

STATISTICAL RELEASE

P7162

Land transport (Preliminary)

November 2016

Embargoed until:
23 January 2017
11:30

ENQUIRIES:
Keshnee Naidoo
(012) 310 8423

FORTHCOMING ISSUE:
December 2016

EXPECTED RELEASE DATE:
20 February 2017

www.statssa.gov.za
info@statssa.gov.za
T +27 12 310 8911
F +27 12 310 8500

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

Contents

Freight transportation: results for November 2016	2
Table A – Year-on-year percentage change in freight transportation (income at current prices)	2
Table B – Freight transportation income at current prices for the latest three months by type of commodity	2
Figure 1 – Freight transportation: year-on-year percentage change in payload	3
Table C – Seasonally adjusted payload for the latest three months by type of transport	3
Passenger transportation: results for November 2016	4
Table D – Year-on-year percentage change in passenger transportation (income at current prices)	4
Figure 2 – Passenger transportation: year-on-year percentage change in passenger journeys	4
Table E – Seasonally adjusted passenger journeys for the latest three months by type of transport	4
Tables	5
Table 1 – Freight transportation (income at current prices)	5
Table 2 – Year-on-year percentage change in freight transportation (income at current prices)	5
Table 3 – Seasonally adjusted freight transportation (income at current prices)	6
Table 4 – Month-on-month percentage change in seasonally adjusted freight transportation (income at current prices)	6
Table 5 – Freight transportation income at current prices by type of commodity (R million)	7
Table 6 – Year-on-year percentage change in freight transportation income at current prices by type of commodity	7
Table 7 – Contribution of each type of commodity to the year-on-year percentage change in freight transportation income at current prices (percentage points)	7
Table 8 – Passenger transportation (income at current prices)	8
Table 9 – Year-on-year percentage change in passenger transportation (income at current prices)	8
Table 10 – Seasonally adjusted passenger transportation (income at current prices)	9
Table 11 – Month-on-month percentage change in seasonally adjusted passenger transportation (income at current prices)	9
Survey information	10
Technical notes	11
Glossary	12
Technical enquiries	12
General information	13

Freight transportation: results for November 2016

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

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

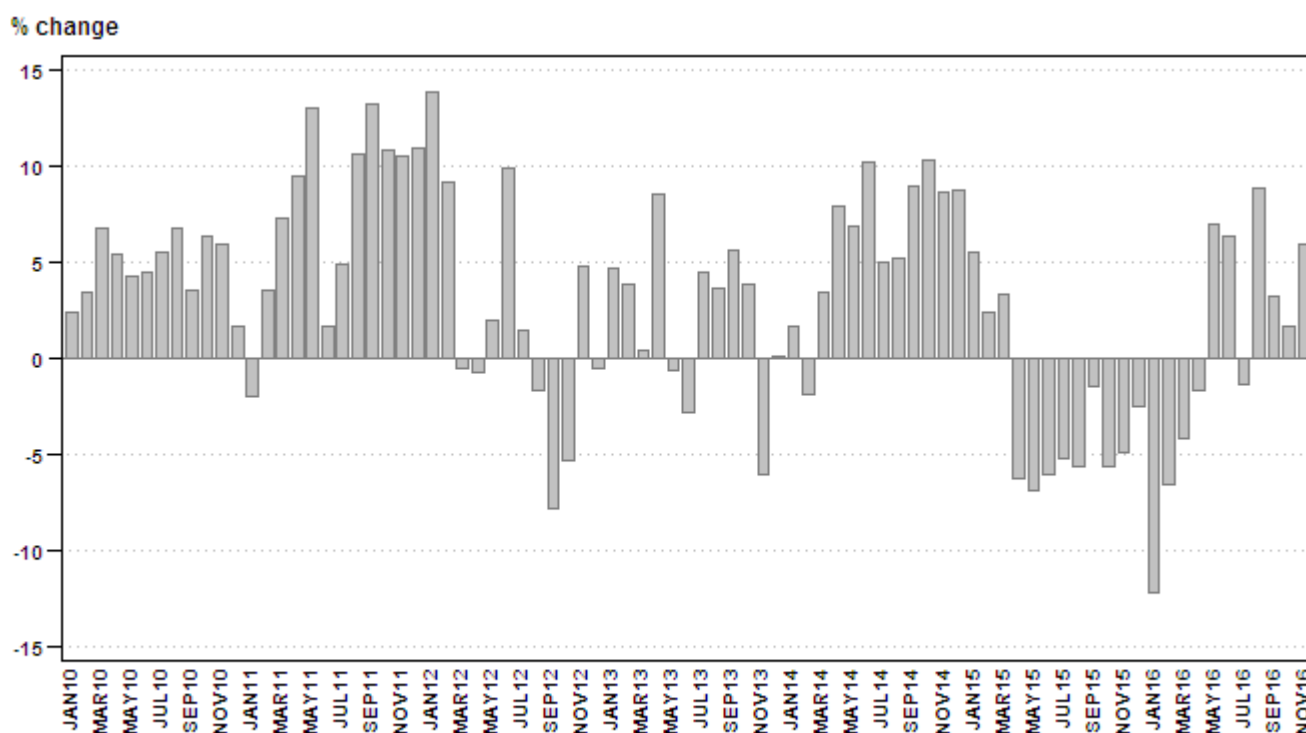
The volume of goods transported (payload) increased by 5,9% in November 2016 compared with November 2015. The corresponding income increased by 9,8% over the same period.

