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Department:
Statistics South Africa
REPUBLIC OF SOUTH AFRICA

Private Bag X44, Pretoria, 0001, South Africa, ISibalo House, Koch Street, Salvokop, Pretoria, 0002
www.statssa.gov.za, info@statssa.gov.za, Tel +27 12 310 8911

STATISTICAL RELEASE

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Land transport (Preliminary)

June 2025

The results published in the next publication (July 2025) will be 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 will be revised (i.e. they will be linked to the estimates based on the new sample).

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IMPROVING LIVES THROUGH DATA ECOSYSTEMS



Contents

Freight transportation: results for June 2025.....	2
Table A – Year-on-year percentage change in freight transportation (income at current prices).....	2
Table B – Freight transportation income at current prices for the latest three months by type of commodity	2
Table C – Seasonally adjusted payload for the latest three months by type of transport.....	3
Figure 1 – Freight transportation: seasonally adjusted payload	3
Figure 2 – Freight transportation: year-on-year percentage change in payload.....	3
Passenger transportation: results for June 2025.....	4
Table D – Year-on-year percentage change in passenger transportation (income at current prices).....	4
Table E – Seasonally adjusted passenger journeys for the latest three months by type of transport.....	4
Figure 3 – Passenger transportation: seasonally adjusted passenger journeys	4
Figure 4 – Passenger transportation: year-on-year percentage change in passenger journeys.....	5
Tables	6
Table 1 – Freight transportation (income at current prices)	6
Table 2 – Year-on-year percentage change in freight transportation (income at current prices)	6
Table 3 – Seasonally adjusted freight transportation (income at current prices).....	7
Table 4 – Month-on-month percentage change in seasonally adjusted freight transportation (income at current prices)	7
Table 5 – Freight transportation income at current prices by type of commodity (R million).....	8
Table 6 – Year-on-year percentage change in freight transportation income at current prices by type of commodity	8
Table 7 – Contribution of each type of commodity to the year-on-year percentage change in freight transportation income at current prices (percentage points)	8
Table 8 – Passenger transportation (income at current prices)	9
Table 9 – Year-on-year percentage change in passenger transportation (income at current prices)	9
Table 10 – Seasonally adjusted passenger transportation (income at current prices).....	10
Table 11 – Month-on-month percentage change in seasonally adjusted passenger transportation (income at current prices)	10
Explanatory notes.....	11
Technical notes.....	12
Glossary	14
Technical enquiries	14
General information.....	15

Freight transportation: results for June 2025

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

	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25
Freight payload	-4,7	-4,1	-3,8	-5,5	-3,6	-2,4
Freight income	-3,0	-3,4	-0,8	-1,5	-0,5	-0,2

The volume of goods transported (payload) decreased by 2,4% in June 2025 compared with June 2024. The corresponding income decreased by 0,2% over the same period.

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

Type of commodity	Apr – Jun 2024 (R million)	Weight (%)	Apr – Jun 2025 (R million)	% change between Apr – Jun 2024 and Apr – Jun 2025	Contribution (% points) to the total % change
Agriculture and forestry primary products	3 346	6,1	2 640	-21,1	-1,3
Primary mining and quarrying products	18 812	34,5	19 088	1,5	0,5
Manufactured food, beverages and tobacco products	6 245	11,4	6 349	1,7	0,2
Textiles, clothing and leather goods	1 415	2,6	1 367	-3,4	-0,1
Chemicals, coke, petroleum, rubber, plastic and other mineral products	2 566	4,7	2 654	3,4	0,2
Basic metals and fabricated metal products	743	1,4	556	-25,2	-0,4
Non-metallic products	510	0,9	481	-5,7	-0,1
Electrical machinery, transport machinery and equipment	1 126	2,1	1 281	13,8	0,3
Motor vehicles, parts and accessories	1 527	2,8	1 575	3,1	0,1
Paper and paper products	282	0,5	232	-17,7	-0,1
Commercial products	1 495	2,7	1 515	1,3	0,0
Used household and office products	1 141	2,1	1 096	-3,9	-0,1
Containers	3 167	5,8	2 987	-5,7	-0,3
Parcels	1 502	2,8	1 597	6,3	0,2
Other freight	10 688	19,6	10 749	0,6	0,1
Total income	54 568	100,0	54 167	-0,7	-0,7

