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## **STATISTICAL RELEASE**

### **P7162**

# Land transport (Preliminary)

July 2022

The results published today are based on a new sample. This is an annual procedure which typically affects the levels of payload, passenger journeys and income at current prices. To avoid breaks in time series and to minimise revisions to historical growth rates, historical levels were revised (i.e. they were linked to the estimates based on the new sample).

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## Freight transportation: results for July 2022

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

	Feb-22	Mar-22	Apr-22	May-22	Jun-22	Jul-22
Freight payload	8,5	6,1	4,1	14,1	14,1	26,4
Freight income	8,9	7,7	7,9	16,9	19,4	32,9

The volume of goods transported (payload) increased by 26,4% in July 2022 compared with July 2021. The corresponding income increased by 32,9% over the same period.

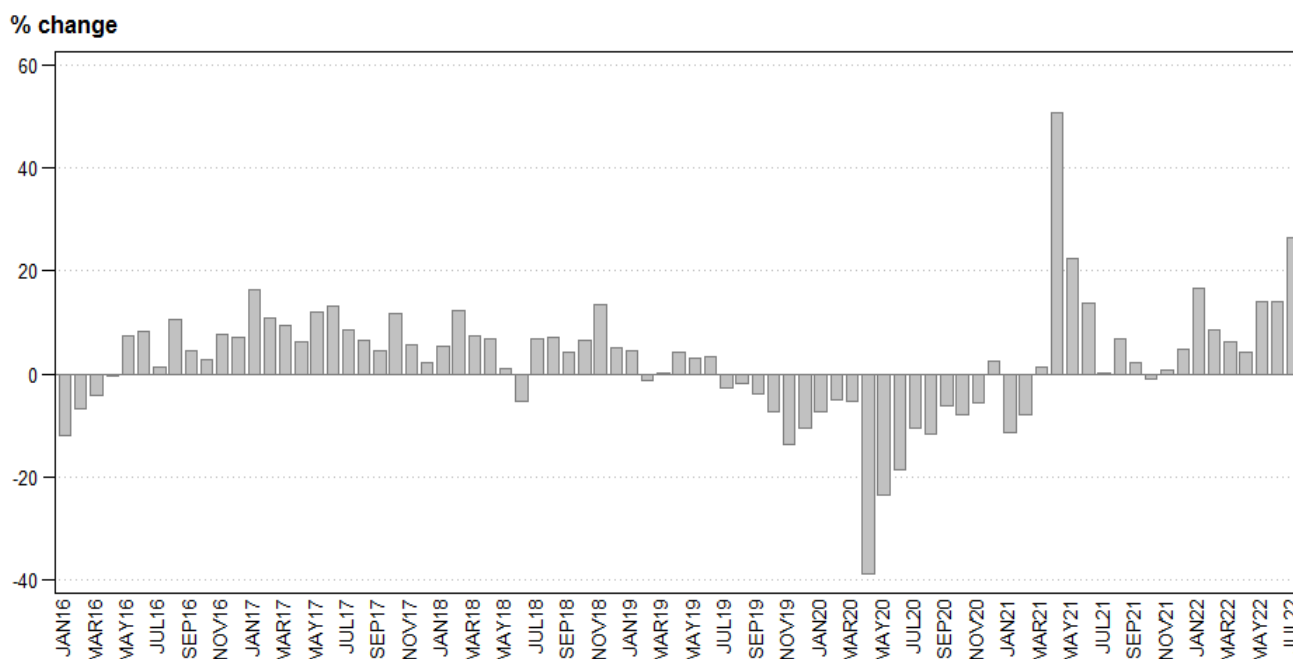
**Table B – Freight transportation income at current prices for the latest three months by type of commodity**

Type of commodity	May – Jul 2021 (R million)	Weight	May – Jul 2022 (R million)	% change between May – Jul 2021 and May – Jul 2022	Contribution (% points) to the total % change
Agriculture and forestry primary products	3 504	8,2	4 474	27,7	2,3
Primary mining and quarrying products	14 558	34,1	17 240	18,4	6,3
Manufactured food, beverages and tobacco products	4 990	11,7	6 266	25,6	3,0
Textiles, clothing and leather goods	925	2,2	1 170	26,5	0,6
Chemicals, coke, petroleum, rubber, plastic and other mineral products	3 409	8,0	3 944	15,7	1,3
Basic metals and fabricated metal products	802	1,9	698	-13,0	-0,2
Non-metallic products	462	1,1	522	13,0	0,1
Electrical machinery, transport machinery and equipment	498	1,2	577	15,9	0,2
Motor vehicles, parts and accessories	1 041	2,4	1 264	21,4	0,5
Paper and paper products	210	0,5	261	24,3	0,1
Commercial products	523	1,2	655	25,2	0,3
Used household and office products	1 036	2,4	1 560	50,6	1,2
Containers	1 713	4,0	2 044	19,3	0,8
Parcels	1 109	2,6	1 345	21,3	0,6
Other freight	7 925	18,6	10 438	31,7	5,9
<b>Total income</b>	<b>42 705</b>	<b>100,0</b>	<b>52 459</b>	<b>22,8</b>	<b>22,8</b>

Income from freight transportation increased by 22,8% in the three months ended July 2022 compared with the three months ended July 2021. The main positive contributors to this increase were:

- primary mining and quarrying products (18,4% and contributing 6,3 percentage points);
- 'other' freight (31,7% and contributing 5,9 percentage points);
- manufactured food, beverages and tobacco products (25,6% and contributing 3,0 percentage points); and
- agriculture and forestry primary products (27,7% and contributing 2,3 percentage points) – see Table B.

