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IMPROVING LIVES THROUGH DATA ECOSYSTEMS



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Freight transportation: results for April 2021

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

	Nov-20	Dec-20	Jan-21	Feb-21	Mar-21	Apr-21
Freight payload	-4,9	4,2	-10,7	-8,3	0,6	54,5
Freight income	-3,9	-0,2	-11,1	-5,7	2,0	65,5

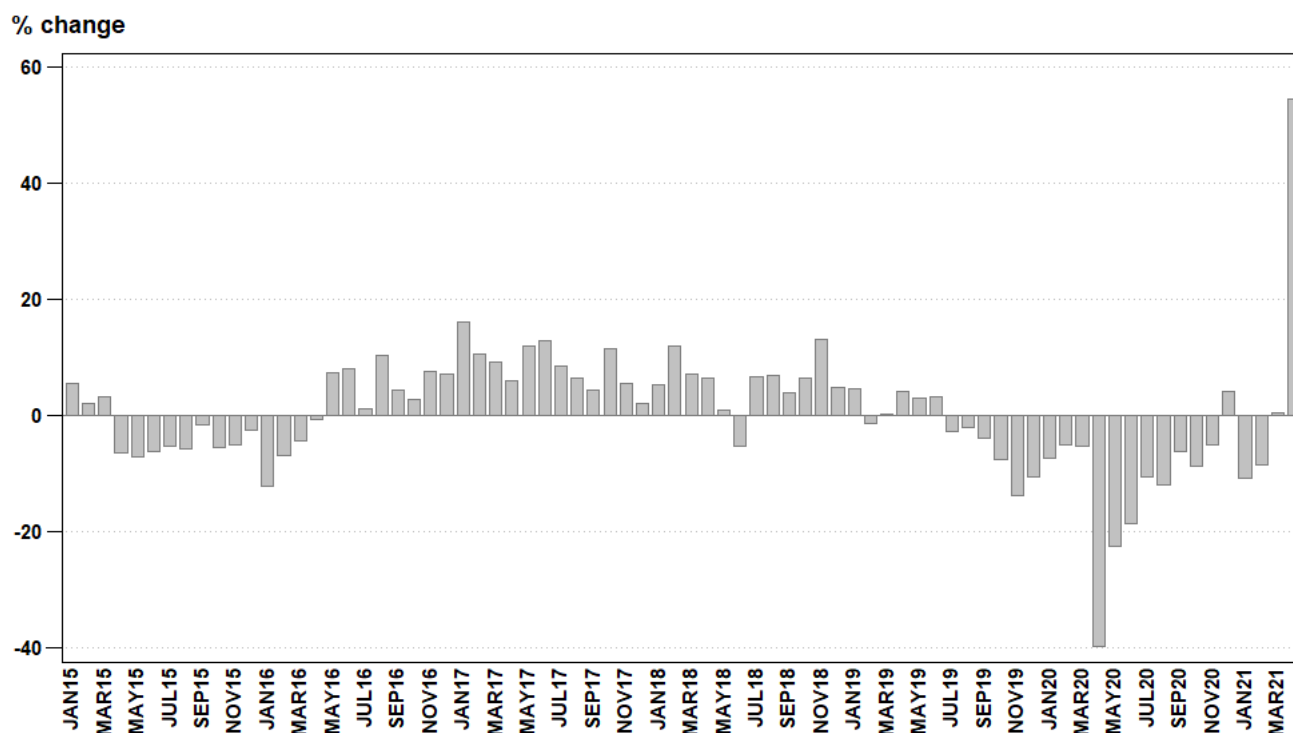
The volume of goods transported (payload) increased by 54,5% in April 2021 compared with April 2020. The corresponding income increased by 65,5% over the same period.

