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Freight transportation: results for November 2019

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

	Jun-19	Jul-19	Aug-19	Sep-19	Oct-19	Nov-19
Freight payload	3,4	-2,6	-2,0	-3,9	-7,4	-12,8
Freight income	4,2	-0,5	0,5	-1,9	-4,3	-8,9

The volume of goods transported (payload) decreased by 12,8% in November 2019 compared with November 2018. The corresponding income decreased by 8,9% over the same period.

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

Type of commodity	Sep – Nov 2018 (R million)	Weight	Sep – Nov 2019 (R million)	% change between Sep – Nov 2018 and Sep – Nov 2019	Contribution (% points) to the total % change
Agriculture and forestry primary products	3 229	7,1	2 879	-10,8	-0,8
Primary mining and quarrying products	15 747	34,8	15 076	-4,3	-1,5
Manufactured food, beverages and tobacco products	5 174	11,4	4 999	-3,4	-0,4
Textiles, clothing and leather goods	664	1,5	776	16,9	0,3
Chemicals, coke, petroleum, rubber, plastic and other mineral products	3 071	6,8	2 953	-3,8	-0,3
Basic metals and fabricated metal products	1 659	3,7	1 008	-39,2	-1,5
Non-metallic products	907	2,0	885	-2,4	0,0
Electrical machinery, transport machinery and equipment	643	1,4	647	0,6	0,0
Motor vehicles, parts and accessories	977	2,2	1 038	6,2	0,1
Paper and paper products	382	0,8	328	-14,1	-0,1
Commercial products	725	1,6	910	25,5	0,4
Used household and office products	577	1,3	549	-4,9	-0,1
Containers	2 642	5,8	2 300	-12,9	-0,7
Parcels	829	1,8	961	15,9	0,3
Other freight	8 051	17,8	7 634	-5,2	-0,9
Total income	45 277	100,0	42 942	-5,2	-5,2

Income from freight transportation decreased by 5,2% in the three months ended November 2019 compared with the three months ended November 2018. The main contributors to this decrease were:

- primary mining and quarrying products (-4,3% and contributing -1,5 percentage points);
- basic metals and fabricated metal products (-39,2% and contributing -1,5 percentage points); and
- 'other' freight (-5,2% and contributing -0,9 of a percentage point) – see Table B.

