Domestic Tourism Survey 2024

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Contents

List of tables

Appendix tables

List of figures

Summary of key findings

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.

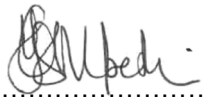
According to the Domestic Tourism Survey (DTS) 2024, a total of 33,5 million day trips were taken, showing a slight increase from 32,2 million in 2023. In contrast, 26,2 million overnight trips were recorded in 2024, reflecting an increase from 25,8 million in the previous year.

In 2024, total expenditure on domestic trips amounted to approximately R60,6 billion, reflecting an increase from R57,9 billion in 2023. In 2023, day trips accounted for R20,2 billion, while overnight trips contributed R37,6 billion. In 2024, the increase in total expenditure was driven by R22,2 billion spent on day trips and R38,4 billion on overnight trips

In 2023, the most popular province for day travellers was Gauteng (22,0%), followed by the Western Cape (21,5%) and Limpopo (13,8%). This trend continued in 2024, with Gauteng remaining the preferred destination (21,7%), followed by the Western Cape (21,5%) and Limpopo (13,0%). With regard to the most recent overnight trips, the Western Cape was the most visited province in 2023 (15,9%), closely followed by Limpopo (15,6%) and KwaZulu-Natal (15,2%). However, in 2024, KwaZulu-Natal became the leading destination for the most recent overnight travel (17,8%), followed by Limpopo (16,8%) and the Western Cape (15,0%).

On the most recent day trips taken in both 2023 and 2024, shopping was the most commonly cited reason for taking trips, followed by visiting friends and relatives (22,5% and 20,8%), and leisure purposes (17,8% and 19,8%, respectively). In both years, overnight trips were most frequently undertaken to visit friends and relatives and for leisure purposes. A notable proportion of the overnight trips were made to attend funerals, accounting for 12,3% in 2023 and 11,2% in 2024.

Most day and overnight trips within the country were undertaken using cars and taxis as the primary modes of transport. When respondents were asked to indicate reasons for not taking trips, the most prevalent reasons provided for both day and overnight trips was financial constraint, followed by no reason to undertake a trip.



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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 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 the data needs of all the parties and their stakeholders.

In addition to addressing the differences in the questionnaire content between the two surveys, Stats SA also had to shorten its recall period, introduce continuous data collection and produce a bi-annual report in addition to the annual report. Data collection was changed from cross-sectional to a continuous method in 2015, and this enabled the organisation to not only shorten the recall period, but also analyse the data of the first six months of data collection for the purposes of producing headline statistics for a bi-annual report.

Since the continuous data collection methodology was accompanied by significant structural changes in the questionnaire, new editing and imputation systems had to be developed. In addition to these changes, a Computer-Assisted Personal Interview (CAPI) method was introduced, and it was emphasised that the proxy response had to be limited; each member of the household had to provide detailed information about the trips they had undertaken.

The DTS reporting is based on the analysis of the most recent trip undertaken by respondents. 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 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 of a particular year. In some instances, a comparison between two years is made since the reference period is the same, which is January to December. Similar weighting procedure is also applied whereby the full sample weights are created separately for each of the monthly files. More details about weighting can be found in Section 4.

Primary differences between the two surveys and the current status of 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
Sample	15 594 persons (about 1 300 monthly)	Approximately 31 000 dwelling units	The sample sizes of the two surveys are different	• Continuous Data Collection (CDC) method • Approximately 32 000 dwelling units and divided into four quarters
Scope	Persons 18 years and older	All persons in the household **(all ages)**	Both are household surveys, but do not cover the same age groups; therefore, they cannot be compared	Members of the household answer for themselves about the trips they have taken, however, a respondent can answer as a proxy only where household members are not available or are too young to answer for themselves
	Respondent that has undertaken trip/s	Respondent can answer for members of the household		
Measure	Analysis is based on all trips	Analysis is based on most recent person trips	Stats SA – The most recent person trips measure one trip per person, which does not allow measuring performance of the year	Measures all trips and focuses on the most recent trips on most 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 • Tourism technical team reviewed questionnaire in 2018/19	Inclusion of LSM and bed nights 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 Bi-annual report	In future, reporting will be done from one integrated DTS	

1.2 Objectives of the survey

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 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 regulation of tourism-related activities.

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

- Domestic day and overnight trips undertaken;
- Trips undertaken by respondents and trips by other household members without the respondent accompanying them;
- Profile of the most recent day/overnight domestic trips undertaken both by 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 2024 was based on the 2013 Master Sample (MS). This MS is a stratified two-stage design with probability proportional to size (PPS) sampling of primary sampling units (PSUs) in the first stage, and systematic sampling of dwelling units (DUs) in the second stage. The MS has 3 324 PSUs and has been divided into four rotation groups. Thus, each rotation group has 831 PSUs.

The selected 3 324 PSUs were sent to the Geography Chief Directorate for the creation of the up-to-date Geospatial Information Frame (GIF). The GIF was used in the selection of the systematic sample of the dwelling units for household surveys.

During systematic sampling process, it was realised that six (6) PSUs could not be in the sample due to the fact that; three (3) PSUs had zero dwelling units count and three (3) PSUs had total dwelling units not sufficient to draw the sample due to a huge dwelling units' shrinkage. This resulted in the PSU count being shrunken at the time of unpacking compared to the Census 2011 count. Consequently, the resulted sample drawn had 3 318 PSUs with 31 301 dwelling units.

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

Trip with a main destination within the country of residence of the visitor, 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 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

A geographical place where the enumerated person usually resides (i.e. location of his/her principal dwelling).

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 other purposes not related to the exercise of an activity remunerated from within the place visited.

Tourist

Visitor who visits a place of unusual environment and stays at least one night in the place visited.

Traveller

Someone who moves between different geographical locations for any purpose and any duration.

Usual environment

A geographical area in which 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. Note: This includes place of work and place of study. Leisure and recreational trips are included irrespective of frequency.

Visitor

A traveller taking a trip to a main destination outside his/her usual environment, for less than a year, for any main purpose (business, leisure or other personal purpose) other than to be employed by a resident entity in the country or place visited.

MAIN FINDINGS

3. Number and types of trips undertaken by household members

3.1 Total number of day and overnight trips inside South Africa

Table 2a - Total number of day and overnight trips, January–December, 2023 and 2024

Type of trip	Total number of trips ('000)	
	2023	2024
Day trips in South Africa	32 175	33 476
Overnight trips in South Africa	25 817	26 222

Table 2a presents the total number of day and overnight trips recorded during the 12-month periods of January–December 2023 and January–December 2024. In 2024, approximately 33,5 million day trips were undertaken, reflecting an increase from the 32,2 million trips recorded in 2023. Similarly, there were about 26,2 million overnight trips in 2024, indicating an increase from 25,8 million overnight trips taken in 2023.

Table 2b - Total number of day trips taken by month during the period January–December, 2023 and 2024

Trip month	Day trips			
	2023		2024	
	Number ('000)	Percentage (%)	Number ('000)	Percentage (%)
January	2 737	8,5	2 507	7,5
February	2 780	8,6	2 443	7,3
March	2 456	7,6	2 576	7,7
April	2 113	6,6	2 782	8,3
May	2 493	7,7	3 250	9,7
June	2 623	8,2	2 918	8,7
July	2 258	7,0	2 764	8,3
August	2 626	8,2	3 076	9,2
September	2 772	8,6	2 725	8,1
October	2 507	7,8	2 606	7,8
November	2 549	7,9	2 278	6,8
December	4 260	13,2	3 550	10,6
Total	**32 175**	**100,0**	**33 476**	**100,0**

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

According to the findings in Table 2b, the majority of day trips within South Africa in 2023 occurred in December, with approximately 4,3 million trips recorded. Other months with relatively high numbers of day trips included February and September, each with approximately 2,8 million trips, while April had the lowest number of trips taken at 2,1million.

In 2024, December once again recorded the highest number of day trips, though slightly lower than the previous year, with 3,6 million trips. Contrary to 2023, the months with the next highest number of trips were May (3,3 million) and August (3,1 million). The lowest number of trips in 2024 was observed in November, with 2,3 million.

Table 2c - Total number of overnight trips taken by month during the period January–December, 2023 and 2024

	Overnight trips			
	2023		2024	
Trip month	Number ('000)	Percentage (%)	Number ('000)	Percentage (%)
January	2 019	7,8	1 996	7,6
February	1 914	7,4	1 636	6,2
March	1 804	7,0	2 401	9,2
April	2 365	9,2	1 766	6,7
May	1 429	5,5	1 945	7,4
June	2 183	8,5	2 688	10,3
July	2 245	8,7	1 922	7,3
August	1 947	7,5	2 249	8,6
September	1 950	7,6	2 381	9,1
October	1 523	5,9	1 847	7,0
November	1 428	5,5	1 575	6,0
December	5 011	19,4	3 817	14,6
Total	**25 817**	**100,0**	**26 222**	**100,0**

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

Table 2c presents the total number of overnight trips taken between January and December for the years 2023 and 2024. In 2023, the highest number of trips was recorded in December with 5,0 million overnight trips. This was followed by trips taken in April with 2,4 million and July with 2,2 million trips. The months with the lowest number of trips were May and November, each with approximately 1,4 million.

In 2024, December (3,8 million) again recorded the highest number of overnight trips, followed by June and March, with 2,7 million and 2,4 million trips respectively. The lowest number of trips were observed in February and November, both with approximately 1,6 million overnight trips.

Table 3a - Total expenditure on domestic day and overnight trips (R'000), January–December, 2023 and 2024

Total expenditure	Accommodation	Food and beverages	Domestic transport	Recreation and culture	Shopping	Other[1]	Total
2023							
Day trips	-	3 779 171	5 630 221	216 001	10 017 372	597 955	**20 240 721**
Overnight trips	6 077 686	7 625 002	12 247 985	719 894	8 615 219	2 327 239	**37 613 025**
Total	**6 077 686**	**11 404 173**	**17 878 207**	**935 895**	**18 632 592**	**2 925 194**	**57 853 746**
2024							
Day trips	-	3 867 543	5 857 547	1 910 625	9 971 777	631 930	**22 239 422**
Overnight trips	6 020 194	7 880 146	12 625 760	865 668	8 446 375	2 515 631	**38 353 774**
Total	**6 020 194**	**11 747 690**	**18 483 307**	**2 776 294**	**18 418 152**	**3 147 561**	**60 593 197**

[1] 'Other' includes security-related costs, financial services, travel insurance, medical supplies, child care, etc.

[*] 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 trip 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, highlighting an increase in spending from 2023 to 2024.

In 2023, total expenditure incurred on domestic trips was about R57,9 billion. This constitutes day trip spending of about R20,2 billion and overnight trips spending of R37,6 billion. Total expenditure on domestic trips incurred

in 2024 was approximately R60,6 billion. This constitutes day trips spending of about R22,2 billion, while spending on overnight trips amounted to R38,4 billion.

The main contributors to total expenditure in 2023 were on shopping (R18,6 billion), followed by domestic transport (R17,9 billion), while in 2024, the leading expenditure categories were domestic transport (R18,5 billion), followed closely by shopping at R18,4 billion. The least amount of money was spent on recreation and culture for both years.

Table 3b - Total expenditure on domestic day trips (R'000) by month, January–December, 2023 and 2024

Month	Accommodation	Food and beverages	Domestic transport	Recreation and culture	Shopping	Other[1]	Total
			2023				
January	-	182 351	267 982	4 231	475 639	25 232	**955 435**
February	-	149 857	284 231	20 010	500 407	31 519	**986 024**
March	-	343 090	325 161	16 514	557 716	32 435	**1 274 917**
April	-	243 982	319 441	7 577	623 061	25 634	**1 219 696**
May	-	356 239	372 330	10 831	733 953	32 849	**1 506 201**
June	-	262 186	441 894	14 402	810 389	50 234	**1 579 105**
July	-	268 458	434 263	14 048	959 315	63 461	**1 739 545**
August	-	286 329	490 922	25 285	811 430	33 831	**1 647 796**
September	-	392 758	688 204	55 255	1 245 129	57 548	**2 438 895**
October	-	358 143	643 323	26 110	1 015 033	84 788	**2 127 396**
November	-	301 979	467 194	6 683	1 198 803	78 668	**2 053 328**
December	-	633 798	895 276	15 055	1 086 498	81 756	**2 712 384**
Total day trip spending	**-**	**3 779 171**	**5 630 221**	**216 001**	**10 017 372**	**597 955**	**20 240 721**
			2024				
January	-	253 429	471 448	10 853	583 400	21 338	**1 340 468**
February	-	234 512	481 415	8 677	512 352	74 558	**1 311 513**
March	-	226 897	445 601	19 082	1 044 415	46 168	**1 782 164**
April	-	317 668	559 946	25 040	1 296 989	53 448	**2 253 090**
May	-	379 344	513 299	54 888	2 643 920	59 999	**3 651 450**
June	-	443 176	547 843	71 918	721 775	44 314	**1 829 025**
July	-	471 507	496 719	69 195	704 975	15 635	**1 758 031**
August	-	355 761	515 074	45 154	807 858	28 035	**1 751 883**
September	-	242 116	446 574	21 351	721 832	37 605	**1 469 479**
October	-	264 486	389 376	171 159	459 335	98 198	**1 382 554**
November	-	279 727	363 844	369 965	319 928	83 508	**1 416 972**
December	-	398 921	626 409	1 043 344	154 997	69 124	**2 292 794**
Total day trip spending	**-**	**3 867 543**	**5 857 547**	**1 910 625**	**9 971 777**	**631 930**	**22 239 422**

[1] 'Other' includes security-related costs, financial services, travel insurance, medical supplies, etc.

[*] 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 trip expenditure during the preceding three months. Due to rounding, numbers do not necessarily add up to totals.

According to Table 3b, the highest expenditure in 2023 occurred in December, with R2,7 billion spent, followed by September (R2,4 billion) and October (R2,1 billion). In contrast, the lowest spending was recorded in January and February, at R955 million and R986 million, respectively.

In 2024, the month with the highest expenditure was May, with R3,7 billion spent. This was followed by December and April each at approximately R2,3 billion. The lowest amount of money was spent in February and January at R1,3 billion each.

Table 3c - Total expenditure on domestic overnight trips (R'000) by month, January–December, 2023 and 2024

Month	Accommodation	Food and beverages	Domestic transport	Recreation and culture	Shopping	Other[1]	Total
2023							
January	236 338	351 432	842 282	11 581	661 079	57 568	**2 160 280**
February	188 938	277 250	523 411	26 045	393 982	97 097	**1 506 723**
March	350 908	420 208	736 355	62 510	567 631	32 684	**2 170 297**
April	487 605	610 101	1 149 645	80 985	627 135	105 940	**3 061 412**
May	426 687	498 730	790 492	33 579	437 353	83 091	**2 269 932**
June	600 276	661 984	1 076 998	87 372	670 488	152 434	**3 249 552**
July	524 677	678 105	998 580	18 875	668 161	175 660	**3 064 058**
August	1 063 084	719 585	1 147 809	101 800	654 950	304 409	**3 991 638**
September	409 067	638 647	853 693	13 629	487 393	100 232	**2 502 661**
October	534 660	594 180	736 900	97 434	524 944	207 615	**2 695 732**
November	232 585	496 493	516 088	15 212	568 579	300 366	**2 129 323**
December	1 022 861	1 678 287	2 875 733	170 871	2 353 524	710 143	**8 811 418**
Total overnight trip spending	**6 077 686**	**7 625 002**	**12 247 985**	**719 894**	**8 615 219**	**2 327 239**	**37 613 025**
2024							
January	336 961	600 103	1 006 417	67 627	873 271	194 125	**3 078 504**
February	313 516	435 275	819 522	58 104	409 147	288 253	**2 323 817**
March	462 801	655 875	1 348 023	105 067	776 370	318 713	**3 666 850**
April	526 555	570 347	841 327	57 166	563 758	254 105	**2 813 257**
May	263 850	464 693	1 191 609	21 094	500 962	180 014	**2 622 223**
June	646 769	785 043	1 179 918	38 965	784 479	184 965	**3 620 138**
July	492 711	651 054	860 439	134 971	635 683	114 877	**2 889 735**
August	383 323	708 183	1 021 625	63 925	758 356	130 018	**3 065 429**
September	421 324	598 523	863 605	42 044	568 940	117 195	**2 611 631**
October	571 153	496 947	738 385	45 883	561 353	162 393	**2 576 113**
November	380 703	518 187	715 448	34 167	517 124	77 543	**2 243 173**
December	1 220 528	1 395 917	2 039 442	196 657	1 496 933	493 429	**6 842 905**
Total overnight trip spending	**6 020 194**	**7 880 146**	**12 625 760**	**865 668**	**8 446 375**	**2 515 631**	**38 353 774**

[1] 'Other' includes security-related costs, financial services, travel insurance, medical supplies, child care, etc.

[*] 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 trip 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. In 2023, the highest spending occurred in December, reaching R8,8 billion, followed by August with R4 billion, and June with approximately R3,2 billion spent. The lowest expenditure was recorded in February (R1,5 billion). In 2024, December remained the peak month for overnight trip spending, with R6,8 billion. This was followed by March with R3,7 billion, and June with R3,6 billion. The lowest expenditure was recorded in November with R2,2 billion spent.

Figure 1a – Percentage (%) of total day trips taken by household members by province of destination, January–December, 2024

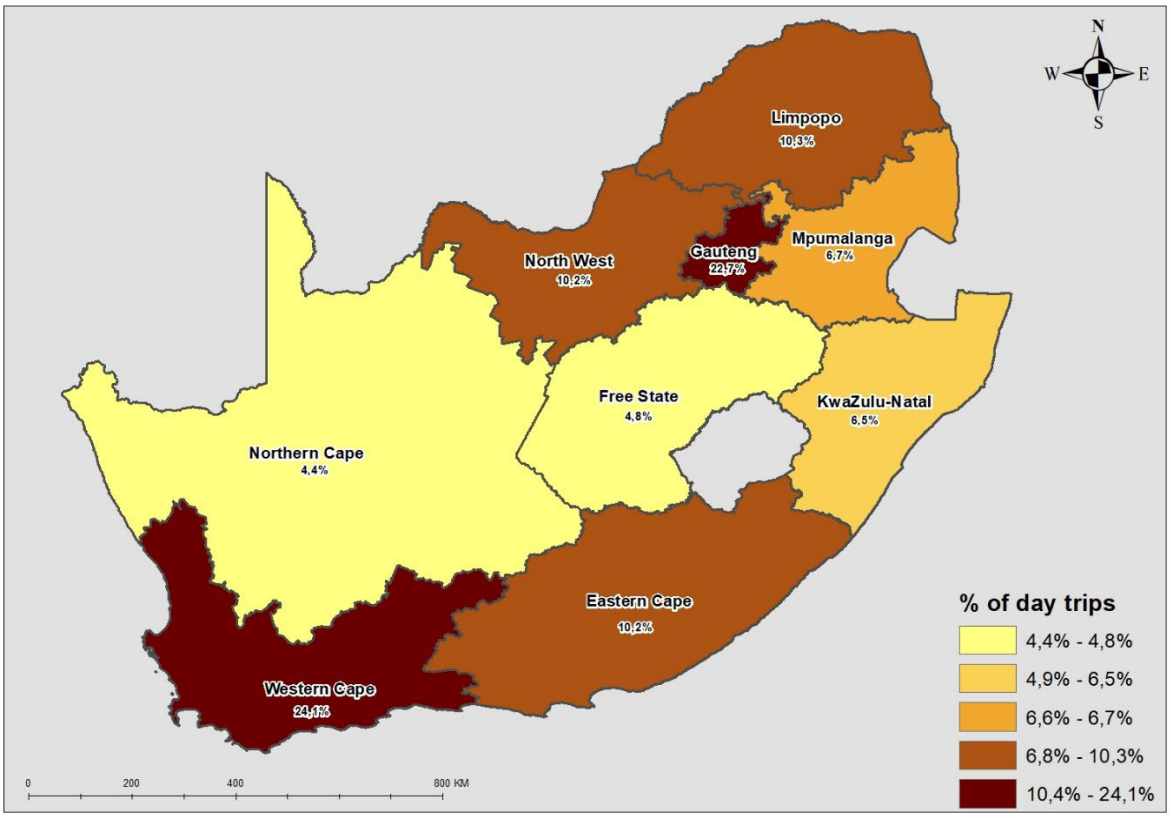


Figure 1a illustrates the distribution of day trips by province of destination for the period January to December 2024. The Western Cape province (24,1%) accounted for the larger number of all day trips. Gauteng followed closely with 22,7%, while Limpopo received 10,3% of the total day trips.

In contrast, fewer travellers chose Mpumalanga (6,7%) and the KwaZulu-Natal (6,5%) as their provinces of destination. The Northern Cape and Free State were the least visited provinces, with only 4,4% and 4,8% of day trips recorded respectively.

Figure 1b – Percentage (%) of total overnight trips taken by household members by province of destination, January–December, 2024

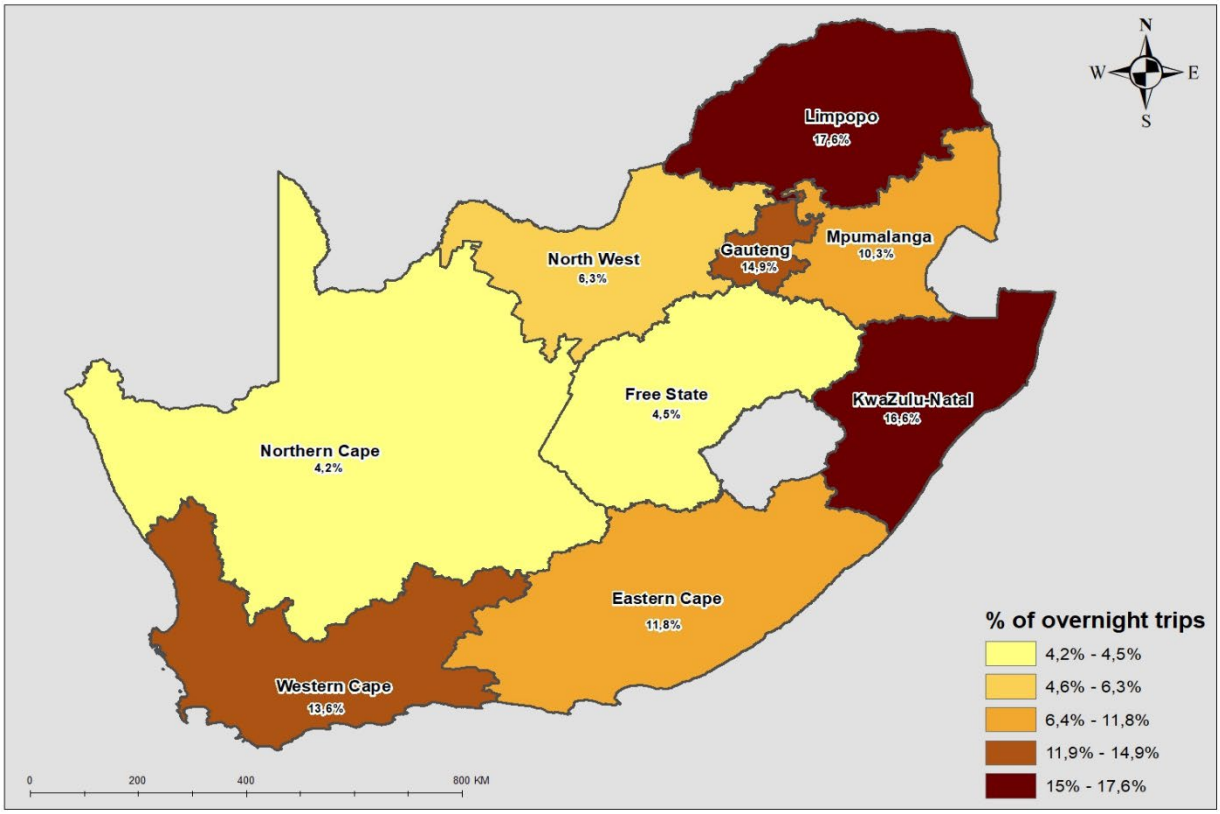


Figure 1b illustrates the percentage distribution of total overnight trips made to various provinces across South Africa. Between January and December 2024, Limpopo emerged as the most popular destination among domestic tourists, accounting for approximately 17,6% of all overnight trips. This was followed by KwaZulu-Natal with 16,6%, Gauteng with 14,9%, and the Western Cape with 13,6%. The least visited provinces in terms of overnight trips were Northern Cape and Free State, with 4,2% and 4,5% respectively.

