



stats sa

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

STATISTICAL RELEASE

P7162

Land transport (Preliminary)

July 2019

The results published today are based on a new sample. This is an annual procedure which typically affects the levels of payload, passenger journeys and income at current prices. To avoid breaks in time series and to minimise revisions to historical growth rates, historical levels were revised (i.e. they were linked to the estimates based on the new sample).

Embargoed until:
23 September 2019
11:30

ENQUIRIES:
Keshnee Naidoo
(012) 310 8423

FORTHCOMING ISSUE:
August 2019

EXPECTED RELEASE DATE:
21 October 2019



Dipalopalo tsa Aforikaborwa • Dipalopalo tsa Afrika Borwa • Ezezbalo 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



Contents

Freight transportation: results for July 2019	2
Table A – Year-on-year percentage change in freight transportation (income at current prices).....	2
Table B – Freight transportation income at current prices for the latest three months by type of commodity.....	2
Figure 1 – Freight transportation: year-on-year percentage change in payload.....	3
Table C – Seasonally adjusted payload for the latest three months by type of transport.....	3
Passenger transportation: results for July 2019	4
Table D – Year-on-year percentage change in passenger transportation (income at current prices).....	4
Figure 2 – Passenger transportation: year-on-year percentage change in passenger journeys.....	4
Table E – Seasonally adjusted passenger journeys for the latest three months by type of transport.....	4
Note: Changes to the monthly current indicator survey and the impact of the statistical series	5
Tables	8
Table 1 – Freight transportation (income at current prices)	8
Table 2 – Year-on-year percentage change in freight transportation (income at current prices)	8
Table 3 – Seasonally adjusted freight transportation (income at current prices).....	9
Table 4 – Month-on-month percentage change in seasonally adjusted freight transportation (income at current prices)	9
Table 5 – Freight transportation income at current prices by type of commodity (R million).....	10
Table 6 – Year-on-year percentage change in freight transportation income at current prices by type of commodity	10
Table 7 – Contribution of each type of commodity to the year-on-year percentage change in freight transportation income at current prices (percentage points)	10
Table 8 – Passenger transportation (income at current prices).....	11
Table 9 – Year-on-year percentage change in passenger transportation (income at current prices)	11
Table 10 – Seasonally adjusted passenger transportation (income at current prices).....	12
Table 11 – Month-on-month percentage change in seasonally adjusted passenger transportation (income at current prices)	12
Survey information	13
Technical notes	14
Glossary	15
Technical enquiries	15
General information	16

Freight transportation: results for July 2019

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

	Feb-19	Mar-19	Apr-19	May-19	Jun-19	Jul-19
Freight payload	-1,4	0,2	4,3	3,0	3,4	-2,2
Freight income	2,8	2,2	6,6	4,0	4,2	0,0

The volume of goods transported (payload) decreased by 2,2% in July 2019 compared with July 2018. The corresponding income was flat between July 2018 and July 2019.

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

Type of commodity	May – Jul 2018 (R million)	Weight	May – Jul 2019 (R million)	% change between May – Jul 2018 and May – Jul 2019	Contribution (% points) to the total % change
Agriculture and forestry primary products	3 147	7,7	2 849	-9,5	-0,7
Primary mining and quarrying products	13 638	33,4	15 132	11,0	3,7
Manufactured food, beverages and tobacco products	4 886	12,0	4 552	-6,8	-0,8
Textiles, clothing and leather goods	647	1,6	624	-3,6	-0,1
Chemicals, coke, petroleum, rubber, plastic and other mineral products	2 879	7,0	2 787	-3,2	-0,2
Basic metals and fabricated metal products	1 458	3,6	1 429	-2,0	-0,1
Non-metallic products	940	2,3	888	-5,5	-0,1
Electrical machinery, transport machinery and equipment	657	1,6	605	-7,9	-0,1
Motor vehicles, parts and accessories	913	2,2	885	-3,1	-0,1
Paper and paper products	327	0,8	305	-6,7	-0,1
Commercial products	620	1,5	655	5,6	0,1
Used household and office products	464	1,1	551	18,8	0,2
Containers	2 351	5,8	2 249	-4,3	-0,2
Parcels	711	1,7	838	17,9	0,3
Other freight	7 231	17,7	7 629	5,5	1,0
Total income	40 874	100,0	41 977	2,7	2,7

