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Freight transportation: results for December 2020

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

	Jul-20	Aug-20	Sep-20	Oct-20	Nov-20	Dec-20
Freight payload	-10,5	-11,9	-6,0	-8,7	-4,9	4,6
Freight income	-8,0	-8,9	-5,8	-7,9	-3,9	-0,1

The volume of goods transported (payload) decreased by 11,6% in 2020 compared with 2019 and the corresponding income decreased by 10,2% over the same period – see Table 2.

In December 2020, the volume of goods transported (payload) increased by 4,6% year-on-year. The corresponding income decreased by 0,1% over the same period.

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

Type of commodity	Oct – Dec 2019 (R million)	Weight	Oct – Dec 2020 (R million)	% change between Oct – Dec 2019 and Oct – Dec 2020	Contribution (% points) to the total % change
Agriculture and forestry primary products	2 718	6,6	2 852	4,9	0,3
Primary mining and quarrying products	14 099	34,2	14 548	3,2	1,1
Manufactured food, beverages and tobacco products	4 937	12,0	3 804	-22,9	-2,7
Textiles, clothing and leather goods	752	1,8	811	7,8	0,1
Chemicals, coke, petroleum, rubber, plastic and other mineral products	2 941	7,1	2 935	-0,2	0,0
Basic metals and fabricated metal products	959	2,3	691	-27,9	-0,6
Non-metallic products	840	2,0	713	-15,1	-0,3
Electrical machinery, transport machinery and equipment	599	1,5	505	-15,7	-0,2
Motor vehicles, parts and accessories	961	2,3	854	-11,1	-0,3
Paper and paper products	312	0,8	257	-17,6	-0,1
Commercial products	862	2,1	808	-6,3	-0,1
Used household and office products	563	1,4	598	6,2	0,1
Containers	2 217	5,4	1 929	-13,0	-0,7
Parcels	924	2,2	975	5,5	0,1
Other freight	7 556	18,3	7 246	-4,1	-0,8
Total income	41 238	100,0	39 527	-4,1	-4,1

Income from freight transportation decreased by 4,1% in the fourth quarter of 2020 compared with the fourth quarter of 2019. The main negative contributors to this decrease were:

- manufactured food, beverages and tobacco products (-22,9% and contributing -2,7 percentage points); and
- 'other' freight (-4,1% and contributing -0,8 of a percentage point) – see Table B.