Table 4a - Number of the most recent day and overnight trips, January–December, 2023 and 2024

Type of trip	Number of most recent trips ('000)	
	2023	2024
Day trip in South Africa	22 851	22 752
Overnight trip in South Africa	16 282	16 530

Table 4a contains information on the most recent day and overnight trips undertaken within South Africa during the 12-month period (January to December 2023 and January to December 2024). It shows that in 2023, there were approximately 22,9 million most recent day trips and 16,3 million most recent overnight trips while the number of most recent day and overnight trips was 22,8 million and 16,5 million in 2024, respectively. This indicated a decrease in the total number of most recent day trips and an increase in the total number of most recent overnight trips.

Table 4b - Most recent day trips, January–December, 2023 and 2024

Month	Most recent day trips			
	2023		2024	
	Number ('000)	Percentage (%)	Number ('000)	Percentage (%)
January	1 988	8,7	1 649	7,2
February	1 914	8,4	1 751	7,7
March	1 900	8,3	1 856	8,2
April	1 572	6,9	1 849	8,1
May	1 858	8,1	2 022	8,9
June	1 855	8,1	2 020	8,9
July	1 618	7,1	1 841	8,1
August	1 943	8,5	2 244	9,9
September	1 915	8,4	1 790	7,9
October	1 762	7,7	1 735	7,6
November	1 754	7,7	1 587	7,0
December	2 773	12,1	2 408	10,6
Total	**22 851**	**100,0**	**22 752**	**100,0**

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

Table 4b indicates that in 2023, December had the highest number of most recent day trips (2,8 million), followed by January and August with approximately 2,0 million most recent day trips. April and July recorded the least with approximately 1,6 million most recent trips each.

In 2024, December continued to be the month with the highest number of most recent day trips (2,4 million), followed by August (2,2 million) and May (2,0 million), while November and January had the least number of most recent day trips (1,6 million each).

Table 4c - Most recent overnight trips, January–December, 2023 and 2024

Month	Most recent overnight trips			
	2023		2024	
	Number ('000)	Percentage (%)	Number ('000)	Percentage (%)
January	1 342	8,2	1 203	7,3
February	1 305	8,0	994	6,0
March	1 147	7,0	1 572	9,5
April	1 651	10,1	952	5,8
May	960	5,9	1 227	7,4
June	1 278	7,8	1 494	9,0
July	1 432	8,8	1 151	7,0
August	1 425	8,8	1 642	9,9
September	1 233	7,6	1 524	9,2
October	996	6,1	1 118	6,8
November	827	5,1	1 071	6,5
December	2 686	16,5	2 580	15,6
Total	**16 282**	**100,0**	**16 530**	**100,0**

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

Table 4c shows that December had the highest number of most recent overnight trips in both years (2,7 million in 2023 and 2,6 million in 2024). This was followed by April (1,7 million) in 2023; however, August and March (1,6 million each) were the months with the second-highest number of most recent overnight trips in 2024.

Table 5 - Number of most recent trips in South Africa during the 12-month reference period taken by household members by province of origin and sex, January–December, 2024

	Undertook day trip ('000)			Undertook overnight trip ('000)		
Province of origin	**Total**	**Male**	**Female**	**Total**	**Male**	**Female**
Western Cape	**4 880**	2 317	2 563	**2 618**	1 331	1 287
Eastern Cape	**2 347**	1 153	1 194	**1 555**	718	837
Northern Cape	**1 119**	515	604	**669**	311	358
Free State	**873**	398	475	**556**	225	331
KwaZulu-Natal	**1 756**	815	940	**2 002**	973	1 029
North West	**2 391**	1 237	1 154	**1 019**	455	564
Gauteng	**4 089**	1 842	2 247	**4 843**	2 361	2 481
Mpumalanga	**2 372**	1 190	1 182	**1 542**	686	855
Limpopo	**2 925**	1 327	1 598	**1 727**	738	988
South Africa	**22 752**	**10 795**	**11 958**	**16 530**	**7 799**	**8 731**

*Values based on three or fewer 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 5 indicates that in 2024, females (12 million day trips and 8,7 million overnight trips) were more likely to travel than males (10,8 million day trips and 7,8 million for overnight trips). The table further shows that both male and female day travellers were mostly from Western Cape. Both male and female tourists were mostly from Gauteng, followed by those who were from Western Cape.

Table 6 - Length of stay for the most recent overnight trips, January–December, 2024

	Number of most recent overnight trips	
Number of nights	**Number ('000)**	**Percentage (%)**
1 night	2 258	13,7
2-4 nights	8 731	52,8
5 or more nights	4 284	25,9
Subtotal	**15 273**	**92,4**
Unspecified nights	1 257	7,6
Total	**16 530**	**100,0**

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

Table 6 shows that, for the reference period, most tourists spent two to four nights away from their usual environment or home at 52,8%. About 25,9% of the most recent overnight trips lasted five nights or more, while 13,7% were for only one night.

Figure 2a - Percentage (%) distribution of province of origin, by province of destination for total day trips taken by household members, January–December, 2024

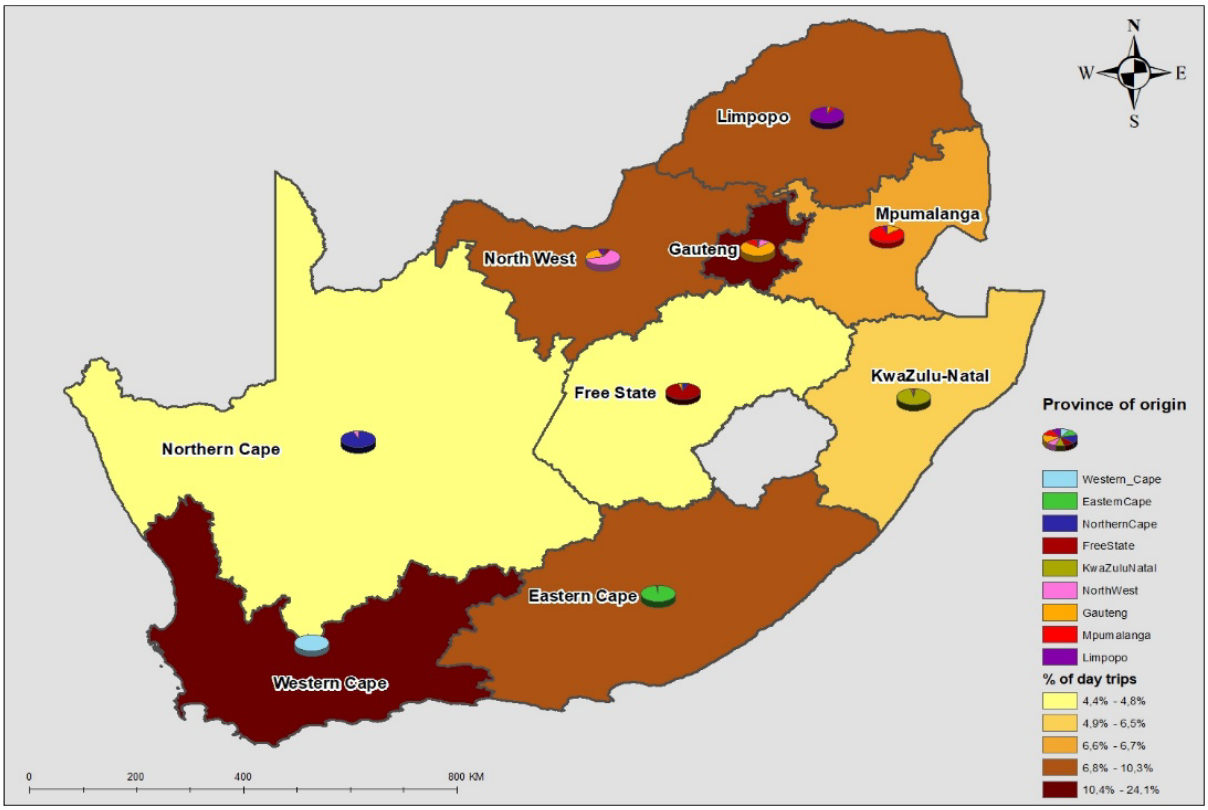


Figure 2a illustrates the proportion of day trips by province of origin and destination. The figure shows that the majority of day trips occurred within the same province in which individuals reside. Provinces such as the Western Cape, Eastern Cape, Northern Cape, and KwaZulu-Natal recorded the lowest proportion of day travellers arriving from other provinces. In contrast, Mpumalanga, Gauteng, and North West provinces had a relatively high proportion of interprovincial day trips.

Figure 2b - Percentage (%) distribution of province of origin, by province of destination for total overnight trips taken by household members, January–December, 2024

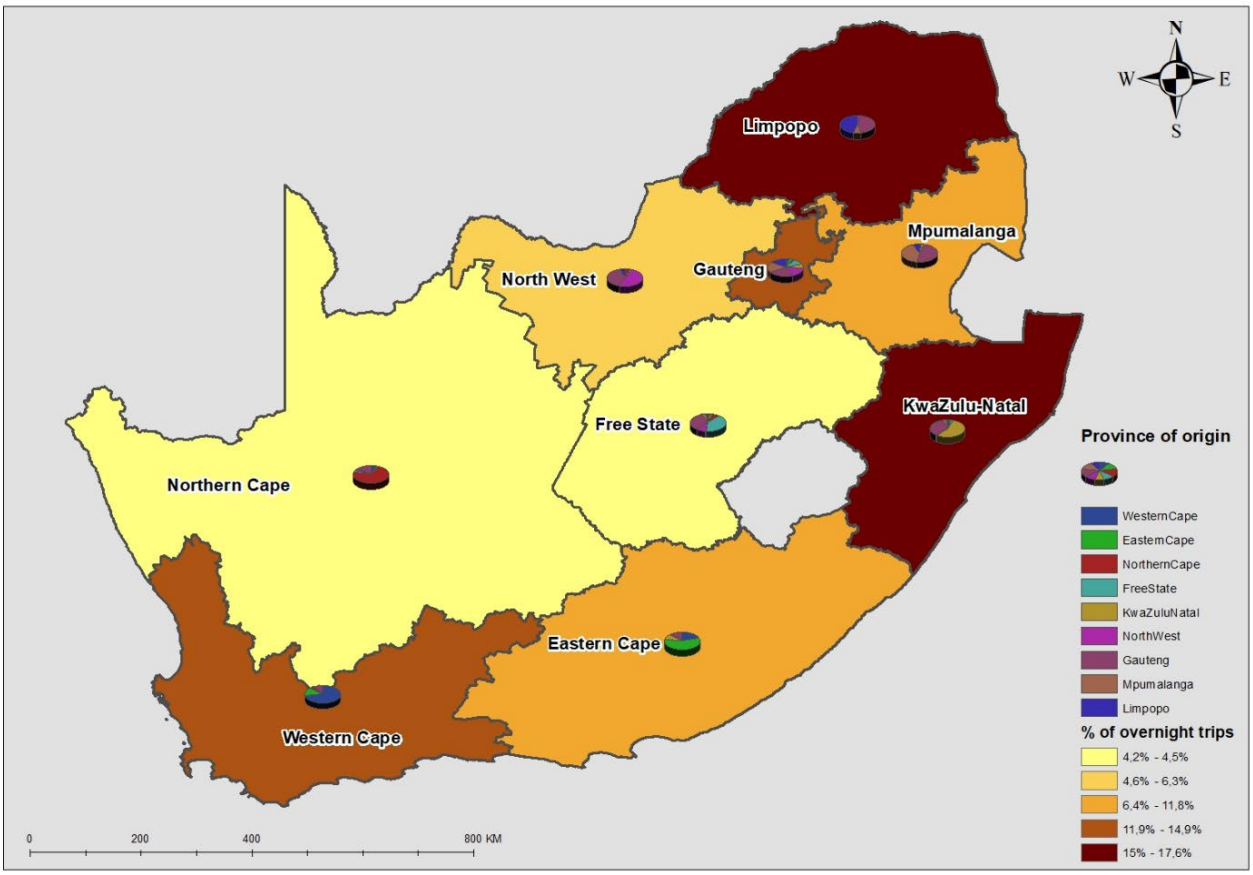


Figure 2b above shows that significant proportions of overnight trips were destined to other provinces. Western Cape had the highest percentage of overnight trips within the province. Gauteng province had a relatively high proportion of interprovincial day trips, with most coming from Mpumalanga, Limpopo and North West.

3.2 Analysis of tourism patterns by province of destination

Table 7a - Province of destination by most recent day trips, January–December, 2023 and 2024

Province of destination	Day trips			
	2023		2024	
	Number ('000)	Percentage (%)	Number ('000)	Percentage (%)
Western Cape	4 921	21,5	4 892	21,5
Eastern Cape	2 373	10,4	2 384	10,5
Northern Cape	938	4,1	1 039	4,6
Free State	781	3,4	791	3,5
KwaZulu-Natal	1 894	8,3	1 712	7,5
North West	2 118	9,3	2 341	10,3
Gauteng	5 031	22,0	4 930	21,7
Mpumalanga	1 642	7,2	1 710	7,5
Limpopo	3 154	13,8	2 954	13,0
South Africa	**22 851**	**100,0**	**22 752**	**100,0**

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

The results presented in Table 7a focus on the number of most recent domestic trips undertaken by day travellers and the province of destination during the reference period. In 2023, the main province of destination for day travellers was Gauteng (22,0%), followed by Western Cape (21,5%) and Limpopo (13,8%); a trend which continued in 2024, where Gauteng (21,7%) was the preferred province of destination, followed by Western Cape (21,5%) and Limpopo (13,0%). In both years (2023 and 2024), Free State was the province with the least number of travellers at 3,4% and 3,5% respectively.

Table 7b - Province of destination by most recent overnight trips, January–December, 2023 and 2024

Province of destination	Overnight trips			
	2023		2024	
	Number ('000)	Percentage (%)	Number ('000)	Percentage (%)
Western Cape	2 587	15,9	2 482	15,0
Eastern Cape	2 111	13,0	2 059	12,5
Northern Cape	417	2,6	534	3,2
Free State	1 026	6,3	788	4,8
KwaZulu-Natal	2 482	15,2	2 942	17,8
North West	1 111	6,8	970	5,9
Gauteng	2 250	13,8	2 273	13,7
Mpumalanga	1 754	10,8	1 705	10,3
Limpopo	2 544	15,6	2 778	16,8
South Africa	**16 282**	**100,0**	**16 530**	**100,0**

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

Table 7b shows that in 2023, when looking at the most recent overnight trips, the most visited province was Western Cape (15,9%), followed closely by Limpopo (15,6%) and KwaZulu-Natal at 15,2%. However, in 2024, KwaZulu-Natal was the most visited province with 17,8%, followed by Limpopo with 16,8% and the Western Cape (15,0%).

Figure 3a – Percentage (%) distribution of main purpose of the trip by province of destination for most recent day trips taken by household members, January–December, 2024

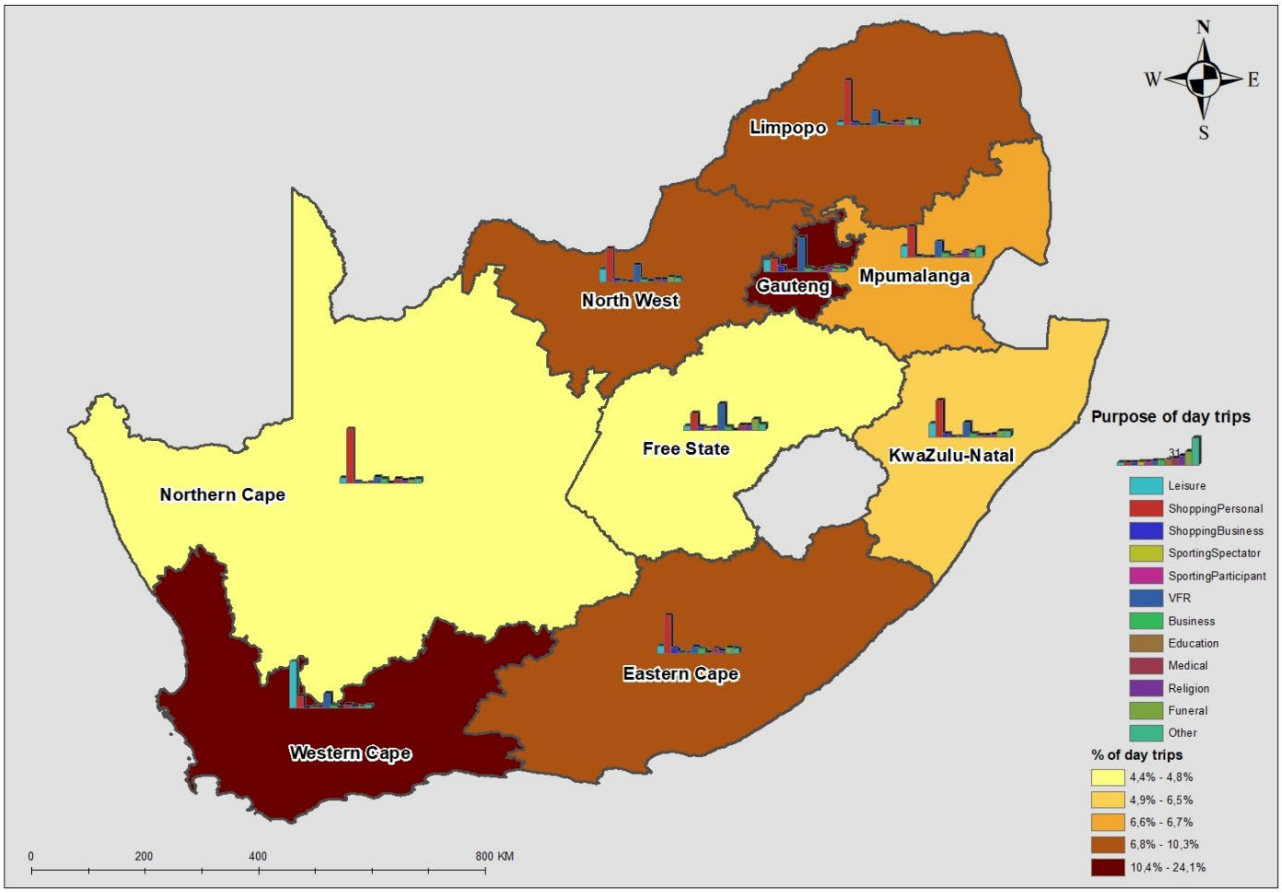


Figure 3a illustrates the main purpose of day travellers visiting various provinces. In most provinces, shopping for personal purposes was the leading reason for travel. However, in Gauteng and the Free State, the majority of travellers undertook trips to visit friends and relatives. Notably, the Western Cape was the only province where leisure activities were cited as the most common reason for travel.

Figure 3b - Percentage (%) distribution of main purpose of the trip by province of destination for most recent overnight trips taken by household members, January–December, 2024

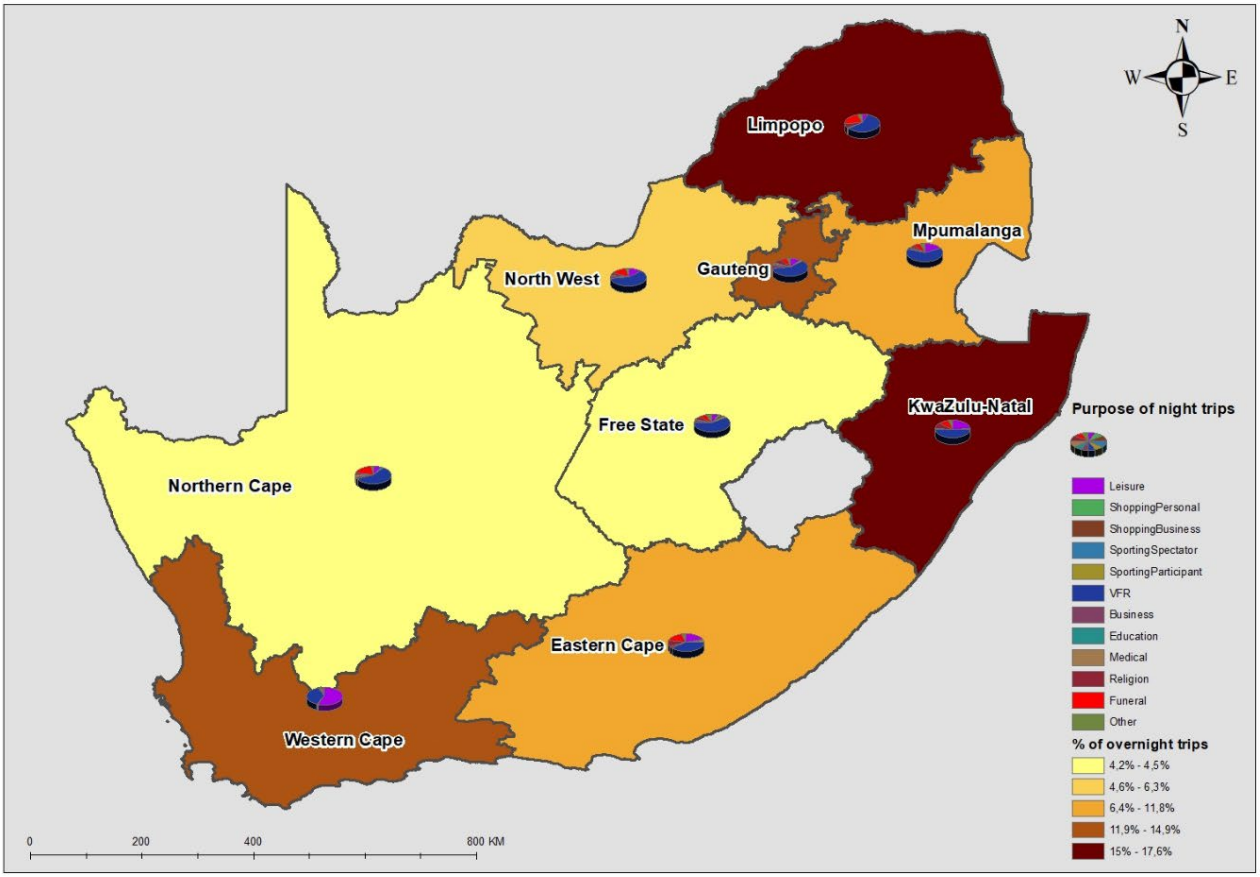


Figure 3b above shows the main reasons tourists visited particular provinces. In all provinces, except Western Cape, the commonly cited reason for taking overnight trips was to visit friends and relatives. In contrast, leisure was the leading reason most tourists visited Western Cape, with visiting friends and relatives being the second most commonly stated reason to visit this province.

Table 8a - Percentage (%) distribution of province of destination by main mode of transport on most recent day trips taken by household members, January–December, 2023 and 2024

Province of destination	Day trips (Percentages (%))									
	Air		Bus		Car		Taxi		Other[1]	
	2023	2024	2023	2024	2023	2024	2023	2024	2023	2024
Western Cape	22,4	33,3	4,4	10,4	30,8	28,9	1,8	4,2	27,0	21,4
Eastern Cape	17,0	6,7	8,3	17,3	8,7	9,2	14,0	13,2	22,7	2,3
Northern Cape	-	-	0,0	0,4	4,7	5,2	2,9	3,6	14,8	4,6
Free State	-	-	0,6	0,5	3,6	3,9	3,5	2,7	1,8	6,0
KwaZulu-Natal	30,8	-	4,3	3,7	6,3	5,2	13,6	14,2	2,5	4,1
North West	-	-	14,5	9,7	8,6	10,7	10,5	9,5	5,2	6,2
Gauteng	29,7	60,0	30,4	25,9	22,0	21,7	21,0	19,7	18,6	43,9
Mpumalanga	-	-	9,5	10,1	6,9	7,0	7,9	8,8	-	3,0
Limpopo	-	-	28,1	22,1	8,4	8,3	24,9	24,0	7,4	8,5
South Africa	**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 fewer unweighted cases are considered too small to provide accurate estimates, and values are therefore replaced with asterisks.

