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Freight transportation: results for May 2017

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

	Dec-16	Jan-17	Feb-17	Mar-17	Apr-17	May-17
Freight payload	4,8	14,9	8,1	7,1	7,6	8,6
Freight income	12,7	19,8	11,7	12,7	9,9	9,3

The volume of goods transported (payload) increased by 8,6% in May 2017 compared with May 2016. The corresponding income increased by 9,3% over the same period.

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

Type of commodity	Mar – May 2016 (R million)	Weight	Mar – May 2017 (R million)	% change between Mar – May 2016 and Mar – May 2017	Contribution (% points) to the total % change
Agriculture and forestry primary products	2 310	7,5	2 621	13,5	1,0
Primary mining and quarrying products	11 301	36,5	12 626	11,7	4,3
Manufactured food, beverages and tobacco products	4 255	13,7	4 790	12,6	1,7
Textiles, clothing and leather goods	439	1,4	651	48,3	0,7
Chemicals, coke, petroleum, rubber, plastic and other mineral products	2 684	8,7	2 945	9,7	0,8
Basic metals and fabricated metal products	1 146	3,7	1 239	8,1	0,3
Non-metallic products	781	2,5	898	15,0	0,4
Electrical machinery, transport machinery and equipment	581	1,9	590	1,5	0,0
Motor vehicles, parts and accessories	499	1,6	595	19,2	0,3
Paper and paper products	472	1,5	431	-8,7	-0,1
Commercial products	626	2,0	725	15,8	0,3
Used household and office products	576	1,9	599	4,0	0,1
Containers	1 797	5,8	1 641	-8,7	-0,5
Parcels	573	1,8	577	0,7	0,0
Other freight	2 937	9,5	3 332	13,4	1,3
Total income	30 978	100,0	34 260	10,6	10,6

Income from freight transportation increased by 10,6% in the three months ended May 2017 compared with the three months ended May 2016. The main contributors to this increase were:

- primary mining and quarrying products (11,7% and contributing 4,3 percentage points);
- manufactured food, beverages and tobacco products (12,6% and contributing 1,7 percentage points); and
- 'other' freight (13,4% and contributing 1,3 percentage points) – see Table B.

