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Freight transportation: results for October 2023

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

	May-23	Jun-23	Jul-23	Aug-23	Sep-23	Oct-23
Freight payload	1,5	-2,5	-4,9	-10,0	0,3	-0,6
Freight income	2,8	0,3	-4,1	-4,6	4,5	6,3

The volume of goods transported (payload) decreased by 0,6% in October 2023 compared with October 2022. The corresponding income increased by 6,3% over the same period.

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

Type of commodity	Aug – Oct 2022 (R million)	Weight (%)	Aug – Oct 2023 (R million)	% change between Aug – Oct 2022 and Aug – Oct 2023	Contribution (% points) to the total % change
Agriculture and forestry primary products	4 201	7,3	3 838	-8,6	-0,6
Primary mining and quarrying products	19 674	34,1	19 359	-1,6	-0,5
Manufactured food, beverages and tobacco products	7 723	13,4	6 767	-12,4	-1,7
Textiles, clothing and leather goods	1 426	2,5	1 460	2,4	0,1
Chemicals, coke, petroleum, rubber, plastic and other mineral products	2 806	4,9	2 817	0,4	0,0
Basic metals and fabricated metal products	692	1,2	810	17,1	0,2
Non-metallic products	492	0,9	483	-1,8	0,0
Electrical machinery, transport machinery and equipment	979	1,7	1 011	3,3	0,1
Motor vehicles, parts and accessories	1 588	2,8	1 591	0,2	0,0
Paper and paper products	320	0,6	306	-4,4	0,0
Commercial products	1 288	2,2	1 219	-5,4	-0,1
Used household and office products	1 404	2,4	1 195	-14,9	-0,4
Containers	2 406	4,2	2 574	7,0	0,3
Parcels	1 546	2,7	1 550	0,3	0,0
Other freight	11 193	19,4	13 838	23,6	4,6
Total income	57 738	100,0	58 818	1,9	1,9

Income from freight transportation increased by 1,9% in the three months ended October 2023 compared with the three months ended October 2022. The main positive contributors to this increase were:

- 'other' freight (23,6% and contributing 4,6 percentage points);
- containers (7,0% and contributing 0,3 of a percentage point); and
- basic metals and fabricated metal products (17,1% and contributing 0,2 of a percentage point) – see Table B.

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

Payload	May – Jul 2023 (000 tons)	Weight (%)	Aug – Oct 2023 (000 tons)	% change between May – Jul 2023 and Aug – Oct 2023	Contribution (% points) to the total % change
Rail	37 441	14,9	43 244	15,5	2,3
Road	213 251	85,1	210 340	-1,4	-1,2
Total	250 692	100,0	253 585	1,2	1,2

Seasonally adjusted payload increased by 1,2% in the three months ended October 2023 compared with the three months ended July 2023. Rail freight increased by 15,5% (contributing 2,3 percentage points), while road freight decreased by 1,4% (contributing -1,2 percentage points) – see Table C.