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

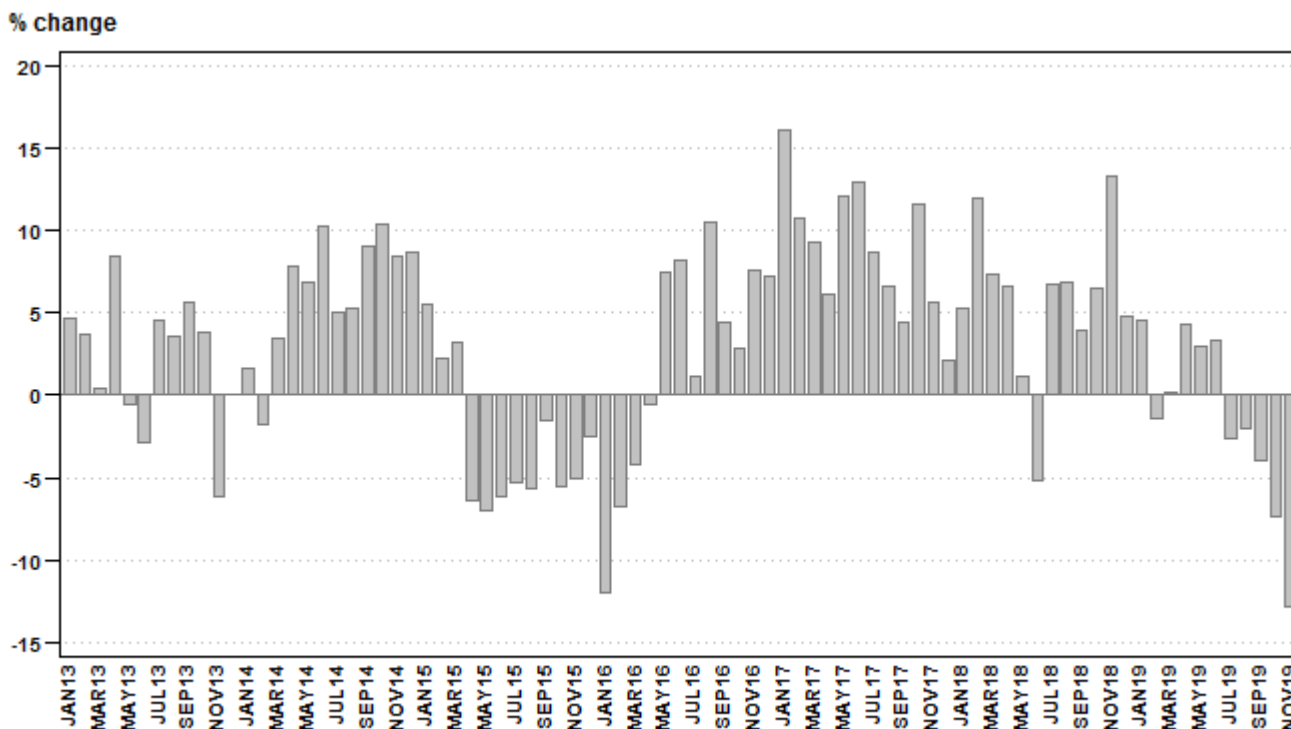


Table C – Seasonally adjusted payload for the latest three months by type of transport

Payload	Jun – Aug 2019 (000 tons)	Weight	Sep – Nov 2019 (000 tons)	% change between Jun – Aug 2019 and Sep – Nov 2019	Contribution (% points) to the total % change
Rail	53 982	23,3	52 846	-2,1	-0,5
Road	177 231	76,7	169 006	-4,6	-3,5
Total	231 213	100,0	221 851	-4,0	-4,0

Seasonally adjusted payload decreased by 4,0% in the three months ended November 2019 compared with the previous three months. Road freight decreased by 4,6% (contributing -3,5 percentage points) and rail freight decreased by 2,1% (contributing -0,5 of a percentage point) – see Table C.

Passenger transportation: results for November 2019

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

	Jun-19	Jul-19	Aug-19	Sep-19	Oct-19	Nov-19
Passenger journeys	-23,8	-21,2	-19,0	-15,4	-11,9	-16,6
Passenger income	-0,8	-4,1	3,3	8,6	1,6	2,6

The number of passenger journeys decreased by 16,6% in November 2019 compared with November 2018. The corresponding income increased by 2,6% over the same period.

