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Freight transportation: results for April 2024

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

	Nov-23	Dec-23	Jan-24	Feb-24	Mar-24	Apr-24
Freight payload	3,2	-2,8	-6,7	-0,1	-4,1	-6,5
Freight income	3,7	3,8	-0,4	6,2	0,5	-0,1

The volume of goods transported (payload) decreased by 6,5% in April 2024 compared with April 2023. The corresponding income decreased by 0,1% 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 2023 (R million)	Weight (%)	Feb – Apr 2024 (R million)	% change between Feb – Apr 2023 and Feb – Apr 2024	Contribution (% points) to the total % change
Agriculture and forestry primary products	3 455	6,6	3 051	-11,7	-0,8
Primary mining and quarrying products	18 080	34,3	18 736	3,6	1,2
Manufactured food, beverages and tobacco products	7 585	14,4	6 153	-18,9	-2,7
Textiles, clothing and leather goods	1 239	2,4	1 405	13,4	0,3
Chemicals, coke, petroleum, rubber, plastic and other mineral products	2 489	4,7	2 451	-1,5	-0,1
Basic metals and fabricated metal products	720	1,4	754	4,7	0,1
Non-metallic products	395	0,8	479	21,3	0,2
Electrical machinery, transport machinery and equipment	975	1,9	1 340	37,4	0,7
Motor vehicles, parts and accessories	1 435	2,7	1 487	3,6	0,1
Paper and paper products	274	0,5	312	13,9	0,1
Commercial products	1 075	2,0	1 466	36,4	0,7
Used household and office products	1 102	2,1	1 154	4,7	0,1
Containers	2 375	4,5	3 495	47,2	2,1
Parcels	1 291	2,5	1 601	24,0	0,6
Other freight	10 153	19,3	9 874	-2,7	-0,5
Total income	52 644	100,0	53 756	2,1	2,1

Income from freight transportation increased by 2,1% in the three months ended April 2024 compared with the three months ended April 2023. The main positive contributors to this increase were:

- containers (47,2% and contributing 2,1 percentage points);
- primary mining and quarrying products (3,6% and contributing 1,2 percentage points);
- electrical machinery, transport machinery and equipment (37,4% and contributing 0,7 of a percentage point); and
- commercial products (36,4% and contributing 0,7 of a percentage point).

The main negative contributors were:

- manufactured food, beverages and tobacco products (-18,9% and contributing -2,7 percentage points); and
- agriculture and forestry primary products (-11,7% and contributing -0,8 of a percentage point) – see Table B.

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

Payload	Nov 2023 – Jan 2024 (000 tons)	Weight (%)	Feb – Apr 2024 (000 tons)	% change between Nov 2023 – Jan 2024 and Feb – Apr 2024	Contribution (% points) to the total % change
Rail	39 936	15,7	40 345	1,0	0,2
Road	214 443	84,3	207 633	-3,2	-2,7
Total	254 379	100,0	247 978	-2,5	-2,5

Seasonally adjusted payload decreased by 2,5% in the three months ended April 2024 compared with the previous three months. Road freight decreased by 3,2% (contributing -2,7 percentage points) while rail freight increased by 1,0% (contributing 0,2 of a percentage point) – see Table C.

