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STATISTICAL RELEASE

P7162

Land transport (Preliminary)

November 2025

**Embargoed until:
27 January 2026
11:00**

ENQUIRIES:
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Tel: 066 470 2121

FORTHCOMING ISSUE:
December 2025

EXPECTED RELEASE DATE:
24 February 2026



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Freight transportation: results for November 2025

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

	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25
Freight payload	3,7	0,7	0,0	3,8	3,0	-1,5
Freight income	1,5	-0,1	0,5	6,4	6,6	3,2

The volume of goods transported (payload) decreased by 1,5% in November 2025 compared with November 2024. The corresponding income increased by 3,2% over the same period.

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

Type of commodity	Sep – Nov 2024 (R million)	Weight (%)	Sep – Nov 2025 (R million)	% change between Sep – Nov 2024 and Sep – Nov 2025	Contribution (% points) to the total % change
Agriculture and forestry primary products	4 598	7,5	5 967	29,8	2,2
Primary mining and quarrying products	21 258	34,8	22 673	6,7	2,3
Manufactured food, beverages and tobacco products	6 618	10,8	6 635	0,3	0,0
Textiles, clothing and leather goods	1 136	1,9	1 314	15,7	0,3
Chemicals, coke, petroleum, rubber, plastic and other mineral products	2 656	4,3	2 453	-7,6	-0,3
Basic metals and fabricated metal products	749	1,2	438	-41,5	-0,5
Non-metallic products	1 003	1,6	960	-4,3	-0,1
Electrical machinery, transport machinery and equipment	517	0,8	634	22,6	0,2
Motor vehicles, parts and accessories	1 282	2,1	1 216	-5,1	-0,1
Paper and paper products	211	0,3	214	1,4	0,0
Commercial products	2 086	3,4	1 969	-5,6	-0,2
Used household and office products	885	1,4	858	-3,1	0,0
Containers	1 818	3,0	2 023	11,3	0,3
Parcels	1 699	2,8	2 285	34,5	1,0
Other freight	14 563	23,8	14 705	1,0	0,2
Total income	61 082	100,0	64 344	5,3	5,3

