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Department:
Statistics South Africa
REPUBLIC OF SOUTH AFRICA

Private Bag X44, Pretoria, 0001, South Africa, ISibalo House, Koch Street, Salvokop, Pretoria, 0002
www.statssa.gov.za, info@statssa.gov.za, Tel +27 12 310 8911

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The South Africa I know, the home I understand



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Freight transportation: results for September 2019

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

	Apr-19	May-19	Jun-19	Jul-19	Aug-19	Sep-19
Freight payload	4,3	3,0	3,4	-2,6	-2,0	-3,7
Freight income	6,6	4,0	4,2	-0,5	0,5	-2,0

The volume of goods transported (payload) decreased by 3,7% in September 2019 compared with September 2018. The corresponding income decreased by 2,0% over the same period.

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

Type of commodity	Jul – Sep 2018 (R million)	Weight	Jul – Sep 2019 (R million)	% change between Jul – Sep 2018 and Jul – Sep 2019	Contribution (% points) to the total % change
Agriculture and forestry primary products	3 199	7,5	2 905	-9,2	-0,7
Primary mining and quarrying products	14 664	34,3	14 928	1,8	0,6
Manufactured food, beverages and tobacco products	4 921	11,5	4 773	-3,0	-0,3
Textiles, clothing and leather goods	681	1,6	625	-8,2	-0,1
Chemicals, coke, petroleum, rubber, plastic and other mineral products	2 992	7,0	2 821	-5,7	-0,4
Basic metals and fabricated metal products	1 552	3,6	1 189	-23,4	-0,8
Non-metallic products	872	2,0	859	-1,5	0,0
Electrical machinery, transport machinery and equipment	608	1,4	654	7,6	0,1
Motor vehicles, parts and accessories	935	2,2	945	1,1	0,0
Paper and paper products	326	0,8	302	-7,4	-0,1
Commercial products	650	1,5	801	23,2	0,3
Used household and office products	475	1,1	713	50,1	0,6
Containers	2 529	5,9	2 398	-5,2	-0,3
Parcels	749	1,8	903	20,6	0,4
Other freight	7 541	17,7	7 602	0,8	0,1
Total income	42 697	100,0	42 416	-0,7	-0,7

Income from freight transportation decreased by 0,7% in the third quarter of 2019 compared with the third quarter of 2018. The main contributor to this decrease was basic metals and fabricated metal products (-23,4% and contributing -0,8 of a percentage point) – see Table B.

