

# Road freight transport methodology

*Volume 1*

Reference manual for the implementation of Council Regulation N° 1172/98 on statistics on the carriage of goods by road



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This is volume 1 of *Road freight transport methodology*.  
Volume 2 is also available:

*Road freight transport methodology –  
Methodologies used in surveys of road  
freight transport in Member States and Candidate Countries*

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## Foreword

The adoption of Council Regulation 1172/98 in May 1998 marked an important step forward in the evolution of Community transport statistics in the European Union. This Regulation provides a legal base for the collection of a wide range of data on road freight transport. In addition, by providing for the transmission to Eurostat of micro-data from surveys of road freight operators, it laid the emphasis on quality and comparability of statistical information.

This reference manual aims to provide detailed guidance for Member States and candidate countries engaged in the implementation of Council Regulation 1172/98. This guidance falls into three parts:

- Part A : recommendations for sample surveys of the transport of goods by road;
- Part B : recommendations for the variables, definitions and explanatory notes
- Part C: rules for transmission of data to Eurostat, data validations carried out by Eurostat and rules for data dissemination by Eurostat

Some of the recommendations in this Manual are not legally binding, but form part of the voluntary co-operation between Eurostat and Member States, based on a common interest in improving the quality of Community statistics. However, subject in each case to the agreement of the Statistical Programme Committee, certain aspects of these recommendations were already incorporated into legally-binding Commission Regulations adopted under the committee procedure of Article 10 of the Council Regulation. Such Regulations were adopted for the country codes, the data transmission to Eurostat and the data dissemination.

A preceding version of this Manual, focussing on recommendations for surveys, was produced by Eurostat as part of its PHARE programme of statistical co-operation with Central European countries. That version consisted mainly of relevant papers provided at various workshops on transport statistics and on the experiences gained in advising those Central European countries that participated in the pilot surveys on road transport statistics. Eurostat acknowledges the valuable contribution to the manual made by the authors of these papers, which form the basis of Part A of the Manual.

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The Manual and related documents are available in electronic format on Eurostat's CIRCA web site in the Transport Interest Group, at:

[http: //forum.europa.eu.int/dsis](http://forum.europa.eu.int/dsis)

A user-id and password for the Transport Interest Group can be obtained from Eurostat.

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## Introduction

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## **INTRODUCTION**

## INTRODUCTION

### ***I. Council Regulation 1172/98***

A number of Community legal acts dating from the 1970s and 1980s have provided basic statistical data on inland transport. Council Regulation 1172/98 is designed to provide the Commission, other Community Institutions and national governments with comparable, reliable, harmonized, regular and comprehensive statistical data on scale and development of the carriage of goods by road necessary for framing, monitoring, controlling and evaluating Community policy. This is achieved by expanding certain essential aspects of the data previously collected by the two Council Directives on road goods transport statistics (78/546/EEC and 89/462/EEC).

The major changes between the previous Directives and Regulation 1172/98 in the data collected are:

- describing the regional origin and destination of intra-Community transport on the same basis as national transport;
- providing a link between the carriage of goods and the vehicle journeys by measuring the degree of utilization of vehicles carrying out this transport;
- providing information on the load capacity, maximum permissible weight, axle configuration and age of vehicles;
- providing information on the cargo type of goods and, where relevant, the category of dangerous goods;
- providing Eurostat with micro-data from Member States rather than tabulated data. This gives Eurostat the ability, subject to safeguards on confidentiality, to produce information on many more aspects of the carriage of goods by road than hitherto.

In order to limit the statistical burden on enterprises, the Regulation:

- allows countries to exclude from the scope of the survey all operations by very small vehicles (up to 3.5 tonnes payload or 6 tonnes maximum permissible laden weight). In general, these small vehicles are used in European Union countries for short-range transport, and particularly own account transport, which are not crucial to the common transport policy;
- encourages countries to make the best use of the data which they currently collect to describe both the transport of goods and the vehicle journeys by introducing additional ad hoc codes into their national statistical services without further extending the questionnaires used at present, thus imposing little extra burden on enterprises.

The text of Council Regulation 1172/98 is included as Annex 1 of this Manual.

Commission Regulation 2691/1999, included as Annex 2 of this Manual, amends the country codes specified in Annexes A and G of Regulation 1172/98.

Commission Regulation (EC) No 2163/2001 provides details on the technical arrangements for data transmission for statistics on the carriage of goods by road and is included as Annex 3.

Annex 4 provides the Commission Regulation (EC) No 6/2003 concerning dissemination of statistics on the carriage of goods by road.

Annex 5 provides the 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.

## INTRODUCTION

### **II. Structure of the Manual**

This Manual provides detailed information to support the implementation of Council Regulation 1172/98 in Member States and candidate countries. This information is structured as follows:

#### *Part A: Recommendations for sample surveys of the transport of goods by road*

The aim of Part A of the Manual is to provide general guidelines for the execution of surveys of the transport of goods by road in countries that would collect the information required by Council Regulation 1172/98. The assumption is made that the survey is of a sample of the activity of road goods vehicles. However, in some cases, it may be necessary to carry out a first stage sample of vehicle owners as it may not be possible to sample the vehicles directly.

This part of the Manual does not set out to provide a comprehensive or prescriptive description of how a survey should be carried out to collect the information required by Council Regulation 1172/98. Rather, it covers principles and methods that can be and are being used. The Manual is relevant both for the setting up of new surveys and for the re-design of existing surveys.

Statistical information is the result of a series of operations. Each one of the operations has to be carefully controlled to ensure the eventual product is as good as possible; or, at the minimum, fit for its purpose - in this case of providing useful information to the reader. Basically, carrying out a sample survey is very comparable to any manufacturing process. At the start there is design and pre-production planning (not forgetting cost considerations), then there is production (for surveys this equates to despatch, receipt and processing of questionnaires) and finally marketing (presenting the data collected in the format best suited to needs of the user).

#### *Part B: Definitions, explanatory notes and recommendations relating to the variables contained in Council Regulation 1172/98*

Although the Regulation itself provides some definitions and some comments on methodology, experience in implementing statistical legislation has shown that it is useful to provide additional information to assist countries and to promote harmonisation in the collection of statistics.

Part B of the Manual therefore provides a systematic reference for all variables in the Regulation, with definitions, additional explanations and recommendations. The status of this information varies; some parts are taken directly from the Regulation, while others have been proposed by Eurostat and may or may not have been endorsed by the Working Group.

This part of the Manual will be continuously updated to reflect experience gained in the implementation of the Regulation. Wherever possible reference will also be made to the *Glossary for Transport Statistics*, the common reference of definitions for all transport modes (see also section IV - Inter-secretariat Working Group on Transport Statistics, later in this Chapter)

#### *Part C: Rules for the transmission of data to Eurostat, data validation and data dissemination by Eurostat*

Part C of the Manual provides guidelines on the technical aspects of data transmission to Eurostat. It covers elements such as data structures, record formats, filenames, and electronic data transfer. It also covers the PERT system used by Eurostat to process the data and the validation checks of the data carried out by Eurostat. Finally a chapter deals with possible tables of the data that will be disseminated by Eurostat subject to the constraints of confidentiality.

### **III. Statistical needs in relation to Community policies**

The Community Transport Policy was originally one that had as a target the completion of the internal market through the elimination of regulatory barriers to the provision of transport services. This has now been developed to a more widespread policy designed to maintain the efficient functioning of the Community's transport systems, based on the internal market philosophy, while also taking account of new challenges facing transport services.



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Foremost amongst these challenges are the environmental objectives and, as recognised by the Prague Declaration adopted by the Pan European Transport Conference in 1991, the necessity of developing transport networks on the complete European scale and of integrating the greater European transport market. The changing needs of the Commission for data on transport is illustrated in the following table.

<b>Past needs</b> (still relevant)	<b>New needs</b>
Goods transport	Passenger transport
Transport (goods, passengers transported)	Traffic (vehicle movement)
Transport demand + supply	Transport impact
Inland modes	All modes
Modal data	Intermodal data
National data	International data
Western Europe	Central and Eastern Europe, Mediterranean basin

The availability of transport data of good quality, conforming to common definitions, is essential for good policy formulation, sound investment decisions, useful economic and market trend analyses. These needs are illustrated in the following table; their relative importance is indicated by the number of plus (+) signs.

### General transport policy field and data needs of the Commission

<b>Policy field</b>	<b>Need for transport data</b>
Infrastructure policy/Trans-European Networks (TEN)	+++
Special policies for transport modes	+++
Intermodal Transport	++
External costs and environment, energy	++
Traffic safety	++
Citizen network	+
Internal Market and Competition	+
Negotiation with Developing Countries	+
Development of peripheral regions, cohesion	+
Social policy, Employment	+

Considerable progress has already been made within the Community on the harmonisation of transport statistics. Council Directives, on statistics of the carriage of goods by road, rail and inland waterway, have been in existence for many years and have been instrumental in setting out definitions of some of the basic data for inland transport. Eurostat has worked on similar lines in the fields of aviation and maritime statistics with the addition of the collection of statistics on the carriage of passengers for these modes of transport. The types of transport data and the current needs of the Commission are summarized in the following table.

## INTRODUCTION

Data sets	Important data	Modes	Priorities
General economic aspects	Value created	all modes	2
	Expenditure for transport	all modes	2
	Cost and prices	all modes	1
Transport demand	Aggregated data (passengers, pkm, tonnes, tkm). Volume/performance	all modes	1
	Disaggregated demand data	all modes	2
	Origin - destination	all modes (including passenger transport)	2
	Traffic flow on the network	road, rail, inland waterway	1
Transport supply	Enterprises, employment	all except rail/pipeline	1
	Vehicle stock	road, all modes	1
	Transport infrastructure (length, capacity)	road, rail, inland waterway	1
Transport impact	Safety (accidents/fatalities)	road/rail/air/sea	2
	Environment (emissions, noise energy consumption, etc.)	all modes	2
	Special and economic impact (employment, growth, cohesion)	TEN Networks (all TEN modes)	2

### **IV. Intersecretariat Working Group on Transport Statistics**

Frequent reference is made in this Manual to the *Glossary for Transport Statistics*, which is a product of the Intersecretariat Working Group (IWG) on Transport Statistics, set up in February 1991 by the Eurostat, ECMT and UNECE secretariats.

The IWG has worked to harmonize the definitions of transport data at international level in order to ensure comparability of the statistics published by the three international organisations. Related international organisations (such as the International Union of Railways, the International Road Transport Union, the International Road Federation, the International Union of Public Transport, etc.) and representatives from National Statistical Institutes have also participated in this work.

In 1994 the IWG produced the first edition of the *Glossary for Transport Statistics*, containing standard definitions for terms used in transport statistics in the fields of rail, road, inland waterway and oil pipeline transport. The *Glossary* has been published in English, French, German and Russian. Translations have also been made in Spanish and Arabic.

The IWG has continued its work on the *Glossary* to cover other modes of transport and to extend the definitions to cover accidents, market indicators and prices, urban and regional transport, and environmental factors. A second edition of the *Glossary* was published in 1998. This second edition includes new chapters for maritime and inter-modal transport statistics. A third edition of the *Glossary* has been published in 2003.

The *Glossary for Transport Statistics* is available on the CIRCA web site (see Foreword).

### **V. Historical background to the Manual**

The idea of statistical co-operation is to help introduce statistical systems that are compatible with providing the information called for in a democracy and market economy. Co-operation should also take account of the fundamental role of statistics during the transitional process, particularly as regards the prompt compilation of appropriate indicators to support national policies and aid supplied by the European Union, International Organisations and other donors.

## INTRODUCTION

In the area of transport statistics, technical assistance was provided in the form of two UNECE/ECMT/ Eurostat Workshops. The first workshop, held in 1994 assessed the demands and requirements of statistical offices of countries in transition regarding transport data collection, organisation and automation. The second Workshop, in 1996, concentrated on the methodological problems in the collection of statistics on the transport of goods by road by means of sample surveys.

Following the training at the second workshop, Eurostat invited the central European countries to participate in a PHARE programme of pilot surveys on road freight transport. The aim was to collect data similar to that collected within the EU under the Directives in force at that time, as well as some of the extra data that would be required under the new Regulation then under consideration. The pilot surveys were completed in 1998 and the results were published by Eurostat in 1999. Most of the countries that participated in the pilot surveys now carry out such surveys on a regular basis.

A preceding version of this Manual was produced by Eurostat as part of the PHARE programme of pilot surveys. That Manual (corresponding mainly to Part A of the present Manual) consisted mainly of the relevant papers provided at the workshops on transport statistics and on the experiences gained in advising the countries that participated in the pilot surveys.

## **PART A**

### **Recommendations for sample surveys on the transport of goods by road**

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**Chapter 1**  
**GENERAL PRINCIPLES**  
**OF SAMPLE SURVEYS**

### 1.1 *The structure of Part A.*

The structure of Part A of this Manual follows the natural sequence of work that should occur when designing and carrying out a sample survey regardless of the subject matter. In practice, it will be found that some of the stages set out in the manual need to run in parallel to achieve a desired timetable. Some stages may need to be varied slightly or even repeated. A major reason for this is the need to justify the demand for information of the user against the cost of the survey and the burden of providing the data placed on the respondents. This trade off can result in the need for modifications to the survey design and plans that may have been agreed previously.

The following stages should occur:

- The first stage is to explore demand and supply in the area of interest. As this manual is directed at the collection of information on the carriage of goods by road, and in particular, at meeting the data requirements of Council Regulation 1172/98, it might be thought that the Regulation, in itself, would be sufficient justification. This is not so. Every country will have particular needs for data on this topic. A comprehensive inventory of user needs should be prepared. Subsequently, these needs have to be considered in the light of the priority attached to each of them by the country taking into account the requirement of consistency within the general framework of European Union road transport statistics. The **constraints of the costs** of data collection, **response burden** on data suppliers and also the **feasibility of collecting** a particular statistic have to be included in the equation. The final result should be an identification of the target population (that is, the set of road goods vehicles that will be the subject of the survey) and the set of variables and their definitions that will form the basis of the questionnaire to be sent to the operators of the vehicles selected for the sample.
- The focus of the first stage is mainly on the data user. The second stage deals mainly with the operational aspects of a survey. This covers the **theory** of survey sampling; the consideration of available **sampling registers; sample designs and questionnaire design**. However, an important component of this stage is to keep in mind that the most important person of any survey is the respondent. **No matter how perfect is the sample register or how sophisticated the sample design, the survey will not be a success unless the people approached for information - the respondents - do just that. RESPOND!!**
- The third stage should start at the same time as the second stage but should also continue throughout the rest of the survey. This stage covers the **management** requirements for surveys. Many surveys are carried out on an annual or a quarterly basis. Such a time scale provides some leeway for unforeseen events that lead to slippage in a survey timetable. Most surveys of goods road transport are carried out on a weekly basis. There is little or no scope for catching up. The planned timetable must build in, from the outset, sufficient leeway for both foreseen (for example, public holidays) and unforeseen eventualities.
- The next stage covers the collection and preparing the data for computer processing. This is followed by the processing and analysis of the data collected. The order of the work is **editing, imputation, estimation, validity checking and addition of weighting factors**. The result of these operations leads to a database - the storehouse from which tabulations can be prepared for dissemination.



## CHAPTER 1. GENERAL PRINCIPLES OF SAMPLE SURVEY

- A **dissemination policy** is essential to ensure that the results of the survey are communicated to all the users as soon as possible and in a format suitable for their needs. The presentational aspects and the mode of dissemination should be taken into consideration when deciding on the formats that will be used. An important aspect of the dissemination policy is **disclosure control**. This is covered in the final section of Part A.

### **1.2 General principles of sample surveys**

The basic purpose of any survey is to collect information. The term “survey” does not, in itself, convey any indication of the number or percentage of the total units that could be covered. If the survey attempts to cover all the units, the survey is termed a census. If only a few units are surveyed and little or no attempt is made to relate the units surveyed to the total number of units, the survey is normally termed a “field study”.

The term “population” is used to describe the total number of units that could be covered in a particular survey. The term arose because most surveys in the early days of development of the methodology were surveys of the social condition of people.

Where a population is large it is usually very expensive to carry out a census. However, small-scale field studies are unlikely to provide sufficient data to enable reliable estimates to be calculated of the desired attributes of the population. The aim of a sample survey is to collect information from a representative selection (the sample) of a population in such a way that the desired attributes of the population can be estimated to a known precision according to standard statistical theory. The difference between the estimate for a variable and the true value is termed the total error in the process. This is a combination of two types of error: sampling errors and non-sampling errors.

Sampling errors arise because the survey is restricted to a sub-set (the sample) of the population. The sampling error (usually termed standard error) is a measure of the expected variability between different results from repeated samples of the same size and design under the same survey conditions. Non-sampling errors are errors that would exist even if a census of the population was taken; for example, reporting errors, errors of coding and data processing.

There are two important basic points to be emphasised about sample surveys. The first is that estimates for a population based on a sample are probability statements. The second point is that the precision statements about these estimates rely on the assumption that the sample has been chosen at random. That is, the method of selection of the sample gave each unit of the population an equal (and non-zero) chance of being chosen for the sample.

A further point to bear in mind is that the theory of sampling assumes that responses will be received from all the selected units and that these responses will be accurate. In practice this never occurs. There will always be some non-response - some will refuse to answer; some cannot be contacted or there will be another reason for no reply. The information supplied may not be what was sought because the question was misunderstood; the respondent could not remember or deliberately has given wrong information.

All of these cases can result in the estimates derived from a sample survey being biased. The sampling error does not include the effect of errors in implementation of the sampling procedures, such as non-response, mistakes in sample selection or under coverage. In most cases it is not possible to calculate the bias that might exist in a sample estimate. The avoidance of bias is a very important consideration in sampling methodology. It is discussed later in chapter 3.

## CHAPTER 1. GENERAL PRINCIPLES OF SAMPLE SURVEY

The general principles for the setting up of new sample surveys or the redesign of existing surveys are well documented in many textbooks on survey design. This Manual assumes that the reader is aware of these general principles and also of the terminology used in standard statistical theory. Some references for further reading on sample surveys are given in the Bibliography. The Manual aims to set out a framework of procedures that countries might follow if they wish to mount sample surveys of the carriage of goods by road by vehicles registered in their country.

The main aims of sampling are:

To give all units in the population a known (usually equal) chance of inclusion; and, to achieve minimum variance for a given sample number, or a minimum sample number for a given variance.

**Chapter 2**  
**SETTING THE SURVEY OBJECTIVES**

### 2.1 Principles of data quality

The starting point of any survey should be a detailed examination with users of their needs for data that might be obtained from the survey. This should lead to the creation of an inventory of user requirements with some indication of the priority attached to each request. In these discussions the statistician should keep in mind the basic principles underlying the production of good quality data.

#### 2.1.1 Quality criteria for statistical data

- **Data should be available**

Demand for data is always greater than the availability of data (however, some data are available but not needed). Not all of the data available are accessible (i.e., data sets open to the public). Not all of the data available and known are used (user - friendliness of statistics needs improvement).

- **Data should be relevant**

Available resources normally cannot cover demand for data (priorities to be set, resources need to be shifted to the data most urgently needed). There are, however, data that are not needed - where there are redundancies in the data sets (concerning new activities, the data sets with the least redundancy should have the highest priority).

- **Data should be comprehensive and complete**

The more complete the data sets are, the greater the value for analyses (the more synergies):

- *Time*: development over time;
- *Space*: comparison of countries, regions, policies;
- *Modes*: comparison of modes, modal split.

- **Data should be comparable, consistent and compatible**

Data sets should be as consistent as possible. Comparability of data over time, between countries and modes is important at the international level (there is a conflict of goals between internal and external comparability - to achieve international comparability some countries would have to change their time series).

- **Data should be understandable**

Results can change due to real developments or due to changes in the statistical system. To allow interpretation of statistical data, changes in time series and differences in definitions / methods between countries or modes have to be indicated and explained.

- **Data should be current**

The shorter the delay between the reference period and the availability of data, the bigger is the benefit; a short delay is generally more important for aggregated data than for disaggregated data (the overall trend is more interesting for policy-makers).

- **Data should be precise**

The benefits of statistical information decrease with decreasing precision of the data. Developments (trends) are more important than the absolute data. If the direction of the development is not mirrored correctly by statistics, data are harmful.

### 2.1.2 Development of data quality

- **availability**

Due to the strong growth of international transport, data on international transport are becoming more important (e.g. European dimension of more and more transport infrastructure projects: TENs). However, due to the removal of border controls, data availability is decreasing. The liberalisation of the transport markets and the decreasing budgets of statistical institutions also have led to decreasing availability of data.

- **relevance**

While existing data sets (transport market: demand and supply) are still relevant, there is an increasing demand for data on the impact of transport and on transport infrastructure. Data needs of policies are problem oriented: growth of transport demand and modal-shift creates problems in some fields (infrastructure, safety and environment). Data are needed to develop and monitor policies to solve problems.

- **comprehensiveness**

Data is needed for more modes and countries; the enlargement of the EU makes it more difficult to achieve comprehensiveness of data sets (time series). This enlargement factor needs to be considered well in advance. If the data sets are not comprehensive about data, its availability should nevertheless be given.

- **comparability, consistency and compatibility**

There is conflict between comparability of data within time series and the goal of international harmonisation of data. When new data sets are created, efforts are now made to harmonise data (standard definitions, comparable methods, etc.). Internationally these are of special importance.

- **understandability**

Understandability of data and information about data becomes more important since the use of data is widening (in non-expert circles). At the same time, understandability becomes more difficult to achieve, since breaks in series accumulate and definitions and methods change.

- **delay**

The need for current data is increasing. There is a growing demand for topical data from politicians and the public. The gap between demand and availability of data is more and more bridged by estimates (especially when only trends are interesting), with the risk of data pollution (different estimates).

- **precision**

The precision of data is in general decreasing since data from censuses are partially replaced by sample surveys (which implies extrapolation calculation), and estimates are increasingly being applied.

### 2.1.3 Data dimensions and data needs

- **absolute quantity**

The absolute quantity of the variable as such does not provide much information. Added information value is created if quantities are put into relation to other quantities (calculation of growth rates, modal shares or per capita data). Absolute quantities are used less than growth rates or relative quantities (e.g. modal shares); absolute quantities provide, however, a basis for further evaluations.

- **quantity with relation to other data**

Data sets should be comprehensive to allow calculation of relative quantities (e.g. modal shares). Calculation of shares depends also on comparability and precision of data (not always given in the case of transport demand data, where modal shares are often calculated). Data on modal shares and their development are often used in transport policy, and therefore they are important.

- **change over time**

Growth rates are often more interesting than the absolute size of a variable. There is a strong demand for data on recent trends; the more current data are the better. Data should allow differentiation between recent (short-term) trends and long-term development. The calculation of growth rates requires a certain minimum of quality of data, otherwise growth rates are misleading; planners and politicians sometimes require statistical information that is not available from statistical institutions, but available statistics can serve as a basis to produce the data needed.

There is a great demand for current data and current trends; future growth rates for the development of policies and for planning purposes are more interesting than growth rates of the past.

- **interaction with other data (elasticities)**

Information about interaction between variables (statistical data) is especially important if there is a big difference in availability of data, i.e. if one variable is given and the other variable has to be calculated. If elasticities are known, the given development of the one variable can be used to forecast the development of the other variable. For example, price - demand elasticities can be used to forecast the impact of fuel price increase on road transport demand; forecasts on GDP or on motorization growth are used to forecast the transport development. Data are very important for transport policy. Information is especially needed for the development of new policies.

- **meta-information**

Information on information, i.e. on the availability of the data and on definitions, on methodologies and on the scope and quality of data is required in order to understand and use statistical data. Although it is not directly needed for policies, it is important background information for providers and direct users of data.

### 2.2 *Data needs*

#### 2.2.1 Identifying user groups - who wants what

It is important that all potential users who might be interested in the subject matter of the survey are involved in the discussions of the information that might be collected in a survey.

- Government is often the main user group as well as the source of funds for the survey. The data needs of government are reviewed in the following section.
- Research institutes need the same data as government but may require more detail. These institutions often carry out work commissioned by others. For example, analysing the consequences of a policy measure or a proposed measure.
- Educational establishments needs are very diverse but it is also very difficult to obtain a consensus view, as most users from this area tend to want very detailed data for a very narrow field of interest.
- Businesses want information about their industry group as well as data on general economic indicators.
- Trade associations and other non-profit organisations want similar information as businesses.
- The general public is an important market for statistics. It is difficult to gain a view of their demand for data as their needs are widespread. One way to assess these needs is to maintain a note of all the requests for data in the subject field of a survey that had been received over the past three years.
- Although this manual concentrates on the data needs of the European Commission and the Member States, the needs of other international organisations should not be overlooked.

##### 2.2.1.1 Data requirements of governments

- **General considerations**

Politicians need certain data on transport, mainly for forecasting and transport planning purposes. However, data required by Governments to facilitate transport policy and planning are not synonymous with official transport statistics.

Regardless of the data type, changes over time (e.g. direction and magnitude) are of more interest than the absolute level (i.e. 1 billion tonne-kilometres) of a given transport variable.

Statistics are often misunderstood as accounting tools, which in the end cause further delays while not necessarily giving any added value to the statistical data.

- **Requirements concerning transport data availability**

It is important to be able to obtain highly aggregated transport data at short notice. For example, figures of tonnes and tonne-kilometres by mode of transport should be available as a first priority.

Time requirements, however, regarding disaggregated transport data are less strict because these data take longer to collect and analyse. For example, the production of detailed Origin/Destination matrices for purposes of trade analyses may take a couple of months.

The statistical reporting system for transport must be readily available and should respond to non-standardised, “all-of-a-sudden” requests (i.e., “Please produce - by lunch time - a cross-tabulation of variable X with variable Y over time).

Servicing of data, utilising contemporary storage and telecommunication methods is highly advisable. For example, it is quite difficult, sometimes, to “sell” plain figures; reformulating the data for visualisation purposes may increase their “sale”.

Build-up and maintenance of a data bank on (statistical standards) methods is recommended (i.e. is there any change in the correlation between variable X and variable Y over time?).

### **2.2.2 Monitoring user needs**

Asking users to list requests or select items from a number of pre-printed suggestions is unlikely to produce an adequate or useful set of proposals.

- The statistician should guide the user to express needs in clear and unambiguous language. To do this the statistician should ask about the intended application of the data by the user in order to evaluate the request and to judge its relevance. It is also important to define with precision the information you have been asked to collect. Discuss with those who will use the data what they think they want and what they want to do with the data when you have collected it. Not all of the people who may have asked you to collect the data may have thought through their proposed analytical work, and some may not have a good knowledge of how the road haulage industry operates!
- User requests tend to be open ended, particularly where cost considerations are not the concern of the user. It is useful to distinguish between proven needs and potential needs. Users also may have conflicting needs; they want data to be detailed, accurate and quick. Asking a user to rank their requests in order of preference can provide a useful guide provided users are not permitted to give equivalent ranking to items - equal rankings can result in every item being given top priority!
- It often occurs that different user groups have related but deviating needs on a certain topic. It is better for the statistician to try to establish a consensus on the topic rather than add the varying wishes to the inventory of needs. Joint consultations with these users can prove helpful.
- Choices will always have to be made. Preference should always be given to needs that fit best with the general framework of the survey and are consistent with those of existing harmonised statistics.



## CHAPTER 2. SETTING THE SURVEY OBJECTIVES

There is a dilemma in modern statistical policies. There is a growing tendency towards client-orientation that could lead to tailor-made statistical products. Although the latter would be geared to the specific requirements of specific user groups, the needs of the wider clientele groups for comparable data should not be overlooked. Thus, the need for tailor-made data has a counterbalance in the need for standardisation, not only for harmonised statistics but also to limit response burden.

### **2.3 Stock taking**

The order in which the items are considered before starting data collection is important, although the order in which they are tackled in a data collection project may depend upon the conclusions reached about an earlier item.

Of course, many of the points made in this manual apply to the collection of statistics in any area. Basically, these points are straightforward and obvious; however, the success of any data collection usually depends in great part upon the care taken in planning at every stage of the collection process. The odd "obvious" point sometimes gets overlooked when you are involved in the detail of a project. Mechanical or resource problems rather than statistical problems are more likely to be the main reason for a data collection exercise not to realise its full potential.

#### **2.3.1 What should be collected**

After you have had the discussions suggested in section 2.2, make a list of the data that you would like to collect and all the requests you have received that you are prepared to consider. Allocate the variables to four groups:

- The essential data – if you cannot collect this data, then you need to go back to those who asked you to collect it in the first place for some very serious discussions;
- The desirable data - in this group comes data which is almost essential but you may need to give operators sufficient time to organise their recording systems to be able to provide the information to you;
- The useful data - helps interpretation but be careful not to overload the questionnaire. Asking too many 'nice to know' questions may be a major reason for poor response rates.
- The "not this time" data - in this group will come the requests that do not readily fit into the general scope of the survey or are too expensive, too detailed, likely to cause offence to the respondents, etc. If extensive discussions have been held with a wide variety of user groups, it is likely that quite a number of the requests received will fall into this fourth group.

#### **2.3.2 What is already available**

Having decided what you would like to collect, you need to put each of the data items of the first three groups into one of five categories:

- Already collected, from at least some operators if not all.
- Not collected, but the operator/user ought to know the information as it should form an essential part of their activity; provided advance notice is given to the respondent, there should be no problem in collecting the data.

## CHAPTER 2. SETTING THE SURVEY OBJECTIVES

- Not collected, but likely to be available in normal operational circumstances. More notice of the need for this data may be required and, in some cases, in the early months of the survey, you will have to accept that the information may not be available.
- Not collected, but operators might be able to provide it if sufficient warning is given in advance (and operators could be persuaded to do it!).
- Not collected and unlikely to be available in normal operational circumstances.

If you cannot allocate the data items you wish to collect to one of the first three categories above, you need to consider carefully whether, given sufficient notice, the operator/user would be able, and willing, to record and retain the information in order to give it to you (at minimal cost and little inconvenience). If not, you need to reconsider whether you should collect this data item.

### **2.3.3 Who are the potential respondents - problems of co-operation**

Having got this far and decided what to collect, you need to consider how to collect it. You need to look at the structure of the industry: is it mainly large companies or mainly small companies with a few large ones?

In most countries the road haulage industry is characterised by consisting of a large number of owner-operators - a single person with one lorry, or a small company with one or two lorries. At the other end of the scale, there will be one or two very large companies owning a large number of vehicles, possibly spread around a number of depots. Although around 80 per cent of the companies may be owner operators with only one or two vehicles, they are likely to account for only 20-30 per cent of the total road haulage activity. The 20 per cent of companies being larger will deal with 70-80 per cent of activity (measured in terms of tonne-kilometres).

Is there a trade association you can consult about the industry - speak to it, explain your reasons for wanting to collect the information and try to get it to support your data collection activity. If not a trade association, there may be a government body or an international body to whom you could speak to get their support for your survey. It is a significant help in getting response to these surveys if you can say in a letter which goes out with the survey form that the trade association of the industry supports this survey.

Are there special factors in this transport mode in your country? Is activity very seasonal (due to weather)? Is the mode fairly homogeneous, or is it broken up into very specific specialisations, which could affect your data collection?

### **2.3.4 The population**

It is important to define exactly the area of interest – the statistical population. Is it to cover:

- "hire or reward" and "own account". Are separate estimates of these types of activity required?
- all goods vehicles (including small pick-up trucks and vans with a carrying capacity under one tonne) or should there be a "cut-off", e.g. only goods vehicles with a carrying capacity of one tonne or more? The Regulation permits Member States to apply a "cut-off" of up to 3.5 tonnes carrying capacity or 6 tonnes gross vehicle weight. When carrying out surveys of goods road transport, countries should consider the structure of their road transport industry when deciding the exclusion

## CHAPTER 2. SETTING THE SURVEY OBJECTIVES

level of small vehicles from their survey. For the first survey carried out by a country, it is often useful to include vehicles with a smaller payload than 3.5 tonnes (from 1 or 1.5 tonnes) in order to measure the amount of national transport performed by these small vehicles. Having measured the work of these small vehicles on the first survey, they can be excluded from future surveys if their work is only a small percentage of the total. Alternatively, the smaller vehicles might be included in a survey once every five years.

- additionally, the Regulation does not apply to "vehicles whose weight or dimensions exceed the normal permitted limits of a country" or to "agricultural vehicles, military vehicles and vehicles used by public administrations and public services with the exception of road vehicles used by railway administrations";
- information about the operator (i.e. the road haulage company), the activity (i.e. the carriage of goods) or the client (i.e. the freight forwarder or the customer)?
- regional estimates as well as national figures?

### 2.3.5 Budgetary and other resource constraints

Before going ahead with any collection of information, an assessment must be made of the resources needed:

- The first resource is **staff**.
  - How many will be needed in the setting up and the pilot stages?
  - How many are needed on an annual basis when the data is being collected? There will be encoding and data analysis staff costs, as well as staff for the sample selection, questionnaire dispatch and survey management;
  - Do not overlook the staff costs of reminder exercises - response rates are rarely satisfactory without at least one or two reminders to those who do not reply to your first approach; if a reporting obligation exists, penalty procedures could be enforced.
  - Will all the staff be under your direct control, or do you have to negotiate with others (e.g. in regional offices) for their services?
- The second resource is **computing** - use a computer wherever possible in place of staff. But this means you will need computer-literate staff.
  - Can samples be selected from the register by computer?
  - Can the computer be used as a tool to manage and control the questionnaire dispatch and receipt?
  - Are off-the-shelf computer programs available to help in any part of the survey process?
  - Include the computing costs of data preparation and data analysis.
- Do not forget that '**time**' is a resource. It is a truism that everything takes three times longer than it should!
- In addition to the cost of the above three resources, include the **monetary cost of printing questionnaires and guidance notes, telephone and postage, travel**

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**expenses** if field staff are going to be used for personal interviews, and costs of chasing later respondents, or of penalty procedures.

- There are bound to be additional **set-up costs** (e.g. the cost of equipment; buying off-the-shelf computer programs or having purpose-built programs written).
- Add a **contingency allowance** to your costs.

### 2.3.6 Legal aspects

If you are going to collect some information, will the respondents be invited to provide it on a voluntary basis or is it to be compulsory? You can only have a compulsory survey if you have a statistical law compelling people to respond and, most importantly, if your politicians are willing to permit you to use this statistical law against those who refuse to comply.

Are there legal requirements to be met before a new survey may be carried out, or extra questions added to an existing survey. In some countries, the National Statistical Institute has to seek the approval of Parliament before the start of a year for all the surveys it wishes to carry out in that year.

**Chapter 3**  
**PREPARATIONS FOR THE SURVEY-**  
**SAMPLE DESIGN**

### **3.1 General principles of sample surveys applied to goods road vehicles**

The journeys undertaken by goods road vehicles are sufficiently homogeneous that sampling can be carried out either of a vehicle journey or a vehicle time period (usually a week). A vehicle time period of a vehicle-week has been used here. It is important that sampling is carried out throughout the time period of interest - normally a calendar year. Almost certainly there will be considerable variation in the tonnes carried and tonne-kilometres performed between the very small rigid goods vehicles and the large articulated road tractors with semi-trailers. The sampling strategy should take this into account.

In designing any sample, the following points have to be considered:

- Can you limit the burden on respondents:
  - by excluding some areas (for example, one-man businesses - not a good idea for road haulage)?
  - by limiting the frequency any hauler is approached, or ensuring no vehicle is selected more frequently than once a year?
- Will stratification of the sample improve the efficiency?

#### **3.1.1 Sampling in space**

Is the data collection to be from a sample, or must you have a census? It is unlikely, but the data may already exist in an administrative system - if this is a new survey a check of likely administrative sources should be made.

If the data is not collected already, can a representative sample be taken to reduce your processing costs? A sample is likely to be cheaper than a census for you to carry out and put less of a burden on the respondents. But in order to use a sample, you have to ensure there are enough events occurring over the period you are covering of a sufficiently homogeneous nature in order to give you the sample estimates you want with sufficient accuracy. This may well depend upon whether you want information about domestic and/or international movements; whether you want regional and/or national estimates; whether the respondents are owner-operators or companies, and, if companies, whether they are carrying out own-account or hire-or-reward transport.

The information about the carriage of goods by road is collected basically from the loaded journeys made by goods road vehicles. For most countries, the vehicles making these journeys are sufficiently numerous for a sample of these vehicles to provide sufficiently precise estimates of the required measures of activity. If there are 100 000 relevant goods road vehicles on a national vehicle register and a sample of 10 000 such vehicles are selected over a survey period of one year, then the sampling density in space would be 10 per cent.

However, in some cases it is not possible or it is inefficient to use a national vehicle register as a sample frame for the survey. For instance, if international journeys form a very small percentage of all journeys, a sample of vehicles from the national vehicle register might not produce a sufficient number of international journeys to provide the required activity measures with the necessary precision. In such cases a register of operators authorised to carry out international transport might be used as the sample frame. Operators selected from this register would be asked to provide information about international journeys made by their vehicles. The number of operators on the register might be such that it would be necessary to approach every operator during a survey year. In such a case the sampling density in space would be 100 per cent.

### 3.1.2 Sampling over time.

Even where the sampling density in space has to be 100 per cent, which means that every sampling unit has to be approached during a survey, the journeys undertaken by goods road vehicles are sufficiently homogeneous that sampling can be carried out either of a vehicle journey or of the activity of a vehicle over a number of days.

A time period can be chosen to limit the amount of information that would have to be returned for any one vehicle. The period normally chosen is for activity during one week. It does not matter which day is chosen to start a week, provided that the same start day is used throughout a year and each week comprises seven days. Where the choice is made for the recording of the activity of a selected vehicle over one week, the sampling density over time is 1.92 per cent ( $1/52$ ).

For international journeys the problem can arise that a vehicle may be on a journey that started before the week selected for that vehicle; the end of that journey may be during the selected week or even after that. Journeys may also start in the selected week and extend beyond the end of that week. The solution here is to provide instructions that the journeys to be recorded are all those that start in the selected week and to record the details of the full journey even if it ends after the selected week.

Trade patterns and seasonal effects have to be taken into account when carrying out surveys. These are likely to be important in road haulage surveys. This means that to avoid the possibility of bias in the results, a survey of the carriage of goods by road should aim to cover activity throughout the survey period (that is, all 52 weeks of a year should be surveyed to produce estimates of activity for the year).

### 3.1.3 Sampling over domains

Almost certainly there will be considerable variation in the tonnes carried and tonne-kilometres performed between the very small rigid goods vehicles (lorries) and large articulated road tractors coupled to semi-trailers. The sampling strategy should take this into account. The best way to do this is to stratify the sample by the load capacity (or gross weight) of the vehicles (the reason for this is covered later in this chapter). Road tractors should form separate strata of the sample. Although they do not have a load capacity as such, in most countries the registration details for these vehicles include a maximum load capacity (or gross vehicle weight) that the tractor is permitted to tow. If the weight data is not available for road tractors, they should still form a separate stratum of the sample.

In larger countries it is also helpful to stratify the sample by region or by some other geographical division.

### 3.1.4 Sample size

This is often a source of confusion. There is no handy formula providing a number. The statistician would like as large a sample as possible. The person having to finance the project wants the smallest number possible. The only useful guidance is that the number of units in a sample should be:

- No larger than you can handle;
- What you can afford;
- What you need for your chosen maximum sample standard error.

## CHAPTER 3. PREPARATIONS FOR THE SURVEY - SAMPLE DESIGN

In the guidance produced by Eurostat to Member States on the precision standards desired for the information collected under Council Regulation 1172/98 on the statistics of road goods transport, it was initially recommended that a minimum of 5 000 vehicle-weeks of vehicle activity should be collected over a 12 month period. That is, the achieved sample reported to Eurostat should consist of at least 5 000 vehicle-week records. Where a country does not ask for the activity of a vehicle over a week, the sample should consist of at least 35 000 vehicle-days. In practice, most countries with large vehicle fleets cover around 15 000 vehicle-week records. However, based on the analyses of data submitted by some Member States under Regulation 1172/98, it appears that for some countries an achieved sample size of 1000 vehicle-weeks of vehicle activity per quarter would produce the desired precision standards.

### 3.1.5 Avoiding bias

Bias in a sample can cause systematic, non-compensating errors that cannot be reduced or eliminated by increasing the sample size. Bias in sample selection can arise:

- if the sample is selected other than randomly;
- if the sampling frame does not cover the population adequately, completely or accurately;
- if some of the selected units refuse to reply or cannot be contacted;
- if some of the questions are answered incorrectly (response errors).

Drawing the sample randomly is essential. Where information is available to allocate the units in the population into groups (strata) with similar characteristics, drawing a random sample from each group does not destroy the randomness of a sample. In fact, the use of stratification is very beneficial if applied sensibly as it can lead to a significant improvement in the precision of the estimates.

If the sample frame does not cover the population adequately, then the units which are not in the sampling frame have no chance of being included in the sample. For road vehicles, this is most likely to occur for newly registered vehicles. Hence, if a vehicle register is used as a sampling frame, the older the vehicle register is in relation to the date of the survey period of the sample, the greater the likelihood of bias. It is usual for the sample for a quarter of a year to be selected from a vehicle register about 6 weeks before the start of that quarter. The sample for the 13<sup>th</sup> week of that quarter will have been chosen from a register that is some 4 months out of date. If the sample had been chosen for a full year, the one for the last month of the year would have been based on a register that was over a year old - all newly registered vehicles during that year would have no chance of being included in the sample.

The steps that can be taken to reduce the likelihood of refusals are covered later in this chapter.

Keeping response errors to a minimum depends upon good questionnaire design and good management practice in the survey office. Mis-coding and data encoding errors are included as response errors although they do not arise through the respondents. The provision of false information by a respondent is very difficult to detect. Fortunately, for road transport surveys, it is probably more difficult for a respondent to create false information about journeys than to provide details of the actual journeys made. The greatest problem is that some respondents will claim that the vehicle has not worked during the survey week rather than record the actual activity, as this reduces markedly the work required.



### 3.2 Registers for road transport surveys

To draw a sample, we need a sampling frame - a register that lists all the units we wish to sample (in this case goods road vehicles) and a contact address of the owner, or a register that will enable us to sample these vehicles through their operators. For a survey of the carriage of goods by road, the best register will be that of the goods road vehicles. If this is not available or not sufficiently reliable, a register of persons licensed to operate as road hauliers (company/registered owner for private hauliers) or a business register of companies could be considered.

For each possible register the following questions need to be asked:

- Who produces the register?
  - Can you gain access to it?
  - Will the owners allow you to use it to draw a sample?
  - Or will they draw the samples for you?
  - How frequently will the owners allow a sample to be drawn - monthly, quarterly?  
*(There may be legal restrictions against the use of some registers!)*
- How good is the register in terms of quality?
  - Is the information accurate?
  - Is the information up-to-date?
  - How long is it before new registrations are included - a month, a year, two years?
  - Does it identify the vehicles you wish to sample or will your sample include vehicles outside your range of interest (e.g. cranes)
- Cut offs? How comprehensive is the register?
  - Does it exclude small companies?
  - Does it exclude vehicles in certain categories (vehicles owned by public bodies, goods vehicles with a very low carrying capacity)?
- If there are deficiencies in the register you would like to use, can you work with the owners of the register to improve it?

For a survey of the carriage of goods by road, the best register will be one that includes goods road vehicles. This is because the activity we wish to measure is the work that is done by goods road vehicles. That is, the weight and type of goods carried; the place of loading and unloading and the distance travelled; the characteristics of the vehicle and some information about the operator of the vehicle. Sampling vehicles also means that the burden of filling in questionnaires for operators with a large number of vehicles will be spread over time.

If a vehicle register is not available or not sufficiently reliable, there may be a system of licensing road haulage operators and a register of persons licensed to operate as road hauliers (company/registered owner for private hauliers) could be considered as a sampling frame. Using such a register means that the sample of vehicles will be clustered as the operator will be the sampling unit and thus the burden of questionnaire completion for operators with large numbers of vehicles will be concentrated into one time period - which could have an adverse effect on response.

Alternatively a business register of companies could be used. However, since this is a register of companies it has the defects of the licensed operators register. In addition it will exclude any operator whose business does not have to appear on the business register. In addition, the use of the business register as a first stage-sampling unit means that the

## CHAPTER 3. PREPARATIONS FOR THE SURVEY - SAMPLE DESIGN

main business of most of the companies selected will not be road haulage and many of them may not carry out even own account traffic.

It is strongly recommended that, if at all possible, a vehicle register should be used as the sampling frame for surveys of the carriage of goods by road. Even if there are problems with the quality of data recorded on the register, a vehicle register is usually the only one available that lists directly the units (vehicles) which one wishes to sample. Throughout this chapter it has been assumed that the vehicle register will be used as the sampling frame.

Nevertheless, despite the recommendation to use a vehicle register if at all possible, experience has shown that there may be considerable problems with their use as a sampling frame. Firstly, it is unusual for the organisation responsible for the maintenance of the vehicle register to be the same as that carrying out road haulage surveys. Road haulage surveys are normally carried out by the National Statistical Institute but the vehicle register is usually the responsibility of the police or another Ministry (often the Ministry of the Interior or the Ministry of Transport). Access to the register by the National Statistical Institute may require delicate negotiations at a very senior level in both organisations.

Secondly, despite any assurances to the contrary given by those maintaining the vehicle register, be prepared for errors in the data on the register and for it to be out of date. Vehicles may have been sold or scrapped within the last few months and the information not yet been added to the register. This may also have occurred between the time the sample was drawn and the questionnaire posted to the respondent. For vehicle registers that are used to collect vehicle taxes and have been running for many years, the number of such cases is likely to be very small. However, for registers that have only been set up for a few years, or are in the process of being created, experience has shown that the number of cases is quite considerable where the person contacted no longer possesses the vehicle.

Another problem with vehicle registers is that the address recorded may be insufficient for questionnaires to be delivered by post. If the vehicle register also includes a business reference number for the owner, it may be possible to amplify the address from the vehicle register by checking the address on the business register for that reference number.

A further problem relates to the long-term hire of vehicles. The owner of a vehicle recorded on the vehicle register may hire it out to another operator on a long-term basis. By the time the survey team have received the information about the name and address of the true operator it is usually too late to send a questionnaire to the true operator.

What can be done to overcome these problems? To some extent a slightly larger initial sample of vehicles can be selected where it is expected that the register may be not completely up to date. However, care needs to be taken when grossing up the sample results to national estimates. The assumption made is that the raw survey results are representative of the total numbers recorded on the vehicle register. If, from the sample drawn, say, 5 per cent of the returned questionnaires indicate that the vehicle has been scrapped, these returns need to be treated as valid responses since they indicate that around 5 per cent of the vehicles of that type on the vehicle register are actually scrapped. To exclude the scrapped vehicles found on the survey from the sample numbers when grossing up to national figures would result in an over-estimate of the tonnage and tonne-kilometres performed. The calculation of weighting factors for grossing-up the survey results where registers may not be up to date is covered in Chapter 7, section 7.2.3.

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Close liaison should be maintained with those responsible for maintaining the vehicle record. The experience where some of these problems have occurred is that, where the evidence of errors has been shown to those responsible for the vehicle registers, there has been co-operation and a willingness to take steps to improve the data on the vehicle register. However, it is likely to take some years to make a significant improvement to the quality of the data on registers where more than one in five of the entries prove to be in error.

### **3.3 *Defining the sampling frame***

Having identified the best register to use to draw the sample for the survey and obtained the agreement of those responsible for the maintenance of this register that it may be used as a source for the sample of statistical units, it is necessary to examine the data that is held on this register.

The first step is to make a list of the statistical units (vehicles in the case of a vehicle register) that should be excluded from the survey. What these exclusions are (for example, vehicles with a load capacity less than 1 tonne) should have been decided when the objectives of the survey were agreed. However, it may be that the register that will be used does not contain all the necessary information to permit the desired exclusion. This may lead to a review of the coverage of the sample.

The second step is to list all the information on the register that you would wish to capture to add to the survey record. If the register already contains all the data you wish to have about a vehicle, it is sensible to abstract that data from the register and include it on the questionnaire sent to the respondent. The respondent then can be asked to check this data and correct it if it is wrong. This is much less of a burden than asking the respondent to write this information on the questionnaire.

### **3.4 *Sample designs***

Sections 3.4.1 to 3.4.4 cover the sampling strategies that can be adopted when a vehicle register is available. All the units (vehicles) on the register are called the population (of vehicles). Section 3.4.5 on cluster sampling covers the sampling of vehicles via a register of operators or businesses.

Stratification by load capacity of vehicle and by region (if the register permits) is strongly recommended.

- The use of disproportionate stratified sampling (the use of variable sampling fractions - section 3.4.2.2) needs care. The added complexity of drawing the samples and data analysis need to be taken into consideration when planning the first survey.
- A move to a more complex sample design can always be made in a subsequent year after gaining experience in carrying out the first year's survey. Furthermore, the first survey will provide information of statistical measures (sample standard deviations) that will be needed for efficient disproportionate stratified sampling.

### 3.4.1 Simple random sampling

The simplest sample is to select at random from the population register the number of units you require for your sample.

Let **N** be the number of units in the population (on the register) and **n** be the number of units in your sample in one year; then a sample for a week could be drawn as follows:

- Number the units in the register from **1** to **N**.
- Take from a table of random numbers **n / 52** numbers between **1** and **N**.
- The numbered register units matching these random numbers would be units selected for that week.

The process above would be repeated each week. However, this process takes up much time and resources. A more efficient way to draw the sample is:

- calculate the sampling interval **F = N·52/n**;
- take, from a random number table, a starting number (**M**) between **1** and **F**; and, from the register select the unit which matches the starting number **M** and thereafter the units at intervals of **F**, i.e. **M+F**, **M+2F**, **M+3F**, etc.

The system described above could be used to draw the samples for a number of weeks at a time or even a quarter of a year. Section 3.5 of this chapter illustrates the methodology for drawing a sample for a quarter of a year. If resources permit, drawing samples for four weeks at a time is probably most efficient in use of resources and ensuring samples are drawn from the latest version of the register. However, in most countries samples are drawn quarterly.

The above method of selecting samples can also be applied to stratified random samples where the calculations are made for each strata of the sample. In this case the register has to be sorted by the strata used for sampling. It is important that random numbers are used and not any number chosen by the survey statistician at what they might consider "random" ("off the top of my head"). Equally, if the sample is stratified a separate random number should be taken for each of the strata.

- **The formulae**

The formulae for a simple random sample are:

- where  $x_i$  is the  $i^{\text{th}}$  unit in the sample of  $n$  units

- the mean 
$$\bar{x} = \frac{1}{n} \sum_{i=1}^n x_i$$

- the standard deviation 
$$s = \sqrt{\frac{1}{n-1} \sum_{i=1}^n (x_i - \bar{x})^2}$$

- the standard error 
$$se = \sqrt{s^2 \frac{(N-n)}{nN}}$$

$$\text{the percentage standard error (95 \% confidence)} = \sqrt{s^2 \left( \frac{N-n}{nN} \right) \frac{1.96}{x}} 100$$

Where, as is true for the illustrative case in the paragraph below, the factor  $(N - n)/N$  is close to unity because the population is very large relative to the sample, the factor can be omitted and the formula for the standard error reduces to:

$$se = \frac{s}{\sqrt{n}} \quad \text{percentage standard error} = se_{\%} = se \frac{1.96}{x} 100$$

- **An example**

For illustration purposes of the sample designs given in this chapter, the example is given of a country with 100 000 goods road vehicles ( $=N$ ). It is assumed that resources are available to take a sample of 4 000 vehicle-weeks ( $=n$ ) activity spread over a year. Each vehicle sampled being asked to report activity over one week. The "population" - total possible vehicle weeks - is 5 200 000 (100 000 · 52). The sampling percentage is, therefore 4 000/(100 000·52) = 0.08%.

When a simple random sample (SRS) of the activity of goods road vehicles was carried out, the estimate from the survey data of the average tonne-kilometres performed per vehicle per week (the mean) was 248 tonne-kilometres. The standard deviation (the most usual measure of the spread of the distribution) was 480 tonne-kilometres. The standard error around the mean (95% confidence), expressed as a percentage, was 6.0%. The estimated total tonne kilometres performed over the year was 1289.6 million tonne-kilometres (248 · 100 000 · 52). The percentage standard error of a total is the same as that of the mean. So the percentage standard error of the above total is also 6 per cent.

### 3.4.2 Stratified Sampling

If intelligently used, stratification nearly always results in a smaller sample error for the estimated mean (or total) than is given by a comparable simple random sample. Stratification does not imply any departure from the principle of random selection of units. It means that before selecting the units, the population is divided into a number of strata and then a random sample is selected from each stratum. Knowledge of the population is used to increase the precision of the sample.

The total variation (for any variable or attribute) in a population will be composed of two elements: the variation between the strata and the variation within strata. In stratified sampling the variation between strata does not come into the standard error because the stratification ensures that this component of variation in the population is reflected exactly in the sample.

Since only the variation within strata comes into the calculation of the standard error, the greater the proportion of the total variation in a population that is accounted for by the between-strata variation, the greater will be the gain due to stratification. The object, therefore, is to try to arrange the strata so that they differ as widely as possible from each other. For the carriage of goods by road, stratification by the load capacity of vehicles is an obvious step and, as experience has shown, the most effective way of increasing the precision of estimates of vehicle activity.

Even if the sampling fraction is the same for every stratum (that is, the sample size from a stratum is proportional to the population size of the stratum), there should be a gain over simple random sampling. This is because the sample design makes sure that the various strata in the population (vehicle types, regions) are correctly represented in the sample, which is reflected in a reduction in the standard error.

The sampling fraction does not have to be the same for every stratum for stratified sampling. If there is a uniform sampling fraction, the sample design is known as a proportional stratified sample. If the sampling fraction varies between strata, the design is called a disproportionate stratified sample.

### 3.4.2.1 Proportionate Stratified Sampling

- **The formulae**

Assume the population is divided into H strata where,

- $\bar{x}_h$  is the sample mean of the  $h^{\text{th}}$  stratum,
- $s_h$  is the standard deviation of the  $h^{\text{th}}$  stratum, and
- $se_h$  is the standard error of the mean in the  $h^{\text{th}}$  stratum.

The formulae for the mean, standard deviation and standard error of the mean of *each stratum* is the same as those given in the paragraph above, but applied to the sampled units in the relevant stratum.

In proportionate samples, the sampling fraction in each stratum is equal to the sampling fraction for the whole population. That is,  $n_h/N_h$  is equal to  $n/N$  for all  $h$ . This design gives a *self-weighted* sample. One result is that the mean ( $\bar{x}_{\text{prop}}$ ) for the whole sample can be calculated as if the design was a simple random sample; there is no need first to calculate and then weight the strata sample means to estimate the overall mean.

However, the standard error for each stratum ( $se_h$ ) does have to be calculated to compute the overall standard error ( $se_{\text{prop}}$ ). As  $n_h/N_h$  is equal to  $n/N$  for all  $h$ ,  $n_h/n = N_h/N$ . The formula for the percentage standard error of the overall mean is:

$$se_{\% \text{prop}} = \sqrt{\frac{N-n}{N} \frac{1}{n^2} \sum_{h=1}^H n_h \cdot s_h^2} \frac{1.96}{\bar{x}} 100$$

as previously, the term  $(N - n)/N$  can usually be omitted.

- **An example**

Table 3-1 illustrates the effect of using a proportionate stratified sample of 4000 units where 8 vehicle groups have been used as strata. The vehicle groups are by maximum loading capacity (in tonnes) - for road tractors the maximum loading capacity of the semi-trailer that the tractor is permitted to pull is used. The population and total sample size of vehicles is the same as used in the example for simple random sampling (in section 3.4.1). The means and standard deviations of the strata come from an actual sample of the carriage of goods by road in a country of the European Union but the population and sample numbers have been changed to simplify the presentation.

**Table 3-1. Stratified sample design proportional to population**

Vehicle load capacity	Mean	Std Dev	Sample size	Population	Standard error %
Tonnes	$\bar{x}$	s	n	N	Se%
<b>Lorries</b>					
up to 4.9	28	45	1 600	2 080 000	7.72
5 – 9.9	60	80	400	520 000	12.80
10 – 11.9	153	180	800	1 040 000	7.99
12 – 14.9	256	296	240	312 000	14.33
15+	551	481	200	260 000	11.85
<b>Road tractors</b>					
up to 14.9	341	431	160	208 000	19.19
15 – 19.9	603	565	200	260 000	12.72
20+	1 135	851	400	520 000	7.20
<b>All types</b>	<b>248</b>		<b>4 000</b>	<b>5 200 000</b>	<b>4.25</b>

The overall mean is the same as that for the simple random sample, but the standard error has been reduced to 4.25 per cent. However, if one aim of the survey was to obtain reasonably accurate estimates (say standard errors within 10%) of the activity by the various carrying capacities of vehicles, the table shows that for this sample design, five of the eight strata would be outside the desired limits if the sample number has to be restricted to 4 000 units. The largest percentage standard error is nearly 20 per cent, but the sample size for that stratum is only 160.

### 3.4.2.2 Disproportionate Sampling - equal allocation

- **The formulae**

As the standard error of any stratum depends upon the number sampled in the stratum and not upon the number in the population stratum, a sample design having an equal number of sample units in each stratum might be considered. In this case,  $n_h = n/H = a$  constant (**c**). In the illustrative example used here of a sample of 4 000 units in 8 strata, **c = 500**.

The general formulae for stratified sampling are:

– for the overall mean 
$$\bar{x}_{(strat)} = \frac{1}{N} \sum_{h=1}^H N_h \bar{x}_h$$

– the standard error 
$$se_{\%(strat)} = \sqrt{\frac{1}{N^2} \sum_{h=1}^H \frac{N_h - n_h}{N_h} \frac{N_h^2 \cdot S_h^2}{n_h} \frac{1.96}{\bar{x}}} 100$$

As previously, the terms  $(N_h - n_h)/N_h$  can usually be omitted, but a check should be made to ensure that, for some strata, they are not significantly smaller than one.

- **An example**

Table 3-2 shows the result of using equal numbers of sample units in each stratum. The overall standard error has reduced to 3.59 per cent. Apart from the stratum of the lorries with the smallest load capacity, the strata standard errors are close to or below 10 per cent. The standard error for the stratum "lorries up to 4.9 load capacity" has risen from 7.72 per cent to 14 per cent as the sample size fell from 1600 to 500. Increasing the sample size from 160 to 500 for "road tractors up to 14.9 tonnes load" has reduced the stratum standard error from 19.19 per cent to 10.36 per cent.

**Table 3-2. Equal number allocation stratified sample design**

Vehicle capacity	Mean	Std Dev	Sample size	Population	Standard error %
Tonnes	$\bar{x}$	s	n	N	se%
<b>Lorries</b>					
Up to 4.9	28	45	500	2 080 000	14.00
5 – 9.9	60	80	500	520 000	11.39
10 – 11.9	153	180	500	1 040 000	10.18
12 – 14.9	256	296	500	312 000	9.70
15+	551	481	500	260 000	7.26
<b>Road tractors</b>					
Up to 14.9	341	431	500	208 000	10.36
15 – 19.9	603	565	500	260 000	7.79
20+	1 135	851	500	520 000	6.41
<b>All types</b>	<b>248</b>		<b>4 000</b>	<b>5 200 000</b>	<b>3.59</b>

### 3.4.3 Disproportionate sampling - optimal allocation

Increasing sampling rates in strata where the variance among the units is large and reducing rates where the variance is smaller, reduces the overall standard error. The term *optimal allocation* is used where the aim is to assign sampling rates to the strata so that the standard error of the overall mean is as small as possible. If the total number of units in a sample is fixed, the overall standard error will be a minimum if the sampling rate within each stratum is proportional to the standard deviation within the stratum. That is, the number of sample units in stratum **h** is calculated:

$$n_h = \frac{N_h s_h}{\sum_{h=1}^H N_h s_h} n$$

Table 3-3 shows the effect of using optimal allocation sampling rates with a sample of 4000 (the formulae are those given in sub-section 3.4.2.2). The overall standard error has reduced to 2.8%, but the standard error in two of the strata is high.



**Table 3-3. Optimal allocation stratified sample design**

Vehicle capacity	Mean	Std Dev	Sample size	Population	Standard error %
Tonnes	$\bar{x}$	s	n	N	se%
<b>Lorries</b>					
Up to 4.9	28	45	307	2 080 000	17.90
5 – 9.9	60	80	137	520 000	22.21
10 – 11.9	153	180	614	1 040 000	9.16
12 – 14.9	256	296	303	312 000	12.26
15+	551	481	410	260 000	8.09
<b>Road tractors</b>					
Up to 14.9	341	431	294	208 000	13.90
15 – 19.9	603	565	482	260 000	7.95
20+	1 135	851	1 452	520 000	3.57
<b>All types</b>	<b>248</b>		<b>4 000</b>	<b>5 200 000</b>	<b>2.80</b>

#### 3.4.4 Compromise solutions in stratified sampling

The aim may be to try to estimate the means of the strata with the same precision. That is, to aim for the same standard error for each strata. This has been done in Table 3-4; the sample numbers were worked out by taking the numbers in Table 3-3 and modifying them successively until a solution was achieved. Although the strata standard errors are now all below 10 per cent, the overall standard error is now 5.07 per cent.

**Table 3-4. Modified stratified sample design to equalise strata standard errors**

Vehicle capacity	Mean	Std Dev	Sample size	Population	Standard error %
tonnes	$\bar{x}$	s	n	N	Se%
<b>Lorries</b>					
Up to 4.9	28	45	985	2 080 000	9.91
5 – 9.9	60	80	650	520 000	9.91
10 – 11.9	153	180	530	1 040 000	9.88
12 – 14.9	256	296	480	312 000	9.92
15+	551	481	280	260 000	9.93
<b>Road tractors</b>					
Up to 14.9	341	431	540	208 000	9.91
15 – 19.9	603	565	320	260 000	9.93
20+	1 135	851	215	520 000	9.91
<b>All types</b>	<b>248</b>		<b>4 000</b>	<b>5 200 000</b>	<b>5.07</b>

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Tables 3-3 and 3-4 illustrate that, in most cases when taking samples, you are unlikely to be able to have a sample design that will give both the minimum overall standard error and equal strata standard errors. If you wish to have reasonable precision for the estimates of stratum means and the overall mean there will have to be a compromise between the two approaches. This can be done in the same way that Table 3-4 was derived from Table 3-3. Such a compromise solution is given in Table 3-5.

Of course, as well as the estimate for tonne-kilometres, there will be an equal interest in the estimate of tonnes carried. The percentage standard errors for tonnes and for tonne-kilometres are likely to differ significantly in any sample design. Compromise is again needed to provide reasonable precision for both estimates. In addition, the requirement that the samples should be the same size for each of the weeks covered by the survey means that the sample size in each stratum should be a multiple of 52 (assuming the survey covers a year).

**Table 3-5. Modified stratified sample design - compromise 1**

Vehicle capacity	Mean	Std Dev	Sample size	Population	Standard error %
Tonnes	$\bar{x}$	s	n	N	se%
<b>Lorries</b>					
Up to 4.9	28	45	500	2 080 000	14.00
5 – 9.9	60	80	500	520 000	11.39
10 – 11.9	153	180	500	1 040 000	10.18
12 – 14.9	256	296	400	312 000	10.95
15+	551	481	350	260 000	8.82
<b>Road tractors</b>					
Up to 14.9	341	431	500	208 000	10.36
15 – 19.9	603	565	480	260 000	7.97
20+	1 135	851	770	520 000	5.09
<b>All types</b>	<b>248</b>		<b>4 000</b>	<b>5 200 000</b>	<b>3.19</b>

An alternative approach is, having worked out what the overall standard error would be with an optimal allocation, to start with the equal allocation of Table 3-2 and make the minimum necessary changes to strata sample numbers to obtain a satisfactory solution. This is illustrated in Table 3-6. Both the sample designs shown in Table 3-5 or Table 3-6 would meet the aim of reasonable stratum and overall estimates. Table 3-5 gives a slightly better overall estimate while the Table 3-6 solution favours the strata.

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**Table 3-6. Modified stratified sample design - compromise 2**

Vehicle capacity	Mean	Std Dev	Sample size	Population	Standard error %
Tonnes	$\bar{X}$	s	n	N	se%
<b>Lorries</b>					
Up to 4.9	28	45	700	2 080 000	11.80
5 – 9.9	60	80	500	520 000	11.39
10 – 11.9	153	180	500	1 040 000	10.18
12 – 14.9	256	296	400	312 000	10.95
15+	551	481	300	260 000	8.82
<b>Road tractors</b>					
Up to 14.9	341	431	500	208 000	10.36
15 – 19.9	603	565	480	260 000	7.97
20+	1 135	851	620	520 000	5.72
<b>All types</b>	<b>248</b>		<b>4 000</b>	<b>5 200 000</b>	<b>3.41</b>

Table 3-7 provides a summary of the percentage standard errors in the previous tables. It also shows the percentage reduction over a simple random sample in the overall standard error that can be achieved with stratified sample designs for a given fixed overall sample number. In the survey example illustrated in the tables, a simple random sample of 4000 units gave an overall standard error of 6 per cent. Using a stratified optimal allocation design with the same number of units would reduce the overall standard error to 2.8 per cent (a 53 per cent reduction). However, some of the stratum means would not be estimated with much precision.

