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Freight transportation: results for May 2024

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

	Dec-23	Jan-24	Feb-24	Mar-24	Apr-24	May-24
Freight payload	-2,8	-6,7	-0,1	-4,1	-6,1	-9,2
Freight income	3,8	-0,4	6,2	0,5	0,6	-0,8

The volume of goods transported (payload) decreased by 9,2% in May 2024 compared with May 2023. The corresponding income decreased by 0,8% 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 2023 (R million)	Weight (%)	Mar – May 2024 (R million)	% change between Mar – May 2023 and Mar – May 2024	Contribution (% points) to the total % change
Agriculture and forestry primary products	3 599	6,6	3 219	-10,6	-0,7
Primary mining and quarrying products	18 938	34,8	18 554	-2,0	-0,7
Manufactured food, beverages and tobacco products	7 519	13,8	6 277	-16,5	-2,3
Textiles, clothing and leather goods	1 334	2,5	1 454	9,0	0,2
Chemicals, coke, petroleum, rubber, plastic and other mineral products	2 540	4,7	2 551	0,4	0,0
Basic metals and fabricated metal products	746	1,4	721	-3,4	0,0
Non-metallic products	415	0,8	490	18,1	0,1
Electrical machinery, transport machinery and equipment	995	1,8	1 270	27,6	0,5
Motor vehicles, parts and accessories	1 476	2,7	1 507	2,1	0,1
Paper and paper products	260	0,5	298	14,6	0,1
Commercial products	1 105	2,0	1 482	34,1	0,7
Used household and office products	1 100	2,0	1 119	1,7	0,0
Containers	2 504	4,6	3 477	38,9	1,8
Parcels	1 363	2,5	1 599	17,3	0,4
Other freight	10 465	19,3	10 397	-0,6	-0,1
Total income	54 359	100,0	54 414	0,1	0,1

Income from freight transportation increased by 0,1% in the three months ended May 2024 compared with the three months ended May 2023. The main positive contributors to this increase were:

- containers (38,9% and contributing 1,8 percentage points);
- commercial products (34,1% and contributing 0,7 of a percentage point); and
- electrical machinery, transport machinery and equipment (27,6% and contributing 0,5 of a percentage point).

The main negative contributors were:

- manufactured food, beverages and tobacco products (-16,5% and contributing -2,3 percentage points);
- agriculture and forestry primary products (-10,6% and contributing -0,7 of a percentage point); and
- primary mining and quarrying products (-2,0% and contributing -0,7 of a percentage point) – see Table B.

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

Payload	Dec 2023 – Feb 2024 (000 tons)	Weight (%)	Mar – May 2024 (000 tons)	% change between Dec 2023 – Feb 2024 and Mar – May 2024	Contribution (% points) to the total % change
Rail	40 352	16,0	40 462	0,3	0,0
Road	211 929	84,0	199 926	-5,7	-4,8
Total	252 280	100,0	240 387	-4,7	-4,7

Seasonally adjusted payload decreased by 4,7% in the three months ended May 2024 compared with the previous three months. Road freight decreased by 5,7% (contributing -4,8 percentage points) while rail freight increased by 0,3% (contributing 0,0 of a percentage point) – see Table C.

