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Sector Paper: Renting and Leasing of Motor Vehicles, ISIC 77.1

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Introduction

At the 2-digit industry level, the division 77 (NACE Rev 2, 'Rental and leasing activities') covers a wide range of activities grouped as below:

771: 'Renting and leasing of motor vehicles'

772: 'Renting and leasing of personal and household goods'

773: 'Renting and leasing of other machinery, equipment and tangible goods'

774: 'Leasing of intellectual property and similar products, except copyrighted works'

Given the broad nature of this industry, this sector paper only covers an in-depth look at class 7710: 'Renting and leasing of motor vehicles activities' within division 77: 'Rental and leasing activities' (ISIC 4.0 classification). Sector papers on other rental and leasing activities can be found on the Voorburg group website.

This paper summarizes the experience of Mexico and Sweden for collecting turnover data and Poland, Czech Republic and Spain for collecting price data for the two NACE classes discussed at the 35th VG meeting. This paper aims to highlight some of the challenges involved with identifying, collecting, and monitoring output and price movements for these services.

1.1 Definition of the Sector

According to the International Standard Industrial Classification of All Economic Activities (ISIC) Rev. 4, class 7710 'Renting and leasing of motor vehicles activities' includes all rental and leasing of motor vehicles activities. This class includes:

- Renting and operational leasing of the following types of vehicles:
 - passenger cars (without drivers)
 - trucks, utility trailers and recreational vehicles
- This class excludes: —renting or leasing of vehicles or trucks with driver.

According to the North American Industrial Classification System (NAICS México 2018 1) 'Rental and leasing of automobiles, trucks and other road transportation vehicles' is defined as economic units primarily engaged in the rental of cars, cargo trucks, buses, minibuses and trailers without a driver. It also includes the rent of cars, cargo trucks, buses, minibuses, and trailers without a driver in combination with the financial lease, and the rental of non-established mobile homes in a place to be occupied as housing.

Industry classifications

NACE (Statistical Classification of Economic Activities in the European Community) rev.2 NACE 77.10 is equivalent to ISIC 7710.

The ISIC class 7710 is separated in NACE into two codes, 77.11 for Renting and leasing of cars and light motor vehicles and 77.12 for Renting and leasing of trucks:

NACE 77.11 comprises renting and operational leasing of passenger cars and other light motor vehicles (with a weight not exceeding 3,5 tons) without driver.

This class excludes renting or leasing of cars or light motor vehicles with driver, see 49.32, 49.39.

NACE 77.12 comprises renting and operational leasing of the following types of vehicles:

This class includes trucks, utility trailers and heavy motor vehicles (with a weight exceeding 3,5 tons), recreational vehicles

This class excludes renting or leasing of heavy goods vehicles or trucks with driver, see 49.41

NAICS (North American Industry Classification System)

The NAICS counterparts of NACE 77.11 to 77.12 are codes 532110, 532121 (see Appendix 1). 532122 Rental

and leasing of buses, minibuses, and trailers without drivers is a bespoke class included within the NAICS which is not explicitly captured within other classification systems.

Product classifications

CPA (Statistical Classification of Products by Activity)

In the classification used in European countries (CPA 2015), the products of Rental and leasing services of motor vehicles (ISIC 7710) are classified using the same first 4 digits as in NACE, with detailed categories as follows:

77.11: Rental and leasing services of cars and light motor vehicles

77.11.1 Rental and leasing services of cars and light motor vehicles

77.12: Rental and leasing services of trucks

77.12.11: Rental and leasing services of goods transport vehicles without driver

77.12.19: Rental and leasing services of other land transport equipment without driver

CPC (Central Product Classification)

In the Central Product Classification (CPC), services of renting and leasing of motor vehicles (ISIC 7710) are classified in the class 7311 Leasing or rental services concerning transport equipment without operator, specifically in subclass 73111 Leasing or rental services concerning cars and light vans without operator. This subclass includes: - leasing, rental or hiring of cars, light vans etc. without driver.

This subclass does not include:

- rental or hiring services concerning private cars with driver, cf. 64116

- financial leasing of cars, cf. 71140

NAPCS (North American Product Classification System)

The NAPCS does not link exactly with CPA 2.1 nor CPC and is more detailed than the aforementioned product classification types. Within the NAPCS classification there is also a sub-category for recreational car rentals where the distinction is not made within CPC or CPA.

