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STATISTICAL RELEASE

P7162

Land transport (Preliminary)

February 2024

Embargoed until:
23 April 2024
11:00

ENQUIRIES:
JP Terblanche
Tel: (012) 310 2965

FORTHCOMING ISSUE:
March 2024

EXPECTED RELEASE DATE:
21 May 2024



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Freight transportation: results for February 2024

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

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

The volume of goods transported (payload) decreased by 1,5% in February 2024 compared with February 2023. The corresponding income increased by 5,1% over the same period.

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

Type of commodity	Dec 2022 – Feb 2023 (R million)	Weight (%)	Dec 2023 – Feb 2024 (R million)	% change between Dec 2022 – Feb 2023 and Dec 2023 – Feb 2024	Contribution (% points) to the total % change
Agriculture and forestry primary products	3 590	6,9	3 306	-7,9	-0,5
Primary mining and quarrying products	17 518	33,9	18 362	4,8	1,6
Manufactured food, beverages and tobacco products	7 226	14,0	6 314	-12,6	-1,8
Textiles, clothing and leather goods	1 178	2,3	1 276	8,3	0,2
Chemicals, coke, petroleum, rubber, plastic and other mineral products	2 577	5,0	2 573	-0,2	0,0
Basic metals and fabricated metal products	646	1,3	679	5,1	0,1
Non-metallic products	409	0,8	431	5,4	0,0
Electrical machinery, transport machinery and equipment	891	1,7	1 114	25,0	0,4
Motor vehicles, parts and accessories	1 534	3,0	1 505	-1,9	-0,1
Paper and paper products	276	0,5	282	2,2	0,0
Commercial products	1 058	2,0	1 343	26,9	0,5
Used household and office products	1 172	2,3	1 191	1,6	0,0
Containers	2 285	4,4	3 111	36,1	1,6
Parcels	1 274	2,5	1 368	7,4	0,2
Other freight	10 022	19,4	10 248	2,3	0,4
Total income	51 657	100,0	53 104	2,8	2,8

Income from freight transportation increased by 2,8% in the three months ended February 2024 compared with the three months ended February 2023. The main positive contributors to this increase were:

- primary mining and quarrying products (4,8% and contributing 1,6 percentage points); and
- containers (36,1% and contributing 1,6 percentage points) – see Table B.

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

Payload	Sep – Nov 2023 (000 tons)	Weight (%)	Dec 2023 – Feb 2024 (000 tons)	% change between Sep – Nov 2023 and Dec 2023 – Feb 2024	Contribution (% points) to the total % change
Rail	43 469	16,8	40 135	-7,7	-1,3
Road	215 455	83,2	212 336	-1,4	-1,2
Total	258 923	100,0	252 470	-2,5	-2,5

Seasonally adjusted payload decreased by 2,5% in the three months ended February 2024 compared with the previous three months. Rail freight decreased by 7,7% (contributing -1,3 percentage points) and road freight decreased by 1,4% (contributing -1,2 percentage points) – see Table C.