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

Type of commodity	Sep – Nov 2015 (R million)	Weight	Sep – Nov 2016 (R million)	% change between Sep – Nov 2015 and Sep – Nov 2016	Contribution (% points) to the total % change
Agriculture and forestry primary products	2 323	7,2	2 619	12,7	0,9
Primary mining and quarrying products	10 947	33,8	12 910	17,9	6,1
Manufactured food, beverages and tobacco products	3 994	12,3	4 699	17,7	2,2
Textiles, clothing and leather goods	581	1,8	624	7,4	0,1
Chemicals, coke, petroleum, rubber, plastic and other mineral products	3 156	9,7	2 953	-6,4	-0,6
Basic metals and fabricated metal products	1 238	3,8	1 118	-9,7	-0,4
Non-metallic products	900	2,8	801	-11,0	-0,3
Electrical machinery, transport machinery and equipment	631	1,9	638	1,1	0,0
Motor vehicles, parts and accessories	596	1,8	575	-3,5	-0,1
Paper and paper products	602	1,9	431	-28,4	-0,5
Commercial products	739	2,3	792	7,2	0,2
Used household and office products	545	1,7	617	13,2	0,2
Containers	2 290	7,1	1 951	-14,8	-1,1
Parcels	523	1,6	588	12,4	0,2
Other freight	3 312	10,2	3 532	6,6	0,7
Total income	32 372	100,0	34 844	7,6	7,6

Income from freight transportation increased by 7,6% in the three months ended November 2016 compared with the three months ended November 2015. The main contributors to this increase were:

- primary mining and quarrying products (17,9% and contributing 6,1 percentage points); and
- manufactured food, beverages and tobacco products (17,7% and contributing 2,2 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	Jun – Aug 2016 (000 tons)	Weight	Sep – Nov 2016 (000 tons)	% change between Jun – Aug 2016 and Sep – Nov 2016	Contribution (% points) to the total % change
Rail	53 096	27,1	55 255	4,1	1,1
Road	142 782	72,9	144 587	1,3	0,9
Total	195 878	100,0	199 841	2,0	2,0

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

Passenger transportation: results for November 2016

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

	Jun-16	Jul-16	Aug-16	Sep-16	Oct-16	Nov-16
Passenger journeys	-16,0	-17,6	-14,9	-5,7	-12,8	-10,1
Passenger income	-0,2	-4,5	-1,1	1,5	-3,4	1,1

The number of passenger journeys decreased by 10,1% in November 2016 compared with November 2015. The corresponding income increased by 1,1% over the same period.