Figure 1 – Freight transportation: seasonally adjusted payload

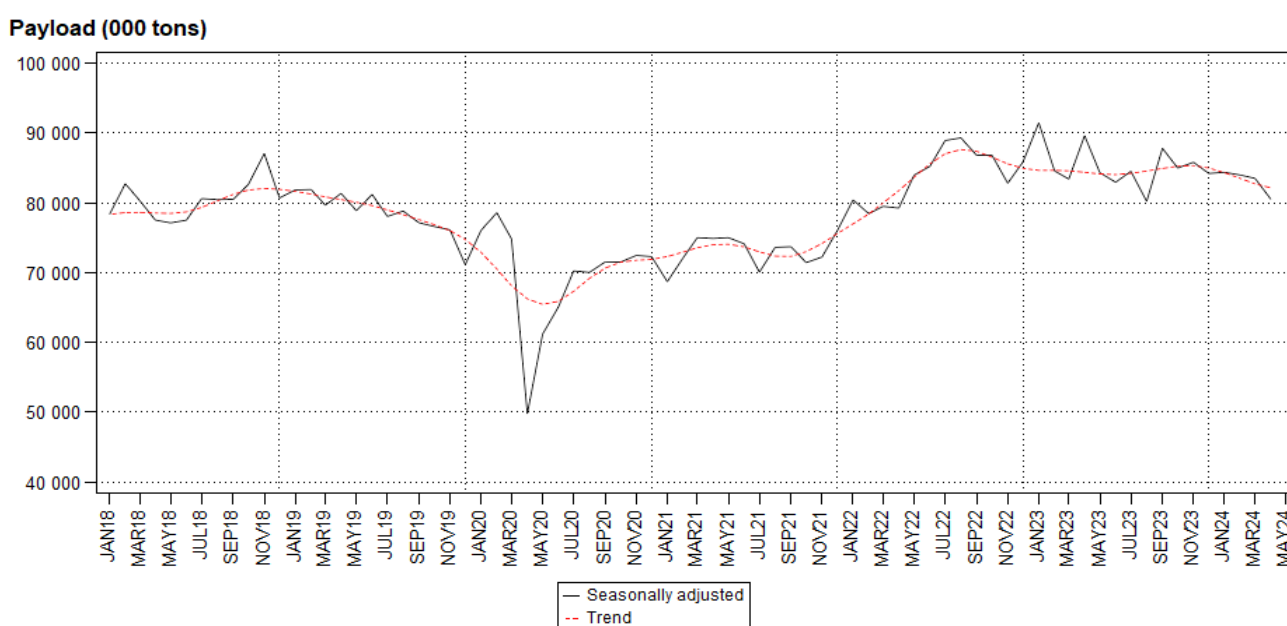
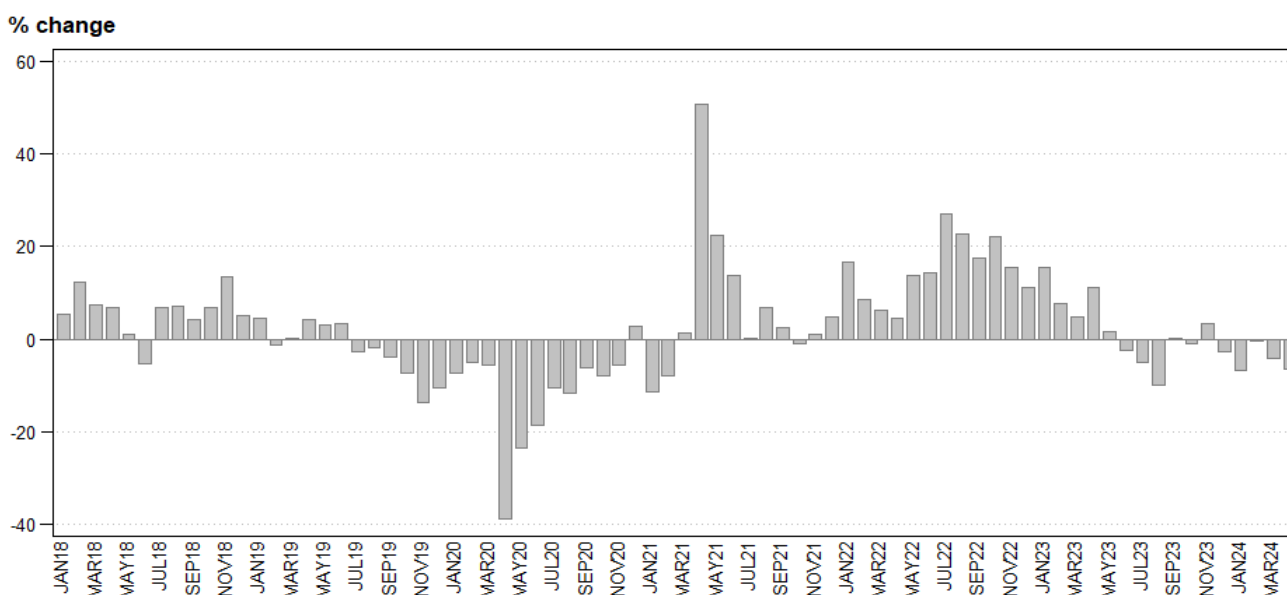


