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Land transport survey (Preliminary)

July 2012

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Contents

Summary of findings: Land transportation

Table A – Key figures for July 2012

Freight transportation estimates	July 2012 1/	% change between July 2011 and July 2012	% change between May to July 2011 and May to July 2012	% change between January to July 2011 and January to July 2012
Payload (000 tons)	58 386	0,8	4,1	4,7
Total income (R million)	7 922	6,5	6,5	8,5

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

Passenger transportation estimates	July 2012 1/	% change between July 2011 and July 2012	% change between May to July 2011 and May to July 2012	% change between January to July 2011 and January to July 2012
Number of passengers (000)	70 790	5,8	6,2	6,6
Total income (R million)	790	12,9	13,0	10,9

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

Freight transportation

The volume of goods transported (payload) increased by 0,8% in July 2012 compared with July 2011. The corresponding income increased by 6,5% over the same period.

Income from freight transportation increased by 6,5% in the three months ended July 2012 compared with the three months ended July 2011. The main contributors to this increase were:

- primary mining and quarrying products (5,4% and contributing 1,7 percentage points);
- 'other' freight (12,0% and contributing 1,2 percentage points); and
- manufactured food, beverages and tobacco products (7,1% and contributing 1,0 percentage point) – see Table B on page 3.

Passenger transportation

The number of passengers increased by 5,8% in July 2012 compared with July 2011. The corresponding income increased by 12,9% over the same period.

Income from passenger transportation increased by 13,0% in the three months ended July 2012 compared with the three months ended July 2011. Income from passenger transportation by road increased by 10,6% (contributing 8,2 percentage points), and income from passenger transportation by rail increased by 21,5% (contributing 4,8 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	May to July 2011 (R million)	Weight 1/	May to July 2012 (R million)	Difference in income between May to July 2011 and May to July 2012 (R million)	% change between May to July 2011 and May to July 2012	Contribution (% points) to the % change in total income 2/
Agriculture and forestry primary products	1 802	8,2	1 753	-49	-2,7	-0,2
Primary mining and quarrying products	6 829	31,2	7 196	367	5,4	1,7
Manufactured food, beverages and tobacco products	3 076	14,0	3 294	218	7,1	1,0
Textiles, clothing and leather goods	253	1,2	252	-1	-0,4	0,0
Chemicals, coke, petroleum, rubber, plastic and other mineral products	1 795	8,2	1 836	41	2,3	0,2
Basic metals and fabricated metal products	1 202	5,5	1 368	166	13,8	0,8
Non-metallic products	831	3,8	908	77	9,3	0,4
Electrical machinery, transport machinery and equipment	510	2,3	610	100	19,6	0,5
Motor vehicles, parts and accessories	647	3,0	658	11	1,7	0,1
Paper and paper products	392	1,8	420	28	7,1	0,1
Commercial products	678	3,1	689	11	1,6	0,0
Used household and office products	150	0,7	178	28	18,7	0,1
Containers	1 133	5,2	1 237	104	9,2	0,5
Parcels	406	1,9	474	68	16,7	0,3
Other freight	2 197	10,0	2 461	264	12,0	1,2
Total income 3/	**21 900**	**100,0**	**23 334**	**1 434**	**6,5**	**6,5**

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	May to July 2011 (R million)	Weight 1/	May to July 2012 (R million)	Difference in income between May to July 2011 and May to July 2012 (R million)	% change between May to July 2011 and May to July 2012	Contribution (% points) to the % change in total income 2/
Railway passenger transportation	465	22,4	565	100	21,5	4,8
Road passenger transportation	1 609	77,6	1 779	170	10,6	8,2
Total income 3/	**2 074**	**100,0**	**2 344**	**270**	**13,0**	**13,0**

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

Article: 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 2012, which replaces the previous sample that was drawn in April 2011. 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 2012 based on the new sample was 5,2% higher than the level of income from the previous sample. The reported level of payload for the months April to June 2012 based on the new sample was 1,2% higher than the level of payload from the previous sample (see Table D and Figure 1). The previous sample was drawn in April 2011 and was operational for the last half of 2011 and the first half of 2012.

