

Questionnaire manual: Road transport

Questionnaire code: 11442023

Submitted in: 1st quarter – 15.04.2023; 2nd quarter – 15.07.2023; 3rd quarter – 15.10.2023; 4th quarter – 15.01.2024

Periodicity: Quarterly

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Please make sure that you enter data in the correct cell. If you enter alphabetical characters in a number field, a corresponding error message is displayed. In the case of some fields, logic (arithmetic) checks have been applied to prevent data entry mistakes. If there is a conflict in the entered data or they conflict with pre-filled data, an error message appears when the table is checked. In the case of errors, review the data carefully and make corrections.

After correcting the data, save changes and check the questionnaire again. If there are no more mistakes, confirm and submit the data by clicking "Confirm" on the last page of the questionnaire. You will be displayed a message that the data have been submitted successfully. If you have any questions, please contact Statistics Estonia's customer service either by phone at +372 625 9300 (Mon–Thu 8:30–16:30, Fri 8:30–15:30) or by e-mail at klienditugi@stat.ee.

DATA COLLECTED WITH THE QUESTIONNAIRE

Table 1. CARRIAGE OF PASSENGERS BY BUSES

Regular service on rural municipality lines, county lines and long-distance lines includes public, commercial as well as special purpose regular services. Data on regular bus services provided by the enterprise are summed by quarter. The number of regular routes is prefilled based on the data of route licences/agreements.

The unit of measurement of variables "Number of passengers, thousand passengers", "Passenger turnover, thousand passenger-km", "Distance travelled by buses, thousand km" and "Volume of offered regular service, thousand available seat-km" is with precision 0.001 and the data on the passenger bus transport operated by the company is summed up by quarter. The number of journeys is the total number of bus journeys operated by the company in the quarter. Vehicles are the vehicles registered in the company and leased vehicles (except special purpose vehicles). Vehicles leased to other companies are not taken into consideration throughout the lease period. Click on the name of the variable to open the definition of the variable.

Row code/ column code	Name of variable * - mandatory	Code of variable	Explanation	Type of data (number of decimals) or list/classification name	You need not fill in the value: period, economic activity
1 / 2	Number of bus passengers – regular service on rural municipality lines	TSMNT1_012	Number of bus passengers on rural municipality lines, thousand passengers. A passenger is each person travelling in a bus (either with a ticket or the right of free travel), except the rolling stock drivers. Rural municipality line is a route with the points of departure and destination located in the same rural municipality. Regular service on rural municipality lines includes public, commercial and special purpose regular services.	Positive real number (0,3)	
1 / 3	Number of bus passengers – regular service on urban routes	TSMNT1_013	Number of bus passengers on urban routes, in thousands. A passenger is each person travelling on a bus (either with a ticket or the right of free travel), except the rolling stock drivers. An urban route is a route where the stops are located primarily in one city or town. To distinguish between rural and urban routes, other indicators characterising the route are taken into account, in particular, the timetable, the main target group, the main service area and the technical suitability of the public transport vehicle for servicing this type of route. Regular service on urban routes includes public, commercial and special-purpose regular services. A route is the path of movement travelled by a public transport vehicle at intervals prescribed by a timetable.	Positive real number (0,3)	
1 / 4	Number of bus passengers – regular service on county lines	TSMNT1_014	Number of bus passengers on county lines, thousand passengers. A passenger is each person travelling in a bus (either with a ticket or the right of free travel), except the rolling stock drivers. County line is a route with the points of departure and destination located in the same county.	Positive real number (0,3)	