Figure 1 – Freight transportation: seasonally adjusted payload

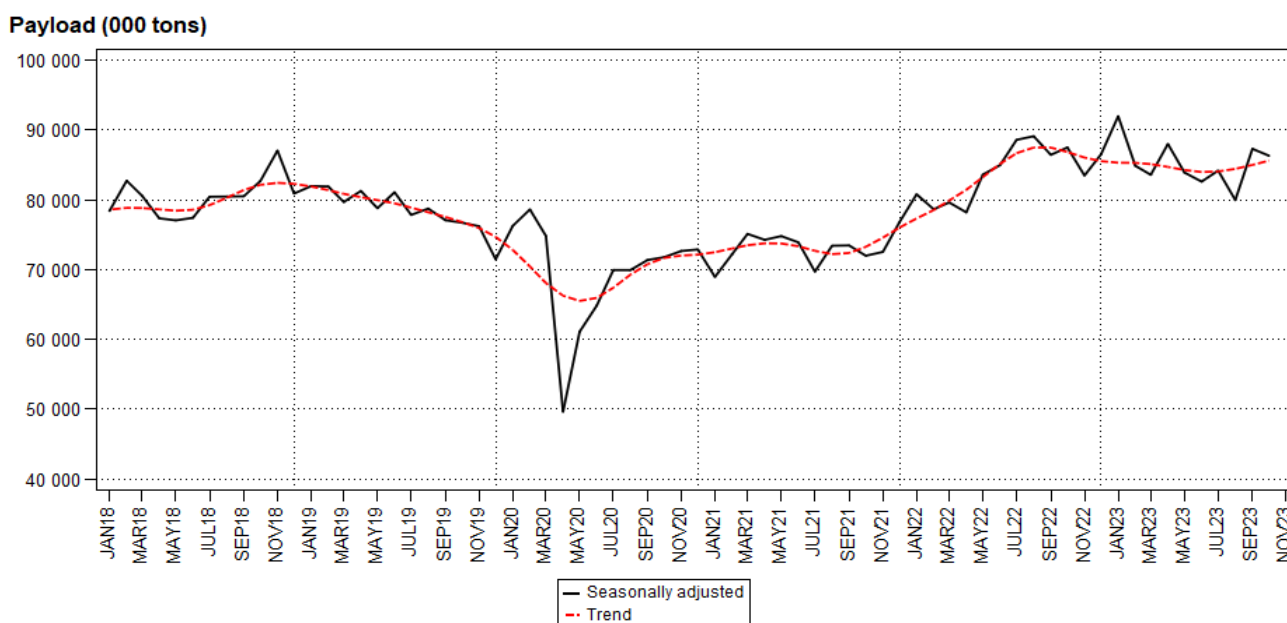
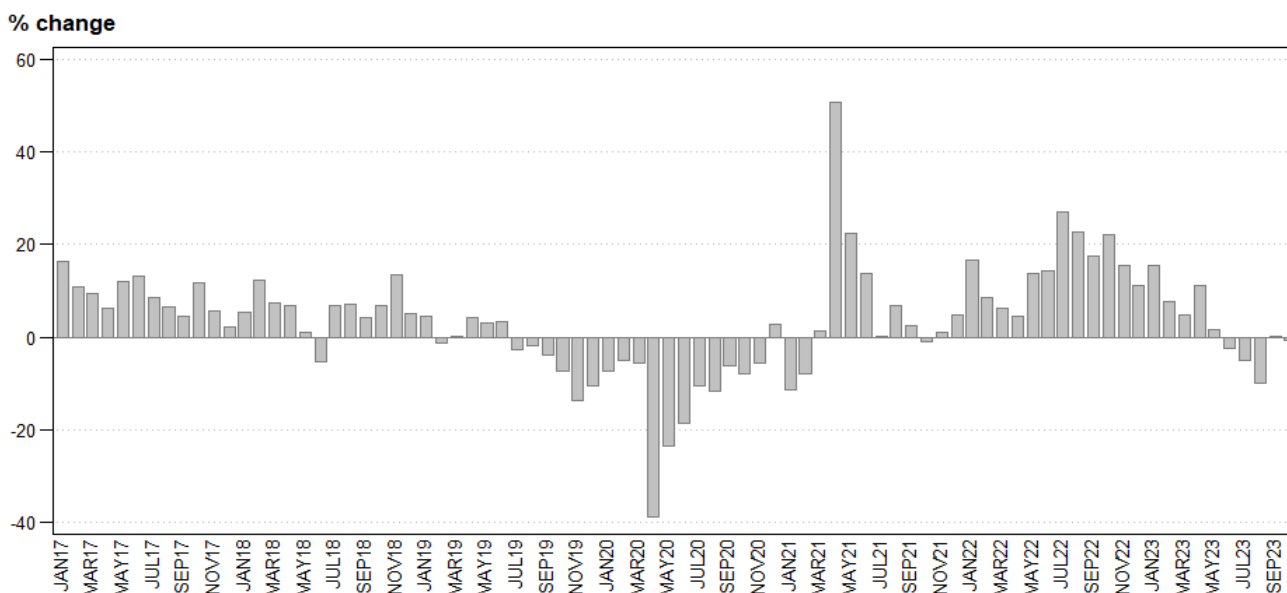


Figure 2 – Freight transportation: year-on-year percentage change in payload



Passenger transportation: results for October 2023

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

	May-23	Jun-23	Jul-23	Aug-23	Sep-23	Oct-23
Passenger journeys	18,3	15,8	19,4	14,2	23,8	23,3
Passenger income	12,1	16,9	10,0	10,6	14,8	14,7

The number of passenger journeys increased by 23,3% in October 2023 compared with October 2022. The corresponding income increased by 14,7% over the same period.

