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Contents

Freight transportation: results for July 2013..... 3

 Table A – Year-on-year percentage change in freight transportation (income at current prices).....3

 Table B – Freight transportation income at current prices for the latest three months by type of commodity.....3

 Figure 1 – Freight transportation: year-on-year percentage change in payload.....4

Passenger transportation: results for July 2013..... 4

 Table C – Year-on-year percentage change in passenger transportation (income at current prices).....4

 Figure 2 – Passenger transportation: year-on-year percentage change in passenger journeys.....4

Note: Changes to the monthly current indicator survey and the impact on the statistical series 5

Tables 8

 Table 1 – Freight transportation(income at current prices)8

 Table 2 – Year-on-year percentage change in freight transportation (income at current prices)8

 Table 3 – Freight transportation income at current prices by type of commodity (R million)9

 Table 4 – Year-on-year percentage change in freight transportation income at current prices by type of commodity9

 Table 5 – Contribution of each type of commodity to the year-on-year percentage change in freight transportation income at current prices (percentage points).....9

 Table 6 – Passenger transportation (income at current prices)10

 Table 7 – Year-on-year percentage change in passenger transportation (income at current prices)10

Survey information 11

Technical notes..... 12

Glossary 13

Technical enquiries 13

General information..... 14

Freight transportation: results for July 2013

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

	Feb-13	Mar-13	Apr-13	May-13	Jun-13	Jul-13
Freight payload	3,8	0,4	7,9	-0,2	-2,7	3,8
Freight income	6,0	3,2	18,3	13,5	6,8	11,2

The volume of goods transported (payload) increased by 3,8% in July 2013 compared with July 2012. The corresponding income increased by 11,2% over the same period.

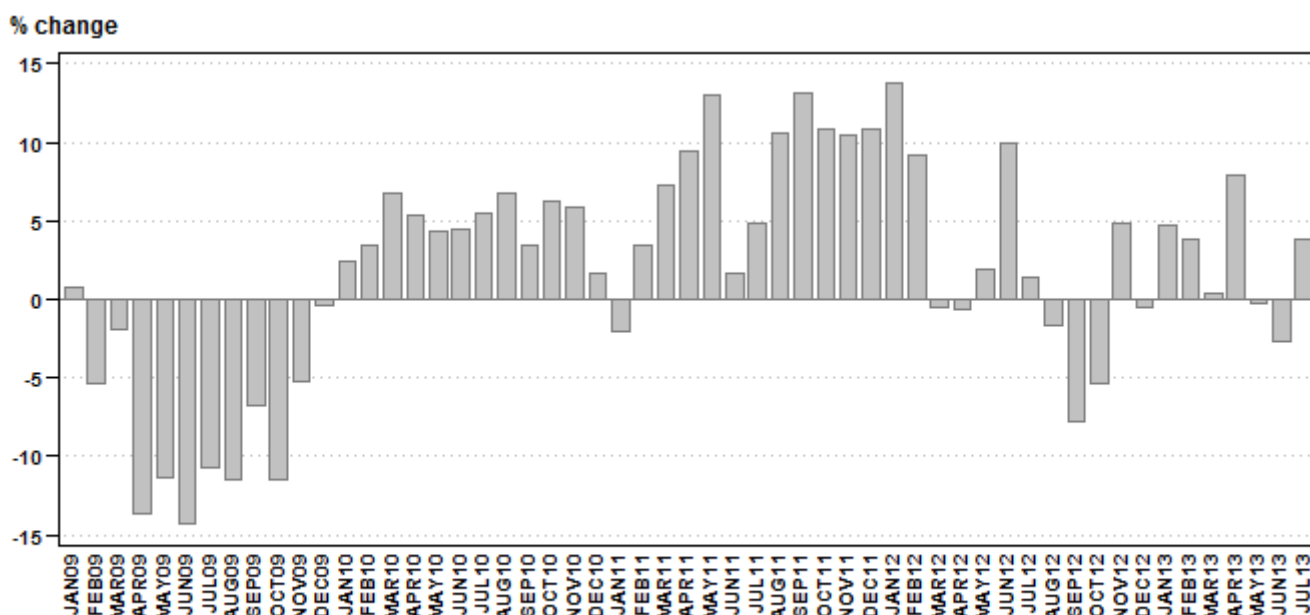
Table B – Freight transportation income at current prices for the latest three months by type of commodity

