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Domestic Tourism Survey, 2019

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Summary of key findings of the Domestic Tourism Survey 2019

Tourism has the potential to make a significant contribution to the South African economy and it is targeted by government as one of the industries for future economic growth in the country. Tourism therefore is regarded as a potential sector where large-scale employment opportunities can be created. The National Development Plan 2030 also emphasises this point. This particular publication focuses on domestic tourism and includes information on day and overnight trips.

The findings of the DTS 2019 reflect that the number of day trips outstripped the number of overnight trips as compared to the previous release. About 83,0 million day trips and 69,0 million overnight trips were undertaken in 2019. Most day trips were undertaken in December 2019. Other months that showed a relatively high number of day trips undertaken were March followed by September and April. Overnight trips showed a different pattern with more trips undertaken in April followed by December, June and September.

Total expenditure on domestic trips incurred in 2019 was approximately R204 billion. This constitutes day trip spending of about R125,2 billion, while spending on overnight trips amounted to about R78,9 billion. The biggest amount of money spent during day trips was on shopping (R66,2 billion), followed by domestic transport (R31,6 billion) and food and beverages (R21,0 billion).

On the other hand, overnight expenditure was mostly driven by high expenditure on domestic transport (R25,2 billion), followed by shopping (R19,6 billion), food and beverages (R14,9 billion) and accommodation (R13,9 billion). On overnight trips, the largest amount of money was spent in December (R11,8 billion), April (R8, 8 billion) and June (R7,4 billion) in 2019.

In 2019, Gauteng, Limpopo and Western Cape were the most popular destinations for day travellers, whereas tourists (those who undertook overnight trips) mostly preferred visiting Limpopo, KwaZulu-Natal, Gauteng and Eastern Cape.

A visit to friends and relatives was the most common reason for undertaking overnight trips, as approximately 32,5 million trips were undertaken for this reason. For most of these visits, travellers did not make use of paid accommodation. Most of the day and overnight trips were undertaken mainly for shopping, visiting friends and relatives and leisure.

Risenga Maluleke
Statistician-General

1. Introduction and methodology

1.1 Background

For a considerable time, Statistics South Africa (Stats SA) has provided data on international tourism, based on secondary data obtained from the Department of Home Affairs (DHA). The information from these data sources continues to be used by a wide variety of stakeholders to measure and understand international tourism in South Africa. Nevertheless, detailed information about national domestic tourism is limited despite its potential role in improving economic and social development. Prior to 2008, Stats SA provided limited data on domestic tourism through the General Household Survey (GHS). A fully-fledged Domestic Tourism Survey (DTS) was introduced in 2008, primarily to meet the needs of National Accounts for the compilation of the Tourism Satellite Account (TSA). South African Tourism (SAT) has been conducting a similar survey, albeit with a greater emphasis on tourism marketing information, since 2001. This particular survey became a monthly survey in 2005.

Given that users became confused with the differences in statistics produced by these two entities, it was decided to rationalise and consolidate them. The Domestic Tourism Task Team (DTTT) was then established in 2010, and consisted of representatives of the National Department of Tourism (NDT), Statistics South Africa (Stats SA) and South African Tourism (SAT). The committee is co-chaired by NDT and Stats SA, and its task is to oversee the process of integrating the two existing domestic tourism surveys conducted respectively by Stats SA and SAT. The main deliverable of the task team is to rationalise the collection of tourism statistics by these entities and agree on a single Domestic Tourism Survey (DTS), which takes into account data needs of all the parties and their stakeholders.

The DTS 2015 was the first round of tourism surveys to be conducted using the continuous data collection method. The recall period was also changed to three months as compared to the previous waves. In 2019, the questionnaire was reviewed and options for some questions were reduced or collapsed according to the manual of the United Nations World Tourism Organization. Furthermore the main respondent and all members of the household who undertook trips were asked to provide information about their own trips. On the other hand, the questionnaire of the previous waves was divided into two sections. The first section asked about trips undertaken by the main respondent who travelled alone or with/without other household members. The second section of the questionnaire asked about trips undertaken by other household members without the main respondent. Comparing results of this report with the previous waves should be done with considerations of these changes.

Since the continuous data collection methodology was accompanied by significant structural changes in the questionnaire, new editing and imputation systems had to be developed. Some sections of this report are based on the analysis of the most recent trip undertaken by respondent as in previous DTS reports. However, instead of presenting only the data of the most recent trip in the report, the data were modelled based on the assumption that the information of the most recent trip is representative of all trips taken during a particular quarter. This assumption was made plausible by the fact that the seasonality bias present in previous surveys was reduced through continuous collection and a revolving three-month recall period.

The key findings of this survey cover the domestic activities for the period from January to December 2019. In these two surveys, a similar weighting procedure was also applied whereby the full sample weights were created separately for each of the monthly files. More details about weighting can be found in Section 4.

The primary differences between the two surveys and current status of the work of the DTTT are summarised in Table 1 below.

Table 1: Primary differences between the SAT and Stats SA domestic tourism surveys

Characteristic	SAT	Stats SA	Comments	Current status 2019/20
Sample	15 594 persons (about 1 300 monthly)	Approximately 32 000 households	The sample sizes of the two surveys are different	Continuous data collection (CDC) method; approximately 28 000 households and divided into four quarters
Scope	Persons 18 years and above	All persons in the household **(all ages)**	Both are household surveys, but do not cover the same age groups, therefore cannot compare the two	No change
	Respondent that has undertaken trip/s	Respondent can answer for members of the household if absent during interviews, but should be very minimal		
		In 2019, the main respondent and other household members were interviewed. Each household was required to be present during interviews to provide information about their own trips	Comparison of the results with the previous waves should be done with consideration of these changes	In 2019, data collection was conducted using Computer-assisted personal interviews (CAPI)
Measure	Analysis is based on all trips	Analysis is based on most recent person trips	Stats SA – The most recent person trips measures one trip per person which does not allow measuring performance of the year	Measures all trips and most recent trips on some variables
Recall period	Continuous collection and each respondent reports on travel of preceding month	One-year recall period from Jan to Dec	Stats SA recall period has been improved from Jan to Dec 2011	Three-month recall period
Content	Day and overnight trips; Living Standards Measure (LSM) and bed nights	Daytrips and overnight trips; LSM and bed nights	• DTS 2012 content on overnight trips harmonised with SAT DTS and M&E requirements of Dept. of Tourism • Technical team reviewed questionnaire in 2017	Inclusion of LSM and bed night questions, measurement for M&E and national accounts • In 2016 a new module on international travel was introduced
Reporting	Annual report Quarterly report	Annual report Biannual report	In future, reporting will be done from one integrated DTS	First annual report was released in 2013 using continuous data collection

1.2 Objectives of the survey

The DTS is a large-scale household survey aimed at collecting accurate statistics on the travel behaviour and expenditure of South African residents travelling within the borders of the country. Such information is crucial when determining the contribution of tourism to the South African economy, as well as helping with planning, marketing, policy formulation, and the regulation of tourism-related activities.

The key objective of the DTS is to understand the domestic travel behaviour of an average South African resident. Hence, this would include collecting information on:

- Domestic day and overnight trips undertaken;
- Profile of the most recent day/overnight domestic trips undertaken by both the respondent and other household members (detailing information on destination, trip length, purpose of visit, accommodation, transport, activities, trip expenditure, etc.); and
- Socio-demographics.

1.3 Target population and sample

The sample design for the DTS 2019 was based on a Master Sample (MS) that has been designed for all household surveys conducted by Statistics South Africa. This Master Sample is shared by the Quarterly Labour Force Survey (QLFS), General Household Survey (GHS), Living Conditions Survey (LCS), Domestic Tourism Survey (DTS), Income and Expenditure Survey (IES), and Victims of Crime Survey (VOCS).

The Master Sample used a two-staged, stratified design with probability-proportional-to-size (PPS) sampling of PSUs from within strata, and systematic sampling of dwelling units (DUs) from the sampled primary sampling units (PSUs). A self-weighting design at provincial level was used. Stratification was done in two stages: Primary stratification was defined by metropolitan and non-metropolitan geographic area type. During secondary stratification, the Census 2011 data were summarised at PSU level. The following variables were used for secondary stratification: household size, education, occupancy status, gender, industry and income.

Census enumeration areas (EAs), as delineated for Census 2011, formed the basis of the PSUs. The following additional rules were used:

- Where possible, PSU sizes were kept in the range of between 100 and 500 dwelling units (DUs);
- EAs with fewer than 20 DUs were excluded;
- EAs with between 20 and 99 DUs were pooled to form larger PSUs and the criteria used was 'same settlement type';
- Virtual splits were applied to large PSUs: 500 to 999 split into two; 1 000 to 1 499 split into three; and 1 500 plus split into four PSUs; and
- Informal PSUs were segmented.

A randomised probability-proportional-to-size (RPPS) systematic sample of PSUs was drawn in each stratum, with the measure of size being the number of households in the PSU. Altogether, approximately 3 324 PSUs were selected. In each selected PSU, a systematic sample of this particular report deals with the data that were collected from January 2019 to March 2020. Given that a three-month recall period is used, the data of DTS 2020 January to March had to be included to fully construct the October, November and December 2019 datasets. The DTS 2019 was based on the new Master Sample that was developed after Census 2011. The organisation of fieldwork of the DTS 2019 is different in that the DUs to be visited each month were predetermined by methodology in order to ensure an even spread of DUs per stratum for each month.

2. Definitions

Tourist accommodation

Any facility that regularly (or occasionally) provides 'paid' or 'unpaid' overnight accommodation for tourists.

Day trip

A trip outside of the respondent's usual environment, where they leave and return within the same day (i.e. do not stay overnight).

Domestic trip

A trip within the boundaries of South Africa but outside of the respondent's usual environment.

Note: The following categories are excluded from the definition of domestic visitor:

- Persons travelling to another place within the country with the intention of setting up their usual residence in that place.
- Persons who travel to another place within the country and are remunerated from within the place visited.
- Persons who travel regularly or frequently between neighbouring localities as defined by the 'usual environment' rule.

Dwelling unit

Structure or part of a structure or group of structures occupied or meant to be occupied by one or more than one household.

Expenditure

The total consumption expenditure made by a visitor or on behalf of a visitor during his/her trip and stay at a destination.

Household

A group of persons who live together and provide themselves jointly with food and/or other essentials for living, or a single person who lives alone.

Household head

The main decision-maker, or the person who owns or rents the dwelling, or the person who is the main breadwinner.

Acting household head

Any member of the household acting on behalf of the head of the household.

Main purpose of trip

This is the purpose in the absence of which the trip would not have been made.

Most recent person trip

This is the last trip that the household member undertook in the reference period.

Multiple households

Two or more households living in the same dwelling unit.

Overnight trip

A trip outside of the respondent's usual environment where one night or more is spent away from the usual environment.

Place of usual residence

The geographical place where the person resides four nights a week on average.

Reference period

The period of time (day, week, month, or year) for which information is relevant.

Tourism

The activities of persons travelling to and staying in places outside their usual environment for not more than one consecutive year for leisure, business and professional; and other purposes not related to the exercise of an activity remunerated from within the place visited.

Tourist

A visitor who stays at least one night in the place visited.

Traveller

Any person on a trip between two or more localities in his/her country of residence. Broadly, travellers can include visitors (same-day and overnight) and other travellers such as workers paid in the country visited, migrants, refugees, diplomats and others within the usual environment.

Usual environment

To be outside the 'usual environment' the person should travel more than 40 kilometres from his/her place of residence (one way) AND the place should NOT be visited more than once a week. This includes place of work and place of study. Leisure and recreational trips are included irrespective of frequency.

Visitor

Someone who does not stay permanently with and is not a member of the household.

Shopping in this report refers for personal use.

Leisure includes holidays and recreation.

Sporting refers to spectators, excluding participants.

MAIN FINDINGS

3. Number and types of trips

3.1 Total number of day and overnight trips inside South Africa

Table 2a: Total number of day and overnight trips, January–December, 2019

Type of trip	Total number of trips ('000)
Day trips in South Africa	82 973
Overnight trips in South Africa	69 033

Table 2a indicates the total number of day and overnight trips taken during the 12-month period (from January to December 2019). About 83,0 million day trips and 69,0 million overnight trips were undertaken in 2019.

Table 2b: Total number of day and overnight trips taken during the period January–December, 2019

	2019			
	Day trips		Overnight trips	
Trip month	Number ('000)	Per cent	Number ('000)	Per cent
January	4 856	5,9	5 380	7,8
February	6 323	7,6	4 595	6,7
March	8 185	9,9	6 059	8,8
April	7 346	8,9	8 008	11,6
May	7 097	8,6	4 844	7,0
June	6 562	7,9	7 598	11,0
July	5 841	7,0	4 794	6,9
August	7 145	8,6	5 305	7,7
September	7 567	9,1	6 060	8,8
October	6 597	8,0	4 548	6,6
November	6 890	8,3	3 911	5,7
December	8 563	10,3	7 931	11,5
Total	**82 973**	**100,0**	**69 033**	**100,0**

Due to rounding, numbers do not necessarily add up to totals.

The results in Table 2b show that most day trips were undertaken in December 2019, i.e. about 8,6 million. Other months that showed a relatively high number of day trips undertaken were March (8,2 million), followed by September (7,6 million) and April (7,3 million). Overnight trips showed a different pattern with more trips undertaken in April (8,0 million), followed by December (7,9 million), June (7,6 million) and September (6,0 million).

Table 3a: Total expenditure on domestic day and overnight trips (R'000), January–December, 2019

Total expenditure	Accommodation	Food and beverages	Domestic transport	Recreation and culture	Shopping	Other	Total
Day trips	-	20 996 138	31 560 193	1 731 943	66 187 209	4 721 732	**125 197 215**
Overnight trips	13 860 531	14 865 892	25 241 711	2 120 778	19 578 257	3 262 357	**78 929 526**
Total	**13 860 531**	**35 862 030**	**56 801 904**	**3 852 721**	**85 765 466**	**7 984 089**	**204 126 741**

* The expenditure shown in this table represents an extrapolation of expenditure reported for the most recent trip. The extrapolation is based on the assumption that expenditure on the most recent trip is representative of trips expenditure during the preceding three months.
Due to rounding, numbers do not necessarily add up to totals.

Table 3a shows the total expenditure on domestic tourism during the 12-month period (from January to December 2019).Total expenditure on domestic trips incurred in 2019 was approximately R204 billion. This constitutes day trip spending of about R125,2 billion, while spending on overnight trips amounted to R78,9 billion. On the other hand, overnight expenditure was mostly driven by high expenditure on domestic transport (R25,2 billion), followed by shopping (R19,6 billion), food and beverages (R14,9 billion) and accommodation (R13,9 billion). The least amount of money was spent on recreation and culture for both day and overnight trips.

Table 3b: Total expenditure on domestic day trips (R'000) by month, January–December, 2019

Month	Accommodation	Food and beverages	Domestic transport	Recreation and culture	Shopping	Other	Total
January	-	1 197 046	1 653 436	97 275	3 467 229	101 185	6 516 172
February	-	1 659 381	2 131 519	93 332	5 559 417	195 657	9 639 306
March	-	2 668 827	3 063 197	158 882	6 584 371	193 570	12 668 847
April	-	1 714 161	2 761 096	108 586	5 409 850	316 230	10 309 923
May	-	1 743 747	2 601 106	173 083	4 396 275	408 968	9 323 178
June	-	1 628 763	2 739 718	121 022	4 792 488	332 937	9 614 928
July	-	1 436 750	2 310 988	109 862	3 724 115	407 511	7 989 224
August	-	1 332 440	2 504 621	176 856	5 817 887	385 225	10 217 029
September	-	1 725 713	3 078 438	51 855	6 608 905	260 031	11 724 942
October	-	1 418 678	2 381 713	94 528	6 006 951	676 991	10 578 861
November	-	1 570 651	2 327 322	200 658	7 456 438	899 913	12 454 982
December	-	2 899 981	4 007 038	346 005	6 363 284	543 515	14 159 824
Total day trip spending	-	**20 996 138**	**31 560 193**	**1 731 943**	**66 187 209**	**4 721 732**	**125 197 215**

* The expenditure shown in this table represents an extrapolation of expenditure reported for the most recent trip. The extrapolation is based on the assumption that expenditure on the most recent trip is representative of trips expenditure during the preceding three months.
Due to rounding, numbers do not necessarily add up to totals.

According to Table 3b, in 2019 the largest amount of money was spent in December (R14,2 billion), followed by March (R12,7 billion) and November (R12,5 billion).The least amount of money was spent in July (R8,0 billion) and January (R6,5 billion). Expenditure on shopping, domestic transport; and food and beverages contributed positively with the largest amount of money spent during the year in question. In 2019, day travellers spent most of their money on both categories, with shopping recording R66,2 billion, domestic transport R31,6 billion, and food and beverages R21,0 billion.

Table 3c: Total expenditure on domestic overnight trips (R'000), January–December, 2019

Month	Accommodation	Food and beverages	Domestic transport	Recreation and culture	Shopping	Other	Total
January	638 621	1 095 064	1 785 248	163 173	2 111 370	259 279	6 052 754
February	1 466 378	902 955	1 864 327	228 367	1 061 212	88 470	5 611 709
March	1 393 288	1 294 406	2 171 872	138 225	1 749 613	141 205	6 888 609
April	1 522 753	1 794 772	2 918 144	215 370	1 984 453	317 505	8 752 997
May	1 349 940	1 203 713	1 683 146	218 689	1 435 101	194 434	6 085 022
June	1 419 727	1 349 260	2 466 688	274 417	1 616 435	232 547	7 359 075
July	439 030	910 889	1 632 638	69 195	1 243 055	235 633	4 530 440
August	1 156 718	1 183 566	1 850 687	155 503	1 362 329	263 414	5 972 216
September	846 536	1 060 159	1 996 891	205 427	1 532 513	279 629	5 921 155
October	719 382	803 035	2 066 477	68 634	1 417 342	252 453	5 327 323
November	421 112	915 580	1 291 313	62 367	1 483 393	456 555	4 630 320
December	2 487 045	2 352 493	3 514 280	321 412	2 581 441	541 232	11 797 904
Total overnight trip spending	**13 860 531**	**14 865 892**	**25 241 711**	**2 120 778**	**19 578 257**	**3 262 357**	**78 929 526**

* The expenditure shown in this table represents an extrapolation of expenditure reported for the most recent trip. The extrapolation is based on the assumption that expenditure on the most recent trip is representative of trips expenditure during the preceding three months.
Due to rounding, numbers do not necessarily add up to totals.

Table 3c presents the total expenditure on domestic overnight trips. The largest amount of money was spent in December (R11,8 billion), April (R8,8 billion) and June (R7,4 billion) in 2019. However, the lowest expenditure on overnight trips occurred in July (R4,5 billion) and November (R4,6 billion), respectively. In total, much of the spending on overnight trips in 2019 was derived mostly from domestic transport, shopping, food and beverages and accommodation.

Figure 1a: Percentage of total day trips by province of destination, January–December, 2019

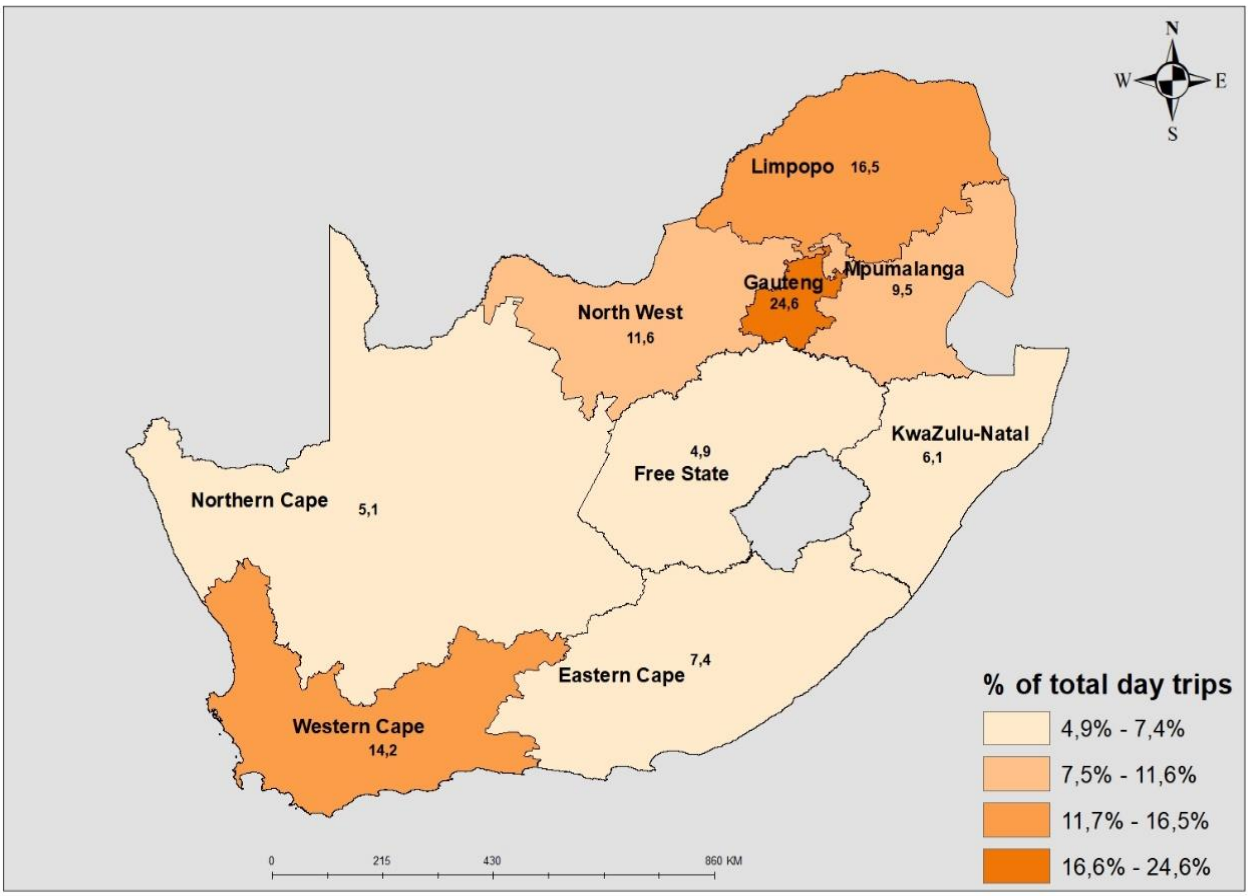


Figure 1a above demonstrates the proportions of day trips undertaken to particular provinces of destination. Nearly a quarter of total day trips undertaken during the period January to December 2019 were trips to Gauteng (24,6%), followed by trips undertaken to Limpopo and Western Cape (16,5% and 14,2%, respectively).

Tourists were less likely to visit Mpumalanga (9,5%), KwaZulu-Natal (6,1%) and Northern Cape (5,1%). Free State was the least visited province in the country with respect to day trips, as only 4,9% of the total day trips had this province as their destination.