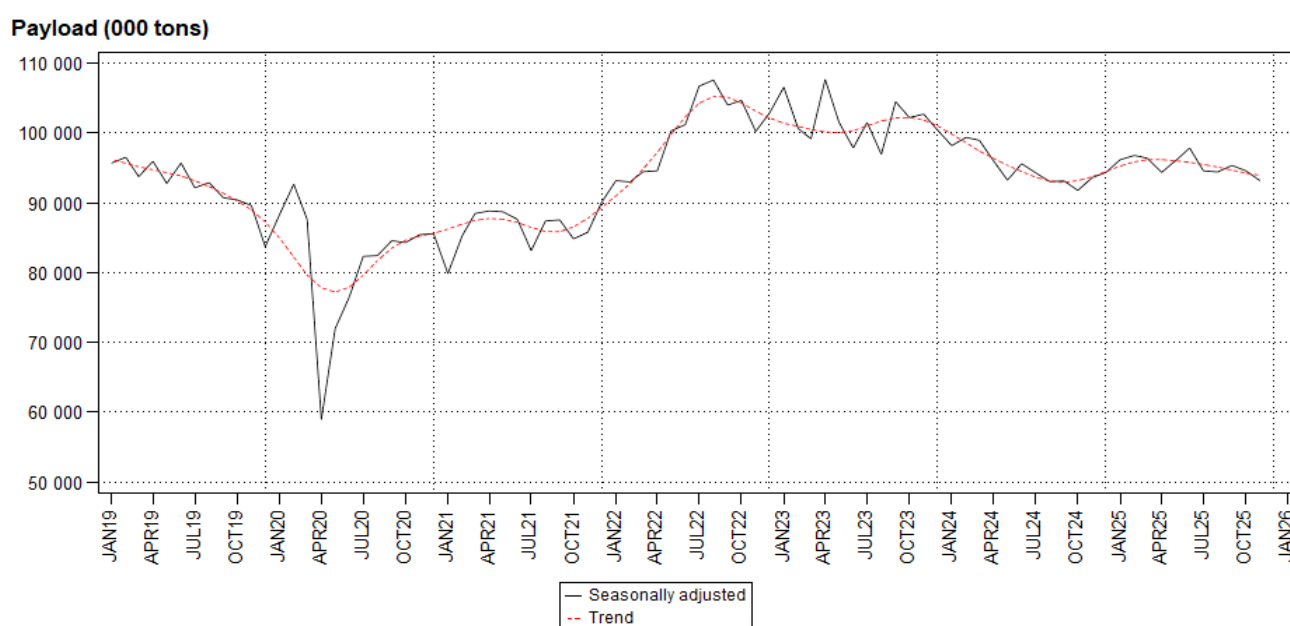
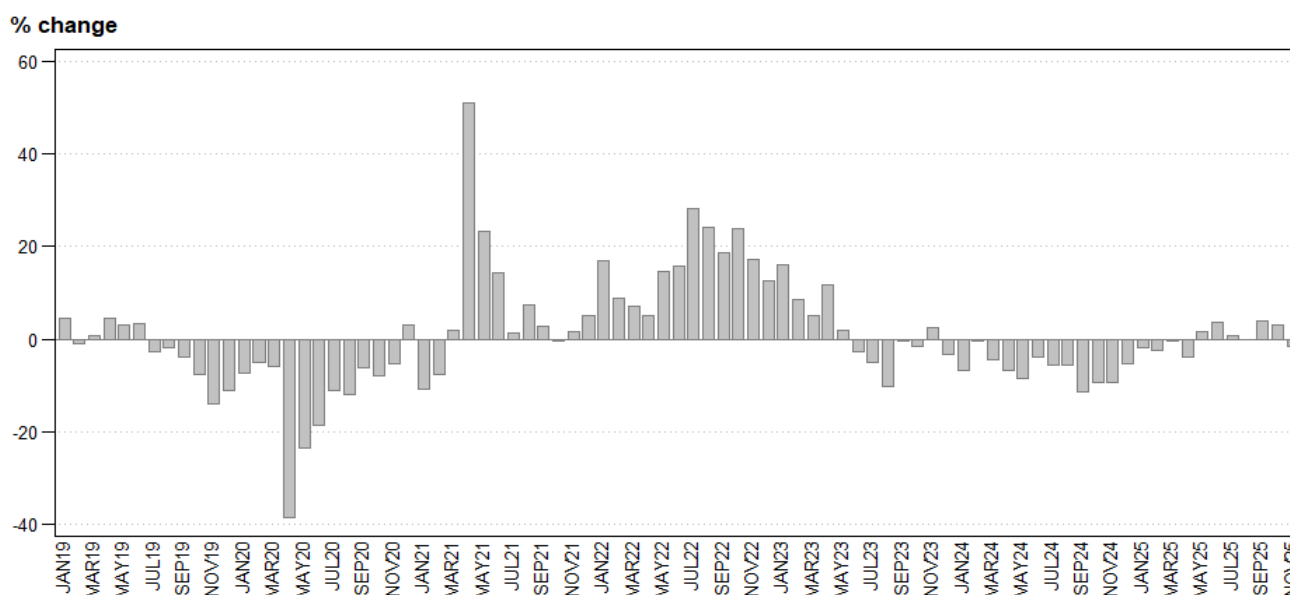
Income from freight transportation increased by 5,3% in the three months ended November 2025 compared with the three months ended November 2024. The main positive contributors to this increase were:

- primary mining and quarrying products (6,7% and contributing 2,3 percentage points);
- agriculture and forestry primary products (29,8% and contributing 2,2 percentage points); and
- parcels (34,5% and contributing 1,0 percentage point) – see Table B.

