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Freight transportation: results for November 2024

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

	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24
Freight payload	-3,8	-5,8	-6,3	-12,1	-10,3	-11,3
Freight income	-0,8	-1,1	-3,0	-11,9	-5,8	-6,8

The volume of goods transported (payload) decreased by 11,3% in November 2024 compared with November 2023. The corresponding income decreased by 6,8% over the same period.

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

Type of commodity	Sep – Nov 2023 (R million)	Weight (%)	Sep – Nov 2024 (R million)	% change between Sep – Nov 2023 and Sep – Nov 2024	Contribution (% points) to the total % change
Agriculture and forestry primary products	3 805	6,4	3 126	-17,8	-1,1
Primary mining and quarrying products	20 174	34,0	18 776	-6,9	-2,3
Manufactured food, beverages and tobacco products	6 792	11,5	6 623	-2,5	-0,3
Textiles, clothing and leather goods	1 520	2,6	1 569	3,2	0,1
Chemicals, coke, petroleum, rubber, plastic and other mineral products	2 814	4,7	2 373	-15,7	-0,7
Basic metals and fabricated metal products	739	1,2	776	5,0	0,1
Non-metallic products	505	0,9	496	-1,8	0,0
Electrical machinery, transport machinery and equipment	1 072	1,8	1 308	22,0	0,4
Motor vehicles, parts and accessories	1 595	2,7	1 716	7,6	0,2
Paper and paper products	320	0,5	252	-21,3	-0,1
Commercial products	1 271	2,1	1 549	21,9	0,5
Used household and office products	1 234	2,1	1 134	-8,1	-0,2
Containers	2 642	4,5	3 149	19,2	0,9
Parcels	1 619	2,7	1 720	6,2	0,2
Other freight	13 160	22,2	9 836	-25,3	-5,6
Total income	59 262	100,0	54 400	-8,2	-8,2

Income from freight transportation decreased by 8,2% in the three months ended November 2024 compared with the three months ended November 2023. The main negative contributors to this decrease were:

- 'other' freight (-25,3% and contributing -5,6 percentage points);
- primary mining and quarrying products (-6,9% and contributing -2,3 percentage points); and
- agriculture and forestry primary products (-17,8% and contributing -1,1 percentage points).

The main positive contributor was containers (19,2% and contributing 0,9 of a percentage point) – see Table B.

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

Payload	Jun – Aug 2024 (000 tons)	Weight (%)	Sep – Nov 2024 (000 tons)	% change between Jun – Aug 2024 and Sep – Nov 2024	Contribution (% points) to the total % change
Rail	40 683	17,2	39 511	-2,9	-0,5
Road	195 597	82,8	190 539	-2,6	-2,2
Total	236 280	100,0	230 050	-2,6	-2,6

Seasonally adjusted payload decreased by 2,6% in the three months ended November 2024 compared with the previous three months. Road freight decreased by 2,6% (contributing -2,2 percentage points) and rail freight decreased by 2,9% (contributing -0,5 of a percentage point) – see Table C.

