

Notas explicativas de cuadros estadísticos

Para la elaboración de los cuadros estadísticos, se utilizaron las bases de datos de importaciones de mercancías (Merchandise Trade) del United States Census Bureau de 1990 a 2018; las cuales son comercializadas por la división de comercio internacional de la institución.

La base de datos contiene información de importaciones de mercancías a 10 dígitos del Sistema Armonizado de Clasificación Arancelaria por: país de origen, puerto y distrito de entrada, unidades, peso, valor de importaciones, aranceles, valor de importaciones y costos de transporte por tipo de transporte.

La lista de las más de 50 variables que contiene la base de datos se presenta al final de este documento. Se agrupan fácilmente en dos grupos: mensuales y anuales. Las estadísticas mensuales dan cuenta de valores en el mes que se adquiere la base de datos y se diferencian porque en los nombres de las variables se coloca “mo” al final; para las variables que son anuales, se diferencian por la terminación “yr”. Para el cálculo de los indicadores se emplearon una serie de variables que se presentan a continuación.

- General Imports: Importaciones generales que entran a Estados Unidos.
- Calculated Duty: Arancel calculado, esta variable es la misma que utiliza CEPAL a través de MAGIC PLUS para dar cuenta del arancel recaudado.
- General Imports Charges: Costo de transporte total de importaciones. Este se calcula desde que la mercancía empieza el viaje a Estados Unidos desde el país de origen. Incluye flete, seguros y otros cargos derivados de la transportación de las mercancías.
- Vessel Value: Valor de importaciones que son transportadas por buque a Estados Unidos. Se toma como valor de importaciones vía marítima.
- Vessel Charges: Costo de transporte marítimo.
- Air Value: Valor de importaciones que son transportadas por aire a Estados Unidos.
- Air Charges: Costo de transporte aéreo.
- Para el caso del transporte terrestre, la base de datos no contiene información para ese rubro. Se calcula de la siguiente forma:

Valor de importaciones vía terrestre = Valor de importaciones totales - (Valor de importaciones vía marítima + Valor de importaciones vía aérea).

A continuación, se presentan dos listas: una lista de variables con su código contenida en la base de datos original y un glosario definido por el US Census Bureau sobre el significado de cada variable.

FIELD NAME		DESCRIPTION
commodity		10-digit Harmonized Tariff Schedule (HTS) Code
cty_code		4-digit Country Code
cty_subco		2-digit Country Subcode Code
dist_entry		2-digit District of Entry Code
dist_unlad		2-digit District of Unlading Code
rate_prov		2-digit Rate Provision Code
year		4-digit Statistical Year
month		2-digit Statistical Month
cards_mo		15-digit Card Count
con_qy1_mo		15-digit Imports for Consumption, Quantity 1
con_qy2_mo		15-digit Imports for Consumption, Quantity 2
con_val_mo		15-digit Imports for Consumption, Total Value
dut_val_mo		15-digit Imports for Consumption, Dutiable Value
cal_dut_mo		15-digit Imports for Consumption, Calculated Duty
con_cha_mo		15-digit Imports for Consumption, Charges
con_cif_mo		15-digit Imports for Consumption, CIF Value
gen_qy1_mo		15-digit General Imports, Quantity 1
gen_qy2_mo		15-digit General Imports, Quantity 2
gen_val_mo		15-digit General Imports, Total Value
gen_cha_mo		15-digit General Imports, Charges
gen_cif_mo		15-digit General Imports, CIF Value
air_val_mo		15-digit Air Value
air_wgt_mo		15-digit Air Shipping Weight
air_cha_mo		15-digit Air Charges
ves_val_mo		15-digit Vessel Value
ves_wgt_mo		15-digit Vessel Shipping Weight
ves_cha_mo		15-digit Vessel Charges
cnt_val_mo		15-digit Containerized Vessel Value
cnt_wgt_mo		15-digit Containerized Vessel Shipping Weight
cnt_cha_mo		15-digit Containerized Vessel Charges
cards_yr		15-digit Year-to-Date Card Count
con_qy1_yr		15-digit Year-to-Date Imports for Consumption, Quantity 1
con_qy2_yr		15-digit Year-to-Date Imports for Consumption, Quantity 2
con_val_yr		15-digit Year-to-Date Imports for Consumption, Total Value
dut_val_yr		15-digit Year-to-Date Imports for Consumption, Dutiable Value
cal_dut_yr		15-digit Year-to-Date Imports for Consumption, Calculated Duty
con_cha_yr		15-digit Year-to-Date Imports for Consumption, Charges

