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## **STATISTICAL RELEASE**

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## Freight transportation: results for March 2023

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

	Oct-22	Nov-22	Dec-22	Jan-23	Feb-23	Mar-23
Freight payload	23,9	17,7	12,9	17,2	7,3	4,9
Freight income	19,7	20,2	15,1	19,9	11,6	8,5

The volume of goods transported (payload) increased by 4,9% in March 2023 compared with March 2022. The corresponding income increased by 8,5% over the same period.

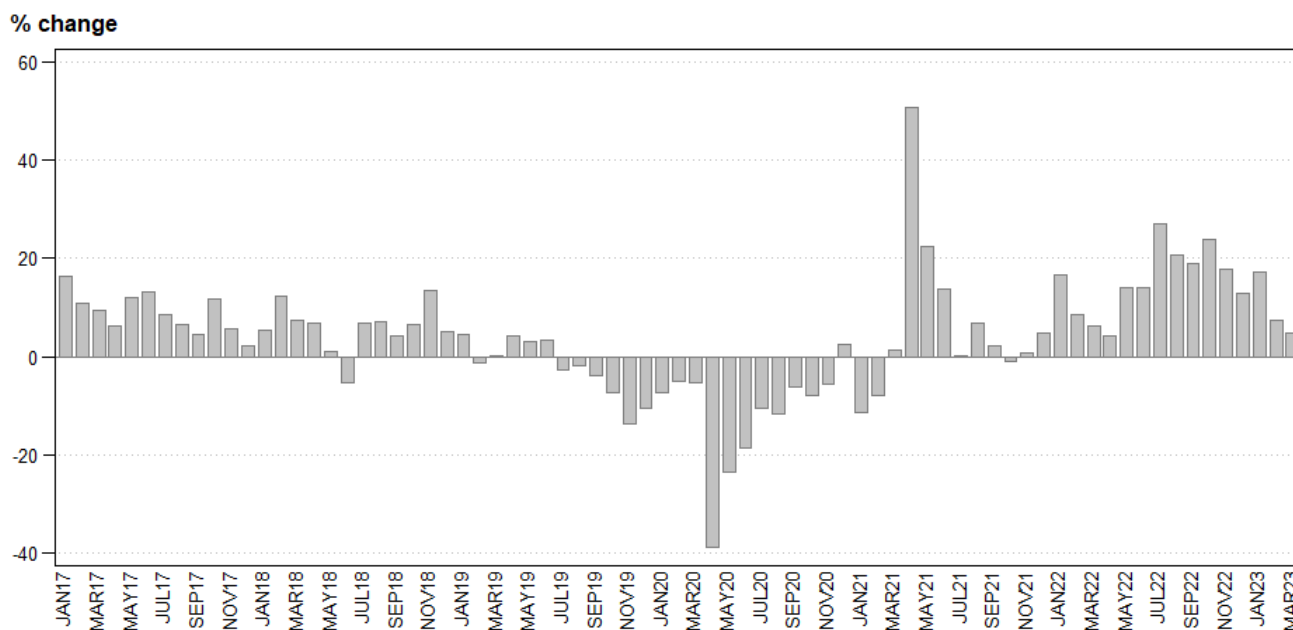
**Table B – Freight transportation income at current prices for the latest three months by type of commodity**

Type of commodity	Jan – Mar 2022 (R million)	Weight (%)	Jan – Mar 2023 (R million)	% change between Jan – Mar 2022 and Jan – Mar 2023	Contribution (% points) to the total % change
Agriculture and forestry primary products	3 405	7,7	3 818	12,1	0,9
Primary mining and quarrying products	14 419	32,5	16 291	13,0	4,2
Manufactured food, beverages and tobacco products	5 390	12,2	6 252	16,0	2,0
Textiles, clothing and leather goods	1 073	2,4	1 074	0,1	0,0
Chemicals, coke, petroleum, rubber, plastic and other mineral products	3 488	7,9	3 859	10,6	0,8
Basic metals and fabricated metal products	623	1,4	620	-0,5	0,0
Non-metallic products	415	0,9	422	1,7	0,0
Electrical machinery, transport machinery and equipment	518	1,2	636	22,8	0,3
Motor vehicles, parts and accessories	1 163	2,6	1 311	12,7	0,3
Paper and paper products	224	0,5	229	2,2	0,0
Commercial products	500	1,1	612	22,4	0,2
Used household and office products	1 329	3,0	1 522	14,5	0,4
Containers	1 847	4,2	1 882	1,9	0,1
Parcels	1 178	2,7	1 180	0,2	0,0
Other freight	8 733	19,7	10 417	19,3	3,8
<b>Total income</b>	<b>44 305</b>	<b>100,0</b>	<b>50 125</b>	<b>13,1</b>	<b>13,1</b>

