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STATISTICAL RELEASE

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Land transport (Preliminary)

July 2023

The results published today are based on a new sample. This is an annual procedure which typically affects the levels of payload, passenger journeys and income at current prices. To avoid breaks in time series and to minimise revisions to historical growth rates, historical levels were revised (i.e. they were linked to the estimates based on the new sample).

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Contents

Freight transportation: results for July 2023	2
Table A – Year-on-year percentage change in freight transportation (income at current prices).....	2
Table B – Freight transportation income at current prices for the latest three months by type of commodity.....	2
Figure 1 – Freight transportation: year-on-year percentage change in payload.....	3
Table C – Seasonally adjusted payload for the latest three months by type of transport.....	3
Passenger transportation: results for July 2023	4
Table D – Year-on-year percentage change in passenger transportation (income at current prices).....	4
Figure 2 – Passenger transportation: year-on-year percentage change in passenger journeys.....	4
Table E – Seasonally adjusted passenger journeys for the latest three months by type of transport.....	4
Note: Changes to the survey and the impact on the statistical series	5
Table F – Freight transportation estimates for the previous and new samples: April to June 2023.....	5
Figure 3 – Freight transportation income: monthly levels of previous and new samples from April to June 2023	5
Table G – Total income from freight transportation for the previous and new samples by type of commodity: April to June 2023	6
Table H – Passenger transportation estimates for the previous and new samples – April to June 2023	6
Figure 4 – Passenger transportation income: monthly levels of previous and new samples from April to June 2023	7
Table I – Total income from passenger transportation for the previous and new samples by type of service: April to June 2023	7
Tables	8
Table 1 – Freight transportation (income at current prices)	8
Table 2 – Year-on-year percentage change in freight transportation (income at current prices)	8
Table 3 – Seasonally adjusted freight transportation (income at current prices).....	9
Table 4 – Month-on-month percentage change in seasonally adjusted freight transportation (income at current prices)	9
Table 5 – Freight transportation income at current prices by type of commodity (R million).....	10
Table 6 – Year-on-year percentage change in freight transportation income at current prices by type of commodity.....	10
Table 7 – Contribution of each type of commodity to the year-on-year percentage change in freight transportation income at current prices (percentage points)	10
Table 8 – Passenger transportation (income at current prices).....	11
Table 9 – Year-on-year percentage change in passenger transportation (income at current prices)	11
Table 10 – Seasonally adjusted passenger transportation (income at current prices).....	12
Table 11 – Month-on-month percentage change in seasonally adjusted passenger transportation (income at current prices)	12
Survey information	13
Technical notes	14
Glossary	15
Technical enquiries	16
General information	16

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

	Feb-23	Mar-23	Apr-23	May-23	Jun-23	Jul-23
Freight payload	7,6	4,8	11,0	1,5	-2,5	-4,8
Freight income	10,7	8,0	11,3	2,8	0,3	-5,2

The volume of goods transported (payload) decreased by 4,8% in July 2023 compared with July 2022. The corresponding income decreased by 5,2% over the same period.

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

Type of commodity	May – Jul 2022 (R million)	Weight (%)	May – Jul 2023 (R million)	% change between May – Jul 2022 and May – Jul 2023	Contribution (% points) to the total % change
Agriculture and forestry primary products	4 212	7,6	3 852	-8,5	-0,6
Primary mining and quarrying products	18 591	33,5	19 293	3,8	1,3
Manufactured food, beverages and tobacco products	7 465	13,4	6 630	-11,2	-1,5
Textiles, clothing and leather goods	1 290	2,3	1 386	7,4	0,2
Chemicals, coke, petroleum, rubber, plastic and other mineral products	2 737	4,9	2 573	-6,0	-0,3
Basic metals and fabricated metal products	711	1,3	808	13,6	0,2
Non-metallic products	478	0,9	477	-0,2	0,0
Electrical machinery, transport machinery and equipment	931	1,7	1 074	15,4	0,3
Motor vehicles, parts and accessories	1 476	2,7	1 555	5,4	0,1
Paper and paper products	297	0,5	262	-11,8	-0,1
Commercial products	1 171	2,1	1 151	-1,7	0,0
Used household and office products	1 523	2,7	1 254	-17,7	-0,5
Containers	2 543	4,6	2 568	1,0	0,0
Parcels	1 483	2,7	1 493	0,7	0,0
Other freight	10 608	19,1	10 691	0,8	0,2
Total income	55 517	100,0	55 069	-0,8	-0,8

Income from freight transportation decreased by 0,8% in the three months ended July 2023 compared with the three months ended July 2022. The main negative contributors to this decrease were:

- manufactured food, beverages and tobacco products (-11,2% and contributing -1,5 percentage points);
- agriculture and forestry primary products (-8,5% and contributing -0,6 of a percentage point); and
- used household and office products (-17,7% and contributing -0,5 of a percentage point) – see Table B.

