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Freight transportation: results for November 2020

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

	Jun-20	Jul-20	Aug-20	Sep-20	Oct-20	Nov-20
Freight payload	-18,6	-10,5	-11,9	-6,0	-8,7	-4,6
Freight income	-15,9	-8,0	-8,9	-5,8	-7,9	-4,0

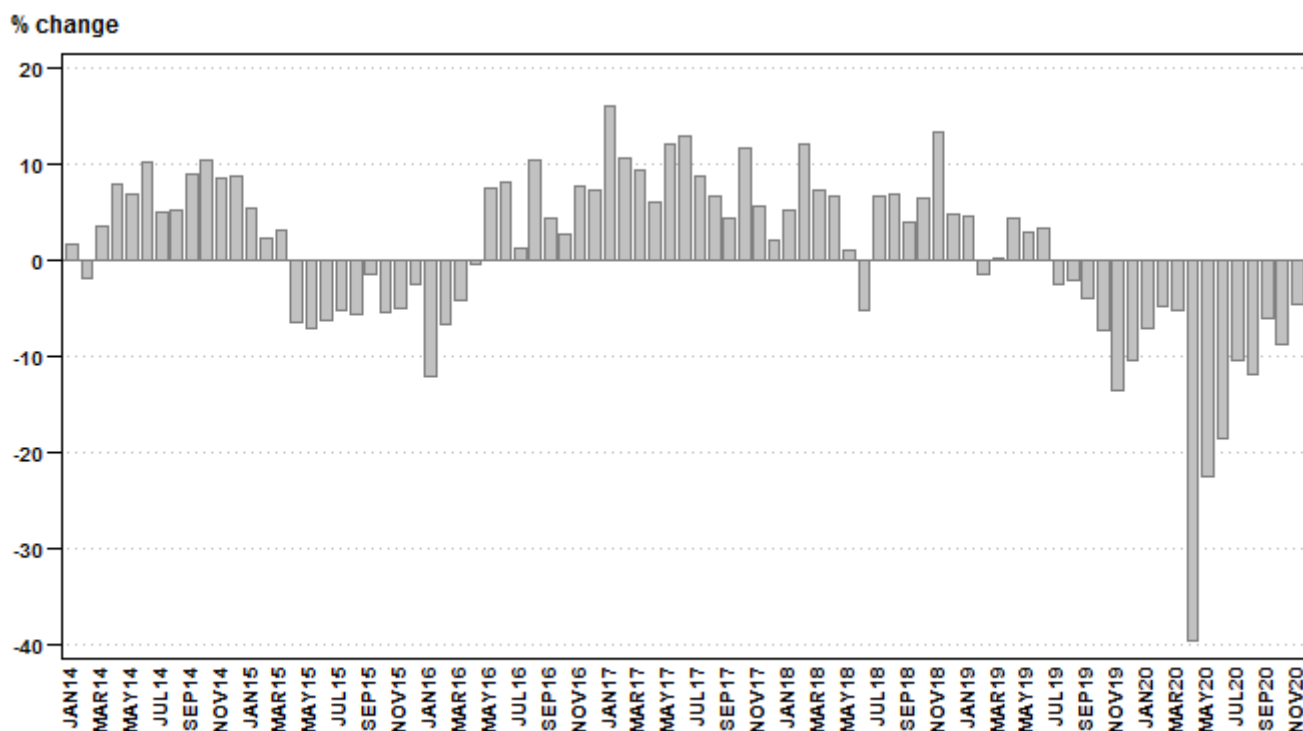
The volume of goods transported (payload) decreased by 4,6% in November 2020 compared with November 2019. The corresponding income decreased by 4,0% over the same period.

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

Type of commodity	Sep – Nov 2019 (R million)	Weight	Sep – Nov 2020 (R million)	% change between Sep – Nov 2019 and Sep – Nov 2020	Contribution (% points) to the total % change
Agriculture and forestry primary products	2 867	6,7	2 951	2,9	0,2
Primary mining and quarrying products	14 959	34,9	15 187	1,5	0,5
Manufactured food, beverages and tobacco products	4 934	11,5	3 807	-22,8	-2,6
Textiles, clothing and leather goods	755	1,8	777	2,9	0,1
Chemicals, coke, petroleum, rubber, plastic and other mineral products	2 967	6,9	2 855	-3,8	-0,3
Basic metals and fabricated metal products	1 014	2,4	760	-25,0	-0,6
Non-metallic products	886	2,1	748	-15,6	-0,3
Electrical machinery, transport machinery and equipment	644	1,5	517	-19,7	-0,3
Motor vehicles, parts and accessories	1 001	2,3	882	-11,9	-0,3
Paper and paper products	332	0,8	272	-18,1	-0,1
Commercial products	905	2,1	848	-6,3	-0,1
Used household and office products	571	1,3	538	-5,8	-0,1
Containers	2 318	5,4	1 974	-14,8	-0,8
Parcels	945	2,2	959	1,5	0,0
Other freight	7 782	18,1	7 274	-6,5	-1,2
Total income	42 877	100,0	40 348	-5,9	-5,9

