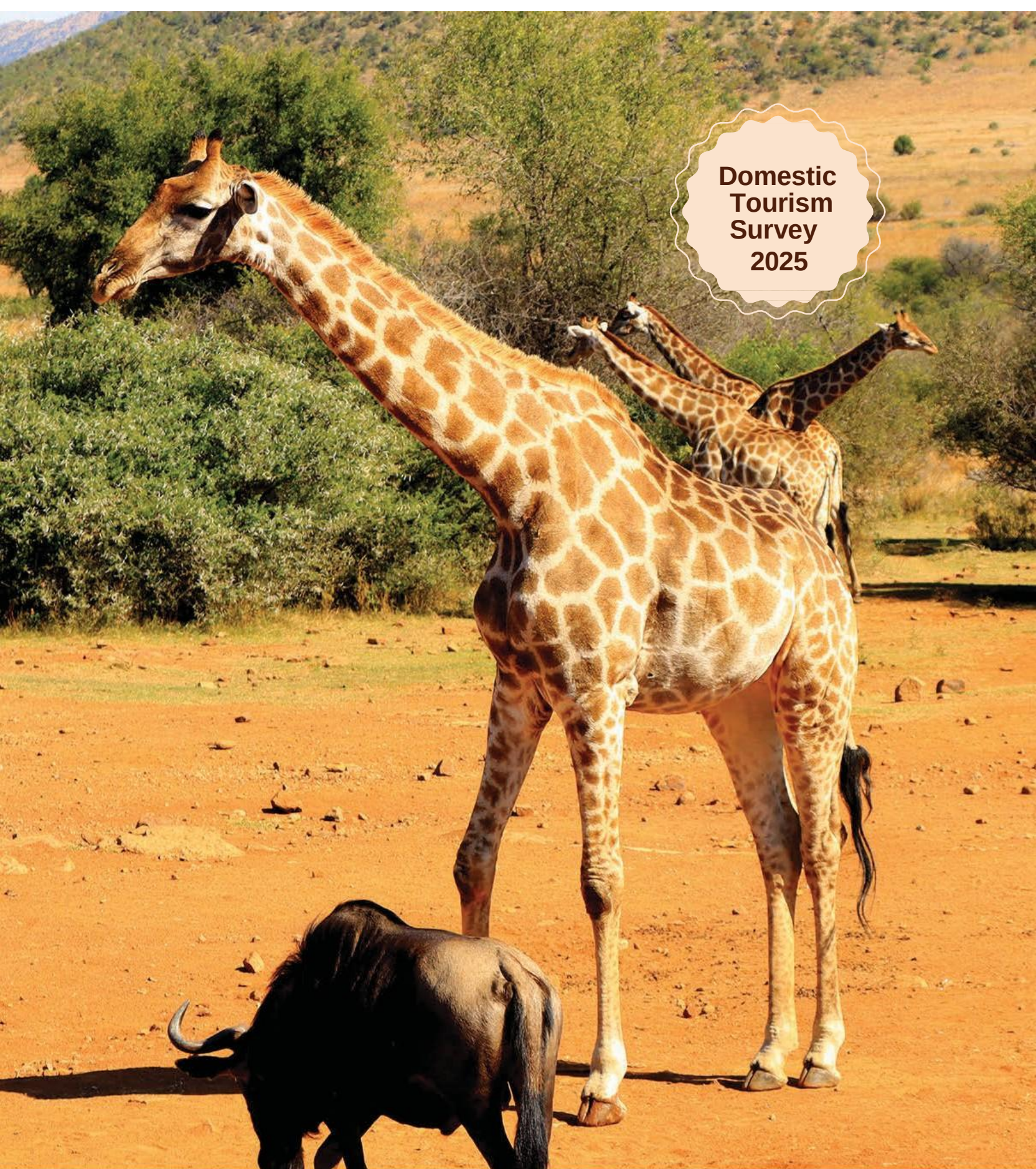




**Domestic
Tourism
Survey
2025**

IMPROVING LIVES THROUGH DATA ECOSYSTEMS



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STATISTICAL RELEASE

P0352.1

Domestic Tourism Survey, 2025

January to December 2025

**Embargoed until:
27 October 2026
13:00**

ENQUIRIES:
User Information Services
012 310 8600

FORTHCOMING ISSUE:
DTS 2026

EXPECTED RELEASE DATE
October 2027



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

Statistieke Suid-Afrika • Dipalopalo tša Aforika Borwa • Telubalo zaseNingizimu Afrika • EzeeNkcukacha maNani zoMzantsi Afrika • Iimbalobalo zeSewula Afrika

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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 report focuses on domestic tourism and includes information on day and overnight trips.

The findings of the Domestic Tourism Survey (DTS) 2025, indicated a decline in domestic tourism from 2024 to 2025, with the decrease being more prominent for day trips than for overnight trips. A total of 29,1 million day trips were undertaken in 2025, representing a decrease from the 33,5 million trips recorded in 2024. Similarly, 24,5 million overnight trips were recorded in 2025, reflecting a decline from 26,2 million trips in the previous year (2024).

In 2025, total expenditure on domestic trips amounted to approximately R63,2 billion, representing an increase from R60,6 billion in 2024. In 2024, expenditure on day trips amounted to R22,2 billion, while R38,4 billion was spent on overnight trips. In 2025, expenditure on both types of trips increased, with spending on day trips rising to R22,7 billion and expenditure on overnight trips increasing to R40,5 billion.

In 2024, Gauteng (21,7%) was the most popular province for day travellers, followed by Western Cape (21,5%) and Limpopo (13,0%). In 2025, Gauteng remained the preferred destination, accounting for 23,3% of the trips, followed by Limpopo (16,7%) and Western Cape (16,1%). With regard to overnight trips, KwaZulu-Natal (17,8%) was the most visited province in 2024, followed by Limpopo (16,8%) and Western Cape (15,0%). However, in 2025, Limpopo emerged as the leading destination for overnight trips (16,8%), followed by KwaZulu-Natal (16,1%) and Western Cape (14,1%).

Shopping was the most commonly reported reason for undertaking the most recent day trips in both 2024 and 2025. Visiting friends and relatives was the second most common reason, accounting for 20,8% of trips in 2024 and 20,0% in 2025, followed by leisure trips at 19,8% and 19,7%, respectively. For overnight trips, visiting friends and relatives and leisure were the most frequently cited reasons for travel. Attending funerals also accounted for a notable proportion of overnight trips, at 11,2% in 2024 and 12,0% in 2025.

Cars and taxis were the primary modes of transport used for most domestic day and overnight trips. Among respondents who did not undertake trips, financial constraints were the most commonly cited reason for not travelling, followed by having no reason to undertake a trip.



.....
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. However, 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, Statistics South Africa (Stats SA) and South African Tourism (SAT). The committee is co-chaired by National Department of Tourism 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 considers 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.

Key findings of this survey cover the domestic tourism activities 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.

A 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
- Sociodemographic.

1.3 Target population and sample

The target population of the survey consists of all private households and residents in workers' hostels across all nine provinces of South Africa. The survey does not cover other collective living quarters such as students' hostels, old-age homes, hospitals, prisons and military barracks, and is therefore only representative of non-institutionalised and non-military persons or households in South Africa.

The sample design for the DTS 2025 and 2026 quarter one, were 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.

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.

Expenditure

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

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.

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.

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.

Dwelling unit

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

Multiple households

Two or more households living in the same dwelling unit.

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, 2024 and 2025

Type of trip	Total number of trips ('000)	
	2024	2025
Day trips in South Africa	33 476	29 090
Overnight trips in South Africa	26 222	24 473

Table 2a shows the total number of day and overnight trips undertaken over the period January to December for 2024 and 2025. In 2025, an estimated 29,1 million day trips were undertaken, compared with 33,5 million trips in 2024, indicating a decrease in the number of day trips. Overnight trips also declined, from 26,2 million in 2024 to 24,5 million in 2025. Overall, the number of both day and overnight trips decreased between 2024 and 2025.

Table 2b - Total number of day trips taken by month during the period January–December, 2024 and 2025

Trip month	Day trips			
	2024		2025	
	Number ('000)	Percentage (%)	Number ('000)	Percentage (%)
January	2 507	7,5	2 552	8,8
February	2 443	7,3	3 051	10,5
March	2 576	7,7	2 530	8,7
April	2 782	8,3	2 589	8,9
May	3 250	9,7	2 093	7,2
June	2 918	8,7	2 375	8,2
July	2 764	8,3	2 048	7,0
August	3 076	9,2	2 296	7,9
September	2 725	8,1	2 156	7,4
October	2 606	7,8	1 936	6,7
November	2 278	6,8	2 007	6,9
December	3 550	10,6	3 456	11,9
Total	33 476	100,0	29 090	100,0

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

According to Table 2b, December recorded the highest number of day trips undertaken within South Africa in 2024, with approximately 3,6 million trips. This was followed by May (3,3 million), August (3,1 million) and June (2,9 million). In contrast, November recorded the lowest number of day trips, at 2,3 million.

A similar pattern was observed in 2025, with December recording the highest number of day trips with 3,5 million, although slightly lower than in 2024. February (3,1 million) followed by April and January were the next most common months for day travel at approximately 2,6 million trips each. October recorded the lowest number of day trips during the year, at 1,9 million.

Table 2c - Total number of overnight trips taken by month during the period January–December, 2024 and 2025

Trip month	Overnight trips			
	2024		2025	
	Number ('000)	Percentage (%)	Number ('000)	Percentage (%)
January	1 996	7,6	2 384	9,7
February	1 636	6,2	1 946	8,0
March	2 401	9,2	1 879	7,7
April	1 766	6,7	2 117	8,7
May	1 945	7,4	1 764	7,2
June	2 688	10,3	1 988	8,1
July	1 922	7,3	2 233	9,1
August	2 249	8,6	1 713	7,0
September	2 381	9,1	1 831	7,5
October	1 847	7,0	1 691	6,9
November	1 575	6,0	1 439	5,9
December	3 817	14,6	3 488	14,3
Total	26 222	100,0	24 473	100,0

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

Table 2c shows the total number of overnight trips undertaken between January and December in 2024 and 2025. In both years, December recorded the highest number of overnight trips, with 3,8 million trips in 2024 and 3,5 million in 2025. In 2024, June (2,7 million) and March (2,4 million) recorded the second and third highest numbers of trips, respectively, while November had the lowest number (1,6 million). In 2025, January (2,4 million) and July (2,2 million) followed December by recording the highest number of overnight trips, whereas November (1,4 million) and October (1,7 million) recorded the lowest numbers of overnight trips.

Table 3a - Total expenditure on domestic day and overnight trips (R'000), January–December, 2024 and 2025

Total expenditure	Accommodation	Food and beverages	Domestic transport	Recreation and culture	Shopping	Other ¹	Total
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
2025							
Day trips	-	3 831 168	5 911 026	6 760 726	4 822 159	1 368 886	22 693 964
Overnight trips	7 250 273	8 448 508	12 887 999	1 247 221	8 371 950	2 318 564	40 524 515
Total	7 250 273	12 279 676	18 799 025	8 007 947	13 194 109	3 687 450	63 218 479

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 presents total expenditure on domestic tourism over the 12-month period (January - December), indicating an increase in spending from 2024 to 2025.

In 2024, total expenditure on domestic trips amounted to approximately R60,6 billion, comprising R22,2 billion spent on day trips and R38,4 billion on overnight trips. In 2025, total expenditure on domestic trips increased to approximately R63,2 billion, of which R22,7 billion was spent on day trips and R40,5 billion on overnight trips.

The largest contributors to domestic tourism expenditure in 2024 were domestic transport (R18,5 billion), shopping (R18,4 billion) and food and beverages (R11,7 billion). In 2025, domestic transport remained the leading expenditure category at R18,8 billion, followed by shopping at R13,2 billion and food and beverages at R12,3 billion. Expenditure on recreation and culture also increased, from R2,8 billion in 2024 to R8,0 billion in 2025.

Table 3b - Total expenditure on domestic day trips (R'000) by month, January–December, 2024 and 2025

Month	Accommodation	Food and beverages	Domestic transport	Recreation and culture	Shopping	Other ¹	Total
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
2025							
January	-	335 398	488 058	881 554	99 254	104 192	1 908 456
February	-	301 651	570 657	744 230	354 557	82 949	2 054 045
March	-	421 223	408 354	649 246	389 636	99 017	1 967 476
April	-	384 719	468 786	521 006	381 263	83 607	1 839 381
May	-	356 954	392 520	660 516	127 649	92 218	1 629 857
June	-	374 270	750 208	895 919	247 820	322 385	2 590 601
July	-	286 587	567 707	771 039	415 560	154 536	2 195 430
August	-	300 188	720 475	486 582	415 138	264 039	2 186 422
September	-	193 956	342 199	487 122	386 193	41 109	1 450 579
October	-	191 350	338 884	406 194	252 940	43 757	1 233 125
November	-	195 026	352 027	219 798	476 012	43 927	1 286 791
December	-	489 845	511 150	37 520	1 276 135	37 150	2 351 800
Total day trip spending	-	3 831 168	5 911 026	6 760 726	4 822 159	1 368 886	22 693 964

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.

Table 3b shows the monthly expenditure on domestic tourism in 2024 and 2025. In 2024, the highest expenditure was recorded in May, at approximately R3,7 billion, followed by December and April, with expenditure of about R2,3 billion each. The lowest spending was recorded in January and February, at R1,3 billion each.

In 2025, June recorded the highest expenditure, amounting to approximately R2,6 billion, followed by December at R2,4 billion. The lowest expenditure was recorded in October and November, at R1,2 billion and R1,3 billion, respectively.

Table 3c - Total expenditure on domestic overnight trips (R'000) by month, January–December, 2024 and 2025

Month	Accommodation	Food and beverages	Domestic transport	Recreation and culture	Shopping	Other ¹	Total
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
2025							
January	976 804	884 692	1 416 706	104 790	975 630	206 021	4 564 642
February	386 339	596 140	813 996	69 877	785 351	74 514	2 726 217
March	509 731	615 202	832 503	110 587	588 069	80 920	2 737 012
April	753 077	706 340	1 509 293	170 083	758 396	277 362	4 174 551
May	751 521	632 197	1 352 670	187 326	527 036	136 712	3 587 462
June	269 068	594 247	919 221	106 402	612 038	176 933	2 677 908
July	740 881	699 797	1 028 793	64 065	585 093	240 662	3 359 291
August	470 852	612 768	671 543	63 962	651 011	102 040	2 572 176
September	296 193	472 498	838 474	95 883	507 361	180 779	2 391 188
October	298 765	509 317	853 351	35 461	563 803	290 424	2 551 121
November	550 766	475 768	690 629	42 967	493 161	109 202	2 362 494
December	1 246 277	1 649 542	1 960 821	195 819	1 325 001	442 996	6 820 455
Total overnight trip spending	7 250 273	8 448 508	12 887 999	1 247 221	8 371 950	2 318 564	40 524 515

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 shows that expenditure on domestic overnight trips peaked in December in both 2024 and 2025, reaching R6,8 billion in each year. In 2024, March (R3,7 billion) and June (R3,6 billion) recorded the next highest levels of expenditure, while November recorded the lowest at R2,2 billion. In 2025, January (R4,6 billion) and April (R4,2 billion) recorded the next highest levels of expenditure, while November again recorded the lowest, at R2,4 billion.

Figure 1a – Percentage (%) distribution of total day trips taken by household members by province of destination, January–December, 2025

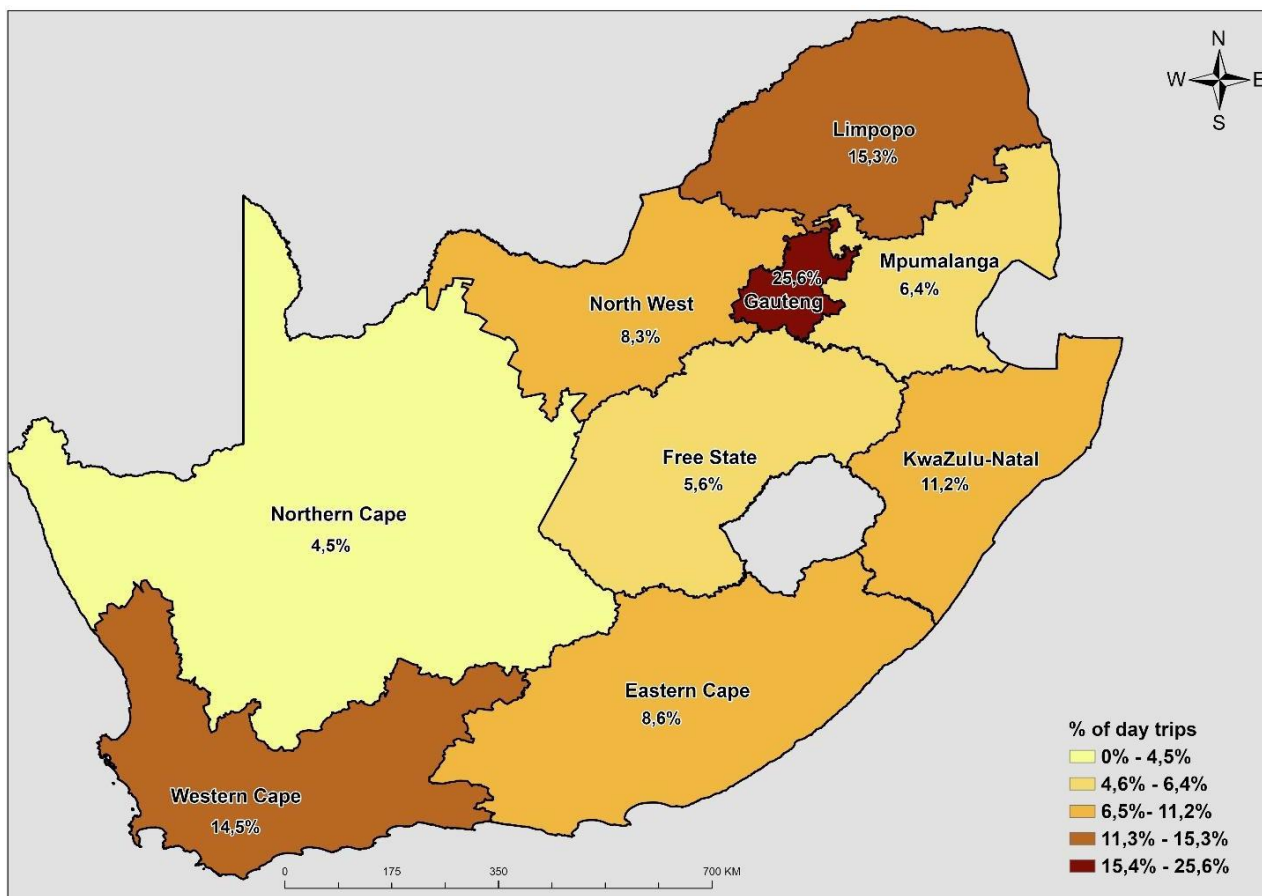


Figure 1a shows that Gauteng was the most popular destination for day trips between January and December 2025, accounting for more than a quarter (25,6%) of all day trips. Limpopo (15,3%) and Western Cape (14,5%) were the second and third most visited provinces, respectively.

By comparison, Eastern Cape (8,6%) and North West (8,3%) attracted smaller shares of day trips. Northern Cape (4,5%) and Free State (5,6%) were the least visited provinces during the period.

