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STATISTICAL RELEASE

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Land transport (Preliminary)

June 2023

The results published in the next publication (July 2023) will be 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 will be revised (i.e. they will be linked to the estimates based on the new sample).

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Freight transportation: results for June 2023

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

	Jan-23	Feb-23	Mar-23	Apr-23	May-23	Jun-23
Freight payload	17,2	7,3	4,8	11,4	-0,8	0,9
Freight income	19,9	11,6	7,3	11,3	1,8	3,3

The volume of goods transported (payload) increased by 0,9% in June 2023 compared with June 2022. The corresponding income increased by 3,3% over the same period.

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

Type of commodity	Apr – Jun 2022 (R million)	Weight (%)	Apr – Jun 2023 (R million)	% change between Apr – Jun 2022 and Apr – Jun 2023	Contribution (% points) to the total % change
Agriculture and forestry primary products	4 334	8,7	4 061	-6,3	-0,5
Primary mining and quarrying products	16 066	32,3	18 072	12,5	4,0
Manufactured food, beverages and tobacco products	6 004	12,1	6 138	2,2	0,3
Textiles, clothing and leather goods	1 120	2,3	1 215	8,5	0,2
Chemicals, coke, petroleum, rubber, plastic and other mineral products	3 769	7,6	3 739	-0,8	-0,1
Basic metals and fabricated metal products	732	1,5	796	8,7	0,1
Non-metallic products	480	1,0	493	2,7	0,0
Electrical machinery, transport machinery and equipment	542	1,1	641	18,3	0,2
Motor vehicles, parts and accessories	1 220	2,5	1 377	12,9	0,3
Paper and paper products	257	0,5	213	-17,1	-0,1
Commercial products	617	1,2	627	1,6	0,0
Used household and office products	1 454	2,9	1 106	-23,9	-0,7
Containers	1 892	3,8	2 032	7,4	0,3
Parcels	1 234	2,5	1 232	-0,2	0,0
Other freight	10 035	20,2	10 620	5,8	1,2
Total income	49 757	100,0	52 362	5,2	5,2

Income from freight transportation increased by 5,2% in the second quarter of 2023 compared with the second quarter of 2022. The main contributors to this increase were:

- primary mining and quarrying products (12,5% and contributing 4,0 percentage points); and
- 'other' freight (5,8% and contributing 1,2 percentage points) – see Table B.