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

Payload	Jun – Aug 2025 (000 tons)	Weight (%)	Sep – Nov 2025 (000 tons)	% change between Jun – Aug 2025 and Sep – Nov 2025	Contribution (% points) to the total % change
Rail	40 970	14,3	42 774	4,4	0,6
Road	245 866	85,7	240 337	-2,2	-1,9
Total	286 837	100,0	283 111	-1,3	-1,3

Seasonally adjusted payload decreased by 1,3% in the three months ended November 2025 compared with the previous three months. Road freight decreased by 2,2% (contributing -1,9 percentage points), while rail freight increased by 4,4% (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 November 2025

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

	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25
Passenger journeys	17,7	10,4	9,1	9,1	3,8	4,0
Passenger income	2,5	7,9	11,1	8,1	15,6	17,4

The number of passenger journeys increased by 4,0% in November 2025 compared with November 2024. The corresponding income increased by 17,4% over the same period.

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

Passenger journeys	Jun – Aug 2025 (000)	Weight (%)	Sep – Nov 2025 (000)	% change between Jun – Aug 2025 and Sep – Nov 2025	Contribution (% points) to the total % change
Rail	26 728	27,7	27 001	1,0	0,3
Road	69 770	72,3	66 836	-4,2	-3,0
Total	96 497	100,0	93 839	-2,8	-2,8

Seasonally adjusted passenger journeys decreased by 2,8% in the three months ended November 2025 compared with the previous three months. Road passenger journeys decreased by 4,2% (contributing -3,0 percentage points), while rail passenger journeys increased by 1,0% (contributing 0,3 of a percentage point) – see Table E.

