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Freight transportation: results for June 2020

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

	Jan-20	Feb-20	Mar-20	Apr-20	May-20	Jun-20
Freight payload	-7,2	-4,9	-5,3	-39,7	-22,7	-20,0
Freight income	-3,4	-2,2	-0,1	-42,1	-21,7	-16,8

The COVID-19 pandemic and lockdown regulations since 27 March 2020 have had an extensive impact on economic activity. The volume of goods transported (payload) decreased by 20,0% in June 2020 compared with June 2019. The corresponding income decreased by 16,8% over the same period.

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

Type of commodity	Apr – Jun 2019 (R million)	Weight	Apr – Jun 2020 (R million)	% change between Apr – Jun 2019 and Apr – Jun 2020	Contribution (% points) to the total % change
Agriculture and forestry primary products	2 732	6,5	2 370	-13,3	-0,9
Primary mining and quarrying products	15 615	37,1	12 107	-22,5	-8,3
Manufactured food, beverages and tobacco products	4 379	10,4	3 479	-20,6	-2,1
Textiles, clothing and leather goods	648	1,5	447	-31,0	-0,5
Chemicals, coke, petroleum, rubber, plastic and other mineral products	2 740	6,5	2 307	-15,8	-1,0
Basic metals and fabricated metal products	1 509	3,6	431	-71,4	-2,6
Non-metallic products	897	2,1	492	-45,2	-0,9
Electrical machinery, transport machinery and equipment	605	1,4	377	-37,7	-0,5
Motor vehicles, parts and accessories	853	2,0	396	-53,6	-1,1
Paper and paper products	303	0,7	253	-16,5	-0,1
Commercial products	655	1,6	513	-21,7	-0,3
Used household and office products	529	1,3	280	-47,1	-0,6
Containers	2 253	5,4	1 526	-32,3	-1,7
Parcels	799	1,9	613	-23,3	-0,4
Other freight	7 579	18,0	5 227	-31,0	-5,6
Total income	42 092	100,0	30 818	-26,8	-26,8

Income from freight transportation decreased by 26,8% in the second quarter of 2020 compared with the second quarter of 2019. The main contributors to this decrease were:

- primary mining and quarrying products (-22,5% and contributing -8,3 percentage points);
- 'other' freight (-31,0% and contributing -5,6 percentage points);
- basic metals and fabricated metal products (-71,4% and contributing -2,6 percentage points);
- manufactured food, beverages and tobacco products (-20,6% and contributing -2,1 percentage points);
- and
- containers (-32,3% and contributing -1,7% percentage points) – see Table B.

