STATISTICAL RELEASE
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Land transport
(Preliminary)

July 2025

The results in this publication are based on a new sample. This is an annual procedure which typically affects the levels of payload, passenger journeys and income at current prices. To avoid breaks in time series and to minimise revisions to historical growth rates, historical levels were revised (i.e. they were linked to the estimates based on the new sample).

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IMPROVING LIVES THROUGH DATA ECOSYSTEMS

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Freight transportation: results for July 2025

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

	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25
Freight payload	-2,3	-0,5	-3,9	1,6	3,7	0,8
Freight income	-3,7	-1,2	-3,0	0,8	1,5	0,0

The volume of goods transported (payload) increased by 0,8% in July 2025 compared with July 2024. The corresponding income remained flat over the same period.

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

Type of commodity	May – Jul 2024 (R million)	Weight (%)	May – Jul 2025 (R million)	% change between May – Jul 2024 and May – Jul 2025	Contribution (% points) to the total % change
Agriculture and forestry primary products	4 691	7,6	5 400	15,1	1,1
Primary mining and quarrying products	21 914	35,5	23 737	8,3	2,9
Manufactured food, beverages and tobacco products	6 706	10,9	6 200	-7,5	-0,8
Textiles, clothing and leather goods	983	1,6	943	-4,1	-0,1
Chemicals, coke, petroleum, rubber, plastic and other mineral products	2 598	4,2	2 512	-3,3	-0,1
Basic metals and fabricated metal products	811	1,3	520	-35,9	-0,5
Non-metallic products	1 222	2,0	1 007	-17,6	-0,4
Electrical machinery, transport machinery and equipment	432	0,7	542	25,5	0,2
Motor vehicles, parts and accessories	1 168	1,9	1 116	-4,5	-0,1
Paper and paper products	220	0,4	233	5,9	0,0
Commercial products	2 125	3,4	1 701	-20,0	-0,7
Used household and office products	908	1,5	801	-11,8	-0,2
Containers	1 935	3,1	1 906	-1,5	0,0
Parcels	1 528	2,5	1 798	17,7	0,4
Other freight	14 555	23,6	13 853	-4,8	-1,1
Total income	**61 798**	**100,0**	**62 272**	**0,8**	**0,8**

Income from freight transportation increased by 0,8% in the three months ended July 2025 compared with the three months ended July 2024. The main positive contributors to this increase were:
- primary mining and quarrying products (8,3% and contributing 2,9 percentage points); and
- agriculture and forestry primary products (15,1% and contributing 1,1 percentage points) – see Table B.

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

Payload	Feb – Apr 2025 (000 tons)	Weight (%)	May – Jul 2025 (000 tons)	% change between Feb – Apr 2025 and May – Jul 2025	Contribution (% points) to the total % change
Rail	42 255	14,7	40 801	-3,4	-0,5
Road	245 579	85,3	248 415	1,2	1,0
Total	**287 834**	**100,0**	**289 216**	**0,5**	**0,5**

Seasonally adjusted payload increased by 0,5% in the three months ended July 2025 compared with the previous three months. Road freight increased by 1,2% (contributing 1,0 percentage point), while rail freight decreased by 3,4% (contributing -0,5 of a percentage point) – see Table C.