**Figure 1 – Freight transportation: year-on-year percentage change in payload**



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

Payload	Feb – Apr 2022 (000 tons)	Weight	May – Jul 2022 (000 tons)	% change between Feb – Apr 2022 and May – Jul 2022	Contribution (% points) to the total % change
Rail	41 737	18,1	40 324	-3,4	-0,6
Road	189 475	81,9	212 397	12,1	9,9
<b>Total</b>	<b>231 211</b>	<b>100,0</b>	<b>252 721</b>	<b>9,3</b>	<b>9,3</b>

Seasonally adjusted payload increased by 9,3% in the three months ended July 2022 compared with the previous three months. Road freight increased by 12,1% (contributing 9,9 percentage points) while rail freight decreased by 3,4% (contributing -0,6 of a percentage point) – see Table C.

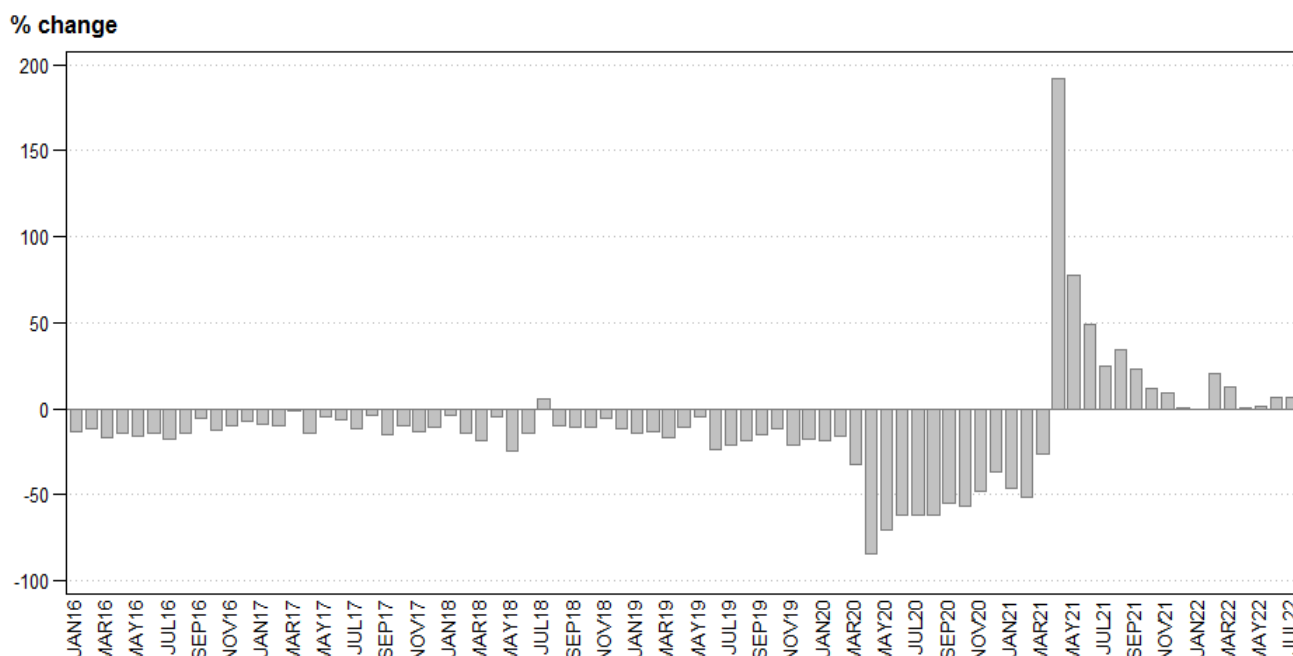
## Passenger transportation: results for July 2022

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

	Feb-22	Mar-22	Apr-22	May-22	Jun-22	Jul-22
Passenger journeys	20,1	13,1	1,0	1,6	7,0	6,4
Passenger income	15,9	10,0	20,0	8,5	22,0	30,8

The number of passenger journeys increased by 6,4% in July 2022 compared with July 2021. The corresponding income increased by 30,8% over the same period.

**Figure 2 – Passenger transportation: year-on-year percentage change in passenger journeys**



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

Passenger journeys	Feb – Apr 2022 (000)	Weight	May – Jul 2022 (000)	% change between Feb – Apr 2022 and May – Jul 2022	Contribution (% points) to the total % change
Rail	5 362	8,3	3 343	-37,7	-3,1
Road	58 901	91,7	59 322	0,7	0,6
<b>Total</b>	<b>64 263</b>	<b>100,0</b>	<b>62 665</b>	<b>-2,5</b>	<b>-2,5</b>

Seasonally adjusted passenger journeys decreased by 2,5% in the three months ended July 2022 compared with the previous three months. Rail passenger journeys decreased by 37,7% (contributing -3,1 percentage points) while road passenger journeys increased by 0,7% (contributing 0,6 of a percentage point) – see Table E.

**Risenga Maluleke**  
Statistician-General

**Note: Changes to the survey and the impact on the statistical series**

**Business register and samples**

Today Statistics South Africa (Stats SA) publishes results for the monthly survey of land transport from a new sample drawn in April 2022, which replaces the previous sample that was drawn in April 2021. The sample was drawn from a business register of enterprises with an annual turnover of at least R1 192 270 and that are required to register with the South African Revenue Service for value added tax.

