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Land transport survey (Preliminary)

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Summary of findings: Land transportation

Table A – Key figures for July 2011

Freight transportation estimates	July 2011 1/	% change between July 2010 and July 2011	% change between May to July 2010 and May to July 2011	% change between January to July 2010 and January to July 2011
Payload (000 tons)	58 823	4,3	6,2	5,3
Total income (R million)	7 054	8,5	12,2	10,3

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

Passenger transportation estimates	July 2011 1/	% change between July 2010 and July 2011	% change between May to July 2010 and May to July 2011	% change between January to July 2010 and January to July 2011
Number of passengers (000)	68 900	1,7	19,7	-1,6
Total income (R million)	725	5,5	11,7	12,6

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

Income from freight transportation

The income from freight transportation for the three months ended July 2011 increased by 12,2% compared with the three months ended July 2010. Income from freight transportation for July 2011 increased by 8,5% compared with July 2010. The volume of goods transported (payload) for July 2011 increased by 4,3% compared with July 2010.

The year-on-year increase of 12,2% in income from freight transportation for the three months ended July 2011 was driven largely by primary mining and quarrying products (25,1% and contributing 7,6 percentage points), followed by manufactured food, beverages and tobacco products (11,9% and contributing 1,7 percentage points) and containers (19,8% and contributing 1,0 percentage point) – see Table B on page 3.

Income from passenger transportation

The income from passenger transportation for the three months ended July 2011 increased by 11,7% compared with the three months ended July 2010. Income from passenger transportation for July 2011 increased by 5,5% compared with July 2010, whilst the number of passengers increased by 1,7% over this period.

The main contributor to the year-on-year increase of 11,7% in income from passenger transportation for the three months ended July 2011 was road passenger transportation (10,4% and contributing 8,3 percentage points), followed by railway passenger transportation (16,8% and contributing 3,5 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 2010 (R million)	Weight 1/	May to July 2011 (R million)	Difference in income between May to July 2010 and May to July 2011 (R million)	% change between May to July 2010 and May to July 2011	Contribution (percentage points) to the % change in total income 2/
Agriculture and forestry primary products	1 581	8,5	1 594	13	0,8	0,1
Primary mining and quarrying products	5 620	30,3	7 033	1 413	25,1	7,6
Manufactured food, beverages and tobacco products	2 716	14,6	3 039	323	11,9	1,7
Textiles, clothing and leather goods	133	0,7	133	0	0,0	0,0
Chemicals, coke, petroleum, rubber, plastic and other mineral products	1 522	8,2	1 696	174	11,4	0,9
Basic metals and fabricated metal products	1 304	7,0	1 264	-40	-3,1	-0,2
Non-metallic products	884	4,8	805	-79	-8,9	-0,4
Electrical machinery, transport machinery and equipment	380	2,0	436	56	14,7	0,3
Motor vehicles, parts and accessories	402	2,2	494	92	22,9	0,5
Paper and paper products	320	1,7	350	30	9,4	0,2
Commercial products	601	3,2	645	44	7,3	0,2
Used household and office products	217	1,2	193	-24	-11,1	-0,1
Containers	889	4,8	1 065	176	19,8	1,0
Parcels	308	1,7	308	0	0,0	0,0
Other freight	1 693	9,1	1 779	86	5,1	0,5
Total income 3/	18 570	100,0	20 833	2 263	12,2	12,2

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 2010 (R million)	Weight 1/	May to July 2011 (R million)	Difference in income between May to July 2010 and May to July 2011 (R million)	% change between May to July 2010 and May to July 2011	Contribution (percentage points) to the % change in total income 2/
Railway passenger transportation	393	20,6	459	66	16,8	3,5
Road passenger transportation	1 515	79,4	1 673	158	10,4	8,3
Total income 3/	1 908	100,0	2 132	224	11,7	11,7

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 2011, which replaces the previous sample that was drawn in April 2010. 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 of the land transport industry