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			Regular service on county lines includes public, commercial and special purpose regular services.		
1 / 5	Number of bus passengers – regular service on long-distance routes	TSMNT1_015	Number of bus passengers on long-distance routes, in thousands. A passenger is each person travelling on a bus (either with a ticket or the right of free travel), except the rolling stock drivers. A long-distance route means a route that is not a rural, urban, county or international route. A route is the path of movement travelled by a public transport vehicle at intervals prescribed by a timetable.	Positive real number (0,3)	
1 / 6	Number of bus passengers – international regular service	TSMNT1_016	Number of bus passengers on international routes, in thousands. A passenger is each person travelling on a bus (either with a ticket or the right of free travel), except the rolling stock drivers. An international route is a route that has stops outside Estonia. A route is the path of movement travelled by a public transport vehicle at intervals prescribed by a timetable.	Positive real number (0,3)	
1 / 7	Number of bus passengers – domestic occasional service	TSMNT1_017EE	Number of passengers, in thousands. A passenger is each person travelling on a bus (either with a ticket or the right of free travel), except the rolling stock drivers. Domestic transport means the carriage of passengers within Estonia.	Positive real number (0,3)	
1 / 8	Number of bus passengers – international occasional service	TSMNT1_018	Number of bus passengers in international occasional service, in thousands. A passenger is each person travelling on a bus (either with a ticket or the right of free travel), except the rolling stock drivers. Occasional service is the carriage of passengers by road, except for regular services and taxi services, where the main characteristic is the carriage of groups of passengers formed on the initiative of the customer or the carrier. International occasional service means occasional service that includes stops outside Estonia.	Positive real number (0,3)	
2 / 2	Passenger turnover of bus transport – regular service on rural municipality lines	TSMNT1_022	Passenger turnover on rural municipality lines – volume of work performed in carriage of passengers, thousand passenger-kilometres. One passenger-kilometre (pkm) is transporting one passenger over one kilometre. Estimated passenger turnover can be calculated by multiplying the average length of the journey by the number of passengers. Rural municipality line is a route with the points of departure and destination located in the same rural municipality. Regular service on rural municipality lines includes public, commercial and special purpose regular services.	Positive real number (0,3)	
2 / 3	Passenger turnover of bus transport – regular service on urban routes	TSMNT1_023	Passenger turnover on urban routes – volume of work performed in the carriage of passengers, in thousands of passenger-kilometres (pkm). Passenger turnover is calculated as the number of passengers carried multiplied by their average distance travelled. One passenger-kilometre (pkm) means the transport of one passenger over one kilometre. An urban route is a route where the stops are located primarily in one city or town. To distinguish between rural and urban routes, other indicators characterising the route are taken into account, in particular, the timetable, the main target group, the main service area and the technical suitability of the public transport vehicle for servicing this type of route. Regular service on urban routes includes public, commercial and special-purpose regular services. A route is the path of movement travelled by a public transport vehicle at intervals prescribed by a timetable.	Positive real number (0,3)	
2 / 4	Passenger turnover of bus transport – regular service on county lines	TSMNT1_024	Passenger turnover on county lines – volume of work performed in carriage of passengers, thousand passenger-kilometres. One passenger-kilometre (pkm) is transporting one passenger over one kilometre. The number of passengers and the passenger turnover on county and long-distance lines is calculated based on the number of sold tickets. Estimated passenger turnover can be calculated by multiplying the average length of the journey by the number of passengers. County line is a route with the points of departure and destination located in the same county. Regular service on county lines includes public, commercial and special purpose regular services.	Positive real number (0,3)	
2 / 5	Passenger turnover of bus transport – regular service on long-distance routes	TSMNT1_025	Passenger turnover on long-distance routes – volume of work performed in the carriage of passengers, in thousands of passenger-kilometres (pkm). Passenger turnover is calculated as the number of passengers carried multiplied by their average distance travelled. One passenger-kilometre (pkm) means the transport of one passenger over one kilometre. A long-distance route means a route that is not a rural, urban, county or international route. A route is the path	Positive real number (0,3)	