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

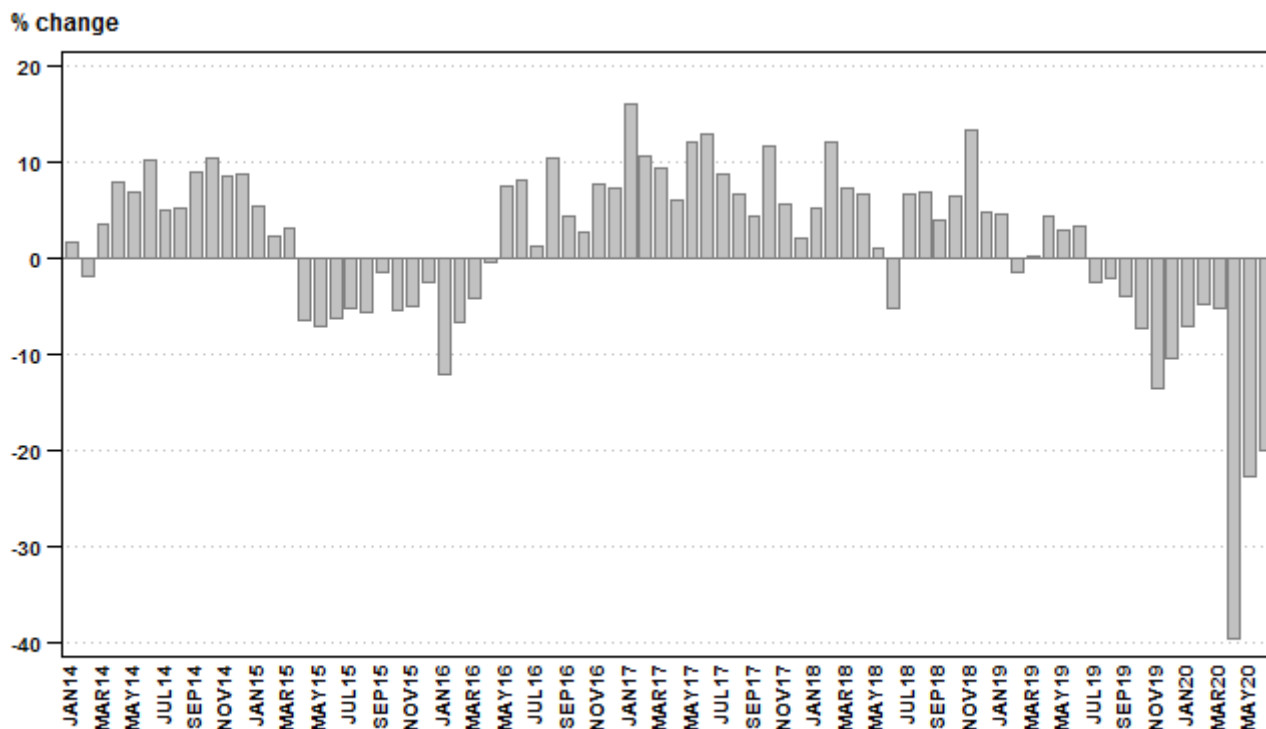


Table C – Seasonally adjusted payload for the latest three months by type of transport

Payload	Jan – Mar 2020 (000 tons)	Weight	Apr – Jun 2020 (000 tons)	% change between Jan – Mar 2020 and Apr – Jun 2020	Contribution (% points) to the total % change
Rail	53 025	24,2	40 425	-23,8	-5,8
Road	165 675	75,8	130 838	-21,0	-15,9
Total	218 700	100,0	171 263	-21,7	-21,7

Seasonally adjusted payload decreased by 21,7% in the second quarter of 2020 compared with the first quarter of 2020. Road freight decreased by 21,0% (contributing -15,9 percentage points) and rail freight decreased by 23,8% (contributing -5,8 percentage points) – see Table C.

Passenger transportation: results for June 2020

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

	Jan-20	Feb-20	Mar-20	Apr-20	May-20	Jun-20
Passenger journeys	-19,0	-15,9	-32,8	-84,2	-72,0	-63,1
Passenger income	-1,8	3,1	-15,1	-81,9	-68,0	-58,7

The number of passenger journeys decreased by 63,1% in June 2020 compared with June 2019. The corresponding income decreased by 58,7% over the same period.

