

TWINNING CONTRACT

Support to the Statistics

Kosovo



MISSION REPORT

on

Short Terms Statistics Surveys II
Transport

Component no 3.4.5

Mission carried out by
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Table of contents

Executive Summary	4
1. General comments	5
2. Assessment and results	5
Transport by railways	5
Transport by air	6
Goods transport by road	7
Passenger transport by road	8
Resources and implementation plan	9
3. Conclusions and recommendations	10
Annex 1. Terms of Reference	11
Annex 2. Persons met	15
Annex 3. Questionnaire for collection of Transport by Railway	16
Annex 4. Questionnaire for collection of Transport by Aviation	17
Annex 5. Suggested structure for collection of Aviation data	18

List of Abbreviations

KAS	Kosovo Agency for Statistics
KBRA	Kosovo Business Registration Agency
NACE	Statistical Classification of Economic Activities, latest version revision 2
RMV	Register on Motor Vehicles
SBR	Statistical Business Register
SBS	Structural Business Statistics
STS	Short Term Statistics
TAX	Kosovo Tax Authorities
ToR	Terms of Reference
VAT	Value Added Tax

Executive Summary

The main conclusions and recommendation in the area of transport statistics are presented here.

Railway transport statistics are good with monthly dissemination and good cooperation with the train operator. With a minor expansion of the questionnaire with a subdivision on national/international transport, railway transport statistics will be in line with EU requirements.

On aviation transport statistics good cooperation with the sole airport seems to be in place with regular data reception. In order to comply with EU requirements a few additional data elements needs to be included, most important is the airport of origin/destination, the number of available seats, and whether the flight was scheduled or non-scheduled. Information on non-scheduled flights seems to be missing altogether in the current data and must be secured from the airport. Furthermore information on cargo volumes needs to be included.

There is currently no road transport statistics produced in KAS. In order to start preparation, it is of paramount importance that KAS establish access to the detailed vehicle register at regular intervals, at least quarterly and preferable monthly. Furthermore the implementation and day-to-day running of the survey is not a trivial task in resource requirement and when implementation starts more resources are necessary.

In addition it is recommended that KAS seeks external advice in the implementation phase, for example through the Twinning concept.

There are no statistics on passenger transport by road, i.e. in buses, taxis and private cars. On suggestion from KAS, a setup of a pilot survey/screening on passengers in buses and taxis was developed.

KAS should examine the possibilities on getting data on passengers in private cars in order to estimate passenger-kilometres. The possible sources of information could be data from traffic counts, survey on the number of passengers in each car and survey on the consumption of passenger car services in kilometres.

A work plan to implement the recommendation has been developed in cooperation with the transport team at KAS.

1. General comments

This mission report was prepared within the Twinning Project „Support to Statistics”. It was the fifth mission to be devoted to Short Term Statistics Surveys II within the component Business Statistics of the project and the first mission on the topic on Transport Statistics. The mission was aimed at reviewing questionnaires and samples regarding surveys on transport as well as the methodology used.

The concrete objectives of the mission were:

- An assessment of current status on transport statistics in Kosovo
- To establish a implementation plan for improvement of existing statistics and development of new statistics in line with EU recommendations

The consultant would like to express their thanks to all officials and individuals met for the kind support and valuable information which they received during the stay in Kosovo, and which highly facilitated the work of the consultant.

The views and observations stated in this report are those of the consultant and do not necessarily correspond to the views of EU, KAS or Statistics Denmark.

2. Assessment and results

There are no inland waterways, harbours or pipelines in Kosovo and statistics on these modes of transport are thus not relevant to KAS.

Focus is put on transport by railways, air and roads.

Transport by railways

Assessment

Railway transport is published based on reports from the sole railway operator. The monthly questionnaire for data collection is shown in annex 3.

The infrastructure has been separated into a separate company but contact with this company has not been established yet.

By all accounts the data coverage is complete since no other company operates train in Kosovo.

With regard to EU requirements, the train operator in Kosovo currently performs less than 50 mill passenger-kilometres annually and carries less than 3 mill tonnes of goods annually. EU requirements can therefore be met by the simplified reporting.

