



**State of Palestine**  
**Palestinian Central Bureau of Statistics**

**Transport Survey- Outside Establishments Sector:**  
**2019**  
User's Guide

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## Concepts, Terms 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.

### **Employed Person:**

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.

### **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.

### **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).

**Consumption of fixed capital:**

It is the decline, during the course of the accounting period, in the current 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 at the beginning of the year.

**Jerusalem J1:**

Includes those parts of Jerusalem which were annexed by Israeli occupation in 1967. Those parts include the following localities: Kafr' Aqab, Beit Hanina, Shu'fat Camp, Shu'fat, Al 'Isawiya, Sheikh Jarrah, Wadi al Joz, Bab as Sahira, As Suwwana, At Tur, Jerusalem (Al Quds), Ash Shayyah 'Ras al 'Amud, Silwan, Ath Thuri, Jabal al Mukabbir, As Sawahira al Gharbiya 'Beit Safafa, Sharafat, Sur Bahir, Umm Tuba.

## 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. 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.

## Sample Population

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)

Target Population includes the following Vehicles:

- Public transportation vehicles: These vehicles are licensed to public transport passengers by the Ministry of Transport.
- Private transportation vehicles: are engaged in public transport of passengers in return for payment.
- Freight transport by road: All kinds of trucks, small and large works in public transport of goods in return for payment, not including those owned by establishments.

## Sample and Frame

### Sampling Frame

- A frame of lines and number of vehicles was obtained by the Ministry of Transport for 2019, The frame has been used in the weighing of public vehicles.
  - A frame of parking freight transport vehicles and number of vehicles in every parking.
  - **In Gaza Strip and Jerusalem (J1) data were estimated based on a time series of (Transport Survey - Outside Establishments Sector) data:** the estimation methodology of data that was adopted is based on utilizing the data of a three years time series for the years preceding 2019, which were verified and checked to ensure its consistency and that there aren't any major gaps or any significant disparities between one year and another.
- ❖ Number of vehicles: Number of vehicles was based on the listing of 2018-2019 that was conducted in 2019.

Other Indicators: The ratio of each indicator for the number of vehicles for every year was calculated at the level of the three transport categories (public, private, freight), and the average of each indicator was calculated, and the estimation was obtained by multiplying the average with the already known number of vehicles.

## **Sample Design**

In the West Bank, all vehicles that reached the Licensing Departments at the Ministry of Transport within the period (14/11/2019 to 26/03/2020) were listed.

### **Sample Strata:**

Vehicles were classified into layers at the following levels:

1. Geographical classification: Vehicles were classified at the level of 11 governorates.
2. Type of transport: Vehicles were classified according to their activity.
3. Vehicles model: Vehicles were classified according to their model.

## **Calculation of Weighting and Estimating**

### **Weighting Procedure:**

The sampling weight of the vehicle is the mathematical inverse of the possibility selection of that vehicle; still, this weight was adjusted after the data collection to ensure taking into account the nonresponse rates, adjusting the weights by creating strata after conducting the survey by governorate, vehicle type and vehicle's year of production.

## **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.

## **Reference Date**

It is the period of time which data are collected about. In the Transport Survey- outside Establishments Sector, the reference date is one year in (1/1/2019 - 31/12/2019).

## **Data Collection**

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 Tablets in the West Bank.

### **Office Editing and Coding**

Due to the fact that the questionnaires were entered using PC-Tablets, they don't need to be encoded nor undergo office editing, as the sample was uploaded on the tablets and audit rules were applied.

## **Response Rate**

### **1: Non response of which:**

1. Vehicle not in office.
2. Other.

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

**3: Response ratio** = 100% - non response ratio

### **Values of Response Rates:**

- Non response ratio is (0.0%).
- Response rate (100.0%).

## **Data Quality**

### **• Accuracy of the Data**

#### **Sampling Errors**

Data of this survey are affected by statistical errors due to use of a sample; therefore, there are certain differences from the real values expected to be obtained through censuses. Variations were calculated for the most important indicators and included in the report. Dissemination levels of the data were particularized at the regional level in Palestine.

#### **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**

Data of this survey was 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.

## **Data Processing**

### **Programming Consistency Check**

In the West Bank, there is no need for training on data entry due to the use of PC-Tablets. A set of validation rules were applied on the program for checking consistency of data. However, in paper questionnaires Well-trained data entry staff were selected and trained for the main data entry.

### **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.

- **Abbreviations:**

**NIS:** New Israeli Shekel

- **Technical Notes**

There is a number of important technical observations that should be taken into account when using this report:

1. The frame of Public Vehicles 2019 provided by the Ministry of Transport in West Bank was used, in addition to data of the freight transport vehicles survey in the West Bank that was conducted by traffic controllers in 2019.
2. There was a decrease in the number of public transport vehicles in the West Bank due to a decrease in the number of vehicles associated with taxi offices.
3. According to the used System of National Accounts 2008 (SNA' 2008) in 2013-2019, there are some changes occurred on the calculation method of intermediate consumption for transport sector, where the intermediate consumption for vehicles include Customs of Permit and Stamp, compared to previous years that are based on SNA' 1993.
4. In Gaza Strip and Jerusalem (J1), data were estimated based on a time series of Transport Survey - Outside Establishments Sector data.

### **Average exchange rates for the year of 2019**

- USD / NIS = 3.5641
- JD / NIS = 5.0271