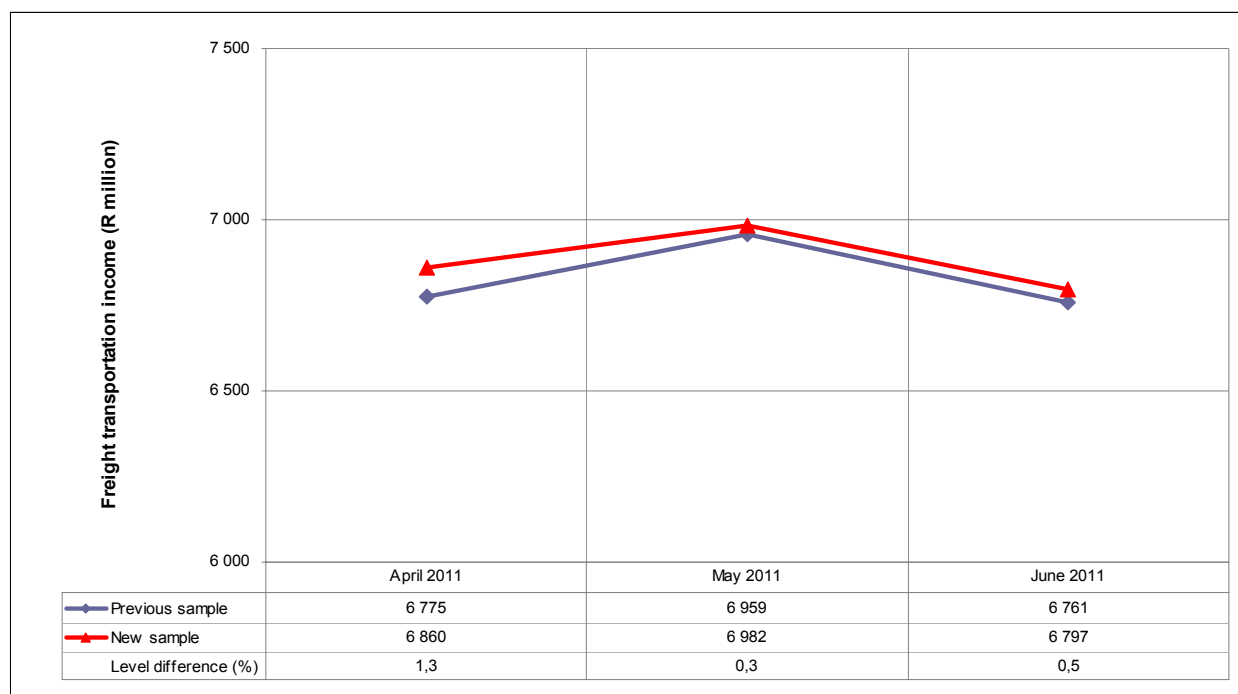
The reported level of income from freight transportation for the monthly survey of the land transport industry for the months April to June 2011 based on the new sample was 0,7% higher than the level of income from the previous sample. The reported level of payload for the months April to June 2011 based on the new sample was 2,2% higher than the level of payload from the previous sample (see Table D and Figure A). The previous sample was drawn in April 2010 and was operational for the last half of 2010 and the first half of 2011.

Table D – Total freight transportation estimates for the previous and new samples – April to June 2011

Freight transportation estimates 1/	Previous sample	New sample	Difference	Difference (percentage)
Payload (000 tons)	165 334	168 901	3 567	2,2
Total income (R million)	20 495	20 639	144	0,7

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

Figure A – Total freight transportation income: monthly levels of previous and new samples from April to June 2011



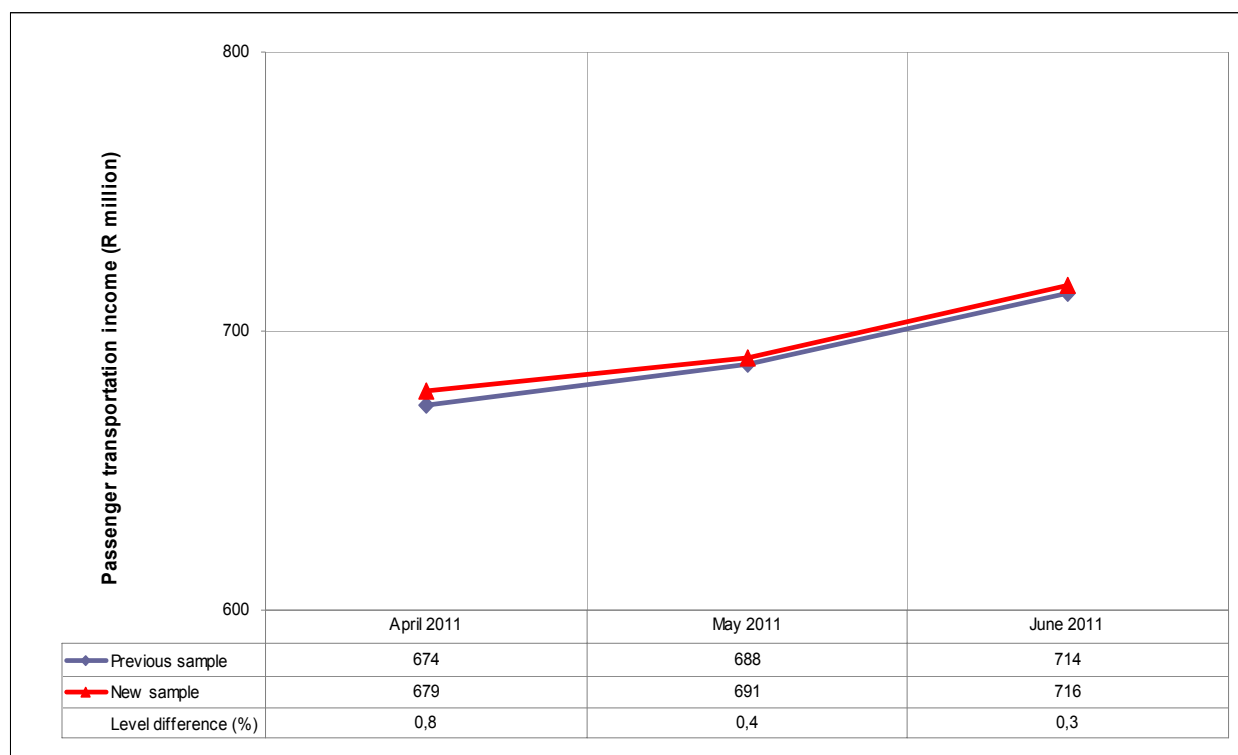
The reported level of income from passenger transportation for the months April to June 2011 based on the new sample was 0,5% higher than the level of income from the previous sample. The reported level of number of passengers for the months April to June 2011 based on the new sample was 1,4% higher than the level of number of passengers from the previous sample (see Table E and Figure B).

