

Motor trade sales

Preliminary: April 2006

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Table A - Key figures as at the end of April 2006

Estimates	April 2006 R million	% change between April 2005 and April 2006	% change between February to April 2005 and February to April 2006	% change between January to April 2005 and January to April 2006
Motor trade sales	21 797	+9,2	+16,8	+16,6

Seasonally adjusted estimates	April 2006 R million	% change between March and April 2006	% change between November 2005 to January 2006 and February to April 2006
Motor trade sales	23 457	-3,6	+6,4

Key findings as at the end of April 2006

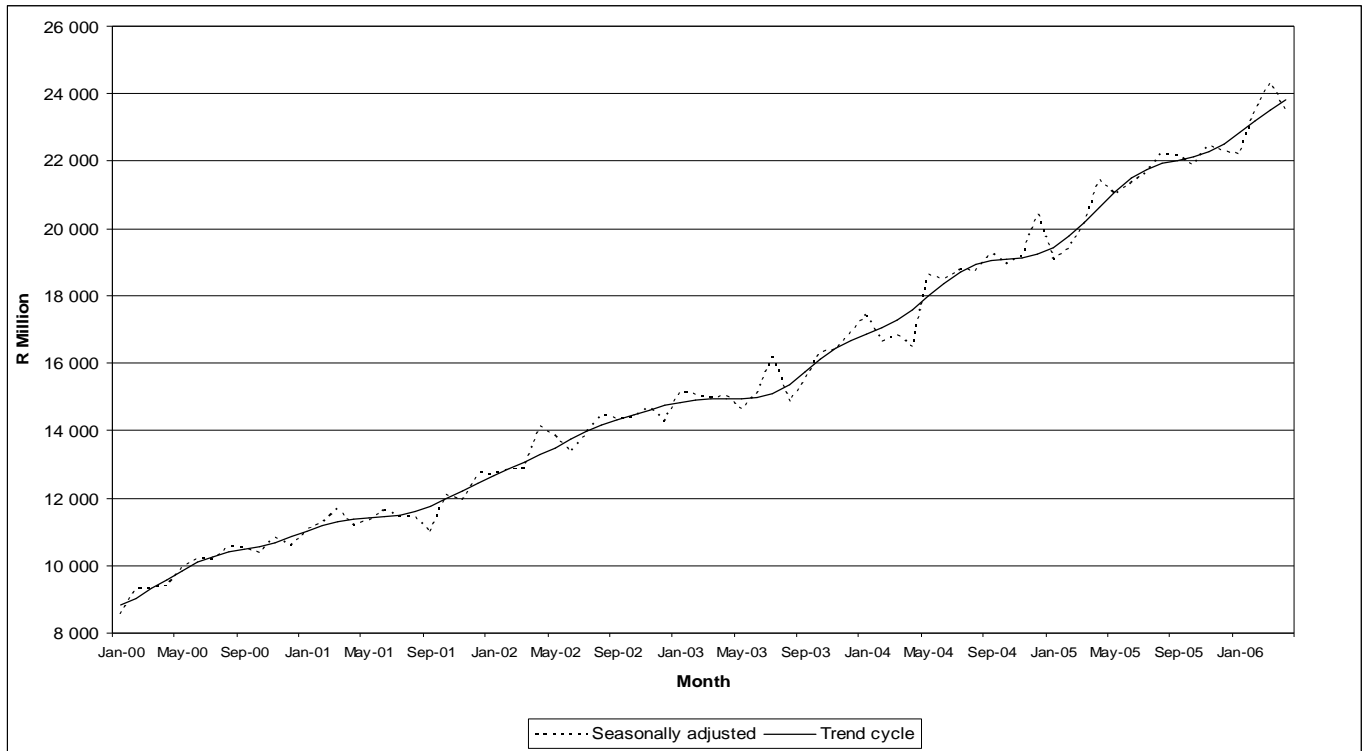
Motor trade sales increase

As indicated in table A, motor trade sales for the three months up to April 2006 increased by 16,8% compared with the three months up to April 2005. Furthermore, seasonally adjusted motor trade sales for the three months up to April 2006 increased by 6,4% compared with the three months up to January 2006.