Classification issues

Within ISIC classification, the group 77.1 'Renting and leasing of motor vehicles' only contains one class, which coincides with the group itself. In NACE rev 2, as seen above the group is divided into two classes distinguishing light motor vehicles from trucks.

All three classification systems appear to align with each other, with the exception of NAICS being more detailed than its counterparts. The NAICS classification under 532122 'Rental and leasing of buses, minibuses, and trailers without drivers', there seems to be no other classification system that captures this service type under such detail.

In relation to product classification, most participating countries follow CPA classification (CPA Ver. 2.1.) as shown in table 2a. The code structure is slightly different when adapted by the NSI's, however the first four digits are always the same in SPIN and CPA. The code structure of SPIN follows the SNI classification (compare table 1 and table 2a).

The CPC classification divides 'leasing and rental services without operator' into 4 different sub-classes. Three of these are connected to ISIC 7710 as shown in table 2b. These three correspond with the CPA classification. The fourth sub-class in CPC is connected to ISIC 7730 and concerns railroad vehicles.

1.2 Market Conditions and Constraints

Importance of the industry compared to the service sector and the whole economy

In most countries, the rental and leasing of motor vehicles industry represents a very small share of the whole economic activity (Poland: 0.21% of the total number of enterprises active within the economy in 2018; whereas in Sweden, this industry only represents 0.06% of the total business sector; in Spain, the renting and leasing of motor vehicles makes up 1.16% of the total non-financial services sector. In Mexico, Rental and leasing of automobiles, trucks and other road transportation vehicles, are relatively a small industry providing on 7% of total turnover. Turnover can be seen to have decreased in 2020 due to travel restrictions imposed by the Covid-19 pandemic.

Within the NACE Rev 2, 77.1 the renting and leasing of cars and light motor vehicles without operator seems to be the product group with that larger share of turnover than the renting and leasing of goods transport vehicles or other vehicles. However, the absolute size of the 77.1 industry (in terms of overall turnover) also appears to increase in proportion to the whole economy.

Based on information collected from enterprises classified into 77.12 (in compliance with their core activity), it was established in 2018 about 70% of their turnover came from the sale of services renting and leasing of trucks. About 12% of turnover resulted from the sale of services classified into 29.10 Manufacture of motor vehicles and 29.20 Manufacture of bodies (coachwork) for motor vehicles; manufacture of trailers and semi-trailers cars and light motor vehicles. While about 6% of turnover was generated by the wholesale and retail trade and repair of motor vehicles and motorcycle retail sale of second-hand goods in stores, about 2 % in 46 Wholesale trade, except of motor vehicles and motorcycles and 1% in 47 Retail trade, except of motor vehicles and motorcycles.

Public regulations affecting the market situation

The main public regulations affecting the drops in turnover noticed in the beginning of 2020 are attributed to the reduced travel as a result of restrictions in light of the Covid-19 pandemic.

Degree of concentration within the industry

The levels of industry concentration really depend on the country. In Poland, the industry is dominated by small to medium size companies registering the majority of the turnover with 77.1

Type of consumer of the services (B2B, B2C, B2X)

Due to the nature of this industry, the majority of the billing for short term rentals is attributable to private clients. In Spain, as much as 70% is billed to private clients due to tourism, and 10% long term rentals are billed to private clients although this has gradually increased in recent years. Similarly, in Mexico and Poland, with increases in tourism there is reflected in an increase in passenger car leasing to individuals, but as businesses and economies grow, the B2B sales have also seen a steady increase over the years.

As also seen in Sweden, over the past few years, it has been more common for private persons to lease their new car instead of purchasing it as in many cases it is less expensive to lease a new car due to high rates on car loans and decreasing value of the car when the time comes to re-sale it. As well as private individuals many enterprises offer company cars for their employees to drive both on and off the job as a car benefit, and these cars are often leased.

In the Czech Republic this industry is still developing and as such the SPPI samples more of business customer (B2B), however the price reflects Business to all (B2X) as per the FRIBS regulation implementation.

Horizontal/vertical integration

When considering long term rentals of cars and passenger vehicles, bigger companies may provide additional services which cut across other industries. As is the case of Czech Republic, the inclusion of add-ons to the

regular Operational Leasing contract may include (but not limited to) registration of the car, handing over the car on registration plates, handing over the car outside the car showroom, concluding accident insurance, concluding liability insurance (compulsory liability), concluding additional insurance, paying radio fees, highway stamp, paying road tax, paying regular service, set of summer and winter tires, ensuring seasonal tire change, including their storage, pick-up service for regular service and tire change, operative delivery of a spare car, handling insurance claims, the possibility of renting special equipment (ski, bike carrier), washing the outside and inside of the car in the service, assistance service, etc.

