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Land transport
(Preliminary)

March 2024

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Dipalopalo tsa Aforikaborwa ● Dipalopalo tsa Aforika Borwa ● Ezazibalo zaseNingizimu Afrika ● Tshitatistika Afrika Tshipembe ● Tinhlayo Afrika-Dzonga

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IMPROVING LIVES THROUGH DATA ECOSYSTEMS

Contents

Freight transportation: results for March 2024

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

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

The volume of goods transported (payload) decreased by 4,8% in March 2024 compared with March 2023. The corresponding income increased by 0,6% 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 2023 (R million)	Weight (%)	Jan – Mar 2024 (R million)	% change between Jan – Mar 2023 and Jan – Mar 2024	Contribution (% points) to the total % change
Agriculture and forestry primary products	3 490	6,7	3 244	-7,0	-0,5
Primary mining and quarrying products	17 802	34,0	18 371	3,2	1,1
Manufactured food, beverages and tobacco products	7 144	13,7	6 369	-10,8	-1,5
Textiles, clothing and leather goods	1 209	2,3	1 280	5,9	0,1
Chemicals, coke, petroleum, rubber, plastic and other mineral products	2 602	5,0	2 518	-3,2	-0,2
Basic metals and fabricated metal products	647	1,2	706	9,1	0,1
Non-metallic products	408	0,8	448	9,8	0,1
Electrical machinery, transport machinery and equipment	966	1,8	1 290	33,5	0,6
Motor vehicles, parts and accessories	1 472	2,8	1 530	3,9	0,1
Paper and paper products	273	0,5	306	12,1	0,1
Commercial products	1 061	2,0	1 402	32,1	0,6
Used household and office products	1 119	2,1	1 140	1,9	0,0
Containers	2 320	4,4	3 356	44,7	2,0
Parcels	1 340	2,6	1 487	11,0	0,3
Other freight	10 469	20,0	9 951	-4,9	-1,0
Total income	**52 323**	**100,0**	**53 404**	**2,1**	**2,1**

Income from freight transportation increased by 2,1% in the first quarter of 2024 compared with the first quarter of 2023. The main positive contributors to this increase were:
- containers (44,7% and contributing 2,0 percentage points);
- primary mining and quarrying products (3,2% and contributing 1,1 percentage points);
- electrical machinery, transport machinery and equipment (33,5% and contributing 0,6 of a percentage point); and
- commercial products (32,1% and contributing 0,6 of a percentage point).

The main negative contributors were manufactured food, beverages and tobacco products (-10,8% and contributing -1,5 percentage points) and 'other' freight (-4,9% and contributing -1,0 percentage point) – see Table B.

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

Payload	Oct – Dec 2023 (000 tons)	Weight (%)	Jan – Mar 2024 (000 tons)	% change between Oct – Dec 2023 and Jan – Mar 2024	Contribution (% points) to the total % change
Rail	39 893	15,6	40 257	0,9	0,1
Road	215 653	84,4	212 602	-1,4	-1,2
Total	**255 548**	**100,0**	**252 859**	**-1,1**	**-1,1**

Seasonally adjusted payload decreased by 1,1% in the first quarter of 2024 compared with the fourth quarter of 2023. Road freight decreased by 1,4% (contributing -1,2 percentage points) while rail freight increased by 0,9% (contributing 0,1 of a percentage point) – see Table C.