Owing to the evolving nature of business, the business register is maintained on a continuous basis. The maintenance process is aimed, amongst other things, at capturing changes related to new businesses, ceased businesses, merged businesses and classification changes. In addition, Stats SA undertakes quality improvement surveys related to the business register, the primary objective of which is to capture up-to-date information about the structures and activities of large and complex businesses. This process enables Stats SA to review classification codes for these businesses. These changes are an essential part of the statistical architecture.

**Comparison between the previous (revised) and new samples for freight transportation**

The reported level of income from freight transportation for the monthly survey of the land transport industry for the months April to June 2022 based on the new sample was 2,7% higher than the level of income from the previous sample (see Table F and Figure 3). The reported level of payload for the months April to June 2022 based on the new sample was 1,8% higher than the level of payload from the previous sample. The previous sample was drawn in April 2021 and was operational for the last half of 2021 and the first half of 2022.

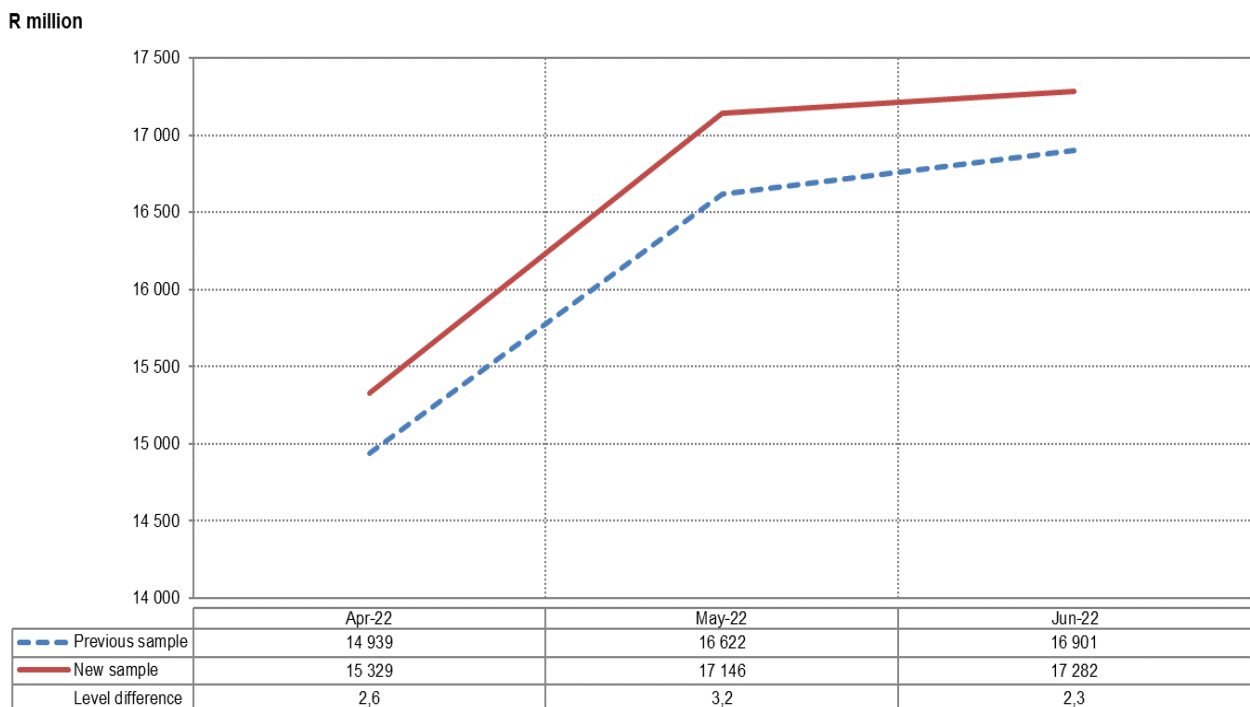
**Table F – Freight transportation estimates for the previous and new samples: April to June 2022**

Freight transportation estimates 1/	Previous sample	New sample	Difference	Difference (percentage) 2/
Freight payload (000 tons)	239 347	243 651	4 304	1,8
Freight income (R million)	48 462	49 757	1 295	2,7

1/ Units of measurement can be found next to the respective variables.

2/ The percentage difference is the new sample minus the previous sample, divided by the previous sample, multiplied by 100.

**Figure 3 – Freight transportation income: monthly levels of previous and new samples from April to June 2022**



**Table G – Total income from freight transportation for the previous and new samples by type of commodity: April to June 2022**

Type of commodity	Previous sample (R million)	New sample (R million)	Difference (R million)	Difference (percentage) 1/
Agriculture and forestry primary products	4 363	4 334	-29	-0,7
Primary mining and quarrying products	16 040	16 066	26	0,2
Manufactured food, beverages and tobacco products	4 359	6 004	1 645	37,7
Textiles, clothing and leather goods	853	1 120	267	31,3
Chemicals, coke, petroleum, rubber, plastic and other minerals	4 006	3 769	-237	-5,9
Basic metals and fabricated metal products	705	732	27	3,8
Non-metallic products	462	480	18	3,9
Electrical machinery, transport machinery and equipment	463	542	79	17,1
Motor vehicles, parts and accessories	932	1 220	288	30,9
Paper and paper products	232	257	25	10,8
Commercial products	795	617	-178	-22,4
Used household and office products	1 145	1 454	309	27,0
Containers	2 037	1 892	-145	-7,1
Parcels	1 369	1 234	-135	-9,9
Other freight	10 701	10 035	-666	-6,2
<b>Total</b>	<b>48 462</b>	<b>49 757</b>	<b>1 295</b>	<b>2,7</b>

1/ The percentage difference is the new sample minus the previous sample, divided by the previous sample, multiplied by 100.

