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Freight transportation: results for July 2026

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

	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26
Freight payload	-2,3	1,0	6,9	3,7	1,3	-0,8
Freight income	1,2	4,0	12,7	10,1	10,7	9,0

The volume of goods transported (payload) decreased by 0,8% in July 2026 compared with July 2025. The corresponding income increased by 9,0% over the same period.

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

Type of commodity	May – Jul 2025 (R million)	Weight (%)	May – Jul 2026 (R million)	% change between May – Jul 2025 and May – Jul 2026	Contribution (% points) to the total % change
Agriculture and forestry primary products	5 404	8,7	6 036	11,7	1,0
Primary mining and quarrying products	23 588	37,9	22 628	-4,1	-1,5
Manufactured food, beverages and tobacco products	6 193	10,0	7 071	14,2	1,4
Textiles, clothing and leather goods	935	1,5	1 195	27,8	0,4
Chemicals, coke, petroleum, rubber, plastic and other mineral products	2 514	4,0	2 904	15,5	0,6
Basic metals and fabricated metal products	518	0,8	536	3,5	0,0
Non-metallic products	1 058	1,7	1 078	1,9	0,0
Electrical machinery, transport machinery and equipment	538	0,9	623	15,8	0,1
Motor vehicles, parts and accessories	1 112	1,8	1 363	22,6	0,4
Paper and paper products	232	0,4	237	2,2	0,0
Commercial products	1 687	2,7	2 237	32,6	0,9
Used household and office products	794	1,3	839	5,7	0,1
Containers	1 897	3,0	2 603	37,2	1,1
Parcels	1 809	2,9	2 227	23,1	0,7
Other freight	13 958	22,4	16 854	20,7	4,6
Total income	62 240	100,0	68 431	9,9	9,9

