

valued at the customs frontier and there is no inland freight component. Payments to the U.S. are for in-transit oil and natural gas movements via the U.S.

U.S. and U.K. Data on Category 633:

The U.S. and U.K. merchandise exports and imports are valued at the customs frontier in agreement with the recommendations of the IMF Balance of Payments Manual. Canadian merchandise exports and imports are valued at place of lading. Hence the cost of transporting imports by foreign carrier to the Canadian customs frontier is recorded as inland transportation services (imports). The services of Canadian carriers in transporting exports to the border is recorded as inland freight (export services). This difference in treatment should be borne in mind when making international comparisons of service trade. The total of goods and services is unaffected by the treatment used, whether the Canadian or IMF convention.

64 Urban Transit and Other Passenger Transport Services

Estimates : No separate estimates, except for international bus fares between Canada and the U.S. (payments of \$7.9 million in 1977, receipts of \$9.9 million).

Comments : This category of the classification of services is included in the travel expenditure estimates of the Balance of Payments. Separate estimates could only be made by asking international travellers to report highly detailed estimates of their expenditure.