The largest percentage differences were in the following types of commodities:

- manufactured food, beverages and tobacco products (37,7% or R1 645 million higher in the new sample);
- textiles, clothing and leather goods (31,3% or R267 million higher in the new sample);
- motor vehicles, parts and accessories (30,9% or R288 million higher in the new sample);
- used household and office products (27,0% or R309 million higher in the new sample); and
- commercial products (22,4% or R178 million lower in the new sample).

### Comparison between the previous (revised) and new samples for passenger transportation

The reported level of income from passenger transportation for the months April to June 2022 based on the new sample was 1,6% higher than the level of income from the previous sample (see Table H and Figure 4 on page 7). The reported level of number of passenger journeys for the months April to June 2022 based on the new sample was 3,0% higher than the level of number of passenger journeys from the previous sample.

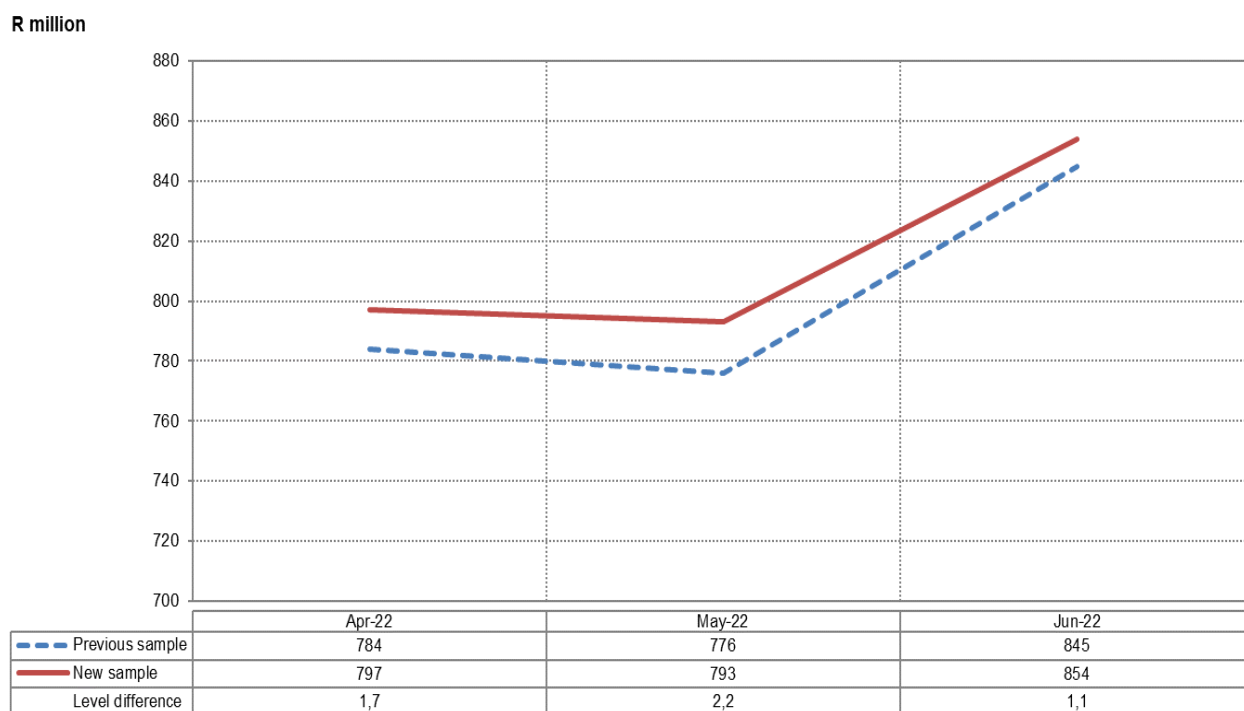
**Table H – Passenger transportation estimates for the previous and new samples – April to June 2022**

Passenger transportation estimates 1/	Previous sample	New sample	Difference	Difference (percentage) 2/
Passenger journeys (000)	60 703	62 500	1 797	3,0
Passenger income (R million)	2 405	2 444	39	1,6

1/ Units of measurement can be found next to the respective variables.

2/ The percentage difference is the new sample minus the previous sample, divided by the previous sample, multiplied by 100.

**Figure 4 – Passenger transportation income: monthly levels of previous and new samples from April to June 2022**



**Table I – Total income from passenger transportation for the previous and new samples by type of service: April to June 2022**

Type of service	Previous sample (R million)	New sample (R million)	Difference (R million)	Difference (percentage) 1/
Railway passenger transportation	217	217	0	0,0
Road passenger transportation	2 188	2 227	39	1,8
<b>Total</b>	<b>2 405</b>	<b>2 444</b>	<b>39</b>	<b>1,6</b>

1/ The percentage difference is the new sample minus the previous sample, divided by the previous sample, multiplied by 100.

**Backcasting**

To avoid breaks in the time series and to minimise revisions to historical growth rates, historical levels were revised (i.e. they were linked to the estimates based on the new sample).



