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## Editor's comment

On 8 May 2019, millions of South Africans braved the cold and wet weather and headed to the polls to cast their votes in the country's sixth democratic elections. The excitement across the country was so tangible that President Cyril Ramaphosa said the 2019 elections were reminiscent of the country's first democratic elections in 1994. He hoped the outcome of the elections would be in line with what the people wish – to see a country that is working. The Independent Electoral Commission (IEC) declared the 2019 national and provincial elections free and fair. Being the sixth democratic elections, this declaration shows how far South Africa's democracy has matured over the years. However, the low voter turnout from the youth remains a concern. The youth of South Africa should take interest in such national matters as they have the power to make a difference and make their voice heard.

In this month's issue of *Mbalo Brief*, our educational article is based on Assessing social disparities in accessing travel time and travel costs to educational institutions and workplaces. Also included in this issue is our monthly crossword puzzle and solutions for the April puzzle.

Articles published in this article are based on results from industry surveys conducted for the months ranging from February to March 2019.

For more details on any of the surveys, visit our website at:  
[www.statssa.gov.za](http://www.statssa.gov.za)

Enjoy the read!



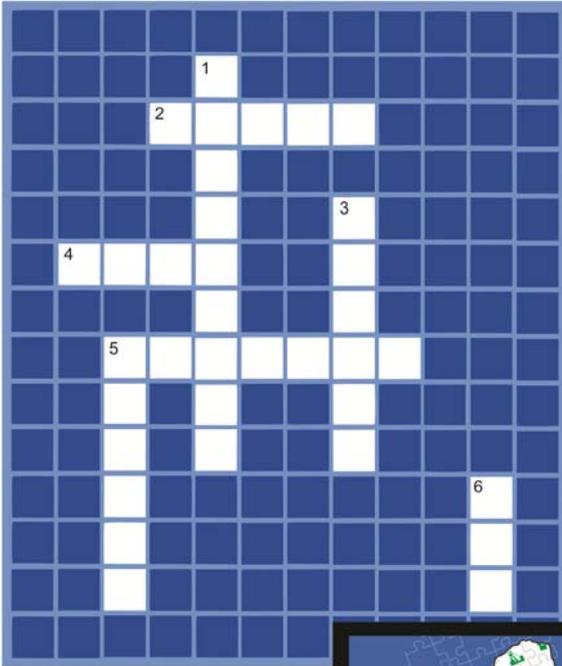


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## Crossword puzzle





### Across

2. According to the educational article, which mode of public transport took the longest travel time to get learners to school?
4. True or False? The 2019 South African elections were the sixth democratic elections since 1994.
5. Between private and public transport, which mode of transport appeared to be more expensive? Read the educational article for clues.

### Down

1. What is the first name of the person who designed South Africa's current national flag?
3. Traditionally, the inauguration of South Africa's president-elect used to take place at the Union Buildings. Where will the event take place this year? ...Versveld stadium. Fill in missing Word.
5. According to the educational article, learners who used ...transport were more likely to leave their homes earlier than other learners when travelling to school. Fill in missing word.
6. What is the abbreviation for the Independent Electoral Commission?

## Solutions for April 2019 puzzle

### Down

1. Freedom Day
2. Good hope

### Across

2. Gaborone
3. Limpopo
4. Mashudu
5. Leap Year
6. May





## Educational article: Assessing social disparities in accessing travel time and travel costs to educational institutions and workplaces

### 1. Introduction

The transport system is one of the critical systems for economic development in South Africa and the world. This system includes taxis, buses and private cars, which provide access to various destinations for economic activities. This system also ensures that people arrive at their workplaces and learners are able to reach their educational institutions. This is in line with the 1996 White Paper on the National Transport Policy, which is one of the key transport policy documents in the country, and which is aimed at ensuring that the South African transportation system is adequate to meet basic accessibility needs (to work, health care, educational institutions, shops, etc.) in many developing rural and urban areas. The following are some of the strategic objectives of the National Transport Policy:

- To provide adequate accessibility together with safety and security within the constraints of social affordability.
- To improve accessibility and mobility, limiting walking distances to less than about one kilometre in urban areas.
- To provide an appropriate and affordable standard of accessibility to work, commercial and social services in rural areas.
- To promote the use of public transport over private car use, with the goal of achieving a ratio of 80:20 between public transport and private car usage.
- To promote rural development that will improve access to opportunities by ensuring that rural workers are housed in close proximity to their work locations and services, thereby reducing the need to travel.

This educational article is based on the findings from *Exploring social disparities in accessing workplace and educational institutions, using travel time and cost*, Report No. 71-02-03 (2013), published on 30 October 2018. The report is derived from the National Household Travel Survey (NHTS) data that was conducted in 2013. Although the report covered many factors, for the purpose of this article, only travel time and travel costs in relation to educational and work-related trips are covered.



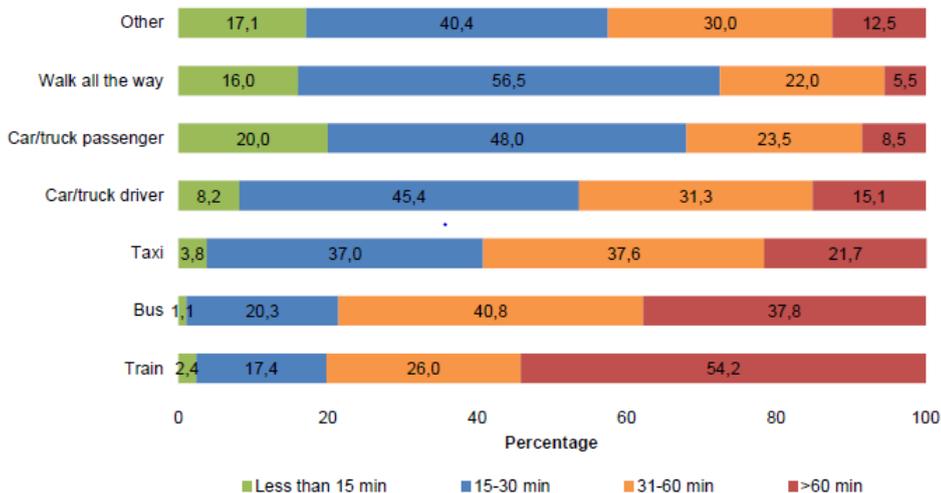


## 2. Assessing travel time to educational institutions, South Africa

This section focuses on education-related travel and more specifically, departure time and walking time to get to the first transport in terms of modes of transport, geographic location and per capita monthly household income of learners.

Nationally, most learners (40,3%) left their home between 07:00 and 07:29 in the morning, followed by those who travelled between 06:30 and 06:59 (20,5%) and those who left between 07:30 and 07:59 (20,4%). Learners who used public transport were more likely to leave their home earlier than other learners. For example, learners who used either buses (36,2%), trains (31,5%) or taxis (22,3%) started travelling before 06:30, with only about 13% of those who used private transport leaving their home before 06:30.

**Figure 1: Total travel time for learners by main mode of transport, 2013**



Other includes: Bicycle, scooter, etc.  
 Unspecified cases of transport modes and total travel time were excluded.  
 Source: NHTS, 2013

Figure 1 shows that 54,2% of learners who used trains as compared to 37,8% of learners who made use of other public transport modes such as buses (37,8%) and taxis (21,7%), travelled for more than 60 minutes to get

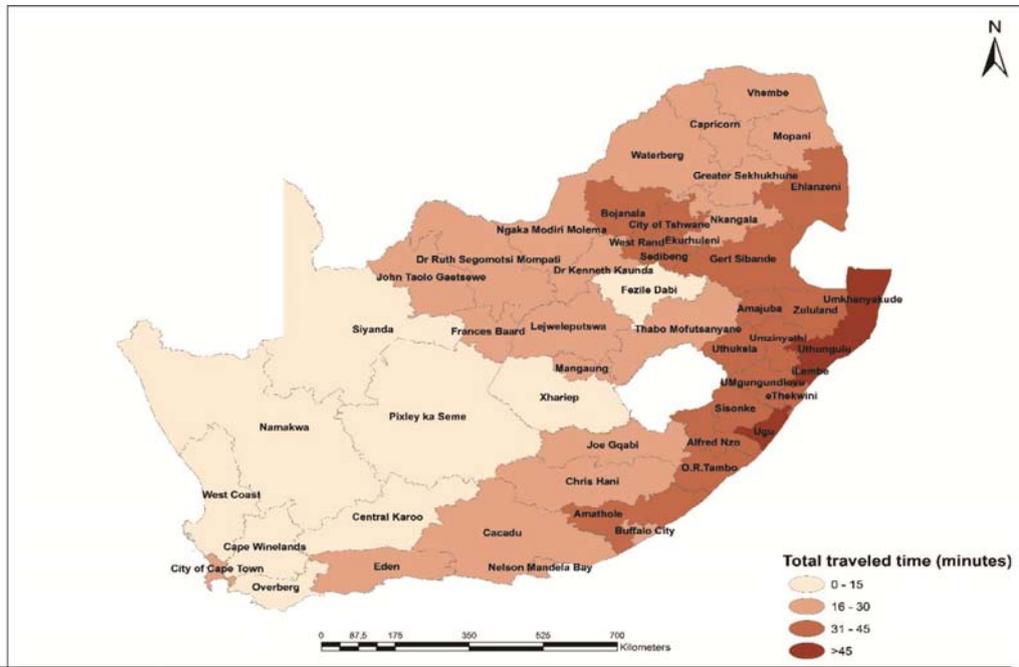


to their destination. In contrast, only 8,5% of car passengers who used private transport travelled for more than 60 minutes, while 45,4% of private transport drivers travelled between 15 and 30 minutes, followed by those who took between 31 and 60 minutes (31,3%) and another 15,1% who travelled for more than an hour. These results highlight the advantage of public transport and private car travelling. Only 5,5% of learners walked more than an hour to reach their educational institutions.

