

Single Integrated Metadata Structure (SIMS)

Country: Greece

Compiling agency: ELSTAT

Name: Road Freight Transport Survey, 2014

ELSTAT metadata	
Reference metadata	
1. Contact	
2. Introduction	
3. Metadata update	
4. Statistical presentation	
5. Unit of measure	
6. Reference Period	
7. Institutional Mandate	
8. Confidentiality	
9. Release policy	
10. Frequency of dissemination	
11. Dissemination format	
12. Accessibility of documentation	
13. Quality management	
14. Relevance	
15. Accuracy and reliability	
16. Timeliness and punctuality	
17. Comparability	
18. Coherence	
19. Cost and Burden	
20. Data revision	
21. Statistical processing	
22. Comment	
Related Metadata	
Annexes (including footnotes)	

1. Contact

Top

1.1 Contact organisation

Hellenic Statistical Authority

1.2 Contact organisation unit	Trade and Services Statistics Division Transport, Communications and Mass Media Section
1.3 Contact name	S. Sideri / K. Papadimitrakopoulos
1.4 Contact person function	Head of Unit / Employee
1.5 Contact mail address	Peireos 46 & Eponiton, GR 18510, Piraeus
1.6 Contact e-mail address	s.sideri@statistics.gr ; k.papadimitrakopoulos@statistics.gr
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1.8 Fax number	0030 213 135 2496

2. Introduction Top	
2.1 Introduction	<p>The road freight transport survey is conducted in the context of Reg. (EC) 70/2012 and collects data on goods road vehicles over 3.5 tonnes, the distance travelled and the goods carried.</p> <p>Every year, in order to conduct the Road Freight Transport Survey the Vehicles Register of the Ministry of Transport, Infrastructure and Networks is used. The Section of Methodology, Analysis and Research of ELSTAT extracts the sample of the survey and then the statistical interviewers are assigned to collect information from the respondents by filling in the questionnaires. The statistical interviewers are duly trained and are given instructions regarding the completion of questionnaires in order to perform effectively their task. Afterwards the questionnaires are checked and then data entry follows. Any errors found are corrected and then statistical tables are compiled. Finally, on a quarterly basis, micro-data are transmitted, in a standard format, to Eurostat (pursuant to Regulations 2163/2001, 6/2003 and 642/2004).</p>

3. Metadata update Top	
3.1 Metadata last certified	December 2016 (regarding RFTS of 2014)
3.2 Metadata last posted	December 2016 (regarding RFTS of 2014)
3.3 Metadata last update	December 2016 (regarding RFTS of 2014)

4. Statistical presentation Top	
4.1 Data description	<p>Data are collected on a quarterly basis by means of sample surveys. The sample units are the goods road vehicles. Statistical data are compiled pertaining to the following: (a) vehicle; (b) journey; (c) goods.</p> <p>Eurostat collects road transport statistics in the framework of Regulation (EU) No 70/2012 of the European Parliament and of the Council on statistical returns in respect of the carriage of goods by road, a recast of Council Regulation (EC) 1172/98. The data are aggregated on the basis of sample surveys carried out by the reporting countries. The data cover tonnes, tonne-kilometres, vehicle-kilometres and numbers of journeys.</p> <p>These metadata pages refer only to road freight statistics compiled pursuant to the above EU legal act.</p>
4.2 Classification system	<ul style="list-style-type: none"> · NACE REV.2 · NUTS (1,2,3) · Regional Coding: NUTS for E.U. , ISO-3166 for third countries. · Classification of Products; NST-2007

The **type of goods** transported by road was being collected, until reference year 2007 (included), according to the 24 groups of goods following the "[Standard Goods Classification for Transport Statistics/Revised \(NST/R\)](#)", (see the [RAMON](#) classification server on Eurostat's web site). From 2008 onwards, goods are classified according to "[Standard goods classification for transport statistics 2007, NST 2007](#)". The **regional coding** is in line with the "[NUTS Nomenclature of territorial units for statistics](#)" (see also [RAMON/NUTS](#)). The data compiled from 1999 onwards, in compliance with Council Regulation 1172/98, are collected at NUTS 3 level. Simplified coding was allowed by Articles 5 § 4 of Regulation 1172/98 until the end of the reference year 2007. Before this, full regional coding was obligatory for national transport only; for international transport a transitional period allowed for the regional coding of the places of loading and unloading with country codes only.