Figure 1b: Percentage of total overnight trips by province of destination, January–December, 2019

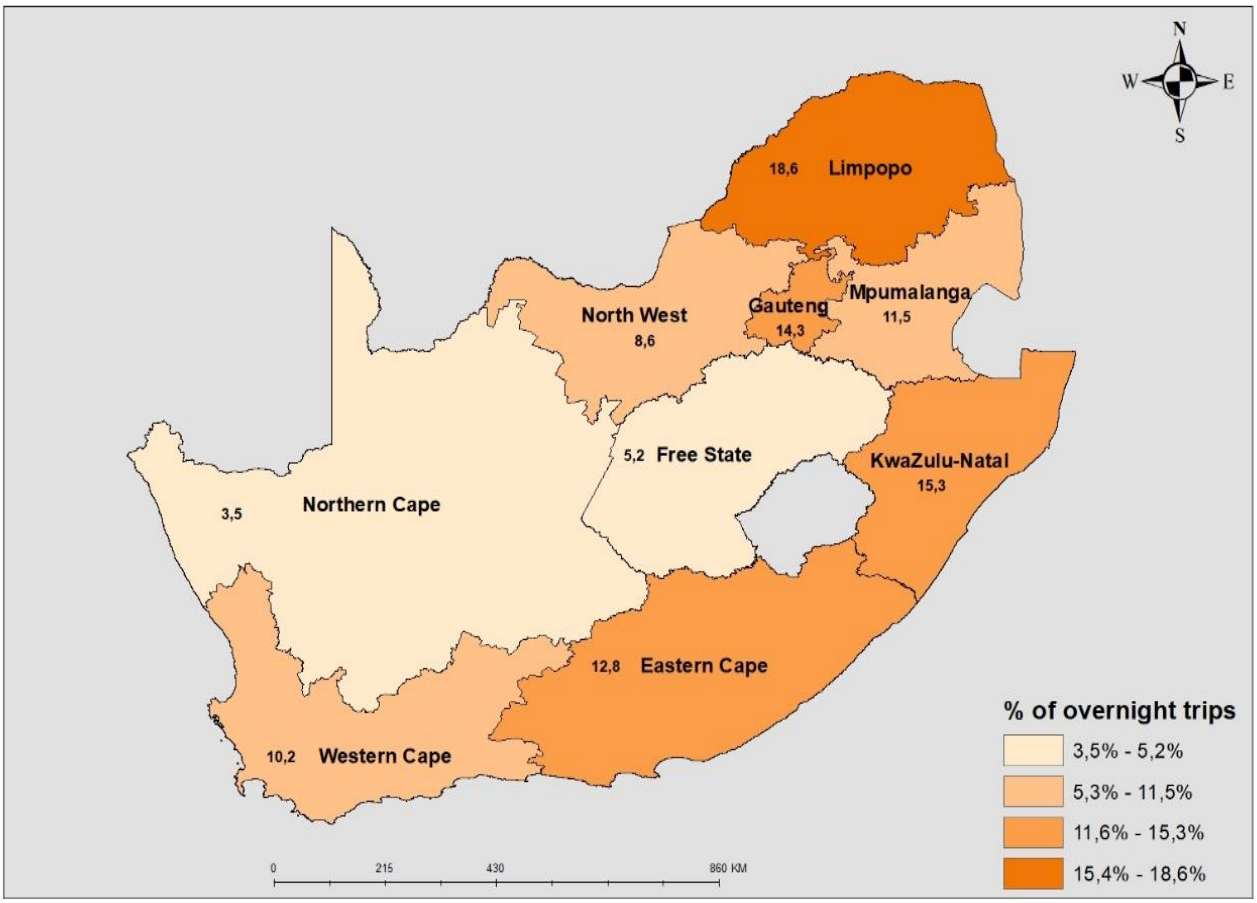


Figure 1b represents the percentage of total overnight trips undertaken to the different provinces in the country. Between January and December 2019, Limpopo province was again the destination of choice for most domestic tourists, with just over one-fifth of all trips destined for that province (18,6%), followed by KwaZulu-Natal (15,3%), Gauteng (14,3%) and Eastern Cape (12,8%).

Table 4: Number of most recent person day and overnight trips, January–December, 2019

Type of trip	Number of most recent person trips ('000)
Day trip in South Africa	57 309
Overnight trip in South Africa	60 921

Table 4 contains information on the most recent day and overnight trips undertaken within South Africa during the 12-month period (January to December 2019). The number of most recent person day and overnight trips was 57,3 million and 60,9 million, respectively.

Table 5: Most recent person day and overnight trips, January–December, 2019

	Number of most recent person day trips		Number of most recent person night trips	
Month	Number ('000)	Per cent	Number ('000)	Per cent
January	3 558	6,2	4 648	7,6
February	4 692	8,2	3 854	6,3
March	5 918	10,3	5 388	8,8
April	5 316	9,3	6 896	11,3
May	5 393	9,4	4 198	6,9
June	4 952	8,6	6 621	10,9
July	4 240	7,4	4 218	6,9
August	5 302	9,3	4 771	7,8
September	5 086	8,9	5 589	9,2
October	4 007	7,0	4 006	6,6
November	3 765	6,6	3 396	5,6
December	5 080	8,9	7 337	12,0
Total	**57 309**	**100,0**	**60 921**	**100,0**

Due to rounding, numbers do not necessarily add up to totals.

Table 5 shows that March (5,9 million) had the highest number of most recent person day trips, followed by May (5,4 million) and April (5,3 million). A different pattern was observed for overnight trips, with December showing the highest number of most recent overnight trips. The table further indicate that most tourists travelled in April (6,9 million) and June (6,6 million).

Figure 2a: Percentage distribution of province of origin, by province of destination for total day trips, January–December, 2019

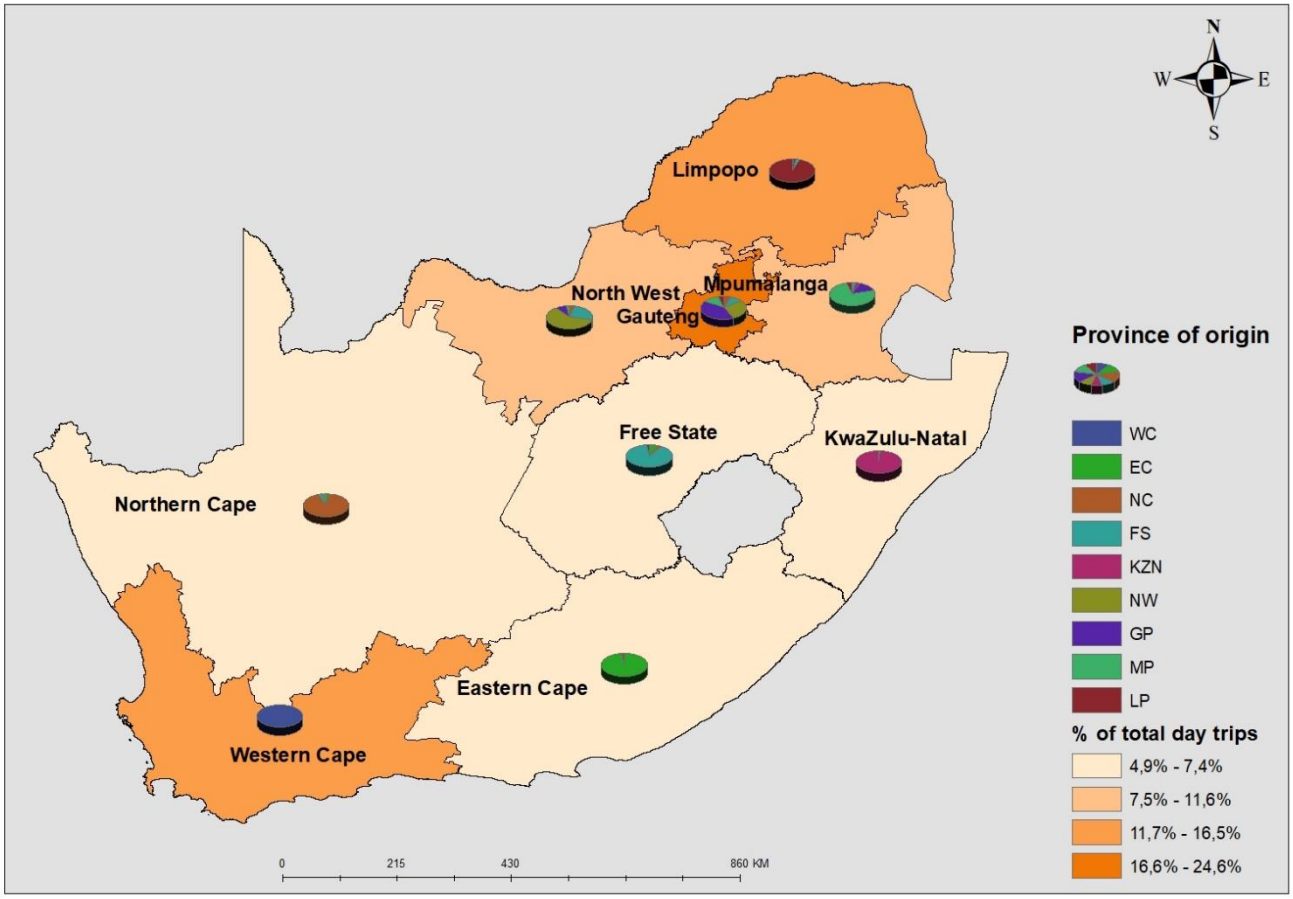


Figure 2a shows the proportion of day trips taken to specific provinces of destination and the respective provinces of origin. It is clear that most day trips were within the province in which individuals reside. Some provinces of destination with the lowest incidence of day travellers from other provinces were Western Cape, Eastern Cape, Northern Cape and Limpopo.

Figure 2b: Percentage distribution of province of origin, by province of destination for total overnight trips, January–December, 2019

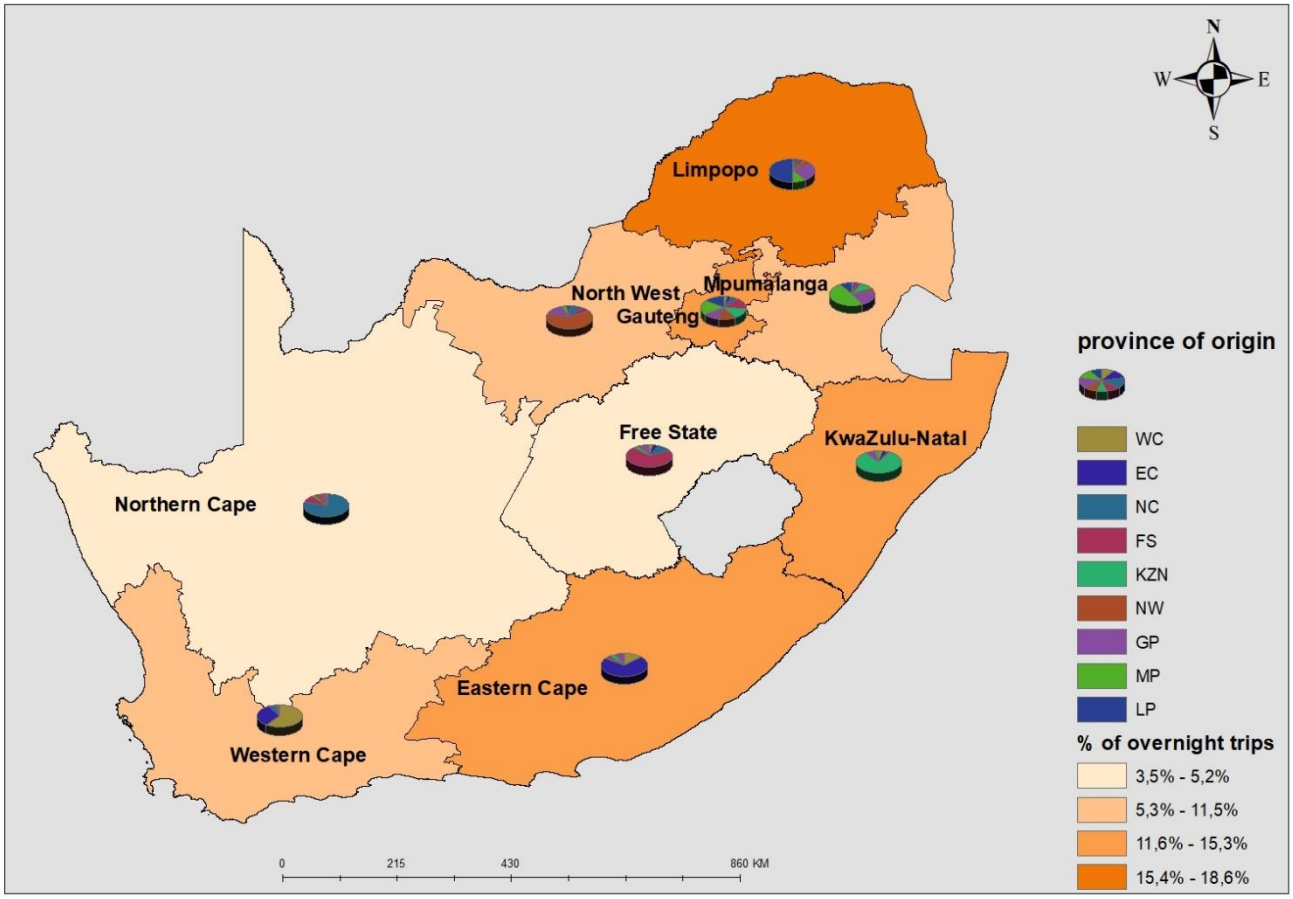


Figure 2b above shows that, as with Figure 2a, the highest percentages of overnight trips undertaken were intra-provincial, although Mpumalanga and Limpopo provinces had substantial proportions of trips destined for Gauteng. Overnight trips to the Western Cape were mostly undertaken by tourists from that province.

Table 6: Number of most recent overnight trips in South Africa during the twelve-month reference period by number of overnight trips and province of origin, January–December, 2019

	Number of overnight trips ('000)			
Province of origin	**1 trip**	**2–4 trips**	**5 trips or more**	**Total**
Western Cape	7 441	393	33	7 866
Eastern Cape	5 302	221	*	5 529
Northern Cape	1 927	351	*	2 281
Free State	2 424	296	*	2 725
KwaZulu-Natal	4 508	514	14	5 037
North West	3 038	825	-	3 863
Gauteng	18 496	1 484	36	20 015
Mpumalanga	5 993	657	-	6 650
Limpopo	6 176	779	-	6 955
Total	**55 304**	**5 519**	**98**	**60 921**

*Values based on three or less unweighted cases are considered too small to provide accurate estimates, and values are therefore replaced with asterisks.
Due to rounding, numbers do not necessarily add up to totals.

Most tourists undertook one overnight trip (55,3 million), followed by those who undertook two to four overnight trips (5,5 million) and 98 000 undertook five and more overnight trips. Of those who undertook one overnight trip, many were from Gauteng (18,5 million), followed by 7,4 million tourists from Western Cape and 6,2 million from Limpopo. The same pattern was observed for those who undertook two to four overnight trips, many of whom came from Gauteng (1,5 million), followed by 825 000 from North west and 779 000 from Limpopo.

3.2 Analysis of tourism patterns by province of destination

Table 7: Province of destination by most recent day and overnight trips, January–December, 2019

Province of destination	2019			
	Number ('000)	Per cent	Number ('000)	Per cent
	Day trips		Overnight trips	
Western Cape	7 793	13,6	6 565	10,8
Eastern Cape	4 825	8,4	8 179	13,4
Northern Cape	2 451	4,3	1 931	3,2
Free State	2 414	4,2	3 127	5,1
KwaZulu-Natal	4 048	7,1	9 659	15,9
North West	6 186	10,8	4 976	8,2
Gauteng	12 820	22,4	8 535	14,0
Mpumalanga	5 890	10,3	6 789	11,1
Limpopo	10 882	19,0	11 160	18,3
Total	**57 309**	**100,0**	**60 921**	**100,0**

Due to rounding, numbers do not necessarily add up to totals.

The main destination for day travellers was Gauteng (22,4%), followed by Limpopo (19,0%) and Western Cape (13,6%). The provinces that were least visited by day travellers in 2019 were Northern Cape (4,3%) and Free State (4,2%). Tourists (people who undertook overnight trips) mostly preferred visiting Limpopo (18,3%), KwaZulu-Natal (15,9%), Gauteng (14,0%) and Eastern Cape (13,4%). The province least visited by tourists was Free State with 5,1% and Northern Cape with 3,2%.

Figure 3a: Percentage distribution of main purpose of most recent day trips by province of destination, January–December, 2019

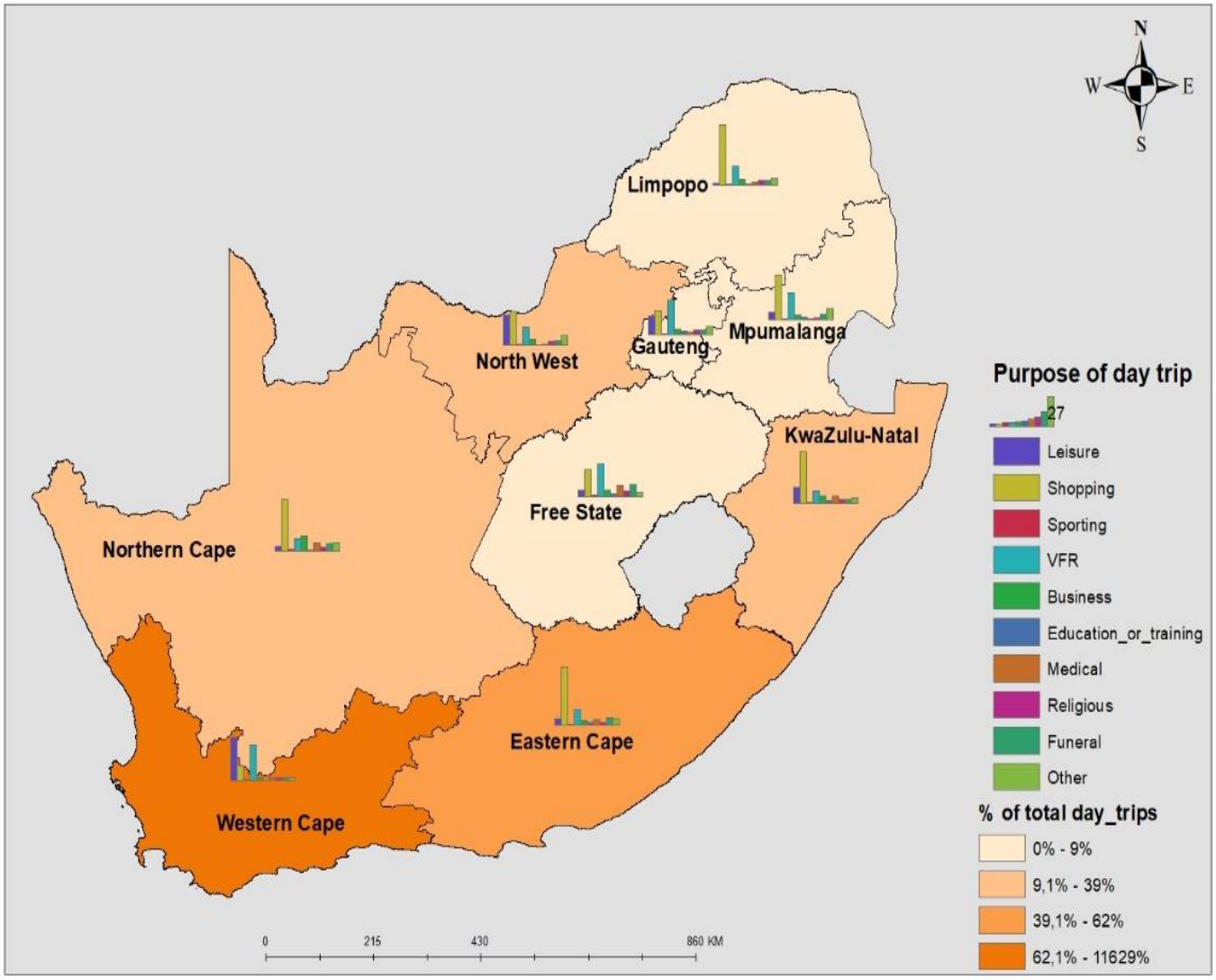


Figure 3a reflects the main purpose for which day travellers undertook trips to particular provinces. Shopping was the main reason people travelled to provinces such as Northern Cape, Eastern Cape, Limpopo and KwaZulu-Natal. However, travellers primarily visited Gauteng, Free State, Western Cape and Mpumalanga provinces to visit friends and relatives. The province for which leisure was the most stated reason for travel was Western Cape, followed by North West, Gauteng and KwaZulu-Natal.

Figure 3b: Percentage distribution of main purpose of the trip by province of destination for most recent overnight trips, January–December, 2019

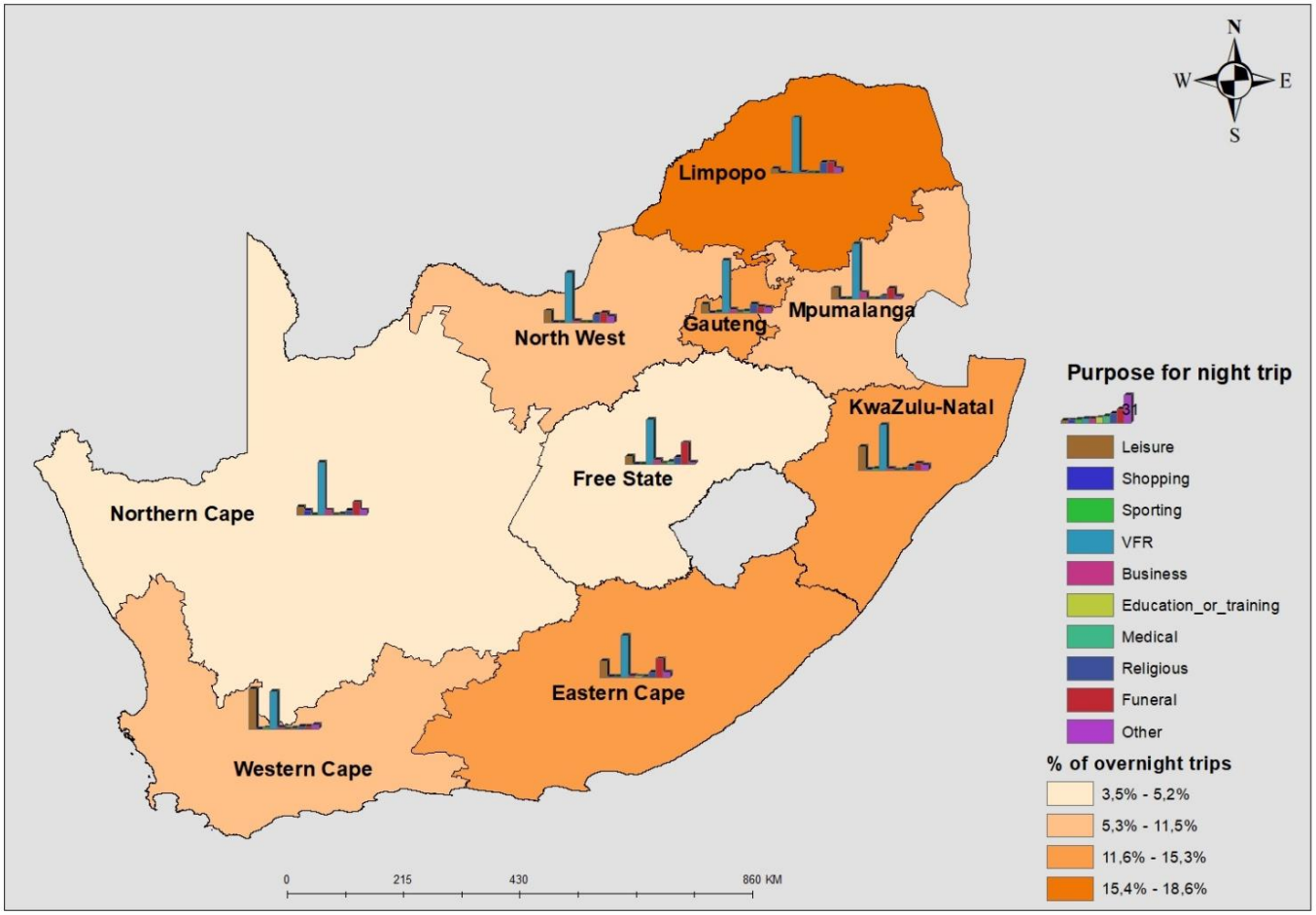


Figure 3b above shows the main reasons why tourists visited particular provinces. In all provinces, the main purpose cited for taking overnight trips was to visit friends and relatives. On the other hand, tourists travelled to Western Cape for leisure purposes, but visiting friends and relatives was the second most commonly stated purpose for visiting this province. Undertaking travel for religious purposes was most prevalent in Gauteng and Limpopo.

