



**An  
Phríomh-Oifig  
Staidrimh**

Central  
Statistics  
Office

# **Standard SIMS Report: Statistics of Port Traffic**



# **Single Integrated Metadata Structure (SIMS) Report**

## **For**

# **Statistics of Port Traffic**

This documentation applies to the reporting period:  
**2025**

Last edited:  
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## 2. Introduction

The Statistics of Port Traffic survey was introduced to provide detailed official information on the volume of activity at Irish ports. The data, which originally related to numbers of arrivals of vessels, net register tonnage of vessels and to the tonnage of goods handled, were supplied by the Harbour Authorities (without whose co-operation the initiation of this series would not have been possible). The first release, which covered Port activity for the years 1969, 1970 and 1971, consisted simply of one table summarising the activity of all the ports in the state. Subsequently, to meet additional information demands, the series was expanded to include information on vessel characteristics, category of goods traffic, details of roll-on/roll-off traffic, details of lift-on/lift-off traffic, region of trade and passenger numbers

## 3. Contact

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## 4. Metadata Update

### 4.1. Metadata last certified

16/06/2025

### 4.2. Metadata last posted

16/06/2025

### 4.3. Metadata last update

16/06/2025



## 5. Statistical Presentation

### 5.1. Data Description

The survey provides data on the scale and development of the carriage of goods and passengers by sea. The survey was originally conducted to meet a general National requirement. However, this national requirement has since been supplemented by an EU requirement. Council Directive 95/64/EC on statistical returns in respect of the carriage of goods and passengers by sea requires all EU Member States to collect and compile statistics of port traffic.

A simple aggregation is then carried out on the data and the following classification variables are reported on in the publication:

- Number of Arrivals and Gross Tonnage of Vessels classified by Type of Vessel
- Number of Arrivals and Gross Tonnage of Vessels classified by Vessel Size Class
- Tonnage of Goods handled classified by Category of Traffic
- Tonnage of Goods handled classified by Category of Traffic and Region of Trade
- Details of Roll-on/Roll-off Traffic handled by Port
- Tonnage of Goods handled classified by Port and Region of Trade

Published results are broken down by region of trade as detailed below:

- Great Britain & Northern Ireland
- EU
- Non-EU
- Other Ports
- Coastal Trade (Other Irish Ports)

### 5.2. Classification System

EU classifications are in use for the following characteristics:

- Type of vessel
- Size of vessel
- Category of traffic
- Gross tonnage of goods
- Region of Trade

Vessel types are classified according to the International Classification of Ship Types (ICST-COM). Cruise liners are included where passengers embark or disembark in port. The ship categories included under each vessel type are outlined below:

#### **Liquid bulk vessels:**

- Oil tanker
- Chemical tanker
- Liquid gas tanker
- Tanker barge
- Other tanker

#### **Dry bulk vessels:**

- Bulk/oil carrier
- Bulk carrier

#### **Container vessels:**

- Full container

#### **Specialised vessels:**

- Barge carrier
- Chemical carrier
- Irradiated fuel carrier
- Livestock carrier
- Vehicle carrier
- Other specialised carrier

**General cargo vessels:**

- Reefer
- Ro-ro passenger
- Ro-ro container
- Other ro-ro container
- Combination carrier general cargo/passenger
- Combination carrier general cargo/container
- Single decker
- Multi-decker

**Passenger vessels:**

- Cruise liners
- Other passenger only vessels

**The type of cargo** classification, available in Directive 2009/42/EC, has been established in conformity with the United Nation ECE Recommendation N°21.

**Maritime Coastal area:** the nomenclature is based on the Geo-nomenclature (the country nomenclature for the external trade statistics of the Community and statistics of trade between Member States, originally drawn up by the Council Regulation (EEC) N°1736/75) in force in the year to which the data refer (RAMON: [http://ec.europa.eu/eurostat/ramon/other\\_documents/geonom/index.htm](http://ec.europa.eu/eurostat/ramon/other_documents/geonom/index.htm)).

