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Freight transportation: results for December 2025

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

	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
Freight payload	0,7	0,0	3,8	3,0	-1,7	1,9
Freight income	-0,1	0,5	6,4	6,6	3,4	5,6

The volume of goods transported (payload) increased by 1,9% in December 2025 compared with December 2024. The corresponding income increased by 5,6% over the same period.

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

Type of commodity	Oct – Dec 2024 (R million)	Weight (%)	Oct – Dec 2025 (R million)	% change between Oct – Dec 2024 and Oct – Dec 2025	Contribution (% points) to the total % change
Agriculture and forestry primary products	4 382	7,3	5 772	31,7	2,3
Primary mining and quarrying products	21 162	35,4	22 417	5,9	2,1
Manufactured food, beverages and tobacco products	6 527	10,9	6 615	1,3	0,1
Textiles, clothing and leather goods	1 163	1,9	1 277	9,8	0,2
Chemicals, coke, petroleum, rubber, plastic and other mineral products	2 624	4,4	2 477	-5,6	-0,2
Basic metals and fabricated metal products	706	1,2	444	-37,1	-0,4
Non-metallic products	889	1,5	872	-1,9	0,0
Electrical machinery, transport machinery and equipment	509	0,9	608	19,4	0,2
Motor vehicles, parts and accessories	1 229	2,1	1 148	-6,6	-0,1
Paper and paper products	199	0,3	204	2,5	0,0
Commercial products	2 044	3,4	1 946	-4,8	-0,2
Used household and office products	915	1,5	929	1,5	0,0
Containers	1 745	2,9	1 930	10,6	0,3
Parcels	1 665	2,8	2 180	30,9	0,9
Other freight	14 026	23,5	14 062	0,3	0,1
Total income	59 784	100,0	62 878	5,2	5,2

Income from freight transportation increased by 5,2% in the fourth quarter of 2025 compared with the fourth quarter of 2024. The main positive contributors to this increase were:

- agriculture and forestry primary products (31,7% and contributing 2,3 percentage points);
- primary mining and quarrying products (5,9% and contributing 2,1 percentage points); and
- parcels (30,9% 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	Jul – Sep 2025 (000 tons)	Weight (%)	Oct – Dec 2025 (000 tons)	% change between Jul – Sep 2025 and Oct – Dec 2025	Contribution (% points) to the total % change
Rail	41 268	14,5	42 772	3,6	0,5
Road	243 211	85,5	240 115	-1,3	-1,1
Total	284 479	100,0	282 887	-0,6	-0,6

Seasonally adjusted payload decreased by 0,6% in the fourth quarter of 2025 compared with the third quarter of 2025. Road freight decreased by 1,3% (contributing -1,1 percentage points), while rail freight increased by 3,6% (contributing 0,5 of a percentage point) – see Table C.

