



METHODOLOGICAL EXPLANATION

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MARITIME TRANSPORT

PORT TRAFFIC AND MARITIME TRANSPORTATION

This methodological explanation relates to the data releases:

- Transport, Slovenia, monthly (First Release)
- Transport, Slovenia, annually (First Release)
- Port traffic, Slovenia, annually (First Release)



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1 PURPOSE

The purpose of publishing data on port traffic (TR-PRI/M) is to present data on traffic of ships, passengers and goods in three Slovenian ports (Koper/Capodistria, Izola/Isola and Piran/Pirano).

The Monthly Statistical Survey on Maritime Transport (TR-POM/M) was a regular statistical survey that was carried out in two versions: as a monthly (TR-POM/M) and as an annual statistical survey (TR-POM/L).

2 LEGAL FRAMEWORK

- [Annual Programme of Statistical Surveys \(LPSR\)](#) (only in Slovene)
- [National Statistics Act](#) (OJ RS, No. 45/95 and 9/01)
- Directive 2009/42/EC of the European Parliament and of the Council of 6 May 2009 on statistical returns in respect of carriage of goods and passengers by sea ([CELEX: 32009L0042](#))
- Regulation (EU) no. Regulation (EU) No 549/2013 of the European Parliament and of the Council of 21 May 2013 on the European system of national and regional accounts in the European Union 32013R0549.

3 UNIT DESCRIBED BY THE PUBLISHED DATA

The units described by the published data on port traffic are merchant ships intended for the transport of goods or passengers arriving in or departing from Slovenian ports, as well as passengers and goods on these ships. The ships are studied by ship type, size and load capacity. Passengers are studied according to the type of ship on which they arrive or with which they depart. Cargo on ships is studied by type of goods and type of cargo.

A maritime transport unit is a business entity engaged in the maritime transport of passengers and goods.

4 SELECTION OF OBSERVATION UNIT

In port traffic, the observation unit is a ship intended for the transport of goods or passengers.

In maritime transport, the observation unit is a business entity engaged in the maritime transport of passengers and goods.

The survey on port traffic is based on full coverage. The observation includes merchant ships arriving or departing from the Slovenian ports of Koper/Capodistria, Izola/Isola and Piran/Pirano.

5 SOURCES AND METHODS OF DATA COLLECTION

Data on port traffic and maritime transport are collected monthly. In addition, annual data are collected for maritime transport.

Data for the monthly statistical survey on maritime transport were collected using the Maritime Transport questionnaire (TR-POM/M). A notification letter with an attachment was sent to the reporting unit at the beginning of the calendar year. The information was then communicated to us electronically. They were obliged to inform us of the data for the previous month by the tenth of the current month. The reporting unit obtained the required data through their own observation of the business activity they were engaged - passenger and freight maritime transport.

The data source on port traffic is the information system for monitoring and control of maritime traffic in the Republic of Slovenia: SI SafeSeaNet. The administrator of this system is the Maritime Administration of the Republic of Slovenia. The agreed data set is downloaded from this system every month.

6 DEFINITIONS

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

Merchant ship is a ship designed for the carriage of goods, transport of passengers or specially fitted out for a specific commercial duty.

Cargo carrying ship is a ship designed for the carriage of cargo.

Type of ship:

- **Liquid bulk carrier:** This category includes oil tankers, chemical tankers, LG tankers, tanker barges and other tankers.
- **Dry bulk carrier:** This category includes bulk/oil carriers and bulk carriers.
- **Container ship:** Ship fitted throughout with fixed or portable cell guides for the exclusive carriage of containers.
- **Specialised carrier:** Ship specially designed for the carriage of particular cargoes. This category includes vehicle carrier, livestock carrier, irradiated fuel carrier, barge carrier and chemical carrier.
- **General cargo, non-specialised:** Ships designed to carry a wide range of goods. This category includes reefer, ro-ro passenger, ro-ro container, other ro-ro cargo, combination carrier general cargo/passenger and combination carrier general cargo/container.
- **Dry cargo barge:** This category includes deck barges, hopper barges, lash-seabee barges, open dry cargo barges, covered dry cargo barges and other dry cargo barges.

- **Passenger ship:** Ship designed specifically to carry more than 12 fare-paying passengers whether berthed or unberthed.
- **Cruise passenger ship:** A passenger ship intended to provide passengers with a full tourist experience. All passengers have cabins. Facilities for entertainment aboard are included.

Gross tonnage (GT) is a measure of the size of a ship determined in accordance with the provisions of the International Convention on Tonnage Measurement of Ships, 1969. GT is the volume of all enclosed space of the ship.