Figure 1 – Freight transportation: seasonally adjusted payload
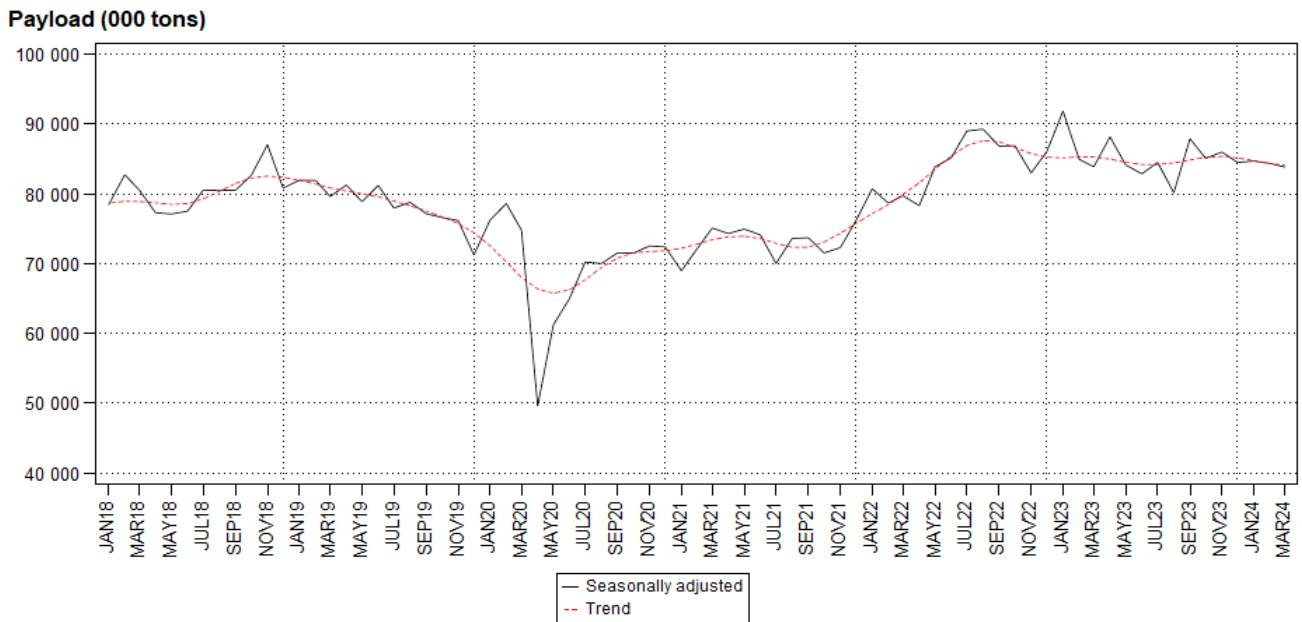
Figure 2 – Freight transportation: year-on-year percentage change in payload
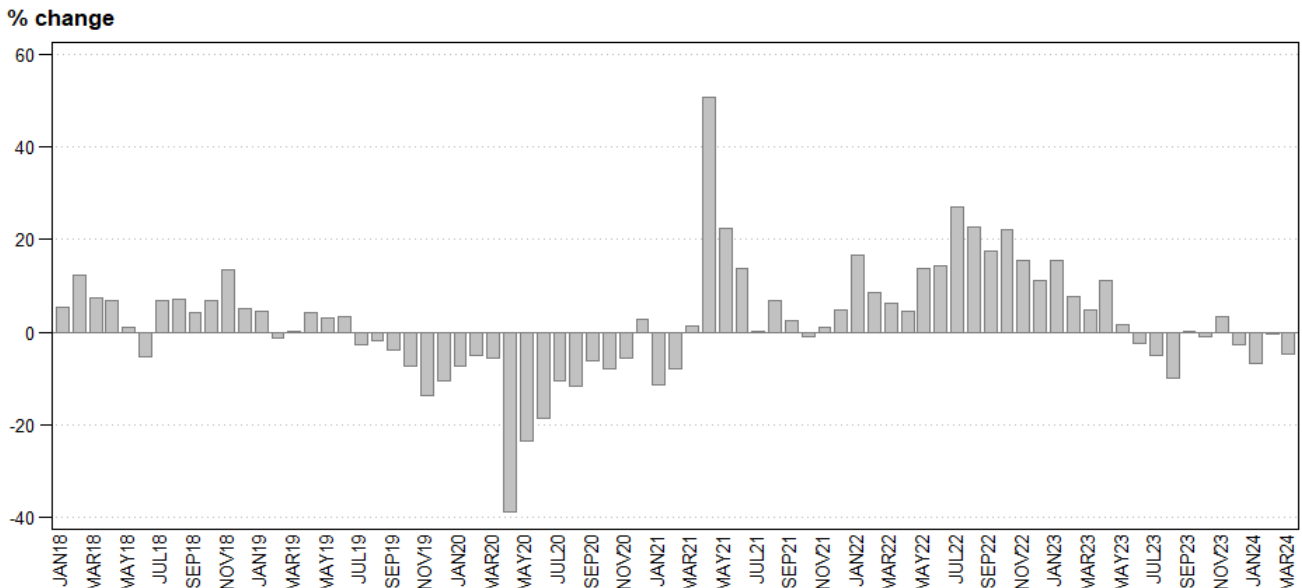
Passenger transportation: results for March 2024

