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Freight transportation: results for December 2024

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

	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
Freight payload	-5,8	-6,3	-12,1	-10,3	-10,6	-7,6
Freight income	-1,1	-3,0	-11,9	-5,8	-6,1	-6,8

The volume of goods transported (payload) decreased by 7,6% in December 2024 compared with December 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	Oct – Dec 2023 (R million)	Weight (%)	Oct – Dec 2024 (R million)	% change between Oct – Dec 2023 and Oct – Dec 2024	Contribution (% points) to the total % change
Agriculture and forestry primary products	3 666	6,4	2 921	-20,3	-1,3
Primary mining and quarrying products	19 396	34,1	18 599	-4,1	-1,4
Manufactured food, beverages and tobacco products	6 702	11,8	6 615	-1,3	-0,2
Textiles, clothing and leather goods	1 514	2,7	1 611	6,4	0,2
Chemicals, coke, petroleum, rubber, plastic and other mineral products	2 711	4,8	2 451	-9,6	-0,5
Basic metals and fabricated metal products	706	1,2	705	-0,1	0,0
Non-metallic products	493	0,9	419	-15,0	-0,1
Electrical machinery, transport machinery and equipment	1 088	1,9	1 300	19,5	0,4
Motor vehicles, parts and accessories	1 511	2,7	1 652	9,3	0,3
Paper and paper products	303	0,5	237	-21,8	-0,1
Commercial products	1 307	2,3	1 500	14,8	0,3
Used household and office products	1 281	2,3	1 165	-9,1	-0,2
Containers	2 692	4,7	3 031	12,6	0,6
Parcels	1 562	2,7	1 704	9,1	0,2
Other freight	11 942	21,0	9 427	-21,1	-4,4
Total income	56 873	100,0	53 334	-6,2	-6,2