Motor trade sales for the first four months of 2006 increased by 16,6% compared with the motor trade sales for the first four months of 2005

Figure 1 below shows the seasonally adjusted and trend patterns for motor trade sales between January 2000 and April 2006. There has been an upward movement in the trend cycle as from January 2000 up to April 2006.

Figure 1- Motor trade sales at current prices



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Notes**Forthcoming issue** **Issue** **Expected release date**

May 2006 3 August 2006

Purpose of the survey The results of the monthly motor trade sales 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.

Changes in the release as from September 2005 Statistics South Africa has introduced the estimate of motor trade sales by type of activity that includes new vehicle sales, used vehicle sales, workshop, accessories and fuel income. As a result of that please note that the breakdown of the estimate is only available from September 2005 onwards.

Response rate The preliminary response rate for the survey on motor trade sales for April 2006 was 86,2%.

Detailed results

Tables 1 and 2 show motor trade sales over the period of January 1999 to April 2006. Table 3 shows seasonally adjusted motor trade sales over the same period.

Table 1 - Total motor trade sales (R million)

Month	1999	2000	2001	2002	2003	2004	2005 1/	2006 1/
January	7 342	8 184	10 633	12 377	14 892	17 090	18 645	21 676
February	7 820	9 454	11 391	12 852	14 833	16 195	18 700	22 512
March	7 930	9 378	11 655	12 732	14 668	16 413	19 563	23 679
April	7 487	8 752	10 410	13 113	13 952	15 335	19 962	21 797
May	7 789	9 979	11 421	13 948	14 854	18 863	21 287	
June	7 531	10 255	11 634	13 310	14 932	18 219	21 036	
July	8 376	10 390	11 716	14 215	16 622	19 344	22 391	
August	8 535	10 846	11 759	14 833	15 285	19 259	22 847	
September	8 590	10 578	11 062	14 561	15 768	19 712	22 690	
October	8 700	10 592	12 392	14 736	16 746	19 413	22 440	
November	8 665	11 100	12 324	15 275	17 198	20 144	23 733	
December	8 424	10 411	12 546	14 122	16 795	20 319	22 161	
Total	97 189	119 919	138 943	166 074	186 545	220 306	255 455	

1/ Preliminary

Table 2 - Percentage change in total motor trade sales 1/

Month	1999	2000	2001	2002	2003	2004	2005	2006
January	-	11,5	29,9	16,4	20,3	14,8	9,1	16,3
February	-	20,9	20,5	12,8	15,4	9,2	15,5	20,4
March	-	18,3	24,3	9,2	15,2	11,9	19,2	21,0
April	-	16,9	18,9	26,0	6,4	9,9	30,2	9,2
May	-	28,1	14,5	22,1	6,5	27,0	12,9	
June	-	36,2	13,4	14,4	12,2	22,0	15,5	
July	-	24,0	12,8	21,3	16,9	16,4	15,8	
August	-	27,1	8,4	26,1	3,0	26,0	18,6	
September	-	23,1	4,6	31,6	8,3	25,0	15,1	
October	-	21,7	17,0	18,9	13,6	15,9	15,6	
November	-	28,1	11,0	23,9	12,6	17,1	17,8	
December	-	23,6	20,5	12,6	18,9	21,0	9,1	
Total	-	23,4	15,9	19,5	12,3	18,1	16,0	

1/ The percentage change is the difference between motor trade sales of the relevant year and those of the previous year expressed as a percentage

Table 3 - Seasonally adjusted total motor trade sales (R million)

