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STATISTICAL RELEASE

P7162

Land transport (Preliminary)

March 2025

**Embargoed until:
27 May 2025
11:00**

ENQUIRIES:
JP Terblanche
Tel: 066 470 2112

FORTHCOMING ISSUE:
April 2025

EXPECTED RELEASE DATE:
24 June 2025



Dipalopalo tsa Aforikabona • Dipalopalo tsa Aforika Borwa • Ezezibalo zaseNingizimu Afrika • Tshitatistika Afrika Tshipembe • Tinhlayohlayo Afrika-Dzonga
Statistieke Suid-Afrika • Dipalopalo tsa Afrika Borwa • Telubalo zaseNingizimu Afrika • EzeeNkcukacha maNani zoMzantsi Afrika • Iimbalo zeSewula Afrika

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Freight transportation: results for March 2025

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

	Oct-24	Nov-24	Dec-24	Jan-25	Feb-25	Mar-25
Freight payload	-10,3	-10,6	-6,9	-4,7	-4,1	-3,6
Freight income	-5,8	-6,1	-6,2	-3,0	-3,4	-0,7

The volume of goods transported (payload) decreased by 3,6% in March 2025 compared with March 2024. The corresponding income decreased by 0,7% over the same period.

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

Type of commodity	Jan – Mar 2024 (R million)	Weight (%)	Jan – Mar 2025 (R million)	% change between Jan – Mar 2024 and Jan – Mar 2025	Contribution (% points) to the total % change
Agriculture and forestry primary products	3 176	5,9	2 557	-19,5	-1,2
Primary mining and quarrying products	18 433	34,5	18 627	1,1	0,4
Manufactured food, beverages and tobacco products	6 334	11,9	6 382	0,8	0,1
Textiles, clothing and leather goods	1 240	2,3	1 418	14,4	0,3
Chemicals, coke, petroleum, rubber, plastic and other mineral products	2 548	4,8	2 467	-3,2	-0,2
Basic metals and fabricated metal products	715	1,3	679	-5,0	-0,1
Non-metallic products	438	0,8	420	-4,1	0,0
Electrical machinery, transport machinery and equipment	1 273	2,4	1 377	8,2	0,2
Motor vehicles, parts and accessories	1 523	2,9	1 565	2,8	0,1
Paper and paper products	298	0,6	232	-22,1	-0,1
Commercial products	1 393	2,6	1 513	8,6	0,2
Used household and office products	1 130	2,1	1 102	-2,5	-0,1
Containers	3 360	6,3	3 008	-10,5	-0,7
Parcels	1 440	2,7	1 553	7,8	0,2
Other freight	10 088	18,9	9 237	-8,4	-1,6
Total income	53 392	100,0	52 135	-2,4	-2,4

