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# Statistical release

## P7162

### Land transport survey (Preliminary)

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## Freight transportation: results for May 2013

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

	Dec-12	Jan-13	Feb-13	Mar-13	Apr-13	May-13
Freight payload	-0,5	5,0	4,5	-0,9	8,1	-0,1
Freight income	4,2	9,6	7,1	2,8	18,3	12,9

The volume of goods transported (payload) decreased by 0,1% in May 2013 compared with May 2012. The corresponding income increased by 12,9% over the same period.

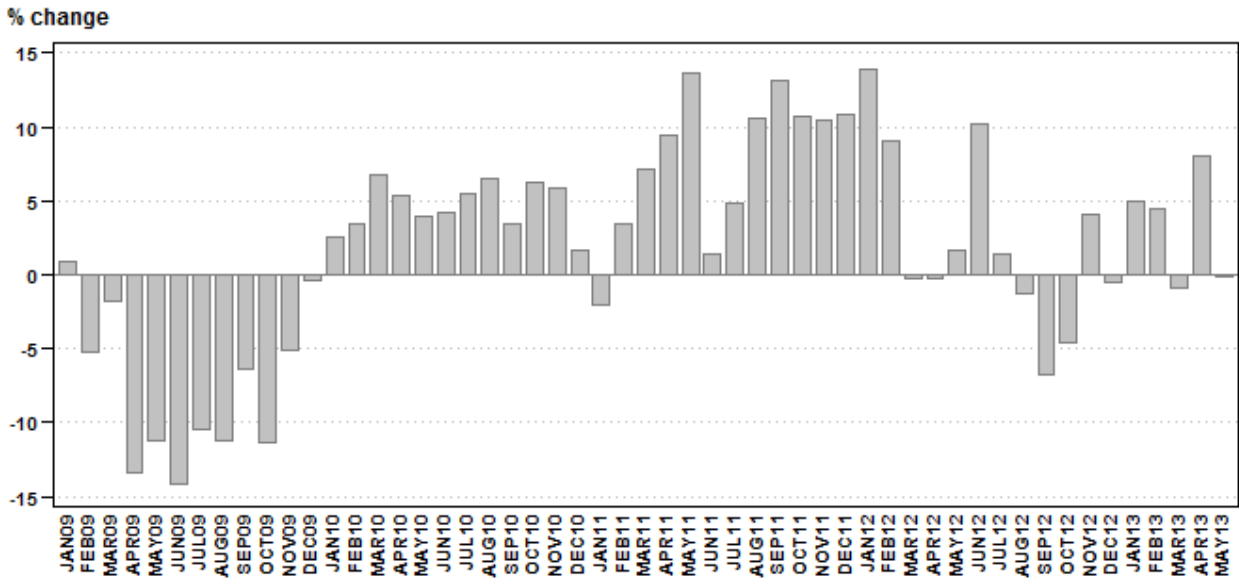
**Table B – Freight transportation income at current prices for the latest three months by type of commodity**

Type of commodity	Mar – May 2012 (R million)	Weight	Mar – May 2013 (R million)	% change between Mar – May 2012 and Mar – May 2013	Contribution (% points) to the total % change
Agriculture and forestry primary products	1 556	6,9	1 754	12,7	0,9
Primary mining and quarrying products	7 124	31,6	7 889	10,7	3,4
Manufactured food, beverages and tobacco products	3 113	13,8	3 710	19,2	2,6
Textiles, clothing and leather goods	275	1,2	385	40,0	0,5
Chemicals, coke, petroleum, rubber, plastic and other mineral products	1 837	8,1	1 970	7,2	0,6
Basic metals and fabricated metal products	1 375	6,1	1 477	7,4	0,5
Non-metallic products	872	3,9	859	-1,5	-0,1
Electrical machinery, transport machinery and equipment	585	2,6	632	8,0	0,2
Motor vehicles, parts and accessories	669	3,0	757	13,2	0,4
Paper and paper products	400	1,8	409	2,3	0,0
Commercial products	680	3,0	638	-6,2	-0,2
Used household and office products	176	0,8	198	12,5	0,1
Containers	1 205	5,3	1 387	15,1	0,8
Parcels	445	2,0	523	17,5	0,4
Other freight	2 241	9,9	2 517	12,3	1,2
<b>Total income</b>	<b>22 554</b>	<b>100,0</b>	<b>25 102</b>	<b>11,3</b>	<b>11,3</b>

Income from freight transportation increased by 11,3% in the three months ended May 2013 compared with the three months ended May 2012. The main contributors to this increase were:

- primary mining and quarrying products (10,7% and contributing 3,4 percentage points);
- manufactured food, beverages and tobacco products (19,2% and contributing 2,6 percentage points); and
- 'other' freight (12,3% and contributing 1,2 percentage points) – see Table B.

