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Freight transportation: results for August 2022

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

	Mar-22	Apr-22	May-22	Jun-22	Jul-22	Aug-22
Freight payload	6,1	4,1	14,1	14,1	27,1	21,2
Freight income	7,7	7,9	16,9	19,4	33,7	24,5

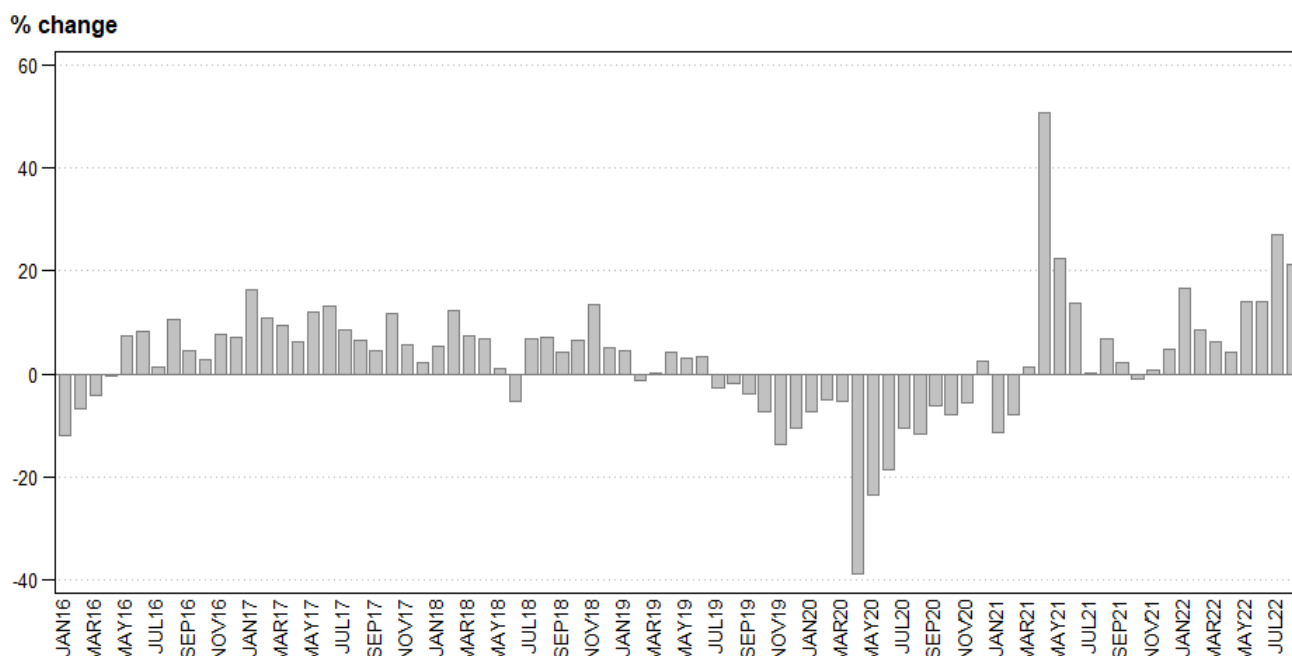
The volume of goods transported (payload) increased by 21,2% in August 2022 compared with August 2021. The corresponding income increased by 24,5% over the same period.

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

Type of commodity	Jun – Aug 2021 (R million)	Weight	Jun – Aug 2022 (R million)	% change between Jun – Aug 2021 and Jun – Aug 2022	Contribution (% points) to the total % change
Agriculture and forestry primary products	3 511	8,1	4 577	30,4	2,5
Primary mining and quarrying products	14 791	34,0	18 232	23,3	7,9
Manufactured food, beverages and tobacco products	5 123	11,8	6 343	23,8	2,8
Textiles, clothing and leather goods	910	2,1	1 169	28,5	0,6
Chemicals, coke, petroleum, rubber, plastic and other mineral products	3 456	8,0	4 110	18,9	1,5
Basic metals and fabricated metal products	817	1,9	702	-14,1	-0,3
Non-metallic products	467	1,1	563	20,6	0,2
Electrical machinery, transport machinery and equipment	503	1,2	636	26,4	0,3
Motor vehicles, parts and accessories	1 059	2,4	1 377	30,0	0,7
Paper and paper products	213	0,5	275	29,1	0,1
Commercial products	464	1,1	738	59,1	0,7
Used household and office products	1 020	2,3	1 634	60,2	1,4
Containers	1 711	3,9	2 128	24,4	1,0
Parcels	1 116	2,6	1 386	24,2	0,6
Other freight	8 309	19,1	10 773	29,7	5,7
Total income	43 467	100,0	54 642	25,7	25,7

