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## **STATISTICAL RELEASE**

### **P7162**

# **Land transport (Preliminary)**

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## Freight transportation: results for February 2022

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

	Sep-21	Oct-21	Nov-21	Dec-21	Jan-22	Feb-22
Freight payload	5,9	3,8	5,0	7,6	15,8	8,0
Freight income	8,3	3,0	4,2	10,4	16,7	8,1

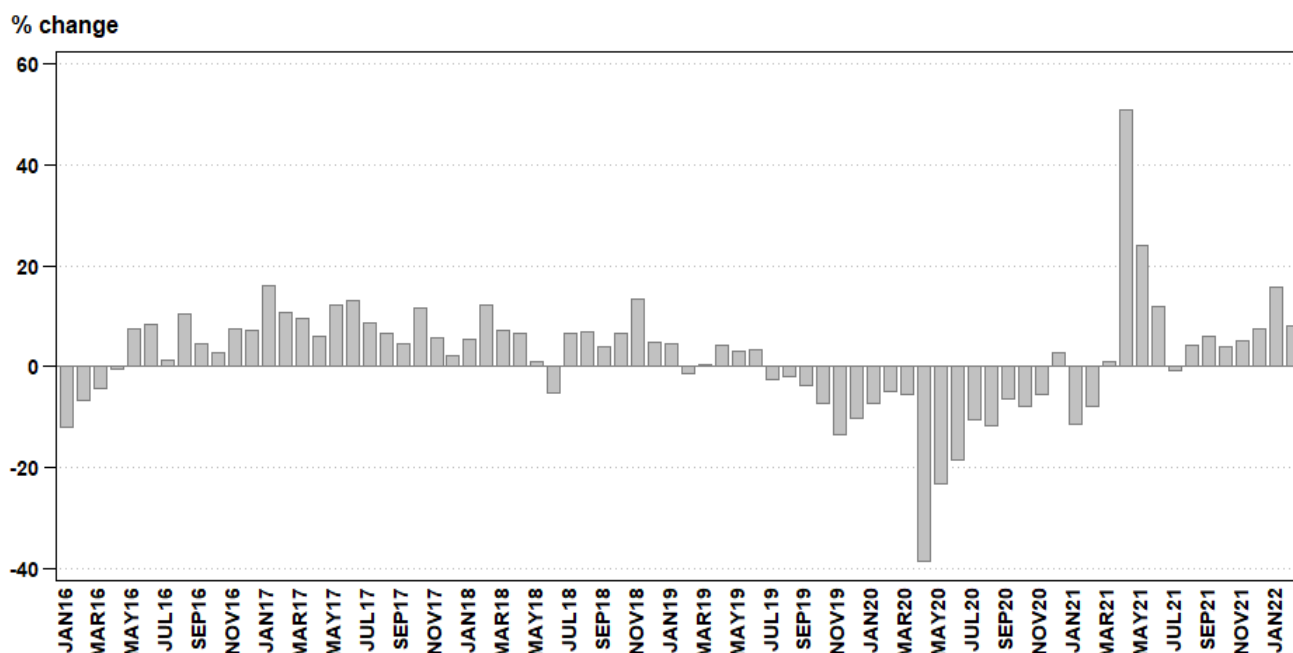
The volume of goods transported (payload) increased by 8,0% in February 2022 compared with February 2021. The corresponding income increased by 8,1% over the same period.