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			of movement travelled by a public transport vehicle at intervals prescribed by a timetable.		
2 / 6	Passenger turnover of bus transport – international regular service	TSMNT1_026	Passenger turnover in international regular service – volume of work performed in the carriage of passengers, in thousands of passenger-kilometres (pkm). Passenger turnover is calculated as the number of passengers carried multiplied by their average distance travelled. One passenger-kilometre (pkm) means the transport of one passenger over one kilometre. An international route is a route that has stops outside Estonia. A route is the path of movement travelled by a public transport vehicle at intervals prescribed by a timetable.	Positive real number (0,3)	
2 / 7	Passenger turnover of bus transport – domestic occasional service	TSMNT1_027EE	Passenger turnover in domestic transport – volume of work performed in the carriage of passengers, in thousands of passenger-kilometres (pkm). One passenger-kilometre (pkm) means the transport of one passenger over one kilometre. Domestic transport means the carriage of passengers within Estonia.	Positive real number (0,3)	
2 / 8	Passenger turnover of bus transport – international occasional service	TSMNT1_028	Passenger turnover in international occasional service – volume of work performed in the carriage of passengers, in thousands of passenger-kilometres (pkm). Passenger turnover is calculated as the number of passengers carried multiplied by their average distance travelled. One passenger-kilometre (pkm) means the transport of one passenger over one kilometre. Occasional service is the carriage of passengers by road, except for regular services and taxi services, where the main characteristic is the carriage of groups of passengers formed on the initiative of the customer or the carrier. International occasional service means occasional service that includes stops outside Estonia.	Positive real number (0,3)	
3 / 2	Total distance travelled by buses – regular service on rural municipality lines	TSMNT1_032	Total distance travelled by buses on rural municipality lines, in thousands kilometres. Total distance includes distance travelled on route and dead running distance. Distance travelled on route is the scheduled distance travelled on route by the vehicle. Dead running distance is the distance travelled by the vehicle from the garage to the point of departure and from the point of destination to the garage, and the distance travelled between journeys to relocate the vehicle, which is not included in the distance travelled on route. Rural municipality line is a route with the points of departure and destination located in the same rural municipality. Regular service on rural municipality lines includes public, commercial and special purpose regular services.	Positive real number (0,3)	
3 / 3	Total distance travelled by buses – regular service on urban routes	TSMNT1_033	Total distance travelled by buses on urban routes, in thousands of kilometres. Total distance includes distance travelled on route and dead running distance. Distance travelled on route is the scheduled distance that the bus travelled on route. Dead running distance is the distance travelled by the bus from the garage to the point of departure and from the point of destination to the garage, and the distance travelled between journeys to relocate the bus, which is not included in the distance travelled on route. An urban route is a route where the stops are located primarily in one city or town. Regular service on urban routes includes public, commercial and special-purpose regular services. A route is the path of movement travelled by a public transport vehicle at intervals prescribed by a timetable.	Positive real number (0,3)	
3 / 4	Total distance travelled by buses – regular service on county lines	TSMNT1_034	Total distance travelled by buses on county lines, in thousands kilometres. Total distance includes distance travelled on route and dead running distance. Distance travelled on route is the scheduled distance travelled on route by the vehicle. Dead running distance is the distance travelled by the vehicle from the garage to the point of departure and from the point of destination to the garage, and the distance travelled between journeys to relocate the vehicle, which is not included in the distance travelled on route. County line is a route with the points of departure and destination located in the same county. Regular service on county lines includes public, commercial and special purpose regular services.	Positive real number (0,3)	
3 / 5	Total distance travelled by buses – regular service	TSMNT1_035	Total distance travelled by buses on long-distance routes, in thousands of kilometres. Total distance includes distance travelled on route and dead running distance. Distance	Positive real number (0,3)	

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	on long-distance routes		travelled on route is the scheduled distance travelled on route by the vehicle. Dead running distance is the distance travelled by the vehicle from the garage to the point of departure and from the point of destination to the garage, and the distance travelled between journeys to relocate the vehicle, which is not included in the distance travelled on route. A long-distance route means a route that is not a rural, urban, county or international route. A route is the path of movement travelled by a public transport vehicle at intervals prescribed by a timetable.		
3 / 6	Total distance travelled by buses – international regular service	TSMNT1_036	Total distance travelled by buses in international regular service, in thousands of kilometres. Total distance includes distance travelled on route and dead running distance. Distance travelled on route is the scheduled distance travelled on route by the vehicle. Dead running distance is the distance travelled by the vehicle from the garage to the point of departure and from the point of destination to the garage, and the distance travelled between journeys to relocate the vehicle, which is not included in the distance travelled on route. An international route means a route that has stops outside Estonia. A route is the path of movement travelled by a public transport vehicle at intervals prescribed by a timetable.	Positive real number (0,3)	
3 / 7	Total distance travelled by buses – domestic occasional service	TSMNT1_037EE	Total distance travelled by buses, in thousands of kilometres. Domestic transport means the carriage of passengers within Estonia.	Positive real number (0,3)	
3 / 8	Total distance travelled by buses – international occasional service	TSMNT1_038	Total distance travelled by buses in international occasional service, in thousands of kilometres. International occasional service means occasional service that includes stops outside Estonia. Occasional service is the carriage of passengers by road, except for regular services and taxi services, where the main characteristic is the carriage of groups of passengers formed on the initiative of the customer or the carrier.	Positive real number (0,3)	
4 / 2	Distance travelled on route by buses – regular service on rural municipality lines	TSMNT1_0321	Distance travelled by buses on rural municipality lines – scheduled distance travelled on route by the vehicle, in thousands kilometres. Distance travelled on route equals with the sum of the length of lines (together with the distance travelled on site). Distance travelled on route is calculated by multiplying the number of rounds and the length of a round (together with the distance travelled on site), to which the lengths of the line sections travelled as partial rounds will be added to. Line means a route passed through by a public transport vehicle of a carrier on the basis of a public service contract, authorisation for regular service or a contract concluded with an ordering party ordering at intervals as prescribed in the timetable. Rural municipality line is a route with the points of departure and destination located in the same rural municipality. Regular service on rural municipality lines includes public, commercial and special purpose regular services.	Positive real number (0,3)	
4 / 3	Distance travelled on route by buses – regular service on urban routes	TSMNT1_0331	Distance travelled by buses on urban routes – scheduled distance travelled on route, in thousands of kilometres. Distance travelled on route equals the sum of the length of routes (together with the distance travelled on site). Distance travelled on route is calculated by multiplying the number of rounds by the length of the round (together with the distance travelled on site), to which the length of route travelled as partial rounds is added. An urban route is a route where the stops are located primarily in one city or town. To distinguish between rural and urban routes, other indicators characterising the route are taken into account, in particular, the timetable, the main target group, the main service area and the technical suitability of the public transport vehicle for servicing this type of route. Regular service on urban routes includes public, commercial and special-purpose regular services.	Positive real number (0,3)	
4 / 4	Distance travelled on route by buses – regular service on county lines	TSMNT1_0341	Distance travelled by buses on urban lines – scheduled distance travelled on route by the vehicle, in thousands kilometres. Distance travelled on route equals with the sum of the length of lines (together with the distance travelled on site). Distance travelled on route is calculated by multiplying the number of rounds and the length of a round (together with the distance travelled on site), to which the lengths of the line sections travelled as partial rounds will be added to. Line means a route passed through by a public transport vehicle	Positive real number (0,3)	