Figure 1 – Freight transportation: seasonally adjusted payload

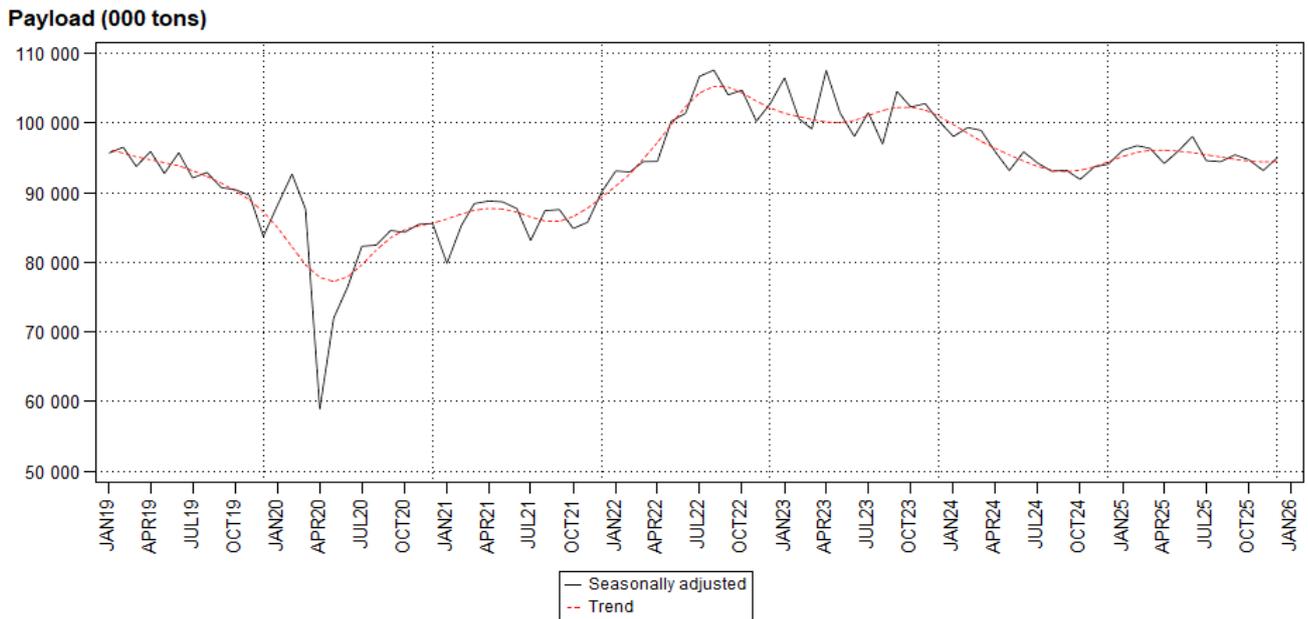
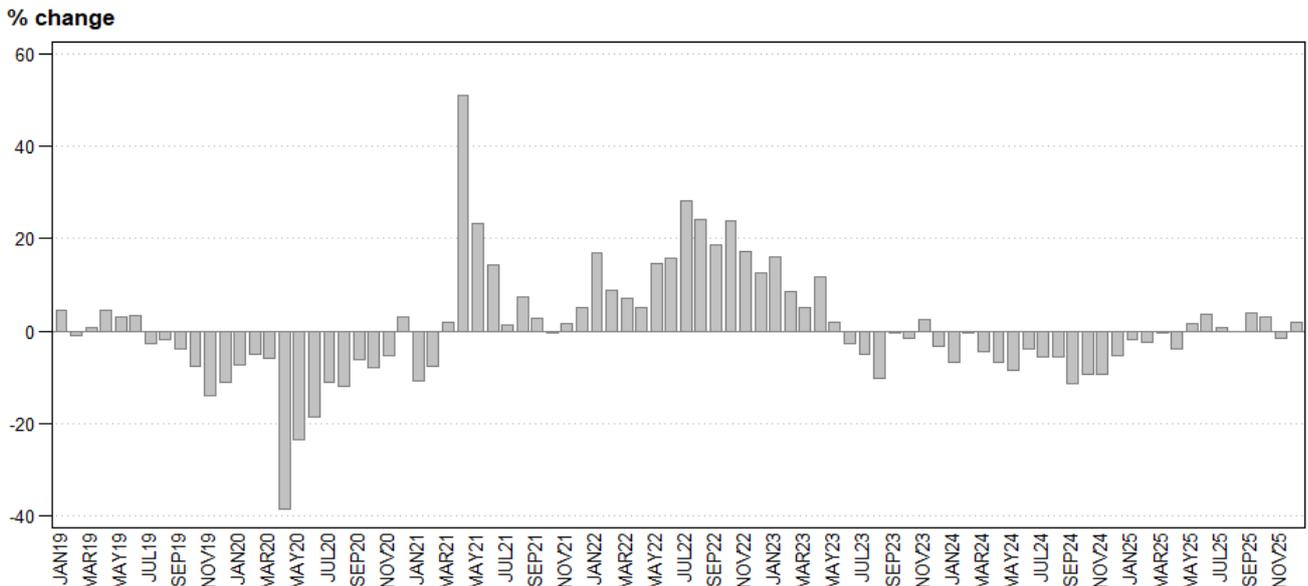


Figure 2 – Freight transportation: year-on-year percentage change in payload



Passenger transportation: results for December 2025

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

	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
Passenger journeys	10,4	9,1	9,1	3,8	4,0	4,3
Passenger income	7,9	11,1	8,1	15,6	17,5	13,0

The number of passenger journeys increased by 4,3% in December 2025 compared with December 2024. The corresponding income increased by 13,0% over the same period.

