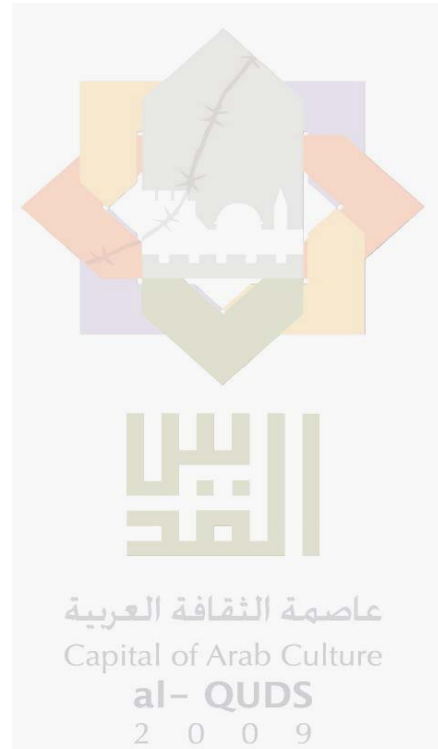
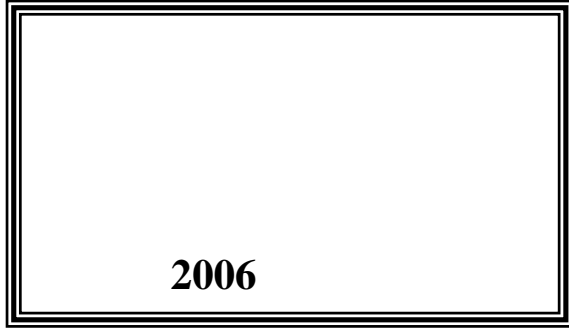




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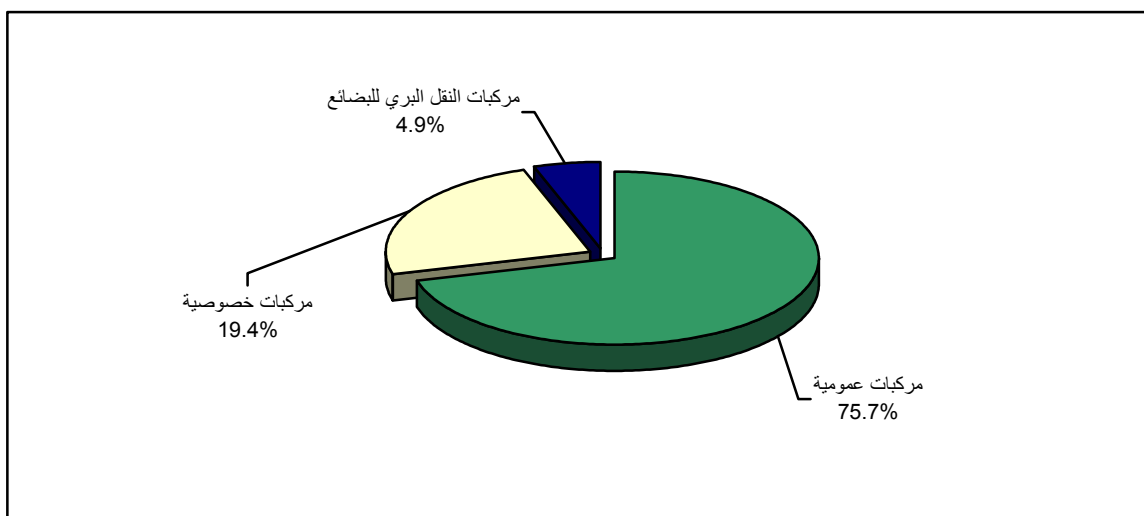
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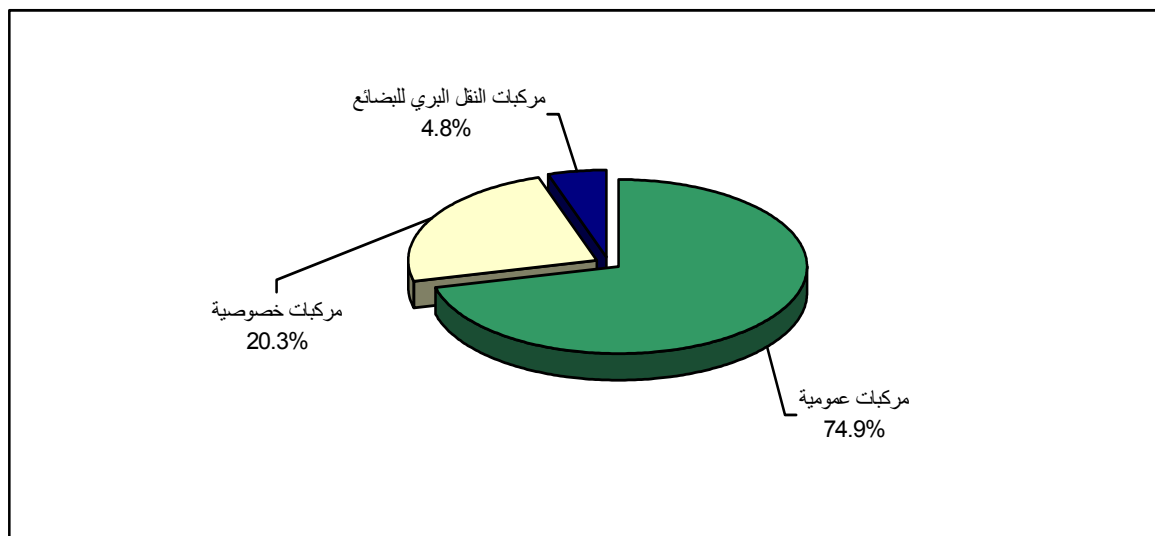


