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Freight transportation: results for October 2017

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

	May-17	Jun-17	Jul-17	Aug-17	Sep-17	Oct-17
Freight payload	12,9	11,9	9,3	7,7	4,8	10,1
Freight income	14,5	16,5	13,8	9,5	9,9	12,2

The volume of goods transported (payload) increased by 10,1% in October 2017 compared with October 2016. The corresponding income increased by 12,2% over the same period.

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

Type of commodity	Aug – Oct 2016 (R million)	Weight	Aug – Oct 2017 (R million)	% change between Aug – Oct 2016 and Aug – Oct 2017	Contribution (% points) to the total % change
Agriculture and forestry primary products	2 756	7,6	3 107	12,7	1,0
Primary mining and quarrying products	12 918	35,7	14 195	9,9	3,5
Manufactured food, beverages and tobacco products	4 953	13,7	6 267	26,5	3,6
Textiles, clothing and leather goods	621	1,7	722	16,3	0,3
Chemicals, coke, petroleum, rubber, plastic and other mineral products	3 046	8,4	3 403	11,7	1,0
Basic metals and fabricated metal products	1 329	3,7	1 451	9,2	0,3
Non-metallic products	821	2,3	840	2,3	0,1
Electrical machinery, transport machinery and equipment	540	1,5	536	-0,7	0,0
Motor vehicles, parts and accessories	569	1,6	670	17,8	0,3
Paper and paper products	516	1,4	549	6,4	0,1
Commercial products	622	1,7	681	9,5	0,2
Used household and office products	954	2,6	764	-19,9	-0,5
Containers	1 774	4,9	1 822	2,7	0,1
Parcels	761	2,1	738	-3,0	-0,1
Other freight	4 052	11,2	4 302	6,2	0,7
Total income	36 232	100,0	40 047	10,5	10,5

Income from freight transportation increased by 10,5% in the three months ended October 2017 compared with the three months ended October 2016. The main contributors to this increase were:

- manufactured food, beverages and tobacco products (26,5% and contributing 3,6 percentage points);
- primary mining and quarrying products (9,9% and contributing 3,5 percentage points);
- agriculture and forestry primary products (12,7% and contributing 1,0 percentage point); and
- chemicals, coke, petroleum, rubber, plastic and other mineral products (11,7% and contributing 1,0 percentage point) – see Table B.