Table 8a: Percentage distribution of province of destination by main mode of transport on most recent person day trips, January–December, 2019

Province of destination	Air	Bus	Car	Taxi
Western Cape	-	*	20,4	*
Eastern Cape	12,4	7,2	6,9	11,7
Northern Cape	-	2,5	4,6	3,5
Free State	-	5,9	4,6	3,0
KwaZulu-Natal	47,7	*	4,5	13,1
North West	-	14,8	11,6	8,9
Gauteng	39,9	21,7	24,2	17,8
Mpumalanga	-	15,6	10,6	8,2
Limpopo	-	27,1	12,5	32,2
Total	**100,0**	**100,0**	**100,0**	**100,0**

*Values based on three or less unweighted cases are considered too small to provide accurate estimates, and values are therefore replaced with asterisks.

Table 8a shows that air transport was mostly used as mode of transport on the most recent day trips destined for KwaZulu-Natal (47,7%) and Gauteng (39,9%). Taxis were mostly used to travel to Limpopo (32,2%), followed by Gauteng (17,8%), KwaZulu-Natal (13,1%) and Eastern Cape (11,7%). Most day travellers who used cars visited Gauteng (24,2%) and Western Cape (20,4%). Buses were mainly used to visit Limpopo (27,1%), Gauteng (21,7%), Mpumalanga (15,6%) and North West (14,8%).

Table 8b: Percentage distribution of province of destination by main mode of transport on most recent person overnight trips, January–December, 2019

Province of destination	Air	Bus	Car	Taxi
Western Cape	33,3	4,3	16,1	*
Eastern Cape	16,2	18,8	10,5	16,4
Northern Cape	*	*	4,0	*
Free State	*	3,6	5,4	5,2
KwaZulu-Natal	18,2	10,8	15,7	17,1
North West	-	4,3	9,2	8,1
Gauteng	27,2	20,3	10,3	17,2
Mpumalanga	-	8,3	11,9	11,6
Limpopo	3,6	25,9	17,0	20,1
Total	**100,0**	**100,0**	**100,0**	**100,0**

*Values based on three or less unweighted cases are considered too small to provide accurate estimates, and values are therefore replaced with asterisks.

Table 8b gives information on the main destination and mode of transport for domestic tourists. The results show that when trips were destined to Western Cape, tourists were most likely to use air transport (33,3%), followed by Gauteng (27,2%). Most tourists used buses to reach Limpopo (25,9%), followed by Gauteng (20,3%) and Eastern Cape (18,8%). Taxis were mainly used to visit Limpopo (20,1%), Gauteng (17,2%) and KwaZulu-Natal (17,1%).

Table 9: Province of destination by main purpose of most recent day trips, January–December, 2019

Province of destination	Main purpose ('000)										
	Leisure	Shopping	Sporting	VFR	Business and professional	Education and training	Medical	Religious	Funeral	Other	Total
Western Cape	3 073	1 063	64	2 539	225	21	170	223	209	207	7 793
Eastern Cape	280	2 545	34	706	205	97	251	115	322	270	4 825
Northern Cape	95	1 140	30	262	327	6	187	72	153	179	2 451
Free State	140	589	47	711	136	68	246	125	256	96	2 414
KwaZulu-Natal	575	1 888	37	437	267	98	265	127	153	202	4 048
North West	1 695	1 908	83	998	345	32	64	233	267	561	6 186
Gauteng	2 228	2 908	89	4 032	689	435	374	548	521	996	12 820
Mpumalanga	408	2 428	59	1 449	267	160	82	114	292	631	5 890
Limpopo	231	5 924	93	1 924	594	111	287	534	505	677	10 882
Total	**8 725**	**20 393**	**536**	**13 060**	**3 054**	**1 028**	**1 926**	**2 094**	**2 676**	**3 820**	**57 309**

*Values based on three or less unweighted cases are considered too small to provide accurate estimates, and values are therefore replaced with asterisks.
Due to rounding, numbers do not necessarily add up to totals.

Table 9 shows the main reasons day travellers visited certain provinces. Most day travellers visited Western Cape (3,1 million), Gauteng (2,2 million) and North West (1,7 million) mainly for leisure purposes. Day travellers travelled mainly for the purpose of shopping (20,4 million) and for visiting friends and relatives (VFR) (13,1 million).

Shopping was the main reason cited by day travellers who visited Limpopo (5,9 million). Most day travellers who travelled to visit friends and relatives visited Gauteng (4,0 million), followed by Western Cape (2,5 million), Limpopo (1,9 million) and Mpumalanga (1,4 million). Day travellers visited Gauteng and Limpopo mainly for religious purposes.

Table 10: Province of destination by main purpose of most recent overnight trips, January–December, 2019

Province of destination	Main purpose ('000)										
	Leisure	Shopping	Sporting	VFR	Business and professional	Education and training	Medical	Religious	Funeral	Other	Total
Western Cape	2 870	*	97	2 721	117	18	64	174	195	305	**6 565**
Eastern Cape	1 483	35	74	3 717	154	98	85	434	1 666	432	**8 179**
Northern Cape	165	93	-	1 106	99	*	11	92	264	97	**1 931**
Free State	270	-	-	1 537	141	34	87	250	735	72	**3 127**
KwaZulu-Natal	2 519	76	164	4 828	185	16	67	501	719	585	**9 659**
North West	667	*	*	2 751	119	27	21	456	557	370	**4 976**
Gauteng	817	*	101	4 933	374	105	192	874	584	548	**8 535**
Mpumalanga	832	-	-	4 103	509	34	22	242	822	225	**6 789**
Limpopo	622	30	-	6 837	187	64	34	1 363	1 382	641	**11 160**
Total	**10 246**	**249**	**440**	**32 533**	**1 886**	**401**	**583**	**4 387**	**6 923**	**3 275**	**60 921**

*Values based on three or less unweighted cases are considered too small to provide accurate estimates, and values are therefore replaced with asterisks.
Due to rounding, numbers do not necessarily add up to totals.

Table 10 depicts the main reasons why tourists visited particular provinces. Tourists cited visiting friends and relatives in Limpopo (6,8 million), Gauteng (4,9 million), KwaZulu-Natal (4,8 million) and Mpumalanga (4,1 million) their main reasons for travelling. Tourists who travelled for leisure purposes visited Western Cape (2,9 million), KwaZulu-Natal (2,5 million) and Eastern Cape (1,5 million). Overnight trips for religious purposes were mostly undertaken to visit Limpopo (1,4 million).

Table 11: Province of destination for most recent overnight trips by principal type of accommodation utilised, January–December, 2019

Province of destination	Accommodation ('000)													
	Hotel	Guest-house/ guest-farm	Bed and breakfast	Lodge	Self-catering establishment	Stayed with friends and relatives	Hostel/ back-packers	Camping and caravan	Hospital	Church/ Community halls	Holiday home/ second home	Other	Unspecified	Total
Western Cape	214	478	330	195	1 149	3 665	27	69	-	59	296	82	-	**6 565**
Eastern Cape	139	239	120	76	116	6 619	14	128	40	187	379	123	-	**8 179**
Northern Cape	*	19	29	80	20	1 602	8	16	*	23	53	69	-	**1 931**
Free State	20	107	109	-	71	2 606	12	19	26	46	50	62	-	**3 127**
KwaZulu-Natal	824	354	255	114	800	6 549	-	42	39	279	236	164	*	**9 659**
North West	272	148	79	124	119	3 700	-	93	-	301	94	48	-	**4 976**
Gauteng	363	101	154	289	37	6 650	41	115	41	550	122	71	-	**8 535**
Mpumalanga	105	192	58	617	181	5 308	*	42	22	97	52	104	*	**6 789**
Limpopo	55	143	80	174	180	8 933	18	258	28	568	364	360	-	**11 160**
Total	**2 002**	**1 781**	**1 214**	**1 668**	**2 672**	**45 633**	**126**	**781**	**199**	**2 109**	**1 647**	**1 082**	*****	**60 921**

*Values based on three or less unweighted cases are considered too small to provide accurate estimates, and values are therefore replaced with asterisks.
Due to rounding, numbers do not necessarily add up to totals.

Table 11 depicts the main destination of overnight trips by the principal type of accommodation, between January and December 2019. The most popular form of accommodation for tourists was staying with friends and relatives. This is evidenced by the 45,6 million tourists who preferred to stay with friends or relatives during their trips. Most of the tourists who visited Limpopo (8,9 million), followed by Gauteng (6,7 million), Eastern Cape (6,6 million) and KwaZulu-Natal (6,5 million) stayed with friends and relatives. Self-catering establishments were the second most common form of accommodation used by tourists.

The number of tourists who stayed in hotels was the highest in KwaZulu-Natal (824 000), Gauteng (363 000) and North West (272 000). Lodges were predominantly used by tourists that visited Mpumalanga, while guest house/guest-farms were mostly used by those who visited Western Cape and KwaZulu-Natal.

Figure 4a: Percentage of total expenditure of most recent day trips by province of destination, January–December, 2019

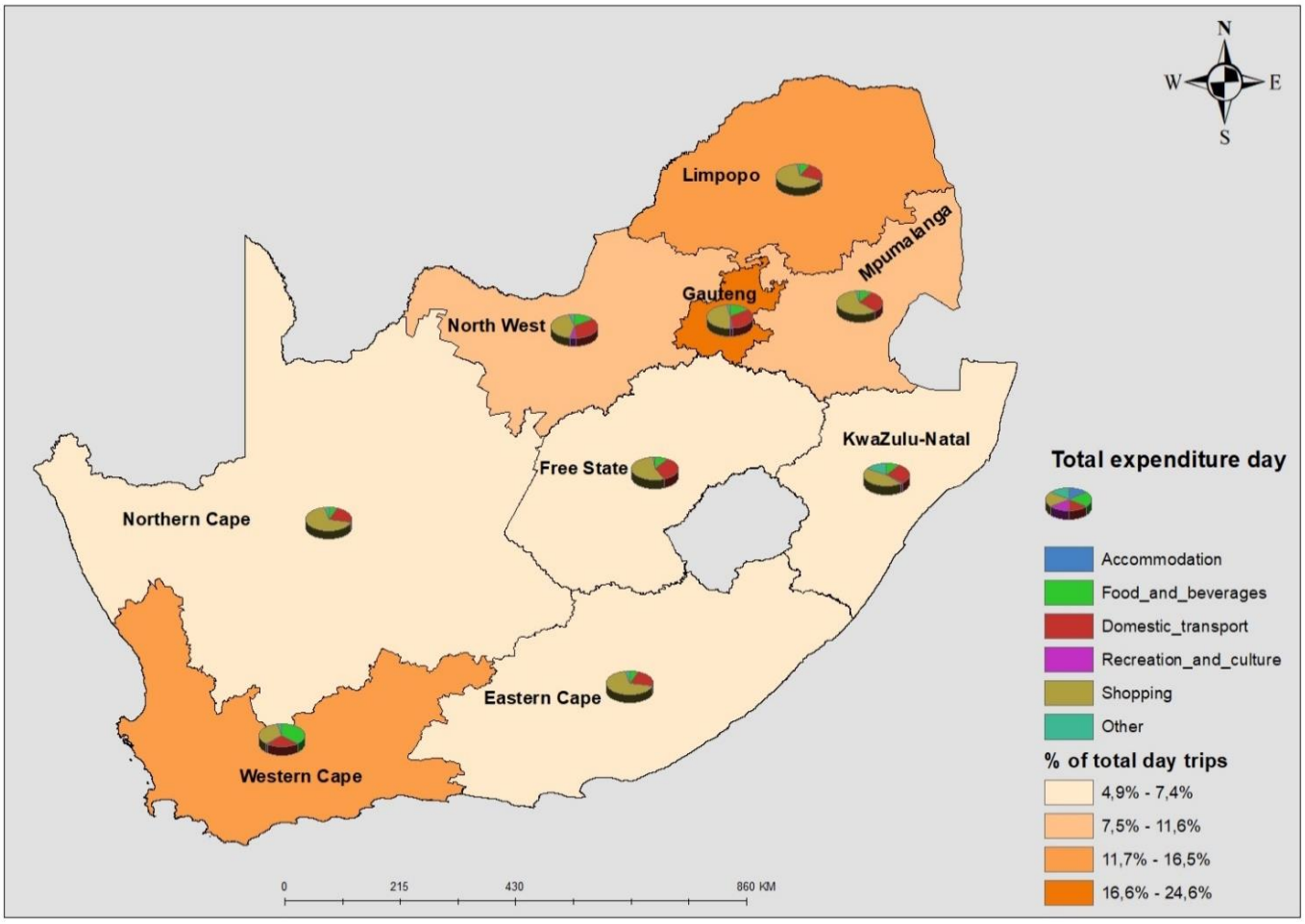
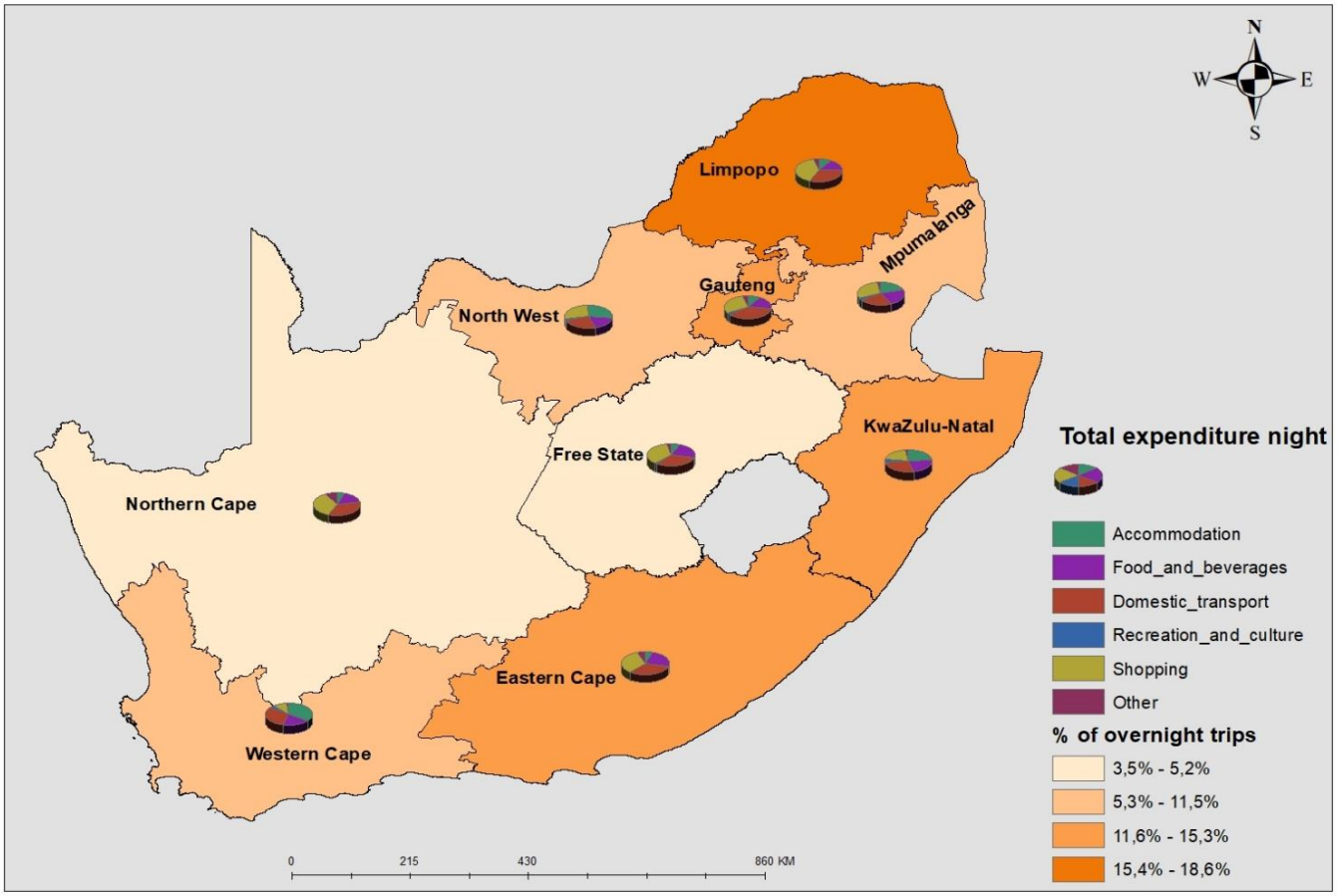


Figure 4a indicates the expenditure incurred by day travellers in all provinces. On average, day travellers spent most of their money on shopping, followed by domestic transport. The food and beverages category had the third highest spend for day travelling. The least expenditure was incurred for recreation and culture.

Figure 4b: Percentage of total expenditure of most recent overnight trips, by province of destination, January–December, 2019



As shown in Figure 4b, most tourists spent money on domestic transport, shopping and on food and beverages. In Western Cape, KwaZulu-Natal and Mpumalanga, a relatively higher proportion of money was spent on accommodation when compared to other provinces. Spending on shopping was more prevalent in all provinces except in the Western Cape.

3.3 Analysis by main purpose of the trip

Table 12: Main purpose of most recent day trips by type of trip, January–December, 2019

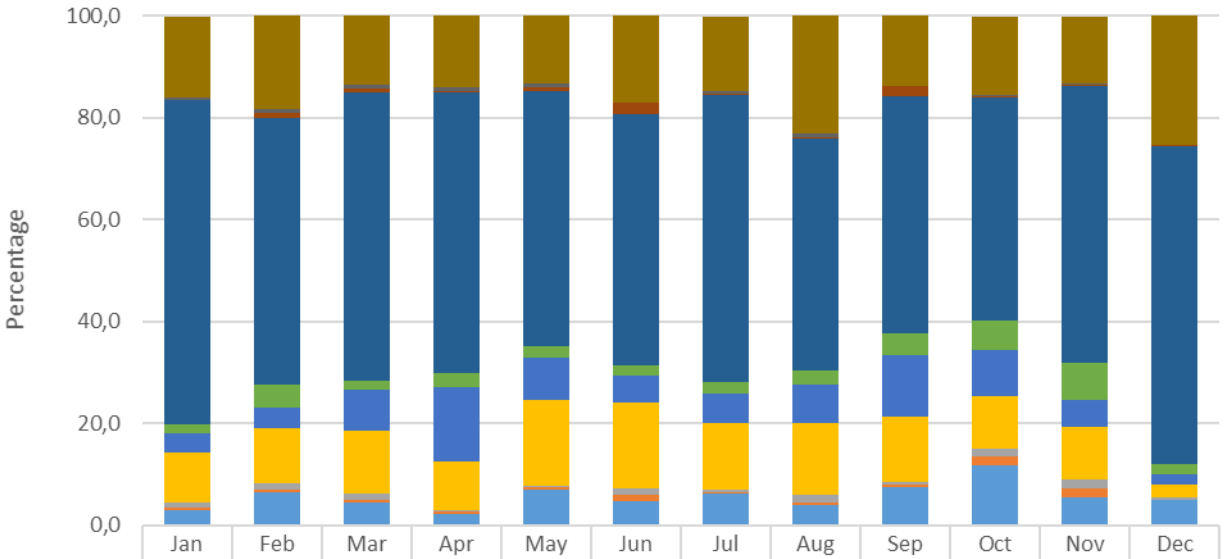
	Day trips		Overnight trips	
Main purpose	**Number ('000)**	**Per cent**	**Number ('000)**	**Per cent**
Leisure	8 725	15,2	10 246	16,8
Shopping	20 393	35,6	249	0,4
Sporting	536	0,9	440	0,7
VFR	13 060	22,8	32 533	53,4
Business and professional	3 054	5,3	1 886	3,1
Education and training	2 094	3,7	401	0,7
Medical	2 676	4,7	583	1,0
Religious	1 926	3,4	4 387	7,2
Funeral	1 028	1,8	6 923	11,4
Other	3 820	6,7	3 275	5,4
Total	**57 309**	**100,0**	**60 921**	**100,0**

Due to rounding, numbers do not necessarily add up to totals.

Table 12 shows the number of trips undertaken by day travellers and overnight visitors, categorised by main purpose of trip. Shopping and visiting friends and relatives were the main reasons cited by day travellers, approximately 20,4 million and 13,1 million, respectively.

The results further show that tourists were more likely to undertake overnight trips to visit friends and relatives (32,5 million). This represents almost half of most recent overnight trips undertaken in 2019. Tourists also undertook many trips for leisure (10,2 million) and funerals (6,9 million) during the reporting period.

Figure 5: Main purpose of most recent overnight trips by month, January–December, 2019 (per cent)



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Leisure	15,9	18,4	13,5	14,1	13,4	16,9	14,7	23,0	13,7	15,5	13,1	25,4
Shopping	0,4	0,7	0,7	0,6	0,8	0,2	0,5	0,8	0,1	0,2	0,2	0,0
Sporting	0,2	1,1	0,8	0,3	0,6	2,2	0,2	0,2	2,0	0,2	0,4	0,1
VFR	63,5	52,2	56,5	55,2	50,0	49,4	56,4	45,7	46,6	43,8	54,4	62,5
Business	1,8	4,7	1,8	2,7	2,5	2,0	2,3	2,7	4,3	5,8	7,2	2,0
Education	3,8	3,8	8,1	14,5	8,2	5,2	5,6	7,4	11,9	9,0	5,2	2,0
Medical	9,7	11,0	12,3	9,6	16,9	16,8	13,1	14,1	12,9	10,3	10,5	2,6
Religious	1,0	1,3	1,2	0,4	0,2	1,3	0,7	1,7	0,6	1,6	1,6	0,5
Funeral	0,7	0,3	0,7	0,5	0,5	1,2	0,2	0,3	0,4	1,8	1,9	0,0
Other	2,9	6,6	4,4	2,1	7,0	4,8	6,2	4,1	7,5	11,7	5,4	4,9

Figure 5 shows the main purpose of most recent overnight trips by the month in which the trip was undertaken for the reference period January to December 2019. The main reason why South Africans travelled within South Africa during the reference period was to visit friends and relatives (VFR). For trips undertaken during January and December, more than half (63,5% and 62,5%, respectively) were undertaken to visit friends and relatives. Across all months, leisure trips were most likely to be undertaken in December (25,4%); August (23,0%); February (18,4%); June (16,9%); January (15,9%) and October (15,5%). Trips for education purposes were dominant in April (14,5%).

Table 13: Main purpose of most recent day trips by main mode of transport used, January–December, 2019

	Day trips (per cent)			
Main purpose	**Air**	**Bus**	**Car**	**Taxi**
Leisure	12,4	6,9	21,8	*
Shopping	-	45,2	25,3	55,9
Sporting	-	4,7	*	*
VFR	-	10,0	27,6	15,6
Business and professional	55,9	5,5	5,6	4,2
Education and training	-	7,1	*	*
Medical	31,6	0,5	5,3	4,1
Religious	-	3,7	3,0	3,4
Funeral	-	8,1	1,1	1,9
Other[1]	-	8,4	6,4	6,3
Total	**100,0**	**100,0**	**100,0**	**100,0**

*Values based on three or less unweighted cases are considered too small to provide accurate estimates, and values are therefore replaced with asterisks.
Due to rounding, numbers do not necessarily add up to totals.

Taxis were mostly used for personal shopping (55,9%) and visiting friends and relatives (15,6%). Air transport was mostly used for business and professional trips (55,9%), followed by medical reasons (31,6%). When buses were used as a means of transport, they were mainly used for shopping (45,2%) and visiting friends and relatives (10,0%). About 28% of day travellers used cars to visit friends and family/relatives and 25,3% of day travellers used the same means of transport for shopping.

Table 14: Main purpose of most recent overnight trips by main mode of transport used, January–December, 2019

Main purpose	Overnight trips (per cent)			
	Air	Bus	Car	Taxi
Leisure	39,0	9,6	25,5	4,2
Shopping	-	-	0,4	0,5
Sporting	8,9	0,9	0,8	0,1
VFR	29,1	50,6	47,9	63,8
Business and professional	9,4	5,1	3,2	1,8
Education and training	3,3	13,6	5,1	9,2
Medical	1,9	12,7	10,6	13,1
Religious	0,4	1,3	0,9	0,8
Funeral	-	2,6	0,2	0,9
Other	8,0	3,8	5,4	5,6
Total	**100,0**	**100,0**	**100,0**	**100,0**

*Values based on three or less unweighted cases are considered too small to provide accurate estimates, and values are therefore replaced with asterisks.
Due to rounding, numbers do not necessarily add up to totals.

