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## Freight transportation: results for April 2019

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

	Nov-18	Dec-18	Jan-19	Feb-19	Mar-19	Apr-19
Freight payload	13,3	5,2	4,1	-1,9	1,4	3,6
Freight income	13,3	6,4	5,0	1,4	2,1	4,1

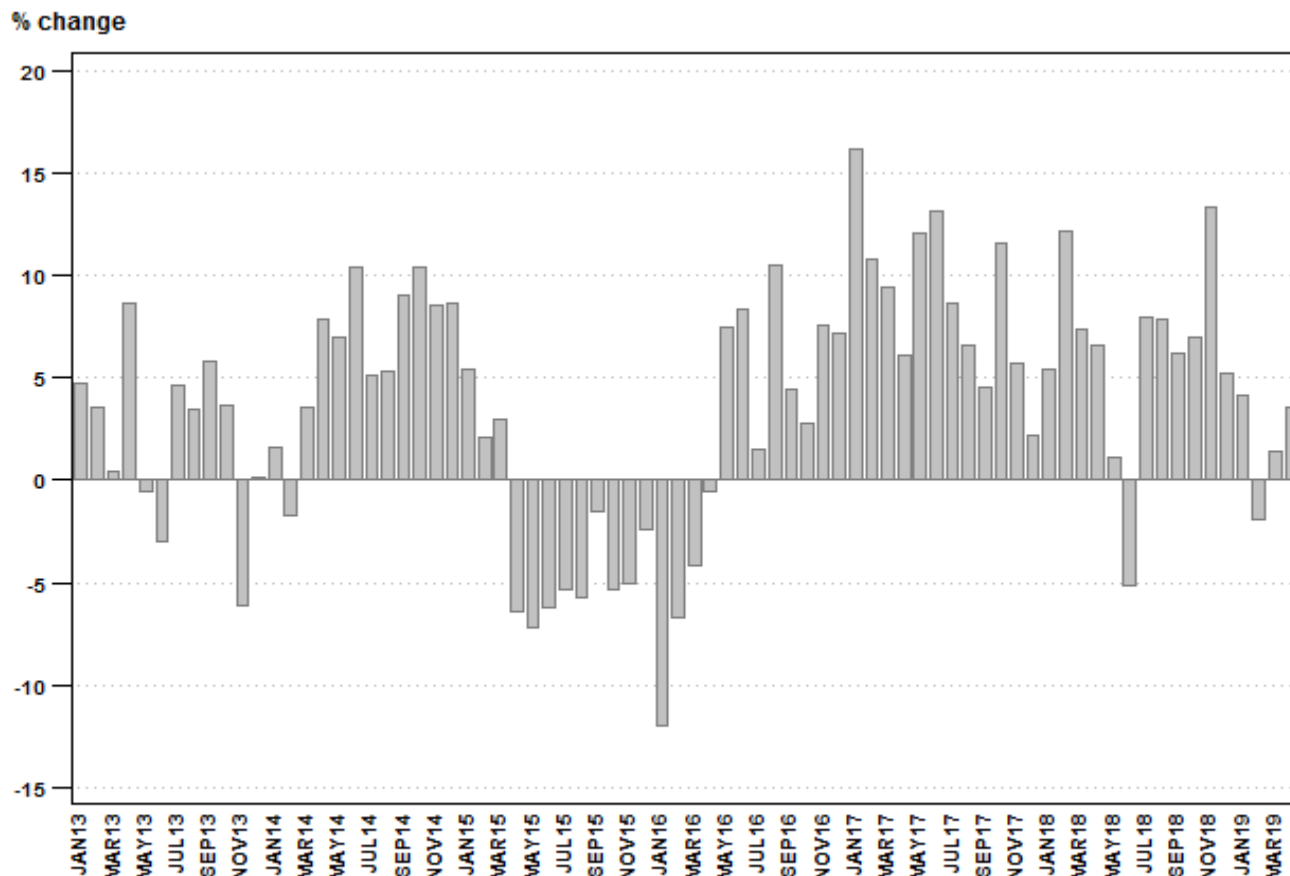
The volume of goods transported (payload) increased by 3,6% in April 2019 compared with April 2018. The corresponding income increased by 4,1% over the same period.

