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Freight transportation: results for August 2023**Table A – Year-on-year percentage change in freight transportation (income at current prices)**

	Mar-23	Apr-23	May-23	Jun-23	Jul-23	Aug-23
Freight payload	4,8	11,0	1,5	-2,5	-4,9	-9,8
Freight income	8,0	11,3	2,8	0,3	-4,1	-4,1

The volume of goods transported (payload) decreased by 9,8% in August 2023 compared with August 2022. The corresponding income decreased by 4,1% over the same period.

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

Type of commodity	Jun – Aug 2022 (R million)	Weight (%)	Jun – Aug 2023 (R million)	% change between Jun – Aug 2022 and Jun – Aug 2023	Contribution (% points) to the total % change
Agriculture and forestry primary products	4 377	7,6	3 765	-14,0	-1,1
Primary mining and quarrying products	19 778	34,3	18 990	-4,0	-1,4
Manufactured food, beverages and tobacco products	7 677	13,3	6 428	-16,3	-2,2
Textiles, clothing and leather goods	1 290	2,2	1 344	4,2	0,1
Chemicals, coke, petroleum, rubber, plastic and other mineral products	2 762	4,8	2 568	-7,0	-0,3
Basic metals and fabricated metal products	715	1,2	809	13,1	0,2
Non-metallic products	518	0,9	483	-6,8	-0,1
Electrical machinery, transport machinery and equipment	928	1,6	1 159	24,9	0,4
Motor vehicles, parts and accessories	1 532	2,7	1 536	0,3	0,0
Paper and paper products	312	0,5	263	-15,7	-0,1
Commercial products	1 238	2,1	1 253	1,2	0,0
Used household and office products	1 568	2,7	1 264	-19,4	-0,5
Containers	2 572	4,5	2 721	5,8	0,3
Parcels	1 540	2,7	1 478	-4,0	-0,1
Other freight	10 835	18,8	12 030	11,0	2,1
Total income	57 644	100,0	56 093	-2,7	-2,7

Income from freight transportation decreased by 2,7% in the three months ended August 2023 compared with the three months ended August 2022. The main negative contributors to this decrease were:

- manufactured food, beverages and tobacco products (-16,3% and contributing -2,2 percentage points);
- primary mining and quarrying products (-4,0% and contributing -1,4 percentage points); and
- agriculture and forestry primary products (-14,0% and contributing -1,1 percentage points) – see Table B.

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

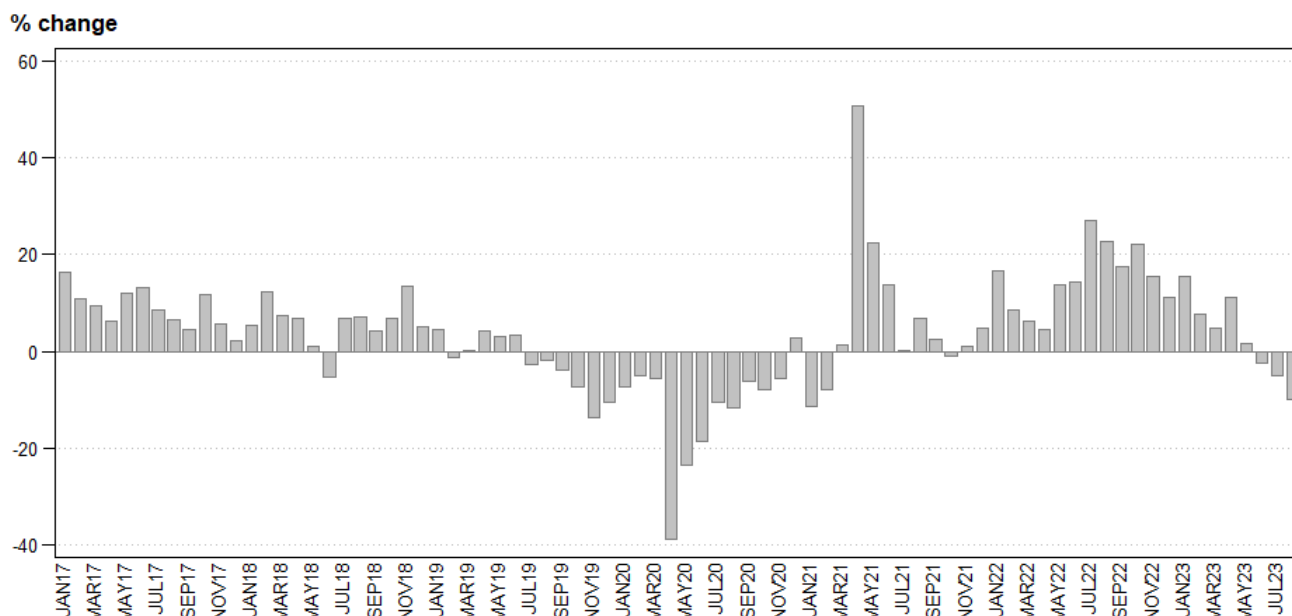


Table C – Seasonally adjusted payload for the latest three months by type of transport