### 2.1 Total travel time to educational institutions by district municipality, 2013

The distribution of total travel time to educational institutions is presented in Map 1. The darker colours represent district municipalities that had learners who needed more time to get to educational institutions, while the lighter colours represent district municipalities that had learners who needed less travel time.

**Map 1: Total travel time to educational institutions by district municipality, 2013**

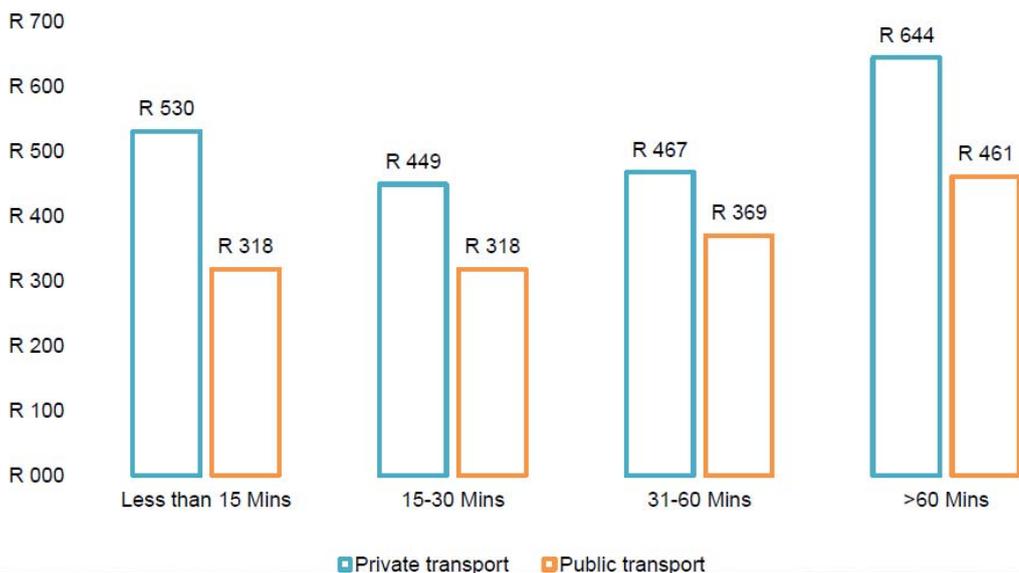




Map 1 shows that it was mainly district municipalities in the province of KwaZulu-Natal (such as Uthungulu, iLembe, Umkhanyakude, and Ugu) that had more learners who needed more time (more than 45 minutes) to get to their educational institutions. In Gauteng and some districts in the Eastern Cape (such as Alfred Nzo, O.R. Tambo, Amathole and Buffalo City), learners needed between 31 and 45 minutes to travel to their educational institutions.

## 2.2 Travel cost and time to educational institutions

**Figure 2: Average travel cost for learners by main mode of transport and total travel time to educational institutions, 2013**



Across all travel time intervals, private transport appeared to be the most expensive mode of travel compared to public transport, as shown in Figure 2. The figure further shows that those who travelled more than 60 minutes were most likely to pay more for their transport (R644 for private transport and R461 for public transport). Although public transport appeared to be the least expensive mode of travel, it is important to note that more than fifty-five per cent (56,4%) of learners were from households that spent more than 20% of their monthly household income per capita on public transport.



In general, learners who used private transport as their main mode of transport reported the highest average per capita (for each person) monthly household income across all travel time intervals when compared to other learners. Learners from wealthier households tend to stay closer to their educational institutions, as the average per capita monthly household income tends to be higher for total travel times less than 30 minutes. For example, learners who used private transport and travelled for more than an hour reported the highest average per capita monthly household income (R5 052), which is higher than the average per capita monthly household income values reported by public transport users and those who walked (R2 038 and R584, respectively).

There are a number of studies that have found that the distance from a school impacts the academic success of a scholar, as those living further from schools have poorer academic success compared to those living close to their schools. The highest proportion of learners who needed more time in the morning were found in rural areas. About 30% of learners from rural areas needed between 31 and 60 minutes and about 12% needed more than an hour (11,6%) to reach their educational institution. This is also supported by Map 1 results, which indicate that of all learners who walked all the way to school, KwaZulu-Natal (23,7%), Eastern Cape (18,0%) and Limpopo (16,8%) made the biggest contribution to the total national percentage.

### 3. Assessing travel time and travel cost to place of work, South Africa

This section focuses on work-related travel and more specifically, assessing travel time and travel cost to place of work in terms of mode of transport and household income at both national and district levels.

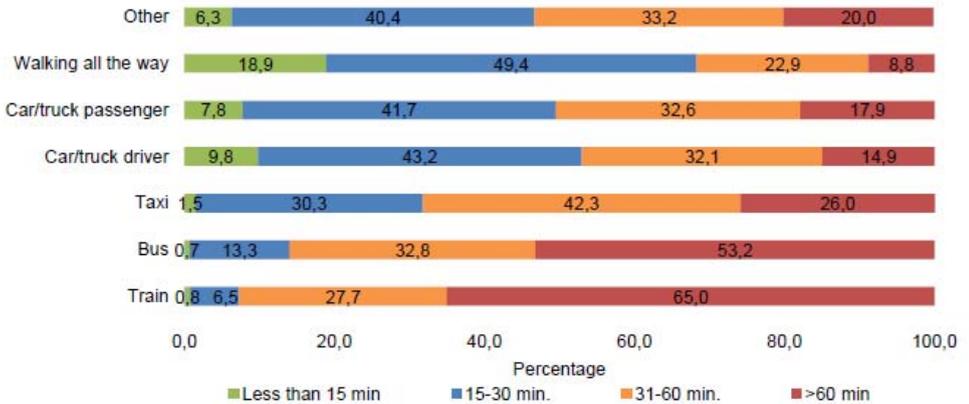
#### 3.1 Total time travel to place of work

Nationally, many work trips commence between 07:00 and 07:59 in the morning (29,7%), followed by trips before 06:00 (22,1%) and those that commence between 06:00 and 06:29 (18,7%). Workers who used buses and trains were more likely to leave their home earlier than other workers. For example, workers who used either buses (53,0%) or trains (48,2%) started travelling before 06:00. Unlike the other public transport modes, taxis registered the lowest proportion of workers who left their home before 06:00 (26,0%).



About 34% of workers who used private transport left their home before 06:00 – 13,0% of those who drove and 20,7% as passengers. Those who walked and drove had the highest percentage of workers who travelled at 08:00 or later compared to other workers (14,5% and 13,5%, respectively).

**Figure 3: Total travel time to place of work by main mode of transport, 2013**



Other includes: Bicycle, scooter, etc.

Unspecified cases of transport modes and total time taken to place of work were excluded.

Source: NHTS, 2013

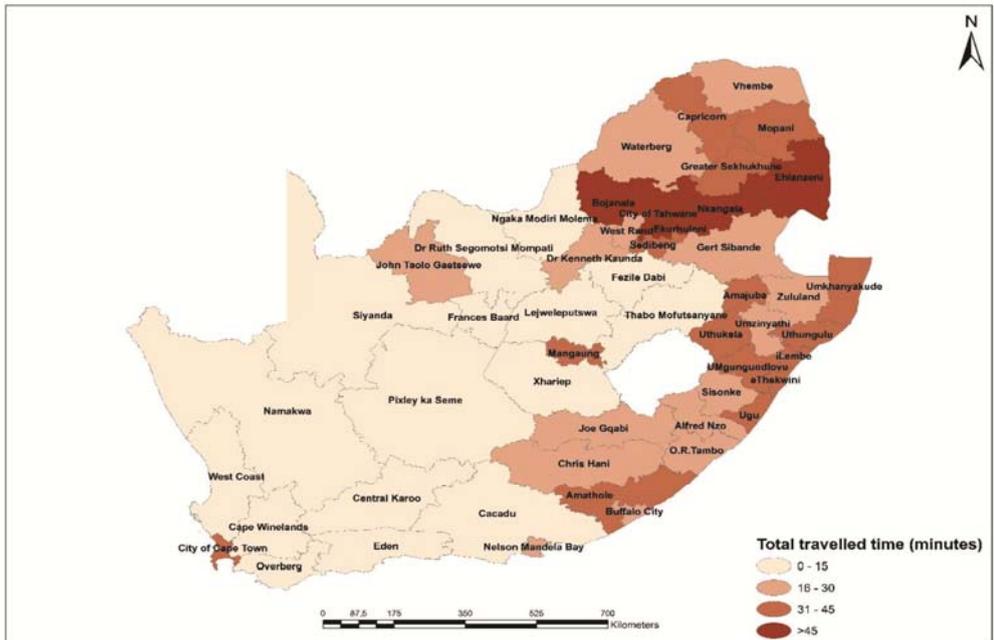
As can be observed in Figure 2, most of the workers who used trains (65,0%) travelled for more than an hour to get to their destination compared to other public transport users. The comparative figures are 53,2% for buses and 26,0% for taxis. In contrast to this, less than two-tenths of private transport users travelled for more than an hour – car passengers (17,9%) and car drivers (14,9%). Similarly, those who walked all the way had the lowest percentage (8,8%) of workers who travelled for more than an hour.

