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## **STATISTICAL RELEASE**

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## Freight transportation: results for May 2021

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

	Dec-20	Jan-21	Feb-21	Mar-21	Apr-21	May-21
Freight payload	4,2	-10,7	-8,3	0,6	55,1	22,7
Freight income	-0,2	-11,1	-5,7	2,0	66,5	25,5

The volume of goods transported (payload) increased by 22,7% in May 2021 compared with May 2020. The corresponding income increased by 25,5% over the same period.

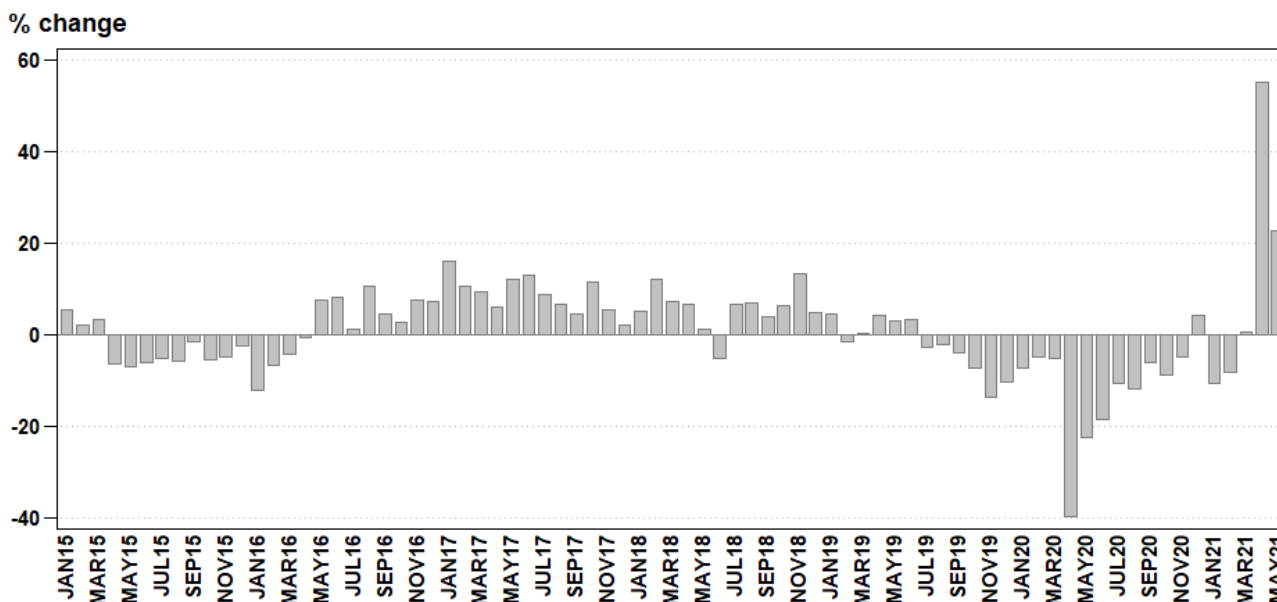
**Table B – Freight transportation income at current prices for the latest three months by type of commodity**

Type of commodity	Mar – May 2020 (R million)	Weight	Mar – May 2021 (R million)	% change between Mar – May 2020 and Mar – May 2021	Contribution (% points) to the total % change
Agriculture and forestry primary products	2 409	7,5	2 879	19,5	1,5
Primary mining and quarrying products	12 342	38,3	14 843	20,3	7,8
Manufactured food, beverages and tobacco products	3 809	11,8	3 975	4,4	0,5
Textiles, clothing and leather goods	446	1,4	794	78,0	1,1
Chemicals, coke, petroleum, rubber, plastic and other mineral products	2 358	7,3	2 954	25,3	1,8
Basic metals and fabricated metal products	540	1,7	856	58,5	1,0
Non-metallic products	552	1,7	631	14,3	0,2
Electrical machinery, transport machinery and equipment	428	1,3	556	29,9	0,4
Motor vehicles, parts and accessories	592	1,8	837	41,4	0,7
Paper and paper products	274	0,8	262	-4,4	0,0
Commercial products	526	1,6	762	44,9	0,7
Used household and office products	327	1,0	562	71,9	0,7
Containers	1 589	4,9	2 031	27,8	1,4
Parcels	590	1,8	972	64,7	1,2
Other freight	5 471	17,0	7 739	41,5	7,1
<b>Total income</b>	<b>32 253</b>	<b>100,0</b>	<b>40 656</b>	<b>26,1</b>	<b>26,1</b>