con_cif_yr		15-digit Year-to-Date Imports for Consumption, CIF Value
gen_qy1_yr		15-digit Year-to-Date General Imports, Quantity 1
gen_qy2_yr		15-digit Year-to-Date General Imports, Quantity 2
gen_val_yr		15-digit Year-to-Date General Imports, Total Value
gen_cha_yr		15-digit Year-to-Date General Imports, Charges
gen_cif_yr		15-digit Year-to-Date General Imports, CIF Value
air_val_yr		15-digit Year-to-Date Air Value
air_wgt_yr		15-digit Year-to-Date Air Shipping Weight
air_cha_yr		15-digit Year-to-Date Air Charges
ves_val_yr		15-digit Year-to-Date Vessel Value
ves_wgt_yr		15-digit Year-to-Date Vessel Shipping Weight
ves_cha_yr		15-digit Year-to-Date Vessel Charges
cnt_val_yr		15-digit Year-to-Date Containerized Vessel Value
cnt_wgt_yr		15-digit Year-to-Date Containerized Vessel Shipping Weight
cnt_cha_yr		15-digit Year-to-Date Containerized Vessel Charges

Fuente: https://www.census.gov/foreign-trade/reference/products/layouts/imdb.html#imp_detl

Definiciones de comercio, elaboradas por el US Census Bureau	
Air Imports	The value of goods that enter the country by aircraft. Excludes low value shipments, freight, duties, mail and parcel shipments, and aircraft flown into the United States.
Air Shipping Weight (SWT)	Represents the gross weight in kilograms of shipments made by air, including the weight of moisture content, wrappings, crates, boxes, and containers (other than cargo vans and similar substantial outer containers). In some instances, shipments between the United States and countries abroad enter or depart through Canada or Mexico. Such shipments are recorded under the method of transportation by which they enter or depart the United States regardless of the method of transportation between Canada or Mexico and the country of origin or destination.
Air Value	The value of goods that enter or leave the country by air. In some instances, shipments between the United States and countries abroad enter or depart through Canada or Mexico. Such shipments are recorded under the method of transportation by which they enter or depart the United States regardless of the method of transportation between Canada or Mexico and the country of origin or destination.
Air Waybill	The shipping document used for the transportation of air freight, which includes conditions, limitations of liability, shipping instructions, description of commodity, and

	applicable transportation charges. It is generally similar to a straight non-negotiable bill of lading and is used for similar purposes.
Calculated Duty	Estimates of calculated duty do not necessarily reflect amounts of duty paid and should, therefore, be used with caution. The inclusion in the figures of some U.S. products returned after processing and assembly abroad, for which a portion of the value is eligible for duty free consideration, may cause these duty figures to be somewhat overstated as a result. In cases where articles are dutiable at various or special rates, a dutiable value is shown but no duty is calculated. Thus, there is an understatement in the estimates of calculated duty to the extent that these situations exist.
Card Count	The number of individual export or import line items.
Charges	Also referred to as Import Charges. The import charges represent the aggregate cost of all freight, insurance, and other charges (excluding U.S. import duties) incurred in bringing the merchandise from alongside the carrier at the port of export in the country of exportation and placing it alongside the carrier at the first port of entry in the United States. In the case of overland shipments originating in Canada or Mexico, such costs include freight, insurance, and all other charges, costs and expenses incurred in bringing the merchandise from the point of origin (where the merchandise begins its journey to the United States) in Canada or Mexico to the first port of entry.
CIF (Cost, Insurance, Freight) Import Value	Represents the landed value of the merchandise at the first port of arrival in the United States. It is computed by adding import charges to the Customs value and therefore excludes U.S. import duties.
Commodity	An economic good such as a product of agriculture, mining, or a customized or mass produced article that is readily exchanged within the market.
Consumption (Imports Only)	Measures the total of merchandise that has physically cleared through Customs either entering consumption channels immediately or entering after withdrawal for consumption from bonded warehouses under Customs custody or from Foreign Trade Zones. Many countries use the term "special imports" to designate statistics compiled on this basis.
Container	A uniform, reusable metal "box" in which goods are shipped by vessel, truck, or rail as defined in the International Convention for Safe Containers, as amended (TIAS 9037; 29 U.S.T. 3709).

