

Mode of transport in IMTS

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Current Recommendations

- As per the relevant IMTS Rev.I recommendation trade statistics should be collected, compiled and disseminated in terms of Mode of Transport
- 3 Types of transport
 - Air
 - Water
 - Land

Mode of Transport - AIR

- Air includes all kinds of movements through air transportation
- air carriers of all kinds

Mode of Transport - WATER

- Water includes
- Sea
- Inland Waterway

Mode of Transport - LAND

- Land includes
- Railway
- Road
- Pipeline

Position in India

- As such mode of transport-wise trade data are being compiled and disseminated in India.
- In terms of Broad 3 modes only Air, Water & Land
- No more sub-classes of above modes
- Collected only by means of transport at port of departure / port of arrival

Transport at port of departure / port of arrival

- Data collection is very easy and simple
- Very simple to verify too
- No ambiguity in general
- Compilation is also very simple
- Data are quite consistent
- Data dissemination is no problem at all

Predominant Mode of Transport

- Collection of data is very difficult
- Definitional problem
- Predominant : In terms of what – value, distance transported or something else
- No proper reporting
- No verification is possible in general
- Verification process is too cumbersome

Multiple Modes of Transport

- Collection of data is very difficult
- Definitional problem
- Too much sub-classification on mode of transport may hamper the data quality
- No proper reporting
- No verification is possible in general
- Verification process is too cumbersome
- May not be so useful info unless otherwise properly reported and proper verification is possible

Points to Decide

- It would be appropriate to review the relevant IMTS Rev.1 recommendation and further elaborate in IMTS Rev. 3.
- What about Collection & Compilation ?
- Collection and compilation may be thought for but likely to be very complicated
- What about data dissemination ?
- For Dissemination level of mode of transport may require to be minimized for proper quality of data

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Thank you all

Mode of Transport in Merchandise Trade Data Collection in India

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In India the merchandise traders submit shipping bills for exports and bills of entry for imports to the customs authority. These Bills form the source document for preparation of trade returns, commonly known as 'Daily Trade Returns' (DTR), by the customs authority and submits to Directorate General of Commercial Intelligence and Statistics (DGCIS) for processing and statistical presentation of foreign trade data.

The Customs Authority clears these Bills in two different modes, namely, on-line processing system of Electronic Data Interchange (EDI) and the Non-EDI, i.e. manual mode of clearance. The EDI data are being sent to DGCIS on-line through ICEGATE and the Non-EDI data transmitted in two different ways, viz., electronically through e-mail, CD/ Floppy and manually typed/handwritten format, to DGCIS directly from the customs formations. Currently, 32 EDI customs locations are connected to ICEGATE servers. In terms of total number of transaction records, there are about 95% of records for Imports and 85% of records for Exports received through EDI mode and about 71% in terms of total values for Imports & 65% for Exports. The remaining data received through Non-EDI/Manual mode from the Customs.

As per the relevant IMTS Rev.I recommendation trade statistics should be collected, compiled and disseminated in terms of Mode of Transport. Three modes of transport are Air, Water & Land. Air includes all kinds of movements through air transportation like air carriers of all kinds. Water includes Sea, Inland Waterway. Land includes Railway, Road and Pipeline. To define the mode of transport like by means of transport at port of departure / port of arrival, by predominant mode of transport, by multiple modes of transport, etc. special care is necessary. In case of mode of transport defining only by means of transport at port of departure / port of arrival, which is currently being followed in India data collection is very easy and simple, verification process is also very simple and hence no ambiguity in general. Data compilation is also very simple with consistent data quality and then data dissemination is no problem at all. As such mode of transport-wise trade data are being compiled and disseminated in India in terms of Broad 3 modes only Air, Water & Land and no more sub-classes of above modes and data are collected only by means of transport at port of departure / port of arrival. In case the data are collected, compiled and disseminated by predominant mode of transport then

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collection of data is very difficult due to uniform definitional problem of predominant, whether in terms of value, distance transported or something else. In that case usually no proper reporting is expected, no verification is possible in general, verification process is too cumbersome, collection of data is very difficult. In case the data are to be collected, compiled and disseminated by multiple mode of transport the same definitional problem is there with bad quality of data due to too much sub-classification on mode of transport, no proper reporting, no verification is possible in general, verification process is too cumbersome, data would be totally useless and improper unless otherwise properly reported and proper verification is possible. Collection and compilation may be thought for but likely to be very complicated. For dissemination the level of mode of transport may require to be minimized for proper quality of data.

It would be appropriate to review the relevant IMTS Rev.I recommendation and further elaborate in IMTS Rev. 3 for collection, compilation and dissemination of international merchandise trade statistics uniformly.