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

% change

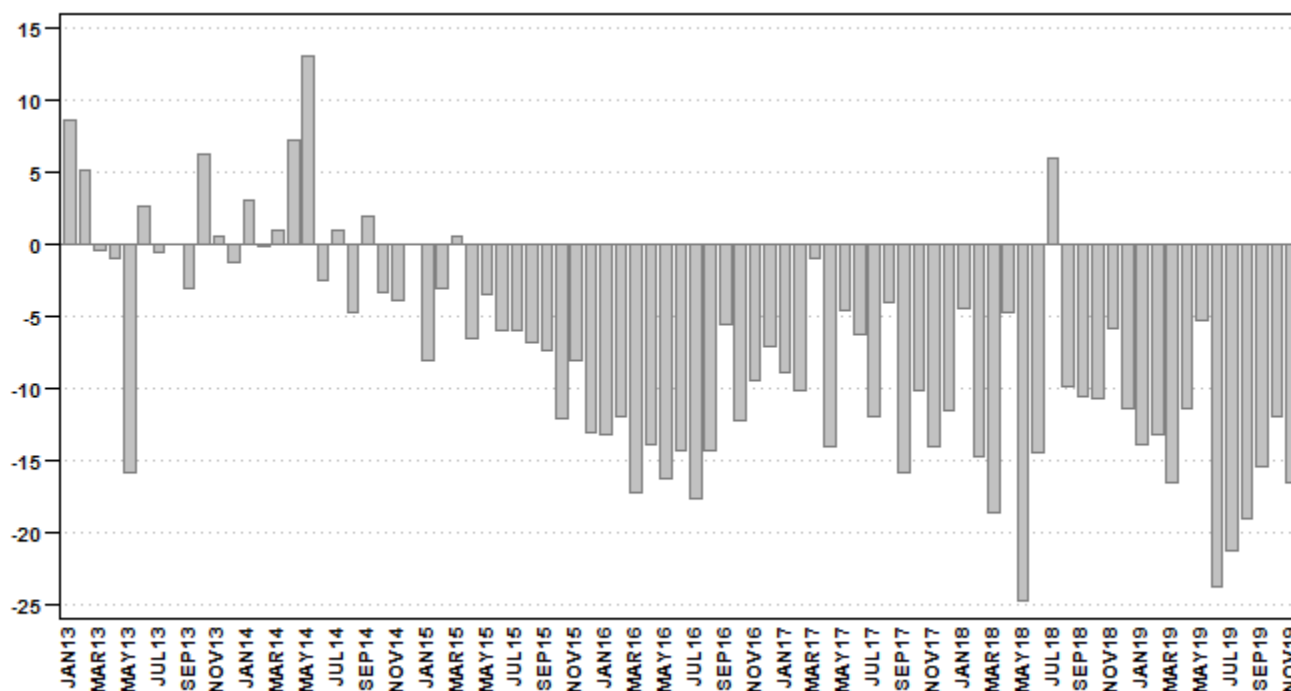


Table E – Seasonally adjusted passenger journeys for the latest three months by type of transport

Passenger journeys	Jun – Aug 2019 (000)	Weight	Sep – Nov 2019 (000)	% change between Jun – Aug 2019 and Sep – Nov 2019	Contribution (% points) to the total % change
Rail	41 782	36,7	36 420	-12,8	-4,7
Road	72 036	63,3	77 447	7,5	4,7
Total	113 818	100,0	113 868	0,0	0,0

Seasonally adjusted passenger journeys was flat in the three months ended November 2019 compared with the previous three months. Rail passenger journeys decreased by 12,8% (contributing -4,7 percentage points) while road passenger journeys increased by 7,5% (contributing 4,7 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	17 657	3 390	52 935	9 018	70 592	12 408
	Feb	19 872	3 743	55 893	9 301	75 765	13 044
	Mar	18 222	3 375	57 060	9 595	75 282	12 970
	Apr	18 532	3 652	54 902	9 372	73 434	13 024
	May	18 140	3 600	57 770	9 963	75 910	13 563
	Jun	18 301	3 637	57 624	9 903	75 925	13 540
	Jul	15 781	3 145	62 711	10 626	78 492	13 771
	Aug	19 428	3 755	63 731	10 795	83 159	14 550
	Sep	19 871	3 913	60 572	10 463	80 443	14 376
	Oct	17 111	3 483	66 762	11 519	83 873	15 002
	Nov	19 772	3 942	69 876	11 957	89 648	15 899
	Dec	15 583	3 135	57 068	9 913	72 651	13 048
	Total	218 270	42 770	716 904	122 425	935 174	165 195
2019	Jan	18 652	3 660	55 214	9 575	73 866	13 235
	Feb	18 538	3 686	56 147	9 719	74 685	13 405
	Mar	17 017	3 331	58 422	9 924	75 439	13 255
	Apr	18 999	3 890	57 594	9 993	76 593	13 882
	May	18 322	3 796	59 844	10 308	78 166	14 104
	Jun	18 992	3 845	59 479	10 262	78 470	14 106
	Jul	15 265	3 219	61 169	10 485	76 433	13 704
	Aug	19 164	3 862	62 344	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	18 688	3 882	59 500	10 598	78 187	14 480

1/ Figures for latest month are preliminary.

