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Department:
Statistics South Africa
REPUBLIC OF SOUTH AFRICA

Private Bag X44, Pretoria, 0001, South Africa, ISibalo House, Koch Street, Salvokop, Pretoria, 0002
www.statssa.gov.za, info@statssa.gov.za, Tel +27 12 310 8911

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IMPROVING LIVES THROUGH DATA ECOSYSTEMS



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Freight transportation: results for April 2025

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

	Nov-24	Dec-24	Jan-25	Feb-25	Mar-25	Apr-25
Freight payload	-10,6	-6,9	-4,7	-4,1	-3,8	-5,5
Freight income	-6,1	-6,2	-3,0	-3,4	-0,8	-1,5

The volume of goods transported (payload) decreased by 5,5% in April 2025 compared with April 2024. The corresponding income decreased by 1,5% over the same period.

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

Type of commodity	Feb – Apr 2024 (R million)	Weight (%)	Feb – Apr 2025 (R million)	% change between Feb – Apr 2024 and Feb – Apr 2025	Contribution (% points) to the total % change
Agriculture and forestry primary products	3 101	5,8	2 581	-16,8	-1,0
Primary mining and quarrying products	18 634	34,6	18 853	1,2	0,4
Manufactured food, beverages and tobacco products	6 240	11,6	6 381	2,3	0,3
Textiles, clothing and leather goods	1 377	2,6	1 433	4,1	0,1
Chemicals, coke, petroleum, rubber, plastic and other mineral products	2 512	4,7	2 534	0,9	0,0
Basic metals and fabricated metal products	754	1,4	636	-15,6	-0,2
Non-metallic products	473	0,9	447	-5,5	0,0
Electrical machinery, transport machinery and equipment	1 330	2,5	1 391	4,6	0,1
Motor vehicles, parts and accessories	1 522	2,8	1 647	8,2	0,2
Paper and paper products	307	0,6	232	-24,4	-0,1
Commercial products	1 458	2,7	1 510	3,6	0,1
Used household and office products	1 126	2,1	1 160	3,0	0,1
Containers	3 486	6,5	3 012	-13,6	-0,9
Parcels	1 571	2,9	1 593	1,4	0,0
Other freight	9 990	18,5	9 468	-5,2	-1,0
Total income	53 881	100,0	52 875	-1,9	-1,9

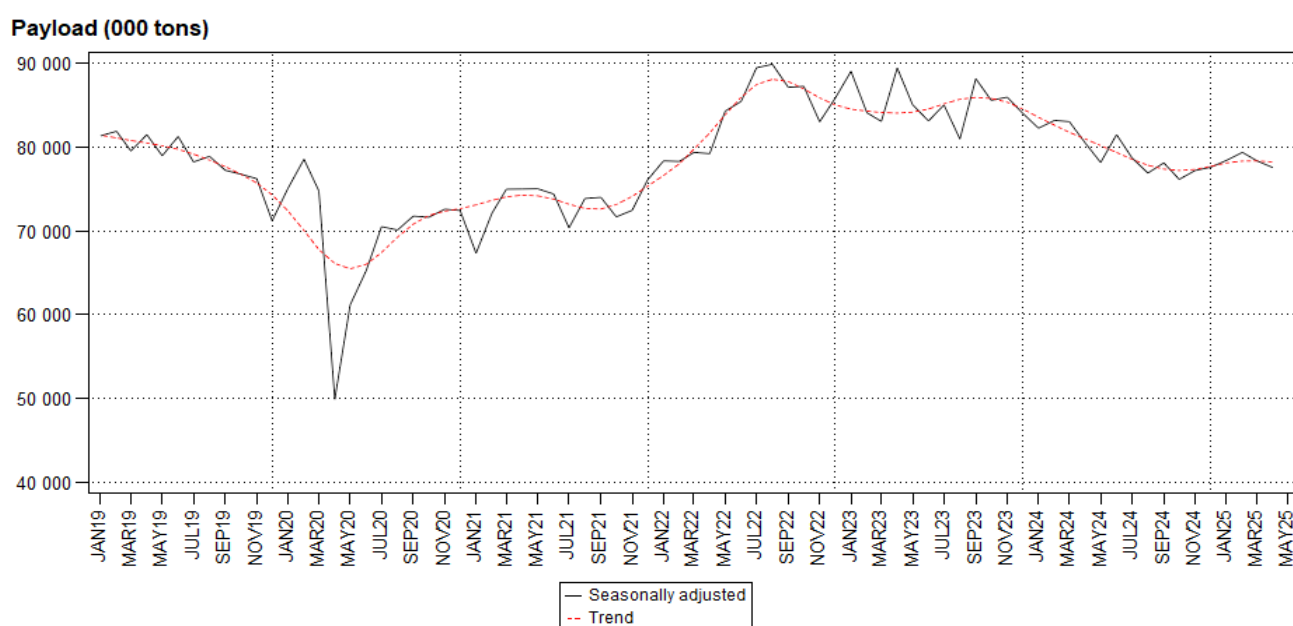
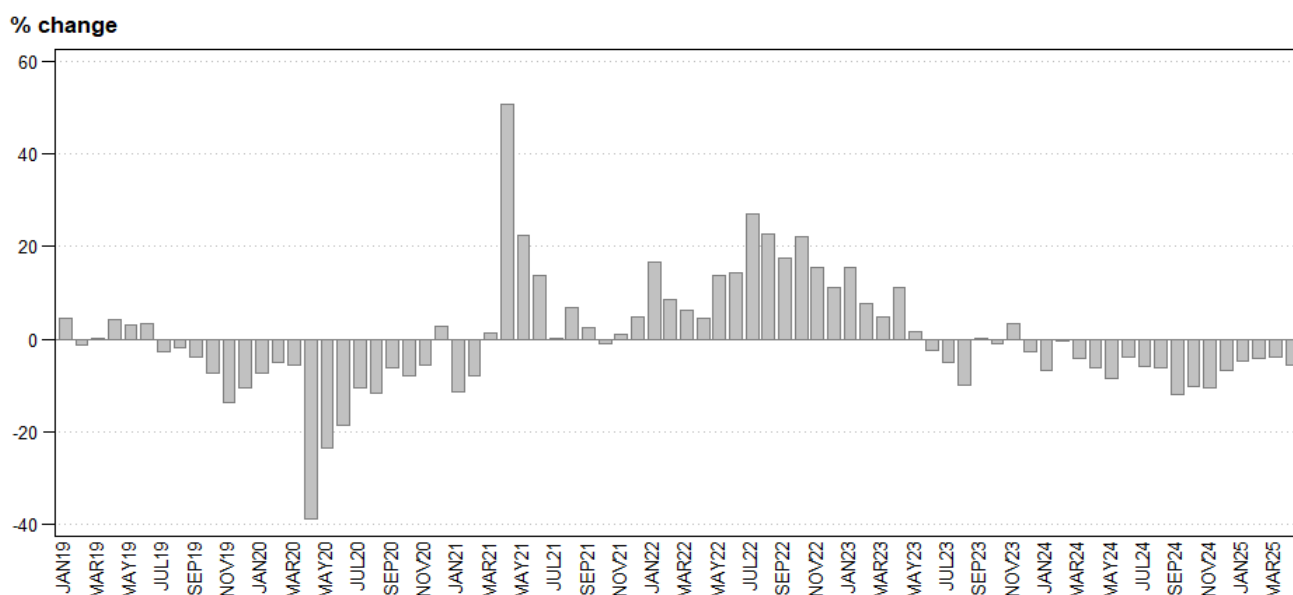
Income from freight transportation decreased by 1,9% in the three months ended April 2025 compared with the three months ended April 2024. The main negative contributors to this decrease were:

