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Freight transportation: results for January 2021

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

	Aug-20	Sep-20	Oct-20	Nov-20	Dec-20	Jan-21
Freight payload	-11,9	-6,0	-8,7	-4,9	4,2	-10,8
Freight income	-8,9	-5,8	-7,9	-3,9	-0,2	-11,3

The volume of goods transported (payload) decreased by 10,8% in January 2021 compared with January 2020. The corresponding income decreased by 11,3% over the same period.

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

Type of commodity	Nov 2019 – Jan 2020 (R million)	Weight	Nov 2020 – Jan 2021 (R million)	% change between Nov 2019 – Jan 2020 and Nov 2020 – Jan 2021	Contribution (% points) to the total % change
Agriculture and forestry primary products	2 521	6,4	2 608	3,5	0,2
Primary mining and quarrying products	13 944	35,2	13 879	-0,5	-0,2
Manufactured food, beverages and tobacco products	4 761	12,0	3 608	-24,2	-2,9
Textiles, clothing and leather goods	683	1,7	749	9,7	0,2
Chemicals, coke, petroleum, rubber, plastic and other mineral products	2 780	7,0	2 790	0,4	0,0
Basic metals and fabricated metal products	920	2,3	647	-29,7	-0,7
Non-metallic products	781	2,0	667	-14,6	-0,3
Electrical machinery, transport machinery and equipment	549	1,4	500	-8,9	-0,1
Motor vehicles, parts and accessories	866	2,2	746	-13,9	-0,3
Paper and paper products	283	0,7	244	-13,8	-0,1
Commercial products	754	1,9	746	-1,1	0,0
Used household and office products	555	1,4	586	5,6	0,1
Containers	2 123	5,4	1 830	-13,8	-0,7
Parcels	842	2,1	920	9,3	0,2
Other freight	7 302	18,4	7 096	-2,8	-0,5
Total income	39 662	100,0	37 615	-5,2	-5,2

Income from freight transportation decreased by 5,2% in the three months ended January 2021 compared with the three months ended January 2020. The main negative contributors to this decrease were:

- manufactured food, beverages and tobacco products (-24,2% and contributing -2,9 percentage points);
- containers (-13,8% and contributing -0,7 of a percentage point); and
- basic metals and fabricated metal products (-29,7% and contributing -0,7 of a percentage point) – see Table B.

