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763	2,178	2,349	ركاب خصوصي
324	448	506	نقل بضائع
1,780	1,731	1,878	العينة الإجمالية
1,480	1,228	1,415	ركاب عمومي
229	353	354	ركاب خصوصي
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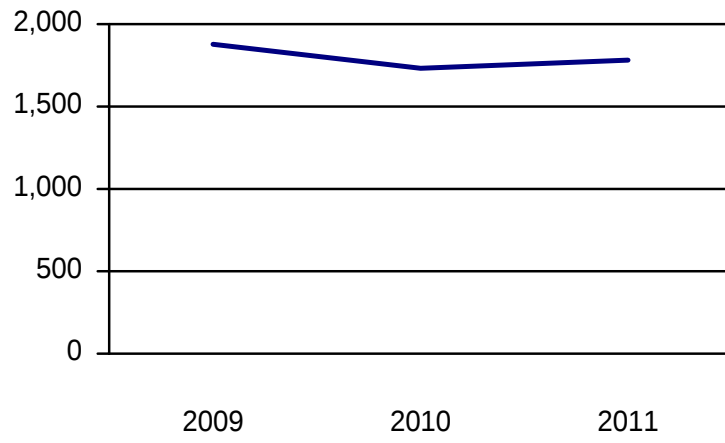
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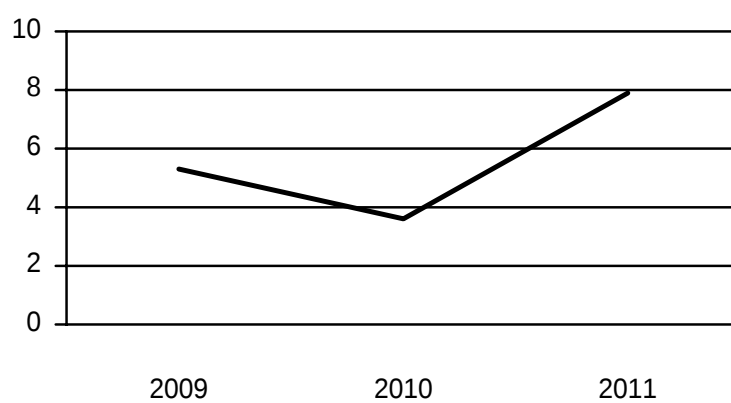
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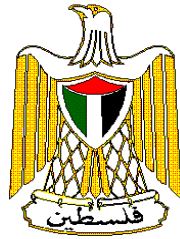
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**Palestinian National Authority
Palestinian Central Bureau of Statistics**

**Quality Report
Transport Survey - Outside Establishments Sector**

December 2012

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All correspondence should be directed to:

Palestinian Central Bureau of Statistics

P.O.Box 1647, Ramallah City- Tokyo St. opposite to Ramallah Cultural Palace- Palestine

Tel: 00 (972/970) 2-298 2700

Fax: 00 (972/970) 2-298 2710

Toll Free: 1800300300

E-Mail: diwan@pcbs.gov.ps

Web Site: <http://www.pcbs.gov.ps>

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Team Work

- **Report Preparation**
Mohammad Marie
Ola Al Khuffash
Nisreen Saleh
- **Preliminary Review**
Marwan Barakat
Inaya Zidan
- **Final Review**
Mahmoud Jaradat
- **Overall Supervision**
Ola Awad

PCBS President

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Chapter One

Introduction

1.1 Introduction

Quality control refers in general, to the degree of fulfillment of a group of correlative particularities of specific requirements. Thus, the data statistics quality refers to all fields related to statistics that may meet users' needs and requirements, and its reflection to their expectations regarding content, form and presentation method.

Therefore, data quality is measured through a group of dimensions (elements) namely: relevance, accuracy, timeliness and punctuality, accessibility and clarity, comparability, coherence and completeness. However, when talking about statistical system and its outputs, it is obligatory to take into consideration the dimensions and indicators of quality.