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

Type of commodity	Feb – Apr 2020 (R million)	Weight	Feb – Apr 2021 (R million)	% change between Feb – Apr 2020 and Feb – Apr 2021	Contribution (% points) to the total % change
Agriculture and forestry primary products	2 382	6,9	2 708	13,7	0,9
Primary mining and quarrying products	12 786	37,2	14 238	11,4	4,2
Manufactured food, beverages and tobacco products	4 036	11,7	3 777	-6,4	-0,7
Textiles, clothing and leather goods	494	1,4	721	46,0	0,6
Chemicals, coke, petroleum, rubber, plastic and other mineral products	2 506	7,3	2 913	16,2	1,2
Basic metals and fabricated metal products	745	2,2	835	12,1	0,3
Non-metallic products	645	1,9	602	-6,7	-0,1
Electrical machinery, transport machinery and equipment	481	1,4	544	13,1	0,2
Motor vehicles, parts and accessories	682	2,0	780	14,4	0,3
Paper and paper products	287	0,8	256	-10,8	-0,1
Commercial products	562	1,6	743	32,2	0,5
Used household and office products	383	1,1	554	44,6	0,5
Containers	1 679	4,9	2 023	20,5	1,0
Parcels	729	2,1	927	27,2	0,6
Other freight	5 998	17,4	7 545	25,8	4,5
Total income	34 395	100,0	39 169	13,9	13,9

Income from freight transportation increased by 13,9% in the three months ended April 2021 compared with the three months ended April 2020. The main contributors to this increase were:

- 'other' freight (25,8% and contributing 4,5 percentage points); and
- primary mining and quarrying products (11,4% and contributing 4,2 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	Nov 2020 – Jan 2021 (000 tons)	Weight	Feb – Apr 2021 (000 tons)	% change between Nov 2020 – Jan 2021 and Feb – Apr 2021	Contribution (% points) to the total % change
Rail	45 799	22,0	45 965	0,4	0,1
Road	162 467	78,0	167 504	3,1	2,4
Total	208 265	100,0	213 466	2,5	2,5

Seasonally adjusted payload increased by 2,5% in the three months ended April 2021 compared with the previous three months. Road freight increased by 3,1% (contributing 2,4 percentage points) and rail freight increased by 0,4% (contributing 0,1 of a percentage point) – see Table C.

Passenger transportation: results for April 2021

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

	Nov-20	Dec-20	Jan-21	Feb-21	Mar-21	Apr-21
Passenger journeys	-48,4	-36,2	-46,3	-51,9	-27,0	188,1
Passenger income	-37,5	-30,7	-37,2	-35,7	-10,4	253,5

The number of passenger journeys increased by 188,1% in April 2021 compared with April 2020. The corresponding income increased by 253,5% over the same period.