Figure 1 – Freight transportation: year-on-year percentage change in payload

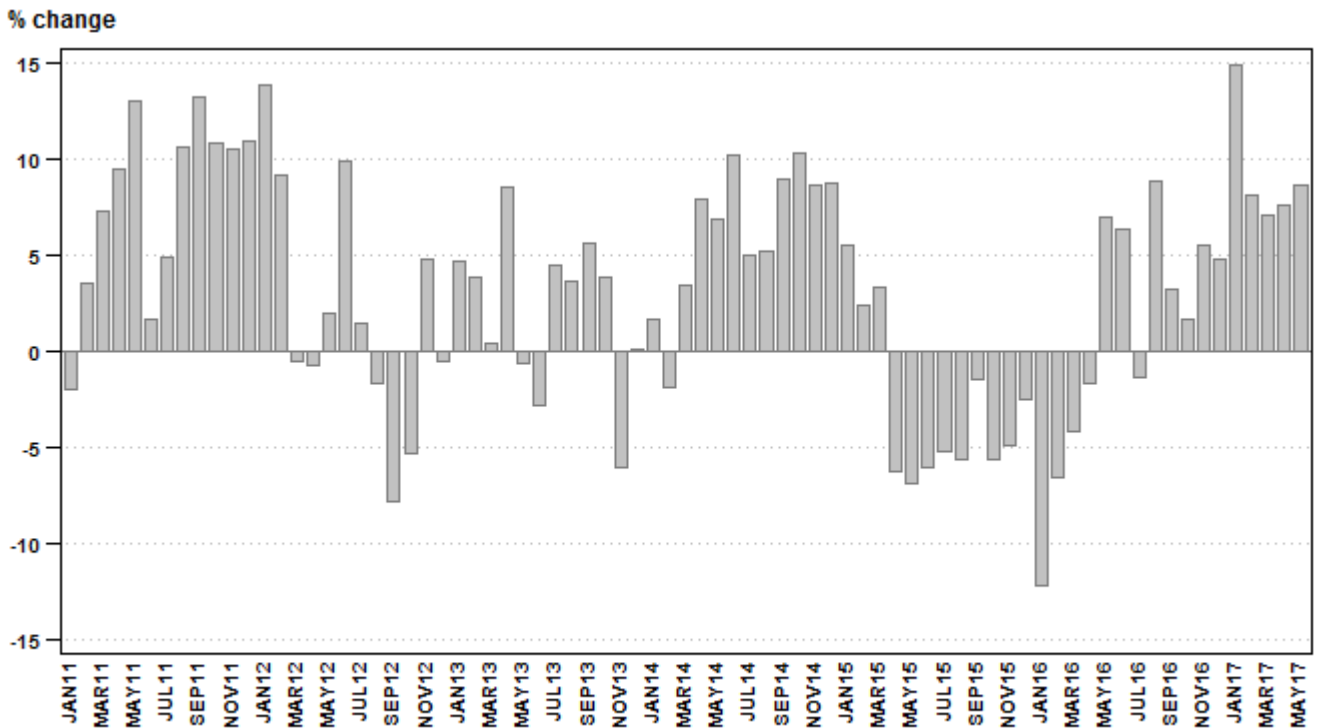


Table C – Seasonally adjusted payload for the latest three months by type of transport

Payload	Dec 2016 – Feb 2017 (000 tons)	Weight	Mar – May 2017 (000 tons)	% change between Dec 2016 – Feb 2017 and Mar – May 2017	Contribution (% points) to the total % change
Rail	58 345	28,3	58 335	0,0	0,0
Road	147 525	71,7	149 168	1,1	0,8
Total	205 871	100,0	207 503	0,8	0,8

Seasonally adjusted payload increased by 0,8% in the three months ended May 2017 compared with the previous three months. Road freight grew by 1,1% (contributing 0,8 of a percentage point) – see Table C.

Passenger transportation: results for May 2017

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

	Dec-16	Jan-17	Feb-17	Mar-17	Apr-17	May-15
Passenger journeys	-3,5	-8,9	-10,1	-0,3	-13,8	-7,3
Passenger income	-0,9	0,4	-1,1	0,3	-3,7	-3,1

The number of passenger journeys decreased by 7,3% in May 2017 compared with May 2016. The corresponding income decreased by 3,1% over the same period.