Type of commodity	May – Jul 2012 (R million)	Weight	May – Jul 2013 (R million)	% change between May – Jul 2012 and May – Jul 2013	Contribution (% points) to the total % change
Agriculture and forestry primary products	1 776	7,5	1 976	11,3	0,8
Primary mining and quarrying products	7 659	32,2	8 251	7,7	2,5
Manufactured food, beverages and tobacco products	3 270	13,8	3 458	5,7	0,8
Textiles, clothing and leather goods	285	1,2	337	18,2	0,2
Chemicals, coke, petroleum, rubber, plastic and other mineral products	1 843	7,8	2 007	8,9	0,7
Basic metals and fabricated metal products	1 261	5,3	1 445	14,6	0,8
Non-metallic products	999	4,2	975	-2,4	-0,1
Electrical machinery, transport machinery and equipment	475	2,0	503	5,9	0,1
Motor vehicles, parts and accessories	657	2,8	760	15,7	0,4
Paper and paper products	440	1,9	434	-1,4	0,0
Commercial products	649	2,7	654	0,8	0,0
Used household and office products	252	1,1	272	7,9	0,1
Containers	1 565	6,6	1 824	16,5	1,1
Parcels	450	1,9	508	12,9	0,2
Other freight	2 182	9,2	2 847	30,5	2,8
Total income	23 768	100,0	26 255	10,5	10,5

Income from freight transportation increased by 10,5% in the three months ended July 2013 compared with the three months ended July 2012. The main contributors to this increase were:

- 'other' freight (30,5% and contributing 2,8 percentage points);
- primary mining and quarrying products (7,7% and contributing 2,5 percentage points); and
- containers (16,5% and contributing 1,1 percentage points) – see Table B.

Figure 1 – Freight transportation: year-on-year percentage change in payload



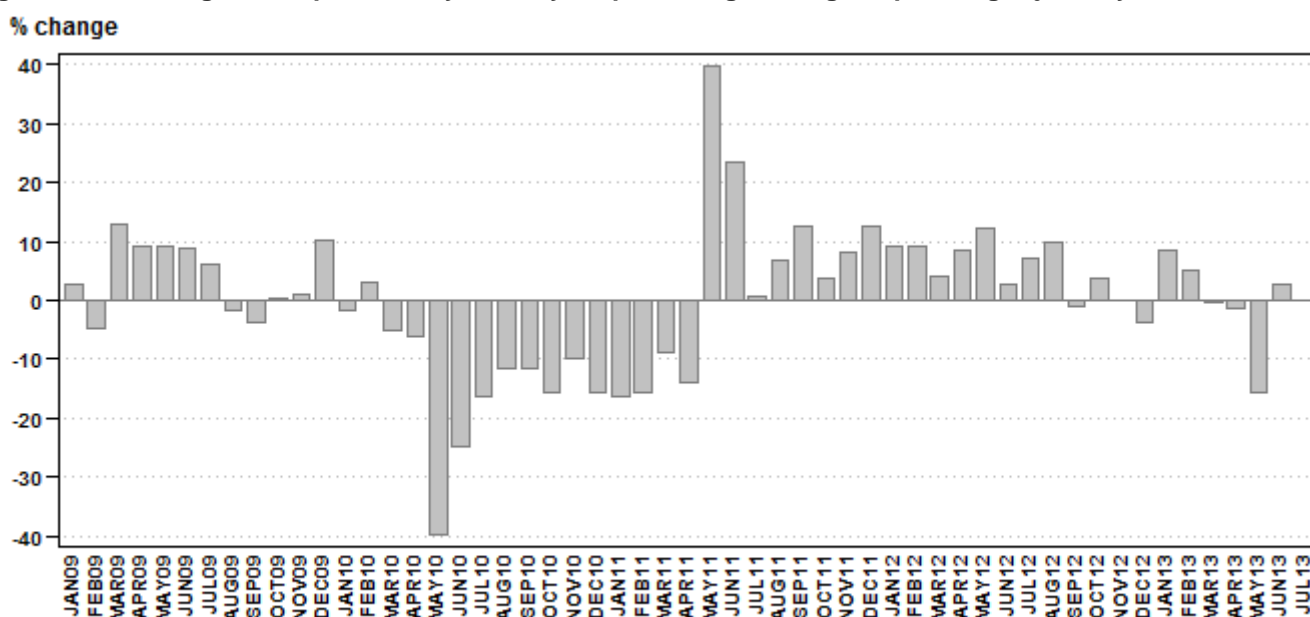
Passenger transportation: results for July 2013

