

Statistical release

P7162

Land transport survey (Preliminary)

July 2014

The results published today are based on a new sample. This is an annual procedure which typically affects the levels of payload, passenger journeys and income at current prices. To avoid breaks in time series and to preserve historical growth rates, historical levels were revised (i.e. they were linked to the estimates based on the new sample).

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Freight transportation: results for July 2014

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

	Feb-14	Mar-14	Apr-14	May-14	Jun-14	Jul-14
Freight payload	-1,9	3,4	6,2	6,6	9,5	3,4
Freight income	7,6	11,1	7,0	8,5	14,2	8,1

The volume of goods transported (payload) increased by 3,4% in July 2014 compared with July 2013. The corresponding income increased by 8,1% over the same period.

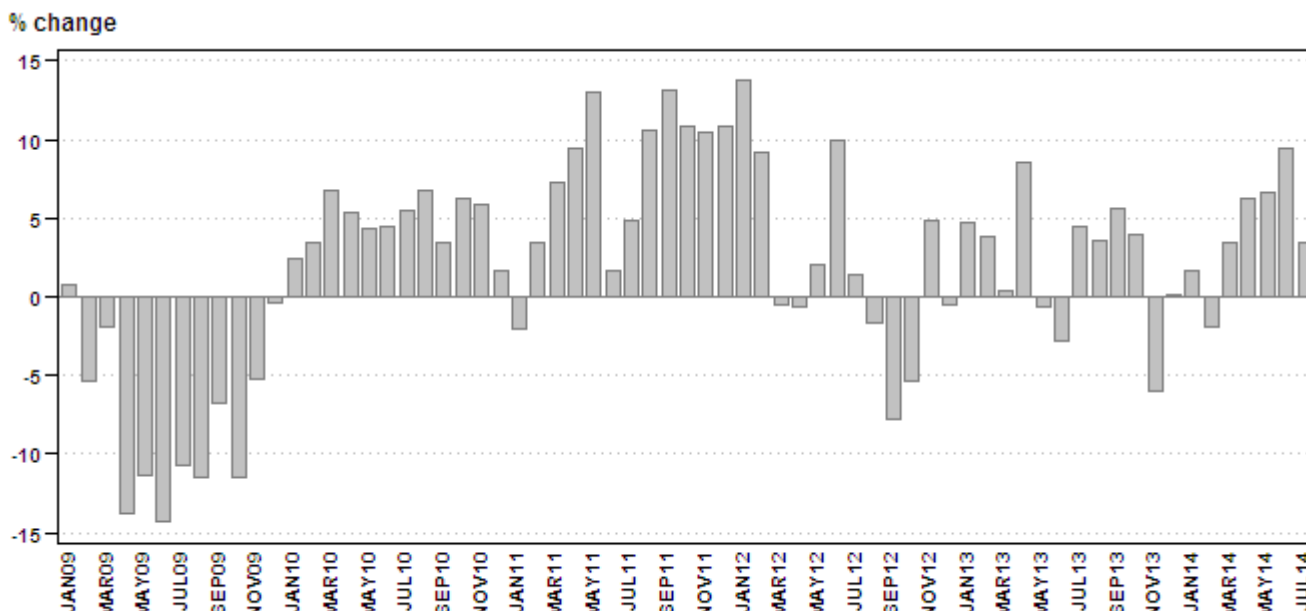
Table B – Freight transportation income at current prices for the latest three months by type of commodity

Type of commodity	May – Jul 2013 (R million)	Weight	May – Jul 2014 (R million)	% change between May – Jul 2013 and May – Jul 2014	Contribution (% points) to the total % change
Agriculture and forestry primary products	2 333	8,5	2 627	12,6	1,1
Primary mining and quarrying products	9 188	33,4	10 988	19,6	6,5
Manufactured food, beverages and tobacco products	3 612	13,1	4 021	11,3	1,5
Textiles, clothing and leather goods	364	1,3	424	16,5	0,2
Chemicals, coke, petroleum, rubber, plastic and other mineral products	2 149	7,8	2 419	12,6	1,0
Basic metals and fabricated metal products	1 365	5,0	1 334	-2,3	-0,1
Non-metallic products	805	2,9	905	12,4	0,4
Electrical machinery, transport machinery and equipment	438	1,6	477	8,9	0,1
Motor vehicles, parts and accessories	696	2,5	684	-1,7	0,0
Paper and paper products	379	1,4	398	5,0	0,1
Commercial products	741	2,7	700	-5,5	-0,1
Used household and office products	310	1,1	318	2,6	0,0
Containers	1 983	7,2	1 671	-15,7	-1,1
Parcels	417	1,5	428	2,6	0,0
Other freight	2 701	9,8	2 895	7,2	0,7
Total income	27 483	100,0	30 292	10,2	10,2