Figure 3 – Passenger transportation: seasonally adjusted passenger journeys

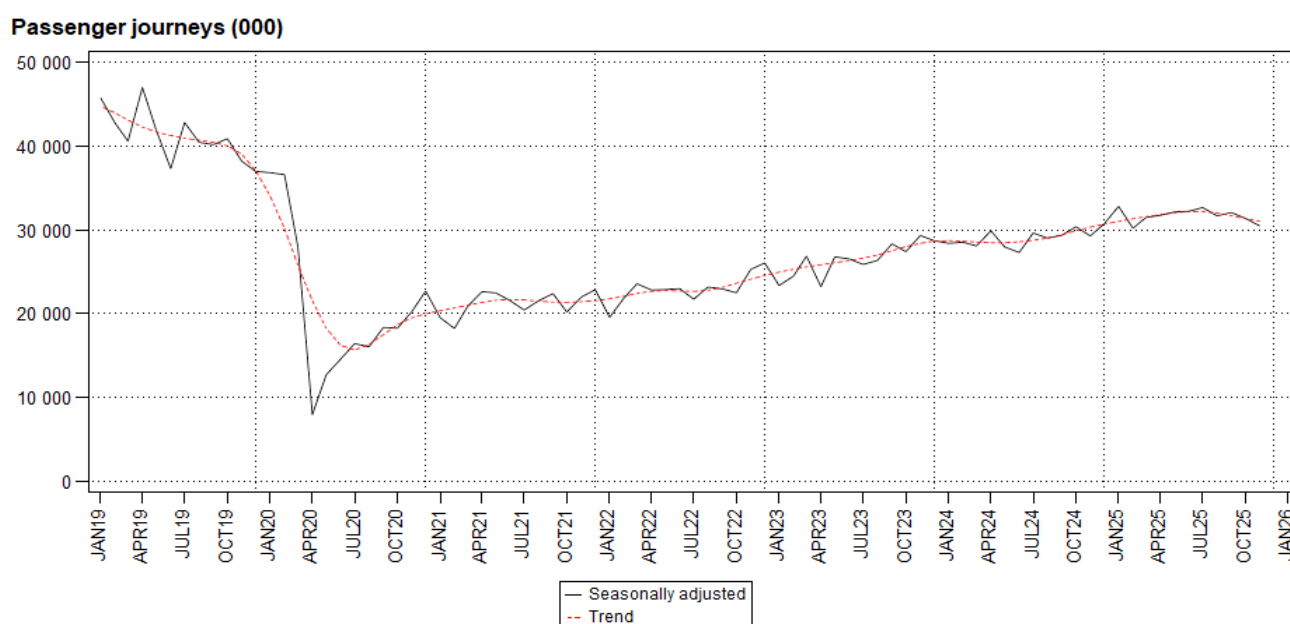
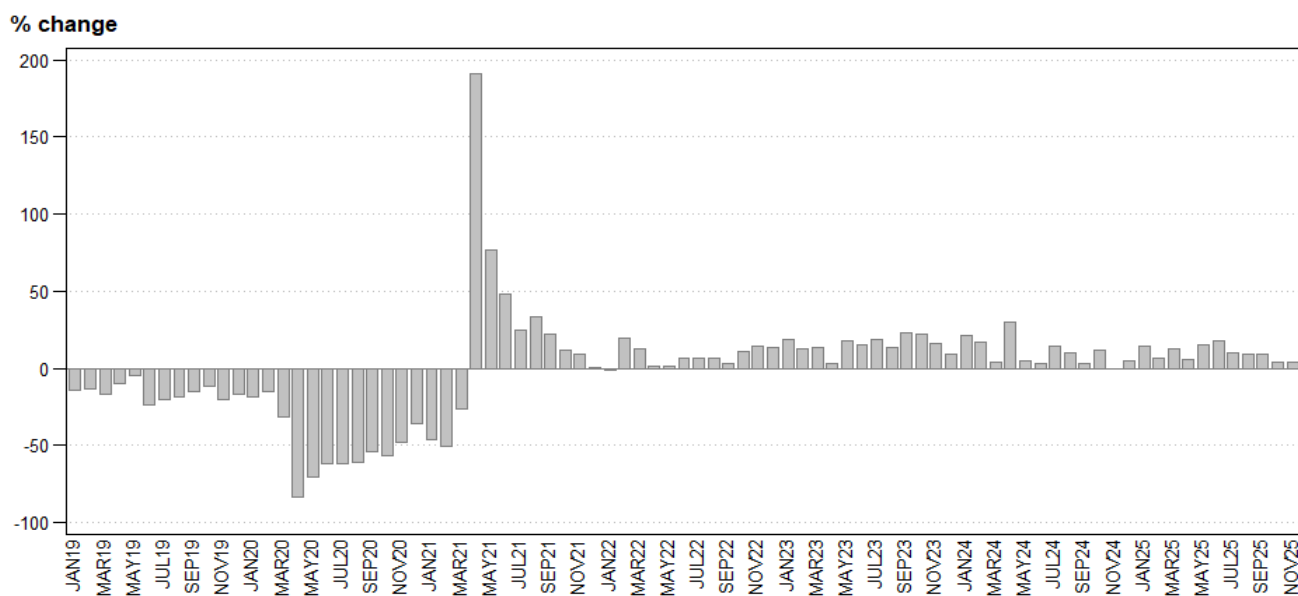


Figure 4 – Passenger transportation: year-on-year percentage change in passenger journeys


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	12 751	3 336	80 951	16 504	93 702	19 840
	Feb	13 831	3 609	79 782	16 500	93 613	20 109
	Mar	13 270	3 520	81 531	16 663	94 801	20 183
	Apr	13 738	3 651	80 388	16 619	94 126	20 270
	May	13 198	3 692	82 703	17 052	95 901	20 744
	Jun	13 341	3 635	82 385	16 763	95 726	20 398
	Jul	13 019	3 510	83 945	17 146	96 964	20 656
	Aug	13 572	3 750	85 171	17 305	98 743	21 055
	Sep	14 044	3 732	80 486	16 226	94 530	19 958
	Oct	12 504	3 422	83 586	16 993	96 090	20 415
	Nov	13 140	3 531	85 173	17 178	98 313	20 709
	Dec	14 337	3 810	73 697	14 850	88 034	18 660
	Total	160 745	43 198	979 798	199 799	1 140 543	242 997
2025	Jan	13 681	3 560	78 224	15 677	91 905	19 237
	Feb	14 794	3 859	76 687	15 507	91 481	19 366
	Mar	13 854	3 664	80 466	16 284	94 320	19 948
	Apr	14 839	4 070	75 630	15 600	90 469	19 669
	May	13 464	3 856	83 975	17 052	97 439	20 908
	Jun	13 897	3 781	85 345	16 920	99 241	20 702
	Jul	11 570	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	14 520	3 957	82 324	17 405	96 844	21 362