### 3.1.2 Total time travel to work place by district municipality



As shown in Map 2, it is mainly metropolitan areas and their surrounding district municipalities that had a significant number of workers who needed more time (more than 45 minutes) to get to their workplace, for example, the City of Tshwane, City of Johannesburg, Ekurhuleni, Cape Town, eThekweni, Mangaung, Bojanala and Nkangala. On the other hand, districts such as Sedibeng, West Rand, Amathole and some in KwaZulu-Natal also had a large number of workers who needed between 31 and 45 minutes to travel to their workplace.

**Map 2: Total time travel to work place by district municipality, 2013**



Source: NHTS, 2013

According to the NHTS report, workers who changed transport on their way to work are more likely to experience longer travel times compared to those who did not change transport. More than 55,7% of workers who changed transport on their way to work needed more than an hour, compared to the 27% who did not change transport. Those who did not change their transport were most likely to travel between 31 and 60 minutes (38,2%) or 15 and 30 minutes (31,8%) to their workplace.



### 3.2 Travel costs to places of work

In terms of the average per capita monthly household income by main mode of transport and total travel time to work, workers who used private transport were from households with the highest average per capita monthly household income across all travel time intervals. In contrast, those who walked all the way to work were from households with the lowest average per capita monthly household income. As for workers who travelled for more than an hour, those who walked all the way were most likely to come from households that reported the lowest average per capita monthly household income.

### 4. Conclusion

In conclusion, more learners travelled between 15 and 30 minutes, followed by those who travelled between 31 and 60 minutes and those who travelled more than 60 minutes in the morning. The majority of learners who used trains in the morning travelled for more than 60 minutes when compared to bus and taxi users. For learners, travel cost for public transport users was the highest for those who travelled more than 60 minutes compared to their counterparts who used private transport. With regard to travellers going to their places of work, the results show that more workers travelled between 15 and 30 minutes, followed by those who travelled between 31 and 60 minutes and those who travelled more than 60 minutes in the morning. Train users travelled for more than an hour to get to their destination compared to bus and taxi users. Workers who used private transport were from households with the highest average per capita monthly household income across all travel time intervals. In contrast, those who walked all the way to work were from households with the lowest average per capita monthly household income.



# Primary industries

## Mining: Production and sales

### *Mining production decreases*

Gold has been associated throughout history as a symbol of wealth, power and beauty. Furthermore, the discovery of gold was a turning point in South African history and it continues to play an important role in the country's economy despite the country's gold mining production having declined in recent years. In 2017, for instance, the gold mining sector employed 112 200 people and the total employee earnings increased from R14,7 billion in 2007 to R29,5 billion in 2017. Presented in this article is a summary of the key results from the Mining: Production and sales release for February 2019.

Mining production decreased by 7,5% year-on-year in February 2019 (see **Table A**) The largest negative contributors were:

- diamonds (-48,3%, contributing -3,2 percentage points);
- gold (-20,6%, contributing -3,0 percentage points); and
- iron ore (-20,7%, contributing -2,9 percentage points).

The largest positive contributor was PGMs (17,8%, contributing 2,8 percentage points).

**Table A – Key growth rates in the volume of mining production for February 2019**

	Sep-18	Oct-18	Nov-18	Dec-18	Jan-19	Feb-19
Year-on-year % change, unadjusted	-1,6	0,6	-4,8	-4,0	-3,3	-7,5
Month-on-month % change, seasonally adjusted	0,9	2,8	-5,8	-1,5	0,0	-1,5
3-month % change, seasonally adjusted <sup>1/</sup>	-2,3	-0,7	-0,4	-0,1	-4,6	-5,0

<sup>1/</sup> Percentage change between the previous 3 months and the 3 months ending in the month indicated.

A full release on *Mining: production and sales* (Statistical release P2041) is available on the Stats SA website: [www.statssa.gov.za](http://www.statssa.gov.za)

Mineral sales increased by 10,6% year-on-year in February 2019 (see **Table B**). The largest positive contributors were:



- PGMs (36,0%, contributing 5,4 percentage points);
- manganese ore (44,6%, contributing 3,5 percentage points);
- iron ore (21,3%, contributing 2,7 percentage points); and
- 'other' metallic minerals (51,2%, contributing 1,4 percentage points).

**Table B – Key growth rates in mineral sales at current prices for February 2019**

	Sep-18	Oct-18	Nov-18	Dec-18	Jan-19	Feb-19
Year-on-year % change, unadjusted	-2,8	3,9	10,8	17,5	19,4	10,6
Month-on-month % change, seasonally adjusted	-4,8	9,8	2,2	3,9	-3,2	-5,6
3-month % change, seasonally adjusted <sup>1/</sup>	-0,1	2,6	4,2	11,2	8,5	4,4

<sup>1/</sup> Percentage change between the previous 3 months and the 3 months ending in the month indicated.

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## Secondary industries

### Manufacturing: Production and sales

#### *Manufacturing production increases*

In 2018, the manufacturing industry was ranked the fourth largest industry in South Africa, contributing 14% to the gross domestic product (GDP). The food and beverages component is the largest component of South Africa's manufacturing industry, followed closely by the petroleum and chemical products component and the basic iron and steel products component. These three components make up 70% of the manufacturing industry. Presented in this article is a summary of the key results of the Manufacturing: Production and sales release for February 2019.

Manufacturing production increased by 0,6% in February 2019 compared with February 2018 (**see Table C**). The largest positive contributions were made by the following divisions:

- food and beverages (3,2%, contributing 0,8 of a percentage point); and
- petroleum, chemical products, rubber and plastic products (2,9%, contributing 0,7 of a percentage point).

The largest negative contributions were made by the following divisions:

- basic iron and steel, non-ferrous metal products, metal products and machinery (-2,6%, contributing -0,5 of a percentage point); and
- wood and wood products, paper, publishing and printing (-3,2%, contributing -0,4 of a percentage point).

**Table C – Key growth rates in the volume of manufacturing production for February 2019**

	Sep-18	Oct-18	Nov-18	Dec-18	Jan-19	Feb-19
Year-on-year % change, unadjusted	-0,1	3,1	1,1	0,0	0,9	0,6
Month-on-month % change, seasonally adjusted	-0,9	1,4	0,2	0,5	-1,6	-1,8
3-month % change, seasonally adjusted <sup>1/</sup>	1,7	1,0	0,7	1,2	0,6	-0,6

<sup>1/</sup> Percentage change between the previous 3 months and the 3 months ending in the month indicated.

A full release on *Manufacturing: Production and sales* (Statistical release P3041.2) is available on the Stats SA website: [www.statssa.gov.za](http://www.statssa.gov.za)

## Selected building statistics of the private sector

### *Value of recorded building plans passed increases*

When building or renovating a house, it is vital to have a legally binding contract in place with a registered builder. Having a contract assists the homeowner to be protected by the National Home Builders Registration Council (NHBRC) when the builder does not build their house according to the agreed plan. According to the Housing Consumers Protection Act, 1998 (Act No. 95 of 1998), home builders must enrol their housing projects for a standard home warranty that the homeowners can use against the builder if in breach of contract. The contract should entail all the necessary building work and services and the materials that will be used during the construction or renovation of the house, and should be signed by both the homeowner and builder. Presented in this article is a summary of the key findings from the Selected building statistics of the private sector release for February 2019.

### **Total value of recorded building plans passed at current prices**

The value of recorded building plans passed (at current prices) increased by 2,5% (R435,5 million) during January to February 2019 compared with January to February 2018 (**see Table D**). Residential buildings increased by 19,9% (R1 626,2 million). Decreases were recorded for non-residential



buildings (-22,5% or -R1 038,1 million) and additions and alterations (-3,5% or -R152,6 million).

The largest positive contribution to the total increase of 2,5% (R435,6 million) was made by Gauteng (contributing 15,5 percentage points or R2 655,6 million).

The largest negative contributions were made by:

- Western Cape (contributing -6,4 percentage points or -R1 100,3 million);
- Eastern Cape (contributing -2,6 percentage points or -R452,1 million); and
- Free State (contributing -1,9 percentage points or -R334,2 million).