The current questionnaire only needs to be expanded by information on the type of transport, i.e. whether transport has been national or international, and in the latter case whether the transport is incoming or outgoing. International transport occurs since there are at least train connections to FYR Macedonia. Whether a connection to Serbia is operated could not be established during the mission. This has to be determined with the train operator.

With the above mentioned expansion of the questionnaire the quarterly and annual requirements of EU can be met.

The current published tables on rail transport can easily be expanded to include the new subdivisions.

Recommendations

Expansion of the questionnaire to include a subdivision on national, ingoing international and outgoing international transport

To ensure that any future operators are included in the statistics, contact with the infrastructure manager should be established.

Transport by air

Assessment

Transport by air is published based on reports the sole airport. Information is received monthly and timely. The questionnaire is attached in annex 4 to this report.

The current collection is in- and outgoing passengers and number of flights by airline. Since the airport handles in excess of 1.5 mill passengers annually the current data collection is not sufficient to accommodate EU requirements.

A number of additional data elements are needed:

- Airport of origin/destination
- Aircraft type
- Number of seats
- Passenger service/all freight or mail
- Scheduled/non-scheduled flight

With special regard to whether a flight is scheduled or non-scheduled, it seems that the current data only covers scheduled flights. Non-scheduled flights should also be included.

A template for a spread sheet containing the necessary information to be collected is shown in annex 5 and is also available as an excel spread sheet.

Some methodological points were presented and discussed and the most noticeable was the difference between statistics on flight stages and on flight origin/destination and the difference between transit and transfer passengers.

To sum up these points, the difference between flight stages and flight origin/destination essentially came down to whether the same flight number was used for the whole trip on journeys with a stop-over between original departure airport and airport of final destination. If this was the case, the required data should not only cover the immediate previous or next airport but also the airport of origin or destination and the split of passengers between this airport and the stop-over airport. If this is not the case, the two sets of statistics are identical.

From the Eurostat manual on Aviation statistics:**On flight origin and destination**

Traffic on a commercial air service (see definition) identified by a unique flight number subdivided by airport pairs in accordance with point of embarkation and point of disembarkation on that flight.

Flight stage

The operation of an aircraft from take-off to its next landing.

KAS was under the impression that flights to and from Kosovo had their own flight numbers and collection of previous/next airport would be sufficient. This assumption needs to be confirmed to ensure the correctness of the data collection.

The essential difference between transit and transfer passengers is that transit or direct transit passengers continue on the same flight they arrive on. If the flight changes flight number but it is the same airplane, it is also considered transit passengers. Transfer passenger change airplane and flight number.

From the Eurostat manual on Aviation statistics:**Direct transit passengers**

Passengers who, after a short stop, continue their journey on the same aircraft on a flight having the same flight number as the flight on which they arrive.

Transfer or indirect transit passengers

Passengers arriving and departing on a different aircraft within 24 hours, or on the same aircraft bearing different flight numbers. They are counted twice: once upon arrival and once on departure.

According to KAS this is not common or at least very rare in Kosovo. This has to be confirmed. If it occurs (in significant numbers) it needs to be reported at least annually.

Also annually, the number of non-commercial flights should be reported by the airport.

Recommendations

Expansion of data collection in cooperation with the airport

Verifying assumptions on transit/transfer traffic and differences between stage transport and origin/destination transport

Goods transport by road**Assessment**

Statistics on goods transport on roads is not produced in Kosovo.

KAS was presented to the overall set-up of the goods on road statistics as outlined in Eurostat manuals. Details on sampling and data processing were not discussed since it would be futile to spend a lot of time on this before it is actually needed.

KAS receives aggregate data from the register on motor vehicles (RMV) and publishes the stock of vehicle by categories (cars, transport vehicles, vans, buses, etc.). The RMV should serve as the frame for statistics on road transport and for this a detailed access is needed.

In order to facilitate a discussion and planning of a survey on goods transport on road, KAS, the consultant and the RTA had a meeting with the director of the government authority responsible for the register on motor vehicles (Department of Vehicle Registration within the Ministry of Internal Affairs).

