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The South Africa I know, the home I understand



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Freight transportation: results for May 2019

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

	Dec-18	Jan-19	Feb-19	Mar-19	Apr-19	May-19
Freight payload	5,2	4,1	-1,9	1,4	4,5	3,0
Freight income	6,4	5,0	1,4	2,1	4,8	2,4

The volume of goods transported (payload) increased by 3,0% in May 2019 compared with May 2018. The corresponding income increased by 2,4% over the same period.

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

Type of commodity	Mar – May 2018 (R million)	Weight	Mar – May 2019 (R million)	% change between Mar – May 2018 and Mar – May 2019	Contribution (% points) to the total % change
Agriculture and forestry primary products	3 187	8,2	2 846	-10,7	-0,9
Primary mining and quarrying products	13 981	35,8	15 972	14,2	5,1
Manufactured food, beverages and tobacco products	5 025	12,9	4 789	-4,7	-0,6
Textiles, clothing and leather goods	684	1,8	629	-8,0	-0,1
Chemicals, coke, petroleum, rubber, plastic and other mineral products	3 204	8,2	2 892	-9,7	-0,8
Basic metals and fabricated metal products	1 557	4,0	1 439	-7,6	-0,3
Non-metallic products	923	2,4	844	-8,6	-0,2
Electrical machinery, transport machinery and equipment	581	1,5	500	-13,9	-0,2
Motor vehicles, parts and accessories	824	2,1	902	9,5	0,2
Paper and paper products	316	0,8	301	-4,7	0,0
Commercial products	735	1,9	837	13,9	0,3
Used household and office products	779	2,0	990	27,1	0,5
Containers	1 935	5,0	1 936	0,1	0,0
Parcels	605	1,5	632	4,5	0,1
Other freight	4 725	12,1	4 760	0,7	0,1
Total income	39 063	100,0	40 270	3,1	3,1

Income from freight transportation increased by 3,1% in the three months ended May 2019 compared with the three months ended May 2018. The main contributor to this increase was primary mining and quarrying products (14,2% and contributing 5,1 percentage points) – see Table B.