Income from freight transportation increased by 2,7% in the three months ended July 2019 compared with the three months ended July 2018. The main contributor to this increase was primary mining and quarrying products (11,0% and contributing 3,7 percentage points) – see Table B.

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

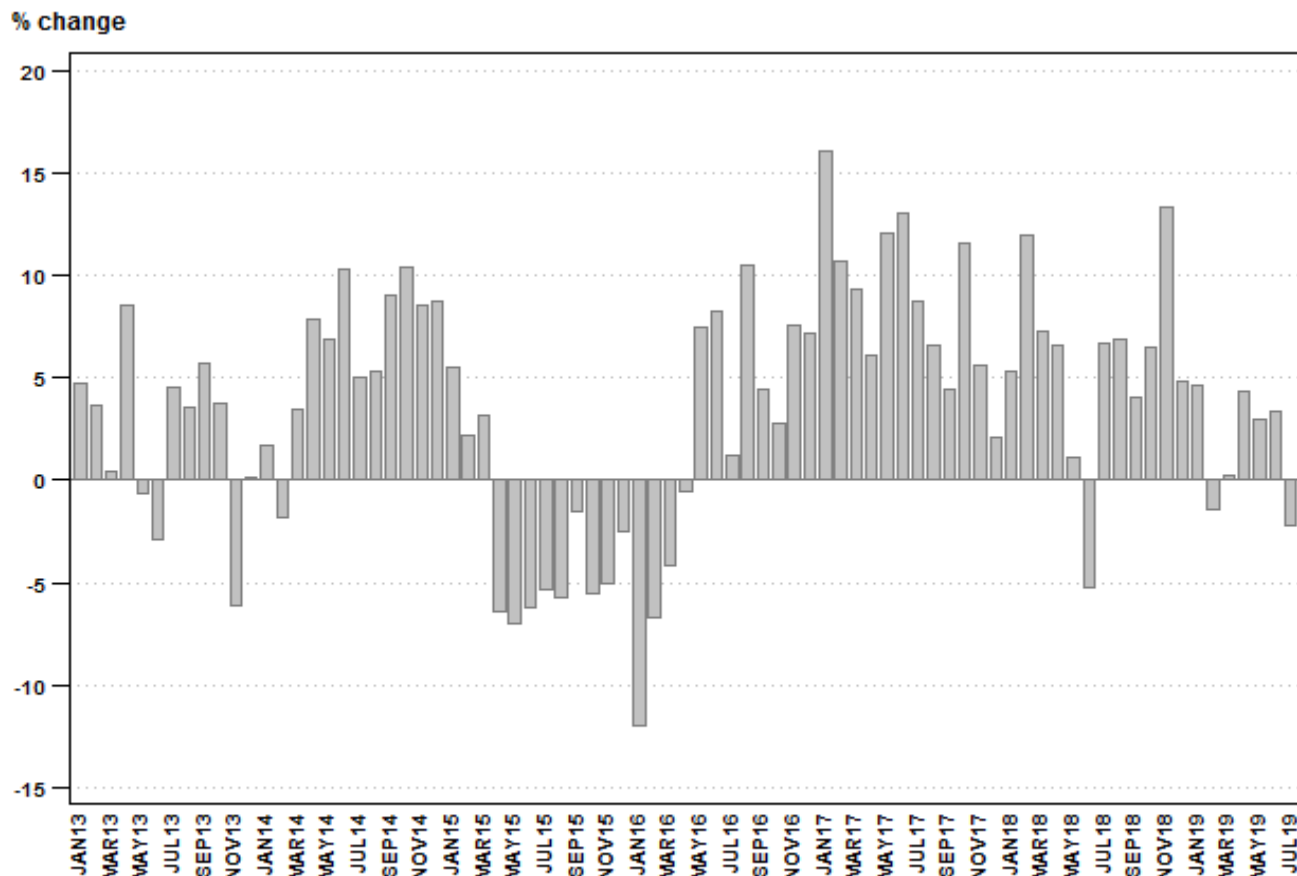


Table C – Seasonally adjusted payload for the latest three months by type of transport

