

Mbalo Brief



the missing piece of the puzzle

February 2022



CENSUS 2022

#GETCOUNTED



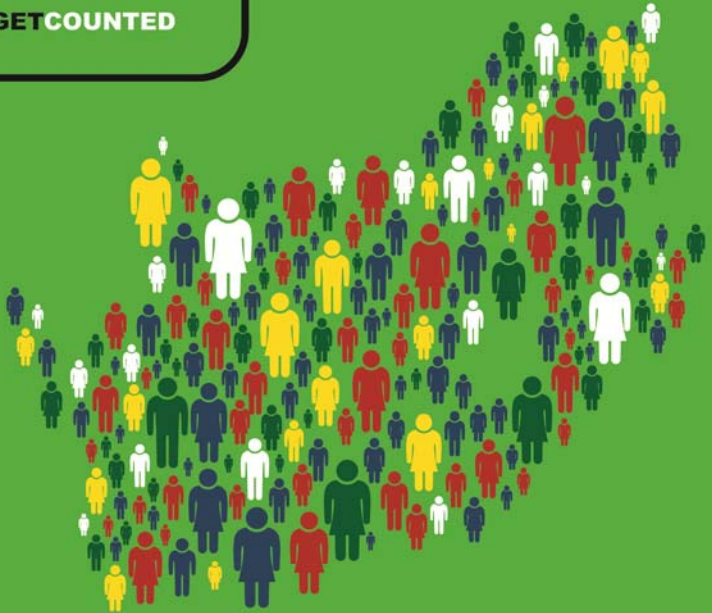
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Issue 01/2022

IMPROVING LIVES THROUGH DATA ECOSYSTEMS



stats sa

Department:
Statistics South Africa
REPUBLIC OF SOUTH AFRICA





**CENSUS
2022**

#GETCOUNTED



DID YOU KNOW

Census 2022 is currently underway until 28 February 2022.

GLOSSARY



Computer assisted personal interview



Computer assisted telephone interview



Computer assisted web interview

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Editor's comment

Census 2022 is finally underway. It kicked off with Census Night on Wednesday, 2 February 2022 and will run until 28 February 2022. Thousands of Statistics South Africa's (Stats SA) fieldworkers will visit more than 17 million households to count the country's population, in not only the fourth census since the country's transition to democracy, but also the first digital census. In this year's census, households can complete the questionnaire either online, telephonically (via a toll free number) or face-to-face. Census is important because it will inform the country of how many people reside in it and how they use the country's resources. The results of Census 2022 will enable policy makers to make evidence-based decisions, municipalities will use the results to inform their planning of the services they provide, while industry stakeholders and other small business people will use the results for their investment and business decisions. All the information collected by Stats SA field workers during census will be kept confidential and will not be used against anyone. You are therefore, encouraged to take part in Census 2022.

In this month's issue of *Mbalo Brief*, our educational article focuses on gender patterns in transport and it is based on the *Gender Series Volume VIII: Gender patterns in Transport, 2020*, (Report No. 03-10-24) published by Statistics South Africa (Stats SA) on 15 December 2021. Also have a look at our monthly crossword puzzle and solutions for November 2021. Articles published in this issue are based on the results of industry surveys conducted from November to December 2021.

For more details on any of the statistical releases, visit our website at: www.statssa.gov.za

Enjoy the read!



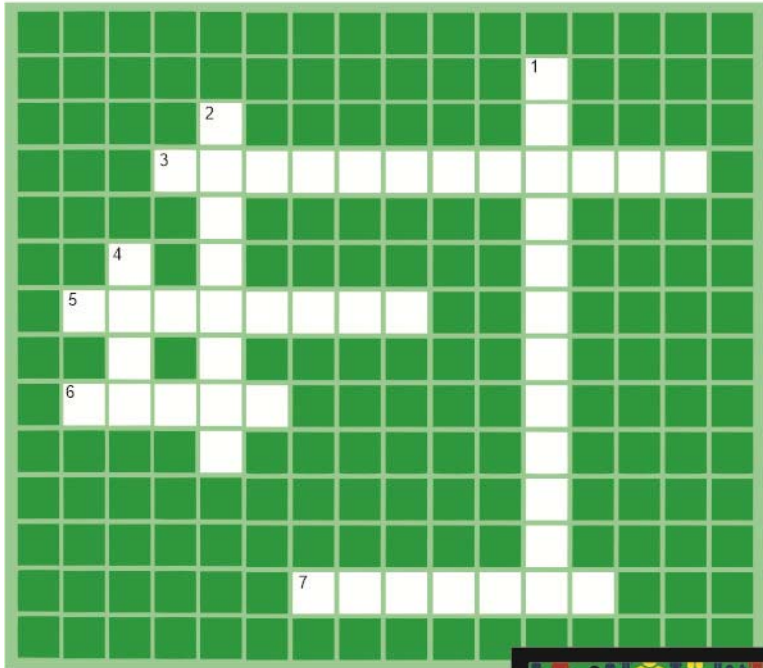


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Crossword puzzle





Across

3. According to the Tourism and migration article, which country was South Africa's primary source market for tourists in 2021?
5. According to the National Household Travel Survey (NHTS), a trip is a one-way ... from an origin to a destination, to fulfil a specific purpose or undertake an activity. Fill in the missing word.
6. The ongoing Census 2022 is south Africa's second census since the transition to democracy. True or false?
7. Which province had the highest proportion of both males and females who undertook trips in 2020? Read the educational article for clue.

Down

1. Which population group indicated visiting friends/ family/ ancestral home, shopping, and attending funerals as the top three main purposes for day trips undertaken by males and females in 2020? Read the educational article for clue.
2. Did Motor trade sales increase or decrease in November 2021? Read the Motor trade sales article for clue.
4. Which national address provides the President with an opportunity to speak to the nation on the general state of South Africa, in terms of political, economic and social matters? Only fill in the abbreviation.

Solutions for November 2021 puzzle

Across

3. Reconciliation Day
5. Quadripoint
6. Holiday

Down

1. Statistics South Africa
2. Five
4. Mpumalanga





Educational article on Gender Patterns in Transport

1. Introduction

Adequate access to transportation is critical for all persons to have access to different services, including getting to their place of work, education, business and visit family and friends, among other things. This is also supported by the National Development Plan (NDP, 2030) which advocates for safe, affordable, and effective transportation options in order to provide equitable access to opportunities for all and reduce poverty.

Transport research through a gender lens has been one of the focal areas that seek to address gender equality in the transport sector. Since these roles and responsibilities differ according to gender, the travel pattern of men and women will also differ in terms of time and distance taken to their destination, mode of transport used, or reason for travel. The purpose of this article is to examine transportation through a gendered lens, highlighting gender differences in the use of various modes of transportation and general travel patterns of men and women in South Africa between 2013 and 2020. These differences will be highlighted in the pattern of day and overnight trips taken by both men and women. The article will also look at the gender differences between the proportion of driver's licence holders as well as the proportion of deaths due to transport accidents. The article is based on the *Gender Series Volume VIII: Gender patterns in Transport, 2020*, (Report No. 03-10-24) published by Statistics South Africa (Stats SA) on 15 December 2021.

2. Background

The purpose of the *Gender Series Volume VIII: Gender patterns in Transport, 2020*, (Report No. 03-10-24) is to provide analysis relating to gender and transport using secondary data from the 2013 and 2020 National Household Travel Survey (NHTS). The NHTS is a joint venture between Statistics South Africa (Stats SA) and the Department of Transport (DoT). Its data collection took place from January to March 2020 (before lockdown restrictions started in South Africa) where a total of 65 523 dwelling units were sampled based on a two-stage sample design.





The specific objectives of the report include determining:

- the disparities between males and females on their general travel patterns;
- the gender variations in the modes of transportation to educational institutions;
- gender variations in the modes of travel used to workplaces; and
- household travel patterns and the factors influencing households' choice of the mode of travel.

For the purpose of this article, only the disparities between males and females on their general travel patterns will be analysed.

3. General patterns in transport

3.1 Trips taken

The National household travel survey (NHTS) defines a trip as a one-way movement from an origin to a destination, to fulfil a specific purpose or undertake an activity. This can be done by using different modes of transport such as cars, trains, taxis, buses, including walking, as these enable people to effectively participate in community life and carry out their daily activities.



Figure 1: Distribution of individuals who undertook a trip and those who did not during the seven days prior to the interview by gender, 2013 and 2020



Source: NHTS 2013, NHTS 2020

Figure 1 shows that the majority of people indicated to have taken trips between 2013 and 2020, though a decline of 5,4 percentage points was observed (81,4% in 2013 and 76,0% in 2020). In both years, a higher proportion of males than females reported to have taken trips during this period however, both males and females observed a decline of 5,3 and 5,4 percentage points, respectively.

An analysis of the distribution of those who undertook a trip by gender and province 2020 shows that Gauteng (28,2%) had the highest proportion of both males and females who undertook trips, followed by KwaZulu-Natal (16,9%). Northern Cape province had the least proportion (2,2%). Trips by females were slightly higher than male trips in the provinces of KwaZulu-Natal (17,1% females and 16,8% males), Eastern Cape (10,8% females and 10,3% males) and Limpopo (11,7% females and 10,7% males), while trips by males were more in the provinces of Western Cape (11,5% males and 10,9% females), Gauteng (28,6% males and 27,8% females) and North West (7,3% males and 6,8% females).

In 2013, about 67,4% of individuals residing in urban areas indicated to have taken trips. This declined to 65,3% in 2020. In both years, more males than females undertook trips, with trips taken by males increasing by 1,6



percentage points in 2013 and 1,2 percentage points in 2020. Although people in rural areas generally took fewer trips, there was an increase in trip taking for both males and females in rural areas during this period (from 32,6% in 2013 to 34,7% in 2020).