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

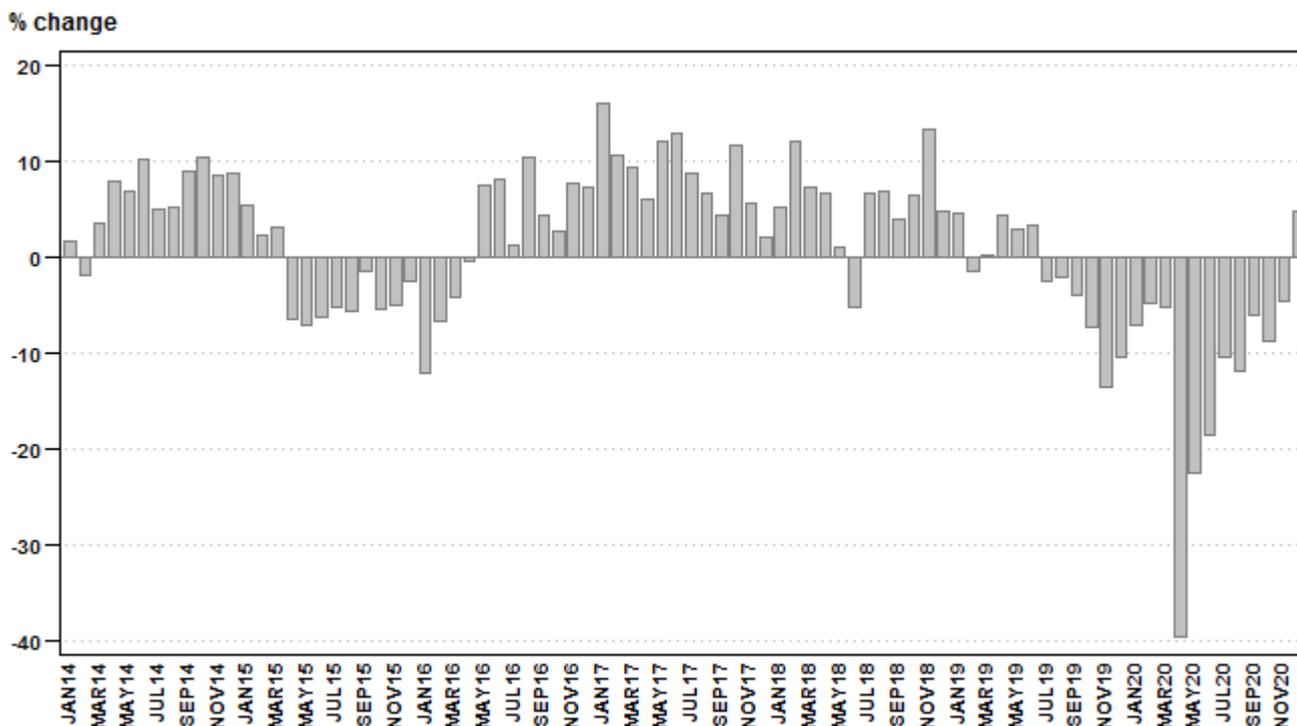


Table C – Seasonally adjusted payload for the latest three months by type of transport

Payload	Jul – Sep 2020 (000 tons)	Weight	Oct – Dec 2020 (000 tons)	% change between Jul – Sep 2020 and Oct – Dec 2020	Contribution (% points) to the total % change
Rail	50 510	24,5	48 251	-4,5	-1,1
Road	155 400	75,5	161 763	4,1	3,1
Total	205 910	100,0	210 016	2,0	2,0

Seasonally adjusted payload increased by 2,0% in the fourth quarter of 2020 compared with the previous quarter. Road freight increased by 4,1% (contributing 3,1 percentage points) while rail freight decreased by 4,5% (contributing -1,1 percentage points) – see Table C.

Passenger transportation: results for December 2020

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

	Jul-20	Aug-20	Sep-20	Oct-20	Nov-20	Dec-20
Passenger journeys	-62,5	-62,1	-54,0	-55,5	-48,4	-36,2
Passenger income	-54,8	-53,3	-45,5	-45,5	-37,5	-30,7

The number of passenger journeys decreased by 50,3% in 2020 compared with 2019. The corresponding income decreased by 40,8% over the same period – see Table 9. In December 2020, the number of passenger journeys decreased by 36,2% year-on-year. The corresponding income decreased by 30,7% over the same period.

