



**An
Phríomh-Oifig
Staidrimh**

Central
Statistics
Office

Standard SIMS Report:

Air & Sea Travel Statistics



Single Integrated Metadata Structure (SIMS) Report

For

Air & Sea Travel Statistics

This documentation applies to the reporting period:

2022

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2. Introduction

Air and Sea Travel Statistics (ASTS) were launched in May 2020 in response to the Covid-19 pandemic. As a consequence of the pandemic, the CSO's Country of Residence Survey (CRS) of passengers at air and sea ports was suspended in March 2020. The CRS results had been published monthly in the Overseas Travel release.

The suspension of the CRS left a major gap in the CSO's travel statistics and ASTS were launched to fill this gap as far as possible. The ASTS is based on the same passenger statistics used to compile the Overseas Travel statistics. These passenger statistics are provided monthly to the CSO by the Dublin Airport Authority, the other Irish airport authorities and the ferry companies operating to and from Ireland. These data are broken down by direction of travel (arrivals and departures) and the travel routes (airport pairings and seaport pairings). The ASTS provide national aggregates of these statistics.

3. Contact

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4. Metadata Update

4.1. Metadata last certified

15/11/2022

4.2. Metadata last posted

18/11/2022

4.3. Metadata last update

15/11/2022



5. Statistical Presentation

5.1. Data Description

ASTS reports the number of passengers travelling through Irish airports and seaports on overseas routes broken down by direction of travel (arriving or departing), mode of travel, general route of travel and staging country.

5.2. Classification System

Mode:	Air, Sea
Route:	Cross-channel, Continental, Transatlantic, Other routes.
Staging country (monthly):	Great Britain, Guernsey/Isle of Man/Jersey, Belgium, Germany, Spain, France, Italy, Netherlands, Poland, Portugal, Other EU27, Switzerland, Other Europe, United States, Other Transatlantic, United Arab Emirates, Other Destinations.
Staging country (annual):	Great Britain, Guernsey/Isle of Man/Jersey, Austria, Belgium, Bulgaria, Cyprus, Czech Republic, Germany, Denmark, Estonia, Spain, Finland, France, Greece, Croatia, Hungary, Italy, Lithuania, Luxembourg, Latvia, Malta, Netherlands, Poland, Portugal, Romania, Sweden, Slovenia, Slovakia, Iceland, Norway, Switzerland, Other Europe, Canada, United States, Other Transatlantic, Qatar, Turkey, United Arab Emirates, Other Destinations.

5.3. Sector Coverage

This release covers all overseas travel into and out of the Republic of Ireland.

Air and sea travel operators. Air refers to all people who arrive or depart by commercial airliners (excluding the crew), while sea covers arrivals or departures by commercial passenger vessels, (excluding the crew and commercial drivers).

5.4. Statistical Concepts and definitions

Arrivals

Arrivals are all people disembarking at the airports in Cork, Donegal, Dublin, Galway, Kerry, Knock, Shannon or Waterford or the seaports in Dublin, Dun Laoghaire, Ringaskiddy or Rosslare from destinations not on the island of Ireland. Transfer passengers are included while domestic air passengers and cruise passengers are excluded.

Departures

The same definition is used for departures, but refers to people embarking for destinations not on the island of Ireland.

Mode

Mode refers to the method of travel – air or sea. Air refers to all people who arrive or depart by commercial airliners (excluding the crew), while sea covers arrivals or departures by commercial passenger vessels, (excluding the crew and commercial drivers).

Route



For convenience, all people arriving or departing overseas are allocated to one of four entry or exit routes. These are cross-channel (Great Britain, Isle of Man and the Channel Islands), continental (other European countries), Transatlantic (North & South America, including the Caribbean) and Other (Asia, Africa, Oceania, etc.).

Country

All routes are broken down into separate countries and country groupings. These refer to the country of departure for the flight or sea crossing for an arriving person, or the country of arrival for a person who departs. The country does not refer to the country of residence or country of origin or destination for the person travelling (this information was previously published in the 'Overseas Travel' releases). For example, a person who flies from John F Kennedy airport (United States of America) to Heathrow (Great Britain) and then to Ireland will be counted as arriving from Great Britain, as this is where their flight to Ireland originated.