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

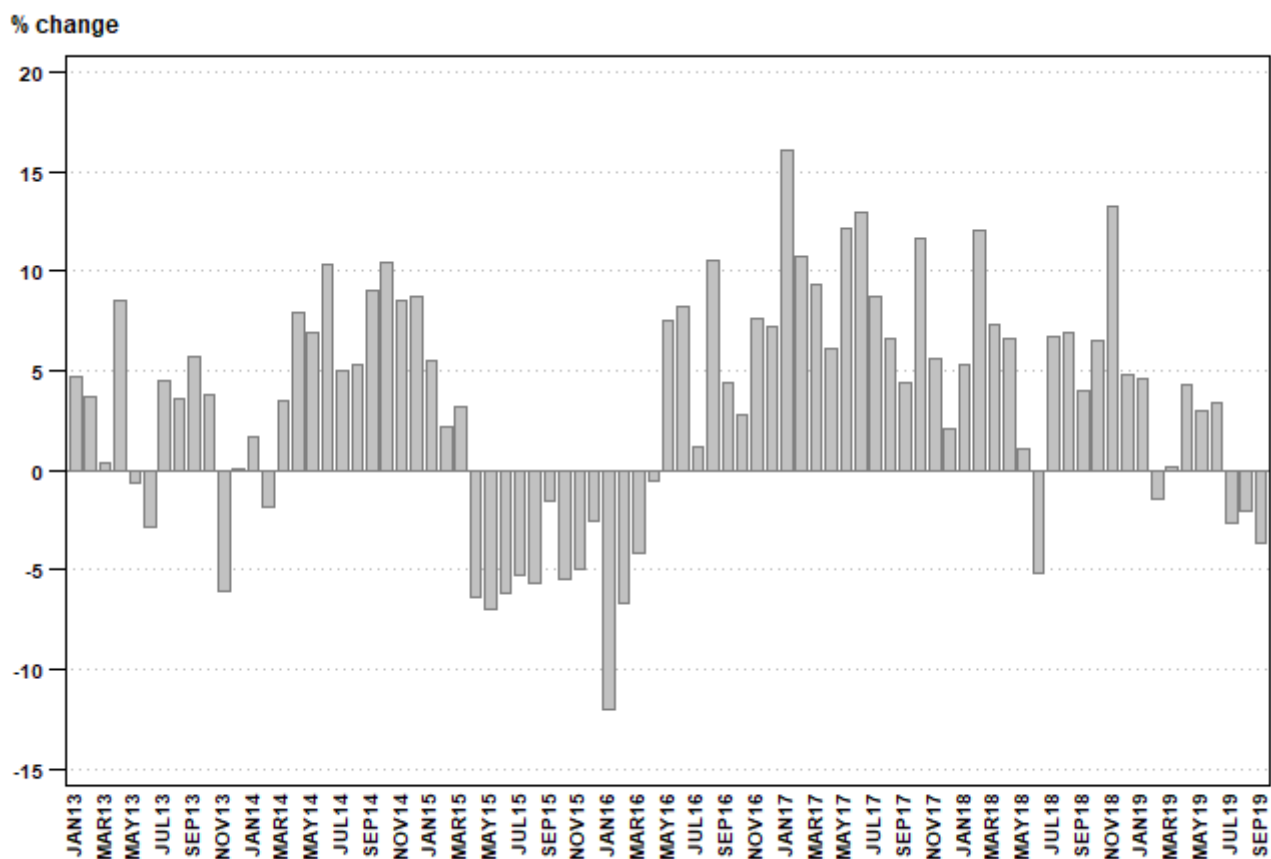


Table C – Seasonally adjusted payload for the latest three months by type of transport

Payload	Apr – Jun 2019 (000 tons)	Weight	Jul – Sep 2019 (000 tons)	% change between Apr – Jun 2019 and Jul – Sep 2019	Contribution (% points) to the total % change
Rail	56 130	23,9	53 725	-4,3	-1,0
Road	178 584	76,1	174 661	-2,2	-1,7
Total	234 713	100,0	228 385	-2,7	-2,7

Seasonally adjusted payload decreased by 2,7% in the third quarter of 2019 compared with the previous quarter. Road freight decreased by 2,2% (contributing -1,7 percentage points) and rail freight decreased by 4,3% (contributing -1,0 percentage point) – see Table C.

Passenger transportation: results for September 2019

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

	Apr-19	May-19	Jun-19	Jul-19	Aug-19	Sep-19
Passenger journeys	-11,4	-5,3	-23,8	-21,2	-19,0	-15,4
Passenger income	15,9	19,8	-0,8	-4,1	3,3	9,1

The number of passenger journeys decreased by 15,4% in September 2019 compared with September 2018. The corresponding income increased by 9,1% over the same period.

