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Freight transportation: results for December 2022

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

	Jul-22	Aug-22	Sep-22	Oct-22	Nov-22	Dec-22
Freight payload	27,1	20,6	19,0	23,9	17,7	12,4
Freight income	33,7	24,2	22,1	19,7	20,2	15,5

The volume of goods transported (payload) increased by 15,4% in 2022 compared with 2021 and the corresponding income increased by 17,8% over the same period – see Table 2.

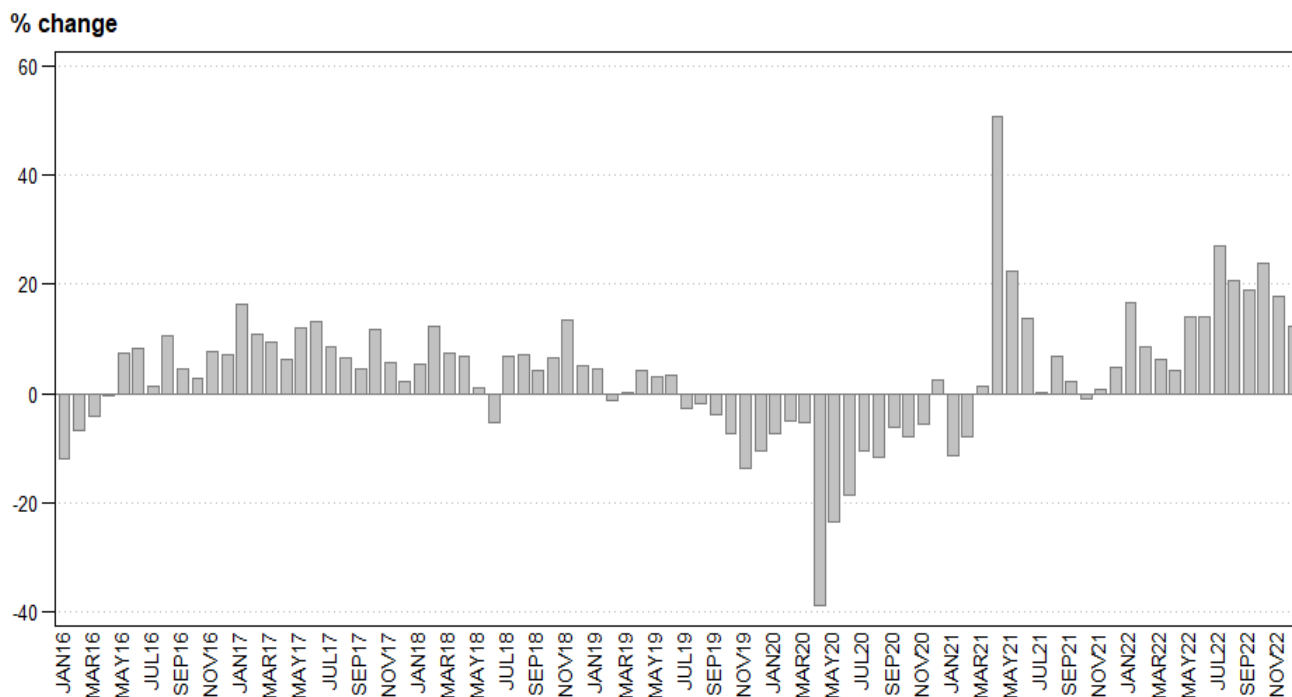
In December 2022, the volume of goods transported (payload) increased by 12,4% year-on-year. The corresponding income increased by 15,5% over the same period.

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

Type of commodity	Oct – Dec 2021 (R million)	Weight (%)	Oct – Dec 2022 (R million)	% change between Oct – Dec 2021 and Oct – Dec 2022	Contribution (% points) to the total % change
Agriculture and forestry primary products	3 261	7,4	4 409	35,2	2,6
Primary mining and quarrying products	14 192	32,4	15 933	12,3	4,0
Manufactured food, beverages and tobacco products	5 314	12,1	6 482	22,0	2,7
Textiles, clothing and leather goods	1 187	2,7	1 358	14,4	0,4
Chemicals, coke, petroleum, rubber, plastic and other mineral products	3 606	8,2	4 002	11,0	0,9
Basic metals and fabricated metal products	652	1,5	682	4,6	0,1
Non-metallic products	390	0,9	484	24,1	0,2
Electrical machinery, transport machinery and equipment	578	1,3	658	13,8	0,2
Motor vehicles, parts and accessories	1 073	2,4	1 494	39,2	0,9
Paper and paper products	211	0,5	279	32,2	0,2
Commercial products	547	1,2	765	39,9	0,5
Used household and office products	1 175	2,7	1 654	40,8	1,1
Containers	1 801	4,1	1 898	5,4	0,2
Parcels	1 298	3,0	1 412	8,8	0,3
Other freight	8 581	19,6	10 465	22,0	4,3
Total income	43 866	100,0	51 973	18,5	18,5

