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# Statistical release

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### Land transport survey (Preliminary)

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## Summary of findings: Land transportation

**Table A – Key figures as at the end of September 2009**

Freight transportation estimates	September 2009 1/	% change between September 2008 and September 2009	% change between July to September 2008 and July to September 2009	% change between January to September 2008 and January to September 2009
Payload ('000 tons)	54 855	-6,4	-9,4	-8,4
Total income (R million)	5 991	-5,4	-8,8	-5,8

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

Passenger transportation estimates	September 2009 1/	% change between September 2008 and September 2009	% change between July to September 2008 and July to September 2009	% change between January to September 2008 and January to September 2009
Number of passengers ('000)	95 591	-3,2	0,6	4,3
Total income (R million)	675	-4,9	1,5	5,7

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

### Income from freight transportation decreases

***The income from freight transportation for the third quarter of 2009 decreased by 8,8% compared to the third quarter of 2008. The payload decreased by 9,4% for the third quarter of 2009 compared to the third quarter of 2008. Income from freight transportation for September 2009 decreased by 5,4% compared to September 2008.***

The main contributors to the decrease of 8,8% in income from freight transportation for the third quarter of 2009 compared to the third quarter of 2008 were other freight (-17,6% and contributing -2,0 percentage points), basic metals and fabricated metal products (-28,6% and contributing -1,8 percentage points) and chemicals, coke, petroleum, rubber, plastic and other mineral products (-9,4% and contributing -1,0 percentage point) – see Table B on page 3.

### Income from passenger transportation increases

***The income from passenger transportation for the third quarter of 2009 increased by 1,5% compared to the third quarter of 2008. The number of passengers for the third quarter of 2009 increased by 0,6% compared to the third quarter of 2008. Income from passenger transportation for September 2009 decreased by 4,9% compared to September 2008.***

The main contributor to the increase of 1,5% in income from passenger transportation for the third quarter of 2009 compared to the third quarter of 2008 was railway passenger transportation (4,4% and contributing 1,1 percentage points) – see Table C on page 4.

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

Type of commodity	July to September 2008 (R million)	Weight 1/	July to September 2009 (R million)	Difference in income between July to September 2008 and July to September 2009 (R million)	Percentage change between July to September 2008 and July to September 2009	Contribution (percentage points) to the percentage change in total income 2/
Agriculture and forestry primary products	1 683	8,7	1 528	-155	-9,2	-0,8
Primary mining and quarrying products	4 896	25,3	4 997	101	2,1	0,5
Manufactured food, beverages and tobacco products	3 076	15,9	2 946	-130	-4,2	-0,7
Textiles, clothing and leather goods	201	1,0	234	33	16,4	0,2
Chemicals, coke, petroleum, rubber, plastic and other mineral products	2 124	11,0	1 925	-199	-9,4	-1,0
Basic metals and fabricated metal products	1 233	6,4	880	-353	-28,6	-1,8
Non-metallic products	692	3,6	733	41	5,9	0,2
Electrical machinery, transport machinery and equipment	465	2,4	354	-111	-23,9	-0,6
Motor vehicles, parts and accessories	407	2,1	345	-62	-15,2	-0,3
Paper and paper products	415	2,1	387	-28	-6,7	-0,1
Commercial products	528	2,7	452	-76	-14,4	-0,4
Used household and office products	340	1,8	235	-105	-30,9	-0,6
Containers	641	3,3	545	-96	-15,0	-0,5
Parcels	406	2,1	227	-179	-44,1	-0,9
Other freight	2 226	11,5	1 835	-391	-17,6	-2,0
<b>Total income 3/</b>	<b>19 333</b>	<b>100,0</b>	<b>17 624</b>	<b>-1 709</b>	<b>-8,8</b>	<b>-8,8</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.

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	July to September 2008 (R million)	Weight 1/	July to September 2009 (R million)	Difference in income between July to September 2008 and July to September 2009 (R million)	Percentage change between July to September 2008 and July to September 2009	Contribution (percentage points) to the percentage change in total income 2/
<b>Railway passenger transportation</b>	478	24,2	499	21	4,4	1,1
<b>Road passenger transportation</b>	1 495	75,8	1 504	9	0,6	0,5
<b>Total income 3/</b>	<b>1 973</b>	<b>100,0</b>	<b>2 003</b>	<b>30</b>	<b>1,5</b>	<b>1,5</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.

