

QUALITY REPORT FOR STATISTICAL SURVEY
Statistical Survey on Road Freight Transport (PA/T-11)
for 2025

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September 2026

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

Official Statistics Act (NN, Nos 25/20, 155/23, 124/25 – corr. and 69/26)

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 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

Decision on the National Classification of Activities, 2025 version – NKD 2025 (NN, No. 47/24)

- Classification system

National Classification of Activities, 2025 version

Standard Goods Classification for Transport Statistics, 2007 version

National Classification of Spatial Units for Statistics 2021

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

- **Statistical 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 tonnes 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 tonnes. Agricultural vehicles, military vehicles and special purpose vehicles are excluded.

1. Relevance

1.1. Data users

State institutions and different organisations in the transport sector.

1.1.1. User needs

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

1.1.2. User satisfaction

The first user satisfaction survey of the Croatian Bureau of Statistics was carried out in 2013, and since 2024, the survey has been conducted annually. The survey results are available on the Croatian Bureau of Statistics website under [User satisfaction surveys](#).

1.2. Completeness

Operations by 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 guidelines.

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	1st quarter	2nd quarter	3rd quarter	4th quarter	2024
Goods carried	Load capacity	Total	0,044	0,036	0,043	0,040	0,020
Goods carried	Load capacity	Lorries 3.50 – 4.99 tonnes	0,139	0,181	0,205	0,119	0,082
Goods carried	Load capacity	Lorries 5.00 – 9.99 tonnes	0,093	0,097	0,125	0,098	0,053
Goods carried	Load capacity	Lorries 10.00 – 11.99 tonnes	0,139	0,146	0,139	0,106	0,067
Goods carried	Load capacity	Lorries 12.00 – 14.99 tonnes	0,102	0,074	0,089	0,092	0,045
Goods carried	Load capacity	Lorries 15.00 tonnes and over	0,084	0,081	0,086	0,083	0,042
Goods carried	Load capacity	Road tractors	0,067	0,053	0,063	0,059	0,031
Tonne-kilometres	Load capacity	Total	0,036	0,032	0,035	0,036	0,017
Tonne-kilometres	Load capacity	Lorries 3.50 – 4.99 tonnes	0,144	0,096	0,115	0,279	0,108
Tonne-kilometres	Load capacity	Lorries 5.00 – 9.99 tonnes	0,124	0,178	0,146	0,177	0,082
Tonne-kilometres	Load capacity	Lorries 10.00 – 11.99 tonnes	0,200	0,184	0,172	0,135	0,088
Tonne-kilometres	Load capacity	Lorries 12.00 – 14.99 tonnes	0,108	0,098	0,112	0,109	0,053
Tonne-kilometres	Load capacity	Lorries 15.00 tonnes and over	0,103	0,106	0,114	0,129	0,057
Tonne-kilometres	Load capacity	Road tractors	0,409	0,035	0,040	0,040	0,020

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 5.60%.

2.2.3 Measurement error

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

2.2.4. Non-response error

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:

Domain	Domain value	1st quarter	2nd quarter	3rd quarter	4th quarter	On average
Croatia	Croatia	18.24%	18.92%	21.06%	20.09%	19.58%

2.2.6. Item non-response rate

The indicator 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 is not applicable.

2.2.9. Model assumption error

Not applicable.

2.3. Data revision

2.3.1. Data revision – policy

The users of statistical data are informed about revisions on the website of the Croatian Bureau of Statistics, on the link [General Revision Policy of the CBS](#).

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

Publishing deadlines are 45 days after the end of the quarter.

3.1.1. Time lag – first results

The indicator is not applicable.

3.1.2. Time lag – final results

Timeliness of final results is $T + 44.25$.

3.2. Punctuality

There is no time lag between the actual publishing of data and the target date when they should have been published according to the Calendar of Statistical Data Issues.

3.2.1. Punctuality – delivery and publication

Punctuality is 1.

4. Accessibility and clarity

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

4.1. News releases

First Release “Transport”

4.2. On-line database

Data are not available in online databases.

4.3. Micro-data access

The conditions under which certain users can access microdata are regulated by the [Ordinance on Conditions and Terms of Access and Use of Confidential Statistical Data of the Croatian Bureau of Statistics for Scientific Purposes](#) (NN, No. 5/23).

4.4. Documentation on methodology

First Release “Transport”

Statistics in Line

Statistical Information

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

Methodological manual: Road freight transport methodology (Eurostat’s website)

5. Comparability over time

5.1. Asymmetry for mirror flows statistics

Not applicable.

5.2. Comparability - over time

Comparable time series since 2001.

5.2.1. Length of comparable time series

Length of comparable time series is:

Domain	Domain value	1st quarter	2nd quarter	3rd quarter	4th quarter
Croatia	Croatia	97	98	99	100

5.2.2. Reasons for break in time series

Not applicable.

5.3. Coherence – subannual and annual statistics

The indicator is not applicable.

5.4. Coherence – national accounts

The indicator is not applicable.

5.5. Coherence – administrative sources

The indicator is not applicable.

6. Cost and burden

6.1. Cost

The number of questionnaires per year delivered to reporting units is 18 200. The number of working hours spent on carrying out the survey is 7 000.

6.2. Burden

The average time spent to fill in a questionnaire is approximately 21 minutes.