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Freight transportation: results for July 2024

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

	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24
Freight payload	-0,1	-4,1	-6,1	-8,6	-3,8	-5,5
Freight income	6,2	0,5	0,6	-1,1	-0,8	-0,7

The volume of goods transported (payload) decreased by 5,5% in July 2024 compared with July 2023. The corresponding income decreased by 0,7% 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 2023 (R million)	Weight (%)	May – Jul 2024 (R million)	% change between May – Jul 2023 and May – Jul 2024	Contribution (% points) to the total % change
Agriculture and forestry primary products	3 825	6,9	3 494	-8,7	-0,6
Primary mining and quarrying products	19 452	35,2	18 860	-3,0	-1,1
Manufactured food, beverages and tobacco products	6 480	11,7	6 283	-3,0	-0,4
Textiles, clothing and leather goods	1 369	2,5	1 377	0,6	0,0
Chemicals, coke, petroleum, rubber, plastic and other mineral products	2 617	4,7	2 540	-2,9	-0,1
Basic metals and fabricated metal products	806	1,5	751	-6,8	-0,1
Non-metallic products	481	0,9	535	11,2	0,1
Electrical machinery, transport machinery and equipment	1 101	2,0	1 043	-5,3	-0,1
Motor vehicles, parts and accessories	1 534	2,8	1 574	2,6	0,1
Paper and paper products	264	0,5	266	0,8	0,0
Commercial products	1 209	2,2	1 468	21,4	0,5
Used household and office products	1 236	2,2	1 149	-7,0	-0,2
Containers	2 635	4,8	3 025	14,8	0,7
Parcels	1 459	2,6	1 489	2,1	0,1
Other freight	10 818	19,6	10 951	1,2	0,2
Total income	55 288	100,0	54 807	-0,9	-0,9

Income from freight transportation decreased by 0,9% in the three months ended July 2024 compared with the three months ended July 2023. The main negative contributors to this decrease were:

- primary mining and quarrying products (-3,0% and contributing -1,1 percentage points); and
- agriculture and forestry primary products (-8,7% and contributing -0,6 of a percentage point).

The main positive contributors were:

- containers (14,8% and contributing 0,7 of a percentage point); and
- commercial products (21,4% and contributing 0,5 of a percentage point) – see Table B.

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

Payload	Feb – Apr 2024 (000 tons)	Weight (%)	May – Jul 2024 (000 tons)	% change between Feb – Apr 2024 and May – Jul 2024	Contribution (% points) to the total % change
Rail	40 466	16,4	41 603	2,8	0,5
Road	206 503	83,6	196 684	-4,8	-4,0
Total	246 970	100,0	238 287	-3,5	-3,5

Seasonally adjusted payload decreased by 3,5% in the three months ended July 2024 compared with the previous three months. Road freight decreased by 4,8% (contributing -4,0 percentage points) while rail freight increased by 2,8% (contributing 0,5 of a percentage point) – see Table C.

