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Summary of findings: Land transportation

Table A – Key figures as at the end of June 2009

| Freight transportation estimates | June 2009 1/ | % change between June 2008 and June 2009 | % change between April to June 2008 and April to June 2009 | % change between January to June 2008 and January to June 2009 |
|----------------------------------|-----------------|---|---|---|
| Payload ('000 tons) | 46 054 | -11,0 | -10,3 | -7,6 |
| Total income (R million) | 4 827 | -9,2 | -9,4 | -5,5 |

1/ Units of measurement can be found next to the respective variables in the previous column.

| Passenger transportation estimates | June 2009 1/ | % change between June 2008 and June 2009 | % change between April to June 2008 and April to June 2009 | % change between January to June 2008 and January to June 2009 |
|------------------------------------|-----------------|---|---|---|
| Number of passengers ('000) | 85 534 | 11,1 | 9,1 | 5,9 |
| Total income (R million) | 618 | 2,8 | 10,6 | 6,9 |

1/ Units of measurement can be found next to the respective variables in the previous column.

Income from freight transportation decreases

The income from freight transportation for the second quarter of 2009 decreased by 9,4% compared to the second quarter of 2008. The payload decreased by 10,3% for the second quarter of 2009 compared to the second quarter of 2008. Income from freight transportation for June 2009 decreased by 9,2% compared to June 2008.

The main contributors to the decrease of 9,4% in income from freight transportation for the second quarter of 2009 compared to the second quarter of 2008 were other freight (-13,0% and contributing -1,9 percentage points), containers (-30,9% and contributing -1,6 percentage points) and primary mining and quarrying products (-5,0% and contributing -1,3 percentage points) – see Table B on page 3.

Income from passenger transportation increases

The income from passenger transportation for the second quarter of 2009 increased by 10,6% compared to the second quarter of 2008. The number of passengers for the second quarter of 2009 increased by 9,1% compared to the second quarter of 2008. Income from passenger transportation for June 2009 increased by 2,8% compared to June 2008.

The main contributor to the increase of 10,6% in income from passenger transportation for the second quarter of 2009 compared to the second quarter of 2008 was road passenger transportation (9,8% and contributing 7,4 percentage points) – see Table C on page 4.

Table B – Contribution of each type of commodity to the percentage change in freight transportation income

| Type of commodity | April to June 2008 (R million) | Weight 1/ | April to June 2009 (R million) | Difference in income between April to June 2008 and April to June 2009 (R million) | Percentage change between April to June 2008 and April to June 2009 | Contribution (percentage points) to the percentage change in total income 2/ |
|--|--------------------------------|--------------|--------------------------------|--|---|--|
| Agriculture and forestry primary products | 1 254 | 8,1 | 1 114 | -140 | -11,2 | -0,9 |
| Primary mining and quarrying products | 4 064 | 26,3 | 3 859 | -205 | -5,0 | -1,3 |
| Manufactured food, beverages and tobacco products | 1 061 | 6,9 | 1 141 | 80 | 7,5 | 0,5 |
| Textiles, clothing and leather goods | 205 | 1,3 | 173 | -32 | -15,6 | -0,2 |
| Chemicals, coke, petroleum, rubber, plastic and other mineral products | 1 711 | 11,1 | 1 545 | -166 | -9,7 | -1,1 |
| Basic metals and fabricated metal products | 1 197 | 7,7 | 1 055 | -142 | -11,9 | -0,9 |
| Non-metallic products | 888 | 5,7 | 824 | -64 | -7,2 | -0,4 |
| Electrical, transport machinery and equipment | 315 | 2,0 | 298 | -17 | -5,4 | -0,1 |
| Motor vehicles, parts and accessories | 310 | 2,0 | 214 | -96 | -31,0 | -0,6 |
| Paper and paper products | 257 | 1,7 | 258 | 1 | 0,4 | 0,0 |
| Commercial products | 392 | 2,5 | 390 | -2 | -0,5 | 0,0 |
| Used household and office products | 342 | 2,2 | 332 | -10 | -2,9 | -0,1 |
| Containers | 818 | 5,3 | 565 | -253 | -30,9 | -1,6 |
| Parcels | 412 | 2,7 | 295 | -117 | -28,4 | -0,8 |
| Other freight | 2 253 | 14,6 | 1 960 | -293 | -13,0 | -1,9 |
| Total income 3/ | 15 479 | 100,0 | 14 022 | -1 457 | -9,4 | -9,4 |

1/ Weight is the percentage contribution of each type of commodity to the total income for the three months up to the current month of the previous year.

