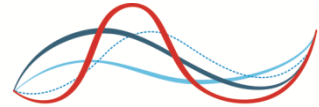




REPUBLIC OF CROATIA



CROATIAN BUREAU OF STATISTICS

QUALITY REPORT FOR STATISTICAL SURVEY
Statistical Survey on Road Freight Transport (PA/T-11)
For 2019

Organisational unit: Transport Statistics Department
Prepared by: Snježana Kos

November 2020

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. – NKD 2007 (OG, No 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, 2010 version
European Agreement concerning the International Carriage of Dangerous Goods by Road

Code List of Travelling Types
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.

Goods information on loads 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.

Five 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 Department
European Commission, Eurostat
Researchers, scientists and 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:

Statistics	Domain	Domain value	Value
Goods carried	Load capacity	Total	0.022
Goods carried	Load capacity	Lorries 3.50 – 4.99 tonnes	0.079
Goods carried	Load capacity	Lorries 5.00 – 9.99 tonnes	0.044
Goods carried	Load capacity	Lorries 10.00 – 11.99 tonnes	0.058
Goods carried	Load capacity	Lorries 12.00 – 14.99 tonnes	0.043
Goods carried	Load capacity	Lorries 15.00 tonnes and over	0.049
Goods carried	Load capacity	Road tractors	0.035
Tonne-kilometres	Load capacity	Total	0.016
Tonne-kilometres	Load capacity	Lorries 3.50 – 4.99 tonnes	0.067
Tonne-kilometres	Load capacity	Lorries 5.00 – 9.99 tonnes	0.069
Tonne-kilometres	Load capacity	Lorries 10.00 – 11.99 tonnes	0.088
Tonne-kilometres	Load capacity	Lorries 12.00 – 14.99 tonnes	0.048
Tonne-kilometres	Load capacity	Lorries 15.00 tonnes and over	0.051
Tonne-kilometres	Load capacity	Road tractors	0.018

2.1.2 Bias due to sample selection process

The indicator for this survey is not applicable.

2.2. Non-sampling error

Overcoverage 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 the overcoverage 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 a 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

Overcoverage rate represents the number of vehicles included 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 the overcoverage 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 4.4%.

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 a 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 unit non-response rate:

Domain	Domain value	Value
Croatia		20.50%

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 figures are not published in this survey and therefore regular revisions are not planned.

2.3.2 Data revision – practice

Provisional figures are not published in this survey and therefore regular revisions are not planned. Unplanned revisions caused by events that could not be predicted and that are impossible to prevent (subsequent changes in data sources or subsequently identified errors in previously submitted data) are generally 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+44 days.

3.2. Punctuality

3.2.1 Punctuality – delivery and publication

Delivery and publication 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

The First Release "Transport".

4.2. Other publications

Statistical Reports

Statistical Information

Croatia in Figures

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

The First Release "Transport"

Statistics in Line

Statistical Information

Illustrated Glossary for Transport Statistics – fourth edition (website of the Croatian Bureau of Statistics)

Reference manual "Road Freight Transport Methodology" (Eurostat 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 76.

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

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