The KAS needs and purpose of the access were presented. The director was very positive to the request and explained that due to the inclusion of confidential data permission to access needed to be given from an independent agency. It required a written request from KAS specifying the data need and the purpose of the access. The director also told that other agencies had access to similar data.

The RMV is a central database with currently 28 local registration offices with online access to the database. Seven more offices are in the planning. The database was still being developed and some elements that KAS had already requested were not implemented yet.

Implementing a survey on goods transport on roads according to EU requirements has proven a big task for EU members and it is the view of the consultant that implementing this survey in KAS is not possible within the current resource limits. During implementation at least 1 IT person and two additional statistical officers will be needed and running the statistics will require at least one more officer than today. Furthermore implementation will benefit from the external support from an EU-member state, e.g. within the framework of Twinning.

Recommendations

Establish access to detailed vehicle register at regular intervals, at least quarterly and preferable monthly

In possible future Twinning project consider a transport component to get support in establishing a regular data collection on transport on goods by road

Explore possibilities of allocating more resources to the transport unit for the purpose of the goods transport on roads and temporarily allocating IT and methodology resources in the implementation phase

Passenger transport by road

Assessment

Statistics on the transport of persons on roads is not produced. Statistics should include all transport modes ranging from foot to bus. This is solved in many EU-Member States by the passenger mobility survey where a sample of the population (typically excluding (young) children and the elderly) is selected to report on the travel patterns in a specific period of time. This approach is very costly but in time probably needed.

The methodology for a survey on transport of persons was presented.

To get started possible data sources should be assessed. For example, it is known that the Road Directorate performs traffic counts, but it was not known whether this data would be available.

A small screening survey to assess available data at bus and taxi companies were outlined at the work shop. The survey could be addressed to a few companies asking for passenger

number, driven kilometres and passenger-kilometres to be reported on a postcard. The purpose would be to find out if this type of data is available in these companies.

Recommendations

Examine possible data sources on road transport and traffic

Pilot survey/screening on bus and taxi companies

Resources and implementation plan

The resources available for transport statistics are very limited and an introduction of two major surveys as goods on roads and persons on road at one time is not feasible. More external support on implementing these surveys then can be provided within the current Twinning project is also needed.

Thus, it was decided not to outline for a survey on national road transport with goods and a survey for transport of persons. The plans for implementation are limited to examination of sources and to establish the needed support.

3. Conclusions and recommendations

The specific conclusions and recommendations were specified in the previous section for each mode of transport.

Besides these detailed conclusions and recommendations, a general conclusion has been that KAS has the knowledge and capacity to produce the statistics on railway and aviation transport. In order to increase the portfolio of transport statistics into the more complex area of road transport statistics, the current team will need competence input in the area of IT and sampling knowledge as well as an increase in staff resources in general.

A number of specific recommendations were made that should be completed within the duration of this Twinning project. Only one mission has been planned for within the topic of transport statistics but if the necessary resources are available within the project, a follow-up mission in this area would be beneficial.

The topics of such a mission would be: 1) implementation of railway and aviation recommendations; 2) progress on an agreement with the Department of Vehicle Registration within the Ministry of Internal Affairs on the access to detailed information from the register on vehicles; 3) progress on the pilot study on passenger transport in buses and taxis; and 4) status on the examinations of data sources for calculations of passenger transport in private cars.

Action	Deadline	Responsible person
Decision on a follow-up mission	July 2015	Steering group of Twinning project
Implementation of railway recommendations	Sep. 2015	KAS Transport team
Implementation of aviation recommendations	Sep. 2015	KAS Transport team
Written request for access to Register on Vehicles	June 2015	KAS Transport team

Annex 1. Terms of Reference



EU Twinning Project KS12 IB ST 01 Support to Statistics

Terms of Reference:

Component 3: Business Statistics

Activity 3.4.5: Short term statistics surveys II – Transport

Scheduling:

ToR –ready date: 10 March 2015
Start / end of activity: 24-27 March 2015
Reporting time: 3 April 2015

Mandatory result of the component:

Mandatory Result	Intervention logic	Benchmarks	Sources of information	Assumptions
Mandatory results 3.4.5	Short Term Statistics Surveys II – Transport	<ul style="list-style-type: none"> Mission report uploaded on project homepage Recommendations for questionnaire design, tabulation plan and optimisation of data collection given 	<ul style="list-style-type: none"> Twinning quarterly reports Mission Report 	<ul style="list-style-type: none"> Sufficient absorption capacity Access to administrative and survey data Low turn-over of staff involved in implementation Staff works on project related tasks in between missions

Subject / purpose of activity 3.4.5:

Review of questionnaire and sample regarding surveys on transport. Review of methodology used for the survey.