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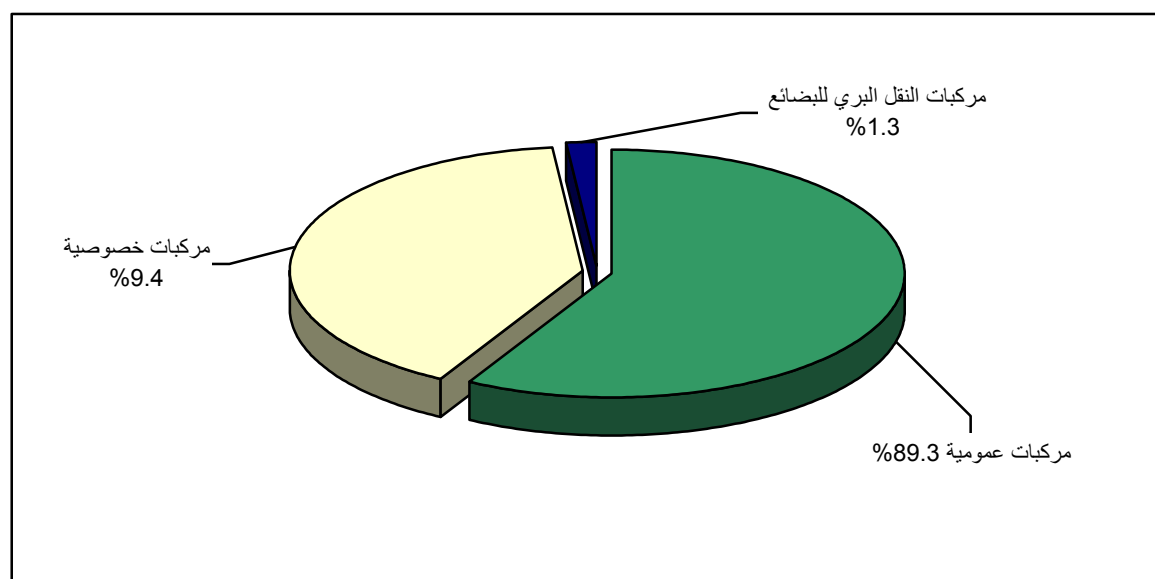
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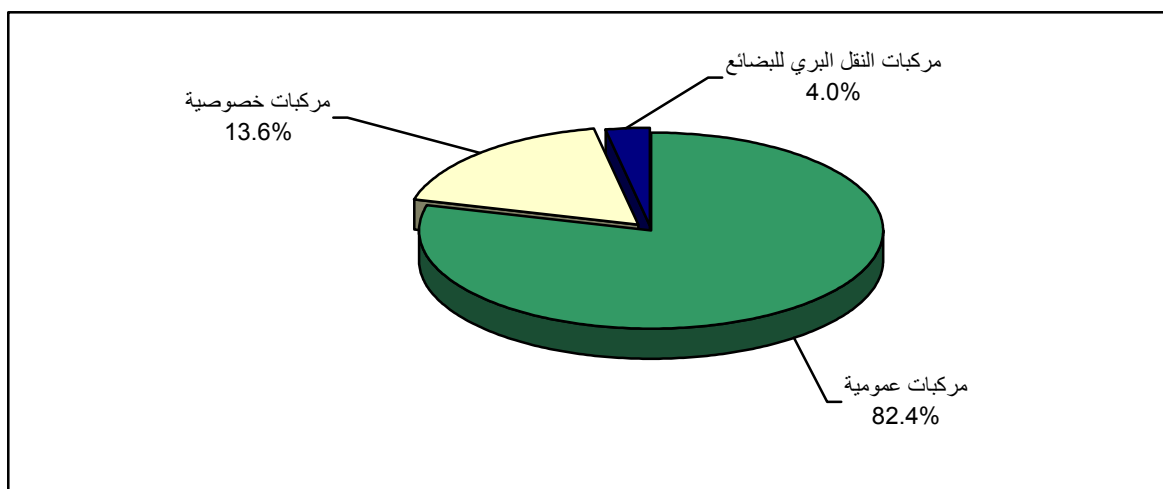
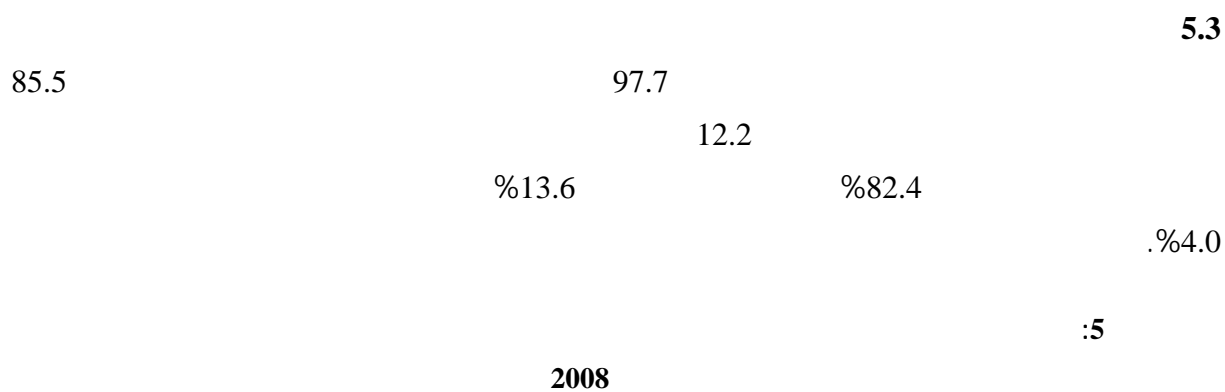
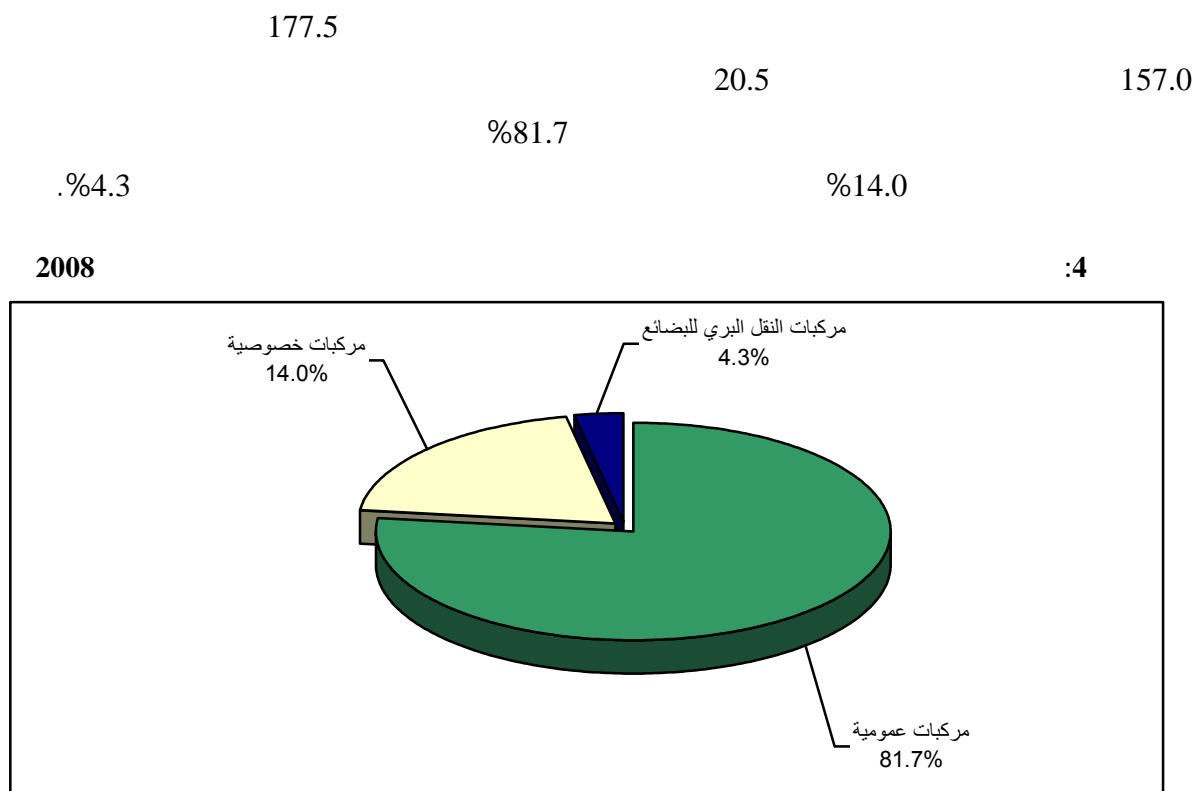
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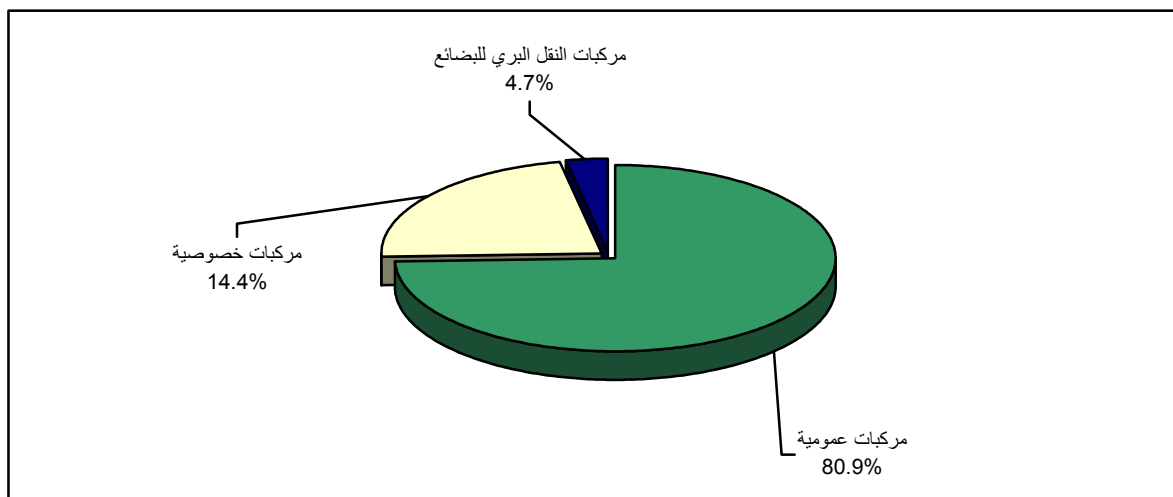