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

	Feb-13	Mar-13	Apr-13	May-13	Jun-13	Jul-13
Passenger journeys	5,2	-0,4	-1,3	-15,6	2,7	0,0
Passenger income	16,2	17,1	-6,3	-16,8	8,8	10,2

The number of passenger journeys remained stable between July 2012 and July 2013 while the income increased by 10,2% over the same period.

Figure 2 – Passenger transportation: year-on-year percentage change in passenger journeys



Note: Changes to the monthly current indicator survey and the impact on the statistical series

Business register and samples

Today Statistics South Africa (Stats SA) publishes results for the monthly survey of land transport from a new sample drawn in April 2013, which replaces the previous sample that was drawn in April 2012. The sample was drawn from a business register of enterprises with an annual turnover of at least R1 000 000 and that are required to register with the South African Revenue Service (SARS) for value added tax.

Owing to the evolving nature of business, the business register is maintained on a continuous basis. The maintenance process is aimed, amongst other things, at capturing changes related to new businesses, ceased businesses, merged businesses and classification changes. In addition, Stats SA undertakes quality improvement surveys related to the business register, the primary objective of which is to capture up-to-date information about the structures and activities of large and complex businesses. This process enables Stats SA to review classification codes for these businesses. These changes are an essential part of the statistical architecture.

Comparison between the previous and new samples for freight transportation

The reported level of income from freight transportation for the monthly survey of the land transport industry for the months April to June 2013 based on the new sample was 1,1% higher than the level of income from the previous sample. The reported level of payload for the months April to June 2013 based on the new sample was 5,3% higher than the level of payload from the previous sample (see Table D and Figure 3). The previous sample was drawn in April 2012 and was operational for the last half of 2012 and the first half of 2013.

Table D – Freight transportation estimates for the previous and new samples: April to June 2013

Freight transportation estimates 1/	Previous sample	New sample	Difference	Difference 2/ (%)
Freight payload (000 tons)	173 084	182 340	9 256	5,3
Freight income (R million)	25 890	26 179	289	1,1

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

2/ The percentage difference is the difference between the April to June 2013 income as recorded in the new sample divided by the April to June 2013 income as recorded in the previous sample, expressed as a percentage.

Figure 3 – Freight transportation income: monthly levels of previous and new samples from April to June 2013