Figure 1b – Percentage (%) distribution of total overnight trips taken by household members by province of destination, January–December, 2025

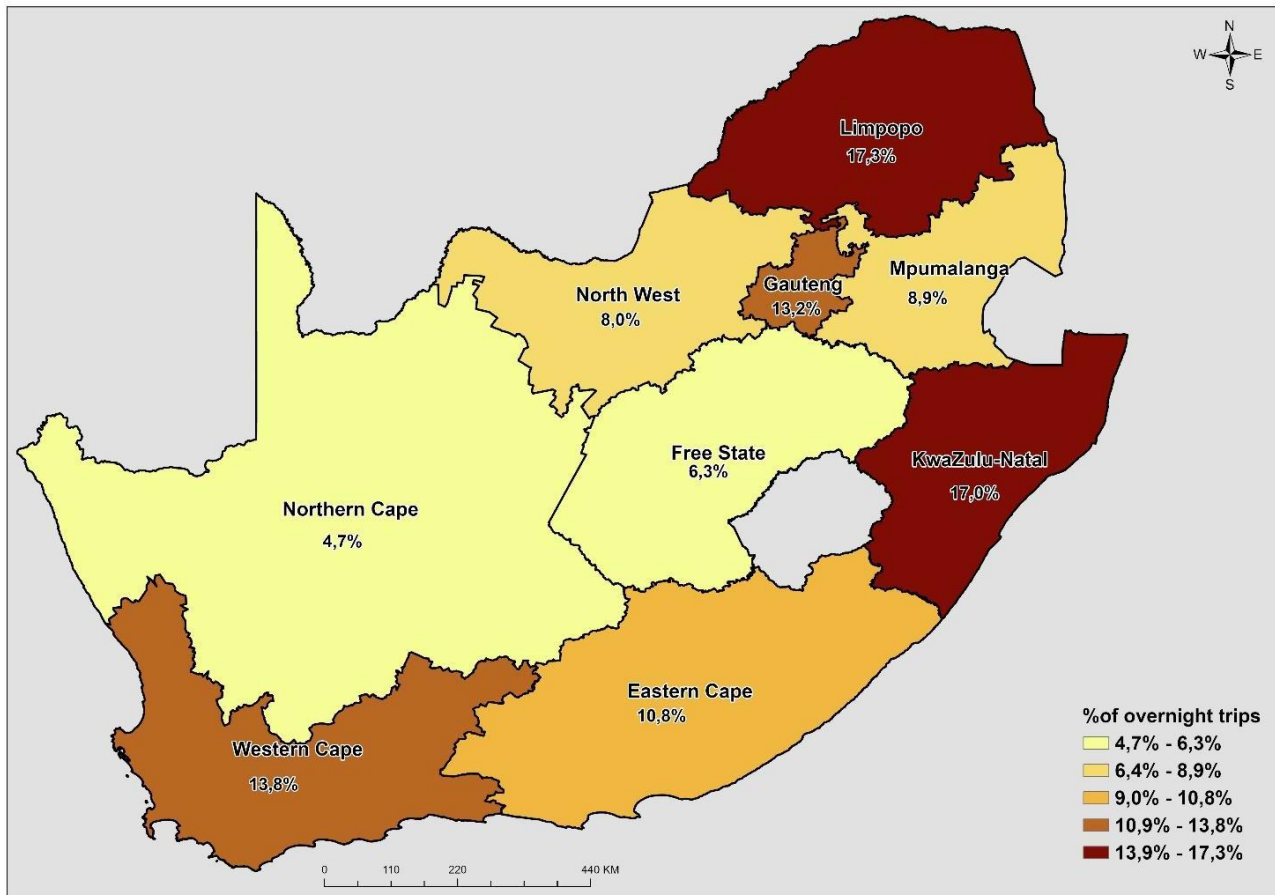


Figure 1b illustrates the distribution of overnight trips by province of destination between January and December 2025. Limpopo was the most popular destination for domestic overnight travellers, accounting for 17,3% of all overnight trips. This was followed closely by KwaZulu-Natal (17,0%), while Western Cape (13,8%) and Gauteng (13,2%) accounted for the third and fourth largest shares of overnight trips, respectively.

In contrast, Northern Cape and Free State province recorded the smallest shares of overnight trips, accounting for 4,7% and 6,3%, respectively.

Table 4a - Number of the most recent day and overnight trips, January–December, 2024 and 2025

Type of trip	Number of most recent trips ('000)	
	2024	2025
Day trip in South Africa	22 752	20 403
Overnight trip in South Africa	16 530	16 837

Table 4a presents information on the most recent day and overnight trips undertaken within South Africa during the periods January to December 2024 and January to December 2025. In 2024, approximately 22,8 million most recent day trips and 16,5 million most recent overnight trips were undertaken. In 2025, the number of most recent day trips decreased to 20,4 million, while the number of most recent overnight trips increased slightly to 16,8 million.

Overall, the results indicate a decline in the number of most recent day trips between 2024 and 2025, while the number of most recent overnight trips increased marginally over the same period.

Table 4b - Most recent day trips, January–December, 2024 and 2025

Month	Most recent day trips			
	2024		2025	
	Number ('000)	Percentage (%)	Number ('000)	Percentage (%)
January	1 649	7,2	1 735	8,5
February	1 751	7,7	1 996	9,8
March	1 856	8,2	1 784	8,7
April	1 849	8,1	1 817	8,9
May	2 022	8,9	1 651	8,1
June	2 020	8,9	1 617	7,9
July	1 841	8,1	1 347	6,6
August	2 244	9,9	1 580	7,7
September	1 790	7,9	1 622	7,9
October	1 735	7,6	1 411	6,9
November	1 587	7,0	1 429	7,0
December	2 408	10,6	2 413	11,8
Total	22 752	100,0	20 403	100,0

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

Table 4b presents the monthly distribution of the most recent day trips undertaken in 2024 and 2025. In 2024, December recorded the highest number of most recent day trips, at approximately 2,4 million, followed by August (2,2 million), and May and June at 2,0 million trips each. The lowest numbers were recorded in November and January, with approximately 1,6 million trips each.

In 2025, December again recorded the highest number of most recent day trips, at approximately 2,4 million, followed by February (2,0 million) and April (1,8 million). By contrast, July recorded the lowest number of most recent day trips, at approximately 1,3 million, followed by October and November, at 1,4 million each.

Table 4c - Most recent overnight trips, January–December, 2024 and 2025

Month	Most recent overnight trips			
	2024		2025	
	Number ('000)	Percentage (%)	Number ('000)	Percentage (%)
January	1 203	7,3	1 868	11,1
February	994	6,0	1 255	7,5
March	1 572	9,5	1 201	7,1
April	952	5,8	1 531	9,1
May	1 227	7,4	1 330	7,9
June	1 494	9,0	1 332	7,9
July	1 151	7,0	1 424	8,5
August	1 642	9,9	1 219	7,2
September	1 524	9,2	1 282	7,6
October	1 118	6,8	1 178	7,0
November	1 071	6,5	911	5,4
December	2 580	15,6	2 307	13,7
Total	16 530	100,0	16 837	100,0

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

Table 4c shows that December recorded the highest number of most recent overnight trips in both 2024 and 2025. However, the number of trips declined from approximately 2,6 million in 2024 to 2,3 million in 2025. In 2024, August recorded the second-highest number of most recent overnight trips, at approximately 1,6 million. In 2025, January and April recorded the second- and third-highest numbers of most recent overnight trips, at approximately 1,9 million and 1,5 million, respectively, followed by July with 1,4 million trips. The lowest number of most recent overnight trips was recorded in February in 2024, while November recorded the lowest number in 2025.

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, 2025

Province of origin	Undertook day trip ('000)			Undertook overnight trip ('000)		
	Total	Male	Female	Total	Male	Female
Western Cape	3 265	1 783	1 483	2 839	1 358	1 482
Eastern Cape	2 067	964	1 103	1 227	586	641
Northern Cape	1 089	537	551	764	406	359
Free State	822	422	400	575	276	299
KwaZulu-Natal	1 629	704	924	1 958	825	1 133
North West	2 423	1 231	1 193	1 104	513	591
Gauteng	3 785	1 964	1 821	5 360	2 711	2 650
Mpumalanga	1 968	1 048	920	1 575	749	826
Limpopo	3 356	1 566	1 790	1 432	629	804
South Africa	20 403	10 219	10 184	16 837	8 052	8 785

*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 2025, males and females were equally likely to undertake day trips. However, females were more likely than males to undertake overnight trips. Male travellers accounted for approximately 10,2 million day trips, with the majority originating from Gauteng (2,0 million) and the Western Cape (1,8 million). Female travellers also accounted for approximately 10,2 million day trips, with most coming from Gauteng (1,8 million), Limpopo (1,8 million) and Western Cape (1,5 million).

The table further shows that both male and female tourists were predominantly from Gauteng, followed by Western Cape.

Table 6 - Length of stay for the most recent overnight trips, January–December, 2025

Number of nights	Number of most recent overnight trips	
	Number ('000)	Percentage (%)
1 night	2 050	12,2
2-4 nights	8 557	50,8
5 or more nights	5 082	30,2
Subtotal	15 690	93,2
Unspecified nights	1 147	6,8
Total	16 837	100,0

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

Table 6 shows that, for the reference period, most tourists spent between two and four nights away from their usual environment or home, accounting for 50,8% of overnight trips. About 30,2% of the most recent overnight trips lasted five nights or more, while only 12,2% were for a single night.

Figure 2a - Percentage (%) distribution of province of origin, by province of destination for total day trips taken by household members, January–December, 2025

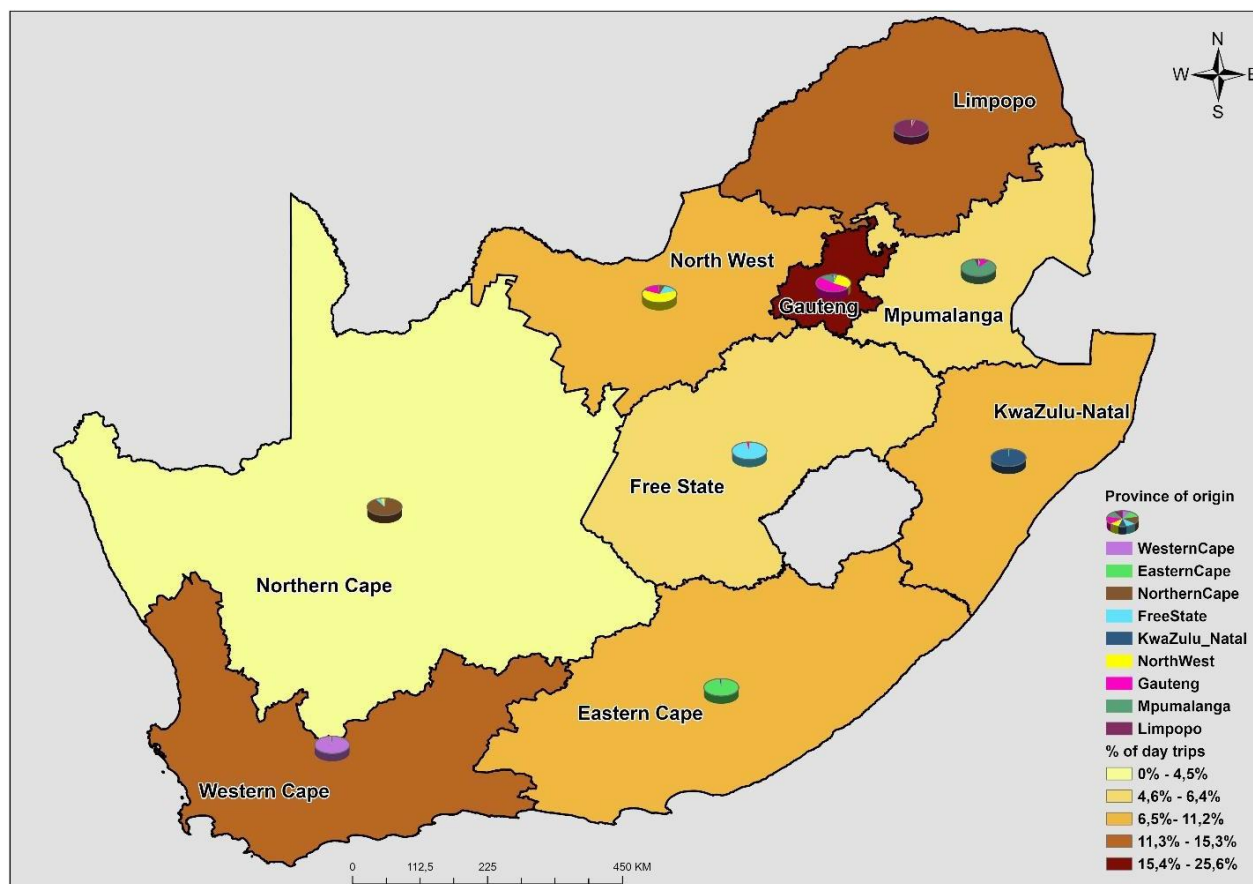


Figure 2a illustrates the proportion of day trips by province of origin and destination. The figure shows that the majority of day trips occurred within the same province in which individuals reside, indicating that day travel was predominantly local. Provinces such as Western Cape, Eastern Cape, Northern Cape, KwaZulu-Natal and Limpopo recorded the lowest proportions of day travellers arriving from other provinces. By contrast, Mpumalanga, Gauteng and North West recorded relatively high proportions 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, 2025

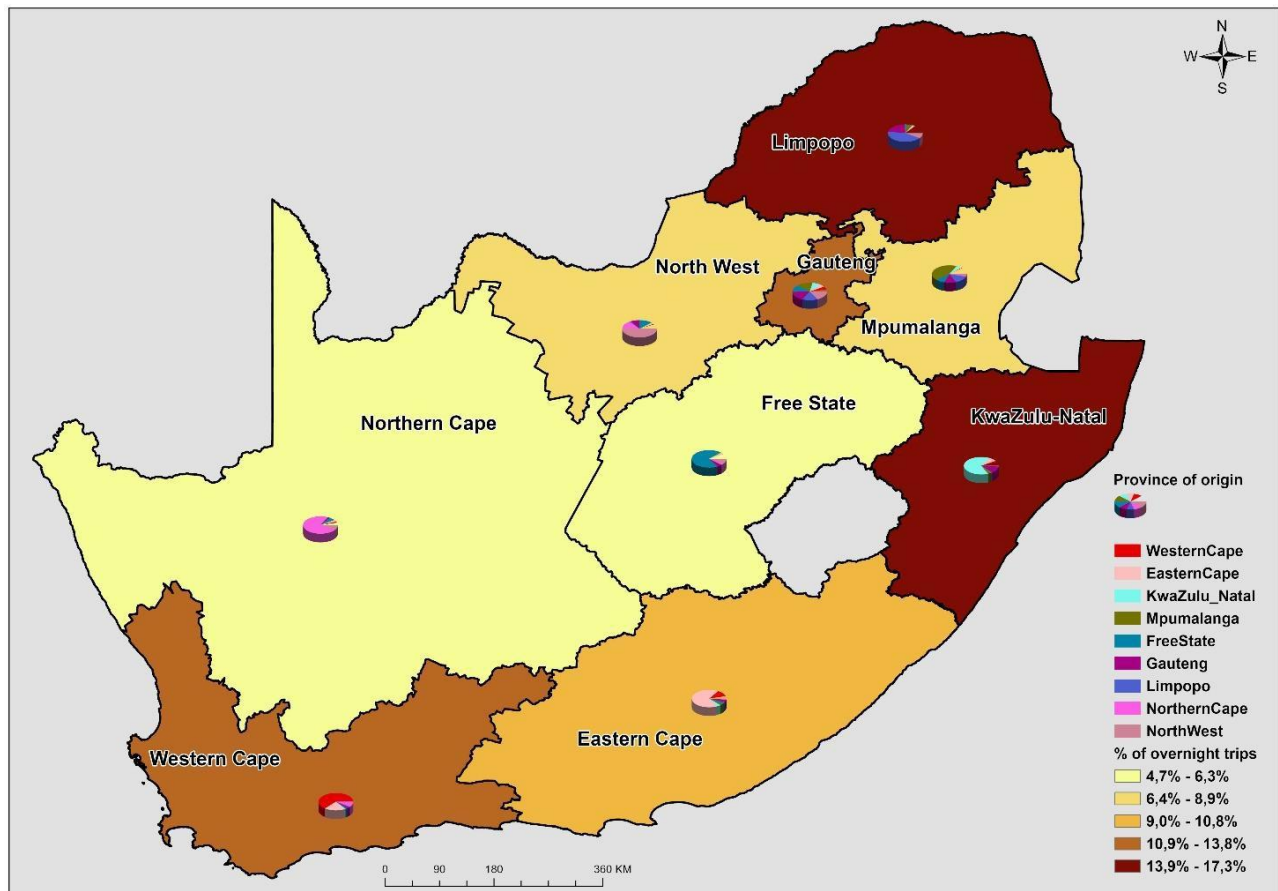


Figure 2b shows that a substantial proportion of overnight trips were destined for provinces other than those in which travellers resided. Western Cape recorded the highest proportion of overnight trips undertaken within the province. However, a notable share of overnight visitors to Western Cape originated from Eastern Cape. Gauteng also recorded a relatively high proportion of interprovincial overnight trips, with the majority of visitors coming from Limpopo, Mpumalanga and North West. Overall, the findings suggest that overnight travel was more likely than day travel to involve movement across provincial boundaries.

3.2 Analysis of tourism patterns by province of destination

Table 7a - Province of destination by most recent day trips, January–December, 2024 and 2025

Province of destination	Day trips			
	2024		2025	
	Number ('000)	Percentage (%)	Number ('000)	Percentage (%)
Western Cape	4 892	21,5	3 283	16,1
Eastern Cape	2 384	10,5	2 050	10,0
Northern Cape	1 039	4,6	907	4,4
Free State	791	3,5	969	4,8
KwaZulu-Natal	1 712	7,5	1 744	8,5
North West	2 341	10,3	1 852	9,1
Gauteng	4 930	21,7	4 749	23,3
Mpumalanga	1 710	7,5	1 434	7,0
Limpopo	2 954	13,0	3 414	16,7
South Africa	22 752	100,0	20 403	100,0

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

Table 7a presents the distribution of the most recent domestic day trips by province of destination during the reference period. In 2024, Gauteng (21,7%) was the most preferred destination province for day travellers, followed closely by Western Cape (21,5%) and Limpopo (13,0%). In 2025, Gauteng remained the leading destination, accounting for 23,3% of day trips, followed by Limpopo (16,7%) and the Western Cape (16,1%). These results indicate a shift in travel patterns, with Limpopo overtaking the Western Cape as the second most province of destination in 2025. In contrast, Free State and Northern Cape provinces recorded the lowest proportions of day travellers in both 2024 and 2025.

Table 7b - Province of destination by most recent overnight trips, January–December, 2024 and 2025

Province of destination	Overnight trips			
	2024		2025	
	Number ('000)	Percentage (%)	Number ('000)	Percentage (%)
Western Cape	2 482	15,0	2 368	14,1
Eastern Cape	2 059	12,5	2 187	13,0
Northern Cape	534	3,2	704	4,2
Free State	788	4,8	893	5,3
KwaZulu-Natal	2 942	17,8	2 707	16,1
North West	970	5,9	1 321	7,8
Gauteng	2 273	13,7	2 224	13,2
Mpumalanga	1 705	10,3	1 610	9,6
Limpopo	2 778	16,8	2 824	16,8
South Africa	16 530	100,0	16 837	100,0

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

Table 7b presents the distribution of the most recent domestic overnight trips by province of destination. In 2024, KwaZulu-Natal was the most visited province, accounting for 17,8% of overnight trips, followed by Limpopo (16,8%) and Western Cape (15,0%). In 2025, Limpopo emerged as the leading destination province, accounting for 16,8% of overnight trips, followed by KwaZulu-Natal at 16,1% and Western Cape at 14,1%. These results indicate a shift in overnight travel patterns between the two years, with Limpopo overtaking KwaZulu-Natal as the most visited destination. Despite this change, Limpopo, KwaZulu-Natal and Western Cape remained the three most popular provinces for domestic overnight trips during the reference period.

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, 2025

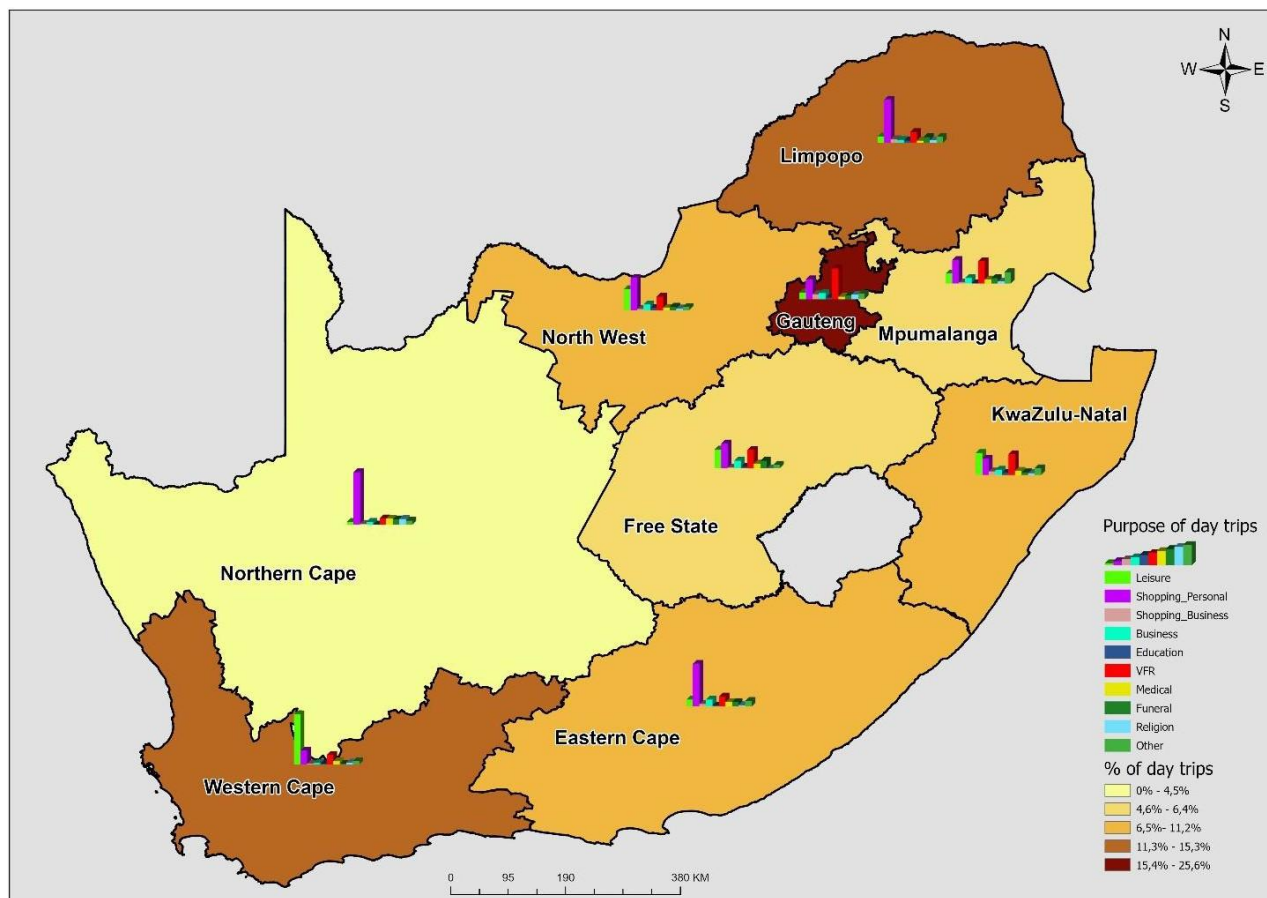


Figure 3a illustrates the main purposes of day travellers visiting the various provinces. The figure shows that personal shopping was the primary reason for travel to Eastern Cape, Northern Cape and Limpopo. Notably, Western Cape was the only province where leisure activities were cited as the most common reason for undertaking day trips. In provinces such as Free State, KwaZulu-Natal and North West, travellers visited for a combination of leisure activities, personal shopping, and visiting friends and relatives.

