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# Statistical release

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**Summary of findings: Land transportation**

**Table A – Key figures for August 2010**

Freight transportation estimates	August 2010 1/	% change between August 2009 and August 2010	% change between June to August 2009 and June to August 2010	% change between January to August 2009 and January to August 2010
<b>Payload (000 tons)</b>	54 073	5,6	5,2	4,7
<b>Total income (R million)</b>	6 444	13,7	11,5	10,7

1/ Units of measurement can be found next to the respective variables in the previous column.

Passenger transportation estimates	August 2010 1/	% change between August 2009 and August 2010	% change between June to August 2009 and June to August 2010	% change between January to August 2009 and January to August 2010
<b>Number of passengers (000)</b>	66 535	-12,0	-18,3	-13,2
<b>Total income (R million)</b>	637	8,3	9,9	4,5

1/ Units of measurement can be found next to the respective variables in the previous column.

**Income from freight transportation**

***The income from freight transportation for the three months ended August 2010 increased by 11,5% compared with the three months ended August 2009. Income from freight transportation for August 2010 increased by 13,7% compared with August 2009. The volume of goods transported (payload) for August 2010 increased by 5,6% compared with August 2009.***

The increase of 11,5% in income from freight transportation for the three months ended August 2010 compared with the three months ended August 2009 was driven largely by primary mining and quarrying products (18,7% and contributing 5,2 percentage points), basic metals and fabricated metal products (43,6% and contributing 2,3 percentage points) and containers (47,6% and contributing 1,5 percentage points) – see Table B on page 3.

**Income from passenger transportation**

***The income from passenger transportation for the three months ended August 2010 increased by 9,9% compared with the three months ended August 2009. Income from passenger transportation for August 2010 increased by 8,3% compared with August 2009. The number of passengers for August 2010 decreased by 12,0% compared with August 2009.***

The main contributor to the increase of 9,9% in income from passenger transportation for the three months ended August 2010 compared with the three months ended August 2009 was road passenger transportation (14,8% and contributing 11,0 percentage points). However, this increase was counteracted by a decrease in railway passenger transportation (-4,4% and contributing -1,1 percentage points) – see Table C on page 3.

**Table B – Contribution of each type of commodity to the percentage change in freight transportation income**

Type of commodity	June to August 2009 (R million)	Weight 1/	June to August 2010 (R million)	Difference in income between June to August 2009 and June to August 2010 (R million)	% change between June to August 2009 and June to August 2010	Contribution (percentage points) to the % change in total income 2/
<b>Agriculture and forestry primary products</b>	1 688	9,8	1 798	110	6,5	0,6
<b>Primary mining and quarrying products</b>	4 763	27,6	5 654	891	18,7	5,2
<b>Manufactured food, beverages and tobacco products</b>	2 740	15,9	2 761	21	0,8	0,1
<b>Textiles, clothing and leather goods</b>	322	1,9	227	-95	-29,5	-0,6
<b>Chemicals, coke, petroleum, rubber, plastic and other mineral products</b>	1 785	10,4	1 744	-41	-2,3	-0,2
<b>Basic metals and fabricated metal products</b>	890	5,2	1 278	388	43,6	2,3
<b>Non-metallic products</b>	673	3,9	748	75	11,1	0,4
<b>Electrical machinery, transport machinery and equipment</b>	297	1,7	369	72	24,2	0,4
<b>Motor vehicles, parts and accessories</b>	310	1,8	424	114	36,8	0,7
<b>Paper and paper products</b>	314	1,8	355	41	13,1	0,2
<b>Commercial products</b>	402	2,3	553	151	37,6	0,9
<b>Used household and office products</b>	191	1,1	218	27	14,1	0,2
<b>Containers</b>	531	3,1	784	253	47,6	1,5
<b>Parcels</b>	186	1,1	243	57	30,6	0,3
<b>Other freight</b>	2 145	12,4	2 065	-80	-3,7	-0,5
<b>Total income 3/</b>	<b>17 239</b>	<b>100,0</b>	<b>19 222</b>	<b>1 983</b>	<b>11,5</b>	<b>11,5</b>

1/ Weight is the percentage contribution of each type of commodity to the total income for the three months up to the current month of the previous year.

2/ The contribution to the percentage change is calculated by multiplying the percentage change of each type of commodity with its corresponding weight, divided by 100.

