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IMPROVING LIVES THROUGH DATA ECOSYSTEMS



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Freight transportation: results for March 2022

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

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

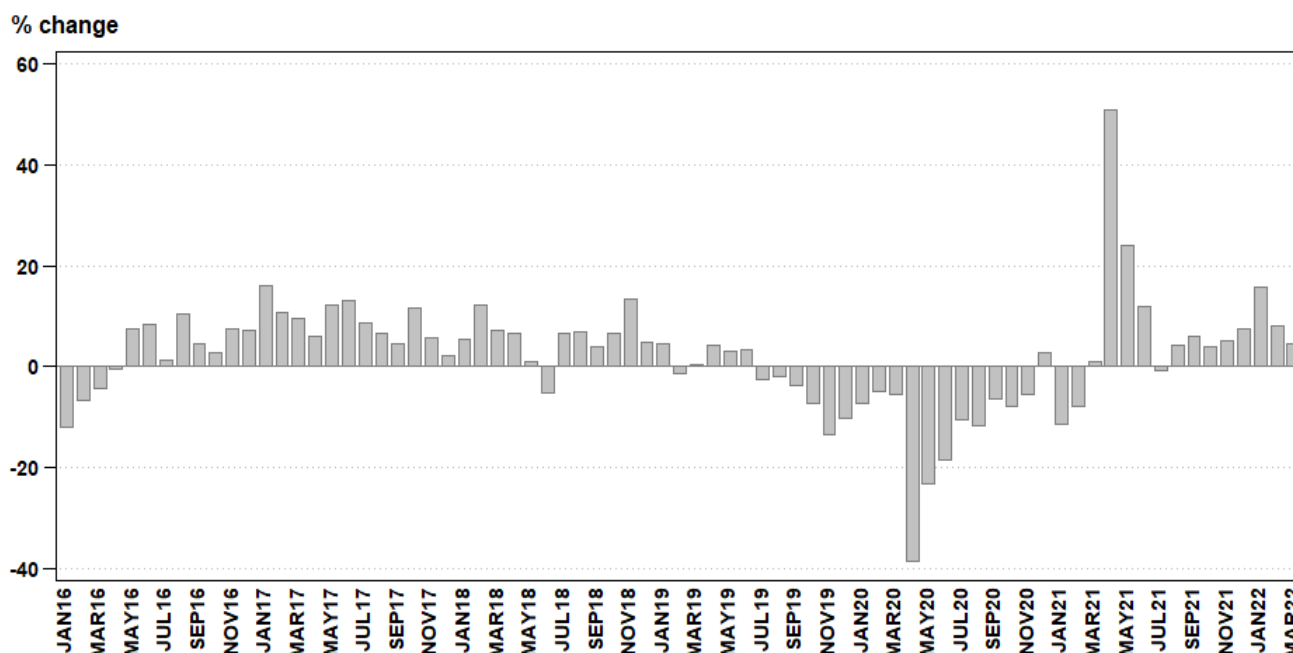
The volume of goods transported (payload) increased by 4,6% in March 2022 compared with March 2021. The corresponding income increased by 6,6% over the same period.

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

Type of commodity	Jan – Mar 2021 (R million)	Weight	Jan – Mar 2022 (R million)	% change between Jan – Mar 2021 and Jan – Mar 2022	Contribution (% points) to the total % change
Agriculture and forestry primary products	2 902	7,5	3 179	9,5	0,7
Primary mining and quarrying products	14 100	36,6	14 389	2,0	0,7
Manufactured food, beverages and tobacco products	3 291	8,6	3 753	14,0	1,2
Textiles, clothing and leather goods	704	1,8	849	20,6	0,4
Chemicals, coke, petroleum, rubber, plastic and other mineral products	3 391	8,8	3 638	7,3	0,6
Basic metals and fabricated metal products	761	2,0	596	-21,7	-0,4
Non-metallic products	429	1,1	345	-19,6	-0,2
Electrical machinery, transport machinery and equipment	396	1,0	446	12,6	0,1
Motor vehicles, parts and accessories	722	1,9	966	33,8	0,6
Paper and paper products	163	0,4	216	32,5	0,1
Commercial products	608	1,6	597	-1,8	0,0
Used household and office products	685	1,8	994	45,1	0,8
Containers	1 739	4,5	1 778	2,2	0,1
Parcels	711	1,8	732	3,0	0,1
Other freight	7 876	20,5	9 913	25,9	5,3
Total income	38 476	100,0	42 388	10,2	10,2