**Table 3-7. Comparison of standard errors for various sample designs**

Vehicle Capacity Tonnes	Simple Random Sample	Percentage Standard Error around Mean (95% confidence)					
		Stratified sample					Compromise
		Proportional Population	Equal Allocation	Optimal Allocation	Equal errors	1	
<b>Lorries</b>							
Up to 4.9		7.72	14.00	17.90	9.91	14.00	11.80
5 – 9.9		12.80	11.39	22.21	9.91	11.39	11.39
10 – 11.9		7.99	10.18	9.16	9.88	10.18	10.18
12 – 14.9		14.33	9.70	12.68	9.92	10.95	10.95
15+		11.85	7.26	8.09	9.93	8.82	9.58
<b>Road tractors</b>							
Up to 14.9		19.19	10.36	13.90	9.91	10.36	10.36
15 – 19.9		12.72	7.79	7.95	9.93	7.97	7.97
20+		7.20	6.41	3.57	9.91	5.09	5.72
<b>All types</b>	<b>6.00</b>	<b>4.25</b>	<b>3.59</b>	<b>2.80</b>	<b>5.07</b>	<b>3.19</b>	<b>3.41</b>
<b>% gain over SRS</b>							
		29	40	53	16	47	43

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To achieve an overall standard error of 2.8 per cent with a simple random sample, a sample of 18 370 units would have been needed. A sample of 8 750 units would be needed to achieve the same standard error with a proportionate stratified sample, and a sample of 6 400 units with an equal allocation design.

However, it was only possible to calculate the standard errors and (for some designs) the sample numbers for each stratum because information was already available about the population, the means and the standard deviations of each of the strata (from a previous year's survey).

A further complication for road freight surveys is that estimates are usually needed of both tonnes carried and tonne-kilometres performed. This means that the standard errors of both estimates have to be calculated and, for an efficient sample design, a compromise made between the optimal designs for both variables.

If you are carrying out the first survey in an area, it is recommended that a fairly simple sample design should be used. Disproportionate stratified sampling may be more efficient, but it is more complex to control the selection of units to sample and to calculate the weighting factors to gross up the sample results to national estimates. A move to a more complex sample design can always be made in a subsequent year after gaining experience in carrying out the first year's survey. Furthermore, the first survey will provide information on strata standard deviations that will be needed for optimal disproportionate stratified sampling.

### 3.4.5 Cluster and multi-stage sampling

If the vehicle register is not available as a sampling frame and a register of owners/operators or businesses has to be used, sampling has to be a two-stage process. The primary stage sample unit will be the owner/operator or business (primary unit) and the secondary stage the vehicle (secondary unit). This method of sampling is known as *multi-stage sampling*. A special case of multi-stage sampling, where a sample is drawn at the first stage and all second stage units are required to respond is known as *cluster sampling*.

If sampling of vehicles is done by a two stage process with the selection of a sample of operators asked to provide details of the activity of all their vehicles for one given week, the sample is technically a cluster sample. This is because, although details of the vehicles owned are required for only one week of the year and not for the whole year, the first stage sample of owners is technically a sample of owner-weeks.

Intra-class correlation is of crucial importance in sample design and is nearly always positive. The work carried out by vehicles operated by one haulier is likely to be similar and different from that of other hauliers. For example, an operator in the construction business is likely to use mainly tipper lorries. The work done by these vehicles will be very different to that of an operator concentrating on deliveries to large chains of food stores. And that will be different from operators using tankers to deliver petrol to petrol stations. Also the journeys done by large hauliers are likely to be different from that of small hauliers. If every operator carried out a similar mix of work in road goods haulage, multi-stage sampling would be as precise as single-stage sampling.

In most cases multi-stage sampling will increase the sampling variance over that which would be calculated if the survey was a single stage random sample. The effect on the sampling variance can be illustrated for the simplified case where there is a population of  $KN$  units consisting of  $K$  first stage units (primary survey units - PSUs) each PSU consisting of  $N$  secondary units. If a sample of  $k$  PSUs is taken and all the secondary units in these PSUs are surveyed, then the sampling variance  $\text{Var}(M)$  for the mean (or total) value of a variable is:

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$$\text{Var (M)} = \text{Var (R)}[1 + (N - 1)p]$$

where  $\text{Var (R)}$  is the sampling variance for a simple random sample of the same size ( $kN$ ) and  $p$  is the intra-class correlation. The intra-class correlation can vary between 0 and 1. The ratio  $\text{Var (M)}/\text{Var (R)}$  is called the design effect (Deff) - a measure of the increase of the standard error for the design over that which would be calculated if the sample was considered as a simple random sample.

In the above equation, if  $N = 1$ , that is there is only one second stage unit for each first stage unit, the sample is the same as a simple random sample. If  $p = 0$ , that is there is no intra-class correlation it implies that each of the PSUs is as heterogeneous as the population generally. Neither of these cases is likely to arise for a sample of road goods operators as PSUs.

If the units of a cluster are very similar to each other and markedly different from that of other clusters,  $p$  (the intra-class correlation) is likely to be nearer 1 than 0. The closer  $p$  approaches 1, the greater will be the design effect, which will always be greater than 1.

Even a small value of  $p$  could result in a large design effect if the numbers in a cluster are of any magnitude. The product of  $p(N - 1)$  can be large if  $N$  is large even if  $p$  is small. For example, if  $p = 0.1$  and  $N = 50$ , then the variance from a sample of clusters would be 4.9 times that from a simple random sample of the same number of units.

This leads to an important feature of cluster sampling. The more heterogeneous the clusters are within themselves (that is the more the clusters are like the population), the less the precision will be lost by clustering. This is the opposite of the aim of stratification, where the aim is to make the strata as homogeneous within themselves as possible. Therefore, if it is possible to do so, it is better to take a large number of clusters with a small number of secondary units. Unfortunately, this is unlikely to be the case in surveying the activity of goods road vehicles through an initial sample of operators and the prospect of a very considerable increase in sampling error that results from clustering has to be faced.

A major problem when the PSUs vary markedly in size is the control over the sample size. There are sample designs for multi-stage sampling where the number of secondary stage units per PSU vary markedly. Each situation for which a multi-stage sample has to be used needs to be studied carefully. Solutions are often "tailor-made". To cover all the possible designs for multi-stage sampling are beyond the scope of this Manual. If such a survey design is required, the reader should refer to the books "for further reading" listed in the Bibliography.

The calculation of standard errors for complex sample designs can require considerable effort. A design that gives simple formulae for standard errors is the "paired selection" design. This is described in Kish (1965). Another approach is using "replicated" sampling - see Deming (1960). See the references in the Bibliography.

### **3.5 Drawing the sample**

#### **3.5.1 Extraction of data from vehicle register**

Obtain an extract from the vehicle register of the records of all the vehicles that will be covered by the survey. The extract should, ideally, be taken to record the state of the register as at the mid-point of a quarter of a year. (For example, obtain extracts as at 15<sup>th</sup> day of February, May, August, and November).

The process outlined below is carried out for each extract. If it is not possible to obtain an extract of the complete vehicle register from the controllers of the register, possibly due to legal restrictions, the controllers of the register would have to be commissioned to carry out the extraction process specified in the following section.

Sort the vehicle records from the vehicle register into groups according to the stratification agreed for the survey (this may be type of vehicle, gross vehicle weight, region, etc.). Then sort each group by some variable as instructed by the head of transport statistics (i.e. region, year of manufacture, carrying capacity, gross vehicle weight). Produce a count of the number of vehicles in each group.

#### **3.5.2 Calculation of start and interval numbers for the survey and selection of sample**

When selecting the sample for one quarter of the year, let the total number in any vehicle group = **N**.

For that vehicle group let "**n**" = number of vehicles to be sampled per week –  $13 \cdot n$  per quarter.

Then, Interval number "**I**" for that group =  $N/(13 \cdot n)$ .

For each group select a start number **S** = random number between 1 and **I** (use table of random numbers or computer to obtain the random number - a new random number should be used for each group).

For each sorted group of vehicle records select the **S**<sup>th</sup> record, the **S+I**<sup>th</sup> record, the **S+2·I**<sup>th</sup> record and so on until the end of the group. Copy to the vehicle computer file of the survey all the data required for the selected vehicles.

#### **3.5.3 Allocation of records to relevant weeks in quarter**

Week 1 records for each group are records 1, 14, 27, 40, etc. on file,

Week 2 records are records 2, 15, 28, 41, etc. on file,

Week 13 records are records 13, 26, 39, 52, etc. on file.

Transfer to the vehicle computer file, all the fields of which should be created at the same time - add the relevant survey week, year and unique record reference number.

### **3.6 Encouraging response**

The reason why most, if not all, people run a business is to make a profit. Any work which is done in business hours that does not assist the aim of making money is normally avoided if possible, and if not, is unlikely to be done with much care or enthusiasm.

Those working in the road haulage industry are not noted for their co-operation with the State. Competition is tough; too many road hauliers are competing for the business available. Time spent filling in statistical forms, in the view of the road haulier, could be better spent earning money.

So, what can the statistician do to get a reasonable response rate to his survey? What weapons can be used to encourage operators to reply?

Filling in forms from the State will not be welcome tasks to any business - unless there is a good incentive to do so. There are basically two types of incentive - **rewards** and **fear**. Receiving a worthwhile sum of money (usually a subsidy from the State) is always an excellent incentive. Getting permission to operate legally is also an incentive for most people. Filling in statistical forms rarely provides anyone with an incentive, although the fear of prosecution under a Statistical Law for not sending in a return may persuade many people to return the questionnaire. However, it is more likely that a company would be more concerned that a prosecution under a Statistical Law would be used as a reason to refuse the company permission to operate legally in a future year.

Before considering the incentives, however, the statistician should make sure that every practical step has been taken to make the survey acceptable as possible to those who are to be asked to fill in the questionnaire. These steps can be summarised under three headings: publicity, simplicity, checking.

#### **3.6.1 The benefit of publicity**

The more publicity you can get for your survey the better. Make sure all the publicity gives the reasons why the data are needed and stresses the fact that the survey has been designed to place the minimum possible burden of extra work on those asked to fill in the questionnaire.

Try to get the publicity directed at those who will have to fill in your questionnaire. Is there a trade press – can you get articles about the survey published in it some months before the survey is due to start and when the first questionnaires are being sent out?

If there is a trade association, make an early contact with it to explain the need for the data and the reasons for the survey. Also discuss the survey design with the trade association's officials and invite them to give their comments on the questionnaire you propose to use. Keep in regular contact; do everything you can to get the trade association to support the survey. A trade association's support for a statistical survey is a valuable asset that can do much to persuade the association's members to complete your questionnaire.

It is also useful to visit a number of road haulage companies, particularly any company that is considered by the road haulage industry to be a leader in the industry. During the visit, the need for the data and the reasons for the survey would be explained and comments sought on the questionnaire.

### 3.6.2 Minimising the response burden

This means making sure that everything possible has been done to make the filling in of the questionnaire as simple as possible. Remember that those completing the questionnaire will not be as interested as you in the answers, will not take much care in accuracy, and are unlikely to have your level of education.

Wherever possible, provide boxes for the haulier to put a tick (✓) in the box against the right response or a box in which to write the answer. Try to avoid asking the haulier to code an answer. It may save you staff who would have to code a written answer but the quality of coding is likely to be much worse and, more importantly, will almost certainly mean that some hauliers will not reply because of the extra difficulty of coding answers.

Make a first draft of the questionnaire (together with notes of guidance on completing the questionnaire). Put as many notes of guidance as possible on the actual questionnaire, but make sure the questionnaire layout looks clear and attractive.

Show the draft to one or two staff in another branch of your organisation and ask them to tell you what information they think you have asked for in the questionnaire or have given in the notes of guidance. It is very easy when drafting a questionnaire to use a phrase that you believe everyone will understand only to find that the phrase is interpreted differently by some other people.

After clearing the language within the office, get comments from the trade association and some road hauliers. Redraft your questionnaire as far as possible to take account of the comments received and ask some road hauliers to complete it as a pilot study and to give you any further comments. It is useful to ask for a record to be made of the time it took these hauliers to complete the questionnaire – useful ammunition if you get a complaint in the future about how long it takes to fill in your questionnaire.

### 3.6.3 Checking

Checking means making sure that everything is going according to plan:

- The questionnaires are sent out to the selected hauliers in sufficient time to give a haulier notice to keep whatever records are required to fill in your questionnaire.
- You have a system in place to check that a selected haulier has received the questionnaire; a reply-paid post card or a telephone check.
- Your survey management system can keep track of incoming responses from different weeks of the survey so that you can identify which hauliers have not replied after a given period and you can send them a reminder.

### 3.6.4 The benefits of a reminder system

A first reminder (by post or telephone - whichever is the cheaper) should be sent about two weeks after the end of the relevant survey week. This allows a reasonable time for the haulier to complete the questionnaire and for any postal service delays. This first reminder should produce a significant increase in overall response rate and should form an important feature of your survey strategy. Make sure your survey plan and costing includes staff and resources for the reminder exercises.



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A second reminder (sent between three and four weeks after the end of the relevant survey week) is also worthwhile. This reminder should include any threat you can make about prosecution under a Statistical Law.

A third reminder by telephone (one week after the issue of the second reminder) can also be worthwhile. It is unlikely any further reminders would be of much benefit as hauliers would use the excuse that the relevant survey week would be too far in the past for them to recall the information. The experience of countries that have used reminders for surveys of goods road transport is that around 30 to 40 per cent of the total response is received after the issue of reminders.

### 3.6.5 Incentives

Fear of prosecution can be a useful incentive, provided you can be sure that those who have to sanction the use of the prosecution process are willing to do so. News that some hauliers have been prosecuted (and hopefully made to pay a reasonably large fine) for not completing your survey will probably spread quickly within the road haulage industry and lead to an increase in response. Just as equally, threatening to prosecute and never doing so could lead to this fact becoming known in the industry and response rates could therefore fall over time.

Finally, if the laws of your country permit and you can find the finance, you can give hauliers a reward or the opportunity to receive a reward if they return their completed questionnaire. A reward scheme on one of the following lines can prove very successful in getting a high response from road hauliers:

- One response is selected at random from all the responses to the survey for a quarter of the year and that haulier is sent a credit note for (say) 100 litres of fuel. The reward needs to be sufficiently high to make it an attraction to hauliers, but not too expensive for the survey management.
- A small gift is sent to every respondent. Clearly, this could not be financed by the survey management. It might be possible to come to an arrangement with a national state oil company to provide the gift, such as a road map or a working jacket with the name of that oil company on the back of the jacket.

**Chapter 4**  
**PREPARATIONS FOR THE SURVEY-**  
**QUESTIONNAIRE DESIGN**

## 4.1 Questionnaire design

For reasons of cost, surveys which aim to collect information about the transport of goods by road must necessarily be postal surveys; interview surveys, whether face-to-face or telephone, are generally too expensive and are better suited to gathering attitudes rather than facts. Postal surveys do, however, have a potential drawback; their response rates are generally lower than interview surveys.

The topics "Encouraging response" in the previous chapter and "Dealing with non-response" in chapter 6 are relevant to the subject of questionnaire design. It is impossible to avoid the subject of response rates altogether since the main criteria – in judging whether or not a questionnaire is well designed – is whether it is successful in eliciting full and accurate information.

### 4.1.1 Principles of questionnaire design

Given that, generally, surveys of goods road transport will be postal surveys, this affects the design and content of the questionnaire:

- the questionnaire must have a simple structure; it is not a good idea to ask respondents to skip certain questions according to their replies to others (or if certain conditions apply). If this is done it should be used sparingly. What is a good system for interview-based surveys can lead to some questions being overlooked.
- questions must be crisp, unambiguous and use words that will be familiar to the respondent since (as it is a postal survey) no further explanation will be forthcoming.

The questionnaire is going to be completed – hopefully – by a lorry driver or a transport manager. Both are busy, often stressful, occupations. Therefore, regarding the content of the questionnaire itself, it must:

- aim to collect only information which is readily available – information which the respondent *knows* or which is easily accessible from records and information which the respondent is willing to disclose. For example, hauliers are generally very unwilling to divulge the price they are charging a customer for a journey for which they may be willing to disclose other details of the journey;
- not ask for too much information. In some countries information is requested about each stage of every trip made by a specified vehicle in a week (e.g. distance travelled, load carried). However, simplified information on a different part of the questionnaire is gathered when the trip consists of five or more stops – since it is recognised that asking for details of every stage of such multi-stage journeys would be too burdensome, otherwise the haulier would either not respond at all or under-report work;
- contain questions that are easily understood and unambiguous. Even if the questionnaire contains a phone number that respondents can call in case of difficulty, many will be attempting to complete the questionnaire outside office hours.

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To help in obtaining a good and accurate response, the questionnaire should be accompanied by a covering letter that tells the haulier:

- who is conducting the survey, and why;
- the importance of the survey and the importance of the individual's co-operation;
- what penalties (if any) will ensue should he fail to complete and return the questionnaire;
- that telephone help is available should he need assistance in filling out the questionnaire, and
- that all information on the questionnaire will be treated in confidence and the individual detail will not be made available to anyone outside the Statistical Office.

Sometimes, instead of being reluctant to complete the questionnaires, hauliers are too eager to help. They discover, on receiving a questionnaire asking for details of work undertaken by a vehicle in a specified week, that the actual vehicle was laid up during that week and so, anxious to provide some information, they complete the questionnaire giving details of *another* vehicle's work. The covering letter should ask them not to do this since the survey aims to collect accurate and unbiased information about the activity of all goods vehicles, whether working or not.

A unique reference number (perhaps the registration number of the vehicle) should be printed on the questionnaire itself. If a questionnaire is returned without any identification and if there is missing information, it will not be possible to contact the haulier who completed the questionnaire. If the vehicle has been sampled from an administrative database, the data on the returned questionnaire should be combined with vehicle data derived from the administrative database. This will not be possible if the vehicle's identity is not known.

It is often useful, when sending the questionnaire, to include notes which are designed to help the haulier in filling out the questionnaire. Such notes should be as short and as clear as possible and, ideally, should not be necessary. However, since the respondent is often asked to *code* some parts of the questionnaire as well as provide written information, "Notes for completion" are inevitable.

Certain items of information (i.e., the nature of the business to whom the questionnaire has been sent, or the commodity carried on a particular journey), will be written onto the questionnaire by the respondent and coded when the questionnaire is returned. In general, it is not reasonable to ask the haulier to decide, for example, which NST/R commodity code applies to the goods he carried; there are too many codes and it is too much work for the haulier to select the correct code. Therefore, most coding takes place in the office when the forms have been returned.

However, it is reasonable to ask the haulier to indicate whether or not the commodity carried was classifiable as "dangerous" and, if it was, to ask him to add a code on the questionnaire, using the standard codes, indicating the type of dangerous goods carried. Statistical Office staff would sometimes not know, for example, from a written description of an exotic chemical, whether a load was dangerous, and a haulier must by law know the nature of the dangerous goods he carried.

It is a good idea to ask hauliers to add codes themselves onto the questionnaire where the numbers of possible codes are few; it saves space and reduces the size of the questionnaire. For example, it is useful to record how each load is carried – in an ISO container, on pallets, in bulk, etc., and it is relatively simple to provide the haulier, either on the questionnaire or in the "Notes for Completion", with a code list. It saves space and relieves the haulier from the chore of having to write the information in full against each trip.

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However, if it is decided to allow hauliers to code or to select a code from a number of choices, it is important to ensure that the choices offered cover the full range of alternatives. This is usually achieved in three main ways: by pre-testing the questionnaire, by sending it to a small number of potential hauliers, and by monitoring the codes which are actually being used when information from the questionnaires is put into the computer. As an example, the following codes were used in a survey carried out some years ago to record how each load was carried (note: these codes do not cover the full breakdown by cargo type required by the Regulation):

- IC        ISO container or swap body.
- PL        On pallets.
- PK        Other packaging (semi-bulk, but not in a container or swap body).
- BU        Liquid / solid bulk.
- OT        Other.

It was apparent that a large number of "Other" codes were being used. After examining the questionnaires, it turned out that there are other types of transportation bodies/packaging that hauliers considered were not covered by the above scheme (for example, goods in wire cages). Also, in some cases, hauliers misunderstood the coding scheme (e.g. sand carried in tipper lorries being coded as OT and not BU).

These problems could have been covered in the notes for guidance or by some slight expansion of the coding details given on the questionnaire if they had been discovered during the pilot tests of the codes.

It is essential to monitor constantly the codes that the Statistical Office staff and the hauliers are using to classify commodities and other variables. One should not have to wait until all the data for a year have been collected and put into the computer to discover that, for certain items, "Other" or "Miscellaneous" had been used 80 per cent of the time.

Since the information collected by the questionnaires will be analysed by computer, it is important when designing the questionnaire and the coding of the information to consider the data processing aspects. In particular:

- data that cannot be analysed easily by computer should not be collected; generally, this restricts such information to quantities and codes. For example, it might be thought worthwhile to collect information about the make and model of the lorry, but textual descriptions cannot be analysed; groupings are not possible due to variations in spelling, and coding staff cannot realistically be expected to assign a unique code to each make and model since there are far too many;
- the questionnaire should be designed to leave space for the codes (e.g., for origin, destination, commodity, etc.) to be written onto the questionnaire so that the data can be keyed (if facilities are available) *without* having to transcribe the information onto a "keying document"; and,
- the same journey may be repeated many times a day (for example, a lorry travelling between a quarry and a ready-mix concrete factory). Some indication ought to be given to the haulier that, in such cases, he need only enter the journey details once and indicate how many such identical journeys were made on the same day. The processing software should allow for such multiple trips and should not require the same information to be input repeatedly. However, in this case it should be made very clear to hauliers that the journey details to be entered should refer only to one of the journeys. In some surveys where questionnaires have allowed for the recording of a single such journey and the number of identical journeys, it has been obvious that in some cases a haulier has recorded the total tonnage carried and total kilometres travelled on all these journeys.

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### 4.1.2 The data required

We turn now from the general aspects of the design and layout of vehicle activity questionnaires towards more specific remarks about their content – about the information which hauliers are asked to provide for Regulation 1172/98. Most European Union Member States sample individual vehicles and ask the vehicle's operator to supply three sets of details for a specified survey period (generally seven days):

- Details of the enterprise (where it is located and the nature of the business);
- Information about the vehicle;
- Information about all the work – including empty running (although this is an optional variable under the Regulation) – that the vehicle undertook in the period.

By carrying out the survey continuously throughout the year, by sampling the same number of vehicles every week and taking all possible steps to obtain a high response, unbiased statistics can be compiled of annual road freight activity.

It is useful to describe and comment upon the various data items that such questionnaires could request. Although questionnaires will vary from country to country (due to differences in regulatory regimes and other factors), essentially questionnaires used in EU countries are very similar. This is because the surveys are carried out in a similar fashion and each Member State must, under the terms of the Council Regulation, submit the same statistics on the carriage of goods by road to Eurostat.

#### 4.1.2.1 Data on the enterprise

The definitions of all the data items required under the Regulation are covered in Part B of this Manual.

Data collected about the enterprise, whose vehicles have been sampled, comprise location and type of business (coded to NACE Rev. 1.1). The latter is of some use in determining the split in road haulage between own account (firms carrying goods in the course of their own business and not for anyone else) and hire or reward (road haulage firms), but the same information is collected about the vehicle journeys. For own account operations, this data item – "Type of business" is useful because it shows the relative contribution to road freight by different types of industry.

It should be noted that in some cases data that might be considered as vehicle-related is actually recorded as journey-related because the value of the variable may change from journey to journey. An example of this is the addition of a trailer to a lorry for some journeys but not for others. However, the Regulation permits countries, if they wish, to simplify the recording of these variables where the vehicle configuration may change during the survey week or the vehicle may be used for both types of transport (see Annex A of Regulation, "Successive configurations" and "Change in type of transport"). In such cases either the configuration for the first journey recorded or that used most is to be recorded. For the type of transport, the main mode of utilisation is to be recorded.

#### 4.1.2.2 Data on the vehicle

Data collected about the **vehicle** for the Council Regulation include the following (some of this data is not obligatory for the first few years of operation of the Regulation):

- **Age of vehicle (in years) since its first registration:** In general this variable has to relate to the date of first registration in the country carrying out the survey. Where a significant percentage of the vehicle stock has been imported second-hand from other countries, it may be impossible to collect data on the actual age of these vehicles.
- **Possibility of using vehicle for combined transport:** The classification and coding of this vehicle had not been agreed at the time of the preparation of this manual. The aim of the variable is to identify those vehicles that are specifically designed for use in combined transport.
- **Kilometres covered during survey period when loaded and (separately) when empty:** the kilometres covered when a vehicle is not carrying a load was an optional variable when the Regulation was adopted. However, Eurostat hopes that most countries will find it possible to collect this information from the first year of collecting data under this Regulation.
- **Reason for non-use:** If no activity is reported it is essential to ask *why*. It is important to know both the percentage of vehicles not working in an average week, and the reasons. However, this question may help deter the haulier from reporting activity during the week simply to avoid the chore of completing the questionnaire. One way to try to prevent this (as illustrated in the model questionnaire in section 4.2 of this chapter) is to ask the haulier to record the number of days in the survey week when the vehicle was not used and the reason why.

Other data variables which countries might find useful to collect for their own internal uses are:

- **Fuel purchased during survey week:** Very important as it enables estimates of average fuel consumption to be made. Satisfactorily reported, but sometimes omitted.
- **Vehicle's mileage within last 12 months (or since vehicle acquired if less than 12 months):** If traffic counts are available for a country, this variable provides a way of estimating the amount of under-reporting of vehicle activity. Reported well; some evidence of rounding to thousands of kilometres.
- **Body type of goods road motor vehicle:** Useful in some countries if there is no other source of information.
- **Body type of trailer/semi-trailer:** Useful in some countries where trailers are not registered and there is no other source of information about the usage of different types of trailers.
- **Type of fuel used:** Useful in some countries if the survey covers small vehicles and there is no other source of information.

Some of these data items (for example, date of first registration, body type, taxation class, type of fuel used) may be available from the vehicle licensing database from which the sample may be drawn. As has been mentioned previously in this chapter, such data items should be included in the questionnaire and the respondent asked to check that the data are correct.

### 4.1.2.3 Data on journeys

During the survey period, a goods road transport vehicle (or vehicle combination of motor vehicle plus (semi-) trailer(s) - for the rest of this chapter the term "goods vehicle" will be used to refer to both a single vehicle or a combination) may make a number of journeys. These journeys will be either loaded (there are goods and/or waste material in the lorry, trailer or semi-trailer; waste material being treated as a particular type of goods) or unloaded (there are no goods or waste material in the road goods vehicle(s)).

A loaded journey is defined (see "Glossary for Transport Statistics" and Part B of this Manual) as starting when goods are first placed in a goods vehicle, the vehicle previously being empty, and ending when goods are unloaded from the vehicle and the vehicle is subsequently completely empty. A laden journey, therefore, can cover several basic transport operations; a basic transport operation being defined as the transport of one type of goods between its place of loading and its place of unloading.

Information on basic freight transport operations by road is collected on the basis of:

- either a description of each basic goods transport operation (with additional details on unladen journeys),
- or a description of the journeys made by the vehicle in carrying out these basic goods transport operations.

For the majority of journeys a laden journey represents one basic transport operation with:

- a single type of goods loaded (as classified to the 24 groups of the NST/R classification)
- a single point of loading for the goods, and
- a single point of unloading for the goods.

In this case the two methods are equivalent.

However, several basic transport operations can be carried out during one laden journey because:

- there are several points of loading and/or unloading of the goods (limited in number and normally no more than four to avoid placing an excessive burden on the respondent. There is separate treatment for "collection and/or distribution" journeys).
- and/or there are several different types of goods transported during the single laden journey.

The various points of loading and unloading (up to four) need to be recorded in order to calculate the tonne-kilometres performed during the journey. Where countries record only the main type of goods carried, Eurostat accepts the loss of information due to this permitted simplification but requires Member States to make mention of this simplification in their communications to Eurostat.

The data items collected for ***journeys of up to four stops*** include the following:

- **Day of week:** Useful in examining policies aimed at restricting the movement of lorries at weekends (strictly defined as the day upon which the journey started) as well as a check on the recording of all the vehicle activity during the survey reference period.



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- **Maximum permissible weight:** Very important for analysis as it can determine vehicle taxation rate. May be available from administrative records but can vary according to whether a trailer is attached to the vehicle or the type of semi-trailer attached to a road tractor.
- **Load capacity:** Helpful for sample stratification, checking information on weight of goods carried and for policy investigation purposes (e.g. those affecting vehicle weight); reported very accurately, well known by the haulier – if he carries a heavier load he will be overloaded and liable to prosecution.
- **Number of axles:** Important for policies concerning vehicle tax (axle loading determines road wear and hence helps determine the relative amount of tax payable by vehicle having differing numbers of axles). The number of axles on the tractive vehicle and on the trailer/semi-trailer are recorded separately. If the vehicle tows two trailers the code appropriate for the total number of axles on all trailers should be used.
- **Type of transport** - hire or reward or own account.
- **First place of loading/ last place of unloading of the goods:** A computerised gazetteer covering a single country (or the whole of Europe) is useful to determine where each location lies. The same software that provides the gazetteer also estimates the distance of the optimum route between the origin and destination. Useful for checking stage distances (see below).
- **Countries crossed in transit** (up to five).
- **Places of loading/unloading if vehicle was transported by another means of transport for part of its journey.**

For each *stage of the journey*:

- **Weight of goods carried:** The questionnaire must make it clear to the haulier whether the weight of any packaging or the container is to be included or excluded.
- **Whether vehicle fully loaded, not fully loaded, or empty (in terms of volume).**
- **Loaded (or empty) distance travelled:** This can be checked by software that, using a detailed description of the road network together with a comprehensive place name gazetteer, works out an optimum route. Actually, the main market for this computer software is road haulage companies.

### 4.1.2.4 Data on the goods

The following data should be collected about the **goods** carried on each journey:

- **Type of goods carried:** Haulier describes goods that are then coded by Statistical Office staff to NST/R two digit groups. It is not recommended that hauliers be asked to code this data themselves as the codes are too numerous and the ability to check the quality of data returned is lost. Fairly well reported, although there is a tendency for the haulier to record "Goods" (!) or "Sundries".
- **Weight of goods carried:** The questionnaire must make it clear to the haulier whether the weight of any packaging or the container is to be included or excluded.
- **Cargo type (how carried):** Not well recorded; hauliers confuse type of vehicle (e.g. tipper) and how the goods are carried on the vehicle.
- **Dangerous goods:** Often coded by the haulier from notes. Essential information which is well recorded.

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- **Places of loading/unloading of the goods:** A computerised gazetteer covering a single country (or the whole of Europe) is useful to determine where each location lies. The same software that provides the gazetteer also estimates the distance of the optimum route between the origin and destination.
- **Distance travelled:** This can be checked by software that, using a detailed description of the road network together with a comprehensive place name gazetteer, works out an optimum route.

### 4.1.2.5 Collection and delivery journeys

The haulier is not asked to supply details of every stage of a journey of four or more stops. For this type of journey it is not feasible to ask the transport operators to describe the individual transport operations. Instead, in a separate section of the questionnaire, he supplies the same data items as above but for the whole journey. "Weight of goods" is replaced by "Total weight of goods collected" and "Total weight of goods delivered". The "Number of stops for delivery" and "Number of stops for collection" are also to be recorded. This information allows a rather involved calculation to be made of the journey's total tonne-kilometres.

### 4.1.2.6 Possible additional variables

Many other questions could be asked on freight activity questionnaires but are often omitted for a variety of reasons, mainly to reduce the burden of completing the questionnaire, or because it is thought that their data quality would be poor. Examples include:

- **Make and model:** If it were possible to record make and model, then this data would be very useful to market researchers who could determine what kinds of road freight work were being undertaken by different makes of lorry. Make and model cannot easily be coded, but may be available from the administrative records from which the vehicle sample is drawn;
- **Detailed vehicle data:** Some information such as the number and type of lorries fitted with "road friendly" (air) suspension is not available from any source, but would be useful to policy makers, particularly those who are concerned with regulations governing the construction of goods vehicles. Such data would probably be readily available, but we do not collect it to avoid increasing the overall burden on hauliers;
- **Motorway usage:** Policy makers would like to know what type of goods are transported on motorways (the proportion of goods vehicle mileage travelled on motorways can be obtained from traffic studies, but such studies cannot detect the commodities that are being carried). However, hauliers cannot realistically be asked to record separately distance travelled on motorways. However, it may be possible, if the computer software previously described (which calculates optimum routes) is developed, to have that software calculate motorway distance separately;
- **Fleet size:** In investigating the likely consequences of developments in road freight policies that will affect small operators in a different way from large operators, it would be useful to know the size of the fleet of the sampled vehicle. That is, how many other vehicles does the owner of the sampled vehicle operate. In this way, analysis of road freight activity by fleet size could be produced. This is a reasonable question to ask, but it may be left out purely to reduce the number of questions;

- **Stage start/end times: This would be useful in enabling studies of the speed of road freight to be made.** In practice, such a request would place far too great a burden on the operator, who would either not respond or fake the data.

#### 4.1.2.7 A model list of questions

This section sets out a list of questions that could be included on a questionnaire for a survey of the carriage of goods by road. All the data (including the optional ones) required by Council Regulation 1172/98 are covered in this list of questions. Some information (marked \*) may be available from the sample vehicle register and need not be asked of the respondent but it is useful to include this data on the questionnaire and ask the respondent to check the accuracy of the register. Load capacity should always be checked.

Some of the information about the vehicle (marked #) may change during the survey period; for example, a lorry may do some journeys with a trailer and some without. Annex A of Council Regulation 1172/98, under the heading "Successive configurations" indicates that Eurostat would wish to have these successive configurations recorded and the data supplied for each journey. However, where countries find it is not possible to record these successive configurations, the Regulation indicates that the configuration corresponding to either that of the first laden journey made during the survey period or that most frequently used during the period should be recorded.

- **Questions of owner (operator)**

1. Name of operator of vehicle\*
2. Address of operator\*  
ZIP code - Town/Settlement  
Street - number
3. Survey reference week
4. Identifier of operator\*
5. Private operator or business\*
6. Type of business (main activity - NACE)\*

- **Questions of vehicle**

7. Vehicle registration mark\*
8. Type of vehicle (lorry/road tractor)\*
9. Year of first registration\*
10. Number of axles on vehicle
11. Unladen weight (kg)\*
12. Maximum permissible laden weight (kg)\*
13. Load capacity (kg)\*
14. If vehicle sold or scrapped
15. Date of selling/scrapping
16. Name of new operator if sold
17. Address of new operator - ZIP code - Town/Settlement - Street - number

## CHAPTER 4. PREPARATION FOR THE SURVEY – QUESTIONNAIRE DESIGN

18. If vehicle used trailer/semi-trailer in week (#)
19. Number of axles on trailer/semi-trailer (#)
20. Load capacity of trailer/semi-trailer (kg) (#)
21. Body type of vehicle/semi trailer (#)
22. Type of use: - hire or reward - own account - household - mixed activity
23. Type of fuel used
24. Quantity of fuel purchased in the reference week
25. Days in work / out of operation:  
In work - Repair - Holiday - No driver available  
No work - Driver gone for holiday - Other causes  
Total (7 days)
26. Kilometres in the last 12 months
27. Usage period of vehicle in last 12 months
- 28-30. Three optional fields for specific country use

• **Questions on journeys with 1 - 4 stops:**

31. Date of journey started - Day - Month
32. Place of origin (settlement or country)
33. Place of destination (settlement or country)
34. Distance travelled
35. Weight of goods loaded (kg)
36. Type of goods (according 24 NST/R groups)
37. Type of dangerous goods
38. Type of cargo
39. Weight of goods unloaded (kg)
40. Trailer used or not (if lorry)
41. Type of transport - Hire or reward - Own account
42. Number of journeys of exactly the same type during that day

• **Questions on journeys with 5 or more stops - "collection-delivery journeys"**

43. Date of journey started - Day - Month
44. Place of origin (settlement or country)
45. Place of last destination (settlement or country)
46. Distance travelled loaded
47. Distance travelled empty
48. Weight of goods delivered (kg)
49. Weight of goods collected (kg)
50. Type of goods (according NST/R)

## CHAPTER 4. PREPARATION FOR THE SURVEY – QUESTIONNAIRE DESIGN

51. Type of dangerous goods
52. Type of cargo
53. Number of stops on journey
54. Trailer used or not (if lorry)
55. Type of transport – Hire or reward – Own account
56. Number of journeys of exactly the same type during that day

### 4.1.3 Pilot testing

Having designed the layout and content of the questionnaire, it is essential to pre-test the questionnaire before beginning the full survey. Changes to an existing questionnaire should also be pre-tested. The amount of pre-testing needed depends on the familiarity of the respondents with the survey. For a new survey, a colleague in the Statistical Office should be asked to give a first view on the questionnaire. It should then be sent to a small sample of vehicle operators (or even better taken personally by the questionnaire designer to the operators) asking them to fill in the questionnaire and to comment on any difficulties experienced. This will help reveal:

- which questions are unclear or ambiguous;
- which questions are poorly answered either because the information requested is not readily available or because the haulier is unwilling to provide the information;
- whether the range of alternatives provided for certain questions does, in fact, cover most possibilities;
- the adequacy, or otherwise, of the notes which are designed to help the haulier complete the form;
- whether the layout of the questionnaire is satisfactory;

If this is a first survey the above testing should then be followed by a larger pre-test sample carried out, ideally at least three months before the planned start date of field work of the actual survey. This will provide a further check on the points mentioned above and, provided the completed questionnaires are then processed, whether the survey management procedures for processing are adequate.

This testing should be carried out sufficiently far in advance of the planned date of the start of the actual survey to allow for modifications to the wording of questions (and for a further re-test!).

Pre-testing the questionnaire will also inform you about the completeness and accuracy of the database from which the sample is drawn. For example, a survey was carried out in one country of the freight activity of the heaviest 44 tonne articulated vehicles. At the time of that survey, such vehicles were only allowed to operate at that weight when taking goods to or from a railhead. The computer staff operating the vehicle licensing database were instructed how the sample was to be selected but, unwisely, a pilot test of the survey was not carried out. After the first few batches of questionnaires were sent out, it became apparent that the owners of the vehicles to whom the questionnaires were sent did not generally operate the vehicles.

There are also a few instances of this discovered during regular surveys of road freight. However, for some rather obscure financial reasons, it turned out that most 44 tonne vehicles were leased to a third party. Thus, a great deal of unexpected extra work had to be expended in redirecting questionnaires to the actual operators of the vehicle. This work could have been anticipated and allowed for had the survey been piloted.

## **4.2 A model vehicle questionnaire**

In some cases several basic transport operations are carried out in the course of one laden journey. There may be several points of loading and/or unloading or several different types of goods transported during a journey. Countries have the option of recording only the main type of goods carried, the maximum tonnage carried at any point in the journey and the total tonne-kilometres performed during the journey. Other countries may collect information about each type of good carried and its place of loading/unloading.

The questionnaire design must reflect the option of data recording chosen. For this reason it is not possible to set out a single model questionnaire that would collect only the data required for both the above options. Of course a questionnaire design that collected information on all the types of goods carried would also provide the data on the main type of good but this would place a considerable extra burden of work on the respondents.

The treatment of journeys with more than one stop is covered in detail in chapter 6. Where countries exercise the option to record only the main type of good carried on a journey, it is possible to use the computer to identify the various types of journey if one extra piece of information is collected about each stage of a journey.

On the next four pages a model questionnaire is shown, that could be used to collect all the data required by Regulation 1172/98 (including the optional variables) if the options are exercised of recording only the main type of good carried and the main vehicle configuration during the week.

The computer is used to identify the various types of journey and to calculate the tonnage carried and the tonne-kilometres performed during the journey. The model computer database records in chapter 7 of this Manual are based upon the same questionnaire.

Following the model questionnaire there is a model set of notes of guidance on the completion of the questionnaire.

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Wifful falsification of data. refusal to or delay in subplvng data mav entail punitive sanctions.								
<b>Respondents:</b> Owners or operators of selected motor vehicles								
<i>Respondent's detail</i> <b>Name:</b> _____  <b>Address:</b> _____  <i>Details of selected veh</i> <b>Registration number</b> _____ <b>Year first registere</b> _____ <b>Number of axles:</b> _____ <b>Survey year, week:</b> _____	       <b>Gross vehicle weight (ka)</b> <b>Unladen weight. (ka):</b> <b>Loading capacity. (ka):</b> <b>First day – last day:</b>							
* If the licence details are different. please enter correct details in the box below.								
<i>Respondent's detail</i> <b>Name:</b> _____  <b>Address:</b> _____  <i>Details of selected veh</i> <b>Registration number</b> _____ <b>Year first registere</b> _____ <b>Number of axles:</b> _____	       <b>Gross vehicle weight (ka)</b> <b>Unladen weight. (ka):</b> <b>Loading capacity, (kg):</b>							
<b>Survey status code</b>  If you are a private operator (that is, not a company) please specify your core business ..... Please return 1 copy to the above address	<table border="1" style="width: 100%; border-collapse: collapse; background-color: #cccccc;"> <tr> <td style="text-align: center; padding: 2px;"> <b>For official use</b>  <input style="width: 20px; height: 15px;" type="checkbox"/> </td> </tr> <tr> <td style="text-align: center; padding: 2px;">                     NACE code                 </td> </tr> <tr> <td style="text-align: center; padding: 2px;"> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 25%; height: 15px;"></td> <td style="width: 25%; height: 15px;"></td> <td style="width: 25%; height: 15px;"></td> <td style="width: 25%; height: 15px;"></td> </tr> </table> </td> </tr> </table>	<b>For official use</b> <input style="width: 20px; height: 15px;" type="checkbox"/>	NACE code	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 25%; height: 15px;"></td> <td style="width: 25%; height: 15px;"></td> <td style="width: 25%; height: 15px;"></td> <td style="width: 25%; height: 15px;"></td> </tr> </table>				
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<b>To be returned not later than the 8th calendar day after the last day of survey</b>								
Date: ..... day ..... month 199..... year								
Name of director/operator (Please write in block letters)	Name of the respondent completing this questionnaire (Please write in block letters)							
.....								
Phone number: .....	Phone number: .....							
Signature: .....	Signature: .....							

## CHAPTER 4. PREPARATION FOR THE SURVEY – QUESTIONNAIRE DESIGN

<b>I. Changes in the operation of the motor vehicle:</b>			
1. The motor vehicle is sold (1), leased out permanently (2) or subcontracted for operation (3) (enter the appropriate code in the box)			
Details of the new owner/lessee/operator			
Name:.....			
Address:.....			
2. The motor vehicle is temporarily (1) or permanently (2) withdrawn from operation (enter the appropriate code in the box)			
Date of change (if any):	..... day, ..... month, 199..... year.		
<b>II. Major details of the motor vehicle and trailer/semi-trailer</b>			
(Warning: All questions relate only to the use of the vehicle during the survey week)			
1. Was a trailer/semi-trailer attached to the motor vehicle?			
Yes (Tick the appropriate box)	No		
<input type="checkbox"/>	<input type="checkbox"/>		
Answer question 2	Skip to question 3 (If the motor vehicle is a road tractor, skip to question 5)		
2. Details of the trailer/semi-trailer attached typically to the motor vehicle:			
01. Loading capacity	..... kg		
02. Number of axles	.....		
3. Body type (Please tick the appropriate box)			
(For tractors specify the type of trailer/semi-trailer)			
01. Open box	<input type="checkbox"/>		
02. Open box with canvas cover	<input type="checkbox"/>		
03. Ordinary closed box	<input type="checkbox"/>		
04. Temperature controlled box	<input type="checkbox"/>		
05. Tipper	<input type="checkbox"/>		
06. Live stock carrier	<input type="checkbox"/>		
07. Liquid fuel tanker	<input type="checkbox"/>		
08. Tanker for solids	<input type="checkbox"/>		
09. Car transporter	<input type="checkbox"/>		
10. Transport of containers	<input type="checkbox"/>		
11. Concrete mixer truck	<input type="checkbox"/>		
12. Rebuilt for passenger transport	<input type="checkbox"/>		
13. Other.....	<input type="checkbox"/>		
4. Is the vehicle or trailer designed for combined transport			
	If Yes tick the box <input type="checkbox"/>		
5. Details of the transport activity:			
01. Hire or reward	For official use	<input type="checkbox"/>	
02. Own account		<input type="checkbox"/>	
6. Fuel purchased during the survey week (regardless of mileage):			
01. Petrol	..... litres	02. Diesel oil	..... litres
7. Number of days in and out of service:			
01. Transport of goods or empty running	days	06. Nowak	days
02. International transport excluded from survey	days	07. Diver gone on vacation	days
03. Passenger transport only	days	08. Holiday	days
04. Repair	days	09. Other	days
05. No driver	days	10. Total (from 01 to 08)	7 days
8. Mileage and operating performance of the motor vehicle in the last 12 months:			
01. Distance travelled	..... km	02. Usage	..... month



### III. Journeys during the survey week

( Please read the definitions given below and in the attached notes before completing this page)

( Delivery-collection journeys on the 4th page. )

N u m b e r	Data:		Origin	Goods loaded			Destination	Weight of goods unloaded, tonnes <sup>1)</sup>	Distance travelled kilometres	Number of journeys <sup>4)</sup>	Type of transport ( 1 or 2 ) <sup>5)</sup>	
	day	month	the name of the village/town (for international transport also write the name of the foreign country - see notes on transit)	weight tonnes <sup>1)</sup> ( if empty put 0 )	Please describe the goods carried ( in case of several kind of goods loaded please describe the largest weight )	ADR code <sup>2)</sup>	Type of cargo <sup>3)</sup>	the name of the village/town (for international transport also write the name of the foreign country - see notes on transit)	(if empty put 0)			
	a	b	c	d	e	f	g	h	i	j	k	l
1												
2												
3												
4												
5												
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- 1) **Tonnes:** Give tonnes to one digit of decimals (example: 7.1)
- 2) **ADR code:** In case of transport of dangerous goods please write the code given in the notes. This code is based on the four digit identification number according to classification of dangerous goods by ADR.
- 3) **Type of cargo:** 0= Liquid bulk, 1= Solid bulk, 2= Large freight containers, 3= Other freight containers, 4= Palletized goods, 5= Pre-slung goods, 6= Mobile self-propelled units, 7= Other mobile units, 9= Other cargo types Please write the appropriate number ( 0,1,2,3,4,5,6,7,9 )
- 4) **Number of journeys:** The journey means the travelled distance between each origin and destination. In case of recurring transport (if the origin, the destination and weight of goods carried are the same) it is sufficient to complete one row only and indicate the number of journeys at "k"(provided the same transport was repeated on the same day ). In this case write the information for **one journey only** in columns "c" to "j".
- 5) **Type of transport:** 1= Hire or reward, 2= Own account

## I V. Delivery and/ or collection journeys during the survey

( Please read the definitions given below and in the attached notes before completing this page)

N u m b e r	Date		The name of the village / town		Type of goods delivered				Type of goods collected				Distance travelled kilometers		Number of stops <sup>4)</sup>	Number of journeys <sup>5)</sup>	Type of transport (1 or 2) <sup>6)</sup>
	day	month	Origin	Destination	<i>Do not write here if collection journey only!</i>			<i>Do not write here if delivery journey only!</i>			loaded	empty					
					Please describe	total weight of goods delivered tonnes <sup>1)</sup>	ADR code <sup>2)</sup>	Type of cargo <sup>3)</sup>	Please describe	total weight of goods collected tonnes <sup>1)</sup>			ADR code <sup>2)</sup>	Type of cargo <sup>3)</sup>			
a	b	c	d	e	f	g	h	i	j	k	l	m	n	o	p	q	
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- 1) **Tonnes:** Give tonnes to one digit of decimals (example: 7.1)
- 2) **ADR code:** In case of transport of dangerous goods please write the code given in the notes. This code is based on the four digit identification number according to classification of dangerous goods by
- 3) **Type of cargo:** 0= Liquid bulk, 1= Solid bulk, 2= Large freight containers, 3= Other freight containers, 4= Palletized goods, 5= Pre-slung goods, 6= Mobile self-propelled units, 7= Other mobile units, 9= Other cargo types Please write the appropriate number ( 0,1,2,3,4,5,6,7,9 )
- 4) **Number of stops:** The total number of stops to load/unload the vehicle. If over 20 enter "M" to indicate many stops.
- 5) **Number of journeys:** If within one day the collection-delivery journey - of same weight of goods in the same district and with the roughly the same number of stops- is repeated, then complete one only with information for **only one journey** in columns "c" to "o"and indicate the number of journeys at "p".
- 6) **Type of transport:** 1= Hire or reward, 2= Own account

### **4.3 Instruction for completing the questionnaire on the survey of road transport of goods**

#### **PURPOSE AND METHOD OF THE SURVEY**

To provide a comprehensive survey of road transport performances in and outside the transport sector of the national economy, covering lorries and road-tractors (referred to as motor vehicles in the rest of these notes) of at least (*insert chosen cut-off limit*) tonne loading capacity, selected at random. Duration of the survey: **one week for each motor vehicle (but see international section for these journeys).**

#### **STATUTORY OBLIGATIONS OF RESPONDENTS**

*"The relevant laws of the country of respondents are referred to."*

#### **CONFIDENTIALITY**

The Statistical Office will treat as confidential information all the details provided by the respondents in the questionnaire. The Statistical Office shall use all the details provided for the purposes of statistics only and shall not disclose them to any third party.

#### **HOW TO RETURN THE QUESTIONNAIRE?**

Mail one copy of the questionnaire with a label attached containing the details of the motor vehicle and its owner/operator to the address of the Statistical Office, **not later than the 8<sup>th</sup> calendar day following the last day of the survey week.**

#### **HOW TO COMPLETE THE QUESTIONNAIRE**

- **FIRST PAGE**

Please check carefully the printed details on the front page of the questionnaire, including your name/address and the details of the vehicle that has been selected for the survey. If you find any discrepancy between your actual details and the details (as recorded on the vehicle register) of the vehicle on the printed label, please enter the correct details in the appropriate boxes of the label below the first one.

If you are a private entrepreneur (or a farmer), please enter the brief description of your core business in the appropriate box.

In the telephone number box of the director/entrepreneur on the front page of the questionnaire enter only the telephone number(s) (fixed and/or mobile), where the owner and/or respondent is available during the working hours for the clarification of any issues.

The questionnaire must be completed for those motor vehicles, for which the owner/operator received a complete package. Please enter the requested details **for the survey week only**. Details for the survey week must be provided **from Monday to Sunday** (refer to the number of the week and first day - last day details shown on the label of the front page). The number of the survey week is a reference number for official use only.

- **SECOND PAGE**

**I. CHANGES IN THE OWNERSHIP/OPERATION OF THE MOTOR VEHICLE**

1. If the motor vehicle was sold (1), leased out permanently (2) or subcontracted for operation (3) before the survey week, please enter the appropriate code (shown in parentheses) in the box to the right, and give the name and address of the new owner/lessee/operator.
2. If the motor vehicle is temporarily (1) or permanently (2) out of operation, please enter the appropriate code (shown in parentheses) in the box to the right.
3. Enter here the actual date when the change in ownership or took place or the vehicle became unusable.

**II. MAJOR DETAILS OF THE MOTOR VEHICLE AND TRAILER/SEMI-TRAILER**

**(Please note: All questions relate to the survey week only)**

**1. Was a trailer/semi-trailer attached to the motor vehicle?**

Tick the Yes or No box accordingly. If you ticked "Yes" for a lorry or road-tractor, proceed according to the instructions. If you ticked "No" for a lorry, skip to Question 3 or to Question 5 for a road-tractor.

**2. Details of the trailer/semi-trailer attached typically to the motor vehicle:**

Enter details only if you ticked "Yes" for the previous question. Since various trailers/semi-trailers may be attached to lorries and tractors in the survey week, enter the loading capacity and axle number of the one used in the majority of cases during the survey week.

**3. Body type:**

For tractors enter only details of the trailer/semi-trailer used, because tractors are not suitable for goods transport alone. Select from Items 1-13 the appropriate one, and tick the box to the right of the selected item.

**4. Vehicle design for combined transport**

If the motor vehicle, or the trailer whose details are given for question 2 above, has been specially designed or modified for combined transport purposes, please tick the "Yes" box. There are two cases:

- a. the lorry, trailer or semi-trailer is equipped (e.g. twist locks to fasten the loading units) to carry inter-modal loading units (containers or swap bodies).
- b. The semi-trailer is suitable for vertical loading (craning) and certificated as a transport vessel for rail transport.

**5. Details of the transport activity:**

The Statistical Office completes this box on the basis of details provided in Sections III and IV.

## CHAPTER 4. PREPARATIONS FOR THE SURVEY - QUESTIONNAIRE DESIGN

### 6. Fuel purchased during the survey week:

Enter in this field the amount (in litres) and type (Petrol, Diesel oil) of the fuel purchased during the survey week, regardless of the actual mileage.

### 7. Number of days in and out of service:

Enter in this field the number of days the vehicle was used for freight transport (items 01 - 02) and not working (items 03-09) during the survey week. Please give account of **all the days of the week**. All the days spent abroad during the survey week as part of a transport activity that began before the survey week must be entered into the field "International transport excluded survey" (see description of international transport). **Transport activities performed within the confines of a private area (factory site, construction site or forest) and without the use of a public road is excluded from this survey of goods transport.** Enter such transport in field 09 "Other".

### 8. Mileage and operating performance of the motor vehicle in the past 12 months:

Enter in field 01 the total mileage (in kilometres) of the motor vehicle for the 12 months preceding the month of the survey. (E.g. if the survey week of the motor vehicle is in August 1999, the preceding 12 months are the months between August 1998 and July 1999). If the requested data cannot be retrieved from the bills of lading/logbooks, please give an estimated value. If the vehicle is less than 12 months old, please give the number of months in service in the preceding 12 months.

- **THIRD PAGE**

## III. JOURNEYS DURING THE SURVEY WEEK

Complete this section regularly, in chronological order, for all days of **vehicle activity** during the survey week. For journeys with several stops enter each stage of the journey between the stops on a separate line (for example, *a journey from A to B, then from B to C; then from C to A must be entered on three separate lines to show each stage of the journey*).

(For international journeys please refer to the section, "International transport" later in these notes).

If the operator completes a bill of loading and/or trip logbook, enter the same details in this section.

For regular **delivery and collection journeys** with more than 5 (five) stops of loading/unloading use Section IV.

## SPECIAL RULES FOR TRANSIT

Where a journey involves the transit of a foreign country (that is crossing the country without loading or unloading goods) the names of the countries transited (up to the first five such countries) should be recorded on the line immediately below the line recording the other details of the journey. Start recording the countries in column "c" and continue across the columns as necessary.

### **SPECIAL RULES FOR COMBINED TRANSPORT - WHERE ANOTHER MODE OF TRANSPORT IS USED FOR PART OF THE JOURNEY**

Where a ship or railway wagon is used as the primary mode of transport for part of the journey the place of loading and of unloading of the vehicle and the mode of transport (ship or train) should be recorded on the line immediately below the line recording the other details of the journey. Record the place of loading in column "c", the other mode of transport (ship or train) in column "e" and the place of unloading in column "h". The distance travelled using this other mode of transport should be excluded from the journey distance recorded for your vehicle.

If a journey involves both transit and combined transport use two lines below the details of the main journey to record the two pieces of information.

### **INTERNATIONAL TRANSPORT**

International road transport round-journeys often take more than one week and only the day of departure or arrival may fall during the survey week. For statistical considerations **please enter only the details of international transports with a departure on any day of the survey week, from foreign or inland origin.**

- If departure takes place **on the week before survey and arrival falls on any day of the survey week, do not enter the details in Section III**, however, enter the number of days to departure on the survey week on the second page in field II/6/02 "International transport excluded survey". (*E.g. if departure took place before the survey week and the cargo arrived on Wednesday of the survey week and there are no more departures for other transports on the same day enter 3 in field II/6/02 for Monday, Tuesday and Wednesday. If the cargo arrives on Wednesday and the motor vehicle departs for a new transport on the same day, enter 2 in field II/6/02 for Monday and Tuesday.*)
- If both **departure and arrival fall on the survey week**, enter details in accordance with the general rules.
- If the date of **departure falls on any day of the survey week and arrival is scheduled after the survey week**, enter the actual details of the full journey, no matter how many days the journey will take, in accordance with the general rules. An estimated distance in the column "Distance travelled" will be accepted. (The questionnaire must be returned completed with the actual and estimated details regardless of the date of arrival of the motor vehicle.)
- If the date of **departure falls on the week before survey and arrival is scheduled beyond the week of survey**, do not enter any details in Section III but enter 7 (seven) days in section II, question 6, row 02.

In contrast to the general rules, for international road transport, enter in **columns Origin and Destination the name of the place and the countries of origin and destination**. Enter **separate lines for each stop** if the journey has more than one stop.

For the remaining fields in Section III of the Questionnaire proceed according to the general rules.

**GENERAL RULES FOR THIRD AND FOURTH PAGES OF QUESTIONNAIRE**

- **In columns a and b** enter the date of departure for the journey.
- **In columns c and h (Origin, Destination)** enter the complete and accurate name of the village/town. If the motor vehicle provided service in road construction or agriculture, enter the name of the village/town where the location of activity belongs in administration. If the journey involves the transit of a foreign country and/or the carriage of the vehicle, for part of the journey, by another mode of transport (for example the use of a ferry or a train) please read the **Special Rules for Transit and for Combined Transport** that are given in the preceding paragraphs.
- **In column d** enter the weight (in tonnes) of the cargo loaded on the motor vehicle, *with the accuracy of one decimal* (for example, 10.0 tonnes or 6.3 tonnes). If an accurate weight is not available, please make your best estimate. For empty (unladen) journeys enter 0 in this field.
- **In column e** enter the description of the cargo loaded on the motor vehicle. This description must be identical to the one shown in the bill of lading and/or trip logbook. For several types of cargo loaded on the motor vehicle enter the description of the one of **largest weight**.
- Enter **column f** for the transport of **dangerous goods**. Enter here the **appropriate** code using the definitions below (Each category is either a class or a division of a class of the ADR - European treaty on the international transport of dangerous goods). For non-dangerous goods carried enter "–".
 

➤ Explosives	10
➤ Gases, compressed, liquefied or dissolved under pressure	20
➤ Flammable liquids	30
➤ Flammable solids	41
➤ Substances liable to spontaneous combustion	42
➤ Substances which, in contact with water, emit flammable gases	43
➤ Oxidising substances	51
➤ Organic peroxides	52
➤ Toxic substances	61
➤ Substances liable to cause infections	62
➤ Radioactive material	70
➤ Corrosives	80
➤ Miscellaneous dangerous substances	90
- **In column g** enter the type of cargo using the definitions below:
 

➤ Liquid bulk goods	0
➤ Solid bulk	1
➤ Large freight containers	2
➤ Other freight containers	3
➤ Palletised goods	4
➤ Pre-slung goods	5
➤ Mobile, self-propelled units and live animals	6
➤ Other mobile units	7
➤ Other cargo types	9

## CHAPTER 4. PREPARATIONS FOR THE SURVEY - QUESTIONNAIRE DESIGN

- **In column i** enter the weight (in tonnes) of cargo unloaded at the destination, with the accuracy of one decimal. If no unloading takes place at the destination (e.g. *the freight is composed of collections from several cities/towns, therefore no unloading takes place at the locations of loading*), enter 0 in this field.
- **In column j** enter the actual distance (in kilometres) travelled, whether unladen or loaded, from the place of origin to the destination. This figure should be equal to the distance shown in the official bill of lading and/or logbook of the motor vehicle.
- **In column k** enter the number of journeys of **recurring transports, where the places of loading and unloading and the weight and type of the cargo are identical**. In such cases **give the details of one such journey only on one line** according to the above instructions and enter the number of daily recurring journeys in this column. **DO NOT TOTAL the cargo weights and distances travelled** for the number of journeys made. Enter the details of one single journey only. For identical transports carried out on several days of the week complete one line for each day and enter the number of journeys during the day. For non-recurrent transports **enter 1**.
- **In column l** enter the type of transport using the codes below:
  - Hire or reward: 1
  - Own account: 2

### • FOURTH PAGE

## IV. DELIVERY AND/OR COLLECTIONS JOURNEYS DURING THE SURVEY WEEK

**Deliveries** are regularly recurring transports, when a motor vehicle **departing loaded, makes more than 5 (five) stops** along a predefined route, unloads the cargo at those locations, then returns to the place of departure unladen.

**Collections** are regularly recurring transports, when a motor vehicle **departing unladen, makes more than 5 (five) stops** along a predefined route, picks up the cargo at those locations, then returns to the place of departure loaded with the cargo. Cargo in this case may cover both goods and empty packaging (e.g. returnable bottles).

For delivery only journeys always complete columns "e" to "h". For collection only journeys, complete columns "i" to "l". For both types of journey complete columns "a" to "d" and "m" to "q". Complete all columns for a journey including both delivery and collection.

- **In column c (Origin)** enter the name of the village/town of the location of departure for delivery/collection.
- **In column d (Destination)** enter the name of the village/town of the farthest location of loading for delivery/collection.
- **In columns m and n (Distance travelled with load and empty)** enter in kilometres the total length of the route from the location of departure through all the stops of loading/unloading back to the place of departure, distinguishing separately the loaded and empty distances travelled.



## CHAPTER 4. PREPARATIONS FOR THE SURVEY - QUESTIONNAIRE DESIGN

- **In column o (Number of stops)** enter only those locations where cargo was actually loaded or unloaded. Where the number of stops are so many that it is not possible to give an accurate figure, enter the letter "M". If the number of stops is less than 20, it would be helpful if the actual figure was given. Enter a separate line for each round-journey of delivery/collection transport recurring during the day along different routes.
- **In column p (Number of journeys)** complete only one line for each round-journey of delivery/collection transport recurring during the day along the same route, and enter in this column the number of recurring journeys per day.

For the remaining fields in Section IV of the questionnaire proceed according to the general rules.

**Chapter 5**  
**PREPARATIONS FOR THE SURVEY-**  
**MANAGEMENT ASPECTS**

## 5.1 *Management of road freight surveys*

There are a number of things that characterise surveys of road freight transport, but perhaps the feature which distinguishes such surveys from most other surveys is that road freight surveys are generally carried out *continuously* throughout the year. This necessarily imposes a more rigorous management discipline than would be the case for annual, quarterly or "one-off" surveys because the various operations involved in carrying out the surveys must be carried out, and completed, according to a strict schedule.

In an annual or "one-off" survey, a delay of a week or so in sending out the questionnaires generally does not matter very much, unless the delay is the week before the questionnaire should be sent out. If the coding and keying of the questionnaires takes 25 per cent longer than expected, this only means that results from the survey will be available slightly later than planned. In the case of surveys of road freight activity both problems would have much more serious consequences; completed questionnaires must be coded and keyed at the same rate as they are received, otherwise a backlog builds up.

There are three sides to survey management, with some interconnection between them, although it is helpful to consider each separately:

- control of the operations leading to the setting up of a new survey in this area or the introduction of major modifications in an existing survey (project control);
- management of the survey's operations (for example, sending out the questionnaires and logging their return);
- transferring information recorded on the questionnaire into a form in which it can be analysed (including coding and keying the information).

Of course, before starting a survey there is much preparatory work to be done, and the management of each aspect of the survey should be set out in as much detail as possible, with a certain amount of flexibility built in to the survey.

### 5.1.1 **Project control**

When starting a new survey or making a major change to an existing survey, it is essential to set up a team to control the many and varied steps that have to be carried out. The first two members of the team should be a project leader, usually acting as chairman, and a project controller, usually the person who will have day-to-day responsibility for the survey. Other members, who will cover specific aspects of the survey, being added to the team as the project develops.

Throughout the project, a detailed note should be kept of all the points considered, the decisions reached and the date this was done. Without these notes, much time may be wasted at later stages of planning in going back to points already covered. This does not mean that you should never change a decision made at an earlier stage. In some cases, very good reasons may emerge to change an earlier decision - resource constraints, higher management decisions, or feed-back from the haulage industry. The keeping of detailed notes will ensure that you have ready access to all the reasons for the earlier decision. The project controller should be given responsibility for keeping the detailed notes and for ensuring that all the various aspects of the project are on target.

The project team, with members covering all aspects of the survey, should consider that every member of the team is responsible for the management of the project. The project controller should not be seen as the only person responsible for ensuring that all the various aspects of the project are running to target.

## CHAPTER 5. PREPARATIONS FOR THE SURVEY-MANAGEMENT ASPECTS

To control all the many activities that are necessary in setting up a data collection project, it is helpful to use a management aid, such as critical path analysis:

- a chart showing all the activities;
- who should carry them out;
- the ideal start dates, with also the earliest and latest such dates;
- the actual start dates;
- some indication of progress on the task - the percentage of task completed;
- the latest date for completion;
- the actual date of completion;
- the number of person-weeks the task should take;
- the number of person-weeks the task has taken.

The chart should be maintained by the project controller and kept up to date. It is useful if a copy of the chart is displayed in a prominent position in the project controller's office.

Examples of two possible charts that can be created as spreadsheets are shown on the following pages. The first chart covers the many tasks that have to be done before the first questionnaires are sent out. The second chart covers the tasks that have to be done each week when the survey starts. In fact these weekly tasks have to be carried out for every week of the survey. If a computer system is used to assist the management of the survey, the system can, eventually, take the place of the second control chart. The second chart has a very useful role to play when a survey is being set up for the first time, by visually displaying the many tasks that have to be carried out in the same week.

On the charts the light grey coloured squares indicate the period when the activity should commence and the black squares the latest time (or the actual time) when the activity should be completed.