- agriculture and forestry primary products (-16,8% and contributing -1,0 percentage point);
- 'other' freight (-5,2% and contributing -1,0 percentage point); and
- containers (-13,6% and contributing -0,9 of a percentage point) – see Table B.

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

Payload	Nov 2024 – Jan 2025 (000 tons)	Weight (%)	Feb – Apr 2025 (000 tons)	% change between Nov 2024 – Jan 2025 and Feb – Apr 2025	Contribution (% points) to the total % change
Rail	41 003	17,6	42 404	3,4	0,6
Road	192 158	82,4	192 849	0,4	0,3
Total	233 161	100,0	235 253	0,9	0,9

Seasonally adjusted payload increased by 0,9% in the three months ended April 2025 compared with the previous three months. Rail freight increased by 3,4% (contributing 0,6 of a percentage point) and road freight increased by 0,4% (contributing 0,3 of a percentage point) – see Table C.

Figure 1 – Freight transportation: seasonally adjusted payload**Figure 2 – Freight transportation: year-on-year percentage change in payload**

Passenger transportation: results for April 2025

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

	Nov-24	Dec-24	Jan-25	Feb-25	Mar-25	Apr-25
Passenger journeys	1,3	2,5	11,0	3,9	11,5	2,6
Passenger income	-4,0	-4,1	1,4	-1,6	4,1	1,7

The number of passenger journeys increased by 2,6% in April 2025 compared with April 2024. The corresponding income increased by 1,7% over the same period.

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

Passenger journeys	Nov 2024 – Jan 2025 (000)	Weight (%)	Feb – Apr 2025 (000)	% change between Nov 2024 – Jan 2025 and Feb – Apr 2025	Contribution (% points) to the total % change
Rail	22 763	26,2	22 561	-0,9	-0,2
Road	64 151	73,8	64 507	0,6	0,4
Total	86 914	100,0	87 068	0,2	0,2

Seasonally adjusted passenger journeys increased by 0,2% in the three months ended April 2025 compared with the previous three months. Road passenger journeys increased by 0,6% (contributing 0,4 of a percentage point), while rail passenger journeys decreased by 0,9% (contributing -0,2 of a percentage point) – see Table E.

