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## Freight transportation: results for April 2026

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

	Nov-25	Dec-25	Jan-26	Feb-26	Mar-26	Apr-26
Freight payload	-1,7	0,4	-2,9	-2,3	1,0	7,6
Freight income	3,4	5,0	3,1	1,2	4,0	10,8

The volume of goods transported (payload) increased by 7,6% in April 2026 compared with April 2025. The corresponding income increased by 10,8% 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 2025 (R million)	Weight (%)	Feb – Apr 2026 (R million)	% change between Feb – Apr 2025 and Feb – Apr 2026	Contribution (% points) to the total % change
Agriculture and forestry primary products	4 173	7,1	5 651	35,4	2,5
Primary mining and quarrying products	22 306	37,8	21 811	-2,2	-0,8
Manufactured food, beverages and tobacco products	6 725	11,4	6 535	-2,8	-0,3
Textiles, clothing and leather goods	963	1,6	1 191	23,7	0,4
Chemicals, coke, petroleum, rubber, plastic and other mineral products	2 423	4,1	2 443	0,8	0,0
Basic metals and fabricated metal products	625	1,1	452	-27,7	-0,3
Non-metallic products	902	1,5	883	-2,1	0,0
Electrical machinery, transport machinery and equipment	508	0,9	570	12,2	0,1
Motor vehicles, parts and accessories	1 142	1,9	1 184	3,7	0,1
Paper and paper products	219	0,4	211	-3,7	0,0
Commercial products	1 909	3,2	1 889	-1,0	0,0
Used household and office products	856	1,5	871	1,8	0,0
Containers	1 667	2,8	2 085	25,1	0,7
Parcels	1 572	2,7	2 060	31,0	0,8
Other freight	12 991	22,0	14 287	10,0	2,2
<b>Total income</b>	<b>58 983</b>	<b>100,0</b>	<b>62 126</b>	<b>5,3</b>	<b>5,3</b>

Income from freight transportation increased by 5,3% in the three months ended April 2026 compared with the three months ended April 2025. The main positive contributors to this increase were:

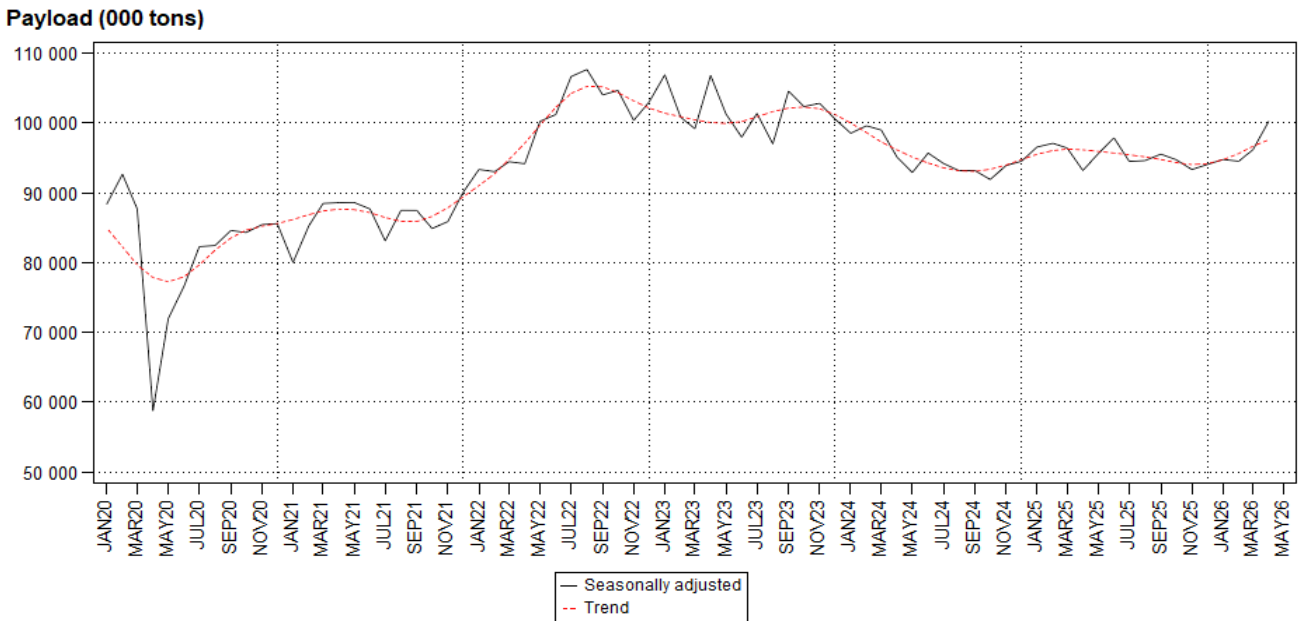
- agriculture and forestry primary products (35,4% and contributing 2,5 percentage points); and
- 'other' freight (10,0% and contributing 2,2 percentage points) – see Table B.

