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Freight transportation: results for June 2024

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

	Jan-24	Feb-24	Mar-24	Apr-24	May-24	Jun-24
Freight payload	-6,7	-0,1	-4,1	-6,1	-8,6	-3,7
Freight income	-0,4	6,2	0,5	0,6	-1,1	-0,9

The volume of goods transported (payload) decreased by 3,7% in June 2024 compared with June 2023. The corresponding income decreased by 0,9% over the same period.

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

Type of commodity	Apr – Jun 2023 (R million)	Weight (%)	Apr – Jun 2024 (R million)	% change between Apr – Jun 2023 and Apr – Jun 2024	Contribution (% points) to the total % change
Agriculture and forestry primary products	3 692	6,7	3 282	-11,1	-0,7
Primary mining and quarrying products	19 487	35,6	18 876	-3,1	-1,1
Manufactured food, beverages and tobacco products	7 257	13,2	6 223	-14,2	-1,9
Textiles, clothing and leather goods	1 344	2,5	1 431	6,5	0,2
Chemicals, coke, petroleum, rubber, plastic and other mineral products	2 539	4,6	2 568	1,1	0,1
Basic metals and fabricated metal products	808	1,5	740	-8,4	-0,1
Non-metallic products	441	0,8	514	16,6	0,1
Electrical machinery, transport machinery and equipment	1 016	1,9	1 098	8,1	0,2
Motor vehicles, parts and accessories	1 480	2,7	1 549	4,7	0,1
Paper and paper products	255	0,5	283	11,0	0,1
Commercial products	1 123	2,0	1 501	33,7	0,7
Used household and office products	1 132	2,1	1 157	2,2	0,0
Containers	2 527	4,6	3 186	26,1	1,2
Parcels	1 366	2,5	1 521	11,3	0,3
Other freight	10 348	18,9	10 624	2,7	0,5
Total income	54 815	100,0	54 554	-0,5	-0,5

Income from freight transportation decreased by 0,5% in the second quarter of 2024 compared with the second quarter of 2023. The main negative contributors to this decrease were:

- manufactured food, beverages and tobacco products (-14,2% and contributing -1,9 percentage points); and
- primary mining and quarrying products (-3,1% and contributing -1,1 percentage points).

The main positive contributors were:

- containers (26,1% and contributing 1,2 percentage points);
- commercial products (33,7% and contributing 0,7 of a percentage point); and
- 'other' freight (2,7% 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	Jan – Mar 2024 (000 tons)	Weight (%)	Apr – Jun 2024 (000 tons)	% change between Jan – Mar 2024 and Apr – Jun 2024	Contribution (% points) to the total % change
Rail	40 309	16,0	39 795	-1,3	-0,2
Road	211 568	84,0	199 371	-5,8	-4,9
Total	251 877	100,0	239 166	-5,0	-5,0

Seasonally adjusted payload decreased by 5,0% in the second quarter of 2024 compared with the first quarter of 2024. Road freight decreased by 5,8% (contributing -4,9 percentage points) and rail freight decreased by 1,3% (contributing -0,2 of a percentage point) – see Table C.