Figure 2 – Freight transportation: year-on-year percentage change in payload



Passenger transportation: results for April 2024

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

	Nov-23	Dec-23	Jan-24	Feb-24	Mar-24	Apr-24
Passenger journeys	16,6	9,2	21,4	17,2	4,2	38,1
Passenger income	12,9	6,6	13,6	10,0	3,4	17,1

The number of passenger journeys increased by 38,1% in April 2024 compared with April 2023. The corresponding income increased by 17,1% over the same period.

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

Passenger journeys	Nov 2023 – Jan 2024 (000)	Weight (%)	Feb – Apr 2024 (000)	% change between Nov 2023 – Jan 2024 and Feb – Apr 2024	Contribution (% points) to the total % change
Rail	13 304	16,0	14 429	8,5	1,4
Road	69 604	84,0	69 963	0,5	0,4
Total	82 909	100,0	84 392	1,8	1,8

Seasonally adjusted passenger journeys increased by 1,8% in the three months ended April 2024 compared with the previous three months. Rail passenger journeys increased by 8,5% (contributing 1,4 percentage points) and road passenger journeys increased by 0,5% (contributing 0,4 of a percentage point) – see Table E.

Figure 3 – Passenger transportation: seasonally adjusted passenger journeys

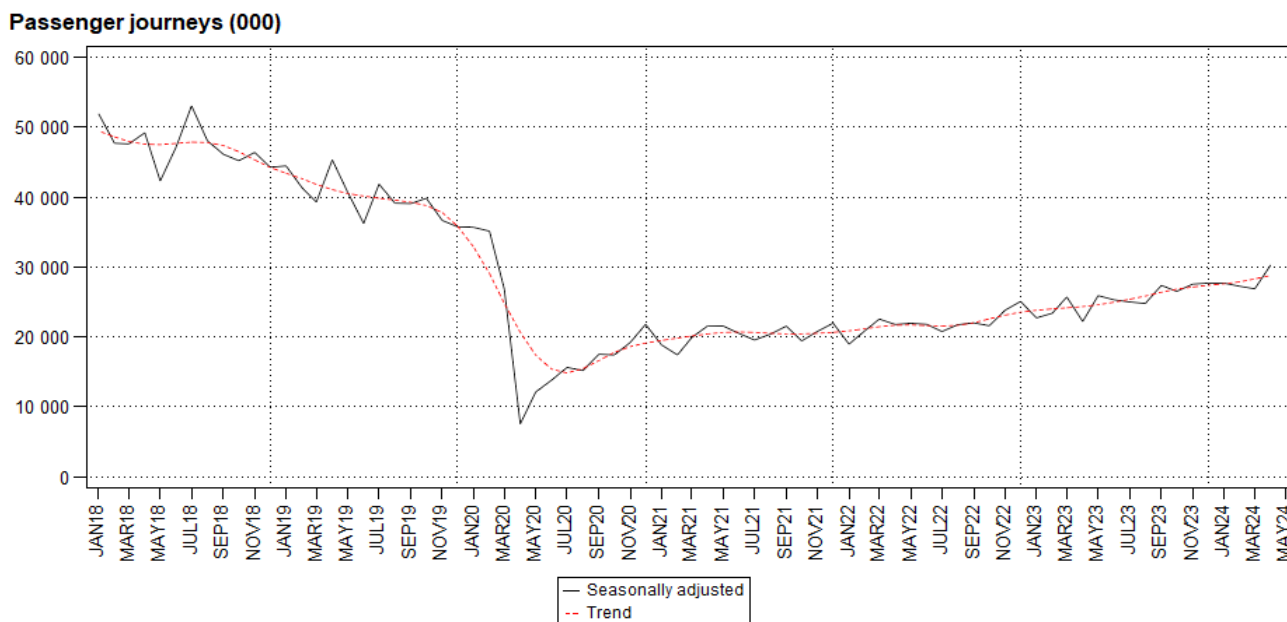
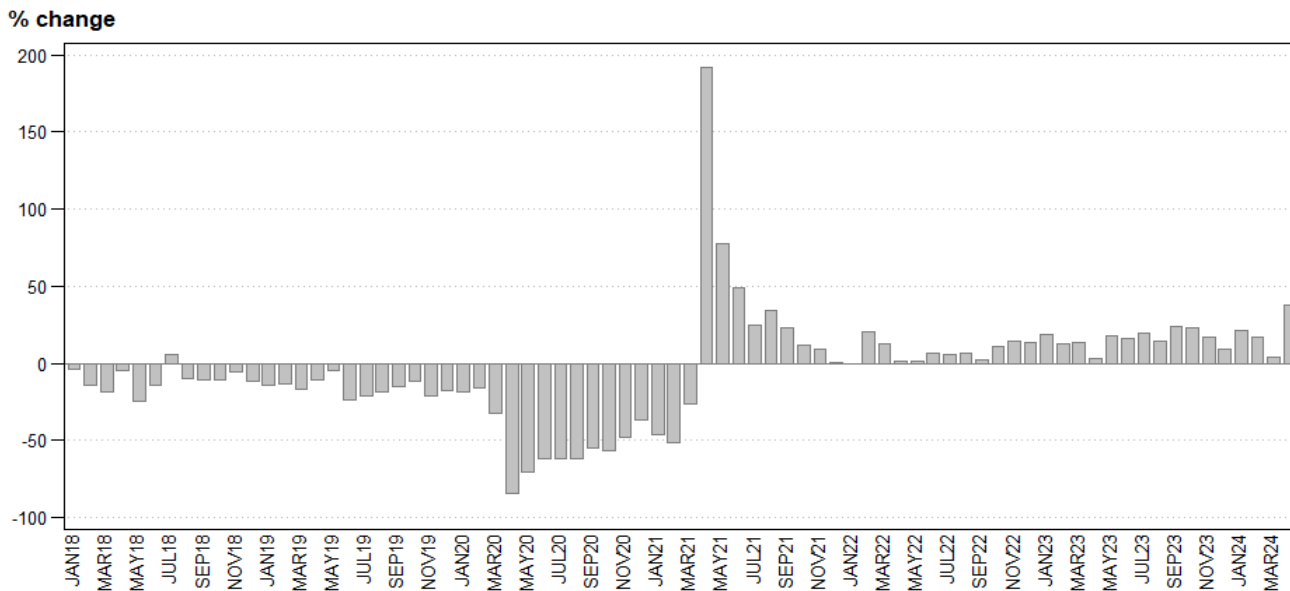


Figure 4 – Passenger transportation: year-on-year percentage change in passenger journeys




Risenga Maluleke
Statistician-General

Tables

Table 1 – 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)
2023	Jan	13 242	2 986	70 995	14 683	84 237	17 669
	Feb	12 961	2 976	65 887	13 854	78 848	16 830
	Mar	11 964	2 853	71 003	14 971	82 967	17 824
	Apr	13 552	3 283	71 195	14 707	84 747	17 990
	May	12 096	3 060	75 445	15 485	87 541	18 545
	Jun	13 282	3 500	70 292	14 781	83 574	18 280
	Jul	11 247	2 856	74 273	15 608	85 520	18 463
	Aug	13 841	3 485	73 709	15 747	87 550	19 232
	Sep	18 971	4 825	71 311	15 373	90 281	20 198
	Oct	11 839	3 052	76 653	16 306	88 492	19 358
	Nov	13 338	3 457	77 411	16 249	90 749	19 706
	Dec	14 042	3 822	64 158	13 987	78 200	17 809
	Total	160 375	40 155	862 332	181 751	1 022 706	221 904
2024	Jan	12 773	3 343	65 829	14 257	78 602	17 600
	Feb	13 855	3 617	64 879	14 253	78 734	17 870
	Mar	13 293	3 528	66 301	14 394	79 595	17 922
	Apr	13 762	3 656	65 466	14 308	79 228	17 964

