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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

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Freight transportation: results for October 2019

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

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

The volume of goods transported (payload) decreased by 8,7% in October 2019 compared with October 2018. The corresponding income decreased by 5,5% over the same period.

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

Type of commodity	Aug – Oct 2018 (R million)	Weight	Aug – Oct 2019 (R million)	% change between Aug – Oct 2018 and Aug – Oct 2019	Contribution (% points) to the total % change
Agriculture and forestry primary products	3 179	7,2	2 967	-6,7	-0,5
Primary mining and quarrying products	15 318	34,9	15 043	-1,8	-0,6
Manufactured food, beverages and tobacco products	5 030	11,5	4 849	-3,6	-0,4
Textiles, clothing and leather goods	688	1,6	666	-3,2	-0,1
Chemicals, coke, petroleum, rubber, plastic and other mineral products	3 015	6,9	2 864	-5,0	-0,3
Basic metals and fabricated metal products	1 587	3,6	1 068	-32,7	-1,2
Non-metallic products	891	2,0	873	-2,0	0,0
Electrical machinery, transport machinery and equipment	628	1,4	664	5,7	0,1
Motor vehicles, parts and accessories	954	2,2	986	3,4	0,1
Paper and paper products	362	0,8	311	-14,1	-0,1
Commercial products	698	1,6	860	23,2	0,4
Used household and office products	510	1,2	699	37,1	0,4
Containers	2 574	5,9	2 395	-7,0	-0,4
Parcels	781	1,8	927	18,7	0,3
Other freight	7 712	17,6	7 732	0,3	0,1
Total income	43 928	100,0	42 903	-2,3	-2,3

Income from freight transportation decreased by 2,3% in the three months ended October 2019 compared with the three months ended October 2018. The main contributors to this decrease were:

- basic metals and fabricated metal products (-32,7% and contributing -1,2 percentage points);
- primary mining and quarrying products (-1,8% and contributing -0,6 of a percentage point); and
- agriculture and forestry primary products (-6,7% and contributing -0,5 of a percentage point) – see Table B.

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

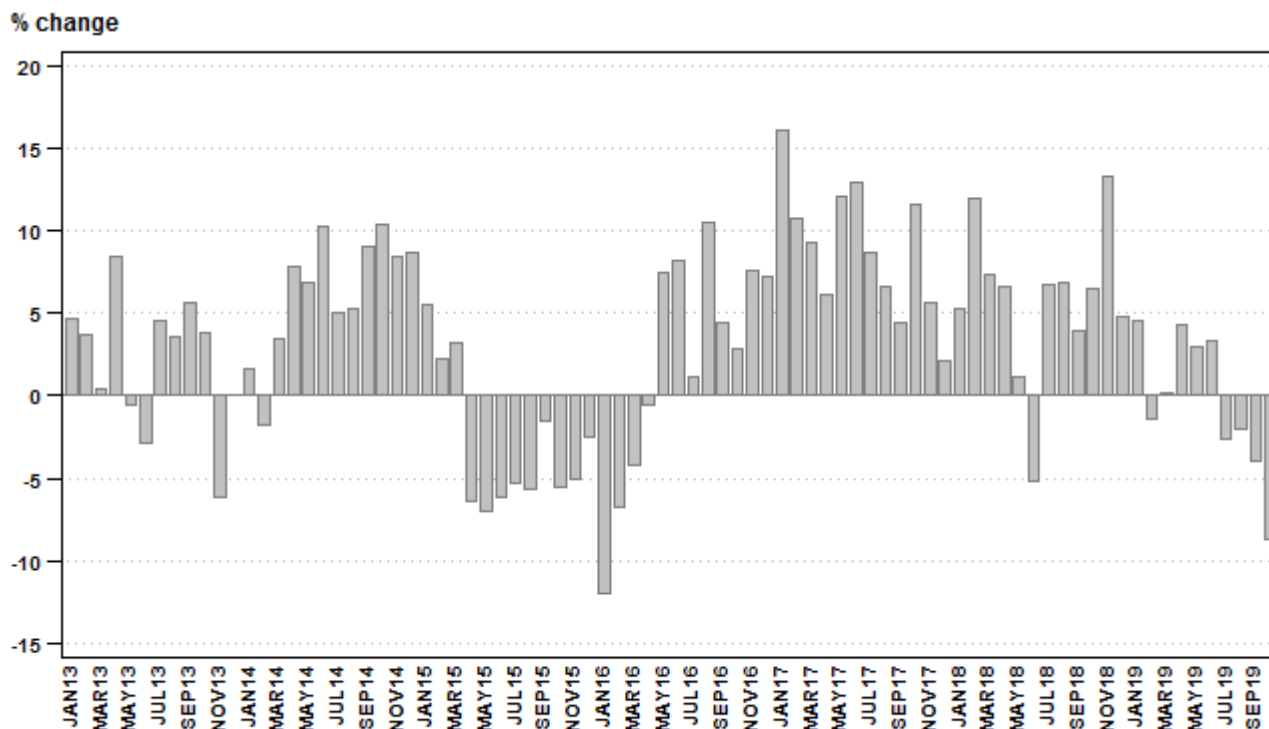


Table C – Seasonally adjusted payload for the latest three months by type of transport