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

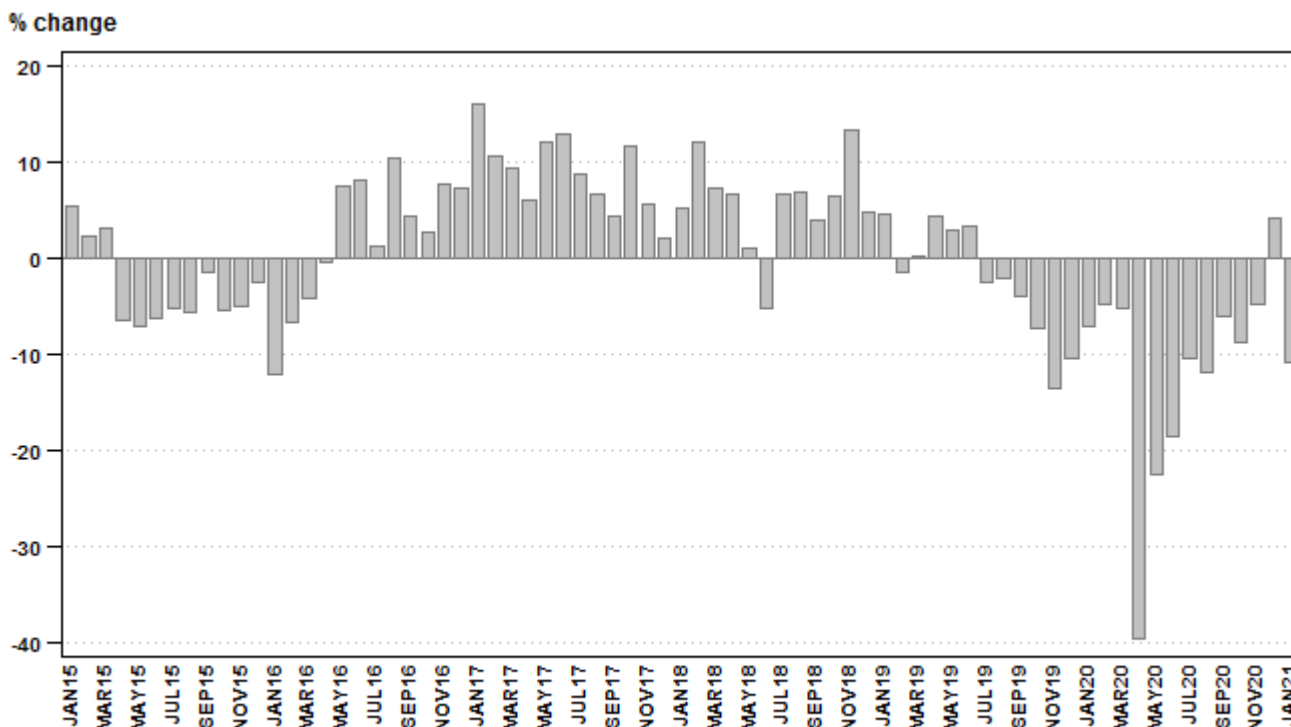


Table C – Seasonally adjusted payload for the latest three months by type of transport

Payload	Aug – Oct 2020 (000 tons)	Weight	Nov 2020 – Jan 2021 (000 tons)	% change between Aug – Oct 2020 and Nov 2020 – Jan 2021	Contribution (% points) to the total % change
Rail	48 597	23,5	45 777	-5,8	-1,4
Road	157 881	76,5	161 376	2,2	1,7
Total	206 478	100,0	207 152	0,3	0,3

Seasonally adjusted payload increased by 0,3% in the three months ended January 2021 compared with the previous three months. Road freight increased by 2,2% (contributing 1,7 percentage points) while rail freight decreased by 5,8% (contributing -1,4 percentage points) – see Table C.

Passenger transportation: results for January 2021

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

	Aug-20	Sep-20	Oct-20	Nov-20	Dec-20	Jan-21
Passenger journeys	-62,1	-54,0	-55,5	-48,4	-36,2	-44,8
Passenger income	-53,3	-45,5	-45,5	-37,5	-30,7	-36,3

The number of passenger journeys decreased by 44,8% in January 2021 compared with January 2020. The corresponding income decreased by 36,3% over the same period.