Figure 3 – Passenger transportation: seasonally adjusted passenger journeys

Passenger journeys (000)

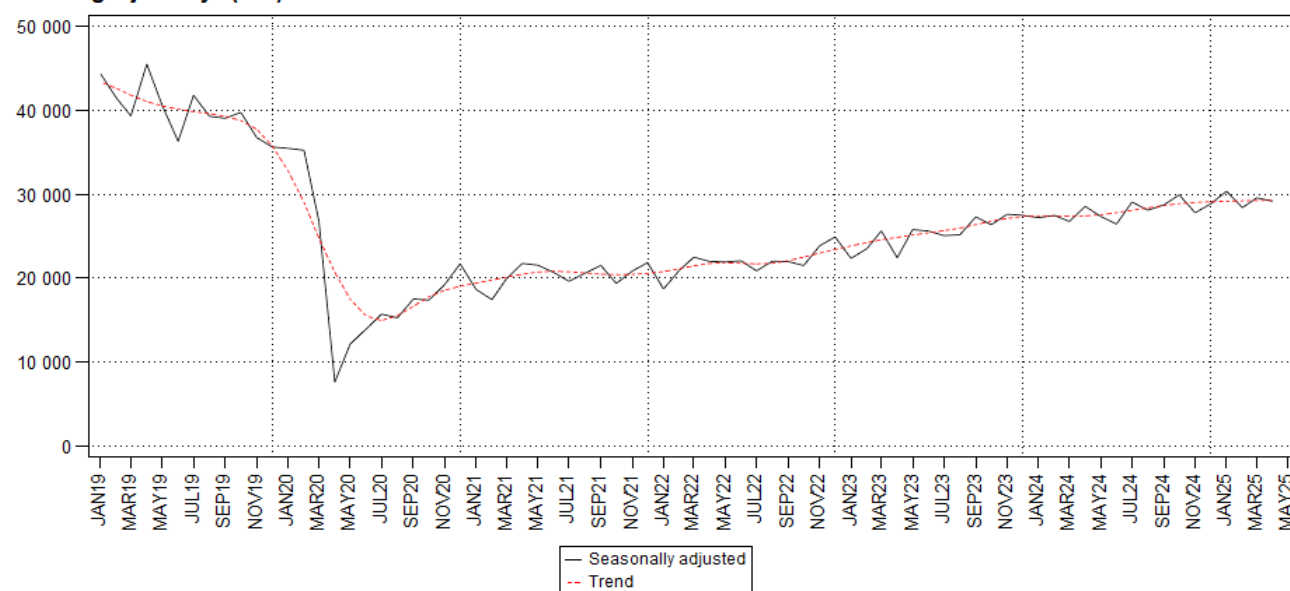
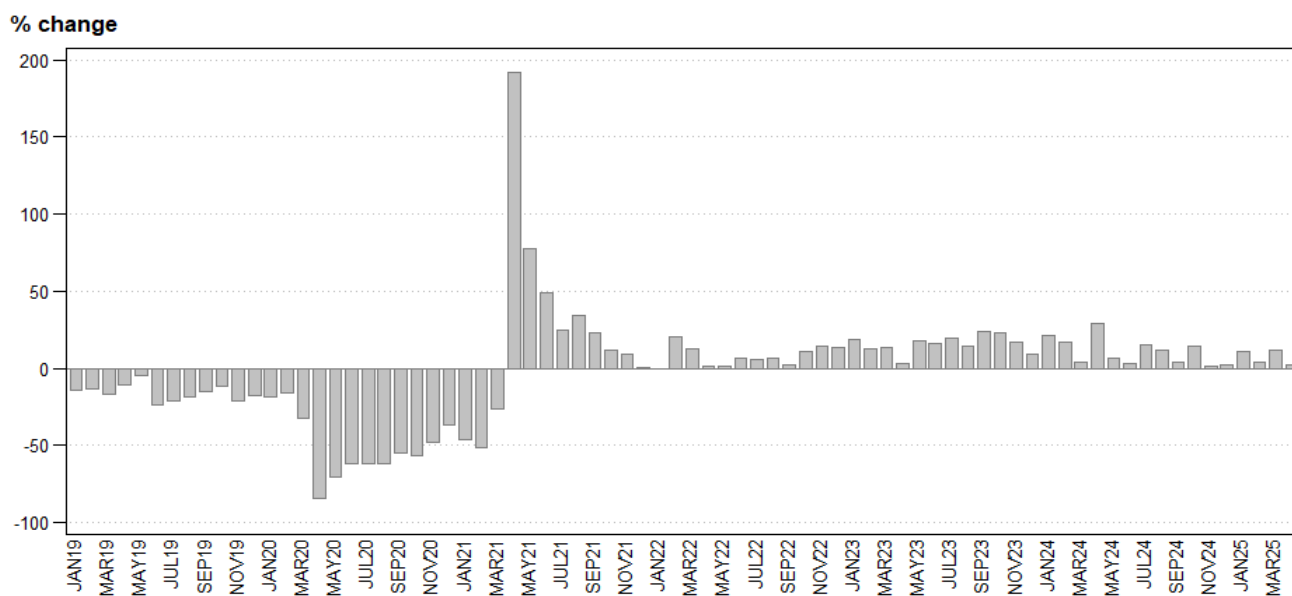


