

Department of Economic and Social Affairs Statistics SESSION 5: MONITORING THE SOCIO-ECONOMIC IMPACT OF COVID-19

Trade, Transport and Travel Dashboards

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Why Trade, Transport and Travel?

Availability of data sources and proxy for economic activities

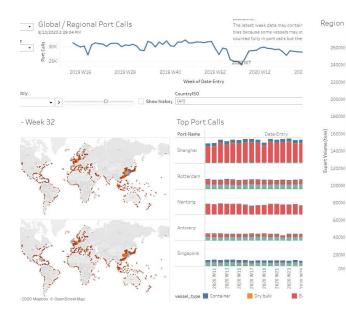
Data sources:

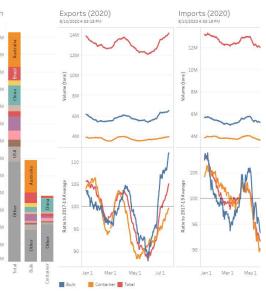
Ships (AIS) Flights (ADS-B and ICAO)

Customs Data



AIS: Weekly Port Calls





AIS: Daily Trade Volume

UN Comtrade: **Monthly Trade Data**

-8 896

-14.3% -9.7% -6.2%

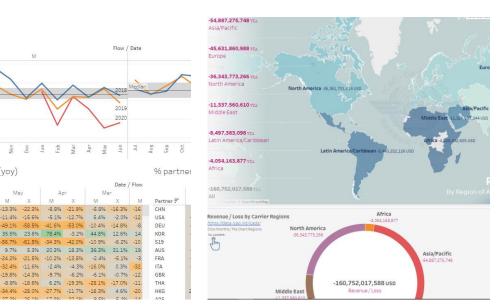
23.6% 78.4%

-21.5% -10.2%

9 7%

19.8%

ADS-B/ICAO: **Economic Impact**



Timely Statistics and Experimental Data

TimeSeries

8/13/2020 2:37:51 PM

% commodity change (yoy

84:Nuclear reactors, boilers, mac.,

85:Electrical machinery and equip

87:Vehicles: other than railway or

71-Natural cultured nearls: preci

27:Mineral fuels, mineral oils and

30:Pharmaceutical products

29:Organic chemicals

72-Iron and steel

90:Optical, photographic, cinen

39:Plastics and articles thereo

99:Commodities not specified acc.

HS Chapte

https://marketplace.officialstatistics.org/ttt-dashboards

Presenting Big Data to End Users

- Presenting data in dashboard condenses complexity and granularity of big data into a meaningful piece of information
- Dashboard is interactive, meaning that users can explore the data seamlessly
- It can be part of overall data pipeline therefore update in underlying data would be reflected in the dashboard
- However, a dashboard may lack storytelling components





Thank you.



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