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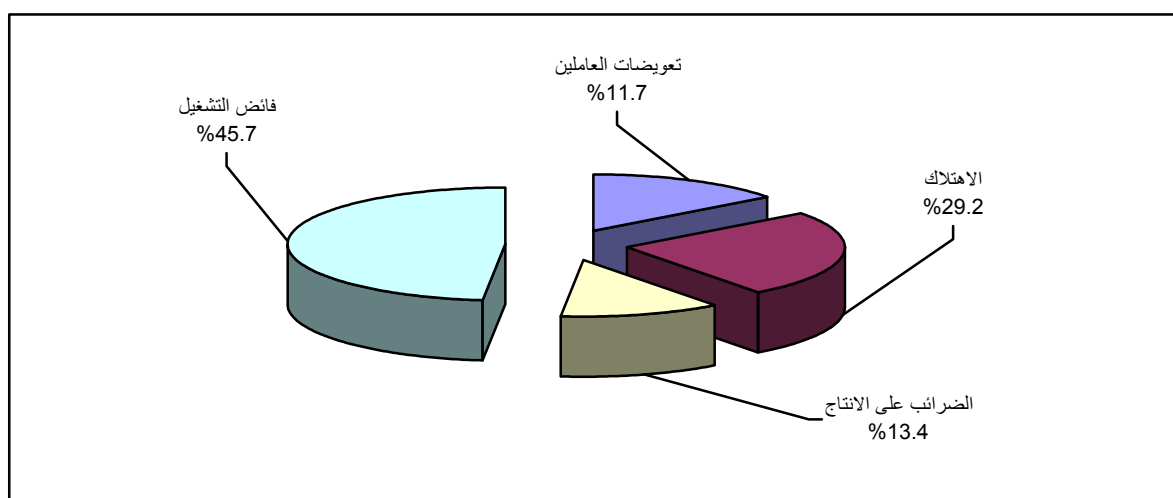


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10,189	10,087	11,337	11,327	11,144	10,434	13,157	9,251	9,937	10,143	
10,846	10,919	11,837	12,072	11,866	11,424	14,596	10,414	10,466	11,024	
9.3	11.3	7.4	5.9	5.6	3.9	7.4	3.9	11.2	12.1	
177.5	170.8	168.3	162.6	129.6	132.3	178.2	163.8	180.4	184.3	
97.7	93.5	86.7	84.5	63.0	60.1	58.1	34.9	64.3	90.6	
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1,765	10,993	10,698	0.007	75.1	10,846	
1,765	10,298	8,341	0.054	498.8	9,319	
1,765	180,423	174,541	0.008	1,496.6	177,474	
1,765	99,601	95,712	0.010	972.8	97,702	
1,765	81,731	77,721	0.013	1,021.8	79,772	

Tables

2008

:1

Table 1: Number of Vehicles, Persons Engaged and Main Economic Indicators in Transport- Informal Sector in the Palestinian Territory by Economic Activity and Region, 2008

Value in US \$ 1000

Region and Economic Activity	Total Value Added	Intermediate Consumption	Output			No. of Persons Engaged	No. of Vehicles		ISIC
			External revenue	Internal revenue	Total				
Palestinian Territory	79,772.0	97,702.4	5,497.6	171,976.8	177,474.4	10,846	10,189		
Other non-scheduled passenger transport	76,017.2	93,784.1	5,381.0	164,420.3	169,801.3	10,329	9,695		6022
Public Vehicles	64,540.8	80,483.7	26.8	144,997.7	145,024.6	8,132	7,717	-	
Private Vehicles	11,476.4	13,300.3	5,354.1	19,422.6	24,776.7	2,197	1,978	-	
Freight transport by road	3,754.8	3,918.3	116.6	7,556.5	7,673.1	517	494		6023
West Bank	71,467.8	85,495.9	5,497.6	151,466.2	156,963.8	8,840	8,540		
Other non-scheduled passenger transport	67,743.6	81,789.0	5,381.0	144,151.7	149,532.6	8,348	8,066		6022
Public Vehicles	60,665.2	75,443.5	26.8	136,081.9	136,108.7	7,382	7,128	-	
Private Vehicles	7,078.4	6,345.5	5,354.1	8,069.8	13,424.0	966	938	-	
Freight transport by road	3,724.2	3,706.9	116.6	7,314.5	7,431.1	492	474		6023
Gaza Strip	8,304.2	12,206.5	0.0	20,510.7	20,510.7	2,006	1,649		
Other non-scheduled passenger transport	8,273.6	11,995.0	0.0	20,268.6	20,268.6	1,981	1,629		6022
Public Vehicles	3,875.6	5,040.2	0.0	8,915.9	8,915.9	749	589	-	
Private Vehicles	4,398.0	6,954.8	0.0	11,352.8	11,352.8	1,232	1,040	-	
Freight transport by road	30.6	211.5	0.0	242.0	242.0	25	20		6023

2008

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Table 2: Number of Vehicles, Persons Engaged and Value Added Components in Transport- Informal Sector in the Palestinian Territory by Economic Activity and Region, 2008

Value in US \$ 1000

Region and Economic Activity	Components of Value Added				Gross Value Added	No. of Persons Engaged	No. of Vehicles		ISIC
	Operating Surplus	Depreciation	Indirect Taxes Less Subsidies	Compensation of Employees					
Palestinian Territory	36,410.3	23,356.9	10,685.4	9,319.4	79,772.0	10,846	10,189		
Other non-scheduled passenger transport	33,637.9	22,784.9	10,393.8	9,200.6	76,017.2	10,329	9,695		6022
Public Vehicles	26,608.3	20,856.0	8,753.3	8,323.2	64,540.8	8,132	7,717	-	
Private Vehicles	7,029.6	1,928.9	1,640.5	877.4	11,476.4	2,197	1,978	-	
Freight transport by road	2,772.4	571.9	291.6	118.9	3,754.8	517	494		6023
West Bank	32,000.2	20,899.2	9,942.4	8,626.0	71,467.8	8,840	8,540		
Other non-scheduled passenger transport	29,223.5	2,0347.4	9,659.7	8,513.0	67,743.6	8,348	8,066		6022
Public Vehicles	25,024.6	1,9401.0	8,322.1	7,917.5	60,665.2	7,382	7,128	-	
Private Vehicles	4,199.0	946.4	1,337.5	595.5	7,078.4	966	938	-	
Freight transport by road	2,776.6	551.9	282.7	113.0	3,724.2	492	474		6023
Gaza Strip	4,410.1	2,457.6	743.0	693.5	8,304.2	2,006	1,649		
Other non-scheduled passenger transport	4,414.4	2,437.5	734.1	687.6	8,273.6	1,981	1,629		6022
Public Vehicles	1,583.7	1,455.0	431.2	405.7	3,875.6	749	589	-	
Private Vehicles	2,830.6	982.5	303.0	281.9	4,398.0	1,232	1,040	-	
Freight transport by road	-4.2	20.1	8.9	5.8	30.6	25	20		6023

2008

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Table 3: Number of Vehicles, Persons Engaged and Compensations of Paid Employees in Transport- Informal Sector in the Palestinian Territory by Economic Activity and Region, 2008

Value in US \$ 1000

Region and Economic Activity	Compensations of Employees			Total Compensa- tions	No. of Persons Engaged			No. of Vehicles		ISIC
	Other Benefits	Payments in Kind	Cash Wages and Salaries		Unpaid Employees	Paid Employees	Total			
Palestinian Territory	84.7	631.9	8,602.8	9,319.4	8,528	2,318	10,846	10,189		
Other non-scheduled passenger transport	84.7	614.9	8,500.9	9,200.6	8,028	2,301	10,329	9,695		6022
Public Vehicles	84.7	587.5	7,650.9	8,323.2	6,057	2,074	8,132	7,717	-	
Private Vehicles	0.0	27.4	850.0	877.4	1,971	227	2,197	1,978	-	
Freight transport by road	0.0	17.0	101.9	118.9	500	17	517	494		6023
West Bank	84.7	592.6	7,948.7	8,626.0	6,768	2,072	8,840	8,540		
Other non-scheduled passenger transport	84.7	575.5	7,852.7	8,513.0	6,292	2,056	8,348	8,066		6022
Public Vehicles	84.7	548.2	7,284.6	7,917.5	5,424	1,958	7,382	7,128	-	
Private Vehicles	0.0	27.4	568.1	595.5	868	98	966	938	-	
Freight transport by road	0.0	17.0	96.0	113.0	476	16	492	474		6023
Gaza Strip	0.0	39.3	654.1	693.5	1,760	246	2,006	1,649		
Other non-scheduled passenger transport	0.0	39.3	648.3	687.6	1,736	245	1,981	1,629		6022
Public Vehicles	0.0	39.3	366.4	405.7	633	116	749	589	-	
Private Vehicles	0.0	0.0	281.9	281.9	1,103	129	1,232	1,040	-	
Freight transport by road	0.0	0.0	5.8	5.8	24	1	25	20		6023

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Table 4: Fixed Assets in Transport- Informal Sector in the Palestinian Territory by Economic Activity and Region, 2008