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

**Table C – Contribution of each type of service to the percentage change in passenger transportation income**

Type of service	June to August 2009 (R million)	Weight 1/	June to August 2010 (R million)	Difference in income between June to August 2009 and June to August 2010 (R million)	% change between June to August 2009 and June to August 2010	Contribution (percentage points) to the % change in total income 2/
<b>Railway passenger transportation</b>	457	25,6	437	-20	-4,4	-1,1
<b>Road passenger transportation</b>	1 327	74,4	1 524	197	14,8	11,0
<b>Total income 3/</b>	<b>1 784</b>	<b>100,0</b>	<b>1 961</b>	<b>177</b>	<b>9,9</b>	<b>9,9</b>

1/ Weight is the percentage contribution of each type of service to the total income for the three months up to the current month of the previous year.

2/ The contribution to the percentage change is calculated by multiplying the percentage change of each type of service with its corresponding weight, divided by 100.

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

**PJ Lehohla**  
**Statistician-General**

### Detailed results

Table 1 shows freight transportation estimates for the period January 2008 – August 2010.

**Table 1 – Total freight transportation estimates**

Year and month 1/		Rail		Road		Total 2/	
		Payload (000 tons)	Income (R million)	Payload (000 tons)	Income (R million)	Payload (000 tons)	Income (R million)
2008	January	13 708	1 218	33 350	3 696	47 058	4 914
	February	15 033	1 317	37 484	4 035	52 517	5 352
	March	14 565	1 270	37 127	4 039	51 692	5 309
	April	14 803	1 444	40 858	4 525	55 661	5 969
	May	14 105	1 360	40 387	4 521	54 492	5 881
	June	17 533	1 498	42 631	4 716	60 164	6 214
	July	15 141	1 478	44 066	5 069	59 207	6 547
	August	15 474	1 536	42 248	4 834	57 722	6 370
	September	15 389	1 546	42 046	4 744	57 435	6 290
	October	16 146	1 535	43 177	4 878	59 323	6 413
	November	16 219	1 491	40 951	4 667	57 170	6 158
	December	14 990	1 263	34 510	4 039	49 500	5 302
	<b>Total</b>	<b>183 106</b>	<b>16 956</b>	<b>478 835</b>	<b>53 763</b>	<b>661 941</b>	<b>70 719</b>
2009	January	14 337	1 185	33 119	3 809	47 456	4 994
	February	14 874	1 428	34 919	3 871	49 793	5 299
	March	15 193	1 385	35 563	4 098	50 756	5 483
	April	15 274	1 565	32 906	3 803	48 180	5 368
	May	13 332	1 381	35 066	4 097	48 398	5 478
	June	15 930	1 645	35 720	4 026	51 650	5 671
	July	15 131	1 567	37 857	4 331	52 988	5 898
	August	15 397	1 605	35 829	4 065	51 226	5 670
	September	16 993	1 775	36 742	4 188	53 735	5 963
	October	15 395	1 749	37 170	4 350	52 565	6 099
	November	16 184	1 825	38 056	4 330	54 240	6 155
	December	15 443	1 664	33 876	4 028	49 319	5 692
	<b>Total</b>	<b>183 483</b>	<b>18 774</b>	<b>426 823</b>	<b>48 996</b>	<b>610 306</b>	<b>67 770</b>
2010	January	15 338	1 674	33 289	3 901	48 627	5 575
	February	16 114	1 812	35 422	4 103	51 536	5 915
	March	15 558	1 816	38 586	4 429	54 144	6 245
	April	15 595	1 790	35 008	4 064	50 603	5 854
	May	11 683	1 372	38 510	4 355	50 193	5 727
	June	14 653	1 771	39 431	4 500	54 084	6 271
	July	16 102	1 896	39 731	4 611	55 833	6 507
	August	15 073	1 889	39 000	4 555	54 073	6 444

1/ 2009 and 2010 figures are preliminary.

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

Table 2 shows passenger transportation estimates for the period January 2008 – August 2010.