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

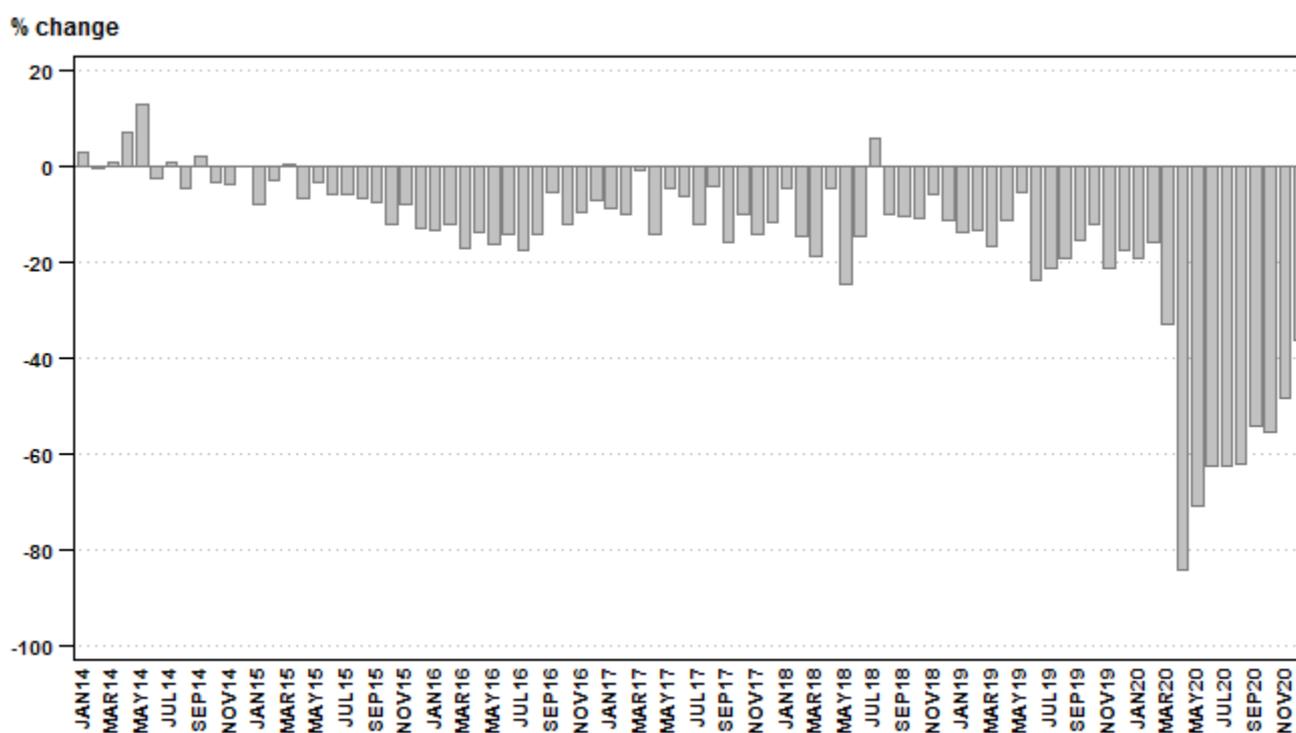


Table E – Seasonally adjusted passenger journeys for the latest three months by type of transport

Passenger journeys	Jul – Sep 2020 (000)	Weight	Oct – Dec 2020 (000)	% change between Jul – Sep 2020 and Oct – Dec 2020	Contribution (% points) to the total % change
Rail	1 014	2,2	3 982	292,7	6,4
Road	45 725	97,8	55 356	21,1	20,6
Total	46 738	100,0	59 338	27,0	27,0

Seasonally adjusted passenger journeys increased by 27,0% in the fourth quarter of 2020 compared with the previous quarter. Road passenger journeys increased by 21,1% (contributing 20,6 percentage points) and rail passenger journeys increased by 292,7% (contributing 6,4 percentage points) – see Table E.

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Statistician-General

Tables

Table 1 – Freight transportation (income at current prices)

Year and month 1/		Rail		Road		Total	
		Payload (000 tons)	Income (R million)	Payload (000 tons)	Income (R million)	Payload (000 tons)	Income (R million)
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	18 685	3 881	58 795	10 535	77 480	14 415
	Dec	16 544	3 470	48 557	8 991	65 100	12 461
	Total	215 740	44 133	696 972	121 525	912 708	165 656
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	52 593	9 303	68 065	12 448
	Total	191 847	39 996	615 197	108 764	807 043	148 760

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
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	-15,9	-11,9	-13,6	-9,3
	Dec	6,2	10,7	-14,9	-9,3	-10,4	-4,5
	Total	-1,2	3,2	-2,8	-0,7	-2,4	0,3
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	8,3	3,5	4,6	-0,1
	Total	-11,1	-9,4	-11,7	-10,5	-11,6	-10,2

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)
2019	Jan	19 262	3 795	59 737	10 368	78 999	14 163
	Feb	18 065	3 655	59 406	10 295	77 470	13 950
	Mar	17 517	3 533	59 367	10 180	76 884	13 713
	Apr	18 759	3 741	60 310	10 444	79 069	14 185
	May	18 550	3 793	58 760	10 089	77 310	13 882
	Jun	18 577	3 755	60 419	10 412	78 995	14 167
	Jul	16 942	3 482	58 613	10 052	75 555	13 534
	Aug	17 921	3 641	59 053	10 240	76 974	13 881
	Sep	18 077	3 780	57 173	10 018	75 249	13 798
	Oct	17 409	3 604	56 965	10 076	74 375	13 679
	Nov	17 766	3 696	54 941	9 699	72 707	13 395
	Dec	17 157	3 606	51 824	9 606	68 980	13 211
2020	Jan	17 719	3 727	55 343	9 956	73 063	13 683
	Feb	17 102	3 628	57 077	10 107	74 180	13 735
	Mar	18 273	3 737	54 180	9 842	72 453	13 579
	Apr	10 566	2 030	37 074	6 278	47 640	8 308
	May	14 233	2 885	46 784	8 071	61 018	10 956
	Jun	15 349	3 155	47 585	8 404	62 934	11 559
	Jul	17 770	3 681	49 722	8 809	67 492	12 490
	Aug	16 440	3 607	52 745	9 354	69 185	12 961
	Sep	16 300	3 373	52 933	9 343	69 233	12 716
	Oct	16 131	3 447	52 575	9 249	68 706	12 696
	Nov	15 866	3 450	53 941	9 598	69 808	13 048
	Dec	16 254	3 354	55 247	9 768	71 502	13 122

