



REPUBLIC OF CROATIA



CROATIAN BUREAU OF STATISTICS

**QUALITY REPORT FOR STATISTICAL SURVEY**  
**Statistical Survey on Road Freight Transport (PA/T-11)**  
**For 2020**

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## 0. Basic information

- Purpose, goal, and subject of the survey

Characteristics of selected vehicles, auto-days of selected vehicles, country of departure/destination, city/municipality of departure/destination, distance travelled, weight of transported goods, traffic types (national, export, import, transit, cross-trade transport), type of goods, type of packaging, the purpose of transport (for hire or reward or for own account), transport of dangerous goods, journeys up to four stops carried out in the reference week, journeys with five or more stops for delivery or collection of goods, the total weight of goods collected, the total weight of the goods delivered, number of stops for collecting goods.

- Reference period

Calendar year

- Legal acts and other agreements

Annual Implementation Plan of Statistical Activities of the Republic of Croatia

Regulation (EU) No 70/2012 of the European Parliament and of the Council of 18 January 2012 on statistical returns in respect of the carriage of goods by road (recast)

Commission Regulation (EC) No 2163/2001 of 7 November 2001 concerning the technical arrangements for data transmission for statistics on the carriage of goods by road

Commission Regulation (EC) No 6/2003 of 30 December 2002 concerning the dissemination of statistics on the carriage of goods by road

Commission Regulation (EC) No 642/2004 of 6 April 2004 on precision requirements for data collected in accordance with Council Regulation (EC) No 1172/98 on statistical returns in respect of the carriage of goods by road

Regulation (EC) No 1893/2006 of the European Parliament and of the Council of 20 December 2006 establishing the Statistical Classification of Economic Activities NACE Rev. 2 and amending Council Regulation (EEC) No 3037/90 and certain EC Regulations on specific statistical domains – Article 13

Commission Regulation (EC) No 105/2007 amending the annexes to Regulation (EC) No. 1059/2003 of the European Parliament and of the Council on the establishment of a common classification of territorial units for statistics (NUTS 2006)

Commission Regulation (EC) No 833/2007 of 16 July 2007 ending the transitional period provided for in Council Regulation (EC) 1172/98 on statistical returns in respect of the carriage of goods by road

Commission Regulation (EC) No 1304/2007 of 7 November 2007 amending Council Directive 95/64/EC, Council Regulation (EC) No 1172/98, Regulations (EC) No 91/2003 and (EC) No 1365/2006 of the European Parliament and of the Council with respect to the establishment of NST 2007 as the unique classification for transported goods in certain transport modes

Commission Regulation (EU) No 202/2010 of 10 March 2010 amending Regulation (EC) No 6/2003 concerning the dissemination of statistics on the carriage of goods by road

Decision on the National Classification of Activities, 2007 version – NKD 2007. (NN, Nos 58/07 and 72/07)

- Classification system

National Classification of Activities, 2007 version

Standard Goods Classification for Transport Statistics, 2007 version

Classification of Territorial Units for Statistics, 2013 version  
European Agreement concerning the International Carriage of Dangerous Goods by Road

Code List of Transport Modes - Road transport  
Code List of Packaging Modes  
Code List of Axle Configuration  
Code List of Body Types  
Code List of Vehicle's Loading Degree

- Concepts and definitions

Information on sampled freight road vehicle.  
Information on loaded and empty journeys of sampled vehicles during the reporting week.  
Information on loaded goods transported during the reporting week.

The performance of road freight transport is expressed in tonnes, tonne-kilometres, vehicle kilometres and number of journeys. Tonne-kilometre is a unit of measure calculated by multiplying the weight of goods by the distance travelled for each goods operation.

The following types of transport are distinguished: national transport, international loading, international unloading, cross trade and cabotage.

- Statistical units

Statistical observation units are selected freight road vehicles (including road tractors) with carrying capacity of over 3.5 t that are registered with the Ministry of the Interior. Reporting units are business entities (legal entities and natural persons) who own or just use a freight road vehicle selected into the sample.

- Statistical population

The survey covers road freight motor vehicles with carrying capacity of over 3.5 t. Agricultural vehicles, military vehicles and special purpose vehicles are excluded.

## **1. Relevance**

### **1.1. Data users**

National Accounts  
European Commission  
Researchers and scientists, journalists

#### 1.1.1. User needs

The standard prescribed by Eurostat meets the needs of national and international users.

#### 1.1.2. User satisfaction

No survey on user needs has been conducted.

## 1.2. Completeness

Operations by small freight vehicles with carrying capacity of less than 3.5 tonnes are not included in the survey, which is in line with European regulations and Eurostat methodology.

### 1.2.1. Data completeness rate

Data completeness rate is 100%.

## 2. Accuracy and reliability

### 2.1. Sampling error

The percentage standard error (95% confidence) of the annual estimates for tonnes transported, tonne kilometres performed and total kilometres travelled shall not exceed 5% for total road transport and inland transport.

#### 2.1.1. Sampling error indicators

Sampling error indicators for particular statistics

Statistics	Domain	Domain value	Value
Goods carried	Load capacity	Total	0.024
Goods carried	Load capacity	Lorries 3.50 – 4.99 tonnes	0.096
Goods carried	Load capacity	Lorries 5.00 – 9.99 tonnes	0.048
Goods carried	Load capacity	Lorries 10.00 – 11.99 tonnes	0.067
Goods carried	Load capacity	Lorries 12.00 – 14.99 tonnes	0.048
Goods carried	Load capacity	Lorries 15.00 tonnes and over	0.052
Goods carried	Load capacity	Road tractors	0.037
Tonne-kilometres	Load capacity	Total	0.017
Tonne-kilometres	Load capacity	Lorries 3.50 – 4.99 tonnes	0.163
Tonne-kilometres	Load capacity	Lorries 5.00 – 9.99 tonnes	0.072
Tonne-kilometres	Load capacity	Lorries 10.00 – 11.99 tonnes	0.087
Tonne-kilometres	Load capacity	Lorries 12.00 – 14.99 tonnes	0.050
Tonne-kilometres	Load capacity	Lorries 15.00 tonnes and over	0.053
Tonne-kilometres	Load capacity	Road tractors	0.019

#### 2.1.2. Bias in sample selection process

The indicator for this survey is not applicable.