Income from freight transportation increased by 18,5% in the fourth quarter of 2022 compared with the fourth quarter of 2021. The main contributors to this increase were:

- 'other' freight (22,0% and contributing 4,3 percentage points);
- primary mining and quarrying products (12,3% and contributing 4,0 percentage points);
- manufactured food, beverages and tobacco products (22,0% and contributing 2,7 percentage points); and
- agriculture and forestry primary products (35,2% and contributing 2,6 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	Jul – Sep 2022 (000 tons)	Weight (%)	Oct – Dec 2022 (000 tons)	% change between Jul – Sep 2022 and Oct – Dec 2022	Contribution (% points) to the total % change
Rail	39 727	15,3	32 264	-18,8	-2,9
Road	219 840	84,7	224 232	2,0	1,7
Total	259 568	100,0	256 495	-1,2	-1,2

Seasonally adjusted payload decreased by 1,2% in the fourth quarter of 2022 compared with the third quarter of 2022. Rail freight decreased by 18,8% (contributing -2,9 percentage points) while road freight increased by 2,0% (contributing 1,7 percentage points) – see Table C.

Passenger transportation: results for December 2022

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

	Jul-22	Aug-22	Sep-22	Oct-22	Nov-22	Dec-22
Passenger journeys	6,0	6,0	5,0	10,5	14,5	13,5
Passenger income	29,0	17,8	22,4	20,1	20,3	45,3

The number of passenger journeys increased by 8,2% in 2022 compared with 2021 and the corresponding income increased by 19,6% over the same period – see Table 9.

In December 2022, the number of passenger journeys increased by 13,5% year-on-year. The corresponding income increased by 45,3% over the same period.

