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Freight transportation: results for May 2023

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

	Dec-22	Jan-23	Feb-23	Mar-23	Apr-23	May-23
Freight payload	12,9	17,2	7,3	4,8	11,4	-0,3
Freight income	15,1	19,9	11,6	7,3	11,3	2,2

The volume of goods transported (payload) decreased by 0,3% in May 2023 compared with May 2022. The corresponding income increased by 2,2% over the same period.

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

Type of commodity	Mar – May 2022 (R million)	Weight (%)	Mar – May 2023 (R million)	% change between Mar – May 2022 and Mar – May 2023	Contribution (% points) to the total % change
Agriculture and forestry primary products	4 053	8,4	3 735	-7,8	-0,7
Primary mining and quarrying products	15 525	32,3	17 524	12,9	4,2
Manufactured food, beverages and tobacco products	5 917	12,3	6 273	6,0	0,7
Textiles, clothing and leather goods	1 153	2,4	1 218	5,6	0,1
Chemicals, coke, petroleum, rubber, plastic and other mineral products	3 723	7,7	3 573	-4,0	-0,3
Basic metals and fabricated metal products	695	1,4	722	3,9	0,1
Non-metallic products	446	0,9	469	5,2	0,0
Electrical machinery, transport machinery and equipment	534	1,1	646	21,0	0,2
Motor vehicles, parts and accessories	1 207	2,5	1 347	11,6	0,3
Paper and paper products	256	0,5	227	-11,3	-0,1
Commercial products	570	1,2	625	9,6	0,1
Used household and office products	1 375	2,9	1 146	-16,7	-0,5
Containers	1 835	3,8	2 022	10,2	0,4
Parcels	1 210	2,5	1 204	-0,5	0,0
Other freight	9 637	20,0	10 657	10,6	2,1
Total income	48 136	100,0	51 389	6,8	6,8

Income from freight transportation increased by 6,8% in the three months ended May 2023 compared with the three months ended May 2022. The main positive contributors to this increase were:

- primary mining and quarrying products (12,9% and contributing 4,2 percentage points);
- 'other' freight (10,6% and contributing 2,1 percentage points); and
- manufactured food, beverages and tobacco products (6,0% and contributing 0,7 of a percentage point) – see Table B.

