



REPUBLIC OF CROATIA  
CROATIAN BUREAU OF STATISTICS



**QUALITY REPORT FOR STATISTICAL SURVEY**  
**Quarterly Report on Road Line Transport of Passengers (PA/M-11)**  
**For 2021**

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## 0. Basic information

- Purpose, goal, and subject of the survey

The goal of the statistical survey is to collect and disseminate data on road passenger transport. Data are collected on the number and capacity of transport equipment, kilometres travelled, carriage of passengers in national and international transport, the number of passengers and passenger-kilometres, procurement and consumption of fuel, and persons employed.

- Reference period

Quarterly.

- Legal acts and other agreements

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

Decision on the National Classification of Activities, 2007 version – NKD 2007 (NN, Nos 58/07 and 72/07)

Glossary for Transport Statistics, Eurostat/UNECE/ITF

Partnership Involvement, Eurostat/UNECE/ITF Joint Questionnaire

- Classification system

National Classification of Activities, 2007 version.

- Statistical concepts and definitions

Number and passenger carrying capacity of transport equipment – the number is defined as all assets qualifying as fixed assets of a business entity, regardless of whether or not they are roadworthy. The number of transport equipment includes also the equipment which is temporarily let out on hire with drivers and hired without drivers from another business entity.

The number of seating and standing places means capacity measure of passenger carrying capacity of buses which is registered as a number determined by the manufacturer of transport equipment.

Kilometres travelled – total - the kilometres travelled during the reporting quarter are indicated, regardless of whether a vehicle carried passengers or not. As a rule, these data are provided on the basis of the odometer status at the end of the reporting quarter.

Kilometres travelled with passengers – vehicle kilometres travelled with passengers during the reporting quarter are indicated, irrespective of the number of passengers.

Passenger-kilometre is a unit of measurement representing the transport of one passenger over a distance of one kilometre.

National transport covers passenger transport between the place of embarkation and the place of disembarkation of passengers within national borders of the Republic of Croatia.

International transport covers transport between the place of embarkation in the Republic of Croatia and the place of disembarkation abroad and vice versa, as well as transport performed between two places in another country.

Total number of persons employed – all persons in employment under a fixed-term or permanent contract, on a full-time or part-time basis.

Persons employed in road traffic – all persons employed directly engaged in the carriage of passengers or in organising any form of transport.

Drivers are all employees at work operating road motor vehicles and their assistants.

Other employees in road traffic are indirectly engaged in road passenger transport. This group includes employees responsible for arranging the transport, employees in vehicle maintenance, employees in common affairs services, administrative employees, employees in financial and accounting functions and the like.

Employees engaged in other jobs not related to road passenger transport activity fall under this group.

- **Statistical units**

Business entities registered in the activity of road passenger transport.

- **Statistical population**

Business entities registered in the activity of road passenger transport classified under the section H of NKD 2007, class 49.39 Other passenger land transport n.e.c.

## **1. Relevance**

### **1.1. Data users**

National Accounts

European Commission

Researchers and scientists, journalists.

#### 1.1.1. User needs

The standard applicable at Eurostat level 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 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 comprises all variables, as required by the legal basis.

#### 1.2.1. Data completeness rate

Data completeness rate is 100%.

## **2. Accuracy and reliability**

### **2.1. Sampling error**

The indicator is not applicable for this survey.

#### 2.1.1. Sampling error indicators

The indicator is not applicable.

### **2.2. Non-sampling error**

Non-sampling error occurs in the form of measurement error, data processing error and non-response error.

### 2.2.1. Coverage error

The indicator is not computed for this survey.

### 2.2.2. Over-coverage rate

The indicator is not applicable.

### 2.2.3. Measurement error

During the statistical processing of the administrative data source, logical and calculation control is carried out according to defined algorithms for certain types of errors.

For verification purposes, a matrix with 37 conditions for checking and controlling data is set. Out of the total number of conditions, 24 are related to the errors that cannot be tolerated and 13 are warnings that are checked and tolerated.

### 2.2.4. Non-response error

Non-response errors are set to zero during data processing by frequently contacting a reporting unit (by phone, e-mail and mail) and by establishing good working relations 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 error

The indicator is not computed for this survey.

### 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 revision (preliminary, final data) on the website of the Croatian Bureau of Statistics.

<https://dzs.gov.hr/UserDocImages/dokumenti/Dokumenti/General Revision Policy of the CBS.pdf>

### 2.3.2. Data revision – practice

Unscheduled revisions caused by unforeseeable events that could not be influenced in advance (subsequent changes in data sources or subsequently identified errors in previously submitted data) are in principle disseminated as soon as possible.

### 2.3.3. Data revision – average size

The indicator is not applicable.

## 2.4. Seasonal adjustment

The indicator is not applicable for this survey.

### **3. Timeliness and punctuality**

#### **3.1. Timeliness**

45 days following the end of the quarter.

##### 3.1.1. Time lag – first results

The indicator 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 the data were to be disseminated 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 on the website of the Croatian Bureau of Statistics in printed and electronic form.

#### **4.1. News releases**

The First Release “Transport”.

#### **4.2. Online 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 definitions used in data collection are available in the publications of the Croatian Bureau of Statistics (first releases, statistical yearbook, statistical reports, and additionally in the Glossary for Transport Statistics, 4th edition).

### **5. Coherence and comparability**

#### **5.1. Asymmetry for mirror flows statistics**

Not applicable.

## 5.2. Comparability over time

Since 2001.

### 5.2.1. Length of comparable time series

Length of comparable time series is:

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

### 5.2.2. Reasons for break in time series

Quarterly dissemination of data on road passenger transport has been available since 2001.

## 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 indicator is not computed for this survey.

### 6.2. Burden

The survey includes active business entities with more than ten employed persons as well as business entities with less than ten employed persons holding licenses to perform public line passenger transport. The survey applies non-probability sampling, which uses the intentional cut-off thresholds in order to reduce the burden for smaller units. The assumption is that the cut-off units have at their disposal a smaller number of buses, transport a smaller number of passengers, realise a smaller number of kilometres travelled, and represent a small market share.