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Freight transportation: results for September 2021

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

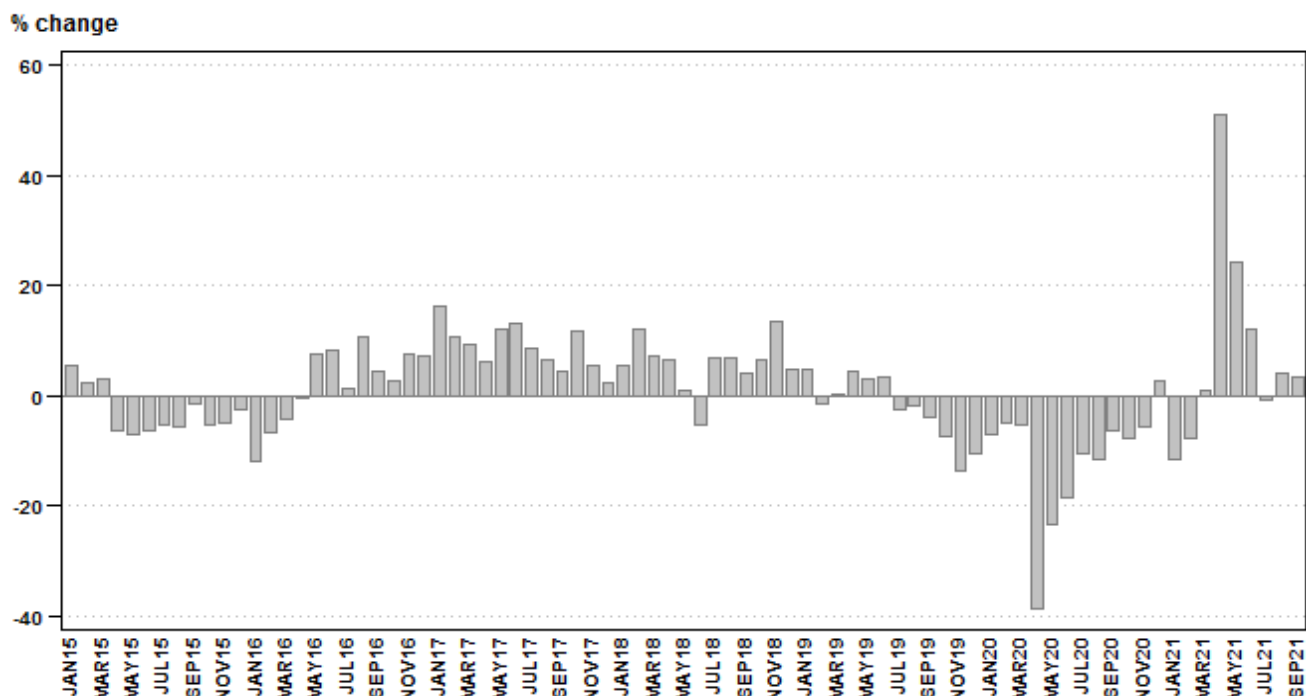
	Apr-21	May-21	Jun-21	Jul-21	Aug-21	Sep-21
Freight payload	50,9	24,1	12,0	-0,7	4,1	3,3
Freight income	66,5	27,0	13,7	-1,6	5,3	6,2

The volume of goods transported (payload) increased by 3,3% in September 2021 compared with September 2020. The corresponding income increased 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 2020 (R million)	Weight	Jul – Sep 2021 (R million)	% change between Jul – Sep 2020 and Jul – Sep 2021	Contribution (% points) to the total % change
Agriculture and forestry primary products	3 315	8,2	3 304	-0,3	0,0
Primary mining and quarrying products	15 917	39,2	15 052	-5,4	-2,1
Manufactured food, beverages and tobacco products	3 410	8,4	3 399	-0,3	0,0
Textiles, clothing and leather goods	639	1,6	740	15,8	0,3
Chemicals, coke, petroleum, rubber, plastic and other mineral products	3 094	7,6	3 529	14,1	1,1
Basic metals and fabricated metal products	757	1,9	800	5,7	0,1
Non-metallic products	572	1,4	515	-10,0	-0,1
Electrical machinery, transport machinery and equipment	416	1,0	423	1,7	0,0
Motor vehicles, parts and accessories	810	2,0	844	4,2	0,1
Paper and paper products	176	0,4	205	16,5	0,1
Commercial products	663	1,6	565	-14,8	-0,2
Used household and office products	637	1,6	710	11,5	0,2
Containers	1 734	4,3	1 845	6,4	0,3
Parcels	723	1,8	764	5,7	0,1
Other freight	7 751	19,1	9 301	20,0	3,8
Total income	40 613	100,0	41 995	3,4	3,4