## Tables

Table 1 – Freight transportation (income at current prices)

Year and month 1/ *		Rail		Road		Total	
		Payload (000 tons)	Income (R million)	Payload (000 tons)	Income (R million)	Payload (000 tons)	Income (R million)
2021	Jan	12 941	2 758	48 560	9 362	61 501	12 120
	Feb	14 856	3 124	51 469	10 145	66 325	13 269
	Mar	15 127	3 283	58 088	11 253	73 215	14 536
	Apr	15 469	3 331	56 231	10 882	71 700	14 213
	May	14 631	3 108	59 754	11 557	74 385	14 665
	Jun	16 088	3 392	57 582	11 076	73 670	14 468
	Jul	12 181	2 582	57 310	10 990	69 491	13 572
	Aug	16 238	3 431	61 644	11 996	77 882	15 427
	Sep	16 009	3 407	59 138	11 660	75 147	15 067
	Oct	12 866	2 836	59 017	11 680	71 883	14 516
	Nov	14 363	3 003	60 465	12 078	74 828	15 081
	Dec	14 987	3 086	56 012	11 183	70 999	14 269
	<b>Total</b>	<b>175 756</b>	<b>37 341</b>	<b>685 270</b>	<b>133 862</b>	<b>861 026</b>	<b>171 203</b>
2022	Jan	13 861	2 868	57 819	11 329	71 680	14 197
	Feb	14 638	3 028	57 303	11 419	71 941	14 447
	Mar	13 101	2 741	64 602	12 920	77 703	15 661
	Apr	14 292	3 100	60 374	12 229	74 665	15 329
	May	13 619	2 950	71 273	14 196	84 892	17 146
	Jun	13 134	3 034	70 961	14 247	84 094	17 282
	Jul	12 154	2 825	75 668	15 206	87 822	18 031

1/ Figures for the latest month are preliminary.

\* Revised, see note on page 5.

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
2021	Jan	-23,6	-21,4	-7,5	-6,7	-11,4	-10,5
	Feb	-14,0	-12,2	-5,9	-1,9	-7,9	-4,5
	Mar	-13,8	-7,8	6,0	7,5	1,2	3,6
	Apr	44,3	63,6	52,5	67,1	50,7	66,3
	May	5,1	7,7	27,7	33,5	22,5	27,0
	Jun	3,5	2,9	17,1	18,5	13,8	14,4
	Jul	-23,1	-22,7	7,0	8,3	0,1	0,6
	Aug	-6,6	-7,6	10,9	13,0	6,7	7,7
	Sep	-8,2	-4,7	5,6	9,2	2,3	5,7
	Oct	-11,2	-12,4	1,6	4,7	-0,9	0,8
	Nov	-12,7	-15,8	4,7	7,4	0,8	1,8
	Dec	-1,5	-0,1	6,7	10,3	4,9	7,9
	<b>Total</b>	<b>-6,9</b>	<b>-5,2</b>	<b>9,1</b>	<b>12,2</b>	<b>5,4</b>	<b>7,9</b>
2022	Jan	7,1	4,0	19,1	21,0	16,6	17,1
	Feb	-1,5	-3,1	11,3	12,6	8,5	8,9
	Mar	-13,4	-16,5	11,2	14,8	6,1	7,7
	Apr	-7,6	-6,9	7,4	12,4	4,1	7,9
	May	-6,9	-5,1	19,3	22,8	14,1	16,9
	Jun	-18,4	-10,6	23,2	28,6	14,1	19,4
	Jul	-0,2	9,4	32,0	38,4	26,4	32,9

**Table 3 – Seasonally adjusted freight transportation (income at current prices)**

Year and month		Rail		Road		Total	
		Payload (000 tons)	Income (R million)	Payload (000 tons)	Income (R million)	Payload (000 tons)	Income (R million)
2021	Jan	13 386	2 907	54 587	10 479	67 973	13 386
	Feb	14 636	3 154	55 794	10 902	70 430	14 057
	Mar	15 447	3 508	57 801	11 245	73 248	14 753
	Apr	15 113	3 218	58 160	11 241	73 273	14 459
	May	14 594	3 131	58 946	11 423	73 540	14 554
	Jun	15 828	3 233	56 701	10 948	72 529	14 181
	Jul	13 857	2 813	55 107	10 559	68 964	13 372
	Aug	14 876	3 166	57 530	11 326	72 406	14 492
	Sep	14 598	3 142	57 102	11 326	71 699	14 468
	Oct	14 125	2 991	56 408	11 165	70 532	14 156
	Nov	13 818	2 838	57 054	11 250	70 872	14 088
	Dec	15 337	3 224	59 562	11 851	74 899	15 076
2022	Jan	14 327	3 033	65 872	12 845	80 199	15 878
	Feb	14 450	3 066	62 093	12 287	76 542	15 352
	Mar	13 363	2 922	63 883	12 839	77 246	15 761
	Apr	13 924	2 990	63 499	12 803	77 423	15 794
	May	13 609	2 984	68 484	13 718	82 094	16 702
	Jun	12 955	2 888	70 062	14 137	83 017	17 025
	Jul	13 760	3 058	73 851	14 853	87 610	17 910