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

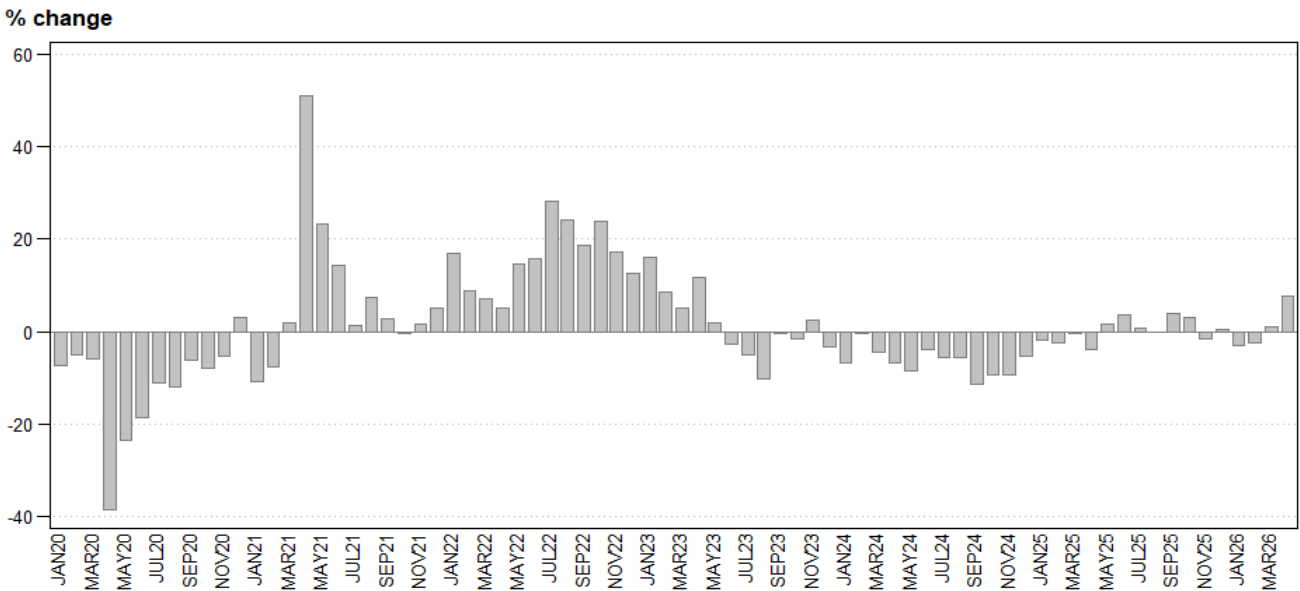
Payload	Nov 2025 – Jan 2026 (000 tons)	Weight (%)	Feb – Apr 2026 (000 tons)	% change between Nov 2025 – Jan 2026 and Feb – Apr 2026	Contribution (% points) to the total % change
Rail	44 184	15,7	41 910	-5,1	-0,8
Road	237 964	84,3	249 068	4,7	4,0
<b>Total</b>	<b>282 147</b>	<b>100,0</b>	<b>290 979</b>	<b>3,1</b>	<b>3,1</b>

Seasonally adjusted payload increased by 3,1% in the three months ended April 2026 compared with the previous three months. Road freight increased by 4,7% (contributing 4,0 percentage points), while rail freight decreased by 5,1% (contributing -0,8 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 2026