Payload	Feb – Apr 2019 (000 tons)	Weight	May – Jul 2019 (000 tons)	% change between Feb – Apr 2019 and May – Jul 2019	Contribution (% points) to the total % change
Rail	54 478	23,2	54 987	0,9	0,2
Road	180 379	76,8	176 790	-2,0	-1,5
Total	234 857	100,0	231 777	-1,3	-1,3

Seasonally adjusted payload decreased by 1,3% in the three months ended July 2019 compared with the previous three months. Road freight decreased by 2,0% (contributing -1,5 percentage points) while rail freight increased by 0,9% (contributing 0,2 of a percentage point) – see Table C.

Passenger transportation: results for July 2019

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

	Feb-19	Mar-19	Apr-19	May-19	Jun-19	Jul-19
Passenger journeys	-13,2	-16,5	-11,4	-5,3	-23,8	-22,7
Passenger income	-3,0	-3,6	15,9	19,8	-0,8	-2,1

The number of passenger journeys decreased by 22,7% in July 2019 compared with July 2018. The corresponding income decreased by 2,1% over the same period.

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

% change

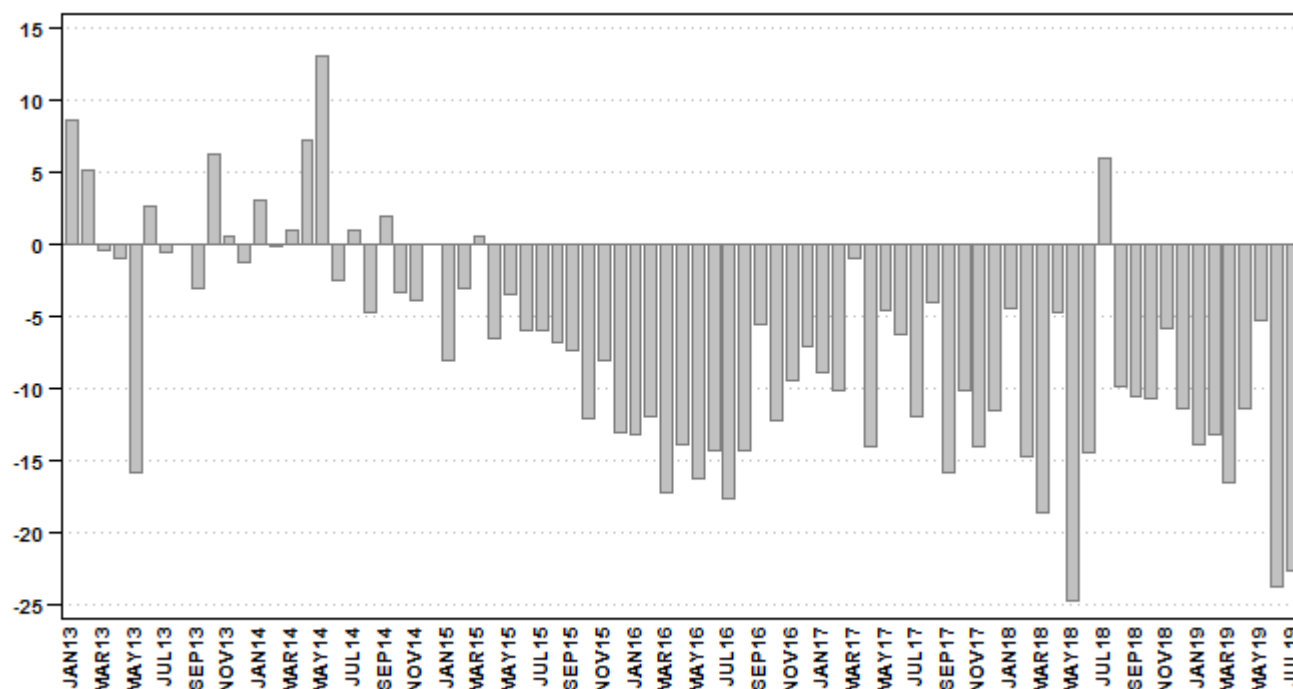


Table E – Seasonally adjusted passenger journeys for the latest three months by type of transport

Passenger journeys	Feb – Apr 2019 (000)	Weight	May – Jul 2019 (000)	% change between Feb – Apr 2019 and May – Jul 2019	Contribution (% points) to the total % change
Rail	49 972	41,0	43 527	-12,9	-5,3
Road	71 788	59,0	70 745	-1,5	-0,9
Total	121 760	100,0	114 270	-6,2	-6,2

Seasonally adjusted passenger journeys decreased by 6,2% in the three months ended July 2019 compared with the previous three months. Rail passenger journeys decreased by 12,9% (contributing -5,3 percentage points) while road passenger journeys decreased by 1,5% (contributing -0,9 of a percentage point) – see Table E.

Risenga Maluleke
Statistician-General

Note: Changes to the monthly current indicator survey and the impact on the statistical series

Business register and samples

