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STATISTICAL RELEASE

P7162

Land transport (Preliminary)

January 2020

Embargoed until:
23 March 2020
11:30

ENQUIRIES:
Keshnee Naidoo
(012) 310 8423

FORTHCOMING ISSUE:
February 2020

EXPECTED RELEASE DATE:
20 April 2020



Dipalopalo tsa Aforikaborwa • Dipalopalo tsa Afrika Borwa • Ezezibalo zaseNingizimu Afrika • Tshitatistika Afrika Tshipembe • Tinhlayohlayo Afrika-Dzonga
Statistieke Suid-Afrika • Dipalopalo tša Afrika Borwa • Telubalo taseNingizimu Afrika • EzeeNkcukacha maNani zoMzantsi Afrika • Iimbalobalo zeSewula Afrika

The South Africa I know, the home I understand



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Freight transportation: results for January 2020

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

	Aug-19	Sep-19	Oct-19	Nov-19	Dec-19	Jan-20
Freight payload	-2,0	-3,9	-7,4	-13,6	-10,4	-7,3
Freight income	0,5	-1,9	-4,3	-9,3	-4,5	-3,2

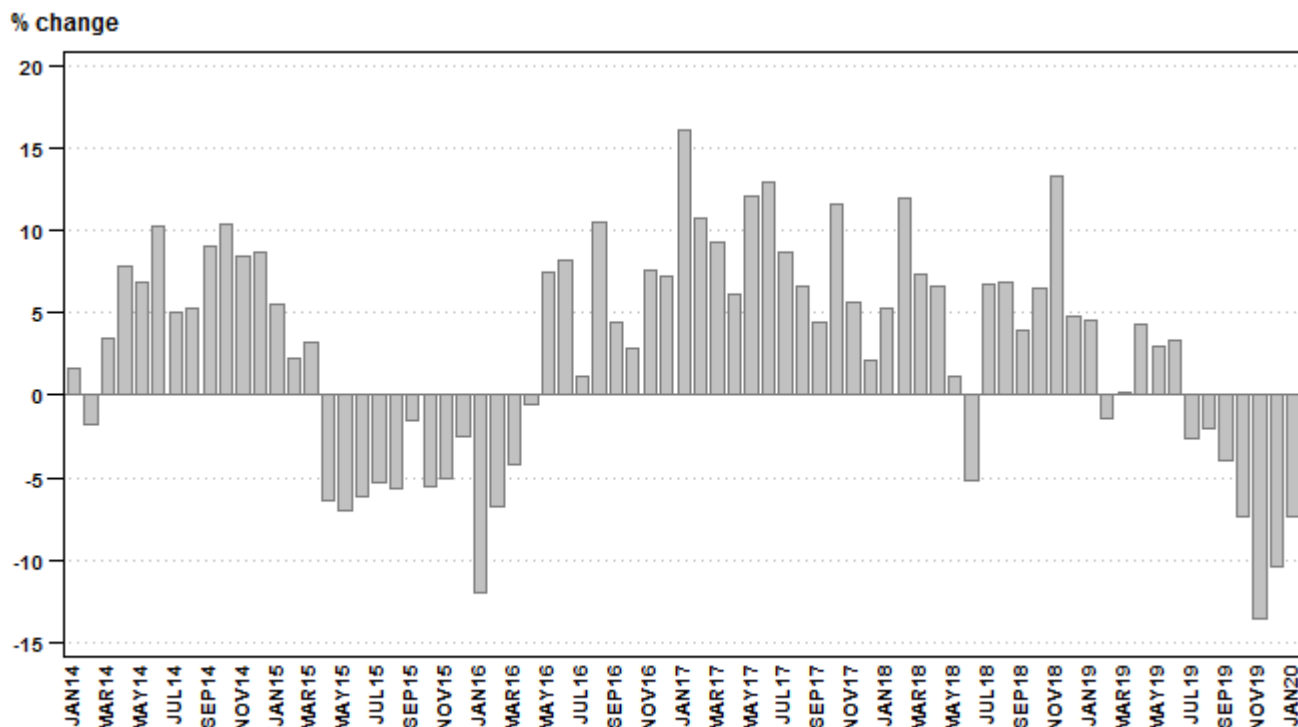
The volume of goods transported (payload) decreased by 7,3% in January 2020 compared with January 2019. The corresponding income decreased by 3,2% over the same period.