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

	Nov-25	Dec-25	Jan-26	Feb-26	Mar-26	Apr-26
Passenger journeys	4,0	4,3	-2,4	4,0	6,3	6,7
Passenger income	17,5	12,0	4,4	7,5	7,2	6,2

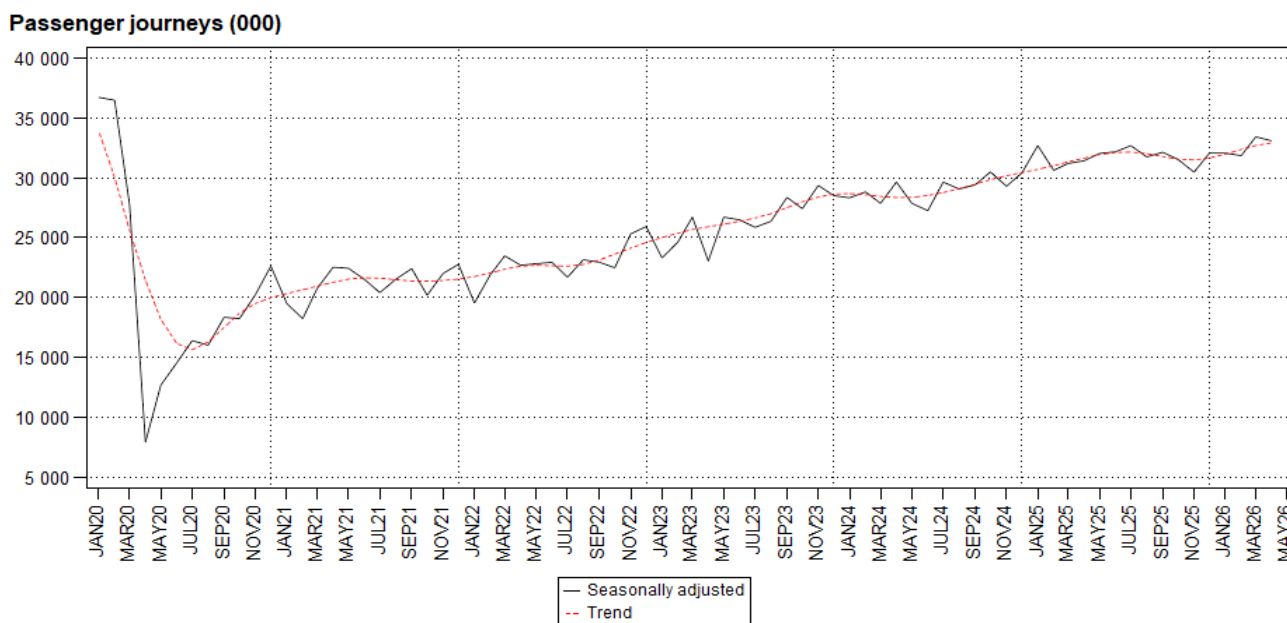
The number of passenger journeys increased by 6,7% in April 2026 compared with April 2025. The corresponding income increased by 6,2% over the same period.