Income from freight transportation decreased by 5,9% in the three months ended November 2020 compared with the three months ended November 2019. The main negative contributors to this decrease were:

- manufactured food, beverages and tobacco products (-22,8% and contributing -2,6 percentage points); and
- 'other' freight (-6,5% and contributing -1,2 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	Jun – Aug 2020 (000 tons)	Weight	Sep – Nov 2020 (000 tons)	% change between Jun – Aug 2020 and Sep – Nov 2020	Contribution (% points) to the total % change
Rail	49 713	24,9	48 395	-2,7	-0,7
Road	149 961	75,1	158 842	5,9	4,4
Total	199 673	100,0	207 237	3,8	3,8

Seasonally adjusted payload increased by 3,8% in the three months ended November 2020 compared with the previous three months. Road freight increased by 5,9% (contributing 4,4 percentage points) while rail freight decreased by 2,7% (contributing -0,7 of a percentage point) – see Table C.

Passenger transportation: results for November 2020

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

	Jun-20	Jul-20	Aug-20	Sep-20	Oct-20	Nov-20
Passenger journeys	-62,5	-62,5	-62,1	-54,0	-55,5	-48,8
Passenger income	-57,8	-54,8	-53,3	-45,5	-45,5	-40,9

The number of passenger journeys decreased by 48,8% in November 2020 compared with November 2019. The corresponding income decreased by 40,9% over the same period.

