State of Palestine

Palestinian Central Bureau of Statistics

Transport Survey- Outside Establishments Sector: 2015

User's Guide

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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: (Indicator)
Indicator measures the value of final products of services produced by the transport sector outside the establishments which provided to other units, although they can be self-consumed or for the purposes of self gross fixed capital formation.

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.

Market Value Asset: (Indicator)
Indicator measures the total estimated value of the asset.

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.

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 Design:
The design used is a random cluster stratified sample:
Quota sample proportional to the size of the station. The sample size amounted to (2,702) vehicles of the total (10,848) vehicles that comprise the survey frame.

Sample Clusters:
Barking divided to clusters on the following levels:
  1. Transport kind: Vehicles divided according to its activity to:
- Taxi passengers.
- Privet passengers.
- Freight transport by road.
2. Vehicles model: Vehicles divided according to its model to:
- Model 2006 below.
- Model 2007 up

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

Data Collection Method
Fieldworkers collect data through personal interviews with the owners or the managers of the selected economic establishments. except for the West Bank, since the field worker was trained to enter the data directly to the PC-Tablet.

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.

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

3: Response ratio $= 100\%$ - non response ratio

Values of Response Rates:

- non response ratio is (6.6%).

- Response rate (93.4%).

Reference Date

It is a period which data collected about. The data collected about in Transport Survey-outside Sector attribution year from 1/1/2015 to 31/12/2015.

Data Quality

- **Accuracy of the Data**

Sampling 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- Sampling 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 the Data**

Published data in this report are compared with previous data using the same survey's tools, and the data are internationally comparable, because they are adopted in a system of National Accounts 2008 (SNA 2008), and ISIC-4 of economic activities.

- **Technical Notes**
  - Reliance on the frame of Public vehicles from the Ministry of Transport in West Bank, while there is an updating data in Gaza Strip and Jerusalem within the barriers (J1).
  - According to using System of National Accounts 2008 (SNA 2008) in 2013-2015, There are some changes in the method of calculation of intermediate consumption for transport sector, where the intermediate consumption for vehicles include Customs of Permit and Stamp.

- **Exchange rates:**

US $ / NIS = 3.8863
US $ / JD   = 0.7090