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, 2025

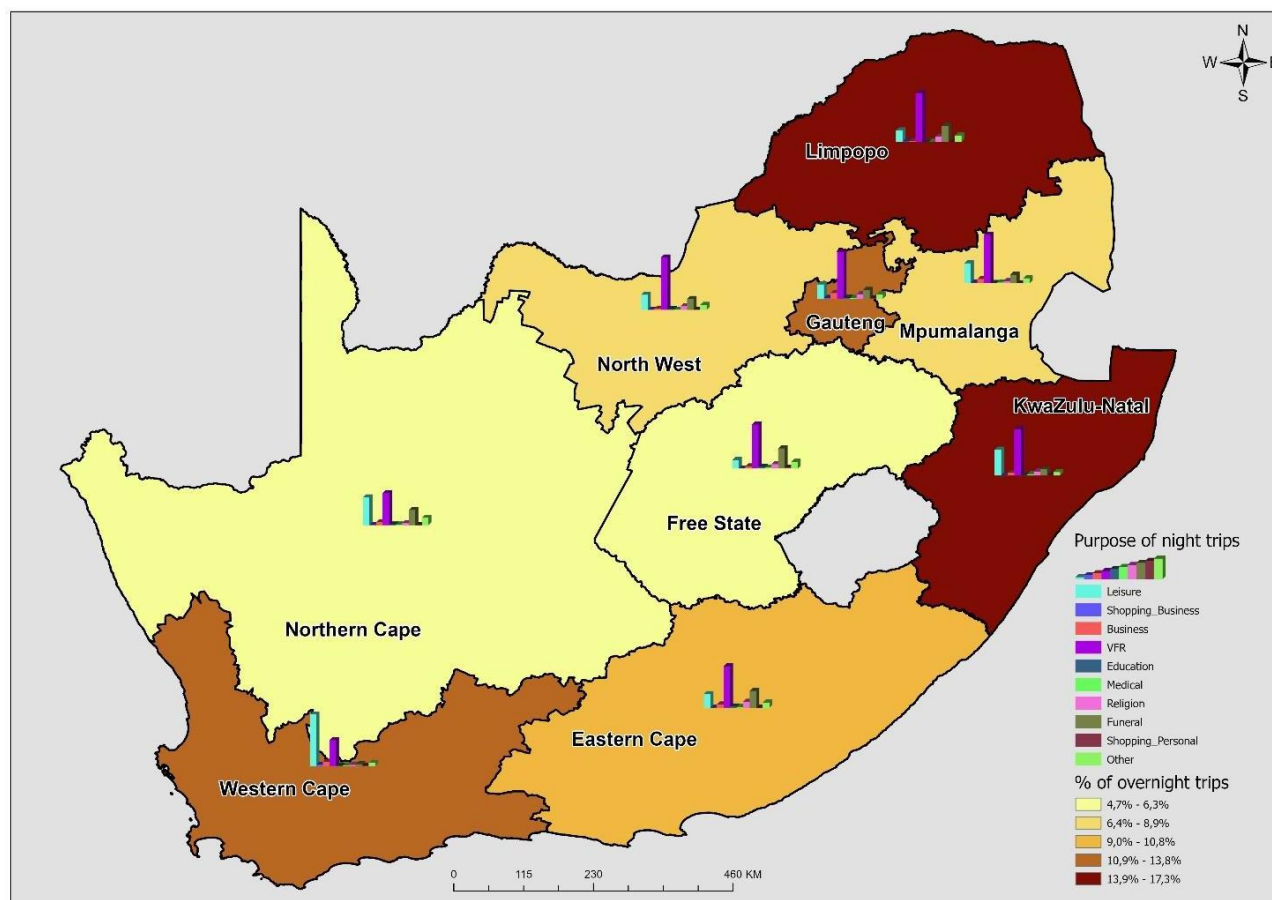


Figure 3b illustrates the main reasons tourists visited various provinces. The figure shows that, in most provinces except Western Cape, the most commonly cited reason for undertaking overnight trips was visiting friends and relatives (VFR). In contrast, leisure was the leading reason for visiting Western Cape, while visiting friends and relatives was the second most frequently reported reason for travel to the province. A relatively high proportion of tourists visited Free State, Eastern Cape and Northern Cape to attend funerals.

Table 8a - Percentage (%) distribution of province of destination by main mode of transport on most recent day trips taken by household members, January–December, 2024 and 2025

Province of destination	Day trips (Percentages (%))									
	Air		Bus		Car		Taxi		Other ¹	
	2024	2025	2024	2025	2024	2025	2024	2025	2024	2025
Western Cape	33,3	26,3	10,4	5,0	28,9	21,4	4,2	5,2	21,4	24,0
Eastern Cape	6,7	42,4	17,3	16,4	9,2	8,2	13,2	12,5	2,3	15,0
Northern Cape	-	-	0,4	0,8	5,2	5,2	3,6	3,2	4,6	7,4
Free State	-	-	0,5	4,2	3,9	4,6	2,7	5,0	6,0	7,9
KwaZulu-Natal	-	-	3,7	1,6	5,2	7,6	14,2	11,7	4,1	9,2
North West	-	-	9,7	13,0	10,7	7,7	9,5	11,6	6,2	8,5
Gauteng	60,0	5,8	25,9	26,3	21,7	26,0	19,7	17,3	43,9	18,3
Mpumalanga	-	25,5	10,1	5,6	7,0	7,2	8,8	6,5	3,0	8,3
Limpopo	-	-	22,1	27,2	8,3	12,0	24,0	27,0	8,5	1,5
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.

Table 8a shows the distribution of day travellers by mode of transport and province of destination. In 2024, majority of day travellers who used air transport visited Gauteng (60,0%), followed by Western Cape (33,3%). Bus travel was most commonly associated with trips to Gauteng (25,9%), Limpopo (22,1%) and Eastern Cape (17,3%). Among travellers who used a car as their preferred mode of transport, Western Cape was the leading destination province (28,9%), followed by Gauteng (21,7%).

In 2025, air transport was most commonly used for travel to Eastern Cape (42,4%), followed by Western Cape (26,3%) and Mpumalanga (25,5%). Travellers using cars were most likely to visit Gauteng (26,0%), followed by the Western Cape (21,4%). Among those who travelled by bus, Limpopo was the leading destination province (27,2%), followed by Gauteng (26,3%) and Eastern Cape (16,4%).

Table 8b – Percentage (%) distribution of province of destination by main mode of transport on most recent overnight trips taken by household members, January–December, 2024 and 2025

Province of destination	Overnight trips (Percentage (%))									
	Air		Bus		Car		Taxi		Other ¹	
	2024	2025	2024	2025	2024	2025	2024	2025	2024	2025
Western Cape	43,0	41,3	9,8	7,6	19,4	18,9	3,7	3,5	18,8	2,2
Eastern Cape	9,9	5,7	20,2	30,6	10,5	8,4	15,6	18,7	4,1	12,4
Northern Cape	0,8	0,7	3,1	1,4	3,7	6,0	2,2	2,0	10,4	5,8
Free State	4,9	-	3,3	3,9	4,3	5,7	6,2	5,3	1,4	11,1
KwaZulu-Natal	22,6	20,0	18,0	18,2	15,3	13,8	21,3	19,0	28,8	18,0
North West	0,7	-	3,6	2,9	6,5	9,6	5,9	7,0	2,2	3,3
Gauteng	17,6	20,6	23,5	10,4	12,0	11,5	14,7	14,7	15,3	36,2
Mpumalanga	0,5	1,5	5,9	6,3	11,3	11,2	10,3	8,7	13,5	5,4
Limpopo	-	10,3	12,6	18,7	16,9	14,9	20,1	21,1	5,6	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 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.

Table 8b presents information on the main destination and mode of transport used by domestic tourists in 2024 and 2025. Results show that tourists travelling by air transport were most likely to be destined for Western Cape, accounting for 43,0% in 2024 and 41,3% in 2025. In 2024, tourists travelling by bus were mainly destined for Gauteng (23,5%), followed by the Eastern Cape (20,2%). In 2025, Eastern Cape recorded the highest proportion of tourists travelling by bus (30,6%), followed by Limpopo (18,7%) and KwaZulu-Natal (18,2%).

Taxis were mainly used by tourists travelling to KwaZulu-Natal (21,3%) and Limpopo (20,1%) in 2024. In 2025, Limpopo recorded the highest proportion of taxi users (21,1%), followed by KwaZulu-Natal (19,0%) and Eastern Cape (18,7%).

Table 9 - Province of destination by main purpose of most recent day trips taken by household members, January–December, 2025

Province of destination	Main purpose ('000)										
	Leisure	Shopping - personal	Shopping - business	VFR	Business	Education and Training	Medical	Religion	Funeral	Other ¹	Total
Western Cape	1 918	528	34	363	56	*	126	76	30	131	3 283
Eastern Cape	163	1 018	60	240	164	23	103	34	109	135	2 050
Northern Cape	29	554	9	66	30	*	64	59	56	41	907
Free State	210	278	7	205	83	15	51	-	82	38	969
KwaZulu-Natal	449	334	73	425	106	43	86	36	52	139	1 744
North West	452	697	23	289	120	45	48	35	74	69	1 852
Gauteng	367	1 104	274	1 693	338	84	138	255	197	300	4 749
Mpumalanga	167	393	19	374	92	*	68	34	89	191	1 434
Limpopo	257	1 712	151	434	116	87	84	107	229	236	3 414
South Africa	4 012	6 616	650	4 089	1 106	330	767	636	917	1 281	20 403

*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. Leisure includes sporting spectator. Business includes sporting participant.

VFR = Visiting Friends and Relatives. Totals include unspecified main purpose.

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

Table 9 presents the main reasons for day travel by province in 2025. Gauteng was the most visited province, recording 4,7 million most recent day trips. Visiting friends and relatives (VFR) and personal shopping were the main reasons for day travel to the Gauteng province, accounting for 1,7 million and 1,1 million trips, respectively. Limpopo followed with 3,4 million day trips, half of which (1,7 million) were undertaken for personal shopping. In Western Cape, leisure was the predominant reason for day travel, accounting for 1,9 million trips.

Table 10 - Province of destination by main purpose of most recent overnight trips taken by household members, January–December, 2025

Province of destination	Main purpose ('000)										
	Leisure	Shopping - personal	Shopping - business	VFR	Business	Education and Training	Medical	Religion	Funeral	Other	Total
Western Cape	1 359	*	34	681	108	*	11	32	49	83	2 368
Eastern Cape	335	*	*	1 012	84	36	24	149	413	129	2 187
Northern Cape	219	-	*	252	24	5	6	17	120	59	704
Free State	84	*	*	438	22	16	10	43	200	68	893
KwaZulu-Natal	772	*	*	1 392	77	*	38	123	188	102	2 707
North West	223	*	*	770	18	*	2	54	161	74	1 321
Gauteng	360	15	26	1 166	144	28	26	118	225	114	2 224
Mpumalanga	357	-	*	869	76	*	13	39	153	88	1 610
Limpopo	362	*	17	1 531	26	-	*	164	509	205	2 824
South Africa	4 071	42	103	8 111	579	114	138	739	2 018	922	16 837

*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. Leisure includes sporting spectator. Business includes sporting participant

VFR = Visiting Friends and Relatives. Totals include unspecified main purpose.

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

Result indicate that in 2025, Limpopo was the most visited province for overnight trips. Visiting friends and relatives (VFR) was the main purpose of travel to the province, accounting for 1,5 million trips, followed by attendance at funerals. KwaZulu-Natal was the second most visited province, with VFR also being the leading purpose of travel, accounting for 1,4 million trips. In contrast, leisure was the predominant purpose of travel to Western Cape. Across most provinces, shopping for personal and shopping for business were among the least cited reasons for undertaking overnight trips.

Table 11 - Province of destination for most recent overnight trips taken by household members by principal type of accommodation utilised, January–December, 2025

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	224	120	141	79	437	950	*	109	-	*	69	*	215	2 368
Eastern Cape	48	27	101	15	32	1 437	*	21	19	37	226	24	199	2 187
Northern Cape	*	63	31	15	39	443	*	43	4	*	*	3	30	704
Free State	12	16	28	24	8	691	-	*	*	*	31	5	57	893
KwaZulu-Natal	207	50	55	104	123	1 639	-	63	19	49	84	29	285	2 707
North West	86	13	30	44	43	991	*	13	-	45	*	*	38	1 321
Gauteng	71	54	62	55	72	1 669	*	23	*	60	*	16	127	2 224
Mpumalanga	29	49	21	194	46	1 052	-	10	*	27	34	*	135	1 610
Limpopo	28	27	35	122	39	2 182	-	49	-	70	122	56	94	2 824
South Africa	731	419	505	651	840	11 055	27	340	60	303	578	152	1 179	16 837

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 presents the main destination for overnight trips by principal type of accommodation used between January and December 2025. Staying with friends and relatives was the most common type of accommodation, accounting for about 11 million overnight trips. Among those who stayed with friends and relatives, Limpopo recorded the highest number of trips (2,2 million), followed by Gauteng (1,7 million) and KwaZulu-Natal (1,6 million). Self-catering establishments were the second most commonly used type of accommodation, followed by hotels. The use of self-catering accommodation was most prominent in Western Cape and KwaZulu-Natal.

Figure 4a – Percentage (%) distribution of average spend per expenditure category for most recent day trips by province of destination, January–December, 2025

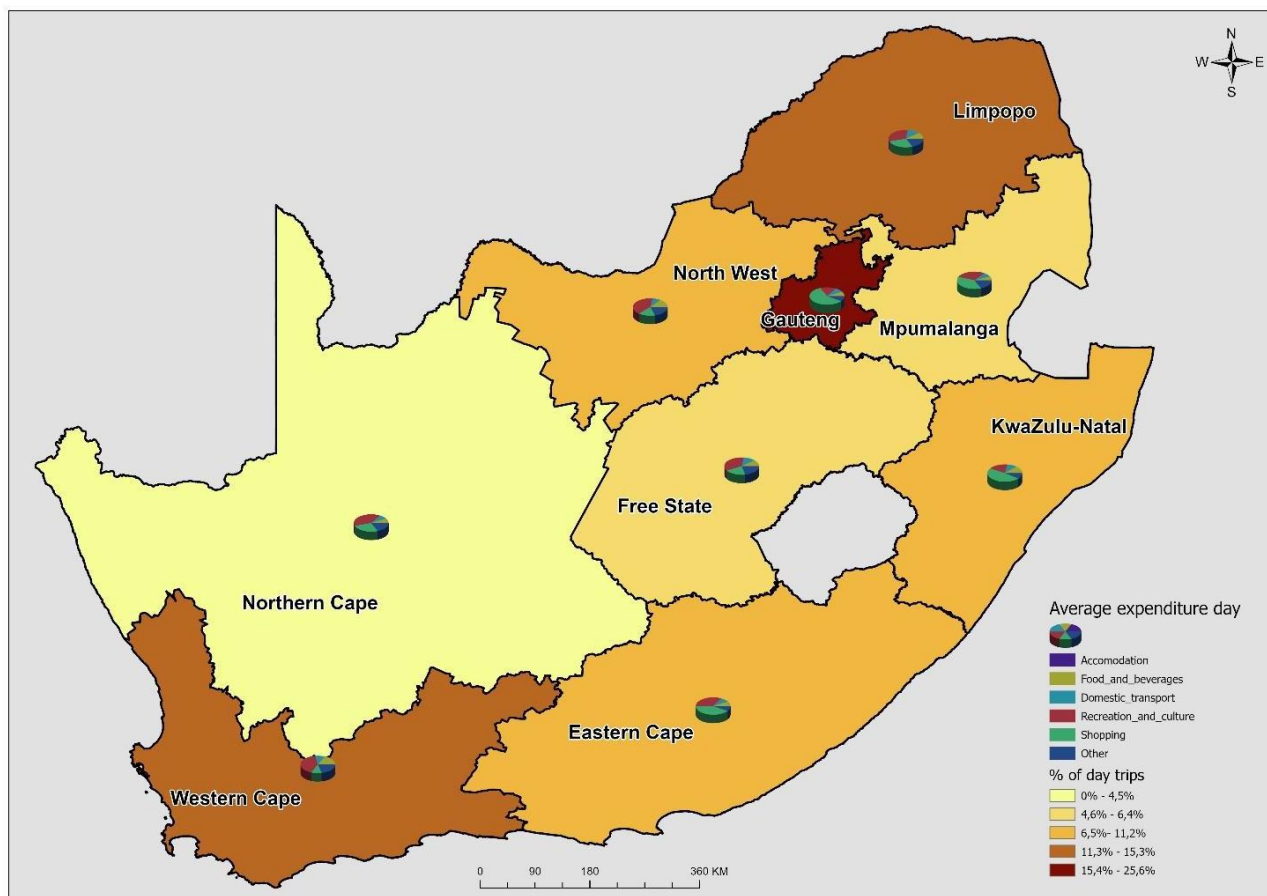
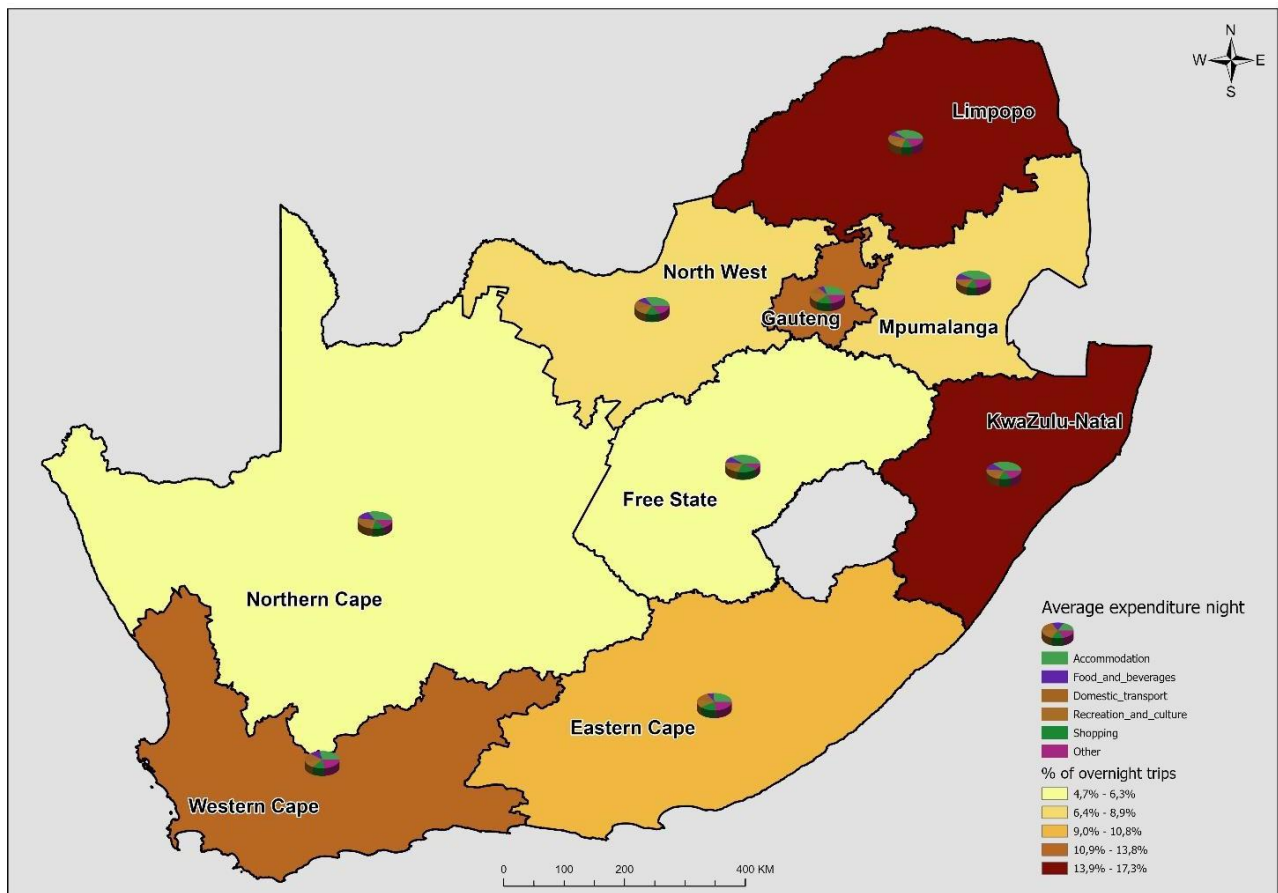


Figure 4a presents the average expenditure of day travellers by province. Overall, shopping accounted for the highest average expenditure among day travellers, followed by recreation and culture. However, expenditure patterns varied across provinces. Recreation and culture accounted for the highest average expenditure in Northern Cape, North West and Western Cape, while shopping was the leading expenditure category in Gauteng, KwaZulu-Natal and Eastern Cape.