Regions of Trade are classified as follows:

- **Coastal** - Trade between Irish ports excluding Northern Ireland.
- **Great Britain & Northern Ireland** - Includes Isle of Man and other British crown dependencies.
- **EU** - Trade with ports in European countries that are members of the E.U. excluding Ireland. Outermost regions of Member States (e.g. the Canary Islands) are included.
- **Non EU** - Trade with ports in European countries that are not members of the E.U. excluding Great Britain & Northern Ireland.
- **Other Ports** - Trade with ports in Non European countries.

Eurostat compiles and publishes the results at NUTS2 level (Nomenclature of Territorial Units for Statistics– which is an EU geographical classification).

**Ports:** the codes used are the official UN/LOCODEs, when they exist. If a port does not have an official UN/LOCODE a provisional (numeric) code is attributed to the port. As soon as an official UN/LOCODE is attributed by the United Nations Economic Commission for Europe (UNECE) to the port at the request of the competent national authority, the provisional (numeric) code is replaced by the final official one. In exceptional cases (see for example one-port transport or special aggregation for minor ports) permanent numeric codes are attributed to special locations or activities. The code list of UN/LOCODE is available by country through the following link: <http://www.unece.org/cefact/locode/service/location.html>. According to the relevant directive, Eurostat draws up a list of ports, coded and classified according to countries and maritime coastal areas. The list of ports is included in implementing legal acts and as such is published in the Official Journal of the European Union (the "official" list). The most recent list of ports published in the Official Journal is found in Commission Decision (EU) 2018/1007.

**Nationality of registration of vessels:** the nomenclature used is the Geo-nomenclature (the country nomenclature for the external trade statistics of the Community and statistics of trade between Member States, originally drawn up by the Council Regulation (EEC) N°1736/75) in force in the year to which the data refer (RAMON: [http://ec.europa.eu/eurostat/ramon/other\\_documents/geonom/index.htm](http://ec.europa.eu/eurostat/ramon/other_documents/geonom/index.htm)).

### 5.3. Sector Coverage

All Irish ports.



## 5.4. Statistical Concepts and definitions

The subject of the statistics is the activity at Irish ports, which is measured in terms of number of vessel arrivals and departures by port, the goods loaded and unloaded at each port and the origin and destination partner ports. Information on cruise ship passengers is also collected and included in the quarter four Release

The main concepts used in this domain are the following and for more information on the concepts and methodology, please consult the Reference Manual on Maritime Transport Statistics.

[https://ec.europa.eu/eurostat/documents/29567/3217334/Reference\\_Manual\\_Martime\\_January-2022\\_FINAL.pdf/ba064c44-5437-56dc-3c31-bb31aaaec227?t=1642671446589](https://ec.europa.eu/eurostat/documents/29567/3217334/Reference_Manual_Martime_January-2022_FINAL.pdf/ba064c44-5437-56dc-3c31-bb31aaaec227?t=1642671446589)

### **Tonnage of Goods:**

This includes the weight of immediate packaging material but excludes, in the case of containerised traffic, the weight of containers. The tonnage of goods for roll-on/roll-off traffic may be based on estimated coefficients for certain vehicle categories. The export of live cattle on the hoof is excluded from the tonnage of goods in this release.

### **Gross Tonnage of Vessels:**

The measure of the overall size of a ship determined in accordance with the provisions of the International Convention on Tonnage Measurement of Ships, 1969.

### **Vessel types:**

Only the activity of trading vessels, car ferries and other passenger vessels is covered in the series. Only vessels of at least 100 gross tonnes are included. The following vessels are excluded:

- Fish-catching vessels
- Fish-processing vessels
- Vessels for drilling and exploration (exception: Killybegs)
- Tugs
- Pusher craft
- Research and survey vessels
- Dredgers
- Naval vessels
- Vessels used solely for non-commercial purposes
- Vessels entering the ports for shelter

### **Port:**

A place having facilities for merchant ships to moor and to load and/or unload cargo or to disembark and/or embark passengers to or from vessels, usually directly to a pier.

### **Statistical Port**

A statistical port consists of one or more ports, normally controlled by a single port authority, which can record ship, passenger and cargo movements.

### **Reporting Port**

A statistical port for which statistics of inward and outward maritime transport flows are compiled.