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

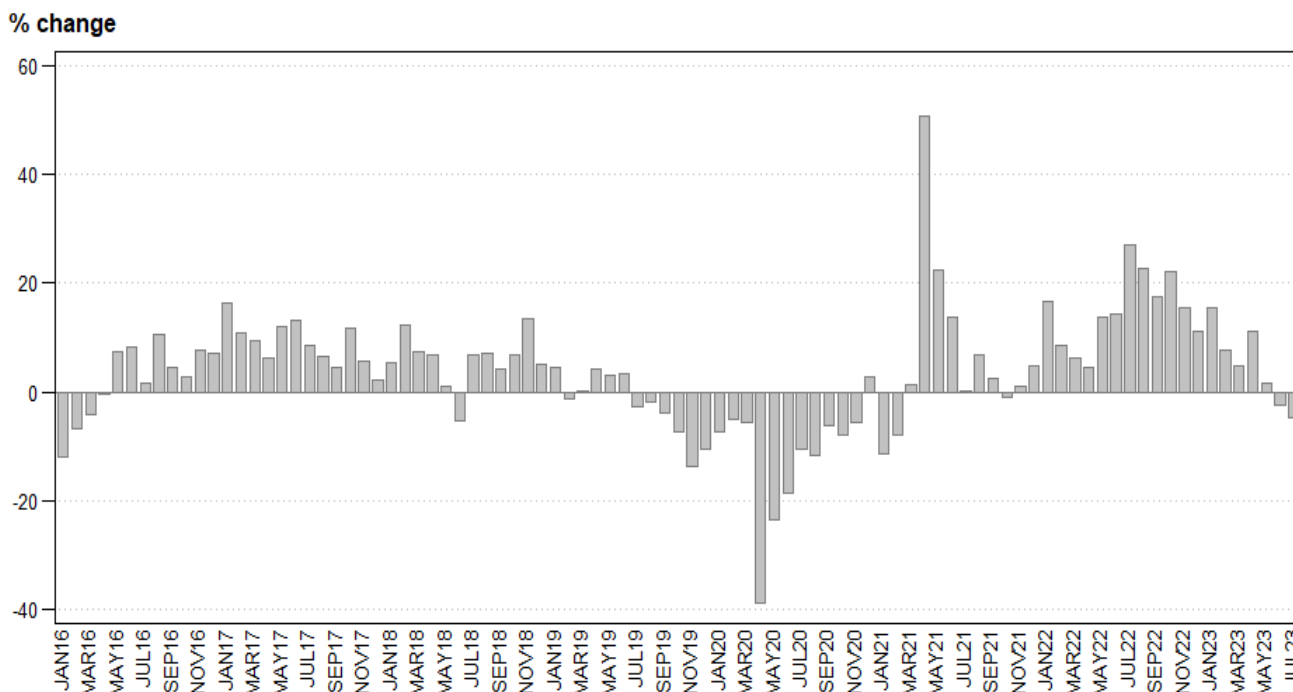


Table C – Seasonally adjusted payload for the latest three months by type of transport

Payload	Feb – Apr 2023 (000 tons)	Weight (%)	May – Jul 2023 (000 tons)	% change between Feb – Apr 2023 and May – Jul 2023	Contribution (% points) to the total % change
Rail	38 131	14,9	37 418	-1,9	-0,3
Road	218 593	85,1	214 043	-2,1	-1,8
Total	256 724	100,0	251 461	-2,1	-2,1

Seasonally adjusted payload decreased by 2,1% in the three months ended July 2023 compared with the previous three months. Road freight decreased by 2,1% (contributing -1,8 percentage points) and rail freight decreased by 1,9% (contributing -0,3 of a percentage point) – see Table C.

