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STATISTICAL RELEASE
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Land Transport (Preliminary)

January 2026

This release provides an analysis of revisions. If you have any questions or comments, please send these to Raquel Floris, raquelf@statssa.gov.za.

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Contents

Freight transportation: results for January 2026

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

	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25	Jan-26
Freight payload	0,0	3,8	3,0	-1,7	0,4	-2,7
Freight income	0,5	6,4	6,6	3,4	5,0	3,0

The volume of goods transported (payload) decreased by 2,7% in January 2026 compared with January 2025. The corresponding income increased by 3,0% over the same period.

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

Type of commodity	Nov 2024 – Jan 2025 (R million)	Weight (%)	Nov 2025 – Jan 2026 (R million)	% change between Nov 2024 – Jan 2025 and Nov 2025 – Jan 2026	Contribution (% points) to the total % change
Agriculture and forestry primary products	4 077	7,0	5 693	39,6	2,8
Primary mining and quarrying products	21 351	36,4	22 057	3,3	1,2
Manufactured food, beverages and tobacco products	6 448	11,0	6 474	0,4	0,0
Textiles, clothing and leather goods	1 082	1,8	1 132	4,6	0,1
Chemicals, coke, petroleum, rubber, plastic and other mineral products	2 576	4,4	2 479	-3,8	-0,2
Basic metals and fabricated metal products	704	1,2	409	-41,9	-0,5
Non-metallic products	791	1,3	707	-10,6	-0,1
Electrical machinery, transport machinery and equipment	510	0,9	544	6,7	0,1
Motor vehicles, parts and accessories	1 147	2,0	1 080	-5,8	-0,1
Paper and paper products	210	0,4	190	-9,5	0,0
Commercial products	2 020	3,4	1 883	-6,8	-0,2
Used household and office products	888	1,5	923	3,9	0,1
Containers	1 705	2,9	1 876	10,0	0,3
Parcels	1 567	2,7	2 002	27,8	0,8
Other freight	13 530	23,1	13 371	-1,2	-0,3
Total income	**58 606**	**100,0**	**60 822**	**3,8**	**3,8**

Income from freight transportation increased by 3,8% in the three months ended January 2026 compared with the three months ended January 2025. The main positive contributors to this increase were:

- agriculture and forestry primary products (39,6% and contributing 2,8 percentage points);
- primary mining and quarrying products (3,3% and contributing 1,2 percentage points); and
- parcels (27,8% and contributing 0,8 of a percentage point) – see Table B.

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

Payload	Aug – Oct 2025 (000 tons)	Weight (%)	Nov 2025 – Jan 2026 (000 tons)	% change between Aug – Oct 2025 and Nov 2025 – Jan 2026	Contribution (% points) to the total % change
Rail	42 559	15,0	44 329	4,2	0,6
Road	242 047	85,0	237 007	-2,1	-1,8
Total	**284 606**	**100,0**	**281 336**	**-1,1**	**-1,1**

Seasonally adjusted payload decreased by 1,1% in the three months ended January 2026 compared with the previous three months. Road freight decreased by 2,1% (contributing -1,8 percentage points), while rail freight increased by 4,2% (contributing 0,6 of a percentage point) – see Table C.