Income from freight transportation increased by 13,1% in the first quarter of 2023 compared with the first quarter of 2022. The main contributors to this increase were:

- primary mining and quarrying products (13,0% and contributing 4,2 percentage points);
- 'other' freight (19,3% and contributing 3,8 percentage points); and
- manufactured food, beverages and tobacco products (16,0% and contributing 2,0 percentage points) – see Table B.

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



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

Payload	Oct – Dec 2022 (000 tons)	Weight (%)	Jan – Mar 2023 (000 tons)	% change between Oct – Dec 2022 and Jan – Mar 2023	Contribution (% points) to the total % change
Rail	32 332	12,6	38 150	18,0	2,3
Road	223 649	87,4	218 381	-2,4	-2,1
<b>Total</b>	<b>255 981</b>	<b>100,0</b>	<b>256 533</b>	<b>0,2</b>	<b>0,2</b>

Seasonally adjusted payload increased by 0,2% in the first quarter of 2023 compared with the fourth quarter of 2022. Rail freight increased by 18,0% (contributing 2,3 percentage points) while road freight decreased by 2,4% (contributing -2,1 percentage points) – see Table C.

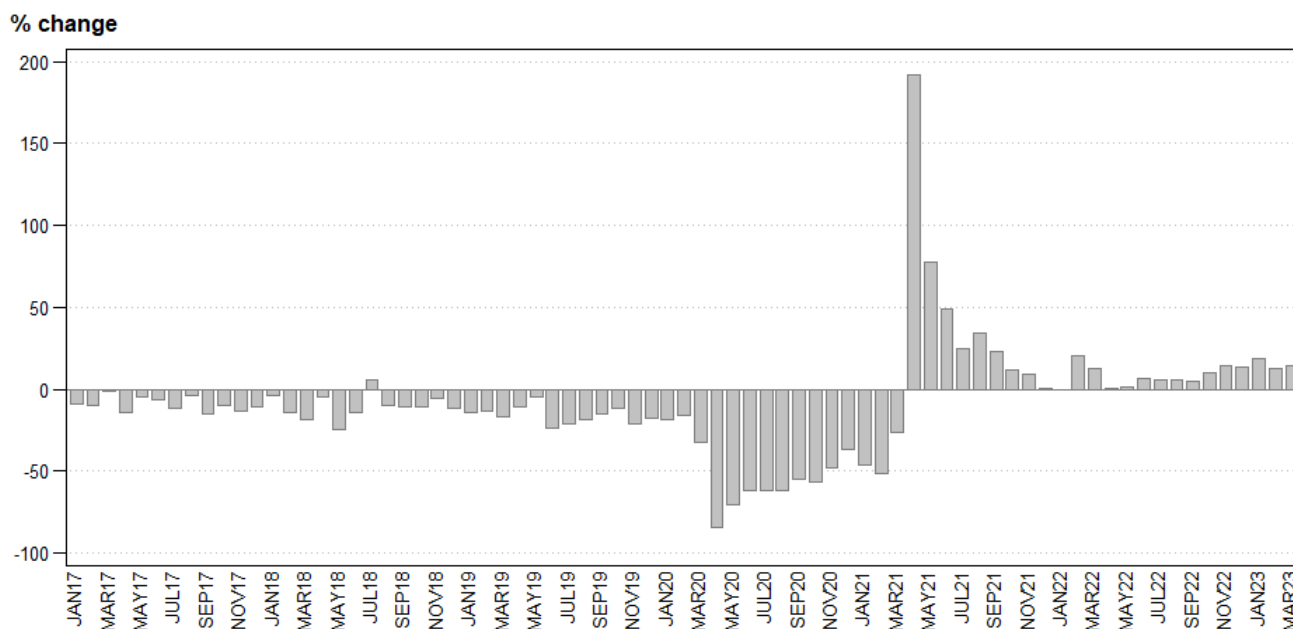
## Passenger transportation: results for March 2023

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

	Oct-22	Nov-22	Dec-22	Jan-23	Feb-23	Mar-23
Passenger journeys	10,5	14,5	13,5	18,8	12,9	14,1
Passenger income	20,1	20,3	45,3	30,5	19,1	16,6