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

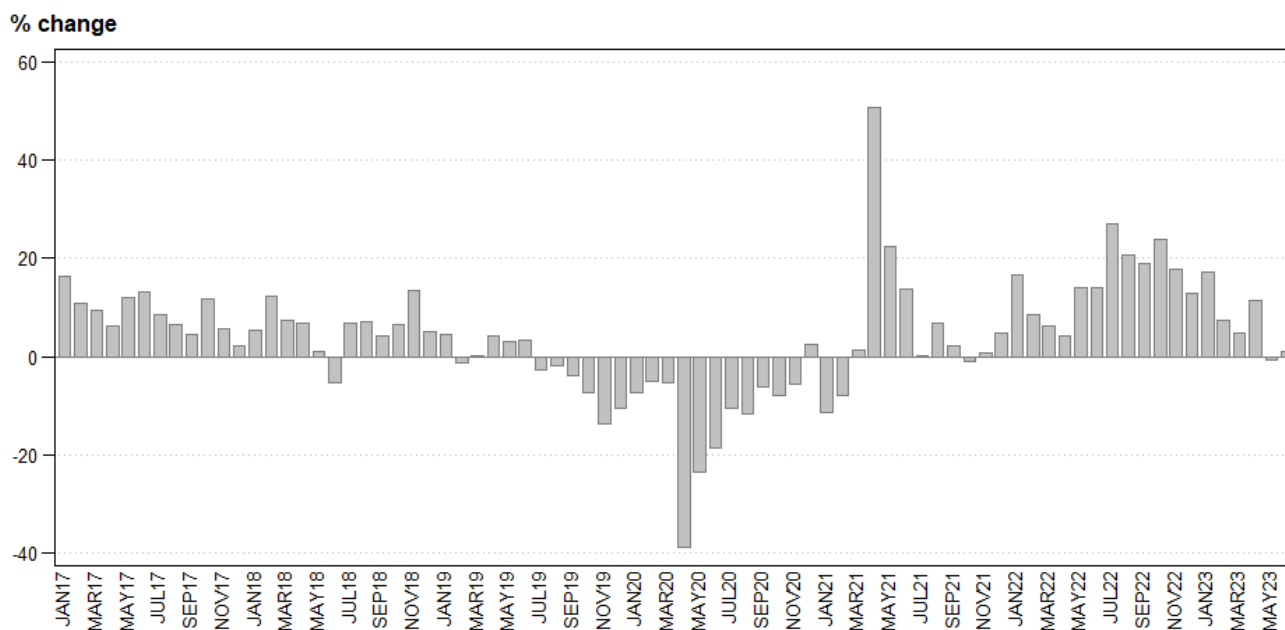


Table C – Seasonally adjusted payload for the latest three months by type of transport

Payload	Jan – Mar 2023 (000 tons)	Weight (%)	Apr – Jun 2023 (000 tons)	% change between Jan – Mar 2023 and Apr – Jun 2023	Contribution (% points) to the total % change
Rail	38 316	14,9	37 478	-2,2	-0,3
Road	218 208	85,1	213 541	-2,1	-1,8
Total	256 524	100,0	251 019	-2,1	-2,1

Seasonally adjusted payload decreased by 2,1% in the second quarter of 2023 compared with the first quarter of 2023. Road freight decreased by 2,1% (contributing -1,8 percentage points) and rail freight decreased by 2,2% (contributing -0,3 of a percentage point) – see Table C.

Passenger transportation: results for June 2023

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

	Jan-23	Feb-23	Mar-23	Apr-23	May-23	Jun-23
Passenger journeys	18,8	12,9	13,5	2,5	18,0	15,9
Passenger income	30,5	19,1	15,5	5,4	12,0	15,8

The number of passenger journeys increased by 15,9% in June 2023 compared with June 2022. The corresponding income increased by 15,8% over the same period.

