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Freight transportation: results for March 2026

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

	Oct-25	Nov-25	Dec-25	Jan-26	Feb-26	Mar-26
Freight payload	3,0	-1,7	0,4	-2,9	-2,3	1,6
Freight income	6,6	3,4	5,0	3,1	1,2	4,4

The volume of goods transported (payload) increased by 1,6% in March 2026 compared with March 2025. The corresponding income increased by 4,4% 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 2025 (R million)	Weight (%)	Jan – Mar 2026 (R million)	% change between Jan – Mar 2025 and Jan – Mar 2026	Contribution (% points) to the total % change
Agriculture and forestry primary products	3 855	6,6	5 569	44,5	2,9
Primary mining and quarrying products	21 932	37,5	21 740	-0,9	-0,3
Manufactured food, beverages and tobacco products	6 391	10,9	6 232	-2,5	-0,3
Textiles, clothing and leather goods	994	1,7	1 059	6,5	0,1
Chemicals, coke, petroleum, rubber, plastic and other mineral products	2 487	4,2	2 503	0,6	0,0
Basic metals and fabricated metal products	688	1,2	391	-43,2	-0,5
Non-metallic products	847	1,4	837	-1,2	0,0
Electrical machinery, transport machinery and equipment	530	0,9	544	2,6	0,0
Motor vehicles, parts and accessories	1 131	1,9	1 115	-1,4	0,0
Paper and paper products	235	0,4	195	-17,0	-0,1
Commercial products	2 029	3,5	1 730	-14,7	-0,5
Used household and office products	851	1,5	892	4,8	0,1
Containers	1 705	2,9	1 927	13,0	0,4
Parcels	1 511	2,6	1 914	26,7	0,7
Other freight	13 363	22,8	13 608	1,8	0,4
Total income	58 551	100,0	60 258	2,9	2,9

Income from freight transportation increased by 2,9% in the first quarter of 2026 compared with the first quarter of 2025. The main positive contributors to this increase were:

- agriculture and forestry primary products (44,5% and contributing 2,9 percentage points); and
- parcels (26,7% 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 2025 (000 tons)	Weight (%)	Jan – Mar 2026 (000 tons)	% change between Oct – Dec 2025 and Jan – Mar 2026	Contribution (% points) to the total % change
Rail	43 008	15,3	44 234	2,9	0,4
Road	238 855	84,7	240 408	0,7	0,6
Total	281 863	100,0	284 643	1,0	1,0

Seasonally adjusted payload increased by 1,0% in the first quarter of 2026 compared with the fourth quarter of 2025. Road freight increased by 0,7% (contributing 0,6 of a percentage point) and rail freight increased by 2,9% (contributing 0,4 of a percentage point) – see Table C.