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

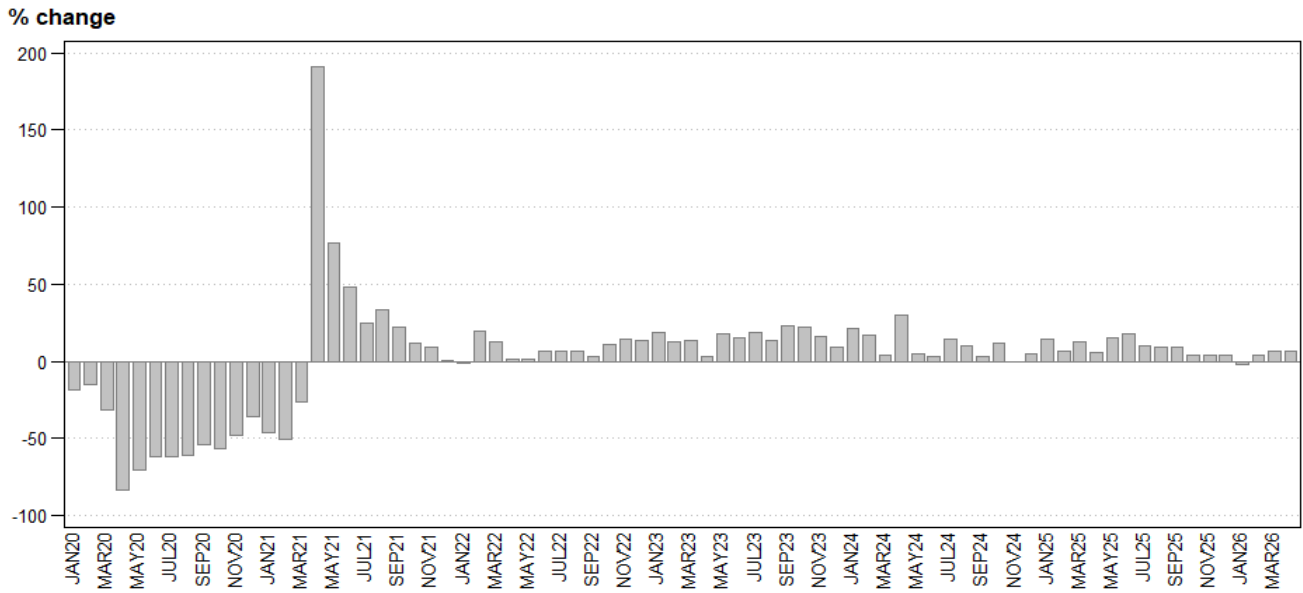
Passenger journeys	Nov 2025 – Jan 2026 (000)	Weight (%)	Feb – Apr 2026 (000)	% change between Nov 2025 – Jan 2026 and Feb – Apr 2026	Contribution (% points) to the total % change
Rail	28 054	29,7	30 110	7,3	2,2
Road	66 556	70,3	68 273	2,6	1,8
<b>Total</b>	<b>94 609</b>	<b>100,0</b>	<b>98 383</b>	<b>4,0</b>	<b>4,0</b>

Seasonally adjusted passenger journeys increased by 4,0% in the three months ended April 2026 compared with the previous three months. Rail passenger journeys increased by 7,3% (contributing 2,2 percentage points) and road passenger journeys increased by 2,6% (contributing 1,8 percentage points) – see Table E.

**Figure 3 – Passenger transportation: seasonally adjusted passenger journeys**



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



  
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## 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)
<b>2025</b>	Jan	13 681	3 560	78 224	15 677	91 905	19 237
	Feb	14 794	3 859	76 687	15 507	91 481	19 366
	Mar	13 854	3 664	80 466	16 284	94 320	19 948
	Apr	14 839	4 070	75 630	15 600	90 469	19 669
	May	13 464	3 856	83 975	17 052	97 439	20 908
	Jun	13 897	3 781	85 345	16 920	99 241	20 702
	Jul	11 570	3 296	86 114	17 334	97 684	20 630
	Aug	14 526	4 008	84 185	17 161	98 711	21 168
	Sep	15 125	3 995	82 960	17 233	98 085	21 227
	Oct	13 213	3 687	85 799	18 068	99 012	21 755
	Nov	14 518	3 957	82 167	17 457	96 685	21 414
	Dec	14 778	4 029	73 624	15 560	88 402	19 589
<b>Total</b>	<b>168 259</b>	<b>45 762</b>	<b>975 176</b>	<b>199 853</b>	<b>1 143 434</b>	<b>245 613</b>	
<b>2026</b>	Jan	15 513	4 165	73 760	15 669	89 273	19 834
	Feb	15 278	4 049	74 133	15 553	89 411	19 602
	Mar	13 864	3 638	81 398	17 099	95 262	20 738
	Apr	13 976	3 874	83 333	17 912	97 309	21 786