Income from freight transportation increased by 26,1% in the three months ended May 2021 compared with the three months ended May 2020. The main contributors to this increase were:

- primary mining and quarrying products (20,3% and contributing 7,8 percentage points); and
- 'other' freight (41,5% and contributing 7,1 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	Dec 2020 – Feb 2021 (000 tons)	Weight	Mar – May 2021 (000 tons)	% change between Dec 2020 – Feb 2021 and Mar – May 2021	Contribution (% points) to the total % change
Rail	45 111	21,7	45 831	1,6	0,4
Road	162 856	78,3	174 564	7,2	5,6
<b>Total</b>	<b>207 967</b>	<b>100,0</b>	<b>220 395</b>	<b>6,0</b>	<b>6,0</b>

Seasonally adjusted payload increased by 6,0% in the three months ended May 2021 compared with the previous three months. Road freight increased by 7,2% (contributing 5,6 percentage points) and rail freight increased by 1,6% (contributing 0,4 of a percentage point) – see Table C.

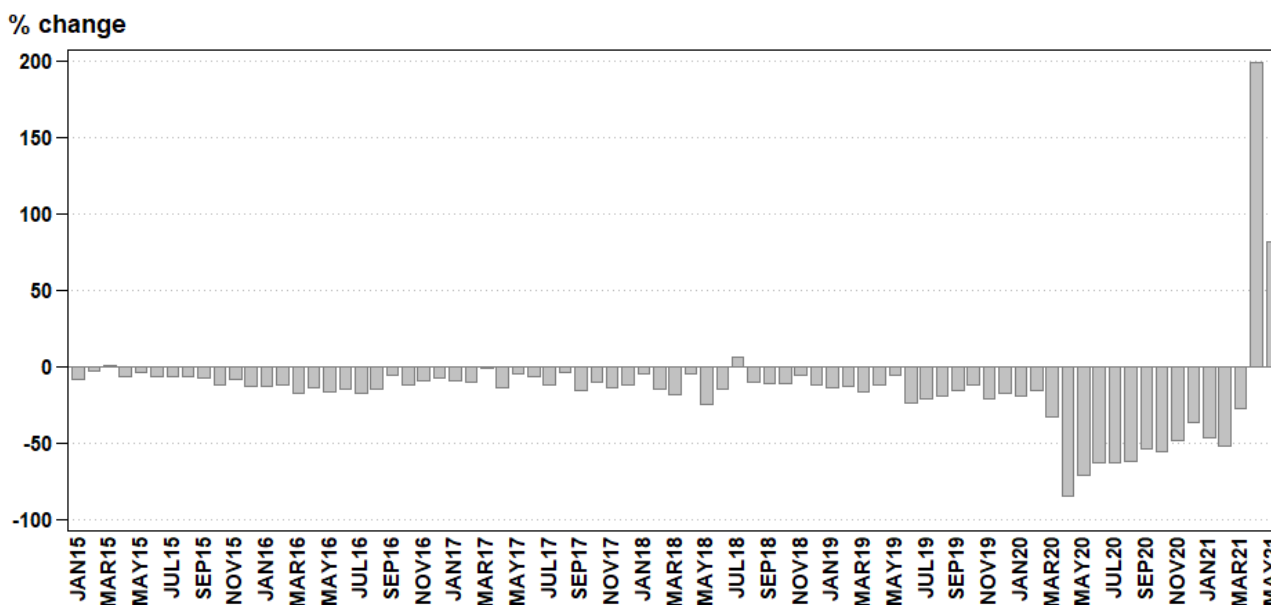
## Passenger transportation: results for May 2021

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

	Dec-20	Jan-21	Feb-21	Mar-21	Apr-21	May-21
Passenger journeys	-36,2	-46,3	-51,9	-27,0	199,0	81,7
Passenger income	-30,7	-37,2	-35,7	-10,4	255,1	119,1

The number of passenger journeys increased by 81,7% in May 2021 compared with May 2020. The corresponding income increased by 119,1% 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	Dec 2020 – Feb 2021 (000)	Weight	Mar – May 2021 (000)	% change between Dec 2020 – Feb 2021 and Mar – May 2021	Contribution (% points) to the total % change
Rail	4 700	8,0	5 182	10,3	0,8
Road	53 940	92,0	53 581	-0,7	-0,6
<b>Total</b>	<b>58 641</b>	<b>100,0</b>	<b>58 763</b>	<b>0,2</b>	<b>0,2</b>