Figure 1 – Freight transportation: seasonally adjusted payload

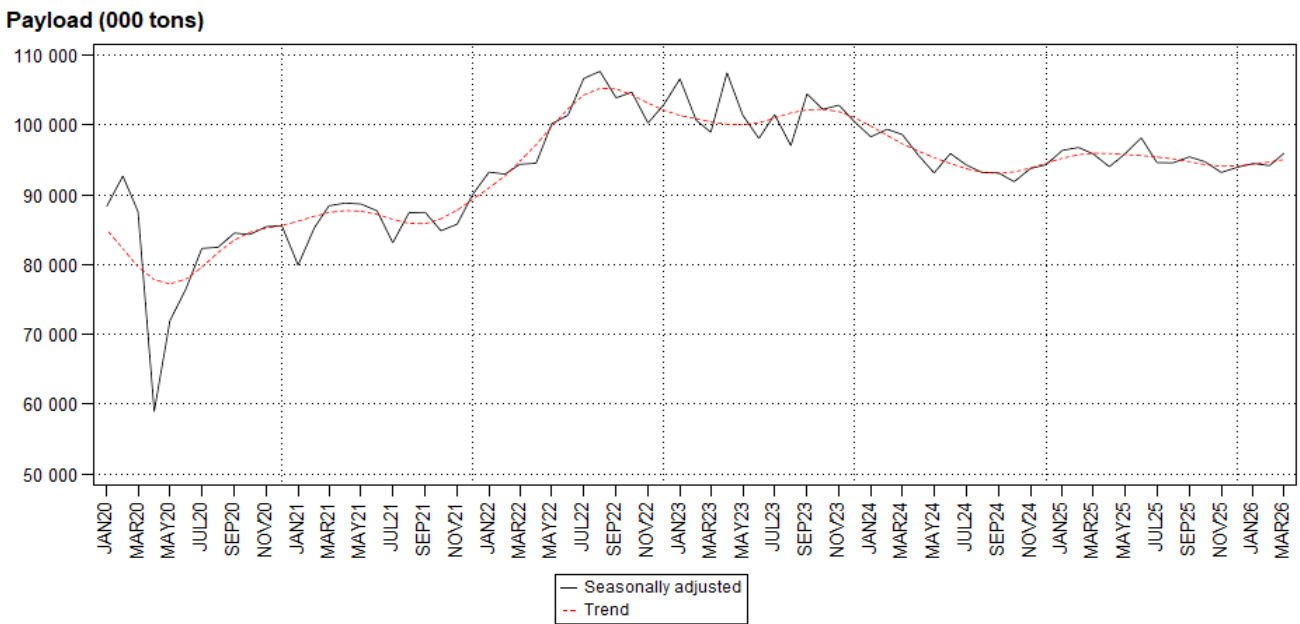
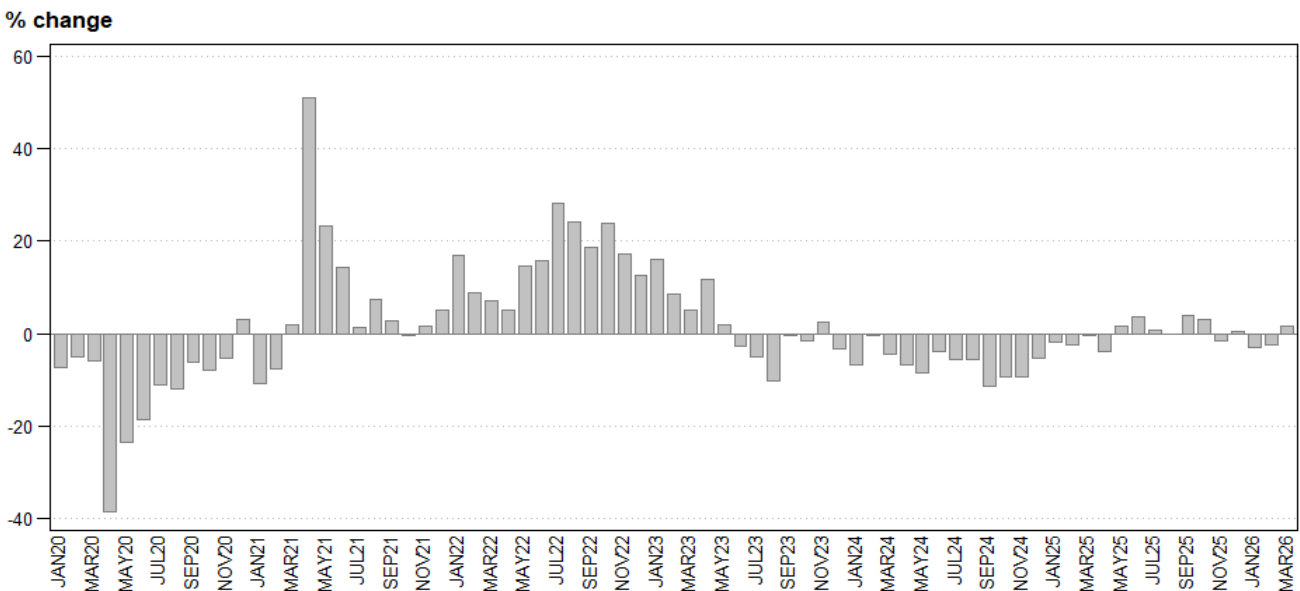


Figure 2 – Freight transportation: year-on-year percentage change in payload



Passenger transportation: results for March 2026

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

	Oct-25	Nov-25	Dec-25	Jan-26	Feb-26	Mar-26
Passenger journeys	3,8	4,0	4,3	-2,4	4,0	5,1
Passenger income	15,6	17,5	12,0	4,4	7,5	6,9

The number of passenger journeys increased by 5,1% in March 2026 compared with March 2025. The corresponding income increased by 6,9% over the same period.

