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Freight transportation: results for September 2024

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

	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24
Freight payload	-6,1	-8,6	-3,8	-5,8	-6,3	-12,3
Freight income	0,6	-1,1	-0,8	-1,1	-3,0	-12,3

The volume of goods transported (payload) decreased by 12,3% in September 2024 compared with September 2023. The corresponding income decreased by 12,3% over the same period.

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

Type of commodity	Jul – Sep 2023 (R million)	Weight (%)	Jul – Sep 2024 (R million)	% change between Jul – Sep 2023 and Jul – Sep 2024	Contribution (% points) to the total % change
Agriculture and forestry primary products	3 787	6,5	3 469	-8,4	-0,5
Primary mining and quarrying products	19 304	33,3	18 911	-2,0	-0,7
Manufactured food, beverages and tobacco products	6 533	11,3	6 373	-2,4	-0,3
Textiles, clothing and leather goods	1 318	2,3	1 385	5,1	0,1
Chemicals, coke, petroleum, rubber, plastic and other mineral products	2 776	4,8	2 475	-10,8	-0,5
Basic metals and fabricated metal products	788	1,4	845	7,2	0,1
Non-metallic products	464	0,8	531	14,4	0,1
Electrical machinery, transport machinery and equipment	1 079	1,9	1 172	8,6	0,2
Motor vehicles, parts and accessories	1 562	2,7	1 635	4,7	0,1
Paper and paper products	289	0,5	261	-9,7	0,0
Commercial products	1 238	2,1	1 497	20,9	0,4
Used household and office products	1 235	2,1	1 109	-10,2	-0,2
Containers	2 655	4,6	3 065	15,4	0,7
Parcels	1 454	2,5	1 478	1,7	0,0
Other freight	13 410	23,2	10 418	-22,3	-5,2
Total income	57 893	100,0	54 627	-5,6	-5,6

Income from freight transportation decreased by 5,6% in the third quarter of 2024 compared with the third quarter of 2023. The largest negative contributor to this decrease was 'other' freight (-22,3% and contributing -5,2 percentage points) – see Table B.

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

Payload	Apr – Jun 2024 (000 tons)	Weight (%)	Jul – Sep 2024 (000 tons)	% change between Apr – Jun 2024 and Jul – Sep 2024	Contribution (% points) to the total % change
Rail	39 907	16,7	40 482	1,4	0,2
Road	199 056	83,3	192 558	-3,3	-2,7
Total	238 962	100,0	233 040	-2,5	-2,5

Seasonally adjusted payload decreased by 2,5% in the third quarter of 2024 compared with the second quarter of 2024. Road freight decreased by 3,3% (contributing -2,7 percentage points) while rail freight increased by 1,4% (contributing 0,2 of a percentage point) – see Table C.