[1] 'Other' includes motorcycles, bicycles, trains, etc.

In 2023, air transportation was most commonly used to reach destinations in KwaZulu-Natal (30,8%), followed by Gauteng (29,7%) and the Western Cape (22,4%). When travelling by car, the Western Cape was the most visited province (30,8%), followed by Gauteng (22,0%). For those who preferred bus as their mode of transport, Gauteng was the leading destination (30,4%), followed by Limpopo (28,1%) and North West (14,5%).

In 2024, the majority of day travellers who used air transportation visited Gauteng (60,0%) and the Western Cape (33,3%). Bus travel remained popular for trips to Gauteng (25,9%), Limpopo (22,1%), and the Eastern Cape (17,3%). When cars were the preferred mode of transport, travellers mainly visited the Western Cape, (28,9%), followed by Gauteng (21,7%).

Table 8b – Percentage (%) distribution of province of destination by main mode of transport on most recent overnight trips taken by household members, January–December, 2023 and 2024

Province of destination	Overnight trips (Percentage (%))									
	Air		Bus		Car		Taxi		Other[1]	
	2023	2024	2023	2024	2023	2024	2023	2024	2023	2024
Western Cape	44,4	43,0	8,5	9,8	21,6	19,4	2,6	3,7	4,8	18,8
Eastern Cape	13,5	9,9	27,5	20,2	10,2	10,5	15,6	15,6	20,8	4,1
Northern Cape	0,4	0,8	1,6	3,1	3,2	3,7	1,5	2,2	11,5	10,4
Free State	-	4,9	8,0	3,3	6,3	4,3	6,7	6,2	10,1	1,4
KwaZulu-Natal	14,1	22,6	14,2	18,0	13,2	15,3	19,7	21,3	10,5	28,8
North West	0,6	0,7	3,9	3,6	6,7	6,5	8,4	5,9	9,6	2,2
Gauteng	24,9	17,6	17,5	23,5	12,1	12,0	15,0	14,7	16,4	15,3
Mpumalanga	0,6	0,5	8,6	5,9	11,2	11,3	11,9	10,3	5,0	13,5
Limpopo	1,6	-	10,1	12,6	15,6	16,9	18,7	20,1	11,4	5,6
South Africa	**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.

[1] 'Other' includes motorcycles, bicycles, trains, etc.

Table 8b provides information on the main destination and the mode of transport used by domestic tourists in 2023 and 2024. The results show that when trips were destined for Western Cape, tourists were most likely to use air transport with 44,4% in 2023 and 43,0% in 2024. Most tourists used buses to reach Eastern Cape (27,5%), followed by those who were destined for Gauteng (17,5%) in 2023, while in 2024, it was those who were destined to Gauteng (23,5%), then Eastern Cape (20,2%). Taxis were mainly used to visit KwaZulu-Natal at 19,7% in 2023 and 21,3% in 2024.

Table 9 - Province of destination by main purpose of most recent day trips taken by household members, January–December, 2024

Province of destination	Main purpose ('000)												
	Leisure	Shopping - personal	Shopping - business	Sporting - spectator	Sporting - participant	VFR	Business	Education	Medical	Religion	Funeral	Other	Total
Western Cape	2 563	677	17	70	53	804	127	26	203	91	83	176	**4 892**
Eastern Cape	223	1 029	159	27	21	188	138	38	160	83	173	146	**2 384**
Northern Cape	64	635	20	-	9	76	50	*	56	31	42	55	**1 039**
Free State	43	150	30	21	23	237	34	*	45	47	100	57	**791**
KwaZulu-Natal	263	704	65	-	*	276	58	27	37	45	113	119	**1 712**
North West	338	886	61	29	15	456	85	40	78	84	152	115	**2 341**
Gauteng	683	733	325	41	74	1 907	207	129	148	283	189	209	**4 930**
Mpumalanga	216	590	20	*	*	304	85	28	44	126	98	191	**1 710**
Limpopo	121	1 508	90	*	*	478	78	26	125	113	205	196	**2 954**
South Africa	**4 513**	**6 912**	**788**	**203**	**207**	**4 727**	**862**	**321**	**897**	**902**	**1 156**	**1 265**	**22 752**

*Values based on three or fewer unweighted cases are considered too small to provide accurate estimates, and values are therefore replaced with asterisks.
[1] 'Other' includes wellness, child care, etc.
VFR = Visiting Friends and Relatives.
Totals include unspecified main purpose.
Due to rounding, numbers do not necessarily add up to totals.

Table 9 shows the main reasons day travellers visited certain provinces in 2024. Gauteng, with 5 million most recent day trips, was the most visited province, where the main reason for the visit was to visit friends and relatives (VFR) and for shopping, particularly, shopping for personal purposes. Western Cape followed closely with 4,9 million visits. Of these, 2,6 million visits were for leisure purposes, followed by visiting friends and relatives and shopping for personal purposes. In Limpopo, the predominant reason for day travel was shopping for personal purposes, followed by visiting friends and relatives.

Table 10 - Province of destination by main purpose of most recent overnight trips taken by household members, January–December, 2024

Province of destination	Main purpose ('000)												
	Leisure	Shopping - personal	Shopping - business	Sporting - spectator	Sporting - participant	VFR	Business	Education	Medical	Religion	Funeral	Other	Total
Western Cape	1 393	*	28	29	23	767	52	20	46	29	46	41	**2 482**
Eastern Cape	428	5	*	31	30	867	58	20	14	144	354	103	**2 059**
Northern Cape	50	-	-	15	*	300	16	*	14	11	106	14	**534**
Free State	71	15	*	*	19	456	23	-	*	42	63	60	**788**
KwaZulu-Natal	688	*	46	-	*	1 423	36	22	24	234	296	160	**2 942**
North West	146	-	*	-	-	563	29	*	12	27	154	32	**970**
Gauteng	285	14	17	*	52	1 287	102	35	36	152	178	97	**2 273**
Mpumalanga	315	*	*	*	*	1 017	30	*	21	54	135	94	**1 705**
Limpopo	189	-	*	-	*	1 659	42	*	*	159	525	180	**2 778**
South Africa	**3 566**	**51**	**129**	**116**	**147**	**8 339**	**387**	**121**	**181**	**852**	**1 856**	**781**	**16 530**

*Values based on three or fewer unweighted cases are considered too small to provide accurate estimates, and values are therefore replaced with asterisks.
[1] 'Other' includes wellness, child care, etc.
VFR = Visiting Friends and Relatives.
Totals include unspecified main purpose.
Due to rounding, numbers do not necessarily add up to totals.

The results indicate that in 2024, the province most visited by tourists was KwaZulu-Natal, and the main purpose was to visit friends and relatives (1,4 million). The second most visited province for overnight trips was Limpopo, where 1,7 million trips were for visiting friends and relatives, followed by those who visited to attend funerals. The majority of those who visited Western Cape went there for leisure purposes. Across most provinces, shopping for personal was the least cited reason for travel.

Table 11 - Province of destination for most recent overnight trips taken by household members by principal type of accommodation utilised, January–December, 2024

Province of destination	Accommodation ('000)													
	Hotel	Guest House/ Guest Farm	Bed and Breakfast	Lodge	Self-catering establishment	Stayed with friends and relatives	Hostel/ Backpackers	Camping and caravan	Hospital	Halls	Holiday Home/ Second Home	Other[1]	Unspecified	Total
Western Cape	172	137	154	27	448	1 045	-	135	25	23	81	20	213	**2 482**
Eastern Cape	22	49	113	35	74	1 372	-	*	11	52	103	31	174	**2 059**
Northern Cape	5	11	*	*	*	395	*	*	*	*	*	4	72	**534**
Free State	16	31	-	60	*	580	16	-	*	18	-	-	55	**788**
KwaZulu-Natal	211	73	71	32	102	1 878	*	20	*	121	88	42	289	**2 942**
North West	49	*	25	28	*	700	-	5	*	16	26	*	74	**970**
Gauteng	113	97	28	15	65	1 650	-	*	*	75	*	20	191	**2 273**
Mpumalanga	20	66	*	66	126	1 180	-	21	*	40	*	17	134	**1 705**
Limpopo	2	26	*	106	18	2 311	*	60	*	43	49	22	114	**2 778**
South Africa	**611**	**513**	**436**	**373**	**860**	**11 108**	**23**	**283**	**85**	**394**	**363**	**163**	**1 317**	**16 530**

[1] 'Other' includes other types of accommodation not included in the categories.
*Values based on three or fewer 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 for overnight trips by the principal type of accommodation, between January and December 2024. The most common form of accommodation for tourists was staying with friends and relatives, with about 11 million tourists preferring this type of accommodation when undertaking trips. Of those who stayed with friends and relatives, 2,3 million were in Limpopo, followed by those who were in KwaZulu-Natal (1,9 million). Self-catering establishments were the second most common form of accommodation used by tourists, followed by hotels. The number of tourists who stayed in self-catering was the highest in Western Cape and Mpumalanga.

Figure 4a – Percentage (%) of average spend per expenditure category for most recent day trips by province of destination, January–December, 2024

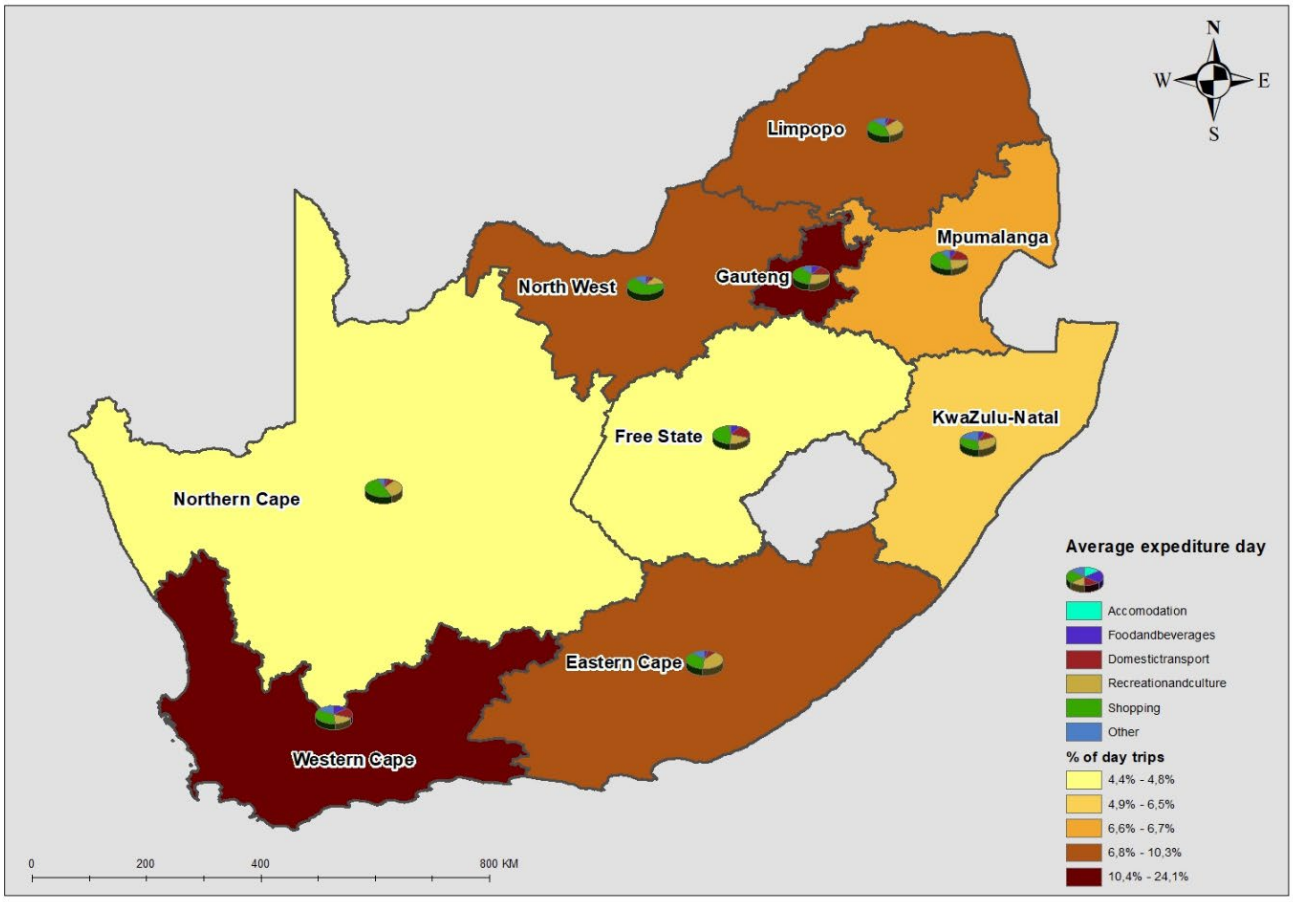
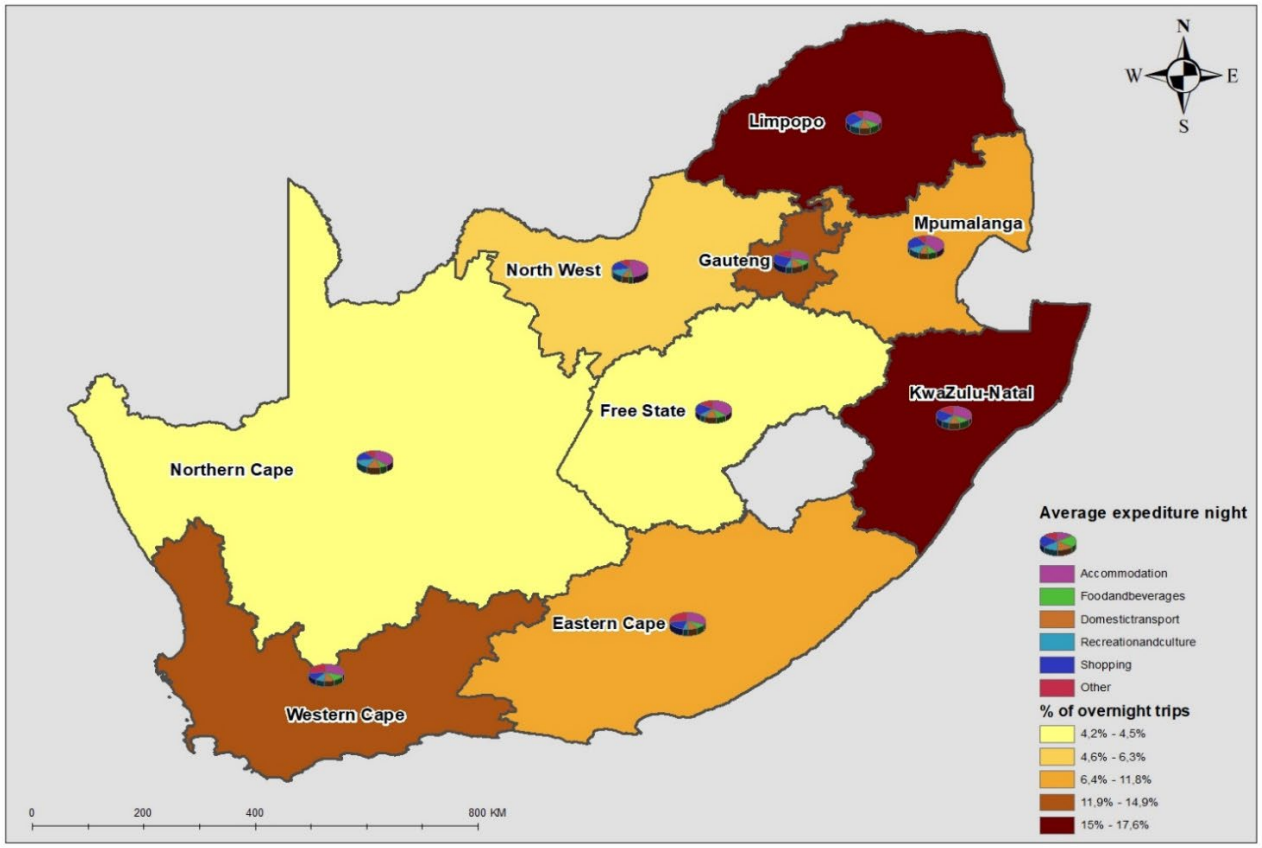


Figure 4a indicates the average expenditure incurred by day travellers in all provinces. On average, day travellers spent most of their money on shopping followed by recreation and culture. Spending on recreation and culture dominated in Eastern Cape.

Figure 4b – Percentage (%) of average spend per expenditure category for most recent overnight trips, by province of destination, January–December, 2024



As shown in Figure 4b, on average, most tourists spent money on accommodation, shopping and on food and beverages. In provinces such as Western Cape, Eastern Cape and Free State spending on other items was more prevalent than in other provinces.

3.3 Analysis by the main purpose of the trip

Table 12 - Main purpose of most recent day trips by type of trip, January–December, 2023 and 2024

	Day trips			
	2023		2024	
Main purpose of trip	Number ('000)	Percentage (%)	Number ('000)	Percentage (%)
Leisure	4 066	17,8	4 513	19,8
Shopping - Personal	7 445	32,6	6 912	30,4
Shopping - Business	-	-	788	3,5
Sporting - Spectator	537	2,4	203	0,9
Sporting - Participant	-	-	207	0,9
VFR	5 133	22,5	4 727	20,8
Business	1 302	5,7	862	3,8
Study/educational	286	1,3	321	1,4
Medical/health	1 076	4,7	897	3,9
Religion	509	2,2	902	4,0
Funeral	813	3,6	1 156	5,1
Other[1]	1 679	7,3	1 265	5,6
Total	**22 851**	**100,0**	**22 752**	**100,0**

[1] 'Other' includes wellness, etc.
VFR = visiting friends and relatives.
Due to rounding, numbers do not necessarily add up to totals.
Totals include unspecified main purpose.
Categories for shopping for business and sporting as participants were not included in 2023

Table 12 presents a summary of most recent day trips categorised by their main purpose in 2023 and 2024. The most frequently cited reason for undertaking most recent day trips in both years was personal shopping, accounting for 32,6% in 2023 and 30,4% in 2024. This was followed by visiting friends and relatives, which made up 22,5% in 2023 and 20,8% in 2024, and leisure activities, which increased slightly from 17,8% in 2023 to 19,8% in 2024.

The least common reason for most recent day trips in 2023 was for educational purposes (1,3%), while in 2024, it was for sporting activities, either as a spectator or participant (0,9%).

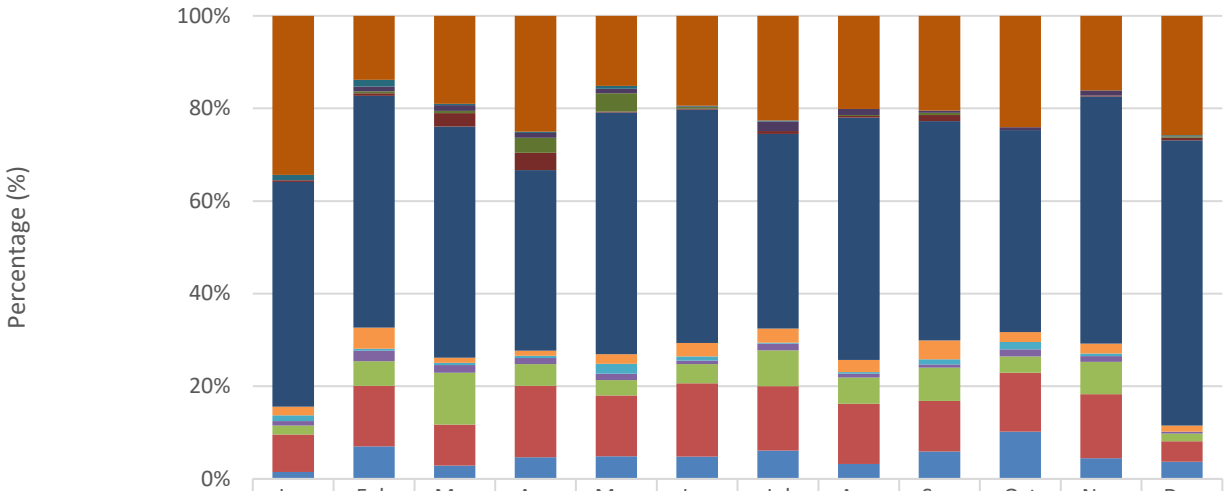
Table 13 - Main purpose of most recent overnight trips by type of trip, January–December, 2023 and 2024

Main purpose of trip	Overnight trips			
	2023		2024	
	Number ('000)	Percentage (%)	Number ('000)	Percentage (%)
Leisure	4 174	25,6	3 566	21,6
Shopping - Personal	70	0,4	51	0,3
Shopping - Business	-	-	129	0,8
Sporting - Spectator	146	0,9	116	0,7
Sporting - Personal	-	-	147	0,9
VFR	7 248	44,5	8 339	50,4
Business	529	3,2	387	2,3
Study/educational	132	0,8	121	0,7
Medical/health	246	1,5	181	1,1
Religion	700	4,3	852	5,2
Funeral	2 003	12,3	1 856	11,2
Other[1]	1 033	6,3	781	4,7
Total	**16 282**	**100,0**	**16 530**	**100,0**

[1] 'Other' includes wellness, child care, etc.
VFR = visiting friends and relatives.
Totals include unspecified main purpose.
Due to rounding, numbers do not necessarily add up to totals.

Table 13 illustrates the main reasons tourists undertook most recent overnight trips within the country during 2023 and 2024. In both years, the most common reason indicated for most recent overnight trips was to visit friends and relatives. Tourists were also likely to undertake most recent overnight trips for leisure purposes, making it the second most common reason. The third most common reason for most recent overnight trips was attending funerals.

Figure 5: Main purpose of most recent overnight trips taken by household members by month, January–December, 2024



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Leisure	34,3	13,8	19,0	25,0	15,1	19,4	22,6	20,1	20,4	24,1	16,1	25,7
Shopping - business	1,1	1,5	0,3	0,3	0,6	0,1	0,2	0,0	0,0	0,0	0,0	0,2
Shopping - personal	0,1	1,0	1,2	1,0	1,0	0,2	2,1	1,3	0,5	0,6	1,1	0,1
Sporting - spectator	0,0	0,4	0,5	3,3	3,9	0,3	0,0	0,2	0,5	0,0	0,0	0,3
Sporting - participant	0,3	0,6	2,9	3,7	0,2	0,2	0,6	0,4	1,3	0,0	0,2	0,5
VFR	48,5	50,0	49,9	39,0	52,1	50,4	42,0	52,3	47,3	43,7	53,4	61,5
Business	1,9	4,6	1,1	1,1	2,1	2,9	3,1	2,6	4,1	2,2	2,1	1,3
Education	1,2	0,4	0,5	0,5	2,1	0,9	0,2	0,4	1,1	1,6	0,6	0,0
Medical	1,0	2,3	1,7	1,3	1,4	0,7	1,4	0,8	0,7	1,5	1,2	0,4
Religion	1,9	5,3	11,2	4,7	3,3	4,2	7,8	5,7	7,2	3,5	7,0	1,7
Funeral	8,1	13,1	8,8	15,4	13,1	15,8	13,9	13,0	10,9	12,8	13,8	4,4
Other	1,5	7,0	2,9	4,7	4,9	4,8	6,1	3,2	5,9	10,2	4,5	3,7

Figure 5 above shows the main purpose of the most recent overnight trips by the month in which the trip was undertaken for the reference period January to December 2024. Visiting friends and relatives (VFR) was the commonly mentioned purpose for taking trips throughout the year. Trips for leisure purposes were the second commonly cited reason for undertaking trips throughout the year, with January having the most trips at 34,3%. A significant proportion of most recent overnight trips each month was attributed to funeral attendance.