Today Statistics South Africa (Stats SA) publishes results for the monthly survey of land transport from a new sample drawn in April 2019, which replaces the previous sample that was drawn in April 2018. The sample was drawn from a business register of enterprises with an annual turnover of at least R1 141 401 and that are required to register with the South African Revenue Service for value added tax.

Owing to the evolving nature of business, the business register is maintained on a continuous basis. The maintenance process is aimed, amongst other things, at capturing changes related to new businesses, ceased businesses, merged businesses and classification changes. In addition, Stats SA undertakes quality improvement surveys related to the business register, the primary objective of which is to capture up-to-date information about the structures and activities of large and complex businesses. This process enables Stats SA to review classification codes for these businesses. These changes are an essential part of the statistical architecture.

Comparison between the previous (revised) and new samples for freight transportation

The reported level of income from freight transportation for the monthly survey of the land transport industry for the months April to June 2019 based on the new sample was 0,3% higher than the level of income from the previous sample (see Table F and Figure 3). The reported level of payload for the months April to June 2019 based on the new sample was 3,1% lower than the level of payload from the previous sample. The previous sample was drawn in April 2018 and was operational for the last half of 2018 and the first half of 2019.

Table F – Freight transportation estimates for the previous and new samples: April to June 2019

Freight transportation estimates 1/	Previous sample	New sample	Difference	Difference (percentage) 2/
Freight payload (000 tons)	240 757	233 229	-7 528	-3,1
Freight income (R million)	41 972	42 092	120	0,3

1/ Units of measurement can be found next to the respective variables.

2/ The percentage difference is the new sample minus the previous sample, divided by the previous sample, multiplied by 100.

Figure 3 – Freight transportation income: monthly levels of previous and new samples from April to June 2019

