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Freight transportation: results for December 2021

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

	Jul-21	Aug-21	Sep-21	Oct-21	Nov-21	Dec-21
Freight payload	-0,7	4,1	5,9	3,8	5,0	6,8
Freight income	-1,6	5,3	8,3	3,0	4,2	10,2

The volume of goods transported (payload) increased by 6,3% in 2021 compared with 2020 and the corresponding income increased by 8,2% over the same period – see Table 2.

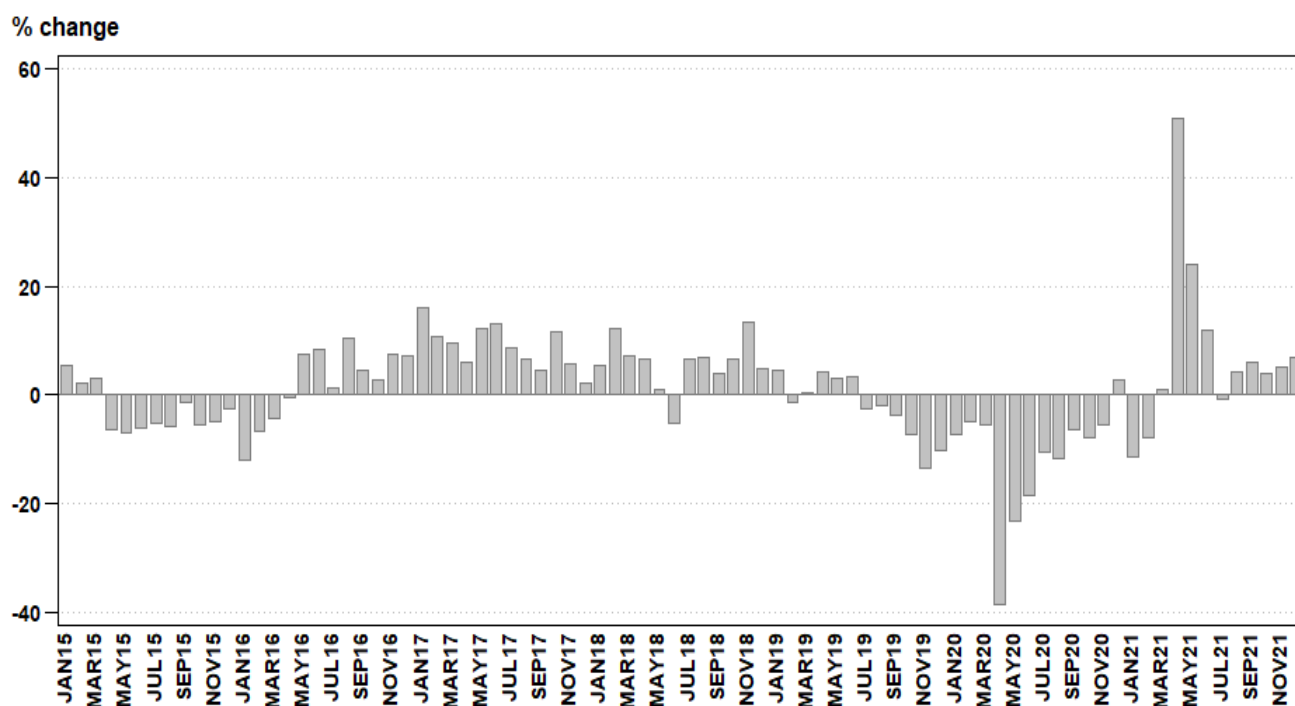
In December 2021, the volume of goods transported (payload) increased by 6,8% year-on-year. The corresponding income increased by 10,2% over the same period.

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

Type of commodity	Oct – Dec 2020 (R million)	Weight	Oct – Dec 2021 (R million)	% change between Oct – Dec 2020 and Oct – Dec 2021	Contribution (% points) to the total % change
Agriculture and forestry primary products	3 131	7,7	3 336	6,5	0,5
Primary mining and quarrying products	14 997	36,7	14 173	-5,5	-2,0
Manufactured food, beverages and tobacco products	3 443	8,4	3 621	5,2	0,4
Textiles, clothing and leather goods	807	2,0	1 030	27,6	0,6
Chemicals, coke, petroleum, rubber, plastic and other mineral products	3 485	8,5	3 936	12,9	1,1
Basic metals and fabricated metal products	664	1,6	619	-6,8	-0,1
Non-metallic products	487	1,2	417	-14,4	-0,2
Electrical machinery, transport machinery and equipment	412	1,0	513	24,5	0,2
Motor vehicles, parts and accessories	798	2,0	926	16,0	0,3
Paper and paper products	176	0,4	212	20,5	0,1
Commercial products	674	1,6	671	-0,4	0,0
Used household and office products	773	1,9	822	6,3	0,1
Containers	1 801	4,4	2 131	18,3	0,8
Parcels	784	1,9	861	9,8	0,2
Other freight	8 474	20,7	9 957	17,5	3,6
Total income	40 908	100,0	43 226	5,7	5,7

Income from freight transportation increased by 5,7% in the fourth quarter of 2021 compared with the fourth quarter of 2020. The main positive contributors to this increase were:

- 'other' freight (17,5% and contributing 3,6 percentage points); and
- chemicals, coke, petroleum, rubber, plastic and other mineral products (12,9% and contributing 1,1 percentage points) – see Table B.