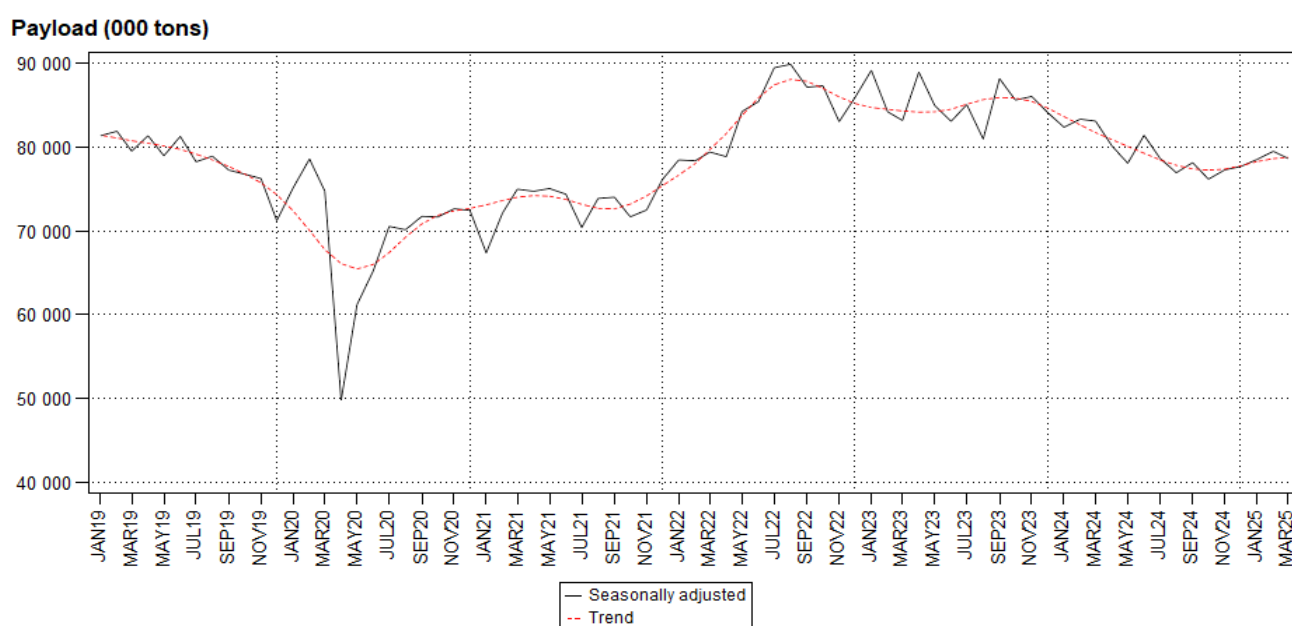
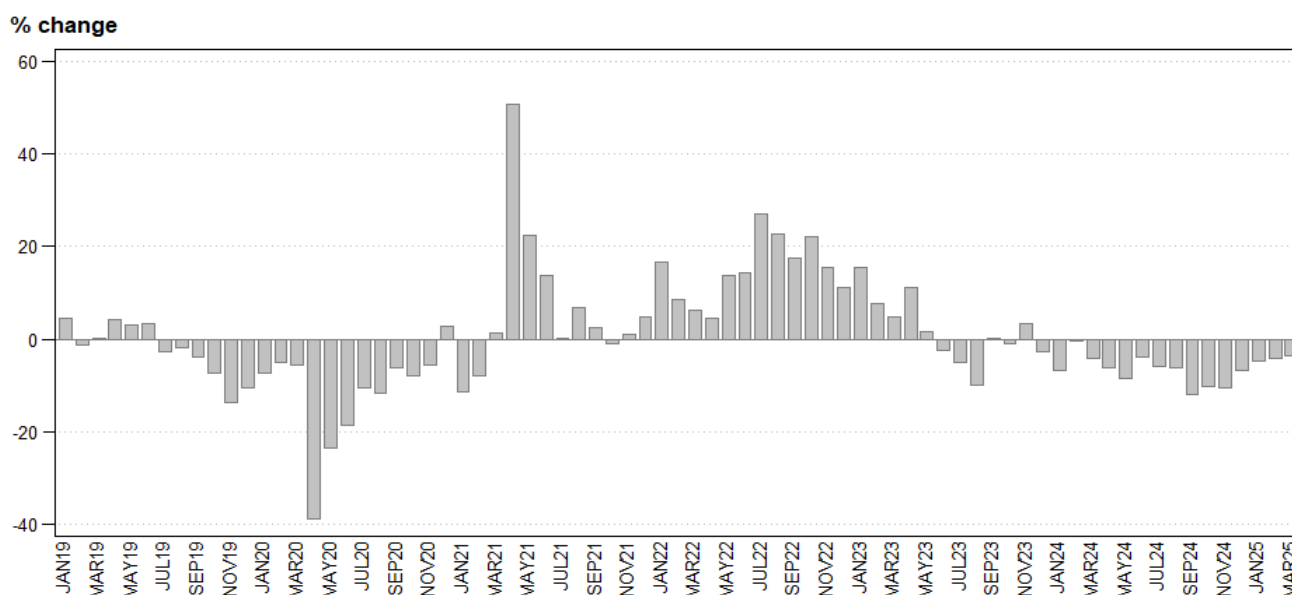
Income from freight transportation decreased by 2,4% in the first quarter of 2025 compared with the first quarter of 2024. The main negative contributors to this decrease were:

- 'other' freight (-8,4% and contributing -1,6 percentage points);
- agriculture and forestry primary products (-19,5% and contributing -1,2 percentage points); and
- containers (-10,5% and contributing -0,7 of a percentage point) – see Table B.