Figure 1 – Freight transportation: seasonally adjusted payload

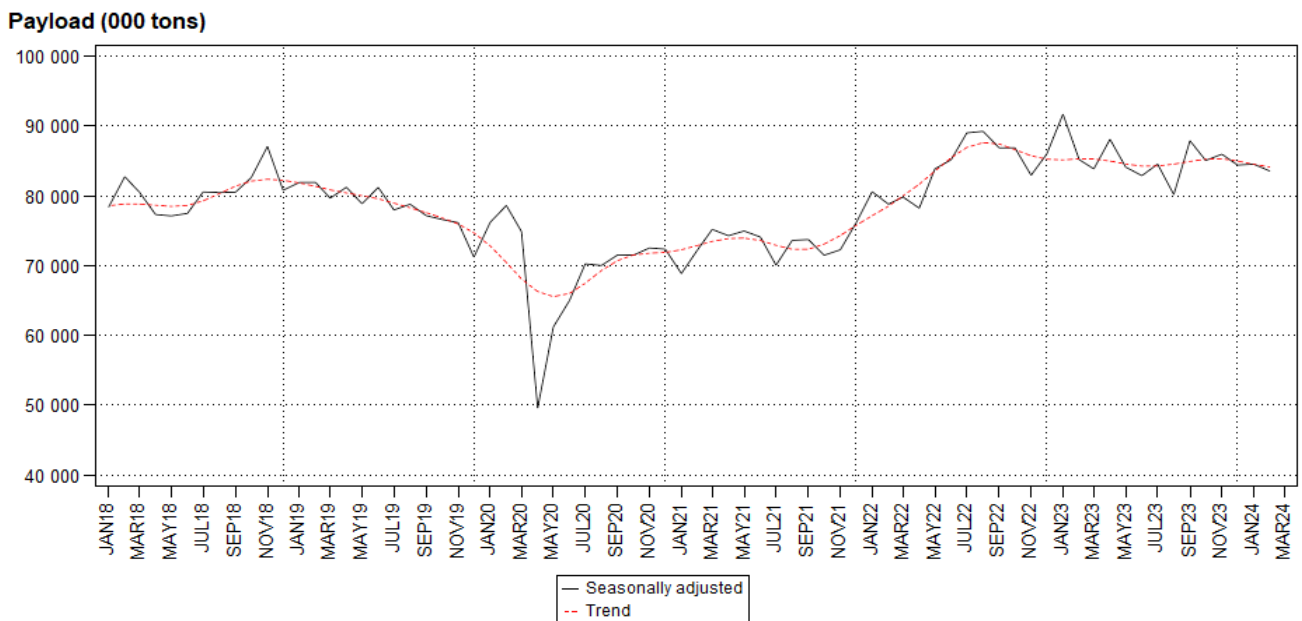
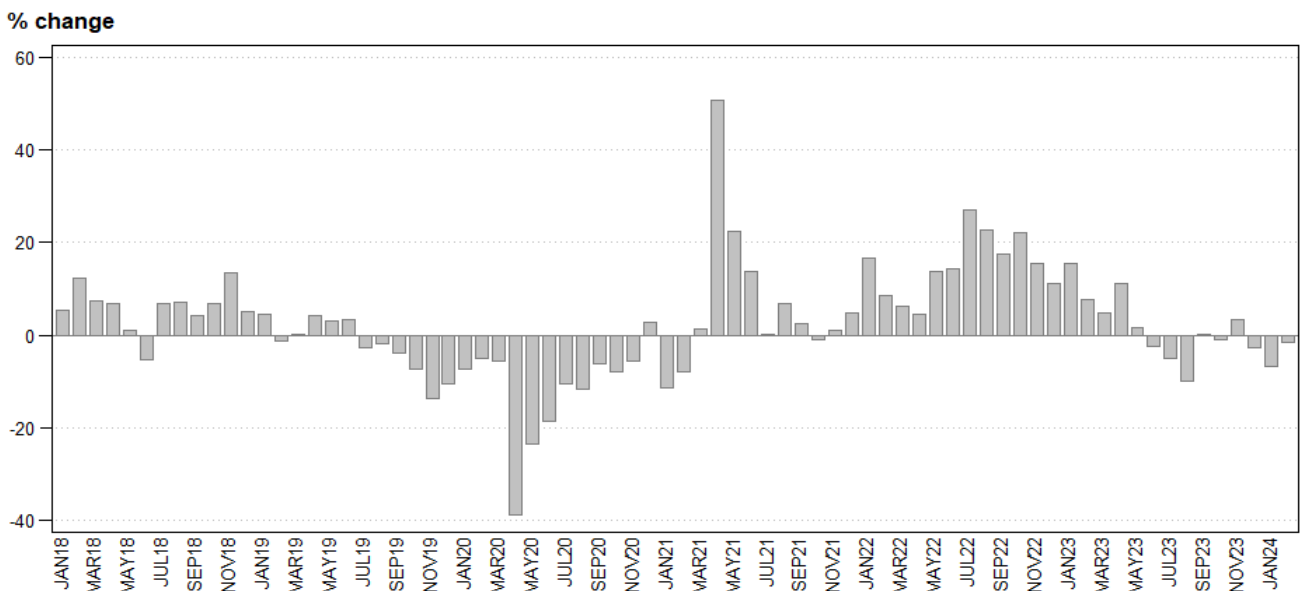