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

**P J 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 quarterly Land transport survey. Today's publication by Stats SA sees the introduction of a new sample drawn in 2009 which replaces the previous sample that was drawn in 2007. The sample is drawn from a Business Register (BR) that primarily contains enterprises with an annual turnover of at least R300 000 and are required to register with the South African Revenue Service (SARS) for value added tax.

Due to the evolving nature of business, the Business Register has to be 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 to these changes as a result of the Business Register maintenance, Stats SA continuously undertakes "Quality Improvement Surveys" (QIS) related to the Business Register. The primary objective of the QIS is to capture up to date information about the structures and activities of large businesses with complex structures. This process enables Stats SA to review industry codes stored for these businesses, which are often those first assigned to them by SARS. These changes are an essential part of the statistical architecture and future changes should be expected as the economy evolves and improvements are implemented.

**New sample reflects a higher reported level of payload, income for freight transportation, number of passengers and income from passenger transportation**

The reported level of income for the quarterly survey of land transport for freight transportation for the months April to June 2009 based on the new (2009) sample was 19,1% higher than the level of income from the previous sample. The reported level of payload for the months April to June 2009 based on the new sample was 20,5 % higher than the level of payload from the previous sample (see Table D). The reported level of income for passenger transportation for the months April to June 2009 based on the new sample was 2,3% higher than the level of income from the previous sample. The reported level of number of passengers for the months April to June 2009 based on the new sample was 10,6% higher than the level of number of passengers from the previous sample (see Table E). This is a result of the replacement of a sample that was drawn in April 2007 that was operational from September 2007 till June 2009.

A parallel sample was collected for April to June 2009 to determine the new levels. The movements in sales for April to June are very similar between the previous and new samples, so that the series for the survey move largely in parallel. As indicated above, this change is as a result of the new sample implemented based on the improved Business Register such as changes in classifications.

**Table D – Total freight transportation estimates for the previous and new samples – April to June 2009**

Freight transportation estimates 1/	Previous sample	New sample	Difference	Difference (percentage)
<b>Payload ('000 tons)</b>	125 540	151 263	25 724	20,5
<b>Total income (R million)</b>	13 950	16 612	2 661	19,1