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



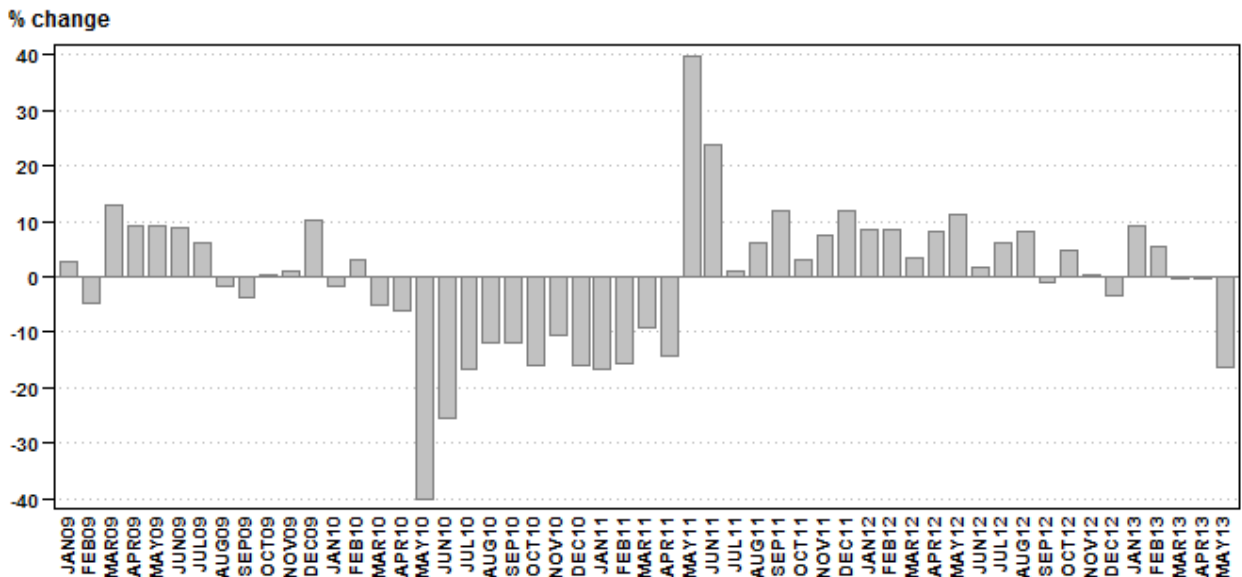
**Passenger transportation: results for May 2013**

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

	Dec-12	Jan-13	Feb-13	Mar-13	Apr-13	May-13
Passenger journeys	-3,5	9,2	5,3	-0,2	-0,2	-16,2
Passenger income	14,2	16,5	16,8	18,2	-10,3	-23,3

The number of passenger journeys decreased by 16,2% in May 2013 compared with May 2012. The corresponding income decreased by 23,3% over the same period. Passenger transport was adversely affected by a bus drivers’ strike during April and May 2013.

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



**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)
<b>2012</b>	Jan	16 809	2 226	36 752	4 819	53 561	7 045
	Feb	17 673	2 421	39 821	5 306	57 494	7 727
	Mar	17 699	2 369	39 493	5 223	57 192	7 592
	Apr	17 220	2 394	37 536	5 039	54 756	7 434
	May	15 570	2 169	41 777	5 359	57 347	7 528
	Jun	17 953	2 456	41 481	5 428	59 434	7 884
	Jul	18 390	2 572	40 327	5 359	58 718	7 931
	Aug	17 016	2 648	41 811	5 604	58 827	8 252
	Sep	18 874	2 867	39 026	5 220	57 900	8 087
	Oct	16 455	2 473	41 884	5 738	58 339	8 212
	Nov	18 615	2 660	46 612	6 480	65 227	9 140
	Dec	17 142	2 539	37 533	5 196	54 675	7 735
	<b>Total</b>	<b>209 416</b>	<b>29 794</b>	<b>484 053</b>	<b>64 771</b>	<b>693 470</b>	<b>94 567</b>
<b>2013</b>	Jan	17 307	2 521	38 949	5 203	56 257	7 724
	Feb	19 118	2 775	40 985	5 499	60 103	8 274
	Mar	17 363	2 490	39 289	5 314	56 652	7 804
	Apr	17 938	2 788	41 260	6 009	59 198	8 797
	May	14 910	2 444	42 400	6 057	57 310	8 501