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

% change

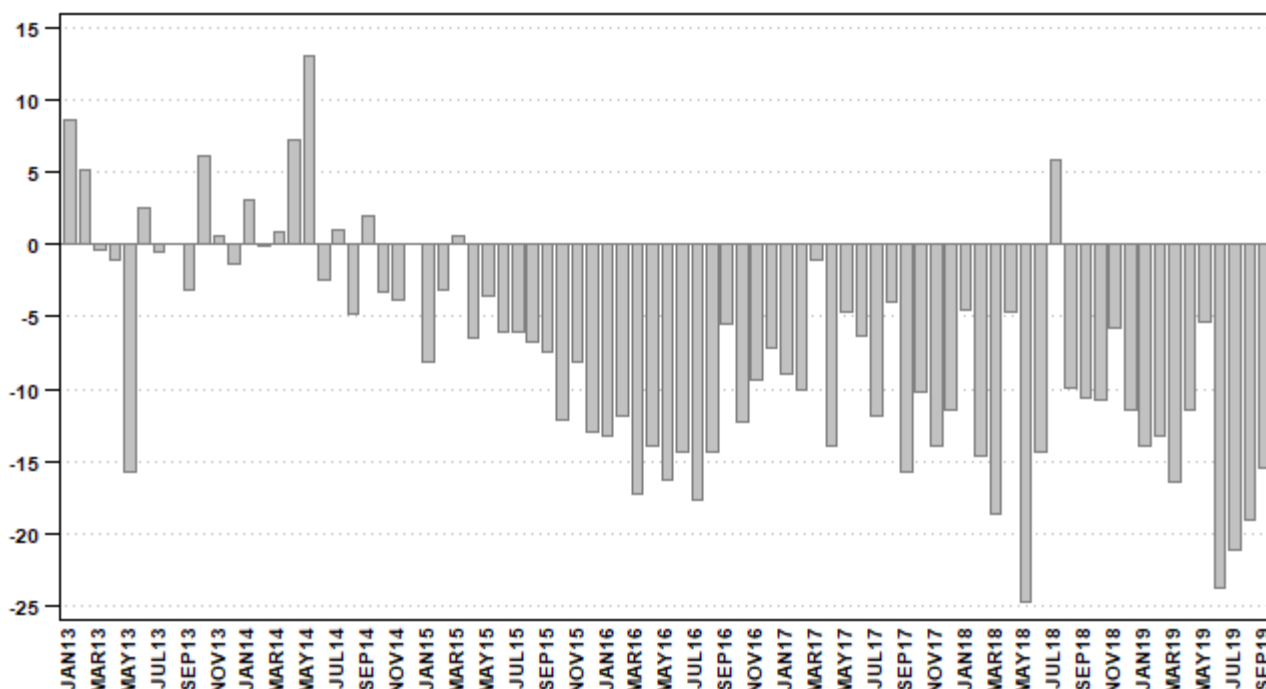


Table E – Seasonally adjusted passenger journeys for the latest three months by type of transport

Passenger journeys	Apr – Jun 2019 (000)	Weight	Jul – Sep 2019 (000)	% change between Apr – Jun 2019 and Jul – Sep 2019	Contribution (% points) to the total % change
Rail	45 175	38,5	39 933	-11,6	-4,5
Road	72 082	61,5	75 007	4,1	2,5
Total	117 258	100,0	114 940	-2,0	-2,0

Seasonally adjusted passenger journeys decreased by 2,0% in the third quarter of 2019 compared with the previous quarter. Rail passenger journeys decreased by 11,6% (contributing -4,5 percentage points) while road passenger journeys increased by 4,1% (contributing 2,5 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)
2018	Jan	17 657	3 390	52 935	9 018	70 592	12 408
	Feb	19 872	3 743	55 893	9 301	75 765	13 044
	Mar	18 222	3 375	57 060	9 595	75 282	12 970
	Apr	18 532	3 652	54 902	9 372	73 434	13 024
	May	18 140	3 600	57 770	9 963	75 910	13 563
	Jun	18 301	3 637	57 624	9 903	75 925	13 540
	Jul	15 781	3 145	62 711	10 626	78 492	13 771
	Aug	19 428	3 755	63 731	10 795	83 159	14 550
	Sep	19 871	3 913	60 572	10 463	80 443	14 376
	Oct	17 111	3 483	66 762	11 519	83 873	15 002
	Nov	19 772	3 942	69 876	11 957	89 648	15 899
	Dec	15 583	3 135	57 068	9 913	72 651	13 048
	Total	218 270	42 770	716 904	122 425	935 174	165 195
2019	Jan	18 652	3 660	55 214	9 575	73 866	13 235
	Feb	18 538	3 686	56 147	9 719	74 685	13 405
	Mar	17 017	3 331	58 422	9 924	75 439	13 255
	Apr	18 999	3 890	57 594	9 993	76 593	13 882
	May	18 322	3 796	59 844	10 308	78 166	14 104
	Jun	18 992	3 845	59 479	10 262	78 470	14 106
	Jul	15 265	3 219	61 169	10 485	76 433	13 704
	Aug	19 164	3 862	62 344	10 765	81 507	14 627
	Sep	19 461	4 012	57 970	10 073	77 431	14 085

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
2018	Jan	-2,7	4,3	8,3	10,1	5,3	8,4
	Feb	2,0	7,8	16,1	14,6	12,0	12,6
	Mar	1,9	6,4	9,1	9,8	7,3	8,9
	Apr	-2,7	4,5	10,1	10,7	6,6	8,9
	May	0,9	7,7	1,2	3,4	1,1	4,5
	Jun	-5,6	-2,7	-5,1	-3,0	-5,2	-2,9
	Jul	-9,0	-5,4	11,5	9,5	6,7	5,7
	Aug	-4,8	-1,2	11,1	12,2	6,9	8,4
	Sep	0,0	2,7	5,4	7,2	4,0	5,9
	Oct	-9,6	-3,4	11,6	13,3	6,5	8,9
	Nov	1,0	6,4	17,3	17,5	13,3	14,5
	Dec	-17,9	-11,3	13,4	13,4	4,8	6,3
	Total	-3,9	1,2	9,0	9,8	5,7	7,4
2019	Jan	5,6	8,0	4,3	6,2	4,6	6,7
	Feb	-6,7	-1,5	0,5	4,5	-1,4	2,8
	Mar	-6,6	-1,3	2,4	3,4	0,2	2,2
	Apr	2,5	6,5	4,9	6,6	4,3	6,6
	May	1,0	5,4	3,6	3,5	3,0	4,0
	Jun	3,8	5,7	3,2	3,6	3,4	4,2
	Jul	-3,3	2,4	-2,5	-1,3	-2,6	-0,5
	Aug	-1,4	2,8	-2,2	-0,3	-2,0	0,5
	Sep	-2,1	2,5	-4,3	-3,7	-3,7	-2,0