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

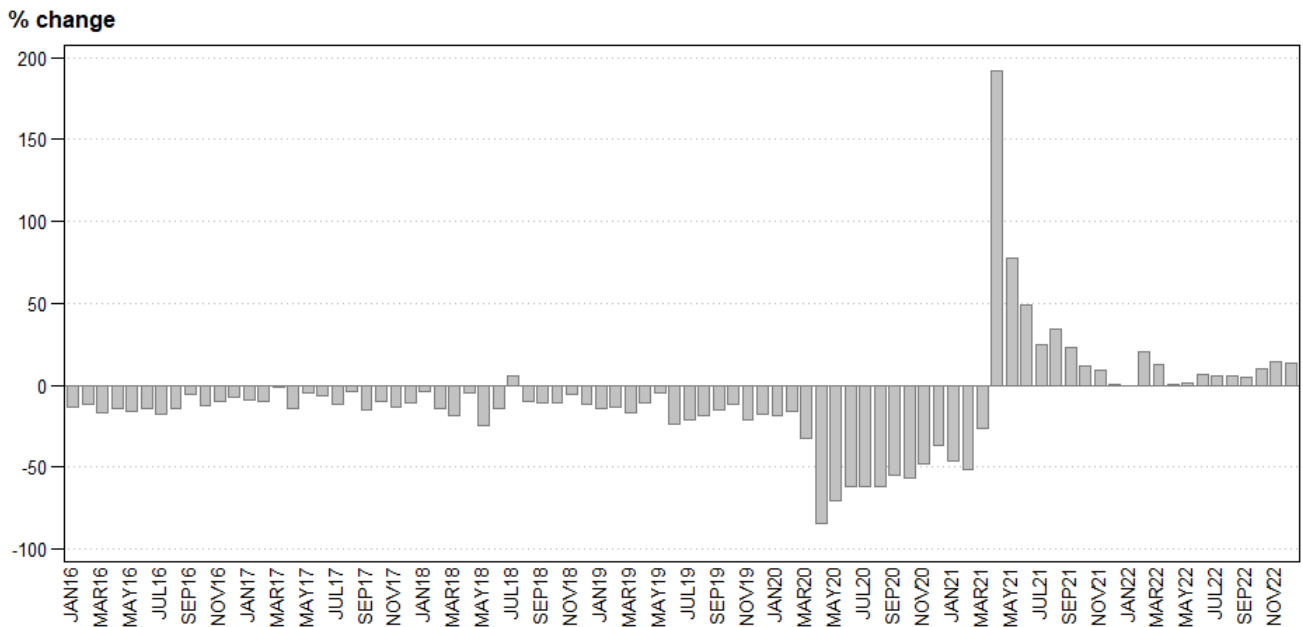


Table E – Seasonally adjusted passenger journeys for the latest three months by type of transport

Passenger journeys	Jul – Sep 2022 (000)	Weight (%)	Oct – Dec 2022 (000)	% change between Jul – Sep 2022 and Oct – Dec 2022	Contribution (% points) to the total % change
Rail	3 675	5,6	6 427	74,9	4,2
Road	61 940	94,4	66 017	6,6	6,2
Total	65 617	100,0	72 443	10,4	10,4

Seasonally adjusted passenger journeys increased by 10,4% in the fourth quarter of 2022 compared with the third quarter of 2022. Road passenger journeys increased by 6,6% (contributing 6,2 percentage points) and rail passenger journeys increased by 74,9% (contributing 4,2 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)
2021	Jan	12 941	2 758	48 560	9 362	61 501	12 120
	Feb	14 856	3 124	51 469	10 145	66 325	13 269
	Mar	15 127	3 283	58 088	11 253	73 215	14 536
	Apr	15 469	3 331	56 231	10 882	71 700	14 213
	May	14 631	3 108	59 754	11 557	74 385	14 665
	Jun	16 088	3 392	57 582	11 076	73 670	14 468
	Jul	12 181	2 582	57 310	10 990	69 491	13 572
	Aug	16 238	3 431	61 644	11 996	77 882	15 427
	Sep	16 009	3 407	59 138	11 660	75 147	15 067
	Oct	12 866	2 836	59 017	11 680	71 883	14 516
	Nov	14 363	3 003	60 465	12 078	74 828	15 081
	Dec	14 987	3 086	56 012	11 183	70 999	14 269
	Total	175 756	37 341	685 270	133 862	861 026	171 203
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	11 902	2 761	67 934	13 713	79 836	16 474
	Total	154 678	34 382	838 919	167 372	993 594	201 754

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
2021	Jan	-23,6	-21,4	-7,5	-6,7	-11,4	-10,5
	Feb	-14,0	-12,2	-5,9	-1,9	-7,9	-4,5
	Mar	-13,8	-7,8	6,0	7,5	1,2	3,6
	Apr	44,3	63,6	52,5	67,1	50,7	66,3
	May	5,1	7,7	27,7	33,5	22,5	27,0
	Jun	3,5	2,9	17,1	18,5	13,8	14,4
	Jul	-23,1	-22,7	7,0	8,3	0,1	0,6
	Aug	-6,6	-7,6	10,9	13,0	6,7	7,7
	Sep	-8,2	-4,7	5,6	9,2	2,3	5,7
	Oct	-11,2	-12,4	1,6	4,7	-0,9	0,8
	Nov	-12,7	-15,8	4,7	7,4	0,8	1,8
	Dec	-1,5	-0,1	6,7	10,3	4,9	7,9
	Total	-6,9	-5,2	9,1	12,2	5,4	7,9
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	21,3	22,6	12,4	15,5
	Total	-12,0	-7,9	22,4	25,0	15,4	17,8