Month	1999	2000	2001	2002	2003	2004	2005	2006
January	7 764	8 580	11 029	12 692	15 196	17 420	19 069	22 217
February	7 677	9 298	11 275	12 861	15 062	16 659	19 403	23 479
March	7 831	9 298	11 671	12 869	14 971	16 819	20 090	24 338
April	7 996	9 376	11 205	14 130	15 045	16 485	21 470	23 457
May	7 781	9 950	11 336	13 811	14 648	18 623	21 008	
June	7 477	10 222	11 653	13 387	15 086	18 475	21 340	
July	8 190	10 171	11 472	13 892	16 189	18 780	21 683	
August	8 296	10 554	11 452	14 466	14 887	18 750	22 228	
September	8 567	10 518	10 959	14 358	15 480	19 285	22 152	
October	8 517	10 349	12 110	14 378	16 338	18 924	21 878	
November	8 475	10 818	11 939	14 703	16 430	19 143	22 484	
December	8 595	10 599	12 752	14 283	16 933	20 440	22 285	

Table 4 shows motor trade sales by type of activity. The main activities in the motor trade industry are sales of new cars followed by fuel sales.

Table 4 - Motor trade sales by type of activity (R million) ^{1/}

Year 2/	Month	New vehicle sales	Used vehicle sales	Workshop income	Income from accessories	Income from fuel sales	Income from convenient store	Total 3/
2005	September	8456	4005	1808	2763	4447	1210	22690
	October	7913	3979	1808	3020	4677	1043	22440
	November	8765	4158	1809	3133	4555	1313	23733
	December	7945	3702	1629	2766	4761	1359	22161
2006	January	8372	3521	1659	2682	4218	1225	21676
	February	8877	3749	1810	2914	4004	1158	22512
	March	9325	3895	1957	2866	4152	1484	23679
	April	8235	3688	1768	2654	4085	1367	21797

1/ The type of activity in motor trade refers to the enterprises classified within the motor trade industry and engaged in the activities mentioned above

2/ Preliminary

3/ The figures have been rounded off. Therefore, discrepancies may occur between the sums of the component items and the totals

Tables 5.1 and 5.2 show the estimates and percentage changes in motor trade sales and seasonally adjusted estimates.

Table 5 – Estimates and percentage changes in total motor trade sales.

Table 5.1 - Quarterly and cumulative estimates and percentage changes

Estimates	February to April 2005 R million	February to April 2006 R million	% change between February to April 2005 and February to April 2006	January to April 2005 R million	January to April 2006 R million	% change between January to April 2005 and January to April 2006
Motor trade sales	58 225	67 988	+16,8	76 870	89 664	+16,6

Table 5.2 - Seasonally adjusted estimates with monthly and quarterly percentage changes.

Seasonally adjusted estimates	March 2006 R million	April 2006 R million	% change between March and April 2006	November 2005 to January 2006 R million	February to April 2006 R million	% change between November 2005 to January 2006 and February to April 2006
Motor trade sales	24 338	23 457	-3,6	66 986	71 274	+6,4

Explanatory notes

Introduction	1	Statistics South Africa (Stats SA) conducts a monthly survey covers enterprises of the motor trade industry (see 3 below). This survey is based on a sample drawn from the 2005 Business Sampling Frame (BSF) that contains businesses registered for value-added tax (VAT) and income tax.
	2	As is usual, information for the latest month has had to be estimated for respondents who have not reported by the cut-off date for production of results. These estimates will be revised in future statistical releases when their reported information become available. Motor trade sales estimates exclude value-added tax (VAT).
Scope of the survey	3	<p>The survey collects information from a sample of enterprises in South Africa that are predominantly involved in motor trade.</p> <p>These enterprises include -</p> <ul style="list-style-type: none"> • motor vehicle dealers, filling stations and workshops; • motor cycle dealers; • spares and accessories; • tyre dealers; • automotive electricians; • radiator repairs; • panel beaters and spray painters; • other specialised motor repair services; and • other motor trade.
Classification	4	The 1993 edition of the <i>Standard Industrial Classification of all Economic Activities (SIC)</i> , 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 (ISIC)</i> 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.
Statistical unit	5	The statistical unit for which information is compiled and published is the enterprise, defined as a legal unit or a combination of legal units that includes and directly controls all functions necessary to carry out its sales activities.
Survey methodology and design	6	The survey is conducted monthly. Questionnaires are sent to a sample of 644 enterprises from a population of about 12 000 enterprises. Completed questionnaires are required to be returned to Stats SA within 10 days after the end of the reference month. Fax and telephone reminders are used to follow up non-responses.
	7	The value of sales is obtained monthly from the sample of about 644 enterprises, which was drawn in August 2005 from a population then of about 12 000 motor trade enterprises. The motor trade industry is divided into four size groups. The sample is drawn at the SIC four-digit level. All large enterprises (size group one), are completely enumerated. Simple random sampling is applied to size group two (medium sized) enterprises, and to size groups three and four (small) enterprises. The total value of sales of the large enterprises (size group one) classification group is added to the weighted totals of size groups two, three and four to reflect the total value of sales.
Weighting methodology	8	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, which are in line with international best practice, are described in more detail on the Stats SA website at http://www.statssa.gov.za/publications/publicationsearch.asp .