Table 2 – Year-on-year percentage change in freight transportation (income at current prices)

Year and month		Rail		Road		Total	
		Payload	Income	Payload	Income	Payload	Income
2024	Jan	-3,5	11,9	-7,3	-2,9	-6,8	-0,7
	Feb	6,9	21,5	-1,5	2,9	-0,4	5,8
	Mar	11,1	23,6	-6,6	-3,9	-4,5	0,0
	Apr	1,5	11,4	-8,2	-2,4	-6,9	-0,2
	May	9,3	20,9	-10,9	-4,9	-8,5	-1,1
	Jun	0,6	4,1	-4,7	-2,0	-4,0	-1,0
	Jul	16,0	23,2	-8,1	-5,1	-5,5	-1,3
	Aug	-1,8	7,9	-6,0	-5,1	-5,5	-3,0
	Sep	-25,8	-22,5	-8,2	-8,8	-11,3	-11,7
	Oct	5,8	12,3	-11,3	-10,0	-9,4	-6,9
	Nov	-1,3	2,3	-10,5	-8,7	-9,4	-7,0
	Dec	2,3	-0,1	-6,6	-8,3	-5,3	-6,7
	Total	0,4	7,8	-7,6	-5,0	-6,6	-3,0
2025	Jan	7,3	6,7	-3,4	-5,0	-1,9	-3,0
	Feb	7,0	6,9	-3,9	-6,0	-2,3	-3,7
	Mar	4,4	4,1	-1,3	-2,3	-0,5	-1,2
	Apr	8,0	11,5	-5,9	-6,1	-3,9	-3,0
	May	2,0	4,4	1,5	0,0	1,6	0,8
	Jun	4,2	4,0	3,6	0,9	3,7	1,5
	Jul	-11,1	-6,1	2,6	1,1	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	-3,3	1,3	-1,5	3,2

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	13 031	3 486	85 159	17 383	98 190	20 869
	Feb	13 259	3 553	86 110	17 685	99 369	21 238
	Mar	13 567	3 669	85 390	17 470	98 957	21 139
	Apr	13 089	3 474	82 908	16 941	95 997	20 416
	May	13 568	3 685	79 677	16 492	93 245	20 177
	Jun	13 240	3 567	82 362	16 866	95 602	20 433
	Jul	14 854	3 932	79 459	16 316	94 312	20 247
	Aug	12 961	3 550	80 070	16 406	93 031	19 956
	Sep	13 089	3 515	80 048	16 139	93 137	19 655
	Oct	13 598	3 647	78 178	15 908	91 777	19 554
	Nov	12 949	3 529	80 647	16 178	93 597	19 707
	Dec	13 828	3 654	80 523	16 092	94 351	19 746
2025	Jan	13 969	3 717	82 201	16 496	96 171	20 214
	Feb	14 116	3 787	82 672	16 596	96 788	20 383
	Mar	14 123	3 796	82 265	16 615	96 388	20 410
	Apr	14 132	3 876	80 226	16 480	94 358	20 357
	May	13 861	3 835	82 151	16 679	96 012	20 514
	Jun	13 819	3 725	84 027	16 810	97 846	20 535
	Jul	13 174	3 699	81 400	16 497	94 575	20 196
	Aug	13 977	3 808	80 439	16 549	94 416	20 357
	Sep	14 151	3 789	81 203	16 818	95 354	20 607
	Oct	14 310	3 916	80 280	16 867	94 590	20 784
	Nov	14 313	3 953	78 854	16 688	93 167	20 641