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

Type of commodity	Nov 2018 – Jan 2019 (R million)	Weight	Nov 2019 – Jan 2020 (R million)	% change between Nov 2018 – Jan 2019 and Nov 2019 – Jan 2020	Contribution (% points) to the total % change
Agriculture and forestry primary products	2 899	6,9	2 519	-13,1	-0,9
Primary mining and quarrying products	14 826	35,1	13 942	-6,0	-2,1
Manufactured food, beverages and tobacco products	5 036	11,9	4 818	-4,3	-0,5
Textiles, clothing and leather goods	535	1,3	681	27,3	0,3
Chemicals, coke, petroleum, rubber, plastic and other mineral products	2 954	7,0	2 797	-5,3	-0,4
Basic metals and fabricated metal products	1 489	3,5	919	-38,3	-1,4
Non-metallic products	814	1,9	788	-3,2	-0,1
Electrical machinery, transport machinery and equipment	563	1,3	541	-3,9	-0,1
Motor vehicles, parts and accessories	879	2,1	869	-1,1	0,0
Paper and paper products	342	0,8	282	-17,5	-0,1
Commercial products	592	1,4	776	31,1	0,4
Used household and office products	592	1,4	547	-7,6	-0,1
Containers	2 425	5,7	2 082	-14,1	-0,8
Parcels	744	1,8	840	12,9	0,2
Other freight	7 491	17,8	7 293	-2,6	-0,5
Total income	42 182	100,0	39 691	-5,9	-5,9

Income from freight transportation decreased by 5,9% in the three months ended January 2020 compared with the three months ended January 2019. The main negative contributors to this decrease were:

- primary mining and quarrying products (-6,0% and contributing -2,1 percentage points);
- basic metals and fabricated metal products (-38,3% and contributing -1,4 percentage points);
- agriculture and forestry primary products (-13,1% and contributing -0,9 of a percentage point); and
- containers (-14,1% 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	Aug – Oct 2019 (000 tons)	Weight	Nov 2019 – Jan 2020 (000 tons)	% change between Aug – Oct 2019 and Nov 2019 – Jan 2020	Contribution (% points) to the total % change
Rail	53 064	23,5	52 221	-1,6	-0,4
Road	172 778	76,5	162 607	-5,9	-4,5
Total	225 842	100,0	214 828	-4,9	-4,9

Seasonally adjusted payload decreased by 4,9% in the three months ended January 2020 compared with the previous three months. Road freight decreased by 5,9% (contributing -4,5 percentage points) and rail freight decreased by 1,6% (contributing -0,4 of a percentage point) – see Table C.

Passenger transportation: results for January 2020

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

	Aug-19	Sep-19	Oct-19	Nov-19	Dec-19	Jan-20
Passenger journeys	-19,0	-15,4	-11,9	-21,2	-17,6	-19,7
Passenger income	3,3	8,6	1,6	-2,2	-1,2	-1,3

The number of passenger journeys decreased by 19,7% in January 2020 compared with January 2019. The corresponding income decreased by 1,3% over the same period.