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

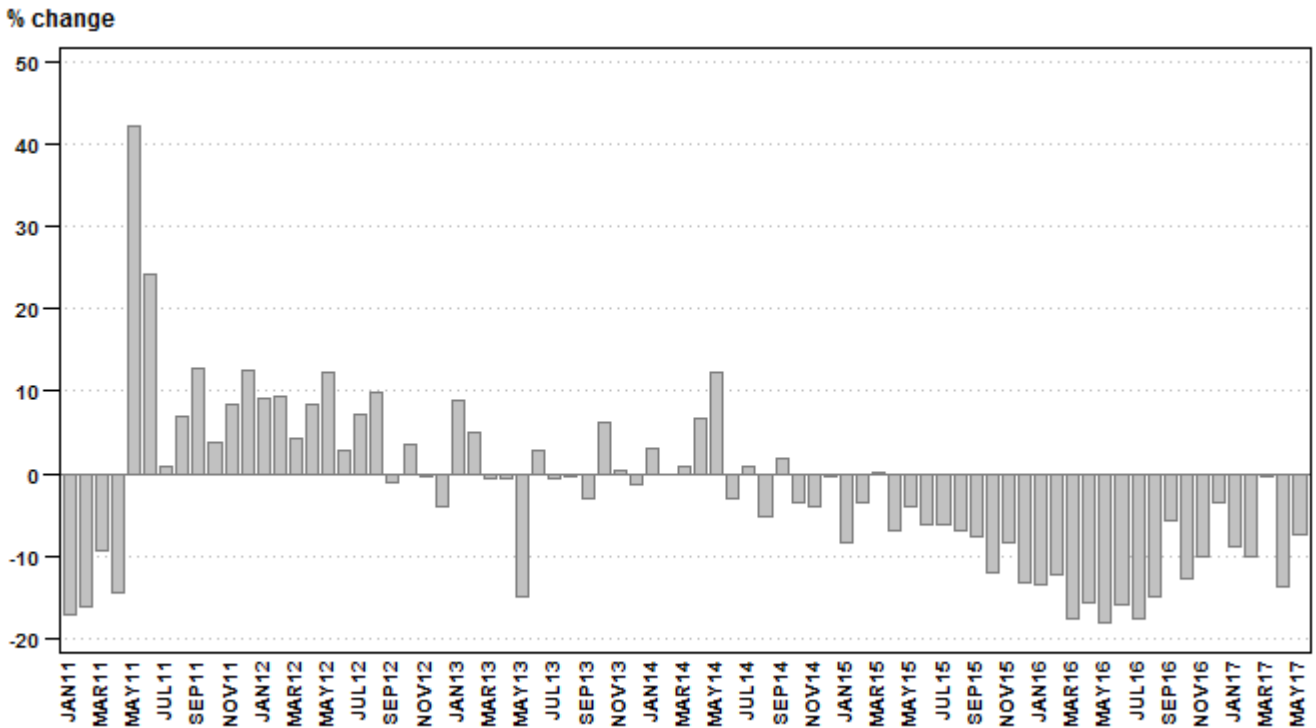


Table E – Seasonally adjusted passenger journeys for the latest three months by type of transport

Passenger journeys	Dec 2016 – Feb 2017 (000)	Weight	Mar – May 2017 (000)	% change between Dec 2016 – Feb 2017 and Mar – May 2017	Contribution (% points) to the total % change
Rail	96 886	56,5	91 589	-5,5	-3,1
Road	74 666	43,5	71 850	-3,8	-1,7
Total	171 552	100,0	163 439	-4,7	-4,7

Seasonally adjusted passenger journeys decreased by 4,7% in the three months ended May 2017 compared with the previous three months. Rail passenger journeys decreased by 5,5% (contributing -3,1 percentage points) while road passenger journeys decreased by 3,8% (contributing -1,7 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)
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	19 642	3 422	44 903	7 692	64 545	11 114
	Total	219 744	37 870	561 593	91 103	781 338	128 972
2017	Jan	18 384	3 248	46 054	7 522	64 438	10 769
	Feb	19 724	3 476	44 520	7 321	64 245	10 796
	Mar	18 147	3 176	48 662	8 046	66 809	11 222
	Apr	19 318	3 505	47 821	7 847	67 139	11 352
	May	18 246	3 350	52 052	8 336	70 297	11 686

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	-14,6	-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	6,8	16,4	4,0	11,2	4,8	12,7
	Total	-1,8	1,6	2,1	5,5	0,9	4,3
2017	Jan	10,4	19,8	16,7	19,9	14,9	19,8
	Feb	7,0	11,7	8,6	11,7	8,1	11,7
	Mar	1,1	6,2	9,6	15,5	7,1	12,7
	Apr	6,8	11,9	8,0	9,1	7,6	9,9
	May	5,4	8,7	9,8	9,5	8,6	9,3

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

Year and month		Rail		Road		Total	
		Payload (000 tons)	Income (R million)	Payload (000 tons)	Income (R million)	Payload (000 tons)	Income (R million)
2016	Jan	17 412	2 902	43 976	7 030	61 388	9 932
	Feb	18 282	3 118	43 489	7 008	61 770	10 126
	Mar	18 537	3 128	45 213	7 349	63 750	10 476
	Apr	18 260	3 095	44 732	7 085	62 992	10 180
	May	19 261	3 250	46 665	7 556	65 926	10 806
	Jun	18 520	3 221	47 742	7 716	66 262	10 937
	Jul	15 012	2 616	47 753	7 922	62 765	10 538
	Aug	19 614	3 268	47 417	7 803	67 031	11 072
	Sep	18 771	3 162	48 705	7 831	67 476	10 993
	Oct	17 232	3 290	48 590	7 924	65 822	11 214
	Nov	19 224	3 323	47 224	7 610	66 448	10 933
	Dec	19 566	3 535	49 299	8 094	68 865	11 630
2017	Jan	19 203	3 387	51 078	8 430	70 282	11 817
	Feb	19 576	3 423	47 148	7 809	66 724	11 232
	Mar	18 767	3 409	48 381	8 050	67 148	11 459
	Apr	19 515	3 457	50 413	8 292	69 928	11 749
	May	20 053	3 523	50 374	8 200	70 427	11 723

