STATISTICAL RELEASE
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Land transport
(Preliminary)

January 2025

This release provides an analysis of revisions. If you have any questions or comments, please send these to JP Terblanche, juan-pierret@statssa.gov.za.

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Dipalopalo tsa Aforikaborwa ● Dipalopalo tsa Aforika Borwa ● Ezazibalo zaseNingizimu Afrika ● Tshitatistika Afrika Tshipembe ● Tinhlayo Afrika-Dzonga

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IMPROVING LIVES THROUGH DATA ECOSYSTEMS

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Freight transportation: results for January 2025

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

	Aug-24	**Sep-24**	**Oct-24**	**Nov-24**	**Dec-24**	**Jan-25**
Freight payload	-6,3	-12,1	-10,3	-10,6	-6,9	-4,2
Freight income	-3,0	-11,9	-5,8	-6,1	-6,2	-2,4

The volume of goods transported (payload) decreased by 4,2% in January 2025 compared with January 2024. The corresponding income decreased by 2,4% over the same period.

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

Type of commodity	Nov 2023 – Jan 2024 (R million)	Weight (%)	Nov 2024 – Jan 2025 (R million)	% change between Nov 2023 – Jan 2024 and Nov 2024 – Jan 2025	Contribution (% points) to the total % change
Agriculture and forestry primary products	3 463	6,3	2 671	-22,9	-1,4
Primary mining and quarrying products	19 047	34,6	18 537	-2,7	-0,9
Manufactured food, beverages and tobacco products	6 540	11,9	6 516	-0,4	0,0
Textiles, clothing and leather goods	1 368	2,5	1 519	11,0	0,3
Chemicals, coke, petroleum, rubber, plastic and other mineral products	2 724	4,9	2 544	-6,6	-0,3
Basic metals and fabricated metal products	641	1,2	670	4,5	0,1
Non-metallic products	449	0,8	401	-10,7	-0,1
Electrical machinery, transport machinery and equipment	1 093	2,0	1 316	20,4	0,4
Motor vehicles, parts and accessories	1 506	2,7	1 563	3,8	0,1
Paper and paper products	287	0,5	243	-15,3	-0,1
Commercial products	1 325	2,4	1 469	10,9	0,3
Used household and office products	1 257	2,3	1 129	-10,2	-0,2
Containers	2 888	5,2	2 982	3,3	0,2
Parcels	1 462	2,7	1 610	10,1	0,3
Other freight	11 062	20,1	9 204	-16,8	-3,4
Total income	**55 115**	**100,0**	**52 376**	**-5,0**	**-5,0**

Income from freight transportation decreased by 5,0% in the three months ended January 2025 compared with the three months ended January 2024. The main negative contributors to this decrease were:
- 'other' freight (-16,8% and contributing -3,4 percentage points);
- agriculture and forestry primary products (-22,9% and contributing -1,4 percentage points); and
- primary mining and quarrying products (-2,7% 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	Aug – Oct 2024 (000 tons)	Weight (%)	Nov 2024 – Jan 2025 (000 tons)	% change between Aug – Oct 2024 and Nov 2024 – Jan 2025	Contribution (% points) to the total % change
Rail	39 613	17,1	40 688	2,7	0,5
Road	191 439	82,9	192 920	0,8	0,7
Total	**231 053**	**100,0**	**233 607**	**1,1**	**1,1**

Seasonally adjusted payload increased by 1,1% in the three months ended January 2025 compared with the previous three months. Road freight increased by 0,8% (contributing 0,7 of a percentage point) and rail freight increased by 2,7% (contributing 0,5 of a percentage point) – see Table C.

