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Department:
Statistics South Africa
REPUBLIC OF SOUTH AFRICA

Private Bag X44, Pretoria, 0001, South Africa, ISibalo House, Koch Street, Salvokop, Pretoria, 0002
www.statssa.gov.za, info@statssa.gov.za, Tel +27 12 310 8911

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Juan-Pierre Terblanche
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Contents

Freight transportation: results for September 2020	2
Table A – Year-on-year percentage change in freight transportation (income at current prices)	2
Table B – Freight transportation income at current prices for the latest three months by type of commodity	2
Figure 1 – Freight transportation: year-on-year percentage change in payload	3
Table C – Seasonally adjusted payload for the latest three months by type of transport	3
Passenger transportation: results for September 2020	4
Table D – Year-on-year percentage change in passenger transportation (income at current prices)	4
Figure 2 – Passenger transportation: year-on-year percentage change in passenger journeys	4
Table E – Seasonally adjusted passenger journeys for the latest three months by type of transport	4
Tables	5
Table 1 – Freight transportation (income at current prices)	5
Table 2 – Year-on-year percentage change in freight transportation (income at current prices)	5
Table 3 – Seasonally adjusted freight transportation (income at current prices)	6
Table 4 – Month-on-month percentage change in seasonally adjusted freight transportation (income at current prices)	6
Table 5 – Freight transportation income at current prices by type of commodity (R million)	7
Table 6 – Year-on-year percentage change in freight transportation income at current prices by type of commodity	7
Table 7 – Contribution of each type of commodity to the year-on-year percentage change in freight transportation income at current prices (percentage points)	7
Table 8 – Passenger transportation (income at current prices)	8
Table 9 – Year-on-year percentage change in passenger transportation (income at current prices)	8
Table 10 – Seasonally adjusted passenger transportation (income at current prices)	9
Table 11 – Month-on-month percentage change in seasonally adjusted passenger transportation (income at current prices)	9
Survey information	10
Technical notes	11
Glossary	12
Technical enquiries	12
General information	13

Freight transportation: results for September 2020

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

	Apr-20	May-20	Jun-20	Jul-20	Aug-20	Sep-20
Freight payload	-39,7	-22,5	-18,6	-10,5	-11,9	-6,7
Freight income	-42,1	-22,2	-15,9	-8,0	-8,9	-6,2

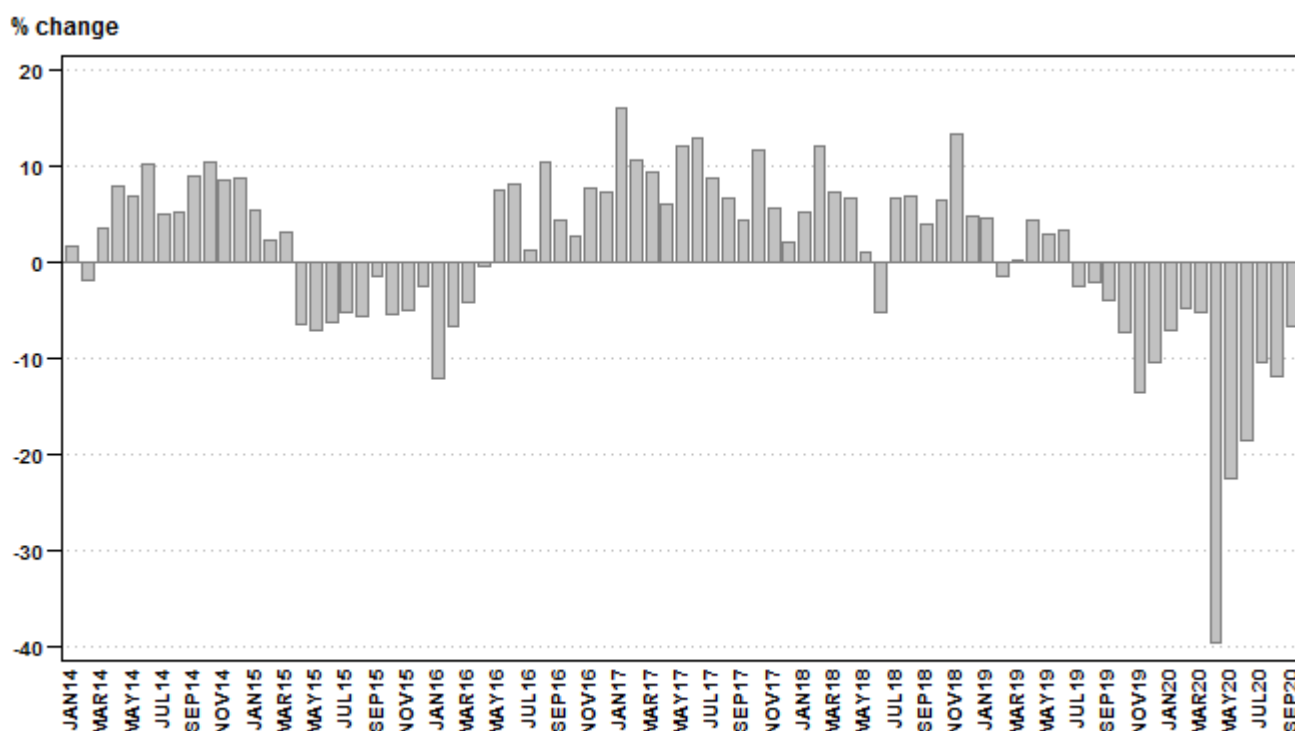
The volume of goods transported (payload) decreased by 6,7% in September 2020 compared with September 2019. The corresponding income decreased by 6,2% over the same period.