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

Passenger journeys	Oct – Dec 2025 (000)	Weight (%)	Jan – Mar 2026 (000)	% change between Oct – Dec 2025 and Jan – Mar 2026	Contribution (% points) to the total % change
Rail	27 612	29,4	29 775	7,8	2,3
Road	66 404	70,6	67 095	1,0	0,7
Total	94 016	100,0	96 869	3,0	3,0

Seasonally adjusted passenger journeys increased by 3,0% in the first quarter of 2026 compared with the fourth quarter of 2025. Rail passenger journeys increased by 7,8% (contributing 2,3 percentage points) and road passenger journeys increased by 1,0% (contributing 0,7 of a percentage point) – see Table E.

Figure 3 – Passenger transportation: seasonally adjusted passenger journeys

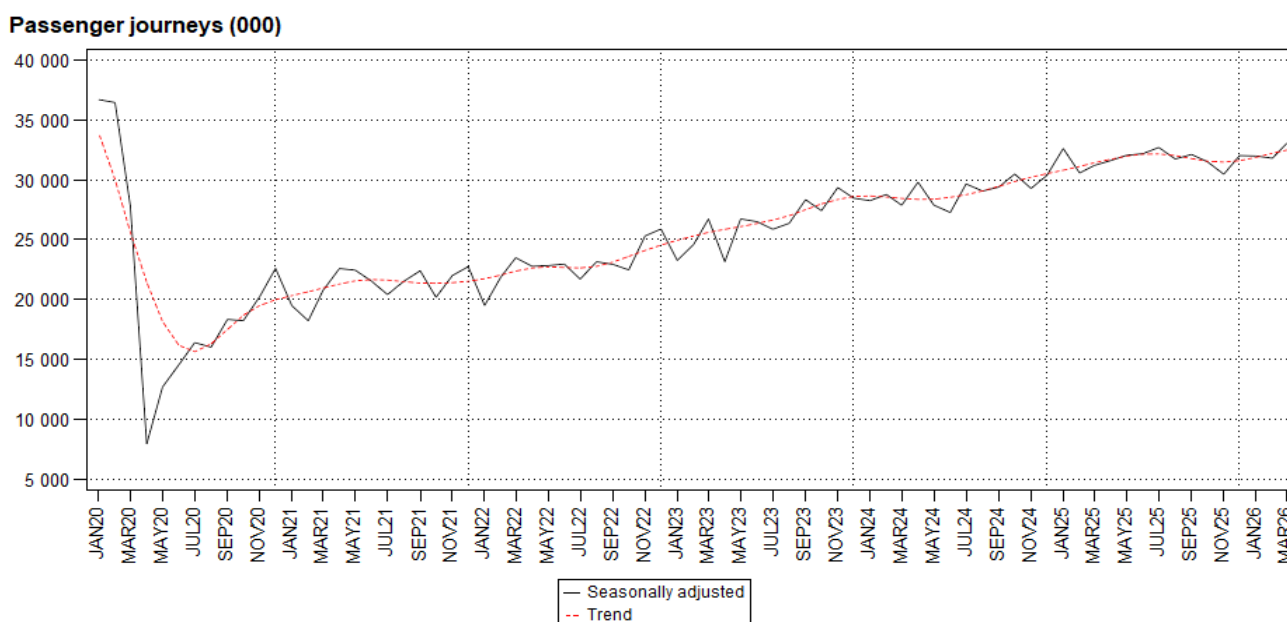
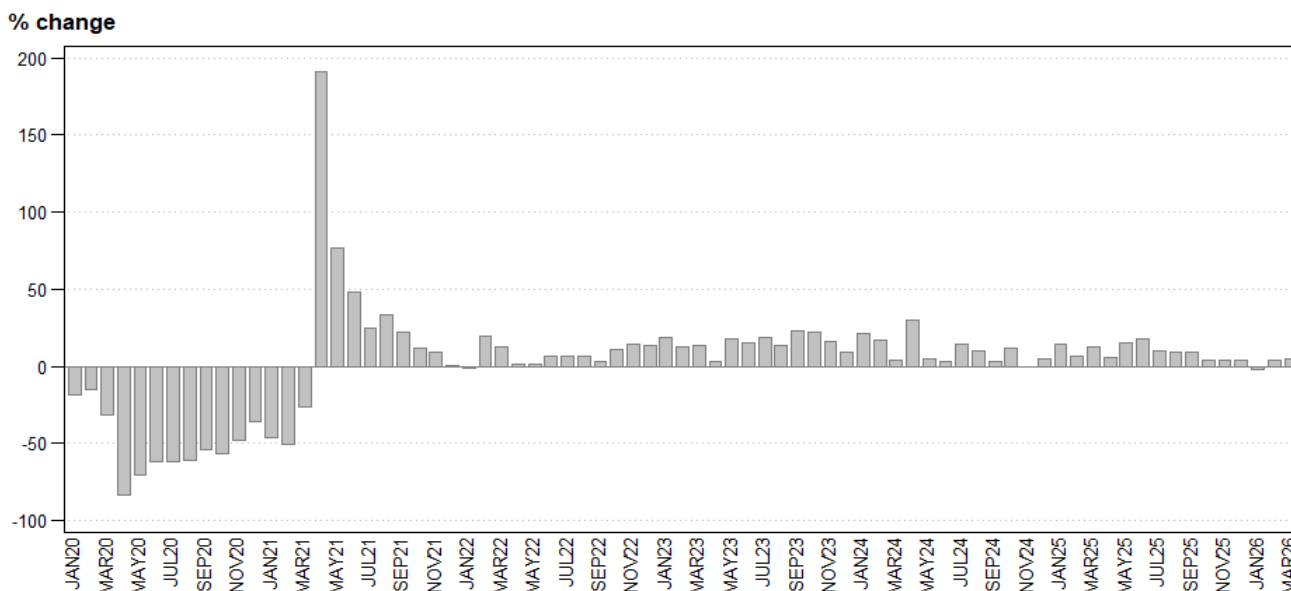