**MANAGEMENT CHART FOR SURVEY OF GOODS ROAD TRANSPORT  
PROJECT PHASES BY TYPE OF WORK**

	Months (Month 1 is survey start)															
	-9	-8	-7	-6	-5	-4	-3	-2	-1	1	2	3	4	5	6	7
<b>Project initiation</b>	■															
<b>Resource estimation</b>																
Quantify resources - staff	■	■														
Quantify resources - hardware	■	■	■	■												
Quantify resources - software	■	■	■	■												
Quantify resources - materials	■	■														
<b>Sampling methodology &amp; procedures</b>																
Define statistical unit	■															
Specify sampling frame (vehicle register)	■															
Improve sampling frame (vehicle register)	■	■	■	■	■	■										
Get output from improved register	■	■	■	■	■	■	■									
Specify sample methodology	■															
Specify sample rotation procedure	■															
Specify estimation methodology	■															
Build and test sampling and rotation system	■	■	■	■	■	■	■	■								
Design estimation procedures			■	■	■	■	■	■	■	■	■	■	■	■	■	■
Build and test estimation system																
<b>Data collection and editing</b>																
Specify data variables	■															
Define data despatch & collection method		■	■													
Specify data collection procedure		■	■													
Design questionnaire		■	■													
Pilot questionnaire - personal visits			■	■	■	■										
Field trial of pilot questionnaires				■	■	■	■									
Print questionnaires								■	■							
Specify data editing procedure	■	■	■	■	■	■										
Build and test coding and data capture		■	■	■	■	■	■	■								
Build and test data editing procedure		■	■	■	■	■	■	■								
Define training programme for staff		■	■	■	■	■	■	■								
Recruit and train staff									■	■						
Draw test sample											■	■				
Prepare test sample													■	■		
Despatch test sample															■	■
Reminder exercise for test sample																
Draw first live sample																
Prepare first live sample																
Despatch first live sample																
<b>Survey management and analysis</b>																
Design survey management system	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■
Build and test survey management system																
Monitor response																
Specify data analysis procedures																
Design data analysis procedures																
Build & test data analysis procedures																
Define tabulation methodology																
Design tabulation system																
Data analysis of pilot survey																

**SURVEY OF GOODS ROAD TRANSPORT  
CONTROL OF WEEKLY STAGES OF WORK**

	WEEK REFERENCE NUMBER - 1 = WEEK OF FIRST ACTUAL SURVEY																					
	-4	-3	-2	-1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	
Recruit and train staff	■																					
Draw sample for weeks 1 - 13 of survey	■	■																				
Prepare sample for week 1			■																			
Despatch sample for week 1				■																		
Prepare sample for week 2					■																	
Deal with questions from hauliers						■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■
Despatch sample for week 2							■															
Prepare sample for week 3								■														
Despatch sample for week 3									■													
Prepare sample for week 4										■												
Note receipt of questionnaires											■	■	■	■	■	■	■	■	■	■	■	■
Code and input data												■	■	■	■	■	■	■	■	■	■	■
Contact hauliers on data queries													■	■	■	■	■	■	■	■	■	■
First Reminder for week 1																						
Despatch sample for week 4																						
Prepare sample for week 5																						
First Reminder for week 2																						
Second reminder for week 1																						
Despatch sample for week 5																						
Prepare sample for week 6																						
First Reminder for week 3																						
Second reminder for week 2																						
Third reminder for week 1																						
Despatch sample for week 6																						
Prepare sample for week 7																						
First Reminder for week 4																						
Second reminder for week 3																						
Third reminder for week 2																						
Despatch sample for week 7																						
Prepare sample for week 8																						
<b>and continue for weeks 7 to 10</b>																						
First Reminder for week 9																						
Second reminder for week 8																						
Third reminder for week 7																						
Despatch sample for week 12																						
Prepare sample for week 13																						
<b>Draw sample for weeks 14 -26 of survey</b>																						
First Reminder for week 10																						
Second reminder for week 9																						
Third reminder for week 8																						
Despatch sample for week 13																						
Prepare sample for week 14																						
<b>and continue for weeks13 onwards</b>																						

## CHAPTER 5. PREPARATIONS FOR THE SURVEY-MANAGEMENT ASPECTS

Always allow sufficient time for initial development work and pilot tests. Take all the time that senior management will permit. This is most important. Some data collection exercises have not been as successful as they could have been because not enough time was allowed at the start for initial development and pilot testing. The pressure to get some results quickly can lead to loss of quality to the extent that the information is subsequently found to be unreliable. This is not to say that statisticians should produce a system that in English might be called a "gold-plated Rolls Royce job." Aim to produce a "standard model Ford", but spend sufficient time to ensure it has been serviced properly and the engine is running smoothly.

Time has to be allowed for the following activities, many of which can run in parallel:

- setting up the management system;
- setting up any fieldwork system; developing computer systems;
- designing and printing the questionnaire; pilot-testing the questionnaire;
- pilot-testing both management and the fieldwork computer systems;
- training staff;
- visiting respondents; and
- publicity about the forthcoming survey.

### 5.1.2 Overview of the survey management system

Road freight activity surveys normally run on a weekly cycle. The work required is:

- receipt of the sample;
- dispatch of the questionnaires;
- handling telephone calls;
- receipt of questionnaires; and,
- production and dispatch of reminder letters, or initiation of a penalty procedure.

That is in a rather simplified form what the survey management system *comprises*, but it is as well to bear in mind what the *objectives* of the survey management system are:

- To ensure the timely and accurate dispatch of questionnaires and reminder letters;
- To ensure the exact status and location of any questionnaire;
- To ensure the data for any sampled vehicle can easily be retrieved; and,
- To provide statistics of the status of the survey, for example, number of questionnaires posted, number returned and hence the response rate.

It is important to consider in detail each aspect of the survey management system.

However well-planned a survey may be, the unexpected always seems to occur, and, as far as possible, the survey management procedures and the coding rules ought to be designed for all eventualities. Perhaps a few examples might be helpful.

## CHAPTER 5. PREPARATIONS FOR THE SURVEY-MANAGEMENT ASPECTS

In surveys that are vehicle-based, a sample of vehicles is taken from an administrative database and a questionnaire is sent to the address in the register for the selected vehicle. However, the survey management system must be able to cope with vehicles that have been sold and which are now operated by someone else and with vehicles which, whilst owned by the person to whom the questionnaire was sent, are being operated by someone else. The staff running the survey must be given procedures to follow in cases where the "owner" claims to know nothing about the vehicle or where the owner reports that the vehicle has been stolen or scrapped.

Staff coding the questionnaires must be given explicit rules about what kind of activities are, and are not, within the scope of "road freight activity." For example, an owner gives details of his vehicle's work, which consists of carrying logs to a forest sawmill; all of the activity is "off-road." Another owner reports activity all of which takes place in a foreign country because that is where his vehicle is based.

These examples, of the peculiar and rather rare things that a survey management system must cope with, may seem trivial, even pedantic, but they are not. Unless the survey management system is designed to allow for these rare instances and unless staff knows how to handle such peculiarities, it is possible that 50 per cent of staff time can be spent dealing with 5 per cent of unusual responses.

The survey management system can either be based purely on paper records or upon a mixture of paper and computer-based systems. The principles outlined below and other remarks are applicable to both types of system and may be useful in designing a survey of road freight activity.

It would be possible to manage the survey without a computer system as some Member States have done previously. However, a manual system is far more time-consuming and laborious, as well as having a greater potential for mistakes to occur. It is therefore highly recommended that a computer system be used to manage the survey.

### **5.1.3 Before the start of field work**

- **Receipt/generation of the sample**

If you are doing this yourself through direct access to administrative records of firms or of vehicles, then this task is relatively simple. It is your responsibility to ensure that the weekly samples are extracted according to the sample design criteria. However, in most cases it is necessary to rely on someone else to draw the sample according to the specification of the survey statistician, sometimes by a specially written computer program. Therefore, it is important to examine the characteristics of the sample to see whether it accords with the specification, as computer programmers and computer operators can make mistakes.

Also, it is important to examine the sample to extract vehicles that the computer program cannot identify as ineligible (e.g., police vehicles), from those which are obviously ineligible (e.g., hearses), but which have somehow been included in the sample.

- **Recording names and addresses of vehicle owners**

If a computer-based survey management system is used, then the sample details must be entered into the survey management system. If a paper or card index based system is used, details of the weekly sample should be added, allowing room for survey management information (e.g., date of dispatch, date returned) to be added later. All the records relating to one survey week should be grouped together and should be ordered in such a way as to enable a particular vehicle's record to be easily located, perhaps ordered by vehicle registration number.



## CHAPTER 5. PREPARATIONS FOR THE SURVEY-MANAGEMENT ASPECTS

Either, create a separate address record linked to the vehicle record<sup>1</sup> to contain the name and address of the vehicle owner (if there are security reasons to keep names and addresses separate from other details), or add fields to the vehicle record to contain the name and address of the vehicle owner.

- **Creation of address lists**

Print out 2 weeks before the start of the relevant survey week for each record:

- vehicle registration number,
- record reference number,
- name and address of owner.

The aim should be to send out the questionnaires so that vehicle owners will receive them one week before the start of the survey week. Allowance should be made for any holiday periods between sending out the questionnaires and their receipt by vehicle owners.

If using self-adhesive peel-off labels, print 2 copies of address labels, including vehicle registration number and record reference number – one for questionnaire and one for envelope (without vehicle registration number) plus one copy on normal paper for checking purposes. If self-adhesive labels are not available, the address labels can be printed on plain paper and stuck on envelopes and questionnaires. Either method is much more efficient than staff writing addresses by hand on questionnaires and envelopes.

- **Posting (dispatch) of questionnaires**

This is a relatively simple task made easier if a computer system is used. It is *not* sufficient simply to put a questionnaire, a cover letter and explanatory notes instructing the respondent into an addressed envelope. The haulier has to be told both the identity of the vehicle and the week for which details of work are required. It is better to over-print or to write this information onto the questionnaire itself (in that way, this important information will not be separated from the questionnaire and, possibly, lost).

The name and address of the haulier should be included on the questionnaire and a window envelope used. If this is not done, that is, if the name and address are just written onto the envelope, it becomes difficult and time-consuming to contact hauliers who have returned incomplete questionnaires. After dispatch, each sample record for that week should be updated, adding the date of dispatch and the date due back.

### 5.1.4 During the field work

- **Handling telephone calls**

This involves a wide variety of topics. Examples are helping hauliers who have telephoned for advice about completing the questionnaire; dealing with hauliers who report that the sampled vehicle has been sold, hired out, scrapped; and responding to requests for duplicate questionnaires, usually from hauliers who mislaid the original questionnaire and subsequently received a reminder letter.

In the case of a vehicle that is "on hire," staff should record the new address if this is given, record a new dispatch date and "date due back," and send out a new questionnaire. For vehicles reported by telephone as scrapped, stolen, etc., staff must

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<sup>1</sup> The vehicle record file will eventually include details of all the sampled vehicles for a year.

## CHAPTER 5. PREPARATIONS FOR THE SURVEY-MANAGEMENT ASPECTS

update the sample record with this information, otherwise a reminder letter will be issued (since the questionnaire will not have been recorded as "returned").

Reminder letters generate the most telephone calls. The survey management system must be able to be interrogated quickly so that the frequent claim made by hauliers that "I sent the questionnaire back ages ago" can be checked quickly. Staff should also be given guidelines about when and in what circumstances, potential respondents may be excused from having to complete the questionnaire. It is important that staff handling telephone calls know a good deal about the survey and something of the road haulage industry.

A haulier, who has received a questionnaire and/or a reminder letter, may telephone to complain. Occasionally hauliers will verbally refuse to comply with the regulations regarding the provision of statistics. Staff must be prepared and able to handle complaints politely and firmly. Familiarisation with frequently asked questions (FAQs) by hauliers and answers as to why statistics are required is vital. It is helpful for staff to have to hand a hard copy list of FAQs and answers in preparation for such occasions.

It is vital that, where appropriate and after the telephone call, staff update the survey management records to record the information obtained from the telephone call.

Written complaints are occasionally received. These need to be replied to promptly stating the legal requirements to comply, what the information is used for and any other information that might induce the correspondent to fill in the questionnaire. If the haulier still refuses to fill out the questionnaire, the matter may need to be referred to the senior official in charge of the survey to take follow-up action.

- **Receipt of questionnaires**

This is a relatively straightforward task, but should not be regarded as simply a matter of recording the receipt of questionnaires. Each form should be inspected to ensure that it is complete and that the information has been supplied for the vehicle and for the week for which information was requested. Some hauliers are so anxious to help, that if the vehicle was laid up in the specified week, the haulier provides details of work done in another week or in the specified week by another of their vehicles - which is pleasant, but statistically unacceptable. At this stage such forms and those which are obviously incorrect should be discarded, replacement forms posted, and the survey management details updated with a revised dispatch date and date-due-back, together with a short note describing the problem with the original returned form.

In addition, when questionnaires are being logged in, staff must check that the questionnaire has not already been received. This sometimes occurs because a haulier receives a reminder letter, cannot find the original questionnaire, requests a duplicate, which he completes and returns. He then finds the original which, thinking it is new, he completes and returns.

Once the questionnaires have been checked, they should be stamped with the receipt date, their survey control record should be updated adding date of receipt, and the questionnaire should be added to those passed to the staff who will prepare the information for analysis. Such questionnaires - those awaiting coding/keying - should be batched together in survey weeks, so that the earliest questionnaires are coded and keyed first, and, as always, should be ordered within the survey week so that individual questionnaires can be located quickly.

- **Production and dispatch of reminder letters, launching of penalty procedures**

It is important that the operators of sampled vehicles who did not respond initially must be chased, despite the work involved. If a computer system is used, then the generation of reminder letters is straightforward. If a manual system is used, however, then preparing the reminder letters involves a considerable amount of work. Each survey management record for every sampled vehicle must be inspected, and those eligible for reminders selected as follows:

- If the questionnaire has not been returned;
- If the current date is after the date when the questionnaire was due back; and,
- If the survey management record has not been marked excused, scrapped, stolen etc.

If a response obligation exists and response is still refused after the reminders, a penalty procedure should eventually be launched.

Actually the selection is a little more complex because, in a single trawl through the survey management records, candidates for second reminders and third reminders by telephone (if used) or those for which eventual penalty procedures should be launched will also be identified as well as those to whom first reminders should be sent. When the first reminder and second reminder lists have been compiled, standard letters are addressed and dispatched. Then the survey management records should be updated with the date of first and, where appropriate, the date of the second and third reminder, or the launching of a penalty procedure.

In summary, the survey management information that ought to be kept for each sample vehicle might be as follows:

- Registration number
- Name & address of owner/operator
- Survey week
- Reason (if any) why invalid, e.g. police vehicle, mobile crane
- Date dispatched
- Date due back
- Date received
- Result - Good reply or reason why discarded, e.g. excused, sold, scrapped, refused
- Date of first reminder
- Date of second reminder
- Date telephoned
- Date of penalty procedure launching

Note that certain fields should be capable of being over-written. For example, "Name and address of owner" could be replaced by the name and address of the person who hired the vehicle. "Date due back" would also be amended (otherwise the hirer might receive a reminder letter almost as soon as he received the redirected questionnaire).

## CHAPTER 5. PREPARATIONS FOR THE SURVEY-MANAGEMENT ASPECTS

In terms of the overall management of the survey, certain tasks - receipt of questionnaires, responding to telephone calls - are carried out daily; others are carried out on certain days according to a weekly schedule. The weekly dispatch may take place on a Thursday, 10 days before the start of the survey week, the week for which activity information is sought. The reminders, or penalty procedures, may be done each Wednesday and produce not only first reminder lists but also second and eventual third reminder lists or penalty procedure lists. It is good practice if survey management tasks and telephone answering duties are shared amongst the staff whose main task is the coding and keying of questionnaires; this provides a variety of work and ensures cover for sickness and leave.

However, a checklist has to be kept for each week:

- Sample received from register operator?
- Questionnaires posted?
- Reminders generated and posted?
- Penalty procedure launched?

Otherwise there is a danger that nobody will carry out the task, each thinking that it is the responsibility of someone else.

A member of staff - perhaps the team leader - ought to be made personally responsible for ensuring that adequate supplies of stationery are maintained. Large-scale continuous surveys such as surveys of road freight activity use a large quantity, and a wide variety, of stationery including the actual questionnaires themselves, explanatory notes, different types of envelopes, reminder letters etc. The time taken to replenish such stocks of special stationery, from placing the order to delivery, might be as much as three to four weeks; so a well-managed stationery stock control system is essential.

A number of things can go wrong over the years of managing road freight surveys. Potentially the most serious problem that could occur is to run out of questionnaires. This nearly happened in one country. The reorder time was four weeks and it looked as if the survey would have to stop for a month! Fortunately a box of questionnaires was found that they did not know they had so the survey could continue. Since then, they keep a detailed track of the stock of every item of stationery!

### **5.2 Computer controlled survey administration**

#### **5.2.1 The aim of the system**

The aim of such a system is to support the administration of the survey on road transport by computer. The following sections describe the procedures that such a system should include. The computer system described deals with the treatment of a sample drawn from a Register but not with the actual drawing of the sample. The drawing of the sample is best handled by a separate system.

It is not possible to cover all the possible variations of survey practice in the description of a single computer system. The following sections relate to a sample drawn from a national vehicle register where all weeks in a year are included in the sample and a selected vehicle reports the work done over one week (a period of 7 days). A similar system, suitably modified, could be used where a sample of companies was drawn from a business register or where a different length of period of reporting was used.

### 5.2.2 Development of the system

It can take some time for vehicle registers to reflect changes such as vehicle ownership, scrapping of vehicles or change of address of owner. The system treats vehicles in the sample and operators owning them separately. After the drawing of the sampling, in principle, it would seem to be good practice to check the names and addresses of the operators selected for the survey in the Business Register of the Statistical Office. This is to avoid sending questionnaires to operators no longer in business. However, it should be recognised that such a register might not be fully comprehensive. For example they might exclude businesses below a certain size; small businesses are however a feature of the road freight industry. Moreover, there may be insufficient time and resources to undertake thorough checks against Business Registers.

The second aspect of checking is the accuracy of the Vehicle Register regarding the owner (operator) of the vehicle. If, in carrying out these checks or considering past experience, it is clear that the name and address of the operators on the Vehicle Register agree with those on the Business Register, it is not necessary to carry out the Business Register check.

For large companies especially, all vehicles may be registered at one address but many of the vehicles may be based at other depots in different parts of the country. The head office will normally forward the questionnaires to the relevant depot but this can be time consuming and quite often means a late return of the questionnaire. It may be advisable, therefore, to maintain records for these large companies enabling appropriate checks to be made before questionnaires are despatched. This would enable staff to phone head office to check where the selected vehicle is actually based and then despatch the questionnaire to the relevant depot directly.

Other sources can be explored if necessary. Some Member States have lists of all registered operators with names and addresses, together with the number of vehicles they are licensed to operate. Such lists can be used to check complaints of excessive sampling and to confirm names and addresses of operators.

- **Setting-up the operator register and vehicle register of the survey**

This procedure sets up the vehicle register file from the sample drawn with data items abstracted from the Vehicle Register. As much information as possible about a selected vehicle and its operator should be taken from the vehicle register. The registration number and an identifier of the operator are essential. Useful information is gross vehicle weight, load capacity, type of body, axle configuration. Added to the operator register file, there have to be data items to identify the operator, such as name, address and, where the laws of a country require it, the type of operator (legal entity or natural person).

- **Distribution of vehicles by week**

After drawing the sample, the next step is to distribute the vehicles between survey weeks within each of the strata of the survey design. Taking into consideration that the reporting obligation of data suppliers concerning a given sampled vehicle refers only to a single week in a quarter, the task of the system is to distribute the sampled vehicles within each strata one by one among the 13 weeks of a quarter.

The distribution of vehicles by week should be performed by means of a random number generator. Unbiased statistics of quarterly performance can be compiled by sampling the same number of vehicles for each week.

- **Introduction of the system at the regional offices (if regional statistical offices are involved)**

In some countries the work of dispatch and receipt of survey questionnaires is handled by the regional offices of the National Statistical Institute. The main principles to follow are:

- Installation of the system in the regional offices should be carried out through the network if possible;
- The regional offices have access only to the records of the vehicles and operators in their area;
- The application nomenclatures are installed in full in each regional office.

### 5.2.3 Functions of the system

The system should provide a uniform framework for the integration of all activities performed by the survey team. Producing questionnaires to send to respondents, chasing up non-response, entering the data from received questionnaires, checking, and many other activities should be supported by the computer-controlled system.

- **Identification of the week of execution**

This function has a particular importance, because from week to week questionnaires relating to vehicles of different data suppliers are processed and the system determines which vehicles are to be dealt with on the week sequence number basis.

- **Weekly tasks**

These activities are used to get information regarding the jobs which have already been performed this week and on the rest of the tasks which are still to be executed. The following tasks are covered:

- Tasks in connection with the questionnaire  
This function is used to check whether the tasks necessary for mailing the questionnaires have been performed. The computer system reminds statisticians which vehicles on a given week are involved and generates an address label for postal delivery. The label contains information on the vehicle (the registration number) and its operator (name and address). In case of failure to meet the deadline for response, the computer system helps the statisticians first to remind, second to warn respondents on their duties by sending letters to them.
- Tasks in connection with first reminder  
This function is used to check whether it is necessary to send reminder letters or all questionnaires had been returned.
- Tasks in connection with second reminder (or third reminder, if used)  
This function is used to check whether it is necessary to send second reminder letters (or a third reminder telephone call) or all questionnaires had been returned.
- Penalty procedures  
This function is used to check whether a penalty procedure must be launched or whether all surveys were returned.
- Checking list for tasks not yet performed

This function checks whether there are activities that had not been performed prior to the reference week.

- **Mailing of the questionnaires**

This function provides tasks related to the mailing of the questionnaires:

- Producing labels referring to the operators

Using this function, the operator's label and address list (including all suppliers) will be produced. The use of self-adhesive labels will reduce considerably the clerical workload.

- Producing labels referring to the vehicles

Using this function individual vehicle label lists comprising the data characteristics of the vehicles can be produced. The list can contain registration number, make and model, weight, week of data collection, first and last day of the survey week.

- Checklist for the labels

This function creates a list of items to be posted. The completeness of the list can be checked item by item.

- **Entering the returned questionnaires**

The input of the data recorded on the returned questionnaires is carried out by an interactive application. After a brief visual check the management computer file is also used to record and check the data from the questionnaires. It is essential for the input of the completed questionnaires to be a day-to-day activity.

The data entry system includes many data check routines. In some cases the computer is used to correct automatically the errors found, based on earlier experiences. Through the input of the data from the questionnaire, different specially formatted data entry screens should be displayed according to sections in the questionnaire.

On the basic screen, data entry application consists of input of the registration number of the sampled vehicle, as well as the survey year and survey week from the returned questionnaire. The entered data are checked and then the identification characteristics of the vehicle and its operator appear on the screen.

After checking data on the front page of the questionnaire the content of the fields can be modified. However, the controlling aspects specified in advance must be considered. Leaving the screen, the continuation of the data entry run depends on the answers given by the data supplier, that is, the data recorded on the questionnaire.

- **Mailing letters**

This function is used for the preparation of notices, reminders, labels and addresses lists necessary for mailing the letters:

- Producing first reminder

A first reminder should be sent to data suppliers, who do not return the questionnaire by the third week following the survey week. An individual label relating to the operator is prepared.

- Second reminder

A second reminder should be sent in the fourth week following the survey week to data suppliers, who did not respond to the first reminder. An individual label relating to the operator is prepared.

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- Third reminder (if used) or launching of penalty procedure

A third telephone reminder should be made in the fifth week following the survey week to data suppliers, who did not respond to the second reminder. In the case of response obligation, a penalty procedure should be launched. A list of the relevant vehicle operators is prepared.

- Producing check-list

An itemised label list of vehicle operators to be mailed is produced.

- **Quarterly closing activities**

Quarterly closing activities include tasks performed in connection with the end of the quarter:

- Producing the list of questionnaires mailed to the vehicle operators but not returned in the quarter

This task prepares an itemized list of the questionnaires (vehicles) which were mailed in the quarter but had not been returned after the second reminder.

- Reporting the progress of the survey

Using this task the summary of the progress of the survey can be obtained.

### **5.2.4 Suggested working processes for the statisticians**

The following tasks should be undertaken at the start of each week:

- Identification of the week of execution
- Check if there are delayed tasks from previous weeks. If so allocate resources to deal with them as top priority
- Check if you have prepared tasks relating to weekly Reminder 1, Reminder 2 and Reminder 3 or the launching of the penalty procedure.
  - If no, and it is necessary, then you can learn if you have a delayed entry.
  - If yes, then enter those before mailing the letters.
- Prepare weekly Reminder 1, Reminder 2 and Reminder 3, or launch penalty procedure
- Before printing, check the prepared labels and the different control-lists displaying the appropriate Report on the screen
- Print the necessary files on a good quality printer
- Promptly enter returned questionnaires, because it is an essential requirement for correct follow-up
- Continuous weekly reporting on the efficiency of the survey. This might comprise:
  - number of forms despatched;
  - number of forms returned;
  - number of forms for which data have been input to the database;
  - number of "discards", that is, vehicles scrapped, not taxed, under repair, etc.



**Chapter 6**  
**DATA COLLECTION AND DATA ENTRY**

## **6.1 Flexible organisation of statistical automation**

In processing statistics, the computer is playing an increasingly important role. Without computers it would be impossible to process the large amount of information, which is necessary to compile statistics. However, a great deal has changed as well in the use of computers over the last fifteen years. In most Western European countries there has been a movement from a highly centralised system of data processing using purpose-written software by programmers to a mainly decentralised and flexible system of data using standardised software.

### **6.1.1 The Statistical Production Process.**

The production of statistical information is a complex process. Data on persons, households and in this case of data on road transport, collected by means of surveys or otherwise, have to be transformed into accurate and useful statistics. The survey process follows several steps to achieve this goal:

- Data collection.
- Data processing.
- Tabulation and analyses.
- Publication.

The first and last items are dealt with elsewhere in this manual. This section will mainly cover changes in processing and tabulation of statistics that have taken place in Western European countries.

Traditional data processing falls into the following separate phases:

- Manual treatment of the basic documents – questionnaires and preparation for data entry
- Data entry in batches
- Transfer to the main frame
- Batch-wise check of the input
- Lists of errors
- Manual corrections (which once more had to be input and checked)
- Processing of the statistics
- Tabulation and analyses
- Publication

This way of processing has considerable disadvantages. It is time consuming because of repeated feedback; because several parties are involved, knowledge has to be transferred from subject matter specialists to computer specialists. There are several computer systems involved for data input and data processing and correction, and it seems to be inefficient because of the repeated specification in each step of the process: record definition, data validation and consistency checks.

### 6.1.2 Traditional (Centralised) Computerised Data Processing

Traditionally in most countries, automation was a very centralised activity. There was a central computer department dealing with all software and hardware related activities. Subject matter specialists had to formulate their wishes far in advance, and the translation in terms of computer systems took place by system analysts and programmers. These people were experts in computer matters, but not experts in the statistical subject. The transfer of work was necessary because it was hardly possible to combine both the knowledge on statistics and that of complex computer languages and computers in one and the same person. As previously mentioned, statistical experts had to formulate their wishes far in advance and very clearly, and it was very difficult, if not time consuming, to make corrections and changes afterwards. In many cases communication problems were the causes of incomplete and at least very delayed statistics.

In the case of the processing of data, it was not much better. After manual coding of the incoming questionnaires in the subject matter division, input to the computer was done by specialised keyboard typists in the computer division. The input was checked on the central computer and the results transferred to the subject matter division for correction. This process could have a cyclic character and sometimes had to be repeated several times. When the data were considered to be clean, the real processing of the statistics took place on the mainframe, and once more the results were transferred to the subject matter specialists who had to take care of analyses and tabulation in a format suitable for publication.

It will be clear that this way of working was time consuming, and not very efficient or flexible. Fortunately the Personal Computer (PC) appeared on the scene and made possible a completely different way of working. Decentralisation, standardisation and integrated survey processing appeared to be the answer.

### 6.1.3 Changing Roles in Automation

The PC made computing accessible to non-computer experts in the literal as well as in the metaphorical sense of the word. PCs appeared on everyone's desk and gave access to a powerful computing environment. In addition, user-friendly software made it possible for non-computer experts to produce the computer programs they required for their work.

This led to changes in the roles of the parties involved. For subject matter specialists, the simplified access to the computer made it possible to develop their own systems using standard software tools and to take care of their own data input and data processing. In fact, subject matter knowledge and the knowledge to make the computer really do the work could be combined in one and the same person. By working interactively with the computer, it became possible to integrate the input and the correction phase in order to have more flexible manipulation of the processed data and results.

There was also a changed role of the central computer department. From an executive body it became a policy-making and supporting part of the organisation. The central computer division of a Statistical Office now designs the general automation policy, develops standard tools, provides training and support, and supplies specific expertise.

Another advantage of the advance of the Personal Computer and the related, changed way of working lies in the costs. Within a few years of the advent of the PC the costs of automation decreased by 20% while at the same time much more computing power became available to more users (the number of terminals doubled in a short period of time) and the processing power increased (by a factor far in excess of 100). This process has continued at an accelerating rate. PC power can now be found which exceeds the power of standard mainframe computers of 15 years ago and costs continue to fall.

However, with the advantages of working in a decentralised PC environment, there are certainly a number of disadvantages, and even dangers, of which the most important are mentioned below:

- Problems with the data security.
- The Back-up of data files.
- Different programs for the same job.
- No data sharing between users.

The solution for many of these problems has been found in the introduction of Local Area Networks (LAN). Each division has its own LAN. All networks are inter-linked and connected to minicomputers and database servers. Backup of the LAN file servers takes place centrally on a daily basis. Data security can be improved by removing the disk drives from nearly all PC's. In most cases, only one PC per LAN offers facilities to enter or remove data from the network and only under rather strict conditions. After the introduction of a LAN, standardisation of software was considered to be a very important weapon against the dangers of decentralisation. Set against a limited number of disadvantages like less flexibility, the fact that it could be considered as patronising and that wrong choices may have considerable consequences, there are the following advantages:

- Training is more efficient.
- Everybody speaks the same language.
- Less support and maintenance.
- Better exchangeability.
- Less selection problems.
- Large quantity discounts.

### **6.2 Preparing the data for analysis**

At this stage an important distinction needs be made between returned questionnaires which are *discarded*, because the vehicle has been sold, stolen or because the haulier was excused and told he need not complete the questionnaire, and those that report that the vehicle did not work during the specified week.

The first set, the "discards", is treated as though the questionnaires were never returned and do not form part of the analysis database. On the other hand questionnaires reporting no work *do* form part of the analysis database since they, together with those giving details of freight activity, give an overall picture of road freight transport (activity and inactivity).

An inevitable part of the work involved in preparing the data for analysis is in interpreting the information provided on the questionnaire. It often is not feasible to telephone hauliers to ask for clarification on why they are out at work. The main reason why questionnaires have to be interpreted is because hauliers may leave out stages where the lorry was empty believing - incorrectly - that such information is of no interest to the inquirer.

After interpreting the questionnaire, certain information has to be coded. The coded information is then keyed directly into a database via a computer terminal or a personal computer. The latter is preferable because the person keys the information into field on a screen which can be made to resemble the layout of the original questionnaire and because the data can be checked immediately.

## CHAPTER 6. DATA COLLECTION AND DATA ENTRY

In a main frame computer system it is generally a matter of days, or even weeks, before an error report is received and then there is the difficulty of managing, in indirect input systems, the re-input of records previously rejected because of errors. However in both systems, indirect and direct-data-entry, the survey manager must specify checks, and these are of two types:

- **Plausibility checks:** checks for things which, whilst unlikely, are nevertheless possible (e.g. national journeys over 750 kilometres, a weekly total greater than 7000 kilometres);
- **Logic checks:** comprise range checks (e.g. dangerous goods code *must be* in the range 10 - 90); valid value checks (e.g. commodity code *must be* a valid NST/R group code); contradictory information (e.g. load capacity exceeds gross vehicle weight).

Plausibility checks ought to be kept to an absolute minimum. If, on examining a large number of implausibility checks thrown up by the system, staff find that almost all, whilst unlikely, are in fact correct then they will tend to overlook the few that in fact indicate errors.

The information, that is prepared for computer analysis by coding and then keying information from the questionnaires, should contain something which identifies the person who coded the questionnaire. Also, the questionnaire itself should be initialled by the person who coded the information. In this way if someone has been subsequently found to be consistently misapplying coding rules, questionnaires processed by that person can be identified and re-input. The person can also be re-trained to make the correct entries.

In the case where the data is keyed directly, the date when the data was input should be written onto the questionnaire so that if the computer system "crashes" and one or two days work is lost then it is possible to identify the questionnaires that must be re-input.

It is essential to check that questionnaires have been interpreted consistently and correctly and that the correct codes have been assigned to variables. It is perfectly possible for information to be input which is consistent and which passes every computer check but which is, in fact, wrong. It is usually best to ensure that the team leader checks the questionnaires to ensure that they have been correctly interpreted and coded.

The survey management system should include a periodic check to identify questionnaires which, whilst having been recorded as returned, have not been coded/keyed. Questionnaires do go astray whilst awaiting coding and keying and a check must be made to ensure that a bundle of questionnaires have not been put away, missing the coding and keying stage altogether.

Finally, when the questionnaires have been keyed/coded, they must be stored methodically so that an individual questionnaire can easily be retrieved. It sometimes happens that, when the information is later processed, the analyst notices a very odd, implausible record and will ask for the original questionnaire to be checked.

### 6.3 *Dealing with non-response*

#### 6.3.1 What is non-response?

Take a traditional survey, where a sample is drawn from a suitable register and the appropriate persons or organisations are asked for information about the sample. In a simple case, forms will be sent out through the post, with an envelope provided for the reply.

It would be a miracle if all forms were returned promptly, giving all the information requested. Inevitably, some forms are returned incomplete (possibly with a message of explanation or justification) and other forms are not returned at all. The aim is to obtain as complete information as sensible. Even with all efforts to get maximum response, a survey must have a close-down date and at that date it is highly likely that information will be incomplete.

One possibility is that the firm approached has gone out of business, or the vehicle sampled has been sold, leased or scrapped. **This is not "non-response"** - information has been provided in answer to the approach by the survey team - but this may be a warning signal that the sampling frame is out of date, and that other errors and biases may arise on this account.

Another problem with sample registers is that the address of the business held on the register may be insufficient for the postal authorities to deliver the questionnaire or the address is wrong. The questionnaire is returned by the postal authorities marked as "unable to deliver" or "not known at this address". **This is also not "non-response"** - information has been obtained about the inadequacy of the register as a sampling frame for a postal survey.

This lack of completeness in the information sought can be divided into two categories.

- The first is the unusable response due to the information on the register being wrong, incomplete or out-of-date. In calculating an overall response rate to a survey, the unusable responses should be added to the useable responses.
  - The other category is known as **"non-response"** and it is helpful to start by dividing this into two groups.
- ◆ The first group is **unit non-response**, where no information at all is received in respect of a particular form by the time of the close-down of the survey. (There will often be a need to balance completeness against speed of production of results). Unit non-response can arise in a number of ways, of which the most frequent are:
    - **no reply - no response is received from the unit despite all attempts made to contact the unit.**
    - **a refusal** – where the form is returned with an explicit refusal to complete it, or where there is a verbal refusal over the telephone, or at a visit. Attempts should be made to persuade the potential respondent to take part in the survey, but some refusals may remain.
    - **effective refusals** – where there is no explicit refusal, but the information returned is so incomplete that it is not possible to include the data in the survey.
  - ◆ The second is **item non-response**, where information is received in answer to some questions on the form but not all and it is possible to use the data provided (often with some imputation of missing information).

### 6.3.2 What is the effect of non-response?

At the simplest level, non-response reduces the **sample size** below what was intended and as a result increases the sampling errors of estimates. A crude way of allowing for this is to select an original sample that, after expected non-response, gives an achieved sample of the appropriate size. The effect of non-response then translates into an increase in the cost of the survey, beyond what would be required if non-response were low.

However, the main danger of non-response is that bias may be introduced into the results. If an estimate of, for example, number of tonnes of freight transported is taken from a sample with high non-response without any adjustment, this estimate will be misleading as an estimate for the population, to the extent that non-respondents are different from respondents.

If for a particular variable the average value for non-respondents differs from that for respondents by  $d$  per cent and if the response rate is  $r$  per cent, then the error in the unadjusted mean for respondents is  $d(100-r/100)$  per cent. So, for example, if response is 90 per cent the mean for respondents will be within 2 per cent of the true mean if the mean for non-respondents does not differ by more than 20 per cent from the mean for respondents. At a 50 per cent response rate, a sample mean within 2 per cent of the true mean requires the non-respondent mean to differ by no more than 4 per cent from the respondent mean; and at 20 per cent response no more than 2.5 per cent.

Non-respondents are particularly likely to introduce bias in samples from a heavily skewed distribution with a relatively small number of large firms, if the large firms are not properly represented. In such cases, of course, the survey will often aim to include all the large firms.

Information on outright refusals is difficult to obtain, though for business surveys comparisons can sometimes be made of the characteristics of respondent and non-respondent businesses against a register of businesses. This may give some guidance on differing characteristics. For businesses, generally for most countries, it is likely that outright refusals to a statutory survey will be predominantly from smaller companies, since larger companies normally take these obligations seriously.

There is evidence that the characteristics of those who respond more slowly to surveys are different from those who respond quickly. Tables 6-1 and 6-2 give some illustrations from an annual survey of bus operators in one country and a special detailed analysis of the household National Travel Survey of that country.

**Table 6-1. Speed of response of respondents to bus operators enquiry by size of firm**

Week from sending out form	RESPONSE BY							
	Large		Medium		Small		Total	
	No	%	No	%	No	%	No	%
4	6	5	21	6	197	23	224	17
8	16	13	48	14	290	34	354	27
12	45	36	118	34	581	67	744	56
16	91	73	226	65	686	79	1 000	75
20	107	86	274	80	735	85	1 116	84
24	122	98	309	90	743	86	1 174	88
Sample size	124		343		865		1 332	

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The table shows that by the closedown date of the survey virtually all the largest operators had responded. Medium and smaller operators had lower response rates, but it is noticeable that those smaller operators who responded tended to send in returns more quickly - a reflection of the ease of supplying information, since the smaller operators received a simplified form.

**Table 6-2. Average distance travelled per week per person by ease of contact**

<b>Number of attempts to successful household contact</b>	<b>% of households</b>	<b>Average weekly distance travelled per person (kilometres)</b>	<b>Average weekly distance travelled per person in this group and earlier groups (kilometres)</b>
1	56	180	180
2	23	208	189
3	10	222	192
4	5	238	195
5-6	4	240	197
7-10	2	250	197
11+	0.3	267	198
<b>Total</b>	<b>100</b>	<b>198</b>	<b>198</b>

The results from the National Travel Survey show that if only one visit had been made to each household, the estimate of the distance travelled per week would have been around 10 per cent less than the estimate based on more complete coverage. The 56 per cent of respondent households who were able to respond on a first visit travelled on average 18 per cent less distance per week than those who were contacted on the second and subsequent visits. In other words, those who travelled most were less likely to be at home when an interviewer called - a fairly obvious fact.

### **6.3.3 What should be done about non-response?**

The first simple answer is to **minimise it**, within a sensible use of resources. A second simple answer is that if non-response is high there is little that can be done: it would be rare for there to be sufficient knowledge of the likely characteristics of non-responders compared with responders to enable estimates to be made on the basis of low response.

With highly skewed distributions, where relatively few large firms dominate the results, it is desirable to obtain estimates for these firms individually. If results are not available for some of these, for whatever reason, they need to be estimated or "imputed" through analogue conclusions. Results may be available for the missing firms from the previous year and these can then be updated in line with changes in similar firms, taking into account any knowledge there might be about particular features of a firm's activities or recent history. Otherwise, it may be sensible to base the estimate on the average of the results for the most similar firms for which results have been obtained.



#### 6.3.4 Item Non-Response

It frequently happens that in a set of responses to a survey, some questionnaires are missing information on one or a small number of questionnaire items. This is the "item non-response" mentioned in section 6.3.1.

It is probably not economical to go back to a single respondent for a single missing piece of information. If this piece of information is missing from a large number of respondents, it suggests that the question is not understood, or that the information is not available either easily or at all. In these circumstances, the information sought by the question cannot be given with any confidence from the survey. Of course, if the respondent needs to be contacted for any other reason the opportunity should be taken to fill in any gaps in response.

Rather than exclude the whole of the questionnaire from the analysis (i.e. treat it as a unit non-response) it is clearly desirable to use the information which is present and to make an estimate of the missing values - to "impute" them. There are many ways of doing this; a report by a government statistical service task force lists no fewer than 16. Without going in detail here are a few comments:

- Where possible, estimates should be made from other information on the questionnaire at the data entry stage. For example, if the origin and destination of a journey are recorded, but the distance travelled is missing, a reasonable estimate of the distance can be made.
- Depending on the type of survey, an estimate for the missing value may be possible by referring to information provided from the same firm in an earlier period. This will often not be possible or practicable. The possibility that the omission reflects some change in circumstances since the previous return should be considered.
- The simplest way of handling item non-response is to replace the missing item with the average of similar units in that stratum in the remainder of the survey - very much the same in principle as the handling of unit non-response. This can be handled by direct imputation of missing values, or by adjusting the weighting factor so that it differs for different questions on the questionnaire.
- In certain cases, it may be possible to do a rather more complicated imputation based on the information available on a form and averages for others in similar circumstances. For example, if the amount of fuel used is not recorded on the form, an estimate can be made from the average fuel consumption of similar vehicles and the distance travelled by the vehicle for which the information is missing.

If imputation for missing items is an important feature of a survey, this should be noted and quantified in the description of the results. It should be noted also that the analysis of the results may be affected by simple imputation in two ways.

First, even if the correct mean value is calculated for non-respondents (and, of course, it may not be, thus producing bias), the estimated sampling error of the resulting mix of observed and imputed values will be under-stated. Table 6-3 gives an artificial example, showing that imputation for 20 per cent of a sample for a particular variable leads to an underestimate of the sampling error of 10 per cent. (In fact, if the non-response rate is the same for all values of the variable in question, the increase in sampling error is independent of the particular underlying distribution.)

**Table 6-3. Effect of non-response on variance**

Item values (e.g. tonnes mean)	Number in full sample	Non- response (20%)	Number in achieved sample	Numbers after imputation
1	5	1	4	4
2	10	2	8	8
3	20	4	16	16
4	30	6	24	44
5	20	4	16	16
6	10	2	8	8
7	5	1	4	4
<b>Total</b>	100	20	80	100
<b>Mean</b>	4.00	4.00	4.00	4.00
<b>Standard deviation</b>	0.36	0.36	0.36	0.32

Secondly, any analysis that attempts to relate particular individual values of one item in the sample to others - for example, through a regression analysis - will be adversely affected, because the averages inserted for imputed values will not demonstrate the associations present in the underlying true values. This, however, is generally more of a concern for household surveys than for surveys of businesses. In the case of businesses, analysis is more likely to be of results from the survey compared with external information - of changes in freight movements against changes in GDP, for example.

#### **6.4 Treatment of journeys with more than one stop**

Everyone carrying out medium to large scale surveys has to transform the data which are collected during the survey into a form which can be analysed by computer. However, in the case of data that has a complicated structure, some first stage simplification - often a restructuring of the data into a simpler form - must be carried out beforehand. This is usually the case for surveys of road freight.

The problem is that data are collected about journeys, and journeys can be quite complicated. For example, a haulier sets off empty from his depot, picks up a first load, travels to a second pick-up point where he takes on a second load, travels to a factory where he unloads both loads and then travels empty back to base.

It is an unfortunate fact, but a fact nevertheless, that if we try to structure the data so that details of the linkage between each part of a journey are maintained, then, when the data are transferred to computer, even the simplest analysis will require fairly complex logic and, therefore, a fairly complicated computer program.

If the coding staff has had plenty of experience in dealing with surveys of road freight, these staff are often able to restructure the details provided by the haulier on the questionnaire to preserve the details of the linkage between each part of the journey, as well as ensuring that the main statistics of tonnes and tonne-kilometres are correctly calculated. This section and section 6.5 of this chapter set out the treatment that is possible for journeys with more than one stop where experienced coding staff are available.

Where a road freight survey is being attempted for the first time or the coding staff do not have much experience of this type of survey, it is possible to use the computer to a greater extent if a few extra pieces of information are collected from the questionnaire but without the loss of essential information. Section 6.6 of this chapter covers this situation. The model questionnaire set out in chapter 4 of this manual and the computer processing section in the

## CHAPTER 6. DATA COLLECTION AND DATA ENTRY

following chapter are designed for this latter case. That is, it is a new survey or the coding staff do not have much experience of this type of survey.

Here is a specific example to try and illustrate the potential complications that can arise. A lorry is loaded at the depot with 20 tonnes of goods. It travels 30 kilometres to A where it unloads 10 tonnes, then 15 kilometres to B where it unloads 5 tonnes, then 10 kilometres to C where it unloads the rest (5 tonnes) and travels empty 10 kilometres back to the depot. Remember that the main statistics that the road freight survey are attempting to estimate are tonne-kilometres and tonnes lifted.

In the above, tonne kilometres are easily calculated, as follows:

$$\text{Tonne-kilometres} = (20 \cdot 30) + (10 \cdot 15) + (5 \cdot 10) = 800$$

So, for the purposes of calculating total *tonne-kilometres*, each stage can be taken separately. However total *tonnes lifted* for the journey above is just 20 tonnes. The total distance travelled is one loaded journey of 55 kilometres and one empty journey of 10 kilometres. Notice that in this case, the total distance travelled has to be calculated as the sum of the stages travelled. The calculation tonne-kilometres divided by tonnes lifted does not give the total distance travelled, as it would for a one-stop journey. In the above case, tonne-kilometres divided by tonnes would be 40, not the 55 kilometres of the total multiple stop journey.

If the journey were to be broken down into individual stages, then there would be no way, as far as the computer is concerned, of distinguishing the journey described above from a journey in which 20 tonnes was off-loaded at A, 10 tonnes loaded at A, taken to B where it was all unloaded and where 5 tonnes was loaded and taken to C and unloaded. In this case, the tonne-kilometres and distance travelled would be the same but there would be four journeys recorded and the total *tonnes lifted* would be 35 tonnes.

Returning to the original question: how should we treat journeys of more than one stop? 'Journeys' - as defined, for the purposes of this Regulation, in Part B, chapter 10 - can be classed into three types:

- |                     |   |
|---------------------|---|
| one stop            | one stage, out or back loaded or empty, the return stage being a separate journey.  |
| 2 - 4 stops         | discussed above: very strictly defined; no empty stages.  |
| Collection/delivery | where it is not feasible to collect details of every stage of the journey (in general, journeys of 5 or more stops may be treated as collection/delivery journeys). |

It is the task of the coding staff to restructure what are often quite complicated lorry movements into one of the above three classifications. This section outlines the methodology for the formal treatment of journeys with more than one stop where the expertise of the coding staff is used to classify the journey types. An alternative methodology that uses the computer is set out in section 6.6. This is helpful where the survey is being conducted for the first time or coding staff are inexperienced.

The only 'true' 2 - 4 stop journeys are journeys where the load decreases and where there is no loading or journeys where the load gradually increases and there is no unloading. Such 'journeys' have to be separated out because, as mentioned above, tonnes lifted are calculated differently in such cases.

A few examples might help:

Origin	Destination	Commodity	Tonnes carried
A	B	Empty	0
B	C	Waste paper	10
C	D	Waste paper	12
D	E	Waste paper	16
E	F	Newsprint	16
F	A	Empty	0

This is a simple example of how data might appear on a questionnaire. The lorry seems to have picked up waste paper at three locations B, C and D; that waste paper was unloaded at E where 16 tonnes of newsprint - paper for newspapers - was loaded; this was unloaded at F and the lorry travelled empty back to its depot at A. The first task, of the staff who are processing this survey information, is to restructure the data into separate journeys of either 1 stop or 2-4 stops (there are no 5 or more stop journeys - they are a completely separate category). The above 'journey' should be broken down, as follows:

Journey type	Origin	Destination	Commodity	Tonnes
1 stop	A	B	Empty	0
2 – 4 stop	B	C	Waste paper	10
	C	D	Waste paper	12
	D	E	Waste paper	16
1 stop	E	F	Newsprint	16
1 stop	F	A	Empty	0

So the original 'journey' has been restructured into four new journeys. Genuine 2 to 4 stop journeys are very rare and in the most countries will comprise less than 5 per cent of all restructured journeys. Most journeys that, from the information provided on the questionnaire, appear to be 2 to 4 stop journeys can be safely restructured into 1 stop journeys. Of far greater importance is the treatment of collection/delivery journeys comprising 5 or more stops.

Further guidance on the recording of distance travelled and the calculation of tonne-kilometres for journeys with more than one stop, specific to the implementation of Regulation 1172/98 is provided in Chapter 11, sections 11.5 and 11.6.

### 6.5 Treatment of collection and delivery journeys

If a journey comprised 5 or more stops then the haulier is not asked to complete information for every single stage (a 'stage' is that part of a journey between two stops). Instead he is asked for the following summary information.

- Origin
- Final destination
- Type of goods
- Total loaded distance travelled (LM)
- Total empty distance travelled (LE)
- Total weight of goods delivered (TD)
- Total number of delivery stops (ND)

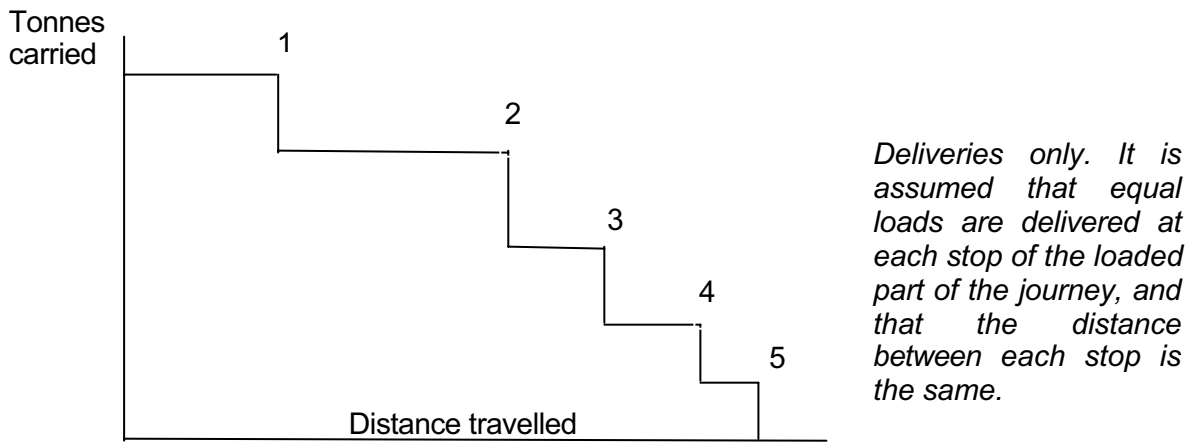
## CHAPTER 6. DATA COLLECTION AND DATA ENTRY

- Total weight of goods collected (TC)
- Total number of collection stops (NC)

The symbols (e.g. LM for Total Loaded Distance Travelled) will be used later on in this section in formulae.

There is a potential loss of data. It is possible that, within a multi-stop journey, a haulier could transport more than a single type of commodity but he will only record the main type of commodity transported. Only the final destination of such journeys is recorded so there will not be complete detailed data about inter-regional flows. However, most of these multi-stop journeys will be relatively short and only involve the delivery or collection of a single commodity. There is obviously no problem in deriving total tonnes lifted: the questionnaire asks for that directly. However, in order to estimate tonne-kilometres, journeys of 5 or more stops must be classified into different types, as follows:

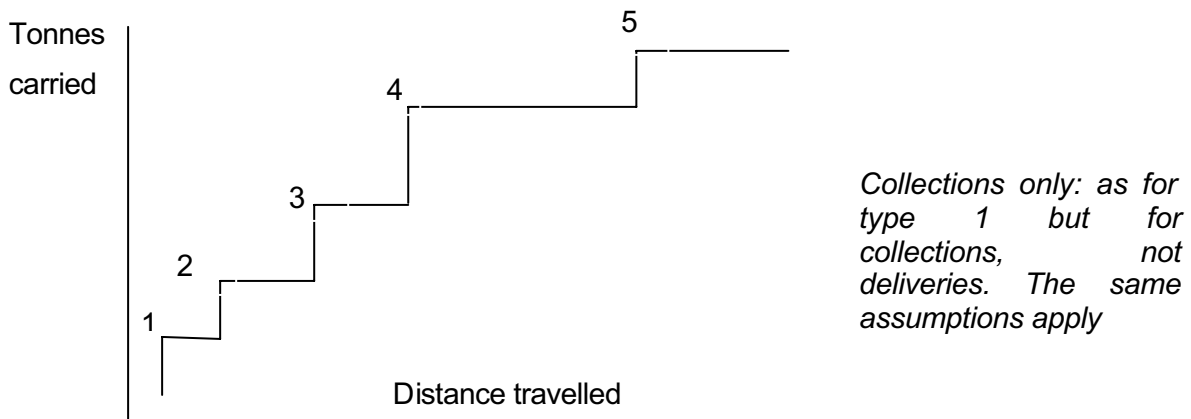
### Type 1



The example shown above as a diagram is a journey that involves 5 stops for delivery. After the fifth stop the vehicle is empty so any distance which the vehicle subsequently travelled (for example, returning to the depot) does not add to the total tonne-kilometres. Total tonne-kilometres is the area under the line. This is the sum of a number of rectangles of equal width but varying height, where the number of rectangles equals the number of delivery stops and the height is a proportion of the tonnage. This leads to:

$$\text{Tonne-kilometres} = (1 / 2) \cdot \text{TD} \cdot \text{LM} \cdot (1 + 1 / \text{ND})$$

### Type 2



## CHAPTER 6. DATA COLLECTION AND DATA ENTRY

The above example is a journey that involves 5 stops for collection and the vehicle travelled empty to the first collection stop. Once again the total tonne-kilometres is the area under the line, which is:

$$\text{Tonne-kilometres} = (1 / 2) \cdot TC \cdot LM (1 + 1 / NC)$$

### Type 3

*Deliveries only, like type 1, but with an unknown number of delivery stops (coded M on the model questionnaire - see chapter 4).* It is assumed that the number of delivery stops is large, and so  $1/ND$  becomes negligible. Then tonne-kilometres approximate to the area of a right-angled triangle with height equal to the initial tonnage and base length equal to the loaded distance. This leads to:

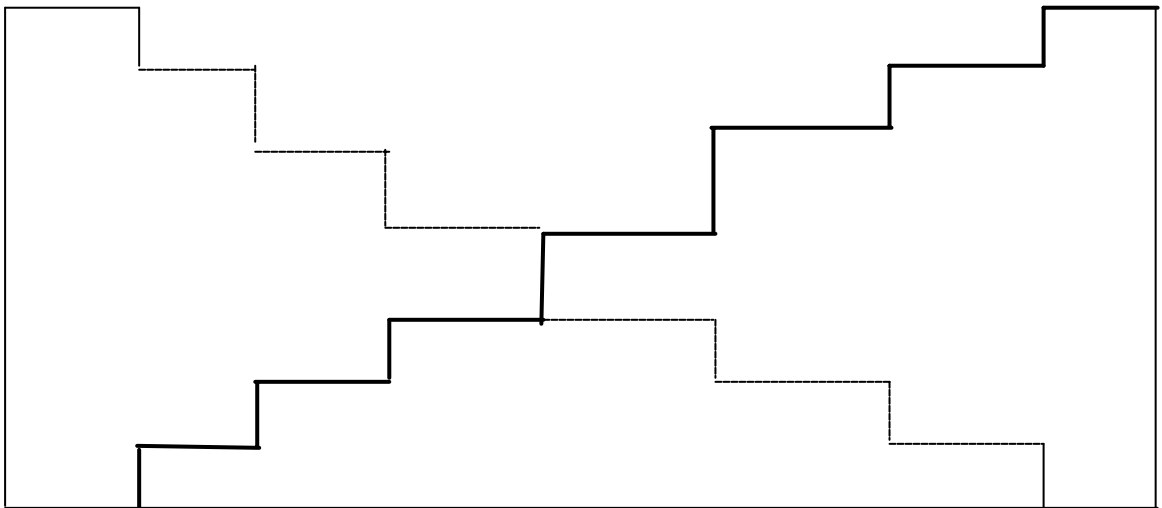
$$\text{Tonne-kilometres} = (1 / 2) \cdot TD \cdot LM$$

### Type 4

*Collections only, like type 2, but with an unknown number of collection stops.* It is assumed that the number of collection stops is large, and so  $1/NC$  becomes negligible. Then tonne-kilometres approximate to the area of a right-angled triangle with height equal to the final tonnage and base length equal to the loaded distance. This leads to:

$$\text{Tonne-kilometres} = (1 / 2) \cdot TC \cdot LM$$

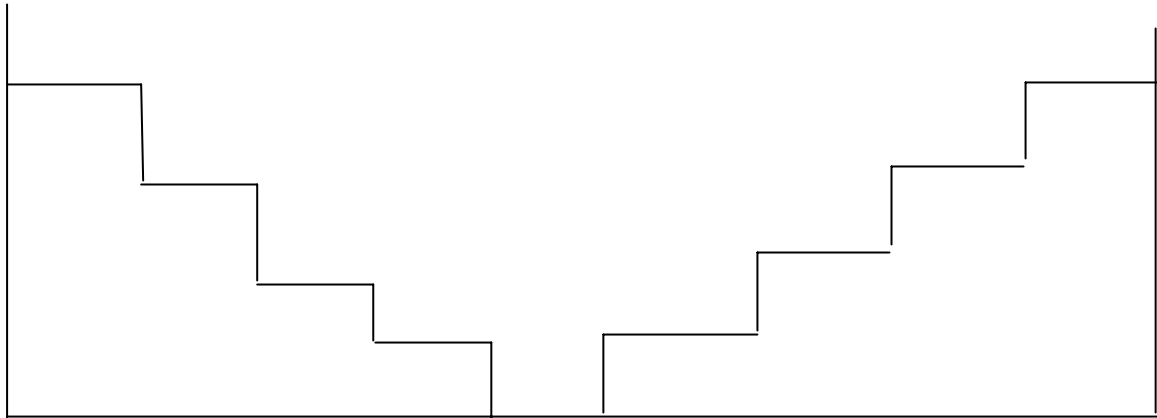
### Type 5



*Collections and deliveries take place simultaneously, with no empty stages.* It is assumed that there are many collections and deliveries, and presumably there are an equal number of collections and deliveries if these are simultaneous. E.g. milk round, where empty bottles are collected from each house and full bottles delivered to each house. Since there are many stops, the tonne-kilometres are simply the addition of the tonne-kilometres for type 3 and type 4. This leads to:

$$\text{Tonne-kilometres} = (1 / 2) \cdot LM \cdot (TD + TC)$$

**Type 6**

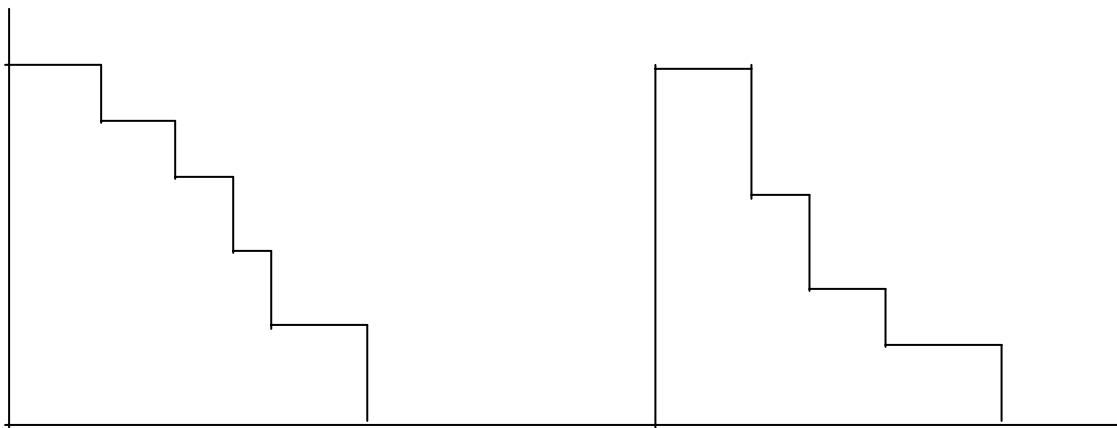


*Deliveries are made, then some distance is travelled empty, then collections are made.* The loaded distance must be divided into loaded distance delivering and loaded distance collecting. It is assumed that, excluding the empty distance, the distance between each stop is the same. The total loaded distance is therefore divided in proportion to the number of delivery stops and the number of collection stops. This means that the loaded distance delivering is a proportion  $ND/(ND+NC)$  of the total loaded distance, and similarly the loaded distance collecting is a proportion  $NC/(ND+NC)$  of the total loaded distance. These weights are then applied to the cases of type=1 and type=2 respectively, and so the assumptions made in those two cases apply. These are then summed to give tonne-kilometres. This leads to:

$$\text{Tonne-kilometres} = \frac{1}{2}TD \cdot LM \left(1 + \frac{1}{ND}\right) \frac{ND}{NC + ND} + \frac{1}{2}TC \cdot LM \left(1 + \frac{1}{NC}\right) \frac{NC}{NC + ND}$$

$$\text{i.e. Tonne-kilometres} = \frac{1}{2} \frac{LM}{NC + ND} (TD(1 + ND) + TC(1 + NC))$$

**Type 7**



## CHAPTER 6. DATA COLLECTION AND DATA ENTRY

There are only a small number of collections but a much larger number of deliveries, e.g. coal round. Tonnes collected is equal to tonnes delivered, and this usually exceeds the carrying capacity of the vehicle. This is really a series of journeys, with each delivery section being one journey. But only totals are given on the questionnaire for tonnes delivered, tonnes collected and loaded distance, and so the journeys are treated as one.

It is assumed that some tonnage is first collected and then delivered in equal amounts to a number of delivery stops that are equidistant from each other. Having made the last delivery, another collection is made and the delivery process starts again. This should have been recorded on the questionnaire as a number of type 1 journeys but you must be prepared for the respondent to overlook this and record these series of journeys as just one delivery journey.

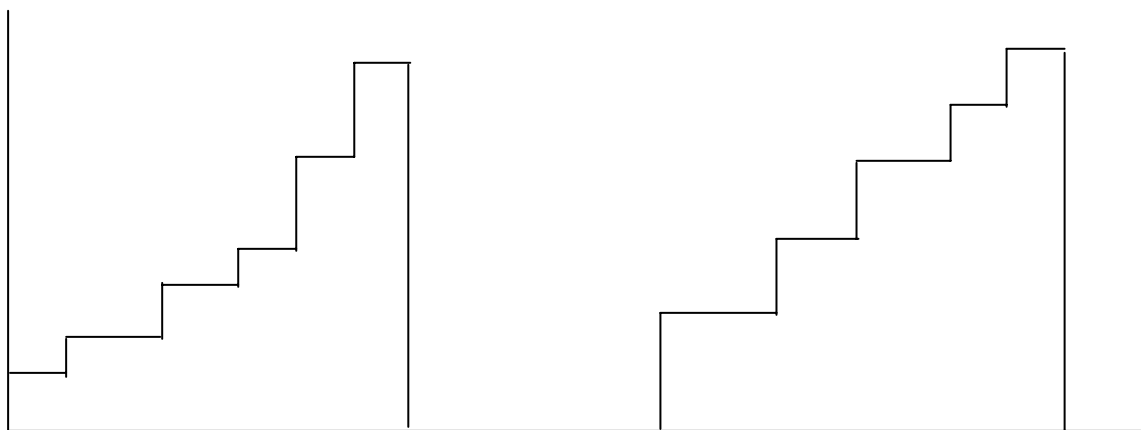
The number of journeys in the 'series' is equal to the number of collection stops. It is assumed that there are an equal number of delivery stops in each series, and so there are  $ND/NC$  delivery stops in each series. Similarly it is assumed that an equal tonnage is delivered on each series, and so the tonnes delivered during each series is  $TD/NC$ . It is also assumed that the loaded distance travelled is the same for each series, and so this is equal to  $LM/NC$ . The tonne-kilometres calculation for each series is based on the case  $TYPE=1$ . Substituting the three fractions into the formula for  $TYPE=1$  gives:

$$\text{Tonne-kilometres for each series} = \frac{1}{2} \frac{TD}{NC} \frac{LM}{NC} \left( 1 + \frac{1}{(ND/NC)} \right)$$

To get total tonne-kilometres, the tonne-kilometres for each series is multiplied by the number of series (which is equal to the number of collection stops). This leads to:

$$\text{Total tonne-kilometres} = \frac{1}{2} \frac{TD}{NC} LM \left( 1 + \frac{NC}{ND} \right)$$

### Type 8



*There are only a small number of deliveries but a much larger number of collections, e.g. collection of milk churns from farms that are delivered back to depots.*



## CHAPTER 6. DATA COLLECTION AND DATA ENTRY

This is the reverse of case TYPE=7. So for each series:

$$\text{tonnes collected} = \frac{TC}{ND}$$

$$\text{loaded distance} = \frac{LM}{ND}$$

$$\text{and number of collection stops} = \frac{NC}{ND}$$

The tonne-kilometres calculation for each series is based on the case of TYPE=2. Substituting the three fractions into the formula for TYPE=2 gives:

$$\text{Tonne-kilometres for each series} = \frac{1}{2} \frac{TC}{ND} \frac{LM}{ND} \left( 1 + \frac{1}{(NC/ND)} \right)$$

To get total tonne-kilometres, the tonne-kilometres for each series is multiplied by the number of series (which is equal to the number of delivery stops). This leads to:

$$\text{Total tonne-kilometres} = \frac{1}{2} \frac{TD}{ND} LM \left( 1 + \frac{ND}{NC} \right)$$

It is all too easy to be disconcerted by these rather complicated formulae. It is not necessary to remember the formula. These will be 'built-into' the processing software. Tonne-kilometres are estimated automatically when the 5 or more stop trip is classified by the coding staff into 1 of the 8 types described above and when other information – for example, total tonnage delivered, total number of deliveries – is input to the computer system.

### To summarise:

For journeys of more than one stop the coding staff must first work out from information recorded on the questionnaire what work the lorry actually did. The quality of information supplied for multi-stop journeys is often significantly worse than for the more straightforward single stop, 'out-and-back' journeys. For multi-stop journeys the coding staff must restructure and simplify, breaking down each journey into components:

- 1 stop journeys;
- 2 – 4 stop journeys;
- 5 or more stop journeys;

For every 5 or more stop journey, the coding staff must classify the journey into one of eight types described above. The following statistics from surveys over a number of years in a Member State may be of interest.