## 2.2. Non-sampling error

Over-coverage rate represents the number of vehicles in the sample, which do not actually belong to the target population. These are the vehicles that for some reason do not perform transport activities. Vehicles included in over-coverage are vehicles out of operation, vehicles temporarily out of operation, vehicles with load capacity of less than 3.5 tonnes and vehicles that do not perform transport activities.

Non-response is the failure of a survey to collect data on all survey variables from all the population units in the sample. The non-response error is the difference between the statistics calculated based on the collected data and those that would have been calculated if there were no missing values. The number of non-responses includes the vehicles for which no reports were received or for which reporting units refused to submit a response.

Load capacity of vehicles is an indicator for the type of share relating to units classified into wrong categories. According to respondent's information, some vehicles are not within the limits of the loading capacity of a certain stratum and therefore, they are moved to the other stratum.

### 2.2.1. Coverage error

Over-coverage rate represents the number of vehicles in the sample, which do not actually belong to the target population. These are the vehicles that for some reason do not perform transport activities. Vehicles included in over-coverage are vehicles out of operation, vehicles temporarily out of operation, vehicles with load capacity of less than 3.5 tonnes and vehicles that do not perform transport activities.

### 2.2.2. Over-coverage rate

Over-coverage rate is 4.03%.

### 2.2.3. Measurement errors

The monitoring system for the share of corrected errors does not exist.

### 2.2.4. Non-response errors

Non-response is the failure of a survey to collect data on all survey variables from all the population units in the sample. The non-response error is the difference between the statistics calculated based on the collected data and those that would have been calculated if there were no missing values. The number of non-responses includes the vehicles for which no reports were received or for which reporting units refused to submit a response.

### 2.2.5. Unit non-response rate

Unweighted non-response rate

Coverage	Value of coverage	Value
Croatia		24.11%

### 2.2.6. Item non-response rate

The indicator for this survey is not computed.

#### 2.2.7. Processing errors

In the processing phase, the incorrect use of the planned processing methods may occur, especially in the coding of the response data provided in free text format. Visual control and comparison with other data sources minimises errors.

#### 2.2.8. Imputation rate

The indicator for this survey is not applicable.

#### 2.2.9. Editing rate

The indicator for this survey is not computed.

#### 2.2.10. Hit rate

The indicator for this survey is not computed.

#### 2.2.11. Model assumption error

Not applicable.

### **2.3. Data revision**

#### 2.3.1. Data revision – policy

Provisional data are not published in the survey; therefore, there are no planned data revisions.

#### 2.3.2. Data revision – practice

Provisional data are not published in the survey; therefore, there are no planned data revisions. Unplanned revisions that are caused by events that could not be predicted and could not be influenced in advance (subsequent changes in data sources or subsequently identified errors in previously submitted data) are disseminated as soon as possible.

#### 2.3.3. Data revision – average size

The indicator for this survey is not applicable.

### **2.4. Seasonal adjustment**

Not applicable.

## **3. Timeliness and punctuality**

### **3.1. Timeliness**

#### 3.1.1. Time lag – first results

The indicator for this survey is not applicable.

### 3.1.2. Time lag – final results

Time lag – final results is T + 43 days

## 3.2. Punctuality

### 3.2.1. Punctuality – delivery and publication

Punctuality is 1.

## 4. Accessibility and clarity

Data are disseminated in paper and electronic form and are published on the website of the Croatian Bureau of Statistics.

### 4.1. News release

First Release “Transport”

### 4.2. Other publications

Data are published in Statistical Information, Croatia in Figures and Statistics in Line.

### 4.3. Online database

Data are not available in online databases.

### 4.4. Micro-data access

The conditions under which certain users can access microdata are regulated by the Ordinance on the Conditions and Manner of Using Confidential Statistical Data for Scientific Purposes.

### 4.5. Documentation on methodology

First Release “Transport”

Statistics in Line

Statistical Information

Glossary for Transport Statistics – Fifth edition, Eurostat/UNECE/ITF

Road freight transport methodology (Eurostat’s website)

## 5. Comparability

### 5.1. Asymmetry for mirror flows statistics

Not applicable.

## **5.2. Comparability over time**

### 5.2.1. Length of comparable time series

Length of comparable time series is 80.

### 5.2.2. Reasons for break in time series

Not applicable.

## **6. Coherence**

### **6.1. Coherence – short-term and structural data**

The indicator for this survey is not applicable.

### **6.2. Coherence – national accounts**

The indicator for this survey is not applicable.

### **6.3. Coherence – administrative sources**

The indicator for this survey is not applicable.

## **7. Cost and burden**

### **7.1. Cost**

The number of questionnaires per year delivered to reporting units is 18 200. The costs of printing of questionnaires, notes and reminders, including postal costs, are approximately 70 000 kuna, which are material costs. The number of working hours spent on carrying out the survey is 6 000.

### **7.2. Burden**

The average time spent to fill in a questionnaire is approximately 0.5 hours. Envelopes and postal costs are settled by reporting units.