Figure 4 – Passenger transportation: year-on-year percentage change in passenger journeys



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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	81 955	17 183	95 819	20 822

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	1,9	5,5	1,6	4,4

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	13 829	3 686	82 535	16 516	96 364	20 202
	Feb	14 051	3 772	82 730	16 643	96 781	20 416
	Mar	14 186	3 835	81 675	16 515	95 862	20 350
	Apr	14 116	3 869	79 909	16 464	94 025	20 333
	May	13 856	3 829	82 017	16 655	95 873	20 485
	Jun	13 827	3 718	84 330	16 814	98 157	20 532
	Jul	13 175	3 703	81 437	16 505	94 612	20 208
	Aug	13 979	3 810	80 606	16 567	94 585	20 377
	Sep	14 208	3 793	81 234	16 837	95 442	20 630
	Oct	14 369	3 921	80 363	16 888	94 732	20 809
	Nov	14 407	3 958	78 796	16 725	93 203	20 683
	Dec	14 232	3 879	79 696	16 724	93 928	20 603
2026	Jan	15 600	4 291	78 893	16 677	94 494	20 969
	Feb	14 480	3 949	79 699	16 644	94 179	20 592
	Mar	14 154	3 801	81 816	17 130	95 970	20 931

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

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

Type of commodity	Oct-25	Nov-25	Dec-25	Jan-26	Feb-26	Mar-26
Agriculture and forestry primary products	2 042	1 928	1 899	1 868	1 818	1 883
Primary mining and quarrying products	7 493	7 553	7 109	7 310	7 124	7 306
Manufactured food, beverages and tobacco products	2 252	2 169	2 217	2 075	2 030	2 127
Textiles, clothing and leather products	473	420	382	319	319	421
Chemicals, coke, petroleum, rubber, plastic and other mineral products	849	865	762	870	800	833
Basic metals and fabricated metal products	152	170	121	116	118	157
Non-metallic products	342	341	195	252	294	291
Electrical machinery, transport machinery and equipment	219	222	168	149	209	186
Motor vehicles, parts and accessories	403	394	350	325	372	418
Paper and paper products	71	69	64	64	64	67
Commercial products	668	662	620	573	560	597
Used household and office products	300	315	313	285	299	308
Containers	715	648	566	650	590	687
Parcels	776	771	631	581	598	735
Other freight	5 001	4 887	4 190	4 397	4 406	4 805
Total	21 755	21 414	19 589	19 834	19 602	20 822