Table 14a - Main purpose of most recent day trips taken by household members by main mode of transport used, January–December, 2023 and 2024

Main purpose of trip	Day trips (Percentages (%))									
	Air		Bus		Car		Taxi		Other[2]	
	2023	2024	2023	2024	2023	2024	2023	2024	2023	2024
Leisure	36,5	28,6	8,3	10,8	24,2	25,6	3,9	7,2	17,7	-
Shopping - Personal	-	-	44,3	42,2	23,1	22,7	54,7	48,5	12,1	30,4
Shopping - Business	-	-	-	5,6	-	3,3	-	3,5	-	5,9
Sporting - Spectator	-	-	4,9	1,5	2,4	0,9	1,6	0,9	11,2	-
Sporting - Participant	-	-	-	6,7	-	0,7	-	0,7	-	-
VFR	-	15,3	4,5	4,6	26,2	24,0	16,8	15,0	12,8	25,5
Business	55,3	27,6	2,8	5,0	5,9	3,6	5,2	3,4	8,9	14,5
Study/educational	-	7,0	13,5	9,5	0,4	0,7	1,5	1,9	0,2	-
Medical/health	8,3	-	6,2	0,9	5,4	4,0	2,1	4,0	18,8	11,9
Religion	-	-	1,6	3,4	2,0	4,4	3,0	3,2	-	1,2
Funeral	-	14,8	0,3	2,0	3,8	5,2	3,4	5,3	4,5	-
Other[1]	-	6,7	13,4	7,9	6,7	5,0	7,8	6,5	13,9	10,7
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

[1] 'Other' includes wellness, child care, etc.
[2] 'Other' includes motorcycles, bicycles, trains, etc.
*Values based on three or fewer unweighted cases are considered too small to provide accurate estimates, and values are therefore replaced with asterisks.
VFR = Visiting Friends and Relatives.
Due to rounding, numbers do not necessarily add up to totals.

In 2023, taxis were mostly used for shopping (54,7%) and visiting friends and relatives (16,8%). When buses were used as a means of transport, they were mainly used for shopping for personal purposes (44,3%), and study or educational purposes (13,5%). About 26,2% of day travellers used cars to visit friends and relatives, 24,2% used cars for leisure purposes, and 23,1% used this mode of transport for shopping for personal use.

In 2024, taxis were mainly used when travelling for shopping for personal purposes (48,5%), followed by visiting friends and relatives (15,0%). Most day travellers who used buses used them mainly for shopping for personal purposes (42,2%). Cars as the main mode of transport were mainly used for leisure (25,6%), visiting friends and relatives (24,0%) and shopping for personal purposes (22,7%).

Table 14b - Main purpose of most recent overnight trips taken by household members by main mode of transport used, January–December, 2023 and 2024

	Overnight trips (Percentage (%))									
	Air		Bus		Car		Taxi		Other[2]	
Main purpose of trip	2023	2024	2023	2024	2023	2024	2023	2024	2023	2024
Leisure	39,6	50,2	8,7	19,5	36,9	28,2	5,4	6,1	-	8,6
Shopping - Personal	-	-	-	-	0,7	0,5	0,2	0,1	-	-
Shopping - Business	-	-	-	0,7	-	0,9	-	0,7	-	0,8
Sporting - Spectator	2,3	1,4	0,9	-	1,1	1,1	0,3	0,1	-	-
Sporting - Participant	-	1,6	-	4,0	-	0,9	-	0,3	-	-
VFR	25,6	29,2	46,2	40,0	37,3	45,6	61,0	65,5	30,4	33,0
Business	16,5	9,1	2,2	3,5	2,8	2,2	2,1	1,3	22,6	7,0
Study/educational	1,0	-	3,5	3,9	0,6	0,3	0,6	0,9	3,4	2,6
Medical/health	-	-	3,1	1,0	1,2	0,5	1,3	0,9	33,0	26,1
Religion	1,3	0,9	8,6	10,8	2,6	3,6	7,3	7,0	-	16,0
Funeral	4,7	1,5	14,5	10,6	10,7	11,4	16,3	12,8	5,1	4,0
Other[1]	8,9	6,0	12,3	6,1	6,0	4,8	5,6	4,3	5,5	1,9
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

[1] 'Other' includes wellness, child care, etc.

[2] 'Other' includes motorcycles, bicycles, trains, etc.

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

VFR = Visiting Friends and Relatives.

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

Table 14b provides information on the main purpose of the most recent overnight trip by main transport for domestic tourists in 2023 and 2024. The results show that air transportation was mainly used for leisure purposes, along with visiting friends and relatives in both years. Tourists mainly used cars to visit friends and relatives as well as for leisure purposes. When buses were used as the main mode of transport, they were mainly used for visiting friends and relatives in both years.

Table 15 - Main purpose of most recent day trips by expenditure (R'000), January–December, 2023 and 2024

Main purpose of trip	Accommodation	Food and beverages	Domestic transport	Recreation and culture	Shopping	Other[2]	Total
2023							
Leisure	-	810 080	737 890	120 929	381 804	44 339	**2 095 041**
Shopping	-	505 126	821 006	6 519	5 095 707	98 485	**6 526 843**
Sporting	-	42 281	59 209	14 805	6 388	249	**122 931**
VFR	-	552 790	973 420	10 172	438 978	65 975	**2 041 336**
Business	-	105 068	483 952	1 136	761 432	34 827	**1 386 414**
Religion	-	12 843	21 657	119	3 304	557	**38 481**
Funeral	-	45 629	149 135	-	116 021	134 375	**445 161**
Medical/health	-	27 587	72 803	261	25 729	1 907	**128 287**
Study/educational	-	55 029	131 487	366	24 575	7 512	**218 969**
Other[1]	-	208 325	263 854	220	212 179	20 421	**704 999**
Total day trips spending	**-**	**2 364 758**	**3 714 413**	**154 527**	**7 066 118**	**408 646**	**13 708 463**
2024							
Leisure	-	1 020 434	802 310	203 447	370 835	48 454	**2 445 480**
Shopping - Personal	-	550 327	763 325	807 778	3 819 581	125 127	**6 066 138**
Shopping - Business	-	49 293	174 934	18 814	1 985 831	12 988	**2 241 860**
Sporting - Spectator	-	26 703	53 131	770	1 999	3 727	**86 331**
Sporting - Participant	-	13 352	17 914	1 803	806	1 546	**35 421**
VFR	-	550 821	960 859	95 335	378 914	16 819	**2 002 747**
Business	-	68 674	254 197	7 468	45 776	41 337	**417 452**
Education	-	11 331	27 660	47	4 360	3 145	**46 543**
Medical	-	50 433	120 892	12 325	33 736	107 146	**324 531**
Religion	-	46 368	118 747	7	41 889	5 896	**212 907**
Funeral	-	63 474	255 424	2 051	46 880	29 181	**397 010**
Other[1]	-	93 315	220 460	7 382	88 146	70 512	**479 816**
Total day trips spending	**-**	**2 544 523**	**3 769 855**	**1 157 228**	**6 818 752**	**465 879**	**14 756 237**

[1] 'Other' includes wellness, child care, etc.
[2] 'Other' includes security-related costs, financial services, travel insurance, medical supplies, child care, etc.
VFR = Visiting Friends and Relatives.
Due to rounding, numbers do not necessarily add up to totals.

In 2023, the total expenditure on the most recent day trips was approximately R13,7 billion. Trips for shopping were the main driver of the total expenditure, accounting for R6,5 billion, followed by trips for leisure and visiting friends and relatives. Day travellers whose main purpose was shopping spent around R5 billion specifically on shopping.

In 2024, most recent day trips for personal shopping contributed roughly R6,1 billion to the total expenditure, with R3,8 billion spent directly on shopping. Leisure trips contributed the second highest amount at R2,4 billion, with the majority of that spent on food and beverages (R1,0 billion).

Table 16 - Main purpose of most recent overnight trips by expenditure (R'000), January–December, 2023 and 2024

Main purpose of trip	Accommodation	Food and beverages	Domestic transport	Recreation and culture	Shopping	Other[2]	Total
2023							
Leisure	3 353 834	2 206 050	2 675 583	281 991	1 176 838	372 442	**10 066 738**
Shopping	14 061	8 116	29 198	138	32 052	410	**83 974**
Sporting	64 597	50 289	80 826	19 769	44 890	3 773	**264 144**
VFR	257 144	1 549 914	2 971 976	97 276	2 328 270	473 793	**7 678 373**
Business	236 394	144 829	359 376	7 514	152 121	34 082	**934 316**
Education	18 872	18 111	40 414	-	29 601	8 721	**115 718**
Medical	75 424	25 374	52 815	-	23 959	118 752	**296 324**
Religion	25 262	66 186	150 546	-	39 702	10 822	**292 518**
Funeral	8 591	195 617	590 556	208	209 474	137 202	**1 141 649**
Other[1]	84 378	183 803	650 872	6 590	214 857	37 268	**1 177 767**
Total overnight trips spending	**4 138 556**	**4 448 288**	**7 602 163**	**413 487**	**4 251 763**	**1 197 265**	**22 051 522**
2024							
Leisure	3 535 279	2 225 885	2 681 361	456 904	1 202 268	904 115	**11 005 813**
Shopping-Personal	21 886	11 648	20 064	355	80 100	614	**134 667**
Shopping-Business	50 085	31 432	64 967	774	87 380	1 925	**236 565**
Sporting-Spectator	36 073	57 505	76 055	6 247	11 368	5 815	**193 063**
Sporting-Participant	45 514	60 004	59 719	8 432	8 863	2 955	**185 485**
VFR	136 908	1 835 644	3 456 082	121 406	3 093 613	431 568	**9 075 221**
Business	240 568	121 159	226 827	3 049	66 455	5 579	**663 636**
Education	21 831	20 887	33 390	1 057	33 369	9 693	**120 226**
Medical	-	13 260	41 748	-	6 914	28 796	**90 718**
Religion	25 448	106 292	195 278	1 512	59 299	26 032	**413 862**
Funeral	14 331	302 504	757 031	1 641	259 780	193 210	**1 528 498**
Other[1]	114 809	310 747	334 307	4 362	111 398	127 089	**1 002 712**
Total overnight trips spending	**4 242 734**	**5 096 967**	**7 946 829**	**605 739**	**5 020 807**	**1 737 391**	**24 650 466**

[1] 'Other' includes wellness, child care, etc.
[2] 'Other' includes security-related costs, financial services, travel insurance, medical supplies, child care, etc.
VFR = Visiting Friends and Relatives.
Due to rounding, numbers do not necessarily add up to totals.

In 2023, the total expenditure on the most recent overnight trips was approximately R22,1 billion. Tourists who undertook trips for leisure purposes contributed around R10,1 billion to the overall expenditure. Of this, approximately R3,4 billion was spent on accommodation, R2,7 billion on domestic transport, and R2,2 billion on food and beverages.

In 2024, the total expenditure increased to about R24,7 billion. The majority of this amount was spent by tourists whose main purpose was leisure, contributing R11,0 billion. About R3,5 billion of this was spent on accommodation. The second-highest contributor to the overall expenditure in 2024 was trips taken to visit friends and relatives, accounting for approximately R9,1 billion. Most of this amount was spent on domestic transport (R3,5 billion) and shopping (R3,1 billion).

3.4 Analysis by main mode of transport for the trip

Table 17 - Main mode of transport by most recent type of trips, January–December, 2023 and 2024

Day trips				
	2023		2024	
Mode of transport	Number ('000)	Percentage (%)	Number ('000)	Percentage (%)
Air	40	0,2	70	0,3
Bus	940	4,1	915	4,0
Car	15 203	66,5	15 477	68,0
Taxi	6 367	27,9	6 051	26,6
Other[1]	297	1,3	237	1,0
Total	**22 851**	**100,0**	**22 752**	**100,0**
Overnight trips				
	2023		2024	
Mode of transport	Number ('000)	Percentage (%)	Number ('000)	Percentage (%)
Air	677	4,2	652	3,9
Bus	876	5,4	929	5,6
Car	9 644	59,2	9 650	58,4
Taxi	4 968	30,5	4 980	30,1
Other[1]	112	0,7	317	1,9
Total	**16 282**	**100,0**	**16 530**	**100**

[1] 'Other' includes motorcycles, bicycles, trains, etc.
Totals include unspecified mode of transport.
Due to rounding, numbers do not necessarily add up to totals.

Table 17 shows that in both 2023 and 2024, the majority of the most recent day and overnight trips within the country were undertaken by car, making it the most preferred mode of transport. Taxis were the second most used mode of transport during this period. Air transportation was used by less than 1,0% of day travellers for day trips in both years, while for overnight trips, 4,2% of tourists in 2023 and 3,9% in 2024 opted for air travel. Bus usage remained relatively stable, with 4,1% of day travellers using buses in 2023 and 4,0% in 2024. Almost a similar pattern in bus usage was observed among tourists across both years.

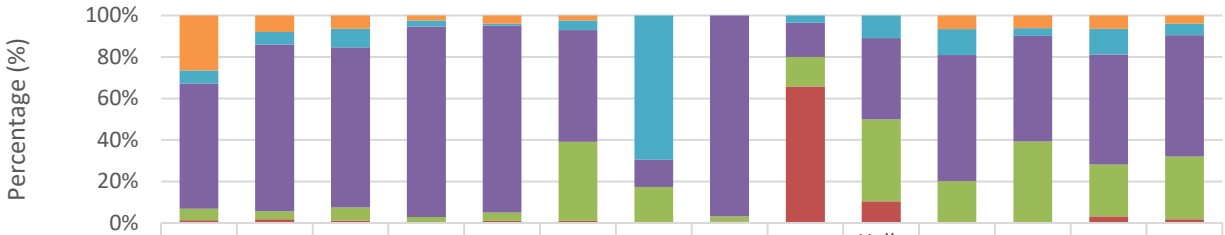
Table 18 - Main mode of transport used to undertake most recent overnight trips by principal type of accommodation utilised, January–December, 2023 and 2024

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	Halls	Holiday home/ second home	Other[2]	Unspecified	Total
2023														
Air	156	37	63	18	*	294	-	-	-	-	56	-	27	**677**
Bus	32	15	16	18	*	638	*	*	12	19	69	34	*	**876**
Car	437	458	321	379	935	5 808	*	374	45	79	430	156	210	**9 644**
Taxi	31	34	21	8	41	4 195	*	33	5	183	166	120	126	**4 968**
Other[1]	*	9	*	*	*	43	-	*	34	-	-	*	*	**116**
Total	**660**	**553**	**428**	**428**	**1 011**	**10 977**	**26**	**412**	**96**	**281**	**722**	**317**	**370**	**16 282**
2024														
Air	162	41	28	*	34	259	-	-	-	-	24	*	85	**652**
Bus	38	31	39	11	8	529	16	-	*	43	45	*	161	**929**
Car	369	412	337	342	774	5 967	*	274	14	155	221	83	699	**9 650**
Taxi	34	17	26	*	35	4 211	*	7	*	156	73	64	329	**4 980**
Other	*	*	*	-	*	143	-	*	56	41	-	-	40	**317**
Total	**611**	**513**	**436**	**373**	**860**	**11 108**	**23**	**283**	**85**	**394**	**363**	**163**	**1 317**	**16 530**

[1] 'Other' includes motorcycles, bicycles, trains, etc.
[2] 'Other' includes other types of accommodation not included in the categories.
*Values based on three or fewer unweighted cases are considered too small to provide accurate estimates, and values are therefore replaced with an asterisk.
Totals include unspecified mode of transport.
Due to rounding, numbers do not necessarily add up to totals.

In both 2023 and 2024, the majority of tourists preferred staying with friends and relatives, making it the most common accommodation type. In contrast, hostels/backpackers were the least preferred type of accommodation. In 2023, approximately 5,8 million tourists who stayed with friends and relatives used cars as their main mode of transport, followed by 4,2 million who used taxis. A similar trend was observed in 2024, where approximately 6,0 million tourists who stayed with friends and relatives used a car, followed by those who used taxis (4,2 million).

Figure 6: Main mode of transport by type of accommodation on most recent overnight trips taken by household members, January–December, 2024



	Hotel	Guest House	Bed and Breakfast	Lodge (e.g.game lodge)	Self-catering establishment	Stayed with friends and relatives	Hostel/Backpackers	Camping and caravan	Hospital	Halls (e.g.church,community or other hall	Holiday Home/Second Home	Other	Unspecified	Total
Air	26,5	8,0	6,4	2,4	4,0	2,3	0,0	0,0	0,0	0,0	6,6	6,1	6,5	3,9
Bus	6,2	6,0	8,9	2,9	0,9	4,8	69,6	0,0	3,5	10,9	12,4	3,7	12,2	5,6
Car	60,4	80,3	77,3	91,7	90,0	53,7	13,0	96,8	16,5	39,3	60,9	50,9	53,1	58,4
Taxi	5,6	3,9	6,4	2,9	4,1	38,1	17,4	2,5	14,1	39,6	20,1	39,3	25,0	30,3
Other	1,3	1,8	1,1	0,0	1,0	1,1	0,0	0,7	65,9	10,4	0,0	0,0	3,0	1,7
Unspecified	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,2	0,0

As shown in Figure 6, cars were the most commonly used mode of transport across nearly all accommodation types, with the exception of individuals who stayed at hostels, were hospitalised, or stayed in halls. The majority of those who stayed at hostels used buses. Notably, 26,5% of individuals who stayed at hotels used air transportation. Taxi usage was most prevalent among those who stayed in halls (39,6%). Significant proportions of those who opted for other types of accommodation, and those who stayed with friends and relatives also preferred taxi as their mode of transport at 39,3% and 38,1% respectively. Additionally, 65,9% of individuals who stayed at hospitals used other modes of transport.

3.5 Analysis of travelling patterns of different population groups

Table 19 - Population group by most recent type of trip taken by household members, January–December, 2024

Population group	Day trips		Overnight trips	
	Number ('000)	Percentage (%)	Number ('000)	Percentage (%)
Black African	14 454	63,5	11 539	69,8
Coloured	3 240	14,2	1 647	10,0
Indian/Asian	522	2,3	400	2,4
White	4 537	19,9	2 944	17,8
Total	**22 752**	**100,0**	**16 530**	**100,00**

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

During the reference period, the majority of the most recent day trips undertaken in South Africa were by the black African population group, accounting for 63,5% of all trips. This was followed by the white population group with 19,9%, the coloured population group with 14,2%, and the Indian/Asian population group with 2,3%.

In terms of the most recent overnight trips, the black African population group again recorded the highest proportion, undertaking 69,8% of all trips. The Indian/Asian population group recorded the lowest proportion, at approximately 2,4%.

Table 20 - Population group by main purpose of the most recent trips taken by household members, January–December, 2024

Population group	Main Purpose ('000)												
	Leisure	Shopping - personal	Shopping - business	Sporting - spectator	Sporting - participant	VFR	Business	Education	Medical	Religion	Funeral	Other	Total
Day trips													
Black African	1 334	5 408	592	83	96	2 990	580	271	495	702	945	955	**14 454**
Coloured	1 107	912	19	61	48	545	76	29	103	97	107	136	**3 240**
Indian/Asian	310	16	26	-	-	127	-	*	-	-	*	*	**522**
White	1 761	575	151	58	62	1 065	206	*	300	104	93	153	**4 537**
South Africa	**4 513**	**6 912**	**788**	**203**	**207**	**4 727**	**862**	**321**	**897**	**902**	**1 156**	**1 265**	**22 752**
Overnight trips													
Black African	1 244	26	74	36	43	6 490	250	107	114	815	1 683	657	**11 539**
Coloured	618	14	*	13	14	733	54	*	45	16	71	46	**1 647**
Indian/Asian	196	5	*	-	-	163	*	*	-	-	16	*	**400**
White	1 509	*	30	67	89	953	81	*	22	21	87	73	**2 944**
South Africa	**3 566**	**51**	**129**	**116**	**147**	**8 339**	**387**	**121**	**181**	**852**	**1 856**	**781**	**16 530**

[1] 'Other' includes wellness, child care, etc.
*Values based on three or fewer unweighted cases are considered too small to provide accurate estimates, and values are therefore replaced with asterisks.
VFR = Visiting Friends and Relatives.
Totals include unspecified main purpose.
Due to rounding, numbers do not necessarily add up to totals.

Table 20 shows that on their most recent day trips, black Africans undertook 5,4 million trips for personal shopping and 3,0 million trips to visiting friends and relatives, while for white travellers, 1,8 million trips were for leisure followed by those who were for visiting friends and relatives (1,1 million). Coloured travellers undertook day trips mainly for leisure purposes, followed by those who travelled for personal shopping, and visiting friends and relatives.

In relation to most recent overnight trips, the table further shows that black Africans undertook about 6,5 million trips to visit friends and relatives, 1,7 million trips to attend funerals and 1,2 million for leisure purposes. Of the 2,9 million most recent overnight trips taken by the white population group, 1,5 million were for leisure purposes. Most of the trips taken by the coloured population group were for visiting friends and relatives, while the Indian/Asian population group primarily undertook overnight trips for leisure purposes.

Table 21 - Population group by province of destination of the most recent type of trips taken by household members, January–December, 2024

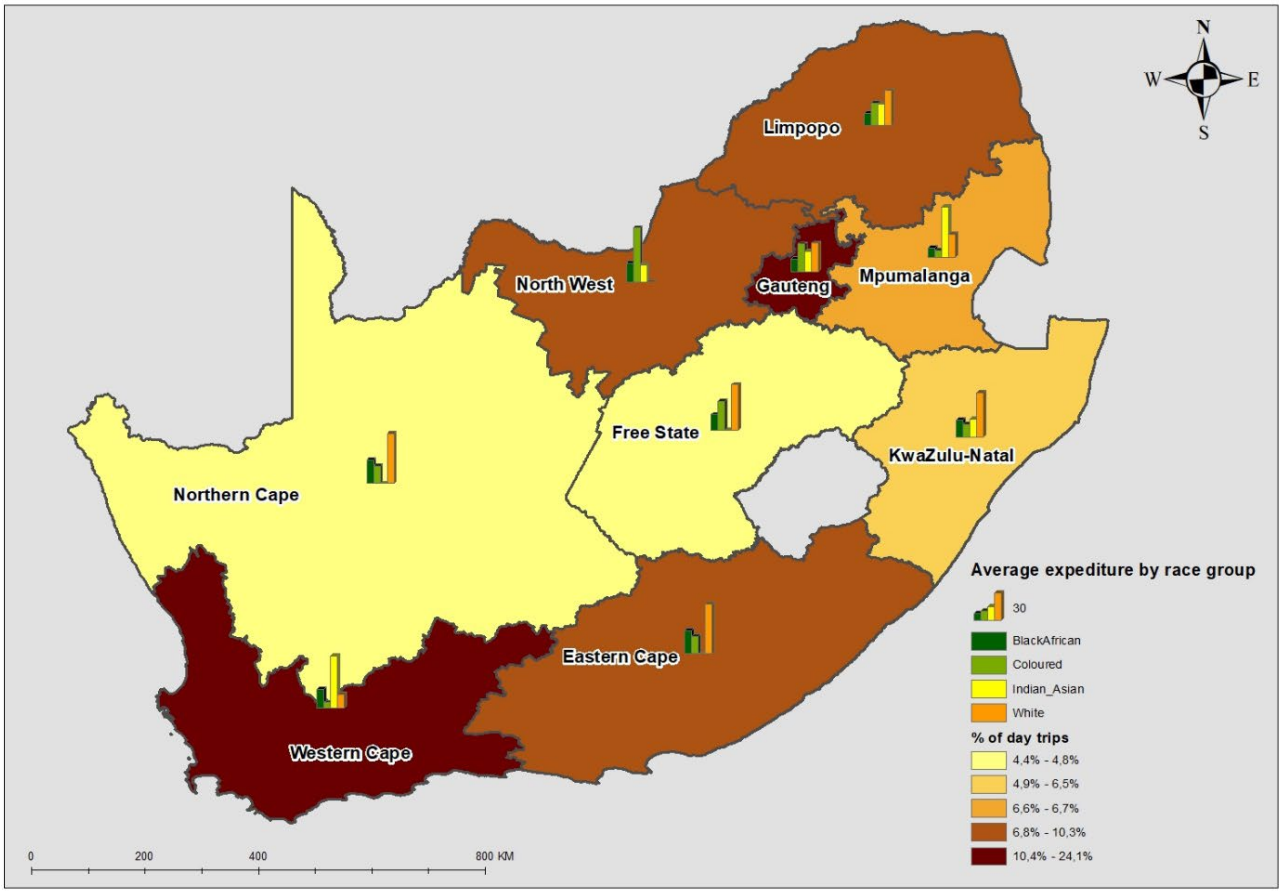
Population group	Province of destination ('000)									
	WC	EC	NC	FS	KZN	NW	GP	MP	LP	Total
Day trips										
Black African	301	1 864	416	656	1 419	1 905	3 636	1 466	2 792	**14 454**
Coloured	2 352	153	456	25	71	-	125	45	13	**3 240**
Indian/Asian	65	48	5	-	68	*	319	-	-	**522**
White	2 174	319	162	110	155	419	849	199	150	**4 537**
South Africa	**4 892**	**2 384**	**1 039**	**791**	**1 712**	**2 341**	**4 930**	**1 710**	**2 954**	**22 752**
Overnight trips										
Black African	340	1 651	258	592	2 360	817	1 627	1 365	2 530	**11 539**
Coloured	934	194	202	16	118	41	75	46	20	**1 647**
Indian/Asian	*	11	-	-	175	-	153	33	23	**400**
White	1 201	204	74	180	289	112	417	261	205	**2 944**
South Africa	**2 482**	**2 059**	**534**	**788**	**2 942**	**970**	**2 273**	**1 705**	**2 778**	**16 530**

*Values based on three or fewer 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.

