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The South Africa I know, the home I understand



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Freight transportation: results for August 2019

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

	Mar-19	Apr-19	May-19	Jun-19	Jul-19	Aug-19
Freight payload	0,2	4,3	3,0	3,4	-2,6	-1,9
Freight income	2,2	6,6	4,0	4,2	-0,5	0,7

The volume of goods transported (payload) decreased by 1,9% in August 2019 compared with August 2018. The corresponding income increased by 0,7% over the same period.

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

Type of commodity	Jun – Aug 2018 (R million)	Weight	Jun – Aug 2019 (R million)	% change between Jun – Aug 2018 and Jun – Aug 2019	Contribution (% points) to the total % change
Agriculture and forestry primary products	3 216	7,7	2 925	-9,0	-0,7
Primary mining and quarrying products	14 111	33,7	15 027	6,5	2,2
Manufactured food, beverages and tobacco products	4 969	11,9	4 747	-4,5	-0,5
Textiles, clothing and leather goods	657	1,6	600	-8,7	-0,1
Chemicals, coke, petroleum, rubber, plastic and other mineral products	2 970	7,1	2 886	-2,8	-0,2
Basic metals and fabricated metal products	1 459	3,5	1 324	-9,3	-0,3
Non-metallic products	917	2,2	917	0,0	0,0
Electrical machinery, transport machinery and equipment	617	1,5	616	-0,2	0,0
Motor vehicles, parts and accessories	943	2,3	929	-1,5	0,0
Paper and paper products	333	0,8	312	-6,3	-0,1
Commercial products	622	1,5	722	16,1	0,2
Used household and office products	479	1,1	669	39,7	0,4
Containers	2 428	5,8	2 393	-1,4	-0,1
Parcels	736	1,8	900	22,3	0,4
Other freight	7 400	17,7	7 495	1,3	0,2
Total income	41 861	100,0	42 462	1,4	1,4

Income from freight transportation increased by 1,4% in the three months ended August 2019 compared with the three months ended August 2018. The main contributor to this increase was primary mining and quarrying products (6,5% and contributing 2,2 percentage points) – see Table B.