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

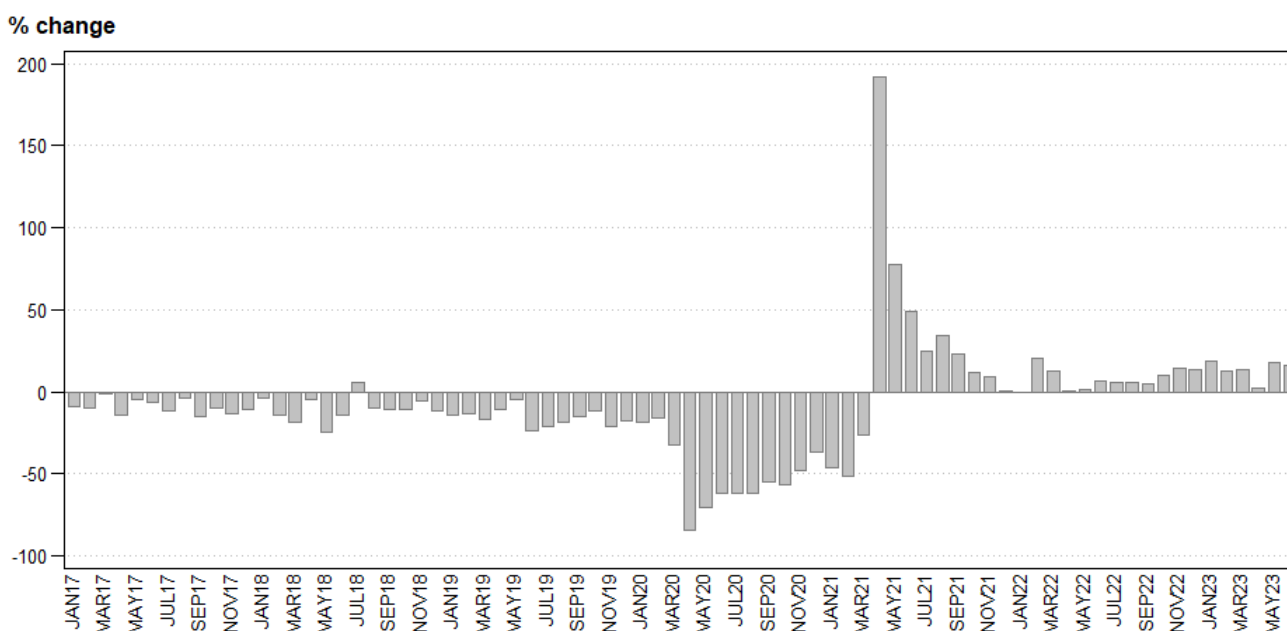


Table E – Seasonally adjusted passenger journeys for the latest three months by type of transport

Passenger journeys	Jan – Mar 2023 (000)	Weight (%)	Apr – Jun 2023 (000)	% change between Jan – Mar 2023 and Apr – Jun 2023	Contribution (% points) to the total % change
Rail	8 947	12,4	9 275	3,7	0,5
Road	63 236	87,6	61 301	-3,1	-2,7
Total	72 184	100,0	70 575	-2,2	-2,2

Seasonally adjusted passenger journeys decreased by 2,2% in the second quarter of 2023 compared with the first quarter of 2023. Road passenger journeys decreased by 3,1% (contributing -2,7 percentage points) while rail passenger journeys increased by 3,7% (contributing 0,5 of a percentage point) – see Table E.

Risenga Maluleke
Statistician-General

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)
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	76 165	15 326	88 319	18 150
	Aug	14 370	3 274	79 548	15 894	93 918	19 168
	Sep	14 659	3 467	74 754	14 934	89 413	18 401
	Oct	9 901	2 058	79 188	15 316	89 088	17 374
	Nov	9 047	2 276	78 998	15 849	88 045	18 125
	Dec	11 903	2 761	68 233	13 661	80 136	16 422
	Total	154 679	34 382	839 218	167 320	993 894	201 702
2023	Jan	13 113	2 960	70 880	14 063	83 993	17 023
	Feb	12 831	2 950	64 382	13 167	77 213	16 117
	Mar	11 849	2 828	69 558	13 984	81 407	16 812
	Apr	13 425	3 255	69 778	13 803	83 203	17 057
	May	11 972	3 033	72 265	14 422	84 237	17 456
	Jun	13 150	3 470	71 693	14 379	84 843	17 849

1/ Figures for the latest month are preliminary.

Table 2 – Year-on-year percentage change in freight transportation (income at current prices)

Year and month		Rail		Road		Total	
		Payload	Income	Payload	Income	Payload	Income
2022	Jan	7,1	4,0	19,1	21,0	16,6	17,1
	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	32,9	39,5	27,1	33,7
	Aug	-11,5	-4,6	29,0	32,5	20,6	24,2
	Sep	-8,4	1,8	26,4	28,1	19,0	22,1
	Oct	-23,0	-27,4	34,2	31,1	23,9	19,7
	Nov	-37,0	-24,2	30,7	31,2	17,7	20,2
	Dec	-20,6	-10,5	21,8	22,2	12,9	15,1
	Total	-12,0	-7,9	22,5	25,0	15,4	17,8
2023	Jan	-5,4	3,2	22,6	24,1	17,2	19,9
	Feb	-12,3	-2,6	12,4	15,3	7,3	11,6
	Mar	-9,6	3,2	7,7	8,2	4,8	7,3
	Apr	-6,1	5,0	15,6	12,9	11,4	11,3
	May	-12,1	2,8	1,4	1,6	-0,8	1,8
	Jun	0,1	14,4	1,0	0,9	0,9	3,3