Figure 4b – Percentage (%) distribution of average spend per expenditure category for most recent overnight trips, by province of destination, January–December, 2025



As shown in Figure 4b, accommodation accounted for the highest average expenditure among tourists across all provinces. Spending on other items was also relatively high in most provinces, while shopping accounted for the second highest average expenditure in Free State.

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, 2024 and 2025

Main purpose of trip	Day trips			
	2024		2025	
	Number ('000)	Percentage (%)	Number ('000)	Percentage (%)
Leisure	4 513	19,8	4 012	19,7
Shopping - Personal	6 912	30,4	6 616	32,4
Shopping - Business	788	3,5	650	3,2
Sporting - Spectator	203	0,9	-	-
Sporting - Participant	207	0,9	-	-
VFR	4 727	20,8	4 089	20,0
Business	862	3,8	1 106	5,4
Study/educational	321	1,4	330	1,6
Medical/health	897	3,9	767	3,8
Religion	902	4,0	636	3,1
Funeral	1 156	5,1	917	4,5
Other ¹	1 265	5,6	1 281	6,3
Unspecified	2	0,0	-	-
Total	22 752	100,0	20 403	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. In 2025 leisure included sporting spectator and business included sporting participant. Due to rounding, numbers do not necessarily add up to totals.

Table 12 presents the distribution of the most recent day trips by main purpose in 2024 and 2025. Personal shopping was the most commonly reported main purpose in both years, increasing from 30,4% in 2024 to 32,4% in 2025. This was followed by visiting friends and relatives, which decreased slightly from 20,8% in 2024 to 20,0% in 2025. Leisure activities ranked third, with the proportion remaining relatively stable at 19,8% in 2024 and 19,7% in 2025. Educational purposes were the least commonly reported reason for undertaking the most recent day trip in both years.

Table 13 - Main purpose of most recent overnight trips by type of trip, January–December, 2024 and 2025

Main purpose of trip	Overnight trips			
	2024		2025	
	Number ('000)	Percentage (%)	Number ('000)	Percentage (%)
Leisure	3 566	21,6	4 071	24,2
Shopping - Personal	51	0,3	42	0,2
Shopping - Business	129	0,8	103	0,6
Sporting - Spectator	116	0,7	-	-
Sporting - Spectator	147	0,9	-	-
VFR	8 339	50,4	8 111	48,2
Business	387	2,3	579	3,4
Study/educational	121	0,7	114	0,7
Medical/health	181	1,1	138	0,8
Religion	852	5,2	739	4,4
Funeral	1 856	11,2	2 018	12,0
Other ¹	781	4,7	922	5,5
Unspecified	2	0,0	-	-
Total	16 530	100,0	16 837	100,0

¹ 'Other' includes wellness, child care, etc. VFR = visiting friends and relatives. Totals include unspecified main purpose. In 2025 leisure included sporting spectator and business included sporting participant. 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 2024 and 2025. In both years, visiting friends and relatives was the most commonly reported reason for undertaking the most recent overnight trips, accounting for 50,4% in 2024 and 48,2% in 2025. Tourists were also likely to undertake most recent overnight trips for leisure purposes, making it the second most common reason. Attending funerals was the third most commonly cited reason for undertaking the most recent overnight trips, increasing from 11,2% in 2024 to 12,0% in 2025.

Figure 5: Main purpose of most recent overnight trips taken by household members by month, January–December, 2025

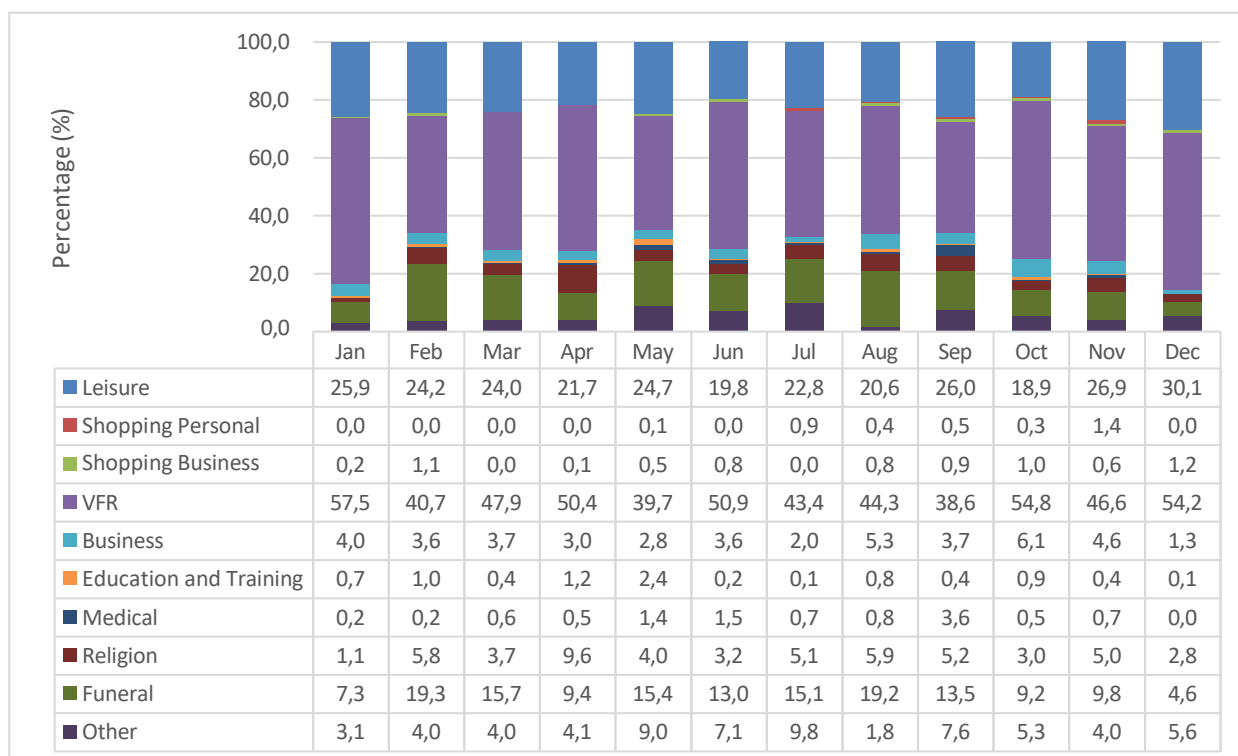


Figure 5 above shows the main purpose of the most recent overnight trips by the month in which the trip was undertaken for the reference period January to December 2025. Visiting friends and relatives (VFR) was the commonly mentioned purpose for taking trips throughout the year. Trips for leisure purposes were the second commonly cited reason for undertaking trips throughout the year, with December having the most trips at 30,1%. 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, 2024 and 2025

Main purpose of trip	Day trips (Percentages (%))									
	Air		Bus		Car		Taxi		Other ²	
	2024	2025	2024	2025	2024	2025	2024	2025	2024	2025
Leisure	28,6	3,1	10,8	7,9	25,6	25,7	7,2	7,1	-	31,5
Shopping - Personal	-	-	42,2	53,5	22,7	21,9	48,5	54,8	30,4	9,3
Shopping - Business	-	-	5,6	6,3	3,3	3,2	3,5	2,8	5,9	3,9
Sporting - Spectator	-	-	1,5	-	0,9	-	0,9	-	-	-
Sporting - Participant	-	-	6,7	-	0,7	-	0,7	-	-	-
VFR	15,3	25,5	4,6	7,1	24,0	24,7	15,0	12,2	25,5	7,8
Business	27,6	48,2	5,0	3,8	3,6	5,6	3,4	4,0	14,5	18,4
Education and Training	7,0	6,9	9,5	8,7	0,7	1,0	1,9	2,0	-	0,9
Medical/health	-	-	0,9	4,4	4,0	3,2	4,0	4,2	11,9	15,2
Religion	-	-	3,4	2,8	4,4	3,4	3,2	2,7	1,2	1,1
Funeral	14,8	-	2,0	1,1	5,2	4,8	5,3	4,4	-	2,4
Other ¹	6,7	16,4	7,9	4,4	5,0	6,5	6,5	5,8	10,7	9,5
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. In 2025 leisure included sporting spectator and business included sporting participant. Due to rounding, numbers do not necessarily add up to totals.

In 2024, taxis were predominantly used for shopping for personal purposes (48,5%), followed by visiting friends and relatives (15,0%). Similarly, buses were mainly used for shopping for personal purposes (42,2%). Cars, on the other hand, were primarily used for leisure purposes (25,6%), followed by visiting friends and relatives (24,0%) and shopping for personal purposes (22,7%).

A similar pattern was observed in 2025. Shopping for personal purposes was the main reason for using taxis (54,8%) and buses (53,5%), while visiting friends and relatives accounted for 12,2% of taxi use. Education and training purposes accounted for 8,7% of bus usage. Among day travellers who used cars, leisure was the leading purpose (25,7%), followed by visiting friends and relatives (24,7%) and shopping for personal purposes (21,9%).

Table 14b - Main purpose of most recent overnight trips taken by household members by main mode of transport used, January–December, 2024 and 2025

Main purpose of trip	Overnight trips (Percentage (%))									
	Air		Bus		Car		Taxi		Other ²	
	2024	2025	2024	2025	2024	2025	2024	2025	2024	2025
Leisure	50,2	50,1	19,5	10,3	28,2	33,1	6,1	7,6	8,6	24,9
Shopping - Personal	-	-	-	0,8	0,5	0,3	0,1	0,1	-	-
Shopping - Business	-	-	0,7	1,1	0,9	0,7	0,7	0,5	0,8	-
Sporting - Spectator	1,4	-	-	-	1,1	-	0,1	-	-	-
Sporting - Participant	1,6	-	4,0	-	0,9	-	0,3	-	-	-
VFR	29,2	27,2	40,0	49,9	45,6	42,1	65,5	62,4	33,0	21,8
Business	9,1	18,2	3,5	2,9	2,2	3,4	1,3	1,1	7,0	15,7
Education and Training	-	0,3	3,9	2,5	0,3	0,5	0,9	0,8	2,6	-
Medical/health	-	1,0	1,0	1,5	0,5	0,5	0,9	0,4	26,1	20,5
Religion	0,9	-	10,8	13,4	3,6	2,6	7,0	6,4	16,0	4,2
Funeral	1,5	0,4	10,6	14,0	11,4	10,6	12,8	15,7	4,0	10,6
Other ¹	6,0	2,9	6,1	3,8	4,8	6,2	4,3	5,0	1,9	2,3
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. In 2025, leisure included sporting spectator and business included sporting participant. Due to rounding, numbers do not necessarily add up to totals.

Table 14b presents the main purpose of the most recent overnight trip by main mode of transport among domestic tourists in 2024 and 2025. In both years, air transport was mainly used for leisure and for visiting friends and relatives. Similarly, tourists who travelled by car primarily did so to visit friends and relatives and for leisure purposes. Among tourists who used buses as their main mode of transport, visiting friends and relatives was the leading purpose in both years.

Table 15 - Main purpose of most recent day trips by expenditure (R'000), January–December, 2024 and 2025

Main purpose of trip	Accommodation	Food and beverages	Domestic transport	Recreation and culture	Shopping	Other ²	Total
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
2025							
Leisure	-	890 513	673 312	208 747	180 078	28 164	1 980 814
Shopping Personal	-	646 698	661 592	3 760 773	692 319	130 111	5 891 493
Shopping Business	-	103 389	206 272	49 212	1 155 234	13 925	1 528 032
VFR	-	486 489	798 597	177 926	93 269	66 338	1 622 619
Business and Professional	-	107 964	234 859	125 097	290 657	41 105	799 682
Education and Training	-	22 142	46 633	11 140	10 518	2 311	92 743
Medical	-	39 585	144 437	37 361	16 321	110 568	348 273
Religion	-	35 709	74 373	6 597	7 078	13 615	137 372
Funeral	-	48 453	162 603	13 438	14 312	33 822	272 628
Other ¹	-	142 761	250 523	45 676	53 560	51 649	544 170
Total day trips spending	-	2 523 703	3 253 202	4 435 967	2 513 346	491 608	13 217 826

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. In 2025, Leisure included sporting spectator and business included sporting participant.

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

In 2024, the total expenditure on the most recent day trips was approximately R14,8 billion. Trips for personal shopping were the main driver of the total expenditure, accounting for R6,1 billion, followed by trips for leisure, business shopping and visiting friends and relatives. Day travellers whose main purpose was personal shopping spent approximately R3,8 billion specifically on shopping.

In 2025, most recent day trips undertaken for personal shopping contributed approximately R6,0 billion to the total expenditure, with R692 million spent directly on shopping and R3,8 billion spent on recreation and culture. Leisure trips contributed the second-highest amount at almost R2,0 billion, with the majority of that spent on food and beverages (R891 million).

Table 16 - Main purpose of most recent overnight trips by expenditure (R'000), January–December, 2024 and 2025

Main purpose of trip	Accommodation	Food and beverages	Domestic transport	Recreation and culture	Shopping	Other ²	Total
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
2025							
Leisure	4 582 838	2 882 203	3 415 758	593 158	1 388 347	893 264	13 755 567
Shopping Personal	8 935	8 376	25 932	-	49 992	2 422	95 656
Shopping Business	59 652	40 638	59 158	-	166 109	737	326 295
VFR	235 404	2 199 000	3 742 657	141 358	2 780 971	498 309	9 597 700
Business and Professional	274 025	165 892	380 373	14 319	83 754	67 868	986 229
Education and Training	16 384	17 682	44 896	1 193	72 033	8 491	160 679
Medical	14 578	26 224	48 146	-	13 169	24 538	126 655
Religion	36 840	104 654	162 235	-	59 205	12 194	375 129
Funeral	9 278	336 271	741 959	11 843	263 500	208 698	1 571 551
Other	161 854	214 959	352 046	6 708	301 454	85 235	1 122 256
Total overnight trips spending	5 399 788	5 995 899	8 973 160	768 578	5 178 534	1 801 756	28 117 715

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. In 2025, Leisure included sporting spectator and business included sporting participant.

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

In 2024, the total expenditure on the most recent overnight trips was approximately R24,7 billion. Tourists who undertook trips for leisure purposes contributed around R11,0 billion to the overall expenditure. Of this, approximately R3,5 billion was spent on accommodation, R2,7 billion on domestic transport, and R2,2 billion on food and beverages.

In 2025, the total expenditure increased to about R28,1 billion. Most of this was attributed to travellers who travelled for leisure and for visiting friends and relatives. Of those who travelled for leisure purposes, R4,6 billion was spent on accommodation and R3,4 billion was spend on domestic transport. The second-highest contributor to the overall expenditure in 2025 were trips taken to visit friends and relatives, accounting for approximately R9,6 billion. Most of this amount was spent on domestic transport (R3,7 billion) and shopping (R2,8 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, 2024 and 2025

Day trips				
Mode of transport	2024		2025	
	Number ('000)	Percentage (%)	Number ('000)	Percentage (%)
Air	70	0,3	64	0,3
Bus	915	4,0	842	4,1
Car	15 477	68,0	13 192	64,7
Taxi	6 051	26,6	5 911	29,0
Other ¹	237	1,0	395	1,9
Total	22 752	100,0	20 403	100,0
Overnight trips				
Mode of transport	2024		2025	
	Number ('000)	Percentage (%)	Number ('000)	Percentage (%)
Air	652	3,9	761	4,5
Bus	929	5,6	1 015	6,0
Car	9 650	58,4	9 413	55,9
Taxi	4 980	30,1	5 423	32,2
Other ¹	317	1,9	224	1,3
Total	16 530	100	16 837	100,0

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 2024 and 2025, the majority of 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 in both 2024 and 2025. In comparison, air travel was used by 3,9% of tourists for overnight trips in 2024, increased to 4,5% in 2025. Bus usage remained relatively stable, with 4,0% of day travellers using buses in 2024 and 4,1% in 2025.

Table 18 - Main mode of transport used to undertake most recent overnight trips by principal type of accommodation utilised, January–December, 2024 and 2025

Mode of transport	Accommodation ('000)													
	Hotel	Guests 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 ²	Unspecified	Total
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 ¹	*	*	*	-	*	143	-	*	56	41	-	-	40	317
Total	611	513	436	373	860	11 108	23	283	85	394	363	163	1 317	16 530
2025														
Air	187	37	116	50	*	246	-	-	-	-	-	3	103	761
Bus	44	*	*	*	14	697	*	*	*	62	34	40	98	1 015
Car	441	338	340	580	737	5 585	19	302	*	76	260	49	684	9 413
Taxi	47	31	38	13	59	4 402	*	31	17	157	284	60	278	5 423
Other ¹	13	*	*	*	10	125	-	*	39	7	-	-	16	224
Total	731	419	505	651	840	11 055	27	340	60	303	578	152	1 179	16 837

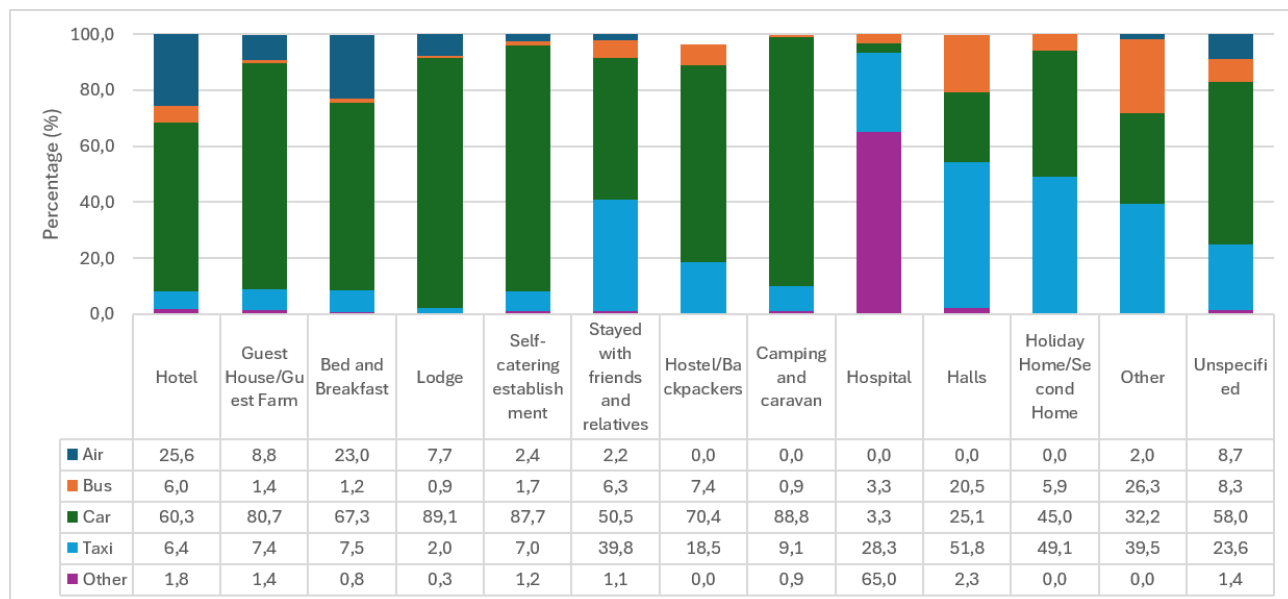
¹ 'Other' includes motorcycles, bicycles, trains, etc. ² 'Other' includes other types of accommodation not included in the categories.