3.2 Reasons for not travelling

In both 2013 and 2020, more than 40% of those who did not travel stated that they did not need to travel (43,1% in 2013 and 47,9% in 2020), and more than 20% stated that they were either too old or too young to travel (22,8% in 2013 and 21,9% in 2020). In 2020, approximately 9% of those who did not travel indicated that they did not travel due to financial reasons; this was a decline of 2,7 percentage points from 2013. This reason was mostly given by males (12,2% in 2013 and 10,3% in 2020) more than females (10,3% in 2013 and 7,2% in 2020).

In 2013, there were gender disparities between males and females who did not travel, with 5% of females reporting that they were caring for children/sick/elderly compared to 0,6% of males. In 2020, this figure increased by 2,2 percentage points (7,2%) for female, while for males it decreased by 0,1 of a percentage point (0,5%).

Nationally, more than 40% of those who did not travel reported that they did not need to travel in both years. Similarly, this is the main reason stated by all population groups. However, there were gender differences, with more females than males giving this reason among Black Africans (46,9% females and males 46,3%) and Coloureds (57,4% females and 56,7% males). The analysis further showed that the proportion of females across all population groups did not travel because they were caring for children/sick/elderly relative was 11% for coloureds, 7,1% for black Africans, 5,8% for whites and 3% for Indian/Asian.

3.3 Day trips

The NHTS defines a day trip as travelling away from one's usual home and returning on the same day. These are trips taken in the last 12 months based on the needs of the traveller, but do not include trips to educational facilities or work. In 2013, the majority of people, regardless of sex, took day trips. However, there was a decline of 31,7 percentage points between 2013 and 2020, with only 28,8% of individuals who indicated to have taken day



trips in 2020 from 60,5% in 2013. A similar pattern was observed for both males (28,8%) and females (28,8%), where both sexes realised an equal percentage in the decline of day trips in 2020 from 59,8% for males and 61,1% for females in 2013.

In 2020, the three main purposes cited for day trips included visiting friends/family/ancestral home (43,2%), shopping (15,0%), and leisure or holiday (11,0%). In examining gender differences in the main purpose of day trips undertaken during this period, analysis revealed that females were more likely than males to take trips to religious/cultural/traditional facilities (6,5% females and 4,1% males), go shopping (16,9% females and 13,0% males), attend funerals (8,0% females and 6,3% males), and travel to medical facilities (3,1% females and 2,1% males). On the other hand, males were more likely to have visited friends/family/ancestral home (44,2% males and 42,3% females), attended sporting events (2,7% males and 1,2% females), and travelled to look for work (5,9% males and 2,6% females).

In 2020, both males and females, among Coloureds, Indian/Asians and Whites indicated that visiting friends/family/ancestral home, leisure/holiday and shopping were the three main purposes for undertaking day trips. However, the top three main purposes for day trips undertaken by black Africans males and females were to visit friends/ family/ ancestral home, shopping, and attending funerals.

Gender parity ratios (GPR) for day trips undertaken are calculated to ascertain if gender influenced the trips taken. Gender parity ratio is a measure of equality; for example, a GPR of 1,0 represents parity (equality), a GPR below 1,0 shows disparity in favour of males, and a GPR of greater than 1,0 shows disparities in favour of females. Gender parity ratios showed marked gender differences in the main purpose of day trips undertaken.

In urban areas, women mostly undertook day trips such as religious/cultural/traditional, wedding, leisure/holiday, shopping funeral and medical. Gender parity ratios for day trips taken owing to sporting, leisure/holiday, government services, looking for job and wellness were more inclined towards men, showing that males were more likely than females to have taken these trips. Gender parity ratios in rural areas mirrored the urban area pattern, conforming to all the main purposes cited by females or males, except for leisure/holiday where for urban areas mostly taken by women and by men in rural areas.



Table 1 – Day trips by sex and main mode of transport, 2013 and 2020

Mode of transport for day trip	Male		Female		Both sexes	
	N ('000)	%	N ('000)	%	N ('000)	%
2013						
Train	142	1,4	132	1,1	274	1,2
Bus	548	5,2	716	6,2	1 264	5,7
Taxi	4 563	43,4	5 731	49,5	10 295	46,6
Car driver	2 329	22,2	948	8,2	3 278	14,8
Car passenger	1 308	12,5	2 587	22,3	3 895	17,6
Walk all the way	1 456	13,9	1 342	11,6	2 798	12,7
Other	157	1,5	129	1,1	286	1,3
Total	10 504	100,0	11 586	100,0	22 089	100,0
2020						
Train	57	1,0	38	0,6	95	0,8
Bus	388	6,6	497	7,9	885	7,3
Taxi	2 336	39,9	3 000	47,5	5 336	43,9
Car driver	1 856	31,7	756	12,0	2 612	21,5
Car passenger	843	14,4	1 707	27,0	2 550	21,0
Walk all the way	233	4,0	159	2,5	392	3,2
Other	136	2,3	160	2,5	297	2,4
Total	5 850	100,0	6 317	100,0	12 167	100,0

Source: NHTS 2013, NHTS 2020

Generally, between 2013 and 2020, the most common mode of transport used for day trips was a taxi. Although most people used taxis, the proportion of people who used them decreased by 2,7 percentage points in 2020 (from 46,6% in 2013 to 43,9% in 2020). On the contrary, other modes of transport that were used such as car driver and car passenger showed an increases, with car driver increasing by 6,7 percentage points and car passenger by 3,4 percentage points.

In examining gender differences in the mode of transport used for day trips other than taxis, females were more likely to be a passenger in the car. In contrast, males were more likely to drive themselves to their destination.



Table 2 – Percentage distribution of day trips by sex, population group and the main mode of transport, 2020

Main mode of transport	Black Africans		Coloured		Indian/Asian		White	
	Male	Female	Male	Female	Male	Female	Male	Female
Train	1,0	0,7	1,5	1,0	0,0	0,0	0,6	0,2
Bus	7,8	9,1	5,5	6,6	3,0	0,5	1,1	1,5
Taxi	48,9	57,3	15,9	20,2	10,6	4,0	1,5	1,2
Car driver	22,2	7,4	44,3	14,3	62,9	31,0	77,6	38,2
Car passenger	13,6	20,8	27,8	52,0	12,6	53,5	14,3	53,2
Walk all the way	4,8	3,0	2,7	2,0	0,0	0,0	0,1	0,0
Other	1,7	1,8	2,3	3,9	10,8	11,0	4,8	5,8

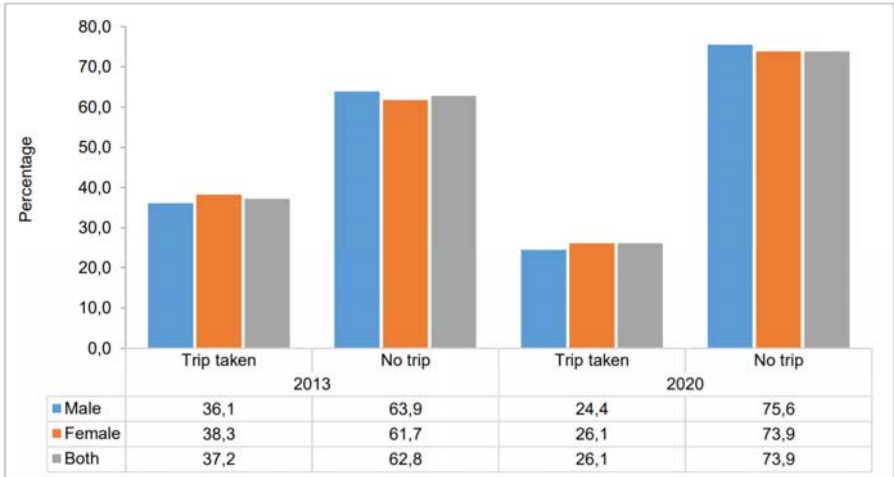
Source: NHTS 2020

Table 2 show that black Africans are more likely than other population groups to use public transportation, particularly taxis, with females being more likely than males. When taking day trips, men from the coloured, Indian/Asian, and white population groups were more likely to be drivers, while women from these population groups were more likely to be passengers. On average, black Africans were relatively less likely to be drivers, though the findings are in line with the pattern observed for other population groups, where males were more likely to be drivers (22,2%) than females (7,4%).



3.4 Overnight trips

Figure 2 – Distribution of those 15 years or older who took an overnight trip and those who did not take an overnight trip, by sex, 2013 and 2020



Source: NHTS 2020

According to the NHTS, an overnight trip is one in which one or more nights are spent away from the dwelling unit and is a round trip to the destination and back to the usual place of residence. Figure 2 shows that between 2013 and 2020, most people reported to have not undertaken overnight trips. In 2013, 36,1% of males reported taking an overnight trip, compared to 38,3% of females. Both males and females realised a decrease in overnight trips in 2020, with males recording a drop of 11,7 percentage points and 12,2 percentage points for females. The findings also showed gender differences in overnight trips taken during this period, with females being more likely to have taken these kinds of trips than males.

The main purpose of overnight trip by sex

The most common reasons for overnight trips were visiting friends/family/ancestral home (60,2%), followed by leisure/holiday (15,4%) and funeral (8,5%). The least overnight trips that were undertaken were for wellness-related activities, and this was the case for both females and males. Gender variations were observed in some of the reasons cited for overnight trips, including travel to religious/cultural/traditional (60,4% females



and 60,1% males) and funerals (9,4% females and 7,4% males) were more likely to be done by women. Whereas overnight trips taken to go look for work ((3,1% males and 1,1% females), to attend sporting related activities (0,6% males and 0,2% females) and travel to government services (0,8% males and 0,4% females) were more likely to be done by males.