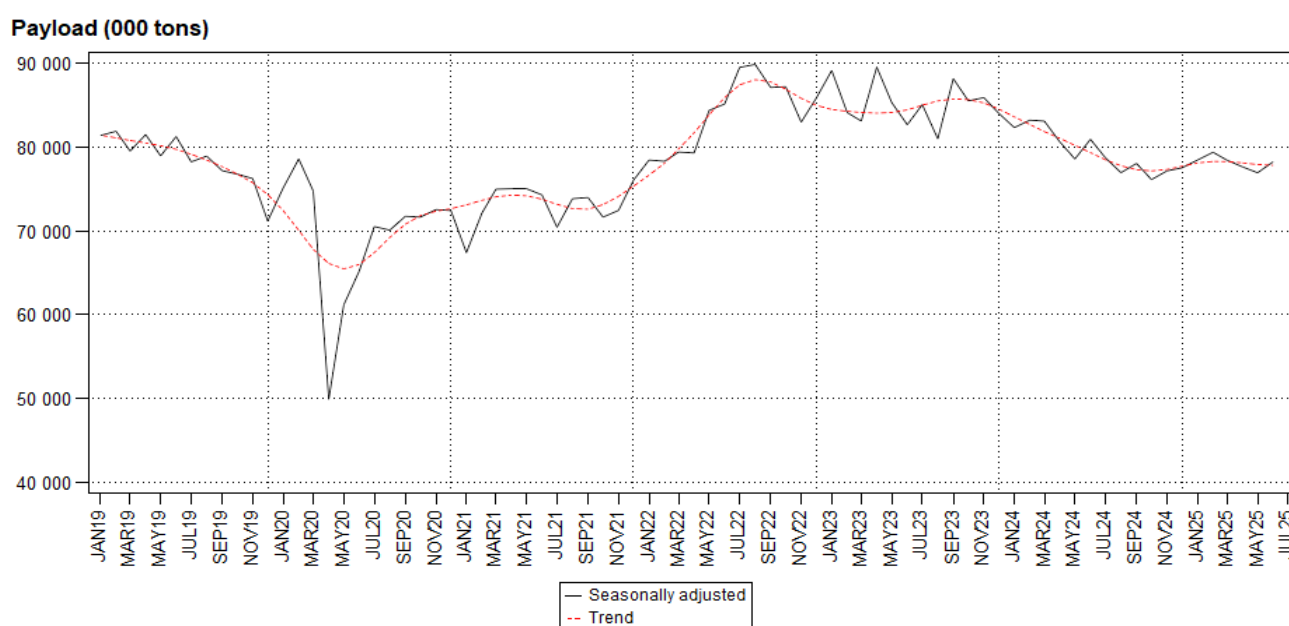
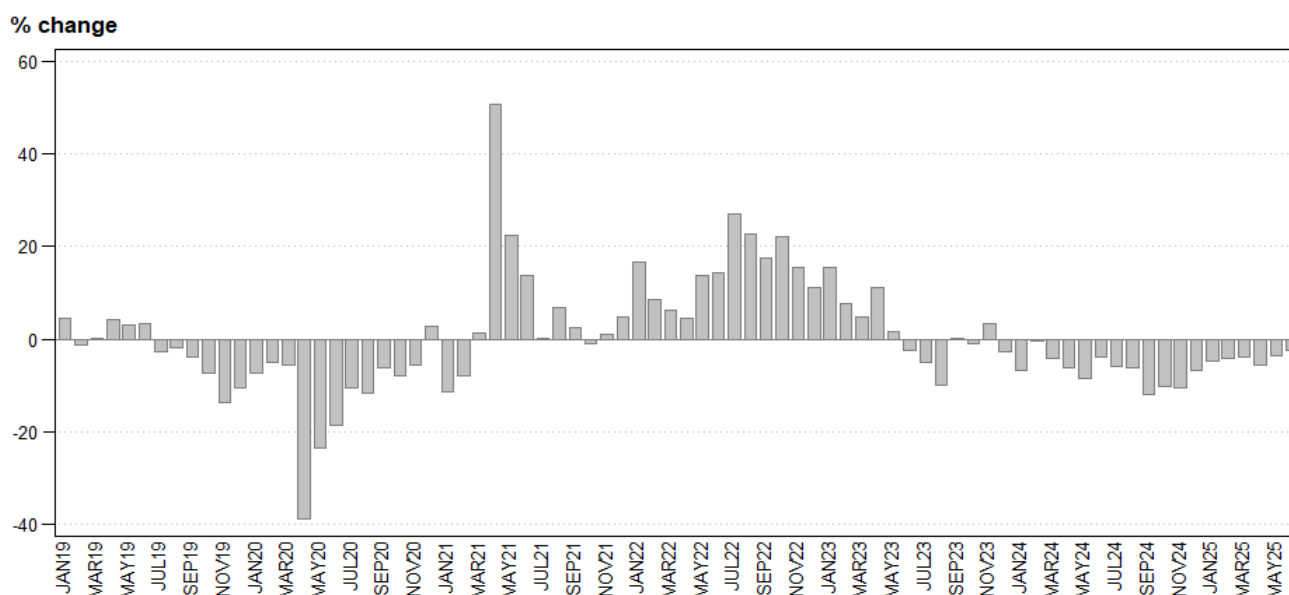
Income from freight transportation decreased by 0,7% in the second quarter of 2025 compared with the second quarter of 2024. The main negative contributors to this decrease were:

- agriculture and forestry primary products (-21,1% and contributing -1,3 percentage points);
- basic metals and fabricated metal products (-25,2% and contributing -0,4 of a percentage point); and
- containers (-5,7% and contributing -0,3 of a percentage point) – see Table B.

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

Payload	Jan – Mar 2025 (000 tons)	Weight (%)	Apr – Jun 2025 (000 tons)	% change between Jan – Mar 2025 and Apr – Jun 2025	Contribution (% points) to the total % change
Rail	42 236	17,9	41 730	-1,2	-0,2
Road	193 994	82,1	191 034	-1,5	-1,2
Total	236 229	100,0	232 764	-1,5	-1,5

Seasonally adjusted payload decreased by 1,5% in the second quarter of 2025 compared with the first quarter of 2025. Road freight decreased by 1,5% (contributing -1,2 percentage points) and rail freight decreased by 1,2% (contributing -0,2 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 June 2025

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

	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25
Passenger journeys	11,0	3,9	11,5	2,6	9,3	11,9
Passenger income	1,4	-1,6	4,1	1,7	-4,4	-1,3

The number of passenger journeys increased by 11,9% in June 2025 compared with June 2024. The corresponding income decreased by 1,3% over the same period.

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

Passenger journeys	Jan – Mar 2025 (000)	Weight (%)	Apr – Jun 2025 (000)	% change between Jan – Mar 2025 and Apr – Jun 2025	Contribution (% points) to the total % change
Rail	22 737	25,8	24 747	8,8	2,3
Road	65 557	74,2	63 862	-2,6	-1,9
Total	88 293	100,0	88 609	0,4	0,4

Seasonally adjusted passenger journeys increased by 0,4% in the second quarter of 2025 compared with the first quarter of 2025. Rail passenger journeys increased by 8,8% (contributing 2,3 percentage points), while road passenger journeys decreased by 2,6% (contributing -1,9 percentage points) – see Table E.