<p>Containerized shipments</p>	<p>Shipments transported in any van-type container. Containerized import shipments are identified by the reported method of transportation code, and therefore all shipments are either identified as containerized or non-containerized. This excludes containerized import shipments into Foreign Trade Zones, which are not identified by CBP and as such are not included in this release. Export shipments are reported with an indicator that can either identify an export shipment as containerized or non-containerized. Filers may not always report an indicator, resulting in missing containerized information on export shipments. No attempt is made to estimate the value or shipping weight of containerized exports with missing indicators. Therefore, the containerized export data may be understated.</p>
<p>Country Codes</p>	<p>The names and codes of the countries of the world are listed in Schedule C , Classification of Country and Territory Designations for U.S. Foreign Trade Statistics.</p>
<p>Customs Value</p>	<p>The Customs value is the value of imports as appraised by the U.S. Customs and Border Protection in accordance with the legal requirements of the Tariff Act of 1930, as amended. This value is generally defined as the price actually paid or payable for merchandise when sold for exportation to the United States, excluding U.S. import duties, freight, insurance, and other charges incurred in bringing the merchandise to the United States. The term "price actually paid or payable" means the total payment (whether direct or indirect, and exclusive of any costs, charges, or expenses incurred for transportation, insurance, and related services incident to the international shipment of the merchandise from the country of exportation to the place of importation in the United States) made, or to be made, for imported merchandise by the buyer to, or for the benefit, of the seller. In the case of transactions between related parties, the relationship between buyer and seller should not influence the Customs value.</p> <p>In those instances where assistance was furnished to a foreign manufacturer for use in producing an article which is imported into the United States, the value of the assistance is required to be included in the value reported for the merchandise. Such "assists" include both tangible and intangible assistance, such as machinery, tools, dies and molds, blue prints, copyrights, research and development, and engineering and consulting services. If the value of these "assists" is identified and separately reported, it is subtracted from the value during statistical processing. However, where it is not possible to isolate the value of "assists", they are included. In these cases the unit values may be increased due to the inclusion of such "assists".</p>

District (or Port) of Entry	The district (or port) in which merchandise clears Customs for entry into consumption channels, bonded warehouses or Foreign Trade Zones.
District (or Port) of Unlading	The district where merchandise is unloaded from the importing vessel or aircraft.
District and Port Classification	The names and codes of districts and ports are listed in Schedule D, Classification of U.S. Customs Districts and Ports for Foreign Trade Statistics. The geographical limits of each district are published in the U.S. Customs Regulations. Schedule D is published as a statistical annex in HTSA and as a part of Schedule B. Statistics for two or more Customs Districts may be combined and published under an arbitrary designation or shipping weight may be excluded from an individual Customs District as a solution to disclosure situations. Consequently, statistics for individual ports may be understated due to the suppression of the weight of the affected commodities.
Dutiable Value of Imports	The "dutiable value" represents, in general, the Customs value of foreign merchandise imported into the United States, which is subject to a duty.
Duty	A charge imposed on the import of goods. Duties are generally based on the value of the goods (ad valorem duties), some other factor, such as weight or quantity (specific duties), or a combination of value and other factors (compound duties).
Freight	A term for cargo or the cost of shipping.
General Imports	Measures the total physical arrivals of merchandise from foreign countries, whether such merchandise enters consumption channels immediately or is entered into bonded warehouses or Foreign Trade Zones under CBP custody.
Harmonized Tariff Schedule of the United States Annotated (HTSA)	The import statistics are initially collected and compiled in terms of approximately 18,000 10-digit commodity codes in the HTSA. The HTSA is maintained by the U.S. International Trade Commission and is based on the 2-, 4-, and 6-digit headings and subheadings of the international Harmonized System (HS). The HTSA is revised and published at least twice annually; new codes are usually effective January 1 and July 1. Suggested changes to the statistical requirements of the HTSA should be submitted in the form of a request to the 484(f) Committee. For more information, see https://hts.usitc.gov/ .
Import Charges	The import charges represent the aggregate cost of all freight, insurance, and other charges (excluding U.S. import duties) incurred in bringing the merchandise from alongside the carrier at the port of exportation in the country of exportation and placing it alongside the carrier at the first port of entry in the United States. In the case of overland shipments originating in Canada or Mexico, such costs include freight, insurance, and all other charges, costs and expenses incurred