Payload	Mar – May 2023 (000 tons)	Weight (%)	Jun – Aug 2023 (000 tons)	% change between Mar – May 2023 and Jun – Aug 2023	Contribution (% points) to the total % change
Rail	37 645	14,7	37 769	0,3	0,0
Road	217 657	85,3	208 984	-4,0	-3,4
Total	255 302	100,0	246 753	-3,3	-3,3

Seasonally adjusted payload decreased by 3,3% in the three months ended August 2023 compared with the previous three months. Road freight decreased by 4,0% (contributing -3,4 percentage points), while rail freight increased by 0,3% – see Table C.

Passenger transportation: results for August 2023

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

	Mar-23	Apr-23	May-23	Jun-23	Jul-23	Aug-23
Passenger journeys	13,7	3,2	18,3	15,8	19,4	14,2
Passenger income	16,0	5,5	12,1	16,9	10,0	10,6

The number of passenger journeys increased by 14,2% in August 2023 compared with August 2022. The corresponding income increased by 10,6% over the same period.

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

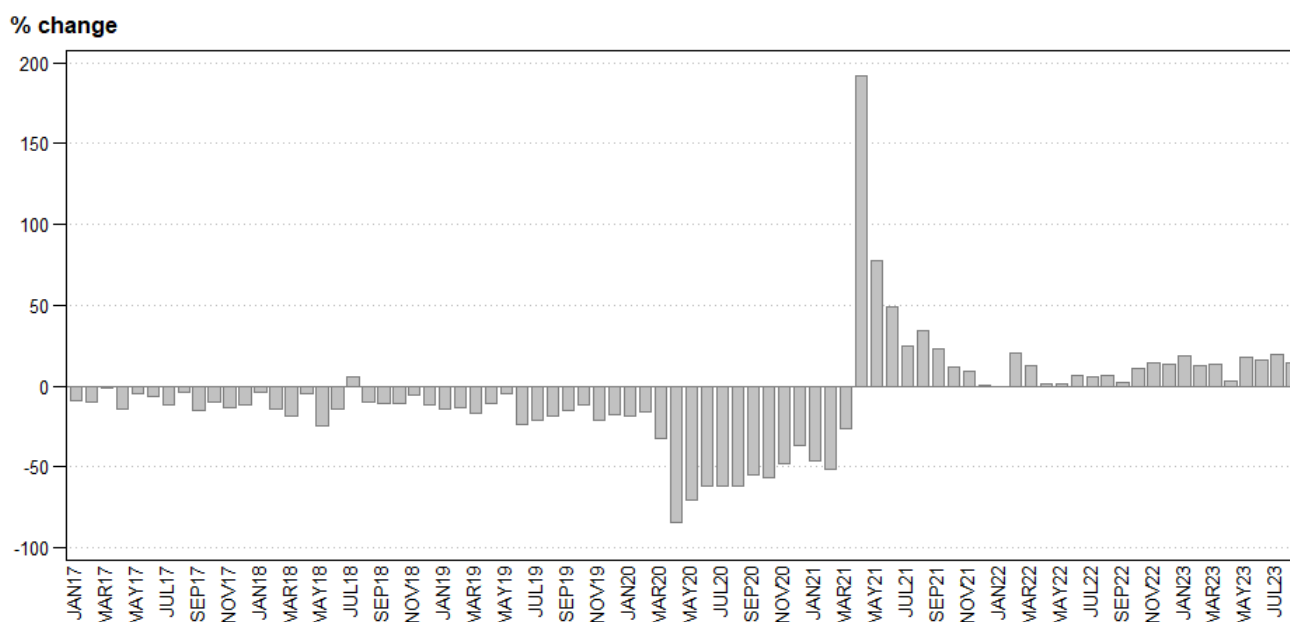


Table E – Seasonally adjusted passenger journeys for the latest three months by type of transport