Income from freight transportation increased by 3,4% in the third quarter of 2021 compared with the third quarter of 2020. The main contributor to this increase was 'other' freight (20,0% and contributing 3,8 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	Apr – Jun 2021 (000 tons)	Weight	Jul – Sep 2021 (000 tons)	% change between Apr – Jun 2021 and Jul – Sep 2021	Contribution (% points) to the total % change
Rail	45 939	21,0	44 475	-3,2	-0,7
Road	173 324	79,0	168 689	-2,7	-2,1
Total	219 262	100,0	213 164	-2,8	-2,8

Seasonally adjusted payload decreased by 2,8% in the third quarter of 2021 compared with the second quarter of 2021. Road freight decreased by 2,7% (contributing -2,1 percentage points) and rail freight decreased by 3,2% (contributing -0,7 of a percentage point) – see Table C.

Passenger transportation: results for September 2021

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

	Apr-21	May-21	Jun-21	Jul-21	Aug-21	Sep-21
Passenger journeys	192,8	78,8	48,0	20,3	29,7	19,3
Passenger income	245,3	118,0	68,4	40,0	45,0	18,9

The number of passenger journeys increased by 19,3% in September 2021 compared with September 2020. The corresponding income increased by 18,9% over the same period.

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

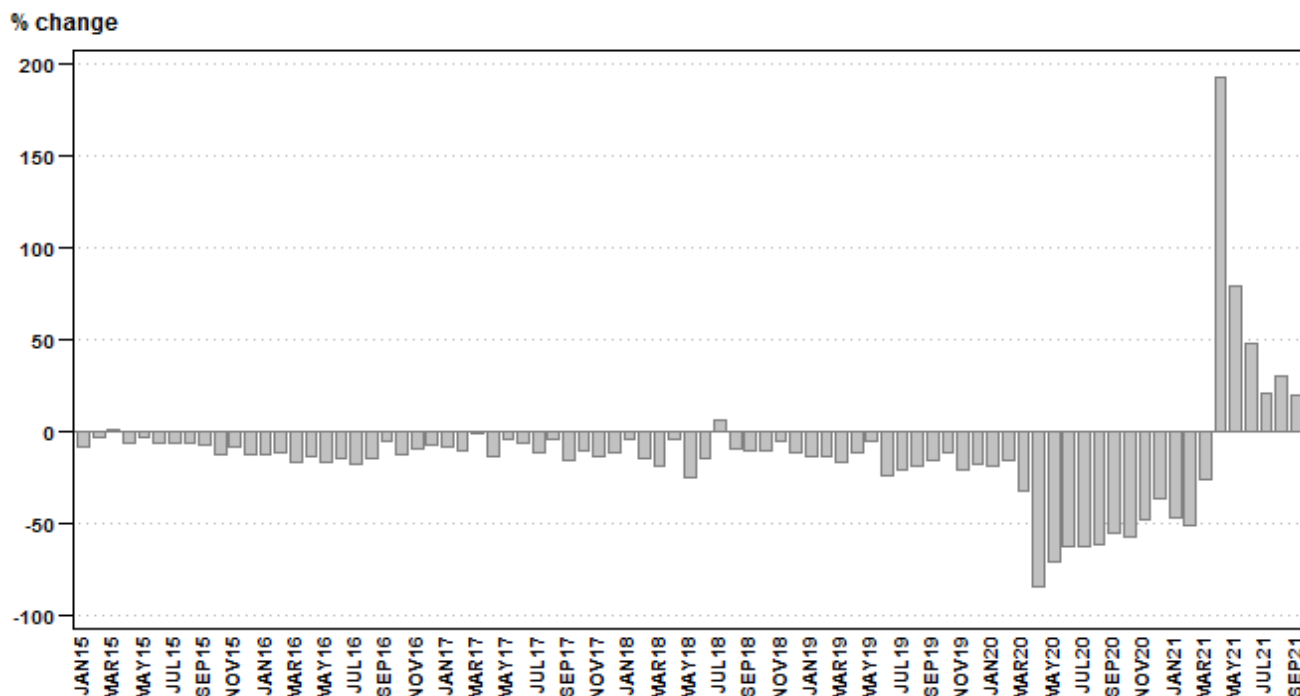


Table E – Seasonally adjusted passenger journeys for the latest three months by type of transport