### **Main port**

A main port is a statistical port which has annual movements of no less than 200 000 passengers or recording more than one million tonnes of cargo. For ports selected on the basis of only one of these cargo or passenger criteria, detailed statistics are required only for that transport.

### **Maritime coastal area (MCA)**

A maritime coastal area is defined as a contiguous stretch of coastline, together with islands offshore. Within a country, an MCA is defined either in terms of one or more ranges of ports along its coastline, or in terms of the latitude and longitude of one or more sets of extremities of the coastal area. Riverbanks can be included. Normally the coastline of each country is allocated to a single maritime coastal area and





the coastlines of more than one country may form a single maritime coastal area. There are some exceptions. For example, the USA is separated into a number of maritime coastal areas to cover its overall coastline. For some countries, two separate stretches of coastline may be counted as one maritime coastal area, as, for example, the Atlantic and Pacific coastlines of Mexico.

#### **Carriage of goods and passengers by sea**

The movement of goods and passengers using seagoing vessels, on voyage which are undertaken wholly or partly by sea. The scope of the Maritime Directive 2009/42/EC also includes goods:

Shipped to offshore installations;

Reclaimed from seabed and unloaded in ports.

Bunkers and stores supplied to vessels shall be excluded from the scope.

#### **Seagoing vessel**

Floating marine structure with one or more surface displacement hulls. In the context of the Directive, sea-going vessels are vessels other than those which navigate exclusively in inland waters or in waters within, or closely adjacent to, sheltered waters or areas where port regulations apply.

#### **Nationality of registration of seagoing vessel (Flag state)**

Every ship is entered in a registry (i.e. list) of ships. Registries are maintained by many countries, each having a set of rules regarding safety procedures, inspection schedules, manning numbers and nationalities for crew and officers, training requirements, etc. Ship-owners select which registry to use based on the balance between the relative cost implications of the rules of each registry and possible penalties from insurance assessments dependent on these rules.

#### **Type of cargo**

The type of cargo classification, set according to the UNECE - Codes for types of cargo, packages and packaging materials, Recommendation 21, Geneva, March 1986, describes how the goods are being transported in terms of the vessels being used and the port facilities required to handle them. It is therefore very different from the categories of goods classification.

#### **Freight container**

Special box to carry freight, strengthened and stackable and allowing horizontal or vertical transfers. Swap bodies are excluded. Although without internal volume flats used in maritime transport should be considered to be a special type of container and therefore are included here. For a fuller description, reference should be made to ISO 668 and 1496. The related term "container cargo" refers to containers, with or without cargo, which are lifted on or off the vessels which carry them by sea.

#### **Ro-Ro unit**

This means wheeled equipment for carrying cargo, such as a truck, trailer or semi-trailer, which can be driven or towed onto a vessel. Port or ships' trailers are included in this definition. Classifications should follow United Nations ECE Recommendation No 21 'Codes for types of cargo, packages and packaging materials'. Live animals on the hoof are included. Vehicles being transported as cargo as opposed to a means of transport for freight are recorded in the separate headings of the Ro-Ro cargo classification, when they are rolled on or rolled off a vessel on their own wheels.

#### **Ro-Ro cargo**

This means goods, whether or not in containers, on Ro-Ro units, and Ro-Ro units, which are rolled on and off the vessels, which carry them by sea.

Gross weight of goods - The gross weight of each consignment is the weight of the actual goods together with the immediate packaging in which they are being transported from origin to destination, but excluding the tare weight of containers or Ro-Ro units (e.g. containers, swap bodies and pallets containing goods as well as road goods vehicles, wagons or barges carried on the vessel). This measure of quantity is different from that used in trade statistics, namely the net weight of goods and different from statistics collected on other transport modes where the tare weight is included. Where goods are transported in a road goods vehicle, in a container, or other intermodal transport unit, the gross weight of the goods does not include the tare weight of the transport unit.

**Gross tonnage**

This means the measure of the overall size of a ship determined in accordance with the provisions of the International Convention on Tonnage Measurement of Ships, 1969.

**Passenger** Any person who makes a sea journey on a merchant ship. Service staff assigned to merchant ships is not regarded as passengers. Non-fare paying crewmembers travelling but not assigned and infants in arms are excluded.