Figure 1 – Freight transportation: year-on-year percentage change in payload**Table C – Seasonally adjusted payload for the latest three months by type of transport**

Payload	Jul – Sep 2021 (000 tons)	Weight	Oct – Dec 2021 (000 tons)	% change between Jul – Sep 2021 and Oct – Dec 2021	Contribution (% points) to the total % change
Rail	44 422	20,7	44 195	-0,5	-0,1
Road	170 649	79,3	177 398	4,0	3,1
Total	215 071	100,0	221 594	3,0	3,0

Seasonally adjusted payload increased by 3,0% in the fourth quarter of 2021 compared with the third quarter of 2021. Road freight increased by 4,0% (contributing 3,1 percentage points) while rail freight decreased by 0,5% (contributing -0,1 of a percentage point) – see Table C.

Passenger transportation: results for December 2021

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

	Jul-21	Aug-21	Sep-21	Oct-21	Nov-21	Dec-21
Passenger journeys	20,3	29,7	19,0	8,5	-6,7	-13,1
Passenger income	40,0	45,0	18,9	7,3	-0,5	-14,4

The number of passenger journeys decreased by 1,8% in 2021 compared with 2020 while the corresponding income increased by 11,0% over the same period – see Table 9.

In December 2021, the number of passenger journeys decreased by 13,1% year-on-year. The corresponding income decreased by 14,4% over the same period.

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

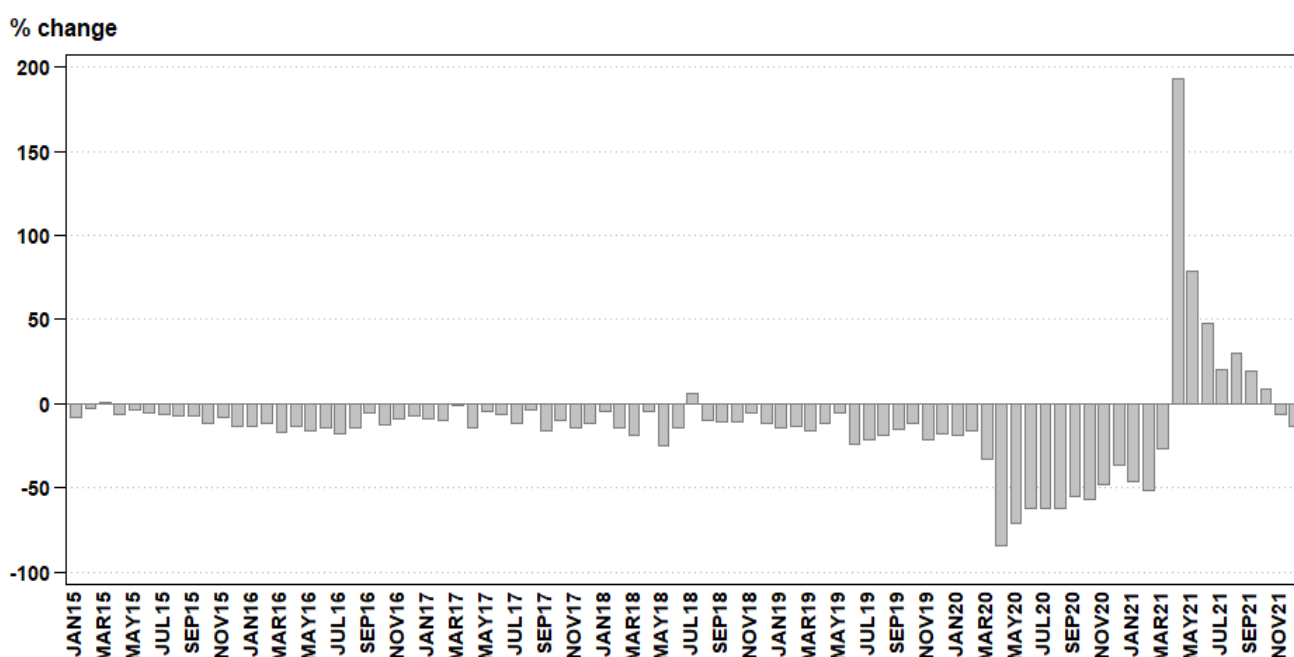


Table E – Seasonally adjusted passenger journeys for the latest three months by type of transport