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			of a carrier on the basis of a public service contract, authorisation for regular service or a contract concluded with an ordering party ordering at intervals as prescribed in the timetable. County line is a route with the points of departure and destination located in the same county. Regular service on county lines includes public, commercial and special purpose regular services.		
4 / 5	Distance travelled on route by buses – regular service on long-distance routes	TSMNT1_0351	Distance travelled by buses on long-distance routes – scheduled distance travelled on route by the vehicle, in thousands of kilometres. Distance travelled on route equals the sum of the length of routes (together with the distance travelled on site). Distance travelled on route is calculated by multiplying the number of rounds by the length of the round (together with the distance travelled on site), to which the length of route travelled as partial rounds is added. A long-distance route means a route that is not a rural, urban, county or international route. A route is the path of movement travelled by a public transport vehicle at intervals prescribed by a timetable.	Positive real number (0,3)	
4 / 6	Distance travelled on route by buses – international regular service	TSMNT1_0361	Distance travelled by buses in international regular service – scheduled distance travelled on route by the vehicle, in thousands of kilometres. Distance travelled on route equals the sum of the length of routes (together with the distance travelled on site). Distance travelled on route is calculated by multiplying the number of rounds by the length of the round (together with the distance travelled on site), to which the length of route travelled as partial rounds is added. An international route means a route that has stops outside Estonia. A route is the path of movement travelled by a public transport vehicle at intervals prescribed by a timetable.	Positive real number (0,3)	
5 / 2	Distance travelled on route by low-floor buses – regular service on rural municipality lines	TSMNT1_0322	Distance travelled by low-floor buses on rural municip. lines, in thousands km. Dist. travelled on route equals with the sum of the length of lines (together with the distance travelled on site). Dist. travelled on route is calculated by multiplying the number of rounds and the length of a round (together with the dist. travelled on site), to which the lengths of the line sections travelled as partial rounds will be added. Line is a route passed by a public transport vehicle on the basis of a public service contract, authorisation for regular service or a contract concluded with an ordering party at intervals as prescribed in timetable. A low-level means of transp. – has no stairstep(s) or has a collapsible metal ramp at least at one door. May also have a side tilt function. Rural municip. line is a route with the points of departure and destination in the same rural municipality. Reg. service on rural municip. lines includes public, commercial and special purpose regular services.	Positive real number (0,3)	
5 / 3	Distance travelled on route by low-floor buses – regular service on urban routes	TSMNT1_0332	Scheduled distance travelled by low-floor buses on urban routes, in thousands of kilometres. Distance travelled on route equals the sum of the length of routes (together with the distance travelled on site). Distance travelled on route is calculated by multiplying the number of rounds by the length of the round (together with the distance travelled on site), to which the length of route travelled as partial rounds is added. An urban route is a route where the stops are located primarily in one city or town. Regular service on urban routes includes public, commercial and special-purpose regular services. A low-floor bus has no steps or has a collapsible metal ramp at least at one door. Such a bus may also have the side tilt function.	Positive real number (0,3)	
5 / 4	Distance travelled on route by low-floor buses – regular service on county lines	TSMNT1_0342	Distance travelled by low-floor buses on urban lines, in thousands km. Dist. travelled on route equals with the sum of the length of lines (together with the distance travelled on site). Dist. travelled on route is calculated by multiplying the number of rounds and the length of a round (together with the dist. travelled on site), to which the lengths of the line sections travelled as partial rounds will be added. Line is a route passed through by a public transport vehicle on the basis of a public service contract, authorisation for regular service or a contract concluded with an ordering party at intervals as prescribed in the timetable. A low-level means of transport – has no stairstep(s) or has a collapsible metal ramp at least at one door. May also have the side tilt function. County line is a route with the points of departure and destination located in the same county. Regular service on county lines includes public, commercial and special purpose	Positive real number (0,3)	

