



الهيئة العامة للإحصاء  
General Authority for Statistics

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## Metadata Report of Maritime Transport Statistics

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V-2.0

Quality Management

Last update: 05.02.2023



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## 1. Contact

1.1. Contact organization	General Authority of Statistics
1.2. Contact organization unit	Traffic and Transport Statistics
1.3. Contact person function	Director of (Traffic and Transport Statistics)
1.4. Contact mail address	P.O. Box: 3735 Riyadh, 11481 Kingdom of Saudi Arabia
1.5. Contact email address	<a href="mailto:info@stats.gov.sa">info@stats.gov.sa</a>
1.6. Contact phone number	920020081

## 2. Metadata Update

2.1. Metadata last update	09/07/2023
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## 3. Statistical Presentation

3.1. Data description
<p>Maritime transport publication provides statistics and indicators on maritime transport in Saudi Arabia The maritime transport publication is a survey whose data is collected through administrative records on the main characteristics as following:</p> <ol style="list-style-type: none"><li>1. Ship traffic in ports.</li><li>2. Volume of cargo in ports.</li></ol>



3. Container movement in ports.
4. Passenger traffic.
5. Ports area.
6. Number of berths in ports.
7. Number of stations in ports.
8. Capacity of ports.
9. Number of establishments and workers engaged in activities related to maritime transport.
10. Marine transport insurance activity.

### 3.2. Classification system

The following classifications are applied in (maritime transport publication):

- **National classification of economic activities (ISIC4):**  
The statistical classification based on the International Standard of Industrial Classification of All Economic Activities (ISIC4) is used to describe productive activities of an establishment.
- **National Code of Countries and Nationalities (3166 ISO – codes Country):**  
A statistical classification based on the international standard (ISO 3166\_Country codes), which is a standard issued by the International Organization for Standardization (ISO of the UN), and this classification gives numeric and literal codes for the world's (248) countries, based on the classification of countries. The classification is used in the (maritime transport publication) to classify Saudi or non-Saudi individuals.

The classifications are available on GASTAT's website: [www.stats.gov.sa](http://www.stats.gov.sa)

### 3.3. Sector coverage

The maritime transport publication covers the following economic sectors:

- Transport and storage activities.

The maritime transport publication covers all economic sectors.

The size classes are divided into four categories in term of the size of establishments as follow:

- Micro: It includes all establishments with (1-5) employees.
- Small: It includes all establishments with (6-49) employees.
- Medium: It includes all establishments with (50-249) employees.
- Large: It includes all establishments with (more than 250) employees.



### 3.4. Statistical concepts and definitions

Terminologies and concepts of (maritime transport publication):

- **Port:**  
A maritime facility comprising one or more wharves or loading areas, where ships load and discharge cargo and passengers. Ports contain cranes, berths and stores for ships.
- **Ship Traffic:**  
Traffic of marine vessels that transport all types of goods and passengers.
- **Terminal:**  
Operated by a carrier or terminal operator and contains goods handling equipment, shaded areas and other ground structures used in the loading, storage, transportation and unloading of goods or the arrival and boarding of passengers traveling through ports.
- **Goods Handling:**  
An operation or service provided by a port that is related to loading or unloading of goods from ships.
- **Solid Bulk Cargo:**  
Any substance other than a liquid or a gas, consisting of a group of particles, granules, or large pieces that is generally uniform in composition, that is loaded directly to the ship cargo hold.
- **Liquid Bulk Cargo:**  
Any material that can flow freely and is usually loaded and unloaded from a ship using pipelines and pumping stations.
- **General Cargo:**  
All goods except for motor vehicles and equipment, livestock, bulk goods, and goods loaded in containers, platforms or trailers.
- **Containers Large:**  
Cargo units with standard dimensions in which products and raw materials are shipped and stored during the transport of goods by sea in specialized vessels.
- **RORO:**  
Wheeled cargo such as trains and cars of various types that are transported via specialized ships and are not loaded in containers.
- **Livestock (in tons):**  
Weight of non-living livestock that have been unloaded or loaded and are chilled or frozen, including different types of meat and shipments.
- **Livestock (by number of heads):**  
Number of livestock that have been loaded or unloaded on special ships for live livestock of all kinds.
- **Transshipment:**  
Handling containers and goods from ships to the port temporarily to transfer them later to their final destination through other ships.
- **Resto:**  
Unloading the container on the berth or on the same ship and re-stowing the container on the same ship.