Passenger journeys	Jul – Sep 2021 (000)	Weight	Oct – Dec 2021 (000)	% change between Jul – Sep 2021 and Oct – Dec 2021	Contribution (% points) to the total % change
Rail	5 893	10,2	6 443	9,3	1,0
Road	51 744	89,8	50 033	-3,3	-3,0
Total	57 636	100,0	56 476	-2,0	-2,0

Seasonally adjusted passenger journeys decreased by 2,0% in fourth quarter of 2021 compared with the third quarter of 2021. Road passenger journeys decreased by 3,3% (contributing -3,0 percentage points) while road passenger journeys increased by 9,3% (contributing 1,0 percentage point) – 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)
2020	Jan	17 235	3 568	52 108	9 512	69 343	13 080
	Feb	17 567	3 618	54 293	9 802	71 860	13 420
	Mar	17 849	3 621	54 402	9 925	72 251	13 546
	Apr	10 901	2 070	36 584	6 173	47 485	8 243
	May	14 153	2 934	46 451	8 207	60 604	11 141
	Jun	15 808	3 350	48 813	8 862	64 621	12 212
	Jul	16 101	3 397	53 173	9 624	69 274	13 021
	Aug	17 682	3 774	55 180	10 061	72 862	13 835
	Sep	17 728	3 633	55 588	10 124	73 316	13 757
	Oct	14 738	3 292	57 643	10 575	72 381	13 867
	Nov	16 737	3 627	57 315	10 663	74 052	14 290
	Dec	15 469	3 141	52 104	9 610	67 573	12 751
	Total	191 968	40 025	623 654	113 138	815 622	153 163
2021	Jan	13 161	2 804	48 194	8 875	61 355	11 679
	Feb	15 109	3 176	51 082	9 617	66 191	12 793
	Mar	15 384	3 337	57 651	10 667	73 035	14 004
	Apr	15 731	3 385	55 921	10 342	71 651	13 727
	May	14 881	3 159	60 301	10 988	75 182	14 147
	Jun	16 359	3 448	56 039	10 441	72 398	13 889
	Jul	12 378	2 623	56 419	10 193	68 798	12 817
	Aug	16 515	3 487	59 340	11 081	75 854	14 567
	Sep	16 288	3 463	61 362	11 430	77 651	14 893
	Oct	13 089	2 883	62 020	11 396	75 110	14 279
	Nov	14 630	3 055	63 090	11 839	77 720	14 895
	Dec	15 246	3 139	56 945	10 913	72 190	14 052
	Total	178 771	37 959	688 364	127 782	867 135	165 742

1/ Figures for the latest month are preliminary.

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

Year and month		Rail		Road		Total	
		Payload	Income	Payload	Income	Payload	Income
2020	Jan	-7,7	-2,7	-7,1	-3,7	-7,2	-3,4
	Feb	-5,3	-2,0	-4,8	-2,2	-4,9	-2,2
	Mar	4,8	8,5	-8,3	-3,0	-5,4	-0,2
	Apr	-42,7	-46,9	-37,4	-40,1	-38,7	-42,0
	May	-22,8	-22,9	-23,6	-22,8	-23,4	-22,8
	Jun	-16,8	-13,1	-19,2	-16,3	-18,6	-15,4
	Jul	5,4	5,3	-14,4	-11,0	-10,5	-7,2
	Aug	-7,8	-2,5	-12,8	-9,4	-11,7	-7,6
	Sep	-9,0	-9,6	-5,4	-2,7	-6,3	-4,6
	Oct	-8,6	-5,7	-7,8	-5,7	-7,9	-5,7
	Nov	-10,5	-6,7	-4,0	-1,8	-5,6	-3,1
	Dec	-6,6	-9,7	5,7	3,7	2,6	0,0
	Total	-11,1	-9,5	-11,9	-9,7	-11,7	-9,7
2021	Jan	-23,6	-21,4	-7,5	-6,7	-11,5	-10,7
	Feb	-14,0	-12,2	-5,9	-1,9	-7,9	-4,7
	Mar	-13,8	-7,8	6,0	7,5	1,1	3,4
	Apr	44,3	63,5	52,9	67,5	50,9	66,5
	May	5,1	7,7	29,8	33,9	24,1	27,0
	Jun	3,5	2,9	14,8	17,8	12,0	13,7
	Jul	-23,1	-22,8	6,1	5,9	-0,7	-1,6
	Aug	-6,6	-7,6	7,5	10,1	4,1	5,3
	Sep	-8,1	-4,7	10,4	12,9	5,9	8,3
	Oct	-11,2	-12,4	7,6	7,8	3,8	3,0
	Nov	-12,6	-15,8	10,1	11,0	5,0	4,2
	Dec	-1,4	-0,1	9,3	13,6	6,8	10,2
	Total	-6,9	-5,2	10,4	12,9	6,3	8,2