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

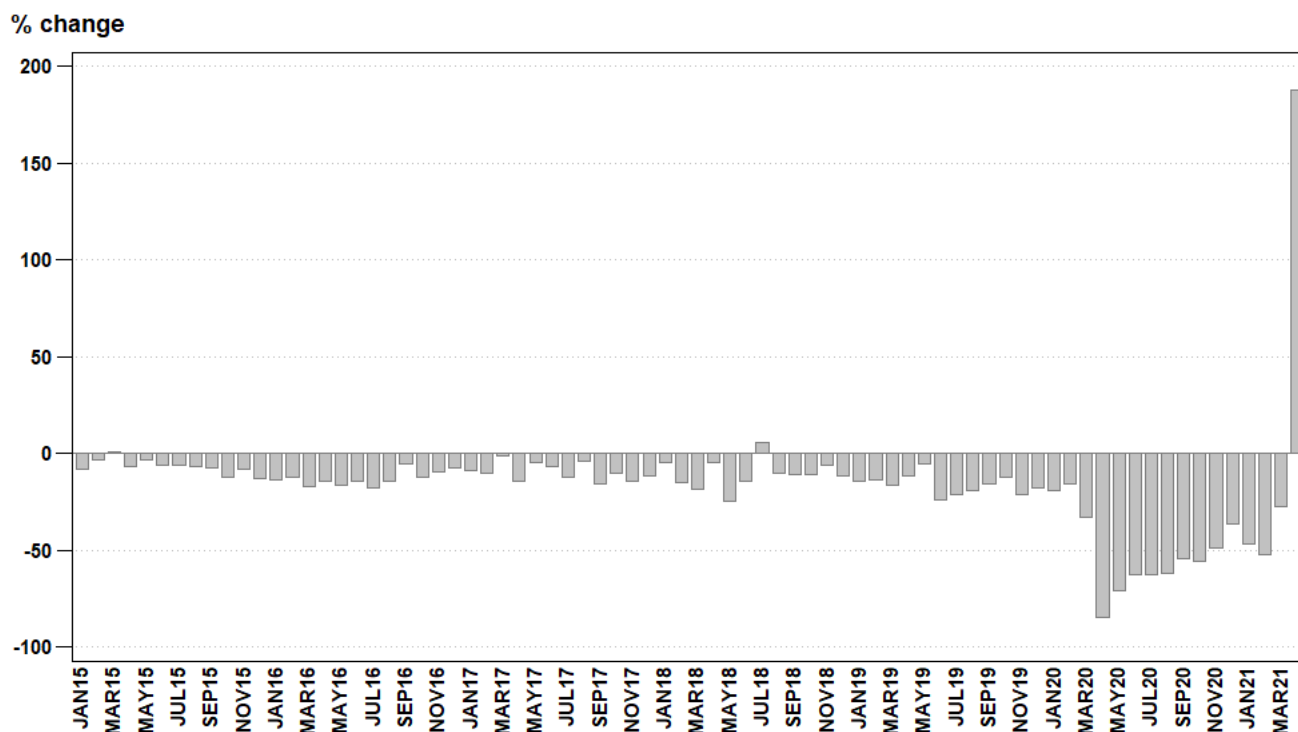


Table E – Seasonally adjusted passenger journeys for the latest three months by type of transport

Passenger journeys	Nov 2020 – Jan 2021 (000)	Weight	Feb – Apr 2021 (000)	% change between Nov 2020 – Jan 2021 and Feb – Apr 2021	Contribution (% points) to the total % change
Rail	4 884	8,0	4 767	-2,4	-0,2
Road	56 325	92,0	49 358	-12,4	-11,4
Total	61 211	100,0	54 125	-11,6	-11,6

Seasonally adjusted passenger journeys decreased by 11,6% in the three months ended April 2021 compared with the previous three months. Road passenger journeys decreased by 12,4% (contributing -11,4 percentage points) and rail passenger journeys decreased by 2,4% (contributing -0,2 of a percentage point) – 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)
2020	Jan	17 219	3 561	51 315	9 225	68 534	12 786
	Feb	17 550	3 611	53 467	9 505	71 017	13 116
	Mar	17 832	3 614	53 575	9 625	71 406	13 238
	Apr	10 887	2 062	35 326	5 979	46 212	8 041
	May	14 141	2 930	46 423	8 044	60 564	10 974
	Jun	15 795	3 345	48 093	8 517	63 888	11 862
	Jul	16 089	3 395	52 332	9 216	68 421	12 612
	Aug	17 666	3 772	54 105	9 547	71 771	13 319
	Sep	17 722	3 635	54 922	9 650	72 645	13 285
	Oct	14 737	3 295	56 139	9 936	70 875	13 231
	Nov	16 738	3 631	56 907	10 217	73 645	13 848
	Dec	15 471	3 145	52 341	9 285	67 812	12 430
	Total	191 847	39 996	614 945	108 746	806 790	148 742
2021	Jan	13 161	2 807	48 068	8 554	61 229	11 361
	Feb	15 097	3 174	50 026	9 191	65 123	12 365
	Mar	15 372	3 335	56 431	10 162	71 803	13 498
	Apr	15 724	3 383	55 660	9 923	71 385	13 306

1/ Figures for the 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
2020	Jan	-7,7	-2,7	-7,1	-3,7	-7,2	-3,4
	Feb	-5,3	-2,0	-4,8	-2,2	-4,9	-2,2
	Mar	4,8	8,5	-8,3	-3,0	-5,3	-0,1
	Apr	-42,7	-47,0	-38,7	-40,2	-39,7	-42,1
	May	-22,8	-22,8	-22,4	-22,0	-22,5	-22,2
	Jun	-16,8	-13,0	-19,1	-17,0	-18,6	-15,9
	Jul	5,4	5,5	-14,4	-12,1	-10,5	-8,0
	Aug	-7,8	-2,3	-13,2	-11,3	-11,9	-8,9
	Sep	-8,9	-9,4	-5,1	-4,4	-6,0	-5,8
	Oct	-8,5	-5,4	-8,8	-8,7	-8,7	-7,9
	Nov	-10,4	-6,4	-3,2	-3,0	-4,9	-3,9
	Dec	-6,5	-9,4	7,8	3,3	4,2	-0,2
	Total	-11,1	-9,4	-11,8	-10,5	-11,6	-10,2
2021	Jan	-23,6	-21,2	-6,3	-7,3	-10,7	-11,1
	Feb	-14,0	-12,1	-6,4	-3,3	-8,3	-5,7
	Mar	-13,8	-7,7	5,3	5,6	0,6	2,0
	Apr	44,4	64,1	57,6	66,0	54,5	65,5