2/ The contribution to the percentage change is calculated by multiplying the percentage change of each type of commodity with its corresponding weight.

3/ The figures have been rounded off. Therefore, discrepancies may occur between the sums of the component items and the totals.

Table C – Contribution of each type of service to the percentage change in passenger transportation income

| Type of service | April to June 2008 (R million) | Weight 1/ | April to June 2009 (R million) | Difference in income between April to June 2008 and April to June 2009 (R million) | Percentage change between April to June 2008 and April to June 2009 | Contribution (percentage points) to the percentage change in total income 2/ |
|---|--------------------------------|--------------|--------------------------------|--|---|--|
| Railway passenger transportation | 424 | 24,9 | 479 | 55 | 13,0 | 3,2 |
| Road passenger transportation | 1 277 | 75,1 | 1 402 | 125 | 9,8 | 7,4 |
| Total income 3/ | 1 700 | 100,0 | 1 880 | 180 | 10,6 | 10,6 |

1/ Weight is the percentage contribution of each type of service to the total income for the three months up to the current month of the previous year.

2/ The contribution to the percentage change is calculated by multiplying the percentage change of each type of service with its corresponding weight.

3/ The figures have been rounded off. Therefore, discrepancies may occur between the sums of the component items and the totals.

P J Lehohla
Statistician-General

Detailed results

Table 1 shows land transportation estimates over the period January 2008 – June 2009.

Table 1 – Total freight and passenger transportation estimates

| Year and month 1/ | | Freight | | Passengers | |
|-------------------|--------------|---------------------|--------------------|-----------------------------|--------------------|
| | | Payload ('000 tons) | Income (R million) | Number of passengers ('000) | Income (R million) |
| 2008 | January | 40 622 | 4 180 | 75 600 | 588 |
| | February | 45 553 | 4 602 | 90 145 | 613 |
| | March | 45 006 | 4 565 | 85 136 | 633 |
| | April | 48 161 | 5 125 | 78 842 | 544 |
| | May | 46 904 | 5 040 | 83 435 | 555 |
| | June | 51 762 | 5 314 | 76 962 | 601 |
| | July | 50 761 | 5 591 | 83 817 | 604 |
| | August | 49 459 | 5 431 | 84 769 | 630 |
| | September | 49 221 | 5 402 | 88 791 | 694 |
| | October | 50 591 | 5 478 | 94 422 | 682 |
| | November | 48 757 | 5 209 | 85 144 | 646 |
| | December | 41 786 | 4 413 | 62 727 | 555 |
| | Total | 568 583 | 60 350 | 989 790 | 7 345 |
| 2009 | January | 40 063 | 4 199 | 77 705 | 557 |
| | February | 42 163 | 4 448 | 84 398 | 646 |
| | March | 43 030 | 4 576 | 96 012 | 696 |
| | April | 42 210 | 4 535 | 85 510 | 618 |
| | May | 43 421 | 4 660 | 90 050 | 644 |
| | June | 46 054 | 4 827 | 85 534 | 618 |

1/ Preliminary.

Table 2 shows passenger transportation income by type of service.

Table 2 – Total income according to the type of service for passenger transportation (R million)

| Year and month 1/ | | Rail | Road | Total 2/ |
|-------------------|--------------|--------------|--------------|--------------|
| 2008 | January | 179 | 408 | 588 |
| | February | 168 | 444 | 613 |
| | March | 148 | 483 | 633 |
| | April | 137 | 407 | 544 |
| | May | 151 | 404 | 555 |
| | June | 136 | 466 | 601 |
| | July | 142 | 462 | 604 |
| | August | 150 | 481 | 630 |
| | September | 170 | 525 | 694 |
| | October | 169 | 511 | 682 |
| | November | 153 | 494 | 646 |
| | December | 144 | 411 | 555 |
| | Total | 1 847 | 5 496 | 7 345 |
| 2009 | January | 155 | 402 | 557 |
| | February | 157 | 489 | 646 |
| | March | 170 | 525 | 696 |
| | April | 158 | 460 | 618 |
| | May | 170 | 474 | 644 |
| | June | 151 | 468 | 618 |

1/ Preliminary.

