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Freight transportation: results for April 2023

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

| | Nov-22 | Dec-22 | Jan-23 | Feb-23 | Mar-23 | Apr-23 |
|-----------------|--------|--------|--------|--------|--------|--------|
| Freight payload | 17,7 | 12,9 | 17,2 | 7,3 | 4,8 | 11,8 |
| Freight income | 20,2 | 15,1 | 19,9 | 11,6 | 7,3 | 11,7 |

The volume of goods transported (payload) increased by 11,8% in April 2023 compared with April 2022. The corresponding income increased by 11,7% over the same period.

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

| Type of commodity | Feb – Apr 2022 (R million) | Weight (%) | Feb – Apr 2023 (R million) | % change between Feb – Apr 2022 and Feb – Apr 2023 | Contribution (% points) to the total % change |
|--|-------------------------------|--------------|-------------------------------|--|---|
| Agriculture and forestry primary products | 3 712 | 8,2 | 3 660 | -1,4 | -0,1 |
| Primary mining and quarrying products | 14 695 | 32,3 | 16 769 | 14,1 | 4,6 |
| Manufactured food, beverages and tobacco products | 5 543 | 12,2 | 6 031 | 8,8 | 1,1 |
| Textiles, clothing and leather goods | 1 099 | 2,4 | 1 126 | 2,5 | 0,1 |
| Chemicals, coke, petroleum, rubber, plastic and other mineral products | 3 512 | 7,7 | 3 628 | 3,3 | 0,3 |
| Basic metals and fabricated metal products | 662 | 1,5 | 670 | 1,2 | 0,0 |
| Non-metallic products | 436 | 1,0 | 441 | 1,1 | 0,0 |
| Electrical machinery, transport machinery and equipment | 527 | 1,2 | 625 | 18,6 | 0,2 |
| Motor vehicles, parts and accessories | 1 194 | 2,6 | 1 279 | 7,1 | 0,2 |
| Paper and paper products | 246 | 0,5 | 238 | -3,3 | 0,0 |
| Commercial products | 521 | 1,1 | 600 | 15,2 | 0,2 |
| Used household and office products | 1 337 | 2,9 | 1 232 | -7,9 | -0,2 |
| Containers | 1 799 | 4,0 | 1 935 | 7,6 | 0,3 |
| Parcels | 1 171 | 2,6 | 1 160 | -0,9 | 0,0 |
| Other freight | 8 984 | 19,8 | 10 655 | 18,6 | 3,7 |
| Total income | 45 437 | 100,0 | 50 049 | 10,2 | 10,2 |

Income from freight transportation increased by 10,2% in the three months ended April 2023 compared with the three months ended April 2022. The main contributors to this increase were:

- primary mining and quarrying products (14,1% and contributing 4,6 percentage points);
- 'other' freight (18,6% and contributing 3,7 percentage points); and
- manufactured food, beverages and tobacco products (8,8% and contributing 1,1 percentage points) – see Table B.