Transfer Passengers

Transfer passengers or 'connecting passengers' are defined as those who make a stop at an airport without any particular purpose other than being en route to another destination. Transfer passengers disembark from their aircraft and pass through the airport en route to their connecting flight. The two flights must be booked on the same ticket for it to be considered a transfer. A transfer trip is a completed journey – for example a passenger who travels from London Gatwick to Dublin Airport and then on to New York (on the one ticket) is counted as two transfer passengers and one transfer trip.

5.5. Statistical Unit

Data provided by Irish airports and passenger data provided by the sea carrier companies operating ferries to and from Ireland.

5.6. Statistical Population

All overseas travel into and out of the Republic of Ireland. Cross-border travel and domestic travel within the Republic of Ireland is excluded.

5.7. Reference Area

State

5.8. Time Coverage

2010-2022

5.9. Base period

Not applicable.

6. Unit of Measure

Total number of persons arriving from overseas and departing overseas broken down by mode (air or sea) and by the principal country routes to Ireland in a particular reference month. (000's)

7. Reference Period

August 2022.



8. Institutional Mandate

8.1. Legal Acts and other agreements

There is no specific legal basis, either national or EU, for the ASTS. Instead, they are compiled under the general terms of the Statistics Act, 1993.

8.2. Data Sharing

Not applicable.

9. Confidentiality

9.1. Confidentiality – policy

All information supplied to the CSO is treated as strictly confidential. The Statistics Act, 1993 sets stringent confidentiality standards: Information collected may be used only for statistical purposes, and no details that might be related to an identifiable person or business undertaking may be divulged to any other government department or body.

These national statistical confidentiality provisions are reinforced by the following EU legislation: Council Regulation (EC) No 223/2009 on European statistics for data collected for EU statistical purposes. Further details are outlined in the CSO's Code of Practice on Statistical Confidentiality.

For more information on the CSO confidentiality policy please visit:
<https://www.cso.ie/en/aboutus/lgdp/csodatapolicies/statisticalconfidentiality/>

9.2. Confidentiality – data treatment

The confidentiality of all information provided to the CSO by individual respondents is guaranteed by law under the Statistics Act 1993. All CSO office and field personnel become 'Officers of Statistics' on appointment and are liable to penalties under this Act if they divulge confidential information on any individual or organisation to any outside person or body. Data received from the airports and ferry operators is in aggregated form and thus it is not possible to identify any person from this data. Data on the Airport Pairings database is released with a two-month time lag to protect any commercial sensitivities and this is with the express agreement of all the Airport Authorities.

10. Release Policy

10.1. Release Calendar

The date of dissemination of all statistics released by CSO can be found in the Release Calendar published in CSO.ie. This calendar is regularly updated.

10.2. Release calendar access

The release calendar can be accessed via the CSO website, www.cso.ie, or directly from this link:
<https://www.cso.ie/en/csolatestnews/releasecalendar/>

10.3. User access

In accordance with Principle 6 of the European Statistics Code of Practice all users of CSO statistics have equal access via the CSO website at the same time of 11 am. Any privileged pre-release access to any



outside user is limited, controlled and publicised. In the event that leaks occur, pre-release arrangements are revised so as to ensure impartiality.

The CSO recognises that in very limited circumstances a business need for pre-release access may be substantiated. Any form of pre-release access is a privilege and a strict CSO pre-release access policy is adhered to for these special requests. The full pre-release access policy can be accessed at <https://www.cso.ie/en/aboutus/lgdp/csodatapolicies/csopolicyonpre-releaseaccess/>

The various results are published nationally in statistical release format as well as on the CSO website (www.cso.ie). Selected extracts from the results are posted on the CSO's data dissemination database, PxStat.

11. Frequency of Dissemination

Monthly.

12. Accessibility and clarity

12.1. News release

There is no news release associated with Air & Sea Travel Statistics.

12.2. Publications

The Air & Sea Travel Statistics results were published on a monthly basis up to May 2023. At that point, the official release ceased as a new statistical release, Inbound Tourism was launched, covering much of the same ground of the Air & Sea Travel Statistics, albeit at a much greater level of detail. The original data tables of the Air & Sea Travel Statistics release continue to be updated and are available on the CSO database dissemination system. These are updated each month on the date the Inbound Tourism statistics are published.

12.3. On-line database

Air and Sea statistical tables are accessible from the CSO dissemination database, PxStat, via this link: <https://data.cso.ie/product/ast>

12.3.1. AC 1. Data tables - consultations

In the period 01/01/2021 to 02/11/2021 the Air and Sea travel had 12,758 page views. Air and Sea travel had 5770 Unique web-hits in this period.