Figure 1 – Freight transportation: seasonally adjusted payload

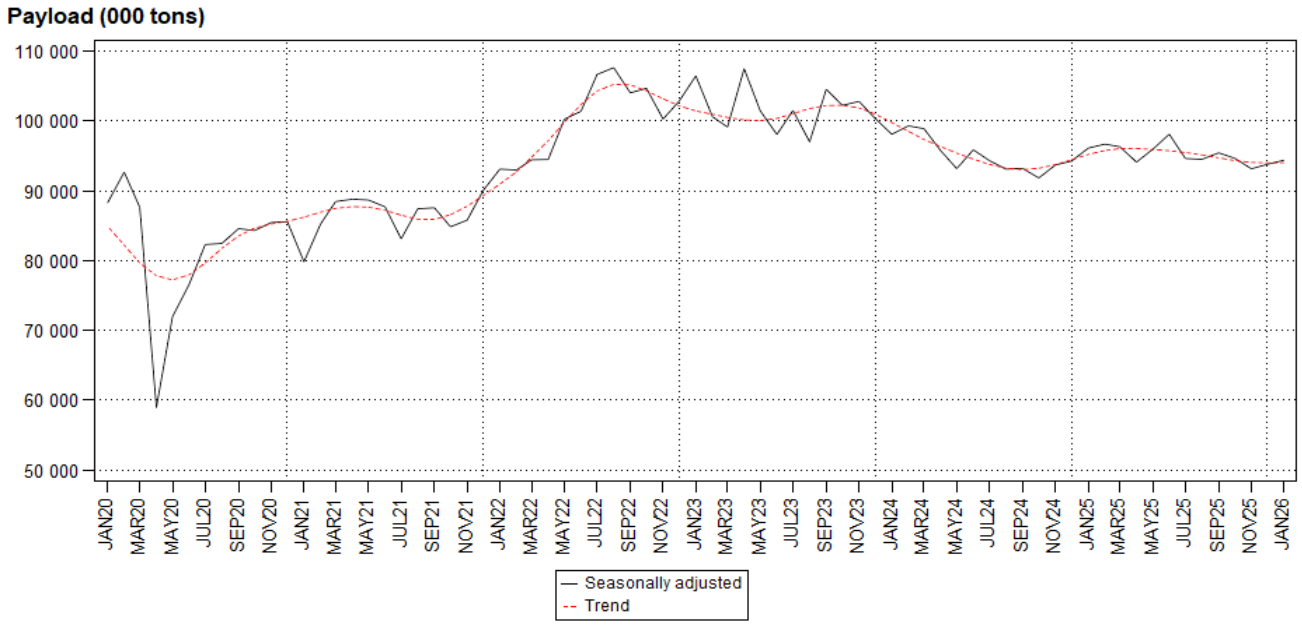
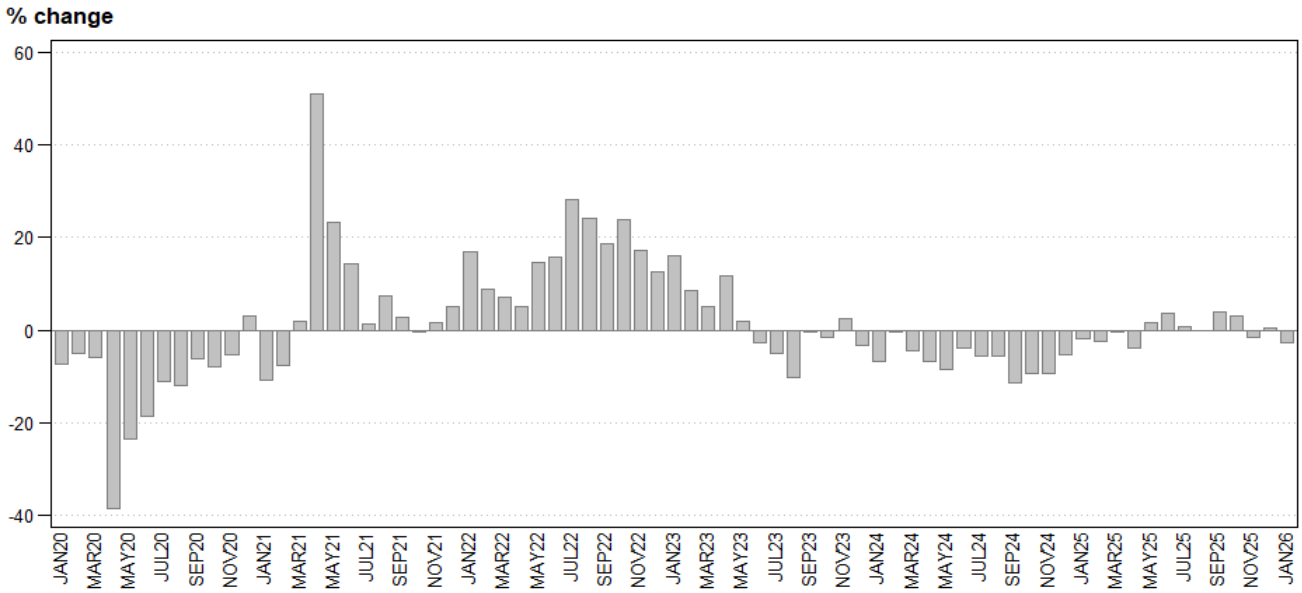


Figure 2 – Freight transportation: year-on-year percentage change in payload



Passenger transportation: results for January 2026

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

	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25	Jan-26
Passenger journeys	9,1	9,1	3,8	4,0	4,3	-2,0
Passenger income	11,1	8,1	15,6	17,5	12,0	5,8

The number of passenger journeys decreased by 2,0% in January 2026 compared with January 2025. The corresponding income increased by 5,8% over the same period.

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

Passenger journeys	Aug – Oct 2025 (000)	Weight (%)	Nov 2025 – Jan 2026 (000)	% change between Aug – Oct 2025 and Nov 2025 – Jan 2026	Contribution (% points) to the total % change
Rail	27 455	28,8	27 982	1,9	0,5
Road	68 021	71,2	66 453	-2,3	-1,6
Total	**95 477**	**100,0**	**94 435**	**-1,1**	**-1,1**

Seasonally adjusted passenger journeys decreased by 1,1% in the three months ended January 2026 compared with the previous three months. Road passenger journeys decreased by 2,3% (contributing -1,6 percentage points), while rail passenger journeys increased by 1,9% (contributing 0,5 of a percentage point) – see Table E.