The main purpose of overnight trips by sex and population group

Generally, most people who undertook overnight trips stated that they visited their friends/family/ancestral homes, which was true for all population groups, with virtually no gender differences observed. Whites (57,0% males and 59,5% females), Coloureds (35,4% males and 36,5% females), and Indian/Asians (33,6% males and 44,3% females) were more likely to have taken overnight trips for leisure/holidays, while black Africans were more likely to have taken these trips to attend funerals (8,9% males and 10,9% females).

The main purpose of overnight trips by sex and geographical location

The most common reason for overnight trips in both geographical areas (urban and rural) was to visit friends/family/ancestral home (62,6% urban and 54,3% rural). Leisure/holiday was reported as the second most common reason for overnight trips for those residing in urban areas (19,1%), while attending funerals was reported as the second most common reason for overnight trips for those residing in rural areas (12,6%), and this was true for both males and females. Between 2013 and 2020, the gender parity ratios for travelling to religious/culture/traditional facilities, attending weddings, shopping, attending funerals and travelling to wellness facilities were mostly taken by females. Overnight trips for sporting activities, looking for work, and accessing government services, on the other hand, were mostly taken by men.

3.5 Driving licences

One of the requirements for driving in South Africa is to have a driving licence.



Table 3 – Persons aged 18 years and older who have a driving licence by population group and sex, 2013 and 2020

Population group	2013			2020		
	Male	Female	Total	Male	Female	Total
	Thousand					
Black African	3 246	1 322	4 568	4 742	2 152	6 893
Coloured	585	272	857	686	328	1 014
Indian/Asian	360	228	588	455	308	763
White	1 591	1 554	3 145	1 683	1 673	3 356
RSA	5 783	3 376	9 158	7 566	4 460	12 027
	Per cent					
Black African	25,8	9,6	17,4	32,1	13,4	22,3
Coloured	39,1	16,3	27,1	40,6	17,5	28,5
Indian/Asian	73,7	47,5	60,7	75,7	54,5	65,4
White	92,7	83,6	88,0	92,8	86,2	89,4
RSA	35,5	19,0	26,9	40,1	21,8	30,6

Source: NHTS 2013, NHTS 2020

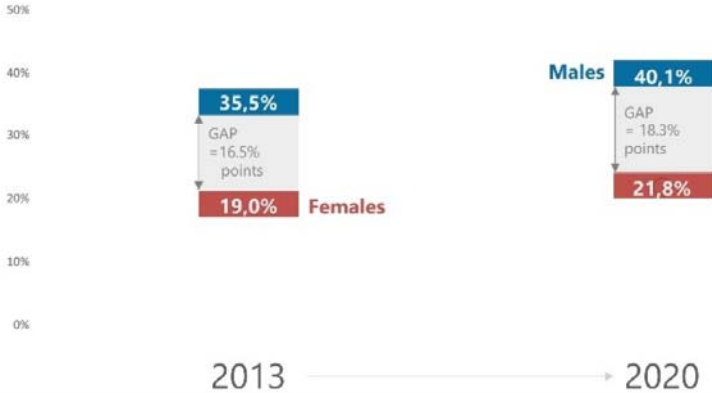
Table 3 shows that nationally, only 26,9% of persons aged 18 years and older had driving license in 2013, and an increase of 3,7 percentage points to 30,6% in 2020. Notwithstanding the generic increases observed across all population groups, the analysis revealed that whites were more than three times more likely than the national average to have a driving licence in 2013. In 2020, this figure increased by 1,4 percentage points. On the contrary, black Africans lagged behind all other population groups, falling below the national average in both years (national average: 26,9% vs black African: 17,4% in 2013 and national average: 30,6% vs black African: 22,3% in 2020).



Figure 3 – Percentage of driving license holders by sex, 2013 and 2020

Females in SA have not attained gender equality in the possession of driving licences.

Persons aged 18 years and older who have a driving licence, 2013,2020

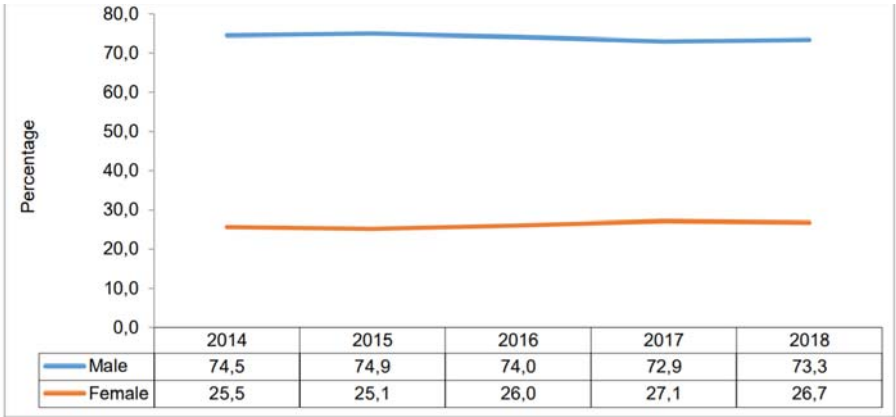


Gender analysis revealed that in both years, more males than females were driving licence holders.



3.6 Transportation road accidents

Figure 4 – Deaths due to transport accidents by sex, 2014–2018



Source: MACOD 2014, MACOD 2018

Figure 4 shows that males were more likely than females to succumb to death in transport accidents, though the trend remained relatively stable from 2014 to 2018, hovering between 72% and 75%. Females, on the other hand, have consistently had fewer fatalities attributed to transport accidents, despite the slight increases observed during 2014 to 2018.

4 Conclusion

The overall findings of the article show that, between 2013 and 2020, the majority of people who took trips decreased. However, a higher proportion of males than females indicated to have taken a trip during this period. Between 2013 and 2020, people residing in urban areas were more likely to have undertaken a trip than those residing in rural areas. Taking care of children/sick/elderly relatives was one of the reasons cited by people who did not travel during the reporting period, and there were gender differences, with females being more likely than males to perform this responsibility. Analysis on the main purpose for day trips showed that females were more likely to have taken day trips for religious/cultural/traditional and funeral reasons, whereas males were more likely to have taken day trips for



leisure/holiday and sporting activities. When taking day trips, gender analysis revealed that females were more likely to use public transport, particularly taxis, whereas males were more likely to drive themselves to their destination. Analysis on driving license possession revealed that the black African population lagged behind all other population groups, falling below the national average between 2013 and 2020. Furthermore, women lagged behind men across all population groups. Data on transport-related deaths showed that men were more likely than women to die in transport-related accidents.



Primary industries

Mining: Production and sales

Mining production increased by 5,2% in November 2021

South Africa is one of the top countries with the largest gold mine reserves in the world. According to United States Geological Survey (USGS), South Africa is ranked the third largest country in the world with mine reserves of 3 200 tonnes with Australia being the leading country, boasting the largest gold mine reserves in the world with 10 000 tonnes. Russia is the country with second largest reserves with 5 300 tonnes, United States is ranked fourth with 3 000 tonnes and Indonesia is ranked at fifth position with 2 600 tonnes. According to USGS, the below-stock ground stock of gold reserves around the world is currently estimated to be around 50 000 tonnes. Presented in this article is a summary of the results from the *Mining: production and sales* (Statistical release P2041) for November 2021.

Mining production increased by 5,2% year-on-year in November 2021 (see **Table A**). The largest positive contributors were:

- PGMs (38,1%, contributing 7,7 percentage points); and
- iron ore (9,3%, contributing 0,8 of a percentage point).

Coal (-7,9% and contributing -2,2 percentage points) was a significant negative contributor

Table A – Key growth rates in the volume of mining production for November 2021

	Jun-21	Jul-21	Aug-21	Sep-21	Oct-21	Nov-21
Year-on-year % change, unadjusted	22,1	9,8	3,6	-03	2,2	5,2
Month-on-month % change, seasonally adjusted	-1,7	2,7	0,9	-4,4	3,1	-2,2
3-month % change, seasonally adjusted ^{1/}	2,6	-2,2	-2,4	-1,3	0,2	-1,6

^{1/} Percentage change between the previous 3 months and the 3 months ending in the month indicated. A full release on *Mining: Production and sales* (Statistical release P2041) is available on the Stats SA website: www.statssa.gov.za

Mineral sales at current prices increased by 22,2% year-on-year in November 2021 (see **Table B**). The largest positive contributors were:

- PGMs (34,4%, contributing 12,0 percentage points);
- gold (59,7%, contributing 7,1 percentage points); and



- coal (29,7%, contributing 5,6 percentage points).

Iron ore (-14,5% and contributing -2,0 percentage points) was a significant negative contributor.

Table B – Key growth rates in mineral sales at current prices for November 2021

	Jun-21	Jul-21	Aug-21	Sep-21	Oct-21	Nov-21
Year-on-year % change, unadjusted	94,9	51,0	35,7	1,8	5,1	22,2
Month-on-month % change, seasonally adjusted	1,6	-0,8	1,2	-24,1	12,3	7,5
3-month % change, seasonally adjusted ^{1/}	8,1	4,6	0,7	-7,9	-12,0	-15,3

^{1/} Percentage change between the previous 3 months and the 3 months ending in the month indicated. A full release on *Mining: Production and sales* (Statistical release P2041) is available on the Stats SA website: www.statssa.gov.za



Secondary industries

Manufacturing: production and sales

Manufacturing production decreased by 0,7% in November 2021

In line with Preferential Procurement Policy Framework Act, 2000 (Act No.5 of 2000), the new uniform for the South African National Defence Force (SANDF) will be manufactured in South Africa. According to the Act, goods ordered by the state institutions must contain a minimum of local content and in case of clothing and textiles this is 100%. Then the special fabric to manufacture SANDF uniforms was imported but now local manufacturers will supply the material and the final product. The production of the uniform will bolster local manufacturing industry by generating more profit, creating jobs and imparting skills. Presented in this article is a summary of the results from *Manufacturing: production and sales* (statistical release P3041.2) for November 2021.

