

## Questionnaire manual: Bus transport and taxi operation

Questionnaire code: 14972025

Submitted in: 1st quarter – 15.04.2025; 2nd quarter – 15.07.2025; 3rd quarter – 15.10.2025; 4th quarter – 15.01.2026

Periodicity: Quarterly

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Statistikaamet tagab esitatavate andmete täieliku kaitse

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### 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" and "Distance travelled by buses, thousand km" 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 table to open the definition of the data fields.

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 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 / 3	Number of bus passengers – regular service on county and rural municipality routes	TSMNT1_0124	Number of bus passengers on rural and county 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 rural or county route is a route where the stops are located primarily in one rural municipality or in one county. To distinguish between urban and rural/county 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 rural and county 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)	

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1 / 4	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 / 5	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 / 6	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 / 7	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 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 / 3	Passenger turnover of bus transport – regular service on county and rural municipality routes	TSMNT1_0224	Passenger turnover on rural and county 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 rural or county route is a route where the stops are located primarily in one rural municipality or in one county. To distinguish between urban and rural/county 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 rural and county 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 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 of movement travelled by a public transport vehicle at intervals prescribed by a timetable.	Positive real number (0,3)	
2 / 5	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	Positive real number (0,3)	

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			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.		
2 / 6	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 / 7	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 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 / 3	Total distance travelled by buses – regular service on county and rural municipality routes	TSMNT1_0324	Total distance travelled by buses on rural and county 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. A rural or county route is a route where the stops are located primarily in one rural municipality or in one county. Regular service on rural and county 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 long-distance routes	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 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.	Positive real number (0,3)	
3 / 5	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	Positive real number (0,3)	

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			has stops outside Estonia. 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 – 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 / 7	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 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 / 3	Distance travelled on route by buses – regular service on county and rural municipality routes	TSMNT1_03214	Distance travelled by buses on rural or county routes – scheduled distance travelled on route by buses, 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 rural or county route is a route where the stops are located primarily in one rural municipality or in one county. Regular service on rural and county 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)	
4 / 4	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 / 5	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 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	Positive real number (0,3)	



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			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.		
5 / 3	Distance travelled on route by low-floor buses – regular service on county and rural municipality routes	TSMNT1_03224	Distance travelled by low-floor buses on rural or county 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 rural or county route is a route where the stops are located primarily in one rural municipality or in one county. Regular service on rural and county 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. 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 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 / 5	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	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 public transport vehicle at intervals prescribed by a timetable.	Positive integer	
6 / 3	Number of regular routes – regular service on county and rural municipality routes	TSMNT1_0624	Number of regular routes – number of rural and county routes serviced by the company. It is specified as a whole number as at the end of the reference period. A rural or county route is a route where the stops are located primarily in one rural municipality or in one county. To distinguish between urban and rural/county 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 rural and county 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 integer	
6 / 4	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	Positive integer	

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			international route. A route is the path of movement travelled by a public transport vehicle at intervals prescribed by a timetable.		
6 / 5	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 intervals prescribed by a timetable.	Positive integer	
7 / 2	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 prescribed by a timetable.	Positive integer	
7 / 3	Number of bus journeys – regular service on county and rural municipality routes	TSMNT1_0424	Number of bus journeys on rural and county routes. 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 rural or county route is a route where the stops are located primarily in one rural municipality or in one county. To distinguish between urban and rural/county 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 rural and county 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 integer	
7 / 4	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 timetable.	Positive integer	
7 / 5	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 timetable.	Positive integer	
7 / 6	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 point of destination of the journey.	Positive integer	
7 / 7	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 considered as one trip.	Positive integer	
8 / 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	Positive integer	

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			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 specified as a whole number.		
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### Table 2. Taksoteenindus ja sõidujagamisteenuse pakkumine

Here, ridesharing is also considered as taxi operation. 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/ classification name	You need not fill in the value: 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 <u>public transport adapted for taxi operation</u> .	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 <u>quarter by the average length of journey (km)</u> .	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 <u>another means of public transport adapted for taxi operation</u> .	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 <u>remuneration in any form</u> .	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.	Integer	

### Table 3. TIME SPENT ON FILLING OUT THE QUESTIONNAIRE (incl. for preparing the data)

The table need not be filled in period(s) **2025-I, 2025-III, 2025-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.

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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 / 1	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	
1 / 2	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 Y2. Overall assessment on the questionnaire

The table need not be filled in period(s) **2025-I, 2025-III, 2025-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_v ga_lihtne_v aga_keeruli ne_5L	

### Table Y3. Suggestions and comments

The table need not be filled in period(s) **2025-I, 2025-III, 2025-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	