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

Passenger journeys	Jul – Sep 2025 (000)	Weight (%)	Oct – Dec 2025 (000)	% change between Jul – Sep 2025 and Oct – Dec 2025	Contribution (% points) to the total % change
Rail	27 555	28,5	27 518	-0,1	0,0
Road	69 116	71,5	66 378	-4,0	-2,9
Total	96 671	100,0	93 897	-2,9	-2,9

Seasonally adjusted passenger journeys decreased by 2,9% in the fourth quarter of 2025 compared with the third quarter of 2025. Road passenger journeys decreased by 4,0% (contributing -2,9 percentage points) and rail passenger journeys decreased by 0,1% – see Table E.

Figure 3 – Passenger transportation: seasonally adjusted passenger journeys

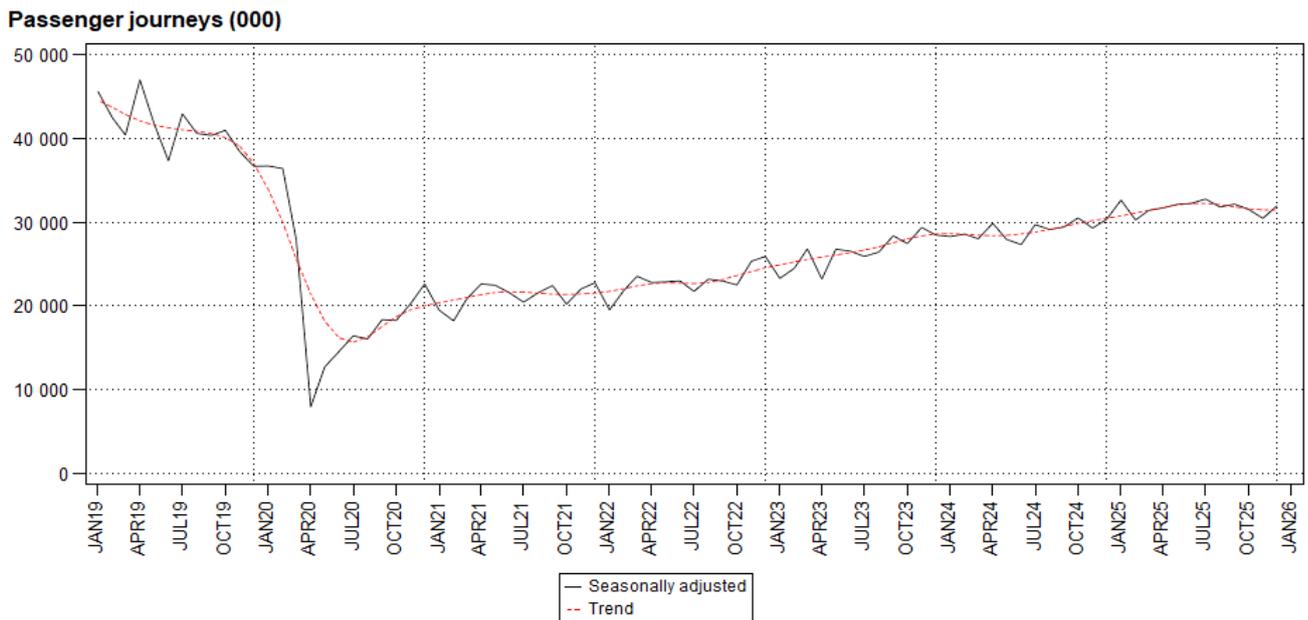
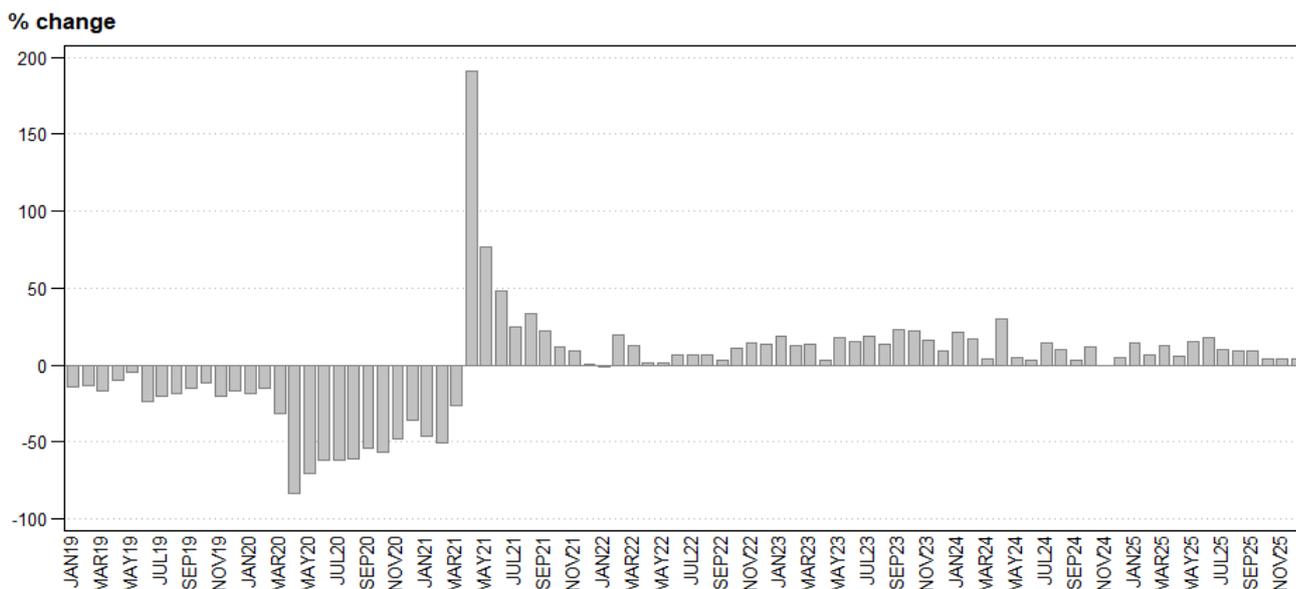