Income from freight transportation increased by 25,7% in the three months ended August 2022 compared with the three months ended August 2021. The main positive contributors to this increase were:

- primary mining and quarrying products (23,3% and contributing 7,9 percentage points);
- 'other' freight (29,7% and contributing 5,7 percentage points);
- manufactured food, beverages and tobacco products (23,8% and contributing 2,8 percentage points); and
- agriculture and forestry primary products (30,4% and contributing 2,5 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	Mar – May 2022 (000 tons)	Weight	Jun – Aug 2022 (000 tons)	% change between Mar – May 2022 and Jun – Aug 2022	Contribution (% points) to the total % change
Rail	40 872	17,2	39 853	-2,5	-0,4
Road	196 196	82,8	218 115	11,2	9,3
Total	237 070	100,0	257 970	8,8	8,8

Seasonally adjusted payload increased by 8,8% in the three months ended August 2022 compared with the previous three months. Road freight increased by 11,2% (contributing 9,3 percentage points) while rail freight decreased by 2,5% (contributing -0,4 of a percentage point) – see Table C.

Passenger transportation: results for August 2022

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

	Mar-22	Apr-22	May-22	Jun-22	Jul-22	Aug-22
Passenger journeys	13,1	1,0	1,6	7,0	6,0	6,3
Passenger income	10,0	20,0	8,5	22,0	29,0	18,4

The number of passenger journeys increased by 6,3% in August 2022 compared with August 2021. The corresponding income increased by 18,4% over the same period.

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

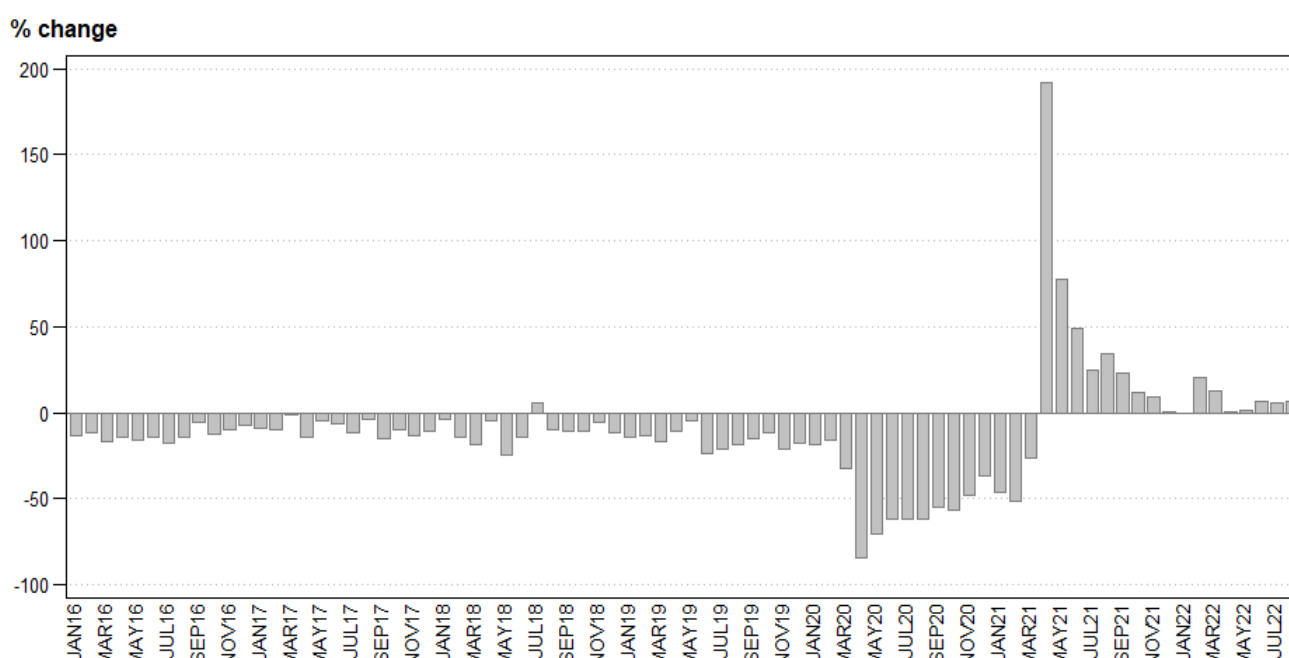


Table E – Seasonally adjusted passenger journeys for the latest three months by type of transport