- **Port berths:**  
A harbour or area that can provide shelter to numerous boats and vessels (transferring people or cargo).
- **Ship mooring operations rolling rate:**  
Average time it takes for ship mooring from the time the ship arrives at the port and the pilot boards it until being moored to a dock and fixed by ropes.
- **Ship rolling rate:**  
Average time a ship stays at the dock from the time its moorings are tied to the dock until its moorings are untied.
- **Ship travel operations rolling rate:**  
Average time it takes for ship travel operations from the time the ship's ropes are untied from the dock for travel until leaving the port and being boarded by a pilot.
- **Crane productivity rate:**  
Average number of containers handled by one crane per hour by calculating the total number of containers and the number of working hours for each crane.
- **Ship productivity rate:**  
Average number of containers handled per ship per hour by calculating the total number of containers and the number of working hours for each ship.
- **Truck rolling motion:**  
Average time where trucks stay inside the port to deliver or receive containers.
- **Container turnaround time (incoming):**  
Average time frame of arrival and departure of incoming containers at a port.
- **Container turnaround time (outgoing):**  
Average time frame of arrival and departure of outgoing containers at a port.
- **Ratio of transshipment containers to handling volume:**  
Volume ratio of transshipment containers handled to total volume of handling.
- **Total written premiums:**  
Revenues or premiums due according to insurance policies issued by the company, representing what the "insured" pays to the company in exchange for its agreement to compensate the insured for any damage or loss where the direct cause of its occurrence is an insured risk.
- **Net written insurance premiums:**  
Total written insurance premiums minus reinsurance premiums.
- **Net claims incurred:**  
Claims paid by the insurance company after deducting recoveries from reinsurers.
- **Net earned premiums:**  
Portion of the insurance premium paid to the insurance company for the period that has elapsed since the inception of the insurance policy during which the company was exposed to loss.





### 3.5. Statistical unit

Administrative unit, which expresses the statistical unit in the maritime transport publication is:

- Passengers transported by maritime transport.
- Inbound and outbound shipments to ports in tons.
- Inbound and outbound containers.

### 3.6. Statistical population

Statistical populations of maritime transport publication are the (ports) in Saudi Arabia.

### 3.7. Reference area

The survey sample is a representative sample for Saudi Arabia's ports, which are:

- Jeddah Islamic Port.
- King Abdul Aziz Port - Dammam.
- King Fahd Industrial Port in Yanbu.
- Jubail Commercial Port.
- King Fahd Industrial Port in Jubail.
- Yanbu Commercial Port.
- Jizan port.
- Duba Port.
- Ras Al Khair port.
- King Abdullah port.

### 3.8. Time coverage

Data are available from 2018 to 2022.

### 3.9. Base period

Not applicable.



## 4. Unit of measure

- Most results are measured in numbers (eg: number of passengers, births, stations, establishments and workers).
- Some indicators are calculated in tons (eg: quantity of shipments and capacity).
- Some results are calculated in kilometers (eg: area of ports).

## 5. Reference period

References period of the variables or dataset as following:

Maritime traffic statistics data are based on the last day of the year in each calendar year.

## 6. Confidentiality

### 6.1. Confidentiality - policy

According to the Royal Decree No. 23 dated 07-12-1397, data must always be kept confidential, and must be used by GASTAT only for statistical purposes. Therefore, the data are protected in the data servers of the Authority.