Figure 4 – Passenger transportation: year-on-year percentage change in passenger journeys



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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)
2024	Jan	12 751	3 336	80 951	16 504	93 702	19 840
	Feb	13 831	3 609	79 782	16 500	93 613	20 109
	Mar	13 270	3 520	81 531	16 663	94 801	20 183
	Apr	13 738	3 651	80 388	16 619	94 126	20 270
	May	13 198	3 692	82 703	17 052	95 901	20 744
	Jun	13 341	3 635	82 385	16 763	95 726	20 398
	Jul	13 019	3 510	83 945	17 146	96 964	20 656
	Aug	13 572	3 750	85 171	17 305	98 743	21 055
	Sep	14 044	3 732	80 486	16 226	94 530	19 958
	Oct	12 504	3 422	83 586	16 993	96 090	20 415
	Nov	13 140	3 531	85 173	17 178	98 313	20 709
	Dec	14 337	3 810	73 697	14 850	88 034	18 660
	Total	160 745	43 198	979 798	199 799	1 140 543	242 997
2025	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	14 782	4 029	74 916	15 680	89 698	19 709
	Total	168 263	45 762	976 468	199 973	1 144 730	245 733

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	11,9	-7,3	-2,9	-6,8	-0,7
	Feb	6,9	21,5	-1,5	2,9	-0,4	5,8
	Mar	11,1	23,6	-6,6	-3,9	-4,5	0,0
	Apr	1,5	11,4	-8,2	-2,4	-6,9	-0,2
	May	9,3	20,9	-10,9	-4,9	-8,5	-1,1
	Jun	0,6	4,1	-4,7	-2,0	-4,0	-1,0
	Jul	16,0	23,2	-8,1	-5,1	-5,5	-1,3
	Aug	-1,8	7,9	-6,0	-5,1	-5,5	-3,0
	Sep	-25,8	-22,5	-8,2	-8,8	-11,3	-11,7
	Oct	5,8	12,3	-11,3	-10,0	-9,4	-6,9
	Nov	-1,3	2,3	-10,5	-8,7	-9,4	-7,0
	Dec	2,3	-0,1	-6,6	-8,3	-5,3	-6,7
	Total	0,4	7,8	-7,6	-5,0	-6,6	-3,0
2025	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	1,7	5,6	1,9	5,6
	Total	4,7	5,9	-0,3	0,1	0,4	1,1

