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**Freight transportation: results for September 2023****Table A – Year-on-year percentage change in freight transportation (income at current prices)**

	Apr-23	May-23	Jun-23	Jul-23	Aug-23	Sep-23
Freight payload	11,0	1,5	-2,5	-4,9	-10,0	1,0
Freight income	11,3	2,8	0,3	-4,1	-4,6	4,9

The volume of goods transported (payload) increased by 1,0% in September 2023 compared with September 2022. The corresponding income increased by 4,9% over the same period.

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

Type of commodity	Jul – Sep 2022 (R million)	Weight (%)	Jul – Sep 2023 (R million)	% change between Jul – Sep 2022 and Jul – Sep 2023	Contribution (% points) to the total % change
Agriculture and forestry primary products	4 352	7,4	3 822	-12,2	-0,9
Primary mining and quarrying products	20 432	34,8	19 376	-5,2	-1,8
Manufactured food, beverages and tobacco products	7 777	13,2	6 478	-16,7	-2,2
Textiles, clothing and leather goods	1 347	2,3	1 332	-1,1	0,0
Chemicals, coke, petroleum, rubber, plastic and other mineral products	2 777	4,7	2 702	-2,7	-0,1
Basic metals and fabricated metal products	720	1,2	787	9,3	0,1
Non-metallic products	532	0,9	468	-12,0	-0,1
Electrical machinery, transport machinery and equipment	933	1,6	1 084	16,2	0,3
Motor vehicles, parts and accessories	1 581	2,7	1 577	-0,3	0,0
Paper and paper products	321	0,5	278	-13,4	-0,1
Commercial products	1 305	2,2	1 239	-5,1	-0,1
Used household and office products	1 518	2,6	1 247	-17,9	-0,5
Containers	2 571	4,4	2 675	4,0	0,2
Parcels	1 558	2,7	1 469	-5,7	-0,2
Other freight	11 025	18,8	13 435	21,9	4,1
<b>Total income</b>	<b>58 750</b>	<b>100,0</b>	<b>57 970</b>	<b>-1,3</b>	<b>-1,3</b>

Income from freight transportation decreased by 1,3% in the third quarter of 2023 compared with the third quarter of 2022. The main negative contributors to this decrease were:

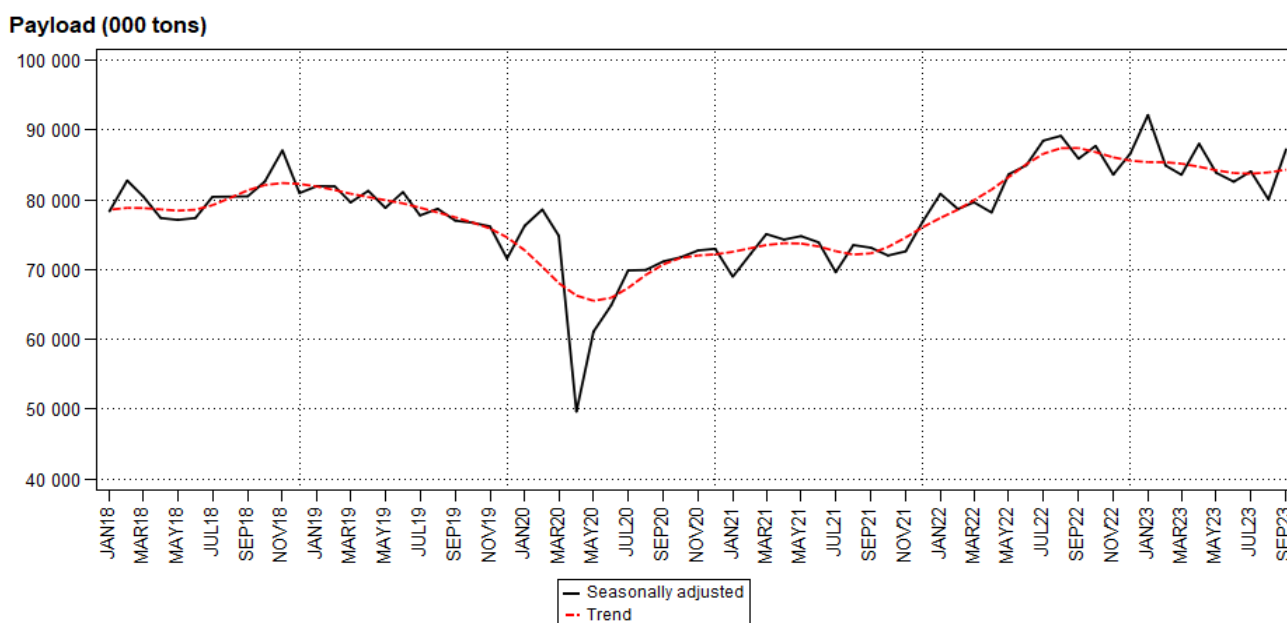
- manufactured food, beverages and tobacco products (-16,7% and contributing -2,2 percentage points);
- primary mining and quarrying products (-5,2% and contributing -1,8 percentage points); and
- agriculture and forestry primary products (-12,2% and contributing -0,9 of a percentage point) – see Table B.

