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## **STATISTICAL RELEASE**

### **P7162**

# Land transport (Preliminary)

July 2021

The results published today are based on a new sample. This is an annual procedure which typically affects the levels of payload, passenger journeys and income at current prices. To avoid breaks in time series and to minimise revisions to historical growth rates, historical levels were revised (i.e. they were linked to the estimates based on the new sample).

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## Freight transportation: results for July 2021

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

	Feb-21	Mar-21	Apr-21	May-21	Jun-21	Jul-21
Freight payload	-7,9	1,1	50,9	24,1	12,0	-4,7
Freight income	-4,7	3,4	66,5	27,0	13,7	-3,1

The volume of goods transported (payload) decreased by 4,7% in July 2021 compared with July 2020. The corresponding income decreased by 3,1% over the same period.

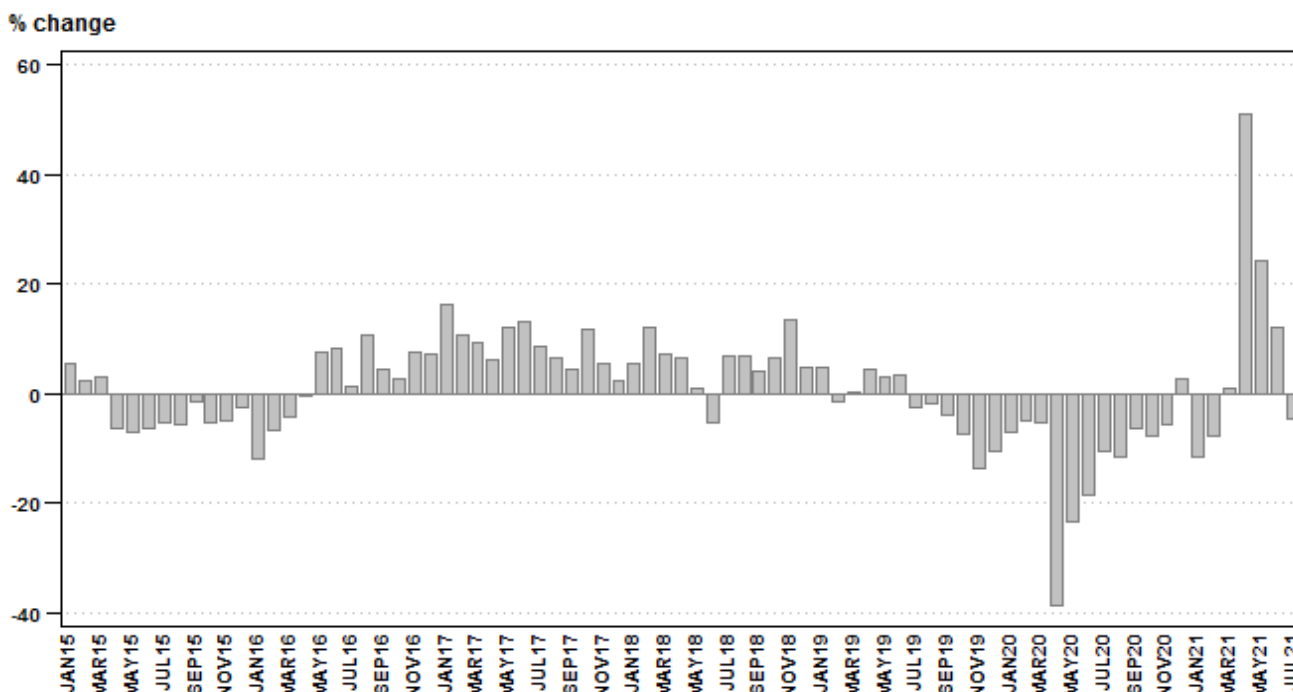
**Table B – Freight transportation income at current prices for the latest three months by type of commodity**

Type of commodity	May – Jul 2020 (R million)	Weight	May – Jul 2021 (R million)	% change between May – Jul 2020 and May – Jul 2021	Contribution (% points) to the total % change
Agriculture and forestry primary products	3 014	8,3	3 272	8,6	0,7
Primary mining and quarrying products	14 309	39,3	14 639	2,3	0,9
Manufactured food, beverages and tobacco products	3 183	8,8	3 302	3,7	0,3
Textiles, clothing and leather goods	557	1,5	791	42,0	0,6
Chemicals, coke, petroleum, rubber, plastic and other mineral products	2 929	8,1	3 564	21,7	1,8
Basic metals and fabricated metal products	545	1,5	774	42,0	0,6
Non-metallic products	483	1,3	465	-3,7	0,0
Electrical machinery, transport machinery and equipment	367	1,0	441	20,2	0,2
Motor vehicles, parts and accessories	727	2,0	789	8,5	0,2
Paper and paper products	165	0,5	193	17,0	0,1
Commercial products	562	1,5	631	12,3	0,2
Used household and office products	575	1,6	733	27,5	0,4
Containers	1 588	4,4	1 751	10,3	0,5
Parcels	579	1,6	737	27,3	0,4
Other freight	6 794	18,7	8 566	26,1	4,9
<b>Total income</b>	<b>36 374</b>	<b>100,0</b>	<b>40 651</b>	<b>11,8</b>	<b>11,8</b>