Passenger journeys	Mar – May 2023 (000)	Weight (%)	Jun – Aug 2023 (000)	% change between Mar – May 2023 and Jun – Aug 2023	Contribution (% points) to the total % change
Rail	9 838	13,3	9 538	-3,0	-0,4
Road	64 093	86,7	64 193	0,2	0,2
Total	73 931	100,0	73 731	-0,3	-0,3

Seasonally adjusted passenger journeys decreased by 0,3% in the three months ended August 2023 compared with the previous three months. Rail passenger journeys decreased by 3,0% (contributing -0,4 of a percentage point), while road passenger journeys increased by 0,2% (contributing 0,2 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)
2022	Jan	13 996	2 893	59 044	12 052	73 040	14 945
	Feb	14 780	3 054	58 519	12 149	73 299	15 203
	Mar	13 228	2 765	65 972	13 746	79 200	16 511
	Apr	14 431	3 127	61 895	13 036	76 326	16 163
	May	13 751	2 976	72 524	15 065	86 275	18 041
	Jun	13 261	3 060	72 484	15 170	85 745	18 230
	Jul	12 271	2 850	77 702	16 396	89 973	19 246
	Aug	14 515	3 303	82 749	16 865	97 264	20 168
	Sep	14 801	3 497	75 168	15 839	89 969	19 336
	Oct	9 997	2 076	79 449	16 158	89 446	18 234
	Nov	9 133	2 296	78 767	16 702	87 900	18 998
	Dec	12 019	2 785	68 406	14 373	80 425	17 158
	Total	156 183	34 682	852 679	177 551	1 008 862	212 233
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	13 821	3 485	73 887	15 865	87 708	19 350

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	17,3
	Feb	-1,5	-3,1	11,3	12,6	8,5	9,0
	Mar	-13,4	-16,5	11,2	14,8	6,2	8,0
	Apr	-7,6	-6,9	7,8	12,6	4,5	8,2
	May	-6,9	-5,1	18,9	22,5	13,8	16,9
	Jun	-18,4	-10,6	23,3	28,7	14,3	19,9
	Jul	-0,2	9,4	32,8	40,2	27,0	34,6
	Aug	-11,5	-4,6	31,4	32,1	22,6	24,3
	Sep	-8,4	1,7	24,5	27,7	17,5	22,1
	Oct	-23,0	-27,4	31,8	30,0	22,1	19,3
	Nov	-37,0	-24,2	27,6	30,0	15,3	19,6
	Dec	-20,6	-10,5	19,6	20,8	11,2	14,3
	Total	-12,0	-7,9	21,8	24,7	15,0	17,9
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	-4,8	5,5	-10,7	-5,9	-9,8	-4,1

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)
2022	Jan	14 366	3 014	66 498	13 503	80 864	16 516
	Feb	14 613	3 084	64 025	13 179	78 637	16 263
	Mar	13 683	2 973	65 881	13 742	79 565	16 715
	Apr	13 872	3 012	64 279	13 499	78 152	16 512
	May	13 876	3 040	69 684	14 607	83 560	17 647
	Jun	12 669	2 895	72 174	15 184	84 842	18 079
	Jul	13 739	3 155	74 647	15 774	88 386	18 929
	Aug	13 195	3 061	76 126	15 702	89 321	18 763
	Sep	13 395	3 191	72 821	15 341	86 216	18 532
	Oct	11 340	2 187	76 367	15 627	87 706	17 813
	Nov	8 900	2 242	74 690	15 630	83 590	17 871
	Dec	12 545	2 800	74 059	15 402	86 603	18 202
2023	Jan	13 566	3 114	78 555	16 189	92 121	19 303
	Feb	12 759	3 000	72 110	15 044	84 869	18 043
	Mar	12 419	3 068	71 104	14 965	83 523	18 033
	Apr	12 959	3 162	75 029	15 526	87 988	18 687
	May	12 267	3 138	71 524	14 845	83 791	17 983
	Jun	12 716	3 311	69 785	14 663	82 501	17 974
	Jul	12 516	3 152	71 427	15 065	83 943	18 217
	Aug	12 537	3 231	67 772	14 746	80 309	17 976