Manufacturing production decreased by 0,7% in November 2021 compared with November 2020 (see **Table C**). Negative contributions were made by the following divisions:

- petroleum, chemical products, rubber and plastic products (-13,6%, contributing -3,1 percentage points); and
- furniture and 'other' manufacturing (-7,9%, contributing -0,4 of a percentage point).

The largest positive contributions were made by the following divisions:

- basic iron and steel, non-ferrous metal products, metal products and machinery (4,4% and contributing 0,8 of a percentage point);
- wood and wood products, paper, publishing and printing (6,7%, contributing 0,7 of a percentage point);
- textiles, clothing, leather and footwear (13,4%, contributing 0,5 of a percentage point); and
- food and beverages (1,9%, contributing 0,5 of a percentage point).



Table C – Key growth rates in the volume of manufacturing production for November 2021

	Jun-21	Jul-21	Aug-21	Sep-21	Oct-21	Nov-21
Year-on-year % change, unadjusted	11,9	-4,8	2,2	0,8	-8,5	-0,7
Month-on-month % change, seasonally adjusted	-0,6	-8,3	7,5	2,7	-5,2	3,7
3-month % change, seasonally adjusted ^{1/}	-1,5	-5,8	-6,3	-4,2	1,2	2,2

^{1/} Percentage change between the previous 3 months and the 3 months ending in the month indicated. A full release on *Manufacturing: Production and sales* (Statistical release P3041.2) is available on the Stats SA website: www.statssa.gov.za

Selected building statistics of the private sector as reported by local government institutions

The value of recorded building plans passed increased by 43,6% during January to November 2021

Property consumers now have more protection after the Property Practitioners Act (PPA) came into effect on 1 February 2022. The purpose of the Act is to transform the property industry and protect property consumers. This entails protecting consumers with the provision of the compulsory inclusion of a comprehensive property defects disclosure document for both property sales and rentals. Under the new law, the disclosure document must be signed by all parties and attached to the sale or lease agreement. This is to ensure that property consumers get as much information regarding the property's condition from the sellers as possible before the offer to purchase or rent can be concluded. Any practitioner who does not comply in terms of this Act is liable to a fine or to imprisonment for a period not exceeding 10 years. Presented in this article is a summary of the results of *Selected building statistics of the private sector as reported by local government institutions* (Statistical release P5041.1) for November 2021.



Total value of recorded building plans passed at current prices

The value of recorded building plans passed (at current prices) increased by 43,6% (R29 969,0 million) during January to November 2021 compared with January to November 2020 (**see Table D**). Increases were recorded for residential buildings (52,0% or R18 642,9 million), additions and alterations (47,2% or R8 891,1 million) and non-residential buildings (17,3% or R2 435,0 million).

The largest contributions to the total increase of 43,6% (R29 969,0 million) were made by the following provinces:

- Gauteng (contributing 16,3 percentage points or R11 208,1 million);
- KwaZulu-Natal (contributing 8,4 percentage points or R5 760,3 million);
- Western Cape (contributing 7,9 percentage points or R5 399,6 million); and
- Eastern Cape (contributing 6,6 percentage points or R4 522,3 million).

Total value of buildings reported as completed at current prices

The value of buildings reported as completed (at current prices) increased by 24,2% (R10 532,1 million) during January to November 2021 compared with January to November 2020. Increases were recorded for additions and alterations (37,8% or R3 474,5 million) and residential buildings (31,7% or R7 078,1 million).



Table D – Buildings reported as completed to larger municipalities at current prices: January to November 2020 versus January to November 2021

Estimates at current prices	January to November 2020	January to November 2021	Difference in value between January to November 2020 and January to November 2021	% change between January to November 2020 and January to November 2021 1/
	R'000	R'000	R'000	
Residential buildings	35 848 232	54 491 138	18 642 906	52,0
- Dwelling houses	21 934 799	35 168 958	13 234 159	60,3
- Flats and townhouses	13 614 231	18 276 332	4 662 101	34,2
- Other residential buildings	299 202	1 045 848	746 646	249,5
Non-residential buildings	14 047 427	16 482 431	2 435 004	17,3
Additions and alterations	18 854 524	27 745 623	8 891 099	47,2
Total	68 750 183	98 719 192	29 969 009	43,6

1/ 2020 and 2021 figures should be regarded as preliminary because of possible backlogs and incomplete reporting by municipalities. A full release on *Selected building statistics of the private sector as reported by local government institutions* (Statistical release P5041.1) is available on the Stats SA website: www.statssa.gov.za

Electricity generated and available for distribution

Electricity production decreased by 3,7% in November 2021

The power utility, Eskom, is embarking on a national initiative to upgrade prepaid meter software by changing the meter coding. The initiative aims to address all electricity meter challenges encountered by customers and to ensure that Eskom has accurate customer meter data. The initial phase of the project roll out began in Gauteng on 01 September 2021 and will continue to be rolled out to all prepaid Eskom and municipal customers. The current electricity meter software will expire in 2024 and any meter that has not been coded by November 2024 will not upload prepaid tokens,



which will leave customers without electricity supply. During the project roll out, which is free of charge, Eskom will also provide education on meter coding and assist customers who may experience challenges with their electricity meters. Presented in this article is a summary of the results from the *Electricity generated and available for distribution* (statistical release P4141) for November 2021.

Electricity generation (production) decreased by 3,7% year-on-year in November 2021 (see **Table E**).

Table E – Key growth rates in the volume of electricity generated for November 2021

	Jun-21	Jul-21	Aug-21	Sep-21	Oct-21	Nov-21
Year-on-year % change, unadjusted	3,2	3,4	2,0	0,0	-3,4	3,7
Month-on-month % change, seasonally adjusted	-1,5	0,4	-0,4	-0,4	-3,7	-0,4
3-month % change, seasonally adjusted ^{1/}	1,5	0,3	-0,8	-0,8	-2,1	-3,1

^{1/} Percentage change between the previous 3 months and the 3 months ending in the month indicated.

Electricity distribution (consumption) decreased by 2,4% year-on-year in November 2021 (see **Table F**).

Table F – Key growth rates in the volume of electricity distributed for November 2021

	Jun-21	Jul-21	Aug-21	Sep-21	Oct-21	Nov-21
Year-on-year % change, unadjusted	2,1	2,8	2,2	0,1	-3,6	-2,4
Month-on-month % change, seasonally adjusted	-2,3	1,6	0,6	-0,9	-4,1	0,6
3-month % change, seasonally adjusted ^{1/}	0,6	0,0	-0,6	0,5	-1,0	-2,5

^{1/} Percentage change between the previous 3 months and the 3 months ending in the month indicated. A full release on *Electricity generated and available for distribution* (Statistical release P4141) is available on the Stats SA website: www.statssa.gov.za



Tertiary industries

Wholesale trade sales

Wholesale trade sales increased by 19,0% in November 2021

Waste is one of the sectors that contributes to South Africa's gross domestic product (GDP). According to Waste 2020 Market Intelligence Report by GreenCape, a non-profit organisation, it is estimated that local waste economy contributed about R24,3 billion to the GDP in 2016. Statistics South Africa (Stats SA) also reported that other intermediate products, waste and scrap is one of the sector that contributed to the increase of wholesale trade sales in November 2021. Wholesalers in waste who wish to get permit to import or export waste should contact with International Trade Administration Commission (ITAC) which is responsible for export control measures. However, Regulations Regarding the Control of Import and Export of waste (GN 22 of 21 January 2021) indicate that ITAC will not issue an export or import permit on substances or objects considered waste unless Department of Environment Forestry and Fisheries (DEFF) has issued a consent letter and has no objection to the issuing of the permit. Presented in this article is a summary of the results of the *Wholesale trade sales* (statistical release P6141.2) for November 2021.

Wholesale trade sales increased by 19,0% in November 2021 compared with November 2020 (**see Table G**). The main positive contributors were dealers in:

- solid, liquid and gaseous fuels and related products (37,1%, contributing 6,7 percentage points); and
- 'other' intermediate products, waste and scrap (54,2%, contributing 3,4 percentage points).

Wholesale trade sales increased by 13,6% in the three months ended November 2021 compared with the three months ended November 2020.

The main contributors were dealers in:

- solid, liquid and gaseous fuels and related products (38,9%, contributing 7,1 percentage points); and
- 'other' intermediate products, waste and scrap (30,9%, contributing 2,0 percentage points).



Table G – Key growth rates in wholesale trade sales at current prices for November 2021

	Jun-21	Jul-21	Aug-21	Sep-21	Oct-21	Nov-21
Year-on-year % change, unadjusted	22,9	7,3	14,3	10,8	10,9	19,0
Month-on-month % change, seasonally adjusted	-2,5	-4,4	5,3	-0,2	2,6	1,5
3-month % change, seasonally adjusted ^{1/}	6,8	4,3	0,2	-0,8	1,9	3,9

^{1/} Percentage change between the previous 3 months and the 3 months ending in the month indicated. A full release on *Wholesale trade sales* (P6141.2) is available on the Stats SA website: www.statssa.gov.za

Retail trade sales

Retail trade sales increased by 3,3% in November 2021

Plastic pollution is one of the main challenges faced around the world. In an effort to address plastic pollution, South African retailers pledged to eradicate plastic products by 2022 through South African Plastics Pact which was launched on 30 January 2020. The SA Plastics Pact was launched by World Wide Fund for Nature (WWF-SA) in partnership with the South African Plastics Recycling Organisation (SAPRO). Members pledged that by 2022 plastic products such as plastic lollipop sticks, plastic stirrers, plastic cutlery, plates, bowls and thin plastic barrier bags used at tills, among others, must be phased out. Presented in this article is a summary of the results from the *Retail trade sales* (statistical release P6242.1) for November 2021.