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	-5,3	-4,0	-5,8	-2,9	-5,7	-3,2
	Feb	5,0	7,4	-1,1	-0,3	0,6	2,0
	Mar	1,4	0,3	4,0	4,9	3,2	3,5
	Apr	-1,5	-1,1	-1,1	-3,6	-1,2	-2,8
	May	5,5	5,0	4,3	6,6	4,7	6,1
	Jun	-3,8	-0,9	2,3	2,1	0,5	1,2
	Jul	-18,9	-18,8	0,0	2,7	-5,3	-3,6
	Aug	30,7	24,9	-0,7	-1,5	6,8	5,1
	Sep	-4,3	-3,2	2,7	0,4	0,7	-0,7
	Oct	-8,2	4,0	-0,2	1,2	-2,5	2,0
	Nov	11,6	1,0	-2,8	-4,0	1,0	-2,5
	Dec	1,8	6,4	4,4	6,4	3,6	6,4
2017	Jan	-1,9	-4,2	3,6	4,2	2,1	1,6
	Feb	1,9	1,1	-7,7	-7,4	-5,1	-5,0
	Mar	-4,1	-0,4	2,6	3,1	0,6	2,0
	Apr	4,0	1,4	4,2	3,0	4,1	2,5
	May	2,8	1,9	-0,1	-1,1	0,7	-0,2

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

Type of commodity	Dec-16	Jan-17	Feb-17	Mar-17	Apr-17	May-17 1/
Agriculture and forestry primary products	807	797	762	877	900	844
Primary mining and quarrying products	3 972	4 057	4 059	3 914	4 215	4 497
Manufactured food, beverages and tobacco products	1 900	1 517	1 442	1 778	1 658	1 354
Textiles, clothing and leather products	224	167	181	198	217	236
Chemicals, coke, petroleum, rubber, plastic and other mineral products	864	909	882	979	955	1 011
Basic metals and fabricated metal products	389	381	381	378	428	433
Non-metallic products	252	209	286	296	297	305
Electrical machinery, transport machinery and equipment	171	169	205	210	179	201
Motor vehicles, parts and accessories	168	173	189	201	179	215
Paper and paper products	138	133	144	142	133	156
Commercial products	225	210	215	236	235	254
Used household and office products	215	173	185	162	222	215
Containers	564	612	563	554	516	571
Parcels	168	161	191	194	180	203
Other freight	1 060	1 102	1 113	1 104	1 037	1 191
Total	11 114	10 769	10 796	11 222	11 352	11 686

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	Dec-16	Jan-17	Feb-17	Mar-17	Apr-17	May-17
Agriculture and forestry primary products	9,9	18,2	7,9	27,1	12,6	2,8
Primary mining and quarrying products	25,3	33,9	18,6	10,8	9,3	14,9
Manufactured food, beverages and tobacco products	24,3	37,0	38,1	29,2	17,8	-8,0
Textiles, clothing and leather products	62,3	15,2	37,1	36,6	47,6	60,5
Chemicals, coke, petroleum, rubber, plastic and other mineral products	-13,2	-1,0	-2,1	2,5	11,3	16,1
Basic metals and fabricated metal products	12,8	-0,8	-4,3	5,9	8,1	10,2
Non-metallic products	-14,0	-22,0	1,1	16,1	15,1	13,8
Electrical machinery, transport machinery and equipment	-1,2	5,6	0,5	9,9	-11,4	6,9
Motor vehicles, parts and accessories	-2,9	18,5	1,6	21,8	14,7	20,8
Paper and paper products	-14,8	-14,2	-11,7	-6,6	-16,9	-2,5
Commercial products	12,5	12,3	4,9	20,4	9,3	18,1
Used household and office products	1,9	-21,7	-25,1	-19,4	24,7	9,1
Containers	-4,2	10,7	-9,0	-10,5	-10,7	-4,8
Parcels	3,1	0,6	-4,5	2,1	-2,2	2,0
Other freight	7,5	25,9	16,4	18,7	11,0	11,0
Total	12,7	19,8	11,7	12,7	9,9	9,3

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	Dec-16	Jan-17	Feb-17	Mar-17	Apr-17	May-17
Agriculture and forestry primary products	0,7	1,4	0,6	1,9	1,0	0,2
Primary mining and quarrying products	8,1	11,4	6,6	3,8	3,5	5,5
Manufactured food, beverages and tobacco products	3,8	4,6	4,1	4,0	2,4	-1,1
Textiles, clothing and leather products	0,9	0,2	0,5	0,5	0,7	0,8
Chemicals, coke, petroleum, rubber, plastic and other mineral products	-1,3	-0,1	-0,2	0,2	0,9	1,3
Basic metals and fabricated metal products	0,4	0,0	-0,2	0,2	0,3	0,4
Non-metallic products	-0,4	-0,7	0,0	0,4	0,4	0,3
Electrical machinery, transport machinery and equipment	0,0	0,1	0,0	0,2	-0,2	0,1
Motor vehicles, parts and accessories	-0,1	0,3	0,0	0,4	0,2	0,3
Paper and paper products	-0,2	-0,2	-0,2	-0,1	-0,3	0,0
Commercial products	0,3	0,3	0,1	0,4	0,2	0,4
Used household and office products	0,0	-0,5	-0,6	-0,4	0,4	0,2
Containers	-0,3	0,7	-0,6	-0,7	-0,6	-0,3
Parcels	0,1	0,0	-0,1	0,0	0,0	0,0
Other freight	0,8	2,5	1,6	1,7	1,0	1,1
Total	12,7	19,8	11,7	12,7	9,9	9,3