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

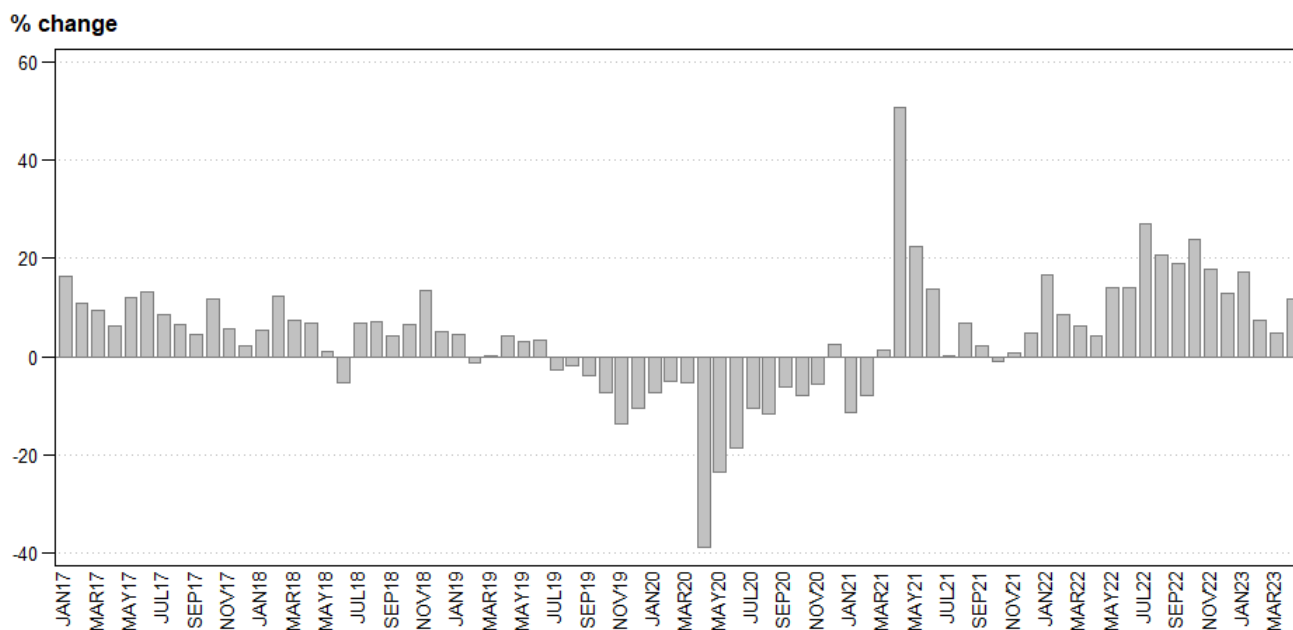


Table C – Seasonally adjusted payload for the latest three months by type of transport

| Payload | Nov 2022 – Jan 2023 (000 tons) | Weight (%) | Feb – Apr 2023 (000 tons) | % change between Nov 2022 – Jan 2023 and Feb – Apr 2023 | Contribution (% points) to the total % change |
|--------------|-----------------------------------|--------------|------------------------------|---|---|
| Rail | 34 529 | 13,2 | 37 669 | 9,1 | 1,2 |
| Road | 226 569 | 86,8 | 214 362 | -5,4 | -4,7 |
| Total | 261 098 | 100,0 | 252 031 | -3,5 | -3,5 |

Seasonally adjusted payload decreased by 3,5% in the three months ended April 2023 compared with the previous three months. Road freight decreased by 5,4% (contributing -4,7 percentage points) while rail freight increased by 9,1% (contributing 1,2 percentage points) – see Table C.

Passenger transportation: results for April 2023

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

| | Nov-22 | Dec-22 | Jan-23 | Feb-23 | Mar-23 | Apr-23 |
|--------------------|--------|--------|--------|--------|--------|--------|
| Passenger journeys | 14,5 | 13,5 | 18,8 | 12,9 | 13,5 | 2,5 |
| Passenger income | 20,3 | 45,3 | 30,5 | 19,1 | 15,5 | 5,4 |

The number of passenger journeys increased by 2,5% in April 2023 compared with April 2022. The corresponding income increased by 5,4% over the same period.