Retail trade sales increased by 3,3% year-on-year in November 2021 (see **Table H**). The main positive contributors to this increase were:

- retailers in textiles, clothing, footwear and leather goods (10,3%, contributing 1,8 percentage points); and
- general dealers (3,6%, contributing 1,5 percentage points).

Retail trade sales increased by 2,5% in the three months ended November 2021 compared with the three months ended November 2020. The main positive contributor to this increase was retailers in textiles, clothing, footwear and leather goods (9,3%, contributing 1,5 percentage points).



Table H – Key growth rates in retail trade sales for November at constant 2015 prices

	Jun-21	Jul-21	Aug-21	Sep-21	Oct-21	Nov-21
Year-on-year % change, unadjusted	10,5	-1,2	-1,5	2,1	1,9	3,3
Month-on-month % change, seasonally adjusted	0,8	-11,2	4,9	5,2	-1,3	1,9
3-month % change, seasonally adjusted ^{1/}	0,9	-2,5	-3,9	-5,4	0,0	4,1

^{1/} Percentage change between the previous 3 months and the 3 months ending in the month indicated. A full release on *Retail trade sales* (Statistical release P6242.1) is available on the Stats SA website: www.statssa.gov.za

Motor trade sales

Motor trade sales increased by 13,7% year-on-year in November 2021

The automotive industry has been experiencing a global shortage of new vehicle supply due to a shortage of semiconductor chips. Semiconductor chips are used for sensing, safety features, power management, displays and control of the vehicle. Thus the shortage of the chip means many new vehicles are partially completed. The chip shortage is a result of the global COVID-19 pandemic which caused manufacturing plants to suspend production. Therefore, when plants reopened, the increase in demand for chips outnumbered the supply. Presented in this article is a summary of the results from the *Motor trade sales* (statistical release P6343.2) for November 2021.

Motor trade sales increased by 13,7% year-on-year in November 2021 (**see Table I**). The largest annual growth rates were recorded for:

- fuel sales (22,8%);
- sales of accessories (12,2%);
- used vehicle sales (11,6%); and
- new vehicle sales (10,8%).



Motor trade sales increased by 10,0% in the three months ended November 2021 compared with the three months ended November 2020. The main contributors to this increase were:

- fuel sales (16,7%, contributing 4,6 percentage points); and
- new vehicle sales (11,8%, contributing 2,5 percentage points).

Table I – Key growth rate figures in motor trade sales for November 2021

	Jun-21	Jul-21	Aug-21	Sept-21	Oct-21	Nov-21
Year-on-year % change, unadjusted	16,7	1,1	11,7	8,6	7,8	13,7
Month-on-month % change, seasonally adjusted	-4,2	-9,9	13,7	2,2	0,1	1,5
3-month % change, seasonally adjusted ^{1/}	4,5	-1,9	-4,6	-2,9	5,9	7,9

^{1/} Percentage change between the previous 3 months and the 3 months ending in the month indicated. A full release on *Motor trade sales* (Statistical release P6343.2) is available on the Stats SA website: www.statssa.gov.za

Food and beverages

Food and beverages industry income increased by 15,1% in November 2021

Despite South Africa's wine industry being hit by a series of alcohol bans and other supply chain issues in 2021, wines' total export volumes managed to increase. The export data released in January 2022 by Wines of South Africa (WoSA), a not-for-profit organisation responsible for promoting the export of all South African wines to international markets, indicated that the total export volume grew by 22% to 388,1 million litres. The report, which covers January to October 2021, also indicates that the total value of local exports increased by 12,1% in 2021. The United Kingdom (UK) was South Africa's biggest market for wine exports both in terms of volume which was 92,5 million litres and value, which was R2,5 billion. Presented in this article



is a summary of the results from *Food and beverages* (statistical release P6420) for November 2021.

Total income generated by the food and beverages industry increased by 15,1% in November 2021 compared with November 2020 (**see Table J**). The largest annual growth rate was recorded for food sales (17,4%).

In November 2021, the main contributors to the 15,1% year-on-year increase were:

- takeaway and fast-food outlets (29,6%, contributing 9,3 percentage points); and
- restaurants and coffee shops (6,3%, contributing 3,3 percentage points).

Total income increased by 23,3% in the three months ended November 2021 compared with the three months ended November 2020. The main contributors to this increase were:

- restaurants and coffee shops (22,4%, contributing 11,3 percentage points); and
- takeaway and fast-food outlets (29,2%, contributing 9,8 percentage points).

Table J – Year-on-year percentage change in food and beverages income at constant prices by type of income – November 2021

Type of income	Jun-21	Jul-21	Aug-21	Sep-21	Oct-21	Nov-21
Food sales	89,7	32,5	40,7	30,7	32,2	17,4
Bar sales	918,4	324,3	147,9	9,4	13,3	0,4
Other income	1,8	4,7	-2,6	-15,1	2,1	-3,6
Total	101,8	38,5	45,5	26,88	29,2	15,1

1/ Changes from zero in the preceding period cannot be calculated as a percentage. A full release on *Food and beverages* (Statistical release P6420) is available on the Stats SA website: www.statssa.gov.za



Tourist accommodation

Income for the tourist accommodation industry increased by 83,6% in November 2021

In the last few years, the tourist accommodation industry has seen a gradual and steady shift in guest preference from hotels to short-term home rentals (such as Airbnb). The COVID-19 pandemic has somewhat contributed towards this shift because guests preferred an accommodation set up that would ensure less contact with others due to lingering concerns over the virus. According to STR, a provider of commercial real estate information, analytics and online marketplaces, there were some negative sentiments towards travel accommodation throughout 2021, however, short term rentals and smaller hotels were the few to stand out during the pandemic. Thus, while hotels will always have their place in travel and tourism, trends suggest that private accommodation is the next big thing in guest preference. Presented in this article is a summary of the results from the *Tourist accommodation* (statistical release P6410).

Total income for the tourist accommodation industry increased by 83,6% in November 2021 compared with November 2020 (**see Table K**). Income from accommodation increased by 60,5% year-on-year in November 2021, the result of a 34,8% increase in the number of stay unit nights sold and a 19,1% increase in the average income per stay unit night sold.

In November 2021, positive contributors to the 60,5% year-on-year increase in income from accommodation were:

- hotels (73,5%, contributing 38,1 percentage points);
- 'other' accommodation (48,2%, contributing 19,5 percentage points);
- and
- guest-houses and guest-farms (53,7%, contributing 3,0 percentage points).

Income from accommodation increased by 61,2% in the three months ended November 2021 compared with the three months ended November 2020.

The main contributors to this increase were:

- hotels (81,5%, contributing 38,0 percentage points); and
- 'other' accommodation (41,9%, contributing 19,1 percentage points).



Table K – Year-on-year percentage change in tourist accommodation statistics for November 2021

	Jun-21	Jul-21	Aug-21	Sep-21	Oct-21	Nov-21
Stay units available	0,0	0,0	-0,1	0,0	0,0	0,2
Stay unit nights sold	584,7	225,3	137,2	61,1	37,0	34,8
Average income per stay unit nights sold	10,0	5,0	-5,0	8,1	10,8	19,1
Income from accommodation	653,5	241,5	125,4	74,2	51,9	60,5
Total income ^{1/}	969,3	124,7	92,8	55,4	97,3	83,6

^{1/} Includes restaurant and bar sales and 'other' income. A full release on *Tourist accommodation* (Statistical release P6410) is available on the Stats SA website: www.statssa.gov.za

Tourism and migration

1 053 311 travellers passed through South Africa's ports of entry/exit in November 2021

The COVID-19 pandemic has not only changed the number of tourists who came to South Africa since the start of the pandemic, but has also changed the countries from which most of them came from. Before the pandemic (between January and November 2019), roughly 2,4 million overseas tourists arrived in the country. However, between the same period in 2021, only 326 288 overseas tourists arrived in the country. Moreover, the United Kingdom (UK), which used to record the highest number of overseas tourists coming into South Africa, imposed some of the strictest restrictions on travellers from South Africa. This meant that anyone who came to South Africa, including UK citizens, would need to quarantine for ten days in a state-managed hotel at their own cost of £2,285 (around R47,000) before being allowed in the UK. As a result, tourists from the UK decreased to 34 100 between January to November 2021, making way for the United States (with 71 860 tourists in the same period) to be South Africa's primary source market for tourists in 2021. Presented in this article is a summary of the results from the *Tourism and migration* (statistical release P0351) for November 2021.



In November 2021, a total of 1 053 311 travellers (arrivals, departures and transits) passed through South African ports of entry/exit (see Table L). These travellers were made up of 337 706 South African residents and 715 605 foreign travellers. A further breakdown of the figures for South African residents indicates that there were 168 490 arrivals, 168 973 departures and 243 travellers in transit. The corresponding volume for foreign arrivals, departures and travellers in transit was 371 649, 325 842 and 18 114 respectively. A comparison between the movements in November 2020 and November 2021 indicates that the volume of arrivals, departures and travellers in transit increased for both South African residents and foreign travellers. For South African residents, the volume of arrivals increased by 84,3% (from 91 418 in November 2020 to 168 490 in November 2021). Departures increased by 93,8% (from 87 179 in November 2020 to 168 973 in November 2021), and transits increased by 594,3% (from 35 in November 2020 to 243 in November 2021). For foreign travellers, arrivals increased by 143,4% (from 152 694 in November 2020 to 371 649 in November 2021), departures increased by 139,1% (from 136 277 in November 2020 to 325 842 in November 2021), and transits increased by 484,7% (from 3 098 in November 2020 to 18 114 in November 2021).