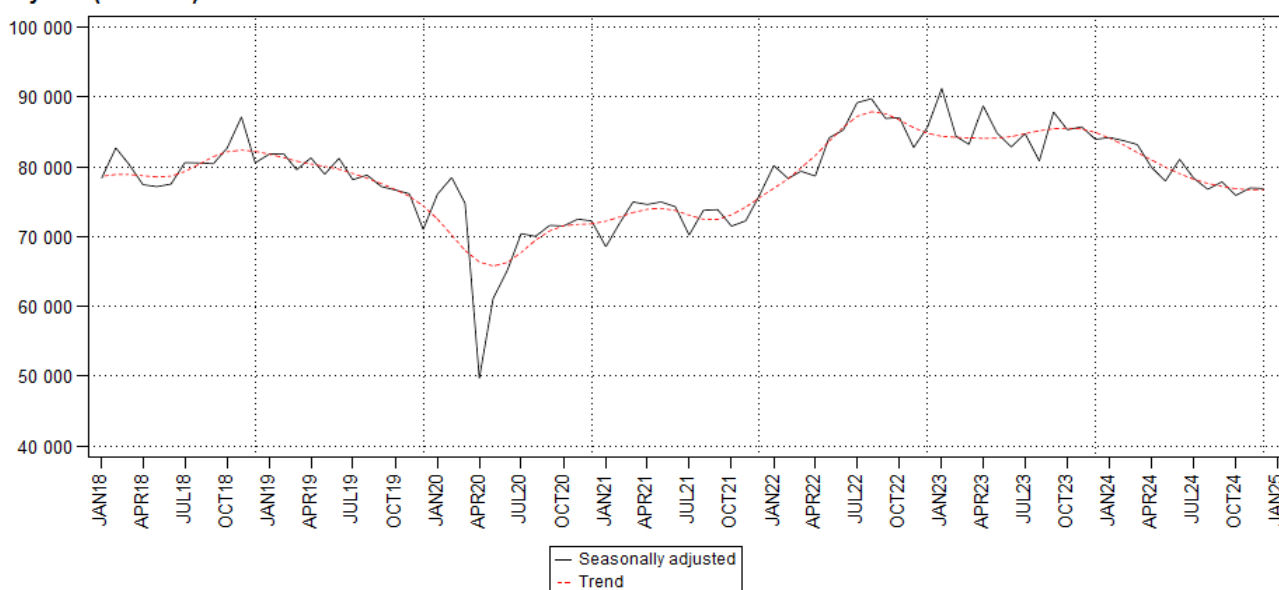
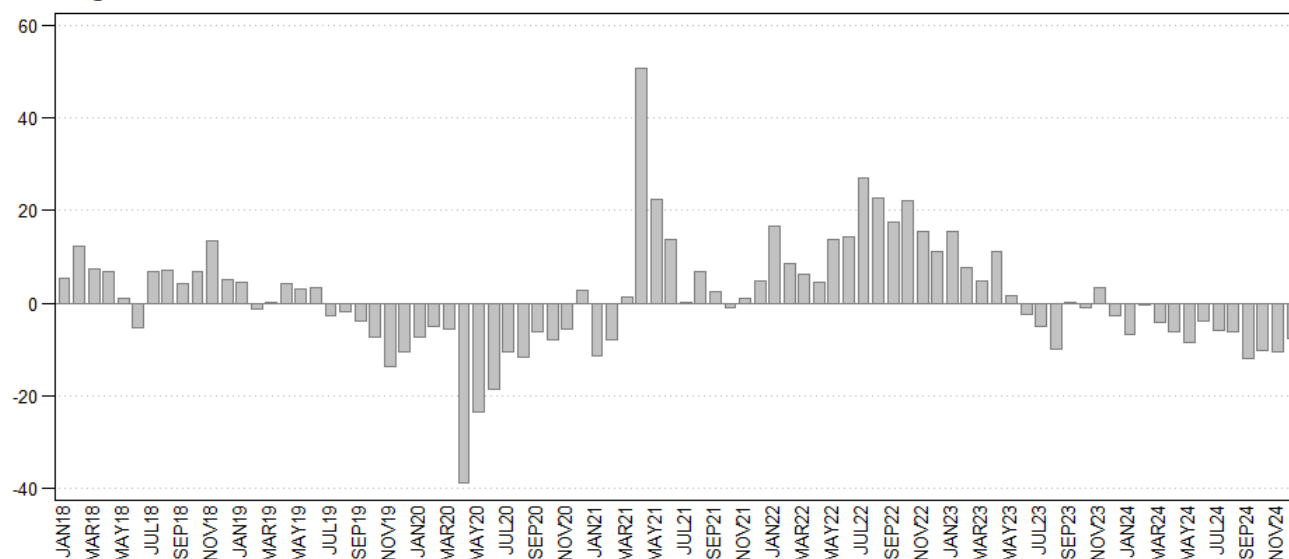
Income from freight transportation decreased by 6,2% in the fourth quarter of 2024 compared with the fourth quarter of 2023. The main negative contributors to this decrease were:

- 'other' freight (-21,1% and contributing -4,4 percentage points);
- primary mining and quarrying products (-4,1% and contributing -1,4 percentage points); and
- agriculture and forestry primary products (-20,3% and contributing -1,3 percentage points) – see Table B.

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

Payload	Jul – Sep 2024 (000 tons)	Weight (%)	Oct - Dec 2024 (000 tons)	% change between Jul – Sep 2024 and Oct – Dec 2024	Contribution (% points) to the total % change
Rail	40 617	17,4	40 344	-0,7	-0,1
Road	192 394	82,6	189 399	-1,6	-1,3
Total	233 013	100,0	229 744	-1,4	-1,4

Seasonally adjusted payload decreased by 1,4% in the fourth quarter of 2024 compared with the third quarter of 2024. Road freight decreased by 1,6% (contributing -1,3 percentage points) and rail freight decreased by 0,7% (contributing -0,1 of a percentage point) – see Table C.