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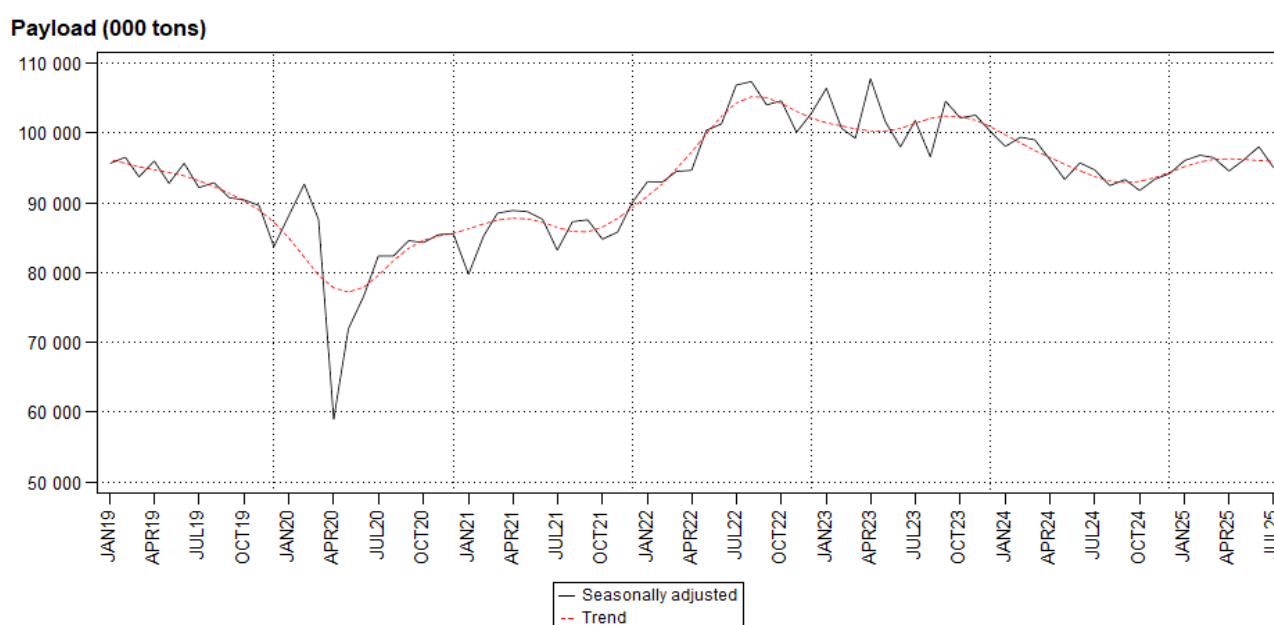
Figure 2 – Freight transportation: year-on-year percentage change in payload

Land transport, July 2025
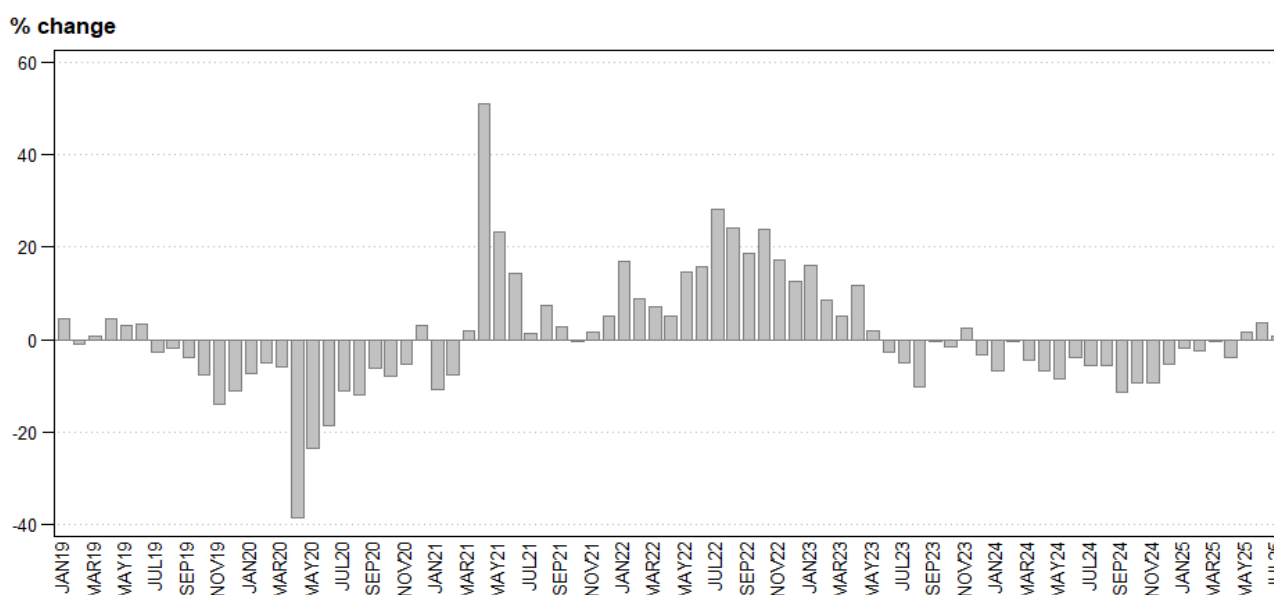
Passenger transportation: results for July 2025

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

	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25
Passenger journeys	6,2	12,8	6,1	15,6	17,7	10,9
Passenger income	-2,4	0,5	4,4	3,8	2,5	8,7

The number of passenger journeys increased by 10,9% in July 2025 compared with July 2024. The corresponding income increased by 8,7% over the same period.