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

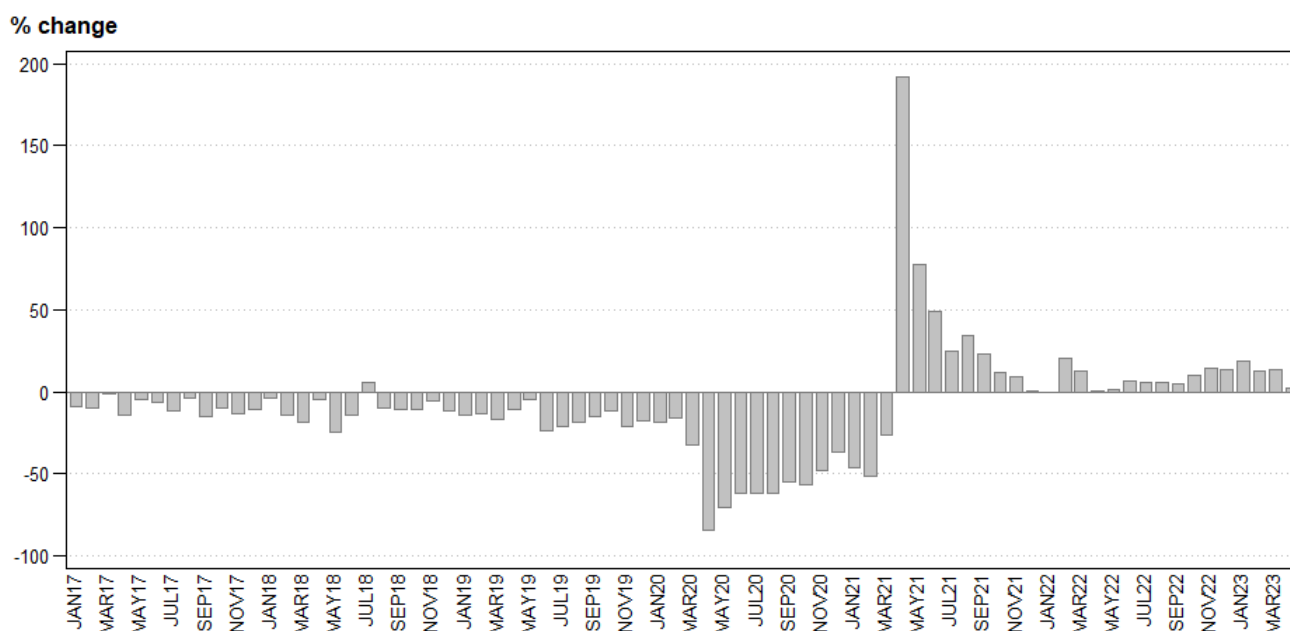


Table E – Seasonally adjusted passenger journeys for the latest three months by type of transport

| Passenger journeys | Nov 2022 – Jan 2023 (000) | Weight (%) | Feb – Apr 2023 (000) | % change between Nov 2022 – Jan 2023 and Feb – Apr 2023 | Contribution (% points) to the total % change |
|--------------------|---------------------------------|---------------|----------------------------|---|--|
| Rail | 7 787 | 10,6 | 8 986 | 15,4 | 1,6 |
| Road | 65 420 | 89,4 | 61 920 | -5,4 | -4,8 |
| Total | 73 207 | 100,0 | 70 905 | -3,1 | -3,1 |

Seasonally adjusted passenger journeys decreased by 3,1% in the three months ended April 2023 compared with the previous three months. Road passenger journeys decreased by 5,4% (contributing -4,8 percentage points) while rail passenger journeys increased by 15,4% (contributing 1,6 percentage points) – see Table E.

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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) |
| 2022 | Jan | 13 861 | 2 868 | 57 819 | 11 329 | 71 680 | 14 197 |
| | Feb | 14 638 | 3 028 | 57 303 | 11 419 | 71 941 | 14 447 |
| | Mar | 13 101 | 2 741 | 64 602 | 12 920 | 77 703 | 15 661 |
| | Apr | 14 292 | 3 100 | 60 374 | 12 229 | 74 665 | 15 329 |
| | May | 13 619 | 2 950 | 71 273 | 14 196 | 84 892 | 17 146 |
| | Jun | 13 134 | 3 034 | 70 961 | 14 247 | 84 094 | 17 282 |
| | Jul | 12 154 | 2 825 | 76 165 | 15 326 | 88 319 | 18 150 |
| | Aug | 14 370 | 3 274 | 79 548 | 15 894 | 93 918 | 19 168 |
| | Sep | 14 659 | 3 467 | 74 754 | 14 934 | 89 413 | 18 401 |
| | Oct | 9 901 | 2 058 | 79 188 | 15 316 | 89 088 | 17 374 |
| | Nov | 9 047 | 2 276 | 78 998 | 15 849 | 88 045 | 18 125 |
| | Dec | 11 903 | 2 761 | 68 233 | 13 661 | 80 136 | 16 422 |
| | Total | 154 679 | 34 382 | 839 218 | 167 320 | 993 894 | 201 702 |
| 2023 | Jan | 13 113 | 2 960 | 70 880 | 14 063 | 83 993 | 17 023 |
| | Feb | 12 831 | 2 950 | 64 382 | 13 167 | 77 213 | 16 117 |
| | Mar | 11 849 | 2 828 | 69 558 | 13 984 | 81 407 | 16 812 |
| | Apr | 13 426 | 3 255 | 70 036 | 13 865 | 83 462 | 17 120 |