Income from freight transportation increased by 10,2% in the three months ended July 2014 compared with the three months ended July 2013. The main contributors to this increase were:

- primary mining and quarrying products (19,6% and contributing 6,5 percentage points);
- manufactured food, beverages and tobacco products (11,3% and contributing 1,5 percentage points); and
- agriculture and forestry primary products (12,6% and contributing 1,1 percentage points) – see Table B.

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



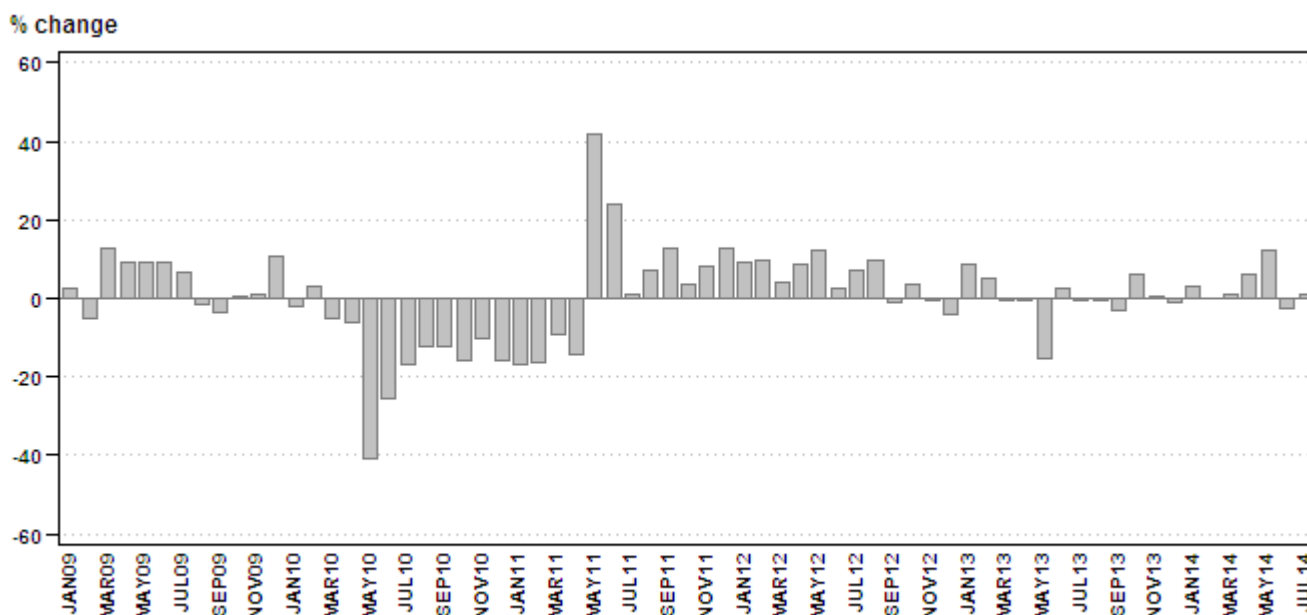
Passenger transportation: results for July 2014

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

	Feb-14	Mar-14	Apr-14	May-14	Jun-14	Jul-14
Passenger journeys	0,0	0,8	6,3	12,5	-2,7	1,0
Passenger income	7,5	10,2	24,9	36,7	7,7	10,4

The number of passenger journeys increased by 1,0% in July 2014 compared with July 2013. The corresponding income increased by 10,4% over the same period.

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



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 Statistician-General

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 2014, which replaces the previous sample that was drawn in April 2013. The sample was drawn from a business register of enterprises with an annual turnover of at least R996 348 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 2014 based on the new sample was 3,0% higher than the level of income from the previous sample. The reported level of payload for the months April to June 2014 based on the new sample was 2,2% higher than the level of payload from the previous sample (see Table D and Figure 3). The previous sample was drawn in April 2013 and was operational for the last half of 2013 and the first half of 2014.

