

## Single Integrated Metadata Structure (SIMS)

**Country:** Greece

**Name:** Road Freight Transport Survey 2013

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### 1. Contact

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#### 1.1 Contact organisation

Hellenic Statistical Authority

<b>1.2 Contact organisation unit</b>	Trade and Services Statistics Division Transport, Communications and Mass Media Section
<b>1.3 Όνομα υπευθύνου</b>	K. Papadimitrakopoulos
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<b>2. Introduction</b> <a href="#">Top</a>	
<b>2.1 Introduction</b>	<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, updated with data from the Ministry of Finance. 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>

<b>3. Metadata update</b> <a href="#">Top</a>	
<b>3.1 Metadata last certified</b>	June 2015
<b>3.2 Metadata last posted</b>	June 2015
<b>3.3 Metadata last update</b>	June 2015

<b>4. Statistical presentation</b> <a href="#">Top</a>	
<b>4.1 Data description</b>	<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 by two means:</p> <ul style="list-style-type: none"> <li>- Data on carriage of goods by road, using heavy goods vehicles. These data are collected pursuant to a series of legal acts: <ol style="list-style-type: none"> <li>1. Data collection on carriage of goods by road until 1998 (included) was based on Directives <a href="#">78/546/EEC</a> and <a href="#">89/462/EEC</a> and covered tonnes and tonne-kilometres only.</li> <li>2. From 1999 onwards data derive from micro-data collected in the framework of Regulation (EU) No <a href="#">70/2012</a> 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, replacing the previous Directives. 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.</li> </ol> </li> </ul> <p>These metadata pages refer only to road freight statistics compiled pursuant to the above EU legal acts and, in</p>

particular, to the data with reference years 1999 onwards [2.]).

#### 4.2 Classification system

- 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 pursuant to the Directives before 1999 were collected at l NUTS 2 level; from 1999onwards in compliance with Council Regulation 1172/98 road freight data 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 Coverage – sector

- 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 2013, the reference population consists of about 124,150 goods road transport vehicles.

#### 4.7 Reference area

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

#### 4.8 Coverage – Time

From 2004 onwards.

#### 4.9 Base period

Not applicable

## 5. Unit of measure

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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

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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

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### 7.1 Institutional Mandate - legal acts and other agreements

- *[Commission Regulation \(EC\) 2691/1999](#) of 17 December 1999 on rules for implementing Council Regulation (EC) 1172/98 on statistical returns in respect of the carriage of goods by road made the first amendments of the country codes used for reporting road freight.*
- *[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 \(EC\) 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. This Commission Regulation is under revision, a new version is expected during the first quarter of 2010.*
- *[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 \(EC\) 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) 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
- 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)

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 by article 90 paragraphs 8 and 9 of the Law 3842/2010 (Government Gazette No 58, Issue A): *"Restoration of fiscal justice, confrontation of tax evasion and other provisions"*, by article 10 of the Law 3899/2010 (Government Gazette No 212, Issue A): *"Urgent measures for the implementation of the assistance program of the Greek Economy"*, by article 45 of the Law 3943/2011 (Government Gazette No 66, Issue A): *"Combating tax evasion, staffing of auditing services and other provisions falling within the competence of the Ministry of Finance"*, by article 22 paragraph 1 of the Law 3965/2011 (Government Gazette No 113, Issue A): *"Operations Reform of the Consignment and Loan Fund, Public Debt Management Agency, Public Enterprises and Government bodies, the establishment of the General Secretary of Public Property and other provisions"*, by article first of the Law 4047/2012 (Government Gazette No 31, Issue A): *"Ratification of the Act of Legislative Content 'Very urgent measures for the implementation of the Medium-term Fiscal Strategy 2012-2015 and of the State Budget for 2011' and of the Act of Legislative Content 'Regulation of very urgent issues for the implementation of law 4024/2011 'Pension provisions, uniform pay scale - grading system, labour reserve and other provisions for the implementation of the Medium-term Fiscal Strategy Framework 2012-2015' and of issues falling within the competence of the Ministries of Administrative Reform and E-Governance, Interior, Finance, Environment, Energy and Climate Change, and of Education, Lifelong Learning and Religious Affairs and related to the implementation of the Medium-term Fiscal Strategy Framework 2012-2015' and other provisions"*, by article 323 of the Law 4072/2012 (Government Gazette No 86, Issue A): *"Improvement of the business environment New corporate form - Trade Marks - Realtors - Regulating maritime, port and fishing matters and other provisions"* and by article 7 paragraph 1 of the Act of Legislative Content dated 18/11/2012 (Government Gazette No 228, Issue A): *"Financial rules and other provisions"*, by Article 93 of the Law 4182/2013 (Government Gazette No 185, Issue A): *"Code of charitable estate, inheritances in abeyance and other provisions"*, by Article 6 paragraph 8 of the Law 4244/2014 (Government Gazette 60, Issue A): *"Integration in Greek law of the Council Directive 2013/1/EU of 20 December 2012 amending Directive 93/109/EC as regards certain detailed arrangements for the exercise of the right to vote and stand as a candidate in elections to the European Parliament for citizens of the Union residing in a Member State of which they are not nationals and amendment of law 2196/1994 (A' 41) and other provisions"*, by Article first subparagraph C.3 of the Law 4254/2014 (Government Gazette No 85, Issue A): *"Measures for the support and development of the Greek economy, in the context of the implementation of Law 4046/2012, and other provisions of law"* and by Article 33, paragraphs 5a and 5b of the Law 4258/2014 (Government Gazette No 94, Issue A): *"Demarcation process and arrangements of matters for streams - arrangements of Urban Planning legislation and other provisions"*.
- **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"*.