A comparison between the movements in October 2021 and November 2021 indicates that the volume of arrivals and departures decreased for South African residents but increased for foreign travellers. Travellers in transit increased for both groups of travellers. For South African residents, the volume of arrivals decreased by 3,1% (from 173 890 in October 2021 to 168 490 in November 2021), departures decreased by 3,6% (from 175 352 in October 2021 to 168 973 in November 2021) and transits increased by 27,9% (from 190 in October 2021 to 243 in November 2021). For foreign travellers, arrivals increased by 10,1% (from 337 611 in October 2021 to 371 649 in November 2021), departures increased by 9,3% (from 298 073 in October 2021 to 325 842 in November 2021) and transits increased by 9,9% (from 16 478 in October 2021 to 18 114 in November 2021).

In November 2021, 43 959 (11,8%) of foreign arrivals were classified as non-visitors while 327 690 (88,2%) were classified as visitors. The visitors were categorised into three groups:



- i. Arrivals only – comprising visitors who entered the country in November 2021 but did not depart in November 2021 [102 539 (31,3%)];
- ii. Single trips – visitors who came to South Africa once in November 2021 and left in November 2021 [121 590 (37,1%)]; and
- iii. Multiple trips – visitors who came to and left South Africa more than once in November 2021 [103 561 (31,6%)].

Mode of travel of travellers

In November 2021, road transport was the most common mode of travel used by 638 940 (60,7%) of the 1 053 311 travellers. The total number of travellers who used air transport was 409 628 (38,9%). Compared to air and land transport, a smaller number of travellers, 4 743 (0,5%) used sea transport into and out of South Africa.

Mode of travel of tourists

In November 2021, 68 656 (93,2%) of the 73 679 overseas tourists arrived in the country by air transport, whilst 4 880 (6,6%) came in by road transport and 143 (0,2%) arrived by sea. Tourists from the Southern African Development Community (SADC) countries, on the other hand, came predominantly by road, 165 143 (85,5%), whilst 28 088 (14,5%) came by air and one tourist (less than 0,1%) arrived by sea. The number of tourists who came into South Africa by air from 'other' African countries was 7 520 (93,1%); 555 (6,9%) used road transport and none used sea transport.

Regional and national distribution

In November 2021, the distribution of overseas tourists was as follows: Europe, 50 860 (69,0%); North America, 12 218 (16,6%); Asia, 5 479 (7,4%); The Middle East, 2 423 (3,3%); Central and South America, 1 641 (2,2%) and Australasia, 1 058 (1,4%).

The ten leading overseas countries in terms of the number of tourists visiting South Africa in November 2021 were: Germany, 12 897 (17,5%); United Kingdom (UK), 11 340 (15,4%); United States of America (USA), 10 572 (14,3%); The Netherlands, 4 786 (6,5%); France, 4 479 (6,1%); Switzerland,



2 741 (3,7%); India, 2 392 (3,2%); Belgium, 1 930 (2,6%); Russian Federation, 1 743 (2,4%) and Canada, 1 646 (2,2%).

Virtually, most tourists from Africa, 193 232 (96,0%), came from SADC countries. The distribution of the remaining tourists from Africa is as follows: West Africa, 4 008 (2,0%); East and Central Africa, 3 130 (1,6%) and North Africa 937 (0,5%). Ten leading SADC countries in terms of the number of tourists visiting South Africa in November 2021 were: Mozambique, 54 586 (28,2%); Zimbabwe, 41 386 (21,4%); Lesotho, 35 082 (18,2%); Eswatini, 20 016 (10,4%); Botswana, 13 434 (7,0%); Namibia, 9 139 (4,7%); Zambia, 7 442 (3,9%); Malawi, 6 993 (3,6%); Angola, 1 619 (0,8%) and Tanzania, 1 579 (0,8%).

Purpose of visit

In November 2021, the majority of tourists, 256 981 (93,2%), were in South Africa for holiday¹ compared to 16 620 (6,0%); 1 583 (0,6%) and 463 (0,2%) who were in South Africa for business, study and medical treatment respectively.

Sex and age distribution

There were 174 474 (63,3%) male and 101 173 (36,7%) female tourists. Overseas tourists were made up of 42 332 (57,5%) male tourists and 31 347 (42,5%) female tourists. There were 126 457 (65,4%) male and 66 775 (34,6%) female tourists from SADC countries. Tourists from 'other' African countries were made up of 5 278 (65,4%) male and 2 797 (34,6%) female.

The majority of tourists were aged between 35 and 44 years [86 177 (31,3%)]. Taking the regions of residence into consideration, the results show that the highest proportion of tourists from 'other' African countries [2 556 (31,7%)] and those from SADC countries [69 561 (36,0%)] were aged between 35 and 44 years, whereas those from overseas countries [16 741 (22,7%)] were aged between 25 and 34 years.



Table L – Number of South African residents and foreign travellers by travel direction: November 2021

Travel direction	November 2020	October 2021	November 2021	%change Oct 2021 – Nov 2021	% change Nov 2020 – Nov 2021
Total	470 701	1 001 594	1 053 311	5,2%	123,8%
South African residents	178 632	349 432	337 706	-3,4%	89,1%
Arrivals	91 418	173 890	168 490	-3,1%	84,3%
Departures	87 179	175 352	168 973	-3,6%	93,8%
Transit	35	190	243	27,9%	594,3%
Foreign travellers	292 069	652 162	715 605	9,7%	145,0%
Arrivals	152 694	337 611	371 649	10,1%	143,4%
Departures	136 277	298 073	325 842	9,3%	139,1%
Transit	3 098	16 478	18 114	9,9%	484,7%
Foreign arrivals	152 694	337 611	371 649	10,1%	143,4%
Non-visitors	33 833	44 055	43 959	-0,2%	29,9%
Visitors	118 861	293 556	327 690	11,6%	175,7%
Visitors	118 861	293 556	327 690	11,6%	175,7%
Arrivals only	41 871	98 707	102 539	3,9%	144,9%
Single trips	29 775	103 934	121 590	17,0%	308,4%
Multiple trips	47 215	90 915	103 561	13,9%	119,3%
Visitors	118 861	293 556	327 690	11,6%	175,7%
Same-day	17 765	45 723	52 043	13,8%	193,0%
Overnight (Tourists)	101 096	247 833	275 647	11,2%	172,7%

A full release on *Tourism and migration* (Statistical release P0351) is available on the Stats SA website: www.statssa.gov.za



Statistics of civil cases for debt

Civil summonses issued for debt decreased by 2,9% in the three months ended November 2021

Many South African consumers are seeking help in order to manage their debt due to their inability to meet their financial commitments. According to DebtBusters' Quarter 4 (Q4) of 2021 Debt Index report released on 1 February 2022, demand for debt counselling increased by 18% in Q4 of 2021 Debt Index compared to the same period in 2020. The Q4 of 2021 Debt Index indicates that the number of debt obligations decreased by 19% and the average loan size increased by 45% over the past six years. According to DebtBusters, this (debt obligation decrease and increase of loan size) indicates that consumers have more debt per credit agreement and will sooner reach a point where they will no longer be able to qualify for credit. Presented in this article is a summary of the results from the *Statistics of civil cases for debt* (Statistical release P0041) for November 2021.

The number of civil summonses issued for debt

The total number of civil summonses issued for debt decreased by 2,9% in the three months ended November 2021 compared with the three months ended November 2020 (**see Table M**). The largest contributors to the 2,9% decrease in civil summonses issued were:

- services (contributing -1,4 percentage points);
- rent (contributing -1,0 percentage point); and
- 'other' debts (contributing -0,7 of a percentage point).

The number of civil judgements recorded for debt

The total number of civil judgements recorded for debt decreased by 0,4% in the three months ended November 2021 compared with the three months ended November 2020. The largest contributors to the 0,4% decrease were civil judgements relating to:

- services (contributing -3,3 percentage points); and
- rent (contributing -1,3 percentage points).

Civil judgements relating to goods sold (contributing 1,9 percentage points) was the largest positive contributor.



The value of civil judgements recorded for debt

The total value of civil judgements recorded for debt increased by 4,4% in the three months ended November 2021 compared with the three months ended November 2020.

The largest contributors to the 4,4% increase were civil judgements relating to:

- ‘other’ debts (contributing 4,0 percentage points);
- money lent (contributing 3,1 percentage points); and
- promissory notes (contributing 1,5 percentage points).

In November 2021, 12 317 civil judgements for debt amounting to R312,7 million were recorded. The largest contributors to the total value of judgements were:

- money lent (R87,8 million or 28,1%);
- ‘other’ debts (R72,2 million or 23,1%); and
- services (R56,1 million or 17,9%).

Table M – Key figures for civil summonses and judgements for November 2021

Actual estimates	November 2021	% change between November 2020 and November 2021	% change between September 2020 and September 2021
Number of civil summonses issued for debt	39 661	-6,6	-2,9
Number of civil judgements recorded for debt	12 317	1,5	-0,4
Value of civil judgements recorded for debt (R million)	312,7	0,3	4,4

A full release on *Statistics of civil cases for debt* (Statistical release P0041) is available on the Stats SA website: www.statssa.gov.za

Statistics of liquidations and insolvencies

The number of liquidations decreased by 5,1% in 2021

On 24 January 2022, Statistics South Africa (Stats SA) published the latest report on liquidations and insolvencies to illustrate how South African businesses performed in 2021. The data show that from January to December 2021, there were a total of 1 932 reported liquidations in South



Africa. The business categories that reported the most liquidations were financing, insurance, real estate and business services (625 liquidations), trade, catering and accommodation (414) and community, social and personal services (157). Voluntary liquidations (liquidations taking place when a company or close corporation, by own choice, resolves to wind-up its affairs) recorded the highest number (1 762), while compulsory liquidations (liquidations taking place when the affairs of a company or close corporation are wound up by order of the court) recorded 170. Some of the reasons businesses were liquidated in 2021 are regular loadshedding and the outbreak of the pandemic, which has had a significant negative financial impact on these businesses. Presented in this article is a summary of the results from *Statistics of liquidations and insolvencies* (Statistical release P0043) for December 2021.