Table 2 – Year-on-year percentage change in freight transportation (income at current prices)

Year and month		Rail		Road		Total	
		Payload	Income	Payload	Income	Payload	Income
2018	Jan	-2,7	4,3	8,3	10,1	5,3	8,4
	Feb	2,0	7,8	16,1	14,6	12,0	12,6
	Mar	1,9	6,4	9,1	9,8	7,3	8,9
	Apr	-2,7	4,5	10,1	10,7	6,6	8,9
	May	0,9	7,7	1,2	3,4	1,1	4,5
	Jun	-5,6	-2,7	-5,1	-3,0	-5,2	-2,9
	Jul	-9,0	-5,4	11,5	9,5	6,7	5,7
	Aug	-4,8	-1,2	11,1	12,2	6,9	8,4
	Sep	0,0	2,7	5,4	7,2	4,0	5,9
	Oct	-9,6	-3,4	11,6	13,3	6,5	8,9
	Nov	1,0	6,4	17,3	17,5	13,3	14,5
	Dec	-17,9	-11,3	13,4	13,4	4,8	6,3
	Total	-3,9	1,2	9,0	9,8	5,7	7,4
2019	Jan	5,6	8,0	4,3	6,2	4,6	6,7
	Feb	-6,7	-1,5	0,5	4,5	-1,4	2,8
	Mar	-6,6	-1,3	2,4	3,4	0,2	2,2
	Apr	2,5	6,5	4,9	6,6	4,3	6,6
	May	1,0	5,4	3,6	3,5	3,0	4,0
	Jun	3,8	5,7	3,2	3,6	3,4	4,2
	Jul	-3,3	2,4	-2,5	-1,3	-2,6	-0,5
	Aug	-1,4	2,8	-2,2	-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	-14,8	-11,4	-12,8	-8,9

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	18 184	3 543	57 950	9 924	76 134	13 467
	Feb	19 303	3 675	60 495	10 001	79 797	13 677
	Mar	18 963	3 553	58 771	10 092	77 734	13 645
	Apr	18 321	3 646	57 073	9 690	75 394	13 336
	May	18 771	3 580	56 803	9 769	75 574	13 349
	Jun	17 879	3 514	56 477	9 642	74 357	13 156
	Jul	17 767	3 422	59 841	10 179	77 607	13 601
	Aug	18 260	3 573	60 081	10 257	78 341	13 830
	Sep	18 497	3 669	60 174	10 429	78 672	14 098
	Oct	18 154	3 593	61 978	10 666	80 132	14 258
	Nov	18 640	3 744	63 798	10 917	82 438	14 662
	Dec	15 687	3 292	63 025	10 730	78 712	14 023
2019	Jan	19 172	3 760	60 000	10 471	79 172	14 231
	Feb	17 890	3 609	60 654	10 438	78 544	14 046
	Mar	17 809	3 663	59 303	10 242	77 113	13 905
	Apr	18 695	3 692	60 315	10 451	79 010	14 143
	May	18 737	3 806	58 724	10 110	77 461	13 916
	Jun	18 542	3 731	59 691	10 285	78 232	14 016
	Jul	17 499	3 584	58 059	9 948	75 559	13 533
	Aug	17 941	3 657	59 481	10 277	77 422	13 934
	Sep	18 041	3 750	56 886	9 982	74 927	13 731
	Oct	17 229	3 542	56 706	10 011	73 935	13 553
	Nov	17 576	3 740	55 414	9 795	72 989	13 535

