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Freight transportation: results for March 2019

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

	Oct-18	Nov-18	Dec-18	Jan-19	Feb-19	Mar-19
Freight payload	7,0	13,3	5,2	4,1	-1,9	1,4
Freight income	8,3	13,3	6,4	5,0	1,4	1,7

The volume of goods transported (payload) increased by 1,4% in March 2019 compared with March 2018. The corresponding income increased by 1,7% over the same period.

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

Type of commodity	Jan – Mar 2018 (R million)	Weight	Jan – Mar 2019 (R million)	% change between Jan – Mar 2018 and Jan – Mar 2019	Contribution (% points) to the total % change
Agriculture and forestry primary products	3 078	8,1	2 768	-10,1	-0,8
Primary mining and quarrying products	13 617	35,9	15 016	10,3	3,7
Manufactured food, beverages and tobacco products	5 158	13,6	4 989	-3,3	-0,4
Textiles, clothing and leather goods	580	1,5	532	-8,3	-0,1
Chemicals, coke, petroleum, rubber, plastic and other mineral products	3 049	8,0	2 824	-7,4	-0,6
Basic metals and fabricated metal products	1 484	3,9	1 462	-1,5	-0,1
Non-metallic products	860	2,3	774	-10,0	-0,2
Electrical machinery, transport machinery and equipment	526	1,4	433	-17,7	-0,2
Motor vehicles, parts and accessories	715	1,9	910	27,3	0,5
Paper and paper products	322	0,8	298	-7,5	-0,1
Commercial products	666	1,8	730	9,6	0,2
Used household and office products	830	2,2	1 018	22,7	0,5
Containers	1 881	5,0	2 037	8,3	0,4
Parcels	593	1,6	562	-5,2	-0,1
Other freight	4 622	12,2	4 637	0,3	0,0
Total income	37 983	100,0	38 993	2,7	2,7

Income from freight transportation increased by 2,7% in the first quarter of 2019 compared with the first quarter of 2018. The main contributor to this increase was primary mining and quarrying products (10,3% and contributing 3,7 percentage points) – see Table B.