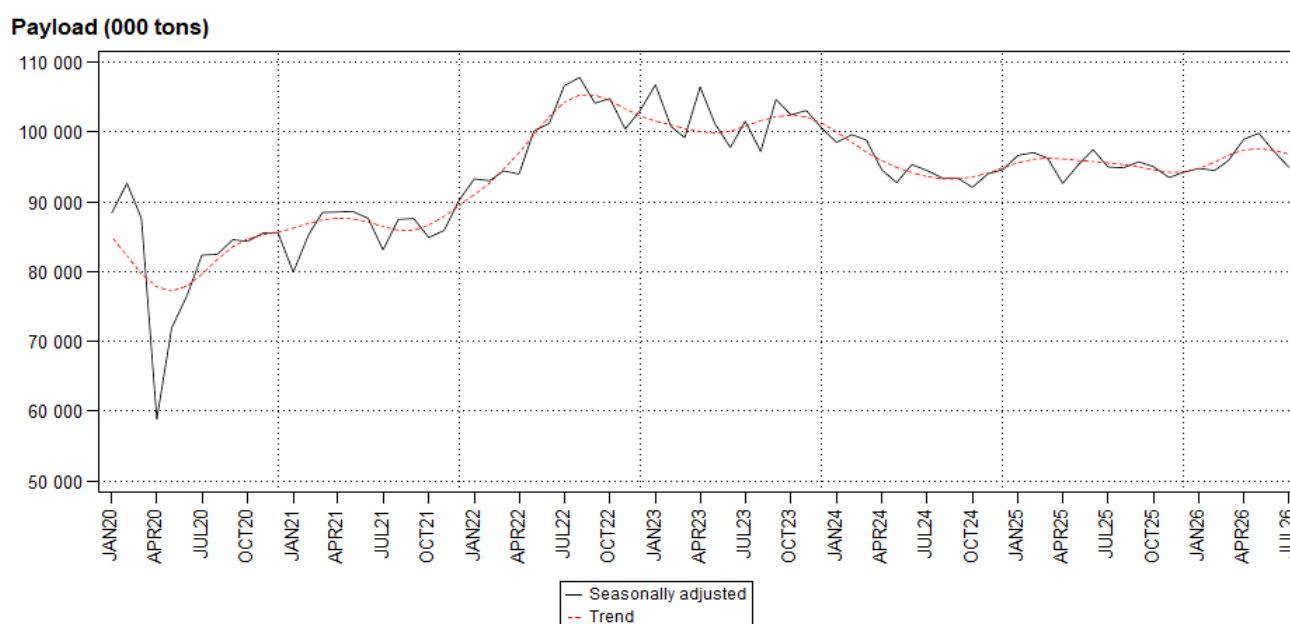
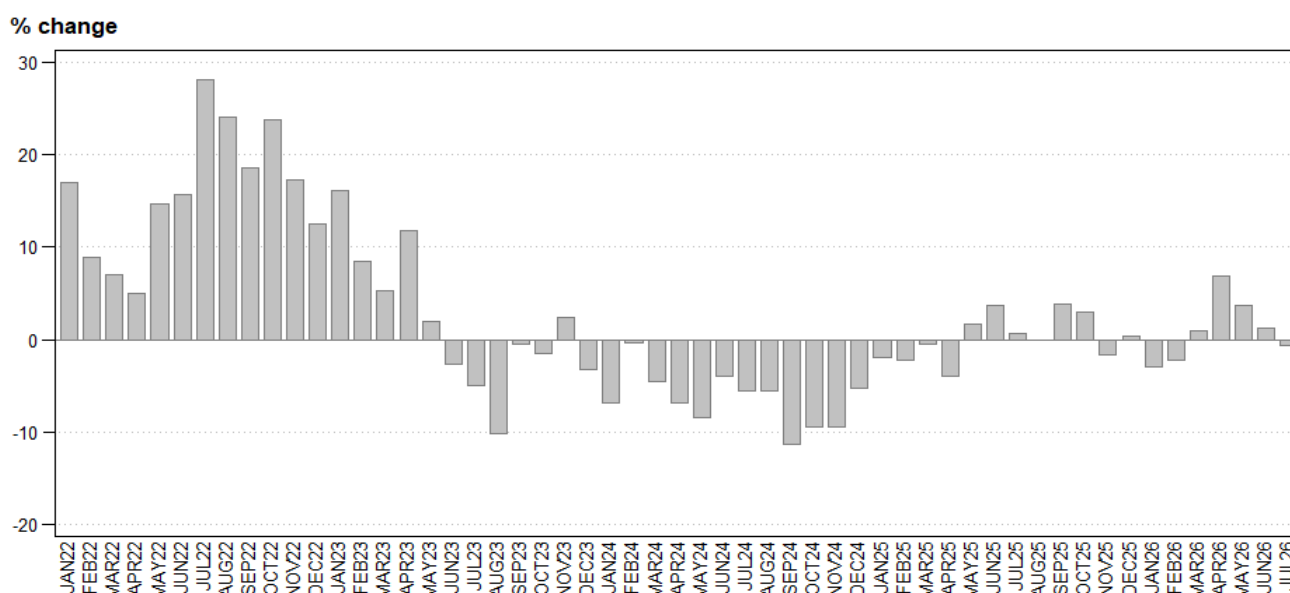
Income from freight transportation increased by 9,9% in the three months ended July 2026 compared with the three months ended July 2025. The main positive contributors to this increase were:

- 'other' freight (20,7% and contributing 4,6 percentage points);
- manufactured food, beverages and tobacco products (14,2% and contributing 1,4 percentage points);
- containers (37,2% and contributing 1,1 percentage points); and
- agriculture and forestry primary products (11,7% and contributing 1,0 percentage point) – see Table B.

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

Payload	Feb – Apr 2026 (000 tons)	Weight (%)	May – Jul 2026 (000 tons)	% change between Feb – Apr 2026 and May – Jul 2026	Contribution (% points) to the total % change
Rail	43 316	15,0	43 099	-0,5	-0,1
Road	246 086	85,0	248 803	1,1	0,9
Total	289 402	100,0	291 903	0,9	0,9

Seasonally adjusted payload increased by 0,9% in the three months ended July 2026 compared with the previous three months. Road freight increased by 1,1% (contributing 0,9 of a percentage point), while rail freight decreased by 0,5% (contributing -0,1 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 July 2026

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

	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26
Passenger journeys	4,0	6,3	6,5	4,0	8,6	8,4
Passenger income	7,5	7,2	6,6	5,0	5,7	9,3

The number of passenger journeys increased by 8,4% in July 2026 compared with July 2025. The corresponding income increased by 9,3% over the same period.