Value in US \$ 1000

Region and Economic Activity	Closing Book Value	Annual Depreciation	Sold Assets	Written-off and Losses	Value of Gross Additions					Opening Book Value	No. of Vehicles		ISIC
					Capital Improvements	Purchased Assets			Total				
						Directly Imported	Local						
							Second-Hand Assets	New Assets					
Palestinian Territory	132,021.6	23,356.9	0.0	20.7	4,013.6	21,484.9	25,482.8	797.5	51,778.8	103,620.3	10,189		
Other non-scheduled passenger transport	129,765.5	22,784.9	0.0	20.7	3,946.6	20,757.8	25,482.8	797.5	50,984.6	101,586.5	9,695		6022
Freight transport by road	2,256.1	571.9	0.0	0.0	67.0	727.2	0.0	0.0	794.2	2,033.8	494		6023
West Bank	124,454.7	20,899.2	0.0	20.7	3,993.0	21,243.9	25,458.3	797.5	51,492.7	93,881.9	8,540		
Other non-scheduled passenger transport	122,215.3	20,347.4	0.0	20.7	3,929.9	20,516.7	25,458.3	797.5	50,702.4	91,880.9	8,066		6022
Freight transport by road	2,239.4	551.9	0.0	0.0	63.1	727.2	0.0	0.0	790.3	2,001.0	474		6023
Gaza Strip	7,566.9	2,457.6	0.0	0.0	20.6	241.1	24.5	0.0	286.1	9,738.4	1,649		
Other non-scheduled passenger transport	7,550.3	2,437.5	0.0	0.0	16.7	241.1	24.5	0.0	282.2	9,705.6	1,629		6022
Freight transport by road	16.6	20.1	0.0	0.0	3.9	0.0	0.0	0.0	3.9	32.8	20		6023

2008

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Table 5: Fixed Assets in Transport- Informal Sector in the Palestinian Territory by Type of Asset and Region, 2008

Value in US \$ 1000

Region and Type of Asset	Closing Book Value	Annual Depreciation	Sold Assets	Written-Off and Losses	Capital Additions and Improvements	Purchased Assets			Opening Book Value	
						Directly Imported	Local محلي			
							Second Hand	New		
Palestinian Territory	132,021.6	23,356.9	0.0	20.7	4,013.6	21,484.9	25,482.8	797.5	103,620.3	
Transport Vehicles	131,925.5	23,335.3	0.0	20.7	4,013.6	21,484.9	25,380.7	797.5	103,604.7	
Machines and Equipments	96.1	21.6	0.0	0.0	0.0	0.0	102.1	0.0	15.6	
West Bank	124,454.7	20,899.2	0.0	20.7	3,993.0	21,243.9	25,458.3	797.5	93,881.9	
Transport Vehicles	124,368.0	20,883.9	0.0	20.7	3,993.0	21,243.9	25,356.3	797.5	93,881.9	
Machines and Equipments	86.8	15.3	0.0	0.0	0.0	0.0	102.1	0.0	0.0	
Gaza Strip	7,566.9	2,457.6	0.0	0.0	20.6	241.1	24.5	0.0	9,738.4	
Transport Vehicles	7,557.5	2,451.4	0.0	0.0	20.6	241.1	24.5	0.0	9,722.8	
Machines and Equipments	9.4	6.2	0.0	0.0	0.0	0.0	0.0	0.0	15.6	

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Table 6: Production Inputs of Goods in Transport- Informal Sector in the Palestinian Territory by Economic Activity and Region, 2008

Value in US \$ 1000

Region and Economic Activity	Other	Disposables	Used Spare Parts and Tires	New Spare Parts	New Tires	Fuel and Oil	Total Input of Goods	ISIC
Palestinian Territory	248.4	379.1	1,417.4	3,312.5	2,575.1	79,851.1	87,783.7	
Other non-scheduled passenger transport	247.8	345.3	1,310.0	3,133.7	2,348.1	76,835.3	84,220.2	6022
Public Vehicles	76.6	325.1	836.0	2,686.1	2,040.3	65,924.2	71,888.3	-
Private Vehicles	171.2	20.2	474.1	447.7	307.8	10,911.1	12,332.0	-
Freight transport by road	0.6	33.8	107.4	178.8	227.0	3,015.9	3,563.5	6023
West Bank	77.3	355.5	1,122.3	2,743.5	2,181.2	69,841.7	76,321.5	
Other non-scheduled passenger transport	76.7	337.7	1,033.6	2,570.5	1,955.7	66,983.4	72,957.7	6022
Public Vehicles	76.5	321.6	776.1	2,444.8	1,829.6	61,880.4	67,329.2	-
Private Vehicles	0.2	16.1	257.5	125.7	126.1	5,103.0	5,628.5	-
Freight transport by road	0.6	17.8	88.7	172.9	225.5	2,858.2	3,363.8	6023
Gaza Strip	171.1	23.7	295.1	569.1	393.8	10,009.5	11,462.2	
Other non-scheduled passenger transport	171.1	7.6	276.4	563.2	392.4	9,851.8	11,262.5	6022
Public Vehicles	0.1	3.5	59.8	241.2	210.7	4,043.8	4,559.1	-
Private Vehicles	171.0	4.1	216.6	322.0	181.7	5,808.0	6,703.4	-
Freight transport by road	0.0	16.1	18.7	5.8	1.5	157.6	199.7	6023

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Table 7: Services Expenditures in Transport- Informal Sector in the Palestinian Territory by Economic Activity and Region, 2008

Value in US \$ 1000

Region and Economic Activity	Other	* Insurance Premiums	Fees to Taxi Offices	Union Fees	Medical Treatment	Official Travel	Transport Services	Rent of Mach. & Equip.	Maintenance	Total		ISIC
Palestinian Territory	2,470.2	5,729.2	2,670.2	60.6	46.5	60.9	106.2	1,699.9	2,804.3	15,647.9		
Other non-scheduled passenger transport	2,412.4	5,421.5	2657.1	59.2	43.2	60.5	100.0	1,693.0	2,538.5	14,985.3		6022
Public Vehicles	2,160.9	4,849.3	2,384.4	56.5	42.7	45.8	98.6	1,651.8	2,154.7	13,444.8	-	
Private Vehicles	251.5	572.2	272.6	2.7	0.5	14.6	1.4	41.2	383.8	1,540.5	-	
Freight transport by road	57.8	307.7	13.2	1.4	3.2	0.4	6.2	6.9	265.8	662.6		6023
West Bank	2,448.9	5,439.4	2,414.3	59.4	46.5	60.9	106.2	1,568.5	2,469.9	14,613.8		
Other non-scheduled passenger transport	2,391.1	5,132.2	2,401.1	58.0	43.2	60.5	100.0	1,561.6	2,215.8	13,963.6		6022
Public Vehicles	2,147.5	4,654.5	2,180.7	56.5	42.7	45.8	98.6	1,527.2	2,015.2	12,768.9	-	
Private Vehicles	243.6	477.7	220.4	1.4	0.5	14.6	1.4	34.4	200.6	1,194.7	-	
Freight transport by road	57.8	307.1	13.2	1.4	3.2	0.4	6.2	6.9	254.0	650.3		6023
Gaza Strip	21.3	289.8	256.0	1.2	0.0	0.0	0.0	131.4	334.4	1,034.1		
Other non-scheduled passenger transport	21.3	289.2	256.0	1.2	0.0	0.0	0.0	131.4	322.7	1,021.7		6022
Public Vehicles	13.3	194.8	203.7	0.0	0.0	0.0	0.0	124.6	139.5	675.9	-	
Private Vehicles	8.0	94.5	52.2	1.2	0.0	0.0	0.0	6.7	183.2	345.8	-	
Freight transport by road	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.0	11.7	12.3		6023

*intermediate consumption excluded insurance premiums

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2008

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Table 8: Fees and Taxes on Production in Transport- Informal Sector in the Palestinian Territory by Economic Activity and Region, 2008