Table 3 – Seasonally adjusted freight transportation (income at current prices)

Year and month		Rail		Road		Total	
		Payload (000 tons)	Income (R million)	Payload (000 tons)	Income (R million)	Payload (000 tons)	Income (R million)
2020	Jan	18 034	3 740	56 524	10 326	74 558	14 066
	Feb	17 365	3 686	58 748	10 525	76 113	14 211
	Mar	18 108	3 736	54 554	10 065	72 662	13 801
	Apr	10 537	1 990	38 051	6 412	48 589	8 402
	May	14 250	2 923	46 357	8 186	60 607	11 109
	Jun	15 064	3 130	48 617	8 794	63 680	11 924
	Jul	18 373	3 815	51 058	9 226	69 431	13 041
	Aug	16 240	3 572	53 443	9 823	69 683	13 395
	Sep	16 185	3 321	53 185	9 799	69 370	13 121
	Oct	16 077	3 466	53 692	9 846	69 769	13 311
	Nov	15 976	3 432	54 519	10 043	70 495	13 475
	Dec	15 914	3 257	54 990	10 085	70 904	13 342
2021	Jan	13 929	2 996	53 766	9 908	67 695	12 904
	Feb	15 004	3 212	54 616	10 212	69 619	13 423
	Mar	15 503	3 451	57 605	10 650	73 109	14 102
	Apr	15 333	3 236	56 971	10 603	72 304	13 839
	May	14 921	3 190	60 761	11 064	75 682	14 254
	Jun	15 537	3 258	55 577	10 372	71 114	13 629
	Jul	14 626	3 061	55 106	9 911	69 732	12 972
	Aug	15 062	3 159	56 583	10 631	71 645	13 790
	Sep	14 734	3 211	58 960	11 097	73 694	14 308
	Oct	14 531	3 071	58 628	10 828	73 159	13 899
	Nov	13 967	2 805	58 863	10 927	72 830	13 732
	Dec	15 697	3 271	59 907	11 374	75 605	14 645

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

Year and month		Rail		Road		Total	
		Payload	Income	Payload	Income	Payload	Income
2020	Jan	6,6	5,1	6,7	4,1	6,7	4,3
	Feb	-3,7	-1,4	3,9	1,9	2,1	1,0
	Mar	4,3	1,4	-7,1	-4,4	-4,5	-2,9
	Apr	-41,8	-46,7	-30,3	-36,3	-33,1	-39,1
	May	35,2	46,9	21,8	27,7	24,7	32,2
	Jun	5,7	7,1	4,9	7,4	5,1	7,3
	Jul	22,0	21,9	5,0	4,9	9,0	9,4
	Aug	-11,6	-6,4	4,7	6,5	0,4	2,7
	Sep	-0,3	-7,0	-0,5	-0,2	-0,4	-2,0
	Oct	-0,7	4,4	1,0	0,5	0,6	1,4
	Nov	-0,6	-1,0	1,5	2,0	1,0	1,2
	Dec	-0,4	-5,1	0,9	0,4	0,6	-1,0
2021	Jan	-12,5	-8,0	-2,2	-1,8	-4,5	-3,3
	Feb	7,7	7,2	1,6	3,1	2,8	4,0
	Mar	3,3	7,4	5,5	4,3	5,0	5,1
	Apr	-1,1	-6,2	-1,1	-0,4	-1,1	-1,9
	May	-2,7	-1,4	6,7	4,3	4,7	3,0
	Jun	4,1	2,1	-8,5	-6,3	-6,0	-4,4
	Jul	-5,9	-6,0	-0,8	-4,4	-1,9	-4,8
	Aug	3,0	3,2	2,7	7,3	2,7	6,3
	Sep	-2,2	1,6	4,2	4,4	2,9	3,8
	Oct	-1,4	-4,4	-0,6	-2,4	-0,7	-2,9
	Nov	-3,9	-8,7	0,4	0,9	-0,4	-1,2
	Dec	12,4	16,6	1,8	4,1	3,8	6,6