Figure 1 – Freight transportation: seasonally adjusted payload

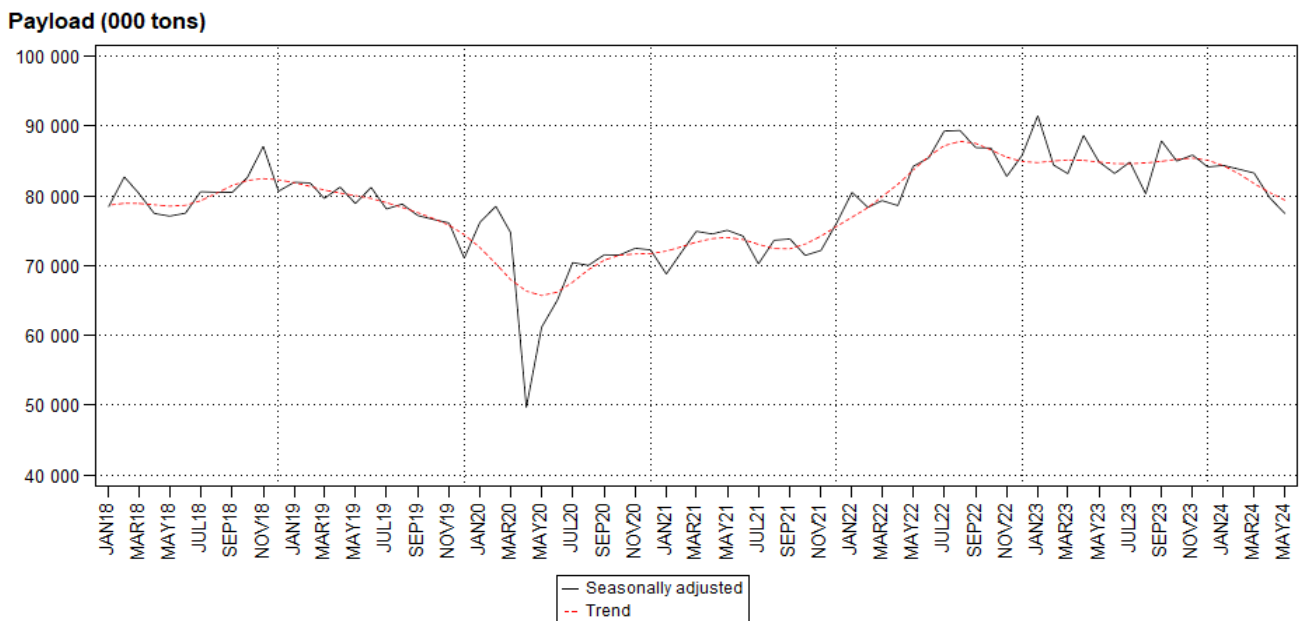
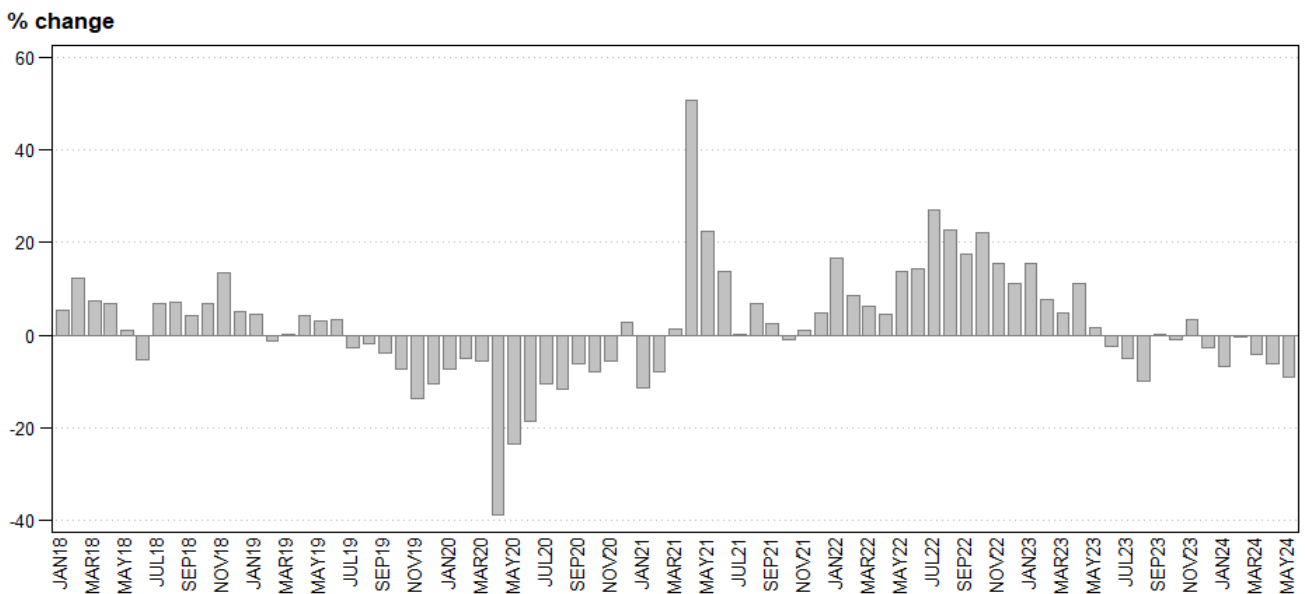


Figure 2 – Freight transportation: year-on-year percentage change in payload



Passenger transportation: results for May 2024

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

	Dec-23	Jan-24	Feb-24	Mar-24	Apr-24	May-24
Passenger journeys	9,2	21,4	17,2	4,2	29,1	5,8
Passenger income	6,6	13,6	10,0	3,4	17,1	10,6

The number of passenger journeys increased by 5,8% in May 2024 compared with May 2023. The corresponding income increased by 10,6% over the same period.