**Table D – Recorded building plans passed by larger municipalities: January to February 2018 versus January to February 2019**

Estimates at current prices	January to February 2018 1/	January to February 2019 1/	Difference in value between January to February 2018 and January to February 2019	% change between January to February 2018 and January to February 2019
	R'000	R'000	R'000	
<b>Residential buildings</b>	<b>8 152 778</b>	<b>9 778 951</b>	<b>1 626 173</b>	<b>19,9</b>
- Dwelling houses	4 986 241	4 144 245	-841 996	-16,9
- Flats and townhouses	3 115 149	5 464 297	2 349 148	75,4
- Other residential buildings	51 388	170 409	119 021	231,6
<b>Non-residential buildings</b>	<b>4 622 698</b>	<b>3 584 607</b>	<b>-1 038 091</b>	<b>-22,5</b>
<b>Additions and alterations</b>	<b>4 408 974</b>	<b>4 256 395</b>	<b>-152 579</b>	<b>-3,5</b>
<b>Total</b>	<b>17 184 450</b>	<b>17 619 953</b>	<b>435 503</b>	<b>2,5</b>

1/ 2018 and 2019 figures should be regarded as preliminary because of possible backlogs and incomplete reporting by municipalities.

A full release on *Selected building statistics of the private sector as reported by local government institutions* (Statistical release P5041.1) is available on the Stats SA website: [www.statssa.gov.za](http://www.statssa.gov.za)



## Electricity generated and available for distribution

### Electricity generation decreases

There are different factors that result in load shedding. One of the factors is the increase of electricity usage by consumers in winter. Consumers use more electricity in winter to be warm and use electrical appliances such as heaters and electric blankets, among others. When electricity consumption increases in winter, generators have to supply more electricity to keep up with demand. In order to minimise load shedding, the power utility Eskom started to implement the Use Electricity Smartly campaign in April 2019 to reduce electricity shortages. South African consumers are urged to use electricity efficiently to minimise load shedding, which is a measure used to balance the supply and demand of electricity. Presented in this article is a summary of the key findings of the Electricity generated and available for distribution release for March 2019.

Electricity generation (production) decreased by 2,9% year-on-year in March 2019. Seasonally adjusted electricity generation decreased by 1,0% in March 2019 compared with February 2019 (see Table E).

**Table E – Key growth rates in the volume of electricity generated for March 2019**

	Oct-18	Nov-18	Dec-18	Jan-19	Feb-19	Mar-19
Year-on-year % change, unadjusted	0,8	-0,2	-1,6	-2,1	-1,9	-2,9
Month-on-month % change, seasonally adjusted	0,7	-0,5	-0,3	-0,9	-0,2	-1,0
3-month % change, seasonally adjusted <sup>1/</sup>	-0,5	0,3	0,3	-0,4	-1,0	-1,7

<sup>1/</sup> Percentage change between the previous 3 months and the 3 months ending in the month indicated. A full release on *Electricity generated and available for distribution* (Statistical release P4141) is available on the Stats SA website: [www.statssa.gov.za](http://www.statssa.gov.za)

Electricity distribution (consumption) decreased by 2,8% year-on-year in March 2019. Seasonally adjusted electricity distribution decreased by 1,2% month-on-month in March 2019, following month-on-month changes of -1,2% in February 2019 and -0,7% in January 2019 (see Table F).



**Table F – Key growth rates in the volume of electricity distributed for March 2019**

	Oct-18	Nov-18	Dec-18	Jan-19	Feb-19	Mar-19
Year-on-year % change, unadjusted	2,2	0,9	0,1	0,1	-1,0	-2,8
Month-on-month % change, seasonally adjusted	0,8	-1,2	0,9	-0,7	-1,2	-1,2
3-month % change, seasonally adjusted <sup>1/</sup>	-0,3	-0,1	0,0	-0,5	-0,6	1,7

<sup>1/</sup> Percentage change between the previous 3 months and the 3 months ending in the month indicated. A full release on *Electricity generated and available for distribution* (Statistical release P4141) is available on the Stats SA website: [www.statssa.gov.za](http://www.statssa.gov.za)



## Tertiary industries

### Wholesale trade sales

#### *Wholesale trade sales increase*

Wholesalers selling petroleum products are prohibited from selling their products to consumers using unapproved plastic containers. According to the Petroleum Product Amendment Act, 2003 (Act No. 58 of 2003), no wholesaler may sell petroleum products in plastic containers which are not approved by the South African Bureau of Standards (SABS). According to the Act, these types of containers result in explosions and loss of lives. Any person who is found in contravention of the Act will be liable on conviction to a fine not exceeding R1 000 000 or imprisonment for a period of not exceeding 10 years, or both fine and imprisonment. Presented in this article is a summary of the key results from the Wholesale trade sales release for February 2019.

Wholesale trade sales increased by 4,9% in February 2019 compared with February 2018 (**see Table G**). The main contributors to this increase were dealers in:

- solid, liquid and gaseous fuels and related products (12,9%, contributing 2,7 percentage points); and
- machinery, equipment and supplies (8,8%, contributing 1,2 percentage points).

Wholesale trade sales increased by 2,6% in the three months ended February 2019 compared with the three months ended February 2018. The main contributor to this increase was dealers in solid, liquid and gaseous fuels and related products (12,4%, contributing 2,7 percentage points).



**Table G – Key growth rates in wholesale trade sales at current prices for February 2019**

	Sep-18	Oct-18	Nov-18	Dec-18	Jan-19	Feb-19
Year-on-year % change, unadjusted	14,1	14,0	7,8	-0,5	3,7	4,9
Month-on-month % change, seasonally adjusted	2,2	1,5	-2,4	-7,9	3,4	1,3
3-month % change, seasonally adjusted <sup>1/</sup>	5,5	5,4	4,5	-0,4	-4,9	-6,5

<sup>1/</sup> Percentage change between the previous 3 months and the 3 months ending in the month indicated. A full release on *Wholesale trade sales* (P6141.2) is available on the Stats SA website: [www.statssa.gov.za](http://www.statssa.gov.za)

## Retail trade sales

### *Retail trade sales increased*

In order to make an informed decision when shopping, consumers need more details regarding how a product was manufactured, location of material and its production process, among others. Many retailers have now introduced a brand transparency (the absence of a hidden agenda, conditions and other information about the brands of goods sold by retailers). Some retailers share details of products such as production country, supplier names, factory names, addresses of the manufacturer, number of workers in the factories and materials used after consumers' mistrust caused by product recalls and fake products, among others. With these details, consumers are therefore able to contact the producer of a particular product with ease, should that product be of an unacceptable standard. Customers can access detailed information about products when purchasing at physical stores, online and when using retailers' application software. Presented in this article are the key results of the Retail trade sales release for February 2019.

Retail trade sales increased by 1,1% year-on-year in February 2019 (see **Table H**). The largest positive annual growth rates were recorded for retailers in:

- household furniture, appliances and equipment (7,4%); and
- textiles, clothing, footwear and leather goods (4,4%).



The main contributors to the 1,1% increase were:

- retailers in textiles, clothing, footwear and leather goods (contributing 0,7 of a percentage point); and
- general dealers (contributing 0,5 of a percentage point).

Retail trade sales showed no growth between the three months ended February 2018 and the three months ended February 2019. Retailers in hardware, paint and glass decreased by 3,0% (contributing -0,2 of a percentage point) while retailers in household furniture, appliances and equipment increased by 2,4% (contributing 0,1 of a percentage point).

**Table H – Key growth rates in retail trade sales for February 2019 at constant 2015 prices**

	Sep-18	Oct-18	Nov-18	Dec-18	Jan-19	Feb-19
Year-on-year % change, unadjusted	0,6	2,1	2,9	-1,6	1,2	1,1
Month-on-month % change, seasonally adjusted	-0,6	0,6	3,2	-5,2	1,6	0,5
3-month % change, seasonally adjusted <sup>1/</sup>	1,3	1,0	1,8	0,7	0,3	-1,8

<sup>1/</sup> Percentage change between the previous 3 months and the 3 months ending in the month indicated. A full release on *Retail trade sales* (Statistical release P6242.1) is available on the Stats SA website: [www.statssa.gov.za](http://www.statssa.gov.za)

## Motor trade sales

### *Motor trade sales decrease*

One of the driving forces in the motor trade industry is the price of fuel. In most cases, an increase in the price of fuel also means that motorists will spend more money on fuel and will likely have less disposable income to use for other purchases. Since the price of fuel and sales of vehicles are seemingly compatible, when the fuel price increases, it can also affect the sales of vehicles. Although this might not necessarily result in a decrease in the purchases of new or used vehicles, it can influence prospective buyers into opting for more fuel-efficient vehicles. Presented in this article is a summary of the key results for the Motor trade sales release for February 2019.



Motor trade sales decreased by 2,1% year-on-year in February 2019 (see **Table I**). Negative annual growth rates were recorded for:

- new vehicle sales (-7,3%);
- used vehicle sales (-3,4%); and
- workshop income (-0,2%).

Motor trade sales decreased by 1,9% in the three months ended February 2019 compared with the three months ended February 2018. The main contributor to this decrease was new vehicle sales (-7,1%, contributing -1,9 percentage points).