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

Passenger journeys	May – Jul 2023 (000)	Weight (%)	Aug – Oct 2023 (000)	% change between May – Jul 2023 and Aug – Oct 2023	Contribution (% points) to the total % change
Rail	10 231	13,5	10 904	6,6	0,9
Road	65 788	86,5	67 028	1,9	1,6
Total	76 019	100,0	77 933	2,5	2,5

Seasonally adjusted passenger journeys increased by 2,5% in the three months ended October 2023 compared with the three months ended July 2023. Road passenger journeys increased by 1,9% (contributing 1,6 percentage points) and rail passenger journeys increased by 6,6% (contributing 0,9 of a percentage point) – see Table E.

Figure 3 – Passenger transportation: seasonally adjusted passenger journeys

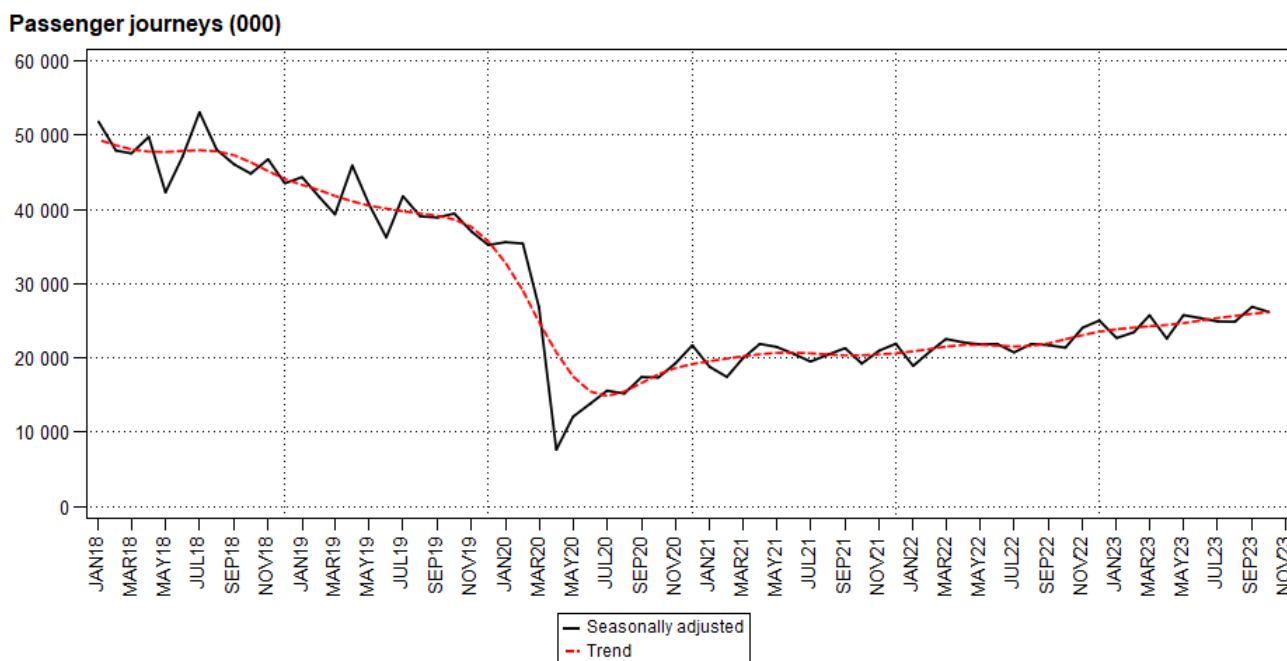
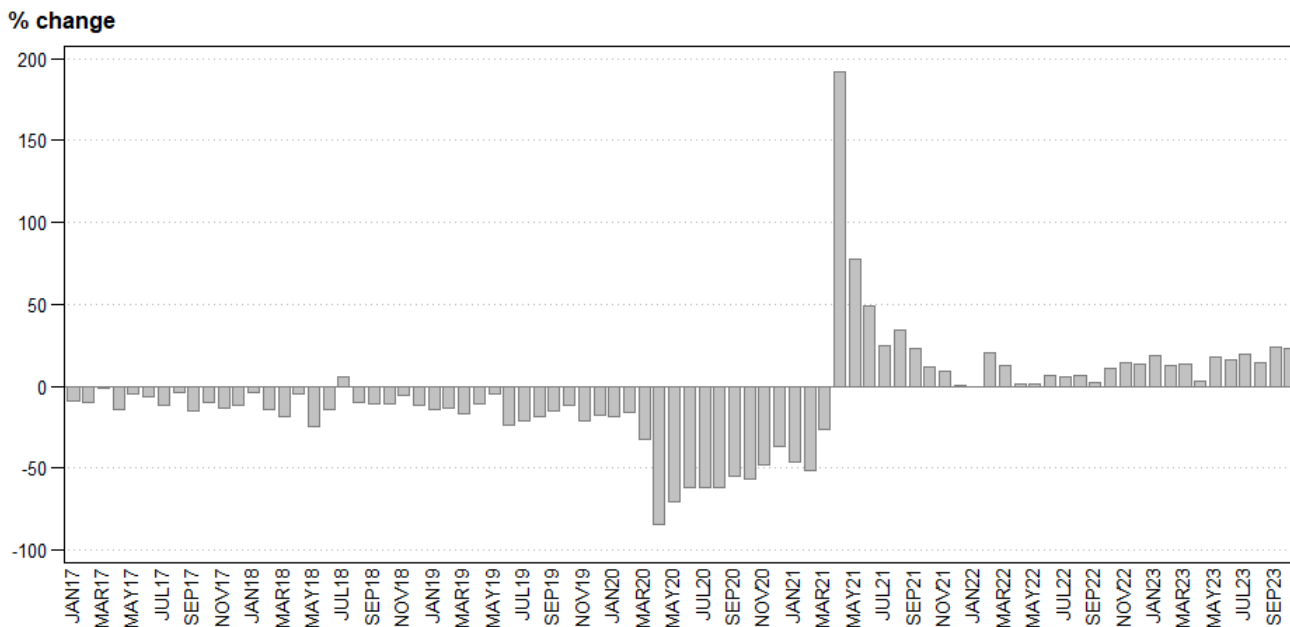