Income from freight transportation increased by 10,2% in the first quarter of 2022 compared with the first quarter of 2021. The main positive contributors to this increase were:

- 'other' freight (25,9% and contributing 5,3 percentage points); and
- manufactured food, beverages and tobacco products (14,0% and contributing 1,2 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	Oct – Dec 2021 (000 tons)	Weight	Jan – Mar 2022 (000 tons)	% change between Oct – Dec 2021 and Jan – Mar 2022	Contribution (% points) to the total % change
Rail	44 137	19,9	43 113	-2,3	-0,5
Road	177 839	80,1	185 903	4,5	3,6
Total	221 977	100,0	229 016	3,2	3,2

Seasonally adjusted payload increased by 3,2% in the first quarter of 2022 compared with the fourth quarter of 2021. Road freight increased by 4,5% (contributing 3,6 percentage points) while rail freight decreased by 2,3% (contributing -0,5 of a percentage point) – see Table C.

Passenger transportation: results for March 2022

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

	Oct-21	Nov-21	Dec-21	Jan-22	Feb-22	Mar-22
Passenger journeys	8,5	-6,7	-13,2	-16,2	2,8	-0,1
Passenger income	7,3	-0,5	-14,5	-5,5	3,3	0,9

The number of passenger journeys decreased by 0,1% in March 2022 compared with March 2021. The corresponding income increased by 0,9% over the same period.

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

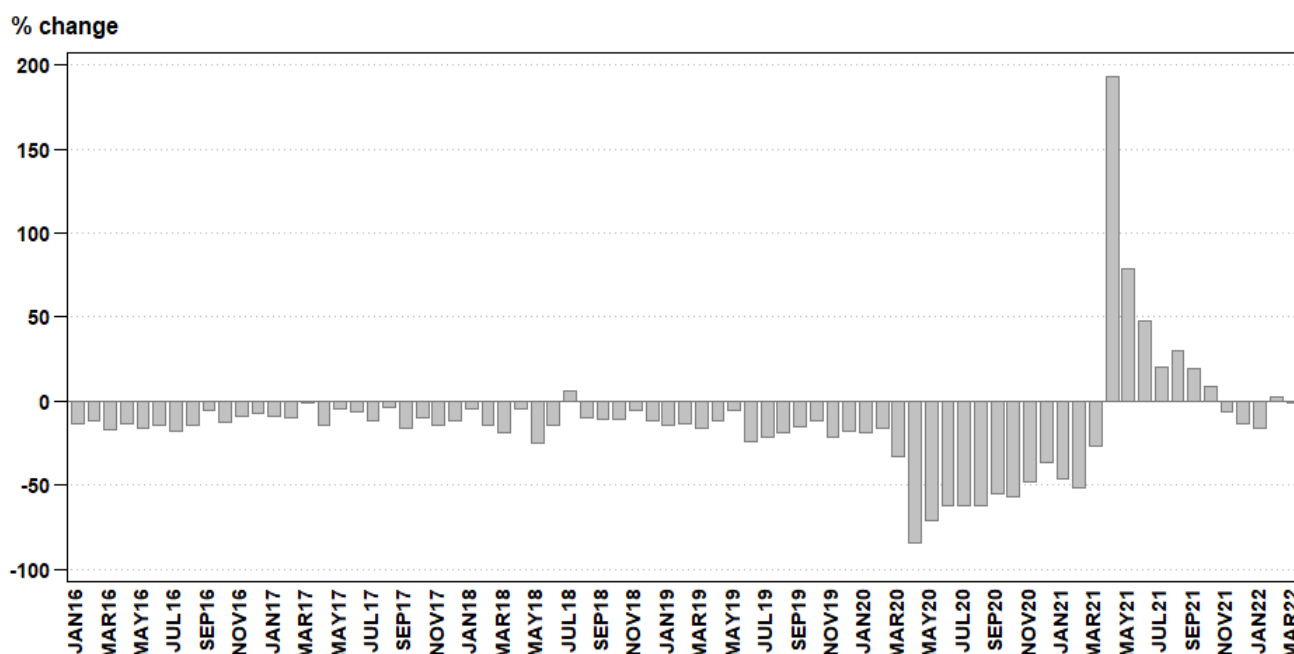


Table E – Seasonally adjusted passenger journeys for the latest three months by type of transport