Figure 2 – Freight transportation: year-on-year percentage change in payload



Passenger transportation: results for February 2024

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

	Sep-23	Oct-23	Nov-23	Dec-23	Jan-24	Feb-24
Passenger journeys	23,8	23,0	16,6	9,2	21,4	17,1
Passenger income	14,8	15,1	12,9	6,6	13,6	9,8

The number of passenger journeys increased by 17,1% in February 2024 compared with February 2023. The corresponding income increased by 9,8% over the same period.

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

Passenger journeys	Sep – Nov 2023 (000)	Weight (%)	Dec 2023 – Feb 2024 (000)	% change between Sep – Nov 2023 and Dec 2023 – Feb 2024	Contribution (% points) to the total % change
Rail	12 044	14,9	13 632	13,2	2,0
Road	69 059	85,1	68 426	-0,9	-0,8
Total	81 103	100,0	82 059	1,2	1,2

Seasonally adjusted passenger journeys increased by 1,2% in the three months ended February 2024 compared with the previous three months. Rail passenger journeys increased by 13,2% (contributing 2,0 percentage points) while road passenger journeys decreased by 0,9% (contributing -0,8 of a percentage point) – see Table E.

Figure 3 – Passenger transportation: seasonally adjusted passenger journeys

Passenger journeys (000)