Table E – Total passenger transportation estimates for the previous and new samples – April to June 2011

Passenger transportation estimates 1/	Previous sample	New sample	Difference	Difference (percentage)
Number of passengers (000)	201 961	204 732	2 771	1,4
Total income (R million)	2 076	2 086	10	0,5

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

Figure B – Total passenger transportation income: monthly levels of previous and new samples from April to June 2011



Comparison of total income from freight transportation between the previous and new samples by type of commodity

The differences in total income from freight transportation between the previous and new samples by type of commodity are shown in Table F. The largest change in relative (i.e. percentage) terms took place in 'textiles, clothing and leather goods' (39,0% lower in the new sample). The largest change in absolute (i.e. Rand) terms took place in 'containers' (R176 million higher in the new sample).

Table F – Total income from freight transportation for the previous and new samples by type of commodity: April to June 2011

Type of commodity	Previous sample (R million)	New sample (R million)	Difference (R million)	Difference (percentage) 1/
Agriculture forestry and primary products	1 628	1 528	-100	-6,1
Primary mining and quarrying products	6 864	6 944	80	1,2
Manufactured food, beverages and tobacco products	3 071	3 008	-63	-2,1
Textiles, clothing and leather goods	213	130	-83	-39,0
Chemicals, coke, petroleum, rubber, plastic and other minerals	1 686	1 671	-15	-0,9
Basic metals and fabricated metal products	1 243	1 365	122	9,8
Non-metallic products	751	797	46	6,1
Electrical machinery, transport machinery and equipment	495	438	-57	-11,5
Motor vehicles, parts and accessories	479	513	34	7,1
Paper and paper products	431	347	-84	-19,5
Commercial products	572	669	97	17,0
Used household and office products	179	197	18	10,1
Containers	818	994	176	21,5
Parcels	228	299	71	31,1
Other freight	1 836	1 743	-93	-5,1
Total freight transportation income 2/	20 495	20 639	144	0,7

1/ The percentage difference is the difference between the April to June 2011 income as recorded in the new sample divided by the April to June 2011 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.

Comparison of total income from passenger transportation between the previous and new samples by type of service

The differences in total income from passenger transportation between the previous and new samples by type of service are shown in Table G. The largest change in relative (i.e. percentage) terms took place in 'rail passenger transportation' (0,9% higher in the new sample). The largest change in absolute (i.e. Rand) terms took place in 'road passenger transportation' (R6 million higher in the new sample).

Table G – Total income from passenger transportation for the previous and new samples by type of service: April to June 2011

Type of service	Previous sample (R million)	New sample (R million)	Difference (R million)	Difference (percentage) 1/
Railway passenger transportation	443	447	4	0,9
Road passenger transportation	1 633	1 639	6	0,4
Total passenger transportation income	2 076	2 086	10	0,5

1/ The percentage difference is the difference between the April to June 2011 income as recorded in the new sample divided by the April to June 2011 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 the start of 2008, using the level for April 2011 as the endpoint for the backcast series.

