

Statistics in focus

INDUSTRY, TRADE AND SERVICES

THEME 4 – 20/2004

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Manuscript completed on: 11.05.2004
ISSN 1561-4840
Catalogue number: KS-NP-04-020-EN-N
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Weights used in short-term statistics following enlargement

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On 1 May 2004, ten countries entered the European Union. The total population of the EU increased by 20 %, or 75 million persons, while industrial output increased by 5 %.

The share of industrial output in relation to the share of population for the EU-25

As such, the increase in the EU's population was not reflected in terms of an equivalent increase (in value terms) in its economic output (as measured by value added). *Figure 1* shows a ratio that is composed of the weight of each country in the EU's industrial output compared to the weight of each country in the EU's total population. The weights for industrial output were lower in each of the 10 new Member States (NMS) than their corresponding shares of EU-25 population. On the other hand, for example, in Luxembourg, the weight of industrial production was 1.8 times higher than share of Luxembourg in the EU-25's population.

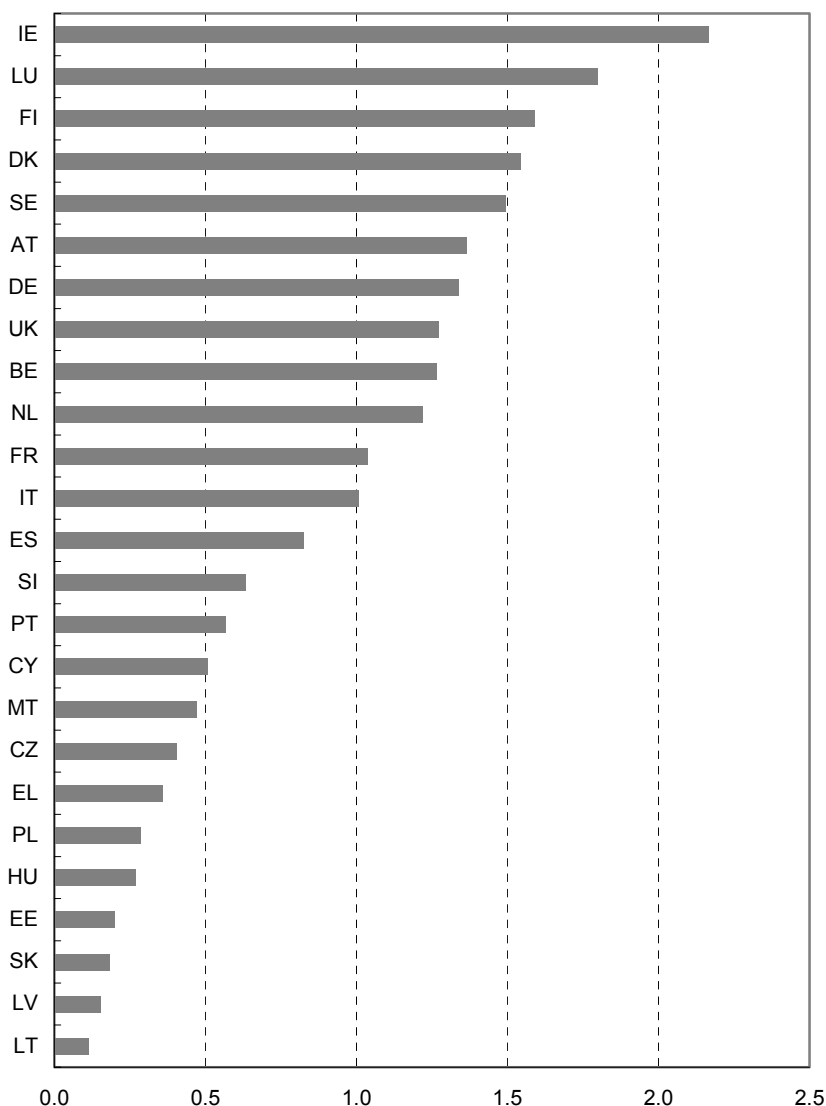


Figure 1: Ratio of the weights of industrial (including construction) output compared to weights of population, 2000

The weights system used in short-term statistics

Short-term business statistics are produced for a wide range of indicators in industry, construction, retail trade and services - for example, short-term indices covering production, turnover, persons employed, output prices and building permits.

The requirements of Council Regulation No 1165/98 of 19 May 1998 concerning short-term statistics (hereafter referred to as the STS Regulation) are that each Member State has to provide Eurostat with information on 32 short-term indicators, normally broken down by economic activity (using the NACE Rev. 1 classification).