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	-5,3	-1,9	-1,6	-2,2	-2,2
	Feb	1,7	1,9	1,1	1,7	1,2	1,8
	Mar	2,3	3,3	-0,8	-1,2	-0,4	-0,5
	Apr	-3,5	-5,3	-2,9	-3,0	-3,0	-3,4
	May	3,7	6,1	-3,9	-2,7	-2,9	-1,2
	Jun	-2,4	-3,2	3,4	2,3	2,5	1,3
	Jul	12,2	10,2	-3,5	-3,3	-1,3	-0,9
	Aug	-12,7	-9,7	0,8	0,6	-1,4	-1,4
	Sep	1,0	-1,0	0,0	-1,6	0,1	-1,5
	Oct	3,9	3,8	-2,3	-1,4	-1,5	-0,5
	Nov	-4,8	-3,2	3,2	1,7	2,0	0,8
	Dec	6,8	3,5	-0,2	-0,5	0,8	0,2
2025	Jan	1,0	1,7	2,1	2,5	1,9	2,4
	Feb	1,1	1,9	0,6	0,6	0,6	0,8
	Mar	0,0	0,2	-0,5	0,1	-0,4	0,1
	Apr	0,1	2,1	-2,5	-0,8	-2,1	-0,3
	May	-1,9	-1,1	2,4	1,2	1,8	0,8
	Jun	-0,3	-2,9	2,3	0,8	1,9	0,1
	Jul	-4,7	-0,7	-3,1	-1,9	-3,3	-1,7
	Aug	6,1	2,9	-1,2	0,3	-0,2	0,8
	Sep	1,2	-0,5	0,9	1,6	1,0	1,2
	Oct	1,1	3,4	-1,1	0,3	-0,8	0,9
	Nov	0,0	0,9	-1,8	-1,1	-1,5	-0,7

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

Type of commodity	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25
Agriculture and forestry primary products	1 739	1 889	1 863	1 952	2 042	1 973
Primary mining and quarrying products	8 162	7 529	7 983	7 547	7 493	7 633
Manufactured food, beverages and tobacco products	2 066	2 070	2 118	2 157	2 252	2 226
Textiles, clothing and leather products	294	316	346	398	473	443
Chemicals, coke, petroleum, rubber, plastic and other mineral products	822	814	831	821	849	783
Basic metals and fabricated metal products	149	170	141	120	152	166
Non-metallic products	334	391	379	314	342	304
Electrical machinery, transport machinery and equipment	176	205	206	181	219	234
Motor vehicles, parts and accessories	345	400	360	398	403	415
Paper and paper products	74	78	69	71	71	72
Commercial products	553	564	555	654	668	647
Used household and office products	274	273	263	284	300	274
Containers	646	663	671	669	715	639
Parcels	555	635	634	696	776	813
Other freight	4 510	4 634	4 750	4 964	5 001	4 740
Total	20 702	20 630	21 168	21 227	21 755	21 362