Figure 4 – Passenger transportation: year-on-year percentage change in passenger journeys



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Statistician-General

Tables

Table 1 – Freight transportation (income at current prices)

Year and month ¹		Rail		Road		Total	
		Payload (000 tons)	Income (R million)	Payload (000 tons)	Income (R million)	Payload (000 tons)	Income (R million)
2022	Jan	13 996	2 893	59 044	12 052	73 040	14 945
	Feb	14 780	3 054	58 519	12 149	73 299	15 203
	Mar	13 228	2 765	65 972	13 746	79 200	16 511
	Apr	14 431	3 127	61 895	13 036	76 326	16 163
	May	13 751	2 976	72 524	15 065	86 275	18 041
	Jun	13 261	3 060	72 484	15 170	85 745	18 230
	Jul	12 271	2 850	77 702	16 396	89 973	19 246
	Aug	14 515	3 303	82 749	16 865	97 264	20 168
	Sep	14 801	3 497	75 168	15 839	89 969	19 336
	Oct	9 997	2 076	79 449	16 158	89 446	18 234
	Nov	9 133	2 296	78 767	16 702	87 900	18 998
	Dec	12 019	2 785	68 406	14 373	80 425	17 158
	Total	156 183	34 682	852 679	177 551	1 008 862	212 233
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	11 842	3 053	77 085	16 335	88 926	19 388