## 7.2 Institutional Mandate - data sharing

Eurostat submits annually semi-aggregated data (data exchange tables, see Commission Regulation (EU) No [202/2010](#) amending the Commission Regulation (EC) [6/2003](#)) 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

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## 8.1 Confidentiality – policy

- Law 3832/2010 Confidentiality policy

Issues concerning the observance of statistical confidentiality by the Hellenic Statistical Authority (ELSTAT) are determined 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.

· [Commission Regulation \(EC\) 202/2010](#)

· [Commission Regulation \(EC\) 6/2003](#)

· [Commission Regulation \(EC\) 223/2009](#)

## 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.

### Confidentiality – data treatment

- 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.

➤ The Statistical Confidentiality Committee (SCC) operating in ELSTAT examines issues referring to the observance of statistical confidentiality. 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 micro-data 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 statistical interviewers 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;

- data are kept on a secured server, to which access is restricted and strictly controlled;
- all people working with the road freight micro-data must sign an agreement stipulating that they shall observe the rules concerning the processing of confidential data;
- 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

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### 9.1 Release calendar

The dissemination of the survey results has not been standardized. 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/portal/page/portal/ESYE/BUCKET/General/calendar\\_en\\_2015.pdf](http://www.statistics.gr/portal/page/portal/ESYE/BUCKET/General/calendar_en_2015.pdf)

### 9.3 Release policy - user access

Data are available on the website of ELSTAT :

[http://www.statistics.gr/portal/page/portal/ESYE/PAGE-themes?p\\_param=A1105](http://www.statistics.gr/portal/page/portal/ESYE/PAGE-themes?p_param=A1105). and also users can 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. The detailed arrangements are governed by the [Eurostat protocol on impartial access to Eurostat data for users](#).

## 10. Frequency of dissemination

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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

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### 11.1 Dissemination format - News release

Results are published on the website of ELSTAT:

[http://www.statistics.gr/portal/page/portal/ESYE/BUCKET/A1105/PressReleases/A1105\\_SME15\\_DT\\_QQ\\_00\\_2013\\_01\\_F\\_GR.pdf](http://www.statistics.gr/portal/page/portal/ESYE/BUCKET/A1105/PressReleases/A1105_SME15_DT_QQ_00_2013_01_F_GR.pdf)

### 11.2 Dissemination format - Publications

"Statistics in Focus" on road freight transport statistics, alone or in combination with statistics on other inland freight modes, is published regularly on the Eurostat website under the link "Publications".