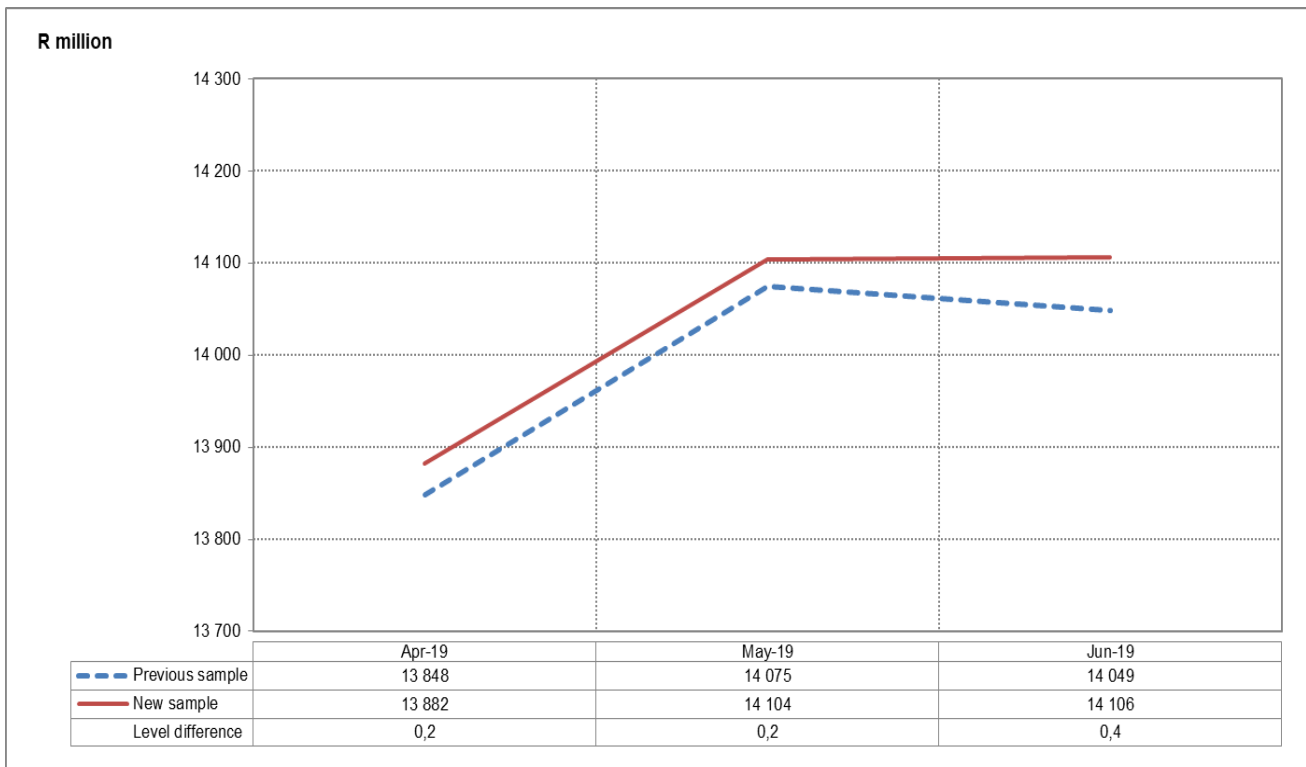


Table G – Total income from freight transportation for the previous and new samples by type of commodity: April to June 2019

Type of commodity	Previous sample (R million)	New sample (R million)	Difference (R million)	Difference (percentage) 1/
Agriculture and forestry primary products	2 708	2 732	24	0,9
Primary mining and quarrying products	16 721	15 615	-1 106	-6,6
Manufactured food, beverages and tobacco products	4 404	4 379	-25	-0,6
Textiles, clothing and leather goods	667	648	-19	-2,8
Chemicals, coke, petroleum, rubber, plastic and other minerals	2 876	2 740	-136	-4,7
Basic metals and fabricated metal products	1 431	1 509	78	5,5
Non-metallic products	684	897	213	31,1
Electrical machinery, transport machinery and equipment	485	605	120	24,7
Motor vehicles, parts and accessories	850	853	3	0,4
Paper and paper products	276	303	27	9,8
Commercial products	759	655	-104	-13,7
Used household and office products	937	529	-408	-43,5
Containers	1 943	2 253	310	16,0
Parcels	600	799	199	33,2
Other freight	6 631	7 579	948	14,3
Total	41 972	42 092	120	0,3

1/ The percentage difference is the new sample minus the previous sample, divided by the previous sample, multiplied by 100.