Payload	May – Jul 2019 (000 tons)	Weight	Aug – Oct 2019 (000 tons)	% change between May – Jul 2019 and Aug – Oct 2019	Contribution (% points) to the total % change
Rail	54 811	23,7	53 221	-2,9	-0,7
Road	176 290	76,3	172 604	-2,1	-1,6
Total	231 102	100,0	225 825	-2,3	-2,3

Seasonally adjusted payload decreased by 2,3% in the three months ended October 2019 compared with the previous three months. Road freight decreased by 2,1% (contributing -1,6 percentage points) and rail freight decreased by 2,9% (contributing -0,7 of a percentage point) – see Table C.

Passenger transportation: results for October 2019

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

	May-19	Jun-19	Jul-19	Aug-19	Sep-19	Oct-19
Passenger journeys	-5,3	-23,8	-21,2	-19,0	-15,4	-11,8
Passenger income	19,8	-0,8	-4,1	3,3	8,6	2,8

The number of passenger journeys decreased by 11,8% in October 2019 compared with October 2018. The corresponding income increased by 2,8% over the same period.

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

% change

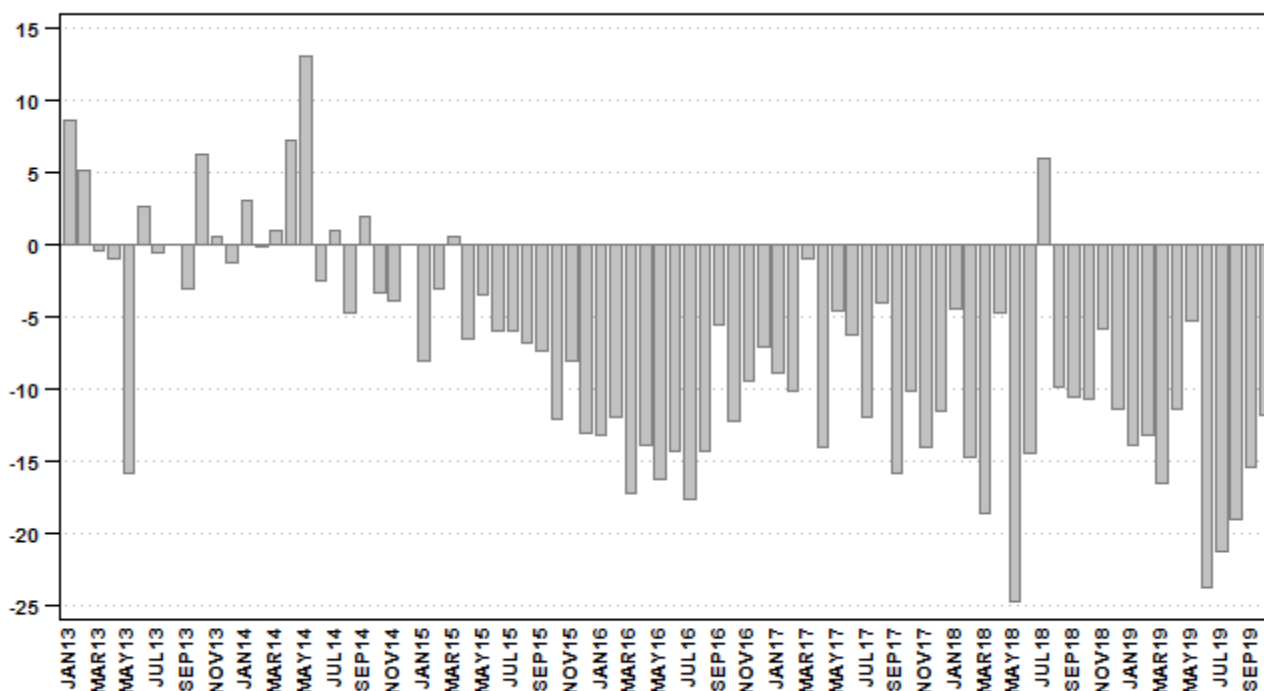


Table E – Seasonally adjusted passenger journeys for the latest three months by type of transport