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
2023	Jan	-5,4	3,2	20,2	21,8	15,3	18,2
	Feb	-12,3	-2,6	12,6	14,0	7,6	10,7
	Mar	-9,6	3,2	7,6	8,9	4,8	8,0
	Apr	-6,1	5,0	15,0	12,8	11,0	11,3
	May	-12,0	2,8	4,0	2,8	1,5	2,8
	Jun	0,2	14,4	-3,0	-2,6	-2,5	0,3
	Jul	-8,3	0,2	-4,4	-4,8	-4,9	-4,1
	Aug	-4,6	5,5	-10,9	-6,6	-10,0	-4,6
	Sep	28,2	38,0	-5,1	-2,9	0,3	4,5
	Oct	18,4	47,0	-3,5	0,9	-1,1	6,2
	Nov	46,0	50,6	-1,7	-2,7	3,2	3,7
	Dec	16,8	37,2	-6,2	-2,7	-2,8	3,8
	Total	2,7	15,8	1,1	2,4	1,4	4,6
2024	Jan	-3,5	12,0	-7,3	-2,9	-6,7	-0,4
	Feb	6,9	21,5	-1,5	2,9	-0,1	6,2
	Mar	11,1	23,7	-6,6	-3,9	-4,1	0,5
	Apr	1,5	11,4	-8,0	-2,7	-6,5	-0,1

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)
2023	Jan	13 613	3 133	77 855	15 920	91 468	19 053
	Feb	12 619	2 975	71 949	14 995	84 568	17 970
	Mar	12 298	3 017	71 098	14 958	83 396	17 975
	Apr	13 042	3 177	76 577	15 658	89 619	18 835
	May	12 421	3 140	71 896	14 928	84 317	18 069
	Jun	12 911	3 321	70 033	14 724	82 944	18 045
	Jul	12 887	3 174	71 626	15 078	84 513	18 252
	Aug	12 877	3 255	67 325	14 718	80 202	17 974
	Sep	17 377	4 405	70 431	15 080	87 808	19 485
	Oct	13 098	3 273	71 880	15 433	84 978	18 706
	Nov	13 055	3 419	72 756	15 282	85 811	18 701
	Dec	13 749	3 705	70 453	15 198	84 202	18 904
2024	Jan	13 132	3 511	71 234	15 297	84 366	18 809
	Feb	13 419	3 608	70 562	15 391	83 981	18 999
	Mar	13 720	3 729	69 774	15 172	83 494	18 900
	Apr	13 206	3 542	67 297	14 363	80 503	17 904

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
2023	Jan	14,9	14,8	5,2	3,2	6,5	5,0
	Feb	-7,3	-5,0	-7,6	-5,8	-7,5	-5,7
	Mar	-2,5	1,4	-1,2	-0,2	-1,4	0,0
	Apr	6,0	5,3	7,7	4,7	7,5	4,8
	May	-4,8	-1,2	-6,1	-4,7	-5,9	-4,1
	Jun	3,9	5,8	-2,6	-1,4	-1,6	-0,1
	Jul	-0,2	-4,4	2,3	2,4	1,9	1,1
	Aug	-0,1	2,6	-6,0	-2,4	-5,1	-1,5
	Sep	34,9	35,3	4,6	2,5	9,5	8,4
	Oct	-24,6	-25,7	2,1	2,3	-3,2	-4,0
	Nov	-0,3	4,5	1,2	-1,0	1,0	0,0
	Dec	5,3	8,4	-3,2	-0,5	-1,9	1,1
2024	Jan	-4,5	-5,2	1,1	0,7	0,2	-0,5
	Feb	2,2	2,8	-0,9	0,6	-0,5	1,0
	Mar	2,2	3,4	-1,1	-1,4	-0,6	-0,5
	Apr	-3,7	-5,0	-3,6	-5,3	-3,6	-5,3