Figure 1 – Freight transportation: seasonally adjusted payload

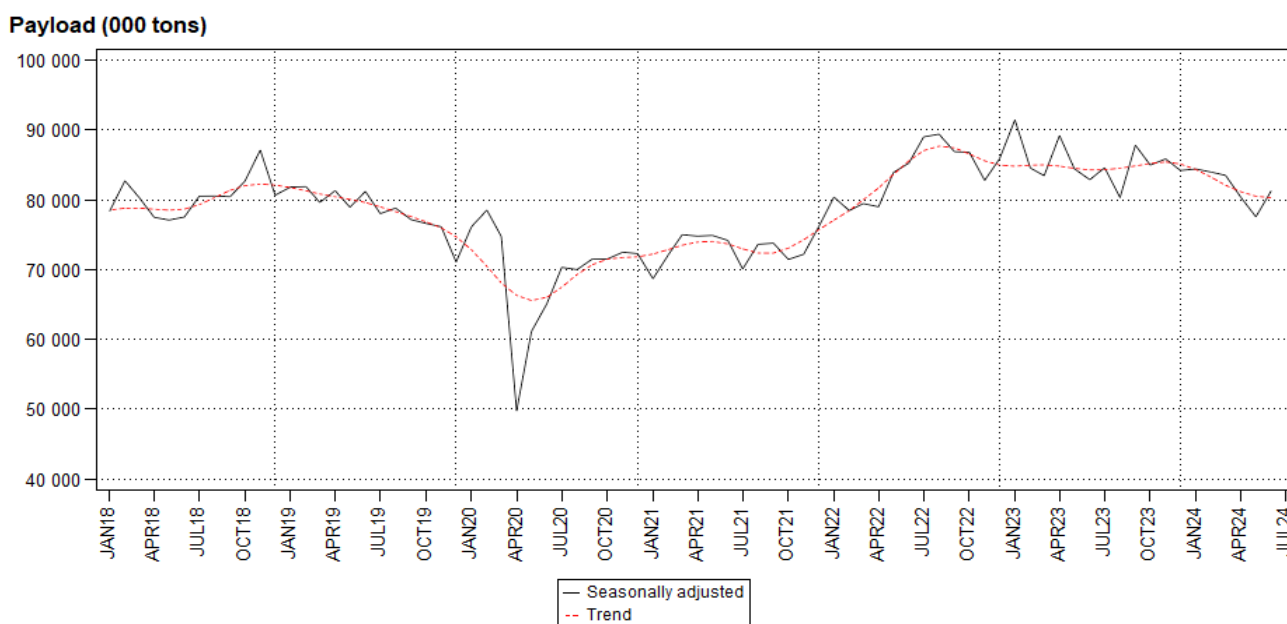
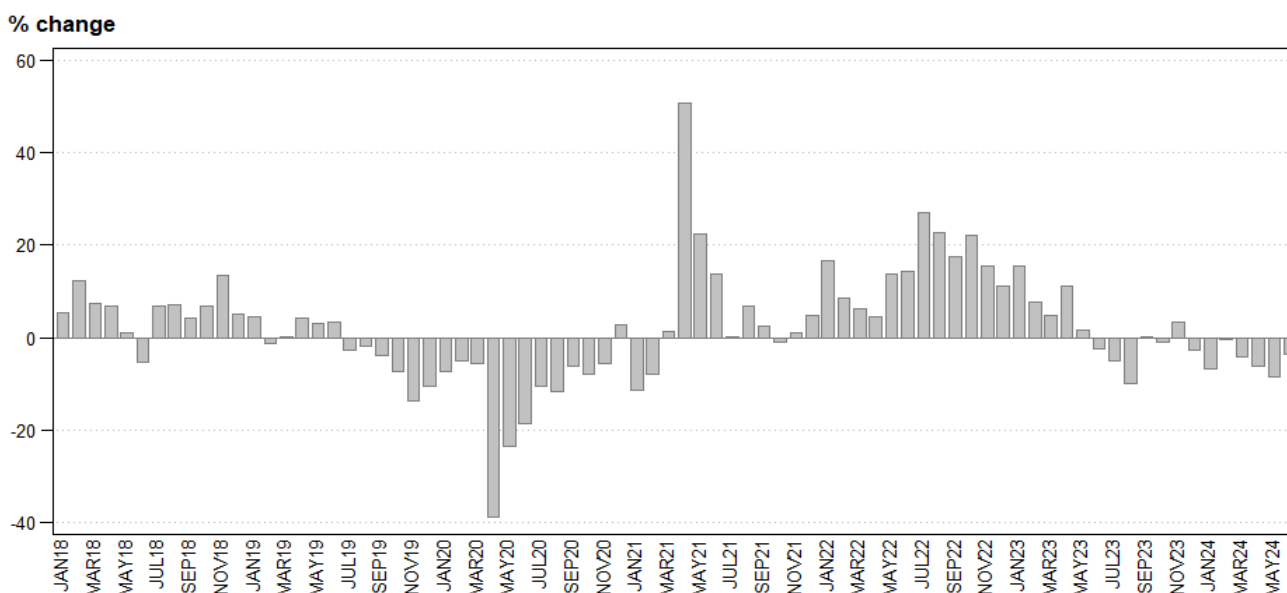


Figure 2 – Freight transportation: year-on-year percentage change in payload



Passenger transportation: results for June 2024

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

	Jan-24	Feb-24	Mar-24	Apr-24	May-24	Jun-24
Passenger journeys	21,4	17,2	4,2	29,1	6,7	3,0
Passenger income	13,6	10,0	3,4	17,1	11,7	7,3

The number of passenger journeys increased by 3,0% in June 2024 compared with June 2023. The corresponding income increased by 7,3% over the same period.