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	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	23 162	735	47 501	939
	Total	412 683	3 055	286 772	8 591	699 455	11 646
2017	Jan	27 524	255	22 336	686	49 860	941
	Feb	33 127	255	24 579	709	57 706	964
	Mar	34 975	266	29 024	803	63 999	1 069
	Apr	27 505	230	20 934	659	48 439	889
	May	29 692	233	23 276	681	52 968	914

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	1,2	-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	16,2	1,0	-3,5	-0,9
	Total	-18,4	-5,7	-5,1	2,0	-13,4	-0,2
2017	Jan	-15,3	0,8	0,5	0,3	-8,9	0,4
	Feb	-14,8	-9,9	-3,0	2,5	-10,1	-1,1
	Mar	-4,1	-1,8	4,7	1,0	-0,3	0,3
	Apr	-19,1	-6,1	-5,8	-2,8	-13,8	-3,7
	May	-11,1	-2,9	-1,8	-3,1	-7,3	-3,1

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)
2016	Jan	36 937	258	24 083	710	61 020	968
	Feb	35 200	259	24 735	717	59 935	977
	Mar	33 675	254	24 465	710	58 141	964
	Apr	34 389	254	24 138	731	58 527	985
	May	33 862	252	23 357	725	57 218	978
	Jun	33 296	247	23 026	719	56 322	966
	Jul	33 603	253	23 352	700	56 955	952
	Aug	34 069	258	22 601	711	56 670	969
	Sep	34 818	256	23 967	722	58 785	978
	Oct	33 978	253	23 007	701	56 984	954
	Nov	33 522	254	23 336	721	56 859	975
	Dec	32 781	245	27 108	723	59 889	969
2017	Jan	32 532	260	23 756	715	56 288	975
	Feb	31 573	245	23 802	731	55 375	976
	Mar	30 669	245	25 566	732	56 235	977
	Apr	30 258	246	23 016	697	53 274	943
	May	30 662	247	23 268	703	53 930	950

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	-3,2	-2,3	3,1	-1,1	-0,8	-1,4
	Feb	-4,7	0,4	2,7	1,0	-1,8	0,9
	Mar	-4,3	-1,9	-1,1	-1,0	-3,0	-1,3
	Apr	2,1	0,0	-1,3	3,0	0,7	2,2
	May	-1,5	-0,8	-3,2	-0,8	-2,2	-0,7
	Jun	-1,7	-2,0	-1,4	-0,8	-1,6	-1,2
	Jul	0,9	2,4	1,4	-2,6	1,1	-1,4
	Aug	1,4	2,0	-3,2	1,6	-0,5	1,8
	Sep	2,2	-0,8	6,0	1,5	3,7	0,9
	Oct	-2,4	-1,2	-4,0	-2,9	-3,1	-2,5
	Nov	-1,3	0,4	1,4	2,9	-0,2	2,2
	Dec	-2,2	-3,5	16,2	0,3	5,3	-0,6
2017	Jan	-0,8	6,1	-12,4	-1,1	-6,0	0,6
	Feb	-2,9	-5,8	0,2	2,2	-1,6	0,1
	Mar	-2,9	0,0	7,4	0,1	1,6	0,1
	Apr	-1,3	0,4	-10,0	-4,8	-5,3	-3,5
	May	1,3	0,4	1,1	0,9	1,2	0,7

Survey information

Introduction	1	<p>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.</p> <p>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.</p>
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 May 2017 was 91,0%. The improved collection rate for April 2017 was 95,4%.
Statistical unit	8	The statistical unit for which information is compiled and published is an enterprise, defined as a legal unit or a combination of legal units that includes and directly controls all functions necessary to carry out its income activities. The statistical units are derived from and linked to the South African Revenue Service (SARS) administrative data.
Revised figures	9	Revised figures are mainly due to late submission of data to Stats SA, or respondents reporting revisions or corrections to their figures. Preliminary figures, as indicated in the relevant tables, are subject to change and when revised will not be indicated as such.

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

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

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