Figure 1 – Freight transportation: seasonally adjusted payload
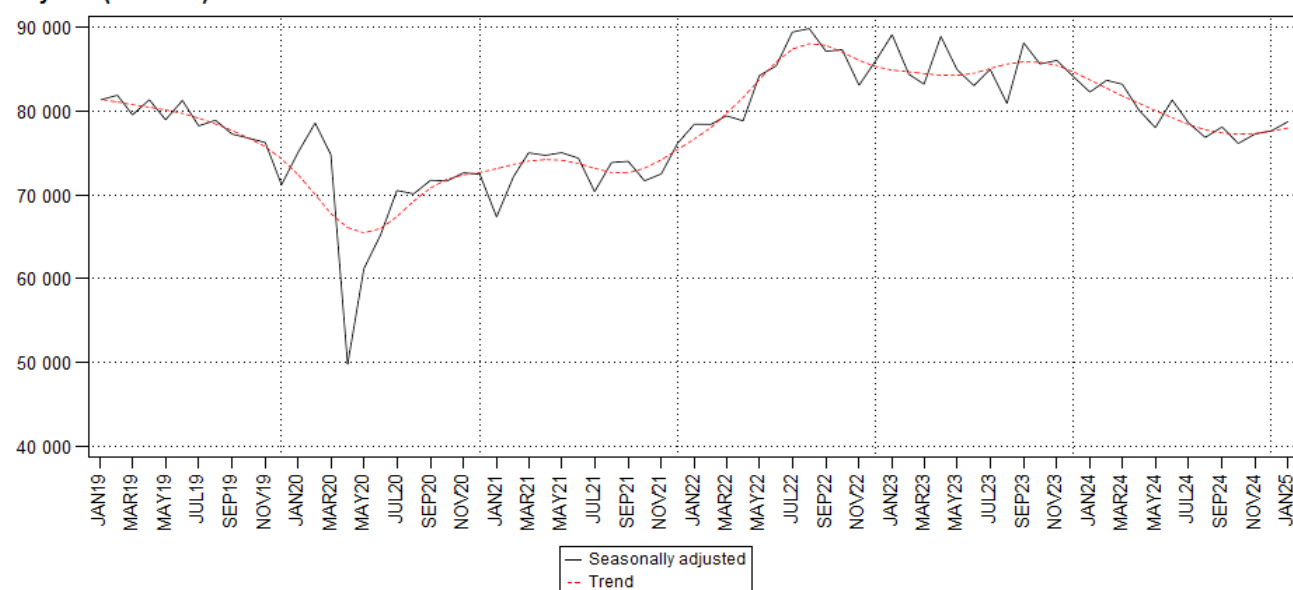
Figure 2 – Freight transportation: year-on-year percentage change in payload
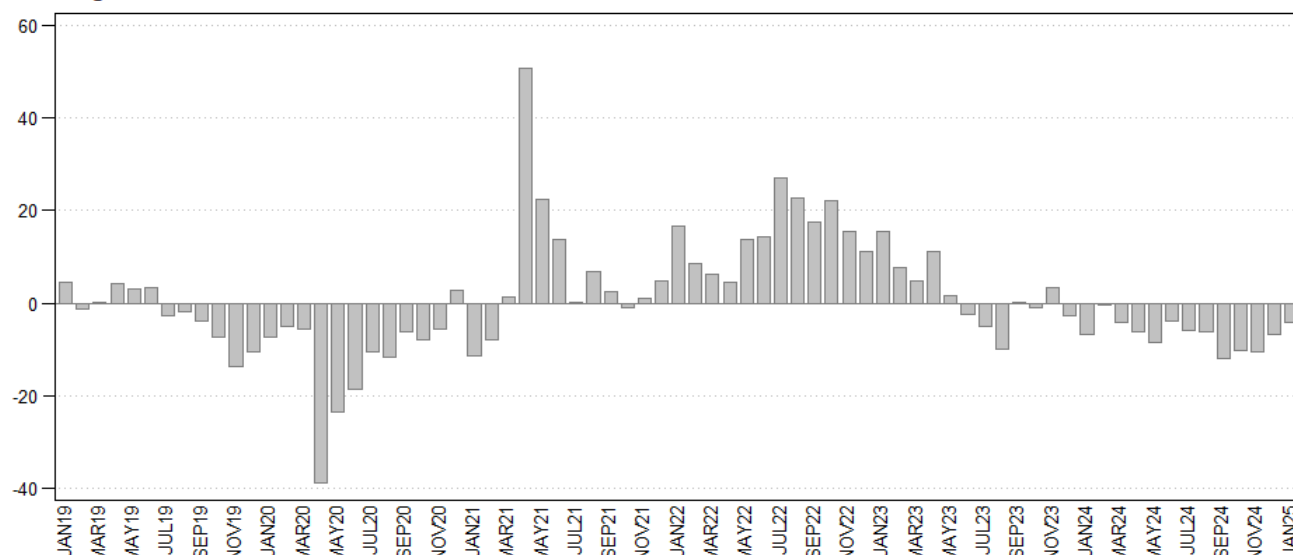
Passenger transportation: results for January 2025

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

	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24	Jan-25
Passenger journeys	11,6	4,3	14,2	1,3	2,5	11,1
Passenger income	7,3	3,4	2,3	-4,0	-4,1	1,6

The number of passenger journeys increased by 11,1% in January 2025 compared with January 2024. The corresponding income increased by 1,6% over the same period.

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

Passenger journeys	Aug – Oct 2024 (000)	Weight (%)	Nov 2024 – Jan 2025 (000)	% change between Aug – Oct 2024 and Nov 2024 – Jan 2025	Contribution (% points) to the total % change
Rail	22 057	25,4	22 793	3,3	0,8
Road	64 751	74,6	64 231	-0,8	-0,6
Total	**86 808**	**100,0**	**87 024**	**0,2**	**0,2**

Seasonally adjusted passenger journeys increased by 0,2% in the three months ended January 2025 compared with the previous three months. Rail passenger journeys increased by 3,3% (contributing 0,8 of a percentage point) while road passenger journeys decreased by 0,8% (contributing -0,6 of a percentage point) – see Table E.