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

	Oct-23	Nov-23	Dec-23	Jan-24	Feb-24	Mar-24
Passenger journeys	23,0	16,6	9,2	21,4	17,2	5,6
Passenger income	15,1	12,9	6,6	13,6	10,0	3,9

The number of passenger journeys increased by 5,6% in March 2024 compared with March 2023. The corresponding income increased by 3,9% over the same period.

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

Passenger journeys	Oct – Dec 2023 (000)	Weight (%)	Jan – Mar 2024 (000)	% change between Oct – Dec 2023 and Jan – Mar 2024	Contribution (% points) to the total % change
Rail	12 628	15,5	13 959	10,5	1,6
Road	68 663	84,5	67 835	-1,2	-1,0
Total	**81 291**	**100,0**	**81 794**	**0,6**	**0,6**

Seasonally adjusted passenger journeys increased by 0,6% in the first quarter of 2024 compared with the fourth quarter of 2023. Rail passenger journeys increased by 10,5% (contributing 1,6 percentage points) while road passenger journeys decreased by 1,2% (contributing -1,0 percentage point) – see Table E.

### Figure 3 – Passenger transportation: seasonally adjusted passenger journeys
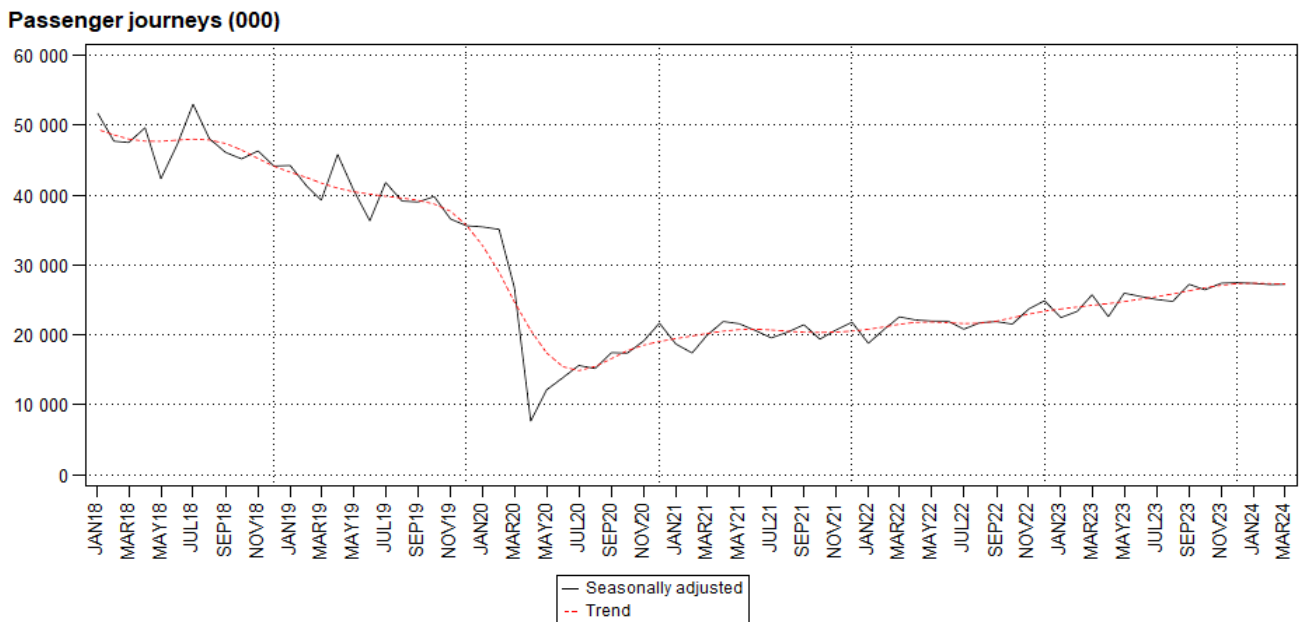
Figure 4 – Passenger transportation: year-on-year percentage change in passenger journeys
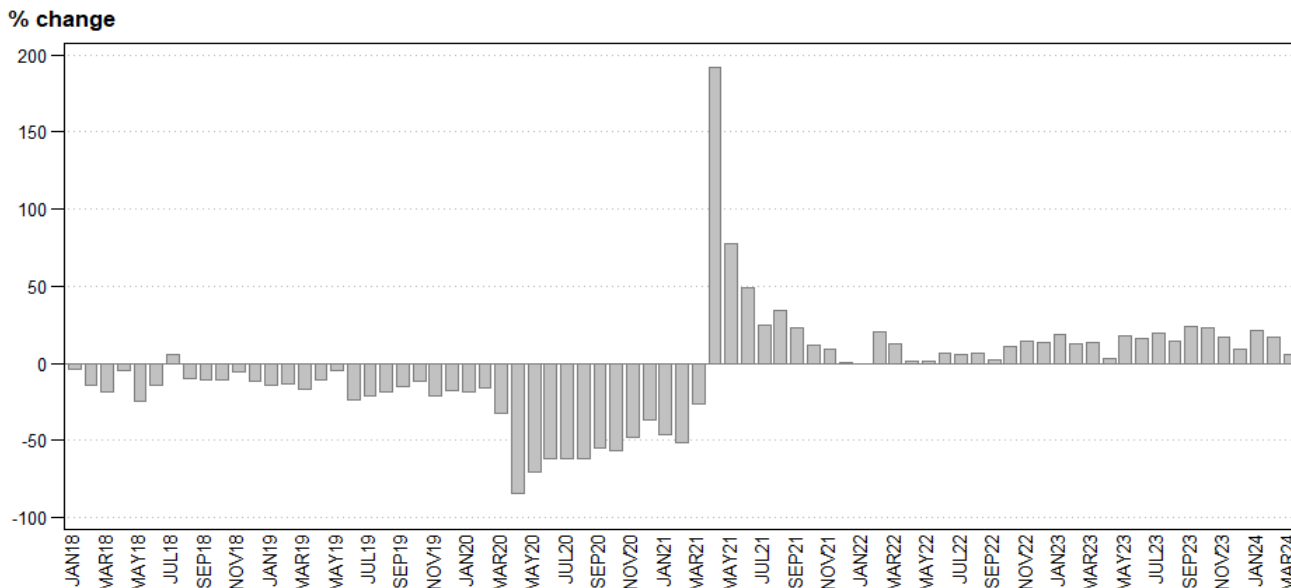
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Statistician-General