The number of liquidations decreased by 5,1% in 2021 compared with 2020 (see **Table M**). Liquidations of companies decreased by 9,2% (from 1 164 to 1 057), while liquidations of close corporations increased by 0,5% (from 871 to 875). The total number of liquidations decreased by 29,2% in the fourth quarter of 2021 compared with the fourth quarter of 2020. There was a year-on-year decrease of 20,3% in December 2021.

Table M – Total number of liquidations for November 2021

Number of liquidations December 2021	% change between December 2020 and December 2021	% change between October 2020 and October 2021	% change between January to December 2020 and January to December 2021
122	-20,3	-29,2	-5,1

A full release on *Statistics of liquidations and insolvencies* (Statistical release P0043) is available on the Stats SA website: www.statssa.gov.za

Owing to a cyber-attack on the Department of Justice, source information on the latest insolvencies is not yet available. The estimated number of insolvencies increased by 123,1% in the three months ended August 2021 compared with the three months ended August 2020 (see **Table N**). A 76,8% increase was estimated in August 2021 compared with August 2020.



Table N – Total number of insolvencies for August 2021

Number of insolvencies August 2021	% change between August 2020 and August 2021	% change between June to August 2020 and June to August 2021	% change between January to August 2020 and January to August 2021
244	76,8	123,1	23,8

A full release on *Statistics of liquidations and insolvencies* (Statistical release P0043) is available on the Stats SA website: www.statssa.gov.za

Land transport survey

Volume of goods transported increase by 4,1% in November 2021

The South African transport industry has been slowly transitioning from the traditional petrol/diesel powered vehicles to electric and hybrid (cars that use both petrol/diesel and electricity) vehicles. In June 2021, Bolt Food, a food delivery service by Bolt, the E-hailing company partnered with Pathway Cycles to launch an eco-friendly electric bicycle pilot for its food delivery drivers in Cape Town. The company is now going one step further by introducing a fleet of electric and hybrid vehicles to South Africa. Bolt will have a "green category" that will allow riders to select an electric or hybrid vehicle. Through these initiatives, Bolt hopes to contribute towards reducing carbon emissions while its drivers benefit from lower running costs. Presented in this article is a summary of the results from the Land transport survey statistical release (P7162) for November 2021.

The volume of goods transported (payload) increased by 4,1% in November 2021 compared with November 2020 (**see Table O**). The corresponding income increased by 3,1% over the same period.

Income from freight transportation increased by 4,8% in the three months ended November 2021 compared with the three months ended November 2020. The main positive contributors to this increase were:

- 'other' freight (18,5% and contributing 3,7 percentage points); and
- chemicals, coke, petroleum, rubber, plastic and other mineral products (12,9% and contributing 1,1 percentage points).



Table O – Year-on-year percentage change in freight transportation: November 2021

	Jun-21	Jul-21	Aug-21	Sep-21	Oct-21	Nov-21
Freight payload	12,0	-0,7	4,1	5,9	3,8	4,1
Freight income	13,7	-1,6	5,3	8,3	3,0	3,1

A full release on the *Land transport survey* (Statistical release P7162) is available on the Stats SA website: www.statssa.gov.za

The number of passenger journeys decreased by 2,3% in November 2021 compared with November 2020 (**see Table P**). The corresponding income increased by 1,7% over the same period.

Table P – Year-on-year percentage change in passenger transportation: November 2021

	Jun-21	Jul-21	Aug-21	Sep-21	Oct-21	Nov-21
Passenger journeys	48,0	20,3	29,7	19,0	8,5	-2,3
Passenger income	68,4	40,0	45,0	18,9	7,3	1,7

A full release on the *Land transport survey* (Statistical release P7162) is available on the Stats SA website: www.statssa.gov.za



Prices

Producer price index (PPI)

PPI at 9,6% in November 2021

Rainfall plays a vital role in agriculture for livestock and crops to survive. However, too much or too little rainfall can be harmful. The recent excessive rainfall in South Africa has damaged crops and pastures and affected the crop yields. On 27 January 2020, Crop Estimates Committee (CEC) announced that South African crop growers planted 2,6 million hectares of maize this summer season which is 5,29% less than 2,7 million hectares planted in the previous season. However, delays in planting activities by growers and crop damage could result in this figure being adjusted when the CEC releases a revised Area Planted Estimate and production figures on 28 February 2022. The damage to crops and planting delays will trigger food price increases which will be experienced by consumers. Presented in this article is a summary of the results of the Producer price index (PPI) (statistical release P0142.1) for November 2021.

Final manufactured goods – headline PPI

Annual producer price inflation (final manufacturing) was 9,6% in November 2021, up from 8,1% in October 2021 (**see Table Q**). The producer price index increased by 1,4% month-on-month in November 2021. The main contributors to the headline PPI annual inflation rate were coke, petroleum, chemical, rubber and plastic products; food products, beverages and tobacco products; and metals, machinery, equipment and computing equipment.

- Coke, petroleum, chemical, rubber and plastic products increased by 22,8% year-on-year and contributed 4,5 percentage points.
- Food products, beverages and tobacco products increased by 5,4% year-on-year and contributed 2,0 percentage points.
- Metals, machinery, equipment and computing equipment increased by 12,6% year-on-year and contributed 1,8 percentage points.

The main contributor to the headline PPI monthly increase was coke, petroleum, chemical, rubber and plastic products, which increased by 4,0% month-on-month and contributed 0,9 of a percentage point.



Intermediate manufactured goods

The annual percentage change in the PPI for intermediate manufactured goods was 23,1% in November 2021 (compared with 20,4% in October 2021). The index increased by 1,9% month-on-month. The main contributors to the annual rate were chemicals, rubber and plastic products (10,9 percentage points), basic and fabricated metals (8,5 percentage points) and sawmilling and wood (3,0 percentage points). The main contributors to the monthly rate were basic and fabricated metals (1,2 percentage points) and chemicals, rubber and plastic products (0,7 of a percentage point).

Electricity and water

The annual percentage change in the PPI for electricity and water was 16,7% in November 2021 (compared with 14,4% in October 2021). The index increased by 2,0% month-on-month.

Electricity contributed 16,1 percentage points to the annual rate, and water contributed 0,7 of a percentage point. Electricity contributed 2,1 percentage points to the monthly rate.

Mining

The annual percentage change in the PPI for mining was 7,0% in November 2021 (compared with 4,8% in October 2021). The index decreased by 0,6% month-on-month. The main contributors to the annual rate were coal and gas (5,4 percentage points) and non-ferrous metal ores (4,9 percentage points). These increases were mainly counteracted by gold and other metal ores (-1,8 percentage points).

The main contributor to the monthly rate was coal and gas (-1,1 percentage points).

Agriculture, forestry and fishing

The annual percentage change in the PPI for agriculture, forestry and fishing was 7,2% in November 2021 (compared with 8,6% in October 2021). The index increased by 0,8% month-on-month. The main contributor to the annual rate was agriculture (7,0 percentage points). The contributors to the monthly rate were agriculture (0,5 of a percentage point), fishing (0,2 of a percentage point) and forestry (0,1 of a percentage point).



Table Q – Key PPI figures for November 2021

Product	Weight	Index (Dec 2020=100)			% change	
		November 2020	October 2021	November 2021	November 2021 vs October 2021	November 2021 vs November 2020
Final manufactured goods	100,00	99,8	107,9	109,4	1,4	9,6
Intermediate manufactured goods	100,00	99,1	119,7	122,0	1,9	23,1
Electricity and water	100,00	100,4	114,9	117,2	2,0	16,7
Mining	100,00	98,2	105,7	105,1	-0,6	7,0
Agriculture, forestry and fishing	100,00	100,1	106,5	107,3	0,8	7,2

A full release on the *Producer price index* is available on the website: www.statssa.gov.za

Consumer price index (CPI)

CPI 5,9% in December 2021

The annual headline inflation increased to 5,9% in December 2021, up from 5,5% in November 2021. This is the highest annual increase since March 2017 when the rate was 6,1%. Price increases in the transport index and food groups such as meats, oils and fats were once again the main drivers behind the inflation. For the food index, meat prices, especially beef products, recorded large price increases between November and December 2021, with prices for steak rising by 2,8%, stewing beef by 2,4% and mince by 1,3%. While for oils and fats, the average price for a bottle of cooking oil (750 ml) increased by 19c to R30,22 and a jar of peanut butter (400 grams) increased by 60c to R34,52. For the transport index, fuel prices were the main driver behind the increase with the price of inland 95-octane petrol rising to R20,29 per litre. This is the first time that the price has broken through the R20 per litre mark. Presented in this article is a summary of the results from the *Consumer price index (CPI)* (statistical release P0141) for December 2021.