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

Passenger journeys	Dec 2023 – Feb 2024 (000)	Weight (%)	Mar – May 2024 (000)	% change between Dec 2023 – Feb 2024 and Mar – May 2024	Contribution (% points) to the total % change
Rail	14 522	17,5	15 182	4,5	0,8
Road	68 422	82,5	68 074	-0,5	-0,4
Total	82 944	100,0	83 256	0,4	0,4

Seasonally adjusted passenger journeys increased by 0,4% in the three months ended May 2024 compared with the previous three months. Rail passenger journeys increased by 4,5% (contributing 0,8 of a percentage point) while road passenger journeys decreased by 0,5% (contributing -0,4 of a percentage point) – see Table E.

Figure 3 – Passenger transportation: seasonally adjusted passenger journeys

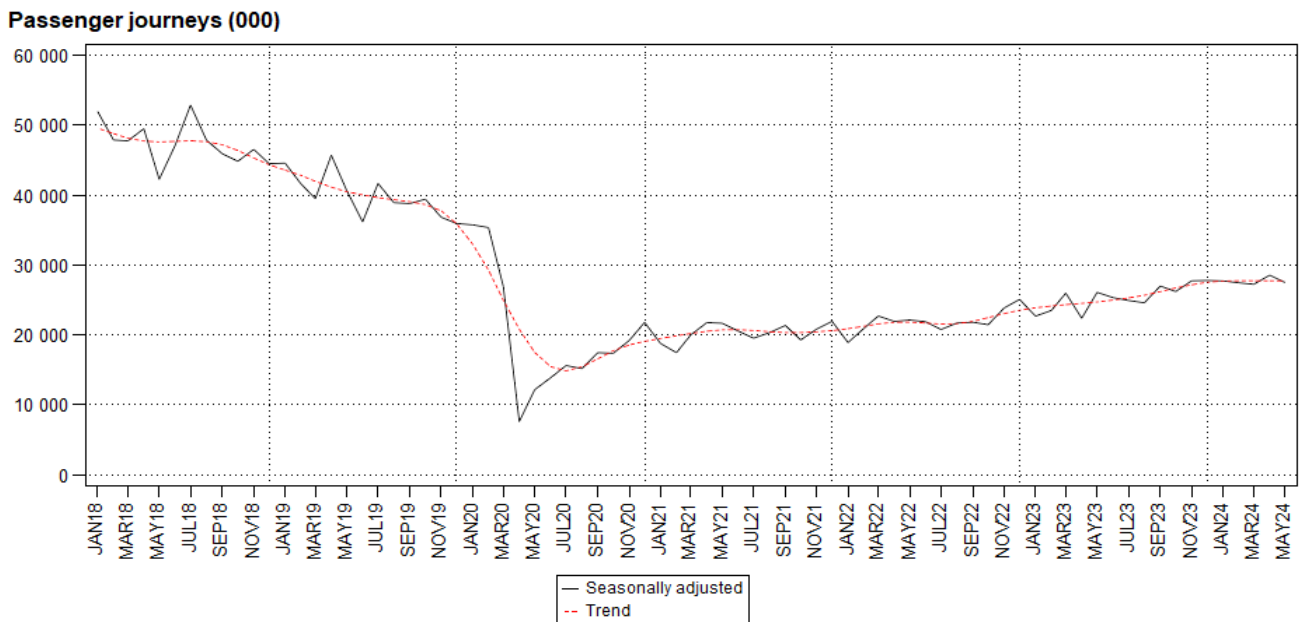
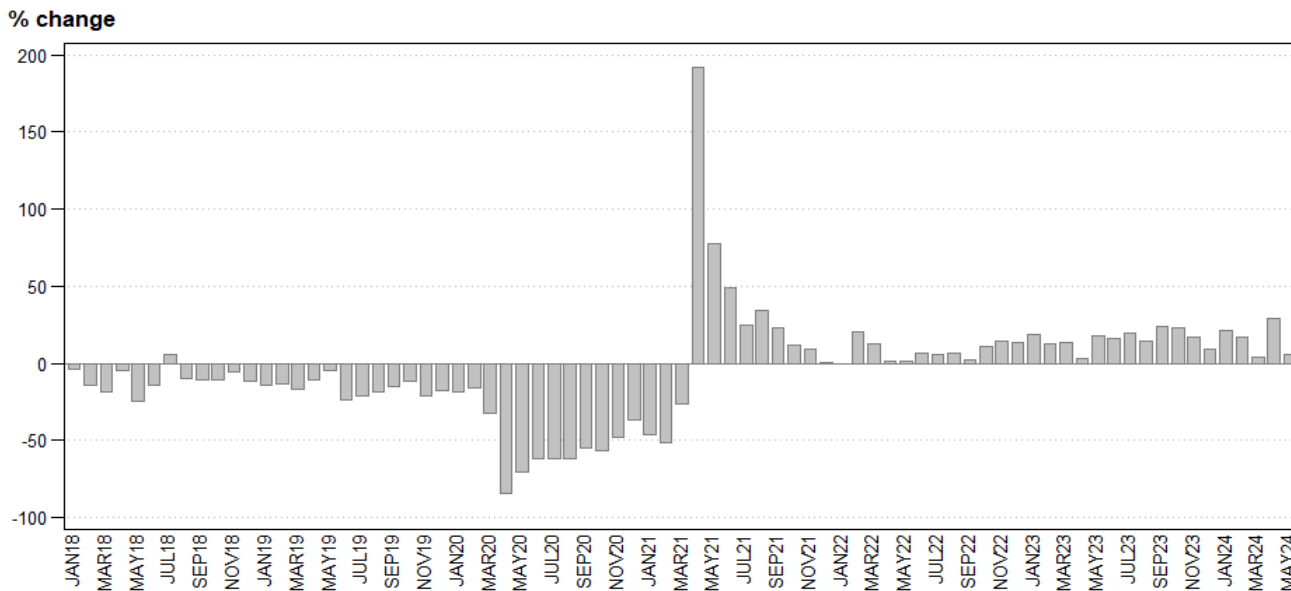