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 |
| 2022 | Jan | 7,1 | 4,0 | 19,1 | 21,0 | 16,6 | 17,1 |
| | Feb | -1,5 | -3,1 | 11,3 | 12,6 | 8,5 | 8,9 |
| | Mar | -13,4 | -16,5 | 11,2 | 14,8 | 6,1 | 7,7 |
| | Apr | -7,6 | -6,9 | 7,4 | 12,4 | 4,1 | 7,9 |
| | May | -6,9 | -5,1 | 19,3 | 22,8 | 14,1 | 16,9 |
| | Jun | -18,4 | -10,6 | 23,2 | 28,6 | 14,1 | 19,4 |
| | Jul | -0,2 | 9,4 | 32,9 | 39,5 | 27,1 | 33,7 |
| | Aug | -11,5 | -4,6 | 29,0 | 32,5 | 20,6 | 24,2 |
| | Sep | -8,4 | 1,8 | 26,4 | 28,1 | 19,0 | 22,1 |
| | Oct | -23,0 | -27,4 | 34,2 | 31,1 | 23,9 | 19,7 |
| | Nov | -37,0 | -24,2 | 30,7 | 31,2 | 17,7 | 20,2 |
| | Dec | -20,6 | -10,5 | 21,8 | 22,2 | 12,9 | 15,1 |
| | Total | -12,0 | -7,9 | 22,5 | 25,0 | 15,4 | 17,8 |
| 2023 | Jan | -5,4 | 3,2 | 22,6 | 24,1 | 17,2 | 19,9 |
| | Feb | -12,3 | -2,6 | 12,4 | 15,3 | 7,3 | 11,6 |
| | Mar | -9,6 | 3,2 | 7,7 | 8,2 | 4,8 | 7,3 |
| | Apr | -6,1 | 5,0 | 16,0 | 13,4 | 11,8 | 11,7 |

Table 3 – Seasonally adjusted freight transportation (income at current prices)

| Year and month | | Rail | | Road | | Total | |
|----------------|-----|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|
| | | Payload (000 tons) | Income (R million) | Payload (000 tons) | Income (R million) | Payload (000 tons) | Income (R million) |
| 2022 | Jan | 14 102 | 2 989 | 65 217 | 12 734 | 79 319 | 15 723 |
| | Feb | 14 447 | 3 062 | 63 015 | 12 412 | 77 462 | 15 473 |
| | Mar | 13 520 | 2 957 | 64 366 | 12 963 | 77 887 | 15 920 |
| | Apr | 13 693 | 2 992 | 62 797 | 12 695 | 76 489 | 15 687 |
| | May | 13 553 | 2 998 | 68 386 | 13 682 | 81 938 | 16 681 |
| | Jun | 12 935 | 2 907 | 70 221 | 14 154 | 83 157 | 17 061 |
| | Jul | 13 629 | 3 090 | 74 383 | 14 926 | 88 012 | 18 016 |
| | Aug | 13 111 | 3 031 | 73 239 | 14 728 | 86 349 | 17 759 |
| | Sep | 13 240 | 3 151 | 72 116 | 14 415 | 85 356 | 17 566 |
| | Oct | 11 206 | 2 165 | 75 827 | 14 807 | 87 033 | 16 972 |
| | Nov | 8 809 | 2 221 | 74 564 | 14 838 | 83 373 | 17 059 |
| | Dec | 12 406 | 2 783 | 73 772 | 14 643 | 86 178 | 17 426 |
| 2023 | Jan | 13 314 | 3 088 | 78 233 | 15 499 | 91 547 | 18 587 |
| | Feb | 12 607 | 2 980 | 70 888 | 14 336 | 83 495 | 17 315 |
| | Mar | 12 267 | 3 052 | 69 536 | 14 040 | 81 802 | 17 092 |
| | Apr | 12 795 | 3 143 | 73 938 | 14 691 | 86 734 | 17 834 |