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

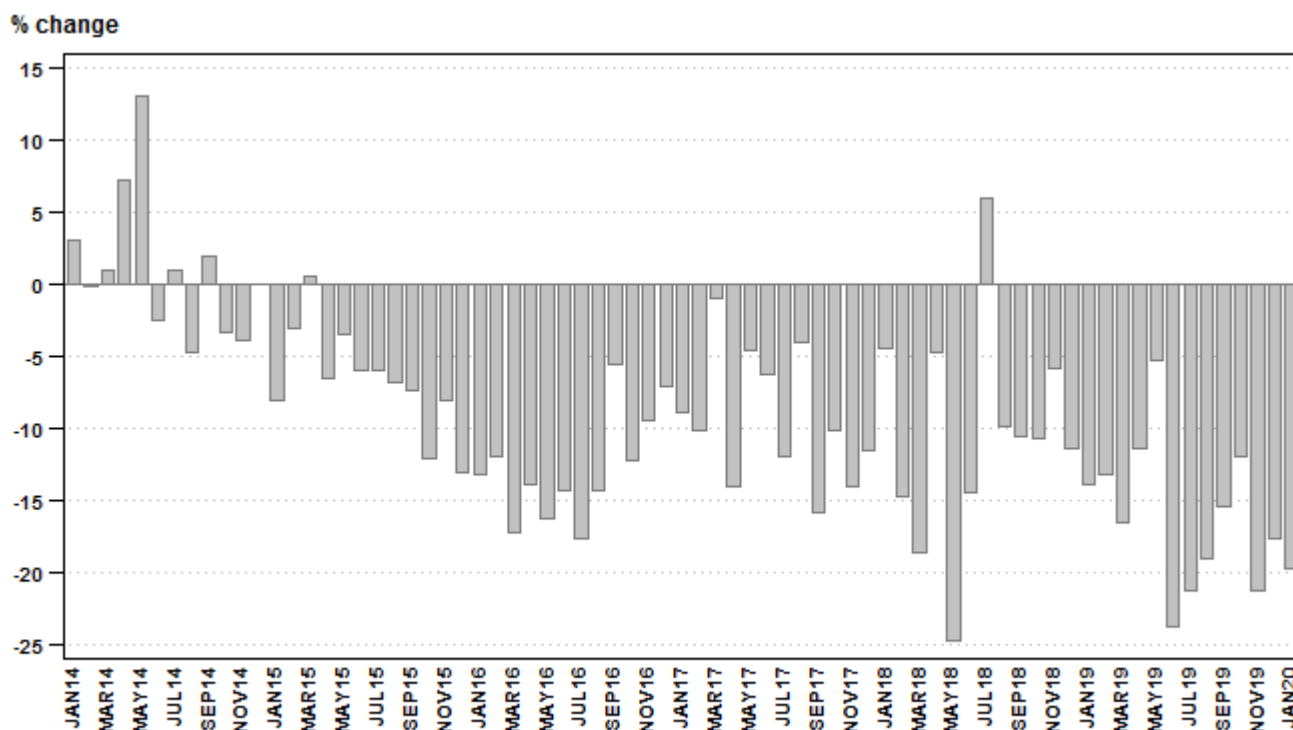


Table E – Seasonally adjusted passenger journeys for the latest three months by type of transport

Passenger journeys	Aug – Oct 2019 (000)	Weight	Nov 2019 – Jan 2020 (000)	% change between Aug – Oct 2019 and Nov 2019 – Jan 2020	Contribution (% points) to the total % change
Rail	37 629	33,3	36 673	-2,5	-0,8
Road	75 227	66,7	74 119	-1,5	-1,0
Total	112 855	100,0	110 790	-1,8	-1,8

Seasonally adjusted passenger journeys decreased by 1,8% in the three months ended January 2020 compared with the previous three months. Road passenger journeys decreased by 1,5% (contributing -1,0 percentage point) and rail passenger journeys decreased by 2,5% (contributing -0,8 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)
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	19 456	4 010	57 865	10 090	77 321	14 100
	Oct	16 106	3 483	61 542	10 878	77 648	14 362
	Nov	18 685	3 881	58 795	10 535	77 480	14 415
	Dec	16 544	3 470	48 557	8 991	65 100	12 461
	Total	215 740	44 133	696 972	121 525	912 708	165 656
2020	Jan	17 219	3 561	51 284	9 254	68 503	12 815

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
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	-4,5	-3,6	-3,9	-1,9
	Oct	-5,9	0,0	-7,8	-5,6	-7,4	-4,3
	Nov	-5,5	-1,5	-15,9	-11,9	-13,6	-9,3
	Dec	6,2	10,7	-14,9	-9,3	-10,4	-4,5
	Total	-1,2	3,2	-2,8	-0,7	-2,4	0,3
2020	Jan	-7,7	-2,7	-7,1	-3,4	-7,3	-3,2

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)
2019	Jan	19 180	3 759	59 939	10 412	79 119	14 171
	Feb	17 880	3 606	60 566	10 414	78 446	14 020
	Mar	17 801	3 663	59 312	10 216	77 113	13 879
	Apr	18 687	3 692	60 316	10 447	79 003	14 139
	May	18 728	3 804	58 660	10 097	77 389	13 901
	Jun	18 528	3 733	59 899	10 313	78 426	14 046
	Jul	17 479	3 583	58 032	9 940	75 511	13 524
	Aug	17 911	3 656	59 280	10 269	77 191	13 925
	Sep	17 997	3 746	56 864	9 975	74 861	13 721
	Oct	17 156	3 534	56 634	10 001	73 790	13 535
	Nov	17 506	3 725	54 787	9 740	72 293	13 466
	Dec	17 054	3 582	52 345	9 664	69 399	13 246
2020	Jan	17 661	3 713	55 475	10 023	73 136	13 736