Figure 1 – Freight transportation: seasonally adjusted payload

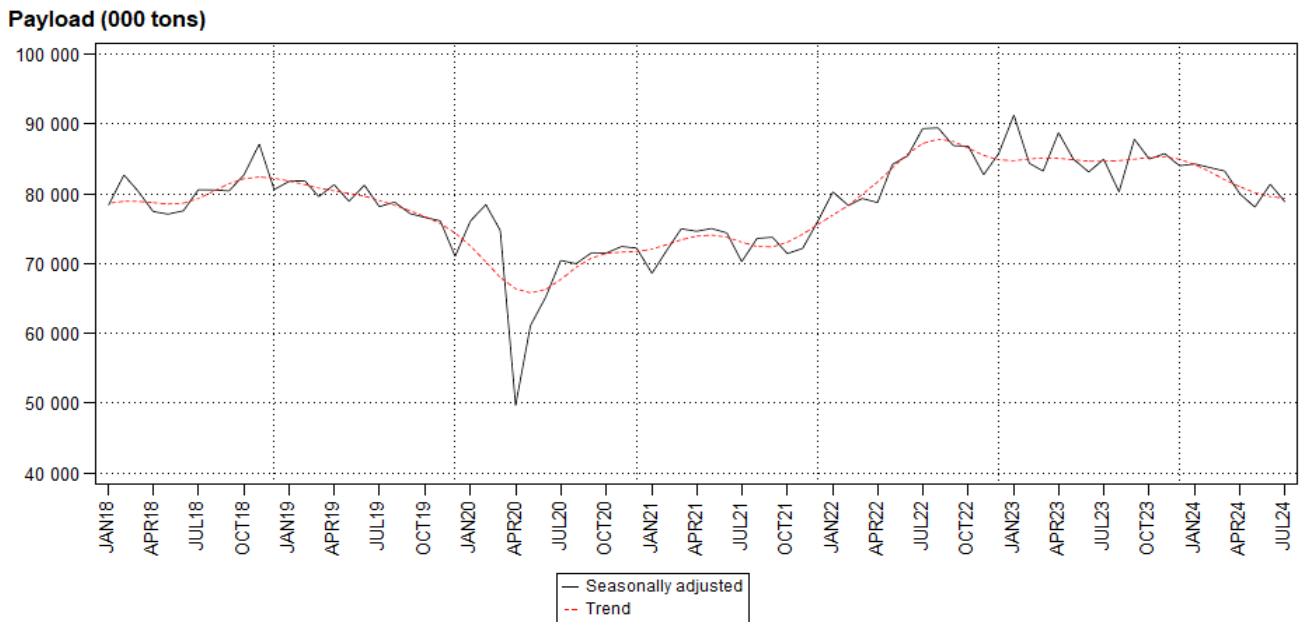
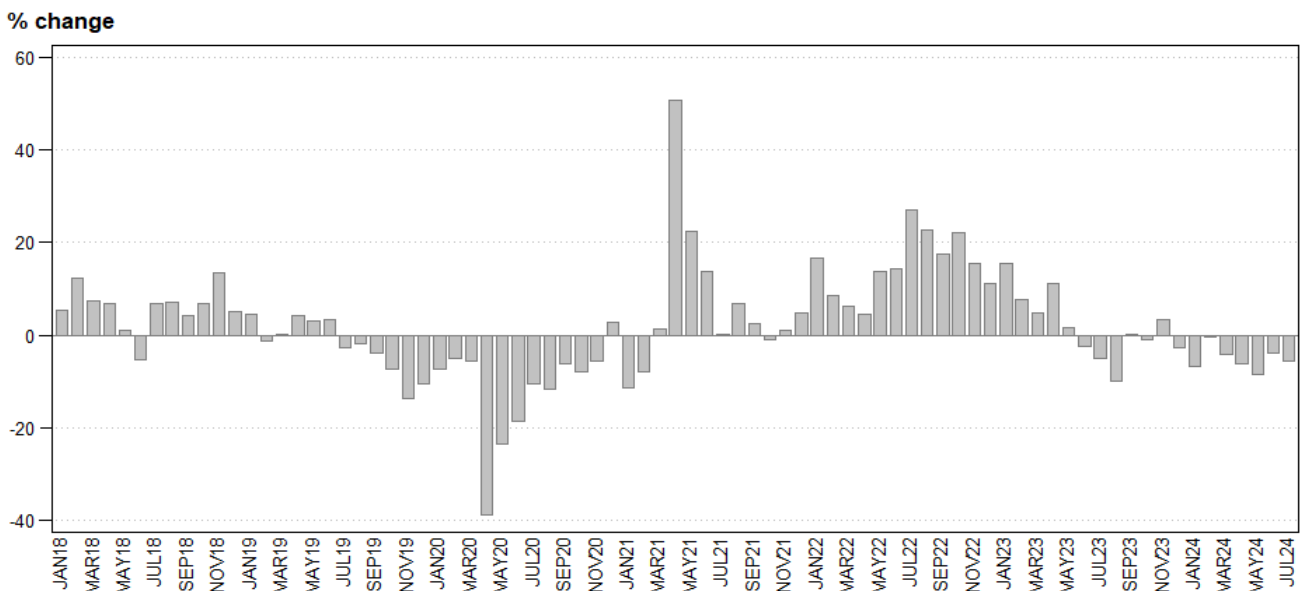


Figure 2 – Freight transportation: year-on-year percentage change in payload



Passenger transportation: results for July 2024

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

	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24
Passenger journeys	17,2	4,2	29,1	6,7	3,0	15,2
Passenger income	10,0	3,4	17,1	11,7	7,3	10,3

The number of passenger journeys increased by 15,2% in July 2024 compared with July 2023. The corresponding income increased by 10,3% over the same period.