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			<u>regular services.</u>		
5 / 5	Distance travelled on route by low-floor buses – regular service on long-distance routes	TSMNT1_0352	Scheduled distance travelled by low-floor buses on long-distance routes, in thousands of kilometres. Distance travelled on route equals the sum of the length of routes (together with the distance travelled on site). Distance travelled on route is calculated by multiplying the number of rounds by the length of the round (together with the distance travelled on site), to which the length of route travelled as partial rounds is added. A long-distance route means a route that is not a rural, urban, county or international route. A route is the path of movement travelled by a public transport vehicle at intervals prescribed by a timetable. A low-floor bus has no steps or has a collapsible metal ramp at least at one door. Such a bus may also have the side tilt function.	Positive real number (0,3)	
5 / 6	Distance travelled on route by low-floor buses – international regular service	TSMNT1_0362	Distance travelled by low-floor buses in international regular service – scheduled distance travelled on route by low-floor vehicles, in thousands of kilometres. Distance travelled on route equals the sum of the length of routes (together with the distance travelled on site). Distance travelled on route is calculated by multiplying the number of rounds by the length of the round (together with the distance travelled on site), to which the length of route travelled as partial rounds is added. An international route means a route that has stops outside Estonia. A route is the path of movement travelled by a public transport vehicle at intervals prescribed by a timetable. A low-floor bus has no steps or has a collapsible metal ramp at least at one door. Such a bus may also have the side tilt function.	Positive real number (0,3)	
6 / 2	Volume of offered regular service – regular service on rural municipality lines	TSMNT1_052	Volume of offered regular service, in thousand available seat-kilometres – sum of the products of the number of seats and the distance travelled by operating buses. Rural municipality line is a route with the points of departure and destination located in the same rural municipality. Regular service on rural municipality lines includes public, commercial and special purpose regular services. Line means a route passed through by a public transport vehicle of a carrier on the basis of a public service contract, authorisation for regular service or a contract concluded with an ordering party ordering at intervals as prescribed in the timetable.	Positive real number (0,3)	
6 / 3	Volume of offered regular service – regular service on urban lines	TSMNT1_053	Volume of offered regular service, in thousand available seat-kilometres – sum of the products of the number of seats and the distance travelled by operating buses. Urban line is a route with the points of departure and destination located in the same city. Regular service on urban lines includes public, commercial and special purpose regular services. Line means a route passed through by a public transport vehicle of a carrier on the basis of a public service contract, authorisation for regular service or a contract concluded with an ordering party ordering at intervals as prescribed in the timetable.	Positive real number (0,3)	
6 / 4	Volume of offered regular service – regular service on county lines	TSMNT1_054	Volume of offered regular service, in thousand available seat-kilometres – sum of the products of the number of seats and the distance travelled by operating buses. County line is a route with the points of departure and destination located in the same county. Regular service on county lines includes public, commercial and special purpose regular services. Line means a route passed through by a public transport vehicle of a carrier on the basis of a public service contract, authorisation for regular service or a contract concluded with an ordering party ordering at intervals as prescribed in the timetable.	Positive real number (0,3)	
6 / 5	Volume of offered regular service – regular service on long-distance lines	TSMNT1_055	Volume of offered regular service, in thousand available seat-kilometres – sum of the products of the number of seats and the distance travelled by operating buses. Regular service on long-distance lines is the carriage of passengers on line where the movement route is located in different counties. Line means a route passed through by a public transport vehicle of a carrier on the basis of a public service contract, authorisation for regular service or a contract concluded with an ordering party ordering at intervals as prescribed in the timetable.	Positive real number (0,3)	
6 / 6	Volume of offered regular service – international regular service	TSMNT1_056	Volume of offered regular service, in thousand available seat-kilometres – sum of the products of the number of seats and the distance travelled by operating buses. International regular service is the carriage of passengers on line where	Positive real number (0,3)	