Figure 3 – Passenger transportation: seasonally adjusted passenger journeys
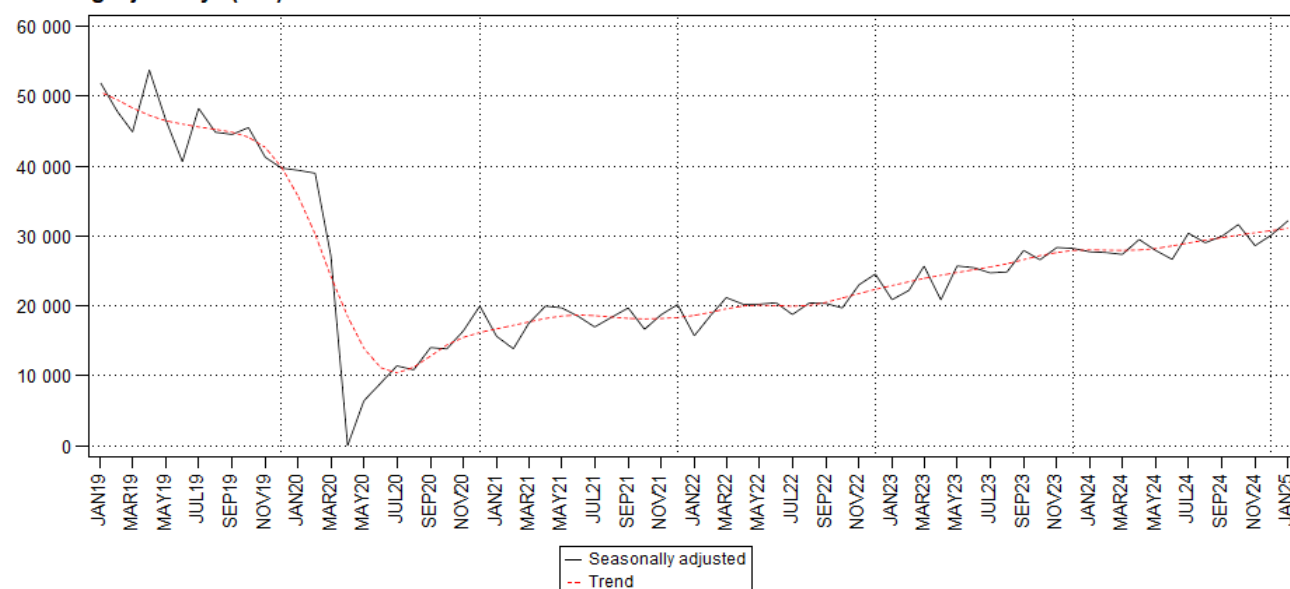
Figure 4 – Passenger transportation: year-on-year percentage change in passenger journeys
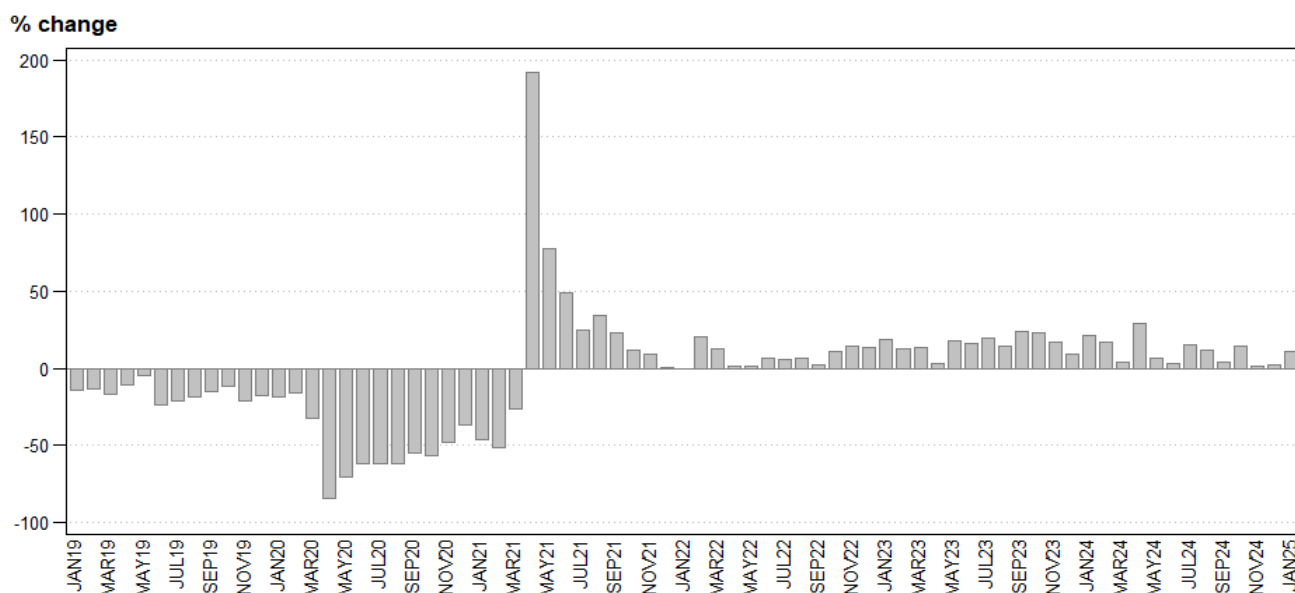
Risenga Maluleke
Statistician-General

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)
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	14 356	3 818	58 460	12 887	72 816	16 705
	Total	**160 994**	**43 288**	**791 169**	**172 813**	**952 164**	**216 102**
2025	Jan	13 688	3 567	61 614	13 609	75 302	17 176

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
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	-8,9	-7,9	-6,9	-6,2
	Total	**0,4**	**7,8**	**-8,3**	**-4,9**	**-6,9**	**-2,6**
2025	Jan	7,2	6,7	-6,4	-4,5	-4,2	-2,4

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)
2024	Jan	12 965	3 481	69 291	15 016	82 255	18 497
	Feb	13 424	3 595	70 243	15 301	83 667	18 896
	Mar	13 739	3 716	69 454	15 101	83 194	18 817
	Apr	13 234	3 531	66 835	14 536	80 069	18 067
	May	13 562	3 732	64 450	14 178	78 012	17 910
	Jun	13 213	3 537	68 101	14 795	81 314	18 332
	Jul	14 652	3 859	63 944	13 945	78 595	17 804
	Aug	12 859	3 549	63 981	14 094	76 840	17 643
	Sep	13 097	3 485	64 987	14 014	78 084	17 499
	Oct	13 657	3 663	62 471	13 871	76 129	17 534
	Nov	13 084	3 549	64 165	14 058	77 249	17 607
	Dec	13 745	3 636	63 883	13 962	77 627	17 598
2025	Jan	13 859	3 707	64 872	14 325	78 731	18 032