*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 2024 and 2025, 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 2024, approximately 6,0 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 2025, where approximately 5,6 million tourists who stayed with friends and relatives used a cars, followed by those who used taxis (4,4 million).

Figure 6: Main mode of transport by type of accommodation on most recent overnight trips taken by household members, January–December, 2025



As shown in Figure 6, tourists generally used cars to get to their chosen destinations. About 80,7% tourists who slept at guest-houses or guest-farm travelled by car, while 7,4% used taxis to reach the same accommodation. Tourists who stayed in lodges mostly used cars (89,1%) to reach their accommodation.

Figure 6 further shows that tourists who stayed with friends and relatives and used cars as a mode of transport accounted for more than five out of ten trips. More than twenty per cent (25,6%) of individuals who slept at hotels used air transportation to travel for the longest parts of their journeys

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, 2025

Population group	Day trips		Overnight trips	
	Number ('000)	Percentage (%)	Number ('000)	Percentage (%)
Black African	14 288	70,0	12 253	72,8
Coloured	2 032	10,0	1 500	8,9
Indian/Asian	314	1,5	326	1,9
White	3 770	18,5	2 758	16,4
Total	20 403	100,0	16 837	100,0

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, which accounted for 70,0% of all trips. This was followed by the white population group (18,5%), the coloured population group (10,0%), and the Indian/Asian population group (1,5%).

In terms of the most recent overnight trips, the black African population group again recorded the highest proportion, undertaking 72,8% of all trips. The Indian/Asian population group recorded the lowest proportion, at approximately 1,9%.

Table 20 - Population group by main purpose of the most recent trips taken by household members, January–December, 2025

Population group	Main Purpose ('000)										
	Leisure	Shopping - personal	Shopping - business	VFR	Business	Education and Training	Medical	Religion	Funeral	Other	Total
Day trips											
Black African	1 499	5 400	533	2 833	739	295	534	556	809	1 089	14 288
Coloured	657	618	12	332	58	18	86	64	81	106	2 032
Indian/Asian	92	35	*	130	31	*	-	-	-	-	314
White	1 763	563	96	793	277	*	146	*	27	86	3 770
South Africa	4 012	6 616	650	4 089	1 106	330	767	636	917	1 281	20 403
Overnight trips											
Black African	1 718	31	62	6 671	322	111	82	690	1 849	716	12 253
Coloured	613	*	*	554	51	*	4	32	117	116	1 500
Indian/Asian	186	-	*	69	18	-	*	*	22	*	326
White	1 555	*	35	817	188	-	48	*	29	71	2 758
South Africa	4 071	42	103	8 111	579	114	138	739	2 018	922	16 837

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. Leisure includes sporting spectator. Business includes sporting participant.

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 2,8 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 (793 000). 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 6,7 million trips to visit friends and relatives, 1,8 million trips to attend funerals and 1,7 million for leisure purposes. Of the 2,8 million most recent overnight trips taken by the white population group, 1,6 million were for leisure purposes. Among the coloured population group, most overnight trips were undertaken for leisure and to visit friends and relatives. In contrast, the Indian/Asian population group primarily travelled for leisure purposes.

Table 21 - Population group by province of destination of the most recent type of trips taken by household members, January–December, 2025

Population group	Province of destination ('000)									
	Western Cape	Eastern Cape	Northern Cape	Free State	KwaZulu-Natal	North West	Gauteng	Mpumalanga	Limpopo	Total
Day trips										
Black African	288	1 736	403	832	1 471	1 417	3 892	1 074	3 175	14 288
Coloured	1 381	68	328	42	*	60	127	22	-	2 032
Indian/Asian	41	29	*	-	90	53	83	-	*	314
White	1 573	217	174	95	180	321	647	338	224	3 770
South Africa	3 283	2 050	907	969	1 744	1 852	4 749	1 434	3 414	20 403
Overnight trips										
Black African	337	1 941	298	819	2 100	1 134	1 708	1 279	2 637	12 253
Coloured	953	113	252	15	45	43	44	22	15	1 500
Indian/Asian	25	-	-	-	157	42	84	*	*	326
White	1 053	134	154	60	405	102	387	306	156	2 758
South Africa	2 368	2 187	704	893	2 707	1 321	2 224	1 610	2 824	16 837

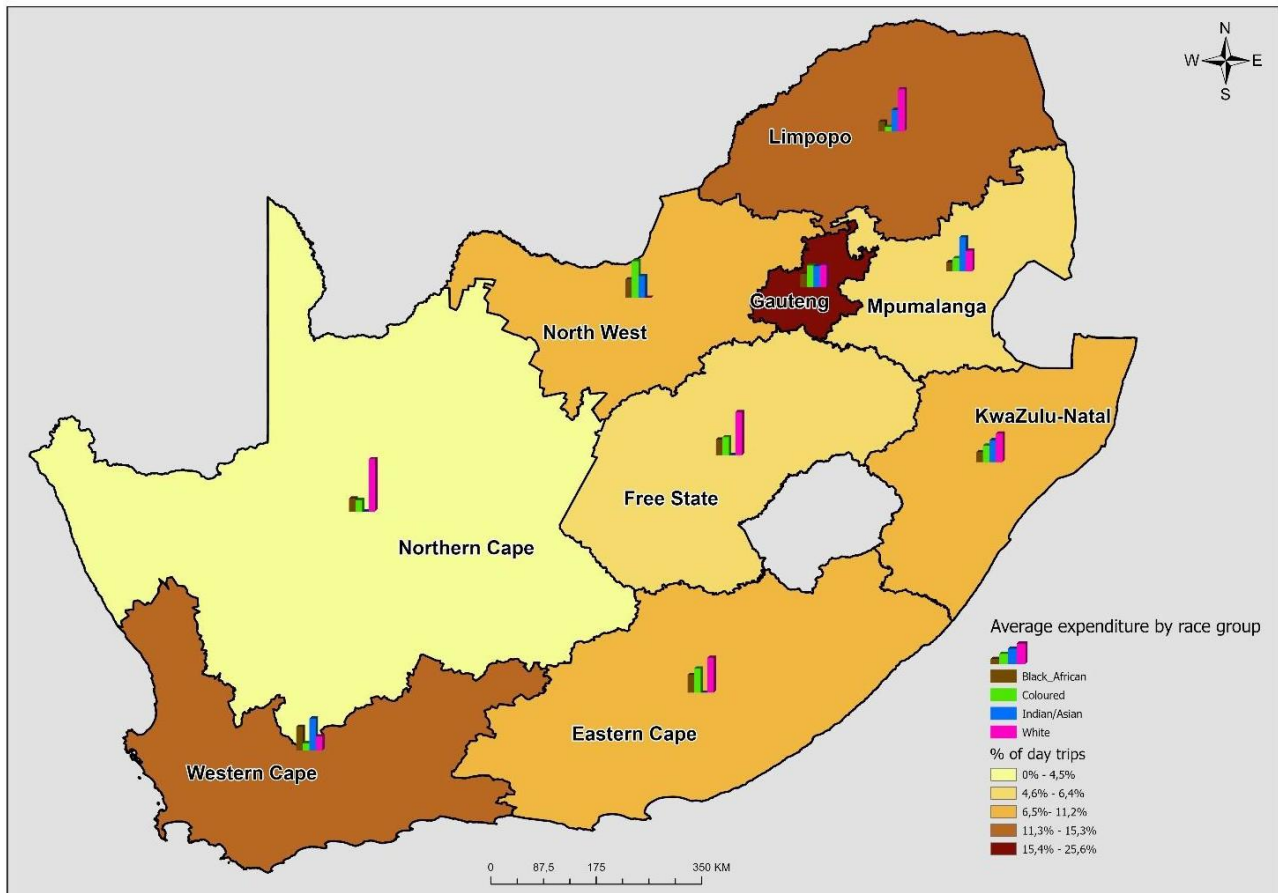
*Values based on three or fewer unweighted cases are considered too small to provide accurate estimates, and values are therefore replaced with asterisks.

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

In 2025, the majority of the most recent day trips were undertaken by the black African population group. Of these trips, approximately 3,9 million were destined for Gauteng, followed by Limpopo at 3,2 million and Eastern Cape at 1,7 million. KwaZulu-Natal and North West were the next most visited provinces. 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 KwaZulu-Natal on their most recent trips.

Figure 7 – Percentage (%) distribution of expenditure on most recent overnight trips by population groups at province of destination, January–December, 2025



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

Table 22 - Population group by total number of trips taken by household members, January–December, 2025

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	51 200	20 269	69,7	51 200	17 960	73,4
Coloured	6 235	2 426	8,3	6 235	1 898	7,8
Indian/Asian	1 390	368	1,3	1 390	382	1,6
White	4 112	6 027	20,7	4 112	4 232	17,3
South Africa	62 937	29 090	100,0	62 937	24 473	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 2025, the black African population group undertook approximately 69,7% of the day trips. The black African population group were followed by the white and coloured population with 20,7% and 8,3%, respectively. The Indian/Asian population group accounted for the smallest proportion of day trips, at 1,3%.

Similarly, with overnight trips, black Africans undertook approximately 73,4% 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, 2025

Population group	Accommodation	Food and beverages	Domestic transport	Recreation and culture	Shopping	Other ¹	Total
Day trips							
Black African	-	1 411 311	2 090 798	3 009 610	2 116 188	339 708	8 967 615
Coloured	-	392 432	295 986	352 738	108 696	19 627	1 169 480
Indian/Asian	-	42 349	51 411	34 677	21 212	12 362	162 011
White	-	677 612	815 006	1 038 942	267 250	119 911	2 918 720
South Africa	-	2 523 703	3 253 202	4 435 967	2 513 346	491 608	13 217 826
Overnight trips							
Black African	2 126 075	3 268 114	5 751 947	325 028	3 776 719	1 021 660	16 269 542
Coloured	610 771	607 246	582 170	25 987	298 998	234 542	2 359 714
Indian/Asian	123 309	208 270	267 543	79 496	191 271	36 026	905 916
White	2 539 633	1 912 269	2 371 499	338 067	911 546	509 527	8 582 542
South Africa	5 399 788	5 995 899	8 973 160	768 578	5 178 534	1 801 756	28 117 715

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 2025, the estimated total expenditure on the most recent day trips was approximately R13,2 billion. The black African population group accounted for the largest share of this spending, contributing around R9,0 billion. The white population group followed as the second-highest spenders, with an estimated R3,0 billion.

In 2025, total expenditure on the most recent overnight trips was approximately R28,1 billion. The black African population group accounted for the largest share of expenditure, at R16,3 billion, followed by the white population group at an estimated R8,6 billion. The Indian/Asian population group recorded the lowest expenditure, at approximately R906 million.

Table 24 - Population group by average expenditure on most recent day and overnight trips taken by household members, January–December, 2025

Population group	Expenditure (R'000)	Number of trips ('000)	Average spent per trip (R)
Day trips			
Black African	8 967 615	14 288	601
Coloured	1 169 480	2 032	540
Indian/Asian	162 011	314	427
White	2 918 720	3 770	798
Overnight trips			
Black African	16 269 542	12 253	1 397
Coloured	2 359 714	1 500	1 643
Indian/Asian	905 916	326	2 979
White	8 582 542	2 758	3 274

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 2025, and it indicates that white travellers recorded the highest average spend per trip (R798) compared to other population groups. The black African population group followed with R601 spent, while the Indian/Asian population spent the lowest amount on average per trip (R427).

The black African population group undertook the majority of most recent overnight trips, however, their average expenditure per trip sits at R1 397, making it the least average spent per trip. The white tourists reported the highest amount of money spent on average per trip (R3 274), while the Indian/Asian and the coloured population groups spent R2 979 and R1 643 on average per trip, respectively.

Table 25a - Demographic analysis by most recent day trips taken by household members, January–December, 2024 and 2025

Characteristics	Day trips			
	2024		2025	
	Number ('000)	Percentage (%)	Number ('000)	Percentage (%)
Broad age group				
0–11	2 172	9,5	1 939	9,5
12–17	1 007	4,4	987	4,8
18–24	1 435	6,3	1 198	5,9
25–34	4 162	18,3	3 630	17,8
35–44	5 391	23,7	4 741	23,2
45–54	3 756	16,5	3 746	18,4
55–64	2 795	12,3	2 389	11,7
65+	2 034	8,9	1 774	8,7
Total	22 752	100,0	20 403	100,0
Sex				
Male	10 795	47,4	10 219	50,1
Female	11 958	52,6	10 184	49,9
Total	22 753	100,0	20 403	100,0
Marital status				
Married	8 685	38,2	7 337	36,0
Living together as husband and wife	2 000	8,8	1 781	8,7
Widow/widower	1 249	5,5	1 246	6,1
Divorced/separated	608	2,7	760	3,7
Never married	10 211	44,9	9 280	45,5
Marital status unspecified	-	-	-	-
Total	22 753	100,0	20 403	100,0
Highest level of education				
No schooling	1 662	7,3	1 270	6,2
Completed some primary school	1 989	8,7	1 730	8,5
Grade 7/Std 5	702	3,1	709	3,5
Completed some secondary school	6 377	28,0	6 203	30,4
Grade 12/Std 10	6 634	29,2	5 272	25,8
Higher	5 388	23,7	5 220	25,6
Total	22 752	100,0	20 403	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 2024 and 2025, individuals aged 35–44 represented the highest proportion of day travellers, accounting for 23,7% and 23,2% 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 2024. In 2025, similar trends were observed where individuals who were never married (45,5%) were most likely to travel, followed by those who were married (36,0%).

Individuals who had Grade 12/Std 10 (29,2% in 2024 and 25,8% in 2025) were most likely to undertake day trips, followed by those who had completed some secondary school at 28,0% and 30,4% for 2024 and 2025, respectively.

Table 25b - Demographic analysis by most recent overnight trips taken by household members, January–December, 2024 and 2025

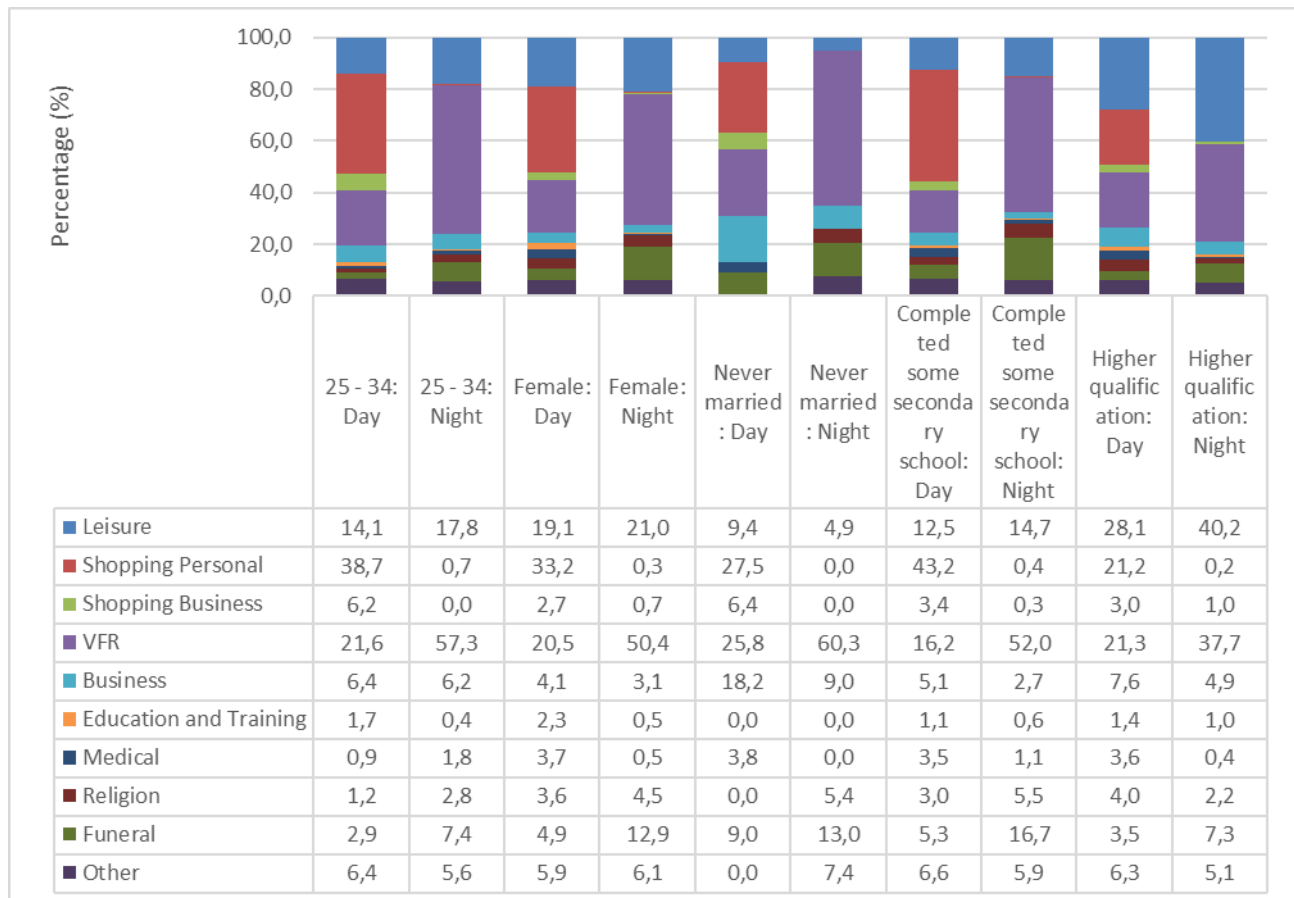
Characteristics	Overnight trips			
	2024		2025	
	Number ('000)	Percentage (%)	Number ('000)	Percentage (%)
Broad age group				
0–11	2 011	12,2	2 149	12,8
12–17	830	5,0	956	5,7
18–24	1 323	8,0	1 359	8,1
25–34	3 186	19,3	3 006	17,9
35–44	3 654	22,1	3 696	22,0
45–54	2 433	14,7	2 743	16,3
55–64	1 998	12,1	1 707	10,1
65+	1 095	6,6	1 221	7,3
Total	16 530	100,0	16 837	100,0
Sex				
Male	7 799	47,2	8 052	47,8
Female	8 731	52,8	8 785	52,2
Total	16 530	100,0	16 837	100,0
Marital status				
Married	5 556	33,6	5 497	32,6
Living together as husband and wife	1419	8,6	1 530	9,1
Widow/widower	817	4,9	861	5,1
Divorced/separated	457	2,8	457	2,7
Never married	8 281	50,1	8 493	50,4
Marital status unspecified	-	-	-	-
Total	16 530	100,0	16 837	100,0
Highest level of education				
No schooling	1 130	6,8	1 253	7,4
Completed some primary school	1622	9,8	1 717	10,2
Grade 7/Std 5	426	2,6	499	3,0
Completed some secondary school	4 305	26,0	4 623	27,5
Grade 12/Std 10	4 904	29,7	4 367	25,9
Higher	4 143	25,1	4 378	26,0
Total	16 530	100,0	16 837	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 had the highest proportion of overnight travellers in both 2024 and 2025, accounting for 22,1% and 22,0% respectively. Individuals aged 25–34 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 2024, individuals who had completed Grade 12/Std 10 accounted for the largest proportion of overnight travellers, at 29,7%, followed by those completed some secondary school, at 26,0%. In 2025, individuals who completed some secondary school accounted for the largest proportion of overnight travellers, at 27,5%, followed by those with higher education and those who had completed Grade 12/Std 10, at approximately 26,0% each.

Figure 8 - Percentage (%) of selected demographic groups by main purpose of most recent day and overnight trips taken by household members, January–December, 2025



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, approximately 38,7% took day trips for personal shopping, while 57,3% of their overnight trips were for visiting friends and relatives. Among individuals who had never married, 25,8% of their day trips were undertaken to visit friends and relatives, compared with 60,3% of their overnight trips.