Passenger transportation: results for July 2023

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

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

The number of passenger journeys increased by 18,2% in July 2023 compared with July 2022. The corresponding income increased by 9,9% over the same period.

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

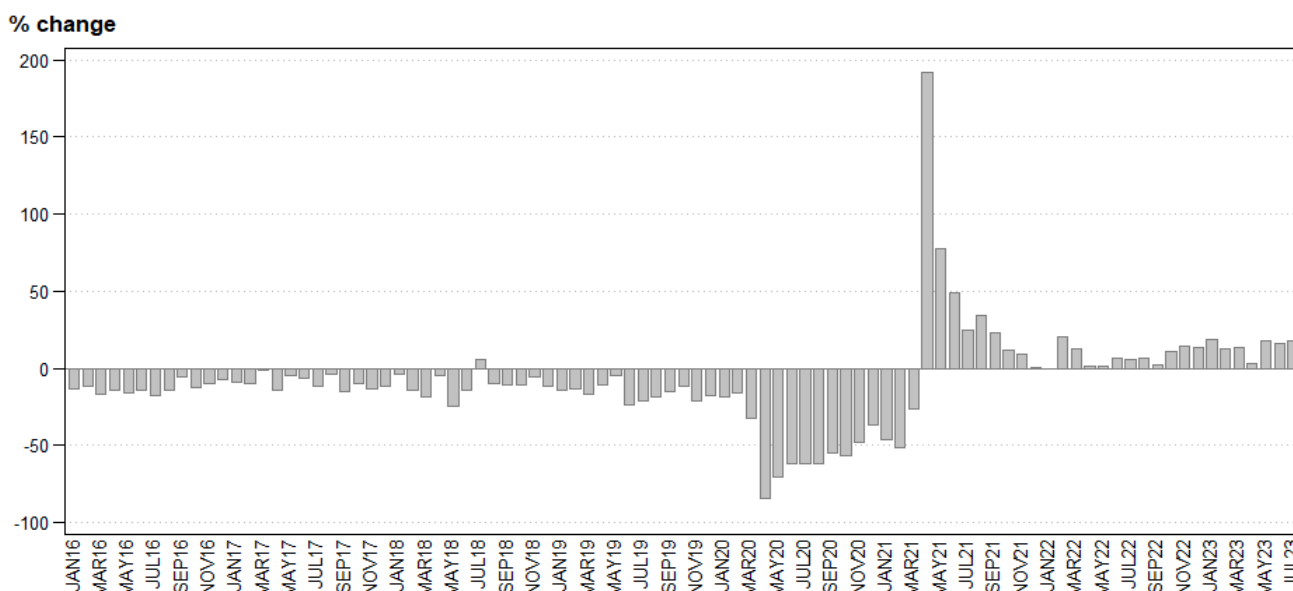


Table E – Seasonally adjusted passenger journeys for the latest three months by type of transport

Passenger journeys	Feb – Apr 2023 (000)	Weight (%)	May – Jul 2023 (000)	% change between Feb – Apr 2023 and May – Jul 2023	Contribution (% points) to the total % change
Rail	8 998	12,7	9 783	8,7	1,1
Road	61 797	87,3	63 217	2,3	2,0
Total	70 796	100,0	73 000	3,1	3,1

Seasonally adjusted passenger journeys increased by 3,1% in the three months ended July 2023 compared with the previous three months. Road passenger journeys increased by 2,3% (contributing 2,0 percentage points) and rail passenger journeys increased by 8,7% (contributing 1,1 percentage points) – see Table E.

Risenga Maluleke
Statistician-General

Note: Changes to the survey and the impact on the statistical series

Business register and samples

Today Statistics South Africa (Stats SA) publishes results for the monthly survey of land transport from a new sample drawn in April 2023, which replaces the previous sample that was drawn in April 2022. The sample was drawn from a business register of enterprises with an annual turnover of at least R1 375 366 and that are required to register with the South African Revenue Service for value-added tax.

Owing to the evolving nature of business, the business register is maintained on a continuous basis. The maintenance process is aimed, amongst other things, at capturing changes related to new businesses, ceased businesses, merged businesses and classification changes. In addition, Stats SA undertakes quality improvement surveys related to the business register, the primary objective of which is to capture up-to-date information about the structures and activities of large and complex businesses. This process enables Stats SA to review classification codes for these businesses. These changes are an essential part of the statistical architecture.