Table 14 gives information on the main purpose of the most recent overnight trip by main transport for domestic tourists. The results show that tourists used cars (47,9%) to visit friends and relatives. Air transport (39,0%) was mainly used for leisure trips. Taxis were the leading type of transport for visiting friends and relatives (63,8%). Bus transport was mainly used for visiting friends and relatives (50,6%), followed by overnight trips for education and training (13,6%) and medical purposes (12,7%).

Cars were mostly used when travelling to visit friends and relatives with (47,9%), followed by overnight trips for leisure (25,5%).

Table 15: Main purpose of most recent day and overnight trips by expenditure (R'000), January–December, 2019

Main purpose	Accommodation	Food and beverages	Domestic transport	Recreation and culture	Shopping	Other	Total
Day trips							
Leisure	-	4 524 594	4 285 126	1 197 375	1 166 065	145 455	**11 318 616**
Shopping	-	2 872 976	4 700 273	30 087	34 283 537	671 365	**42 558 239**
Sporting	-	125 008	161 598	10 237	63 407	14 473	**374 723**
VFR	-	2 675 733	5 366 878	40 781	2 005 170	697 322	**10 785 885**
Business and professional	-	824 999	1 736 189	2 502	4 688 103	322 102	**7 573 895**
Education and training	-	113 308	204 455	3 620	230 033	35 377	**586 794**
Medical	-	232 538	531 539		413 332	572 025	**1 749 434**
Religious	-	210 311	545 689	3 171	52 495	166 879	**978 545**
Funeral	-	297 637	1 110 799	-	224 894	1 043 793	**2 677 123**
Other	-	755 601	1 798 630	10 068	1 070 370	111 710	**3 746 380**
Total day trips spending	**-**	**12 632 706**	**20 441 177**	**1 297 842**	**44 197 407**	**3 780 501**	**82 349 633**
Overnight trips							
Leisure	10 627 954	5 832 033	5 504 336	1 044 073	3 262 802	507 263	**26 778 462**
Shopping	73	12 773	49 947		386 444		**449 237**
Sporting	142 575	113 564	467 910	12 175	71 903		**808 128**
VFR	182 960	5 320 787	10 071 714	312 156	10 773 951	1 278 526	**27 940 094**
Business and professional	827 347	372 993	1 392 497	56 032	479 532	46 352	**3 174 753**
Education and training	51 249	42 475	82 545	12 900	74 325	820	**264 314**
Medical	11 802	41 925	155 150		62 239	204 551	**475 667**
Religious	72 138	453 848	807 881		361 800	105 606	**1 801 273**
Funeral	48 197	493 002	1 971 336	7 456	901 964	403 258	**3 825 213**
Other	857 224	518 414	1 289 518	111 457	739 171	376 938	**3 892 723**
Total overnight trips spending	**12 821 520**	**13 201 816**	**21 792 835**	**1 556 250**	**17 114 131**	**2 923 313**	**69 409 865**

Due to rounding, numbers do not necessarily add up to totals.

During the period January to December 2019, the expenditure for day trips was about R82,3 billion as shown above in Table 15. Domestic day trips undertaken for shopping purposes contributed roughly R44,2 billion of the total expenditure incurred over the reference period. Expenditure on domestic transport (R20,4 billion) was the second highest expenditure on day trips.

Day travellers who travelled for leisure purposes, spent most money on food and beverages (R4,5 billion) and domestic transport (R4,3 billion). Those who visited friends and relatives spent most on the money of domestic transport (5,4 billion) and food and beverages (2,7 billion). Tourists who travelled for leisure purposes spent most money on accommodation (R10,6 billion), followed by spending on food and beverages (R5,8 billion) and domestic transport (R5,5 billion). Those who travelled to visit friends and relatives spent most of their money on shopping (R10,8 billion), domestic transport (R10,1 billion) and food and beverages (R5,3 billion).

3.4 Analysis by main mode of transport for the trip

Table 16: Main mode of transport by most recent type of trip, January–December, 2019

	Day trips		Overnight trips	
Main transport	**Number ('000)**	**Per cent**	**Number ('000)**	**Per cent**
Air	89	0,2	1 501	2,5
Bus	2 838	5,0	4 234	7,0
Car	36 316	63,4	32 427	53,2
Taxi	17 144	29,9	22 152	36,4
Other[1]	922	1,6	607	1,0
Total	**57 309**	**100,0**	**60 921**	**100,0**

[1] 'Other' includes motorcycles, bicycles, trains, etc.
Due to rounding, numbers do not necessarily add up to totals.

Day travelling in the country was done mostly by car (63,4%), with taxis being the second most used mode of transport (29,9%). Exactly 5,0% of day travellers used buses, while less than one per cent used air transport.

Tourists were also more likely to use cars (53,2%), followed by taxis (36,4%) and buses (7,0%). Almost three per cent of tourists used air transport (2,5%) as a means of transport on overnight trips.

Table 17: Main mode of transport used to undertake overnight trip by principal type of accommodation utilised, January–December, 2019

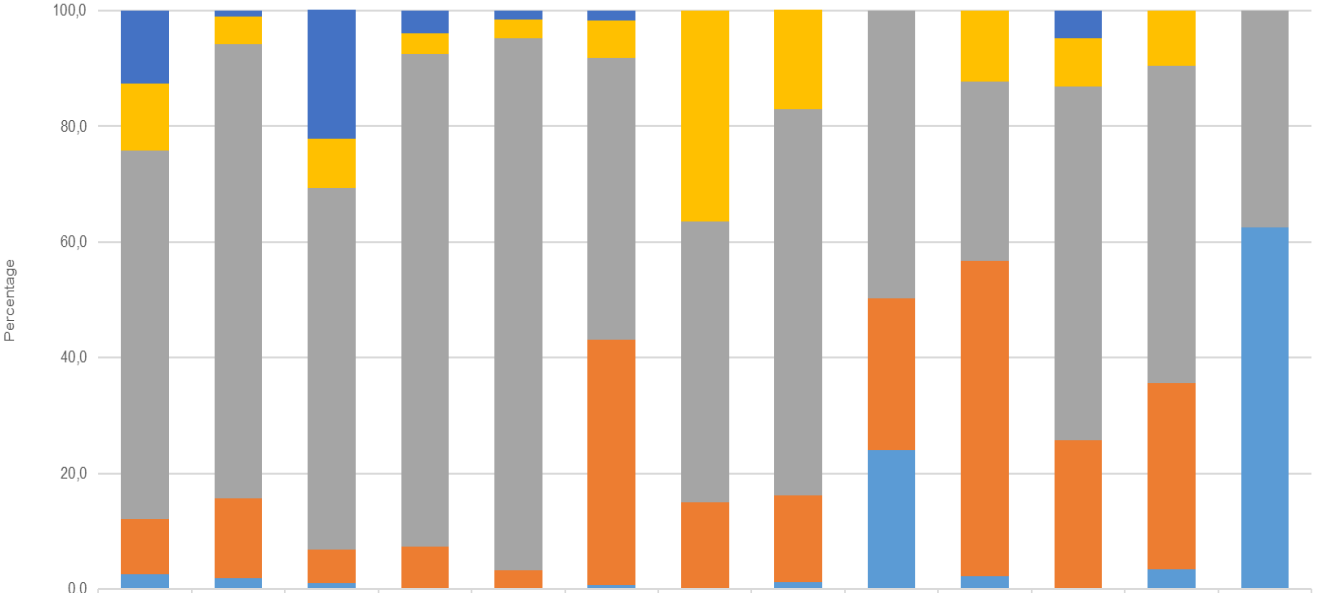
Mode of Transport	Accommodation ('000)													
	Hotel	Guest house/ Guest farm	Bed and breakfast	Lodge	Self-catering establishment	Stayed with friends and relatives	Hostel/ back-packers	Camping and caravan	Hospital	Church/ community halls	Holiday home/ second home	Other	Un-specified	Total
Air	253	19	271	67	40	772	-	-	-	-	80	-	-	1 501
Bus	232	85	102	59	90	2 988	46	134	-	257	137	104	-	4 234
Car	1 273	1 398	759	1 420	2 453	22 187	61	521	99	654	1 006	593	*	32 427
Taxi	192	246	70	122	89	19 324	19	118	52	1 150	424	348	-	22 152
Unspecified	52	33	13	-	-	363	-	*	48	47	-	37	*	607
Total	**2 002**	**1 781**	**1 214**	**1 668**	**2 672**	**45 633**	**126**	**781**	**199**	**2 109**	**1 647**	**1 082**	*****	**60 921**

'Other' includes motorcycles, bicycles etc.
*Values based on three or less unweighted cases are considered too small to provide accurate estimates, and values are therefore replaced with asterisk.
Due to rounding, numbers do not necessarily add up to totals.

Approximately 75,0% of trips were undertaken by overnight tourists who stayed with friends and relatives, followed by those who stayed in self-catering establishments and hotels. Tourists that stayed with friends and relatives as a form of accommodation mainly used cars and taxis.

In 2019, about 1,3 million of tourists who slept at a hotel travelled by car. Trips undertaken by taxis to a hotel were fewest in number in 2019.

Figure 6: Main mode of transport by type of accommodation on most recent overnight trips, January–December, 2019 (per cent)



	Hotel	Guest House/Guest Farm	Bed and Breakfast	Lodge	Self-catering establishment	Stayed with friends and relatives	Hostel/ Backpackers	Camping and caravan	Hospital	Church/ Community halls	Holiday Home/Second Home	Other	Unspecified
Air	12,6	1,1	22,3	4,0	1,5	1,7	0,0	0,0	0,0	0,0	4,9	0,0	0,0
Bus	11,6	4,8	8,4	3,5	3,4	6,5	36,5	17,2	0,0	12,2	8,3	9,6	0,0
Car	63,6	78,5	62,5	85,1	91,8	48,6	48,4	66,7	49,7	31,0	61,1	54,8	37,5
Taxi	9,6	13,8	5,8	7,3	3,3	42,3	15,1	15,1	26,1	54,5	25,7	32,2	0,0
Unspecified	2,6	1,9	1,1	0,0	0,0	0,8	0,0	1,2	24,1	2,2	0,0	3,4	62,5

As shown in Figure 6, tourists generally used cars to get to their chosen destinations. About 7 out of ten tourists who slept at guest houses or guest farms travelled by car, while 13,8% used taxis and 4,8% used buses to reach the same accommodation. Tourists who stayed in lodges mostly used cars (85,1%) to reach their accommodation.

Tourists who stayed with friends or relatives using cars as a mode of transport accounted for more than four out of ten trips. More than ten per cent (12,6%) of individuals who slept at hotels used air travel for the longest parts of their journeys.

3.5 Analysis of travelling patterns of different population groups

Table 18: Population group by most recent type of trip, January–December, 2019

Population group	Day trips		Overnight trips	
	Number ('000)	Per cent	Number ('000)	Per cent
Black African	41 198	71,9	46 293	76,0
Coloured	5 364	9,4	3 779	6,2
Indian/Asian	1 629	2,8	1 059	1,7
White	9 118	15,9	9 790	16,1
Total	**57 309**	**100,0**	**60 921**	**100,0**

Due to rounding, numbers do not necessarily add up to totals.

Of the total number of most recent day trips undertaken in South Africa during the reference period, the black African population group undertook most day trips (71,9%), followed by the white (15,9%), coloured (9,4%) and Indian/Asian (2,8%) population groups.

In relation to most recent domestic overnight trips undertaken by population groups, black Africans undertook 76,0% of the total number of trips, while the coloured and Indian/Asian groups recorded the lowest proportions (6,2% and 1,7%, respectively).

Table 19: Population group by main purpose of the most recent day trip, January–December, 2019

Population group	Main purpose ('000)										
	Leisure	Shopping	Sporting	VFR	Business and professional	Education and training	Medical	Religious	Funeral	Other	Total
Black African	3 746	17 548	336	7 516	2 282	1 884	2 312	1 385	1 027	3 164	41 198
Coloured	1 135	1 434	35	1 761	263	196	306	143	*	90	5 364
Indian/Asian	649	284	*	546	145	-	-	-	-	-	1 629
White	3 194	1 127	160	3 237	363	14	58	398	-	566	9 118
Total	**8 725**	**20 393**	**536**	**13 060**	**3 054**	**2 094**	**2 676**	**1 926**	**1 028**	**3 820**	**57 309**

*Values based on three or less unweighted cases are considered too small to provide accurate estimates, and values are therefore replaced with asterisks.
Due to rounding, numbers do not necessarily add up to totals.

Table 19 shows that black Africans undertook day trips mainly for shopping (17,5 million) and visiting friends and relatives (7,5 million), while white travellers mainly undertook day trips for leisure purposes (3,2 million) and visiting friends and relatives (3,2 million). Indian/Asian travellers undertook most of their day trips for leisure (649 000) and visiting friends and relatives (546 000). Coloured travellers undertook day trips mainly for visiting friends and relatives (1,8 million) followed by shopping (1,4 million) and leisure purposes (1,1 million).

Table 20: Population group by main purpose of the most recent overnight trip, 2019

Population group	Main purpose ('000)										
	Leisure	Shopping	Sporting	VFR	Business and professional	Education and training	Medical	Religious	Funeral	Other	Total
Black African	3 992	173	197	26 380	1 542	4 270	6 205	427	396	2 710	**46 293**
Coloured	1 117	76	-	1 620	180	111	408	93	-	175	**3 779**
Indian/Asian	546	-	*	205	*	-	220	-	-	46	**1 059**
White	4 590	-	217	4 328	148	*	90	63	5	344	**9 790**
Total	**10 246**	**249**	**440**	**32 533**	**1 886**	**4 387**	**6 923**	**583**	**401**	**3 275**	**60 921**

*Values based on three or less unweighted cases are considered too small to provide accurate estimates, and values are therefore replaced with asterisks.
Due to rounding, numbers do not necessarily add up to totals.

In relation to overnight trips, Table 20 shows that black Africans undertook about 26,4 million overnight trips to visit friends and relatives, while 4,3 million trips were undertaken by the white population group for the same reason. Again, when compared to other population groups, black Africans (4,0 million) and whites (4,6 million) undertook most of their overnight trips for leisure purpose.

Table 21: Population group by province of destination of the most recent type of trip, January–December, 2019

Population group	Province of destination ('000)									
	WC	EC	NC	FS	KZN	NW	GP	MP	LP	Total
Day trips										
Black African	783	4 011	1 239	1 931	3 590	4 389	9 742	5 029	10 484	**41 198**
Coloured	3 629	338	813	69	62	55	288	64	47	**5 364**
Indian/Asian	76	34	7	-	287	55	1 170	-	-	**1 629**
White	3 305	441	392	414	110	1 687	1 620	798	351	**9 118**
Total	**7 793**	**4 825**	**2 451**	**2 414**	**4 048**	**6 186**	**12 820**	**5 890**	**10 882**	**57 309**
Overnight trips										
Black African	781	6 763	1 065	2 814	7 215	4 129	6 993	5 982	10 551	**46 293**
Coloured	1 917	433	661	48	207	70	350	52	41	**3 779**
Indian/Asian	137	*	-	-	748	77	59	24	-	**1 059**
White	3 730	969	204	264	1 490	700	1 133	732	568	**9 790**
Total	**6 565**	**8 179**	**1 931**	**3 127**	**9 659**	**4 976**	**8 535**	**6 789**	**11 160**	**60 921**

*Values based on three or less unweighted cases are considered too small to provide accurate estimates, and values are therefore replaced with asterisks.
WC = Western Cape; EC = Eastern Cape; NC = Northern Cape; FS = Free State; KZN = KwaZulu-Natal; NW = North West; GP = Gauteng; MP = Mpumalanga; LP = Limpopo
Due to rounding, numbers do not necessarily add up to totals.

As per Table 21, the highest number of most recent day trips were undertaken by travellers who went to Gauteng and Limpopo with 12,8 million and 10,9 million trips, respectively. It further shows that most white travellers who undertook day trips were destined for Western Cape (3,3 million), North West (1,7 million) and Gauteng (1,6 million).

Of the 1,1 million overnight trips undertaken by Indians/Asians, 748 000 were destined for KwaZulu-Natal. Most black African travellers undertook overnight trips to Limpopo (10,6 million), followed by white travellers (568 000).

Table 22: Population group by number of trips, January–December, 2019

Population group	Day trips		Overnight trips	
	Total number of trips ('000)	Per cent across population group	Total number of trips ('000)	Per cent across population group
Black African	41 198	71,9	46 299	76,0
Coloured	5 364	9,4	3 779	6,2
Indian/Asian	1 629	2,8	1 059	1,7
White	9 118	15,9	9 790	16,1
Total	**57 309**	**100,0**	**60 921**	**100,0**

Due to rounding, numbers do not necessarily add up to totals.

Table 22 above presents population groups by number of trips during the reference period. When comparing across population groups and with a focus on the total number of trips undertaken between January and December 2019, the black African population group undertook the most day trips, having taken slightly more than 7 out of every ten trips (71,9%). This was followed by white travellers with 15,9% of the total number of day trips. The Indian/Asian group showed a relatively low number of day trips undertaken during the period with 1,6 million trips.

Similarly with overnight trips, black Africans undertook the most number of trips (46,3 million) when compared to white people (10,0 million) who undertook the second highest number of trips, followed by coloured (3,8 million) and Indian/Asian (1,1 million) people who undertook the least number of trips.

Table 23: Population group by expenditure (R'000) on most recent trips, January–December, 2019

Population group	Accommodation	Food and beverages	Domestic transport	Recreation and culture	Shopping	Other	Total
Day trips							
Black African	-	6 366 647	12 505 411	450 794	34 483 930	2 733 238	**56 540 019**
Coloured	-	2 051 312	2 172 234	239 580	4 877 043	444 122	**9 784 290**
Indian/Asian	-	449 741	726 791	80 684	416 330	6 862	**1 680 408**
White	-	3 765 007	5 036 742	526 783	4 420 105	596 280	**14 344 917**
Total	**-**	**12 632 706**	**20 441 177**	**1 297 842**	**44 197 407**	**3 780 501**	**82 349 633**
Overnight trips							
Black African	4 626 111	8 057 881	14 442 741	731 255	13 901 379	2 038 709	**43 798 076**
Coloured	836 321	768 675	1 279 412	110 455	968 585	261 507	**4 224 956**
Indian/Asian	544 280	436 386	585 735	120 140	136 191	40 803	**1 863 535**
White	6 814 808	3 938 875	5 484 947	594 399	2 107 976	582 294	**19 523 298**
Total	**12 821 520**	**13 201 816**	**21 792 835**	**1 556 250**	**17 114 131**	**2 923 313**	**69 409 865**

*Values based on three or less unweighted cases are considered too small to provide accurate estimates, and values are therefore replaced with asterisks.
Due to rounding, numbers do not necessarily add up to totals.

The estimated total spending on most recent day trips between January and December 2019 was R82,3 billion and R69,4 billion for most recent overnight trips. During day trips, nearly R34,4 billion was spent by black Africans on shopping and R12,5 billion on domestic transport. This group further spent R6,4 billion on food and beverages.

The black African population group, on their most recent overnight trips, spent most of their money on domestic transport (R14,4 billion) and shopping (R13,9 billion).The white population group spent most money on accommodation (6,8 billion), domestic transport (R5,5 billion) and food and beverages (R3,9 billion). The coloured population spent most money on domestic transport (R1,3 billion), followed by expenditure on shopping (R969 000), and accommodation (R836 000).

Table 24: Population group by average expenditure on most recent day and overnight trips, January–December, 2019

Population group	Expenditure (R'000)	Number of trips ('000)	Average spent per trip (R)
Day trips			
Black African	56 540 019	41 198	1 354
Coloured	9 784 290	5 364	2 086
Indian/Asian	1 680 408	1 629	1 271
White	14 344 917	9 118	1 775
Total	**82 349 634**	**57 309**	**6 486**
Overnight trips			
Black African	43 798 076	46 293	907
Coloured	4 224 956	3 779	1 100
Indian/Asian	1 863 535	1 059	1 931
White	19 523 298	9 790	2 227
Total	**69 409 865**	**60 921**	**6 165**

Due to rounding, numbers do not necessarily add up to totals.

Table 24 shows population groups by average expenditure on the most recent day and overnight trips. For day trips, coloured travellers recorded the highest average spend per trip (R2 086) compared to other groups, followed by whites with average spend of R1 775. They were followed closely by black Africans with R1 354, while the Indian/Asian population spent the least amount on average per trip (R1 271). For the most recent overnight trips undertaken by the black African population group, the average expenditure per trip was R907, making it the smallest average spend per trip. White travellers once again reported the highest amount of money spent on average per trip (R2 227), followed by the Indian/Asian population group (R1 931).

Table 25a: Demographic analysis by most recent person day trips, January–December, 2019

Characteristics	Day trips	
	Number ('000)	Per cent
Broad age groups		
0–11	5 298	9,2
12–17	2 252	3,9
18–24	5 282	9,2
25–34	12 474	21,8
35–44	12 357	21,6
45–54	9 401	16,4
55–64	6 471	11,3
65+	3 773	6,6
Total	**57 309**	**100,0**
Gender		
Male	27 372	47,8
Female	29 938	52,2
Total	**57 309**	**100,0**
Marital status		
Married	21 072	36,8
Living together as husband and wife	4 818	8,4
Widow/widower	3 383	5,9
Divorced/separated	1 802	3,1
Never married	26 234	45,8
Total	**57 309**	**100,0**
Highest level of education		
No schooling	4 131	7,2
Completed some primary school	6 151	10,7
Grade 7/Std 5	1 686	2,9
Completed some secondary school	18 443	32,2
Grade 12/Std 10	14 734	25,7
Higher	12 165	21,2
Total	**57 309**	**100,0**

Due to rounding, numbers do not necessarily add up to totals.

Individuals in the age groups 25 to 44 years made up 43,4% of the total number of day travellers. These age groups were the most likely to travel over the reference period. Table 25a shows that in 2019, day travellers who were never married were more likely than individuals with other marital statuses to travel (45,8%), followed by those who were married (36,8%). Individuals who had completed secondary school were the most likely to undertake day trips (32,2%). Individuals with a Grade 7/Standard 5 qualification were the least likely to travel.