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

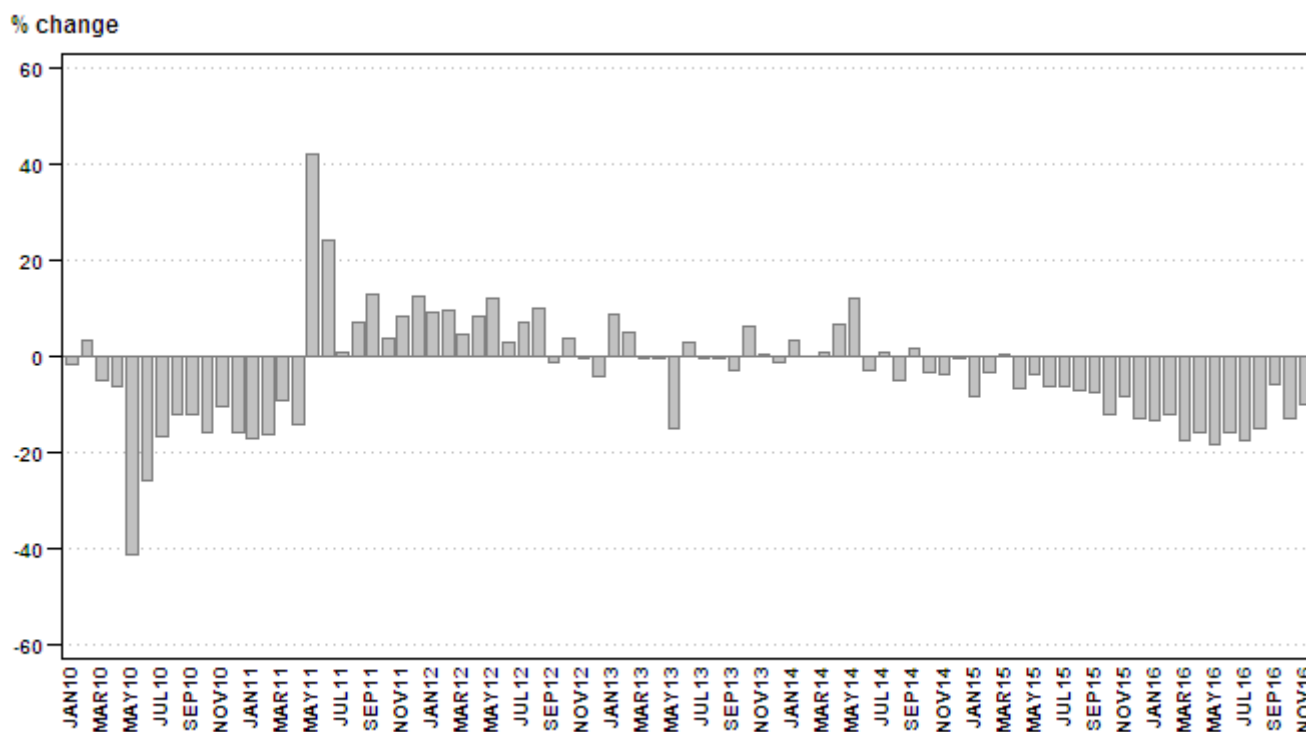


Table E – Seasonally adjusted passenger journeys for the latest three months by type of transport

Passenger journeys	Jun – Aug 2016 (000)	Weight	Sep – Nov 2016 (000)	% change between Jun – Aug 2016 and Sep – Nov 2016	Contribution (% points) to the total % change
Rail	100 980	59,4	102 708	1,7	1,0
Road	69 036	40,6	70 100	1,5	0,6
Total	170 016	100,0	172 808	1,6	1,6

Seasonally adjusted passenger journeys increased by 1,6% in the three months ended November 2016 compared with the three months ended August 2016. Rail passenger journeys grew by 1,7% (contributing 1,0 percentage point), while road passenger journeys grew by 1,5% (contributing 0,6 of a percentage point) – 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
	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	20 298	3 494	51 403	8 437	71 701	11 931