Income from freight transportation increased by 11,8% in the three months ended July 2021 compared with the three months ended July 2020. The main contributors to this increase were:

- 'other' freight (26,1% and contributing 4,9 percentage points); and
- chemicals, coke, petroleum, rubber, plastic and other mineral products (21,7% and contributing 1,8 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	Feb – Apr 2021 (000 tons)	Weight	May – Jul 2021 (000 tons)	% change between Feb – Apr 2021 and May – Jul 2021	Contribution (% points) to the total % change
Rail	45 809	21,3	45 218	-1,3	-0,3
Road	168 761	78,7	167 769	-0,6	-0,5
<b>Total</b>	<b>214 571</b>	<b>100,0</b>	<b>212 988</b>	<b>-0,7</b>	<b>-0,7</b>

Seasonally adjusted payload decreased by 0,7% in the three months ended July 2021 compared with the previous three months. Road freight decreased by 0,6% (contributing -0,5 of a percentage point) and rail freight decreased by 1,3% (contributing -0,3 of a percentage point) – see Table C.

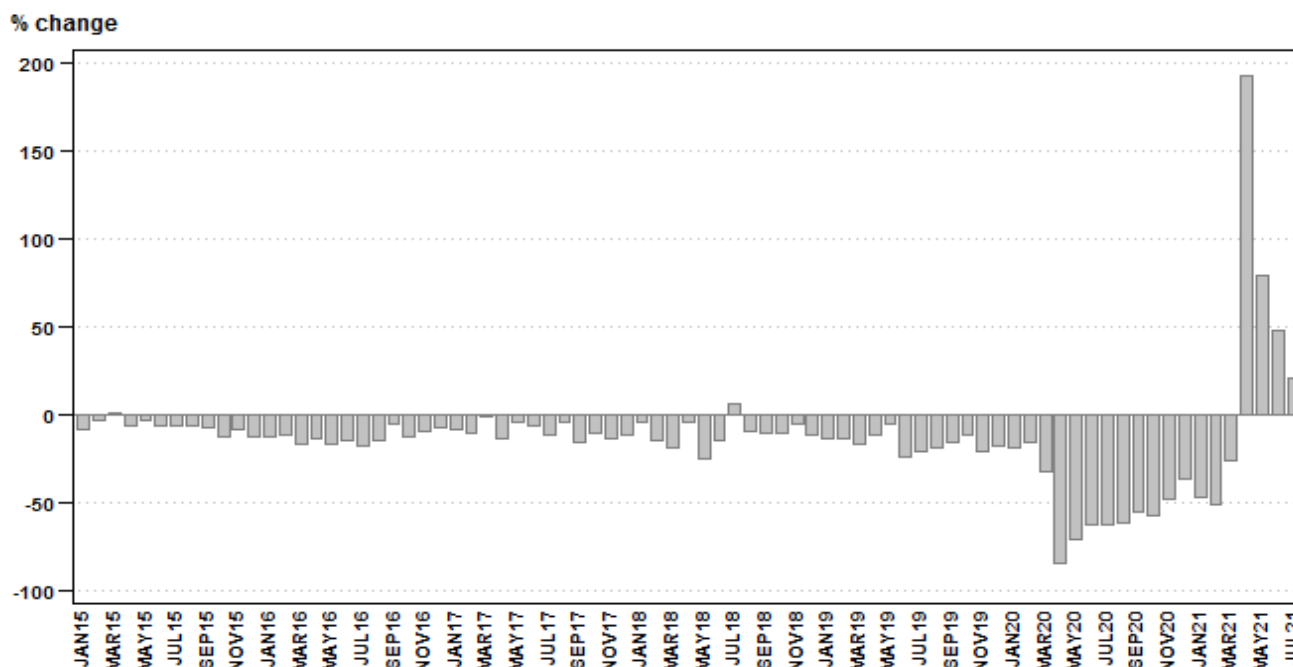
## Passenger transportation: results for July 2021

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

	Feb-21	Mar-21	Apr-21	May-21	Jun-21	Jul-21
Passenger journeys	-51,2	-26,4	192,8	78,8	48,0	20,7
Passenger income	-34,4	-8,8	245,3	118,0	68,4	40,0

The number of passenger journeys increased by 20,7% in July 2021 compared with July 2020. The corresponding income increased by 40,0% 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	Feb – Apr 2021 (000)	Weight	May – Jul 2021 (000)	% change between Feb – Apr 2021 and May – Jul 2021	Contribution (% points) to the total % change
Rail	4 761	8,6	4 570	-4,0	-0,3
Road	50 846	91,4	53 669	5,6	5,1
<b>Total</b>	<b>55 607</b>	<b>100,0</b>	<b>58 240</b>	<b>4,7</b>	<b>4,7</b>

Seasonally adjusted passenger journeys increased by 4,7% in the three months ended July 2021 compared with the previous three months. Road passenger journeys increased by 5,6% (contributing 5,1 percentage points) while rail passenger journeys decreased by 4,0% (contributing -0,3 of a percentage point) – see Table E.

