



REPUBLIC OF CROATIA
CROATIAN BUREAU OF STATISTICS



QUALITY REPORT FOR STATISTICAL SURVEY

Quarterly Report on Transshipment (in Seaports, on Inland Waterways, at Railway Stations and Other Places) (PR/T-11P) for 2018

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Statistics Department

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0. Basic information

- Purpose, goal, and subject of the survey

The statistical survey on transshipment is aimed at collecting and dissemination of data on operation of transshipment enterprises in seaports, in inland waterway ports and at other places as well as on the number and capacity of transshipment equipment, transshipment tonnes by kind of manipulation, transshipment of goods in containers and number of transhipped containers in TEUs, ship manipulations; on fuel supply and consumption, and on employed persons.

- Reference period

Quarter

- Legal acts and other agreements

Annual Implementation Plan of Statistical Activities of the Republic of Croatia

Decision on the National Classification of Activities, 2007 version – NKD 2007 (OG, Nos 58/07 and 72/07)

- Classification system

National Classification of Activities, 2007 version

Place of Transshipment Code List

Type of Transshipment Equipment Code List

Kind of Manipulation Code List

Fuel Code List

- Concepts and definitions

Number of transshipment equipment represents the situation of the equipment at the end of a quarter and refers to all equipment owned by a business entity and entered in inventory (including lent equipment, but excluding borrowed equipment), irrespective of technical condition of the equipment.

Capacity is expressed in tonnes for all types of cranes, forklift trucks and loaders and for maximum weight that can be lifted at once. Capacity of conveyers and unloaders should be expressed in total tonnes per hour.

The transshipment of goods refers to the loading of goods onto a vehicle, the unloading of goods from a vehicle and the direct transshipment from one vehicle to another. The transshipment of goods also includes transfer of goods in warehouses for keeping, packing, ripening etc.

The transshipment tonne is a total quantity of goods received and forwarded by a transshipment enterprise, where goods are shown in transshipment tonnes only once, irrespective of multiple manipulations. Manipulated tonne (tonne of operation) is a unit of working effect representing a sum of operations recorded by kind (loading, unloading, direct transshipment and transfer). Manipulated tonnes are, therefore, usually equal to or larger than transshipment tonnes.

Unloading includes unloading of goods from one vehicle to the ground, coast or other designated space (warehouse, factory or similar).

Loading includes loading of goods from ground, coast or other designated space onto the vehicle.

Direct transshipment includes transshipment of goods from one vehicle to the other, without touching ground, coast or warehouse.

Displacement includes every manipulation of goods in open space, in indoor or outdoor warehouse when goods stay in the same space. Transfer of goods means moving of goods in a warehouse or between two warehouses using transshipment equipment (not transport). Finishing, processing and sorting of goods in warehouses is not considered manipulation, and it is not transfer.

Under item “number of transhipped containers”, a number of (empty or full) containers by all modalities is presented. Included are only containers with a volume exceeding 3 m³ (according to ISO standards), which are expressed in TEUs.

TEU (Twenty-foot Equivalent Unit) is an ISO-standardised measure of 20 foot length for all types of containers, which is calculated in the following way:

One 40 feet long ISO container equals 2 TEUs.

One container with a length between 20 and 40 feet equals 1.5 TEUs.

One 20 feet long container equals 1 TEU.

Business entities that perform their business in seaports and inland waterway ports (landing places) also report transshipment according to the so-called ship manipulations. These indicators provide an insight into the volume of particular directions of goods movements in individual seaports or ports of inland waterway ports (landing places).

Loading also includes a total quantity of cargo that passed through the transshipment business subject towards the sea (river), i.e., cargo loaded on ships.

Unloading also includes a total quantity of cargo that passed through the transshipment business subject from the sea (river), i.e., a total quantity of cargo unloaded from ships.

Transshipment included the entire transshipment ship – ship done in the transshipment business entity.

Total employed persons encompass all persons employed for definite or indefinite period of time, irrespective of full-time or short-time working arrangement.

Employees in transshipment means employees working directly in transshipment or engaged in organising transshipment operations.

Employees on mechanisation are all employees who handle transshipment equipment and mechanisation.

Other employees in transshipment are all employees who are indirectly engaged in operations of transshipment of goods. This group also includes persons employed in administrative and similar works.

Persons employed outside transshipment activities are employees who are engaged in operations not linked to the transshipment of goods activity rather than in organising or performing transshipment of goods.