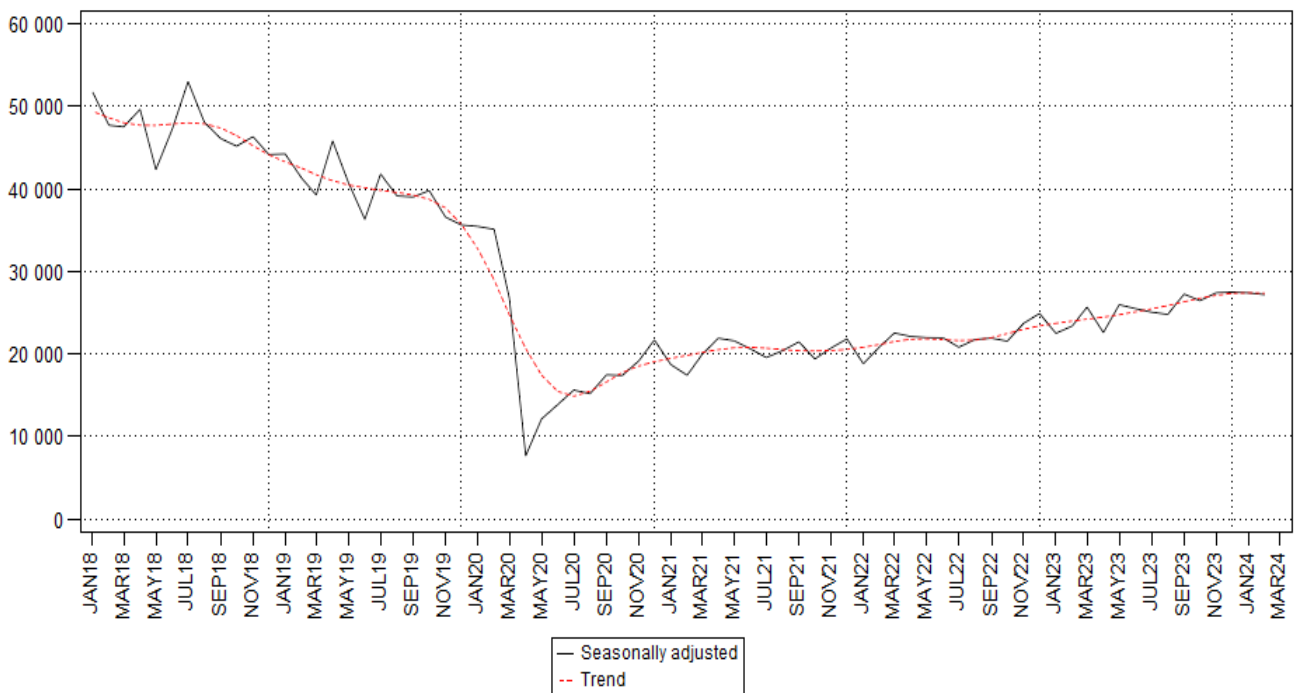
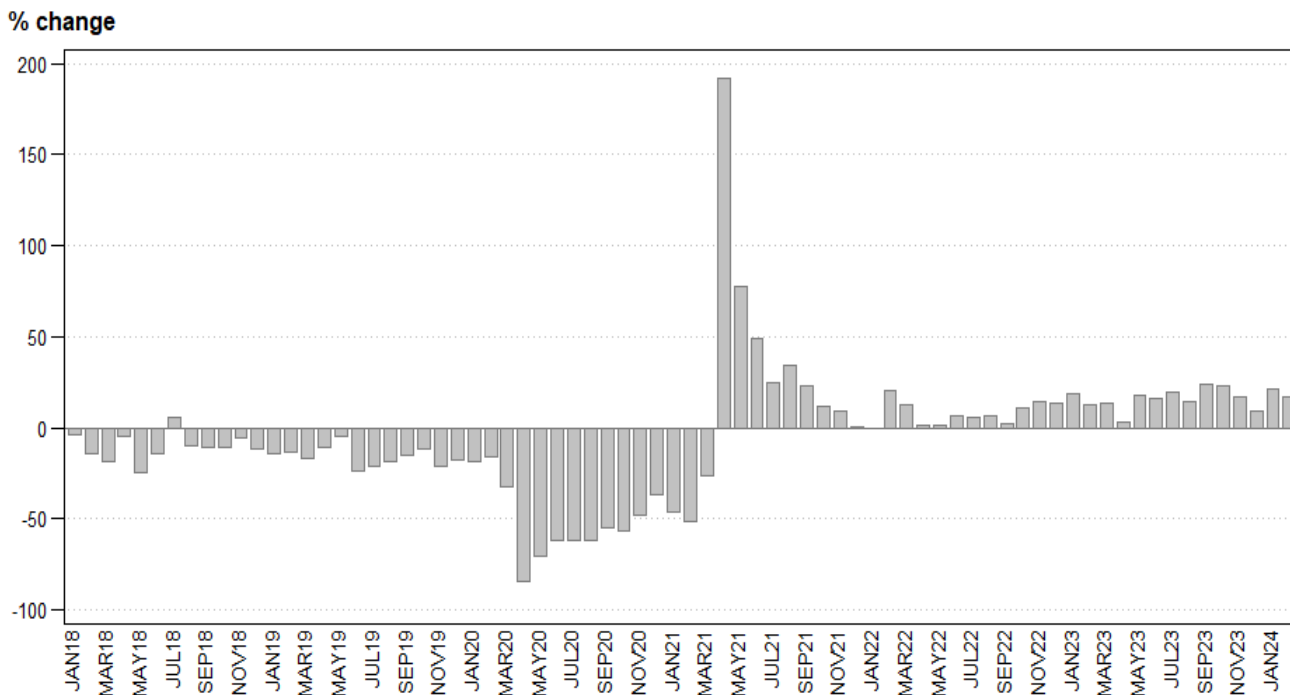