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	13 042	3 488	85 030	17 385	98 072	20 873
	Feb	13 270	3 555	86 078	17 685	99 347	21 240
	Mar	13 580	3 670	85 365	17 471	98 944	21 141
	Apr	13 101	3 473	82 726	16 943	95 827	20 416
	May	13 583	3 685	79 598	16 488	93 181	20 173
	Jun	13 268	3 559	82 597	16 866	95 864	20 426
	Jul	14 855	3 939	79 413	16 319	94 268	20 258
	Aug	12 909	3 552	80 153	16 407	93 062	19 959
	Sep	13 113	3 517	80 113	16 140	93 226	19 658
	Oct	13 621	3 648	78 279	15 911	91 901	19 558
	Nov	12 906	3 529	80 800	16 172	93 706	19 701
	Dec	13 777	3 648	80 309	16 090	94 086	19 738
2025	Jan	13 984	3 719	82 090	16 499	96 074	20 218
	Feb	14 132	3 789	82 611	16 597	96 742	20 386
	Mar	14 140	3 797	82 233	16 615	96 373	20 412
	Apr	14 151	3 874	80 044	16 482	94 195	20 356
	May	13 882	3 835	82 075	16 673	95 957	20 507
	Jun	13 847	3 718	84 222	16 812	98 069	20 530
	Jul	13 175	3 706	81 419	16 498	94 594	20 204
	Aug	13 912	3 810	80 532	16 549	94 444	20 359
	Sep	14 181	3 790	81 260	16 821	95 441	20 611
	Oct	14 337	3 916	80 390	16 874	94 727	20 790
	Nov	14 253	3 951	78 927	16 729	93 180	20 680
	Dec	14 182	3 856	80 798	16 818	94 980	20 674

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	-3,8	-5,2	-1,9	-1,5	-2,2	-2,2
	Feb	1,7	1,9	1,2	1,7	1,3	1,8
	Mar	2,3	3,2	-0,8	-1,2	-0,4	-0,5
	Apr	-3,5	-5,4	-3,1	-3,0	-3,2	-3,4
	May	3,7	6,1	-3,8	-2,7	-2,8	-1,2
	Jun	-2,3	-3,4	3,8	2,3	2,9	1,3
	Jul	12,0	10,7	-3,9	-3,2	-1,7	-0,8
	Aug	-13,1	-9,8	0,9	0,5	-1,3	-1,5
	Sep	1,6	-1,0	0,0	-1,6	0,2	-1,5
	Oct	3,9	3,7	-2,3	-1,4	-1,4	-0,5
	Nov	-5,2	-3,3	3,2	1,6	2,0	0,7
	Dec	6,7	3,4	-0,6	-0,5	0,4	0,2
2025	Jan	1,5	1,9	2,2	2,5	2,1	2,4
	Feb	1,1	1,9	0,6	0,6	0,7	0,8
	Mar	0,1	0,2	-0,5	0,1	-0,4	0,1
	Apr	0,1	2,0	-2,7	-0,8	-2,3	-0,3
	May	-1,9	-1,0	2,5	1,2	1,9	0,7
	Jun	-0,3	-3,1	2,6	0,8	2,2	0,1
	Jul	-4,9	-0,3	-3,3	-1,9	-3,5	-1,6
	Aug	5,6	2,8	-1,1	0,3	-0,2	0,8
	Sep	1,9	-0,5	0,9	1,6	1,1	1,2
	Oct	1,1	3,3	-1,1	0,3	-0,7	0,9
	Nov	-0,6	0,9	-1,8	-0,9	-1,6	-0,5
	Dec	-0,5	-2,4	2,4	0,5	1,9	0,0