The latest ones are:

- [Decline in European road freight transport in 2011 reflecting the economic climate](#) - Issue number 38/2012
- [Slow recovery in road freight transport in 2010](#) - Issue number 15/2012
- [A fall in average vehicle loads](#) - Issue number 63/2011
- [Six years of road freight growth lost to the crisis](#) - Issue number 12/2011 also available in [Statistics Explained](#)

- [Transport of goods by road has stopped decreasing in the second half of 2009](#) - Issue number 39/2010 also available in [Statistics Explained](#)
- [Global economic crisis hits European road freight transport in the fourth quarter of 2008](#) - Issue number 86/2009
- [Germany: largest absolute growth in international road freight transport demand, 2007](#) - Issue number 69/2009
- [Inland freight and passenger transport in the EU-27 up to 2007](#) - Issue number 11/2009
- [Trends in road freight transport 1999-2007 - freight grew by 4% in 2007](#) - Issue number 8/2009
- [Competitiveness in EU road freight transport - 2006](#) - Issue number 97/2008
- [Road freight transport by type of goods - 2006](#) - Issue number 66/2008
- [Modal split in the inland transport of the EU](#) - Issue number 35/2008
- [Unitisation of freight transport in Europe, 2005](#) - Issue number 20/2008
- [Trends in road freight transport 1999 - 2006](#) - Issue number 14/2008

[Average loads, distances and empty running in road freight transport - 2005](#) - Issue number 117/2007

### 11.3 Dissemination format - online database

There are no data for this survey in the database of ELSTAT:

<http://www.statistics.gr/portal/page/portal/ESYE/PAGE-database>.

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.

Road freight data can be found in the following way in the [navigation tree](#):

- -> **Database**
- --> **Transport**
- ---> **Road transport**
- ----> **Road freight transport measurement.**

Another branch of the navigation tree, "**Main tables**", also has a subset of road freight data, extracted dynamically after each update of the Database.

Additional data related to road freight business (but not collected by the surveys described in this document) can be found in the "**Database**" navigation tree:

#### --> **Industry, trade and services**

- ---> **Short-term business statistics**
- ----> **Trade and services**
- -----> **Other services**
- -----> **Producer prices index**

and

- ----> **Structural business statistics**
- ----> **SBS services**
- -----> **Annual detailed enterprise statistics - services** (NACE Rev. 1.1 code for road freight is I6024).

#### 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 for the 2012 survey amounts to 954.

### 11.4 Dissemination format - microdata access

Microdata are available upon request to: Statistical Information and publications division  
Pireos 46 & Eponiton 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 Dissemination format – 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/portal/page/portal/ESYE/PAGE-themes?p\\_param=A1105](http://www.statistics.gr/portal/page/portal/ESYE/PAGE-themes?p_param=A1105),
- b) [http://epp.eurostat.ec.europa.eu/statistics\\_explained/index.php/Road\\_freight\\_transport\\_statistics](http://epp.eurostat.ec.europa.eu/statistics_explained/index.php/Road_freight_transport_statistics)

#### 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 for the 2013 amounted to 954, while for 2014 amounted to 848.

## 12. Accessibility of documentation

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### 12.1 Documentation on methodology

A methodological note is available on the website of the Hellenic Statistical Authority: [http://www.statistics.gr/portal/page/portal/ESYE/PAGE-themes?p\\_param=A1105](http://www.statistics.gr/portal/page/portal/ESYE/PAGE-themes?p_param=A1105)

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](#). This publication also contains data on response rates, vehicle registers' quality, sampling rates and statistical errors in surveys carried out in 2005-2006.

The **journey-related data** contain, among others, indications about weight of goods, distance driven and tonne-kilometres performed during a journey. Journey-related data are used for those dissemination tables where the breakdown by goods, by dangerous goods or by type of cargo is not present.

The **goods-related data** also contain, among others, weight and distance information of the transported goods. Depending on the focus of the table Eurostat may use the goods-related information to calculate data and aggregates according to common methods.

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 management – 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](#).

If the links under point 2 do not work, copy the following URL into the address bar of your browser

<https://circabc.europa.eu/w/browse/9eea25b6-ebf2-4961-aed3-6ab27fb95b74> (Data monitoring)

<https://circabc.europa.eu/w/browse/6e7b31cf-a9e3-46f0-bd40-5fda438a2a81> (Precision calculation)

Until 31 December 2014, and every three years thereafter, the Commission will report on the implementation of this Regulation to the European Parliament and the Council. This report shall evaluate in particular the quality of the transmitted statistical data, data collection methods, as well administrative burdens for Member States and beneficiaries.

## 13. Quality management

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### 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).

### 13.2 Quality management – assessment

The three 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. Precision calculations following [Commission Regulation \(EC\) 642/2004](#).
3. Benchmarking.

The aim is to keep the users of data informed on all these aspects by means of the methodological manuals, country specific notes, results of the precision calculations and benchmarking studies.