**Table I – Key growth rate figures in motor trade sales for February 2019**

	Sep-18	Oct-18	Nov-18	Dec-18	Jan-19	Feb-19
Year-on-year % change, unadjusted	1,2	6,1	3,0	-4,0	0,5	-2,1
Month-on-month % change, seasonally adjusted	-0,8	1,8	-0,5	-4,2	0,8	-1,3
3-month % change, seasonally adjusted <sup>1/</sup>	2,3	1,9	1,2	0,1	-2,2	-3,9

<sup>1/</sup> Percentage change between the previous 3 months and the 3 months ending in the month indicated. A full release on *Motor trade sales* (Statistical release P6343.2) is available on the Stats SA website: [www.statssa.gov.za](http://www.statssa.gov.za)

## Food and beverages

### *Food and beverages industry increases*

South Africa's fast-food sector continues to perform well even during tough economic times. According to the Franchise Association of South Africa (FASA), in 2018, the franchising market was worth R587 billion, which was approximately 13,3% of the South African gross domestic product (GDP). Furthermore, fast-food outlets make up a sizeable portion of the franchise industry in South Africa, compared to other forms of franchises. Some of the factors that boost the fast-food sector is the affordability, speed of delivery, ease of access, and of course, the fact that they are already well-established in the market place. More fast-food outlets have made it possible for consumers to use mobile apps and other digital tools to receive their orders right on their door steps. Fast-food outlets are also almost



everywhere: in the food courts at the malls, in cities, airports and filling stations, making them easy to access. Thus, due to its lucrative nature, the fast-food sector continues to thrive despite economic challenges. Presented in this article is a summary of the key results from the Food and beverages statistics for February 2019.

Total income generated by the food and beverages industry increased by 3,3% in February 2019 compared with February 2018 (**see Table J**). Food sales grew by 4,0%.

In February 2019, positive annual growth rates were recorded for:

- takeaway and fast-food outlets (5,3%, contributing 1,8 percentage points); and
- restaurants and coffee shops (3,4%, contributing 1,7 percentage points).

Total income increased by 4,4% in the three months ended February 2019 compared with the three months ended February 2018. The main contributor to this increase was restaurants and coffee shops (6,9%, contributing 3,5 percentage points).

**Table J – Year-on-year percentage change in food and beverages income at constant prices by type of income – February 2019**

Type of income	Sep-18	Oct-18	Nov-18	Dec-18	Jan-18	Feb-18
Food sales	1,0	3,0	7,7	8,2	1,9	4,0
Bar sales	-7,1	-9,8	-5,9	-6,2	5,0	-4,5
Other income	-6,8	-8,8	-24,3	-7,3	1,9	-4,5
<b>Total</b>	0,4	2,1	6,3	7,0	2,0	3,3

A full release on *Food and beverages* (Statistical release P6420) is available on the Stats SA website: [www.statssa.gov.za](http://www.statssa.gov.za)

## Tourist accommodation

### ***Total income for the tourist accommodation industry decreases***

A much-needed boost to tourism in the Western Cape has been given the green light with a new direct flight between Cape Town and New York.



United Airlines, an American airline, has launched a new non-stop service between New York and Cape Town, scheduled to start operating in December 2019. This new route will cut out at least four hours of the usual travel time. The new route is expected to add an estimated R283 million in direct tourism spending to the Cape Town economy in the first year of operation. This will be a game-changer for the Western Cape, as it will not only boost tourism in the province, but will also grow cargo and attract even more Foreign Direct Investment (FDI) as well as increase employment in the province. Presented in this article is a summary of the key results from the Tourist accommodation statistical release for February 2019.

The total income for the tourist accommodation industry decreased by 0,1% in February 2019 compared with February 2018 (**see Table K**). Income from accommodation decreased by 2,8% year-on-year in February 2019, the result of a 1,7% decrease in the number of stay unit nights sold and a 1,1% decrease in the average income per stay unit night sold.

In February 2019, the types of accommodation that recorded the largest negative year-on year growth in income from accommodation were:

- guest-houses and guest-farms (-21,0%); and
- caravan parks and camping sites (-18,5%).

The main negative contributors to the 2,8% year-on-year decrease in income from accommodation in February 2019 were:

- guest-houses and guest-farms (contributing -1,5 percentage points); and
- hotels (contributing -1,1 percentage points).

Income from accommodation decreased by 2,5% in the three months ended February 2019 compared with the three months ended February 2018. The main negative contributors to this decrease were:

- guest-houses and guest-farms (-22,3%, contributing -1,7 percentage points); and
- hotels (-1,9%, contributing -1,2 percentage points).



**Table K – Year-on-year percentage change in tourist accommodation statistics for February 2019**

	Sep-18	Oct-18	Nov-18	Dec-18	Jan-19	Feb-19
Stay units available	-0,1	-0,1	-0,2	-0,1	-0,2	-0,2
Stay unit nights sold	-0,7	-0,9	-3,4	-3,0	-1,9	-1,7
Average income per stay unit nights sold	5,2	0,5	8,3	0,9	-0,9	-1,1
Income from accommodation	4,5	-0,4	4,6	-2,1	-2,7	-2,8
<b>Total income <sup>1/</sup></b>	3,9	-0,8	2,7	-3,3	-3,2	-0,1

<sup>1/</sup> Includes restaurant and bar sales and 'other' income.

A full release on *Tourist accommodation* (Statistical release P6410) is available on the Stats SA website: [www.statssa.gov.za](http://www.statssa.gov.za)

## Tourism and migration

### *More than three million travellers passed through South Africa's ports of entry in February 2019*

South African expatriates (people who live outside their native country) were able to cast their national votes on 27 April 2019 at select foreign missions in the countries they live in. There are different procedures for expatriates to follow in order for them to be eligible to vote for their political parties. Firstly, the expatriate should have a valid identity document (ID) or passport. Secondly, a VEC10 form that notifies the IEC (Independent Electoral Commission) of their intention to vote abroad should be submitted to the IEC 15 days from the date on which the election is proclaimed. Lastly, once the VEC10 is approved and registration has been confirmed, expatriates will be able to vote for the party of their choice. Presented in this article is a summary of the tourism and migration statistics for February 2019.

### Number of travellers

The data collected by the Department of Home Affairs' (DHA) immigration officers at the ports of entry into South Africa shows that a total of 3 039 744 travellers (arrivals, departures and transits) passed through South African ports of entry in February 2019 (see Table L). These travellers were made up of 731 074 South African residents and 2 308 670 foreign travellers. A further breakdown of the figures for South African residents indicates that there were 360 186 arrivals, 370 186 departures and 702 travellers in transit.



The corresponding volume for foreign arrivals, departures and transit travellers was 1 205 901, 1 055 331 and 47 438, respectively.

A comparison between the movements in February 2018 and February 2019 indicates that the volume of arrivals and departures increased for both South African residents and foreign travellers. Travellers in transit increased for South African residents but decreased for foreign travellers. For South African residents, the volume of arrivals increased by 0,6% (from 358 135 in February 2018 to 360 186 in February 2019), departures increased by 1,2% (from 365 633 in February 2018 to 370 186 in February 2019), and transits increased by 21,7% (from 577 in February 2018 to 702 in February 2019). For foreign travellers, arrivals increased by 2,1% (from 1 181 071 in February 2018 to 1 205 901 in February 2019), departures increased by 0,6% (from 1 049 469 in February 2018 to 1 055 331 in February 2019), and transits decreased by 0,4% (from 47 632 in February 2018 to 47 438 in February 2019).

A comparison between the movements in January 2019 and February 2019 indicates that the volume of arrivals, departures and travellers in transit decreased for both South African residents and foreign travellers. For South African residents, the volume of arrivals decreased by 42,5% (from 626 128 in January 2019 to 360 186 in February 2019), departures decreased by 8,6% (from 405 062 in January 2019 to 370 186 in February 2019), and transits decreased by 15,5% (from 831 in January 2019 to 702 in February 2019). For foreign travellers, arrivals decreased by 22,8% (from 1 561 510 in January 2019 to 1 205 901 in February 2019), departures decreased by 9,8% (from 1 169 796 in January 2019 to 1 055 331 in February 2019), and transits decreased by 14,0% (from 55 135 in January 2019 to 47 438 in February 2019).

### Mode of travel

In February 2019, road transport was the most common mode of travel used by 2 060 132 (67,8%) of the 3 039 744 travellers. The total number of travellers who used air transport was 936 354 (30,8%). Compared to the use of air and land transport, a small number of travellers, 43 258 (1,4%) used sea transport. Information on arrivals of South African residents shows that 131 217 (36,4%) came by air, 211 590 (58,7%) came by road and 17 379 (4,8%) arrived by sea transport. For departures, 138 452 (37,4%) used air, 214 535 (58,0%) used road and 17 199 (4,6%) left by sea transport. All travellers in transit, 702 (100,0%) used air transport.