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

Type of commodity	Feb – Apr 2018 (R million)	Weight	Feb – Apr 2019 (R million)	% change between Feb – Apr 2018 and Feb – Apr 2019	Contribution (% points) to the total % change
Agriculture and forestry primary products	3 131	8,1	2 777	-11,3	-0,9
Primary mining and quarrying products	14 031	36,4	15 513	10,6	3,9
Manufactured food, beverages and tobacco products	4 971	12,9	4 764	-4,2	-0,5
Textiles, clothing and leather goods	636	1,6	584	-8,2	-0,1
Chemicals, coke, petroleum, rubber, plastic and other mineral products	3 127	8,1	2 778	-11,2	-0,9
Basic metals and fabricated metal products	1 520	3,9	1 476	-2,9	-0,1
Non-metallic products	908	2,4	810	-10,8	-0,3
Electrical machinery, transport machinery and equipment	537	1,4	484	-9,9	-0,1
Motor vehicles, parts and accessories	769	2,0	889	15,6	0,3
Paper and paper products	312	0,8	286	-8,3	-0,1
Commercial products	707	1,8	839	18,7	0,3
Used household and office products	818	2,1	1 019	24,6	0,5
Containers	1 884	4,9	2 034	8,0	0,4
Parcels	606	1,6	615	1,5	0,0
Other freight	4 626	12,0	4 683	1,2	0,1
<b>Total income</b>	<b>38 585</b>	<b>100,0</b>	<b>39 552</b>	<b>2,5</b>	<b>2,5</b>

Income from freight transportation increased by 2,5% in the three months ended April 2019 compared with the three months ended April 2018. The main contributor to this increase was primary mining and quarrying products (10,6% and contributing 3,9 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	Nov 2018 – Jan 2019 (000 tons)	Weight	Feb – Apr 2019 (000 tons)	% change between Nov 2018 – Jan 2019 and Feb – Apr 2019	Contribution (% points) to the total % change
Rail	53 339	21,5	54 195	1,6	0,3
Road	194 396	78,5	189 119	-2,7	-2,1
<b>Total</b>	<b>247 734</b>	<b>100,0</b>	<b>243 315</b>	<b>-1,8</b>	<b>-1,8</b>

Seasonally adjusted payload decreased by 1,8% in the three months ended April 2019 compared with the previous three months. Road freight decreased by 2,7% (contributing -2,1 percentage points) while rail freight increased by 1,6% (contributing 0,3 of a percentage point) – see Table C.

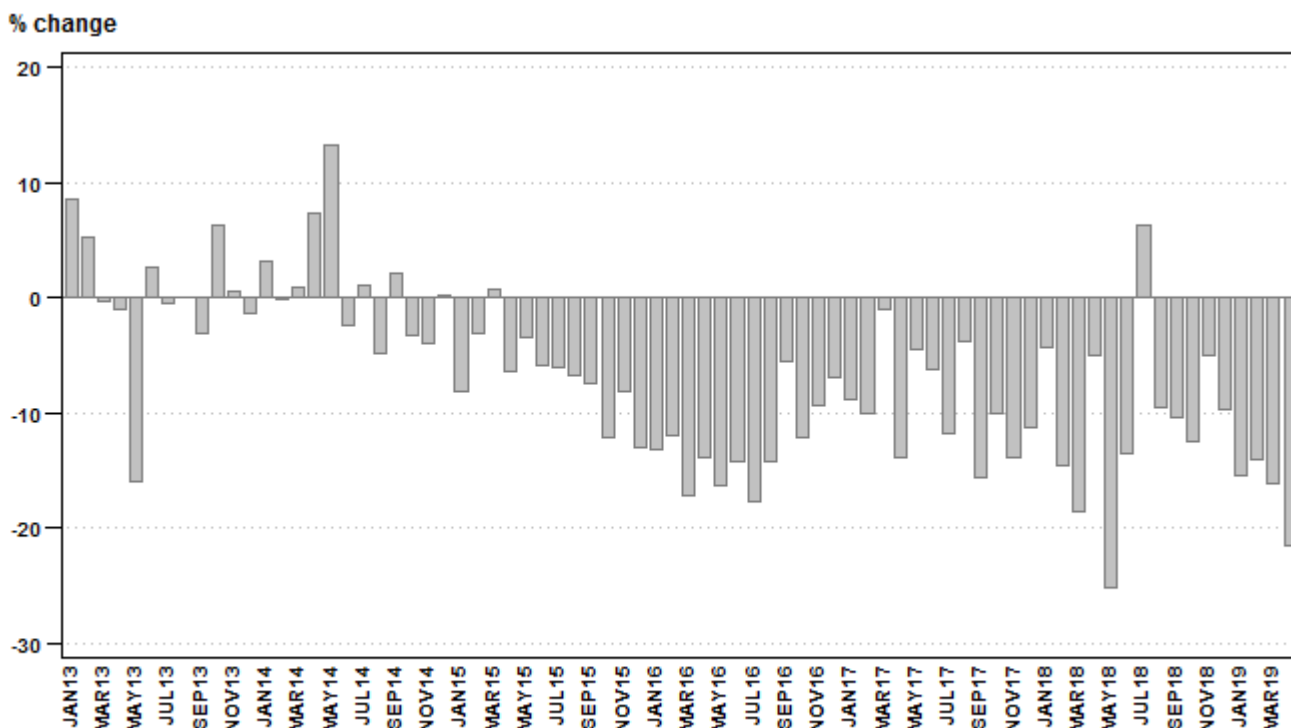
**Passenger transportation: results for April 2019**