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

Type of commodity	Jul – Sep 2019 (R million)	Weight	Jul – Sep 2020 (R million)	% change between Jul – Sep 2019 and Jul – Sep 2020	Contribution (% points) to the total % change
Agriculture and forestry primary products	2 943	6,9	2 959	0,5	0,0
Primary mining and quarrying products	14 924	35,2	15 250	2,2	0,8
Manufactured food, beverages and tobacco products	4 749	11,2	3 598	-24,2	-2,7
Textiles, clothing and leather goods	612	1,4	617	0,8	0,0
Chemicals, coke, petroleum, rubber, plastic and other mineral products	2 836	6,7	2 548	-10,2	-0,7
Basic metals and fabricated metal products	1 184	2,8	789	-33,4	-0,9
Non-metallic products	859	2,0	757	-11,9	-0,2
Electrical machinery, transport machinery and equipment	651	1,5	517	-20,6	-0,3
Motor vehicles, parts and accessories	940	2,2	814	-13,4	-0,3
Paper and paper products	306	0,7	258	-15,7	-0,1
Commercial products	797	1,9	737	-7,5	-0,1
Used household and office products	711	1,7	462	-35,0	-0,6
Containers	2 392	5,6	1 919	-19,8	-1,1
Parcels	899	2,1	957	6,5	0,1
Other freight	7 630	18,0	6 972	-8,6	-1,5
Total income	42 431	100,0	39 152	-7,7	-7,7

Income from freight transportation decreased by 7,7% in the third quarter of 2020 compared with the third quarter of 2019. The main negative contributors to this decrease were:

- manufactured food, beverages and tobacco products (-24,2% and contributing -2,7 percentage points);
- 'other' freight (-8,6% and contributing -1,5 percentage points); and
- containers (-19,8% and contributing -1,1% 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	Apr – Jun 2020 (000 tons)	Weight	Jul – Sep 2020 (000 tons)	% change between Apr – Jun 2020 and Jul – Sep 2020	Contribution (% points) to the total % change
Rail	40 177	23,4	51 111	27,2	6,4
Road	131 516	76,6	154 619	17,6	13,5
Total	171 695	100,0	205 730	19,8	19,8

Seasonally adjusted payload increased by 19,8% in the third quarter of 2020 compared with the second quarter of 2020. Road freight increased by 17,6% (contributing 13,5 percentage points) and rail freight increased by 27,2% (contributing 6,4 percentage points) – see Table C.

Passenger transportation: results for September 2020

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

	Apr-20	May-20	Jun-20	Jul-20	Aug-20	Sep-20
Passenger journeys	-84,2	-71,0	-62,5	-62,5	-62,1	-54,0
Passenger income	-81,9	-66,6	-57,8	-54,8	-53,3	-45,5

The number of passenger journeys decreased by 54,0% in September 2020 compared with September 2019. The corresponding income decreased by 45,5% over the same period.