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

Passenger journeys	Jan – Mar 2024 (000)	Weight (%)	Apr – Jun 2024 (000)	% change between Jan – Mar 2024 and Apr – Jun 2024	Contribution (% points) to the total % change
Rail	14 235	17,4	15 172	6,6	1,1
Road	67 488	82,6	67 449	-0,1	-0,1
Total	81 723	100,0	82 620	1,1	1,1

Seasonally adjusted passenger journeys increased by 1,1% in the second quarter of 2024 compared with the first quarter of 2024. Rail passenger journeys increased by 6,6% (contributing 1,1 percentage points) while road passenger journeys decreased by 0,1% (contributing -0,1 of a percentage point) – see Table E.

Figure 3 – Passenger transportation: seasonally adjusted passenger journeys

Passenger journeys (000)

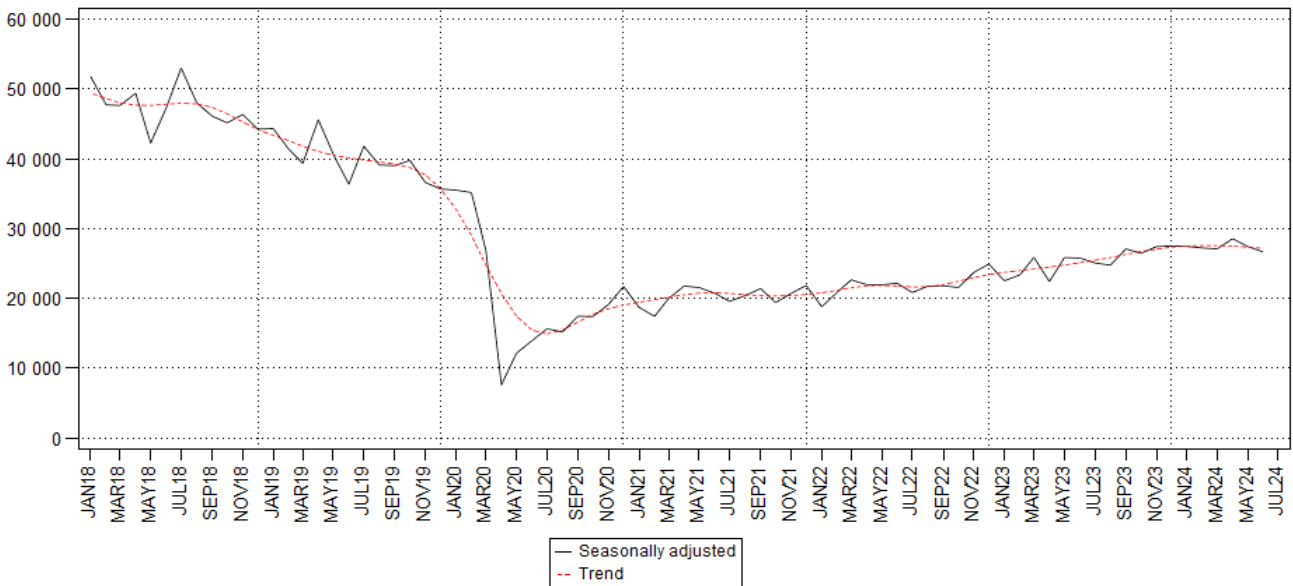
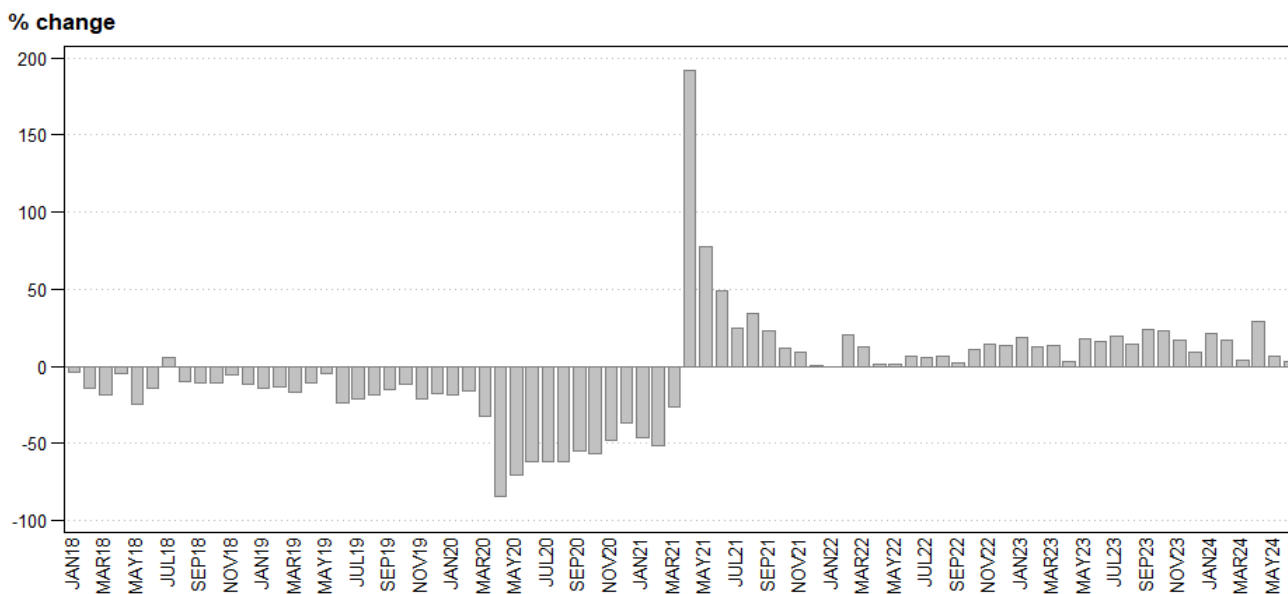