Passenger journeys	May – Jul 2019 (000)	Weight	Aug – Oct 2019 (000)	% change between May – Jul 2019 and Aug – Oct 2019	Contribution (% points) to the total % change
Rail	42 760	37,4	37 106	-13,2	-4,9
Road	71 714	62,6	75 383	5,1	3,2
Total	114 475	100,0	112 490	-1,7	-1,7

Seasonally adjusted passenger journeys decreased by 1,7% in the three months ended October 2019 compared with the previous three months. Rail passenger journeys decreased by 13,2% (contributing -4,9 percentage points) while road passenger journeys increased by 5,1% (contributing 3,2 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	16 102	3 482	60 476	10 694	76 578	14 176

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	-9,4	-7,2	-8,7	-5,5

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	18 206	3 543	58 026	9 919	76 232	13 461
	Feb	19 305	3 675	60 437	10 000	79 742	13 675
	Mar	18 967	3 554	58 758	10 080	77 726	13 634
	Apr	18 327	3 646	57 045	9 695	75 372	13 340
	May	18 780	3 581	56 837	9 783	75 617	13 364
	Jun	17 892	3 518	56 291	9 597	74 182	13 116
	Jul	17 782	3 423	59 902	10 199	77 683	13 621
	Aug	18 274	3 574	60 102	10 281	78 376	13 854
	Sep	18 514	3 667	60 294	10 455	78 808	14 122
	Oct	18 127	3 591	62 262	10 721	80 390	14 312
	Nov	18 547	3 741	63 667	10 887	82 214	14 628
	Dec	15 693	3 292	62 815	10 670	78 508	13 962
2019	Jan	19 197	3 758	60 151	10 483	79 347	14 241
	Feb	17 894	3 608	60 584	10 435	78 478	14 043
	Mar	17 817	3 665	59 285	10 233	77 102	13 898
	Apr	18 704	3 694	60 253	10 446	78 957	14 140
	May	18 746	3 808	58 668	10 108	77 414	13 916
	Jun	18 553	3 733	59 570	10 253	78 123	13 986
	Jul	17 512	3 587	58 052	9 954	75 565	13 540
	Aug	17 954	3 658	59 491	10 300	77 445	13 958
	Sep	18 058	3 745	56 963	10 002	75 021	13 747
	Oct	17 209	3 535	56 150	9 919	73 359	13 454

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

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

Type of commodity	May-19	Jun-19	Jul-19	Aug-19	Sep-19	Oct-19 1/
Agriculture and forestry primary products	962	924	962	1 042	939	986
Primary mining and quarrying products	5 238	5 207	4 630	5 173	5 121	4 749
Manufactured food, beverages and tobacco products	1 487	1 512	1 599	1 574	1 576	1 699
Textiles, clothing and leather products	231	196	192	204	216	246
Chemicals, coke, petroleum, rubber, plastic and other mineral products	913	920	956	990	890	984
Basic metals and fabricated metal products	486	506	437	384	363	321
Non-metallic products	294	301	293	280	286	307
Electrical machinery, transport machinery and equipment	202	194	210	227	214	223
Motor vehicles, parts and accessories	278	291	318	308	314	364
Paper and paper products	97	102	102	102	102	107
Commercial products	218	211	254	254	289	317
Used household and office products	173	182	190	322	199	178
Containers	720	763	761	875	756	764
Parcels	259	281	287	322	290	315
Other freight	2 547	2 516	2 513	2 571	2 546	2 615
Total	14 104	14 106	13 704	14 627	14 100	14 176

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	May-19	Jun-19	Jul-19	Aug-19	Sep-19	Oct-19
Agriculture and forestry primary products	-8,2	-9,3	-10,9	-6,7	-6,3	-7,0
Primary mining and quarrying products	13,3	13,4	4,7	1,5	-0,5	-6,4
Manufactured food, beverages and tobacco products	-4,5	-9,4	-3,7	-4,0	-2,8	-4,0
Textiles, clothing and leather products	6,9	-9,7	-10,3	-9,7	-10,4	11,3
Chemicals, coke, petroleum, rubber, plastic and other mineral products	-4,1	0,8	-5,7	-5,1	-4,8	-5,1
Basic metals and fabricated metal products	-1,6	6,3	-10,5	-22,4	-36,2	-38,6
Non-metallic products	-8,1	-8,2	0,3	-5,7	1,1	-1,3
Electrical machinery, transport machinery and equipment	-18,5	-8,1	6,1	9,1	5,9	2,3
Motor vehicles, parts and accessories	-2,1	-3,3	-3,0	-1,9	7,2	4,9
Paper and paper products	-10,2	-8,1	-5,6	-10,5	-1,9	-25,7
Commercial products	5,8	6,0	18,1	22,1	27,3	20,5
Used household and office products	24,5	9,0	20,3	109,1	22,1	-7,8
Containers	-8,0	-1,9	-3,7	1,7	-14,0	-8,5
Parcels	13,6	20,6	14,8	27,3	17,9	11,7
Other freight	8,2	8,3	-1,5	1,9	3,3	-4,0
Total	4,0	4,2	-0,5	0,5	-1,9	-5,5