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

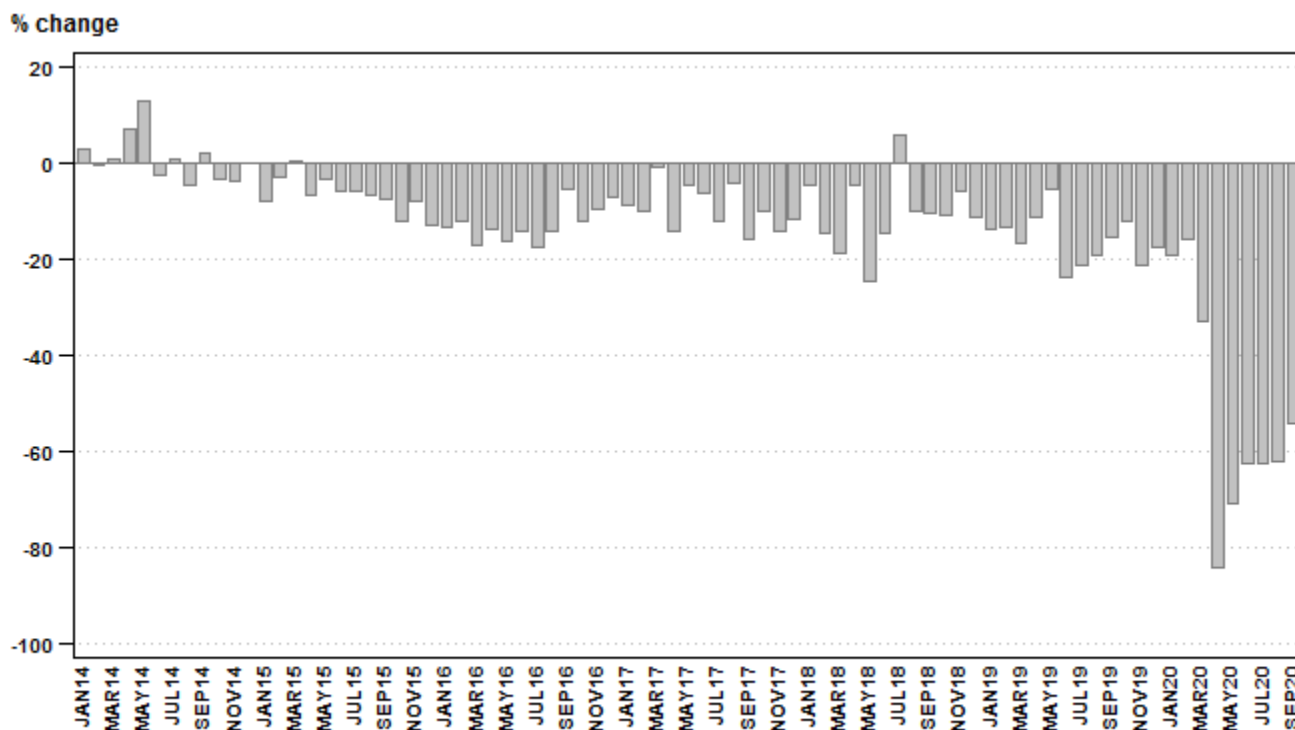


Table E – Seasonally adjusted passenger journeys for the latest three months by type of transport

Passenger journeys	Apr – Jun 2020 (000)	Weight	Jul – Sep 2020 (000)	% change between Apr – Jun 2020 and Jul – Sep 2020	Contribution (% points) to the total % change
Rail	201	0,6	1 014	404,5	2,4
Road	31 427	99,4	45 629	45,2	44,9
Total	31 628	100,0	46 644	47,5	47,5

Seasonally adjusted passenger journeys increased by 47,5% in the third quarter of 2020 compared with the second quarter of 2020. Road passenger journeys increased by 45,2% (contributing 44,9 percentage points) and rail passenger journeys increased by 404,5% (contributing 2,4 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	17 711	3 630	54 452	9 590	72 162	13 221

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	-9,0	-9,5	-5,9	-5,0	-6,7	-6,2