Passenger journeys	Mar – May 2022 (000)	Weight	Jun – Aug 2022 (000)	% change between Mar – May 2022 and Jun – Aug 2022	Contribution (% points) to the total % change
Rail	4 757	7,4	3 344	-29,7	-2,2
Road	59 300	92,6	60 470	2,0	1,8
Total	64 057	100,0	63 814	-0,4	-0,4

Seasonally adjusted passenger journeys decreased by 0,4% in the three months ended August 2022 compared with the previous three months. Rail passenger journeys decreased by 29,7% (contributing -2,2 percentage points) while road passenger journeys increased by 2,0% (contributing 1,8 percentage points) – see Table E.

Risenga Maluleke
Statistician-General

Tables

Table 1 – Freight transportation (income at current prices)

Year and month 1/		Rail		Road		Total	
		Payload (000 tons)	Income (R million)	Payload (000 tons)	Income (R million)	Payload (000 tons)	Income (R million)
2021	Jan	12 941	2 758	48 560	9 362	61 501	12 120
	Feb	14 856	3 124	51 469	10 145	66 325	13 269
	Mar	15 127	3 283	58 088	11 253	73 215	14 536
	Apr	15 469	3 331	56 231	10 882	71 700	14 213
	May	14 631	3 108	59 754	11 557	74 385	14 665
	Jun	16 088	3 392	57 582	11 076	73 670	14 468
	Jul	12 181	2 582	57 310	10 990	69 491	13 572
	Aug	16 238	3 431	61 644	11 996	77 882	15 427
	Sep	16 009	3 407	59 138	11 660	75 147	15 067
	Oct	12 866	2 836	59 017	11 680	71 883	14 516
	Nov	14 363	3 003	60 465	12 078	74 828	15 081
	Dec	14 987	3 086	56 012	11 183	70 999	14 269
	Total	175 756	37 341	685 270	133 862	861 026	171 203
2022	Jan	13 861	2 868	57 819	11 329	71 680	14 197
	Feb	14 638	3 028	57 303	11 419	71 941	14 447
	Mar	13 101	2 741	64 602	12 920	77 703	15 661
	Apr	14 292	3 100	60 374	12 229	74 665	15 329
	May	13 619	2 950	71 273	14 196	84 892	17 146
	Jun	13 134	3 034	70 961	14 247	84 094	17 282
	Jul	12 154	2 825	76 165	15 326	88 319	18 150
	Aug	14 371	3 274	79 991	15 936	94 362	19 210

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
2021	Jan	-23,6	-21,4	-7,5	-6,7	-11,4	-10,5
	Feb	-14,0	-12,2	-5,9	-1,9	-7,9	-4,5
	Mar	-13,8	-7,8	6,0	7,5	1,2	3,6
	Apr	44,3	63,6	52,5	67,1	50,7	66,3
	May	5,1	7,7	27,7	33,5	22,5	27,0
	Jun	3,5	2,9	17,1	18,5	13,8	14,4
	Jul	-23,1	-22,7	7,0	8,3	0,1	0,6
	Aug	-6,6	-7,6	10,9	13,0	6,7	7,7
	Sep	-8,2	-4,7	5,6	9,2	2,3	5,7
	Oct	-11,2	-12,4	1,6	4,7	-0,9	0,8
	Nov	-12,7	-15,8	4,7	7,4	0,8	1,8
	Dec	-1,5	-0,1	6,7	10,3	4,9	7,9
	Total	-6,9	-5,2	9,1	12,2	5,4	7,9
2022	Jan	7,1	4,0	19,1	21,0	16,6	17,1
	Feb	-1,5	-3,1	11,3	12,6	8,5	8,9
	Mar	-13,4	-16,5	11,2	14,8	6,1	7,7
	Apr	-7,6	-6,9	7,4	12,4	4,1	7,9
	May	-6,9	-5,1	19,3	22,8	14,1	16,9
	Jun	-18,4	-10,6	23,2	28,6	14,1	19,4
	Jul	-0,2	9,4	32,9	39,5	27,1	33,7
	Aug	-11,5	-4,6	29,8	32,8	21,2	24,5