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
2019	Jan	20,6	13,2	-4,4	-4,0	0,7	0,1
	Feb	-6,2	-3,7	-0,6	-0,7	-1,9	-1,5
	Mar	-3,0	-3,3	-0,1	-1,1	-0,8	-1,7
	Apr	7,1	5,9	1,6	2,6	2,8	3,4
	May	-1,1	1,4	-2,6	-3,4	-2,2	-2,1
	Jun	0,1	-1,0	2,8	3,2	2,2	2,1
	Jul	-8,8	-7,3	-3,0	-3,5	-4,4	-4,5
	Aug	5,8	4,6	0,8	1,9	1,9	2,6
	Sep	0,9	3,8	-3,2	-2,2	-2,2	-0,6
	Oct	-3,7	-4,7	-0,4	0,6	-1,2	-0,9
	Nov	2,1	2,6	-3,6	-3,7	-2,2	-2,1
	Dec	-3,4	-2,4	-5,7	-1,0	-5,1	-1,4
2020	Jan	3,3	3,4	6,8	3,6	5,9	3,6
	Feb	-3,5	-2,7	3,1	1,5	1,5	0,4
	Mar	6,8	3,0	-5,1	-2,6	-2,3	-1,1
	Apr	-42,2	-45,7	-31,6	-36,2	-34,2	-38,8
	May	34,7	42,1	26,2	28,6	28,1	31,9
	Jun	7,8	9,4	1,7	4,1	3,1	5,5
	Jul	15,8	16,7	4,5	4,8	7,2	8,1
	Aug	-7,5	-2,0	6,1	6,2	2,5	3,8
	Sep	-0,9	-6,5	0,4	-0,1	0,1	-1,9
	Oct	-1,0	2,2	-0,7	-1,0	-0,8	-0,2
	Nov	-1,6	0,1	2,6	3,8	1,6	2,8
	Dec	2,4	-2,8	2,4	1,8	2,4	0,6

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

Type of commodity	Jul-20	Aug-20	Sep-20	Oct-20	Nov-20	Dec-20 1/
Agriculture and forestry primary products	971	1 010	1 006	960	996	896
Primary mining and quarrying products	4 877	5 188	5 174	4 804	5 046	4 698
Manufactured food, beverages and tobacco products	1 164	1 216	1 259	1 261	1 306	1 237
Textiles, clothing and leather products	194	200	223	260	290	261
Chemicals, coke, petroleum, rubber, plastic and other mineral products	836	864	893	991	1 006	938
Basic metals and fabricated metal products	239	294	254	256	257	178
Non-metallic products	240	270	244	247	248	218
Electrical machinery, transport machinery and equipment	170	178	164	170	176	159
Motor vehicles, parts and accessories	257	275	280	284	301	269
Paper and paper products	88	85	84	86	92	79
Commercial products	234	243	283	271	289	248
Used household and office products	156	150	168	192	204	202
Containers	597	653	658	661	669	599
Parcels	310	317	299	307	337	331
Other freight	2 279	2 376	2 297	2 480	2 630	2 136
Total	12 612	13 319	13 285	13 231	13 848	12 448

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	Jul-20	Aug-20	Sep-20	Oct-20	Nov-20	Dec-20
Agriculture and forestry primary products	0,9	-3,1	7,1	-3,3	6,5	13,4
Primary mining and quarrying products	5,3	0,3	1,0	0,0	0,3	10,3
Manufactured food, beverages and tobacco products	-27,2	-22,7	-20,1	-25,3	-21,8	-21,7
Textiles, clothing and leather products	1,0	-2,0	3,2	-0,4	4,3	22,5
Chemicals, coke, petroleum, rubber, plastic and other mineral products	-12,6	-12,7	0,3	-3,6	-4,1	8,6
Basic metals and fabricated metal products	-45,3	-23,4	-30,0	-20,2	-22,1	-42,2
Non-metallic products	-18,1	-3,6	-14,7	-19,3	-15,6	-9,2
Electrical machinery, transport machinery and equipment	-19,0	-21,6	-23,4	-21,3	-17,8	-5,9
Motor vehicles, parts and accessories	-19,2	-10,7	-10,8	-20,0	-9,3	-1,8
Paper and paper products	-13,7	-16,7	-17,6	-25,9	-19,3	-3,7
Commercial products	-7,9	-4,3	-2,1	-16,1	-1,4	0,8
Used household and office products	-17,9	-53,4	-15,6	9,1	4,1	5,8
Containers	-21,6	-25,4	-13,0	-14,8	-14,9	-8,5
Parcels	8,0	-1,6	3,1	-5,8	2,4	23,0
Other freight	-9,3	-7,6	-9,8	-7,2	2,6	-7,9
Total	-8,0	-8,9	-5,8	-7,9	-3,9	-0,1