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	3,4	8,4	6,9	10,4	5,9	9,8

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	20 257	3 314	48 608	7 460	68 865	10 774
	Feb	19 523	3 182	46 206	7 330	65 729	10 511
	Mar	19 605	3 149	46 845	7 292	66 450	10 441
	Apr	19 168	3 135	45 529	7 163	64 697	10 298
	May	18 802	3 082	43 629	7 085	62 431	10 168
	Jun	18 432	3 120	43 914	6 998	62 346	10 118
	Jul	18 005	3 064	44 441	7 012	62 447	10 075
	Aug	18 161	2 997	45 025	7 112	63 187	10 109
	Sep	18 520	3 125	46 223	7 169	64 743	10 294
	Oct	16 264	2 957	47 564	7 307	63 827	10 264
	Nov	18 530	3 105	45 819	7 144	64 348	10 249
	Dec	18 573	3 051	47 123	7 328	65 696	10 379
2016	Jan	16 720	2 825	44 137	7 049	60 857	9 875
	Feb	18 438	3 167	43 082	6 957	61 520	10 124
	Mar	18 395	3 168	45 055	7 326	63 450	10 494
	Apr	18 257	3 039	44 784	7 099	63 042	10 138
	May	19 719	3 297	46 881	7 562	66 599	10 859
	Jun	18 508	3 227	47 703	7 695	66 211	10 922
	Jul	14 998	2 586	47 756	7 923	62 754	10 509
	Aug	19 590	3 255	47 323	7 775	66 913	11 030
	Sep	18 724	3 163	48 700	7 819	67 424	10 983
	Oct	17 414	3 274	48 608	7 895	66 022	11 170
	Nov	19 117	3 311	47 279	7 689	66 395	11 000

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	3,5	4,2	1,9	2,0	2,4	2,7
	Feb	-3,6	-4,0	-4,9	-1,7	-4,6	-2,4
	Mar	0,4	-1,0	1,4	-0,5	1,1	-0,7
	Apr	-2,2	-0,4	-2,8	-1,8	-2,6	-1,4
	May	-1,9	-1,7	-4,2	-1,1	-3,5	-1,3
	Jun	-2,0	1,2	0,7	-1,2	-0,1	-0,5
	Jul	-2,3	-1,8	1,2	0,2	0,2	-0,4
	Aug	0,9	-2,2	1,3	1,4	1,2	0,3
	Sep	2,0	4,3	2,7	0,8	2,5	1,8
	Oct	-12,2	-5,4	2,9	1,9	-1,4	-0,3
	Nov	13,9	5,0	-3,7	-2,2	0,8	-0,1
	Dec	0,2	-1,7	2,8	2,6	2,1	1,3
2016	Jan	-10,0	-7,4	-6,3	-3,8	-7,4	-4,9
	Feb	10,3	12,1	-2,4	-1,3	1,1	2,5
	Mar	-0,2	0,0	4,6	5,3	3,1	3,7
	Apr	-0,8	-4,1	-0,6	-3,1	-0,6	-3,4
	May	8,0	8,5	4,7	6,5	5,6	7,1
	Jun	-6,1	-2,1	1,8	1,8	-0,6	0,6
	Jul	-19,0	-19,9	0,1	3,0	-5,2	-3,8
	Aug	30,6	25,9	-0,9	-1,9	6,6	5,0
	Sep	-4,4	-2,8	2,9	0,6	0,8	-0,4
	Oct	-7,0	3,5	-0,2	1,0	-2,1	1,7
	Nov	9,8	1,1	-2,7	-2,6	0,6	-1,5

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

Type of commodity	Jun-16	Jul-16	Aug-16	Sep-16	Oct-16	Nov-16 1/
Agriculture and forestry primary products	838	865	889	892	866	861
Primary mining and quarrying products	4 061	3 645	4 256	4 336	4 138	4 436
Manufactured food, beverages and tobacco products	1 587	1 473	1 611	1 571	1 532	1 596
Textiles, clothing and leather products	155	171	180	213	186	225
Chemicals, coke, petroleum, rubber, plastic and other mineral products	1 010	1 015	970	984	983	986
Basic metals and fabricated metal products	419	394	411	374	358	386
Non-metallic products	266	291	278	264	259	278
Electrical machinery, transport machinery and equipment	196	187	186	192	206	240
Motor vehicles, parts and accessories	189	191	195	181	201	193
Paper and paper products	172	184	142	145	129	157
Commercial products	216	222	210	238	260	294
Used household and office products	189	198	194	185	219	213
Containers	594	572	588	667	636	648
Parcels	191	210	207	207	173	208
Other freight	1 107	1 159	1 158	1 131	1 190	1 211
Total	11 192	10 776	11 474	11 579	11 334	11 931