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

Passenger journeys	Feb – Apr 2026 (000)	Weight (%)	May – Jul 2026 (000)	% change between Feb – Apr 2026 and May – Jul 2026	Contribution (% points) to the total % change
Rail	30 423	30,8	32 818	7,9	2,4
Road	68 456	69,2	70 139	2,5	1,7
Total	98 878	100,0	102 957	4,1	4,1

Seasonally adjusted passenger journeys increased by 4,1% in the three months ended July 2026 compared with the previous three months. Rail passenger journeys increased by 7,9% (contributing 2,4 percentage points) and road passenger journeys increased by 2,5% (contributing 1,7 percentage points) – see Table E.

Figure 3 – Passenger transportation: seasonally adjusted passenger journeys

Passenger journeys (000)

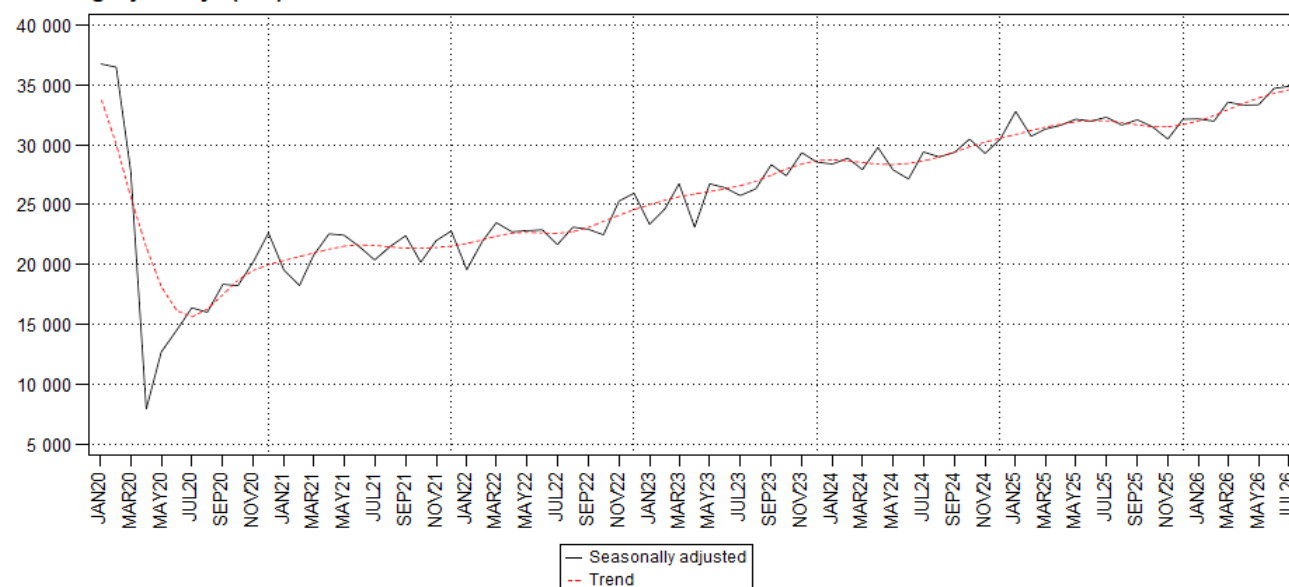
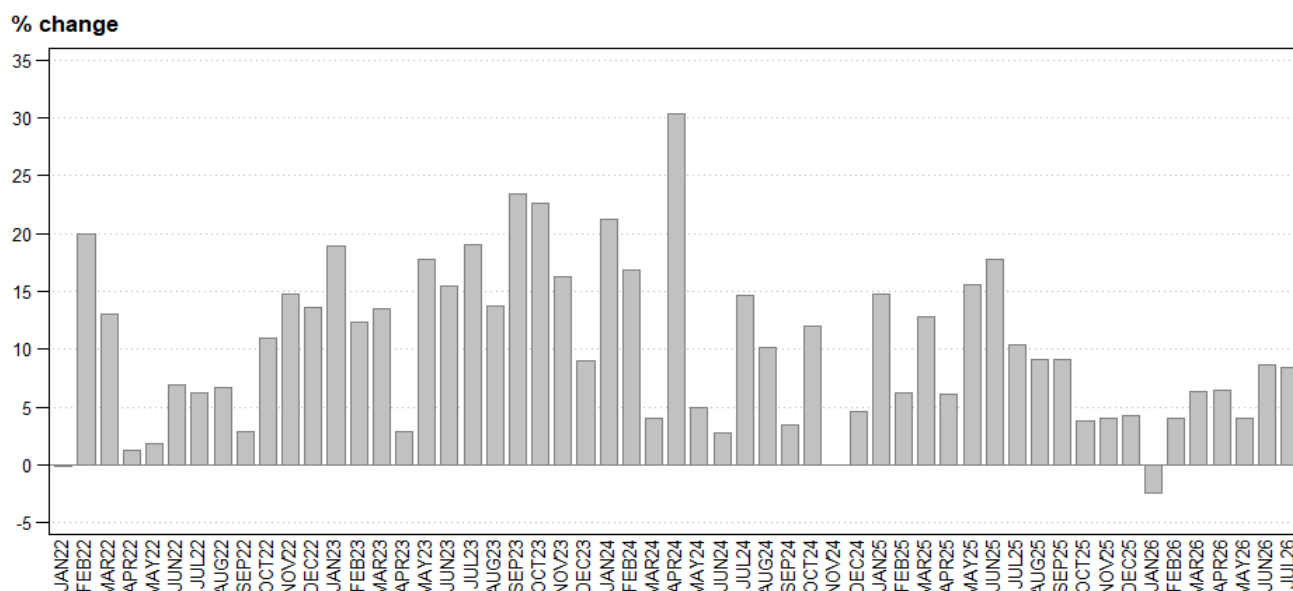