Figure 4 – Passenger transportation: year-on-year percentage change in passenger journeys


Risenga Maluleke
Statistician-General

Tables

Table 1 – Freight transportation (income at current prices)

Year and month		Rail		Road		Total	
		Payload (000 tons)	Income (R million)	Payload (000 tons)	Income (R million)	Payload (000 tons)	Income (R million)
2024	Jan	12 773	3 343	65 829	14 257	78 602	17 600
	Feb	13 855	3 617	64 879	14 253	78 734	17 870
	Mar	13 293	3 528	66 301	14 394	79 595	17 922
	Apr	13 761	3 656	65 789	14 433	79 549	18 089
	May	13 227	3 703	66 825	14 646	80 053	18 349
	Jun	13 358	3 642	67 007	14 488	80 366	18 130
	Jul	13 036	3 517	67 563	14 738	80 599	18 256
	Aug	13 597	3 758	68 417	14 897	82 014	18 655
	Sep	14 072	3 740	65 312	14 052	79 384	17 792
	Oct	12 515	3 428	66 845	14 811	79 360	18 239
	Nov	13 151	3 538	67 942	14 957	81 092	18 495
	Dec	14 356	3 818	58 460	12 887	72 816	16 705
	Total	160 994	43 288	791 169	172 813	952 164	216 102
2025	Jan	13 688	3 567	61 247	13 504	74 935	17 071
	Feb	14 809	3 866	60 678	13 401	75 487	17 267
	Mar	13 856	3 670	62 726	14 117	76 582	17 787
	Apr	14 834	4 077	60 345	13 745	75 179	17 821

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

Year and month		Rail		Road		Total	
		Payload	Income	Payload	Income	Payload	Income
2024	Jan	-3,5	12,0	-7,3	-2,9	-6,7	-0,4
	Feb	6,9	21,5	-1,5	2,9	-0,1	6,2
	Mar	11,1	23,7	-6,6	-3,9	-4,1	0,5
	Apr	1,5	11,4	-7,6	-1,9	-6,1	0,6
	May	9,4	21,0	-11,4	-5,4	-8,6	-1,1
	Jun	0,6	4,1	-4,7	-2,0	-3,8	-0,8
	Jul	15,9	23,1	-9,0	-5,6	-5,8	-1,1
	Aug	-1,8	7,8	-7,2	-5,4	-6,3	-3,0
	Sep	-25,8	-22,5	-8,4	-8,6	-12,1	-11,9
	Oct	5,7	12,3	-12,8	-9,2	-10,3	-5,8
	Nov	-1,4	2,3	-12,2	-8,0	-10,6	-6,1
	Dec	2,2	-0,1	-8,9	-7,9	-6,9	-6,2
	Total	0,4	7,8	-8,3	-4,9	-6,9	-2,6
2025	Jan	7,2	6,7	-7,0	-5,3	-4,7	-3,0
	Feb	6,9	6,9	-6,5	-6,0	-4,1	-3,4
	Mar	4,2	4,0	-5,4	-1,9	-3,8	-0,8
	Apr	7,8	11,5	-8,3	-4,8	-5,5	-1,5

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

Year and month		Rail		Road		Total	
		Payload (000 tons)	Income (R million)	Payload (000 tons)	Income (R million)	Payload (000 tons)	Income (R million)
2024	Jan	13 068	3 503	69 179	15 028	82 247	18 531
	Feb	13 291	3 575	69 876	15 280	83 167	18 854
	Mar	13 603	3 695	69 429	15 078	83 033	18 773
	Apr	13 115	3 497	67 362	14 568	80 477	18 065
	May	13 552	3 726	64 593	14 197	78 145	17 922
	Jun	13 197	3 543	68 276	14 812	81 473	18 355
	Jul	14 676	3 869	64 029	13 966	78 705	17 835
	Aug	12 886	3 552	63 996	14 096	76 882	17 648
	Sep	13 146	3 492	64 957	14 009	78 103	17 501
	Oct	13 727	3 674	62 403	13 864	76 130	17 537
	Nov	13 167	3 561	64 024	14 040	77 191	17 602
	Dec	13 849	3 656	63 721	13 945	77 570	17 601
2025	Jan	13 987	3 736	64 413	14 236	78 400	17 971
	Feb	14 137	3 811	65 221	14 344	79 357	18 155
	Mar	14 135	3 823	64 218	14 392	78 353	18 215
	Apr	14 132	3 907	63 410	14 367	77 543	18 274

Table 4 – Month-on-month percentage change in seasonally adjusted freight transportation (income at current prices)