Type of dangerous goods is a mandatory variable, but it is reported only for those goods that fall into this category. The classification is based on "[European Agreement concerning the International Carriage of Dangerous Goods by Road](#)", Chapter 2.1, as published in Annex E of Council Regulation (EC) No 1172/98. [Directive 2008/64/EC](#) makes reference to ADR as regards the transport of dangerous goods by road.

4.3 Sector coverage

- NACE REV. 2
 - 49.41
 - 49.42
- Commercial road freight transport (NACE Rev.1.1 - I6024; NACE Rev.2 H494) is referred to as "**Hire or reward**" road freight transport.
 - Road freight transport by private vehicles and by vehicles owned by companies is classified in other classes than professional road freight transport. This kind of transport is identified as "**Own account**" road freight and it covers transport operations by manufacturing industry, construction, trade and other companies.

4.4 Statistical concepts and definitions

Registered vehicle: the state of having been entered in a register of road transport vehicles, kept by an official body in a Member State, whether or not the registration is accompanied by the issue of a registration plate. In the case of carriage by means of a combination of road transport vehicles, the complete vehicle is deemed to be registered in the country where the goods road transport vehicle is registered.

International Transport: a) a laden journey undertaken by a vehicle, the point of departure and the point of arrival of which are in two different Member States, b) a laden journey undertaken by a vehicle from a Member State to a third country or vice versa, c) a laden journey undertaken by a vehicle between third countries, d) an unladen journey in conjunction with the carriage referred to in points a), b) and c). International carriage shall be carried out subject to possession of a Community license.

National transport: transport by a loaded vehicle where the point of departure and the point of arrival are located in the same country (Greece).

Load capacity: maximum weight of goods declared permissible by the competent authority of the country of registration of the vehicle. When the goods road transport vehicle is a road train made up of a lorry with trailer, the load capacity of the road train is the sum of the load capacities of the lorry and the trailer.

Place of loading: the first place where goods are loaded on the goods road transport vehicle, which was previously completely empty.

Place of unloading: the last place where goods are unloaded from the goods road transport vehicle, which is subsequently completely empty.

Distance travelled: actual distance excluding the distance covered by the goods road transport vehicle while being transported by another means of transport.

Types of journey: 1) laden journey involving one single basic transport operation 2) laden journey involving several transport operations, but not considered as a collection or distribution round, 3) laden journey of the collection or distribution round type, 4) unladen journeys.

Each reporting country reports all activities of a road motor vehicle inside and outside its national territory. Therefore, there is no risk of double counting at European level.

For all definitions please refer to the "[Road freight transport methodology - Reference manual for the implementation of Council Regulation 1172/98](#)" Chapter 10: Definition of variables, classifications and codes" on Eurostat's website.

4.5 Statistical unit

The statistical unit is the goods road transport vehicle.

4.6 Statistical population

For the year 2014, the reference population consists of about 121,530 goods road transport vehicles (ref. 31st Dec. 2013).

4.7 Reference area

- NUTS 1 for great geographical areas
- NUTS 2 for Regions
- NUTS 3 for Departments (Nomoi)

4.8 Time Coverage

From 2004 onwards.

4.9 Base period

Not applicable.

5. Unit of measure

[Top](#)

Variables representing population (eg. trucks) are measured in units. Variables corresponding to weight are measured in tonnes. Variables representing goods transport operation are measured in tonne-kilometers (tonnage x distance in kilometers).

6. Reference Period

[Top](#)

Reference year: 2014.

The survey is quarterly. The sample is equally distributed in the four quarters of the year and the thirteen weeks of each quarter. Each vehicle is surveyed during a specific week of the year, Monday to Sunday. Aggregated results are presented for each year.

7. Institutional Mandate

[Top](#)

7.1 Legal acts and other agreements

- *REGULATION (EU) N° 70/2012 OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 18 January 2012 on statistical returns in respect of carriage of goods by road (recast 1172/98)*
- *Commission Regulation (EC) 642/2004 of 6 April 2004 on precision requirements for data collected in accordance with Council Regulation (EC) 1172/98 sets out the precision requirements for the data that the reporting countries submit to Eurostat.*
- *Commission Regulation EC 2163/2001 of 7 November 2001 concerning the technical arrangements for data transmission for statistics of carriage of goods by road gives a detailed description of the data sets that the reporting countries submit to Eurostat.*
- *Commission Regulation (EU) 202/2010 of 10 March 2010 amending Regulation (EC) No 6/2003 concerning the dissemination of statistics on the carriage of goods by road*
- *Commission Regulation (EC) 6/2003 of 30 December 2002 concerning the dissemination of statistics on the carriage of goods by road lists explicitly the road freight data that can be disseminated.*
- *Commission Regulation (EC) No 833/2007 of 16 July 2007 ending the transitional period provided for in Council Regulation (EC) No 1172/98 on statistical returns in respect of the carriage of goods by road (Text*