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

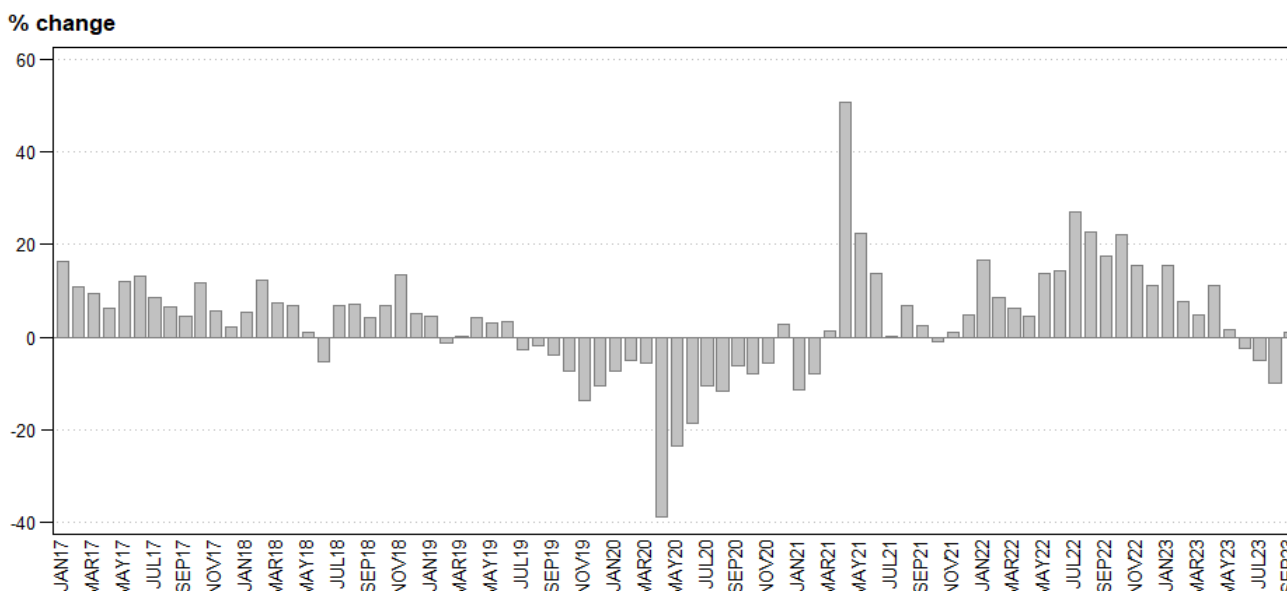
Payload	Apr – Jun 2023 (000 tons)	Weight (%)	Jul – Sep 2023 (000 tons)	% change between Apr – Jun 2023 and Jul – Sep 2023	Contribution (% points) to the total % change
Rail	37 946	14,9	42 189	11,2	1,7
Road	216 554	85,1	209 146	-3,4	-2,9
<b>Total</b>	<b>254 499</b>	<b>100,0</b>	<b>251 336</b>	<b>-1,2</b>	<b>-1,2</b>