In 2024, the majority of the most recent day trips were undertaken by the black African population group, and 3,6 million of these trips were destined to Gauteng, approximately 2,8 million were destined to Limpopo, while almost equally, 1,9 million trips were to North West and Eastern Cape. The coloured and white population groups mostly preferred Western Cape as their province of destination.

The majority of the most recent overnight trips taken by the black population were headed to Limpopo followed by KwaZulu-Natal, Eastern Cape and Gauteng. The white population group were mostly headed to Western Cape then Gauteng on their most recent trips.

Figure 7 – Percentage (%) of expenditure on most recent overnight trips by population groups at province of destination, January–December, 2024



On average, the white population group spent the most per capita on most recent overnight trips across most provinces, with the exception of Western Cape, North West, and Mpumalanga. In these provinces, the Indian/Asian population group reported the highest average expenditure in Western Cape and Mpumalanga, while the coloured population group recorded the highest average spending in North West.

Table 22 - Population group by total number of trips taken by household members, January–December, 2024

Population group	Day trips			Overnight trips		
	Number of persons in population group ('000)	Total Number of trips ('000)	Percentage (%) across population group	Number of persons in population group ('000)	Total Number of trips ('000)	Percentage (%) across population group
Black African	50 541	**20 378**	60,9	50 541	**18 343**	70,0
Coloured	6 002	**4 919**	14,7	6 002	**2 408**	9,2
Indian/Asian	1 203	**624**	1,9	1 203	**643**	2,5
White	4 475	**7 555**	22,6	4 475	**4 828**	18,4
South Africa	**62 220**	**33 476**	**100,0**	**62 220**	**26 222**	**100,0**

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

Table 22 above presents population groups by total number of trips per individual during the reference period. When comparing across population groups and with a focus on the total number of trips undertaken between January and December 2024, the black African population group undertook 60,9% of the day trips. The black African population group were followed by the white and coloured population with 22,6% and 14,7%, respectively. The Indian/Asian group showed a relatively low number of day trips undertaken during the period, with 1,9% trips.

Similarly, with overnight trips, black Africans undertook approximately 70,0% of the trips when compared to other population groups.

Table 23 - Population group by expenditure (R'000) on most recent trips taken by household members, January–December, 2024

Population group	Accommodation	Food and beverages	Domestic transport	Recreation and culture	Shopping	Other[1]	Total
Day trips							
Black African	-	1 245 103	2 114 572	812 621	3 699 587	345 739	**8 217 621**
Coloured	-	441 097	447 905	240 494	671 203	25 419	**1 826 117**
Indian/Asian	-	109 175	107 981	9 979	1 459 699	31 977	**1 718 811**
White	-	749 148	1 099 398	94 134	988 263	62 744	**2 993 687**
South Africa	**-**	**2 544 523**	**3 769 855**	**1 157 228**	**6 818 752**	**465 879**	**14 756 237**
Overnight trips							
Black African	1 412 370	2 672 692	5 018 431	350 630	3 704 344	1 094 096	**14 252 563**
Coloured	423 904	514 584	498 928	52 173	327 832	204 780	**2 022 201**
Indian/Asian	232 221	136 895	182 190	15 953	115 764	45 605	**728 628**
White	2 174 238	1 772 795	2 247 280	186 983	872 867	392 911	**7 647 074**
South Africa	**4 242 734**	**5 096 967**	**7 946 829**	**605 739**	**5 020 807**	**1 737 391**	**24 650 466**

[1] 'Other' includes security-related costs, financial services, travel insurance, medical supplies, child care, etc.
*Values based on three or fewer 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.

Between January and December 2024, the estimated total expenditure on the most recent day trips was approximately R14,8 billion. The black African population group accounted for the largest share of this spending, contributing around R8,2 billion. The white population group followed as the second-highest spenders, with an estimated R3 billion.

The total expenditure on the most recent overnight trips in 2024 was approximately R24,7 billion. Among black African tourists, the highest spending was on domestic transport (R5,0 billion), followed by shopping (R3,7 billion) and food and beverages (R2,7 billion). The white population group spent nearly equal amounts on domestic transport and accommodation, with each category accounting for approximately R2,2 billion.

Table 24 - Population group by average expenditure on most recent day and overnight trips taken by household members, January–December, 2024

Population group	Expenditure (R'000)	Number of trips ('000)	Average spent per trip (R)
Day trips			
Black African	8 217 621	14 454	568
Coloured	1 826 117	3 240	520
Indian/Asian	1 718 811	522	2 394
White	2 993 687	4 537	693
Overnight trips			
Black African	14 252 563	11 539	1 348
Coloured	2 022 201	1 647	1 404
Indian/Asian	728 628	400	2 485
White	7 647 074	2 944	2 869

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 in 2024, and it indicates that Indian/Asian travellers recorded the highest average spend per trip (R2 394) compared to other population groups. The white population group followed with R693 spent, while the coloured population spent the lowest amount on average per trip (R520).

The black African population group undertook the majority of most recent overnight trips, however, their average expenditure per trip sits at R1 348, making it the least average spent per trip. The white tourists reported the highest amount of money spent on average per trip (R2 869), while the Indian/Asian and the coloured population groups spent R2 485 and R1 404 on average per trip, respectively.

Table 25a - Demographic analysis by most recent day trips taken by household members, January–December, 2023 and 2024

	Day trips			
	2023		2024	
Characteristics	**Number ('000)**	**Percentage (%)**	**Number ('000)**	**Percentage (%)**
Broad age group				
0–11	2 197	9,6	2 172	9,5
12–17	1 220	5,3	1 007	4,4
18–24	1 535	6,7	1 435	6,3
25–34	3 753	16,4	4 162	18,3
35–44	5 508	24,1	5 391	23,7
45–54	3 900	17,1	3 756	16,5
55–64	2 834	12,4	2 795	12,3
65+	1 903	8,3	2 034	8,9
Total	**22 850**	**100,0**	**22 752**	**100,0**
Sex				
Male	11 323	49,6	10 795	47,4
Female	11 528	50,4	11 958	52,6
Total	**22 851**	**100,0**	**22 753**	**100,0**
Marital status				
Married	8 832	38,7	8 685	38,2
Living together as husband and wife	2 276	10,0	2 000	8,8
Widow/widower	1 161	5,1	1 249	5,5
Divorced/separated	622	2,7	608	2,7
Never married	9 951	43,5	10 211	44,9
Marital status unspecified	9	0,0	-	-
Total	**22 851**	**100,0**	**22 753**	**100,0**
Highest level of education				
No schooling	1 554	6,8	1 662	7,3
Completed some primary school	2 085	9,1	1 989	8,7
Grade 7/Std 5	757	3,3	702	3,1
Completed some secondary school	6 216	27,2	6 377	28,0
Grade 12/Std 10	6 459	28,3	6 634	29,2
Higher	5 771	25,3	5 388	23,7
Education unspecified	9	0,0	-	-
Total	**22 851**	**100,0**	**22 752**	**100,0**

Due to rounding, numbers do not necessarily add up to totals. Totals include the unspecified category of highest level of education.

In both 2023 and 2024, individuals aged 35–44 years represented the highest proportion of day travellers, accounting for 24,1% and 23,7% respectively. Day travellers who were never married were more likely than individuals with other marital statuses to travel, followed by those who were married in 2023. In 2024, similar trends were observed where individuals who were never married (44,9%) were most likely to travel, followed by those who were married (38,2%).

Individuals who had Grade 12/Std 10 (28,3% in 2023 and 29,2% in 2024) were most likely to undertake day trips, followed by those who had completed some secondary school at 27,2% and 28,0% for 2023 and 2024, respectively.

Table 25b - Demographic analysis by most recent overnight trips taken by household members, January–December, 2023 and 2024

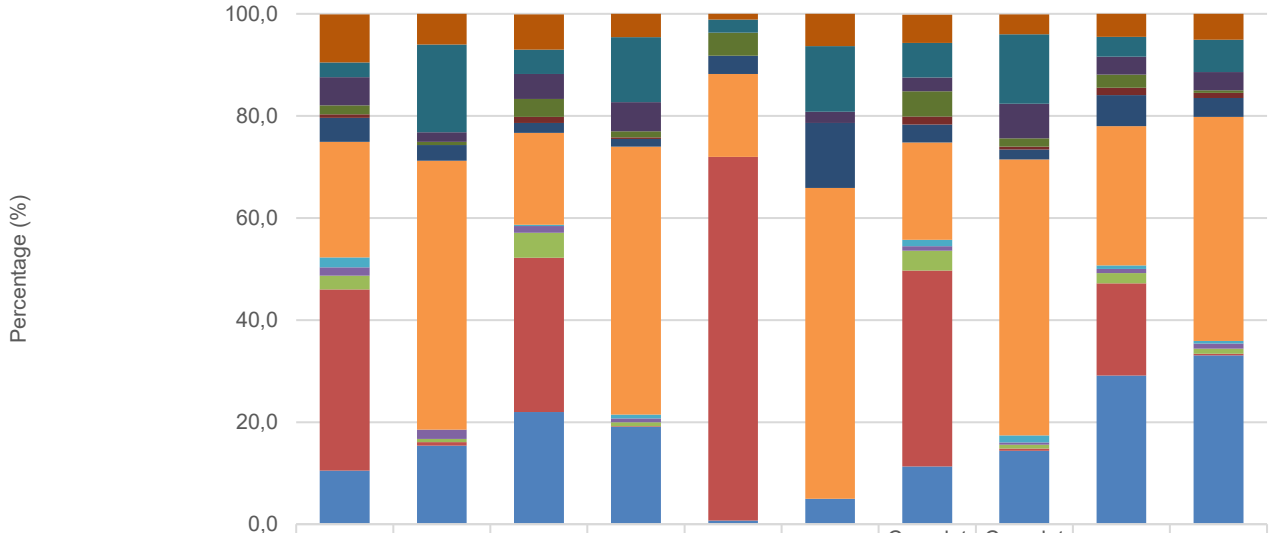
Characteristics	Overnight trips			
	2023		2024	
	Number ('000)	Percentage (%)	Number ('000)	Percentage (%)
Broad age group				
0–11	1 869	11,5	2 011	12,2
12–17	979	6,0	830	5,0
18–24	1 178	7,2	1 323	8,0
25–34	3 121	19,2	3 186	19,3
35–44	3 658	22,5	3 654	22,1
45–54	2 397	14,7	2 433	14,7
55–64	1 696	10,4	1 998	12,1
65+	1 384	8,5	1 095	6,6
Total	**16 282**	**100,0**	**16 530**	**100,0**
Sex				
Male	7 916	48,6	7 799	47,2
Female	8 366	51,4	8 731	52,8
Total	**16 282**	**100,0**	**16 530**	**100,0**
Marital status				
Married	5 789	35,6	5 556	33,6
Living together as husband and wife	1 440	8,8	1419	8,6
Widow/widower	832	5,1	817	4,9
Divorced/separated	439	2,7	457	2,8
Never married	7 781	47,8	8 281	50,1
Marital status unspecified	2	0,0	-	-
Total	**16 283**	**100,0**	**16 530**	**100,0**
Highest level of education				
No schooling	1 200	7,4	1 130	6,8
Completed some primary school	1 624	10,0	1622	9,8
Grade 7/Std 5	495	3,0	426	2,6
Completed some secondary school	4 455	27,4	4 305	26,0
Grade 12/Std 10	4 462	27,4	4 904	29,7
Higher	4 045	24,8	4 143	25,1
Education unspecified	2	0,0	-	-
Total	**16 283**	**100,0**	**16 530**	**100,0**

Due to rounding, numbers do not necessarily add up to totals. Totals include the unspecified category of highest level of education.

Table 25b illustrates travel patterns for most recent overnight trips, showing a similar trend to most recent day trips. Individuals aged 35–44 years had the highest proportion of overnight travellers in both 2023 and 2024, accounting for 22,5% and 22,1% respectively. Individuals aged 25–34 years followed this age group. In both years, individuals who were never married were more likely to undertake overnight trips than those with other marital statuses, followed by married individuals.

In 2023, individuals who had completed Grade 12/Std 10 and those who have completed some secondary education were equally likely to undertake overnight trips, each accounting for 27,4%. In 2024, those with Grade 12/Std 10 made up the largest share of overnight travellers at 29,7%, followed by individuals who have completed some secondary education at 26,0%.

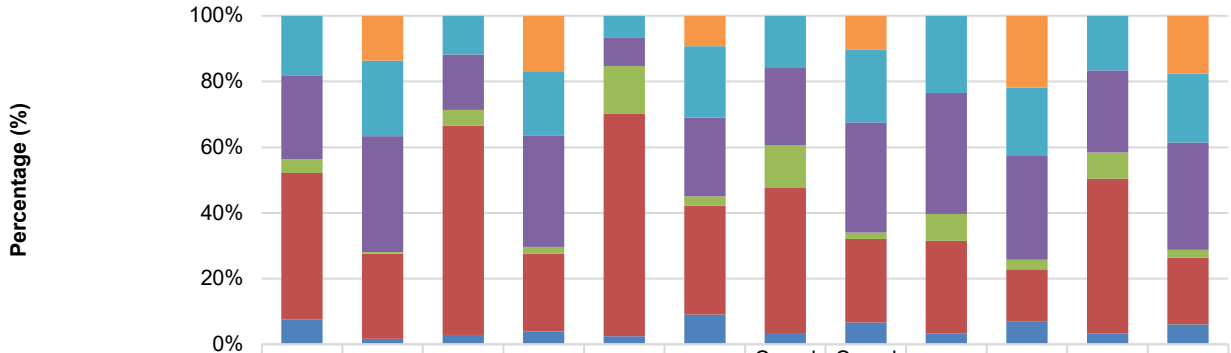
Figure 8 - Percentage (%) of selected demographic groups by main purpose of most recent day and overnight trips taken by household members, January–December, 2024



	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
Other	9,4	6,1	6,9	4,7	1,1	6,4	5,5	3,9	4,5	5,2
Funeral	2,9	17,2	4,8	12,7	2,6	12,9	6,8	13,6	3,9	6,3
Religion	5,5	1,9	4,9	5,7	0,0	2,2	2,7	6,8	3,5	3,6
Medical	1,8	0,6	3,5	1,2	4,5	0,0	4,9	1,6	2,6	0,5
Education and training	0,7	0,0	1,2	0,3	0,0	0,0	1,6	0,6	1,4	1,0
Business and professional	4,7	3,1	1,9	1,5	3,6	12,7	3,5	1,9	6,1	3,7
Visiting Friends/Relatives	22,6	52,7	18,0	52,5	16,2	60,9	19,1	54,1	27,3	43,9
Sporting_Participant	2,0	0,0	0,3	0,8	0,0	0,0	1,2	1,4	0,7	0,5
Sporting_Spectator	1,6	1,8	1,3	0,7	0,0	0,0	0,9	0,4	0,8	1,0
Shopping_business	2,7	0,6	4,9	0,8	0,0	0,0	3,9	0,8	2,0	1,0
Shopping_personal	35,5	0,7	30,2	0,1	71,3	0,0	38,4	0,4	18,1	0,3
Leisure	10,5	15,4	22,0	19,1	0,7	5,0	11,3	14,4	29,1	33,1

As illustrated in Figure 8, the most commonly cited reasons for taking trips across all demographic categories were visiting friends and relatives, shopping for personal purposes, and leisure. Among individuals aged 25–34 years, approximately 35,5% took day trips for personal shopping, while 52,7% of their overnight trips were for visiting friends and relatives. Similarly, individuals who were never married undertook about 71,3% of their day trips for personal shopping, and 60,9% of their overnight trips were for visiting friends and relatives.

Figure 9 – Percentage (%) expenditure by tourists on most recent day and overnight trips taken by household members per selected demographic group, January–December, 2024



	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	Total day trips spending	Total
Accommodation	0,0	13,7	0,0	16,8	0,0	9,3	0,0	10,2	0,0	21,8	0,0	17,6
Food and beverages	18,1	22,9	11,8	19,7	6,7	21,7	15,9	22,2	23,5	20,8	16,6	20,9
Domestic transport	25,6	35,3	16,8	33,8	8,7	24,0	23,6	33,6	36,9	31,6	25,0	32,7
Recreation and culture	4,2	0,5	4,8	2,0	14,4	2,8	12,8	1,9	8,2	2,9	8,0	2,4
Shopping	44,7	26,0	63,8	23,7	67,8	33,2	44,4	25,4	28,2	15,8	47,0	20,3
Other	7,5	1,7	2,8	3,9	2,5	9,1	3,4	6,7	3,2	7,0	3,3	6,0

Figure 9 illustrates the proportion of expenditure by day travellers and tourists based on their demographic profile. Individuals aged 25–34 years spent the largest share of their money on shopping during day trips (44,7%) and on domestic transport during overnight trips (35,3%). Female day travellers spent approximately 63,8% of their day trip expenditure on shopping, and around 33,8% on domestic transport during overnight trips. Furthermore, individuals who have never been married spent most of their money on shopping while on both day trips and overnight trips (67,8% day trips and 33,2% overnight trips respectively).

3.6 General activities related to trips

Table 26 - Booking patterns by main purpose of most recent overnight trips taken by household members, January–December, 2024

How the trip was booked	Main purpose of trip (Percentage (%))											
	Leisure	Shopping - business	Shopping - personal	Sporting - spectator	Sporting - participant	VFR	Business	Education	Medical	Religion	Funeral	Total
How trip was booked												
Tour guide	0,5	*	*	*	*	*	*	7,4	*	*	*	**0,5**
Travel agent	8,3	*	3,6	15,1	10,0	3,7	24,6	23,4	*	6,9	1,5	**8,5**
Booked independently	91,2	100,0	96,4	84,9	90,0	96,3	75,4	69,2	100,0	93,1	97,3	**90,9**
Unspecified	*	*	*	*	*	*	*	*	*	*	1,2	**0,1**
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	2,8	*	*	20,5	*	16,7	*	16,6	*	*	14,5	**5,1**
Entirely by telephone	28,4	92,5	11,2	42,6	71,4	7,6	10,0	43,6	100,0	79,5	26,1	**27,2**
On the internet	68,5	7,5	88,8	36,9	28,6	75,7	88,0	34,4	*	20,5	58,2	**67,1**
Do not know	0,3	*	*	*	*	*	2,1	5,4	*	*	*	**0,4**
Unspecified	*	*	*	*	*	*	*	*	*	*	1,2	**0,1**
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	20,8	100,0	69,4	35,7	18,6	45,2	60,8	36,1	100,0	22,5	38,5	**28,2**
2 weeks to one month	39,8	*	24,9	52,7	67,9	34,4	34,4	45,8	*	22,2	29,9	**38,2**
2 to 3 months	24,0	*	5,7	11,7	*	17,4	4,7	14,2	*	37,5	27,6	**21,7**
4 months or more	15,2	*	*	*	13,4	2,3	*	*	*	17,8	2,8	**11,6**
Unspecified	0,2	*	*	*	*	0,7	*	3,8	*	*	1,2	**0,4**
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 fewer unweighted cases are considered too small to provide accurate estimates, and values are therefore replaced with asterisks.
The other main purpose category includes wellness, child care and study/educational trips.
Due to rounding, numbers do not necessarily add up to totals.

Table 26 provides information on booking patterns for trips undertaken by the main purpose of the trip. Nationally, 90,9% of the trips were booked independently by tourists, while 8,5% used travel agents. About 67,1% of booked trips were made on the internet. These were followed by bookings made using the telephone at 27,2%. In terms of the booking period, about 38,2% of trips were booked two weeks to one month before the trip, 28,2% were booked less than two weeks in advance, and 21,7% were booked two to three months or more prior to the trip.

Table 27a - Activities other than the main activity during the most recent day trips, January–December, 2023 and 2024

Activities	2023		2024	
	Number ('000)	Percentage (%)	Number ('000)	Percentage (%)
Adventure (e.g. bungee jumping, scuba diving, white water rafting, hiking)	160	0,9	448	2,1
Beach (e.g. surfing, sunbathing, and swimming)	910	5,0	1 015	4,8
Business (e.g. conference, convention, visiting, clients)	256	1,4	258	1,2
Cultural, historical, and heritage (e.g. cultural village, museums, art gallery, township, tour)	135	0,7	197	0,9
Education/training/studying	135	0,7	131	0,6
Health, e.g. hydro, spa, beauty centre, health farms	35	0,2	64	0,3
Hunting	*	0,0	*	0,0
Medical (e.g. treatment in a clinic/hospital)	294	1,6	249	1,2
Nightlife (e.g. discos, nightclubs)	169	0,9	133	0,6
Eating out (e.g. restaurants and bars)	7 576	41,6	8 001	37,7
Entertainment (e.g. theatre, concerts, shows, cinema)	250	1,4	281	1,3
Shopping (e.g. malls, flea/craft markets [includes browsing and purchasing])	4 062	22,3	4 288	20,2
Socialising (e.g. spending time with people indoors or outdoors [e.g. picnics, barbeque/braai])	2 421	13,3	3 857	18,2
Sporting - attended a sporting event as a spectator	256	1,4	150	0,7
Sporting - competed in a sporting event	102	0,6	97	0,5
Theme parks (e.g. aquariums, amusement parks)	212	1,2	408	1,9
Trading (e.g. bought goods from suppliers or sold goods to customers)	*	0,0	*	0,0
Visited a casino	85	0,5	73	0,3
Visiting natural attractions (e.g. scenic drives, parks, dams, rivers, mountains)	329	1,8	393	1,9
Wildlife (e.g. game viewing in a nature reserve, whale watching)	142	0,8	405	1,9
Religious	152	0,8	345	1,6
Other	538	3,0	431	2,0
Total	**18 228**	**100,0**	**21 231**	**100,0**

*Values based on three or fewer 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 percentage distribution of activities undertaken during most recent day trips other than the main activity. Eating out (41,6% and 37,7% respectively) was the most popular activity undertaken apart from the main purpose of the trip for 2023 and 2024, while shopping (22,3% in 2023 and 20,2% in 2024) followed then socialising, which recorded 13,3% and 18,2% for 2023 and 2024 respectively.