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 |
| 2022 | Jan | -9,7 | -4,6 | 9,2 | 7,0 | 5,3 | 4,6 |
| | Feb | 2,4 | 2,4 | -3,4 | -2,5 | -2,3 | -1,6 |
| | Mar | -6,4 | -3,4 | 2,1 | 4,4 | 0,5 | 2,9 |
| | Apr | 1,3 | 1,2 | -2,4 | -2,1 | -1,8 | -1,5 |
| | May | -1,0 | 0,2 | 8,9 | 7,8 | 7,1 | 6,3 |
| | Jun | -4,6 | -3,0 | 2,7 | 3,4 | 1,5 | 2,3 |
| | Jul | 5,4 | 6,3 | 5,9 | 5,5 | 5,8 | 5,6 |
| | Aug | -3,8 | -1,9 | -1,5 | -1,3 | -1,9 | -1,4 |
| | Sep | 1,0 | 4,0 | -1,5 | -2,1 | -1,1 | -1,1 |
| | Oct | -15,4 | -31,3 | 5,1 | 2,7 | 2,0 | -3,4 |
| | Nov | -21,4 | 2,6 | -1,7 | 0,2 | -4,2 | 0,5 |
| | Dec | 40,8 | 25,3 | -1,1 | -1,3 | 3,4 | 2,2 |
| 2023 | Jan | 7,3 | 11,0 | 6,0 | 5,8 | 6,2 | 6,7 |
| | Feb | -5,3 | -3,5 | -9,4 | -7,5 | -8,8 | -6,8 |
| | Mar | -2,7 | 2,4 | -1,9 | -2,1 | -2,0 | -1,3 |
| | Apr | 4,3 | 3,0 | 6,3 | 4,6 | 6,0 | 4,3 |

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

| Type of commodity | Nov-22 | Dec-22 | Jan-23 | Feb-23 | Mar-23 | Apr-23 1/ |
|--|---------------|---------------|---------------|---------------|---------------|---------------|
| Agriculture and forestry primary products | 1 521 | 1 435 | 1 322 | 1 255 | 1 168 | 1 237 |
| Primary mining and quarrying products | 5 300 | 5 227 | 5 609 | 5 159 | 5 528 | 6 082 |
| Manufactured food, beverages and tobacco products | 2 248 | 2 190 | 2 121 | 1 959 | 2 070 | 2 002 |
| Textiles, clothing and leather products | 513 | 360 | 323 | 343 | 392 | 391 |
| Chemicals, coke, petroleum, rubber, plastic and other mineral products | 1 406 | 1 226 | 1 349 | 1 288 | 1 220 | 1 120 |
| Basic metals and fabricated metal products | 263 | 226 | 190 | 220 | 208 | 242 |
| Non-metallic products | 189 | 134 | 127 | 145 | 147 | 149 |
| Electrical machinery, transport machinery and equipment | 258 | 176 | 208 | 204 | 219 | 202 |
| Motor vehicles, parts and accessories | 497 | 482 | 439 | 419 | 435 | 425 |
| Paper and paper products | 105 | 78 | 71 | 81 | 75 | 82 |
| Commercial products | 288 | 213 | 203 | 200 | 204 | 196 |
| Used household and office products | 618 | 566 | 498 | 502 | 401 | 329 |
| Containers | 718 | 600 | 604 | 598 | 664 | 673 |
| Parcels | 574 | 359 | 364 | 377 | 422 | 361 |
| Other freight | 3 629 | 3 148 | 3 596 | 3 367 | 3 658 | 3 630 |
| Total | 18 125 | 16 422 | 17 023 | 16 117 | 16 812 | 17 120 |