**Table 2 – Total passenger transportation estimates**

Year and month 1/		Rail		Road		Total 2/	
		Number of passengers (000)	Income (R million)	Number of passengers (000)	Income (R million)	Number of passengers (000)	Income (R million)
<b>2008</b>	<b>January</b>	47 489	173	20 447	374	67 936	547
	<b>February</b>	57 078	163	23 532	408	80 610	571
	<b>March</b>	52 551	143	24 766	444	77 317	587
	<b>April</b>	49 031	133	22 250	373	71 281	506
	<b>May</b>	52 427	146	22 535	371	74 962	517
	<b>June</b>	46 508	132	24 258	425	70 766	557
	<b>July</b>	52 168	137	23 573	423	75 741	560
	<b>August</b>	52 334	145	24 640	440	76 974	585
	<b>September</b>	54 253	165	26 867	479	81 120	644
	<b>October</b>	59 237	164	25 678	469	84 915	633
	<b>November</b>	52 709	148	24 481	452	77 190	600
	<b>December</b>	37 650	139	20 253	376	57 903	515
	<b>Total</b>	<b>613 435</b>	<b>1 788</b>	<b>283 280</b>	<b>5 034</b>	<b>896 715</b>	<b>6 822</b>
<b>2009</b>	<b>January</b>	48 985	150	20 689	368	69 674	518
	<b>February</b>	51 998	151	24 732	447	76 730	598
	<b>March</b>	59 223	165	28 006	482	87 229	647
	<b>April</b>	54 365	152	23 521	438	77 886	590
	<b>May</b>	56 511	164	25 342	446	81 853	610
	<b>June</b>	53 058	146	23 948	434	77 006	580
	<b>July</b>	56 566	161	23 898	455	80 464	616
	<b>August</b>	52 122	150	23 465	438	75 587	588
	<b>September</b>	53 632	156	24 457	456	78 089	612
	<b>October</b>	60 163	172	25 063	464	85 226	636
	<b>November</b>	54 202	157	23 850	440	78 052	597
	<b>December</b>	43 068	129	20 826	431	63 894	560
	<b>Total</b>	<b>643 893</b>	<b>1 853</b>	<b>287 797</b>	<b>5 299</b>	<b>931 690</b>	<b>7 152</b>
<b>2010</b>	<b>January</b>	46 828	148	21 665	403	68 493	551
	<b>February</b>	54 984	160	24 162	425	79 146	585
	<b>March</b>	56 440	165	26 300	467	82 740	632
	<b>April</b>	50 601	184	22 804	468	73 405	652
	<b>May</b>	23 877	98	25 347	480	49 225	578
	<b>June</b>	33 491	132	23 509	508	57 000	640
	<b>July</b>	42 409	160	24 508	523	66 917	684
	<b>August</b>	42 053	145	24 482	492	66 535	637

1/ 2009 and 2010 figures are preliminary.

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

Table 3 shows freight transportation income by type of commodity (see description of type of commodity on page 7).