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)
2019	Jan	19 334	3 792	59 910	10 382	79 244	14 174
	Feb	18 053	3 659	59 645	10 302	77 698	13 961
	Mar	17 595	3 543	59 505	10 188	77 100	13 731
	Apr	18 696	3 735	60 401	10 450	79 097	14 185
	May	18 558	3 805	58 776	10 088	77 334	13 894
	Jun	18 623	3 775	60 406	10 413	79 029	14 188
	Jul	17 190	3 513	58 555	10 053	75 745	13 566
	Aug	18 036	3 667	58 888	10 228	76 923	13 895
	Sep	18 211	3 763	56 978	10 020	75 189	13 783
	Oct	17 089	3 579	56 627	10 006	73 717	13 584
	Nov	17 495	3 676	54 638	9 708	72 134	13 384
	Dec	17 044	3 558	52 319	9 649	69 363	13 207
2020	Jan	17 791	3 728	55 528	9 968	73 319	13 697
	Feb	17 105	3 633	57 374	10 112	74 478	13 745
	Mar	18 382	3 754	54 306	9 853	72 688	13 607
	Apr	10 504	2 021	37 144	6 285	47 649	8 306
	May	14 258	2 904	46 811	8 070	61 069	10 974
	Jun	15 415	3 178	47 561	8 402	62 977	11 581
	Jul	18 049	3 713	49 659	8 809	67 708	12 522
	Aug	16 594	3 645	52 561	9 351	69 155	12 996
	Sep	16 468	3 348	52 399	9 295	68 867	12 643

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	21,5	14,2	-4,8	-4,0	0,5	0,3
	Feb	-6,6	-3,5	-0,4	-0,8	-2,0	-1,5
	Mar	-2,5	-3,2	-0,2	-1,1	-0,8	-1,6
	Apr	6,3	5,4	1,5	2,6	2,6	3,3
	May	-0,7	1,9	-2,7	-3,5	-2,2	-2,1
	Jun	0,4	-0,8	2,8	3,2	2,2	2,1
	Jul	-7,7	-6,9	-3,1	-3,5	-4,2	-4,4
	Aug	4,9	4,4	0,6	1,7	1,6	2,4
	Sep	1,0	2,6	-3,2	-2,0	-2,3	-0,8
	Oct	-6,2	-4,9	-0,6	-0,1	-2,0	-1,4
	Nov	2,4	2,7	-3,5	-3,0	-2,1	-1,5
	Dec	-2,6	-3,2	-4,2	-0,6	-3,8	-1,3
2020	Jan	4,4	4,8	6,1	3,3	5,7	3,7
	Feb	-3,9	-2,5	3,3	1,4	1,6	0,4
	Mar	7,5	3,3	-5,3	-2,6	-2,4	-1,0
	Apr	-42,9	-46,2	-31,6	-36,2	-34,4	-39,0
	May	35,7	43,7	26,0	28,4	28,2	32,1
	Jun	8,1	9,4	1,6	4,1	3,1	5,5
	Jul	17,1	16,8	4,4	4,8	7,5	8,1
	Aug	-8,1	-1,8	5,8	6,2	2,1	3,8
	Sep	-0,8	-8,1	-0,3	-0,6	-0,4	-2,7

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

Type of commodity	Apr-20	May-20	Jun-20	Jul-20	Aug-20	Sep-20 1/
Agriculture and forestry primary products	689	854	906	971	1 010	978
Primary mining and quarrying products	3 237	4 345	4 460	4 877	5 188	5 185
Manufactured food, beverages and tobacco products	1 004	1 245	1 202	1 164	1 216	1 218
Textiles, clothing and leather products	75	158	183	194	200	223
Chemicals, coke, petroleum, rubber, plastic and other mineral products	661	772	818	836	864	848
Basic metals and fabricated metal products	84	116	225	239	294	256
Non-metallic products	80	184	228	240	270	247
Electrical machinery, transport machinery and equipment	94	140	155	170	178	169
Motor vehicles, parts and accessories	87	218	240	257	275	282
Paper and paper products	85	89	84	88	85	85
Commercial products	87	190	218	234	243	260
Used household and office products	50	119	150	156	150	156
Containers	406	567	585	597	653	669
Parcels	127	155	297	310	317	330
Other freight	1 274	1 822	2 108	2 279	2 376	2 317
Total	8 041	10 974	11 862	12 612	13 319	13 221