## 14. Relevance

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### 14.1 Relevance - 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 that are involved with transportation researchers and University Professors.

### 14.2 Relevance - User Satisfaction

The Statistical Information and Publications Division of ELSTAT conducts a survey on users satisfaction who address ELSTAT for statistical information.

Results of the Users satisfaction survey are available at the following web link:

<http://www.statistics.gr/portal/page/portal/ESYE/PAGE-conferences>

### 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. This situation will improve by the enlargement of the EU when Serbia, FYROM and Turkey start reporting road freight data.

## 15. Accuracy

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### 15.1 Accuracy – overall

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 (Unit 17) and Coherence (Ενότητες 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 results of Eurostat's precision calculations for the reference years 2008 and 2009 are presented in Tables 8 and 9 of the Methodologies used in surveys of road freight transport in member states and candidate countries and the results are also available on CIRCA (See section 11.2 under point 2.). In general, the big reporting countries have no difficulties in fulfilling the legal requirements as regards precision. The smaller countries (the Baltic States, Slovenia, Greece and the Nordic Countries) did not always achieve the required level, especially regarding tonnes.

The sampling error of international transport (conventional international transport, cross-trade and cabotage), published in Statistics in Focus, gives a good illustration of the fact that the smaller the number of observations

is, the greater the sampling error. Especially the sampling error in cross-trade and cabotage, a rare type of transport particularly in smaller countries, shows that standard error is typically 10-20% but can rise many times in those small countries where this type of transport is not frequent and the observations can be caught to the sample with difficulty.

What applies to the breakdown by type of international transport, also applies to breakdowns by type of goods, by type of cargo - and in particular by type of dangerous goods. Results of the precision calculations of these sub-domains are available on CIRCA.

The conclusion on the sampling error of road freight transport statistics is that the more the data are broken down, the more inaccurate the results are. For example, international transport by country of loading and unloading broken down by type of goods should be dealt with ultimate care. If the table includes several cells marked as "confidential" (":c"), meaning that the number of observations is less than 10, then the other published cells may also be based on just 10 observations, or slightly more.

Tables with sampling errors of the basic variables are presented in unit 22 (Comment), (as coefficient of variation). Table B2 of Regulation 642/2004 is used from which information relevant to the sample can be extracted.

### **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, Transport and Networks.

#### **15.3.3 Non response error**

The non-response rate (refusals and unknown) amounts to 14.6 % of the total. 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**

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### **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 2013 were transmitted to Eurostat within the deadlines of the Regulation.

## 17. Comparability

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### 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 size of the errors ,due to comparability issues, is estimated on the basis of table B2 of Regulation 642/2004.

#### 17.1.1 CC1. 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 item that is subject to changes is the total number of collected questionnaires.

## 18. Coherence

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### 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 in the final stage of data processing.

## 19. Cost and Burden

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The survey is conducted by statistical interviewers. The budgetary cost of the survey amounted to 75.162,35 €, while the compensation cost of interviewers was about 58.920 €.

## 20. Data revision

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### 20.1 Data revision - policy

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

[http://www.statistics.gr/portal/page/portal/ESYE/BUCKET/General/ELSTAT\\_Revisions\\_Policy\\_22\\_5\\_2013\\_EN.pdf](http://www.statistics.gr/portal/page/portal/ESYE/BUCKET/General/ELSTAT_Revisions_Policy_22_5_2013_EN.pdf)

### 20.2 Data revision - practice

None.

## 21. Statistical processing

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### 21.1 Source data

It is a quarterly sample survey and the statistical surveyed unit is the goods road transport vehicle. For the year 2013, the reference population consists of about 124,150 goods road transport vehicles. For the year 2013 the total sample size corresponding to the four quarters of the year amounts to 6.864 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 is collected on a quarterly basis.

## 21.3 Data collection

The survey is conducted 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 their data are imported in the database and undergo computing and logical checks and are also checked for completeness.

## 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, there is no seasonal adjustment for road data.

## 22. Comment

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### Sampling errors

Variables	Coefficient of variation	Coefficient of variation	Coefficient of variation	Coefficient of variation
	Q1/2013	Q2/2013	Q3/2013	Q4/2013
Total weight of transported goods	12.9%	13.2%	14.5%	15.6%
Effected tonne-kilometres	5.8%	5.2%	5.4%	6.1%

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).