Seasonally adjusted payload decreased by 1,2% in the third quarter of 2023 compared with the second quarter of 2023. Road freight decreased by 3,4% (contributing -2,9 percentage points), while rail freight increased by 11,2% (contributing 1,7 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 September 2023

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

	Apr-23	May-23	Jun-23	Jul-23	Aug-23	Sep-23
Passenger journeys	3,2	18,3	15,8	19,4	14,2	23,8
Passenger income	5,5	12,1	16,9	10,0	10,6	14,8

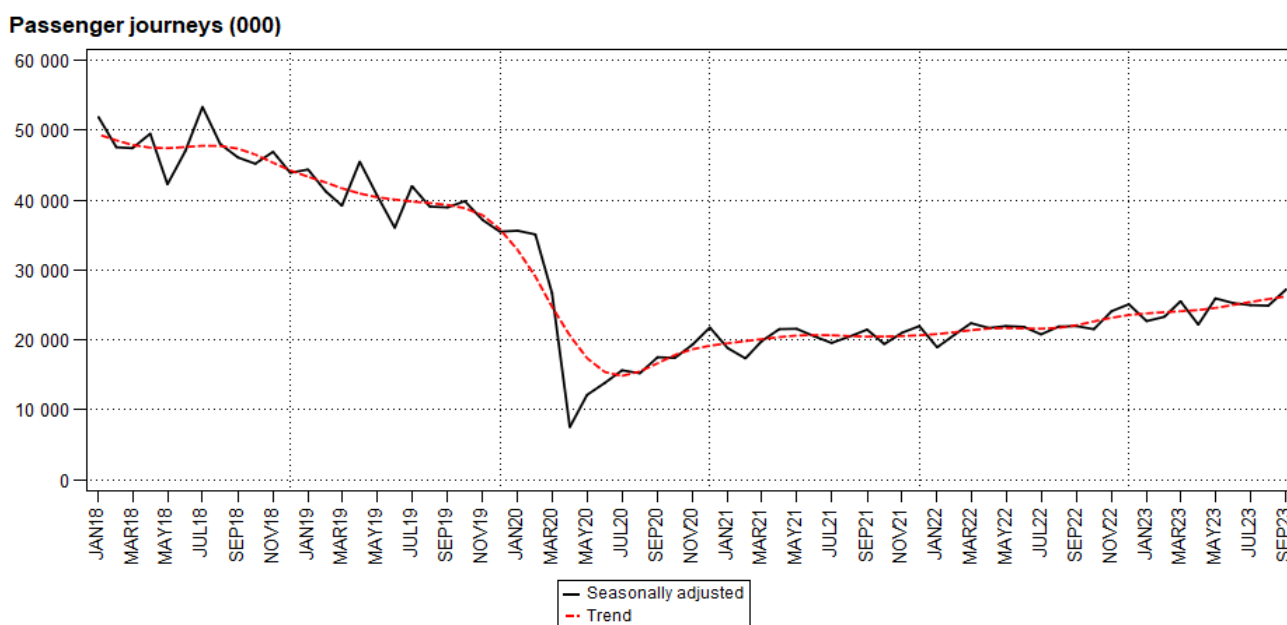
The number of passenger journeys increased by 23,8% in September 2023 compared with September 2022. The corresponding income increased by 14,8% over the same period.