For this purpose, Quality Department had been working on preparing reports about data quality of statistical surveys conducted by Palestinian Central Bureau of Statistics (PCBS) aiming at creating a general perspective regarding the extent of applying the dimensions/elements of quality and its indicators in statistical surveys.

This report is one of a series of quality reports for statistical surveys aiming to providing users with information about data quality of Transport Survey - Outside Establishments Sector.

1.2 Report Structure

This report is divided into four chapters that review the quality control of Transport Survey - Outside Establishments Sector. The first chapter describes the concept of quality in general, in addition to report outline. The second chapter discusses methodology survey and the most significant scientific methods adopted in the survey including survey questionnaire, sample frame, sampling design, type, and distribution, rate of responses and measures of sample weights, and mechanism for field work, in addition to the mechanism for data processing. While the third chapter presents the dimensions and indicators of data quality and the reflection of such dimension on survey. The fourth chapter contains the mechanisms to compute the most important survey indicators, and the most important recommendations based on the reports contents.

Chapter Two

Transport Survey - Outside Establishments Sector Methodology

Since its establishment, PCBS is seeking to establish a database on various aspects of the Palestinian community, Transport sector is considered one of the important and productive economic activities in the Palestinian economy either in its contributions in the GDP and absorbing labor force as a basic sector that brings support to the rest of economic sectors.

PCBS implemented a survey by collecting data on relevant variables pertaining to the outside establishments transport sector; Data on the outside establishment transport sector is needed for the compilation of Palestinian National Accounts and is demanded by policy makers, researchers and institutions.

PCBS implemented a transport survey - outside establishments sector to provide data on number of vehicles involved in transport activities outside establishments sector by activity, geographical area and number of employed persons and their compensation. The objectives of this survey are to providing the Number of transport vehicles and Employed Persons by economic activity, value of output, intermediate consumption and fixed assets and other selected variables.

This chapter reviews the more simplified scientific methodology followed in planning and implementing of this survey, including basic research tools design, frame and sampling, fieldwork, methods of collecting and processing of survey data and others.

2.1 The Questionnaire

A survey questionnaire is a main tool for collecting data, so technical specifications of fieldwork should meet the requirements of data processing and analysis. The questionnaire of transport survey - outside establishments sector was designed to include the main economic variables (such as the number of vehicles, number of employees, value added components, movements of fixed assets, productivity inputs, and others) on phenomena related to activity covered by survey (non-scheduled passenger transport, and freight transport by road), and at same time, it also comes to meet needs of basic economic data for preparation of national accounts in Palestine.

The Questionnaire includes the following:

1. Questions about some characteristics of the vehicle.
2. Vehicle drivers and workers and their compensation.
3. The value of production.
4. Production requirements of different goods and services.
5. Fees and taxes on production.
6. Fixed assets.

2.2 Frame and Sample

PCBS classified economic activities in transport survey - outside establishments sector on international standard industrial classification (Rev.3 ISIC-3) that was adopted by United Nations in 2009 and 2010. As well as, PCBS adopted the fourth revision of ISIC-4 of 2011.

2.2.1 Target Population

The target population includes in this survey the following vehicles:

- Public passengers' vehicles: are those vehicles licensed by Ministry of Transport and Communications to be used in public passengers transport. Their number reached 7,936, 8,319, and 9,108 vehicles according to a survey carried out for survey frame in 2009, 2010 and 2011 respectively.
- Private passengers' vehicles: are those of private vehicles that engaged in public passengers transport against payment, their number reached 2,349, 2,178, and 763 vehicles in 2009, 2010 and 2011 respectively in accordance to the frame survey.
- Freight vehicles: all kinds of small and large trucks that used for public transport of goods against payment. This does not include vehicles owned by establishments, and with excluding vehicles owned by economic establishments with permanent address or the other vehicles owned by establishments of economic activities other than transport that are used to serve its branches only. Their number reached 506, 448, and 324 vehicles in 2009, 2010 and 2011 respectively.