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
<b>2025</b>	Jan	7,3	6,7	-3,4	-5,0	-1,9	-3,0
	Feb	7,0	6,9	-3,9	-6,0	-2,3	-3,7
	Mar	4,4	4,1	-1,3	-2,3	-0,5	-1,2
	Apr	8,0	11,5	-5,9	-6,1	-3,9	-3,0
	May	2,0	4,4	1,5	0,0	1,6	0,8
	Jun	4,2	4,0	3,6	0,9	3,7	1,5
	Jul	-11,1	-6,1	2,6	1,1	0,7	-0,1
	Aug	7,0	6,9	-1,2	-0,8	0,0	0,5
	Sep	7,7	7,0	3,1	6,2	3,8	6,4
	Oct	5,7	7,7	2,6	6,3	3,0	6,6
	Nov	10,5	12,1	-3,5	1,6	-1,7	3,4
	Dec	3,1	5,7	-0,1	4,8	0,4	5,0
<b>Total</b>	<b>4,7</b>	<b>5,9</b>	<b>-0,5</b>	<b>0,0</b>	<b>0,3</b>	<b>1,1</b>	
<b>2026</b>	Jan	13,4	17,0	-5,7	-0,1	-2,9	3,1
	Feb	3,3	4,9	-3,3	0,3	-2,3	1,2
	Mar	0,1	-0,7	1,2	5,0	1,0	4,0
	Apr	-5,8	-4,8	10,2	14,8	7,6	10,8

**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)
2025	Jan	13 813	3 681	82 748	16 560	96 562	20 240
	Feb	14 007	3 761	83 085	16 722	97 091	20 483
	Mar	14 133	3 821	82 285	16 647	96 418	20 468
	Apr	14 204	3 923	78 983	16 401	93 187	20 324
	May	13 878	3 834	81 727	16 552	95 605	20 386
	Jun	13 842	3 710	84 026	16 757	97 868	20 467
	Jul	13 179	3 704	81 313	16 458	94 492	20 162
	Aug	14 008	3 812	80 606	16 552	94 614	20 364
	Sep	14 207	3 792	81 334	16 835	95 541	20 627
	Oct	14 359	3 918	80 386	16 874	94 745	20 791
	Nov	14 406	3 953	78 923	16 735	93 328	20 688
	Dec	14 203	3 864	79 847	16 741	94 050	20 605
2026	Jan	15 575	4 285	79 194	16 747	94 769	21 031
	Feb	14 420	3 935	80 106	16 738	94 527	20 672
	Mar	14 083	3 784	82 106	17 246	96 189	21 031
	Apr	13 407	3 740	86 856	18 844	100 263	22 584

**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
2025	Jan	0,2	0,8	2,5	2,5	2,2	2,2
	Feb	1,4	2,2	0,4	1,0	0,5	1,2
	Mar	0,9	1,6	-1,0	-0,4	-0,7	-0,1
	Apr	0,5	2,7	-4,0	-1,5	-3,4	-0,7
	May	-2,3	-2,3	3,5	0,9	2,6	0,3
	Jun	-0,3	-3,2	2,8	1,2	2,4	0,4
	Jul	-4,8	-0,2	-3,2	-1,8	-3,4	-1,5
	Aug	6,3	2,9	-0,9	0,6	0,1	1,0
	Sep	1,4	-0,5	0,9	1,7	1,0	1,3
	Oct	1,1	3,3	-1,2	0,2	-0,8	0,8
	Nov	0,3	0,9	-1,8	-0,8	-1,5	-0,5
	Dec	-1,4	-2,3	1,2	0,0	0,8	-0,4
2026	Jan	9,7	10,9	-0,8	0,0	0,8	2,1
	Feb	-7,4	-8,2	1,2	-0,1	-0,3	-1,7
	Mar	-2,3	-3,8	2,5	3,0	1,8	1,7
	Apr	-4,8	-1,2	5,8	9,3	4,2	7,4

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

Type of commodity	Nov-25	Dec-25	Jan-26	Feb-26	Mar-26	Apr-26
Agriculture and forestry primary products	1 928	1 899	1 868	1 818	1 906	1 927
Primary mining and quarrying products	7 553	7 109	7 310	7 124	7 194	7 493
Manufactured food, beverages and tobacco products	2 169	2 217	2 075	2 030	2 221	2 284
Textiles, clothing and leather products	420	382	319	319	405	467
Chemicals, coke, petroleum, rubber, plastic and other mineral products	865	762	870	800	818	825
Basic metals and fabricated metal products	170	121	116	118	166	168
Non-metallic products	341	195	252	294	287	302
Electrical machinery, transport machinery and equipment	222	168	149	209	181	180
Motor vehicles, parts and accessories	394	350	325	372	403	409
Paper and paper products	69	64	64	64	68	79
Commercial products	662	620	573	560	648	681
Used household and office products	315	313	285	299	298	274
Containers	648	566	650	590	720	775
Parcels	771	631	581	598	708	754
Other freight	4 887	4 190	4 397	4 406	4 714	5 167
<b>Total</b>	<b>21 414</b>	<b>19 589</b>	<b>19 834</b>	<b>19 602</b>	<b>20 738</b>	<b>21 786</b>