Table D – Total freight transportation estimates for the previous and new samples: April to June 2012

Freight transportation estimates 1/	Previous sample	New sample	Difference	Difference (%)
Payload (000 tons)	169 547	171 537	1 990	1,2
Total income (R million)	21 726	22 846	1 120	5,2

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

Figure 1 – Total freight transportation income: monthly levels of previous and new samples from April to June 2012

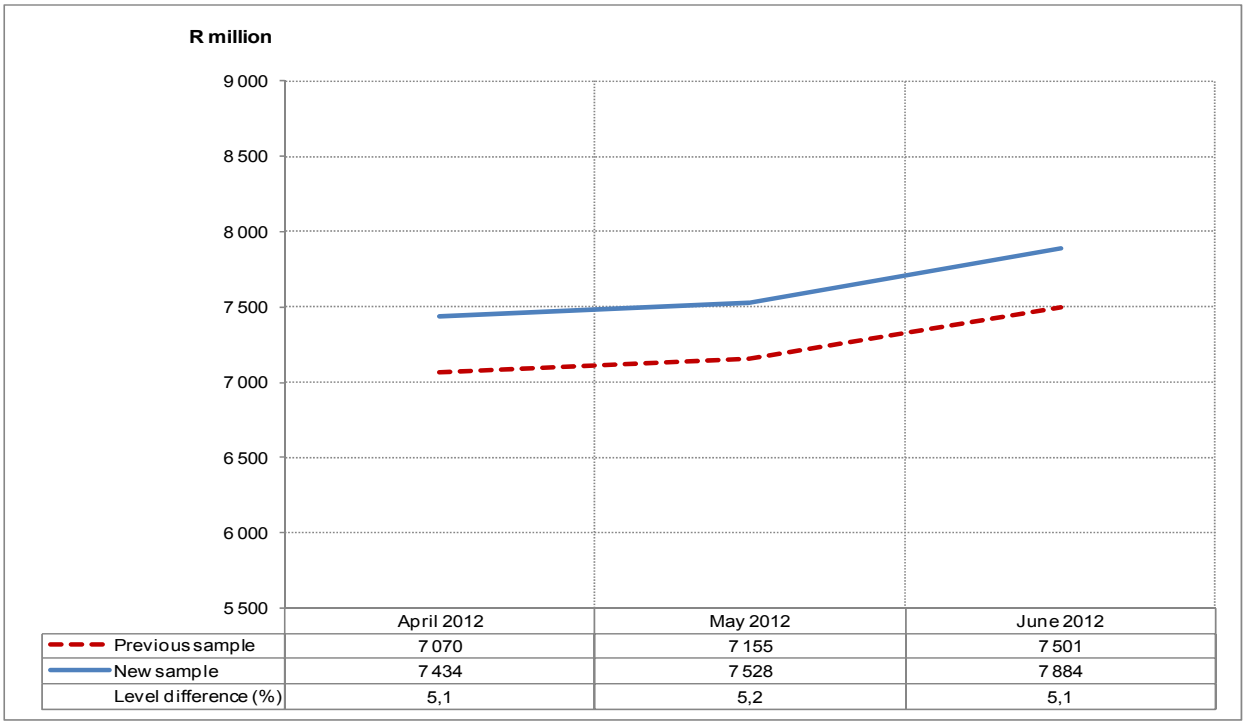


Table E – Total income from freight transportation for the previous and new samples by type of commodity: April to June 2012

Type of commodity	Previous sample (R million)	New sample (R million)	Difference (R million)	Difference (%) 1/
Agriculture forestry and primary products	1 465	1 641	176	12,0
Primary mining and quarrying products	7 151	7 032	-119	-1,7
Manufactured food, beverages and tobacco products	3 183	3 257	74	2,3
Textiles, clothing and leather goods	139	267	128	92,1
Chemicals, coke, petroleum, rubber, plastic and other minerals	1 733	1 816	83	4,8
Basic metals and fabricated metal products	1 428	1 401	-27	-1,9
Non-metallic products	886	896	10	1,1
Electrical machinery, transport machinery and equipment	481	601	120	24,9
Motor vehicles, parts and accessories	481	646	165	34,3
Paper and paper products	355	407	52	14,6
Commercial products	618	677	59	9,5
Used household and office products	212	175	-37	-17,5
Containers	1 163	1 260	97	8,3
Parcels	392	446	54	13,8
Other freight	2 040	2 322	282	13,8
Total freight transportation income 2/	**21 726**	**22 846**	**1 120**	**5,2**

1/ The percentage difference is the difference between the April to June 2012 income as recorded in the new sample divided by the April to June 2012 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 were in the following types of commodity:

- textiles, clothing and leather goods (92,1% or R128 million higher in the new sample);
- motor vehicles, parts and accessories (34,3% or R165 million higher in the new sample);
- electrical machinery, transport machinery and equipment (24,9% or R120 million higher in the new sample); and
- used household and office products (17,5% or R37 million lower in the new sample).