In the case of foreign travellers, 313 334 (26,0%) arrived by air, 888 500 (73,7%) came by road and 4 067 (0,3%) arrived by sea transport. When departing South Africa, 305 211 (28,9%) foreign travellers left by air, 745 507 (70,6%) left by road and 4 613 (0,4%) left by sea transport. All travellers in transit 47 438 (100,0%) used air transport. Of the 335 382 same-day visitors, an overwhelming majority, 320 529 (95,6%) arrived in the country by road, 14 481 (4,3%) flew into the country; and 372 (0,1%) arrived by sea transport. Information on tourists shows that 512 322 (64,3%) used road transport, 284 482 (35,7%) came by air transport and 377 (less than 0,1%) arrived by sea transport.

### **Purpose of visit**

In February 2019, the majority of tourists, 769 894 (96,6%), were in South Africa for holiday compared to 20 404 (2,6%); 6 341 (0,8%) and 542 (0,1%) who were in South Africa for business, study and for medical treatment, respectively.

### **Sex and age distribution**

There were 448 900 (56,3%) male and 348 281 (43,7%) female tourists in February 2019. Overseas tourists were made up of 131 198 (53,2%) male tourists and 115 196 (46,8%) female tourists. There were 307 399 (57,5%) male and 227 467 (42,5%) female tourists from SADC countries. Tourists from 'other' African countries were made up of 9 483 (65,0%) male and 5 096 (35,0%) female tourists.



**Table L – Number of South African residents and foreign travellers by travel direction: February 2019**

Travel direction	February 2018	January 2019	February 2019	% change between January 2019 and February 2019	% change between February 2018 and February 2019
<b>Total</b>	<b>3 002 517</b>	<b>3 818 462</b>	<b>3 039 744</b>	<b>-20,4%</b>	<b>1,2%</b>
<b>South African residents</b>					
African					
Arrivals	724 345	1 032 021	731 074	-29,2%	0,9%
Departures	358 135	626 128	360 186	-42,5%	0,6%
Transit	365 633	405 062	370 186	-8,6%	1,2%
<b>Foreign travellers</b>	<b>2 278 172</b>	<b>2 786 441</b>	<b>2 308 670</b>	<b>-17,1%</b>	<b>1,3%</b>
Arrivals	1 181 071	1 561 510	1 205 901	-22,8%	2,1%
Departures	1 049 469	1 169 796	1 055 331	-9,8%	0,6%
Transit	47 632	55 135	47 438	-14,0%	-0,4%
<b>Foreign arrivals</b>	<b>1 181 071</b>	<b>1 561 510</b>	<b>1 205 901</b>	<b>-22,8%</b>	<b>2,1%</b>
Non-visitors	63 923	109 988	73 338	-33,3%	14,7%
Visitors	1 117 148	1 451 522	1 132 563	-22,0%	1,4%
<b>Visitors</b>	<b>1 117 148</b>	<b>1 451 522</b>	<b>1 132 563</b>	<b>-22,0%</b>	<b>1,4%</b>
Arrivals only	323 741	577 621	327 483	43,3%	1,2%
Single trips	412 209	412 844	418 632	1,4%	1,6%
Multiple trips	381 198	461 057	386 448	-16,2%	1,4%
Visitors	<b>1 117 148</b>	<b>1 451 522</b>	<b>1 132 563</b>	<b>-22,0%</b>	<b>1,4%</b>
Same-day	314 896	383 332	335 382	-12,5%	6,5%
Tourists	802 252	1 068 190	797 181	-25,4%	-0,6%

A full release on *Tourism and migration* (Statistical release P0351) is available on the Stats SA website: [www.statssa.gov.za](http://www.statssa.gov.za)



## Statistics of civil cases for debt

### ***Total number of civil summonses issued for debt decreases***

Some consumers are usually subjected to paying more interests towards their debt repayment due to default on their initial debt. This is because debt collectors are charging consumers additional fees – such as legal and administration fees – which might lead to consumers paying more than what they owe. However, this is in contravention of the *duplum* rule (double the amount rule) as stated in the National Credit Act of 2005. According to the National Credit Act, 2005 (Act No. 34 of 2005), the interest, collection costs, service and initiation fees that accumulate during the time a consumer is in default under the credit agreement may not exceed the unpaid balance of the principal debt. In this case, the rule means that if you borrow R20 000 (initial debt), then repay R10 000 of the initial debt and then default on the remainder of the initial debt, a consumer should not be liable to pay more than double the amount of the initial debt based on interest accumulated (i.e. not more than R20 000 in this example), no matter how much interest has accumulated over the period in question. This rule seeks to protect borrowers from exploitation by lenders who permit interest to accumulate, which results in over-indebtedness. Presented in this article is a summary of the key results for the Statistics of civil cases for debt release for February 2019.

### **The number of civil summonses issued for debt**

The total number of civil summonses issued for debt decreased by 8,2% in the three months ended February 2019 compared with the three months ended February 2018 (**see Table M**). The largest contributors to the 8,2% decrease in civil summonses issued were:

- services (contributing -2,9 percentage points);
- 'other' debts (contributing -2,1 percentage points); and
- promissory notes (contributing -1,7 percentage points).

### **The number of civil judgements recorded for debt**

The total number of civil judgements recorded for debt decreased by 5,3% in the three months ended February 2019 compared with the three months ended February 2018. The largest negative contributions to the 5,3% decrease were civil judgements relating to:

- money lent (contributing -2,5 percentage points);



- promissory notes (contributing -2,2 percentage points); and
- rent (contributing -0,7 of a percentage point).

### The value of civil judgements recorded for debt

The total value of civil judgements recorded for debt decreased by 10,7% in the three months ended February 2019 compared with the three months ended February 2018. The largest negative contributions to the 10,7% decrease were the value of judgements relating to:

- money lent (contributing -3,9 percentage points);
- promissory notes (contributing -3,1 percentage points); and
- 'other' debts (contributing -2,7 percentage points).

In February 2019, 16 559 civil judgements for debt amounting to R278,2 million were recorded. The largest contributors to the total value of judgements were:

- money lent (R76,8 million or 27,6%);
- services (R68,9 million or 24,8%); and
- 'other' debts (R48,9 million or 17,6%).

**Table M – Key figures for civil summonses and judgements for February 2019**

Actual estimates	February 2019	% change between February 2018 and February 2019	% change between December 2017 to February 2018 and December 2018 to February 2019
Number of civil summonses issued for debt	44 015	-4,8	-8,2
Number of civil judgements recorded for debt	16 559	-9,3	-5,3
Value of civil judgements recorded for debt (R million)	278,2	-17,0	-10,7

A full release on *Statistics of civil cases for debt* (Statistical release P0041) is available on the Stats SA website: [www.statssa.gov.za](http://www.statssa.gov.za)



## Statistics of liquidations and insolvencies

### Number of liquidations decreases

When a company that has a lease agreement for a commercial property becomes insolvent, it can be challenging for the landlord to decide whether to terminate the lease agreement or not. Fortunately, most lease agreements contain a clause which stipulates that the lease agreement will be terminated upon the insolvency of the tenant. However, this clause may not be sufficient to protect the landlord if the provisions of the Insolvency Act, 1936 (Act No. 24 of 1936) are not properly considered. This is because Section 37 of the Insolvency Act states that the liquidation or sequestration of a tenant cannot automatically lead to the termination of a lease agreement. Instead of an automatic cancellation of the lease, the trustee of the insolvent estate (who will be appointed by the Master of the High Court) has the authority to decide, by way of written notice, to either terminate or to continue with the lease. Thus, in order for the cancellation clause in the lease agreement to be valid, the landlord should issue the notice of cancellation of the lease before the commencement of legal proceedings for the winding-up of the tenant. Presented in this article is a summary of the key results from the Statistics of liquidations and insolvencies release for March 2019.

The total number of liquidations recorded decreased by 9,6% (19 fewer cases) in March 2019 compared with March 2018 (see **Table N**). Voluntary liquidations decreased by 14 cases, while compulsory liquidations decreased by 5 cases. The total number of liquidations decreased by 0,4% in the first quarter of 2019 compared with the first quarter of 2018.

**Table N – Total number of liquidations for March 2019**

Number of liquidations March 2019	% change between March 2018 and March 2019	% change between January to March 2018 and January to March 2019
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178

-9,6

-0,4

The estimated number of insolvencies increased by 41,1% in February 2019 compared with February 2018 (see **Table O**). A 44,5% increase was estimated in the three months ended February 2019 compared with the three months ended February 2018.



**Table O – Total number of insolvencies for February 2019**

Number of insolvencies February 2019	% change between February 2018 and February 2019	% change between December 2017 to February 2018 and December 2018 to February 2019	% change between January to February 2018 and January to February 2019
237	41,1	44,5	31,7

A full release on *Statistics of liquidations and insolvencies* (Statistical release P0043) is available on the Stats SA website: [www.statssa.gov.za](http://www.statssa.gov.za)

## Land transport survey

### *Volume of goods transported decreases*

Over the years, the South African government has introduced and implemented the Easter Road-Safety campaign in an effort to curb the road accident fatalities and ensure safety for land transport users. The 2019 Easter Road-Safety campaign was held under the theme “Arrive Alive” and amongst other offences, drunken driving, pedestrian behaviour, driver and vehicle fitness were targeted. According to the 2019 Easter-Road Safety report which covered the period 18 – 22 April 2019, the number of road accident fatalities decreased by 147, from 309 in 2018 to 162 nationally in 2019. The report was released by the Department of Transport on 02 May 2019. The province with the highest number of fatalities was KwaZulu-Natal (37), followed by Limpopo (32). Free State (4) and Northern Cape (3) recorded the lowest number of fatalities. Presented in this article is a summary of the land transport survey results for February 2019.