**Risenga Maluleke**  
Statistician-General

**Note: Changes to the survey and the impact on the statistical series**

**Business register and samples**

Today Statistics South Africa (Stats SA) publishes results for the monthly survey of land transport from a new sample drawn in April 2021, which replaces the previous sample that was drawn in April 2019. The sample was drawn from a business register of enterprises with an annual turnover of at least R1 253 623 and that are required to register with the South African Revenue Service for value added tax.

Owing to the evolving nature of business, the business register is maintained on a continuous basis. The maintenance process is aimed, amongst other things, at capturing changes related to new businesses, ceased businesses, merged businesses and classification changes. In addition, Stats SA undertakes quality improvement surveys related to the business register, the primary objective of which is to capture up-to-date information about the structures and activities of large and complex businesses. This process enables Stats SA to review classification codes for these businesses. These changes are an essential part of the statistical architecture.

**Comparison between the previous (revised) and new samples for freight transportation**

The reported level of income from freight transportation for the monthly survey of the land transport industry for the months April to June 2021 based on the new sample was 3,4% higher than the level of income from the previous sample (see Table F and Figure 3). The reported level of payload for the months April to June 2021 based on the new sample was 1,3% higher than the level of payload from the previous sample. The previous sample was drawn in April 2019 and was operational for the last half of 2019, 2020 and the first half of 2021.

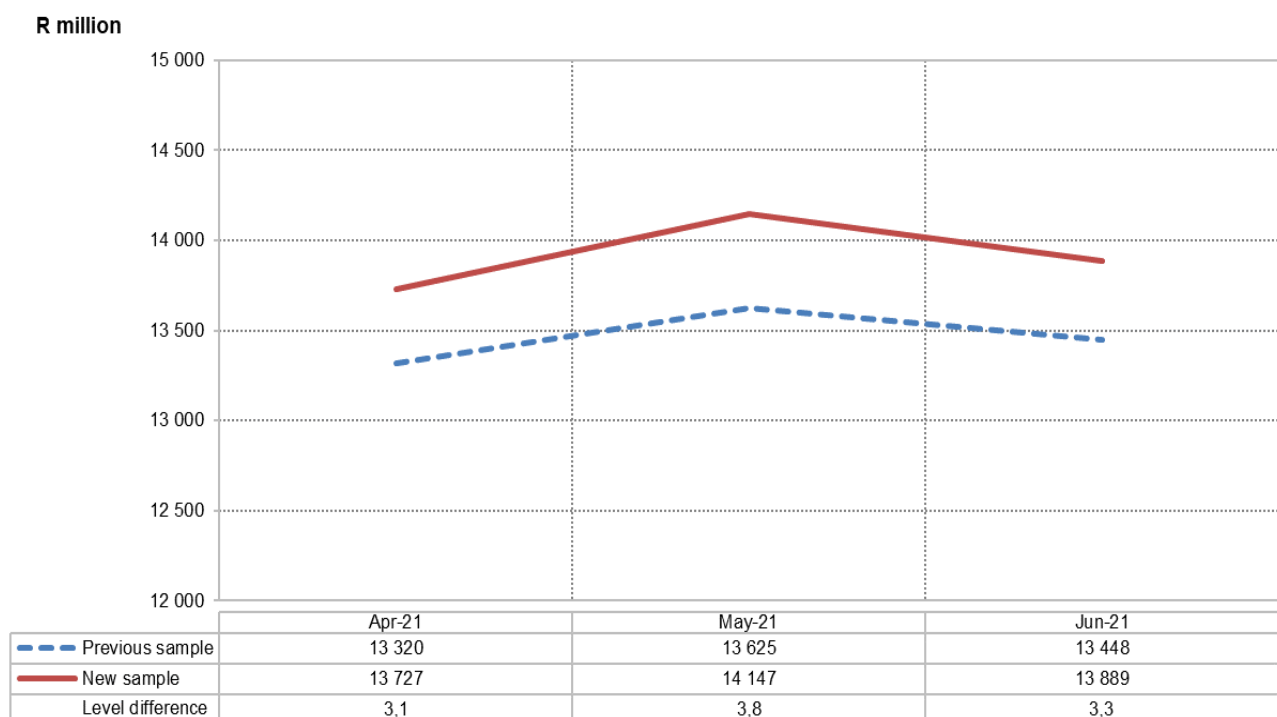
**Table F – Freight transportation estimates for the previous and new samples: April to June 2021**

Freight transportation estimates 1/	Previous sample	New sample	Difference	Difference (percentage) 2/
Freight payload (000 tons)	216 474	219 231	2 757	1,3
Freight income (R million)	40 393	41 763	1 370	3,4

1/ Units of measurement can be found next to the respective variables.