Passenger journeys	Apr – Jun 2021 (000)	Weight	Jul – Sep 2021 (000)	% change between Apr – Jun 2021 and Jul – Sep 2021	Contribution (% points) to the total % change
Rail	4 843	8,1	5 898	21,8	1,8
Road	55 192	91,9	51 754	-6,2	-5,7
Total	60 035	100,0	57 652	-4,0	-4,0

Seasonally adjusted passenger journeys decreased by 4,0% in the third quarter of 2021 compared with the second quarter of 2021. Road passenger journeys decreased by 6,2% (contributing -5,7 percentage points) while rail passenger journeys increased by 21,8% (contributing 1,8 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)
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
	Total	191 968	40 025	623 654	113 138	815 622	153 163
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	12 378	2 623	56 419	10 193	68 798	12 817
	Aug	16 515	3 487	59 340	11 081	75 854	14 567
	Sep	16 288	3 463	59 421	11 148	75 709	14 611

1/ Figures for the latest month are preliminary.

Table 2 – Year-on-year percentage change in freight transportation (income at current prices)

Year and month		Rail		Road		Total	
		Payload	Income	Payload	Income	Payload	Income
2020	Jan	-7,7	-2,7	-7,1	-3,7	-7,2	-3,4
	Feb	-5,3	-2,0	-4,8	-2,2	-4,9	-2,2
	Mar	4,8	8,5	-8,3	-3,0	-5,4	-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
	Total	-11,1	-9,5	-11,9	-9,7	-11,7	-9,7
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	-23,1	-22,8	6,1	5,9	-0,7	-1,6
	Aug	-6,6	-7,6	7,5	10,1	4,1	5,3
	Sep	-8,1	-4,7	6,9	10,1	3,3	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)
2020	Jan	18 072	3 777	56 697	10 355	74 769	14 132
	Feb	17 393	3 682	58 819	10 517	76 212	14 199
	Mar	18 066	3 709	54 569	10 070	72 635	13 780
	Apr	10 566	2 004	38 143	6 435	48 710	8 439
	May	14 289	2 935	46 368	8 196	60 657	11 131
	Jun	15 123	3 121	48 493	8 792	63 616	11 913
	Jul	18 329	3 800	51 123	9 240	69 452	13 040
	Aug	16 283	3 579	53 252	9 810	69 536	13 389
	Sep	16 224	3 327	53 278	9 774	69 502	13 101
	Oct	15 983	3 436	53 623	9 806	69 606	13 242
	Nov	15 696	3 409	54 311	9 999	70 007	13 407
	Dec	16 038	3 302	55 142	10 144	71 181	13 446
2021	Jan	13 988	3 022	53 912	9 926	67 901	12 948
	Feb	15 048	3 213	54 719	10 210	69 767	13 424
	Mar	15 484	3 428	57 640	10 667	73 124	14 095
	Apr	15 371	3 247	57 045	10 628	72 415	13 875
	May	14 966	3 194	60 755	11 084	75 721	14 278
	Jun	15 602	3 263	55 524	10 386	71 126	13 648
	Jul	14 587	3 024	55 101	9 906	69 688	12 930
	Aug	15 110	3 162	56 282	10 605	71 392	13 767
	Sep	14 778	3 232	57 306	10 812	72 084	14 044

Table 4 – Month-on-month percentage change in seasonally adjusted freight transportation (income at current prices)

Year and month		Rail		Road		Total	
		Payload	Income	Payload	Income	Payload	Income
2020	Jan	6,4	5,5	6,9	4,1	6,8	4,5
	Feb	-3,8	-2,5	3,7	1,6	1,9	0,5
	Mar	3,9	0,7	-7,2	-4,3	-4,7	-3,0
	Apr	-41,5	-46,0	-30,1	-36,1	-32,9	-38,8
	May	35,2	46,5	21,6	27,4	24,5	31,9
	Jun	5,8	6,3	4,6	7,3	4,9	7,0
	Jul	21,2	21,8	5,4	5,1	9,2	9,5
	Aug	-11,2	-5,8	4,2	6,2	0,1	2,7
	Sep	-0,4	-7,0	0,0	-0,4	0,0	-2,2
	Oct	-1,5	3,3	0,6	0,3	0,1	1,1
	Nov	-1,8	-0,8	1,3	2,0	0,6	1,2
	Dec	2,2	-3,1	1,5	1,5	1,7	0,3
2021	Jan	-12,8	-8,5	-2,2	-2,1	-4,6	-3,7
	Feb	7,6	6,3	1,5	2,9	2,7	3,7
	Mar	2,9	6,7	5,3	4,5	4,8	5,0
	Apr	-0,7	-5,3	-1,0	-0,4	-1,0	-1,6
	May	-2,6	-1,6	6,5	4,3	4,6	2,9
	Jun	4,2	2,2	-8,6	-6,3	-6,1	-4,4
	Jul	-6,5	-7,3	-0,8	-4,6	-2,0	-5,3
	Aug	3,6	4,6	2,1	7,1	2,4	6,5
	Sep	-2,2	2,2	1,8	2,0	1,0	2,0