Figure 1 – Freight transportation: seasonally adjusted payload

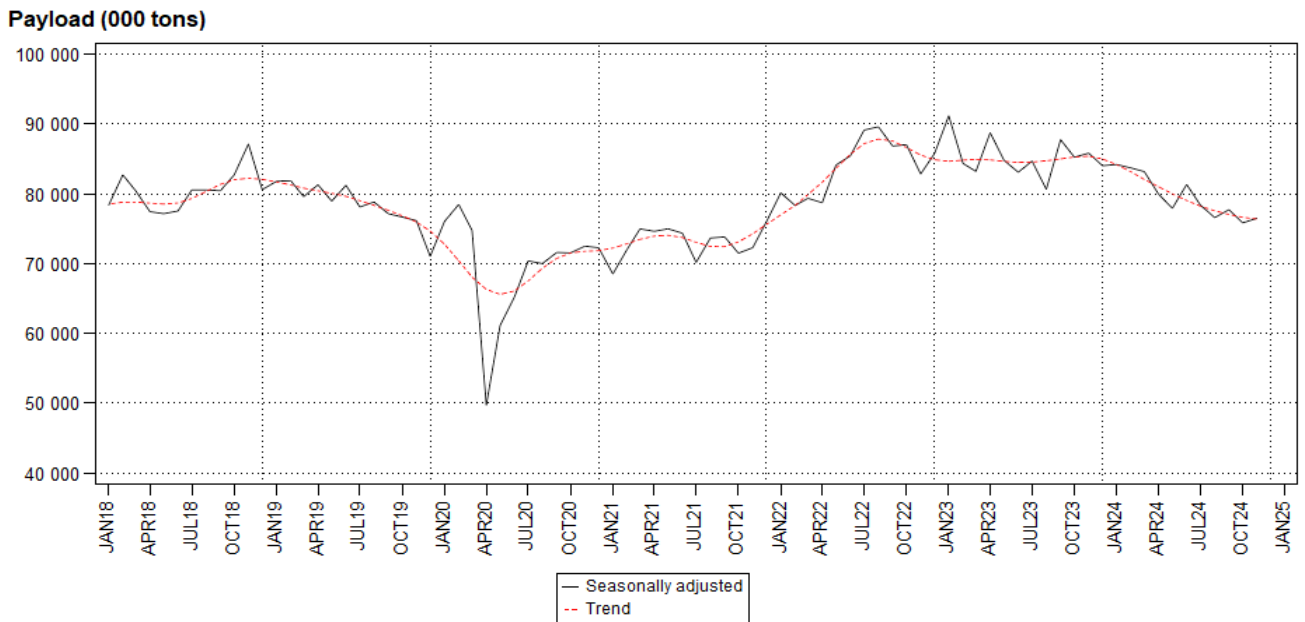
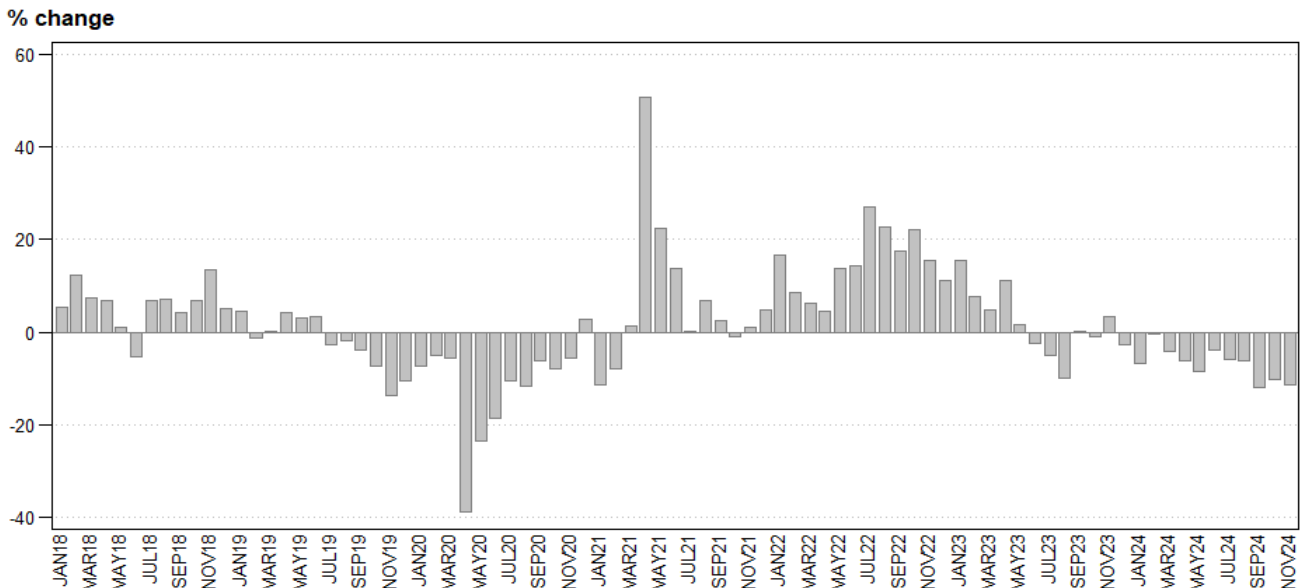


Figure 2 – Freight transportation: year-on-year percentage change in payload



Passenger transportation: results for November 2024

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

	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24
Passenger journeys	3,0	15,2	11,6	4,3	14,2	1,3
Passenger income	7,3	10,3	7,3	3,4	2,3	-4,0

The number of passenger journeys increased by 1,3% in November 2024 compared with November 2023. The corresponding income decreased by 4,0% over the same period.