2.2.2 Frame Size

The frame size of survey of 2009, 2010 and 2011 reached 10,791, 10,945 and 10,195 vehicles respectively, and vehicles in the survey frame were distributed by vehicle type and year of manufacturing (see table 1).

2.2.3 Sample Size

The sample size of survey of 2009, 2010, and 2011 reached 1,878, 1,731, and 1,780 vehicles respectively. The vehicles in the sample were divided into strata according to vehicle type and year of manufacturing (see table 1).

2.2.4 Sample Design and Sample Type

The sample that was used in survey was a stratified quota sample where the sampling mechanism was as follows:

1. Sample includes all parking that had been identified in the frame.
2. A comprehensive inventory of vehicles in small parking/stations were compiled (parking/stations where the number of vehicles was less than or equal to 5 vehicles).
3. The rest of parking/stations that had no strata that contain about (3-36) vehicles or less as two vehicles were chosen from such strata.
4. The rest of strata that contain about 37 vehicles and above, the sample size was estimated from stratum to fit stratum size.

2.2.5 Stratification

The sample was distributed into strata as follows:

1. Stratification by vehicle type (public passengers, private passengers, and freight).
2. Stratification by year of vehicle manufacturing.

Table 1: Total Frame and Total Sample by vehicle type and year of survey

Vehicle type	Year of survey		
	2009	2010	2011
Total frame	10,791	10,945	10,195
Public passenger	7,936	8,319	9,108
Private passenger	2,349	2,178	763
Freight vehicles	506	448	324
Total sample	1,878	1,731	1,780
Public passenger	1,415	1,228	1,480
Private passenger	354	353	229
Freight vehicles	109	150	71

2.2.6 Calculation of Weights and Variances

The weight of the sample is mathematical inverse of probability for this vehicle. This weight was modified after data collection process to integrate non-response rates, over coverage or under coverage due to a mismatch between sampling frame and reality – population of vehicle – when fieldworkers interviewed respondents to fill questionnaire. To sum up weight adjustment mechanism it was done through strata after implementing the survey at a higher level than that of the strata upon designing the sample as strata should be integrated by governorate and vehicle type.

Any statistical figure that is to be estimated through a sample survey and it should have been accompanied by another measurement that should be reflected on accuracy in the estimation. The sampling errors (variance) represent the minimum level of total errors, Such type of errors that could be measured at the basis of collected data of survey. Variation differs from variable to another, based on a variety of factors including:

1. Sample size.
2. Dispersion: that is the real or estimated variation of society units as a whole, this value is generally unknown, and could be estimated through censuses, sample surveys or pilot surveys.
3. Sample design: whether it would be a simple random sample or stratified quota sample ... Etc.
4. Sampling rate: is a rate or number of response units of a stratum to number of units in strata within the frame. The variation is less when sampling rate is to be increase.

The variance is calculated for several variables of the survey in 2009, 2010 and 2011.

2.3 Field work Operations

The fieldwork operations represented the real work of a survey in order to obtain required data from primary sources. Therefore, ensuring the success of this step is one of core issues that worked on them in details; this included providing all technical and administrative requirements such as fieldworkers' recruitment, training and provision of necessary material and logistical requirements.

The fieldworkers were chosen by taking in consideration their qualifications persons and experience in statistical work. They had theoretical and practical training on filling the questionnaire and mechanism of fieldwork. By the end of training, they were tested to determine their knowledge of concepts and instructions of the questionnaire, and to choose the best trainees to form the fieldwork implementation team.

The data was collected through interviews to owners or drivers of the vehicles by qualified and well trained fieldworkers along with a good knowledge of all concepts of required statistical data by using a survey questionnaire. The fieldwork team consisted from coordinator for fieldwork and coordinators of areas and field teams, where each team consisted of a supervisor and five fieldworkers. This team filled the questionnaire, writing daily progress reports, reviewing and checking the daily work as the fieldworker and then the supervisor substantively and preliminary used to review the questionnaire by predefined rules). As well as the receipt and delivery of various survey tools before and after daily work.