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

Year and month		Rail		Road		Total	
		Payload (000 tons)	Income (R million)	Payload (000 tons)	Income (R million)	Payload (000 tons)	Income (R million)
2022	Jan	14 198	2 992	64 847	12 689	79 045	15 682
	Feb	14 473	3 062	62 812	12 370	77 285	15 431
	Mar	13 544	2 956	64 549	12 940	78 093	15 897
	Apr	13 724	2 993	62 911	12 649	76 636	15 642
	May	13 725	3 024	68 924	13 783	82 649	16 807
	Jun	12 503	2 880	70 309	14 178	82 812	17 058
	Jul	13 640	3 090	74 257	14 952	87 897	18 042
	Aug	13 139	3 032	73 451	14 775	86 590	17 807
	Sep	13 269	3 156	71 959	14 429	85 228	17 585
	Oct	11 229	2 164	75 786	14 804	87 015	16 969
	Nov	8 821	2 220	74 398	14 812	83 219	17 032
	Dec	12 428	2 781	73 552	14 611	85 980	17 392
2023	Jan	13 397	3 092	77 814	15 454	91 211	18 545
	Feb	12 629	2 979	70 612	14 271	83 241	17 250
	Mar	12 290	3 051	69 782	14 017	82 072	17 068
	Apr	12 820	3 143	73 697	14 547	86 517	17 690
	May	12 121	3 121	69 333	13 882	81 454	17 003
	Jun	12 537	3 296	70 511	14 135	83 048	17 431

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
2022	Jan	-9,2	-4,4	8,8	6,8	5,0	4,5
	Feb	1,9	2,3	-3,1	-2,5	-2,2	-1,6
	Mar	-6,4	-3,5	2,8	4,6	1,0	3,0
	Apr	1,3	1,3	-2,5	-2,2	-1,9	-1,6
	May	0,0	1,0	9,6	9,0	7,8	7,4
	Jun	-8,9	-4,8	2,0	2,9	0,2	1,5
	Jul	9,1	7,3	5,6	5,5	6,1	5,8
	Aug	-3,7	-1,9	-1,1	-1,2	-1,5	-1,3
	Sep	1,0	4,1	-2,0	-2,3	-1,6	-1,2
	Oct	-15,4	-31,4	5,3	2,6	2,1	-3,5
	Nov	-21,4	2,6	-1,8	0,1	-4,4	0,4
	Dec	40,9	25,3	-1,1	-1,4	3,3	2,1
2023	Jan	7,8	11,2	5,8	5,8	6,1	6,6
	Feb	-5,7	-3,7	-9,3	-7,7	-8,7	-7,0
	Mar	-2,7	2,4	-1,2	-1,8	-1,4	-1,1
	Apr	4,3	3,0	5,6	3,8	5,4	3,6
	May	-5,5	-0,7	-5,9	-4,6	-5,9	-3,9
	Jun	3,4	5,6	1,7	1,8	2,0	2,5

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

Type of commodity	Jan-23	Feb-23	Mar-23	Apr-23	May-23	Jun-23 1/
Agriculture and forestry primary products	1 322	1 255	1 168	1 234	1 327	1 500
Primary mining and quarrying products	5 609	5 159	5 528	6 064	5 874	6 134
Manufactured food, beverages and tobacco products	2 121	1 959	2 070	2 033	2 140	1 965
Textiles, clothing and leather products	323	343	392	380	430	405
Chemicals, coke, petroleum, rubber, plastic and other mineral products	1 349	1 288	1 220	1 125	1 299	1 315
Basic metals and fabricated metal products	190	220	208	266	246	284
Non-metallic products	127	145	147	153	166	174
Electrical machinery, transport machinery and equipment	208	204	219	203	218	220
Motor vehicles, parts and accessories	439	419	435	441	455	481
Paper and paper products	71	81	75	79	71	63
Commercial products	203	200	204	209	212	206
Used household and office products	498	502	401	343	376	387
Containers	604	598	664	673	689	670
Parcels	364	377	422	350	448	434
Other freight	3 596	3 367	3 658	3 504	3 505	3 611
Total	17 023	16 117	16 812	17 057	17 456	17 849

1/ Figures are preliminary.