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	-9,0	-4,5	8,9	6,7	5,2	4,4
	Feb	1,7	2,3	-3,7	-2,4	-2,8	-1,5
	Mar	-6,4	-3,6	2,9	4,3	1,2	2,8
	Apr	1,4	1,3	-2,4	-1,8	-1,8	-1,2
	May	0,0	0,9	8,4	8,2	6,9	6,9
	Jun	-8,7	-4,8	3,6	4,0	1,5	2,4
	Jul	8,4	9,0	3,4	3,9	4,2	4,7
	Aug	-4,0	-3,0	2,0	-0,5	1,1	-0,9
	Sep	1,5	4,2	-4,3	-2,3	-3,5	-1,2
	Oct	-15,3	-31,5	4,9	1,9	1,7	-3,9
	Nov	-21,5	2,5	-2,2	0,0	-4,7	0,3
	Dec	41,0	24,9	-0,8	-1,5	3,6	1,9
2023	Jan	8,1	11,2	6,1	5,1	6,4	6,0
	Feb	-5,9	-3,7	-8,2	-7,1	-7,9	-6,5
	Mar	-2,7	2,3	-1,4	-0,5	-1,6	-0,1
	Apr	4,3	3,1	5,5	3,7	5,3	3,6
	May	-5,3	-0,8	-4,7	-4,4	-4,8	-3,8
	Jun	3,7	5,5	-2,4	-1,2	-1,5	-0,1
	Jul	-1,6	-4,8	2,4	2,7	1,7	1,4
	Aug	0,2	2,5	-5,1	-2,1	-4,3	-1,3

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

Type of commodity	Mar-23	Apr-23	May-23	Jun-23	Jul-23	Aug-23 1/
Agriculture and forestry primary products	1 181	1 112	1 306	1 274	1 245	1 246
Primary mining and quarrying products	5 984	6 432	6 522	6 533	6 397	6 060
Manufactured food, beverages and tobacco products	2 436	2 882	2 201	2 174	2 105	2 149
Textiles, clothing and leather products	445	399	490	455	424	465
Chemicals, coke, petroleum, rubber, plastic and other mineral products	849	780	911	848	858	862
Basic metals and fabricated metal products	228	265	253	290	263	256
Non-metallic products	138	123	154	164	163	156
Electrical machinery, transport machinery and equipment	331	308	356	352	393	414
Motor vehicles, parts and accessories	492	465	519	496	519	521
Paper and paper products	88	84	88	83	93	87
Commercial products	368	357	380	386	443	424
Used household and office products	386	333	381	418	437	409
Containers	821	811	872	844	919	958
Parcels	482	370	511	485	463	530
Other freight	3 595	3 270	3 600	3 478	3 740	4 812
Total	17 824	17 990	18 545	18 280	18 463	19 350

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	Mar-23	Apr-23	May-23	Jun-23	Jul-23	Aug-23
Agriculture and forestry primary products	4,4	-9,8	-2,8	-10,2	-14,1	-17,4
Primary mining and quarrying products	9,5	20,1	8,2	8,3	-2,1	-16,0
Manufactured food, beverages and tobacco products	6,5	30,1	-10,5	-11,2	-17,7	-19,5
Textiles, clothing and leather products	-4,3	0,0	8,4	8,9	1,0	2,9
Chemicals, coke, petroleum, rubber, plastic and other mineral products	0,2	-2,3	0,2	-4,8	-8,4	-7,7
Basic metals and fabricated metal products	5,1	1,1	11,5	12,8	15,9	10,8
Non-metallic products	5,3	-7,5	8,5	1,9	-6,9	-14,3
Electrical machinery, transport machinery and equipment	10,3	27,8	12,3	10,7	32,8	31,8
Motor vehicles, parts and accessories	2,5	5,7	10,0	2,1	0,2	-1,3
Paper and paper products	-4,3	-21,5	-10,2	-9,8	-13,1	-23,0
Commercial products	23,9	16,3	3,8	2,9	3,0	-2,1
Used household and office products	-13,5	-20,9	-21,4	-19,5	-15,8	-22,8
Containers	10,2	12,8	4,7	3,3	2,9	11,1
Parcels	0,6	-14,2	6,9	-2,2	-9,0	-0,9
Other freight	14,7	5,5	5,0	-0,7	1,8	31,6
Total	8,0	11,3	2,8	0,3	-4,1	-4,1

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

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	16 590	660	17 957	695
	Feb	1 974	59	19 339	688	21 313	747
	Mar	2 218	68	22 313	828	24 531	896
	Apr	1 441	76	18 392	720	19 833	796
	May	1 285	77	19 773	716	21 058	793
	Jun	1 021	64	20 435	783	21 456	847
	Jul	1 056	91	19 488	768	20 544	859
	Aug	1 335	96	21 197	750	22 532	846
	Sep	1 400	104	22 437	831	23 837	935
	Oct	1 824	110	21 067	745	22 891	855
	Nov	2 311	104	22 682	785	24 993	889
	Dec	1 886	61	19 834	906	21 720	967
	Total	19 118	945	243 547	9 180	262 665	10 125
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