Figure 1 – Freight transportation: seasonally adjusted payload

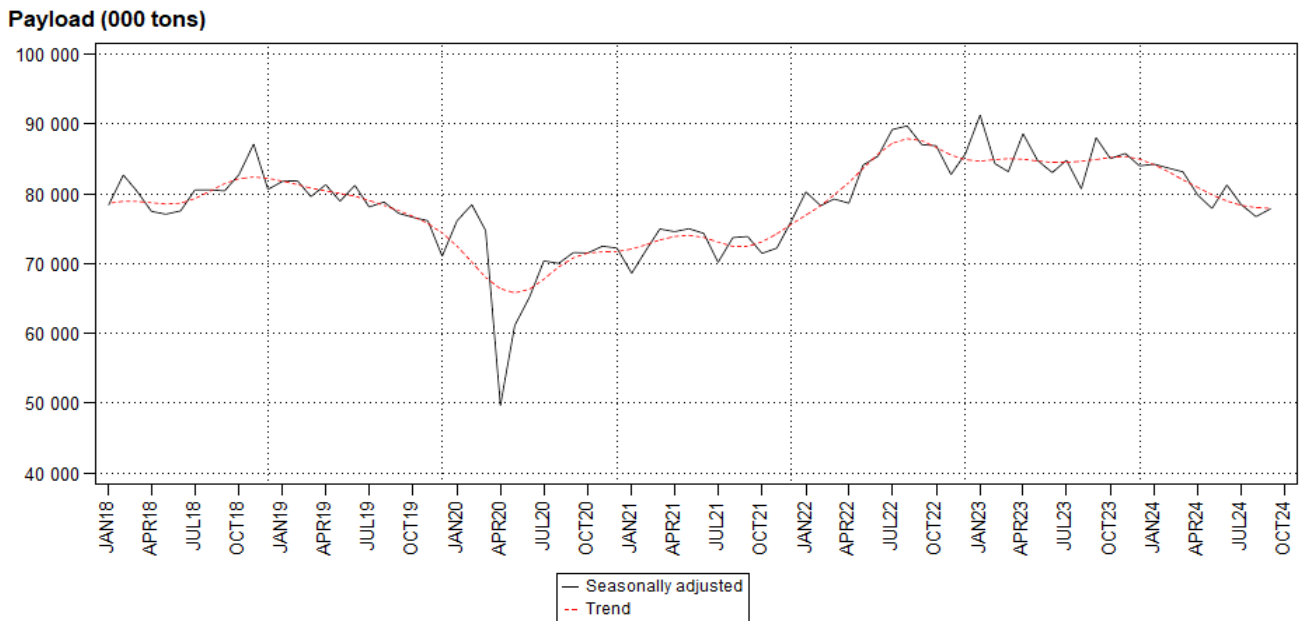
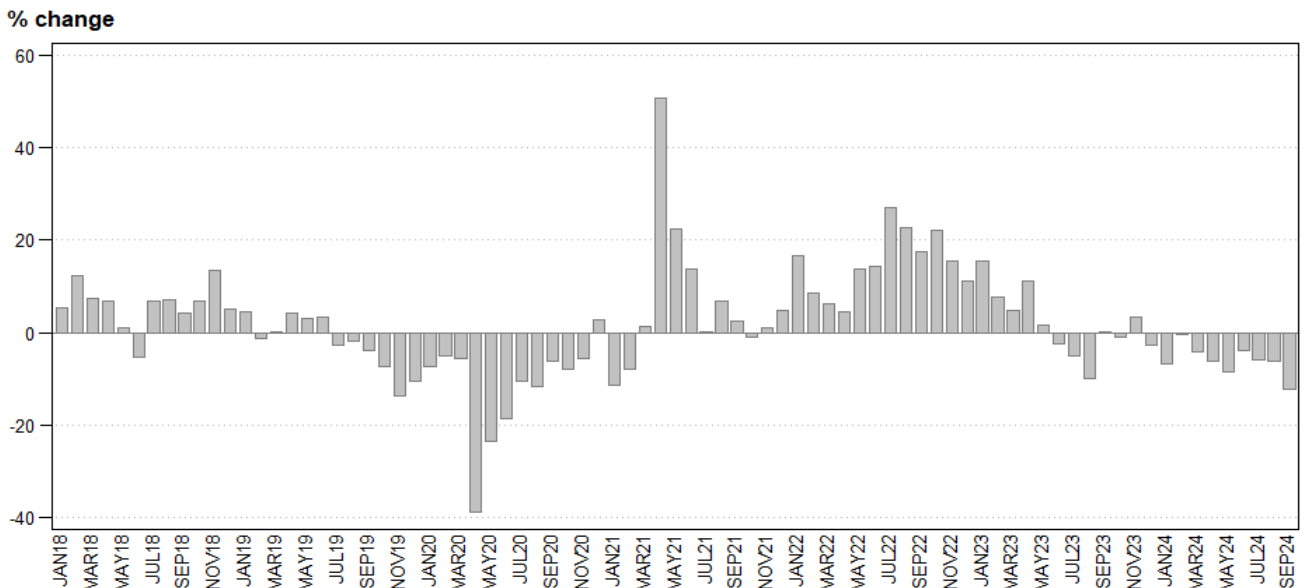


Figure 2 – Freight transportation: year-on-year percentage change in payload



Passenger transportation: results for September 2024

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

	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24
Passenger journeys	29,1	6,7	3,0	15,2	11,6	-6,8
Passenger income	17,1	11,7	7,3	10,3	7,3	-4,8

The number of passenger journeys decreased by 6,8% in September 2024 compared with September 2023. The corresponding income decreased by 4,8% over the same period.