Table 27b - Activities other than the main activity during the most recent overnight trips, January–December, 2023 and 2024

Activity	2023		2024	
	Number ('000)	Percentage (%)	Number ('000)	Percentage (%)
Adventure (e.g. bungee jumping, scuba diving, white water rafting, hiking)	574	2,9	508	2,5
Beach (e.g. surfing, sunbathing, and swimming)	1 634	8,4	1 433	7,1
Business (e.g. conference, convention, visiting, clients)	99	0,5	92	0,5
Cultural, historical, and heritage (e.g. cultural village, museums, art gallery, township, tour)	473	2,4	533	2,7
Education/training/studying	57	0,3	60	0,3
Health, e.g. hydro, spa, beauty centre, health farms	203	1,0	146	0,7
Hunting	53	0,3	55	0,3
Medical (e.g. treatment in a clinic/hospital)	96	0,5	99	0,5
Nightlife (e.g. discos, nightclubs)	490	2,5	438	2,2
Eating out (e.g. restaurants and bars)	4 867	25,0	4 835	24,1
Entertainment (e.g. theatre, concerts, shows, cinema)	532	2,7	471	2,3
Shopping (e.g. malls, flea/craft markets [includes browsing and purchasing])	3 694	18,9	3 886	19,3
Socialising (e.g. spending time with people indoors or outdoors [e.g. picnics, barbeque/braai])	3 706	19,0	4 256	21,2
Sporting - attended a sporting event as a spectator	175	0,9	176	0,9
Sporting - competed in a sporting event	93	0,5	68	0,3
Theme parks (e.g. aquariums, amusement parks)	393	2,0	351	1,7
Trading (e.g. bought goods from suppliers or sold goods to customers)	38	0,2	*	0,0
Visited a casino	86	0,4	118	0,6
Visiting natural attractions (e.g. scenic drives, parks, dams, rivers, mountains)	730	3,7	710	3,5
Wildlife (e.g. game viewing in a nature reserve, whale watching)	475	2,4	452	2,3
Religious	652	3,3	933	4,6
Other	376	1,9	475	2,4
Total	**19 494**	**100,0**	**20 098**	**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 percentage distribution of activities taken other than the main activity during most recent overnight trips. Eating out (25,0% and 24,1% respectively) was the most popular activity undertaken apart from main purpose of the trip for both years. Eating out was followed by those who went for socialising (19,0% and 21,2%) then shopping at 18,9% and 19,3% for both years respectively.

Table 28a - Reasons for respondents not taking day trips, January–December, 2023 and 2024

	Day trips			
	2023		2024	
Reason for not taking trips	Number ('000)	Percentage (%)	Number ('000)	Percentage (%)
No family/friends to visit somewhere else	1 818	5,2	1 230	3,6
Financial reasons	14 818	42,3	14 253	41,8
Too expensive, cannot afford to travel	2 437	6,9	2 102	6,2
Time constraints	2 821	8,0	2 874	8,4
Dislike travelling	333	1,0	243	0,7
Health reasons	338	1,0	309	0,9
Have young children	104	0,3	116	0,3
Living with disability	84	0,2	83	0,2
Too old to travel	465	1,3	440	1,3
Safety and security reasons	159	0,5	177	0,5
No reason to undertake a trip	11 165	31,8	12 063	35,4
Due to floods	39	0,1	21	0,1
Other	486	1,4	212	0,6
Total	**35 068**	**100,0**	**34 121**	**100,0**

*Values based on three or fewer 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 28a outlines the main reasons given by respondents for not undertaking day trips in 2023 and 2024. The most commonly cited reason in both years was financial constraints, accounting for 42,3% in 2023 and 41,8% in 2024. The second most frequently mentioned reason was having no reason to undertake a trip, reported by 31,8% of respondents in 2023 and 35,4% in 2024.

Table 28b - Reasons for respondents not taking overnight trips, January–December, 2023 and 2024

	Overnight trips			
	2023		2024	
Reason for not taking trips	Number ('000)	Percentage (%)	Number ('000)	Percentage (%)
No family/friends to visit somewhere else	2 225	4,7	1 500	3,1
Financial reasons	19 637	41,8	20 744	42,9
Too expensive, cannot afford to travel	3 583	7,6	3 695	7,6
Time constraints	3 373	7,2	3 544	7,3
Dislike travelling	460	1,0	424	0,9
Health reasons	419	0,9	416	0,9
Have young children	180	0,4	212	0,4
Living with disability	103	0,2	97	0,2
Too old to travel	592	1,3	566	1,2
Safety and security reasons	587	1,2	524	1,1
No reason to undertake a trip	14 814	31,5	16 199	33,5
Due to floods	40	0,1	18	0,0
Other	974	2,1	429	0,9
Total	**46 987**	**100,0**	**48 370**	**100,0**

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

Totals include unspecified reasons for not taking a trip/s.
Due to rounding, numbers do not necessarily add up to totals.

Table 28b presents the main reasons provided by South Africans for not undertaking overnight trips in 2023 and 2024. The most commonly cited reason was financial constraints, accounting for 41,8% in 2023 and 42,9% in 2024. The second most frequently mentioned reason was having no reason to undertake a trip, reported by 31,5% of respondents in 2023 and 33,5% in 2024. Other noticeable reasons indicated for not undertaking overnight trips in both years were that it was too expensive to take a trip, as well as time constraints.

4 Technical notes

4.1 Response details

Table 1 - Response rates at national, provincial and metropolitan area level

Province / Metropolitan Area	Response Rates (%)
Western Cape	**84.52**
Non Metro	92.38
City of Cape Town	80.87
Eastern Cape	**94.87**
Non Metro	96.82
Buffalo City	93.12
Nelson Mandela Bay	89.25
Northern Cape	**90.23**
Free State	**92.64**
Non Metro	92.28
Mangaung	93.44
KwaZulu-Natal	**91.10**
Non Metro	95.01
eThekwini	84.32
North West	**89.79**
Gauteng	**78.74**
Non Metro	87.13
Ekurhuleni	87.48
City of Johannesburg	73.91
City of Tshwane	72.04
Mpumalanga	**91.74**
Limpopo	**97.73**
National	**87.87**

4.2 Construction of the sample weights

The sample weights for the DTS 2024 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 data month independently; therefore, there were twelve output files from the weighting process for the DTS 2024 reporting period corresponding to each calendar month.

Moreover, the October and November data files used 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 was adjusted by a factor of $2/3$ and data from one survey month was 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

Base Weight

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 each household in a province is simply the ISR for the province and is given in Table 2 below.

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:

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

Table 2 – 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

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 2024 sample and the DTS Q1 2025 sample ranged from 0.5714 to 6.3125 and 0.5625 to 6.3125, with the 99th percentile over the PSUs within the samples equal to 1.9231 and 2.1333, respectively. Appendix 2 shows the 33 and 34 PSUs on the samples respectively that had PSU adjustment factors greater than the respective 99th percentile and thus were truncated.

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 range from 1.00000 to 1.042098, with the average factor over the primary stratum equal to 1.007769.

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.

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 that, 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 2024 and 2025 were based on the 2013 Master Sample of 3,324 PSUs. However, there were 6 PSUs in 2024 with no DU sample and 9 PSUs in 2025 with no DU sample, thus the 2024 sample of 31,301 DUs and 2025 sample of 31,260 DUs were selected from only 3,318 and 3,315 PSUs, respectively. Amongst the PSUs with no DU sample in 2024, 3 PSUs were non-respondents due to the PSUs not having sufficient DUs to draw the sample from, due to huge DU shrinkage as compared to the Census 2011 count. The remaining 3 PSUs in 2024 were vacant and therefore out of scope. In 2025, 4 PSUs were non-respondents due to the PSUs not having sufficient DUs to draw the sample from, while a further 2 PSUs were non-respondent due to frame discrepancies. The remaining 3 PSUs were vacant and therefore out-of-scope.

In constructing the monthly data weights, amongst the PSUs that had a DU sample, Table 3 below 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 215 pseudo strata had PSU non-response over all the monthly data files. The PSU non-response adjustment factors amongst the pseudo strata ranged from 1.75 to 16.00 as shown in Table 3 below.

Table 3 – PSU Response Distribution by Data Month

Data Month	Respondent	Non Respondent	Out of Scope	PSU Non-response Adjustment Factors
January	1 552	1 743	23	1.7500 – 4.6667
February	1 554	1 741	23	1.7500 – 4.0000
March	811	2 484	23	3.5000 – 5.6000
April	1 561	1 734	23	1.8333 – 4.8000
May	1 560	1 735	23	1.8750 – 3.4286
June	811	2 484	23	3.6000 – 6.0000
July	1 564	1 731	23	1.8750 – 4.0000
August	1 569	1 726	23	1.8750 – 4.0000
September	809	2 486	23	3.6667 – 6.0000
October:				
2024 Sample	805	2 490	23	3.6667 – 6.0000
Q1 2025 Sample	748	2 564	3	3.6667 – 12.0000
November:				
2024 Sample	755	2 540	23	3.6667 – 16.0000
Q1 2025 Sample	795	2 517	3	3.6667 – 9.3333
December	808	2 504	3	3.6667 – 9.3333

Household Non-Response

The household records were assigned to one of three response categories, i.e. respondent, non-respondent or out-of-scope as described in Section 2.1.1 above. 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:

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

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.

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

Adjusted Base Weight for October and November

The survey data for the months of October and November were constructed from the 2024 sample and Q1 2025 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:

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

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 4 below accounts for the distribution of the adjusted base weights across the monthly data files for DTS 2024, 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 4 – Distribution of the Adjusted Base Weights by Data Month

Data Month	Adjusted base weights	99th Percentile	Number of Households Trimmed
January	574.354 – 23 731.662	8 231.114	53
February	492.304 – 23 731.662	8 546.229	52
March	984.608 – 23 176.635	6 322.431	55
April	496.197 – 30 609.455	8 203.729	52
May	623.072 – 27 548.509	8 021.424	54
June	886.147 – 13 609.076	6 091.125	54
July	492.304 – 19 997.010	7 776.615	54
August	490.000 – 14 105.721	7 929.174	51
September	980.000 – 25 912.766	6 221.292	51
October	567.847 – 19 118.873	7 223.459	52
November	656.405 – 21 675.365	7 557.890	51
December	980.000 – 33 006.456	6 383.195	48

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 2021 mid-year series. The population estimates used for calibration were the Mid-January 2024 for the January data, Mid-February 2024 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 two (2) groups of African/Black and Other, where other includes the groups of coloured, Indian/Asian and white. Gender

represents the two (2) groups of male and female. The cross-classification resulted in 28 calibration cells at the national level (Appendix 3).

- 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 (Appendix 4).

Final Sample Weight

The final sample weights (W_s) were 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 5 shows the total population estimates to which each monthly dataset was benchmarked for the DTS 2024.

Table 5 – Population Estimates by Data Month

Data Month	Population Estimates
January	61 893 087.2012
February	61 951 528.0513
March	62 010 322.5313
April	62 070 460.8175
May	62 130 967.4160
June	62 191 843.7503
July	62 251 385.2531
August	62 310 596.8765
September	62 369 217.8489
October	62 428 201.6330
November	62 487 549.6299
December	62 547 263.2494

4.4 Methodology and fieldwork

A multi-stage sample design was used in this survey, which is based on a stratified design with probability proportional to size selection of primary sampling units (PSUs) at the first stage and sampling of dwelling units (DUs) with systematic sampling at the second stage. After allocating the sample to the provinces, the sample was further stratified by geography (primary stratification), and by population attributes using Census 2011 data (secondary stratification).

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. Weight adjustment is applied to account for the non-respondent households (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 sex (i.e. national x race x sex 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.

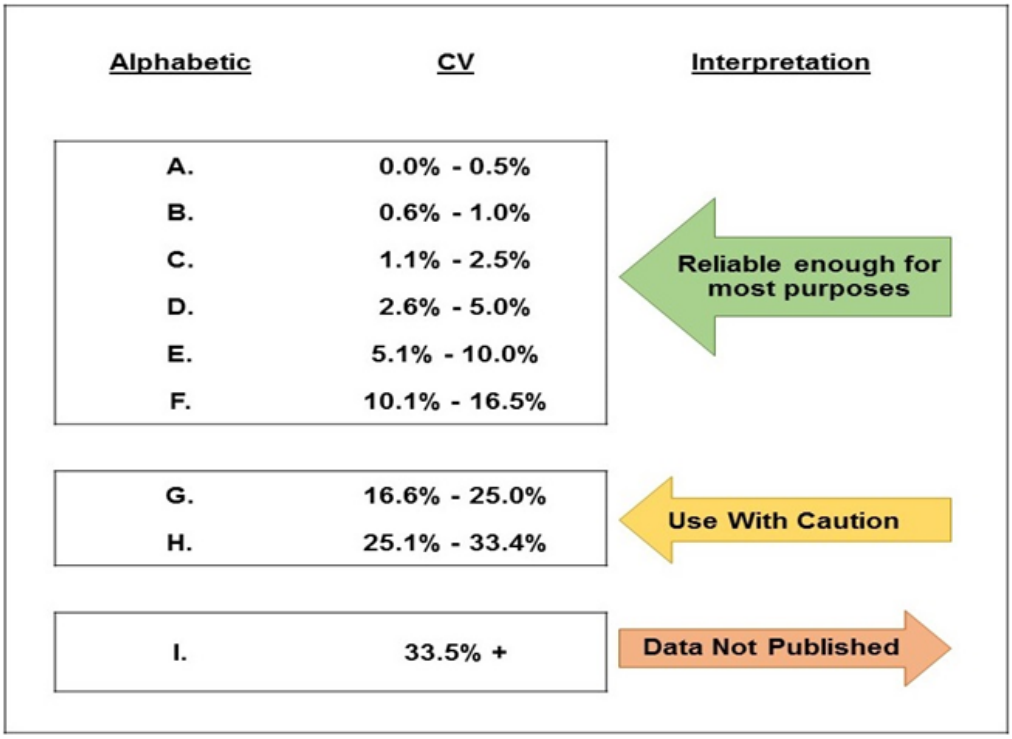
Two imputation techniques were used for imputing missing values: hot-deck and nearest neighbour. In both cases, an already published code was used for imputation. The variable composition of hot decks is based on a combination of the variables used for the Census (where appropriate), an analysis of odds 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. Measure of precision for selected variables of the Domestic Tourism Survey

This section provides an overview of the standard error, confidence interval, coefficient of variation (CV), and the design effect (Deff) for a number of selected person and household variables. Estimates were computed based on a complex multi-stage survey design with stratification, clustering, and unequal weighting. The standard error is the estimated measure of variability in the sampling distribution of a statistic. The design effect for an estimate is the ratio of the actual variance (estimated based on the sample design) to the variance of a simple random sample with the same number of observations (Lohr, 1999; Kish, 1965). Coefficient of variation (CV) is a measure of the relative size of error defined as 100 X (standard error / estimated value).

Figure 10 - CV Thresholds



Measure of precision for selected variable on day trips

Table 1 - Measures of precision for number of most recent day trips

Number of most recent day trips							
Number of Day trips	Weighted Frequency	Percent	95% Confidence Limits for Percent		Std Err of Percent	Coefficient of Variation	Design Effect
1	17898	78,6648	75,6	81,7	1,5	1,9*	9,1
2	2912	12,8	10,8	14,8	1,0	7,9*	5,9
3	801	3,5	1,8	5,2	0,9	24,8**	14,5
4	687	3,0	1,8	4,3	0,6	21,4**	9,2
5	95	0,4	0,1	0,8	0,2	41,1***	4,5
6	87	0,4	0,1	0,7	0,1	37,4***	3,5
7	8	0,0	0,0	0,1	0,0	60,9***	0,8
8	42	0,2	0,0	0,4	0,1	71,9***	6,1
10	182	0,8	0,2	1,4	0,3	38,0***	7,5
15	3	0,0	0,0	0,0	0,0	100,0***	0,9
16	7	0,0	0,0	0,1	0,0	100,0***	1,9
20	16	0,1	0,0	0,1	0,0	52,3***	1,2
23	3	0,0	0,0	0,0	0,0	100,0***	0,8
26	3	0,0	0,0	0,0	0,0	100,0***	0,8
30	10	0,0	0,0	0,1	0,0	100,0***	2,9

* Indicates 0% to 16,5% Coefficient of Variation for reliable enough statistics
** Indicates 16,6% to 33,4% Coefficient of Variation for statistics that should be used with caution
*** Indicates Coefficient of Variation greater than 33,5%

Table 2 - Measures of precision for province of destination of most recent day trips

Province of destination of most recent day trips							
Province of Destination	Weighted Frequency	Percent	95% Confidence Limits for Percent		Std Err of Percent	Coefficient of Variation	Design Effect
Western Cape	4892	21,5	18,4	24,6	1,6	7,3*	9,5
Eastern Cape	2384	10,5	8,7	12,3	0,9	8,8*	5,8
Northern Cape	1039	4,6	3,3	5,8	0,6	13,6*	5,8
Free State	791	3,5	2,5	4,4	0,5	14,0*	4,6
KwaZulu-Natal	1712	7,5	6,3	8,8	0,6	8,4*	3,7
North West	2341	10,3	8,5	12,1	0,9	9,0*	6,1
Gauteng	4930	21,7	18,6	24,7	1,5	7,1*	9,1
Mpumalanga	1710	7,5	5,8	9,3	0,9	11,8*	7,3
Limpopo	2954	13,0	11,0	15,0	1,0	7,7*	5,7

* Indicates 0% to 16,5% Coefficient of Variation for reliable enough statistics
** Indicates 16,6% to 33,4% Coefficient of Variation for statistics that should be used with caution
*** Indicates Coefficient of Variation greater than 33,5%

Table 3 - Measures of precision for main purpose of most recent day trips

Main purpose of most recent day trips							
Main Purpose	Weighted Frequency	Percent	95% Confidence Limits for Percent		Std Err of Percent	Coefficient of Variation	Design Effect
Leisure	4513	19,8	16,4	23,3	1,8	8,8*	12,5
Shopping-Personal	6912	30,4	27,3	33,4	1,6	5,1*	7,4
Shopping-Business	788	3,5	2,5	4,5	0,5	14,5*	4,9
Sporting-Spectator	203	0,9	0,4	1,3	0,2	25,7**	3,8
Sporting-Participant	207	0,9	0,5	1,4	0,2	24,8**	3,6
VFR	4727	20,8	18,1	23,5	1,4	6,5*	7,3
Business	862	3,8	2,9	4,7	0,4	11,6*	3,4
Education	321	1,4	1,0	1,9	0,2	16,3*	2,4
Medical	897	3,9	2,9	5,0	0,5	13,7*	5,0
Religion	902	4,0	2,8	5,2	0,6	15,3*	6,2
Funeral	1156	5,1	4,1	6,1	0,5	10,3*	3,7
Other	1265	5,6	4,4	6,7	0,6	10,6*	4,3

* Indicates 0% to 16,5% Coefficient of Variation for reliable enough statistics
** Indicates 16,6% to 33,4% Coefficient of Variation for statistics that should be used with caution
*** Indicates Coefficient of Variation greater than 33,5%

Table 4 - Measures of precision for main mode of transport used for most recent day trips

Mode of Transport used on most recent day trips							
Mode of Transport	Weighted Frequency	Percent	95% Confidence Limits for Percent		Std Err of Percent	Coefficient of Variation	Design Effect
Air	70	0,3	0,1	0,5	0,1	31,8**	2,0
Bus	915	4,0	3,0	5,0	0,5	12,9*	4,5
Car	15477	68,0	65,3	70,8	1,4	2,0*	5,7
Taxi	6051	26,6	24,1	29,1	1,3	4,8*	5,5
Other	237	1,0	0,4	1,7	0,3	30,8**	6,4
Unspecified	2	0,0	0,0	0,0	0,0	100,0***	0,5

* Indicates 0% to 16,5% Coefficient of Variation for reliable enough statistics
** Indicates 16,6% to 33,4% Coefficient of Variation for statistics that should be used with caution
*** Indicates Coefficient of Variation greater than 33,5%

Measure of precision for selected variable on overnight trips

Table 1 - Measures of precision for number of most recent overnight trips

Number of most recent Overnight trips							
Number of Overnight trips	Weighted Frequency	Percent	95% Confidence Limits for Percent		Std Err of Percent	CV for Percent	Design Effect
1	15662	94,7	93,6	95,9	0,6	0,6*	3,4
2	678	4,1	3,0	5,2	0,6	14,1*	3,9
3	57	0,3	0,1	0,5	0,1	29,0**	1,3
4	96	0,6	0,3	0,8	0,1	22,7**	1,4
5	14	0,1	0,0	0,2	0,0	51,6***	1,0
6	12	0,1	0,0	0,2	0,1	82,3***	2,2
7	2	0,0	0,0	0,0	0,0	100,0***	0,6
10	7	0,0	0,0	0,1	0,0	100,1***	2,0
14	2	0,0	0,0	0,0	0,0	100,0***	0,5

* Indicates 0% to 16,5% Coefficient of Variation for reliable enough statistics
** Indicates 16,6% to 33,4% Coefficient of Variation for statistics that should be used with caution
*** Indicates Coefficient of Variation greater than 33,5%

Table 2 - Measures of precision for province of destination of most recent overnight trips

Province of Destination of most recent Overnight trips							
Province of Destination	Weighted Frequency	Percent	95% Confidence Limits for Percent		Std Err of Percent	CV for Percent	Design Effect
Western Cape	2482	15,0	13,1	16,9	1,0	6,4*	3,3
Eastern Cape	2059	12,5	10,8	14,1	0,8	6,6*	2,8
Northern Cape	534	3,2	2,5	4,0	0,4	11,4*	2,0
Free State	788	4,8	3,8	5,7	0,5	10,2*	2,4
KwaZulu-Natal	2942	17,8	15,8	19,8	1,0	5,7*	3,3
North West	970	5,9	4,9	6,9	0,5	8,7*	2,2
Gauteng	2273	13,7	12,0	15,5	0,9	6,5*	3,2
Mpumalanga	1705	10,3	8,8	11,9	0,8	7,6*	3,0
Limpopo	2778	16,8	14,8	18,8	1,0	5,9*	3,3

* Indicates 0% to 16,5% Coefficient of Variation for reliable enough statistics
** Indicates 16,6% to 33,4% Coefficient of Variation for statistics that should be used with caution
*** Indicates Coefficient of Variation greater than 33,5%

Table 3 - Measures of precision for main purpose of most recent overnight trips

Main Purpose of most recent Overnight trips							
Main Purpose	Weighted Frequency	Percent	95% Confidence Limits for Percent		Std Err of Percent	CV for Percent	Design Effect
Leisure	3566	21,6	19,2	23,9	1,2	5,5*	3,8
Shopping-Personal	51	0,3	0,1	0,5	0,1	33,5**	1,6
Shopping-Business	129	0,8	0,4	1,1	0,2	21,6**	1,7
Sporting-Spectator	116	0,7	0,3	1,1	0,2	28,7**	2,7
Sporting-Participant	147	0,9	0,4	1,4	0,3	30,6**	3,9
VFR	8339	50,5	47,9	53,0	1,3	2,6*	3,2
Business	387	2,3	1,8	2,9	0,3	12,8*	1,8
Education	121	0,7	0,5	1,0	0,1	19,3**	1,3
Medical	181	1,1	0,7	1,4	0,2	16,3*	1,4
Religion	852	5,2	4,1	6,2	0,5	10,5*	2,7
Funeral	1856	11,2	9,6	12,8	0,8	7,3*	3,1
Other	781	4,7	3,6	5,9	0,6	12,2*	3,4

* Indicates 0% to 16,5% Coefficient of Variation for reliable enough statistics
** Indicates 16,6% to 33,4% Coefficient of Variation for statistics that should be used with caution
*** Indicates Coefficient of Variation greater than 33,5%

Table 4 - Measures of precision for main mode of transport used for most recent day trips

Mode of Transport of most recent Overnight trips							
Mode of Transport	Weighted Frequency	Percent	95% Confidence Limits for Percent		Std Err of Percent	CV for Percent	Design Effect
Air	652	3,9	3,0	4,9	0,5	12,5*	3,0
Bus	929	5,6	4,7	6,6	0,5	8,7*	2,1
Car	9650	58,4	56,0	60,8	1,2	2,1*	2,8
Taxi	5010	30,3	28,2	32,4	1,1	3,5*	2,6
Other	287	1,7	1,1	2,4	0,3	19,3**	3,0

* Indicates 0% to 16,5% Coefficient of Variation for reliable enough statistics
** Indicates 16,6% to 33,4% Coefficient of Variation for statistics that should be used with caution
*** Indicates Coefficient of Variation greater than 33,5%