Land transport, March 2024

Tables

Table 1 – Freight transportation (income at current prices)

Year and month [1]		Rail		Road		Total	
		Payload (000 tons)	Income (R million)	Payload (000 tons)	Income (R million)	Payload (000 tons)	Income (R million)
2023	Jan	13 242	2 986	70 995	14 683	84 237	17 669
	Feb	12 961	2 976	65 887	13 854	78 848	16 830
	Mar	11 964	2 853	71 003	14 971	82 967	17 824
	Apr	13 552	3 283	71 195	14 707	84 747	17 990
	May	12 096	3 060	75 445	15 485	87 541	18 545
	Jun	13 282	3 500	70 292	14 781	83 574	18 280
	Jul	11 247	2 856	74 273	15 608	85 520	18 463
	Aug	13 841	3 485	73 709	15 747	87 550	19 232
	Sep	18 971	4 825	71 311	15 373	90 281	20 198
	Oct	11 839	3 052	76 653	16 306	88 492	19 358
	Nov	13 338	3 457	77 411	16 249	90 749	19 706
	Dec	14 042	3 822	64 158	13 987	78 200	17 809
	Total	**160 375**	**40 155**	**862 332**	**181 751**	**1 022 706**	**221 904**
2024	Jan	12 773	3 343	65 829	14 257	78 602	17 600
	Feb	13 855	3 617	64 879	14 253	78 734	17 870
	Mar	13 287	3 528	65 670	14 406	78 958	17 934

[1] Figures for the latest month are preliminary.