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
2024	Jan	-4,1	-5,1	-1,9	-1,5	-2,2	-2,2
	Feb	3,5	3,3	1,4	1,9	1,7	2,2
	Mar	2,3	3,4	-1,1	-1,3	-0,6	-0,4
	Apr	-3,7	-5,0	-3,8	-3,7	-3,8	-4,0
	May	2,5	5,7	-3,6	-2,5	-2,6	-0,9
	Jun	-2,6	-5,2	5,7	4,4	4,2	2,4
	Jul	10,9	9,1	-6,1	-5,7	-3,3	-2,9
	Aug	-12,2	-8,0	0,1	1,1	-2,2	-0,9
	Sep	1,9	-1,8	1,6	-0,6	1,6	-0,8
	Oct	4,3	5,1	-3,9	-1,0	-2,5	0,2
	Nov	-4,2	-3,1	2,7	1,3	1,5	0,4
	Dec	5,1	2,5	-0,4	-0,7	0,5	-0,1
2025	Jan	0,8	2,0	1,5	2,6	1,4	2,5

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

Type of commodity	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24	Jan-25
Agriculture and forestry primary products	1 211	1 073	1 058	962	897	812
Primary mining and quarrying products	6 440	6 277	6 142	6 381	6 082	6 074
Manufactured food, beverages and tobacco products	2 177	2 158	2 265	2 262	2 118	2 136
Textiles, clothing and leather products	478	446	538	567	497	455
Chemicals, coke, petroleum, rubber, plastic and other mineral products	865	772	857	872	822	850
Basic metals and fabricated metal products	303	273	268	224	215	231
Non-metallic products	174	174	160	151	123	127
Electrical machinery, transport machinery and equipment	418	402	421	476	397	443
Motor vehicles, parts and accessories	543	547	570	582	491	490
Paper and paper products	87	85	84	80	81	82
Commercial products	499	501	523	515	467	487
Used household and office products	356	358	376	388	394	347
Containers	1 031	1 025	1 033	1 086	907	989
Parcels	481	480	583	638	474	498
Other freight	3 591	3 222	3 363	3 312	2 738	3 154
Total	**18 655**	**17 792**	**18 239**	**18 495**	**16 705**	**17 176**

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

Type of commodity	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24	Jan-25
Agriculture and forestry primary products	-8,5	-11,9	-18,4	-25,4	-16,9	-25,8
Primary mining and quarrying products	9,5	-10,6	-3,5	-5,9	-2,6	0,9
Manufactured food, beverages and tobacco products	-1,2	-3,0	-1,9	0,2	-0,8	-0,5
Textiles, clothing and leather products	9,4	-2,4	2,1	5,8	10,2	19,4
Chemicals, coke, petroleum, rubber, plastic and other mineral products	-7,7	-21,3	-4,0	-7,2	-6,4	-6,2
Basic metals and fabricated metal products	13,1	6,2	-4,3	10,9	-4,0	7,4
Non-metallic products	15,2	16,0	-7,0	-17,5	-10,9	-0,8
Electrical machinery, transport machinery and equipment	13,9	26,0	15,7	22,4	18,5	20,1
Motor vehicles, parts and accessories	2,5	6,6	9,8	3,4	14,5	-4,7
Paper and paper products	-5,4	-18,3	-20,0	-27,9	-6,9	-7,9
Commercial products	29,3	22,5	23,3	17,6	4,9	10,2
Used household and office products	-12,1	-8,9	-8,1	-10,2	-10,5	-9,9
Containers	19,2	17,7	22,5	17,0	-1,5	-4,8
Parcels	-3,4	-2,6	12,3	5,1	8,7	18,9
Other freight	-26,5	-32,7	-22,4	-18,1	-23,2	-8,6
Total	**-3,0**	**-11,9**	**-5,8**	**-6,1**	**-6,2**	**-2,4**

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	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24	Jan-25
Agriculture and forestry primary products	-0,6	-0,7	-1,2	-1,7	-1,0	-1,6
Primary mining and quarrying products	2,9	-3,7	-1,2	-2,0	-0,9	0,3
Manufactured food, beverages and tobacco products	-0,1	-0,3	-0,2	0,0	-0,1	-0,1
Textiles, clothing and leather products	0,2	-0,1	0,1	0,2	0,3	0,4
Chemicals, coke, petroleum, rubber, plastic and other mineral products	-0,4	-1,0	-0,2	-0,3	-0,3	-0,3
Basic metals and fabricated metal products	0,2	0,1	-0,1	0,1	-0,1	0,1
Non-metallic products	0,1	0,1	-0,1	-0,2	-0,1	0,0
Electrical machinery, transport machinery and equipment	0,3	0,4	0,3	0,4	0,3	0,4
Motor vehicles, parts and accessories	0,1	0,2	0,3	0,1	0,3	-0,1
Paper and paper products	0,0	-0,1	-0,1	-0,2	0,0	0,0
Commercial products	0,6	0,5	0,5	0,4	0,1	0,3
Used household and office products	-0,3	-0,2	-0,2	-0,2	-0,3	-0,2
Containers	0,9	0,8	1,0	0,8	-0,1	-0,3
Parcels	-0,1	-0,1	0,3	0,2	0,2	0,4
Other freight	-6,7	-7,7	-5,0	-3,7	-4,6	-1,7
Total	**-3,0**	**-11,9**	**-5,8**	**-6,1**	**-6,2**	**-2,4**

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)
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	18 907	900	24 332	989
	Total	**73 557**	**1 703**	**261 931**	**10 543**	**335 488**	**12 246**
2025	Jan	6 927	166	21 900	887	28 827	1 053

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
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	-8,5	-5,5	2,5	-4,1
	Total	**76,1**	**17,2**	**-0,2**	**4,6**	**10,3**	**6,2**
2025	Jan	69,9	9,9	0,1	0,2	11,1	1,6