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

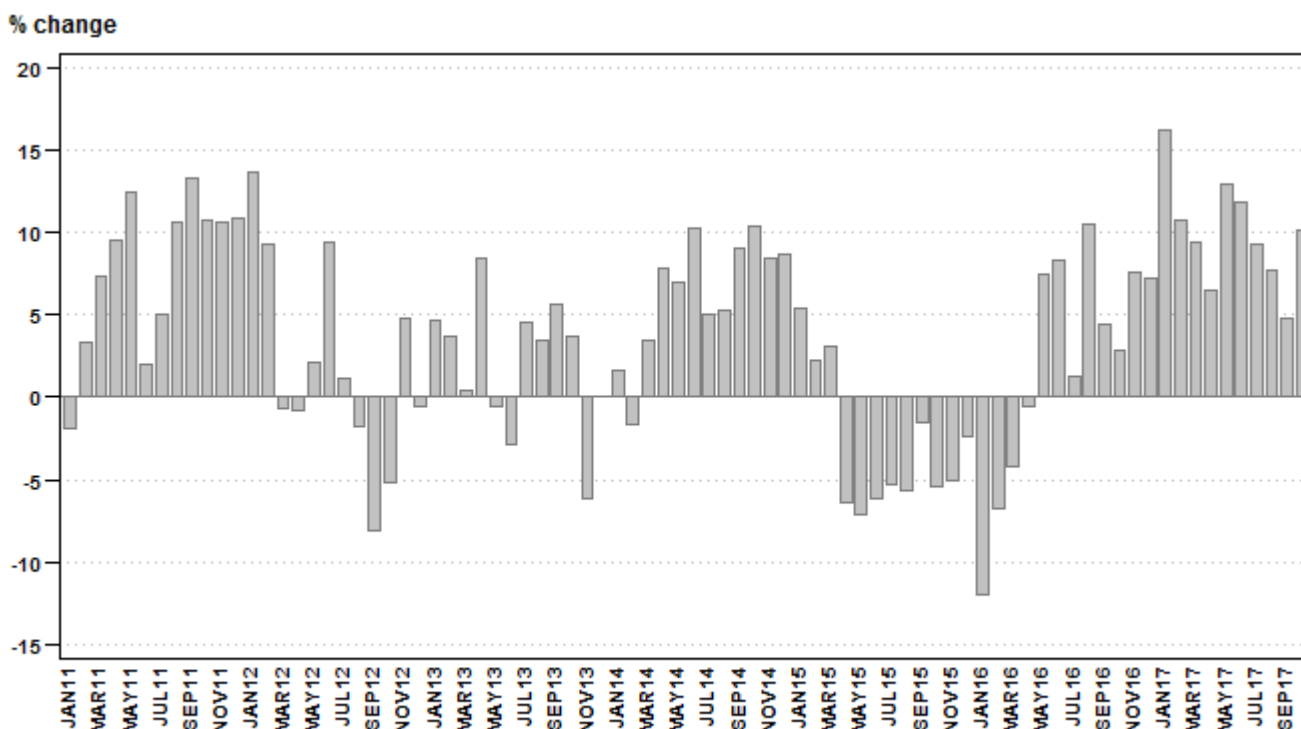


Table C – Seasonally adjusted payload for the latest three months by type of transport

Payload	May – Jul 2017 (000 tons)	Weight	Aug – Oct 2017 (000 tons)	% change between May – Jul 2017 and Aug – Oct 2017	Contribution (% points) to the total % change
Rail	57 154	24,5	58 338	2,1	0,5
Road	175 836	75,5	171 745	-2,3	-1,7
Total	232 990	100,0	230 084	-1,2	-1,2

Seasonally adjusted payload decreased by 1,2% in the three months ended October 2017 compared with the previous three months. Road freight decreased by 2,3% (contributing -1,7 percentage points) while rail freight increased by 2,1% (contributing 0,5 of a percentage point) – see Table C.

Passenger transportation: results for October 2017

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

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

The number of passenger journeys decreased by 10,7% in October 2017 compared with October 2016. The corresponding income increased by 1,1% over the same period.

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

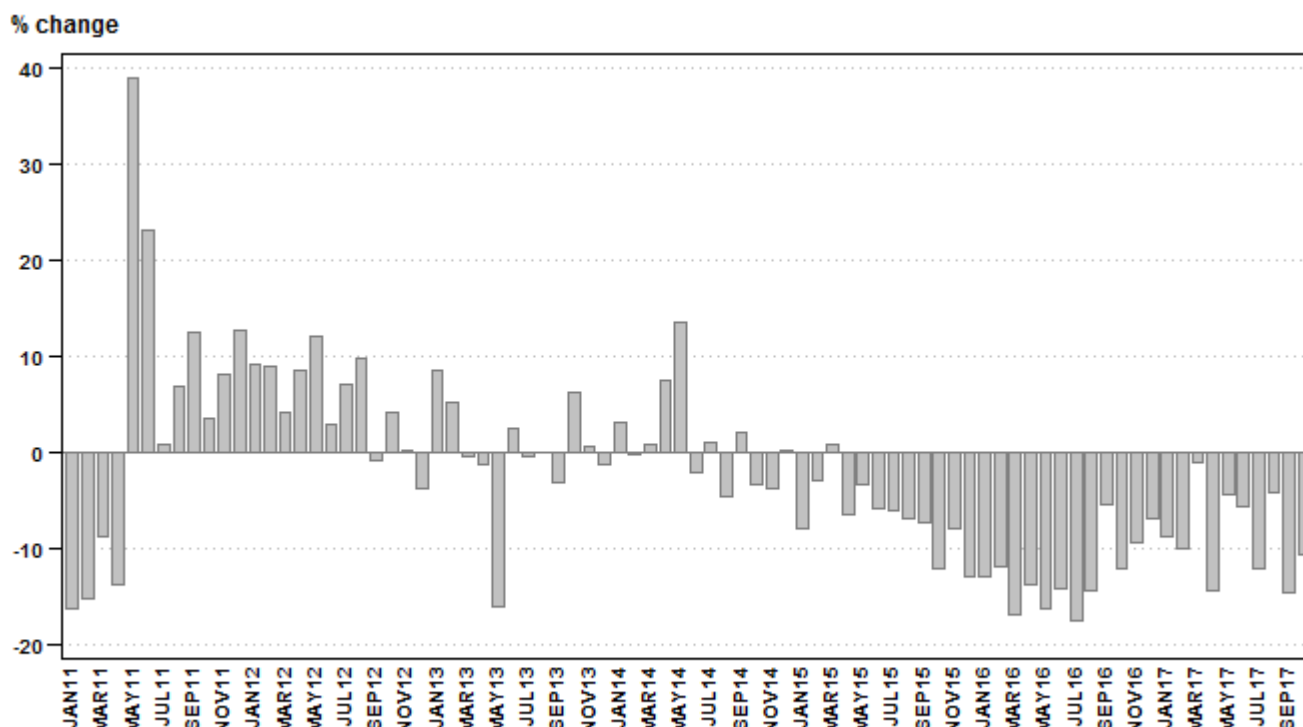


Table E – Seasonally adjusted passenger journeys for the latest three months by type of transport

Passenger journeys	May – Jul 2017 (000)	Weight	Aug – Oct 2017 (000)	% change between May – Jul 2017 and Aug – Oct 2017	Contribution (% points) to the total % change
Rail	81 483	50,8	69 784	-14,4	-7,3
Road	78 795	49,2	83 208	5,6	2,8
Total	160 278	100,0	152 992	-4,5	-4,5

Seasonally adjusted passenger journeys decreased by 4,5% in the three months ended October 2017 compared with the previous three months. Rail passenger journeys decreased by 14,4% (contributing -7,3 percentage points) while road passenger journeys increased by 5,6% (contributing 2,8 percentage points) – see Table E.