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

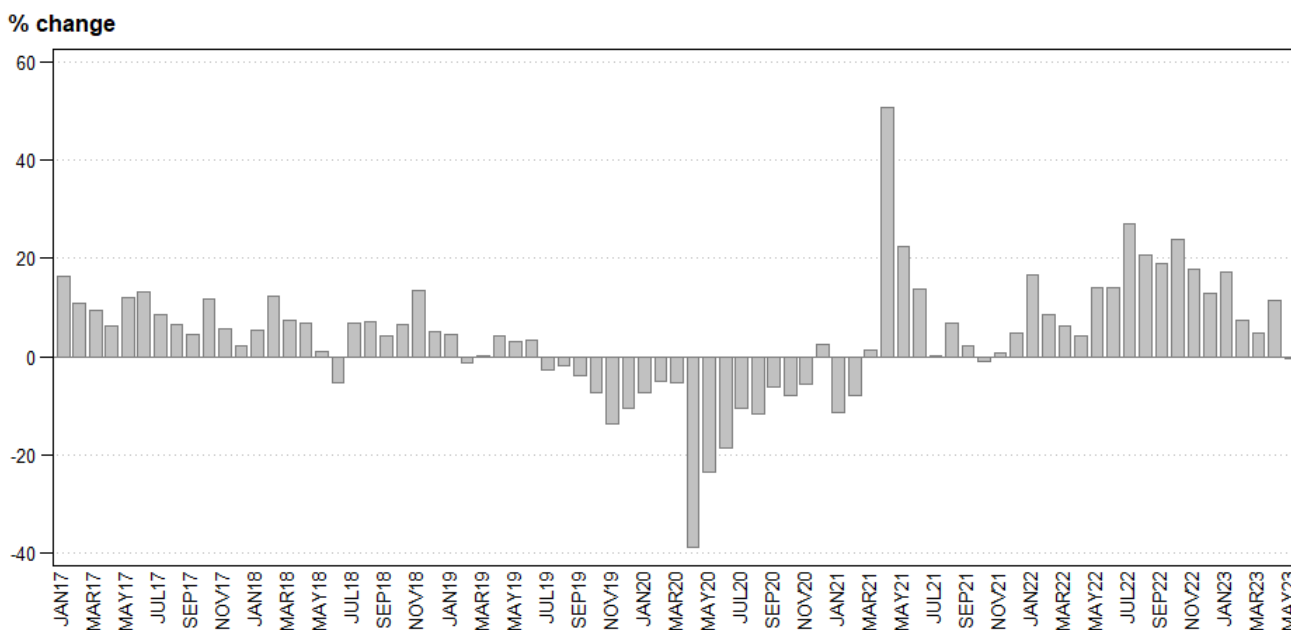


Table C – Seasonally adjusted payload for the latest three months by type of transport

Payload	Dec 2022 – Feb 2023 (000 tons)	Weight (%)	Mar – May 2023 (000 tons)	% change between Dec 2022 – Feb 2023 and Mar – May 2023	Contribution (% points) to the total % change
Rail	38 318	14,7	37 050	-3,3	-0,5
Road	222 073	85,3	213 086	-4,0	-3,4
Total	260 391	100,0	250 134	-3,9	-3,9

Seasonally adjusted payload decreased by 3,9% in the three months ended May 2023 compared with the previous three months. Road freight decreased by 4,0% (contributing -3,4 percentage points) and rail freight decreased by 3,3% (contributing -0,5 of a percentage point) – see Table C.

Passenger transportation: results for May 2023

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

	Dec-22	Jan-23	Feb-23	Mar-23	Apr-23	May-23
Passenger journeys	13,5	18,8	12,9	13,5	2,5	18,3
Passenger income	45,3	30,5	19,1	15,5	5,4	11,1

The number of passenger journeys increased by 18,3% in May 2023 compared with May 2022. The corresponding income increased by 11,1% over the same period.