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

Passenger journeys	Feb – Apr 2024 (000)	Weight (%)	May – Jul 2024 (000)	% change between Feb – Apr 2024 and May – Jul 2024	Contribution (% points) to the total % change
Rail	14 593	17,6	17 828	22,2	3,9
Road	68 100	82,4	65 477	-3,9	-3,2
Total	82 694	100,0	83 305	0,7	0,7

Seasonally adjusted passenger journeys increased by 0,7% in the three months ended July 2024 compared with the previous three months. Rail passenger journeys increased by 22,2% (contributing 3,9 percentage points) while road passenger journeys decreased by 3,9% (contributing -3,2 percentage points) – see Table E.

Figure 3 – Passenger transportation: seasonally adjusted passenger journeys

Passenger journeys (000)

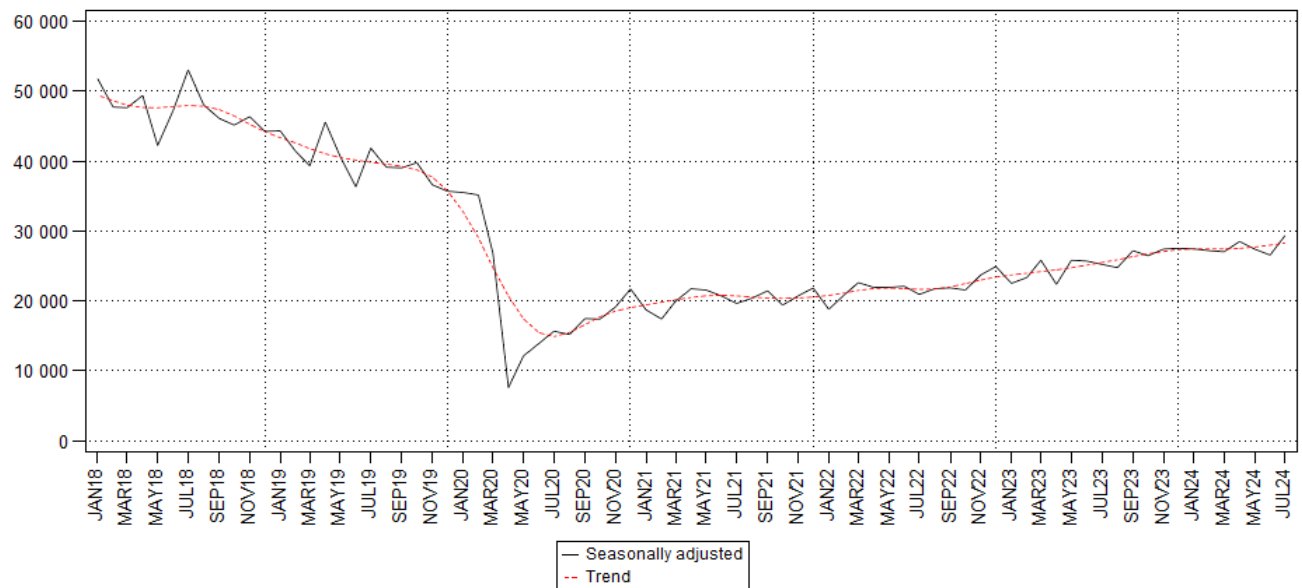
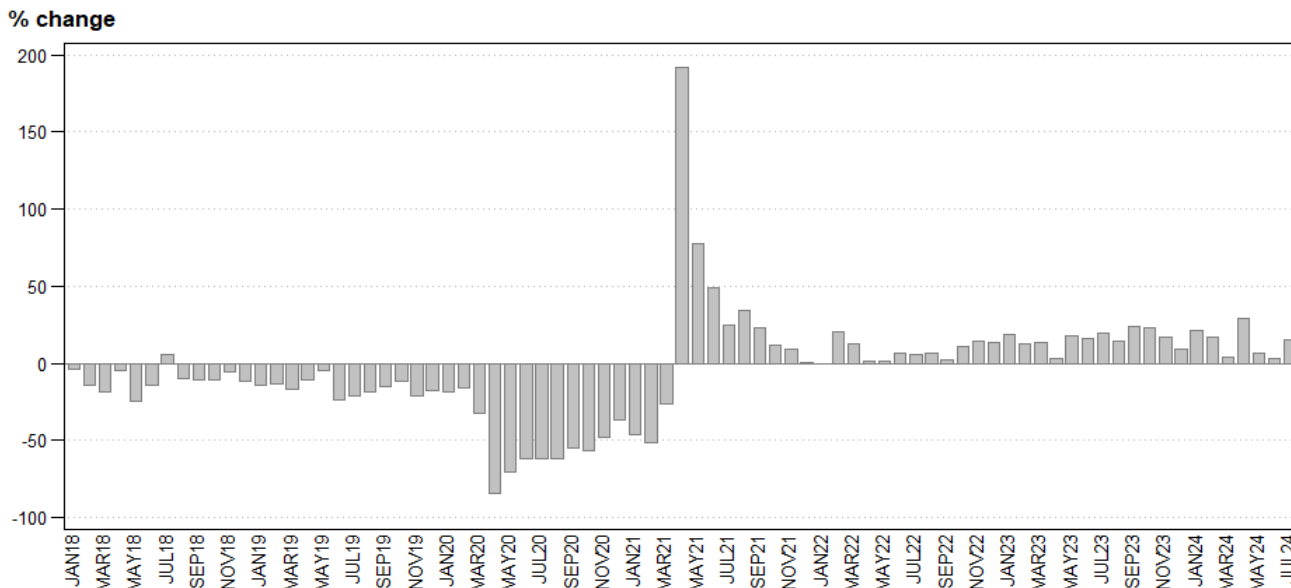