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

Type of commodity	Nov-25	Dec-25	Jan-26	Feb-26	Mar-26	Apr-26
Agriculture and forestry primary products	29,0	41,9	50,2	38,5	46,8	23,4
Primary mining and quarrying products	4,0	2,6	2,1	-3,2	-3,0	-0,5
Manufactured food, beverages and tobacco products	-4,4	9,3	-3,5	-1,3	1,7	-8,1
Textiles, clothing and leather products	1,9	6,7	2,2	-3,3	15,1	66,2
Chemicals, coke, petroleum, rubber, plastic and other mineral products	-4,5	-4,5	-0,2	4,7	-3,9	2,1
Basic metals and fabricated metal products	-27,4	-44,2	-54,2	-51,8	-12,6	-11,6
Non-metallic products	8,9	-18,8	5,9	1,7	-10,3	3,1
Electrical machinery, transport machinery and equipment	19,4	8,4	-11,8	12,4	3,4	22,4
Motor vehicles, parts and accessories	-9,4	-4,1	-6,3	-2,6	0,2	14,2
Paper and paper products	6,2	0,0	-21,0	-21,0	-6,8	21,5
Commercial products	-6,9	-4,2	-13,4	-17,4	-6,0	25,6
Used household and office products	5,0	-1,3	5,2	2,7	3,1	-0,7
Containers	4,7	6,4	17,3	1,0	27,0	50,2
Parcels	25,0	34,5	20,8	23,0	30,1	39,1
Other freight	0,1	-0,3	-1,1	2,0	2,5	26,9
<b>Total</b>	<b>3,4</b>	<b>5,0</b>	<b>3,1</b>	<b>1,2</b>	<b>4,0</b>	<b>10,8</b>

**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-25	Dec-25	Jan-26	Feb-26	Mar-26	Apr-26
Agriculture and forestry primary products	2,1	3,0	3,2	2,6	3,0	1,9
Primary mining and quarrying products	1,4	1,0	0,8	-1,2	-1,1	-0,2
Manufactured food, beverages and tobacco products	-0,5	1,0	-0,4	-0,1	0,2	-1,0
Textiles, clothing and leather products	0,0	0,1	0,0	-0,1	0,3	0,9
Chemicals, coke, petroleum, rubber, plastic and other mineral products	-0,2	-0,2	0,0	0,2	-0,2	0,1
Basic metals and fabricated metal products	-0,3	-0,5	-0,7	-0,7	-0,1	-0,1
Non-metallic products	0,1	-0,2	0,1	0,0	-0,2	0,0
Electrical machinery, transport machinery and equipment	0,2	0,1	-0,1	0,1	0,0	0,2
Motor vehicles, parts and accessories	-0,2	-0,1	-0,1	-0,1	0,0	0,3
Paper and paper products	0,0	0,0	-0,1	-0,1	0,0	0,1
Commercial products	-0,2	-0,1	-0,5	-0,6	-0,2	0,7
Used household and office products	0,1	0,0	0,1	0,0	0,0	0,0
Containers	0,1	0,2	0,5	0,0	0,8	1,3
Parcels	0,7	0,9	0,5	0,6	0,8	1,1
Other freight	0,0	-0,1	-0,2	0,4	0,6	5,6
<b>Total</b>	<b>3,4</b>	<b>5,0</b>	<b>3,1</b>	<b>1,2</b>	<b>4,0</b>	<b>10,8</b>

