,5	-13,8	3,2
	May	-22,0	-6,0	-7,5	3,4	-16,2	1,0
	Jun	-16,9	-4,0	-10,5	1,9	-14,2	0,6
	Jul	-21,1	-9,9	-12,4	-1,5	-17,6	-3,7
	Aug	-15,3	0,8	-13,0	-0,3	-14,3	0,0
	Sep	-4,9	2,2	-6,4	2,2	-5,5	2,2
	Oct	-14,9	-3,9	-7,9	-0,9	-12,2	-1,7
	Nov	-10,3	-1,6	-8,1	2,8	-9,4	1,7
	Dec	-14,3	-4,3	2,5	0,5	-6,9	-0,5
	Total	-16,5	-3,4	-7,5	2,0	-12,8	0,6
2017	Jan	-12,6	3,8	-4,1	2,9	-8,8	3,1
	Feb	-12,1	-7,1	-7,3	1,8	-10,0	-0,5
	Mar	-1,0	1,6	-1,0	2,1	-1,0	2,0
	Apr	-19,1	-6,3	-7,8	-3,8	-14,3	-4,4
	May	-11,1	-3,0	3,9	2,1	-4,4	0,9
	Jun	-14,7	-5,1	6,2	0,8	-5,6	-0,5
	Jul	-24,4	-8,5	5,5	6,5	-11,6	2,9

Table 10 – Seasonally adjusted passenger transportation (income at current prices)

Year and month		Rail		Road		Total	
		Passenger journeys (000)	Income (R million)	Passenger journeys (000)	Income (R million)	Passenger journeys (000)	Income (R million)
2016	Jan	34 803	242	26 552	774	61 356	1 016
	Feb	33 153	245	27 073	791	60 226	1 035
	Mar	31 384	239	26 736	780	58 120	1 019
	Apr	32 792	244	26 263	797	59 055	1 041
	May	32 433	242	25 035	787	57 468	1 029
	Jun	32 556	243	24 940	789	57 496	1 033
	Jul	32 884	246	24 374	756	57 257	1 002
	Aug	33 129	250	23 861	781	56 990	1 031
	Sep	34 007	249	25 221	790	59 228	1 039
	Oct	33 082	246	24 221	774	57 304	1 019
	Nov	32 573	246	24 782	793	57 355	1 040
	Dec	31 729	237	26 438	793	58 168	1 030
2017	Jan	31 534	251	25 082	798	56 616	1 048
	Feb	30 614	237	25 077	803	55 691	1 040
	Mar	29 361	238	26 221	814	55 582	1 052
	Apr	28 865	236	24 631	753	53 496	988
	May	29 098	236	26 219	802	55 318	1 038
	Jun	27 079	227	26 089	795	53 168	1 022
	Jul	26 455	229	26 067	806	52 522	1 036

Table 11 – Month-on-month percentage change in seasonally adjusted passenger transportation (income at current prices)

Year and month		Rail		Road		Total	
		Passenger journeys	Income	Passenger journeys	Income	Passenger journeys	Income
2016	Jan	-3,4	-2,8	4,6	-2,0	-0,1	-2,2
	Feb	-4,7	1,2	2,0	2,2	-1,8	1,9
	Mar	-5,3	-2,4	-1,2	-1,4	-3,5	-1,5
	Apr	4,5	2,1	-1,8	2,2	1,6	2,2
	May	-1,1	-0,8	-4,7	-1,3	-2,7	-1,2
	Jun	0,4	0,4	-0,4	0,3	0,0	0,4
	Jul	1,0	1,2	-2,3	-4,2	-0,4	-3,0
	Aug	0,7	1,6	-2,1	3,3	-0,5	2,9
	Sep	2,7	-0,4	5,7	1,2	3,9	0,8
	Oct	-2,7	-1,2	-4,0	-2,0	-3,2	-1,9
	Nov	-1,5	0,0	2,3	2,5	0,1	2,1
	Dec	-2,6	-3,7	6,7	0,0	1,4	-1,0
2017	Jan	-0,6	5,9	-5,1	0,6	-2,7	1,7
	Feb	-2,9	-5,6	0,0	0,6	-1,6	-0,8
	Mar	-4,1	0,4	4,6	1,4	-0,2	1,2
	Apr	-1,7	-0,8	-6,1	-7,5	-3,8	-6,1
	May	0,8	0,0	6,4	6,5	3,4	5,1
	Jun	-6,9	-3,8	-0,5	-0,9	-3,9	-1,5
	Jul	-2,3	0,9	-0,1	1,4	-1,2	1,4

Survey information

Introduction	1	Statistics South Africa (Stats SA) conducts a monthly survey of the land transportation industry, covering passenger and freight transportation by rail and road (see paragraph 4 below). This survey is based on a sample drawn from the 2017 business sampling frame (BSF) that contains businesses registered for value added tax (VAT) and income tax.
	2	In order to improve timeliness, some information for the latest month had to be estimated due to late response. These estimates will be revised in future statistical releases as soon as information becomes available. Published land transportation income estimates exclude VAT.
Purpose of the survey	3	The results of the monthly land transport survey are used to compile estimates of the gross domestic product (GDP) and its components, which are used in monitoring the state of the economy and formulation of economic policy. These statistics are also used in the analysis of comparative business and industry performance.
Scope of the survey	4	<p>This survey covers enterprises involved in land transportation according to the following type of transportation:</p> <ul style="list-style-type: none"> • 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	<p>Passenger transportation excludes:</p> <ul style="list-style-type: none"> • minibus taxis; • metropolitan buses (including the Bus Rapid Transport system – BRT); and • rental of private cars/buses without drivers. <p>Freight transportation excludes:</p> <ul style="list-style-type: none"> • 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 July 2017 was 78,3%. The collection rate for June 2017 for the new sample was 83,3%.
Statistical unit	8	The statistical unit for which information is compiled and published is an enterprise, defined as a legal unit or a combination of legal units that includes and directly controls all functions necessary to carry out its income activities. The statistical units are derived from and linked to the South African Revenue Service (SARS) administrative data.
Revised figures	9	Revised figures are mainly due to late submission of data to Stats SA, or respondents reporting revisions or corrections to their figures. Preliminary figures, as indicated in the relevant tables, are subject to change and when revised will not be indicated as such.