Comparison between the previous (revised) and new samples for freight transportation

The reported level of income from freight transportation for the monthly survey of the land transport industry for the months April to June 2023, based on the new sample, was 5,0% higher than the level of income from the previous sample (see Table F and Figure 3). The reported level of payload for the months April to June 2023, based on the new sample, was 1,7% higher than the level of payload from the previous sample. The previous sample was drawn in April 2022 and was operational for the last half of 2022 and the first half of 2023.

Table F – Freight transportation estimates for the previous and new samples: April to June 2023

Freight transportation estimates 1/	Previous sample	New sample	Difference	Difference (%) 2/
Freight payload (000 tons)	251 515	255 862	4 347	1,7
Freight income (R million)	52 180	54 815	2 635	5,0

1/ Units of measurement can be found next to the respective variables.

2/ The percentage difference is the new sample minus the previous sample, divided by the previous sample, multiplied by 100.

Figure 3 – Freight transportation income: monthly levels of previous and new samples from April to June 2023

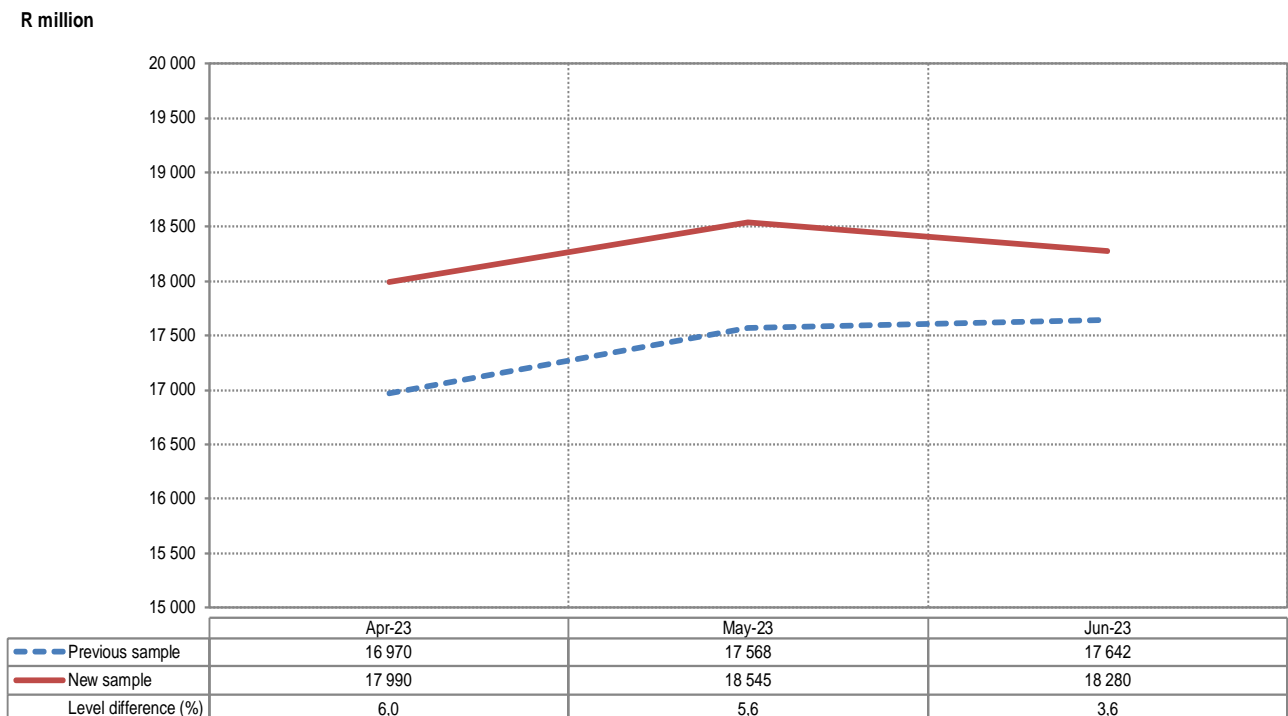


Table G – Total income from freight transportation for the previous and new samples by type of commodity: April to June 2023