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

Passenger journeys	Feb – Apr 2025 (000)	Weight (%)	May – Jul 2025 (000)	% change between Feb – Apr 2025 and May – Jul 2025	Contribution (% points) to the total % change
Rail	23 115	24,8	26 288	13,7	3,4
Road	70 184	75,2	71 497	1,9	1,4
Total	**93 299**	**100,0**	**97 784**	**4,8**	**4,8**

Seasonally adjusted passenger journeys increased by 4,8% in the three months ended July 2025 compared with the previous three months. Rail passenger journeys increased by 13,7% (contributing 3,4 percentage points) and road passenger journeys increased by 1,9% (contributing 1,4 percentage points) – see Table E.

Figure 3 – Passenger transportation: seasonally adjusted passenger journeys
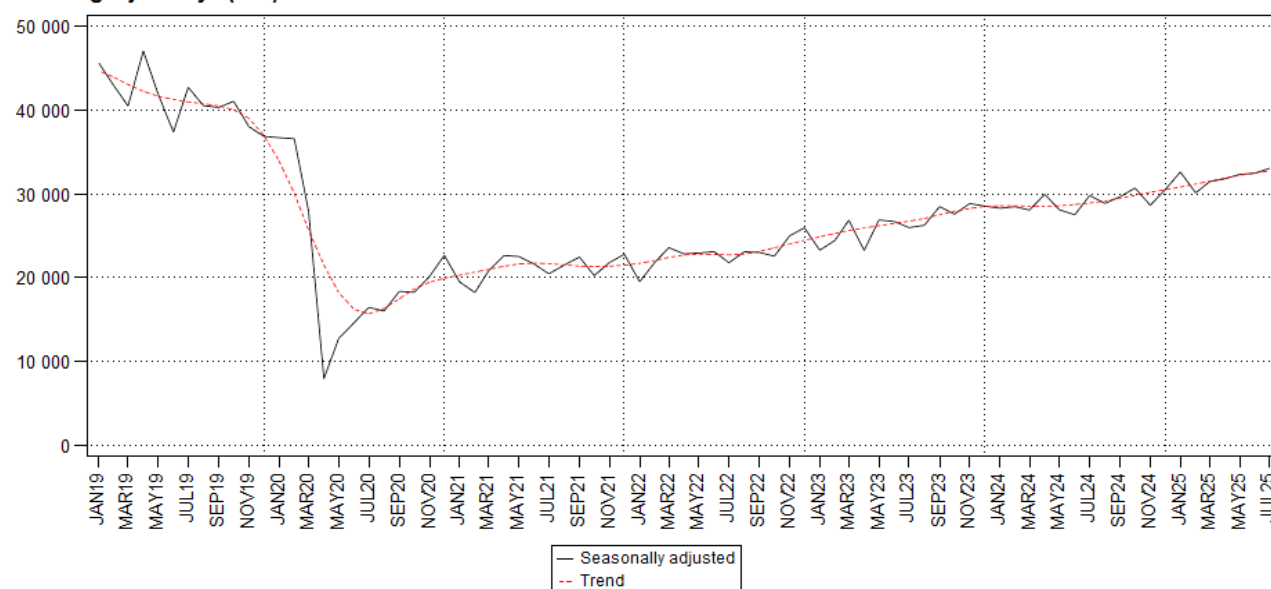
Figure 4 – Passenger transportation: year-on-year percentage change in passenger journeys
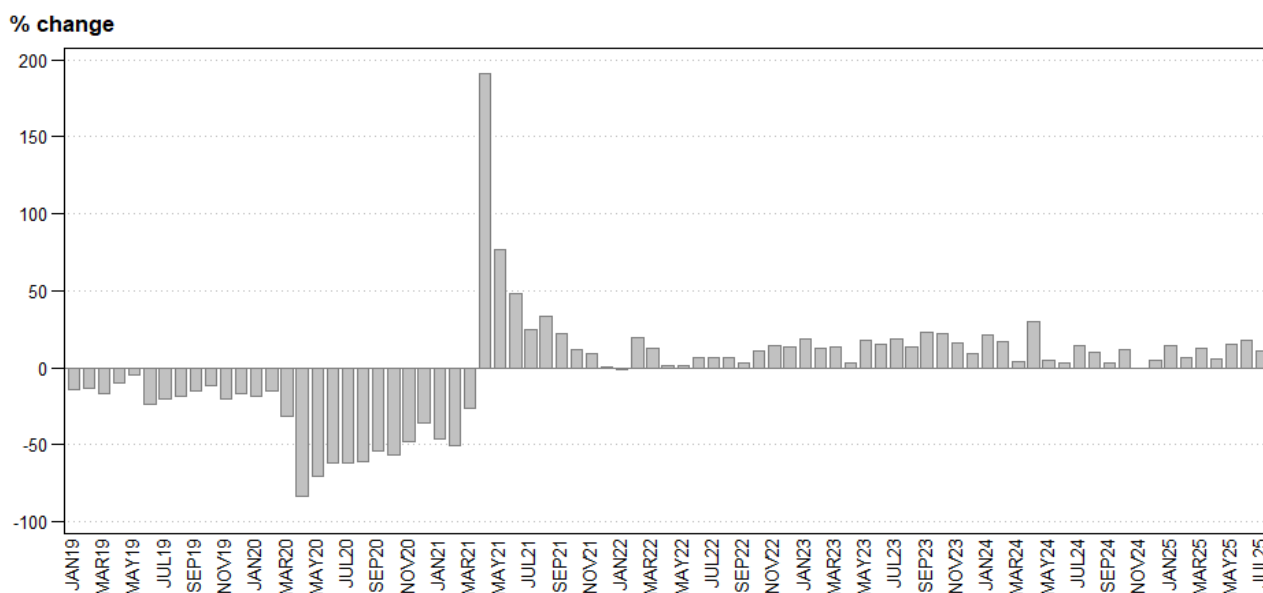
Risenga Maluleke
Statistician-General

