REPUBLIC OF CROATIA
CROATIAN BUREAU OF STATISTICS

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QUALITY REPORT FOR STATISTICAL SURVEY

Report on Arrival of Vessels in Inland Waterway Ports and the Report on Departure of Vessels from Inland Waterway Ports (PR/M-21a and PR/M-21b) for 2020

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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 transport of goods on inland waterways of the Republic of Croatia. Collected are the data on quantity of goods transported as well as on tonne kilometres as units of transport performance, traffic of vessels, capacity of vessels, flag of vessels, transport by countries of loading and unloading of goods, type of goods, type of freight, transport of dangerous goods and kilometers travelled.

- Reference period

  Month

- Legal acts and other agreements

  – Regulation (EU) 2018/974 of the European Parliament and of the Council on statistics of goods transport by inland waterways.

  – Commission Regulation (EC) No 425/2007 of 19 April 2007 implementing Regulation (EC) No 1365/2006 of the European Parliament and of the Council on statistics of goods transport by inland waterways

  – Commission Regulation (EC) No 1304/2007 of 7 November 2007 amending Council Directive 95/64/EC, Council Regulation (EC) No 1172/98, Regulations (EC) No 91/2003 and (EC) No 1365/2006 of the European Parliament and of the Council with respect to the establishment of NST 2007 as the unique classification for transported goods in certain transport modes

- Classification system

  Dangerous goods in river transport

  Standard Goods Classification for Transport Statistics, 2007 version

  Codebook of Harbour Master's Offices − inland waterways

  Codebook of Types of Vessels

  Codebook of Types of Traffic − inland waterways

  Codebook of Countries

  Codebook of Types of Cargo

  Codebook of Rivers

  Codebook of Ports/Landing Places

  Codebook of Coast Side

  Codebook of Arrivals/Departures of Vessels

  Codebook of Vessel Operators

  Classification of Spatial Units for Statistics

- Concepts and definitions

  Statistical data on the transport of goods on inland waterways are collected on the basis of territorial principle, which includes loading and unloading of goods on the territory of the Republic of Croatia. Data collected relate to the transport of goods by type of goods, flag and type of the vessel as well as the transport of containers. Goods transport on vessels under 50 t capacity is excluded.

  Navigable inland waterway is a stretch of water, not part of the sea, which by natural or man-made features is suitable for navigation, primarily by inland waterway vessels. This term covers both navigable rivers and lakes and navigable canals.

Inland waterway vessel is a loating craft designed for the carriage of goods, public transport of passengers or specially fitted out for a specific commercial duty which navigates predominantly in navigable inland waterways or in waters within, or closely adjacent to sheltered waters or areas where port regulations apply. Vessels under repair are included. Vessels suitable for inland navigation but which are authorised to navigate at sea (mixed seagoing and inland waterway vessels) are included. This category excludes: harbour craft, seaport lighters and seaport tugs, ferries, fishery vessels, dredgers, vessels performing hydraulic work and vessels used exclusively for storage, floating workshops, houseboats and pleasure craft.

Inland waterway transport (IWT) means any movement of goods and/or passengers using inland waterway vessels which is undertaken wholly or partly in navigable inland waterways.

National inland waterway transport means any movement of goods and/or passengers using an inland waterway transport (IWT) vessel between two places (a place of loading/embarkation and a place of unloading/disembarkation) within a national teritory, irrespective of the country in which the IWT vessel is registered. It may involve transit through another country, although for this country this type of tranport has to be reported as transit.

International inland waterway transport means inland waterway transport between two places (a place of loading/embarkation and a place of unloading/disembarkation) located in two different countries. It may involve transit through one or more other countries. For these other countries this type of transport has to be reported as transit.

Inland waterway transit is inland waterway tranport through a country between two places (a place of loading/embarkation and a place of unloading/disembarkation) that are both located in another country or in other countries, provided the total journey within the country is performed by an IWT vessel and that there is no loading/embarkation and unloading/disembarkation in that country.

Inland waterway traffic is any movement of an IWT vessel on a given network.

Types of vessels

Self-propelled barge is an IWT 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.

Self-propelled pusher barge is a self-propelled barge designed or fitted to push pushed or pushed-towed barges.