Passenger journeys	Oct – Dec 2021 (000)	Weight	Jan – Mar 2022 (000)	% change between Oct – Dec 2021 and Jan – Mar 2022	Contribution (% points) to the total % change
Rail	6 415	11,5	5 445	-15,1	-1,7
Road	49 516	88,5	47 406	-4,3	-3,8
Total	55 931	100,0	52 851	-5,5	-5,5

Seasonally adjusted passenger journeys decreased by 5,5% in the first quarter of 2022 compared with the fourth quarter of 2021. Road passenger journeys decreased by 4,3% (contributing -3,8 percentage points) and rail passenger journeys decreased by 15,1% (contributing -1,7 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
	Total	178 795	37 959	688 846	127 802	867 642	165 762
2022	Jan	14 119	2 917	56 905	10 707	71 025	13 624
	Feb	14 920	3 081	56 550	10 749	71 470	13 830
	Mar	13 336	2 786	63 047	12 148	76 383	14 934

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

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	13 665	2 953	53 867	9 881	67 532	12 834
	Feb	14 942	3 203	54 913	10 269	69 855	13 472
	Mar	15 768	3 564	57 021	10 576	72 789	14 140
	Apr	15 439	3 268	57 393	10 586	72 832	13 854
	May	14 844	3 177	60 601	11 037	75 445	14 214
	Jun	15 546	3 255	55 765	10 375	71 311	13 630
	Jul	14 308	2 925	54 999	9 913	69 307	12 838
	Aug	15 141	3 220	56 647	10 644	71 789	13 864
	Sep	14 865	3 191	58 853	11 086	73 718	14 277
	Oct	14 388	3 040	58 689	10 853	73 078	13 893
	Nov	14 091	2 881	58 826	10 950	72 917	13 831
	Dec	15 658	3 266	60 324	11 442	75 982	14 708
2022	Jan	14 655	3 081	64 231	12 043	78 886	15 124
	Feb	14 798	3 115	60 718	11 481	75 516	14 596
	Mar	13 660	2 970	60 954	11 791	74 614	14 761

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

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

Type of commodity	Oct-21	Nov-21	Dec-21	Jan-22	Feb-22	Mar-22 1/
Agriculture and forestry primary products	1 208	1 073	1 076	981	1 093	1 105
Primary mining and quarrying products	4 685	4 756	4 877	4 648	4 726	5 015
Manufactured food, beverages and tobacco products	1 170	1 224	1 299	1 224	1 181	1 348
Textiles, clothing and leather products	312	386	286	257	279	313
Chemicals, coke, petroleum, rubber, plastic and other mineral products	1 295	1 353	1 226	1 196	1 180	1 262
Basic metals and fabricated metal products	230	221	169	212	184	200
Non-metallic products	161	146	109	101	121	123
Electrical machinery, transport machinery and equipment	141	210	147	125	159	162
Motor vehicles, parts and accessories	307	319	270	282	326	358
Paper and paper products	70	73	62	66	71	79
Commercial products	212	249	198	182	200	215
Used household and office products	274	276	235	308	337	349
Containers	717	739	665	605	600	573
Parcels	273	320	231	223	241	268
Other freight	3 223	3 549	3 222	3 215	3 132	3 566
Total	14 279	14 895	14 072	13 624	13 830	14 934