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

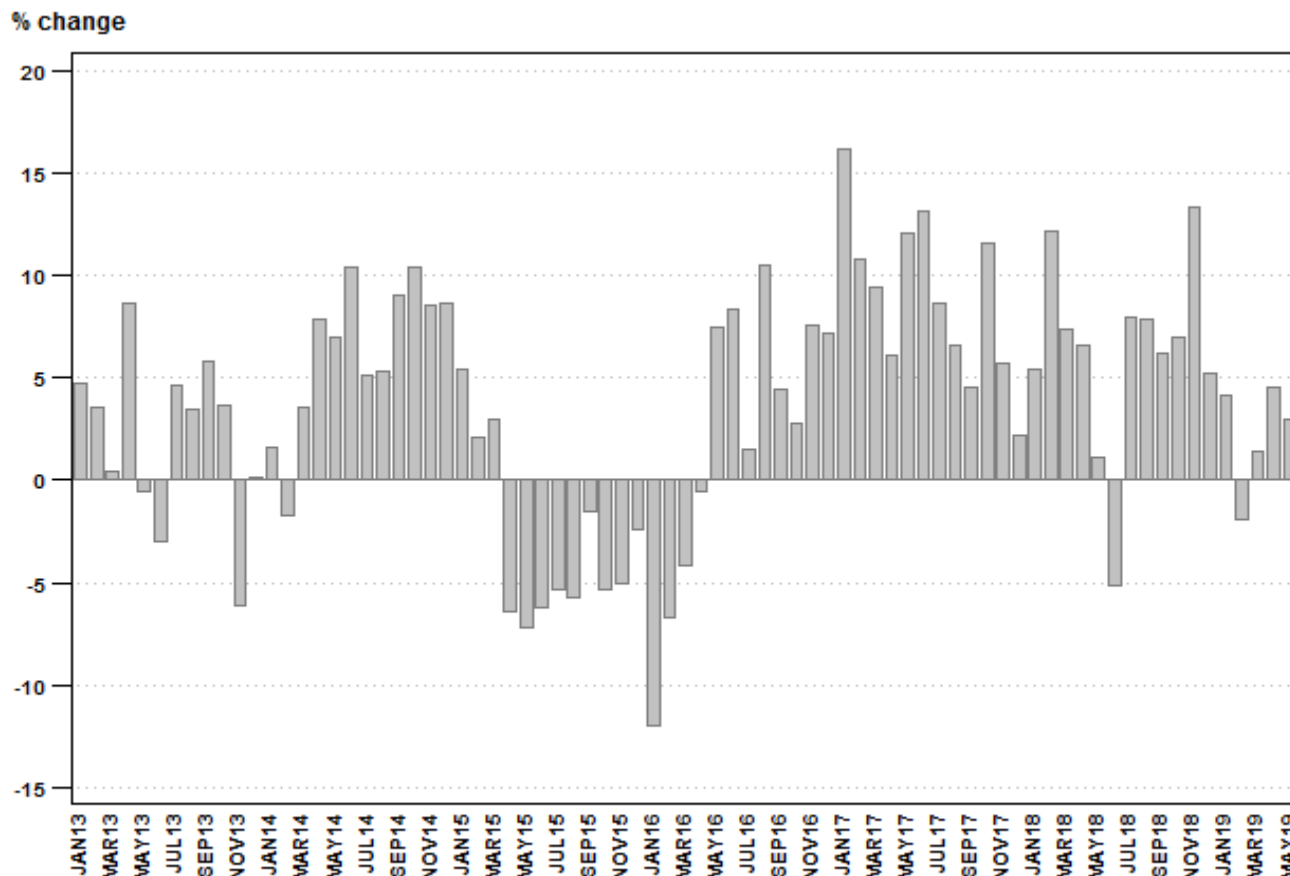


Table C – Seasonally adjusted payload for the latest three months by type of transport

Payload	Dec 2018 – Feb 2019 (000 tons)	Weight	Mar – May 2019 (000 tons)	% change between Dec 2018 – Feb 2019 and Mar – May 2019	Contribution (% points) to the total % change
Rail	52 743	21,6	55 317	4,9	1,1
Road	191 004	78,4	187 598	-1,8	-1,4
Total	243 745	100,0	242 915	-0,3	-0,3

Seasonally adjusted payload decreased by 0,3% in the three months ended May 2019 compared with the previous three months. Road freight decreased by 1,8% (contributing -1,4 percentage points) while rail freight increased by 4,9% (contributing 1,1 percentage points) – see Table C.

Passenger transportation: results for May 2019

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

	Dec-18	Jan-19	Feb-19	Mar-19	Apr-19	May-19
Passenger journeys	-9,7	-15,5	-14,0	-16,1	-11,9	-5,7
Passenger income	3,6	-3,5	-3,3	-4,3	14,7	18,0

The number of passenger journeys decreased by 5,7% in May 2019 compared with May 2018. The corresponding income increased by 18,0% over the same period.

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

% change

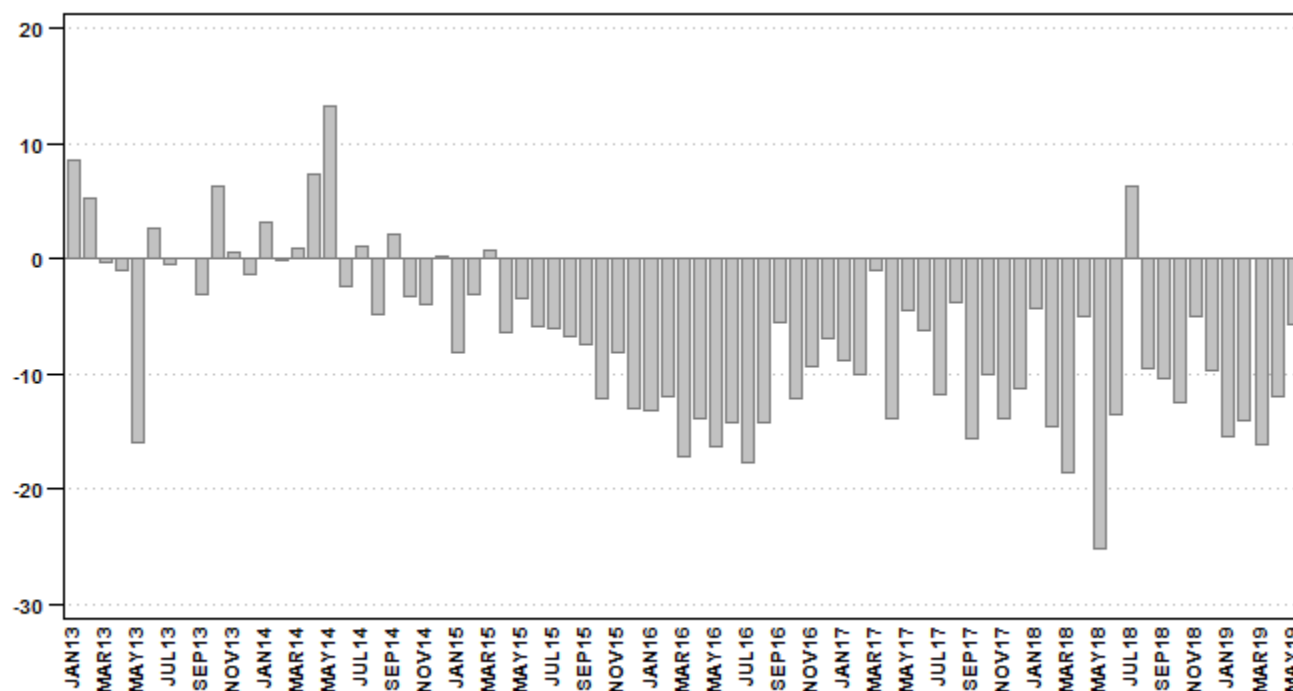


Table E – Seasonally adjusted passenger journeys for the latest three months by type of transport