**Table 3 – Total income according to the type of commodity for freight transportation (R million)**

Year and month 1/	Type A	Type B	Type C	Type D	Type E	Type F	Type G	Type H	Type I	Type J	Type K	Type L	Type M	Type N	Type O	Total 2/	
<b>2008</b>	<b>January</b>	464	1 149	799	71	503	393	177	78	128	82	115	60	185	95	613	4 914
	<b>February</b>	523	1 320	810	86	555	382	192	88	123	82	99	81	217	96	699	5 352
	<b>March</b>	493	1 303	790	73	567	394	186	97	133	77	107	68	241	97	684	5 309
	<b>April</b>	596	1 438	900	94	641	422	216	102	144	86	115	71	249	104	793	5 969
	<b>May</b>	585	1 453	880	95	632	400	189	110	122	88	135	72	225	105	789	5 881
	<b>June</b>	591	1 536	886	87	673	413	193	143	123	93	137	66	219	101	951	6 214
	<b>July</b>	621	1 598	977	111	709	426	206	152	140	143	148	95	223	105	892	6 547
	<b>August</b>	601	1 626	979	118	665	424	195	144	126	105	147	99	199	93	848	6 370
	<b>September</b>	599	1 606	952	102	620	427	209	104	115	101	163	94	204	114	880	6 290
	<b>October</b>	654	1 488	1 020	134	674	406	205	127	121	151	140	115	193	131	852	6 413
	<b>November</b>	580	1 417	1 095	113	597	389	210	168	112	93	148	118	171	132	813	6 158
	<b>December</b>	560	1 217	1 030	110	520	240	177	144	100	111	100	96	156	95	648	5 302
<b>Total</b>	<b>6 867</b>	<b>17 151</b>	<b>11 118</b>	<b>1 194</b>	<b>7 356</b>	<b>4 716</b>	<b>2 355</b>	<b>1 457</b>	<b>1 487</b>	<b>1 212</b>	<b>1 554</b>	<b>1 035</b>	<b>2 482</b>	<b>1 268</b>	<b>9 462</b>	<b>70 719</b>	
<b>2009</b>	<b>January</b>	571	1 155	913	101	500	246	192	140	106	76	90	86	116	90	613	4 994
	<b>February</b>	477	1 434	931	71	558	271	180	125	95	87	83	67	137	100	683	5 299
	<b>March</b>	510	1 261	989	101	584	343	184	146	110	94	134	58	155	86	725	5 483
	<b>April</b>	480	1 467	878	56	547	291	193	117	79	97	133	59	161	72	737	5 368
	<b>May</b>	527	1 343	962	64	591	288	220	109	101	103	157	58	167	73	715	5 478
	<b>June</b>	563	1 609	850	80	581	297	225	98	92	103	133	64	173	70	734	5 671
	<b>July</b>	588	1 573	1 029	105	613	294	236	87	113	104	134	66	168	62	727	5 898
	<b>August</b>	537	1 581	861	137	591	299	212	112	105	107	135	61	190	54	684	5 670
	<b>September</b>	530	1 767	867	113	594	359	228	101	102	119	140	63	244	75	659	5 963
	<b>October</b>	524	1 793	990	110	550	354	226	110	105	125	171	68	255	80	637	6 099
	<b>November</b>	473	1 885	848	125	578	351	251	115	126	127	169	73	270	95	669	6 155
	<b>December</b>	462	1 617	1 007	107	542	339	198	92	93	110	127	85	188	73	652	5 692
<b>Total</b>	<b>6 242</b>	<b>18 485</b>	<b>11 125</b>	<b>1 170</b>	<b>6 829</b>	<b>3 732</b>	<b>2 545</b>	<b>1 352</b>	<b>1 227</b>	<b>1 252</b>	<b>1 606</b>	<b>808</b>	<b>2 224</b>	<b>930</b>	<b>8 235</b>	<b>67 770</b>	
<b>2010</b>	<b>January</b>	442	1 698	989	71	519	353	216	78	93	106	103	59	188	68	592	5 575
	<b>February</b>	465	1 837	949	98	516	382	241	100	102	108	147	66	216	81	606	5 915
	<b>March</b>	515	1 970	980	124	540	374	268	103	121	119	146	72	200	92	620	6 245
	<b>April</b>	512	1 767	856	77	528	395	240	120	114	119	131	68	234	89	605	5 854
	<b>May</b>	560	1 597	862	80	556	353	242	123	120	119	159	66	176	86	626	5 727
	<b>June</b>	596	1 776	929	73	596	411	258	129	127	120	181	71	256	85	661	6 271
	<b>July</b>	620	1 985	925	77	538	422	238	119	147	121	190	71	263	81	711	6 507
	<b>August</b>	582	1 893	907	77	610	445	252	121	150	114	182	76	265	77	693	6 444

1/ 2009 and 2010 figures are preliminary.

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

**Description of type of commodity included in indicated group type in Table 3**

<b>Group type</b>	<b>Type of commodity included in group type</b>
Type A	Transportation of agriculture and forestry primary products
Type B	Transportation of primary mining and quarrying products
Type C	Transportation of manufactured food, beverages and tobacco products
Type D	Transportation of textiles, clothing and leather products
Type E	Transportation of chemicals, coke, petroleum, rubber, plastic and other mineral products
Type F	Transportation of basic metals and fabricated metal products
Type G	Transportation of non-metallic products
Type H	Transportation of electrical machinery, transport machinery and equipment
Type I	Transportation of motor vehicles, parts and accessories
Type J	Transportation of paper and paper products
Type K	Transportation of commercial products
Type L	Transportation of used household and office products
Type M	Transportation of containers
Type N	Transportation of parcels
Type O	Transportation of other freight



**Estimates and percentage changes in land transportation**

Outlined below in Tables 4.1 and 4.2 are the estimates and percentage changes in freight and passenger transportation.

**Table 4.1 – Three-monthly and annual cumulative estimates and percentage changes for freight transportation**

Freight transportation estimates	June to August 2009	June to August 2010	% change between June to August 2009 and June to August 2010	January to August 2009	January to August 2010	% change between January to August 2009 and January to August 2010
<b>Payload (000 tons)</b>	155 864	163 990	5,2	400 447	419 093	4,7
<b>Total income (R million)</b>	17 239	19 222	11,5	43 861	48 538	10,7

**Table 4.2 – Three-monthly and annual cumulative estimates and percentage changes for passenger transportation**

Passenger transportation estimates	June to August 2009	June to August 2010	% change between June to August 2009 and June to August 2010	January to August 2009	January to August 2010	% change between January to August 2009 and January to August 2010
<b>Number of passengers (000)</b>	233 057	190 452	-18,3	626 429	543 461	-13,2
<b>Total income (R million)</b>	1 784	1 961	9,9	4 747	4 959	4,5