Figure 3 – Passenger transportation: seasonally adjusted passenger journeys

Passenger journeys (000)

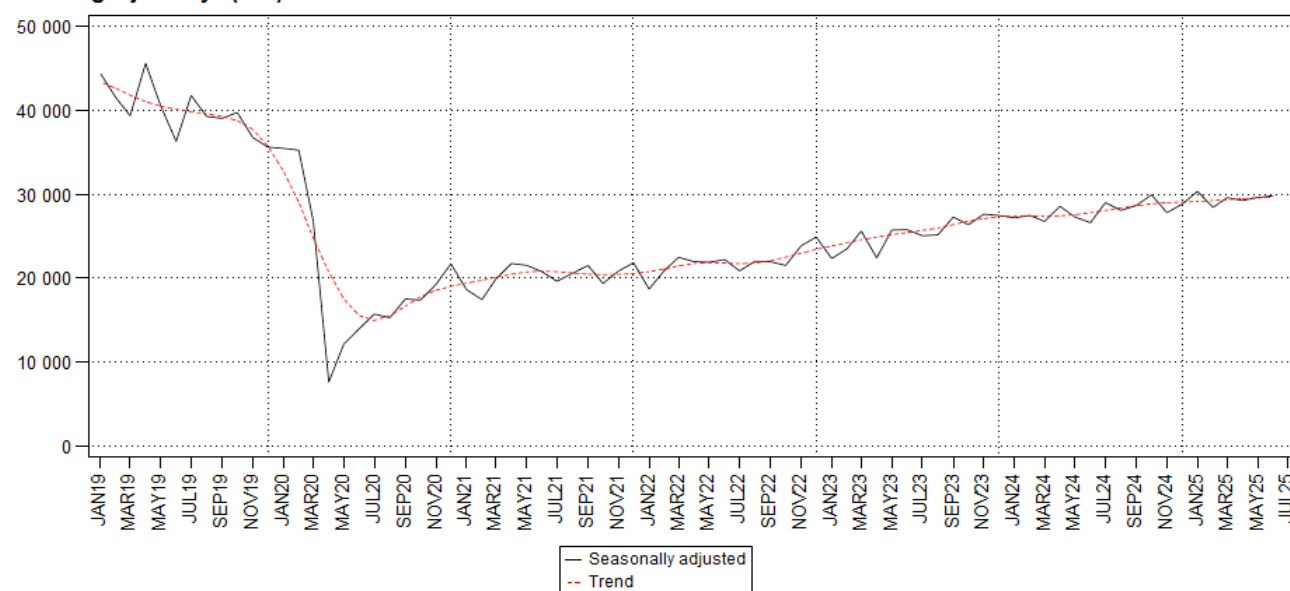
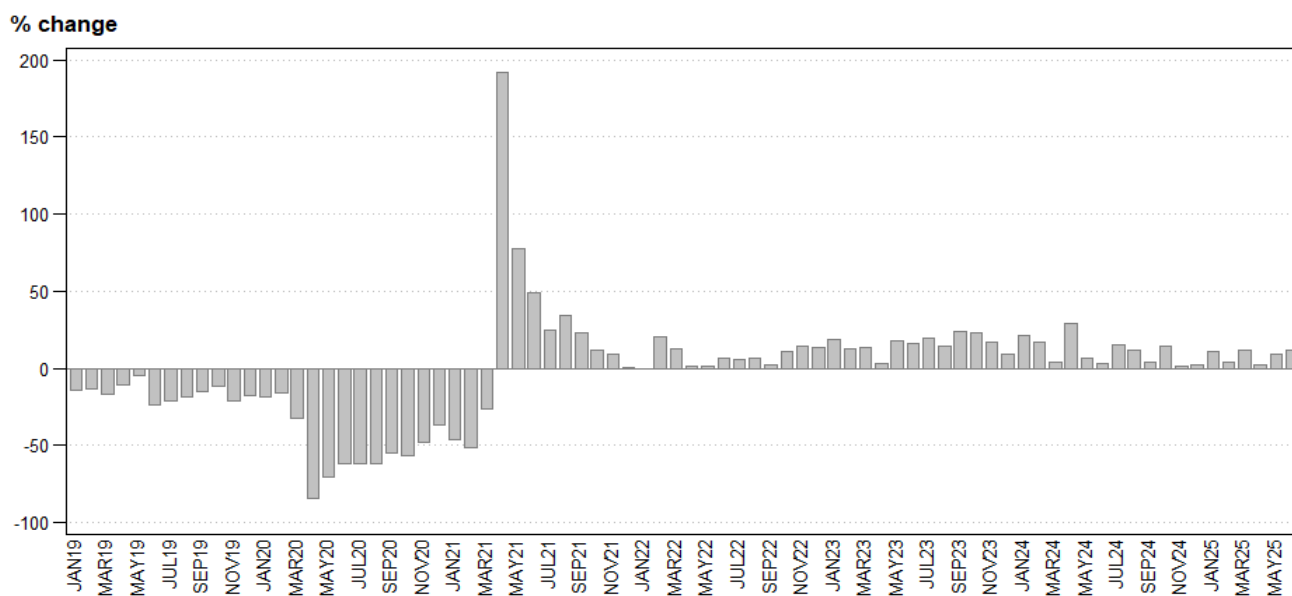