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

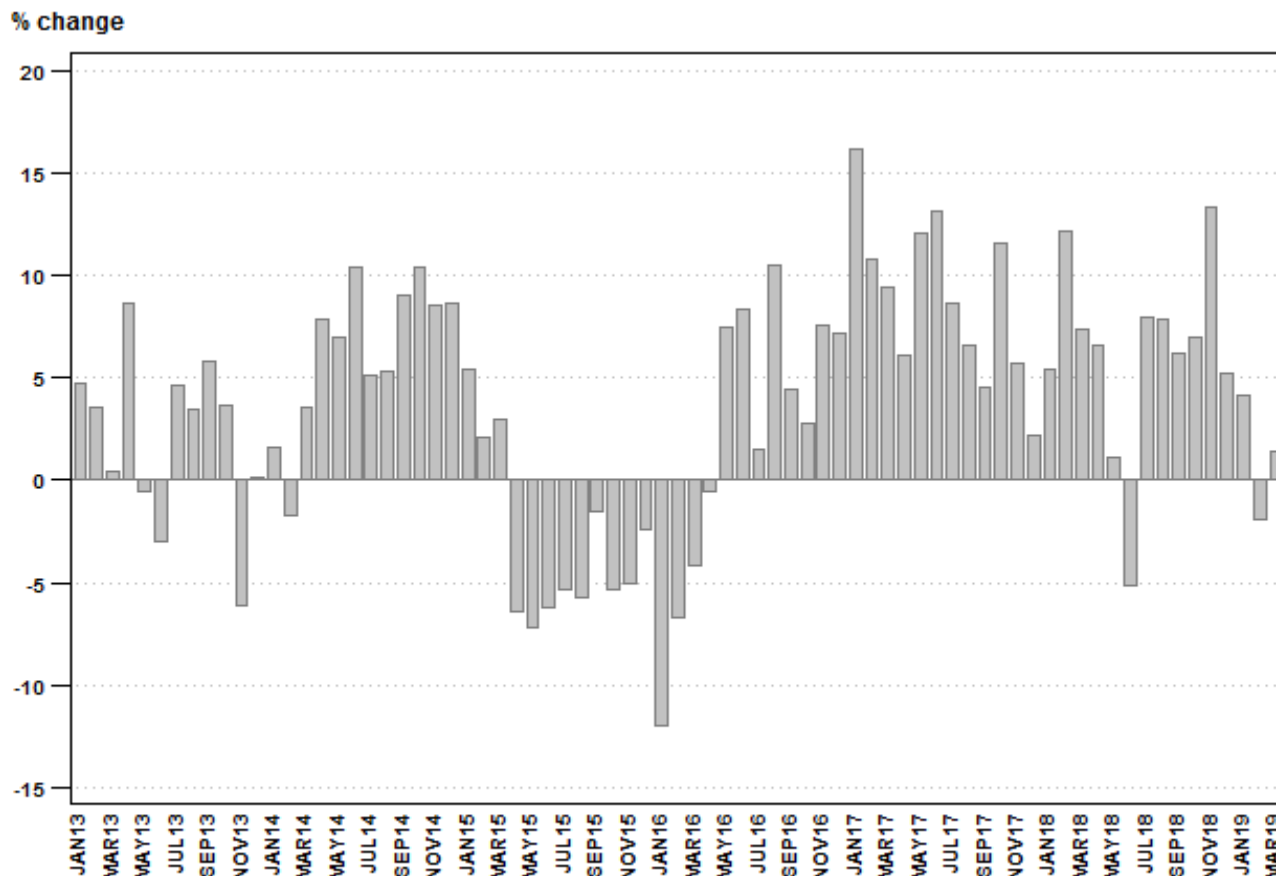


Table C – Seasonally adjusted payload for the latest three months by type of transport

Payload	Oct – Dec 2018 (000 tons)	Weight	Jan – Mar 2019 (000 tons)	% change between Oct – Dec 2018 and Jan – Mar 2019	Contribution (% points) to the total % change
Rail	51 645	20,8	54 665	5,8	1,2
Road	197 006	79,2	188 471	-4,3	-3,4
Total	248 650	100,0	243 135	-2,2	-2,2

Seasonally adjusted payload decreased by 2,2% in the first quarter of 2019 compared with the previous quarter. Road freight decreased by 4,3% (contributing -3,4 percentage points) while rail freight increased by 5,8% (contributing 1,2 percentage points) – see Table C.

Passenger transportation: results for March 2019

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

	Oct-18	Nov-18	Dec-18	Jan-19	Feb-19	Mar-19
Passenger journeys	-12,5	-5,0	-9,7	-15,5	-14,0	-16,1
Passenger income	2,9	3,0	3,6	-3,5	-3,3	-4,0

The number of passenger journeys decreased by 16,1% in March 2019 compared with March 2018. The corresponding income decreased by 4,0% over the same period.