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

Type of commodity	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
Agriculture and forestry primary products	1 889	1 863	1 952	2 042	1 928	1 802
Primary mining and quarrying products	7 529	7 983	7 547	7 493	7 553	7 371
Manufactured food, beverages and tobacco products	2 070	2 118	2 157	2 252	2 169	2 194
Textiles, clothing and leather products	316	346	398	473	420	384
Chemicals, coke, petroleum, rubber, plastic and other mineral products	814	831	821	849	865	763
Basic metals and fabricated metal products	170	141	120	152	170	122
Non-metallic products	391	379	314	342	341	189
Electrical machinery, transport machinery and equipment	205	206	181	219	222	167
Motor vehicles, parts and accessories	400	360	398	403	394	351
Paper and paper products	78	69	71	71	69	64
Commercial products	564	555	654	668	662	616
Used household and office products	273	263	284	300	315	314
Containers	663	671	669	715	648	567
Parcels	635	634	696	776	771	633
Other freight	4 634	4 750	4 964	5 001	4 887	4 174
Total	20 630	21 168	21 227	21 755	21 414	19 709

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

Type of commodity	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
Agriculture and forestry primary products	16,1	11,6	25,6	31,8	29,0	34,7
Primary mining and quarrying products	3,7	8,6	7,4	7,5	4,0	6,4
Manufactured food, beverages and tobacco products	-7,0	-8,7	1,7	1,0	-4,4	8,1
Textiles, clothing and leather products	-6,5	-6,2	20,2	20,4	1,9	7,3
Chemicals, coke, petroleum, rubber, plastic and other mineral products	-8,0	-6,2	-1,1	-7,7	-4,5	-4,4
Basic metals and fabricated metal products	-37,5	-55,7	-53,8	-40,4	-27,4	-43,8
Non-metallic products	4,8	3,3	-11,3	1,8	8,9	-21,3
Electrical machinery, transport machinery and equipment	34,9	21,2	11,0	30,4	19,4	7,7
Motor vehicles, parts and accessories	-3,1	-16,5	-4,8	-6,1	-9,4	-3,8
Paper and paper products	6,8	-10,4	-6,6	1,4	6,2	0,0
Commercial products	-17,7	-20,1	-5,1	-2,6	-6,9	-4,8
Used household and office products	-13,3	-12,6	-1,0	0,7	5,0	-0,9
Containers	6,3	7,4	10,6	20,4	4,7	6,6
Parcels	19,4	19,8	38,4	34,0	25,0	35,0
Other freight	-5,0	-3,9	4,7	1,2	0,1	-0,7
Total	-0,1	0,5	6,4	6,6	3,4	5,6

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

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	22 952	911	27 030	1 062
	Feb	5 404	149	23 813	858	29 217	1 007
	Mar	5 096	151	25 149	951	30 245	1 102
	Apr	5 168	145	22 633	872	27 801	1 017
	May	5 255	134	21 998	879	27 253	1 013
	Jun	4 676	124	21 963	963	26 639	1 087
	Jul	6 989	117	22 317	963	29 306	1 080
	Aug	7 311	149	22 204	898	29 515	1 047
	Sep	7 529	175	24 310	995	31 839	1 170
	Oct	8 466	166	24 390	883	32 856	1 049
	Nov	8 160	153	22 166	828	30 326	981
	Dec	5 425	89	20 464	891	25 889	980
	Total	73 557	1 703	274 359	10 892	347 916	12 595
2025	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	20 072	986	27 015	1 107
	Total	102 938	2 061	277 580	11 402	380 518	13 463

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	12,3	21,2	13,5
	Feb	73,0	22,1	8,8	8,1	16,8	9,9
	Mar	42,9	11,0	-1,5	2,3	4,0	3,4
	Apr	96,1	31,8	21,0	15,8	30,3	17,8
	May	51,5	18,6	-2,2	9,9	5,0	11,0
	Jun	45,1	6,9	-3,2	7,0	2,8	7,0
	Jul	121,0	21,9	-0,4	10,1	14,6	11,2
	Aug	87,4	27,4	-3,1	6,5	10,1	9,1
	Sep	95,9	22,4	-9,7	3,9	3,5	6,3
	Oct	93,3	8,5	-2,2	3,2	12,0	4,0
	Nov	66,0	7,0	-12,8	-6,7	0,0	-4,8
	Dec	77,4	12,7	-5,6	-9,2	4,6	-7,5
	Total	76,1	17,2	-0,4	4,9	9,7	6,4
2025	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	10,7	4,3	13,0
	Total	39,9	21,0	1,2	4,7	9,4	6,9