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

Type of commodity	Dec 2020 – Feb 2021 (R million)	Weight	Dec 2021 – Feb 2022 (R million)	% change between Dec 2020 – Feb 2021 and Dec 2021 – Feb 2022	Contribution (% points) to the total % change
Agriculture and forestry primary products	2 819	7,6	3 131	11,1	0,8
Primary mining and quarrying products	13 629	36,6	14 310	5,0	1,8
Manufactured food, beverages and tobacco products	3 184	8,6	3 713	16,6	1,4
Textiles, clothing and leather goods	688	1,8	826	20,1	0,4
Chemicals, coke, petroleum, rubber, plastic and other mineral products	3 269	8,8	3 576	9,4	0,8
Basic metals and fabricated metal products	645	1,7	560	-13,2	-0,2
Non-metallic products	417	1,1	331	-20,6	-0,2
Electrical machinery, transport machinery and equipment	379	1,0	428	12,9	0,1
Motor vehicles, parts and accessories	667	1,8	883	32,4	0,6
Paper and paper products	158	0,4	202	27,8	0,1
Commercial products	574	1,5	561	-2,3	0,0
Used household and office products	701	1,9	882	25,8	0,5
Containers	1 634	4,4	1 878	14,9	0,7
Parcels	690	1,9	701	1,6	0,0
Other freight	7 768	20,9	9 537	22,8	4,8
<b>Total income</b>	<b>37 223</b>	<b>100,0</b>	<b>41 519</b>	<b>11,5</b>	<b>11,5</b>

Income from freight transportation increased by 11,5% in the three months ended February 2022 compared with the three months ended February 2021. The main positive contributors to this increase were:

- 'other' freight (22,8% and contributing 4,8 percentage points);
- primary mining and quarrying products (5,0% and contributing 1,8 percentage points); and
- manufactured food, beverages and tobacco products (16,6% and contributing 1,4 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	Sep – Nov 2021 (000 tons)	Weight	Dec 2021 – Feb 2022 (000 tons)	% change between Sep – Nov 2021 and Dec 2021 – Feb 2022	Contribution (% points) to the total % change
Rail	43 357	19,7	45 284	4,4	0,9
Road	176 312	80,3	185 135	5,0	4,0
<b>Total</b>	<b>219 670</b>	<b>100,0</b>	<b>230 419</b>	<b>4,9</b>	<b>4,9</b>

Seasonally adjusted payload increased by 4,9% in the three months ended February 2022 compared with the previous three months. Road freight increased by 5,0% (contributing 4,0 percentage points) and rail freight increased by 4,4% (contributing 0,9 of a percentage point) – see Table C.

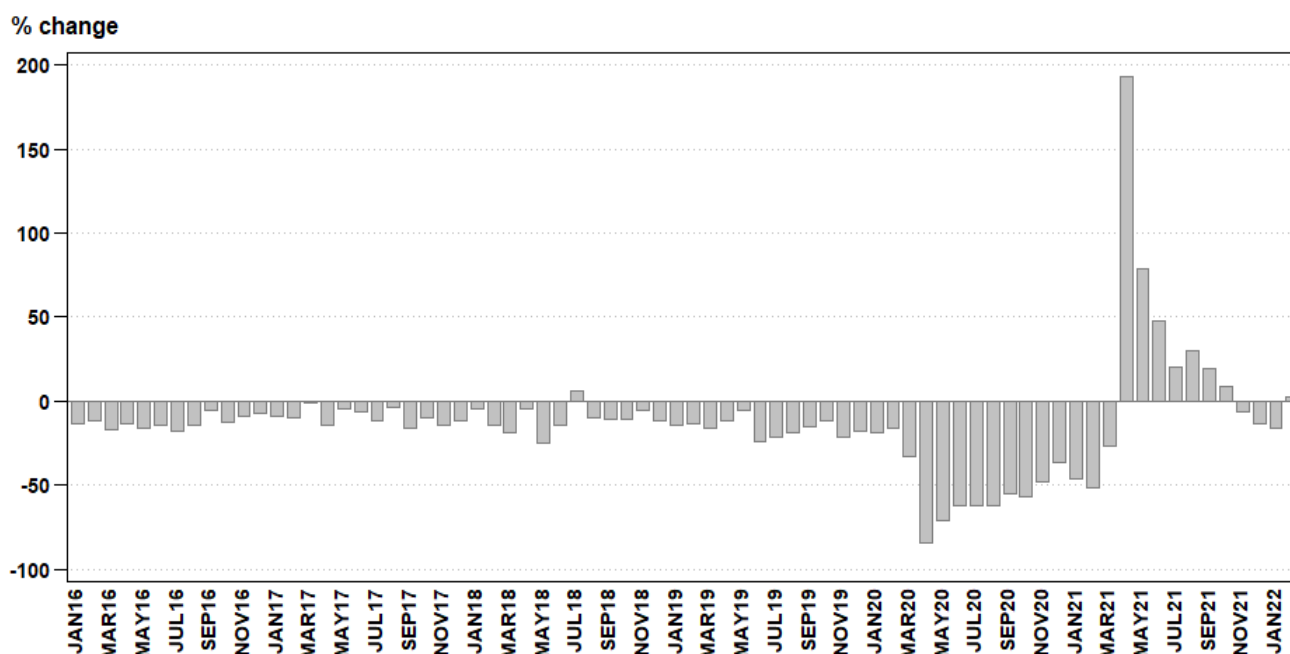
## Passenger transportation: results for February 2022