Note: Changes to the survey and the impact on the statistical series

Statistical business register and samples

This statistical release contains results for the monthly survey of land transport from a new sample drawn in April 2025, which replaces the previous sample that was drawn in April 2023. The sample was drawn from a statistical business register of enterprises with an annual turnover of at least R2 437 074 and that are required to register with the South African Revenue Service (SARS) for value-added tax (VAT).

Owing to the evolving nature of business, the statistical business register is maintained on a continuous basis. The maintenance process is aimed, amongst other things, at capturing changes related to new businesses, ceased businesses, merged businesses and classification changes. In addition, Stats SA undertakes quality improvement surveys related to the statistical business register, the primary objective of which is to capture up-to-date information about the structures and activities of large and complex businesses. This process enables Stats SA to review classification codes for these businesses. These changes are an essential part of the statistical architecture.

Comparison between the previous (revised) and new samples for freight transportation

The reported level of income from freight transportation for the monthly survey of the land transport industry for the months April to June 2025, based on the new sample, was 10,4% higher than the level of income from the previous sample (see Table F and Figure 5). The reported level of payload for the months April to June 2025, based on the new sample, was 12,7% higher than the level of payload from the previous sample. The previous sample was drawn in April 2023 and was operational for the last half of 2023, 2024 and the first half of 2025.

Table F – Freight transportation estimates for the previous and new samples: April to June 2025

Freight transportation estimates [1]	Previous sample	New sample	Difference	Difference (%) [2]
Freight payload (000 tons)	254 693	287 149	32 456	12,7
Freight income (R million)	55 526	61 279	5 753	10,4

[1] Units of measurement can be found next to the respective variables.
[2] The percentage difference is the new sample minus the previous sample, divided by the previous sample, multiplied by 100.

Figure 5 – Freight transportation income: monthly levels of previous and new samples for April to June 2025

R million

	Apr-25	May-25	Jun-25
Previous sample	18 120	18 832	18 574
New sample	19 669	20 908	20 702
Level difference (%)	8,5	11,0	11,5

Table G – Total income from freight transportation for the previous and new samples by type of commodity: April to June 2025

Type of commodity	Previous sample (R million)	New sample (R million)	Difference (R million)	Difference (%) [1]
Agriculture and forestry primary products	3 666	5 077	1 411	38,5
Primary mining and quarrying products	23 320	23 590	270	1,2
Manufactured food, beverages and tobacco products	6 793	6 608	-185	-2,7
Textiles, clothing and leather goods	901	900	-1	-0,1
Chemicals, coke, petroleum, rubber, plastic and other minerals	2 149	2 508	359	16,7
Basic metals and fabricated metal products	544	538	-6	-1,1
Non-metallic products	397	960	563	141,8
Electrical machinery, transport machinery and equipment	886	480	-406	-45,8
Motor vehicles, parts and accessories	1 048	1 070	22	2,1
Paper and paper products	248	219	-29	-11,7
Commercial products	1 205	1 665	460	38,2
Used household and office products	737	797	60	8,1
Containers	2 922	1 750	-1 172	-40,1
Parcels	1 651	1 716	65	3,9
Other freight	9 057	13 396	4 339	47,9
Total	**55 526**	**61 279**	**5 753**	**10,4**

[1] The percentage difference is the new sample minus the previous sample, divided by the previous sample, multiplied by 100.