Year and month		Rail		Road		Total	
		Payload	Income	Payload	Income	Payload	Income
2024	Jan	-4,0	-5,0	-1,8	-1,3	-2,1	-2,0
	Feb	1,7	2,1	1,0	1,7	1,1	1,7
	Mar	2,3	3,4	-0,6	-1,3	-0,2	-0,4
	Apr	-3,6	-5,4	-3,0	-3,4	-3,1	-3,8
	May	3,3	6,5	-4,1	-2,5	-2,9	-0,8
	Jun	-2,6	-4,9	5,7	4,3	4,3	2,4
	Jul	11,2	9,2	-6,2	-5,7	-3,4	-2,8
	Aug	-12,2	-8,2	-0,1	0,9	-2,3	-1,0
	Sep	2,0	-1,7	1,5	-0,6	1,6	-0,8
	Oct	4,4	5,2	-3,9	-1,0	-2,5	0,2
	Nov	-4,1	-3,1	2,6	1,3	1,4	0,4
	Dec	5,2	2,7	-0,5	-0,7	0,5	0,0
2025	Jan	1,0	2,2	1,1	2,1	1,1	2,1
	Feb	1,1	2,0	1,3	0,8	1,2	1,0
	Mar	0,0	0,3	-1,5	0,3	-1,3	0,3
	Apr	0,0	2,2	-1,3	-0,2	-1,0	0,3

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

Type of commodity	Nov-24	Dec-24	Jan-25	Feb-25	Mar-25	Apr-25
Agriculture and forestry primary products	962	897	796	896	860	825
Primary mining and quarrying products	6 381	6 082	6 110	6 310	6 215	6 328
Manufactured food, beverages and tobacco products	2 262	2 118	2 116	2 066	2 196	2 119
Textiles, clothing and leather products	567	497	442	467	494	472
Chemicals, coke, petroleum, rubber, plastic and other mineral products	872	822	827	766	882	886
Basic metals and fabricated metal products	224	215	249	244	187	205
Non-metallic products	151	123	124	144	148	155
Electrical machinery, transport machinery and equipment	476	397	436	482	451	458
Motor vehicles, parts and accessories	582	491	477	525	546	576
Paper and paper products	80	81	80	83	74	75
Commercial products	515	467	491	504	509	497
Used household and office products	388	394	346	375	369	416
Containers	1 086	907	978	1 026	992	994
Parcels	638	474	484	494	557	542
Other freight	3 312	2 738	3 116	2 886	3 307	3 275
Total	18 495	16 705	17 071	17 267	17 787	17 821

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

Type of commodity	Nov-24	Dec-24	Jan-25	Feb-25	Mar-25	Apr-25
Agriculture and forestry primary products	-25,4	-16,9	-27,2	-18,1	-13,0	-19,0
Primary mining and quarrying products	-5,9	-2,6	1,5	3,2	-1,3	1,8
Manufactured food, beverages and tobacco products	0,2	-0,8	-1,4	-1,9	5,5	3,2
Textiles, clothing and leather products	5,8	10,2	16,0	9,9	13,8	-8,9
Chemicals, coke, petroleum, rubber, plastic and other mineral products	-7,2	-6,4	-8,7	-7,3	8,1	1,8
Basic metals and fabricated metal products	10,9	-4,0	15,8	-1,2	-26,1	-19,3
Non-metallic products	-17,5	-10,9	-3,1	-11,7	0,7	-4,9
Electrical machinery, transport machinery and equipment	22,4	18,5	18,2	2,8	3,7	7,5
Motor vehicles, parts and accessories	3,4	14,5	-7,2	-2,6	16,2	12,3
Paper and paper products	-27,9	-6,9	-10,1	-24,5	-25,3	-23,5
Commercial products	17,6	4,9	11,1	8,9	4,3	-2,0
Used household and office products	-10,2	-10,5	-10,1	6,8	-6,3	9,2
Containers	17,0	-1,5	-5,9	-12,5	-13,7	-14,7
Parcels	5,1	8,7	15,5	-1,0	6,7	-1,5
Other freight	-18,1	-23,2	-9,7	-12,2	-1,2	-2,4
Total	-6,1	-6,2	-3,0	-3,4	-0,8	-1,5

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

Type of commodity	Nov-24	Dec-24	Jan-25	Feb-25	Mar-25	Apr-25
Agriculture and forestry primary products	-1,7	-1,0	-1,7	-1,1	-0,7	-1,1
Primary mining and quarrying products	-2,0	-0,9	0,5	1,1	-0,5	0,6
Manufactured food, beverages and tobacco products	0,0	-0,1	-0,2	-0,2	0,6	0,4
Textiles, clothing and leather products	0,2	0,3	0,3	0,2	0,3	-0,3
Chemicals, coke, petroleum, rubber, plastic and other mineral products	-0,3	-0,3	-0,4	-0,3	0,4	0,1
Basic metals and fabricated metal products	0,1	-0,1	0,2	0,0	-0,4	-0,3
Non-metallic products	-0,2	-0,1	0,0	-0,1	0,0	0,0
Electrical machinery, transport machinery and equipment	0,4	0,3	0,4	0,1	0,1	0,2
Motor vehicles, parts and accessories	0,1	0,3	-0,2	-0,1	0,4	0,3
Paper and paper products	-0,2	0,0	-0,1	-0,2	-0,1	-0,1
Commercial products	0,4	0,1	0,3	0,2	0,1	-0,1
Used household and office products	-0,2	-0,3	-0,2	0,1	-0,1	0,2
Containers	0,8	-0,1	-0,3	-0,8	-0,9	-0,9
Parcels	0,2	0,2	0,4	0,0	0,2	0,0
Other freight	-3,7	-4,6	-1,9	-2,2	-0,2	-0,4
Total	-6,1	-6,2	-3,0	-3,4	-0,8	-1,5