The largest percentage differences were in the following types of commodities:

- used household and office products (43,5% or R408 million lower in the new sample);
- parcels (33,2% or R199 million higher in the new sample);
- non-metallic products (31,1% or R213 million higher in the new sample); and
- electrical machinery, transport machinery and equipment (24,7% or R120 million higher in the new sample).

Comparison between the previous (revised) and new samples for passenger transportation

The reported level of income from passenger transportation for the months April to June 2019 based on the new sample was 0,7% higher than the level of income from the previous sample (see Table H and Figure 4 on page 7). The reported level of number of passenger journeys for the months April to June 2019 based on the new sample was 0,1% higher than the level of number of passenger journeys from the previous sample.

Table H – Passenger transportation estimates for the previous and new samples – April to June 2019

Passenger transportation estimates 1/	Previous sample	New sample	Difference	Difference (percentage) 2/
Passenger journeys (000)	114 347	114 416	69	0,1
Passenger income (R million)	2 949	2 970	21	0,7

1/ Units of measurement can be found next to the respective variables.

2/ The percentage difference is the new sample minus the previous sample, divided by the previous sample, multiplied by 100.

Figure 4 – Passenger transportation income: monthly levels of previous and new samples from April to June 2019

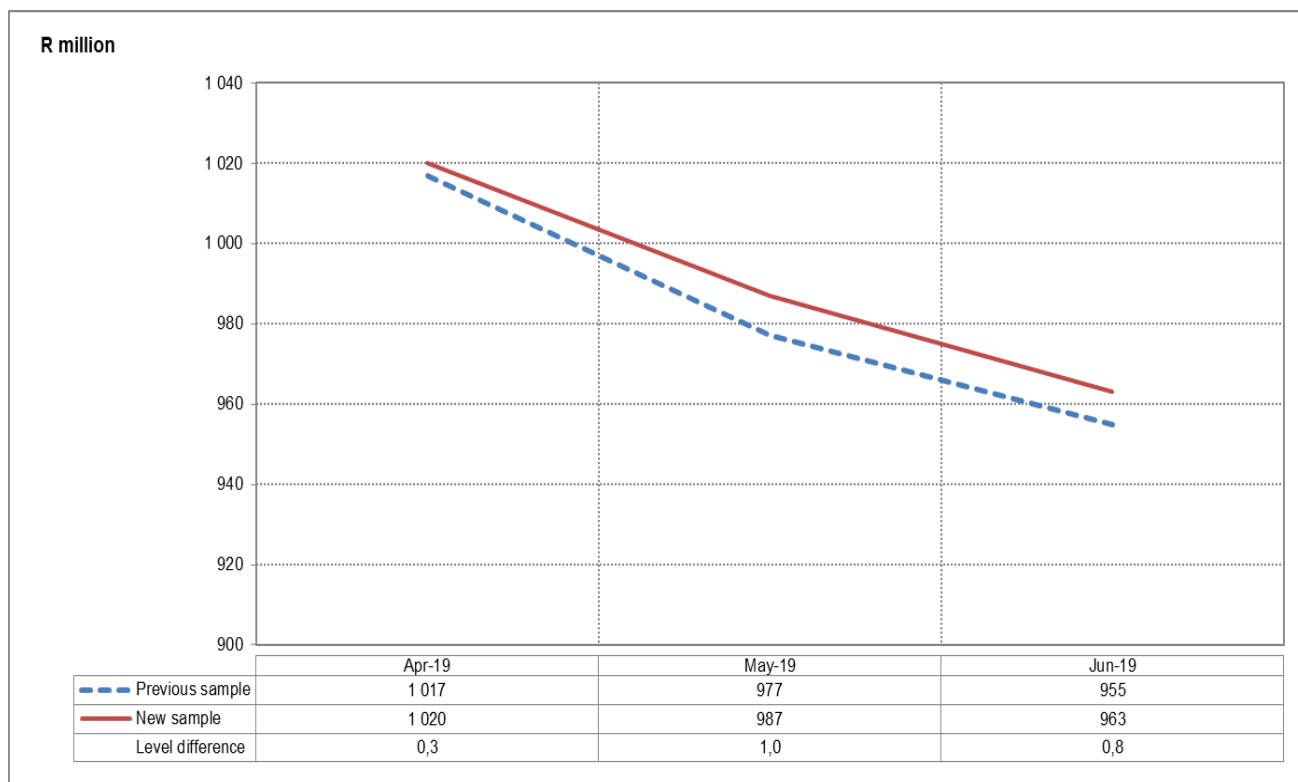


Table I – Total income from passenger transportation for the previous and new samples by type of service: April to June 2019

Type of service	Previous sample (R million)	New sample (R million)	Difference (R million)	Difference (percentage) 1/
Railway passenger transportation	527	527	0	0,0
Road passenger transportation	2 422	2 443	21	0,9
Total	2 949	2 970	21	0,7

1/ The percentage difference is the new sample minus the previous sample, divided by the previous sample, multiplied by 100.

Backcasting

To avoid breaks in the time series and to minimise revisions to historical growth rates, historical levels were revised (i.e. they were linked to the estimates based on the new sample).