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

**Table E – Total passenger transportation estimates for the previous and new samples – April to June 2009**

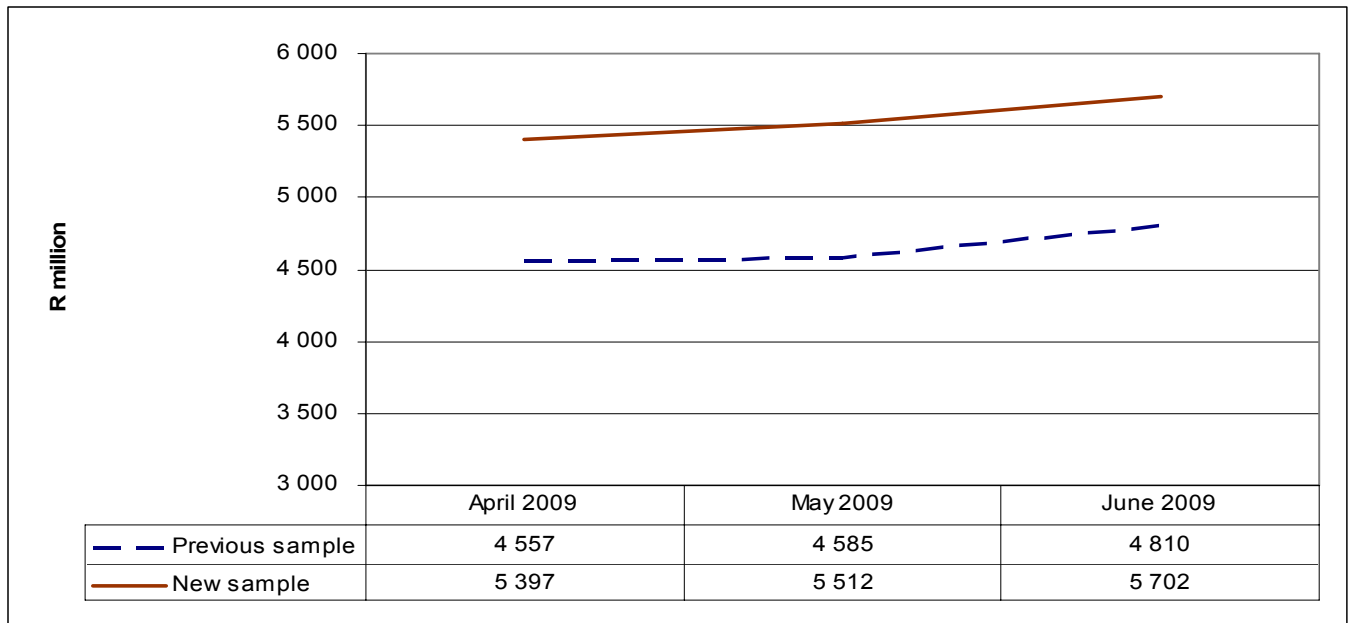
Passenger transportation estimates 1/	Previous sample	New sample	Difference	Difference (percentage)
<b>Number of passengers ('000)</b>	262 516	290 313	27 797	10,6
<b>Total income (R million)</b>	1 919	1 964	45	2,3

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

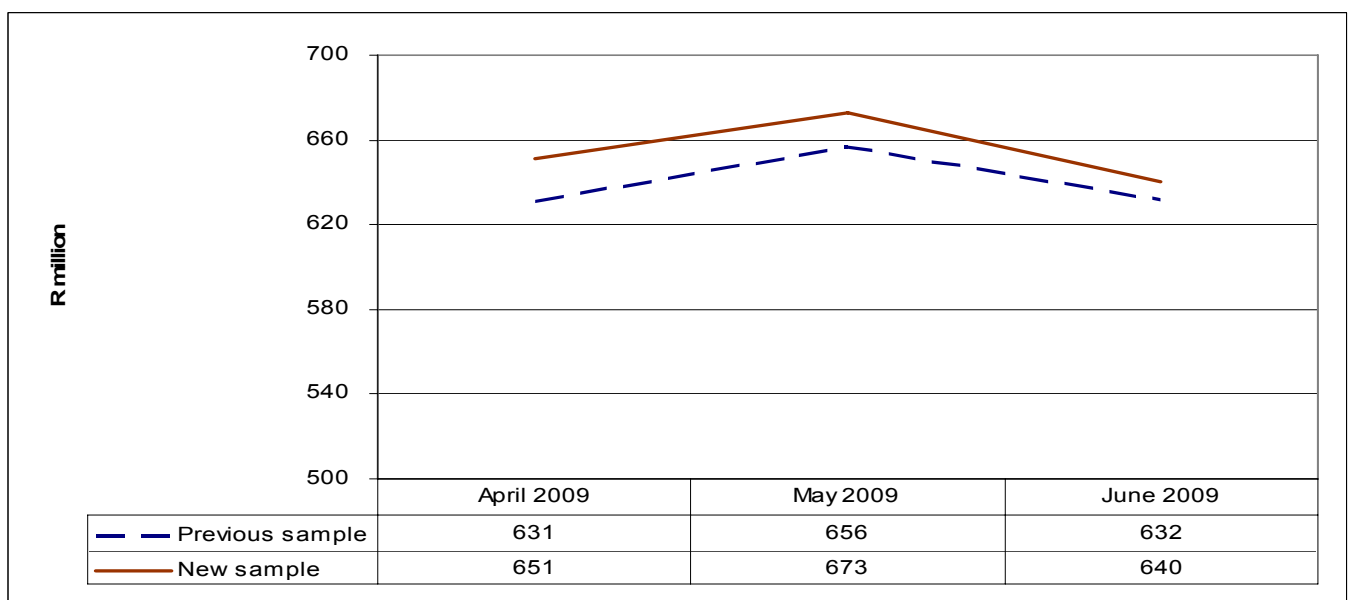
**Comparing the results of the previous and new samples**

