

Seminar on International Trade Statistics
Implementation of IMTS 2010 and follow-up to the Global Forum
26 – 30 September 2011, Vilnius, Lithuania

Agenda item 12:
Partner Country, Mode of Transport



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Chapter VI : Partner country

- A. General
- B. Types of partner country attribution
- C. Comparison of several alternative methods
- D. Recommendations

Importance of trade by partner country

... are used for a number of purposes, including analysis of economic trends, national accounts, balance of payments, regional trade patterns, trade shares, market analysis and business decisions, and trade policy and negotiations, as well as for checking the accuracy and reliability of trade data.

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Types of partner country attribution

- Imports
 - Country of Purchase
 - Country of Consignment
 - Country of Shipment
 - Country of Origin
- Exports
 - Country of Sale
 - Country of Consignment / Destination
 - Country of Shipment
 - Country of Last Known Destination
 - Country of Consumption

Recommendations

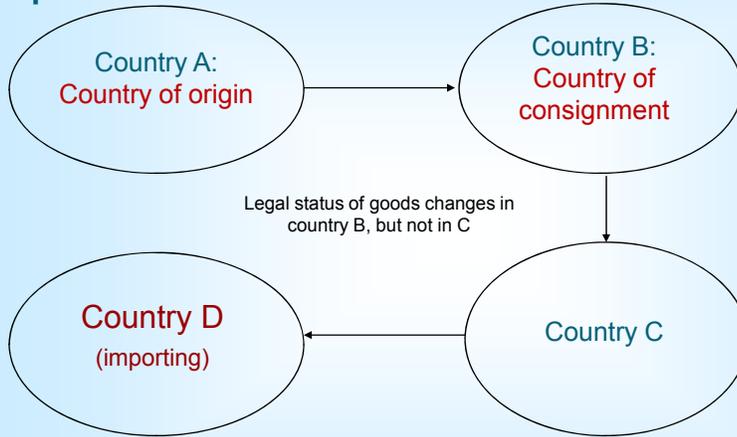
IMTS2010 Recommendations:

- For imports: country of origin; for exports: country of last known destination [6.25]
- Country of consignment, as the second partner attribution, in the case of imports [6.26]
- For trade balances calculation, in the context of the analysis IMTS, use imports by country of origin and exports by country of last known destination [6.27]

IMTS2010 Encouragements:

- Country of consignment, as the second partner attribution, in the case of exports [6.26]

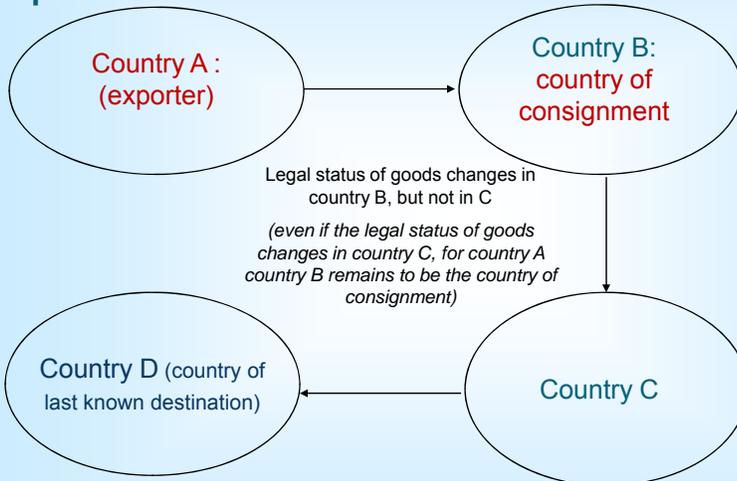
Recording of country of consignment: Imports para. 6.4



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Recording of country of consignment: Exports para. 6.11



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Rules of origin

- Establish by each country, generally consist of these criteria:
 - “Wholly produced”
 - “Substantial transformation”

IMTS2010 Recommendations:

- Follow the relevant provisions of the Revised Kyoto Convention in international merchandise trade statistics for determining country of origin [6.7]. See Revised Kyoto Convention, Specific Annex K/ Chapter 1

Recommendations (cont.)

IMTS2010 Recommendations:

- Use economic territory of trading partners as basis upon which the statistics on trade by partner are compiled [6.28]. See UN publication *Statistical Territories of the World for Use In IMTS*.
- Report the data with complete and most detailed partner breakdown, when reporting to regional or international organization [6.30]
- In the case a different partner attribution is used for certain types of imports, e.g., used goods, provide the partner attribution in country metadata

IMTS2010 Encouragements:

- Use UN Standard country or area codes [6.28]

Special Trading Partners para 6.29

- Trade with itself
 - Only possible in case of re-imports
 - Neither recommended nor common practice to record trade to itself as the country of last known destination
- Trade with its own Free Zones
 - It's acceptable, but this implies that the country does not use general trade system

Chapter VII : Mode of Transport

IMTS2010 Recommendations:

- Compile and disseminate IMTS by mode of transport at the most detailed commodity level (as a new data dimension) [7.1]
- The mode of transport which should be recorded is the means of transport used when goods enter or leave the economic territory of a country [7.1]
- IMTS 2010 encourages countries to use the following classification of modes of transport (next slide)

Mode of Transport - classification

IMTS2010 Encouragement:

Use the main categories (1-digit) of the classification and, if countries wish to do so, the detailed (2- or 3-digit) categories

1. Air
2. Water
 - 2.1 Sea
 - 2.2 Inland waterway
3. Land
 - 3.1 Railway
 - 3.2 Road
4. Not elsewhere classified
 - 4.1 Pipelines and cables¹¹⁷
 - 4.1.1 Pipelines
 - 4.1.2 Cables
 - 4.2 Postal consignments, mail or courier shipments
 - 4.3 Self-propelled goods
 - 4.4 Other

Chapter VII : Mode of Transport

IMTS2010 Recommendations:

- Indicate clearly the contents of the categories used [7.3]
- Taking into account their national requirements and circumstances countries might want to compile mode of transport not only according to the means of transport when crossing the border, but, in addition, according to other criteria such as the predominant mode of transport. Predominant mode of transport can, for example, be defined as the mode of transport which accounts for the majority of the transportation costs or the longest part of the route by distance. [7.4]
- If countries record multiple mode of transports, provide detailed information in the metadata [7.4]

Thank you for your attention!