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

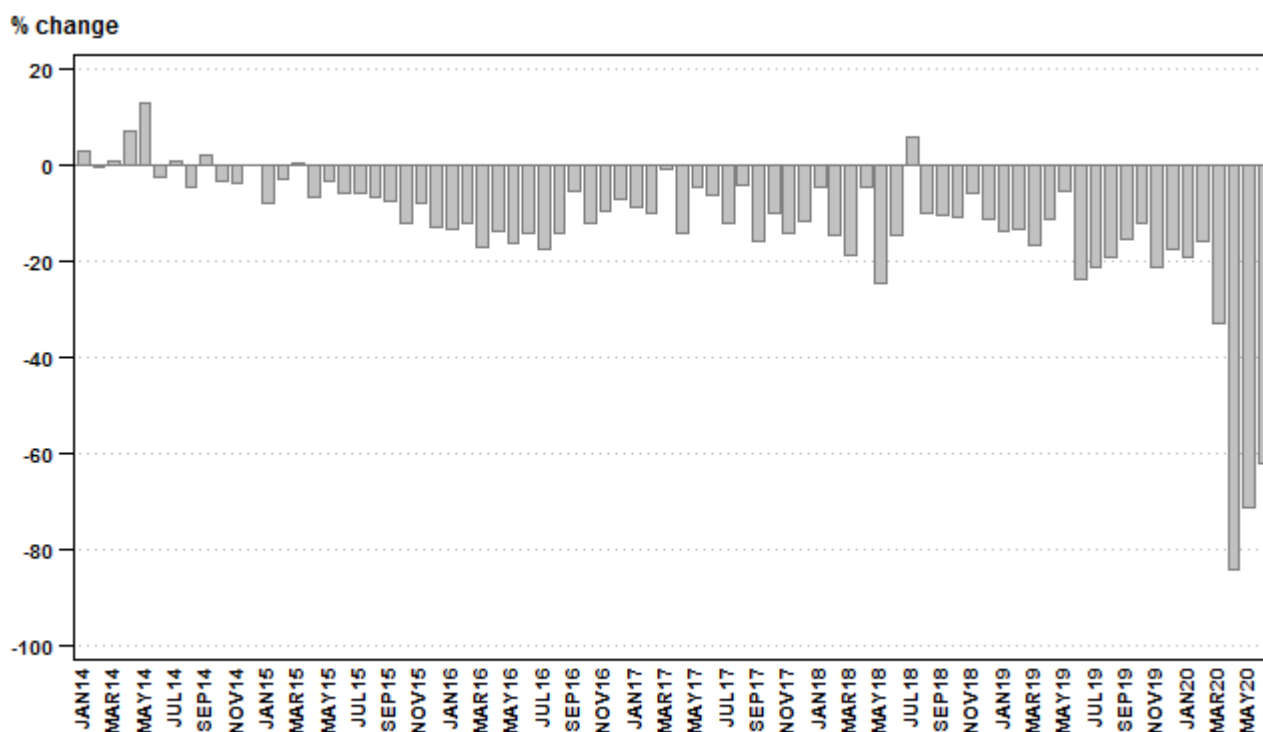


Table E – Seasonally adjusted passenger journeys for the latest three months by type of transport

Passenger journeys	Jan – Mar 2020 (000)	Weight	Apr – Jun 2020 (000)	% change between Jan – Mar 2020 and Apr – Jun 2020	Contribution (% points) to the total % change
Rail	25 064	26,4	201	-99,2	-26,2
Road	69 857	73,6	32 496	-53,5	-39,4
Total	94 921	100,0	32 697	-65,6	-65,6

Seasonally adjusted passenger journeys decreased by 65,6% in the second quarter of 2020 compared with the first quarter of 2020. Road passenger journeys decreased by 53,5% (contributing -39,4 percentage points) and rail passenger journeys decreased by 99,2% (contributing -26,2 percentage points) – see Table E.

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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)
2019	Jan	18 652	3 660	55 214	9 575	73 866	13 235
	Feb	18 538	3 686	56 147	9 719	74 685	13 405
	Mar	17 017	3 331	58 422	9 924	75 439	13 255
	Apr	18 999	3 890	57 594	9 993	76 593	13 882
	May	18 322	3 796	59 844	10 308	78 166	14 104
	Jun	18 992	3 845	59 479	10 262	78 470	14 106
	Jul	15 265	3 219	61 169	10 485	76 433	13 704
	Aug	19 164	3 862	62 344	10 765	81 507	14 627
	Sep	19 456	4 010	57 865	10 090	77 321	14 100
	Oct	16 106	3 483	61 542	10 878	77 648	14 362
	Nov	18 685	3 881	58 795	10 535	77 480	14 415
	Dec	16 544	3 470	48 557	8 991	65 100	12 461
	Total	215 740	44 133	696 972	121 525	912 708	165 656
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	14 140	2 930	46 248	8 114	60 388	11 043
	Jun	15 794	3 345	46 945	8 388	62 739	11 733

1/ Figures for the latest two months 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
2019	Jan	5,6	8,0	4,3	6,2	4,6	6,7
	Feb	-6,7	-1,5	0,5	4,5	-1,4	2,8
	Mar	-6,6	-1,3	2,4	3,4	0,2	2,2
	Apr	2,5	6,5	4,9	6,6	4,3	6,6
	May	1,0	5,4	3,6	3,5	3,0	4,0
	Jun	3,8	5,7	3,2	3,6	3,4	4,2
	Jul	-3,3	2,4	-2,5	-1,3	-2,6	-0,5
	Aug	-1,4	2,8	-2,2	-0,3	-2,0	0,5
	Sep	-2,1	2,5	-4,5	-3,6	-3,9	-1,9
	Oct	-5,9	0,0	-7,8	-5,6	-7,4	-4,3
	Nov	-5,5	-1,5	-15,9	-11,9	-13,6	-9,3
	Dec	6,2	10,7	-14,9	-9,3	-10,4	-4,5
	Total	-1,2	3,2	-2,8	-0,7	-2,4	0,3
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	-22,7	-21,3	-22,7	-21,7
	Jun	-16,8	-13,0	-21,1	-18,3	-20,0	-16,8