The number of passenger journeys increased by 14,1% in March 2023 compared with March 2022. The corresponding income increased by 16,6% 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	Oct – Dec 2022 (000)	Weight (%)	Jan – Mar 2023 (000)	% change between Oct – Dec 2022 and Jan – Mar 2023	Contribution (% points) to the total % change
Rail	6 432	8,9	9 036	40,5	3,6
Road	66 149	91,1	63 909	-3,4	-3,1
<b>Total</b>	<b>72 580</b>	<b>100,0</b>	<b>72 945</b>	<b>0,5</b>	<b>0,5</b>

Seasonally adjusted passenger journeys increased by 0,5% in the first quarter of 2023 compared with the fourth quarter of 2022. Rail passenger journeys increased by 40,5% (contributing 3,6 percentage points) while road passenger journeys decreased by 3,4% (contributing -3,1 percentage points) – see Table E.

**Risenga Maluleke**  
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)
2022	Jan	13 861	2 868	57 819	11 329	71 680	14 197
	Feb	14 638	3 028	57 303	11 419	71 941	14 447
	Mar	13 101	2 741	64 602	12 920	77 703	15 661
	Apr	14 292	3 100	60 374	12 229	74 665	15 329
	May	13 619	2 950	71 273	14 196	84 892	17 146
	Jun	13 134	3 034	70 961	14 247	84 094	17 282
	Jul	12 154	2 825	76 165	15 326	88 319	18 150
	Aug	14 370	3 274	79 548	15 894	93 918	19 168
	Sep	14 659	3 467	74 754	14 934	89 413	18 401
	Oct	9 901	2 058	79 188	15 316	89 088	17 374
	Nov	9 047	2 276	78 998	15 849	88 045	18 125
	Dec	11 903	2 761	68 233	13 661	80 136	16 422
	<b>Total</b>	<b>154 679</b>	<b>34 382</b>	<b>839 218</b>	<b>167 320</b>	<b>993 894</b>	<b>201 702</b>
2023	Jan	13 113	2 960	70 880	14 063	83 993	17 023
	Feb	12 831	2 950	64 382	13 167	77 213	16 117
	Mar	11 846	2 828	69 649	14 157	81 495	16 985

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
2022	Jan	7,1	4,0	19,1	21,0	16,6	17,1
	Feb	-1,5	-3,1	11,3	12,6	8,5	8,9
	Mar	-13,4	-16,5	11,2	14,8	6,1	7,7
	Apr	-7,6	-6,9	7,4	12,4	4,1	7,9
	May	-6,9	-5,1	19,3	22,8	14,1	16,9
	Jun	-18,4	-10,6	23,2	28,6	14,1	19,4
	Jul	-0,2	9,4	32,9	39,5	27,1	33,7
	Aug	-11,5	-4,6	29,0	32,5	20,6	24,2
	Sep	-8,4	1,8	26,4	28,1	19,0	22,1
	Oct	-23,0	-27,4	34,2	31,1	23,9	19,7
	Nov	-37,0	-24,2	30,7	31,2	17,7	20,2
	Dec	-20,6	-10,5	21,8	22,2	12,9	15,1
	<b>Total</b>	<b>-12,0</b>	<b>-7,9</b>	<b>22,5</b>	<b>25,0</b>	<b>15,4</b>	<b>17,8</b>
2023	Jan	-5,4	3,2	22,6	24,1	17,2	19,9
	Feb	-12,3	-2,6	12,4	15,3	7,3	11,6
	Mar	-9,6	3,2	7,8	9,6	4,9	8,5

**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	14 170	2 988	64 960	12 700	79 130	15 688
	Feb	14 402	3 059	62 863	12 393	77 264	15 453
	Mar	13 468	2 954	64 624	12 935	78 091	15 889
	Apr	13 889	2 998	63 526	12 813	77 415	15 811
	May	13 555	2 998	68 652	13 700	82 207	16 698
	Jun	12 923	2 907	70 392	14 159	83 315	17 066
	Jul	13 610	3 090	74 236	14 975	87 846	18 065
	Aug	13 090	3 031	73 267	14 716	86 357	17 747
	Sep	13 212	3 151	71 625	14 383	84 838	17 534
	Oct	11 182	2 167	75 760	14 794	86 942	16 961
	Nov	8 793	2 221	74 398	14 816	83 191	17 037
	Dec	12 357	2 782	73 491	14 612	85 848	17 394
2023	Jan	13 380	3 088	77 864	15 457	91 244	18 545
	Feb	12 558	2 978	70 694	14 304	83 253	17 282
	Mar	12 212	3 050	69 823	14 159	82 036	17 208