Where these add-ons may be intercepted as transfer pricing, countries like Spain have chosen to exclude these.

Trends

With global tourism growing the demand for short and in some cases long term passenger car rentals have increased over the last few years. In countries where tourism is a big industry, the market is dominated by bigger companies with the smaller companies dominating the local/regional markets.

77.11 Renting and leasing of cars and light motor vehicles: Passenger cars and light vehicles rentals have the larger share of distribution of sales in all participating countries. Spain recorded 95% of total turnover in ISIC 77.1 attributed to renting and leasing of rental and leasing services of cars and light motor vehicles (77.11), which why the corresponding Services Producer Price Index for this industry only includes 77.11.

Sweden saw an increase by more than 100 percent between 2008 and 2018 within this class, indicating a higher demand for short-term rental and leasing of mainly passenger cars.

77.12 Renting and leasing of trucks: This class within ISIC 77.1 forms a smaller share of the sales distribution in ISIC 77.1.

As per NAICS and NAPCS, used by several countries, namely the USA, Mexico and Canada, there is an additional category - 532122 'Rental and leasing of buses, minibuses and trailers without drivers'. This class has seen a five-year increase in turnover of 640% from 2013 to 2018. However, as mentioned above, the total share of turnover from this class within this industry is roughly 6.6% in Mexico.

1.3 Specific Characteristics of the Industry

Nature of sales

All the 5 participant countries in this study have grouped the product as short-term and long-term rental as this is the distinguishing characteristic for sales. The definition of short-term rental and long-term rental varies from country to country due to the nature of the industry.

Development of new products/services in recent years or expected in the near future

With developments in Information Technology and its ability to reach a wide customer base across the globe, there has been an increase in the uptake of renting of motor vehicles, especially in countries with a heavy tourism industry.

In Poland, while the industry is still relatively a small industry and not as fast paced as some other western European countries, there has certainly been growth in turnover in this industry year on year.

With the growth of brokers/middlemen in providing this service, there is increasing online presence of this industry where some even offer price comparing options with additional perks associated with each broker.

2. Turnover & Output Measurement

2.1 General Framework

In Sweden and participating EU member countries, turnover in the service sector falls under the Council Regulation of Short-Term Statistics (STS), (EC) No. 1165/98. The Structural Business Survey (SBS) is used to compile this industry. In Mexico, the framework is integrated by the Statistical Business Register of Mexico (RENEM by its acronym in Spanish).

Objectives of key users

The results are mainly used by the National Accounts (NA) in their calculations of private consumption and Gross Domestic Product (GDP). The data are also used when conducting sampling for SPPI. In some countries, turnover is published monthly, quarterly or annually depending on availability of resources and data.

National Accounts concepts, definition of output for this industry

The target population is nonfinancial enterprises in the service sector. The sections covered are E, G, H-J and L-S according to NACE. The statistical unit as well as the unit of collection is the kind-of-activity unit (KAU) for both STS and SBS.

2.2 Measurement Issues

Product structure, importance of product level details

The product classification that most countries in the study follow is the Classification of Product by Activity 2.1. while Mexico complies with NAPCS. Neither of these classifications is too detailed given the complexity of the product. One of the challenges is the lack of weights data available for NSI's like Spain to compile more detailed breakdowns.

Sampling design

The statistical survey of prices for services in Czech Republic uses non-probability sampling techniques (purposive sampling), i.e. economical subjects with the highest annual sales in the monitored sector are selected to the sample of respondents. The sample of reporting units is proportionally replenished by medium-sized enterprises. Similarly, Mexico uses the non-probability sampling technique yielding a 76.9% coverage of the industry turnover.

While in Sweden, the survey uses a probability proportional to size approach to sample.

The sampling units are usually companies with main activity within the renting and leasing of cars and motor vehicles industry. Spain uses a stratified sampling approach which at the time of writing only covers ISIC 77.11 Renting and leasing of cars and light vehicles as it covers 90% of the industry turnover.