Value in US \$ 1000

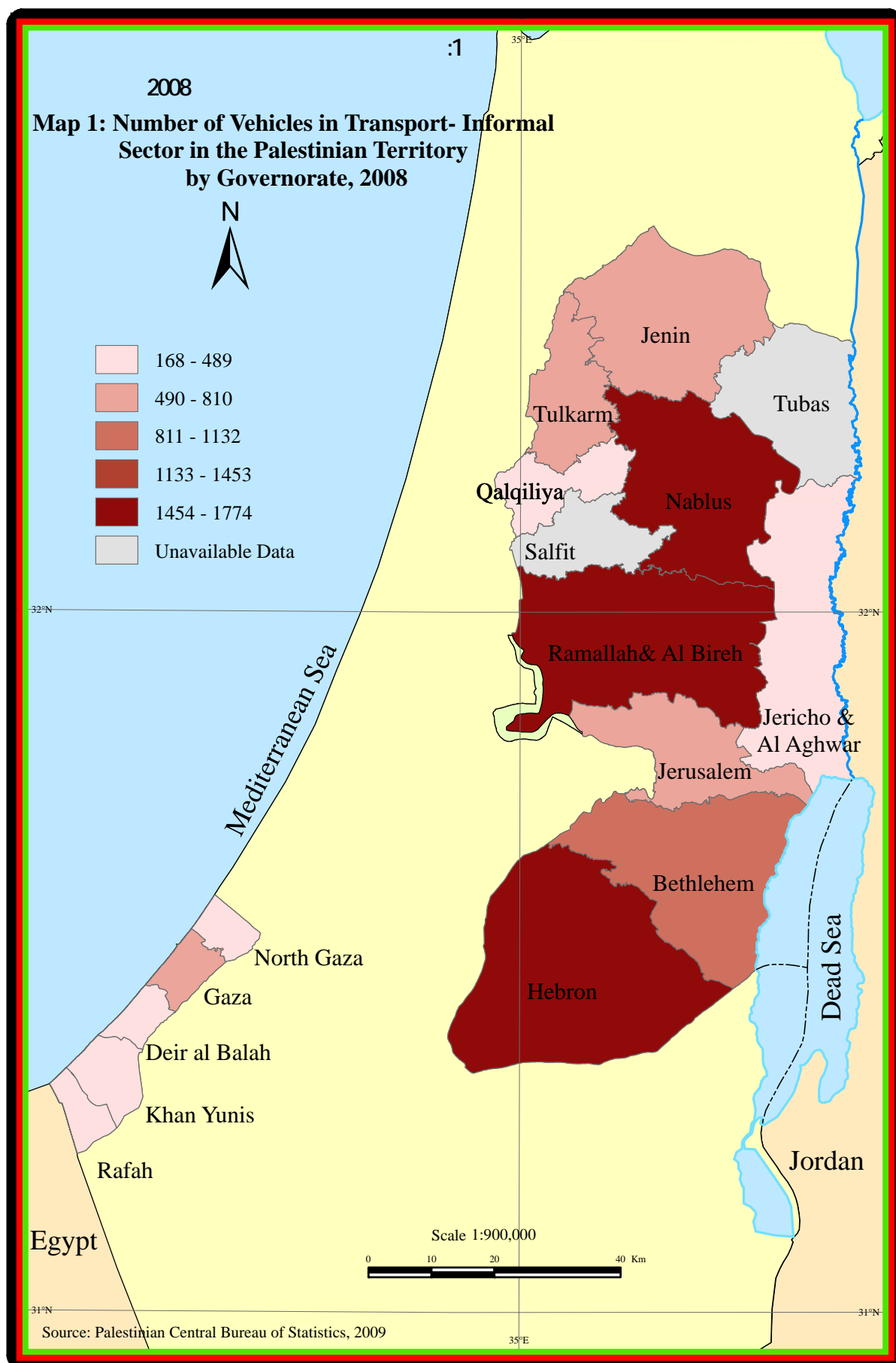
Region and Economic Activity	Other Taxes	Customs Permit	Value Added Tax	Stamp Fees	Vehicle Licensing Fees	Customs Duties	Total	No. of Vehicles	ISIC
Palestinian Territory	236.2	4,047.1	154.8	1,831.9	4,227.3	188.2	10,685.4	10,189	
Other non-scheduled passenger transport	236.2	4,047.1	147.0	1,681.8	4,093.5	188.2	10,393.8	9,695	6022
Freight transport by road	0.0	0.0	7.7	150.1	133.7	0.0	291.6	494	6023
West Bank	236.2	3,953.3	154.8	1,409.7	4,000.3	188.2	9,942.4	8,540	
Other non-scheduled passenger transport	236.2	3,953.3	147.0	1,262.5	3,872.5	188.2	9,659.7	8,066	6022
Freight transport by road	0.0	0.0	7.7	147.2	127.8	0.0	282.7	474	6023
Gaza Strip	0.0	93.8	0.0	422.2	227.0	0.0	743.0	1,649	
Other non-scheduled passenger transport	0.0	93.8	0.0	419.3	221.0	0.0	734.1	1,629	6022
Freight transport by road	0.0	0.0	0.0	2.9	5.9	0.0	8.9	20	6023

2008

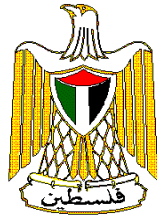
:9

Table 9: Selected Ratios in Transport- Informal Sector in the Palestinian Territory by Economic Activity and Region, 2008

Region and Economic Activity	Depreciation to Output %	Compensation Of Employees to Value Added %	Value Added to Output %	Value Added per Paid Employee in (\$)	Value Added per Person Engaged in (\$)	Output per Paid Employee in(\$)	Output per Person Engaged in(\$)	Annual Compensation per Paid Employee in(\$)		ISIC
Palestinian Territory	13.2	11.7	44.9	34,429.0	7,355.6	76,596.6	16,364.6	4,022.2		
Other non-scheduled passenger transport	13.4	12.1	44.8	33,051.0	7,360.3	73,826.7	16,440.9	4,000.3		6022
Freight transport by road	7.5	3.2	48.9	220,870.6	7,262.7	451,358.8	14,841.6	6,994.1		6023
West Bank	13.3	12.1	45.5	34,508.8	8,085.5	75,791.3	17,758.1	4,165.1		
Other non-scheduled passenger transport	13.6	12.6	45.3	32,965.3	8,115.9	72,765.3	17,914.5	4,142.6		6022
Freight transport by road	7.4	3.0	50.1	232,762.5	7,569.5	464,443.8	15,103.9	7,062.5		6023
Gaza Strip	12.0	8.4	40.5	33,756.9	4,139.7	83,376.8	10,224.7	2,819.1		
Other non-scheduled passenger transport	12.0	8.3	40.8	33,769.8	4,176.5	82,729.0	10,231.5	2,806.5		6022
Freight transport by road	8.3	19.0	12.6	30,600.0	1,224.0	242,000.0	9,680.0	5,800.0		6023







**Palestinian National Authority
Palestinian Central Bureau of Statistics**

**Transport Survey:
Informal Sector 2008
Main Results**

**Issue No. 13
June, 2009**

PAGE NUMBERS OF ENGLISH TEXT ARE PRINTED IN SQUARE BRACKETS.
TABLES ARE PRINTED IN THE ARABIC ORDER (FROM RIGHT TO LEFT)



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Statistics 2006**

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Suggested Citation:

Palestinian Central Bureau of Statistics 2009, *Transport Survey: Informal Sector 2008, Main Results.* Ramallah - Palestine.

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Acknowledgment

The Palestinian Central Bureau of Statistics(PCBS) would like to thank the owners and drivers of vehicles, for their responsiveness, and understanding during the fieldwork, which was truly remarkable.

The funding for the Transport Survey-Informal Sector 2008, was provided by the Palestinian National Authority (PNA), and the Core Funding Group (CFG) for 2009. CFG members include Representative Office of Norway to PNA; Representative Office of Netherlands to PNA; Swiss Agency for Development and Cooperation (SDC).

Printing of this document and part of the fieldwork is funded by assistance of the European Union (EU). The contents of this document are the sole responsibility of the PCBS.

On this occasion, the PCBS extends special thanks to the members of CFG and the EU who contributed in funding this survey for their support.

Abbreviations

CFG	Core Funding Group
SDC	Swiss Agency for Development and Cooperation
GS	Gaza Strip
EU	European Union
ISIC-3	International Standard Industrial Classification of All Economic Activities, Version 3.
PCBS	Palestinian Central Bureau of Statistics
PNA	Palestinian National Authority
WB	West Bank
SNA 93	System of National Accounts 1993

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Preface

Informal transport in the Palestinian Territory is a significant economic activity. This activity involves land transport of both persons and goods carried out by vehicles not belonging to permanent economic establishments.

PCBS implemented a survey and collected data on relevant variables pertaining to the informal transport sector. The results of this survey, along with the results of the Transport Survey: Formal Sector 2008, reveals a comprehensive picture of transport activity. Data on the informal transport sector is needed for the compilation of Palestinian national accounts and is demanded by researchers and institutions.