Table 8 – Passenger transportation (income at current prices)

Year and month		Rail		Road		Total	
		Passenger journeys (000)	Income (R million)	Passenger journeys (000)	Income (R million)	Passenger journeys (000)	Income (R million)
2024	Jan	4 078	151	21 880	885	25 958	1 036
	Feb	5 404	149	22 701	832	28 105	981
	Mar	5 096	151	23 974	923	29 070	1 074
	Apr	5 168	145	21 248	839	26 416	984
	May	5 255	134	21 311	859	26 566	993
	Jun	4 676	124	20 925	938	25 601	1 062
	Jul	6 989	117	21 262	925	28 251	1 042
	Aug	7 311	149	21 418	855	28 729	1 004
	Sep	7 529	175	23 251	935	30 780	1 110
	Oct	8 466	166	23 686	841	32 152	1 007
	Nov	8 160	153	21 368	811	29 528	964
	Dec	5 425	89	18 907	900	24 332	989
	Total	73 557	1 703	261 931	10 543	335 488	12 246
2025	Jan	6 927	166	21 882	884	28 809	1 050
	Feb	7 926	173	21 281	792	29 207	965
	Mar	8 381	179	24 040	939	32 421	1 118
	Apr	7 838	154	19 269	847	27 107	1 001

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

Year and month		Rail		Road		Total	
		Passenger journeys	Income	Passenger journeys	Income	Passenger journeys	Income
2024	Jan	64,2	20,8	15,8	12,5	21,4	13,6
	Feb	73,0	22,1	8,8	8,1	17,2	10,0
	Mar	42,9	11,0	-1,5	2,2	4,2	3,4
	Apr	96,1	31,8	19,2	14,9	29,1	17,1
	May	51,5	18,6	-0,6	10,7	6,7	11,7
	Jun	45,1	6,9	-3,2	7,3	3,0	7,3
	Jul	121,0	21,9	-0,5	9,0	15,2	10,3
	Aug	87,4	27,4	-1,9	4,4	11,6	7,3
	Sep	95,9	22,4	-9,4	0,5	4,3	3,4
	Oct	93,3	8,5	-0,4	1,2	14,2	2,3
	Nov	66,0	7,0	-11,8	-5,8	1,3	-4,0
	Dec	77,4	12,7	-8,5	-5,5	2,5	-4,1
	Total	76,1	17,2	-0,2	4,6	10,3	6,2
2025	Jan	69,9	9,9	0,0	-0,1	11,0	1,4
	Feb	46,7	16,1	-6,3	-4,8	3,9	-1,6
	Mar	64,5	18,5	0,3	1,7	11,5	4,1
	Apr	51,7	6,2	-9,3	1,0	2,6	1,7

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

Year and month		Rail		Road		Total	
		Passenger journeys (000)	Income (R million)	Passenger journeys (000)	Income (R million)	Passenger journeys (000)	Income (R million)
2024	Jan	4 557	137	22 629	879	27 185	1 016
	Feb	4 968	136	22 480	894	27 448	1 030
	Mar	4 793	136	21 941	882	26 734	1 018
	Apr	4 905	149	23 624	905	28 529	1 054
	May	5 148	139	22 187	894	27 335	1 032
	Jun	4 945	134	21 471	905	26 416	1 039
	Jul	7 435	139	21 610	899	29 044	1 038
	Aug	7 062	146	21 011	875	28 073	1 021
	Sep	7 401	153	21 301	864	28 702	1 017
	Oct	7 531	143	22 366	852	29 897	995
	Nov	7 381	145	20 387	827	27 767	972
	Dec	7 671	146	21 143	859	28 814	1 005
2025	Jan	7 711	150	22 621	878	30 333	1 028
	Feb	7 273	157	21 100	872	28 373	1 029
	Mar	7 570	161	21 981	896	29 551	1 057
	Apr	7 718	159	21 426	910	29 144	1 069

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

Year and month		Rail		Road		Total	
		Passenger journeys	Income	Passenger journeys	Income	Passenger journeys	Income
2024	Jan	5,1	7,0	-2,2	-3,3	-1,0	-2,0
	Feb	9,0	-0,7	-0,7	1,7	1,0	1,4
	Mar	-3,5	0,0	-2,4	-1,3	-2,6	-1,2
	Apr	2,3	9,6	7,7	2,6	6,7	3,5
	May	5,0	-6,7	-6,1	-1,2	-4,2	-2,1
	Jun	-3,9	-3,6	-3,2	1,2	-3,4	0,7
	Jul	50,4	3,7	0,6	-0,7	9,9	-0,1
	Aug	-5,0	5,0	-2,8	-2,7	-3,3	-1,6
	Sep	4,8	4,8	1,4	-1,3	2,2	-0,4
	Oct	1,8	-6,5	5,0	-1,4	4,2	-2,2
	Nov	-2,0	1,4	-8,8	-2,9	-7,1	-2,3
	Dec	3,9	0,7	3,7	3,9	3,8	3,4
2025	Jan	0,5	2,7	7,0	2,2	5,3	2,3
	Feb	-5,7	4,7	-6,7	-0,7	-6,5	0,1
	Mar	4,1	2,5	4,2	2,8	4,2	2,7
	Apr	2,0	-1,2	-2,5	1,6	-1,4	1,1