1/ Latest month is 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
<b>2012</b>	Jan	18,8	35,6	11,8	13,8	13,9	19,9
	Feb	4,5	3,3	11,2	16,4	9,1	11,9
	Mar	10,4	23,9	-4,4	0,5	-0,3	6,8
	Apr	4,6	11,2	-2,3	0,0	-0,2	3,4
	May	-5,7	-1,9	4,7	4,8	1,7	2,8
	Jun	37,5	32,6	1,5	2,8	10,2	10,5
	Jul	14,3	22,7	-3,5	0,3	1,4	6,6
	Aug	2,9	15,4	-3,0	0,4	-1,3	4,7
	Sep	3,0	18,9	-10,9	-8,6	-6,8	-0,4
	Oct	-9,2	3,3	-2,6	1,9	-4,6	2,3
	Nov	3,3	9,0	4,3	10,7	4,1	10,2
	Dec	-1,1	10,4	-0,2	1,4	-0,5	4,2
	<b>Total</b>	<b>6,0</b>	<b>14,4</b>	<b>0,2</b>	<b>3,3</b>	<b>1,9</b>	<b>6,6</b>
<b>2013</b>	Jan	3,0	13,3	6,0	8,0	5,0	9,6
	Feb	8,2	14,6	2,9	3,6	4,5	7,1
	Mar	-1,9	5,1	-0,5	1,7	-0,9	2,8
	Apr	4,2	16,5	9,9	19,2	8,1	18,3
	May	-4,2	12,7	1,5	13,0	-0,1	12,9

**Table 3 – Freight transportation income at current prices by type of commodity (R million)**

Type of commodity	Dec-12	Jan-13	Feb-13	Mar-13	Apr-13	May-13 1/
Agriculture and forestry primary products	455	500	508	516	617	621
Primary mining and quarrying products	2 602	2 653	2 879	2 567	2 893	2 429
Manufactured food, beverages and tobacco products	1 195	1 074	1 139	1 087	1 304	1 319
Textiles, clothing and leather products	121	101	108	119	143	123
Chemicals, coke, petroleum, rubber, plastic and other mineral products	625	633	632	662	639	669
Basic metals and fabricated metal products	352	434	486	444	500	533
Non-metallic products	265	241	258	263	296	300
Electrical machinery, transport machinery and equipment	184	179	223	201	223	208
Motor vehicles, parts and accessories	198	205	236	236	256	265
Paper and paper products	125	130	128	130	139	140
Commercial products	201	189	194	191	221	226
Used household and office products	78	75	75	69	69	60
Containers	397	424	451	418	476	493
Parcels	151	134	165	165	176	182
Other freight	787	752	793	737	848	932
<b>Total</b>	<b>7 735</b>	<b>7 724</b>	<b>8 274</b>	<b>7 804</b>	<b>8 797</b>	<b>8 501</b>

1/ Preliminary.

**Table 4 – Year-on-year percentage change in freight transportation income at current prices by type of commodity**

Type of commodity	Dec-12	Jan-13	Feb-13	Mar-13	Apr-13	May-13
Agriculture and forestry primary products	-13,5	3,5	2,0	1,4	25,4	11,9
Primary mining and quarrying products	11,9	13,1	14,4	1,9	21,9	8,8
Manufactured food, beverages and tobacco products	-6,3	12,6	8,5	4,0	23,8	30,0
Textiles, clothing and leather products	24,7	18,8	27,1	33,7	47,4	38,2
Chemicals, coke, petroleum, rubber, plastic and other mineral products	3,8	1,6	0,0	7,3	7,6	6,9
Basic metals and fabricated metal products	-11,6	-2,3	0,0	0,9	7,8	13,2
Non-metallic products	-1,9	-1,6	-8,8	-8,7	5,3	-1,0
Electrical machinery, transport machinery and equipment	6,4	20,9	-10,4	5,8	12,6	5,6
Motor vehicles, parts and accessories	0,5	6,8	13,5	0,0	12,3	29,3
Paper and paper products	-7,4	0,8	-2,3	0,0	10,3	-2,8
Commercial products	-9,0	-6,9	-16,7	-15,5	2,8	-5,4
Used household and office products	1,3	25,0	25,0	21,1	11,3	5,3
Containers	20,3	23,3	16,5	15,2	14,4	15,7
Parcels	11,9	11,7	10,0	10,0	23,9	19,0
Other freight	18,5	12,1	4,3	0,5	22,5	14,2
<b>Total</b>	<b>4,2</b>	<b>9,6</b>	<b>7,1</b>	<b>2,8</b>	<b>18,3</b>	<b>12,9</b>