The largest percentage differences were in the following types of commodities:
- non-metallic products (141,8% or R563 million higher in the new sample);
- 'other' freight (47,9% or R4 339 million higher in the new sample);
- electrical machinery, transport machinery and equipment (45,8% or R406 million lower in the new sample);
- containers (40,1% or R1 172 million lower in the new sample);
- agriculture and forestry primary products (38,5% or R1 411 million higher in the new sample); and
- commercial products (38,2% or R460 million higher in the new sample) – see Table G.

Comparison between the previous (revised) and new samples for passenger transportation

The reported level of income from passenger transportation for the months April to June 2025, based on the new sample was 1,4% higher than the level of income from the previous sample (see Table H and Figure 6 on page 8). The reported level of number of passenger journeys for the months April to June 2025, based on the new sample, was 0,2% higher than the level of number of passenger journeys from the previous sample.

Table H – Passenger transportation estimates for the previous and new samples – April to June 2025

Passenger transportation estimates [1]	Previous sample	New sample	Difference	Difference (%) [2]
Passenger journeys (000)	92 243	92 384	141	0,2
Passenger income (R million)	3 182	3 228	46	1,4

[1] Units of measurement can be found next to the respective variables.
[2] The percentage difference is the new sample minus the previous sample, divided by the previous sample, multiplied by 100.

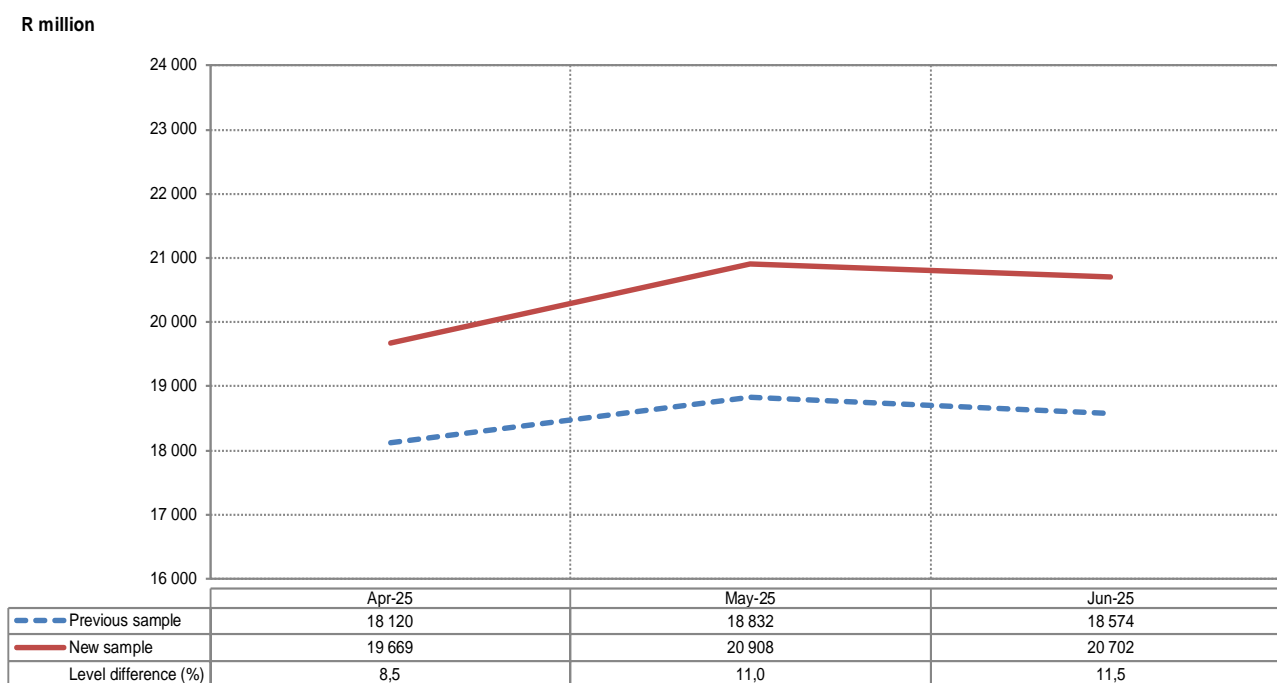**Figure 6 – Passenger transportation income: monthly levels of previous and new samples for April to June 2025**