Net tonnage (NT) is a measure of the size of a ship determined in accordance with the provisions of the International Convention on Tonnage Measurement of Ships, 1969. NT is the volume of the parts of the ship intended for placing of the cargo and passengers.

Deadweight (DWT) of a ship is the difference in tonnes between the displacement of a ship on summer load-line in water with a specific gravity of 1,025 and the total weight of the ship, i.e. the displacement in tonnes of a ship without cargo, fuel, lubricating oil, ballast water, fresh water and drinking water in the tanks, usable supplies as well as passengers, crew and their possessions.

Sea passenger is any person who makes a sea journey on a merchant ship. Service staff assigned to merchant ships are not regarded as passengers. Non-fare paying crew members travelling but not assigned and infants in arms are excluded.

Cruise passenger is a sea passenger making a sea journey on a cruise ship. Passengers on cruise passenger excursion are covered only on disembarking at the port.

Goods carried by sea is any goods conveyed by merchant ships. This includes all packaging and equipment such as containers, swap-bodies, pallets or road goods vehicles. Mail is included; goods carried on or in wagons, lorries, trailers, semi-trailers or barges are also included. Conversely, the following items are excluded: road passenger vehicles with drivers, returning empty commercial vehicles and trailers, bunkers and stores of vessels, fish carried in fishing vessels and fish-processing ships, goods carried internally between different basins or docks of the same port.

Loaded goods/cargo is goods placed on a merchant ship for transport by sea. Transshipment from one merchant ship to another is regarded as loading after unloading. Goods loaded include national goods, transshipment goods (foreign goods arriving in port by sea) and land transit goods (foreign goods arriving in port by road or rail).

- Loaded goods, export are Slovenian goods loaded on a ship.
- Loaded goods, transit – loaded are foreign goods arriving in the port by land (road or rail) and foreign goods in transit, arriving in the port by sea (at first unloaded from the ship and after that loaded on another ship).

Unloaded goods/cargo is goods taken off a merchant ship. Transshipment from one merchant ship to another is regarded as unloading before re-loading.

Goods unloaded include foreign goods, arriving in port by sea (import), transshipment goods (foreign goods arriving in port by sea) and land transit goods (foreign goods leaving a port by road or rail).

- Unloaded goods, import are foreign goods arriving in the port by sea and remaining in Slovenia.
- Unloaded goods, transit- unloaded are foreign goods arriving in the port by sea and taken by road or rail to foreign countries, as well as foreign goods arriving in the port by sea and unloaded and after that reloaded on another ship.

Gross-gross weight of goods: This includes the total weight of the goods, all packaging, and the tare weight of the transport unit.

Gross weight of goods: This includes the tonnage of goods carried, including packaging but excluding the tare weight of transport units.

Type of goods – the categories of goods carried by ships are those defined by the NST 2007 nomenclature (Standard Goods Nomenclature for Transport Statistics/ revised – Eurostat).

Type of cargo: The cargo is classified according to the structure of the ships and according to the transshipment equipment needed in the port and on the vessel to the following basic categories:

- liquid bulk
- dry bulk
- containers
- self-propelled ro-ro cargo
- ro-ro cargo without its own drive
- other general cargo

Non-unitised transport: Such transport includes liquid and dry bulk transport, forest products and general cargo.

Unitised transport is the carriage of cargo in intermodal transport units such as containers or mobile (Ro-Ro) units.

Ro-ro unit is wheeled equipment for carrying cargo, such as a truck, trailer or semi-trailer, which can be driven or towed onto a vessel.

Container is special box to carry freight, strengthened and stackable and allowing horizontal or vertical transfers. The main sizes of containers are:

- 20 Foot ISO container (length of 20 feet and width of 8 feet)
- 40 Foot ISO container (length of 40 feet and width of 8 feet)
- ISO container over 20 feet and under 40 feet of length
- ISO container over 40 feet long

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

- One 20 Foot ISO container equals 1 TEU.
- One 40 Foot ISO container equals two 2 TEU.
- One container with a length between 20 and 40 foot equals 1.50 TEU.
- One container with a length of more than 40 foot equals 2.25 TEU.

7 EXPLANATIONS

7.1 CLASSIFICATIONS

Until 2018 the type of goods was classified by the Goods Nomenclature for Transport Statistics/revised - Eurostat (NST/R). In 2008 this classification was replaced by a new goods classification Standard Goods Classification for transport statistics 2007 (NST 2007). NST 2007 is fully consistent with the two new European classifications of products and activities (CPA 2008 - Classification of Products by Activity and NACE - Statistical Classification of Economic Activities). As a result, NST 2007 is consistent also with corresponding classifications at the level of United Nations (CPC and ISIC) and with the Combined Nomenclature CN 2007.