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	-4,3	-3,0	6,5	6,7	3,7	4,0
	Feb	6,2	3,7	4,4	0,8	4,8	1,6
	Mar	-1,8	-3,3	-2,8	0,9	-2,6	-0,2
	Apr	-3,4	2,6	-2,9	-4,0	-3,0	-2,3
	May	2,5	-1,8	-0,5	0,8	0,2	0,1
	Jun	-4,8	-1,8	-0,6	-1,3	-1,6	-1,4
	Jul	-0,6	-2,6	6,0	5,6	4,4	3,4
	Aug	2,8	4,4	0,4	0,8	0,9	1,7
	Sep	1,3	2,7	0,2	1,7	0,4	1,9
	Oct	-1,9	-2,1	3,0	2,3	1,9	1,1
	Nov	2,7	4,2	2,9	2,4	2,9	2,8
	Dec	-15,8	-12,1	-1,2	-1,7	-4,5	-4,4
2019	Jan	22,2	14,2	-4,8	-2,4	0,6	1,5
	Feb	-6,7	-4,0	1,1	-0,3	-0,8	-1,3
	Mar	-0,5	1,5	-2,2	-1,9	-1,8	-1,0
	Apr	5,0	0,8	1,7	2,0	2,5	1,7
	May	0,2	3,1	-2,6	-3,3	-2,0	-1,6
	Jun	-1,0	-2,0	1,6	1,7	1,0	0,7
	Jul	-5,6	-3,9	-2,7	-3,3	-3,4	-3,4
	Aug	2,5	2,0	2,4	3,3	2,5	3,0
	Sep	0,6	2,5	-4,4	-2,9	-3,2	-1,5
	Oct	-4,5	-5,5	-0,3	0,3	-1,3	-1,3
	Nov	2,0	5,6	-2,3	-2,2	-1,3	-0,1

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

Type of commodity	Jun-19	Jul-19	Aug-19	Sep-19	Oct-19	Nov-19 1/
Agriculture and forestry primary products	924	962	1 042	939	993	947
Primary mining and quarrying products	5 207	4 630	5 173	5 121	4 805	5 150
Manufactured food, beverages and tobacco products	1 512	1 599	1 574	1 576	1 687	1 736
Textiles, clothing and leather products	196	192	204	216	261	299
Chemicals, coke, petroleum, rubber, plastic and other mineral products	920	956	990	890	1 028	1 035
Basic metals and fabricated metal products	506	437	384	363	321	324
Non-metallic products	301	293	280	286	306	293
Electrical machinery, transport machinery and equipment	194	210	227	214	216	217
Motor vehicles, parts and accessories	291	318	308	314	355	369
Paper and paper products	102	102	102	102	116	110
Commercial products	211	254	254	289	323	298
Used household and office products	182	190	322	199	176	174
Containers	763	761	875	756	776	768
Parcels	281	287	322	290	326	345
Other freight	2 516	2 513	2 571	2 546	2 673	2 415
Total	14 106	13 704	14 627	14 100	14 362	14 480

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	Jun-19	Jul-19	Aug-19	Sep-19	Oct-19	Nov-19
Agriculture and forestry primary products	-9,3	-10,9	-6,7	-6,3	-6,3	-18,9
Primary mining and quarrying products	13,4	4,7	1,5	-0,5	-5,3	-6,8
Manufactured food, beverages and tobacco products	-9,4	-3,7	-4,0	-2,8	-4,6	-2,7
Textiles, clothing and leather products	-9,7	-10,3	-9,7	-10,4	18,1	48,0
Chemicals, coke, petroleum, rubber, plastic and other mineral products	0,8	-5,7	-5,1	-4,8	-0,9	-5,8
Basic metals and fabricated metal products	6,3	-10,5	-22,4	-36,2	-38,6	-42,9
Non-metallic products	-8,2	0,3	-5,7	1,1	-1,6	-6,4
Electrical machinery, transport machinery and equipment	-8,1	6,1	9,1	5,9	-0,9	-2,7
Motor vehicles, parts and accessories	-3,3	-3,0	-1,9	7,2	2,3	9,5
Paper and paper products	-8,1	-5,6	-10,5	-1,9	-19,4	-17,9
Commercial products	6,0	18,1	22,1	27,3	22,8	26,8
Used household and office products	9,0	20,3	109,1	22,1	-8,8	-21,3
Containers	-1,9	-3,7	1,7	-14,0	-7,1	-17,2
Parcels	20,6	14,8	27,3	17,9	15,6	14,6
Other freight	8,3	-1,5	1,9	3,3	-1,8	-15,6
Total	4,2	-0,5	0,5	-1,9	-4,3	-8,9