**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	-9,0	-4,6	9,2	7,0	5,5	4,6
	Feb	1,6	2,4	-3,2	-2,4	-2,4	-1,5
	Mar	-6,5	-3,4	2,8	4,4	1,1	2,8
	Apr	3,1	1,5	-1,7	-0,9	-0,9	-0,5
	May	-2,4	0,0	8,1	6,9	6,2	5,6
	Jun	-4,7	-3,0	2,5	3,4	1,3	2,2
	Jul	5,3	6,3	5,5	5,8	5,4	5,9
	Aug	-3,8	-1,9	-1,3	-1,7	-1,7	-1,8
	Sep	0,9	4,0	-2,2	-2,3	-1,8	-1,2
	Oct	-15,4	-31,2	5,8	2,9	2,5	-3,3
	Nov	-21,4	2,5	-1,8	0,1	-4,3	0,4
	Dec	40,5	25,3	-1,2	-1,4	3,2	2,1
2023	Jan	8,3	11,0	6,0	5,8	6,3	6,6
	Feb	-6,1	-3,6	-9,2	-7,5	-8,8	-6,8
	Mar	-2,8	2,4	-1,2	-1,0	-1,5	-0,4

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

Type of commodity	Oct-22	Nov-22	Dec-22	Jan-23	Feb-23	Mar-23 1/
Agriculture and forestry primary products	1 464	1 521	1 435	1 322	1 255	1 241
Primary mining and quarrying products	5 272	5 300	5 227	5 609	5 159	5 523
Manufactured food, beverages and tobacco products	2 149	2 248	2 190	2 121	1 959	2 172
Textiles, clothing and leather products	449	513	360	323	343	408
Chemicals, coke, petroleum, rubber, plastic and other mineral products	1 429	1 406	1 226	1 349	1 288	1 222
Basic metals and fabricated metal products	196	263	226	190	220	210
Non-metallic products	154	189	134	127	145	150
Electrical machinery, transport machinery and equipment	211	258	176	208	204	224
Motor vehicles, parts and accessories	468	497	482	439	419	453
Paper and paper products	93	105	78	71	81	77
Commercial products	255	288	213	203	200	209
Used household and office products	520	618	566	498	502	522
Containers	590	718	600	604	598	680
Parcels	443	574	359	364	377	439
Other freight	3 680	3 629	3 148	3 596	3 367	3 454
<b>Total</b>	<b>17 374</b>	<b>18 125</b>	<b>16 422</b>	<b>17 023</b>	<b>16 117</b>	<b>16 985</b>

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

**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	Oct-22	Nov-22	Dec-22	Jan-23	Feb-23	Mar-23
Agriculture and forestry primary products	2,5	2,8	2,6	2,0	0,9	0,1
Primary mining and quarrying products	4,3	3,5	3,2	6,7	2,9	3,2
Manufactured food, beverages and tobacco products	2,9	3,1	2,8	2,8	1,6	1,5
Textiles, clothing and leather products	0,5	0,4	0,0	0,0	0,0	0,0
Chemicals, coke, petroleum, rubber, plastic and other mineral products	1,4	1,2	0,5	1,5	1,2	0,0
Basic metals and fabricated metal products	-0,3	0,2	0,4	-0,2	0,2	0,0
Non-metallic products	0,2	0,3	0,2	0,0	0,0	0,0
Electrical machinery, transport machinery and equipment	0,2	0,2	0,1	0,4	0,2	0,2
Motor vehicles, parts and accessories	0,7	0,8	1,0	0,7	0,2	0,2
Paper and paper products	0,1	0,2	0,1	0,0	0,0	0,0
Commercial products	0,4	0,6	0,4	0,3	0,2	0,2
Used household and office products	1,1	1,4	1,1	0,6	0,3	0,4
Containers	-0,3	0,7	0,3	-0,2	-0,1	0,5
Parcels	0,1	0,5	-0,1	-0,1	0,0	0,1
Other freight	6,0	4,3	2,5	5,5	4,1	2,0
<b>Total</b>	<b>19,7</b>	<b>20,2</b>	<b>15,1</b>	<b>19,9</b>	<b>11,6</b>	<b>8,5</b>