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
2019	Jan	20,6	13,4	-5,3	-4,1	-0,1	0,0
	Feb	-6,8	-4,1	1,0	0,0	-0,9	-1,1
	Mar	-0,4	1,6	-2,1	-1,9	-1,7	-1,0
	Apr	5,0	0,8	1,7	2,3	2,5	1,9
	May	0,2	3,0	-2,7	-3,4	-2,0	-1,7
	Jun	-1,1	-1,9	2,1	2,1	1,3	1,0
	Jul	-5,7	-4,0	-3,1	-3,6	-3,7	-3,7
	Aug	2,5	2,0	2,2	3,3	2,2	3,0
	Sep	0,5	2,5	-4,1	-2,9	-3,0	-1,5
	Oct	-4,7	-5,7	-0,4	0,3	-1,4	-1,4
	Nov	2,0	5,4	-3,3	-2,6	-2,0	-0,5
	Dec	-2,6	-3,8	-4,5	-0,8	-4,0	-1,6
2020	Jan	3,6	3,7	6,0	3,7	5,4	3,7

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

Type of commodity	Aug-19	Sep-19	Oct-19	Nov-19	Dec-19	Jan-20 1/
Agriculture and forestry primary products	1 042	939	993	935	790	794
Primary mining and quarrying products	5 173	5 121	4 805	5 033	4 261	4 648
Manufactured food, beverages and tobacco products	1 574	1 576	1 687	1 671	1 579	1 568
Textiles, clothing and leather products	204	216	261	278	213	190
Chemicals, coke, petroleum, rubber, plastic and other mineral products	990	890	1 028	1 049	864	884
Basic metals and fabricated metal products	384	363	321	330	308	281
Non-metallic products	280	286	306	294	240	254
Electrical machinery, transport machinery and equipment	227	214	216	214	169	158
Motor vehicles, parts and accessories	308	314	355	332	274	263
Paper and paper products	102	102	116	114	82	86
Commercial products	254	289	323	293	246	237
Used household and office products	322	199	176	196	191	160
Containers	875	756	776	786	655	641
Parcels	322	290	326	329	269	242
Other freight	2 571	2 546	2 673	2 563	2 320	2 410
Total	14 627	14 100	14 362	14 415	12 461	12 815

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	Aug-19	Sep-19	Oct-19	Nov-19	Dec-19	Jan-20
Agriculture and forestry primary products	-6,7	-6,3	-6,3	-19,9	-8,4	-8,7
Primary mining and quarrying products	1,5	-0,5	-5,3	-8,9	-4,8	-3,6
Manufactured food, beverages and tobacco products	-4,0	-2,8	-4,6	-6,3	-4,9	-1,4
Textiles, clothing and leather products	-9,7	-10,4	18,1	37,6	15,1	28,4
Chemicals, coke, petroleum, rubber, plastic and other mineral products	-5,1	-4,8	-0,9	-4,5	-10,3	-0,9
Basic metals and fabricated metal products	-22,4	-36,2	-38,6	-41,8	-33,6	-38,6
Non-metallic products	-5,7	1,1	-1,6	-6,1	-2,0	-0,8
Electrical machinery, transport machinery and equipment	9,1	5,9	-0,9	-4,0	-6,1	-1,3
Motor vehicles, parts and accessories	-1,9	7,2	2,3	-1,5	-1,1	-0,8
Paper and paper products	-10,5	-1,9	-19,4	-14,9	-21,2	-17,3
Commercial products	22,1	27,3	22,8	24,7	32,3	38,6
Used household and office products	109,1	22,1	-8,8	-11,3	1,1	-12,1
Containers	1,7	-14,0	-7,1	-15,3	-3,4	-21,7
Parcels	27,3	17,9	15,6	9,3	9,8	22,2
Other freight	1,9	3,3	-1,8	-10,5	-0,5	4,9
Total	0,5	-1,9	-4,3	-9,3	-4,5	-3,2