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

Type of commodity	Jul-21	Aug-21	Sep-21	Oct-21	Nov-21	Dec-21 1/
Agriculture and forestry primary products	1 037	1 152	1 185	1 208	1 073	1 055
Primary mining and quarrying products	4 454	5 338	5 286	4 685	4 756	4 732
Manufactured food, beverages and tobacco products	1 101	1 153	1 177	1 170	1 224	1 227
Textiles, clothing and leather products	210	249	274	312	386	332
Chemicals, coke, petroleum, rubber, plastic and other mineral products	1 123	1 195	1 286	1 295	1 353	1 288
Basic metals and fabricated metal products	242	290	272	230	221	168
Non-metallic products	150	177	170	161	146	110
Electrical machinery, transport machinery and equipment	136	142	143	141	210	162
Motor vehicles, parts and accessories	265	305	262	307	319	300
Paper and paper products	64	70	70	70	73	69
Commercial products	197	177	200	212	249	210
Used household and office products	225	242	247	274	276	272
Containers	556	607	726	717	739	675
Parcels	245	260	253	273	320	268
Other freight	2 812	3 210	3 342	3 223	3 549	3 185
Total	12 817	14 567	14 893	14 279	14 895	14 052

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	Jul-21	Aug-21	Sep-21	Oct-21	Nov-21	Dec-21
Agriculture and forestry primary products	-1,1	1,1	5,2	8,2	2,1	9,4
Primary mining and quarrying products	-12,9	-1,5	-1,8	-6,9	-8,9	-0,3
Manufactured food, beverages and tobacco products	-1,6	1,3	2,1	1,2	2,8	12,0
Textiles, clothing and leather products	4,0	19,1	20,2	18,2	31,7	32,8
Chemicals, coke, petroleum, rubber, plastic and other mineral products	12,2	14,4	22,7	9,1	12,8	17,2
Basic metals and fabricated metal products	6,1	2,8	10,1	-7,6	-11,2	1,2
Non-metallic products	-16,2	-13,7	-9,6	-8,5	-14,1	-22,0
Electrical machinery, transport machinery and equipment	-0,7	0,7	3,6	-2,8	47,9	29,6
Motor vehicles, parts and accessories	3,1	11,3	-6,1	8,1	8,1	37,0
Paper and paper products	4,9	20,7	22,8	18,6	15,9	27,8
Commercial products	-3,4	-18,4	-17,4	-10,5	2,0	8,8
Used household and office products	9,2	13,6	13,3	13,7	2,6	3,4
Containers	3,2	2,9	20,0	12,2	19,4	24,3
Parcels	4,3	7,9	2,4	3,8	16,4	8,9
Other freight	12,8	20,6	28,7	14,3	18,0	20,4
Total	-1,6	5,3	8,3	3,0	4,2	10,2

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

Type of commodity	Jul-21	Aug-21	Sep-21	Oct-21	Nov-21	Dec-21
Agriculture and forestry primary products	-0,1	0,1	0,4	0,7	0,2	0,7
Primary mining and quarrying products	-5,0	-0,6	-0,7	-2,5	-3,3	-0,1
Manufactured food, beverages and tobacco products	-0,1	0,1	0,2	0,1	0,2	1,0
Textiles, clothing and leather products	0,1	0,3	0,3	0,3	0,7	0,6
Chemicals, coke, petroleum, rubber, plastic and other mineral products	0,9	1,1	1,7	0,8	1,1	1,5
Basic metals and fabricated metal products	0,1	0,1	0,2	-0,1	-0,2	0,0
Non-metallic products	-0,2	-0,2	-0,1	-0,1	-0,2	-0,2
Electrical machinery, transport machinery and equipment	0,0	0,0	0,0	0,0	0,5	0,3
Motor vehicles, parts and accessories	0,1	0,2	-0,1	0,2	0,2	0,6
Paper and paper products	0,0	0,1	0,1	0,1	0,1	0,1
Commercial products	-0,1	-0,3	-0,3	-0,2	0,0	0,1
Used household and office products	0,1	0,2	0,2	0,2	0,0	0,1
Containers	0,1	0,1	0,9	0,6	0,8	1,0
Parcels	0,1	0,1	0,0	0,1	0,3	0,2
Other freight	2,4	4,0	5,4	2,9	3,8	4,2
Total	-1,6	5,3	8,3	3,0	4,2	10,2

Table 8 – Passenger transportation (income at current prices)