2.4 Data Processing

Before launching data entry, a number of data entry workers were trained, both in theory and in practice, on data entry programs. Each of them was provided with a manual for data entry, data entry forms and tools for data entry. By then, they began to working on data entry by using on computers. The data entry team was composed of entrance data entry supervisor, data entry workers, and auditor of data entry.

The data processing stage included a range of activities and processes that were made to the questionnaires to be well prepared for the analysis stage through the preparation of specific programs to check entered data in accordance with the rules of data consistency and comprehensiveness, these checks were done in two stages:

- **First stage:** during the same process of data entry as specially designed programs to prevent entering any data that is in contrary to the rules of this stage.
- **Second stage:** preparing lists of questionnaires which might include any errors that were in contrary to other part of verification and auditing rules.

Thus, after the completion of data entry as being checked, verified and cleaned of any errors, extracting tables based on survey results in ready-made tables models for this survey (data tabulation). These tables were checked in accordance with the rules of consistency and their special equations to reach final tables of the survey.

Chapter Three

Dimensions and Indicators of Transport Survey - Outside Establishments Sector Survey Data Quality

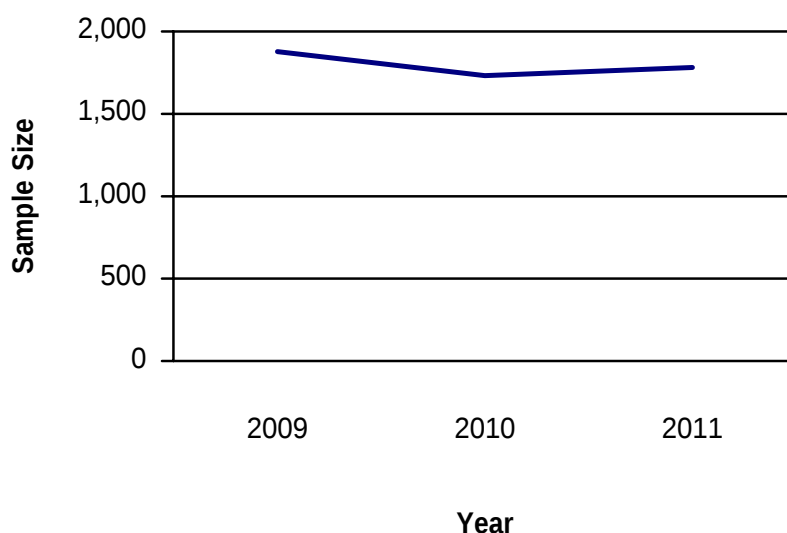
3.1 Relevance

This component is related to the extent to which statistical data would meet current and potential users' needs, and was measured by the following indicators:

Indicator	Application
The main objective of the survey	This survey aims at providing data about number of transports in transport activities for outside establishment sector, by activity , geographical region, number and classification of employees and compensations, outputs, intermediate consumption, value added tax and movement of fixed assets.
What is measured	Survey measures the transportation current state , vehicles operating in transport activities that don't belong to known establishments with fixed address whether working in passengers transport or freight in Palestinian Territory, by measuring the number of transport vehicles worked in transport activities for outside establishment, number of employees, output and intermediate consumption... etc, these measurements provide data for calculating GDP.
Frequency	PCBS implemented several survey in 1996, and then were periodically implemented from 1996 to 2011 up to the 16 th publication in 2011.
Sample size	Sample size was 1,878, 1,731, and 1,780 vehicles in 2009, 2010 and 2011 respectively (see Figure 1) and was distributed according to vehicle type and manufacturing year.
Sample frame	The sample frame of 2009, 2010 and 2011 were consisted of 10,791, 10,945, and 10,195 vehicles respectively and was distributed by type of vehicle: public vehicles, private vehicle, freight transport and manufacturing year (see 1.2.2).
Sample design	The sample of this survey is a stratified quota sample, the mechanism of selecting a sample was as the following: 1. Sample includes all parking/stations in sample frame 2. Vehicle in small parking/stations (where the number of vehicles was less than or equal to 5 vehicles) were included. 3. Vehicle in big parking/stations (where the number of vehicles was less than or equal to 36 vehicles): 2 vehicles were chosen from each stratum. 4. Other strata which had about 37 vehicles and above: sample size was estimated which is proportional to strata size.
Estimation	Some values were estimated by the respondents, such as: output value, intermediate consumption, services used during the activity, added value ... etc.