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

Payload	Oct – Dec 2024 (000 tons)	Weight (%)	Jan – Mar 2025 (000 tons)	% change between Oct – Dec 2024 and Jan – Mar 2025	Contribution (% points) to the total % change
Rail	40 704	17,6	42 175	3,6	0,6
Road	190 372	82,4	194 440	2,1	1,7
Total	231 077	100,0	236 616	2,4	2,4

Seasonally adjusted payload increased by 2,4% in the first quarter of 2025 compared with the fourth quarter of 2024. Road freight increased by 2,1% (contributing 1,7 percentage points) and rail freight increased by 3,6% (contributing 0,6 of a percentage point) – see Table C.

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

Passenger transportation: results for March 2025

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

	Oct-24	Nov-24	Dec-24	Jan-25	Feb-25	Mar-25
Passenger journeys	14,2	1,3	2,5	11,0	3,9	11,5
Passenger income	2,3	-4,0	-4,1	1,4	-1,6	4,1

The number of passenger journeys increased by 11,5% in March 2025 compared with March 2024. The corresponding income increased by 4,1% over the same period.

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

Passenger journeys	Oct – Dec 2024 (000)	Weight (%)	Jan – Mar 2025 (000)	% change between Oct – Dec 2024 and Jan – Mar 2025	Contribution (% points) to the total % change
Rail	22 578	26,1	22 228	-1,6	-0,4
Road	63 948	73,9	65 814	2,9	2,1
Total	86 525	100,0	88 043	1,8	1,8

Seasonally adjusted passenger journeys increased by 1,8% in the first quarter of 2025 compared with the fourth quarter of 2024. Road passenger journeys increased by 2,9% (contributing 2,1 percentage points), while rail passenger journeys decreased by 1,6% (contributing -0,4 of a percentage point) – see Table E.

Figure 3 – Passenger transportation: seasonally adjusted passenger journeys

Passenger journeys (000)