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

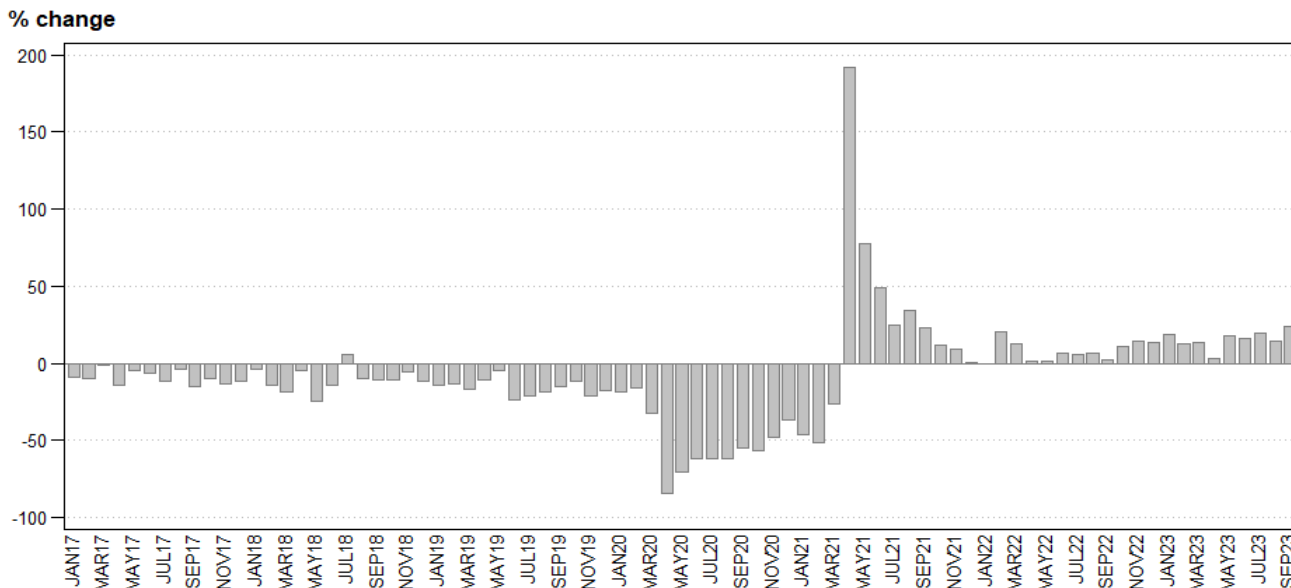
Passenger journeys	Apr – Jun 2023 (000)	Weight (%)	Jul – Sep 2023 (000)	% change between Apr – Jun 2023 and Jul – Sep 2023	Contribution (% points) to the total % change
Rail	9 431	12,9	10 487	11,2	1,4
Road	63 940	87,1	66 576	4,1	3,6
<b>Total</b>	<b>73 370</b>	<b>100,0</b>	<b>77 063</b>	<b>5,0</b>	<b>5,0</b>

Seasonally adjusted passenger journeys increased by 5,0% in the third quarter of 2023 compared with the second quarter of 2023. Road passenger journeys increased by 4,1% (contributing 3,6 percentage points) and rail passenger journeys increased by 11,2% (contributing 1,4 percentage points) – 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 <sup>1</sup>		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
	<b>Total</b>	<b>156 183</b>	<b>34 682</b>	<b>852 679</b>	<b>177 551</b>	<b>1 008 862</b>	<b>212 233</b>
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	18 975	4 825	71 872	15 451	90 847	20 275

<sup>1</sup> 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
	<b>Total</b>	<b>-12,0</b>	<b>-7,9</b>	<b>21,8</b>	<b>24,7</b>	<b>15,0</b>	<b>17,9</b>
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	-4,4	-2,4	1,0	4,9

**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)
<b>2022</b>	Jan	14 363	3 014	66 493	13 510	80 855	16 524
	Feb	14 617	3 083	64 052	13 180	78 668	16 263
	Mar	13 703	2 973	65 942	13 746	79 645	16 718
	Apr	13 876	3 012	64 296	13 491	78 173	16 503
	May	13 879	3 041	69 769	14 607	83 648	17 648
	Jun	12 663	2 895	72 276	15 183	84 938	18 078
	Jul	13 738	3 155	74 741	15 769	88 479	18 924
	Aug	13 186	3 062	75 980	15 735	89 165	18 797
	Sep	13 388	3 188	72 501	15 312	85 889	18 500
	Oct	11 337	2 187	76 382	15 624	87 720	17 811
	Nov	8 900	2 242	74 706	15 629	83 606	17 871
	Dec	12 543	2 800	74 074	15 402	86 618	18 202
<b>2023</b>	Jan	13 569	3 115	78 580	16 202	92 150	19 317
	Feb	12 764	3 000	72 143	15 044	84 908	18 043
	Mar	12 432	3 068	71 154	14 964	83 586	18 032
	Apr	12 965	3 162	75 075	15 516	88 039	18 678
	May	12 272	3 138	71 602	14 842	83 874	17 980
	Jun	12 709	3 311	69 877	14 659	82 586	17 971
	Jul	12 517	3 153	71 549	15 061	84 066	18 214
	Aug	12 545	3 232	67 509	14 683	80 055	17 915
	Sep	17 127	4 392	70 088	15 095	87 215	19 486