Year and month 1/		Rail		Road		Total	
		Passenger journeys (000)	Income (R million)	Passenger journeys (000)	Income (R million)	Passenger journeys (000)	Income (R million)
2020	Jan	8 693	177	24 281	852	32 974	1 029
	Feb	10 717	173	25 003	801	35 720	974
	Mar	5 526	103	23 417	783	28 943	886
	Apr	0	0	6 573	190	6 573	190
	May	62	4	11 362	329	11 424	333
	Jun	145	10	13 097	401	13 242	411
	Jul	274	12	14 939	451	15 213	463
	Aug	402	15	15 040	463	15 442	478
	Sep	390	19	18 167	615	18 557	634
	Oct	488	23	17 570	605	18 058	628
	Nov	1 615	35	18 004	616	19 619	651
	Dec	1 438	34	17 149	654	18 587	688
	Total	29 750	605	204 602	6 760	234 352	7 365
2021	Jan	1 128	24	16 494	625	17 622	649
	Feb	1 450	29	15 972	610	17 422	639
	Mar	1 772	41	19 517	767	21 289	808
	Apr	1 632	41	17 615	615	19 247	656
	May	1 752	43	18 669	683	20 421	726
	Jun	1 461	30	18 140	662	19 601	692
	Jul	1 430	19	16 868	629	18 298	648
	Aug	2 316	34	17 717	659	20 033	693
	Sep	2 552	47	19 530	707	22 082	754
	Oct	2 623	53	16 970	621	19 593	674
	Nov	2 288	50	16 026	598	18 314	648
	Dec	1 358	33	14 789	556	16 147	589
	Total	21 762	444	208 307	7 732	230 069	8 176

1/ Figures for the latest month are preliminary.

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

Year and month		Rail		Road		Total	
		Passenger journeys	Income	Passenger journeys	Income	Passenger journeys	Income
2020	Jan	-46,0	-13,2	-1,2	0,8	-18,9	-1,9
	Feb	-42,6	-10,8	5,4	6,7	-15,7	3,1
	Mar	-69,6	-48,5	-5,5	-7,0	-32,6	-15,0
	Apr	-100,0	-100,0	-73,9	-77,8	-84,0	-81,6
	May	-99,6	-97,8	-54,6	-59,6	-71,0	-66,7
	Jun	-99,0	-93,9	-37,2	-50,6	-62,4	-57,9
	Jul	-98,1	-93,3	-42,9	-46,7	-62,4	-54,8
	Aug	-97,3	-92,2	-41,9	-44,4	-62,0	-53,3
	Sep	-97,2	-89,8	-33,8	-34,9	-55,0	-43,9
	Oct	-96,8	-88,4	-35,1	-33,4	-57,2	-43,3
	Nov	-87,3	-79,7	-28,9	-28,9	-48,4	-37,3
	Dec	-80,1	-69,4	-22,6	-25,5	-36,7	-30,4
	Total	-83,0	-72,0	-31,4	-33,7	-50,5	-40,4
2021	Jan	-87,0	-86,4	-32,1	-26,6	-46,6	-36,9
	Feb	-86,5	-83,2	-36,1	-23,8	-51,2	-34,4
	Mar	-67,9	-60,2	-16,7	-2,0	-26,4	-8,8
	Apr	1/	1/	168,0	223,7	192,8	245,3
	May	2 725,8	975,0	64,3	107,6	78,8	118,0
	Jun	907,6	200,0	38,5	65,1	48,0	68,4
	Jul	421,9	58,3	12,9	39,5	20,3	40,0
	Aug	476,1	126,7	17,8	42,3	29,7	45,0
	Sep	554,4	147,4	7,5	15,0	19,0	18,9
	Oct	437,5	130,4	-3,4	2,6	8,5	7,3
	Nov	41,7	42,9	-11,0	-2,9	-6,7	-0,5
	Dec	-5,6	-2,9	-13,8	-15,0	-13,1	-14,4
	Total	-26,9	-26,6	1,8	14,4	-1,8	11,0

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

Land transport, December 2021

Table 10 – Seasonally adjusted passenger transportation (income at current prices)

Year and month		Rail		Road		Total	
		Passenger journeys (000)	Income (R million)	Passenger journeys (000)	Income (R million)	Passenger journeys (000)	Income (R million)
2020	Jan	9 884	168	25 938	863	35 822	1 031
	Feb	10 025	166	25 261	850	35 286	1 015
	Mar	5 255	98	20 443	735	25 698	834
	Apr	0	0	8 030	254	8 030	254
	May	62	4	11 273	333	11 335	337
	Jun	141	11	12 511	408	12 651	418
	Jul	262	12	14 736	425	14 998	436
	Aug	389	15	14 875	459	15 263	473
	Sep	364	18	16 360	589	16 724	607
	Oct	423	20	17 181	586	17 604	606
	Nov	1 607	35	17 693	616	19 300	652
	Dec	1 952	44	20 322	642	22 274	686
2021	Jan	1 327	23	18 853	635	20 180	658
	Feb	1 395	28	15 571	661	16 966	689
	Mar	1 730	39	16 586	720	18 316	759
	Apr	1 629	41	18 692	679	20 321	721
	May	1 800	45	18 733	687	20 533	732
	Jun	1 410	33	17 778	668	19 189	701
	Jul	1 358	19	17 102	601	18 459	619
	Aug	2 195	33	16 738	654	18 932	687
	Sep	2 340	44	17 904	682	20 245	726
	Oct	2 367	47	16 663	602	19 030	649
	Nov	2 231	50	15 396	599	17 627	649
	Dec	1 845	41	17 974	544	19 819	585