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)
2024	Jan	4 561	136	22 626	875	27 186	1 011
	Feb	4 847	138	22 258	887	27 105	1 025
	Mar	4 782	139	22 139	891	26 922	1 030
	Apr	4 945	148	23 487	915	28 432	1 062
	May	5 166	139	22 174	897	27 340	1 035
	Jun	4 961	135	21 458	906	26 420	1 041
	Jul	7 455	139	21 613	899	29 068	1 038
	Aug	7 079	146	21 021	875	28 100	1 022
	Sep	7 433	152	21 332	863	28 765	1 016
	Oct	7 545	143	22 398	850	29 943	993
	Nov	7 387	144	20 418	825	27 805	969
	Dec	7 691	145	21 193	855	28 884	999
2025	Jan	7 715	149	22 620	875	30 335	1 024

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
2024	Jan	4,9	7,1	-2,4	-3,3	-1,3	-2,1
	Feb	6,3	1,5	-1,6	1,4	-0,3	1,4
	Mar	-1,3	0,7	-0,5	0,5	-0,7	0,5
	Apr	3,4	6,5	6,1	2,7	5,6	3,1
	May	4,5	-6,1	-5,6	-2,0	-3,8	-2,5
	Jun	-4,0	-2,9	-3,2	1,0	-3,4	0,6
	Jul	50,3	3,0	0,7	-0,8	10,0	-0,3
	Aug	-5,0	5,0	-2,7	-2,7	-3,3	-1,5
	Sep	5,0	4,1	1,5	-1,4	2,4	-0,6
	Oct	1,5	-5,9	5,0	-1,5	4,1	-2,3
	Nov	-2,1	0,7	-8,8	-2,9	-7,1	-2,4
	Dec	4,1	0,7	3,8	3,6	3,9	3,1
2025	Jan	0,3	2,8	6,7	2,3	5,0	2,5

Analysis of revisions

Introduction

Preliminary monthly values for land transport are published approximately seven to eight weeks after the reference month, e.g. preliminary land transport values for March are published in the second half of May. The preliminary values are revised the following month, using additional information received from respondents. This and other reasons for revising land transport values from time to time are shown in the explanatory notes (see note 8 on page 16).

Analysis

Revisions may be analysed in terms of several dimensions, namely levels and/or growth rates (e.g. month-on-month percentage changes, year-on-year percentage changes); seasonally adjusted and/or unadjusted data; totals and/or components; preliminary estimate compared with first revision and/or latest available revision; and various combinations of these options.

This analysis is confined to the following:
- Total freight payload, year-on-year growth rate, unadjusted.
- Total passenger journeys, year-on-year growth rate, unadjusted.
- Preliminary growth rates are compared with the latest available revised growth rates, where the preliminary growth rate refers to the first year-on-year growth rate published for the month in question.
- Time period: January 2012 to December 2024.

Figure 5 and Figure 6 show the preliminary and revised growth rates for freight payload and passenger journeys (line chart, left vertical axis) and the difference between them (bar chart, right vertical axis, where difference = revised - preliminary).

Table 12 provides key results relating to revisions.

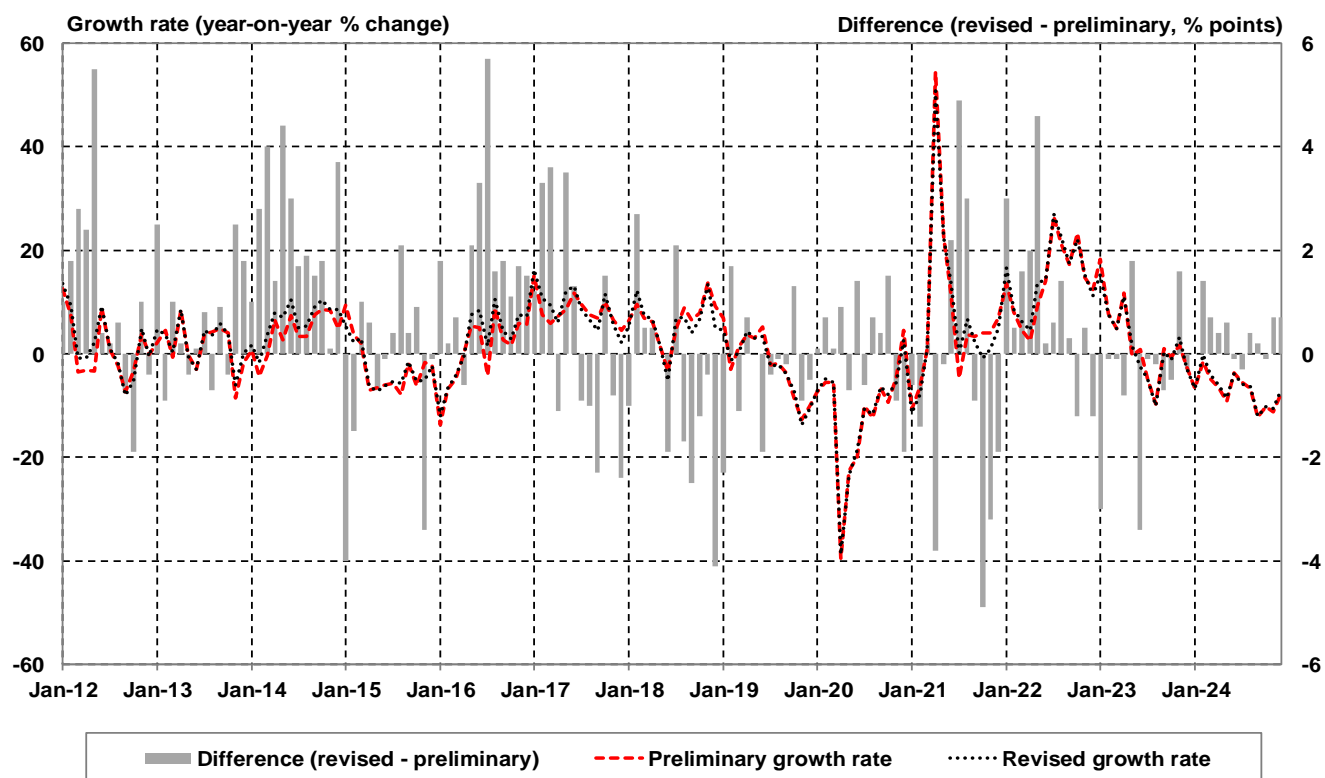**Figure 5 – Freight payload year-on-year growth rates: preliminary and revised**