**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
<b>2022</b>	Jan	-9,0	-4,5	8,8	6,7	5,2	4,5
	Feb	1,8	2,3	-3,7	-2,4	-2,7	-1,6
	Mar	-6,3	-3,6	3,0	4,3	1,2	2,8
	Apr	1,3	1,3	-2,5	-1,9	-1,8	-1,3
	May	0,0	1,0	8,5	8,3	7,0	6,9
	Jun	-8,8	-4,8	3,6	3,9	1,5	2,4
	Jul	8,5	9,0	3,4	3,9	4,2	4,7
	Aug	-4,0	-2,9	1,7	-0,2	0,8	-0,7
	Sep	1,5	4,1	-4,6	-2,7	-3,7	-1,6
	Oct	-15,3	-31,4	5,4	2,0	2,1	-3,7
	Nov	-21,5	2,5	-2,2	0,0	-4,7	0,3
	Dec	40,9	24,9	-0,8	-1,5	3,6	1,9
<b>2023</b>	Jan	8,2	11,3	6,1	5,2	6,4	6,1
	Feb	-5,9	-3,7	-8,2	-7,1	-7,9	-6,6
	Mar	-2,6	2,3	-1,4	-0,5	-1,6	-0,1
	Apr	4,3	3,1	5,5	3,7	5,3	3,6
	May	-5,3	-0,8	-4,6	-4,3	-4,7	-3,7
	Jun	3,6	5,5	-2,4	-1,2	-1,5	-0,1
	Jul	-1,5	-4,8	2,4	2,7	1,8	1,4
	Aug	0,2	2,5	-5,6	-2,5	-4,8	-1,6
	Sep	36,5	35,9	3,8	2,8	8,9	8,8



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

Type of commodity	Apr-23	May-23	Jun-23	Jul-23	Aug-23	Sep-23 <sup>1</sup>
Agriculture and forestry primary products	1 112	1 306	1 274	1 245	1 324	1 253
Primary mining and quarrying products	6 432	6 522	6 533	6 397	5 883	7 096
Manufactured food, beverages and tobacco products	2 882	2 201	2 174	2 105	2 203	2 170
Textiles, clothing and leather products	399	490	455	424	437	471
Chemicals, coke, petroleum, rubber, plastic and other mineral products	780	911	848	858	937	907
Basic metals and fabricated metal products	265	253	290	263	268	256
Non-metallic products	123	154	164	163	151	154
Electrical machinery, transport machinery and equipment	308	356	352	393	367	324
Motor vehicles, parts and accessories	465	519	496	519	530	528
Paper and paper products	84	88	83	93	92	93
Commercial products	357	380	386	443	386	410
Used household and office products	333	381	418	437	405	405
Containers	811	872	844	919	865	891
Parcels	370	511	485	463	498	508
Other freight	3 270	3 600	3 478	3 740	4 886	4 809
<b>Total</b>	<b>17 990</b>	<b>18 545</b>	<b>18 280</b>	<b>18 463</b>	<b>19 232</b>	<b>20 275</b>

<sup>1</sup> Figures are preliminary.