**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)
<b>2022</b>	Jan	1 367	35	16 634	663	18 001	698
	Feb	1 974	59	19 389	690	21 363	749
	Mar	2 218	68	22 372	831	24 590	899
	Apr	1 441	76	18 401	721	19 842	797
	May	1 285	77	19 814	716	21 099	793
	Jun	1 021	64	20 538	790	21 559	854
	Jul	1 056	91	19 528	780	20 584	871
	Aug	1 335	96	21 145	757	22 480	853
	Sep	1 400	104	23 049	859	24 449	963
	Oct	1 824	110	21 080	738	22 904	848
	Nov	2 311	104	22 689	786	25 000	890
	Dec	1 886	61	19 848	907	21 734	968
	<b>Total</b>	<b>19 118</b>	<b>945</b>	<b>244 487</b>	<b>9 238</b>	<b>263 605</b>	<b>10 183</b>
<b>2023</b>	Jan	2 483	125	18 905	786	21 388	911
	Feb	3 124	122	20 994	770	24 118	892
	Mar	3 567	136	24 483	912	28 050	1 048

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
<b>2022</b>	Jan	21,2	45,8	-1,5	4,9	0,0	6,4
	Feb	36,1	103,4	18,6	11,8	20,1	15,9
	Mar	25,2	65,9	12,0	7,1	13,1	10,0
	Apr	-11,7	85,4	2,2	15,7	1,0	20,0
	May	-26,7	79,1	4,2	4,1	1,6	8,5
	Jun	-30,1	113,3	9,9	17,9	7,0	22,0
	Jul	-26,2	378,9	8,5	18,9	6,0	29,0
	Aug	-42,4	182,4	11,9	9,7	6,0	17,8
	Sep	-45,1	121,3	11,2	16,1	5,0	22,4
	Oct	-30,5	107,5	16,5	13,0	10,5	20,1
	Nov	1,0	108,0	16,0	13,9	14,5	20,3
	Dec	38,9	84,8	11,6	43,3	13,5	45,3
	<b>Total</b>	<b>-12,1</b>	<b>112,8</b>	<b>10,1</b>	<b>14,5</b>	<b>8,2</b>	<b>19,6</b>
<b>2023</b>	Jan	81,6	257,1	13,7	18,6	18,8	30,5
	Feb	58,3	106,8	8,3	11,6	12,9	19,1
	Mar	60,8	100,0	9,4	9,7	14,1	16,6

**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	1 533	34	18 352	672	19 885	705
	Feb	1 871	57	19 236	737	21 107	794
	Mar	2 023	64	20 308	785	22 331	849
	Apr	1 492	79	19 594	785	21 087	864
	May	1 260	78	19 245	720	20 505	799
	Jun	1 017	70	20 108	795	21 125	865
	Jul	1 049	91	19 387	752	20 436	843
	Aug	1 266	92	20 455	752	21 721	844
	Sep	1 354	98	21 795	834	23 149	932
	Oct	1 658	98	20 424	721	22 082	820
	Nov	2 255	103	22 457	787	24 711	890
	Dec	2 519	79	23 268	894	25 787	973
2023	Jan	2 783	120	20 839	796	23 623	916
	Feb	2 965	119	20 846	822	23 810	941
	Mar	3 288	127	22 224	861	25 512	989

**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	-15,5	-20,9	-12,0	7,7	-12,3	5,7
	Feb	22,0	67,6	4,8	9,7	6,1	12,6
	Mar	8,1	12,3	5,6	6,5	5,8	6,9
	Apr	-26,2	23,4	-3,5	0,0	-5,6	1,8
	May	-15,5	-1,3	-1,8	-8,3	-2,8	-7,5
	Jun	-19,3	-10,3	4,5	10,4	3,0	8,3
	Jul	3,1	30,0	-3,6	-5,4	-3,3	-2,5
	Aug	20,7	1,1	5,5	0,0	6,3	0,1
	Sep	7,0	6,5	6,6	10,9	6,6	10,4
	Oct	22,5	0,0	-6,3	-13,5	-4,6	-12,0
	Nov	36,0	5,1	10,0	9,2	11,9	8,5
	Dec	11,7	-23,3	3,6	13,6	4,4	9,3
2023	Jan	10,5	51,9	-10,4	-11,0	-8,4	-5,9
	Feb	6,5	-0,8	0,0	3,3	0,8	2,7
	Mar	10,9	6,7	6,6	4,7	7,1	5,1

