International merchandise trade statistics by mode of transport

IMTS 2010
UN

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Presented by
Mohamed LAARIF

Presentation outline

- Importance of transport statistics
- International recommendations
- Data sources
- Limitations of the current device
- Corrections adopted and results
- Perspectives

Importance of transport statistics

- International freight transport is an essential link in the logistics chain;
- It is called to support the national policy of trade openness, which has been materialized by the conclusion of many free trade agreements;
- It is also called to support the economic dynamics of Morocco, initiated by the various sectoral development plans that aim to generate a strong, sustainable and wealth-creating growth,
- Help fill in the missing data for the passage FOB/CIF

Importance of transport statistics

- The production of data on the international transport of goods (Mode of transport, Pavilion, Freight, Insurance, ...) essentially aims at:
  - Diagnosing the current transportation situation and identifying challenges and key issues for the sector;
  - Providing decision-makers with vital information needed to develop an appropriate national strategy for revitalizing the sector;
  - To provide economic operators with the data necessary for the proper monitoring of developments in the sector to ensure the transport capacity of current and future market flows, which are expected to triple by 2030

Objectif

- This work is in line with the idea of setting up a system for the annual production of international merchandise trade data by mode of transport, broken down by product and country, in accordance with the recommendations set out in the manual "IMTS 2010".

International recommendations

- IMTS 2010 defines the mode of transport as the means of transport used when goods enter or leave a country's economic territory;
- In order to allow comparability of data between countries, the Manual provides a particular classification for better data compilation.

Recommandations internationales

- Countries can opt for a 2-digit or 3-digit classification, in case it adapts to their system of apprehending statistical data;

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
  - 4.1.1 Pipelines
  - 4.1.2 Cables
- 4.2:Postal consignments, mail or courier shipments
- 4.3:Self-propelled goods
- 4.4:Other

- It is also recommended that countries clearly indicate in the Metadata the classification chosen.

Data sources

- Customs documents are the main source for the apprehension of foreign trade data by mode of transport;
- Other sources may be considered, such as statistical surveys of operators or national entities responsible for managing ports and airports.

Data sources

- **The Unique Goods Declaration "DUM" includes a box dedicated to the mode of transport;**

- **This information is drawn from the summary declaration provided for by the Customs Code:**

- Article 49-1 ° The captain or his duly authorized representative must file a summary declaration at the customs office before the arrival of the ship in the port, and within the time limits set by order of the Minister of Finance.

- Article 54 (1) Every driver of goods shall, as soon as he arrives at the customs office, give the administration, as a summary declaration, a bill of lading showing the goods he is carrying. This declaration is immediately registered by the administration.

- Article 57-1 ° The pilot-in-command or his duly authorized representative must file a summary declaration at the customs office of the aerodrome before the arrival of the aircraft, and within a time limit set by order of the Minister of Finance.

Data sources

Type of files received

- Header
- Titles
- Articles
  - Raw material
  - Summary declaration

Entête
BUREAUDOUANIER
REGIMEDOUANIER
ANNEE
NUMDEC
NUMVOY
CENTRE
NUMRC
LIBELLE

Articles
BUREAUDOUANIER
REGIMEDOUANIER
ANNEE

Titres

Déclaration sommaire
BUREAUDOUANIER
REGIMEDOUANIER
ANNEE
NUMDECLARATION
NUMVOYAGE
MANIFESTE
TYPEDECLARATION
CODEPORTCHARGEMENT
CODENAVIRE
DATEARRIVEE
MODETRANSPORT
NUMEROVOYAGE
CENTRERCTRANSPORTEUR
NUMRCTRANSPORTEUR
MOYENTRANSPORT
PAVILLON
NUMVERSION
REFERENCELOT

Limitations of the current device

- The current arrangement is limited exclusively to import operations and does not allow the processing of exports due to the complete absence of mode information;

- In addition, the number of import declarations for which the mode of transport field is not served is relatively high in 2017, which represents 14% of the DUMs..

	Import in 2017		
	Nb of Declaration	Value in Million DH	Weight in (1000 Tonne)
Mode of transportation not declared	87 887	114 335	26 241
Share	14%	26%	50%
Total	623 124	438 080	52 961

Limitations of the current device

- The distribution of imports by mode of transport, based on available data on "DUMs", shows the predominance of the sea transport.

