



State of Palestine
Palestinian Central Bureau of Statistics

Transport Survey- Outside Establishments Sector:
2016
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:

Consists of the value of the goods and services consumed as inputs by a process of production, excluding fixed assets whose consumption is recorded as consumption of fixed capital.

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 decline, during the course of the accounting period, in the historical value of the stock of fixed assets owned and used by a producer as a result of physical deterioration, normal obsolescence or normal accidental damage.

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 at the beginning of the year : (Indicator)

Indicator measures the total estimated value of the asset.

Survey Questionnaire

The questionnaire used for this survey took into account the main economic variables pertaining to the examined phenomenon and the needs of the compilation of National Accounts for Palestine. A short questionnaire for this year was used after analyzing the time series of the variables of the old questionnaire and reducing a large number of variables with zero values over the past years. There was no change in the necessary content needed for extracting the indicators, 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

Target Population includes those Vehicles:

- Taxi passengers.
- Private passengers.
- Freight transport by road.

Sample and Frame

Sampling Frame

- In the West Bank, all public vehicles that arrived at the licensing departments of the Ministry of Transport during the period 6/12/2016 to 30/3/2017 were obtained. A frame of lines and number of vehicles was obtained by the Ministry of Transport for 2016, The frame has been used in the weighing of public vehicles.
- Updating frame of vehicles in Gaza Strip and Jerusalem within the barriers (J1).

Sample Design

- In the West Bank there was total enumeration for all vehicles that reached the licensing departments of the Ministry of Transport within the period 6/12/2016 to 30/03/2017.
- In Gaza Strip and Jerusalem within the barriers (J1) the sample used in the survey is a random stratified sample. The sampling mechanism was as follows:
 1. The sample includes all Vehicle Permit included in the frame.
 2. A comprehensive listing of vehicles in small Permit (Permit where the number of vehicles is less than or equal to 3).
 3. A comprehensive listing of vehicles in Permit where the number of vehicles is 2 or less according to the designed layers of the large Vehicle Permit.
 4. Two vehicles from the large Permit shall be chosen, in which the number of vehicles shall be 3-29 according to the designed layers.
 5. Large layers, where Permit is with more than 30 vehicles, the sample size of each layer is calculated to be proportional to the size of the layer.

Sample Strata:

Vehicles were divided to clusters on the following levels:

1. Geographical classification: vehicles were classified into 16 governorates.
2. Type of transport: Vehicles were divided according to their activity.
3. Vehicles model: Vehicles were divided according to their model.

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 by a sampling survey another one, 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

1. Data was collected in West Bank by traffic controllers from Ministry of Transport and Fieldworkers from PCBS, and the team was trained on using PC-Tablets.
2. In Gaza Strip specialized fieldwork team was selected; the team was trained theoretically and practically on the survey questionnaire, The main fieldwork team was selected according to the evaluation after training course.
3. A follow up training course was conducted during the stage of data collection for emphasizing the main issues of training and answering questions of fieldworkers about issues faced in the field.

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

Data were collected by trained fieldworkers and traffic controllers from Ministry of Transport through personal interviews with the owners and the drivers of the selected vehicles by entering data through PC-Tablets in the West Bank. However, paper questionnaires were used in Gaza Strip and in Jerusalem within the barriers (J1).

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 finish editing process the completed questionnaires subject to coding process to be prepared to the data entry process.

Data Processing

Programming Consistency Check

Well-trained data keyers were selected and trained for the main data entry in Gaza Strip, however, in the West Bank, there is no need to training for data entry due to the use of PC-Tablet. A set of validation rules were applied on the program for checking consistency of data.

Data Cleaning

There are two steps:

First: Throughout the data entry process since the program itself is designed to correct mistakes during data entry.

Second: List of questionnaires that include mistakes against editing rules.

Tabulation

Primary tables were prepared after the process of data entry and editing. A process of editing data is being taken to have at the end the 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 1/1/2016 to 31/12/2016.

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.

- **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**

- Depending on the frame of Public vehicles of 2016 from the Ministry of Transport in West Bank, while there is an updating data in Gaza Strip and Jerusalem within the barriers (J1).
- Data on private vehicles and freight transport in the West Bank for 2016 were estimated by analyzing the trend of data through time series; the data was estimated because it's not available through survey period. The percentage of those vehicles is about 3% of the total number of vehicles in Palestine.
- According to using System of National Accounts 2008 (SNA 2008) in 2013-2016, 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 = 3.8397

US \$ / JD = 0.7090