Table 3 – Seasonally adjusted freight transportation (income at current prices)

Year and month		Rail		Road		Total	
		Payload (000 tons)	Income (R million)	Payload (000 tons)	Income (R million)	Payload (000 tons)	Income (R million)
2020	Jan	18 081	3 785	55 886	10 039	73 967	13 824
	Feb	17 405	3 680	58 205	10 185	75 610	13 864
	Mar	18 070	3 716	54 053	9 779	72 123	13 495
	Apr	10 602	2 025	36 968	6 245	47 570	8 270
	May	14 270	2 902	46 642	8 088	60 912	10 989
	Jun	15 355	3 147	47 433	8 391	62 788	11 537
	Jul	17 762	3 700	49 717	8 802	67 479	12 501
	Aug	16 389	3 596	52 426	9 351	68 815	12 947
	Sep	16 219	3 352	52 634	9 342	68 854	12 694
	Oct	16 005	3 430	52 501	9 255	68 505	12 685
	Nov	15 723	3 415	53 884	9 604	69 607	13 019
	Dec	16 063	3 307	54 879	9 710	70 942	13 016
2021	Jan	14 013	3 032	53 704	9 546	67 716	12 578
	Feb	15 064	3 225	53 839	9 745	68 902	12 970
	Mar	15 490	3 448	56 855	10 177	72 344	13 625
	Apr	15 411	3 273	56 810	10 191	72 220	13 464

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
2020	Jan	6,4	6,0	7,9	5,0	7,6	5,3
	Feb	-3,7	-2,8	4,1	1,5	2,2	0,3
	Mar	3,8	1,0	-7,1	-4,0	-4,6	-2,7
	Apr	-41,3	-45,5	-31,6	-36,1	-34,0	-38,7
	May	34,6	43,3	26,2	29,5	28,0	32,9
	Jun	7,6	8,4	1,7	3,7	3,1	5,0
	Jul	15,7	17,6	4,8	4,9	7,5	8,4
	Aug	-7,7	-2,8	5,4	6,2	2,0	3,6
	Sep	-1,0	-6,8	0,4	-0,1	0,1	-2,0
	Oct	-1,3	2,3	-0,3	-0,9	-0,5	-0,1
	Nov	-1,8	-0,4	2,6	3,8	1,6	2,6
	Dec	2,2	-3,2	1,8	1,1	1,9	0,0
2021	Jan	-12,8	-8,3	-2,1	-1,7	-4,5	-3,4
	Feb	7,5	6,4	0,3	2,1	1,8	3,1
	Mar	2,8	6,9	5,6	4,4	5,0	5,1
	Apr	-0,5	-5,1	-0,1	0,1	-0,2	-1,2

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

Type of commodity	Nov-20	Dec-20	Jan-21	Feb-21	Mar-21	Apr-21 1/
Agriculture and forestry primary products	996	876	748	832	927	949
Primary mining and quarrying products	5 046	4 605	4 164	4 380	4 926	4 932
Manufactured food, beverages and tobacco products	1 306	1 225	1 103	1 171	1 317	1 289
Textiles, clothing and leather products	290	248	206	221	255	245
Chemicals, coke, petroleum, rubber, plastic and other mineral products	1 006	958	880	937	1 026	950
Basic metals and fabricated metal products	257	178	211	278	283	274
Non-metallic products	248	215	167	193	200	209
Electrical machinery, transport machinery and equipment	176	165	156	177	181	186
Motor vehicles, parts and accessories	301	223	207	238	270	272
Paper and paper products	92	78	74	81	86	89
Commercial products	289	245	213	227	266	250
Used household and office products	204	210	165	172	186	196
Containers	669	594	589	636	707	680
Parcels	337	309	267	322	313	292
Other freight	2 630	2 301	2 213	2 499	2 553	2 493
Total	13 848	12 430	11 361	12 365	13 498	13 306