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

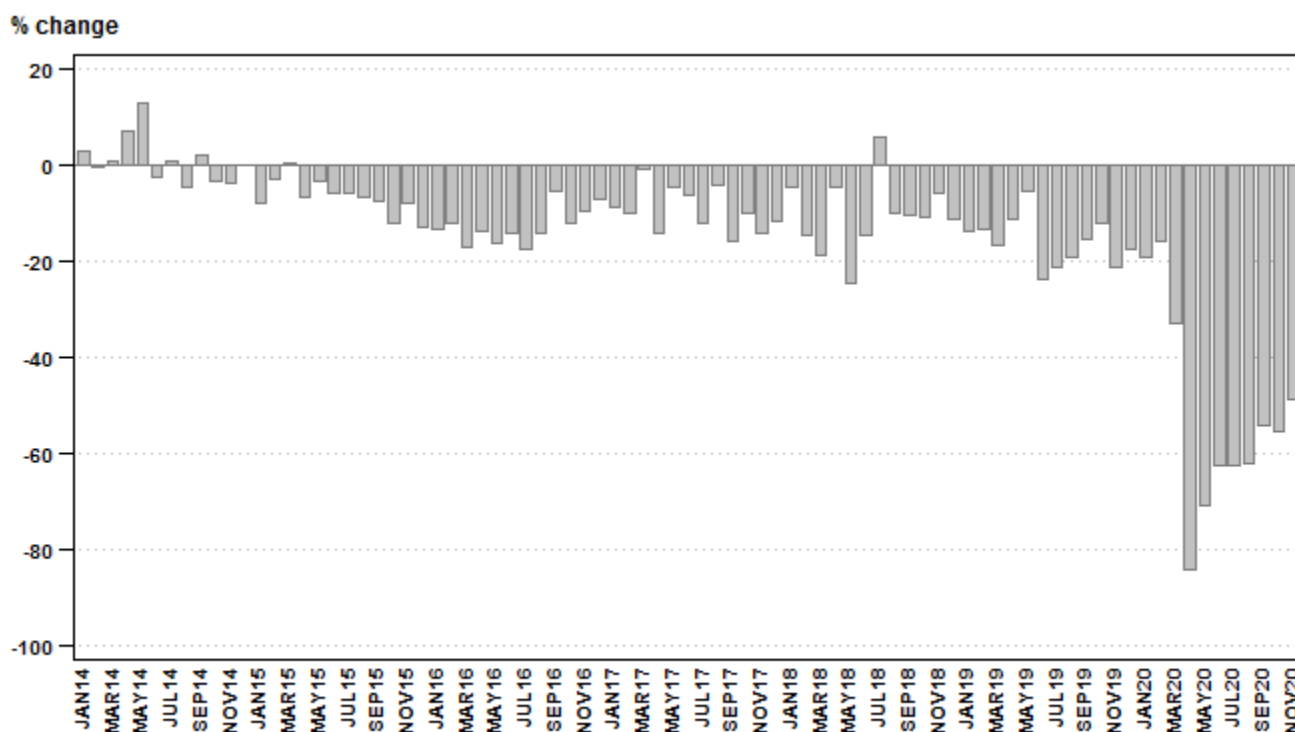


Table E – Seasonally adjusted passenger journeys for the latest three months by type of transport

Passenger journeys	Jun – Aug 2020 (000)	Weight	Sep – Nov 2020 (000)	% change between Jun – Aug 2020 and Sep – Nov 2020	Contribution (% points) to the total % change
Rail	792	1,9	2 399	202,9	3,9
Road	41 489	98,1	51 581	24,3	23,8
Total	42 281	100,0	53 979	27,7	27,7

Seasonally adjusted passenger journeys increased by 27,7% in the three months ended November 2020 compared with the previous three months. Road passenger journeys increased by 24,3% (contributing 23,8 percentage points) and rail passenger journeys increased by 202,9% (contributing 3,9 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)
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	57 176	10 201	73 913	13 832

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	-2,8	-3,2	-4,6	-4,0

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	19 196	3 777	59 856	10 377	79 052	14 155
	Feb	18 077	3 653	59 689	10 299	77 766	13 952
	Mar	17 471	3 547	59 411	10 183	76 881	13 730
	Apr	18 757	3 732	60 365	10 448	79 122	14 180
	May	18 550	3 793	58 805	10 088	77 355	13 881
	Jun	18 580	3 758	60 429	10 413	79 009	14 170
	Jul	17 056	3 504	58 659	10 051	75 716	13 555
	Aug	17 933	3 646	58 986	10 236	76 920	13 882
	Sep	18 093	3 788	56 965	10 004	75 059	13 792
	Oct	17 436	3 613	56 792	10 061	74 228	13 674
	Nov	17 789	3 713	54 502	9 679	72 291	13 392
	Dec	17 052	3 552	52 167	9 647	69 219	13 199
2020	Jan	17 648	3 710	55 465	9 963	73 112	13 673
	Feb	17 115	3 626	57 428	10 112	74 543	13 737
	Mar	18 223	3 756	54 229	9 846	72 452	13 602
	Apr	10 568	2 018	37 117	6 281	47 684	8 300
	May	14 238	2 888	46 836	8 070	61 074	10 958
	Jun	15 358	3 158	47 586	8 404	62 944	11 562
	Jul	17 895	3 703	49 743	8 808	67 637	12 511
	Aug	16 460	3 617	52 632	9 348	69 092	12 965
	Sep	16 327	3 377	52 820	9 334	69 147	12 712
	Oct	16 166	3 460	52 358	9 230	68 524	12 690
	Nov	15 902	3 474	53 664	9 555	69 566	13 029

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	13,8	-4,7	-4,1	0,5	0,1
	Feb	-5,8	-3,3	-0,3	-0,8	-1,6	-1,4
	Mar	-3,4	-2,9	-0,5	-1,1	-1,1	-1,6
	Apr	7,4	5,2	1,6	2,6	2,9	3,3
	May	-1,1	1,6	-2,6	-3,4	-2,2	-2,1
	Jun	0,2	-0,9	2,8	3,2	2,1	2,1
	Jul	-8,2	-6,8	-2,9	-3,5	-4,2	-4,3
	Aug	5,1	4,1	0,6	1,8	1,6	2,4
	Sep	0,9	3,9	-3,4	-2,3	-2,4	-0,6
	Oct	-3,6	-4,6	-0,3	0,6	-1,1	-0,9
	Nov	2,0	2,8	-4,1	-3,8	-2,6	-2,1
	Dec	-4,1	-4,3	-4,3	-0,3	-4,3	-1,4
2020	Jan	3,5	4,4	6,3	3,3	5,6	3,6
	Feb	-3,0	-2,3	3,6	1,5	2,0	0,5
	Mar	6,5	3,6	-5,6	-2,6	-2,8	-1,0
	Apr	-42,0	-46,3	-31,6	-36,2	-34,2	-39,0
	May	34,7	43,1	26,2	28,5	28,1	32,0
	Jun	7,9	9,3	1,6	4,1	3,1	5,5
	Jul	16,5	17,3	4,5	4,8	7,5	8,2
	Aug	-8,0	-2,3	5,8	6,1	2,2	3,6
	Sep	-0,8	-6,6	0,4	-0,1	0,1	-2,0
	Oct	-1,0	2,5	-0,9	-1,1	-0,9	-0,2
	Nov	-1,6	0,4	2,6	3,5	1,6	2,7