Figure 9 – Percentage (%) expenditure by tourists on most recent day and overnight trips taken by household members per selected demographic group, January–December, 2025

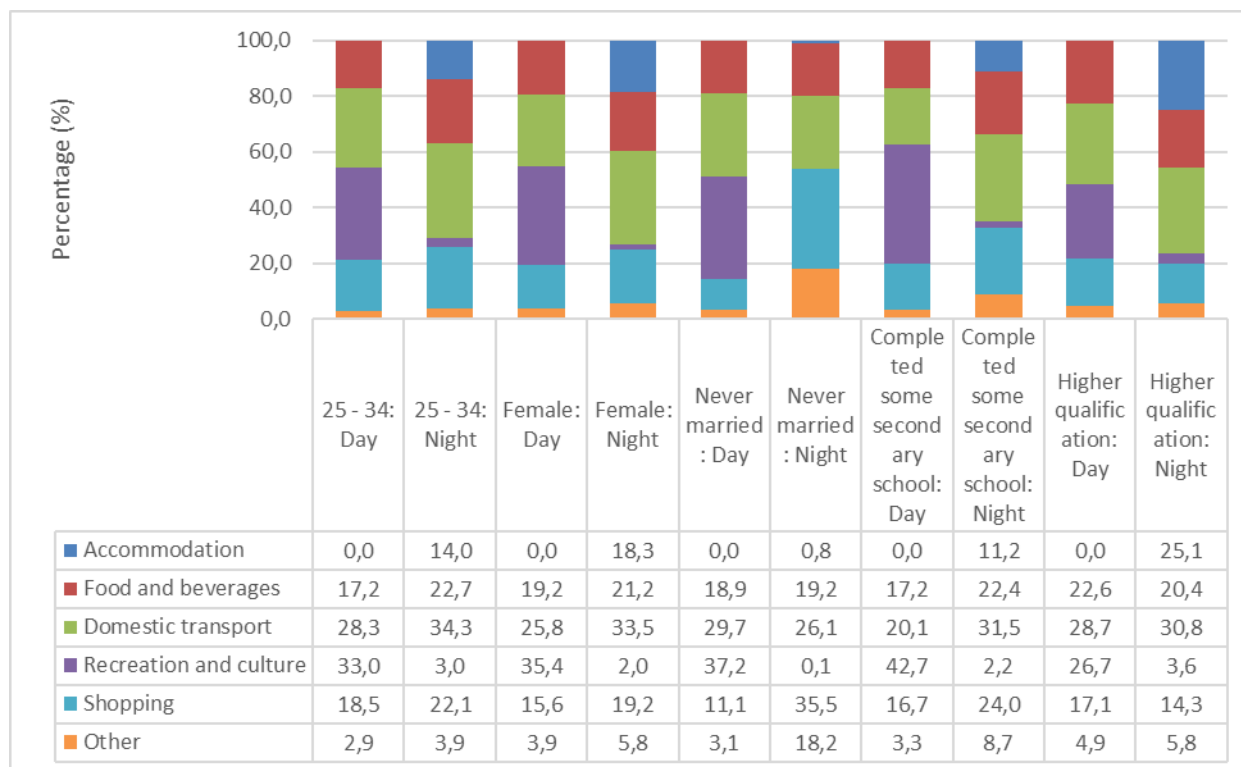


Figure 9 illustrates the proportion of expenditure by day travellers and tourists based on their demographic profile. Individuals aged 25–34 spent the largest share of their money on recreation and culture during day trips (33,0%) and on domestic transport during overnight trips (34,3%). Female day travellers spent approximately 35,4% of their day trip expenditure on recreation and culture, and around 33,5% on domestic transport during overnight trips. Furthermore, individuals who have never been married spent most of their money on recreation and culture and domestic transport while on their day while shopping and domestic transport accounted for the largest shares of their overnight-trip expenditure.

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, 2025

How the trip was booked	Main purpose of trip (Percentage (%))										
	Leisure	Shopping - business	Shopping - personal	VFR	Business	Education	Medical	Religion	Funeral	Other	Total
How trip was booked											
Tour guide	0,2	*	*	*	*	*	*	*	*	*	0,1
Travel agent	9,5	*	26,0	3,7	33,7	5,0	*	6,1	*	7,6	10,4
Booked independently	89,7	100,0	74,0	74,8	66,3	95,0	100,0	85,9	100,0	87,4	86,1
Unspecified	0,6	*	*	21,4	*	*	*	8,0	*	5,0	3,3
Total	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	1,9	*	*	17,1	0,7	15,4	*	7,7	60,5	2,7	4,4
Entirely by telephone	25,6	*	25,2	15,2	42,2	2,6	19,1	52,4	*	15,7	25,1
On the internet	71,4	100,0	62,1	45,9	52,0	75,0	80,9	29,7	33,8	67,4	65,6
Do not know	0,5	*	12,7	0,4	5,1	7,0	*	2,1	5,7	9,2	1,6
Unspecified	0,6	*	*	21,4	*	*	*	8,0	*	5,0	3,3
Total	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	23,7	*	7,8	33,9	43,7	31,8	36,6	33,9	100,0	18,3	27,0
2 weeks to one month	28,0	100,0	79,5	26,3	40,1	64,2	63,4	17,7	*	37,6	30,0
2 to 3 months	26,4	*	12,7	11,5	12,2	*	*	12,7	*	28,0	22,4
4 months or more	19,3	*	*	6,9	3,5	2,4	*	25,6	*	9,2	15,6
Unspecified	2,7	*	*	21,4	0,5	1,6	*	10,1	*	6,9	5,0
Total	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, 86,1% of the trips were booked independently by tourists, while 10,4% used travel agents. About 65,6% of booked trips were made on the internet. These were followed by bookings made using the telephone at 25,1%. In terms of the booking period, about 30,0% of trips were booked two weeks to one month before the trip, 27,0% were booked less than two weeks in advance, and 22,4% were booked two to three months prior to the trip.

Table 27a - Activities other than the main activity during the most recent day trips, January–December, 2024 and 2025

Activities	2024		2025	
	Number ('000)	Percentage (%)	Number ('000)	Percentage (%)
Adventure (e.g. bungee jumping, scuba diving, white water rafting, hiking)	448	2,1	296	1,7
Beach (e.g. surfing, sunbathing, and swimming)	1 015	4,8	622	3,5
Business (e.g. conference, convention, visiting, clients)	258	1,2	102	0,6
Cultural, historical, and heritage (e.g. cultural village, museums, art gallery, township, tour)	197	0,9	53	0,3
Education/training/studying	131	0,6	42	0,2
Health, e.g. hydro, spa, beauty centre, health farms	64	0,3	80	0,5
Hunting	*	0,0	20	0,1
Medical (e.g. treatment in a clinic/hospital)	249	1,2	227	1,3
Nightlife (e.g. discos, nightclubs)	133	0,6	67	0,4
Eating out (e.g. restaurants and bars)	8 001	37,7	7 077	40,2
Entertainment (e.g. theatre, concerts, shows, cinema)	281	1,3	325	1,8
Shopping (e.g. malls, flea/craft markets [includes browsing and purchasing])	4 288	20,2	3 938	22,4
Socialising (e.g. spending time with people indoors or outdoors [e.g. picnics, barbeque/braai])	3 857	18,2	3 057	17,4
Sporting - attended a sporting event as a spectator	150	0,7	111	0,6
Sporting - competed in a sporting event	97	0,5	91	0,5
Theme parks (e.g. aquariums, amusement parks)	408	1,9	403	2,3
Trading (e.g. bought goods from suppliers or sold goods to customers)	*	0,0	2	0,0
Visited a casino	73	0,3	32	0,2
Visiting natural attractions (e.g. scenic drives, parks, dams, rivers, mountains)	393	1,9	351	2,0
Wildlife (e.g. game viewing in a nature reserve, whale watching)	405	1,9	213	1,2
Religious	345	1,6	190	1,1
Other	431	2,0	299	1,7
Total	21 231	100,0	17 597	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 (37,7% and 40,2% respectively) was the most popular activity undertaken apart from the main purpose of the trip for 2024 and 2025, while shopping (20,2% in 2024 and 22,4% in 2025) followed then socialising, which recorded 18,2% and 17,4% for 2024 and 2025 respectively.

Table 27b - Activities other than the main activity during the most recent overnight trips, January–December, 2024 and 2025

Activity	2024		2025	
	Number ('000)	Percentage (%)	Number ('000)	Percentage (%)
Adventure (e.g. bungee jumping, scuba diving, white water rafting, hiking)	508	2,5	575	2,9
Beach (e.g. surfing, sunbathing, and swimming)	1 433	7,1	1 449	7,2
Business (e.g. conference, convention, visiting, clients)	92	0,5	83	0,4
Cultural, historical, and heritage (e.g. cultural village, museums, art gallery, township, tour)	533	2,7	521	2,6
Education/training/studying	60	0,3	30	0,2
Health, e.g. hydro, spa, beauty centre, health farms	146	0,7	143	0,7
Hunting	55	0,3	87	0,4
Medical (e.g. treatment in a clinic/hospital)	99	0,5	52	0,3
Nightlife (e.g. discos, nightclubs)	438	2,2	480	2,4
Eating out (e.g. restaurants and bars)	4 835	24,1	4 723	23,6
Entertainment (e.g. theatre, concerts, shows, cinema)	471	2,3	409	2
Shopping (e.g. malls, flea/craft markets [includes browsing and purchasing])	3 886	19,3	3 884	19,4
Socialising (e.g. spending time with people indoors or outdoors [e.g. picnics, barbeque/braai])	4 256	21,2	4 654	23,3
Sporting - attended a sporting event as a spectator	176	0,9	205	1
Sporting - competed in a sporting event	68	0,3	84	0,4
Theme parks (e.g. aquariums, amusement parks)	351	1,7	339	1,7
Trading (e.g. bought goods from suppliers or sold goods to customers)	*	0,0	.	.
Visited a casino	118	0,6	85	0,4
Visiting natural attractions (e.g. scenic drives, parks, dams, rivers, mountains)	710	3,5	796	4
Wildlife (e.g. game viewing in a nature reserve, whale watching)	452	2,3	553	2,8
Religious	933	4,6	522	2,6
Other	475	2,4	337	1,7
Total	20 098	100,0	20 012	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 (24,1% and 23,6% 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 (21,2% and 23,3%). Shopping remained relatively stable, increasing marginally from 19,3% in 2024 to 19,4% in 2025.

Table 28a - Reasons for respondents not taking day trips, January–December, 2024 and 2025

Reason for not taking trips	Day trips			
	2024		2025	
	Number ('000)	Percentage (%)	Number ('000)	Percentage (%)
No family/friends to visit somewhere else	1 230	3,6	1 283	3,6
Financial reasons	14 253	41,8	15 348	42,9
Too expensive, cannot afford to travel	2 102	6,2	1 754	4,9
Time constraints	2 874	8,4	2 774	7,8
Dislike travelling	243	0,7	287	0,8
Health reasons	309	0,9	358	1,0
Have young children	116	0,3	83	0,2
Living with disability	83	0,2	103	0,3
Too old to travel	440	1,3	426	1,2
Safety and security reasons	177	0,5	165	0,5
No reason to undertake a trip	12 063	35,4	12 956	36,2
Due to floods	21	0,1	5	0,0
Other	212	0,6	219	0,6
Total	34 121	100,0	35 761	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 2024 and 2025. The most commonly cited reason in both years was financial constraints, accounting for 41,8% in 2024 and 42,9% in 2025. The second most frequently mentioned reason was having no reason to undertake a trip, reported by 35,4% of respondents in 2024 and 36,2% in 2025.

Table 28b - Reasons for respondents not taking overnight trips, January–December, 2024 and 2025

Reason for not taking trips	Overnight trips			
	2024		2025	
	Number ('000)	Percentage (%)	Number ('000)	Percentage (%)
No family/friends to visit somewhere else	1 500	3,1	1 577	3,1
Financial reasons	20 744	42,9	21 908	43,6
Too expensive, cannot afford to travel	3 695	7,6	2 954	5,9
Time constraints	3 544	7,3	3 654	7,3
Dislike travelling	424	0,9	435	0,9
Health reasons	416	0,9	453	0,9
Have young children	212	0,4	186	0,4
Living with disability	97	0,2	125	0,2
Too old to travel	566	1,2	577	1,1
Safety and security reasons	524	1,1	589	1,2
No reason to undertake a trip	16 199	33,5	17 397	34,6
Due to floods	18	0,0	16	0,0
Other	429	0,9	362	0,7
Total	48 370	100,0	50 231	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.

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 2024 and 2025. The most commonly cited reason was financial constraints, accounting for and 42,9% in 2024 and 43,6% in 2025. The second most commonly mentioned reason was having no reason to undertake a trip, reported by 33,5% of respondents in 2024 and 34,6% in 2025. 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	80.44
Non Metro	94.06
City of Cape Town	74.33
Eastern Cape	94.26
Non Metro	96.23
Buffalo City	93.71
Nelson Mandela Bay	87.37
Northern Cape	89.08
Free State	89.47
Non Metro	88.47
Mangaung	91.90
KwaZulu-Natal	89.95
Non Metro	94.62
eThekweni	81.76
North West	87.76
Gauteng	77.98
Non Metro	84.24
Ekurhuleni	88.43
City of Johannesburg	73.73
City of Tshwane	69.77
Mpumalanga	90.60
Limpopo	97.53
National	86.54

4.2 Construction of the sample weights

The sample weights for the DTS 2025 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 2025 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:

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

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:

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

The PSU adjustments for the DTS 2025 sample and the DTS Q1 2026 sample ranged from 0.5625 to 6.3125 and 0.5714 to 6.4, with the 99th percentile over the PSUs within the samples equal to 2.1333 and 2.28, respectively. Appendix 1 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 ranges 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 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 2025 and 2026 were based on the 2013 Master Sample of 3,324 PSUs. However, there were 9 PSUs in 2025 with no DU sample and 10 PSUs in 2026 with no DU sample, thus the 2025 sample of 31,260 DUs and 2026 sample of 31,193 DUs were selected from only 3,315 and 3,314 PSUs, respectively. Amongst the PSUs with no DU for 2025, 6 was nonresponse due to, 4 insufficient and 2 discrepancies Remaining 3 vacant. For 2026, 6 was nonresponse due to, 4 insufficient and 2 discrepancies with the remaining 3 vacant and were excluded.

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 211 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 23 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	1 542	1 756	26	1.7500 – 4.6667
February	1 544	1 754	26	1.7500 – 4.8000
March	797	2 501	26	3.5000 – 8.0000
April	1 545	1 753	26	1.8333 – 4.0000
May	1 546	1 752	26	1.8333 – 4.8000
June	811	2 487	26	3.5714 – 8.0000
July	1 561	1 737	26	1.8750 – 3.4286
August	1 565	1 733	26	1.8750 – 4.0000
September	802	2 496	26	3.6667 – 8.0000
October:				
2025 Sample	789	2 509	26	3.6667 – 12.0000
Q1 2026 Sample	738	2 578	8	3.6667 – 23.0000
November:				
2025 Sample	728	2 570	26	3.6667 – 20.0000
Q1 2026 Sample	787	2 529	8	3.6667 – 23.0000
December	803	2 513	8	3.6667 – 11.5000

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 2025 sample and Q1 2026 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.

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

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:

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

Table 4 below accounts for the distribution of the adjusted base weights across the monthly data files for DTS 2025, 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	608.140 – 45 914.182	8 650.008	54
February	551.330 – 28 678.310	8 745.558	51
March	984.608 – 35 171.552	7 776.615	57
April	496.197 – 25 144.062	8 608.909	48
May	625.515 – 20 279.556	8 165.446	52
June	879.114 – 23 321.489	6 221.292	50
July	574.354 – 19 997.010	8 508.451	52
August	496.197 – 23 329.845	8 745.558	52
September	984.608 – 46 659.690	6 311.508	51
October	648.051 – 21 883.756	8 306.754	49
November	656.405 – 29 178.342	8 976.368	49
December	980.000 – 44 715.536	7 367.803	54

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, population and sex 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, population and sex. Age represents the seven (7) age groups of 0-9, 10-19, 20-29, 30-39, 40-49, 50-64, 65+. Population represents two (2) groups of African/Black and Other, where other includes the groups of Coloured, Indian/Asian and White. Sex represents the two (2) groups of male and female. The cross-classification resulted in 28 calibration cells at the national level (Appendix 2).
- 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 3).

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 2025.

Table 5 – Population Estimates by Data Month

Data Month	Population Estimates
January	62 608 331.9105
February	62 666 799.0945
March	62 725 612.3110
April	62 786 784.4086
May	62 848 329.2463
June	62 910 248.2898
July	62 970 105.3495
August	63 028 916.1750
September	63 087 138.9135
October	63 145 720.5850
November	63 204 662.5799
December	63 263 966.2979

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.

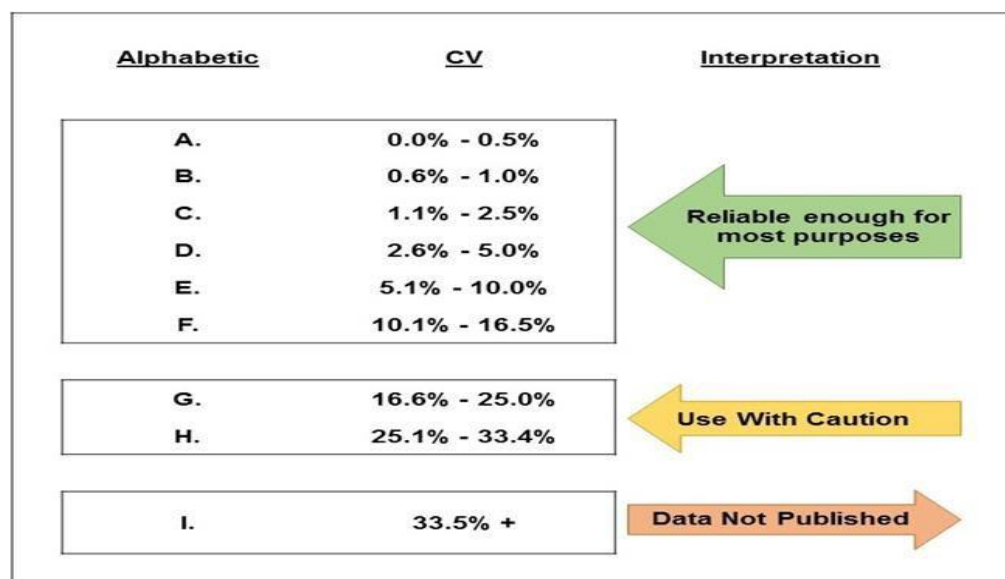
Two imputation techniques were used for imputing missing values: hot-deck and nearest neighbour. In both cases, an already published code was used for imputation. The variable composition of hot-decks is based on a combination of the variables used for the Census (where appropriate), an analysis of odds 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 $100 \times (\text{standard error} / \text{estimated value})$.