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)
2021	Jan	13 385	2 907	54 580	10 456	67 966	13 363
	Feb	14 635	3 154	55 816	10 917	70 451	14 071
	Mar	15 443	3 508	57 830	11 256	73 273	14 764
	Apr	15 104	3 219	58 242	11 238	73 347	14 457
	May	14 584	3 133	59 084	11 472	73 668	14 606
	Jun	15 833	3 236	56 871	10 984	72 704	14 220
	Jul	13 820	2 818	54 924	10 517	68 744	13 335
	Aug	14 927	3 152	57 434	11 308	72 361	14 460
	Sep	14 601	3 142	57 052	11 317	71 654	14 460
	Oct	14 127	2 991	56 378	11 162	70 505	14 152
	Nov	13 816	2 838	57 021	11 238	70 837	14 076
	Dec	15 337	3 227	59 522	11 851	74 859	15 078
2022	Jan	14 327	3 033	65 842	12 810	80 169	15 843
	Feb	14 448	3 066	62 127	12 305	76 575	15 371
	Mar	13 359	2 923	63 958	12 862	77 318	15 785
	Apr	13 915	2 992	63 575	12 793	77 491	15 785
	May	13 598	2 987	68 663	13 784	82 261	16 771
	Jun	12 958	2 891	70 325	14 194	83 284	17 085
	Jul	13 715	3 063	74 057	14 900	87 772	17 963
	Aug	13 180	2 996	73 733	14 842	86 914	17 837

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
2021	Jan	-14,1	-9,9	-2,1	-2,9	-4,7	-4,5
	Feb	9,3	8,5	2,3	4,4	3,7	5,3
	Mar	5,5	11,2	3,6	3,1	4,0	4,9
	Apr	-2,2	-8,2	0,7	-0,2	0,1	-2,1
	May	-3,4	-2,7	1,4	2,1	0,4	1,0
	Jun	8,6	3,3	-3,7	-4,3	-1,3	-2,6
	Jul	-12,7	-12,9	-3,4	-4,3	-5,4	-6,2
	Aug	8,0	11,9	4,6	7,5	5,3	8,4
	Sep	-2,2	-0,3	-0,7	0,1	-1,0	0,0
	Oct	-3,2	-4,8	-1,2	-1,4	-1,6	-2,1
	Nov	-2,2	-5,1	1,1	0,7	0,5	-0,5
	Dec	11,0	13,7	4,4	5,5	5,7	7,1
2022	Jan	-6,6	-6,0	10,6	8,1	7,1	5,1
	Feb	0,8	1,1	-5,6	-3,9	-4,5	-3,0
	Mar	-7,5	-4,7	2,9	4,5	1,0	2,7
	Apr	4,2	2,4	-0,6	-0,5	0,2	0,0
	May	-2,3	-0,2	8,0	7,7	6,2	6,2
	Jun	-4,7	-3,2	2,4	3,0	1,2	1,9
	Jul	5,8	5,9	5,3	5,0	5,4	5,1
	Aug	-3,9	-2,2	-0,4	-0,4	-1,0	-0,7

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

Type of commodity	Mar-22	Apr-22	May-22	Jun-22	Jul-22	Aug-22 1/
Agriculture and forestry primary products	1 229	1 352	1 472	1 510	1 508	1 559
Primary mining and quarrying products	5 029	4 931	5 565	5 570	6 024	6 638
Manufactured food, beverages and tobacco products	1 932	1 880	2 105	2 019	2 143	2 181
Textiles, clothing and leather products	411	345	397	378	375	416
Chemicals, coke, petroleum, rubber, plastic and other mineral products	1 228	1 164	1 331	1 274	1 386	1 450
Basic metals and fabricated metal products	212	258	225	249	226	227
Non-metallic products	144	146	156	178	191	194
Electrical machinery, transport machinery and equipment	187	159	188	195	211	230
Motor vehicles, parts and accessories	421	377	409	434	457	486
Paper and paper products	80	91	85	81	94	100
Commercial products	176	179	215	223	254	261
Used household and office products	456	424	495	535	514	585
Containers	602	578	655	659	718	751
Parcels	422	371	417	446	451	489
Other freight	3 133	3 073	3 431	3 531	3 598	3 644
Total	15 661	15 329	17 146	17 282	18 150	19 210