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	61 487	10 548	76 752	13 767

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	-2,0	-0,7	-2,2	0,0

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	18 270	3 548	58 069	9 914	76 338	13 462
	Feb	19 312	3 675	60 503	10 010	79 815	13 685
	Mar	18 977	3 549	58 799	10 101	77 776	13 650
	Apr	18 349	3 657	57 067	9 700	75 416	13 357
	May	18 819	3 576	56 996	9 797	75 815	13 373
	Jun	17 940	3 523	56 389	9 604	74 329	13 127
	Jul	17 834	3 427	59 938	10 186	77 772	13 614
	Aug	18 309	3 570	60 407	10 348	78 715	13 917
	Sep	18 581	3 689	60 001	10 425	78 582	14 113
	Oct	17 754	3 555	61 904	10 675	79 658	14 229
	Nov	18 541	3 742	63 559	10 858	82 100	14 600
	Dec	15 696	3 297	62 661	10 657	78 357	13 954
2019	Jan	19 266	3 752	60 282	10 488	79 548	14 241
	Feb	17 909	3 609	60 681	10 447	78 590	14 056
	Mar	17 835	3 670	59 294	10 248	77 129	13 918
	Apr	18 734	3 695	60 404	10 464	79 138	14 159
	May	18 797	3 815	58 779	10 116	77 576	13 931
	Jun	18 616	3 736	59 633	10 253	78 249	13 989
	Jul	17 574	3 592	58 378	9 993	75 952	13 585

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

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

Type of commodity	Feb-19	Mar-19	Apr-19	May-19	Jun-19	Jul-19 1/
Agriculture and forestry primary products	901	821	846	962	924	963
Primary mining and quarrying products	4 861	4 753	5 170	5 238	5 207	4 687
Manufactured food, beverages and tobacco products	1 482	1 540	1 380	1 487	1 512	1 553
Textiles, clothing and leather products	159	172	221	231	196	197
Chemicals, coke, petroleum, rubber, plastic and other mineral products	834	894	907	913	920	954
Basic metals and fabricated metal products	513	463	517	486	506	437
Non-metallic products	254	274	302	294	301	293
Electrical machinery, transport machinery and equipment	191	191	209	202	194	209
Motor vehicles, parts and accessories	294	287	284	278	291	316
Paper and paper products	110	98	104	97	102	106
Commercial products	212	230	226	218	211	226
Used household and office products	174	195	174	173	182	196
Containers	816	737	770	720	763	766
Parcels	237	252	259	259	281	298
Other freight	2 365	2 350	2 516	2 547	2 516	2 566
Total	13 405	13 255	13 882	14 104	14 106	13 767