Figure 4 – Passenger transportation: year-on-year percentage change in passenger journeys




Risenga Maluleke
Statistician-General

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	13 360	3 642	67 112	14 474	80 472	18 116

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	-4,5	-2,1	-3,7	-0,9

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	13 621	3 130	77 829	15 963	91 450	19 093
	Feb	12 631	2 973	71 933	14 964	84 564	17 937
	Mar	12 310	3 015	71 143	14 930	83 453	17 945
	Apr	13 056	3 176	76 145	15 772	89 201	18 948
	May	12 263	3 093	72 174	15 031	84 437	18 125
	Jun	13 013	3 373	69 865	14 681	82 878	18 055
	Jul	12 893	3 177	71 706	15 066	84 599	18 242
	Aug	12 876	3 254	67 445	14 713	80 321	17 967
	Sep	17 371	4 402	70 458	15 055	87 828	19 458
	Oct	13 101	3 271	71 874	15 400	84 975	18 671
	Nov	13 059	3 417	72 801	15 249	85 860	18 666
	Dec	13 754	3 715	70 442	15 152	84 197	18 867
2024	Jan	13 140	3 507	71 274	15 347	84 414	18 854
	Feb	13 434	3 605	70 535	15 348	83 969	18 953
	Mar	13 735	3 727	69 759	15 148	83 494	18 875
	Apr	13 220	3 541	67 108	14 581	80 329	18 122
	May	13 464	3 740	64 094	14 265	77 558	18 005
	Jun	13 111	3 520	68 169	14 763	81 279	18 283

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

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

Type of commodity	Jan-24	Feb-24	Mar-24	Apr-24	May-24	Jun-24
Agriculture and forestry primary products	1 094	1 094	988	1 019	1 183	1 080
Primary mining and quarrying products	6 017	6 116	6 300	6 218	6 164	6 494
Manufactured food, beverages and tobacco products	2 147	2 106	2 081	2 053	2 115	2 055
Textiles, clothing and leather products	381	425	434	518	481	432
Chemicals, coke, petroleum, rubber, plastic and other mineral products	906	826	816	870	846	852
Basic metals and fabricated metal products	215	247	253	254	227	259
Non-metallic products	128	163	147	163	174	177
Electrical machinery, transport machinery and equipment	369	469	435	426	334	338
Motor vehicles, parts and accessories	514	539	470	513	507	529
Paper and paper products	89	110	99	98	100	85
Commercial products	442	463	488	507	492	502
Used household and office products	385	351	394	381	371	405
Containers	1 039	1 172	1 149	1 165	1 004	1 017
Parcels	419	499	522	550	505	466
Other freight	3 452	3 288	3 348	3 354	3 846	3 424
Total	17 600	17 870	17 922	18 089	18 349	18 116