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

Type of commodity	Apr-23	May-23	Jun-23	Jul-23	Aug-23	Sep-23
Agriculture and forestry primary products	-9,8	-2,8	-10,2	-14,1	-12,3	-10,1
Primary mining and quarrying products	20,1	8,2	8,3	-2,1	-18,5	6,2
Manufactured food, beverages and tobacco products	30,1	-10,5	-11,2	-17,7	-17,5	-14,8
Textiles, clothing and leather products	0,0	8,4	8,9	1,0	-3,3	-0,8
Chemicals, coke, petroleum, rubber, plastic and other mineral products	-2,3	0,2	-4,8	-8,4	0,3	0,1
Basic metals and fabricated metal products	1,1	11,5	12,8	15,9	16,0	-2,3
Non-metallic products	-7,5	8,5	1,9	-6,9	-17,0	-12,0
Electrical machinery, transport machinery and equipment	27,8	12,3	10,7	32,8	16,9	0,3
Motor vehicles, parts and accessories	5,7	10,0	2,1	0,2	0,4	-1,3
Paper and paper products	-21,5	-10,2	-9,8	-13,1	-18,6	-7,9
Commercial products	16,3	3,8	2,9	3,0	-10,9	-7,2
Used household and office products	-20,9	-21,4	-19,5	-15,8	-23,6	-13,6
Containers	12,8	4,7	3,3	2,9	0,3	9,2
Parcels	-14,2	6,9	-2,2	-9,0	-6,9	-1,2
Other freight	5,5	5,0	-0,7	1,8	33,6	30,2
<b>Total</b>	<b>11,3</b>	<b>2,8</b>	<b>0,3</b>	<b>-4,1</b>	<b>-4,6</b>	<b>4,9</b>

**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	Apr-23	May-23	Jun-23	Jul-23	Aug-23	Sep-23
Agriculture and forestry primary products	-0,7	-0,2	-0,8	-1,1	-0,9	-0,7
Primary mining and quarrying products	6,7	2,7	2,8	-0,7	-6,6	2,1
Manufactured food, beverages and tobacco products	4,1	-1,4	-1,5	-2,4	-2,3	-2,0
Textiles, clothing and leather products	0,0	0,2	0,2	0,0	-0,1	0,0
Chemicals, coke, petroleum, rubber, plastic and other mineral products	-0,1	0,0	-0,2	-0,4	0,0	0,0
Basic metals and fabricated metal products	0,0	0,1	0,2	0,2	0,2	0,0
Non-metallic products	-0,1	0,1	0,0	-0,1	-0,2	-0,1
Electrical machinery, transport machinery and equipment	0,4	0,2	0,2	0,5	0,3	0,0
Motor vehicles, parts and accessories	0,2	0,3	0,1	0,0	0,0	0,0
Paper and paper products	-0,1	-0,1	0,0	-0,1	-0,1	0,0
Commercial products	0,3	0,1	0,1	0,1	-0,2	-0,2
Used household and office products	-0,5	-0,6	-0,6	-0,4	-0,6	-0,3
Containers	0,6	0,2	0,1	0,1	0,0	0,4
Parcels	-0,4	0,2	-0,1	-0,2	-0,2	0,0
Other freight	1,1	0,9	-0,1	0,3	6,1	5,8
<b>Total</b>	<b>11,3</b>	<b>2,8</b>	<b>0,3</b>	<b>-4,1</b>	<b>-4,6</b>	<b>4,9</b>

**Table 8 – Passenger transportation (income at current prices)**

Year and month <sup>1</sup>		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
	<b>Total</b>	<b>19 118</b>	<b>945</b>	<b>243 547</b>	<b>9 180</b>	<b>262 665</b>	<b>10 125</b>
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	25 678	930	29 522	1 073

<sup>1</sup> 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
	<b>Total</b>	<b>-12,1</b>	<b>112,8</b>	<b>10,0</b>	<b>14,2</b>	<b>8,0</b>	<b>19,3</b>
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