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)
2021	Jan	13 402	2 900	54 551	10 480	67 953	13 380
	Feb	14 684	3 150	55 853	10 904	70 537	14 054
	Mar	15 490	3 502	57 757	11 246	73 247	14 748
	Apr	15 095	3 225	58 027	11 211	73 122	14 435
	May	14 566	3 143	58 858	11 423	73 424	14 566
	Jun	15 773	3 247	56 770	10 941	72 543	14 188
	Jul	13 594	2 837	55 168	10 558	68 762	13 394
	Aug	14 842	3 174	57 457	11 275	72 298	14 449
	Sep	14 452	3 102	57 477	11 383	71 928	14 485
	Oct	14 407	2 977	56 013	11 167	70 419	14 144
	Nov	13 917	2 907	57 156	11 255	71 073	14 161
	Dec	15 444	3 147	59 785	11 891	75 230	15 038
2022	Jan	14 366	3 026	65 654	12 830	80 020	15 856
	Feb	14 497	3 061	62 172	12 293	76 669	15 354
	Mar	13 397	2 919	63 965	12 861	77 362	15 781
	Apr	13 901	2 998	63 156	12 730	77 057	15 728
	May	13 569	2 996	68 544	13 730	82 112	16 726
	Jun	12 895	2 904	70 110	14 133	83 004	17 037
	Jul	13 465	3 088	74 396	14 953	87 862	18 041
	Aug	13 078	3 021	73 271	14 741	86 349	17 762
	Sep	13 184	3 150	72 173	14 428	85 357	17 578
	Oct	11 199	2 162	75 962	14 832	87 161	16 994
	Nov	8 829	2 225	74 604	14 827	83 433	17 052
	Dec	12 236	2 794	73 666	14 714	85 901	17 508

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
2021	Jan	-14,5	-8,5	-2,5	-2,9	-5,1	-4,2
	Feb	9,6	8,6	2,4	4,0	3,8	5,0
	Mar	5,5	11,2	3,4	3,1	3,8	4,9
	Apr	-2,6	-7,9	0,5	-0,3	-0,2	-2,1
	May	-3,5	-2,5	1,4	1,9	0,4	0,9
	Jun	8,3	3,3	-3,5	-4,2	-1,2	-2,6
	Jul	-13,8	-12,6	-2,8	-3,5	-5,2	-5,6
	Aug	9,2	11,9	4,1	6,8	5,1	7,9
	Sep	-2,6	-2,3	0,0	1,0	-0,5	0,2
	Oct	-0,3	-4,0	-2,5	-1,9	-2,1	-2,4
	Nov	-3,4	-2,4	2,0	0,8	0,9	0,1
	Dec	11,0	8,3	4,6	5,7	5,8	6,2
2022	Jan	-7,0	-3,8	9,8	7,9	6,4	5,4
	Feb	0,9	1,2	-5,3	-4,2	-4,2	-3,2
	Mar	-7,6	-4,6	2,9	4,6	0,9	2,8
	Apr	3,8	2,7	-1,3	-1,0	-0,4	-0,3
	May	-2,4	-0,1	8,5	7,9	6,6	6,3
	Jun	-5,0	-3,1	2,3	2,9	1,1	1,9
	Jul	4,4	6,3	6,1	5,8	5,9	5,9
	Aug	-2,9	-2,2	-1,5	-1,4	-1,7	-1,5
	Sep	0,8	4,3	-1,5	-2,1	-1,1	-1,0
	Oct	-15,1	-31,4	5,2	2,8	2,1	-3,3
	Nov	-21,2	2,9	-1,8	0,0	-4,3	0,3
	Dec	38,6	25,6	-1,3	-0,8	3,0	2,7

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

Type of commodity	Jul-22	Aug-22	Sep-22	Oct-22	Nov-22	Dec-22 1/
Agriculture and forestry primary products	1 508	1 620	1 492	1 464	1 521	1 424
Primary mining and quarrying products	6 024	6 589	6 184	5 272	5 300	5 361
Manufactured food, beverages and tobacco products	2 143	2 219	2 208	2 149	2 248	2 085
Textiles, clothing and leather products	375	404	419	449	513	396
Chemicals, coke, petroleum, rubber, plastic and other mineral products	1 386	1 495	1 406	1 429	1 406	1 167
Basic metals and fabricated metal products	226	226	251	196	263	223
Non-metallic products	191	192	185	154	189	141
Electrical machinery, transport machinery and equipment	211	225	203	211	258	189
Motor vehicles, parts and accessories	457	473	468	468	497	529
Paper and paper products	94	99	88	93	105	81
Commercial products	254	256	260	255	288	222
Used household and office products	514	584	560	520	618	516
Containers	718	698	654	590	718	590
Parcels	451	476	450	443	574	395
Other freight	3 598	3 613	3 574	3 680	3 629	3 156
Total	18 150	19 168	18 401	17 374	18 125	16 474