Seasonally adjusted passenger journeys increased by 0,2% in the three months ended May 2021 compared with the previous three months. Rail passenger journeys increased by 10,3% (contributing 0,8 of a percentage point) while road passenger journeys decreased by 0,7% (contributing -0,6 of a percentage point) – 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
	<b>Total</b>	<b>191 847</b>	<b>39 996</b>	<b>614 945</b>	<b>108 746</b>	<b>806 790</b>	<b>148 742</b>
2021	Jan	13 161	2 807	48 068	8 554	61 229	11 361
	Feb	15 097	3 174	50 026	9 191	65 123	12 365
	Mar	15 372	3 335	56 431	10 162	71 803	13 498
	Apr	15 725	3 384	55 931	10 005	71 657	13 389
	May	14 863	3 157	59 448	10 612	74 311	13 769

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
	<b>Total</b>	<b>-11,1</b>	<b>-9,4</b>	<b>-11,8</b>	<b>-10,5</b>	<b>-11,6</b>	<b>-10,2</b>
2021	Jan	-23,6	-21,2	-6,3	-7,3	-10,7	-11,1
	Feb	-14,0	-12,1	-6,4	-3,3	-8,3	-5,7
	Mar	-13,8	-7,7	5,3	5,6	0,6	2,0
	Apr	44,4	64,1	58,3	67,3	55,1	66,5
	May	5,1	7,7	28,1	31,9	22,7	25,5

**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)
<b>2020</b>	Jan	18 073	3 768	56 068	10 067	74 142	13 835
	Feb	17 396	3 673	58 330	10 204	75 726	13 877
	Mar	18 047	3 718	54 367	9 834	72 414	13 553
	Apr	10 592	2 014	37 147	6 266	47 739	8 280
	May	14 315	2 944	46 112	7 986	60 427	10 930
	Jun	15 358	3 148	47 281	8 378	62 639	11 526
	Jul	17 765	3 695	49 643	8 793	67 407	12 489
	Aug	16 392	3 598	52 299	9 338	68 691	12 937
	Sep	16 222	3 354	52 591	9 342	68 813	12 697
	Oct	16 006	3 427	52 500	9 258	68 506	12 685
	Nov	15 722	3 414	54 020	9 612	69 743	13 025
	Dec	16 057	3 301	54 957	9 734	71 014	13 034
<b>2021</b>	Jan	14 003	3 015	53 871	9 574	67 874	12 589
	Feb	15 051	3 214	54 028	9 777	69 079	12 991
	Mar	15 463	3 448	57 195	10 233	72 658	13 682
	Apr	15 395	3 256	57 517	10 331	72 912	13 587
	May	14 973	3 206	59 852	10 663	74 825	13 869

**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
<b>2020</b>	Jan	6,4	5,6	8,2	5,0	7,7	5,2
	Feb	-3,7	-2,5	4,0	1,4	2,1	0,3
	Mar	3,7	1,2	-6,8	-3,6	-4,4	-2,3
	Apr	-41,3	-45,8	-31,7	-36,3	-34,1	-38,9
	May	35,1	46,2	24,1	27,4	26,6	32,0
	Jun	7,3	6,9	2,5	4,9	3,7	5,5
	Jul	15,7	17,4	5,0	5,0	7,6	8,4
	Aug	-7,7	-2,6	5,4	6,2	1,9	3,6
	Sep	-1,0	-6,8	0,6	0,0	0,2	-1,9
	Oct	-1,3	2,2	-0,2	-0,9	-0,4	-0,1
	Nov	-1,8	-0,4	2,9	3,8	1,8	2,7
	Dec	2,1	-3,3	1,7	1,3	1,8	0,1
<b>2021</b>	Jan	-12,8	-8,7	-2,0	-1,6	-4,4	-3,4
	Feb	7,5	6,6	0,3	2,1	1,8	3,2
	Mar	2,7	7,3	5,9	4,7	5,2	5,3
	Apr	-0,4	-5,6	0,6	1,0	0,3	-0,7
	May	-2,7	-1,5	4,1	3,2	2,6	2,1