- *with EEA relevance*) ends the transitional period for incomplete regional coding at the end of 2007.
- Commission Regulation (EC) No 1304/2007 of 7 November 2007 establishes NST 2007 as the unique goods classification for road freight and other transport statistics.
- Regulation (EC) No 399/2009 of the European Parliament and of the Council of 23 April 2009 amended Council Regulation No 1172 as regards the committee procedure.
- Commission Regulation (EU) No 520/2010 of 16 June 2010 amending Regulation (EC) No 831/2002 concerning access to confidential data for scientific purposes as regards the available surveys and statistical data sources

The legal framework concerning the organization and operation of ELSTAT is as follows:

- **Law 3832/2010** (Government Gazette No 38, Issue A): *"Hellenic Statistical System Establishment of the Hellenic Statistical Authority (ELSTAT) as an Independent Authority"*, as amended and in force,
- **Regulation on the Operation and Administration of the Hellenic Statistical Authority (ELSTAT)**, 2012, (Government Gazette No 2390, Issue B, 28-8-2012),
- **Regulation (EC) No 223/2009 of the European Parliament and of the Council**, on the European statistics (Official Journal of the European Union L 87/164),
- **Article 14 of the Law 3470/2006** (Government Gazette No 132, Issue A): *"National Export Council, tax regulations and other provisions"*,
- **Article 3, paragraph 1c, of the Law 3448/2006** (Government Gazette No 57, Issue A): *"For the further use of information coming from the public sector and the settlement of matters falling within the responsibility of the Ministry of Interior, Public Administration and Decentralization"*,
- **European Statistics Code of Practice**, adopted by the Statistical Programme Committee on 24 February 2005 and promulgated in the Commission Recommendation of 25 May 2005 on the independence, integrity and accountability of the national and Community statistical Authorities, after its revision, which was adopted on 28 September 2011 by the European Statistical System Committee,
- **Presidential Decree 226/2000** (Government Gazette No 195, Issue A): *"Organization of the General Secretariat of the National Statistical Service of Greece"*,
- **Articles 4, 12, 13, 14, 15 and 16 of the Law 2392/1996** (Government Gazette No 60, Issue A): *"Access of the General Secretariat of the National Statistical Service of Greece to administrative sources and administrative files, Statistical Confidentiality Committee, settlement of matters concerning the conduct of censuses and statistical works, as well as of matters of the General Secretariat of the National Statistical Service of Greece"*.

The Legal Framework is detailed in the following link:

<http://www.statistics.gr/en/legal-framework>

7.2 Data sharing

Eurostat submits annually semi-aggregated data (data exchange tables, see Commission Regulation (EU) No [202/2010](#)) back to the reporting countries so that they can compile the total road freight transport on their national territories, including the operations by national hauliers and also those of all other reporting countries.

These data exchange tables include more detailed breakdowns than the publicly available tables. They also include, for each value, information on the number of observations on which the estimates are based. In this way, the reporting countries can assess the reliability of results that they aggregate from the data exchange tables.

8. Confidentiality

[Top](#)

8.1 Confidentiality policy

The issues concerning the observance of statistical confidentiality by the Hellenic Statistical Authority (ELSTAT) are arranged by articles 7, 8 and 9 of the Law 3832/2010 as in force, by Articles 8, 10 and 11(2) of the Regulation on Statistical Obligations of the agencies of the Hellenic Statistical System and by Articles 10 and 15 of the Regulation on the Operation and Administration of ELSTAT.

More precisely:

ELSTAT disseminates the statistics in compliance with the statistical principles of the European Statistics Code of Practice and in particular with the principle of statistical confidentiality.

<http://www.statistics.gr/en/statistical-confidentiality?inheritRedirect=true>

8.2 Confidentiality - data treatment

The questionnaires are kept and checked by the employees of the Transports, Communications and Mass Media Section and the presentation of aggregated results ensures confidentiality.