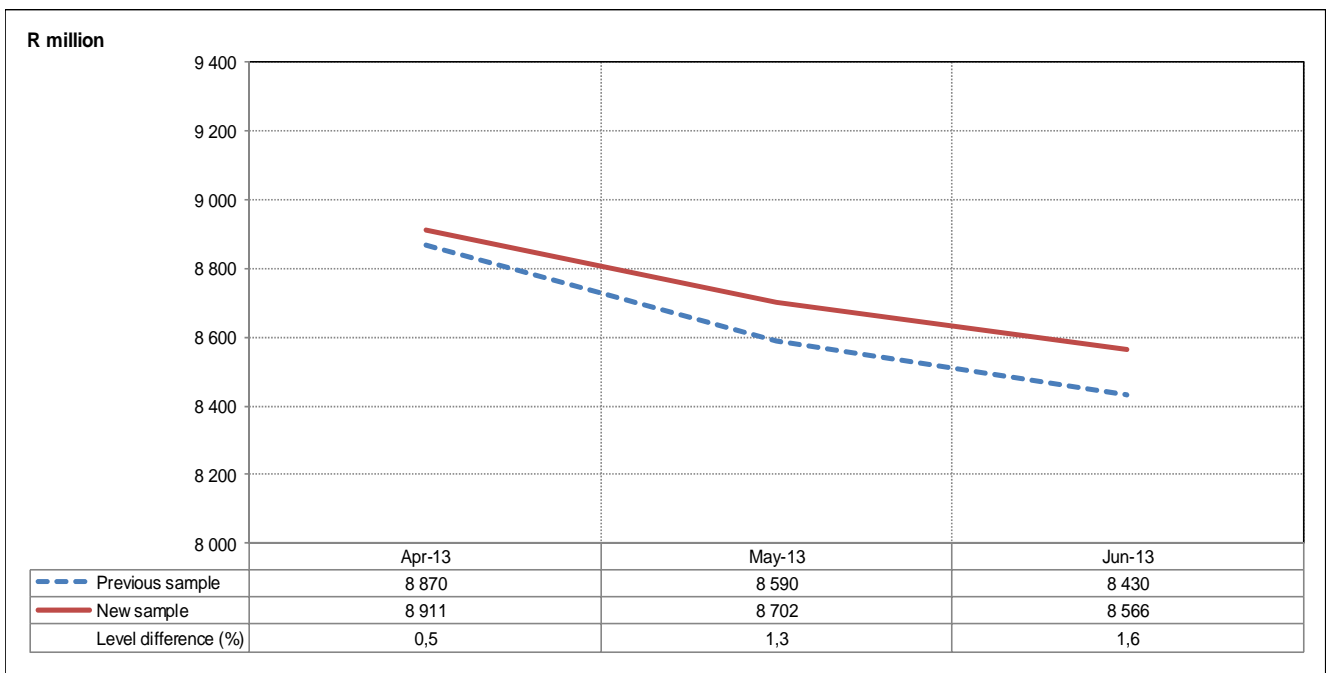


Table E – Total income from freight transportation for the previous and new samples by type of commodity: April to June 2013

Type of commodity	Previous sample (R million)	New sample (R million)	Difference (R million)	Difference 1/ (%)
Agriculture and forestry primary products	1 883	1 902	19	1,0
Primary mining and quarrying products	7 961	8 245	284	3,6
Manufactured food, beverages and tobacco products	3 742	3 717	-25	-0,7
Textiles, clothing and leather goods	366	364	-2	-0,5
Chemicals, coke, petroleum, rubber, plastic and other mineral products	1 943	1 941	-2	-0,1
Basic metals and fabricated metal products	1 569	1 425	-144	-9,2
Non-metallic products	906	988	82	9,1
Electrical machinery, transport machinery and equipment	652	499	-153	-23,5
Motor vehicles, parts and accessories	778	777	-1	-0,1
Paper and paper products	402	421	19	4,7
Commercial products	666	636	-30	-4,5
Used household and office products	197	275	78	39,6
Containers	1 450	1 797	347	23,9
Parcels	526	501	-25	-4,8
Other freight	2 848	2 687	-161	-5,7
Total income 2/	25 890	26 179	289	1,1

1/ The percentage difference is the difference between the April to June 2013 income as recorded in the new sample divided by the April to June 2013 income as recorded in the previous sample, expressed as a percentage.

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

The largest percentage differences between the previous and new samples were in the following types of commodities:

- used household and office products (39,6% or R78 million);
- containers (23,9% or R347 million); and
- electrical machinery, transport machinery and equipment (-23,5% or -R153 million).

Comparison between the previous and new samples for passenger transportation

The reported level of income from passenger transportation for the months April to June 2013 based on the new sample was 3,3% higher than the level of income from the previous sample. The reported level of number of passenger journeys for the months April to June 2013 based on the new sample was 1,0% higher than the level of number of passenger journeys from the previous sample (see Table F and Figure 4 on page 7).

Table F – Passenger transportation estimates for the previous and new samples – April to June 2013

Passenger transportation estimates 1/	Previous sample	New sample	Difference	Difference 2/ (%)
Passenger journeys (000)	204 698	206 651	1 953	1,0
Passenger income (R million)	2 198	2 271	73	3,3

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

2/ The percentage difference is the difference between the April to June 2013 income as recorded in the new sample divided by the April to June 2013 income as recorded in the previous sample, expressed as a percentage.