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

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

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	13 608	3 137	78 245	16 078	91 853	19 215
	Feb	12 615	2 980	72 315	15 073	84 930	18 053
	Mar	12 298	3 024	71 570	15 024	83 869	18 048
	Apr	13 053	3 156	75 098	15 515	88 151	18 672
	May	12 423	3 139	71 709	14 850	84 132	17 990
	Jun	12 910	3 321	69 948	14 669	82 858	17 990
	Jul	12 888	3 174	71 613	15 051	84 501	18 225
	Aug	12 877	3 255	67 284	14 694	80 160	17 949
	Sep	17 378	4 404	70 504	15 071	87 883	19 475
	Oct	13 095	3 275	71 980	15 435	85 076	18 710
	Nov	13 051	3 421	72 935	15 306	85 986	18 726
	Dec	13 747	3 709	70 738	15 247	84 486	18 956
2024	Jan	13 127	3 517	71 562	15 456	84 689	18 973
	Feb	13 414	3 615	70 945	15 473	84 359	19 088
	Mar	13 716	3 740	70 095	15 364	83 811	19 104

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

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

Type of commodity	Oct-23	Nov-23	Dec-23	Jan-24	Feb-24	Mar-24 [1]
Agriculture and forestry primary products	1 297	1 290	1 079	1 094	1 094	1 056
Primary mining and quarrying products	6 366	6 784	6 246	6 017	6 116	6 238
Manufactured food, beverages and tobacco products	2 309	2 258	2 135	2 147	2 106	2 116
Textiles, clothing and leather products	527	536	451	381	425	474
Chemicals, coke, petroleum, rubber, plastic and other mineral products	893	940	878	906	826	786
Basic metals and fabricated metal products	280	202	224	215	247	244
Non-metallic products	172	183	138	128	163	157
Electrical machinery, transport machinery and equipment	364	389	335	369	469	452
Motor vehicles, parts and accessories	519	563	429	514	539	477
Paper and paper products	105	111	87	89	110	107
Commercial products	424	438	445	442	463	497
Used household and office products	409	432	440	385	351	404
Containers	843	928	921	1 039	1 172	1 145
Parcels	519	607	436	419	499	569
Other freight	4 332	4 044	3 566	3 452	3 288	3 211
Total	**19 358**	**19 706**	**17 809**	**17 600**	**17 870**	**17 934**

[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-23	Nov-23	Dec-23	Jan-24	Feb-24	Mar-24
Agriculture and forestry primary products	-0,2	-4,9	-15,8	-4,6	-5,9	-10,6
Primary mining and quarrying products	10,3	19,2	9,6	-2,2	8,0	4,2
Manufactured food, beverages and tobacco products	-7,8	-15,0	-15,2	-12,0	-7,1	-13,1
Textiles, clothing and leather products	5,6	-4,6	8,9	3,3	7,6	6,5
Chemicals, coke, petroleum, rubber, plastic and other mineral products	-7,6	-0,1	6,6	1,5	-4,0	-7,4
Basic metals and fabricated metal products	40,7	-22,6	-1,3	12,0	8,8	7,0
Non-metallic products	27,4	10,9	-0,7	-5,9	21,6	13,8
Electrical machinery, transport machinery and equipment	6,4	8,1	30,9	23,4	39,6	36,6
Motor vehicles, parts and accessories	-1,1	3,5	-22,6	2,4	12,8	-3,0
Paper and paper products	-0,9	-5,1	-4,4	7,2	7,8	21,6
Commercial products	2,7	-9,7	21,9	28,9	32,3	35,1
Used household and office products	1,0	-7,7	0,2	10,0	-8,4	4,7
Containers	15,8	5,9	17,2	37,4	57,7	39,5
Parcels	4,4	-4,1	4,8	0,0	13,7	18,0
Other freight	12,8	4,2	13,3	-3,7	0,0	-10,7
Total	**6,2**	**3,7**	**3,8**	**-0,4**	**6,2**	**0,6**

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

Table 8 – Passenger transportation (income at current prices)