Figure 3 – Passenger transportation: seasonally adjusted passenger journeys

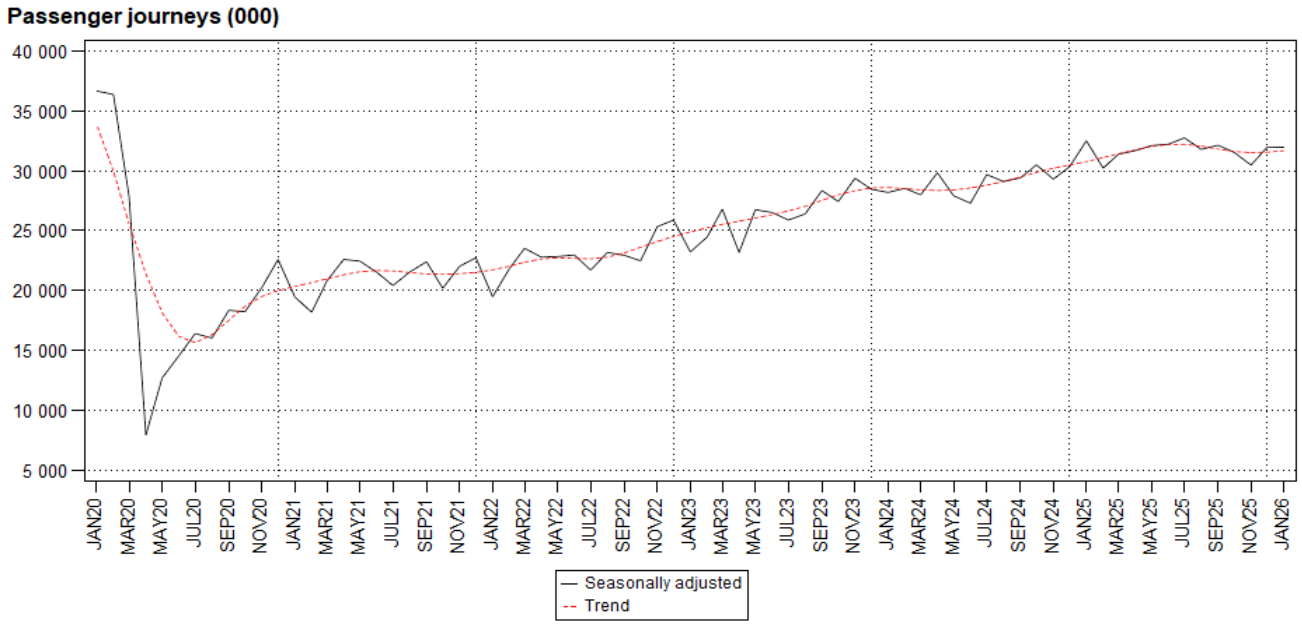
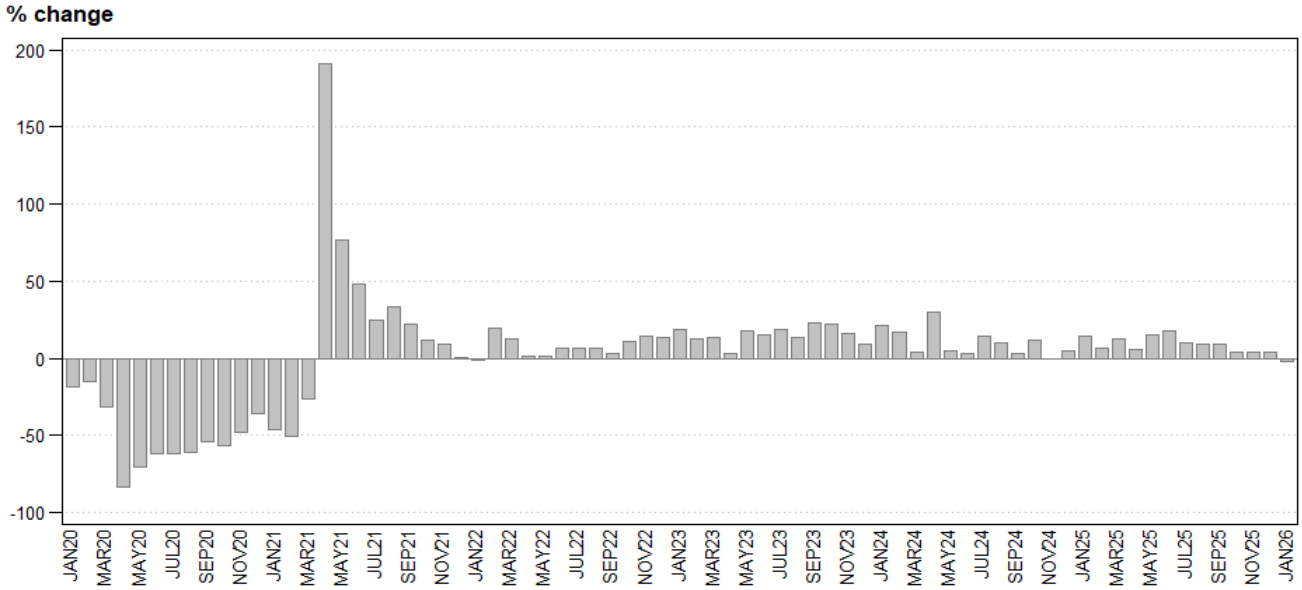


Figure 4 – Passenger transportation: year-on-year percentage change in passenger journeys



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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)
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	14 778	4 029	73 624	15 560	88 402	19 589
	Total	**168 259**	**45 762**	**975 176**	**199 853**	**1 143 434**	**245 613**
2026	Jan	15 513	4 165	73 902	15 654	89 414	19 819

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
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	-0,1	4,8	0,4	5,0
	Total	**4,7**	**5,9**	**-0,5**	**0,0**	**0,3**	**1,1**
2026	Jan	13,4	17,0	-5,5	-0,1	-2,7	3,0