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 | Nov-22 | Dec-22 | Jan-23 | Feb-23 | Mar-23 | Apr-23 |
|--|-------------|-------------|-------------|-------------|------------|-------------|
| Agriculture and forestry primary products | 38,7 | 35,5 | 26,5 | 11,0 | -5,0 | -8,5 |
| Primary mining and quarrying products | 11,0 | 9,7 | 20,5 | 9,0 | 9,9 | 23,3 |
| Manufactured food, beverages and tobacco products | 25,8 | 21,9 | 22,8 | 13,2 | 7,1 | 6,5 |
| Textiles, clothing and leather products | 14,0 | 0,0 | 1,3 | 0,0 | -4,6 | 13,3 |
| Chemicals, coke, petroleum, rubber, plastic and other mineral products | 14,2 | 6,6 | 18,3 | 15,0 | -0,7 | -3,8 |
| Basic metals and fabricated metal products | 11,4 | 29,1 | -13,2 | 14,6 | -1,9 | -6,2 |
| Non-metallic products | 28,6 | 19,6 | 1,6 | -0,7 | 2,1 | 2,1 |
| Electrical machinery, transport machinery and equipment | 14,7 | 5,4 | 38,7 | 12,7 | 17,1 | 27,0 |
| Motor vehicles, parts and accessories | 34,7 | 43,9 | 26,9 | 5,8 | 3,3 | 12,7 |
| Paper and paper products | 43,8 | 18,2 | 2,9 | 8,0 | -6,3 | -9,9 |
| Commercial products | 47,7 | 35,7 | 28,5 | 20,5 | 15,9 | 9,5 |
| Used household and office products | 54,5 | 38,4 | 19,7 | 9,8 | -12,1 | -22,4 |
| Containers | 17,3 | 8,1 | -3,5 | -3,4 | 10,3 | 16,4 |
| Parcels | 13,9 | -3,5 | -3,7 | -0,3 | 0,0 | -2,7 |
| Other freight | 21,8 | 12,9 | 27,4 | 21,2 | 16,8 | 18,1 |
| Total | 20,2 | 15,1 | 19,9 | 11,6 | 7,3 | 11,7 |

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 | Nov-22 | Dec-22 | Jan-23 | Feb-23 | Mar-23 | Apr-23 |
|--|-------------|-------------|-------------|-------------|------------|-------------|
| Agriculture and forestry primary products | 2,8 | 2,6 | 2,0 | 0,9 | -0,4 | -0,8 |
| Primary mining and quarrying products | 3,5 | 3,2 | 6,7 | 2,9 | 3,2 | 7,5 |
| Manufactured food, beverages and tobacco products | 3,1 | 2,8 | 2,8 | 1,6 | 0,9 | 0,8 |
| Textiles, clothing and leather products | 0,4 | 0,0 | 0,0 | 0,0 | -0,1 | 0,3 |
| Chemicals, coke, petroleum, rubber, plastic and other mineral products | 1,2 | 0,5 | 1,5 | 1,2 | -0,1 | -0,3 |
| Basic metals and fabricated metal products | 0,2 | 0,4 | -0,2 | 0,2 | 0,0 | -0,1 |
| Non-metallic products | 0,3 | 0,2 | 0,0 | 0,0 | 0,0 | 0,0 |
| Electrical machinery, transport machinery and equipment | 0,2 | 0,1 | 0,4 | 0,2 | 0,2 | 0,3 |
| Motor vehicles, parts and accessories | 0,8 | 1,0 | 0,7 | 0,2 | 0,1 | 0,3 |
| Paper and paper products | 0,2 | 0,1 | 0,0 | 0,0 | 0,0 | -0,1 |
| Commercial products | 0,6 | 0,4 | 0,3 | 0,2 | 0,2 | 0,1 |
| Used household and office products | 1,4 | 1,1 | 0,6 | 0,3 | -0,4 | -0,6 |
| Containers | 0,7 | 0,3 | -0,2 | -0,1 | 0,4 | 0,6 |
| Parcels | 0,5 | -0,1 | -0,1 | 0,0 | 0,0 | -0,1 |
| Other freight | 4,3 | 2,5 | 5,5 | 4,1 | 3,4 | 3,6 |
| Total | 20,2 | 15,1 | 19,9 | 11,6 | 7,3 | 11,7 |