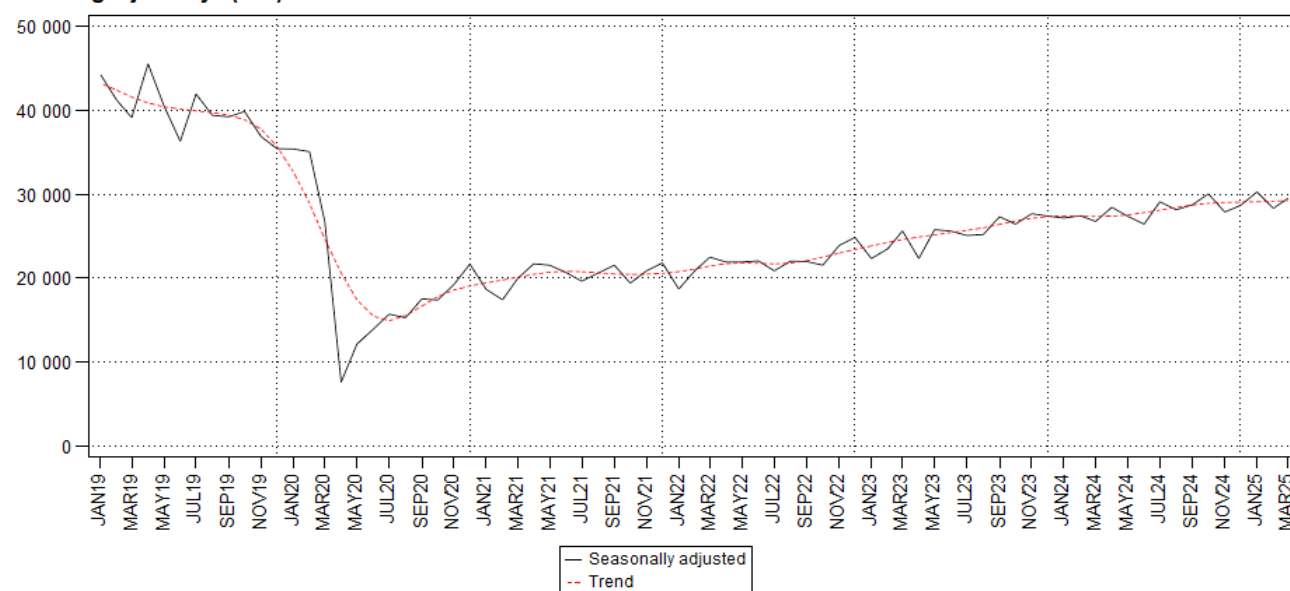
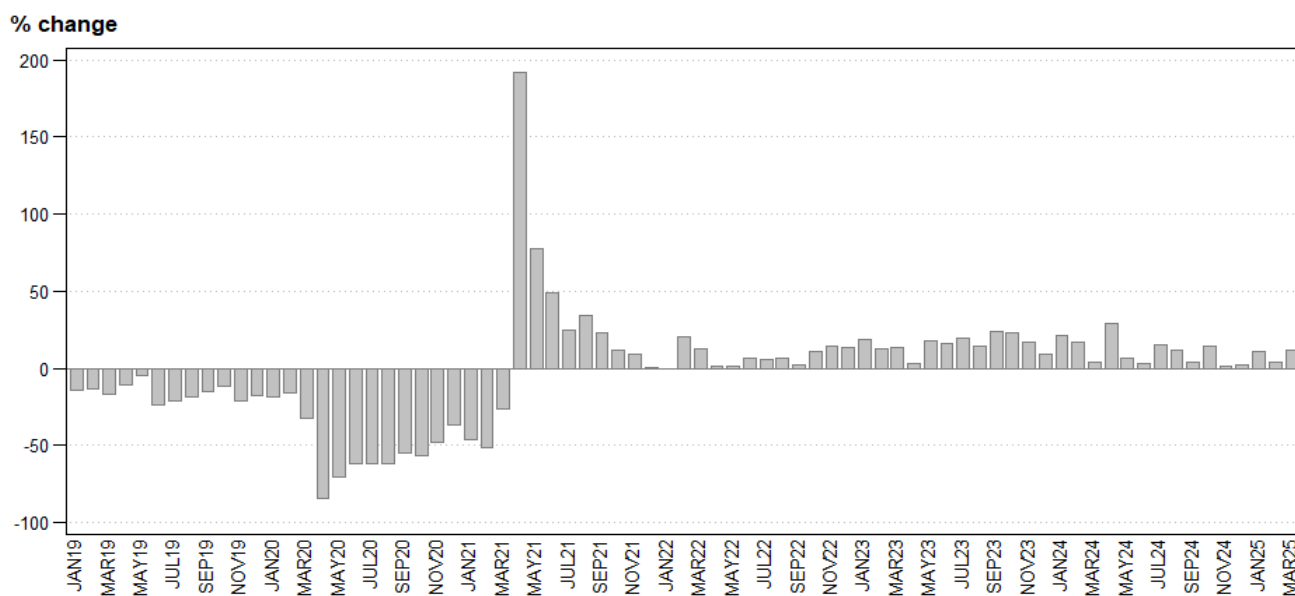


Figure 4 – Passenger transportation: year-on-year percentage change in passenger journeys

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	13 857	3 670	62 845	14 127	76 702	17 797

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	-5,2	-1,9	-3,6	-0,7

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	13 041	3 496	69 313	15 043	82 354	18 539
	Feb	13 268	3 567	70 052	15 297	83 320	18 864
	Mar	13 577	3 685	69 512	15 080	83 089	18 765
	Apr	13 218	3 526	66 912	14 529	80 130	18 054
	May	13 555	3 728	64 499	14 180	78 053	17 908
	Jun	13 209	3 543	68 182	14 803	81 391	18 346
	Jul	14 675	3 868	63 992	13 953	78 667	17 821
	Aug	12 884	3 553	64 033	14 100	76 917	17 652
	Sep	13 140	3 492	64 993	14 016	78 134	17 508
	Oct	13 716	3 672	62 437	13 872	76 154	17 544
	Nov	13 156	3 559	64 110	14 055	77 266	17 614
	Dec	13 832	3 653	63 825	13 960	77 657	17 613
2025	Jan	13 958	3 728	64 552	14 252	78 510	17 980
	Feb	14 109	3 802	65 371	14 355	79 480	18 156
	Mar	14 108	3 810	64 517	14 414	78 626	18 224