After the reported journeys had been restructured and simplified the breakdown of the number of simplified journeys was as follows:

1 stop journeys	88%
2–4 stop journeys	2%
5 or more stop journeys	10%

## CHAPTER 6. DATA COLLECTION AND DATA ENTRY

The 5 or more stop journeys break down by type was as follows:

Type 1 (Deliveries only, number of stops known)	44%
Type 2 (Collections only, number of stops known)	2%
Type 3 (Deliveries only, number of stops not known)	10%
Type 4 (Collections only, number of stops not known)	1%
Type 5 (Simultaneous collections & deliveries)	18%
Type 6 (Deliveries then collections)	6%
Type 7 (Few collections, much larger number of deliveries)	5%
Type 8 (Few deliveries, much larger number of collections)	14%

### **6.6 Modified Treatment for New Surveys**

The model questionnaire set out in chapter 4 above and the computer processing section in chapter 7 have been designed for the case where the survey is being conducted for the first time. In this case the coding staff will be relatively inexperienced in being able to identify with ease the various types of journey.

The part of the questionnaire that records journeys with up to 4 stops asks for the information of the weight of goods loaded and weight of goods unloaded at each stage of the journey rather than the weight of goods carried. The computer then works out if, at any intermediate stage of a journey recorded on the questionnaire, the vehicle has any residual load or is empty before any loading is done at that intermediate stage. Tonne-kilometres performed at each stage are calculated by the computer from the data of tonnage loaded at that stage plus any residual load from the previous stage. The variable of tonnage lifted is calculated from the data of weight loaded. Tonne-kilometres are calculated as tonnes carried multiplied by distance loaded. If the residual load is zero at any stage of the recorded journey, the computer indicates that a new journey has started.

For journeys with more than five stops, described in the model questionnaire as collection and/or delivery journeys (because this is the usual activity performed on these multi-stop journeys), the computer can be programmed to identify the various types of journey listed in section 6.5 of this chapter and carry out the appropriate calculation.

**Chapter 7**  
**PROCESSING AND ANALYSIS**

## 7.1 *Computer processing and record layout*

### 7.1.1 Computer processing

If the information collected in road freight surveys is input to the computer in the same format as recorded on the questionnaire, even the simplest analysis will require fairly complicated logic (e.g. computer program). It is, therefore, useful if it is simplified before it is put into a form that is suitable for computer analysis.

The exact form of the computer records will of course depend upon the software chosen for the analysis. Nevertheless there are some general principles:

There will be a group of records relating to the sampled vehicle and the road haulage work that the vehicle reported during the survey week. Within each group there will be one record which contains information about the vehicle; one record for each 1 stop trip; one record for each 2 to 4 stop trip (if the modified system set out in section 6.4 of the previous chapter is being used there will be a record for each stage of a 2 to 4 stop trip), and one record for each 5 or more (collection/delivery) stop trip. In addition, to make it easier to analyse the information, a number of 'stage' records can be derived from the information on the vehicle and journey records.

Each record consists of a number of 'variables', for example, in the case of vehicle records, age of vehicle. These data items are called 'variables' because they vary from record to record. Variables are of two types: data that was collected directly, as part of the survey and *derived* variables, that is, variables that were calculated either from other variables or that were calculated externally.

Derived variables, calculated from other variables for each vehicle, include total tonnes lifted during the survey week, total tonne-kilometres performed and kilometres travelled during the survey week. The weighting factor, which is a number indicating how many other vehicles in the country are represented by this sampled vehicle, is an example of an externally calculated variable.

In processing the survey the first task is to check the journey details. The coding staff first simplifies the information, which has been recorded by the haulier. This mostly involves breaking down what may seem to be multi-stop journeys into a number of 1-stop journeys. After this is done, *codes* must be assigned to those variables that the respondent has not been asked to code (such as the NST/R codes for commodities).

The information, that is the data variables comprising each record, are then keyed into the computer system. In the older system, referred to at the beginning of this chapter, the data was keyed onto punched cards or magnetic tape before being read in by the software. However this rather time-consuming method of data entry has almost become obsolete and has been replaced by 'direct-data-entry' systems in which the data is entered into specially formatted VDU screens of PCs. The advantage of inputting by direct-data-entry is that the data can be checked immediately and some of the derived variables can be calculated. Other derived variables, for example the weighting factor and the total tonnage lifted during the survey week, must be added to the record later, when the 'stage' records (see below) have been derived.

The information about the vehicle recorded on the returned questionnaire will be combined with the data already recorded about the vehicle and the owner when the sample was selected.

## CHAPTER 7. COMPUTER PROCESSING AND RECORD LAYOUT

### 7.1.2 Elaboration and application of nomenclatures

The information required for the classification of collected data and for controlling the survey processing are stored in separate files. They have to include:

- Classification of axle configuration
- NACE Rev. 1.1 (four-digit) category of activity
- Classification of type of transport
- Classification of type of journey
- NUTS and Country codes, names and categories
- EUROSTAT transport nomenclature for commodities (NST/R 24)
- Classification of dangerous goods
- Classification of mode of appearance
- Classification for any variable collected by a country in addition to those required by regulation 1172/98 (for example, body types for lorry (or semi-trailer))
- Questionnaire return deadlines

### 7.1.3 Model layout for computer records

Model layouts for the computer records for the survey are set out below. These layouts are based on the model questionnaire shown in chapter 4. All the data required by Regulation 1172/98 (including the optional variables) are included, if the options are exercised of recording only the main type of good carried and the main vehicle configuration during the week.

The computer is used to identify the various types of journey and to calculate the tonnage carried and the tonne-kilometres performed during the journey.

Layouts of the pre-recorded information are shown in Table 7-1 for the Operator Register (OPREG) and Table 7-2 for the Vehicle Register (VEHREG) showing the source of the variables and the permissible codes. It will be noticed that all this information for these two records is as obtained from the survey register. It does NOT include information obtained from the first two pages of the model survey questionnaire shown in chapter 4.

## CHAPTER 7. COMPUTER PROCESSING AND RECORD LAYOUT

**Table 7-1. Model layout of Operator Register (OPREG)**

No.	Field description	Format	Length	Source
01.	Identifier of the operator in the survey	numeric	4	
02.	Identifier of the operator in Business Register	numeric	13	Business Register
03.	Name of operator	alphanumeric	25	Register
04.	Address of operator - settlement, name	alphanumeric	25	Register
05.	Address of operator - settlement, id.	numeric	5	Register
06.	Address of operator - street	alphanumeric	25	Register
07.	Address of operator - house-number	alphanumeric	5	Register
08.	Address of operator - ZIP code	numeric	6	Register
09.	Main activity of the operator (NACE code)	numeric	6	Business Register
10.	Type of the operator (Private or business)	numeric	1	Register

**Table 7-2. Model layout of Vehicle Register (VEHREG)**

No.	Field description	Format	Length	Source
01.	Registration (licence) mark (number)	alphanumeric	12	Register
02.	Identifier of the operator	numeric	4	OPREG.N01
03.	Type of vehicle	numeric	1	Register
04.	Year of first registration	numeric	4	Register
05.	Number of axles	numeric	1	Register
06.	Unladen (own) weight (kg)	numeric	5	Register
07.	Maximum permissible laden weight (kg)	numeric	5	Register
08.	Loading capacity (kg)	numeric	5	Register or (07-06)
09.	Body type	alphanumeric		Register
10.	Type of fuel used	alphanumeric	1	Register
11.	Survey year and week	numeric	4	Survey
12.	Strata group	numeric	2	Survey
13.	Status on reference week	numeric	2	Survey

Hereafter the fields from each record will be referenced with the name of the record and the number of field in record description. So the field "strata group" from VEHREG record will be referenced as VEHREG.N12. When the name of record is omitted, the referenced field is in the same record.

A model record layout for the basic data entry on the vehicle from the questionnaire is set out in Table 7-3 (ENTRYREC), showing the source of the variables and the permissible codes. It includes the information obtained from the first two pages of the model survey questionnaire shown in chapter 4.

CHAPTER 7. COMPUTER PROCESSING AND RECORD LAYOUT

**Table 7-3. Model basic data entry-record for VEHICLE (ENTRYREC)**

No	Field description	Format	Length	Permissible codes / source
01	Registration (licence) mark (number)	AN	12	VEHREG.N01
02	Record number	N	5	Program
03	Date of input	N	2	01-31
04	Month of input	N	2	01-12
05	Year of input	N	2	Year of survey or next year
06	Name of operator of vehicle	AN	25	
07	Operators region/county code	N	5	
08	Address of operator - ZIP code	N	6	
09	Address of operator - settlement	AN	25	
10	Street	AN	25	
11	House number	N	5	
12	Settlement code	N	5	
13	Type of vehicle	N	1	1, 2
14	Year of first registration	N	2(4)	1975 - year of survey <sup>1</sup>
15	Number of axles on vehicle	N	1	2 - 6 <sup>1</sup>
16	Unladen weight (kg)	N	5	500 - 30 000 <sup>1</sup>
17	Maximum permissible laden weight (kg)	N	5	1 000 - 50 000 <sup>1</sup>
18	Load capacity (kg)	N	5	500 - 30 000 <sup>1</sup>
19	Survey reference week	N	2	VEHREG.N11 (last 2 digits)
20	Status on reference week	N	2	
21	Identifier of operator	N	13	
22	Private operator or business	N	1	1, 2
23	Type of business (main activity)	N	6	
24	If vehicle sold/scrapped	N	1	1, 2
25	Date of selling/scraping	N	6	
26	Name of new operator if sold	AN	25	
27	Address of new operator - ZIP code	AN	6	
28	County (region) code	N	5	
29	Settlement	AN	25	
30	Street	AN	25	
31	House number	N	5	
32	If vehicle used trailer/semi-trailer in week	N	1	0, 1
33	Number of axles on trailer/semi-trailer	N	1	0 - 4 <sup>1</sup>
34	Load capacity of trailer/semi-trailer (kg)	N	5	0 - 25 000 <sup>1</sup>
35	Body type of vehicle/semi-trailer	N	2	01 - 13
36	Type of use	N	1	1 - 4
37	Type of fuel used	N	1	1 - 3
38	Fuel purchased in reference week	N	4	
39	Days in work/out of operation	N	1	sum 40 to 46 must = 7
40	In work	N	1	0 - 7
41	Repair	N	1	0 - 7
42	Holiday	N	1	0 - 7
43	No driver	N	1	0 - 7
44	No work	N	1	0 - 7
45	Drivers holiday	N	1	0 - 7
46	Other causes	N	1	0 - 7
47	Kilometres in past 12 months	N	5	
48	Usage of vehicle in past 12 months	N	2	
49	Strata group	N	2	VEHREG.N12
50	Possibility of using vehicle for combined transport	N	1	
51	Optional field for country use	N	5	
52	Optional field for country use	N	5	

<sup>1</sup> - Program to query entry if outside range but limit can be over-ridden by data input operator.

CHAPTER 7. COMPUTER PROCESSING AND RECORD LAYOUT

A model for the record layout for the information about the journeys - the 'journey' records (ENTRYJY1) and (ENTRYJY2) is set out in Table 7-4, again showing the source for each field and the permissible codes. This data comes from pages 3 and 4 of the model survey questionnaire shown in chapter 4.

**Table 7-4. Model basic data entry record for JOURNEYS NTRYJY1,ENTRYJY2)**

Model basic data entry record for NORMAL JOURNEY(ENTRYJY1)				
No	Field description	Format	Length	Permissible codes or source of field
01	Registration (licence) mark (number)	AN	12	ENTRYREC.N01
02	Record number	N	5	ENTRYREC.N02
03	Kind of journey I	N	1	1 entered by program
04	Sequence number of journey	N	2	entered by program
05	Date of journey	N	2	01-31
06	Month of journey	N	2	01-12
07	Place of origin	N	6	
08	Place of last destination	N	6	
09	Distance travelled	N	4	
10	Weight of goods loaded (kg)	N	5	less than 1,25 load capacity1
11	Type of goods	N	3	NSTR
12	Dangerous goods	N	2	10,20,30,41,42,43,51,52,61,62,70,80,90
13	Type of cargo	N	1	0 - 7, 9
14	Weight of goods unloaded (kg)	N	5	less than 1,25 load capacity1
15	Trailer used	N	1	0, 1
16	Type of transport	N	1	1, 2
17	Number of journeys	N	2	01 - 101
18	Place of loading on another mode	N	6	
19	Place of unloading from another mode	N	6	
20	Other mode used	N	1	1, 2
21	Volumetric loading	N	1	0,1,2
22	Transit country A	N	3	
23	Transit country B	N	3	
24	Transit country C	N	3	
25	Transit country D	N	3	
26	Transit country E	N	3	

Model basic data entry JOURNEY record for collection and delivery (ENTRYJY2) (assumes no transit or international journeys)				
No	Field description	Format	Length	Permissible codes or source of field
01	Registration (licence) mark	AN	12	ENTRYREC.N01
02	Record number	N	5	ENTRYREC.N02
03	Kind of journey II	N	1	2 entered by program
04	Sequence number of journey	N	2	Entered by program
05	Date of journey	N	2	01-31
06	Month of journey	N	2	01-12
07	Place of origin	N	6	
08	Place of last destination	N	6	
09	Distance travelled loaded	N	4	
10	Distance travelled empty	N	4	
11	Weight of goods loaded (kg)	N	5	Less than 1,25 load capacity <sup>1</sup>
12	Weight of goods collected (kg)	N	5	Less than 1,25 load capacity <sup>1</sup>
13	Type of goods	N	3	NSTR
14	Dangerous goods	N	2	
15	Type of cargo	N	1	
16	Number of stops	N	2	4 +
17	Trailer used	N	1	0, 1
18	Type of transport	N	1	1,2
19	Volumetric loading	N	1	0,1, 2

<sup>1</sup> program to query entry if outside range but limit can be over-ridden by data input operator



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A model for the record layout for the complete survey information about the vehicle – the ‘vehicle’ record (RECVEH) - is set out in Table 7-5, showing the source of each field. The derived variables for this record must be added when the stage records have been derived. A weighting factor must be calculated and added to the record before the analyses are made.

**Table 7-5. Model computer VEHICLE record (RECVEH) <sup>1</sup>**

No	Field description	Format	Length	Source of field
01	Registration (licence) mark (number)	AN	12	ENTRYREC.N01
02	Record number	N	5	ENTRYREC.N02
03	Survey week	N	2	ENTRYREC.N19
04	Date of input	N	2	ENTRYREC.N03
05	Month of input	N	2	ENTRYREC.N04
06	Year of input	N	2	ENTRYREC.N05
07	Status of the vehicle in survey week	N	2	ENTRYREC.N20
08	County (region) of operator	N	2	ENTRYREC.N07
09	Private operator or business	N	1	ENTRYREC.N22
10	Business of operator	N	6	ENTRYREC.N23
11	Type of vehicle	N	1	ENTRYREC.N13
12	Number of axles on vehicle	N	1	ENTRYREC.N15
13	Number of axles on trailer/semi-trailer	N	1	ENTRYREC.N33
14	Year of first registration	N	4	ENTRYREC.N14
15	Load capacity of vehicle (kg)	N	5	ENTRYREC.N18
16	Load capacity of unit (kg)	N	5	ENTRYREC.N18 +ENTRYREC.N34
17	Body type of vehicle/semi-trailer	N	2	ENTRYREC.N35
18	Days in work	N	1	ENTRYREC.N40
19	Non use - days	N	1	ENTRYREC.N39-ENTRYREC.N40
20	Main reason of non use	N	1	Max. size of ENTRYREC N40 to N46
21	If vehicle used trailer/semi-trailer	N	1	ENTRYREC.N32
22	Load capacity of trailer (kg)	N	5	ENTRYREC.N34
23	Type of transport	N	1	ENTRYREC.N36
24	Type of fuel used	N	1	ENTRYREC.N37
25	Fuel purchased in reference week	N	4	ENTRYREC.N38
26	Total kilometres in last 12 months	N	5	ENTRYREC.N47
27	Usage of vehicle in past 12 months	N	2	ENTRYREC.N48
28	Possibility of using vehicle for combined transport	N	1	ENTRYREC.N50
29	Optional field for country use	N	5	ENTRYREC.N51
30	Optional field for country use	N	5	ENTRYREC.N52
31	Total number of journeys in survey period	N	2	Sum of RECJOUR records
32	Total vehicle kilometres - loaded in survey period	N	4	Sum of N12 of RECJOUR records
33	Total kilometres - empty in survey period	N	4	Sum of N13 of RECJOUR records
34	Total kilometres travelled in survey period	N	4	N32 + N33
35	Total tonnage in survey period	N	4	Sum of N28 of RECJOUR records
36	Total tonne-kilometres in survey period	N	5	Sum of N29 of RECJOUR records
37	Strata group	N	2	ENTRYREC.N49
38	Survey grossing factor	N	6	Input by program

<sup>1</sup> created from ENTRYREC, OPREG and RECJOUR after creation of all RECJOUR records

It would be complicated if, every time an analysis run was required, journey records had to be processed in one of three ways depending upon which type of journey was being processed. Stage records can be derived from each journey record to overcome this problem and, in analysis runs, it is these records which are processed. A model stage record (RECJOUR) is set out in Table 7-6, which indicates how each of the variables are derived and the source of the data (vehicle or journey record).

If the same journey has been made many times in a day (e.g. a lorry taking gravel from a quarry to a cement factory) then it would be inefficient if the details of every single journey had to be entered into the computer. So the variables need only be entered once but the

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'journey multiplier' indicated on the questionnaire should be added, for example if 10 such journeys were made in the day, then enter 10, to indicate that 10 identical journeys were undertaken. When such a journey is processed, after passing all the consistency checks, to derive stage records the computer will produce 10 identical stage records.

**Table 7-6. Model computer JOURNEY record (RECJOUR) <sup>1</sup>**

No	Field description	Format	Length	Source of field or method of calculation
01	Registration (licence) mark (number)	N	1	ENTRYJY1.N01 or ENTRYJY2.N01
02	Survey week	N	2	ENTRYREC.N19
03	Strata group	N	2	ENTRYREC.N49
04	Record number	N	4	ENTRYREC.N02
05	Kind of journey	N	1	ENTRYJY1.N03 or ENTRYJY2.N03 If N05=2 then N.05 = 3 GO TO sub-routine A If N05=1 then N.05 = 1 GO TO sub-routine B

### SUB-ROUTINE A -

### DELIVERY/COLLECTION JOURNEYS

06	Sequence No of journey	N	2	ENTRYJY2.N04
07	Day of journey (Monday, etc 1 to 7)	N	1	Calculate from (ENTRYJY2.N05 and ENTRYJY2.N06) with calendar
08	Month of journey (01 to 12)	N	2	ENTRYJY2.N06
09	Place of origin	N	6	ENTRYJY2.N07
10	Place of destination	N	6	ENTRYJY2.N08
11	Domestic/international journey	N	1	Calculate from first digit of N09 and N10 <sup>2</sup>
12	Distance travelled loaded	N	4	IF RECVEH.N16 = 0 THEN blank ELSE ENTRYJY2.N09
13	Distance travelled empty	N	4	ENTRYJY2.N10
14	Weight of goods delivered	N	5	ENTRYJY2.N11
15	Type of goods	N	3	ENTRYJY2.N13
16	Dangerous goods	N	2	ENTRYJY2.N14
17	Type of cargo	N	1	ENTRYJY2.N15
18	Weight of goods collected	N	5	ENTRYJY2.N12
19	Number of stops	N	2	ENTRYJY2.N16
20	Trailer used	N	1	ENTRYJY2.N17
21	Type of transport	N	1	ENTRYJY2.N18
22	Type of vehicle	N	1	RECVEH.N11
23	Number of axles on vehicle	N	1	RECVEH.N12
24	Number of axles on trailer/semi-trailer	N	1	RECVEH.N13
25	Body type of unit (vehicle/semi-trailer)	N	2	RECVEH.N17
26	Load capacity of unit (tonnes)	N	2.1	RECVEH.N16 / 1 000
27	Weight carried (kg)	N	5	If N13>0 and N14>0 and N18>0 THEN max (N14, N18) ELSE = N14 + N18
28	Weight after delivery (kg)	N	5	Blank
29	Total tonnes	N	2.2	N27/ 1000
30	Tonne-kilometres	N	4.2	if N13>0 and N14>0 and N18>0 then N12*0,25*(N14+N18)*(N19+2)/(N19*1 000) else N12*0,5*(N14+N18)*(N19+1)/(N19*1 000)
31	Total distance on journey	N	4	N12 + N13
32	Volumetric loading	N	1	ENTRYJY2.N19
33 40	Combined transport and transit countries			Blank (assumption that delivery and collection journeys will not be international)
41	Survey grossing factor	N	4.2	Program input

### THEN PROCESS NEXT RECORD

**NOTES:** <sup>1</sup> created from ENTRYREC, ENTRYJY2, RECVEH.

<sup>2</sup> For kind of journey: if first digit of N09=0 and first digit of N10 = 0 then N11 = 0 (domestic journey) else "error report".

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Table 7-6 (continued).

**SUB-ROUTINE B for Model computer JOURNEY record (RECJOUR) <sup>1</sup> -NORMAL JOURNEYS**

No	Field description	Format	Length	Source of field or method of calculation
06	Sequence No of journey	N	2	ENTRYJY1.N04
07	Day of journey (Monday, etc 1 to 7)	N	1	Calculate from (ENTRYJY1.N05 and ENTRYJY1.N06) With calendar
08	Month of journey(01 to 12)	N	2	ENTRYJY1.N06
09	Place of origin	N	6	ENTRYJY1.N07
10	Place of destination	N	6	ENTRYJY1.N08
11	Domestic/international journey	N	1	Calculate from first digit of N09 and N10 <sup>2</sup>
12	Distance travelled loaded	N	4	IF ENTRY JY1.N10 = 0 THEN blank ELSE ENTRYJY1.N09
13	Distance travelled empty	N	4	IF ENTRY JY1.N10 = 0 THEN ENTRYJY1.N09 AND N05 = 4
14	Weight of goods loaded	N	5	ENTRYJY1.N10
15	Type of goods	N	3	ENTRYJY1.N11
16	Dangerous goods	N	2	ENTRYJY1 field 12
17	Type of cargo	N	1	ENTRYJY1.N13
18	Weight of goods unloaded	N	5	ENTRYJY1.N14
19	Number of stops	N	1	N19 = 1
20	Trailer used	N	1	ENTRYJY1.N15
21	Type of transport	N	1	ENTRYJY1.N16
22	Type of vehicle	N	1	RECVEH.N11
23	Number of axles on vehicle	N	1	RECVEH.N12
24	Number of axles on trailer/semi-trailer	N	1	RECVEH.N13
25	Body type of unit (vehicle/semi-trailer)	N	2	RECVEH.N17
26	Load capacity of unit (tonnes)		2.1	RECVEH.N16 / 1 000
27	Weight carried (kg)	N	5	N14
28	Weight after delivery	N	5	N14 - N18
29	Total tonnes	N	2.2	N27 / 1000
30	Tonne-kilometres	N	4.2	N12*N27 / 1 000
31	Total distance on journey	N	4	N12 + N13
32	Volumetric loading	N	1	ENTRYJY1.N21
33	Place loaded - transport by another mode	N	6	ENTRYJY1.N18
34	Place unloaded from transport by another mode	N	6	ENTRYJY1.N19
35	Other mode of transport	N	1	ENTRYJY1.N20
36	Transit country A	N	3	ENTRYJY1.N22
37	Transit country B	N	3	ENTRYJY1.N23
38	Transit country C	N	3	ENTRYJY1.N24
39	Transit country D	N	3	ENTRYJY1.N25
40	Transit country E	N	3	ENTRYJY1.N26
41	Number of journeys		0	IF ENTRY JY1.N17 > 1 REPRODUCE N1 EXTRA IDENTICAL "RECJOUR" RECORDS THEN NEXT RECORD IF ENTRY JY1.N17 = 1 AND N28 = 0 THEN NEXT RECORD IF ENTRY JY1.N17 = 1 AND N28 > 0 THEN SUB-ROUTINE C FOR NEXT RECORD IF ENTRY JY1.N17 = 1 AND N28 < 0 THEN ERROR REPORT AND NEXT RECORD
42	Survey grossing factor	N	4.2	Program input

**NOTES :** <sup>1</sup> created from ENTRYREC, ENTRYJY1, RECVEH

<sup>2</sup> For kind of journey: if first digit of N09=0 and first digit of N10 = 0 then N11 = 0 (domestic journey)  
if first digit of N09=0 and first digit of N10 = 1 then N11 = 1 (international journey)  
if first digit of N09=1 and first digit of N10 = 0 then N11 = 1 (international journey)  
if first digit of N09=1 and first digit of N10 = 1 and N09 # N10 then N11= 2 (cross-trade)  
if first digit of N09=1 and first digit of N10 = 1 and N09 = N10 then N11= 3 (cabotage)

Table 7-6 (continued)

**SUB-ROUTINE C for Model computer JOURNEY record (RECJOUR) <sup>1</sup> -TWO TO FOUR STOP JOURNEYS**

No	Field description	Format	Length	Source of field or method of calculation
10	Place of destination	N	6	N10 = ENTRYJY1.N08
11	Domestic/international journey	N	1	Calculate from first digit of N09 and N10 <sup>2</sup>
12	Distance travelled on stage	N	4	ENTRYJY1.N09
14	Weight of goods loaded)	N	5	ENTRYJY1.N10
18	Weight of goods unloaded	N	5	ENTRYJY1.N14
19	Number of stops	N	1	N19 + 1
27	Weight carried	N	5	N28 + N14
28	Weight after delivery	N	5	N27 - N18
29	Total tonnes	N	2.2	MAXIMUM (N29 , N18/1 000)
30	Tonne-kilometres	N	4.2	N30 + N12*N27/1000
31	Total distance on journey	N	4	N31 + N12
32	Volumetric loading	N	1	IF ENTRYJY1.N21 = 2 THEN N32 = 2
33	Place loaded - transport by another mode	N	6	IF N33 = blank THEN ENTRYJY1.N18
34	Place unloaded from transport by another mode	N	6	IF N33 = blank THEN ENTRYJY1.N19
35	Other mode of transport	N	1	IF N33 = blank THEN ENTRYJY1.N20
36	Transit country A	N	3	IF N33 = blank THEN ENTRYJY1.N22
37	Transit country B	N	3	IF N33 = blank THEN ENTRYJY1.N23
38	Transit country C	N	3	IF N33 = blank THEN ENTRYJY1.N24
39	Transit country D	N	3	IF N33 = blank THEN ENTRYJY1.N25
40	Transit country E	N	3	IF N33 = blank THEN ENTRYJY1.N26
41	End of journey?		0	IF N28 = 0 THEN N05 = 2 AND NEXT RECORD IF N28 > 0 THEN SUB-ROUTINE C FOR NEXT RECORD IF N28 < 0 THEN ERROR REPORT AND NEXT RECORD
42	Survey grossing factor	N	4.2	program input

**NOTES :** <sup>1</sup> created from ENTRYREC, ENTRYJY1, RECVEH

<sup>2</sup> For kind of journey:

- if first digit of N09=0 and first digit of N10 = 0 then N11 = 0 (domestic journey)
- if first digit of N09=0 and first digit of N10 = 1 then N11 = 1 (international journey)
- if first digit of N09=1 and first digit of N10 = 0 then N11 = 1 (international journey)
- if first digit of N09=1 and first digit of N10 = 1 and N09 not = N10 then N11= 2 (cross-trade)
- if first digit of N09=1 and first digit of N10 = 1 and N09 = N10 then N11= 3 (cabotage)

## 7.2 The calculation of weighting factors for the survey

### 7.2.1 General Principles

The technique to estimate *population totals* on the basis of the achieved sample is by **weighting** (sometimes referred to as grossing-up), that implicitly assumes that non-respondents have the same characteristics as respondents. To minimise the possible bias discussed in the previous chapter, the weighting is done separately for sub-samples (strata) of the main sample that are expected to be relatively homogeneous and where there is a reasonable chance that non-respondents have similar experience to respondents.

The **denominator** of the weighting factor for a stratum of a survey should be the number of active vehicles (that is, the number of A1 records sent to Eurostat) plus the number of non-working vehicles in the survey period that could be considered part of the active stock of vehicles. **Note that A1 records should NOT be sent to Eurostat for vehicles**

**claimed to be not working in a survey period but that could be considered as part of the active stock of vehicles.** A new error check has been introduced to identify the submission of any such records.

The numerator of the weighting factor for a stratum of a survey should be the total park of vehicles in that strata **multiplied by the number of relevant survey periods.** If the survey period (the length of time for which information is required about the transport activity of any selected vehicle) is a week and the survey covered a quarter of a year, the number of relevant survey periods would normally be 13 (or very occasionally 14).

As an example, Table 7-7 on the next page shows the weighting factors for a country's domestic road freight survey. An achieved sample of 16 852 vehicles was drawn from the population of 437 657 vehicles. The sample was drawn independently from a matrix of 8 types of goods vehicle by 12 areas of the country. Sampling fractions and response were different in each cell of the matrix (though overall response exceeded 95 per cent).

It is reasonable to suppose that a non-respondent small rigid vehicle in the North region will be adequately represented by the 166 other similar vehicles in the survey - certainly better than by articulated vehicles in the South-East region. These 166 vehicles represent in fact 7 638 small rigid vehicles in the North, the whole population of these vehicles in that region. In the analysis, therefore, each sample vehicle in this group is taken to represent 46.01 vehicles in the population ( $7\,638/166$ ) or 2 393 vehicle weeks ( $52 \cdot 46.01$ ) when making annual estimates. (In practice, the analysis is a little more complicated than this, as it is done on a quarterly basis and uses an estimate of the average vehicle population in the period.)

In some cases other control totals may be available and these should normally be used in calculating the weighting factors.

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**Table 7-7. Grossing up to a survey of domestic road haulage**

Population	North	North Midlands	North West	West Midlands	East Midlands	East	South	West	South East	Metropolitan	South West	North East	Total
<b>Rigid vehicles</b>													
Up to 7.5 t	7,638	15,183	20,484	21,047	12,945	10,322	5,236	12,467	10,684	25,643	8,189	3,610	153,490
Between 7.5 and 14 t	1,752	3,236	4,541	5,720	3,659	2,185	1,212	3,189	2,985	5,504	1,775	695	36,453
Between 14 and 17 t	4,357	7,691	10,457	11,761	7,911	5,487	2,543	7,198	5,344	11,766	4,734	2,140	81,651
Between 17 and 25 t	1,405	2,077	2,601	3,490	2,082	1,645	927	2,526	1,370	2,711	1,557	1,072	23,463
Over 25 t	1,426	2,386	3,566	3,596	2,896	2,135	858	2,636	1,674	4,452	1,600	892	28,107
Total rigids	16,579	30,843	41,640	45,614	29,493	21,744	10,816	28,017	22,047	50,078	17,854	8,410	323,164
<b>Articulated vehicles</b>													
Between 3.5 and 30 t	703	1,201	2,014	2,661	1,534	978	455	1,084	872	1,484	562	169	13,717
Between 30 and 33 t	812	1,733	2,768	2,832	2,375	1,620	422	1,296	1,095	3,355	605	363	19,277
Over 33 t	6,023	8,936	10,267	8,930	9,632	9,418	2,491	6,029	4,440	7,841	4,381	3,112	81,499
Total artics	7,538	11,870	15,049	15,049	13,541	12,016	3,368	8,409	6,407	12,680	5,548	3,644	114,493
<b>Grand total</b>	<b>24,117</b>	<b>42,713</b>	<b>56,689</b>	<b>56,689</b>	<b>43,034</b>	<b>21,744</b>	<b>14,184</b>	<b>36,425</b>	<b>28,454</b>	<b>62,758</b>	<b>23,402</b>	<b>12,054</b>	<b>437,657</b>
<b>Achieved sample</b>													
<b>Rigid vehicles</b>													
Up to 7.5 t	166	163	167	170	162	165	158	172	157	156	237	102	1,975
Between 7.5 and 14 t	110	99	105	108	104	118	94	115	109	103	149	64	1,278
Between 14 and 17 t	193	196	190	184	182	193	184	189	192	187	273	122	2,285
Between 17 and 25 t	86	92	89	90	83	100	93	91	96	91	92	72	1,075
Over 25 t	132	145	148	148	131	152	134	146	148	139	178	108	1,709
Total rigids	687	695	699	700	662	728	663	713	702	676	929	468	8,322
<b>Articulated vehicles</b>													
Between 3.5 and 30 t	111	114	115	132	116	113	74	114	108	117	87	23	1,224
Between 30 and 33 t	142	207	218	228	215	204	72	188	190	218	119	66	2,067
Over 33 t	431	443	451	459	431	474	391	449	433	416	514	347	5,239
Total artics	684	764	784	819	762	791	537	751	731	751	720	436	8,530
<b>Grand total</b>	<b>1,371</b>	<b>1,459</b>	<b>1,483</b>	<b>1,519</b>	<b>1,424</b>	<b>1,519</b>	<b>1200</b>	<b>1,464</b>	<b>1,433</b>	<b>1,427</b>	<b>1,649</b>	<b>904</b>	<b>16,852</b>
<b>Weighting factors</b>													
<b>Rigid vehicles</b>													
Up to 7.5 t	2,393	4,844	6,378	6,438	4,015	3,253	1,736	3,769	3,539	8,548	1,797	1,841	
Between 7.5 and 14 t	828	1,700	2,249	2,754	1,830	963	671	1,442	1,424	2,779	619	565	
Between 14 and 17 t	1,174	2,112	2,862	3,234	2,260	1,478	719	1,981	1,445	3,272	902	912	
Between 17 and 25 t	850	1,174	1,520	2,017	1,304	856	518	1,443	742	1,549	880	774	
Over 25 t	562	856	1,249	1,263	1,150	730	333	939	588	1,666	467	429	
<b>Articulated vehicles</b>													
Between 3.5 and 30 t	329	548	910	1,048	688	450	320	494	420	660	336	383	
Between 30 and 33 t	297	435	660	646	574	574	305	358	300	800	265	286	
Over 33 t	727	1,049	1,049	1,012	1,162	1,162	331	698	533	980	443	466	

### 7.2.2 Methodology where the vehicle register is reliable and updated regularly

These weighting factors are calculated each quarter for each group (strata) of vehicles in the stratified sample. It is unnecessarily complicated to attempt to calculate these weighting factors for each time period (week) of a survey or even to produce monthly weighting factors. A weighting factor based upon the data for the quarter for each stratum will provide sufficient accuracy.

Let **N** = total number of vehicles in a group (strata) on the vehicle register at the mid-point of the relevant quarter of the year.

*Note: this number is not the number used when the sample was drawn. That number would be for a previous quarter of the year.*

Let **S** = number of usable questionnaires (including those not working during the reference week) in that group returned for the 13 weeks of the relevant quarter of the year. Then the grossing factor to be applied to the vehicle and journey records for the sampled vehicles in the relevant group in the stratified sample for that quarter is:

$$13 \cdot N / S$$

The reason for  $13 \cdot N$  is that the sample is of vehicle weeks. **S** vehicle weeks data has been obtained from the survey and the number of vehicle weeks for all vehicles in the country of that group is the total number of vehicles on the register ( $=N$ ) times the number of weeks ( $=13$ ) in the quarter.

### 7.2.3 Methodology where the vehicle register is observed to be out-of-date and inaccurate

In the chapter on non-response it was pointed out that when these surveys are undertaken for the first time it is not unusual to discover that the vehicle register is not as accurate as those responsible for its upkeep have claimed. The register may contain many vehicles that have been scrapped or sold. It may also include vehicles that are outside the scope of the survey (for example, goods vehicles under 1 tonne, specialist vehicles not adapted for carrying goods such as cranes).

In these cases, an allowance has to be made for the inaccuracies of the vehicle register. Calculating the weighting factors in the way set out in section 7.2.2 would lead to over-estimates of tonnes and tonne-kilometres. This is because the assumption would be made that the scrapped and out of scope vehicles would have worked (on average) like the vehicles in the survey - and that is clearly wrong.

There are two ways of making the allowance for the inaccuracies of the vehicle register. Both ways produce the same weighting factor. The first way is to include in '**S**' (the number of useable questionnaires) the responses where there is positive information about the status of the vehicle. That is, to include the number of scrapped and out of scope vehicles on the grounds that the proportion of those vehicles found on the survey is representative of their proportion on the vehicle register. Where the vehicle has been sold or leased, business closed or questionnaire cannot be delivered, it is not possible to use this information because there is no positive information about whether the vehicle still exists, is being used or not.

Let **S'** = the number of scrapped and out-of scope vehicles in the relevant group returned for the 13 weeks of the relevant quarter of the year.

Then the weighting factor to be applied to the vehicle and journey records for the sampled vehicles in the relevant group in the stratified sample for that quarter is:

$$13 \cdot N / (S+S')$$

The second way is to modify "N" (the number of vehicles on the register). This is done by reducing N by the proportion that the scrapped and out of scope vehicles form of the total of useable questionnaires plus the scrapped and out of scope vehicles reported on the survey.

Let this modified N be N'

Then the grossing factor to be applied to the vehicle and journey records for the sampled vehicles in the relevant group in the stratified sample for that quarter is:

$$13 \cdot N'/S$$

where  $N' = N \cdot S/(S+S') \cdot N'/S = 13 \cdot N/S \cdot S/(S+S') = 13 \cdot N/(S+S')$

### **7.3 Calculation of sample standard errors of the survey**

To estimate the standard errors for the survey the following calculations should be carried out. The calculations should be carried out on the raw survey data, that is, before the data is multiplied by the weighting factors to provide estimates of national figures. The calculations can be carried out for any period but are usually done annually. However, if this is the first such survey it may be helpful to do them for the first quarter or half of the year in order to use the results to improve the sample design for the following year.

The calculations should use the number of active (working) vehicles as the effective sample size for precision calculations. Where the number of non-working vehicles forms a very small proportion of the total, the addition of non-working vehicles (that is, vehicles claiming not to have worked during the survey period) would give very similar results and the underlying theory assumptions can be justified. For cases where international work is surveyed separately, in general, data is only available of the number of working vehicles.

However, where the proportion of non-working vehicles is large the underlying assumption of a "normal" or Gaussian (bell-shaped) distribution of vehicles for a variable is open to challenge. In these cases where there is a large number of vehicles recording (for example) zero tonne-kilometres, including them with the distribution of the tonne-kilometres of active vehicles would produce a bell-shaped distribution with an additional large peak at the zero point – a distribution shape far from the "normal" shape assumed for the theory to apply. Since most surveys of goods road transport record a significant number of surveyed vehicles as non-working, only the active vehicle data should be used in the precision calculations because of the constraints of the underlying assumption of the requirements for a "normal" distribution. The assumed total population for the precision calculation is taken as the total population likely to have been working in the reference sample time period.

Section 7.3.1 illustrates the procedure for the calculation of the standard errors for the total tonnes and tonne-kilometres for an annual survey. The same methodology can be used to calculate the standard error for any of the variables collected on the survey.

More information on the theory of stratified sampling and the calculation of these standard errors is given in Chapter 3, "Preparations for the survey - sample design".



**7.3.1 Calculations from sample survey for error estimation of total tonnes and tonne-kilometres**

For **EACH VEHICLE** in the sample that has recorded activity (that is, excluding non-response, scrapped and not-applicable vehicles and vehicles not working during survey week). Calculate

- total tonnes carried by the vehicle over the survey week ( = **T** )
- square this figure ( = **T<sup>2</sup>** )
- total tonne-kilometres performed by the vehicle over the survey week ( = **K** )
- square this figure ( = **K<sup>2</sup>** )

The sample will be stratified into a number of groups (normally by vehicle type, region, etc.).

For **EACH STRATA GROUP** calculate:

- the number of vehicles in the group for which calculations above have been made (=n).
- The sum of **T** for the vehicles in the group.
- The sum of **T<sup>2</sup>** for the vehicles in the group.
- The sum of **K** for the vehicles in the group.
- The sum of **K<sup>2</sup>** for the vehicles in the group.

As a simplified example of these calculations, suppose these were 1 000 vehicles in a stratum from which a sample of 10 was taken of which 2 recorded no activity and 1 was scrapped. The total tonnes and tonne-kilometres for each of the other vehicles was:

	Tonnes (T)	Tonne-kilometres (K)	Square of T (=T <sup>2</sup> )	Square of K (=K <sup>2</sup> )
Vehicle 1	50	300	2 500	90 000
Vehicle 2	40	200	1 600	40 000
Vehicle 3	10	100	100	10 000
Vehicle 4	20	200	400	40 000
Vehicle 5	30	400	900	160 000
Vehicle 6	10	200	100	40 000
Vehicle 7	30	400	900	160 000
Sum all vehicles	190	1 800	6 500	540 000

For each stratified group obtain the information of the number of vehicles in that group on the vehicle register at the mid-point of the survey period (assumed 1 000 for the example).

Modify this figure as indicated in section 7.2.3 if the vehicle register is somewhat out-of-date

$$1\ 000 \cdot (10 - 1)/10 = 900.$$

Multiply this figure by the number of weeks in the survey period (900 · 52 = 46 800) - the reason for this multiplication is that the survey sample is actually of work done in vehicle weeks.

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Multiply this figure by the proportion that the active vehicles represent of the total of active and inactive vehicles in the achieved sample ( $= N$ ). In the above example:

$$N = 1\ 000 \cdot (10 - 1)/10 \cdot 52 \cdot 7/(7 + 2) = 46\ 800 \cdot 7/(7+2) = 36\ 400$$

Enter these figures where indicated on spreadsheets, examples of which follow this text (Table 7.8 for tonnes, Table 7.9 for tonne-kilometres). The calculations to be performed for columns E, F, H and I of the spreadsheets are indicated underneath the relevant table. The figures in the example above have been entered in the first row of table 7.8 as an illustration.

### **7.4 Use of estimated sample errors to improve the precision of future surveys**

This section indicates how the standard errors from a current survey may be used to improve the sample design for a future survey.

Table 7.10 is an example of a spreadsheet that can be used to optimise the sample survey design for a future year. The same data is entered as in Tables 7.8 and 7.9 but in addition there is a further column (G) where the desired sample size for the future year can be entered in the final row of the table. By carrying out the calculations listed below table 7.10, the spreadsheet will indicate the required sample size for each stratified group and the expected sample error for each group and overall. It should be noted that these calculations will indicate the required effective sample size of active vehicles. This number will have to be increased for the expected number of inactive and inapplicable vehicles as well as for the expected non-response.

It is unlikely that the optimum stratified sample will be the same for both the tonnes and tonne-kilometres variables. As indicated in Chapter 3, "Preparations for the survey - sample design", the sample numbers in column G of the spreadsheet can be adjusted until a satisfactory set of sample errors is obtained for both of the important variables.

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**Table 7.8. Spreadsheet for calculation of standard errors of survey**

Mean and Standard Deviation by Weight Group: tonnes

Vehicle type (capacity)	Survey data - (not grossed)					Vehicle weeks in country	Sums of squares	% Standard error around mean (95% confidence)
	Sample size	Sums of tonnes	Squares summed	Mean Tonnes	Standard deviation			
Symbols	$n_i$	$\Sigma t_i$	$\Sigma t_i^2$	$\bar{t}_i$	$s_i$	$N_i$	$ss_i$	% $se_i$
<b>Rigid vehicles</b>								
Capacity group 1	7	190	6 500	27.14	14.96	36 400	42 362 666 667	40.83
Capacity group 2								
Capacity group 3								
Etc								
<b>Articulated vehicles</b>								
Capacity group 1								
Capacity group 2								
<b>All vehicle types</b>								
	B	C	D	E	F	G	H	I

For each "capacity group" row

enter in Column B = number of active vehicles in sample.

Column C = The sum of the number of tonnes carried by sample vehicles in that group.

Column D = The sum of the squares of the number of tonnes carried by each sample vehicle in the group.

Column G = the number of relevant vehicles in the group in the country multiplied by the number of weeks covered by the survey.

Calculate Column E = column C / column B.

Column F = Square root of { column D / (column B - 1) - column E · column E · column B / (column B - 1)}.

Column H = column F · column F · column G · column G / column B.

Column I = 1.96 · column F · 100 / (column E · square root of column B) - (figures are percentages).

For "All types" row

Add data in columns B, C, D, G, H.

Column E = sum of (column E · column G for each capacity group) divided by column G of "All types" row.

Column I = 1.96 · square root of column H · 100 / (column E · column G) - (figure is a percentage).

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**Table 7.9. Spreadsheet for calculation of standard errors of survey**

Mean and Standard Deviation by Weight Group: tonne-kilometres

Vehicle type (capacity)	Survey data - (not grossed)					Vehicle weeks in country	Sums of Squares	% Standard error around mean (95% confidence)
	Sample Size	Sums of tkms	Squares summed	Mean Tkms	Standard deviation			
Symbols	$k_i$	$\Sigma k_i$	$\Sigma k_i^2$	$\bar{k}_i$	$s_i$	$N_i$	$ss_i$	% $se_i$
<b>Rigid vehicles</b>								
Capacity group 1								
Capacity group 2								
Capacity group 3								
Etc								
<b>Articulated vehicles</b>								
Capacity group 1								
Capacity group 2								
<b>All vehicle types</b>								
	B	C	D	E	F	G	H	I

For each "capacity group" row

Enter in Column B = number of active vehicles in sample.

Column C = The sum of the number of tonne-kilometres carried by sample vehicles in that group.

Column D = The sum of the squares of the number of tonne-kilometres carried by each sample vehicle in the group.

Column G = the number of relevant vehicles in the group in the country multiplied by the number of weeks covered by the survey.

Calculate Column E = column C / column B

Column F = Square root of { column D / (column B - 1) - column E · column E · column B / (column B - 1)}.

Column H = column F · column F · column G · column G / column B.

Column I = 1.96 · column F · 100 / (column E · square root of column B) - (figures are percentages).

For "All types" row

Add data in columns B, C, D, G, H.

Column E = sum of (column E · column G for each capacity group) divided by column G of "All types" row.

Column I = 1.96 · square root of column H · 100 / (column E · column G) - (figure is a percentage).

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**Table 7.10. Spreadsheet for calculation of standard errors of next year's survey**

Weight Group: tonnes

(repeat for tonne-kilometres)

Vehicle type (capacity)	THIS YEAR'S SURVEY DATA - (NOT GROSSED)			Required sample			Vehicle weeks in country	Column F * column H	Sums of Squares	% standard error around mean (95% confidence)
	Sample Size	Sums of Tonnes	Squares summed	Mean Tonnes	Standard deviation	Size for next year				
Symbols	$n_i$	$\Sigma t_i$	$\Sigma t_i^2$	$\bar{t}_i$	$s_i$	$m_i$	$s_i$	$N_i s_i$	$ss_i$	% $se_i$
<b>Rigid vehicles</b> Capacity group 1 Capacity group 2 Capacity group 3 Etc										
<b>Articulated vehicles</b> Capacity group 1 Capacity group 2										
<b>All vehicle types</b>								<b>M</b>		
	B	C	D	E	F	G	H	I	J	K

For each "capacity group" row

enter in Column B = number of active vehicles in sample.

Column C = The sum of the number of tonnes carried by sample vehicles in that group.

Column D = The sum of the squares of the number of tonnes carried by each sample vehicle in the group.

Column H = the number of relevant vehicles in the group in the country at end of year multiplied by the number of weeks covered by the survey.

Calculate Column E = column C / column B.

Column F = Square root of { column D / (column B - 1) - column E · column E · column B / (column B - 1)}.

Column G = "M" (= "All types" row column G) · column I / "All types" row column I.

Column J = column F · column F · column H · column H / column G.

Column K = 1.96 · column F · 100 / (column E · square root of column G) - (figures are percentages).

For "All types" row

Column G chosen and entered at start.

Add data in columns B, C, D, H, I, J.

Column E = sum of (column E · column H for each capacity group) divided by column H of "All types" row.

Column K = 1.96 · square root of column J · 100 / (column E · column H) - (figure is a percentage).

### **7.5 The calculation of unbiased estimators.**

If there is a complete or nearly complete response rate to a survey from an accurate sample register, unbiased or nearly unbiased estimators can be calculated from the formulae given in chapter 3.

In some surveys, guaranteeing anonymity to respondents has led to virtually a 100 per cent response rate. Almost certainly this would not work with road haulage operators.

If a sub-sample of non-respondents could be carried out and a 100 per cent response rate obtained from the sub-sample, then it is possible to calculate unbiased estimators. However, given the nature of the non-response in goods road transport surveys, this technique seems impossible even if the high cost and time-consuming nature of the exercise could be afforded.

Hence, it must be accepted that some non-response will arise. The task is to ensure that the best possible estimates are produced from the data actually collected. When non-response is not small, it is extremely important to keep bias within reasonable limits. Section 3.1.5 of chapter 3 indicates important steps that should be taken to reduce bias.

It is possible to construct estimators with the aid of response models. Each model is based on a set of assumptions about the actual but unknown response distribution. The application of these models is time-consuming and is frequently looked upon as a research exercise rather than an application tool of the survey statistician concerned with the day-to-day running of a road goods transport survey.

An example of one possible, fairly simple, response model will illustrate the nature of the calculations that have to be carried out. If the survey has been stratified by load capacity, each stratum will consist of responses from businesses in two categories; those businesses that are classified as being in the transport sector and those that are not. The hypothesis for this model is that the response rate differs between these two groups. In the model, estimates (total tonnes and tonne-kilometres) are calculated separately for each of the two groups in each stratum. These figures are compared with the estimate obtained when no account is taken of any possible difference in response rate between these two groups.

Another possible approach is to make use of the information on time taken to respond. In most road goods surveys, contacts will be sent reminders if a response has not been received by a given date. The survey procedure may allow up to three reminders. The assumption made for this model is that the work done by the vehicles that is reported by the due date differs from that reported by those that respond after the first reminder, and similarly for second and third reminders. Hence, an estimate of the average tonnage carried by vehicles reported up to the time of sending out the second reminder is a better estimate than that based on the corresponding figure based on reports received by the due date. Similarly, a better estimate is obtained using results based on second reminders and even better on all results received by the survey close down date. The assumption is that a relationship exists between work done by vehicles and the time taken to respond to the survey.

It should be noted that the assumption made for the model proposed in the previous paragraph may not actually be correct. However, a similar situation is illustrated in table 6.2 in section 6.3.2 of chapter 6 of this Manual for the survey where the average distance travelled per week per person increased markedly according to the number of attempts made before a person could be contacted.

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The model postulates that if these four estimates are plotted on a graph against the number of reporting vehicles on which these estimates are based and a line of best fit calculated for these points, then a best estimate is obtained where the line meets the place equating to the total number of units (responders plus non-responders) in the survey. Of course, where the survey is stratified these calculations have to be carried out separately for each stratum.

To carry out these calculations requires considerable extra resources than will be used on the survey normally and the accurate recording of dates of receipt of information from respondents. For this reason the use of response models for estimation may be undertaken infrequently and only as research exercises.

It should not be assumed that the above models, or any other response model on which adjustments to estimates are based, provides a complete and accurate answer to deal with the problem of non-response. All that these models attempt to do is to improve on the assumption that the non-response is randomly distributed amongst the sample.

A reference to further reading on these response models is provided in the Bibliography.

**Chapter 8**  
**PUBLICATION AND DISSEMINATION**  
**AT NATIONAL LEVEL**



### **8.1 Production methods**

The successful outcome of a survey is measured not only by a high response rate to the survey and the rapid production of the information collected, but also by the use that is made of the data produced. A good publication and dissemination policy is required.

In most countries it is no longer the practice to design and produce a large set of tabulations when the survey is first analysed and try to answer all queries for data from these tabulations. When the analysis and production of data from surveys was dependent upon computer programmers to write purpose-built programs for these actions, statisticians had to accept these limitations. Today there are many on-line data retrieval systems that can be used to provide a much wider range of information from surveys than was possible in the past.

However, many enquiries for data start with a letter, telephone call or fax that cannot be answered from standard tabulations. Many of these requests for information can be provided from a survey fairly rapidly if an adequate on-line data retrieval system has been set up.

### **8.2 Publication and dissemination strategies**

Even for the traditional paper publication, the preparation methods have changed markedly. Desktop publication packages (DTP) have enabled users to produce camera-ready copy of a quality (provided a good standard of printer is used) to rival a traditional type-set publication. Even spreadsheet packages now have facilities enabling a wide range of fonts, font sizes, footnotes, etc. to be used. A table of survey data can be produced with a survey analysis package; the table can be transferred electronically to a spreadsheet or DTP package where the necessary changes can be made to table headings, stubs, adding footnotes, etc., and then it can be printed as camera-ready copy. This saves valuable time as it means that transcription and proof reading are not required and avoids errors that may have arisen in the past when these actions were necessary for a traditional type-set publication.

In addition to the traditional publication of tabular data on paper, the use of electronic media - diskettes, CD-ROMs, Internet - should be considered.

### **8.3 Disclosure control of tabulated data**

It is important that the data in published tables are based upon a sufficient number of survey reports to provide a reliable estimate. It is also important that the information provided in published tables does not inadvertently disclose information about an individual company. Therefore, it is necessary to institute a system of control over the data published in tables.

The National Statistical Institutes of many countries practice some form of disclosure control. In most cases this control is based upon not publishing the figure for any cell of a table that is based on less than a number of records. The number of records chosen normally is either 5 or 10. Eurostat has adopted the practice of some Member States of not publishing cells of tables based on less than 10 records.

On first inspection such a procedure appears fairly straightforward. However, a closer look indicates there are a number of serious problems in applying a system of disclosure control. If only one cell in a table is concealed, the missing value can be easily deduced by subtracting the total of the figure in the other cells in that row (or in that column) from the total. If the value for one cell has to be concealed then, to avoid disclosure, the value of another cell in the same row (and also of another cell in the same column) has to be omitted.

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But even that is not sufficient. To ensure non-disclosure, every row (and column) where the value for one cell has to be concealed, must have at least two cells where values are concealed.

The problem with concealing values for cells that could be shown, but for the need to prevent inadvertent disclosure, is that some of the concealed information may be essential to the understanding of the message being presented in the table.

Sometimes the value of a cell is concealed by adding the figure to an adjacent cell. The information for the combined cells are published across the two cell boundaries. This practice has the same problems discussed in the previous paragraph. If only one cell in a row (or column) has to be concealed in a table, other cells have to be given similar treatment to prevent disclosure. There is the added problem that it does not always make sense to combine adjacent rows or columns.

### **8.4 Profile of a standard publication**

#### **8.4.1 Introduction**

In designing and structuring the contents of a publication, one should always bear in mind the likely use to be made of the material by those to whom the publication is aimed. Experts in the subject will normally be satisfied with detailed tables and relevant explanatory notes, but the general reader welcomes textual description and graphic material.

A description of the survey methodology should be included, to inform the user about the scope of the survey, the sampling frame, the sample design, the questionnaire used, non-response rates and the estimation methods used. If the publication is reporting the results of an annual survey and methodology has not changed, it would be sufficient for the description of the survey methodology to appear in every third publication. This would reduce the publication cost to purchasers. A reference should be included in each publication to the latest publication containing the description of the survey methodology.

#### **8.4.2 Specimen tables**

A set of tables is attached which could form the basis of a standard publication reporting the results of a survey on the carriage of goods by road at national level. Chapter 14 of Part C of this manual includes the list of tabulated information that Eurostat intends to produce from the data submitted under Regulation 1172/98. That set of information is far more extensive than is proposed in this chapter and it is not suggested that any publication at national level should include it all. However, the Eurostat list provides ideas for further tables that a country might include in its own publication.

The first four tables (tables 8-1 to 8-4) provide a summary of the results and the following eight tables (tables 8-5 to 8-12) provide more detailed information. All of these tables should be modified in the light of the information collected to avoid producing tables with a large number of empty cells. For example, Table 8.7 should be modified to show only those countries where there is at least one positive entry. In addition to these tables, there should also be a table providing information on the transport of goods by road between the regions of the country.

As suggested above, text and graphics commenting on the results would greatly assist the understanding of the material by the general reader.

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**Table 8-1. Summary of activity according to type of transport and type of journey**

Type of journey	Own account		Hire or reward		Total	
	tonnes	tkm	tonnes	tkm	tonnes	tkm
<b>Loaded journeys</b>						
National journey						
International journey						
Cross-trade						
Cabotage						
All loaded journeys						
<b>Unladen journeys</b>	Vehicle-kilometres		Vehicle-kilometres		Vehicle-kilometres	
National journey						
International journey						
All empty journeys						

**Table 8-2. Summary of activity according to vehicle capacity and type of transport**

Type of transport and vehicle capacity	Own account		Hire or reward		Total	
	tonnes	tkm	tonnes	tkm	tonnes	tkm
<b>National journeys</b>						
<b>Vehicle capacity <sup>1</sup></b>						
Lorries under 5 tonnes						
Lorries of 5 to 9.9 tonnes						
Lorries of 10 tonnes and over						
Road tractors						
<b>Other journeys</b>						
<b>Vehicle capacity <sup>1</sup></b>						
Lorries under 5 tonnes						
Lorries of 5 to 9.9 tonnes						
Lorries of 10 tonnes and over						
Road tractors						
<b>All journeys</b>						
<b>Vehicle capacity <sup>1</sup></b>						
Lorries under 5 tonnes						
Lorries of 5 to 9.9 tonnes						
Lorries of 10 tonnes and over						
Road tractors						

<sup>1</sup> Countries should choose the groups of vehicle capacity which are the easiest to compute.

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**Table 8-3. Summary of vehicle-kilometres travelled according to type of transport and type of journey**

thousand vehicle kms

Type of transport and type of journey	Loaded	Empty	Total
<b>Own account</b>			
National journey			
International journey			
Cross-trade			
Cabotage			
All own account journeys			
<b>Hire or reward</b>			
National journey			
International journey			
Cross-trade			
Cabotage			
All hire or reward journeys			
<b>Total</b>			
National journey			
International journey			
Cross-trade			
Cabotage			
All journeys			

**Table 8-4. Vehicle-kilometres travelled by type of journey, type of vehicle and type of transport**

thousand vehicle-kilometers

Type of journey and type of vehicle	Own account		Hire or reward		Total
	Loaded	Empty	Loaded	Empty	
<b>National journey</b>					
Lorry					
Lorry with trailer					
Road tractor & semi-trailer					
Road tractor alone					
Total					
<b>Other journeys</b>					
Lorry					
Lorry with trailer					
Road tractor & semi-trailer					
Road tractor alone					
Total					
<b>All journeys</b>					
Lorry					
Lorry with trailer					
Road tractor & semi-trailer					
Road tractor alone					
Total					

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**Table 8-5. National transport according to type of transport and nature of goods**

Nature of goods (NST/R group)	Own account		Hire or reward		Total	
	Tonnes	tkm	Tonnes	tkm	Tonnes	tkm
1						
2						
3						
4						
5						
6						
7						
8						
9						
10						
11						
12						
13						
14						
15						
16						
17						
18						
19						
20						
21						
22						
23						
24						
Total goods						

**Table 8-6. National transport: by type of transport, length of journey and nature of goods transported**

Type of transport and length of journey	24 NST/R groups of goods (tonnes)								tkm
	1	2	3	...	...	23	24	Total	
<b>a. Own account</b>									
0 to 49 km									
50 to 149 km									
150 to 499 km									
500 km and over									
Total									
<b>b. For hire or reward</b>									
0 to 49 km									
50 to 149 km									
150 to 499 km									
500 km and over									
Total									
<b>c. Total</b>									
0 to 49 km									
50 to 149 km									
150 to 499 km									
500 km and over									
Total									

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**Table 8-7. National transport according to type of vehicle and type of transport**

Type of vehicle	Own account		Hire or reward		Total	
	tonnes	tkm	tonnes	tkm	tonnes	tkm
<b>Lorries</b>						
Open box - flat/drop sided						
Tipper						
Tanker						
Temperature controlled box						
Other closed box						
Livestock carrier						
Other						
Total						
<b>Road tractor and semi-trailer <sup>1</sup></b>						
Open box - flat/drop sided						
Tipper						
Tanker						
Temperature controlled box						
Other closed box						
Livestock carrier						
Other						
Total						
<b>All vehicles</b>						
Open box - flat/drop sided						
Tipper						
Tanker						
Temperature controlled box						
Other closed box						
Livestock carrier						
Other						
Total						

<sup>1</sup> Body type of semi-trailer.

**Table 8-8. National transport of dangerous goods**

Dangerous goods	Own account		Hire or reward		Total	
	tonnes	tkm	tonnes	tkm	tonnes	tkm
Explosives						
Gases						
Flammable liquids						
Flammable solids						
Substances liable to spontaneous combustion						
Substances which in contact with water emit						
Oxidising substances						
Organic peroxides						
Toxic substances						
Substances liable to cause infections						
Radioactive material						
Corrosive materials						
Other dangerous goods						
Total dangerous goods						

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**Table 8-9. National transport by type of cargo and type of transport**

Type of cargo	Own account		Hire or reward		Total	
	tonnes	tkm	tonnes	tkm	tonnes	tkm
Liquid bulk goods						
Solid bulk goods						
Large freight containers						
Other freight containers						
Palletised goods						
Pre-slung goods						
Mobile, self-propelled units, live animals						
Other mobile units						
Other cargo types						
Total all goods						

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**Table 8-10. International transport according to nature of goods and country of origin or destination**

**Carriage on own account**

	24 NST/R groups of goods (tonnes)									Tkm
	1	2	3	4	...	...	23	24	Total	

**1. Tonnage of goods received from:**

A. Total EU states											
of which: Austria											
Belgium											
United Kingdom											
B. Total Other states											
of which: Albania											
Belarus											
Turkey											
Ukraine											
Other European states											
North African states											
Near & Middle East											
Other countries											

**2. Tonnage of goods dispatched to:**

A. Total EU states											
of which: Austria											
Belgium											
United Kingdom											
B. Total Other states											
of which: Albania											
Belarus											
Turkey											
Ukraine											
Other European states											
North African states											
Near & Middle East											
Other countries											



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**Table 8-10. (continued)**  
**Carriage for hire or reward**

	24 NST/R groups of goods (tonnes)									Tkm
	1	2	3	4	...	...	23	24	Total	

**1. Tonnage of goods received from:**

A. Total EU states										
of which: Austria										
Belgium										
United Kingdom										
B. Total Other states										
of which: Albania										
Belarus										
Turkey										
Ukraine										
Other European states										
North African states										
Near & Middle East										
Other countries										

**2. Tonnage of goods dispatched to:**

A. Total EU states										
of which: Austria										
Belgium										
United Kingdom										
B. Total Other states										
of which: Albania										
Belarus										
Turkey										
Ukraine										
Other European states										
North African states										
Near & Middle East										
Other countries										

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**Table 8-11. Tonnes carried by type of transport, type of vehicle and axle configuration**

Type of transport	Number of axles				TOTAL TONNES
	2	3	4	other	
<b>Own account</b>					
<b>National journey</b>					
Lorry					
Lorry with trailer					
Road tractor & semi-trailer					
Total					
<b>Other journeys</b>					
Lorry					
Lorry with trailer					
Road tractor & semi-trailer					
Total					
<b>All own account journeys</b>					
Lorry					
Lorry with trailer					
Road tractor & semi-trailer					
Total					
<b>Hire or reward</b>					
<b>National journey</b>					
Lorry					
Lorry with trailer					
Road tractor & semi-trailer					
Total					
<b>Other journeys</b>					
Lorry					
Lorry with trailer					
Road tractor & semi-trailer					
Total					
<b>All hire or reward journeys</b>					
Lorry					
Lorry with trailer					
Road tractor & semi-trailer					
Total					
<b>Total</b>					
<b>National journey</b>					
Lorry					
Lorry with trailer					
Road tractor & semi-trailer					
Total					
<b>Other journeys</b>					
Lorry					
Lorry with trailer					
Road tractor & semi-trailer					
Total					
<b>All journeys</b>					
Lorry					
Lorry with trailer					
Road tractor & semi-trailer					
Total					

CHAPTER 8. PUBLICATION AND DISSEMINATION

**Table 8-12. Tonne-kilometres performed by type of transport, type of vehicle and axle configuration**

Type of transport	Number of axles				TOTAL TONNES
	2	3	4	other	
<b>Own account</b>					
<b>National journey</b>					
Lorry					
Lorry with trailer					
Road tractor & semi-trailer					
Total					
<b>Other journeys</b>					
Lorry					
Lorry with trailer					
Road tractor & semi-trailer					
Total					
<b>All own account journeys</b>					
Lorry					
Lorry with trailer					
Road tractor & semi-trailer					
Total					
<b>Hire or reward</b>					
<b>National journey</b>					
Lorry					
Lorry with trailer					
Road tractor & semi-trailer					
Total					
<b>Other journeys</b>					
Lorry					
Lorry with trailer					
Road tractor & semi-trailer					
Total					
<b>All hire or reward journeys</b>					
Lorry					
Lorry with trailer					
Road tractor & semi-trailer					
Total					
<b>Total</b>					
<b>National journey</b>					
Lorry					
Lorry with trailer					
Road tractor & semi-trailer					
Total					
<b>Other journeys</b>					
Lorry					
Lorry with trailer					
Road tractor & semi-trailer					
Total					
<b>All journeys</b>					
Lorry					
Lorry with trailer					
Road tractor & semi-trailer					
Total					

## **PART B**

**Recommendations for the variables -  
Definitions and explanatory notes**

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**Chapter 9**  
**GENERAL CONCEPTS ON DEFINITIONS AND**  
**REGULATION ON PRECISION STANDARDS**

## CHAPTER 9. GENERAL CONCEPTS ON DEFINITIONS AND REGULATION ON PRECISION STANDARDS

### **9.1 *Classifications and definitions in road transport statistics***

Statistics is a method to get an insight, by means of figures, of massive phenomena of social, economic or natural scientific nature. In other words and more simply said, statistics tries to describe various aspects of society in figures. In statistics, definitions and classifications are indispensable. Without well-defined and grouped variables it is impossible to get a comprehensible and comparable description of a certain phenomenon. This chapter provides a statistical description of Road Transport and to the way it is described in the European Union.