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)
2019	Jan	19 048	3 781	59 427	10 414	78 476	14 195
	Feb	17 990	3 635	59 494	10 341	77 484	13 977
	Mar	17 704	3 540	58 673	10 269	76 377	13 809
	Apr	18 658	3 713	60 183	10 453	78 841	14 167
	May	18 741	3 839	59 127	10 118	77 867	13 957
	Jun	18 690	3 770	60 873	10 334	79 563	14 105
	Jul	17 491	3 581	58 574	9 943	76 065	13 523
	Aug	17 922	3 659	59 622	10 265	77 544	13 923
	Sep	18 001	3 747	57 104	9 982	75 105	13 730
	Oct	17 159	3 564	56 608	9 991	73 767	13 555
	Nov	17 495	3 678	54 625	9 720	72 121	13 398
	Dec	17 014	3 545	52 240	9 659	69 255	13 204
2020	Jan	17 507	3 733	55 061	10 001	72 568	13 734
	Feb	17 026	3 593	57 234	10 167	74 261	13 759
	Mar	18 492	3 760	53 380	9 924	71 872	13 684
	Apr	10 444	2 012	37 018	6 296	47 462	8 307
	May	14 468	2 916	47 094	8 192	61 562	11 108
	Jun	15 513	3 175	46 726	8 180	62 239	11 355

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
2019	Jan	20,0	14,2	-5,8	-3,9	-0,6	0,4
	Feb	-5,6	-3,9	0,1	-0,7	-1,3	-1,5
	Mar	-1,6	-2,6	-1,4	-0,7	-1,4	-1,2
	Apr	5,4	4,9	2,6	1,8	3,2	2,6
	May	0,4	3,4	-1,8	-3,2	-1,2	-1,5
	Jun	-0,3	-1,8	3,0	2,1	2,2	1,1
	Jul	-6,4	-5,0	-3,8	-3,8	-4,4	-4,1
	Aug	2,5	2,2	1,8	3,2	1,9	3,0
	Sep	0,4	2,4	-4,2	-2,8	-3,1	-1,4
	Oct	-4,7	-4,9	-0,9	0,1	-1,8	-1,3
	Nov	2,0	3,2	-3,5	-2,7	-2,2	-1,2
	Dec	-2,7	-3,6	-4,4	-0,6	-4,0	-1,4
2020	Jan	2,9	5,3	5,4	3,5	4,8	4,0
	Feb	-2,7	-3,8	3,9	1,7	2,3	0,2
	Mar	8,6	4,6	-6,7	-2,4	-3,2	-0,5
	Apr	-43,5	-46,5	-30,7	-36,6	-34,0	-39,3
	May	38,5	44,9	27,2	30,1	29,7	33,7
	Jun	7,2	8,9	-0,8	-0,1	1,1	2,2

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

Type of commodity	Jan-20	Feb-20	Mar-20	Apr-20	May-20 1/	Jun-20 1/
Agriculture and forestry primary products	796	827	866	689	832	849
Primary mining and quarrying products	4 650	4 789	4 760	3 237	4 332	4 538
Manufactured food, beverages and tobacco products	1 511	1 472	1 560	1 004	1 254	1 221
Textiles, clothing and leather products	192	206	213	75	165	207
Chemicals, coke, petroleum, rubber, plastic and other mineral products	867	920	925	661	779	867
Basic metals and fabricated metal products	282	321	340	84	124	223
Non-metallic products	247	277	288	80	185	227
Electrical machinery, transport machinery and equipment	166	193	194	94	129	154
Motor vehicles, parts and accessories	260	308	287	87	138	171
Paper and paper products	87	102	100	85	89	79
Commercial products	215	226	249	87	196	230
Used household and office products	168	175	158	50	105	125
Containers	682	657	616	406	549	571
Parcels	244	294	308	127	220	266
Other freight	2 419	2 349	2 375	1 274	1 947	2 006
Total	12 786	13 116	13 238	8 041	11 043	11 733