Explanatory notes

Introduction	1	Statistics South Africa (Stats SA) conducts a monthly survey of the land transportation industry, covering passenger and freight transportation by rail and road (see points 3 and 4 below). This survey is based on a sample drawn from the 2023 statistical business register (SBR) that contains businesses registered for value-added tax (VAT) and income tax. Published land transportation income estimates exclude VAT.
Purpose of the survey	2	The results of the monthly land transport survey are used to compile estimates of the gross domestic product (GDP) and its components, which are used in monitoring the state of the economy and formulation of economic policy. These statistics are also used in the analysis of comparative business and industry performance.
Scope of the survey	3	This survey covers enterprises involved in land transportation according to the following types of transportation: • railway transport (including passenger and freight transportation); • 'other' scheduled passenger land transport – urban, suburban and inter-urban bus and coach passenger lines and school buses; • 'other' non-scheduled passenger land transport – safaris and sightseeing bus tours, metered taxis and 'other' passenger transport including renting of motor cars with drivers; and • freight transport by road.
Exclusions	4	Passenger transportation excludes: • minibus taxis; • metropolitan buses (including the Bus Rapid Transport system – BRT); and • rental of private cars/buses without drivers. Freight transportation excludes: • renting of trucks without drivers; and • in-house transportation.
Classification	5	The 1993 edition of the <i>Standard Industrial Classification of All Economic Activities</i> (SIC), Fifth Edition, Report No. 09-90-02, was used to classify the statistical units in the survey. The SIC is based on the 1990 <i>International Standard Industrial Classification of All Economic Activities</i> (ISIC) with suitable adaptations for local conditions. Statistics in this publication are presented at SIC division (two-digit) level. Each enterprise is classified to the industry which reflects its predominant activity.
Collection rate	6	The preliminary collection rate for the survey on land transportation for April 2025 was 72,3%. The revised collection rate for March 2025 was 74,0%.
Statistical unit	7	The statistical unit for which information is compiled and published is an enterprise, defined as a legal unit or a combination of legal units that includes and directly controls all functions necessary to carry out its income activities. The statistical units are derived from and linked to the South African Revenue Service (SARS) administrative data.
Revised figures	8	Revised figures are mainly due to late submission of data to Stats SA, or respondents reporting revisions or corrections to their figures. The reasons for routine revisions are outlined in the schedule on the following page. Any unscheduled revisions will be promptly indicated in relevant tables to maintain transparency and accuracy. It is important to note that seasonally adjusted figures are revised monthly.

Statistical release	Reason for revision	Period subject to revision
Apr-25	Additional information from respondents	Mar-25
May-25	Additional information from respondents	Apr-25
Jun-25	Additional information from respondents	May-25
Jul-25	Additional information from respondents New sample	Jan-08–Jun-25
Aug-25	Additional information from respondents	Jul-25
Sep-25	Additional information from respondents	Aug-25
Oct-25	Additional information from respondents	Sep-25
Nov-25	Additional information from respondents	Oct-25
Dec-25	Additional information from respondents	Nov-25
Jan-26	Additional information from respondents	Dec-25
Feb-26	Additional information from respondents	Jan-26
Mar-26	Additional information from respondents	Feb-26

- Related publications** 9 Users may also wish to refer to the *Stats in Brief* publication available from Stats SA.
- Rounding-off of figures** 10 Where figures have been rounded off, discrepancies may occur between sums of the component items and the totals.
- Historical data** 11 Historical land transport data are available on the Stats SA website. To access the data electronically, use the following link:
[Click to download historical data.](#)
- Past publications** 12 Past land transport releases are available on the Stats SA website. To access the releases electronically, use the following link:
[Click to download past releases.](#)

Technical notes

- Survey methodology and design** 1 The survey is conducted on a monthly basis. Questionnaires are sent to a sample of 784 enterprises from a population of 5 136 enterprises. Completed questionnaires are required to be returned to Stats SA within 10 days after the end of the reference month. Email and telephone reminders are used to follow up on non-respondents.
- 2 A stratified random sample was drawn at the SIC four-digit level in April 2023 from Stats SA's statistical business register (SBR). Strata were formed using a combination of Standard Industrial Classification and the measure of size classes for enterprises (see paragraph 3 below).

The Neyman optimal allocation formula given below was used to allocate samples to each stratum:

$$n_h = n * (N_h * S_h) / [\sum (N_i * S_i)]$$

Neyman allocation formula not only allocates sample sizes to each stratum but also calculates the relative precision for each stratum as well as the relative precision for all strata. The relative precision for these strata was 1,2%.