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

Passenger journeys	Jun – Aug 2024 (000)	Weight (%)	Sep – Nov 2024 (000)	% change between Jun – Aug 2024 and Sep – Nov 2024	Contribution (% points) to the total % change
Rail	19 094	23,0	21 929	14,8	3,4
Road	63 970	77,0	64 145	0,3	0,2
Total	83 065	100,0	86 074	3,6	3,6

Seasonally adjusted passenger journeys increased by 3,6% in the three months ended November 2024 compared with the previous three months. Rail passenger journeys increased by 14,8% (contributing 3,4 percentage points) and road passenger journeys increased by 0,3% (contributing 0,2 of a percentage point) – see Table E.

Figure 3 – Passenger transportation: seasonally adjusted passenger journeys

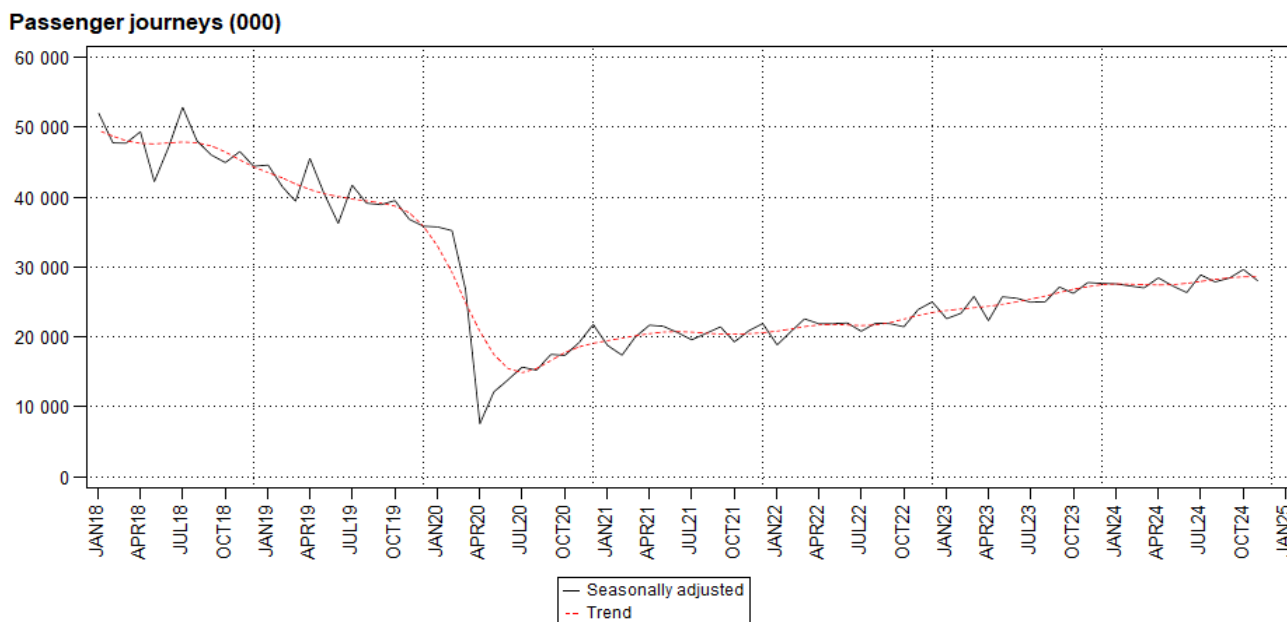
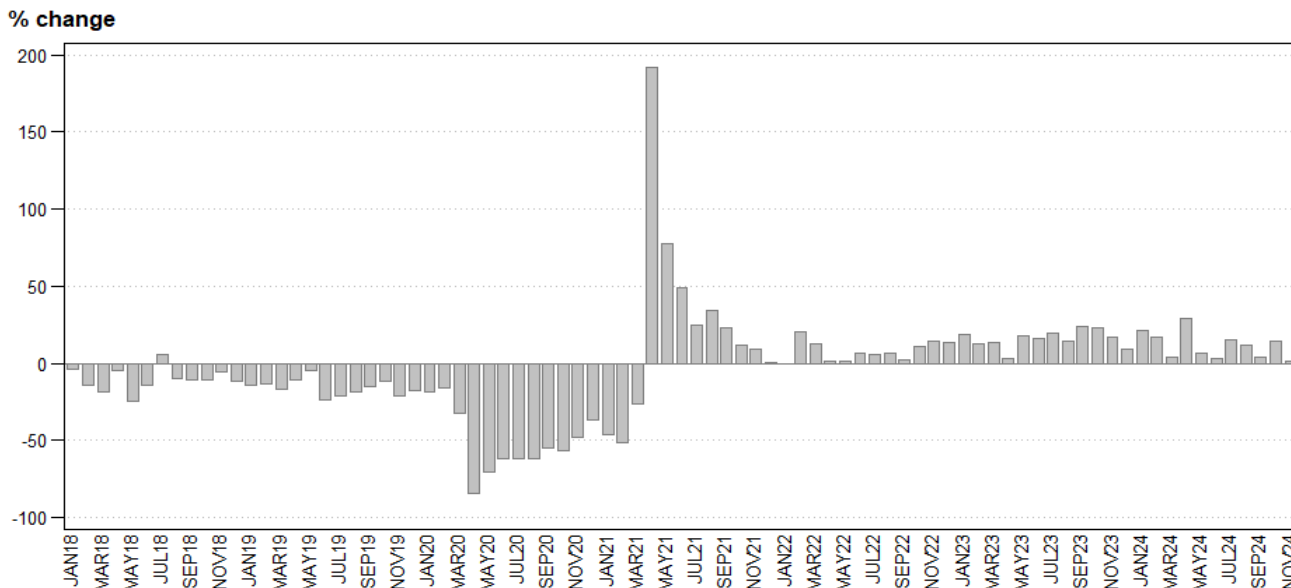