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

Type of commodity	Apr-21	May-21	Jun-21	Jul-21	Aug-21	Sep-21 1/
Agriculture and forestry primary products	1 035	1 116	1 130	1 037	1 152	1 115
Primary mining and quarrying products	5 083	5 179	5 211	4 454	5 338	5 260
Manufactured food, beverages and tobacco products	1 458	1 100	1 096	1 101	1 153	1 145
Textiles, clothing and leather products	266	276	242	210	249	281
Chemicals, coke, petroleum, rubber, plastic and other mineral products	1 112	1 235	1 168	1 123	1 195	1 211
Basic metals and fabricated metal products	274	280	254	242	290	268
Non-metallic products	164	160	166	150	177	188
Electrical machinery, transport machinery and equipment	142	146	150	136	142	145
Motor vehicles, parts and accessories	259	286	280	265	305	274
Paper and paper products	58	65	61	64	70	71
Commercial products	197	222	214	197	177	191
Used household and office products	235	256	239	225	242	243
Containers	593	606	625	556	607	682
Parcels	229	246	250	245	260	259
Other freight	2 621	2 973	2 802	2 812	3 210	3 279
Total	13 727	14 147	13 889	12 817	14 567	14 611

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-21	May-21	Jun-21	Jul-21	Aug-21	Sep-21
Agriculture and forestry primary products	29,5	17,0	11,8	-1,1	1,1	-1,0
Primary mining and quarrying products	47,6	14,0	12,0	-12,9	-1,5	-2,3
Manufactured food, beverages and tobacco products	72,7	7,5	5,3	-1,6	1,3	-0,7
Textiles, clothing and leather products	254,7	68,3	26,7	4,0	19,1	23,2
Chemicals, coke, petroleum, rubber, plastic and other mineral products	45,5	33,7	16,3	12,2	14,4	15,6
Basic metals and fabricated metal products	265,3	174,5	18,1	6,1	2,8	8,5
Non-metallic products	209,4	21,2	-3,5	-16,2	-13,7	0,0
Electrical machinery, transport machinery and equipment	97,2	36,4	22,0	-0,7	0,7	5,1
Motor vehicles, parts and accessories	78,6	30,6	11,6	3,1	11,3	-1,8
Paper and paper products	11,5	25,0	17,3	4,9	20,7	24,6
Commercial products	152,6	33,7	11,5	-3,4	-18,4	-21,1
Used household and office products	193,8	53,3	18,3	9,2	13,6	11,5
Containers	54,4	16,8	17,9	3,2	2,9	12,7
Parcels	146,2	108,5	10,6	4,3	7,9	4,9
Other freight	103,3	52,3	19,3	12,8	20,6	26,3
Total	66,5	27,0	13,7	-1,6	5,3	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-21	May-21	Jun-21	Jul-21	Aug-21	Sep-21
Agriculture and forestry primary products	2,9	1,5	1,0	-0,1	0,1	-0,1
Primary mining and quarrying products	19,9	5,7	4,6	-5,0	-0,6	-0,9
Manufactured food, beverages and tobacco products	7,4	0,7	0,5	-0,1	0,1	-0,1
Textiles, clothing and leather products	2,3	1,0	0,4	0,1	0,3	0,4
Chemicals, coke, petroleum, rubber, plastic and other mineral products	4,2	2,8	1,3	0,9	1,1	1,2
Basic metals and fabricated metal products	2,4	1,6	0,3	0,1	0,1	0,2
Non-metallic products	1,3	0,3	0,0	-0,2	-0,2	0,0
Electrical machinery, transport machinery and equipment	0,8	0,4	0,2	0,0	0,0	0,1
Motor vehicles, parts and accessories	1,4	0,6	0,2	0,1	0,2	0,0
Paper and paper products	0,1	0,1	0,1	0,0	0,1	0,1
Commercial products	1,4	0,5	0,2	-0,1	-0,3	-0,4
Used household and office products	1,9	0,8	0,3	0,1	0,2	0,2
Containers	2,5	0,8	0,8	0,1	0,1	0,6
Parcels	1,6	1,1	0,2	0,1	0,1	0,1
Other freight	16,2	9,2	3,7	2,4	4,0	5,0
Total	66,5	27,0	13,7	-1,6	5,3	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)
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
	Total	29 750	605	204 602	6 760	234 352	7 365
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	16 868	629	18 298	648
	Aug	2 316	34	17 717	659	20 033	693
	Sep	2 552	47	19 579	707	22 131	754