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

Type of commodity	Jan-24	Feb-24	Mar-24	Apr-24	May-24	Jun-24
Agriculture and forestry primary products	-4,6	-5,9	-16,3	-8,4	-9,4	-15,2
Primary mining and quarrying products	-2,2	8,0	5,3	-3,3	-5,5	-0,6
Manufactured food, beverages and tobacco products	-12,0	-7,1	-14,6	-28,8	-3,9	-5,5
Textiles, clothing and leather products	3,3	7,6	-2,5	29,8	-1,8	-5,1
Chemicals, coke, petroleum, rubber, plastic and other mineral products	1,5	-4,0	-3,9	11,5	-7,1	0,5
Basic metals and fabricated metal products	12,0	8,8	11,0	-4,2	-10,3	-10,7
Non-metallic products	-5,9	21,6	6,5	32,5	13,0	7,9
Electrical machinery, transport machinery and equipment	23,4	39,6	31,4	38,3	-6,2	-4,0
Motor vehicles, parts and accessories	2,4	12,8	-4,5	10,3	-2,3	6,7
Paper and paper products	7,2	7,8	12,5	16,7	13,6	2,4
Commercial products	28,9	32,3	32,6	42,0	29,5	30,1
Used household and office products	10,0	-8,4	2,1	14,4	-2,6	-3,1
Containers	37,4	57,7	40,0	43,6	15,1	20,5
Parcels	0,0	13,7	8,3	48,6	-1,2	-3,9
Other freight	-3,7	0,0	-6,9	2,6	6,8	-1,6
Total	-0,4	6,2	0,5	0,6	-1,1	-0,9

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

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

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

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	2 805	114	19 695	782	22 500	896
	Feb	2 816	113	20 547	839	23 362	952
	Mar	3 294	125	22 575	873	25 868	998
	Apr	2 588	113	19 810	803	22 397	916
	May	3 436	116	22 402	817	25 839	933
	Jun	3 429	126	22 337	857	25 766	983
	Jul	3 405	110	21 649	835	25 054	945
	Aug	3 675	119	21 077	837	24 752	956
	Sep	3 766	128	23 325	856	27 092	984
	Oct	3 941	130	22 510	824	26 451	954
	Nov	4 342	133	23 065	857	27 407	990
	Dec	4 391	126	23 115	895	27 506	1 021
2024	Jan	4 590	136	22 839	879	27 429	1 016
	Feb	4 836	138	22 380	887	27 216	1 025
	Mar	4 809	139	22 269	893	27 078	1 032
	Apr	4 961	148	23 582	922	28 543	1 070
	May	5 196	138	22 242	906	27 438	1 045
	Jun	5 015	135	21 625	917	26 639	1 052

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	18,8	-11,3	-8,6	-9,7	-5,9
	Feb	0,4	-0,9	4,3	7,3	3,8	6,3
	Mar	17,0	10,6	9,9	4,1	10,7	4,8
	Apr	-21,4	-9,6	-12,2	-8,0	-13,4	-8,2
	May	32,8	2,7	13,1	1,7	15,4	1,9
	Jun	-0,2	8,6	-0,3	4,9	-0,3	5,4
	Jul	-0,7	-12,7	-3,1	-2,6	-2,8	-3,9
	Aug	7,9	8,2	-2,6	0,2	-1,2	1,2
	Sep	2,5	7,6	10,7	2,3	9,5	2,9
	Oct	4,6	1,6	-3,5	-3,7	-2,4	-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	-2,0	0,9	-0,8	0,9
	Mar	-0,6	0,7	-0,5	0,7	-0,5	0,7
	Apr	3,2	6,5	5,9	3,2	5,4	3,7
	May	4,7	-6,8	-5,7	-1,7	-3,9	-2,3
	Jun	-3,5	-2,2	-2,8	1,2	-2,9	0,7

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 June 2024 was 72,1%. The revised collection rate for May 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
Jun-24	Additional information from respondents	May-24
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

Related publications

- 9 Users may also wish to refer to the following publication available from Stats SA –
 - *Stats in Brief* issued annually.

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 – June 2024

	Lower limit (R million)	Estimate (R million)	Upper limit (R million)	Relative standard error (RSE) %
Freight income	16 366	18 116	19 865	4,9
Passenger income	1 049	1 062	1 075	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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Electronic services

A large range of data is available via online services. For more details about our electronic services, contact Stats SA's user information service at (012) 310 8600.

You can visit us on the internet at: www.statssa.gov.za.

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