Weights are used not only to calculate indices for higher levels of NACE from lower levels, but also to calculate geographical aggregates,

such as for the European Union or for the euro-zone. In short-term business statistics, annual data are used for weighting purposes. For geographical aggregation, each country accounts for a defined share of the aggregates to which it belongs - note that the weights for the euro-zone differ from those employed for the EU-15 or EU-25 as a function of the countries that form each of these aggregates. In *Figure 2* the country weights for the industrial production index are shown. These weights are based on the division of value added between the Member States, where, for example, the weight of Germany is equal to 25.1 %, that of Spain is equal to 6.5 % and that of Poland (the largest of the acceding countries) is equal to 2.5 %. The STS Regulation stipulates that Member States will change their weights (and base years) at least every 5 years.

In this publication weights are presented for base year 2000. These weights are used to compile short-term indicators for the dissemination of EU-25 totals as of 1 May 2004.

The information provided allows an analysis to be made regarding the contribution of each country, and its impact on the EU-25 aggregate. For example, in *Table 1* (on page 4), the new Member States (NMS) are shown to have a relatively small share of output in the industrial economy, equivalent to 5 % of the EU-25 total.

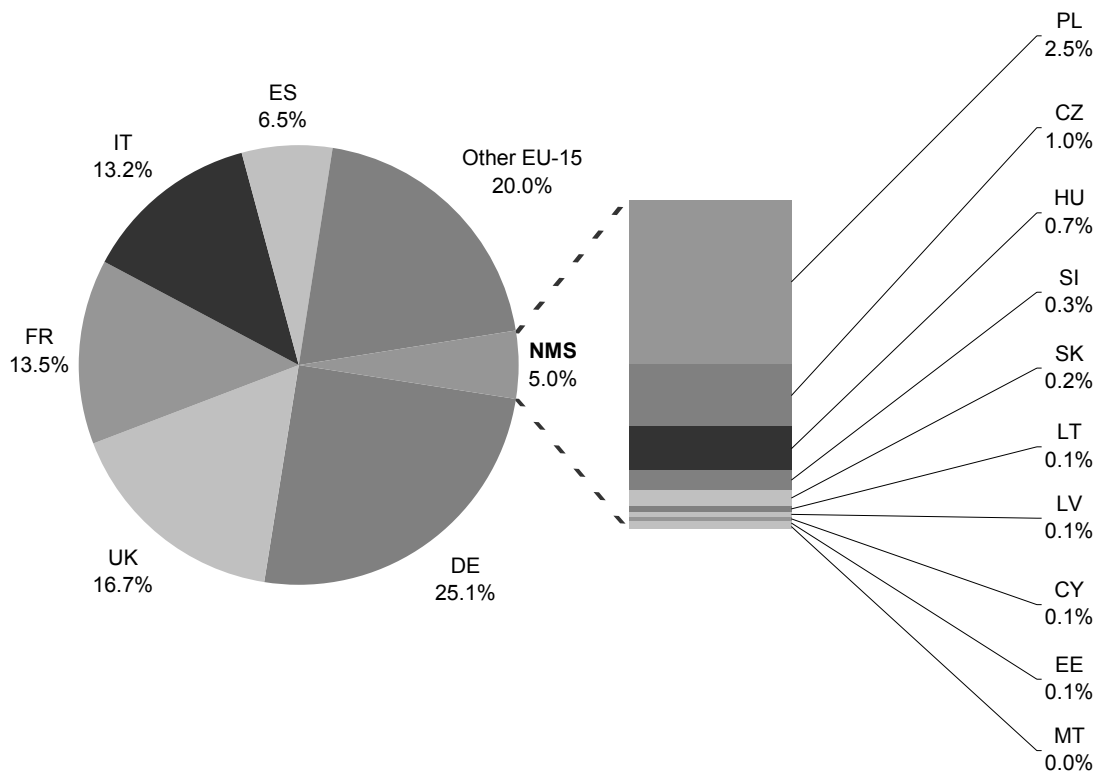


Figure 2: Weight of each country for industrial output (excluding construction) in the EU-25 aggregate, 2000 (%)

The weights system used in short-term statistics (continued)

The STS Regulation provides for different delays in the delivery of data based upon the size of a Member State. These criteria are determined using the weights of each Member State. If a Member State is below a pre-defined threshold then an additional number of days may be allowed before delivery of the data is required. For example, Annex A states that 'the deadline may be up to 15 calendar days longer for those Member States whose value added in Sections C, D and E of NACE Rev. 1 in a given base year represents less than 3 % of the European Community total'. For example, as Hungary has a 0.7 % share of EU-25's industrial output (see Table 1 overleaf), they may send data up to 15 days later than Member States whose share in the EU-25 total is greater than 3 %.