12.4. Micro-data Access

Not applicable.

12.5. Other

Not applicable,

12.5.1. AC2. Metadata consultations

Not conducted.

12.6. Documentation on Methodology



Further information on the Methodology used to compile the Air and Sea Travel release can be found in the CSO's methods page for the release, directly from this link:

<https://www.cso.ie/en/methods/tourismandtravel/airandseatravelstatistics/>

12.6.1. AC3 – Metadata completeness – rate

Not calculated

12.7. Quality Documentation

For more information and documentation on the quality associated to this release please refer to the CSO's methods page: <https://www.cso.ie/en/methods/tourismandtravel/airandseatravelstatistics/>

13. Quality Management

13.1. Quality Assurance

Quality Management Framework

The CSO avails of an office wide Quality Management Framework (QMF). This framework allows all CSO processes and outputs to meet the required standard as set out in the European Statistics Code of Practice (ESCP). The QMF foundations are based on establishing the UNECE's Generic Statistical Business Process Model (GSBPM) as the operating statistical production model to achieve a standardised approach to Quality Management. All and any changes implemented to CSO processes and outputs require adherence to the QMF.

Results for each month are checked against the same month from the previous year for consistency.

13.2. Quality Assessment

The CSO requires that all produced outputs complete an annual self-assessment exercise to review the quality of the processes used to generate disseminated products and the quality of the product itself. The latest self-assessment completed for Air & Sea Travel Statistics carried out on xx/xx/xx identified XXXX or did not identify XXXX

14. Relevance

14.1. User Needs

The Air & Sea Travel Statistics were launched to meet a national need for more visibility on travel to and from Ireland during the Covid-19 pandemic. They are not compiled on the basis of national or EU legislation.

14.1.1. Main National Users

- Failte Ireland
- Tourism Ireland
- Research centres and universities.
- International Embassies in Ireland.
- Balance of Payments section in the CSO.
- The general public.



14.1.2. Principal External Users

- Eurostat and other International Tourism Organisations.
- Tourism Northern Ireland.

14.2. User Satisfaction

No user satisfaction survey has been conducted.

14.3. Data Completeness

Not applicable.

14.3.1. Data Completeness rate

Not measured.

15. Accuracy and reliability

15.1. Overall accuracy

As the statistics in this release are reproduced directly from administrative data they are considered reliable. Whilst the possibility of error can never be fully excluded, there has never been any reason to doubt the quality of the source data.

Individual figures have been rounded independently and the sum of the component items may therefore not necessarily add to the totals shown.

15.2. Sampling Error

Not applicable.

15.2.1. A1. Sampling error indicator

Not applicable.

15.3. Non-sampling Error

Not applicable.

15.3.1. Coverage error

Not applicable.

15.3.1.1. A2. Over coverage rate

Not applicable.

15.3.1.2. A3. Common units – proportion

Not applicable.

15.3.2. Measurement error

Not applicable.



15.3.3. Non-Response Error

Not applicable.

15.3.3.1. Unit non-response rate

Not applicable.

15.3.3.2. Item non-response rate

Not applicable.

15.3.4. Processing error

Processing errors are technically possible as the source data are coded and aggregated. However, consistency checks are applied to the data so it is very unlikely that a significant processing error would remain undetected.

15.3.5. Model assumption error

Not applicable.

16. Timeliness and punctuality

16.1. Timeliness

Data tables are updated on a monthly basis in synchronisation with the Inbound Tourism release.

16.1.1. TP1. Time lag – First results

Not applicable

16.1.2. TP2. Time lag – Final results

Data tables are updated on a monthly basis in synchronisation with the Inbound Tourism release.

16.2. Punctuality

Data tables are updated for any given reference month in accordance with the date indicated in the release calendar for the Inbound Tourism release for that same reference month.

16.2.1. TP3. Punctuality – Punctuality - delivery and publication

0 days. All dissemination is completed as scheduled.

17. Comparability

17.1. Comparability – Geographical

No country of residence information is available for the compilation of the Air & Sea Travel statistics, so all countries of residence are necessarily included.

17.1.1. CC1. Asymmetry for mirror flow statistics

Not calculated.



17.2. Comparability over time

Air and Sea Travel Statistics (ASTS) were launched in May 2020 in response to the Covid-19 pandemic. The statistics produced have been fully comparable for the duration of the series.

