

**QUALITY REPORT FOR STATISTICAL SURVEY**  
**Annual Report on Transport in Inland Waterways (PR/G-11)**  
**for 2020**

Organisational unit: Spatial Statistics Directorate, Transport Statistics Department

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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 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

- Classification system

National Classification of Activities 2007

- 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 2007, section H, whose main activity is classified in the class 50.40 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 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**

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 errors**

During the statistical analysis, data verification is carried out.

#### **2.2.4. Non-response errors**

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 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 the reporting 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 - fifth 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**

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 20.

#### **5.2.2. Reasons for break in time series**

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

### **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.