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

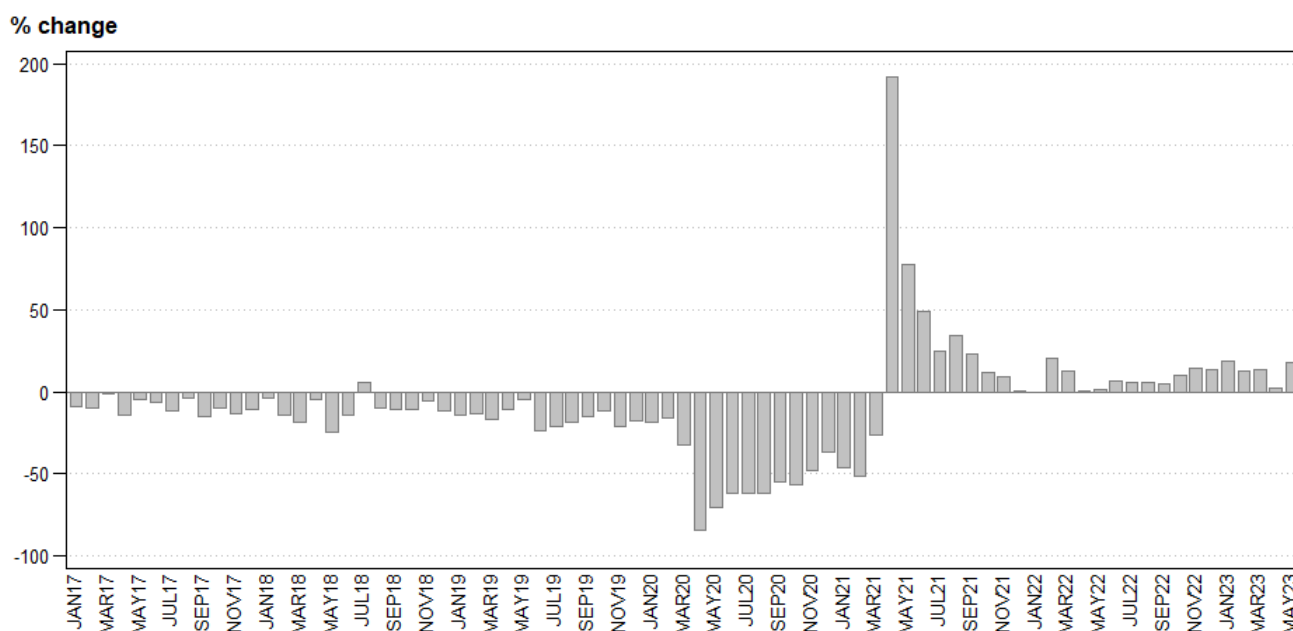


Table E – Seasonally adjusted passenger journeys for the latest three months by type of transport

Passenger journeys	Dec 2022 – Feb 2023 (000)	Weight (%)	Mar – May 2023 (000)	% change between Dec 2022 – Feb 2023 and Mar – May 2023	Contribution (% points) to the total % change
Rail	8 367	11,5	9 354	11,8	1,4
Road	64 186	88,5	61 956	-3,5	-3,1
Total	72 553	100,0	71 311	-1,7	-1,7

Seasonally adjusted passenger journeys decreased by 1,7% in the three months ended May 2023 compared with the previous three months. Road passenger journeys decreased by 3,5% (contributing -3,1 percentage points) while rail passenger journeys increased by 11,8% (contributing 1,4 percentage points) – see Table E.

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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
	Total	154 679	34 382	839 218	167 320	993 894	201 702
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	11 849	2 828	69 558	13 984	81 407	16 812
	Apr	13 425	3 255	69 778	13 803	83 203	17 057
	May	11 972	3 033	72 643	14 487	84 615	17 520

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
	Total	-12,0	-7,9	22,5	25,0	15,4	17,8
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	7,7	8,2	4,8	7,3
	Apr	-6,1	5,0	15,6	12,9	11,4	11,3
	May	-12,1	2,8	1,9	2,0	-0,3	2,2

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

Year and month		Rail		Road		Total	
		Payload (000 tons)	Income (R million)	Payload (000 tons)	Income (R million)	Payload (000 tons)	Income (R million)
2022	Jan	14 138	2 990	64 896	12 706	79 034	15 696
	Feb	14 423	3 058	62 852	12 385	77 275	15 444
	Mar	13 483	2 950	64 622	12 956	78 104	15 906
	Apr	13 663	2 984	62 774	12 636	76 437	15 620
	May	13 661	3 012	68 970	13 776	82 631	16 788
	Jun	12 926	2 905	70 361	14 185	83 287	17 090
	Jul	13 625	3 087	74 181	14 922	87 806	18 009
	Aug	13 105	3 030	73 434	14 765	86 539	17 795
	Sep	13 234	3 152	71 906	14 417	85 140	17 569
	Oct	11 200	2 168	75 788	14 806	86 989	16 974
	Nov	8 806	2 224	74 422	14 822	83 229	17 046
	Dec	12 391	2 785	73 574	14 622	85 965	17 407
2023	Jan	13 346	3 089	77 848	15 470	91 194	18 559
	Feb	12 581	2 976	70 651	14 289	83 232	17 265
	Mar	12 233	3 044	69 851	14 031	82 084	17 075
	Apr	12 758	3 133	73 501	14 523	86 258	17 656
	May	12 059	3 107	69 734	13 931	81 792	17 039