R million

	Apr-25	May-25	Jun-25
Previous sample	1 041	1 030	1 111
New sample	1 062	1 052	1 114
Level difference (%)	2,0	2,1	0,3
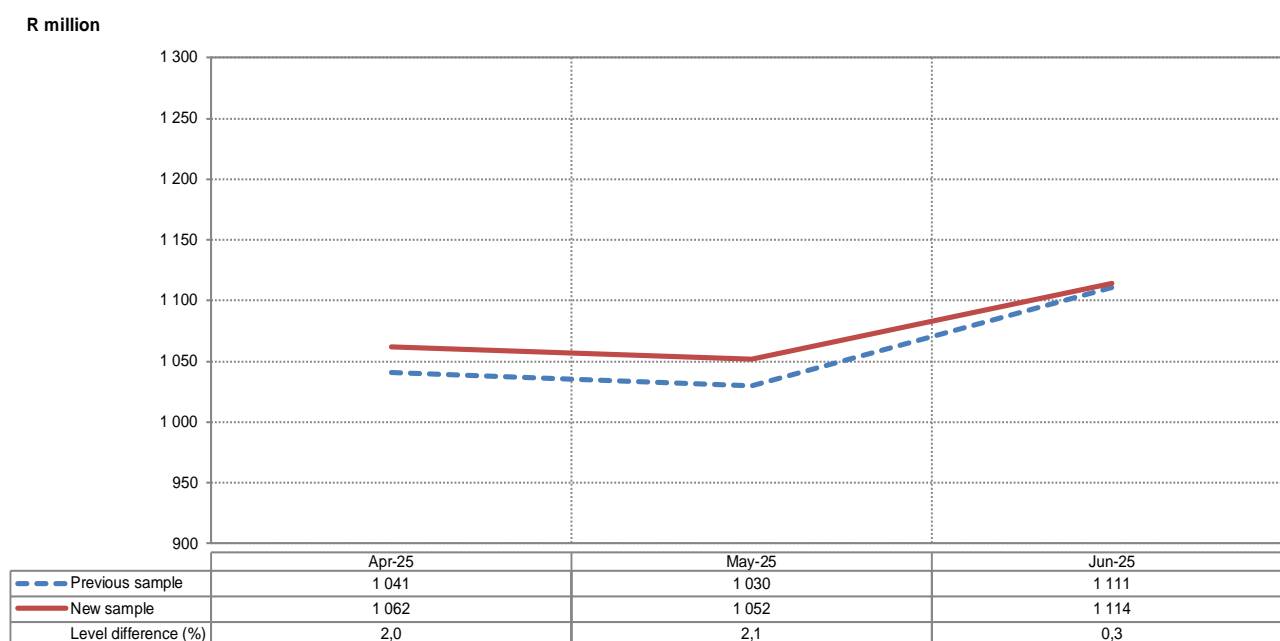
Table I – Total income from passenger transportation for the previous and new samples by type of service: April to June 2025

Type of service	Previous sample (R million)	New sample (R million)	Difference (R million)	Difference (%) [1]
Railway passenger transportation	418	418	0	0,0
Road passenger transportation	2 764	2 810	46	1,7
Total	**3 182**	**3 228**	**46**	**1,4**

[1] The percentage difference is the new sample minus the previous sample, divided by the previous sample, multiplied by 100.

Backcasting

To avoid breaks in the time series and to minimise revisions to historical growth rates, historical levels were revised (i.e. they were linked to the estimates based on the new sample).

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	11 571	3 296	86 137	17 366	97 708	20 662

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	1,3	0,8	0,0

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)
2024	Jan	13 021	3 489	85 064	17 387	98 086	20 875
	Feb	13 241	3 556	86 163	17 695	99 403	21 251
	Mar	13 538	3 673	85 482	17 481	99 020	21 153
	Apr	13 046	3 476	83 142	16 956	96 188	20 432
	May	13 499	3 683	79 852	16 505	93 351	20 188
	Jun	13 153	3 567	82 568	16 865	95 721	20 432
	Jul	14 961	3 922	79 764	16 315	94 725	20 237
	Aug	12 867	3 545	79 600	16 342	92 467	19 888
	Sep	13 125	3 485	80 202	16 171	93 327	19 656
	Oct	13 703	3 666	78 051	15 941	91 755	19 607
	Nov	13 125	3 554	80 262	16 143	93 387	19 696
	Dec	13 819	3 648	80 368	16 081	94 187	19 729
2025	Jan	13 950	3 720	82 129	16 501	96 079	20 221
	Feb	14 090	3 792	82 727	16 608	96 817	20 400
	Mar	14 086	3 801	82 386	16 627	96 472	20 428
	Apr	14 079	3 880	80 466	16 494	94 545	20 374
	May	13 784	3 834	82 351	16 686	96 135	20 519
	Jun	13 727	3 726	84 311	16 820	98 038	20 545
	Jul	13 290	3 691	81 753	16 517	95 043	20 207