**Cruise passenger**

This means a sea passenger making a sea journey on a cruise ship. Passengers on day excursions are excluded.

**Cruise ship**

This means a passenger ship intended to provide passengers with a full tourist experience. All passengers have cabins. Facilities for entertainment aboard are included. Ships operating normal ferry services are excluded, even if some passengers treat the service as a cruise. In addition, cargo-carrying vessels able to carry a very limited number of passengers with their own cabins are also excluded. Ships intended solely for day excursions are also excluded.

**Cruise passenger excursion**

This means a short visit by a cruise passenger to a tourist attraction associated with a port while retaining a cabin on board.

## 5.5. Statistical Unit

The units of observation are vessels arriving and departing. The units of collection are the various Port Authorities. The Port Authorities already collect information on shipping for their own administrative purposes and they compile and summarise this information for the CSO.

The reporting units are as follows:

**Local Authorities**

- Arklow Harbour - Wicklow County Council
- Kilrush Town Council (maintenance of Cappa Pier) - Clare County Council
- Kinsale Harbour - Cork County Council
- Sligo Harbour - Sligo County Council
- Tralee and Fenit Pier and Harbour - Kerry County Council
- Youghal Town Council - Cork County Council
- Dun Laoghaire Harbour - Dun Laoghaire Rathdown County Council
- Galway Port - Galway County Council
- Wicklow port - Wicklow County Council
- New Ross Port Company - Wexford County Council

**State Companies**

- Drogheda Port Company
- Dublin Port Company
- Dundalk Port Company - Dublin Port Company
- Port of Cork Company
- Port of Waterford Company
- Shannon Foynes Port Company
- Bantry Bay Harbour - Port of Cork Company

**Other Harbours**

- Castletownbere fishery harbour centre - Department of Agriculture
- Greenore port - Carlingford Lough Shipping Agency
- Killybegs fishery harbour centre - Department of Agriculture



- Rosslare Europort - Irish rail

## 5.6. Statistical Population

All ports / harbour authorities where carriage of goods and/or passengers occurs.

## 5.7. Reference Area

Maritime ports located in the Republic of Ireland.

## 5.8. Time Coverage

1995 to 2025

## 5.9. Base period

Not applicable.

## 6. Unit of Measure

The units used depend on the variables collected within each data set and are: gross weight of goods expressed in thousands of tonnes; number of passengers in thousands, number of vessels.

TEUs: Twenty feet equivalent units, expressed in units or in thousands depending on the table. TEU calculation coefficients:

- 20-ft freight units (1 TEU)
- 40-ft freight units (2 TEU)
- Freight units over 20-ft and under 40-ft in length (1.5 TEU)
- Freight units over 40-ft long (2.25 TEU).

## 7. Reference Period

1995 to 2024

## 8. Institutional Mandate

### 8.1. Legal Acts and other agreements

Data are collected to satisfy EU requirements under Council Directive 95/64/EC on statistical returns in respect of the carriage of goods and passengers by sea and National requirement under Statutory Instrument S.I. No. 25 of 2025 - Statistics (Carriage of Goods and Passengers by Sea) Order 2025.

#### 8.1.1. National legal acts

Data are collected under Statutory Instrument S.I. No. 25 of 2025 - Statistics (Carriage of Goods and Passengers by Sea) Order 2025 <https://www.irishstatutebook.ie/eli/2025/si/25/made/en/print>

<http://www.irishstatutebook.ie/eli/1993/act/21/enacted/en/html>

#### 8.1.2. European legal acts

The statistics on maritime transport are collected within the framework of within Directive 2009/42/EC and Commission Decision 2008/861/EC, as amended by Commission Decision 2010/216/EU of the European Parliament and of the Council of 14 April 2010, by Regulation 1090/2010 of the European



Parliament and of the Council of 24 November 2010 and by Commission Delegated Decision 2012/186/EU of 3 February 2012.

The dissemination is based on the terms of Commission Decision 2001/423/EC on arrangements for publication or dissemination of the statistical data collected pursuant to Council Directive 95/64/EC on statistical returns in respect of carriage of goods and passengers by sea.