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	-9,4	-4,6	8,8	6,9	5,1	4,5
	Feb	2,0	2,3	-3,1	-2,5	-2,2	-1,6
	Mar	-6,5	-3,5	2,8	4,6	1,1	3,0
	Apr	1,3	1,2	-2,9	-2,5	-2,1	-1,8
	May	0,0	0,9	9,9	9,0	8,1	7,5
	Jun	-5,4	-3,6	2,0	3,0	0,8	1,8
	Jul	5,4	6,3	5,4	5,2	5,4	5,4
	Aug	-3,8	-1,8	-1,0	-1,1	-1,4	-1,2
	Sep	1,0	4,0	-2,1	-2,4	-1,6	-1,3
	Oct	-15,4	-31,2	5,4	2,7	2,2	-3,4
	Nov	-21,4	2,6	-1,8	0,1	-4,3	0,4
	Dec	40,7	25,2	-1,1	-1,3	3,3	2,1
2023	Jan	7,7	10,9	5,8	5,8	6,1	6,6
	Feb	-5,7	-3,7	-9,2	-7,6	-8,7	-7,0
	Mar	-2,8	2,3	-1,1	-1,8	-1,4	-1,1
	Apr	4,3	2,9	5,2	3,5	5,1	3,4
	May	-5,5	-0,8	-5,1	-4,1	-5,2	-3,5

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

Type of commodity	Dec-22	Jan-23	Feb-23	Mar-23	Apr-23	May-23 1/
Agriculture and forestry primary products	1 435	1 322	1 255	1 168	1 234	1 333
Primary mining and quarrying products	5 227	5 609	5 159	5 528	6 064	5 932
Manufactured food, beverages and tobacco products	2 190	2 121	1 959	2 070	2 033	2 170
Textiles, clothing and leather products	360	323	343	392	380	446
Chemicals, coke, petroleum, rubber, plastic and other mineral products	1 226	1 349	1 288	1 220	1 125	1 228
Basic metals and fabricated metal products	226	190	220	208	266	248
Non-metallic products	134	127	145	147	153	169
Electrical machinery, transport machinery and equipment	176	208	204	219	203	224
Motor vehicles, parts and accessories	482	439	419	435	441	471
Paper and paper products	78	71	81	75	79	73
Commercial products	213	203	200	204	209	212
Used household and office products	566	498	502	401	343	402
Containers	600	604	598	664	673	685
Parcels	359	364	377	422	350	432
Other freight	3 148	3 596	3 367	3 658	3 504	3 495
Total	16 422	17 023	16 117	16 812	17 057	17 520

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

Table 7 – Contribution of each type of commodity to the year-on-year percentage change in freight transportation income at current prices (percentage points)

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

Table 8 – Passenger transportation (income at current prices)

Year and month 1/		Rail		Road		Total	
		Passenger journeys (000)	Income (R million)	Passenger journeys (000)	Income (R million)	Passenger journeys (000)	Income (R million)
2022	Jan	1 367	35	16 634	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
	Total	19 118	945	244 487	9 238	263 605	10 183
2023	Jan	2 483	125	18 905	786	21 388	911
	Feb	3 124	122	20 994	770	24 118	892
	Mar	3 567	136	24 332	902	27 899	1 038
	Apr	2 635	110	17 697	730	20 332	840
	May	3 468	113	21 483	768	24 951	881

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
2022	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
	Total	-12,1	112,8	10,1	14,5	8,2	19,6
2023	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	8,8	8,5	13,5	15,5
	Apr	82,9	44,7	-3,8	1,2	2,5	5,4
	May	169,9	46,8	8,4	7,3	18,3	11,1

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	1 548	33	17 924	669	19 472	702
	Feb	1 841	57	19 115	735	20 955	792
	Mar	2 037	62	20 127	763	22 164	825
	Apr	1 466	81	19 726	794	21 192	876
	May	1 253	80	19 452	738	20 705	818
	Jun	1 001	70	20 265	797	21 266	867
	Jul	1 057	91	19 519	753	20 577	844
	Aug	1 277	90	20 648	752	21 925	842
	Sep	1 350	98	21 797	836	23 147	934
	Oct	1 656	98	20 424	721	22 080	819
	Nov	2 237	103	22 481	786	24 718	889
	Dec	2 627	80	23 093	892	25 720	973
2023	Jan	2 816	120	20 390	793	23 206	912
	Feb	2 924	119	20 703	820	23 627	938
	Mar	3 338	123	21 924	826	25 263	949
	Apr	2 640	118	18 980	805	21 620	923
	May	3 376	117	21 052	794	24 428	911