Type of commodity	Previous sample (R million)	New sample (R million)	Difference (R million)	Difference (%) 1/
Agriculture and forestry primary products	4 007	3 692	-315	-7,9
Primary mining and quarrying products	18 118	19 487	1 369	7,6
Manufactured food, beverages and tobacco products	6 200	7 257	1 057	17,0
Textiles, clothing and leather goods	1 160	1 344	184	15,9
Chemicals, coke, petroleum, rubber, plastic and other minerals	3 804	2 539	-1 265	-33,3
Basic metals and fabricated metal products	798	808	10	1,3
Non-metallic products	483	441	-42	-8,7
Electrical machinery, transport machinery and equipment	713	1 016	303	42,5
Motor vehicles, parts and accessories	1 281	1 480	199	15,5
Paper and paper products	217	255	38	17,5
Commercial products	657	1 123	466	70,9
Used household and office products	1 164	1 132	-32	-2,7
Containers	2 019	2 527	508	25,2
Parcels	1 172	1 366	194	16,6
Other freight	10 385	10 348	-37	-0,4
Total	52 180	54 815	2 635	5,0

1/ The percentage difference is the new sample minus the previous sample, divided by the previous sample, multiplied by 100.

The largest percentage differences were in the following types of commodities:

- commercial products (70,9% or R466 million higher in the new sample);
- electrical machinery, transport machinery and equipment (42,5% or R303 million higher in the new sample);
- chemicals, coke, petroleum, rubber, plastic and other minerals (33,3% or R1 265 million lower in the new sample); and
- containers (25,2% or R508 million higher in the new sample).

Comparison between the previous (revised) and new samples for passenger transportation

The reported level of income from passenger transportation for the months April to June 2023, based on the new sample, remained the same as in the previous sample (see Table H and Figure 4 on page 7). The reported level of number of passenger journeys for the months April to June 2023, based on the new sample, also remained the same as in the previous sample.

Table H – Passenger transportation estimates for the previous and new samples – April to June 2023

Passenger transportation estimates 1/	Previous sample	New sample	Difference	Difference (%) 2/
Passenger journeys (000)	70 217	70 217	0	0,0
Passenger income (R million)	2 719	2 719	0	0,0

1/ Units of measurement can be found next to the respective variables.

2/ The percentage difference is the new sample minus the previous sample, divided by the previous sample, multiplied by 100.

Figure 4 – Passenger transportation income: monthly levels of previous and new samples from April to June 2023