## **8.2. Data Sharing**

Section 34 of the 1993 Statistics Act states:

The Office may provide, for statistical purposes only, information obtained in any way under this Act or the repealed enactments, in such form that it cannot be directly or indirectly related to an identifiable person or undertaking, to such persons and subject to such charges, conditions and restrictions as the Director General may determine.

## **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**

All data received from the individual Port Authorities are treated as strictly confidential in accordance with Part V of the Statistics Act, 1993. This data is not available under the Freedom of Information Act, 1997. Only aggregate statistical data is disseminated.

## **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](http://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](http://www.cso.ie)). Selected extracts from the results are posted on the CSO's data dissemination database, PxStat.

Data is available to all users free of charge. On the release date, maritime statistics are available to all users at the same time.

## 11. Frequency of Dissemination

Quarterly and annual

## 12. Accessibility and clarity

### 12.1. News release

There is no news release associated with this publication.

### 12.2. Publications

The survey results are published in the form of a release and this is available at <https://www.cso.ie/en/statistics/transport/statisticsofporttraffic/>

Archived releases

<https://www.cso.ie/en/statistics/transport/archive/>

### 12.3. On-line database

Tonnage of goods handled at Irish ports, Tonnage of goods handled  
<https://data.cso.ie/product/SPT>

#### 12.3.1. AC 1. Data tables - consultations

Not calculated.

### 12.4. Micro-data Access

Not applicable.

### 12.5. Other

Additional information on the survey, including the differing data fields collected and the codification used, can be found in the Annexes of Council Directive 95/64/EC:

<http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=CONSLEG:1995L0064:20040101:EN:PDF>

Transport Hub

<https://www.cso.ie/en/releasesandpublications/hubs/p-transo/transporthub/>

<https://www.cso.ie/en/releasesandpublications/hubs/p-transo/transporthub/maritime/>



#### **12.5.1. AC2. Metadata consultations**

Not calculated.

### **12.6. Documentation on Methodology**

Further information on the Methodology used to compile the Statistics of Port Traffic can be found in the CSO's methods page for the release, directly from this link:

<https://www.cso.ie/en/methods/transport/statisticsofporttraffic/>

#### **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/transport/statisticsofporttraffic/>

## **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 (ESCoP). 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.

For each quarterly transmission, Eurostat carries out quality checks where comparisons for the Irish data are made with previous quarters and previous year. Eurostat is also in a position to check the data with corresponding reports from other Member States. For each transmission, Eurostat reports back on its findings. If the report identifies any possible inconsistencies, the CSO checks these with the relevant Port. If amendments are made to the data, they are re-transmitted to Eurostat.

The main Irish ports are sent their individual reports prior to the publication of the quarterly release and any changes necessary are recalculated and incorporated in the release. In addition, when all four quarters' data are being aggregated for the Statistics of Port Traffic release, the individual results are sent to the various Port Authorities by way of a final check on the data. If the Port Authorities are satisfied with the final figures, then they are published.

### **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.

Procedures based on quality reporting are in place to internally monitor product quality. Results are analysed regularly and improving actions are undertaken, if needed (for example after obtaining annual summary results and mirror checks reports from Eurostat). There is a regular and thorough review of the



key statistical outputs.

Data quality can be assessed as high. There is a set of validation rules and quality checks put in place, which detect various types of issues. In case of any issues detected, the data providers are contacted to provide explanations or/and revise the data accordingly. Checks for the consistency over times are prepared and reviewed.

Annually, Eurostat provides a data quality report with a summary of the main findings affecting quality as well as showing the solution adopted and the materiality of the existing differences. Mirror checks and checks for the consistency over times are prepared as well.

We have excellent cooperation with the relevant ports. Timeliness and punctuality are very good. Revisions are rare.

## 14. Relevance

### 14.1. User Needs

The port traffic data are of major relevance for the Government and Department of Transport as an indicator of how the sector is performing, and to implement and monitor policies for maritime transport.

#### 14.1.1. Main National Users

- Government Departments
- Shipping Interests
- Freight Forwarding Agents
- General National Requirement
- Individual Researchers

#### 14.1.2. Principal External Users

Eurostat

### 14.2. User Satisfaction

There was no user survey specially carried out on maritime transport statistics data to date but direct feedback from main users like the Department of Transport universities etc. highlights a good level of satisfaction regarding data coverage and availability.