**Table 5 – 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	Dec-12	Jan-13	Feb-13	Mar-13	Apr-13	May-13
Agriculture and forestry primary products	-1,0	0,2	0,1	0,1	1,7	0,9
Primary mining and quarrying products	3,7	4,4	4,7	0,6	7,0	2,6
Manufactured food, beverages and tobacco products	-1,1	1,7	1,2	0,6	3,4	4,0
Textiles, clothing and leather products	0,3	0,2	0,3	0,4	0,6	0,5
Chemicals, coke, petroleum, rubber, plastic and other mineral products	0,3	0,1	0,0	0,6	0,6	0,6
Basic metals and fabricated metal products	-0,6	-0,1	0,0	0,1	0,5	0,8
Non-metallic products	-0,1	-0,1	-0,3	-0,3	0,2	0,0
Electrical machinery, transport machinery and equipment	0,1	0,4	-0,3	0,1	0,3	0,1
Motor vehicles, parts and accessories	0,0	0,2	0,4	0,0	0,4	0,8
Paper and paper products	-0,1	0,0	0,0	0,0	0,2	-0,1
Commercial products	-0,3	-0,2	-0,5	-0,5	0,1	-0,2
Used household and office products	0,0	0,2	0,2	0,2	0,1	0,0
Containers	0,9	1,1	0,8	0,7	0,8	0,9
Parcels	0,2	0,2	0,2	0,2	0,5	0,4
Other freight	1,7	1,1	0,4	0,1	2,1	1,5
<b>Total</b>	<b>4,2</b>	<b>9,6</b>	<b>7,1</b>	<b>2,8</b>	<b>18,3</b>	<b>12,9</b>

**Table 6 – 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)
2012	Jan	37 269	153	23 907	549	61 176	702
	Feb	46 136	166	25 411	541	71 547	707
	Mar	49 324	174	27 564	584	76 888	758
	Apr	42 367	182	24 597	593	66 964	775
	May	47 835	193	27 737	594	75 572	787
	Jun	45 351	184	26 163	583	71 514	767
	Jul	44 891	188	26 075	609	70 966	797
	Aug	49 483	201	26 264	590	75 747	791
	Sep	47 658	198	27 641	659	75 299	857
	Oct	48 603	211	27 967	633	76 570	844
	Nov	47 821	208	26 830	621	74 651	829
	Dec	33 910	169	23 457	641	57 367	810
	<b>Total</b>	<b>540 648</b>	<b>2 227</b>	<b>313 613</b>	<b>7 197</b>	<b>854 261</b>	<b>9 424</b>
2013	Jan	42 148	204	24 633	614	66 781	818
	Feb	48 784	228	26 547	598	75 331	826
	Mar	49 406	236	27 346	660	76 752	896
	Apr	46 527	200	20 325	495	66 852	695
	May	47 250	195	16 049	409	63 299	604

1/ Latest month is preliminary.

**Table 7 – 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
2012	Jan	7,6	1,3	9,8	13,0	8,4	10,2
	Feb	13,5	15,3	0,4	8,4	8,5	10,0
	Mar	5,9	8,8	-0,5	0,3	3,5	2,2
	Apr	6,3	24,7	11,2	12,7	8,1	15,3
	May	11,6	29,5	10,7	11,4	11,2	15,4
	Jun	0,8	16,5	3,2	9,2	1,7	10,8
	Jul	5,9	19,0	6,5	12,4	6,1	13,9
	Aug	11,0	24,1	3,6	10,3	8,3	13,5
	Sep	-3,1	13,8	3,3	12,6	-0,9	12,9
	Oct	0,3	22,0	13,7	16,4	4,8	17,7
	Nov	-2,6	21,6	5,9	13,5	0,3	15,5
	Dec	-8,3	11,9	4,4	14,9	-3,5	14,2
	<b>Total</b>	<b>3,9</b>	<b>17,4</b>	<b>5,8</b>	<b>11,2</b>	<b>4,6</b>	<b>12,6</b>
2013	Jan	13,1	33,3	3,0	11,8	9,2	16,5
	Feb	5,7	37,3	4,5	10,5	5,3	16,8
	Mar	0,2	35,6	-0,8	13,0	-0,2	18,2
	Apr	9,8	9,9	-17,4	-16,5	-0,2	-10,3
	May	-1,2	1,0	-42,1	-31,1	-16,2	-23,3