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	Nov-20	Dec-20	Jan-21	Feb-21	Mar-21	Apr-21
Agriculture and forestry primary products	6,5	10,9	-6,0	0,6	7,0	37,7
Primary mining and quarrying products	0,3	8,1	-10,5	-8,5	3,5	52,4
Manufactured food, beverages and tobacco products	-21,8	-22,4	-27,0	-20,4	-15,6	28,4
Textiles, clothing and leather products	4,3	16,4	7,3	7,3	19,7	226,7
Chemicals, coke, petroleum, rubber, plastic and other mineral products	-4,1	10,9	1,5	1,8	10,9	43,7
Basic metals and fabricated metal products	-22,1	-42,2	-25,2	-13,4	-16,8	226,2
Non-metallic products	-15,6	-10,4	-32,4	-30,3	-30,6	161,3
Electrical machinery, transport machinery and equipment	-17,8	-2,4	-6,0	-8,3	-6,7	97,9
Motor vehicles, parts and accessories	-9,3	-18,6	-20,4	-22,7	-5,9	212,6
Paper and paper products	-19,3	-4,9	-14,9	-20,6	-14,0	4,7
Commercial products	-1,4	-0,4	-0,9	0,4	6,8	187,4
Used household and office products	4,1	9,9	-1,8	-1,7	17,7	292,0
Containers	-14,9	-9,3	-13,6	-3,2	14,8	67,5
Parcels	2,4	14,9	9,4	9,5	1,6	129,9
Other freight	2,6	-0,8	-8,5	6,4	7,5	95,7
Total	-3,9	-0,2	-11,1	-5,7	2,0	65,5

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	Nov-20	Dec-20	Jan-21	Feb-21	Mar-21	Apr-21
Agriculture and forestry primary products	0,4	0,7	-0,4	0,0	0,5	3,2
Primary mining and quarrying products	0,1	2,8	-3,8	-3,1	1,3	21,1
Manufactured food, beverages and tobacco products	-2,5	-2,8	-3,2	-2,3	-1,8	3,5
Textiles, clothing and leather products	0,1	0,3	0,1	0,1	0,3	2,1
Chemicals, coke, petroleum, rubber, plastic and other mineral products	-0,3	0,8	0,1	0,1	0,8	3,6
Basic metals and fabricated metal products	-0,5	-1,0	-0,6	-0,3	-0,4	2,4
Non-metallic products	-0,3	-0,2	-0,6	-0,6	-0,7	1,6
Electrical machinery, transport machinery and equipment	-0,3	0,0	-0,1	-0,1	-0,1	1,1
Motor vehicles, parts and accessories	-0,2	-0,4	-0,4	-0,5	-0,1	2,3
Paper and paper products	-0,2	0,0	-0,1	-0,2	-0,1	0,0
Commercial products	0,0	0,0	0,0	0,0	0,1	2,0
Used household and office products	0,1	0,2	0,0	0,0	0,2	1,8
Containers	-0,8	-0,5	-0,7	-0,2	0,7	3,4
Parcels	0,1	0,3	0,2	0,2	0,0	2,1
Other freight	0,5	-0,2	-1,6	1,1	1,3	15,2
Total	-3,9	-0,2	-11,1	-5,7	2,0	65,5

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)
2020	Jan	8 651	177	23 911	840	32 562	1 017
	Feb	10 665	173	24 621	789	35 286	962
	Mar	5 499	103	23 060	771	28 559	874
	Apr	0	0	6 457	185	6 457	185
	May	61	4	11 199	326	11 260	330
	Jun	145	10	12 903	396	13 048	406
	Jul	274	12	14 738	445	15 012	457
	Aug	402	15	14 833	457	15 235	472
	Sep	390	19	18 332	589	18 722	608
	Oct	488	23	18 046	573	18 534	596
	Nov	1 615	35	17 790	606	19 405	641
	Dec	1 438	34	17 054	642	18 492	676
	Total	29 628	605	202 944	6 619	232 572	7 224
2021	Jan	1 128	24	16 352	615	17 480	639
	Feb	1 450	29	15 520	590	16 970	619
	Mar	1 772	41	19 071	742	20 843	783
	Apr	1 632	41	16 969	613	18 601	654