Statistics of Road freight transport in the European Union were basically settled in Directive 87/546/EEC of June 1987. In July 1989, this Directive was amended by Directive 89/462/EEC. A complete revision was undertaken in the 1990s leading to the issue of Council Regulation 1172/98 of 25 May 1998. This Regulation provides for the compilation of statistical returns on national and international road freight transport by Member States.

In the view of Eurostat and of the Member States as reported at the meetings of the Working Group on Road Transport Statistics, the main objective of Council Regulation 1172/98 is the collection of accurate data of the tonnage of goods carried by road freight transport and their place of loading and unloading, the tonne-kilometres performed, the kilometres traveled loaded by vehicles and the kilometres traveled unloaded by vehicles (at present this last variable is optional).

A consequence of this is that the information to be reported in the A3 (goods) records should be of consignments according to loading and unloading of goods. If the A3 records report information according to stops of the vehicle (stages of a journey), for multi-stop journeys there could be an over-reporting or under-reporting of the tonnage of goods carried and the tonnages unloaded at stopping places.

Without going too much in to detail, the most important characteristics of the data collection are:

- The coverage of Road Transport statistics as set out in the Regulation;
- Vehicle-related data;
- Journey-related data;
- Goods-related data;
- Recommendations on precision standards.

### **9.2 *The coverage of road transport statistics***

The Regulation on road transport applies to the national and international carriage of goods by road by means of goods road transport vehicles registered in a Member State. Excluded are:

- commercial vehicles whose weight or dimensions exceed the normal permitted limits;
- agricultural vehicles, military vehicles and vehicles used by public administrations and public services with the exception of road vehicles used by public undertakings such as the railway administrations;
- each Member State may exclude vehicles whose payload or total permissible laden weight falls below a certain limit. This limit shall not exceed a load capacity of 3.5 tonnes or a maximum permissible laden weight of six tonnes in the case of single motor vehicles.

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National transport is defined as the transport by road within the territory of the Member State. That is to say that both loading and unloading will take place in the same country. In international transport, either loading or unloading takes place in another country. The statistics on international road transport, based on the nationality concept, are in contradiction with statistics for other modes that are based on the territoriality concept.

Statistics based on the territoriality concept reflect the goods and vehicles entering or leaving a country irrespective of the nationality of the transporting vehicle. In fact, they present a complete picture of international goods transport of the reporting country.

Statistics based on the nationality concept only reflect the performance of the vehicles registered in the reporting country (transport of national vehicles to/from the reporting country and the performances in and between third countries).

The statistical data collected on the basis of the territoriality concept reflect the total flow of goods and vehicles entering or leaving a country. It may be stated that statistics based on the territoriality concept show the most complete picture of transport to/from a country and correspond best with the needs of most users.

At present the data collection for road transport statistics is mainly based on (sample) surveys of transport companies or of vehicles registered in the reporting country sampled directly from a vehicle register.

In the past, borders played an important role in the process of data collection on international road transport statistics. Since the introduction of the Single Administrative Document in 1988, the Member States of the EU, in the case of goods carried by intra-Community carriers, were no longer allowed to collect statistics at the "physical" intra-Community borders. After 1<sup>st</sup> January 1993, even Customs documents disappeared as a possible data source for transport statistics between the Member States.

In principle it is possible to transform data on intra-EU road transport collected according to the nationality concept into data according to the territoriality concept. The following simplified example may clarify the issue:

Germany and the Netherlands collect their data on international goods transport by road by means of direct inquiries of their national companies. The national statistics based on these surveys only give a view of the international transport by the respective companies. In the framework of the Regulation these data are also transferred to Eurostat. Presupposing that road transport between those countries is only done by carriers of German and Dutch nationality, Eurostat will be in a position to give an overall picture of the complete flows between both countries by adding both data sets together.

### **9.3 *Vehicle-related data***

Statistics on road transport in the European Union cover transport by commercial motor vehicles registered in the reporting country.

A commercial vehicle is any single vehicle (lorry) or coupled combination of goods road motor vehicles, such as lorries with a trailer or a tractor vehicle with trailer or semi-trailer that is forwarding goods.

A vehicle is registered in a country when it is entered in a register of commercial motor vehicles kept by an official body, whether or not such registration is combined with the issue of a registration plate. For some time it was unclear whether the drawing vehicle (tractor) or the drawn vehicle (trailer, semi trailer) was the basis for inclusion of the statistics of a country. Council Regulation 1172/98 has made it clear that the "drawing vehicle" (the road motor vehicle) has to be the basis for the statistical information.



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The subdivision of transport "on own account" and transport "for hire or reward" may be considered to be a business-related, a vehicle-related or a journey-related aspect depending on the regulations for goods road transport in a particular country and the methodology of survey practice. Although these notions are not defined in the Regulation definitions, they can be found in the Eurostat, UN-ECE and ECMT Glossary for Transport Statistics. Transport for "hire or reward" is defined as the carriage for remuneration of goods or passengers on behalf of third parties. Transport "on own account" is transport of goods or passengers that is not for "hire or reward".

### **9.4 Journey-related data**

In the Regulation, the following subdivision of type of journey is made:

- Laden journeys, involving one single basic transport operation;
- Laden journeys, involving several transport operations but not considered as a collection or distribution round;
- Laden journeys, of the collection or distribution round type;
- Unladen journeys.

#### **9.4.1 Coding of place of loading/unloading**

In goods road transport statistics, the place of loading/unloading of the goods plays an important role. The place of loading for a laden journey is the first place where the goods are loaded on the goods road vehicle that was previously completely empty (or where a road tractor is coupled up to a loaded semi-trailer). The place of unloading for a laden journey is the last place where the goods are unloaded off the goods road vehicle that then is subsequently completely empty (or where the road tractor is uncoupled from a semi-trailer). Where a lorry and trailer(s) combination is in use, a loaded journey will end when both lorry and trailer(s) are completely empty.

For an unladen journey, the place of loading is the place where the unladen journey started, and the place of unloading is the place where the unladen journey finished.

According to the Regulation, the place of loading/unloading should be coded according to NUTS level 3 for Member States of the European Union. Starting with the reference year 2004, NUTS 2003 should be used. For States that are not members of the European Union but which are contracting parties to the Agreement on the European Economic Area (EEA), coding should be according to the lists of administrative regions supplied by the third countries concerned (list of administrative regions for non-EU states). For countries outside the EEA, the 2-alpha ISO-3166 country codes will be used (see Annex 2 of this Manual, Commission Regulation (EC) 2691/1999, Annex G). Refer to "Ramon", Eurostat's Classification Server, for detailed information on these classifications; [www.europa.eu.int/comm/eurostat/ramon](http://www.europa.eu.int/comm/eurostat/ramon).

However, Article 5 of the Regulation provides for a transitional period during which the full regional coding is required only for national journeys. This transitional period should end when "the technical conditions exist to enable an effective system of regional coding to be used for both national and international transport".

#### **9.4.2 A coding gazetteer (ILSE)**

Eurostat is developing a gazetteer index tool to assist Member States in identifying the correct NUTS 3 code for any locality. The tool was provided to Member States for the first time at the Working Group in May 1999 under the name ILSE (Index of Locations for

## CHAPTER 9. GENERAL CONCEPTS ON DEFINITIONS AND REGULATION ON PRECISION STANDARDS

Statistics in Europe). It included data files containing correspondence tables between locality names and NUTS 3 codes, as well as an application allowing users to search these data files. Since then, ILSE has been and is continuously improved and updated.

ILSE is implemented with the Visual Basic 5.0 programming language and uses MS Access as database environment. It is a stand-alone application for Windows 95, Windows NT and Windows 2000. ILSE is in the process to be updated to include the new Member States and NUTS 2003 codes.

The MS Access database, on which the ILSE application is based, is built with information available at Eurostat. The sources are the SIRE database containing communes or equivalent administrative regions, the PC2NUTS database containing postcode and locality information and the BGN/NIMA geographic names database (gazetteers). The version of the NUTS codes currently stored in the database is NUTS version 1999.

Postcode data is available for Belgium, Denmark, Germany, Spain, France, Italy, Netherlands, Austria, Portugal, Finland, Sweden, United Kingdom and Norway. Luxembourg forms one NUTS 3 region so it is not necessary to include conversion tables for Luxembourg. For Greece the number of postcodes is very small; this means that in order to map postcode information to NUTS 3 regions, high level post-code information is sufficient. For a search on locality, two search criteria are available - a normal search and a fuzzy search using a Trigram algorithm.

### **9.5 Goods-related data**

#### **9.5.1 General remarks.**

For goods transport, generally speaking the following aspects of the cargo are of importance:

- The type of cargo (mode of appearance);
- The commodity;
- The indication whether goods are dangerous.

It would theoretically be ideal to have one classification in which all these aspects are combined, but in practice this appears to be a fiction. Generally speaking, the basic documentation to be used for the compilation of transport statistics is, in most cases, not detailed enough to derive that kind of complicated information. For this reason, for example, some years ago a separate classification for mode of appearance was developed in the framework of the Economic Commission for Europe. In principle, the mode of appearance (basically how the goods are packaged (if at all) for conveyance) seems to be the most important aspect for the transport world. It will determine the kind of vehicle one has to use. However, as there is a strong relation between the kind of commodity and the mode of appearance (the commodity will to a high extent determine the mode of appearance), for prognoses of the latter, information on the kind of commodity is indispensable.

It might be thought that the commodity would provide sufficient indication of whether the goods were dangerous. However, this is not the case. A separate classification is needed. The regulations for the carriage of dangerous goods are such that any haulier carrying these goods will have no difficulty in providing the data required.

Transport is a "derived activity". That is to say that transport never takes place for sake of transport only. It is always closely related to other activities such as trade, industry and agriculture. One could ask the question whether, apart from continuity reasons, in the long run a special classification for transport statistics could be desirable and necessary.

## CHAPTER 9. GENERAL CONCEPTS ON DEFINITIONS AND REGULATION ON PRECISION STANDARDS

Because transport is a derived activity, it could be considered desirable to use for transport statistics the same classifications as those used for the activities to which transport is closely related instead of a specific commodity nomenclature. In this case, it would not be necessary to use these classifications in all their details, but (aggregates of) the upper levels could be considered.

Using a classification that will facilitate the linking of transport statistics with statistics on these activities will have obvious advantages. The disadvantage, however, of "a move" towards, for example the HS (Harmonised System) or CPA (Statistical classification of products by activity) is the problem of discontinuity. The NST/R is not only used in some national statistics, but is also integrated by users in models and other applications and even in administrative systems.

### 9.5.2 The commodity

In principle, the NST/R is "the" commodity classification to be used in all Community Statistics on transport. In fact, the NST/R is a rather old nomenclature. Based on a Recommendation of the Commission of the European Economic Community to the Member States in 1961, the NST (Nomenclature uniforme de marchandises pour les Statistiques de Transport) came into force.

The NST was developed in close co-operation with experts of the original six Member States of the European Economic Communities (EEC), the Economic Commission for Europe of the United Nations (UN-ECE) in Geneva as well as with other international organisations. It was completely harmonised with the CSTE (Classification de Marchandises pour les Statistiques de Transport en Europe).

To harmonise and improve European transport statistics after 1961, a limited number of changes were made which came into force on the 1st of January 1967. Since then the nomenclature is indicated as NST/R (Nomenclature uniforme des marchandises pour les statistiques de transport révisée) and used in the statistics of the Community in publications for all modes of transport.

#### **NST/R (Nomenclature uniforme des marchandises pour les statistiques des transports révisée)**

The NST/R consists of 176 headings (inclusive of the unnumbered "Weapons and ammunitions", 52 groups and 10 chapters according to a systematic 3 digit code:

- The first digit indicates the chapter;
- The second digit indicates the group;
- The third digit indicates the position.

Criteria for the grouping of the 176 positions were the kind of commodity, the degree of processing, transport conditions and transported quantities.

In the first Directive, concerning the statistical registration of the commodity transported by road in the framework of regional statistics (78/546/EEC of 12 June 1978), for practical reasons (the 52 groups were too detailed and the 10 chapters not detailed enough) a subdivision into 24 groups was introduced. This subdivision was in fact a regrouping of the 52 groups of the original NST/R.

Although the 24 groups were used in all following Directives for statistics on other modes transport, and may be considered as the most widely used subdivision at Community level, they were never incorporated officially in the "system" of the NST/R.

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Originally the NST/R was defined by the NIMEXE (the harmonised nomenclature for the statistics on external trade of the Member States of the European Economic Community). Since 1 January 1988, the Combined Nomenclature (CN) has been the Community's tariff and statistical nomenclature replacing the old Community nomenclatures NIMEXE (statistical) and CCT (customs tariff). The Combined Nomenclature is aligned with the Harmonised Commodity Description and coding system (HS).

### **CSTE (Classification des marchandises pour les Statistiques de Transport en Europe).**

Although the NST/R was harmonised with the CSTE, the structures are different. The CSTE comprises 20 categories, 52 divisions and 169 items. At the item level there is, in principle, a one-to-one relationship between the NST/R and CSTE. The 20 categories of the CSTE can be reconstructed on the bases of the 24 and 52 groups of NST/R.

### **CN (Combined Nomenclature)**

The 1988 version of the CN contained 9506 sub headings of 8 digits, the first 6 digits of which correspond to the HS code. Apart from that, extra digits are added for national purposes.

### **HS ("Harmonised Commodity Description and Coding System")**

The "Harmonised Commodity Description and Coding System" known as Harmonised System (HS) is used as the basic classification for goods. It is a tariff classification and coding system for commodities. It is developed from the Customs Co-operation Council Nomenclature (CCCN) and the Standard International Trade Classification (SITC) revision 2. At the 6 digit level the HS comprises 5019 separate groups of goods. The first 6 digits of the 8-digit CN code is the HS code.

There is not much concordance between subdivisions of the HS/CN and the NST/R at a high level of aggregation. During a survey, cases will arise where there will be uncertainty on the appropriate NST/R coding for a specific commodity. No official guidance is now available on the coding of specific commodities to the NST/R nomenclature. However, a 1 to 1 relationship between the NST/R and the detailed HS 6-digits has been produced informally. This relationship can provide a useful (and invaluable) guide to the appropriate NST/R group for a specific commodity. However, the relationship has never been incorporated formally in the "system" of the NST/R.

Merging the 1 to 1 correspondence of NST/R-CN with a file of the descriptions (in the language of the country) and 6 digit codes of the HS (possibly available in the foreign trade statistics section of the National Statistical Office) would provide a very detailed code book for NST/R coding for a country.

### **NST-2000**

At a Eurostat meeting in March 2000, the principle of a new goods classification (NST-2000) to replace NST/R was approved. The main principle of the proposed new classification is that the criterion for classification of goods should be the economic activity from which the goods originate. This approach is the same as used in the CPA (1996), where the structure (divisions) of CPA is the same as NACE Rev 1. NST-2000 will, therefore, be based on the CPA categories and not on the physical form of the goods.

NST-2000 will have 20 first-level groups. Sixteen first-level headings have been agreed and further consultation is underway on the other first-level headings.

## CHAPTER 9. GENERAL CONCEPTS ON DEFINITIONS AND REGULATION ON PRECISION STANDARDS

Eurostat intends to collaborate with interested countries on the development of the second level (and possibly a third level) of NST-2000. Eurostat will give a lengthy advance warning of the date of implementation of NST-2000 as it will need to be implemented for all modes of transport at the same time.

For detailed information on the above classifications, please refer to "Ramon", Eurostat's Classification Server ([www.europa.eu.int/comm/eurostat/ramon](http://www.europa.eu.int/comm/eurostat/ramon)).

The following information is available on CIRCA:

- The correspondence between the codes of the 52 CSTE divisions and the codes of the 24 NST/R groups.
- The 1 to 1 correspondence which has been produced (on an unofficial basis) between the codes of the 176 positions of the NST/R and the eight digit code of the Combined Nomenclature.

### 9.6 *Precision standards*

At a meeting of the Working Group on Road Transport Statistics held in Luxembourg in May 1999, a document (Road/99/8) was presented by Eurostat on the precision standards to meet the requirements of Article 4 of Council Regulation 1172/98. The paper set out specific proposals by Eurostat on (a) measures of precision, (b) sample size, (c) time based sampling and (d) response rate.

At that time, Eurostat stated that it did not intend to move rapidly to a formal Commission Regulation but rather to establish targets based on the good practices of the majority of Member States. Efficient sampling methods could achieve better quality results without increasing the response burden on enterprises.

Experience over the next four years gained from the surveys carried out by Member States under Regulation 1172/98 indicated that the majority of countries were able to achieve the targets for measures of precision and time-based sampling. The target for response rate was difficult to achieve for some countries due, in the main, to problems with the quality of the sample registers.

#### 9.6.1 **Commission Regulation on precision standards**

As a result of the above experience, **Commission Regulation 642/2004 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** was approved to formalize the precision standard requirements. A copy of this Regulation is included in this Manual at Annex 5.

- a) Article 1 of Commission Regulation 642/2004 sets out **the time periods to be covered in a survey**. The sampling schemes of Member States should cover every possible time period in a year to avoid bias. If not all the time periods of a quarter are covered, it is difficult to calculate and apply weighting factors to account for the variations in transport activity over a quarter (due, for example to holidays and weather).

Where the total stock of goods road motor vehicles in a Member State that can be included in the survey is less than 25 000 vehicles, or the total stock of such vehicles engaged in international transport is less than 3 000, the minimum number of weeks covered by a survey should be 7 out of the 13 in each quarter.

## CHAPTER 9. GENERAL CONCEPTS ON DEFINITIONS AND REGULATION ON PRECISION STANDARDS

b) Article 2 of the Regulation prescribes **the percentage standard error required of the annual estimates** for the three main transport variables collected by Member States in the surveys carried out under Regulation 1172/98. The measure of precision required is the percentage standard error (95% confidence) of the annual estimates for total tonnes transported, tonne-kilometres performed and total kilometres travelled loaded for total goods road transport and for national road goods transport. It is calculated by dividing the standard error of the estimated parameter by the estimated value of the parameter and multiplying by 1.96 times 100. See chapter 3.4 and page 10-20 for further information on standard error.

Commission Regulation 642/2004 states that percentage standard error (95% confidence) of the annual estimates for the above six variables should be not greater than  $\pm 5\%$ . As in Article 1, the limit is raised to not greater than  $\pm 7\%$  for countries where the total stock of relevant vehicles is less than 25 000 vehicles, or the total stock of such vehicles engaged in international transport is less than 3 000.

c) Article 3 of the Regulation sets out the information that a Member State should provide each quarter to enable Eurostat to calculate sample size, response rates and register quality rates. This information is to be provided in the format of table B of the supplementary tables (see chapter 13-3 or the annex to Regulation 642/2004 for the detail of the table). The information in the table Bs should relate to the complete quarter covered by the survey period, data for each month is not required.

Article 3 also gives the definitions of response rate and register quality rate for the purposes of this Regulation. The **response rate** measuring the percentage of the sample sent out for which a reply was received (whether usable or not, apart from refusals to participate) is defined as "the number of questionnaires despatched to sample units minus the aggregate of the number refusing to participate and the number for which no information was received of any kind divided by the number of questionnaires despatched expressed as a percentage".

The **register quality rate** is defined as "the number of usable questionnaires from sample units divided by the number of questionnaires despatched minus those classified as non-response" expressed as a percentage

d) Article 4 of the Regulation exempts Member States with a very small total stock of goods road motor vehicles that are engaged in international transport (less than 1 000 vehicles) from the application of the Regulation.

### 9.6.2 Application of Regulation on precision standards where vehicle stock is small.

For Member States with a relatively small total vehicle stock, Articles 1.2 and 2.2 of the Regulation permit less stringent requirements than for other countries. Similarly Article 4 exempts a Member State from the application of the complete Regulation where a Member State has a very small fleet of vehicles engaged in international transport.

Some Member States carry out separate surveys of national and international goods road transport, particularly where international transport forms a very small percentage of total transport. Other countries use a single survey to cover all goods road transport.

Where the total stock of goods road motor vehicles in a Member State that can be included in the survey is less than 25 000 vehicles, Articles 1.2 and 2.2 of the Regulation apply whether that country carries out one survey or separate surveys of national and international goods road transport.

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Where the total stock of goods road motor vehicles engaged in international transport is less than 3 000, regardless of the total stock of relevant vehicles in that country, Articles 1.2 and 2.2 of the Regulation also apply.

Where the total stock of goods road motor vehicles engaged in international transport is less than 1 000, regardless of the total stock of relevant vehicles in that country, the Member State does not have to follow the Regulation. However, Eurostat would hope that in such a case, the Member State would try to achieve the precision standards set out in articles 1.2 and 2.2 for national goods road transport.

**Chapter 10**  
**DEFINITION OF VARIABLES, CLASSIFICATION AND**  
**CODES**



### **10.1 Definition and coding of variables**

The following pages set out the definitions of all the variables mentioned in Council Regulation 1172/98. Included, where relevant, are the codes that should be used for these variables when data are submitted to Eurostat under the Regulation.

The variables are grouped under four headings:

- General variables;
- Vehicle -related variables;
- Journey-related variables;
- Goods-related variables.

Within these four headings the variables are listed in a logical sequence of definitions. Where the data for a variable should be submitted to Eurostat under the Regulation, the Eurostat field reference of the computer record is given (see Part C, Chapter 11).

Many of the variables mentioned in the Regulation have already been defined in the "Glossary for Transport Statistics" (see Introduction, section IV). In a number of cases the English version of the Regulation has used slightly different wording for some of the variables. Where this has occurred, the English wording used in the "Glossary" is given for the variable in this chapter followed by the alternative wording used in the Regulation.

For ease of reference each variable starts on a separate page. A list of variables in alphabetical order and the page number in this chapter where the definition of each variable commences is given in at the end of this chapter.

***Section 10.1.1***  
***General variables***

## Reporting country

Computer record field reference <**Rcount**>

### First reference in Regulation.

Referred to as Member State in Article 1.

### Definition.

A reporting country is a Member State of the European Union or a country belonging to the European Economic Area. Iceland is exempted from transmitting the data required by this Regulation.

### Classification and Codes to be used.

EU Member States (corresponding to NUTS 2-alpha country codes) and Other countries.

EU Member States	
Country name	Code
Belgium	BE
Czech Republic	CZ
Denmark	DK
Germany	DE
Estonia	EE
Greece	GR
Spain	ES
France	FR
Ireland	IE
Italy	IT
Cyprus	CY
Latvia	LV
Lithuania	LT
Luxembourg	LU
Hungary	HU
Malta	MT
Netherlands	NL
Austria	AT
Poland	PL
Portugal	PT
Slovenia	SI
Slovak Republic	SK
Finland	FI
Sweden	SE
United Kingdom	UK

Other countries	
Country name	Code
Iceland	IS
Liechtenstein	LI
Norway	NO

## **Year**

Computer record field reference <**Year**>

### **First reference in Regulation.**

Article 7.

### **Definition.**

The time occupied by one revolution of the earth around the sun.

### **Source of definition.**

Dictionary.

### **Explanation and examples.**

For the purposes of the Regulation a year does not have to relate exactly to a calendar year. It will consist of the four quarters covering the majority of the relevant days in that year. It may include some days in the previous year and/or days in the following year.

For example, the data collection for the first quarter for 1999 may have started in a country on 4 January and that for the fourth quarter ended on 2 January 2000.

### **Codes to be used.**

The four numerical digits of the year should be used.

That is, 1999; 2000; 2001 as relevant.

## Quarter (of a year)

Computer record field reference <Quarter>

### First reference in Regulation.

Article 5.

### Definition.

One-fourth part of a year.

### Source of definition.

Dictionary.

### Explanation and examples.

For the purposes of the Regulation it is not necessary for a quarter of a year to cover the relevant calendar months or for the first quarter of a year to start on 1 January.

A quarter of a year will normally consist of 13 weeks. Occasionally a year may consist of 53 weeks. Where this occurs, the fourth quarter of that year should consist of 14 weeks.

The start of the first quarter can be the first day in a year that is the normal first day of a survey period. For example, if the survey period is a week and the first day of each period is a Monday but, as in the year 2000, 1 January is a Saturday, then the first quarter should cover the 13 weeks commencing Monday 3 January.

### Classification and Codes to be used.

Label	Code
First quarter of a year	Q1
Second quarter of a year	Q2
Third quarter of a year	Q3
Fourth quarter of a year	Q4

## **Eurostat**

### **First reference in Regulation.**

Article 2.

### **Definition.**

The Commission department responsible for carrying out the tasks incumbent on that institution in the field of production of Community statistics.

### **Source of definition.**

Article 2 of Council Regulation 1172/98.

## **Mode of transport**

### **Alternative terminology.**

Means of transport.

### **First reference in Regulation.**

Annex A.

### **Definition.**

One of the six general methods of transportation.

### **Explanation and examples.**

The main modes of transport are : Air

Sea

Rail

Road

Inland waterway

Pipeline

Annex A of Council Regulation 1172/98 uses an alternative terminology of "means of transport " for the usual terminology of "mode of transport".

## Road

### **First reference in Regulation.**

In title of Regulation.

### **Definition.**

Line of communication (travelled way) using a stabilised base other than rails or air strips open to public traffic, primarily for the use of road motor vehicles running on their own wheels.

### **Source of definition.**

The Glossary for Transport Statistics, Part B, Section I.01.

### **Explanation and examples.**

Included are roads over and under bridges, tunnels, supporting structures, junctions, crossings and interchanges. Toll roads are also included. Excluded are dedicated cycle paths.

For the Regulation, the important part of the definition is that the road must be open to public traffic.



## Road transport

**First reference in Regulation.**

Article 1.

**Definition.**

Any movement of goods and/or passengers using a road vehicle on a given network.

**Source of definition.**

The Glossary for Transport Statistics, Part B, Section V.01

**Explanation and examples.**

When a road vehicle is being carried on another vehicle, only the movement of the carrying vehicle (active mode) is considered.

## **National transport**

### **First reference in Regulation.**

Article 5.

### **Alternative terminology.**

May be referred to as 'domestic' transport.

### **Definition.**

Road transport between two places (a place of loading and a place of unloading) located in the same country by a vehicle registered in that country.

### **Source of definition and explanation.**

In the Glossary for Transport Statistics, national road transport is defined as the transport by road within the territory of a State irrespective of the country in which the vehicle is registered (Part B, Section V.02). That is to say that the definition is based on the territoriality concept (see chapter 9, section 9-2).

For the Regulation, a restricted definition of national road transport has been adopted to exclude those cases where both loading and unloading take place in the same country but the road motor vehicle used is not registered in that country. This type of excluded transport is referred to as 'cabotage'.

National transport may involve transit (without loading or unloading) through a second country. For example, a journey from Lille to Strasbourg (national transport for France) might involve transit through Luxembourg to use the motorway.

## International transport

### First reference in Regulation.

Article 5.

### Definition.

Road transport between two places (a place of loading and a place of unloading) in two different countries and cabotage by road. It may involve transit through one or more additional country or countries.

### Source of definition and explanation.

In the Glossary for Transport Statistics (Part B, Section V.04), international road transport is, according to the territoriality principle, defined as the transport by road transport between two places (a place of loading and a place of unloading) in two different countries irrespective of the country in which the vehicle is registered. This definition thus includes the (according to the nationality concept) declared cross-trade transport; that is, transport between two countries performed by a haulier from a third country.

For the Regulation, an expanded definition of international road transport has been adopted to include 'cabotage' - cases where both loading and unloading take place in the same country but the road motor vehicle used is not registered in that country.

According to the Regulation, international road transport is composed of 4 categories:

- International dispatch - place of loading of goods in declaring country and place of unloading in a different country;
- international receipt - place of unloading of goods in declaring country and place of loading in a different country;
- cross-trade - place of loading and place of unloading of goods in two different countries outside the declaring country;
- cabotage - place of loading and unloading of goods in the same country outside the declaring country.

Examples of international transport for a German haulier are:

Loading in Germany and unloading in Belgium.

Loading in Italy, transit through Austria with unloading in Germany.

Loading in United Kingdom, transit through France, Belgium, Germany, Austria with unloading in Hungary.

(See following page on "Cabotage" in this chapter for examples of this form of transport).

## Cabotage

### **First reference in Regulation.**

Cabotage is not mentioned specifically in the Regulation although this type of transport is to be included in the statistical returns sent to Eurostat.

### **Definition.**

'Road cabotage transport': Road transport between two places (a place of loading and a place of unloading) in the same country by a vehicle not registered in that country. It may involve transit through one or more additional country or countries.

### **Source of definition.**

The Glossary for Transport Statistics, Part B, Section V.03.

### **Explanation and examples.**

In the territoriality concept, cabotage is a form of national transport. However, as the Regulation requires the collection of statistics on a nationality basis, the data on cabotage road transport has to be considered as a part of international transport, as the work performed does not take place within the same country as that of the registered vehicle.

As an example, a vehicle registered in the United Kingdom loads goods in London and unloads them in Paris - this is an international journey. If it then loads goods in Paris and unloads these goods in Lille (France) - this would be a cabotage journey and considered as an international journey under the Regulation. This same vehicle might then load goods in Lille and unload them in London - another international journey.

### **Note.**

The term cabotage has its origins in maritime transport where it is defined as the carriage of goods by sea between two ports in the same country regardless of the nationality of the vessel.

## **Cross-trade**

### **First reference in Regulation.**

Cross trading is not mentioned specifically in the Regulation although this type of transport is to be included in the statistical returns sent to Eurostat.

### **Definition.**

International road transport between two different countries performed by a road motor vehicle registered in a third country.

### **Source of definition.**

The Glossary for Transport Statistics, Part B, Section V.05.

### **Explanation and examples.**

A third country is a country other than the country of loading or than the country of unloading.

An example is of a vehicle registered in The Netherlands loading goods in Germany and unloading them in Spain (this would involve a transit through France).

## Sample - Sample size

### First reference in Regulation.

Article 7.

### Definition.

**Sample** A part of a population or a subset from a set of units, that is provided by some process or other, usually by deliberate selection with the object of investigating the properties of the parent population or set.

**Sample size** The number of sampling units that are to be included in a sample. In the case of a **Multi-stage Sample** this number refers to the number of units at the final stage in the sample.

### Source of definition.

A Dictionary of Statistical Terms, Kendal & Buckland, (Longman 1975).

### Explanation and examples.

Experience gained from the surveys of goods road transport carried out by Member States under Regulation 1172/98 has indicated that the precision of the estimates of the variables is, in general, broadly related to the number of vehicle records contributing information to the estimates. This comment applies to all countries carrying out surveys of goods road transport to meet the requirements of Regulation 1172/98. The relationship is not exact. For some countries, the types of work undertaken and the geographical nature of the surrounding areas, as well as the stratification of the survey that is possible, may result in either better precision or wider precision than average.

If a country carries out a survey where the primary sampling unit is an enterprise rather than a goods road vehicle, the sample size has to be larger to achieve the same precision estimate provided by a survey with the primary sampling unit of road vehicles, due to the clustering effect of the survey sample (see chapter 3.4.5 on multi-stage and cluster sampling).

As a general guide, if there are 5 000 or more vehicle records (A1 records) in a survey of goods road transport, the percentage standard error (95% confidence) of the annual estimates of tonnes carried, tonne-kilometres performed or loaded kilometres travelled will be less than  $\pm 5\%$ . See chapter 9.6 and page 10-20 for information on percentage standard error.

Article 1 of Commission Regulation 642/2004 (see chapter 9.6 and Annex 5) sets out **the time periods to be covered in a survey**. The sampling schemes of Member States should cover every possible time period in a year to avoid bias. If not all the time periods of a quarter are covered, it is difficult to calculate and apply weighting factors to account for the variations in transport activity over a quarter (due, for example to holidays and weather).

Where the total stock of goods road motor vehicles in a Member State that can be included in the survey is less than 25 000 vehicles, or the total stock of such vehicles engaged in international transport is less than 3 000, the minimum number of weeks covered by a survey should be 7 out of the 13 in each quarter.

## Non-response rate

### First reference in Regulation.

Article 7.

### Definition.

Non-response to a sample survey arises when no communication in any form has been received from the statistical unit approached within the time-scale of the survey or the unit has indicated its refusal to participate in the survey. Also to be treated as non-response are cases where a reply has been received and the information would have been included in the survey but for the poor quality of, or incomplete, answers to the questions. The proportion of such units of the sample is called the non-response rate.

### Source of definition.

Article 3 of Commission Regulation 642/2004

### Explanation and examples.

The failure to obtain information from a designated individual (or unit) for reasons such as wrong information in the register used to select the sample (vehicle sold, scrapped or leased, company no longer in business, etc) is sometimes also called non-response but these are unusable responses not non-response. If this information had been available to the survey team, that unit would have been excluded from the sampling frame from the outset.

The terms incomplete response or incomplete achievement may be used for cases where information is available for most aspects of a sampling unit but not for all items desired.

Article 3 of Commission Regulation 642/2004 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 sets out the information that a Member State should provide each quarter to enable Eurostat to calculate sample size, response rates and register quality rates. This information is to be provided in the format of table B of the supplementary tables (see chapter 13-3 or the annex to Regulation 642/2004 for the detail of the table). Article 3 also gives the definitions of response rate and register quality rate for the purposes of this Regulation.

The **response rate** measuring the percentage of the sample sent out for which a reply was received (whether usable or not, apart from refusals to participate) is defined as "the number of questionnaires despatched to sample units minus the aggregate of the number refusing to participate and the number for which no information was received of any kind divided by the number of questionnaires despatched expressed as a percentage".

The **register quality rate** is defined as "the number of usable questionnaires from sample units divided by the number of questionnaires despatched minus those classified as non-response" expressed as a percentage.

Commission Regulation 642/2004 does not specify any levels of required response rate. At a meeting of the Working Group on Road Transport Statistics held in Luxembourg in July 2002 and, a document (Road 2003/9/EN) was presented by Eurostat that included specific proposals on response rate. Eurostat proposed that Member States should aim to achieve a minimum of a 90% response rate and a minimum of 75% for register quality.

## Standard error

### First reference in Regulation.

Article 7.

### Definition.

The positive square root of the variance of the sampling distribution of a statistic.

### Source of definition.

A Dictionary of Statistical Terms, Kendal & Buckland, (Longman 1975).

### Explanation and examples.

In estimation or prediction the estimated or predicted value is bracketed by a range of value determined by standard errors, confidence intervals or similar methods within which the value may be supposed to lie with a certain probability. This is called the **Error Band**.

In a sample survey, a parameter to be estimated is generally the average (mean) value or the total value of a variable. The standard error provides a measure of the variation of the mean or the total value of the estimated parameter. Each unit in the sample will contribute a value for the parameter and from this information the estimated mean value and standard deviation of the sample distribution for the parameter can be calculated. The standard deviation (the positive square root of the variance) in this case, providing a measure of the variation in the value of the parameter of the sampled units.

Where the number in the sample is a small percentage of the total population, for simple random sampling, the standard error of a mean is the standard deviation of the sample divided by the positive square root of the number of observations in the sample. The standard error of the aggregate value of a parameter is the standard error of the mean multiplied by the total number in the population from which the sample was drawn. The formulae for the standard errors for stratified samples are given in Part A, Chapter 3.

The measure reported to Eurostat should be termed **Percentage standard error of estimate (95% confidence)**". It is calculated by dividing the standard error of the estimated parameter by the estimated value of the parameter and multiplying by 1.96 times 100. It can also be calculated by multiplying the coefficient of variation of the parameter by 1.96 times 100.

Article 2 of Commission Regulation 642/2004 (see chapter 9.6 and Annex 5) states that the percentage standard error (95% confidence) required that the annual estimates for the three main transport variables collected by Member States in the surveys carried out under Regulation 1172/98 should be not greater than  $\pm 5\%$ . The limit is raised to not greater than  $\pm 7\%$  for a country where the total stock of relevant vehicles is less than 25 000 vehicles, or the total stock of such vehicles engaged in international transport is less than 3 000.



## Confidence interval

### First reference in Regulation.

Article 7.

### Definition.

If it is possible to define two statistics  $t_1$  and  $t_2$  (functions of sample values only) such that,  $\theta$  being a parameter under estimate,  $\Pr(t_1 \leq \theta \leq t_2) = \alpha$ , where  $\alpha$  is some fixed probability, the interval between  $t_1$  and  $t_2$  is called a confidence interval.

The assertion that  $\theta$  lies in this interval will be true, on the average, in a proportion  $\alpha$  of the cases when the assertion is made.

### Source of definition.

A Dictionary of Statistical Terms, Kendal & Buckland, (Longman 1975).

### Explanation and examples.

In estimation or prediction, the estimated or predicted value is bracketed by a range of values determined by standard errors, confidence intervals or similar methods within which the value may be supposed to lie with a certain probability. This is called the Error Band.

The 95% confidence interval of a parameter is the interval obtained by adding and subtracting 1.96 standard errors of the parameter to and from the estimated value of the parameter. It is often useful to express this confidence interval as a percentage of the estimated value, particularly when wishing to compare confidence intervals from a number of surveys or the precision of the estimates for a number of parameters from a single survey.

## Central administration

### First reference in Regulation.

Article 1.

### Definition.

An organisation of the central government of a country.

### Explanation and examples.

In terms of activity classifications the following classes are involved:

NACE Rev. 1.1 - Statistical Classification of Economic Activities in the European Community, Official Journal, No. L 6, 10 January 2002.

Division 75: Public administration and defence; compulsory social security.

75.1 Administration of the State and the economic and social policy of the community.

75.2 Provision of services to the community as a whole.

## **Local public administration**

### **First reference in Regulation.**

Article 1.

### **Definition.**

An organisation of local government of a country.

### **Explanation and examples.**

In terms of activity classifications the following classes are involved:

NACE Rev. 1.1 - Statistical Classification of Economic Activities in the European Community, Official Journal, No. L 6, 10 January 2002.

Division 75: Public administration and defence; compulsory social security.

75.1 Administration of the State and the economic and social policy of the community.

75.2 Provision of services to the community as a whole.

## Public undertakings

### First reference in Regulation.

Article 1.

### Definition.

Organisations of central and local government providing services to the general public, particularly in the fields of transport, communications and energy supply.

### Explanation and examples.

In terms of activity classifications the following classes are involved:

NACE Rev. 1.1 - Statistical Classification of Economic Activities in the European Community, Official Journal, No. L 6, 10 January 2002.

Division 75: Public administration and defence; compulsory social security.

75.1 Administration of the State and the economic and social policy of the community.

75.2 Provision of services to the community as a whole.

## **Goods carried by road**

### **Alternative terminology in Regulation.**

Carriage of goods by road.

### **First reference in Regulation.**

Article 1.

### **Definition.**

Any goods moved by goods road vehicles.

### **Source of definition.**

The Glossary for Transport Statistics, Part B, Section V.16.

Article 2 of Council Regulation 1172/98 uses the alternative terminology of “Carriage of goods by road” with the definition: “All transport of goods by means of a goods road transport vehicles”. These terms and the definitions are identical.

### **Explanation and examples.**

In this context, goods include all packaging and equipment such as containers, swap-bodies or pallets as well as waste material of no intrinsic value.

***Section 10.1.2.***  
***Vehicle-related variables***

## Road motor vehicle

### Alternative terminology.

Road transport vehicle.

### First reference in Regulation.

Article 2.

### Definition.

A road vehicle fitted with an engine whence it derives its sole means of propulsion, which is normally used for carrying persons or goods by road, or for drawing, on the road, vehicles used for the carriage of persons or goods.

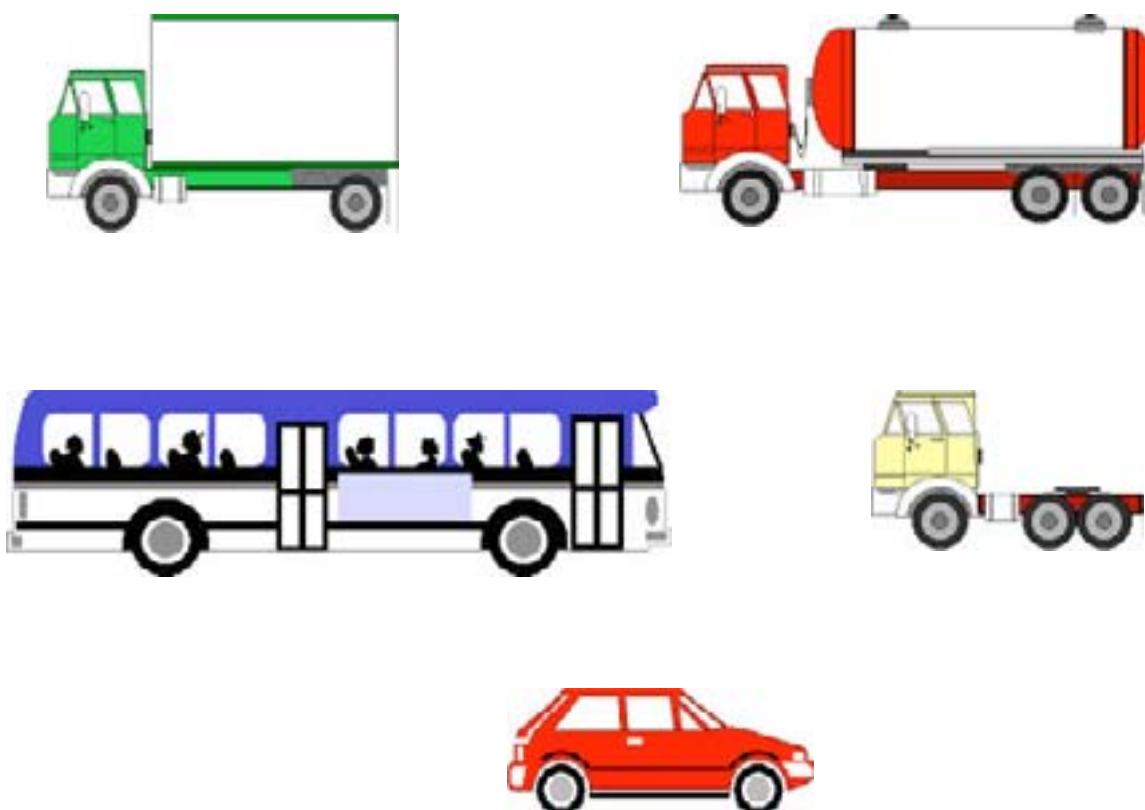
### Source of definition.

The Glossary for Transport Statistics, Part B, Section II.05

Article 2 of Council Regulation 1172/98 uses the alternative terminology of "road transport vehicle" with the same definition. Although the definitions are identical, the word "transport" has a different meaning to "motor" in the English language.

The definition excludes motor vehicles running on rails embedded in roads.

### Explanation and examples.



## Single motor vehicle

### First reference in Regulation.

Article 1.

### Definition.

A road vehicle fitted with an engine whence it derives its sole means of propulsion, which is normally used for carrying persons or goods by road, or for drawing, on the road, vehicles used for the carriage of persons or goods.

### Source of definition.

See definition for road transport vehicle on previous page.

### Explanation and examples.

Since a road tractor alone cannot forward goods, it is excluded from single motor vehicles.





## Goods road motor vehicle

### Related terminology.

Goods road transport vehicle.

### First reference in Regulation.

Article 1.

### Definition.

Any single road transport vehicle (lorry), or combination of road vehicles, namely road train (lorry with trailer) or articulated vehicle (road tractor with semi-trailer), designed to carry goods.

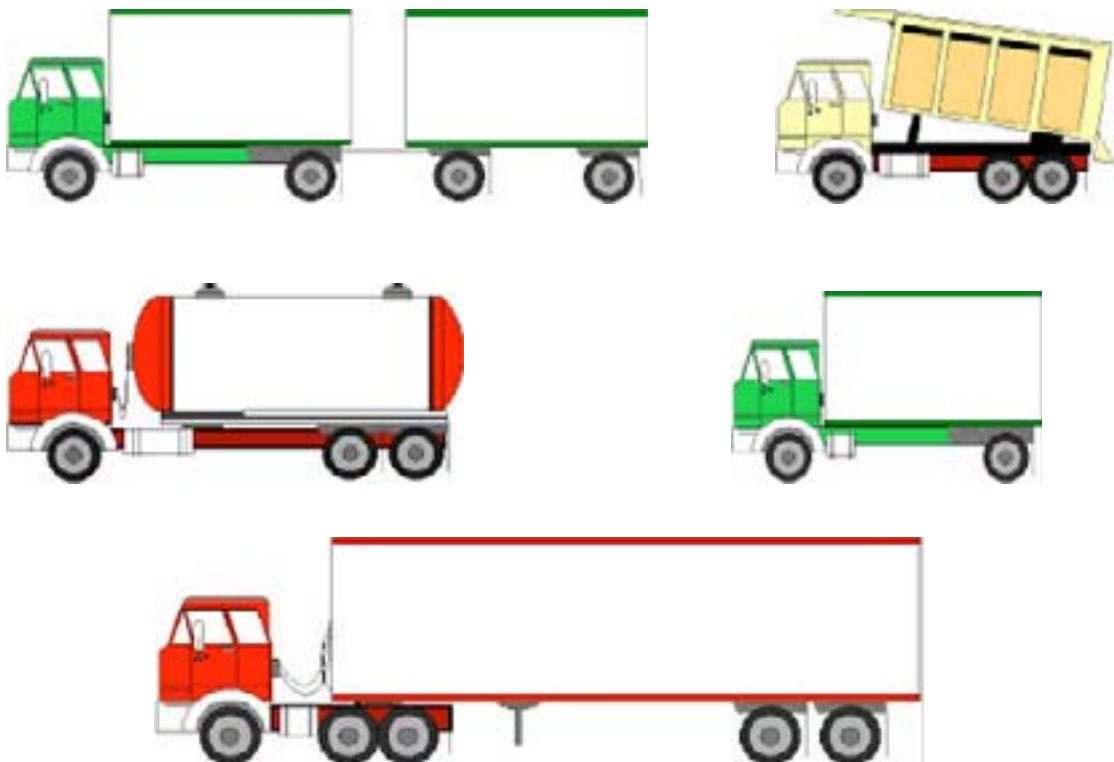
### Source of definition.

The Glossary for Transport Statistics, Part B, Section II.20

Article 2 of Council Regulation 1172/98 uses the terminology of "goods road transport vehicle" with the same definition.

### Explanation and examples.

Vehicles designed for the transport of both passengers and goods should be classified either among the passenger road vehicles or among the goods road vehicles, depending on their primary purpose, as determined either by their technical characteristics or by their category for tax purposes.



## Goods road vehicle

### Alternative terminology.

Road vehicle for the transport of goods.

### First reference in Regulation.

Article 2.

### Definition.

A road vehicle designed exclusively or primarily to carry goods (lorry, trailer, semi-trailer).

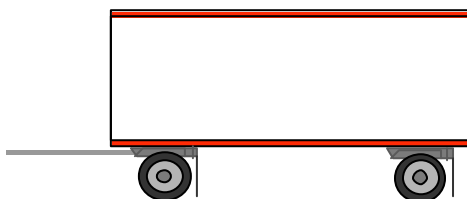
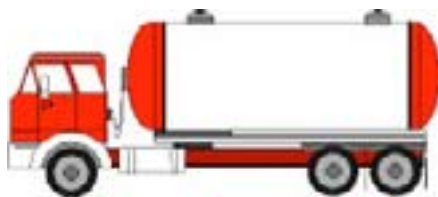
### Source of definition.

The Glossary for Transport Statistics, Part B, Section II.18.

Article 2 of Council Regulation 1172/98 uses the alternative terminology of "road vehicle for the transport of goods " with the same definition.

### Explanation and examples.

Vehicles designed for the transport of both passengers and goods should be classified either among the passenger road vehicles or among the goods road vehicles, depending on their primary purpose, as determined either by their technical characteristics or by their category for tax purposes.



## Lorry

### First reference in Regulation.

Article 2.

### Definition.

A rigid road motor vehicle designed exclusively or primarily to carry goods.

### Source of definition.

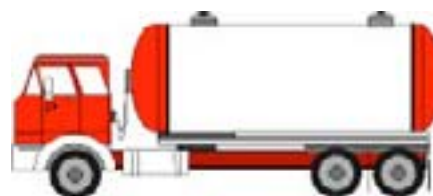
The Glossary for Transport Statistics, Part B, Section II.21.

Article 2 of Council Regulation 1172/98 gives the same definition with the exclusion of the word "motor" after "road".

### Explanation and examples.

This category includes vans which are rigid road motor vehicles designed exclusively or primarily to carry goods with a gross vehicle weight of not more than 3 500 Kg. This category may also include "pick-ups".

Council Regulation 1172/98 permits a country to exclude the collection of data for vehicles with a load capacity 3 500 kilograms or less or a maximum vehicle weight not exceeding 6 tonnes.



### Classification and Codes to be used.

No separate coding is provided for lorries but the coding for axle configuration provides, in the first digit of the code, a method of identification of lorries and road tractors. A first digit of 1 or 2 in the axle configuration code indicates that the powered vehicle is a lorry.

## Road tractor

### First reference in Regulation.

Article 2.

### Definition.

A road motor vehicle designed exclusively or primarily to haul other road vehicles which are not power-driven (mainly semi-trailers).

### Source of definition.

The Glossary for Transport Statistics, Part B, Section II. 22.

Article 2 of Council Regulation 1172/98 gives the same definition with the replacement of the word "transport" for "motor".

### Explanation and examples.

Agricultural tractors are excluded.



### Classification and Codes to be used.

No separate coding is provided for road tractors but the coding for axle configuration provides, in the first digit of the code, a method of identification of lorries and road tractors. A first digit of 3 or 4 in the axle configuration code indicates that the powered vehicle is a road tractor.

## Trailer

### First reference in Regulation.

Article 2.

### Definition.

Goods road vehicle designed to be hauled by a road motor vehicle.

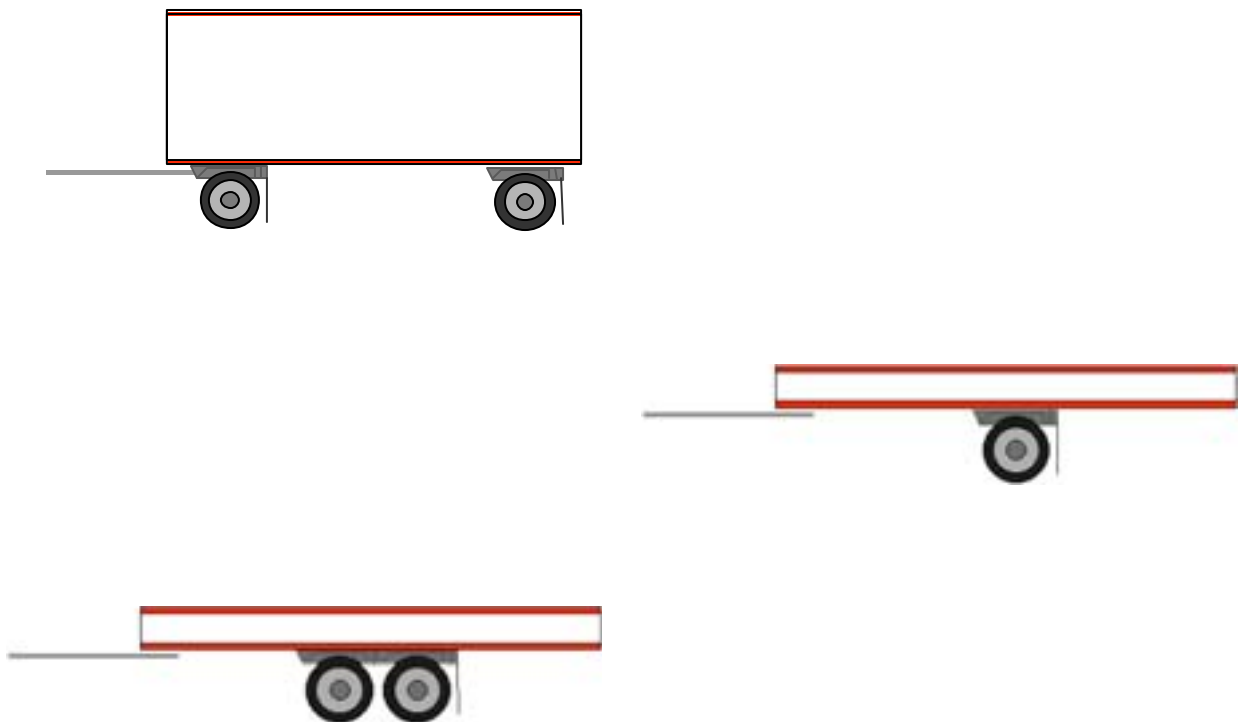
### Source of definition.

The Glossary for Transport Statistics, Part B, Section II.24.

Article 2 of Council Regulation 1172/98 gives the same definition but using slightly different wording, namely "A road vehicle for transporting goods designed to be hauled by a road transport vehicle".

### Explanation and examples.

This category excludes agricultural trailers and caravans.



### Classification and Codes to be used.

No separate coding is provided for trailers but the coding for axle configuration provides, in the first digit of the code, a method of identification of a combination of a lorry and trailer(s). A first digit of the axle configuration code of '2' indicates that the lorry has at least one trailer attached.

## Semi-trailer

### First reference in Regulation.

Article 2.

### Definition.

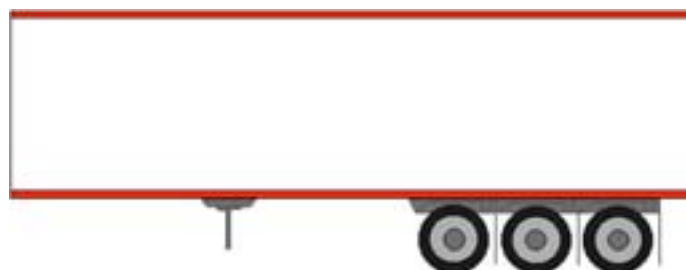
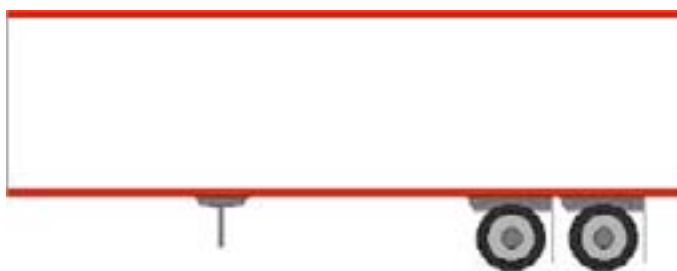
A road vehicle for transporting goods with no front axle so designed that part of the vehicle and a substantial part of its loaded weight rest on the road tractor.

### Source of definition.

Article 2 of Council Regulation 1172/98.

The Glossary for Transport Statistics, Part B, Section II.26 gives an identical definition.

### Explanation and examples.



### Classification and Codes to be used.

No separate coding is provided for semi-trailers but the coding for axle configuration provides, in the first digit of the code, a method of identification of a combination of a road tractor and semi-trailer. A first digit of the axle configuration code of '3' indicates that the road tractor has a semi-trailer attached.

## Articulated vehicle

### First reference in Regulation.

Article 2.

### Definition.

A road tractor coupled to a semi-trailer.

### Source of definition.

Article 2 of Council Regulation 1172/98.

The Glossary for Transport Statistics, Part B, Section II. 27 gives an identical definition.

### Explanation and examples.



### Classification and Codes to be used.

No separate coding is provided for articulated vehicles but the coding for axle configuration provides, in the first digit of the code, a method of identification of an articulated vehicle. A first digit of the axle configuration code of '3' indicates that the road tractor has a semi-trailer attached (an articulated vehicle).

## Road train

### First reference in Regulation.

Article 2.

### Definition.

A goods road motor vehicle coupled to a trailer.

### Source of definition.

The Glossary for Transport Statistics, Part B, Section II.28.

Article 2 of Council Regulation 1172/98 gives the same definition with the replacement of the word "transport" for "motor".

### Explanation and examples.

An articulated vehicle with a further trailer attached is included.





## Agricultural vehicles

### First reference in Regulation.

Article 1.

### Definition.

'Agricultural tractor': Motor vehicle designed exclusively or primarily for agricultural purposes whether or not permitted to use roads opened to public traffic.

'Agricultural trailer': Trailer designed exclusively or primarily for agricultural purposes and to be hauled by an agricultural tractor, whether or not permitted to use roads opened to public traffic.

### Source of definition.

The Glossary for Transport Statistics, Part B, Section II.23 and II.25.

### Explanation and examples.

Agricultural tractors



Agricultural trailer



The activity of agricultural vehicles is excluded from Council Regulation 1172/98.

## Military vehicles

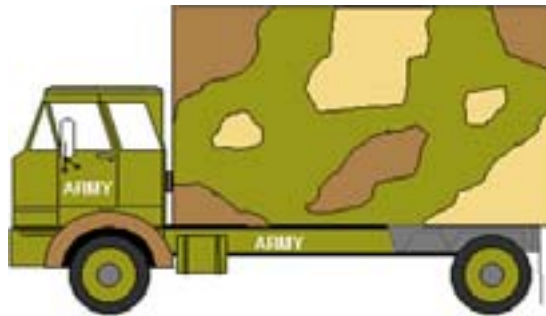
### First reference in Regulation.

Article 1.

### Definition.

All road vehicles operated by branches of the armed forces.

### Explanation and examples.



The activity of all road vehicles operated by branches of the armed forces is excluded from Council Regulation 1172/98.

## Registered in

### **First reference in Regulation.**

Article 1.

### **Definition.**

The state of having been entered in a register of road transport vehicles, kept by an official body in a Member State, whether or not the registration is accompanied by the issue of a registration plate.

### **Source of definition.**

Article 2 of Council Regulation 1172/98.

## Use of vehicle for combined transport

Computer record field reference <A1.1>

### **First reference in Regulation.**

Annex A.

### **Definition.**

A goods road vehicle designed for use in combined transport operations.

### **Source of definition.**

This variable has not yet been defined officially.

### **Explanation and examples.**

To be developed later.

### **Classification and Codes to be used.**

If this variable is collected, countries should use their own codes until a coding proposal has been presented, discussed and adopted.

## Age of goods road motor vehicle from first registration

Computer record field reference <A1.3>

### First reference in Regulation.

Annex A.

### Definition.

Length of time after the first registration of the goods road vehicle, irrespective of the registering country.

### Source of definition.

The Glossary for Transport Statistics, Part B, Section II.32.

### Explanation and examples.

Where a country has a large number of goods road motor vehicles that are imported second-hand, the year of first registration in the other country may not be known. In this case the year of manufacture should be used as a proxy.

The age to be reported is that of the goods road motor vehicle in complete years after the first registration of the vehicle, irrespective of the registering country. That is, vehicles less than 12 months old should be recorded as zero. Those between 12 months and less than 24 months should be recorded as 1. The code 99 should be used for "age not known".

This variable may be used for various analyses. For example, in conjunction with vehicle-kilometres (relevant for estimation of pollutant emissions), type of transport operations (national/international, short/long distance), transit countries.

## NACE Rev 1.1

Computer record field reference <A1.6>

### First reference in Regulation.

Annex A.

### Definition.

The main economic activity of the business.

### Source of definition.

NACE Rev. 1.1 - Statistical Classification of Economic Activities in the European Community, Official Journal, No. L 6, 10 January 2002.

### Explanation and examples.

The coding of the enterprise operating the vehicle should be identical to that used in the business register.

#### Examples

NACE Rev 1.1 Coding	Enterprise category
45.21	General construction of buildings and civil engineering works: typical NACE code for a general construction company.
52.11	Retail sale in non-specialized stores with food, beverages or tobacco predominating: typical NACE code for a vehicle belonging to a supermarket chain
60.24	Freight transport by road: the usual code for a road haulage company

### Classification and Codes to be used.

The four-digit level of NACE (activity class code of the vehicle operator) should be recorded using the full stop (.) as separator. A simplified reporting is also accepted in the foreseen format, i.e. 52.00 instead of 52.11. Starting with the reference year 2004, NACE Rev. 1.1. should be used.

See Eurostat publication "NACE Rev. 1.1 Statistical Classification of Economic Activities in the European Community", Ramon (Eurostat's Classification Server).

## **Loaded**

### **First reference in Regulation.**

Annex A.

### **Definition.**

There are either goods or waste material in the lorry, the trailer or the semi-trailer, waste material being a particular type of good.

### **Source of definition.**

Annex A of Council Regulation 1172/98.

### **Explanation and examples.**

A goods road vehicle is loaded when it contains any article that is to be unloaded at a given destination regardless of whether that article has any value. Thus, in addition to the carriage of goods in the normal purposes of trade, the carriage of waste products, empty packaging, unloaded pallets or empty containers constitutes a loaded vehicle. The minimum weight of a laden journey is 1 (100 kg). (See "weight of goods" 10-63). Where the weight carried is less than 50 kilograms, the figure 1 (implying 100 kilograms) should be reported in order to distinguish a loaded journey from an empty journey.

## Empty

### **First reference in Regulation.**

Annex A.

### **Definition.**

The goods road vehicle contains no article or any item of transport equipment that has to be unloaded at a given destination.

### **Source of definition.**

The Glossary for Transport Statistics, Part B, Section IV.03

### **Explanation and examples.**

Within the context of the Regulation, on an empty journey, the road vehicle will not carry any goods, nor transport bodies that will be unloaded at a certain destination. Movements of vehicles that carry empty packaging and transport bodies like containers, swap-bodies and pallets are not considered as empty journeys.



## Vehicle-kilometre

- Computer record field references
- loaded vehicle kilometres <A1.8.1>
  - empty vehicle kilometres <A1.8.2>

### First reference in Regulation.

Annex A.

### Definition.

Unit of measurement representing the movement of a road motor vehicle over one kilometre.

### Source of definition.

The Glossary for Transport Statistics, Part B, Section IV.06.

### Explanation and examples.

The distance to be considered is the distance actually run. Units made up of a tractor and a semi-trailer or a lorry and a trailer are counted as one vehicle. It excludes the distance covered with the goods road motor vehicle while being transported by another means of transport, for example, when a vehicle is on board a ferry.

For the purposes of the Regulation, loaded vehicle-kilometres include cases where the vehicle may only be carrying empty packaging, material of no commercial value or empty transport equipment (other than trailers and semi-trailers) to be unloaded at a given destination.

Empty vehicle-kilometres relate to cases where a vehicle carries no load of any kind. It includes the running of a road tractor with an empty semi-trailer and where a road tractor travels without a semi-trailer.

### Codes to be used.

The kilometres are to be recorded to the nearest unit.

If the vehicle has not been used during the survey period, no records should be reported.

***Section 10.1.3.***  
***Journey-related variables***

## **Journey**

### **First reference in Regulation.**

Article 1.

### **Definition.**

A movement of a road vehicle from a specified point of origin to a specified point of destination.

### **Source of definition.**

The Glossary for Transport Statistics, Part B, Section IV.05.

### **Explanation and examples.**

The general principle of the Regulation is that statistics of the transport of goods by road are based upon the movements of the goods road motor vehicles registered in the reporting country.

A journey may be divided into a number of sections or stages.

A journey may be laden or unladen. A laden journey starts at the place where goods are first loaded onto a goods road vehicle that was previously empty (or where a road tractor is coupled up to a laden semi-trailer). A laden journey ends at the place where goods are unloaded from the goods road vehicle and that vehicle is subsequently completely empty (or where the road tractor is uncoupled from a laden semi-trailer).

In the course of a laden journey, the vehicle may make one or more stops to unload or pick up goods but at none of these stops (apart from the last unloading place) does the vehicle become completely empty. For example, a lorry first loads 10 tonnes of goods at place A, travels to place B and unloads 5 tonnes. It then travels to place C and unloads the remaining 5 tonnes. The laden journey is from place A to place C. If that vehicle had unloaded all the 10 tonnes at place B and then subsequently loaded another 5 tonnes at place B for unloading at place C, then 2 laden journeys would have been made - one from A to B and the second from B to C.

For an unladen journey, the notion of the place where an unladen journey begins is the place where a vehicle leaves a place completely empty. This may be the place of unloading of the preceding laden journey or the depot of the vehicle if the vehicle travels empty from the depot to another place to pick up a load. The place of ending an unladen journey is the place of loading of the subsequent laden journey (or the depot if the vehicle is returning empty to the depot after a day's work).

### **Classification and Codes to be used.**

For the Regulation, journeys are classified into four types. These types and their coding are given for the variable "Type of journey" covered later in this chapter.

## **Stage of a journey**

### **First reference in Regulation.**

Annex A.

### **Definition.**

The section of a journey between one stopping point and the next.

### **Explanation and examples.**

For example, a lorry first loads 10 tonnes of goods at place A, travels to place B and unloads 5 tonnes. It then travels to place C and unloads the remaining 5 tonnes. The laden journey is from place A to place C. The first stage of the journey is from A to B and the second stage from B to C.

## Successive configurations

### First reference in Regulation.

Annex A.

### Definition.

The changes during a survey period of the configuration of a goods road vehicle (road train or articulated vehicle).

### Source of definition.

Annex A of Council Regulation 1172/98.

### Explanation and examples.

When the road transport vehicle chosen for the survey is a lorry used alone, that is, without trailer throughout the survey period, it constitutes in itself the road vehicle for transporting goods.

However, when the road transport vehicle chosen for the survey is a road tractor – in which case it will have a semi-trailer coupled - or when it is a lorry to which a trailer is coupled, the data required under the Regulation concern the road vehicle for the transport of goods taken as a whole. In this case, there may be a change of configuration during the survey period (with a lorry acquiring a trailer or changing trailer during the period, or a road tractor changing its semi-trailer). In such a case, these successive configurations should be recorded, and the data on the vehicle must be supplied for each journey.

However, if it is not possible to record these successive configurations, it is agreed that, for the vehicle-related variables, those corresponding to the configuration at the beginning of the first laden journey made during the survey period or to the configuration used most during that period should be recorded.