Figure 4 – Passenger transportation: year-on-year percentage change in passenger journeys




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	13 206	3 697	66 271	14 706	79 477	18 403

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	9,2	20,8	-12,2	-5,0	-9,2	-0,8

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	13 630	3 136	77 841	15 937	91 472	19 073
	Feb	12 637	2 980	71 768	14 957	84 405	17 937
	Mar	12 318	3 024	70 856	14 919	83 175	17 943
	Apr	13 065	3 185	75 581	15 769	88 647	18 953
	May	12 298	3 106	72 585	14 996	84 882	18 102
	Jun	12 924	3 317	70 280	14 730	83 204	18 047
	Jul	12 892	3 174	71 942	15 074	84 834	18 248
	Aug	12 878	3 252	67 412	14 715	80 290	17 967
	Sep	17 374	4 401	70 502	15 060	87 876	19 462
	Oct	13 106	3 274	71 867	15 404	84 973	18 678
	Nov	13 064	3 421	72 776	15 254	85 841	18 675
	Dec	13 761	3 727	70 380	15 159	84 140	18 886
2024	Jan	13 150	3 515	71 194	15 319	84 344	18 834
	Feb	13 441	3 614	70 355	15 346	83 796	18 960
	Mar	13 744	3 738	69 517	15 140	83 261	18 878
	Apr	13 230	3 553	66 463	14 565	79 692	18 118
	May	13 488	3 751	63 946	14 275	77 434	18 026

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

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

Type of commodity	Dec-23	Jan-24	Feb-24	Mar-24	Apr-24	May-24
Agriculture and forestry primary products	1 079	1 094	1 094	988	1 019	1 212
Primary mining and quarrying products	6 246	6 017	6 116	6 300	6 218	6 036
Manufactured food, beverages and tobacco products	2 135	2 147	2 106	2 081	2 053	2 143
Textiles, clothing and leather products	451	381	425	434	518	502
Chemicals, coke, petroleum, rubber, plastic and other mineral products	878	906	826	816	870	865
Basic metals and fabricated metal products	224	215	247	253	254	214
Non-metallic products	138	128	163	147	163	180
Electrical machinery, transport machinery and equipment	335	369	469	435	426	409
Motor vehicles, parts and accessories	429	514	539	470	513	524
Paper and paper products	87	89	110	99	98	101
Commercial products	445	442	463	488	507	487
Used household and office products	440	385	351	394	381	344
Containers	921	1 039	1 172	1 149	1 165	1 163
Parcels	436	419	499	522	550	527
Other freight	3 566	3 452	3 288	3 348	3 354	3 695
Total	17 809	17 600	17 870	17 922	18 089	18 403