**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
2021	Jan	-14,1	-9,9	-2,2	-2,7	-4,8	-4,4
	Feb	9,3	8,5	2,2	4,0	3,6	5,0
	Mar	5,5	11,2	3,6	3,1	4,0	5,0
	Apr	-2,2	-8,3	0,6	0,0	0,0	-2,0
	May	-3,4	-2,7	1,4	1,6	0,4	0,7
	Jun	8,5	3,3	-3,8	-4,2	-1,4	-2,6
	Jul	-12,5	-13,0	-2,8	-3,6	-4,9	-5,7
	Aug	7,4	12,5	4,4	7,3	5,0	8,4
	Sep	-1,9	-0,8	-0,7	0,0	-1,0	-0,2
	Oct	-3,2	-4,8	-1,2	-1,4	-1,6	-2,2
	Nov	-2,2	-5,1	1,1	0,8	0,5	-0,5
	Dec	11,0	13,6	4,4	5,3	5,7	7,0
2022	Jan	-6,6	-5,9	10,6	8,4	7,1	5,3
	Feb	0,9	1,1	-5,7	-4,3	-4,6	-3,3
	Mar	-7,5	-4,7	2,9	4,5	0,9	2,7
	Apr	4,2	2,3	-0,6	-0,3	0,2	0,2
	May	-2,3	-0,2	7,9	7,1	6,0	5,7
	Jun	-4,8	-3,2	2,3	3,1	1,1	1,9
	Jul	6,2	5,9	5,4	5,1	5,5	5,2

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

Type of commodity	Feb-22 *	Mar-22 *	Apr-22 *	May-22 *	Jun-22 *	Jul-22 1/
Agriculture and forestry primary products	1 131	1 229	1 352	1 472	1 510	1 492
Primary mining and quarrying products	4 735	5 029	4 931	5 565	5 570	6 105
Manufactured food, beverages and tobacco products	1 731	1 932	1 880	2 105	2 019	2 142
Textiles, clothing and leather products	343	411	345	397	378	395
Chemicals, coke, petroleum, rubber, plastic and other mineral products	1 120	1 228	1 164	1 331	1 274	1 339
Basic metals and fabricated metal products	192	212	258	225	249	224
Non-metallic products	146	144	146	156	178	188
Electrical machinery, transport machinery and equipment	181	187	159	188	195	194
Motor vehicles, parts and accessories	396	421	377	409	434	421
Paper and paper products	75	80	91	85	81	95
Commercial products	166	176	179	215	223	217
Used household and office products	457	456	424	495	535	530
Containers	619	602	578	655	659	730
Parcels	378	422	371	417	446	482
Other freight	2 778	3 133	3 073	3 431	3 531	3 476
<b>Total</b>	<b>14 447</b>	<b>15 661</b>	<b>15 329</b>	<b>17 146</b>	<b>17 282</b>	<b>18 031</b>

1/ Figures are preliminary.

\* Revised, see note on page 5.

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

Type of commodity	Feb-22	Mar-22	Apr-22	May-22	Jun-22	Jul-22
Agriculture and forestry primary products	8,0	12,8	30,9	24,5	24,9	34,1
Primary mining and quarrying products	5,3	-1,5	-0,9	10,4	8,5	39,4
Manufactured food, beverages and tobacco products	7,2	7,6	-11,5	26,4	22,9	27,4
Textiles, clothing and leather products	16,7	21,2	1,5	11,8	23,5	49,6
Chemicals, coke, petroleum, rubber, plastic and other mineral products	3,4	4,7	10,5	12,5	11,3	23,9
Basic metals and fabricated metal products	-32,2	-27,1	-8,5	-21,9	-5,3	-10,8
Non-metallic products	-0,7	-5,9	-13,1	-4,9	13,4	33,3
Electrical machinery, transport machinery and equipment	16,0	14,7	-1,2	11,2	12,7	24,4
Motor vehicles, parts and accessories	32,9	23,1	16,7	13,6	24,0	27,2
Paper and paper products	23,0	23,1	44,4	19,7	15,7	37,7
Commercial products	-3,5	-8,3	9,1	13,8	21,9	43,7
Used household and office products	42,8	30,7	26,9	34,5	60,7	58,2
Containers	12,1	-2,4	4,0	12,3	10,8	36,4
Parcels	5,9	6,0	10,4	12,4	19,9	31,7
Other freight	16,2	27,3	33,5	28,4	39,4	27,8
<b>Total</b>	<b>8,9</b>	<b>7,7</b>	<b>7,9</b>	<b>16,9</b>	<b>19,4</b>	<b>32,9</b>

**Table 7 – Contribution of each type of commodity to the year-on-year percentage change in freight transportation income at current prices (percentage points)**

Type of commodity	Feb-22	Mar-22	Apr-22	May-22	Jun-22	Jul-22
Agriculture and forestry primary products	0,6	1,0	2,2	2,0	2,1	2,8
Primary mining and quarrying products	1,8	-0,5	-0,3	3,6	3,0	12,7
Manufactured food, beverages and tobacco products	0,9	0,9	-1,7	3,0	2,6	3,4
Textiles, clothing and leather products	0,4	0,5	0,0	0,3	0,5	1,0
Chemicals, coke, petroleum, rubber, plastic and other mineral products	0,3	0,4	0,8	1,0	0,9	1,9
Basic metals and fabricated metal products	-0,7	-0,5	-0,2	-0,4	-0,1	-0,2
Non-metallic products	0,0	-0,1	-0,2	-0,1	0,1	0,3
Electrical machinery, transport machinery and equipment	0,2	0,2	0,0	0,1	0,2	0,3
Motor vehicles, parts and accessories	0,7	0,5	0,4	0,3	0,6	0,7
Paper and paper products	0,1	0,1	0,2	0,1	0,1	0,2
Commercial products	0,0	-0,1	0,1	0,2	0,3	0,5
Used household and office products	1,0	0,7	0,6	0,9	1,4	1,4
Containers	0,5	-0,1	0,2	0,5	0,4	1,4
Parcels	0,2	0,2	0,2	0,3	0,5	0,9
Other freight	2,9	4,6	5,4	5,2	6,9	5,6
<b>Total</b>	<b>8,9</b>	<b>7,7</b>	<b>7,9</b>	<b>16,9</b>	<b>19,4</b>	<b>32,9</b>