Figure 4 – Passenger transportation: year-on-year percentage change in passenger journeys


Risenga Maluleke
 Statistician-General

Tables

Table 1 – Freight transportation (income at current prices)

Year and month		Rail		Road		Total	
		Payload (000 tons)	Income (R million)	Payload (000 tons)	Income (R million)	Payload (000 tons)	Income (R million)
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	73 760	15 669	89 273	19 834
	Feb	15 278	4 049	74 133	15 553	89 411	19 602
	Mar	13 864	3 638	81 398	17 099	95 262	20 738
	Apr	15 504	4 476	81 190	17 684	96 694	22 160
	May	13 336	3 874	87 751	19 146	101 087	23 020
	Jun	14 465	4 024	86 035	18 890	100 500	22 914
	Jul	13 185	3 778	83 762	18 719	96 946	22 497

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	-5,7	-0,1	-2,9	3,1
	Feb	3,3	4,9	-3,3	0,3	-2,3	1,2
	Mar	0,1	-0,7	1,2	5,0	1,0	4,0
	Apr	4,5	10,0	7,4	13,4	6,9	12,7
	May	-1,0	0,5	4,5	12,3	3,7	10,1
	Jun	4,1	6,4	0,8	11,6	1,3	10,7
	Jul	14,0	14,6	-2,7	8,0	-0,8	9,0