Risenga Maluleke
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	16 623	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	17 552	3 326	58 550	9 616	76 102	12 942
	Aug	20 655	3 799	60 125	9 529	80 779	13 328
	Sep	20 107	3 811	59 634	9 576	79 741	13 386
	Oct	19 169	3 605	60 694	9 728	79 863	13 333

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	26,0	7,3	10,1	9,3	13,8
	Aug	3,9	11,1	9,1	8,9	7,7	9,5
	Sep	0,9	13,4	6,2	8,6	4,8	9,9
	Oct	9,8	13,0	10,1	11,9	10,1	12,2

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	17 074	2 856	47 216	7 558	64 290	10 414
	Feb	18 208	3 090	47 733	7 561	65 941	10 651
	Mar	18 532	3 065	49 005	7 871	67 536	10 935
	Apr	18 196	3 198	49 238	7 718	67 434	10 916
	May	19 229	3 274	51 138	8 026	70 367	11 300
	Jun	18 551	3 186	52 838	8 278	71 389	11 464
	Jul	15 221	2 661	52 963	8 427	68 183	11 087
	Aug	19 319	3 257	52 740	8 449	72 059	11 706
	Sep	18 852	3 122	52 757	8 405	71 610	11 527
	Oct	17 446	3 311	53 787	8 461	71 233	11 772
	Nov	19 228	3 335	52 396	8 200	71 623	11 535
	Dec	19 521	3 489	54 044	8 719	73 566	12 208
2017	Jan	18 914	3 327	55 748	9 064	74 662	12 391
	Feb	19 511	3 452	53 639	8 606	73 150	12 059
	Mar	18 735	3 444	52 906	8 548	71 641	11 992
	Apr	19 410	3 472	55 807	8 976	75 217	12 449
	May	19 968	3 544	58 484	9 244	78 452	12 788
	Jun	19 349	3 586	59 418	9 592	78 767	13 177
	Jul	17 837	3 364	57 934	9 406	75 771	12 770
	Aug	20 027	3 602	57 188	9 162	77 216	12 764
	Sep	19 055	3 614	57 090	9 242	76 145	12 856
	Oct	19 256	3 635	57 467	9 282	76 723	12 917

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	-7,0	-4,1	-5,3	-2,7	-5,8	-3,0
	Feb	6,6	8,2	1,1	0,0	2,6	2,3
	Mar	1,8	-0,8	2,7	4,1	2,4	2,7
	Apr	-1,8	4,3	0,5	-1,9	-0,2	-0,2
	May	5,7	2,4	3,9	4,0	4,3	3,5
	Jun	-3,5	-2,7	3,3	3,1	1,5	1,5
	Jul	-18,0	-16,5	0,2	1,8	-4,5	-3,3
	Aug	26,9	22,4	-0,4	0,3	5,7	5,6
	Sep	-2,4	-4,1	0,0	-0,5	-0,6	-1,5
	Oct	-7,5	6,1	2,0	0,7	-0,5	2,1
	Nov	10,2	0,7	-2,6	-3,1	0,5	-2,0
	Dec	1,5	4,6	3,1	6,3	2,7	5,8
2017	Jan	-3,1	-4,6	3,2	4,0	1,5	1,5
	Feb	3,2	3,8	-3,8	-5,1	-2,0	-2,7
	Mar	-4,0	-0,2	-1,4	-0,7	-2,1	-0,6
	Apr	3,6	0,8	5,5	5,0	5,0	3,8
	May	2,9	2,1	4,8	3,0	4,3	2,7
	Jun	-3,1	1,2	1,6	3,8	0,4	3,0
	Jul	-7,8	-6,2	-2,5	-1,9	-3,8	-3,1
	Aug	12,3	7,1	-1,3	-2,6	1,9	0,0
	Sep	-4,9	0,3	-0,2	0,9	-1,4	0,7
	Oct	1,1	0,6	0,7	0,4	0,8	0,5