Comparison between the previous and new samples for passenger transportation

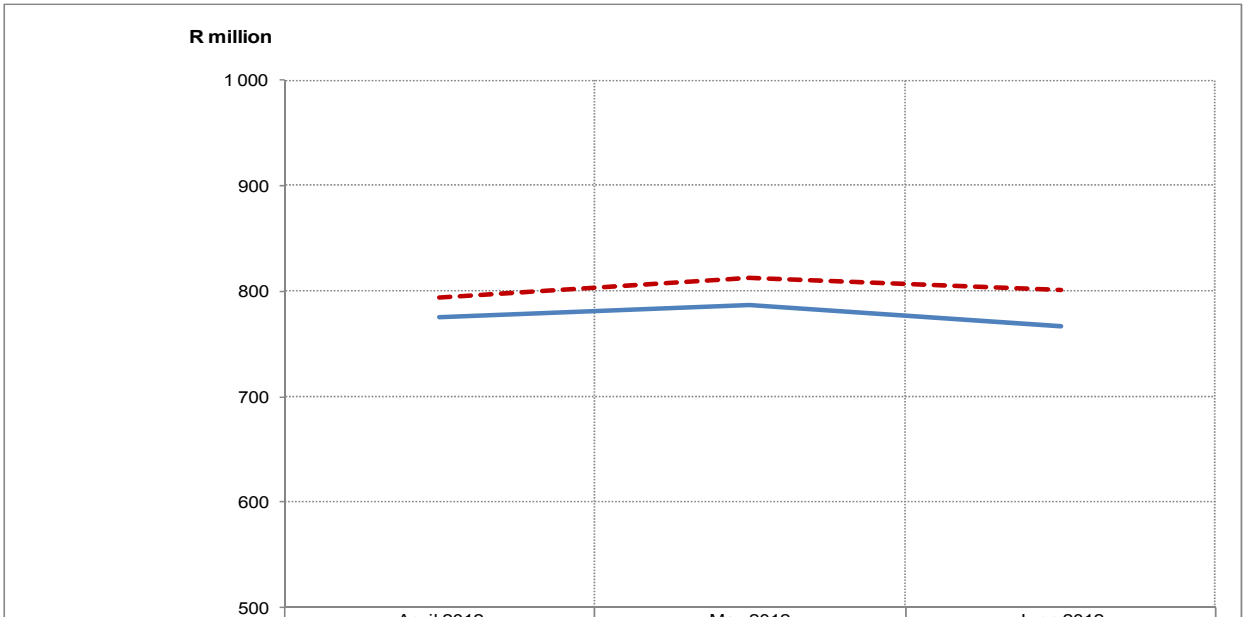
The reported level of income from passenger transportation for the months April to June 2012 based on the new sample was 3,3% lower than the level of income from the previous sample. The reported level of number of passengers for the months April to June 2012 based on the new sample was 2,2% lower than the level of number of passengers from the previous sample (see Table F and Figure 2 on page 6).

Table F – Total passenger transportation estimates for the previous and new samples – April to June 2012

Passenger transportation estimates 1/	Previous sample	New sample	Difference	Difference (%)
Number of passengers (000)	218 766	214 050	-4 716	-2,2
Total income (R million)	2 408	2 329	-79	-3,3

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

Figure 2 – Total passenger transportation income: monthly levels of previous and new samples from April to June 2012



	April 2012	May 2012	June 2012
Previous sample	794	813	801
New sample	775	787	767
Level difference (%)	-2,4	-3,2	-4,2

Table G – Total income from passenger transportation for the previous and new samples by type of service: April to June 2012

Type of service	Previous sample (R million)	New sample (R million)	Difference (R million)	Difference (%) 1/
Railway passenger transportation	552	559	7	1,3
Road passenger transportation	1 857	1 770	-87	-4,7
Total passenger transportation income 2/	**2 408**	**2 329**	**-79**	**-3,3**

1/ The percentage difference is the difference between the April to June 2012 income as recorded in the new sample divided by the April to June 2012 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.

Road passenger transportation was 4,7% (R87 million) lower in the new sample while railway passenger transportation was 1,3% (R7 million) higher in the new sample.

Various data quality improvements account for these differences, 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 2012, using the ratio between the new and previous sample estimates for April to June 2012.