Figure 4 – Passenger transportation: year-on-year percentage change in passenger journeys


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)
2024	Jan	12 773	3 343	65 829	14 257	78 602	17 600
	Feb	13 855	3 617	64 879	14 253	78 734	17 870
	Mar	13 293	3 528	66 301	14 394	79 595	17 922
	Apr	13 761	3 656	65 789	14 433	79 549	18 089
	May	13 227	3 703	66 825	14 646	80 053	18 349
	Jun	13 358	3 642	67 007	14 488	80 366	18 130
	Jul	13 036	3 517	67 563	14 738	80 599	18 256
	Aug	13 597	3 758	68 417	14 897	82 014	18 655
	Sep	14 072	3 740	65 312	14 052	79 384	17 792
	Oct	12 515	3 428	66 845	14 811	79 360	18 239
	Nov	13 151	3 538	67 942	14 957	81 092	18 495
	Dec	14 356	3 818	58 460	12 887	72 816	16 705
	Total	160 994	43 288	791 169	172 813	952 164	216 102
2025	Jan	13 688	3 567	61 247	13 504	74 935	17 071
	Feb	14 809	3 866	60 678	13 401	75 487	17 267
	Mar	13 856	3 670	62 726	14 117	76 582	17 787
	Apr	14 831	4 076	60 334	13 738	75 166	17 814
	May	13 455	3 863	63 730	14 397	77 186	18 260
	Jun	13 893	3 789	64 557	14 304	78 450	18 093

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	12,0	-7,3	-2,9	-6,7	-0,4
	Feb	6,9	21,5	-1,5	2,9	-0,1	6,2
	Mar	11,1	23,7	-6,6	-3,9	-4,1	0,5
	Apr	1,5	11,4	-7,6	-1,9	-6,1	0,6
	May	9,4	21,0	-11,4	-5,4	-8,6	-1,1
	Jun	0,6	4,1	-4,7	-2,0	-3,8	-0,8
	Jul	15,9	23,1	-9,0	-5,6	-5,8	-1,1
	Aug	-1,8	7,8	-7,2	-5,4	-6,3	-3,0
	Sep	-25,8	-22,5	-8,4	-8,6	-12,1	-11,9
	Oct	5,7	12,3	-12,8	-9,2	-10,3	-5,8
	Nov	-1,4	2,3	-12,2	-8,0	-10,6	-6,1
	Dec	2,2	-0,1	-8,9	-7,9	-6,9	-6,2
	Total	0,4	7,8	-8,3	-4,9	-6,9	-2,6
2025	Jan	7,2	6,7	-7,0	-5,3	-4,7	-3,0
	Feb	6,9	6,9	-6,5	-6,0	-4,1	-3,4
	Mar	4,2	4,0	-5,4	-1,9	-3,8	-0,8
	Apr	7,8	11,5	-8,3	-4,8	-5,5	-1,5
	May	1,7	4,3	-4,6	-1,7	-3,6	-0,5
	Jun	4,0	4,0	-3,7	-1,3	-2,4	-0,2