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

	Nov-18	Dec-18	Jan-19	Feb-19	Mar-19	Apr-19
Passenger journeys	-5,0	-9,7	-15,5	-14,0	-16,1	-21,5
Passenger income	3,0	3,6	-3,5	-3,3	-4,3	4,6

The number of passenger journeys decreased by 21,5% in April 2019 compared with April 2018. The corresponding income increased by 4,6% 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	Nov 2018 – Jan 2019 (000)	Weight	Feb – Apr 2019 (000)	% change between Nov 2018 – Jan 2019 and Feb – Apr 2019	Contribution (% points) to the total % change
Rail	58 369	42,5	51 161	-12,3	-5,2
Road	78 967	57,5	67 795	-14,1	-8,1
<b>Total</b>	<b>137 335</b>	<b>100,0</b>	<b>118 957</b>	<b>-13,4</b>	<b>-13,4</b>

Seasonally adjusted passenger journeys decreased by 13,4% in the three months ended April 2019 compared with the previous three months. Road passenger journeys decreased by 14,1% (contributing -8,1 percentage points) and rail passenger journeys decreased by 12,3% (contributing -5,2 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	17 582	3 351	55 361	8 915	72 943	12 266
	Feb	19 786	3 700	58 455	9 195	78 241	12 895
	Mar	18 144	3 336	59 675	9 486	77 819	12 822
	Apr	18 460	3 612	57 341	9 256	75 800	12 868
	May	18 060	3 558	60 385	9 815	78 445	13 373
	Jun	18 218	3 593	60 374	9 835	78 592	13 428
	Jul	15 709	3 104	66 450	10 570	82 159	13 674
	Aug	19 343	3 708	67 270	10 713	86 613	14 421
	Sep	19 809	3 875	65 039	10 552	84 848	14 427
	Oct	17 043	3 443	70 088	11 304	87 131	14 746
	Nov	19 709	3 903	72 948	11 654	92 658	15 557
	Dec	15 538	3 105	59 724	9 807	75 262	12 912
	<b>Total</b>	<b>217 401</b>	<b>42 288</b>	<b>753 110</b>	<b>121 102</b>	<b>970 511</b>	<b>163 389</b>
2019	Jan	18 565	3 613	57 340	9 264	75 904	12 878
	Feb	18 459	3 644	58 323	9 428	76 782	13 072
	Mar	16 932	3 285	61 999	9 804	78 930	13 089
	Apr	18 939	3 854	59 614	9 538	78 552	13 391

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	5,4	8,4
	Feb	2,0	7,7	16,1	14,6	12,2	12,6
	Mar	1,9	6,4	9,1	9,8	7,4	8,9
	Apr	-2,6	4,5	9,9	10,6	6,6	8,8
	May	0,9	7,7	1,1	3,1	1,1	4,3
	Jun	-5,7	-2,7	-4,9	-2,5	-5,1	-2,6
	Jul	-9,0	-5,6	13,0	10,2	8,0	6,1
	Aug	-4,8	-1,3	12,1	12,6	7,9	8,7
	Sep	0,2	2,9	8,2	9,3	6,2	7,5
	Oct	-9,6	-3,4	12,0	12,5	7,0	8,3
	Nov	1,1	6,6	17,1	15,8	13,3	13,3
	Dec	-17,8	-11,1	13,4	13,5	5,2	6,4
	<b>Total</b>	<b>-3,8</b>	<b>1,3</b>	<b>9,5</b>	<b>9,8</b>	<b>6,2</b>	<b>7,5</b>
2019	Jan	5,6	7,8	3,6	3,9	4,1	5,0
	Feb	-6,7	-1,5	-0,2	2,5	-1,9	1,4
	Mar	-6,7	-1,5	3,9	3,4	1,4	2,1
	Apr	2,6	6,7	4,0	3,0	3,6	4,1