Table 25b: Demographic analysis by most recent person overnight trips, January–December, 2019

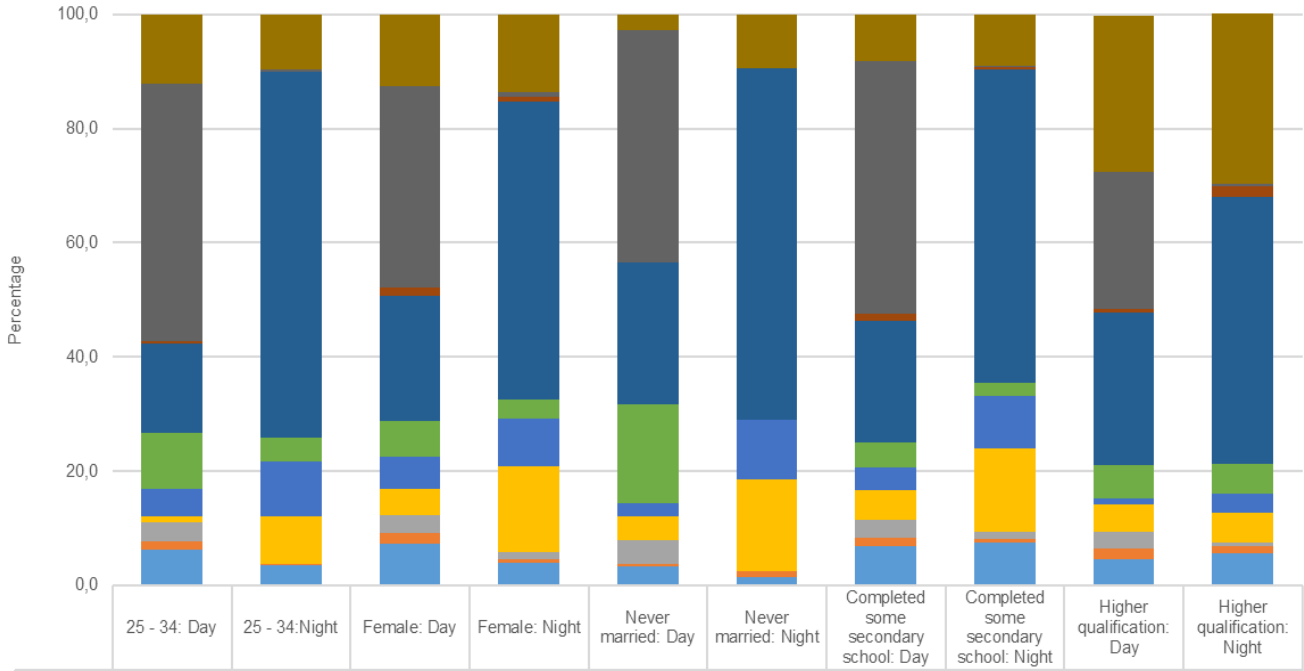
Characteristics	Overnight trips	
	Number ('000)	Per cent
Broad age groups		
0–11	6 699	11,0
12–17	2 743	4,5
18–24	5 824	9,6
25–34	12 217	20,1
35–44	12 633	20,7
45–54	10 029	16,5
55–64	6 832	11,2
65+	3 944	6,5
Total	**60 921**	**100,0**
Gender		
Male	29 875	49,0
Female	31 047	51,0
Total	**60 921**	**100,0**
Marital status		
Married	21 422	35,2
Living together as husband and wife	4 740	7,8
Widow/widower	3 190	5,2
Divorced/separated	2 035	3,3
Never married	29 534	48,5
Total	**60 921**	**100,0**
Highest level of education		
No schooling	4 531	7,4
Completed some primary school	6 511	10,7
Grade 7/Std 5	1 877	3,1
Completed some secondary school	18 361	30,1
Grade 12/Std 10	16 906	27,8
Higher	12 736	20,9
Total	**60 921**	**100,0**

Due to rounding, numbers do not necessarily add up to totals.

Table 25b depicts the travel patterns for overnight trips and shows that it was similar to that of day trips. Individuals between the ages of 25 and 44 years undertook almost forty per cent of overnight trips in 2019 (40,8%). Individuals who have never been married were most likely to travel when compared to tourists in other marital status groups (48,5%).

Individuals who have completed some secondary school and those having Grade 12, collectively undertook most of the overnight trips in 2019 (57,9%).

Figure 8: Selected demographic groups by main purpose of most recent day and overnight trips, January–December, 2019 (per cent)

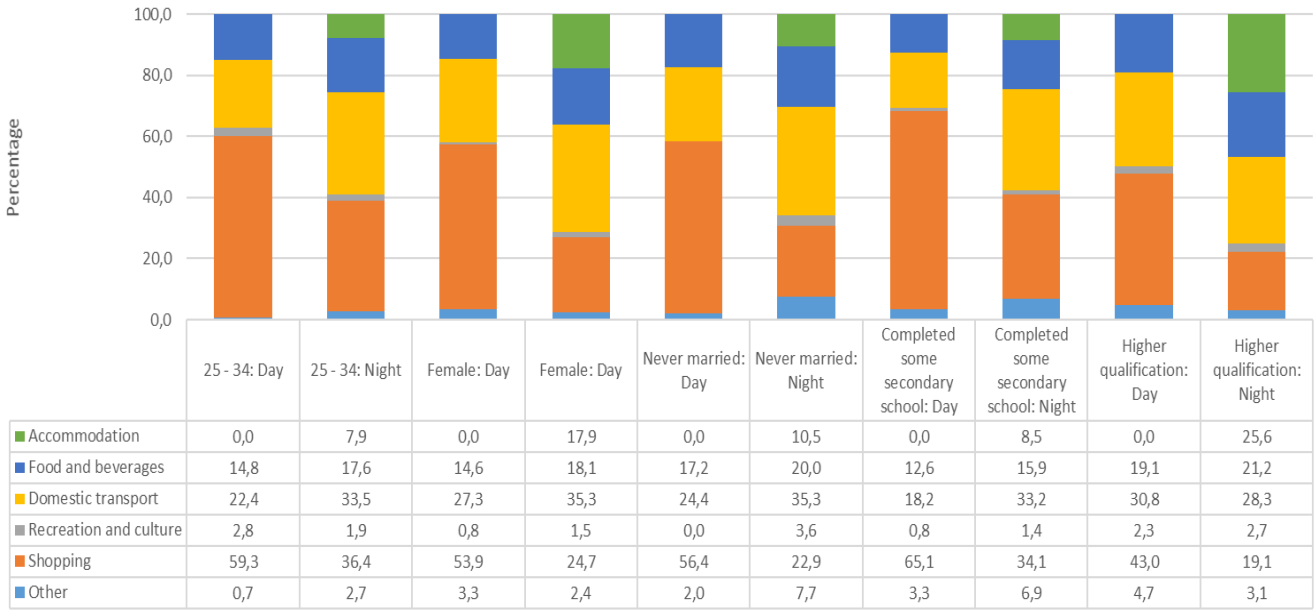


	25 - 34: Day	25 - 34:Night	Female: Day	Female: Night	Never married: Day	Never married: Night	Completed some secondary school: Day	Completed some secondary school: Night	Higher qualification: Day	Higher qualification: Night
Leisure	12,2	9,6	12,5	13,6	2,7	9,4	8,0	9,1	27,4	29,7
Shopping	45,1	0,5	35,4	0,8	40,6	0,0	44,3	0,2	24,0	0,5
Sporting	0,3	0,0	1,3	0,8	0,0	0,0	1,2	0,3	0,6	1,8
VFR	15,7	64,0	22,1	52,3	24,9	61,5	21,3	54,9	26,8	46,9
Business	9,7	4,2	6,2	3,3	17,3	0,0	4,5	2,3	5,8	5,2
Education	4,9	9,5	5,5	8,4	2,3	10,5	3,9	9,2	1,0	3,3
Medical	1,1	8,4	4,6	14,9	4,1	16,1	5,3	14,7	4,8	5,2
Religious	3,2	0,0	3,3	1,4	4,2	0,0	3,1	1,2	3,0	0,6
Funeral	1,6	0,2	1,7	0,6	0,5	1,1	1,5	0,5	1,9	1,3
Other	6,2	3,6	7,4	3,9	3,3	1,4	6,8	7,6	4,5	5,6

Shopping was the most common reason that day travellers aged 25 to 34 undertook day trips in 2019. For night travellers aged 25 to 34, visiting friends and relatives was the most popular reason for travelling. The least common reasons for travel by day, were for religious and funerals across all demographic groups.

Visiting friends and relatives was the most common reason why tourists across all the demographic categories undertook overnight trips. Almost half of female tourists (52,3%) were prompted to undertake trips for this reason, followed by those whose purpose for travel by night was for medical (14,9%) and leisure (13,6%) reasons.

Figure 9: Percentage spend on most recent day and overnight trips per selected demographic group, January–December, 2019 (per cent)



	25 - 34: Day	25 - 34: Night	Female: Day	Female: Day	Never married: Day	Never married: Night	Completed some secondary school: Day	Completed some secondary school: Night	Higher qualification: Day	Higher qualification: Night
Accommodation	0,0	7,9	0,0	17,9	0,0	10,5	0,0	8,5	0,0	25,6
Food and beverages	14,8	17,6	14,6	18,1	17,2	20,0	12,6	15,9	19,1	21,2
Domestic transport	22,4	33,5	27,3	35,3	24,4	35,3	18,2	33,2	30,8	28,3
Recreation and culture	2,8	1,9	0,8	1,5	0,0	3,6	0,8	1,4	2,3	2,7
Shopping	59,3	36,4	53,9	24,7	56,4	22,9	65,1	34,1	43,0	19,1
Other	0,7	2,7	3,3	2,4	2,0	7,7	3,3	6,9	4,7	3,1

Figure 9 shows the proportion of expenditure of day travellers and tourists by their demographic profile. The spending patterns of the different demographic groups generally followed a similar trend for both day and overnight trips.

Individuals aged between 25 and 34 years spent most of their money on shopping during their day and overnight trips (59,3% and 36,4%, respectively), followed by expenditure on domestic transport (day trips: 22,4% and overnight trips: 33,5%). Females spent about 53,9% on shopping while on day trips and approximately 25,0% during overnight trips. Furthermore, people who have never been married spent most of their money on shopping for both trips (day trips: 56,4% and overnight trips 22,9%).

3.6 General activities related to trips

Table 26: Booking patterns by main purpose of most recent overnight trips, January–December, 2019

	Main purpose of trip (Per cent)											
	Leisure	Shopping	Sporting	VFR	Business and professional	Education	Medical	Religious	Funeral	Other	Unspecified	Total
Booking	**How trip was booked**											
Tour operator	0,3	*	*	*	*	*	*	*	*	0,2	*	*****
Travel agent	5,8	*	5,9	26,7	2,9	9,3	24,2	14,0	1,2	7,2	*	**5,9**
Independently	93,9	100,0	93,5	73,3	97,1	90,7	75,8	86,0	98,8	92,5	100,0	**93,5**
Unspecified	*	*	0,7	*	*	*	*	*	*	0,1	*	**0,7**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
	Method used to book											
Personal visit to travel shop	3,2	*	50,8	7,6	27,0	39,6	*	29,9	26,1	11,2	*	**50,8**
Entirely by phone	37,2	33,9	14,9	11,4	50,8	50,7	65,0	56,1	19,4	33,0	33,9	**14,9**
On the internet	59,0	66,1	30,6	66,1	20,2	6,6	35,0	14,0	51,2	53,6	66,1	**30,6**
Do not know	0,5	*	3,0	14,8	2,1	3,1	*	*	3,3	2,1	*	**3,0**
Unspecified	*	*	0,7	*	*	*	*	*	*	0,1	*	**0,7**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
	Booking lead period											
< 2 weeks	21,8	39,8	65,2	33,0	20,9	100,0	24,2	35,1	12,2	28,8	39,8	**65,2**
2 weeks to one month	40,2	39,7	29,0	52,8	46,3	*	32,2	52,9	66,0	40,9	39,7	**29,0**
2 to 3 months	22,7	20,5	5,1	8,1	29,0	*	43,6	12,0	21,8	19,5	20,5	**5,1**
Four months and more	15,2	*	*	2,0	3,8	*	*	*	*	10,4	*	*****
Unspecified	0,0	*	0,7	4,2	*	*	*	*	*	0,4	*	**0,7**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

*Values based on three or less unweighted cases are considered too small to provide accurate estimates, and values are therefore replaced with asterisks.
Due to rounding, numbers do not necessarily add up to totals.

Table 26 provides information on booking patterns for trips by main purpose of trip undertaken. Nationally, 93,5% of the trips were booked independently by tourists, while travel agents were used on 5,9% of overnight trips, and less than one per cent of trips were booked through tour operators. About 94% of trips for leisure purposes were booked independently and 5,8% of trips for the same purpose were booked by using travel agents. Nearly nine out of ten business and professional trips undertaken were independently booked and 2,9% used travel agents.

More than 50% (50,8%) of booked trips were done through a personal visit to the travel shop. These were followed by bookings made using the internet, with 30,6% of the total trips booked in this way. A little more than 66% (66,1%) of trips for shopping purposes were booked through the internet, and 33,9% of trips were booked telephonically. Approximately 22% of leisure trips were booked in less than two weeks prior to the trip, while 40,2% of overnight leisure trips were booked between two weeks to a month before the trip.

Above ninety per cent (97,1%) of business and professional trips were booked independently by tourists, with 20,2% of tourists using the internet as the main method of booking these trips, and four out of ten of these trips would be booked two weeks to one month prior to undertaking the trip.

Table 27a: Reasons for respondents not taking day trips, January–December, 2019

	Day trips	
Reason for not taking trips	**Number ('000)**	**Per cent**
No family/friends to visit somewhere else	2 070	6,4
Financial reasons	13 859	42,7
Too expensive, cannot afford to travel	1 510	4,7
Time constraints	2 529	7,8
Dislike travelling	238	0,7
Health reasons	321	1,0
Have young children	173	0,5
Living with disability	94	0,3
Too old to travel	586	1,8
Safety and security reasons	237	0,7
No reason to undertake a trip	10 050	31,0
Other	749	2,3
Unspecified	*	*
Total	**32 426**	**100,0**

*Values based on three or less unweighted cases are considered too small to provide accurate estimates, and values are therefore replaced with asterisks.
Due to rounding, numbers do not necessarily add up to totals.

Table 27a shows the reasons given by South Africans for not undertaking day trips between January and December 2019. The most prevalent reason provided for not taking day trips during the year in review was financial reasons (42,7%), followed by those that had no reason to undertake a trip (31,0%). A significant number of individuals said time constraints prevented them from travelling (7,8%), while others said they had no family/friends to visit somewhere else (6,4%). There was also a number of people who said that travelling was too expensive (4,7%). The smallest group of people who did not undertake any trips were those who said that they were too old to travel (1,8%).

Table 27b: Reasons for respondents not taking overnight trips, January–December, 2019

Reason for not taking trips	Overnight trips	
	Number ('000)	Per cent
No family/friends to visit somewhere else	2 154	5,3
Financial reasons	17 968	44,6
Too expensive, cannot afford to travel	2 581	6,4
Time constraints	2 746	6,8
Dislike travelling	357	0,9
Health reasons	414	1,0
Have young children	285	0,7
Living with disability	118	0,3
Too old to travel	691	1,7
Safety and security reasons	718	1,8
No reason to undertake a trip	11 286	28,0
Other	952	2,4
Unspecified	*	*
Total	**40 271**	**100,0**

*Values based on three or less unweighted cases are considered too small to provide accurate estimates, and values are therefore replaced with asterisks.
Due to rounding, numbers do not necessarily add up to totals.

Table 27b shows the main reasons given by South Africans for not undertaking any overnight trips. Financial reasons (44,6%) and no reason to undertake a trip (28,0%) were the dominant reasons provided for not taking trips. Other noticeable reasons given for not undertaking overnight trips were time constraints (6,8%) and too expensive (6,4%). A number of individuals who did not go on overnight trips were those who did not have family/friends to visit somewhere else (5,3%).

3.7 Analysis of trip-taking patterns of different LSM groups

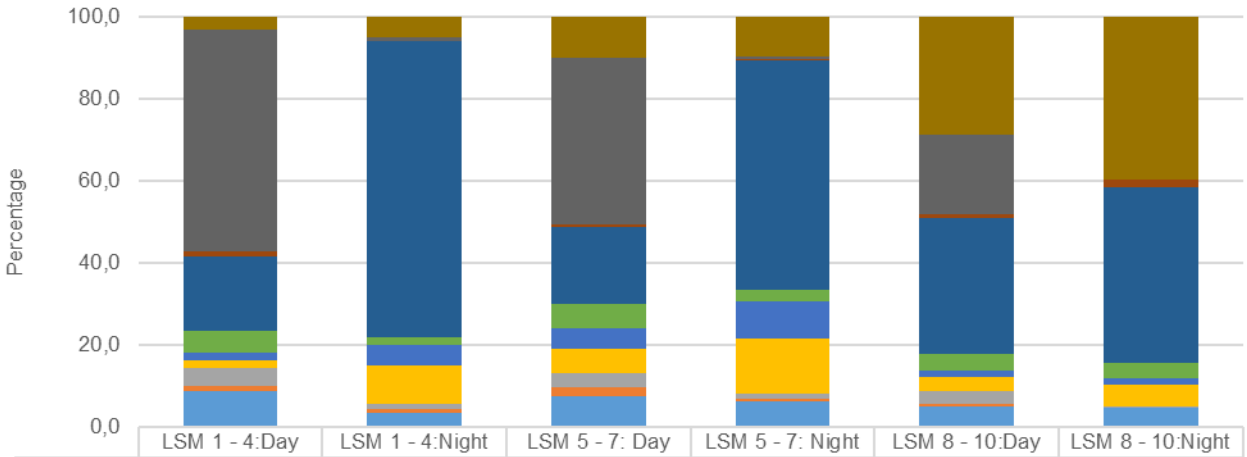
Table 28: LSM group by type of trip, January–December, 2019

LSM group	Day trips		Overnight trips	
	Total number of trips ('000)	Per cent (%)	Total number of trips ('000)	Per cent (%)
LSM 1–4	6 917	8,3	6 890	10,0
LSM 5–7	47 064	56,7	43 866	63,5
LSM 8–10	28 992	34,9	18 277	26,5
Total	**82 973**	**100,0**	**69 033**	**100,0**

Due to rounding, numbers do not necessarily add up to totals.

Table 28 above presents broad LSM groups by type of trips undertaken during the reference period. Individuals in the broad LSM groups 5–7 undertook the highest number of day trips (47,1 million). Again, individuals in the same broad LSM group undertook more overnight trips (43,9 million) than other LSM groups. Tourists from the broad LSM group 8–10 undertook 29,0 million day and 18,3 million overnight trips. Individuals in the broad LSM group 1–4 undertook almost the same number of day (7,0 million) and overnight trips (6,9 million) as compared to other broad LSM groups.

Figure 10: Broad LSM groups by main purpose of most recent day and overnight trips, January–December, 2019 (per cent)



	LSM 1 - 4:Day	LSM 1 - 4:Night	LSM 5 - 7: Day	LSM 5 - 7: Night	LSM 8 - 10:Day	LSM 8 - 10:Night
Leisure	3,0	4,9	10,1	9,8	28,6	39,8
Shopping	54,3	1,1	40,5	0,5	19,4	0,0
Sporting	1,2	0,0	0,8	0,2	1,0	1,9
VFR	18,1	72,2	18,6	56,1	33,3	42,8
Business	5,4	1,9	5,9	2,7	4,1	3,7
Education	1,6	5,0	5,2	9,1	1,5	1,4
Medical	2,1	9,2	5,9	13,7	3,3	5,3
Religious	4,1	1,4	3,2	1,0	3,3	0,5
Funeral	1,4	0,9	2,4	0,8	0,6	0,1
Other	8,7	3,4	7,4	6,1	5,0	4,6

Figure 10 reveals the different purposes that individuals in different LSM groups gave for undertaking trips. For broad LSM groups 1–4 and 5–7, the trend seems to be to take day trips for shopping (54,3% and 40,5%, respectively) and visiting friends and relatives for overnight trips (72,2% and 56,1%, respectively).

For individuals in the broad LSM group 8–10, the most cited reasons for undertaking overnight trips was visiting friends and relatives (42,8%) and leisure (39,8%).

Table 29: LSM groups by expenditure (R'000) on most recent day and overnight trips, January–December, 2019

LSM group	Accommodation	Food and beverages	Domestic transport	Recreation and culture	Shopping	Other	Total
Day trips							
LSM 1–4	-	382 409	912 000	3 268	4 174 383	108 208	**5 580 268**
LSM 5–7	-	5 908 113	9 944 112	578 312	28 209 382	2 402 540	**47 042 459**
LSM 8–10	-	6 342 185	9 585 065	716 262	11 813 642	1 269 753	**29 726 906**
South Africa	-	**12 632 706**	**20 441 177**	**1 297 842**	**44 197 407**	**3 780 501**	**82 349 633**
Overnight trips							
LSM 1–4	268 182	849 088	1 607 756	19 004	3 205 240	531 268	**6 480 539**
LSM 5–7	2 796 376	5 661 281	11 679 439	589 638	9 694 136	1 273 750	**31 694 620**
LSM 8–10	9 756 963	6 691 447	8 505 639	947 608	4 214 755	1 118 295	**31 234 706**
South Africa	**12 821 520**	**13 201 816**	**21 792 835**	**1 556 250**	**17 114 131**	**2 923 313**	**69 409 865**

Due to rounding, numbers do not necessarily add up to totals.

Table 29 above shows that broad LSM group 5–7 spent the most while on day trips, having spent about R47,0 billion. Most of the expenditure was spent on shopping (R28,2 billion) and domestic transport (R10,0 billion). Broad LSM group 1–4 spent the least amount of money while on day trips, but they tended to spend their money on shopping (R4,2 billion) and domestic transport (R912 million).

Broad LSM group 5–7 contributed expenditure of approximately R31,7 billion on overnight trips between January and December 2019. This group spent most of their money mainly on domestic transport (R11,7 billion), shopping (R9,7 billion), food and beverages (R5,7 billion) and accommodation (R2,8 billion). The next highest spending group was broad LSM group 8–10 (R31,2 billion), and individuals in this group spent money mostly on accommodation (9,8 billion), domestic transport (R8,5 billion) and on food and beverages (R6,7 billion).

Table 30: Number of most recent trips per broad LSM group by main mode of transport, January–December, 2019

Broad LSM group	Main mode of transport ('000)					
	Air	Bus	Car	Taxi	Other[1]	Total
Day trips						
LSM 1–4	-	516	1 613	3 770	125	**5 878**
LSM 5–7	75	2 221	18 391	13 670	718	**33 963**
LSM 8–10	42	186	17 506	221	110	**17 468**
South Africa	**117**	**2 924**	**37 510**	**17 661**	**952**	**57 309**
Overnight trips						
LSM 1–4	*	444	1 280	5 106	87	**6 242**
LSM 5–7	372	4 072	18 641	18 999	488	**38 304**
LSM 8–10	1 374	332	15 426	765	80	**16 376**
South Africa	**1 753**	**4 849**	**35 347**	**24 870**	**655**	**60 921**

[1] 'Other' includes motorcycles, bicycles, trains, etc.
Due to rounding, numbers do not necessarily add up to totals.

Broad LSM group 5–7 travellers constituted the highest number of people who undertook day trips during the reference period. This group used mainly cars, followed by taxis to reach their destination. Those in the broad LSM group 1–4 preferred taxis to other modes of transport on both most recent day and overnight trips. The table further indicates that the broad LSM group 8–10 mainly used cars and air transport to undertake overnight trips.

4. Technical notes

4.1 Response details

Province	Response rates (%)
National	**86,45**
Western Cape	85,04
Eastern Cape	94,70
Northern Cape	90,66
Free State	92,96
KwaZulu-Natal	92,31
North West	86,67
Gauteng	72,71
Mpumalanga	94,41
Limpopo	97,67

4.2 Construction of the sample weights

The sample weights for the DTS 2019 reporting period were constructed in such a manner that the responses from the respondent persons and households could be properly expanded to represent the entire population. The sample weights therefore are the result of calculations involving several factors, including the original selection probabilities, adjustments for PSUs that were sub-sampled or segmented, excluded population from the sampling frame, non-response, weight trimming and benchmarking to known population estimates. Furthermore, the sample weights were constructed for each survey month independently; therefore, there were twelve output files from the weighting process for the DTS 2019 reporting period corresponding to each calendar month.

Moreover, the October and November data files use responses from two independent samples. Therefore the weighting for these datasets was done such that the records from each sample were weighted separately. The weights were further adjusted by a factor that accounts for the number of survey months that contribute to the monthly data from the independent samples. That is, data collected from two survey months are adjusted by a factor of 2/3 and data from one survey month are adjusted by a factor of 1/3. Note that these factors are applied to data from non-overlapping collapsed strata. After these adjustments, the two weighted datasets for each month were combined to create the October and November weighted monthly files. These factors were applied to the adjusted weights before implementing the weight trimming and benchmarking to known population estimates.

4.3 Weighting

i. Design weight

The initial design weight for each sampled household had already been computed as part of the sample design process and is equal to the inverse of the probability of selection, which simply is the inverse of the sampling rate (ISR). The sampling rate had been assigned at the province level, i.e. all design strata within a province had been sampled at the same rate. Thus, the initial design weight assigned to the each household in a province is simply the ISR for the province and is given in Table 1.