Indicator	Application
Outliers	There is an overestimation of salaries values (such as payments and salaries as of NIS 100,000 for one vehicle, and NIS 85,000 for another), also, there is an overestimation of the value of expenses, and the value of domestic and foreign revenues.
Weighting	The weight of statistical units (sampling units) in sample is defined as the mathematical inverse of the selection probability of a vehicle, but it was readjusted to cover the cases of non response, over/under coverage and variation in sample frame and the reality (vehicles) upon interviews and field visits to filling the questionnaire. Readjusting weights tools were done by making strata with a higher level than strata level at designing the sample as strata should be integrated by governorate and vehicle type.

Figure 1: Distribution of sample size by years



Use and users:

PCBS, since the first day of its establishment, is improving opportunities for developmental decision-making based on well-reviewed statistical figures and scientific bases. PCBS prepared hundreds of statistical reports on everything linked to Palestinian human life in all demographical, social, and economical aspects. Therefore, PCBS issued survey reports of transport activities for outside establishment sector as the last survey was in 2011.

The survey provides data to Palestinian national accounts, and it helps decision-makers contributing in planning of national development.

Strengths and Limitations:

One of the most important strengths in the survey was that it had been implemented since 1996. So, new time series was established to compute future projections. Data of this survey are

consistent and comparable (by time and place), it is also comparable geographically and internationally as this data is compiled according to national account system (SNA93), and it is published as according to ISIC of economic activities

Data of this survey was consistent, where data consistency was checked, and no errors were found that may affect data quality. Therefore, this gave a good impression of managing the survey project and one could depend on such data and extracting consistent reliable statistical indicators with high significance data about transport activities for outside establishment sector in Palestinian Territory.

One of the most prominent limitations of this survey was that some questions were objective questions and based on respondent estimation. Also, the answers were affected by respondent and his capabilities in recalling such values, such as estimation of output value, intermediate consumption, added value ... etc.

Key Definitions

One of the most important definitions and terms in the survey are: output value, intermediate consumption, added value, compensation of employees, taxes on production, operating surplus, depreciation, private car, taxi, and goods vehicles. The survey uses definitions according to some national definitions (Palestinian particularity).

3.2 Accuracy

The data accuracy reflects closeness of accounts and estimations, and it is measured by using several indicators. This includes checking the data accuracy in multiple aspects of implementing the survey, mainly statistical errors due to the use of a sample, as well as non-statistical errors due to staff work and survey tools, in addition to response rates and its most important effects on estimates.

First: Statistical Errors

Data of this survey of (2009, 2010 and 2011) are affected by statistical errors resulted from using a sample instead target population. Therefore, differences appear from expected real values. The variance of the most important indicators in survey was calculated. There is no problem in publishing mentioned estimates in this Survey by region (West bank, Gaza), and by economic activity.