Table 11 – Month-on-month percentage change in seasonally adjusted passenger transportation (income at current prices)

Year and month		Rail		Road		Total	
		Passenger journeys	Income	Passenger journeys	Income	Passenger journeys	Income
2020	Jan	-3,0	17,5	2,5	-0,3	0,9	2,2
	Feb	1,4	-1,2	-2,6	-1,5	-1,5	-1,6
	Mar	-47,6	-41,0	-19,1	-13,5	-27,2	-17,8
	Apr	-100,0	-100,0	-60,7	-65,4	-68,8	-69,5
	May	1/	1/	40,4	31,1	41,2	32,7
	Jun	127,4	175,0	11,0	22,5	11,6	24,0
	Jul	85,8	9,1	17,8	4,2	18,6	4,3
	Aug	48,5	25,0	0,9	8,0	1,8	8,5
	Sep	-6,4	20,0	10,0	28,3	9,6	28,3
	Oct	16,2	11,1	5,0	-0,5	5,3	-0,2
	Nov	279,9	75,0	3,0	5,1	9,6	7,6
	Dec	21,5	25,7	14,9	4,2	15,4	5,2
2021	Jan	-32,0	-47,7	-7,2	-1,1	-9,4	-4,1
	Feb	5,1	21,7	-17,4	4,1	-15,9	4,7
	Mar	24,0	39,3	6,5	8,9	8,0	10,2
	Apr	-5,8	5,1	12,7	-5,7	10,9	-5,0
	May	10,5	9,8	0,2	1,2	1,0	1,5
	Jun	-21,7	-26,7	-5,1	-2,8	-6,5	-4,2
	Jul	-3,7	-42,4	-3,8	-10,0	-3,8	-11,7
	Aug	61,6	73,7	-2,1	8,8	2,6	11,0
	Sep	6,6	33,3	7,0	4,3	6,9	5,7
	Oct	1,2	6,8	-6,9	-11,7	-6,0	-10,6
	Nov	-5,7	6,4	-7,6	-0,5	-7,4	0,0
	Dec	-17,3	-18,0	16,7	-9,2	12,4	-9,9

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

Survey information

Introduction	1	Statistics South Africa (Stats SA) conducts a monthly survey of the land transportation industry, covering passenger and freight transportation by rail and road (see paragraph 4 below). This survey is based on a sample drawn from the 2021 business sampling frame (BSF) that contains businesses registered for value added tax (VAT) and income tax.
	2	In order to improve timeliness, some information for the latest month had to be estimated due to late response. These estimates will be revised in future statistical releases as soon as information becomes available. Published land transportation income estimates exclude VAT.
Purpose of the survey	3	The results of the monthly land transport survey are used to compile estimates of the gross domestic product (GDP) and its components, which are used in monitoring the state of the economy and formulation of economic policy. These statistics are also used in the analysis of comparative business and industry performance.
Scope of the survey	4	This survey covers enterprises involved in land transportation according to the following type of transportation: • railway transport (including passenger and freight transportation); • 'other' scheduled passenger land transport – urban, suburban and inter-urban bus and coach passenger lines and school buses; • 'other' non-scheduled passenger land transport – safaris and sightseeing bus tours, metered taxis and 'other' passenger transport including renting of motor cars with drivers; and • freight transport by road.
Exclusions	5	Passenger transportation excludes: • minibus taxis; • metropolitan buses (including the Bus Rapid Transport system – BRT); and • rental of private cars/buses without drivers. Freight transportation excludes: • renting of trucks without drivers; and • in-house transportation.
Classification	6	The 1993 edition of the <i>Standard Industrial Classification of all Economic Activities</i> (SIC), Fifth Edition, Report No. 09-90-02, was used to classify the statistical units in the survey. The SIC is based on the 1990 <i>International Standard Industrial Classification of all Economic Activities</i> (ISIC) with suitable adaptations for local conditions. Statistics in this publication are presented at SIC division (two-digit) level. Each enterprise is classified to the industry which reflects its predominant activity.
Collection rate	7	The preliminary collection rate for the survey on land transportation for December 2021 was 69,4%. The improved collection rate for November 2021 was 72,4%.
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:
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Technical notes

- Survey methodology and design** 1 The survey is conducted on a monthly basis. Questionnaires are sent to a sample of 711 enterprises from a population of 4 373 enterprises. Completed questionnaires are required to be returned to Stats SA within 10 days after the end of the reference month. Fax and telephone reminders are used to follow up on non-respondents.
- 2 A stratified random sample was drawn at the SIC four-digit level in April 2021 from Stats SA's business sampling frame (BSF). Strata were formed using a combination of Standard Industrial Classification and the measure of size classes for enterprises (see paragraph 3 below).