Year and month [1]		Rail		Road		Total	
		Passenger journeys (000)	Income (R million)	Passenger journeys (000)	Income (R million)	Passenger journeys (000)	Income (R million)
2023	Jan	2 483	125	18 901	787	21 384	912
	Feb	3 124	122	20 859	770	23 983	892
	Mar	3 567	136	24 333	903	27 900	1 039
	Apr	2 635	110	17 830	730	20 465	840
	May	3 468	113	21 437	776	24 905	889
	Jun	3 222	116	21 625	874	24 847	990
	Jul	3 163	96	21 371	849	24 534	945
	Aug	3 901	117	21 835	819	25 736	936
	Sep	3 844	143	25 668	930	29 512	1 073
	Oct	4 379	153	23 783	831	28 162	984
	Nov	4 915	143	24 225	861	29 140	1 004
	Dec	3 058	79	20 669	952	23 727	1 031
	Total	**41 759**	**1 453**	**262 536**	**10 082**	**304 295**	**11 535**
2024	Jan	4 078	151	21 880	885	25 958	1 036
	Feb	5 404	149	22 701	832	28 105	981
	Mar	5 096	151	24 354	929	29 450	1 080

[1] Figures for the latest month are preliminary.

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

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

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)
2023	Jan	2 768	114	19 702	777	22 470	890
	Feb	2 780	114	20 580	829	23 360	943
	Mar	3 210	125	22 523	859	25 733	984
	Apr	2 629	116	19 969	828	22 598	944
	May	3 550	116	22 416	821	25 966	937
	Jun	3 416	122	22 077	864	25 493	986
	Jul	3 435	108	21 626	840	25 062	947
	Aug	3 703	120	21 085	840	24 788	960
	Sep	3 774	128	23 459	853	27 233	982
	Oct	3 942	130	22 495	824	26 437	953
	Nov	4 343	133	23 054	855	27 397	988
	Dec	4 343	127	23 114	890	27 457	1 017
2024	Jan	4 525	136	22 849	872	27 374	1 009
	Feb	4 771	138	22 421	878	27 192	1 016
	Mar	4 663	139	22 565	883	27 228	1 021

Table 11 – Month-on-month percentage change in seasonally adjusted passenger transportation (income at current prices)

Year and month		Rail		Road		Total	
		Passenger journeys	Income	Passenger journeys	Income	Passenger journeys	Income
2023	Jan	3,1	17,5	-11,2	-8,7	-9,7	-6,0
	Feb	0,4	0,0	4,5	6,7	4,0	6,0
	Mar	15,5	9,6	9,4	3,6	10,2	4,3
	Apr	-18,1	-7,2	-11,3	-3,6	-12,2	-4,1
	May	35,0	0,0	12,3	-0,8	14,9	-0,7
	Jun	-3,8	5,2	-1,5	5,2	-1,8	5,2
	Jul	0,6	-11,5	-2,0	-2,8	-1,7	-4,0
	Aug	7,8	11,1	-2,5	0,0	-1,1	1,4
	Sep	1,9	6,7	11,3	1,5	9,9	2,3
	Oct	4,5	1,6	-4,1	-3,4	-2,9	-3,0
	Nov	10,2	2,3	2,5	3,8	3,6	3,7
	Dec	0,0	-4,5	0,3	4,1	0,2	2,9
2024	Jan	4,2	7,1	-1,1	-2,0	-0,3	-0,8
	Feb	5,4	1,5	-1,9	0,7	-0,7	0,7
	Mar	-2,3	0,7	0,6	0,6	0,1	0,5

Explanatory notes

Introduction	**1**	Statistics South Africa (Stats SA) conducts a monthly survey of the land transportation industry, covering passenger and freight transportation by rail and road (see point 4 below). This survey is based on a sample drawn from the 2023 statistical business register (SBR) that contains businesses registered for value-added tax (VAT) and income tax.
	2	In order to improve timeliness, some information for the latest month had to be imputed due to late response. These imputations will be revised in future statistical releases as soon as information becomes available. Published land transportation income estimates exclude VAT.
Purpose of the survey	**3**	The results of the monthly land transport survey are used to compile estimates of the gross domestic product (GDP) and its components, which are used in monitoring the state of the economy and formulation of economic policy. These statistics are also used in the analysis of comparative business and industry performance.
Scope of the survey	**4**	This survey covers enterprises involved in land transportation according to the following types of transportation:

- railway transport (including passenger and freight transportation);
- 'other' scheduled passenger land transport – urban, suburban and inter-urban bus and coach passenger lines and school buses;
- 'other' non-scheduled passenger land transport – safaris and sightseeing bus tours, metered taxis and 'other' passenger transport including renting of motor cars with drivers; and
- freight transport by road.