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)
2018	Jan	18 282	3 548	58 123	9 919	76 405	13 467
	Feb	19 310	3 675	60 445	10 001	79 755	13 676
	Mar	18 975	3 554	58 697	10 088	77 671	13 642
	Apr	18 347	3 652	57 073	9 702	75 420	13 354
	May	18 815	3 579	56 885	9 786	75 700	13 366
	Jun	17 932	3 526	56 287	9 605	74 219	13 131
	Jul	17 828	3 426	59 928	10 205	77 756	13 631
	Aug	18 330	3 577	60 066	10 267	78 396	13 844
	Sep	18 573	3 674	60 309	10 466	78 882	14 139
	Oct	17 754	3 554	62 168	10 704	79 922	14 258
	Nov	18 541	3 742	63 670	10 878	82 211	14 620
	Dec	15 695	3 297	62 768	10 667	78 463	13 964
2019	Jan	19 281	3 755	60 241	10 479	79 521	14 234
	Feb	17 905	3 609	60 601	10 436	78 506	14 045
	Mar	17 831	3 669	59 243	10 242	77 074	13 911
	Apr	18 733	3 698	60 294	10 452	79 027	14 150
	May	18 793	3 814	58 728	10 116	77 521	13 929
	Jun	18 604	3 737	59 562	10 261	78 165	13 998
	Jul	17 565	3 594	58 095	9 961	75 659	13 555
	Aug	18 024	3 666	59 465	10 286	77 489	13 952
	Sep	18 136	3 759	57 101	10 001	75 237	13 761

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
2018	Jan	-3,8	-2,9	7,2	7,2	4,4	4,4
	Feb	5,6	3,6	4,0	0,8	4,4	1,6
	Mar	-1,7	-3,3	-2,9	0,9	-2,6	-0,2
	Apr	-3,3	2,8	-2,8	-3,8	-2,9	-2,1
	May	2,6	-2,0	-0,3	0,9	0,4	0,1
	Jun	-4,7	-1,5	-1,1	-1,8	-2,0	-1,8
	Jul	-0,6	-2,8	6,5	6,2	4,8	3,8
	Aug	2,8	4,4	0,2	0,6	0,8	1,6
	Sep	1,3	2,7	0,4	1,9	0,6	2,1
	Oct	-4,4	-3,3	3,1	2,3	1,3	0,8
	Nov	4,4	5,3	2,4	1,6	2,9	2,5
	Dec	-15,3	-11,9	-1,4	-1,9	-4,6	-4,5
2019	Jan	22,8	13,9	-4,0	-1,8	1,3	1,9
	Feb	-7,1	-3,9	0,6	-0,4	-1,3	-1,3
	Mar	-0,4	1,7	-2,2	-1,9	-1,8	-1,0
	Apr	5,1	0,8	1,8	2,1	2,5	1,7
	May	0,3	3,1	-2,6	-3,2	-1,9	-1,6
	Jun	-1,0	-2,0	1,4	1,4	0,8	0,5
	Jul	-5,6	-3,8	-2,5	-2,9	-3,2	-3,2
	Aug	2,6	2,0	2,4	3,3	2,4	2,9
	Sep	0,6	2,5	-4,0	-2,8	-2,9	-1,4