### 14.3. Data Completeness

Not calculated.

#### 14.3.1. Data Completeness rate

Not calculated.

## 15. Accuracy and reliability

### 15.1. Overall accuracy

Overall accuracy of the maritime transport statistics data is good. The processing with checks carried out before transmitting data to Eurostat provides a high accuracy of the data.



## **15.2. Sampling Error**

Not applicable.

### **15.2.1. A1. Sampling error indicator**

Not applicable.

## **15.3. Non-sampling Error**

By working closely with the relevant ports, the various checks and the legal obligation to cooperate and report the data, misclassifications, etc. can be excluded. Moreover, the correctness of the data is of great importance for the ports.

The use of the classification lists provided by Eurostat prevents a misclassification of partner ports.

The main sources of non- sampling errors for the Port Traffic statistics are derived from measurement and processing errors and discussed in the sections below.

### **15.3.1. Coverage error**

Not applicable.

#### **15.3.1.1. A2. Over coverage rate**

Not calculated.

#### **15.3.1.2. A3. Common units – proportion**

Not applicable.

### **15.3.2. Measurement error**

The scope for measurement error is limited given that there is little room for ambiguity in the standard reporting template and given the fact that the various Port Authorities already collect the data for their own purposes. It is possible that some measurement errors may occur because of coding errors on behalf of the Port Authorities. However, there are mechanisms in place to detect these in most cases if they occur.

### **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**

The scope for processing errors is limited, in that the data is not processed manually. In any case, edit checks are done on the data files received from ports to ensure that all codes used are valid and that there is consistency in the data from the previous quarter. Any variable that is highlighted as a result of the edit checks carried out on the data are forwarded to ports for clarification and amended.





#### 15.3.5. Model assumption error

Not applicable.

## 16. Timeliness and punctuality

### 16.1. Timeliness

#### National:

Quarterly national maritime transport statistics are published within 4 months after the reference period. Final data are provided in the quarter four release which is published 5 months after the end of the reference period. The information published is the number of ships arriving in port, their gross tonnage, the tonnage of goods handled, details of roll-on/roll-off traffic and details of lift on/lift off traffic.

Since release dates are planned sometimes far in advance, changes of dates may occur. Therefore, the release calendar is updated continually.

#### Eurostat:

Quarterly data should be transmitted by Member States to Eurostat within five months of the end of the period of observation; annual data within eight months. The Commission (Eurostat) shall disseminate appropriate statistical data with a periodicity comparable to that of the results transmitted (Directive 2009/42/EC).

Quarterly maritime transport statistics are published by Eurostat at EU level within 10 months after the reference period and annual maritime transport statistics within 16 months after the reference period.

#### 16.1.1. TP1. Time lag – First results

Provisional results are not compiled.

#### 16.1.2. TP2. Time lag – Final results

T+4 months for quarterly data.

T+5 months for annual final data.

### 16.2. Punctuality

The Statistics of Port Traffic are disseminated on the date specified in the CSO's advanced release calendar. To date they have always been disseminated on time.

All the statistics required by Eurostat under the provisions of the Directive 2009/42/EC are usually available one month before the deadline date.

#### 16.2.1. TP3. Punctuality – Punctuality - delivery and publication

0 days, nationally,

-1 month for the Eurostat transmission.

## 17. Comparability

### 17.1. Comparability – Geographical

Some coherence checks are carried out by Eurostat regarding intra-EU maritime trade. Eurostat is in a position to report discrepancies between the maritime statistics submitted by the differing EU Member



States. Any such discrepancies reported are followed up with the Port Authorities, as necessary. In practise discrepancies rarely arise.

There are no problems of comparability for maritime transport data collection with a very high data comparability across countries due to the common legal basis. Comparisons of the data regarding ships, cargo etc. declared by partner reporting ports (so-called mirror checks) by Eurostat allow further the detection of possible inconsistencies which can be corrected if possible.

#### **17.1.1. CC1. Asymmetry for mirror flow statistics**

Not calculated.