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	13 846	3 686	82 266	16 502	96 112	20 187
	Feb	14 076	3 779	82 609	16 583	96 686	20 362
	Mar	14 093	3 789	82 221	16 602	96 315	20 391
	Apr	14 110	3 871	79 999	16 478	94 109	20 349
	May	13 849	3 830	82 087	16 667	95 936	20 497
	Jun	13 818	3 712	84 290	16 820	98 108	20 531
	Jul	13 186	3 703	81 444	16 505	94 630	20 208
	Aug	13 973	3 811	80 532	16 559	94 505	20 370
	Sep	14 208	3 796	81 231	16 828	95 439	20 624
	Oct	14 378	3 928	80 284	16 873	94 662	20 801
	Nov	14 443	3 972	78 712	16 713	93 155	20 685
	Dec	14 259	3 898	79 538	16 704	93 797	20 603
2026	Jan	15 627	4 293	78 757	16 648	94 384	20 941

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

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

Type of commodity	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25	Jan-26
Agriculture and forestry primary products	1 863	1 952	2 042	1 928	1 899	1 866
Primary mining and quarrying products	7 983	7 547	7 493	7 553	7 109	7 395
Manufactured food, beverages and tobacco products	2 118	2 157	2 252	2 169	2 217	2 088
Textiles, clothing and leather products	346	398	473	420	382	330
Chemicals, coke, petroleum, rubber, plastic and other mineral products	831	821	849	865	762	852
Basic metals and fabricated metal products	141	120	152	170	121	118
Non-metallic products	379	314	342	341	195	171
Electrical machinery, transport machinery and equipment	206	181	219	222	168	154
Motor vehicles, parts and accessories	360	398	403	394	350	336
Paper and paper products	69	71	71	69	64	57
Commercial products	555	654	668	662	620	601
Used household and office products	263	284	300	315	313	295
Containers	671	669	715	648	566	662
Parcels	634	696	776	771	631	600
Other freight	4 750	4 964	5 001	4 887	4 190	4 294
Total	**21 168**	**21 227**	**21 755**	**21 414**	**19 589**	**19 819**

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

Type of commodity	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25	Jan-26
Agriculture and forestry primary products	11,6	25,6	31,8	29,0	41,9	50,0
Primary mining and quarrying products	8,6	7,4	7,5	4,0	2,6	3,3
Manufactured food, beverages and tobacco products	-8,7	1,7	1,0	-4,4	9,3	-2,9
Textiles, clothing and leather products	-6,2	20,2	20,4	1,9	6,7	5,8
Chemicals, coke, petroleum, rubber, plastic and other mineral products	-6,2	-1,1	-7,7	-4,5	-4,5	-2,3
Basic metals and fabricated metal products	-55,7	-53,8	-40,4	-27,4	-44,2	-53,4
Non-metallic products	3,3	-11,3	1,8	8,9	-18,8	-28,2
Electrical machinery, transport machinery and equipment	21,2	11,0	30,4	19,4	8,4	-8,9
Motor vehicles, parts and accessories	-16,5	-4,8	-6,1	-9,4	-4,1	-3,2
Paper and paper products	-10,4	-6,6	1,4	6,2	0,0	-29,6
Commercial products	-20,1	-5,1	-2,6	-6,9	-4,2	-9,2
Used household and office products	-12,6	-1,0	0,7	5,0	-1,3	8,9
Containers	7,4	10,6	20,4	4,7	6,4	19,5
Parcels	19,8	38,4	34,0	25,0	34,5	24,7
Other freight	-3,9	4,7	1,2	0,1	-0,3	-3,4
Total	**0,5**	**6,4**	**6,6**	**3,4**	**5,0**	**3,0**

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

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)
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	20 068	977	27 011	1 098
	Total	**102 938**	**2 061**	**277 576**	**11 393**	**380 514**	**13 454**
2026	Jan	8 520	203	21 868	938	30 388	1 141

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
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	9,7	4,3	12,0
	Total	**39,9**	**21,0**	**1,2**	**4,6**	**9,4**	**6,8**
2026	Jan	23,0	22,3	-9,2	2,9	-2,0	5,8

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	7 793	151	24 720	923	32 514	1 074
	Feb	7 457	155	22 767	898	30 224	1 053
	Mar	7 762	159	23 624	909	31 387	1 068
	Apr	7 984	153	23 702	964	31 686	1 118
	May	8 222	145	23 888	951	32 110	1 096
	Jun	8 766	146	23 461	951	32 227	1 097
	Jul	9 257	187	23 498	965	32 755	1 152
	Aug	8 941	189	22 852	975	31 793	1 164
	Sep	9 367	193	22 779	955	32 146	1 148
	Oct	9 147	196	22 390	977	31 538	1 173
	Nov	8 789	195	21 691	966	30 480	1 161
	Dec	9 634	197	22 359	960	31 993	1 157
2026	Jan	9 559	185	22 403	951	31 962	1 136

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	3,3	4,9	8,4	5,7	7,1	5,5
	Feb	-4,3	2,6	-7,9	-2,7	-7,0	-2,0
	Mar	4,1	2,6	3,8	1,2	3,8	1,4
	Apr	2,9	-3,8	0,3	6,1	1,0	4,7
	May	3,0	-5,2	0,8	-1,3	1,3	-2,0
	Jun	6,6	0,7	-1,8	0,0	0,4	0,1
	Jul	5,6	28,1	0,2	1,5	1,6	5,0
	Aug	-3,4	1,1	-2,7	1,0	-2,9	1,0
	Sep	4,8	2,1	-0,3	-2,1	1,1	-1,4
	Oct	-2,3	1,6	-1,7	2,3	-1,9	2,2
	Nov	-3,9	-0,5	-3,1	-1,1	-3,4	-1,0
	Dec	9,6	1,0	3,1	-0,6	5,0	-0,3
2026	Jan	-0,8	-6,1	0,2	-0,9	-0,1	-1,8

Analysis of revisions

Introduction

Preliminary monthly values for land transport are published approximately seven to eight weeks after the reference month, e.g. preliminary land transport values for March are published in the second half of May. The preliminary values are revised the following month, using additional information received from respondents. This and other reasons for revising land transport values from time to time are shown in the explanatory notes (see note 8 on page 16).