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

Passenger journeys	Apr – Jun 2024 (000)	Weight (%)	Jul – Sep 2024 (000)	% change between Apr – Jun 2024 and Jul – Sep 2024	Contribution (% points) to the total % change
Rail	15 025	18,4	20 963	39,5	7,3
Road	66 487	81,6	60 723	-8,7	-7,1
Total	81 513	100,0	81 687	0,2	0,2

Seasonally adjusted passenger journeys increased by 0,2% in the third quarter of 2024 compared with the second quarter of 2024. Rail passenger journeys increased by 39,5% (contributing 7,3 percentage points) while road passenger journeys decreased by 8,7% (contributing -7,1 percentage points) – see Table E.

Figure 3 – Passenger transportation: seasonally adjusted passenger journeys

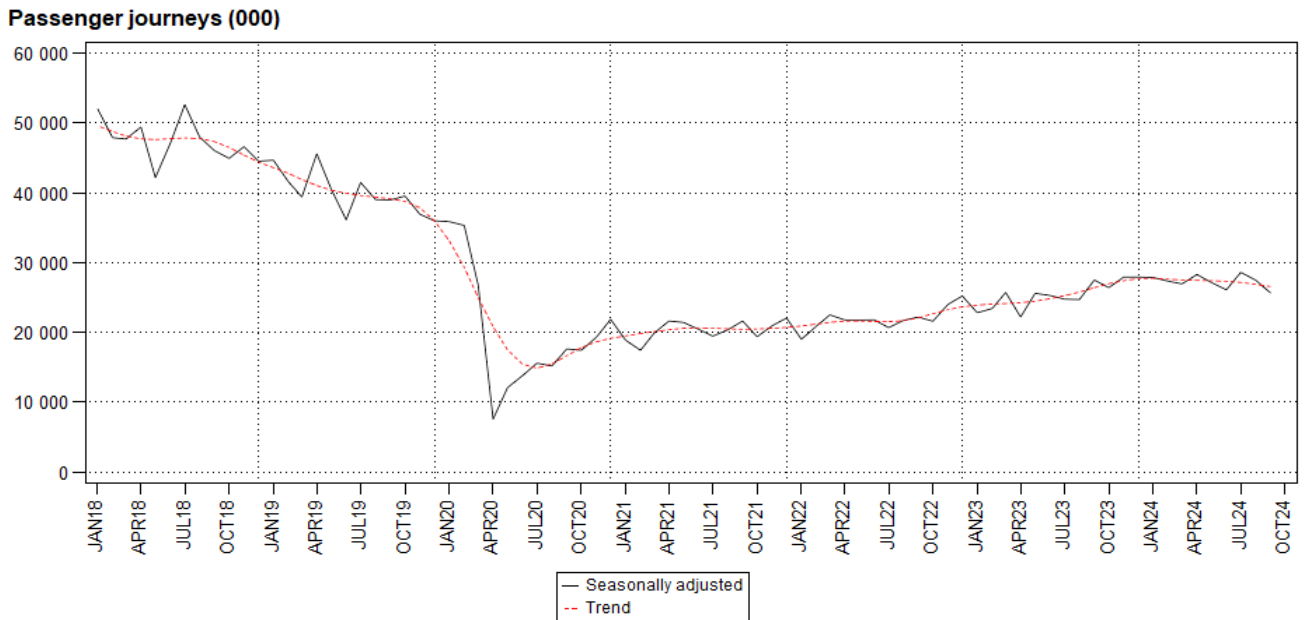
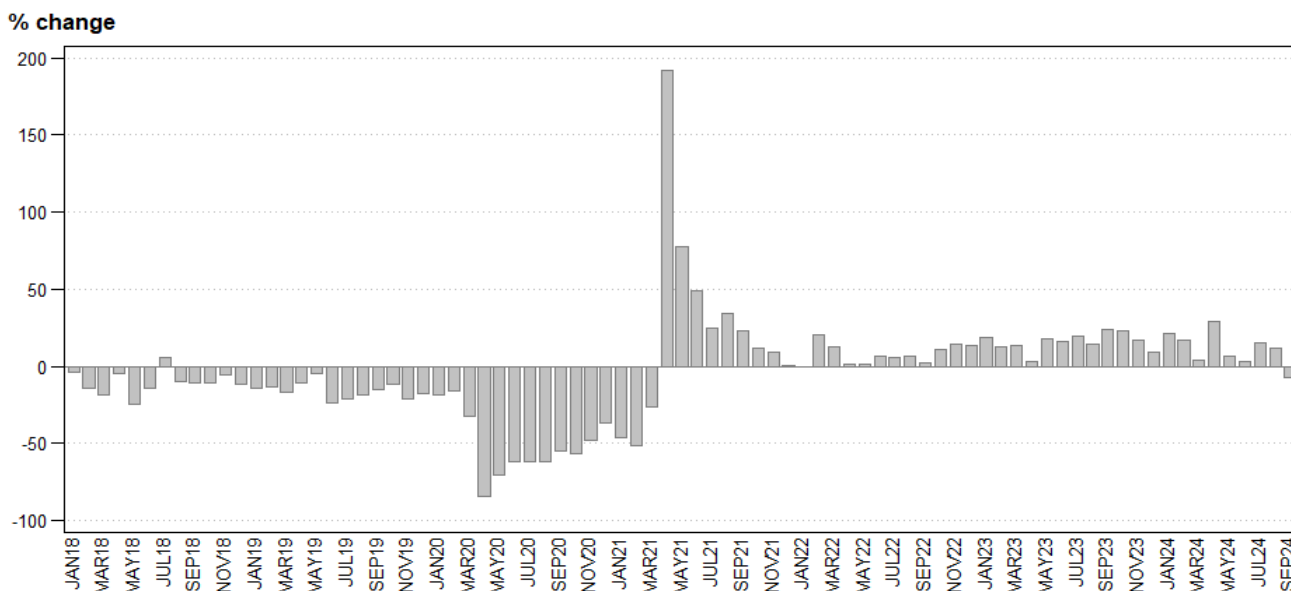