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

Year and month 1/ *		Rail		Road		Total	
		Passenger journeys (000)	Income (R million)	Passenger journeys (000)	Income (R million)	Passenger journeys (000)	Income (R million)
2021	Jan	1 128	24	16 881	632	18 009	656
	Feb	1 450	29	16 345	617	17 795	646
	Mar	1 772	41	19 973	776	21 745	817
	Apr	1 632	41	18 006	623	19 638	664
	May	1 752	43	19 012	688	20 764	731
	Jun	1 461	30	18 680	670	20 141	700
	Jul	1 430	19	17 991	656	19 421	675
	Aug	2 316	34	18 899	690	21 215	724
	Sep	2 552	47	20 735	740	23 287	787
	Oct	2 623	53	18 102	653	20 725	706
	Nov	2 288	50	19 554	690	21 842	740
	Dec	1 358	33	17 786	633	19 144	666
	<b>Total</b>	<b>21 762</b>	<b>444</b>	<b>221 964</b>	<b>8 068</b>	<b>243 726</b>	<b>8 512</b>
2022	Jan	1 367	35	16 634	663	18 001	698
	Feb	1 974	59	19 389	690	21 363	749
	Mar	2 218	68	22 372	831	24 590	899
	Apr	1 441	76	18 401	721	19 842	797
	May	1 285	77	19 814	716	21 099	793
	Jun	1 021	64	20 538	790	21 559	854
	Jul	1 056	91	19 602	792	20 658	883

1/ Figures for the latest month are preliminary.

\* Revised, see note on page 5.

**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
2021	Jan	-87,0	-86,4	-32,1	-26,6	-46,3	-36,8
	Feb	-86,5	-83,2	-36,1	-23,7	-51,0	-34,2
	Mar	-67,9	-60,2	-16,7	-2,0	-26,3	-8,7
	Apr	1/	1/	167,7	226,2	191,9	247,6
	May	2 725,8	975,0	63,5	106,6	77,6	116,9
	Jun	907,6	200,0	39,4	65,4	48,7	68,7
	Jul	421,9	58,3	17,7	43,9	24,8	44,2
	Aug	476,1	126,7	22,8	47,4	34,3	49,9
	Sep	554,4	147,4	11,5	19,0	22,7	22,8
	Oct	437,5	130,4	0,7	6,7	12,2	11,2
	Nov	41,7	42,9	6,1	10,8	9,0	12,5
	Dec	-5,6	-2,9	1,3	-4,2	0,8	-4,2
	<b>Total</b>	<b>-26,9</b>	<b>-26,6</b>	<b>6,0</b>	<b>18,1</b>	<b>1,9</b>	<b>14,4</b>
2022	Jan	21,2	45,8	-1,5	4,9	0,0	6,4
	Feb	36,1	103,4	18,6	11,8	20,1	15,9
	Mar	25,2	65,9	12,0	7,1	13,1	10,0
	Apr	-11,7	85,4	2,2	15,7	1,0	20,0
	May	-26,7	79,1	4,2	4,1	1,6	8,5
	Jun	-30,1	113,3	9,9	17,9	7,0	22,0
	Jul	-26,2	378,9	9,0	20,7	6,4	30,8

1/ Changes from zero in the preceding period cannot be calculated as a percentage.

**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)
2021	Jan	1 278	23	18 195	640	19 473	663
	Feb	1 382	28	16 116	659	17 498	687
	Mar	1 652	38	18 037	734	19 689	773
	Apr	1 622	43	19 095	679	20 716	721
	May	1 735	44	18 737	692	20 473	736
	Jun	1 441	33	18 425	674	19 866	707
	Jul	1 432	19	17 959	633	19 392	652
	Aug	2 215	33	18 479	685	20 694	718
	Sep	2 457	44	19 629	718	22 086	762
	Oct	2 369	47	17 501	638	19 870	685
	Nov	2 205	50	19 419	690	21 625	740
	Dec	1 836	43	20 705	624	22 541	667
2022	Jan	1 552	34	17 941	672	19 494	705
	Feb	1 880	57	19 116	738	20 996	795
	Mar	2 007	64	20 269	786	22 276	850
	Apr	1 475	79	19 516	785	20 991	865
	May	1 275	78	19 506	720	20 781	799
	Jun	1 008	70	20 237	795	21 245	865
	Jul	1 060	91	19 579	763	20 639	854