Passenger journeys	Dec 2018 – Feb 2019 (000)	Weight	Mar – May 2019 (000)	% change between Dec 2018 – Feb 2019 and Mar – May 2019	Contribution (% points) to the total % change
Rail	57 109	43,0	46 447	-18,7	-8,0
Road	75 652	57,0	73 113	-3,4	-1,9
Total	132 761	100,0	119 560	-9,9	-9,9

Seasonally adjusted passenger journeys decreased by 9,9% in the three months ended May 2019 compared with the previous three months. Rail passenger journeys decreased by 18,7% (contributing -8,0 percentage points) and road passenger journeys decreased by 3,4% (contributing -1,9 percentage points) – see Table E.

Risenga Maluleke
Statistician-General

Tables

Table 1 – Freight transportation (income at current prices)

Year and month 1/		Rail		Road		Total	
		Payload (000 tons)	Income (R million)	Payload (000 tons)	Income (R million)	Payload (000 tons)	Income (R million)
2018	Jan	17 582	3 351	55 361	8 915	72 943	12 266
	Feb	19 786	3 700	58 455	9 195	78 241	12 895
	Mar	18 144	3 336	59 675	9 486	77 819	12 822
	Apr	18 460	3 612	57 341	9 256	75 800	12 868
	May	18 060	3 558	60 385	9 815	78 445	13 373
	Jun	18 218	3 593	60 374	9 835	78 592	13 428
	Jul	15 709	3 104	66 450	10 570	82 159	13 674
	Aug	19 343	3 708	67 270	10 713	86 613	14 421
	Sep	19 809	3 875	65 039	10 552	84 848	14 427
	Oct	17 043	3 443	70 088	11 304	87 131	14 746
	Nov	19 709	3 903	72 948	11 654	92 658	15 557
	Dec	15 538	3 105	59 724	9 807	75 262	12 912
	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	16 932	3 285	61 999	9 804	78 930	13 089
	Apr	18 939	3 854	60 306	9 635	79 245	13 489
	May	18 244	3 752	62 542	9 940	80 786	13 692

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	3,9	3,4	1,4	2,1
	Apr	2,6	6,7	5,2	4,1	4,5	4,8
	May	1,0	5,5	3,6	1,3	3,0	2,4

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	18 240	3 506	60 257	9 822	78 497	13 327
	Feb	19 256	3 640	63 466	9 905	82 723	13 545
	Mar	18 928	3 521	61 294	9 909	80 222	13 430
	Apr	18 316	3 630	59 622	9 602	77 938	13 232
	May	18 803	3 553	59 755	9 703	78 558	13 256
	Jun	18 004	3 490	59 843	9 617	77 848	13 107
	Jul	17 372	3 313	63 362	10 098	80 734	13 411
	Aug	18 247	3 532	63 688	10 251	81 934	13 783
	Sep	18 526	3 660	64 031	10 445	82 557	14 105
	Oct	17 678	3 506	64 983	10 483	82 661	13 989
	Nov	18 489	3 711	66 380	10 619	84 869	14 330
	Dec	15 640	3 255	65 592	10 495	81 232	13 749
2019	Jan	19 232	3 712	62 180	10 188	81 411	13 899
	Feb	17 871	3 577	63 232	10 147	81 102	13 724
	Mar	17 785	3 637	62 566	10 024	80 351	13 661
	Apr	18 724	3 674	63 406	10 139	82 130	13 812
	May	18 808	3 796	61 626	9 805	80 434	13 600

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

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

Type of commodity	Dec-18	Jan-19	Feb-19	Mar-19	Apr-19	May-19 1/
Agriculture and forestry primary products	968	951	952	909	935	1 002
Primary mining and quarrying products	4 637	4 982	5 020	5 040	5 439	5 493
Manufactured food, beverages and tobacco products	1 806	1 705	1 593	1 666	1 487	1 636
Textiles, clothing and leather products	202	163	174	189	212	228
Chemicals, coke, petroleum, rubber, plastic and other mineral products	1 077	948	900	956	955	981
Basic metals and fabricated metal products	491	480	510	489	491	459
Non-metallic products	278	250	251	271	284	289
Electrical machinery, transport machinery and equipment	158	134	152	153	172	175
Motor vehicles, parts and accessories	296	284	313	305	301	296
Paper and paper products	98	108	99	90	108	103
Commercial products	232	200	267	274	294	269
Used household and office products	350	340	326	363	325	302
Containers	588	692	712	655	662	619
Parcels	213	161	192	204	210	218
Other freight	1 520	1 478	1 610	1 525	1 614	1 621
Total	12 912	12 878	13 072	13 089	13 489	13 692