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

Type of commodity	May-17	Jun-17	Jul-17	Aug-17	Sep-17	Oct-17 1/
Agriculture and forestry primary products	1 042	1 163	1 134	1 111	1 025	971
Primary mining and quarrying products	4 453	4 929	4 347	4 737	4 808	4 650
Manufactured food, beverages and tobacco products	1 926	2 098	2 076	2 031	2 032	2 204
Textiles, clothing and leather products	262	258	240	236	260	226
Chemicals, coke, petroleum, rubber, plastic and other mineral products	1 071	1 210	1 106	1 158	1 138	1 107
Basic metals and fabricated metal products	490	515	462	455	496	500
Non-metallic products	291	261	272	273	284	283
Electrical machinery, transport machinery and equipment	202	191	174	176	179	181
Motor vehicles, parts and accessories	209	208	231	212	231	227
Paper and paper products	179	178	172	178	174	197
Commercial products	221	215	214	225	216	240
Used household and office products	262	278	286	248	252	264
Containers	583	583	564	599	615	608
Parcels	246	268	264	245	239	254
Other freight	1 390	1 403	1 401	1 444	1 436	1 422
Total	12 828	13 757	12 942	13 328	13 386	13 333

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	May-17	Jun-17	Jul-17	Aug-17	Sep-17	Oct-17
Agriculture and forestry primary products	21,0	32,3	26,6	19,1	11,8	7,2
Primary mining and quarrying products	12,3	17,4	14,8	9,9	9,3	10,5
Manufactured food, beverages and tobacco products	22,8	27,0	33,6	19,5	23,6	37,0
Textiles, clothing and leather products	60,7	53,6	29,7	21,6	14,0	13,6
Chemicals, coke, petroleum, rubber, plastic and other mineral products	24,7	14,0	3,4	10,7	10,9	13,7
Basic metals and fabricated metal products	10,1	9,3	1,5	-4,2	14,0	19,3
Non-metallic products	10,2	-1,1	-3,2	1,1	2,5	3,3
Electrical machinery, transport machinery and equipment	15,4	6,1	-0,6	2,3	-0,6	-3,7
Motor vehicles, parts and accessories	17,4	13,0	22,9	9,8	27,6	16,4
Paper and paper products	20,1	11,9	0,0	5,3	1,2	12,6
Commercial products	18,8	16,2	12,6	18,4	0,9	10,1
Used household and office products	-20,1	-11,2	-12,8	-20,5	-15,2	-23,5
Containers	4,3	5,8	-2,8	8,1	-3,0	3,8
Parcels	-0,8	14,0	4,3	-19,9	-2,0	20,4
Other freight	11,1	7,8	10,8	7,3	7,8	3,5
Total	14,5	16,5	13,8	9,5	9,9	12,2

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

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	24 666	800	48 709	1 026
	Aug	26 269	221	29 639	799	55 908	1 020
	Sep	26 448	244	29 109	790	55 557	1 034
	Oct	25 052	238	28 604	813	53 656	1 051

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	4,5	4,2	-12,1	1,1
	Aug	-21,7	-12,0	19,3	3,9	-4,2	0,0
	Sep	-30,4	-11,3	7,2	-5,5	-14,7	-6,9
	Oct	-30,0	-11,5	17,7	5,4	-10,7	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)
2016	Jan	34 835	243	26 587	773	61 422	1 016
	Feb	33 097	249	27 146	790	60 243	1 039
	Mar	31 355	239	26 726	794	58 082	1 033
	Apr	32 979	245	26 281	782	59 261	1 027
	May	32 376	241	25 196	786	57 572	1 027
	Jun	32 368	240	25 068	788	57 437	1 029
	Jul	32 451	245	24 580	765	57 031	1 010
	Aug	33 108	251	23 450	776	56 558	1 026
	Sep	34 096	249	25 030	804	59 127	1 053
	Oct	33 332	248	24 163	760	57 495	1 009
	Nov	32 549	247	24 707	794	57 257	1 041
	Dec	31 796	239	26 499	792	58 294	1 032
2017	Jan	31 684	251	25 130	797	56 813	1 047
	Feb	30 710	236	25 128	801	55 838	1 038
	Mar	29 680	239	26 309	807	55 989	1 046
	Apr	28 881	235	24 636	759	53 517	994
	May	28 792	234	26 409	801	55 201	1 036
	Jun	26 810	226	26 239	793	53 049	1 019
	Jul	25 881	226	26 147	799	52 028	1 025
	Aug	24 056	219	27 848	804	51 904	1 023
	Sep	23 531	223	27 820	760	51 351	983
	Oct	22 197	214	27 540	803	49 737	1 016

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

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	This survey covers enterprises involved in land transportation according to the following type of transportation: <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	Passenger transportation excludes: <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 October 2017 was 78,9%. The improved collection rate for September 2017 was 85,9%.
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 4 245 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 October 2017](#)
- 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 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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