The volume of goods transported (payload) decreased by 3,1% in February 2019 compared with February 2018 (**see Table P**). The corresponding income increased by 0,2% over the same period.

Income from freight transportation increased by 3,8% in the three months ended February 2019 compared with the three months ended February 2018. The main contributor to this increase was primary mining and quarrying products (9,3%, contributing 3,3 percentage points).



**Table P – Year-on-year percentage change in freight transportation: February 2019**

	Sep-18	Oct-18	Nov-18	Dec-18	Jan-19	Feb-19
Freight payload	6,2	7,0	13,3	5,2	4,1	-3,1
Freight income	7,5	8,3	13,3	6,4	5,0	0,2

A full release on the *Land transport survey* (Statistical release P7162) is available on the Stats SA website: [www.statssa.gov.za](http://www.statssa.gov.za)

The number of passenger journeys decreased by 14,1% in February 2019 compared with February 2018 (**see Table Q**). The corresponding income decreased by 3,9% over the same period.

**Table Q – Year-on-year percentage change in passenger transportation: February 2019**

	Sep-18	Oct-18	Nov-18	Dec-18	Jan-19	Feb-19
Freight payload	-10,4	-12,5	-5,0	-9,7	-15,5	-14,1
Freight income	-5,2	2,9	3,0	3,6	-3,5	-3,9

A full release on the *Land transport survey* (Statistical release P7162) is available on the Stats SA website: [www.statssa.gov.za](http://www.statssa.gov.za)



## Prices

### Producer price index (PPI)

#### *Headline PPI at 6,2%*

The producers of goods should always strive to produce products that are of excellent quality for consumers. According to the Consumer Protection Act, 2008 (Act No. 68 of 2008), the goods should be free of defects and of high quality that consumers are generally entitled to expect. According to the Act, if the producer fails to meet the standard, the consumer may require the producer to remedy any defects in the goods supplied or refund a reasonable portion of the price paid for goods supplied. Presented in this article is a summary of the key results from the Producer price index (PPI) release for March 2019.

#### **Final manufactured goods – headline PPI**

The annual percentage change in the PPI for final manufactured goods was 6,2% in March 2019 (compared with 4,7% in February 2019) (**see Table R**). From February 2019 to March 2019 the PPI for final manufactured goods increased by 1,3%.

The main contributors to the annual rate of 6,2% were:

- coke, petroleum, chemical, rubber and plastic products (2,3 percentage points);
- food products, beverages and tobacco products (1,5 percentage points); and
- paper and printed products (0,6 of a percentage point).

The main contributors to the monthly increase of 1,3% were coke, petroleum, chemical, rubber and plastic products (0,6 of a percentage point) and food products, beverages and tobacco products (0,4 of a percentage point).

#### **Intermediate manufactured goods**

The annual percentage change in the PPI for intermediate manufactured goods was 6,3% in March 2019 (compared with 3,9% in February 2019)



**(see Table R).** From February 2019 to March 2019 the PPI for intermediate manufactured goods increased by 1,6%.

The main contributors to the annual rate of 6,3% were basic and fabricated metals (2,8 percentage points) and chemicals, rubber and plastic products (2,5 percentage points).

The main contributor to the monthly increase of 1,6% was chemicals, rubber and plastic products (0,7 of a percentage point).

### **Electricity and water**

The annual percentage change in the PPI for electricity and water was 5,9% in March 2019 (compared with 7,5% in February 2019) **(see Table R)**. From February 2019 to March 2019 the PPI for electricity and water decreased by 2,3%.

The contributors to the annual rate of 5,9% were electricity (4,3 percentage points) and water (1,6 percentage points).

The contributor to the monthly decrease of 2,3% was electricity (-2,3 percentage points).

### **Mining**

The annual percentage change in the PPI for mining was 20,2% in March 2019 (compared with 10,6% in February 2019) **(see Table R)**. From February 2019 to March 2019 the PPI for mining increased by 5,2%.

The main contributors to the annual rate of 20,2% were:

- non-ferrous metal ores (9,2 percentage points);
- gold and other metal ores (7,9 percentage points); and
- coal and gas (4,1 percentage points).

The main contributors to the monthly increase of 5,2% were non-ferrous metal ores (3,7 percentage points) and gold and other metal ores (1,9 percentage points).



## Agriculture, forestry and fishing

The annual percentage change in the PPI for agriculture, forestry and fishing was -0,4% in March 2019 (compared with -2,2% in February 2019) (see **Table R**). From February 2019 to March 2019 the PPI for agriculture, forestry and fishing decreased by 2,8%.

The main contributor to the annual rate of -0,4% was agriculture (-1,8 percentage points).

The main contributor to the monthly decrease of 2,8% was agriculture (-2,8 percentage points).

**Table R – Key PPI figures for March 2019**

Product	Weight	Index (Dec 2016=100)			% change	
		March 2018	February 2019	March 2019	March 2019 vs February 2019	March 2019 vs March 2018
Final manufactured goods	100,00	105,0	110,1	111,5	1,3	6,2
Intermediate manufactured goods	100,00	101,8	106,5	108,2	1,6	6,3
Electricity and water	100,00	105,2	114,0	111,4	-2,3	5,9
Mining	100,00	100,0	114,3	120,2	5,2	20,2
Agriculture, forestry and fishing	100,00	99,0	101,4	98,6	-2,8	-0,4

A full release on the *Producer price index* (Statistical release P0142.1) is available on the Stats SA website: [www.statssa.gov.za](http://www.statssa.gov.za)

## Consumer price index

### Headline CPI at 4,5% in March 2019

The South African Consumer price index (CPI) uses the Classification of Individual Consumption by Purpose (COICOP) for goods and services which is the international standard for classifying household expenditure. The COICOP is an integral part of the 2008 System of National Accounts (SNA) where goods and services are classified according to their intended use. For instance, there are some goods and services that are multi-purpose and they are classified according to the dominant use. One of the examples for



multi-purpose goods and services is food consumed outside the home which fall under Restaurants and hotels and not in Food and non-alcoholic beverages category. Presented in this article is the CPI for March 2019.

Annual consumer price inflation was 4,5% in March 2019, up from 4,1% in February 2019 (**see Table S**). The consumer price index increased by 0,8% month-on-month in March 2019.

The following contributed to the headline annual consumer price inflation:

- Alcoholic beverages and tobacco increased from 0,3 of a percentage point in February 2019 to 0,4 of a percentage point in March 2019. The index increased by 6,4% year-on-year.
- Housing and utilities decreased from 1,3 percentage points in February 2019 to 1,1 percentage points in March 2019. The index increased by 4,5% year-on-year.
- Transport increased from 0,5 of a percentage point in February 2019 to 0,9 of a percentage point in March 2019. The index increased by 6,4% year-on-year.

The following contributed to monthly consumer price inflation:

- Alcoholic beverages and tobacco contributed 0,2 of a percentage point. The index increased by 2,5% month-on-month.
- Housing and utilities contributed 0,1 of a percentage point. The index increased by 0,3% month-on-month.
- Transport contributed 0,3 of a percentage point. The index increased by 2,0% month-on-month.
- Education contributed 0,2 of a percentage point. The index increased by 6,7% month-on-month.

In March 2019 the CPI for goods increased by 4,1% year-on-year (up from 3,0% in February), and the CPI for services increased by 4,9% (down from 5,2% in February).

Provincial annual inflation rates ranged from 3,8% in North West to 5,5% in Western Cape.