Figure 4 – Passenger transportation: year-on-year percentage change in passenger journeys




Risenga Maluleke
Statistician-General

Tables

Table 1 – Freight transportation (income at current prices)

Year and month		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	14 073	3 740	65 133	13 976	79 206	17 716

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	-8,7	-9,1	-12,3	-12,3

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)
2023	Jan	13 611	3 125	77 657	15 923	91 268	19 048
	Feb	12 620	2 971	71 703	14 949	84 322	17 919
	Mar	12 305	3 011	70 862	14 907	83 167	17 918
	Apr	13 046	3 173	75 553	15 722	88 599	18 894
	May	12 312	3 093	72 505	14 975	84 817	18 068
	Jun	13 080	3 376	69 957	14 615	83 037	17 991
	Jul	12 680	3 122	72 124	15 155	84 804	18 276
	Aug	13 013	3 278	67 708	14 723	80 721	18 001
	Sep	17 483	4 485	70 551	15 127	88 035	19 612
	Oct	13 066	3 272	71 973	15 447	85 039	18 719
	Nov	13 024	3 415	72 765	15 272	85 789	18 687
	Dec	13 695	3 691	70 308	15 160	84 002	18 851
2024	Jan	13 124	3 499	71 114	15 314	84 238	18 814
	Feb	13 418	3 599	70 242	15 326	83 660	18 925
	Mar	13 720	3 720	69 419	15 113	83 139	18 834
	Apr	13 212	3 536	66 592	14 534	79 804	18 070
	May	13 530	3 738	64 374	14 190	77 904	17 928
	Jun	13 165	3 523	68 090	14 680	81 254	18 203
	Jul	14 617	3 833	63 829	13 911	78 446	17 743
	Aug	12 864	3 550	63 857	14 087	76 721	17 637
	Sep	13 001	3 482	64 872	13 934	77 873	17 416