2/ The percentage difference is the new sample minus the previous sample, divided by the previous sample, multiplied by 100.

**Figure 3 – Freight transportation income: monthly levels of previous and new samples from April to June 2021**



**Table G – Total income from freight transportation for the previous and new samples by type of commodity: April to June 2021**

Type of commodity	Previous sample (R million)	New sample (R million)	Difference (R million)	Difference (percentage) 1/
Agriculture and forestry primary products	2 950	3 281	331	11,2
Primary mining and quarrying products	14 673	15 473	800	5,5
Manufactured food, beverages and tobacco products	4 054	3 654	-400	-9,9
Textiles, clothing and leather goods	740	784	44	5,9
Chemicals, coke, petroleum, rubber, plastic and other minerals	2 936	3 515	579	19,7
Basic metals and fabricated metal products	840	808	-32	-3,8
Non-metallic products	641	490	-151	-23,6
Electrical machinery, transport machinery and equipment	570	438	-132	-23,2
Motor vehicles, parts and accessories	810	825	15	1,9
Paper and paper products	274	184	-90	-32,8
Commercial products	721	633	-88	-12,2
Used household and office products	613	730	117	19,1
Containers	1 989	1 824	-165	-8,3
Parcels	931	725	-206	-22,1
Other freight	7 653	8 396	743	9,7
<b>Total</b>	<b>40 393</b>	<b>41 763</b>	<b>1 370</b>	<b>3,4</b>

1/ The percentage difference is the new sample minus the previous sample, divided by the previous sample, multiplied by 100.

The largest percentage differences were in the following types of commodities:

- paper and paper products (32,8% or R90 million lower in the new sample);
- non-metallic products (23,6% or R151 million lower in the new sample);
- electrical machinery, transport machinery and equipment (23,2% or R132 million lower in the new sample);
- parcels (22,1% or R206 million lower in the new sample);
- chemicals, coke, petroleum, rubber, plastic and other minerals (19,7% or R579 million higher in the new sample); and
- used household and office products (19,1% or R117 million higher in the new sample).

### Comparison between the previous (revised) and new samples for passenger transportation

The reported level of income from passenger transportation for the months April to June 2021 based on the new sample was 1,3% higher than the level of income from the previous sample (see Table H and Figure 4 on page 7). The reported level of number of passenger journeys for the months April to June 2021 based on the new sample was 1,3% higher than the level of number of passenger journeys from the previous sample.

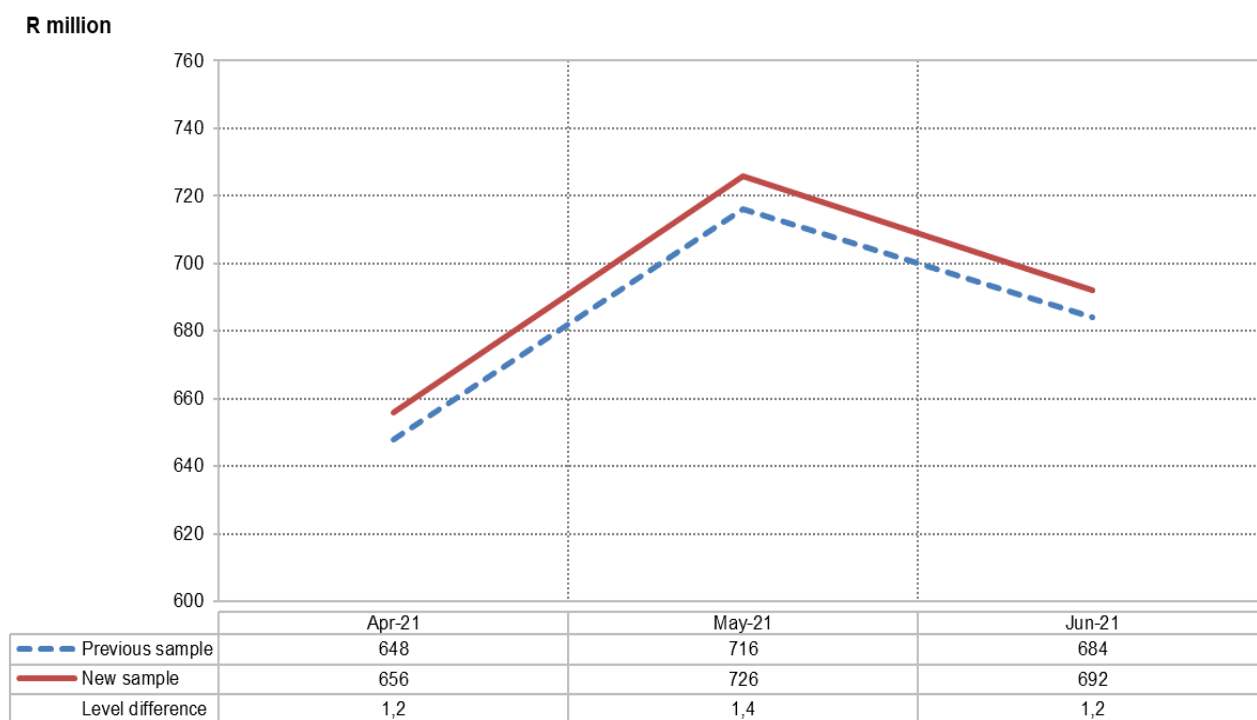
**Table H – Passenger transportation estimates for the previous and new samples – April to June 2021**