### 6.2. Confidentiality - data treatment

Data were displayed in appropriate tables to facilitate its summarization, comprehension, and results extraction. Also, to compare data with other data and extract statistical meanings for the study community. It is also easier to check tables without the need to see the original questionnaire, which usually include data like names and addresses of individuals, names of data providers, which violates data confidentiality of statistical data.

"Anonymity of data" is one of the most important procedures. To keep data confidential, GASTAT removed information on individual persons, households, or business entities such a way that the respondent cannot be identified either directly (by name, address, contact number, identity number etc.) or indirectly (by combining different - especially rare - characteristics of respondents: age, occupation, education etc.).



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## 7. Release policy

### 7.1. Release calendar

The maritime transport publication results are bound by a release calendar.

### 7.2. Release calendar access

Available on the: <https://www.stats.gov.sa/en/future-releases>

### 7.3. User access

One of GASTAT's objectives is to meet better its clients' needs, so it immediately provides them with the publication's results once the maritime transport publication publication is published. It also receives questions and inquiries of the clients about the publication and its results through various communication channels, such as:

- GASTAT's official website [www.stats.gov.sa](http://www.stats.gov.sa)
- GASTAT's official e-mail address [info@stats.gov.sa](mailto:info@stats.gov.sa)
- Client Support's e-mail address [cs@stats.gov.sa](mailto:cs@stats.gov.sa)
- Official visits to GASTAT's official head office in Riyadh or one of its branches in Saudi Arabia.
- Official letters.
- Statistical telephone (92002008).

## 8. Frequency of dissemination

Annual.
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## 9. Accessibility and clarity

### 9.1. News release

The announcements for each publication are available on release calendar as mentioned in 7.2. Release calendar access. The news release can be viewed on the website of GASTAT in the link <https://www.stats.gov.sa/en/news>.

### 9.2. Publications

GASTAT issues maritime transport publications and reports on a regular basis within a pre-prepared publishing plan and installed on the GASTAT's website. GASTAT is keen to publish its publications in a manner that serves all users of different types, including publications in different formats that contain (publication tables, data graphs, indicators, metadata, methodology, and used questionnaires) in both English and Arabic.

The maritime transport publications are available on the <https://www.stats.gov.sa/en/1179>.

### 9.3. On-line database

Not applicable.

### 9.4. Micro-data access

Not applicable.

### 9.5. Other

Not available.

### 9.6. Documentation on methodology

The maritime transport publication framework: Concepts, Definitions, Issues and Classifications are based on the international IMO standards.



This guide contributes to a better understanding of definitions and classifications, describing the process of data integration along with all basic information necessary in maritime transport statistics.

### 9.7. Quality documentation

Quality documentation covers documentation on methods and standards for assessing, measuring, and monitoring the quality of statistical process and output. It is based on standard quality criteria such as relevance, accuracy and reliability, timeliness and punctuality, accessibility and clarity, comparability, and coherence.

## 10. Quality management

### 10.1. Quality assurance

GASTAT declares that it considers the following principles: impartiality, user orientated, quality of processes and output, effectiveness of statistical processes, reducing the workload for respondents.

Quality controls and validation of data are actions carried out throughout the process in different stages such as the data input and data collection and other final controls.

### 10.2. Quality assessment

GASTAT performs all statistical activities according to a national model (Generic Statistical Business Process Model - GSBPM). According to the GSBPM, the final phase of statistical activities is overall evaluation using information gathered in each phase or sub-process. This information is used to prepare the evaluation report which outlines all the quality issues related to the specific statistical activity and serves as input for improvement actions.

## 11. Relevance

### 11.1. User needs



Internal GASTAT's users, which make use of maritime transport publication data, including:

- National accounts.
- Tourism, Hajj and Umrah departments along with other departments.
- Annual Yearbook.

External users who make significant use of maritime transport publication data include, but is not limited to:

- The governmental entities.
- Regional and International Organizations.
- Research institutions.
- Media.
- Individuals.

Main variables that external users benefit from:

- Number of passengers.
- Volume of cargo.
- Number of establishments and workers.
- Insurance activity in marine transport.