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

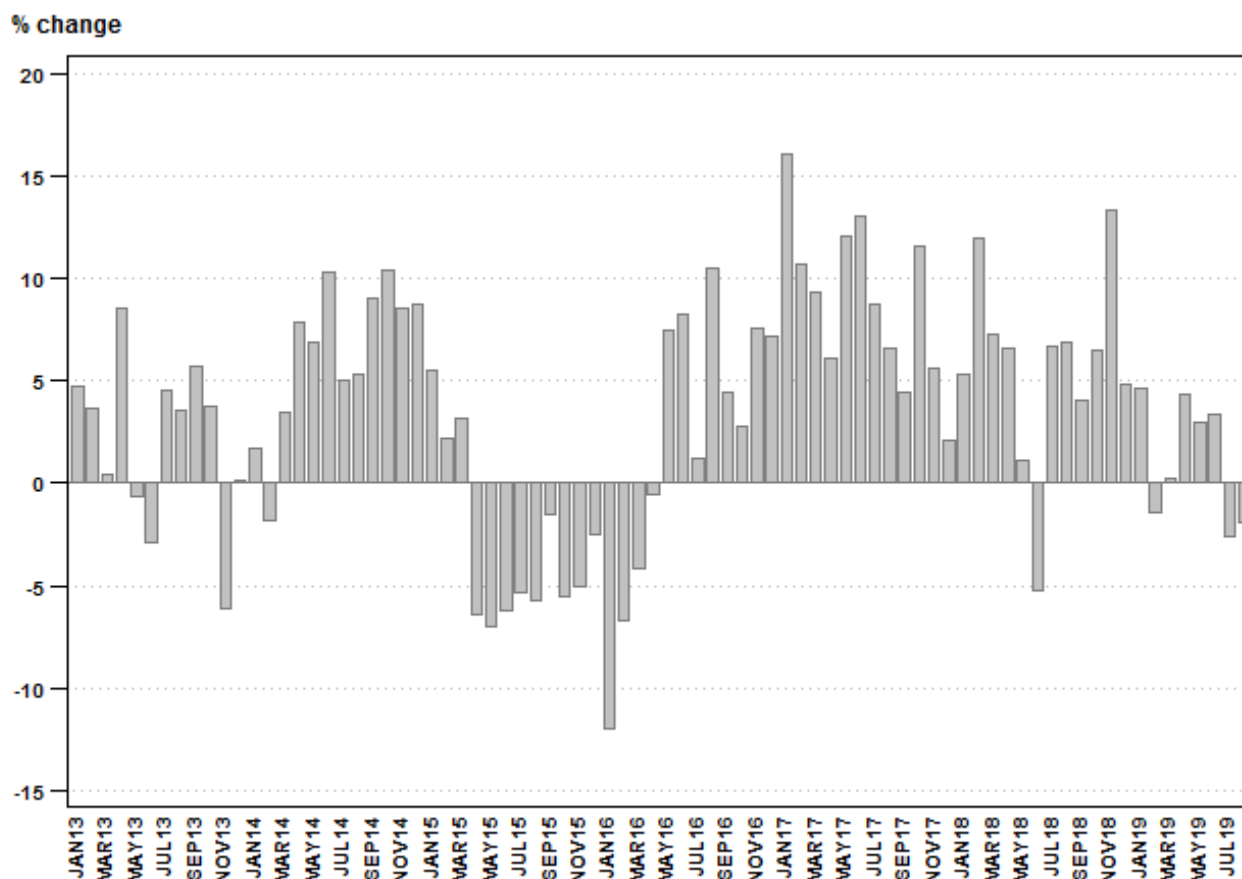


Table C – Seasonally adjusted payload for the latest three months by type of transport

Payload	Mar – May 2019 (000 tons)	Weight	Jun – Aug 2019 (000 tons)	% change between Mar – May 2019 and Jun – Aug 2019	Contribution (% points) to the total % change
Rail	55 350	23,7	54 179	-2,1	-0,5
Road	178 522	76,3	178 307	-0,1	-0,1
Total	233 871	100,0	232 485	-0,6	-0,6

Seasonally adjusted payload decreased by 0,6% in the three months ended August 2019 compared with the previous three months. Rail freight decreased by 2,1% (contributing -0,5 of a percentage point) and road freight decreased by 0,1% (contributing -0,1 of a percentage point) – see Table C.

Passenger transportation: results for August 2019

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

	Mar-19	Apr-19	May-19	Jun-19	Jul-19	Aug-19
Passenger journeys	-16,5	-11,4	-5,3	-23,8	-21,2	-18,8
Passenger income	-3,6	15,9	19,8	-0,8	-4,1	3,1

The number of passenger journeys decreased by 18,8% in August 2019 compared with August 2018. The corresponding income increased by 3,1% over the same period.