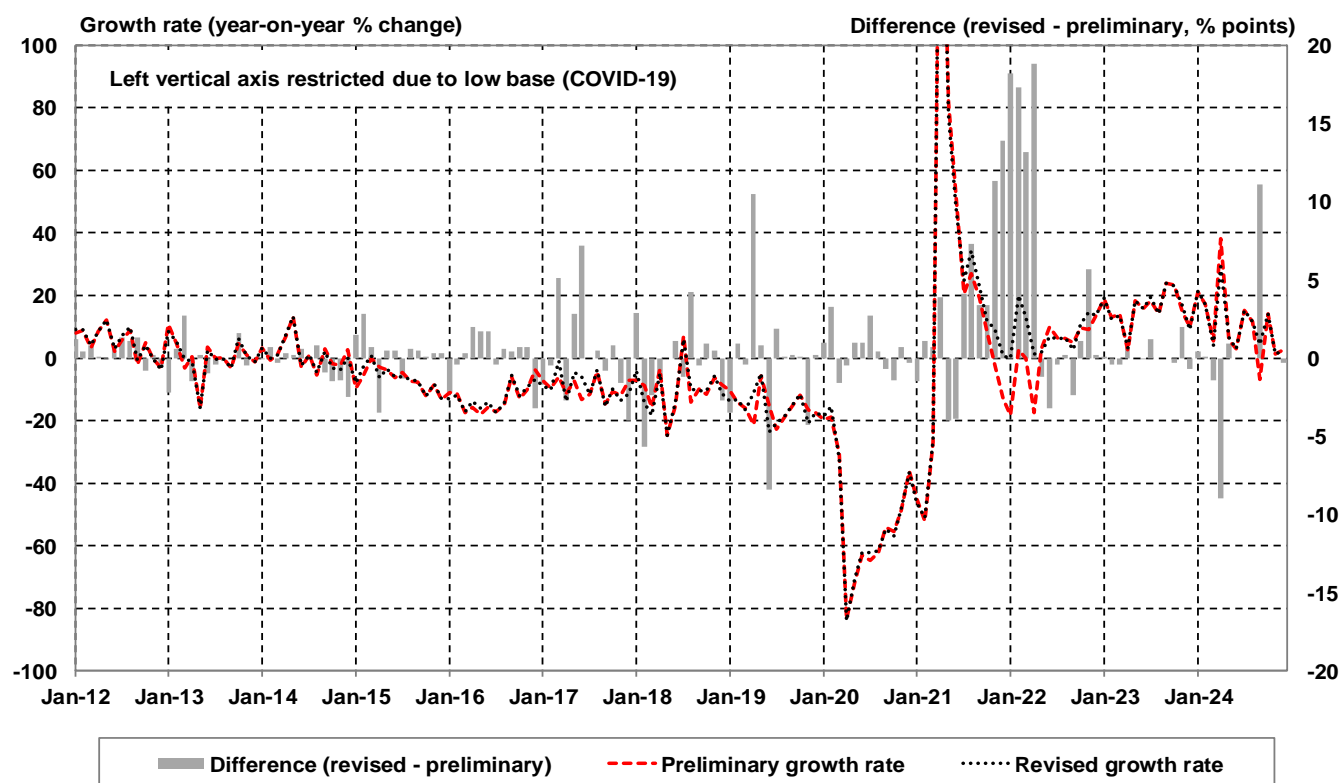**Figure 6 – Passenger journeys year-on-year growth rates: preliminary and revised**

Table 12 – Transportation estimates year-on-year growth rates: preliminary and revised

Description	Type of transportation	Value / outcome	Comment
Average year-on-year growth rate over the whole period	Freight payload	Preliminary: 1,72% Revised: 2,14%	The average of revised growth rates is higher than the average of preliminary growth rates
	Passenger journeys	Preliminary: -3,75% Revised: -2,97%	
Mean revision	Freight payload	0,42 of a percentage point	This is the average of the revisions
	Passenger journeys	0,78 of a percentage point	
Mean absolute revision	Freight payload	1,41 percentage points	Average of the revisions, but based on the absolute value of each revision (positives and negatives do not cancel each other)
	Passenger journeys	2,06 percentage points	
Largest upward revision	Freight payload	5,7 percentage points	Preliminary -4,2% was revised up to 1,5% (July 2016)
	Passenger journeys	18,8 percentage points	Preliminary -17,6% was revised up to 1,2% (April 2022)
Largest downward revision	Freight payload	-4,9 percentage points	Preliminary 4,0% was revised down to -0,9% (October 2021)
	Passenger journeys	-9,0 percentage points	Preliminary 38,1% was revised down to 29,1% (April 2024)
Range for all revisions	Freight payload	-4,9 to 5,7 percentage points	
	Passenger journeys	-9,0 to 18,8 percentage points	
Range within which 90% of the revisions lie	Freight payload	-3,0 to 3,6 percentage points	This may be regarded as the normal range for revisions, with revisions outside this range being outliers
	Passenger journeys	-3,6 to 10,6 percentage points	
Number of upward revisions	Freight payload	91 (or 58,3% of the total observations)	
	Passenger journeys	87 (or 55,8% of the total observations)	
Number of downward revisions	Freight payload	62 (or 39,7% of the total observations)	
	Passenger journeys	57 (or 36,5% of the total observations)	
Number of zero revisions	Freight payload	3 (or 1,9% of the total observations)	
	Passenger journeys	12 (or 7,7% of the total observations)	
Is the mean revision (0,42) significantly different from zero?	Freight payload	Yes	This indicates that there is bias in the preliminary estimates – see Note 1
Is the mean revision (0,78) significantly different from zero?	Passenger journeys	No	This indicates that there is no bias in the preliminary estimates – see Note 1