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	Jun-16	Jul-16	Aug-16	Sep-16	Oct-16	Nov-16
Agriculture and forestry primary products	7,9	8,3	20,3	14,9	16,4	7,2
Primary mining and quarrying products	13,2	6,5	24,7	11,9	18,2	24,2
Manufactured food, beverages and tobacco products	32,4	26,5	36,2	21,2	15,6	16,2
Textiles, clothing and leather products	0,6	-8,6	-5,8	28,3	-6,1	3,7
Chemicals, coke, petroleum, rubber, plastic and other mineral products	-4,9	-10,1	-9,3	-3,5	-10,3	-5,2
Basic metals and fabricated metal products	-12,5	-14,3	-5,5	-18,9	-6,5	-2,0
Non-metallic products	-7,6	0,3	-1,8	-8,7	-9,8	-14,2
Electrical machinery, transport machinery and equipment	5,4	-9,7	0,0	-0,5	-2,8	6,2
Motor vehicles, parts and accessories	-1,6	-6,4	3,2	-4,7	-2,9	-3,0
Paper and paper products	-1,7	-4,2	-20,7	-26,0	-34,8	-24,5
Commercial products	-8,9	-2,2	-1,9	-3,6	2,8	23,0
Used household and office products	-3,6	2,1	9,6	14,2	15,3	10,4
Containers	-15,3	-22,3	-20,1	-10,2	-17,0	-17,0
Parcels	24,0	22,1	24,7	24,0	1,2	12,4
Other freight	5,3	6,2	8,8	4,9	5,8	9,2
Total	7,2	2,9	12,2	6,7	6,4	9,8

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

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	23 800	720	59 598	982

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	3,4	-10,1	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	42 918	258	25 735	698	68 653	956
	Feb	45 121	272	25 886	695	71 008	967
	Mar	45 072	280	26 736	706	71 808	986
	Apr	43 618	270	25 622	660	69 240	931
	May	43 880	276	25 531	695	69 412	972
	Jun	42 643	260	25 574	706	68 216	966
	Jul	42 490	281	24 745	709	67 234	991
	Aug	41 757	267	25 800	715	67 558	983
	Sep	40 195	275	24 998	705	65 193	980
	Oct	39 097	267	23 359	709	62 456	975
	Nov	40 100	267	24 733	703	64 834	971
	Dec	38 330	262	23 241	722	61 570	984
2016	Jan	37 325	261	24 223	708	61 548	969
	Feb	35 182	261	24 826	725	60 008	986
	Mar	33 257	253	24 742	714	57 999	967
	Apr	33 922	253	23 987	725	57 908	977
	May	33 887	253	23 149	721	57 036	973
	Jun	33 222	246	23 085	719	56 307	966
	Jul	33 593	251	23 346	701	56 939	951
	Aug	34 165	259	22 605	711	56 770	970
	Sep	34 912	257	24 165	722	59 077	979
	Oct	34 182	254	22 655	698	56 837	952
	Nov	33 614	256	23 280	726	56 894	983

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

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 November 2016 was 81,2%. The improved collection rate for October 2016 was 91,0%.
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</i> (SNA) 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

Technical enquiries

Ho Chun Cheung Telephone number: (012) 310 6360
Email: hochunc@statssa.gov.za

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

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.

Stats SA has copyright on this publication. Users may apply the information as they wish, provided that they acknowledge Stats SA as the source of the basic data wherever they process, apply, utilise, publish or distribute the data: and also that they specify that the relevant application and analysis (where applicable) result from their own processing of the data.

Advance release calendar

A release calendar is disseminated on www.statssa.gov.za

Stats SA products

A complete set of Stats SA publications is available at the Stats SA Library and the following libraries:

National Library of South Africa, Pretoria Division
National Library of South Africa, Cape Town Division
Natal Society Library, Pietermaritzburg
Library of Parliament, Cape Town
Bloemfontein Public Library
Johannesburg Public Library
Eastern Cape Library Services, King William's Town
Central Regional Library, Polokwane
Central Reference Library, Mbombela
Central Reference Collection, Kimberley
Central Reference Library, Mmabatho

Stats SA also provides a subscription service.

Electronic services

A large range of data is available via online services. For more detail about our electronic services, contact Stats SA's user information service at (012) 310 8600.

You can visit us on the internet at: www.statssa.gov.za

General enquiries

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

Postal address	Private Bag X44, Pretoria, 0001
----------------	---------------------------------

Produced by Stats SA