Table D – Freight transportation estimates for the previous and new samples: April to June 2014

Freight transportation estimates 1/	Previous sample	New sample	Difference	Difference 2/ (%)
Freight payload (000 tons)	193 323	197 548	4 225	2,2
Freight income (R million)	29 154	30 042	888	3,0

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

2/ The percentage difference is the difference between the April to June 2014 income as recorded in the new sample divided by the April to June 2014 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 2014

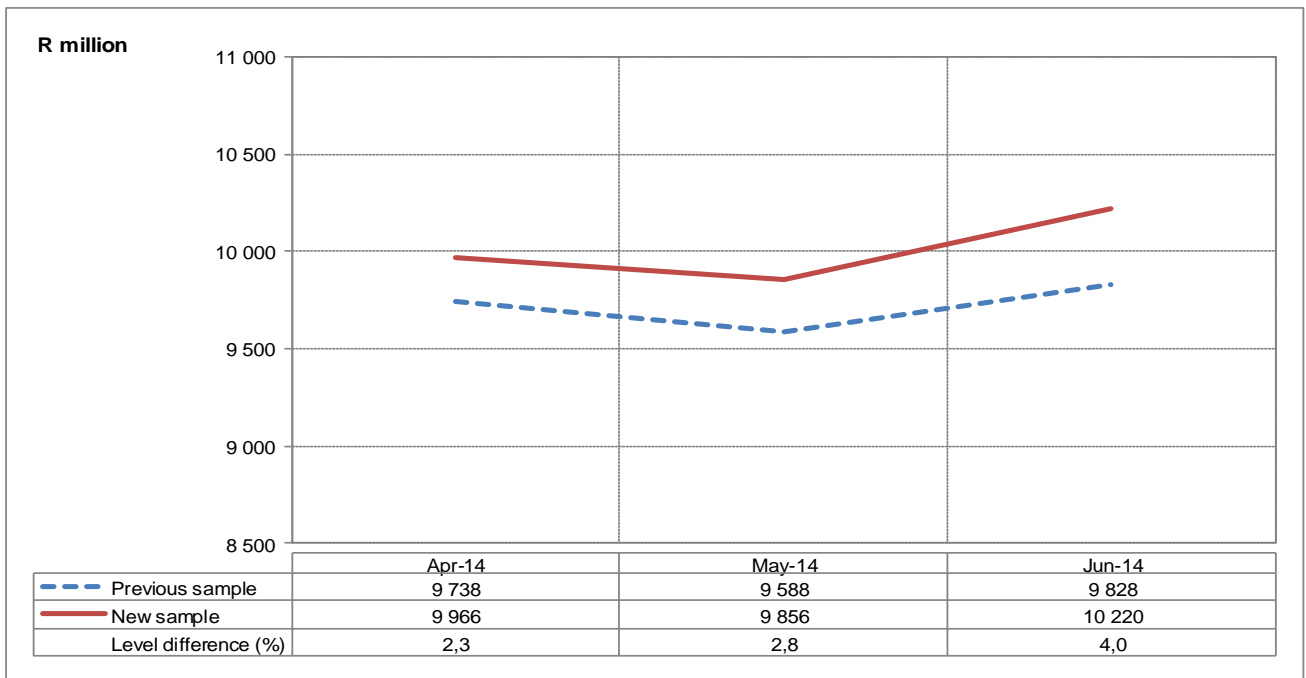


Table E – Total income from freight transportation for the previous and new samples by type of commodity: April to June 2014