**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	18 284	3 494	60 420	9 837	78 705	13 331
	Feb	19 209	3 629	63 515	9 921	82 724	13 549
	Mar	18 870	3 514	61 467	9 946	80 337	13 460
	Apr	18 264	3 610	59 854	9 644	78 117	13 255
	May	19 063	3 649	59 469	9 648	78 532	13 297
	Jun	17 997	3 484	59 667	9 586	77 664	13 069
	Jul	17 333	3 304	63 325	10 092	80 657	13 397
	Aug	18 243	3 536	63 602	10 233	81 844	13 769
	Sep	18 512	3 653	63 977	10 438	82 489	14 091
	Oct	17 653	3 501	65 004	10 482	82 657	13 984
	Nov	18 462	3 704	66 422	10 630	84 883	14 333
	Dec	15 598	3 242	65 610	10 502	81 208	13 744
2019	Jan	19 279	3 698	62 364	10 204	81 643	13 902
	Feb	17 815	3 564	63 301	10 167	81 117	13 730
	Mar	17 714	3 612	62 619	10 044	80 333	13 656
	Apr	18 666	3 655	63 199	10 128	81 865	13 783

**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	-3,1	-2,9	6,7	8,1	4,2	5,0
	Feb	5,1	3,9	5,1	0,9	5,1	1,6
	Mar	-1,8	-3,2	-3,2	0,3	-2,9	-0,7
	Apr	-3,2	2,7	-2,6	-3,0	-2,8	-1,5
	May	4,4	1,1	-0,6	0,0	0,5	0,3
	Jun	-5,6	-4,5	0,3	-0,6	-1,1	-1,7
	Jul	-3,7	-5,2	6,1	5,3	3,9	2,5
	Aug	5,3	7,0	0,4	1,4	1,5	2,8
	Sep	1,5	3,3	0,6	2,0	0,8	2,3
	Oct	-4,6	-4,2	1,6	0,4	0,2	-0,8
	Nov	4,6	5,8	2,2	1,4	2,7	2,5
	Dec	-15,5	-12,5	-1,2	-1,2	-4,3	-4,1
2019	Jan	23,6	14,1	-4,9	-2,8	0,5	1,1
	Feb	-7,6	-3,6	1,5	-0,4	-0,6	-1,2
	Mar	-0,6	1,3	-1,1	-1,2	-1,0	-0,5
	Apr	5,4	1,2	0,9	0,8	1,9	0,9

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

Type of commodity	Nov-18	Dec-18	Jan-19	Feb-19	Mar-19	Apr-19 1/
Agriculture and forestry primary products	1 269	968	951	952	909	916
Primary mining and quarrying products	5 774	4 637	4 982	5 020	5 040	5 453
Manufactured food, beverages and tobacco products	1 950	1 806	1 705	1 593	1 666	1 505
Textiles, clothing and leather products	216	202	163	174	189	221
Chemicals, coke, petroleum, rubber, plastic and other mineral products	1 252	1 077	948	900	956	922
Basic metals and fabricated metal products	601	491	480	510	489	477
Non-metallic products	345	278	250	251	271	288
Electrical machinery, transport machinery and equipment	196	158	134	152	153	179
Motor vehicles, parts and accessories	366	296	284	313	305	271
Paper and paper products	129	98	108	99	90	97
Commercial products	282	232	200	267	274	298
Used household and office products	410	350	340	326	363	330
Containers	734	588	692	712	655	667
Parcels	225	213	161	192	204	219
Other freight	1 808	1 520	1 478	1 610	1 525	1 548
<b>Total</b>	<b>15 557</b>	<b>12 912</b>	<b>12 878</b>	<b>13 072</b>	<b>13 089</b>	<b>13 391</b>