- ELSTAT protects and does not disseminate data it has obtained or it has access to, which enable the direct or indirect identification of the statistical units that have provided them by the disclosure of individual information directly received for statistical purposes or indirectly supplied from administrative or other sources. ELSTAT takes all appropriate preventive measures so as to render impossible the identification of individual statistical units by technical or other means that might reasonably be used by a third party. Statistical data that could potentially enable the identification of the statistical unit are disseminated by ELSTAT if and only if:
 - a) These data have been treated, as it is specifically set out in the Regulation on Statistical Obligations of the agencies of the Hellenic Statistical System (ELSS), in such a way that their dissemination does not prejudice statistical confidentiality or
 - b) the statistical unit has given its consent, without any reservations, for the disclosure of data.
- The confidential data that are transmitted by ELSS agencies to ELSTAT are used exclusively for statistical purposes and the only persons who have the right to have access to these data are the personnel engaged in this task and appointed by an act of the President of ELSTAT.
- ELSTAT may grant researchers conducting statistical analyses for scientific purposes access to data that enable the indirect identification of the statistical units concerned. The access is granted provided the following conditions are satisfied:
 - a) an appropriate request together with a detailed research proposal in conformity with current scientific standards have been submitted;
 - b) the research proposal indicates in sufficient detail the set of data to be accessed, the methods of analyzing them, and the time needed for the research;
 - c) a contract specifying the conditions for access, the obligations of the researchers, the measures for respecting the confidentiality of statistical data and the sanctions in case of breach of these obligations has been signed by the individual researcher, by his/her institution, or by the organization commissioning the research, as the case may be, and by ELSTAT.
- Issues referring to the observance of statistical confidentiality are examined by the Statistical Confidentiality Committee (SCC) operating in ELSTAT. The responsibilities of this Committee are to make recommendations to the President of ELSTAT on:
 - the level of detail at which statistical data can be disseminated, so as the identification, either directly or indirectly, of the surveyed statistical unit is not possible;
 - the anonymization criteria for the microdata provided to users;
 - the granting to researchers access to confidential data for scientific purposes.
- The staff of ELSTAT, under any employment status, as well as the temporary survey workers who are employed for the collection of statistical data in statistical surveys conducted by ELSTAT, who acquire access by any means to confidential data, are bound by the principle of confidentiality and must use these data exclusively for the statistical purposes of ELSTAT. After the termination of their term of

office, they are not allowed to use these data for any purpose.

- Violation of data confidentiality and/or statistical confidentiality by any civil servant or employee of ELSTAT constitutes the disciplinary offence of violation of duty and may be punished with the penalty of final dismissal.
- ELSTAT, by its decision, may impose a penalty amounting from ten thousand (10,000) up to two hundred thousand (200,000) euros to anyone who violates the confidentiality of data and/or statistical confidentiality. The penalty is always imposed after the hearing of the defense of the person liable for the breach, depending on the gravity and the repercussions of the violation. Any relapse constitutes an aggravating factor for the assessment of the administrative sanction.

All road freight micro-data are treated **as confidential**. This means the following:

- data transmission from the reporting countries to Eurostat takes place in encrypted format using the eDAMIS data transmission tool;
- dissemination of data can only take place if the value is based on more than 10 vehicle records (see [Commission Regulation \(EC\) 6/2003](#), Article 3 (1)).

9. Release policy

[Top](#)

9.1 Release calendar

The release date of the survey results is stipulated in ELSTAT's Announcement Calendar.

9.2 Release calendar access

The announcement calendar is available on the website of ELSTAT:

http://www.statistics.gr/documents/20181/2071418/elstat_press_releases_calendar_2017_en.pdf

9.3 User access

Data are available on the website of ELSTAT : <http://www.statistics.gr/en/statistics/-/publication/SME15/-> and users may also submit a specific request to the Statistical Data Dissemination Section of ELSTAT.

In line with the Community legal framework and the [European Statistics Code of Practice](#) Eurostat disseminates European statistics on Eurostat's website (see item 10 - 'Dissemination format') respecting professional independence and in an objective, professional and transparent manner in which all users are treated equally.

10. Frequency of dissemination

[Top](#)

Statistical results of the road freight transport survey are disseminated within twelve months after the end of the reference period. The Commission issues, by means of implementing acts, rules relating to the dissemination of statistical results for Road Freight Statistics including the structure and the content of disseminated data. The survey is quarterly and the aggregated results are announced once a year.