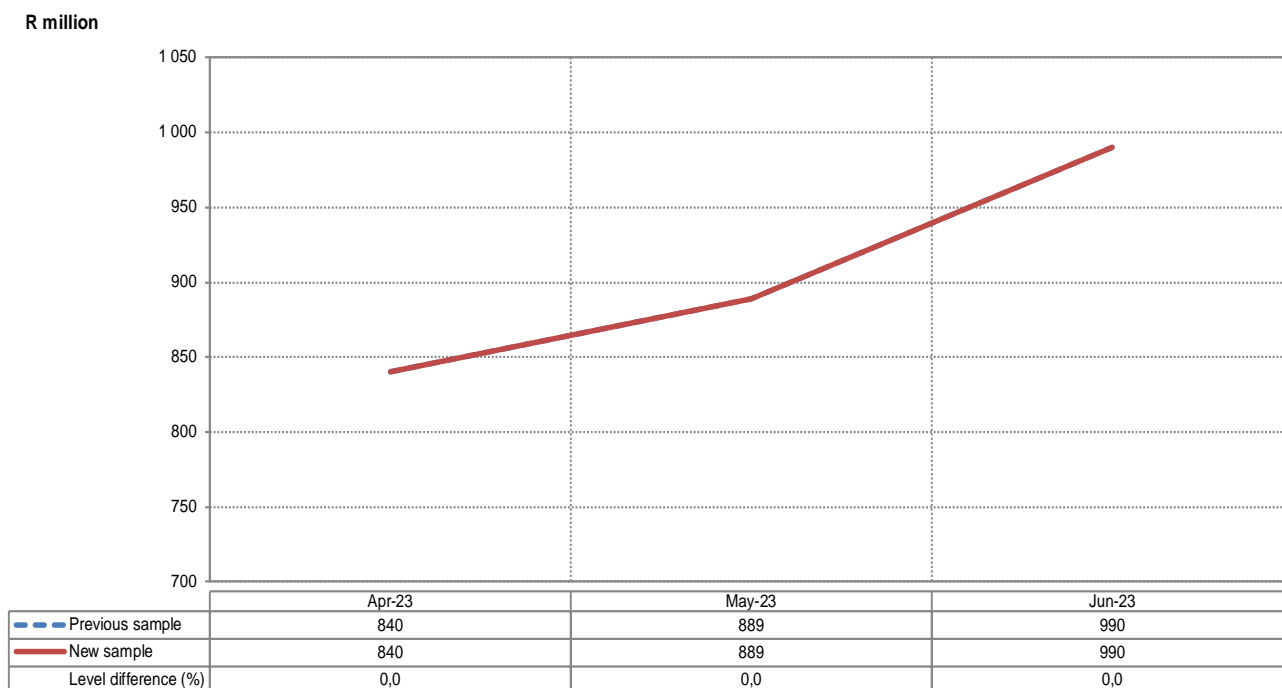


Table I – Total income from passenger transportation for the previous and new samples by type of service: April to June 2023

Type of service	Previous sample (R million)	New sample (R million)	Difference (R million)	Difference (%) 1/
Railway passenger transportation	339	339	0	0,0
Road passenger transportation	2 380	2 380	0	0,0
Total	2 719	2 719	0	0,0

1/ The percentage difference is the new sample minus the previous sample, divided by the previous sample, multiplied by 100.

Backcasting

To avoid breaks in the time series and to minimise revisions to historical growth rates, historical levels were revised (i.e. they were linked to the estimates based on the new sample).

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	74 376	15 388	85 623	18 244

1/ Figures for the latest month are preliminary.

* Revised, see note on page 5.

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	-4,3	-6,1	-4,8	-5,2

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

Year and month		Rail		Road		Total	
		Payload (000 tons)	Income (R million)	Payload (000 tons)	Income (R million)	Payload (000 tons)	Income (R million)
2022	Jan	14 352	3 014	66 373	13 482	80 724	16 496
	Feb	14 616	3 085	64 094	13 166	78 710	16 251
	Mar	13 681	2 974	65 927	13 729	79 609	16 703
	Apr	13 867	3 013	64 396	13 495	78 263	16 507
	May	13 867	3 040	69 873	14 594	83 739	17 634
	Jun	12 634	2 895	72 499	15 183	85 133	18 078
	Jul	13 703	3 153	75 079	15 946	88 781	19 099
	Aug	13 272	3 060	75 753	15 652	89 025	18 712
	Sep	13 400	3 190	72 328	15 321	85 727	18 511
	Oct	11 340	2 186	76 255	15 621	87 596	17 807
	Nov	8 905	2 242	74 566	15 618	83 471	17 860
	Dec	12 549	2 801	74 030	15 395	86 579	18 195
2023	Jan	13 548	3 116	78 332	16 145	91 880	19 261
	Feb	12 761	3 001	72 213	15 031	84 974	18 033
	Mar	12 417	3 069	71 247	14 953	83 664	18 023
	Apr	12 953	3 163	75 133	15 519	88 086	18 682
	May	12 257	3 138	71 773	14 836	84 030	17 974
	Jun	12 677	3 312	70 187	14 661	82 864	17 973
	Jul	12 484	3 151	72 083	15 049	84 567	18 200

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	-9,1	-4,5	8,7	6,6	5,0	4,4
	Feb	1,8	2,4	-3,4	-2,3	-2,5	-1,5
	Mar	-6,4	-3,6	2,9	4,3	1,1	2,8
	Apr	1,4	1,3	-2,3	-1,7	-1,7	-1,2
	May	0,0	0,9	8,5	8,1	7,0	6,8
	Jun	-8,9	-4,8	3,8	4,0	1,7	2,5
	Jul	8,5	8,9	3,6	5,0	4,3	5,6
	Aug	-3,1	-2,9	0,9	-1,8	0,3	-2,0
	Sep	1,0	4,2	-4,5	-2,1	-3,7	-1,1
	Oct	-15,4	-31,5	5,4	2,0	2,2	-3,8
	Nov	-21,5	2,6	-2,2	0,0	-4,7	0,3
	Dec	40,9	24,9	-0,7	-1,4	3,7	1,9
2023	Jan	8,0	11,2	5,8	4,9	6,1	5,9
	Feb	-5,8	-3,7	-7,8	-6,9	-7,5	-6,4
	Mar	-2,7	2,3	-1,3	-0,5	-1,5	-0,1
	Apr	4,3	3,1	5,5	3,8	5,3	3,7
	May	-5,4	-0,8	-4,5	-4,4	-4,6	-3,8
	Jun	3,4	5,5	-2,2	-1,2	-1,4	0,0
	Jul	-1,5	-4,9	2,7	2,6	2,1	1,3