Type of commodity	Previous sample (R million)	New sample (R million)	Difference (R million)	Difference 1/ (%)
Agriculture and forestry primary products	2 345	2 501	156	6,7
Primary mining and quarrying products	10 330	11 025	695	6,7
Manufactured food, beverages and tobacco products	3 580	3 881	301	8,4
Textiles, clothing and leather goods	451	447	-4	-0,9
Chemicals, coke, petroleum, rubber, plastic and other mineral products	2 089	2 356	267	12,8
Basic metals and fabricated metal products	1 475	1 413	-62	-4,2
Non-metallic products	1 037	872	-165	-15,9
Electrical machinery, transport machinery and equipment	528	507	-21	-4,0
Motor vehicles, parts and accessories	736	690	-46	-6,3
Paper and paper products	430	393	-37	-8,6
Commercial products	609	719	110	18,1
Used household and office products	275	300	25	9,1
Containers	1 823	1 696	-127	-7,0
Parcels	480	402	-78	-16,3
Other freight	2 967	2 838	-129	-4,3
Total income 2/	29 154	30 042	888	3,0

1/ The percentage difference is the difference between the April to June 2014 income as recorded in the new sample divided by the April to June 2014 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:

- commercial products (18,1% or R110 million);
- chemicals, coke, petroleum, rubber, plastic and other mineral products (12,8% or R267 million);
- parcels (-16,3% or -R78 million); and
- non-metallic products (-15,9% or -R165 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 2014 based on the new sample was 5,0% lower than the level of income from the previous sample. The reported level of number of passenger journeys for the months April to June 2014 based on the new sample was 3,6% lower than the level of number of passenger journeys from the previous sample (see Table F and Figure 4 on page 6).

Table F – Passenger transportation estimates for the previous and new samples – April to June 2014

Passenger transportation estimates 1/	Previous sample	New sample	Difference	Difference 2/ (%)
Passenger journeys (000)	218 718	210 830	-7 887	-3,6
Passenger income (R million)	2 785	2 645	-140	-5,0

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

2/ The percentage difference is the difference between the April to June 2014 income as recorded in the new sample divided by the April to June 2014 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 2014

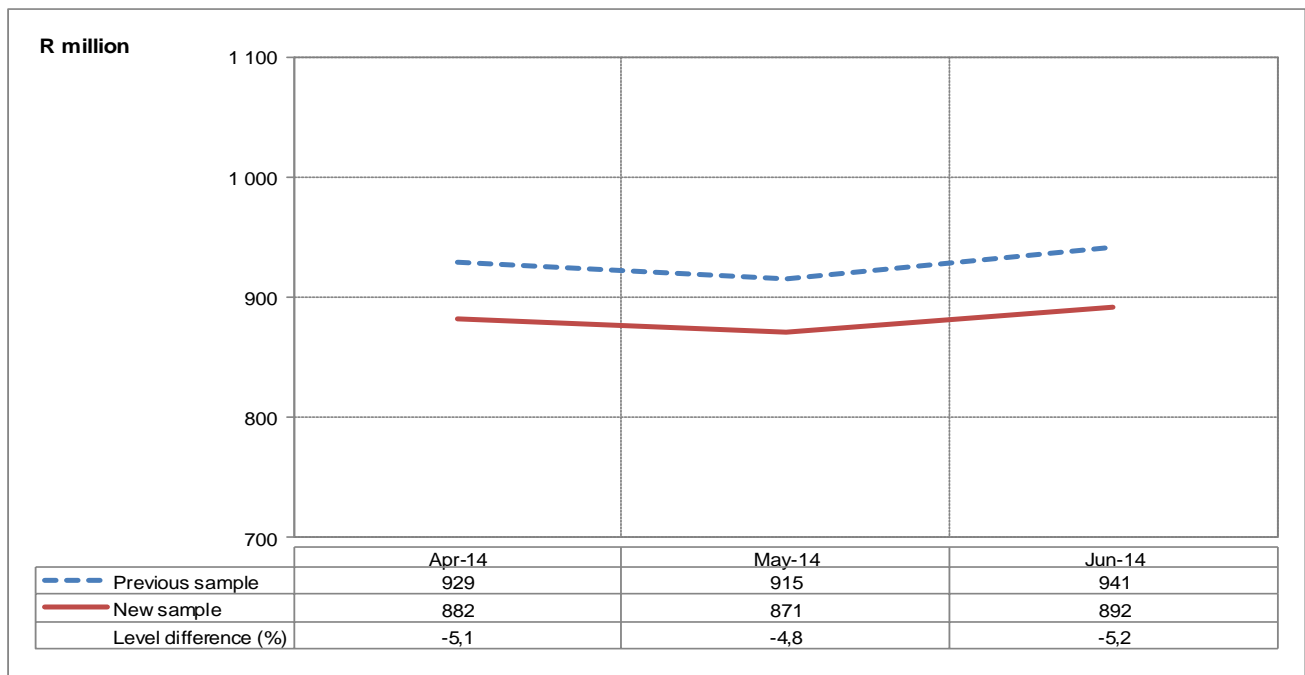


Table G – Total income from passenger transportation for the previous and new samples by type of service: April to June 2014