## Survey information

<b>Introduction</b>	1	Statistics South Africa (Stats SA) conducts a monthly survey of the land transportation industry, covering passenger and freight transportation by rail and road (see paragraph four below). This survey is based on a sample drawn from the 2022 business sampling frame (BSF) that contains businesses registered for value-added tax (VAT) and income tax.
	2	In order to improve timeliness, some information for the latest month had to be estimated due to late response. These estimates will be revised in future statistical releases as soon as information becomes available. Published land transportation income estimates exclude VAT.
<b>Purpose of the survey</b>	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.
<b>Scope of the survey</b>	4	This survey covers enterprises involved in land transportation according to the following type of transportation: <ul style="list-style-type: none"> <li>• railway transport (including passenger and freight transportation);</li> <li>• 'other' scheduled passenger land transport – urban, suburban and inter-urban bus and coach passenger lines and school buses;</li> <li>• '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</li> <li>• freight transport by road.</li> </ul>
<b>Exclusions</b>	5	Passenger transportation excludes: <ul style="list-style-type: none"> <li>• minibus taxis;</li> <li>• metropolitan buses (including the Bus Rapid Transport system – BRT); and</li> <li>• rental of private cars/buses without drivers.</li> </ul> <p>Freight transportation excludes:</p> <ul style="list-style-type: none"> <li>• renting of trucks without drivers; and</li> <li>• in-house transportation.</li> </ul>
<b>Classification</b>	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.
<b>Collection rate</b>	7	The preliminary collection rate for the survey on land transportation for March 2023 was 77,0%. The improved collection rate for February 2023 was 79,3%.
<b>Statistical unit</b>	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.
<b>Revised figures</b>	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.
<b>Related publications</b>	10	Users may also wish to refer to the following publication available from Stats SA – <ul style="list-style-type: none"> <li>• <i>Stats in Brief</i> issued annually.</li> </ul>

- Rounding-off of figures** 11 Where figures have been rounded off, discrepancies may occur between sums of the component items and the totals.
- Historical data** 12 Historical land transport data are available on the Stats SA website. To access the data electronically, use the following link:  
[Click to download historical data](#)
- Past publications** 13 Past land transport releases are available on the Stats SA website. To access the releases electronically, use the following link:  
[Click to download past releases](#)

## Technical notes

- Survey methodology and design** 1 The survey is conducted on a monthly basis. Questionnaires are sent to a sample of 769 enterprises from a population of 4 695 enterprises. Completed questionnaires are required to be returned to Stats SA within 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 2022 from Stats SA's business sampling frame (BSF). Strata were formed using a combination of Standard Industrial Classification and the measure of size classes for enterprises (see paragraph 3 below).

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

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

Neyman allocation formula not only allocates sample sizes to each stratum but also calculates the relative precision for each stratum as well as the relative precision for all strata. The relative precision for these strata was 0,8%.

- Sample design and class limits** 3 The land transportation industry is divided into four size groups. All large enterprises (size group one) are completely enumerated. Simple random sampling is applied to medium sized (size group two) and to small (size group three and four) enterprises. The total value of income of the large enterprises (size group one) is added to the weighted totals of size groups two, three and four to reflect the total value of income.

### Measure of size classes (Rand)

Enterprise size	Size group	Lower limit	Upper limit
Very small	4	1 192 270	9 000 000
Small	3	9 000 001	39 000 000
Medium	2	39 000 001	78 000 000
Large	1	78 000 001	

- Sample weighting** 4 For those strata not completely enumerated, the weights to produce estimates are the inverse ratio of the sampling fraction, modified to take account of non-response in the survey. Stratum estimates are calculated and then aggregated with the completely enumerated stratum to form division estimates. These procedures are in line with international best practice.

- Reliability of estimates** 5 Data presented in this publication are based on information obtained from a sample and are, therefore, subject to sampling variability; that is, they may differ from the figures that would have been produced if the data had been obtained from all enterprises in the land transport industry in South Africa. Estimates are subject to sampling and non-sampling errors.
- 6 Inaccuracies may occur because of imperfections in reporting by enterprises and errors made in the collection and processing of the data. Inaccuracies of this kind are referred to as non-sampling errors. Every effort is made to minimise non-sampling errors by careful design of questionnaires, testing them in pilot studies, editing reported data and

implementing efficient operating procedures. Fluctuations may occur in consecutive months as a result of seasonal and economic factors.

- 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 – March 2023

	Lower limit (R million)	Estimate (R million)	Upper limit (R million)	Relative standard error (RSE) %
Freight income	15 998	16 985	17 971	2,9
Passenger income	944	1 048	1 151	5,0

- 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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## 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 11 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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