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

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

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	24 990	854	39 236	1 033

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	-4,6	0,9	-22,7	-2,1

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	23 352	207	28 777	849	52 130	1 056
	Feb	19 841	201	27 013	797	46 854	998
	Mar	20 587	198	26 560	794	47 147	992
	Apr	25 436	232	21 838	742	47 273	975
	May	20 787	210	19 333	630	40 119	840
	Jun	21 775	222	24 578	788	46 353	1 009
	Jul	24 637	204	26 266	825	50 903	1 029
	Aug	20 666	178	25 202	806	45 868	984
	Sep	19 788	199	25 869	785	45 657	984
	Oct	18 320	199	26 068	837	44 389	1 035
	Nov	18 264	192	26 071	833	44 335	1 025
	Dec	21 390	195	26 150	822	47 540	1 017
2019	Jan	18 313	196	25 427	817	43 740	1 013
	Feb	17 339	189	23 273	784	40 612	973
	Mar	15 970	189	22 404	774	38 374	963
	Apr	16 663	180	26 111	943	42 774	1 123
	May	14 082	183	24 142	813	38 224	996
	Jun	14 703	187	21 695	819	36 397	1 006
	Jul	14 742	175	24 908	828	39 649	1 003

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	-1,7	11,3	4,2	6,4	1,5	7,3
	Feb	-15,0	-2,9	-6,1	-6,1	-10,1	-5,5
	Mar	3,8	-1,5	-1,7	-0,4	0,6	-0,6
	Apr	23,6	17,2	-17,8	-6,5	0,3	-1,7
	May	-18,3	-9,5	-11,5	-15,1	-15,1	-13,8
	Jun	4,8	5,7	27,1	25,1	15,5	20,1
	Jul	13,1	-8,1	6,9	4,7	9,8	2,0
	Aug	-16,1	-12,7	-4,1	-2,3	-9,9	-4,4
	Sep	-4,2	11,8	2,6	-2,6	-0,5	0,0
	Oct	-7,4	0,0	0,8	6,6	-2,8	5,2
	Nov	-0,3	-3,5	0,0	-0,5	-0,1	-1,0
	Dec	17,1	1,6	0,3	-1,3	7,2	-0,8
2019	Jan	-14,4	0,5	-2,8	-0,6	-8,0	-0,4
	Feb	-5,3	-3,6	-8,5	-4,0	-7,2	-3,9
	Mar	-7,9	0,0	-3,7	-1,3	-5,5	-1,0
	Apr	4,3	-4,8	16,5	21,8	11,5	16,6
	May	-15,5	1,7	-7,5	-13,8	-10,6	-11,3
	Jun	4,4	2,2	-10,1	0,7	-4,8	1,0
	Jul	0,3	-6,4	14,8	1,1	8,9	-0,3

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 July 2019 was 84,1%. The collection rate for June 2019 for the new sample was 90,3%.
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

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.

Stats SA has copyright on this publication. Users may apply the information as they wish, provided that they acknowledge Stats SA as the source of the basic data wherever they process, apply, utilise, publish or distribute the data: and also that they specify that the relevant application and analysis (where applicable) result from their own processing of the data.

Advance release calendar

A release calendar is disseminated on www.statssa.gov.za

Stats SA products

A complete set of Stats SA publications is available at the Stats SA Library and the following libraries:

National Library of South Africa, Pretoria Division
National Library of South Africa, Cape Town Division
Natal Society Library, Pietermaritzburg
Library of Parliament, Cape Town
Bloemfontein Public Library
Johannesburg Public Library
Eastern Cape Library Services, King William's Town
Central Regional Library, Polokwane
Central Reference Library, Mbombela
Central Reference Collection, Kimberley
Central Reference Library, Mmabatho

Stats SA also provides a subscription service.

Electronic services

A large range of data is available via online services. For more detail about our electronic services, contact Stats SA's user information service at (012) 310 8600.

You can visit us on the internet at: www.statssa.gov.za

General enquiries

User information services Telephone number: (012) 310 8600
Email address: info@statssa.gov.za

Postal address Private Bag X44, Pretoria, 0001

Produced by Stats SA