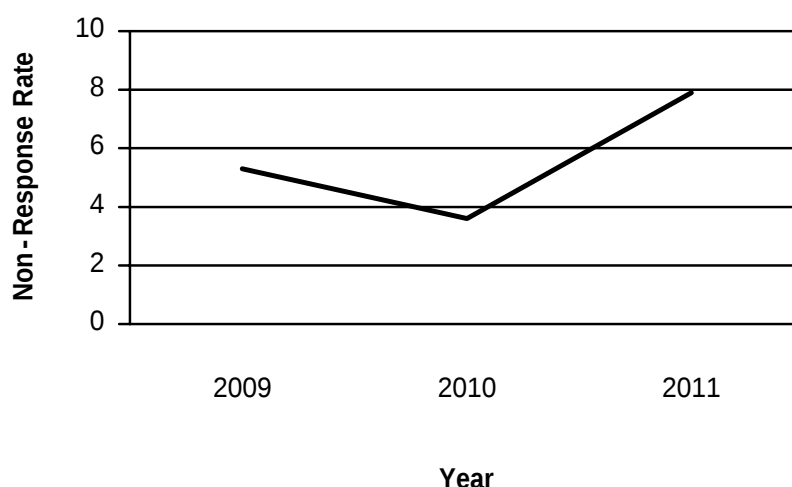
Second: Non-Statistical Errors

Non-statistical errors were possible to occur through all stages of project: data collection and data entry which could be categorized as non-response errors, response errors (respondent errors), interviewing errors (researcher errors) and data-entry errors. To avoid errors and reduce its effect, many steps were conducted to enhance data accuracy.

Third: Response and Non-response Rates

During the fieldwork, it was found that non-response errors as a result that the vehicle is not found in station. As non-response rates were 5.3%, 3.6% and 7.9% in 2009, 2010 and 2011 respectively.

Figure 2: Non-response rate by years



The survey reports did not mention that details about the reasons for non-response. By returning to questionnaire, the given options were limited to two: completed and vehicle not in office, as well as the absence of an item on the rejection and its causes.

3.3 Timeliness and Punctuality

Timeliness relates to length of time between data availability and the event or phenomenon that such data is describing, while punctuality relates to the time lag between data releasing date and expected date when it should be delivered or released. The challenge that is facing the statistical institutions are improving the timeliness so that the data and information flow is disseminated in a timely manner while maintaining high accuracy, and it is measured by using the following indicators:

Indicator	Application
The reference-time reflected by data	Data reflects the time period as the following: • Reference-time of 2009 for data survey, and the data was collected in 2009. • Reference-time of 2010 for data survey, and the data was collected in 2010. • Reference-time of 2011 for data survey, and the data was collected in 2011.
The lapse of time between data publication date and time reference	The period between Time reference of data till date of publishing the report is as following: • 06 months for Survey of 2009. • 06 months for Survey of 2010. • 06 months for Survey of 2011.

It is noted from the above figure that data timeliness was accurate, and in their standard periods which includes questionnaire design, training, fieldwork, data entry, results, data analysis and producing a final report and publishing..

The time lag between actual and planned dates of publication:

The scheduled publishing date of this survey was the same as of the actual scheduled of publishing date as to PCBS statistical calendar was in June of 2009, 2010 and 2011 while its publishing date was in June of (2009, 2010 and 2011 respectively).

Notes from the above, the punctuality in publishing data of the survey in above previous years was strict and met.

3.4 Accessibility and Clarity

The concept of accessibility relates to easiness and conditions under which statistical data could be accessed and obtained, easy to use and convenient in both of form and content, while the concept of clarity relates to the environment of data whether data was accompanied with appropriate metadata and illustrations such as graphs and maps, or with the availability of information on data quality.

PCBS is constantly in touch with users through workshops, conferences and other means to promoting publishing process, Reports and publications are being published in several ways, including:

1. Traditional publishing:

PCBS is publishing the statistical data that was collected by implementing field surveys or by administrative records and by census through the following means:

Statistical reports, brochures, wall panels, pocket brochures, executive summaries, reports, press releases, faxing bulletins.

Accessing to report and the results of Transport activities for Outside Establishment Sector Survey could be obtained by various means, including visiting PCBS library, as well as an accumulative set of other statistical reports of this survey.

