REPUBLIC OF CROATIA
CROATIAN BUREAU OF STATISTICS

CROATIAN BUREAU OF STATISTICS

QUALITY REPORT FOR STATISTICAL SURVEY

Annual Report on Transport in Inland Waterways (PR/G-11) for 2025

Organisational unit: Spatial Statistics Directorate,Transport Statistics Department

Prepared by: Snježana Kos and Korana Šakić Pokrivač

September 2026

0. Basic information

- Purpose, goal, and subject of the survey

  The purpose of the survey is to collect and disseminate the data on the number and capacity of transport equipment by type and capacity, the fuel supply and consumption, the costs of investment and maintenance of the waterway fleet, and on employed persons.

- Reference period

  Calendar year

- Legal acts and other agreements

  Annual Implementation Plan of Statistical Activities of the Republic of Croatia

  Official Statistics Act (NN, Nos 25/20, 155/23, 124/25 – corr. and 69/26)

- Classification system

  National Classification of Activities 2025

- 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.

  Employees in transport in inland waterways include employed persons who work directly in transport by using transport equipment in inland waterways, or in the organisation of transport in any form. Ship workers include employed persons on board vessels as crew members. Other employees in inland waterway transport are indirectly employed in the inland waterways transport. This group includes persons employed in administration. Persons employed outside of the activity of transport in inland waterways are employees who are engaged in other operations not linked to the transport in inland waterways activity.

  The costs of investment in vessels include financial resources used for the purchase of vessels. The costs of maintenance of vessels include financial resources used for keeping vessels in working order.

- Statistical units

  Business entities engaged in inland freight water transport.

- Statistical population

  Business entities registered for the activity of inland freight water transport in NKD 2025, section H, whose main activity is classified in the class 50.40.0 Inland freight water transport.

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 carried out in 2013, and since 2024, the survey has been conducted annually. The survey results are available on the Croatian Bureau of Statistics website under User satisfaction surveys.

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

The indicator is 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 error

During the statistical analysis, data verification is carried out.

2.2.4. Non-response error

Not applicable.

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 error

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 revisions on the website of the Croatian Bureau of Statistics, on the link General Revision Policy of the CBS.

2.3.2. Data revision – practice

Unplanned revisions that are caused by events that could not be predicted and could not be influenced in advance (subsequent changes in data sources or subsequently identified errors in previously submitted data) are disseminated as soon as possible.

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 the reporting year.

3.1.1. Time lag – first results

The indicator is not applicable.

3.1.2. Time lag – final results

Timeliness – final results T + 237.

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 release

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

4.2. On-line database

Data are not available in online databases.

4.3. Micro-data access

The conditions under which certain users can access microdata are regulated by the Ordinance on Conditions and Terms of Access and Use of Confidential Statistical Data of the Croatian Bureau of Statistics for Scientific Purposes (NN, No. 5/23).

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 - fifth edition.

5. Comparability over time

5.1. Asymmetry for mirror flows statistics

The indicator for this survey is not applicable.

5.2. Comparability - over time

The comparable time series of data has been available since 2001.

5.2.1. Length of comparable time series

Length of comparable time series is 24.

5.2.2. Reasons for break in time series

The comparable time series of data has been available since 2001.

5.3. Coherence – subannual and annual statistics

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.