Type of service	Previous sample (R million)	New sample (R million)	Difference (R million)	Difference 1/ (%)
Rail passenger transportation	753	753	0	0,0
Road passenger transportation	2 032	1 892	-140	-6,9
Total income 2/	2 785	2 645	-140	-5,0

1/ The percentage difference is the difference between the April to June 2014 income as recorded in the new sample divided by the April to June 2014 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.

Backcasting

In order to assist users of time series, the levels of the previous sample have been adjusted from January 2008 up to March 2014, using the ratio between the new and previous sample estimates for April to June 2014.

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)
2013	Jan	17 244	2 520	41 865	5 608	59 109	8 128
	Feb	19 051	2 774	43 896	5 909	62 947	8 683
	Mar	17 323	2 492	43 231	5 820	60 554	8 312
	Apr	17 961	2 799	44 445	6 513	62 406	9 312
	May	14 808	2 439	45 549	6 645	60 357	9 084
	Jun	18 506	2 892	42 610	6 055	61 116	8 947
	Jul	18 776	2 882	46 069	6 570	64 845	9 452
	Aug	18 482	2 962	45 754	6 617	64 236	9 579
	Sep	18 734	2 981	45 092	6 392	63 826	9 373
	Oct	18 464	2 809	45 047	6 817	63 511	9 626
	Nov	18 164	2 956	47 066	7 194	65 230	10 150
	Dec	17 318	2 666	40 397	6 152	57 715	8 818
	Total	214 831	33 172	531 021	76 292	745 852	109 464
2014	Jan	18 079	2 890	42 045	6 249	60 124	9 139
	Feb	17 188	2 732	44 559	6 611	61 747	9 343
	Mar	16 925	2 625	45 697	6 611	62 622	9 236
	Apr	19 561	3 249	46 703	6 717	66 264	9 966
	May	15 512	2 623	48 832	7 233	64 344	9 856
	Jun	19 128	3 121	47 812	7 099	66 940	10 220
	Jul	18 781	3 078	48 285	7 138	67 066	10 216

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
2013	Jan	2,9	13,2	5,4	6,8	4,7	8,7
	Feb	8,2	14,6	2,0	2,2	3,8	5,9
	Mar	-1,8	5,2	1,3	2,3	0,4	3,2
	Apr	4,6	16,9	10,1	19,1	8,5	18,4
	May	-4,6	12,4	0,7	13,6	-0,6	13,3
	Jun	3,4	17,8	-5,2	2,2	-2,8	6,8
	Jul	2,4	12,1	5,4	12,0	4,5	12,0
	Aug	9,0	11,9	1,6	8,8	3,6	9,7
	Sep	-0,4	3,9	8,3	13,8	5,6	10,4
	Oct	12,4	13,4	0,8	9,3	3,9	10,5
	Nov	-2,1	11,1	-7,5	2,4	-6,0	4,8
	Dec	1,3	5,0	-0,4	8,9	0,1	7,7
	Total	2,9	11,3	1,6	8,3	2,0	9,2
2014	Jan	4,8	14,7	0,4	11,4	1,7	12,4
	Feb	-9,8	-1,5	1,5	11,9	-1,9	7,6
	Mar	-2,3	5,3	5,7	13,6	3,4	11,1
	Apr	8,9	16,1	5,1	3,1	6,2	7,0
	May	4,8	7,5	7,2	8,8	6,6	8,5
	Jun	3,4	7,9	12,2	17,2	9,5	14,2
	Jul	0,0	6,8	4,8	8,6	3,4	8,1

