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Freight transportation: results for October 2022

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

	May-22	Jun-22	Jul-22	Aug-22	Sep-22	Oct-22
Freight payload	14,1	14,1	27,1	20,6	19,0	23,3
Freight income	16,9	19,4	33,7	24,2	22,1	18,5

The volume of goods transported (payload) increased by 23,3% in October 2022 compared with October 2021. The corresponding income increased by 18,5% over the same period.

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

Type of commodity	Aug – Oct 2021 (R million)	Weight	Aug – Oct 2022 (R million)	% change between Aug – Oct 2021 and Aug – Oct 2022	Contribution (% points) to the total % change
Agriculture and forestry primary products	3 431	7,6	4 531	32,1	2,4
Primary mining and quarrying products	15 008	33,3	18 108	20,7	6,9
Manufactured food, beverages and tobacco products	5 303	11,8	6 568	23,9	2,8
Textiles, clothing and leather goods	1 057	2,3	1 282	21,3	0,5
Chemicals, coke, petroleum, rubber, plastic and other mineral products	3 671	8,2	4 157	13,2	1,1
Basic metals and fabricated metal products	823	1,8	674	-18,1	-0,3
Non-metallic products	472	1,0	520	10,2	0,1
Electrical machinery, transport machinery and equipment	545	1,2	641	17,6	0,2
Motor vehicles, parts and accessories	1 088	2,4	1 420	30,5	0,7
Paper and paper products	219	0,5	282	28,8	0,1
Commercial products	470	1,0	773	64,5	0,6
Used household and office products	1 059	2,4	1 672	57,9	1,4
Containers	1 839	4,1	1 969	7,1	0,3
Parcels	1 228	2,7	1 379	12,3	0,3
Other freight	8 799	19,5	10 797	22,7	4,4
Total income	45 010	100,0	54 770	21,7	21,7

Income from freight transportation increased by 21,7% in the three months ended October 2022 compared with the three months ended October 2021. The main positive contributors to this increase were:

- primary mining and quarrying products (20,7% and contributing 6,9 percentage points);
- 'other' freight (22,7% and contributing 4,4 percentage points);
- manufactured food, beverages and tobacco products (23,9% and contributing 2,8 percentage points); and
- agriculture and forestry primary products (32,1% and contributing 2,4 percentage points) – see Table B.