Figure 1 – Freight transportation: seasonally adjusted payload**Payload (000 tons)****Figure 2 – Freight transportation: year-on-year percentage change in payload****% change**

Passenger transportation: results for December 2024

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

	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
Passenger journeys	15,2	11,6	4,3	14,2	1,3	2,8
Passenger income	10,3	7,3	3,4	2,3	-4,0	-4,5

The number of passenger journeys increased by 2,8% in December 2024 compared with December 2023. The corresponding income decreased by 4,5% over the same period.

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

Passenger journeys	Jul – Sep 2024 (000)	Weight (%)	Oct – Dec 2024 (000)	% change between Jul – Sep 2024 and Oct – Dec 2024	Contribution (% points) to the total % change
Rail	21 944	25,6	22 595	3,0	0,8
Road	63 892	74,4	63 888	0,0	0,0
Total	85 837	100,0	86 483	0,8	0,8

Seasonally adjusted passenger journeys increased by 0,8% in the fourth quarter of 2024 compared with the third quarter of 2024. Rail passenger journeys increased by 3,0% (contributing 0,8 of a percentage point) while road passenger journeys remained unchanged – see Table E.

Figure 3 – Passenger transportation: seasonally adjusted passenger journeys

Passenger journeys (000)

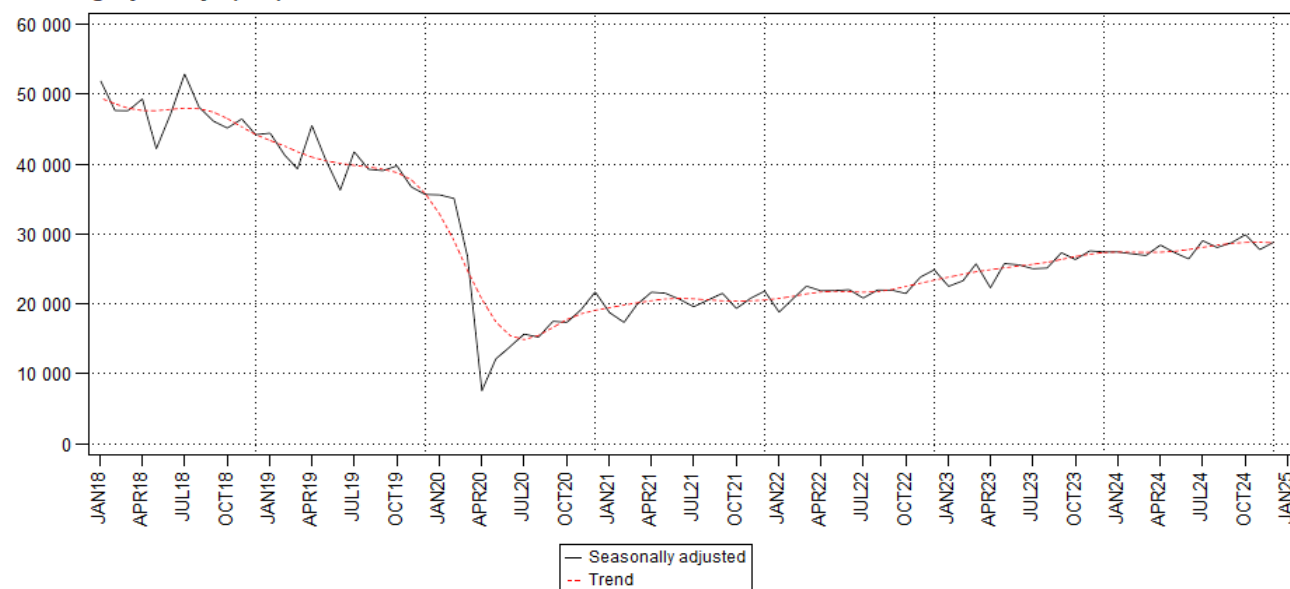
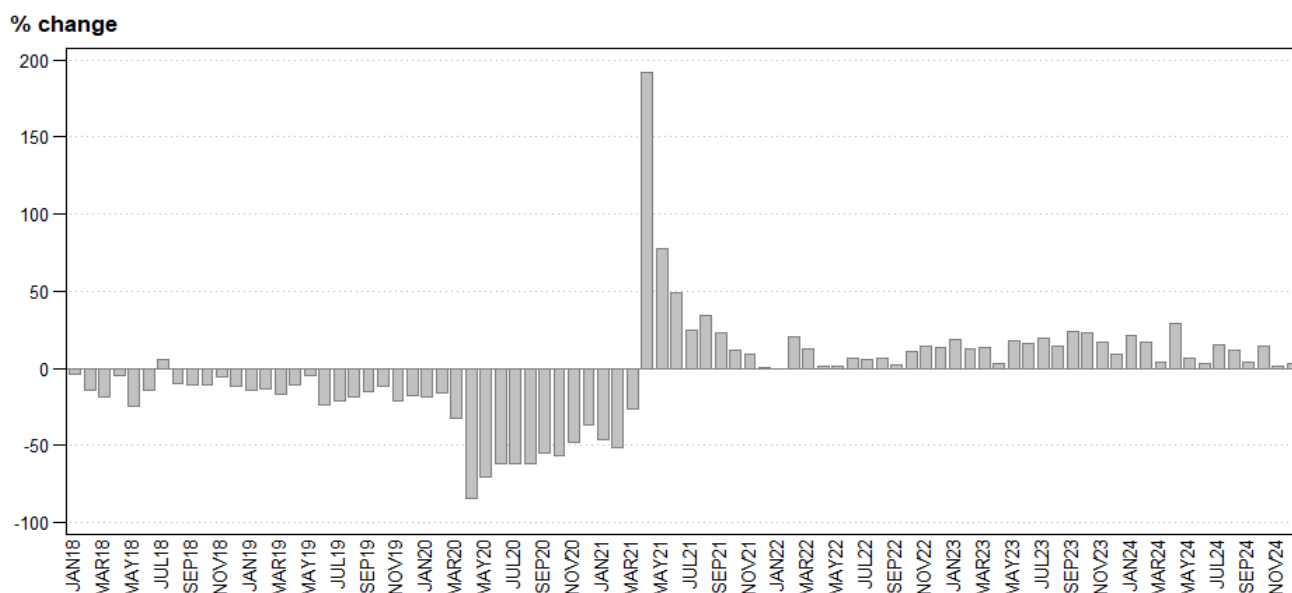