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

Type of commodity	Feb-23 *	Mar-23 *	Apr-23 *	May-23 *	Jun-23 *	Jul-23 1/
Agriculture and forestry primary products	1 162	1 181	1 112	1 306	1 274	1 272
Primary mining and quarrying products	5 664	5 984	6 432	6 522	6 533	6 238
Manufactured food, beverages and tobacco products	2 267	2 436	2 882	2 201	2 174	2 255
Textiles, clothing and leather products	395	445	399	490	455	441
Chemicals, coke, petroleum, rubber, plastic and other mineral products	860	849	780	911	848	814
Basic metals and fabricated metal products	227	228	265	253	290	265
Non-metallic products	134	138	123	154	164	159
Electrical machinery, transport machinery and equipment	336	331	308	356	352	366
Motor vehicles, parts and accessories	478	492	465	519	496	540
Paper and paper products	102	88	84	88	83	91
Commercial products	350	368	357	380	386	385
Used household and office products	383	386	333	381	418	455
Containers	743	821	811	872	844	852
Parcels	439	482	370	511	485	497
Other freight	3 288	3 595	3 270	3 600	3 478	3 613
Total	16 830	17 824	17 990	18 545	18 280	18 244

1/ Figures are preliminary.

* Revised, see note on page 5.

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

Type of commodity	Feb-23	Mar-23	Apr-23	May-23	Jun-23	Jul-23
Agriculture and forestry primary products	11,5	4,4	-9,8	-2,8	-10,2	-12,3
Primary mining and quarrying products	11,3	9,5	20,1	8,2	8,3	-4,5
Manufactured food, beverages and tobacco products	10,7	6,5	30,1	-10,5	-11,2	-11,9
Textiles, clothing and leather products	2,1	-4,3	0,0	8,4	8,9	5,0
Chemicals, coke, petroleum, rubber, plastic and other mineral products	10,0	0,2	-2,3	0,2	-4,8	-13,1
Basic metals and fabricated metal products	16,4	5,1	1,1	11,5	12,8	16,7
Non-metallic products	0,8	5,3	-7,5	8,5	1,9	-9,1
Electrical machinery, transport machinery and equipment	15,1	10,3	27,8	12,3	10,7	23,6
Motor vehicles, parts and accessories	6,2	2,5	5,7	10,0	2,1	4,2
Paper and paper products	18,6	-4,3	-21,5	-10,2	-9,8	-15,0
Commercial products	24,6	23,9	16,3	3,8	2,9	-10,5
Used household and office products	-14,3	-13,5	-20,9	-21,4	-19,5	-12,3
Containers	-2,1	10,2	12,8	4,7	3,3	-4,6
Parcels	2,3	0,6	-14,2	6,9	-2,2	-2,4
Other freight	18,3	14,7	5,5	5,0	-0,7	-1,7
Total	10,7	8,0	11,3	2,8	0,3	-5,2

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

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	21 129	848	24 292	944

1/ Figures for the latest month are preliminary.

* Revised, see note on page 5.