The movements in income over the three months April to June 2009 are very similar between the previous and new samples for both freight and passenger transportation. As a result the series for the survey moves largely in parallel for those months in which the survey was conducted based on the previous and new samples, reflecting an increase in level of freight transportation income of approximately 19,1% compared with the previous (2007) sample (see Figure A). Passenger transportation income showed an increase of approximately 2,3% compared with the previous sample (see Figure B).

**Figure A – Total freight transportation income: monthly levels of previous and new samples from April to June 2009**



**Figure B – Total passenger transportation income: monthly levels of previous and new samples from April to June 2009**



**Levels and movements**

While there was a difference of 19,1% (R2 661 million) between the levels of freight transportation income from the previous and new samples for the overlap period, there were varying differences within the types of commodities. The major reason for the change in the type of commodity group is an improved classification of the Business Register as already indicated. Transportation of manufactured food, beverages and tobacco products was the most affected by the implementation of the new sample, reflecting a R1 758 million change in the level of freight transportation income for the three overlapping months (see Table F).

There was a difference of 2,3% (R45 million) between the levels of passenger transportation income from the previous and new samples for the overlapping period. Road passenger transportation was the most affected by the implementation of the new sample, reflecting a R29 million change in the level of passenger transportation income for the overlapping periods (see Table G).

**Table F – Freight transportation income for the previous and new samples by type of commodity: April to June 2009**

Type of commodity	Previous sample (R million)	New sample (R million)	Difference (R million)	Difference (percentage) 1/
Agriculture forestry and primary products	1 112	1 441	329	29,6
Primary mining and quarrying products	4 078	4 519	441	10,8
Manufactured food, beverages and tobacco products	1 067	2 825	1 758	164,7
Textiles, clothing and leather goods	149	123	-27	-17,9
Chemicals, coke, petroleum, rubber, plastic and other minerals	1 513	1 836	323	21,4
Basic metals and fabricated metal products	836	833	-4	-0,5
Non-metallic products	878	679	-199	-22,7
Electrical machinery, transport machinery and equipment	289	377	88	30,6
Motor vehicles, parts and accessories	218	292	75	34,3
Paper and paper products	294	362	69	23,3
Commercial products	429	489	60	14,0
Used household and office products	296	214	-82	-27,7
Containers	555	487	-68	-12,2
Parcels	286	280	-6	-2,0
Other freight	1 950	1 854	-96	-4,9
<b>Total freight transportation income 2/</b>	<b>13 950</b>	<b>16 612</b>	<b>2 661</b>	<b>19,1</b>

1/ The percentage difference is the difference between the April to June 2009 income as recorded in the new sample divided by the April to June 2009 income as recorded in the previous sample, expressed as a percentage

**Table G – Passenger transportation income for the previous and new samples by type of service: April to June 2009**

Type of service	Previous sample (R million)	New sample (R million)	Difference (R million)	Difference (percentage) 1/
Railway passenger transportation	478	494	16	3,4
Road passenger transportation	1 441	1 469	29	2,0
<b>Total passenger transportation income 2/</b>	<b>1 919</b>	<b>1 964</b>	<b>45</b>	<b>2,3</b>

1/ The percentage difference is the difference between the April to June 2009 income as recorded in the new sample divided by the April to June 2009 income as recorded in the previous sample, expressed as a percentage

**Backcasting**

In order to assist users of time series, the levels from the new sample for the survey have been adjusted back to September 2007, using the level for April 2009 as the end point for the backcast series.



**Detailed results**

Table 1 shows land transportation estimates over the period January 2008 – September 2009.