## Survey information

<b>Introduction</b>	<b>1</b>	<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 paragraph 4 below). This survey is based on a sample drawn from the 2012 business sampling frame (BSF) that contains businesses registered for value added tax (VAT) and income tax.</p> <p><b>2</b> 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.</p>
<b>Purpose of the survey</b>	<b>3</b>	<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>
<b>Scope of the survey</b>	<b>4</b>	<p>This survey covers enterprises involved in land transportation according to the following type of transportation:</p> <ul style="list-style-type: none"> <li>• railway transport (including passenger and freight transportation);</li> <li>• 'other' scheduled passenger land transport – urban, suburban and inter-urban bus and coach passenger lines and school buses;</li> <li>• '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</li> <li>• freight transport by road.</li> </ul>
<b>Exclusions</b>	<b>5</b>	<p>Passenger transportation excludes:</p> <ul style="list-style-type: none"> <li>• minibus taxis;</li> <li>• Gautrain;</li> <li>• metropolitan buses (including the Bus Rapid Transport system – BRT); and</li> <li>• rental of private cars/buses without drivers.</li> </ul> <p>Freight transportation excludes:</p> <ul style="list-style-type: none"> <li>• renting of trucks without drivers; and</li> <li>• in-house transportation.</li> </ul>
<b>Classification</b>	<b>6</b>	<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>
<b>Collection rate</b>	<b>7</b>	<p>The preliminary collection rate for the survey on land transportation for May 2013 was 85,4%. The improved collection rate for April 2013 was 89,4%.</p>
<b>Statistical unit</b>	<b>8</b>	<p>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.</p>
<b>Revised figures</b>	<b>9</b>	<p>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.</p>



- Related publications**      10    Users may also wish to refer to the following publications available from Stats SA -
  - *Bulletin of Statistics* issued quarterly; and
  - *SA Statistics* 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 webpage. To access the data electronically, use the following link:  
<http://www.statssa.gov.za/timeseriesdata/timeseriesdata.asp>
- Past publications**        13    Past land transport releases are available on the Stats SA webpage. To access the releases electronically, use the following link:  
<http://www.statssa.gov.za/publications/statspastfuture.asp?PPN=P7162&SCH=>

**Technical notes**

**Survey methodology and design**

- 1      The survey is conducted on a monthly 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 on non-respondents.
- 2      A stratified random sample was drawn at the SIC four-digit level in April 2012 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.

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

$N_h$  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 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	0	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.

**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 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 January 1993 (SIC)*.

**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

**Technical enquiries**

**Ho Chun Cheung**      Telephone number: (012) 310 6360  
 Email: hochunc@statssa.gov.za

**Keshnee Govender**      Telephone number: (012) 310 8423  
 Email: keshneeg@statssa.gov.za

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National Library of South Africa, Cape Town Division  
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Library of Parliament, Cape Town  
Bloemfontein Public Library  
Johannesburg Public Library  
Eastern Cape Library Services, King William's Town  
Central Regional Library, Polokwane  
Central Reference Library, Nelspruit  
Central Reference Collection, Kimberley  
Central Reference Library, Mmabatho

Stats SA also provides a subscription service.

## Electronic services

A large range of data is available via online services. For more detail about our electronic services, contact Stats SA's user information service at (012) 310 8600.

You can visit us on the Internet at: [www.statssa.gov.za](http://www.statssa.gov.za)

## General enquiries

User information services	Telephone number: (012) 310 8600 Email address: <a href="mailto:info@statssa.gov.za">info@statssa.gov.za</a>
Orders/subscription services	Telephone number: (012) 310 8358 Email address: <a href="mailto:magdaj@statssa.gov.za">magdaj@statssa.gov.za</a>
Postal address	Private Bag X44, Pretoria, 0001

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