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

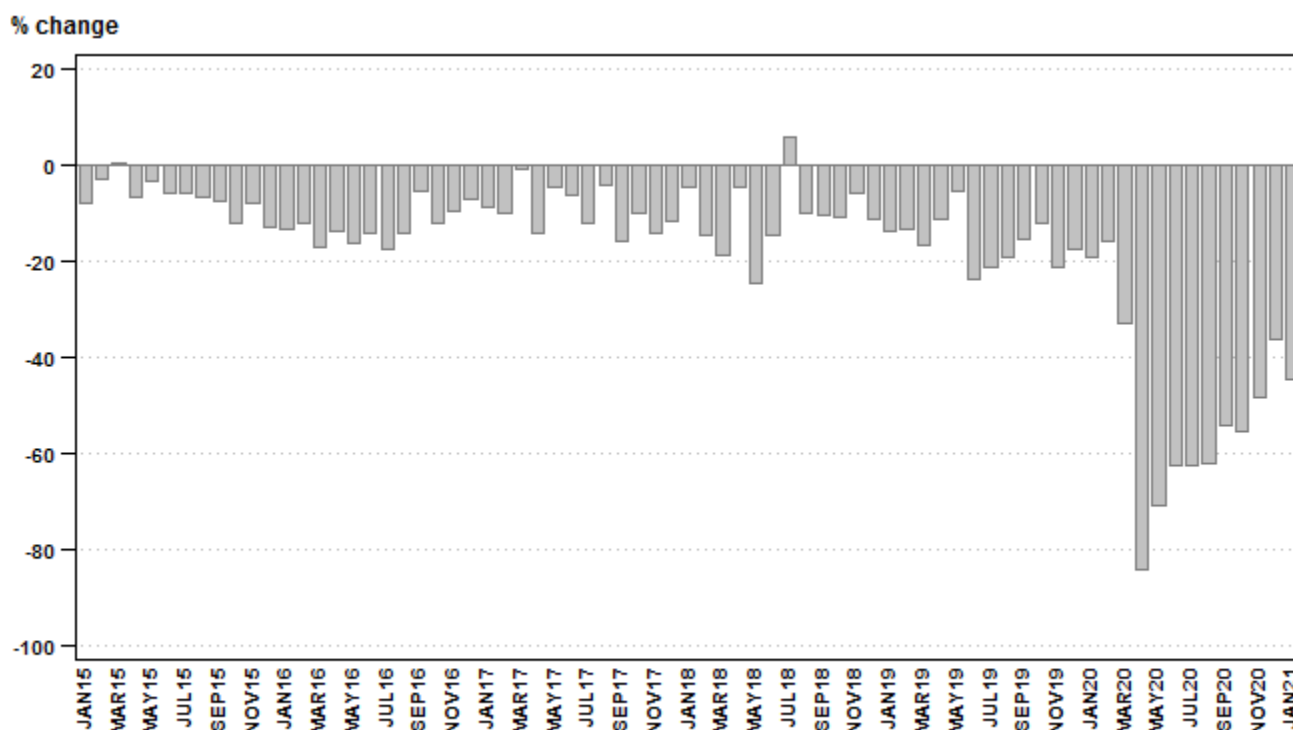


Table E – Seasonally adjusted passenger journeys for the latest three months by type of transport

Passenger journeys	Aug – Oct 2020 (000)	Weight	Nov 2020 – Jan 2021 (000)	% change between Aug – Oct 2020 and Nov 2020 – Jan 2021	Contribution (% points) to the total % change
Rail	1 175	2,3	4 892	316,3	7,3
Road	48 915	97,7	56 835	16,2	15,8
Total	50 090	100,0	61 728	23,2	23,2

Seasonally adjusted passenger journeys increased by 23,2% in the three months ended January 2021 compared with the previous three months. Road passenger journeys increased by 16,2% (contributing 15,8 percentage points) and rail passenger journeys increased by 316,3% (contributing 7,3 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)
2020	Jan	17 219	3 561	51 315	9 225	68 534	12 786
	Feb	17 550	3 611	53 467	9 505	71 017	13 116
	Mar	17 832	3 614	53 575	9 625	71 406	13 238
	Apr	10 887	2 062	35 326	5 979	46 212	8 041
	May	14 141	2 930	46 423	8 044	60 564	10 974
	Jun	15 795	3 345	48 093	8 517	63 888	11 862
	Jul	16 089	3 395	52 332	9 216	68 421	12 612
	Aug	17 666	3 772	54 105	9 547	71 771	13 319
	Sep	17 722	3 635	54 922	9 650	72 645	13 285
	Oct	14 737	3 295	56 139	9 936	70 875	13 231
	Nov	16 738	3 631	56 907	10 217	73 645	13 848
	Dec	15 471	3 145	52 341	9 285	67 812	12 430
	Total	191 847	39 996	614 945	108 746	806 790	148 742
2021	Jan	13 161	2 807	47 994	8 530	61 155	11 337

1/ Figures for the latest month are preliminary.

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

Year and month		Rail		Road		Total	
		Payload	Income	Payload	Income	Payload	Income
2020	Jan	-7,7	-2,7	-7,1	-3,7	-7,2	-3,4
	Feb	-5,3	-2,0	-4,8	-2,2	-4,9	-2,2
	Mar	4,8	8,5	-8,3	-3,0	-5,3	-0,1
	Apr	-42,7	-47,0	-38,7	-40,2	-39,7	-42,1
	May	-22,8	-22,8	-22,4	-22,0	-22,5	-22,2
	Jun	-16,8	-13,0	-19,1	-17,0	-18,6	-15,9
	Jul	5,4	5,5	-14,4	-12,1	-10,5	-8,0
	Aug	-7,8	-2,3	-13,2	-11,3	-11,9	-8,9
	Sep	-8,9	-9,4	-5,1	-4,4	-6,0	-5,8
	Oct	-8,5	-5,4	-8,8	-8,7	-8,7	-7,9
	Nov	-10,4	-6,4	-3,2	-3,0	-4,9	-3,9
	Dec	-6,5	-9,4	7,8	3,3	4,2	-0,2
	Total	-11,1	-9,4	-11,8	-10,5	-11,6	-10,2
2021	Jan	-23,6	-21,2	-6,5	-7,5	-10,8	-11,3