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	Jan-20	Feb-20	Mar-20	Apr-20	May-20	Jun-20
Agriculture and forestry primary products	-8,5	-8,2	5,5	-18,6	-13,5	-8,1
Primary mining and quarrying products	-3,6	-1,5	0,1	-37,4	-17,3	-12,8
Manufactured food, beverages and tobacco products	-5,0	-0,7	1,3	-27,2	-15,7	-19,2
Textiles, clothing and leather products	29,7	29,6	23,8	-66,1	-28,6	5,6
Chemicals, coke, petroleum, rubber, plastic and other mineral products	-2,8	10,3	3,5	-27,1	-14,7	-5,8
Basic metals and fabricated metal products	-38,4	-37,4	-26,6	-83,8	-74,5	-55,9
Non-metallic products	-3,5	9,1	5,1	-73,5	-37,1	-24,6
Electrical machinery, transport machinery and equipment	3,8	1,0	1,6	-55,0	-36,1	-20,6
Motor vehicles, parts and accessories	-1,9	4,8	0,0	-69,4	-50,4	-41,2
Paper and paper products	-16,3	-7,3	2,0	-18,3	-8,2	-22,5
Commercial products	25,7	6,6	8,3	-61,5	-10,1	9,0
Used household and office products	-7,7	0,6	-19,0	-71,3	-39,3	-31,3
Containers	-16,7	-19,5	-16,4	-47,3	-23,8	-25,2
Parcels	23,2	24,1	22,2	-51,0	-15,1	-5,3
Other freight	5,3	-0,7	1,1	-49,4	-23,6	-20,3
Total	-3,4	-2,2	-0,1	-42,1	-21,7	-16,8

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	Jan-20	Feb-20	Mar-20	Apr-20	May-20	Jun-20
Agriculture and forestry primary products	-0,6	-0,6	0,3	-1,1	-0,9	-0,5
Primary mining and quarrying products	-1,3	-0,5	0,1	-13,9	-6,4	-4,7
Manufactured food, beverages and tobacco products	-0,6	-0,1	0,2	-2,7	-1,7	-2,1
Textiles, clothing and leather products	0,3	0,4	0,3	-1,1	-0,5	0,1
Chemicals, coke, petroleum, rubber, plastic and other mineral products	-0,2	0,6	0,2	-1,8	-1,0	-0,4
Basic metals and fabricated metal products	-1,3	-1,4	-0,9	-3,1	-2,6	-2,0
Non-metallic products	-0,1	0,2	0,1	-1,6	-0,8	-0,5
Electrical machinery, transport machinery and equipment	0,0	0,0	0,0	-0,8	-0,5	-0,3
Motor vehicles, parts and accessories	0,0	0,1	0,0	-1,4	-1,0	-0,9
Paper and paper products	-0,1	-0,1	0,0	-0,1	-0,1	-0,2
Commercial products	0,3	0,1	0,1	-1,0	-0,2	0,1
Used household and office products	-0,1	0,0	-0,3	-0,9	-0,5	-0,4
Containers	-1,0	-1,2	-0,9	-2,6	-1,2	-1,4
Parcels	0,3	0,4	0,4	-1,0	-0,3	-0,1
Other freight	0,9	-0,1	0,2	-8,9	-4,3	-3,6
Total	-3,4	-2,2	-0,1	-42,1	-21,7	-16,8

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)
2019	Jan	16 012	204	24 212	832	40 224	1 036
	Feb	18 585	194	23 360	739	41 945	933
	Mar	18 107	200	24 392	829	42 499	1 029
	Apr	15 965	176	24 779	844	40 744	1 020
	May	14 236	186	24 645	801	38 881	987
	Jun	14 268	165	20 523	798	34 791	963
	Jul	14 246	179	25 754	833	40 000	1 012
	Aug	14 644	192	25 507	819	40 151	1 011
	Sep	13 705	187	27 017	928	40 722	1 115
	Oct	14 994	198	26 678	895	41 672	1 093
	Nov	12 661	172	24 923	853	37 584	1 025
	Dec	7 176	111	21 816	864	28 992	975
	Total	174 599	2 164	293 606	10 035	468 205	12 199
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	10 830	312	10 891	316
	Jun	145	10	12 691	388	12 836	398

1/ Figures for the latest two months 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
2019	Jan	-16,3	-3,3	-12,2	-3,0	-13,9	-3,1
	Feb	-12,2	-6,3	-13,9	-2,1	-13,2	-3,0
	Mar	-17,7	-6,5	-15,7	-2,8	-16,5	-3,6
	Apr	-38,6	-22,8	23,9	29,4	-11,4	15,9
	May	-32,9	-11,0	24,1	30,2	-5,3	19,8
	Jun	-34,1	-18,3	-14,6	3,8	-23,8	-0,8
	Jul	-42,0	-14,4	-1,6	-1,5	-21,2	-4,1
	Aug	-35,7	7,3	-4,7	2,4	-19,0	3,3
	Sep	-35,5	-11,8	0,4	13,9	-15,4	8,6
	Oct	-26,5	-10,4	-0,8	4,7	-11,9	1,6
	Nov	-38,6	-14,4	-7,8	0,7	-21,2	-2,2
	Dec	-43,1	-21,3	-3,4	2,1	-17,6	-1,2
	Total	-31,1	-11,1	-3,4	5,5	-16,0	2,1
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	-56,1	-61,0	-72,0	-68,0
	Jun	-99,0	-93,9	-38,2	-51,4	-63,1	-58,7