- **Statistical units**

Data on the transshipment of goods are submitted by business entities and parts thereof that are registered in the transshipment of goods activity and business entities registered in other activities that perform, among other operations, transshipment of goods.

- **Statistical population**

Business entities and parts thereof that are registered in the transshipment of goods activity (Section H, class 52.24 of the NKD 2007 Cargo handling) and business entities registered in other activities that perform, among other operations, transshipment of goods are included.

1. Relevance

1.1. Data users

State institutions, enterprises, research and scientific community, journalists etc.

1.1.1. User needs

The standard in use at the level of the European Statistical System satisfies the needs of national and international users.

1.1.2. User satisfaction

The first user satisfaction survey of the Croatian Bureau of Statistics was conducted in 2013, the second one in 2015, and the last one at the end of 2022. The results of the survey are available on the website of the Central Bureau of Statistics <https://dzs.gov.hr/highlighted-themes/quality/user-satisfaction-surveys/686>.

1.2. Completeness

The survey covers all variables determined in the legal basis.

1.2.1. Data completeness rate

Data completeness rate is 100%.

2. Accuracy and reliability

2.1. Sampling error

The indicator for this survey is not applicable.

2.1.1. Sampling error indicators

The indicator is not applicable.

2.2. Non-sampling error

Non-sampling error occurs in the form of measurement error and non-response error.

2.2.1. Coverage error

The indicator is not computed.

2.2.2. Over-coverage rate

The indicator is not applicable.

2.2.3. Measurement errors

During the statistical analysis, data validation is implemented according to the established algorithms for particular types of errors.

A matrix containing 14 conditions for conducting material check and control have been set up; of the total number of conditions, 13 of them relate to non-tolerable errors, while one condition relates to a warning that is to be checked and recognised.

2.2.4. Non-response errors

Non-response errors are reduced to zero during the analysis by frequently contacting the reporting units (by phone, e-mail and letters) as well as by building good business relationships with reporting units.

2.2.5. Unit non-response rate

The indicator is not computed.

2.2.6. Item non-response rate

The indicator is not computed.

2.2.7. Processing errors

The indicator is not computed.

2.2.8. Imputation rate

The indicator is not applicable.

2.2.9. Model assumption error

The indicator is not computed.

2.3. Data revision

2.3.1. Data revision – policy

Provisional figures are not published in this survey and therefore regular revisions are not planned.

2.3.2. Data revision – practice

As a rule, unplanned revisions caused by events that could not be foreseen and prevented (later changes in data sources or errors in already submitted data that were detected only later) are disseminated as soon as possible.

2.3.3. Data revision – average size

The indicator is not applicable.

2.4. Seasonal adjustment

The indicator is not applicable.

3. Timeliness and punctuality

3.1. Timeliness

Deadlines: 42 days after the end of a quarter

3.1.1. Timeliness – first results

The indicator is not applicable.

3.1.2. Timeliness – final results

Timeliness of final results is T + 42.

3.2. Punctuality

There is no time lag between the actual dissemination date of the data and the planned date when they were to be disseminated according to the Calendar of Statistical Data Issues.

3.2.1. Punctuality – delivery and publication

Delivery and publication is 1.

4. Accessibility and clarity

Data are published in Statistics in Line "Transshipment", quarterly and annually.

4.1. News release

Data for the survey are not published in the First Release.

4.2. Online database

Data are not available in online databases.

4.3. Microdata access

Conditions under which certain users can have access to microdata are regulated by the Ordinance on the Conditions and Manner of Use of Statistical Data for Scientific Purposes.

4.4. Documentation on methodology

Definitions used in data collection are available in the publications of the Croatian Bureau of Statistics.

5. Coherence and comparability

5.1. Asymmetry for mirror flows statistics

The indicator is not applicable.

5.2. Comparability over time

The comparable time series of quarterly data has been available since 2004.

5.2.1. Length of comparable time series

| Domain | Domain value | Notice | 1st quarter | 2nd quarter | 3rd quarter | 4th quarter |
|---------|---------------|--------|-------------|-------------|-------------|-------------|
| Croatia | All variables | | 57 | 58 | 59 | 60 |

5.2.2. Reasons for break in time series

The quarterly dissemination of data on transshipment has been available since 2004.

5.3. Coherence – short-term and structural data

The indicator is not applicable.

5.4. Coherence – national accounts

The indicator is not applicable.

5.5. Coherence – administrative sources

The indicator is not applicable.

6. Cost and burden

6.1. Cost

The indicator is not computed.

6.2. Burden

The indicator is not computed.