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

Type of commodity	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25
Agriculture and forestry primary products	16,5	16,1	11,6	25,6	31,8	32,0
Primary mining and quarrying products	9,9	3,7	8,6	7,4	7,5	5,1
Manufactured food, beverages and tobacco products	-6,5	-7,0	-8,7	1,7	1,0	-1,9
Textiles, clothing and leather products	-2,6	-6,5	-6,2	20,2	20,4	7,5
Chemicals, coke, petroleum, rubber, plastic and other mineral products	-4,8	-8,0	-6,2	-1,1	-7,7	-13,6
Basic metals and fabricated metal products	-48,4	-37,5	-55,7	-53,8	-40,4	-29,1
Non-metallic products	-8,7	4,8	3,3	-11,3	1,8	-2,9
Electrical machinery, transport machinery and equipment	16,6	34,9	21,2	11,0	30,4	25,8
Motor vehicles, parts and accessories	-9,4	-3,1	-16,5	-4,8	-6,1	-4,6
Paper and paper products	7,2	6,8	-10,4	-6,6	1,4	10,8
Commercial products	-22,1	-17,7	-20,1	-5,1	-2,6	-9,0
Used household and office products	-10,5	-13,3	-12,6	-1,0	0,7	-8,7
Containers	-1,7	6,3	7,4	10,6	20,4	3,2
Parcels	15,9	19,4	19,8	38,4	34,0	31,8
Other freight	-3,9	-5,0	-3,9	4,7	1,2	-2,9
Total	1,5	-0,1	0,5	6,4	6,6	3,2

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

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	22 952	911	27 030	1 062
	Feb	5 404	149	23 813	858	29 217	1 007
	Mar	5 096	151	25 149	951	30 245	1 102
	Apr	5 168	145	22 633	872	27 801	1 017
	May	5 255	134	21 998	879	27 253	1 013
	Jun	4 676	124	21 963	963	26 639	1 087
	Jul	6 989	117	22 317	963	29 306	1 080
	Aug	7 311	149	22 204	898	29 515	1 047
	Sep	7 529	175	24 310	995	31 839	1 170
	Oct	8 466	166	24 390	883	32 856	1 049
	Nov	8 160	153	22 166	828	30 326	981
	Dec	5 425	89	20 464	891	25 889	980
	Total	73 557	1 703	274 359	10 892	347 916	12 595
2025	Jan	6 927	166	24 091	912	31 018	1 078
	Feb	7 926	173	23 103	810	31 029	983
	Mar	8 381	179	25 748	929	34 129	1 108
	Apr	7 838	154	21 666	908	29 504	1 062
	May	8 390	136	23 126	916	31 516	1 052
	Jun	8 373	128	22 991	986	31 364	1 114
	Jul	9 067	154	23 276	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	22 115	945	31 546	1 152

Table 9 – Year-on-year percentage change in passenger transportation (income at current prices)

Year and month		Rail		Road		Total	
		Passenger journeys	Income	Passenger journeys	Income	Passenger journeys	Income
2024	Jan	64,2	20,8	15,8	12,3	21,2	13,5
	Feb	73,0	22,1	8,8	8,1	16,8	9,9
	Mar	42,9	11,0	-1,5	2,3	4,0	3,4
	Apr	96,1	31,8	21,0	15,8	30,3	17,8
	May	51,5	18,6	-2,2	9,9	5,0	11,0
	Jun	45,1	6,9	-3,2	7,0	2,8	7,0
	Jul	121,0	21,9	-0,4	10,1	14,6	11,2
	Aug	87,4	27,4	-3,1	6,5	10,1	9,1
	Sep	95,9	22,4	-9,7	3,9	3,5	6,3
	Oct	93,3	8,5	-2,2	3,2	12,0	4,0
	Nov	66,0	7,0	-12,8	-6,7	0,0	-4,8
	Dec	77,4	12,7	-5,6	-9,2	4,6	-7,5
	Total	76,1	17,2	-0,4	4,9	9,7	6,4
2025	Jan	69,9	9,9	5,0	0,1	14,8	1,5
	Feb	46,7	16,1	-3,0	-5,6	6,2	-2,4
	Mar	64,5	18,5	2,4	-2,3	12,8	0,5
	Apr	51,7	6,2	-4,3	4,1	6,1	4,4
	May	59,7	1,5	5,1	4,2	15,6	3,8
	Jun	79,1	3,2	4,7	2,4	17,7	2,5
	Jul	29,7	31,6	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	14,1	4,0	17,4