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) |
| 2022 | Jan | 1 367 | 35 | 16 634 | 663 | 18 001 | 698 |
| | Feb | 1 974 | 59 | 19 389 | 690 | 21 363 | 749 |
| | Mar | 2 218 | 68 | 22 372 | 831 | 24 590 | 899 |
| | Apr | 1 441 | 76 | 18 401 | 721 | 19 842 | 797 |
| | May | 1 285 | 77 | 19 814 | 716 | 21 099 | 793 |
| | Jun | 1 021 | 64 | 20 538 | 790 | 21 559 | 854 |
| | Jul | 1 056 | 91 | 19 528 | 780 | 20 584 | 871 |
| | Aug | 1 335 | 96 | 21 145 | 757 | 22 480 | 853 |
| | Sep | 1 400 | 104 | 23 049 | 859 | 24 449 | 963 |
| | Oct | 1 824 | 110 | 21 080 | 738 | 22 904 | 848 |
| | Nov | 2 311 | 104 | 22 689 | 786 | 25 000 | 890 |
| | Dec | 1 886 | 61 | 19 848 | 907 | 21 734 | 968 |
| | Total | 19 118 | 945 | 244 487 | 9 238 | 263 605 | 10 183 |
| 2023 | Jan | 2 483 | 125 | 18 905 | 786 | 21 388 | 911 |
| | Feb | 3 124 | 122 | 20 994 | 770 | 24 118 | 892 |
| | Mar | 3 567 | 136 | 24 332 | 902 | 27 899 | 1 038 |
| | Apr | 2 635 | 110 | 17 697 | 730 | 20 332 | 840 |

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 |
| 2022 | Jan | 21,2 | 45,8 | -1,5 | 4,9 | 0,0 | 6,4 |
| | Feb | 36,1 | 103,4 | 18,6 | 11,8 | 20,1 | 15,9 |
| | Mar | 25,2 | 65,9 | 12,0 | 7,1 | 13,1 | 10,0 |
| | Apr | -11,7 | 85,4 | 2,2 | 15,7 | 1,0 | 20,0 |
| | May | -26,7 | 79,1 | 4,2 | 4,1 | 1,6 | 8,5 |
| | Jun | -30,1 | 113,3 | 9,9 | 17,9 | 7,0 | 22,0 |
| | Jul | -26,2 | 378,9 | 8,5 | 18,9 | 6,0 | 29,0 |
| | Aug | -42,4 | 182,4 | 11,9 | 9,7 | 6,0 | 17,8 |
| | Sep | -45,1 | 121,3 | 11,2 | 16,1 | 5,0 | 22,4 |
| | Oct | -30,5 | 107,5 | 16,5 | 13,0 | 10,5 | 20,1 |
| | Nov | 1,0 | 108,0 | 16,0 | 13,9 | 14,5 | 20,3 |
| | Dec | 38,9 | 84,8 | 11,6 | 43,3 | 13,5 | 45,3 |
| | Total | -12,1 | 112,8 | 10,1 | 14,5 | 8,2 | 19,6 |
| 2023 | Jan | 81,6 | 257,1 | 13,7 | 18,6 | 18,8 | 30,5 |
| | Feb | 58,3 | 106,8 | 8,3 | 11,6 | 12,9 | 19,1 |
| | Mar | 60,8 | 100,0 | 8,8 | 8,5 | 13,5 | 15,5 |
| | Apr | 82,9 | 44,7 | -3,8 | 1,2 | 2,5 | 5,4 |