## 11.2. User satisfaction

Not available.

## 11.3. Completeness

The maritime transport publication data is based on a main source of data that consists of the register-based data of Saudi Ports Authority, Economic Cities and Special Zones Authority, and Neom. In addition to a secondary source of data that is based on the Ministry of Human Resources and Saudi Central Bank in order to provide comprehensive information on maritime transport.

# 12. Accuracy and reliability

## 12.1. Overall accuracy

The data is checked with previous years to identify any significant changes in the data. The internal consistency of the data is checked before it is finalized. The links between variables are checked and coherence between different data series is confirmed.



## 13. Timeliness and punctuality

### 13.1. Timeliness

GASTAT uses the Special Data Dissemination Standard (SDDS) issued by the International Monetary Fund. According to this Standard, all statistics agencies are required to publish data on an annual basis, and with a delay of not more than one quarter (180 days) after the end of the reference period. If the data are from different source, they may be published in a different frequency.

### 13.2. Punctuality

Publication takes place in accordance with published release dates for maritime transport publication in GASTAT's webpage. The data are available at the expected time, as scheduled the release calendar, If the publication delayed the reasons would be provided.

## 14. Coherence and comparability

### 14.1. Comparability - geographical

Data are fully comparable.

### 14.2. Comparability - over time

The survey started in 2021 as an annual survey.

### 14.3. Coherence- cross domain

Not applicable.

#### 14.3.1. Coherence - sub annual and annual statistics

Not applicable.



14.3.2. Coherence- National Accounts
Not applicable.
14.4. Coherence - internal
Not applicable.

## 15. Resources used

Description	Total
Total staff (GASTAT's staff, researchers)	Not applicable.
Number of surveyed units	Not applicable.
Total days of data collection period (end date - start date)	Not applicable.
Average conducted interviewer per day (during data collection)	Not applicable.

## 16. Data revision

16.1. Data revision - policy
Not applicable, only final results will be published.
16.2. Data revision - practice
Not applicable, only final results will be published.





## 17. Statistical processing

### 17.1. Source data

Source of maritime transport statistics of administrative records:

1. Saudi Ports Authority.
2. Economic Cities and Special Zones Authority.
3. Neom.
4. Ministry of Human Resources.
5. Saudi Central Bank

### 17.2. Frequency of data collection

Annual.

### 17.3. Data collection

Data collection from administrative records:

In coordination with GASTAT's departments related to the implementation of the survey and data collection management, register-based data of the maritime transport publication is obtained from the Saudi Ports Authority, Economic Cities and Special Zones Authority, NEOM, Ministry of Human Resources and Saudi Central Bank, including data on passenger numbers, volume of cargo, ship traffic, data on workers, economic activities, and data on marine transport insurance activity.

Data were saved on GASTAT's databases, data have been audited and reviewed according to the statistical method and recognized quality standards, in case of defect quality issues or errors in the data we refer back to data source.

### 17.4. Data validation

Data are reviewed and matched to ensure their accuracy and precision in a way that suits their nature with the aim of giving the presented statistics quality and accuracy.

The data of the publication's current year are compared with the data of the previous year to ensure their integrity and consistency in preparation for processing data and extracting and reviewing results.

In addition to the data processing and tabulation to check their accuracy, all the outputs are stored and uploaded to the database after being calculated by GASTAT to be reviewed and processed by specialists in traffic and transport department through modern technologies and software designed for this purpose.



## 17.5. Data compilation

### **Data Editing**

Specialists of traffic and transport department have processed and analyzed data in this stage, and this step was based on the following measures:

- Sort and arrange data in groups or different categories in a serial order.
- Summarize detailed data into main points or main data.
- Linking between many parts of data and make them connected.
- Process incomplete or missing data.
- Process illogical data.
- Converting data into statistically significant data.
- Organize, display and interpret data.

## 17.6. Adjustment

Not applicable, only final results will be published.

## 18. Comment