Analysis

Revisions may be analysed in terms of several dimensions, namely levels and/or growth rates (e.g. month-on-month percentage changes, year-on-year percentage changes); seasonally adjusted and/or unadjusted data; totals and/or components; preliminary estimate compared with first revision and/or latest available revision; and various combinations of these options.

This analysis is confined to the following:

- Total freight payload, year-on-year growth rate, unadjusted.
- Total passenger journeys, year-on-year growth rate, unadjusted.
- Preliminary growth rates are compared with the latest available revised growth rates, where the preliminary growth rate refers to the first year-on-year growth rate published for the month in question.
- Time period: January 2012 to December 2025.

Figure 5 and Figure 6 show the preliminary and revised growth rates for freight payload and passenger journeys (line chart, left vertical axis) and the difference between them (bar chart, right vertical axis, where difference = revised - preliminary).

Table 12 provides key results relating to revisions.

Figure 5 – Freight payload year-on-year growth rates: preliminary and revised

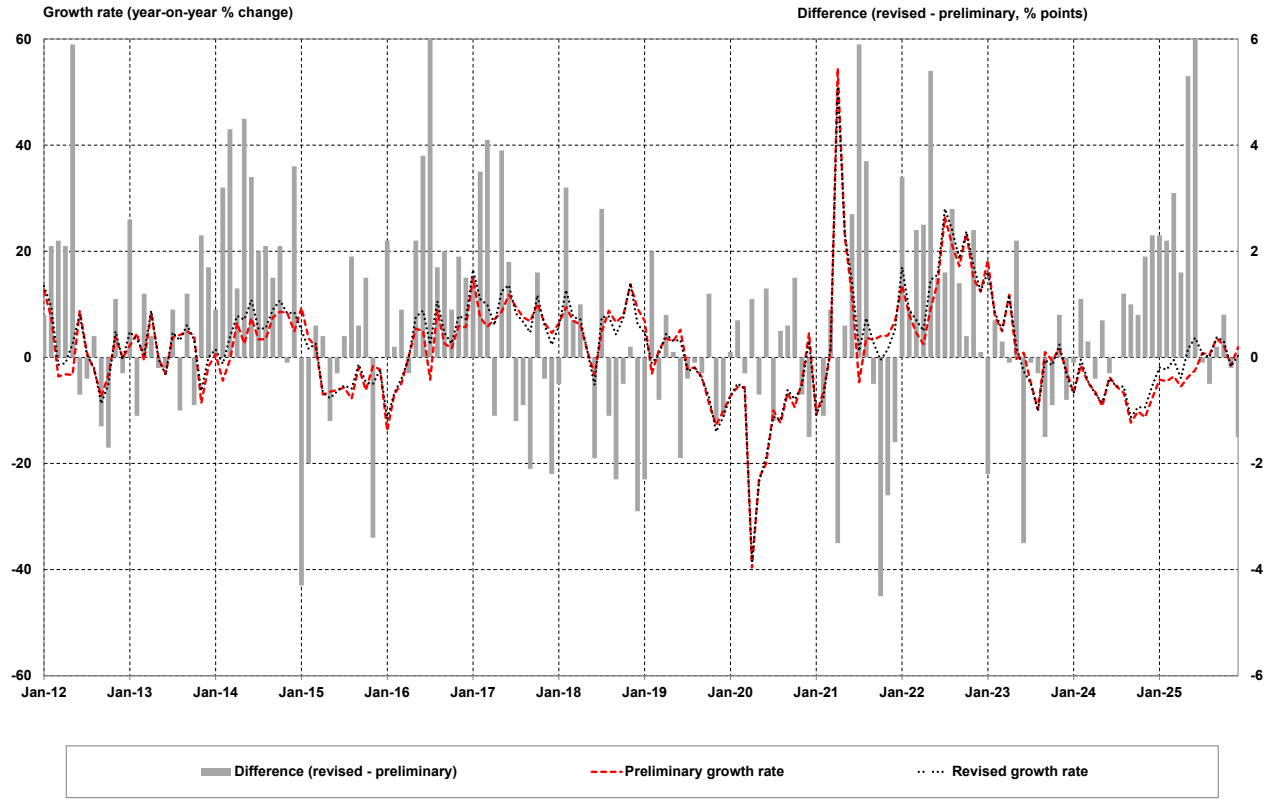


Figure 6 – Passenger journeys year-on-year growth rates: preliminary and revised

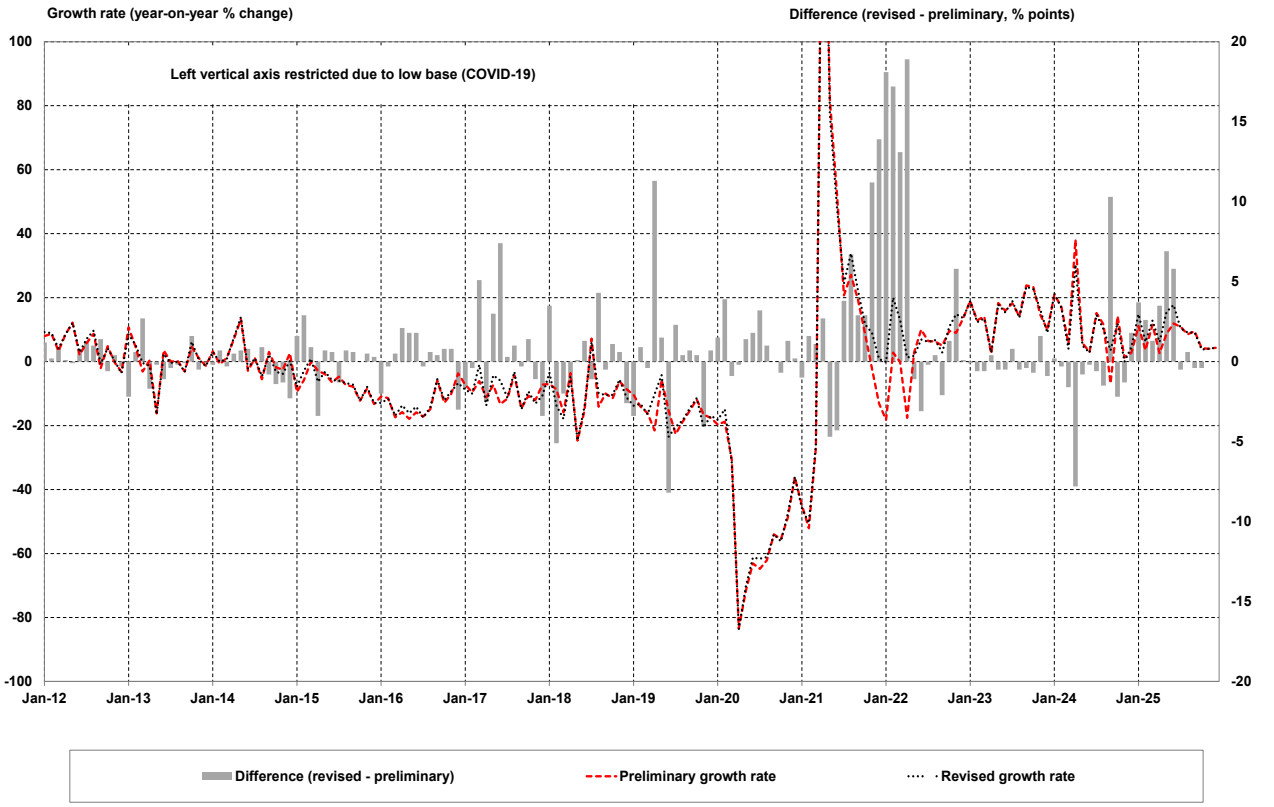


Table 12 – Transportation estimates year-on-year growth rates: preliminary and revised

Description	Type of transportation	Value / outcome	Comment
Average year-on-year growth rate over the whole period	Freight payload	Preliminary: 1,50% Revised: 2,19%	The average of revised growth rates is higher than the average of preliminary growth rates
	Passenger journeys	Preliminary: -2,94% Revised: -2,03%	
Mean revision	Freight payload	0,69 of a percentage point	This is the average of the revisions
	Passenger journeys	0,91 of a percentage point	
Mean absolute revision	Freight payload	1,58 percentage points	Average of the revisions, but based on the absolute value of each revision (positives and negatives do not cancel each other)
	Passenger journeys	2,14 percentage points	
Largest upward revision	Freight payload	6,6 percentage points	Preliminary -4,2% was revised up to 2,4% (July 2016)