For example, if during the survey period a lorry made all its journeys apart from one without a trailer, Eurostat would accept the recording of the configuration of that vehicle as a lorry without a trailer. In the same way, a road tractor may be coupled to a number of semi-trailers during the survey week, some of which had two axles and some three axles. If these successive configurations cannot be recorded for each journey, Eurostat would accept the data of the configuration of the articulated vehicle either for the first journey made during the survey period or the most frequent configuration.

## Basic transport operation

### First reference in Regulation.

Annex A.

### Definition.

The transport of one type of goods (defined by reference to a particular nomenclature level) between its place of loading and its place of unloading.

### Source of definition.

Annex A of Council Regulation 1172/98.

### Explanation and examples.

The Regulation permits the collection of information on the basis of:

- either a description of each basic goods transport operation (with additional details on unladen journeys),
- or a description of the journeys made by the vehicle in carrying out these basic goods transport operations.

In the great majority of cases, when a laden journey is made, this represents one basic transport operation only with:

- one type of goods carried,
- one point of loading of the goods,
- one point of unloading of the goods.

In this case the two methods used are completely equivalent.

The problem arises when several basic transport operations are carried out in the course of one laden journey. This may be because more than one type of goods is transported during the journey and/or there are several points of loading and/or unloading of the goods.

In this latter case these various loading/unloading points are recorded, in order to calculate directly the tonne-kilometres effected during the journey, and the Statistical Office can reconstitute the basic transport operations.

A consequence of this is that the information to be reported to Eurostat in the A3 (goods) records should be of consignments according to loading and unloading of goods. If the A3 records report information according to stops of the vehicle (stages of a journey), for multi-stop journeys there could be an over-reporting or under-reporting of the tonnage of goods carried and the tonnages unloaded at stopping places.

See Part A, chapters 6.4 and 6.5 and Part C, chapters 11.6 and 11.7 for guidance on and examples of these journeys.

## Axle configuration

Computer record field reference <A1.2>

Note: In order to simplify the recording of successive configurations, this variable should be transmitted as part of the A2 data file (journey-related variables).

### First reference in Regulation.

List of vehicle-related variables in Annex A.

### Definition.

The total number of axles of a road vehicle or combination of vehicles and their disposition.

### Source of definition.

Annex B of Council Regulation 1172/98.

### Explanation and examples.





Where a combination of vehicles is used, the axle configuration counts the total number of axles, that is, the axles of the lorry or the road tractor, plus those of the trailer(s) or semi-trailer. All axles are to be counted even if one axle may not be in contact with the road surface during a particular journey.

### Classification and Codes to be used.














The axle categories and the codes to be used to classify the configuration are as follows:

The logic of the coding is that the first digit identifies the vehicle type or combination, the second and third digits indicate the number of axles on the road motor vehicle and trailer/semi-trailer respectively. Where a combination consists of more than one trailer, the third digit should record the total number of axles on all the trailers. The digit 9 is used to indicate "other".

Where the axle configuration changes during the course of a journey (for example, when a trailer is attached to a lorry for part of a multi-stop journey), it is recommended that the code corresponding to the maximum axle configuration during that journey is used.

Configuration	Illustration	Coding
Number of axles of single vehicles (lorries)		
2 axles		120
3 axles		130
4 axles		140
Other		199

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Configuration	Illustration	Coding
<b>Number of axles for combinations of vehicles:</b>		
<b>Lorry and trailer</b>		
2 axles on lorry +1 axle on trailer		221
2 axles on lorry +2 axles on trailer		222
2 axles on lorry +3 axles on trailer		223
3 axles on lorry +2 axles on trailer		232
3 axles on lorry +3 axles on trailer		233
Other		299
<b>Road tractor and semi-trailer</b>		
2 axles on road tractor +1 axle on semi-trailer		321
2 axles on road tractor +2 axles on semi-trailer		322
2 axles on road tractor +3 axles on semi-trailer		323
3 axles on road tractor +2 axles on semi-trailer		332
3 axles on road tractor +3 axles on semi-trailer		333
Other		399
Road tractor alone		499



## Maximum permissible weight

Computer record field reference <A1.4>

Note: In order to simplify the recording of successive configurations, this variable should be transmitted as part of the A2 data file (journey-related variables).

### Alternative terminology

Maximum permissible laden weight

### First reference in Regulation.

Article 1.

### Definition.

Total weight of the vehicle (or vehicle combination) when stationary and ready for the road and of the weight of the load declared permissible by the competent authority of the country of registration of the vehicle.

### Source of definition.

Article 2 of Council Regulation 1172/98.

Commission Regulation 2163/2001 uses the term "maximum permissible laden weight".

The Glossary for Transport Statistics, Part B, Section II. 31 uses the term: 'Gross vehicle weight (legally permissible maximum weight)': total weight of the vehicle (or combination of vehicles) including its load when stationary and ready for the road declared permissible by the competent authority of the country of registration.

These terms have an identical meaning.

### Explanation and examples.

The maximum permissible weight is the legal maximum that the vehicle (or vehicle combination) is permitted to weigh, by the competent authority of the country of registration of the vehicle, when the vehicle (combination) is stationary on a public road in that country.

The maximum permissible weight includes the weight of the load capacity as well as the weight of the driver and of all other persons carried at the same time plus the weight of the vehicle (or vehicle combination) with its equipment and a full fuel tank.

The maximum permissible weight for a vehicle combination may vary according to the particular configuration of the vehicle combination. For this reason, this variable has to be treated as a journey-related variable. If, during a single journey, the vehicle combination changes (for example, the addition of a trailer for part of a journey) the largest "maximum permissible weight" during that journey should be recorded.

For the purposes of the Regulation, the maximum permissible weight is to be recorded to the nearest 100 kilograms.

## **Load capacity**

Computer record field reference <A1.5>

Note: In order to simplify the recording of successive configurations, this variable should be transmitted as part of the A2 data file (journey-related variables).

### **First reference in Regulation.**

Article 1.

### **Definition.**

Maximum weight of goods declared permissible by the competent authority of the country of registration of the vehicle.

### **Source of definition.**

Article 2 of Council Regulation 1172/98.

The Glossary for Transport Statistics, Part B, Section II.30.

### **Explanation and examples.**

The weight to be taken into account includes the weight of all packaging of the goods including the tare weight of any container, swap body or pallets used to contain the goods.

The load capacity for a vehicle combination may vary according to the particular configuration of the vehicle combination. For this reason, this variable has to be treated as a journey-related variable. If, during a single journey, the vehicle combination changes (for example, the addition of a trailer for part of a journey) the largest "load capacity" during that journey should be recorded.

For the purposes of the Regulation, the load capacity is to be recorded to the nearest 100 kilograms.

## Type of transport

Computer record field reference <A1.7>

Note: In order to simplify the recording of successive configurations, this variable should be transmitted as part of the A2 data file (journey-related variables).

### First reference in Regulation.

Annex A.

### Definition.

Transport for hire or reward: the carriage for remuneration of persons or goods on behalf of third parties.

Transport on own account: transport that is not for hire or reward.

### Source of definition.

The Glossary for Transport Statistics, Part B, Section III.01 and III.02.

### Explanation and examples.

Change in type of transport: Depending on the journey, a transport may be carried out on own account or for hire or reward. The type of transport should be recorded for each journey. However, if it is not possible to record these changes, the type of transport to be recorded should be that corresponding to the main mode of utilisation.

### Classification and Codes to be used.

Type of transport	Code	
Hire or reward	1	
Own account	2	
Not recorded	9	This code should be used only in cases where the type of transport has not been recorded.

## Type of journey

Computer record field reference <A2.1>

### First reference in Regulation.

Annex A.

### Definitions

Two types of journey can be distinguished according whether basic transport operations took place in the course of a journey (laden journey) or not (unladen journey). These two types are defined below.

**Unladen journey.** The goods road vehicle travels from location A to location B without a load, that is, a journey without any basic transport operation (this type of journey may also be called an "empty" journey).

**Laden journey.** Throughout the journey the goods road vehicle carries goods. One or more basic transport operations can be conducted during the course of the journey. The Regulation categorises laden journeys into three types. These are defined below.

**Laden journey involving one single basic transport operation.** The loading of one type of goods at one point of loading and the unloading of all the goods at another point of unloading.

**Laden journey of the collection or distribution round type.** The major feature of this type of journey is that there are many stopping points for loading and/or unloading of goods in the course of a single journey.

**Laden journey involving several transport operations, but not considered as a collection or distribution round.**

### Source of definition.

Annex C of Council Regulation 1172/98.

### Explanation and examples.

One clearly distinguishable type of laden journey is that consisting of one single basic transport operation. The loading of one type of goods at one point of loading and the unloading of all the goods at another point of unloading.

Another, fairly easily distinguishable type of laden journey is that of a collection/distribution round. The delivery of bottled soft or alcoholic drinks to retail establishments and the collection of empty bottles and the delivery of bread to retailers are examples of this type of journey. The major feature of this type of journey is that there are many stopping points in the course of a single journey. These journeys often are carried out within the same locality and frequently the place of starting the journey is the same as the end point of the journey, for example a factory or a bakery.

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Laden journeys that are not single basic transport operations or collection/delivery rounds can comprise a vast number of alternatives, although are likely to form a very small percentage of the total number of journeys performed. Examples are the loading of two or more type of goods at a single location and unloading the goods at more than one location. For the purposes of the Regulation, all these types of multi-stop journey are given the same code. In some cases it may be difficult to decide whether a journey is multi-stop or collection/delivery. Because of the form-filling burden placed on respondents, a general rule is that any journey with five or more stops may be classified as a collection/delivery journey.

See Part A, chapter 6.4 for more information and Part C, chapter 11.6 for examples of multi-stop journeys.

### **Classification and Codes to be used.**

<b>Classification of type of journey</b>	<b>Code</b>
Laden journey involving one single basic transport operation.	<b>1</b>
Laden journey involving several transport operations, but not considered as a collection or distribution round.	<b>2</b>
Laden journey of the collection or distribution round type.	<b>3</b>
Unladen journeys.	<b>4</b>

## Collection or distribution journeys

Computer record field reference for "type of journey "< A2.1>

### First reference in Regulation.

Annex A.

### Definition.

A single journey in which there are many stopping points for loading and/or unloading in the course of the journey.

### Source of definition.

Annex A of Council Regulation 1172/98.

### Explanation and examples.

The delivery of bottled soft or alcoholic drinks to retail establishments and the collection of empty bottles and the delivery of bread to retailers are examples of this type of journey.

The major feature of this type of journey is that there are many stopping points in the course of a single journey. These journeys often are carried out within the same locality and frequently the place of starting the journey is the same as the end point of the journey, for example a factory or a bakery.

These journeys may comprise deliveries only, collections only, deliveries and collections either of the same goods or different goods.

For this type of journey, with several loading and/or unloading points, it is practically impossible to ask the transport operators to describe the basic transport operations.

For these journeys, when identified as such, a single, notional, basic transport operation is generally generated on the basis of the information on the journey.

Each Member State will inform the Commission of its definition of this type of journey and explain the simplifying assumptions it is obliged to apply when collecting data on the corresponding transport operations.

As a general guideline, Eurostat would accept that any single journey with more than 4 stops may be classified as a collection or distribution journey.

See Part A, chapter 6.5 and Part C, chapter 11.7 for more information on these journeys.

### Classification and Codes to be used.

Collection or distribution journeys are coded 3 for "type of journey" - computer variable A2.1.

## **Weight (of goods)**

Computer record field reference <A2.2>; <A3.2>.

### **First reference in Regulation.**

Annex A.

### **Definition.**

Gross weight of goods: total weight of the goods and all packaging, but excluding the tare-weight of any container, swap-body and pallets containing goods.

### **Source of definition.**

Annex A of Regulation 1172/98

### **Explanation and examples.**

The Glossary for Transport Statistics, Part B, Section V.17 defines the weight as gross-gross. The gross-gross weight includes the weight of the goods, all packaging, and tare-weight of any container, swap-body and pallets containing goods.

### **Classification and Codes to be used.**

The gross weight is to be recorded to the nearest 100 kilograms. Where the weight carried is less than 50 kilograms, the figure 1 (implying 100 kilograms) should be reported in order to distinguish a loaded journey from an empty journey.

If empty journeys are reported, a zero should be entered in field A2.2 rather than leave it blank and a zero should also be entered for the variable A2.6 (tonne-kilometres).

A goods record (A3 record) should not be created for empty journeys.

## Place of loading/unloading

Computer record field references <A2.3>; <A3.5>; <A2.4>; <A3.6>.

### First reference in Regulation.

Annex A.

### Definition.

'Place of loading' (of the goods road transport vehicle, for a laden journey);

- the place of loading is the first place in which goods are loaded on the goods road transport vehicle, which was previously completely empty (or where the road tractor is coupled up to a laden semi-trailer).
- for an unladen journey, it is the place of unloading of the preceding laden journey or the departure from a vehicle depot without a load (this is the notion of 'place where unladen journey begins').

'Place of unloading' (of the goods road transport vehicle, for a laden journey);

- the place of unloading is the last place in which goods are unloaded from the goods road transport vehicle, which is subsequently completely empty (or where the road tractor is uncoupled from a semi-trailer).
- for an unladen journey, it is the place of loading of the subsequent laden journey or the arrival at a vehicle depot without a load (this is the notion of 'place where unladen journey ends').

### Source of definition.

Annex A of Council Regulation 1172/98 and Commission Regulation 2691/1999 on rules for implementing Council Regulation No 1172/98 on statistical returns in respect of the carriage of goods by road.

### Explanation and examples.

A vehicle travels empty from its depot at place A to a warehouse at place B where it is loaded. It then visits places C and D where it unloads half its tonnage at each place. It is then empty and travels back to the warehouse at B. The vehicle has made two unladen journeys - from A to B and from D back to B. It made one laden journey from B to D.

### Classification and Codes to be used.

For the Member States of the European Union the codes are those at level 3 of the Nomenclature of Territorial Units for Statistics (NUTS). The full 5 character code - that is, the 2-character alpha country code indicator (for example, FR for France) followed by the 3-character alphanumeric region code should be given. These codes are available on Ramon (Eurostat's Classification Server: [www.europa.eu.int/comm/eurostat/ramon](http://www.europa.eu.int/comm/eurostat/ramon)).



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For countries that are not members of the European Union but are contracting parties to the Agreement on the European Economic Area (EEA) or Candidate Countries, the coding is according to lists of administrative regions supplied by the country concerned. These codes are available on Ramon (Eurostat's Classification Server: [www.europa.eu.int/comm/eurostat/ramon](http://www.europa.eu.int/comm/eurostat/ramon)).

For other countries, the 2-alpha ISO-3166 (<http://www.iso.org>) codes of these countries are used. Please note that for former Yugoslavia, now labelled as Serbia and Montenegro including Kosovo/UNSCR 1244, the code CS should be used. The most used ones are given in the Annex to Commission Regulation 2691/1999 - see Annex 2 of this Manual, and are also available on Ramon (Eurostat's Classification Server: [www.europa.eu.int/comm/eurostat/ramon](http://www.europa.eu.int/comm/eurostat/ramon)).

During the transitional period referred to in Article 5 of the Regulation, as well as for the coding of countries crossed in transit (Annex A of the Regulation, A2 Journey-Related variables, section 7), the 2-alpha part of the NUTS codes should be used for Member States of the European Union and the 2-alpha ISO-3166 codes for all other countries. See chapter 9, section 9.4.2 for information on the development by Eurostat of a gazetteer to aid countries in the coding at NUTS 3 level.

## Distance travelled

Computer record field reference <A2.5>; <A3.7>

### First reference in Regulation.

Annex A.

### Definition.

The actual distance travelled on roads excluding the distance covered by the goods road motor vehicle while being transported by another mode of transport.

### Source of definition.

Annex A of Council Regulation 1172/98.

### Explanation and examples.

Where in the course of a single journey a goods road motor vehicle is placed on another mode of transport and the other mode of transport becomes the prime mover in transporting the motor vehicle to another destination, the distance travelled whilst on the other mode of transport is excluded from the recorded distance travelled by the goods road motor vehicle.

A typical example is provided by the means by which goods road motor vehicles are transported between Great Britain and France. For these movements the goods road motor vehicles are carried either by ship or by rail wagon through the Channel Tunnel. The distance travelled by the motor vehicles whilst on board the ship or rail wagon should NOT be included in the vehicle kilometres reported under Regulation 1172/98.

### Classification and Codes to be used.

The distance is recorded in kilometres to the nearest unit.

## **Tonne-kilometres by road**

Computer record field reference <A2.6>

### **Alternative expression**

Kilometres loaded in road transport, actual transport performance in road transport.

### **First reference in Regulation.**

Annex A.

### **Definition.**

Unit of measure of goods transport that represents the transport of one tonne by road over one kilometre.

### **Source of definition.**

The Glossary for Transport Statistics, Part B, Section V.18.

### **Explanation and examples.**

The distance to be taken into consideration is the distance actually run. It excludes the distance covered when the goods road vehicle is being transported by another means of transport.

### **The figures to report**

The tonne-kilometres performed on each journey are to be reported to Eurostat to the nearest unit. The calculation should be based upon the product of the kilometres travelled and the tonnage of the transported goods (to the nearest 100 kilograms) as reported to Eurostat. The calculation should NOT be based on kilograms to the nearest unit, if they are collected at unit level by a country.

Guidance on the calculation of tonne-kilometres on multi-stop and collection/delivery journeys is provided in chapters 6.4, 6.5 and 11.6.

## Transit

Computer record field reference for "countries crossed in transit "< A2.7>

### **First reference in Regulation.**

Annex A.

### **Definition.**

Any loaded or empty road motor vehicle, which enters and leaves a country at different points by whatever means of transport, provided the total journey within the country is by road and that there is no loading or unloading in the country.

### **Source of definition.**

The Glossary for Transport Statistics, Part B, Section IV.11.

### **Explanation and examples.**

For a journey from The Netherlands to Portugal passing through Belgium, France and Spain where no goods were loaded or unloaded in Belgium, France or Spain, the transit countries would be Belgium, France and Spain.

A road motor vehicle loaded/unloaded at the frontier of that country onto/from another mode of transport is included.

### **Classification and Codes to be used.**

The country codes to be used are the same as those for the variable "Place of loading/unloading". Up to 5 2-alpha codes, without separators, should be entered.

In the example given above the codes for the computer field A2.7 would be BEFRES.

## Place of loading/unloading of a goods road vehicle on another mode of transport

Computer record field reference <A2.8>; <A2.9>

### Alternative terminology..

Place of loading/unloading of a vehicle on another means of transport.

### First reference in Regulation.

Annex A.

### Definition.

'Place of loading' (of the goods road transport vehicle on another mode of transport);

- the place of loading is the first place where the goods road motor vehicle was loaded on to another mode of transport (usually a ship or a rail wagon).

'Place of unloading' (of the goods road transport vehicle from another mode of transport);

- the place of unloading is the last place where the goods road motor vehicle was unloaded from another mode of transport (usually a ship or a rail wagon).

### Source of definition.

Annex A of Council Regulation 1172/98 uses an alternative terminology of "means of transport " for the usual terminology of "mode of transport".

### Explanation and examples.

The place of loading to be recorded is the place, if any, where in the course of a single journey a goods road motor vehicle is placed on another mode of transport and that other mode of transport becomes the prime mover in transporting the motor vehicle to another destination.

The variable to be recorded is the place of loading/unloading of the goods road motor vehicle itself onto another mode of transport (ferry or rail wagon). The English translation published in the Official Journal has used the term "goods road transport vehicle" whereas the original working English version used the term "goods road motor vehicle" (=FR: "vehicule routier a moteur") throughout the Regulation. It is definitely the goods road motor vehicle that is targeted here.

A typical example is provided by the means by which goods road motor vehicles are transported between Great Britain and France. For these movements the goods road motor vehicles are carried either by ship or by rail wagon through the Channel Tunnel.

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If a trailer or semi-trailer is loaded on to a ferry or rail wagon without its accompanying road motor vehicle, according to the Regulation one journey ends at the place where the trailer or semi-trailer is uncoupled from its road motor vehicle. A new journey will start at the place where that trailer or semi-trailer is off-loaded from the ferry or rail wagon and coupled up to (normally) a different road motor vehicle.

For example, if a French-registered road tractor takes a semi-trailer from Paris to Calais and the semi-trailer is uncoupled and placed on board a ferry going to Dover where it is coupled to a British-registered road tractor and taken to Manchester, then two journeys are performed; one national French journey and one national British journey. Note however, that if the British journey was performed by a French-registered road tractor, this would be a cabotage journey. If the French-registered road tractor accompanied the semi-trailer on the ferry and carried the goods to Manchester, this should be recorded as one international journey by a French operator.

If a goods road motor vehicle is loaded onto a ferry (or rail wagon), there is an important point relating to variable A2.5. The distance travelled whilst the road vehicle is being carried by the other mode of transport should not be recorded as part of variable A2.5. Annex A of the Regulation indicates this in the A2 Journey-related variables, section 5 - distance travelled: actual distance excluding the distance covered by the goods road transport vehicle while being transported by another means of transport.

If only a trailer is being placed on another mode of transport and the single motor vehicle is not yet completely emptied, this operation is to be considered as an intermediate stop, and the journey of the goods road vehicle has not yet ended.

### **Classification and Codes to be used.**

The codes to be used are the same as those for the variable "Place of loading/unloading".

## Volumetric situation (Degree of loading)

Computer record field reference <A2.10>

### Alternative terminology.

Degree of loading of vehicle (in terms of maximum volume of space used during the journey). Degree of use of the volume-related load capacity.

### First reference in Regulation.

Annex A, variable A2.10

### Definition.

Degree of loading of vehicle (in terms of maximum volume of space used during the journey): the load carried by a goods road vehicle (or combination of goods road vehicles) in terms of the volumetric capacity of that vehicle available for goods.

### Source of definition.

Annex A of Council Regulation 1172/98.

### Explanation and examples.

The aim of this variable is to provide an indication of the degree of loading of the vehicle in volumetric terms, and thus a measure of spare capacity on vehicle journeys. If the weight of goods carried is less than the load capacity of a vehicle, this does not necessarily mean that the vehicle is not fully loaded in the sense that it is not possible to put more goods into the vehicle. In many cases vehicles will be fully loaded with goods although the weight of the goods is well below the load capacity of the vehicle.

While unladen journeys should be coded as '0', laden journeys should be distinguished by the degree of loading into two categories.

In many cases it is difficult to judge whether a goods vehicle is "fully loaded" in the sense that it is not possible to squeeze one more package into the vehicle if the total weight being carried is well below the load capacity. It is also the case that a vehicle may well start its journey "fully loaded" in volumetric terms but gradually unload at a number of stops during the journey. For this reason, "fully loaded" has been defined that at least 90 per cent of the available volume is occupied at least for part of the journey.

### Classification and Codes to be used.

	Volumetric situation	Code
Procedure 0	Unladen journey	0
Procedure 1	Not fully loaded: less than 90% of available volume is used throughout the journey	1
Procedure 2	Fully loaded: at least 90% of available volume is used for at least part of the journey	2
Procedure 3	Unknown	9

**Section 10.1.4**  
***Goods-related variables***



## **Goods loaded**

Computer record field reference for " place of loading of the goods" <A3.5>

### **First reference in Regulation.**

Annex A.

### **Definition.**

Goods placed on a goods road vehicle and dispatched by road.

### **Source of definition.**

The Glossary for Transport Statistics, Part B, Section V.21

### **Explanation and examples.**

Transshipment from one goods road vehicle to another or change of the road tractor is regarded as loading after unloading.

### **Classification and Codes to be used.**

The codes to be used for place of loading of the goods are the same as those for the variable "Place of loading/unloading".

## **Goods unloaded**

Computer record field reference for "place of unloading of the goods" <A3.6>

### **First reference in Regulation.**

Annex A.

### **Definition.**

Goods taken off a goods road vehicle after transport by road.

### **Source of definition.**

The Glossary for Transport Statistics, Part B, Section V.22

### **Explanation and examples.**

The transshipment from one goods road vehicle to another or the change of the road tractor is regarded as unloading before reloading.

If, however, only a trailer is unloaded and the single goods road motor vehicle is not completely emptied, this operation is to be considered as an intermediate stop and the journey has not yet ended.

### **Classification and Codes to be used.**

The codes to be used for place of unloading of the goods are the same as those for the variable "Place of loading/unloading".

## Type of goods (NST/R)

Computer record field reference <A3.1>

### First reference in Regulation.

Annex A.

### Definition.

The classification of goods carried by road shall be according to the NST/R nomenclature (Standard Goods Nomenclature for Transport Statistics/revised - Eurostat) until such time as its substitution is laid down by the Commission, in consultation with Member States.

### Source of definition.

Annex A of Council Regulation 1172/98.

Standard Goods Nomenclature for Transport Statistics/revised, published by the Statistical Office of the European Communities (1968 edition).

### Explanation and examples.

The NST/R consist of 176 headings (inclusive of the unnumbered "Weapons and ammunitions", 52 groups - and 10 chapters according to a systematic 3digit code. Criteria for the grouping of the 176 positions were the kind of commodity, the degree of processing, transport conditions and transported quantities. A detailed note on the NST/R is given in Chapter 9, section 9.5.2, together with information on the future development of the classification of goods for transport statistics.

### Classification and Codes to be used.

The Regulation requires the coding of the type of goods carried to the 24 groups of goods. The description of goods, NST chapters, NST groups and the 24 groups of goods are given in Annex D of Council Regulation 1172/98. The codes to be used are the digits of the 24 groups (with a leading zero for groups 1 to 9). A description of the 24 groups is available on CIRCA.

A note on an aid, available on CIRCA, for the coding of specific commodities to the 24 NST/R groups can be found in the previous chapter, section 9.5.2. The following section provides some guidance on the coding of waste products.

The empty packaging should be reported in the group 19 of the NST/R.

### The coding of waste products.

Waste is not recorded as such in the NST/R classification and must, therefore, be classified according to the specific product of which it is made. In cases where the waste has no value, the aid referred to above will not assist, as the Combined Nomenclature is a Customs based classification where the goods have a monetary value.

The following tables set out a list of codes related with waste. The first table lists the CN codes referring to waste with the corresponding NST/R code (at the 3-digit and 24-group level). The second table lists the NST/R codes identified in the first table as well as those (in italics) including in their description a reference to waste. In the absence of an appropriate code for a waste product, such as "household waste", NST/R group 24 should be used.

CHAPTER 10. DEFINITION OF VARIABLES, CLASSIFICATIONS AND CODES

**Table 1 Waste materials selected from the Combined Nomenclature (CN) and their correspondence with the NST/R 3-digit and 24-group codes**

CN code	CN Description	NST/R code	
		3-digit	24 groups
0511.91 10	Fish waste	099	5
1802.00 00	Cocoa shells, husks, skins and other cocoa waste	179	6
2303.20	Beet-pulp, bagasse and other waste of sugar manufacture (whether or not in the form of pellets)	179	6
2401.30	Tobacco refuse	134	6
2517.20 00	Macadam of slag, dross or similar industrial waste, whether or not incorporating the materials cited in subheading (pebbles, gravel, broken or crushed stone, of a kind commonly used for concrete aggregates, for road metalling or for railway or other ballast, shingle and flint, whether or not heat treated)	631	15
2525.30 00	Mica waste	639	15
2618.00	Granulated slag (slag sand) from the manufacture of iron or steel	465	11
2619.00	Slag, dross (other than granulated slag), scalings and other waste from the manufacture of iron or steel	466,465	11
2620	Ash and residues (other than from the manufacture of iron or steel), containing metals or metal compounds:		
2620.11 00	Hard zinc spelter	451	12
2620.19 00	Other	451	12
2620.20 00	Containing mainly lead	451	12
2620.30 00	Containing mainly copper	451	12
2620.40 00	Containing mainly aluminium	451	12
2620.50 00	Containing mainly vanadium	451	12
2620.90 00	Containing other metals or metallic compounds	451	12
3915.10 00	(Waste, parings and scrap) of polymers of ethylene	891	18
3915.20 00	(Waste, parings and scrap) of polymers of styrene	891	18
3915.30 00	(Waste, parings and scrap) of polymers of vinyl chloride	891	18
3915.90 00	(Waste, parings and scrap) of other plastics (than polymers of ethylene, of styrene and of vinyl chloride)	891	18
4004.00 00	Waste, parings and scrap of rubber (other than hard rubber) and powders and granules obtained therefrom	092	5
4012.20	Used pneumatic tyres	971	23
4017.00 19	Scrap, waste and powder of hardened rubber	971	23
4110.00 00	Parings and other waste of leather or of composition leather, not suitable for the manufacture of leather articles; leather dust, powder and flour.	091	5
4401.30	Sawdust and wood waste and scrap, whether or not agglomerated in logs, briquettes, pellets or similar forms	057	4
4707.10 00	(Waste and scrap) of unbleached craft paper or paperboard or of corrugated paper or paperboard	842	19
4707.20 00	(Waste and scrap) of other paper or paperboard made mainly of bleached chemical pulp, not coloured in the mass	842	19
4707.30 00	(Waste and scrap) of paper or paperboard made mainly of mechanical pulp (for example, newspapers, journals and similar printed matter)	842	19
4707.90	(Waste and scrap) Other (of paper or paperboard), including unsorted waste and scrap	842	19
5003	Silk waste (including cocoons unsuitable for reeling, yarn waste and garneted stock)	045	5
5103	Waste of wool or of fine or coarse animal hair, including yarn waste but excluding garneted stock	041	5
5202	Cotton waste (including yarn waste and garneted stock)	042	5
5301.30 90	Flax waste	045	5
5505.10	(Waste (including noils, yarn waste and garneted stock)) of synthetic fibres	043	5
5505.20 00	(Waste (including noils, yarn waste and garneted stock)) of artificial fibres	043	5
6309.00 00	Worn clothing and other worn articles	049	5

## CHAPTER 10. DEFINITION OF VARIABLES, CLASSIFICATIONS AND CODES

CN code	CN Description	NST/R code	
		3-digit	24 groups
6310	Used or new rags, scrap twine, cordage, rope and cables and worn out articles of twine, cordage, rope or cables, of textile materials	049	5
7001.00	Cullet and other waste and scrap of glass; glass in the mass	951	22
7112.10 00	(Waste and scrap) of gold, including metal clad with gold but excluding sweepings containing other precious metals	994	24
7112.20 00	(Waste and scrap) of platinum, including metal clad with platinum but excluding sweepings containing other precious metals	459	12
7112.90 00	(Waste and scrap of) other (precious metal than gold and platinum, or of metal clad with precious metal)	459	12
7204.10 00	Waste and scrap of cast iron (ECSC)	462	11
7204.21 00	(Waste and scrap) of stainless steel (ECSC)	462	11
7204.29 00	(Waste and scrap of alloy steel) other (than stainless steel)	462	11
7204.30 00	Waste and scrap of tinned iron or steel (ECSC)	462	11
7204.41	(Ferrous waste and scrap other than of cast iron, of alloy steel and of tinned iron or steel) Turnings, shavings, chips, milling waste, sawdust, filings, trimmings and stampings, whether or not in bundles	462	11
7204.49	(Ferrous waste and scrap other than of cast iron, of alloy steel and of tinned iron or steel and) Other (than turnings, shavings, chips, milling waste, sawdust, filings, trimmings and stampings, whether or not in bundles	462	11
7204.50	Remelting scrap ingots (of iron or steel)	463,515	11,13
7302.10 90	Used rails (ECSC)	537	13
7404.00	Copper waste and scrap	451	12
7503.00	Nickel waste and scrap	451	12
7602.00	Aluminium waste and scrap	451	12
7802.00	Lead waste and scrap	451	12
7902.00 00	Zinc waste and scrap	451	12
8002.00 00	Tin waste and scrap	451	12
8101.91 90	Tungsten waste and scrap	565	13
8102.91 90	Molybdenum waste and scrap	565	13
8103.10 90	Tantalum waste and scrap	565	13
8104.20 00	Magnesium waste and scrap	451	12
8105.10 90	Cobalt waste and scrap	565	13
8108.10 90	Titanium waste and scrap	565	13
8109.10 90	Zirconium waste and scrap	565	13
8110.00 19	Antimony waste and scrap	565	13
8111.00 19	Manganese waste and scrap	565	13
8112.20 39	Chromium waste and scrap	565	13
8112.40 19	Vanadium waste and scrap	565	13
8112.91 39	Other base metals waste and scrap	565	13

CHAPTER 10. DEFINITION OF VARIABLES, CLASSIFICATIONS AND CODES

**Table 2 NST/R categories identifying waste products**

3-digit		24-groups	
Code	Description	Code	Description
041	Wool and other animal hair	5	Textiles, textile articles and man-made fibres, other raw animal and vegetable materials
042	Cotton		
043	Man-made fibres		
045	Silk, flax, jute, true hemp and other vegetable textile materials		
049	Rags and waste of textile materials		
057	Fuel wood, wood charcoal, wood waste, cork unworked, waste cork	4	Wood and cork
091	Raw hides and skins, raw furskins, waste	5	Textiles, textile articles and man-made fibres, other raw animal and vegetable materials
092	Rubber, natural and synthetic, raw or reclaimed		
099	Other non-edible raw vegetable and animal materials n.e.s.		
134	Unmanufactured tobacco and tobacco refuse	6	Foodstuffs and animal fodder
172	<i>Oil-cake and residues resulting from the extraction of vegetable oils</i>		
179	Bran, cereal by-products and other animal feedingstuffs n.e.s.; waste from food industries		
451	Non-ferrous metal waste	12	Non-ferrous ores and waste
459	Other non-ferrous ores and concentrates		
462	Iron and steel waste for remelting (ECSC)	11	Iron ore, iron and steel waste and blast furnace dust
463	Iron and steel waste not for remelting (non-ECSC)		
465	Iron slag for remelting (non-ECSC)		
466	Blast-furnace dust (ECSC)		
515	Crude steel (ECSC)	13	Metal products
537	Steel rails and railway and tramway track-construction material (ECSC)		
565	Other non-ferrous metals and alloys thereof, unwrought		
614	<i>Clay and clay earth</i>	15	Crude and manufactured minerals
615	<i>Slag not for recovery of metals; ash; dross</i>		
631	Crushed or broken stone; pebbles, macadam, tarred macadam		
639	Other crude minerals		
721	<i>Basic slag (Thomas slag)</i>	16	Natural and chemical fertilizers
842	Waste paper and scrap articles of paper	19	Paper pulp and waste paper
891	Plastic materials, unworked	18	Chemicals other than coal chemicals and tar
951	Glass	22	Glass, glassware, ceramic products
971	Semi-finished products and manufactured articles of rubber	23	Leather, textile, clothing, other manufactured articles
991	<i>Packing containers, used</i>	24	Miscellaneous articles
994	Gold, coins, medals		
999	<i>Other manufactured goods not classified according to kind.</i>		

## Dangerous goods

Computer record field reference <A3.3>

### First reference in Regulation.

Annex A.

### Alternative terminology.

Hazardous goods.

### Definition.

Classification of goods as dangerous according to the main categories of Directive 94/55/EC.

### Source of definition.

The classification of the type of dangerous goods as defined in Directive 94/55/EC, Annex A, part I, marginal 2002

### Explanation and examples.

The carriage of dangerous goods is closely controlled under stringent conditions in Europe. Hauliers engaged in this business will be conversant with the categories of the classification and should have no difficulty to allocate the correct code.

### Classification and Codes to be used.

The classification to be used is given in Annex E of Council Regulation 1172/98. This is reproduced below together with the codes to be used. A category "Unknown" can be added to the classification of categories of dangerous goods, with the code 99. A zero should be entered if the goods are not dangerous. The full stop (.) should be used as a separator where appropriate.

### Classification of categories of dangerous goods.

Category of dangerous goods	Code
Explosives	1
Gases, compressed, liquefied or dissolved under pressure	2
Flammable liquids	3
Flammable solids	4.1
Substances liable to spontaneous combustion	4.2
Substances that, in contact with water, emit flammable gases	4.3
Oxidising substances	5.1
Organic peroxides	5.2
Toxic substances	6.1
Substances liable to cause infections	6.2
Radioactive material	7
Corrosives	8
Miscellaneous dangerous substances	9
Unknown	99

## Type of freight

Computer record field reference <A3.4>

### First reference in Regulation.

Annex A.

### Alternative terminology.

Cargo types; mode of appearance.

### Definition.

The appearance of the cargo unit on presentation for transportation.

### Explanation and examples.

The classification of cargo types and the "Codes for types of cargo, packages and packing materials, Recommendation 21" were adopted by the United Nations Economic Commission for Europe Working Party on Facilitation of International Trade Procedures, Geneva, March 1986.

The principle of the classification is the outward appearance on the road - that is, the final type of transport equipment used. The type of freight is determined by the exterior packaging, including any unit of transport equipment, surrounding the goods at the point of loading onto the goods road vehicle. The type of goods road vehicle is not taken into account.

To a large extent the body type of a goods road vehicle determines the range of cargo types that can be carried. For example, tankers are designed to carry either liquid bulk or solid (in powder form) bulk. Tipper trucks are designed to carry solid bulk.

A container is defined as an article of transport equipment that is:

- of a permanent character and strong enough to be suitable for repeated use;
- specially designed to facilitate the carriage of goods, by one or more modes of transport, without intermediate re-packing;
- fitted with devices permitting its ready handling, particularly its transfer from one mode of transport to another;
- so designed as to be easy to fill and empty;
- stackable; and having an internal volume of one square metre or more.

Large freight containers are the 20 foot and 40 foot ISO containers and the super high cube (oversize) containers.

Swap bodies - carrying units strong enough for repeated use but not enough to be top-lifted or stackable when loaded - are **not** classified as containers.

Pallets - raised platforms, intended to facilitate the lifting and stacking of goods. They are usually made of wood and of standard dimensions:

- 1000 mm · 1200 mm (ISO) or
- 800 mm · 1200 mm.

Pre-slung goods are normally in large sacks that have straps attached for top-lifting by crane. The important aspect of these goods is that the sling for top-lifting is a permanent feature of the packaging.

Live animals are considered as mobile, self-propelled units.



CHAPTER 10. DEFINITION OF VARIABLES, CLASSIFICATIONS AND CODES






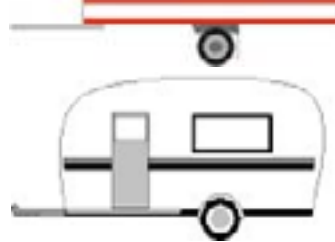
**Classification and Codes to be used.**

Bottles in boxes or crates and gasses in metal containers designed to hold these gases are coded 9.

A code is not required for empty journeys because goods records (A3) should not be created for empty journeys.

The classification and codes (shown below) are also given in Annex F of Council Regulation 1172/98.

**Classification of Cargo types**

Cargo type	Code	Illustration
Liquid bulk (no cargo unit)	0	
Solid bulk (no cargo unit)	1	
Large freight containers	2	
Other freight containers	3	
Palletised goods	4	
Pre-slung goods	5	
Mobile, self-propelled units – live animals	6	
Other mobile units	7	
<i>This code is not allocated</i>	8	
Other cargo types	9	

**10.2 Alphabetical reference list of variables**

This list gives, in alphabetical order, the page number in this chapter where the definition of each variable commences and the codes to be used for each variable when submitting the data to Eurostat are given.

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**PART C**  
**Rules for transmission**  
**of data to Eurostat and dissemination recommendations**

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### Rules for transmission of data to Eurostat and dissemination recommendations

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**Chapter 11**  
**STRUCTURE AND TRANSMISSION OF DATA FILES**

### 11.1 Data structure

Article 3 of Council Regulation 1172/98 (see Annex I of this Manual) set out the statistical data that Member States should compile on the carriage of goods by road. The Annexes to the Regulation indicated the definitions for the data and levels within the classification used for the breakdown. Article 5 stated that duly verified individual data corresponding to the variables referred to in Article 3 should be transmitted to Eurostat every quarter. The arrangements for transmitting the data (including the provision of any statistical tables based upon that data) would be laid down in accordance with the procedure specified in Article 10.

**Individual data records should not be sent to Eurostat for any vehicle that had not recorded any activity** during the time period that the vehicle was surveyed.

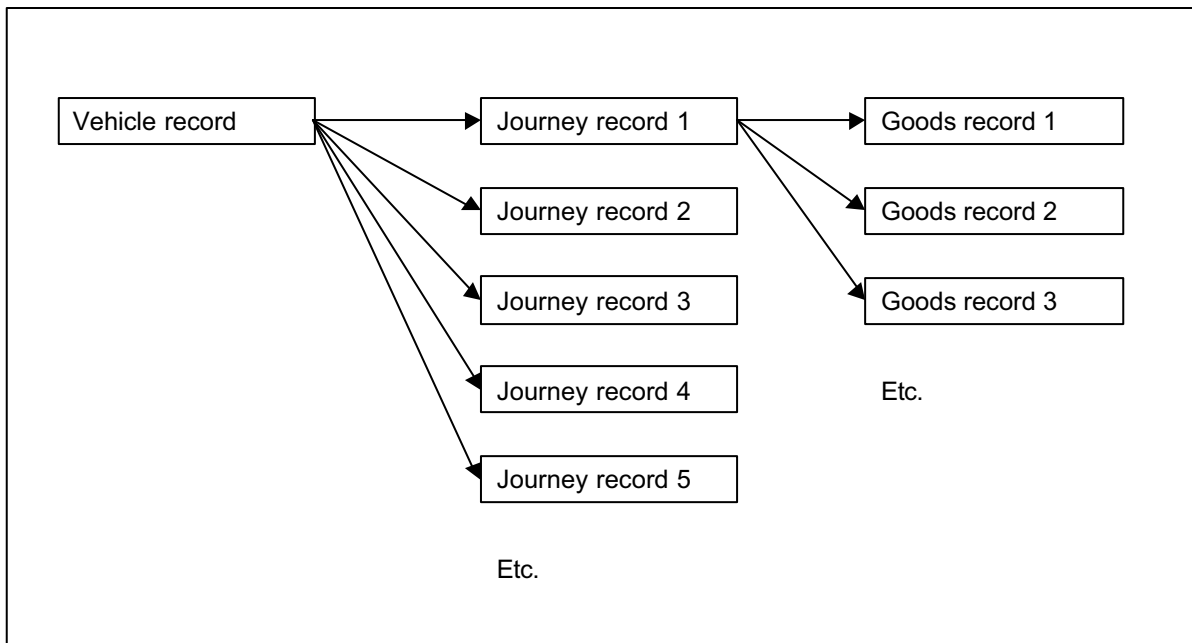
Commission Regulation 2163/2001 (see Annex III of this Manual) has specified the format in which the data are to be transmitted by Member States to Eurostat to ensure that the data can be processed rapidly and in a cost-effective way.

The individual data records for each quarter, which are to be sent to Eurostat, must consist of 3 linked data sets covering:

- A1 vehicle-related variables
- A2 journey-related variables
- A3 goods-related variables (in the basic transport operation).

The link between the data sets is illustrated in figure 11.1.

**Figure 11.1: Link between data sets**



## CHAPTER 11. STRUCTURE OF THE DATA FILES AND TRANSMISSION OF DATA

Each A1 "vehicle record" is linked to 1-n "journey records" (A2 data set) that contain data on the journeys made by that vehicle during the survey period (normally one week). Each journey record is in turn linked to 0-m "goods records" (A3 data set) which contain data on the basic transport operations that make up that journey. It should be noted that multiple goods records may not exist for each journey record. For laden journeys, depending on the method used to record journeys, and/or on the type of journey, there may be only one goods record linked to each journey record. However, for A2 journey records where the journey type (A2.1) is = 2 (a multi-stop journey), there should be more than one A3 goods record. Normally there would be an A3 goods record for each stop of the journey.

For unladen journeys, there should normally be no linked goods records. The carriage of waste material, empty packaging or transport equipment such as pallets and containers is considered as a loaded journey. Although the existence of linked goods records for empty journeys is permitted (where weight of goods, tonne-kilometres performed, type of goods would be zero or blank), Eurostat would prefer the data sets transmitted of unladen journeys to have no linked (A3) goods records.

In the view of Eurostat and of the Member States as reported at the meetings of the Working Group on Road Transport Statistics, the main objective of Council Regulation 1172/98 is the collection of accurate data of the tonnage of goods carried by road freight transport and their place of loading and unloading, the tonne-kilometres performed, the kilometres travelled loaded by vehicles and the kilometres travelled unloaded by vehicles.

A consequence of this is that the information to be reported in the A3 (goods) records should be of consignments according to loading and unloading of goods. If the A3 records report information according to stops of the vehicle (stages of a journey), for multi-stop journeys there could be an over-reporting or under-reporting of the tonnage of goods carried and the tonnages unloaded at stopping places.

### 11.2 List of fields

- In table 11.1, the following information is provided for each field of the A1 (vehicle-related) data records:
- **Field number:** this identifies the position of the field in the record;
- **Variable:** this is either the reference to the variable in Regulation 1172/98, or an internal identifier;
- **Description:** short description of the contents of the field;
- **Coding:** variables are to be coded according to Annexes A-G of Regulation 1172/98 and 2691/1999. Some additional coding rules are noted here. Further explanations and recommendations on coding are provided in Chapter 10 of this manual;
- **Field type:** indicates whether field contains a numeric quantity or a text string. Except for variable A1.9, all numeric fields are to be provided as **integers**; variable A1.9 shall have a comma (",") as the decimal separator;
- **Optional variable:** a flag for variables which are optional according to Annex A of Regulation 1172/98. The field for these optional variables must be included in the data records even if the data for that variable is not collected. It should be coded as an empty field (no data between two successive field separators);
- **Maximum length:** the maximum expected length of the data for this field. Data which are too long cannot be loaded. For some fields the length has been adapted (with respect to the Regulation) to take account of rare cases in which the length defined by the Regulation would not be sufficient.

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- **Key field:** the combination of the values of the key fields for a data set must constitute a unique key value within that data set. If duplicate key values are found, the loading of the data set and its linked data sets is blocked, since the vehicle, journey and goods records cannot be correctly linked.

Similar information is provided in table 11.2 for the A2 (journey-related) data records and in table 11.3 for the A3 (goods-related) data records.

In order to permit the transmission of these data within the normal data structures described here, the variables A1.2, A1.4, A1.5 and A1.7 are to be transmitted as part of the A2 data set (journey-related variables).



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**Table 11.1 - Data set A1: Vehicle-related variables**

Field number	Variable	Description	Coding	Field type	* optional variable	= Max length	* = key field	specific codes for missing values
1	RCount	Reporting country	<i>Note 1</i>	Text		2	*	
2	DSetID	Data set identifier	A1	Text		2	*	
3	Year	Year of the data set	on 4 digits	Text		4	*	
4	Quarter	Quarter of the data set	Q1, Q2, Q3 or Q4	Text		2	*	
5	QuestN	Questionnaire identifier		Text		9	*	
6	A1.1	possibility of using vehicle for combined transport	To be developed	Text	*	1		
7	A1.3	age of the road motor vehicle (lorry or road tractor)	years from first registration	Numeric		2		99
8	A1.6	NACE Revision 1 activity class of the vehicle operator	NACE 4-digit level	Text	*	5		
9	A1.8.1	total vehicle-kilometres during the survey period - loaded	km	Numeric		4		
10	A1.8.2	total vehicle-kilometres during the survey period - empty (including road tractor journeys without semi-trailer)	km	Numeric	*	4		
11	A1.9	vehicle weighting to be used to get full results from individual data, if the collection of data is carried out from a sample		Numeric		8		
12	Stratum	Stratum identifier of sample in which vehicle appears		Text		7		
13	A2 link	Number of linked A2 records	Numeric	Numeric		5		

Note: Starting with the reference year 2004, NACE Rev. 1.1. should be used.

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**Table 11.2 - Data set A2: Journey-related variables**

Field number	Variable	Description	Coding	Field type	* = optional variable	= Max length	* = key field	= specific codes for missing values
1	RCount	Reporting country	Note 1	Text		2	*	
2	DSetID	Data set identifier	A2	Text		2	*	
3	Year	Year of the data set	on 4 digits	Text		4	*	
4	Quarter	Quarter of the data set	Q1, Q2, Q3 or Q4	Text		2	*	
5	QuestN	Questionnaire identifier		Text		9	*	
6	JournN	Journey identifier		Text		5	*	
7	A1.2	axle configuration	Annex B of Regulation 1172/98	Text	*	3		
8	A1.4	maximum permissible laden weight	100 kg	Numeric		4		
9	A1.5	load capacity	100 kg	Numeric		4		
10	A1.7	type of transport	Annex A of Regulation 1172/98	Text		1		9
11	A2.1	type of journey	Annex C of Regulation 1172/98	Text		1		
12	A2.2	weight of goods	gross weight in 100kg	Numeric		4		
13	A2.3	place of loading (of the goods road motor vehicle, for a laden journey)	Note 2	Text		5		XX
14	A2.4	place of unloading (of the goods road motor vehicle, for a laden journey)	Note 2	Text		5		XX
15	A2.5	distance travelled: actual distance excluding the distance covered by the goods road motor vehicle while being transported by another means of transport	km	Numeric		4		
16	A2.6	tonne-km effected during the journey	tkm	Numeric		8		
17	A2.7	countries crossed in transit (not more than 5)	Note 2	Text		10		
18	A2.8	place of loading, if any, of the goods road motor vehicle on another means of transport	Note 2	Text	*	5		XX
19	A2.9	place of unloading, if any, of the goods road motor vehicle from another means of transport	Note 2	Text	*	5		XX
20	A2.10	degree of loading of vehicle (in terms of maximum volume of space used during the journey)		Text	*	1		9
21	A3 link	Number of linked A3 records		Numeric		8		

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**Table 11.3 - Data set A3: Goods-related variables (in the basic transport operation)**

Field number	Variable	Description	Coding	Field type	* = optional variable	Max length	* = key field	specific codes for missing values
1	RCount	Reporting country	<i>Note 1</i>	Text		2	*	
2	DSetID	Data set identifier	A3	Text		2	*	
3	Year	Year of the data set	on 4 digits	Text		4	*	
4	Quarter	Quarter of the data set	Q1, Q2, Q3 or Q4	Text		2	*	
5	QuestN	Questionnaire identifier		Text		9	*	
6	JournN	Journey identifier		Text		5	*	
7	GoodsN	Goods operation identifier		Text		6	*	
8	A3.1	type of goods, according to the groups referring to an appropriate classification	Annex D of Regulation 1172/98 (NST/R)	Text		2		
9	A3.2	weight of goods	gross weight in 100 kg	Numeric		4		
10	A3.3	classification of dangerous goods	Annex E of Regulation 1172/98 (main categories of Directive 94/55/EC)	Text		3		
11	A3.4	type of cargo	Annex F of Regulation 1172/98 (1-digit level of UN Recommendation No 21)	Text	*	1		
12	A3.5	place of loading of the goods	<i>Note 2</i>	Text		5		XX
13	A3.6	place of unloading of the goods	<i>Note 2</i>	Text		5		XX
14	A3.7	distance travelled, actual distance excluding the distance covered with the goods road motor vehicle while being transported by another means of transport.	km	Numeric		4		

Notes:

1. This variable shall be coded using the country codes in Annex G of Council Regulation (EC) 1172/98, as amended by Commission Regulation (EC) 2691/1999.
2. This variable shall be coded according to the rules set out in Annex G of Council Regulation (EC) 1172/98, as amended by Commission Regulation (EC) 2691/1999.

### **11.3 Missing values**

By default, missing values in data records should be coded as an empty field (no data between two successive field separators). For certain fields, the use of specific codes for missing values or other special values (see column "specific codes for missing values") are recommended. Additional information is provided in Chapter 10 of this manual.

### **11.4 Change in configuration or type of transport**

Annex A of Regulation 1172/98 noted that during a survey period a vehicle might be subject to a change in configuration (addition of a trailer giving rise to a change in axle configuration and load capacity) or the type of transport might vary between journeys. These changes should be recorded, although this is not obligatory.

### **11.5 The recording of distances in A1 records and the relationship with distances in linked A2 and A3 records**

The sum of the kilometres recorded on A3 records is not necessarily equal to the kilometres of the linked A2 record for journey types 1, 2 or 3. This is because sometimes more than one A3 goods record will exist for the same A2 journey record. For example on a simple one-stop journey, two types of goods may be carried that can be coded to separate NST/R groups and the reporting country chooses to record this.

However, the **sum of the kilometres of loaded A2 records should equal the loaded kilometres recorded in field 9 (A1.8.1) of the linked A1 record.**

Where a country records empty journeys, the unloaded kilometres recorded in field 10 (A1.8.2) of an A1 record should be equal to (or greater than) the sum of the unloaded kilometres of the linked (type 4) A2 records.

The reason why the kilometres recorded in field 10 of an A1 record may be greater than the sum of the unloaded kilometres of the linked (type 4) A2 records is due to the method chosen by a country in recording any empty stages of a collection/delivery journey (type 3). If a country records the distance travelled on an unloaded stage of a collection/delivery journey separately from the loaded distance, it is not possible to create a separate A2 record for this stage because the start and end locations of the stage are normally not recorded. In such a case, it is permitted to add the distance of this unloaded stage of the journey to field 10 (A1.8.2) of the linked A1 record without including this distance in the linked A2 record.

### **11.6 Some points on multi-stop journeys**

Chapter 6 in Part A has covered, in general terms, the problems faced by those carrying out surveys of transforming the data collected into a format that can be analysed by computer. Data collected about some road freight transport journeys can be quite complicated, particularly if a journey comprises a number of stops to load or unload goods.

Chapter 6.4 describes a procedure that is possible where coding staff in a statistical office are well experienced in dealing with surveys of road freight. Less experience staff in such an environment can refer difficult cases to more experience staff to ensure that the main statistics of tonnes, tonne-kilometres and vehicle kilometres are correctly calculated. Where this is not possible, the survey questionnaire can be adapted by the collection of a few additional pieces of information so that a

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computer can be used to a greater extent to calculate the statistics required. Chapter 6.6 describes this procedure.

**International journeys which are continuous.** A small number of international journeys occur where goods are loaded at the start and a number of unloading stops are made but during the journey other goods are loaded either to unload at a later stage during the journey or to bring back to the country of the start of the journey. Advice on the treatment of these journeys is given in chapter 11.7 below.

**The calculation of tonnes and tonne-kilometres.** It would be expected that for these journey types (journey types 2 and 3) the apparent tonne-kilometres calculated from the A2 record of weight (A2.2) times distance (A2.5) should be greater than the tonne-kilometres given in field 16 (A2.6) of the A2 record. This is because some of the load will not have been carried the full distance of the journey – hence the reason for more than one stop on the journey.

Council Regulation 1172/98 covers this in the methodological appendix to Appendix A

“The problem will arise when several basic transport operations are carried out in the course of one laden journey, which may arise because there are several points of loading and/ or unloading of the goods. In this case these various loading/unloading points are recorded, in order to calculate directly the tonne-kilometres effected during the journey, and the Statistical Office can reconstitute the basic transport operations.”

A type 2 journey is defined as "Laden journey involving several transport operations but not considered as a collection or distribution round". It is important to bear in mind when recording multi-stop journeys that a laden journey is completed when goods are unloaded from a vehicle and that vehicle is subsequently completely empty, even for a very short interval (or where a road tractor is uncoupled from a laden semi-trailer). If, after becoming completely empty, the vehicle is loaded at the same stopping place, a new journey is started.

As indicated in section 11.1 above, the information to be reported in the A3 (goods) records should be of consignments according to loading and unloading of goods. Thus the total tonnage of goods loaded during a journey should be reported to Eurostat. If the A3 records report information according to stops of the vehicle (stages of a journey), for multi-stop journeys there could be either an over-reporting or under-reporting of the tonnage of goods carried and the tonnages unloaded at stopping places.

Where A3 records are reported of consignments, the tonnage for the A2 record will be the sum of the tonnes carried of the A3 records, the tonne-kilometres for A2 will be the sum of the product of the tonnes and the kilometres of the A3 records and the kilometres travelled for the A2 record will be the **maximum** of the kilometres recorded in the associated A3 records. This is true for one-stop (journey type = 1) and multi-stop (journey type = 2) journeys.

If the A3 records reported information according to stages of a journey, for multi-stop journeys and if all the goods are loaded at the start of the journey, the vehicle kilometres travelled for the A2 record would be the sum of the kilometres of the A3 records, the tonne-kilometres for A2 would be the sum of the product of the tonnes and the kilometres of the A3 records, and the tonnage for A2 should be the **maximum** of the tonnes carried recorded in the associated A3 records. **However**, the information of the tonnage of goods unloaded at the various stops cannot be obtained from the A3 records.

Furthermore, if during a multi-stop journey, goods are loaded at an intermediate stage of the journey as well as the start, there is no way of recording the correct tonnage for the A2 record, unless information is collected of the weight unloaded at the various stops as well as the weights loaded.

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Examples of the reconstitution of the data from stage records to provide relevant A3 records are given below.

**Journey 1**, from location A to location C with an interim stop at location B. The tonne-kilometres calculated from the A3 records are shown in brackets as they do not appear in the A3 records but are the data from which the relevant A2 field should be calculated. As the journey is recorded as a type 2 (multi-stop journey) some of the weight recorded on the stage A to B must have been unloaded at B and the remainder carried to C. If all the weight had been unloaded at B, two separate type 1 journeys would have been created.

Data collected

	Goods Weight (100 kg)	Distance	Tkms
A - B	42.65	20	85.3
B - C	17.06	4	6.82

A3 records that should be reconstituted from data collected

A - B	26 (=42.65-17.06)	20	(52; 51.18 if to nearest kg)
A - C	17	24	(41; 40.94 if to nearest kg)

A2 record details

A - C	43	24	(93; 92 if to nearest kg)
-------	----	----	---------------------------

**Journey 2** where there are 6 stops to illustrate that although it is permitted to describe journeys with 5 or more stops as type 3 (collection/delivery journeys), a country may record journeys with more than 5 stops as type 2 journeys if it chooses to do so.

Only the data for the relevant fields that should be recorded on the A2 and A3 records are shown below. (POL is place of load, POU place of unload).

Data collected

	Goods Weight (100 kg)	Distance	Tkms
A - B	240	140	3360
B - C	220	40	880
C - D	155	15	232.5
D - E	112	5	56
E - F	82	5	41
F - G	40	30	120

	Goods Weight	POL	POU	Distance	Tkms
A2 record	240	<b>A</b>	<b>G</b>	235	4690
A3 records	20	<b>A</b>	<b>B</b>	140	(280)
	65	<b>A</b>	<b>C</b>	180	(1170)
	43	<b>A</b>	<b>D</b>	195	(838.5)

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30	<b>A</b>	<b>E</b>	200	(600)
42	<b>A</b>	<b>F</b>	205	(861)
40	<b>A</b>	<b>G</b>	235	(940)

**Journey 3**, from location A to location C with an interim stop at location B where additional goods are loaded. The tonne-kilometres calculated from the A3 records are shown in brackets as they do not appear in the A3 records but are the data from which the relevant A2 field should be calculated. As the journey is recorded as a type 2 (multi-stop journey), at B there must have been unloading of some part of the load or further loading of additional goods or both of these occurrences. If only the weight carried on each stage is collected the available information would be:-

Data collected

	Goods Weight (100 kg)	Distance	Tkms
A - B	43	20	86
B - C	37	4	14.8

A3 records that would be reconstituted from data collected

A - B	6 (=43-37)	20	(12)
A - C	37	24	(88.8)

A2 record details

A - C	43	24	100.8
-------	----	----	-------

But this would give the wrong tonnage because the assumption had been made, wrongly, that there was no loading at B. The tonne-kilometres and the kilometres of the journey would be correct. Even if the data had been collected of the weight loaded at each stop instead of the weight carried on each stage, without the information of the weight unloaded at each stop it is not possible to reconstitute the data correctly. For the above example, with information of weights loaded and unloaded at each stop, the calculation would be:-

Data collected

	Goods Weight (100 kg)	Distance	Tkms
A - B	43 loaded at A	20	86
	26 unloaded at B		
B - C	20 loaded at B		
	37 unloaded at C	4	14.8

A3 records that should be reconstituted from data collected

A - B	26	20	(52)
A - C	17	24	(40.8)
B - C	20	4	(8)

A2 record details

A - C	63	24	100.8
-------	----	----	-------

### **11.7 Some points on collection/delivery journeys**

For this type of journey, with many loading and /or unloading points, it is not feasible to ask the transport operators to describe all the basic transport operations performed. Simplifying assumptions have to be made when collecting the data of the corresponding transport operations. Chapter 6.5 provides guidance on the information that could be sought from the transport operators and a methodology for calculating the tonnes and tonne-kilometres.

Eight types of collection/delivery journeys are shown in chapter 6.5 but five of them require the information of the number of stops made for delivery and/or collection. If information is not collected on the number of stops made, then the assumption is made that the tonne-kilometres performed approximates to the area of a right-angled triangle ( $1/2$  base length multiplied by height) with height equal to the tonnage loaded and/or collected and the base length equal to the distance travelled – types 3, 4 and 5 in chapter 6.5.

It is important that where a type 3 journey includes both collection and delivery, the **weight recorded in the A2 record should include both the weight of goods collected and the weight of goods delivered.**

As the data of weight are collected to the nearest 100 kilograms, the calculation of tonne kilometres always requires the division of the recorded weight by 10. For collection/delivery journeys, the formulae for tonne-kilometres also require a division by 2. Hence a total division by 20 is needed for these journeys.

**Empty stages of a collection/delivery journey.** If a country records the distance travelled on an unloaded stage of a collection/delivery journey separately from the loaded distance, it is not possible to create a separate A2 record for this stage because the start and end locations of the stage are normally not recorded. If the start and end locations of the stage are recorded, then a separate unloaded journey can be created. If this cannot be done, it is permitted to add the distance of this unloaded stage of the journey to field 10 (A1.8.2) of the linked A1 record without including this distance in the linked A2 record. It is acceptable to make the assumption that all the stages of a collection/delivery journey will be loaded.

**International journeys which are continuous.** A small number of international journeys occur where goods are loaded at the start and a number of unloading stops are made but during the journey other goods are loaded either to unload at a later stage during the journey or to bring back to the country of the start of the journey. These journeys could be considered as collection/delivery journeys but the distance travelled and the time taken over the journey are much longer than usual. For a typical collection/delivery journey the distance travelled is usually fairly short and rarely lasts more than one day. It is recommended that for these long international journeys which are continuous, two multi-stop (journey type = 2) journeys should be created, the first journey ending at the furthest stop reached from the start of the journey.”

### **11.8 Transmission media**

The preferred transmission support is STADIUM, sent to an address to be notified by Eurostat. Note that electronic mail is subject to maximum size limits that may exclude its use for large data sets.

### **11.9 Naming of data set**

Names of data sets shall be, according to the STADIUM requirements, in the form



"CCYYQnROADAx.ZZZ" where:

CC	reporting country
YY	2 last digits of the year (e.g. "01" for year 2001)
Qn	quarter: n= 1 to 4
ROADAx	data set identification: A1: vehicle data set A2: journey data set A3: GOODS DATA SET
.ZZZ	data set type: .dat: individual data sets .ZIP: COMPRESSED DATA SET IN PKZIP OR WINZIP FORMAT.

Examples:

\* The data set "ES99Q2ROADA1.zip" is a compressed "zip" data set containing the A1 data set for Spain, year 1999 and quarter 2 ("ES99Q2ROADA1.dat").

\* The data set "UK99Q3ROADA2.dat" is the data set that contains for United Kingdom, year 1999, Quarter 3, the data set A2.

The above specified data set name must appear in the subject line of the electronic mail to Eurostat.

### **11.10 Deadlines for submission of data**

Regulation 1172/98 states that transmission of the data for each quarterly period of observation shall take place within five months of the end of the relevant quarter.

### **11.11 Transitional period**

In a transitional period, the data may also be sent in ASCII data sets with variable-length fields. The semi-colon (";") is used as the field separator.

All fields must be present even if they are empty (that is, two successive field separators).

Additional spaces in the data fields will be ignored, unless the specific instructions for a field prohibit the presence of additional spaces.

Furthermore during this transitional period Eurostat will also support the reception of data by post on diskettes or recordable compact disks (CD-R). **Data will not be accepted on magnetic tapes or on paper.**

Where data are to be sent by electronic mail, the following rules shall apply in a transitional period:

- data shall be sent in the form of attached data sets;
- only one data set at a time can be attached to each message;
- the name of the data set shall be used as the subject of the message;
- comments on data (such as methodological notes, remarks on the quality of the data, etc) can be entered as plain text in the body of the message to which a data set is attached. Formatted text must not be used.

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- comments on data may also be sent as a separate plain text message (without an attached data set) using the subject field: **'CCYYQnROADAx.rem'**. Formatted text must not be used.
- corrections: to correct a data file previously transmitted to Eurostat, the complete corrected data sets (A1, A2, A3) shall be sent with the same data set names, together with an explanatory note in plain text format in the body of the email.

### **11.12 Validation**

Eurostat will apply some validation checks to the data transmitted by Member States, before the data are loaded into the production database. The detail of these validation checks, including the checking of tabulated data from the PERT production process against the specified supplementary tables provided by Member States, is covered in the next Chapter of this manual.