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) |
| 2022 | Jan | 1 590 | 34 | 17 633 | 673 | 19 222 | 706 |
| | Feb | 1 877 | 57 | 19 591 | 731 | 21 468 | 789 |
| | Mar | 1 970 | 62 | 19 712 | 782 | 21 682 | 844 |
| | Apr | 1 553 | 82 | 20 041 | 830 | 21 594 | 912 |
| | May | 1 316 | 78 | 19 741 | 734 | 21 056 | 812 |
| | Jun | 1 018 | 70 | 20 306 | 812 | 21 324 | 882 |
| | Jul | 1 056 | 91 | 19 482 | 780 | 20 538 | 872 |
| | Aug | 1 229 | 90 | 20 607 | 775 | 21 837 | 866 |
| | Sep | 1 308 | 98 | 21 721 | 770 | 23 029 | 868 |
| | Oct | 1 599 | 98 | 20 422 | 692 | 22 021 | 790 |
| | Nov | 2 151 | 103 | 22 445 | 787 | 24 596 | 890 |
| | Dec | 2 741 | 81 | 22 923 | 873 | 25 664 | 953 |
| 2023 | Jan | 2 895 | 120 | 20 052 | 799 | 22 947 | 918 |
| | Feb | 2 972 | 119 | 21 208 | 816 | 24 180 | 935 |
| | Mar | 3 201 | 124 | 21 418 | 848 | 24 619 | 972 |
| | Apr | 2 813 | 119 | 19 294 | 843 | 22 106 | 963 |

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 |
| 2022 | Jan | -19,5 | -20,9 | -14,1 | 10,1 | -14,6 | 8,0 |
| | Feb | 18,1 | 67,6 | 11,1 | 8,6 | 11,7 | 11,8 |
| | Mar | 5,0 | 8,8 | 0,6 | 7,0 | 1,0 | 7,0 |
| | Apr | -21,2 | 32,3 | 1,7 | 6,1 | -0,4 | 8,1 |
| | May | -15,3 | -4,9 | -1,5 | -11,6 | -2,5 | -11,0 |
| | Jun | -22,6 | -10,3 | 2,9 | 10,6 | 1,3 | 8,6 |
| | Jul | 3,7 | 30,0 | -4,1 | -3,9 | -3,7 | -1,1 |
| | Aug | 16,4 | -1,1 | 5,8 | -0,6 | 6,3 | -0,7 |
| | Sep | 6,4 | 8,9 | 5,4 | -0,6 | 5,5 | 0,2 |
| | Oct | 22,2 | 0,0 | -6,0 | -10,1 | -4,4 | -9,0 |
| | Nov | 34,5 | 5,1 | 9,9 | 13,7 | 11,7 | 12,7 |
| | Dec | 27,4 | -21,4 | 2,1 | 10,9 | 4,3 | 7,1 |
| 2023 | Jan | 5,6 | 48,1 | -12,5 | -8,5 | -10,6 | -3,7 |
| | Feb | 2,7 | -0,8 | 5,8 | 2,1 | 5,4 | 1,9 |
| | Mar | 7,7 | 4,2 | 1,0 | 3,9 | 1,8 | 4,0 |
| | Apr | -12,1 | -4,0 | -9,9 | -0,6 | -10,2 | -0,9 |

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 point 4 below). This survey is based on a sample drawn from the 2022 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 April 2023 was 76,2%. The improved collection rate for March 2023 was 79,5%. |
| 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 – <ul style="list-style-type: none"> • <i>Stats in Brief</i> 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 769 enterprises from a population of 4 695 enterprises. Completed questionnaires are required to be returned to Stats SA within ten days after the end of the reference month. Email 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 2022 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 limit | Upper limit |
|-----------------|------------|-------------|-------------|
| Very small | 4 | 1 192 270 | 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.

- Relative standard error** 7 One measure is the standard error (SE), which indicates the extent to which an estimate might have varied by chance because only a sample of enterprises was used. The relative standard error (RSE) provides an immediate indication of the percentage errors likely to have occurred due to sampling, and thus avoids the need to refer to the size of the estimate.

Estimates of land transport within 95% confidence limits – April 2023

| | Lower limit (R million) | Estimate (R million) | Upper limit (R million) | Relative standard error (RSE) % |
|------------------|-------------------------|----------------------|-------------------------|---------------------------------|
| Freight income | 16 210 | 17 120 | 18 029 | 2,7 |
| Passenger income | 756 | 840 | 922 | 5,0 |

- Year-on-year percentage change** 8 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)** 9 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** 10 Seasonally adjusted estimates are generated each month using the X-12-ARIMA Seasonal Adjustment Program developed by the United States Census Bureau. 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 February 2022](#)

- Trend cycle** 11 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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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 11 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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