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	Nov-18	Dec-18	Jan-19	Feb-19	Mar-19	Apr-19
Agriculture and forestry primary products	17,7	3,8	-4,1	-12,5	-8,9	-12,3
Primary mining and quarrying products	23,5	9,8	15,2	4,8	11,9	15,1
Manufactured food, beverages and tobacco products	-7,1	-1,0	-3,9	-1,9	-5,3	-5,2
Textiles, clothing and leather products	-3,1	-3,8	-8,9	-9,8	-9,1	-6,0
Chemicals, coke, petroleum, rubber, plastic and other mineral products	13,4	11,7	-2,9	-10,9	-10,1	-12,5
Basic metals and fabricated metal products	6,6	6,7	-0,8	3,4	-3,6	-8,3
Non-metallic products	5,8	-2,5	-6,7	-15,2	-8,4	-8,9
Electrical machinery, transport machinery and equipment	-6,2	-0,6	-16,3	-10,6	-21,9	4,7
Motor vehicles, parts and accessories	24,5	23,8	32,1	26,7	20,6	0,7
Paper and paper products	-3,7	-10,9	-0,9	-8,3	-14,3	-2,0
Commercial products	-10,8	-0,4	1,0	16,6	14,6	24,7
Used household and office products	61,4	23,2	29,3	16,0	26,9	31,5
Containers	24,4	9,5	11,3	13,2	4,0	6,7
Parcels	4,7	3,4	-13,4	-6,3	1,0	10,1
Other freight	10,1	3,5	-2,6	5,2	-3,1	1,8
<b>Total</b>	<b>13,3</b>	<b>6,4</b>	<b>5,0</b>	<b>1,4</b>	<b>2,1</b>	<b>4,1</b>

**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	Nov-18	Dec-18	Jan-19	Feb-19	Mar-19	Apr-19
Agriculture and forestry primary products	1,4	0,3	-0,3	-1,1	-0,7	-1,0
Primary mining and quarrying products	8,0	3,4	5,4	1,8	4,2	5,6
Manufactured food, beverages and tobacco products	-1,1	-0,2	-0,6	-0,2	-0,7	-0,6
Textiles, clothing and leather products	-0,1	-0,1	-0,1	-0,1	-0,1	-0,1
Chemicals, coke, petroleum, rubber, plastic and other mineral products	1,1	0,9	-0,2	-0,9	-0,8	-1,0
Basic metals and fabricated metal products	0,3	0,3	0,0	0,1	-0,1	-0,3
Non-metallic products	0,1	-0,1	-0,1	-0,3	-0,2	-0,2
Electrical machinery, transport machinery and equipment	-0,1	0,0	-0,2	-0,1	-0,3	0,1
Motor vehicles, parts and accessories	0,5	0,5	0,6	0,5	0,4	0,0
Paper and paper products	0,0	-0,1	0,0	-0,1	-0,1	0,0
Commercial products	-0,2	0,0	0,0	0,3	0,3	0,5
Used household and office products	1,1	0,5	0,6	0,3	0,6	0,6
Containers	1,0	0,4	0,6	0,6	0,2	0,3
Parcels	0,1	0,1	-0,2	-0,1	0,0	0,2
Other freight	1,2	0,4	-0,3	0,6	-0,4	0,2
<b>Total</b>	<b>13,3</b>	<b>6,4</b>	<b>5,0</b>	<b>1,4</b>	<b>2,1</b>	<b>4,1</b>



**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	28 029	857	47 169	1 068
	Feb	21 165	207	27 577	754	48 742	961
	Mar	21 989	214	29 385	851	51 374	1 065
	Apr	26 004	228	20 197	651	46 201	879
	May	21 222	209	19 941	612	41 163	821
	Jun	21 648	202	24 780	768	46 428	970
	Jul	24 554	209	26 751	837	51 305	1 046
	Aug	22 782	179	27 332	831	50 114	1 010
	Sep	21 257	212	27 405	798	48 662	1 010
	Oct	20 401	221	26 347	851	46 748	1 072
	Nov	20 633	201	27 819	848	48 452	1 049
	Dec	12 618	141	23 622	846	36 240	987
	<b>Total</b>	<b>253 413</b>	<b>2 434</b>	<b>309 185</b>	<b>9 504</b>	<b>562 598</b>	<b>11 938</b>
2019	Jan	16 012	204	23 864	827	39 876	1 031
	Feb	18 585	194	23 328	735	41 913	929
	Mar	18 107	200	25 001	819	43 108	1 019
	Apr	15 965	176	20 311	743	36 276	919