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

	Sep-21	Oct-21	Nov-21	Dec-21	Jan-22	Feb-22
Passenger journeys	19,0	8,5	-6,7	-13,2	-16,2	2,8
Passenger income	18,9	7,3	-0,5	-14,5	-5,5	3,3

The number of passenger journeys increased by 2,8% in February 2022 compared with February 2021. The corresponding income increased by 3,3% 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	Sep – Nov 2021 (000)	Weight	Dec 2021 – Feb 2022 (000)	% change between Sep – Nov 2021 and Dec 2021 – Feb 2022	Contribution (% points) to the total % change
Rail	7 040	12,2	5 273	-25,1	-3,1
Road	50 823	87,8	47 358	-6,8	-6,0
<b>Total</b>	<b>57 862</b>	<b>100,0</b>	<b>52 631</b>	<b>-9,0</b>	<b>-9,0</b>

Seasonally adjusted passenger journeys decreased by 9,0% in the three months ended February 2022 compared with the previous three months. Road passenger journeys decreased by 6,8% (contributing -6,0 percentage points) and rail passenger journeys decreased by 25,1% (contributing -3,1 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	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	15 270	3 139	57 427	10 933	72 697	14 072
	<b>Total</b>	<b>178 795</b>	<b>37 959</b>	<b>688 846</b>	<b>127 802</b>	<b>867 642</b>	<b>165 762</b>
2022	Jan	14 119	2 917	56 905	10 707	71 025	13 624
	Feb	14 918	3 080	56 547	10 742	71 465	13 823

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	-11,5	-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	-1,3	-0,1	10,2	13,8	7,6	10,4
	<b>Total</b>	<b>-6,9</b>	<b>-5,2</b>	<b>10,5</b>	<b>13,0</b>	<b>6,4</b>	<b>8,2</b>
2022	Jan	7,3	4,0	18,1	20,6	15,8	16,7
	Feb	-1,3	-3,0	10,7	11,7	8,0	8,1

**Table 3 – Seasonally adjusted 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	13 747	2 967	53 854	9 878	67 601	12 845
	Feb	15 013	3 218	54 888	10 226	69 901	13 444
	Mar	15 511	3 506	57 063	10 629	72 574	14 134
	Apr	15 414	3 268	57 416	10 603	72 830	13 870
	May	14 845	3 177	60 610	11 044	75 455	14 221
	Jun	15 631	3 255	55 780	10 387	71 411	13 642
	Jul	14 327	2 931	55 022	9 920	69 348	12 850
	Aug	15 157	3 222	56 649	10 647	71 806	13 869
	Sep	14 891	3 197	58 847	11 066	73 738	14 263
	Oct	14 428	3 047	58 665	10 842	73 093	13 889
	Nov	14 038	2 889	58 800	10 936	72 839	13 825
	Dec	15 644	3 258	60 277	11 417	75 921	14 676
2022	Jan	14 757	3 098	64 210	12 035	78 967	15 133
	Feb	14 883	3 131	60 648	11 403	75 531	14 535