Passenger transportation estimates 1/	Previous sample	New sample	Difference	Difference (percentage) 2/
Passenger journeys (000)	58 506	59 269	763	1,3
Passenger income (R million)	2 048	2 074	26	1,3

1/ Units of measurement can be found next to the respective variables.

2/ The percentage difference is the new sample minus the previous sample, divided by the previous sample, multiplied by 100.

**Figure 4 – Passenger transportation income: monthly levels of previous and new samples from April to June 2021**



**Table I – Total income from passenger transportation for the previous and new samples by type of service: April to June 2021**

Type of service	Previous sample (R million)	New sample (R million)	Difference (R million)	Difference (percentage) 1/
Railway passenger transportation	114	114	0	0,0
Road passenger transportation	1 934	1 960	26	1,3
<b>Total</b>	<b>2 048</b>	<b>2 074</b>	<b>26</b>	<b>1,3</b>

1/ The percentage difference is the new sample minus the previous sample, divided by the previous sample, multiplied by 100.

**Backcasting**

To avoid breaks in the time series and to minimise revisions to historical growth rates, historical levels were revised (i.e. they were linked to the estimates based on the new sample).



## 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	17 235	3 568	52 108	9 512	69 343	13 080
	Feb	17 567	3 618	54 293	9 802	71 860	13 420
	Mar	17 849	3 621	54 402	9 925	72 251	13 546
	Apr	10 901	2 070	36 584	6 173	47 485	8 243
	May	14 153	2 934	46 451	8 207	60 604	11 141
	Jun	15 808	3 350	48 813	8 862	64 621	12 212
	Jul	16 101	3 397	53 173	9 624	69 274	13 021
	Aug	17 682	3 774	55 180	10 061	72 862	13 835
	Sep	17 728	3 633	55 588	10 124	73 316	13 757
	Oct	14 738	3 292	57 643	10 575	72 381	13 867
	Nov	16 737	3 627	57 315	10 663	74 052	14 290
	Dec	15 469	3 141	52 104	9 610	67 573	12 751
	<b>Total</b>	<b>191 968</b>	<b>40 025</b>	<b>623 654</b>	<b>113 138</b>	<b>815 622</b>	<b>153 163</b>
2021	Jan	13 161	2 804	48 194	8 875	61 355	11 679
	Feb	15 109	3 176	51 082	9 617	66 191	12 793
	Mar	15 384	3 337	57 651	10 667	73 035	14 004
	Apr	15 731	3 385	55 921	10 342	71 651	13 727
	May	14 881	3 159	60 301	10 988	75 182	14 147
	Jun	16 359	3 448	56 039	10 441	72 398	13 889
	Jul	12 369	2 624	53 655	9 991	66 024	12 615

1/ Figures for the latest month are preliminary.

\* Revised, see note on page 5.

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	-5,4	-0,2
	Apr	-42,7	-46,9	-37,4	-40,1	-38,7	-42,0
	May	-22,8	-22,9	-23,6	-22,8	-23,4	-22,8
	Jun	-16,8	-13,1	-19,2	-16,3	-18,6	-15,4
	Jul	5,4	5,3	-14,4	-11,0	-10,5	-7,2
	Aug	-7,8	-2,5	-12,8	-9,4	-11,7	-7,6
	Sep	-9,0	-9,6	-5,4	-2,7	-6,3	-4,6
	Oct	-8,6	-5,7	-7,8	-5,7	-7,9	-5,7
	Nov	-10,5	-6,7	-4,0	-1,8	-5,6	-3,1
	Dec	-6,6	-9,7	5,7	3,7	2,6	0,0
	<b>Total</b>	<b>-11,1</b>	<b>-9,5</b>	<b>-11,9</b>	<b>-9,7</b>	<b>-11,7</b>	<b>-9,7</b>
2021	Jan	-23,6	-21,4	-7,5	-6,7	-11,5	-10,7
	Feb	-14,0	-12,2	-5,9	-1,9	-7,9	-4,7
	Mar	-13,8	-7,8	6,0	7,5	1,1	3,4
	Apr	44,3	63,5	52,9	67,5	50,9	66,5
	May	5,1	7,7	29,8	33,9	24,1	27,0
	Jun	3,5	2,9	14,8	17,8	12,0	13,7
	Jul	-23,2	-22,8	0,9	3,8	-4,7	-3,1