Figure 4 – Passenger transportation: year-on-year percentage change in passenger journeys




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Statistician-General

Tables

Table 1 – Freight transportation (income at current prices)

Year and month		Rail		Road		Total	
		Payload (000 tons)	Income (R million)	Payload (000 tons)	Income (R million)	Payload (000 tons)	Income (R million)
2023	Jan	13 242	2 986	70 995	14 683	84 237	17 669
	Feb	12 961	2 976	65 887	13 854	78 848	16 830
	Mar	11 964	2 853	71 003	14 971	82 967	17 824
	Apr	13 552	3 283	71 195	14 707	84 747	17 990
	May	12 096	3 060	75 445	15 485	87 541	18 545
	Jun	13 282	3 500	70 292	14 781	83 574	18 280
	Jul	11 247	2 856	74 273	15 608	85 520	18 463
	Aug	13 841	3 485	73 709	15 747	87 550	19 232
	Sep	18 971	4 825	71 311	15 373	90 281	20 198
	Oct	11 839	3 052	76 653	16 306	88 492	19 358
	Nov	13 338	3 457	77 411	16 249	90 749	19 706
	Dec	14 042	3 822	64 158	13 987	78 200	17 809
	Total	160 375	40 155	862 332	181 751	1 022 706	221 904
2024	Jan	12 773	3 343	65 829	14 257	78 602	17 600
	Feb	13 855	3 617	64 879	14 253	78 734	17 870
	Mar	13 293	3 528	66 301	14 394	79 595	17 922
	Apr	13 761	3 656	65 789	14 433	79 549	18 089
	May	13 227	3 703	66 825	14 646	80 053	18 349
	Jun	13 358	3 642	67 007	14 488	80 366	18 130
	Jul	13 036	3 517	67 563	14 738	80 599	18 256
	Aug	13 597	3 758	68 417	14 897	82 014	18 655
	Sep	14 072	3 740	65 312	14 052	79 384	17 792
	Oct	12 515	3 428	66 845	14 811	79 360	18 239
	Nov	13 083	3 498	67 380	14 871	80 463	18 369