Figure 4 – Passenger transportation: year-on-year percentage change in passenger journeys



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Tables

Table 1 – Freight transportation (income at current prices)

Year and month		Rail		Road		Total	
		Payload (000 tons)	Income (R million)	Payload (000 tons)	Income (R million)	Payload (000 tons)	Income (R million)
2023	Jan	13 242	2 986	70 995	14 683	84 237	17 669
	Feb	12 961	2 976	65 887	13 854	78 848	16 830
	Mar	11 964	2 853	71 003	14 971	82 967	17 824
	Apr	13 552	3 283	71 195	14 707	84 747	17 990
	May	12 096	3 060	75 445	15 485	87 541	18 545
	Jun	13 282	3 500	70 292	14 781	83 574	18 280
	Jul	11 247	2 856	74 273	15 608	85 520	18 463
	Aug	13 841	3 485	73 709	15 747	87 550	19 232
	Sep	18 971	4 825	71 311	15 373	90 281	20 198
	Oct	11 839	3 052	76 653	16 306	88 492	19 358
	Nov	13 338	3 457	77 411	16 249	90 749	19 706
	Dec	14 042	3 822	64 158	13 987	78 200	17 809
	Total	160 375	40 155	862 332	181 751	1 022 706	221 904
2024	Jan	12 773	3 343	65 829	14 257	78 602	17 600
	Feb	13 855	3 617	64 879	14 253	78 734	17 870
	Mar	13 293	3 528	66 301	14 394	79 595	17 922
	Apr	13 761	3 656	65 789	14 433	79 549	18 089
	May	13 227	3 703	66 825	14 646	80 053	18 349
	Jun	13 358	3 642	67 007	14 488	80 366	18 130
	Jul	13 036	3 517	67 767	14 811	80 803	18 328

Table 2 – Year-on-year percentage change in freight transportation (income at current prices)