**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)
<b>2020</b>	Jan	18 062	3 776	56 744	10 367	74 806	14 143
	Feb	17 379	3 676	58 725	10 474	76 103	14 150
	Mar	18 024	3 700	54 428	10 044	72 452	13 744
	Apr	10 538	1 994	37 913	6 399	48 452	8 394
	May	14 265	2 922	46 148	8 154	60 412	11 075
	Jun	15 190	3 128	48 049	8 715	63 239	11 843
	Jul	18 340	3 829	51 132	9 256	69 473	13 084
	Aug	16 373	3 598	53 561	9 877	69 934	13 475
	Sep	16 194	3 321	53 624	9 848	69 818	13 169
	Oct	15 981	3 433	53 892	9 845	69 873	13 278
	Nov	15 690	3 408	54 542	10 042	70 232	13 450
	Dec	16 028	3 300	55 258	10 162	71 286	13 461
<b>2021</b>	Jan	13 974	3 017	53 942	9 928	67 916	12 945
	Feb	15 030	3 207	54 659	10 178	69 689	13 385
	Mar	15 440	3 419	57 402	10 617	72 843	14 036
	Apr	15 339	3 231	56 700	10 567	72 039	13 798
	May	14 939	3 181	60 448	11 021	75 388	14 202
	Jun	15 683	3 274	54 893	10 277	70 576	13 550
	Jul	14 596	3 058	52 428	9 724	67 024	12 781

**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
<b>2020</b>	Jan	6,3	5,6	6,6	3,9	6,6	4,4
	Feb	-3,8	-2,6	3,5	1,0	1,7	0,0
	Mar	3,7	0,7	-7,3	-4,1	-4,8	-2,9
	Apr	-41,5	-46,1	-30,3	-36,3	-33,1	-38,9
	May	35,4	46,5	21,7	27,4	24,7	31,9
	Jun	6,5	7,0	4,1	6,9	4,7	6,9
	Jul	20,7	22,4	6,4	6,2	9,9	10,5
	Aug	-10,7	-6,0	4,8	6,7	0,7	3,0
	Sep	-1,1	-7,7	0,1	-0,3	-0,2	-2,3
	Oct	-1,3	3,4	0,5	0,0	0,1	0,8
	Nov	-1,8	-0,7	1,2	2,0	0,5	1,3
	Dec	2,2	-3,2	1,3	1,2	1,5	0,1
<b>2021</b>	Jan	-12,8	-8,6	-2,4	-2,3	-4,7	-3,8
	Feb	7,6	6,3	1,3	2,5	2,6	3,4
	Mar	2,7	6,6	5,0	4,3	4,5	4,9
	Apr	-0,7	-5,5	-1,2	-0,5	-1,1	-1,7
	May	-2,6	-1,5	6,6	4,3	4,6	2,9
	Jun	5,0	2,9	-9,2	-6,8	-6,4	-4,6
	Jul	-6,9	-6,6	-4,5	-5,4	-5,0	-5,7

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

Type of commodity	Feb-21 *	Mar-21 *	Apr-21 *	May-21 *	Jun-21 *	Jul-21 1/ *
Agriculture and forestry primary products	1 003	1 047	1 035	1 116	1 130	1 026
Primary mining and quarrying products	4 584	5 216	5 083	5 179	5 211	4 249
Manufactured food, beverages and tobacco products	1 080	1 203	1 458	1 100	1 096	1 106
Textiles, clothing and leather products	230	266	266	276	242	273
Chemicals, coke, petroleum, rubber, plastic and other mineral products	1 124	1 221	1 112	1 235	1 168	1 161
Basic metals and fabricated metal products	275	282	274	280	254	240
Non-metallic products	147	153	164	160	166	139
Electrical machinery, transport machinery and equipment	135	142	142	146	150	145
Motor vehicles, parts and accessories	239	274	259	286	280	223
Paper and paper products	55	59	58	65	61	67
Commercial products	203	227	197	222	214	195
Used household and office products	225	247	235	256	239	238
Containers	579	648	593	606	625	520
Parcels	239	267	229	246	250	241
Other freight	2 674	2 754	2 621	2 973	2 802	2 791
<b>Total</b>	<b>12 793</b>	<b>14 004</b>	<b>13 727</b>	<b>14 147</b>	<b>13 889</b>	<b>12 615</b>

1/ Figures are preliminary.

\* Revised, see note on page 5.