Translation tables and detailed information are available on the Statistical Office of the Republic of Slovenia website: ([Uredba 1304/2007 glede vzpostavitve NST 2007 kot enotne klasifikacije prepeljanega blaga pri nekaterih vrstah prevoza](#)).

7.2 DATA PROCESSING

DATA EDITING

Data editing was not performed.

WEIGHTING

Weighting was not performed.

SEASONAL ADJUSTMENT

Seasonal adjustment is not applicable.

DATA PROCESSING OTHER

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7.3 INDICES

Indices are not published.

7.4 PRECISION

The precision is not calculated.

7.5 OTHER EXPLANATIONS

Data on port traffic published by the Statistical Office of the Republic of Slovenia (SURS) and the European Sea Ports Organisation (ESPO) differ because SURS uses the methodology used by Eurostat and EU Member States. The main differences are:

- According to Eurostat's methodology, the source of data for SURS is the competent national authorities, in Slovenia the Maritime Administration of the Republic of Slovenia (URSP). The source of ESPO data is ports.
- SURS does not include the tare weight of containers and RO-RO units in the data on the gross weight of goods processed in ports. ESPO uses the definition of gross gross mass of goods in the data and includes the tare weight of containers and RO-RO units.
- Data on the number of TEUs cover only Lo-Lo containers (raised to raised). Rolled-on Rolled-off containers are considered separately from Ro-Ro units. ESPO data refer to the number of containers in the TEU regardless of the type of vessel (the data show Lo-Lo and Ro-Ro containers together).
- SURS's maritime statistics is strictly limited to the handling of goods related to maritime transport. Handling of goods by inland waterways in ports is not included.

There are also differences due to differences in the inclusion of ports according to the definition of "statistical port" and the facilities included in the data of port authorities. SURS monitors only data on events in the actual port. ESPO monitors also transshipment data at facilities located in other locations.

8 PUBLISHING

SiStat Database: [Transport](#) – Maritime transport. The data are published as absolute values at the level of Slovenia.

- First Release (Transport): »Transport, Slovenia, monthly«.
- First Release (Transport): »Port traffic, Slovenia, annually«.
- First Release (Transport): »Transport, Slovenia, annually«.
- Eurostat ([Maritime transport](#))
- United Nations Organization (UN) – UNECE (Monthly Bulletin)

9 REVISION OF THE DATA

9.1 PUBLISHING OF PRELIMINARY AND FINAL DATA

Monthly data are provisional for the current year. With each monthly release the data can be corrected and supplemented with new data. With annual release in July the data become final.

Publishing of provisional and final data is planned. Due to the needs of users for timely information, provisional data are published that meet the criteria of the quality of official statistical data but do not meet the quality that can be met with complete coverage. Data are revised when recent, more complete and better data can significantly contribute to the quality of data-based decision-making.

9.2 FACTORS INFLUENCING COMPARABILITY OVER TIME

Before 2009, the data on port traffic were collected with two paper questionnaires: Registration of the Ship Arrival to the Port (TR-PRI-P/M) and Registration of the Ship Departure from the Port (TR-PRI-O/M). The administrative source of the data was the same, the Slovenian Maritime Administration.

Since 2009, data have been taken from the administrative source SI SafeSeaNet - an information system for monitoring and control of maritime traffic in the Republic of Slovenia. The administrator of this system is the Maritime Administration of the Republic of Slovenia.

The category "type of cargo" has changed slightly since 2010: the item for the type of cargo "railway wagons, ship's port trailers and port lighter barges" has been abandoned and replaced by three new ones: "railway wagons carrying goods", "ship inter-port trailers carrying goods", and "port lighter barges carrying goods".

There were no breaks in the time series, so all time points are comparable.

Survey results for TR-POM have not been published since 2012. The reporting unit is one company and we do not have the consent to publish. We were still collecting them until 2021 for the needs of the National Accounts Section.

Data for the monthly statistical survey on maritime transport are collected using a questionnaire.

10 OTHER METHODOLOGICAL MATERIALS

Methodological materials on SURS's website are available at <https://www.stat.si/statweb/en/Methods/QuestionnairesMethodologicalExplanati>
Methodological explanation

[onsQualityReports.](#)

- Questionnaire:
 - Pomorski prevoz (TR-POM/M)

Theme: Transport, Subtheme: Maritime transport

- Quality report for the survey:
 - Maritime transport (TR-PRI/M, TR-POM/M in TR-POM/L)

Theme: Transport, Subtheme: Maritime transport

- Glossary on Transport Statistics:

[Glossary of Transport Statistics](#)

- Methodological manual: [Reference Manual on Maritime Transport Statistics](#)