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

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	13 611	3 129	77 670	15 902	91 281	19 030
	Feb	12 630	2 975	71 745	14 949	84 375	17 924
	Mar	12 334	3 020	70 918	14 915	83 252	17 935
	Apr	13 082	3 184	75 672	15 752	88 754	18 936
	May	12 364	3 106	72 599	15 002	84 963	18 107
	Jun	13 204	3 416	69 920	14 624	83 125	18 040
	Jul	12 737	3 124	72 224	15 194	84 962	18 318
	Aug	12 824	3 251	67 459	14 734	80 284	17 985
	Sep	17 303	4 401	70 518	15 075	87 821	19 475
	Oct	13 071	3 270	71 903	15 413	84 975	18 683
	Nov	13 028	3 418	72 734	15 251	85 762	18 669
	Dec	13 702	3 696	70 316	15 150	84 018	18 846
2024	Jan	13 135	3 505	71 144	15 296	84 279	18 801
	Feb	13 440	3 607	70 301	15 332	83 741	18 939
	Mar	13 762	3 733	69 495	15 127	83 258	18 860
	Apr	13 264	3 551	66 707	14 564	79 971	18 115
	May	13 609	3 757	64 480	14 220	78 089	17 977
	Jun	13 300	3 572	68 075	14 696	81 375	18 268
	Jul	14 694	3 840	64 129	14 018	78 823	17 858

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	15,3	14,9	5,1	3,4	6,5	5,1
	Feb	-7,2	-4,9	-7,6	-6,0	-7,6	-5,8
	Mar	-2,3	1,5	-1,2	-0,2	-1,3	0,1
	Apr	6,1	5,4	6,7	5,6	6,6	5,6
	May	-5,5	-2,4	-4,1	-4,8	-4,3	-4,4
	Jun	6,8	10,0	-3,7	-2,5	-2,2	-0,4
	Jul	-3,5	-8,5	3,3	3,9	2,2	1,5
	Aug	0,7	4,1	-6,6	-3,0	-5,5	-1,8
	Sep	34,9	35,4	4,5	2,3	9,4	8,3
	Oct	-24,5	-25,7	2,0	2,2	-3,2	-4,1
	Nov	-0,3	4,5	1,2	-1,1	0,9	-0,1
	Dec	5,2	8,1	-3,3	-0,7	-2,0	0,9
2024	Jan	-4,1	-5,2	1,2	1,0	0,3	-0,2
	Feb	2,3	2,9	-1,2	0,2	-0,6	0,7
	Mar	2,4	3,5	-1,1	-1,3	-0,6	-0,4
	Apr	-3,6	-4,9	-4,0	-3,7	-3,9	-4,0
	May	2,6	5,8	-3,3	-2,4	-2,4	-0,8
	Jun	-2,3	-4,9	5,6	3,3	4,2	1,6
	Jul	10,5	7,5	-5,8	-4,6	-3,1	-2,2

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

Type of commodity	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24
Agriculture and forestry primary products	1 094	988	1 019	1 183	1 144	1 167
Primary mining and quarrying products	6 116	6 300	6 218	6 164	6 430	6 266
Manufactured food, beverages and tobacco products	2 106	2 081	2 053	2 115	2 077	2 091
Textiles, clothing and leather products	425	434	518	481	416	480
Chemicals, coke, petroleum, rubber, plastic and other mineral products	826	816	870	846	850	844
Basic metals and fabricated metal products	247	253	254	227	262	262
Non-metallic products	163	147	163	174	173	188
Electrical machinery, transport machinery and equipment	469	435	426	334	366	343
Motor vehicles, parts and accessories	539	470	513	507	507	560
Paper and paper products	110	99	98	100	84	82
Commercial products	463	488	507	492	496	480
Used household and office products	351	394	381	371	389	389
Containers	1 172	1 149	1 165	1 004	998	1 023
Parcels	499	522	550	505	447	537
Other freight	3 288	3 348	3 354	3 846	3 488	3 617
Total	17 870	17 922	18 089	18 349	18 130	18 328