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

Type of commodity	Dec-23	Jan-24	Feb-24	Mar-24	Apr-24	May-24
Agriculture and forestry primary products	-15,8	-4,6	-5,9	-16,3	-8,4	-7,2
Primary mining and quarrying products	9,6	-2,2	8,0	5,3	-3,3	-7,5
Manufactured food, beverages and tobacco products	-15,2	-12,0	-7,1	-14,6	-28,8	-2,6
Textiles, clothing and leather products	8,9	3,3	7,6	-2,5	29,8	2,4
Chemicals, coke, petroleum, rubber, plastic and other mineral products	6,6	1,5	-4,0	-3,9	11,5	-5,0
Basic metals and fabricated metal products	-1,3	12,0	8,8	11,0	-4,2	-15,4
Non-metallic products	-0,7	-5,9	21,6	6,5	32,5	16,9
Electrical machinery, transport machinery and equipment	30,9	23,4	39,6	31,4	38,3	14,9
Motor vehicles, parts and accessories	-22,6	2,4	12,8	-4,5	10,3	1,0
Paper and paper products	-4,4	7,2	7,8	12,5	16,7	14,8
Commercial products	21,9	28,9	32,3	32,6	42,0	28,2
Used household and office products	0,2	10,0	-8,4	2,1	14,4	-9,7
Containers	17,2	37,4	57,7	40,0	43,6	33,4
Parcels	4,8	0,0	13,7	8,3	48,6	3,1
Other freight	13,3	-3,7	0,0	-6,9	2,6	2,6
Total	3,8	-0,4	6,2	0,5	0,6	-0,8

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

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	21 092	849	26 347	983

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	-1,6	9,4	5,8	10,6

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)
2023	Jan	2 937	114	19 735	782	22 673	896
	Feb	2 929	114	20 562	839	23 490	953
	Mar	3 384	127	22 583	872	25 968	999
	Apr	2 635	113	19 740	802	22 374	916
	May	3 424	117	22 660	817	26 084	934
	Jun	3 306	121	22 016	858	25 323	979
	Jul	3 309	108	21 606	835	24 915	943
	Aug	3 521	120	21 066	837	24 587	957
	Sep	3 550	127	23 435	854	26 985	982
	Oct	3 691	130	22 499	825	26 191	955
	Nov	4 664	133	23 071	858	27 735	991
	Dec	4 644	127	23 138	895	27 782	1 022
2024	Jan	4 830	137	22 887	879	27 717	1 017
	Feb	5 048	139	22 397	887	27 445	1 026
	Mar	4 949	141	22 281	892	27 230	1 033
	Apr	5 057	149	23 487	921	28 544	1 070
	May	5 176	139	22 306	895	27 482	1 035

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	2,9	17,5	-11,2	-8,5	-9,6	-5,9
	Feb	-0,3	0,0	4,2	7,3	3,6	6,4
	Mar	15,5	11,4	9,8	3,9	10,5	4,8
	Apr	-22,1	-11,0	-12,6	-8,0	-13,8	-8,3
	May	29,9	3,5	14,8	1,9	16,6	2,0
	Jun	-3,4	3,4	-2,8	5,0	-2,9	4,8
	Jul	0,1	-10,7	-1,9	-2,7	-1,6	-3,7
	Aug	6,4	11,1	-2,5	0,2	-1,3	1,5
	Sep	0,8	5,8	11,2	2,0	9,8	2,6
	Oct	4,0	2,4	-4,0	-3,4	-2,9	-2,7
	Nov	26,4	2,3	2,5	4,0	5,9	3,8
	Dec	-0,4	-4,5	0,3	4,3	0,2	3,1
2024	Jan	4,0	7,9	-1,1	-1,8	-0,2	-0,5
	Feb	4,5	1,5	-2,1	0,9	-1,0	0,9
	Mar	-2,0	1,4	-0,5	0,6	-0,8	0,7
	Apr	2,2	5,7	5,4	3,3	4,8	3,6
	May	2,4	-6,7	-5,0	-2,8	-3,7	-3,3

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 May 2024 was 71,2%. The revised collection rate for April 2024 was 74,6%.
- 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
May-24	Additional information from respondents	Apr-24
Jun-24	Additional information from respondents	May-24
Jul-24	Additional information from respondents New sample	Jan-08 - 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

- 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 – May 2024

	Lower limit (R million)	Estimate (R million)	Upper limit (R million)	Relative standard error (RSE) %
Freight income	16 422	18 403	20 382	5,4
Passenger income	966	983	999	0,8

- 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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