Figure 4 – Passenger transportation: year-on-year percentage change in passenger journeys


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	14 072	3 740	65 312	14 052	79 384	17 792
	Oct	12 515	3 428	66 845	14 811	79 360	18 239
	Nov	13 151	3 538	67 942	14 957	81 092	18 495
	Dec	14 355	3 818	57 902	12 783	72 257	16 600
	Total	160 993	43 288	790 611	172 709	951 605	215 997

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	-1,4	2,3	-12,2	-8,0	-10,6	-6,1
	Dec	2,2	-0,1	-9,8	-8,6	-7,6	-6,8
	Total	0,4	7,8	-8,3	-5,0	-7,0	-2,7

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	13 606	3 124	77 609	15 946	91 216	19 070
	Feb	12 618	2 967	71 738	14 961	84 356	17 927
	Mar	12 312	3 008	70 905	14 916	83 217	17 924
	Apr	13 055	3 168	75 665	15 732	88 720	18 900
	May	12 321	3 088	72 525	14 979	84 846	18 067
	Jun	13 106	3 393	69 729	14 611	82 834	18 003
	Jul	12 718	3 140	72 032	15 146	84 750	18 286
	Aug	13 045	3 277	67 790	14 712	80 835	17 989
	Sep	17 559	4 485	70 289	15 084	87 847	19 570
	Oct	12 924	3 255	72 379	15 451	85 303	18 707
	Nov	13 181	3 445	72 555	15 231	85 736	18 676
	Dec	13 472	3 659	70 460	15 210	83 932	18 869
2024	Jan	13 120	3 498	71 076	15 336	84 196	18 835
	Feb	13 419	3 594	70 310	15 345	83 729	18 939
	Mar	13 733	3 715	69 453	15 128	83 186	18 843
	Apr	13 230	3 531	66 677	14 546	79 907	18 077
	May	13 545	3 732	64 419	14 196	77 964	17 928
	Jun	13 197	3 543	67 870	14 678	81 066	18 221
	Jul	14 649	3 861	63 753	13 903	78 402	17 764
	Aug	12 901	3 549	63 873	14 072	76 775	17 621
	Sep	13 067	3 483	64 768	13 969	77 836	17 452
	Oct	13 621	3 659	62 268	13 828	75 889	17 488
	Nov	13 034	3 541	63 930	14 001	76 965	17 541
	Dec	13 689	3 622	63 201	13 817	76 890	17 439

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	16,6	15,4	4,9	3,4	6,5	5,2
	Feb	-7,3	-5,0	-7,6	-6,2	-7,5	-6,0
	Mar	-2,4	1,4	-1,2	-0,3	-1,4	0,0
	Apr	6,0	5,3	6,7	5,5	6,6	5,4
	May	-5,6	-2,5	-4,1	-4,8	-4,4	-4,4
	Jun	6,4	9,9	-3,9	-2,5	-2,4	-0,4
	Jul	-3,0	-7,5	3,3	3,7	2,3	1,6
	Aug	2,6	4,4	-5,9	-2,9	-4,6	-1,6
	Sep	34,6	36,9	3,7	2,5	8,7	8,8
	Oct	-26,4	-27,4	3,0	2,4	-2,9	-4,4
	Nov	2,0	5,8	0,2	-1,4	0,5	-0,2
	Dec	2,2	6,2	-2,9	-0,1	-2,1	1,0
2024	Jan	-2,6	-4,4	0,9	0,8	0,3	-0,2
	Feb	2,3	2,7	-1,1	0,1	-0,6	0,6
	Mar	2,3	3,4	-1,2	-1,4	-0,6	-0,5
	Apr	-3,7	-5,0	-4,0	-3,8	-3,9	-4,1
	May	2,4	5,7	-3,4	-2,4	-2,4	-0,8
	Jun	-2,6	-5,1	5,4	3,4	4,0	1,6
	Jul	11,0	9,0	-6,1	-5,3	-3,3	-2,5
	Aug	-11,9	-8,1	0,2	1,2	-2,1	-0,8
	Sep	1,3	-1,9	1,4	-0,7	1,4	-1,0
	Oct	4,2	5,1	-3,9	-1,0	-2,5	0,2
	Nov	-4,3	-3,2	2,7	1,3	1,4	0,3
	Dec	5,0	2,3	-1,1	-1,3	-0,1	-0,6

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

Type of commodity	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
Agriculture and forestry primary products	1 179	1 211	1 073	1 058	962	901
Primary mining and quarrying products	6 208	6 440	6 277	6 142	6 381	6 076
Manufactured food, beverages and tobacco products	2 117	2 177	2 158	2 265	2 262	2 088
Textiles, clothing and leather products	458	478	446	538	567	506
Chemicals, coke, petroleum, rubber, plastic and other mineral products	832	865	772	857	872	722
Basic metals and fabricated metal products	269	303	273	268	224	213
Non-metallic products	182	174	174	160	151	108
Electrical machinery, transport machinery and equipment	350	418	402	421	476	403
Motor vehicles, parts and accessories	541	543	547	570	582	500
Paper and paper products	89	87	85	84	80	73
Commercial products	496	499	501	523	515	462
Used household and office products	393	356	358	376	388	401
Containers	1 038	1 031	1 025	1 033	1 086	912
Parcels	513	481	480	583	638	483
Other freight	3 591	3 591	3 222	3 363	3 312	2 752
Total	18 256	18 655	17 792	18 239	18 495	16 600