17.2.1. Length of Comparable Time series

2 Years

17.3. Coherence – cross domain

As the ASTS reports persons arriving and departing, they are not directly comparable with the Overseas Travel release, which reports the number of overseas trips. In addition, the previous Overseas Travel series specifically excluded residents of Northern Ireland.

The ASTS are not fully coherent with separate Transport aviation and maritime statistical series published by the CSO. The ASTS exclude domestic air travel and flights to Northern Ireland as well as commercial drivers on sea routes.

17.3.1. Coherence – Sub annual and annual statistics

Not applicable.

17.3.2. Coherence with National Accounts

Not applicable.

17.4. Coherence – internal

Not applicable.

18. Cost and Burden

Estimates of Cost and Burden can be obtained from the Response Burden Barometer <https://www.cso.ie/en/statistics/enterprisestatistics/responseburdenbarometer/>

Survey specific information is available via CSO's dissemination database PxStat. <https://data.cso.ie/product/RBB>

19. Data Revision

19.1. Data Revision Policy

Published statistics are subject to correction and revision for a variety of reasons. The most common reasons include the receipt of additional information (for example, late survey responses) and updated seasonal factors. Occasional revisions also occur as a result of changes to definitions, methodology, classifications and general updating of statistical series.



It is recognised internationally that the existence of a sound revisions policy maintains credibility in official statistics. The CSO General Revisions Policy, which details how revisions should be managed and communicated to users, outlines the three main types of revisions:

- Planned Routine Revisions
- Planned Major Revisions
- Unplanned Revisions.

One reason for unplanned revisions occurring can be when errors are detected after publication. The 'CSO Error Correction Policy – How to deal with Publication Errors' outlines the steps taken when these errors are detected. As required under Principle 6.3 of the European Statistics Code of Practice, errors detected in published statistics are corrected at the earliest possible date and users are informed. An important step in the process is the documentation and analysis of errors that have occurred and their causes. This allows the CSO to take measures preventing similar errors from occurring in the future and uniformity in dealing with them when they do.

The data revision policy that CSO statistics adheres to can be found via the following link:

<https://www.cso.ie/en/methods/quality/treatmentofrevisions/>

19.2. Data Revision Practice

The data in the ASTS may be subject to revision if the source data changes.

19.2.1. Data Revision – Average size

Not calculated.

20. Statistical processing

20.1. Source Data

The numbers of passengers arriving and departing by air in Dublin and Cork airports is provided by the Dublin Airport Authority. The passenger numbers at Donegal, Galway, Kerry, Knock, Shannon and Waterford airports are obtained from these airports directly. The numbers of passengers arriving and departing by sea is obtained from the ferry companies operating cross-channel and continental routes

20.1.1. Population and sampling frame

The reference population is all persons travelling as passengers through Ireland's airports and seaports on overseas routes.

20.1.2. Sampling design

Not applicable.

20.1.3. Survey size

Not applicable.

20.1.4. Survey technique

Not applicable.

20.2. Frequency of data collection

Monthly



20.3. Data Collection

Statistical data is obtained from airports and ferry operators.

20.3.1. Type of Survey/Process

The ASTS is not based on a survey. It is a statistical collection process.

20.3.2. Questionnaire (including explanations)

Not applicable.

20.3.3. Survey Participation

Not applicable

20.3.4. Data Capture

Statistical data is obtained from airports and ferry operators

20.4. Data Validation

All statistical data are received from airports and sea ferry operators. The data reported by airports includes assigned IATA codes. The ferry operator data and any missing airport codes, e.g. Irish airport code, foreign airport code, country code (of foreign airport) are coded by Tourism and Travel Section.

20.5. Data Compilation

There is minimal editing of the data. However, commercial vehicle drivers reported by the ferry operators are excluded from the sea routes.

20.5.1. Imputation (for Non-Response or Incomplete Data Sets)

If an airport or ferry operator does not report their passenger numbers in time for the ASTS release, passenger numbers will be imputed for that enterprise. Imputation entails taking the passenger numbers for the same concern for the previous year as a base and applying the 12 month trends observed for the other reporting concerns to this base.

20.5.1.1. A7. Imputation rate

Not calculated.

20.5.2. Grossing and Weighting

Not applicable.

20.6. Adjustment

Not applicable.

20.6.1. Seasonal Adjustment

Not applicable.

21. Comment