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	15,3	14,8	5,1	3,5	6,5	5,2
	Feb	-7,3	-4,9	-7,7	-6,1	-7,6	-5,9
	Mar	-2,5	1,3	-1,2	-0,3	-1,4	0,0
	Apr	6,0	5,4	6,6	5,5	6,5	5,4
	May	-5,6	-2,5	-4,0	-4,8	-4,3	-4,4
	Jun	6,2	9,1	-3,5	-2,4	-2,1	-0,4
	Jul	-3,1	-7,5	3,1	3,7	2,1	1,6
	Aug	2,6	5,0	-6,1	-2,9	-4,8	-1,5
	Sep	34,4	36,8	4,2	2,7	9,1	8,9
	Oct	-25,3	-27,0	2,0	2,1	-3,4	-4,6
	Nov	-0,3	4,4	1,1	-1,1	0,9	-0,2
	Dec	5,2	8,1	-3,4	-0,7	-2,1	0,9
2024	Jan	-4,2	-5,2	1,1	1,0	0,3	-0,2
	Feb	2,2	2,9	-1,2	0,1	-0,7	0,6
	Mar	2,3	3,4	-1,2	-1,4	-0,6	-0,5
	Apr	-3,7	-4,9	-4,1	-3,8	-4,0	-4,1
	May	2,4	5,7	-3,3	-2,4	-2,4	-0,8
	Jun	-2,7	-5,8	5,8	3,5	4,3	1,5
	Jul	11,0	8,8	-6,3	-5,2	-3,5	-2,5
	Aug	-12,0	-7,4	0,0	1,3	-2,2	-0,6
	Sep	1,1	-1,9	1,6	-1,1	1,5	-1,3

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

Type of commodity	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24
Agriculture and forestry primary products	1 019	1 183	1 144	1 179	1 211	1 079
Primary mining and quarrying products	6 218	6 164	6 430	6 208	6 440	6 263
Manufactured food, beverages and tobacco products	2 053	2 115	2 077	2 117	2 177	2 079
Textiles, clothing and leather products	518	481	416	458	478	449
Chemicals, coke, petroleum, rubber, plastic and other mineral products	870	846	850	832	865	778
Basic metals and fabricated metal products	254	227	262	269	303	273
Non-metallic products	163	174	173	182	174	175
Electrical machinery, transport machinery and equipment	426	334	366	350	418	404
Motor vehicles, parts and accessories	513	507	507	541	543	551
Paper and paper products	98	100	84	89	87	85
Commercial products	507	492	496	496	499	502
Used household and office products	381	371	389	393	356	360
Containers	1 165	1 004	998	1 038	1 031	996
Parcels	550	505	447	513	481	484
Other freight	3 354	3 846	3 488	3 591	3 591	3 236
Total	18 089	18 349	18 130	18 256	18 655	17 716

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

Type of commodity	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24
Agriculture and forestry primary products	-8,4	-9,4	-10,2	-5,3	-8,5	-11,4
Primary mining and quarrying products	-3,3	-5,5	-1,6	-3,0	9,5	-10,8
Manufactured food, beverages and tobacco products	-28,8	-3,9	-4,5	0,6	-1,2	-6,6
Textiles, clothing and leather products	29,8	-1,8	-8,6	8,0	9,4	-1,8
Chemicals, coke, petroleum, rubber, plastic and other mineral products	11,5	-7,1	0,2	-3,0	-7,7	-20,7
Basic metals and fabricated metal products	-4,2	-10,3	-9,7	2,3	13,1	6,2
Non-metallic products	32,5	13,0	5,5	11,7	15,2	16,7
Electrical machinery, transport machinery and equipment	38,3	-6,2	4,0	-10,9	13,9	26,6
Motor vehicles, parts and accessories	10,3	-2,3	2,2	4,2	2,5	7,4
Paper and paper products	16,7	13,6	1,2	-4,3	-5,4	-18,3
Commercial products	42,0	29,5	28,5	12,0	29,3	22,7
Used household and office products	14,4	-2,6	-6,9	-10,1	-12,1	-8,4
Containers	43,6	15,1	18,2	12,9	19,2	14,4
Parcels	48,6	-1,2	-7,8	10,8	-3,4	-1,8
Other freight	2,6	6,8	0,3	-4,0	-26,5	-32,4
Total	0,6	-1,1	-0,8	-1,1	-3,0	-12,3