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			the movement route crosses state borders. Line means a route passed through by a public transport vehicle of a carrier on the basis of a public service contract, authorisation for regular service or a contract concluded with an ordering party <u>ordering at intervals as prescribed in the timetable.</u>		
7 / 2	Number of regular routes – regular service on rural municipality lines	TSMNT1_062	Number of regular lines – number of the rural municipality lines serviced by the company in integers as at the end of the reference period. Rural municipality line is a route with the points of departure and destination located in the same rural municipality. Regular service on rural municipality lines includes public, commercial and special purpose regular services. Line means a route passed through by a public transport vehicle of a carrier on the basis of a public service contract, authorisation for regular service or a contract concluded with an ordering party <u>ordering at intervals as prescribed in the timetable.</u>	Positive integer	
7 / 3	Number of regular routes – regular service on urban routes	TSMNT1_063	Number of regular routes – number of urban routes serviced by the company. It is specified as a whole number as at the end of the reference period. An urban route is a route where the stops are located primarily in one city or town. To distinguish between rural and urban routes, other indicators characterising the route are taken into account, in particular, the timetable, the main target group, the main service area and the technical suitability of the public transport vehicle for servicing this type of route. Regular service on urban routes includes public, commercial and special-purpose regular services. A route is the path of movement travelled by a <u>public transport vehicle at intervals prescribed by a timetable.</u>	Positive integer	
7 / 4	Number of regular routes – regular service on county lines	TSMNT1_064	Number of regular lines – number of the county lines serviced by the company. Data is submitted in integers as at the end of the reference period. County line is a route with the points of departure and destination located in the same county. Regular service on county lines includes public, commercial and special purpose regular services. Line means a route passed through by a public transport vehicle of a carrier on the basis of a public service contract, authorisation for regular service or a contract concluded with an ordering party <u>ordering at intervals as prescribed in the timetable.</u>	Positive integer	
7 / 5	Number of regular routes – regular service on long-distance routes	TSMNT1_065	Number of regular routes – number of long-distance routes serviced by the company. It is specified as a whole number as at the end of the reference period. A long-distance route means a route that is not a rural, urban, county or international route. A route is the path of movement travelled by a public transport vehicle at intervals prescribed by a <u>timetable.</u>	Positive integer	
7 / 6	Number of regular routes – international regular service	TSMNT1_066	Number of regular routes – number of international routes serviced by the company. It is specified as a whole number as at the end of the reference period. An international route means a route that has stops outside Estonia. A route is the path of movement travelled by a public transport vehicle at <u>intervals prescribed by a timetable.</u>	Positive integer	
8 / 2	Number of bus journeys – regular service on rural municipality lines	TSMNT1_042	Total quarterly number of bus journeys on rural municipality lines. Rural municipality line is a route with the points of departure and destination located in the same rural municipality. Regular service on rural municipality lines includes public, commercial and special purpose regular services. One journey or trip is the movement of the vehicle from the origin to the destination of the journey. Line means a route passed through by a public transport vehicle of a carrier on the basis of a public service contract, authorisation for regular service or a contract concluded with an ordering party <u>ordering at intervals as prescribed in the timetable.</u>	Positive integer	
8 / 3	Number of bus journeys – regular service on urban routes	TSMNT1_043	Total quarterly number of bus journeys on urban routes. An urban route is a route where the stops are located primarily in one city or town. To distinguish between rural and urban routes, other indicators characterising the route are taken into account, in particular, the timetable, the main target group, the main service area and the technical suitability of the public transport vehicle for servicing this type of route. Regular service on urban routes includes public, commercial and special-purpose regular services. One journey or trip is the movement of the vehicle from the point of departure to the point of destination of the journey. A route is the path of movement travelled by a public transport vehicle at intervals <u>prescribed by a timetable.</u>	Positive integer	