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	13 839	3 686	82 828	16 585	96 667	20 271
	Feb	14 062	3 780	82 983	16 680	97 045	20 460
	Mar	14 201	3 845	82 057	16 634	96 258	20 479
	Apr	14 056	3 825	78 571	16 388	92 627	20 213
	May	13 947	3 868	81 259	16 566	95 206	20 434
	Jun	13 878	3 752	83 582	16 655	97 461	20 407
	Jul	12 979	3 634	82 014	16 534	94 993	20 168
	Aug	13 994	3 812	80 875	16 550	94 869	20 362
	Sep	14 229	3 797	81 502	16 840	95 731	20 637
	Oct	14 389	3 928	80 634	16 899	95 023	20 827
	Nov	14 417	3 966	79 047	16 749	93 464	20 716
	Dec	14 243	3 879	80 003	16 771	94 246	20 651
2026	Jan	15 610	4 292	79 171	16 753	94 782	21 045
	Feb	14 489	3 958	79 991	16 693	94 480	20 650
	Mar	14 167	3 813	81 768	17 221	95 935	21 034
	Apr	14 660	4 192	84 327	18 608	98 987	22 799
	May	13 861	3 889	85 955	18 861	99 816	22 750
	Jun	14 475	4 001	82 706	18 222	97 182	22 223
	Jul	14 763	4 168	80 142	17 899	94 905	22 067

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

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

Type of commodity	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26
Agriculture and forestry primary products	1 818	1 906	1 965	1 982	1 993	2 061
Primary mining and quarrying products	7 124	7 194	8 074	7 869	7 679	7 080
Manufactured food, beverages and tobacco products	2 030	2 221	2 224	2 359	2 354	2 358
Textiles, clothing and leather products	319	405	410	438	381	376
Chemicals, coke, petroleum, rubber, plastic and other mineral products	800	818	907	980	938	986
Basic metals and fabricated metal products	118	166	176	184	170	182
Non-metallic products	294	287	304	329	365	384
Electrical machinery, transport machinery and equipment	209	181	161	176	211	236
Motor vehicles, parts and accessories	372	403	391	419	452	492
Paper and paper products	64	68	78	71	85	81
Commercial products	560	648	702	776	738	723
Used household and office products	299	298	249	251	282	306
Containers	590	720	819	902	826	875
Parcels	598	708	667	710	722	795
Other freight	4 406	4 714	5 033	5 575	5 716	5 563
Total	19 602	20 738	22 160	23 020	22 914	22 497

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

Type of commodity	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26
Agriculture and forestry primary products	38,5	46,8	25,8	11,6	14,6	9,1
Primary mining and quarrying products	-3,2	-3,0	7,2	-0,4	-5,9	-6,0
Manufactured food, beverages and tobacco products	-1,3	1,7	-10,5	14,7	13,9	13,9
Textiles, clothing and leather products	-3,3	15,1	45,9	34,8	29,6	19,0
Chemicals, coke, petroleum, rubber, plastic and other mineral products	4,7	-3,9	12,3	11,6	14,1	21,1
Basic metals and fabricated metal products	-51,8	-12,6	-7,4	-7,5	14,1	7,1
Non-metallic products	1,7	-10,3	3,8	-1,2	9,3	-1,8
Electrical machinery, transport machinery and equipment	12,4	3,4	9,5	12,1	19,9	15,1
Motor vehicles, parts and accessories	-2,6	0,2	9,2	14,2	31,0	23,0
Paper and paper products	-21,0	-6,8	20,0	-11,3	14,9	3,8
Commercial products	-17,4	-6,0	29,5	36,1	33,5	28,2
Used household and office products	2,7	3,1	-9,8	1,6	2,9	12,1
Containers	1,0	27,0	58,7	53,4	27,9	32,0
Parcels	23,0	30,1	23,1	14,7	30,1	25,2
Other freight	2,0	2,5	23,6	15,8	26,7	20,0
Total	1,2	4,0	12,7	10,1	10,7	9,0