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	Aug-19	Sep-19	Oct-19	Nov-19	Dec-19	Jan-20
Agriculture and forestry primary products	-0,5	-0,4	-0,4	-1,5	-0,6	-0,6
Primary mining and quarrying products	0,5	-0,2	-1,8	-3,1	-1,7	-1,3
Manufactured food, beverages and tobacco products	-0,5	-0,3	-0,5	-0,7	-0,6	-0,2
Textiles, clothing and leather products	-0,2	-0,2	0,3	0,5	0,2	0,3
Chemicals, coke, petroleum, rubber, plastic and other mineral products	-0,4	-0,3	-0,1	-0,3	-0,8	-0,1
Basic metals and fabricated metal products	-0,8	-1,4	-1,3	-1,5	-1,2	-1,3
Non-metallic products	-0,1	0,0	0,0	-0,1	0,0	0,0
Electrical machinery, transport machinery and equipment	0,1	0,1	0,0	-0,1	-0,1	0,0
Motor vehicles, parts and accessories	0,0	0,1	0,1	0,0	0,0	0,0
Paper and paper products	-0,1	0,0	-0,2	-0,1	-0,2	-0,1
Commercial products	0,3	0,4	0,4	0,4	0,5	0,5
Used household and office products	1,2	0,3	-0,1	-0,2	0,0	-0,2
Containers	0,1	-0,9	-0,4	-0,9	-0,2	-1,3
Parcels	0,5	0,3	0,3	0,2	0,2	0,3
Other freight	0,3	0,6	-0,3	-1,9	-0,1	0,9
Total	0,5	-1,9	-4,3	-9,3	-4,5	-3,2

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)
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	27 017	928	40 722	1 115
	Oct	14 994	198	26 678	895	41 672	1 093
	Nov	12 661	172	24 923	853	37 584	1 025
	Dec	7 176	111	21 816	864	28 992	975
	Total	174 599	2 164	293 606	10 035	468 205	12 199
2020	Jan	8 651	177	23 658	846	32 309	1 023

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
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	0,4	13,9	-15,4	8,6
	Oct	-26,5	-10,4	-0,8	4,7	-11,9	1,6
	Nov	-38,6	-14,4	-7,8	0,7	-21,2	-2,2
	Dec	-43,1	-21,3	-3,4	2,1	-17,6	-1,2
	Total	-31,1	-11,1	-3,4	5,5	-16,0	2,1
2020	Jan	-46,0	-13,2	-2,3	1,7	-19,7	-1,3

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)
2019	Jan	18 854	197	25 497	841	44 351	1 038
	Feb	17 459	189	23 288	789	40 748	978
	Mar	16 138	188	22 168	779	38 306	967
	Apr	16 559	180	26 162	885	42 721	1 065
	May	13 915	183	24 269	824	38 184	1 007
	Jun	14 601	186	21 748	816	36 349	1 002
	Jul	14 463	175	25 691	827	40 154	1 002
	Aug	12 903	188	24 527	829	37 429	1 017
	Sep	12 712	172	25 015	878	37 727	1 050
	Oct	12 014	174	25 685	868	37 699	1 041
	Nov	12 302	171	24 749	847	37 050	1 018
	Dec	12 967	166	24 479	852	37 446	1 017
2020	Jan	11 404	166	24 891	852	36 294	1 018

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
2019	Jan	-4,9	0,0	-2,9	1,0	-3,8	0,8
	Feb	-7,4	-4,1	-8,7	-6,2	-8,1	-5,8
	Mar	-7,6	-0,5	-4,8	-1,3	-6,0	-1,1
	Apr	2,6	-4,3	18,0	13,6	11,5	10,1
	May	-16,0	1,7	-7,2	-6,9	-10,6	-5,4
	Jun	4,9	1,6	-10,4	-1,0	-4,8	-0,5
	Jul	-0,9	-5,9	18,1	1,3	10,5	0,0
	Aug	-10,8	7,4	-4,5	0,2	-6,8	1,5
	Sep	-1,5	-8,5	2,0	5,9	0,8	3,2
	Oct	-5,5	1,2	2,7	-1,1	-0,1	-0,9
	Nov	2,4	-1,7	-3,6	-2,4	-1,7	-2,2
	Dec	5,4	-2,9	-1,1	0,6	1,1	-0,1
2020	Jan	-12,1	0,0	1,7	0,0	-3,1	0,1

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 January 2020 was 81,0%. The improved collection rate for December 2019 was 91,4%.
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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