PCBS is pleased to issue the thirteenth volume of the Transport Survey: Informal Sector for the Palestinian Territory. This report presents findings of the survey for the year 2008 for the Palestinian Territory.

The survey results include data related to the number of operating vehicles, persons engaged, compensation of employees, output, intermediate consumption, value added, capital formation and other indicators.

Covering informal economic activity with a statistical survey is not an easy task. One challenge was the preparation of a convenient sampling frame. Such challenges should be taken into account when studying results of the survey.

The survey was implemented in spite of the difficulties resulting from the Israeli measures imposed on the Palestinian people and institutions: parking areas were closed, vehicles were exposed to attack, closure forced vehicles to change their routes, people and drivers were exposed to harassment.

PCBS hopes that this report will provide national governmental organizations, non-governmental organizations, and research institutions in the Palestinian Territory with the necessary statistical figures required for planning and development in the Palestinian Territory.

June, 2009

**Ola Awad
Acting President**

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Executive Summary

Informal transport activity in the Palestinian Territory is a significant economic activity. This activity involves land transport of both persons and goods carried out by vehicles not belonging to permanent economic establishments.

This report presents findings of the survey for the year 2008 in the Palestinian Territory.

Main findings of this report

1. Number of transport vehicles:

The total number of transport vehicles (10,189) distributed by economic activity as follows :

- Passenger transport (9,695) vehicles.
- Freight transport by road (494) vehicles.

2. Number of persons engaged:

The total number of persons engaged (10,846) distributive by economic activity as follows:

- Passenger transport (10,329) persons engaged.
- Freight transport by road (517) persons engaged.

3. Value of output:

The value of output (177.5) in million US \$ distributive by economic activity as follows:

- Passenger transport (169.8).
- Freight transport by road (7.7).

4. Value added:

The value added (79.8) million US \$ distributive by economic activity as follows:

- Passenger transport (76.0).
- Freight transport by road (3.8).

Chapter One

Introduction

There is increasing concern in national statistical offices about coverage of informal economic activities. PCBS has given priority to transport activities, due to their importance to the Palestinian economy. The informal transport survey complements the 2008 formal transport sector survey. PCBS began by exerting tremendous effort to establish a sampling frame. All land transport stops in major Palestinian cities were defined and data about the number and characteristics of operating vehicles were collected in order to stratify the population into a homogenous stratum.

Objectives

Objectives of this survey are the following:

1. Number of transport vehicles and persons engaged by activity.
2. Value of output and intermediate consumption.
3. Value added components.
4. Fixed assets and other selected variables.

Report Structure

The report is divided into five chapters as follows:

- **Chapter One:** Comprises an introduction to the survey including the survey objectives, and report structure.
- **Chapter Two:** Involves the main concepts and definitions used in the report with a brief description of each.
- **Chapter Three:** Presents the most main findings of the survey.
- **Chapter Four:** Discusses the methodology of the fieldwork in terms of questionnaire, sample design, fieldwork operations, and coverage. In addition, the chapter discusses data processing and tabulation.
- **Chapter Five:** Addresses the quality of the data and findings through discussing the main remarks on Accuracy of the Data as well as comments and remarks on Comparison of the Data and Technical Notes .
- **Statistical Tables:** All included represents Palestinian Territory and region level.

Chapter Two

Concepts and Definitions

Statistical unit:

The vehicle.

Main Economic Activity:

Is the main work of the enterprise based on the (ISIC, rev3) and that contribute by the large proportion of the value added when more than one activity exist in the enterprise.

Output:

It is the value of the final products of goods and services produced by a certain establishment which is used by other units for 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). Production can be classified as follows: Market outputs, Outputs of private account, and Other non-market outputs.

Intermediate consumption:

It is the value of 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.

Gross 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:

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 consist 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.

persons engaged:

Males and females working in the enterprise including owners, self-employed, unpaid family members, or waged workers who receive their compensations in cash or in kind during a specific reference period. However, this term does not include trainees or those on assignments outside the enterprises or in long unpaid leaves.

Gross Operating Surplus:

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.

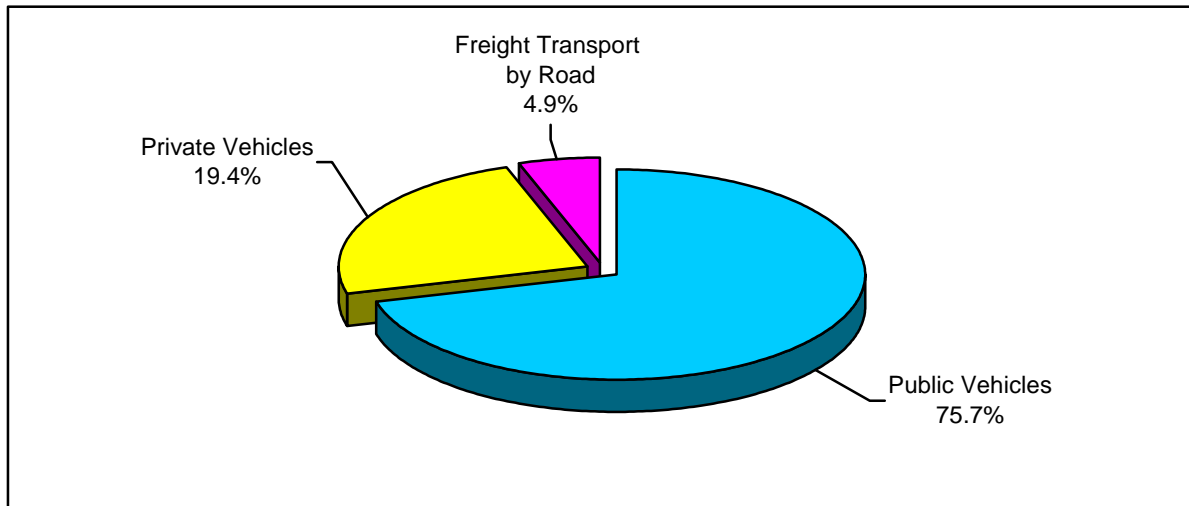
Main Findings

The prominent findings of the transport survey on the informal sector for 2008 in the Palestinian Territory include data related to the number of operating vehicles, persons engaged, compensation of employees, output, intermediate consumption, value added, and other indicators as follows:

3.1 Number of Vehicles

The total number of operating vehicles during 2008 in the Palestinian Territory was 10,189 vehicles: 8,540 vehicles in the West Bank (WB), 1,649 vehicles in Gaza Strip (GS). The percentage distribution of operating vehicles shows that the majority were public vehicles (75.7%); private vehicles were (19.4%) and freight transport by road were (4.9%).

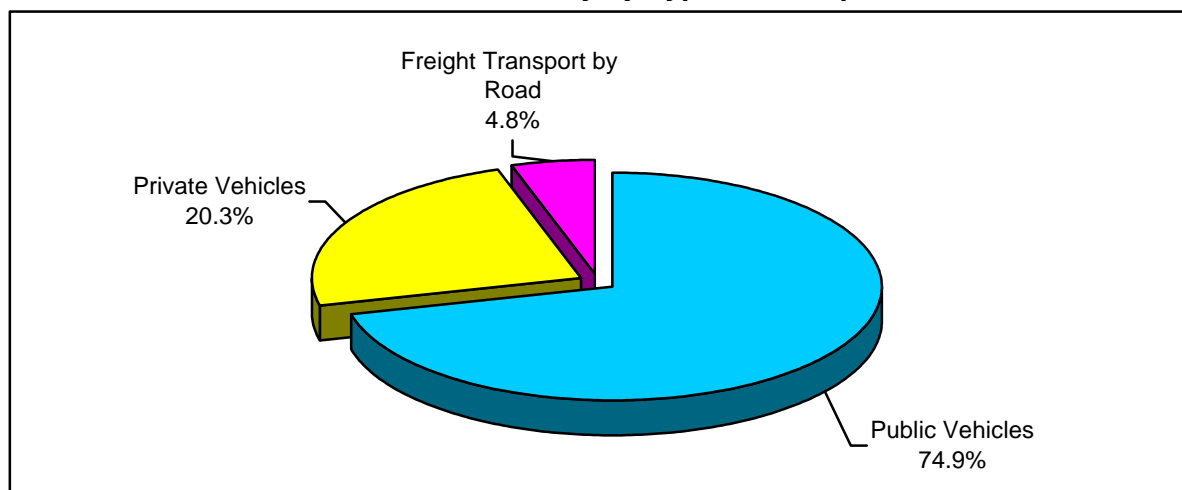
Figure (1): Percentage Distribution of Vehicles in Transport- Informal Sector in the Palestinian Territory by Type of Transport, 2008



3.2 Number of Persons Engaged

The number of persons engaged in transport in the informal sector was 10,846 persons engaged: 8,840 persons engaged in WB, 2006 persons engaged in GS. This number was distributed by type of transport as follows: public vehicle activities (74.9%), private vehicle activities (20.3%), and freight transport by road (4.8%).