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8 / 4	Number of bus journeys – regular service on county lines	TSMNT1_044	Total quarterly number of bus journeys on rural municipality lines. County line is a route with the points of departure and destination located in the same county. Regular service on county lines includes public, commercial and special purpose regular services. One journey or trip is the movement of the vehicle from the origin to the destination of the journey. Line means a route passed through by a public transport vehicle of a carrier on the basis of a public service contract, authorisation for regular service or a contract concluded with an ordering party ordering at intervals as prescribed in the <u>timetable</u> .	Positive integer	
8 / 5	Number of bus journeys – regular service on long-distance routes	TSMNT1_045	Total quarterly number of bus journeys in long-distance regular service. One journey or trip is the movement of the vehicle from the point of departure to the point of destination of the journey. In the case of regular service, it is the movement of the vehicle in one direction from the first stop to the final stop. A long-distance route means a route that is not a rural, urban, county or international route. A route is the path of movement travelled by a public transport vehicle at intervals prescribed by a <u>timetable</u> .	Positive integer	
8 / 6	Number of bus journeys – international regular service	TSMNT1_046	Total quarterly number of bus journeys in international regular service. An international route means a route that has stops outside Estonia. One journey or trip is the movement of the vehicle from the point of departure to the point of destination of the journey. In the case of regular service, it is the movement of the vehicle in one direction from the first stop to the final stop. A route is the path of movement travelled by a public transport vehicle at intervals prescribed by a <u>timetable</u> .	Positive integer	
8 / 7	Number of bus journeys – domestic occasional service	TSMNT1_047EE	Number of journeys in the quarter. Domestic transport means the carriage of passengers within Estonia. One journey or trip is the movement of the vehicle from the point of departure to the <u>point of destination of the journey</u> .	Positive integer	
8 / 8	Number of bus journeys – international occasional service	TSMNT1_048	Total quarterly number of bus journeys in international occasional service. Occasional service is the carriage of passengers by road, except for regular services and taxi services, where the main characteristic is the carriage of groups of passengers formed on the initiative of the customer or the carrier. International occasional service means occasional service that includes stops outside Estonia. One journey or trip is the movement of the vehicle from the point of departure to the point of destination of the journey. For example, if there has been a trip Tallinn-Paris-Tallinn, it is <u>considered as one trip</u> .	Positive integer	
9 / 1	Average registered number of buses	TSMNT1_07	Average registered number of buses in the quarter. This includes buses registered in the company and leased buses (except special purpose vehicles). Buses leased to other companies are not taken into consideration throughout the lease period. The precise number can be calculated by dividing the number of vehicle days by the number of calendar days in the reference period. The number of vehicle days is obtained by summing up all days that the vehicles registered in the company and leased for the company were in the company (in the reference period); the figure is <u>specified as a whole number</u> .	Positive integer	

Table 2. TAXI SERVICE

Data on taxi transport are summed up by quarter. Enterprises providing taxi ordering or dispatcher service shall fill in column “Average registered number of taxis”. If the company has no kept records about the actual volume of work, the estimated passenger turnover can be calculated by multiplying the number of passengers transported in the quarter by the average length of the journey (km).

The unit of measurement of variables “Number of passengers, thousand passengers”, “Passenger turnover, thousand passenger-km”, “Total distance travelled by taxis, thousand km” and “Distance travelled by taxis for hire or reward, thousand km” is with precision 0.001 and the data on the taxi transport operated by the company is summed up by quarter.

Click on the name of the variable to open the definition of the variable.

Row code/ column code	Name of variable * - mandatory	Code of variable	Explanation	Type of data (number of decimals) or list/	You need not fill in the value: period,
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Questionnaire manual: Road transport

Questionnaire code: 11442023

Submitted in: 1st quarter – 15.04.2023; 2nd quarter – 15.07.2023; 3rd quarter – 15.10.2023; 4th quarter – 15.01.2024