Expected output of activity 3.4.5:

Mission report – describing the status of the work and the work done and the recommendations made during the mission. The Mission report should also propose actions to be taken at KAS to improve the statistics.

KAS resources:

Mr. Ismajl Sahiti, Head of Division, ismail.sahiti@rks-gov.net (Component Leader)
Mr. Hysni Elshani, Head of sector, hysni.elshani@rks-gov.net

Mr. Muhamet Kastrati, Manager of database, muhamet.kastrati@rks-gov.net
Ms. Valdete Navakazi, Senior Officer for STS, valdete.navakazi@rks-gov.net
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Mr. Bekim Bojku, Senior Officer for energy statistics, bekim.bojku@rks-gov.net

KAS Twinning team:

Project Leader Mr. Ilir T. Berisha, Director of Economic Statistics and National Accounts, Ilir.T.Berisha@rks-gov.net
RTA Counterpart Ms. Teuta Zyberi, International Relations Officer, teuta.zyberi@rks-gov.net

Member state resources:

Mr. Peter Ottosen, Business Statistics Expert, Statistics Denmark, pot@dst.dk

Twinning resources:

Mr Per Knudsen, RTA, pkn@dst.dk
Ms Nora Zogaj, RTA Assistant, nzogaj@yahoo.com

Description of the background for the activity

The first mission on Business statistics within the Twinning project (3.1.1.Overall Assessment of Business Statistics and Prioritization of Actions / Ottosen & Netterstrøm) stated that railway transport and transport by air are published based on reports from the railway operator and the airport, respectively. Only one company acts in each of the sectors and information is received timely and is by all accounts in accordance with the aquis.

Furthermore a good working relationship exists between the companies and KAS and changes in data needs will most likely be honoured.

Statistics on goods on road is not produced. KAS is not currently using the motor vehicle register that should serve as the frame for statistics on road transport. Aggregate data is foreseen to be delivered from the motor vehicle register within a few months.

Statistics on the transport of persons on roads is not produced.

The resources available for transport statistics are very limited and an introduction of two major surveys as goods on roads and persons on road at one time is not feasible.

An outline for a survey on national road transport with goods and a survey for transport of persons as well as plans for implementation is needed.

In order to facilitate a discussion and planning of a survey on goods transport on road, KAS should establish contact with the government authority responsible for the motor vehicle register with the purpose of making an agreement on regular access to the motor vehicle register and information on the content of the register. A regular delivery should be initiated as soon as possible. Also a methodology for a survey on transport of persons should be developed.

Activities to be undertaken in preparation for the mission:

- KAS must establish contact with the government authority responsible for Register of Motor Vehicles and prepare a short report to be presented at the mission specifying 1) possibility and requirement for access to the complete register and 2) content of register (variables)
- KAS should invite representative for the authority responsible for the Register of Motor Vehicles to participate in the mission for one hour
- The MS expert prepares presentation on EU requirements and recommendations focusing on Rail, Air and Road

List of documents

- Mission report activity 3.1.1 Overall Assessment of Business Statistics and Prioritization of Actions (Ottosen & Netterstrøm)
- Further mission reports from Component 3 Business Statistics can be found at www.dst.dk/kosovo

The expected activities are:

- Review of status at KAS
- Recommendations for questionnaire design, tabulation plan and optimization of data collection
- Updated development plan for transport statistics

Expected output:

- Mission report – according to template
- Recommendations for KAS to follow to achieve the goal: A number of STS time series revised according to NACE Rev. 2 by 8th project quarter.
- Detailed plan for further activities to be completed in component 3.4 on Transport Statistics by the twinning program