Figure (2): Percentage Distribution of Persons Engaged in Transport- Informal Sector in the Palestinian Territory by Type of Transport, 2008

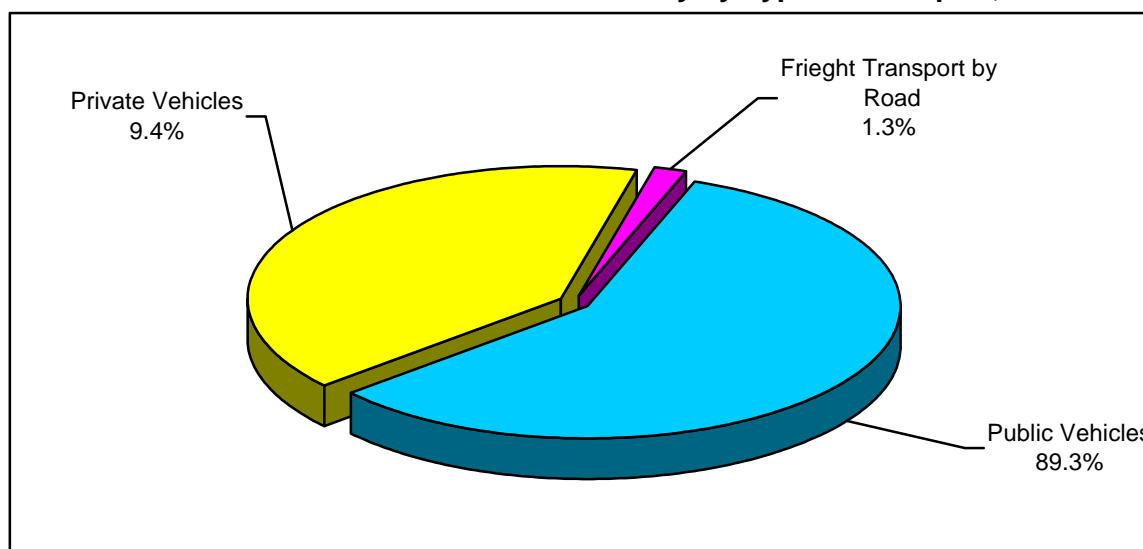


On the other hand, the distribution of persons engaged by paid and unpaid wage indicates that unpaid persons engaged from proprietors have the highest percentage (78.6%) from the total number of persons engaged, whereas paid employees were (21.4%).

3.3 Employees Compensation

Results indicate that the value of employees compensation during 2008 in the Palestinian Territory was US\$ 9.3 million: US\$ 8.6 million in WB, US\$ 0.7 million in GS; this value was distributed by type of transport as follows: public vehicle activities (89.3%), private vehicle activities (9.4%) and freight transport by road activities (1.3%).

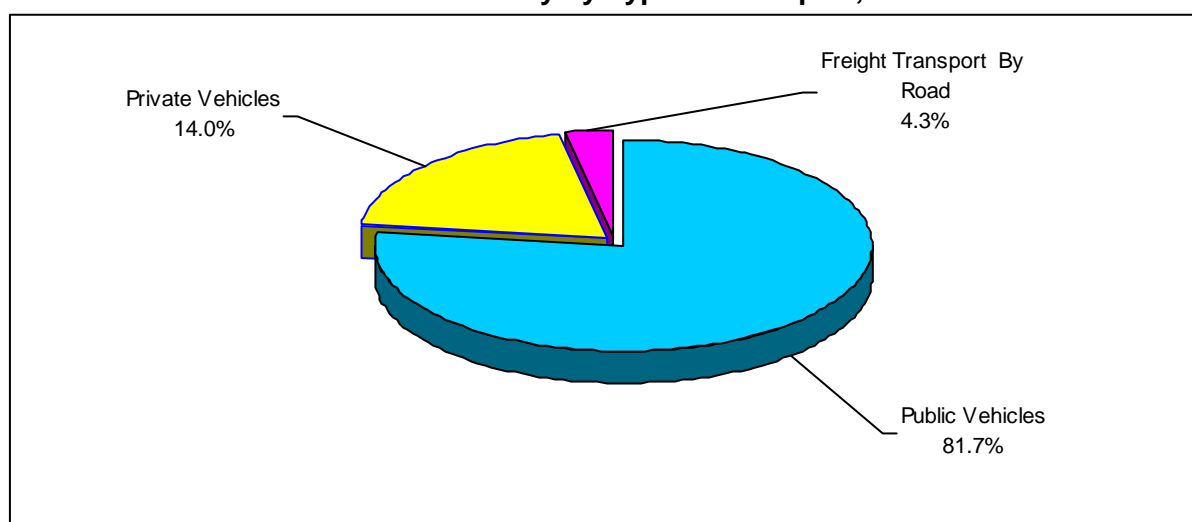
Figure (3): Percentage Distribution of Employees Compensation in Transport- Informal Sector in the Palestinian Territory by Type of Transport, 2008



3.4 Output

Results indicate that value of output in the Palestinian Territory was US\$ 177.5 million. This value is distributed as follows: US\$ 157.0 million in the WB and US\$ 20.5 million in GS. The result shows that the majority of output was generated from public vehicle activities (81.7%), and (14.0%) from private vehicles, while (4.3%) was generated from freight transport by road.

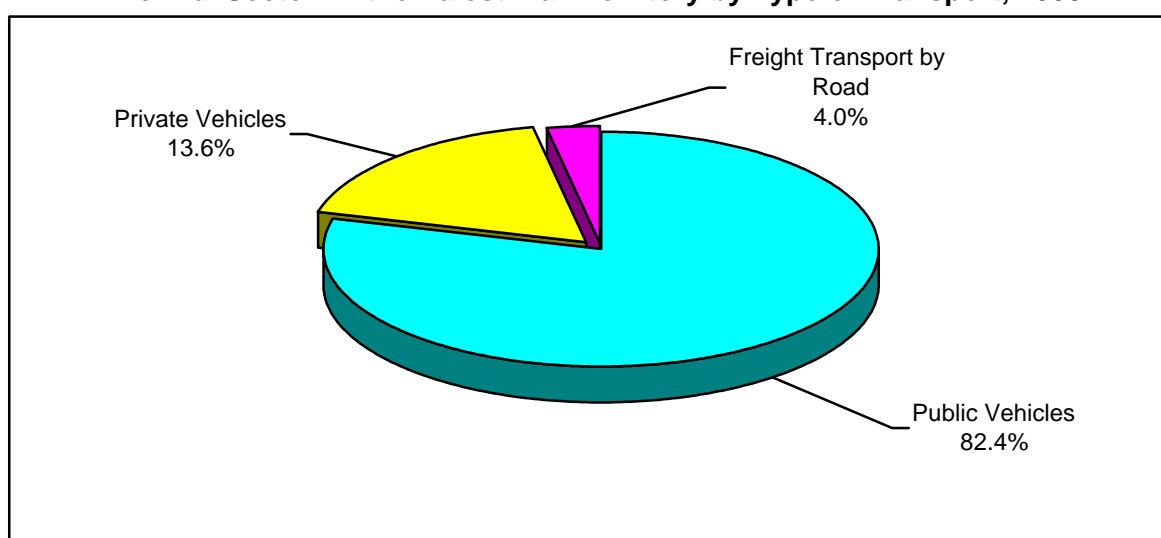
Figure (4): Percentage Distribution of Output in Transport- Informal Sector in the Palestinian Territory by Type of Transport, 2008



3.5 Intermediate Consumption

The survey results show that the value of intermediate consumption in the Palestinian Territory was US\$ 97.7 million: US\$ 85.5 million in WB, US\$ 12.2 million in GS. This value was distributed by type of transport as follows: public vehicle activities (82.4%), private vehicle activities (13.6%) and freight transport by road activities (4.0%).