2/ The figures have been rounded off. Therefore, discrepancies may occur between the sums of the component items and the totals.

Table 3 shows freight transportation income by type of commodity (see description of type of commodity on page 8).

Table 3 – Total income according to the type of commodity for freight transportation (R million)

| Year and month 1/ | Type A | Type B | Type C | Type D | Type E | Type F | Type G | Type H | Type I | Type J | Type K | Type L | Type M | Type N | Type O | Total 2/ | |
|-------------------|------------------|---------------|--------------|------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|---------------|-------|
| 2008 | January | 328 | 1 055 | 313 | 52 | 441 | 377 | 265 | 69 | 102 | 79 | 116 | 98 | 217 | 126 | 541 | 4 180 |
| | February | 369 | 1 222 | 317 | 63 | 487 | 367 | 290 | 78 | 98 | 79 | 99 | 131 | 257 | 127 | 617 | 4 602 |
| | March | 346 | 1 204 | 309 | 54 | 495 | 377 | 277 | 86 | 106 | 74 | 107 | 110 | 290 | 128 | 602 | 4 565 |
| | April | 421 | 1 322 | 355 | 69 | 564 | 408 | 325 | 90 | 116 | 83 | 116 | 116 | 295 | 138 | 707 | 5 125 |
| | May | 411 | 1 336 | 349 | 71 | 556 | 388 | 282 | 98 | 96 | 85 | 137 | 118 | 267 | 140 | 706 | 5 040 |
| | June | 422 | 1 406 | 357 | 65 | 591 | 401 | 281 | 127 | 98 | 89 | 139 | 108 | 256 | 134 | 840 | 5 314 |
| | July | 440 | 1 461 | 390 | 82 | 620 | 410 | 307 | 135 | 111 | 138 | 149 | 155 | 263 | 139 | 790 | 5 591 |
| | August | 429 | 1 488 | 392 | 88 | 583 | 411 | 286 | 129 | 100 | 101 | 149 | 162 | 231 | 124 | 759 | 5 431 |
| | September | 430 | 1 469 | 380 | 76 | 546 | 418 | 303 | 93 | 92 | 97 | 165 | 154 | 236 | 152 | 790 | 5 402 |
| | October | 465 | 1 372 | 403 | 100 | 594 | 397 | 294 | 113 | 96 | 147 | 142 | 189 | 222 | 175 | 771 | 5 478 |
| | November | 413 | 1 298 | 432 | 84 | 528 | 378 | 298 | 150 | 90 | 90 | 150 | 194 | 194 | 177 | 734 | 5 209 |
| | December | 397 | 1 116 | 408 | 81 | 458 | 229 | 250 | 129 | 80 | 108 | 102 | 158 | 181 | 128 | 589 | 4 413 |
| Total | 4 871 | 15 749 | 4 405 | 885 | 6 463 | 4 561 | 3 458 | 1 297 | 1 185 | 1 170 | 1 571 | 1 693 | 2 909 | 1 688 | 8 446 | 60 350 | |
| 2009 | January | 398 | 1 070 | 361 | 76 | 444 | 238 | 278 | 126 | 85 | 74 | 92 | 142 | 129 | 121 | 565 | 4 199 |
| | February | 341 | 1 315 | 367 | 52 | 491 | 260 | 249 | 112 | 76 | 84 | 84 | 110 | 156 | 134 | 615 | 4 448 |
| | March | 363 | 1 156 | 392 | 76 | 514 | 329 | 263 | 131 | 89 | 92 | 136 | 95 | 175 | 115 | 651 | 4 576 |
| | April | 358 | 1 269 | 367 | 54 | 484 | 340 | 261 | 102 | 73 | 88 | 128 | 106 | 186 | 99 | 620 | 4 535 |
| | May | 365 | 1 244 | 383 | 55 | 526 | 346 | 278 | 100 | 79 | 94 | 145 | 104 | 185 | 101 | 656 | 4 660 |
| | June | 391 | 1 346 | 391 | 64 | 535 | 369 | 285 | 96 | 62 | 76 | 117 | 122 | 194 | 95 | 684 | 4 827 |

1/ Preliminary.