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	17,3
	Feb	-1,5	-3,1	11,3	12,6	8,5	9,0
	Mar	-13,4	-16,5	11,2	14,8	6,2	8,0
	Apr	-7,6	-6,9	7,8	12,6	4,5	8,2
	May	-6,9	-5,1	18,9	22,5	13,8	16,9
	Jun	-18,4	-10,6	23,3	28,7	14,3	19,9
	Jul	-0,2	9,4	32,8	40,2	27,0	34,6
	Aug	-11,5	-4,6	31,4	32,1	22,6	24,3
	Sep	-8,4	1,7	24,5	27,7	17,5	22,1
	Oct	-23,0	-27,4	31,8	30,0	22,1	19,3
	Nov	-37,0	-24,2	27,6	30,0	15,3	19,6
	Dec	-20,6	-10,5	19,6	20,8	11,2	14,3
	Total	-12,0	-7,9	21,8	24,7	15,0	17,9
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	18,5	47,1	-3,0	1,1	-0,6	6,3

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	14 310	3 015	66 476	13 512	80 786	16 527
	Feb	14 630	3 084	64 010	13 179	78 640	16 262
	Mar	13 715	2 972	65 901	13 742	79 616	16 715
	Apr	13 882	3 011	64 316	13 494	78 198	16 504
	May	13 880	3 038	69 729	14 604	83 609	17 642
	Jun	12 640	2 892	72 317	15 190	84 957	18 082
	Jul	13 718	3 150	74 871	15 784	88 589	18 934
	Aug	13 162	3 057	75 953	15 762	89 115	18 819
	Sep	13 219	3 189	73 220	15 362	86 439	18 551
	Oct	11 578	2 197	75 922	15 560	87 501	17 756
	Nov	8 924	2 243	74 552	15 611	83 475	17 854
	Dec	12 554	2 802	73 965	15 392	86 519	18 194
2023	Jan	13 513	3 116	78 471	16 194	91 984	19 310
	Feb	12 779	3 000	72 096	15 041	84 874	18 041
	Mar	12 447	3 067	71 134	14 965	83 581	18 032
	Apr	12 966	3 160	75 031	15 509	87 997	18 669
	May	12 269	3 135	71 639	14 851	83 908	17 986
	Jun	12 683	3 307	69 920	14 666	82 602	17 973
	Jul	12 489	3 148	71 692	15 079	84 182	18 226
	Aug	12 506	3 227	67 458	14 711	79 964	17 938
	Sep	16 836	4 396	70 470	15 095	87 306	19 491
	Oct	13 902	3 231	72 412	15 475	86 315	18 706

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	-4,5	9,0	6,8	5,2	4,6
	Feb	2,2	2,3	-3,7	-2,5	-2,7	-1,6
	Mar	-6,3	-3,6	3,0	4,3	1,2	2,8
	Apr	1,2	1,3	-2,4	-1,8	-1,8	-1,3
	May	0,0	0,9	8,4	8,2	6,9	6,9
	Jun	-8,9	-4,8	3,7	4,0	1,6	2,5
	Jul	8,5	8,9	3,5	3,9	4,3	4,7
	Aug	-4,1	-3,0	1,4	-0,1	0,6	-0,6
	Sep	0,4	4,3	-3,6	-2,5	-3,0	-1,4
	Oct	-12,4	-31,1	3,7	1,3	1,2	-4,3
	Nov	-22,9	2,1	-1,8	0,3	-4,6	0,6
	Dec	40,7	24,9	-0,8	-1,4	3,6	1,9
2023	Jan	7,6	11,2	6,1	5,2	6,3	6,1
	Feb	-5,4	-3,7	-8,1	-7,1	-7,7	-6,6
	Mar	-2,6	2,2	-1,3	-0,5	-1,5	0,0
	Apr	4,2	3,0	5,5	3,6	5,3	3,5
	May	-5,4	-0,8	-4,5	-4,2	-4,6	-3,7
	Jun	3,4	5,5	-2,4	-1,2	-1,6	-0,1
	Jul	-1,5	-4,8	2,5	2,8	1,9	1,4
	Aug	0,1	2,5	-5,9	-2,4	-5,0	-1,6
	Sep	34,6	36,2	4,5	2,6	9,2	8,7
	Oct	-17,4	-26,5	2,8	2,5	-1,1	-4,0