	Passenger journeys	18,9 percentage points	Preliminary -17,6% was revised up to 1,3% (April 2022)
Largest downward revision	Freight payload	-4,5 percentage points	Preliminary 4,0% was revised down to -0,5% (October 2021)
	Passenger journeys	-8,2 percentage points	Preliminary -15,3% was revised down to -23,5% (June 2019)
Range for all revisions	Freight payload	-4,5 to 6,6 percentage points	
	Passenger journeys	-8,2 to 18,9 percentage points	
Range within which 90% of the revisions lie	Freight payload	-2,3 to 4,2 percentage points	This may be regarded as the normal range for revisions, with revisions outside this range being outliers
	Passenger journeys	-3,4 to 9,0 percentage points	
Number of upward revisions	Freight payload	101 (or 60,1% of the total observations)	
	Passenger journeys	93 (or 55,3% of the total observations)	
Number of downward revisions	Freight payload	63 (or 37,5% of the total observations)	
	Passenger journeys	71 (or 42,3% of the total observations)	
Number of zero revisions	Freight payload	4 (or 2,4% of the total observations)	
	Passenger journeys	4 (or 2,4% of the total observations)	
Is the mean revision (0,69) significantly different from zero?	Freight payload	Yes	This indicates that there is bias in the preliminary estimates – see Note 1
Is the mean revision (0,91) significantly different from zero?	Passenger journeys	Yes	This indicates that there is bias in the preliminary estimates – see Note 1

Table 12 – Transportation estimates year-on-year growth rates: preliminary and revised (concluded)

Description	Type of transportation	Value / outcome	Comment
Standard deviation of the revisions	Freight payload	1,98 percentage points	Standard deviation is a measure of dispersion about the mean – see the rows below
	Passenger journeys	3,77 percentage points	
Percentage of revisions that lie within one standard deviation of the mean	Freight payload	74,4%	This is the percentage of revisions that lie between -1,29 and 2,67 percentage points; the higher the percentage, the lower is the dispersion about the mean – see Figure 7
	Passenger journeys	85,1%	This is the percentage of revisions that lie between -2,86 and 4,68 percentage points; the higher the percentage, the lower is the dispersion about the mean – see Figure 8

Note 1: Is the mean revision significantly different from zero?