**Table S – Consumer price index: Index numbers and year-on-year rates**  
**Base year: Dec 2016 = 100**

		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Average [1]
Year	Index/rate													
2010	Index	69,3	69,8	70,3	70,4	70,6	70,6	71,1	71,1	71,1	71,3	71,4	71,5	70,7
	Rate	6,1	5,8	5,1	4,8	4,7	4,1	3,8	3,6	3,0	3,3	3,5	3,5	4,3
2011	Index	71,9	72,3	73,2	73,5	73,8	74,1	74,7	74,9	75,2	75,5	75,8	75,9	74,2
	Rate	3,8	3,6	4,1	4,4	4,5	5,0	5,1	5,3	5,8	5,9	6,2	6,2	5,0
2012	Index	76,3	76,7	77,6	77,9	77,9	78,2	78,4	78,6	79,3	79,8	80,0	80,2	78,4
	Rate	6,1	6,1	6,0	6,0	5,6	5,5	5,0	4,9	5,5	5,7	5,5	5,7	5,7
2013	Index	80,4	81,2	82,2	82,5	82,3	82,5	83,4	83,6	84,0	84,2	84,3	84,5	82,9
	Rate	5,4	5,9	5,9	5,9	5,6	5,5	6,4	6,4	5,9	5,5	5,4	5,4	5,7
2014	Index	85,1	86,0	87,2	87,6	87,7	88,0	88,7	89,0	89,0	89,2	89,2	89,0	88,0
	Rate	5,8	5,9	6,1	6,2	6,6	6,7	6,4	6,5	6,0	5,9	5,8	5,3	6,2
2015	Index	88,9	89,4	90,7	91,5	91,7	92,1	93,1	93,1	93,1	93,3	93,4	93,7	92,0
	Rate	4,5	4,0	4,0	4,5	4,6	4,7	5,0	4,6	4,6	4,6	4,7	5,3	4,5
2016	Index	94,4	95,7	96,4	97,2	97,4	97,9	98,7	98,6	98,8	99,3	99,6	100,0	97,8
	Rate	6,2	7,0	6,3	6,2	6,2	6,3	6,0	5,9	6,1	6,4	6,6	6,7	6,3
2017	Index	100,6	101,7	102,3	102,4	102,7	102,9	103,2	103,3	103,8	104,1	104,2	104,7	103,0
	Rate	6,6	6,3	6,1	5,3	5,4	5,1	4,6	4,8	5,1	4,8	4,6	4,7	5,3
2018	Index	105,0	105,8	106,2	107,0	107,2	107,6	108,5	108,4	108,9	109,4	109,6	109,4	107,8
	Rate	4,4	4,0	3,8	4,5	4,4	4,6	5,1	4,9	4,9	5,1	5,2	4,5	4,7
2019	Index	109,2	110,1	111,0										
	Rate	4,0	4,1	4,5										



# Glossary

## Primary industries

**Gigawatt-hour (gWh):** one gigawatt-hour of electricity is equal to one million kilowatt-hours. A kilowatt-hour is the basic unit of electrical energy equal to one kilowatt of power supplied to or taken from an electric circuit steadily for one hour. One kilowatt-hour equals one thousand watt-hours.

**Index of physical volume of manufacturing production:** also known as a production index, is a statistical measure of the change in the volume of production. The production index of a major group is the ratio between the volume of production of a major group in a given period and the volume of production of the same major group in the base period.

**Index of physical volume of mining production:** a statistical measure of the change in the volume of production. The production index of a mineral group is the ratio between the volume of production of a mineral group in a given period and the volume of production of the same mineral group in the base period.

**Index of the physical volume of electricity production:** a statistical measure of the change in the volume of production of electricity in a given period and the volume of production of electricity in the base period.

**Industry:** a group of establishments engaged in the same or similar kinds of economic activity.

**PGMs – Platinum group metals:** include platinum; iridium; osmiridium, palladium; rhodium; ruthenium and osmium.

**Sales:** total value of sales and transfers-out of goods mined by the mining establishments and the amounts received for installation, erection or assembly or other services.



## Secondary industries

**Additions and alterations:** extensions to existing buildings as well as internal and external alterations of existing buildings.

**Blocks of flats:** a structure, usually multi-storey, consisting of a number of dwellings sharing the same residential address, and usually sharing a common entrance, foyer or staircase.

**Dwelling houses:** a free-standing, complete structure on a separate stand or a self-contained dwelling-unit, e.g. granny flat, on the same premises as existing residence. Out-buildings and garages are included.

**Other residential buildings:** include institutions for the disabled, boarding houses, old age homes, hostels, hotel, motels, guest houses, holiday chalets, bed and breakfast accommodation, entertainment centres and casinos.

**Residential buildings:** dwelling houses, flats, townhouses and other residential buildings.

## Tertiary industries

**Acknowledgements of debt:** a statement by a person/debtor in which he admits that he owes money to an individual or a company or a bank.

**Acting household head:** any member of the household acting on behalf of the head of the household.

**Average income per stay unit night sold:** average rate per stay unit (i.e. rate per room in a hotel or powered site in a caravan park) is calculated by dividing the total income from accommodation by the number of stay unit nights sold in the survey period.

**Catering services:** enterprises involved in the sale and supply of meals and drinks prepared on the premises on a contract basis and brought to other premises chosen by the person ordering them, to be served for immediate consumption to guests or customers. Include bars, taverns, other drinking places, ice-cream parlours, etc.



**Civil judgements:** decisions taken in a civil matter or a dispute between two people or parties.

**Civil summonses:** notices to appear before the court of law where a dispute between two parties or people has to be heard, i.e. not for criminal offence.

**Day trip:** a trip outside of the respondent's usual environment, where they leave and return within the same day (i.e. do not stay overnight).

**Domestic tourism:** a trip within the boundaries of South Africa but outside of the respondent's usual environment.

**Note:** The following categories are excluded from the definition of domestic visitor:

- persons travelling to another place within the country with the intention of setting up their usual residence in that place.
- Persons who travel to another place within the country and are remunerated from within the place visited.
- Persons who travel regularly or frequently between neighbouring localities as defined by the 'usual environment' rule.

**Dwelling unit:** structure or part of a structure or group structures occupied or meant to be occupied by one or more than one household.

**Enterprise:** a legal entity or a combination of legal units that includes and directly controls all functions necessary to carry out its sales activities.

**Expenditure:** the total consumption expenditure made by a visitor or on behalf of a visitor during his/her trip and stay at a destination.

**Foreign traveller:** a person who resides outside South Africa and visits the country temporarily.

**Household:** a group of persons who live together and provide themselves jointly with food and/or other essentials for living, or a single person who lives alone.

**Household head:** the main decision-maker, or the person who owns or rents the dwelling, or the person who is the main breadwinner.

**Income from accommodation industry:** income from amounts charged for rooms or equivalent. Other income is excluded (e.g. income from meals).



**Income from bar sales:** refers to income from liquor sales.

**Income from food sales:** refers to income from the sale of meals and non-alcoholic drinks.

**Income from restaurant and bar sales:** income from meals, banqueting and beverages and tobacco sales.

**Insolvency:** refers to an individual or partnership which is unable to pay its debt and is placed under final sequestration. The number of insolvencies does not refer to the number of persons involved, as a partnership which is unable to pay its debt is regarded as one insolvency, irrespective of the number of partners.

**Liquidation:** refers to the winding-up of the affairs of a company or close corporation when liabilities exceed assets and it can be resolved by voluntary action or by an order of the court.

**Main purpose of trip:** this is the purpose in the absence of which the trip would not have been made.

**Microdata:** data gathered on a small scale, such as data on an individual.

**'Other' African countries:** refers to all non SADC African countries.

**Other income:** includes all income not earned from food sales or bar sales.

**Other SADC:** refers to the thirteen countries, excluding South Africa, that belong to the Southern African Development Community.

**Professional services:** refer to medical doctors, dentists, advocates, attorney, auditors, accountants, architects, engineers, hospital services etc.

**Promissory notes:** written undertaking, signed by a person or party, to pay money to another person or to be the bearer of such a note on a specific date or on demand.

**Restaurants and coffee shops:** enterprises involved in the sale and provision of meals and drinks, ordered from a menu, prepared on the premises for immediate consumption and with provided seating.

**Retailer:** a retailer is an enterprise deriving more than 50% of its turnover from sales of goods to the general public for household use.



**Retail trade:** includes the resale (sale without transformation) of new and used goods and products to the general public for household use.

**Stay unit:** unit accommodation available to be charged out to guests, for example, a powered site in a caravan park or a room in a hotel.

**Stay unit night sold:** total number of stay units occupied on each night during the survey period.

**Takeaway and fast-food outlets:** enterprises involved in the sale and provision of meals and drinks, ordered from a menu, prepared on the premises for takeaway purposes in a packaged format, at a stand or in a location, with or without provided seating.

**Total income:** includes income from food sales, income from bar sales and other income.

**Tourism:** comprises the activities of persons travelling to, and staying in places outside their usual environment, for not more than one consecutive year, for leisure, business and other purposes not related to the exercise of an activity remunerated from within the place visited.

**Tourist:** a visitor who stays at least one night in the place visited.

**Tourist accommodation:** any facility that regularly (or occasionally) provides 'paid' or 'unpaid' overnight accommodation for tourists.

**Traveller:** any person on a trip between two or more countries or between two or more localities within his/her country of residence.

**Voluntary liquidation:** takes place when a company or close corporation, by own choice, resolves to wind-up its affairs.

**Wholesale trade:** Includes the resale (sale without transformation) of new and used goods and products to other wholesalers, retailers, agricultural, industrial, commercial, institutional and professional users either directly or through agents on a fee or contract basis.



## Prices

**Annual percentage change:** change in the index of the relevant month of the current year compared with the index of the same month in the previous year expressed as a percentage.

**Consumer price index (CPI):** an index that measures the price of a fixed basket of consumer goods and services.

**Inflation rate:** annual percentage change in the CPI for all items of the relevant month of the current year compared with the CPI for all items of the same month in the previous year expressed as a percentage.

**Monthly percentage change:** change in the index of the relevant month compared to the index of the previous month expressed as a percentage.

**Year-on-year:** A term used frequently in investment research and other reports to mean 'compared with the same period in the previous fiscal year'.



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