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

Type of commodity	Nov-23	Dec-23	Jan-24	Feb-24	Mar-24	Apr-24
Agriculture and forestry primary products	1 290	1 079	1 094	1 094	988	969
Primary mining and quarrying products	6 784	6 246	6 017	6 116	6 300	6 320
Manufactured food, beverages and tobacco products	2 258	2 135	2 147	2 106	2 081	1 966
Textiles, clothing and leather products	536	451	381	425	434	546
Chemicals, coke, petroleum, rubber, plastic and other mineral products	940	878	906	826	816	809
Basic metals and fabricated metal products	202	224	215	247	253	254
Non-metallic products	183	138	128	163	147	169
Electrical machinery, transport machinery and equipment	389	335	369	469	435	436
Motor vehicles, parts and accessories	563	429	514	539	470	478
Paper and paper products	111	87	89	110	99	103
Commercial products	438	445	442	463	488	515
Used household and office products	432	440	385	351	394	409
Containers	928	921	1 039	1 172	1 149	1 174
Parcels	607	436	419	499	522	580
Other freight	4 044	3 566	3 452	3 288	3 348	3 238
Total	19 706	17 809	17 600	17 870	17 922	17 964

Table 6 – Year-on-year percentage change in freight transportation income at current prices by type of commodity

Type of commodity	Nov-23	Dec-23	Jan-24	Feb-24	Mar-24	Apr-24
Agriculture and forestry primary products	-4,9	-15,8	-4,6	-5,9	-16,3	-12,9
Primary mining and quarrying products	19,2	9,6	-2,2	8,0	5,3	-1,7
Manufactured food, beverages and tobacco products	-15,0	-15,2	-12,0	-7,1	-14,6	-31,8
Textiles, clothing and leather products	-4,6	8,9	3,3	7,6	-2,5	36,8
Chemicals, coke, petroleum, rubber, plastic and other mineral products	-0,1	6,6	1,5	-4,0	-3,9	3,7
Basic metals and fabricated metal products	-22,6	-1,3	12,0	8,8	11,0	-4,2
Non-metallic products	10,9	-0,7	-5,9	21,6	6,5	37,4
Electrical machinery, transport machinery and equipment	8,1	30,9	23,4	39,6	31,4	41,6
Motor vehicles, parts and accessories	3,5	-22,6	2,4	12,8	-4,5	2,8
Paper and paper products	-5,1	-4,4	7,2	7,8	12,5	22,6
Commercial products	-9,7	21,9	28,9	32,3	32,6	44,3
Used household and office products	-7,7	0,2	10,0	-8,4	2,1	22,8
Containers	5,9	17,2	37,4	57,7	40,0	44,8
Parcels	-4,1	4,8	0,0	13,7	8,3	56,8
Other freight	4,2	13,3	-3,7	0,0	-6,9	-1,0
Total	3,7	3,8	-0,4	6,2	0,5	-0,1

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-23	Dec-23	Jan-24	Feb-24	Mar-24	Apr-24
Agriculture and forestry primary products	-0,4	-1,2	-0,3	-0,4	-1,1	-0,8
Primary mining and quarrying products	5,7	3,2	-0,8	2,7	1,8	-0,6
Manufactured food, beverages and tobacco products	-2,1	-2,2	-1,7	-1,0	-2,0	-5,1
Textiles, clothing and leather products	-0,1	0,2	0,1	0,2	-0,1	0,8
Chemicals, coke, petroleum, rubber, plastic and other mineral products	0,0	0,3	0,1	-0,2	-0,2	0,2
Basic metals and fabricated metal products	-0,3	0,0	0,1	0,1	0,1	-0,1
Non-metallic products	0,1	0,0	0,0	0,2	0,1	0,3
Electrical machinery, transport machinery and equipment	0,2	0,5	0,4	0,8	0,6	0,7
Motor vehicles, parts and accessories	0,1	-0,7	0,1	0,4	-0,1	0,1
Paper and paper products	0,0	0,0	0,0	0,0	0,1	0,1
Commercial products	-0,2	0,5	0,6	0,7	0,7	0,9
Used household and office products	-0,2	0,0	0,2	-0,2	0,0	0,4
Containers	0,3	0,8	1,6	2,5	1,8	2,0
Parcels	-0,1	0,1	0,0	0,4	0,2	1,2
Other freight	0,9	2,4	-0,8	0,0	-1,4	-0,2
Total	3,7	3,8	-0,4	6,2	0,5	-0,1