**Chapter 12**  
**VALIDATION OF MICRO-DATA**

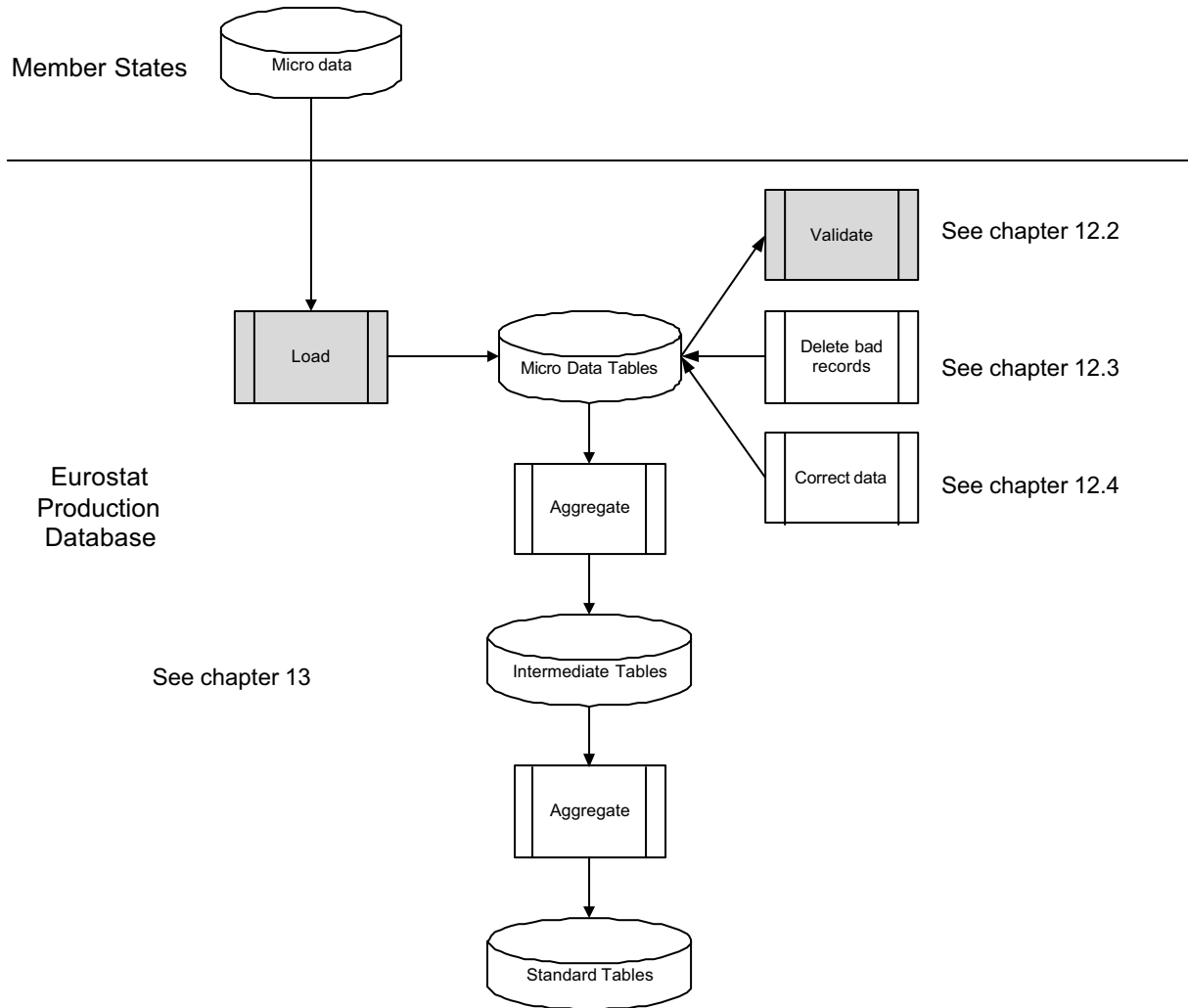
**12.1 The PERT production process**

Data concerning the carriage of goods have been collected according to Council Regulation 1172/98 since 1999. For each quarter (identified by the Reporting country, year and quarter), there are 3 files, concerning vehicle, journey and goods data, which are linked in the following way:

Each vehicle record is linked to 1-n journey record(s) that contain data on the journeys made by that vehicle during the survey period and each journey record is linked to 0-m goods record(s) that contain data on goods carried during that journey.

Eurostat has developed a production process, called PERT, to handle this data. Figure 12.1 shows the complete process, from Member States sending data to aggregated data being stored in Eurostat's production database. The Load and Validate steps (shaded) are detailed in the next section "Validations of data". The "Delete bad records" and "Correct data" steps are detailed in the following sections. The aggregation of data to intermediate and standard tables is explained in chapter 13.

**Figure 12.1: PERT data processing**



### 12.2 *Validations of data*

Data received by Eurostat are validated before they can go into production, in two steps that are detailed in the following sections in this chapter.

#### 12.2.1 **Load received files**

The first step consists in loading the received files into temporary tables in the database; records which have any of the following format errors will not be loaded, which means that they will not go through the validation step:

- Non numeric characters in fields defined as numeric
- Number of characters exceeding defined field length
- Number of fields in the record incorrect

In the error report, these records will appear with the 'S0014' error code ("Format Error – record could not be loaded").

The Oracle record formats used in PERT for the 3 files can be found in tables 12.1, 12.2 and 12.3.

#### 12.2.2 **Validate loaded data**

This step consists in:

- checking the values of each field:
  - Value of field must exist within a reference table (for codes)
  - Value of field must be within a specified range (for quantitative fields)
  - A value must be given for mandatory fields
- checking if data from one type of record is coherent with data from associated records (e.g. journey record with associated goods records)

Some checks generate an error, which means that the given record is rejected. Other checks only generate a warning allowing the data to be loaded in the production database.

The checks associated with each field in the three files are indicated in tables 12.1, 12.2 and 12.3.

#### 12.2.3 **Important notes about validation**

- when a record is rejected, all its associated records in the hierarchy are deleted also; e.g. if a journey record is rejected, the associated goods and vehicle records are also rejected. Vehicle hierarchies that are deleted will appear in the Error report with the R0001 Message ("This vehicle and all its linked records will be deleted because of errors detected").
- where a significant number of records fail these checks, Eurostat will notify the Member State of the records in error and provide an indication of the reasons for non-acceptance. The Member State will be requested to rectify the errors noted and then to re-submit the complete set of 3 data files for that quarter (not just the records that were in error). This procedure is necessary in order to guarantee the correctness of the weighting factors and the coherence between the vehicle, journey and goods records.
- where the number of records containing errors is very small and the likely effect on any analysis insignificant, Eurostat will load those records that pass the verification checks and discard the records in error. In such a case a Member State will be informed of the records not passing the checks and the reasons. The Member State will be invited, if it wished, to correct the errors found and to resubmit the complete set of 3 data files for that quarter (not

## CHAPTER 12. VALIDATION OF MICRO-DATA

just the records that were in error). Where a re-submission is made, Eurostat will load the revised data but if no re-submission is made, Eurostat will use the data already accepted for the preparation of aggregated tables.

- some checks that initially (when setting up the data base and associated validation procedures) caused an error message have been transferred to warning messages in order to have a higher rate of data loaded in the production data base. Evidence obtained when preparing data for publication and processing data for precision calculations implies however that for some variables information has been stored that is not consistent or complete. Therefore a re-examination of the validation procedures became necessary.
- some validation checks (V0217, J0341, G0421, G0435, etc) are intended to flag only unusually high or low values. It does not mean that these values are necessarily errors, unless they appear very frequently in a data file. However, there was evidence that some additional checks were required to ensure that unusually high values for weights are not the result of entering data in kilograms instead of units of 100 kilograms.

### 12.2.4 Integer figures versus decimal figures

Some Member States collect data about the weight of goods transported to the nearest kilogram and use these figures in the calculation of tonne-kilometres (tkm). When these figures are sent to Eurostat, the PERT system does not consider the decimal part of the weight figures (as these are expressed as decimals of 100 kilograms - the unit to be reported under the Regulation). The PERT system truncates them (it does not round the figures) when aggregating data into intermediate and standard tables. Therefore, data provided by countries calculating tonne-kilometres on the basis of the weight in units of kilograms may differ from any Eurostat calculation using weight in units of 100 kilograms (without decimals). Hence differences in tonne-kilometres and tonnes (linking checks in the PERT system) appear as warnings.

**Commission Regulation 2163/2001 on technical arrangements for data transmission specifies that all numerical data (except vehicle weighting) should be submitted to Eurostat as integer figures.**

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**Table 12.1**

**1. File A1 : Vehicle-related variables**

**<Rcount>;A1;<Year>;<Quarter>;<QuestN>;<A1.1>;<A1.3>;<A1.6>;<A1.8.1>;<A1.8.2>;<A1.9>;<Stratum>;<A2link>**

N°	ID	Description	Format <sup>1</sup>	Error Code	Error Message	Error Type <sup>2</sup>	Details
1	Rcount	Reporting Country	Text 2				
				V0021	Reporting Country must be present	E	
				V0022	Reporting Country is not recognised	E	Code does not exist in Reference table
				V0023	Reporting Country is not a Member State	E	Country must belong to EEA or CEC
				V0211	Reporting Country <> filename Country	E	
				V0214	Duplicated Record	E	Key = Rcount + Year + Quarter + QuestN
2	DsetID	Data Set Identification	Text 2				
				V0024	Dataset Identification must be present	E	
				V0025	Dataset Identification must be equal to A1	E	
3	Year	Year of the Data Set	Text 4				
				V0026	Year of survey must be present	E	
				V0027	Year of survey must be greater than 1998	E	

<sup>1</sup> Format = Type of field (Text, Num) followed by Maximum length

<sup>2</sup> E = Error (Record is rejected), W = Warning (Record can be accepted, with some automatic corrections as indicated)

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N°	ID	Description	Format <sup>3</sup>	Error Code	Error Message	Error Type <sup>4</sup>	Details
				V0212	Year <> filename Year	E	
				V0214	Duplicated Record	E	Key = Rcount + Year + Quarter + QuestN
4	Quarter	Quarter of the Data Set	Text 2				
				V0028	Quarter of survey must be present	E	
				V0029	Quarter of survey is not recognised	E	Q1 -> Q4
				V0213	Quarter <> filename Quarter	E	
				V0214	Duplicated Record	E	Key = Rcount + Year + Quarter + QuestN
5	QuestN	Questionnaire Number	Text 9				
				V0210	Questionnaire Number must be present	E	
				V0214	Duplicated Record	E	Key = Rcount + Year + Quarter + QuestN
6	A1.1	Possibility of using vehicle for combined transport	Text 1				
7	A1.3	Age of the road motor vehicle (lorry or road tractor)	Num 2				
				V0215	Vehicle Age must be present	E	If age is not known, special code for missing value (99) should be reported
				V0216	Vehicle Age is negative	E	
				V0217	Vehicle Age over 25 years old	W	Flags unusual values
8	A1.6	Code Activity Class of the vehicle operator (Code Nace – Revision 1.1)	Text 5				

3 Format = Type of field (Text, Num) followed by Maximum length

4 E = Error (Record is rejected), W = Warning (Record can be accepted, with some automatic corrections as indicated)



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N°	ID	Description	Format <sup>5</sup>	Error Code	Error Message	Error Type <sup>6</sup>	Details
				V0221	Vehicle NACE activity class with no full stop separator	W	The full stop will be inserted during the "Correct data" step
				V0222	Vehicle NACE activity class is not recognised	E	Code does not exist in Reference table
9	A1.8.1	Total vehicle-kilometres during the survey period - loaded	Num 5				
				V0228	Very high km travelled loaded during the survey period	W	Flags values > 10 000 km
				L0051	Journeys or Goods linked records exist while total km travelled are not provided or zero	E	If kilometres are null or zero in a vehicle record, there must not be any associated journey or goods record
				L0052	No Journeys and Goods linked records found while total km travelled loaded are provided	E	If kilometres loaded are provided in a vehicle record, there must be some associated journey and goods record
				L0053	Vehicle total loaded travelled km must = sum of loaded travelled km of the linked journey records	W	This check applies only to vehicles not doing journey type 3
10	A1.8.2	Total vehicle-kilometres during the survey period – empty (including road tractor journeys without semi-trailer)	Num 4				
				L0051	Journeys or Goods linked records exist while total km travelled are not provided or zero	E	If kilometres are null or zero in a vehicle record, there must not be any associated journey or goods record

<sup>5</sup> Format = Type of field (Text, Num) followed by Maximum length

<sup>6</sup> E = Error (Record is rejected), W = Warning (Record can be accepted, with some automatic corrections as indicated)

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N°	ID	Description	Format <sup>o</sup>	Error Code	Error Message	Error Type <sup>6</sup>	Details
				L0054	Vehicle total empty travelled km must > or = sum of empty travelled km of the linked journey records	W	
11	A1.9	Vehicle weighting to be used to get full results form individual data, if the collection of data is carried out from a sample	Num 8				
				V0223	Vehicle weighting must be present	E	
				V0224	Vehicle weighting must have a comma as decimal separator	W	
				V0226	Vehicle weighting must be smaller than 99999,9999	E	
				V0227	Vehicle weighting must be numeric	E	
12	Stratum	Stratum of sample in which vehicle appears	Text 7				
				V0225	Vehicle Stratum must be present	W	
13	A2link	Number of linked A2 records	Num 5				
				L0055	Vehicle number of linked journey records must be present and different from zero	E	This field will be calculated during the "Correct data" step
				L0056	Vehicle number of linked journey records <> Real number of linked Journey records	E	

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**Table 12.2**

**2. File A2 : Journey-related variables**

<Rcount>;A2;<Year>;<Quarter>;<QuestN>;<JourN>;<A1.2>;<A1.4>;<A1.5>;<A1.7>;<A2.1>;<A2.2>;<A2.3>;<A2.4>;<A2.5>;<A2.6>;<A2.7>;<A2.8>;<A2.9>;<A2.10>;<A3link>

N°	ID	Description	Format <sup>7</sup>	Error Code	Error Message	Error Type <sup>8</sup>	Details
1	Rcount	Code Reporting Country	Text 2				
				J0031	Reporting Country must be present	E	
				J0032	Reporting Country is not recognised	E	Code does not exist in Reference table
				J0033	Reporting Country is not a Member State	E	Country must belong to EEA or CEC
				J0312	Reporting Country <> filename Country	E	
				J0315	Duplicated Record	E	Key = Rcount + Year Quarter + QuestN + JourN
				L0068	Journey record with no corresponding key in Vehicle file	E	Vehicle key = Rcount + Year Quarter + QuestN
2	DsetID	Data Set Identification	Text 2				
				J0034	Dataset Identification must be present	E	
				J0035	Dataset Identification must be equal to A2	E	
3	Year	Year of the Data Set	Text 4				
				J0036	Year of survey must be present	E	
				J0037	Year of survey must be greater than 1998	E	
				J0313	Year <> filename Year	E	
				J0315	Duplicated Record	E	Key = Rcount + Year Quarter + QuestN + JourN
				L0068	Journey record with no corresponding key in Vehicle file	E	Vehicle key = Rcount + Year Quarter + QuestN
4	Quarter	Quarter of the Data Set	Text 2				
				J0038	Quarter of survey must be present	E	

<sup>7</sup> Format = Type of field (Text, Num) followed by Maximum length

<sup>8</sup> E = Error (Record is rejected), W = Warning (Record can be accepted, with some automatic corrections as indicated)

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N°	ID	Description	Format'	Error Code	Error Message	Error Type <sup>8</sup>	Details
				J0039	Quarter of survey is not recognised	E	Q1 -> Q4
				J0314	Quarter <> filename Quarter	E	
				J0315	Duplicated Record	E	Key = Rcount + Year Quarter + QuestN + JourN
				L0068	Journey record with no corresponding key in Vehicle file	E	Vehicle key = Rcount + Year Quarter + QuestN
5	QuestN	Questionnaire Number	Text 9				
				J0310	Questionnaire Number must be present	E	
				J0315	Duplicated Record	E	Key = Rcount + Year Quarter + QuestN + JourN
				L0068	Journey record with no corresponding key in Vehicle file	E	Vehicle key = Rcount + Year Quarter + QuestN
6	JourN	Journey Sequence Number	Text 5				
				J0311	Journey Sequence Number must be present	E	
				J0315	Duplicated Record	E	Key = Rcount + Year Quarter + QuestN + JourN
7	A1.2	Code Axle Configuration	Text 3				
				J0316	Axle Undefined	E	Code does not exist in Reference table
8	A1.4	Maximum Permissible laden weight	Num 4				
				J0357	Vehicle Maximum Permissible Laden Weight must be present	E	In case of an empty field a default value (9999) for unknown is added when loaded in PERT
				J0358	Low Vehicle Maximum Permissible Laden Weight	W	Must be >= 5
				J0359	High Vehicle Maximum Permissible Laden Weight	W	Must be <= 600
				J0360	Too high Vehicle Maximum Permissible Laden Weight	E	Must be <= 1 500 but 9999 is accepted
9	A1.5	Load Capacity	Num 4				
				J0317	Load Capacity must be present	E	
				J0318	Low Journey Load Capacity	W	Must be >= 3
				J0319	High Journey Load Capacity	W	Must be <= 300
				J0361	Too high Journey Load Capacity	E	Load capacity must be =<

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N°	ID	Description	Format <sup>1</sup>	Error Code	Error Message	Error Type <sup>8</sup>	Details
							1 200 (120t)
10	A1.7	Code Type of Transport	Text 1				
				J0320	Type of Transport must be present	E	
				J0321	Type of Transport is not recognised	E	Code does not exist in Reference table
11	A2.1	Code Type of Journey	Text 1				
				J0322	Type of Journey must be present	E	
				J0323	Type of Journey is not recognised	E	Code does not exist in Reference table
				L0062	For laden Journeys, there must be at least one linked Goods record	E	
12	A2.2	Weight of goods	Num 4				
				J0324	Weight of Goods must be present for unladen journeys	E	
				J0325	Weight of Goods must be equal to zero for unladen journeys	E	This check is done only if field is present
				J0326	Weight of Goods must be present for laden journeys	E	
				J0327	Weight of Goods must be positive for laden journeys	E	Zero values are not accepted
				J0328	Weight exceeds Journey Load Capacity	W	(If journey type not empty) Weight of goods must be $\leq 1.5 * \text{load capacity}$
				L0063	For one-stop journeys, the sum of the linked Goods weight must = Journey goods weight	W	
				L0065	For several-stop journeys, calculated linked goods tkm different from linked journey tkm	W	For journey type = 2 $\text{Trunc}(\text{sum}(\text{weight in A3} - 0.5) * (\text{distance in A3} - 0.5) / 10) \leq \text{tkm in A2} \leq \text{roundup}(\text{sum}(\text{weight in A3} + 0.5) * (\text{distance A3} + 0.5) / 10)$

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N°	ID	Description	Format <sup>1</sup>	Error Code	Error Message	Error Type <sup>8</sup>	Details
13	A2.3	Place of loading (for a laden journey) : either country code or full region code with country	Text 5				
				J0329	Country of Loading must be present for laden journeys	E	
				J0331	Country of Loading is not recognised	E	Code does not exist in Reference table
				J0335	Region of Loading must be present and valid for National Transport <sup>9</sup>	E	Except for countries without regions
				J0336	Region of Loading is not present or recognised for other than National Transport	W	Code does not exist in Reference table (level 3 codes)
14	A2.4	Place of unloading (for a laden journey) : either country code or full region code with country	Text 5				
				J0332	Country of Unloading must be present for laden journeys	E	
				J0334	Country of Unloading is not recognised	E	Code does not exist in Reference table
				J0337	Region of Unloading must be present and valid for National Transport <sup>10</sup>	E	Except for countries without regions
				J0338	Region of Unloading is not present or recognised for other than National Transport	W	Code does not exist in Reference table (level 3 codes)
15	A2.5	Distance travelled : actual distance excluding the distance covered by the goods road motor vehicle while being transported by another means of transport	Num 4				
				J0339	Distance travelled must be present	E	

<sup>9</sup> National Transport : Reporting Country = Loading Country = Unloading Country

<sup>10</sup> National Transport : Reporting Country = Loading Country = Unloading Country

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N°	ID	Description	Format <sup>1</sup>	Error Code	Error Message	Error Type <sup>8</sup>	Details
				J0340	Distance travelled must be positive	E	Zero values are rejected
				J0341	Too Long Journey Distance travelled	W	Flags any journeys > 3000 (unusual value)
				L0053	Vehicle total loaded travelled km must = sum of loaded travelled km of the linked journey records	W	This check applies only to vehicles not doing journey type 3
				L0054	Vehicle total empty travelled km must be > or = sum of empty travelled km of the linked journey records	W	
				L0064	For one-stop journeys, each of the linked Goods distance travelled must = Journey distance travelled	W	
16	A2.6	Tonne-kilometres effected during the journey	Num 8				
				J0342	Tonne-kilometres must be present for unladen journeys	E	
				J0343	Tonne-kilometres must be equal to zero for unladen journeys	E	This check is done only if field is present
				J0344	Tonne-kilometres must be present for laden journeys	E	
				J0345	Incorrect Tonne-kilometres for single transport operations	W	For JT 1 $\text{roundup}((\text{weight} - 0.5) * (\text{distance} - 0.5)/10) \leq \text{Tkm} \leq \text{roundup}((\text{weight} + 0.5) * (\text{distance} + 0.5)/10)$
				J0346	Incorrect Tonne-kilometres for several transport operations	W	For JT 2 and JT3. For JT2: $\text{Tkm} \leq \text{roundup}((\text{weight} + 0.5) * (\text{distance} + 0.5)/10)$ For JT=3: $0.5 * \text{roundup}((\text{weight} - 0.5) * (\text{distance} - 0.5)/20) \leq \text{Tkm} \leq 1.2 * \text{roundup}$

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N°	ID	Description	Format'	Error Code	Error Message	Error Type <sup>8</sup>	Details
							((weight +0.5) * (distance +0.5)/20)
				L0069	For one-stop journeys, calculated tkm from linked goods records are different from journey tkm	W	For journey type = 1 Trunc (Sum (weight in A3 - 0.5)* (distance in A3-0.5)/10) <= tkm in A2 <= roundup (sum (weight in A3 +0.5) *(distance in A3 +0.5)/10)
				L0065	For several-stop journeys, calculated linked goods tkm different from linked journey tkm	W	For journey type = 2 Trunc (sum (weight in A3-0.5)* (distance in A3-0.5)/10) <= tkm in A2 <= roundup(sum (weight in A3 +0.5)* (distance A3+0.5) /10)
17	A2.7	Countries crossed in transit (not more than 5)	Text 10				
				J0347	Transit Country is not recognised	E	Code does not exist in Reference table
18	A2.8	Place of loading of the goods road motor vehicle on another means of transport	Text 5				
				J0349	Country of Loading (for other means of transport) is not recognised	E	Code does not exist in Reference table
				J0352	Region of Loading (for other means of transport) is not recognised	W	Code does not exist in Reference table
19	A2.9	Place of unloading of the goods road motor vehicle on another means of transport	Text 5				
				J0351	Country of Unloading (for other means of transport) is not recognised	E	Code does not exist in Reference table
				J0353	Region of Unloading (for other means of transport) is not recognised	W	Code does not exist in Reference table
20	A2.10	Code degree of loading of vehicle (in terms of maximum volume of space	Text 1				



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N°	ID	Description	Format <sup>1</sup>	Error Code	Error Message	Error Type <sup>8</sup>	Details
		used during the journey)					
				J0354	Degree of Loading not recognised	E	Code does not exist in Reference table
				J0355	Degree of Loading must be equal to 0 for unladen transport	E	
				J0356	Degree of Loading cannot be null if the goods weight is positive	E	
21	A3link	Number of linked A3 records	Num 8				
				L0066	Journey number of linked Goods records must be present	E	This field will be calculated during the "Correct data" step
				L0067	Journey number of linked Goods records <> Real number of linked Goods records	E	

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Table 12.3

3. File A3 : Goods-related variables

<Rcount>;A3;<Year>;<Quarter>;<QuestN>;<JourN>;<GoodsN>;<A3.1>;<A3.2>;<A3.3>;<A3.4>;<A3.5>;<A3.6>;<A3.7>

N°	ID	Description	Format <sup>11</sup>	Error Code	Error Message	Error Type <sup>12</sup>	Details
1	Rcount	Code Reporting Country	Text 2				
				G0041	Reporting Country must be present	E	
				G0042	Reporting Country is not recognised	E	Code does not exist in Reference table
				G0043	Reporting Country is not a Member State	E	Country must belong to EEA or CEC
				G0413	Reporting Country <> filename Country	E	
				G0416	Duplicated Record	E	Key = Rcount + Year + Quarter + QuestN + JourN + GoodsN
				L0071	Goods record with no corresponding key in Journey file	E	Journey key = Rcount + Year Quarter + QuestN + JourN
2	DsetID	Data Set Identification	Text 2				
				G0044	Dataset Identification must be present	E	
				G0045	Dataset Identification must be equal to A3	E	
3	Year	Year of the Data Set	Text 4				
				G0046	Year of survey must be present	E	
				G0047	Year of survey must be greater than 1998	E	
				G0414	Year <> filename Year	E	
				G0416	Duplicated Record	E	Key = Rcount + Year + Quarter + QuestN + JourN + GoodsN
				L0071	Goods record with no corresponding key in Journey file	E	Journey key = Rcount + Year Quarter + QuestN + JourN
4	Quarter	Quarter of the Data Set	Text 2				

<sup>11</sup> Format = Type of field (Char for Character, Num for Numeric) followed by Maximum length

<sup>12</sup> E = Error (Record is rejected), W = Warning (Record can be accepted, with some automatic corrections as indicated)

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N°	ID	Description	Format <sup>11</sup>	Error Code	Error Message	Error Type <sup>12</sup>	Details
				G0048	Quarter of survey must be present	E	
				G0049	Quarter of survey is not recognised	E	Q1 -> Q4
				G0415	Quarter <> filename Quarter	E	
				G0416	Duplicated Record	E	Key = Rcount + Year + Quarter + QuestN + JourN+ GoodsN
				L0071	Goods record with no corresponding key in Journey file	E	Journey key = Rcount + Year Quarter + QuestN + JourN
5	QuestN	Questionnaire Number	Text 9				
				G0410	Questionnaire Number must be present	E	
				G0416	Duplicated Record	E	Key = Rcount + Year + Quarter + QuestN + JourN+ GoodsN
				L0071	Goods record with no corresponding key in Journey file	E	Journey key = Rcount + Year Quarter + QuestN + JourN
6	JourN	Journey Sequence Number	Text 4				
				G0411	Journey Sequence Number must be present	E	
				G0416	Duplicated Record	E	Key = Rcount + Year + Quarter + QuestN + JourN+ GoodsN
				L0071	Goods record with no corresponding key in Journey file	E	Journey key = Rcount + Year Quarter + QuestN + JourN
7	GoodsN	Goods Operation Sequence Number	Text 6				
				G0412	Sequence Number must be present	E	
				G0416	Duplicated Record	E	Key = Rcount + Year + Quarter + QuestN + JourN+ GoodsN
8	A3.1	Code Type of Goods (according to the groups referring to an appropriate classification)	Text 2				
				G0417	Good classification must be present for a laden journey	E	
				G0418	Good classification is not recognised	E	Code does not exist in Reference table
9	A3.2	Weight of goods	Num. 4				
				G0419	Goods weight must be present	E	
				G0420	Goods weight must be a positive	E	If Journey type is laden

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N°	ID	Description	Format <sup>11</sup>	Error Code	Error Message	Error Type <sup>12</sup>	Details
					number		
				G0421	High weight of goods	W	Flags values > 300 (=30t)
10	A3.3	Code hazardous goods	Text 3				
				G0422	Hazardous type goods is not recognised	E	Code does not exist in Reference table
				G0423	Hazardous type goods is syntactically incorrect (use of full stop)	E	For codes between 41 and 62, the full stop will be inserted during the "Correct data" step
11	A3.4	Type of cargo	Text 1				
				G0424	Cargo Type is not recognised	W	Code does not exist in Reference table
12	A3.5	Place of loading of the goods : either country code or full region code with country	Text 5				
				G0425	Country of Loading must be present	E	
				G0426	Country of Loading is not recognised	E	Code does not exist in Reference table
				G0429	Region of Loading must be present and valid for National Transport <sup>13</sup>	E	Except for countries without regions
				G0430	Region of Loading is not present or recognised for other than National Transport	W	Code does not exist in Reference table (level 3 codes)
13	A3.6	Place of unloading of the goods : either country code or full region code with country	Text 5				
				G0427	Country of Unloading must be present	E	
				G0428	Country of Unloading is not recognised	E	Code does not exist in Reference table
				G0431	Region of Unloading must be present and valid for National Transport <sup>13</sup>	E	Except for countries without regions

<sup>13</sup> National Transport : Reporting Country = Loading Country = Unloading Country

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N°	ID	Description	Format <sup>11</sup>	Error Code	Error Message	Error Type <sup>12</sup>	Details
				G0432	Region of Unloading is not present or recognised for other than National Transport	W	Code does not exist in Reference table (level 3 codes)
14	A3.7	Distance travelled : actual distance excluding the distance covered by the goods road motor vehicle while being transported by another means of transport	Num. 4				
				G0433	Distance travelled must be present	E	
				G0434	Distance travelled must be positive	E	Zero distances are not accepted
				G0435	Very Long Journey Distance travelled	W	Flags very long journeys (> 3000 km)
				L0064	For one-stop journeys, each of the linked Goods distance travelled must = Journey distance travelled	W	
				L0065	For several-stop journeys, calculated linked goods tkm different from linked journey tkm	W	For journey type = 2 Trunc (sum (weight in A3-0.5)* (distance in A3-0.5)/10) <= tkm in A2 <= roundup(sum (weight in A3 +0.5)* (distance A3+0.5) /10)

### **12.3 Delete bad records**

During the validation process, a series of checks are carried out on each record within the data sets sent by Member States. Some checks generate errors, while others generate warnings.

A Vehicle hierarchy is made up of a vehicle record, its associated journey records and for each journey record, its associated goods records. If within a particular hierarchy, there are one or more vehicle, journey or goods records that have an error, then all records that belong to that hierarchy are deleted. This means that only the vehicle hierarchies that are completely free of errors will be integrated into the production database, through the Correct and Aggregate steps.

### **12.4 Make corrections to data**

After the incorrect vehicle hierarchies have been deleted, the following corrections are performed automatically:

- Insert a full stop in position 3 of the NACE activity code, if it is missing.
- Replace comma by full stop in Vehicle Weighting Factor
- Calculate number of linked Journey records for each Vehicle record that does not contain the correct number.
- Calculate number of linked Goods records for each Journey record that does not contain the correct number.
- Calculate National Transport code
  1. If Loading Country = Reporting Country then
    - a) If Loading Country = Unloading Country then  
National Transport code = "National Transport",
    - b) Otherwise  
National Transport code = "International- goods loaded in reporting country"
  2. Otherwise
    - a) If Unloading Country = Reporting Country then  
National Transport code = "International- goods unloaded in reporting country",
    - b) Otherwise
      - If Loading Country = Unloading Country then  
National Transport code = "International – cabotage",
      - Otherwise  
National Transport code = "International – Cross trade"
- Copy Weighting Factor from Vehicle record to linked Journey records
- For Dangerous goods codes between 41 and 62, insert a full stop if it is missing (example "41" → "4.1")

**Chapter 13**  
**AGGREGATION OF DATA AND SUPPLEMENTARY TABLES**

### 13.1 Aggregation of data to intermediate tables

The vehicle, journey and goods records held by Eurostat in the PERT production database have to be aggregated to produce tables of data for dissemination. This chapter provides a brief outline of the process. A full description is available in a document Road/2001/10 presented to the meeting of the Working Group on Road transport Statistics held in Luxembourg on 3 - 4 May, 2001.

After received data have been validated, they are integrated into the production database that is used for reporting and dissemination. There are two stages in this aggregation process. The first level of aggregation consists in creating intermediate tables from the vehicle, journey and goods records. Five intermediate tables are produced as the basis for standard and dissemination tables and a further intermediate table to assist the calculation of precision standards of the data.

For each intermediate table, the source tables are given in document Road/2001/10, along with the formulae applied to calculate the variable fields, and the structure of the table.

There are three types of calculation for variable fields:

- Aggregations
  - SUM, for variables Goods\_weight, Tonne\_kilometres travelled, Kilometres travelled;
  - COUNT for number of journeys, number of vehicles.
- Unit conversion :
  - from 100 kg to tonnes;
  - from tonne-kilometres to 1000 tonne-kilometres.
- Recalculation of the number of tonne-kilometres at the goods level according to journey type :
  - for “single transport operation” journeys or “several transport operation” journeys, it is the product of kilometres by the weight;
  - for “collection or distribution” journeys, it is half the product of kilometres by the weight;
  - for “unladen” journeys it is equal to zero.

Examples of the formulas applied to calculate the variables are :

<b>Variable</b>	<b>Description</b>	<b>Unit</b>	<b>Formula</b>
GOODS_WEIGHT_NAT	Nat. Good weight	tonnes	SUM(GOODS_WEIGHT · WEIGHTING)/10)
NB_KM_TRAVEL_NAT	Nat. km travelled	km	SUM(NB_KM_TRAVEL · WEIGHTING)
NB_TKM_TRAVEL_NAT	Nat. tkm travelled	1000_tkm	SUM(NB_TKM_TRAVEL · WEIGHTING) / 1000
NB_JOURNEY_NAT	Nat. # of journey	# journeys	SUM(WEIGHTING)
NB_VEHICLE	# of vehicle	# vehicles	COUNT(DISTINCT ID_QUEST_NUMBER)



Conditions used for joining two tables:

- Vehicle and Journey:  
 $\text{VEHICLE.Id\_Quest\_Number} = \text{JOURNEY.Id\_Quest\_Number}$
- Journey and Goods :  
 $\text{JOURNEY.Id\_Quest\_Number} = \text{GOODS.Id\_Quest\_Number}$   
 $\text{AND JOURNEY.Id\_Journey\_Seq} = \text{GOODS.Id\_Journey\_Seq}$

Dimension fields are fields within the table structure whose name begins with 'ID'. There are five dimension fields that are common to all intermediate tables:

ID_COUNTRY	Country identifier
ID_YEAR	Year Identifier
ID_QUARTER	Quarter Identifier
ID_NATIONAL_TRANSPORT	National Transport Identifier
ID_JOURNEY_TYPE_SIMPL	Journey Type Identifier

### **13.2 Aggregate data to standard tables**

The second level of aggregation consists in creating standard tables from the intermediate tables (Except for Standard Table 260, which is created from Vehicle and Journey tables). For each of the 28 standard tables, the source tables are given in document Road/2001/10, along with the restrictions used to select data from the source files, and the structure of the table. The only calculations involved in this step are aggregations (SUM), except for Standard Table 260, which also has unit conversions.

These standard tables are the internal equivalent of the tables that will be produced for dissemination purposes.

The proposed tables for dissemination are set out in the next chapter, section 14.3.

### 13.3 *Supplementary tables*

This section sets out the proposals made by Eurostat on the provision of the supplementary tables as to take into account the points made by Member States and accepted at the Working Group on Road Transport Statistics held in Luxembourg on 10-11 May 1999.

For each quarter with the first submission of data files, Member States should report:

1. Grossed survey results for the quarter according to supplementary tables A, C, D and E (set out below). When Eurostat has loaded the data submitted by a Member State, the same loaded tables will be generated from the database held by Eurostat. These will be checked against the supplementary tables provided by the Member State to provide an additional check that Eurostat holds the same information as the Member State on the major variables of the survey.
2. Supplementary information according to table B1 or B2 (set out below). Eurostat uses this information to investigate precision measure and response rates in order to assess the levels of these measures that Member States have been able to achieve in providing data according to the Regulation (see also page 9-9). Table B1 should be used where the vehicle is the primary sampling unit in a country and table B2 for cases where the primary sampling unit is not the vehicle (such as, transport operators or business enterprises).

Any changes to the supplementary information previously supplied for a quarter should be submitted with the revised data files.

#### **The procedure of supplying the required information in table B**

At its meeting on 12 February 2004, the Statistical Programme Committee approved Commission Regulation (EC) No. 642/2004 on precision requirements for data collected according to Council Regulation (EC) No 1172/98 on statistical returns in respect of the carriage of goods by road, a copy of which is at Annex 5 of the Manual.

Article 3 of the Regulation covers the information to be provided each quarter to permit the calculation of sample size, response rates and register quality rates. This information is to be provided in a table B, the format of which is set out in the Annex to the Regulation and in tables B1 and B2 following. The following points may be of help to ensure that comparable information is obtained from all countries

**Submission.** The table Bs should be submitted electronically wherever possible.

**Format.** If it is more convenient, the table heads and stubs can be switched, that is, the rows of the table can relate to the strata.

**Number of strata.** Some countries use a very detailed stratified sample. Eurostat can accept table Bs giving the information for all strata. However, if it is more convenient to a country to reduce the number of strata shown in a table B by aggregating some strata, this is acceptable provided a reasonable number of strata are shown. Where a country proposes to reduce the number of strata, contact should be made with the Transport Statistics Unit of Eurostat to agree the number of strata to be shown in table B.

**Non-respondents.** It is important to identify in separate rows the number of non-respondents (row 3 of table B) and the number of cases where the sample register information was wrong and the response could not be used (row 4 of table B). Guidance is included in the table Bs of which records to be included in each of the rows of the table.

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**Active vehicles claimed to be not working in survey period.** The number of such vehicles should be shown in row 6 of table B1 (or row 7 of table B2). **These vehicles should not be included in row 5 of table B1 (or row 6 of table B2). A1 records for such vehicles should NOT be sent to Eurostat.**

**Check sums.** Ensure that the check sum shown for table B1 (that Row 2 = rows 3 + 4 + 5 + 6) or table B2 (that Row 2 = rows 3 + 4 + 5) is performed and satisfied before submitting the table.”

CHAPTER 13. AGGREGATION OF DATA AND SUPPLEMENTARY TABLES

**TABLE A: Summary of activity by type of operation and type of transport**

Reporting country:

Year \_\_\_\_/Quarter \_\_\_\_

Type of operation	Own account			Hire or reward			Total		
	Tonnes	Tkm	Vehicle-km	Tonnes	Tkm	Vehicle-km	Tonnes	Tkm	Vehicle-km
<b>Laden journey</b>									
National journey									
International journey									
Goods loaded in reporting country									
Goods unloaded in reporting country									
Cross-trade									
Cabotage									
All international laden journeys									
All laden journeys									
<b>Unladen journey (where Member States collect these data)</b>									
National journey	XXXXX	XXXXX		XXXXX	XXXXX		XXXXX	XXXXX	
International journey	XXXXX	XXXXX		XXXXX	XXXXX		XXXXX	XXXXX	
All unladen journeys	XXXXX	XXXXX		XXXXX	XXXXX		XXXXX	XXXXX	

CHAPTER 13. AGGREGATION OF DATA AND SUPPLEMENTARY TABLES

**TABLE B1: For surveys where the goods motor vehicle is the statistical unit: Information on sample**

Reporting country: Quarter ____/Year _____		Stratum					
		1	2	3	4	etc.	Total
1	Number of vehicles in the country in each stratum.						
2	Number of vehicles selected for initial sample and questionnaires despatched to vehicle owners. <b>(Note: row 2 = rows 3 + 4 + 5 + 6).</b>						
3	Number of cases classified as non-respondents. <b>Non-response includes refusals, cases where no reply or communication of any kind has been received about the sampled unit and where a response has been received but the questionnaire has been so badly completed that it cannot be used in the analysis.</b>						
4	Number of cases where sample register information was wrong and response could not be used. <b>Wrong vehicle register information includes cases where selected vehicle has been scrapped, sold, leased, is outside the scope of the survey (eg. does not carry goods, load capacity is too low, contact never owned vehicle, vehicle is unlicensed at time of survey, address is incorrect or undeliverable).</b>						
5	Number of questionnaires used in analysis (that is, vehicle records (in A1 data set), that are sent to Eurostat recording vehicle activity).						
6	Number of cases where no vehicle activity was recorded during the sampled period but the vehicle could be considered as part of the active stock <b>(vehicles not used in the sampled period due to illness, holidays, no driver, no work, temporary repair, etc.).</b>						
7	Grossing factor used						

CHAPTER 13. AGGREGATION OF DATA AND SUPPLEMENTARY TABLES

**TABLE B2: For surveys where the goods motor vehicle is not the statistical unit: Information on sample**

Reporting country: Quarter ____/Year _____		Stratum					
		1	2	3	4	etc.	Total
1	Number of primary statistical units in the country in each stratum.						
2	Number of primary statistical units selected for initial sample and questionnaires despatched to vehicle owners ( <b>Note: row 2 = rows 3 + 4 + 5 + 6</b> ).						
3	Number of primary statistical units classified as non-respondents. <b>Non-response includes refusals and cases where no reply or communication of any kind has been received about the sampled unit.</b>						
4	Number of cases where sample register information was wrong and response could not be used. ( <b>Wrong register information includes cases where selected unit has been sold, is outside the scope of the survey, no longer in business, unlicensed at time of survey, address incorrect or undeliverable</b> ).						
5	Number of primary statistical units providing information about vehicles.						
6	Of the statistical units in row 5, total number of vehicles for which information was supplied on journeys made in survey period.						
7	Of the statistical units in row 5, total number of vehicles where no vehicle activity was recorded during the sampled period but the vehicle could be considered as part of the active stock. ( <b>vehicles not used in the sampled period due to illness, holidays, no driver, no work, temporary repair, etc.</b> ).						
8	Estimated number of vehicles in the country in each stratum (if available).						
9	Grossing factor used						

**TABLE B3: For surveys where the goods motor vehicle is the statistical unit:  
Information on sample**

<b>Reporting country:</b>		
<b>Year _____</b>		
1	Number of vehicles in the country at mid-point year.	
2	Number of vehicles selected for initial sample and questionnaires despatched to vehicle owners ( <b>Note: row 2 = rows 3 + 4 + 5 + 6</b> ).	
3	Number of cases classified as non-respondents. <b>Non-response includes refusals, cases where no reply or communication of any kind has been received about the sampled unit and where a response has been received but the questionnaire has been so badly completed that it cannot be used in the analysis.</b>	
4	Number of cases where sample register information was wrong and response could not be used. <b>Wrong vehicle register information includes cases where selected vehicle has been scrapped, sold, leased, is outside the scope of the survey (e.g. does not carry goods, load capacity is too low), contact never owned vehicle, address incorrect or undeliverable.</b>	
5	Number of questionnaires used in analysis (that is, vehicle records (in A1 data set) that are sent to Eurostat recording vehicle activity).	
6	Number of cases where no vehicle activity was recorded during the sampled period but the vehicle could be considered as part of the active stock ( <b>vehicle not used in the sampled period due to illness, holidays, no driver, no work, temporary repair, etc.</b> ).	

**TABLE B4: For surveys where the goods motor vehicle is not the statistical unit:  
Information on sample**

<b>Reporting country:</b> <b>Year _____</b>		
1	Number of primary statistical units in the country at mid-point year.	
2	Number of primary statistical units selected for initial sample and questionnaires despatched to vehicle owners ( <b>Note: row 2 = rows 3 + 4 + 5</b> ).	
3	Number of primary statistical units classified as non-respondents. <b>Non-response includes refusals, cases where no reply or communication of any kind has been received about the sampled unit.</b>	
4	Number of cases where sample register information was wrong and response could not be used. <b>Wrong vehicle register information includes cases where selected vehicle has been sold, is outside the scope of the survey, no longer in business, addresses incorrect or undeliverable.</b>	
5	Number of primary statistical units providing information about vehicles.	
6	Of the statistical units in row 5, total number of vehicles for which information was supplied of journeys made in survey period.	
7	Of the statistical units in row 5, total number of vehicles where no vehicle activity was recorded during the sampled period but the vehicle could be considered as part of the active stock ( <b>vehicle not used in the sample period due to illness, holidays, no driver, nor work, temporary repair, etc.</b> ).	
8	Estimated number of vehicles in the country at mid-point of the year (if available).	



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**TABLE C: National transport according to type of transport and type of goods**

Reporting country:

Year \_\_\_\_/Quarter \_\_\_\_

Nature of goods (NST/R group)	Own account		Hire or reward		Total	
	Tonnes	Tkm	Tonnes	Tkm	Tonnes	Tkm
1						
2						
3						
4						
5						
6						
7						
8						
9						
10						
11						
12						
13						
14						
15						
16						
17						
18						
19						
20						
21						
22						
23						
24						
Total goods						

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**TABLE D: International transport of goods unloaded in reporting country according to country of loading**

Reporting country:

Year \_\_\_\_/Quarter \_\_\_\_

Country of loading	Own account		Hire or reward		Total	
	Tonnes	Tkm	Tonnes	Tkm	Tonnes	Tkm
BE						
CZ						
DK						
DE						
EE						
GR						
ES						
FR						
IE						
IT						
CY						
LV						
LT						
LU						
HU						
MT						
NL						
AT						
PL						
PT						
SI						
SK						
FI						
SE						
UK						
Other countries						
Total						

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**TABLE E: International transport of goods loaded in reporting country according to country of unloading**

Reporting country:

Year \_\_\_\_/Quarter \_\_\_\_

Country of unloading	Own account		Hire or reward		Total	
	Tonnes	Tkm	Tonnes	Tkm	Tonnes	Tkm
BE						
CZ						
DK						
DE						
EE						
GR						
ES						
FR						
IE						
IT						
CY						
LV						
LT						
LU						
HU						
MT						
NL						
AT						
PL						
PT						
SI						
SK						
FI						
SE						
UK						
Other countries						
Total						

**Chapter 14**  
**VALIDATION OF AGGREGATED DATA**

### **14.1 Time series analysis of aggregated data**

Time series analysis consists of the comparison of aggregated data collected over time periods. If the comparison leads to significant variations between the time periods considered, the data can be considered as suspicious, and Member States should be notified. Three different types of analysis can be envisaged, checking the growth rate of the road data between the following time periods:

- Variation of yearly data for two consecutive years;
- Variation of quarterly data (same quarter) for two consecutive years;
- Variation of quarterly data between the four quarters of a given year.

Thresholds have been determined above which the variation in the compared time series can be considered suspicious.

If the data are relatively dispersed, it is preferable to divide the data in several classes and to define a threshold for each class. Therefore, the statistic, which is able to define such thresholds, is the quartile. The data are divided in 4 classes with equal frequencies. The 3rd quartile is the value such that 75% of the relevant population is below that value. This 3rd quartile is then recommended to be the threshold to detect abnormal variations in the data from one time period to another. The thresholds thus depend on the particular data that is being considered.

For each class, the absolute variation between two time periods ( $|(V2-V1)| / V1$ ) is calculated for all the values in this class. The 3rd quartile for the absolute variation obtained in this class is then the threshold above which absolute variation is considered as suspicious.

The threshold is generally higher for the classes with low absolute values, because for these values, even a small difference in absolute value can generate an important absolute variation.

This time series analysis concerns the road freight transport performed in national, international and total transport. The aggregated figures for tonnes and tonne-kilometres performed at country level published in NewCronos are taken into account.

**Chapter 15**  
**DISSEMINATION OF DATA BY EUROSTAT**

### **15.1 Commission Regulation on the dissemination of road freight statistics**

According to Article 6 of Regulation 1172/98 (see Annex I of this Manual), provisions must be adopted to govern the dissemination of statistics of the transport of goods by road, including the possible structure and contents of the results to be disseminated. At the Working Group on Road Transport Statistics held in Luxembourg in July 2002, Member States supported the final draft Commission Regulation on dissemination.

The Commission Regulation (EC) 6/2003 was adopted on 30 December 2002 and is included as Annex IV of this Manual.

It should be noted that the Regulation specifies the framework for data dissemination. Eurostat will decide which tables would be provided on a routine basis to users, via New Cronos and other electronic dissemination methods, and which tables would be delivered in response to requests from users. This flexibility is needed due to the large number of possible tables that could be derived from Regulation 1172/98, and the fact that users are not yet familiar with the information that will become available from this Regulation.

### **15.2 Treatment of confidentiality in data dissemination**

Article 3 of the dissemination Regulation specifies that:

#### *Article 3*

1. Dissemination of tables to users other than the national authorities of Member States shall be subject to the general condition that each cell shall be based on at least 10 vehicle records depending on the variable tabulated. Where a cell is based on fewer than 10 vehicle records, it shall be aggregated with other cells, or replaced with a suitable flag. Tables referred to under point A of the annex (tables equivalent to those specified in Council Directives 78/546 and 89/462) may be excluded from this rule.
2. Tables including aggregated values based on less than 10 vehicle records may be supplied to national authorities responsible for Community transport statistics in Member States, on condition that the national authorities apply the condition set out of paragraph 1 of this Article to any tables disseminated to other users.

On first inspection such a procedure appears fairly straightforward. However, a closer look indicates there are a number of serious problems in applying a system of disclosure control. The problem with concealing values for cells that could be shown, but for the need to prevent inadvertent disclosure is that some of the concealed information may be essential to the understanding of the message being presented in the table.

This manual has already noted the problems that might be encountered when implementing these rules (see chapter 8.3). If the value for one cell has to be concealed then, to avoid disclosure, the value of another cell in the same row (and also of another cell in the same column) has to be omitted. To ensure non-disclosure every row (and column) where the value for one cell has to be concealed, must have at least two cells where values are concealed. There is the added problem that it does not always make sense to combine adjacent rows or columns. Concealed cells might be easily identified by cross checking with totals or other tables referring to the same subject but using a different structure.

Sometimes the value of a cell is concealed by adding the figure to an adjacent cell. The information for the combined cells is published across the two cell boundaries. This practice has the same problems discussed in the previous paragraph.

Considering the data collected under Regulation 1172/98, it has to be noted however that the figures proposed for dissemination are never the real sample figures (individual vehicle records) but national estimates (extrapolated values). All information on tonnes, tonne-kilometres and

## CHAPTER 15. DISSEMINATION OF DATA BY EUROSTAT

vehicle-kilometres is based on the multiplication of the sample information with the weighting factors, provided by Member States, that are used to gross up the sample results to national estimates. From this point of view it might be questionable if such a strict confidentiality rule, as proposed above, is appropriate or not.

Confidentiality of the individual sampling units (vehicles) is furthermore guaranteed as the individual data records transmitted to Eurostat are rendered anonymous so that it is not possible to identify individual companies via the statistical unit used (vehicles).

There is however also a further aspect linked to the application of minimum numbers of sampling units for the calculation of national estimates: the reliability of the estimates. Estimates are of course less reliable if they are based on only a few sampling records.

Considering the results that are achieved by using the strict definition of confidentiality (less than 10 vehicle records not to be published) and further to consultations with Member States, Eurostat has proposed the following rules:

1. For the New Cronos tables based on the previous Directives and to be updated with PERT aggregates it is accepted that, for reasons of continuity of time series, some estimates included in the cells might be based on less than 10 records and publish the updates.
2. For all further dissemination tables, the confidentiality rule defined above will be applied. The totals in these tables will provide the real sums (including also the confidential cells).

### **15.3 Tables for dissemination**

The list of statistical tables whose dissemination are permitted by the dissemination Regulation is given below.

#### **15.3.1 Tables from Council Directives 78/546 and 89/462**

In order to maintain the continuity of existing series, tables that are already available in New Cronos may be disseminated.



CHAPTER 15. DISSEMINATION OF DATA BY EUROSTAT

**15.3.2 Main tables**

The following set of tables, and subsets of these tables, may be disseminated.

Table	Description (Note 1)	Reference period	Units (Note 2)	Notes
B1	Summary of activity by type of operation and type of transport	Year, quarter	1000 t Million tkm Vehicle-km	Note 3 Note 4
B2	Transport, by type of operation	Year, quarter	1000 t Million tkm	Note 3
B3	Transport, by type of goods	Year	1000 t Million tkm	
B4.1	International transport, by country of loading and unloading (total of all reporting countries)	Year	1000 t Million tkm	
B4.2	As for Table B4.1, but with additional breakdown by type of goods.	Year	1000 t Million tkm	
B4.3	International transport, by country of loading and unloading (breakdown by reporting country)	Year	1000 t Million tkm	
B4.4	As for Table B4.3, but with additional breakdown by type of goods.	Year	1000 t Million tkm	
B5.1	Transport, by region of loading	Year	1000 t Million tkm Movements	
B5.2	Transport, by region of unloading	Year	1000 t Million tkm Movements	
B6.1	Transport, by distance class	Year	1000 t Million tkm Million vkm Movements	
B6.2	As for Table B6.1, but with additional breakdown by type of goods.	Year	1000 t Million tkm Million vkm Movements	
B7	Transport, by axle configuration	Year	Million tkm Million vkm Movements	
B8	Transport, by age of vehicle	Year	Million tkm Million vkm Movements	
B9	Transport, by maximum permissible weight of vehicle	Year	Million tkm Million vkm Movements	
B10	Transport, by load capacity of vehicle	Year	Million tkm Million vkm Movements	
B11	Transport, by NACE branch	Year	Million tkm Million vkm Movements	
B12	Vehicle movements, laden and empty	Year	Million vkm Movements	

## CHAPTER 15. DISSEMINATION OF DATA BY EUROSTAT

Table	Description ( <i>Note 1</i> )	Reference period	Units ( <i>Note 2</i> )	Notes
B13.1	Transit vehicle movements, by transit country, by loaded/empty and by maximum permissible weight of vehicle (total of all reporting countries)	Year, quarter	1000 tonnes Movements	
B13.2	Transit vehicle movements, by transit country (with breakdown by reporting country)	Year	1000 tonnes Movements	
B14	Transport of dangerous goods, by type of dangerous goods	Year	Mio tonne-km Million vkm Movements	
B15	Transport, by type of cargo	Year	Mio tonne-km Million vkm Movements	

Note 1: Except where otherwise stated, the tables include a breakdown by reporting country.

Note 2: The following measures are calculated internally for all tables:

- 1000 t
- Mio tonne-km
- Mio vehicle-km (laden, empty)
- Movements (laden, empty)
- Number of vehicle records used to calculate the table cell

This column indicates the measures that will normally be offered to users. Other measures and units may be disseminated if requested by users.

According to users needs the tables may be based on journey related variables (information from A2 data sets) or on goods related operations (information from A3 data sets) (see Council Regulation (EC) 1172/98). Movements would therefore be labelled either as number of journeys or number of basic transport operations. Transit movements would be labelled as such.

Note 3: Type of operation is broken down as follows:

- National journey: places of loading and unloading both in reporting country
- International journey: places of loading or unloading or both in countries other than the reporting country (= sum of 4 following categories)
- outward (goods loaded in reporting country): journey starts in reporting country, ends elsewhere
- inward (goods unloaded in reporting country): journey starts elsewhere, ends in reporting country
- cross-trade: journey between two countries other than the reporting country
- cabotage: journey between places within a country other than the reporting country

Note 4: The layout of this table is the same as table A in section 13.3 of this manual.

**15.3.3 Tables on cabotage**

In order to provide information on cabotage equivalent to that available under Council Regulation 3118/93, the following set of tables, and subsets of these tables, may be disseminated:

	Description	Period	Unit
C1	Cabotage performed by hauliers from each reporting country, by reporting country	Year	tkm
C2	Cabotage performed by hauliers from all reporting countries, by country in which cabotage takes place	year	tkm
C3	Cabotage by reporting country and country in which cabotage takes place	year	tkm

**15.3.4 Tables for national authorities of Member States**

In order to enable the national authorities of Member States other than the reporting country to compile complete statistics on road transport operations on their national territory, the following aggregated data files may be supplied to national authorities:

	Description	Period	Aggregated dimensions	Units*
D1	Transport operations at national level (laden journeys)	year	reporting country country of loading country of unloading type of goods	Tonnes Tkm Vkm Movements Number of vehicle records
D2	Transport operations at national level (empty journeys)	year	reporting country country of origin country of destination	Vkm Movements Number of vehicle records
D3	Transport operations at regional level (laden journeys)	year	reporting country region of origin region of destination	Tonnes Tkm Vkm Movements Number of vehicle records
D4	Transport operations at regional level (empty journeys)	year	reporting country region of origin region of destination	Vkm Movements Number of vehicle records
D5	Transit transport (laden and empty journeys)	year	transit country reporting country laden/empty	Tonnes Movements Number of vehicle records

\*Movements may refer either to number of journeys or to number of basic transport operations.

According to user needs the dimensions and units referred to in tables for national authorities of Member States may include additional variables covered by the data collection according to Regulation 1172/98 subject to the agreement of Member States.

**Chapter 16**  
**METHODOLOGY QUESTIONNAIRE**

### **16.1 Methodology Questionnaire**

Article 7.1 of the Council Regulation 1172/98 states that:

“Member States shall forward to Eurostat, on or before the date on which the first quarterly information is forwarded, a report on the methods used in compiling data.”

In order to ensure that Eurostat has comparable data from each country, the following questionnaire has been sent to Member States in April 2004, requesting information relevant to quarter 1 of 2004. Compared to the previous version, this questionnaire included some new questions (simplifying assumptions used in recording journey data sent to Eurostat, methodological issues) and asked for the changes introduced in the national methodologies since the last version of the “Methodologies used in surveys of road freight transport in Member States and Candidate Countries” (presented as a room document during the Meeting of Working Group on road transport statistics, 10-11 November 2003).

The information received for these extended questionnaires is published as Volume 2 to this Reference Manual, entitled “Road Freight Transport Methodology, Volume 2: Methodologies used in surveys of road freight transport in Member States and Candidate Countries”.

**Questionnaire**

**Reporting country:**

If more than one survey will be used to collect the required information for **quarter 1 of 2004**, please complete a separate questionnaire for each survey (e.g. separate national and international surveys).

**1 SAMPLING FRAME (REGISTER) USED FOR THE SURVEY**

1.1. Name of register	
1.2. Name of organisation who maintains the register	
1.3. Frequency of update	
1.4. How frequently is the register accessed to draw the time-based samples? (Is it once a quarter, once a month?)	
<p>1.5. Arrangements for your access to the register to use for your survey.</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>_____</p>	
<p>1.6. What pieces of information are obtained from the register and which of these are used in the stratification (if any) of the sample.</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>_____</p>	
<p>1.7. Do you consider this register provides an adequate sampling frame? If not, are there any steps you might take to improve it?</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>_____</p>	

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**2 NON RESPONSE**

2.1. Please describe your system for contacting those in the selected sample who have not responded within the time scale set. (Do you have a standard routine for reminders? If so, please describe the system including the time intervals of reminders after the due date for return of the questionnaires).

Do you consider the response rate is adequate for the purposes of this survey? If not, are there any steps you might take to improve it?

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**3 STATISTICAL UNIT**

3.1. Tractive vehicle	
3.2. Transport firm	
3.3. Local unit	
3.4. Other (specify)	
3.5. Are some types of unit excluded?	
<p>3.6. If yes, what is excluded? (e.g. vehicles with low and abnormally high load capacity, very small business units)</p> <p>Can you provide estimations for the vehicle-km (or performance) not covered by the survey (how much road freight transport is not covered by Regulation 1172/98?)</p> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/>	

**4 METHODOLOGY**

4.1. If changes in the methodology have been introduced since the last publication of the "Methodologies used in surveys of road freight transport in Member States, EFTA and Acceding Countries" (November 2003, see annex), please describe these modifications.

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4.2. If the sample is stratified, please describe the basis of the stratification and provide details of the sampling plan for Quarter 1 of 2004, i.e. the codes used in the survey to identify the various strata, together with a description of the strata. If a separate set of codes is used to describe the strata in the data sent to Eurostat, please provide a correspondence table.

**PLEASE ADD A COPY OF THE QUESTIONNAIRE USED IN Q1 2004**

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CHAPTER 16. METHODOLOGY QUESTIONNAIRE

**5 TIME-BASED SAMPLING**

5.1. What is the time period for which one statistical unit will be asked to report? (a week, a number of days).	
5.2. How many time periods of quarter 1 of 2004 will be included in the survey?	
5.3. If the time periods foreseen are less than those specified by the Commission Regulation No 642/2004 on precision requirements (i.e. all time periods or in special cases 7 out of the 13 weeks in each quarter), please indicate the methodology you have used to impute results for those time periods not included during the quarter.  ----- ----- ----- ----- -----	

**6 FURTHER INFORMATION REGARDING SUPPLEMENTARY TABLE B**

Do you encounter any problem in providing full details (all rows and columns) of table B? If yes, what information is not provided? If your survey has a large number of strata and you reduced the number of columns shown in table B by aggregating strata, please indicate how you aggregate the strata (Eurostat would prefer strata to be aggregated over regions rather than load capacity of vehicles).  ----- ----- ----- ----- -----
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## 7 SIMPLIFYING ASSUMPTIONS USED IN RECORDING JOURNEY DATA SENT TO EUROSTAT

The Methodological Appendix in Annex 1 to Regulation 1172/98 relates to any simplifying assumptions that may be made in recording laden journeys. The text of this Annex is given below.

### Laden Journeys and Basic Transport Operations

Depending on the Member State concerned, information on transport is collected on the basis of:

- either a description of the **goods** carried in each basic transport operation (with additional details on unladen journeys);
- or a description of the **journeys** made by the vehicle in carrying out these basic goods transport operations.

In the great majority of cases, when a laden journey is made this represents one basic transport operation only with:

- a single type of goods loaded (by reference to the classification of goods in use, in this case the 24 groups derived from the NST/R classification);
- a single point of loading for the goods;
- a single point of unloading for the goods.

In this case the two methods used are completely equivalent, and the information collected by either method describes both:

- o the transportation of the goods (all the basic goods transport operations);
- o the journeys made by the vehicles carrying out these operations, with details of vehicle capacities and utilization of these capacities (laden journey with utilization coefficient; unladen journey).

Under the present Regulation, the transportation of goods and the journeys made by the vehicles must both be described. However, it is undesirable to impose on the transport operators an excessive increase in the burden of statistics by asking them to describe in detail the transportation of goods and the vehicle journeys.

Accordingly, the NSIs in the Member States, when coding the questionnaires, must reconstitute the data, which are not explicitly required from the transport operators from the data, which they collect on the basis of either the "basic transport operation" or the "vehicle journey".

The problem will arise when several basic transport operations are carried out in the course of one laden journey, which may be because:

- there are several points of loading and/or unloading of the goods (but limited in number, otherwise these would be pick-up or distribution rounds, which require special treatment). In this case these various loading and/or unloading points are recorded, in order to calculate directly the tonne-kilometres effected during the journey, and the statistical office can reconstitute the basic transport operations.
- and/or the fact that there are several different types of goods transported during the laden journey, a fact which in general is not recorded in the statistics, since only the type of goods (**single or main**) is requested.

In this case the loss of information is accepted and Member States carrying out this type of simplification will make explicit mention of it to the Commission.

CHAPTER 16. METHODOLOGY QUESTIONNAIRE

**Simplifying assumptions used in recording journey data sent to Eurostat.**

7.1 Are any simplifying assumptions made in the recording of type 1 (single stop) journeys when more than one goods commodity is carried? If so please describe the assumption made.

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7.2 Are any simplifying assumptions made in the recording of type 2 (multi-stop) journeys? If so please describe the assumptions made.

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7.3. Are any simplifying assumptions made in the recording of type 3 (collection/delivery)? If so please describe the assumptions made.

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7.4 Are there other simplifying assumptions made for other variables?.

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CHAPTER 16. METHODOLOGY QUESTIONNAIRE

**8 METHODOLOGICAL ISSUES**

A number of methodological issues have arisen since 1999 in the collection, validation and aggregation of micro-data for Regulation 1172/98 by Eurostat. Information is requested on such methodological issues used in Member States, EFTA and Acceding Countries for the following cases.

8.1. Please describe the methodology used in the calculation for the A2 (journey) record of total weight carried and tonne-kilometres performed on type 2 (multi-stop) journeys.

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8.2. Please describe the assumption made when a type 2 (multi-stop) international journey includes a basic transport operation that takes place entirely on national territory (that is, the country of loading and country of unloading are the same as the country of registration of the powered vehicle).

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8.3. Please indicate how national/international transport is derived for your national road freight statistics (on the basis of place of loading and unloading on the complete journey or on the basis of place of loading and unloading of goods).

Journey

Goods

Other (please specify)

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8.4. Please indicate the approach your country uses for the definition and coding of journeys and associated goods movements: are A3-records coded as stages of a journey (distances between 2 stops of a lorry) or as consignments (distance between loading and unloading of a good)?

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CHAPTER 16. METHODOLOGY QUESTIONNAIRE

**9 ELECTRONIC DATA COLLECTION AND TRANSMISSION TO EUROSTAT**

<p>9.1. Are data being collected within your country by EDI (Electronic Data Interchange) or related methods?</p>	<p>YES/NO</p>
<p>9.2. If yes, please indicate the type of method being used (electronic questionnaire, electronic transmission of data from transport companies, web-based questionnaires, etc.).</p> <p>.....</p> <p>.....</p> <p>.....</p> <p>.....</p> <p>.....</p> <p>9.3. In the case of electronic transmission, could you specify the format of the data transmitted, such as for example XML, EDIFACT (GESMES), flat files etc., and the way your data providers prepare them (for example tools provided by you, generic tools, other).</p> <p>.....</p> <p>.....</p> <p>.....</p> <p>.....</p> <p>.....</p>	
<p>9.4. If data are not currently being collected by EDI or related methods, would you be interested in participation in a pilot project using such methodologies, based on the experience of other Member States and on new tools being developed by Eurostat?</p>	<p>YES/NO</p>
<p>9.5. For those countries not yet using EDI (Electronic Data Interchange) please specify if and when you envisage the use of electronic data transmission tools (GENEDI, STADIUM, STATEL) for sending road freight data to Eurostat in the future?</p> <p>.....</p> <p>.....</p> <p>.....</p> <p>.....</p>	

## **ABBREVIATIONS AND BIBLIOGRAPHY**

## List of abbreviations

CCCN	Customs Co-operation Council Nomenclature
CCT	Common Customs Tariff
CIRCA	Communication and Information Resource Centre Administrator
CN	Combined Nomenclature
CPA	Statistical Classification of Products by Activity
CSTE	Commodity Classification for Statistics of Transport in Europe
DTP	Desktop publishing
ECMT	Economic Conference of Ministers of Transport
EEA	European Economic Area
FAQ	Frequently asked questions
GDP	Gross domestic product
HS	Harmonised System
ILSE	Index of Locations for Statistics in Europe
ISO	International Organization for Standardization
IWG	Intersecretariat Working Group
LAN	Local Area Networks
NACE Rev.1.1	Statistical Classification of Economic Activities in the European Community (Nomenclature statistique des Activités économiques dans la Communauté Européenne)
Nimexe	Nomenclature of Goods for the External Trade Statistics of the Community and Statistics of Trade between Member States
NST/R	Standard Goods Classification for Transport Statistics, revised (Nomenclature uniforme des marchandises pour les Statistiques de Transport, révisée)
NUTS	Nomenclature of Territorial Units for Statistics (Nomenclature des Unités Territoriales Statistiques)
PERT	Production Environment of Road Transport
PHARE	Action plan for coordinated aid to Poland and Hungary (subsequently extended to the remainder of the Central and East European countries)
SITC	Standard International Trade Classification
UNECE	United Nations Economic Commission for Europe

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- Deming, W E                                 *Sample design in business research*. Wiley, New York (1960)
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- Moser, C A and Kalton, G                 *Survey Methods in Social Investigation*. Dartmouth Publishing Co, Aldershot, England . (1971)
- Som, K R                                       *A manual of sampling techniques*. Heinemann, London (1973)
- Yates, F                                       *Sampling methods for censuses and surveys*. Griffin, London; Hafner, New York (3rd ed. 1960).