1/ Figures for the latest month are preliminary.

Table 9 – Year-on-year percentage change in passenger transportation (income at current prices)

Year and month		Rail		Road		Total	
		Passenger journeys	Income	Passenger journeys	Income	Passenger journeys	Income
2020	Jan	-46,0	-13,2	-1,2	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
	Total	-83,0	-72,0	-31,4	-33,7	-50,5	-40,4
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	12,9	39,5	20,3	40,0
	Aug	476,1	126,7	17,8	42,3	29,7	45,0
	Sep	554,4	147,4	7,8	15,0	19,3	18,9

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	9 909	168	25 939	863	35 849	1 031
	Feb	10 051	166	25 262	850	35 313	1 015
	Mar	5 254	98	20 445	736	25 699	834
	Apr	0	0	8 029	255	8 029	255
	May	62	4	11 269	333	11 331	338
	Jun	141	11	12 507	408	12 647	418
	Jul	262	12	14 727	425	14 989	436
	Aug	391	15	14 865	458	15 255	473
	Sep	362	18	16 346	588	16 708	606
	Oct	423	20	17 224	586	17 647	606
	Nov	1 608	35	17 717	616	19 325	652
	Dec	1 943	44	20 292	642	22 235	686
2021	Jan	1 329	23	18 855	635	20 184	658
	Feb	1 399	28	15 573	661	16 971	689
	Mar	1 727	39	16 588	721	18 315	759
	Apr	1 632	41	18 691	680	20 323	721
	May	1 807	45	18 727	687	20 534	732
	Jun	1 404	33	17 774	668	19 178	701
	Jul	1 357	19	17 091	601	18 448	619
	Aug	2 197	33	16 727	654	18 924	687
	Sep	2 344	44	17 936	682	20 280	726

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	-2,6	17,5	2,6	-0,3	1,1	2,2
	Feb	1,4	-1,2	-2,6	-1,5	-1,5	-1,6
	Mar	-47,7	-41,0	-19,1	-13,4	-27,2	-17,8
	Apr	-100,0	-100,0	-60,7	-65,4	-68,8	-69,4
	May	1/	1/	40,4	30,6	41,1	32,5
	Jun	127,4	175,0	11,0	22,5	11,6	23,7
	Jul	85,8	9,1	17,8	4,2	18,5	4,3
	Aug	49,2	25,0	0,9	7,8	1,8	8,5
	Sep	-7,4	20,0	10,0	28,4	9,5	28,1
	Oct	16,9	11,1	5,4	-0,3	5,6	0,0
	Nov	280,1	75,0	2,9	5,1	9,5	7,6
	Dec	20,8	25,7	14,5	4,2	15,1	5,2
2021	Jan	-31,6	-47,7	-7,1	-1,1	-9,2	-4,1
	Feb	5,3	21,7	-17,4	4,1	-15,9	4,7
	Mar	23,4	39,3	6,5	9,1	7,9	10,2
	Apr	-5,5	5,1	12,7	-5,7	11,0	-5,0
	May	10,7	9,8	0,2	1,0	1,0	1,5
	Jun	-22,3	-26,7	-5,1	-2,8	-6,6	-4,2
	Jul	-3,3	-42,4	-3,8	-10,0	-3,8	-11,7
	Aug	61,9	73,7	-2,1	8,8	2,6	11,0
	Sep	6,7	33,3	7,2	4,3	7,2	5,7

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

Survey information

Introduction	1	Statistics South Africa (Stats SA) conducts a monthly survey of the land transportation industry, covering passenger and freight transportation by rail and road (see paragraph 4 below). This survey is based on a sample drawn from the 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.
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 2021 was 65,1%. The improved collection rate for August 2021 was 67,9%.
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 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.

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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