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

Type of commodity	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
Agriculture and forestry primary products	-5,3	-8,5	-11,9	-18,4	-25,4	-16,5
Primary mining and quarrying products	-3,0	9,5	-10,6	-3,5	-5,9	-2,7
Manufactured food, beverages and tobacco products	0,6	-1,2	-3,0	-1,9	0,2	-2,2
Textiles, clothing and leather products	8,0	9,4	-2,4	2,1	5,8	12,2
Chemicals, coke, petroleum, rubber, plastic and other mineral products	-3,0	-7,7	-21,3	-4,0	-7,2	-17,8
Basic metals and fabricated metal products	2,3	13,1	6,2	-4,3	10,9	-4,9
Non-metallic products	11,7	15,2	16,0	-7,0	-17,5	-21,7
Electrical machinery, transport machinery and equipment	-10,9	13,9	26,0	15,7	22,4	20,3
Motor vehicles, parts and accessories	4,2	2,5	6,6	9,8	3,4	16,6
Paper and paper products	-4,3	-5,4	-18,3	-20,0	-27,9	-16,1
Commercial products	12,0	29,3	22,5	23,3	17,6	3,8
Used household and office products	-10,1	-12,1	-8,9	-8,1	-10,2	-8,9
Containers	12,9	19,2	17,7	22,5	17,0	-1,0
Parcels	10,8	-3,4	-2,6	12,3	5,1	10,8
Other freight	-4,0	-26,5	-32,7	-22,4	-18,1	-22,8
Total	-1,1	-3,0	-11,9	-5,8	-6,1	-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	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
Agriculture and forestry primary products	-0,4	-0,6	-0,7	-1,2	-1,7	-1,0
Primary mining and quarrying products	-1,0	2,9	-3,7	-1,2	-2,0	-1,0
Manufactured food, beverages and tobacco products	0,1	-0,1	-0,3	-0,2	0,0	-0,3
Textiles, clothing and leather products	0,2	0,2	-0,1	0,1	0,2	0,3
Chemicals, coke, petroleum, rubber, plastic and other mineral products	-0,1	-0,4	-1,0	-0,2	-0,3	-0,9
Basic metals and fabricated metal products	0,0	0,2	0,1	-0,1	0,1	-0,1
Non-metallic products	0,1	0,1	0,1	-0,1	-0,2	-0,2
Electrical machinery, transport machinery and equipment	-0,2	0,3	0,4	0,3	0,4	0,4
Motor vehicles, parts and accessories	0,1	0,1	0,2	0,3	0,1	0,4
Paper and paper products	0,0	0,0	-0,1	-0,1	-0,2	-0,1
Commercial products	0,3	0,6	0,5	0,5	0,4	0,1
Used household and office products	-0,2	-0,3	-0,2	-0,2	-0,2	-0,2
Containers	0,6	0,9	0,8	1,0	0,8	-0,1
Parcels	0,3	-0,1	-0,1	0,3	0,2	0,3
Other freight	-0,8	-6,7	-7,7	-5,0	-3,7	-4,6
Total	-1,1	-3,0	-11,9	-5,8	-6,1	-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	21 368	811	29 528	964
	Dec	5 425	89	18 960	896	24 385	985
	Total	73 557	1 703	261 984	10 539	335 541	12 242

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
	Dec	77,4	12,7	-8,3	-5,9	2,8	-4,5
	Total	76,1	17,2	-0,2	4,5	10,3	6,1