Let N_p be the household count as at Census 2011 from the province p and n_p the corresponding required household sample size; then the ISR is given by:

$$ISR_p = \frac{N_p}{n_p} \quad (1)$$

Table1 – The inverse sampling rate, by province

Province	Inverse sampling rate (ISR)
Western Cape	565
Eastern Cape	480
Northern Cape	245
Free State	495
KwaZulu-Natal	560
North West	530
Gauteng	485
Mpumalanga	505
Limpopo	545

a. Primary sampling unit adjustment

The sample selection methods or sampling rates within PSUs were modified during DU sample selection in two different scenarios; that is, the segmentation of informal PSUs and sub-sampling within growth PSUs, for reasons related to operational feasibility and/or cost implications. The initial design weights were adjusted to account for these modifications in the selection methods or sampling rates by a PSU adjustment factor that had been computed as part of the DU sample selection process. The PSU adjustment factor for the i^{th} PSU was defined as:

$$PSU\_ADJ_i = \begin{cases} Expected\ PSU\ Yield_i / Segment\ Yield_i, & where\ \ Segmented\ PSUs \\ Revised\ ISR_i / Original\ ISR_i, & where\ Growth\ PSUs \\ 1, & otherwise \end{cases} \quad (2)$$

The PSU adjustment factor for extreme growth PSUs can become very large and can result in very large weights for these PSUs. A few large weights can result in a substantial increase in the variance of survey estimates. Truncating the PSU adjustment factor would dampen the increase in the variance of survey estimates. The PSU adjustment factors were truncated at the 99th percentile as the threshold (cut-off) value. This means the adjustment factors for PSUs with adjustment factors greater than the 99th percentile would be set equal to the 99th percentile. The truncated PSU adjustment factor for the i^{th} PSU was defined as:

$$PSU\_ADJ_i^t = \begin{cases} 99^{th} percentile, & where\ PSU\_ADJ_i > 99^{th} percentile \\ PSU\_ADJ_i, & other\ wise \end{cases} \quad (3)$$

The PSU adjustments for the DTS 2019 sample ranged from 0.400000 to 13.5385, with the 99th percentile over the PSUs within the sample equal to 1.9388. Those from the DTS Q1 2019 sample ranged from 0.6667 to 6.0 with the 99th percentile over the PSUs within the sample equal to 2.040. Appendix 3 shows the 33 PSUs on both samples that had PSU adjustment factors greater than the 99th percentile and thus were truncated.

b. Base weight

The base weight (W_b) is defined as the product of the provincial ISR and the truncated PSU adjustment factor for the segmentation of informal PSUs and the sub-sampling for growth PSUs:

$$W_b = ISR_p \times PSU\_ADJ_i^t \quad (4)$$

Adjusted base weights

Synthetic weight adjustment for non-coverage

During the design stage, very small Census EAs were excluded from the area sampling frame because these are often very remote and sparsely populated, representing only a small portion of the population and so have very little effect on the survey estimates. It would be either very inefficient on the basis of cost consideration to include these EAs in the frame or it may not be feasible to conduct field operations in these areas. Since the population in these EAs form part of the target population, excluding these EAs from the sampling frame introduces some non-coverage on the sampling frame.

A synthetic weight adjustment factor to account for the contribution from the excluded population was applied to the base weights. The adjustment factor was calculated using the Census 2011 population counts at the primary strata level to reduce the risk of potential synthetic bias. Let N_H be the number of persons within the target population from the primary stratum H and N_H^f the corresponding number of persons within the sampling frame. Then the synthetic weight adjustment factor is given by:

$$Synth\_Wgt_H = \frac{N_H}{N_H^f} \quad (5)$$

The values of the adjustment factors are fixed for the life of the Master Sample design and ranges from 1.00000 to 1.042098, with the average factor over the primary stratum equal to 1.007769.

ii. Non-response adjustments

The most common practice to account for unit (total) non-response is to adjust the base weights based on the assumption that the respondent units represent both the respondent and non-respondent units. This is reasonable under the assumption that, for the characteristics measured in the survey, the non-respondents are similar to the respondents. The base weights of the non-respondents are then redistributed amongst the respondents. This is often done using a non-response adjustment factor that is applied to the base weight to produce a non-response adjusted weight. The non-response adjustment factor is usually defined as the ratio of the sum of the weights of all eligible units, i.e. respondent and non-respondent units, in the sample to the sum of the weights of the respondent units.

The adjustment for total non-response was computed at two levels of non-response: PSU non-response and household non-response.

a. PSU non-response

The sampled PSUs can be classified into three response categories based on whether a DU sample was drawn from it, whether it contained or had the potential to have contained eligible DUs, and whether or not it contained a respondent household if and when it contained eligible DUs.

The PSUs from which a DU sample was drawn can be classified into the following categories:

- Respondent: A PSU that at least had one eligible DU with a respondent household, meaning at least one completed questionnaire.
    - Respondent PSUs contributing to the respective monthly data file being weighted are treated as respondent for that respective month.
- Non-respondent: A PSU that had eligible DUs with no respondent households, but at least one non-respondent household. Meaning no questionnaire was completed, i.e. refusals, non-contacts or all completed questionnaires were lost or not captured.
    - Respondent PSUs not contributing to the respective monthly data file being weighted are treated as non-respondent for that respective month.
- Out-of-scope: A PSU that had no eligible DUs. Meaning that the sampled DUs had no in-scope household and/or were unoccupied, vacant, demolished, etc.

The PSUs with no sampled DUs can either be classified as:

- Non-respondent: A PSU that had potential or could have had potential eligible DUs but no sample was drawn. The reasons why no sample was drawn are the PSU listing was not available in time (not captured), the PSU listing was not completed either due to denied access to the PSU or hostile situation (political unrest) within the PSU, the PSU did not have sufficient DUs to draw the sample due to huge DU shrinkage as compared to the Census 2011 count, etc.
- Out-of-scope: A PSU that had no DUs – an empty/vacant PSU most likely because all DUs had been demolished.

Let p_h^r be the number of respondent PSUs from pseudo stratum h and p_h^{nr} the corresponding number of non-respondent PSUs. The PSU non-response adjustment factor at pseudo stratum level is then given by:

$$PSU\_NR\_ADJ_h = \frac{(p_h^r + p_h^{nr})}{p_h^r} \quad (6)$$

The DTS samples for 2019 and 2020 were based on the 2013 Master Sample of 3,324 PSUs. However, there were 6 PSUs in 2019 and 5 PSUs in 2020 with no DU sample, thus the 2019 sample of 29,000 DUs and 2020 sample of 30,619 DUs was selected from only 3,318 and 3,319 PSUs respectively. Amongst the PSUs with no DU sample, 3 PSUs in 2019 and 3 PSUs in 2020 were non-respondent due to the PSUs having total DUs not sufficient to draw the sample due to huge DU shrinkage as compared to the Census 2011 count. The remaining 3 PSUs in both 2019 and 2 PSUs in 2020 were vacant and therefore out-of-scope.

In constructing the monthly data weights, amongst the PSUs that had a DU sample, Table 2 shows the number of PSUs classified as either respondent, non-respondent or out-of-scope for the respective monthly files based on the rules above. In total the PSUs with and without sampled DUs classified as out-of-scope do not contribute to the survey estimates and thus do not contribute to the PSU non-response adjustment. Therefore, only the PSUs with and without sampled DUs classified as respondent and non-respondent were used in constructing the PSU non-response adjustments. As a result of the above classification all 219 pseudo strata had PSU non-response over all the monthly data files. The PSU non-response adjustment factors amongst these pseudo strata ranged from 1.83 to 24 as shown in Table 2.

Table 2 – PSU response distribution by data month for DTS 2019 data

Data month	Respondent	Non-respondent	Out-of-scope	PSU non-response adjustment factors
January	1 529	1 777	18	1.8333 – 5.2500
February	1 524	1 782	18	1.8333 – 8.0000
March	810	2 496	18	3.5000 – 8.0000
April	1 562	1 744	18	1.7500 – 4.0000
May	1 572	1 734	18	1.7500 – 4.0000
June	818	2 488	18	3.5000 – 8.0000
July	1 570	1 736	18	1.7500 – 4.0000
August	1 562	1 744	18	1.8750 – 4.0000
September	810	2 496	18	3.5000 – 10.500
October:				
2019 sample	798	2 508	18	3.5000 – 11.000
Q1 2020 sample	747	2 572	5	4.0000 – 20.000
November:				
2019 sample	758	2 548	18	3.5000 – 21.000
Q1 2020 sample	796	2 523	5	4.0000 – 8.0000
December	800	2 519	5	4.0000 – 8.0000

b. Household non-response

The household records were assigned to one of three response categories, i.e. respondent, non-respondent or out-of-scope. Since out-of-scope household records do not contribute to the survey estimates, only the eligible household records (respondent and non-respondent) were used in computing the household non response adjustment.

The household non-response adjustment was computed at the PSU level. Let n_{hi} be the weighted number of eligible households in the dwelling sample from PSU i within the pseudo stratum h and n_{hi}^{r} be the weighted number of respondent households out of the n_{hi} eligible households. The remaining $n_{hi} - n_{hi}^{r}$ households are then the weighted non-respondent households. The household non-response adjustment factor is then given by:

$$HH\_NR\_ADJ_{hi} = \frac{n_{hi}}{n_{hi}^{r}} \quad (7)$$

c. Adjusted base weight

The adjusted base weight (W_a) is defined as the product of the base weight (W_b) and the three adjustment factors discussed above, i.e. synthetic weight adjustment factor for non-coverage, PSU non-response adjustment factor and household non-response adjustment factor.

$$W_a = W_b \times Synth\_Wgt_H \times PSU\_NR\_ADJ_h \times HH\_NR\_ADJ_{hi} \quad (8)$$

d. Adjusted base weight for October and November

The survey data for the months of October and November were constructed from the 2019 sample and the Q1: 2020 sample. Therefore, there was an additional factor determined to account for the independent samples contributing to the same survey month. The adjustment factor was implemented at stratum level.

$$SAMPLE\_ADJ_h = \begin{cases} \frac{1}{3}, & Strata\ with\ data\ collected\ from\ one\ survey\ date \\ \frac{2}{3}, & Strata\ with\ data\ collected\ data\ from\ two\ survey\ dates \end{cases} \quad (9)$$

Therefore, the adjusted base weight (W_a) for the months of October and November is defined as follows:

$$W_a = W_b \times Synth\_Wgt_H \times PSU\_NR\_ADJ_h \times HH\_NR\_ADJ_{hi} \times SAMPLE\_ADJ_h \quad (10)$$

e. Trimmed adjusted base weight

Extremely large weights, even if affecting only a small portion of sampled cases, can result in a substantial increase in the variance of survey estimates. Therefore, it is common practice to trim extreme weights to some maximum value, in order to limit the associated variation in the weights (thereby reducing the variance of survey estimates), and at the same time prevent a small number of sampled units from dominating the overall estimates. Weight trimming is most frequently used after the adjustment of weights for non-response.

Therefore, once the base weights had been calculated and adjusted to account for the imperfections discussed above, the distribution of the adjusted base weights were examined for possible extreme weights and were trimmed at the 99th percentile as the maximum cut-off value. Meaning that if the adjusted base weight for the sampled units were greater than the 99th percentile, the adjusted base weight for these cases was set equal to the 99th percentile. The trimmed adjusted base weight (W_t) is defined as:

$$W_t = \begin{cases} 99^{th} percentile, & where\ W_a > 99^{th} percentile \\ W_a, & other\ wise \end{cases} \quad (11)$$

Table 3 accounts for the distribution of the adjusted base weights across the monthly data files for DTS 2019, as well as the number of households that had an adjusted base weight greater than the 99th percentile and thus were set equal to the 99th percentile.

Table 3 – Distribution of the adjusted base weights for the DTS 2019 data

Data month	Adjusted base weights	99th percentile	Number of households trimmed
January	467.689 – 43 959.156	7 963.535	51
February	558.221 – 32 969.367	7 929.174	50
March	935.377 – 20 406.303	6 754.784	56
April	561.226 – 32 515.538	7 773.830	55
May	561.226 – 17 491.117	7 929.174	52
June	875.207 – 19 441.537	5 832.461	56
July	584.611 – 19 002.695	7 776.615	53
August	547.567 – 25 128.518	7 773.830	54
September	906.191 – 19 314.052	6 802.101	53
October	656.405 – 25 752.069	7 776.615	51
November	656.405 – 29 339.072	8 292.085	51
December	980.000 – 27 208.404	8 292.085	54

iii. Calibrated weights

In the final step of constructing the sample weights, all individuals within a household were assigned the same adjusted base weight. The adjusted base weights were calibrated such that the aggregate totals matched with the independently derived (by Stats SA Demography Division) population estimates for various age, race and gender groups at national level and provincial levels. The calibrated weights were constructed using the constraint that each person within the household should have the same calibrated weight, with a lower bound on the calibrated weights set at 50. This was achieved through an integrated household weighting approach with the StatMx software from Statistics Canada.

The calibration of the adjusted base weights for each monthly data file was done independently, calibrating to the population estimates based on the 2013 mid-year series. The population estimates used for calibration were the Mid-January 2019 estimates for the January data, Mid-February estimates 2019 for the February data, and so on. The population estimates were used in benchmarking the survey estimates to two sets of control totals for each monthly dataset:

National level totals were defined by the cross-classification of age, race and gender. Age represents the seven (7) age groups of 0–9, 10–19, 20–29, 30–39, 40–49, 50–64, 65+. Race represents the four groups of African/Black, coloured, Indian/Asian and white. Gender represents the two groups of male and female. The cross-classification resulted in 56 calibration cells at the national level.

Provincial level totals were defined within the provinces by age. Age represents the four (4) age groups of 0–14, 15–34, 35–64, and 65+. The cross-classification of the nine provinces with age resulted in 36 calibration cells.

iv. Final sample weight

The final sample weights (W_s) are defined as the product of the trimmed adjusted base weight (W_t) and the calibration factor (Cal_Factor_j) calculated during the calibration process within StatMx for benchmarking the trimmed adjusted base weights to the population estimates.

$$W_s = W_t \times Cal\_Factor_j \quad (12)$$

Table below shows the total population estimates to which each monthly dataset was benchmarked for the DTS 2019.

Table – Distribution of the sample weights for the DTS 2019 data

Data month	Population estimates
January	57 012 727.5975
February	57 071 059.4116
March	57 129 590.1018
April	57 190 314.6802
May	57 251 253.2691
June	57 312 406.5964
July	57 372 586.4659
August	57 432 790.9742
September	57 492 224.7736
October	57 551 857.8587
November	57 611 690.8117
December	57 671 724.2167

4.4 Comparisons of the results

The DTS 2015 was the first round of tourism survey to be conducted using the continuous data collection method (CDC). The recall period was also changed to three months as compared to the previous waves. In 2019, the questionnaire was reviewed and options for some questions were reduced or collapse according to the manual of the United Nations World Tourism Organization. Furthermore, the main respondent and all members of the household who undertook trips were asked to provide information about their ow

n trips. On the other hand, the questionnaire of the previous waves was divided into two sections. The first section asked about trips undertaken by the main respondent who travelled alone or with/without other household members. The second section of the questionnaire asked about trips undertaken by other household members without the main respondent. Comparing results of this report with the previous waves should be done with considerations of these changes.

4.5 Non-response adjustment

In general, editing (i.e. invalid or inconsistent responses) and imputation (i.e. blanks within the questionnaire) were used for item non-response. The eligible households in the sampled dwellings can be divided into two response categories: households and non-households; and weight adjustment is applied to account for the non-respondent household (e.g. refusal, non-contact).

4.6 Benchmarking

The population estimates produced by the Demographic Analysis Division were used during the weighting of the DTS as calibration totals. The calibration process was done at national and provincial levels. This process involved the following demographic variables: age, race and gender (i.e. national x race x gender and province x broad age group).

4.7 Editing and imputation

Data were edited to ensure consistency. Data editing is concerned with the identification and, if possible, the correction of erroneous or highly suspect survey data. Data were checked for valid range, internal logic and consistency.

The focus of the editing process was on clearing skip violations and ensuring that each variable only contains valid values. Very few limits to valid values were set and data were largely released as it was received from the field.

When testing for skip violations and doing automated editing, the following general rules are applied in cases where one question follows the filter question and the skip is violated:

If the filter question had a missing value, the filter is allocated the value that corresponds with the subsequent question that had a valid value.

If the values of the filter question and subsequent question are inconsistent, the value of the filter question is set to missing and imputed using either the hot-deck or nearest neighbour imputation techniques. The imputed value is then once again tested against the skip rule. If the skip rule remains violated, the question subsequent to the filter question is dealt with by either setting it to missing and imputing or, if that fails, printing a message of edit failure for further investigation, decision-making and manual editing.

In cases where skip violations take place for questions where multiple questions follow the filter question, the rules used are as follows:

If the filter question has a missing value, the filter question is allocated the value that corresponds with the value expected, given the completion of the remainder of the question set.

If the filter question and the values of subsequent questions values were inconsistent, a counter is set to see what proportion of the subsequent questions have been completed. If more than 50% of the subsequent questions have been completed, the value of the filter question is modified to correspond with the fact that the rest of the questions in the set were completed. If less than 50% of the subsequent questions in the set were completed, the value of the filter question is set to missing and imputed, using either the hot-deck or nearest neighbour imputation techniques. The imputed value is then once again tested against the skip rule. If the skip rule remains violated, the questions in the set that follows the filter question are set to missing.

When dealing with internal inconsistencies, as much as possible was done using logical imputation, i.e. information from other questions was compared with the inconsistent information. If other evidence is found to back up either of the two inconsistent viewpoints, the inconsistency is resolved accordingly. If the internal consistency remains, the question subsequent to the filter question is dealt with by either setting it to missing and imputing its value or printing a message of edit failure for further investigation, decision-making and manual editing.

Two imputation techniques were used for imputing missing values: hot deck and nearest neighbour. In both cases, an already published code was used for imputation. The variable composition of hot decks is based on a combination of the variables used for the Census (where appropriate), an analysis of odds ratios and logistic regression models. Generally, as in the QLFS system, the DTS adds geographic variables such as province, geography type, metro/non-metro, population group, etc. to further refine the decks. This was not done for Census 2001 and it is assumed that

the reason for this is the differences in deck size and position for sample surveys as opposed to a multi-million record database.

The 'No' imputations assume that if the 'Yes'/'No' question had to be completed and there is a missing value next to any of the options, the response should have been 'No'. Missing values are therefore converted to the code for 'No', namely '2'. This is only done if there is some evidence that the questions have been completed. Otherwise, all remain missing. For questions for which each option represents a question, no 'No' imputations were made.

5. Appendix

1. Population

1.1 Province by population group and gender ('000)

Province	Black African			Coloured			Indian/Asian			White			Total		
	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female
Western Cape	2 312	1 151	1 161	3 165	1 552	1 613	95	62	33	1 086	524	562	6 658	3 289	3 369
Eastern Cape	5 887	2 903	2 984	526	254	271	32	19	13	334	144	190	6 778	3 320	3 458
Northern Cape	652	323	329	514	244	269	*	*	*	68	35	33	1 241	604	637
Free State	2 481	1 231	1 250	83	37	47	11	*	6	189	96	92	2 764	1 369	1 395
KwaZulu-Natal	9 862	4 805	5 057	84	41	43	773	367	406	283	121	162	11 002	5 334	5 668
North West	3 638	1 745	1 893	45	21	25	*	*	*	212	100	112	3 905	1 872	2 034
Gauteng	11 380	5 561	5 819	486	222	264	442	239	202	2 021	997	1 023	14 328	7 020	7 308
Mpumalanga	4 234	2 126	2 108	39	23	17	26	15	*	204	99	105	4 503	2 263	2 240
Limpopo	5 794	2 822	2 972	23	*	13	*	*	*	112	57	56	5 936	2 891	3 045
Total	**46 239**	**22 667**	**23 572**	**4 965**	**2 403**	**2 562**	**1 402**	**718**	**684**	**4 508**	**2 173**	**2 335**	**57 114**	**27 961**	**29 153**

*Values based on three or less unweighted cases are considered too small to provide accurate estimates, and values are therefore replaced with asterisks.
Due to rounding, numbers do not necessarily add up to totals.

1.2 By age group, population group and gender ('000)

	Black African			Coloured			Indian/Asian			White			Total		
Age group	**Total**	**Male**	**Female**	**Total**	**Male**	**Female**	**Total**	**Male**	**Female**	**Total**	**Male**	**Female**	**Total**	**Male**	**Female**
0–4	4 157	2 121	2 036	387	195	192	93	45	49	261	130	130	**4 898**	**2 491**	**2 407**
5–9	4 438	2 219	2 218	430	215	216	99	53	46	255	135	120	**5 223**	**2 623**	**2 600**
10–14	4 276	2 099	2 177	428	212	217	98	54	44	250	115	135	**5 053**	**2 480**	**2 573**
15–19	4 190	2 138	2 052	419	216	203	87	39	48	289	157	132	**4 985**	**2 550**	**2 436**
20–24	4 349	2 206	2 143	439	229	210	105	59	47	308	169	139	**5 201**	**2 661**	**2 539**
25–29	4 384	2 217	2 167	417	204	213	115	54	62	260	119	141	**5 176**	**2 594**	**2 583**
30–34	4 158	2 105	2 053	382	190	192	117	71	46	245	126	118	**4 901**	**2 492**	**2 409**
35–39	3 677	1 911	1 766	338	162	176	136	69	67	325	161	164	**4 476**	**2 303**	**2 173**
40–44	2 990	1 477	1 513	346	163	184	101	51	50	252	128	125	**3 690**	**1 818**	**1 872**
45–49	2 758	1 356	1 401	363	175	188	109	61	48	332	159	173	**3 562**	**1 751**	**1 810**
50–54	1 806	790	1 016	266	116	150	97	44	53	396	198	198	**2 565**	**1 148**	**1 416**
55–59	1 580	734	846	263	127	136	83	46	37	332	142	190	**2 258**	**1 048**	**1 209**
60–64	1 239	531	708	192	83	109	44	23	21	274	140	134	**1 748**	**776**	**972**
65–69	888	293	595	135	54	80	46	24	23	281	119	162	**1 350**	**490**	**860**
70–74	552	198	354	70	25	44	36	16	20	197	71	126	**855**	**310**	**545**
75+	798	270	527	89	39	51	34	11	23	253	105	148	**1 174**	**425**	**749**
Total	**46 239**	**22 667**	**23 572**	**4 965**	**2 403**	**2 562**	**1 402**	**718**	**684**	**4 508**	**2 173**	**2 335**	**57 114**	**27 961**	**29 153**

*Values based on three or less unweighted cases are considered too small to provide accurate estimates, and values are therefore replaced with asterisks.
Due to rounding, numbers do not necessarily add up to totals.

2. Education

2.1 Population aged 18 years and older, by highest level of education and province ('000)

Highest level of education	Western Cape	Eastern Cape	Northern Cape	Free State	KwaZulu-Natal	North West	Gauteng	Mpuma-langa	Limpopo	Total
No schooling	46	201	43	55	380	186	132	196	252	**1 490**
Grade 0/R to Grade 3/Standard 1	66	166	29	54	221	70	93	87	103	**887**
Grade 4/Standard 2	51	120	16	32	155	50	89	44	64	**621**
Grade 5/Standard 3/ABET 2	62	109	20	46	128	64	116	63	70	**678**
Grade 6/Standard 4	118	171	29	56	166	68	167	73	97	**945**
Grade 7/Standard 5/ABET 3	194	251	41	101	256	136	270	109	182	**1 541**
Grade 8/Standard 6/Form 1	283	340	60	119	329	176	399	141	207	**2 054**
Grade 9/Standard 7/Form 2/ABET 4	337	364	74	160	398	192	449	191	303	**2 468**
Grade 10/Standard 8/Form 3	532	475	94	226	690	283	1 017	330	489	**4 137**
Grade 11/Standard 9/Form 4	518	628	89	215	976	321	1 401	446	585	**5 180**
Grade 12/Standard 10/Form 5/Matric (No exemption)	1 610	931	226	593	2 480	695	3 901	936	873	**12 246**
Grade 12/Standard 10/Form 5/Matric (Exemption)	-	*	*	*	*	*	*	-	12	**30**
NTCI–NTCIII	32	26	*	17	49	25	115	40	49	**362**
NTC4–NTC6	23	36	*	32	50	15	133	34	66	**398**
Diploma/certificate with less than Grade 12/Std 10	73	48	*	19	62	36	190	53	47	**537**
Diploma/certificate with Grade 12/Std 10	306	210	32	78	314	101	872	145	191	**2 249**
Degree and higher	506	151	51	97	368	177	1 323	134	195	**3 003**
Don't know/unspecified	*	*	*	21	27	11	21	-	24	**125**
Total	**4 766**	**4 239**	**834**	**1 922**	**7 053**	**2 609**	**10 695**	**3 024**	**3 810**	**38 952**

*Values based on three or less unweighted cases are considered too small to provide accurate estimates, and values are therefore replaced with asterisks.
Due to rounding, numbers do not necessarily add up to totals.