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

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

Pushed-towed barge − IWT freight vessel which is designed to be either pushed or towed and does not have its own means of mechanical propulsion.

Self-propelled pusher tanker barge − self-propelled pusher barge for the bulk transport of liquids or gases.

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

Pushed tanker barge − pushed barge for the bulk transport of liquids or gases.

Pushed-towed tanker barge − pushed-towed barge for the bulk transport of liquids or gases.

Other goods carrying vessel − any other inland waterway freight vessel intended for carrying goods not covered in the previous categories.

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.

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

Pusher tug − 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.

Container is a special box to carry freight, strengthened and stackable and allowing horizontal or vertical transfers. A more formal technical definition of a container is that it is an article of transport equipment which is: a) of a permanent character and accordingly strong enough to be suitable for repeated use, b) specially designed to facilitate the carriage of goods, by one or more mode of transport, without intermediate reloading, c) fitted with devices permitting its ready handling, particularly its transfer from one mode of transport to another, d) so designed as to be easy to fill and empty, e) stackable, and f) having an internal volume of 1 m3 or more. Swap bodies are excluded.

TEU (Twenty-foot Equivalent Unit) is a statistical unit based on an ISO container of 20 foot length (6.10 m) to provide a standardised measure of containers of various capacities and for describing the capacity of container ships or terminals. One 20 Foot ISO container equals 1 TEU.

Swap body is a freight-carrying unit optimised to road vehicle dimensions and fitted with handling devices for transfer between modes, usually road/rail.

- Statistical units

  Statistical unit is any arrived and departed vessel used to transport goods on inland waterways.

- Statistical population

  Harbour master's offices in inland waterway ports.

1. Relevance

1.1. Data users

National Accounts Department

European Commission

Researchers and scientists, journalists

1.1.1. User needs

The standard in use at the level of the European Statistical System satisfies 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 statistical survey follows the requirements defined in Regulation (EU) 2018/974 of the European Parliament and of the Council on statistics of goods transport by inland waterways. All variables from required data sets are available, including most of non-mandatory variables.

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

Over-coverage means including of vessels with a capacity less than 50 tonnes.

2.2.2. Over-coverage rate

The indicator is not applicable.

2.2.3. Measurement errors

During the statistical data processing, data validation is implemented according to the established algorithms for particular types of errors. A matrix with 77 check and control criteria for materials has been set up; of the total number of criteria, 65 of them are associated with non-tolerable errors, while 12 of them are warnings on checkable and tolerable errors.

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

Processing errors can occur in relation to an unreliable estimate of the type of goods code at entering the data. Processing errors can be reduced by running additional checks on the internet or in other available sources.

2.2.8. Imputation rate

The indicator is not applicable.

2.2.9. Model assumption error

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.

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.

2.3.2. Data revision – practice

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

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

45 days after the end of a month.

3.1.1. Time lag – first results

The indicator is not applicable.

3.1.2. Timeliness – final results

Time lag of final results is: T + 43,5.

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 in printed form as well as electronically on the website of the Croatian Bureau of Statistics.

4.1. News release

First Release "Transport"

4.2. Online database

Online databases availabe on the website of the Croatian Bureau of Statistics.

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 Regulation (EU) 2018/974 of the European Parliament and of the Council on statistics of goods transport by inland waterways, while additional elements are available in the Glossary for Transport Statistics and the Reference Manual for Inland Waterway Transport Statistics.

5. Coherence and comparability

5.1. Asymmetry for mirror flows statistics

Mirror flows statistics are performed annually among Member States on Eurostat's request. Depending on the largest possible differences in relation to a particular country, that country is contacted and efforts are made to find the reasons for these differences.

5.2. Comparability over time

Since 2005

5.2.1. Length of comparable time series

Length of comparable time series is:

Domain	Domain value	Notice	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec
Republic of Croatia	Tonnes of goods		169	170	171	172	173	174	175	176	177	178	179	180

5.2.2. Reasons for break in time series

Data have been comparable since 2005.

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.

5. Cost and burden

6.1. Cost

Costs of printing of questionnaires and instructions including postal costs of sending questionnaires to statistical units.

6.2. Burden

Statistical units are harbour master's offices in inland waterway ports. There is no information on the burden.