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	Mar-22	Apr-22	May-22	Jun-22	Jul-22	Aug-22
Agriculture and forestry primary products	12,8	30,9	24,5	24,9	35,5	31,1
Primary mining and quarrying products	-1,5	-0,9	10,4	8,5	37,6	25,8
Manufactured food, beverages and tobacco products	7,6	-11,5	26,4	22,9	27,5	21,2
Textiles, clothing and leather products	21,2	1,5	11,8	23,5	42,0	22,4
Chemicals, coke, petroleum, rubber, plastic and other mineral products	4,7	10,5	12,5	11,3	28,2	17,9
Basic metals and fabricated metal products	-27,1	-8,5	-21,9	-5,3	-10,0	-25,1
Non-metallic products	-5,9	-13,1	-4,9	13,4	35,5	14,8
Electrical machinery, transport machinery and equipment	14,7	-1,2	11,2	12,7	35,3	32,2
Motor vehicles, parts and accessories	23,1	16,7	13,6	24,0	38,1	28,6
Paper and paper products	23,1	44,4	19,7	15,7	36,2	35,1
Commercial products	-8,3	9,1	13,8	21,9	68,2	100,8
Used household and office products	30,7	26,9	34,5	60,7	53,4	66,2
Containers	-2,4	4,0	12,3	10,8	34,2	29,3
Parcels	6,0	10,4	12,4	19,9	23,2	29,4
Other freight	27,3	33,5	28,4	39,4	32,3	19,2
Total	7,7	7,9	16,9	19,4	33,7	24,5

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	Mar-22	Apr-22	May-22	Jun-22	Jul-22	Aug-22
Agriculture and forestry primary products	1,0	2,2	2,0	2,1	2,9	2,4
Primary mining and quarrying products	-0,5	-0,3	3,6	3,0	12,1	8,8
Manufactured food, beverages and tobacco products	0,9	-1,7	3,0	2,6	3,4	2,5
Textiles, clothing and leather products	0,5	0,0	0,3	0,5	0,8	0,5
Chemicals, coke, petroleum, rubber, plastic and other mineral products	0,4	0,8	1,0	0,9	2,2	1,4
Basic metals and fabricated metal products	-0,5	-0,2	-0,4	-0,1	-0,2	-0,5
Non-metallic products	-0,1	-0,2	-0,1	0,1	0,4	0,2
Electrical machinery, transport machinery and equipment	0,2	0,0	0,1	0,2	0,4	0,4
Motor vehicles, parts and accessories	0,5	0,4	0,3	0,6	0,9	0,7
Paper and paper products	0,1	0,2	0,1	0,1	0,2	0,2
Commercial products	-0,1	0,1	0,2	0,3	0,8	0,8
Used household and office products	0,7	0,6	0,9	1,4	1,3	1,5
Containers	-0,1	0,2	0,5	0,4	1,3	1,1
Parcels	0,2	0,2	0,3	0,5	0,6	0,7
Other freight	4,6	5,4	5,2	6,9	6,5	3,8
Total	7,7	7,9	16,9	19,4	33,7	24,5

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)
2021	Jan	1 128	24	16 881	632	18 009	656
	Feb	1 450	29	16 345	617	17 795	646
	Mar	1 772	41	19 973	776	21 745	817
	Apr	1 632	41	18 006	623	19 638	664
	May	1 752	43	19 012	688	20 764	731
	Jun	1 461	30	18 680	670	20 141	700
	Jul	1 430	19	17 991	656	19 421	675
	Aug	2 316	34	18 899	690	21 215	724
	Sep	2 552	47	20 735	740	23 287	787
	Oct	2 623	53	18 102	653	20 725	706
	Nov	2 288	50	19 554	690	21 842	740
	Dec	1 358	33	17 786	633	19 144	666
	Total	21 762	444	221 964	8 068	243 726	8 512
2022	Jan	1 367	35	16 634	663	18 001	698
	Feb	1 974	59	19 389	690	21 363	749
	Mar	2 218	68	22 372	831	24 590	899
	Apr	1 441	76	18 401	721	19 842	797
	May	1 285	77	19 814	716	21 099	793
	Jun	1 021	64	20 538	790	21 559	854
	Jul	1 056	91	19 528	780	20 584	871
	Aug	1 335	96	21 220	761	22 555	857