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)
2020	Jan	18 053	3 781	55 619	9 994	73 672	13 775
	Feb	17 151	3 644	57 589	10 130	74 740	13 774
	Mar	18 308	3 737	54 320	9 859	72 628	13 596
	Apr	10 632	2 022	37 131	6 284	47 762	8 306
	May	14 261	2 904	46 923	8 099	61 183	11 003
	Jun	15 343	3 153	47 610	8 416	62 953	11 568
	Jul	17 806	3 701	49 769	8 816	67 575	12 516
	Aug	16 383	3 601	52 700	9 358	69 083	12 959
	Sep	16 214	3 358	52 800	9 339	69 014	12 697
	Oct	16 000	3 429	52 381	9 238	68 381	12 667
	Nov	15 722	3 420	53 587	9 575	69 308	12 995
	Dec	16 076	3 306	54 524	9 643	70 600	12 949
2021	Jan	13 979	3 021	53 265	9 461	67 244	12 482

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

Year and month		Rail		Road		Total	
		Payload	Income	Payload	Income	Payload	Income
2020	Jan	6,1	5,9	8,1	5,2	7,6	5,3
	Feb	-5,0	-3,6	3,5	1,4	1,4	0,0
	Mar	6,7	2,6	-5,7	-2,7	-2,8	-1,3
	Apr	-41,9	-45,9	-31,6	-36,3	-34,2	-38,9
	May	34,1	43,6	26,4	28,9	28,1	32,5
	Jun	7,6	8,6	1,5	3,9	2,9	5,1
	Jul	16,1	17,4	4,5	4,8	7,3	8,2
	Aug	-8,0	-2,7	5,9	6,1	2,2	3,5
	Sep	-1,0	-6,7	0,2	-0,2	-0,1	-2,0
	Oct	-1,3	2,1	-0,8	-1,1	-0,9	-0,2
	Nov	-1,7	-0,3	2,3	3,6	1,4	2,6
	Dec	2,3	-3,3	1,7	0,7	1,9	-0,4
2021	Jan	-13,0	-8,6	-2,3	-1,9	-4,8	-3,6

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

Type of commodity	Aug-20	Sep-20	Oct-20	Nov-20	Dec-20	Jan-21 1/
Agriculture and forestry primary products	1 010	1 006	960	996	876	736
Primary mining and quarrying products	5 188	5 174	4 804	5 046	4 605	4 228
Manufactured food, beverages and tobacco products	1 216	1 259	1 261	1 306	1 225	1 077
Textiles, clothing and leather products	200	223	260	290	248	211
Chemicals, coke, petroleum, rubber, plastic and other mineral products	864	893	991	1 006	958	826
Basic metals and fabricated metal products	294	254	256	257	178	212
Non-metallic products	270	244	247	248	215	204
Electrical machinery, transport machinery and equipment	178	164	170	176	165	159
Motor vehicles, parts and accessories	275	280	284	301	223	222
Paper and paper products	85	84	86	92	78	74
Commercial products	243	283	271	289	245	212
Used household and office products	150	168	192	204	210	172
Containers	653	658	661	669	594	567
Parcels	317	299	307	337	309	274
Other freight	2 376	2 297	2 480	2 630	2 301	2 165
Total	13 319	13 285	13 231	13 848	12 430	11 337

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	Aug-20	Sep-20	Oct-20	Nov-20	Dec-20	Jan-21
Agriculture and forestry primary products	-3,1	7,1	-3,3	6,5	10,9	-7,5
Primary mining and quarrying products	0,3	1,0	0,0	0,3	8,1	-9,1
Manufactured food, beverages and tobacco products	-22,7	-20,1	-25,3	-21,8	-22,4	-28,7
Textiles, clothing and leather products	-2,0	3,2	-0,4	4,3	16,4	9,9
Chemicals, coke, petroleum, rubber, plastic and other mineral products	-12,7	0,3	-3,6	-4,1	10,9	-4,7
Basic metals and fabricated metal products	-23,4	-30,0	-20,2	-22,1	-42,2	-24,8
Non-metallic products	-3,6	-14,7	-19,3	-15,6	-10,4	-17,4
Electrical machinery, transport machinery and equipment	-21,6	-23,4	-21,3	-17,8	-2,4	-4,2
Motor vehicles, parts and accessories	-10,7	-10,8	-20,0	-9,3	-18,6	-14,6
Paper and paper products	-16,7	-17,6	-25,9	-19,3	-4,9	-14,9
Commercial products	-4,3	-2,1	-16,1	-1,4	-0,4	-1,4
Used household and office products	-53,4	-15,6	9,1	4,1	9,9	2,4
Containers	-25,4	-13,0	-14,8	-14,9	-9,3	-16,9
Parcels	-1,6	3,1	-5,8	2,4	14,9	12,3
Other freight	-7,6	-9,8	-7,2	2,6	-0,8	-10,5
Total	-8,9	-5,8	-7,9	-3,9	-0,2	-11,3