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	12,6	-4,3	6,0
	Feb	-34,1	-16,2	10,7	-1,0	-14,5	-4,8
	Mar	-35,1	-17,1	0,9	-3,0	-18,5	-6,2
	Apr	-2,5	2,2	-8,1	-9,8	-5,0	-7,0
	May	-26,3	-7,5	-23,8	-21,2	-25,1	-18,1
	Jun	-22,5	-1,5	-4,0	-0,4	-13,6	-0,6
	Jul	2,1	-7,5	10,3	3,2	6,2	0,9
	Aug	-13,3	-16,7	-6,4	2,5	-9,6	-1,6
	Sep	-13,4	-6,2	-8,0	-4,9	-10,4	-5,2
	Oct	-20,3	-2,2	-5,4	4,3	-12,5	2,9
	Nov	-10,9	-3,4	-0,2	4,7	-5,0	3,0
	Dec	-19,6	5,2	-3,3	3,3	-9,7	3,6
	<b>Total</b>	<b>-19,6</b>	<b>-7,8</b>	<b>-1,5</b>	<b>-0,8</b>	<b>-10,6</b>	<b>-2,3</b>
2019	Jan	-16,3	-3,3	-14,9	-3,5	-15,5	-3,5
	Feb	-12,2	-6,3	-15,4	-2,5	-14,0	-3,3
	Mar	-17,7	-6,5	-14,9	-3,8	-16,1	-4,3
	Apr	-38,6	-22,8	0,6	14,1	-21,5	4,6

**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	23 514	206	29 487	857	53 001	1 063
	Feb	20 022	201	27 272	800	47 294	1 000
	Mar	21 071	197	26 498	800	47 569	997
	Apr	25 701	232	22 442	703	48 143	935
	May	19 539	211	19 604	630	39 144	841
	Jun	21 769	224	25 441	792	47 210	1 016
	Jul	24 780	203	27 245	824	52 025	1 026
	Aug	20 562	178	25 738	825	46 300	1 003
	Sep	19 770	199	25 886	774	45 656	972
	Oct	18 217	198	25 745	838	43 963	1 036
	Nov	18 265	192	26 914	836	45 179	1 028
	Dec	21 592	195	26 989	826	48 581	1 020
2019	Jan	18 512	196	25 064	822	43 575	1 018
	Feb	17 565	189	23 058	785	40 624	974
	Mar	16 440	188	22 104	774	38 544	961
	Apr	17 156	179	22 633	795	39 789	974

**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	-1,6	10,8	6,8	7,1	2,9	7,8
	Feb	-14,9	-2,4	-7,5	-6,7	-10,8	-5,9
	Mar	5,2	-2,0	-2,8	0,0	0,6	-0,3
	Apr	22,0	17,8	-15,3	-12,1	1,2	-6,2
	May	-24,0	-9,1	-12,6	-10,4	-18,7	-10,1
	Jun	11,4	6,2	29,8	25,7	20,6	20,8
	Jul	13,8	-9,4	7,1	4,0	10,2	1,0
	Aug	-17,0	-12,3	-5,5	0,1	-11,0	-2,2
	Sep	-3,9	11,8	0,6	-6,2	-1,4	-3,1
	Oct	-7,9	-0,5	-0,5	8,3	-3,7	6,6
	Nov	0,3	-3,0	4,5	-0,2	2,8	-0,8
	Dec	18,2	1,6	0,3	-1,2	7,5	-0,8
2019	Jan	-14,3	0,5	-7,1	-0,5	-10,3	-0,2
	Feb	-5,1	-3,6	-8,0	-4,5	-6,8	-4,3
	Mar	-6,4	-0,5	-4,1	-1,4	-5,1	-1,3
	Apr	4,4	-4,8	2,4	2,7	3,2	1,4

## Survey information

<b>Introduction</b>	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 2018 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.
<b>Purpose of the survey</b>	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.
<b>Scope of the survey</b>	4	This survey covers enterprises involved in land transportation according to the following type of transportation: <ul style="list-style-type: none"> <li>• railway transport (including passenger and freight transportation);</li> <li>• 'other' scheduled passenger land transport – urban, suburban and inter-urban bus and coach passenger lines and school buses;</li> <li>• '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</li> <li>• freight transport by road.</li> </ul>
<b>Exclusions</b>	5	Passenger transportation excludes: <ul style="list-style-type: none"> <li>• minibus taxis;</li> <li>• metropolitan buses (including the Bus Rapid Transport system – BRT); and</li> <li>• rental of private cars/buses without drivers.</li> </ul> <p>Freight transportation excludes:</p> <ul style="list-style-type: none"> <li>• renting of trucks without drivers; and</li> <li>• in-house transportation.</li> </ul>
<b>Classification</b>	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.
<b>Collection rate</b>	7	The preliminary collection rate for the survey on land transportation for April 2019 was 88,2%. The improved collection rate for March 2019 was 91,0%.
<b>Statistical unit</b>	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.
<b>Revised figures</b>	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 704 enterprises from a population of 4 523 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 2018 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	1 081 402	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.

<b>Symbols and abbreviations</b>	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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