Figure 4 – Passenger transportation income: monthly levels of previous and new samples from April to June 2013

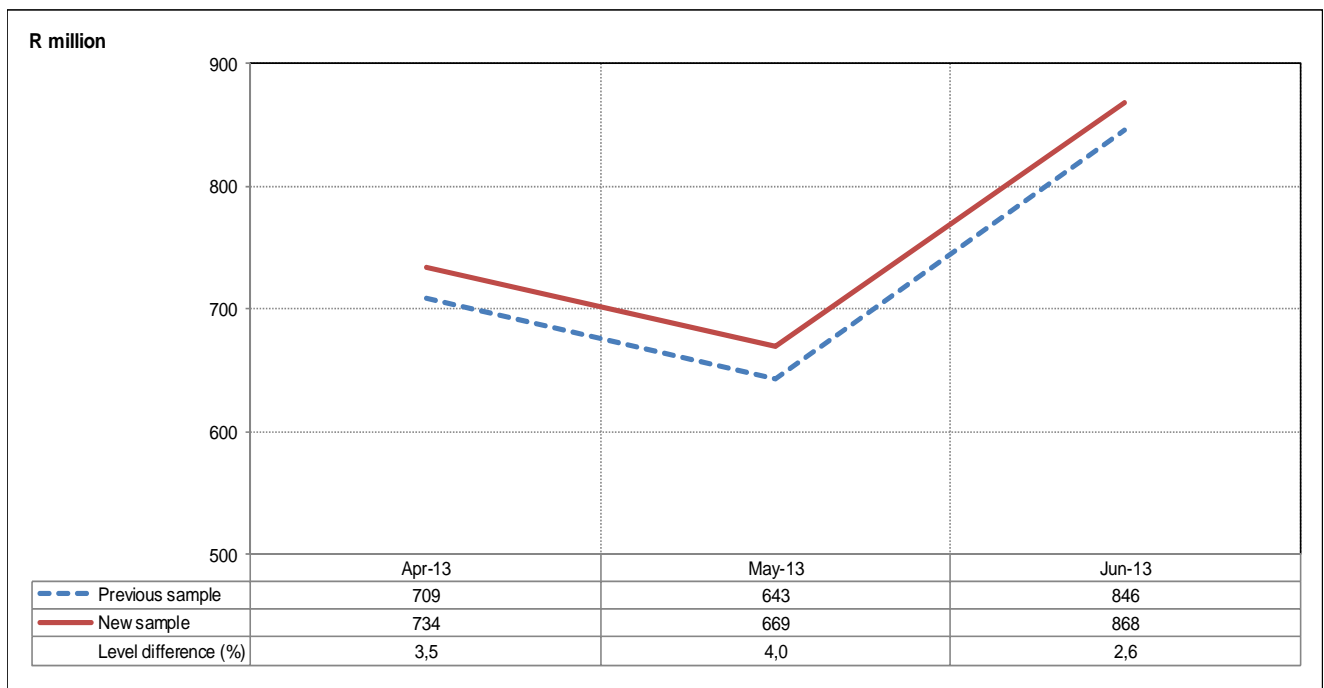


Table G – Total income from passenger transportation for the previous and new samples by type of service: April to June 2013

Type of service	Previous sample (R million)	New sample (R million)	Difference (R million)	Difference 1/ (%)
Rail passenger transportation	576	697	121	21,0
Road passenger transportation	1 622	1 574	-48	-3,0
Total income 2/	2 198	2 271	73	3,3

1/ The percentage difference is the difference between the April to June 2013 income as recorded in the new sample divided by the April to June 2013 income as recorded in the previous sample, expressed as a percentage.

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

The increase of R121 million (21,0%) in rail passenger income was partially offset by the decrease of R48 million (-3,0%) in road passenger income.

Various data quality improvements account for these differences and those in freight transportation, for example the reclassification of enterprises from one industry to another.

Backcasting

In order to assist users of time series, the levels of the previous sample have been adjusted from January 2008 up to March 2013, using the ratio between the new and previous sample estimates for April to June 2013 and other information.