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	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24
Agriculture and forestry primary products	-0,5	-0,7	-0,7	-0,4	-0,6	-0,7
Primary mining and quarrying products	-1,2	-1,9	-0,6	-1,0	2,9	-3,8
Manufactured food, beverages and tobacco products	-4,6	-0,5	-0,5	0,1	-0,1	-0,7
Textiles, clothing and leather products	0,7	0,0	-0,2	0,2	0,2	0,0
Chemicals, coke, petroleum, rubber, plastic and other mineral products	0,5	-0,4	0,0	-0,1	-0,4	-1,0
Basic metals and fabricated metal products	-0,1	-0,1	-0,2	0,0	0,2	0,1
Non-metallic products	0,2	0,1	0,0	0,1	0,1	0,1
Electrical machinery, transport machinery and equipment	0,7	-0,1	0,1	-0,2	0,3	0,4
Motor vehicles, parts and accessories	0,3	-0,1	0,1	0,1	0,1	0,2
Paper and paper products	0,1	0,1	0,0	0,0	0,0	-0,1
Commercial products	0,8	0,6	0,6	0,3	0,6	0,5
Used household and office products	0,3	-0,1	-0,2	-0,2	-0,3	-0,2
Containers	2,0	0,7	0,8	0,6	0,9	0,6
Parcels	1,0	0,0	-0,2	0,3	-0,1	0,0
Other freight	0,5	1,3	0,1	-0,8	-6,7	-7,7
Total	0,6	-1,1	-0,8	-1,1	-3,0	-12,3

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	19 973	847	27 502	1 022

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	-22,2	-8,9	-6,8	-4,8

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)
2023	Jan	2 924	113	19 879	782	22 803	895
	Feb	2 918	113	20 495	837	23 413	950
	Mar	3 355	125	22 357	873	25 711	998
	Apr	2 608	114	19 584	802	22 192	916
	May	3 402	117	22 184	816	25 586	933
	Jun	3 352	126	21 926	856	25 278	982
	Jul	3 255	113	21 496	836	24 751	948
	Aug	3 613	116	21 079	843	24 692	960
	Sep	3 564	126	23 933	854	27 497	980
	Oct	3 721	129	22 679	827	26 400	956
	Nov	4 664	133	23 251	857	27 915	990
	Dec	4 613	126	23 308	894	27 921	1 019
2024	Jan	4 805	136	23 056	879	27 861	1 015
	Feb	5 025	138	22 310	887	27 335	1 025
	Mar	4 900	139	22 039	893	26 940	1 032
	Apr	4 997	150	23 284	920	28 281	1 070
	May	5 139	139	22 004	905	27 143	1 044
	Jun	4 889	135	21 199	914	26 089	1 049
	Jul	7 205	140	21 392	910	28 597	1 050
	Aug	6 782	148	20 687	882	27 469	1 030
	Sep	6 976	153	18 644	778	25 621	931

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	3,1	17,7	-11,1	-8,4	-9,5	-5,8
	Feb	-0,2	0,0	3,1	7,0	2,7	6,1
	Mar	15,0	10,6	9,1	4,3	9,8	5,1
	Apr	-22,3	-8,8	-12,4	-8,1	-13,7	-8,2
	May	30,4	2,6	13,3	1,7	15,3	1,9
	Jun	-1,5	7,7	-1,2	4,9	-1,2	5,3
	Jul	-2,9	-10,3	-2,0	-2,3	-2,1	-3,5
	Aug	11,0	2,7	-1,9	0,8	-0,2	1,3
	Sep	-1,4	8,6	13,5	1,3	11,4	2,1
	Oct	4,4	2,4	-5,2	-3,2	-4,0	-2,4
	Nov	25,3	3,1	2,5	3,6	5,7	3,6
	Dec	-1,1	-5,3	0,2	4,3	0,0	2,9
2024	Jan	4,2	7,9	-1,1	-1,7	-0,2	-0,4
	Feb	4,6	1,5	-3,2	0,9	-1,9	1,0
	Mar	-2,5	0,7	-1,2	0,7	-1,4	0,7
	Apr	2,0	7,9	5,6	3,0	5,0	3,7
	May	2,8	-7,3	-5,5	-1,6	-4,0	-2,4
	Jun	-4,9	-2,9	-3,7	1,0	-3,9	0,5
	Jul	47,4	3,7	0,9	-0,4	9,6	0,1
	Aug	-5,9	5,7	-3,3	-3,1	-3,9	-1,9
	Sep	2,9	3,4	-9,9	-11,8	-6,7	-9,6

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 September 2024 was 71,4%. The revised collection rate for August 2024 was 74,1%.
- 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
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
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

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.

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 2024

	Lower limit (R million)	Estimate (R million)	Upper limit (R million)	Relative standard error (RSE) %
Freight income	15 948	17 716	19 483	5,0
Passenger income	1 007	1 022	1 036	0,7

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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