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

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

Type of commodity	Sep-21	Oct-21	Nov-21	Dec-21	Jan-22	Feb-22 1/
Agriculture and forestry primary products	1 185	1 208	1 073	1 076	981	1 074
Primary mining and quarrying products	5 286	4 685	4 756	4 877	4 648	4 785
Manufactured food, beverages and tobacco products	1 177	1 170	1 224	1 299	1 224	1 190
Textiles, clothing and leather products	274	312	386	286	257	283
Chemicals, coke, petroleum, rubber, plastic and other mineral products	1 286	1 295	1 353	1 226	1 196	1 154
Basic metals and fabricated metal products	272	230	221	169	212	179
Non-metallic products	170	161	146	109	101	121
Electrical machinery, transport machinery and equipment	143	141	210	147	125	156
Motor vehicles, parts and accessories	262	307	319	270	282	331
Paper and paper products	70	70	73	62	66	74
Commercial products	200	212	249	198	182	181
Used household and office products	247	274	276	235	308	339
Containers	726	717	739	665	605	608
Parcels	253	273	320	231	223	247
Other freight	3 342	3 223	3 549	3 222	3 215	3 100
<b>Total</b>	<b>14 893</b>	<b>14 279</b>	<b>14 895</b>	<b>14 072</b>	<b>13 624</b>	<b>13 823</b>

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	Sep-21	Oct-21	Nov-21	Dec-21	Jan-22	Feb-22
Agriculture and forestry primary products	5,2	8,2	2,1	11,6	15,1	7,1
Primary mining and quarrying products	-1,8	-6,9	-8,9	2,8	8,1	4,4
Manufactured food, beverages and tobacco products	2,1	1,2	2,8	18,5	21,4	10,2
Textiles, clothing and leather products	20,2	18,2	31,7	14,4	23,6	23,0
Chemicals, coke, petroleum, rubber, plastic and other mineral products	22,7	9,1	12,8	11,6	14,3	2,7
Basic metals and fabricated metal products	10,1	-7,6	-11,2	1,8	3,9	-34,9
Non-metallic products	-9,6	-8,5	-14,1	-22,7	-21,7	-17,7
Electrical machinery, transport machinery and equipment	3,6	-2,8	47,9	17,6	5,0	15,6
Motor vehicles, parts and accessories	-6,1	8,1	8,1	23,3	34,9	38,5
Paper and paper products	22,8	18,6	15,9	14,8	34,7	34,5
Commercial products	-17,4	-10,5	2,0	2,6	2,2	-10,8
Used household and office products	13,3	13,7	2,6	-10,6	44,6	50,7
Containers	20,0	12,2	19,4	22,5	18,2	5,0
Parcels	2,4	3,8	16,4	-6,1	8,8	3,3
Other freight	28,7	14,3	18,0	21,8	31,3	15,9
<b>Total</b>	<b>8,3</b>	<b>3,0</b>	<b>4,2</b>	<b>10,4</b>	<b>16,7</b>	<b>8,1</b>

**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	Sep-21	Oct-21	Nov-21	Dec-21	Jan-22	Feb-22
Agriculture and forestry primary products	0,4	0,7	0,2	0,9	1,1	0,6
Primary mining and quarrying products	-0,7	-2,5	-3,3	1,0	3,0	1,6
Manufactured food, beverages and tobacco products	0,2	0,1	0,2	1,6	1,8	0,9
Textiles, clothing and leather products	0,3	0,3	0,7	0,3	0,4	0,4
Chemicals, coke, petroleum, rubber, plastic and other mineral products	1,7	0,8	1,1	1,0	1,3	0,2
Basic metals and fabricated metal products	0,2	-0,1	-0,2	0,0	0,1	-0,8
Non-metallic products	-0,1	-0,1	-0,2	-0,3	-0,2	-0,2
Electrical machinery, transport machinery and equipment	0,0	0,0	0,5	0,2	0,1	0,2
Motor vehicles, parts and accessories	-0,1	0,2	0,2	0,4	0,6	0,7
Paper and paper products	0,1	0,1	0,1	0,1	0,1	0,1
Commercial products	-0,3	-0,2	0,0	0,0	0,0	-0,2
Used household and office products	0,2	0,2	0,0	-0,2	0,8	0,9
Containers	0,9	0,6	0,8	1,0	0,8	0,2
Parcels	0,0	0,1	0,3	-0,1	0,2	0,1
Other freight	5,4	2,9	3,8	4,5	6,6	3,3
<b>Total</b>	<b>8,3</b>	<b>3,0</b>	<b>4,2</b>	<b>10,4</b>	<b>16,7</b>	<b>8,1</b>