Table 8 – 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)
2023	Jan	2 483	125	18 901	787	21 384	912
	Feb	3 124	122	20 859	770	23 983	892
	Mar	3 567	136	24 333	903	27 900	1 039
	Apr	2 635	110	17 830	730	20 465	840
	May	3 468	113	21 437	776	24 905	889
	Jun	3 222	116	21 625	874	24 847	990
	Jul	3 163	96	21 371	849	24 534	945
	Aug	3 901	117	21 835	819	25 736	936
	Sep	3 844	143	25 668	930	29 512	1 073
	Oct	4 379	153	23 783	831	28 162	984
	Nov	4 915	143	24 225	861	29 140	1 004
	Dec	3 058	79	20 669	952	23 727	1 031
	Total	41 759	1 453	262 536	10 082	304 295	11 535
2024	Jan	4 078	151	21 880	885	25 958	1 036
	Feb	5 404	149	22 701	832	28 105	981
	Mar	5 096	151	23 974	923	29 070	1 074
	Apr	5 168	145	23 090	839	28 258	984

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
2023	Jan	81,6	257,1	13,9	19,2	19,1	31,2
	Feb	58,3	106,8	7,9	11,9	12,5	19,4
	Mar	60,8	100,0	9,1	9,1	13,7	16,0
	Apr	82,9	44,7	-3,1	1,4	3,2	5,5
	May	169,9	46,8	8,4	8,4	18,3	12,1
	Jun	215,6	81,3	5,8	11,6	15,8	16,9
	Jul	199,5	5,5	9,7	10,5	19,4	10,0
	Aug	192,2	21,9	3,0	9,2	14,2	10,6
	Sep	174,6	37,5	14,4	11,9	23,8	14,8
	Oct	140,1	39,1	12,9	11,5	23,0	15,1
	Nov	112,7	37,5	6,8	9,7	16,6	12,9
	Dec	62,1	29,5	4,2	5,1	9,2	6,6
	Total	118,4	53,8	7,8	9,8	15,8	13,9
2024	Jan	64,2	20,8	15,8	12,5	21,4	13,6
	Feb	73,0	22,1	8,8	8,1	17,2	10,0
	Mar	42,9	11,0	-1,5	2,2	4,2	3,4
	Apr	96,1	31,8	29,5	14,9	38,1	17,1

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)
2023	Jan	2 791	115	19 917	783	22 708	898
	Feb	2 806	115	20 580	840	23 386	956
	Mar	3 253	128	22 448	874	25 700	1 002
	Apr	2 544	113	19 654	803	22 198	916
	May	3 526	115	22 367	814	25 893	929
	Jun	3 405	120	21 894	858	25 298	978
	Jul	3 428	107	21 564	835	24 993	942
	Aug	3 698	119	21 074	837	24 772	956
	Sep	3 778	129	23 587	855	27 365	984
	Oct	3 952	130	22 552	824	26 505	954
	Nov	4 360	134	23 182	858	27 542	992
	Dec	4 377	125	23 305	895	27 683	1 020
2024	Jan	4 567	139	23 117	880	27 684	1 019
	Feb	4 818	141	22 414	888	27 232	1 029
	Mar	4 742	143	22 129	894	26 871	1 037
	Apr	4 869	148	25 420	922	30 289	1 070