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)
2019	Jan	18 158	197	25 387	842	43 544	1 039
	Feb	17 810	189	23 128	791	40 938	980
	Mar	17 034	190	22 119	784	39 152	974
	Apr	17 005	183	25 822	882	42 826	1 064
	May	13 803	186	24 265	825	38 068	1 011
	Jun	14 046	185	22 212	816	36 258	1 001
	Jul	14 298	176	26 097	827	40 395	1 003
	Aug	13 330	182	24 628	828	37 958	1 010
	Sep	13 184	176	24 961	879	38 144	1 055
	Oct	12 895	178	25 616	866	38 511	1 044
	Nov	12 254	169	24 722	845	36 976	1 013
	Dec	10 138	150	24 367	849	34 505	999
2020	Jan	9 867	165	25 032	845	34 899	1 010
	Feb	9 969	164	24 753	845	34 722	1 008
	Mar	5 228	99	20 072	732	25 300	831
	Apr	0	0	7 837	219	7 837	219
	May	61	4	11 392	336	11 453	340
	Jun	140	11	13 267	408	13 407	419

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
2019	Jan	-0,2	4,8	-2,8	1,3	-1,7	2,0
	Feb	-1,9	-4,1	-8,9	-6,1	-6,0	-5,7
	Mar	-4,4	0,5	-4,4	-0,9	-4,4	-0,6
	Apr	-0,2	-3,7	16,7	12,5	9,4	9,2
	May	-18,8	1,6	-6,0	-6,5	-11,1	-5,0
	Jun	1,8	-0,5	-8,5	-1,1	-4,8	-1,0
	Jul	1,8	-4,9	17,5	1,3	11,4	0,2
	Aug	-6,8	3,4	-5,6	0,1	-6,0	0,7
	Sep	-1,1	-3,3	1,4	6,2	0,5	4,5
	Oct	-2,2	1,1	2,6	-1,5	1,0	-1,0
	Nov	-5,0	-5,1	-3,5	-2,4	-4,0	-3,0
	Dec	-17,3	-11,2	-1,4	0,5	-6,7	-1,4
2020	Jan	-2,7	10,0	2,7	-0,5	1,1	1,1
	Feb	1,0	-0,6	-1,1	0,0	-0,5	-0,2
	Mar	-47,6	-39,6	-18,9	-13,4	-27,1	-17,6
	Apr	-100,0	-100,0	-61,0	-70,1	-69,0	-73,6
	May	1/	1/	45,4	53,4	46,1	55,3
	Jun	129,5	175,0	16,5	21,4	17,1	23,2

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 June 2020 was 79,7%. The improved collection rates for April and May 2020 were 88,4% and 85,9% respectively.
Statistical unit	8	The statistical unit for which information is compiled and published is an enterprise, defined as a legal unit or a combination of legal units that includes and directly controls all functions necessary to carry out its income activities. The statistical units are derived from and linked to the South African Revenue Service (SARS) administrative data.
Revised figures	9	Revised figures are mainly due to late submission of data to Stats SA, or respondents reporting revisions or corrections to their figures. Preliminary figures, as indicated in the relevant tables, are subject to change and when revised will not be indicated as such.

- Related publications** 10 Users may also wish to refer to the following publication available from Stats SA –
- *Stats in Brief* issued annually.
- Rounding-off of figures** 11 Where figures have been rounded off, discrepancies may occur between sums of the component items and the totals.
- Historical data** 12 Historical land transport data are available on the Stats SA website. To access the data electronically, use the following link:
[Click to download historical data](#)
- Past publications** 13 Past land transport releases are available on the Stats SA website. To access the releases electronically, use the following link:
[Click to download past releases](#)

Technical notes

- Survey methodology and design** 1 The survey is conducted on a monthly basis. Questionnaires are sent to a sample of 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 adjustments were performed; 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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