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	4,8	0,0	6,3
	Feb	36,1	103,4	18,6	11,9	20,1	16,0
	Mar	25,2	65,9	12,0	7,1	13,1	10,1
	Apr	-11,7	85,4	2,4	15,9	1,2	20,2
	May	-26,7	79,1	4,3	4,4	1,7	8,8
	Jun	-30,1	113,3	9,7	17,4	6,8	21,5
	Jul	-26,2	378,9	8,6	17,4	6,0	27,6
	Aug	-42,4	182,4	12,5	9,0	6,5	17,2
	Sep	-45,1	121,3	8,5	12,8	2,6	19,3
	Oct	-30,5	107,5	16,7	14,4	10,7	21,4
	Nov	1,0	108,0	16,3	14,1	14,7	20,5
	Dec	38,9	84,8	11,8	43,6	13,7	45,6
	Total	-12,1	112,8	10,0	14,2	8,0	19,3
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

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	1 649	33	17 485	645	19 133	678
	Feb	1 975	57	19 009	736	20 984	793
	Mar	2 169	64	20 426	829	22 595	893
	Apr	1 665	79	20 411	804	22 075	883
	May	1 218	77	20 400	744	21 618	821
	Jun	989	65	20 598	764	21 587	829
	Jul	1 038	97	19 467	743	20 505	840
	Aug	1 136	90	20 467	749	21 603	838
	Sep	1 268	98	20 830	806	22 097	904
	Oct	1 566	97	19 980	721	21 546	818
	Nov	2 150	103	21 984	773	24 134	876
	Dec	2 822	89	22 587	874	25 409	962
2023	Jan	3 012	118	20 007	768	23 020	887
	Feb	3 135	117	20 465	823	23 600	941
	Mar	3 545	127	22 298	907	25 843	1 034
	Apr	3 022	114	19 701	816	22 723	930
	May	3 271	113	22 094	809	25 365	922
	Jun	3 126	118	21 753	848	24 879	965
	Jul	3 114	104	21 375	821	24 490	925
	Aug	3 298	109	21 065	819	24 362	928

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	-18,6	-31,3	-13,3	5,9	-13,8	3,4
	Feb	19,8	72,7	8,7	14,1	9,7	17,0
	Mar	9,8	12,3	7,5	12,6	7,7	12,6
	Apr	-23,2	23,4	-0,1	-3,0	-2,3	-1,1
	May	-26,8	-2,5	-0,1	-7,5	-2,1	-7,0
	Jun	-18,8	-15,6	1,0	2,7	-0,1	1,0
	Jul	5,0	49,2	-5,5	-2,7	-5,0	1,3
	Aug	9,4	-7,2	5,1	0,8	5,4	-0,2
	Sep	11,6	8,9	1,8	7,6	2,3	7,9
	Oct	23,5	-1,0	-4,1	-10,5	-2,5	-9,5
	Nov	37,3	6,2	10,0	7,2	12,0	7,1
	Dec	31,3	-13,6	2,7	13,1	5,3	9,8
2023	Jan	6,7	32,6	-11,4	-12,1	-9,4	-7,8
	Feb	4,1	-0,8	2,3	7,2	2,5	6,1
	Mar	13,1	8,5	9,0	10,2	9,5	9,9
	Apr	-14,8	-10,2	-11,6	-10,0	-12,1	-10,1
	May	8,2	-0,9	12,1	-0,9	11,6	-0,9
	Jun	-4,4	4,4	-1,5	4,8	-1,9	4,7
	Jul	-0,4	-11,9	-1,7	-3,2	-1,6	-4,1
	Aug	5,9	4,8	-1,5	-0,2	-0,5	0,3

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 2023 statistical business register (SBR) 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 types 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 August 2023 was 57,9%. The improved collection rate for July 2023 was 67,6%.
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 784 enterprises from a population of 5 136 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 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 sized (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 – August 2023

	Lower limit (R million)	Estimate (R million)	Upper limit (R million)	Relative standard error (RSE) %
Freight income	17 715	19 350	20 983	4,3
Passenger income	915	936	956	1,1

- 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
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

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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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