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

Year and month		Rail		Road		Total	
		Payload	Income	Payload	Income	Payload	Income
2024	Jan	-4,1	-5,2	-1,9	-1,5	-2,2	-2,1
	Feb	1,7	1,9	1,3	1,8	1,3	1,8
	Mar	2,2	3,3	-0,8	-1,2	-0,4	-0,5
	Apr	-3,6	-5,4	-2,7	-3,0	-2,9	-3,4
	May	3,5	6,0	-4,0	-2,7	-2,9	-1,2
	Jun	-2,6	-3,1	3,4	2,2	2,5	1,2
	Jul	13,7	10,0	-3,4	-3,3	-1,0	-1,0
	Aug	-14,0	-9,6	-0,2	0,2	-2,4	-1,7
	Sep	2,0	-1,7	0,8	-1,0	0,9	-1,2
	Oct	4,4	5,2	-2,7	-1,4	-1,7	-0,2
	Nov	-4,2	-3,1	2,8	1,3	1,8	0,5
	Dec	5,3	2,6	0,1	-0,4	0,9	0,2
2025	Jan	0,9	2,0	2,2	2,6	2,0	2,5
	Feb	1,0	1,9	0,7	0,6	0,8	0,9
	Mar	0,0	0,2	-0,4	0,1	-0,4	0,1
	Apr	0,0	2,1	-2,3	-0,8	-2,0	-0,3
	May	-2,1	-1,2	2,3	1,2	1,7	0,7
	Jun	-0,4	-2,8	2,4	0,8	2,0	0,1
	Jul	-3,2	-0,9	-3,0	-1,8	-3,1	-1,6

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

Type of commodity	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25
Agriculture and forestry primary products	1 313	1 298	1 562	1 776	1 739	1 885
Primary mining and quarrying products	7 362	7 413	7 531	7 897	8 162	7 678
Manufactured food, beverages and tobacco products	2 056	2 184	2 485	2 057	2 066	2 077
Textiles, clothing and leather products	330	352	281	325	294	324
Chemicals, coke, petroleum, rubber, plastic and other mineral products	764	851	808	878	822	812
Basic metals and fabricated metal products	245	190	190	199	149	172
Non-metallic products	289	320	293	333	334	340
Electrical machinery, transport machinery and equipment	186	175	147	157	176	209
Motor vehicles, parts and accessories	382	402	358	367	345	404
Paper and paper products	81	73	65	80	74	79
Commercial products	678	689	542	570	553	578
Used household and office products	291	289	276	247	274	280
Containers	584	567	516	588	646	672
Parcels	486	544	542	619	555	624
Other freight	4 319	4 600	4 072	4 814	4 510	4 529
Total	**19 366**	**19 948**	**19 669**	**20 908**	**20 702**	**20 662**

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

Type of commodity	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25
Agriculture and forestry primary products	-11,6	-2,4	11,3	13,0	16,5	15,9
Primary mining and quarrying products	3,3	0,7	5,2	9,3	9,9	5,7
Manufactured food, beverages and tobacco products	-11,1	-3,8	9,4	-9,4	-6,5	-6,7
Textiles, clothing and leather products	6,1	11,7	-24,7	-5,2	-2,6	-4,1
Chemicals, coke, petroleum, rubber, plastic and other mineral products	-8,3	4,0	-3,1	3,3	-4,8	-8,2
Basic metals and fabricated metal products	-10,6	-31,4	-34,5	-20,4	-48,4	-36,8
Non-metallic products	-32,5	-16,4	-34,0	-31,1	-8,7	-8,8
Electrical machinery, transport machinery and equipment	2,2	4,8	-0,7	21,7	16,6	37,5
Motor vehicles, parts and accessories	-5,9	14,5	-6,3	-1,9	-9,4	-2,2
Paper and paper products	-9,0	-7,6	-14,5	2,6	7,2	8,2
Commercial products	-1,2	-3,9	-26,6	-21,9	-22,1	-15,6
Used household and office products	1,7	-9,4	-14,0	-13,9	-10,5	-11,1
Containers	-19,4	-20,1	-21,0	-10,1	-1,7	7,7
Parcels	-6,7	0,6	-0,9	19,7	15,9	17,3
Other freight	-2,8	1,2	-12,0	-3,4	-3,9	-7,2
Total	**-3,7**	**-1,2**	**-3,0**	**0,8**	**1,5**	**0,0**