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	Jul-22	Aug-22	Sep-22	Oct-22	Nov-22	Dec-22
Agriculture and forestry primary products	35,5	36,2	31,2	32,5	38,7	34,5
Primary mining and quarrying products	37,6	24,9	21,7	13,4	11,0	12,5
Manufactured food, beverages and tobacco products	27,5	23,3	24,5	24,2	25,8	16,0
Textiles, clothing and leather products	42,0	18,8	23,2	19,1	14,0	10,0
Chemicals, coke, petroleum, rubber, plastic and other mineral products	28,2	21,5	15,6	16,7	14,2	1,5
Basic metals and fabricated metal products	-10,0	-25,4	-10,0	-18,7	11,4	27,4
Non-metallic products	35,5	13,6	7,6	17,6	28,6	25,9
Electrical machinery, transport machinery and equipment	35,3	29,3	9,7	13,4	14,7	13,2
Motor vehicles, parts and accessories	38,1	25,1	37,2	26,8	34,7	57,9
Paper and paper products	36,2	33,8	20,5	29,2	43,8	22,7
Commercial products	68,2	96,9	79,3	30,8	47,7	41,4
Used household and office products	53,4	65,9	64,2	42,1	54,5	26,2
Containers	34,2	20,1	4,8	-6,9	17,3	6,3
Parcels	23,2	25,9	5,1	5,0	13,9	6,2
Other freight	32,3	18,2	22,0	30,8	21,8	13,2
Total	33,7	24,2	22,1	19,7	20,2	15,5

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	Jul-22	Aug-22	Sep-22	Oct-22	Nov-22	Dec-22
Agriculture and forestry primary products	2,9	2,8	2,4	2,5	2,8	2,6
Primary mining and quarrying products	12,1	8,5	7,3	4,3	3,5	4,2
Manufactured food, beverages and tobacco products	3,4	2,7	2,9	2,9	3,1	2,0
Textiles, clothing and leather products	0,8	0,4	0,5	0,5	0,4	0,3
Chemicals, coke, petroleum, rubber, plastic and other mineral products	2,2	1,7	1,3	1,4	1,2	0,1
Basic metals and fabricated metal products	-0,2	-0,5	-0,2	-0,3	0,2	0,3
Non-metallic products	0,4	0,1	0,1	0,2	0,3	0,2
Electrical machinery, transport machinery and equipment	0,4	0,3	0,1	0,2	0,2	0,2
Motor vehicles, parts and accessories	0,9	0,6	0,8	0,7	0,8	1,4
Paper and paper products	0,2	0,2	0,1	0,1	0,2	0,1
Commercial products	0,8	0,8	0,8	0,4	0,6	0,5
Used household and office products	1,3	1,5	1,5	1,1	1,4	0,7
Containers	1,3	0,8	0,2	-0,3	0,7	0,2
Parcels	0,6	0,6	0,1	0,1	0,5	0,2
Other freight	6,5	3,6	4,3	6,0	4,3	2,6
Total	33,7	24,2	22,1	19,7	20,2	15,5

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)
2021	Jan	1 128	24	16 881	632	18 009	656
	Feb	1 450	29	16 345	617	17 795	646
	Mar	1 772	41	19 973	776	21 745	817
	Apr	1 632	41	18 006	623	19 638	664
	May	1 752	43	19 012	688	20 764	731
	Jun	1 461	30	18 680	670	20 141	700
	Jul	1 430	19	17 991	656	19 421	675
	Aug	2 316	34	18 899	690	21 215	724
	Sep	2 552	47	20 735	740	23 287	787
	Oct	2 623	53	18 102	653	20 725	706
	Nov	2 288	50	19 554	690	21 842	740
	Dec	1 358	33	17 786	633	19 144	666
	Total	21 762	444	221 964	8 068	243 726	8 512
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