Seasonal adjustment	9	Seasonally adjusted estimates are generated each month, using the X-11 Seasonal Adjustment Program developed by the US Bureau of the Census, 1968. 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 more clearly recognised. 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.																
Trend cycle	10	The trend is the long-term pattern or movement of a time series. The X-11 Seasonal Adjustment Program is used for smoothing seasonally adjusted estimates to estimates of the underlying trend cycle.																
Reliability of estimates	11	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 motor trade industry in South Africa. Estimates are subject to sampling and non-sampling errors.																
	12	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.																
Revised figures	13	Revised figures are due to respondents reporting revisions or corrections to their figures and late submission of their data to Stats SA. Preliminary figures are indicated in the relevant tables. Data are edited at the enterprise level.																
Related publications	14	Users may also wish to refer to the following publications available from Stats SA - <ul style="list-style-type: none"> • <i>Bulletin of Statistics</i> issued quarterly. • <i>SA Statistics</i> issued annually. 																
Rounding of figures	15	The figures in the tables have, where necessary, been rounded to the nearest digit shown.																
Symbols and abbreviations	16	<table border="0" style="width: 100%;"> <tr> <td style="width: 50%;">GDP</td> <td>Gross Domestic Product</td> </tr> <tr> <td>ISIC</td> <td>International Standard Industrial Classification</td> </tr> <tr> <td>SIC</td> <td>Standard Industrial Classification of all Economic Activities</td> </tr> <tr> <td>SARS</td> <td>South African Revenue Service</td> </tr> <tr> <td>Stats SA</td> <td>Statistics South Africa</td> </tr> <tr> <td>VAT</td> <td>Value-added tax</td> </tr> <tr> <td>*</td> <td>Revised</td> </tr> <tr> <td>-</td> <td>Figures not available</td> </tr> </table>	GDP	Gross Domestic Product	ISIC	International Standard Industrial Classification	SIC	Standard Industrial Classification of all Economic Activities	SARS	South African Revenue Service	Stats SA	Statistics South Africa	VAT	Value-added tax	*	Revised	-	Figures not available
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*	Revised																	
-	Figures not available																	

Technical note

Neyman Optimal allocation

Before drawing in each of the surveys the population of enterprises on the BSF was stratified. Strata were formed using a combination of Standard Industrial Classification and the measure of size classes for enterprises. The Neyman optimal allocation formula given below was used to allocate samples to each stratum.

$$n_h = \frac{N_h S_h}{\sum N_h S_h}$$

where N_h and S_h are the stratum population size and the stratum variance, respectively.

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 surveys did not exceed 6.4%.

Class limits

Enterprise size	Size group	Lower limits	Upper limits
Very small	1	0	4 000 000
Small	2	4 000 001	19 000 000
Medium	3	19 000 001	39 000 000
Large	4	39 000 001	

Glossary

- Enterprise** The enterprise is a legal entity or a combination of legal units that includes and directly controls all functions necessary to carry out its sales 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, Fifth Edition, Report No. 09-90-02 of January 1993 (SIC)*.
- Statistical unit** A statistical unit is a unit about which statistics are tabulated, compiled or published. The statistical units are derived from and linked to the South African Revenue Service (SARS) administrative data.

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