Tables

Table 1 – Freight transportation (income at current prices)

Year and month 1/		Rail		Road		Total	
		Payload (000 tons)	Income (R million)	Payload (000 tons)	Income (R million)	Payload (000 tons)	Income (R million)
2012	Jan	16 658	2 213	39 351	4 944	56 009	7 157
	Feb	17 514	2 407	42 636	5 443	60 150	7 850
	Mar	17 540	2 356	42 285	5 358	59 825	7 714
	Apr	17 070	2 380	39 990	5 152	57 060	7 532
	May	15 425	2 157	44 807	5 507	60 232	7 664
	Jun	17 793	2 442	44 541	5 578	62 334	8 020
	Jul	18 227	2 557	43 315	5 527	61 542	8 084
	Aug	16 858	2 633	44 601	5 727	61 459	8 360
	Sep	18 707	2 853	41 259	5 291	59 966	8 144
	Oct	16 332	2 464	44 277	5 873	60 609	8 337
	Nov	18 442	2 645	50 382	6 618	68 824	9 263
	Dec	16 995	2 525	40 167	5 322	57 162	7 847
	Total	207 561	29 632	517 611	66 340	725 172	95 972
2013	Jan	17 145	2 506	41 472	5 282	58 617	7 788
	Feb	18 942	2 758	43 484	5 565	62 426	8 323
	Mar	17 223	2 478	42 825	5 482	60 048	7 960
	Apr	17 857	2 783	43 724	6 128	61 581	8 911
	May	14 724	2 425	45 407	6 277	60 131	8 702
	Jun	18 400	2 875	42 228	5 691	60 628	8 566
	Jul	18 650	2 862	45 234	6 125	63 884	8 987

1/ Latest month is preliminary.

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
2012	Jan	18,8	35,6	11,8	13,8	13,8	19,7
	Feb	4,5	3,3	11,2	16,4	9,2	12,0
	Mar	10,4	23,9	-4,4	0,5	-0,5	6,6
	Apr	4,6	11,2	-2,8	-0,3	-0,7	3,0
	May	-5,7	-1,9	4,9	4,9	1,9	2,9
	Jun	37,5	32,6	1,8	2,9	9,9	10,5
	Jul	14,3	22,6	-3,2	0,8	1,4	6,8
	Aug	2,9	15,4	-3,3	0,0	-1,7	4,4
	Sep	3,0	19,0	-12,0	-9,7	-7,8	-1,4
	Oct	-9,1	3,5	-3,8	1,7	-5,3	2,2
	Nov	3,3	9,0	5,3	10,2	4,8	9,9
	Dec	-1,1	10,5	-0,2	1,2	-0,5	4,0
	Total	6,0	14,4	0,1	3,2	1,7	6,4
2013	Jan	2,9	13,2	5,4	6,8	4,7	8,8
	Feb	8,2	14,6	2,0	2,2	3,8	6,0
	Mar	-1,8	5,2	1,3	2,3	0,4	3,2
	Apr	4,6	16,9	9,3	18,9	7,9	18,3
	May	-4,5	12,4	1,3	14,0	-0,2	13,5
	Jun	3,4	17,7	-5,2	2,0	-2,7	6,8
	Jul	2,3	11,9	4,4	10,8	3,8	11,2

Table 3 – Freight transportation income at current prices by type of commodity (R million)

Type of commodity	Feb-13	Mar-13	Apr-13	May-13	Jun-13	Jul-13 1/
Agriculture and forestry primary products	500	520	610	653	639	684
Primary mining and quarrying products	2 964	2 666	2 966	2 507	2 772	2 972
Manufactured food, beverages and tobacco products	1 147	1 100	1 315	1 369	1 033	1 056
Textiles, clothing and leather products	107	119	144	117	103	117
Chemicals, coke, petroleum, rubber, plastic and other mineral products	626	662	620	668	653	686
Basic metals and fabricated metal products	439	400	451	485	489	471
Non-metallic products	279	287	332	321	335	319
Electrical machinery, transport machinery and equipment	171	158	169	161	169	173
Motor vehicles, parts and accessories	240	244	281	262	234	264
Paper and paper products	136	140	140	144	137	153
Commercial products	184	183	212	216	208	230
Used household and office products	106	96	97	86	92	94
Containers	559	530	590	617	590	617
Parcels	155	158	170	172	159	177
Other freight	710	696	813	922	952	973
Total	8 323	7 960	8 911	8 702	8 566	8 987

1/ Preliminary.