Figure 1 – Freight transportation: year-on-year percentage change in payload

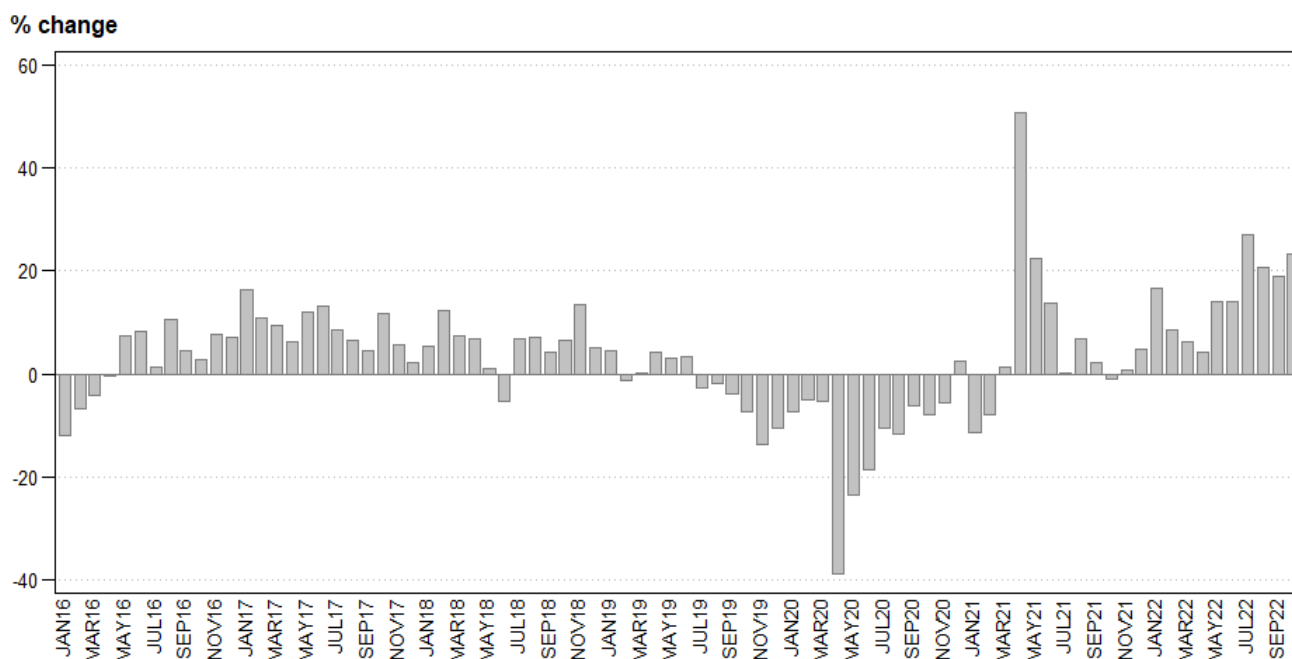


Table C – Seasonally adjusted payload for the latest three months by type of transport

Payload	May – Jul 2022 (000 tons)	Weight	Aug – Oct 2022 (000 tons)	% change between May – Jul 2022 and Aug – Oct 2022	Contribution (% points) to the total % change
Rail	39 980	15,8	37 475	-6,3	-1,0
Road	213 167	84,2	221 375	3,9	3,3
Total	253 147	100,0	258 850	2,3	2,3

Seasonally adjusted payload increased by 2,3% in the three months ended October 2022 compared with the previous three months. Road freight increased by 3,9% (contributing 3,3 percentage points) while rail freight decreased by 6,3% (contributing -1,0 percentage point) – see Table C.

Passenger transportation: results for October 2022

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

	May-22	Jun-22	Jul-22	Aug-22	Sep-22	Oct-22
Passenger journeys	1,6	7,0	6,0	6,0	5,0	9,6
Passenger income	8,5	22,0	29,0	17,8	22,4	20,7

The number of passenger journeys increased by 9,6% in October 2022 compared with October 2021. The corresponding income increased by 20,7% over the same period.