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

Type of commodity	Feb-14	Mar-14	Apr-14	May-14	Jun-14	Jul-14 1/
Agriculture and forestry primary products	748	739	767	866	868	893
Primary mining and quarrying products	3 196	3 339	3 832	3 447	3 746	3 795
Manufactured food, beverages and tobacco products	1 265	1 127	1 197	1 278	1 406	1 337
Textiles, clothing and leather products	142	150	157	163	127	134
Chemicals, coke, petroleum, rubber, plastic and other mineral products	711	759	756	798	802	819
Basic metals and fabricated metal products	445	418	491	464	458	412
Non-metallic products	260	247	277	289	306	310
Electrical machinery, transport machinery and equipment	206	184	172	188	147	142
Motor vehicles, parts and accessories	225	211	240	222	228	234
Paper and paper products	123	126	127	134	132	132
Commercial products	232	236	241	229	249	222
Used household and office products	111	99	97	95	108	115
Containers	670	635	572	562	562	547
Parcels	139	135	130	136	136	156
Other freight	872	831	909	985	944	966
Total	9 343	9 236	9 966	9 856	10 220	10 216

1/ Preliminary.

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

Type of commodity	Feb-14	Mar-14	Apr-14	May-14	Jun-14	Jul-14
Agriculture and forestry primary products	27,6	21,1	7,1	11,6	17,0	9,6
Primary mining and quarrying products	-1,8	13,5	17,3	23,1	22,1	14,3
Manufactured food, beverages and tobacco products	4,5	-3,0	-14,7	-10,6	29,2	22,1
Textiles, clothing and leather products	29,1	21,0	15,4	24,4	14,4	9,8
Chemicals, coke, petroleum, rubber, plastic and other mineral products	5,3	6,5	12,2	11,1	14,2	12,3
Basic metals and fabricated metal products	9,9	13,0	20,3	1,8	-0,7	-8,0
Non-metallic products	12,6	4,7	0,7	9,9	11,7	15,7
Electrical machinery, transport machinery and equipment	36,4	32,4	13,2	32,4	0,0	-4,7
Motor vehicles, parts and accessories	3,7	-4,1	-5,1	-6,7	9,6	-6,4
Paper and paper products	3,4	2,4	1,6	6,3	11,9	-2,2
Commercial products	11,5	14,0	-0,8	-6,1	6,9	-15,9
Used household and office products	-9,8	-11,6	-14,9	-5,0	3,8	8,5
Containers	11,5	11,0	-10,1	-15,4	-13,3	-18,5
Parcels	7,8	3,1	-5,8	-0,7	-2,9	11,4
Other freight	31,9	27,8	17,7	14,8	4,7	2,7
Total	7,6	11,1	7,0	8,5	14,2	8,1

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-14	Mar-14	Apr-14	May-14	Jun-14	Jul-14
Agriculture and forestry primary products	1,9	1,6	0,5	1,0	1,4	0,8
Primary mining and quarrying products	-0,7	4,8	6,1	7,1	7,6	5,0
Manufactured food, beverages and tobacco products	0,6	-0,4	-2,2	-1,7	3,6	2,6
Textiles, clothing and leather products	0,4	0,3	0,2	0,4	0,2	0,1
Chemicals, coke, petroleum, rubber, plastic and other mineral products	0,4	0,6	0,9	0,9	1,1	1,0
Basic metals and fabricated metal products	0,5	0,6	0,9	0,1	0,0	-0,4
Non-metallic products	0,3	0,1	0,0	0,3	0,4	0,4
Electrical machinery, transport machinery and equipment	0,6	0,5	0,2	0,5	0,0	-0,1
Motor vehicles, parts and accessories	0,1	-0,1	-0,1	-0,2	0,2	-0,2
Paper and paper products	0,0	0,0	0,0	0,1	0,2	0,0
Commercial products	0,3	0,3	0,0	-0,2	0,2	-0,4
Used household and office products	-0,1	-0,2	-0,2	-0,1	0,0	0,1
Containers	0,8	0,8	-0,7	-1,1	-1,0	-1,3
Parcels	0,1	0,0	-0,1	0,0	0,0	0,2
Other freight	2,4	2,2	1,5	1,4	0,5	0,3
Total	7,6	11,1	7,0	8,5	14,2	8,1