Figure 4 – Passenger transportation: year-on-year percentage change in passenger journeys




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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)
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	13 854	3 617	63 809	14 077	77 663	17 695

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
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	-3,2	1,6	-1,5	5,1

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	13 555	3 121	78 151	16 048	91 706	19 169
	Feb	12 578	2 967	72 606	15 111	85 184	18 078
	Mar	12 472	3 058	71 381	15 008	83 853	18 065
	Apr	13 061	3 157	75 034	15 504	88 095	18 661
	May	12 427	3 139	71 685	14 851	84 112	17 990
	Jun	12 907	3 324	69 977	14 677	82 884	18 000
	Jul	12 894	3 175	71 646	15 060	84 540	18 235
	Aug	12 871	3 254	67 311	14 699	80 182	17 953
	Sep	17 381	4 402	70 518	15 071	87 899	19 474
	Oct	13 071	3 269	71 988	15 436	85 058	18 705
	Nov	13 017	3 412	72 949	15 306	85 966	18 718
	Dec	13 703	3 720	70 701	15 240	84 404	18 959
2024	Jan	13 066	3 496	71 462	15 424	84 528	18 920
	Feb	13 366	3 595	70 173	15 334	83 538	18 929

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	14,8	13,9	5,4	3,9	6,7	5,4
	Feb	-7,2	-4,9	-7,1	-5,8	-7,1	-5,7
	Mar	-0,8	3,1	-1,7	-0,7	-1,6	-0,1
	Apr	4,7	3,2	5,1	3,3	5,1	3,3
	May	-4,9	-0,6	-4,5	-4,2	-4,5	-3,6
	Jun	3,9	5,9	-2,4	-1,2	-1,5	0,1
	Jul	-0,1	-4,5	2,4	2,6	2,0	1,3
	Aug	-0,2	2,5	-6,1	-2,4	-5,2	-1,5
	Sep	35,0	35,3	4,8	2,5	9,6	8,5
	Oct	-24,8	-25,7	2,1	2,4	-3,2	-3,9
	Nov	-0,4	4,4	1,3	-0,8	1,1	0,1
	Dec	5,3	9,0	-3,1	-0,4	-1,8	1,3
2024	Jan	-4,6	-6,0	1,1	1,2	0,1	-0,2
	Feb	2,3	2,8	-1,8	-0,6	-1,2	0,0

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

Type of commodity	Sep-23	Oct-23	Nov-23	Dec-23	Jan-24	Feb-24 ¹
Agriculture and forestry primary products	1 218	1 297	1 290	1 079	1 094	1 133
Primary mining and quarrying products	7 024	6 366	6 784	6 246	6 017	6 099
Manufactured food, beverages and tobacco products	2 225	2 309	2 258	2 135	2 147	2 032
Textiles, clothing and leather products	457	527	536	451	381	444
Chemicals, coke, petroleum, rubber, plastic and other mineral products	981	893	940	878	906	789
Basic metals and fabricated metal products	257	280	202	224	215	240
Non-metallic products	150	172	183	138	128	165
Electrical machinery, transport machinery and equipment	319	364	389	335	369	410
Motor vehicles, parts and accessories	513	519	563	429	514	562
Paper and paper products	104	105	111	87	89	106
Commercial products	409	424	438	445	442	456
Used household and office products	393	409	432	440	385	366
Containers	871	843	928	921	1 039	1 151
Parcels	493	519	607	436	419	513
Other freight	4 784	4 332	4 044	3 566	3 452	3 230
Total	20 198	19 358	19 706	17 809	17 600	17 695