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	Aug-20	Sep-20	Oct-20	Nov-20	Dec-20	Jan-21
Agriculture and forestry primary products	-0,2	0,5	-0,2	0,4	0,7	-0,5
Primary mining and quarrying products	0,1	0,4	0,0	0,1	2,8	-3,3
Manufactured food, beverages and tobacco products	-2,4	-2,2	-3,0	-2,5	-2,8	-3,4
Textiles, clothing and leather products	0,0	0,0	0,0	0,1	0,3	0,1
Chemicals, coke, petroleum, rubber, plastic and other mineral products	-0,9	0,0	-0,3	-0,3	0,8	-0,3
Basic metals and fabricated metal products	-0,6	-0,8	-0,5	-0,5	-1,0	-0,5
Non-metallic products	-0,1	-0,3	-0,4	-0,3	-0,2	-0,3
Electrical machinery, transport machinery and equipment	-0,3	-0,4	-0,3	-0,3	0,0	-0,1
Motor vehicles, parts and accessories	-0,2	-0,2	-0,5	-0,2	-0,4	-0,3
Paper and paper products	-0,1	-0,1	-0,2	-0,2	0,0	-0,1
Commercial products	-0,1	0,0	-0,4	0,0	0,0	0,0
Used household and office products	-1,2	-0,2	0,1	0,1	0,2	0,0
Containers	-1,5	-0,7	-0,8	-0,8	-0,5	-0,9
Parcels	0,0	0,1	-0,1	0,1	0,3	0,2
Other freight	-1,3	-1,8	-1,3	0,5	-0,2	-2,0
Total	-8,9	-5,8	-7,9	-3,9	-0,2	-11,3

Table 8 – Passenger transportation (income at current prices)

Year and month 1/		Rail		Road		Total	
		Passenger journeys (000)	Income (R million)	Passenger journeys (000)	Income (R million)	Passenger journeys (000)	Income (R million)
2020	Jan	8 651	177	23 911	840	32 562	1 017
	Feb	10 665	173	24 621	789	35 286	962
	Mar	5 499	103	23 060	771	28 559	874
	Apr	0	0	6 457	185	6 457	185
	May	61	4	11 199	326	11 260	330
	Jun	145	10	12 903	396	13 048	406
	Jul	274	12	14 738	445	15 012	457
	Aug	402	15	14 833	457	15 235	472
	Sep	390	19	18 332	589	18 722	608
	Oct	488	23	18 046	573	18 534	596
	Nov	1 615	35	17 790	606	19 405	641
	Dec	1 438	34	17 054	642	18 492	676
	Total	29 628	605	202 944	6 619	232 572	7 224
2021	Jan	1 128	23	16 861	625	17 989	648

1/ Figures for the latest month are preliminary.

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

Year and month		Rail		Road		Total	
		Passenger journeys	Income	Passenger journeys	Income	Passenger journeys	Income
2020	Jan	-46,0	-13,2	-1,2	1,0	-19,0	-1,8
	Feb	-42,6	-10,8	5,4	6,8	-15,9	3,1
	Mar	-69,6	-48,5	-5,5	-7,0	-32,8	-15,1
	Apr	-100,0	-100,0	-73,9	-78,1	-84,2	-81,9
	May	-99,6	-97,8	-54,6	-59,3	-71,0	-66,6
	Jun	-99,0	-93,9	-37,1	-50,4	-62,5	-57,8
	Jul	-98,1	-93,3	-42,8	-46,6	-62,5	-54,8
	Aug	-97,3	-92,2	-41,8	-44,2	-62,1	-53,3
	Sep	-97,2	-89,8	-32,1	-36,5	-54,0	-45,5
	Oct	-96,7	-88,4	-32,4	-36,0	-55,5	-45,5
	Nov	-87,2	-79,7	-28,6	-29,0	-48,4	-37,5
	Dec	-80,0	-69,4	-21,8	-25,7	-36,2	-30,7
	Total	-83,0	-72,0	-30,9	-34,0	-50,3	-40,8
2021	Jan	-87,0	-87,0	-29,5	-25,6	-44,8	-36,3

