



REPUBLIC OF CROATIA



CROATIAN BUREAU OF STATISTICS

QUALITY REPORT FOR STATISTICAL SURVEY
Statistical Survey on Road Freight Transport (PA/T-11)
for year 2018

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January, 2020

0. Basic information

- Purpose, goal and subject of the survey

Characteristics of selected vehicle, auto-days of selected vehicle, 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 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 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 Revision 2 and amending Council Regulation (EEC) No 3037/90 as well as 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

National Classification of Activities 2007 – NKD 2007. (OG, 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, 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 monitoring 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. Excluded are agricultural vehicles, military vehicles and special purpose vehicles.

1. Relevance

1.1. Data users

National Accounts Department

European Commission, Eurostat

Research and scientific community, journalists

1.1.1 User needs

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 must not exceed 5% for total road transport and inland transport.

2.1.1 Sampling error indicators

Sampling error indicators

Statistics	Domain	Domain value	Variation coefficient
Goods carried	Load capacity	Total	0.0193
Goods carried	Load capacity	Lorries 3.50 – 4.99 tonnes	0.0487
Goods carried	Load capacity	Lorries 5.00 – 9.99 tonnes	0.0403
Goods carried	Load capacity	Lorries 10.00 – 11.99 tonnes	0.0578
Goods carried	Load capacity	Lorries 12.00 – 14.99 tonnes	0.0420
Goods carried	Load capacity	Lorries 15.00 tonnes and over	0.0463
Goods carried	Load capacity	Road tractors	0.0307
Tonne-kilometres	Load capacity	Total	0.0154
Tonne-kilometres	Load capacity	Lorries 3.50 – 4.99 tonnes	0.0801
Tonne-kilometres	Load capacity	Lorries 5.00 – 9.99 tonnes	0.0629
Tonne-kilometres	Load capacity	Lorries 10.00 – 11.99 tonnes	0.0834
Tonne-kilometres	Load capacity	Lorries 12.00 – 14.99 tonnes	0.0455
Tonne-kilometres	Load capacity	Lorries 15.00 tonnes and over	0.0522
Tonne-kilometres	Load capacity	Road tractors	0.0177

2.1.2 Bias due to sample selection process

Indicator for this survey is not applicable.

2.2. Non-sampling error

Overcoverage rate represents the number of vehicles included in the sample but not actually belonging to the target population. They are 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 difference between the statistics computed from the collected data and those that would be computed were there no missing values is the non-response error. The number of non-response includes 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 a type of shares concerning units classified into wrong categories. According to respondent's information, some vehicles are off the limits of loading capacity of a certain stratum so they are moved to the other stratum.

2.2.1 Coverage error

Overcoverage rate represents the number of vehicles included in the sample but not actually belonging to the target population. They are 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: 5.04%

2.2.3 Measurement errors

A system for observing a 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 difference between the statistics computed from the collected data and those that would be computed were there no missing values is the non-response error. The number of non-response includes 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 is:

Domain	Domain value	Value
Croatia		20.85%

2.2.6 Item non-response-rate

Indicator for this survey is not computed.

2.2.7 Processing errors

During the processing stage, incorrect use of planned methods of processing may occur, especially concerning the coding of response data provided in free text format. Visual check and comparison with other data sources may help to minimise errors.

2.2.8 Imputation rate

Indicator for this survey is not applicable.

2.2.9 Editing rate

Indicator for this survey is not computed.

2.2.10 Hit rate

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 were 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

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

Indicator for this survey is not applicable.

3.1.2 Timeliness – final results:

Timeliness of final results is T + 42.25 days.

3.2. Punctuality

3.2.1 Punctuality – delivery and publication

Delivery and publication is: 1

4. Accessibility and clarity

Data were disseminated in paper and electronic format and released on the website of the Croatian Bureau of Statistics.

4.1. News release

The First Release entitled "Transport"

4.2. Other publications

Statistical Reports

Statistical Information

Croatia in Figures

Statistics in Line

4.3. Online database

Data are not published in online databases.

4.4. Micro-data access

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

4.5. Documentation on methodology

The First Release entitled "Transport"

Statistics in Line

Statistical Information

Illustrated Glossary for Transport Statistics – fourth edition (CBS web site)

Reference manual "Road Freight Transport Methodology" (Eurostat web site)

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: 72.

5.2.2. Reasons for break in time series

Not applicable.

6. Coherence

6.1. Coherence – short-term and structural data

Indicator for this survey is not applicable.

6.2. Coherence – national accounts

Indicator for this survey is not applicable.

6.3. Coherence – administrative sources

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. 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 approximately 6 000 sati.

7.2. Burden

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