

QUALITY REPORT FOR STATISTICAL SURVEY
Quarterly Report on Railway Transport (PŽ/T-11)
for 2022

Organisational unit: Spatial Statistics Directorate, Transport Statistics Department

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Basic information

- Purpose, goal, and subject of the survey

The survey is aimed at collecting and disseminating data on railway transport of passengers and passenger-kilometres in national and international transport as well as in transit, goods transport and tonne-kilometres in national and international transport as well as in transit and transport of dangerous goods.

- Reference period

Fourth quarter

- Legal acts and other agreements

– Regulation (EC) 2018/643 of the European Parliament and of the Council of 18 April 2018 on rail transport statistics (recast)

– Commission Regulation (EC) No 332/2007 of 27 March 2007 on the technical arrangements for the transmission of railway transport statistics

- Classification system

Dangerous goods – railway transport

- Concepts and definitions

Statistical units in the railway transport statistics are all railway undertakings engaged in providing services in the transport of passengers and/or goods. This statistics uses the "territorial principle", which means that it reports on loading/emparking of goods and passengers, unloading/disembarkment of goods and passengers and all movements which take place on the territory of the Republic of Croatia. Therefore, "tonne-kilometres" and "passenger-kilometres" are the most suitable measures that enable the comparison of this type of transport between countries. Volume and impact of railway goods transport is expressed in tonnes and tonne-kilometres, while volume and impact of railway passenger transport is expressed in the number of passengers and passenger-kilometres. Tonnes, tonne-kilometres, passengers and passenger-kilometres are collected according to the type of transport (national, international, transit).

Tonne-kilometre (tkm) is a unit of measure which represents the transport of one tonne of goods over a distance of one kilometre.

Rail passenger-kilometre (pkm) is a unit of measure representing the transport of one passenger over a distance of one kilometre. Only distance within the Republic of Croatia is taken into consideration.

The total weight of the goods carried includes the weight of transported goods with the weight of all packaging and the tare weight of containers, swap bodies and pallets for containing goods as well as road goods vehicles carrying goods and transported by rail.

- Statistical units

Statistical units in the railway transport statistics are all railway undertakings in the Republic of Croatia. According to the Commission Regulation (EC) No 2018/643, a railway undertaking is any public or private undertaking providing services in the railway transport of goods and/or passengers.

- Statistical population

Data on transport of goods and passengers are collected from railway undertakings engaged in the transport on the national territory.

1. Relevance

1.1. Data users

National Accounts Department

European Commission

Researchers and scientists, journalists

1.1.1. User needs

The standard in use at the level of the European Statistical System satisfies national and international users.

1.1.2. User satisfaction

The first user satisfaction survey of the Croatian Bureau of Statistics was conducted in 2013, the second one in 2015, and the last one at the end of 2022. The results of the survey are available on the website of the Central Bureau of Statistics <https://dzs.gov.hr/highlighted-themes/quality/user-satisfaction-surveys/686>.

1.2. Completeness

The survey covers all variables determined in the legal basis.

1.2.1. Data completeness rate

Data completeness rate is 100%.

2. Accuracy and reliability

2.1. Sampling error

Not applicable.

2.1.1. Sampling error indicators

The indicator is not applicable.

2.2. Non-sampling error

Not applicable.

2.2.1. Coverage error

The indicator for this survey is not computed.

2.2.2. Over-coverage rate

The indicator is not applicable.

2.2.3. Measurement errors

Data validation is run during the statistical data processing.

2.2.4. Non-response errors

Non-response errors are reduced to zero during the data processing by frequently contacting the reporting units (by phone, e-mail and letters) as well as by building good business relationships with reporting units.

2.2.5. Unit non-response rate

The indicator is not computed.

2.2.6. Item non-response rate

The indicator is not computed.

2.2.7. Processing errors

The indicator for this survey is not computed.

2.2.8. Imputation rate

The indicator is not applicable.

2.2.9. Model assumption error

Indicator for this survey is not applicable.

2.3. Data revision

2.3.1. Data revision – policy

The users of statistical data are informed about revision (preliminary, final data) on the website of the Croatian Bureau of Statistics.