**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
2021	Jan	-34,3	-47,7	-10,8	-1,8	-12,9	-4,6
	Feb	8,1	21,7	-11,4	3,0	-10,1	3,6
	Mar	19,5	35,7	11,9	11,4	12,5	12,5
	Apr	-1,8	13,2	5,9	-7,5	5,2	-6,7
	May	7,0	2,3	-1,9	1,9	-1,2	2,1
	Jun	-16,9	-25,0	-1,7	-2,6	-3,0	-3,9
	Jul	-0,6	-42,4	-2,5	-6,1	-2,4	-7,8
	Aug	54,7	73,7	2,9	8,2	6,7	10,1
	Sep	10,9	33,3	6,2	4,8	6,7	6,1
	Oct	-3,6	6,8	-10,8	-11,1	-10,0	-10,1
	Nov	-6,9	6,4	11,0	8,2	8,8	8,0
	Dec	-16,7	-14,0	6,6	-9,6	4,2	-9,9
2022	Jan	-15,5	-20,9	-13,3	7,7	-13,5	5,7
	Feb	21,1	67,6	6,5	9,8	7,7	12,8
	Mar	6,8	12,3	6,0	6,5	6,1	6,9
	Apr	-26,5	23,4	-3,7	-0,1	-5,8	1,8
	May	-13,6	-1,3	-0,1	-8,3	-1,0	-7,6
	Jun	-20,9	-10,3	3,7	10,4	2,2	8,3
	Jul	5,2	30,0	-3,3	-4,0	-2,9	-1,3

## Survey information

<b>Introduction</b>	1	Statistics South Africa (Stats SA) conducts a monthly survey of the land transportation industry, covering passenger and freight transportation by rail and road (see paragraph 4 below). This survey is based on a sample drawn from the 2022 business sampling frame (BSF) that contains businesses registered for value added tax (VAT) and income tax.
	2	In order to improve timeliness, some information for the latest month had to be estimated due to late response. These estimates will be revised in future statistical releases as soon as information becomes available. Published land transportation income estimates exclude VAT.
<b>Purpose of the survey</b>	3	The results of the monthly land transport survey are used to compile estimates of the gross domestic product (GDP) and its components, which are used in monitoring the state of the economy and formulation of economic policy. These statistics are also used in the analysis of comparative business and industry performance.
<b>Scope of the survey</b>	4	This survey covers enterprises involved in land transportation according to the following type of transportation: <ul style="list-style-type: none"> <li>• railway transport (including passenger and freight transportation);</li> <li>• 'other' scheduled passenger land transport – urban, suburban and inter-urban bus and coach passenger lines and school buses;</li> <li>• 'other' non-scheduled passenger land transport – safaris and sightseeing bus tours, metered taxis and 'other' passenger transport including renting of motor cars with drivers; and</li> <li>• freight transport by road.</li> </ul>
<b>Exclusions</b>	5	Passenger transportation excludes: <ul style="list-style-type: none"> <li>• minibus taxis;</li> <li>• metropolitan buses (including the Bus Rapid Transport system – BRT); and</li> <li>• rental of private cars/buses without drivers.</li> </ul> <p>Freight transportation excludes:</p> <ul style="list-style-type: none"> <li>• renting of trucks without drivers; and</li> <li>• in-house transportation.</li> </ul>
<b>Classification</b>	6	The 1993 edition of the <i>Standard Industrial Classification of all Economic Activities</i> (SIC), Fifth Edition, Report No. 09-90-02, was used to classify the statistical units in the survey. The SIC is based on the 1990 <i>International Standard Industrial Classification of all Economic Activities</i> (ISIC) with suitable adaptations for local conditions. Statistics in this publication are presented at SIC division (two-digit) level. Each enterprise is classified to the industry which reflects its predominant activity.
<b>Collection rate</b>	7	The preliminary collection rate for the survey on land transportation for July 2022 was 63,3%. The collection rate for June 2022 for the new sample was 67,2%.
<b>Statistical unit</b>	8	The statistical unit for which information is compiled and published is an enterprise, defined as a legal unit or a combination of legal units that includes and directly controls all functions necessary to carry out its income activities. The statistical units are derived from and linked to the South African Revenue Service (SARS) administrative data.
<b>Revised figures</b>	9	Revised figures are mainly due to late submission of data to Stats SA, or respondents reporting revisions or corrections to their figures. Preliminary figures, as indicated in the relevant tables, are subject to change and when revised will not be indicated as such.

- Related publications** 10 Users may also wish to refer to the following publication available from Stats SA –
- *Stats in Brief* issued annually.
- Rounding-off of figures** 11 Where figures have been rounded off, discrepancies may occur between sums of the component items and the totals.
- Historical data** 12 Historical land transport data are available on the Stats SA website. To access the data electronically, use the following link:  
[Click to download historical data](#)
- Past publications** 13 Past land transport releases are available on the Stats SA website. To access the releases electronically, use the following link:  
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## Technical notes

- Survey methodology and design** 1 The survey is conducted on a monthly basis. Questionnaires are sent to a sample of 769 enterprises from a population of 4 695 enterprises. Completed questionnaires are required to be returned to Stats SA within 10 days after the end of the reference month. Fax 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 2022 from Stats SA's business sampling frame (BSF). 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 0,8%.

- 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 sized (size group two) and to small (size group three and four) enterprises. The total value of income of the large enterprises (size group one) is added to the weighted totals of size groups two, three and four to reflect the total value of income.

### Measure of size classes (Rand)

Enterprise size	Size group	Lower limits	Upper limits
Very small	4	1 192 270	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.
- Year-on-year percentage change** **7** 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)** **8** 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** **9** 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** **10** 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**

BSF	Business sampling frame
GDP	Gross domestic product
ISIC	International Standard Industrial Classification
SIC	Standard Industrial Classification of all Economic Activities
SARS	South African Revenue Service
Stats SA	Statistics South Africa
VAT	Value added tax

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