2. Electronic publishing via Internet:

Internet became an appropriate tool for such process. It is a wide spread with a less cost for using with the ability of huge amount of details. Based on that, PCBS established its own web site with an address of (www.pcbs.gov.ps) in 1996, it has been updated periodically, retiming statistics from the internet became significant and important as to policy and process of publishing at PCBS and this was obvious from the huge number of visitors to PCBS web site, where survey of users satisfaction in 2010 showed that 66.1% preferred obtaining data through website.

3. Electronic publishing through CDs

PCBS uploaded all publications, reports and results of Transport activities for outside establishment sector on CDs, so that publications, reports and results of the survey were reviewed in an easy and quick way, in a way that allowed easy exploring and reviewing them in an attractive, easy, and flexible manner (PDF).PCBS sent copies of these publications to various parties inside and outside the country.

4. Users' services

PCBS established a special department to respond to beneficiaries and users' needs called "Users Services Department" for the purpose of providing data to all users, through providing beneficiaries, government institutions, Politian's and all users with a clear picture about Palestinian society.

This department receives daily requests to different surveys in addition to other requested surveys through e-mail, fax or telephone, and PCBS responded through fax or e-mail, in addition to the possibility of requested data by hand.

Users' survey results in 2010 showed that 12% preferred getting data through emails, and 10.7% preferred getting data through commuting to users services department and 3.4% preferred getting data through telephone or fax.

5. Communication with Media and beneficiaries

PCBS depends on local and international audio visual and written media means in publishing and disseminating statistical data through reports, press conferences, interviews with radio, and TVs stations and holding workshops regularly.

PCBS was able to hold various meetings on Transport activities for outside establishment sector. Users' satisfaction survey results for the year 2010 showed that 5.4% preferred getting data through press releases and 2.5% preferred getting data through workshops.

6. Statistical database:

The objective of establishing such base is compilation of available data in PCBS in an orderly fashion and according to scientific bases in a manner where it could be easier to manage and benefit from in providing data in a form of time series, and also linking such data with their geographic locations to be used easily and effectively for analysis, comparison and planning purposes.

It should be noticed that there are no maps in statistical atlas for Transport activities for outside establishment sector in 2009, 2010 and 2011

7. Micro Data for Public Use

A set of data was issued for Transport activities for outside establishment sector and made available for public use, where a micro data for public use file contained a questionnaire survey data (SPSS), a brochure, data dictionary, and public use file (all of which are in Arabic and English).

8. Metadata

The published descriptive metadata base consists of a large group of surveys that were compiled and published by PCBS for several years. Useful data of surveys were published, and whole data sets which consist of data collection and treatment process, methodology of sampling techniques, treatment of errors and problems, definitions and terminology, statistical and geographical coverage, sample design, work plan and other documents and information. In addition to that, the database is providing copies of survey tools and documents such as questionnaires and published reports of surveys results

It was noticed that there is no metadata for Transport activities for outside establishment sector in 2009, 2010 and 2011 on the website dedicated to metadata (http://www.pcbs.gov.ps/pcbs_adp_arabic/). That will be added on the website before the end of this year, according to the plan approved for processing metadata.

9. Research Center

Within the context of PCBS policy to promoting the use of statistical data in the area of research to accessing researchers to a variety of data which serving various scientific purposes, A research center was opened in 2011 to use raw data of surveys at PCBS according to a determined and specific procedures and criteria adopted by PCBS.

PCBS circulated printed periodicals of surveys results and provides CD's for the purpose of widely disseminating statistical data, a database related to local, Arab and international institutions had been developed, and so PCBS surveys will be distributed to all of the different institutions.

3.5 Comparability

This dimension refers to the extent to which differences between statistics can be attributed to differences between the true values of the statistical characteristics, and it is measured by using several indicators.