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

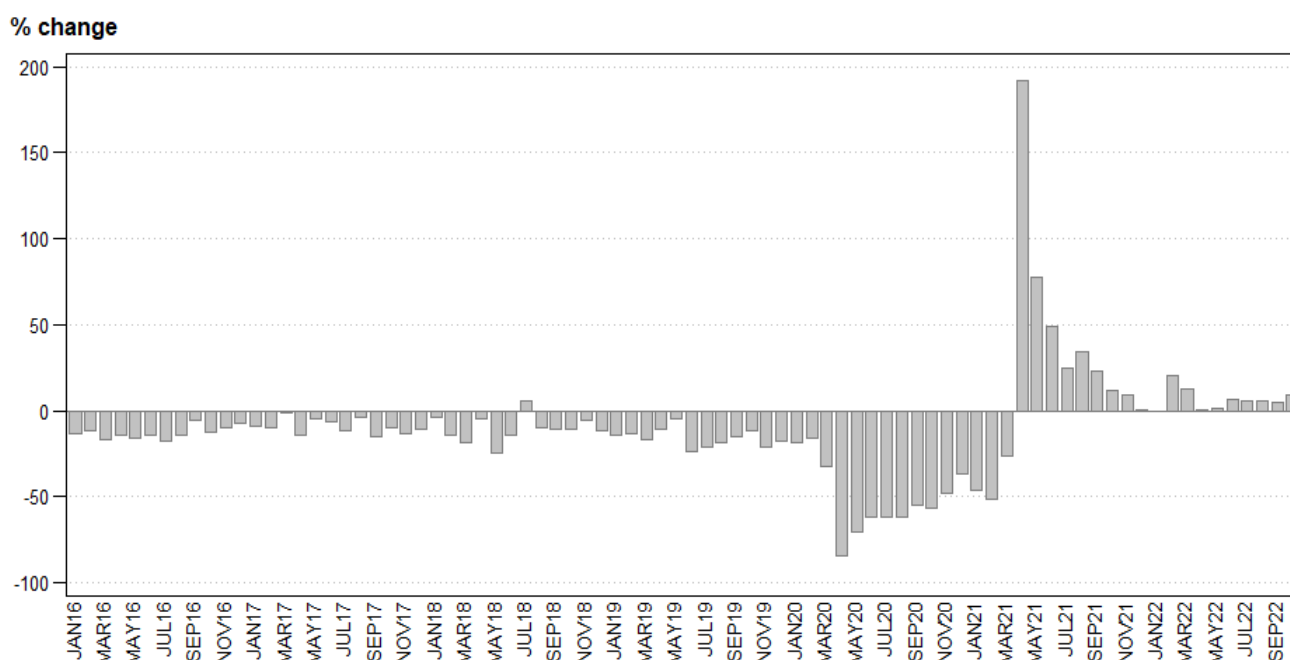


Table E – Seasonally adjusted passenger journeys for the latest three months by type of transport

Passenger journeys	May – Jul 2022 (000)	Weight	Aug – Oct 2022 (000)	% change between May – Jul 2022 and Aug – Oct 2022	Contribution (% points) to the total % change
Rail	3 340	5,3	4 269	27,8	1,5
Road	59 257	94,7	62 639	5,7	5,4
Total	62 597	100,0	66 908	6,9	6,9

Seasonally adjusted passenger journeys increased by 6,9% in the three months ended October 2022 compared with the previous three months. Road passenger journeys increased by 5,7% (contributing 5,4 percentage points) and rail passenger journeys increased by 27,8% (contributing 1,5 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	14 370	3 274	79 548	15 894	93 918	19 168
	Sep	14 659	3 467	74 754	14 934	89 413	18 401
	Oct	9 903	2 058	78 754	15 142	88 656	17 201

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	29,0	32,5	20,6	24,2
	Sep	-8,4	1,8	26,4	28,1	19,0	22,1
	Oct	-23,0	-27,4	33,4	29,6	23,3	18,5

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	13 404	2 905	54 544	10 479	67 948	13 384
	Feb	14 683	3 154	55 762	10 893	70 444	14 047
	Mar	15 492	3 508	57 714	11 239	73 206	14 746
	Apr	15 103	3 224	58 200	11 218	73 303	14 443
	May	14 572	3 140	58 915	11 424	73 487	14 564
	Jun	15 804	3 245	56 789	10 939	72 593	14 184
	Jul	13 607	2 834	55 161	10 564	68 769	13 399
	Aug	14 853	3 170	57 544	11 274	72 397	14 443
	Sep	14 468	3 086	57 419	11 382	71 887	14 468
	Oct	14 395	2 986	56 193	11 189	70 587	14 175
	Nov	13 909	2 841	57 041	11 260	70 949	14 101
	Dec	15 358	3 234	59 506	11 866	74 864	15 101
2022	Jan	14 371	3 032	65 688	12 832	80 059	15 864
	Feb	14 499	3 066	62 065	12 278	76 564	15 344
	Mar	13 402	2 923	63 898	12 849	77 300	15 772
	Apr	13 910	2 997	63 366	12 743	77 276	15 740
	May	13 577	2 994	68 584	13 726	82 161	16 720
	Jun	12 925	2 901	70 223	14 139	83 148	17 040
	Jul	13 478	3 084	74 360	14 968	87 839	18 053
	Aug	13 087	3 016	73 404	14 740	86 491	17 756
	Sep	13 199	3 134	72 077	14 419	85 276	17 553
	Oct	11 189	2 171	75 894	14 698	87 083	16 869

