Workshop on updated and new recommendations for International Merchandise Trade Statistics (IMTS 2010) and their implementation in countries of the Sub-Saharan Africa region

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Agenda item 12:
Partner Country – Mode of Transport

Presentation by Nelnan Koumtingué
Associate Statistician, Section of International Trade in Services
Trade Statistics Branch, United Nations Statistics Division
E-mail: koumtingue@un.org

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

Rules of origin are established by each country, generally consist of these criteria:

– "Wholly produced"

– "Substantial transformation"

IMTS 2010 Recommendations:

❑Follow the relevant provisions of the Revised Kyoto Convention in international merchandise trade statistics for determining country of origin. See Revised Kyoto Convention, Specific Annex K/ Chapter 1 (para 6.7, unchanged)
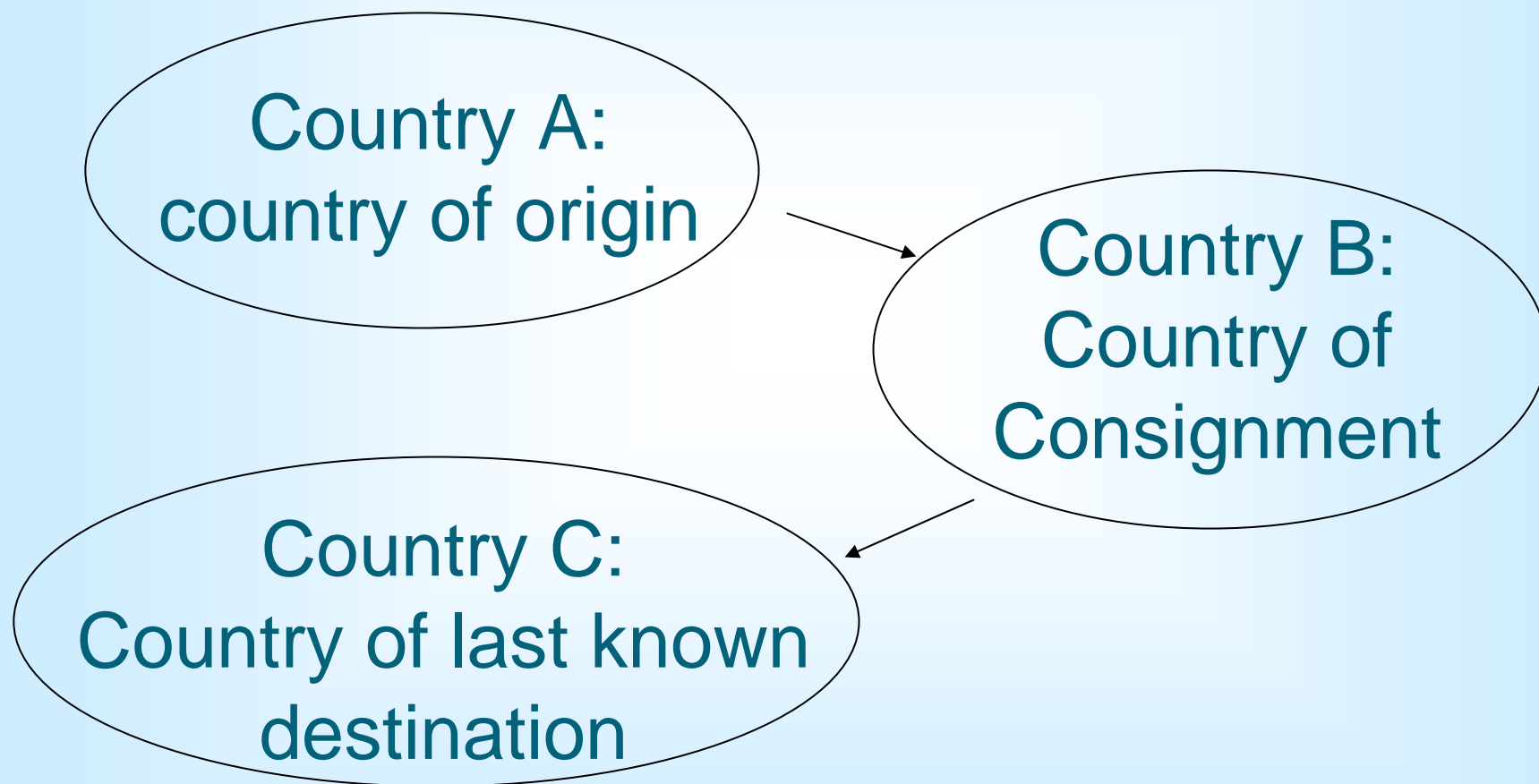
Recommendations

IMTS 2010 Recommendations:

❑For imports: country of origin; for exports: country of last known destination (para 6.25, unchanged)

❑Country of consignment, as the <u>second partner attribution</u>, in the case of imports (para 6.26, updated)

❑For trade balances calculation, use imports by country of origin and exports by country of last known destination (para 6.27, new)

❑Use the economic territory of the trading partner as the basis upon which the statistics on trade by partner are compiled (para 6.28 updated)

IMTS 2010 Encouragements:

Country of consignment, as the second partner attribution, in the case of exports (para 6.26, updated)

Trade balances/ Reconciliation studies/ mirror statistics - Recording of country of consignment

Country A: country of origin

Country B: Country of Consignment

Country C: Country of last known destination

Special Trading Partners

- 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 ok, but this implies that the country <u>does not use general trade</u> system

Chapter VII : Mode of Transport

IMTS 2010 Recommendations:

❑Compile and disseminate IMTS by <u>mode of transport</u> at the most <u>detailed commodity level</u> (as a new data dimension) (para 7.1, new)

❑The mode of transport which should be recorded is <u>the means of transport</u> used when goods enter or leave (para 7.1, new)

❑Indicate clearly the contents of the categories used. Countries are encouraged to follow the suggested classification (para 7.3, new)

❑If countries record multiple mode of transports, provide detailed information in the metadata (para 7.4, new)

Mode of Transport (cont.)

IMTS 2010 Encouragements:

❑Use the main categories (1-digit) and, if countries wish to do so, the detailed (2- or 3-digit) categories of the following classification on the right side:

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 cables[117]
      4.1.1 Pipelines
      4.4.2 Cables
   4.2 Postal consignments, mail or courier shipments
   4.3 Self-propelled goods
   4.4 Other

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Thank you for your attention!