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

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	26 722	908	41 716	1 106

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	-0,7	6,2	-11,8	2,8

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	23 396	207	28 844	870	52 239	1 078
	Feb	19 857	201	27 061	800	46 918	1 002
	Mar	20 575	197	26 329	797	46 904	994
	Apr	25 340	234	21 860	696	47 199	929
	May	20 583	210	19 462	638	40 045	848
	Jun	21 653	221	24 649	785	46 302	1 006
	Jul	24 412	205	26 253	843	50 665	1 048
	Aug	20 833	174	25 273	810	46 106	983
	Sep	19 883	201	25 838	764	45 722	965
	Oct	18 611	199	25 902	831	44 513	1 030
	Nov	18 357	192	26 069	841	44 426	1 033
	Dec	21 391	195	26 163	832	47 555	1 028
2019	Jan	18 379	197	25 498	839	43 877	1 036
	Feb	17 350	189	23 327	789	40 677	978
	Mar	15 919	188	22 179	780	38 098	967
	Apr	16 568	180	26 136	885	42 704	1 065
	May	13 808	184	24 286	824	38 094	1 008
	Jun	14 544	187	21 768	817	36 313	1 004
	Jul	14 408	176	25 660	829	40 068	1 004
	Aug	12 750	187	24 553	831	37 304	1 019
	Sep	12 575	172	25 055	878	37 630	1 050
	Oct	11 781	174	25 775	880	37 556	1 054

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	-1,5	11,3	4,4	7,9	1,6	8,7
	Feb	-15,1	-2,9	-6,2	-8,0	-10,2	-7,1
	Mar	3,6	-2,0	-2,7	-0,4	0,0	-0,8
	Apr	23,2	18,8	-17,0	-12,7	0,6	-6,5
	May	-18,8	-10,3	-11,0	-8,3	-15,2	-8,7
	Jun	5,2	5,2	26,7	23,0	15,6	18,6
	Jul	12,7	-7,2	6,5	7,4	9,4	4,2
	Aug	-14,7	-15,1	-3,7	-3,9	-9,0	-6,2
	Sep	-4,6	15,5	2,2	-5,7	-0,8	-1,8
	Oct	-6,4	-1,0	0,2	8,8	-2,6	6,7
	Nov	-1,4	-3,5	0,6	1,2	-0,2	0,3
	Dec	16,5	1,6	0,4	-1,1	7,0	-0,5
2019	Jan	-14,1	1,0	-2,5	0,8	-7,7	0,8
	Feb	-5,6	-4,1	-8,5	-6,0	-7,3	-5,6
	Mar	-8,2	-0,5	-4,9	-1,1	-6,3	-1,1
	Apr	4,1	-4,3	17,8	13,5	12,1	10,1
	May	-16,7	2,2	-7,1	-6,9	-10,8	-5,4
	Jun	5,3	1,6	-10,4	-0,8	-4,7	-0,4
	Jul	-0,9	-5,9	17,9	1,5	10,3	0,0
	Aug	-11,5	6,3	-4,3	0,2	-6,9	1,5
	Sep	-1,4	-8,0	2,0	5,7	0,9	3,0
	Oct	-6,3	1,2	2,9	0,2	-0,2	0,4

Survey information

Introduction	<p>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.</p> <p>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.</p>
Purpose of the survey	<p>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.</p>
Scope of the survey	<p>4 This survey covers enterprises involved in land transportation according to the following type of transportation:</p> <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	<p>5 Passenger transportation excludes:</p> <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	<p>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.</p>
Collection rate	<p>7 The preliminary collection rate for the survey on land transportation for October 2019 was 82,1%. The improved collection rate for September 2019 was 90,1%.</p>
Statistical unit	<p>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.</p>
Revised figures	<p>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.</p>

- 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