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

Type of commodity	Jun-20	Jul-20	Aug-20	Sep-20	Oct-20	Nov-20 1/
Agriculture and forestry primary products	906	971	1 010	1 006	960	985
Primary mining and quarrying products	4 460	4 877	5 188	5 174	4 804	5 209
Manufactured food, beverages and tobacco products	1 202	1 164	1 216	1 259	1 261	1 287
Textiles, clothing and leather products	183	194	200	223	260	294
Chemicals, coke, petroleum, rubber, plastic and other mineral products	818	836	864	893	991	971
Basic metals and fabricated metal products	225	239	294	254	256	250
Non-metallic products	228	240	270	244	247	257
Electrical machinery, transport machinery and equipment	155	170	178	164	170	183
Motor vehicles, parts and accessories	240	257	275	280	284	318
Paper and paper products	84	88	85	84	86	102
Commercial products	218	234	243	283	271	294
Used household and office products	150	156	150	168	192	178
Containers	585	597	653	658	661	655
Parcels	297	310	317	299	307	353
Other freight	2 108	2 279	2 376	2 297	2 480	2 497
Total	11 862	12 612	13 319	13 285	13 231	13 832

1/ Figures are preliminary.

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

Type of commodity	Jun-20	Jul-20	Aug-20	Sep-20	Oct-20	Nov-20
Agriculture and forestry primary products	-1,9	0,9	-3,1	7,1	-3,3	5,3
Primary mining and quarrying products	-14,3	5,3	0,3	1,0	0,0	3,5
Manufactured food, beverages and tobacco products	-20,5	-27,2	-22,7	-20,1	-25,3	-23,0
Textiles, clothing and leather products	-6,6	1,0	-2,0	3,2	-0,4	5,8
Chemicals, coke, petroleum, rubber, plastic and other mineral products	-11,1	-12,6	-12,7	0,3	-3,6	-7,4
Basic metals and fabricated metal products	-55,5	-45,3	-23,4	-30,0	-20,2	-24,2
Non-metallic products	-24,3	-18,1	-3,6	-14,7	-19,3	-12,6
Electrical machinery, transport machinery and equipment	-20,1	-19,0	-21,6	-23,4	-21,3	-14,5
Motor vehicles, parts and accessories	-17,5	-19,2	-10,7	-10,8	-20,0	-4,2
Paper and paper products	-17,6	-13,7	-16,7	-17,6	-25,9	-10,5
Commercial products	3,3	-7,9	-4,3	-2,1	-16,1	0,3
Used household and office products	-17,6	-17,9	-53,4	-15,6	9,1	-9,2
Containers	-23,3	-21,6	-25,4	-13,0	-14,8	-16,7
Parcels	5,7	8,0	-1,6	3,1	-5,8	7,3
Other freight	-16,2	-9,3	-7,6	-9,8	-7,2	-2,6
Total	-15,9	-8,0	-8,9	-5,8	-7,9	-4,0

Table 7 – Contribution of each type of commodity to the year-on-year percentage change in freight transportation income at current prices (percentage points)