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-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26
Agriculture and forestry primary products	2,6	3,0	2,0	1,0	1,2	0,8
Primary mining and quarrying products	-1,2	-1,1	2,8	-0,1	-2,3	-2,2
Manufactured food, beverages and tobacco products	-0,1	0,2	-1,3	1,4	1,4	1,4
Textiles, clothing and leather products	-0,1	0,3	0,7	0,5	0,4	0,3
Chemicals, coke, petroleum, rubber, plastic and other mineral products	0,2	-0,2	0,5	0,5	0,6	0,8
Basic metals and fabricated metal products	-0,7	-0,1	-0,1	-0,1	0,1	0,1
Non-metallic products	0,0	-0,2	0,1	0,0	0,1	0,0
Electrical machinery, transport machinery and equipment	0,1	0,0	0,1	0,1	0,2	0,2
Motor vehicles, parts and accessories	-0,1	0,0	0,2	0,2	0,5	0,4
Paper and paper products	-0,1	0,0	0,1	0,0	0,1	0,0
Commercial products	-0,6	-0,2	0,8	1,0	0,9	0,8
Used household and office products	0,0	0,0	-0,1	0,0	0,0	0,2
Containers	0,0	0,8	1,5	1,5	0,9	1,0
Parcels	0,6	0,8	0,6	0,4	0,8	0,8
Other freight	0,4	0,6	4,9	3,6	5,8	4,5
Total	1,2	4,0	12,7	10,1	10,7	9,0

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	21 768	922	30 288	1 125
	Feb	10 036	209	22 240	848	32 276	1 057
	Mar	11 051	209	25 215	979	36 266	1 188
	Apr	10 081	213	21 355	919	31 436	1 132
	May	10 419	173	22 349	932	32 768	1 105
	Jun	10 815	152	23 245	1 026	34 060	1 178
	Jul	11 533	216	23 533	1 057	35 066	1 273

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	-9,6	1,1	-2,4	4,4
	Feb	26,6	20,8	-3,7	4,7	4,0	7,5
	Mar	31,9	16,8	-2,1	5,4	6,3	7,2
	Apr	28,6	38,3	-1,4	1,2	6,5	6,6
	May	24,2	27,2	-3,4	1,7	4,0	5,0
	Jun	29,2	18,8	1,1	4,1	8,6	5,7
	Jul	27,2	40,3	1,1	4,5	8,4	9,3

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	7 862	153	24 929	925	32 790	1 078
	Feb	7 653	159	23 068	905	30 720	1 063
	Mar	7 770	165	23 545	911	31 315	1 077
	Apr	8 074	153	23 558	963	31 632	1 116
	May	8 286	153	23 861	954	32 147	1 107
	Jun	8 677	151	23 306	948	31 982	1 100
	Jul	8 967	172	23 344	958	32 311	1 130
	Aug	8 856	184	22 795	973	31 651	1 157
	Sep	9 307	186	22 789	955	32 096	1 141
	Oct	9 107	193	22 409	976	31 515	1 169
	Nov	8 806	192	21 675	966	30 481	1 159
	Dec	9 678	197	22 459	960	32 137	1 157
2026	Jan	9 657	187	22 514	937	32 171	1 125
	Feb	9 734	192	22 245	949	31 979	1 141
	Mar	10 552	193	23 023	962	33 574	1 155
	Apr	10 137	210	23 188	972	33 325	1 182
	May	10 318	198	23 030	970	33 348	1 168
	Jun	11 156	182	23 562	985	34 718	1 167
	Jul	11 344	240	23 547	998	34 891	1 238

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	3,8	5,5	8,9	6,0	7,6	6,0
	Feb	-2,7	3,9	-7,5	-2,2	-6,3	-1,4
	Mar	1,5	3,8	2,1	0,7	1,9	1,3
	Apr	3,9	-7,3	0,1	5,7	1,0	3,6
	May	2,6	0,0	1,3	-0,9	1,6	-0,8
	Jun	4,7	-1,3	-2,3	-0,6	-0,5	-0,6
	Jul	3,3	13,9	0,2	1,1	1,0	2,7
	Aug	-1,2	7,0	-2,4	1,6	-2,0	2,4
	Sep	5,1	1,1	0,0	-1,8	1,4	-1,4
	Oct	-2,1	3,8	-1,7	2,2	-1,8	2,5
	Nov	-3,3	-0,5	-3,3	-1,0	-3,3	-0,9
	Dec	9,9	2,6	3,6	-0,6	5,4	-0,2
2026	Jan	-0,2	-5,1	0,2	-2,4	0,1	-2,8
	Feb	0,8	2,7	-1,2	1,3	-0,6	1,4
	Mar	8,4	0,5	3,5	1,4	5,0	1,2
	Apr	-3,9	8,8	0,7	1,0	-0,7	2,3
	May	1,8	-5,7	-0,7	-0,2	0,1	-1,2
	Jun	8,1	-8,1	2,3	1,5	4,1	-0,1
	Jul	1,7	31,9	-0,1	1,3	0,5	6,1