Exclusions	**5**	Passenger transportation excludes:

- minibus taxis;
- metropolitan buses (including the Bus Rapid Transport system – BRT); and
- rental of private cars/buses without drivers.

Freight transportation excludes:

- renting of trucks without drivers; and
- in-house transportation.

Classification	**6**	The 1993 edition of the *Standard Industrial Classification of All Economic Activities* (SIC), Fifth Edition, Report No. 09-90-02, was used to classify the statistical units in the survey. The SIC is based on the 1990 *International Standard Industrial Classification of All Economic Activities* (ISIC) with suitable adaptations for local conditions. Statistics in this publication are presented at SIC division (two-digit) level. Each enterprise is classified to the industry which reflects its predominant activity.
Collection rate	**7**	The preliminary collection rate for the survey on land transportation for March 2024 was 72,1%. The improved collection rate for February 2024 was 74,6%.
Statistical unit	**8**	The statistical unit for which information is compiled and published is an enterprise, defined as a legal unit or a combination of legal units that includes and directly controls all functions necessary to carry out its income activities. The statistical units are derived from and linked to the South African Revenue Service (SARS) administrative data.
Revised figures	**9**	Revised figures are mainly due to late submission of data to Stats SA, or respondents reporting revisions or corrections to their figures. Preliminary figures, as indicated in the relevant tables, are subject to change and when revised will not be indicated as such.
Related publications	**10**	Users may also wish to refer to the following publication available from Stats SA –

- *Stats in Brief* issued annually.

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

Technical notes

Survey methodology and design

1 The survey is conducted on a monthly basis. Questionnaires are sent to a sample of 784 enterprises from a population of 5 136 enterprises. Completed questionnaires are required to be returned to Stats SA within 10 days after the end of the reference month. Email and telephone reminders are used to follow up on non-respondents.

2 A stratified random sample was drawn at the SIC four-digit level in April 2023 from Stats SA's statistical business register (SBR). Strata were formed using a combination of Standard Industrial Classification and the measure of size classes for enterprises (see paragraph 3 below).

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

$$nh = n * (Nh * Sh) / [\Sigma (Ni * Si)].$$

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

Sample design and class limits

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

Measure of size classes (Rand)

Enterprise size	Size group	Lower limit	Upper limit
Very small	4	1 375 366	9 000 000
Small	3	9 000 001	39 000 000
Medium	2	39 000 001	78 000 000
Large	1	78 000 001	

Sample weighting

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

Reliability of estimates

5 Data presented in this publication are based on information obtained from a sample and are, therefore, subject to sampling variability; that is, they may differ from the figures that would have been produced if the data had been obtained from all enterprises in the land transport industry in South Africa. Estimates are subject to sampling and non-sampling errors.

6 Inaccuracies may occur because of imperfections in reporting by enterprises and errors made in the collection and processing of the data. Inaccuracies of this kind are referred to as non-sampling errors. Every effort is made to minimise non-sampling errors by careful design of questionnaires, testing them in pilot studies, editing reported data and

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

Relative standard error   **7**   One measure is the standard error (SE), which indicates the extent to which an estimate might have varied by chance because only a sample of enterprises was used. The relative standard error (RSE) provides an immediate indication of the percentage errors likely to have occurred due to sampling, and thus avoids the need to refer to the size of the estimate.

Estimates of land transport within 95% confidence limits – March 2024

	Lower limit (R million)	Estimate (R million)	Upper limit (R million)	Relative standard error (RSE) %
Freight income	15 893	17 934	19 975	5,8
Passenger income	1 066	1 080	1 093	0,6

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

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

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

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

Glossary

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

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

Symbols and abbreviations

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

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General information

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

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A release calendar is disseminated on www.statssa.gov.za.

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

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