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code				list/ classification name	period, economic activity
15 / 1	Number of taxi passengers	TSMNT3_011	Number of taxi passengers, in thousands. Taxi operation – carriage of passengers to the destination desired by the customer with a passenger car (taxi) or another means of public transport adapted for taxi operation.	Positive real number (0,3)	
15 / 2	Passenger turnover of taxi transport	TSMNT3_021	Passenger turnover of taxi operation – volume of work performed in the carriage of passengers, in thousands of passenger-kilometres (pkm). Taxi operation – carriage of passengers to the destination desired by the customer with a passenger car (taxi) or another means of public transport adapted for taxi operation. One passenger-kilometre (pkm) is the transport of one passenger over one kilometre. In case the company has not kept records about the actual volume of work, the estimated passenger turnover can be calculated by multiplying the number of passengers transported in the quarter by the average length of journey (km).	Positive real number (0,3)	
15 / 3	Total distance travelled by taxis	TSMNT3_031	Total distance travelled by taxis, in thousands of kilometres. Taxi operation – carriage of passengers to the destination desired by the customer with a passenger car (taxi) or another means of public transport adapted for taxi operation.	Positive real number (0,3)	
15 / 4	Total distance travelled by taxis for hire or reward	TSMNT3_032	Total distance travelled by taxis for hire or reward, in thousands of kilometres. Taxi operation – carriage of passengers to the destination desired by the customer with a passenger car (taxi) or another means of public transport adapted for taxi operation. Taxi operation for hire or reward – carriage of passengers for which the carrier gets remuneration in any form.	Positive real number (0,3)	
15 / 5	Average registered number of taxis	TSMNT3_07	Average registered number of taxis is expressed in integers. Taxi operation – carriage of passengers to the destination desired by the customer with a passenger car (taxi) or another means of public transport adapted for taxi operation. Enterprises providing taxi ordering or dispatch service for other enterprises and self-employed persons indicate vehicles that were in their name and in use in the respective period and for which licence cards had been issued.	Positive integer	

Table 3. TIME SPENT ON FILLING OUT THE QUESTIONNAIRE (incl. for preparing the data, only for the 3rd quarter)

The table need not be filled in period(s) **2023-I, 2023-II, 2023-IV**.

Please estimate how much time you spent on filling out the questionnaire (incl. time spent on reading the instructions, collecting and preparing data). Record the total time spent by all employees.

Row code/ column code	Name of variable * - mandatory	Code of variable	Explanation	Type of data (number of decimals) or list/ classification name	You need not fill in the value: period, economic activity
/	Number of hours spent on completing the questionnaire and collecting and preparing the necessary data	TAITMIS EAEGTU NDI	Number of hours spent by all employees on completing the questionnaire. The time spent on completing the questionnaire includes the time spent on reviewing instructions, collecting and preparing the necessary data.	Positive integer	
/	Number of minutes spent on completing the questionnaire and collecting and preparing the necessary data	TAITMIS EAEGMI NUTIT	Number of minutes spent by all employees on completing the questionnaire. The time spent on completing the questionnaire includes the time spent on reviewing instructions, collecting and preparing data. Permitted value range 0–59.	Positive integer	

Table Y1. Assessment on a scale of 1 to 5

Questionnaire manual: Road transport

Questionnaire code: 11442023

Submitted in: 1st quarter – 15.04.2023; 2nd quarter – 15.07.2023; 3rd quarter – 15.10.2023; 4th quarter – 15.01.2024

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The table need not be filled in period(s) **2023-I, 2023-III, 2023-IV**.

Row code/ column code	Name of variable * - mandatory	Code of variable	Explanation	Type of data (number of decimals) or list/ classification name	You need not fill in the value: period, economic activity
/	Wording of questions	TAGASI S_2		rahulolu_nu mbriline_5_ kuni_1_9L	
/	Wording of error messages or controls of questions	TAGASI S_3		rahulolu_nu mbriline_5_ kuni_1_9L	
/	Explanatory texts (appearing when the mouse cursor hovers over them) of the questionnaire	TAGASI S_7		rahulolu_nu mbriline_5_ kuni_1_9L	
/	Pre-filling of the questionnaire	TAGASI S_8		rahulolu_nu mbriline_5_ kuni_1_9L	
/	User-friendliness of eSTAT	TAGASI S_9		rahulolu_nu mbriline_5_ kuni_1_9L	

Table Y2. Overall assessment on the questionnaire

The table need not be filled in period(s) **2023-I, 2023-III, 2023-IV**.

Row code/ column code	Name of variable * - mandatory	Code of variable	Explanation	Type of data (number of decimals) or list/ classification name	You need not fill in the value: period, economic activity
/	Overall assessment on the ease of completing the questionnaire	TAGASI SY_1		rahulolu_va ga_lihtne_v aga_keeruli ne_5L	

Table Y3. Suggestions and comments (200 characters max)

The table need not be filled in period(s) **2023-I, 2023-III, 2023-IV**.

Row code/ column code	Name of variable * - mandatory	Code of variable	Explanation	Type of data (number of decimals) or list/ classification name	You need not fill in the value: period, economic activity
/	Suggestions and comments	TAGASI S_TESS T		Text	