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

Year and month		Rail		Road		Total	
		Payload	Income	Payload	Income	Payload	Income
2023	Jan	-5,4	3,2	20,2	21,8	15,3	18,2
	Feb	-12,3	-2,6	12,6	14,0	7,6	10,7
	Mar	-9,6	3,2	7,6	8,9	4,8	8,0
	Apr	-6,1	5,0	15,0	12,8	11,0	11,3
	May	-12,0	2,8	4,0	2,8	1,5	2,8
	Jun	0,2	14,4	-3,0	-2,6	-2,5	0,3
	Jul	-8,3	0,2	-4,4	-4,8	-4,9	-4,1
	Aug	-4,6	5,5	-10,9	-6,6	-10,0	-4,6
	Sep	28,2	38,0	-5,1	-2,9	0,3	4,5
	Oct	18,4	47,0	-3,5	0,9	-1,1	6,2
	Nov	46,0	50,6	-1,7	-2,7	3,2	3,7
	Dec	16,8	37,2	-6,2	-2,7	-2,8	3,8
	Total	2,7	15,8	1,1	2,4	1,4	4,6
2024	Jan	-3,5	12,0	-7,3	-2,9	-6,7	-0,4
	Feb	6,9	21,5	-1,5	2,9	-0,1	6,2
	Mar	11,1	23,7	-6,6	-3,9	-4,1	0,5
	Apr	1,5	11,4	-7,6	-1,9	-6,1	0,6
	May	9,4	21,0	-11,4	-5,4	-8,6	-1,1
	Jun	0,6	4,1	-4,7	-2,0	-3,8	-0,8
	Jul	15,9	23,1	-9,0	-5,6	-5,8	-1,1
	Aug	-1,8	7,8	-7,2	-5,4	-6,3	-3,0
	Sep	-25,8	-22,5	-8,4	-8,6	-12,1	-11,9
	Oct	5,7	12,3	-12,8	-9,2	-10,3	-5,8
	Nov	-1,9	1,2	-13,0	-8,5	-11,3	-6,8

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	13 605	3 126	77 573	15 907	91 179	19 033
	Feb	12 616	2 969	71 733	14 955	84 349	17 924
	Mar	12 306	3 010	70 904	14 910	83 211	17 920
	Apr	13 049	3 170	75 700	15 733	88 749	18 903
	May	12 320	3 090	72 495	14 980	84 816	18 069
	Jun	13 098	3 383	69 978	14 643	83 076	18 026
	Jul	12 707	3 123	71 984	15 145	84 690	18 268
	Aug	13 017	3 273	67 624	14 714	80 641	17 987
	Sep	17 493	4 477	70 264	15 096	87 757	19 573
	Oct	12 886	3 249	72 360	15 453	85 246	18 702
	Nov	13 143	3 449	72 683	15 259	85 826	18 709
	Dec	13 680	3 694	70 340	15 167	84 020	18 860
2024	Jan	13 119	3 500	71 078	15 305	84 197	18 804
	Feb	13 416	3 597	70 290	15 331	83 706	18 928
	Mar	13 723	3 718	69 456	15 121	83 179	18 839
	Apr	13 219	3 533	66 719	14 548	79 938	18 080
	May	13 541	3 734	64 380	14 196	77 920	17 930
	Jun	13 181	3 531	68 150	14 719	81 331	18 250
	Jul	14 633	3 835	63 736	13 906	78 369	17 741
	Aug	12 869	3 544	63 711	14 079	76 580	17 623
	Sep	13 009	3 475	64 718	13 971	77 727	17 446
	Oct	13 574	3 651	62 254	13 834	75 828	17 485
	Nov	12 928	3 506	63 567	13 956	76 495	17 462