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

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

Type of commodity	Oct-24	Nov-24	Dec-24	Jan-25	Feb-25	Mar-25
Agriculture and forestry primary products	1 058	962	897	796	896	865
Primary mining and quarrying products	6 142	6 381	6 082	6 110	6 310	6 207
Manufactured food, beverages and tobacco products	2 265	2 262	2 118	2 116	2 066	2 200
Textiles, clothing and leather products	538	567	497	442	467	509
Chemicals, coke, petroleum, rubber, plastic and other mineral products	857	872	822	827	766	874
Basic metals and fabricated metal products	268	224	215	249	244	186
Non-metallic products	160	151	123	124	144	152
Electrical machinery, transport machinery and equipment	421	476	397	436	482	459
Motor vehicles, parts and accessories	570	582	491	477	525	563
Paper and paper products	84	80	81	80	83	69
Commercial products	523	515	467	491	504	518
Used household and office products	376	388	394	346	375	381
Containers	1 033	1 086	907	978	1 026	1 004
Parcels	583	638	474	484	494	575
Other freight	3 363	3 312	2 738	3 116	2 886	3 235
Total	18 239	18 495	16 705	17 071	17 267	17 797

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

Type of commodity	Oct-24	Nov-24	Dec-24	Jan-25	Feb-25	Mar-25
Agriculture and forestry primary products	-18,4	-25,4	-16,9	-27,2	-18,1	-12,4
Primary mining and quarrying products	-3,5	-5,9	-2,6	1,5	3,2	-1,5
Manufactured food, beverages and tobacco products	-1,9	0,2	-0,8	-1,4	-1,9	5,7
Textiles, clothing and leather products	2,1	5,8	10,2	16,0	9,9	17,3
Chemicals, coke, petroleum, rubber, plastic and other mineral products	-4,0	-7,2	-6,4	-8,7	-7,3	7,1
Basic metals and fabricated metal products	-4,3	10,9	-4,0	15,8	-1,2	-26,5
Non-metallic products	-7,0	-17,5	-10,9	-3,1	-11,7	3,4
Electrical machinery, transport machinery and equipment	15,7	22,4	18,5	18,2	2,8	5,5
Motor vehicles, parts and accessories	9,8	3,4	14,5	-7,2	-2,6	19,8
Paper and paper products	-20,0	-27,9	-6,9	-10,1	-24,5	-30,3
Commercial products	23,3	17,6	4,9	11,1	8,9	6,1
Used household and office products	-8,1	-10,2	-10,5	-10,1	6,8	-3,3
Containers	22,5	17,0	-1,5	-5,9	-12,5	-12,6
Parcels	12,3	5,1	8,7	15,5	-1,0	10,2
Other freight	-22,4	-18,1	-23,2	-9,7	-12,2	-3,4
Total	-5,8	-6,1	-6,2	-3,0	-3,4	-0,7

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	Oct-24	Nov-24	Dec-24	Jan-25	Feb-25	Mar-25
Agriculture and forestry primary products	-1,2	-1,7	-1,0	-1,7	-1,1	-0,7
Primary mining and quarrying products	-1,2	-2,0	-0,9	0,5	1,1	-0,5
Manufactured food, beverages and tobacco products	-0,2	0,0	-0,1	-0,2	-0,2	0,7
Textiles, clothing and leather products	0,1	0,2	0,3	0,3	0,2	0,4
Chemicals, coke, petroleum, rubber, plastic and other mineral products	-0,2	-0,3	-0,3	-0,4	-0,3	0,3
Basic metals and fabricated metal products	-0,1	0,1	-0,1	0,2	0,0	-0,4
Non-metallic products	-0,1	-0,2	-0,1	0,0	-0,1	0,0
Electrical machinery, transport machinery and equipment	0,3	0,4	0,3	0,4	0,1	0,1
Motor vehicles, parts and accessories	0,3	0,1	0,3	-0,2	-0,1	0,5
Paper and paper products	-0,1	-0,2	0,0	-0,1	-0,2	-0,2
Commercial products	0,5	0,4	0,1	0,3	0,2	0,2
Used household and office products	-0,2	-0,2	-0,3	-0,2	0,1	-0,1
Containers	1,0	0,8	-0,1	-0,3	-0,8	-0,8
Parcels	0,3	0,2	0,2	0,4	0,0	0,3
Other freight	-5,0	-3,7	-4,6	-1,9	-2,2	-0,6
Total	-5,8	-6,1	-6,2	-3,0	-3,4	-0,7