**Table 1 – Total freight and passenger transportation estimates**

Year and month 1/		Freight		Passengers	
		Payload ('000 tons)	Income (R million)	Number of passengers ('000)	Income (R million)
2008	January	48 025	4 945	83 470	602
	February	53 599	5 387	99 308	628
	March	52 758	5 344	94 451	648
	April	56 816	6 008	87 289	557
	May	55 625	5 921	92 112	569
	June	61 401	6 254	85 868	615
	July	60 440	6 592	92 776	618
	August	58 918	6 411	94 038	645
	September	58 626	6 330	98 775	710
	October	60 552	6 455	104 287	698
	November	58 349	6 197	94 384	661
	December	50 514	5 337	70 112	568
		<b>Total</b>	<b>675 623</b>	<b>71 181</b>	<b>1 096 870</b>
2009	January	48 428	5 027	85 708	570
	February	50 814	5 330	93 678	660
	March	51 797	5 517	106 536	713
	April	49 161	5 397	95 667	651
	May	49 398	5 512	100 313	673
	June	52 704	5 702	94 334	640
	July	54 079	5 933	98 979	680
	August	52 277	5 700	92 609	648
	September	54 855	5 991	95 591	675

1/ Preliminary.

Table 2 shows passenger transportation income by type of service.

**Table 2 – Total income according to the type of service for passenger transportation (R million)**

Year and month 1/		Rail	Road	Total 2/
2008	January	185	417	602
	February	174	454	628
	March	153	495	648
	April	142	415	557
	May	156	413	569
	June	141	474	615
	July	147	471	618
	August	155	490	645
	September	176	534	710
	October	175	523	698
	November	158	503	661
	December	149	419	568
	<b>Total</b>	<b>1 911</b>	<b>5 608</b>	<b>7 519</b>
2009	January	160	410	570
	February	162	498	660
	March	176	537	713
	April	163	488	651
	May	175	498	673
	June	156	484	640
	July	172	508	680
	August	160	488	648
	September	167	508	675

1/ 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 11).

**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/	
2008	January	425	1 169	828	43	535	375	205	90	137	97	132	71	190	123	525	4 945
	February	478	1 354	839	52	591	365	224	102	132	97	113	95	226	124	595	5 387
	March	448	1 334	818	44	601	375	214	112	142	91	122	80	255	125	583	5 344
	April	546	1 465	940	57	685	406	251	118	156	102	132	84	259	135	672	6 008
	May	533	1 480	924	58	675	386	218	128	129	105	156	85	234	137	673	5 921
	June	547	1 558	945	53	717	399	217	166	132	110	158	78	225	131	818	6 254
	July	570	1 619	1 032	67	753	408	237	176	149	170	170	112	231	136	762	6 592
	August	556	1 649	1 038	72	708	409	221	168	134	125	170	117	203	121	720	6 411
	September	557	1 628	1 006	62	663	416	234	121	124	120	188	111	207	149	744	6 330
	October	603	1 520	1 067	82	721	395	227	148	129	181	162	137	195	171	717	6 455
	November	535	1 438	1 143	69	641	376	230	196	121	111	171	140	170	173	683	6 197
	December	515	1 237	1 080	67	556	228	193	168	107	133	116	114	159	125	539	5 337
<b>Total</b>	<b>6 313</b>	<b>17 451</b>	<b>11 660</b>	<b>726</b>	<b>7 846</b>	<b>4 538</b>	<b>2 671</b>	<b>1 693</b>	<b>1 592</b>	<b>1 442</b>	<b>1 790</b>	<b>1 224</b>	<b>2 554</b>	<b>1 650</b>	<b>8 031</b>	<b>71 181</b>	
2009	January	516	1 186	956	62	539	237	215	165	114	91	105	103	113	119	506	5 027
	February	442	1 457	971	43	596	259	192	146	102	104	96	80	137	131	574	5 330
	March	471	1 281	1 038	62	624	328	203	171	120	113	155	69	154	113	615	5 517
	April	441	1 497	922	34	584	279	205	136	85	116	154	70	157	94	623	5 397
	May	482	1 377	1 009	39	631	272	234	127	108	123	181	68	162	95	603	5 512
	June	518	1 645	894	49	621	282	239	114	99	123	154	76	168	91	628	5 702
	July	539	1 612	1 084	64	658	279	254	102	122	124	155	78	163	81	619	5 933
	August	495	1 618	910	84	636	285	228	131	114	128	157	73	186	71	584	5 700
	September	494	1 767	952	86	631	316	251	121	109	135	140	84	196	75	632	5 991