Tables

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)
2010	January	15 232	1 683	32 814	4 198	48 046	5 881
	February	16 003	1 823	34 916	4 416	50 919	6 239
	March	15 452	1 827	38 035	4 769	53 487	6 596
	April	15 474	1 800	34 669	4 380	50 143	6 180
	May	11 566	1 380	38 107	4 701	49 673	6 081
	June	14 604	1 781	38 561	4 827	53 165	6 608
	July	15 881	1 902	39 328	4 921	55 209	6 823
	August	14 860	1 897	39 050	4 921	53 910	6 818
	September	16 839	1 913	38 057	4 815	54 896	6 728
	October	16 741	1 895	38 478	4 974	55 219	6 869
	November	16 520	1 892	40 203	5 171	56 723	7 063
	December	15 516	1 780	34 023	4 576	49 539	6 356
	Total	**184 688**	**21 573**	**446 241**	**56 669**	**630 929**	**78 242**
2011	January	14 152	1 641	32 863	4 235	47 015	5 876
	February	16 914	2 343	35 796	4 560	52 710	6 903
	March	16 035	1 912	41 308	5 198	57 343	7 110
	April	16 465	2 153	38 408	5 038	54 873	7 191
	May	16 514	2 211	39 893	5 115	56 407	7 326
	June	13 053	1 852	40 875	5 282	53 928	7 134
	July	16 087	2 097	41 807	5 343	57 894	7 440
	August	16 531	2 295	43 087	5 583	59 618	7 878
	September	18 331	2 412	43 777	5 711	62 108	8 123
	October	18 127	2 395	43 006	5 631	61 133	8 026
	November	18 014	2 440	44 669	5 852	62 683	8 292
	December	17 337	2 299	37 600	5 126	54 937	7 425
	Total	**197 560**	**26 050**	**483 089**	**62 674**	**680 649**	**88 724**
2012	January	16 809	2 226	36 752	4 819	53 561	7 045
	February	17 673	2 421	39 821	5 306	57 494	7 727
	March	17 699	2 369	39 493	5 223	57 192	7 592
	April	17 220	2 394	37 536	5 039	54 756	7 434
	May	15 570	2 169	41 777	5 359	57 347	7 528
	June	17 953	2 456	41 481	5 428	59 434	7 884
	July	18 362	2 568	40 024	5 354	58 386	7 922

1/ 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 – 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)
2010	January	46 315	151	21 468	391	67 783	542
	February	54 381	163	23 942	413	78 323	576
	March	55 822	168	26 061	454	81 883	622
	April	50 046	187	22 286	453	72 332	640
	May	23 616	100	25 016	465	48 632	565
	June	33 124	134	23 705	496	56 829	630
	July	41 944	163	24 301	511	66 245	674
	August	41 592	148	24 226	479	65 818	627
	September	43 373	146	24 597	517	67 970	663
	October	46 195	158	24 756	509	70 951	667
	November	44 698	155	24 531	504	69 229	659
	December	32 998	123	20 160	509	53 158	632
	Total	**514 104**	**1 796**	**285 049**	**5 701**	**799 153**	**7 497**
2011	January	34 640	151	21 776	486	56 416	637
	February	40 651	144	25 298	499	65 949	643
	March	46 577	160	27 715	582	74 292	742
	April	39 842	146	22 126	526	61 968	672
	May	42 878	149	25 057	533	67 935	682
	June	44 982	158	25 352	534	70 334	692
	July	42 409	158	24 490	542	66 899	700
	August	44 563	162	25 357	535	69 920	697
	September	49 206	174	26 770	585	75 976	759
	October	48 453	173	24 593	544	73 046	717
	November	49 103	171	25 346	547	74 449	718
	December	36 986	151	22 460	558	59 446	709
	Total	**520 290**	**1 897**	**296 340**	**6 471**	**816 630**	**8 368**
2012	January	37 269	153	23 907	549	61 176	702
	February	46 136	166	25 411	541	71 547	707
	March	49 324	174	27 564	584	76 888	758
	April	42 367	182	24 597	593	66 964	775
	May	47 835	193	27 736	594	75 572	787
	June	45 351	184	26 162	583	71 514	767
	July	44 891	188	25 900	602	70 790	790

1/ Figures are preliminary.