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

Type of commodity	Jan-23	Feb-23	Mar-23	Apr-23	May-23	Jun-23
Agriculture and forestry primary products	26,5	11,0	-5,0	-8,7	-9,9	-0,7
Primary mining and quarrying products	20,5	9,0	9,9	23,0	5,6	10,1
Manufactured food, beverages and tobacco products	22,8	13,2	7,1	8,1	1,7	-2,7
Textiles, clothing and leather products	1,3	0,0	-4,6	10,1	8,3	7,1
Chemicals, coke, petroleum, rubber, plastic and other mineral products	18,3	15,0	-0,7	-3,4	-2,4	3,2
Basic metals and fabricated metal products	-13,2	14,6	-1,9	3,1	9,3	14,1
Non-metallic products	1,6	-0,7	2,1	4,8	6,4	-2,2
Electrical machinery, transport machinery and equipment	38,7	12,7	17,1	27,7	16,0	12,8
Motor vehicles, parts and accessories	26,9	5,8	3,3	17,0	11,2	10,8
Paper and paper products	2,9	8,0	-6,3	-13,2	-16,5	-22,2
Commercial products	28,5	20,5	15,9	16,8	-1,4	-7,6
Used household and office products	19,7	9,8	-12,1	-19,1	-24,0	-27,7
Containers	-3,5	-3,4	10,3	16,4	5,2	1,7
Parcels	-3,7	-0,3	0,0	-5,7	7,4	-2,7
Other freight	27,4	21,2	16,8	14,0	2,2	2,3
Total	19,9	11,6	7,3	11,3	1,8	3,3

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

Type of commodity	Jan-23	Feb-23	Mar-23	Apr-23	May-23	Jun-23
Agriculture and forestry primary products	2,0	0,9	-0,4	-0,8	-0,8	-0,1
Primary mining and quarrying products	6,7	2,9	3,2	7,4	1,8	3,3
Manufactured food, beverages and tobacco products	2,8	1,6	0,9	1,0	0,2	-0,3
Textiles, clothing and leather products	0,0	0,0	-0,1	0,2	0,2	0,2
Chemicals, coke, petroleum, rubber, plastic and other mineral products	1,5	1,2	-0,1	-0,3	-0,2	0,2
Basic metals and fabricated metal products	-0,2	0,2	0,0	0,1	0,1	0,2
Non-metallic products	0,0	0,0	0,0	0,0	0,1	0,0
Electrical machinery, transport machinery and equipment	0,4	0,2	0,2	0,3	0,2	0,1
Motor vehicles, parts and accessories	0,7	0,2	0,1	0,4	0,3	0,3
Paper and paper products	0,0	0,0	0,0	-0,1	-0,1	-0,1
Commercial products	0,3	0,2	0,2	0,2	0,0	-0,1
Used household and office products	0,6	0,3	-0,4	-0,5	-0,7	-0,9
Containers	-0,2	-0,1	0,4	0,6	0,2	0,1
Parcels	-0,1	0,0	0,0	-0,1	0,2	-0,1
Other freight	5,5	4,1	3,4	2,8	0,4	0,5
Total	19,9	11,6	7,3	11,3	1,8	3,3