Headline consumer price index (CPI for all urban areas)

Annual consumer price inflation was 5,9% in December 2021, up from 5,5% in November 2021 (**see Table S**). The consumer price index increased by 0,6% month-on-month in December 2021. The main contributors to the 5,9% annual inflation rate were:

- Food and non-alcoholic beverages increased by 5,5% year-on-year, and contributed 1,0 percentage point to the total CPI annual rate of 5,9%.
- Housing and utilities increased by 4,2% year-on-year, and contributed 1,0 percentage point.
- Transport increased by 16,8% year-on-year, and contributed 2,3 percentage points.
- Miscellaneous goods and services increased by 4,3% year-on-year, and contributed 0,7 of a percentage point. In December 2021, the annual inflation rate for goods was 8,5%, up from 7,9% in November 2021; and for services it was 3,3%, up from 3,1% in November 2021.

Average annual consumer price inflation was 4,5% in 2021 (i.e. the average CPI for all urban areas for 2021 compared with that for 2020). This was 1,2 percentage points higher than the corresponding average of 3,3% in 2020.



Table S – Consumer price index: Index numbers and year-on-year rates
Base year: Dec 2016 = 100

Year	Index/rate	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Average ¹
2016	Index	94,4	95,7	96,4	97,2	97,4	97,9	98,7	98,6	98,8	99,3	99,6	100,0	97,8
	Rate	6,2	7,0	6,3	6,2	6,2	6,3	6,0	5,9	6,1	6,4	6,6	6,7	6,3
2017	Index	100,6	101,7	102,3	102,4	102,7	102,9	103,2	103,3	103,8	104,1	104,2	104,7	103,0
	Rate	6,6	6,3	6,1	5,3	5,4	5,1	4,6	4,8	5,1	4,8	4,6	4,7	5,3
2018	Index	105,0	105,8	106,2	107,0	107,2	107,6	108,5	108,4	108,9	109,4	109,6	109,4	107,8
	Rate	4,4	4,0	3,8	4,5	4,4	4,6	5,1	4,9	4,9	5,1	5,2	4,5	4,7
2019	Index	109,2	110,1	111,0	111,7	112,0	112,4	112,8	113,1	113,4	113,4	113,5	113,8	112,2
	Rate	4,0	4,1	4,5	4,4	4,5	4,5	4,0	4,3	4,1	3,7	3,6	4,0	4,1
2020	Index	114,1	115,2	115,6	115,0	114,3	114,9	116,4	116,6	116,8	117,1	117,1	117,3	115,9
	Rate	4,5	4,6	4,1	3,0	2,1	2,2	3,2	3,1	3,0	3,3	3,2	3,1	3,3
2021	Index	117,7	118,5	119,3	120,1	120,2	120,5	121,8	122,3	122,6	122,9	123,5	124,2	121,1
	Rate	3,2	2,9	3,2	4,4	5,2	4,9	4,6	4,9	5,0	5,0	5,5	5,9	4,5

A full release on the *Consumer price index* (Statistical release P0141) is available on the Stats SA website: www.statssa.gov.za

¹ Annual average.



Glossary

Primary industries

Gigawatt-hour (gWh): one gigawatt-hour of electricity is equal to one million kilowatt-hours. A kilowatt-hour is the basic unit of electrical energy equal to one kilowatt of power supplied to or taken from an electric circuit steadily for one hour. One kilowatt-hour equals one thousand watt-hours.

Index of physical volume of manufacturing production: also known as a production index, is a statistical measure of the change in the volume of production. The production index of a major group is the ratio between the volume of production of a major group in a given period and the volume of production of the same major group in the base period.

Index of physical volume of mining production: a statistical measure of the change in the volume of production. The production index of a mineral group is the ratio between the volume of production of a mineral group in a given period and the volume of production of the same mineral group in the base period.

Index of the physical volume of electricity production: a statistical measure of the change in the volume of production of electricity in a given period and the volume of production of electricity in the base period.

Industry: a group of establishments engaged in the same or similar kinds of economic activity.

PGMs – Platinum group metals: include platinum; iridium; osmiridium, palladium; rhodium; ruthenium and osmium.

Sales: total value of sales and transfers-out of goods mined by the mining establishments and the amounts received for installation, erection or assembly or other services.



Secondary industries

Additions and alterations: extensions to existing buildings as well as internal and external alterations of existing buildings.

Blocks of flats: a structure, usually multi-storey, consisting of a number of dwellings sharing the same residential address, and usually sharing a common entrance, foyer or staircase.

Dwelling houses: a free-standing, complete structure on a separate stand or a self-contained dwelling-unit, e.g. granny flat, on the same premises as existing residence. Out-buildings and garages are included.

Other residential buildings: include institutions for the disabled, boarding houses, old age homes, hostels, hotel, motels, guest houses, holiday chalets, bed and breakfast accommodation, entertainment centres and casinos.

Residential buildings: dwelling houses, flats, townhouses and other residential buildings.

Tertiary industries

Acknowledgements of debt: a statement by a person/debtor in which he admits that he owes money to an individual or a company or a bank.

Acting household head: any member of the household acting on behalf of the head of the household.

Average income per stay unit night sold: average rate per stay unit (i.e. rate per room in a hotel or powered site in a caravan park) is calculated by dividing the total income from accommodation by the number of stay unit nights sold in the survey period.

Catering services: enterprises involved in the sale and supply of meals and drinks prepared on the premises on a contract basis and brought to other premises chosen by the person ordering them, to be served for immediate consumption to guests or customers. Include bars, taverns, other drinking places, ice-cream parlours, etc.



Civil judgements: decisions taken in a civil matter or a dispute between two people or parties.

Civil summonses: notices to appear before the court of law where a dispute between two parties or people has to be heard, i.e. not for criminal offence.

Day trip: a trip outside of the respondent's usual environment, where they leave and return within the same day (i.e. do not stay overnight).

Domestic tourism: a trip within the boundaries of South Africa but outside of the respondent's usual environment.

Note: The following categories are excluded from the definition of domestic visitor:

- persons travelling to another place within the country with the intention of setting up their usual residence in that place.
- Persons who travel to another place within the country and are remunerated from within the place visited.
- Persons who travel regularly or frequently between neighbouring localities as defined by the 'usual environment' rule.

Dwelling unit: structure or part of a structure or group structures occupied or meant to be occupied by one or more than one household.

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

Expenditure: the total consumption expenditure made by a visitor or on behalf of a visitor during his/her trip and stay at a destination.

Foreign traveller: a person who resides outside South Africa and visits the country temporarily.

Household: a group of persons who live together and provide themselves jointly with food and/or other essentials for living, or a single person who lives alone.

Household head: the main decision-maker, or the person who owns or rents the dwelling, or the person who is the main breadwinner.

Income from accommodation industry: income from amounts charged for rooms or equivalent. Other income is excluded (e.g. income from meals).



Income from bar sales: refers to income from liquor sales.

Income from food sales: refers to income from the sale of meals and non-alcoholic drinks.

Income from restaurant and bar sales: income from meals, banqueting and beverages and tobacco sales.

Insolvency: refers to an individual or partnership which is unable to pay its debt and is placed under final sequestration. The number of insolvencies does not refer to the number of persons involved, as a partnership which is unable to pay its debt is regarded as one insolvency, irrespective of the number of partners.

Liquidation: refers to the winding-up of the affairs of a company or close corporation when liabilities exceed assets and it can be resolved by voluntary action or by an order of the court.

Main purpose of trip: this is the purpose in the absence of which the trip would not have been made.

Microdata: data gathered on a small scale, such as data on an individual.

'Other' African countries: refers to all non SADC African countries.

Other income: includes all income not earned from food sales or bar sales.

Other SADC: refers to the thirteen countries, excluding South Africa, that belong to the Southern African Development Community.

Professional services: refer to medical doctors, dentists, advocates, attorney, auditors, accountants, architects, engineers, hospital services etc.

Promissory notes: written undertaking, signed by a person or party, to pay money to another person or to be the bearer of such a note on a specific date or on demand.

Restaurants and coffee shops: enterprises involved in the sale and provision of meals and drinks, ordered from a menu, prepared on the premises for immediate consumption and with provided seating.

Retailer: a retailer is an enterprise deriving more than 50% of its turnover from sales of goods to the general public for household use.



Retail trade: includes the resale (sale without transformation) of new and used goods and products to the general public for household use.

Stay unit: unit accommodation available to be charged out to guests, for example, a powered site in a caravan park or a room in a hotel.

Stay unit night sold: total number of stay units occupied on each night during the survey period.

Takeaway and fast-food outlets: enterprises involved in the sale and provision of meals and drinks, ordered from a menu, prepared on the premises for takeaway purposes in a packaged format, at a stand or in a location, with or without provided seating.

Total income: includes income from food sales, income from bar sales and other income.

Tourism: comprises the activities of persons travelling to, and staying in places outside their usual environment, for not more than one consecutive year, for leisure, business and other purposes not related to the exercise of an activity remunerated from within the place visited.

Tourist: a visitor who stays at least one night in the place visited.

Tourist accommodation: any facility that regularly (or occasionally) provides 'paid' or 'unpaid' overnight accommodation for tourists.

Traveller: any person on a trip between two or more countries or between two or more localities within his/her country of residence.

Voluntary liquidation: takes place when a company or close corporation, by own choice, resolves to wind-up its affairs.

Wholesale trade: Includes the resale (sale without transformation) of new and used goods and products to other wholesalers, retailers, agricultural, industrial, commercial, institutional and professional users either directly or through agents on a fee or contract basis.



Prices

Annual percentage change: change in the index of the relevant month of the current year compared with the index of the same month in the previous year expressed as a percentage.

Consumer price index (CPI): an index that measures the price of a fixed basket of consumer goods and services.

Inflation rate: annual percentage change in the CPI for all items of the relevant month of the current year compared with the CPI for all items of the same month in the previous year expressed as a percentage.

Monthly percentage change: change in the index of the relevant month compared to the index of the previous month expressed as a percentage.

Year-on-year: A term used frequently in investment research and other reports to mean 'compared with the same period in the previous fiscal year'.

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