Figure 10 - CV Thresholds



Measure of precision for selected variable on day trips

Table 1 - 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	16166	79,2	75,8	82,6	1,7	2,1*	10,2
2	2687	13,2	10,4	16,0	1,4	10,8*	9,9
3	788	3,9	2,1	5,6	0,9	22,7**	11,6
4	391	1,9	1,0	2,9	0,5	25,2**	6,9
5	166	0,8	0,3	1,3	0,2	29,7**	4,1
6	38	0,2	0,0	0,4	0,1	50,1***	2,6
7	34	0,2	0,0	0,3	0,1	51,0***	2,5
8	10	0,0	0,0	0,1	0,0	61,0***	1,0
9	3	0,0	0,0	0,0	0,0	99,9***	0,8
10	55	0,3	0,0	0,6	0,2	57,2***	5,0
12	3	0,0	0,0	0,0	0,0	100,0***	0,7
13	8	0,0	0,0	0,1	0,0	75,3***	1,3
15	19	0,1	0,0	0,3	0,1	100,0***	5,2
17	5	0,0	0,0	0,1	0,0	99,9***	1,3
20	32	0,2	0,0	0,3	0,1	39,1***	1,3

* 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 2 - 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	3283	16,1	13,2	19,0	1,5	9,1*	8,9
Eastern Cape	2050	10,0	8,2	11,8	0,9	9,1*	5,2
Northern Cape	907	4,4	3,1	5,8	0,7	15,0*	5,9
Free State	969	4,8	3,4	6,1	0,7	14,7*	6,1
KwaZulu-Natal	1744	8,5	7,0	10,0	0,8	8,9*	4,2
North West	1852	9,1	6,9	11,2	1,1	12,1*	8,3
Gauteng	4749	23,3	20,2	26,4	1,6	6,8*	7,9
Mpumalanga	1434	7,0	5,0	9,1	1,1	15,0*	9,6
Limpopo	3414	16,7	13,9	19,6	1,5	8,6*	8,5

* 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 3 - 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	4012	19,7	16,5	22,8	1,6	8,2*	9,3
Shopping-Personal	6616	32,4	29,0	35,8	1,7	5,3*	7,6
Shopping-Business	650	3,2	2,3	4,1	0,5	14,1*	3,7
VFR	4089	20,0	16,9	23,2	1,6	7,9*	8,9
Business	1106	5,4	4,3	6,6	0,6	10,6*	3,6
Education and Training	330	1,6	1,0	2,2	0,3	19,1**	3,4
Medical	767	3,8	2,9	4,7	0,5	12,1*	3,2
Religion	636	3,1	2,0	4,2	0,6	17,6**	5,6
Funeral	917	4,5	3,6	5,4	0,5	10,6*	3,0
Other	1281	6,3	4,9	7,6	0,7	10,8*	4,4

* 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 - 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	64	0,3	0,0	0,6	0,2	52,5***	4,8
Bus	842	4,1	2,9	5,3	0,6	14,8*	5,3
Car	13192	64,7	61,6	67,7	1,5	2,3*	5,8
Taxi	6041	29,6	26,7	32,5	1,5	4,9*	5,7
Other	264	1,3	0,7	1,8	0,3	21,6**	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%

Measure of precision for selected variable on overnight trips

Table 1 - 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	15896	94,4	93,1	95,7	0,7	0,7*	3,8
2	775	4,6	3,3	5,9	0,6	13,9*	4,2
3	76	0,5	0,2	0,7	0,1	31,8**	2,1
4	50	0,3	0,1	0,5	0,1	32,3**	1,4
5	21	0,1	0,0	0,3	0,1	58,1***	1,9
10	10	0,1	0,0	0,2	0,1	99,8***	2,7
14	4	0,0	0,0	0,1	0,0	100,0***	1,1
24	5	0,0	0,0	0,1	0,0	99,9***	1,3

* 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 2 - 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	2368	14,1	11,9	16,2	1,1	7,6*	4,3
Eastern Cape	2187	13,0	11,4	14,6	0,8	6,2*	2,6
Northern Cape	704	4,2	3,0	5,4	0,6	14,3**	4,0
Free State	893	5,3	4,3	6,4	0,5	10,0*	2,5
KwaZulu-Natal	2707	16,1	14,3	17,8	0,9	5,5*	2,6
North West	1321	7,8	6,3	9,4	0,8	10,2*	4,0
Gauteng	2224	13,2	11,3	15,1	1,0	7,2*	3,6
Mpumalanga	1610	9,6	7,9	11,2	0,8	8,6*	3,5
Limpopo	2824	16,8	14,6	18,9	1,1	6,5*	3,9

* 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 3 - 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	4071	24,2	21,5	26,9	1,4	5,6*	4,6
Shopping-Personal	42	0,2	0,1	0,4	0,1	34,9**	1,4
Shopping-Business	103	0,6	0,2	1,0	0,2	32,0*	2,8
VFR	8111	48,2	45,4	50,9	1,4	2,9*	3,5
Business	579	3,4	2,7	4,2	0,4	11,6*	2,2
Education and Training	114	0,7	0,4	1,0	0,2	22,8**	1,6
Medical	138	0,8	0,5	1,2	0,2	20,7**	1,6
Religion	739	4,4	3,5	5,3	0,4	10,2*	2,1
Funeral	2018	12,0	10,2	13,7	0,9	7,4*	3,4
Other	922	5,5	4,3	6,7	0,6	11,1*	3,2

* 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 - 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	761	4,5	3,3	5,8	0,6	13,8*	4,1
Bus	1015	6,0	5,0	7,0	0,5	8,5*	2,1
Car	9413	55,9	53,3	58,5	1,3	2,4*	3,3
Taxi	5510	32,7	30,4	35,0	1,2	3,5*	2,8
Other	137	0,8	0,5	1,2	0,2	21,2**	1,7

* 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%

Appendix

1. Population

1.1 Province by population group and sex ('000)

Province of origin	Black African			Coloured			Indian/Asian			White			Total		
	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female
Western Cape	2 596	1 270	1 325	3 798	1 824	1 974	119	65	54	1 070	540	530	7 584	3 700	3 883
Eastern Cape	5 689	2 749	2 939	697	344	352	22	10	11	219	102	117	6 626	3 206	3 420
Northern Cape	653	317	337	613	308	305	2	2	1	89	57	32	1 358	683	675
Free State	2 746	1 338	1 408	71	39	32	9	5	4	148	71	77	2 974	1 453	1 522
KwaZulu-Natal	10 751	5 227	5 524	128	62	67	755	372	384	296	127	169	11 931	5 788	6 143
Northwest	4 073	2 049	2 024	41	17	24	5		5	227	111	116	4 346	2 177	2 169
Gauteng	14 090	6 979	7 110	828	417	411	452	244	208	1 698	820	878	17 067	8 460	8 607
Mpumalanga	4 678	2 258	2 421	40	16	23	16	7	9	251	119	133	4 986	2 400	2 586
Limpopo	5 924	2 850	3 074	19	12	7	9	5	5	113	52	61	6 065	2 918	3 147
South Africa	51 200	25 038	26 162	6 235	3 040	3 195	1 390	710	681	4 112	1 998	2 114	62 937	30 786	32 151

*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)

Age group	Black African			Coloured			Indian/Asian			White			Total		
	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female
0 - 4	4 706	2 369	2 337	487	260	227	55	22	33	169	85	85	5 417	2 736	2 681
5 -- 9	5 008	2 548	2 460	534	247	286	62	42	20	243	131	112	5 847	2 969	2 878
10--14	4 937	2 465	2 472	506	262	244	82	47	36	164	78	86	5 689	2 851	2 838
15 - 19	4 698	2 396	2 302	565	280	286	70	26	44	246	136	110	5 580	2 838	2 742
20 - 24	4 120	2 049	2 071	529	252	276	79	46	33	176	87	90	4 904	2 433	2 471
25 - 29	4 113	2 092	2 021	417	216	201	112	63	49	207	109	98	4 848	2 479	2 369
30 - 34	4 647	2 314	2 333	427	214	213	95	50	45	247	121	126	5 415	2 699	2 716
35 - 39	4 571	2 328	2 243	501	247	254	129	62	67	300	174	126	5 501	2 810	2 691
40 - 44	3 706	1 815	1 892	406	210	196	125	53	72	279	139	140	4 517	2 216	2 301
45 - 49	2 923	1 440	1 484	359	182	177	113	61	52	280	140	141	3 676	1 823	1 853
50 - 54	2 005	912	1 093	346	163	183	94	50	43	321	147	174	2 766	1 273	1 493
55 - 59	1 703	753	949	331	160	171	80	36	44	330	160	170	2 444	1 109	1 334
60 - 64	1 584	704	880	289	133	156	78	47	31	230	106	124	2 181	989	1 192
65 - 69	1 019	347	672	223	80	143	66	25	41	301	135	167	1 609	586	1 023
70 - 74	672	233	439	175	68	108	57	25	32	241	93	148	1 145	419	726
75+	787	274	513	141	68	74	93	55	38	376	158	218	1 397	554	842
Total	51 200	25 038	26 162	6 235	3 040	3 195	1 390	710	681	4 112	1 998	2 114	62 937	30 786	32 151

*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 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	60	178	33	42	332	140	128	183	226	1 322
Grade 0/R to Grade 3/Standard 1	37	145	25	49	166	72	86	78	94	752
Grade 4/Standard 2	31	102	15	27	108	51	72	66	46	516
Grade 5/Standard 3/ABET 2	50	113	13	39	120	57	91	48	62	593
Grade 6/Standard 4	84	142	27	61	151	65	117	59	72	779
Grade 7/Standard 5/ABET 3	194	230	50	89	254	137	220	135	131	1 440
Grade 8/Standard 6/Form 1	283	291	60	119	259	142	324	139	149	1 766
Grade 9/Standard 7/Form 2/ABET 4	328	307	82	148	379	232	494	210	237	2 416
Grade 10/Standard 8/Form 3	598	494	108	245	744	321	1 063	348	471	4 392
Grade 11/Standard 9/Form 4	637	579	88	193	1 127	296	1 662	451	574	5 607
Grade 12/Standard 10/Form 5 (No exemption)	1 909	1 031	279	709	2 912	963	5 087	1 117	1 059	15 067
Grade 12/Standard 10/Form 5 (Exemption)	2	1	1	2	1	2	9	3	1	23
NTCI - NTCIII	42	23	8	28	54	31	105	42	41	375
NTC4 - NTC6	57	28	13	36	52	34	160	35	66	481
Diploma/Certificate with less than Grade 12/Std 10	70	52	10	21	58	42	246	45	39	584
Diploma/Certificate with Grade 12/Std 10	365	257	37	74	343	130	851	167	215	2 438
Degree and higher	676	211	50	118	608	213	1 616	170	247	3 909
Dont know/unspecified	1	.	.	.	9	.	3	.	1	15
Total	5 425	4 185	899	2 000	7 677	2 928	12 333	3 296	3 731	42 474

*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 and older, by highest level of education, population group and sex ('000)

Highest level of education	Black African			Coloured			Indian/Asian			White			Total		
	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female
No schooling	1 240	516	724	65	27	38	15	5	10	3	.	3	1 322	548	774
Grade 0/R to Grade 3/Standard 1	697	291	406	47	31	16	3	3	.	4	2	2	752	327	425
Grade 4/Standard 2	464	205	259	44	17	27	3	1	2	5	2	3	516	225	291
Grade 5/Standard 3/ABET 2	524	227	297	57	28	28	12	3	9	.	.	.	593	259	334
Grade 6/Standard 4	671	299	372	99	49	50	5	3	2	4	1	3	779	352	427
Grade 7/Standard 5/ABET 3	1 192	544	648	206	89	117	29	14	16	12	6	6	1 440	654	787
Grade 8/Standard 6/Form 1	1 410	654	755	289	124	165	32	17	15	35	16	19	1 766	812	955
Grade 9/Standard 7/Form 2/ABET 4	1 970	941	1 029	358	167	190	29	16	13	60	17	43	2 416	1 141	1 275
Grade 10/Standard 8/Form 3	3 498	1 755	1 743	579	287	292	78	40	39	236	127	108	4 392	2 210	2 182
Grade 11/Standard 9/Form 4	4 996	2 420	2 576	437	212	225	61	26	35	114	65	49	5 607	2 722	2 885
Grade 12/Standard 10/Form 5 (No exemption)	11 700	5 793	5 907	1 480	739	742	525	275	250	1 362	637	725	15 067	7 444	7 623
Grade 12/Standard 10/Form 5 (Exemption)	16	9	7	1	1	.	.	.	.	5	3	2	23	13	10
NTCI - NTCIII	272	144	128	26	11	16	8	2	6	68	37	32	375	193	181
NTC4 - NTC6	389	169	220	22	11	11	10	3	7	61	21	39	481	204	278
Diploma/Certificate with less than Grade 12/Std 10	398	211	187	61	26	35	31	17	14	94	45	49	584	299	284
Diploma/Certificate with Grade 12/Std 10	1 653	770	883	241	106	135	90	44	46	454	231	223	2 438	1 151	1 287
Degree and higher	2 460	1 160	1 299	366	163	203	221	112	109	862	402	461	3 909	1 837	2 072
Don't know/unspecified	12	4	8	.	.	.	.	.	.	3	2	1	15	6	8
Total	33 561	16 112	17 449	4 378	2 089	2 289	1 154	581	572	3 381	1 614	1 768	42 474	20 396	22 078

*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, 2025

Province of Origin	Type of trip	
	Day trip	Overnight trip
Western Cape	3 265	2 839
Eastern Cape	2 067	1 227
Northern Cape	1 089	764
Free State	822	575
KwaZulu-Natal	1 629	1 958
North West	2 423	1 104
Gauteng	3 785	5 360
Mpumalanga	1 968	1 575
Limpopo	3 356	1 432
South Africa	20 403	16 837

*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, 2025

Province of origin	Number of day trips			Total
	1 trip	2 - 4 trips	5 trips or more	
Western Cape	2 565	694	*	3 265
Eastern Cape	1 780	278	9	2 067
Northern Cape	871	211	6	1 089
Free State	649	143	30	822
KwaZulu-Natal	1 250	286	92	1 629
North West	1 995	390	38	2 423
Gauteng	2 556	1100	129	3 785
Mpumalanga	1 564	394	*	1 968
Limpopo	2 937	369	50	3 356
South Africa	16 166	3 865	372	20 403

*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, 2025

Province of origin	Number of overnight trips			Total
	1 trip	2 - 4 trips	5 trips or more	
Western Cape	2 726	107	*	2 839
Eastern Cape	1 178	49	.	1 227
Northern Cape	690	72	*	764
Free State	554	10	*	575
KwaZulu-Natal	1 850	104	*	1 958
North West	1 012	93	.	1 104
Gauteng	5 081	264	16	5 360
Mpumalanga	1 508	67	.	1 575
Limpopo	1 298	135	.	1 432
South Africa	15 896	901	40	16 837

*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, 2025 ('000)

Month	Purpose of trip										
	Leisure	Shopping - personal	Shopping - business	VFR	Business	Education	Medical	Religion	Funeral	Other	Total
January	315	631	36	344	75	19	113	51	93	60	1 735
February	327	648	50	388	163	22	114	80	105	98	1 996
March	390	516	55	415	101	27	80	83	35	82	1 784
April	337	624	73	282	100	33	48	95	87	139	1 817
May	294	506	47	269	143	52	70	38	69	163	1 651
June	264	546	41	310	110	25	42	43	107	130	1 617
July	240	487	35	251	110	22	23	44	54	81	1 347
August	255	463	59	369	93	35	44	29	100	133	1 580
September	333	615	64	260	75	48	35	36	60	97	1 622
October	282	516	64	253	55	19	58	24	72	68	1 411
November	256	499	57	291	61	18	51	44	61	91	1 429
December	718	564	70	656	21	11	90	70	74	140	2 413

*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, 2025 ('000)

Month	Purpose of trip										
	Leisure	Shopping - personal	Shopping - business	VFR	Business	Education	Medical	Religion	Funeral	Other	Total
January	484	.	3	1 074	*	12	3	21	136	59	1 868
February	304	.	14	511	44	13	3	73	242	50	1 255
March	288	.	.	576	*	5	7	44	189	49	1 201
April	331	.	2	772	*	19	7	147	145	63	1 531
May	328	2	7	528	*	32	19	53	205	120	1 330
June	263	.	10	678	48	2	20	42	174	94	1 332
July	325	12	.	618	28	1	10	73	216	140	1 424
August	251	5	10	540	65	10	10	73	234	21	1 219
September	333	6	12	495	47	4	46	67	174	97	1 282
October	223	4	11	646	72	11	6	36	108	63	1 178
November	245	13	6	425	41	3	6	46	90	36	911
December	695	.	28	1 249	31	1	.	65	107	129	2 307

*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, 2025 ('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	3 219	34	13	.	.	.	.	.	.	3 265
Eastern Cape	8	1 975	.	6	71	.	*	.	.	2 067
Northern Cape	40	9	856	83	.	93	8	.	.	1 089
Free State	.	11	.	657	9	16	129	.	.	822
KwaZulu-Natal	*	*	.	*	1 566	.	25	*	*	1 629
North West	.	.	39	136	.	1 101	1108	*	24	2 423
Gauteng	.	.	.	71	63	597	2 727	227	99	3 785
Mpumalanga	.	*	.	*	35	5	572	1 159	178	1 968
Limpopo	.	.	.	.	.	39	173	34	3 110	3 356
South Africa	3 283	2 050	907	969	1 744	1 852	4 749	1 434	3 414	20 403

*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, 2025 ('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	1 761	146	48	*	45	*	314	18	13	2 368
Eastern Cape	746	887	46	17	124	21	308	11	28	2 187
Northern Cape	101	6	455	13	.	70	38	*	*	704
Free State	32	20	54	340	*	113	226	75	23	893
KwaZulu-Natal	56	83	.	28	1 448	46	857	154	36	2 707
North West	.	*	80	75	5	536	515	27	76	1 321
Gauteng	99	64	50	69	249	226	781	348	337	2 224
Mpumalanga	*	13	7	24	48	20	782	622	88	1 610
Limpopo	39	*	23	*	30	55	1540	303	829	2 824
South Africa	2 839	1 227	764	575	1 958	1104	5 360	1 575	1 432	16 837

*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, 2025 ('000)

Province of destination	Main purpose										
	Leisure	Shopping-Personal	Shopping-Business	VFR	Business	Education	Medical	Religion	Funeral	Other	Total
Western Cape	1 918	528	34	363	56	*	126	76	30	131	3283
Eastern Cape	164	1 018	60	240	164	23	103	34	109	135	2050
Northern Cape	29	554	9	66	30	*	64	59	56	41	907
Free State	210	278	7	205	83	15	51	-	82	38	969
KwaZulu-Natal	449	334	73	425	106	43	86	36	52	139	1744
North West	452	697	23	289	120	45	48	35	74	69	1852
Gauteng	366	1104	274	1693	338	84	138	255	197	300	4749
Mpumalanga	166	393	19	374	92	*	68	34	89	191	1434
Limpopo	257	1 712	151	434	116	87	84	107	229	236	3414
South Africa	4 012	6 616	650	4089	1106	330	767	636	917	1281	20 403

*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, 2025 ('000)

Province of destination	Main purpose										
	Leisure	Shopping - personal	Shopping - business	VFR	Business	Education	Medical	Religion	Funeral	Other	Total
Western Cape	1 359	*	34	681	108	*	*	32	49	83	2 368
Eastern Cape	335	1	5	1 012	84	36	24	149	413	129	2 187
Northern Cape	219	-	*	252	24	5	6	17	120	59	704
Free State	84	*	*	438	22	*	*	43	200	68	893
KwaZulu-Natal	772	*	6	1 392	77	6	38	123	188	102	2 707
North West	223	*	3	770	*	12	*	54	161	74	1 321
Gauteng	360	*	*	1 166	144	28	26	118	225	114	2 224
Mpumalanga	357	-	*	869	76	4	13	39	153	88	1 610
Limpopo	362	*	17	1 531	26	-	8	164	509	205	2 824
South Africa	4 071	42	103	8 111	579	114	138	739	2 018	922	16 837

*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, 2025 ('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	2 402	735	460	454	735	786	2 496	551	1176	9 794
Someone's car/van/bakkie	423	353	226	152	262	230	932	400	398	3 375
Rental car	.	.	.	.	7	4	*	.	9	23
Minibus taxi	286	733	186	291	682	685	997	387	1 591	5 838
Metered taxi	19	4	.	6	10	*	24	.	6	72
App-based cabs (e.g. Uber)	44	.	.	.	36	.	51	.	.	131
Commercial bus	4	134	.	35	13	103	204	47	217	758
Tour bus	37	4	6	.	.	7	17	.	12	84
On foot or bicycle	27	.	.	.	.	.	3	.	*	32
Motorcycle	16	.	.	.	.	20	5	19	.	60
Truck or lorry	.	27	*	*	.	.	.	.	.	32
Train	.	.	.	.	.	.	*	.	.	3
Aircraft	17	27	.	.	.	.	4	16	.	64
Other	8	32	26	29	.	13	10	14	4	137
Total	3 283	2 050	907	969	1 744	1 852	4 749	1 434	3 414	20 403

*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, 2025 ('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	1 563	300	298	147	491	379	2309	607	374	6 468
Someone's car/van/bakkie	316	213	271	110	303	282	834	348	175	2 851
Rental car	*	20	3	.	*	8	35	.	*	94
Minibus taxi	543	537	130	278	917	359	1442	518	647	5 371
Metered taxi	16	*	.	.	*	.	15	.	*	52
App-based cabs (e.g. Uber)	*	.	.	.	20	.	27	*	33	87
Commercial bus	166	79	12	13	51	37	339	61	124	881
Tour bus	*	14	28	3	*	.	50	*	14	134
On foot or bicycle	.	.	.	.	*	.	.	*	.	8
Motorcycle										
Truck or lorry	.	*	*	.	.	*	.	.	.	8
Train	.	*	.	.	.	.	.	.	.	3
Aircraft	206	35	6	*	129	27	300	24	29	761
Other	.	22	14	*	*	*	*	*	19	117
Total	2 839	1 227	764	575	1 958	1 104	5 360	1 575	1 432	16 837

*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 trip by principal type of accommodation, January–December, 2025 ('000)

Mode of Transport	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 ²	Unspecified	Total
Air	187	37	116	50	*	246	-	-	-	-	-	*	103	761
Bus	44	*	*	*	14	697	*	*	*	62	34	40	98	1 015
Car	441	338	340	580	737	5 585	19	302	*	76	260	49	684	9 413
Taxi	47	31	38	13	59	4 402	*	31	17	157	284	60	278	5 423
Other	13	*	*	*	10	125	-	*	39	*	-	-	16	224
Total	731	419	505	651	840	11 055	27	340	60	303	578	152	1 179	16 837

*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 trip, January–December, 2025 ('000)

Mode of transport	January	February	March	April	May	June	July	August	September	October	November	December	Total
Day trip													
Air	*	*	*	*	-	*	*	-	-	-	-	*	64
Bus	65	66	87	107	65	61	46	71	72	56	62	84	842
Car	1 098	1 346	1 244	1 088	1 095	956	818	999	1 031	950	952	1 615	13 192
Taxi	513	523	392	555	458	565	473	477	509	383	388	676	5 911
Other	52	43	36	61	34	34	7	33	10	22	27	36	395
Total	1 735	1 996	1 784	1 817	1 651	1 617	1 347	1 580	1 622	1 411	1 429	2 413	20 403
Overnight trip													
Air	73	55	44	109	126	45	12	52	64	76	2	104	761
Bus	165	63	56	116	64	31	118	76	70	77	64	115	1 015
Car	1004	788	719	775	701	788	748	661	747	605	518	1361	9 413
Taxi	619	332	361	522	430	441	510	411	375	410	297	714	5 423
Other	*	*	21	*	*	27	*	19	27	*	*	13	224
Total	1 868	1 255	1 201	1 531	1 330	1 332	1 424	1 219	1 282	1 178	911	2 307	16 837