The formula for the test statistic is as follows:

$$test\ statistic = \frac{\bar{R}}{\sqrt{\left(\frac{1}{n(n-1)}\right)\left(\sum_{t=1}^{n}\hat{\varepsilon}_t^2 + \frac{3}{4}\sum_{t=2}^{n}\hat{\varepsilon}_t\,\hat{\varepsilon}_{t-1} + \frac{2}{3}\sum_{t=3}^{n}\hat{\varepsilon}_t\,\hat{\varepsilon}_{t-2}\right)}}$$

where

$n = number\ of\ observations$

$\bar{R} = mean\ revision$

$\hat{\varepsilon}_t = R_t - \bar{R}, with\ R_t = revision\ in\ period\ t$

Note that if the test statistic shows that the mean revision (MR) is significantly different from zero, then there is bias in the preliminary estimates. Bias in a series suggests there is scope to enhance the compilation of that series in an attempt to remove or minimise the bias. MR > 0 (statistically significant) implies under-estimation of the preliminary estimates. MR < 0 (statistically significant) implies over-estimation of the preliminary estimates.

In the case of freight payload, the test statistic is 3,88, which lies above the critical value of 1,97, indicating that the mean revision (MR) is significantly different from zero at a 5% significance level. Accordingly, there is under-estimation of the annual growth rate detected in the preliminary estimates.

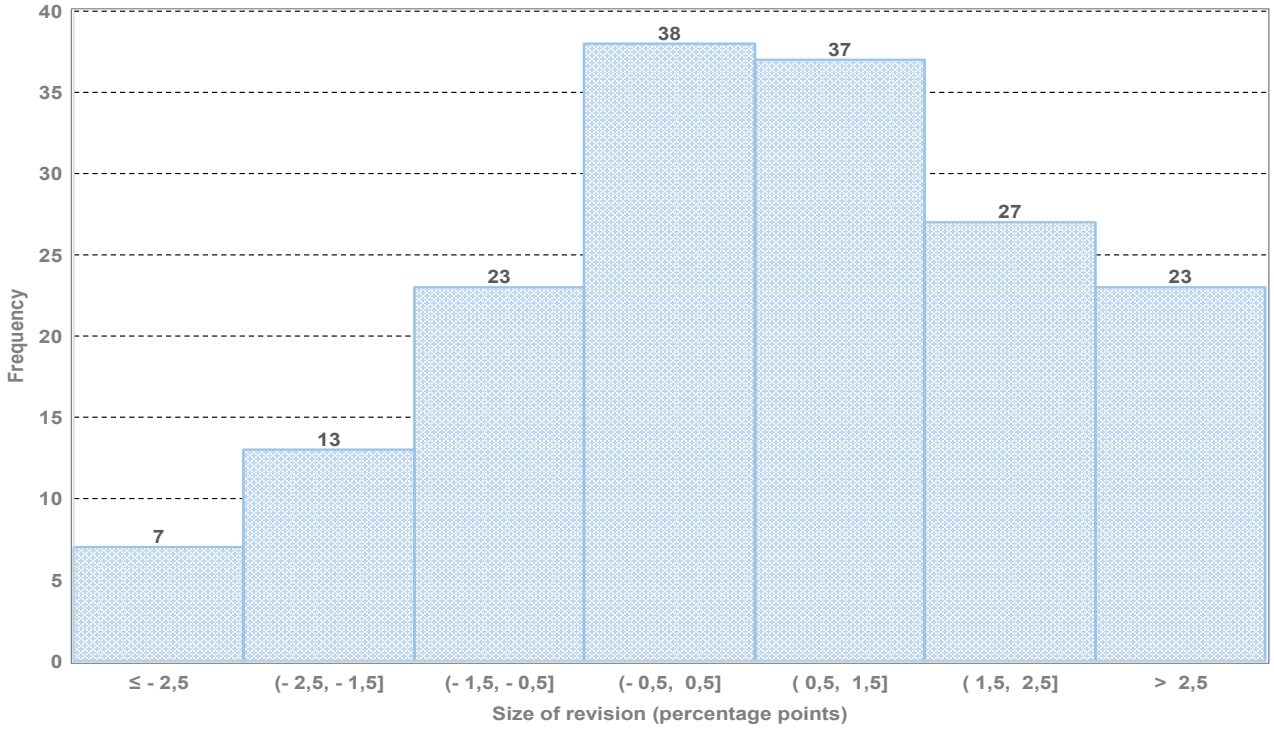
In the case of passenger journeys the test statistic is 2,46, which lies above the critical value of 1,97, indicating that the mean revision (MR) is significantly different from zero at a 5% significance level. Accordingly, there is under-estimation of the annual growth rate detected in the preliminary estimates.

The revisions for both freight payload and passenger journeys will be monitored going forward to assess whether a change in the methodology for imputations is required.