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

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)
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	23 439	1 020	32 506	1 174

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	5,0	5,9	10,9	8,7

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

Year and month		Rail		Road		Total	
		Passenger journeys (000)	Income (R million)	Passenger journeys (000)	Income (R million)	Passenger journeys (000)	Income (R million)
2024	Jan	4 591	136	23 664	908	28 255	1 044
	Feb	5 042	135	23 406	927	28 448	1 062
	Mar	4 898	135	23 143	930	28 041	1 065
	Apr	5 052	146	24 866	931	29 918	1 077
	May	5 187	141	22 877	914	28 064	1 055
	Jun	4 896	139	22 589	934	27 485	1 072
	Jul	7 116	140	22 665	922	29 781	1 061
	Aug	6 954	146	21 885	911	28 839	1 057
	Sep	7 299	152	22 346	907	29 645	1 059
	Oct	7 524	143	23 146	886	30 670	1 029
	Nov	7 375	145	21 240	848	28 615	993
	Dec	7 641	147	22 821	864	30 463	1 011
2025	Jan	7 776	150	24 819	909	32 595	1 059
	Feb	7 386	155	22 711	897	30 097	1 053
	Mar	7 738	160	23 688	910	31 426	1 069
	Apr	7 991	154	23 785	965	31 776	1 120
	May	8 276	144	24 026	952	32 302	1 096
	Jun	8 777	145	23 667	953	32 444	1 098
	Jul	9 235	185	23 804	973	33 038	1 159

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	6,3	5,4	-2,2	-4,4	-0,9	-3,2
	Feb	9,8	-0,7	-1,1	2,1	0,7	1,7
	Mar	-2,9	0,0	-1,1	0,3	-1,4	0,3
	Apr	3,1	8,1	7,4	0,1	6,7	1,1
	May	2,7	-3,4	-8,0	-1,8	-6,2	-2,0
	Jun	-5,6	-1,4	-1,3	2,2	-2,1	1,6
	Jul	45,3	0,7	0,3	-1,3	8,4	-1,0
	Aug	-2,3	4,3	-3,4	-1,2	-3,2	-0,4
	Sep	5,0	4,1	2,1	-0,4	2,8	0,2
	Oct	3,1	-5,9	3,6	-2,3	3,5	-2,8
	Nov	-2,0	1,4	-8,2	-4,3	-6,7	-3,5
	Dec	3,6	1,4	7,4	1,9	6,5	1,8
2025	Jan	1,8	2,0	8,8	5,2	7,0	4,7
	Feb	-5,0	3,3	-8,5	-1,3	-7,7	-0,6
	Mar	4,8	3,2	4,3	1,4	4,4	1,5
	Apr	3,3	-3,8	0,4	6,0	1,1	4,8
	May	3,6	-6,5	1,0	-1,3	1,7	-2,1
	Jun	6,1	0,7	-1,5	0,1	0,4	0,2
	Jul	5,2	27,6	0,6	2,1	1,8	5,6

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 (two-digit) level. Each enterprise is classified to the industry which reflects its predominant activity.
Collection rate	**6**	The preliminary collection rate for the survey on land transportation for July 2025 was 57,9%. The collection rate for June 2025 for the new sample was 61,7%.
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
Jul-25	Additional information from respondents New sample	Jan-08–Jun-25
Aug-25	Additional information from respondents	Jul-25
Sep-25	Additional information from respondents	Aug-25
Oct-25	Additional information from respondents	Sep-25
Nov-25	Additional information from respondents	Oct-25
Dec-25	Additional information from respondents	Nov-25
Jan-26	Additional information from respondents	Dec-25
Feb-26	Additional information from respondents	Jan-26
Mar-26	Additional information from respondents	Feb-26
Apr-26	Additional information from respondents	Mar-26
May-26	Additional information from respondents	Apr-26
Jun-26	Additional information from respondents	May-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 – July 2025

	Lower limit (R million)	Estimate (R million)	Upper limit (R million)	Relative standard error (RSE) %
Freight income	19 295	20 662	22 028	3,3
Passenger income	1 074	1 174	1 272	4,2

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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