11. Dissemination format

[Top](#)

11.1 News release

Results (news release) are published on the website of ELSTAT:

<http://www.statistics.gr/en/statistics/-/publication/SME15/->

11.2 Publications

Apart from the press release, thirteen specific tables are published, presenting the survey results according to the use of vehicles (own account – for hire or reward), the type of transport (national – international), the type

of goods and type of cargo, as well as the place of loading and unloading.

11.3 On-line database

There are no other data for this survey in the database of ELSTAT but the tables published under the link « Statistics > Industry, Trade, Services, Transport > Road Transport ».

Eurostat's online Database is the most complete and most up-to-date source of EU road freight transport statistics. Other publications (Statistics in Focus etc.) are based on data extracted from the Database.

11.3.1 Data tables - consultations

No data on users' consultations on ELSTAT's website are produced in the form of graphs. The relevant software application counts only hits to the webpages of the road freight transport survey, without making any distinction between webpages with tables and webpages with methodological documents. The total number of hits amounts to 1,750.

11.4 Micro-data access

Microdata are available upon request to: Statistical Information and Publications Division,
Peireos 46 & Eponiton str., GR-18510, Piraeus
Tel. (+30) 213-1352173, FAX: (+30) 213-1352022
e-mail: data.dissem@statistics.gr. Confidentiality of data is always secured (Section 8).

11.5 Other

Data are disseminated by means of Tables and Press Releases. Tabulated results of the survey are available on the website of ELSTAT and Eurostat.

More specifically, the survey results are available at the links :

- a) <http://www.statistics.gr/en/statistics/-/publication/SME15/->
- b) [http://ec.europa.eu/eurostat/web/transport/data/main-tables & database/road transport/road freight transport measurement](http://ec.europa.eu/eurostat/web/transport/data/main-tables&database/road%20transport/road%20freight%20transport%20measurement)

11.5.1 Metadata - consultations

A summary user-oriented quality and a short methodological note on the last page of the Press Release. No data on users' consultations on ELSTAT's website are produced in the form of graphs. The relevant software application counts only hits to the webpages of the road freight transport survey, without making any distinction between webpages with tables and webpages with methodological documents. The total number of hits amounts to 1,750.

12. Accessibility of documentation

[Top](#)

12.1 Documentation on methodology

A methodological note is available on the website of the Hellenic Statistical Authority:

http://www.statistics.gr/en/statistics?p_p_id=documents_WAR_publicationsportlet_INSTANCE_0qObWqzRnXSG&p_p_lifecycle=2&p_p_state=normal&p_p_mode=view&p_p_cacheability=cacheLevelPage&p_p_col_id=column-1&p_p_col_count=4&p_p_col_pos=1&documents_WAR_publicationsportlet_INSTANCE_0qObWqzRnXSG_javax.faces.resource=document&documents_WAR_publicationsportlet_INSTANCE_0qObWqzRnXSG_in=downloadResources&documents_WAR_publicationsportlet_INSTANCE_0qObWqzRnXSG_documentID=116407&documents_WAR_publicationsportlet_INSTANCE_0qObWqzRnXSG_locale=en

Quarterly microdata consist of vehicle-, journey- and goods-related information. A detailed presentation of the recommended methodology is published in [Road freight transport methodology - Reference manual for the implementation of Council Regulation 1172/98](#) in 2011. National characteristics of surveys, conducted in the reporting countries in 2010, were published in [Methodologies used in surveys of road freight transport in member states and candidate countries](#).

All definitions in relation with this data collection are available in the "[Road freight transport methodology](#)", available on Eurostat's website in the "Methodologies and Working papers" collection.

12.1.1 Metadata completeness - rate

The completeness of the metadata corresponds to 100%.

12.2 Quality documentation

In addition to these metadata pages, there are two main sources of information on the quality of road freight data:

1. [Methodologies used in surveys of road freight transport in member states and candidate countries](#) contains data on response rates, vehicle registers' quality, sampling rates and statistical errors in surveys carried out in 2005-2006. It also reports on the simplifications used, by the reporting countries, in data collection.
2. The [Data Monitoring](#) folder of the Road library of CIRCA Transport Forum includes frequently updated information on data availability and country specific notes. The Methodology section of the same forum includes, among other things, information on [Precision calculation results](#).

Every three years, the Commission reports on the implementation of this Regulation to the European Parliament and the Council. This report evaluates in particular the quality of the transmitted statistical data, data collection methods, as well administrative burdens for Member States and beneficiaries.