2/ The figures have been rounded off. Therefore, discrepancies may occur between the sums of the component items and the totals.

Description of type of commodity included in indicated group type in Table 3

| Group type | Type of commodity included in group type |
|-------------------|---|
| Type A | Transportation of agriculture and forestry primary products |
| Type B | Transportation of primary mining and quarrying products |
| Type C | Transportation of manufactured food, beverages and tobacco products |
| Type D | Transportation of textiles, clothing and leather products |
| Type E | Transportation of chemicals, coke, petroleum, rubber, plastic and other mineral products |
| Type F | Transportation of basic metals and fabricated metal products |
| Type G | Transportation of non-metallic products |
| Type H | Transportation of electrical machinery, transport machinery and equipment |
| Type I | Transportation of motor vehicles, parts and accessories |
| Type J | Transportation of paper and paper products |
| Type K | Transportation of commercial products |
| Type L | Transportation of used household and office products |
| Type M | Transportation of containers |
| Type N | Transportation of parcels |
| Type O | Transportation of other freight |

Outlined below in Tables 4.1 and 4.2 are the estimates and percentage changes in freight and passenger transportation.

Table 4 – Estimates and percentage changes in land transportation

Table 4.1 – Quarterly and cumulative estimates and percentage changes for freight transportation

| Freight transportation estimates | April to June 2008 | April to June 2009 | % change between April to June 2008 and April to June 2009 | January to June 2008 | January to June 2009 | % change between January to June 2008 and January to June 2009 |
|----------------------------------|--------------------|--------------------|--|----------------------|----------------------|--|
| Payload ('000 tons) | 146 827 | 131 685 | -10,3 | 278 008 | 256 941 | -7,6 |
| Total income (R million) | 15 479 | 14 022 | -9,4 | 28 826 | 27 245 | -5,5 |

Table 4.2 – Quarterly and cumulative estimates and percentage changes for passenger transportation

| Passenger transportation estimates | April to June 2008 | April to June 2009 | % change between April to June 2008 and April to June 2009 | January to June 2008 | January to June 2009 | % change between January to June 2008 and January to June 2009 |
|------------------------------------|--------------------|--------------------|--|----------------------|----------------------|--|
| Number of passengers ('000) | 239 239 | 261 094 | 9,1 | 490 120 | 519 209 | 5,9 |
| Total income (R million) | 1 700 | 1 880 | 10,6 | 3 534 | 3 779 | 6,9 |

Explanatory notes

| | | |
|--------------------------------------|---|---|
| Introduction | 1 | <p>Statistics South Africa (Stats SA) conducts a monthly survey of the land transportation industry, covering passenger and freight transportation by rail and road (see 4 below). This survey is based on a sample drawn from the 2007 Business Sampling Frame (BSF) that contains businesses registered for value-added tax (VAT).</p> <p>2 As is usual, information for the latest month had to be estimated for respondents who have not reported by the cut-off date for production of results. These estimates will be revised in future statistical releases when their reported information becomes available. Published land transportation income estimates exclude VAT.</p> |
| Purpose of the survey | 3 | <p>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.</p> |
| Scope of the survey | 4 | <p>This survey covers enterprises involved in land transportation according to the following types of transportation:</p> <ul style="list-style-type: none"> • Railway transport (including passenger and freight transportation); • Other scheduled passenger land transport – urban, suburban and inter-urban bus and coach passenger lines and school buses; • Other non-scheduled passenger land transport – safaris and sightseeing bus tours, metered taxis and other passenger transport including renting of motor cars with drivers; and • Freight transport by road. <p>Note: This survey excludes passenger transportation by minibus taxis.</p> |
| Classification | 5 | <p>The 1993 edition of the <i>Standard Industrial Classification of all Economic Activities (SIC)</i>, 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 (ISIC)</i> 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.</p> |
| Response rate | 6 | <p>The overall response rate for the second quarter of 2009 was 83,7%.</p> |
| Statistical unit | 7 | <p>The statistical unit for which information is compiled and published is the 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.</p> |
| Survey methodology and design | 8 | <p>Questionnaires are collected monthly and the results are published on a quarterly basis. Questionnaires are sent to a sample of about 700 enterprises from a population of about 4 000 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 non-respondents.</p> |
| Sample design | 9 | <p>The value of income is obtained monthly from the sample of about 700 enterprises (which was drawn in April 2007 at the SIC four-digit level) from a population of about 4 000 land transportation enterprises. 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 size groups two (medium sized), three and four (small) 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.</p> |