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

% change

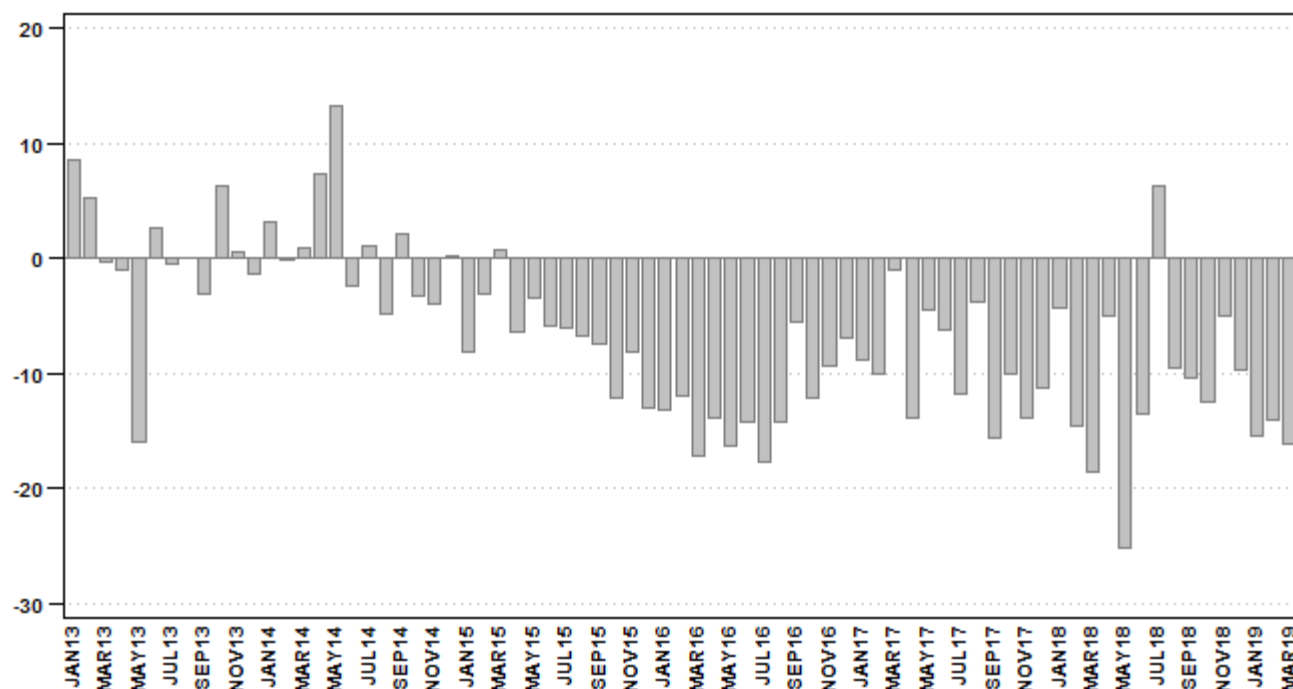


Table E – Seasonally adjusted passenger journeys for the latest three months by type of transport

Passenger journeys	Oct – Dec 2018 (000)	Weight	Jan – Mar 2019 (000)	% change between Oct – Dec 2018 and Jan – Mar 2019	Contribution (% points) to the total % change
Rail	58 007	42,1	52 220	-10,0	-4,2
Road	79 677	57,9	70 215	-11,9	-6,9
Total	137 684	100,0	122 435	-11,1	-11,1

Seasonally adjusted passenger journeys decreased by 11,1% in the first quarter of 2019 compared with the previous quarter. Road passenger journeys decreased by 11,9% (contributing -6,9 percentage points) and rail passenger journeys decreased by 10,0% (contributing -4,2 percentage points) – see Table E.

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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
	Total	217 401	42 288	753 110	121 102	970 511	163 389
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	16 931	3 285	61 941	9 758	78 873	13 043

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
	Total	-3,8	1,3	9,5	9,8	6,2	7,5
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	3,8	2,9	1,4	1,7

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	3 497	60 438	9 838	78 716	13 335
	Feb	19 158	3 624	63 575	9 929	82 734	13 553
	Mar	18 815	3 508	61 533	9 962	80 349	13 470
	Apr	18 485	3 657	59 825	9 638	78 311	13 295
	May	19 056	3 597	59 441	9 641	78 497	13 239
	Jun	17 992	3 490	59 685	9 592	77 677	13 081
	Jul	17 320	3 294	63 293	10 085	80 613	13 379
	Aug	18 230	3 540	63 576	10 230	81 806	13 770
	Sep	18 497	3 656	63 952	10 436	82 449	14 092
	Oct	17 633	3 507	64 966	10 477	82 599	13 984
	Nov	18 428	3 710	66 405	10 624	84 832	14 335
	Dec	15 584	3 241	65 635	10 505	81 219	13 746
2019	Jan	19 268	3 699	62 392	10 209	81 660	13 908
	Feb	17 752	3 556	63 365	10 175	81 116	13 731
	Mar	17 645	3 597	62 714	10 031	80 359	13 628

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

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

Type of commodity	Oct-18	Nov-18	Dec-18	Jan-19	Feb-19	Mar-19 1/
Agriculture and forestry primary products	1 200	1 269	968	951	952	865
Primary mining and quarrying products	5 349	5 774	4 637	4 982	5 020	5 014
Manufactured food, beverages and tobacco products	1 911	1 950	1 806	1 705	1 593	1 691
Textiles, clothing and leather products	233	216	202	163	174	195
Chemicals, coke, petroleum, rubber, plastic and other mineral products	1 173	1 252	1 077	948	900	976
Basic metals and fabricated metal products	549	601	491	480	510	472
Non-metallic products	335	345	278	250	251	273
Electrical machinery, transport machinery and equipment	188	196	158	134	152	147
Motor vehicles, parts and accessories	379	366	296	284	313	313
Paper and paper products	119	129	98	108	99	91
Commercial products	318	282	232	200	267	263
Used household and office products	362	410	350	340	326	352
Containers	724	734	588	692	712	633
Parcels	215	225	213	161	192	209
Other freight	1 693	1 808	1 520	1 478	1 610	1 549
Total	14 746	15 557	12 912	12 878	13 072	13 043