2.2 Population aged 18 years and older, by highest level of education, population group and gender ('000)

	Black African			Coloured			Indian/Asian			White			Total		
Highest level of education	**Total**	**Male**	**Female**	**Total**	**Male**	**Female**	**Total**	**Male**	**Female**	**Total**	**Male**	**Female**	**Total**	**Male**	**Female**
No schooling	1 416	557	859	55	23	32	16	*	11	*	*	*	**1 490**	**586**	**905**
Grade 0/R to Grade 3/Standard 1	808	355	453	69	27	43	*	*	*	*	*	*	**887**	**386**	**501**
Grade 4/Standard 2	566	242	324	48	21	27	*	*	*	-	-	-	**621**	**266**	**355**
Grade 5/Standard 3/ABET 2	604	270	334	62	32	30	*	*	*	*	*	-	**678**	**308**	**370**
Grade 6/Standard 4	813	363	450	112	49	63	14	*	*	*	*	*	**945**	**423**	**522**
Grade 7/Standard 5/ABET 3	1 316	600	716	192	86	106	15	11	*	17	*	*	**1 541**	**705**	**836**
Grade 8/Standard 6/Form 1	1 694	791	903	283	120	162	37	16	21	41	22	19	**2 054**	**950**	**1 105**
Grade 9/Standard 7/Form 2/ABET 4	2 120	1 058	1 062	283	142	142	28	14	14	37	12	25	**2 468**	**1 227**	**1 241**
Grade 10/Standard 8/Form 3	3 346	1 675	1 670	441	214	228	57	21	36	293	146	147	**4 137**	**2 055**	**2 081**
Grade 11/Standard 9/Form 4	4 725	2 351	2 374	308	151	157	40	26	15	106	44	63	**5 180**	**2 571**	**2 609**
Grade 12/Standard 10/Form 5/Matric (No exemption)	9 159	4 615	4 543	1 119	562	558	473	254	219	1 494	698	797	**12 246**	**6 129**	**6 117**
Grade 12/Standard 10/Form 5/Matric (Exemption)	24	16	*	*	*	-	*	-	*	*	*	*	**30**	**20**	*****
NTCI–NTCIII	259	143	117	16	12	*	*	*	*	77	40	37	**362**	**203**	**159**
NTC4–NTC6	326	167	159	11	*	*	*	*	*	56	32	24	**398**	**209**	**189**
Diploma/certificate with less than Grade 12/Std 10	364	175	189	53	31	22	29	*	21	90	45	45	**537**	**259**	**278**
Diploma/certificate with Grade 12/ Std 10	1 482	714	768	174	77	97	97	54	43	497	216	281	**2 249**	**1 061**	**1 188**
Degree and higher	1 719	800	918	231	101	130	216	111	105	838	416	423	**3 003**	**1 427**	**1 576**
Don't know/unspecified	101	49	52	15	*	*	*	*	-	*	*	*	**125**	**60**	**65**
Total	**30 841**	**14 943**	**15 898**	**3 475**	**1 663**	**1 812**	**1 057**	**544**	**513**	**3 579**	**1 693**	**1 885**	**38 952**	**18 843**	**20 108**

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Due to rounding, numbers do not necessarily add up to totals.

3. Day or overnight

3.1 Number of most recent trips taken in South Africa during the twelve-month reference period by type of trip and province of origin, January–December, 2019

Province of origin	Type of trip ('000)	
	Day trips	Overnight trips
Western Cape	7 714	7 866
Eastern Cape	4 633	5 529
Northern Cape	2 575	2 281
Free State	1 978	2 725
KwaZulu-Natal	3 813	5 037
North West	5 382	3 863
Gauteng	14 268	20 015
Mpumalanga	6 935	6 650
Limpopo	10 011	6 955
Total	**57 309**	**60 921**

*Values based on three or less unweighted cases are considered too small to provide accurate estimates, and values are therefore replaced with asterisks.
Due to rounding, numbers do not necessarily add up to totals.

3.2 Number of most recent trips in South Africa during the twelve-month reference period by number of day trips and province of origin, January–December, 2019

Province of origin	Number of day trips ('000)			
	1 trip	2–4 trips	5 trips or more	Total
Western Cape	5 303	2 272	139	**7 714**
Eastern Cape	4 180	397	56	**4 633**
Northern Cape	1 838	710	27	**2 575**
Free State	1 577	313	89	**1 978**
KwaZulu-Natal	3 196	568	48	**3 813**
North West	4 242	1 027	113	**5 382**
Gauteng	10 565	3 318	384	**14 268**
Mpumalanga	5 489	1 335	110	**6 935**
Limpopo	8 558	1 417	36	**10 011**
Total	**44 949**	**11 357**	**1 003**	**57 309**

*Values based on three or less unweighted cases are considered too small to provide accurate estimates, and values are therefore replaced with asterisks.
Due to rounding, numbers do not necessarily add up to totals.

3.3 Number of most recent trips in South Africa during the twelve-month reference period by number of overnight trips and province of origin, January–December, 2019

Province of origin	Number of overnight trips ('000)			
	1 trip	2–4 trips	5 trips or more	Total
Western Cape	7 441	393	33	**7 866**
Eastern Cape	5 302	221	*	**5 529**
Northern Cape	1 927	351	*	**2 281**
Free State	2 424	296	*	**2 725**
KwaZulu-Natal	4 508	514	14	**5 037**
North West	3 038	825	-	**3 863**
Gauteng	18 496	1 484	36	**20 015**
Mpumalanga	5 993	657	-	**6 650**
Limpopo	6 176	779	-	**6 955**
Total	**55 304**	**5 519**	**98**	**60 921**

*Values based on three or less unweighted cases are considered too small to provide accurate estimates, and values are therefore replaced with asterisks.
Due to rounding, numbers do not necessarily add up to totals.

3.4 Number of most recent day trips in South Africa during the twelve-month reference period by month of the trip and purpose of trip, January–December, 2019 ('000)

Month	Purpose of trip										Total
	Leisure	Shopping	Sporting	Visiting friends and relatives	Business and professional	Education and training	Medical	Religious	Funeral	Other	
January	547	1 634	*	1 013	144	43	149	107	282	238	**4 161**
February	500	1 965	37	1 557	168	87	123	150	342	278	**5 208**
March	1 132	2 209	34	1 353	221	136	165	212	224	253	**5 940**
April	789	1 993	161	977	409	126	170	277	236	199	**5 337**
May	835	1 864	56	1 193	501	138	210	136	200	259	**5 393**
June	738	1 546	51	1 304	326	108	239	164	272	204	**4 952**
July	834	1 455	18	901	217	57	161	146	214	237	**4 240**
August	765	1 894	33	971	266	90	225	258	239	564	**5 304**
September	670	1 781	44	1 265	203	113	168	246	212	385	**5 089**
October	484	1 451	30	910	196	85	142	199	151	362	**4 010**
November	522	1 461	63	877	251	41	134	140	203	280	**3 973**
December	1 076	1 709	*	1 325	234	27	79	137	214	747	**5 559**

Values based on three or less un-weighted cases are considered too small to provide accurate estimates, and values are therefore replaced with asterisks.
Due to rounding, numbers do not necessarily add up to totals.

3.5 Number of most recent overnight trips in South Africa during the twelve-month reference period by month of the trip and purpose of visit, January–December, 2019 (’000)

Month	Purpose of trip										Total
	Leisure	Shopping	Sporting	Visiting friends and relatives	Business and professional	Education and training	Medical	Religious	Funeral	Other	
January	741	19	*	2 952	84	31	49	176	451	136	**4 648**
February	707	27	41	2 012	182	13	50	145	424	253	**3 854**
March	728	37	46	3 042	95	39	65	437	660	239	**5 388**
April	971	38	19	3 806	188	36	29	1 003	660	146	**6 896**
May	564	32	25	2 099	106	21	6	343	709	292	**4 198**
June	1 119	16	143	3 272	135	78	88	342	1 109	317	**6 621**
July	621	21	10	2 378	98	9	29	236	554	262	**4 218**
August	1 099	36	10	2 182	130	12	80	353	671	197	**4 771**
September	768	5	111	2 603	243	21	33	663	724	419	**5 589**
October	621	*	*	1 755	233	72	65	361	414	469	**4 006**
November	445	*	14	1 847	244	65	54	178	357	184	**3 396**
December	1 862	-	*	4 583	147	*	36	149	191	361	**7 337**

*Values based on three or less unweighted cases are considered too small to provide accurate estimates, and values are therefore replaced with asterisks.
Due to rounding, numbers do not necessarily add up to totals.

4. Origin and main destination of trips

4.1 Number of most recent day trips in South Africa during the twelve-month reference period by province of destination and origin, January–December, 2019 ('000)

Province of origin	Province of destination									
	Western Cape	Eastern Cape	Northern Cape	Free State	KwaZulu-Natal	North West	Gauteng	Mpumalanga	Limpopo	Total
Western Cape	7 664	13	-	*	28	-	-	-	-	**7 714**
Eastern Cape	62	4 427	*	*	95	-	41	-	-	**4 633**
Northern Cape	20	94	2 077	150	-	219	16	-	-	**2 575**
Free State	.	140	75	1 439	*	41	275	-	-	**1 978**
KwaZulu-Natal	19	67	-	-	3 662	-	17	37	*	**3 813**
North West	20	-	173	248	11	3 375	1 258	236	62	**5 382**
Gauteng	-	84	123	484	31	2 447	8 891	1 286	921	**14 268**
Mpumalanga	-	-	-	49	213	60	1 956	4 153	504	**6 935**
Limpopo	*	-	-	30	-	45	365	178	9 385	**10 011**
Total	**7 793**	**4 825**	**2 451**	**2 414**	**4 048**	**6 186**	**12 820**	**5 890**	**10 882**	**57 309**

*Values based on three or less unweighted cases are considered too small to provide accurate estimates, and values are therefore replaced with asterisks.
Due to rounding, numbers do not necessarily add up to totals.

4.2 Number of most overnight trips in South Africa during the twelve-month reference period by province of destination and origin, January–December, 2019 ('000)

Province of origin	Province of destination									
	Western Cape	Eastern Cape	Northern Cape	Free State	KwaZulu-Natal	North West	Gauteng	Mpumalanga	Limpopo	Total
Western Cape	4 682	2 432	153	29	79	20	297	-	174	**7 866**
Eastern Cape	711	3 836	19	63	334	41	504	-	20	**5 529**
Northern Cape	128	78	1 004	216	186	286	311	*	63	**2 281**
Free State	147	324	155	1 266	231	60	427	33	83	**2 725**
KwaZulu-Natal	150	251	12	43	3 916	-	477	155	33	**5 037**
North West	3	100	172	161	81	2 093	783	159	310	**3 863**
Gauteng	640	951	343	1 144	3 771	2 126	2 889	2 911	5 241	**20 015**
Mpumalanga	72	113	-	127	928	187	1 310	2 867	1 047	**6 650**
Limpopo	33	94	72	78	133	162	1 537	655	4 189	**6 955**
Total	**6 565**	**8 179**	**1 931**	**3 127**	**9 659**	**4 976**	**8 535**	**6 789**	**11 160**	**60 921**

*Values based on three or less unweighted cases are considered too small to provide accurate estimates, and values are therefore replaced with asterisks.
Due to rounding, numbers do not necessarily add up to totals.

5. Main purpose of trip and destination

5.1 Number of most recent day trips in South Africa during the twelve-month reference period by province of destination and main purpose of trip, January–December, 2019 ('000)

Destination	Main purpose of trip										Total
	Leisure	Shopping	Sporting	Visiting friends and relatives	Business and professional	Education and training	Medical	Religious	Funeral	Other	
Western Cape	3 073	1 063	64	2 539	225	21	170	223	209	207	**7 793**
Eastern Cape	280	2 545	34	706	205	97	251	115	322	270	**4 825**
Northern Cape	95	1 140	30	262	327	*	187	72	153	179	**2 451**
Free State	140	589	47	711	136	68	246	125	256	96	**2 414**
KwaZulu-Natal	575	1 888	37	437	267	98	265	127	153	202	**4 048**
North West	1 695	1 908	83	998	345	32	64	233	267	561	**6 186**
Gauteng	2 228	2 908	89	4 032	689	435	374	548	521	996	**12 820**
Mpumalanga	408	2 428	59	1 449	267	160	82	114	292	631	**5 890**
Limpopo	231	5 924	93	1 924	594	111	287	534	505	677	**10 882**
Total	**8 725**	**20 393**	**536**	**13 060**	**3 054**	**1 028**	**1 926**	**2 094**	**2 676**	**3 820**	**57 309**

*Values based on three or less unweighted cases are considered too small to provide accurate estimates, and values are therefore replaced with asterisks.
Due to rounding, numbers do not necessarily add up to totals.

5.2 Number of most recent overnight trips in South Africa during the twelve-month reference period by province of destination and main purpose of trip, January–December, 2019 ('000)

	Main purpose of trip										
Destination	**Leisure**	**Shopping**	**Sporting**	**Visiting friends and relatives**	**Business and professional**	**Education and training**	**Medical**	**Religious**	**Funeral**	**Other**	**Total**
Western Cape	2 870	*	97	2 721	117	18	64	174	195	305	6 565
Eastern Cape	1 483	35	74	3 717	154	98	85	434	1 666	432	8 179
Northern Cape	165	93	-	1 106	99	&	11	92	264	97	1 931
Free State	270	-	-	1 537	141	34	87	250	735	72	3 127
KwaZulu-Natal	2 519	76	164	4 828	185	16	67	501	719	585	9 659
North West	667	*	*	2 751	119	27	21	456	557	370	4 976
Gauteng	817	*	101	4 933	374	105	192	874	584	548	8 535
Mpumalanga	832	-	-	4 103	509	34	22	242	822	225	6 789
Limpopo	622	30	-	6 837	187	64	34	1 363	1 382	641	11 160
Total	**10 246**	**249**	**440**	**32 533**	**1 886**	**401**	**583**	**4 387**	**6 923**	**3 275**	**60 921**

*Values based on three or less unweighted cases are considered too small to provide accurate estimates, and values are therefore replaced with asterisks.
Due to rounding, numbers do not necessarily add up to totals.

6. Mode of transport

6.1 Number of most day trips in South Africa during the twelve-month reference period by mode of transport and province of destination, January–December, 2019 ('000)

Mode of transport	Province of destination									
	Western Cape	Eastern Cape	Northern Cape	Free State	KwaZulu-Natal	North West	Gauteng	Mpumalanga	Limpopo	Total
My own car/van/bakkie	6 594	1 910	1 003	1 160	1 233	2 990	6 320	2 380	3 050	**26 640**
Someone else's car/ van/bakkie	736	614	654	473	398	1 182	2 429	1 204	1 446	**9 137**
Rental car/van/bakkie	96	-	20	45	14	27	33	255	49	**539**
Minibus taxi	262	2 002	607	507	2 242	1 521	3 045	1 407	5 493	**17 086**
Metered taxi	-	10	-	8	*	-	-	-	32	**58**
Commercial bus	105	196	69	143	-	338	582	317	631	**2 380**
Tour bus	-	9	3	26	42	82	34	125	138	**458**
On foot or bicycle	-	39	-	-	-	35	-	-	-	**75**
Truck or lorry	-	-	-	17	-	-	*	158	30	**211**
Train	-	13	19	-	-	-	252	-	-	**285**
Air transport	-	11	-	-	43	-	36	-	-	**89**
Other	-	21	75	35	70	12	82	45	12	**352**
Total	**7 793**	**4 825**	**2 451**	**2 414**	**4 048**	**6 186**	**12 820**	**5 890**	**10 882**	**57 309**

*Values based on three or less unweighted cases are considered too small to provide accurate estimates, and values are therefore replaced with asterisks.
Due to rounding, numbers do not necessarily add up to totals.

6.2 Number of most recent overnight trips in South Africa during the twelve-month reference period by mode of transport and province of destination, January–December, 2019 ('000)

Mode of transport	Province of destination									Total
	Western Cape	Eastern Cape	Northern Cape	Free State	KwaZulu-Natal	North West	Gauteng	Mpumalanga	Limpopo	
My own car/van/bakkie	4 631	2 564	822	1 078	3 726	1 738	2 022	2 514	3 735	**22 830**
Someone else's car/van/bakkie	523	780	476	667	1 228	1 228	1 248	1 312	1 687	**9 150**
Rental car/van/bakkie	64	51	-	14	140	12	60	24	83	**448**
Minibus taxi	425	3 640	357	1 159	3 783	1 798	3 680	2 558	4 446	**21 846**
Metered taxi	-	2	12	-	15	3	123	-	*	**157**
APP-based cabs (e.g. UBER)	142	-	-	-	-	-	-	*	-	**150**
Commercial bus	101	745	90	126	312	105	704	322	935	**3 441**
Tour bus	81	51	65	26	145	77	156	28	163	**793**
On foot or bicycle	-	-	-	-	-	-	-	-	24	**24**
Motorcycle	24	-	-	-	-	-	-	-	-	**24**
Truck or lorry	14	14	10	-	-	-	-	-	17	**55**
Train	33	18	53	-	13	-	120	-	.	**237**
Air transport	499	243	12	11	273	-	408	-	54	**1 501**
Other	27	69	34	46	25	16	14	23	13	**267**
Total	**6 565**	**8 179**	**1 931**	**3 127**	**9 659**	**4 976**	**8 535**	**6 789**	**11 160**	**60 921**

*Values based on three or less unweighted cases are considered too small to provide accurate estimates, and values are therefore replaced with asterisks.
Due to rounding, numbers do not necessarily add up to totals.

6.3 Main mode of transport used during the most recent overnight trip by principal type of accommodation, January–December, 2019 ('000)

Mode of transport	Accommodation													
	Hotel	Guest house/ guest farm	Bed and breakfast	Lodge	Self-catering establish-ment	Stayed with friends and relatives	Hostel/ back-packers	Camping and caravan	Hospital	Church/ community halls	Holiday home/ second home	Other[1]	Unspecified	Total
Air	253	19	271	67	40	772	-	-	-	-	80	-	-	**1 501**
Bus	232	85	102	59	90	2 988	46	134	-	257	137	104	-	**4 234**
Car	1 273	1 398	759	1 420	2 453	22 187	61	521	99	654	1 006	593	*	**32 427**
Taxi	192	246	70	122	89	19 324	19	118	52	1 150	424	348	-	**22 152**
Unspecified	52	33	13	-	-	363	-	*	48	47	-	37	*	**607**
Total	**2 002**	**1 781**	**1 214**	**1 668**	**2 672**	**45 633**	**126**	**781**	**199**	**2 109**	**1 647**	**1 082**	*****	**60 921**

[1] 'Other' includes motorcycles, bicycles, trains, etc.
*Values based on three or less unweighted cases are considered too small to provide accurate estimates, and values are therefore replaced with asterisks.
Due to rounding, numbers do not necessarily add up to totals.

6.4 Main mode of transport by month of most recent trip, January–December, 2019 ('000)

Mode of transport	January	February	March	April	May	June	July	August	September	October	November	December	Total
Day trips													
Air	-	-	-	12	12	12	-	-	-	40	14	-	**89**
Bus	209	249	294	343	258	222	184	239	208	205	202	225	**2 838**
Car	2 102	2 726	3 884	3 284	3 530	3 343	2 791	3 461	3 345	2 274	2 298	3 279	**36 316**
Taxi	1 168	1 620	1 590	1 624	1 542	1 338	1 227	1 499	1 395	1 398	1 211	1 535	**17 144**
Other[1]	79	98	151	54	51	38	39	103	138	91	40	42	**922**
Total	**3 558**	**4 692**	**5 918**	**5 316**	**5 393**	**4 952**	**4 240**	**5 302**	**5 086**	**4 007**	**3 765**	**5 080**	**57 309**
Overnight trips													
Air	18	82	159	162	87	186	80	80	80	169	122	277	**1 501**
Bus	354	166	377	599	231	654	255	248	545	274	220	311	**4 234**
Car	2 129	1 984	2 838	3 497	2 411	3 376	2 344	2 683	2 738	2 139	1 926	4 362	**32 427**
Taxi	2 102	1 534	1 956	2 527	1 424	2 326	1 487	1 705	2 214	1 408	1 104	2 366	**22 152**
Other[1]	45	87	59	109	45	78	53	55	11	16	25	22	**607**
Total	**4 648**	**3 854**	**5 388**	**6 896**	**4 198**	**6 621**	**4 218**	**4 771**	**5 589**	**4 006**	**3 396**	**7 337**	**60 921**

[1] 'Other' includes motorcycles, bicycles, trains, etc.
*Values based on three or less unweighted cases are considered too small to provide accurate estimates, and values are therefore replaced with asterisks.
Due to rounding, numbers do not necessarily add up to totals.

7. Main purpose

7.1 Main purpose of most recent day trip by month of trip, January–December, 2019 ('000)

Main purpose	Month of trip												Total
	January	February	March	April	May	June	July	August	September	October	November	December	
Leisure	406	345	1 278	453	1 248	517	555	897	1 154	229	380	1 264	**8 725**
Shopping	874	1 287	2 324	2 080	2 378	1 952	913	1 584	2 329	1 698	1 224	2 285	**20 928**
Sporting	579	1 490	1 739	971	1 764	2 061	958	1 031	1 605	1 112	879	1 926	**16 113**
VFR	46	50	150	204	53	117	73	95	113	85	42	-	**1 028**
Business and professional	307	428	521	455	284	642	318	477	375	299	370	294	**4 770**
Education	107	71	239	119	102	350	171	194	163	244	125	40	**1 926**
Religious	161	210	252	209	297	206	238	427	474	289	270	787	**3 820**
Total	**2 480**	**3 880**	**6 503**	**4 491**	**6 126**	**5 845**	**3 225**	**4 705**	**6 213**	**3 957**	**3 290**	**6 596**	**57 309**

*Values based on three or less unweighted cases are considered too small to provide accurate estimates, and values are therefore replaced with asterisks.
Due to rounding, numbers do not necessarily add up to totals.

7.2 Main purpose of most recent overnight trips by main purpose, January–December, 2019 ('000)

Main purpose	Month of trip												Total
	January	February	March	April	May	June	July	August	September	October	November	December	
Leisure	897	683	646	917	483	1 261	662	1 054	921	566	283	1 871	**10 246**
Shopping	-	38	20	13	83	*	*	62	*	-	17	-	**249**
Sporting	*	-	86	19	25	133	-	30	111	*	14	*	**440**
VFR	2 798	1 643	3 050	3 638	2 654	3 342	2 036	2 392	2 681	1 814	1 865	4 621	**32 533**
Business and professional	56	167	131	206	77	129	81	182	119	211	334	194	**1 886**
Education	170	116	386	1 004	369	372	249	317	583	360	276	183	**4 387**
Medical	377	400	736	541	574	1 283	511	676	776	477	391	181	**6 923**
Religious	*	84	74	19	*	108	15	65	33	55	55	59	**583**
Funeral	31	13	39	36	13	70	25	12	*	57	92	*	**401**
Other	120	206	248	143	300	296	148	288	488	457	164	417	**3 275**
Total	**4 467**	**3 351**	**5 417**	**6 535**	**4 584**	**6 996**	**3 736**	**5 080**	**5 722**	**4 005**	**3 491**	**7 537**	**60 921**

*Values based on three or less unweighted cases are considered too small to provide accurate estimates, and values are therefore replaced with asterisks.
Due to rounding, numbers do not necessarily add up to totals.