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	15,4	14,8	4,9	3,3	6,3	5,0
	Feb	-7,3	-5,0	-7,5	-6,0	-7,5	-5,8
	Mar	-2,5	1,4	-1,2	-0,3	-1,3	0,0
	Apr	6,0	5,3	6,8	5,5	6,7	5,5
	May	-5,6	-2,5	-4,2	-4,8	-4,4	-4,4
	Jun	6,3	9,5	-3,5	-2,2	-2,1	-0,2
	Jul	-3,0	-7,7	2,9	3,4	1,9	1,3
	Aug	2,4	4,8	-6,1	-2,8	-4,8	-1,5
	Sep	34,4	36,8	3,9	2,6	8,8	8,8
	Oct	-26,3	-27,4	3,0	2,4	-2,9	-4,5
	Nov	2,0	6,2	0,4	-1,3	0,7	0,0
	Dec	4,1	7,1	-3,2	-0,6	-2,1	0,8
2024	Jan	-4,1	-5,3	1,0	0,9	0,2	-0,3
	Feb	2,3	2,8	-1,1	0,2	-0,6	0,7
	Mar	2,3	3,4	-1,2	-1,4	-0,6	-0,5
	Apr	-3,7	-5,0	-3,9	-3,8	-3,9	-4,0
	May	2,4	5,7	-3,5	-2,4	-2,5	-0,8
	Jun	-2,7	-5,4	5,9	3,7	4,4	1,8
	Jul	11,0	8,6	-6,5	-5,5	-3,6	-2,8
	Aug	-12,1	-7,6	0,0	1,2	-2,3	-0,7
	Sep	1,1	-1,9	1,6	-0,8	1,5	-1,0
	Oct	4,3	5,1	-3,8	-1,0	-2,4	0,2
	Nov	-4,8	-4,0	2,1	0,9	0,9	-0,1

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

Type of commodity	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24
Agriculture and forestry primary products	1 144	1 179	1 211	1 073	1 058	995
Primary mining and quarrying products	6 430	6 208	6 440	6 277	6 142	6 357
Manufactured food, beverages and tobacco products	2 077	2 117	2 177	2 158	2 265	2 200
Textiles, clothing and leather products	416	458	478	446	538	585
Chemicals, coke, petroleum, rubber, plastic and other mineral products	850	832	865	772	857	744
Basic metals and fabricated metal products	262	269	303	273	268	235
Non-metallic products	173	182	174	174	160	162
Electrical machinery, transport machinery and equipment	366	350	418	402	421	485
Motor vehicles, parts and accessories	507	541	543	547	570	599
Paper and paper products	84	89	87	85	84	83
Commercial products	496	496	499	501	523	525
Used household and office products	389	393	356	358	376	400
Containers	998	1 038	1 031	1 025	1 033	1 091
Parcels	447	513	481	480	583	657
Other freight	3 488	3 591	3 591	3 222	3 363	3 251
Total	18 130	18 256	18 655	17 792	18 239	18 369

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

Type of commodity	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24
Agriculture and forestry primary products	-10,2	-5,3	-8,5	-11,9	-18,4	-22,9
Primary mining and quarrying products	-1,6	-3,0	9,5	-10,6	-3,5	-6,3
Manufactured food, beverages and tobacco products	-4,5	0,6	-1,2	-3,0	-1,9	-2,6
Textiles, clothing and leather products	-8,6	8,0	9,4	-2,4	2,1	9,1
Chemicals, coke, petroleum, rubber, plastic and other mineral products	0,2	-3,0	-7,7	-21,3	-4,0	-20,9
Basic metals and fabricated metal products	-9,7	2,3	13,1	6,2	-4,3	16,3
Non-metallic products	5,5	11,7	15,2	16,0	-7,0	-11,5
Electrical machinery, transport machinery and equipment	4,0	-10,9	13,9	26,0	15,7	24,7
Motor vehicles, parts and accessories	2,2	4,2	2,5	6,6	9,8	6,4
Paper and paper products	1,2	-4,3	-5,4	-18,3	-20,0	-25,2
Commercial products	28,5	12,0	29,3	22,5	23,3	19,9
Used household and office products	-6,9	-10,1	-12,1	-8,9	-8,1	-7,4
Containers	18,2	12,9	19,2	17,7	22,5	17,6
Parcels	-7,8	10,8	-3,4	-2,6	12,3	8,2
Other freight	0,3	-4,0	-26,5	-32,7	-22,4	-19,6
Total	-0,8	-1,1	-3,0	-11,9	-5,8	-6,8