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)
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	19 528	780	20 584	871
	Aug	1 335	96	21 145	757	22 480	853
	Sep	1 400	104	23 049	859	24 449	963
	Oct	1 824	110	21 080	738	22 904	848
	Nov	2 311	104	22 689	786	25 000	890
	Dec	1 886	61	19 848	907	21 734	968
	Total	19 118	945	244 487	9 238	263 605	10 183
2023	Jan	2 483	125	18 905	786	21 388	911
	Feb	3 124	122	20 994	770	24 118	892
	Mar	3 567	136	24 332	902	27 899	1 038
	Apr	2 635	110	17 697	730	20 332	840
	May	3 468	113	21 421	775	24 889	888
	Jun	3 222	116	21 772	873	24 994	989

1/ Figures for the latest month are preliminary.

Table 9 – Year-on-year percentage change in passenger transportation (income at current prices)

Year and month		Rail		Road		Total	
		Passenger journeys	Income	Passenger journeys	Income	Passenger journeys	Income
2022	Jan	21,2	45,8	-1,5	4,9	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	8,5	18,9	6,0	29,0
	Aug	-42,4	182,4	11,9	9,7	6,0	17,8
	Sep	-45,1	121,3	11,2	16,1	5,0	22,4
	Oct	-30,5	107,5	16,5	13,0	10,5	20,1
	Nov	1,0	108,0	16,0	13,9	14,5	20,3
	Dec	38,9	84,8	11,6	43,3	13,5	45,3
	Total	-12,1	112,8	10,1	14,5	8,2	19,6
2023	Jan	81,6	257,1	13,7	18,6	18,8	30,5
	Feb	58,3	106,8	8,3	11,6	12,9	19,1
	Mar	60,8	100,0	8,8	8,5	13,5	15,5
	Apr	82,9	44,7	-3,8	1,2	2,5	5,4
	May	169,9	46,8	8,1	8,2	18,0	12,0
	Jun	215,6	81,3	6,0	10,5	15,9	15,8

Table 10 – Seasonally adjusted passenger transportation (income at current prices)

Year and month		Rail		Road		Total	
		Passenger journeys (000)	Income (R million)	Passenger journeys (000)	Income (R million)	Passenger journeys (000)	Income (R million)
2022	Jan	1 539	33	17 943	647	19 482	681
	Feb	1 826	57	19 130	738	20 956	796
	Mar	1 989	64	20 271	833	22 260	896
	Apr	1 460	82	19 699	809	21 160	891
	May	1 264	80	19 457	748	20 722	828
	Jun	1 025	68	20 144	775	21 169	842
	Jul	1 064	91	19 488	752	20 553	843
	Aug	1 283	90	20 629	748	21 911	838
	Sep	1 353	98	21 785	832	23 138	930
	Oct	1 658	98	20 416	714	22 075	811
	Nov	2 235	103	22 482	774	24 717	877
	Dec	2 615	81	23 105	874	25 720	954
2023	Jan	2 798	120	20 414	767	23 213	887
	Feb	2 899	119	20 727	823	23 626	942
	Mar	3 250	127	22 095	907	25 345	1 034
	Apr	2 630	119	18 951	821	21 580	939
	May	3 409	118	20 998	813	24 407	931
	Jun	3 236	122	21 352	851	24 588	973

Table 11 – Month-on-month percentage change in seasonally adjusted passenger transportation (income at current prices)