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

Type of commodity	Apr-19	May-19	Jun-19	Jul-19	Aug-19	Sep-19 1/
Agriculture and forestry primary products	846	962	924	962	1 042	901
Primary mining and quarrying products	5 170	5 238	5 207	4 630	5 173	5 125
Manufactured food, beverages and tobacco products	1 380	1 487	1 512	1 599	1 574	1 600
Textiles, clothing and leather products	221	231	196	192	204	229
Chemicals, coke, petroleum, rubber, plastic and other mineral products	907	913	920	956	990	875
Basic metals and fabricated metal products	517	486	506	437	384	368
Non-metallic products	302	294	301	293	280	286
Electrical machinery, transport machinery and equipment	209	202	194	210	227	217
Motor vehicles, parts and accessories	284	278	291	318	308	319
Paper and paper products	104	97	102	102	102	98
Commercial products	226	218	211	254	254	293
Used household and office products	174	173	182	190	322	201
Containers	770	720	763	761	875	762
Parcels	259	259	281	287	322	294
Other freight	2 516	2 547	2 516	2 513	2 571	2 518
Total	13 882	14 104	14 106	13 704	14 627	14 085

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	Apr-19	May-19	Jun-19	Jul-19	Aug-19	Sep-19
Agriculture and forestry primary products	-12,1	-8,2	-9,3	-10,9	-6,7	-10,1
Primary mining and quarrying products	11,1	13,3	13,4	4,7	1,5	-0,4
Manufactured food, beverages and tobacco products	-7,0	-4,5	-9,4	-3,7	-4,0	-1,3
Textiles, clothing and leather products	3,3	6,9	-9,7	-10,3	-9,7	-5,0
Chemicals, coke, petroleum, rubber, plastic and other mineral products	-1,8	-4,1	0,8	-5,7	-5,1	-6,4
Basic metals and fabricated metal products	6,4	-1,6	6,3	-10,5	-22,4	-35,3
Non-metallic products	-7,4	-8,1	-8,2	0,3	-5,7	1,1
Electrical machinery, transport machinery and equipment	5,6	-18,5	-8,1	6,1	9,1	7,4
Motor vehicles, parts and accessories	11,4	-2,1	-3,3	-3,0	-1,9	8,9
Paper and paper products	8,3	-10,2	-8,1	-5,6	-10,5	-5,8
Commercial products	17,1	5,8	6,0	18,1	22,1	29,1
Used household and office products	20,8	24,5	9,0	20,3	109,1	23,3
Containers	6,6	-8,0	-1,9	-3,7	1,7	-13,3
Parcels	4,9	13,6	20,6	14,8	27,3	19,5
Other freight	18,6	8,2	8,3	-1,5	1,9	2,2
Total	6,6	4,0	4,2	-0,5	0,5	-2,0

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

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)
2018	Jan	19 140	211	27 586	858	46 726	1 069
	Feb	21 165	207	27 141	755	48 306	962
	Mar	21 989	214	28 921	853	50 910	1 067
	Apr	26 004	228	20 005	652	46 009	880
	May	21 222	209	19 851	615	41 073	824
	Jun	21 648	202	24 036	769	45 684	971
	Jul	24 554	209	26 183	846	50 737	1 055
	Aug	22 782	179	26 769	800	49 551	979
	Sep	21 257	212	26 900	815	48 157	1 027
	Oct	20 401	221	26 902	855	47 303	1 076
	Nov	20 633	201	27 033	847	47 666	1 048
	Dec	12 618	141	22 586	846	35 204	987
	Total	253 413	2 434	303 913	9 511	557 326	11 945
2019	Jan	16 012	204	24 212	832	40 224	1 036
	Feb	18 585	194	23 360	739	41 945	933
	Mar	18 107	200	24 392	829	42 499	1 029
	Apr	15 965	176	24 779	844	40 744	1 020
	May	14 236	186	24 645	801	38 881	987
	Jun	14 268	165	20 523	798	34 791	963
	Jul	14 246	179	25 754	833	40 000	1 012
	Aug	14 644	192	25 507	819	40 151	1 011
	Sep	13 705	187	27 034	933	40 739	1 120