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

Year and month		Rail		Road		Total	
		Passenger journeys (000)	Income (R million)	Passenger journeys (000)	Income (R million)	Passenger journeys (000)	Income (R million)
2020	Jan	9 893	165	25 539	828	35 432	993
	Feb	9 991	164	24 873	827	34 865	991
	Mar	5 234	99	20 135	748	25 369	847
	Apr	0	0	7 907	263	7 907	263
	May	61	4	11 105	339	11 166	343
	Jun	140	11	12 322	410	12 462	421
	Jul	262	12	14 516	422	14 778	434
	Aug	390	15	14 682	453	15 072	467
	Sep	362	18	16 526	563	16 888	581
	Oct	423	20	17 707	548	18 130	568
	Nov	1 609	35	17 509	598	19 118	633
	Dec	1 948	47	20 147	617	22 095	664
2021	Jan	1 335	22	19 179	610	20 515	632

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

Year and month		Rail		Road		Total	
		Passenger journeys	Income	Passenger journeys	Income	Passenger journeys	Income
2020	Jan	-2,4	7,8	2,6	-1,4	1,2	0,0
	Feb	1,0	-0,6	-2,6	-0,1	-1,6	-0,2
	Mar	-47,6	-39,6	-19,0	-9,6	-27,2	-14,5
	Apr	-100,0	-100,0	-60,7	-64,8	-68,8	-68,9
	May	1/	1/	40,4	28,9	41,2	30,4
	Jun	129,5	175,0	11,0	20,9	11,6	22,7
	Jul	87,1	9,1	17,8	2,9	18,6	3,1
	Aug	48,9	25,0	1,1	7,3	2,0	7,6
	Sep	-7,2	20,0	12,6	24,3	12,0	24,4
	Oct	16,9	11,1	7,1	-2,7	7,4	-2,2
	Nov	280,4	75,0	-1,1	9,1	5,4	11,4
	Dec	21,1	34,3	15,1	3,2	15,6	4,9
2021	Jan	-31,5	-53,2	-4,8	-1,1	-7,2	-4,8

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

Survey information

Introduction	1	Statistics South Africa (Stats SA) conducts a monthly survey of the land transportation industry, covering passenger and freight transportation by rail and road (see paragraph 4 below). This survey is based on a sample drawn from the 2019 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 January 2021 was 82,7%. The improved collection rate for December 2020 was 89,9%.
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 705 enterprises from a population of 4 329 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 2019 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	1 141 401	9 000 000
Small	3	9 000 001	39 000 000
Medium	2	39 000 001	78 000 000
Large	1	78 000 001	

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

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

- 6** Inaccuracies may occur because of imperfections in reporting by enterprises and errors made in the collection and processing of the data. Inaccuracies of this kind are referred to as non-sampling errors. Every effort is made to minimise non-sampling errors by careful design of questionnaires, testing them in pilot studies, editing reported data and implementing efficient operating procedures. Fluctuations may occur in consecutive months as a result of seasonal and economic factors.
- Year-on-year percentage change** **7** The year-on-year percentage change in a variable for any given period is the change between that period and the corresponding period of the previous year, expressed as a percentage of the latter.
- Contribution (percentage points)** **8** The contribution (percentage points) to the annual percentage change for any given period is calculated by multiplying the percentage change of each type of commodity/service by its corresponding weight, divided by 100. The weight is the percentage contribution of each type of commodity/service to total income in the corresponding period of the previous year.
- Seasonal adjustment** **9** Seasonally adjusted estimates are generated each month using the X-12-ARIMA Seasonal Adjustment Program developed by the US Bureau of the Census. Seasonal adjustment is a means of removing the estimated effects of normal seasonal variation from the series so that the effects of other influences on the series can be recognised more clearly. Seasonal adjustment does not aim to remove irregular or non-seasonal influences which may be present in any particular month. Influences that are volatile or unsystematic can still make it difficult to interpret the movement of the series even after adjustment for seasonal variations. Therefore the month-to-month movements of seasonally adjusted estimates may not be reliable indicators of trend behaviour. The X-12-ARIMA procedure for land transportation is described in more detail on the Stats SA website at:
[Click to download seasonal adjustment land transport August 2017](#)
- Note:** Owing to the impact of the COVID-19 lockdown, additive outlier and transitory change adjustments were applied. Transitory (temporary) change describes a temporary effect on the level of a series after a certain point in time. The methodology will be reviewed as more data points are added to the time series.
- Trend cycle** **10** The trend is the long-term pattern or movement of a time series. The X-12-ARIMA Seasonal Adjustment Program is used for smoothing seasonally adjusted estimates to estimates of the underlying trend cycle.

Glossary

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

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

Symbols and abbreviations

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

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

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