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

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	Dec-18	Jan-19	Feb-19	Mar-19	Apr-19	May-19
Agriculture and forestry primary products	0,3	-0,3	-1,1	-0,7	-0,9	-1,1
Primary mining and quarrying products	3,4	5,4	1,8	4,2	5,5	5,6
Manufactured food, beverages and tobacco products	-0,2	-0,6	-0,2	-0,7	-0,8	-0,3
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	0,9	-0,2	-0,9	-0,8	-0,8	-0,8
Basic metals and fabricated metal products	0,3	0,0	0,1	-0,1	-0,2	-0,5
Non-metallic products	-0,1	-0,1	-0,3	-0,2	-0,2	-0,2
Electrical machinery, transport machinery and equipment	0,0	-0,2	-0,1	-0,3	0,0	-0,3
Motor vehicles, parts and accessories	0,5	0,6	0,5	0,4	0,2	0,0
Paper and paper products	-0,1	0,0	-0,1	-0,1	0,1	-0,1
Commercial products	0,0	0,0	0,3	0,3	0,4	0,1
Used household and office products	0,5	0,6	0,3	0,6	0,6	0,4
Containers	0,4	0,6	0,6	0,2	0,3	-0,5
Parcels	0,1	-0,2	-0,1	0,0	0,1	0,1
Other freight	0,4	-0,3	0,6	-0,4	0,7	-0,1
Total	6,4	5,0	1,4	2,1	4,8	2,4

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	25 001	819	43 108	1 019
	Apr	15 965	176	24 740	832	40 705	1 008
	May	14 236	186	24 597	783	38 833	969

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	-3,8	-16,1	-4,3
	Apr	-38,6	-22,8	22,5	27,8	-11,9	14,7
	May	-32,9	-11,0	23,3	27,9	-5,7	18,0

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	23 354	206	29 770	867	53 124	1 073
	Feb	19 862	201	27 282	808	47 144	1 009
	Mar	20 609	198	26 597	803	47 206	1 001
	Apr	25 372	232	22 214	687	47 586	919
	May	20 633	210	19 533	641	40 166	851
	Jun	21 792	224	25 066	776	46 858	1 000
	Jul	24 739	202	27 164	817	51 904	1 019
	Aug	20 632	177	25 753	822	46 385	999
	Sep	19 795	199	26 065	770	45 861	969
	Oct	18 351	198	25 822	840	44 172	1 039
	Nov	18 282	192	26 826	840	45 108	1 032
	Dec	21 412	195	27 155	831	48 567	1 026
2019	Jan	18 338	196	25 437	833	43 775	1 029
	Feb	17 359	189	23 060	795	40 419	984
	Mar	15 998	188	22 345	779	38 343	966
	Apr	16 563	179	26 557	865	43 120	1 044
	May	13 886	183	24 211	814	38 097	997

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	10,8	7,0	7,7	3,0	8,3
	Feb	-15,0	-2,4	-8,4	-6,8	-11,3	-6,0
	Mar	3,8	-1,5	-2,5	-0,6	0,1	-0,8
	Apr	23,1	17,2	-16,5	-14,4	0,8	-8,2
	May	-18,7	-9,5	-12,1	-6,7	-15,6	-7,4
	Jun	5,6	6,7	28,3	21,1	16,7	17,5
	Jul	13,5	-9,8	8,4	5,3	10,8	1,9
	Aug	-16,6	-12,4	-5,2	0,6	-10,6	-2,0
	Sep	-4,1	12,4	1,2	-6,3	-1,1	-3,0
	Oct	-7,3	-0,5	-0,9	9,1	-3,7	7,2
	Nov	-0,4	-3,0	3,9	0,0	2,1	-0,7
	Dec	17,1	1,6	1,2	-1,1	7,7	-0,6
2019	Jan	-14,4	0,5	-6,3	0,2	-9,9	0,3
	Feb	-5,3	-3,6	-9,3	-4,6	-7,7	-4,4
	Mar	-7,8	-0,5	-3,1	-2,0	-5,1	-1,8
	Apr	3,5	-4,8	18,8	11,0	12,5	8,1
	May	-16,2	2,2	-8,8	-5,9	-11,6	-4,5

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 May 2019 was 89,9%. The improved collection rate for April 2019 was 93,0%.
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 May 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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