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

Table 8 – Passenger transportation (income at current prices)

Year and month 1/		Rail		Road		Total	
		Passenger journeys (000)	Income (R million)	Passenger journeys (000)	Income (R million)	Passenger journeys (000)	Income (R million)
2018	Jan	19 140	211	27 586	858	46 726	1 069
	Feb	21 165	207	27 141	755	48 306	962
	Mar	21 989	214	28 921	853	50 910	1 067
	Apr	26 004	228	20 005	652	46 009	880
	May	21 222	209	19 851	615	41 073	824
	Jun	21 648	202	24 036	769	45 684	971
	Jul	24 554	209	26 183	846	50 737	1 055
	Aug	22 782	179	26 769	800	49 551	979
	Sep	21 257	212	26 900	815	48 157	1 027
	Oct	20 401	221	26 902	855	47 303	1 076
	Nov	20 633	201	27 033	847	47 666	1 048
	Dec	12 618	141	22 586	846	35 204	987
	Total	253 413	2 434	303 913	9 511	557 326	11 945
2019	Jan	16 012	204	24 212	832	40 224	1 036
	Feb	18 585	194	23 360	739	41 945	933
	Mar	18 107	200	24 392	829	42 499	1 029
	Apr	15 965	176	24 779	844	40 744	1 020
	May	14 236	186	24 645	801	38 881	987
	Jun	14 268	165	20 523	798	34 791	963
	Jul	14 246	179	25 754	833	40 000	1 012
	Aug	14 644	192	25 507	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	27 115	903	39 776	1 075

1/ Figures for latest month are preliminary.

Table 9 – Year-on-year percentage change in passenger transportation (income at current prices)

Year and month		Rail		Road		Total	
		Passenger journeys	Income	Passenger journeys	Income	Passenger journeys	Income
2018	Jan	-28,3	-14,6	23,9	12,5	-4,5	5,8
	Feb	-34,1	-16,2	10,7	-1,2	-14,7	-4,8
	Mar	-35,1	-17,1	0,9	-3,0	-18,6	-6,2
	Apr	-2,5	2,2	-7,5	-9,8	-4,7	-7,0
	May	-26,3	-7,5	-23,0	-21,0	-24,7	-17,9
	Jun	-22,5	-1,5	-5,4	-0,5	-14,4	-0,7
	Jul	2,1	-7,5	9,7	4,2	5,9	1,6
	Aug	-13,3	-16,7	-6,8	-1,5	-9,9	-4,7
	Sep	-13,4	-6,2	-8,2	-3,1	-10,6	-3,7
	Oct	-20,3	-2,2	-1,8	4,7	-10,7	3,2
	Nov	-10,9	-3,4	-1,5	4,4	-5,8	2,8
	Dec	-19,6	5,2	-6,0	3,2	-11,4	3,5
	Total	-19,6	-7,8	-1,7	-0,9	-10,7	-2,4
2019	Jan	-16,3	-3,3	-12,2	-3,0	-13,9	-3,1
	Feb	-12,2	-6,3	-13,9	-2,1	-13,2	-3,0
	Mar	-17,7	-6,5	-15,7	-2,8	-16,5	-3,6
	Apr	-38,6	-22,8	23,9	29,4	-11,4	15,9
	May	-32,9	-11,0	24,1	30,2	-5,3	19,8
	Jun	-34,1	-18,3	-14,6	3,8	-23,8	-0,8
	Jul	-42,0	-14,4	-1,6	-1,5	-21,2	-4,1
	Aug	-35,7	7,3	-4,7	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	0,3	6,6	-16,6	2,6