Detailed results

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)
2009	January	14 181	1 181	33 709	3 847	47 890	5 028
	February	14 712	1 423	35 541	3 910	50 253	5 333
	March	15 027	1 380	36 197	4 139	51 224	5 519
	April	15 107	1 559	33 493	3 841	48 600	5 400
	May	13 186	1 376	35 691	4 138	48 877	5 514
	June	15 756	1 639	36 357	4 067	52 113	5 706
	July	14 966	1 561	38 533	4 373	53 499	5 934
	August	15 229	1 599	36 468	4 105	51 697	5 704
	September	16 809	1 769	37 397	4 230	54 206	5 999
	October	15 227	1 743	37 833	4 394	53 060	6 137
	November	16 007	1 819	38 735	4 372	54 742	6 191
	December	15 275	1 658	34 480	4 069	49 755	5 727
	Total	181 482	18 707	434 434	49 485	615 916	68 192
2010	January	15 170	1 668	33 882	3 939	49 052	5 607
	February	15 938	1 806	36 053	4 144	51 991	5 950
	March	15 389	1 810	39 275	4 474	54 664	6 284
	April	15 410	1 784	35 799	4 109	51 209	5 893
	May	11 520	1 367	39 348	4 410	50 868	5 777
	June	14 544	1 765	39 817	4 528	54 361	6 293
	July	15 815	1 884	40 609	4 616	56 424	6 500
	August	14 800	1 879	40 322	4 616	55 122	6 495
	September	16 770	1 895	39 296	4 517	56 066	6 412
	October	16 673	1 877	39 731	4 666	56 404	6 543
	November	16 453	1 874	41 512	4 851	57 965	6 725
	December	15 452	1 764	35 132	4 294	50 584	6 058
	Total	183 934	21 373	460 776	53 164	644 710	74 537
2011	January	14 094	1 626	33 933	3 974	48 027	5 600
	February	16 845	2 322	36 962	4 278	53 807	6 600
	March	15 970	1 894	42 653	4 876	58 623	6 770
	April	16 395	2 132	39 674	4 728	56 068	6 860
	May	16 445	2 191	41 059	4 791	57 504	6 982
	June	13 004	1 835	42 325	4 962	55 329	6 797
	July	15 991	2 076	42 832	4 978	58 823	7 054

1/ 2010 and 2011 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)
2009	January	49 433	151	21 037	367	70 470	518
	February	52 474	152	25 148	447	77 622	599
	March	59 765	166	28 477	482	88 242	648
	April	54 863	153	23 917	438	78 780	591
	May	57 028	165	25 768	446	82 796	611
	June	53 544	147	24 350	434	77 894	581
	July	57 084	162	24 300	455	81 384	617
	August	52 599	151	23 859	438	76 458	589
	September	54 123	157	24 868	456	78 991	613
	October	60 714	173	25 485	464	86 199	637
	November	54 698	158	24 251	440	78 949	598
	December	43 462	130	21 176	431	64 638	561
	Total	649 787	1 865	292 636	5 298	942 423	7 163
2010	January	47 257	149	22 029	402	69 286	551
	February	55 487	161	24 569	425	80 056	586
	March	56 957	166	26 742	467	83 699	633
	April	51 064	185	22 869	466	73 933	651
	May	24 096	99	25 670	479	49 766	578
	June	33 798	133	24 326	510	58 124	643
	July	42 797	161	24 936	526	67 733	687
	August	42 438	146	24 861	494	67 299	640
	September	44 255	144	25 242	532	69 497	676
	October	47 135	156	25 404	524	72 539	680
	November	45 607	153	25 173	519	70 780	672
	December	33 669	122	20 688	524	54 357	646
	Total	524 560	1 775	292 509	5 868	817 069	7 643
2011	January	35 345	149	22 346	500	57 691	649
	February	41 478	142	25 960	514	67 438	656
	March	47 524	158	28 440	599	75 964	757
	April	40 652	144	22 674	535	63 326	679
	May	43 750	147	25 717	544	69 467	691
	June	45 897	156	26 042	560	71 939	716
	July	43 272	156	25 628	569	68 900	725

1/ 2010 and 2011 figures are preliminary.