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	8,4	10,4	18,2	9,9

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	1 553	33	17 939	645	19 492	678
	Feb	1 886	57	19 091	736	20 977	793
	Mar	2 019	64	20 227	829	22 245	893
	Apr	1 501	79	19 677	806	21 178	885
	May	1 286	77	19 388	745	20 674	822
	Jun	1 013	65	20 079	766	21 092	831
	Jul	1 041	97	19 362	746	20 404	843
	Aug	1 268	91	20 689	742	21 956	833
	Sep	1 334	98	21 213	806	22 546	904
	Oct	1 642	97	20 396	720	22 037	818
	Nov	2 213	103	22 477	773	24 690	876
	Dec	2 550	89	23 113	873	25 663	962
2023	Jan	2 821	118	20 467	768	23 288	886
	Feb	2 991	117	20 606	823	23 597	940
	Mar	3 300	127	22 109	908	25 410	1 034
	Apr	2 707	114	19 082	818	21 789	932
	May	3 475	113	20 977	811	24 451	923
	Jun	3 191	117	21 245	850	24 437	967
	Jul	3 117	103	20 995	824	24 112	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	-15,4	-31,3	-13,2	5,9	-13,4	3,4
	Feb	21,4	72,7	6,4	14,1	7,6	17,0
	Mar	7,1	12,3	6,0	12,6	6,0	12,6
	Apr	-25,7	23,4	-2,7	-2,8	-4,8	-0,9
	May	-14,3	-2,5	-1,5	-7,6	-2,4	-7,1
	Jun	-21,2	-15,6	3,6	2,8	2,0	1,1
	Jul	2,8	49,2	-3,6	-2,6	-3,3	1,4
	Aug	21,8	-6,2	6,9	-0,5	7,6	-1,2
	Sep	5,2	7,7	2,5	8,6	2,7	8,5
	Oct	23,1	-1,0	-3,9	-10,7	-2,3	-9,5
	Nov	34,8	6,2	10,2	7,4	12,0	7,1
	Dec	15,2	-13,6	2,8	12,9	3,9	9,8
2023	Jan	10,6	32,6	-11,4	-12,0	-9,3	-7,9
	Feb	6,0	-0,8	0,7	7,2	1,3	6,1
	Mar	10,3	8,5	7,3	10,3	7,7	10,0
	Apr	-18,0	-10,2	-13,7	-9,9	-14,3	-9,9
	May	28,4	-0,9	9,9	-0,9	12,2	-1,0
	Jun	-8,2	3,5	1,3	4,8	-0,1	4,8
	Jul	-2,3	-12,0	-1,2	-3,1	-1,3	-4,0

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 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 July 2023 was 64,0%. The collection rate for June 2023 for the new sample was 67,1%.
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 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 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 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	1 375 366	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 – July 2023

	Lower limit (R million)	Estimate (R million)	Upper limit (R million)	Relative standard error (RSE) %
Freight income	16 784	18 244	19 703	4,0
Passenger income	928	944	959	0,8

- Year-on-year percentage change** 8 The year-on-year percentage change in a variable for any given period is the change between that period and the corresponding period of the previous year, expressed as a percentage of the latter.

- Contribution (percentage points)** 9 The contribution (percentage points) to the annual percentage change for any given period is calculated by multiplying the percentage change of each type of commodity/service by its corresponding weight, divided by 100. The weight is the percentage contribution of each type of commodity/service to total income in the corresponding period of the previous year.

- Seasonal adjustment** 10 Seasonally adjusted estimates are generated each month using the X-12-ARIMA Seasonal Adjustment Program developed by the United States Census Bureau. Seasonal adjustment is a means of removing the estimated effects of normal seasonal variation from the series so that the effects of other influences on the series can be recognised more clearly. Seasonal adjustment does not aim to remove irregular or non-seasonal influences which may be present in any particular month. Influences that are volatile or unsystematic can still make it difficult to interpret the movement of the series even after adjustment for seasonal variations. Therefore, the month-to-month movements of seasonally adjusted estimates may not be reliable indicators of trend behaviour. The X-12-ARIMA procedure for land transportation is described in more detail on the Stats SA website at:
[Click to download seasonal adjustment land transport February 2022.](#)

- Trend cycle** 11 The trend is the long-term pattern or movement of a time series. The X-12-ARIMA Seasonal Adjustment Program is used for smoothing seasonally adjusted estimates to estimates of the underlying trend cycle.

Glossary

- Enterprise** An enterprise is a legal entity or a combination of legal units that includes and directly controls all functions necessary to carry out its activities.

- Industry** An industry is made up of enterprises engaged in the same or similar kinds of economic activity. Industries are defined in the *System of National Accounts* (SNA) in the same way as in the *Standard Industrial Classification of All Economic Activities* (SIC), Fifth Edition, Report No. 09-90-02 of January 1993.

- Symbols and abbreviations**
- | | |
|----------|---|
| BSF | Business sampling frame |
| GDP | Gross domestic product |
| ISIC | International Standard Industrial Classification |
| SIC | Standard Industrial Classification of All Economic Activities |
| SARS | South African Revenue Service |
| Stats SA | Statistics South Africa |
| VAT | Value-added tax |

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