**Table 6 – Year-on-year percentage change in freight transportation income at current prices by type of commodity**

Type of commodity	Feb-21	Mar-21	Apr-21	May-21	Jun-21	Jul-21
Agriculture and forestry primary products	7,0	6,3	29,5	17,0	11,8	-2,2
Primary mining and quarrying products	-9,0	4,0	47,6	14,0	12,0	-16,9
Manufactured food, beverages and tobacco products	-13,3	-9,1	72,7	7,5	5,3	-1,2
Textiles, clothing and leather products	7,0	19,8	254,7	68,3	26,7	35,1
Chemicals, coke, petroleum, rubber, plastic and other mineral products	1,9	9,7	45,5	33,7	16,3	16,0
Basic metals and fabricated metal products	-9,5	-13,0	265,3	174,5	18,1	5,3
Non-metallic products	-27,2	-26,8	209,4	21,2	-3,5	-22,3
Electrical machinery, transport machinery and equipment	-10,6	-6,6	97,2	36,4	22,0	5,8
Motor vehicles, parts and accessories	-31,5	-15,7	78,6	30,6	11,6	-13,2
Paper and paper products	-11,3	-3,3	11,5	25,0	17,3	9,8
Commercial products	1,5	2,3	152,6	33,7	11,5	-4,4
Used household and office products	-8,9	10,3	193,8	53,3	18,3	15,5
Containers	-3,0	15,5	54,4	16,8	17,9	-3,5
Parcels	7,2	14,1	146,2	108,5	10,6	2,6
Other freight	5,1	6,9	103,3	52,3	19,3	12,0
<b>Total</b>	<b>-4,7</b>	<b>3,4</b>	<b>66,5</b>	<b>27,0</b>	<b>13,7</b>	<b>-3,1</b>

**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	Feb-21	Mar-21	Apr-21	May-21	Jun-21	Jul-21
Agriculture and forestry primary products	0,5	0,5	2,9	1,5	1,0	-0,2
Primary mining and quarrying products	-3,4	1,5	19,9	5,7	4,6	-6,6
Manufactured food, beverages and tobacco products	-1,2	-0,9	7,4	0,7	0,5	-0,1
Textiles, clothing and leather products	0,1	0,3	2,3	1,0	0,4	0,5
Chemicals, coke, petroleum, rubber, plastic and other mineral products	0,2	0,8	4,2	2,8	1,3	1,2
Basic metals and fabricated metal products	-0,2	-0,3	2,4	1,6	0,3	0,1
Non-metallic products	-0,4	-0,4	1,3	0,3	0,0	-0,3
Electrical machinery, transport machinery and equipment	-0,1	-0,1	0,8	0,4	0,2	0,1
Motor vehicles, parts and accessories	-0,8	-0,4	1,4	0,6	0,2	-0,3
Paper and paper products	-0,1	0,0	0,1	0,1	0,1	0,0
Commercial products	0,0	0,0	1,4	0,5	0,2	-0,1
Used household and office products	-0,2	0,2	1,9	0,8	0,3	0,2
Containers	-0,1	0,6	2,5	0,8	0,8	-0,1
Parcels	0,1	0,2	1,6	1,1	0,2	0,0
Other freight	1,0	1,3	16,2	9,2	3,7	2,3
<b>Total</b>	<b>-4,7</b>	<b>3,4</b>	<b>66,5</b>	<b>27,0</b>	<b>13,7</b>	<b>-3,1</b>

**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	8 693	177	24 281	852	32 974	1 029
	Feb	10 717	173	25 003	801	35 720	974
	Mar	5 526	103	23 417	783	28 943	886
	Apr	0	0	6 573	190	6 573	190
	May	62	4	11 362	329	11 424	333
	Jun	145	10	13 097	401	13 242	411
	Jul	274	12	14 939	451	15 213	463
	Aug	402	15	15 040	463	15 442	478
	Sep	390	19	18 167	615	18 557	634
	Oct	488	23	17 570	605	18 058	628
	Nov	1 615	35	18 004	616	19 619	651
	Dec	1 438	34	17 149	654	18 587	688
	<b>Total</b>	<b>29 750</b>	<b>605</b>	<b>204 602</b>	<b>6 760</b>	<b>234 352</b>	<b>7 365</b>
2021	Jan	1 128	24	16 494	625	17 622	649
	Feb	1 450	29	15 972	610	17 422	639
	Mar	1 772	41	19 517	767	21 289	808
	Apr	1 632	41	17 615	615	19 247	656
	May	1 752	43	18 669	683	20 421	726
	Jun	1 461	30	18 140	662	19 601	692
	Jul	1 430	19	16 935	629	18 365	648

1/ Figures for the latest month are preliminary.

\* Revised, see note on page 5.