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	Oct-18	Nov-18	Dec-18	Jan-19	Feb-19	Mar-19
Agriculture and forestry primary products	17,1	17,7	3,8	-4,1	-12,5	-13,3
Primary mining and quarrying products	14,5	23,5	9,8	15,2	4,8	11,3
Manufactured food, beverages and tobacco products	-8,8	-7,1	-1,0	-3,9	-1,9	-3,9
Textiles, clothing and leather products	2,6	-3,1	-3,8	-8,9	-9,8	-6,3
Chemicals, coke, petroleum, rubber, plastic and other mineral products	-1,3	13,4	11,7	-2,9	-10,9	-8,2
Basic metals and fabricated metal products	7,0	6,6	6,7	-0,8	3,4	-6,9
Non-metallic products	5,0	5,8	-2,5	-6,7	-15,2	-7,8
Electrical machinery, transport machinery and equipment	0,5	-6,2	-0,6	-16,3	-10,6	-25,0
Motor vehicles, parts and accessories	33,5	24,5	23,8	32,1	26,7	23,7
Paper and paper products	-3,3	-3,7	-10,9	-0,9	-8,3	-13,3
Commercial products	6,7	-10,8	-0,4	1,0	16,6	10,0
Used household and office products	48,4	61,4	23,2	29,3	16,0	23,1
Containers	19,9	24,4	9,5	11,3	13,2	0,5
Parcels	5,4	4,7	3,4	-13,4	-6,3	3,5
Other freight	3,7	10,1	3,5	-2,6	5,2	-1,6
Total	8,3	13,3	6,4	5,0	1,4	1,7

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

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	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
	Total	253 413	2 434	309 185	9 504	562 598	11 938
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	25 002	822	43 109	1 022

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
	Total	-19,6	-7,8	-1,5	-0,8	-10,6	-2,3
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	-3,4	-16,1	-4,0

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	23 427	207	29 541	850	52 967	1 057
	Feb	19 977	202	27 246	797	47 223	999
	Mar	21 009	200	26 439	792	47 449	992
	Apr	25 870	227	22 342	728	48 212	956
	May	19 579	211	19 570	637	39 149	848
	Jun	21 801	224	25 476	792	47 278	1 016
	Jul	24 817	202	27 271	821	52 088	1 023
	Aug	20 559	176	25 761	826	46 319	1 002
	Sep	19 743	199	25 937	760	45 679	959
	Oct	18 279	198	25 776	839	44 055	1 037
	Nov	18 237	192	26 876	836	45 113	1 029
	Dec	21 491	195	27 025	824	48 516	1 020
2019	Jan	18 408	197	25 129	816	43 537	1 013
	Feb	17 501	191	23 028	781	40 529	972
	Mar	16 311	192	22 058	767	38 369	959

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	10,7	6,8	6,4	2,9	7,2
	Feb	-14,7	-2,4	-7,8	-6,2	-10,8	-5,5
	Mar	5,2	-1,0	-3,0	-0,6	0,5	-0,7
	Apr	23,1	13,5	-15,5	-8,1	1,6	-3,6
	May	-24,3	-7,0	-12,4	-12,5	-18,8	-11,3
	Jun	11,3	6,2	30,2	24,3	20,8	19,8
	Jul	13,8	-9,8	7,0	3,7	10,2	0,7
	Aug	-17,2	-12,9	-5,5	0,6	-11,1	-2,1
	Sep	-4,0	13,1	0,7	-8,0	-1,4	-4,3
	Oct	-7,4	-0,5	-0,6	10,4	-3,6	8,1
	Nov	-0,2	-3,0	4,3	-0,4	2,4	-0,8
	Dec	17,8	1,6	0,6	-1,4	7,5	-0,9
2019	Jan	-14,3	1,0	-7,0	-1,0	-10,3	-0,7
	Feb	-4,9	-3,0	-8,4	-4,3	-6,9	-4,0
	Mar	-6,8	0,5	-4,2	-1,8	-5,3	-1,3

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 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.
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 March 2019 was 85,5%. The improved collection rate for February 2019 was 90,8%.
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 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.

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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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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