Appendix

1. Population

1.1 Province by population group and sex ('000)

	Black African			Coloured			Indian/Asian			White			Total		
Province of origin	**Total**	**Male**	**Female**	**Total**	**Male**	**Female**	**Total**	**Male**	**Female**	**Total**	**Male**	**Female**	**Total**	**Male**	**Female**
Western Cape	**2 405**	1 195	1 210	**3 882**	1 899	1 983	**51**	25	26	**1 125**	571	554	**7 463**	3 690	3 773
Eastern Cape	**5 815**	2 867	2 948	**547**	274	272	**14**	7	7	**264**	124	140	**6 640**	3 273	3 367
Northern Cape	**687**	337	350	**582**	294	289	**5**	4	1	**69**	30	39	**1 343**	664	679
Free State	**2 673**	1 288	1 385	**75**	45	30	**23**	9	14	**193**	90	103	**2 964**	1 431	1 533
KwaZulu-Natal	**10 680**	5 246	5 434	**152**	86	66	**698**	348	349	**295**	144	151	**11 824**	5 824	6 001
Northwest	**4 032**	2 004	2 027	**31**	20	11	**24**	9	16	**203**	93	110	**4 289**	2 126	2 164
Gauteng	**13 797**	6 765	7 033	**664**	320	343	**370**	180	190	**1 910**	897	1 013	**16 741**	8 162	8 579
Mpumalanga	**4 594**	2 225	2 369	**50**	25	25	**15**	8	7	**266**	141	125	**4 926**	2 399	2 527
Limpopo	**5 858**	2 781	3 077	**20**	7	12	**3**	2	2	**149**	67	83	**6 030**	2 857	3 174
South Africa	**50 541**	**24 707**	**25 834**	**6 002**	**2 970**	**3 032**	**1 203**	**591**	**612**	**4 475**	**2 157**	**2 318**	**62 220**	**30 425**	**31 795**

*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 sex ('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	**4 843**	2 492	2 351	**472**	247	225	**65**	31	33	**186**	99	87	**5 566**	2 870	2 696
5 -- 9	**4 879**	2 430	2 449	**536**	258	278	**59**	29	30	**247**	130	117	**5 720**	2 846	2 874
10--14	**4 909**	2 485	2 424	**498**	255	243	**74**	32	41	**230**	114	117	**5 711**	2 887	2 825
15 - 19	**4 633**	2 327	2 306	**524**	274	249	**72**	25	46	**229**	124	105	**5 458**	2 751	2 707
20 - 24	**4 184**	2 126	2 058	**511**	264	247	**78**	42	36	**215**	111	104	**4 988**	2 542	2 446
25 - 29	**4 021**	1 999	2 021	**444**	216	228	**83**	45	38	**198**	99	99	**4 746**	2 360	2 386
30 - 34	**4 676**	2 347	2 329	**449**	220	229	**92**	54	38	**273**	138	135	**5 491**	2 759	2 732
35 - 39	**4 520**	2 285	2 235	**485**	258	227	**112**	53	59	**297**	149	148	**5 413**	2 745	2 668
40 - 44	**3 535**	1 727	1 808	**358**	181	176	**104**	65	38	**342**	155	187	**4 338**	2 128	2 210
45 - 49	**2 824**	1 388	1 436	**320**	154	166	**105**	55	51	**317**	164	153	**3 567**	1 761	1 806
50 - 54	**1 927**	862	1 066	**342**	149	193	**71**	40	31	**298**	136	162	**2 639**	1 187	1 452
55 - 59	**1 706**	745	962	**315**	151	164	**87**	42	45	**300**	148	152	**2 408**	1 086	1 322
60 - 64	**1 485**	667	817	**289**	149	141	**60**	23	36	**319**	153	166	**2 153**	992	1 161
65 - 69	**1 015**	361	653	**205**	79	126	**55**	22	33	**323**	137	186	**1 598**	599	999
70 - 74	**639**	221	417	**117**	56	61	**49**	18	32	**297**	146	151	**1 102**	441	661
75+	**746**	244	503	**136**	57	79	**37**	15	22	**403**	155	248	**1 322**	471	852
Total	**50 541**	**24 707**	**25 834**	**6 002**	**2 970**	**3 032**	**1 203**	**591**	**612**	**4 475**	**2 157**	**2 318**	**62 220**	**30 425**	**31 795**

*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	Number N (1000)									Total
	WC	EC	NC	FS	KZN	NW	GP	MP	LP	
No schooling	41	167	42	37	316	149	118	160	207	**1 237**
Grade 0/R to Grade 3/Standard 1	38	108	21	48	164	57	98	78	94	**705**
Grade 4/Standard 2	41	92	13	32	121	41	66	51	46	**504**
Grade 5/Standard 3/ABET 2	65	106	14	43	99	59	92	59	74	**612**
Grade 6/Standard 4	94	152	29	60	114	73	93	61	88	**764**
Grade 7/Standard 5/ABET 3	175	229	51	74	255	149	231	103	154	**1 421**
Grade 8/Standard 6/Form 1	251	314	56	103	249	172	365	137	169	**1 817**
Grade 9/Standard 7/Form 2/ABET 4	327	326	64	126	390	211	467	182	248	**2 341**
Grade 10/Standard 8/Form 3	595	484	99	257	778	331	1 107	371	497	**4 521**
Grade 11/Standard 9/Form 4	558	561	87	223	1 115	328	1 566	431	532	**5 401**
Grade 12/Standard 10/Form 5 (No exemption)	1 930	1 048	279	702	2 959	902	5 039	1 171	1 031	**15 061**
Grade 12/Standard 10/Form 5 (Exemption)	3	4	1	*	3	4	7	4	5	**32**
NTCI - NTCIII	38	31	9	23	41	23	127	54	35	**381**
NTC4 - NTC6	50	37	12	44	44	19	141	25	56	**429**
Diploma/Certificate with less than Grade 12/Std 10	97	47	14	34	58	35	204	47	44	**581**
Diploma/Certificate with Grade 12/Std 10	366	259	31	83	347	112	799	151	185	**2 333**
Degree and higher	647	229	59	123	463	206	1 564	170	234	**3 695**
Dont know/unspecified	10	-	1	1	6	-	-	-	-	**17**
Total	**5 326**	**4 196**	**882**	**2 012**	**7 523**	**2 872**	**12 084**	**3 256**	**3 699**	**41 851**

*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 sex ('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	**1 162**	481	680	**65**	28	37	**7**	2	5	**3**	1	2	**1 237**	512	724
Grade 0/R to Grade 3/Standard1	**647**	267	380	**39**	21	18	**14**	7	7	**6**	2	3	**705**	297	408
Grade 4/Standard 2	**445**	175	270	**50**	22	28	**6**	3	3	*****	*	-	**504**	203	301
Grade 5/Standard 3/ABET 2	**535**	222	313	**65**	35	30	**7**	3	4	**5**	2	3	**612**	262	350
Grade 6/Standard 4	**631**	294	337	**114**	59	54	**12**	6	5	**8**	4	4	**764**	363	401
Grade 7/Standard 5/ABET 3	**1 202**	562	641	**181**	89	92	**19**	9	10	**18**	12	7	**1 421**	671	750
Grade 8/Standard 6/Form 1	**1 498**	695	803	**256**	116	140	**24**	11	12	**39**	26	13	**1 817**	849	968
Grade 9/Standard 7/Form 2/ABET 4	**1 959**	969	990	**296**	150	146	**33**	18	15	**53**	29	24	**2 341**	1 165	1 175
Grade 10/Standard 8/Form 3	**3 613**	1 752	1 861	**549**	274	275	**69**	22	48	**289**	123	166	**4 521**	2 171	2 350
Grade 11/Standard 9/Form 4	**4 874**	2 439	2 435	**375**	183	192	**56**	32	23	**96**	53	42	**5 401**	2 708	2 693
Grade 12/Standard 10/Form 5 (No exemption)	**11 601**	5 644	5 957	**1 509**	728	781	**449**	228	222	**1 502**	721	780	**15 061**	7 321	7 740
Grade 12/Standard 10/Form 5 (Exemption)	**23**	9	13	**2**	1	*	**-**	-	-	**7**	*	5	**32**	13	19
NTCI - NTCIII	**287**	137	149	**29**	15	15	**4**	*	3	**61**	26	34	**381**	179	202
NTC4 - NTC6	**326**	159	167	**43**	20	23	**6**	4	2	**54**	28	27	**429**	211	218
Diploma/Certificate with less than Grade 12/Std 10	**395**	201	194	**57**	24	33	**12**	9	3	**117**	51	65	**581**	285	296
Diploma/Certificate with Grade 12/Std 10	**1 539**	740	799	**229**	118	111	**70**	42	28	**495**	224	271	**2 333**	1 124	1 209
Degree and higher	**2 293**	1 117	1 177	**303**	155	148	**175**	87	89	**924**	431	493	**3 695**	1 789	1 906
Don't know/unspecified	**16**	7	9	*****	-	*	**-**	-	-	**-**	-	-	**17**	7	10
Total	**33 046**	**15 871**	**17 175**	**4 163**	**2 036**	**2 126**	**963**	**483**	**480**	**3 680**	**1 740**	**1 940**	**41 851**	**20 130**	**21 721**

*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. 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, 2024

Province of Origin	Type of Trip ('000)	
	Day Trips	Overnight Trips
Western Cape	4 880	2 618
Eastern Cape	2 347	1 555
Northern Cape	1 119	669
Free State	873	556
KwaZulu-Natal	1 756	2 002
North West	2 391	1 019
Gauteng	4 089	4 843
Mpumalanga	2 372	1 542
Limpopo	2 925	1 727
South Africa	**22 752**	**16 530**

*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, 2024

Province of origin	Number of day trips ('000)			Total
	1 trip	2 - 4 trips	5 trips or more	
Western Cape	3 179	1 657	45	**4 880**
Eastern Cape	1 906	399	42	**2 347**
Northern Cape	875	211	33	**1 119**
Free State	688	148	38	**873**
KwaZulu-Natal	1 577	148	31	**1 756**
North West	1 974	372	45	**2 391**
Gauteng	3 085	854	150	**4 089**
Mpumalanga	2 061	268	43	**2 372**
Limpopo	2 554	344	28	**2 925**
South Africa	**17 898**	**4 400**	**454**	**22 752**

*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, 2024

Province of origin	Number of overnight trips ('000)			Total
	1 trip	2 - 4 trips	5 trips or more	
Western Cape	2 522	94	*	**2 618**
Eastern Cape	1 500	55	-	**1 555**
Northern Cape	611	58	-	**669**
Free State	498	56	*	**556**
KwaZulu-Natal	1 942	60	-	**2 002**
North West	955	64	-	**1 019**
Gauteng	4 580	234	29	**4 843**
Mpumalanga	1 449	89	*	**1 542**
Limpopo	1 605	122	-	**1 727**
South Africa	**15 662**	**832**	**37**	**16 530**

*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, 2024 ('000)

Month	Purpose of trip												
	Leisure	Shopping - personal	Shopping - business	Sporting - spectator	Sporting - participant	VFR	Business	Education	Medical	Religion	Funeral	Other	Total
January	295	511	58	*	13	428	42	25	57	15	74	117	**1 649**
February	220	599	49	12	40	298	72	33	106	44	184	95	**1 751**
March	253	555	113	39	17	287	125	33	86	78	149	123	**1 856**
April	342	690	86	23	*	305	58	20	90	47	67	99	**1 849**
May	375	534	127	49	*	326	65	40	137	90	120	149	**2 022**
June	441	624	37	6	19	407	77	31	63	116	90	108	**2 020**
July	463	489	31	*	21	433	75	28	36	73	87	95	**1 841**
August	548	592	46	19	27	499	52	21	68	139	118	114	**2 244**
September	295	542	69	*	22	424	60	42	70	109	57	100	**1 790**
October	328	486	68	*	*	409	76	25	65	117	76	75	**1 735**
November	332	446	51	*	*	379	77	18	69	52	66	88	**1 587**
December	621	844	52	23	*	531	84	*	50	23	70	102	**2 408**

*Values based on three or less unweighted cases are considered too small to provide accurate estimates, and values are therefore replaced with asterisks.
Totals include unspecified main purpose.
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 trip, January–December, 2024 ('000)

Month	Purpose of trip												
	Leisure	Shopping - personal	Shopping - business	Sporting - spectator	Sporting - participant	VFR	Business	Education	Medical	Religion	Funeral	Other	Total
January	412	13	*	-	*	583	23	14	12	23	98	18	**1 203**
February	137	15	*	*	*	497	46	*	23	52	131	70	**994**
March	298	*	20	*	46	784	18	*	26	177	139	45	**1 572**
April	238	*	10	31	35	371	*	*	13	45	147	45	**952**
May	185	*	13	48	*	639	26	26	18	40	161	61	**1 227**
June	289	*	*	*	*	753	43	14	10	63	236	72	**1 494**
July	260	*	24	-	*	483	36	*	16	90	160	71	**1 151**
August	330	-	*	*	*	859	42	7	13	94	213	53	**1 642**
September	310	-	*	*	20	722	62	17	10	110	166	90	**1 524**
October	270	-	*	-	-	488	24	17	17	39	143	114	**1 118**
November	172	-	*	*	*	572	22	*	13	75	148	49	**1 071**
December	664	*	*	*	14	1 588	34	-	10	44	115	94	**2 580**

*Values based on three or less unweighted cases are considered too small to provide accurate estimates, and values are therefore replaced with asterisks.
Totals include unspecified main purpose.
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, 2024 ('000)

Province of origin	Province of destination									Total
	Western Cape	Eastern Cape	Northern Cape	Free State	KwaZulu-Natal	North West	Gauteng	Mpumalanga	Limpopo	
Western Cape	4 845	16	*	-	-	-	*	-	-	**4 880**
Eastern Cape	20	2 293	-	9	24	-	-	-	-	**2 347**
Northern Cape	*	*	936	82	-	87	*	-	-	**1 119**
Free State	-	37	-	591	27	111	104	-	*	**873**
KwaZulu-Natal	12	29	.	*	1 590	-	97	19	-	**1 756**
North West	-	-	102	*	-	1 461	800	*	16	**2 391**
Gauteng	*	-	-	77	23	578	3 009	256	135	**4 089**
Mpumalanga	-	-	-	*	48	*	794	1 318	185	**2 372**
Limpopo	-	-	-	-	-	90	106	115	2 614	**2 925**
South Africa	**4 892**	**2 384**	**1 039**	**791**	**1 712**	**2 341**	**4 930**	**1 710**	**2 954**	**22 752**

*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, 2024 ('000)

Province of origin	Province of destination									Total
	Western Cape	Eastern Cape	Northern Cape	Free State	KwaZulu-Natal	North West	Gauteng	Mpumalanga	Limpopo	
Western Cape	1 799	509	56	24	84	*	118	*	21	**2 618**
Eastern Cape	243	1 068	17	17	87	*	113	*	*	**1 555**
Northern Cape	74	14	336	75	8	86	53	19	*	**669**
Free State	13	16	19	267	51	34	125	7	24	**556**
KwaZulu-Natal	54	133	-	13	1 537	*	185	62	*	**2 002**
North West	15	*	21	63	35	388	283	46	162	**1 019**
Gauteng	250	293	77	280	961	356	661	727	1 237	**4 843**
Mpumalanga	24	13	-	41	158	28	326	695	257	**1 542**
Limpopo	10	*	*	*	21	61	408	142	1 063	**1 727**
South Africa	**2 482**	**2 059**	**534**	**788**	**2 942**	**970**	**2 273**	**1 705**	**2 778**	**16 530**

*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, 2024 ('000)

Province of destination	Main purpose												
	Leisure	Shopping-Personal	Shopping-Business	Sporting-Spectator	Sporting-Participant	VFR	Business	Education	Medical	Religion	Funeral	Other	Total
Western Cape	2 563	677	17	70	53	804	127	26	203	91	83	176	**4 892**
Eastern Cape	223	1 029	159	27	21	188	138	38	160	83	173	146	**2 384**
Northern Cape	64	635	20	-	9	76	50	*	56	31	42	55	**1 039**
Free State	43	150	30	21	23	237	34	*	45	47	100	57	**791**
KwaZulu-Natal	263	704	65	-	*	276	58	27	37	45	113	119	**1 712**
North West	338	886	61	29	15	456	85	40	78	84	152	115	**2 341**
Gauteng	683	733	325	41	74	1 907	207	129	148	283	189	209	**4 930**
Mpumalanga	216	590	20	*	*	304	85	28	44	126	98	191	**1 710**
Limpopo	121	1 508	90	*	*	478	78	26	125	113	205	196	**2 954**
South Africa	**4 513**	**6 912**	**788**	**203**	**207**	**4 727**	**862**	**321**	**897**	**902**	**1 156**	**1 265**	**22 752**

*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, 2024 ('000)

Province of destination	Main purpose												
	Leisure	Shopping - personal	Shopping - business	Sporting - spectator	Sporting - participant	VFR	Business	Education	Medical	Religion	Funeral	Other	Total
Western Cape	1 393	*	28	29	23	767	52	20	46	29	46	41	**2 482**
Eastern Cape	428	5	*	31	30	867	58	20	14	144	354	103	**2 059**
Northern Cape	50	-	-	15	*	300	16	*	14	11	106	14	**534**
Free State	71	15	*	*	19	456	23	-	*	42	63	60	**788**
KwaZulu-Natal	688	*	46	-	*	1 423	36	22	24	234	296	160	**2 942**
North West	146	-	*	-	-	563	29	*	12	27	154	32	**970**
Gauteng	285	14	17	*	52	1 287	102	35	36	152	178	97	**2 273**
Mpumalanga	315	*	*	*	*	1 017	30	*	21	54	135	94	**1 705**
Limpopo	189	-	*	-	*	1 659	42	*	*	159	525	180	**2 778**
South Africa	**3 566**	**51**	**129**	**116**	**147**	**8 339**	**387**	**121**	**181**	**852**	**1 856**	**781**	**16 530**

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

6. Mode of transport

6.1 Number of most recent day trips in South Africa during the twelve-month reference period by mode of transport and province of destination, January–December, 2024 ('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	3 856	1 116	505	343	626	1 200	2 511	754	790	**11 701**
Someone's car/van/bakkie	604	291	299	263	180	461	837	323	484	**3 743**
Rental car	12	*	*	*	-	-	*	-	*	**33**
Minibus taxi	219	794	218	164	844	546	1 130	531	1 446	**5 893**
Metered taxi	*	*	-	-	*	-	45	*	*	**72**
App-based cabs (e.g. Uber)	30	-	-	-	*	30	18	-	-	**87**
Commercial bus	69	148	*	*	34	86	191	90	194	**816**
Tour bus	26	10	*	*	-	*	45	*	*	**98**
On foot or bicycle	34	-	-	-	-	-	*	-	-	**41**
Truck or lorry	*	-	-	-	-	-	-	-	*	**25**
Train	-	-	*	-	-	-	89	-	-	**90**
Aircraft	23	*	-	-	-	-	42	-	-	**70**
Other	-	*	9	14	10	15	*	*	11	**81**
Total	**4 892**	**2 384**	**1 039**	**791**	**1 712**	**2 341**	**4 930**	**1 710**	**2 954**	**22 752**

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

6.2 Number of most recent overnight trips taken by household members in South Africa during the 12-month reference period by mode of transport and province of destination, January–December, 2024 ('000)

	Province of destination									
Mode of transport	**Western Cape**	**Eastern Cape**	**Northern Cape**	**Free State**	**KwaZulu-Natal**	**North West**	**Gauteng**	**Mpumalanga**	**Limpopo**	**Total**
My own car/van/bakkie	1 680	657	203	294	835	390	799	805	1 052	**6 714**
Someone's car/van/bakkie	191	345	151	119	621	233	360	282	574	**2 876**
Rental car	-	11	*	-	24	*	*	*	*	**60**
Minibus taxi	186	782	110	298	1 056	294	719	518	990	**4 953**
Metered taxi	-	-	-	-	*	-	*	-	11	**26**
App-based cabs (e.g. Uber)	-	-	-	*	-	*	*	-	*	**30**
Commercial bus	70	152	15	24	109	16	193	51	114	**744**
Tour bus	21	36	14	*	58	17	25	*	*	**185**
On foot or bicycle	*	-	-	-	-	-	-	-	-	**
Motorcycle	-	-	-	-	-	-	*	*	-	**
Truck or lorry	-	-	*	-	*	-	*	-	*	**10**
Train	-	-	*	-	-	-	13	-	-	**15**
Aircraft	280	65	*	32	148	*	115	*	-	**652**
Other	33	12	26	*	80	*	23	30	*	**227**
Total	**2 482**	**2 059**	**534**	**788**	**2 942**	**970**	**2 273**	**1 705**	**2 778**	**16 530**

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

6.3 Main mode of transport used during the most recent overnight trips by principal type of accommodation, January–December, 2024 ('000)

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	Halls	Holiday home/ second home	Other[2]	Unspecified	Total
Air	162	41	28	*	34	259	-	-	-	-	24	*	85	**652**
Bus	38	31	39	11	8	529	16	-	*	43	45	*	161	**929**
Car	369	412	337	342	774	5 967	*	274	14	155	221	83	699	**9 650**
Taxi	34	17	26	*	35	4 211	*	7	*	156	73	64	329	**4 980**
Other	*	*	*	-	*	143	-	*	56	41	-	-	40	**317**
Total	**611**	**513**	**436**	**373**	**860**	**11 108**	**23**	**283**	**85**	**394**	**363**	**163**	**1 317**	**16 530**

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

6.4 Main mode of transport by month of most recent trips, January–December, 2024 ('000)

Mode of transport	January	February	March	April	May	June	July	August	September	October	November	December	Total
Day trips													
Air	10	*	*	-	-	*	17	*	-	-	-	*	**70**
Bus	77	100	78	63	97	65	60	125	99	78	32	41	**915**
Car	1 106	1 125	1 240	1 321	1 377	1 462	1 322	1 568	1 183	1 160	1 022	1 590	**15 477**
Taxi	448	510	501	436	491	474	434	531	503	481	509	734	**6 051**
Other	*	*	35	30	56	*	*	16	*	16	23	29	**237**
Total	**1 649**	**1 751**	**1 856**	**1 849**	**2 022**	**2 020**	**1 841**	**2 244**	**1 790**	**1 735**	**1 587**	**2 408**	**22 752**
Overnight trips													
Air	52	*	84	81	64	*	88	86	45	26	25	75	**652**
Bus	45	53	78	48	27	72	76	130	95	92	44	169	**929**
Car	764	505	900	508	705	938	598	987	870	659	628	1 587	**9 650**
Taxi	320	407	463	299	393	449	373	424	494	317	323	717	**4 980**
Other	19	22	47	16	37	16	16	*	20	25	51	32	**317**
Total	**1 203**	**994**	**1 572**	**952**	**1 227**	**1 494**	**1 151**	**1 642**	**1 524**	**1 118**	**1 071**	**2 580**	**16 530**

[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.

Totals include unspecified mode of transport.

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

7. Main purpose

7.1 Main purpose of most recent day trips taken by month of trip, January–December, 2024 ('000)

Main purpose	Month of trip												
	January	February	March	April	May	June	July	August	September	October	November	December	Total
Leisure	295	220	253	342	375	441	463	548	295	328	332	621	**4 513**
Shopping-Personal	511	599	555	690	534	624	489	592	542	486	446	844	**6 912**
Shopping-Business	58	49	113	86	127	37	31	46	69	68	51	52	**788**
Sporting-Spectator	*	12	39	23	49	6	*	19	*	*	*	23	**203**
Sporting-Participant	13	40	17	*	*	19	21	27	22	*	*	*	**207**
VFR	428	298	287	305	326	407	433	499	424	409	379	531	**4 727**
Business	42	72	125	58	65	77	75	52	60	76	77	84	**862**
Education	25	33	33	20	40	31	28	21	42	25	18	*	**321**
Medical	57	106	86	90	137	63	36	68	70	65	69	50	**897**
Religion	15	44	78	47	90	116	73	139	109	117	52	23	**902**
Funeral	74	184	149	67	120	90	87	118	57	76	66	70	**1 156**
Other	117	95	123	99	149	108	95	114	100	75	88	102	**1 265**
Total	**1 649**	**1 751**	**1 856**	**1 849**	**2 022**	**2 020**	**1 841**	**2 244**	**1 790**	**1 735**	**1 587**	**2 408**	**22 752**

[1] 'Other' includes wellness, child care, etc.
*Values based on three or less unweighted cases are considered too small to provide accurate estimates, and values are therefore replaced with asterisks.
Totals include unspecified main purpose.
Due to rounding, numbers do not necessarily add up to totals.