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

Table 3 – 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/
2010	January	392	1 796	991	41	463	389	253	81	94	93	118	61	235	84	516	5 607
	February	410	1 938	946	57	458	419	282	103	103	95	168	69	272	100	529	5 950
	March	452	2 085	980	72	479	414	317	106	123	104	167	74	254	115	542	6 284
	April	449	1 863	859	45	469	434	273	123	116	105	152	70	292	110	533	5 893
	May	490	1 712	861	46	493	394	289	128	121	104	181	70	236	106	544	5 777
	June	519	1 880	920	42	531	452	308	132	129	105	203	73	324	105	571	6 293
	July	572	2 028	935	45	498	458	287	120	152	111	217	74	329	97	578	6 500
	August	587	1 941	922	45	568	467	299	136	155	106	209	78	316	92	574	6 495
	September	557	1 995	918	42	546	438	254	143	129	115	210	73	303	91	596	6 412
	October	535	1 991	989	44	542	453	292	146	147	118	222	77	301	91	595	6 543
	November	512	2 070	962	52	580	437	278	155	169	122	263	78	326	108	613	6 725
	December	450	1 851	1 045	41	518	373	246	126	146	109	206	78	278	80	510	6 058
	Total	5 925	23 150	11 328	572	6 145	5 128	3 378	1 499	1 584	1 287	2 316	875	3 466	1 179	6 701	74 537
2011	January	419	1 899	774	40	491	376	203	105	146	99	172	70	281	83	445	5 600
	February	460	2 442	924	51	486	445	242	132	163	104	183	70	298	95	506	6 600
	March	481	2 305	945	46	562	457	270	135	177	112	219	69	288	108	597	6 770
	April	469	2 386	1 078	42	544	447	253	141	169	114	229	71	291	93	535	6 860
	May	524	2 434	929	47	562	466	265	140	169	117	214	64	349	101	602	6 982
	June	535	2 124	1 001	41	565	452	279	157	175	116	226	62	354	105	606	6 797
	July	535	2 475	1 109	45	569	346	261	139	150	117	205	67	362	102	571	7 054

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 2010	May to July 2011	% change between May to July 2010 and May to July 2011	January to July 2010	January to July 2011	% change between January to July 2010 and January to July 2011
Payload (000 tons)	161 653	171 656	6,2	368 569	388 181	5,3
Total income (R million)	18 570	20 833	12,2	42 304	46 663	10,3

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

Passenger transportation estimates	May to July 2010	May to July 2011	% change between May to July 2010 and May to July 2011	January to July 2010	January to July 2011	% change between January to July 2010 and January to July 2011
Number of passengers (000)	175 623	210 306	19,7	482 597	474 725	-1,6
Total income (R million)	1 908	2 132	11,7	4 329	4 873	12,6

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 2011 business sampling frame (BSF) that contains businesses registered for value added tax (VAT).
	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	<p>This survey covers enterprises involved in land transportation according to the following types 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; • Gautrain; • 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	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.
Response rate	7	The preliminary response rate for the survey on land transportation for July 2011 was 90,6%.
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 about 700 enterprises from a population of about 4 400 enterprises. Completed questionnaires are required to be returned to Stats SA within 10 days after the end of the reference month. Fax and telephone reminders are used to follow up non-respondents.

Sample design	10	The value of income is obtained monthly from the sample of about 700 enterprises (which was drawn in April 2011 at the SIC four-digit level) from a population of about 4 400 land transportation enterprises. The land transportation industry is divided into four size groups. All large enterprises (size group one) are completely enumerated. Simple random sampling is applied to size groups two (medium sized), three and four (small) enterprises. The total value of income of the large enterprises (size group one) is added to the weighted totals of size groups two, three and four to reflect the total value of income.
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 - <ul style="list-style-type: none"> • <i>Bulletin of Statistics</i> issued quarterly; and • <i>SA Statistics</i> 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	<p>The results published today are based on a new sample drawn in April 2011. 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 2011. Comparison of estimates from the new and previous samples reflects level increases of 0,7% and 0,5% 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.

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

N_h and S_h are the stratum population size and the stratum variance respectively.

Neyman allocation formula not only allocates sample sizes to each stratum but also calculates the relative precision for each stratum as well as the relative precision for all strata. The relative precision for these strata did not exceed 1,0%.

Class limits

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

Glossary

Enterprise

The enterprise is a legal entity or a combination of legal units that includes and directly controls all functions necessary to carry out its sales activities.

Industry

An industry is made up of enterprises engaged in the same or similar kinds of economic activity. Industries are defined in the *System of National Accounts (SNA)* in the same way as in the *Standard Industrial Classification of all Economic Activities, Fifth Edition, Report No. 09-90-02 of January 1993 (SIC)*.

Statistical unit

A statistical unit is a unit about which statistics are tabulated, compiled or published. The statistical units are derived from and linked to the South African Revenue Service (SARS) administrative data.

Number of passengers

The number of passengers refers to the passenger journeys.

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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