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
2021	Jan	-87,0	-86,4	-32,1	-26,6	-46,3	-36,8
	Feb	-86,5	-83,2	-36,1	-23,7	-51,0	-34,2
	Mar	-67,9	-60,2	-16,7	-2,0	-26,3	-8,7
	Apr	1/	1/	167,7	226,2	191,9	247,6
	May	2 725,8	975,0	63,5	106,6	77,6	116,9
	Jun	907,6	200,0	39,4	65,4	48,7	68,7
	Jul	421,9	58,3	17,7	43,9	24,8	44,2
	Aug	476,1	126,7	22,8	47,4	34,3	49,9
	Sep	554,4	147,4	11,5	19,0	22,7	22,8
	Oct	437,5	130,4	0,7	6,7	12,2	11,2
	Nov	41,7	42,9	6,1	10,8	9,0	12,5
	Dec	-5,6	-2,9	1,3	-4,2	0,8	-4,2
	Total	-26,9	-26,6	6,0	18,1	1,9	14,4
2022	Jan	21,2	45,8	-1,5	4,9	0,0	6,4
	Feb	36,1	103,4	18,6	11,8	20,1	15,9
	Mar	25,2	65,9	12,0	7,1	13,1	10,0
	Apr	-11,7	85,4	2,2	15,7	1,0	20,0
	May	-26,7	79,1	4,2	4,1	1,6	8,5
	Jun	-30,1	113,3	9,9	17,9	7,0	22,0
	Jul	-26,2	378,9	8,5	18,9	6,0	29,0
	Aug	-42,4	182,4	12,3	10,3	6,3	18,4

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)
2021	Jan	1 278	23	18 195	640	19 474	663
	Feb	1 382	28	16 116	659	17 499	687
	Mar	1 652	38	18 038	734	19 691	773
	Apr	1 622	43	19 096	678	20 718	721
	May	1 735	44	18 739	692	20 474	736
	Jun	1 440	33	18 428	674	19 868	707
	Jul	1 431	19	17 963	633	19 394	652
	Aug	2 219	33	18 460	685	20 678	718
	Sep	2 456	44	19 630	718	22 087	762
	Oct	2 369	47	17 502	638	19 871	685
	Nov	2 205	50	19 421	690	21 626	740
	Dec	1 836	43	20 706	624	22 542	667
2022	Jan	1 553	34	17 943	671	19 495	705
	Feb	1 880	57	19 118	737	20 999	795
	Mar	2 008	64	20 271	786	22 279	849
	Apr	1 475	79	19 519	785	20 994	865
	May	1 274	78	19 510	720	20 784	799
	Jun	1 007	70	20 242	795	21 249	865
	Jul	1 058	91	19 512	752	20 570	842
	Aug	1 279	92	20 716	755	21 995	847

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
2021	Jan	-34,3	-47,7	-10,8	-1,8	-12,8	-4,6
	Feb	8,1	21,7	-11,4	3,0	-10,1	3,6
	Mar	19,5	35,7	11,9	11,4	12,5	12,5
	Apr	-1,8	13,2	5,9	-7,6	5,2	-6,7
	May	7,0	2,3	-1,9	2,1	-1,2	2,1
	Jun	-17,0	-25,0	-1,7	-2,6	-3,0	-3,9
	Jul	-0,6	-42,4	-2,5	-6,1	-2,4	-7,8
	Aug	55,1	73,7	2,8	8,2	6,6	10,1
	Sep	10,7	33,3	6,3	4,8	6,8	6,1
	Oct	-3,5	6,8	-10,8	-11,1	-10,0	-10,1
	Nov	-6,9	6,4	11,0	8,2	8,8	8,0
	Dec	-16,7	-14,0	6,6	-9,6	4,2	-9,9
2022	Jan	-15,4	-20,9	-13,3	7,5	-13,5	5,7
	Feb	21,1	67,6	6,5	9,8	7,7	12,8
	Mar	6,8	12,3	6,0	6,6	6,1	6,8
	Apr	-26,5	23,4	-3,7	-0,1	-5,8	1,9
	May	-13,6	-1,3	0,0	-8,3	-1,0	-7,6
	Jun	-21,0	-10,3	3,8	10,4	2,2	8,3
	Jul	5,1	30,0	-3,6	-5,4	-3,2	-2,7
	Aug	20,9	1,1	6,2	0,4	6,9	0,6

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 2022 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 August 2022 was 70,2%. The improved collection rate for July 2022 was 74,4%.
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:
[Click to download past releases](#)

Technical notes

- Survey methodology and design** 1 The survey is conducted on a monthly basis. Questionnaires are sent to a sample of 769 enterprises from a population of 4 695 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 2022 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	1 192 270	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 United States Census Bureau. 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 February 2022
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 <i>System of National Accounts</i> (SNA) in the same way as in the <i>Standard Industrial Classification of all Economic Activities</i> (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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General information

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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