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	4 694	136	23 676	909	28 370	1 045
	Feb	5 112	134	23 386	926	28 499	1 061
	Mar	4 950	135	23 104	928	28 053	1 063
	Apr	5 065	146	24 802	930	29 867	1 076
	May	5 158	141	22 767	913	27 925	1 054
	Jun	4 877	139	22 399	934	27 276	1 072
	Jul	7 066	140	22 542	924	29 608	1 064
	Aug	6 964	147	22 031	906	28 994	1 053
	Sep	7 007	154	22 325	915	29 332	1 069
	Oct	7 254	142	23 101	880	30 356	1 023
	Nov	7 594	146	21 654	850	29 248	995
	Dec	7 852	147	22 861	864	30 713	1 011
2025	Jan	7 959	149	24 820	910	32 779	1 060
	Feb	7 495	155	22 678	896	30 173	1 051
	Mar	7 825	159	23 634	908	31 458	1 067
	Apr	8 006	154	23 709	965	31 715	1 118
	May	8 224	144	23 893	952	32 117	1 095
	Jun	8 745	145	23 456	953	32 201	1 097
	Jul	9 150	186	23 489	968	32 639	1 154
	Aug	8 833	189	22 825	979	31 657	1 168
	Sep	9 279	193	22 762	960	32 042	1 153
	Oct	8 946	197	22 412	982	31 358	1 179
	Nov	8 776	197	21 662	973	30 439	1 170

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	5,9	5,4	-2,4	-4,3	-1,1	-3,2
	Feb	8,9	-1,5	-1,2	1,9	0,5	1,5
	Mar	-3,2	0,7	-1,2	0,2	-1,6	0,2
	Apr	2,3	8,1	7,3	0,2	6,5	1,2
	May	1,8	-3,4	-8,2	-1,8	-6,5	-2,0
	Jun	-5,4	-1,4	-1,6	2,3	-2,3	1,7
	Jul	44,9	0,7	0,6	-1,1	8,5	-0,7
	Aug	-1,4	5,0	-2,3	-1,9	-2,1	-1,0
	Sep	0,6	4,8	1,3	1,0	1,2	1,5
	Oct	3,5	-7,8	3,5	-3,8	3,5	-4,3
	Nov	4,7	2,8	-6,3	-3,4	-3,7	-2,7
	Dec	3,4	0,7	5,6	1,6	5,0	1,6
2025	Jan	1,4	1,4	8,6	5,3	6,7	4,8
	Feb	-5,8	4,0	-8,6	-1,5	-8,0	-0,8
	Mar	4,4	2,6	4,2	1,3	4,3	1,5
	Apr	2,3	-3,1	0,3	6,3	0,8	4,8
	May	2,7	-6,5	0,8	-1,3	1,3	-2,1
	Jun	6,3	0,7	-1,8	0,1	0,3	0,2
	Jul	4,6	28,3	0,1	1,6	1,4	5,2
	Aug	-3,5	1,6	-2,8	1,1	-3,0	1,2
	Sep	5,0	2,1	-0,3	-1,9	1,2	-1,3
	Oct	-3,6	2,1	-1,5	2,3	-2,1	2,3
	Nov	-1,9	0,0	-3,3	-0,9	-2,9	-0,8

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 November 2025 was 57,1%. The revised collection rate for October 2025 was 61,2%.
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
Nov-25	Additional information from respondents	Oct-25
Dec-25	Additional information from respondents	Nov-25
Jan-26	Additional information from respondents	Dec-25
Feb-26	Additional information from respondents	Jan-26
Mar-26	Additional information from respondents	Feb-26
Apr-26	Additional information from respondents	Mar-26
May-26	Additional information from respondents	Apr-26
Jun-26	Additional information from respondents	May-26
Jul-26	Additional information from respondents New sample	Jan-08–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

- 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 – November 2025

	Lower limit (R million)	Estimate (R million)	Upper limit (R million)	Relative standard error (RSE) %
Freight income	20 019	21 362	22 703	3,2
Passenger income	1 068	1 152	1 236	3,7

- 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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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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