



State of Palestine
Palestinian Central Bureau of Statistics

Transport Survey- Outside Establishments Sector:
2012
User's Guide

Table of Contents

Concepts and Definition

Survey Questionnaire

Data Set Linkage

Target Population

Sample and Frame

Calculation of Weight

Calculation of Variance

Data Collection

Data Processing

Response Rate

Reference Date

Data Quality

Currency Rate Table

Concepts and Definitions

Statistical unit:

Is a research unit engaged in economic activity, which is collected by the statistical data, and statistical unit for this survey is the vehicle.

Main Economic Activity:

The main work of the enterprise based on the (ISIC, rev 4) and that contribute by the large proportion of the value added when more than one activity exist in the enterprise.

Output:

Production is measured during a certain period of time by the value of the final products of goods and services produced by a certain establishment capable of being provided to other units though they can be self-consumed or for the purposes of self gross fixed capital formation. Production includes two categories: Final products and the so-called under-operating products, which means products that take a long time to produce such as livestock and establishment works. The value of the majority of goods can be estimated at the moment the production process is completed. However, the production of some goods may exceed the accounting period (such as the case of under-operating products). The value of such products is estimated and registered during that accounting period as, for example, the case of establishment works and winter crops.

Intermediate consumption:

It is the goods and services consumed as inputs, used up or transformed during the production process. It is measured during a specific period in time in a way similar to measuring production. Intermediate consumption is estimated by purchase price, which is defined as the producers' price plus transportation and wholesale and retail trade margins. The value of the gross intermediate consumption on the level of the total economy is the same whether calculated by purchase or producers' price. However, on the detailed level, the two evaluations vary.

value added:

Value added is a central concept of production and refers to the generated value of any unit that carries out any productive activity. Gross value added is defined as the value of gross production less the value of intermediate consumption.

Employees Compensation: (Indicator)

Compensation of employees is the total remuneration, in cash or in kind, including social security contributions, payable by an enterprise to an employee in return for work done by the latter.

Taxes on production:

Those are taxes that are compulsory cash or in kind payments payable by producers to the general government. it consists of taxes on products payable on goods and services at production, sale, or exchange and other taxes payable on production by resident producers as a result of carrying out the production process.

Employed:

Persons aged 15 years and over who were work at least one hour during the reference period, or who were not at work during the reference period, but held a job or owned business from which they were temporarily absent (because of illness, vacation, temporarily stoppage, or any other reason) he\ she was employer, self employed, wage employed, unpaid family

member or other. The employed person is normally classified in one of two categories according to the number of weekly work hours, i.e. 1–14 work hours and 15 work hours and above. Also the absence due to sick leave, vacation, temporarily stoppage, or any other reason considered employed from 1-14 hours.

Operating Surplus: (Indicator)

It is the value of the gross value added at basic prices less the total of compensation of employees (including compensations payable to non-residents) less taxes (minus subsidies on product).

Depreciation:

It is the value of the assets which can be reproduced and depreciated during the year, depreciation is calculated on the current substitutive value.

Private Car: (Transport-Outside Establishments)

Private vehicles are engaged in public transport of passengers in return for payment.

Taxi:

A motor vehicle intended for the carriage of passengers (in return for payment), and designed to seat no more than 9 persons (including the driver), and described in its license as a taxi.

Freight Transport: All kinds of trucks, small and large works in public transport of goods in return for payment, not including owned for establishments.

Survey Questionnaire

The questionnaire of the transport survey- outside sector was designed to take into account major economic variables pertaining to the examined phenomenon and it meets the needs of the Palestinian National Accounts. Which contains the following questions:

- Questions about vehicle.
- Persons engaged and their compensations.
- Value of output from main activity.
- Intermediate consumption.
- Taxes on production.
- Fixed assets.

Data Sets Linkage

There are 7 data file in this CD-ROM, with one key variable in each file to allow the linkage between these files. The following table describes the files names content and identification variables:

File Name	Content	Identification Variables
Identification and General Information	Identification Data	Q1: Serial Number
Employment and Employees Compensation	Employment and Employees Compensation	Q1: Serial Number
Revenue of the Main Activity and Others Revenue	Output of the Main Activity and Others Revenue	Q1: Serial Number
Goods Production Inputs	Goods Production Inputs	Q1: Serial Number
Others Production Expenditure	Others Production Expenditure	Q1: Serial Number
Fixed Assets	Fixed Assets	Q1: Serial Number
Fees and Taxes on Production	Fees and Taxes on Production	Q1: Serial Number

Target Population

Coverage: The survey covers activities of the outside sector according to (ISIC-4) for both:

- Non-scheduled passenger land transport (4922)
- Freight transport by road (4923)

Sample and Frame

Sample Frame:

It is a list of parks (Lines) that were collected in the frame survey and included Taxi park, Freight Transport by Road park, for the vehicles model (2003 and below, 2004 and above). The frame amounted to (11,561) vehicles.