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	Apr-20	May-20	Jun-20	Jul-20	Aug-20	Sep-20
Agriculture and forestry primary products	-18,6	-11,2	-1,9	0,9	-3,1	4,2
Primary mining and quarrying products	-37,4	-17,0	-14,3	5,3	0,3	1,2
Manufactured food, beverages and tobacco products	-27,2	-16,3	-20,5	-27,2	-22,7	-22,7
Textiles, clothing and leather products	-66,1	-31,6	-6,6	1,0	-2,0	3,2
Chemicals, coke, petroleum, rubber, plastic and other mineral products	-27,1	-15,4	-11,1	-12,6	-12,7	-4,7
Basic metals and fabricated metal products	-83,8	-76,1	-55,5	-45,3	-23,4	-29,5
Non-metallic products	-73,5	-37,4	-24,3	-18,1	-3,6	-13,6
Electrical machinery, transport machinery and equipment	-55,0	-30,7	-20,1	-19,0	-21,6	-21,0
Motor vehicles, parts and accessories	-69,4	-21,6	-17,5	-19,2	-10,7	-10,2
Paper and paper products	-18,3	-8,2	-17,6	-13,7	-16,7	-16,7
Commercial products	-61,5	-12,8	3,3	-7,9	-4,3	-10,0
Used household and office products	-71,3	-31,2	-17,6	-17,9	-53,4	-21,6
Containers	-47,3	-21,3	-23,3	-21,6	-25,4	-11,5
Parcels	-51,0	-40,2	5,7	8,0	-1,6	13,8
Other freight	-49,4	-28,5	-16,2	-9,3	-7,6	-9,0
Total	-42,1	-22,2	-15,9	-8,0	-8,9	-6,2

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	Apr-20	May-20	Jun-20	Jul-20	Aug-20	Sep-20
Agriculture and forestry primary products	-1,1	-0,8	-0,1	0,1	-0,2	0,3
Primary mining and quarrying products	-13,9	-6,3	-5,3	1,8	0,1	0,5
Manufactured food, beverages and tobacco products	-2,7	-1,7	-2,2	-3,2	-2,4	-2,5
Textiles, clothing and leather products	-1,1	-0,5	-0,1	0,0	0,0	0,0
Chemicals, coke, petroleum, rubber, plastic and other mineral products	-1,8	-1,0	-0,7	-0,9	-0,9	-0,3
Basic metals and fabricated metal products	-3,1	-2,6	-2,0	-1,4	-0,6	-0,8
Non-metallic products	-1,6	-0,8	-0,5	-0,4	-0,1	-0,3
Electrical machinery, transport machinery and equipment	-0,8	-0,4	-0,3	-0,3	-0,3	-0,3
Motor vehicles, parts and accessories	-1,4	-0,4	-0,4	-0,4	-0,2	-0,2
Paper and paper products	-0,1	-0,1	-0,1	-0,1	-0,1	-0,1
Commercial products	-1,0	-0,2	0,0	-0,1	-0,1	-0,2
Used household and office products	-0,9	-0,4	-0,2	-0,2	-1,2	-0,3
Containers	-2,6	-1,1	-1,3	-1,2	-1,5	-0,6
Parcels	-1,0	-0,7	0,1	0,2	0,0	0,3
Other freight	-8,9	-5,1	-2,9	-1,7	-1,3	-1,6
Total	-42,1	-22,2	-15,9	-8,0	-8,9	-6,2

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	18 334	589	18 724	608

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

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	18 167	197	25 895	842	44 062	1 039
	Feb	17 857	189	22 880	792	40 738	980
	Mar	17 044	190	22 063	785	39 107	975
	Apr	17 015	183	25 882	883	42 896	1 065
	May	13 805	186	23 940	825	37 745	1 011
	Jun	14 049	185	20 969	816	35 018	1 001
	Jul	14 250	177	25 581	826	39 831	1 003
	Aug	13 330	182	24 958	828	38 288	1 010
	Sep	13 175	176	25 300	876	38 475	1 052
	Oct	12 903	178	25 995	865	38 898	1 043
	Nov	12 228	169	25 003	844	37 231	1 013
	Dec	10 142	150	24 832	849	34 973	999
2020	Jan	9 876	165	25 541	845	35 417	1 011
	Feb	9 997	164	24 872	845	34 869	1 009
	Mar	5 234	99	20 108	733	25 342	832
	Apr	0	0	7 914	220	7 914	220
	May	61	4	11 201	350	11 262	354
	Jun	140	11	12 312	417	12 452	427
	Jul	262	12	14 471	436	14 733	448
	Aug	390	15	14 660	468	15 051	482
	Sep	362	18	16 498	535	16 860	553

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

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 September 2020 was 87,0%. The improved collection rate for August 2020 was 89,9%.
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:
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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

Technical enquiries

Kagisho Mathabatha Telephone number: (082) 409 7077
Email: kagishoma@statssa.gov.za

Juan-Pierre Terblanche Telephone number: (072) 901 1222
Email: Juan-PierreT@statssa.gov.za

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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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You can visit us on the internet at: www.statssa.gov.za

General enquiries

User information services	Telephone number: (012) 310 8600 Email address: millies@statssa.gov.za
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Postal address	Private Bag X44, Pretoria, 0001
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