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

Type of commodity	May-23	Jun-23	Jul-23	Aug-23	Sep-23	Oct-23 ¹
Agriculture and forestry primary products	1 306	1 274	1 245	1 324	1 218	1 296
Primary mining and quarrying products	6 522	6 533	6 397	5 883	7 024	6 452
Manufactured food, beverages and tobacco products	2 201	2 174	2 105	2 203	2 225	2 339
Textiles, clothing and leather products	490	455	424	437	457	566
Chemicals, coke, petroleum, rubber, plastic and other mineral products	911	848	858	937	981	899
Basic metals and fabricated metal products	253	290	263	268	257	285
Non-metallic products	154	164	163	151	150	182
Electrical machinery, transport machinery and equipment	356	352	393	367	319	325
Motor vehicles, parts and accessories	519	496	519	530	513	548
Paper and paper products	88	83	93	92	104	110
Commercial products	380	386	443	386	409	424
Used household and office products	381	418	437	405	393	397
Containers	872	844	919	865	871	838
Parcels	511	485	463	498	493	559
Other freight	3 600	3 478	3 740	4 886	4 784	4 168
Total	18 545	18 280	18 463	19 232	20 198	19 388

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	May-23	Jun-23	Jul-23	Aug-23	Sep-23	Oct-23
Agriculture and forestry primary products	-2,8	-10,2	-14,1	-12,3	-12,6	-0,2
Primary mining and quarrying products	8,2	8,3	-2,1	-18,5	5,1	11,8
Manufactured food, beverages and tobacco products	-10,5	-11,2	-17,7	-17,5	-12,7	-6,6
Textiles, clothing and leather products	8,4	8,9	1,0	-3,3	-3,8	13,4
Chemicals, coke, petroleum, rubber, plastic and other mineral products	0,2	-4,8	-8,4	0,3	8,3	-6,9
Basic metals and fabricated metal products	11,5	12,8	15,9	16,0	-1,9	43,2
Non-metallic products	8,5	1,9	-6,9	-17,0	-14,3	34,8
Electrical machinery, transport machinery and equipment	12,3	10,7	32,8	16,9	-1,2	-5,0
Motor vehicles, parts and accessories	10,0	2,1	0,2	0,4	-4,1	4,4
Paper and paper products	-10,2	-9,8	-13,1	-18,6	3,0	3,8
Commercial products	3,8	2,9	3,0	-10,9	-7,5	2,7
Used household and office products	-21,4	-19,5	-15,8	-23,6	-16,2	-2,0
Containers	4,7	3,3	2,9	0,3	6,7	15,1
Parcels	6,9	-2,2	-9,0	-6,9	-4,1	12,5
Other freight	5,0	-0,7	1,8	33,6	29,5	8,5
Total	2,8	0,3	-4,1	-4,6	4,5	6,3

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

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	16 590	660	17 957	695
	Feb	1 974	59	19 339	688	21 313	747
	Mar	2 218	68	22 313	828	24 531	896
	Apr	1 441	76	18 392	720	19 833	796
	May	1 285	77	19 773	716	21 058	793
	Jun	1 021	64	20 435	783	21 456	847
	Jul	1 056	91	19 488	768	20 544	859
	Aug	1 335	96	21 197	750	22 532	846
	Sep	1 400	104	22 437	831	23 837	935
	Oct	1 824	110	21 067	745	22 891	855
	Nov	2 311	104	22 682	785	24 993	889
	Dec	1 886	61	19 834	906	21 720	967
	Total	19 118	945	243 547	9 180	262 665	10 125
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	23 849	828	28 228	981