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	-18,4	-23,3	-13,4	7,4	-13,8	5,4
	Feb	18,9	72,7	6,6	9,9	7,6	12,8
	Mar	10,6	8,8	5,3	3,8	5,8	4,2
	Apr	-28,0	30,6	-2,0	4,1	-4,4	6,2
	May	-14,5	-1,2	-1,4	-7,1	-2,3	-6,6
	Jun	-20,1	-12,5	4,2	8,0	2,7	6,0
	Jul	5,6	30,0	-3,7	-5,5	-3,2	-2,7
	Aug	20,8	-1,1	5,8	-0,1	6,6	-0,2
	Sep	5,7	8,9	5,6	11,2	5,6	10,9
	Oct	22,7	0,0	-6,3	-13,8	-4,6	-12,3
	Nov	35,1	5,1	10,1	9,0	11,9	8,5
	Dec	17,4	-22,3	2,7	13,5	4,1	9,4
2023	Jan	7,2	50,0	-11,7	-11,1	-9,8	-6,3
	Feb	3,8	-0,8	1,5	3,4	1,8	2,9
	Mar	14,2	3,4	5,9	0,7	6,9	1,2
	Apr	-20,9	-4,1	-13,4	-2,5	-14,4	-2,7
	May	27,9	-0,8	10,9	-1,4	13,0	-1,3

Survey information

Introduction	1	Statistics South Africa (Stats SA) conducts a monthly survey of the land transportation industry, covering passenger and freight transportation by rail and road (see point 4 below). This survey is based on a sample drawn from the 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.
Purpose of the survey	3	The results of the monthly land transport survey are used to compile estimates of the gross domestic product (GDP) and its components, which are used in monitoring the state of the economy and formulation of economic policy. These statistics are also used in the analysis of comparative business and industry performance.
Scope of the survey	4	This survey covers enterprises involved in land transportation according to the following type of transportation: <ul style="list-style-type: none"> • railway transport (including passenger and freight transportation); • 'other' scheduled passenger land transport – urban, suburban and inter-urban bus and coach passenger lines and school buses; • 'other' non-scheduled passenger land transport – safaris and sightseeing bus tours, metered taxis and 'other' passenger transport including renting of motor cars with drivers; and • freight transport by road.
Exclusions	5	Passenger transportation excludes: <ul style="list-style-type: none"> • minibus taxis; • metropolitan buses (including the Bus Rapid Transport system – BRT); and • rental of private cars/buses without drivers. <p>Freight transportation excludes:</p> <ul style="list-style-type: none"> • renting of trucks without drivers; and • in-house transportation.
Classification	6	The 1993 edition of the <i>Standard Industrial Classification of All Economic Activities</i> (SIC), Fifth Edition, Report No. 09-90-02, was used to classify the statistical units in the survey. The SIC is based on the 1990 <i>International Standard Industrial Classification of All Economic Activities</i> (ISIC) with suitable adaptations for local conditions. Statistics in this publication are presented at SIC division (two-digit) level. Each enterprise is classified to the industry which reflects its predominant activity.
Collection rate	7	The preliminary collection rate for the survey on land transportation for May 2023 was 75,0%. The improved collection rate for April 2023 was 79,7%.
Statistical unit	8	The statistical unit for which information is compiled and published is an enterprise, defined as a legal unit or a combination of legal units that includes and directly controls all functions necessary to carry out its income activities. The statistical units are derived from and linked to the South African Revenue Service (SARS) administrative data.
Revised figures	9	Revised figures are mainly due to late submission of data to Stats SA, or respondents reporting revisions or corrections to their figures. Preliminary figures, as indicated in the relevant tables, are subject to change and when revised will not be indicated as such.
Related publications	10	Users may also wish to refer to the following publication available from Stats SA – <ul style="list-style-type: none"> • <i>Stats in Brief</i> issued annually.

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

Technical notes

- Survey methodology and design** 1 The survey is conducted on a monthly basis. Questionnaires are sent to a sample of 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 – May 2023

	Lower limit (R million)	Estimate (R million)	Upper limit (R million)	Relative standard error (RSE) %
Freight income	16 557	17 520	18 483	2,8
Passenger income	791	881	971	5,1

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

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