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	13 062	3 499	69 258	15 015	82 321	18 514
	Feb	13 285	3 570	69 921	15 275	83 206	18 845
	Mar	13 595	3 689	69 487	15 071	83 082	18 760
	Apr	13 106	3 490	67 483	14 575	80 589	18 066
	May	13 579	3 705	64 989	14 271	78 568	17 976
	Jun	13 223	3 592	67 692	14 733	80 916	18 325
	Jul	14 677	3 862	64 022	13 989	78 699	17 852
	Aug	12 875	3 551	64 050	14 116	76 926	17 668
	Sep	13 147	3 492	64 888	14 009	78 035	17 500
	Oct	13 725	3 674	62 379	13 860	76 105	17 534
	Nov	13 160	3 562	63 984	14 029	77 144	17 591
	Dec	13 845	3 653	63 660	13 925	77 505	17 578
2025	Jan	13 981	3 731	64 461	14 221	78 441	17 953
	Feb	14 130	3 806	65 241	14 331	79 370	18 137
	Mar	14 125	3 816	64 292	14 392	78 418	18 208
	Apr	14 118	3 898	63 503	14 363	77 621	18 261
	May	13 832	3 854	63 086	14 205	76 918	18 059
	Jun	13 780	3 755	64 445	14 400	78 225	18 155

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	-4,0	-5,0	-1,6	-1,3	-2,0	-2,0
	Feb	1,7	2,0	1,0	1,7	1,1	1,8
	Mar	2,3	3,3	-0,6	-1,3	-0,1	-0,5
	Apr	-3,6	-5,4	-2,9	-3,3	-3,0	-3,7
	May	3,6	6,2	-3,7	-2,1	-2,5	-0,5
	Jun	-2,6	-3,0	4,2	3,2	3,0	1,9
	Jul	11,0	7,5	-5,4	-5,0	-2,7	-2,6
	Aug	-12,3	-8,1	0,0	0,9	-2,3	-1,0
	Sep	2,1	-1,7	1,3	-0,8	1,4	-1,0
	Oct	4,4	5,2	-3,9	-1,1	-2,5	0,2
	Nov	-4,1	-3,0	2,6	1,2	1,4	0,3
	Dec	5,2	2,6	-0,5	-0,7	0,5	-0,1
2025	Jan	1,0	2,1	1,3	2,1	1,2	2,1
	Feb	1,1	2,0	1,2	0,8	1,2	1,0
	Mar	0,0	0,3	-1,5	0,4	-1,2	0,4
	Apr	0,0	2,1	-1,2	-0,2	-1,0	0,3
	May	-2,0	-1,1	-0,7	-1,1	-0,9	-1,1
	Jun	-0,4	-2,6	2,2	1,4	1,7	0,5

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

Type of commodity	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25
Agriculture and forestry primary products	796	896	860	815	932	893
Primary mining and quarrying products	6 110	6 310	6 215	6 272	6 383	6 433
Manufactured food, beverages and tobacco products	2 116	2 066	2 196	2 087	2 137	2 125
Textiles, clothing and leather products	442	467	494	458	478	431
Chemicals, coke, petroleum, rubber, plastic and other mineral products	827	766	882	868	879	907
Basic metals and fabricated metal products	249	244	187	208	196	152
Non-metallic products	124	144	148	154	152	175
Electrical machinery, transport machinery and equipment	436	482	451	426	415	440
Motor vehicles, parts and accessories	477	525	546	559	521	495
Paper and paper products	80	83	74	74	85	73
Commercial products	491	504	509	502	510	503
Used household and office products	346	375	369	404	328	364
Containers	978	1 026	992	997	976	1 014
Parcels	484	494	557	526	547	524
Other freight	3 116	2 886	3 307	3 464	3 721	3 564
Total	17 071	17 267	17 787	17 814	18 260	18 093