- Sample design and class limits** 3 The land transportation industry is divided into four size groups. All large enterprises (size group one) are completely enumerated. Simple random sampling is applied to medium (size group two), small (size group three) and micro (size group four) enterprises. The total value of income of the large enterprises (size group one) is added to the weighted totals of size groups two, three and four to reflect the total value of income.

Measure of size classes (Rand)

Enterprise size	Size group	Lower limit	Upper limit
Very small	4	1 375 366	9 000 000
Small	3	9 000 001	39 000 000
Medium	2	39 000 001	78 000 000
Large	1	78 000 001	

- Sample weighting** 4 For those strata not completely enumerated, the weights to produce estimates are the inverse ratio of the sampling fraction, modified to take account of non-response in the survey. Stratum estimates are calculated and then aggregated with the completely enumerated stratum to form division estimates. These procedures are in line with international best practice.
- Reliability of estimates** 5 Data presented in this publication are based on information obtained from a sample and are, therefore, subject to sampling variability; that is, they may differ from the figures that would have been produced if the data had been obtained from all enterprises in the land transport industry in South Africa. Estimates are subject to sampling and non-sampling errors.
- 6 Inaccuracies may occur because of imperfections in reporting by enterprises and errors made in the collection and processing of the data. Inaccuracies of this kind are referred to as non-sampling errors. Every effort is made to minimise non-sampling errors by careful design of questionnaires, testing them in pilot studies, editing reported data and implementing efficient operating procedures. Fluctuations may occur in consecutive months as a result of seasonal and economic factors.
- Relative standard error** 7 One measure is the standard error (SE), which indicates the extent to which an estimate might have varied by chance because only a sample of enterprises was used. The relative standard error (RSE) provides an immediate indication of the percentage errors likely to have occurred due to sampling, and thus avoids the need to refer to the size of the estimate.

Estimates of land transport within 95% confidence limits – April 2025

	Lower limit (R million)	Estimate (R million)	Upper limit (R million)	Relative standard error (RSE) %
Freight income	16 093	17 821	19 549	4,9
Passenger income	983	1 001	1 019	0,8

- Year-on-year percentage change** 8 The year-on-year percentage change in a variable for any given period is the change between that period and the corresponding period of the previous year, expressed as a percentage of the latter.
- Contribution (percentage points)** 9 The contribution (percentage points) to the annual percentage change for any given period is calculated by multiplying the percentage change of each type of commodity/service by its corresponding weight, divided by 100. The weight is the percentage contribution of each type of commodity/service to total income in the corresponding period of the previous year.
- Seasonal adjustment** 10 Seasonally adjusted estimates are generated each month using the X-12-ARIMA Seasonal Adjustment Program developed by the United States Census Bureau. Seasonal adjustment is a means of removing the estimated effects of normal seasonal variation from the series so that the effects of other influences on the series can be recognised more clearly. Seasonal adjustment does not aim to remove irregular or non-seasonal influences which may be present in any particular month. Influences that are volatile or unsystematic can still make it difficult to interpret the movement of the series even after adjustment for seasonal variations. Therefore, the month-to-month movements of seasonally adjusted estimates may not be reliable indicators of trend behaviour. The X-12-ARIMA procedure for land transportation is described in more detail on the Stats SA website at:
[Click to download seasonal adjustment land transport February 2022.](#)
- Trend cycle** 11 The trend is the long-term pattern or movement of a time series. The X-12-ARIMA Seasonal Adjustment Program is used for smoothing seasonally adjusted estimates to estimates of the underlying trend cycle.

Glossary

Enterprise	An enterprise is a legal entity or a combination of legal units that includes and directly controls all functions necessary to carry out its activities.	
Industry	An industry is made up of enterprises engaged in the same or similar kinds of economic activity. Industries are defined in the <i>System of National Accounts</i> (SNA) in the same way as in the <i>Standard Industrial Classification of All Economic Activities</i> (SIC), Fifth Edition, Report No. 09-90-02 of January 1993.	
Symbols and abbreviations	GDP	Gross domestic product
	ISIC	International Standard Industrial Classification of All Economic Activities
	SARS	South African Revenue Service
	SBR	Statistical Business Register
	SIC	Standard Industrial Classification of All Economic Activities
	Stats SA	Statistics South Africa
	VAT	Value-added tax
	*	Revised figures

Technical enquiries

Kagisho Mathabatha	Telephone number: (012) 310 2153 / 076 512 1323 Email: kagishoma@statssa.gov.za
JP Terblanche	Telephone number: (012) 310 2965 / 066 470 2112 Email: juan-pierret@statssa.gov.za

General information

Stats SA publishes approximately 300 different statistical releases each year. It is not economically viable to produce them in more than one of South Africa's 12 official languages. Since the releases are used extensively locally and by international economic and social-scientific communities, Stats SA releases are published in English only.

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General enquiries

User information services	Telephone number: (012) 310 8600 Email: info@statssa.gov.za
Orders/subscription services	Telephone number: (012) 310 8619 Email: millies@statssa.gov.za
Postal address	Private Bag X44, Pretoria, 0001

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