**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	1 547	33	17 377	659	18 925	692
	Feb	1 840	57	18 937	751	20 777	808
	Mar	2 015	64	20 367	795	22 382	858
	Apr	1 480	80	20 221	791	21 701	870
	May	1 305	78	20 662	738	21 967	816
	Jun	1 027	70	20 829	802	21 856	873
	Jul	1 116	95	19 660	756	20 776	851
	Aug	1 226	88	20 679	764	21 905	851
	Sep	1 300	98	20 662	757	21 962	854
	Oct	1 630	98	19 890	713	21 520	811
	Nov	2 213	103	21 886	774	24 099	877
	Dec	2 622	80	22 469	886	25 090	966
2023	Jan	2 811	120	19 865	786	22 676	905
	Feb	2 919	118	20 378	840	23 297	958
	Mar	3 294	127	22 227	868	25 521	995
	Apr	2 667	115	19 511	802	22 177	917
	May	3 524	115	22 411	800	25 935	915
	Jun	3 240	127	22 018	895	25 258	1 023
	Jul	3 354	101	21 613	835	24 967	936
	Aug	3 576	107	21 310	834	24 886	941
	Sep	3 557	134	23 653	846	27 210	981

**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	-18,2	-23,3	-13,4	6,8	-13,8	4,8
	Feb	18,9	72,7	9,0	14,0	9,8	16,8
	Mar	9,5	12,3	7,6	5,9	7,7	6,2
	Apr	-26,6	25,0	-0,7	-0,5	-3,0	1,4
	May	-11,8	-2,5	2,2	-6,7	1,2	-6,2
	Jun	-21,3	-10,3	0,8	8,7	-0,5	7,0
	Jul	8,7	35,7	-5,6	-5,7	-4,9	-2,5
	Aug	9,9	-7,4	5,2	1,1	5,4	0,0
	Sep	6,0	11,4	-0,1	-0,9	0,3	0,4
	Oct	25,4	0,0	-3,7	-5,8	-2,0	-5,0
	Nov	35,8	5,1	10,0	8,6	12,0	8,1
	Dec	18,5	-22,3	2,7	14,5	4,1	10,1
2023	Jan	7,2	50,0	-11,6	-11,3	-9,6	-6,3
	Feb	3,8	-1,7	2,6	6,9	2,7	5,9
	Mar	12,8	7,6	9,1	3,3	9,5	3,9
	Apr	-19,0	-9,4	-12,2	-7,6	-13,1	-7,8
	May	32,1	0,0	14,9	-0,2	16,9	-0,2
	Jun	-8,1	10,4	-1,8	11,9	-2,6	11,8
	Jul	3,5	-20,5	-1,8	-6,7	-1,2	-8,5
	Aug	6,6	5,9	-1,4	-0,1	-0,3	0,5
	Sep	-0,5	25,2	11,0	1,4	9,3	4,3

## Survey information

<b>Introduction</b>	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.
<b>Purpose of the survey</b>	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.
<b>Scope of the survey</b>	4	This survey covers enterprises involved in land transportation according to the following types of transportation: <ul style="list-style-type: none"> <li>• railway transport (including passenger and freight transportation);</li> <li>• 'other' scheduled passenger land transport – urban, suburban and inter-urban bus and coach passenger lines and school buses;</li> <li>• '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</li> <li>• freight transport by road.</li> </ul>
<b>Exclusions</b>	5	Passenger transportation excludes: <ul style="list-style-type: none"> <li>• minibus taxis;</li> <li>• metropolitan buses (including the Bus Rapid Transport system – BRT); and</li> <li>• rental of private cars/buses without drivers.</li> </ul> <p>Freight transportation excludes:</p> <ul style="list-style-type: none"> <li>• renting of trucks without drivers; and</li> <li>• in-house transportation.</li> </ul>
<b>Classification</b>	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.
<b>Collection rate</b>	7	The preliminary collection rate for the survey on land transportation for September 2023 was 64,9%. The improved collection rate for August 2023 was 68,2%.
<b>Statistical unit</b>	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.
<b>Revised figures</b>	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.
<b>Related publications</b>	10	Users may also wish to refer to the following publication available from Stats SA – <ul style="list-style-type: none"> <li>• <i>Stats in Brief</i> issued annually.</li> </ul>

- 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 – September 2023

	Lower limit (R million)	Estimate (R million)	Upper limit (R million)	Relative standard error (RSE) %
Freight income	18 730	20 275	21 820	3,8
Passenger income	1 047	1 073	1 097	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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