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

Type of commodity	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25
Agriculture and forestry primary products	-27,2	-18,1	-13,0	-20,0	-21,2	-21,9
Primary mining and quarrying products	1,5	3,2	-1,3	0,9	3,6	0,0
Manufactured food, beverages and tobacco products	-1,4	-1,9	5,5	1,7	1,0	2,3
Textiles, clothing and leather products	16,0	9,9	13,8	-11,6	-0,6	3,6
Chemicals, coke, petroleum, rubber, plastic and other mineral products	-8,7	-7,3	8,1	-0,2	3,9	6,7
Basic metals and fabricated metal products	15,8	-1,2	-26,1	-18,1	-13,7	-42,0
Non-metallic products	-3,1	-11,7	0,7	-5,5	-12,6	1,2
Electrical machinery, transport machinery and equipment	18,2	2,8	3,7	0,0	24,3	20,2
Motor vehicles, parts and accessories	-7,2	-2,6	16,2	9,0	2,8	-2,4
Paper and paper products	-10,1	-24,5	-25,3	-24,5	-15,0	-13,1
Commercial products	11,1	8,9	4,3	-1,0	3,7	1,4
Used household and office products	-10,1	6,8	-6,3	6,0	-11,6	-6,4
Containers	-5,9	-12,5	-13,7	-14,4	-2,8	1,6
Parcels	15,5	-1,0	6,7	-4,4	8,3	17,2
Other freight	-9,7	-12,2	-1,2	3,3	-3,3	2,2
Total	-3,0	-3,4	-0,8	-1,5	-0,5	-0,2

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

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	21 880	885	25 958	1 036
	Feb	5 404	149	22 701	832	28 105	981
	Mar	5 096	151	23 974	923	29 070	1 074
	Apr	5 168	145	21 248	839	26 416	984
	May	5 255	134	21 311	859	26 566	993
	Jun	4 676	124	20 925	938	25 601	1 062
	Jul	6 989	117	21 262	925	28 251	1 042
	Aug	7 311	149	21 418	855	28 729	1 004
	Sep	7 529	175	23 251	935	30 780	1 110
	Oct	8 466	166	23 686	841	32 152	1 007
	Nov	8 160	153	21 368	811	29 528	964
	Dec	5 425	89	18 907	900	24 332	989
	Total	73 557	1 703	261 931	10 543	335 488	12 246
2025	Jan	6 927	166	21 882	884	28 809	1 050
	Feb	7 926	173	21 281	792	29 207	965
	Mar	8 381	179	24 040	939	32 421	1 118
	Apr	7 838	154	19 269	847	27 107	1 001
	May	8 390	136	20 656	813	29 046	949
	Jun	8 373	128	20 270	920	28 643	1 048

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	12,5	21,4	13,6
	Feb	73,0	22,1	8,8	8,1	17,2	10,0
	Mar	42,9	11,0	-1,5	2,2	4,2	3,4
	Apr	96,1	31,8	19,2	14,9	29,1	17,1
	May	51,5	18,6	-0,6	10,7	6,7	11,7
	Jun	45,1	6,9	-3,2	7,3	3,0	7,3
	Jul	121,0	21,9	-0,5	9,0	15,2	10,3
	Aug	87,4	27,4	-1,9	4,4	11,6	7,3
	Sep	95,9	22,4	-9,4	0,5	4,3	3,4
	Oct	93,3	8,5	-0,4	1,2	14,2	2,3
	Nov	66,0	7,0	-11,8	-5,8	1,3	-4,0
	Dec	77,4	12,7	-8,5	-5,5	2,5	-4,1
	Total	76,1	17,2	-0,2	4,6	10,3	6,2
2025	Jan	69,9	9,9	0,0	-0,1	11,0	1,4
	Feb	46,7	16,1	-6,3	-4,8	3,9	-1,6
	Mar	64,5	18,5	0,3	1,7	11,5	4,1
	Apr	51,7	6,2	-9,3	1,0	2,6	1,7
	May	59,7	1,5	-3,1	-5,4	9,3	-4,4
	Jun	79,1	3,2	-3,1	-1,9	11,9	-1,3