2.3 Description of methods for measurement

Turnover measures in Sweden and Mexico are well developed. Data are collected in the form of a business census in Mexico every 5 years which is the richest source of this data. However, there are also the National Economic Surveys that measure data monthly and annually.

3. Measurement of SPPI

3.1 General framework

In Poland, SPPI are compiled quarterly for specified groupings by NACE Rev.2 and transmitted to Eurostat within 90 days after ending the reference quarter. The SPPI is not obligatory for rental and leasing activities (although this will be obligatory according to FRIBS regulation from 2021), but Poland has compiled the index for NACE 77 since 2015 and transmitted to Eurostat on voluntary basis.

The SPPI for renting and leasing of motor vehicles is still under development in Spain and at the time only produce SPPI for ISIC 77.11 (CNAE 2009/NACE Rev 2: 7711) which is the Renting and leasing of cars and light motor vehicles as it makes up 90% of the industry.

In Europe, the SPPI complies with the STS regulations and is published on a quarterly basis in most countries. However, based on data availability and ease of collection, data can be collected on a monthly basis as per the short-term statistics remit.

Objectives of key users

The main users of this data are National Accounts and it is used for deflation both for the compilation of services production index (volume index deflated by SPPI) and for national accounts.

3.2 Measurement Issues

Product structure in industry, importance of product level details

One of the main issues within this industry is the identification of the most representative products within the sector. To identify these it's not only necessary to know what services are provided in the industry but also their weight within it. In Spain, for example, there is not enough data around the weights for this industry.

In the Czech Republic, the process requires the NSI to find such a service which appropriately represents a given group or class of services within the Classification of product by activity (CPA). The selected service must comply with further criteria as clear definability, quality stability in time and significance of the selected service in terms of the overall company activities. To achieve this the Czech Republic carries out visits to such enterprises which can be a lengthy and costly undertaking.

Spain and Poland are similar to the case above where there is a lack of availability of data to compile weights from. However, with the introduction of a new survey, the ability to capture lower-level data will become possible when a longer time series is available.

The CPA in this activity doesn't have a detailed breakdown which makes identifying the unique product structure difficult.

While CPA classifies the products by activity, most countries also break down the industry by long term rental and short-term rental. The duration of long-term contracts varies across countries.

Type of sampling unit used

The sampling unit used is usually enterprise level, however some countries can also sample on Kind-of-Activity (KAU) basis too.

Any data sources available

From the experience of the countries that participated in this session, data at the detailed level are difficult to obtain via admin data sources. For this reason, these are administered via surveys. The Czech Republic also validate their data and assumptions by liaising directly with businesses with their main activity in rental and leasing of motor vehicles.

Data sources for various weights

In order to calculate weights used for aggregation of indices, data on turnover are applied in Poland. For compiling the ISIC/NACE class level indices the unit data collected via questionnaire are used. When the

indices at the class level are aggregated into the higher ISIC/NACE levels the weights are calculated on the base of turnover which comes from the structural business statistics. The system of weights is changed every 5 years.

3.3 Description of Pricing Methods and Criteria for Choosing the Method

Definition of the service being priced

The service being priced is as per the countries chosen classification system. As is with CPA 2.1, this industry includes rental and leasing services of cars and light motor vehicles (77.11) and trucks (77.12). For 77.10, this includes rental and leasing services of passenger cars and other light motor vehicles, with a weight ≤ 3.5 tons without driver. Whereas for 77.12, this includes 2 subclasses (see appendix) which include:

- rental, leasing or hiring services of motor vehicles, with a weight > 3.5 tons without driver, principally designed for the transport of goods (e.g. semi-trailers, tractors, lorries, freight vans and other utility vehicles).
- rental, leasing or hiring services of other public-transport-type passenger vehicles such as buses without driver, other land transport equipment without operator-man- or animal-drawn passenger vehicle rental services without the services of a driver.

Price determining characteristics of the service

Most countries price across type of vehicles, and length of period of lease/rental.

The main price determining characteristics are:

- car category,
- mileage (limit of kilometers),
- rent or leasing duration,
- additional services included in the price (e.g. insurance),
- scope of the service/additional information related to the service as well as type of client, e.g. company, private person, foreign or domestic client.