Land transport, January 2025

Standard deviation of the revisions	Freight payload	1,84 percentage points	Standard deviation is a measure of dispersion about the mean – see the rows below
	Passenger journeys	3,89 percentage points	
Percentage of revisions that lie within one standard deviation of the mean	Freight payload	75,0%	This is the percentage of revisions that lie between -1,42 and 2,26 percentage points; the higher the percentage, the lower is the dispersion about the mean – see Figure 7
	Passenger journeys	85,3%	This is the percentage of revisions that lie between -3,11 and 4,67 percentage points; the higher the percentage, the lower is the dispersion about the mean – see Figure 8

Note 1: Is the mean revision significantly different from zero?

The formula for the test statistic is as follows:

$$test\ statistic = \frac{\bar{R}}{\sqrt{\left(\frac{1}{n(n-1)}\right)\left(\sum_{t=1}^{n}\hat{\varepsilon}_t^2 + \frac{3}{4}\sum_{t=2}^{n}\hat{\varepsilon}_t\,\hat{\varepsilon}_{t-1} + \frac{2}{3}\sum_{t=3}^{n}\hat{\varepsilon}_t\,\hat{\varepsilon}_{t-2}\right)}}$$

where

$n = number\ of\ observations$

$\bar{R} = mean\ revision$

$\hat{\varepsilon}_t = R_t - \bar{R}, with\ R_t = revision\ in\ period\ t$

Note that if the test statistic shows that the mean revision (MR) is significantly different from zero, then there is bias in the preliminary estimates. Bias in a series suggests there is scope to enhance the compilation of that series in an attempt to remove or minimise the bias. MR > 0 (statistically significant) implies under-estimation of the preliminary estimates. MR < 0 (statistically significant) implies over-estimation of the preliminary estimates.

In the case of freight payload, the test statistic is 2,44, which lies above the critical value of 1,98, indicating that the mean revision (MR) is significantly different from zero at a 5% significance level. Accordingly, there is under-estimation of the annual growth rate detected in the preliminary estimates. Note that for the period January 2018 to December 2024 the MR is -0,05, which is much closer to zero than the MR for the whole period (0,42). The revisions for freight payload will be monitored going forward to assess whether a change in the methodology for imputations is required.

In the case of passenger journeys the test statistic is 1,95, which lies below the critical value of 1,98, indicating that the mean revision (MR) is not significantly different from zero at a 5% significance level. Accordingly, no bias is detected in the preliminary estimates.

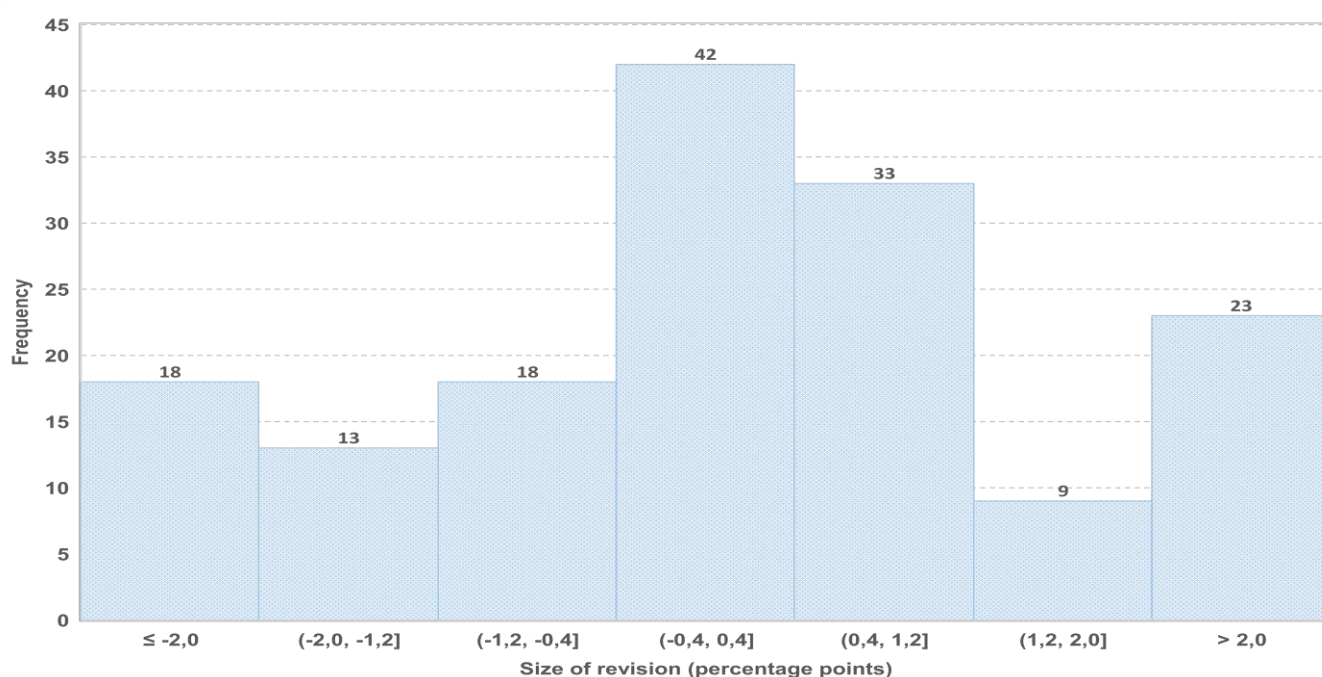Figure 7 and Figure 8 show the revisions in terms of histograms.