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

Type of commodity	Dec-20	Jan-21	Feb-21	Mar-21	Apr-21	May-21 1/
Agriculture and forestry primary products	876	748	832	927	966	986
Primary mining and quarrying products	4 605	4 164	4 380	4 926	4 920	4 997
Manufactured food, beverages and tobacco products	1 225	1 103	1 171	1 317	1 306	1 352
Textiles, clothing and leather products	248	206	221	255	262	277
Chemicals, coke, petroleum, rubber, plastic and other mineral products	958	880	937	1 026	954	974
Basic metals and fabricated metal products	178	211	278	283	281	292
Non-metallic products	215	167	193	200	217	214
Electrical machinery, transport machinery and equipment	165	156	177	181	187	188
Motor vehicles, parts and accessories	223	207	238	270	267	300
Paper and paper products	78	74	81	86	88	88
Commercial products	245	213	227	266	239	257
Used household and office products	210	165	172	186	184	192
Containers	594	589	636	707	661	663
Parcels	309	267	322	313	311	348
Other freight	2 301	2 213	2 499	2 553	2 545	2 641
<b>Total</b>	<b>12 430</b>	<b>11 361</b>	<b>12 365</b>	<b>13 498</b>	<b>13 389</b>	<b>13 769</b>

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	Dec-20	Jan-21	Feb-21	Mar-21	Apr-21	May-21
Agriculture and forestry primary products	10,9	-6,0	0,6	7,0	40,2	15,5
Primary mining and quarrying products	8,1	-10,5	-8,5	3,5	52,0	15,0
Manufactured food, beverages and tobacco products	-22,4	-27,0	-20,4	-15,6	30,1	8,6
Textiles, clothing and leather products	16,4	7,3	7,3	19,7	249,3	75,3
Chemicals, coke, petroleum, rubber, plastic and other mineral products	10,9	1,5	1,8	10,9	44,3	26,2
Basic metals and fabricated metal products	-42,2	-25,2	-13,4	-16,8	234,5	151,7
Non-metallic products	-10,4	-32,4	-30,3	-30,6	171,3	16,3
Electrical machinery, transport machinery and equipment	-2,4	-6,0	-8,3	-6,7	98,9	34,3
Motor vehicles, parts and accessories	-18,6	-20,4	-22,7	-5,9	206,9	37,6
Paper and paper products	-4,9	-14,9	-20,6	-14,0	3,5	-1,1
Commercial products	-0,4	-0,9	0,4	6,8	174,7	35,3
Used household and office products	9,9	-1,8	-1,7	17,7	268,0	61,3
Containers	-9,3	-13,6	-3,2	14,8	62,8	16,9
Parcels	14,9	9,4	9,5	1,6	144,9	124,5
Other freight	-0,8	-8,5	6,4	7,5	99,8	45,0
<b>Total</b>	<b>-0,2</b>	<b>-11,1</b>	<b>-5,7</b>	<b>2,0</b>	<b>66,5</b>	<b>25,5</b>

**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	Dec-20	Jan-21	Feb-21	Mar-21	Apr-21	May-21
Agriculture and forestry primary products	0,7	-0,4	0,0	0,5	3,4	1,2
Primary mining and quarrying products	2,8	-3,8	-3,1	1,3	20,9	5,9
Manufactured food, beverages and tobacco products	-2,8	-3,2	-2,3	-1,8	3,8	1,0
Textiles, clothing and leather products	0,3	0,1	0,1	0,3	2,3	1,1
Chemicals, coke, petroleum, rubber, plastic and other mineral products	0,8	0,1	0,1	0,8	3,6	1,8
Basic metals and fabricated metal products	-1,0	-0,6	-0,3	-0,4	2,4	1,6
Non-metallic products	-0,2	-0,6	-0,6	-0,7	1,7	0,3
Electrical machinery, transport machinery and equipment	0,0	-0,1	-0,1	-0,1	1,2	0,4
Motor vehicles, parts and accessories	-0,4	-0,4	-0,5	-0,1	2,2	0,7
Paper and paper products	0,0	-0,1	-0,2	-0,1	0,0	0,0
Commercial products	0,0	0,0	0,0	0,1	1,9	0,6
Used household and office products	0,2	0,0	0,0	0,2	1,7	0,7
Containers	-0,5	-0,7	-0,2	0,7	3,2	0,9
Parcels	0,3	0,2	0,2	0,0	2,3	1,8
Other freight	-0,2	-1,6	1,1	1,3	15,8	7,5
<b>Total</b>	<b>-0,2</b>	<b>-11,1</b>	<b>-5,7</b>	<b>2,0</b>	<b>66,5</b>	<b>25,5</b>