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
2021	Jan	-87,0	-86,4	-32,1	-26,6	-46,3	-36,8
	Feb	-86,5	-83,2	-36,1	-23,7	-51,0	-34,2
	Mar	-67,9	-60,2	-16,7	-2,0	-26,3	-8,7
	Apr	1/	1/	167,7	226,2	191,9	247,6
	May	2 725,8	975,0	63,5	106,6	77,6	116,9
	Jun	907,6	200,0	39,4	65,4	48,7	68,7
	Jul	421,9	58,3	17,7	43,9	24,8	44,2
	Aug	476,1	126,7	22,8	47,4	34,3	49,9
	Sep	554,4	147,4	11,5	19,0	22,7	22,8
	Oct	437,5	130,4	0,7	6,7	12,2	11,2
	Nov	41,7	42,9	6,1	10,8	9,0	12,5
	Dec	-5,6	-2,9	1,3	-4,2	0,8	-4,2
	Total	-26,9	-26,6	6,0	18,1	1,9	14,4
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

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

Land transport, December 2022

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)
2021	Jan	1 279	23	18 199	640	19 478	663
	Feb	1 383	28	16 118	659	17 502	687
	Mar	1 653	38	18 038	734	19 691	772
	Apr	1 623	43	19 094	678	20 716	721
	May	1 735	44	18 735	692	20 470	736
	Jun	1 440	33	18 424	674	19 864	707
	Jul	1 430	19	17 959	633	19 389	652
	Aug	2 216	33	18 458	686	20 674	718
	Sep	2 453	44	19 634	718	22 087	762
	Oct	2 372	47	17 518	638	19 890	685
	Nov	2 202	50	19 398	690	21 599	740
	Dec	1 839	43	20 719	624	22 558	667
2022	Jan	1 553	34	17 948	671	19 501	705
	Feb	1 882	57	19 122	737	21 004	795
	Mar	2 009	64	20 272	786	22 281	849
	Apr	1 476	79	19 516	785	20 992	864
	May	1 274	78	19 505	720	20 779	799
	Jun	1 007	70	20 237	795	21 244	865
	Jul	1 057	91	19 506	752	20 564	843
	Aug	1 277	92	20 640	752	21 917	844
	Sep	1 341	98	21 794	834	23 136	932
	Oct	1 649	98	20 411	721	22 060	820
	Nov	2 221	103	22 484	787	24 704	890
	Dec	2 557	79	23 122	894	25 679	973

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
2021	Jan	-34,3	-47,7	-10,8	-1,8	-12,9	-4,6
	Feb	8,1	21,7	-11,4	3,0	-10,1	3,6
	Mar	19,5	35,7	11,9	11,4	12,5	12,4
	Apr	-1,8	13,2	5,9	-7,6	5,2	-6,6
	May	6,9	2,3	-1,9	2,1	-1,2	2,1
	Jun	-17,0	-25,0	-1,7	-2,6	-3,0	-3,9
	Jul	-0,7	-42,4	-2,5	-6,1	-2,4	-7,8
	Aug	55,0	73,7	2,8	8,4	6,6	10,1
	Sep	10,7	33,3	6,4	4,7	6,8	6,1
	Oct	-3,3	6,8	-10,8	-11,1	-9,9	-10,1
	Nov	-7,2	6,4	10,7	8,2	8,6	8,0
	Dec	-16,5	-14,0	6,8	-9,6	4,4	-9,9
2022	Jan	-15,6	-20,9	-13,4	7,5	-13,6	5,7
	Feb	21,2	67,6	6,5	9,8	7,7	12,8
	Mar	6,7	12,3	6,0	6,6	6,1	6,8
	Apr	-26,5	23,4	-3,7	-0,1	-5,8	1,8
	May	-13,7	-1,3	-0,1	-8,3	-1,0	-7,5
	Jun	-21,0	-10,3	3,8	10,4	2,2	8,3
	Jul	5,0	30,0	-3,6	-5,4	-3,2	-2,5
	Aug	20,8	1,1	5,8	0,0	6,6	0,1
	Sep	5,0	6,5	5,6	10,9	5,6	10,4
	Oct	23,0	0,0	-6,3	-13,5	-4,7	-12,0
	Nov	34,7	5,1	10,2	9,2	12,0	8,5
	Dec	15,1	-23,3	2,8	13,6	3,9	9,3

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 paragraph 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 December 2022 was 74,0%. The improved collection rate for November 2022 was 77,4%.
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 –
- *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 769 enterprises from a population of 4 695 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 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.
- 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 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** **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.

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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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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