**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)
<b>2025</b>	Jan	6 927	166	24 091	912	31 018	1 078
	Feb	7 926	173	23 103	810	31 029	983
	Mar	8 381	179	25 748	929	34 129	1 108
	Apr	7 838	154	21 666	908	29 504	1 062
	May	8 390	136	23 126	916	31 516	1 052
	Jun	8 373	128	22 991	986	31 364	1 114
	Jul	9 067	154	23 276	1 011	32 343	1 165
	Aug	9 242	192	22 954	971	32 196	1 163
	Sep	9 977	221	24 771	1 044	34 748	1 265
	Oct	10 443	230	23 665	983	34 108	1 213
	Nov	9 431	207	22 117	946	31 548	1 153
	Dec	6 943	121	20 068	977	27 011	1 098
	<b>Total</b>	<b>102 938</b>	<b>2 061</b>	<b>277 576</b>	<b>11 393</b>	<b>380 514</b>	<b>13 454</b>
<b>2026</b>	Jan	8 520	203	21 768	922	30 288	1 125
	Feb	10 036	209	22 240	848	32 276	1 057
	Mar	11 051	209	25 215	979	36 266	1 188
	Apr	10 081	213	21 390	915	31 471	1 128

**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
<b>2025</b>	Jan	69,9	9,9	5,0	0,1	14,8	1,5
	Feb	46,7	16,1	-3,0	-5,6	6,2	-2,4
	Mar	64,5	18,5	2,4	-2,3	12,8	0,5
	Apr	51,7	6,2	-4,3	4,1	6,1	4,4
	May	59,7	1,5	5,1	4,2	15,6	3,8
	Jun	79,1	3,2	4,7	2,4	17,7	2,5
	Jul	29,7	31,6	4,3	5,0	10,4	7,9
	Aug	26,4	28,9	3,4	8,1	9,1	11,1
	Sep	32,5	26,3	1,9	4,9	9,1	8,1
	Oct	23,4	38,6	-3,0	11,3	3,8	15,6
	Nov	15,6	35,3	-0,2	14,3	4,0	17,5
	Dec	28,0	36,0	-1,9	9,7	4,3	12,0
	<b>Total</b>	<b>39,9</b>	<b>21,0</b>	<b>1,2</b>	<b>4,6</b>	<b>9,4</b>	<b>6,8</b>
<b>2026</b>	Jan	23,0	22,3	-9,6	1,1	-2,4	4,4
	Feb	26,6	20,8	-3,7	4,7	4,0	7,5
	Mar	31,9	16,8	-2,1	5,4	6,3	7,2
	Apr	28,6	38,3	-1,3	0,8	6,7	6,2

**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)
2025	Jan	7 827	152	24 870	925	32 698	1 076
	Feb	7 604	157	23 024	903	30 628	1 060
	Mar	7 711	163	23 491	910	31 203	1 073
	Apr	7 966	151	23 458	962	31 424	1 112
	May	8 179	144	23 860	951	32 040	1 095
	Jun	8 741	146	23 436	951	32 177	1 096
	Jul	9 208	186	23 485	965	32 693	1 151
	Aug	8 924	189	22 824	975	31 748	1 164
	Sep	9 353	192	22 791	955	32 144	1 147
	Oct	9 137	195	22 392	976	31 529	1 171
	Nov	8 789	193	21 685	965	30 474	1 159
	Dec	9 655	195	22 416	958	32 070	1 153
2026	Jan	9 610	186	22 455	936	32 065	1 122
	Feb	9 661	189	22 195	947	31 856	1 136
	Mar	10 471	191	22 960	960	33 431	1 150
	Apr	9 978	207	23 118	966	33 096	1 173