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

Type of commodity	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24
Agriculture and forestry primary products	-5,9	-16,3	-8,4	-9,4	-10,2	-6,3
Primary mining and quarrying products	8,0	5,3	-3,3	-5,5	-1,6	-2,0
Manufactured food, beverages and tobacco products	-7,1	-14,6	-28,8	-3,9	-4,5	-0,7
Textiles, clothing and leather products	7,6	-2,5	29,8	-1,8	-8,6	13,2
Chemicals, coke, petroleum, rubber, plastic and other mineral products	-4,0	-3,9	11,5	-7,1	0,2	-1,6
Basic metals and fabricated metal products	8,8	11,0	-4,2	-10,3	-9,7	-0,4
Non-metallic products	21,6	6,5	32,5	13,0	5,5	15,3
Electrical machinery, transport machinery and equipment	39,6	31,4	38,3	-6,2	4,0	-12,7
Motor vehicles, parts and accessories	12,8	-4,5	10,3	-2,3	2,2	7,9
Paper and paper products	7,8	12,5	16,7	13,6	1,2	-11,8
Commercial products	32,3	32,6	42,0	29,5	28,5	8,4
Used household and office products	-8,4	2,1	14,4	-2,6	-6,9	-11,0
Containers	57,7	40,0	43,6	15,1	18,2	11,3
Parcels	13,7	8,3	48,6	-1,2	-7,8	16,0
Other freight	0,0	-6,9	2,6	6,8	0,3	-3,3
Total	6,2	0,5	0,6	-1,1	-0,8	-0,7

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

Table 8 – Passenger transportation (income at current prices)

Year and month		Rail		Road		Total	
		Passenger journeys (000)	Income (R million)	Passenger journeys (000)	Income (R million)	Passenger journeys (000)	Income (R million)
2023	Jan	2 483	125	18 901	787	21 384	912
	Feb	3 124	122	20 859	770	23 983	892
	Mar	3 567	136	24 333	903	27 900	1 039
	Apr	2 635	110	17 830	730	20 465	840
	May	3 468	113	21 437	776	24 905	889
	Jun	3 222	116	21 625	874	24 847	990
	Jul	3 163	96	21 371	849	24 534	945
	Aug	3 901	117	21 835	819	25 736	936
	Sep	3 844	143	25 668	930	29 512	1 073
	Oct	4 379	153	23 783	831	28 162	984
	Nov	4 915	143	24 225	861	29 140	1 004
	Dec	3 058	79	20 669	952	23 727	1 031
	Total	41 759	1 453	262 536	10 082	304 295	11 535
2024	Jan	4 078	151	21 880	885	25 958	1 036
	Feb	5 404	149	22 701	832	28 105	981
	Mar	5 096	151	23 974	923	29 070	1 074
	Apr	5 168	145	21 248	839	26 416	984
	May	5 255	134	21 311	859	26 566	993
	Jun	4 676	124	20 925	938	25 601	1 062
	Jul	6 989	117	21 263	925	28 252	1 042

Table 9 – Year-on-year percentage change in passenger transportation (income at current prices)

Year and month		Rail		Road		Total	
		Passenger journeys	Income	Passenger journeys	Income	Passenger journeys	Income
2023	Jan	81,6	257,1	13,9	19,2	19,1	31,2
	Feb	58,3	106,8	7,9	11,9	12,5	19,4
	Mar	60,8	100,0	9,1	9,1	13,7	16,0
	Apr	82,9	44,7	-3,1	1,4	3,2	5,5
	May	169,9	46,8	8,4	8,4	18,3	12,1
	Jun	215,6	81,3	5,8	11,6	15,8	16,9
	Jul	199,5	5,5	9,7	10,5	19,4	10,0
	Aug	192,2	21,9	3,0	9,2	14,2	10,6
	Sep	174,6	37,5	14,4	11,9	23,8	14,8
	Oct	140,1	39,1	12,9	11,5	23,0	15,1
	Nov	112,7	37,5	6,8	9,7	16,6	12,9
	Dec	62,1	29,5	4,2	5,1	9,2	6,6
	Total	118,4	53,8	7,8	9,8	15,8	13,9
2024	Jan	64,2	20,8	15,8	12,5	21,4	13,6
	Feb	73,0	22,1	8,8	8,1	17,2	10,0
	Mar	42,9	11,0	-1,5	2,2	4,2	3,4
	Apr	96,1	31,8	19,2	14,9	29,1	17,1
	May	51,5	18,6	-0,6	10,7	6,7	11,7
	Jun	45,1	6,9	-3,2	7,3	3,0	7,3
	Jul	121,0	21,9	-0,5	9,0	15,2	10,3