Table 4 – Year-on-year percentage change in freight transportation income at current prices by type of commodity

Type of commodity	Feb-13	Mar-13	Apr-13	May-13	Jun-13	Jul-13
Agriculture and forestry primary products	-1,6	-0,6	20,8	14,8	5,3	14,0
Primary mining and quarrying products	12,1	1,1	21,2	5,3	8,8	8,8
Manufactured food, beverages and tobacco products	8,8	5,3	25,5	36,6	-14,2	-0,8
Textiles, clothing and leather products	25,9	33,7	50,0	33,0	24,1	2,6
Chemicals, coke, petroleum, rubber, plastic and other mineral products	-1,4	6,9	4,2	7,6	7,9	11,2
Basic metals and fabricated metal products	-1,6	-0,7	5,9	12,3	12,4	19,5
Non-metallic products	-10,6	-9,2	8,1	-2,7	-2,6	-1,8
Electrical machinery, transport machinery and equipment	-11,9	6,8	9,7	5,9	5,0	6,8
Motor vehicles, parts and accessories	14,8	3,0	23,2	29,1	8,3	10,9
Paper and paper products	-1,4	2,9	6,1	-4,0	-6,2	6,3
Commercial products	-17,9	-14,9	3,4	-4,8	-1,9	9,5
Used household and office products	26,2	18,5	11,5	7,5	13,6	3,3
Containers	15,0	16,7	13,9	16,2	12,4	21,2
Parcels	7,6	10,5	25,0	18,6	8,9	11,3
Other freight	3,0	4,7	25,5	22,3	34,8	34,8
Total	6,0	3,2	18,3	13,5	6,8	11,2

Table 5 – 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	Feb-13	Mar-13	Apr-13	May-13	Jun-13	Jul-13
Agriculture and forestry primary products	-0,1	0,0	1,4	1,1	0,4	1,0
Primary mining and quarrying products	4,1	0,4	6,9	1,7	2,8	3,0
Manufactured food, beverages and tobacco products	1,2	0,7	3,5	4,8	-2,1	-0,1
Textiles, clothing and leather products	0,3	0,4	0,6	0,4	0,2	0,0
Chemicals, coke, petroleum, rubber, plastic and other mineral products	-0,1	0,6	0,3	0,6	0,6	0,9
Basic metals and fabricated metal products	-0,1	0,0	0,3	0,7	0,7	1,0
Non-metallic products	-0,4	-0,4	0,3	-0,1	-0,1	-0,1
Electrical machinery, transport machinery and equipment	-0,3	0,1	0,2	0,1	0,1	0,1
Motor vehicles, parts and accessories	0,4	0,1	0,7	0,8	0,2	0,3
Paper and paper products	0,0	0,1	0,1	-0,1	-0,1	0,1
Commercial products	-0,5	-0,4	0,1	-0,1	0,0	0,2
Used household and office products	0,3	0,2	0,1	0,1	0,1	0,0
Containers	0,9	1,0	1,0	1,1	0,8	1,3
Parcels	0,1	0,2	0,5	0,4	0,2	0,2
Other freight	0,3	0,4	2,2	2,2	3,1	3,1
Total	6,0	3,2	18,3	13,5	6,8	11,2

Table 6 – Passenger transportation (income at current prices)

Year and month 1/		Rail		Road		Total	
		Passenger journeys (000)	Income (R million)	Passenger journeys (000)	Income (R million)	Passenger journeys (000)	Income (R million)
2012	Jan	37 920	176	24 261	540	62 181	716
	Feb	46 821	191	25 787	533	72 608	724
	Mar	50 100	202	27 971	575	78 071	777
	Apr	43 093	208	24 763	575	67 856	783
	May	48 659	221	28 165	583	76 824	804
	Jun	46 204	213	26 727	585	72 931	798
	Jul	45 829	219	26 421	591	72 250	810
	Aug	50 430	232	27 568	594	77 998	826
	Sep	48 005	223	28 457	647	76 462	870
	Oct	48 737	236	28 346	624	77 083	860
	Nov	48 002	232	27 543	609	75 545	841
	Dec	34 813	197	23 387	633	58 200	830
	Total	548 613	2 550	319 396	7 089	868 009	9 639
2013	Jan	42 333	225	25 192	606	67 525	831
	Feb	48 897	250	27 454	591	76 351	841
	Mar	49 397	259	28 348	651	77 745	910
	Apr	45 736	233	21 216	501	66 952	734
	May	46 840	232	17 965	437	64 805	669
	Jun	49 207	232	25 687	636	74 894	868
	Jul	45 087	238	27 132	655	72 219	893

1/ Latest month is preliminary.