**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	0,8	-18,9	-1,9
	Feb	-42,6	-10,8	5,4	6,7	-15,7	3,1
	Mar	-69,6	-48,5	-5,5	-7,0	-32,6	-15,0
	Apr	-100,0	-100,0	-73,9	-77,8	-84,0	-81,6
	May	-99,6	-97,8	-54,6	-59,6	-71,0	-66,7
	Jun	-99,0	-93,9	-37,2	-50,6	-62,4	-57,9
	Jul	-98,1	-93,3	-42,9	-46,7	-62,4	-54,8
	Aug	-97,3	-92,2	-41,9	-44,4	-62,0	-53,3
	Sep	-97,2	-89,8	-33,8	-34,9	-55,0	-43,9
	Oct	-96,8	-88,4	-35,1	-33,4	-57,2	-43,3
	Nov	-87,3	-79,7	-28,9	-28,9	-48,4	-37,3
	Dec	-80,1	-69,4	-22,6	-25,5	-36,7	-30,4
	<b>Total</b>	<b>-83,0</b>	<b>-72,0</b>	<b>-31,4</b>	<b>-33,7</b>	<b>-50,5</b>	<b>-40,4</b>
2021	Jan	-87,0	-86,4	-32,1	-26,6	-46,6	-36,9
	Feb	-86,5	-83,2	-36,1	-23,8	-51,2	-34,4
	Mar	-67,9	-60,2	-16,7	-2,0	-26,4	-8,8
	Apr	1/	1/	168,0	223,7	192,8	245,3
	May	2 725,8	975,0	64,3	107,6	78,8	118,0
	Jun	907,6	200,0	38,5	65,1	48,0	68,4
	Jul	421,9	58,3	13,4	39,5	20,7	40,0

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	9 913	166	25 938	863	35 850	1 029
	Feb	10 056	164	25 260	850	35 316	1 014
	Mar	5 257	99	20 444	736	25 701	835
	Apr	0	0	8 029	255	8 029	255
	May	62	4	11 271	333	11 333	338
	Jun	141	11	12 509	408	12 650	418
	Jul	262	12	14 731	424	14 993	436
	Aug	390	15	14 884	459	15 274	474
	Sep	362	18	16 329	588	16 691	606
	Oct	423	20	17 223	586	17 645	606
	Nov	1 607	35	17 716	616	19 323	651
	Dec	1 943	47	20 290	642	22 233	689
2021	Jan	1 330	23	18 853	635	20 183	658
	Feb	1 400	28	15 570	661	16 970	689
	Mar	1 728	39	16 586	721	18 314	760
	Apr	1 633	42	18 690	680	20 323	721
	May	1 808	45	18 730	687	20 538	732
	Jun	1 404	33	17 777	668	19 181	701
	Jul	1 358	18	17 162	601	18 521	619

**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	8,5	2,6	-0,3	1,1	0,9
	Feb	1,4	-1,2	-2,6	-1,5	-1,5	-1,5
	Mar	-47,7	-39,6	-19,1	-13,4	-27,2	-17,7
	Apr	-100,0	-100,0	-60,7	-65,4	-68,8	-69,5
	May	1/	1/	40,4	30,6	41,2	32,5
	Jun	127,4	175,0	11,0	22,5	11,6	23,7
	Jul	85,8	9,1	17,8	3,9	18,5	4,3
	Aug	48,9	25,0	1,0	8,3	1,9	8,7
	Sep	-7,2	20,0	9,7	28,1	9,3	27,8
	Oct	16,9	11,1	5,5	-0,3	5,7	0,0
	Nov	279,9	75,0	2,9	5,1	9,5	7,4
	Dec	20,9	34,3	14,5	4,2	15,1	5,8
2021	Jan	-31,5	-51,1	-7,1	-1,1	-9,2	-4,5
	Feb	5,3	21,7	-17,4	4,1	-15,9	4,7
	Mar	23,4	39,3	6,5	9,1	7,9	10,3
	Apr	-5,5	7,7	12,7	-5,7	11,0	-5,1
	May	10,7	7,1	0,2	1,0	1,1	1,5
	Jun	-22,3	-26,7	-5,1	-2,8	-6,6	-4,2
	Jul	-3,3	-45,5	-3,5	-10,0	-3,4	-11,7

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

## Survey information

<b>Introduction</b>	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 2021 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.
<b>Purpose of the survey</b>	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.
<b>Scope of the survey</b>	4	This survey covers enterprises involved in land transportation according to the following type of transportation: <ul style="list-style-type: none"> <li>• railway transport (including passenger and freight transportation);</li> <li>• 'other' scheduled passenger land transport – urban, suburban and inter-urban bus and coach passenger lines and school buses;</li> <li>• '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</li> <li>• freight transport by road.</li> </ul>
<b>Exclusions</b>	5	Passenger transportation excludes: <ul style="list-style-type: none"> <li>• minibus taxis;</li> <li>• metropolitan buses (including the Bus Rapid Transport system – BRT); and</li> <li>• rental of private cars/buses without drivers.</li> </ul> <p>Freight transportation excludes:</p> <ul style="list-style-type: none"> <li>• renting of trucks without drivers; and</li> <li>• in-house transportation.</li> </ul>
<b>Classification</b>	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.
<b>Collection rate</b>	7	The preliminary collection rate for the survey on land transportation for July 2021 was 59,7%. The collection rate for June 2021 for the new sample was 65,1%.
<b>Statistical unit</b>	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.
<b>Revised figures</b>	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:  
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## Technical notes

- Survey methodology and design** 1 The survey is conducted on a monthly basis. Questionnaires are sent to a sample of 711 enterprises from a population of 4 373 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 2021 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	1 253 623	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.

<b>Symbols and abbreviations</b>	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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