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

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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/
2011	January	474	1 847	788	76	519	355	210	123	190	111	182	54	295	109	544	5 876
	February	522	2 387	937	95	511	421	249	154	210	117	192	55	311	125	617	6 903
	March	543	2 240	962	86	595	432	279	158	230	127	230	53	303	142	730	7 110
	April	532	2 328	1 096	78	579	426	260	165	220	129	241	56	305	123	651	7 191
	May	602	2 373	945	87	593	440	274	163	220	131	225	51	368	134	721	7 326
	June	606	2 050	1 016	74	592	429	287	183	228	129	238	47	370	138	747	7 134
	July	594	2 406	1 115	92	610	333	270	164	199	132	215	52	395	134	729	7 440
	August	655	2 492	1 065	99	628	455	298	191	208	138	249	57	410	147	786	7 878
	September	624	2 625	1 144	101	621	431	310	200	219	139	249	52	415	147	844	8 123
	October	613	2 581	1 035	105	632	457	312	228	220	149	268	64	409	138	815	8 026
	November	638	2 598	1 137	116	692	455	341	213	224	153	286	67	399	161	813	8 292
	December	526	2 325	1 275	97	602	398	270	173	197	135	221	77	330	135	664	7 425
	Total	**6 929**	**28 252**	**12 515**	**1 106**	**7 174**	**5 032**	**3 360**	**2 115**	**2 565**	**1 590**	**2 796**	**685**	**4 310**	**1 633**	**8 661**	**88 724**
2012	January	483	2 345	954	85	623	444	245	148	192	129	203	60	344	120	671	7 045
	February	498	2 517	1 050	85	632	486	283	249	208	131	233	60	387	150	760	7 727
	March	509	2 519	1 045	89	617	440	288	190	236	130	226	57	363	150	733	7 592
	April	492	2 373	1 053	97	594	464	281	198	228	126	215	62	416	142	692	7 434
	May	555	2 232	1 015	89	626	471	303	197	205	144	239	57	426	153	816	7 528
	June	594	2 427	1 189	81	596	466	312	206	213	137	223	56	418	151	814	7 884
	July	604	2 537	1 090	82	614	431	293	207	240	139	227	65	393	170	831	7 922

1/ 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

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

Table 4 – Three-monthly and annual cumulative estimates and percentage changes for freight transportation

Freight transportation estimates	May to July 2011	May to July 2012	% change between May to July 2011 and May to July 2012	January to July 2011	January to July 2012	% change between January to July 2011 and January to July 2012
Payload (000 tons)	168 229	175 167	4,1	380 170	398 170	4,7
Total income (R million)	21 900	23 334	6,5	48 980	53 132	8,5

Table 5 – Three-monthly and annual cumulative estimates and percentage changes for passenger transportation

Passenger transportation estimates	May to July 2011	May to July 2012	% change between May to July 2011 and May to July 2012	January to July 2011	January to July 2012	% change between January to July 2011 and January to July 2012
Number of passengers (000)	205 168	217 876	6,2	463 793	494 451	6,6
Total income (R million)	2 074	2 344	13,0	4 768	5 286	10,9

Explanatory notes

Introduction

1 Statistics South Africa (Stats SA) conducts a monthly survey of the land transportation industry, covering passenger and freight transportation by rail and road (see 4 below). This survey is based on a sample drawn from the 2012 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 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.

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 types of transportation:

- railway transport (including passenger and freight transportation);
- other scheduled passenger land transport – urban, suburban and inter-urban bus and coach passenger lines and school buses;
- other non-scheduled passenger land transport – safaris and sightseeing bus tours, metered taxis and other passenger transport including renting of motor cars with drivers; and
- freight transport by road.

Exclusions

5 Passenger transportation excludes:

- minibus taxis;
- Gautrain;
- 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 2012 was 85,1%.

Statistical unit

8 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.

Survey methodology and design

9 Questionnaires are collected monthly and the results are published on a monthly basis. Questionnaires are sent to a sample of 700 enterprises from a population of about 4 000 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-respondents.

Sample design

10 The value of income is obtained monthly from the sample of 700 enterprises (which was drawn in April 2012 at the SIC four-digit level) from a population of about 4 000 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.

Weighting methodology

11 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.

Reliability of estimates

12 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.

13 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

14 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

15 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

16 Where figures have been rounded off discrepancies may occur between sums of the component items and the totals.

Symbols and abbreviations

17

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

Changes in this publication

18 The results published today are based on a new sample drawn in April 2012. 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 2012. A comparison of freight transportation income estimates between the new and previous samples shows a 5,2% higher level of income for the new sample. A comparison of passenger transportation income estimates between the new and previous samples shows a 3,3% lower level of income for the new sample.

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 0,8%.

Class limits (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	

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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