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
2023	Jan	3,2	21,1	-10,9	-8,5	-9,4	-5,6
	Feb	0,5	0,0	3,3	7,3	3,0	6,5
	Mar	15,9	11,3	9,1	4,0	9,9	4,8
	Apr	-21,8	-11,7	-12,4	-8,1	-13,6	-8,6
	May	38,6	1,8	13,8	1,4	16,6	1,4
	Jun	-3,4	4,3	-2,1	5,4	-2,3	5,3
	Jul	0,7	-10,8	-1,5	-2,7	-1,2	-3,7
	Aug	7,9	11,2	-2,3	0,2	-0,9	1,5
	Sep	2,2	8,4	11,9	2,2	10,5	2,9
	Oct	4,6	0,8	-4,4	-3,6	-3,1	-3,0
	Nov	10,3	3,1	2,8	4,1	3,9	4,0
	Dec	0,4	-6,7	0,5	4,3	0,5	2,8
2024	Jan	4,3	11,2	-0,8	-1,7	0,0	-0,1
	Feb	5,5	1,4	-3,0	0,9	-1,6	1,0
	Mar	-1,6	1,4	-1,3	0,7	-1,3	0,8
	Apr	2,7	3,5	14,9	3,1	12,7	3,2

Explanatory notes

- 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 points 3 and 4 below). This survey is based on a sample drawn from the 2023 statistical business register (SBR) that contains businesses registered for value-added tax (VAT) and income tax. Published land transportation income estimates exclude VAT.
- Purpose of the survey** 2 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** 3 This survey covers enterprises involved in land transportation according to the following types of transportation:
- 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** 4 Passenger transportation excludes:
- minibus taxis;
 - metropolitan buses (including the Bus Rapid Transport system – BRT); and
 - rental of private cars/buses without drivers.
- Freight transportation excludes:
- renting of trucks without drivers; and
 - in-house transportation.
- Classification** 5 The 1993 edition of the *Standard Industrial Classification of All Economic Activities* (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 *International Standard Industrial Classification of All Economic Activities* (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** 6 The preliminary collection rate for the survey on land transportation for April 2024 was 72,1%. The revised collection rate for March 2024 was 74,6%.
- Statistical unit** 7 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** 8 Revised figures are mainly due to late submission of data to Stats SA, or respondents reporting revisions or corrections to their figures. The reasons for routine revisions are outlined in the schedule on the following page. Any unscheduled revisions will be promptly indicated in relevant tables to maintain transparency and accuracy. It is important to note that seasonally adjusted figures are revised monthly.

Statistical release	Reason for revision	Period subject to revision
Apr-24	Additional information from respondents	Mar-24
May-24	Additional information from respondents	Apr-24
Jun-24	Additional information from respondents	May-24
Jul-24	Additional information from respondents New sample	Jan-08 - Jun-24
Aug-24	Additional information from respondents	Jul-24
Sep-24	Additional information from respondents	Aug-24
Oct-24	Additional information from respondents	Sep-24
Nov-24	Additional information from respondents	Oct-24
Dec-24	Additional information from respondents	Nov-24
Jan-25	Additional information from respondents	Dec-24
Feb-25	Additional information from respondents	Jan-25
Mar-25	Additional information from respondents	Feb-25

- Related publications** 9 Users may also wish to refer to the following publication available from Stats SA –
 - *Stats in Brief* issued annually.
- Rounding-off of figures** 10 Where figures have been rounded off, discrepancies may occur between sums of the component items and the totals.
- Historical data** 11 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** 12 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 784 enterprises from a population of 5 136 enterprises. Completed questionnaires are required to be returned to Stats SA within 10 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 2023 from Stats SA’s statistical business register (SBR). 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 1,2%.

- 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 (size group two) and small (size groups 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	1 375 366	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 2024

	Lower limit (R million)	Estimate (R million)	Upper limit (R million)	Relative standard error (RSE) %
Freight income	16 000	17 964	19 927	5,5
Passenger income	971	984	997	0,6

- 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	GDP	Gross domestic product
	ISIC	International Standard Industrial Classification of All Economic Activities
	SARS	South African Revenue Service
	SBR	Statistical Business Register
	SIC	Standard Industrial Classification of All Economic Activities
	Stats SA	Statistics South Africa
	VAT	Value-added tax
	*	Revised figures

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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 12 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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