**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	16 494	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	14 770	555	16 128	588
	<b>Total</b>	<b>21 762</b>	<b>444</b>	<b>208 288</b>	<b>7 731</b>	<b>230 050</b>	<b>8 175</b>
2022	Jan	1 367	35	13 405	578	14 772	613
	Feb	1 974	59	15 930	601	17 904	660

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	-46,6	-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	-13,9	-15,1	-13,2	-14,5
	<b>Total</b>	<b>-26,9</b>	<b>-26,6</b>	<b>1,8</b>	<b>14,4</b>	<b>-1,8</b>	<b>11,0</b>
2022	Jan	21,2	45,8	-18,7	-7,5	-16,2	-5,5
	Feb	36,1	103,4	-0,3	-1,5	2,8	3,3

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	17 776	623	19 055	646
	Feb	1 383	28	15 747	665	17 130	693
	Mar	1 652	38	17 607	736	19 259	774
	Apr	1 617	43	18 679	674	20 296	716
	May	1 734	44	18 420	701	20 153	745
	Jun	1 441	33	17 893	678	19 334	710
	Jul	1 430	19	16 827	619	18 258	637
	Aug	2 216	33	17 327	665	19 543	698
	Sep	2 460	44	18 493	661	20 953	705
	Oct	2 372	47	16 411	591	18 783	639
	Nov	2 208	50	15 919	588	18 126	638
	Dec	1 838	43	17 195	541	19 033	584
2022	Jan	1 553	34	14 458	576	16 011	610
	Feb	1 882	57	15 705	656	17 587	713

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

## Survey information

<b>Introduction</b>	<b>1</b>	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.
	<b>2</b>	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.
<b>Purpose of the survey</b>	<b>3</b>	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.
<b>Scope of the survey</b>	<b>4</b>	<p>This survey covers enterprises involved in land transportation according to the following type of transportation:</p> <ul style="list-style-type: none"> <li>• railway transport (including passenger and freight transportation);</li> <li>• 'other' scheduled passenger land transport – urban, suburban and inter-urban bus and coach passenger lines and school buses;</li> <li>• '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</li> <li>• freight transport by road.</li> </ul>
<b>Exclusions</b>	<b>5</b>	<p>Passenger transportation excludes:</p> <ul style="list-style-type: none"> <li>• minibus taxis;</li> <li>• metropolitan buses (including the Bus Rapid Transport system – BRT); and</li> <li>• rental of private cars/buses without drivers.</li> </ul> <p>Freight transportation excludes:</p> <ul style="list-style-type: none"> <li>• renting of trucks without drivers; and</li> <li>• in-house transportation.</li> </ul>
<b>Classification</b>	<b>6</b>	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.
<b>Collection rate</b>	<b>7</b>	The preliminary collection rate for the survey on land transportation for February 2022 was 68,9%. The improved collection rate for January 2022 was 71,8%.
<b>Statistical unit</b>	<b>8</b>	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.
<b>Revised figures</b>	<b>9</b>	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 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 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

<b>Enterprise</b>	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.	
<b>Industry</b>	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.	
<b>Symbols and abbreviations</b>	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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Eastern Cape Library Services, Qonce  
Central Regional Library, Polokwane  
Central Reference Library, Mbombela  
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You can visit us on the internet at: [www.statssa.gov.za](http://www.statssa.gov.za)

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