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	2 803	113	19 697	782	22 500	896
	Feb	2 814	113	20 520	839	23 333	952
	Mar	3 292	125	22 523	872	25 815	997
	Apr	2 586	114	19 779	803	22 366	917
	May	3 434	116	22 378	816	25 811	932
	Jun	3 425	125	22 258	857	25 684	982
	Jul	3 429	110	21 785	837	25 215	947
	Aug	3 675	119	21 074	837	24 749	956
	Sep	3 766	128	23 405	856	27 170	983
	Oct	3 939	130	22 509	824	26 449	954
	Nov	4 339	133	23 066	857	27 406	990
	Dec	4 388	126	23 117	895	27 504	1 021
2024	Jan	4 585	136	22 838	879	27 424	1 016
	Feb	4 831	138	22 345	887	27 177	1 025
	Mar	4 805	139	22 214	893	27 019	1 031
	Apr	4 957	150	23 541	922	28 498	1 072
	May	5 190	138	22 215	905	27 405	1 043
	Jun	5 007	134	21 541	916	26 548	1 050
	Jul	7 631	136	21 721	912	29 352	1 048

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	3,4	17,7	-11,3	-8,6	-9,7	-5,8
	Feb	0,4	0,0	4,2	7,3	3,7	6,3
	Mar	17,0	10,6	9,8	3,9	10,6	4,7
	Apr	-21,4	-8,8	-12,2	-7,9	-13,4	-8,0
	May	32,8	1,8	13,1	1,6	15,4	1,6
	Jun	-0,3	7,8	-0,5	5,0	-0,5	5,4
	Jul	0,1	-12,0	-2,1	-2,3	-1,8	-3,6
	Aug	7,2	8,2	-3,3	0,0	-1,8	1,0
	Sep	2,5	7,6	11,1	2,3	9,8	2,8
	Oct	4,6	1,6	-3,8	-3,7	-2,7	-3,0
	Nov	10,2	2,3	2,5	4,0	3,6	3,8
	Dec	1,1	-5,3	0,2	4,4	0,4	3,1
2024	Jan	4,5	7,9	-1,2	-1,8	-0,3	-0,5
	Feb	5,4	1,5	-2,2	0,9	-0,9	0,9
	Mar	-0,5	0,7	-0,6	0,7	-0,6	0,6
	Apr	3,2	7,9	6,0	3,2	5,5	4,0
	May	4,7	-8,0	-5,6	-1,8	-3,8	-2,7
	Jun	-3,5	-2,9	-3,0	1,2	-3,1	0,7
	Jul	52,4	1,5	0,8	-0,4	10,6	-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 points 3 and 4 below). This survey is based on a sample drawn from the 2023 statistical business register (SBR) that contains businesses registered for value-added tax (VAT) and income tax. Published land transportation income estimates exclude VAT.
- Purpose of the survey** 2 The results of the monthly land transport survey are used to compile estimates of the gross domestic product (GDP) and its components, which are used in monitoring the state of the economy and formulation of economic policy. These statistics are also used in the analysis of comparative business and industry performance.
- Scope of the survey** 3 This survey covers enterprises involved in land transportation according to the following types of transportation:
- railway transport (including passenger and freight transportation);
 - ‘other’ scheduled passenger land transport – urban, suburban and inter-urban bus and coach passenger lines and school buses;
 - ‘other’ non-scheduled passenger land transport – safaris and sightseeing bus tours, metered taxis and ‘other’ passenger transport including renting of motor cars with drivers; and
 - freight transport by road.
- Exclusions** 4 Passenger transportation excludes:
- minibus taxis;
 - metropolitan buses (including the Bus Rapid Transport system – BRT); and
 - rental of private cars/buses without drivers.
- Freight transportation excludes:
- renting of trucks without drivers; and
 - in-house transportation.
- Classification** 5 The 1993 edition of the *Standard Industrial Classification of All Economic Activities* (SIC), Fifth Edition, Report No. 09-90-02, was used to classify the statistical units in the survey. The SIC is based on the 1990 *International Standard Industrial Classification of All Economic Activities* (ISIC) with suitable adaptations for local conditions. Statistics in this publication are presented at SIC division (two-digit) level. Each enterprise is classified to the industry which reflects its predominant activity.
- Collection rate** 6 The preliminary collection rate for the survey on land transportation for July 2024 was 70,5%. The revised collection rate for June 2024 was 75,8%.
- Statistical unit** 7 The statistical unit for which information is compiled and published is an enterprise, defined as a legal unit or a combination of legal units that includes and directly controls all functions necessary to carry out its income activities. The statistical units are derived from and linked to the South African Revenue Service (SARS) administrative data.
- Revised figures** 8 Revised figures are mainly due to late submission of data to Stats SA, or respondents reporting revisions or corrections to their figures. The reasons for routine revisions are outlined in the schedule on the following page. Any unscheduled revisions will be promptly indicated in relevant tables to maintain transparency and accuracy. It is important to note that seasonally adjusted figures are revised monthly.