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	8 379	179	24 041	939	32 420	1 118

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	64,4	18,5	0,3	1,7	11,5	4,1

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	4 487	138	22 650	878	27 137	1 016
	Feb	4 905	137	22 504	892	27 409	1 028
	Mar	4 732	136	22 002	878	26 735	1 014
	Apr	4 948	148	23 474	914	28 422	1 061
	May	5 170	138	22 173	896	27 343	1 034
	Jun	4 951	134	21 458	906	26 409	1 041
	Jul	7 469	139	21 604	899	29 073	1 038
	Aug	7 110	146	21 011	875	28 121	1 022
	Sep	7 436	153	21 298	864	28 735	1 017
	Oct	7 643	143	22 380	851	30 022	994
	Nov	7 448	146	20 403	826	27 851	972
	Dec	7 487	146	21 165	857	28 652	1 003
2025	Jan	7 603	151	22 642	876	30 245	1 028
	Feb	7 182	158	21 122	869	28 305	1 026
	Mar	7 443	161	22 050	891	29 493	1 053

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	6,2	7,0	-2,2	-3,2	-0,9	-1,9
	Feb	9,3	-0,7	-0,6	1,6	1,0	1,2
	Mar	-3,5	-0,7	-2,2	-1,6	-2,5	-1,4
	Apr	4,6	8,8	6,7	4,1	6,3	4,6
	May	4,5	-6,8	-5,5	-2,0	-3,8	-2,5
	Jun	-4,2	-2,9	-3,2	1,1	-3,4	0,7
	Jul	50,9	3,7	0,7	-0,8	10,1	-0,3
	Aug	-4,8	5,0	-2,7	-2,7	-3,3	-1,5
	Sep	4,6	4,8	1,4	-1,3	2,2	-0,5
	Oct	2,8	-6,5	5,1	-1,5	4,5	-2,3
	Nov	-2,6	2,1	-8,8	-2,9	-7,2	-2,2
	Dec	0,5	0,0	3,7	3,8	2,9	3,2
2025	Jan	1,5	3,4	7,0	2,2	5,6	2,5
	Feb	-5,5	4,6	-6,7	-0,8	-6,4	-0,2
	Mar	3,6	1,9	4,4	2,5	4,2	2,6

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 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: • 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 (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 March 2025 was 71,7%. The revised collection rate for February 2025 was 75,0%.
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
Mar-25	Additional information from respondents	Feb-25
Apr-25	Additional information from respondents	Mar-25
May-25	Additional information from respondents	Apr-25
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

- 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 – March 2025

	Lower limit (R million)	Estimate (R million)	Upper limit (R million)	Relative standard error (RSE) %
Freight income	16 062	17 797	19 532	4,9
Passenger income	1 102	1 118	1 134	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 *System of National Accounts* (SNA) in the same way as in the *Standard Industrial Classification of All Economic Activities* (SIC), Fifth Edition, Report No. 09-90-02 of January 1993.

Symbols and abbreviations	GDP	Gross domestic product
	ISIC	International Standard Industrial Classification of All Economic Activities
	SARS	South African Revenue Service
	SBR	Statistical Business Register
	SIC	Standard Industrial Classification of All Economic Activities
	Stats SA	Statistics South Africa
	VAT	Value-added tax
	*	Revised figures

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General information

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

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