Table 7 – 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
2012	Jan	8,8	8,6	9,8	12,7	9,2	11,7
	Feb	14,6	22,4	0,4	8,3	9,2	11,7
	Mar	7,0	16,1	-0,5	0,3	4,2	4,0
	Apr	7,6	30,8	10,3	11,0	8,5	15,7
	May	12,9	36,4	10,8	11,0	12,1	17,0
	Jun	2,3	25,3	3,9	11,2	2,8	14,7
	Jul	7,5	28,1	6,3	10,7	7,1	14,9
	Aug	11,3	22,8	7,1	12,7	9,8	15,4
	Sep	-4,0	9,9	4,8	12,3	-0,9	11,7
	Oct	-1,0	16,8	13,6	16,4	3,9	16,5
	Nov	-3,7	16,6	7,1	13,2	0,0	14,1
	Dec	-7,6	11,3	2,6	15,3	-3,8	14,3
	Total	4,4	20,1	6,2	11,2	5,1	13,4
2013	Jan	11,6	27,8	3,8	12,2	8,6	16,1
	Feb	4,4	30,9	6,5	10,9	5,2	16,2
	Mar	-1,4	28,2	1,3	13,2	-0,4	17,1
	Apr	6,1	12,0	-14,3	-12,9	-1,3	-6,3
	May	-3,7	5,0	-36,2	-25,0	-15,6	-16,8
	Jun	6,5	8,9	-3,9	8,7	2,7	8,8
	Jul	-1,6	8,7	2,7	10,8	0,0	10,2

Survey information

Introduction	1	<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 paragraph 4 below). This survey is based on a sample drawn from the 2013 business sampling frame (BSF) that contains businesses registered for value added tax (VAT) and income tax.</p> <p>2 In order to improve timeliness, some information for the latest month had to be estimated due to late response. These estimates will be revised in future statistical releases as soon as information becomes available. Published land transportation income estimates exclude VAT.</p>
Purpose of the survey	3	<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>
Scope of the survey	4	<p>This survey covers enterprises involved in land transportation according to the following type 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	5	<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	6	<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>
Collection rate	7	<p>The preliminary collection rate for the survey on land transportation for July 2013 was 85,2%.</p>
Statistical unit	8	<p>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.</p>
Revised figures	9	<p>Revised figures are mainly due to late submission of data to Stats SA, or respondents reporting revisions or corrections to their figures. Preliminary figures, as indicated in the relevant tables, are subject to change and when revised will not be indicated as such.</p>

- Related publications** 10 Users may also wish to refer to the following publications available from Stats SA -
 - *Bulletin of Statistics* issued quarterly; and
 - *SA Statistics* issued annually.

- Rounding-off of figures** 11 Where figures have been rounded off, discrepancies may occur between sums of the component items and the totals.

- Historical data** 12 Historical land transport data are available on the Stats SA webpage. To access the data electronically, use the following link:
<http://www.statssa.gov.za/timeseriesdata/timeseriesdata.asp>

- Past publications** 13 Past land transport releases are available on the Stats SA webpage. To access the releases electronically, use the following link:
<http://www.statssa.gov.za/publications/statspastfuture.asp?PPN=P7162&SCH=>

- Changes in this publication** 14 The results published today are based on a new sample drawn in April 2013. The periodic introduction of a new sample is part of Stats SA's strategic approach in improving the basis on which surveys are conducted.

The new sample was conducted in parallel with the previous sample for April to June 2013. A comparison of freight transportation income between the new and previous samples shows a 1,1% higher level of income for the new sample. A comparison of passenger transportation income between the new and previous samples shows a 3,3% higher level of income for the new sample.

Technical notes

- Survey methodology and design** 1 The survey is conducted on a monthly basis. Questionnaires are sent to a sample of about 700 enterprises from a population of about 3 800 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 on non-respondents.

- 2 A stratified random sample was drawn at the SIC four-digit level in April 2013 from Stats SA's business sampling frame (BSF). 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.

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

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 0,8%.

- 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 sized (size group two) and to small (size group three and 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 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	

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 eleven official languages. Since the releases are used extensively, not only locally but also by international economic and social-scientific communities, Stats SA releases are published in English only.

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