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

Related publications

9 Users may also wish to refer to *Stats in Brief* available from Stats SA.

Rounding-off of figures

10 Where figures have been rounded off, discrepancies may occur between sums of the component items and the totals.

Historical data

11 Historical land transport data are available on the Stats SA website. To access the data electronically, use the following link:
[Click to download historical data.](#)

Past publications

12 Past land transport releases are available on the Stats SA website. To access the releases electronically, use the following link:
[Click to download past releases.](#)

Technical notes

Survey methodology and design

- 1 The survey is conducted on a monthly basis. Questionnaires are sent to a sample of 784 enterprises from a population of 5 136 enterprises. Completed questionnaires are required to be returned to Stats SA within 10 days after the end of the reference month. Email and telephone reminders are used to follow up on non-respondents.
- 2 A stratified random sample was drawn at the SIC four-digit level in April 2023 from Stats SA’s statistical business register (SBR). Strata were formed using a combination of Standard Industrial Classification and the measure of size classes for enterprises (see paragraph 3 below).

The Neyman optimal allocation formula given below was used to allocate samples to each stratum:

$$n_h = n * (N_h * S_h) / [\sum (N_i * S_i)].$$

Neyman allocation formula not only allocates sample sizes to each stratum but also calculates the relative precision for each stratum as well as the relative precision for all strata. The relative precision for these strata was 1,2%.

Sample design and class limits

- 3 The land transportation industry is divided into four size groups. All large enterprises (size group one) are completely enumerated. Simple random sampling is applied to medium (size group two), small (size group three) and micro (size group 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 2024

	Lower limit (R million)	Estimate (R million)	Upper limit (R million)	Relative standard error (RSE) %
Freight income	16 582	18 328	20 074	4,8
Passenger income	1 028	1 042	1 055	0,6

- Year-on-year percentage change** 8 The year-on-year percentage change in a variable for any given period is the change between that period and the corresponding period of the previous year, expressed as a percentage of the latter.
- Contribution (percentage points)** 9 The contribution (percentage points) to the annual percentage change for any given period is calculated by multiplying the percentage change of each type of commodity/service by its corresponding weight, divided by 100. The weight is the percentage contribution of each type of commodity/service to total income in the corresponding period of the previous year.
- Seasonal adjustment** 10 Seasonally adjusted estimates are generated each month using the X-12-ARIMA Seasonal Adjustment Program developed by the United States Census Bureau. Seasonal adjustment is a means of removing the estimated effects of normal seasonal variation from the series so that the effects of other influences on the series can be recognised more clearly. Seasonal adjustment does not aim to remove irregular or non-seasonal influences which may be present in any particular month. Influences that are volatile or unsystematic can still make it difficult to interpret the movement of the series even after adjustment for seasonal variations. Therefore, the month-to-month movements of seasonally adjusted estimates may not be reliable indicators of trend behaviour. The X-12-ARIMA procedure for land transportation is described in more detail on the Stats SA website at:
[Click to download seasonal adjustment land transport February 2022.](#)
- Trend cycle** 11 The trend is the long-term pattern or movement of a time series. The X-12-ARIMA Seasonal Adjustment Program is used for smoothing seasonally adjusted estimates to estimates of the underlying trend cycle.

Glossary

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

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

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

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General information

Stats SA publishes approximately 300 different statistical releases each year. It is not economically viable to produce them in more than one of South Africa's 12 official languages. Since the releases are used extensively locally and by international economic and social-scientific communities, Stats SA releases are published in English only.

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