

QUALITY REPORT FOR STATISTICAL SURVEY
Statistical Survey on Road Freight Transport (PA/T-11)
For 2021

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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, dispatched to foreign countries, received from foreign countries, 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 (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 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 (NST 2007)

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

Act on the National Classification of Activities (OG, No 98/94)

Decision on 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 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 vehicles.

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-kilometres 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 transport - dispatched to foreign countries, international transport - received from foreign countries, international transport - cross trade and cabotage.

- Statistical units

Statistical observation units are selected freight road vehicle (including road tractors) with carrying capacity of over 3.5 t that are registered with the Ministry of 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 vehicle 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 goods 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

The 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 national transport.

2.1.1. Sampling error indicators

Sampling error indicators:

Statistics	Domain	Domain value	Q1	Q2	Q3	Q4	2021.
Goods transported	Load capacity	Total	0.043	0.042	0.038	0.042	0.021
Goods transported	Load capacity	Lorries 3.50 - 4.99 tonnes	0.148	0.129	0.125	0.205	0.081
Goods transported	Load capacity	Lorries 5.00 - 9.99 tonnes	0.097	0.095	0.083	0.108	0.048
Goods transported	Load capacity	Lorries 10.00 - 11.99 tonnes	0.159	0.111	0.128	0.143	0.067
Goods transported	Load capacity	Lorries 12.00 - 14.99 tonnes	0.087	0.087	0.091	0.089	0.044
Goods transported	Load capacity	Lorries 15.00 tonnes and over	0.115	0.086	0.099	0.132	0.055
Goods transported	Load capacity	Road tractors	0.063	0.066	0.055	0.053	0.030
Tonne-kilometres	Load capacity	Total	0.037	0.032	0.034	0.032	0.017
Tonne-kilometres	Load capacity	Lorries 3.50 - 4.99 tonnes	0.142	0.154	0.146	0.154	0.076
Tonne-kilometres	Load capacity	Lorries 5.00 - 9.99 tonnes	0.144	0.133	0.125	0.133	0.068
Tonne-kilometres	Load capacity	Lorries 10.00 - 11.99 tonnes	0.176	0.142	0.154	0.143	0.077
Tonne-kilometres	Load capacity	Lorries 12.00 - 14.99 tonnes	0.099	0.085	0.097	0.097	0.047
Tonne-kilometres	Load capacity	Lorries 15.00 tonnes and over	0.094	0.099	0.092	0.118	0.051
Tonne-kilometres	Load capacity	Road tractors	0.043	0.036	0.039	0.037	0.019

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 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 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: 4.96%

2.2.3. Measurement error

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 non-response rate:

							%
Domain	Domain value	Comment	Q1	Q2	Q3	Q4	Average
Croatia	Croatia		29.81	18.86	19.67	19.59	21.98

2.2.6. Item non-response rate

The indicator for this survey is not computed.

2.2.7. Processing error

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. 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 figures are not published in this 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

Deadlines for the publication of results are 45 days after the end of the quarter

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 + 45

3.2. Punctuality

There is no time lag between the actual dissemination of the data and the planned date when they were to be disseminated according to the Calendar of Statistical Data Issues.

3.2.1. Punctuality – delivery and publication

Delivery and publication is 1

4. Accessibility and clarity

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

4.1. News release

The 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 the Conditions and Manner of Using Confidential Statistical Data for Scientific Purposes.

4.4. Documentation on methodology

The First Release "Transport"

Statistics in Line

Statistical information

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

Reference 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

Length of comparable time series of 2001 onwards

5.2.1. Length of comparable time series

Length of comparable time series is:

Domain	Domain value	Comment	Q1	Q2	Q3	Q4
Croatia	Croatia		81	82	83	84

5.2.2. Reasons for break in time series

Not applicable.

5.3. Coherence – sub-annual and annual statistics

The indicator for this survey is not applicable.

5.4. Coherence – national accounts

The indicator for this survey is not applicable.

5.5. Coherence – administrative sources

The indicator for this survey is not applicable.

6. Cost and burden

6.1. 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.

6.2. Burden

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