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	-14,0	-10,2	-2,1	-2,8	-4,7	-4,5
	Feb	9,5	8,6	2,2	4,0	3,7	5,0
	Mar	5,5	11,2	3,5	3,2	3,9	5,0
	Apr	-2,5	-8,1	0,8	-0,2	0,1	-2,1
	May	-3,5	-2,6	1,2	1,8	0,3	0,8
	Jun	8,5	3,3	-3,6	-4,2	-1,2	-2,6
	Jul	-13,9	-12,7	-2,9	-3,4	-5,3	-5,5
	Aug	9,2	11,9	4,3	6,7	5,3	7,8
	Sep	-2,6	-2,6	-0,2	1,0	-0,7	0,2
	Oct	-0,5	-3,2	-2,1	-1,7	-1,8	-2,0
	Nov	-3,4	-4,9	1,5	0,6	0,5	-0,5
	Dec	10,4	13,8	4,3	5,4	5,5	7,1
2022	Jan	-6,4	-6,2	10,4	8,1	6,9	5,1
	Feb	0,9	1,1	-5,5	-4,3	-4,4	-3,3
	Mar	-7,6	-4,7	3,0	4,7	1,0	2,8
	Apr	3,8	2,5	-0,8	-0,8	0,0	-0,2
	May	-2,4	-0,1	8,2	7,7	6,3	6,2
	Jun	-4,8	-3,1	2,4	3,0	1,2	1,9
	Jul	4,3	6,3	5,9	5,9	5,6	5,9
	Aug	-2,9	-2,2	-1,3	-1,5	-1,5	-1,6
	Sep	0,9	3,9	-1,8	-2,2	-1,4	-1,1
	Oct	-15,2	-30,7	5,3	1,9	2,1	-3,9

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

Type of commodity	May-22	Jun-22	Jul-22	Aug-22	Sep-22	Oct-22 1/
Agriculture and forestry primary products	1 472	1 510	1 508	1 620	1 492	1 419
Primary mining and quarrying products	5 565	5 570	6 024	6 589	6 184	5 335
Manufactured food, beverages and tobacco products	2 105	2 019	2 143	2 219	2 208	2 141
Textiles, clothing and leather products	397	378	375	404	419	459
Chemicals, coke, petroleum, rubber, plastic and other mineral products	1 331	1 274	1 386	1 495	1 406	1 256
Basic metals and fabricated metal products	225	249	226	226	251	197
Non-metallic products	156	178	191	192	185	143
Electrical machinery, transport machinery and equipment	188	195	211	225	203	213
Motor vehicles, parts and accessories	409	434	457	473	468	479
Paper and paper products	85	81	94	99	88	95
Commercial products	215	223	254	256	260	257
Used household and office products	495	535	514	584	560	528
Containers	655	659	718	698	654	617
Parcels	417	446	451	476	450	453
Other freight	3 431	3 531	3 598	3 613	3 574	3 610
Total	17 146	17 282	18 150	19 168	18 401	17 201

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	May-22	Jun-22	Jul-22	Aug-22	Sep-22	Oct-22
Agriculture and forestry primary products	24,5	24,9	35,5	36,2	31,2	28,4
Primary mining and quarrying products	10,4	8,5	37,6	24,9	21,7	14,7
Manufactured food, beverages and tobacco products	26,4	22,9	27,5	23,3	24,5	23,8
Textiles, clothing and leather products	11,8	23,5	42,0	18,8	23,2	21,8
Chemicals, coke, petroleum, rubber, plastic and other mineral products	12,5	11,3	28,2	21,5	15,6	2,5
Basic metals and fabricated metal products	-21,9	-5,3	-10,0	-25,4	-10,0	-18,3
Non-metallic products	-4,9	13,4	35,5	13,6	7,6	9,2
Electrical machinery, transport machinery and equipment	11,2	12,7	35,3	29,3	9,7	14,5
Motor vehicles, parts and accessories	13,6	24,0	38,1	25,1	37,2	29,8
Paper and paper products	19,7	15,7	36,2	33,8	20,5	31,9
Commercial products	13,8	21,9	68,2	96,9	79,3	31,8
Used household and office products	34,5	60,7	53,4	65,9	64,2	44,3
Containers	12,3	10,8	34,2	20,1	4,8	-2,7
Parcels	12,4	19,9	23,2	25,9	5,1	7,3
Other freight	28,4	39,4	32,3	18,2	22,0	28,3
Total	16,9	19,4	33,7	24,2	22,1	18,5