Type of commodity	Jun-20	Jul-20	Aug-20	Sep-20	Oct-20	Nov-20
Agriculture and forestry primary products	-0,1	0,1	-0,2	0,5	-0,2	0,3
Primary mining and quarrying products	-5,3	1,8	0,1	0,4	0,0	1,2
Manufactured food, beverages and tobacco products	-2,2	-3,2	-2,4	-2,2	-3,0	-2,7
Textiles, clothing and leather products	-0,1	0,0	0,0	0,0	0,0	0,1
Chemicals, coke, petroleum, rubber, plastic and other mineral products	-0,7	-0,9	-0,9	0,0	-0,3	-0,5
Basic metals and fabricated metal products	-2,0	-1,4	-0,6	-0,8	-0,5	-0,6
Non-metallic products	-0,5	-0,4	-0,1	-0,3	-0,4	-0,3
Electrical machinery, transport machinery and equipment	-0,3	-0,3	-0,3	-0,4	-0,3	-0,2
Motor vehicles, parts and accessories	-0,4	-0,4	-0,2	-0,2	-0,5	-0,1
Paper and paper products	-0,1	-0,1	-0,1	-0,1	-0,2	-0,1
Commercial products	0,0	-0,1	-0,1	0,0	-0,4	0,0
Used household and office products	-0,2	-0,2	-1,2	-0,2	0,1	-0,1
Containers	-1,3	-1,2	-1,5	-0,7	-0,8	-0,9
Parcels	0,1	0,2	0,0	0,1	-0,1	0,2
Other freight	-2,9	-1,7	-1,3	-1,8	-1,3	-0,5
Total	-15,9	-8,0	-8,9	-5,8	-7,9	-4,0

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	1 611	35	17 618	571	19 229	606

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	-87,3	-79,7	-29,3	-33,1	-48,8	-40,9

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	18 163	197	25 894	842	44 057	1 039
	Feb	17 850	189	22 878	791	40 729	980
	Mar	17 042	190	22 055	784	39 097	974
	Apr	17 013	183	25 881	883	42 894	1 065
	May	13 802	186	23 942	825	37 745	1 011
	Jun	14 047	185	20 975	816	35 022	1 001
	Jul	14 248	176	25 597	826	39 844	1 003
	Aug	13 326	182	24 976	829	38 302	1 010
	Sep	13 167	176	25 326	877	38 494	1 053
	Oct	12 935	178	25 940	865	38 875	1 042
	Nov	12 229	169	24 997	844	37 225	1 013
	Dec	10 138	150	24 833	849	34 972	1 000
2020	Jan	9 872	165	25 541	846	35 413	1 011
	Feb	9 992	164	24 870	845	34 862	1 009
	Mar	5 232	99	20 101	733	25 334	832
	Apr	0	0	7 913	220	7 913	220
	May	61	4	11 204	350	11 265	354
	Jun	140	11	12 319	417	12 459	427
	Jul	262	12	14 489	437	14 751	448
	Aug	390	15	14 681	468	15 071	483
	Sep	362	18	16 528	537	16 890	555
	Oct	423	20	17 705	538	18 127	558
	Nov	1 614	35	17 348	562	18 962	597

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	4,8	-2,3	1,3	-1,4	1,9
	Feb	-1,7	-4,1	-11,6	-6,1	-7,6	-5,7
	Mar	-4,5	0,5	-3,6	-0,9	-4,0	-0,6
	Apr	-0,2	-3,7	17,3	12,6	9,7	9,3
	May	-18,9	1,6	-7,5	-6,6	-12,0	-5,1
	Jun	1,8	-0,5	-12,4	-1,1	-7,2	-1,0
	Jul	1,4	-4,9	22,0	1,2	13,8	0,2
	Aug	-6,5	3,4	-2,4	0,4	-3,9	0,7
	Sep	-1,2	-3,3	1,4	5,8	0,5	4,3
	Oct	-1,8	1,1	2,4	-1,4	1,0	-1,0
	Nov	-5,5	-5,1	-3,6	-2,4	-4,2	-2,8
	Dec	-17,1	-11,2	-0,7	0,6	-6,1	-1,3
2020	Jan	-2,6	10,0	2,9	-0,4	1,3	1,1
	Feb	1,2	-0,6	-2,6	-0,1	-1,6	-0,2
	Mar	-47,6	-39,6	-19,2	-13,3	-27,3	-17,5
	Apr	-100,0	-100,0	-60,6	-70,0	-68,8	-73,6
	May	1/	1/	41,6	59,1	42,4	60,9
	Jun	129,5	175,0	10,0	19,1	10,6	20,6
	Jul	87,1	9,1	17,6	4,8	18,4	4,9
	Aug	48,9	25,0	1,3	7,1	2,2	7,8
	Sep	-7,2	20,0	12,6	14,7	12,1	14,9
	Oct	16,9	11,1	7,1	0,2	7,3	0,5
	Nov	281,6	75,0	-2,0	4,5	4,6	7,0

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 November 2020 was 77,1%. The improved collection rate for October 2020 was 86,0%.
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:
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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 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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