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	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24
Agriculture and forestry primary products	-0,7	-0,4	-0,6	-0,7	-1,2	-1,5
Primary mining and quarrying products	-0,6	-1,0	2,9	-3,7	-1,2	-2,2
Manufactured food, beverages and tobacco products	-0,5	0,1	-0,1	-0,3	-0,2	-0,3
Textiles, clothing and leather products	-0,2	0,2	0,2	-0,1	0,1	0,2
Chemicals, coke, petroleum, rubber, plastic and other mineral products	0,0	-0,1	-0,4	-1,0	-0,2	-1,0
Basic metals and fabricated metal products	-0,2	0,0	0,2	0,1	-0,1	0,2
Non-metallic products	0,0	0,1	0,1	0,1	-0,1	-0,1
Electrical machinery, transport machinery and equipment	0,1	-0,2	0,3	0,4	0,3	0,5
Motor vehicles, parts and accessories	0,1	0,1	0,1	0,2	0,3	0,2
Paper and paper products	0,0	0,0	0,0	-0,1	-0,1	-0,1
Commercial products	0,6	0,3	0,6	0,5	0,5	0,4
Used household and office products	-0,2	-0,2	-0,3	-0,2	-0,2	-0,2
Containers	0,8	0,6	0,9	0,8	1,0	0,8
Parcels	-0,2	0,3	-0,1	-0,1	0,3	0,3
Other freight	0,1	-0,8	-6,7	-7,7	-5,0	-4,0
Total	-0,8	-1,1	-3,0	-11,9	-5,8	-6,8

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	21 311	859	26 566	993
	Jun	4 676	124	20 925	938	25 601	1 062
	Jul	6 989	117	21 262	925	28 251	1 042
	Aug	7 311	149	21 418	855	28 729	1 004
	Sep	7 529	175	23 251	935	30 780	1 110
	Oct	8 466	166	23 686	841	32 152	1 007
	Nov	8 160	153	21 366	811	29 526	964

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

Year and month		Rail		Road		Total	
		Passenger journeys	Income	Passenger journeys	Income	Passenger journeys	Income
2023	Jan	81,6	257,1	13,9	19,2	19,1	31,2
	Feb	58,3	106,8	7,9	11,9	12,5	19,4
	Mar	60,8	100,0	9,1	9,1	13,7	16,0
	Apr	82,9	44,7	-3,1	1,4	3,2	5,5
	May	169,9	46,8	8,4	8,4	18,3	12,1
	Jun	215,6	81,3	5,8	11,6	15,8	16,9
	Jul	199,5	5,5	9,7	10,5	19,4	10,0
	Aug	192,2	21,9	3,0	9,2	14,2	10,6
	Sep	174,6	37,5	14,4	11,9	23,8	14,8
	Oct	140,1	39,1	12,9	11,5	23,0	15,1
	Nov	112,7	37,5	6,8	9,7	16,6	12,9
	Dec	62,1	29,5	4,2	5,1	9,2	6,6
Total	118,4	53,8	7,8	9,8	15,8	13,9	
2024	Jan	64,2	20,8	15,8	12,5	21,4	13,6
	Feb	73,0	22,1	8,8	8,1	17,2	10,0
	Mar	42,9	11,0	-1,5	2,2	4,2	3,4
	Apr	96,1	31,8	19,2	14,9	29,1	17,1
	May	51,5	18,6	-0,6	10,7	6,7	11,7
	Jun	45,1	6,9	-3,2	7,3	3,0	7,3
	Jul	121,0	21,9	-0,5	9,0	15,2	10,3
	Aug	87,4	27,4	-1,9	4,4	11,6	7,3
	Sep	95,9	22,4	-9,4	0,5	4,3	3,4
	Oct	93,3	8,5	-0,4	1,2	14,2	2,3
	Nov	66,0	7,0	-11,8	-5,8	1,3	-4,0