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	4 604	136	23 657	911	28 261	1 047
	Feb	5 085	134	23 464	926	28 549	1 061
	Mar	4 903	135	23 092	928	27 995	1 063
	Apr	5 050	146	24 791	929	29 841	1 075
	May	5 151	141	22 763	913	27 914	1 054
	Jun	4 890	139	22 404	932	27 294	1 072
	Jul	7 136	140	22 549	923	29 685	1 063
	Aug	7 055	147	22 050	905	29 104	1 051
	Sep	7 073	154	22 333	914	29 406	1 067
	Oct	7 416	142	23 072	878	30 488	1 021
	Nov	7 602	145	21 664	847	29 266	993
	Dec	7 526	146	22 785	874	30 311	1 020
2025	Jan	7 818	149	24 801	912	32 619	1 061
	Feb	7 471	155	22 767	896	30 239	1 051
	Mar	7 761	159	23 621	908	31 382	1 067
	Apr	7 984	154	23 698	964	31 682	1 118
	May	8 215	144	23 890	951	32 105	1 095
	Jun	8 769	145	23 462	951	32 231	1 097
	Jul	9 247	186	23 498	966	32 745	1 153
	Aug	8 943	189	22 846	977	31 789	1 166
	Sep	9 365	193	22 772	959	32 137	1 152
	Oct	9 140	197	22 376	980	31 516	1 177
	Nov	8 774	197	21 661	971	30 436	1 168
	Dec	9 604	200	22 341	969	31 945	1 169

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	8,1	5,4	-2,2	-5,0	-0,6	-3,7
	Feb	10,4	-1,5	-0,8	1,6	1,0	1,3
	Mar	-3,6	0,7	-1,6	0,2	-1,9	0,2
	Apr	3,0	8,1	7,4	0,1	6,6	1,1
	May	2,0	-3,4	-8,2	-1,7	-6,5	-2,0
	Jun	-5,1	-1,4	-1,6	2,1	-2,2	1,7
	Jul	45,9	0,7	0,6	-1,0	8,8	-0,8
	Aug	-1,1	5,0	-2,2	-2,0	-2,0	-1,1
	Sep	0,3	4,8	1,3	1,0	1,0	1,5
	Oct	4,8	-7,8	3,3	-3,9	3,7	-4,3
	Nov	2,5	2,1	-6,1	-3,5	-4,0	-2,7
	Dec	-1,0	0,7	5,2	3,2	3,6	2,7
2025	Jan	3,9	2,1	8,8	4,3	7,6	4,0
	Feb	-4,4	4,0	-8,2	-1,8	-7,3	-0,9
	Mar	3,9	2,6	3,8	1,3	3,8	1,5
	Apr	2,9	-3,1	0,3	6,2	1,0	4,8
	May	2,9	-6,5	0,8	-1,3	1,3	-2,1
	Jun	6,7	0,7	-1,8	0,0	0,4	0,2
	Jul	5,5	28,3	0,2	1,6	1,6	5,1
	Aug	-3,3	1,6	-2,8	1,1	-2,9	1,1
	Sep	4,7	2,1	-0,3	-1,8	1,1	-1,2
	Oct	-2,4	2,1	-1,7	2,2	-1,9	2,2
	Nov	-4,0	0,0	-3,2	-0,9	-3,4	-0,8
	Dec	9,5	1,5	3,1	-0,2	5,0	0,1

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 2025 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	<p>This survey covers enterprises involved in land transportation according to the following types of transportation:</p> <ul style="list-style-type: none"> • 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	<p>Passenger transportation excludes:</p> <ul style="list-style-type: none"> • minibus taxis; • metropolitan buses (including the Bus Rapid Transport system – BRT); and • rental of private cars/buses without drivers. <p>Freight transportation excludes:</p> <ul style="list-style-type: none"> • 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 (four-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 December 2025 was 59,1%. The revised collection rate for November 2025 was 62,4%.
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
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
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

- 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.
- 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 – December 2025

	Lower limit (R million)	Estimate (R million)	Upper limit (R million)	Relative standard error (RSE) %
Freight income	18 260	19 709	21 158	3,7
Passenger income	1 039	1 107	1 175	3,1

- 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.

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	

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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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