13. Quality management

[Top](#)

13.1 Quality assurance

The quality assurance of the EU road freight transport statistics data is based on the following principles:

1. The reporting countries shall use similar methods and definitions in order to produce quality data. However, the sample design, the assurance of a sufficient response rate and the general conduct of surveys are under the responsibility of the reporting countries.
2. The statistical error (percentage standard error) of the microdata transmitted to Eurostat shall not be greater than 5% (special conditions apply to smaller countries, see [Commission Regulation \(EC\) 642/2004](#)).
3. In addition to the data, the reporting countries regularly inform Eurostat on the national characteristics of the data collection. This information is published as part of the quality documentation.
4. Eurostat validates the incoming microdata, record by record, by applying detailed validation checks as described in Chapter 12 of [Road freight transport methodology](#).
5. Eurostat regularly carries out precision calculations with the microdata to verify the reporting countries' compliance with Commission Regulation 642/2004. The results of precision calculations are shared with the users of the data via CIRCA Transport Forum.
6. Benchmarking studies are carried out to verify the existence of possible bias in the road freight data by comparing the results with other independent data sources (Cross-Alpine Freight Transport surveys, Channel-crossing statistics and toll-motorway data).

The Hellenic Statistical Authority (ELSTAT) aims at ensuring and further improving the quality of the statistical data as well as maintaining the trust of users in them. This goal is achieved through the Quality Policy of ELSTAT:

<http://www.statistics.gr/en/policies>

13.2 Quality assessment

The main tools for assessing the quality of the aggregated road freight data are:

1. Methodological comparisons with the national surveys and the recommended methodology, including coverage of surveys, simplifying assumptions, register quality, sampling rate and response rate.
2. Benchmarking.

14. Relevance

[Top](#)

14.1 User Needs

The main users of Road Freight Transport Statistics are: Eurostat, Center for Planning and Economic Research, Ministry of Infrastructure, Transport and Networks, companies operating in the transportation sector, researchers and University Professors.

14.2 User Satisfaction

The Statistical Information and Publications Division of ELSTAT conducts a survey on users satisfaction.

Results of this survey are available at the following web link:

<http://www.statistics.gr/en/user-satisfaction-survey>

14.3 Completeness

The completeness in relation to the mandatory variables which are required by the Regulation is 100%.

Small goods vehicles (with loading capacity below 3.5 tonnes) and extra-EU vehicles (vehicles registered in other than the reporting countries) are not covered by Eurostat data. Therefore, particularly in the EU-border countries a big part of international transport falls outside these statistics.

15. Accuracy

[Top](#)

15.1 Overall accuracy

Main error sources are: the misclassification of businesses in activity codes, the overall non-response of sample units and the non-response to specific questions-variables of the survey. Then, Comparability (Part 17) and Coherence (Part 18) checks are made.

Road freight data come from sample surveys. The overall sampling error of the estimates for the large reporting countries of the total and the national transport should be within the 5% standard percentage error (SPE).

Regarding bias, underreporting is clearly an issue that has been identified in different benchmarking exercises.

15.2 Sampling error

The compliance of the reporting countries with Regulation (EU) No 70/2012 is partly assessed on the basis of the sampling error. The requirements are set out in Article 2 of Commission Regulation (EC) 642/2004: In general, the standard percentage error (95% confidence) of annual estimates for tonnes transported, tonne-kilometres performed and total kilometres travelled loaded shall not be greater than 5% for total goods road transport and for national goods road transport. For countries where the total relevant vehicle stock is less than 25 000 vehicles - or the stock of vehicles engaged in international transport is less than 3000 - the standard percentage error shall not be greater than 7% (95% confidence).

According to Article 4, the Member States where the total stock of relevant vehicles that can be engaged in international transport is less than 1000 vehicles are exempted from the precision requirements. Member States also provide Eurostat with sufficient supplementary information (for example, on stratification) so that Eurostat can carry out the verification of precision calculations.

The Table with sampling errors of the basic variables is presented below (as coefficient of variation). Table B1 of Regulation 642/2004 is used from which information relevant to the sample can be extracted.

Variables	Coefficient of variation	Coefficient of variation	Coefficient of variation	Coefficient of variation
	Q1/2014	Q2/2014	Q3/2014	Q4/2014
Total weight of transported goods	13.1%	13.9%	10.1%	10.7%
Effected tonne-kilometres	6.8%	6.0%	9.2%	5.0%

It is pointed out that sampling errors have been calculated taking into account all goods road transport vehicles with classification code: 1 (with journeys during the selected week of the sample), 4 (no journey made during the selected week of the sample) and 5 (with journeys during a week different from the selected one of the sample).