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**

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

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

**Table 4 – Estimates and percentage changes in land transportation**

**Table 4.1 – Quarterly and cumulative estimates and percentage changes for freight transportation**

Freight transportation estimates	July to September 2008	July to September 2009	% change between July to September 2008 and July to September 2009	January to September 2008	January to September 2009	% change between January to September 2008 and January to September 2009
<b>Payload ('000 tons)</b>	177 984	161 211	-9,4	506 208	463 513	-8,4
<b>Total income (R million)</b>	19 333	17 624	-8,8	53 192	50 109	-5,8

**Table 4.2 – Quarterly and cumulative estimates and percentage changes for passenger transportation**

Passenger transportation estimates	July to September 2008	July to September 2009	% change between July to September 2008 and July to September 2009	January to September 2008	January to September 2009	% change between January to September 2008 and January to September 2009
<b>Number of passengers ('000)</b>	285 589	287 179	0,6	828 087	863 415	4,3
<b>Total income (R million)</b>	1 973	2 003	1,5	5 592	5 910	5,7

**Explanatory notes**

<b>Introduction</b>	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 4 below). This survey is based on a sample drawn from the 2009 Business Sampling Frame (BSF) that contains businesses registered for value added tax (VAT).</p> <p>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.</p>
<b>Purpose of the survey</b>	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>
<b>Scope of the survey</b>	4	<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> <p>Note: This survey excludes passenger transportation by minibus taxis.</p>
<b>Classification</b>	5	<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>	6	<p>The overall response rate for the third quarter of 2009 was 87,4%.</p>
<b>Statistical unit</b>	7	<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>	8	<p>Questionnaires are collected monthly and the results are published on a quarterly basis. Questionnaires are sent to a sample of about 700 enterprises from a population of about 4 500 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>	9	<p>The value of income is obtained monthly from the sample of about 700 enterprises (which was drawn in April 2009 at the SIC four-digit level) from a population of about 4 500 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.</p>

<b>Weighting methodology</b>	<b>10</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>11</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>12</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>13</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>14</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.</li> <li>• <i>SA Statistics</i> issued annually.</li> </ul>																				
<b>Rounding off of figures</b>	<b>15</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>16</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>17</b>	<table border="0"> <tr><td>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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<b>Changes in this publication</b>	<b>18</b>	<p>The results published today are based on a new sample drawn in April 2009. The periodic introduction of a new sample is part of Stats SA's strategic approach in improving the basis from which surveys are conducted.</p> <p>The new sample was conducted in parallel with the previous sample for April to June 2009. Comparison of estimates from the new and previous samples reflects level increases of 19,1% and 2,3% for freight and passenger transportation income respectively.</p>																				

**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.

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

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

Neyman allocation formula not only allocates sample sizes to each stratum but also calculates the relative precision for each stratum as well as the relative precision for all strata. The relative precision for these strata did not exceed 4,0%.

**Class limits**

Enterprise size	Size Group	Lower limits	Upper limits
Very small	4	0	3 000 000
Small	3	3 000 001	13 000 000
Medium	2	13 000 001	26 000 000
Large	1	26 000 001	

**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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### Enquiries

Telephone number: (012) 310 8600/8390/8351/4892/8496/8095 (user information services)  
(012) 310 8155/8423 (technical enquiries)  
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(012) 310 4883/8018/4885 (library)

Fax number: (012) 310 8332 (technical enquiries)

Email address: [joycee@statssa.gov.za](mailto:joycee@statssa.gov.za) (technical enquiries)  
[keshneeg@statssa.gov.za](mailto:keshneeg@statssa.gov.za) (technical enquiries)  
[Info@statssa.gov.za](mailto:Info@statssa.gov.za) (user information services)  
[magdaj@statssa.gov.za](mailto:magdaj@statssa.gov.za) (orders)

Postal address: Private Bag X44, Pretoria, 0001

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