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	4,8	0,0	6,3
	Feb	36,1	103,4	18,6	11,9	20,1	16,0
	Mar	25,2	65,9	12,0	7,1	13,1	10,1
	Apr	-11,7	85,4	2,4	15,9	1,2	20,2
	May	-26,7	79,1	4,3	4,4	1,7	8,8
	Jun	-30,1	113,3	9,7	17,4	6,8	21,5
	Jul	-26,2	378,9	8,6	17,4	6,0	27,6
	Aug	-42,4	182,4	12,5	9,0	6,5	17,2
	Sep	-45,1	121,3	8,5	12,8	2,6	19,3
	Oct	-30,5	107,5	16,7	14,4	10,7	21,4
	Nov	1,0	108,0	16,3	14,1	14,7	20,5
	Dec	38,9	84,8	11,8	43,6	13,7	45,6
	Total	-12,1	112,8	10,0	14,2	8,0	19,3
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	13,2	11,1	23,3	14,7

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	1 552	33	17 363	645	18 915	677
	Feb	1 884	56	19 017	734	20 901	790
	Mar	2 034	64	20 513	838	22 547	902
	Apr	1 500	82	20 586	810	22 086	891
	May	1 311	80	20 506	749	21 818	829
	Jun	1 058	67	20 815	766	21 873	833
	Jul	1 110	102	19 624	748	20 734	849
	Aug	1 229	95	20 650	754	21 879	849
	Sep	1 306	91	20 406	767	21 712	858
	Oct	1 563	90	19 806	735	21 369	825
	Nov	2 167	101	21 894	771	24 061	872
	Dec	2 552	88	22 478	871	25 031	960
2023	Jan	2 816	117	19 858	768	22 674	885
	Feb	2 987	117	20 468	821	23 455	938
	Mar	3 327	128	22 410	918	25 738	1 046
	Apr	2 706	119	19 889	822	22 596	940
	May	3 546	118	22 218	816	25 764	933
	Jun	3 350	122	21 999	849	25 349	970
	Jul	3 335	109	21 571	827	24 906	935
	Aug	3 584	117	21 279	825	24 864	941
	Sep	3 575	124	23 307	853	26 882	977
	Oct	3 745	125	22 442	820	26 187	945

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

Year and month		Rail		Road		Total	
		Passenger journeys	Income	Passenger journeys	Income	Passenger journeys	Income
2022	Jan	-15,6	-29,8	-13,5	6,1	-13,6	3,4
	Feb	21,4	69,7	9,5	13,8	10,5	16,7
	Mar	8,0	14,3	7,9	14,2	7,9	14,2
	Apr	-26,3	28,1	0,4	-3,3	-2,0	-1,2
	May	-12,6	-2,4	-0,4	-7,5	-1,2	-7,0
	Jun	-19,3	-16,3	1,5	2,3	0,3	0,5
	Jul	4,9	52,2	-5,7	-2,3	-5,2	1,9
	Aug	10,7	-6,9	5,2	0,8	5,5	0,0
	Sep	6,3	-4,2	-1,2	1,7	-0,8	1,1
	Oct	19,7	-1,1	-2,9	-4,2	-1,6	-3,8
	Nov	38,6	12,2	10,5	4,9	12,6	5,7
	Dec	17,8	-12,9	2,7	13,0	4,0	10,1
2023	Jan	10,3	33,0	-11,7	-11,8	-9,4	-7,8
	Feb	6,1	0,0	3,1	6,9	3,4	6,0
	Mar	11,4	9,4	9,5	11,8	9,7	11,5
	Apr	-18,7	-7,0	-11,2	-10,5	-12,2	-10,1
	May	31,0	-0,8	11,7	-0,7	14,0	-0,7
	Jun	-5,5	3,4	-1,0	4,0	-1,6	4,0
	Jul	-0,4	-10,7	-1,9	-2,6	-1,7	-3,6
	Aug	7,5	7,3	-1,4	-0,2	-0,2	0,6
	Sep	-0,3	6,0	9,5	3,4	8,1	3,8
	Oct	4,8	0,8	-3,7	-3,9	-2,6	-3,3

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 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 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 types 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 October 2023 was 64,5%. The improved collection rate for September 2023 was 69,3%.
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 784 enterprises from a population of 5 136 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 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) 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 – October 2023

	Lower limit (R million)	Estimate (R million)	Upper limit (R million)	Relative standard error (RSE) %
Freight income	17 829	19 388	20 945	4,1
Passenger income	958	981	1 003	1,1

- 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

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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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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