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	23 347	208	28 683	870	52 030	1 078
	Feb	19 849	201	27 091	801	46 940	1 002
	Mar	20 570	197	26 595	797	47 165	994
	Apr	25 370	233	21 858	695	47 229	928
	May	20 579	210	19 479	638	40 058	848
	Jun	21 659	221	24 583	786	46 242	1 007
	Jul	24 449	204	26 294	844	50 743	1 048
	Aug	20 861	173	25 337	811	46 198	984
	Sep	19 913	201	25 880	765	45 793	965
	Oct	18 621	199	25 921	836	44 542	1 036
	Nov	18 314	193	25 800	833	44 114	1 026
	Dec	21 353	195	26 151	832	47 504	1 027
2019	Jan	18 355	197	25 382	839	43 737	1 036
	Feb	17 335	189	23 366	789	40 702	979
	Mar	15 910	188	22 449	780	38 358	968
	Apr	16 586	180	26 092	884	42 678	1 064
	May	13 797	184	24 271	825	38 068	1 009
	Jun	14 579	187	21 778	818	36 357	1 005
	Jul	14 433	175	25 655	830	40 089	1 005
	Aug	12 770	187	24 603	832	37 372	1 019
	Sep	12 609	172	25 126	879	37 735	1 050
	Oct	11 808	174	25 828	872	37 636	1 047
	Nov	12 003	172	26 493	884	38 497	1 056

Table 11 – Month-on-month percentage change in seasonally adjusted passenger transportation (income at current prices)

Year and month		Rail		Road		Total	
		Passenger journeys	Income	Passenger journeys	Income	Passenger journeys	Income
2018	Jan	-1,6	11,8	3,9	7,9	1,4	8,7
	Feb	-15,0	-3,4	-5,6	-7,9	-9,8	-7,1
	Mar	3,6	-2,0	-1,8	-0,5	0,5	-0,8
	Apr	23,3	18,3	-17,8	-12,8	0,1	-6,6
	May	-18,9	-9,9	-10,9	-8,2	-15,2	-8,6
	Jun	5,2	5,2	26,2	23,2	15,4	18,8
	Jul	12,9	-7,7	7,0	7,4	9,7	4,1
	Aug	-14,7	-15,2	-3,6	-3,9	-9,0	-6,1
	Sep	-4,5	16,2	2,1	-5,7	-0,9	-1,9
	Oct	-6,5	-1,0	0,2	9,3	-2,7	7,4
	Nov	-1,6	-3,0	-0,5	-0,4	-1,0	-1,0
	Dec	16,6	1,0	1,4	-0,1	7,7	0,1
2019	Jan	-14,0	1,0	-2,9	0,8	-7,9	0,9
	Feb	-5,6	-4,1	-7,9	-6,0	-6,9	-5,5
	Mar	-8,2	-0,5	-3,9	-1,1	-5,8	-1,1
	Apr	4,2	-4,3	16,2	13,3	11,3	9,9
	May	-16,8	2,2	-7,0	-6,7	-10,8	-5,2
	Jun	5,7	1,6	-10,3	-0,8	-4,5	-0,4
	Jul	-1,0	-6,4	17,8	1,5	10,3	0,0
	Aug	-11,5	6,9	-4,1	0,2	-6,8	1,4
	Sep	-1,3	-8,0	2,1	5,6	1,0	3,0
	Oct	-6,4	1,2	2,8	-0,8	-0,3	-0,3
	Nov	1,7	-1,1	2,6	1,4	2,3	0,9

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:
- 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:
- minibus taxis;
 - metropolitan buses (including the Bus Rapid Transport system – BRT); and
 - rental of private cars/buses without drivers.
- Freight transportation excludes:
- renting of trucks without drivers; and
 - in-house transportation.
- Classification** 6 The 1993 edition of the *Standard Industrial Classification of all Economic Activities* (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 *International Standard Industrial Classification of all Economic Activities* (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 November 2019 was 78,6%. The improved collection rate for October 2019 was 86,7%.
- 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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