[https://dzs.gov.hr/UserDocsImages/dokumenti/Dokumenti/General Revision Policy of the CBS.pdf](https://dzs.gov.hr/UserDocsImages/dokumenti/Dokumenti/General%20Revision%20Policy%20of%20the%20CBS.pdf)

As a rule, unplanned revisions caused by events that could not be foreseen and prevented (later changes in data sources or errors in already submitted data that were detected only later) are disseminated as soon as possible.

2.3.2. Data revision – practice

The first release of quarterly data on transported passengers includes preliminary data, while final data are released in First Release Transport 140 days after the end of referent year.

2.3.3. Data revision – average size

Average size of the revision is:

| Statistic | Domain | Domain value | Notice | 1st QTR | 2nd QTR | 3rd QTR | 4th QTR | On average |
|----------------------|---------------------|--------------|--------|---------|---------|---------|---------|------------|
| Passengers | Republic of Croatia | | | 0,07 | 8,47 | 0,11 | 0,25 | 2,23 |
| Passenger-kilometres | Republic of Croatia | | | 0,00 | 2,27 | 0,00 | 0,00 | 0,57 |

2.4. Seasonal adjustment

Indicator for this survey is not applicable.

3. Timeliness and punctuality

3.1. Timeliness

Preliminary results: 46 days after the end of a reporting quarter.

Final data: 135 days after the end of a reporting year.

3.1.1. Time lag – first results

Time lag of first results is: T + 46

3.1.2. Timeliness – final results

Time lag of final results is: T + 272.75 passengers and passenger-kilometres.

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 printed form as well as electronically on the website of the Croatian Bureau of Statistics.

4.1. News release

First Release "Transport"

4.2. Online database

Data are not available in online databases.

4.3. Microdata access

Conditions under which certain users can have access to microdata are regulated by the Ordinance on the Conditions and Manner of Use of Statistical Data for Scientific Purposes.

4.4. Documentation on methodology

- Glossary for Transport Statistics – fifth edition (on the website of the Croatian Bureau of Statistics)
- Statistical Report "Transport and Communications"
- Statistical Information
- Croatia in Figures
- Reference Manual on Railway Transport Statistics (Eurostat's website)

5. Coherence and comparability

5.1. Asymmetry for mirror flows statistics

Indicator for this survey is not applicable.

5.2. Comparability over time

Since the fourth quarter of 2006, the total passenger transport has included free tickets (pupils, students, pensioners, social tickets) as part of subventions for including the rail transport in the public urban passenger transport system in Zagreb. Since 1 July 2011, the co-financing of free transportation has been abolished in the City of Zagreb, which resulted in change in the method of calculation of the number of passengers in the national transport. The calculation excluded subsidized tickets, which means that the calculation is based on the number of sold tickets and bus/tram passes in the urban and suburban transport. Since the first quarter of 2013, the reporting unit has presented data on the international transport of goods in line with the definition according to which the international transport of goods means exclusively the railway transport between the place of loading in the Republic of Croatia and the place of unloading in another country, and vice versa, while up to 2012 data were presented according to the departure and destination points of goods.

5.2.1. Length of comparable time series

Length of comparable time series is:

| Domain | Domain value | Notice | 1st QTR | 2nd QTR | 3rd QTR | 4th QTR |
|----------------------|--------------|--------|---------|---------|---------|---------|
| Passengers | | | 48 | 49 | 50 | 51 |
| Passenger-kilometres | | | 48 | 49 | 50 | 51 |
| Goods | | | 40 | 41 | 42 | 43 |
| Tonne-kilometres | | | 40 | 41 | 42 | 43 |

5.2.2. Reasons for break in time series

Since the fourth quarter of 2006, the total passenger transport has included free tickets (pupils, students, pensioners, social tickets) as part of subventions for including the rail transport in the public urban passenger transport system in Zagreb. Since 1 July 2011, the co-financing of free transportation has been abolished in the City of Zagreb. This resulted in change in the method of calculation of the number of passengers in the national transport. The calculation excluded subsidized tickets, which means that the calculation is based on the number of sold tickets and bus/tram passes in the urban and suburban transport. Since the first quarter of 2013, the reporting unit has presented data on the international transport of goods in line with the definition according to which the international transport of goods means exclusively the railway transport between the place of loading in the Republic of Croatia and the place of unloading in another country, and vice versa, while up to 2012 data were presented according to the departure and destination points of goods.

5.3. Coherence – short-term and structural data

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 indicator is not computed.

6.2. Burden

Information on the burden on reporting units is unknown.