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

% change

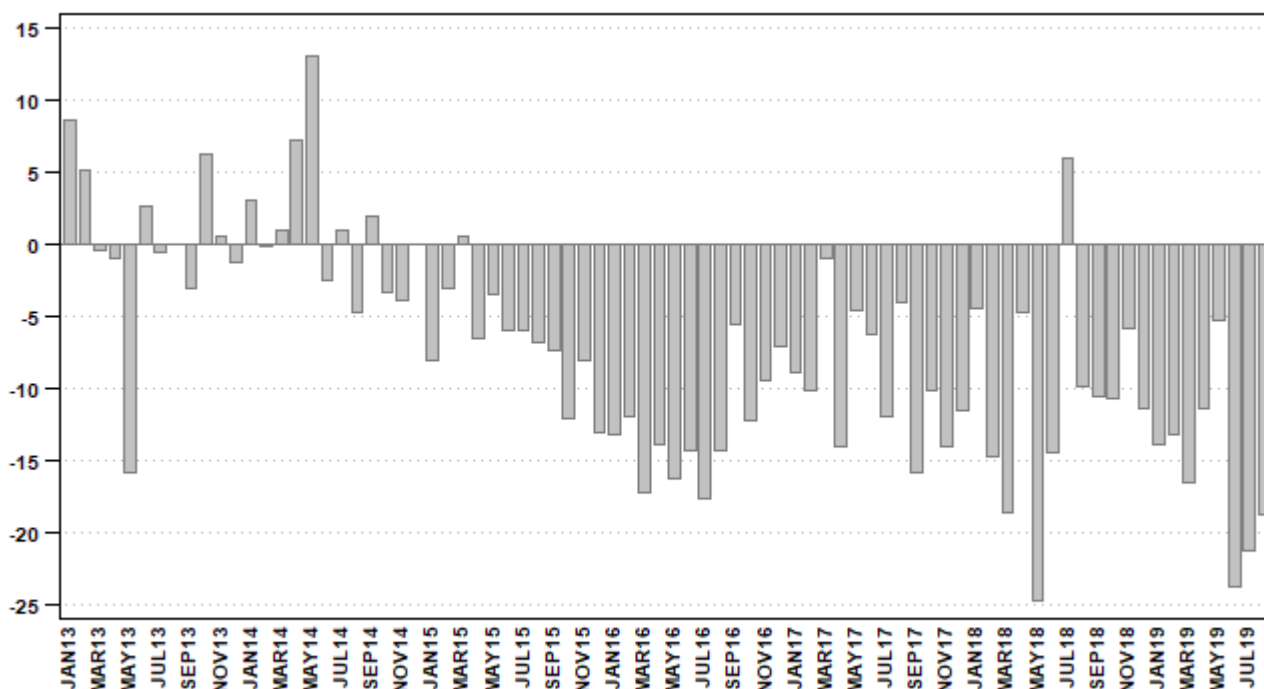


Table E – Seasonally adjusted passenger journeys for the latest three months by type of transport

Passenger journeys	Mar – May 2019 (000)	Weight	Jun – Aug 2019 (000)	% change between Mar – May 2019 and Jun – Aug 2019	Contribution (% points) to the total % change
Rail	46 594	39,1	41 947	-10,0	-3,9
Road	72 721	60,9	71 848	-1,2	-0,7
Total	119 316	100,0	113 795	-4,6	-4,6

Seasonally adjusted passenger journeys decreased by 4,6% in the three months ended August 2019 compared with the previous three months. Rail passenger journeys decreased by 10,0% (contributing -3,9 percentage points) and road passenger journeys decreased by 1,2% (contributing -0,7 of a percentage point) – 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	62 433	10 790	81 597	14 652

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	-2,0	0,0	-1,9	0,7

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	18 278	3 547	57 903	9 911	76 181	13 458
	Feb	19 311	3 675	60 426	10 001	79 736	13 676
	Mar	18 975	3 550	58 765	10 091	77 741	13 641
	Apr	18 347	3 655	57 077	9 702	75 424	13 358
	May	18 815	3 576	57 023	9 804	75 838	13 379
	Jun	17 933	3 522	56 671	9 635	74 604	13 157
	Jul	17 827	3 426	60 202	10 220	78 029	13 646
	Aug	18 327	3 575	60 292	10 304	78 619	13 879
	Sep	18 581	3 689	59 945	10 419	78 526	14 108
	Oct	17 754	3 554	61 881	10 678	79 635	14 232
	Nov	18 541	3 743	63 438	10 857	81 979	14 599
	Dec	15 696	3 297	62 632	10 653	78 329	13 949
2019	Jan	19 275	3 752	60 055	10 473	79 330	14 225
	Feb	17 907	3 608	60 584	10 437	78 491	14 045
	Mar	17 831	3 668	59 263	10 239	77 093	13 907
	Apr	18 730	3 694	60 421	10 468	79 151	14 162
	May	18 789	3 813	58 838	10 129	77 627	13 941
	Jun	18 602	3 734	59 970	10 291	78 572	14 025
	Jul	17 560	3 590	58 428	9 983	75 988	13 573
	Aug	18 017	3 658	59 909	10 359	77 925	14 017

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

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

Type of commodity	Mar-19	Apr-19	May-19	Jun-19	Jul-19	Aug-19 1/
Agriculture and forestry primary products	821	846	962	924	962	1 039
Primary mining and quarrying products	4 753	5 170	5 238	5 207	4 630	5 190
Manufactured food, beverages and tobacco products	1 540	1 380	1 487	1 512	1 599	1 636
Textiles, clothing and leather products	172	221	231	196	192	212
Chemicals, coke, petroleum, rubber, plastic and other mineral products	894	907	913	920	956	1 010
Basic metals and fabricated metal products	463	517	486	506	437	381
Non-metallic products	274	302	294	301	293	323
Electrical machinery, transport machinery and equipment	191	209	202	194	210	212
Motor vehicles, parts and accessories	287	284	278	291	318	320
Paper and paper products	98	104	97	102	102	108
Commercial products	230	226	218	211	254	257
Used household and office products	195	174	173	182	190	297
Containers	737	770	720	763	761	869
Parcels	252	259	259	281	287	332
Other freight	2 350	2 516	2 547	2 516	2 513	2 466
Total	13 255	13 882	14 104	14 106	13 704	14 652