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)
2013	Jan	42 333	225	22 926	568	65 259	793
	Feb	48 897	250	24 985	553	73 882	803
	Mar	49 397	259	25 798	610	75 195	869
	Apr	45 736	233	19 520	473	65 256	706
	May	46 840	232	16 211	405	63 051	637
	Jun	49 207	232	23 303	596	72 510	828
	Jul	45 087	238	24 416	614	69 503	852
	Aug	50 134	259	25 331	599	75 465	858
	Sep	47 091	251	24 558	626	71 649	877
	Oct	52 144	277	27 068	621	79 212	898
	Nov	47 730	255	25 699	606	73 429	861
	Dec	34 831	215	20 583	609	55 414	824
Total	559 427	2 926	280 398	6 880	839 825	9 806	
2014	Jan	43 970	266	23 329	615	67 299	881
	Feb	49 223	274	24 642	589	73 865	863
	Mar	49 413	276	26 401	682	75 814	958
	Apr	46 124	256	23 221	626	69 345	882
	May	47 016	254	23 900	617	70 916	871
	Jun	44 618	243	25 951	649	70 569	892
	Jul	44 649	268	25 561	673	70 210	941

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
2013	Jan	11,6	27,8	3,8	12,3	8,8	16,3
	Feb	4,4	30,9	6,5	10,6	5,1	16,2
	Mar	-1,4	28,2	1,3	13,2	-0,5	17,3
	Apr	6,1	12,0	-13,4	-12,2	-0,6	-5,5
	May	-3,7	5,0	-36,8	-25,7	-15,1	-16,8
	Jun	6,5	8,9	-4,2	9,0	2,8	8,9
	Jul	-1,6	8,7	1,5	11,0	-0,5	10,4
	Aug	-0,6	11,6	1,0	7,7	-0,1	8,9
	Sep	-1,9	12,6	-5,2	3,3	-3,0	5,8
	Oct	7,0	17,4	4,9	6,3	6,3	9,5
	Nov	-0,6	9,9	2,5	6,3	0,5	7,4
	Dec	0,1	9,1	-3,3	2,7	-1,2	4,3
Total	2,0	14,7	-3,5	3,6	0,1	6,7	
2014	Jan	3,9	18,2	1,8	8,3	3,1	11,1
	Feb	0,7	9,6	-1,4	6,5	0,0	7,5
	Mar	0,0	6,6	2,3	11,8	0,8	10,2
	Apr	0,8	9,9	19,0	32,3	6,3	24,9
	May	0,4	9,5	47,4	52,3	12,5	36,7
	Jun	-9,3	4,7	11,4	8,9	-2,7	7,7
	Jul	-1,0	12,6	4,7	9,6	1,0	10,4

Survey information

- 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 paragraph 4 below). This survey is based on a sample drawn from the 2014 business sampling frame (BSF) that contains businesses registered for value added tax (VAT) and income tax.
- 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.
- Purpose of the survey** 3 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** 4 This survey covers enterprises involved in land transportation according to the following type 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** 5 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** 6 The 1993 edition of the *Standard Industrial Classification of all Economic Activities* (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 *International Standard Industrial Classification of all Economic Activities* (ISIC) 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.
- Collection rate** 7 The preliminary collection rate for the survey on land transportation for July 2014 was 82,5%. The collection rate for June 2014 for the new sample was 88,0%.
- Statistical unit** 8 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** 9 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.

- Related publications** 10 Users may also wish to refer to the following publications available from Stats SA -
 - *Bulletin of Statistics* issued quarterly;
 - *Stats in Brief* issued annually; 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 website. To access the data electronically, use the following link:
<http://www.statssa.gov.za/timeseriesdata/timeseriesdata.asp>
- Past publication** 13 Past land transport releases are available on the Stats SA website. To access the releases electronically, use the following link:
<http://www.statssa.gov.za/publications/statspastfuture.asp?PPN=P7162&SCH=>

Technical notes

- Survey methodology and design** 1 The survey is conducted on a monthly basis. Questionnaires are sent to a sample of 701 enterprises from a population of 3 797 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 2014 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:

$$n_h = n * (N_h * S_h) / [\sum (N_i * S_i)].$$

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 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	996 348	9 000 000
Small	3	9 000 001	39 000 000
Medium	2	39 000 001	78 000 000
Large	1	78 000 001	

- 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.
- Year-on-year percentage change**
- 7 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)**
- 8 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.

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 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)*.

Symbols and abbreviations	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

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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 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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