	Import in 2017	
	Value in Million DH	Weight in (1000 Tonne)
Air transport	18 015	16
Share	4,1%	0,0%
Maritime transport	267 899	25 405
Share	61,2%	48,0%
Unknown	152 165	27 539
Share	34,7%	52,0%
Total	438 080	52 961

Limitations of the current device

- The analysis of the data for which the mode of transport is not declared reveals the predominance of energy products and other products transported in bulk, by pipeline or by electric line, 54% of the value and 93% of the weight :

	Import in 2017			
Unknown mode of transport	**Value in Million DH**	**Share**	**Weight in (1000 Tonne)**	**Share**
GAS-OILS AND FUEL-OILS	16 975	15%	4 042	15%
OIL GAS AND OTHER HYDROCARBONS	6 014	5%	1 938	7%
RAW AND UNREFINED SULFUR	4 993	4%	5 459	21%
RAW OR REFINED SUGAR	4 934	4%	1 161	4%
HOUILLES; COKES AND SIMILAR SOLID FUELS	4 744	4%	6 873	26%
OTHER FINISHED INDUSTRIAL EQUIPMENT PRODUCTS	4 091	4%	15	0%
PETROLEUM OILS AND LUBRICANTS	4 082	4%	682	3%
AMMONIA	4 008	4%	1 448	6%
ELECTRIC ENERGY	3 602	3%	-	0%
CHEMICAL PRODUCTS	2 931	3%	1 720	7%
AIRCRAFT AND OTHER AERIAL OR SPACE VEHICLES	1 997	2%	-	0%
NATURAL AND CHEMICAL FERTILIZERS	1 900	2%	743	3%
PETROLEUM GASOLINE	1 673	1%	294	1%
Partial total	**61 944**	**54%**	**24 375**	**92,9%**
Total	**114 335**		**26 241**	

Corrections adopted and results

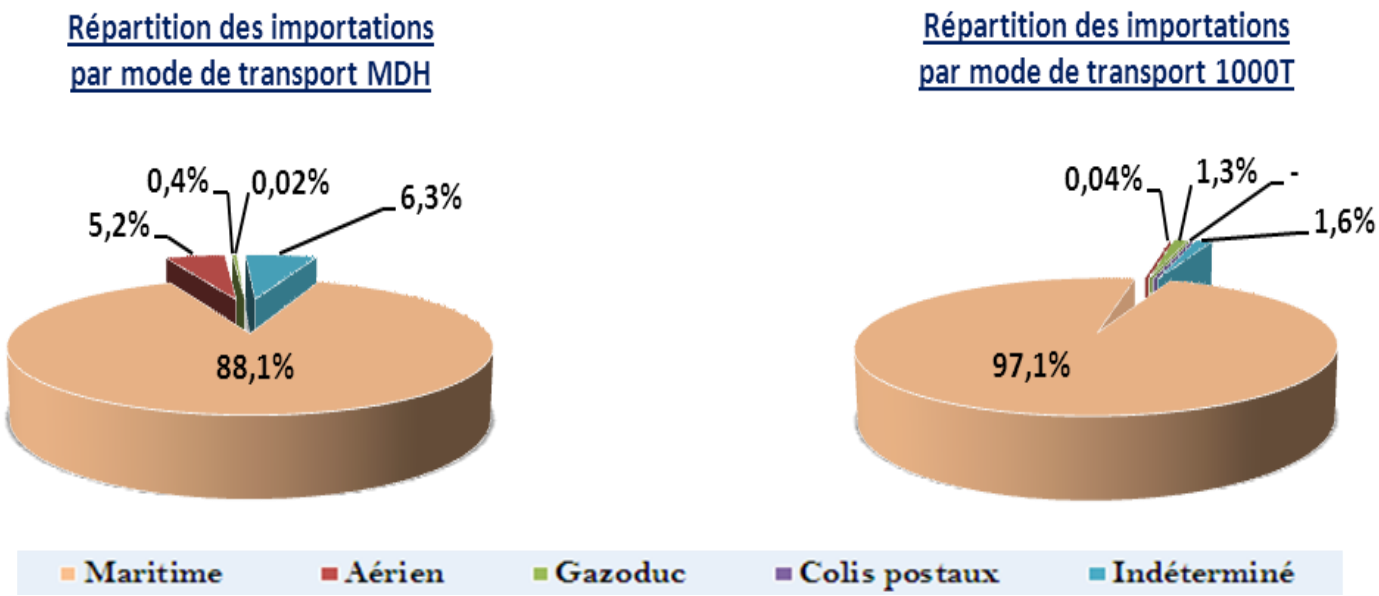
- Almost 88% of the value of goods for which the means of transport is not declared is registered in port customs offices;

- On the basis of this observation, it was considered reasonable to proceed with a data adjustment based essentially on:
  - the nature of the imported products;
  - the customs offices in which the goods were declared;
  - Mode of transport declared for similar products;

- Even if the mode of transport is not served for some declarations, if LTA (air waybill) is served then to assign air transport to the declaration, if the comission is served then to assign the maritime mode to the declaration

Corrections adopted and results

- The proposed correction procedure for the assignment of the mode of transport resulted in the following results:



- Nearly 99% of imports and exports are transported by sea: results for the years 1968, 1973 and 1983.

Perspectives of evolution

- Continue raising the awareness of the customs to require operators to complete all information on cargo freight (mode of transport, Pavilion, Freight, Insurance, ...);
- Continue these exercises, supplement them with other data sources and extend the device to exports;
- Explore the possibilities of benefiting from the experiences of other countries in this area (study visits, and other exchanges of adopted methodologies);
- To study within the framework of this working group the technical assistance to be provided by the United Nations

THANK YOU FOR YOUR ATTENTION !!!!