The Neyman optimal allocation formula given below was used to allocate samples to each stratum:

$$n_h = n * (N_h * S_h) / [\sum (N_i * S_i)].$$

Neyman allocation formula not only allocates sample sizes to each stratum but also calculates the relative precision for each stratum as well as the relative precision for all strata. The relative precision for these strata was 0,8%.

- Sample design and class limits** 3 The land transportation industry is divided into four size groups. All large enterprises (size group one) are completely enumerated. Simple random sampling is applied to medium sized (size group two) and to small (size group three and four) enterprises. The total value of income of the large enterprises (size group one) is added to the weighted totals of size groups two, three and four to reflect the total value of income.

Measure of size classes (Rand)

Enterprise size	Size group	Lower limits	Upper limits
Very small	4	1 253 623	9 000 000
Small	3	9 000 001	39 000 000
Medium	2	39 000 001	78 000 000
Large	1	78 000 001	

- Sample weighting** 4 For those strata not completely enumerated, the weights to produce estimates are the inverse ratio of the sampling fraction, modified to take account of non-response in the survey. Stratum estimates are calculated and then aggregated with the completely enumerated stratum to form division estimates. These procedures are in line with international best practice.

- Reliability of estimates** 5 Data presented in this publication are based on information obtained from a sample and are, therefore, subject to sampling variability; that is, they may differ from the figures that would have been produced if the data had been obtained from all enterprises in the land transport industry in South Africa. Estimates are subject to sampling and non-sampling errors.

- 6 Inaccuracies may occur because of imperfections in reporting by enterprises and errors made in the collection and processing of the data. Inaccuracies of this kind are referred to as non-sampling errors. Every effort is made to minimise non-sampling errors by careful design of questionnaires, testing them in pilot studies, editing reported data and implementing efficient operating procedures. Fluctuations may occur in consecutive months as a result of seasonal and economic factors.

Year-on-year percentage change 7 The year-on-year percentage change in a variable for any given period is the change between that period and the corresponding period of the previous year, expressed as a percentage of the latter.

Contribution (percentage points) 8 The contribution (percentage points) to the annual percentage change for any given period is calculated by multiplying the percentage change of each type of commodity/service by its corresponding weight, divided by 100. The weight is the percentage contribution of each type of commodity/service to total income in the corresponding period of the previous year.

Seasonal adjustment 9 Seasonally adjusted estimates are generated each month using the X-12-ARIMA Seasonal Adjustment Program developed by the US Bureau of the Census. Seasonal adjustment is a means of removing the estimated effects of normal seasonal variation from the series so that the effects of other influences on the series can be recognised more clearly. Seasonal adjustment does not aim to remove irregular or non-seasonal influences which may be present in any particular month. Influences that are volatile or unsystematic can still make it difficult to interpret the movement of the series even after adjustment for seasonal variations. Therefore the month-to-month movements of seasonally adjusted estimates may not be reliable indicators of trend behaviour. The X-12-ARIMA procedure for land transportation is described in more detail on the Stats SA website at:

[Click to download seasonal adjustment land transport August 2017](#)

Note: Owing to the impact of the COVID-19 lockdown, additive outlier and transitory change adjustments were applied. Transitory (temporary) change describes a temporary effect on the level of a series after a certain point in time. The methodology will be reviewed as more data points are added to the time series.

Trend cycle 10 The trend is the long-term pattern or movement of a time series. The X-12-ARIMA Seasonal Adjustment Program is used for smoothing seasonally adjusted estimates to estimates of the underlying trend cycle.

Glossary

Enterprise An enterprise is a legal entity or a combination of legal units that includes and directly controls all functions necessary to carry out its activities.

Industry An industry is made up of enterprises engaged in the same or similar kinds of economic activity. Industries are defined in the *System of National Accounts* (SNA) in the same way as in the *Standard Industrial Classification of all Economic Activities* (SIC), Fifth Edition, Report No. 09-90-02 of January 1993.

Symbols and abbreviations	BSF	Business sampling frame
	GDP	Gross domestic product
	ISIC	International Standard Industrial Classification
	SIC	Standard Industrial Classification of all Economic Activities
	SARS	South African Revenue Service
	Stats SA	Statistics South Africa
	VAT	Value added tax

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Stats SA publishes approximately 300 different statistical releases each year. It is not economically viable to produce them in more than one of South Africa's eleven official languages. Since the releases are used extensively, not only locally but also by international economic and social-scientific communities, Stats SA releases are published in English only.

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