REPUBLIC OF CROATIA
CROATIAN BUREAU OF STATISTICS

150 YEARS OF CROATIAN STATISTICS

QUALITY REPORT FOR STATISTICAL SURVEY

Annual Report on Waterway Fleet in Inland Waterways (PR/G-12) for 2019

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0. Basic information

- Purpose, goal, and subject of the survey

  The purpose of the survey is to collect and disseminate the data on the registered fleet of vessels in inland waterways, newly registered vessels and deregistered vessels in inland waterways.

- Reference period

  Calendar year

- Legal acts and other agreements

  Annual Implementation Plan of Statistical Activities of the Republic of Croatia

- Classification system

  − Codebook of Harbour Master's Offices − inland waterways

  − Codebook of Types of Vessels

- Statistical concepts and definitions

  Tug is a powered vessel developing not less than 37 kW and designed for the towing of dumb barges, pushed-towed barges and rafts, but not for the carriage of goods. Port and sea tugs are excluded.

  Pusher vessel is a powered vessel developing not less than 37 kW and designed or fitted for the pushing of pushed barges or pushed-towed barges, but not for the carriage of goods. Port pusher vessels are excluded.

  Powered vessel is a powered vessel developing not less than 37 kW and designed or fitted for the towing of dumb barges, pushed-towed barges or rafts and for the pushing of pushed and pushed-towed barges, but not for the carriage of goods.

  Self-propelled barge is an inland waterway freight vessel having its own means of mechanical propulsion. Self-propelled tanker barge is a self-propelled barge intended for the bulk transport of liquids or gases.

  Dumb barge is an inland waterway freight vessel which is designed to be towed and does not have its own means of mechanical propulsion.

  Dumb tanker barge is a dumb barge for the bulk transport of liquids or gases.

  Pushed barge is an inland waterway freight vessel which is designed to be pushed and does not have its own means of mechanical propulsion.

  Push tanker barge is a push barge for bulk transport of liquids or gases.

  Carrying capacity of an IWT freight vessel is the maximum authorised weight of goods, expressed in tonnes, which a vessel may carry.

  Power (kW) is a mechanical force developed by the motive power installation in a vessel. Converting h.p. into kW is done by multiplying h.p. with the coefficient 0.735. (1 h.p. = 0.735 kW; 1 kW = 1.36 h.p.).

- Statistical units

  Registered vessels in the Republic of Croatia

- Statistical population

  Waterway fleet in inland waterways

1. Relevance

1.1. Data users

− European Commission

− state institutions and different organisations in the transport sector

1.1.1. User needs

The standard applied at the level of the European Statistical System meets 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. 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 the variables prescribed by legal acts.

1.2.1. Data completeness rate

Data completeness rate is 100%.

2. Accuracy and reliability

2.1. Sampling error

Not applicable.

2.1.1. Sampling error indicators

The indicator is not applicable.

2.2. Non-sampling error

Not applicable.

2.2.1. Coverage error

The indicator for this survey is not computed.

2.2.2. Over-coverage rate

The indicator is not applicable.

2.2.3. Measurement errors

During the statistical data processing, received data are compared to the previous year, after which possible deviations are checked in cooperation with the reporting units.

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 for this survey is not computed.

2.2.8. Imputation rate

The indicator is not applicable.

2.2.9. Model assumption error

The indicator for this survey is not applicable.

2.3. Data revision

2.3.1. Data revision – policy

The users of statistical data are informed about revision (preliminary, final data) on the website of the Croatian Bureau of Statistics.

2.3.2. Data revision – practice

Provisional data are not published in the survey; therefore, there are no data revisions.

2.3.3. Data revision – average size

The indicator is not applicable.

2.4. Seasonal adjustment

The indicator for this survey is not applicable.

3. Timeliness and punctuality

3.1. Timeliness

Eight months after the end of a year

3.1.1. Timeliness – first results

The indicator is not applicable.

3.1.2. Timeliness – final results

Timeliness – final results: T + 238.

3.2. Punctuality

The percentage of editions/data delivered in a timely manner is 100%.

3.2.1. Punctuality − delivery and publication

Delivery and publication is 1.

4. Accessibility and clarity

Data are disseminated electronically on the website of the Croatian Bureau of Statistics.

4.1. News releases

Data compiled in this survey are not published in a First Release.

4.2. Online database

Data are not available in online databases.

4.3. Microdata access

The conditions under which certain users can access microdata are regulated by the Ordinance on the Conditions and Manner of Using Confidential 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, while additional elements are available in the Glossary for Transport Statistics - fourth edition.

5. Coherence and comparability

5.1. Asymmetry for mirror flows statistics

The indicator for this survey is not applicable.

5.2. Comparability over time

Since 1999

5.2.1. Length of comparable time series

Length of comparable time series is 21.

5.2.2. Reasons for break in time series

The comparable time series of data has been available since 1999.

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 for this survey is not computed.