| | | | | | | | | | | | | | | | | | | | | |
|---------------------------------------|---|---|-----|-------------------------|-----|------------------------|------|--|-----|---|------|-------------------------------|----------|-------------------------|-----|-----------------|---|---------|---|-----------------------|
| Weighting methodology | 10 | 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, which are in line with international best practice, are described in more detail on the Stats SA website at http://www.statssa.gov.za/publications/publicationsearch.asp . | | | | | | | | | | | | | | | | | | |
| Reliability of estimates | 11 | 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. Preliminary figures are indicated in the tables. | | | | | | | | | | | | | | | | | | |
| | 12 | 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. | | | | | | | | | | | | | | | | | | |
| Revised figures | 13 | Revised figures are due to respondents reporting revisions or corrections to their figures and late submission of their data to Stats SA. Preliminary figures are indicated in the relevant tables. Data are edited at the enterprise level. | | | | | | | | | | | | | | | | | | |
| Related publications | 14 | Users may also wish to refer to the following publications available from Stats SA - <ul style="list-style-type: none"> • <i>Bulletin of Statistics</i> issued quarterly. • <i>SA Statistics</i> issued annually. | | | | | | | | | | | | | | | | | | |
| Rounding of figures | 15 | Where figures have been rounded-off discrepancies may occur between sums of the component items and the totals. | | | | | | | | | | | | | | | | | | |
| Pre-release policy | 19 | Stats SA's pre-release policy may be inspected at its Website, www.statssa.gov.za . | | | | | | | | | | | | | | | | | | |
| Symbols and abbreviations | 20 | <table border="0"> <tr> <td>BSF</td> <td>Business Sampling Frame</td> </tr> <tr> <td>GDP</td> <td>Gross Domestic Product</td> </tr> <tr> <td>ISIC</td> <td>International Standard Industrial Classification</td> </tr> <tr> <td>SIC</td> <td>Standard Industrial Classification of all Economic Activities</td> </tr> <tr> <td>SARS</td> <td>South African Revenue Service</td> </tr> <tr> <td>Stats SA</td> <td>Statistics South Africa</td> </tr> <tr> <td>VAT</td> <td>Value-added tax</td> </tr> <tr> <td>*</td> <td>Revised</td> </tr> <tr> <td>-</td> <td>Figures not available</td> </tr> </table> | 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 | * | Revised | - | Figures not available |
| 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 | | | | | | | | | | | | | | | | | | | |
| * | Revised | | | | | | | | | | | | | | | | | | | |
| - | Figures not available | | | | | | | | | | | | | | | | | | | |
| Change in the next publication | 21 | The results published in the next publication (September 2009) will be based on a new sample drawn in April 2009. The periodic introduction of a new sample is a part of Stats SA's strategic approach in improving the basis from which surveys are conducted. | | | | | | | | | | | | | | | | | | |

Technical note

Neyman optimal allocation

A stratified random sample was drawn from the population of enterprises on the business sampling frame (BSF). Strata were formed using a combination of Standard Industrial Classification and the measure of size classes for enterprises. The Neyman optimal allocation formula given below was used to allocate samples to each stratum.

$$n_h = \frac{N_h S_h}{\sum N_h S_h}$$

where N_h and S_h are the stratum population size and the stratum variance, respectively.

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 did not exceed 4,8%.

Class limits

| Enterprise size | Size Group | Lower limits | Upper limits |
|-----------------|------------|--------------|--------------|
| Very small | 4 | 0 | 3 000 000 |
| Small | 3 | 3 000 001 | 13 000 000 |
| Medium | 2 | 13 000 001 | 26 000 000 |
| Large | 1 | 26 000 001 | |

Glossary

Enterprise

The enterprise is a legal entity or a combination of legal units that includes and directly controls all functions necessary to carry out its sales 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, Fifth Edition, Report No. 09-90-02 of March 1993 (SIC)*.

Statistical unit

A statistical unit is a unit about which statistics are tabulated, compiled or published. The statistical units are derived from and linked to the South African Revenue Service (SARS) administrative data.

Number of passengers

The number of passengers refers to the passenger journeys.

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