### **17.2. Comparability over time**

As from 1995 the statistics on maritime transport are comparable over time, as they are collected following fully the provisions of the legal act - Directive 2009/42/EC. Time series checks are regularly made to detect inconsistencies in the data.

Time series breaks occur in case of port being closed temporarily or permanently or in case a port does not exceed the minimum threshold.

Each quarter, Eurostat compares the transmitted data with the previous quarters, on a port-by-port basis. Any unusual differences are reported back and are followed up with the Port Authorities, as necessary.

#### **17.2.1. Length of Comparable Time series**

28 years, 1995 to 2024.

### **17.3. Coherence – cross domain**

Comparisons with other transport statistics are only partially and to a limited extent possible as data is currently not available or are not collected at the same level of detail, and also different methods and underlying objectives.

When comparing transported freight with foreign trade statistics, it must be kept in mind that foreign trade statistics exchange goods and their value between individuals, while maritime statistics show the performance of the sea as a transport mode.

#### **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 are revised if necessary.

#### 19.2.1. Data Revision – Average size

Not calculated.

## 20. Statistical processing

### 20.1. Source Data

Detailed data are provided for ports handling more than one million tonnes of goods or recording more than 200 000 passenger movements annually (Main ports). The other ports are required to provide summary data. However, detailed data may be included also for minor ports on a voluntary basis.

The data are provided by Harbour Authorities and Port Companies.

The data file that is received quarterly contains the following variables for each vessel:

- Reporting Port
- Type of Cargo
- Direction
- Port of loading/unloading
- Gross weight of goods in tonnes
- Number of passengers
- Nationality of registration of vessel
- Number of vessels by type and size



- Deadweight of vessels
- Gross tonnage of vessels

#### **20.1.1. Population and sampling frame**

The data is based on a census of all Harbour Authorities and Port Companies. Ports handling over 1 million tonnes of goods or recording more than 200,000 passenger movements annually are obliged to send data electronically at the end of each quarter. Smaller ports must provide annual data broken down by quarter in the first quarter following the reference year at the very latest.

#### **20.1.2. Sampling design**

The survey is a full census. A register is not required for the survey. The number of ports in the state are limited and unchanging

#### **20.1.3. Survey size**

All ports / harbour authorities where carriage of goods and/or passengers occurs.

#### **20.1.4. Survey technique**

Ports handling over 1 million tonnes of goods or recording more than 200,000 passenger movements annually are obliged to send data electronically at the end of each quarter and the smaller ports must complete a quarterly survey form which can be returned electronically or by hardcopy through the post.

### **20.2. Frequency of data collection**

Quarterly

### **20.3. Data Collection**

#### **20.3.1. Type of Survey/Process**

The collection is based on administrative data sources with a complementary form sent to smaller ports at the end of each quarter.

#### **20.3.2. Questionnaire (including explanations)**

A survey form is sent to the smaller ports at the end of each quarter. And can be viewed at this link <https://www.cso.ie/en/methods/surveyforms/statisticsofporttraffic/>

#### **20.3.3. Survey Participation**

All Port Authorities and Port Companies are obliged to participate in the survey.

#### **20.3.4. Data Capture**

Data are received quarterly from the ports via email and post. Where the data are received by email they will usually be in Excel or text format. This data must be manually reformatted.

Once reformatted, the data is processed using the statistical software tool SAS. This processing essentially involves writing the data to .csv files in the appropriate specification for transmission to Eurostat.



## 20.4. Data Validation

Data editing and validation is carried out using Altair to ensure that all codes used are valid and that there is consistency in the data. Duplicate records are also identified. Any queries that arise are forwarded to ports for clarification and amendment if necessary.

Coding is based on a Eurostat list of codes compiled for all EU Member States. The data are pre-coded by the ports when they are compiling the data, so no actual coding occurs when processing the data.

## 20.5. Data Compilation

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

Not Applicable as all ports respond.

#### 20.5.1.1. A7. Imputation rate

Not calculated.

### 20.5.2. Grossing and Weighting

No applicable.

## 20.6. Adjustment

### 20.6.1. Seasonal Adjustment

Not applicable.

## 21. Comment