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

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)
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	24 923	853	37 584	1 025
	Dec	7 176	111	21 816	864	28 992	975
	Total	174 599	2 164	293 606	10 035	468 205	12 199
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

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
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	-7,8	0,7	-21,2	-2,2
	Dec	-43,1	-21,3	-3,4	2,1	-17,6	-1,2
	Total	-31,1	-11,1	-3,4	5,5	-16,0	2,1
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

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)
2019	Jan	18 165	197	25 896	842	44 061	1 039
	Feb	17 840	189	22 880	791	40 721	980
	Mar	17 047	190	22 089	784	39 136	974
	Apr	17 018	182	25 875	883	42 894	1 065
	May	13 815	186	23 855	825	37 670	1 011
	Jun	14 061	185	20 978	816	35 038	1 001
	Jul	14 255	176	25 621	826	39 876	1 002
	Aug	13 330	182	24 977	829	38 307	1 010
	Sep	13 173	176	25 323	877	38 496	1 053
	Oct	12 944	177	25 939	865	38 883	1 042
	Nov	12 176	168	24 985	844	37 161	1 013
	Dec	10 142	153	24 882	849	35 024	1 002
2020	Jan	9 874	165	25 544	846	35 418	1 011
	Feb	9 988	164	24 873	845	34 861	1 009
	Mar	5 234	99	20 135	733	25 369	832
	Apr	0	0	7 907	220	7 907	220
	May	61	4	11 106	350	11 167	354
	Jun	140	11	12 323	417	12 463	427
	Jul	262	12	14 518	437	14 779	448
	Aug	390	15	14 682	468	15 072	483
	Sep	362	18	16 525	537	16 887	555
	Oct	423	20	17 705	538	18 128	558
	Nov	1 610	35	17 508	598	19 118	633
	Dec	1 949	47	20 143	628	22 092	675

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
2019	Jan	-0,2	3,1	-2,4	1,3	-1,5	1,8
	Feb	-1,8	-4,1	-11,6	-6,1	-7,6	-5,7
	Mar	-4,4	0,5	-3,5	-0,9	-3,9	-0,6
	Apr	-0,2	-4,2	17,1	12,6	9,6	9,3
	May	-18,8	2,2	-7,8	-6,6	-12,2	-5,1
	Jun	1,8	-0,5	-12,1	-1,1	-7,0	-1,0
	Jul	1,4	-4,9	22,1	1,2	13,8	0,1
	Aug	-6,5	3,4	-2,5	0,4	-3,9	0,8
	Sep	-1,2	-3,3	1,4	5,8	0,5	4,3
	Oct	-1,7	0,6	2,4	-1,4	1,0	-1,0
	Nov	-5,9	-5,1	-3,7	-2,4	-4,4	-2,8
	Dec	-16,7	-8,9	-0,4	0,6	-5,8	-1,1
2020	Jan	-2,6	7,8	2,7	-0,4	1,1	0,9
	Feb	1,2	-0,6	-2,6	-0,1	-1,6	-0,2
	Mar	-47,6	-39,6	-19,0	-13,3	-27,2	-17,5
	Apr	-100,0	-100,0	-60,7	-70,0	-68,8	-73,6
	May	1/	1/	40,5	59,1	41,2	60,9
	Jun	129,5	175,0	11,0	19,1	11,6	20,6
	Jul	87,1	9,1	17,8	4,8	18,6	4,9
	Aug	48,9	25,0	1,1	7,1	2,0	7,8
	Sep	-7,2	20,0	12,6	14,7	12,0	14,9
	Oct	16,9	11,1	7,1	0,2	7,3	0,5
	Nov	280,6	75,0	-1,1	11,2	5,5	13,4
	Dec	21,1	34,3	15,1	5,0	15,6	6,6

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

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 December 2020 was 87,4%. The improved collection rate for November 2020 was 90,4%.</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](#)

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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