Year and month		Rail		Road		Total	
		Passenger journeys	Income	Passenger journeys	Income	Passenger journeys	Income
2022	Jan	-18,6	-23,3	-13,3	6,1	-13,8	4,1
	Feb	18,6	72,7	6,6	14,1	7,6	16,9
	Mar	8,9	12,3	6,0	12,9	6,2	12,6
	Apr	-26,6	28,1	-2,8	-2,9	-4,9	-0,6
	May	-13,4	-2,4	-1,2	-7,5	-2,1	-7,1
	Jun	-18,9	-15,0	3,5	3,6	2,2	1,7
	Jul	3,8	33,8	-3,3	-3,0	-2,9	0,1
	Aug	20,6	-1,1	5,9	-0,5	6,6	-0,6
	Sep	5,5	8,9	5,6	11,2	5,6	11,0
	Oct	22,5	0,0	-6,3	-14,2	-4,6	-12,8
	Nov	34,8	5,1	10,1	8,4	12,0	8,1
	Dec	17,0	-21,4	2,8	12,9	4,1	8,8
2023	Jan	7,0	48,1	-11,6	-12,2	-9,7	-7,0
	Feb	3,6	-0,8	1,5	7,3	1,8	6,2
	Mar	12,1	6,7	6,6	10,2	7,3	9,8
	Apr	-19,1	-6,3	-14,2	-9,5	-14,9	-9,2
	May	29,6	-0,8	10,8	-1,0	13,1	-0,9
	Jun	-5,1	3,4	1,7	4,7	0,7	4,5

Survey information

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 point 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.
Purpose of the survey	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.
Scope of the survey	4	This survey covers enterprises involved in land transportation according to the following type of transportation: <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	5	Passenger transportation excludes: <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	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.
Collection rate	7	The preliminary collection rate for the survey on land transportation for June 2023 was 75,2%. The improved collection rate for May 2023 was 77,9%.
Statistical unit	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.
Revised figures	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 – <ul style="list-style-type: none"> • <i>Stats in Brief</i> 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:
[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 769 enterprises from a population of 4 695 enterprises. Completed questionnaires are required to be returned to Stats SA within ten days after the end of the reference month. Email and telephone reminders are used to follow up on non-respondents.
- 2 A stratified random sample was drawn at the SIC four-digit level in April 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 limit	Upper limit
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.

- 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 – June 2023

	Lower limit (R million)	Estimate (R million)	Upper limit (R million)	Relative standard error (RSE) %
Freight income	16 837	17 849	18 860	2,8
Passenger income	889	989	1 087	5,1

- Year-on-year percentage change** 8 The year-on-year percentage change in a variable for any given period is the change between that period and the corresponding period of the previous year, expressed as a percentage of the latter.

- Contribution (percentage points)** 9 The contribution (percentage points) to the annual percentage change for any given period is calculated by multiplying the percentage change of each type of commodity/service by its corresponding weight, divided by 100. The weight is the percentage contribution of each type of commodity/service to total income in the corresponding period of the previous year.

- Seasonal adjustment** 10 Seasonally adjusted estimates are generated each month using the X-12-ARIMA Seasonal Adjustment Program developed by the United States Census Bureau. Seasonal adjustment is a means of removing the estimated effects of normal seasonal variation from the series so that the effects of other influences on the series can be recognised more clearly. Seasonal adjustment does not aim to remove irregular or non-seasonal influences which may be present in any particular month. Influences that are volatile or unsystematic can still make it difficult to interpret the movement of the series even after adjustment for seasonal variations. Therefore, the month-to-month movements of seasonally adjusted estimates may not be reliable indicators of trend behaviour. The X-12-ARIMA procedure for land transportation is described in more detail on the Stats SA website at:
[Click to download seasonal adjustment land transport February 2022.](#)

- Trend cycle** 11 The trend is the long-term pattern or movement of a time series. The X-12-ARIMA Seasonal Adjustment Program is used for smoothing seasonally adjusted estimates to estimates of the underlying trend cycle.

Glossary

Enterprise An enterprise is a legal entity or a combination of legal units that includes and directly controls all functions necessary to carry out its activities.

Industry An industry is made up of enterprises engaged in the same or similar kinds of economic activity. Industries are defined in the *System of National Accounts* (SNA) in the same way as in the *Standard Industrial Classification of All Economic Activities* (SIC), Fifth Edition, Report No. 09-90-02 of January 1993.

Symbols and abbreviations

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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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 11 official languages. Since the releases are used extensively, not only locally but also by international economic and social-scientific communities, Stats SA releases are published in English only.

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