Annex 1. Program, March

Day	Place	Time	Event
1	KAS	10:00	Introductory remarks to this part of component 3
		10:15	KAS: Introduction to work Transport statistics in Kosovo
		10:45	Coffee break
		11:00	MS: Introduction to Transport Statistics in member states, organisation of the work and the data sources
		12:00	Lunch break
		13:30	Workshop on Transport statistics – focus on Rail and Air
		14:30	Coffee break
		15:00	Workshop continued
		16:00	Preliminary conclusions.
2	KAS	09:00	Rail and Aviation questionnaires and tables
		10:45	Coffee break
		11:00	Goods transport on road
		12:00	Lunch break
		13:30	Passenger transport on road
3	KAS	09:00	Passenger transport on road Discussion on recommendations Implementation plan
		12:00	Lunch break
		13:30	Meeting with Director for Department of Vehicle Registration
4		09:00 – 11:30	Debriefing with BC Project Leader, Experts, Component Leader and RTA Report writing

Annex 2. Persons met

KAS:

Mr. Ilir T. Berisha, Director of Economic Statistics and National Accounts, Project Leader

Mr. Hysni Elshani, Head of sector

Ms. Nazmije Belegu, high officer for transport statistics

Ms. Sulltane Gashi, high officer for tourism statistics

Ms. Teuta Zyberi, International Relations Officer, RTA Counterpart

Ministry of Internal Affairs:

Sebahate Muharremi, Director of Department of Vehicle Registration

An official from the Department of Vehicle Registration

RTA Team:

Per Knudsen, RTA

Nora Zogaj, RTA Assistant

Interpreter

Annex 3. Questionnaire for collection of Transport by Railway

I.

TRANKOS SH.A

Track length in km	For Transport	Industrial (Private)
	333	110
Number of locomotives	Diesel	TermoMotork
	8	0
Number of carriages	For passengers	For baggage (goods)
	9	18
Number of passengers	90873	
Passengers / km	3634920	
The amount of goods transported in net ton	227380	
The amount of goods transported in net ton / km	7750116	

Note:

You can also send the data in electronic form .

Annex 4. Questionnaire for collection of Transport by Aviation

MONTHLY PLAN OF FLIGHTS								
Month: Dec 2014		Flights				Passengers		
No	Company	Planned	Realised	Canceled	Code	IN	OUT	TOTAL
1	Adria Airways		90			9,764	8,333	18,097
2	Austrian		43			3,650	2,459	6,109
3	Belair		16			2,647	2,190	4,837
4	Croatia Airlines		17			2,056	537	2,593
5	Easy Jet		38			6,229	5,772	12,001
6	Edelweiss		32			5,046	4,669	9,715
7	Etihad Regional		12			561	411	972
8	Germania		57			9,601	7,836	17,437
9	Germanwings		32			4,560	4,399	8,959
10	Hamburg Airways		1			187	178	365
11	Helvetic Airways		10			1,307	1,268	2,575
12	Jetair Fly		9			900	861	1,761
13	Pegasus Airlines		16			2,166	2,150	4,316
14	SAS		10			1,226	972	1,598
15	SmartLynx		20			3,329	1,590	4,909
16	Swiss		9			1,228	1,284	2,512
17	Tufly		2			364	0	364
18	Turkish Airlines		59			6,376	5,682	12,058
19	Wizzair		5			789	139	928
	Total		479			61,986	50,114	112,100

Annex 5. Suggested structure for collection of Aviation data

(This is also attached to the report as a spread sheet)

The screenshot shows a Microsoft Excel spreadsheet titled "Aviation data collection - Microsoft Excel". The spreadsheet is set up with the following columns (A-M):

- A:** Year
- B:** Month
- C:** Origin/Destination on airport
- D:** Departure/Arrival
- E:** Scheduled/non-scheduled
- F:** Airline
- G:** Aircraft type
- H:** Passengers
- I:** Freight/mail
- J:** Number of flights
- K:** Seats available
- L:**
- M:**

A tooltip is displayed over cell J2, stating: "The aircraft information has to be coded following the 4-letter of the ICAO aircraft type designators as listed in the ICAO Document 8643." The spreadsheet is currently empty, with row numbers 1 through 24 visible on the left side.