8. Population group

8.1 Population group by principal type of accommodation on the most recent overnight trips, January–December, 2019 (’000)

Population group	Accommodation													Total
	Hotel	Guest house/ guest farm	Bed and breakfast	Lodge	Self-catering establishment	Stayed with friends and relatives	Hostel/ back-packers	Camping and caravan	Hospital	Church/ community halls	Holiday home/ second home	Other	Unspecified	
Black African	1 119	775	756	844	664	37 263	126	417	179	2 100	1 177	864	*	**46 293**
Coloured	128	318	153	33	473	2 533	-	22	*	*	59	46	-	**3 779**
Indian/Asian	70	104	-	24	216	620	-	25	-	-	-	-	-	**1 059**
White	685	584	305	767	1 319	5 218	-	317	13	-	410	172	-	**9 790**
Total	**2 002**	**1 781**	**1 214**	**1 668**	**2 672**	**45 633**	**126**	**781**	**199**	**2 109**	**1 647**	**1 082**	*****	**60 921**

*Values based on three or less unweighted cases are considered too small to provide accurate estimates, and values are therefore replaced with asterisks.
Due to rounding, numbers do not necessarily add up to totals.

8.2 Population group by month of the most recent trip, January–December, 2019 ('000)

Population group	January	February	March	April	May	June	July	August	September	October	November	December	Total
Day trips													
Black African	446	496	694	524	465	480	286	458	450	235	267	565	**5 364**
Coloured	421	586	673	925	936	768	902	575	753	803	666	1 112	**9 118**
Indian/Asian	2 523	3 446	3 978	3 652	3 640	3 641	3 034	4 256	3 854	2 952	2 823	3 401	**41 198**
White	169	164	572	216	352	64	18	14	30	18	*	*	**1 629**
Total	**3 558**	**4 692**	**5 918**	**5 316**	**5 393**	**4 952**	**4 240**	**5 302**	**5 086**	**4 007**	**3 765**	**5 080**	**57 309**
Overnight trips													
Black African	399	722	747	1 394	611	1 001	801	767	609	641	420	1 678	**9 790**
Coloured	225	184	314	474	305	414	227	346	280	258	302	452	**3 779**
Indian/Asian	3 919	2 882	4 261	4 955	3 179	4 981	3 186	3 409	4 692	3 059	2 636	5 135	**46 293**
White	105	66	67	73	103	225	*	249	*	49	38	73	**1 059**
Total	4 648	3 854	**5 388**	**6 896**	**4 198**	**6 621**	**4 218**	**4 771**	**5 589**	**4 006**	**3 396**	**7 337**	**60 921**

*Values based on three or less unweighted cases are considered too small to provide accurate estimates, and values are therefore replaced with asterisks.
Due to rounding, numbers do not necessarily add up to totals.

9. Demographic analysis

9.1 Demographic analysis by main purpose of the most recent day trips (per cent), January–December, 2019

Characteristics	Leisure	Shopping	Sporting	VFR	Business and professional	Education and training	Medical	Religious	Funeral	Other	Total
Age group											
0–4	27,5	20,6	-	34,3	1,6	1,1	5,4	2,9	2,5	4,1	**100,0**
5–9	39,2	18,1	1,4	25,1	-	4,6	2,0	5,2	1,7	2,6	**100,0**
10–14	33,8	18,2	1,2	27,8	-	7,0	-	3,7	1,1	7,1	**100,0**
15–19	17,9	31,2	3,2	27,7	1,8	5,6	2,6	1,3	2,7	6,0	**100,0**
20–24	8,5	40,9	3,5	29,6	3,0	4,0	1,8	0,3	3,4	5,0	**100,0**
25–29	17,4	41,3	0,3	19,5	7,1	2,4	1,2	2,7	1,9	6,2	**100,0**
30–34	16,3	42,5	0,6	16,7	9,0	1,8	2,4	2,9	3,7	4,3	**100,0**
35–39	15,6	36,4	0,8	19,6	5,8	0,5	4,5	4,3	5,1	7,4	**100,0**
40–44	10,1	40,1	0,9	24,6	7,8	0,6	2,6	2,9	5,2	5,3	**100,0**
45–49	14,1	37,3	1,2	22,1	6,4	0,2	1,9	3,7	5,2	7,9	**100,0**
50–54	5,1	35,1	0,4	25,6	7,7	2,6	4,7	3,6	6,8	8,4	**100,0**
55–59	9,2	35,1	-	27,0	3,0	0,4	4,3	5,3	8,5	7,1	**100,0**
60–64	14,8	25,7	0,6	19,0	5,4	0,3	4,9	12,3	7,3	9,7	**100,0**
65–69	6,7	39,1	-	15,9	4,4	-	9,0	5,4	8,4	11,1	**100,0**
70–74	13,8	38,0	-	19,3	1,9	-	6,2	0,9	8,2	11,7	**100,0**
75+	7,1	32,4	-	17,9	0,9	-	18,0	1,8	5,7	16,3	**100,0**

9.1 Demographic analysis by main purpose of the most recent day trips (per cent), January–December, 2019 (concluded)

Characteristics	Leisure	Shopping	Sporting	VFR	Business and professional	Education and training	Medical	Religious	Funeral	Other	Total
Broad age group											
0–11	33,6	18,3	0,9	29,6	0,6	3,1	3,1	4,4	2,1	4,4	**100,0**
12–17	33,5	24,8	2,4	22,6	0,4	6,7	-	1,9	2,6	5,0	**100,0**
18–24	8,1	39,2	3,2	30,9	2,8	4,7	2,4	0,6	2,8	5,3	**100,0**
25–34	16,8	42,0	0,5	17,9	8,1	2,1	1,8	2,8	2,9	5,1	**100,0**
35–44	13,1	38,1	0,9	21,8	6,7	0,6	3,6	3,6	5,1	6,4	**100,0**
45–54	10,3	36,4	0,9	23,6	6,9	1,2	3,1	3,7	5,9	8,1	**100,0**
55–64	11,5	31,3	0,2	23,8	4,0	0,4	4,5	8,1	8,0	8,1	**100,0**
65+	9,1	37,3	-	17,4	2,9	-	10,0	3,2	7,8	12,4	**100,0**
Sex											
Male	14,2	36,5	1,2	22,8	5,4	2,4	4,1	3,4	4,8	5,1	**100,0**
Female	14,8	35,8	0,9	22,3	5,4	1,6	3,4	4,3	4,8	6,4	**100,0**
Marital status											
Married	17,7	31,4	0,4	24,5	5,4	0,7	3,2	4,6	4,9	7,0	**100,0**
Living together as husband and wife	10,4	44,7	0,9	17,7	4,5	1,3	6,0	1,2	6,7	6,6	**100,0**
Widow/widower	6,9	27,8	1,9	23,1	7,3	-	6,3	5,1	8,2	13,5	**100,0**
Divorced/separated	16,5	20,1	-	26,8	17,9	-	1,5	3,7	11,8	1,7	**100,0**
Never married	3,6	48,0	-	14,3	4,0	0,4	8,4	6,1	7,3	7,8	**100,0**
Highest level of education											
No schooling	24,5	30,0	-	24,2	1,0	1,2	6,2	3,1	4,5	5,3	**100,0**
Not completing primary school	19,8	32,1	1,0	20,5	3,3	3,1	2,7	7,3	3,9	6,2	**100,0**
Grade 7/Std 5	3,9	45,9	0,8	14,9	1,8	2,3	3,3	7,6	3,9	15,6	**100,0**
Not completing secondary school	8,0	44,8	1,3	20,9	4,6	1,5	3,1	4,0	5,2	6,6	**100,0**
Grade 12/Std 10	10,6	35,6	1,0	23,4	8,4	1,5	3,3	3,7	4,3	8,2	**100,0**
Higher	28,0	23,8	0,7	26,7	5,7	2,0	3,1	0,9	4,8	4,4	**100,0**
Total	**15,0**	**35,6**	**0,9**	**22,7**	**5,4**	**1,7**	**3,6**	**3,8**	**4,8**	**6,6**	100,0

9.2 Demographic analysis by main purpose of the most recent overnight trips (per cent), January–December, 2019

Characteristics	Leisure	Shopping	Sporting	VFR	Business and professional	Education and training	Medical	Religious	Funeral	Other	Total
Age group											
0–4	18,1	-	.	61,9	3,5	.	0,6	3,3	10,0	2,6	**100,0**
5–9	23,3	0,3	0,8	56,2	0,6	0,9	0,2	4,7	8,4	4,5	**100,0**
10–14	26,3	-	1,7	50,5	0,6	1,3	.	6,7	8,2	4,8	**100,0**
15–19	15,3	-	1,5	57,8	0,3	2,1	0,4	7,1	9,2	6,2	**100,0**
20–24	11,8	.	0,8	66,3	1,7	3,8	0,9	3,6	7,1	4,1	**100,0**
25–29	14,1	0,2	0,7	57,8	4,3	0,6	0,2	7,2	8,8	6,2	**100,0**
30–34	14,5	0,6	0,4	58,9	3,1	0,6	0,2	5,0	11,2	5,5	**100,0**
35–39	15,9	0,1	0,3	56,3	5,5	-	0,6	6,5	9,3	5,6	**100,0**
40–44	16,0	0,1	1,6	50,0	4,2	0,3	1,8	7,5	13,3	5,2	**100,0**
45–49	13,8	0,7	0,9	55,6	5,4	0,4	0,8	7,3	10,4	4,8	**100,0**
50–54	21,9	0,0	0,4	50,1	2,4	0,2	1,1	7,1	11,0	5,7	**100,0**
55–59	18,1	2,2	0,7	42,3	1,1	-	1,5	11,4	17,2	5,6	**100,0**
60–64	14,7	1,2	.	36,5	3,4	0,1	2,4	13,7	20,5	7,5	**100,0**
65–69	22,4	0,3	1,4	34,8	1,9	-	3,2	12,0	16,1	7,9	**100,0**
70–74	24,1	1,4	-	41,5	-	-	1,8	11,7	15,6	3,8	**100,0**
75+	21,1	-	-	37,2	-	-	4,6	10,6	20,4	6,2	**100,0**
Broad age group											
0–11	21,8	0,1	0,3	57,9	1,8	0,5	0,4	4,7	8,8	3,7	**100,0**
12–17	20,3	-	2,1	52,6	0,8	1,4	0,2	7,5	9,5	5,7	**100,0**
18–24	12,3	-	1,0	65,1	1,3	3,6	0,8	3,8	7,6	4,5	**100,0**
25–34	14,3	0,4	0,5	58,4	3,7	0,6	0,2	6,0	10,1	5,8	**100,0**
35–44	15,9	0,1	0,9	53,5	4,9	0,1	1,1	6,9	11,0	5,4	**100,0**
45–54	17,2	0,4	0,7	53,3	4,2	0,3	0,9	7,2	10,6	5,2	**100,0**
55–64	16,5	1,8	0,4	39,7	2,2	0,1	1,9	12,5	18,7	6,4	**100,0**
65+	22,7	0,5	0,7	37,3	0,9	-	3,1	11,6	16,9	6,3	**100,0**

9.2 Demographic analysis by main purpose of the most recent overnight trips (per cent), January–December, 2019 (concluded)

Characteristics	Leisure	Shopping	Sporting	VFR	Business and professional	Education and training	Medical	Religious	Funeral	Other	Total
Sex											
Male	16,2	0,4	0,6	52,2	3,2	0,6	0,9	8,4	12,0	5,6	**100,0**
Female	15,1	0,6	1,1	51,6	3,1	0,8	1,1	7,7	13,5	5,2	**100,0**
Marital status											
Married	23,6	0,4	1,0	46,4	3,7	0,1	1,1	7,1	11,0	5,7	**100,0**
Living together as husband and wife	11,0	2,1	-	58,6	2,4	0,8	1,7	4,0	12,2	7,2	**100,0**
Widow/widower	14,7	-	-	50,4	5,3	-	1,5	5,3	18,0	4,8	**100,0**
Divorced/separated	15,0	-	-	62,1	1,0	-	-	5,7	15,4	0,7	**100,0**
Never married	7,3	0,7	-	36,3	3,9	-	2,4	16,2	25,9	7,5	**100,0**
Highest level of education											
No schooling	16,4	0,8	.	57,0	2,6	.	1,7	5,5	12,2	3,7	**100,0**
Not completing primary school	13,9	1,7	0,6	50,9	1,7	0,6	1,6	10,1	13,8	5,1	**100,0**
Grade 7/Std 5	10,6	.	2,1	49,7	0,8	1,0	0,5	15,8	14,3	5,3	**100,0**
Not completing secondary school	9,1	0,2	0,3	54,9	2,3	0,5	1,2	9,2	14,7	7,6	**100,0**
Grade 12/Std 10	17,4	0,1	0,4	57,1	3,3	0,5	0,6	6,4	10,9	3,4	**100,0**
Higher	29,7	0,5	1,8	46,9	5,2	1,3	0,6	3,3	5,2	5,6	**100,0**
Total	**16,9**	**0,5**	**0,7**	**52,4**	**3,2**	**0,6**	**1,0**	**7,4**	**11,8**	**5,5**	**100,0**

*Values based on three or less unweighted cases are considered too small to provide accurate estimates, and values are therefore replaced with asterisks.
Due to rounding, numbers do not necessarily add up to totals.

9.3 Demographic analysis by principal type of accommodation for most recent overnight trips, January–December, 2019

Characteristics	Hotel	Guest house/ guest farm	Bed and breakfast	Lodge	Self-catering establish-ment	Stayed with friends and relatives	Hostel/ back-packers	Camping and caravan	Hospital	Church/ community halls	Holiday home/ second home	Other	Unspecified	Total
Age group														
0–4	76	5	6	174	86	2 338	-	26	18	43	153	9	-	**2 934**
5–9	105	66	20	27	226	2 030	-	32	-	33	89	34	-	**2 661**
10–14	86	59	78	75	180	1 712	*	94	-	35	80	39	-	**2 441**
15–19	47	123	66	110	109	1 988	-	87	*	68	37	25	-	**2 665**
20–24	61	106	40	87	105	3 826	33	19	33	108	114	33	-	**4 565**
25–29	142	143	119	179	145	4 537	67	31	-	228	171	88	-	**5 848**
30–34	251	205	73	209	140	4 954	-	84	-	121	194	138	-	**6 369**
35–39	249	271	113	313	306	5 259	-	41	-	287	126	107	*	**7 080**
40–44	171	230	171	35	192	4 123	-	110	73	201	133	114	-	**5 553**
45–49	228	125	233	139	272	4 241	14	58	*	156	145	174	-	**5 792**
50–54	255	188	140	99	235	2 948	-	51	*	124	135	51	-	**4 237**
55–59	180	87	29	88	142	2 648	-	76	13	263	154	53	-	**3 733**
60–64	39	23	99	72	158	2 281	-	56	*	227	63	78	-	**3 099**
65–69	81	94	11	34	151	1 330	12	*	20	61	20	80	-	**1 899**
70–74	29	31	11	27	112	837	-	*	-	84	19	11	-	**1 171**
75+	.	24	3	.	114	582	-	*	18	70	14	47	-	**874**
Broad age group														
0–11	229	102	77	232	406	5 094	-	96	18	102	288	55	-	**6 699**
10–17	78	80	57	74	164	2 014	*	135	-	51	54	35	-	**2 743**
18–24	67	178	76	166	136	4 786	33	29	38	134	131	50	-	**5 824**
25–34	393	348	192	388	285	9 491	67	115	-	349	365	226	-	**12 217**
35–44	421	502	284	348	498	9 381	-	151	73	488	259	221	*	**12 633**
45–54	483	313	374	239	507	7 189	14	110	15	280	281	225	-	**10 029**
55–64	219	110	129	160	300	4 928	-	132	17	490	217	132	-	**6 832**
65+	111	150	25	61	377	2 750	12	15	38	215	53	138	-	**3 944**

9.3 Demographic analysis by principal type of accommodation for most recent overnight trips, January–December, 2019 (concluded)

Characteristics	Hotel	Guest house/ guest farm	Bed and breakfast	Lodge	Self-catering establish-ment	Stayed with friends and relatives	Hostel/ back-packers	Camping and caravan	Hospital	Church/ community halls	Holiday home/ second home	Other	Unspecified	Total
Sex														
Male	882	737	441	804	1 196	18 075	77	328	90	1 024	677	431	-	**24 762**
Female	801	861	528	674	1 060	19 859	42	302	106	959	579	489	*	**26 269**
Marital status														
Married	1 210	818	519	766	1 421	14 217	-	398	56	793	698	526	-	**21 422**
Living together as husband and wife	94	46	54	79	264	3 885	-	19	17	107	112	59	*	**4 740**
Widow/widower	*	63	49	-	86	2 366	12	*	18	280	60	57	-	**3 005**
Divorced/separated	37	119	42	35	23	1 472	-	20	*	41	*	41	-	**1 832**
Never married	*	16	27	16	*	1 270	-	-	*	81	20	*	-	**1 454**
Highest level of education														
No schooling	127	28	6	174	155	3 601	.	29	38	119	207	48	-	**4 531**
Not completing primary school	124	114	97	76	260	5 138	16	93	33	261	170	129	-	**6 511**
Grade 7/Std 5	29	27	20	30	100	1 412	*	44	*	162	11	29	-	**1 877**
Not completing secondary school	217	309	322	287	372	15 116	*	237	53	832	292	320	-	**18 361**
Grade 12/Std 10	464	553	285	510	924	12 595	53	224	32	504	459	294	*	**16 906**
Higher	1 041	750	484	590	860	7 772	50	154	34	230	509	262	-	**12 736**

10. Living Standards Measure groups

10.1 LSM groups by principal type of accommodation used during the most recent overnight trip, January–December, 2019 ('000)

	Accommodation													
LSM group	**Hotel**	**Guest house/ guest farm**	**Bed and breakfast**	**Lodge**	**Self-catering establishment**	**Stayed with friends and relatives**	**Hostel/ back-packers**	**Camping and caravan**	**Hospital**	**Church/ community halls**	**Holiday home/ second home**	**Other**	**Unspecified**	**Total**
LSM group 2	-	-	-	-	-	233	-	-	-	15	40	-	-	**288**
LSM group 3	-	-	-	14	-	1 402	-	-	-	50	47	19	-	**1 532**
LSM group 4	12	57	11	64	*	3 930	14	13	22	107	143	42	-	**4 422**
LSM group 5	128	56	59	37	58	9 753	16	*	76	544	247	270	-	**11 249**
LSM group 6	256	378	211	107	216	14 274	69	272	57	962	504	358	*	**17 667**
LSM group 7	359	347	409	173	535	6 854	-	59		370	119	159	*	**9 388**
LSM group 8	371	370	160	509	592	4 108	-	165	*	54	171	125	-	**6 628**
LSM group 9	460	308	223	559	930	3 877	27	214	28	*	281	109	-	**7 025**
LSM group 10	417	265	141	205	332	1 203	-	54	13	-	95	-	-	**2 723**
Total	**2 002**	**1 781**	**1 214**	**1 668**	**2 672**	**45 633**	**126**	**781**	**199**	**2 109**	**1 647**	**1 082**	*****	**60 921**

*Values based on three or less unweighted cases are considered too small to provide accurate estimates, and values are therefore replaced with asterisks.
Due to rounding, numbers do not necessarily add up to totals.

11. Expenditure

11.1 Province of origin by expenditure on most recent day and overnight trips, January–December, 2019 (R'000)

Province of origin	Accommodation	Food and beverages	Domestic transport	Recreation and culture	Shopping	Other[1]	Total
Day trips							
Western Cape	-	3 690 660	3 045 981	156 695	3 273 789	1 418 747	**11 585 872**
Eastern Cape	-	662 914	1 499 265	29 872	5 558 234	338 065	**8 088 350**
Northern Cape	-	532 227	1 158 860	16 471	4 293 154	266 001	**6 266 714**
Free State	-	231 147	543 563		2 130 457	70 268	**2 975 435**
KwaZulu-Natal	-	866 255	1 451 135	127 222	2 643 342	309 755	**5 397 709**
North West	-	650 103	1 371 840	1 792	3 628 116	117 002	**5 768 854**
Gauteng	-	3 694 816	6 250 226	761 354	4 453 233	962 712	**16 122 341**
Mpumalanga	-	1 407 749	2 668 932	114 489	8 169 217	179 111	**12 539 498**
Limpopo	-	896 834	2 451 375	89 946	10 047 864	118 840	**13 604 860**
Total	**-**	**12 632 706**	**20 441 177**	**1 297 842**	**44 197 407**	**3 780 501**	**82 349 633**
Overnight trips							
Western Cape	3 976 727	2 694 805	3 346 082	360 681	1 455 982	273 164	**12 107 440**
Eastern Cape	702 421	2 363 967	3 900 200	100 083	3 247 277	790 294	**11 104 241**
Northern Cape	131 854	303 108	688 522	12 985	617 407	203 289	**1 957 166**
Free State	204 064	471 594	871 639	39 547	768 335	97 772	**2 452 951**
KwaZulu-Natal	3 453 557	2 936 205	4 077 585	563 656	2 924 117	364 351	**14 319 471**
North West	1 140 372	714 731	1 188 263	96 062	1 113 594	55 390	**4 308 412**
Gauteng	683 944	988 920	2 469 494	146 451	1 605 304	339 398	**6 233 510**
Mpumalanga	1 468 450	1 299 653	1 852 734	199 534	1 802 829	253 715	**6 876 914**
Limpopo	1 060 133	1 428 833	3 398 317	37 250	3 579 287	545 940	**10 049 760**
Total	**12 821 520**	**13 201 816**	**21 792 835**	**1 556 250**	**17 114 131**	**2 923 313**	**69 409 865**

[1] 'Other' includes categories of expenditure that were not included in the categories.
Due to rounding, numbers do not necessarily add up to totals.

11.2 Province of destination by expenditure on most recent day and overnight trips, January–December, 2019 (R'000)

Province of destination	Accommodation	Food and beverages	Domestic transport	Recreation and culture	Shopping	Other[1]	Total
Day trips							
Western Cape	-	3 785 848	3 054 747	167 196	3 282 561	483 587	**10 773 940**
Eastern Cape	-	715 913	1 596 119	46 946	5 598 208	336 415	**8 293 602**
Northern Cape	-	481 982	1 160 856	14 606	4 029 668	207 357	**5 894 468**
Free State	-	572 598	1 306 356	10 480	2 631 934	78 376	**4 599 744**
KwaZulu-Natal	-	820 595	1 532 897	118 297	3 073 521	1 232 872	**6 778 182**
North West	-	1 291 870	2 413 576	431 321	3 134 078	382 115	**7 652 958**
Gauteng	-	2 379 905	4 000 012	387 083	6 523 861	354 379	**13 645 241**
Mpumalanga	-	1 051 012	2 225 264	46 568	5 578 825	296 318	**9 197 987**
Limpopo	-	1 532 983	3 151 351	75 344	10 344 752	409 082	**15 513 512**
Total day trips spending	**-**	**12 632 706**	**20 441 177**	**1 297 842**	**44 197 407**	**3 780 501**	**82 349 633**
Overnight trips							
Western Cape	3 976 727	2 694 805	3 346 082	360 681	1 455 982	273 164	**12 107 440**
Eastern Cape	702 421	2 363 967	3 900 200	100 083	3 247 277	790 294	**11 104 241**
Northern Cape	131 854	303 108	688 522	12 985	617 407	203 289	**1 957 166**
Free State	204 064	471 594	871 639	39 547	768 335	97 772	**2 452 951**
KwaZulu-Natal	3 453 557	2 936 205	4 077 585	563 656	2 924 117	364 351	**14 319 471**
North West	1 140 372	714 731	1 188 263	96 062	1 113 594	55 390	**4 308 412**
Gauteng	683 944	988 920	2 469 494	146 451	1 605 304	339 398	**6 233 510**
Mpumalanga	1 468 450	1 299 653	1 852 734	199 534	1 802 829	253 715	**6 876 914**
Limpopo	1 060 133	1 428 833	3 398 317	37 250	3 579 287	545 940	**10 049 760**
Total overnight trips spending	**12 821 520**	**13 201 816**	**21 792 835**	**1 556 250**	**17 114 131**	**2 923 313**	**69 409 865**

[1] 'Other' includes categories of expenditure that were not included in the categories.
Due to rounding, numbers do not necessarily add up to totals.

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