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
2018	Jan	-28,3	-14,6	23,9	12,5	-4,5	5,8
	Feb	-34,1	-16,2	10,7	-1,2	-14,7	-4,8
	Mar	-35,1	-17,1	0,9	-3,0	-18,6	-6,2
	Apr	-2,5	2,2	-7,5	-9,8	-4,7	-7,0
	May	-26,3	-7,5	-23,0	-21,0	-24,7	-17,9
	Jun	-22,5	-1,5	-5,4	-0,5	-14,4	-0,7
	Jul	2,1	-7,5	9,7	4,2	5,9	1,6
	Aug	-13,3	-16,7	-6,8	-1,5	-9,9	-4,7
	Sep	-13,4	-6,2	-8,2	-3,1	-10,6	-3,7
	Oct	-20,3	-2,2	-1,8	4,7	-10,7	3,2
	Nov	-10,9	-3,4	-1,5	4,4	-5,8	2,8
	Dec	-19,6	5,2	-6,0	3,2	-11,4	3,5
	Total	-19,6	-7,8	-1,7	-0,9	-10,7	-2,4
2019	Jan	-16,3	-3,3	-12,2	-3,0	-13,9	-3,1
	Feb	-12,2	-6,3	-13,9	-2,1	-13,2	-3,0
	Mar	-17,7	-6,5	-15,7	-2,8	-16,5	-3,6
	Apr	-38,6	-22,8	23,9	29,4	-11,4	15,9
	May	-32,9	-11,0	24,1	30,2	-5,3	19,8
	Jun	-34,1	-18,3	-14,6	3,8	-23,8	-0,8
	Jul	-42,0	-14,4	-1,6	-1,5	-21,2	-4,1
	Aug	-35,7	7,3	-4,7	2,4	-19,0	3,3
	Sep	-35,5	-11,8	0,5	14,5	-15,4	9,1

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)
2018	Jan	23 379	207	28 758	870	52 137	1 077
	Feb	19 864	201	27 053	800	46 917	1 001
	Mar	20 651	197	26 604	797	47 255	994
	Apr	25 402	234	21 798	696	47 200	930
	May	20 684	211	19 450	636	40 134	847
	Jun	21 693	222	24 619	783	46 312	1 005
	Jul	24 444	205	26 207	840	50 651	1 045
	Aug	20 879	173	25 181	807	46 061	980
	Sep	19 931	201	25 749	767	45 680	968
	Oct	18 257	199	26 042	840	44 299	1 039
	Nov	18 302	192	26 052	840	44 354	1 032
	Dec	21 372	195	26 168	831	47 541	1 027
2019	Jan	18 353	197	25 434	839	43 787	1 035
	Feb	17 364	189	23 320	788	40 684	978
	Mar	16 014	188	22 460	779	38 473	967
	Apr	16 639	180	26 083	885	42 723	1 065
	May	13 951	184	24 244	823	38 195	1 007
	Jun	14 585	187	21 755	815	36 340	1 002
	Jul	14 455	176	25 601	826	40 056	1 001
	Aug	12 808	187	24 457	828	37 265	1 015
	Sep	12 670	172	24 949	884	37 619	1 056

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
2018	Jan	-1,5	11,3	4,0	7,9	1,5	8,6
	Feb	-15,0	-2,9	-5,9	-8,0	-10,0	-7,1
	Mar	4,0	-2,0	-1,7	-0,4	0,7	-0,7
	Apr	23,0	18,8	-18,1	-12,7	-0,1	-6,4
	May	-18,6	-9,8	-10,8	-8,6	-15,0	-8,9
	Jun	4,9	5,2	26,6	23,1	15,4	18,7
	Jul	12,7	-7,7	6,5	7,3	9,4	4,0
	Aug	-14,6	-15,6	-3,9	-3,9	-9,1	-6,2
	Sep	-4,5	16,2	2,3	-5,0	-0,8	-1,2
	Oct	-8,4	-1,0	1,1	9,5	-3,0	7,3
	Nov	0,2	-3,5	0,0	0,0	0,1	-0,7
	Dec	16,8	1,6	0,4	-1,1	7,2	-0,5
2019	Jan	-14,1	1,0	-2,8	1,0	-7,9	0,8
	Feb	-5,4	-4,1	-8,3	-6,1	-7,1	-5,5
	Mar	-7,8	-0,5	-3,7	-1,1	-5,4	-1,1
	Apr	3,9	-4,3	16,1	13,6	11,0	10,1
	May	-16,2	2,2	-7,1	-7,0	-10,6	-5,4
	Jun	4,5	1,6	-10,3	-1,0	-4,9	-0,5
	Jul	-0,9	-5,9	17,7	1,3	10,2	-0,1
	Aug	-11,4	6,3	-4,5	0,2	-7,0	1,4
	Sep	-1,1	-8,0	2,0	6,8	0,9	4,0

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 2019 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 September 2019 was 86,4%. The improved collection rate for August 2019 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 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 705 enterprises from a population of 4 329 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 2019 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	1 141 401	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 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* (SIC), Fifth Edition, 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

Technical enquiries

Kagisho Mathabatha Telephone number: (012) 310 2153
Email: kagishoma@statssa.gov.za

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