**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
	<b>Total</b>	<b>29 628</b>	<b>605</b>	<b>202 944</b>	<b>6 619</b>	<b>232 572</b>	<b>7 224</b>
2021	Jan	1 128	24	16 352	615	17 480	639
	Feb	1 450	29	15 520	590	16 970	619
	Mar	1 772	41	19 071	742	20 843	783
	Apr	1 632	41	17 673	616	19 305	657
	May	1 752	43	18 706	680	20 458	723

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
	<b>Total</b>	<b>-83,0</b>	<b>-72,0</b>	<b>-30,9</b>	<b>-34,0</b>	<b>-50,3</b>	<b>-40,8</b>
2021	Jan	-87,0	-86,4	-31,6	-26,8	-46,3	-37,2
	Feb	-86,4	-83,2	-37,0	-25,2	-51,9	-35,7
	Mar	-67,8	-60,2	-17,3	-3,8	-27,0	-10,4
	Apr	1/	1/	173,7	233,0	199,0	255,1
	May	2 772,1	975,0	67,0	108,6	81,7	119,1

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

**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	9 887	165	25 556	834	35 443	999
	Feb	9 847	164	24 894	834	34 740	998
	Mar	5 113	99	19 769	730	24 883	828
	Apr	0	0	7 937	256	7 937	256
	May	64	4	11 261	343	11 325	347
	Jun	145	11	12 354	410	12 499	421
	Jul	266	12	14 562	424	14 827	436
	Aug	391	15	14 715	455	15 107	470
	Sep	360	18	16 545	559	16 905	576
	Oct	415	20	17 701	549	18 116	569
	Nov	1 569	35	17 520	600	19 089	635
	Dec	1 994	47	20 147	622	22 141	669
2021	Jan	1 325	23	18 669	607	19 995	630
	Feb	1 381	28	15 124	638	16 505	666
	Mar	1 684	39	15 888	703	17 572	741
	Apr	1 593	42	18 749	688	20 342	729
	May	1 905	45	18 944	700	20 849	744

**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	-4,0	7,8	2,8	-1,2	0,8	0,2
	Feb	-0,4	-0,6	-2,6	0,0	-2,0	-0,1
	Mar	-48,1	-39,6	-20,6	-12,5	-28,4	-17,0
	Apr	-100,0	-100,0	-59,9	-64,9	-68,1	-69,1
	May	1/	1/	41,9	34,0	42,7	35,5
	Jun	126,6	175,0	9,7	19,5	10,4	21,3
	Jul	83,4	9,1	17,9	3,4	18,6	3,6
	Aug	47,0	25,0	1,1	7,3	1,9	7,8
	Sep	-7,9	20,0	12,4	22,9	11,9	22,6
	Oct	15,3	11,1	7,0	-1,8	7,2	-1,2
	Nov	278,1	75,0	-1,0	9,3	5,4	11,6
	Dec	27,1	34,3	15,0	3,7	16,0	5,4
2021	Jan	-33,6	-51,1	-7,3	-2,4	-9,7	-5,8
	Feb	4,2	21,7	-19,0	5,1	-17,5	5,7
	Mar	21,9	39,3	5,1	10,2	6,5	11,3
	Apr	-5,4	7,7	18,0	-2,1	15,8	-1,6
	May	19,6	7,1	1,0	1,7	2,5	2,1

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

## Survey information

<b>Introduction</b>	<p>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.</p> <p>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.</p>
<b>Purpose of the survey</b>	<p>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.</p>
<b>Scope of the survey</b>	<p>4 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>	<p>5 Passenger transportation excludes:</p> <ul style="list-style-type: none"> <li>• minibus taxis;</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>	<p>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.</p>
<b>Collection rate</b>	<p>7 The preliminary collection rate for the survey on land transportation for May 2021 was 83,3%. The improved collection rate for April 2021 was 90,1%.</p>
<b>Statistical unit</b>	<p>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.</p>
<b>Revised figures</b>	<p>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.</p>

- 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 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.

<b>Symbols and abbreviations</b>	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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## General information

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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