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 trip taken by month of trip, January–December, 2025 ('000)

Main purpose	Month of trip												Total
	January	February	March	April	May	June	July	August	September	October	November	December	
Leisure	315	327	390	337	294	264	240	255	333	283	256	718	4 012
Shopping Personal	631	648	516	624	506	546	487	463	615	516	499	564	6 616
Shopping Business	36	50	55	73	47	41	35	59	64	64	57	70	650
VFR	344	388	415	282	269	310	251	369	260	253	291	656	4 089
Business	75	163	101	99	143	110	110	93	75	55	61	21	1 106
Education	19	22	27	33	52	25	22	35	48	19	18	*	330
Medical	113	114	80	48	70	42	23	44	35	58	51	90	767
Religion	51	80	83	95	38	43	44	29	36	24	44	70	636
Funeral	93	105	35	87	69	107	54	100	60	72	61	74	917
Other	60	98	82	139	163	130	81	133	97	68	91	140	1 281
Total	1 735	1 996	1 784	1 817	1 651	1 617	1 347	1 580	1 622	1 411	1 429	2 413	20 403

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, 2025 ('000)

Main purpose	Month of trip												
	January	February	March	April	May	June	July	August	September	October	November	December	Total
Leisure	484	304	288	332	328	263	325	251	333	223	245	695	4 071
Shopping Personal	-	-	-	-	*	-	*	*	*	*	13	-	42
Shopping Business	*	14	-	*	*	10	-	10	*	11	*	28	103
VFR	1 074	511	576	772	528	678	618	540	495	646	425	1 249	8 111
Business	75	45	44	45	37	48	28	65	47	71	42	31	579
Education	12	13	*	19	32	*	*	10	*	11	*	*	114
Medical	3	*	*	7	*	20	10	10	46	*	*	-	138
Religion	21	73	44	147	53	42	73	73	67	36	46	65	739
Funeral	136	242	189	145	205	174	216	234	174	108	90	107	2 018
Other	59	50	49	63	120	94	140	21	97	63	36	129	922
Total	1 868	1 255	1 201	1 531	1 330	1 332	1 424	1 219	1 282	1 178	911	2 307	16 837

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, 2025 ('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	467	202	174	360	166	9 057	*	120	46	294	484	114	751	12 253
Coloured	58	82	121	56	225	778	*	29	*	-	36	26	86	1 500
Indian/Asian	26	*	*	43	21	134	-	-	-	*	-	-	61	326
White	179	123	188	191	428	1 085	8	191	*	-	58	*	282	2 758
South Africa	731	419	505	651	840	11 055	27	340	60	303	578	152	1 179	16 837

*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, 2025 ('000)

Population group	January	February	March	April	May	June	July	August	September	October	November	December	Total
Day trip													
Black African	1 116	1 300	1 185	1 329	1 070	1 149	938	1 145	1 223	963	1 142	1 728	14 288
Coloured	218	221	136	179	226	164	132	141	90	120	104	303	2 032
Indian/Asian	*	36	32	24	23	13	-	23	25	16	20	91	314
White	391	439	431	285	333	292	277	271	284	313	162	292	3 770
South Africa	1 735	1996	1 784	1817	1 651	1 617	1 347	1 580	1 622	1 411	1 429	2 413	20 403
Overnight trip													
Black African	1 284	855	823	1 077	921	1 002	1 218	919	952	914	728	1 562	12 253
Coloured	139	170	96	233	106	74	52	104	78	107	78	265	1 500
Indian/Asian	27	20	*	33	61	15	*	*	30	*	33	79	326
White	418	209	279	188	243	242	151	195	221	137	74	401	2 758
South Africa	1 868	1255	1 201	1531	1 330	1 332	1 424	1 219	1 282	1 178	911	2 307	16 837

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

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

9. Demographic analysis

9.1 Demographic analysis by main purpose of the most recent day trips (Percentage (%)), January–December, 2025

Characteristics	Leisure	Shopping Personal	Shopping Business	VFR	Business	Education	Medical	Religion	Funeral	Other	Total
Age group											
0 - 4	42,0	23,6	.	19,6	0,3	1,1	5,7	1,2	0,5	6,0	100,0
46151	35,7	13,7	0,3	34,7	1,2	3,7	2,5	.	4,1	4,0	100,0
14-Oct	36,7	14,1	.	26,7	3,5	5,4	1,6	1,3	5,3	5,5	100,0
15 - 19	26,7	18,1	0,4	24,6	9	4,5	1,7	3,7	3,3	7,9	100,0
20 - 24	24,4	40,7	0,5	12,5	3	5,6	0,8	2	3,6	6,7	100,0
25 - 29	16,4	36,8	2,3	15,7	7	2,2	2,2	8,1	2,1	7,1	100,0
30 - 34	22,7	33	5,1	19,4	7,1	1,4	2,5	1,4	2,0	5,4	100,0
35 - 39	17,6	31,1	4,6	25,4	5,9	0,7	3,0	2,5	1,9	7,4	100,0
40 - 44	21,3	35,8	3,1	18,4	3,9	0,7	1,5	4,4	5,0	5,9	100,0
45 - 49	13,2	36,1	5,5	17,7	6,7	1,2	2,8	3,9	6,3	6,7	100,0
50 - 54	15,1	32,8	4,8	19,1	7,6	0,3	3,8	2,9	6,3	7,2	100,0
55 - 59	17,4	37,6	2,5	16,5	7,7	2,1	5,0	1,6	4,8	4,9	100,0
60 - 64	5,3	36,9	3,3	15,5	4,6	.	1,00	4,2	9,0	11,2	100,0
65 - 69	5,7	41,5	2,9	21,8	1,6	0,9	9,2	4,2	9,2	3,0	100,0
70 - 74	17,7	37,7	4,5	15,1	2,5	.	9,8	1,7	7,3	3,7	100,0
75+	14,3	30,9	1,8	20,4	8	0,5	11,3	3,6	7,3	1,7	100,0
Broad age group											
0 - 11	38,3	17,2	0,1	28,8	0,9	2,5	3,6	0,5	3,0	5,3	100,0
17-Dec	34,3	14,2	.	22,7	7	5,7	1,6	3,5	5,1	5,9	100,0
18 - 24	23	37,1	0,7	16,5	4,4	5,3	1,2	1,9	2,7	7,2	100,0
25 - 34	20	34,6	3,9	17,8	7,1	1,7	2,4	4,3	2,1	6,1	100,0
35 - 44	19,4	33,4	3,8	22	4,9	0,7	2,3	3,4	3,4	6,7	100,0
45 - 54	14	34,6	5,2	18,3	7,1	0,8	3,3	3,4	6,3	6,9	100,0
55 - 64	12	37,3	2,8	16,1	6,3	1,1	7,2	2,7	6,6	7,7	100,0
65+	11,2	37,8	3	19,6	3,5	0,6	9,9	3,4	8,2	2,8	100,0

9.1 Demographic analysis by main purpose of the most recent day trips (Percentage (%)) (concluded), January–December, 2025

Characteristics	Leisure	Shopping Personal	Shopping Business	VFR	Business	Education	Medical	Religion	Funeral	Other	Total
Sex											
Male	20,7	30,6	3	21,1	6,2	1,5	3,8	3,1	4,1	5,8	100,0
Female	18,6	34,2	3,4	18,9	4,6	1,7	3,7	3,1	4,9	6,8	100,0
Marital status											
Married	22,2	31,1	3,3	19,7	5,4	0,9	3	3,7	5,1	5,7	100,0
Living together as husband and wife	20,0	32,5	3,5	22	5,1	0,4	2,3	5,5	3,8	4,9	100,0
Widow/widower	17,5	18,5	1	21,9	13,1	1,3	6,2	4,9	3,1	12,5	100,0
Divorced/separated	8,7	59,1	4,6	9,5	2,4	.	5,7	.	7,7	2,2	100,0
Never married	8,7	40,9	5,3	13	5,1	1,6	11,9	2,8	6,7	3,9	100,0
Highest level of education											
No schooling	30,5	25,9	1,1	22,8	0,5	1,3	8,3	1	3,2	5,5	100,0
Not completing primary school	25,1	25,3	1,2	23,9	2,4	4	4	2,6	5,2	6,4	100,0
Grade 7/Std 5	13,2	45	1,5	17	3,8	1,1	7	1,6	6,6	3,4	100,0
Not completing secondary school	12,5	43,2	3,4	16,2	5,1	1,1	3,5	3	5,3	6,6	100,0
Grade 12/Std 10	16,2	33	4,5	21,8	6	1,8	2,6	3,2	4,4	6,4	100,0
Higher	28,1	21,2	3	21,3	7,6	1,4	3,6	4	3,5	6,3	100,0
South Africa	19,7	32,4	3,2	19,9	5,4	1,5	3,8	3,2	4,6	6,2	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, 2025

Characteristics	Leisure	Shopping personal	Shopping business	VFR	Business	Education	Medical	Religion	Funeral	Other	Total
Age groups											
0 - 4	21,2	.	0,6	63,5	.	0,3	0,3	5	6,6	2,5	100,0
5 - 9	27,6	.	1,2	56	0,7	.	.	1,1	6,8	6,5	100,0
10 - 14	26,0	.	0,3	56,8	4,7	0,5	0,4	2,7	4,5	4,0	100,0
15 - 19	29,5	.	.	44,2	3,8	1,9	0,4	3	12,7	4,5	100,0
20 - 24	21,9	0,3	0,6	52,8	2,5	2,6	1,1	4,2	8,5	5,5	100,0
25 - 29	22,5	.	1,2	53	2,8	1,6	1,2	4,8	9,7	3,2	100,0
30 - 34	25,8	0,7	0,8	49	4,8	0,2	0,9	2,4	10,1	5,4	100,0
35 - 39	24,5	0,1	0,8	48,8	3,8	0,3	0,1	3,2	12,5	5,9	100,0
40 - 44	21,1	0,6	0,6	49,3	5,5	0,3	1,1	5,8	11,2	4,4	100,0
45 - 49	20,9	0,3	0,5	49,1	4,9	0,3	0,4	5,1	11,4	7,0	100,0
50 - 54	25,4	.	0,9	39,7	2,8	0,9	1,3	4,8	18,1	6,1	100,0
55 - 59	24,3	0,4	0,1	35,4	2,5	0,9	0,2	6,2	22,4	7,6	100,0
60 - 64	22,4	0,4	0,2	40,5	1,8	0,8	1	5,8	18,2	9,0	100,0
65 - 69	27,6	0,5	0,2	41,3	1,5	.	0,7	8,6	14,6	5,0	100,0
70 - 74	22,9	.	.	37,2	7,4	.	3,0	7,5	17	5,0	100,0
75+	35,3	.	.	27,7	1,9	.	6,7	6,6	15,1	6,7	100,0
Broad age group											
0 - 11	24,2	.	0,8	60,5	0,5	0,2	0,1	3,1	6,5	4,2	100,0
12 - 17	29,0	.	0,3	47,5	6,3	0,3	0,4	2	9,5	4,7	100,0
18 - 24	23,7	0,2	0,5	51	2,4	3,1	1,1	4,3	8,6	5,3	100,0
25 - 34	24,3	0,4	1,0	50,7	3,9	0,8	1	3,4	9,9	4,4	100,0
35 - 44	23,1	0,3	0,7	49	4,5	0,3	0,5	4,3	12	5,3	100,0
45 - 54	22,8	0,2	0,7	45,1	4,0	0,5	0,8	5	14,2	6,6	100,0
55 - 64	23,5	0,4	0,2	37,6	2,2	0,9	0,5	6	20,6	8,2	100,0
65+	28,0	0,2	0,1	36,8	3,4	.	2,9	7,8	15,5	5,4	100,0

9.2 Demographic analysis by main purpose of the most recent overnight trips (Percentage (%)) (concluded), January–December, 2025

Characteristics	Leisure	Shopping personal	Shopping business	VFR	Business	Education	Medical	Religion	Funeral	Other	Total
Sex											
Male	24,2	0,2	0,8	48,3	3,8	0,8	1,1	4,5	11,0	5,3	100,0
Female	24,2	0,3	0,5	48	3,1	0,6	0,5	4,3	12,9	5,6	100,0
Marital status											
Married	32,7	0,6	0,4	38,6	4,1	0,5	0,9	4,9	11,8	5,4	100,0
Living together as husband and wife	19,9	.	0,5	57,6	3,7	.	0,8	1,6	10,3	5,7	100,0
Widow/widower	32,3	.	.	35,2	6,5	0,9	.	4,9	11,1	9,0	100,0
Divorced/separated	17,3	.	.	49,4	13,5	.	.	4,4	14,4	0,9	100,0
Never married	16,7	.	0,2	44,5	1,8	0,3	1,2	7,4	23,4	4,5	100,0
Highest level of education											
No schooling	17,5	.	0,4	58,5	0,1	0,2	0,3	5,7	10,6	6,7	100,0
Not completing primary school	21,9	.	0,6	55,4	2,3	0,3	0,6	4,1	10,3	4,7	100,0
Grade 7/Std 5	16,0	.	0,6	56,3	4,3	.	1,0	5,1	13,4	3,3	100,0
Not completing secondary school	14,7	0,4	0,3	52	2,7	0,6	1,1	5,5	16,7	5,9	100,0
Grade 12/Std 10	21,9	0,4	0,6	47,9	4,1	0,8	1,1	5,0	12,6	5,6	100,0
Higher	40,2	0,2	1,0	37,7	4,9	1	0,4	2,2	7,3	5,1	100,0
South Africa	24,7	0,3	0,6	47,6	3,5	0,7	0,8	4,4	12,1	5,5	100,0

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

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

9.3 Demographic analysis by principal type of accommodation for most recent overnight trips ('000), January–December, 2025

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	33	*	*	*	*	654	.	32	*	13	50	*	67	911
5 – 9	28	25	*	39	25	581	.	15	.	*	28	*	92	863
10 - 14	21	11	17	45	52	569	*	32	*	*	16	*	89	869
15 - 19	30	39	*	46	74	507	*	*	*	21	31	*	51	816
20 - 24	31	23	*	33	25	735	*	*	*	27	55	.	51	1 005
25 - 29	66	43	36	31	55	895	.	25	12	23	30	10	86	1 312
30 - 34	58	44	80	89	73	1 094	.	69	*	19	55	14	88	1 694
35 - 39	76	34	90	136	122	1 399	.	13	.	28	59	*	159	2 119
40 - 44	85	68	31	28	80	995	*	32	*	41	63	34	108	1 577
45 - 49	118	31	54	61	79	979	*	22	*	34	69	23	112	1 587
50 - 54	52	29	28	39	48	790	.	19	*	27	29	19	69	1 156
55 - 59	50	29	37	17	76	595	.	32	.	16	36	13	81	982
60 - 64	37	9	17	31	33	510	10	*	*	16	14	*	27	725
65 - 69	*	*	22	*	*	332	.	12	.	11	33	*	55	555
70 - 74	14	*	*	19	10	239	.	*	*	*	10	*	22	369
75+	*	*	30	*	11	180	*	*	.	*	*	*	23	297
Broad age group														
0 - 11	.	37	48	77	64	1 497	.	58	*	21	81	10	254	2 149
12 - 17	.	23	*	49	78	595	*	25	*	10	25	6	136	956
18 - 24	.	45	18	55	49	954	*	*	*	44	74	*	103	1 359
25 - 34	.	87	115	120	128	1 989	.	94	24	42	85	23	297	3 006
35 - 44	.	103	120	163	201	2 394	*	46	*	68	122	38	427	3 696
45 - 54	.	60	82	101	127	1 770	*	41	*	61	99	42	351	2 743
55 - 64	.	38	54	47	109	1 105	10	40	*	33	50	22	196	1 707
65+	.	24	61	38	84	751	*	29	*	24	44	9	145	1 221

9.3 Demographic analysis by principal type of accommodation for most recent overnight trips ('000), (concluded) January–December, 2025

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	.	215	211	348	445	5 275	10	149	43	128	306	75	845	8 052
Female	.	203	294	302	394	5 780	16	190	18	175	272	77	1 064	8 785
Marital status														
Married	321	189	312	324	365	3 037	*	167	6	80	197	52	440	5 497
Living together as husband and wife	95	48	26	19	56	1 080	.	30	*	14	62	24	71	1 530
Widow/widower	19	*	*	19	48	209	.	*	.	*	*	*	17	350
Divorced/separated	12	.	.	.	6	77	.	.	.	*	.	*	*	107
Never married	17	10	24	18	21	642	*	*	*	29	19	10	60	861
Highest level of education														
No schooling	.	*	*	25	28	925	.	21	*	20	67	10	98	1 225
Not completing primary school	.	24	31	66	68	1 186	*	60	*	24	41	14	179	1 698
Grade 7/Std 5	.	*	*	*	20	384	.	*	*	12	11	14	44	495
Not completing secondary school	.	88	47	96	104	3 366	7	68	41	105	140	61	421	4 544
Grade 12/Std 10	.	110	101	153	263	2 840	8	51	*	108	206	28	393	4 272
Higher	.	168	303	278	342	2 237	*	111	*	26	109	16	692	4 293

10. Expenditure

10.1 Province of destination by average expenditure on most recent day and overnight trips, January–December, 2025 (R'000)

Destination	Accommodation	Food and beverages	Domestic transport	Recreation and culture	Shopping	Other	Total
Day trips							
Western Cape	-	276	215	658	227	349	610
Eastern Cape	-	129	164	702	840	140	716
Northern Cape	-	172	224	1 143	834	479	1 104
Free State	-	145	213	555	372	330	608
KwaZulu-Natal	-	169	171	347	761	133	588
Gauteng	-	190	146	595	305	289	678
North West	-	128	170	418	1 253	162	616
Mpumalanga	-	116	166	742	862	377	809
Limpopo	-	141	216	489	469	261	643
Total day trips spending	-	1 466	1 685	5 649	5 923	2 519	6 371
Overnight trips							
Western Cape	1 821	790	848	675	952	1 441	3 017
Eastern Cape	1 270	379	645	527	895	1 102	1 758
Northern Cape	1 227	510	646	233	533	486	1 633
Free State	1 318	303	434	243	760	287	1 124
KwaZulu-Natal	1 933	494	620	392	746	810	2 037
North West	1 157	318	380	460	584	538	1 014
Gauteng	1 390	336	479	692	850	930	1 340
Mpumalanga	2 233	466	473	392	719	1 098	1 658
Limpopo	1 950	343	567	694	698	840	1 381
Total overnight trips spending	14 299	3 936	5 093	4 306	6 736	7 532	14 960

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, 2025 (R'000)

Province of destination	Accommodation	Food and beverages	Domestic transport	Recreation and culture	Shopping	Other	Total
Day trips							
Western Cape	-	708 273	546 746	428 349	152 991	26 797	1 863 156
Eastern Cape	-	198 234	303 472	592 852	223 674	40 021	1 358 253
Northern Cape	-	118 998	192 818	500 261	105 263	79 145	996 484
Free State	-	102 179	173 502	149 255	60 625	33 654	519 215
KwaZulu-Natal	-	223 981	249 688	177 999	274 476	26 968	953 112
North West	-	303 749	256 798	514 049	112 827	44 245	1 231 668
Gauteng	-	462 982	738 088	565 576	1 002 499	90 356	2 859 501
Mpumalanga	-	155 268	295 298	319 290	90 017	53 457	913 331
Limpopo	-	250 039	496 791	1 188 335	490 975	96 965	2 523 106
Total day trips spending	-	2 523 703	3 253 202	4 435 967	2 513 346	491 608	13 217 826
Overnight trips							
Western Cape	1 860 801	1 630 431	1 789 188	237 375	896 471	436 720	6 850 985
Eastern Cape	221 925	681 409	1 289 683	43 330	978 410	429 604	3 644 362
Northern Cape	229 085	294 259	432 059	11 150	136 872	23 371	1 126 797
Free State	113 985	203 039	364 473	15 631	241 551	27 963	966 642
KwaZulu-Natal	1 155 137	1 042 701	1 453 469	145 999	1 057 585	205 319	5 060 211
North West	119 192	302 449	450 991	35 971	258 108	73 232	1 239 943
Gauteng	425 521	592 262	993 901	85 912	529 711	262 627	2 889 933
Mpumalanga	735 725	577 957	707 124	85 603	389 906	139 969	2 636 282
Limpopo	538 416	671 393	1 492 272	107 608	689 920	202 952	3 702 560
Total overnight trips spending	5 399 788	5 995 899	8 973 160	768 578	5 178 534	1 801 756	28 117 715

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STATISTICAL RELEASE P0352.1