### Other references

- Kendal & Buckland                         *A Dictionary of Statistical Terms*, Longman (1975)
- NACE Rev. 1.1 – Statistical Classification of Economic Activities in the European Community, Official Journal, No. L 6, 10 January 2002

Glossary for Transport Statistics, Document prepared by the Intersecretariat Working Group on transport statistics EUROSTAT, ECMT, UNECE, Third edition

Many road transport statistics documents are available on Eurostat's web site 'CIRCA', at <http://forum.europa.eu.int/dsis>

For all information on classifications and nomenclatures, see 'Ramon', Eurostat's classifications Server, at <http://europa.eu.int/comm/eurostat/ramon/>



## **ANNEXES**

**Legal acts for road freight transport statistics**

## I

*(Acts whose publication is obligatory)*

**COUNCIL REGULATION (EC) No 1172/98**

**of 25 May 1998**

**on statistical returns in respect of the carriage of goods by road**

THE COUNCIL OF THE EUROPEAN UNION,

Having regard to the Treaty establishing the European Community, and in particular Article 213 thereof,

Having regard to the draft Regulation submitted by the Commission <sup>(1)</sup>,

Having regard to the opinion of the European Parliament <sup>(2)</sup>,

Having regard to the opinion of the Economic and Social Committee <sup>(3)</sup>,

(1) Whereas, in order to carry out the tasks entrusted to it in the context of the common transport policy, the Commission must have at its disposal comparable, reliable, synchronised, regular and comprehensive statistical data on the scale and development of the carriage of goods by road by means of vehicles registered in the Community, and on the degree of utilisation of vehicles carrying out this transport;

(2) Whereas Council Directive 78/546/EEC of 12 June 1978 on statistical returns in respect of carriage of goods by road, as part of regional statistics <sup>(4)</sup> makes no provision for returns on types of transport which were not authorised at the time when this Directive was adopted; whereas the returns for which provision is made supply different information for national and international transport and whereas it provides no information on the degree of utilisation of vehicles carrying out this transport;

(3) Whereas it is necessary to compile comprehensive regional statistics with regard to both the carriage of goods and vehicle journeys;

(4) Whereas it is therefore appropriate to amend the system laid down by Directive 78/546/EEC in order to ensure the description of the regional origin and destination of intra-Community transport on the same bases as national transport, and to provide a link between the carriage of goods and vehicle journeys by measuring the degree of utilisation of vehicles carrying out this transport;

(5) Whereas, in accordance with the principle of subsidiarity, the creation of common statistical standards allowing the production of harmonised information can be tackled efficiently only at Community level, while data will be collected in each Member State under the authority of the bodies and institutions in charge of compiling official statistics;

(6) Whereas Council Regulation (EC) No 322/97 of 17 February 1997 on Community statistics <sup>(5)</sup> provides a reference framework for the provisions laid down by this Regulation, in particular those concerning access to the sources of administrative data, the cost-effectiveness of available resources and statistical confidentiality;

(7) Whereas communication of individual data, once rendered anonymous, is necessary in order to estimate the overall accuracy of the results;

(8) Whereas it is important to ensure that statistical information is adequately disseminated;

(9) Whereas, during the start-up period, the Community will need to provide the Member States with a financial contribution for the execution of the necessary work;

(10) Whereas it is appropriate to provide for a simplified procedure for implementing this Regulation and adapting it to economic and technical progress;

<sup>(1)</sup> OJ C 341, 11. 11. 1997, p. 9.

<sup>(2)</sup> OJ C 104, 6. 4. 1998.

<sup>(3)</sup> OJ C 95, 30. 3. 1998, p. 33.

<sup>(4)</sup> OJ L 168, 26. 6. 1978, p. 29. Directive as last amended by the 1994 Act of Accession.

<sup>(5)</sup> OJ L 52, 22. 2. 1997, p. 1.

(11) Whereas the Statistical Programme Committee established by Decision 89/382/EEC, Euratom (1) has been consulted in accordance with Article 3 thereof; whereas it has stated that it is in favour of this Regulation,

HAS ADOPTED THIS REGULATION:

### Article 1

#### Subject and scope

1. Each Member State shall compile Community statistics on the carriage of goods by road by means of goods road transport vehicles which are registered in that Member State, and on the journeys made by such vehicles.

2. This Regulation shall not apply to the carriage of goods by road by means of:

- (a) goods road transport vehicles whose authorised weight or dimensions exceed the limits normally permitted in the Member States concerned;
- (b) agricultural vehicles, military vehicles and vehicles belonging to central or local public administrations, with the exception of goods road transport vehicles belonging to public undertakings, and in particular railway undertakings.

Each Member State may exclude from the scope of this Regulation goods road transport vehicles whose load capacity or maximum permissible laden weight is lower than a certain limit. This limit may not exceed a load capacity of 3,5 tonnes or maximum permissible weight of 6 tonnes in the case of single motor vehicles.

### Article 2

#### Definitions

For the purposes of this Regulation the following definitions shall apply:

- ‘carriage of goods by road’: all transport of goods by means of a goods road transport vehicle,
- ‘road transport vehicle’: a road vehicle fitted with an engine whence it derives its sole means of propulsion, which is normally used for carrying persons or goods by road, or for drawing, on the road, vehicles used for the carriage of persons or goods,
- ‘road vehicle for the transport of goods’: a road vehicle designed exclusively or primarily to carry goods (lorry, trailer, semi-trailer),

- ‘goods road transport vehicle’: any single road transport vehicle (lorry), or combination of road vehicles, namely road train (lorry with trailer) or articulated vehicle (road tractor with semi-trailer), designed to carry goods,

- ‘lorry’: a rigid road vehicle designed exclusively or primarily to carry goods,

- ‘road tractor’: a road transport vehicle designed exclusively or primarily to haul other road vehicles which are not power-driven (mainly semi-trailers),

- ‘trailer’: a road vehicle for transporting goods designed to be hauled by a road transport vehicle,

- ‘semi-trailer’: a road vehicle for transporting goods with no front axle so designed that part of the vehicle and a substantial part of its loaded weight rest on the road tractor,

- ‘articulated vehicle’: a road tractor coupled to a semi-trailer,

- ‘road train’: a goods road transport vehicle coupled to a trailer.

This category also includes an articulated vehicle with a further trailer attached,

- ‘registered’: the state of having been entered in a register of road transport vehicles, kept by an official body in a Member State, whether or not the registration is accompanied by the issue of a registration plate.

In the case of carriage by means of a combination of road transport vehicles, namely road train (lorry with trailer) or articulated vehicle (road tractor with semi-trailer), in which the goods road vehicle (lorry or road tractor) and the trailer or semi-trailer are registered in different countries, the complete vehicle shall be deemed to be registered in the country where the goods road vehicle is registered,

- ‘load capacity’: maximum weight of goods declared permissible by the competent authority of the country of registration of the vehicle.

When the goods road transport vehicle is a train made up of a lorry with trailer, the load capacity of the train is the sum of the load capacities of the lorry and the trailer,

- ‘maximum permissible weight’: total weight of the vehicle (or vehicle combination) when stationary and ready for the road and of the weight of the load declared permissible by the competent authority of the country of registration of the vehicle,

- ‘Eurostat’: the Commission department responsible for carrying out the tasks incumbent on that institution in the field of production of Community statistics.

(1) OJ L 181, 28. 6. 1989, p. 47.

*Article 3***Data collection**

1. Member States shall compile statistical data relating to the following areas:

- (a) vehicle-related data;
- (b) journey-related data;
- (c) goods-related data.

2. The statistical variables in each area, their definition and the levels within the classification used for their breakdown are provided for in the Annexes.

3. When determining the method to be used for compiling statistical data, Member States shall refrain from carrying out any formalities at frontiers between Member States.

4. The data collection characteristics and the contents of the Annexes shall be adopted in accordance with the procedure laid down in Article 10.

*Article 4***Precision of results**

Methods for the collection and processing of data shall be developed to ensure that the statistical results transmitted by the Member States meet minimum standards of precision, taking account of the structural characteristics of road transport in the Member States. These standards shall be laid down in accordance with the procedure specified in Article 10.

*Article 5***Transmission of results to Eurostat**

1. Member States shall transmit to Eurostat every quarter duly verified individual data corresponding to the variables referred to in Article 3 and listed in Annex A, without indicating the name, address or registration number.

Such transmission shall, where appropriate, include data relating to previous quarters for which the data transmitted were provisional.

2. The arrangements for transmitting the data referred to in paragraph 1, including, if any, the statistical tables based on those data, shall be laid down in accordance with the procedure specified in Article 10.

3. The transmission shall take place within five months of the end of each quarterly period of observation.

The first transmission shall cover the first quarter of 1999.

4. During a transitional period from 1 January 1999 until a date laid down in accordance with paragraph 5, a Member State may use simplified coding for the variables listed in Annex A, part A2, sections 3, 4, 8 and 9, and in part A3, sections 5 and 6.

Such simplified coding shall consist of:

- for national transport: coding in accordance with Annex G,
- for international transport: a code for each country.

5. The date of expiry of the transitional period provided for in paragraph 4 shall be fixed, in accordance with the procedure laid down in Article 10, as soon as the technical conditions exist to enable an effective system of regional coding to be used for both national and international transport in accordance with Annex G, sections 1 and 2.

*Article 6***Dissemination of results**

The provisions on the dissemination of the statistical results in respect of the carriage of goods by road, including the structure and content of the results to be disseminated, shall be laid down in accordance with the procedure specified in Article 10.

*Article 7***Reports**

1. Member States shall forward to Eurostat, on or before the date on which the first quarterly information is forwarded, a report on the methods used in compiling data.

Member States shall also forward to Eurostat details of any substantial changes in the methods used to collect the data.

2. Member States shall provide Eurostat with information each year on sample sizes, non-response rates and, in the form of standard error or confidence intervals, the reliability of the main results.

3. After data have been collected over three years, the Commission shall send a report to the European Parliament and to the Council on experience acquired in the work carried out pursuant to this Regulation.

*Article 8***Financial contribution**

1. During the first three years of implementation of the statistical returns provided for by this Regulation, the Member States shall receive a contribution in the form of financial assistance from the Community towards the expenditure incurred in carrying out the work involved.
2. The amount of the appropriations allocated to this measure each year shall be fixed as part of the annual budgetary procedure.
3. The budgetary authority shall determine the appropriations available for each year.
4. In the report provided for in Article 7(3), the Commission shall enumerate the use of Community funds allocated to this measure.

On the basis of the report provided for in Article 7(3), the Commission shall assess whether other financial contributions are necessary for an additional period of three years.

*Article 9***Implementing procedures**

The procedures for implementing this Regulation, including measures for its adaptation to economic and technical progress shall be laid down, insofar as this does not involve a disproportionate increase in cost for the Member States and/or the burden on the respondents, in accordance with the procedure specified in Article 10. Such procedures shall concern in particular:

- adaptation of the data collection characteristics and of the contents of the Annexes,
- precision requirements,
- the arrangements for transmitting the data to Eurostat, including, if any, the statistical tables based on those data,
- dissemination of the results,
- setting of the expiry date of the transitional period provided for in Article 5(5) for transmission of the variables listed in Article 5(4).

This Regulation shall be binding in its entirety and directly applicable in all Member States.

Done at Brussels, 25 May 1998.

*Article 10***Procedure**

The Commission shall be assisted by the Statistical Programme Committee, hereinafter referred to as the 'Committee'.

The Commission representative shall submit to the Committee a draft of the measures to be taken. The Committee shall deliver its opinion on the draft within a time limit which the Chairman may lay down according to the urgency of the matter in question. The opinion shall be delivered by the majority laid down in Article 148(2) of the Treaty in the case of decisions which the Council is called upon to adopt on a proposal from the Commission. The votes of the representatives of the Member States within the Committee shall be weighted in the manner set out in that Article. The Chairman shall not vote.

The Commission shall adopt measures which shall apply immediately. However, if these measures are not in accordance with the opinion of the Committee, they shall be forthwith communicated by the Commission to the Council. In that case:

- the Commission shall defer application of the measures upon which it has decided for a period of three months from the date of communication,
- the Council, acting by a qualified majority, may take a different decision within the time limit referred to in the first indent.

*Article 11***Directive 78/546/EEC**

1. Member States shall provide results for the years 1997 and 1998 in accordance with Directive 78/546/EEC.
2. Directive 78/546/EEC is hereby repealed with effect from 1 January 1999.

*Article 12***Entry into force**

This Regulation shall enter into force on the 20th day following that of its publication in the *Official Journal of the European Communities*.

*For the Council*

*The President*

J. CUNNINGHAM

*ANNEXES*

Annex A	LIST OF VARIABLES
Annex B	CLASSIFICATION OF AXLE CONFIGURATIONS
Annex C	CLASSIFICATION OF TYPES OF JOURNEY
Annex D	CLASSIFICATION OF GOODS
Annex E	CLASSIFICATION OF CATEGORIES OF DANGEROUS GOODS
Annex F	CLASSIFICATION OF CARGO TYPES
Annex G	CODING OF PLACES OF LOADING AND UNLOADING

## ANNEX A

## LIST OF VARIABLES

The information to be provided for each vehicle breaks down into:

- A1. vehicle-related data;
- A2. journey-related data;
- A3. goods-related data (in the basic transport operation).

## A1 VEHICLE-RELATED VARIABLES

Pursuant to the definition given in Article 2 of the Regulation, a goods road transport vehicle shall be any single road transport vehicle (lorry) or combination of road vehicles, namely road train (lorry with trailer) or articulated vehicle (road tractor with semi-trailer) designed to carry goods.

The vehicle-related data to be provided are the following:

1. possibility of using vehicles for combined transport (optional);
2. axle configuration according to Annex B (optional);
3. age of the road transport vehicle (lorry or road tractor) in years (from its first registration);
4. maximum permissible weight, in 100 kg;
5. load capacity, in 100 kg;
6. vehicle operator's NACE Rev. 1 category of activity (four-figure level) (optional)<sup>(1)</sup>;
7. type of transport (hire or reward/own account);
8. type of kilometres covered during the survey period;
  - 8.1. loaded;
  - 8.2. empty (including road tractor journeys without semi-trailer) (optional);
9. vehicle weighting, to be used to obtain full results from individual data if the data are collected on the basis of random sampling.

**Successive configurations**

When the road transport vehicle chosen for the survey is a lorry used alone, i.e. without trailer, throughout the survey period, it constitutes in itself the road vehicle for transporting goods.

However, when the road transport vehicle chosen for the survey is a road tractor — in which case it will have a semi-trailer coupled — or when it is a lorry to which a trailer is coupled, the data required under the Regulation concern the road vehicle for the transport of goods taken as a whole. In this case, there may be a change of configuration during the survey period (with a lorry acquiring a trailer or changing trailer during the period, or a road tractor changing its semi-trailer). In such a case, these successive configurations must be recorded, and the data on the vehicle must be supplied for each journey. However, if it is not possible to record these successive configurations, it is agreed that, for the vehicle-related variables, those corresponding to the configuration at the beginning of the first laden journey made during the survey period or to the configuration used most during that period will be recorded.

**Change in type of transport**

In the same way, depending on the journey, the transport may be effected on own account or for hire or reward, and the type of transport must be recorded for each journey. However, if it is not possible to record these changes, it is agreed that the 'type of transport' recorded will be that corresponding to the main mode of utilisation.

<sup>(1)</sup> Statistical classification of economic activities in the European Communities.

## A2 JOURNEY-RELATED VARIABLES

During the survey period, the goods road transport vehicle makes journeys, either unloaded (there are no goods or empty packaging in the lorry, the trailer or the semi-trailer, which are therefore 'completely empty') or loaded (there are either goods or empty packaging in the lorry, the trailer or the semi-trailer, empty packaging being a particular type of goods). The loaded distance of the goods road transport vehicle is the distance between the first place of loading and the last place of unloading (where the goods road transport vehicle is completely emptied). A laden journey can therefore cover several basic transport operations.

The data to be provided for each journey are as follows:

1. type of journey in accordance with the nomenclature in Annex C;
2. weight of goods carried during the journey or during each stage of the journey, gross weight in 100 kg;
3. place of loading (of the goods road transport vehicle, for a laden journey);
  - *definition*: the place of loading is the first place in which goods are loaded on the goods road transport vehicle, which was previously completely empty (or where the road tractor is coupled up to a laden semi-trailer). For an unladen journey, it is the place of unloading of the preceding laden journey (notion of 'place where unladen journey begins'),
  - *coding*: the place of loading is coded in accordance with the provisions of Annex G;
4. place of unloading (of the goods road transport vehicle, for a laden journey);
  - *definition*: the place of unloading is the last place in which goods are unloaded from the goods road transport vehicle, which is subsequently completely empty (or where the road tractor is uncoupled from a semi-trailer). For an unladen journey, it is the place of loading of the subsequent laden journey (notion of 'place where unladen journey ends'),
  - *coding*: the place of unloading is coded in accordance with the provisions of Annex G;
5. distance travelled: actual distance excluding the distance covered by the goods road transport vehicle while being transported by another means of transport;
6. tonnes/kilometre effected during the journey;
7. countries crossed in transit (not more than five), coded according to the Geonomenclature<sup>(1)</sup>;
8. place of loading, if any, of the road transport vehicle on another means of transport in accordance with the provisions of Annex G (optional);
9. place of unloading, if any, of the road transport vehicle from another means of transport in accordance with the provisions of Annex G (optional);
10. situation 'fully loaded' (procedure 2) or 'not fully loaded' (procedure 1) of the goods road transport vehicle during the journey in question, in terms of maximum volume of space used during the journey (procedure 0 = by convention for unladen journeys) (optional).

## A3 GOODS-RELATED VARIABLES (in the basic transport operation)

During a laden journey, several basic transport operations can be carried out, a basic transport operation being defined as the transport of one type of goods (defined by reference to a particular nomenclature level) between its place of loading and its place of unloading.

The data to be provided relating to a basic transport operation during a laden journey are as follows:

1. type of goods, according to the groups referring to an appropriate classification (see Annex D);
2. weight of goods: gross weight in 100 kg;
3. if need be, the classification of the goods as dangerous according to the main categories of Directive 94/55/EC<sup>(2)</sup> given in Annex E;

<sup>(1)</sup> Nomenclature of countries for the Community's external trade statistics.

<sup>(2)</sup> Council Directive 94/55/EC of 21 November 1994 on the approximation of the laws of the Member States with regard to the transport of dangerous goods by road (OJ L 319, 12. 12. 1994, p. 7). Directive as amended by Commission Directive 96/86/EC (OJ L 335, 24. 12. 1996, p. 43). For the latest amendments to the Annexes, see OJ L 251, 15. 9. 1997, p. 1.



4. type of freight as given in Annex F (optional);
5. place of loading of the goods, coded in accordance with the provisions of Annex G;
6. place of unloading of the goods, coded in accordance with the provisions of Annex G;
7. distance travelled, actual distance excluding the distance covered with the goods road transport vehicle while being transported by another means of transport.

TRANSPORT OPERATIONS CARRIED OUT DURING A 'COLLECTION OR DISTRIBUTION ROUND' TYPE OF JOURNEY (journey-type 3)

For this type of journey, with several loading and/or unloading points, it is practically impossible to ask the transport operators to describe the basic transport operations.

For these journeys, when identified as such, a single, notional, basic transport operation is generally generated on the basis of the information on the journey.

Each Member State will inform the Commission of its definition of this type of journey and explain the simplifying assumptions it is obliged to apply when collecting data on the corresponding transport operations.

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*Methodological appendix*

**Laden journeys and basic transport operations**

Depending on the Member State concerned, information on transport is collected on the basis of:

- either a description of each basic goods transport operation (with additional details on unladen journeys),
- or a description of the journeys made by the vehicle in carrying out these basic goods transport operations.

In the great majority of cases, when a laden journey is made this represents one basic transport operations only with:

- a single type of goods loaded (by reference to the classification of goods in use, in this case the 24 groups derived from the NST classification)<sup>(1)</sup>,
- a single point of loading for the goods,
- a single point of unloading for the goods.

In this case the two methods used are completely equivalent, and the information collected by either method describes both:

- the transportation of the goods (all the basic goods transport operations),
- the journeys made by the vehicles carrying out these operations, with details of vehicle capacities and utilisation of these capacities (laden journey with utilisation coefficient; unladen journey).

Under this Regulation, the transportation of goods and the journeys made by the vehicles must both be described, but it is undesirable to impose on the transport operators an excessive increase in the burden of statistics by asking them to describe in detail the transportation of goods and the vehicle journeys.

Accordingly, the NSOs in the Member States, when coding the questionnaires, must reconstitute the data which are not explicitly required from the transport operators from the data which they collect on the basis of either the 'basic transport operation', or the 'vehicle journey'.

The problem will arise when several basic transport operations are carried out in the course of one laden journey, which may be because:

- there are several points of loading and/or unloading of the goods (but limited in number, otherwise these would be pick-up or distribution rounds, which require special treatment).  
In this case these various loading and/or unloading points are recorded, in order to calculate directly the tonnes/kilometre effected during the journey, and the statistical office can reconstitute the basic transport operations,
- and/or the fact that there are several different types of goods transported during the laden journey, a fact which in general is not recorded in the statistics, since only the type of goods (single or main) is requested.  
In this case the loss of information is accepted and Member States carrying out this type of simplification will make explicit mention of it to the Commission.

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<sup>(1)</sup> NST: Uniform nomenclature of goods for transport statistics.

## ANNEX B

## CLASSIFICATION OF AXLE CONFIGURATIONS

Where a combination of vehicles is used, the axle configuration counts the total number of axles, i. e. the axles of the lorry or the road tractor, plus those of the trailer or semi-trailer.

The axle categories considered are as follows:

	Coding
1. Number of axles of single vehicles (lorries):	
2	120
3	130
4	140
other	199
2. Number of axles for combinations of vehicles:	
lorry and trailer	
2+1	221
2+2	222
2+3	223
3+2	232
3+3	233
other	299
3. Number of axles for combinations of vehicles:	
road tractor and semi-trailer	
2+1	321
2+2	322
2+3	323
3+2	332
3+3	333
other	399
4. Road tractor alone	499

## ANNEX C

## CLASSIFICATION OF TYPES OF JOURNEY

1. Laden journey involving one single basic transport operation.
2. Laden journey involving several transport operations, but not considered as a collection or distribution round.
3. Laden journey of the collection or distribution round type.
4. Unladen journeys.

## ANNEX D

## CLASSIFICATION OF GOODS

The classification of goods shall be according to the NST until such time as its substitution is laid down by the Commission, in consultation with the Member States.

## GROUPS OF GOODS

Groups of goods	NST <sup>(1)</sup> chapter	NST <sup>(1)</sup> groups	Description
1	0	01	Cereals
2		02, 03	Potatoes, other fresh or frozen vegetables, fresh fruits
3		00, 06	Live animals, sugar beet
4		05	Wood and cork
5		04, 09	Textiles and waste, other raw animal and vegetable materials
6	1	11, 12, 13, 14, 15, 16, 17	Foodstuffs and animal fodder
7		18	Oil seeds and oleaginous fruits and fats
8	2	21, 22, 23	Solid mineral fuels
9	3	31	Crude petroleum
10		32, 33, 34	Petroleum products
11	4	41, 46	Iron ore, iron and steel waste and blast furnace dust
12		45	Non-ferrous ores and waste
13	5	51, 52, 53, 54, 55, 56	Metal products
14	6	64, 69	Cement, lime, manufactured building materials
15		61, 62, 63, 65	Crude and manufactured minerals
16	7	71, 72	Natural and chemical fertilisers
17	8	83	Coal, chemicals, tar
18		81, 82, 89	Chemicals other than coal, chemicals and tar
19		84	Paper pulp and waste paper
20	9	91, 92, 93	Vehicles and transport equipment, machinery, apparatus, engines, whether or not assembled, and parts thereof
21		94	Manufactures of metal
22		95	Glass, glassware, ceramic products
23		96, 97	Leather, textiles, clothing, other manufactured articles
24		99	Miscellaneous articles

<sup>(1)</sup> Published by the Statistical Office of the European Communities (1968 edition).

*ANNEX E***CLASSIFICATION OF CATEGORIES OF DANGEROUS GOODS (\*)**

- 1 Explosives
- 2 Gases, compressed, liquified or dissolved under pressure
- 3 Flammable liquids
- 4.1 Flammable solids
- 4.2 Substances liable to spontaneous combustion
- 4.3 Substances which, in contact with water, emit flammable gases
- 5.1 Oxidising substances
- 5.2 Organic peroxides
- 6.1 Toxic substances
- 6.2 Substances liable to cause infections
- 7 Radioactive material
- 8 Corrosives
- 9 Miscellaneous dangerous substances

(\*) Each category is either a class or a division of a class of the classification of types of dangerous goods as defined in Directive 94/55/EC, Annex A, part I, marginal 2002 (1).

(1) Annexes A and B to Directive 94/55/EC. The latest amendments to these Annexes appear in OJ L 251, 15. 9. 1997, p. 1.

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*ANNEX F***CLASSIFICATION OF CARGO TYPES (\*)**

- 0 Liquid bulk goods (no cargo unit)
- 1 Solid bulk goods (no cargo unit)
- 2 Large freight containers
- 3 Other freight containers
- 4 Palletised goods
- 5 Pre-slung goods
- 6 Mobile, self-propelled units
- 7 Other mobile units
- 8 (Reserved)
- 9 Other cargo types

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(\*) United Nations, Economic Commission for Europe — Codes for types of cargo, packages and packaging materials, Recommendation 21 adopted by the Working Party on Facilitation of International Trade Procedures, Geneva, March 1986.

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*ANNEX G***CODING OF PLACES OF LOADING AND UNLOADING**

- 1. Level 3 of the Nomenclature of Territorial Units for Statistics (NUTS), for the Member States of the European Community.
  - 2. Lists of administrative regions supplied by the third country concerned, for States which are not members of the European Community but which are contracting parties to the Agreement on the European Economic Area (EEA), namely Iceland, Liechtenstein and Norway.
  - 3. Nomenclature of countries used for the Community's external trade statistics, for other third countries.
-

**COMMISSION REGULATION (EC) No 2691/1999**  
**of 17 December 1999**  
**on rules for implementing Council Regulation (EC) No 1172/98 on statistical returns in respect of**  
**the carriage of goods by road**  
 (Text with EEA relevance)

THE COMMISSION OF THE EUROPEAN COMMUNITIES,

Having regard to the Treaty establishing the European Community,

Having regard to Council Regulation (EC) No 1172/98 of 25 May 1998 on statistical returns in respect of the carriage of goods by road <sup>(1)</sup>, and in particular, Article 9 thereof,

Whereas:

- (1) In accordance with Article 5 of Regulation (EC) No 1172/98, the Commission should determine the arrangements for the transmission of data by the Member States.
- (2) It is necessary to specify the country codes for international transport during the transitional period foreseen in Article 5 of the said Regulation.
- (3) The use of the two different systems of country codes specified in Annexes A and G of Regulation (EC) No 1172/98 is not compatible with the efficient transmission of data by the Member States.
- (4) It is desirable to establish a new list of country codes following the system used for the NUTS region codes.

(5) The contents of Annexes A and G of Regulation (EC) No 1172/98 needs to be adapted accordingly.

(6) The measures provided for in this Regulation are in accordance with the opinion delivered by the Statistical Programme Committee, set up by Decision 89/382/EEC, Euratom <sup>(2)</sup>,

HAS ADOPTED THIS REGULATION:

*Article 1*

Regulation (EC) No 1172/98 shall be amended as follows:

1. In Annex A, part A2, the text of section 7 shall be replaced by the following:  
 '7. Countries crossed in transit (not more than 5), coded according to Annex G.'
2. Annex G shall be replaced by the Annex to this Regulation.

*Article 2*

This Regulation shall enter into force on the twentieth day following that of its publication in the *Official Journal of the European Communities*.

This Regulation shall be binding in its entirety and directly applicable in all Member States.

Done at Brussels, 17 December 1999.

*For the Commission*  
 Pedro SOLBES MIRA  
 Member of the Commission

<sup>(1)</sup> OJ L 163, 6.6.1998, p. 1.

<sup>(2)</sup> OJ L 181, 28.6.1989, p. 47.

## ANNEX

## 'ANNEX G

**CODING OF COUNTRIES AND REGIONS**

1. Except as provided for in Article 5 of Regulation (EC) No 1172/98 concerning the simplified coding of certain variables during a transitional period, the places of loading and unloading will be coded as follows:
  - (a) regional breakdown to Level 3 of the Nomenclature of Territorial Units for Statistics (NUTS), for the Member States of the European Community;
  - (b) lists of administrative regions supplied by the third country concerned, for States which are not members of the European Community but which are contracting parties to the Agreement on the European Economic Area (EEA), namely Iceland, Liechtenstein and Norway;
  - (c) for other third countries, the 2-alpha ISO-3166 codes should be used. The most frequently-used codes are given in the table below.
2. For the simplified coding of international transport during the transitional period referred to in Article 5 of Regulation (EC) No 1172/98, as well as for the coding of countries crossed in transit (section 7 of Annex A, part A2), the following country codes are to be used:
  - (a) the 2-alpha part of the NUTS codes, as given in the table below, for the Member States of the European Community;
  - (b) for all other countries, the 2-alpha ISO-3166 codes should be used. The most frequently-used codes are given in the table below.

**Table of country codes**

- (a) *EU Member States (corresponding to NUTS 2-alpha country codes)*

Note: countries in official EU order.

Country name	Code
Belgium	BE
Denmark	DK
Germany	DE
Greece	GR
Spain	ES
France	FR
Ireland	IE
Italy	IT
Luxembourg	LU
Netherlands	NL
Austria	AT
Portugal	PT
Finland	FI
Sweden	SE
United Kingdom	UK

(b) *Other countries (ISO-3166 2-alpha codes)*

Note: countries ordered by code.

Country name	Code
Albania	AL
Bosnia-Herzegovina	BA
Bulgaria	BG
Belarus	BY
Switzerland	CH
Cyprus	CY
Czech Republic	CZ
Estonia	EE
Croatia	HR
Hungary	HU
Iceland	IS
Liechtenstein	LI
Lithuania	LT
Latvia	LV
Moldova	MD
Former Yugoslav Republic of Macedonia (FYROM)	MK
Malta	MT
Norway	NO
Poland	PL
Romania	RO
Russian Federation	RU
Slovenia	SI
Slovakia	SK
Turkey	TR
Ukraine	UA
Yugoslavia	YU

For countries not shown in this list, the ISO-3166 2-alpha codes should be used.'



**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**  
**(Text with EEA relevance)**

THE COMMISSION OF THE EUROPEAN COMMUNITIES,

Having regard to the Treaty establishing the European Community,

Having regard to Council Regulation (EC) No 1172/98 of 25 May 1998 on statistical returns in respect of the carriage of goods by road <sup>(1)</sup>, as amended by Commission Regulation (EC) No 2691/1999 <sup>(2)</sup>, and in particular Article 5(2) and Article 9 thereof,

Whereas:

- (1) In accordance with Article 5(2) of Regulation (EC) No 1172/98, the Commission shall determine the arrangements for the transmission of data by the Member States.
- (2) It is necessary to specify the format in which the data are to be transmitted to Eurostat in sufficient detail to ensure that the data can be processed rapidly and in a cost effective way.
- (3) This Regulation does not change the status of the variables which are declared optional in Regulation (EC) No 1172/98.
- (4) The measures provided for in this Regulation are in accordance with the opinion of the Statistical

Programme Committee, set up by Council Decision 89/382/EEC, Euratom <sup>(3)</sup>,

HAS ADOPTED THIS REGULATION:

*Article 1*

The technical format for the transmission of data to the Commission (Eurostat) is defined in the Annex to this Regulation.

Member States shall use this format for the data concerning the 2002 reference year and subsequent years.

*Article 2*

Member States shall transmit to the Commission (Eurostat) the data and metadata required by this Regulation in electronic form, in conformity with an interchange standard proposed by the Commission (Eurostat).

*Article 3*

This Regulation shall enter into force on the 20th day following its publication in the *Official Journal of the European Communities*.

This Regulation shall be binding in its entirety and directly applicable in all Member States.

Done at Brussels, 7 November 2001.

*For the Commission*  
Pedro SOLBES MIRA  
*Member of the Commission*

<sup>(1)</sup> OJ L 163, 6.6.1998, p. 1.

<sup>(2)</sup> OJ L 326, 18.12.1999, p. 39.

<sup>(3)</sup> OJ L 181, 28.6.1989, p. 47.

## ANNEX

## TECHNICAL FORMAT FOR DATA TRANSMISSION

## 1. DATA STRUCTURE

The individual data records for each quarter, which are to be sent to Eurostat, shall consist of three linked data sets covering:

- A1 vehicle-related variables
- A2 journey-related variables
- A3 goods-related variables (in the basic transport operation).

Each A1 'vehicle record' is linked to 1-n 'journey records' (A2 data set) which contain data on the journeys made by that vehicle during the survey period (normally one week). Each journey record is in turn linked to 0-m 'goods records' (A3 data set) which contain data on the basic transport operations which make up that journey.

Figure 1 illustrates the structure of the data.

It should be noted that there may not be multiple goods records for each journey record.

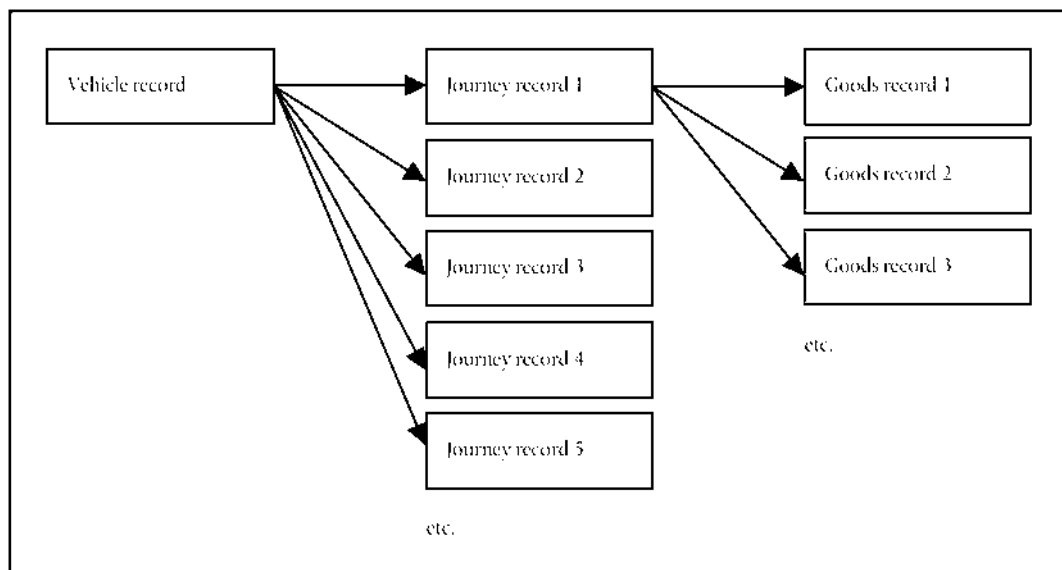


Figure 1: Data structure

For laden journeys, depending on the method used to record journeys, and/or on the type of journey, there may be only one goods record linked to each journey record. For unladen journeys, there shall normally be no linked goods records (although the existence of linked goods records for empty journeys is permitted).

The 'Methodological appendix' in Annex A to Regulation (EC) No 1172/98 provides further information.

## 2. LIST OF FIELDS

The following information is provided for each field:

- field number: this identifies the position of the field in the record,
- variable: this is either the reference to the variable in Regulation (EC) No 1172/98, or an internal identifier,

- description: short description of the contents of the field,
- coding: variables are to be coded according to Annexes A to G of Regulation (EC) No 1172/98. Additional coding rules are noted here. Further explanations and recommendations on coding may be provided by Eurostat in the reference manual for the implementation of Regulation (EC) No 1172/98,
- field type: indicates whether field contains a numeric quantity or a text string,
- except for variable A1.9, all numeric fields are to be provided as integers,
- variable A1.9 shall have a comma (',') as the decimal separator,
- optional variable: a flag for variables which are optional according to Annex A to Regulation (EC) No 1172/98,
- maximum length: the maximum expected length of the data for this field. Data which are too long cannot be loaded,
- key field: the combination of the values of the key fields for a data set must constitute a unique key value within that data set. If duplicate key values are found, the loading of the data set and its linked data sets is blocked, since the vehicle, journey and goods records cannot be correctly linked.

#### Data Set A1: Vehicle-related variables

Field number	Variable	Description	Coding	Field type	* = optional variable	Maximum length	* = key field	Specific codes for missing values
1	RCount	Reporting country	(')	Text		2	*	
2	DSetID	Data set identifier	A1	Text		2	*	
3	Year	Year of the data set	4 digits	Text		4	*	
4	Quarter	Quarter of the data set	Q1, Q2, Q3 or Q4	Text		2	*	
5	QuestN	Questionnaire identifier		Text		9	*	
6	A1.1	Possibility of using vehicle for combined transport	To be developed	Text	*	1		
7	A1.3	Age of the road motor vehicle (lorry or road tractor)	Years from first registration	Numeric		2		99
8	A1.6	NACE Revision 1 activity class of the vehicle operator	NACE 4-digit level	Text	*	5		
9	A1.8.1	Total vehicle kilometres during the survey period — loaded	km	Numeric		4		

Field number	Variable	Description	Coding	Field type	* = optional variable	Maximum length	* = key field	Specific codes for missing values
10	A1.8.2	Total vehicle kilometres during the survey period — empty (including road tractor journeys without semi-trailer)	km	Numeric	*	4		
11	A1.9	Vehicle weighting to be used to get full results from individual data, if the collection of data is carried out from a sample		Numeric		8		
12	Stratum	Stratum identifier of sample in which vehicle appears		Text		7		
13	A2 link	Number of linked A2 records	Numeric	Numeric		5		

(<sup>1</sup>) This variable shall be coded using the country codes in Annex G to Regulation (EC) No 1172/98.

#### Data set A2: Journey-related variables

Field number	Variable	Description	Coding	Field type	* = optional variable	Maximum length	* = key field	Specific codes for missing values
1	RCount	Reporting country	( <sup>1</sup> )	Text		2	*	
2	DSetID	Data set identifier	A2	Text		2	*	
3	Year	Year of the data set	4 digits	Text		4	*	
4	Quarter	Quarter of the data set	Q1, Q2, Q3 or Q4	Text		2	*	
5	QuestN	Questionnaire identifier		Text		9	*	
6	JournN	Journey identifier		Text		5	*	
7	A1.2	Axle configuration	Annex B Regulation (EC) No 1172/98	Text	*	3		
8	A1.4	Maximum permissible laden weight	100 kg	Numeric		4		
9	A1.5	Load capacity	100 kg	Numeric		4		

Field number	Variable	Description	Coding	Field type	* = optional variable	Maximum length	* = key field	Specific codes for missing values
10	A1.7	Type of transport	Annex A to Regulation (EC) No 1172/98	Text		1		9
11	A2.1	Type of journey	Annex C Regulation (EC) No 1172/98	Text		1		
12	A2.2	Weight of goods	Gross weight in 100 kg	Numeric		4		
13	A2.3	Place of loading (of the goods road motor vehicle, for a laden journey)	( <sup>2</sup> )	Text		5		XX
14	A2.4	Place of unloading (of the goods road motor vehicle, for a laden journey)	( <sup>2</sup> )	Text		5		XX
15	A2.5	Distance travelled: actual distance excluding the distance covered by the goods road motor vehicle while being transported by another means of transport	km	Numeric		4		
16	A2.6	Tonnes x km effected during the journey	tonne/km	Numeric		8		
17	A2.7	Countries crossed in transit (not more than 5)	( <sup>2</sup> )	Text		10		
18	A2.8	Place of loading, if any, of the goods road motor vehicle on another means of transport	( <sup>2</sup> )	Text	*	5		XX
19	A2.9	Place of unloading, if any, of the goods road motor vehicle from another means of transport	( <sup>2</sup> )	Text	*	5		XX
20	A2.10	Degree of loading of vehicle (in terms of maximum volume of space used during the journey)		Text	*	1		9
21	A3 link	Number of linked A3 records		Numeric		8		

(<sup>1</sup>) This variable shall be coded using the country codes in Annex G to Regulation (EC) No 1172/98.

(<sup>2</sup>) This variable shall be coded according to the rules set out in Annex G to Regulation (EC) No 1172/98.

## Data set A3: Goods-related variables (in the basic transport operation)

Field number	Variable	Description	Coding	Field type	* = optional variable	Maximum length	* = key field	Specific codes for missing values
1	RCount	Reporting country	( <sup>1</sup> )	Text		2	*	
2	DSetID	Data set identifier	A3	Text		2	*	
3	Year	Year of the data set	4 digits	Text		4	*	
4	Quarter	Quarter of the data set	Q1, Q2, Q3 or Q4	Text		2	*	
5	QuestN	Questionnaire identifier		Text		9	*	
6	JournN	Journey identifier		Text		4	*	
7	GoodsN	Goods operation identifier		Text		6	*	
8	A3.1	Type of goods, according to the groups referring to an appropriate classification	Annex D to Regulation (EC) No 1172/98 (NST/R)	Text		2		
9	A3.2	Weight of goods	Gross weight in 100 kg	Numeric		4		
10	A3.3	Classification of dangerous goods	Annex E to Regulation (EC) No 1172/98 (main categories of Directive 94/55/EC)	Text		3		
11	A3.4	Type of cargo	Annex F to Regulation (EC) No 1172/98 (1-digit level of UN Recommendation No 21)	Text	*	1		
12	A3.5	Place of loading of the goods	( <sup>2</sup> )	Text		5		XX
13	A3.6	Place of unloading of the goods	( <sup>2</sup> )	Text		5		XX

Field number	Variable	Description	Coding	Field type	* = optional variable	Maximum length	* = key field	Specific codes for missing values
14	A3.7	Distance travelled, actual distance excluding the distance covered with the goods road motor vehicle while being transported by another means of transport	km	Numeric		4		

(<sup>1</sup>) This variable shall be coded using the country codes in Annex G to Regulation (EC) No 1172/98.

(<sup>2</sup>) This variable shall be coded according to the rules set out in Annex G to Regulation (EC) No 1172/98.

### 3. MISSING VALUES

By default, missing values in data records shall be coded as an empty field (no data between two successive field separators). For certain fields, Eurostat may recommend the use of specific codes for missing values or other special values (see column 'specific codes for missing values').

Additional information is provided in the reference manual for the implementation of Regulation (EC) No 1172/98 on statistics on the carriage of goods by road.

### 4. CHANGE IN CONFIGURATION OR TYPE OF TRANSPORT

Annex A to Regulation (EC) No 1172/98 noted that during a survey period a vehicle might be subject to a change in configuration (addition of a trailer giving rise to a change in axle configuration and load capacity) or the type of transport might vary between journeys. These changes should be recorded, although this is not obligatory.

In order to permit the transmission of these data within the normal data structures described here, the variables A1.2, A1.4, A1.5 and A1.7 shall be transmitted as part of the A2 data set (journey-related variables).

### 5. VALIDATION OF DATA BY EUROSTAT

Eurostat shall apply some validation checks to the data transmitted by Member States, before the data are loaded into the production database. Where a significant number of records fails these checks, Eurostat shall notify the Member State of the records in error and provide an indication of the reasons for non-acceptance. The Member State shall be requested to rectify the errors noted and then to re-submit the complete set of three data sets for that quarter (not just the records that were in error). This procedure is necessary in order to guarantee the correctness of the weighting factors and the coherence between the vehicle, journey and goods records.

Where the number of records containing errors is very small and the likely effect on any analysis insignificant, Eurostat shall load those records that pass the verification checks and to discard the records in error. In such a case a Member State shall be informed of the records not passing the checks and the reasons. The Member State shall be invited, if it wished, to correct the errors found and to resubmit the complete set of three data sets for that quarter (not just the records that were in error). Where a re-submission is made, Eurostat shall load the revised data but if no re-submission is made, Eurostat shall use the date already accepted for the preparation of aggregated tables.

### 6. NAMING OF DATA SETS

Names of data sets shall be, according to the Stadium requirements, in the form 'CCYYQnROADAx.ZZZ' where:

CC	Reporting country
YY	2 last digits of the year (e.g. '01' for year 2001)

Qn	Quarter: n = 1 to 4
ROADAx	Data set identification: A1: vehicle data set A2: journey data set A3: goods data set
.ZZZ	data set type: .dat: individual data sets .zip: compressed data set in Pkzip or WinZip format

Examples:

1. The data set 'ES99Q2ROADA1.zip' is a compressed 'zip' data set containing the A1 data set for Spain, year 1999 and quarter 2 ('ES99Q2ROADA1.dat').
2. The data set 'UK99Q3ROADA2.dat' is the data set that contains for United Kingdom, year 1999, quarter 3, the data set A2.

The above specified data set name has to appear in the subject line of the electronic mail.

#### 7. TRANSMISSION MEDIA

The preferred transmission support is Stadium, sent to an address to be notified by Eurostat. Note that electronic mail is subject to maximum size limits which may exclude its use for large data sets.

#### 8. TRANSITIONAL PERIOD

In a transitional period, the data may also be sent in ASCII data sets with variable-length fields. The semi-colon (;) is used as the field separator.

All fields must be present even if they are empty (that is, two successive field separators).

Additional spaces in the data fields shall be ignored, unless the specific instructions for a field prohibit the presence of additional spaces.

Furthermore during this transitional period Eurostat shall also support the reception of data by post on diskettes or recordable compact disks (CD-R). Data shall not be accepted on magnetic tapes or on paper.

Where data are to be sent by electronic mail, the following rules shall apply in a transitional period:

- data shall be sent in the form of attached data sets,
- only one data set at a time can be attached to each message,
- the name of the data set shall be used as the subject of the message,
- comments on data (such as methodological notes, remarks on the quality of the data, etc.) can be entered as plain text in the body of the message to which a data data set is attached. Formatted text shall not be used,
- comments on data may also be sent as a separate plain text message (without an attached data data set) using the subject field: 'CCYYQnROADAx.rem'. Formatted text shall not be used,
- corrections: to correct a data file previously transmitted to Eurostat, the corrected data set shall be sent with the same data set name, together with an explanatory note in plain text format in the body of the e-mail.



**COMMISSION REGULATION (EC) No 6/2003**  
**of 30 December 2002**  
**concerning the dissemination of statistics on the carriage of goods by road**  
**(Text with EEA relevance)**

THE COMMISSION OF THE EUROPEAN COMMUNITIES,

Having regard to the Treaty establishing the European Community,

Having regard to Council Regulation (EC) No 1172/98 of 25 May 1998 on statistical returns in respect of the carriage of goods by road <sup>(1)</sup>, and in particular Articles 6 and 9 thereof,

Whereas:

- (1) It is appropriate to exploit the statistical data on the carriage of goods by road, referred to in the Regulation (EC) No 1172/98, as fully as possible while respecting the confidentiality of the individual data records.
- (2) It is necessary to ensure a reasonable level of quality in the information disseminated and the maintenance of existing statistical series.
- (3) It is necessary to make certain data available to Member States in order to complete the statistical coverage of road transport at national level.
- (4) The measures provided for in this Regulation are in accordance with the opinion delivered by the Statistical Programme Committee,

HAS ADOPTED THIS REGULATION:

*Article 1*

The individual data records transmitted to the Commission (Eurostat) by Member States in accordance with Regulation (EC) No 1172/98 shall be used to compile statistical tables

containing aggregated values obtained by summation of the underlying data. The Commission (Eurostat) shall disseminate the resulting statistical tables in accordance with the provisions laid down in Articles 2 and 3.

*Article 2*

The dissemination shall be authorised for the statistical tables listed in the Annex.

*Article 3*

1. Dissemination of tables to users other than the national authorities of Member States shall be subject to the condition that each cell shall be based on at least 10 vehicle records depending on the variable tabulated. Where a cell is based on fewer than 10 vehicle records, it shall be aggregated with other cells, or replaced with a suitable flag. Tables referred to under point A of the Annex shall be excluded from this rule.

2. Tables including aggregated values based on fewer than 10 vehicle records may be supplied to national authorities responsible for Community transport statistics in Member States, on condition that the national authorities apply the condition set out in paragraph 1 to any tables disseminated to other users.

*Article 4*

This Regulation shall enter into force on the 20th day following its publication in the *Official Journal of the European Communities*.

This Regulation shall be binding in its entirety and directly applicable in all Member States.

Done at Brussels, 30 December 2002.

*For the Commission*  
Pedro SOLBES MIRA  
*Member of the Commission*

<sup>(1)</sup> OJ L 163, 6.6.1998, p. 1.

## ANNEX

## LIST OF TABLES FOR DISSEMINATION

## A. Continuity of existing tables

In order to maintain continuity, the existing tables may be disseminated by the Commission (Eurostat).

## B. Main tables

The following set of tables and subsets, may be disseminated.

Table	Description Note 1	Reference period	Units Note 2	Notes
B1	Summary of activity by type of operation and type of transport	Year, quarter	1 000 t Million tonne-km Vehicle-km	Note 3 Note 4
B2	Transport, by type of operation	Year, quarter	1 000 t Million tonne-km	Note 3
B3	Transport, by type of goods	Year	1 000 t Million tonne-km	
B4.1	International transport, by country of loading and unloading (total of all reporting countries)	Year	1 000 t Million tonne-km	
B4.2	As for table B4.1, but with additional breakdown by type of goods.	Year	1 000 t Million tonne-km	
B4.3	International transport, by country of loading and unloading (with breakdown by reporting country)	Year	1 000 t Million tonne-km	
B4.4	As for table B4.3, but with additional breakdown by type of goods.	Year	1 000 t Million tonne-km	
B5.1	Transport, by region of loading	Year	1 000 t Million tonne-km Movements	
B5.2	Transport, by region of unloading	Year	1 000 t Million tonne-km Movements	
B6.1	Transport, by distance class	Year	1 000 t Million tonne-km Million vehicle-km Movements	
B6.2	As for table B6.1, but with additional breakdown by type of goods.	Year	1 000 t Million tonne-km Million vehicle-km Movements	
B7	Transport, by axle configuration	Year	Million tonne-km Million vehicle-km Movements	
B8	Transport, by age of vehicle	Year	Million tonne-km Million vehicle-km Movements	

Table	Description Note 1	Reference period	Units Note 2	Notes
B9	Transport, by maximum permissible weight of vehicle	Year	Million tonne-km Million vehicle-km Movements	
B10	Transport, by load capacity of vehicle	Year	Million tonne-km Million vehicle-km Movements	
B11	Transport, by NACE branch	Year	Million tonne-km Million vehicle-km Movements	
B12	Vehicle movements, laden and empty	Year	Million vehicle-km Movements	
B13.1	Transit vehicle movements, by transit country, by loaded/empty and by maximum permissible weight of vehicle (total of all reporting countries)	Year, quarter	1 000 t Movements	
B13.2	Transit vehicle movements, by transit country (with breakdown by reporting country)	Year	1 000 t Movements	
B14	Transport of dangerous goods, by type of dangerous goods	Year	Million tonne-km Million vehicle-km Movements	
B15	Transport, by type of cargo	Year	Million tonne-km Million vehicle-km Movements	
Note 1	Except where otherwise stated, the tables include a breakdown by reporting country.			
Note 2	<p>The following measures are calculated internally for all tables:</p> <p>1 000 t Million tonne-km Million vehicle-km (laden, empty) Movements (laden, empty) Number of vehicle records used to calculate the table cell</p> <p>This column indicates the measures that will normally be offered to users. Other measures and units may be disseminated if requested by users.</p> <p>According to users needs the tables may be based on journey related variables (information from A2 data sets) or on goods related operations (information from A3 data sets) (see Regulation (EC) 1172/98). Movements would therefore be labelled either as number of journeys or number of basic transport operations. Transit movements would be labelled as such.</p>			
Note 3	<p>Type of operation is broken down as follows:</p> <ul style="list-style-type: none"> <li>— National journey: places of loading and unloading both in reporting country</li> <li>— International journey: places of loading or unloading or both in countries other than the reporting country (= sum of four following categories) (of which) <ul style="list-style-type: none"> <li>— outward (goods loaded in reporting country): journey starts in reporting country, ends elsewhere</li> <li>— inward (goods unloaded in reporting country): journey starts elsewhere, ends in reporting country</li> <li>— cross-trade: journey between two countries other than the reporting country</li> <li>— cabotage: journey between places within a country other than the reporting country.</li> </ul> </li> </ul>			
Note 4	The layout of this table is shown in section E of this Annex.			

**C. Tables on cabotage**

In order to provide information on cabotage equivalent to that available under Council Regulation (EC) 3118/93<sup>(1)</sup>, the following set of tables and subsets of these tables, may be disseminated:

	Description	Period	Unit
C1	Cabotage performed by hauliers from each reporting country, by reporting country	Year	tonne-km
C2	Cabotage performed by hauliers from all reporting countries, by country in which cabotage takes place	Year	tonne-km
C3	Cabotage by reporting country x country in which cabotage takes place	Year	tonne-km

**D. Tables for national authorities of Member States**

In order to enable the national authorities of Member States other than the reporting country to compile complete statistics on road transport operations on their national territory, the following aggregated data files may be supplied to national authorities:

	Description	Period	Aggregated on dimensions	Units <sup>(1)</sup>
D1	Transport operations at national level (laden journeys)	Year	— Reporting country — Country of loading — Country of unloading — Type of goods	Tonnes Tonne-km Vehicle-km Movements Number of vehicle records
D2	Transport operations at national level (empty journeys)	Year	— Reporting country — Country of origin — Country of destination	Vehicle-km Movements Number of vehicle records
D3	Transport operations at regional level (laden journeys)	Year	— Reporting country — Region of origin — Region of destination	Tonnes Tonne-km Vehicle-km Movements Number of vehicle records
D4	Transport operations at regional level (empty journeys)	Year	— Reporting country — Region of origin — Region of destination	Vehicle-km Movements Number of vehicle records
D5	Transit transport (laden and empty journeys)	Year	— Transit country — Reporting country — Laden/empty	Tonnes Movements Number of vehicle records

<sup>(1)</sup> Movements may refer either to number of journeys or to number of basis transport operations.

According to user needs the dimensions and units referred to in tables for national authorities of Member States may include additional variables covered by the data collection in accordance with Regulation (EC) 1172/98 subject to the agreement of Member States.

<sup>(1)</sup> OJ L 279, 12.11.1993, p. 1.

## E. Summary of activity by type of operation and type of transport

Reporting country:

Year ...../Quarter .....

Type of operation	Own account			Hire or reward			Total		
	Tonnes	Tonne-kms	Vehicle kilo- metres	Tonnes	Tonne-kms	Vehicle kilo- metres	Tonnes	Tonne kms	Vehicle kilo- metres
<b>Laden journey</b>									
National journey									
International journey									
Goods loaded in reporting country									
Goods unloaded in reporting country									
Cross-trade									
Cabotage									
All international laden journeys									
All laden journeys									
<b>Unladen journey</b>									
National journey									
International journey									
All unladen journeys									

## 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**

(Text with EEA relevance)

THE COMMISSION OF THE EUROPEAN COMMUNITIES,

Article 2

Having regard to the Treaty establishing the European Community,

**Percentage standard error**

Having regard to Council Regulation (EC) No 1172/98 of 25 May 1998 on statistical returns in respect of the carriage of goods by road <sup>(1)</sup>, as last amended by Regulation (EC) No 1882/2003 of the European Parliament and of the Council <sup>(2)</sup>, and in particular Article 4 thereof,

1. Where the methods used by Member States in compiling the data involve sample methodology, the percentage standard error (95 % confidence) of the annual estimates for tonnes transported, tonne-kilometres performed and total kilometres travelled loaded for total goods road transport and for national goods road transport shall not be greater than  $\pm 5\%$ .

Whereas:

- (1) In accordance with Article 4 of Regulation (EC) 1172/98, the Commission shall ensure that the statistical results transmitted by the Member States meet minimum standards of precision, taking account of the structural characteristics of road transport in the Member States.
- (2) In accordance with Article 7(2) of Regulation (EC) 1172/98, Member States shall provide Eurostat with information each year on sample sizes, non-response rates and, in the form of standard error or confidence intervals, the reliability of the main results.
- (3) It is necessary to specify the structure and content of the minimum standards of precision of the statistical results transmitted by the Member States.
- (4) The measures provided for in this Regulation are in accordance with the opinion delivered by the Statistical Programme Committee, set up by Council Decision 89/382/EEC, Euratom <sup>(3)</sup>,

2. Where the total stock of goods road motor vehicles relevant to the survey in a Member State is less than 25 000 vehicles, or the total stock of vehicles engaged in international transport is less than 3 000 vehicles, the percentage standard error (95 % confidence) of the annual estimates for tonnes transported, tonne-kilometres performed and total kilometres travelled loaded for total goods road transport and for national goods road transport shall not be greater than  $\pm 7\%$ .

Article 3

**Information to be provided to Eurostat**

HAS ADOPTED THIS REGULATION:

Article 1

**Time periods to be covered in a survey**

1. Where the methods used by Member States in compiling the data involve sample methodology, all time periods shall be covered by the survey.
2. Where the total stock of goods road motor vehicles in a Member State that can be included in the survey is less than 25 000 vehicles, or the total stock of vehicles engaged in international transport is less than 3 000 vehicles, the minimum number of weeks covered by the survey in a quarter shall be seven.

1. Member States shall provide Eurostat with information each quarter to permit the calculation of sample size, response rates and register quality rates. Where the primary sample unit is the goods road motor vehicle, the information shall be provided in the format of Table B1 in the Annex to this Regulation. Where the primary sample unit is not the goods road motor vehicle, the information shall be provided in the format of Table B2 in the Annex to this Regulation. The table shall be provided within the same timescale as for the transmission of the data set out in Article 5(3) of Regulation (EC) No 1172/98.

For the purposes of this Article, the following definitions shall apply:

- (a) 'response rate' means a value, of which the denominator is the number of sample units to which questionnaires were despatched to the selected operators, and of which the numerator is the number of sample units to which questionnaires were despatched, minus the aggregate of the number of units refusing to participate and the number of units for which no information of any kind was received;

<sup>(1)</sup> OJ L 163, 6.6.1998, p. 1.

<sup>(2)</sup> OJ L 284, 31.10.2003, p. 1.

<sup>(3)</sup> OJ L 181, 28.6.1989, p. 47.

(b) 'register quality rate' means a value, of which the denominator is the number of sample units to which questionnaires were despatched, minus the aggregate of the number of units refusing to participate and the number of units for which no information of any kind was received, and of which the numerator is the number of sample units where vehicles were working actively during the survey period, plus the number of units where vehicles were not working during the survey period but could be considered to be part of the active stock of vehicles.

2. If the percentage standard errors of the data provided by a Member State pursuant to Regulation (EC) No 1172/98 have been calculated for a number of years and Eurostat has noted that these standard errors are within the limits laid down in Article 2 of this Regulation, Eurostat may release that Member State from the obligation to provide Table B1 or Table B2 on a quarterly basis.

3. Where paragraph 2 applies, the Member State may provide Eurostat with information for each year to permit the calculation of response rate and register quality rate. The information may be provided in the format of Tables B3 or B4 (as appropriate) in the Annex to this Regulation. The table shall be submitted within five months of the end of the last quarterly

period of observation of the relevant year. In addition within the same timescale, the Member State shall provide Eurostat with the calculated figures of percentage standard error (95 % confidence) of the estimates for tonnes transported, tonne-kilometres performed and total kilometres travelled loaded for total goods road transport, for national goods road transport and for total international goods road transport.

#### *Article 4*

Where the total stock of goods road motor vehicles in a Member State that are engaged in international transport and can be included in the survey is less than 1 000 vehicles, the Member State concerned shall be exempted from the application of the present Regulation.

#### *Article 5*

This Regulation shall enter into force on the 20th day following that of its publication in the *Official Journal of the European Union*.

Article 1 shall apply from 1 January 2006.

This Regulation shall be binding in its entirety and directly applicable in all Member States.

Done at Brussels, 6 April 2004.

*For the Commission*  
Pedro SOLBES MIRA  
*Member of the Commission*

## TABLES B1, B2, B3, B4

TABLE B1: For surveys where the goods motor vehicle is the statistical unit: information on sample

Reporting country: Quarter ____/ Year ____		Stratum					Total
		1	2	3	4	etc.	
1	Number of vehicles in the country in each stratum.						
2	Number of vehicles selected for initial sample and questionnaires despatched to vehicle owners ( <b>Note: row 2 = rows 3 + 4 + 5 + 6</b> ).						
3	Number of cases classified as non-respondents. <b>Non-response includes refusals, cases where no reply or communication of any kind has been received about the sampled unit and where a response has been received but the questionnaire has been so badly completed that it cannot be used in the analysis.</b>						
4	Number of cases where sample register information was wrong and response could not be used. <b>Wrong vehicle register information includes cases where selected vehicle has been scrapped, sold, leased, is outside the scope of the survey (e.g. does not carry goods, load capacity is too low, contact never owned vehicle, vehicle is unlicensed at time of survey, address is incorrect or undeliverable).</b>						
5	Number of questionnaires used in analysis (that is, vehicle records (in A1 data set), that are sent to Eurostat recording vehicle activity)						
6	Number of cases where no vehicle activity was recorded during the sampled period but the vehicle could be considered as part of the active stock ( <b>vehicles not used in the sampled period due to illness, holidays, no driver, no work, temporary repair, etc.</b> )						
7	Grossing factor used						



TABLE B2: For surveys where the goods motor vehicle is not the statistical unit: information on sample

Reporting country: Quarter ____/Year ____		Stratum					Total
		1	2	3	4	etc.	
1	Number of primary statistical units in the country in each stratum.						
2	Number of primary statistical units selected for initial sample and questionnaires despatched to vehicle owners ( <b>Note: row 2 = rows 3 + 4 + 5 + 6</b> )						
3	Number of primary statistical units classified as non-respondents. <b>Non-response includes refusals and cases where no reply or communication of any kind has been received about the sampled unit.</b>						
4	Number of cases where sample register information was wrong and response could not be used. ( <b>Wrong register information includes cases where selected unit has been sold, is outside the scope of the survey, no longer in business, unlicensed at time of survey, address incorrect or undeliverable.</b> )						
5	Number of primary statistical units providing information about vehicles						
6	Of the statistical units in row 5, total number of vehicles for which information was supplied on journeys made in survey period						
7	Of the statistical units in row 5, total number of vehicles where no vehicle activity was recorded during the sampled period but the vehicle could be considered as part of the active stock ( <b>vehicle not used in the sampled period due to illness, holidays, no driver, no work, temporary repair, etc.</b> )						
8	Estimated number of vehicles in the country in each stratum (if available)						
9	Grossing factor used						

**TABLE B3: For surveys where the goods motor vehicle is the statistical unit: information on sample**

Reporting country:	
Year _____	
1	Number of vehicles in the country at mid-point of year.
2	Number of vehicles selected for initial sample and questionnaires despatched to vehicle owners ( <b>Note : row 2 = rows 3 + 4 + 5 + 6</b> ).
3	Number of cases classified as non-respondents. <b>Non-response includes refusals, cases where no reply or communication of any kind has been received about the sampled unit and where a response has been received but the questionnaire has been so badly completed that it cannot be used in the analysis.</b>
4	Number of cases where sample register information was wrong and response could not be used. <b>Wrong vehicle register information includes cases where selected vehicle has been scrapped, sold, leased, is outside the scope of the survey (e.g. does not carry goods, load capacity is too low), contact never owned vehicle, address incorrect or undeliverable.</b>
5	Number of questionnaires used in analysis (that is, vehicle records (in A1 data set) that are sent to Eurostat recording vehicle activity)
6	Number of cases where no vehicle activity was recorded during the sampled period but the vehicle could be considered as part of the active stock ( <b>vehicle not used in the sampled period due to illness, holidays, no driver, no work, temporary repair, etc.</b> )

**TABLE B4: For surveys where the goods motor vehicle is not the statistical unit: information on sample**

<b>Reporting country:</b>	
<b>Year</b>	
1	Number of primary statistical units in the country at mid-point of the year
2	Number of primary statistical units selected for initial sample and questionnaires despatched to vehicle owners ( <b>Note: row 2 = rows 3 + 4 + 5</b> )
3	Number of primary statistical units classified as non-respondents. <b>Non-response includes refusals and cases where no reply or communication of any kind has been received about the sampled unit.</b>
4	Number of cases where sample register information was wrong and response could not be used. <b>Wrong register information includes cases where selected unit has been sold, is outside the scope of the survey, no longer in business, addresses incorrect or undeliverable.</b>
5	Number of primary statistical units providing information about vehicles
6	Of the statistical units in row 5, total number of vehicles for which information was supplied of journeys made in survey period
7	Of the statistical units in row 5, total number of vehicles where no vehicle activity was recorded during the sampled period but the vehicle could be considered as part of the active stock ( <b>vehicle not used in the sampled period due to illness, holidays, no driver, no work, temporary repair, etc.</b> )
8	Estimated number of vehicles in the country at mid-point of the year (if available)