15.3 Non-sampling error

15.3.1 Coverage error

There is no coverage error

15.3.1.1 A2. Over-coverage - rate

There is no over-coverage error.

15.3.1.2 A3. Common units - proportion

No information collected from administrative sources.

15.3.2 Measurement error

These errors are rare, because the data are compared with the register of the Ministry of Infrastructure and Transport.

15.3.3 Non response error

The non-response rate (refusals and unknown) amounts to 11 % of the total. The percentage of vehicles that could not be surveyed because of lack or inconsideration of interviewers amounts to 15%. Every possible effort is made, in order for the statistical interviewers to have accurate information as where to find the surveyed units. During the relevant seminar they are given guidelines and instructions for the best way to access the surveyed units.

15.3.4 Processing error

No processing errors were found in the final stage of the process of data collection.

15.3.5 Model assumption error

No models are used for estimation.

16. Timeliness and punctuality

[Top](#)

16.1 Timeliness

The Statistical Results of Road Freight Transport Survey, which are transmitted to Eurostat on a quarterly basis, are disseminated five months after the reference period and the Press Release for the aggregated annual results is available 12 months later.

16.2 Punctuality

The data for the reference year 2014 were transmitted to Eurostat within the deadlines of the Regulation.

17. Comparability

[Top](#)

17.1 Comparability - geographical

The available data are comparable with those of other EU countries, as long as the survey is conducted in accordance with EU Regulation. The errors, due to comparability issues, are estimated on the basis of table B1 of Regulation 642/2004.

17.1.1 Asymmetry for mirror flows statistics – coefficient

None.

17.2 Comparability over time

There are no changes in the statistical process from year to year. The only items subject to changes are the sample size and the total number of collected questionnaires.

18. Coherence

[Top](#)

18.1 Coherence - cross domain

18.1.1 Coherence - sub annual and annual statistics

Tables are compiled thus ensuring coherence between quarterly and annual statistics.

18.1.2 Coherence- National Accounts

Road Freight Transport Statistics are not relevant with National Accounts.

18.2 Coherence – internal

The internal coherence of data between data sets and variables is controlled by ELSTAT at the final stage of data processing.

19. Cost and Burden

[Top](#)

The survey is conducted by statistical interviewers.

The compensation cost of interviewers amounted to 59.062 €.

20. Data revision

[Top](#)

20.1 Revision policy

The Data revision policy applied by ELSTAT is presented at the following link:

<http://www.statistics.gr/documents/20181/a49dca9a-dacf-4b52-b5df-b156216cb354>

20.2 Revision practice

Revisions may be done because of late delivery of a significant number of questionnaires or due to exceptional reasons.

21. Statistical processing

[Top](#)

21.1 Source data

It is a quarterly sample survey and the statistical surveyed unit is the goods road transport vehicle. For the year 2014, the reference population consists of about 121,530 goods road transport vehicles. For the year 2014 the total sample size corresponding to the four quarters of the year amounts to 6.968 goods road transport vehicles and covers the whole country. The sample design is based on the one-stage stratified sampling method. The

surveyed goods road transport vehicles are firstly split into a) national road transport goods vehicles and b) international road transport goods vehicles. National road transport goods vehicles are then broken down by great geographical areas (NUTS 1), by their use (public, private) and by the type of goods road transport vehicle.

21.2 Frequency of data collection

Data are collected on a quarterly basis.

21.3 Data collection

The survey is carried out by statistical interviewers who fill in printed questionnaires. The interviewers are duly trained during short seminars on the survey characteristics and on how to complete the questionnaire, on the methods of approaching the surveyed companies and on how to increase the response rate.

21.4 Data validation

Once collected, the filled-in questionnaires are codified and checked by the competent staff of ELSTAT. Afterwards the data are entered in the database and undergo computing and logical checks and are also checked for completeness. After the submission to Eurostat, the data undergo a validation process (result 100%).

21.5 Data compilation

21.5.1 A7. Imputation - rate

No variables substitution is made.

21.6 Adjustment

21.6.1 Seasonal adjustment

The survey is carried out throughout the year and there is no seasonal adjustment for road data.

22. Comment

[Top](#)