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	Oct-21	Nov-21	Dec-21	Jan-22	Feb-22	Mar-22
Agriculture and forestry primary products	8,2	2,1	11,6	15,1	9,0	5,5
Primary mining and quarrying products	-6,9	-8,9	2,8	8,1	3,1	-3,9
Manufactured food, beverages and tobacco products	1,2	2,8	18,5	21,4	9,4	12,1
Textiles, clothing and leather products	18,2	31,7	14,4	23,6	21,3	17,7
Chemicals, coke, petroleum, rubber, plastic and other mineral products	9,1	12,8	11,6	14,3	5,0	3,4
Basic metals and fabricated metal products	-7,6	-11,2	1,8	3,9	-33,1	-29,1
Non-metallic products	-8,5	-14,1	-22,7	-21,7	-17,7	-19,6
Electrical machinery, transport machinery and equipment	-2,8	47,9	17,6	5,0	17,8	14,1
Motor vehicles, parts and accessories	8,1	8,1	23,3	34,9	36,4	30,7
Paper and paper products	18,6	15,9	14,8	34,7	29,1	33,9
Commercial products	-10,5	2,0	2,6	2,2	-1,5	-5,3
Used household and office products	13,7	2,6	-10,6	44,6	49,8	41,3
Containers	12,2	19,4	22,5	18,2	3,6	-11,6
Parcels	3,8	16,4	-6,1	8,8	0,8	0,4
Other freight	14,3	18,0	21,8	31,3	17,1	29,5
Total	3,0	4,2	10,4	16,7	8,1	6,6

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

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
	Total	21 762	444	208 288	7 731	230 050	8 175
2022	Jan	1 367	35	13 405	578	14 772	613
	Feb	1 974	59	15 930	601	17 904	660
	Mar	2 218	68	19 040	747	21 258	815

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
	Total	-26,9	-26,6	1,8	14,4	-1,8	11,0
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
	Mar	25,2	65,9	-2,4	-2,6	-0,1	0,9

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

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

Year and month		Rail		Road		Total	
		Passenger journeys (000)	Income (R million)	Passenger journeys (000)	Income (R million)	Passenger journeys (000)	Income (R million)
2021	Jan	1 278	23	17 776	623	19 054	646
	Feb	1 382	28	15 746	665	17 128	693
	Mar	1 654	38	17 622	736	19 276	774
	Apr	1 618	43	18 680	673	20 298	716
	May	1 734	44	18 420	701	20 154	745
	Jun	1 442	33	17 892	678	19 334	710
	Jul	1 430	19	16 825	619	18 255	637
	Aug	2 215	33	17 324	665	19 539	698
	Sep	2 458	44	18 489	661	20 947	705
	Oct	2 371	47	16 407	591	18 778	639
	Nov	2 207	50	15 916	588	18 123	638
	Dec	1 837	43	17 193	541	19 030	584
2022	Jan	1 553	34	14 457	576	16 010	610
	Feb	1 881	57	15 703	656	17 584	713
	Mar	2 011	64	17 246	718	19 257	782

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	-5,1
	Feb	8,1	21,7	-11,4	6,7	-10,1	7,3
	Mar	19,7	35,7	11,9	10,7	12,5	11,7
	Apr	-2,2	13,2	6,0	-8,6	5,3	-7,5
	May	7,2	2,3	-1,4	4,2	-0,7	4,1
	Jun	-16,8	-25,0	-2,9	-3,3	-4,1	-4,7
	Jul	-0,8	-42,4	-6,0	-8,7	-5,6	-10,3
	Aug	54,9	73,7	3,0	7,4	7,0	9,6
	Sep	11,0	33,3	6,7	-0,6	7,2	1,0
	Oct	-3,5	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	21,1	67,6	8,6	13,9	9,8	16,9
	Mar	6,9	12,3	9,8	9,5	9,5	9,7

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	<p>This survey covers enterprises involved in land transportation according to the following type of transportation:</p> <ul style="list-style-type: none"> • 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	<p>Passenger transportation excludes:</p> <ul style="list-style-type: none"> • minibus taxis; • metropolitan buses (including the Bus Rapid Transport system – BRT); and • rental of private cars/buses without drivers. <p>Freight transportation excludes:</p> <ul style="list-style-type: none"> • 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 March 2022 was 67,3%. The improved collection rate for February 2022 was 72,1%.
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 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

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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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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