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	This survey covers enterprises involved in land transportation according to the following types of transportation: • railway transport (including passenger and freight transportation); • 'other' scheduled passenger land transport – urban, suburban and inter-urban bus and coach passenger lines and school buses; • 'other' non-scheduled passenger land transport – safaris and sightseeing bus tours, metered taxis and 'other' passenger transport including renting of motor cars with drivers; and • freight transport by road.
Exclusions	4	Passenger transportation excludes: • minibus taxis; • metropolitan buses (including the Bus Rapid Transport system – BRT); and • rental of private cars/buses without drivers. Freight transportation excludes: • renting of trucks without drivers; and • in-house transportation.
Classification	5	The 1993 edition of the <i>Standard Industrial Classification of All Economic Activities</i> (SIC), Fifth Edition, Report No. 09-90-02, was used to classify the statistical units in the survey. The SIC is based on the 1990 <i>International Standard Industrial Classification of All Economic Activities</i> (ISIC) with suitable adaptations for local conditions. Statistics in this publication are presented at SIC division (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 July 2026 was 69,7%. The revised collection rate for June 2026 was 75,2%.
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-26	Additional information from respondents	Jun-26
Aug-26	Additional information from respondents	Jul-26
Sep-26	Additional information from respondents	Aug-26
Oct-26	Additional information from respondents	Sep-26
Nov-26	Additional information from respondents	Oct-26
Dec-26	Additional information from respondents	Nov-26
Jan-27	Additional information from respondents	Dec-26
Feb-27	Additional information from respondents	Jan-27
Mar-27	Additional information from respondents	Feb-27
Apr-27	Additional information from respondents	Mar-27
May-27	Additional information from respondents	Apr-27
Jun-27	Additional information from respondents	May-27

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

Technical notes

- Survey methodology and design** 1 The survey is conducted on a monthly basis. Questionnaires are sent to a sample of 729 enterprises from a population of 4 633 enterprises. Completed questionnaires are required to be returned to Stats SA within 10 days after the end of the reference month. Email and telephone reminders are used to follow up on non-respondents.
- 2 A stratified random sample was drawn at the SIC four-digit level in April 2025 from Stats SA's statistical business register (SBR). Strata were formed using a combination of Standard Industrial Classification and the measure of size classes for enterprises (see paragraph 3 below).

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

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

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

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

Measure of size classes (Rand)

Enterprise size	Size group	Lower limit	Upper limit
Very small	4	2 437 074	10 500 000
Small	3	10 500 001	45 500 000
Medium	2	45 500 001	91 000 000
Large	1	91 000 001	

- Sample weighting** 4 For those strata not completely enumerated, the weights to produce estimates are the inverse ratio of the sampling fraction, modified to take account of non-response in the survey. Stratum estimates are calculated and then aggregated with the completely enumerated stratum to form division estimates. These procedures are in line with international best practice.
- Reliability of estimates** 5 Data presented in this publication are based on information obtained from a sample and are, therefore, subject to sampling variability; that is, they may differ from the figures that would have been produced if the data had been obtained from all enterprises in the land transport industry in South Africa. Estimates are subject to sampling and non-sampling errors.
- 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 2026

	Lower limit (R million)	Estimate (R million)	Upper limit (R million)	Relative standard error (RSE) %
Freight income	20 912	22 497	24 082	3,5
Passenger income	1 204	1 273	1 342	2,7

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

Glossary

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

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General information

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

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