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	Sep-23	Oct-23	Nov-23	Dec-23	Jan-24	Feb-24
Agriculture and forestry primary products	-12,6	-0,2	-4,9	-15,8	-4,6	-2,5
Primary mining and quarrying products	5,1	10,3	19,2	9,6	-2,2	7,7
Manufactured food, beverages and tobacco products	-12,7	-7,8	-15,0	-15,2	-12,0	-10,4
Textiles, clothing and leather products	-3,8	5,6	-4,6	8,9	3,3	12,4
Chemicals, coke, petroleum, rubber, plastic and other mineral products	8,3	-7,6	-0,1	6,6	1,5	-8,3
Basic metals and fabricated metal products	-1,9	40,7	-22,6	-1,3	12,0	5,7
Non-metallic products	-14,3	27,4	10,9	-0,7	-5,9	23,1
Electrical machinery, transport machinery and equipment	-1,2	6,4	8,1	30,9	23,4	22,0
Motor vehicles, parts and accessories	-4,1	-1,1	3,5	-22,6	2,4	17,6
Paper and paper products	3,0	-0,9	-5,1	-4,4	7,2	3,9
Commercial products	-7,5	2,7	-9,7	21,9	28,9	30,3
Used household and office products	-16,2	1,0	-7,7	0,2	10,0	-4,4
Containers	6,7	15,8	5,9	17,2	37,4	54,9
Parcels	-4,1	4,4	-4,1	4,8	0,0	16,9
Other freight	29,5	12,8	4,2	13,3	-3,7	-1,8
Total	4,5	6,2	3,7	3,8	-0,4	5,1

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

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)
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	22 673	830	28 077	979

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
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	8,7	7,8	17,1	9,8

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	2 766	113	19 724	762	22 490	875
	Feb	2 779	113	20 599	816	23 378	930
	Mar	3 219	128	22 455	918	25 674	1 046
	Apr	2 631	116	19 952	828	22 583	944
	May	3 553	116	22 407	820	25 960	937
	Jun	3 417	122	22 064	854	25 481	975
	Jul	3 435	108	21 625	834	25 060	942
	Aug	3 700	120	21 087	834	24 787	954
	Sep	3 770	128	23 478	862	27 248	990
	Oct	3 937	130	22 508	831	26 445	961
	Nov	4 337	133	23 073	849	27 410	982
	Dec	4 339	124	23 137	873	27 477	996
2024	Jan	4 523	136	22 875	856	27 398	993
	Feb	4 770	138	22 414	857	27 184	995

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	3,1	18,9	-11,2	-8,9	-9,7	-5,9
	Feb	0,5	0,0	4,4	7,1	3,9	6,3
	Mar	15,8	13,3	9,0	12,5	9,8	12,5
	Apr	-18,3	-9,4	-11,1	-9,8	-12,0	-9,8
	May	35,0	0,0	12,3	-1,0	15,0	-0,7
	Jun	-3,8	5,2	-1,5	4,1	-1,8	4,1
	Jul	0,5	-11,5	-2,0	-2,3	-1,7	-3,4
	Aug	7,7	11,1	-2,5	0,0	-1,1	1,3
	Sep	1,9	6,7	11,3	3,4	9,9	3,8
	Oct	4,4	1,6	-4,1	-3,6	-2,9	-2,9
	Nov	10,2	2,3	2,5	2,2	3,6	2,2
	Dec	0,0	-6,8	0,3	2,8	0,2	1,4
2024	Jan	4,2	9,7	-1,1	-1,9	-0,3	-0,3
	Feb	5,5	1,5	-2,0	0,1	-0,8	0,2

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 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 imputed due to late response. These imputations 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:
- 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:
- 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** **6** 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** **7** The preliminary collection rate for the survey on land transportation for February 2024 was 70,7%. The improved collection rate for January 2024 was 73,7%.
- 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 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 – February 2024

	Lower limit (R million)	Estimate (R million)	Upper limit (R million)	Relative standard error (RSE) %
Freight income	15 684	17 695	19 705	5,7
Passenger income	966	979	991	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
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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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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