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	2 889	114	19 704	785	22 593	898
	Feb	2 893	113	20 482	838	23 375	951
	Mar	3 334	125	22 446	872	25 781	997
	Apr	2 602	112	19 714	797	22 316	909
	May	3 411	116	22 319	810	25 729	926
	Jun	3 370	125	22 149	850	25 518	975
	Jul	3 291	111	21 661	827	24 953	939
	Aug	3 663	116	21 351	837	25 014	953
	Sep	3 639	125	23 492	858	27 131	983
	Oct	3 753	132	22 465	832	26 218	965
	Nov	4 551	136	23 226	870	27 776	1 006
	Dec	4 542	125	23 111	901	27 652	1 026
2024	Jan	4 741	136	22 837	882	27 578	1 019
	Feb	4 979	138	22 296	888	27 275	1 026
	Mar	4 869	138	22 134	892	27 003	1 030
	Apr	4 984	147	23 458	915	28 442	1 062
	May	5 154	138	22 152	897	27 306	1 036
	Jun	4 917	134	21 422	907	26 340	1 041
	Jul	7 292	138	21 570	900	28 862	1 038
	Aug	6 885	148	20 978	875	27 863	1 023
	Sep	7 138	152	21 271	862	28 409	1 014
	Oct	7 244	144	22 393	846	29 636	990
	Nov	7 547	146	20 481	822	28 029	967

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	3,3	18,8	-11,3	-8,7	-9,6	-6,1
	Feb	0,1	-0,9	3,9	6,8	3,5	5,9
	Mar	15,2	10,6	9,6	4,1	10,3	4,8
	Apr	-22,0	-10,4	-12,2	-8,6	-13,4	-8,8
	May	31,1	3,6	13,2	1,6	15,3	1,9
	Jun	-1,2	7,8	-0,8	4,9	-0,8	5,3
	Jul	-2,3	-11,2	-2,2	-2,7	-2,2	-3,7
	Aug	11,3	4,5	-1,4	1,2	0,2	1,5
	Sep	-0,7	7,8	10,0	2,5	8,5	3,1
	Oct	3,1	5,6	-4,4	-3,0	-3,4	-1,8
	Nov	21,3	3,0	3,4	4,6	5,9	4,2
	Dec	-0,2	-8,1	-0,5	3,6	-0,4	2,0
2024	Jan	4,4	8,8	-1,2	-2,1	-0,3	-0,7
	Feb	5,0	1,5	-2,4	0,7	-1,1	0,7
	Mar	-2,2	0,0	-0,7	0,5	-1,0	0,4
	Apr	2,4	6,5	6,0	2,6	5,3	3,1
	May	3,4	-6,1	-5,6	-2,0	-4,0	-2,4
	Jun	-4,6	-2,9	-3,3	1,1	-3,5	0,5
	Jul	48,3	3,0	0,7	-0,8	9,6	-0,3
	Aug	-5,6	7,2	-2,7	-2,8	-3,5	-1,4
	Sep	3,7	2,7	1,4	-1,5	2,0	-0,9
	Oct	1,5	-5,3	5,3	-1,9	4,3	-2,4
	Nov	4,2	1,4	-8,5	-2,8	-5,4	-2,3

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 November 2024 was 70,0%. The revised collection rate for October 2024 was 71,9%.
- 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
Nov-24	Additional information from respondents	Oct-24
Dec-24	Additional information from respondents	Nov-24
Jan-25	Additional information from respondents	Dec-24
Feb-25	Additional information from respondents	Jan-25
Mar-25	Additional information from respondents	Feb-25
Apr-25	Additional information from respondents	Mar-25
May-25	Additional information from respondents	Apr-25
Jun-25	Additional information from respondents	May-25
Jul-25	Additional information from respondents	Jun-25
Aug-25	Additional information from respondents	Jul-25
Sep-25	Additional information from respondents	Aug-25
Oct-25	Additional information from respondents	Sep-25

- Related publications** 9 Users may also wish to refer to the *Stats in Brief* publication available from Stats SA.
- 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.
- Reliability of estimates** 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 – November 2024

	Lower limit (R million)	Estimate (R million)	Upper limit (R million)	Relative standard error (RSE) %
Freight income	16 639	18 369	20 098	4,8
Passenger income	947	964	981	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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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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