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	2 799	114	19 703	786	22 502	899
	Feb	2 827	114	20 480	838	23 307	952
	Mar	3 281	125	22 443	872	25 724	998
	Apr	2 584	112	19 715	797	22 299	909
	May	3 416	116	22 343	809	25 759	926
	Jun	3 395	125	22 190	850	25 586	975
	Jul	3 356	112	21 673	826	25 029	939
	Aug	3 756	115	21 361	836	25 117	951
	Sep	3 775	125	23 536	857	27 311	983
	Oct	3 897	132	22 443	833	26 340	964
	Nov	4 456	135	23 126	871	27 583	1 006
	Dec	4 340	127	23 082	901	27 421	1 028
2024	Jan	4 578	137	22 843	884	27 421	1 020
	Feb	4 854	138	22 298	889	27 152	1 027
	Mar	4 786	139	22 134	892	26 920	1 031
	Apr	4 947	148	23 462	915	28 409	1 062
	May	5 165	138	22 181	897	27 346	1 035
	Jun	4 959	134	21 470	907	26 429	1 041
	Jul	7 449	139	21 585	899	29 034	1 038
	Aug	7 072	146	20 990	874	28 062	1 020
	Sep	7 423	152	21 317	862	28 741	1 014
	Oct	7 534	143	22 366	847	29 900	990
	Nov	7 386	144	20 378	823	27 764	967
	Dec	7 675	144	21 144	846	28 819	990

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	4,1	17,5	-11,2	-8,7	-9,5	-6,1
	Feb	1,0	0,0	3,9	6,6	3,6	5,9
	Mar	16,1	9,6	9,6	4,1	10,4	4,8
	Apr	-21,2	-10,4	-12,2	-8,6	-13,3	-8,9
	May	32,2	3,6	13,3	1,5	15,5	1,9
	Jun	-0,6	7,8	-0,7	5,1	-0,7	5,3
	Jul	-1,1	-10,4	-2,3	-2,8	-2,2	-3,7
	Aug	11,9	2,7	-1,4	1,2	0,4	1,3
	Sep	0,5	8,7	10,2	2,5	8,7	3,4
	Oct	3,2	5,6	-4,6	-2,8	-3,6	-1,9
	Nov	14,3	2,3	3,0	4,6	4,7	4,4
	Dec	-2,6	-5,9	-0,2	3,4	-0,6	2,2
2024	Jan	5,5	7,9	-1,0	-1,9	0,0	-0,8
	Feb	6,0	0,7	-2,4	0,6	-1,0	0,7
	Mar	-1,4	0,7	-0,7	0,3	-0,9	0,4
	Apr	3,4	6,5	6,0	2,6	5,5	3,0
	May	4,4	-6,8	-5,5	-2,0	-3,7	-2,5
	Jun	-4,0	-2,9	-3,2	1,1	-3,4	0,6
	Jul	50,2	3,7	0,5	-0,9	9,9	-0,3
	Aug	-5,1	5,0	-2,8	-2,8	-3,3	-1,7
	Sep	5,0	4,1	1,6	-1,4	2,4	-0,6
	Oct	1,5	-5,9	4,9	-1,7	4,0	-2,4
	Nov	-2,0	0,7	-8,9	-2,8	-7,1	-2,3
	Dec	3,9	0,0	3,8	2,8	3,8	2,4

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 | <p>This survey covers enterprises involved in land transportation according to the following types of transportation:</p> <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 | 4 | <p>Passenger transportation excludes:</p> <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 | 5 | 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 | 6 | The preliminary collection rate for the survey on land transportation for December 2024 was 71,8%. The revised collection rate for November 2024 was 73,0%. |
| 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
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
Nov-25	Additional information from respondents	Oct-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 – December 2024

	Lower limit (R million)	Estimate (R million)	Upper limit (R million)	Relative standard error (RSE) %
Freight income	14 944	16 600	18 256	5,0
Passenger income	967	985	1 003	0,9

- 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 <i>System of National Accounts</i> (SNA) in the same way as in the <i>Standard Industrial Classification of All Economic Activities</i> (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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