1/ Figures for the 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
2020	Jan	-46,0	-13,2	-1,2	1,0	-19,0	-1,8
	Feb	-42,6	-10,8	5,4	6,8	-15,9	3,1
	Mar	-69,6	-48,5	-5,5	-7,0	-32,8	-15,1
	Apr	-100,0	-100,0	-73,9	-78,1	-84,2	-81,9
	May	-99,6	-97,8	-54,6	-59,3	-71,0	-66,6
	Jun	-99,0	-93,9	-37,1	-50,4	-62,5	-57,8
	Jul	-98,1	-93,3	-42,8	-46,6	-62,5	-54,8
	Aug	-97,3	-92,2	-41,8	-44,2	-62,1	-53,3
	Sep	-97,2	-89,8	-32,1	-36,5	-54,0	-45,5
	Oct	-96,7	-88,4	-32,4	-36,0	-55,5	-45,5
	Nov	-87,2	-79,7	-28,6	-29,0	-48,4	-37,5
	Dec	-80,0	-69,4	-21,8	-25,7	-36,2	-30,7
	Total	-83,0	-72,0	-30,9	-34,0	-50,3	-40,8
2021	Jan	-87,0	-86,4	-31,6	-26,8	-46,3	-37,2
	Feb	-86,4	-83,2	-37,0	-25,2	-51,9	-35,7
	Mar	-67,8	-60,2	-17,3	-3,8	-27,0	-10,4
	Apr	1/	1/	162,8	231,4	188,1	253,5

1/ Changes from zero in the preceding period cannot be calculated as a percentage.

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)
2020	Jan	9 874	165	25 543	826	35 417	992
	Feb	10 015	164	24 877	825	34 891	988
	Mar	5 235	99	20 139	759	25 374	857
	Apr	0	0	7 901	262	7 901	262
	May	61	4	11 106	338	11 167	342
	Jun	140	11	12 323	410	12 463	420
	Jul	262	12	14 515	422	14 777	433
	Aug	390	15	14 680	452	15 070	467
	Sep	362	18	16 523	562	16 885	580
	Oct	423	20	17 703	548	18 126	568
	Nov	1 608	35	17 505	597	19 114	632
	Dec	1 945	47	20 147	616	22 092	663
2021	Jan	1 331	23	18 673	598	20 005	621
	Feb	1 401	28	15 126	626	16 526	655
	Mar	1 730	39	16 192	737	17 922	776
	Apr	1 636	42	18 040	691	19 677	732

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
2020	Jan	-2,5	7,8	2,6	-1,5	1,1	0,0
	Feb	1,4	-0,6	-2,6	-0,1	-1,5	-0,4
	Mar	-47,7	-39,6	-19,0	-8,0	-27,3	-13,3
	Apr	-100,0	-100,0	-60,8	-65,5	-68,9	-69,4
	May	1/	1/	40,6	29,0	41,3	30,5
	Jun	129,5	175,0	11,0	21,3	11,6	22,8
	Jul	87,1	9,1	17,8	2,9	18,6	3,1
	Aug	48,9	25,0	1,1	7,1	2,0	7,9
	Sep	-7,2	20,0	12,6	24,3	12,0	24,2
	Oct	16,9	11,1	7,1	-2,5	7,3	-2,1
	Nov	280,1	75,0	-1,1	8,9	5,5	11,3
	Dec	21,0	34,3	15,1	3,2	15,6	4,9
2021	Jan	-31,6	-51,1	-7,3	-2,9	-9,4	-6,3
	Feb	5,3	21,7	-19,0	4,7	-17,4	5,5
	Mar	23,5	39,3	7,0	17,7	8,4	18,5
	Apr	-5,4	7,7	11,4	-6,2	9,8	-5,7

1/ Changes from zero in the preceding period cannot be calculated as a percentage.

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 <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 April 2021 was 88,1%. The improved collection rate for March 2021 was 90,9%.
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](#)
- Note:** Owing to the impact of the COVID-19 lockdown, additive outlier and transitory change adjustments were applied. Transitory (temporary) change describes a temporary effect on the level of a series after a certain point in time. The methodology will be reviewed as more data points are added to the time series.
- 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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