Price method chosen

Direct use of prices for repeated services is the main method for collecting prices used by participant countries. However, in Poland there is a mix of transaction prices, contract prices as well as unit value prices. A brief description of the three methods is as follows:

- Direct use of prices of repeated services - unit of measure, type of customer, customer's location, type of price information, price in the reporting period, price in the previous period, reasons for price change, description of the service.
- Contract pricing - unit of measure, duration of the contract, customer name, type of customer, customer's location, price in the reporting period, price in the previous period, reasons for price change, description of the service.
- Unit value method - unit of measure, type of customer, customer's location, value of the sold service in the reporting period, value of the sold service in the previous period, amount of the sold service in the reporting period, amount of the sold service in the previous period; reasons for price change, description of the service.

Description of index estimation and imputation procedure

Where weights are changed yearly, SPPI series can be calculated as Laspeyres chain-linked indices. Such an approach reduces bias inherent in the Laspeyres formula and facilitates updates of samples of reporting units and services.

If no price data for an elementary price series has been received in a particular month, the change in the price of the associated transaction is usually imputed by averaging the price changes for other transactions

within the same group of services for which price data has been received. This approach is especially appropriate to the following methods: direct use of prices for repeated services, or the unit value method. However, prices of contracts can be imputed by carrying forward.

Quality adjustment methods and sources of data quality if not obtained directly from respondents

In order to monitor price changes, it is necessary to indicate the most frequently occurring price of the provided service under approximately the same business and payment conditions due to the comparability of the reported data over time. Within rental and leasing services of motor vehicles, the definitions of services and selected car classes can sometimes change. In addition to descriptions, there can be major changes in the structure of the questionnaire and specifications of individual representatives, in which case there is an effort to use the revision of price statistics. Revision of price indices is done every 5 years in the Czech Republic.

Where item descriptions change by means of changing models and names of rented cars (type and vehicle brand) belonging to individual fixed classes substitutions are used by the direct comparison method to adjust qualitative changes.

The quality adjustments classified by Spain are as below:

- Total Quality Adjustment: The difference between the price of the substituted product and the substitute product is due to the difference in quality between them. Where this is the case, the change in price due to quality is not reflected and the price is maintained as before. The assumption here is that had the quality of the product not changed, the price would remain the same.
- Adjustment due to identical quality: In this case if the quality of the substituted product is the same as the substitute product, that is, price differences are due to real price changes, then the price movements are reflected within the index.
- Imputation using aggregate variation in price within the parent index
- Overlap prices: Where a common period between two varied quality products is used to verify the difference in price due to quality.
- Information provided by experts: This is an interactive solution to finding from industry experts how much of the price variation is attributed to changes in quality.

Frequency of collection

In the Czech Republic prices are collected monthly whereas in Poland prices are collected on a quarterly basis.

3.4 Evaluation of Comparability of Price Data with Output Data

As described previously in the paper, in order to compile the price indices at the lowest level of detail it is essential to have the breakdown of output/turnover at the same detail for the same period of time. Where there are inconsistencies with frequency of compiling output and price (i.e., where price indices are compiled quarterly and output monthly), linear interpolation/extrapolation methods may be applied.

Where the level of detail is unavailable to publish, NSI's like Poland have chosen to use higher aggregate indices to deflate output, which in the case of Poland, NACE Rev 2 77 is used to deflate output.

The turnover data is also very relevant for use within compiling the indices and in some instances provide information to conduct sampling for the SPPI.

4. Evaluation of Measurement

Evaluation of methods (fitness for use)

While the rental and leasing of motor vehicle industry is still growing and developing in some countries, the existing methods are considered fit for purpose. With the implementation of the FRIBS regulation in 2021, most countries are gearing up to include 'Business to All' (B2A) transactions within the measurement of statistics on turnover and price. This will help improve the sample coverage and provide necessary detailed breakdown to ensure its use as a deflator remains appropriate.

Future challenges and ways to meet them

While the current methods are fit for purpose, it is important to highlight the challenges NSI's face when compiling indices for this industry

- Due to the nature of the industry, there are limited administrative data sources available which makes data collection an expensive exercise via questionnaires. A possible way to mitigate this, is to use web prices either done through web-scraping or manually entering list prices.
- As the car rental industry is growing its online presence it is important to follow new trends in the services offered.
- With ease of access to this service through third party comparison and travel sites/agencies, it is essential to continue to monitor the shares of services used by businesses and consumers.
- With global initiatives to reduce carbon footprint and with government ambitions to reduce emissions from vehicles, this industry is expected to see change in the near future and is therefore essential to capture changes in product/service specification as diesel and petrol cars become scarce, making way for hybrid and eventually electric cars. More guidance will be needed to incorporate this within classification structures when this trend dominates the global landscape
- International comparisons can be difficult as the classification structures are not detailed enough that clearly specify the various price determining characteristics, which may cause variability in price across the countries.

