



REPUBLIC OF CROATIA
CROATIAN BUREAU OF STATISTICS



QUALITY REPORT FOR STATISTICAL SURVEY
Quarterly report on urban transport (PG/T-11)
For 2021

Organisational unit: Spatial Statistics Directorate, Transport Statistics Department

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0. Basic information

- Purpose and subject matter of the survey

The purpose of the statistical survey is to collect and disseminate data on urban passenger transport and on the capacity and structure of transport equipment. Data are collected on the number and capacity of transport equipment according to their types (buses and trams), the number and length of lines, kilometres travelled, carriage of passengers (by busses and trams), persons employed and consumption of fuel.

- Reporting 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 of seating and standing places is a measure of passenger carrying capacity of transport equipment and it applies to the number determined by the manufacturer of transport equipment. The number of seating and standing places refers to the number of transport equipment and is expressed separately for railcars and railcar trailers.

Bus is a road motor vehicle intended for the carriage of passengers and designed to seat more than nine persons (including the driver).

Tram – railcar is a tractive electric vehicle intended for the carriage of passengers, which is connected to electric conductors for the purpose of supplying current to the electric motor – prime mover.

Tram – railcar trailer is tractive non-self-propelled vehicle intended for the carriage of passengers, which is coupled to a railcar for the purpose of propulsion.

Urban and suburban line means a line whose initial and terminal fixed points are located within the urban area, i.e. partly located within the urban area and partly in the suburban area.

Kilometres travelled – total – 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 beginning and at the end of the reporting quarter.

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

Persons employed – total means all employees having established employment relationship with the reporting unit under a fixed-term or permanent contract. Persons employed in urban transport means all employees directly engaged in the carriage of passengers.

- Statistical units

Business entities registered in the activity of urban passenger transport by buses and trams.

- Statistical population

Business entities registered in the activity of urban passenger transport classified under section H of NKD 2007, class 49.31 Urban and suburban passenger land transport.

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 57 conditions for checking and controlling data is set. Out of the total number of conditions, 23 are related to the errors that cannot be tolerated and 34 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

Delivery and publication 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 Use of 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 urban 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

Urban transport of passengers includes organised public passenger transport in cities with more than 40 000 inhabitants and is carried out by business entities engaged in urban passenger transport (by trams and buses). Included are active business entities employing more than 10 persons, which are registered in section H, class 49.31 Urban and suburban passenger land transport, of the NKD 2007 in the Statistical Business Register of the Croatian Bureau of Statistics.