For freight payload, there were 25 revisions between -1,5 and -0,5 (-1,5 < revision ≤ -0,5); 42 revisions between -0,5 and 0,5 (-0,5 < revision ≤ 0,5); and 32 revisions between 0,5 and 1,5 (0,5 < revision ≤ 1,5). Around 83,3% of revisions lie between -2,5 and 2,5 percentage points.

Figure 7 – Freight payload year-on-year growth rates: histogram of revisions
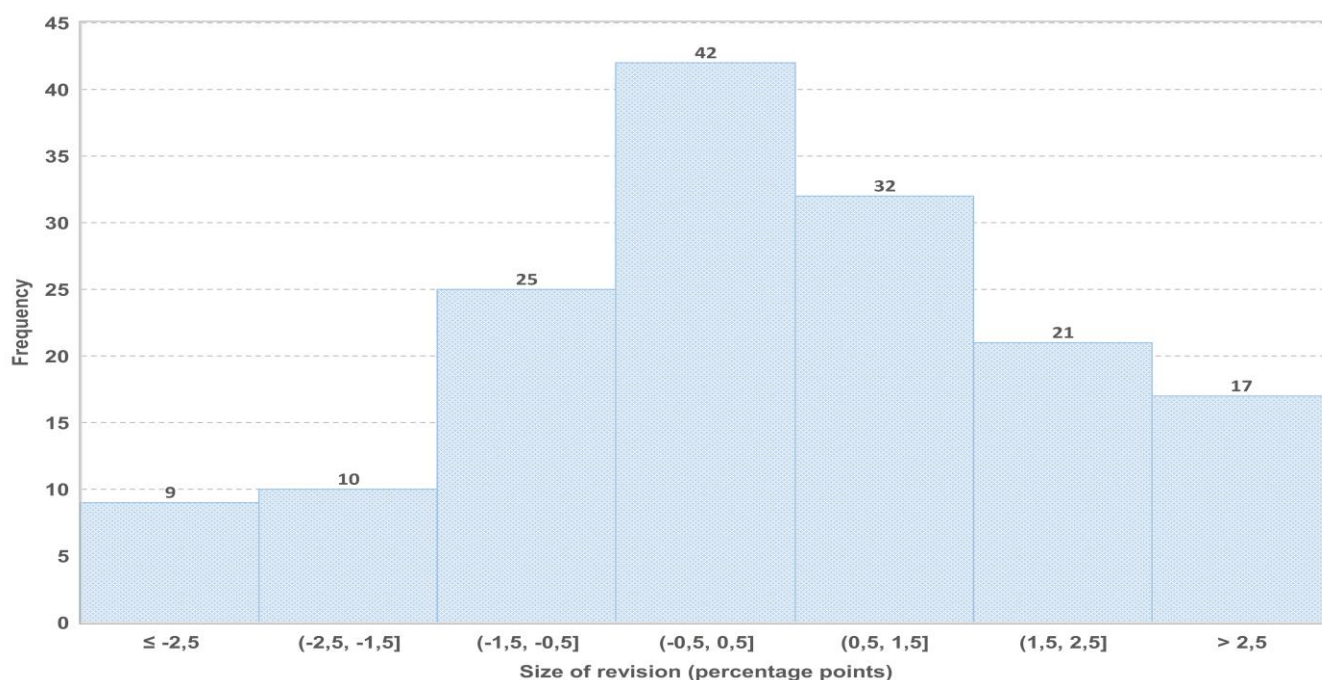
For passenger journeys, there were 18 revisions between -1,2 and -0,4 (-1,2 < revision ≤ -0,4); 42 revisions between -0,4 and 0,4 (-0,4 < revision ≤ 0,4); and 33 revisions between 0,4 and 1,2 (0,4 < revision ≤ 1,2). Around 73,7% of revisions lie between -2,0 and 2,0 percentage points.

Figure 8 – Passenger journeys year-on-year growth rates: histogram of revisions

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 January 2025 was 71,7%. The revised collection rate for December 2024 was 73,5%.
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
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 New sample	Jan-08–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
Dec-25	Additional information from respondents	Nov-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:

$$nh = n * (Nh * Sh) / [\Sigma (Ni * Si)].$$

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 – January 2025

	Lower limit (R million)	Estimate (R million)	Upper limit (R million)	Relative standard error (RSE) %
Freight income	15 451	17 176	18 901	5,1
Passenger income	1 033	1 053	1 073	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 *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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A release calendar is disseminated on www.statssa.gov.za.

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Stats SA also provides a subscription service.

Electronic services

A large range of data is available via online services. For more details about our electronic services, contact Stats SA's user information service at (012) 310 8600.

You can visit us on the internet at: www.statssa.gov.za.

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