	in bringing the merchandise from the point of origin (where the merchandise begins its journey to the United States) in Canada or Mexico to the first port of entry.
Imports	All goods physically brought into the United States, including: (1) Goods of foreign origin, and (2) Goods of domestic origin returned to the United States without substantial transformation affecting a change in tariff classification under an applicable rule of origin.
Quantity	Units of quantity shown are published in terms of the units specified in the HTSA and Schedule B for each classification. When two units of quantity are required for an item in the HTSA or Schedule B, both units are shown along with the value. Quantity is only used at the 10-digit HS level. Any higher aggregation may result in multiple units of quantity being included.
Rate Provision	The rate a tariff or duty is set according to the provision allowed by a trade agreement.
Shipment	All goods being sent from one USPPI to one consignee located in a single country of destination on a single conveyance and on the same day. Except as noted in §30.2(a)(1)(iv), the EEI shall be filed when the value of the goods is over \$2,500 per Schedule B or HTSA commodity classification code.
Shipping Weight (SWT)	The shipping weight is the weight in kilograms, which includes the weight of the commodity, as well as the weight of normal packaging, such as boxes, crates, barrels, etc. The shipping weight is required for exports by air, vessel, rail, and truck, and required for exports of household goods transported by all methods. For exports (except household goods) by mail, fixed transport (pipeline), or other valid methods, the shipping weight is not required and shall be reported as zero. For containerized cargo in lift vans, cargo vans, or similar substantial outer containers, the weight of such containers is not included in the shipping weight. If the shipping weight is not available for each Schedule B or HTSA item included in one or more containers, the approximate shipping weight for each item is estimated and reported. The total of these estimated weights equals the actual shipping weight of the entire container or containers.
Tariff	Customs duties on merchandise imports. Levied either on an ad valorem basis (percentage of value) or on a specific basis (e.g. \$7 per 100 kgs.). Tariffs give price advantage to similar locally-produced goods and raise revenues for the government. (Source: World Trade Organization)

Tariff Schedule	A comprehensive list or schedule of goods with applicable duty rates to be paid or charged for each listed article as it enters or leaves a country.
Unit of Quantity	The unit of measure that merchandise is counted either in numbers or weight such as yards, meters, pieces or numbers. The Harmonized System (HS) collects information based on the metric standard.
Value	In general, the value to be reported in the EEI shall be the value of the goods at the U.S. port of export in U.S. dollars. The value shall be the selling price (or the cost, if the goods are not sold), plus inland or domestic freight, insurance, and other charges to the U.S. seaport, airport, or land border port of export. Cost of goods is the sum of expenses incurred in the USPP's acquisition or production of the goods. Report the value to the nearest dollar, omit cents. Fractions of a dollar less than 50 cents should be ignored, and fractions of 50 cents or more should be rounded up to the next dollar.
Vessel Imports	The value of goods that enter the country by waterborne vessel. Excludes low value shipments, freight, duties, mail and parcel shipments, and imports of vessels moving under their own power or afloat into the United States.

Fuente: <https://www.census.gov/foreign-trade/reference/definitions/index.html#C>