Figure 7 and Figure 8 show the revisions in terms of histograms.

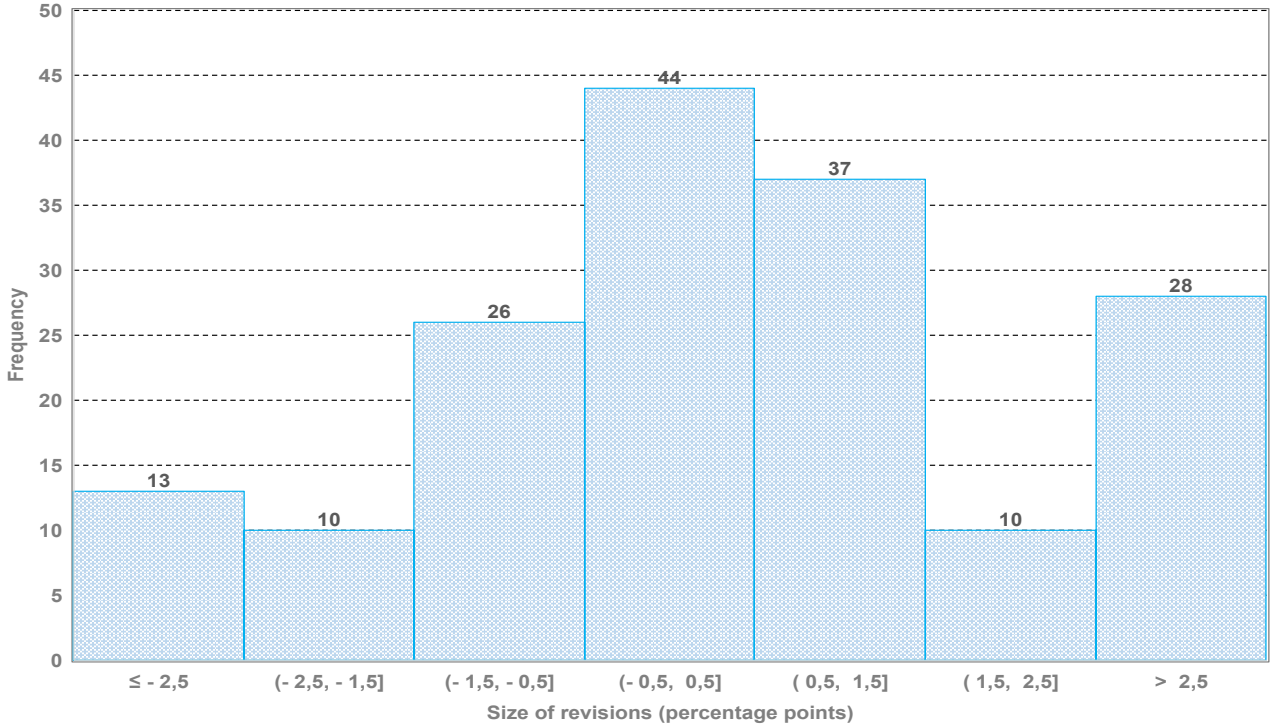
For freight payload, there were 23 revisions between -1,5 and -0,5 (-1,5 < revision ≤ -0,5); 38 revisions between -0,5 and 0,5 (-0,5 < revision ≤ 0,5); and 37 revisions between 0,5 and 1,5 (0,5 < revision ≤ 1,5). Around 82,1% of revisions lie between -2,5 and 2,5 percentage points.

Figure 7 – Freight payload year-on-year growth rates: histogram of revisions



For passenger journeys, there were 26 revisions between -1,5 and -0,5 (-1,5 < revision ≤ -0,5); 44 revisions between -0,5 and 0,5 (-0,5 < revision ≤ 0,5); and 37 revisions between 0,5 and 1,5 (0,5 < revision ≤ 1,5). Around 75,6% of revisions lie between -2,5 and 2,5 percentage points.

Figure 8 – Passenger journeys year-on-year growth rates: histogram of revisions



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** 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 *Standard Industrial Classification of All Economic Activities* (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 *International Standard Industrial Classification of All Economic Activities* (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 January 2026 was 63,1%. The revised collection rate for December 2025 was 68,6%.

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
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
Dec-26	Additional information from respondents	Nov-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:

$$nh = n * (Nh * Sh) / [\Sigma (Ni * Si)].$$

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 – January 2026

	Lower limit (R million)	Estimate (R million)	Upper limit (R million)	Relative standard error (RSE) %
Freight income	18 388	19 819	21 249	3,6
Passenger income	1 048	1 141	1 232	4,1

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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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.

Advance release calendar

A release calendar is disseminated on www.statssa.gov.za.

Stats SA products

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

National Library of South Africa, Pretoria Division
National Library of South Africa, Cape Town Division
Natal Society Library, Pietermaritzburg
Library of Parliament, Cape Town
Bloemfontein Public Library
Johannesburg Public Library
Eastern Cape Library Services, Qonce
Central Regional Library, Polokwane
Central Reference Library, Mbombela
Central Reference Collection, Kimberley
Central Reference Library, Mmabatho

Stats SA also provides a subscription service.

Electronic services

A large range of data is available via online services. For more details about our electronic services, contact Stats SA's user information service at (012) 310 8600.

You can visit us on the internet at: www.statssa.gov.za.

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