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	May-22	Jun-22	Jul-22	Aug-22	Sep-22	Oct-22
Agriculture and forestry primary products	2,0	2,1	2,9	2,8	2,4	2,2
Primary mining and quarrying products	3,6	3,0	12,1	8,5	7,3	4,7
Manufactured food, beverages and tobacco products	3,0	2,6	3,4	2,7	2,9	2,8
Textiles, clothing and leather products	0,3	0,5	0,8	0,4	0,5	0,6
Chemicals, coke, petroleum, rubber, plastic and other mineral products	1,0	0,9	2,2	1,7	1,3	0,2
Basic metals and fabricated metal products	-0,4	-0,1	-0,2	-0,5	-0,2	-0,3
Non-metallic products	-0,1	0,1	0,4	0,1	0,1	0,1
Electrical machinery, transport machinery and equipment	0,1	0,2	0,4	0,3	0,1	0,2
Motor vehicles, parts and accessories	0,3	0,6	0,9	0,6	0,8	0,8
Paper and paper products	0,1	0,1	0,2	0,2	0,1	0,2
Commercial products	0,2	0,3	0,8	0,8	0,8	0,4
Used household and office products	0,9	1,4	1,3	1,5	1,5	1,1
Containers	0,5	0,4	1,3	0,8	0,2	-0,1
Parcels	0,3	0,5	0,6	0,6	0,1	0,2
Other freight	5,2	6,9	6,5	3,6	4,3	5,5
Total	16,9	19,4	33,7	24,2	22,1	18,5

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	21 145	757	22 480	853
	Sep	1 400	104	23 049	859	24 449	963
	Oct	1 824	110	20 897	742	22 721	852

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	11,9	9,7	6,0	17,8
	Sep	-45,1	121,3	11,2	16,1	5,0	22,4
	Oct	-30,5	107,5	15,4	13,6	9,6	20,7

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	18 196	640	19 474	663
	Feb	1 383	28	16 117	659	17 500	687
	Mar	1 653	38	18 040	734	19 692	772
	Apr	1 623	43	19 097	678	20 720	721
	May	1 735	44	18 739	692	20 474	735
	Jun	1 441	33	18 427	674	19 867	707
	Jul	1 430	19	17 960	633	19 390	652
	Aug	2 216	33	18 456	686	20 672	718
	Sep	2 454	44	19 628	718	22 081	762
	Oct	2 373	47	17 510	638	19 883	685
	Nov	2 204	50	19 420	690	21 624	740
	Dec	1 835	43	20 706	624	22 541	667
2022	Jan	1 552	34	17 943	671	19 496	705
	Feb	1 881	57	19 119	737	21 000	795
	Mar	2 008	64	20 273	786	22 281	849
	Apr	1 476	79	19 520	785	20 996	864
	May	1 275	78	19 510	720	20 784	798
	Jun	1 007	70	20 240	795	21 248	865
	Jul	1 058	91	19 507	752	20 565	843
	Aug	1 277	92	20 636	752	21 913	844
	Sep	1 342	98	21 784	834	23 126	932
	Oct	1 650	98	20 219	725	21 869	823

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	-4,7
	Feb	8,2	21,7	-11,4	3,0	-10,1	3,6
	Mar	19,5	35,7	11,9	11,4	12,5	12,4
	Apr	-1,8	13,2	5,9	-7,6	5,2	-6,6
	May	6,9	2,3	-1,9	2,1	-1,2	1,9
	Jun	-16,9	-25,0	-1,7	-2,6	-3,0	-3,8
	Jul	-0,8	-42,4	-2,5	-6,1	-2,4	-7,8
	Aug	55,0	73,7	2,8	8,4	6,6	10,1
	Sep	10,7	33,3	6,4	4,7	6,8	6,1
	Oct	-3,3	6,8	-10,8	-11,1	-10,0	-10,1
	Nov	-7,1	6,4	10,9	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	21,2	67,6	6,6	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	1,8
	May	-13,6	-1,3	-0,1	-8,3	-1,0	-7,6
	Jun	-21,0	-10,3	3,7	10,4	2,2	8,4
	Jul	5,1	30,0	-3,6	-5,4	-3,2	-2,5
	Aug	20,7	1,1	5,8	0,0	6,6	0,1
	Sep	5,1	6,5	5,6	10,9	5,5	10,4
	Oct	23,0	0,0	-7,2	-13,1	-5,4	-11,7

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 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: <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	Passenger transportation excludes: <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 October 2022 was 71,0%. The improved collection rate for September 2022 was 74,8%.
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 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 *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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