5. International Progress

The below is established according to the alternative data sources review of countries carried out by the Voorburg Group bureau, based on 11 responding countries. The responding countries are Australia, China, Japan, Latvia, México, Poland, Republic of Korea, Spain, Switzerland, United Kingdom and United States

Turnover

5 out of the 11 countries responding, use the Structural Business Survey as the main data source for turnover data. Latvia and Spain also administer questionnaires in addition to the SBS data.

Switzerland use Trade Associations as a data source to compile weights while in the United States of America Questionnaires are administered along with the use of admin data sources and corporate provided datasets.

The Republic of Korea uses National Accounts as a data source for compiling turnover indices to be used as weights within the index in this category.

Prices

8 out of 11 countries, collect data via questionnaires within this industry. Switzerland and Australia use web listed prices manually taken from websites for this category, However Australia also use questionnaires to collect prices.

Appendix 1: Overview of industry classifications

ISIC Rev 4	NACE Rev 2	SNI 2007	CNAE 2009	NAICS
7710 - Renting and leasing of motor vehicles	77.1 - Renting and leasing of motor vehicles			
	77.11 - Renting and leasing of cars and light vehicles	77.110 - Renting and leasing of cars and light vehicles	7711 - Renting and leasing of cars and light vehicles	532110 Rental and leasing of automobiles without drivers
	77.12 - Renting and leasing of trucks	77.120 - Renting and leasing of trucks	7712 - Renting and leasing of trucks	532121 Rental and leasing of freight trucks without drivers
				532122 Rental and leasing of buses, minibuses, and trailers without drivers

Appendix 2: Overview of product classifications

CPA (Statistical Classification of Products by Activity)

77 Rental and leasing services: This division excludes financial leasing services, see 64.91.10

77.1 Rental and leasing services of motor vehicles

77.11 Rental and leasing services of cars and light motor vehicles

77.11.1 Rental and leasing services of cars and light motor vehicles

77.11.10 Rental and leasing services of cars and light motor vehicles: This subcategory includes rental and leasing services of passenger cars and other light motor vehicles, with a weight $\leq 3,5$ tons, without driver
This subcategory excludes: rental, leasing or hiring services of passenger cars with driver, see 49.32.12

77.12 Rental and leasing services of trucks

77.12.1 Rental and leasing services of trucks

77.12.11 Rental and leasing services of goods transport vehicles without driver: This subcategory includes rental, leasing or hiring services of motor vehicles, with a weight $> 3,5$ tons, without driver, principally designed for the transport of goods (e.g., semi-trailers, tractors, lorries, freight vans and other utility vehicles)
This item excludes: This subcategory excludes: rental or hiring services concerning commercial freight vehicles with driver, see 49.41.20

77.12.19 Rental and leasing services of other land transport equipment without driver. This subcategory includes:

- rental, leasing or hiring services of other public-transport-type passenger vehicles such as buses without driver
- rental, leasing or hiring services concerning other land transport equipment without operator
- man- or animal-drawn passenger vehicle rental services without the services of a driver

This item excludes: This subcategory excludes:

- rental, leasing or hiring services of public-transport-type passenger vehicles with operator, see 49.39.31
- rental, leasing or hiring services of bicycles, skis, see 77.21.10
- rental, leasing or hiring services concerning motorcycles, caravans and campers without drivers, see 77.39.13

CPC (Central Product Classification)

CPC Ver. 2.1.	ISIC	Description
73111	7710	Leasing or rental services concerning cars and light vans without operator
73112	7710	Leasing or rental services concerning goods transport motor vehicles without operator
73114	7710, 7730	Leasing and rental services concerning other land transport equipment without operator

NAPCS (North American Product Classification System)

CPA 2.1	NAPCS 2017
77.11.10: Renting and leasing services of cars and light motor vehicles	31201010: Car and light truck rental services without drivers
77.12.11: Rental and leasing services of goods transport vehicles without driver	516040101 01111P: Non-operator bus and heavy truck rental services
77.12.19: Rental and leasing services of other land transport equipment without driver	31101040: Recreational car rental services without drivers