## Explanatory notes

<b>Introduction</b>	<b>1</b>	<p>Statistics South Africa (Stats SA) conducts a monthly survey of the land transportation industry, covering passenger and freight transportation by rail and road (see 4 below). This survey is based on a sample drawn from the 2010 Business Sampling Frame (BSF) that contains businesses registered for value added tax (VAT).</p> <p>As is usual, information for the latest month 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 becomes available. Published land transportation income estimates exclude VAT.</p>
<b>Purpose of the survey</b>	<b>3</b>	<p>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.</p>
<b>Scope of the survey</b>	<b>4</b>	<p>This survey covers enterprises involved in land transportation according to the following types of transportation:</p> <ul style="list-style-type: none"> <li>• Railway transport (including passenger and freight transportation);</li> <li>• Other scheduled passenger land transport – urban, suburban and inter-urban bus and coach passenger lines and school buses;</li> <li>• 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</li> <li>• Freight transport by road.</li> </ul>
<b>Exclusions</b>	<b>5</b>	<p>Passenger transportation excludes:</p> <ul style="list-style-type: none"> <li>• Minibus taxis;</li> <li>• Gautrain;</li> <li>• Metropolitan buses (including the Bus Rapid System – BRT); and</li> <li>• Rental of private cars/buses without drivers.</li> </ul> <p>Freight transportation excludes:</p> <ul style="list-style-type: none"> <li>• Renting of trucks without drivers; and</li> <li>• In-house transportation.</li> </ul>
<b>Classification</b>	<b>6</b>	<p>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.</p>
<b>Response rate</b>	<b>7</b>	<p>The preliminary response rate for the survey on land transportation for August 2010 was 90,6%. The improved response rate for July 2010 was 94,2%.</p>
<b>Statistical unit</b>	<b>8</b>	<p>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 income activities.</p>
<b>Survey methodology and design</b>	<b>9</b>	<p>Questionnaires are collected monthly and the results are published on a monthly basis. Questionnaires are sent to a sample of about 700 enterprises from a population of about 4 400 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-respondents.</p>

<b>Sample design</b>	<b>10</b>	The value of income is obtained monthly from the sample of about 700 enterprises (which was drawn in April 2010 at the SIC four-digit level) from a population of about 4 400 land transportation enterprises. 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 size groups two (medium sized), three and four (small) 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.																				
<b>Weighting methodology</b>	<b>11</b>	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 <a href="http://www.statssa.gov.za/publications/publicationsearch.asp">http://www.statssa.gov.za/publications/publicationsearch.asp</a> .																				
<b>Reliability of estimates</b>	<b>12</b>	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. Preliminary figures are indicated in the tables.																				
	<b>13</b>	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.																				
<b>Revised figures</b>	<b>14</b>	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.																				
<b>Related publications</b>	<b>15</b>	Users may also wish to refer to the following publications available from Stats SA - <ul style="list-style-type: none"> <li>• <i>Bulletin of Statistics</i> issued quarterly; and</li> <li>• <i>SA Statistics</i> issued annually.</li> </ul>																				
<b>Rounding-off of figures</b>	<b>16</b>	Where figures have been rounded off discrepancies may occur between sums of the component items and the totals.																				
<b>Pre-release policy</b>	<b>17</b>	Stats SA's pre-release policy may be inspected at its website, <a href="http://www.statssa.gov.za">www.statssa.gov.za</a> .																				
<b>Symbols and abbreviations</b>	<b>18</b>	<table border="0" style="width: 100%;"> <tr> <td style="width: 100px;">BR</td> <td>Business Register</td> </tr> <tr> <td>BSF</td> <td>Business Sampling Frame</td> </tr> <tr> <td>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>	BR	Business Register	BSF	Business Sampling Frame	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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**Technical note**

**Neyman optimal allocation**

A stratified random sample was drawn from the population of enterprises on the business sampling frame (BSF). 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.

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

$N_h$  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 strata did not exceed 1,0%.

**Class limits**

Enterprise size	Size Group	Lower limits	Upper limits
Very small	4	0	9 000 000
Small	3	9 000 001	39 000 000
Medium	2	39 000 001	78 000 000
Large	1	78 000 001	

**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.

**Number of passengers**

The number of passengers refers to the passenger journeys.

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