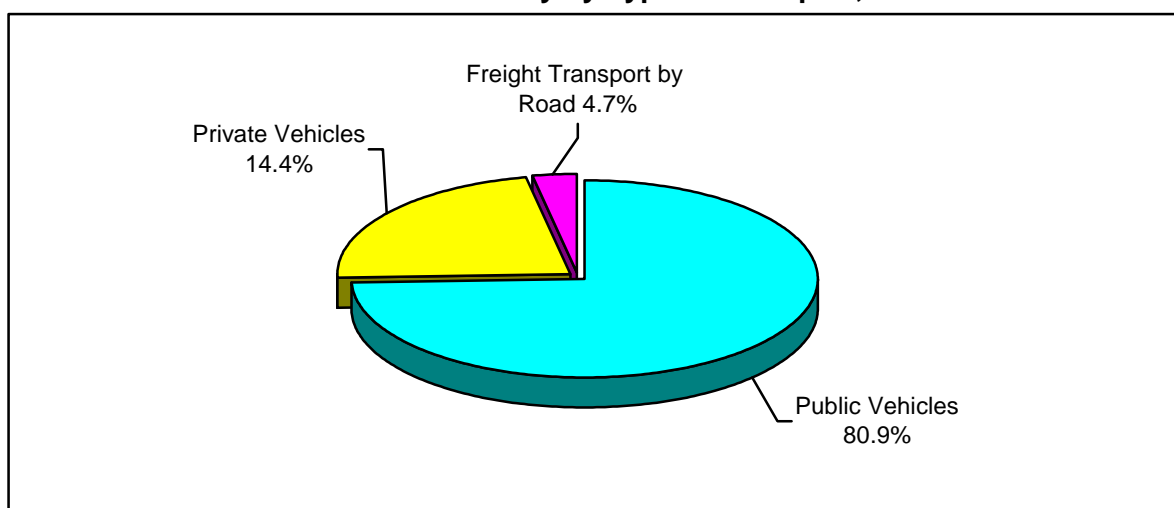
Figure (5): Percentage Distribution of Intermediate Consumption in Transport- Informal Sector in the Palestinian Territory by Type of Transport, 2008



3.6 Value Added

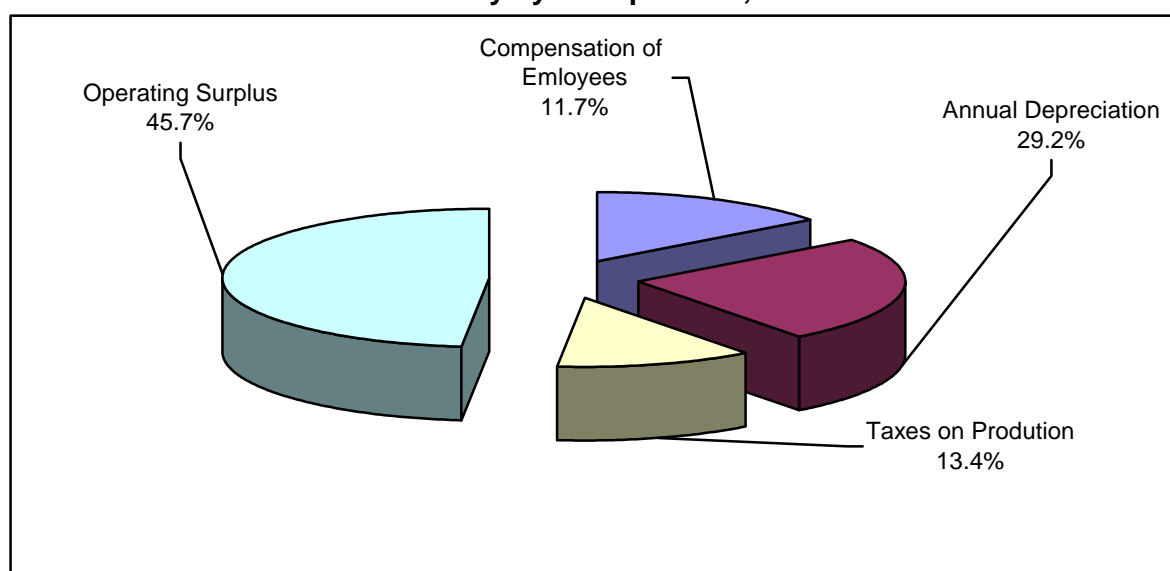
The results indicate that the value added in the Palestinian Territory was US\$ 79.8 million: US\$ 71.5 million in WB, US\$ 8.3 million in GS. This value was distributed by type of transport as follows: public vehicle activities (80.9%), private vehicle activities (14.4%), and freight transport by road activities (4.7%).

Figure (6): Percentage Distribution of Value Added in Transport- Informal Sector in the Palestinian Territory by Type of Transport, 2008



On the other hand, the value added was distributed by its components as follows: compensation of employees was US\$ 9.3 million, annual depreciation US\$ 23.4 million, taxes on production less subsidies US\$ 10.7 million, and operating surplus US\$ 36.4 million.

Figure (7): Distribution of Value Added in Transport- Informal Sector in the Palestinian Territory by Components, 2008



3.7 Comparison of Main Results with 2007

The survey results show that there are increased by 3.9% in output value, the Value Added by 3.1%, number of vehicles by 1.0% and the intermediate consumption increased by 4.5%. On the other hand, the results show that there are reduction in number of employees by 0.7% and in the Employees Compensation by 17.7%. A high percentage of these reductions is because of situation of Gaza Strip.

Main Economic Indicators in the Palestinian Territory by year

Value in US \$ millions

Indicator	Year									
	1999	2000	*2001	2002	2003	2004	2005	2006	2007	2008
Number of Vehicles	10,143	9,937	9,251	13,157	10,434	11,144	11,327	11,337	10,087	10,189
Number of Persons Engaged	11,024	10,466	10,414	14,596	11,424	11,866	12,072	11,837	10,919	10,846
Compensation of Employees	12.1	11.2	3.9	7.4	3.9	5.6	5.9	7.4	11.3	9.3
Output	184.3	180.4	163.8	178.2	132.3	129.6	162.6	168.3	170.8	177.5
Intermediate Consumption	90.6	64.3	34.9	58.1	60.1	63.0	84.5	86.7	93.5	97.7
Value Added	93.6	116.1	128.9	120.1	72.3	66.6	78.1	81.6	77.3	79.8

* At the level of Remaining West Bank and Gaza Strip.

Chapter Four

Methodology

4.1 Questionnaire

The questionnaire used for this survey was designed taking into account the main economic variables pertaining to the examined phenomenon and the needs of the compilation of National Accounts for Palestine.

4.2 Coverage

The survey covers activities of the informal sector according to (ISIC-3) for both:

- Non-scheduled passenger land transport (6022).
- Freight transport by road (6023).

4.3 Sample Design

The type of the sample is one stage stratified quota sampling and the sample allocation is proportional allocation. The sample size amounted to (1,807) vehicles out of (10,189) vehicles that comprise the survey frame.

4.4 Fieldwork Operations

They are initiated after the training and recruitment of qualified interviewers, who are responsible for data collection from the field.

4.5 Data Processing and Tabulation

This part includes:

- Developing a data entry program and training of operators.
- Organizing data entry processes.
- Post-data entry editing.
- Tabulation

Data Quality

5.1 Accuracy of the Data

5.1.1 Statistical Errors

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

5.1.2 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, interviewing errors, and data entry errors. To avoid errors and reduce their effects, great efforts were made to train the fieldworkers intensively 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, and 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.

5.2 Comparison of the Data

Comparison exercises were done with the previous years survey of informal transport. the results reveal consistency with previous survey data.

5.3 Technical Notes

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

1. Intermediate consumption excluded insurance premiums in the table of service expenditures (table 7).
2. Simple changes in values of same variables in the tables are noticeable due to the data processing.
3. Currency exchange rate:

For survey purposes the following exchange rates were utilized:

US Dollar / New Israeli Shekel = 3.5816

US Dollar / Jordanian Dinar = 0.7045

Table of Variance Calculation by Palestinian Territory

value in US \$ 1000

Variable	Interval 95% Confidence		Coefficient of Variation	Standard Error	observe	Estimate
	Upper	Lower				
No. of. Engaged	10,993	10,698	0.007	75.1	1,765	10,846
Compensation of Employees	10,298	8,341	0.054	498.8	1,765	9,319
Out put	180,423	174,541	0.008	1,496.6	1,765	177,474
Intermediate Consumption	99,601	95,712	0.010	972.8	1,765	97,702
Value Added	81,731	77,721	0.013	1,021.8	1,765	79,772