**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
2025	Jan	3,6	6,3	8,8	6,1	7,5	6,0
	Feb	-2,8	3,3	-7,4	-2,4	-6,3	-1,5
	Mar	1,4	3,8	2,0	0,8	1,9	1,2
	Apr	3,3	-7,4	-0,1	5,7	0,7	3,6
	May	2,7	-4,6	1,7	-1,1	2,0	-1,5
	Jun	6,9	1,4	-1,8	0,0	0,4	0,1
	Jul	5,3	27,4	0,2	1,5	1,6	5,0
	Aug	-3,1	1,6	-2,8	1,0	-2,9	1,1
	Sep	4,8	1,6	-0,1	-2,1	1,2	-1,5
	Oct	-2,3	1,6	-1,8	2,2	-1,9	2,1
	Nov	-3,8	-1,0	-3,2	-1,1	-3,3	-1,0
	Dec	9,9	1,0	3,4	-0,7	5,2	-0,5
2026	Jan	-0,5	-4,6	0,2	-2,3	0,0	-2,7
	Feb	0,5	1,6	-1,2	1,2	-0,7	1,2
	Mar	8,4	1,1	3,4	1,4	4,9	1,2
	Apr	-4,7	8,4	0,7	0,6	-1,0	2,0

## Explanatory notes

<b>Introduction</b>	<b>1</b>	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 2025 statistical business register (SBR) that contains businesses registered for value-added tax (VAT) and income tax. Published land transportation income estimates exclude VAT.
<b>Purpose of the survey</b>	<b>2</b>	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.
<b>Scope of the survey</b>	<b>3</b>	<p>This survey covers enterprises involved in land transportation according to the following types of transportation:</p> <ul style="list-style-type: none"> <li>• railway transport (including passenger and freight transportation);</li> <li>• 'other' scheduled passenger land transport – urban, suburban and inter-urban bus and coach passenger lines and school buses;</li> <li>• '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</li> <li>• freight transport by road.</li> </ul>
<b>Exclusions</b>	<b>4</b>	<p>Passenger transportation excludes:</p> <ul style="list-style-type: none"> <li>• minibus taxis;</li> <li>• metropolitan buses (including the Bus Rapid Transport system – BRT); and</li> <li>• rental of private cars/buses without drivers.</li> </ul> <p>Freight transportation excludes:</p> <ul style="list-style-type: none"> <li>• renting of trucks without drivers; and</li> <li>• in-house transportation.</li> </ul>
<b>Classification</b>	<b>5</b>	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 (four-digit) level. Each enterprise is classified to the industry which reflects its predominant activity.
<b>Collection rate</b>	<b>6</b>	The preliminary collection rate for the survey on land transportation for April 2026 was 61,5%. The revised collection rate for March 2026 was 67,4%.
<b>Statistical unit</b>	<b>7</b>	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.
<b>Revised figures</b>	<b>8</b>	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-26	Additional information from respondents	Mar-26
May-26	Additional information from respondents	Apr-26
Jun-26	Additional information from respondents	May-26
Jul-26	Additional information from respondents	Jun-26
Aug-26	Additional information from respondents	Jul-26
Sep-26	Additional information from respondents	Aug-26
Oct-26	Additional information from respondents	Sep-26
Nov-26	Additional information from respondents	Oct-26
Dec-26	Additional information from respondents	Nov-26
Jan-27	Additional information from respondents	Dec-26
Feb-27	Additional information from respondents	Jan-27
Mar-27	Additional information from respondents	Feb-27

### 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 729 enterprises from a population of 4 633 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 2025 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	2 437 074	10 500 000
Small	3	10 500 001	45 500 000
Medium	2	45 500 001	91 000 000
Large	1	91 000 001	

- 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.
- Reliability of estimates**      **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 2026**

	Lower limit (R million)	Estimate (R million)	Upper limit (R million)	Relative standard error (RSE) %
Freight income	20 299	21 786	23 273	3,4
Passenger income	1 065	1 128	1 191	2,8

- 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 *System of National Accounts (SNA)* in the same way as in the *Standard Industrial Classification of All Economic Activities (SIC)*, Fifth Edition, Report No. 09-90-02 of January 1993.

<b>Symbols and abbreviations</b>	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	

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## General information

Stats SA publishes approximately 300 different statistical releases each year. It is not economically viable to produce them in more than one of South Africa's 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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## Advance release calendar

A release calendar is disseminated on [www.statssa.gov.za](http://www.statssa.gov.za).

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A complete set of Stats SA publications is available at the Stats SA Library and the following libraries:

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Johannesburg Public Library  
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Central Regional Library, Polokwane  
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Stats SA also provides a subscription service.

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You can visit us on the internet at: [www.statssa.gov.za](http://www.statssa.gov.za).

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