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)
2024	Jan	4 576	136	22 588	878	27 163	1 015
	Feb	5 002	135	22 454	892	27 456	1 027
	Mar	4 853	135	21 877	879	26 730	1 014
	Apr	4 985	146	23 550	901	28 535	1 047
	May	5 113	141	22 148	901	27 261	1 042
	Jun	4 865	139	21 717	904	26 582	1 043
	Jul	7 361	139	21 617	898	28 978	1 037
	Aug	7 019	146	21 019	877	28 038	1 023
	Sep	7 362	152	21 292	865	28 654	1 018
	Oct	7 539	143	22 364	853	29 904	996
	Nov	7 382	145	20 394	829	27 776	974
	Dec	7 667	147	21 126	859	28 793	1 006
2025	Jan	7 747	150	22 576	877	30 323	1 026
	Feb	7 326	155	21 073	869	28 398	1 024
	Mar	7 664	160	21 908	892	29 572	1 052
	Apr	7 875	154	21 351	906	29 226	1 060
	May	8 147	144	21 446	855	29 593	999
	Jun	8 725	145	21 065	883	29 790	1 028

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	5,7	5,4	-2,3	-3,4	-1,0	-2,2
	Feb	9,3	-0,7	-0,6	1,6	1,1	1,2
	Mar	-3,0	0,0	-2,6	-1,5	-2,6	-1,3
	Apr	2,7	8,1	7,6	2,5	6,8	3,3
	May	2,6	-3,4	-6,0	0,0	-4,5	-0,5
	Jun	-4,9	-1,4	-1,9	0,3	-2,5	0,1
	Jul	51,3	0,0	-0,5	-0,7	9,0	-0,6
	Aug	-4,6	5,0	-2,8	-2,3	-3,2	-1,4
	Sep	4,9	4,1	1,3	-1,4	2,2	-0,5
	Oct	2,4	-5,9	5,0	-1,4	4,4	-2,2
	Nov	-2,1	1,4	-8,8	-2,8	-7,1	-2,2
	Dec	3,9	1,4	3,6	3,6	3,7	3,3
2025	Jan	1,0	2,0	6,9	2,1	5,3	2,0
	Feb	-5,4	3,3	-6,7	-0,9	-6,3	-0,2
	Mar	4,6	3,2	4,0	2,6	4,1	2,7
	Apr	2,8	-3,8	-2,5	1,6	-1,2	0,8
	May	3,5	-6,5	0,4	-5,6	1,3	-5,8
	Jun	7,1	0,7	-1,8	3,3	0,7	2,9

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 2023 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: • minibuses; • 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 (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 June 2025 was 74,7%. The revised collection rate for May 2025 was 76,9%.
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
Jun-25	Additional information from respondents	May-25
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

- 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 784 enterprises from a population of 5 136 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 2023 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	1 375 366	9 000 000
Small	3	9 000 001	39 000 000
Medium	2	39 000 001	78 000 000
Large	1	78 000 001	

- 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 – June 2025

	Lower limit (R million)	Estimate (R million)	Upper limit (R million)	Relative standard error (RSE) %
Freight income	16 358	18 093	19 828	4,8
Passenger income	1 034	1 048	1 062	0,6

- 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

Technical enquiries

Kagisho Mathabatha	Telephone number: (012) 310 2153 / 076 512 1323 Email: kagishoma@statssa.gov.za
JP Terblanche	Telephone number: (012) 310 2965 / 066 470 2112 Email: juan-pierret@statssa.gov.za

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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General enquiries

User information services	Telephone number: (012) 310 8600 Email: info@statssa.gov.za
Orders/subscription services	Telephone number: (012) 310 8619 Email: millies@statssa.gov.za
Postal address	Private Bag X44, Pretoria, 0001

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