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	Mar-19	Apr-19	May-19	Jun-19	Jul-19	Aug-19
Agriculture and forestry primary products	-10,6	-12,1	-8,2	-9,3	-10,9	-7,0
Primary mining and quarrying products	7,8	11,1	13,3	13,4	4,7	1,8
Manufactured food, beverages and tobacco products	-6,0	-7,0	-4,5	-9,4	-3,7	-0,2
Textiles, clothing and leather products	-8,5	3,3	6,9	-9,7	-10,3	-6,2
Chemicals, coke, petroleum, rubber, plastic and other mineral products	-3,8	-1,8	-4,1	0,8	-5,7	-3,2
Basic metals and fabricated metal products	-2,1	6,4	-1,6	6,3	-10,5	-23,0
Non-metallic products	-10,5	-7,4	-8,1	-8,2	0,3	8,8
Electrical machinery, transport machinery and equipment	-15,5	5,6	-18,5	-8,1	6,1	1,9
Motor vehicles, parts and accessories	15,7	11,4	-2,1	-3,3	-3,0	1,9
Paper and paper products	-3,9	8,3	-10,2	-8,1	-5,6	-5,3
Commercial products	19,8	17,1	5,8	6,0	18,1	23,6
Used household and office products	18,9	20,8	24,5	9,0	20,3	92,9
Containers	1,5	6,6	-8,0	-1,9	-3,7	1,0
Parcels	11,0	4,9	13,6	20,6	14,8	31,2
Other freight	5,8	18,6	8,2	8,3	-1,5	-2,3
Total	2,2	6,6	4,0	4,2	-0,5	0,7

Table 7 – Contribution of each type of commodity to the year-on-year percentage change in freight transportation income at current prices (percentage points)

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

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	25 592	817	40 236	1 009

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	-4,4	2,1	-18,8	3,1

Table 10 – Seasonally adjusted passenger transportation (income at current prices)

Year and month		Rail		Road		Total	
		Passenger journeys (000)	Income (R million)	Passenger journeys (000)	Income (R million)	Passenger journeys (000)	Income (R million)
2018	Jan	23 368	207	28 749	851	52 117	1 058
	Feb	19 859	201	27 053	797	46 912	998
	Mar	20 649	197	26 568	792	47 217	989
	Apr	25 400	233	21 828	741	47 228	974
	May	20 676	211	19 393	628	40 069	839
	Jun	21 695	223	24 588	786	46 283	1 008
	Jul	24 466	206	26 273	837	50 739	1 042
	Aug	20 913	174	25 137	804	46 051	978
	Sep	19 837	198	25 858	783	45 695	981
	Oct	18 297	199	26 049	836	44 346	1 035
	Nov	18 309	192	26 056	832	44 365	1 024
	Dec	21 384	195	26 148	822	47 532	1 017
2019	Jan	18 342	197	25 412	818	43 754	1 015
	Feb	17 360	189	23 320	784	40 680	973
	Mar	16 013	188	22 440	773	38 453	961
	Apr	16 633	180	26 070	941	42 704	1 122
	May	13 948	185	24 211	811	38 159	995
	Jun	14 592	188	21 737	817	36 329	1 005
	Jul	14 491	177	25 661	821	40 152	998
	Aug	12 864	188	24 450	821	37 314	1 010

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	11,3	4,1	6,6	1,5	7,5
	Feb	-15,0	-2,9	-5,9	-6,3	-10,0	-5,7
	Mar	4,0	-2,0	-1,8	-0,6	0,7	-0,9
	Apr	23,0	18,3	-17,8	-6,4	0,0	-1,5
	May	-18,6	-9,4	-11,2	-15,2	-15,2	-13,9
	Jun	4,9	5,7	26,8	25,2	15,5	20,1
	Jul	12,8	-7,6	6,9	6,5	9,6	3,4
	Aug	-14,5	-15,5	-4,3	-3,9	-9,2	-6,1
	Sep	-5,1	13,8	2,9	-2,6	-0,8	0,3
	Oct	-7,8	0,5	0,7	6,8	-3,0	5,5
	Nov	0,1	-3,5	0,0	-0,5	0,0	-1,1
	Dec	16,8	1,6	0,4	-1,2	7,1	-0,7
2019	Jan	-14,2	1,0	-2,8	-0,5	-7,9	-0,2
	Feb	-5,4	-4,1	-8,2	-4,2	-7,0	-4,1
	Mar	-7,8	-0,5	-3,8	-1,4	-5,5	-1,2
	Apr	3,9	-4,3	16,2	21,7	11,1	16,8
	May	-16,1	2,8	-7,1	-13,8	-10,6	-11,3
	Jun	4,6	1,6	-10,2	0,7	-4,8	1,0
	Jul	-0,7	-5,9	18,1	0,5	10,5	-0,7
	Aug	-11,2	6,2	-4,7	0,0	-7,1	1,2

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 August 2019 was 83,7%. The improved collection rate for July 2019 was 89,1%.
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

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