- Related publications** 10 Users may also wish to refer to the following publication available from Stats SA -
- *Stats in Brief* issued annually.
- Rounding-off of figures** 11 Where figures have been rounded off, discrepancies may occur between sums of the component items and the totals.
- Historical data** 12 Historical land transport data are available on the Stats SA website. To access the data electronically, use the following link:
[Click to download historical data](#)
- Past publication** 13 Past land transport releases are available on the Stats SA website. To access the releases electronically, use the following link:
[Click to download past releases](#)

Technical notes

- Survey methodology and design** 1 The survey is conducted on a monthly basis. Questionnaires are sent to a sample of 702 enterprises from a population of 4 245 enterprises. Completed questionnaires are required to be returned to Stats SA within 10 days after the end of the reference month. Fax and telephone reminders are used to follow up on non-respondents.
- 2 A stratified random sample was drawn at the SIC four-digit level in April 2017 from Stats SA's business sampling frame (BSF). Strata were formed using a combination of Standard Industrial Classification and the measure of size classes for enterprises (see paragraph 3 below).

The Neyman optimal allocation formula given below was used to allocate samples to each stratum:

$$n_h = n * (N_h * S_h) / [\sum (N_i * S_i)].$$

Neyman allocation formula not only allocates sample sizes to each stratum but also calculates the relative precision for each stratum as well as the relative precision for all strata. The relative precision for these strata was 0,8%.

- Sample design and class limits** 3 The land transportation industry is divided into four size groups. All large enterprises (size group one) are completely enumerated. Simple random sampling is applied to medium sized (size group two) and to small (size group three and four) enterprises. The total value of income of the large enterprises (size group one) is added to the weighted totals of size groups two, three and four to reflect the total value of income.

Measure of size classes (Rand)

Enterprise size	Size group	Lower limits	Upper limits
Very small	4	1 054 150	9 000 000
Small	3	9 000 001	39 000 000
Medium	2	39 000 001	78 000 000
Large	1	78 000 001	

- Sample weighting** 4 For those strata not completely enumerated, the weights to produce estimates are the inverse ratio of the sampling fraction, modified to take account of non-response in the survey. Stratum estimates are calculated and then aggregated with the completely enumerated stratum to form division estimates. These procedures are in line with international best practice.

- Reliability of estimates** 5 Data presented in this publication are based on information obtained from a sample and are, therefore, subject to sampling variability; that is, they may differ from the figures that would have been produced if the data had been obtained from all enterprises in the land transport industry in South Africa. Estimates are subject to sampling and non-sampling errors.

- 6** Inaccuracies may occur because of imperfections in reporting by enterprises and errors made in the collection and processing of the data. Inaccuracies of this kind are referred to as non-sampling errors. Every effort is made to minimise non-sampling errors by careful design of questionnaires, testing them in pilot studies, editing reported data and implementing efficient operating procedures. Fluctuations may occur in consecutive months as a result of seasonal and economic factors.
- Year-on-year percentage change** **7** The year-on-year percentage change in a variable for any given period is the change between that period and the corresponding period of the previous year, expressed as a percentage of the latter.
- Contribution (percentage points)** **8** The contribution (percentage points) to the annual percentage change for any given period is calculated by multiplying the percentage change of each type of commodity/service by its corresponding weight, divided by 100. The weight is the percentage contribution of each type of commodity/service to total income in the corresponding period of the previous year.
- Seasonal adjustment** **9** Seasonally adjusted estimates are generated each month using the X-12-ARIMA Seasonal Adjustment Program developed by the US Bureau of the Census. Seasonal adjustment is a means of removing the estimated effects of normal seasonal variation from the series so that the effects of other influences on the series can be recognised more clearly. Seasonal adjustment does not aim to remove irregular or non-seasonal influences which may be present in any particular month. Influences that are volatile or unsystematic can still make it difficult to interpret the movement of the series even after adjustment for seasonal variations. Therefore the month-to-month movements of seasonally adjusted estimates may not be reliable indicators of trend behaviour. The X-12-ARIMA procedure for land transportation is described in more detail on the Stats SA website at:
[Click to download seasonal adjustment land transport 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 transport 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 (SIC)*, Report No. 09-90-02 of January 1993.

Symbols and abbreviations	BSF	Business sampling frame
	GDP	Gross domestic product
	ISIC	International Standard Industrial Classification
	SIC	Standard Industrial Classification of all Economic Activities
	SARS	South African Revenue Service
	Stats SA	Statistics South Africa
	VAT	Value added tax

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Stats SA publishes approximately 300 different statistical releases each year. It is not economically viable to produce them in more than one of South Africa's eleven official languages. Since the releases are used extensively, not only locally but also by international economic and social-scientific communities, Stats SA releases are published in English only.

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