7.2 Main purpose of most recent overnight trips taken by month of trip, January–December, 2024 ('000)

Main purpose	Month of trip												
	January	February	March	April	May	June	July	August	September	October	November	December	Total
Leisure	412	137	298	238	185	289	260	330	310	270	172	664	**3 566**
Shopping-Personal	13	15	*	*	7	*	*	-	-	-	-	*	**51**
Shopping-Business	*	*	20	10	13	*	24	*	*	*	*	*	**129**
Sporting-Spectator	-	*	*	31	48	*	-	*	*	-	-	*	**116**
Sporting-Participant	*	*	46	35	*	*	*	*	20	-	*	14	**147**
VFR	583	497	784	371	639	753	483	859	722	488	572	1 588	**8 339**
Business	23	46	18	*	26	43	36	42	62	24	22	34	**387**
Education	14	*	*	*	26	14	*	7	17	17	*	-	**121**
Medical	12	23	26	13	18	10	16	13	10	17	13	10	**181**
Religion	23	52	177	45	40	63	90	94	110	39	75	44	**852**
Funeral	98	131	139	147	161	236	160	213	166	143	148	115	**1 856**
Other	18	70	45	45	61	72	71	53	90	114	49	94	**781**
Total	**1 203**	**994**	**1 572**	**952**	**1 227**	**1 494**	**1 151**	**1 642**	**1 524**	**1 118**	**1 071**	**2 580**	**16 530**

[1] 'Other' includes wellness, child care, etc.

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

Totals include unspecified main purpose.

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, 2024 ('000)

Population Group	Accommodation													
	Hotel	Guest House/Guest Farm	Bed and Breakfast	Lodge	Self-catering Establishment	Stayed with Friends and Relatives	Hostel/Backpackers	Camping and Caravan	Hospital	Halls	Holiday Home/Second Home	Other	Unspecified	Total
Black African	418	181	184	109	110	8 766	23	63	54	379	204	124	924	**11 539**
Coloured	56	42	66	*	300	870	-	50	31	*	32	23	157	**1 647**
Indian/Asian	*	55	*	32	52	201	-	-	-	-	21	-	22	**400**
White	134	235	173	229	397	1 271	-	169	-	-	106	16	214	**2 944**
South Africa	**611**	**513**	**436**	**373**	**860**	**11 108**	**23**	**283**	**85**	**394**	**363**	**163**	**1 317**	**16 530**

*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, 2024 ('000)

Population group	January	February	March	April	May	June	July	August	September	October	November	December	Total
Day trips													
Black African	1 001	1 069	1 213	1 114	1 266	1 250	1 119	1 355	1 209	1 141	1 073	1 642	**14 454**
Coloured	313	288	255	188	204	299	256	375	203	193	227	438	**3 240**
Indian/Asian	23	39	25	91	108	103	51	*	*	10	15	31	**522**
White	312	354	364	456	444	368	414	501	367	392	272	295	**4 537**
South Africa	**1 649**	**1 751**	**1 856**	**1 849**	**2 022**	**2 020**	**1 841**	**2 244**	**1 790**	**1 735**	**1 587**	**2 408**	**22 752**
Overnight trips													
Black African	791	772	1 064	592	883	1 032	842	1 155	1 082	804	727	1 794	**11 539**
Coloured	169	86	141	121	110	160	72	164	118	52	104	351	**1 647**
Indian/Asian	37	*	63	*	-	75	63	21	53	29	18	25	**400**
White	206	133	304	226	233	228	174	302	272	233	223	410	**2 944**
South Africa	**1 203**	**994**	**1 572**	**952**	**1 227**	**1 494**	**1 151**	**1 642**	**1 524**	**1 118**	**1 071**	**2 580**	**16 530**

*Values based on three or less unweighted cases are considered too small to provide accurate estimates, and values are therefore replaced with asterisks.
Totals include unspecified population group.
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 (Percentage (%)), January–December, 2024

Characteristics	Leisure	Shopping-Personal	Shopping-Business	Sporting-Spectator	Sporting-Participant	VFR	Business	Education	Medical	Religion	Funeral	Other	Unspecified	Total
Age groups														
0 - 4	40,0	20,1	0,5	0,6	-	26,2	-	1,9	1,1	4,5	0,9	4,3	-	**100,0**
5 - 9	45,1	12,3	0,6	0,7	0,9	18,9	1,1	4,1	0,2	6,5	5,8	4	-	**100,0**
10 - 14	25,8	15,7	.	2,2	3,9	21,9	0,5	3,2	6,7	6,4	3,7	10	-	**100,0**
15 - 19	32,1	22,8	3,8	2,9	6,7	15,3	0,9	5,5	2,0	1,5	3,8	2,7	-	**100,0**
20 - 24	19,8	31,0	1,7	1,4	4,3	19,9	2,3	1,9	3,4	3,6	1,4	9,3	-	**100,0**
25 - 29	16,4	30,0	3,7	0,2	0,7	21,1	5,2	2,6	5,0	3,1	3,3	8,7	-	**100,0**
30 - 34	16,9	33,4	4,5	1,1	0,7	22,0	5	2,1	1,4	4,4	3,1	5,4	-	**100,0**
35 - 39	18,5	32,5	6,4	0,9	0,2	21,1	5,3	0,7	1,9	3,3	5,0	4,2	-	**100,0**
40 - 44	21,6	36,1	2,2	0,3	0,3	18,2	3,7	0,6	4,1	3,2	5,9	3,8	-	**100,0**
45 - 49	13,7	37,0	1,7	0,8	0,1	19,6	6,1	0,9	3,4	2,0	7,5	7,1	0,1	**100,0**
50 - 54	13,6	34,2	6,7	0,1	0,4	21,8	2,6	0,7	4,5	3,2	7,1	5,0	-	**100,0**
55 - 59	12,4	32,6	4,2	0,3	0,7	20,7	6,3	0,2	9,0	4,6	6,2	2,8	-	**100,0**
60 - 64	19,3	29,3	2,9	1,8	-	18,3	3,2	0,5	6,1	3,3	8,8	6,6	-	**100,0**
65 - 69	17,8	31,2	5,1	0,4	-	20,1	3,1	-	10,6	2,5	4,6	4,6	-	**100,0**
70 - 74	8,1	21,0	2,2	0,5	-	36,4	1,1	-	5,9	7,8	4,8	12,2	-	**100,0**
75+	17,0	29,7	1,0	2,8	-	15,9	2,9	-	3,9	15,2	8,1	3,5	-	**100,0**
Broad age group														
0 - 11	40,0	16,7	0,5	0,7	0,6	23,6	0,4	3,0	1,2	5,7	2,9	4,7	-	**100,0**
12 - 17	26,3	18,8	2,7	2,1	7,1	17,5	0,4	4,5	4,7	3,9	5,3	6,7	-	**100,0**
18 - 24	25,5	28,7	1,7	2,4	4,0	18,0	2,2	2,7	3,0	2,8	1,5	7,4	-	**100,0**
25 - 34	16,7	32,1	4,2	0,7	0,7	21,7	5,1	2,3	2,8	3,9	3,2	6,7	-	**100,0**
35 - 44	19,9	34,1	4,5	0,6	0,3	19,8	4,6	0,7	2,9	3,2	5,4	4,0	-	**100,0**
45 - 54	13,6	35,8	3,9	0,5	0,3	20,6	4,6	0,8	3,9	2,5	7,3	6,2	0,1	**100,0**
55 - 64	15,6	31,1	3,6	1,0	0,4	19,6	4,9	0,3	7,7	4,0	7,4	4,5	-	**100,0**
65+	14,5	27,6	3,0	1,1	-	24,0	2,4	-	7,3	7,7	5,6	6,7	-	**100,0**

9.1 Demographic analysis by main purpose of the most recent day trips (Percentage (%)) (concluded), January–December, 2024

Characteristics	Leisure	Shopping-Personal	Shopping-Business	Sporting-Spectator	Sporting-Participant	VFR	Business	Education	Medical	Religion	Funeral	Other	Unspecified	Total
Sex														
Male	18,9	30,2	3,3	0,6	1,2	20,6	4,8	1,8	4,5	3,8	5,3	5,0	0,0	**100,0**
Female	20,7	30,5	3,6	1,2	0,6	21,0	2,9	1,1	3,4	4,1	4,9	6,0	-	**100,0**
Marital status														
Married	23,2	27,6	3,8	0,7	0,2	22,1	4,1	0,6	4,1	4,6	4,4	4,7	-	**100,0**
Living together as husband and wife	11,9	44,8	4,0	2,0	-	18,5	5,2	-	1,8	1,3	5,8	4,6	0,1	**100,0**
Widow/widower	9,6	35,2	3,1	0,6	1,3	18,5	3,0	-	8,6	5,7	9,0	5,5	-	**100,0**
Divorced/separated	9,9	30,2	6,7	1,5	.	21,3	9,1	-	6,6	2,4	4,4	8,0	-	**100,0**
Never married	6,2	45,3	1,4	.	.	23,4	3,6	-	6,9	1,1	7,6	4,6	-	**100,0**
Highest level of education														
No schooling	32,7	29,3	0,5	0,4	0,1	19,5	.	2,0	2,6	4,8	3,4	4,8	-	**100,0**
Not completing primary school	20,5	31,5	1,1	1,9	0,8	18,8	1,6	2,2	3,7	7,1	4,1	6,6	-	**100,0**
Grade 7/Std 5	14,9	50,8	2,7	.	2,0	7,2	1	0,7	5,4	3,5	8,1	3,6	-	**100,0**
Not completing secondary school	11,3	38,4	3,9	0,9	1,2	19,1	3,5	1,6	4,9	2,7	6,8	5,5	0,0	**100,0**
Grade 12/Std 10	17,5	30,4	5,8	0,8	0,9	19,4	4,1	0,9	4,3	4,5	4,8	6,5	-	**100,0**
Higher	29,1	18,1	2,0	0,8	0,7	27,3	6,1	1,4	2,6	3,5	3,9	4,5	-	**100,0**
Total	**19,7**	**30,6**	**3,5**	**0,9**	**0,8**	**20,8**	**3,9**	**1,3**	**4,0**	**4,0**	**5,1**	**5,5**	**0,0**	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.

9.2 Demographic analysis by main purpose of the most recent overnight trips (Percentage (%)), January–December, 2024

Characteristics	Leisure	Shopping-Personal	Shopping-Business	Sporting-Spectator	Sporting-Participant	VFR	Business	Education	Medical	Religion	Funeral	Other	Unspecified	Total
Age groups														
0 - 4	20,3	-	0,4	-	-	60,1	-	-	1,8	2,8	9,8	4,8	-	**100,0**
5 - 9	28,8	0,5	0,3	0,3	2,1	47,8	-	1,0	0,4	6,2	9,0	3,3	0,2	**100,0**
10 - 14	26,3	0,5	0,3	0,3	3,1	48,0	-	3,1	1,2	5,6	6,0	5,6	-	**100,0**
15 - 19	18,7	0,2	.	0,8	4,9	53,5	-	3,0	0,8	5,0	9,9	3,1	-	**100,0**
20 - 24	18,9	0,4	0,5	0,9	1,0	53,7	1,6	2,6	1,0	4,9	9,0	5,5	-	**100,0**
25 - 29	16,6	0,8	2,4	0,6	0,2	57,2	1,9	0,3	0,7	5,1	9,3	4,9	-	**100,0**
30 - 34	16,2	0,4	0,4	0,3	0,3	56,7	4,5	0,3	1,0	3,1	10,5	6,2	-	**100,0**
35 - 39	17,8	0,1	1,3	0,7	0,6	57,1	2,4	0,2	1,1	3,5	10,1	5,2	-	**100,0**
40 - 44	24,1	0,3	0,8	0,9	0,4	45,7	2,5	0,6	0,8	4,8	14,9	4,3	-	**100,0**
45 - 49	21,6	0,2	0,8	1,6	1,1	47,3	3,5	0,5	0,6	6,5	12,6	3,7	-	**100,0**
50 - 54	25,2	0,2	0,8	1,5	0,8	42,2	2,3	0,7	1,4	6,4	12,4	6,1	-	**100,0**
55 - 59	22,7	0,6	1,3	.	0,1	41,1	4,8	0,3	2,0	5,0	15,6	6,4	-	**100,0**
60 - 64	25,4	0,4	0,6	1,4	0,3	42,7	2,9	-	1,4	10,1	12,6	2,2	-	**100,0**
65 - 69	30,3	-	-	-	.	48,4	3,6	-	1,2	7,2	7,3	2,1	-	**100,0**
70 - 74	27,1	0,3	-	-	1,2	42,8	-	-	1,0	7,6	14,3	5,7	-	**100,0**
75+	26,3	0,3	-	1,6	.	46,0	-	-	2,6	3,6	18,1	1,4	-	**100,0**
Broad age group														
0 - 11	25,7	0,3	0,4	0,2	1,3	51,8	-	0,9	1,0	5,0	9,4	4,2	0,1	**100,0**
12 - 17	22,3	0,5	-	1,0	5,5	50,0	-	3,1	1,2	4,9	6,6	4,9	-	**100,0**
18 - 24	18,0	0,3	0,3	0,7	1,4	55,6	1,2	2,9	0,9	4,8	9,2	4,7	-	**100,0**
25 - 34	16,3	0,5	1,2	0,4	0,2	56,9	3,5	0,3	0,9	3,9	10,0	5,7	-	**100,0**
35 - 44	20,7	0,2	1,1	0,8	0,5	51,9	2,4	0,4	0,9	4,1	12,3	4,8	-	**100,0**
45 - 54	23,2	0,2	0,8	1,5	1,0	45,1	3,0	0,6	1,0	6,4	12,5	4,7	-	**100,0**
55 - 64	23,9	0,5	1,0	0,6	0,2	41,8	3,9	0,2	1,8	7,3	14,3	4,5	-	**100,0**
65+	28,4	0,2	-	0,4	0,3	46,2	1,6	-	1,5	6,4	12,0	3,0	-	**100,0**

9.2 Demographic analysis by main purpose of the most recent overnight trips (Percentage (%)) (concluded), January–December, 2024

Characteristics	Leisure	Shopping-Personal	Shopping-Business	Sporting-Spectator	Sporting-Participant	VFR	Business	Education	Medical	Religion	Funeral	Other	Unspecified	Total
Sex														
Male	21,6	0,4	0,7	0,7	1,1	50,6	2,7	1,0	1,1	4,3	11,3	4,5	0,0	**100,0**
Female	21,5	0,2	0,8	0,7	0,7	50,4	2,0	0,5	1,1	5,9	11,2	4,9	-	**100,0**
Marital status														
Married	29,4	0,4	1,0	1,1	0,6	42,5	3,0	0,2	0,8	5,3	10,4	5,2	-	**100,0**
Living together as husband and wife	13,3	0,5	0,5	-	-	62,9	2,0	0,2	0,7	3,6	13,4	2,7	-	**100,0**
Widow/widower	19,4	-	1,3	1,0	0,7	43,6	1,3	.	1,2	8,3	17,1	6,1	-	**100,0**
Divorced/separated	26,1	-	0,4	1,5	-	38,5	5,6	1,2	0,7	7,7	14,9	3,3	-	**100,0**
Never married	12,3	-	.	.	-	61,9	3,8	.	3,5	5,7	10,3	2,5	-	**100,0**
Highest level of education														
No schooling	18,9	0,1	0,7	0,3	-	61,1	0,1	-	1,9	3,4	8,9	4,7	-	**100,0**
Not completing primary school	22,2	0,3	0,3	0,1	2,0	44,5	0,5	1,5	1,8	8,3	13,1	5,3	0,1	**100,0**
Grade 7/Std 5	12,4	0,6	-	-	1,1	50,2	1,3	0,5	0,9	8,8	17,2	7,1	-	**100,0**
Not completing secondary school	14,4	0,4	0,8	0,4	1,4	54,1	1,9	0,6	1,6	6,8	13,6	3,9	-	**100,0**
Grade 12/Std 10	19,3	0,3	0,9	1,1	0,6	52,3	2,8	0,5	0,8	4,0	12,7	4,6	-	**100,0**
Higher	33,1	0,3	1,0	1,0	0,5	43,9	3,7	1,0	0,5	3,6	6,3	5,2	-	**100,0**
Total	**22,0**	**0,3**	**0,8**	**0,7**	**0,8**	**50,0**	**2,4**	**0,7**	**1,1**	**5,2**	**11,3**	**4,7**	**0,0**	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.

9.3 Demographic analysis by principal type of accommodation for most recent overnight trips ('000), January–December, 2024

Characteristics	Hotel	Guest House/ Guest Farm	Bed and Breakfast	Lodge	Self-catering establishment	Stayed with friends and relatives	Hostel/ Backpackers	Camping and caravan	Hospital	Halls	Holiday Home/ Second Home	Other	Unspecified	Total
Age groups														
0 - 4	27	23	*	33	37	559	-	24	*	*	*	-	56	**799**
5 – 9	28	39	25	*	47	568	-	32	-	25	16	-	100	**886**
10 - 14	18	*	17	21	50	425	-	20	*	23	18	*	102	**734**
15 - 19	23	4	22	*	44	509	*	*	*	23	22	*	72	**757**
20 - 24	15	12	*	24	41	714	*	20	*	10	33	*	93	**989**
25 - 29	30	81	*	30	36	876	*	*	9	42	*	13	84	**1 233**
30 - 34	55	99	61	69	58	1 351	-	19	18	36	21	27	140	**1 953**
35 - 39	54	16	34	45	126	1 422	-	*	14	53	46	*	159	**1 986**
40 - 44	73	40	45	36	89	1 139	*	23	*	31	47	16	120	**1 669**
45 - 49	52	20	82	19	83	928	-	22	*	17	25	22	108	**1 382**
50 - 54	71	53	49	16	60	612	-	24	-	42	39	11	75	**1 051**
55 - 59	34	42	63	43	49	705	-	28	*	25	35	14	63	**1 103**
60 - 64	59	43	14	.	43	568	-	20	-	34	32	31	51	**894**
65 - 69	23	*	*	*	51	330	-	*	-	13	*	*	53	**504**
70 - 74	28	-	*	*	24	216	*	*	-	6	*	3	19	**315**
75+	22	*	*	-	23	185	-	*	*	*	-	-	24	**277**
Broad age group														
0 - 11	64	78	37	44	112	1 292	-	69	14	46	40	*	211	**2 011**
12 - 17	25	15	34	27	48	513	*	14	*	28	16	*	98	**830**
18 - 24	22	12	*	31	59	971	*	20	*	17	42	*	112	**1 323**
25 - 34	85	180	66	99	94	2 227	*	28	27	78	28	40	225	**3 186**
35 - 44	128	55	79	81	215	2 561	*	37	21	84	92	21	278	**3 654**
45 - 54	122	73	130	35	142	1 541	-	46	*	58	64	33	184	**2 433**
55 - 64	93	85	76	43	92	1 273	-	48	*	59	67	45	114	**1 998**
65+	72	*	*	*	97	731	*	22	*	24	13	*	95	**1 095**

9.3 Demographic analysis by principal type of accommodation for most recent overnight trips ('000), (concluded) January–December, 2024

Characteristics	Hotel	Guest House/ Guest Farm	Bed and Breakfast	Lodge	Self-catering establishment	Stayed with friends and relatives	Hostel/ Backpackers	Camping and caravan	Hospital	Halls	Holiday Home/ Second Home	Other	Unspecified	Total
Sex														
Male	280	271	227	175	400	5 201	13	156	45	158	181	64	627	**7 799**
Female	331	243	209	198	460	5 908	10	126	40	236	182	99	690	**8 731**
Marital status														
Married	269	239	224	201	473	3 548	*	145	*	135	223	69	450	**5 984**
Living together as husband and wife	29	25	23	*	51	1 296	*	16	*	20	49	-	100	**1 622**
Widow/widower	34	*	2	22	32	602	*	*	-	26	*	*	65	**837**
Divorced/separated	*	*	-	-	*	272	-	*	-	*	-	-	*	**433**
Never married	12	10	*	*	8	312	-	*	*	8	9	2	22	**391**
Highest level of education														
No schooling	31	42	*	29	43	801	-	39	*	17	*	*	87	**1 130**
Not completing primary school	54	45	29	32	78	1 030	-	45	10	72	33	5	189	**1 622**
Grade 7/Std 5	-	*	*	*	15	330	-	-	*	16	*	*	38	**426**
Not completing secondary school	113	74	80	37	133	3 201	15	26	38	106	93	58	330	**4 305**
Grade 12/Std 10	117	136	98	117	236	3 487	*	74	14	128	80	46	367	**4 904**
Higher	296	214	209	153	354	2 259	*	98	*	56	139	44	307	**4 143**

*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.

10. Expenditure

10.1 Province of destination by average expenditure on most recent day and overnight trips, January–December, 2024 (R'000)

Destination	Accommodation	Food and beverages	Domestic transport	Recreation and culture	Shopping	Other	Total
Day trips							
Western Cape	-	235	198	266	487	273	**528**
Eastern Cape	-	115	177	892	731	335	**751**
Northern Cape	-	119	184	645	1 248	182	**1 101**
Free State	-	212	296	385	789	56	**713**
KwaZulu-Natal	-	136	163	331	420	148	**450**
Gauteng	-	126	192	475	499	330	**643**
North West	-	140	200	408	1 991	419	**1 346**
Mpumalanga	-	116	212	311	570	134	**613**
Limpopo	-	87	143	487	662	243	**604**
Total day trips spending	**-**	**1 285**	**1 765**	**4 201**	**7 398**	**2 121**	**6 748**
Overnight trips							
Western Cape	1 843	619	756	672	731	1 570	**2 666**
Eastern Cape	1 519	426	589	299	924	1 375	**1 885**
Northern Cape	1 240	288	593	476	494	456	**1 273**
Free State	963	294	398	146	470	471	**1 067**
KwaZulu-Natal	1 473	471	634	354	830	801	**1 786**
North West	2 967	356	502	799	989	814	**1 551**
Gauteng	837	270	402	217	700	582	**1 001**
Mpumalanga	1 346	331	417	381	689	381	**1 330**
Limpopo	1 113	321	481	373	731	463	**1 164**
Total overnight trips spending	**13 302**	**3 375**	**4 773**	**3 717**	**6 557**	**6 912**	**13 724**

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

10.2 Province of destination by expenditure on most recent day and overnight trips, January–December, 2024 (R'000)

Province of destination	Accommodation	Food and beverages	Domestic transport	Recreation and culture	Shopping	Other	Total
Day trips							
Western Cape	-	953 776	853 977	147 112	530 009	29 545	**2 514 419**
Eastern Cape	-	224 187	401 402	257 534	737 155	112 261	**1 732 540**
Northern Cape	-	98 744	177 475	70 382	745 190	28 324	**1 120 114**
Free State	-	116 849	191 453	22 948	164 849	3 410	**499 509**
KwaZulu-Natal	-	155 704	274 863	69 771	410 081	87 599	**998 019**
North West	-	252 703	428 677	142 202	2 186 924	65 989	**3 076 494**
Gauteng	-	456 294	721 605	237 297	650 942	64 726	**2 130 864**
Mpumalanga	-	145 484	345 830	59 346	462 856	18 061	**1 031 576**
Limpopo	-	140 783	374 573	150 637	930 747	55 963	**1 652 703**
Total day trips spending	**-**	**2 544 523**	**3 769 855**	**1 157 228**	**6 818 752**	**465 879**	**14 756 237**
Overnight trips							
Western Cape	1 791 678	1 289 192	1 650 437	272 688	688 621	503 235	**6 195 850**
Eastern Cape	470 174	708 138	1 096 490	32 738	882 351	426 817	**3 616 708**
Northern Cape	52 962	109 307	275 871	17 699	134 777	34 399	**625 014**
Free State	117 463	178 421	289 337	4 877	168 092	41 932	**800 122**
KwaZulu-Natal	689 687	1 024 485	1 484 995	80 664	1 037 180	269 505	**4 586 516**
North West	239 788	261 447	427 278	54 088	375 382	69 445	**1 427 429**
Gauteng	251 516	443 686	811 696	19 535	470 164	122 722	**2 119 319**
Mpumalanga	456 723	456 618	677 514	73 073	444 604	94 137	**2 202 668**
Limpopo	172 742	625 674	1 233 210	50 378	819 638	175 199	**3 076 840**
Total overnight trips spending	**4 242 734**	**5 096 967**	**7 946 829**	**605 739**	**5 020 807**	**1 737 391**	**24 650 466**

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

6. General information

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