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

Type of commodity	Oct-25	Nov-25	Dec-25	Jan-26	Feb-26	Mar-26
Agriculture and forestry primary products	31,8	29,0	41,9	50,2	38,5	45,1
Primary mining and quarrying products	7,5	4,0	2,6	2,1	-3,2	-1,4
Manufactured food, beverages and tobacco products	1,0	-4,4	9,3	-3,5	-1,3	-2,6
Textiles, clothing and leather products	20,4	1,9	6,7	2,2	-3,3	19,6
Chemicals, coke, petroleum, rubber, plastic and other mineral products	-7,7	-4,5	-4,5	-0,2	4,7	-2,1
Basic metals and fabricated metal products	-40,4	-27,4	-44,2	-54,2	-51,8	-17,4
Non-metallic products	1,8	8,9	-18,8	5,9	1,7	-9,1
Electrical machinery, transport machinery and equipment	30,4	19,4	8,4	-11,8	12,4	6,3
Motor vehicles, parts and accessories	-6,1	-9,4	-4,1	-6,3	-2,6	4,0
Paper and paper products	1,4	6,2	0,0	-21,0	-21,0	-8,2
Commercial products	-2,6	-6,9	-4,2	-13,4	-17,4	-13,4
Used household and office products	0,7	5,0	-1,3	5,2	2,7	6,6
Containers	20,4	4,7	6,4	17,3	1,0	21,2
Parcels	34,0	25,0	34,5	20,8	23,0	35,1
Other freight	1,2	0,1	-0,3	-1,1	2,0	4,5
Total	6,6	3,4	5,0	3,1	1,2	4,4

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

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	24 803	976	35 854	1 185

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

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	7 840	151	24 780	925	32 620	1 076
	Feb	7 618	156	22 954	902	30 572	1 058
	Mar	7 700	161	23 509	909	31 209	1 071
	Apr	7 929	153	23 682	964	31 611	1 117
	May	8 176	145	23 879	951	32 054	1 096
	Jun	8 737	146	23 452	951	32 189	1 097
	Jul	9 221	187	23 489	965	32 710	1 152
	Aug	8 921	189	22 824	974	31 744	1 163
	Sep	9 352	192	22 771	954	32 122	1 147
	Oct	9 139	195	22 380	975	31 519	1 171
	Nov	8 803	193	21 665	965	30 468	1 158
	Dec	9 670	195	22 359	958	32 029	1 153
2026	Jan	9 629	185	22 366	936	31 995	1 122
	Feb	9 684	187	22 121	946	31 805	1 133
	Mar	10 462	188	22 608	956	33 069	1 144

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

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	<p>This survey covers enterprises involved in land transportation according to the following types of transportation:</p> <ul style="list-style-type: none"> • 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	<p>Passenger transportation excludes:</p> <ul style="list-style-type: none"> • minibus taxis; • metropolitan buses (including the Bus Rapid Transport system – BRT); and • rental of private cars/buses without drivers. <p>Freight transportation excludes:</p> <ul style="list-style-type: none"> • 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 March 2026 was 62,6%. The revised collection rate for February 2026 was 70,1%.
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-26	Additional information from respondents	Feb-26
Apr-26	Additional information from respondents	Mar-26
May-26	Additional information from respondents	Apr-26
Jun-26	Additional information from respondents	May-26
Jul-26	Additional information from respondents	Jun-26
Aug-26	Additional information from respondents	Jul-26
Sep-26	Additional information from respondents	Aug-26
Oct-26	Additional information from respondents	Sep-26
Nov-26	Additional information from respondents	Oct-26
Dec-26	Additional information from respondents	Nov-26
Jan-27	Additional information from respondents	Dec-26
Feb-27	Additional information from respondents	Jan-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 – March 2026

	Lower limit (R million)	Estimate (R million)	Upper limit (R million)	Relative standard error (RSE) %
Freight income	19 310	20 822	22 334	3,7
Passenger income	1 096	1 185	1 274	3,8

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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