Sample Design:

The design used is a random cluster stratified sample:

Quota sample proportional to the size of the station. The sample size amounted to (2,245) vehicles of the total (11,561) vehicles that comprise the survey frame.

Sample Clusters:

Parks were divided to clusters on the following levels:

1. Transport kind: Vehicles divided according to its activity to:
 - Taxi passengers.
 - Private passengers.
 - Freight transport by road.
2. Vehicles model: Vehicles divided according to its model to:
 - Model 2003 and below.
 - Model 2004 and above.

Calculation of Weighting

Weighting Procedure:

The sampling weight of the vehicle is the mathematical turned of the possibility selection of that enterprise. It is necessary to use weights in the estimation of the survey society because of the differentiation in the possibility of vehicles selection from another one.

Calculation of Variance

Difference in Estimations

It is necessary to associate with an estimated statistical number a sampling error, which refers to the existing accuracy in the estimation. SPSS program is used for estimation. The following measures are used for the main economic indicators:

1. Estimate.
2. Standard Error.
3. Coefficient of Variation.
4. 95% Confidence Interval.
5. DEFF.

Data Collection

Selection and Training of Field Workers

Field workers are subjected to personal interviews and undergo certain practical and theoretical training to provide them with the key components and the definitions of the questionnaire. The best trainees who pass the theoretical and practical training are chosen to collect data.

Fieldwork Management and Organization

Fieldwork directorate supervises data collection and coordinate to the fieldworkers to perform the set plans for each survey. The fieldwork staff constitute of coordinators, supervisors in addition to the editing staff. Implementing this mission requires the existence of district offices close to working areas to be used as centers for fieldwork staff and fieldwork tools.

Data Collection Method

Fieldworkers collect data through personal interviews with the owners or the managers of the selected economic establishments.

Fieldwork Editing

Fieldworkers and supervisors make an initial formally and technically editing depends on prepared editing rules.

Office Editing

The filled questionnaires are subjected to editing where the inaccurate questionnaires resend to the fieldwork again to correct the mistakes and to complete the missing parts.

Coding

After the finish of editing process, the completed questionnaires are sent to coding process to be prepared to the data entry process.

Data Processing

Data Entry Training:

The data entry training begins before the data entry process, the training is of two parts theoretically and practically.

Data Entry Administrative:

The Information System Directorate administrates the whole process with all its requirements. The data entry team is of data entry employees and a supervisor.

Editing of Data Entry:

There are tow steps:

First: Throughout the data entry itself since the program itself is available to correct mistakes in data entry.

Second: Listing of questionnaires, which are, still have mistakes in data entry.

Data Tabulation:

Primary tables are exerted after the process of data entry and editing. A process of editing data is being taken to have at the end a final correct data tables.

Response Rate

1: Non response of which:

1. Vehicle not in office.
2. other.

$$\mathbf{2: Non\ response} = \frac{\text{non response stages}}{\text{Net sample}} * 100\%$$

$$\mathbf{3: Response\ ratio} = 100\% - \text{non response ratio}$$

Values of Response Rates:

- non response ratio is (1.5%).
- Response rate (98.5%).

Reference Date

It is a period which data collected about. The data collected about in Transport Survey- outside Sector attribution year from 1/1/2012 to 31/12/2012.

Data Quality

- **Accuracy of the Data**

Statistical Errors

Data of this survey affected by statistical errors due to use the sample, Therefore, the emergence of certain differences from the real values expect obtained through censuses. It had been calculated variation of the most important indicators exists and the facility with the report. And the dissemination levels of the data were particularized at the regional level in the Palestinian Territories.

Non-Statistical Errors

Non-statistical errors are probable in all stages of the project, during data collection or processing. This is referred to as non-response errors, response errors, interview in errors, and data entry errors. To avoid errors and reduce their effects, great efforts were made to train the fieldworkers intensively. They were trained in how to carry out the interview, what to discuss and what to avoid.

Also data entry staff was trained on the entry program that was examined before starting the data entry process, preparing data entry program before data collection for checking readiness of the program for data entry, a set of validation rules were applied on the program for checking consistency of data, weekly data files were received by project management for checking accuracy and consistency, notes of correction are provided for data entry management for correction . To have a fair idea about the situation and to limit obstacles, there was continuous contact with the fieldwork team through regular visits to the field and regular meetings with them during the different field visits. Problems faced by fieldworkers were discussed to clarify any issues.

Comparison of Main Results with that of 2011

By comparing results of 2012 with 2011, there was an increase in the number of employees by 17.2%, and in the number of vehicles by 13.4%, and in the value added by 10.5%, and in the production by 3.6%, while the Intermediate Consumption it decreased by 1.5%.

- **Technical Notes**

There are important technical notes which should be taken into consideration when reviewing this report, which are as follows:

1. Reduction in the number of private vehicles in Gaza Strip was mainly due to the conversion of part of private vehicles to public ones in accordance to a special regulation in Gaza Strip known as " Internal Public Vehicles ".

Exchange rates:

US \$ / NIS = 3.8551

US \$ / JD = 0.7090