The annual report is contained of surveys (2009, 2010 and 2011) of the most important results, tables, and graphs, which reflects Transport activities for outside establishment sector that fit all categories of data users as researchers, decision makers, scholars and others. It is also contained of time series for the most important indicators to enabling researchers, scholars and others who are interested in making comparisons between results by time series.

The survey data provided comparability by geographical distribution (West Bank, and Gaza Strip). Thus, it is clear that comparison between data in a time reference is going smoothly.

Finally, data published in reports is comparable to previous years where they were using the same survey instrument in addition to published levels, as well as the survey data is internationally comparable, it depends on the System of National Accounts 1993 (SNA93), also it is published accordance with International economic activities, and there is possibility for comparison by type of economic activity (types land transport other passengers unspecified date - Vehicles passenger public transport vehicles passenger privacy - and road transport of goods), and by class of asset (transport vehicles, machinery and equipment), therefore, it can be compared to some survey indicators by particles of the study population. But it cannot be compared with similar data because of the absence of the same data in other surveys

3.6 Coherence

Regarding to this dimension of adequacy of statistics to be combined in different ways and for various uses and the presence of comparable methodologies would lead to similar results in terms of measurements in different aspects of the statistical system including the primary and secondary data sources.

PCBS is using a regularly updated sample frame; in addition to that, the procedures and concepts of survey were set in accordance with concepts, regulations, classifications and international standards taking into consideration some of the Palestinian Privacy, without breaking the international standards. But it is not compared with the same survey data indicators from administrative records or census data, due to the lack of administrative records and census data on transport - outside the establishments sector.

3.7 Completeness

This dimension focuses on the extent to which all statistics that are needed are available, and the completeness of the statistics in terms of coverage of indicators and geographical coverage, time coverage, and coverage in terms of target groups and other related matters, this dimension is measured by using the following indicators:

Indicator	Application
Extract the highest number of indicators that covers the subject of survey	Indicators were calculated about percentage of the number of transports worked in transport activities for outside establishment, number of employees, output and intermediate consumption... etc.
Covering all geographical regions in the study sample	It covers all geographical areas in sample for 2009, 2010 and 2011. The geographical areas were divided into variant levels: the level of Palestinian Territory (West Bank and Gaza Strip).

Chapter Four

Calculation process of the most Important Indicators and Recommendations for Survey

4.1 Calculation process of the most Important Indicators

This survey is making available various indicators on the current status of this sector in Palestinian territory as of number of vehicles, number of workers and drivers, compensations of laborers against payment, total production, average of consumption, value added in addition to another set of indicators, here is a table shows the most important indicators with its definitions and measurements as the following:

Indicator	Counting process	Measurement Unit
Number of Vehicles	Total number of Vehicles in Transport for outside establishment sector	Number
Number of Employees	Total number of employees in Transport for outside establishment sector	Number
Output value	Total values of goods and services which is produced by transport communities output outside establishment during limited period, it includes produced services for self using.	USD
Intermediate Consumption Value.	Total number of requirements of commodity production and expenses, it is valued by buyers prices, which is defined as the price of the product plus transportation margins and margins of wholesale and retail trade	USD
Total Added Value	Calculated by total outputs minus intermediate consumption	USD

4.2 Recommendations

1. Working on examining the possibility of simplifying data extracting through reconsidering the composition of the relevant files.
2. Working to include a paragraph on the geographical coverage of the survey in the upcoming year reports.
3. Working on publishing the survey data in the Electronic Statistical Atlas.
4. Adding a specific item for refusals cases of the interview result on cover page of the questionnaire.
5. Developing indicators of quality dimensions as follows:
 - Comparing with the same survey indicators of administrative records data
 - Applying the mechanism of non-response processing in the field.
 - Applying the mechanism and methods of compensation of missing values and handling of non-completion.
6. Applying such review of quality report on other surveys in this year.
7. Applying such review of quality report on all surveys by next years, so that the project manager has to prepare the report and it should be reviewed by Quality Department.

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