Each index requires its own specific weights that are to be based on a relevant indicator. The table below indicates for each indicator which variables were used as the basis for calculating the weights.

Provisional weights were normally derived by Eurostat from an extraction of data from the annual

structural business statistics (SBS) domain on NewCronos. The derived weights were sent to each Member State for checking. Some situations arose when calculating the weights for 2000, whereby the weights that were derived by Eurostat were different from those used at a national level. Sometimes it was possible to replace estimations by 'real values', while some Member States proposed to use weights derived from national accounts, rather than structural business statistics. Eurostat agreed to this approach, insofar as the use of weights derived from national accounts did not significantly change the relative importance of the countries, in particular at the most aggregated level.

The consistency of the derived weights was then re-checked following the consultation phase and the figures were adapted, if necessary. Finally, a general matrix for all the indicators and Member States at all levels of NACE was generated. The original values were converted into euro using exchange rate averages based on the period 1998-2002 to avoid the impact of currency fluctuations.

Weights are revised at least every five years. This is because the structure of the economy changes over time. For example, it is clear that the weight of activities relating to information and communications technologies increased in the late 1990s at a rapid pace throughout the EU. As a result, the relative share of some other activities was, by definition, therefore reduced. If weights were not revised, the contribution of fast-growing activities to higher level aggregates would be understated and the contribution of activities declining in weight would be overstated.

In the same way, there could be changes regarding the weight of individual Member state in the EU total. For example, following rapid economic growth, the weight of Ireland in the EU's industrial output almost doubled between 1995 and 2000.

Index	Indicator used to determine weights
Production	Value added at factor cost
Turnover	Total turnover
Domestic turnover	Domestic turnover
Non-domestic turnover	Non-domestic turnover
New orders	Turnover
Domestic new orders	Domestic turnover
Non-domestic new orders	Non-domestic turnover
Number of persons employed	Number of persons employed
Hours worked	Hours worked
Wages and salaries	Wages and salaries
Output prices	Turnover
Domestic output prices	Domestic turnover
Non-domestic output prices	Non-domestic turnover
Construction costs	Domestic turnover
Construction permits	Turnover

New Member States together contribute less to the EU-25's industrial output than Spain

	Industrial output					Industrial turnover			Construction output			New orders in construction		
	Total	Inter-mediate goods	Capital goods	Consumer goods	Energy goods	Turnover in industry	Domestic turnover in industry	Non-domestic turnover in industry	Total	Buildings	Civil engineering	Total	Buildings	Civil engineering
EU-25	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
EU-15	95.0	95.3	96.7	94.5	91.7	94.8	95.3	93.6	96.1	96.3	95.5	94.7	95.1	94.0
NMS	5.0	4.7	3.3	5.5	8.3	5.2	4.7	6.4	3.9	3.7	4.5	5.3	4.9	6.0
DE	25.1	27.4	33.3	19.6	14.0	24.4	23.9	25.6	20.7	20.5	21.1	18.2	18.0	18.5
UK	16.7	13.3	14.8	18.4	25.4	14.1	15.8	10.6	17.6	17.7	17.5	18.0	18.1	17.9
FR	13.5	12.9	14.1	14.2	12.3	15.7	15.9	15.4	13.6	13.6	13.5	13.2	13.3	13.1
IT	13.2	13.7	12.1	14.3	12.2	14.3	16.0	10.6	11.1	11.1	11.0	12.5	12.5	12.4
ES	6.5	7.1	5.0	7.3	6.4	6.8	7.6	5.4	11.1	10.5	12.1	11.2	10.6	12.3
NL	3.9	3.4	2.8	4.8	5.8	4.4	4.6	4.1	6.0	6.0	6.0	6.4	6.4	6.3
SE	3.0	3.1	3.9	2.3	2.2	2.9	2.2	4.5	2.6	2.6	2.6	2.3	2.3	2.3
BE	2.9	3.5	2.1	2.8	3.1	3.4	2.4	5.5	2.7	2.7	2.7	2.9	2.9	2.8
PL	2.5	2.2	1.4	3.1	4.5	2.3	2.3	2.5	2.2	1.9	2.7	2.5	2.2	3.1
AT	2.4	2.6	2.2	2.1	2.5	1.9	1.5	2.9	2.9	3.6	1.7	2.3	2.9	1.3
IE	2.0	2.4	1.2	2.7	0.7	1.5	0.8	3.1	1.1	1.1	1.1	0.9	0.9	0.9
FI	1.9	2.3	2.6	1.1	1.2	1.8	1.4	2.6	1.4	1.6	1.0	1.4	1.7	0.8
DK	1.8	1.2	1.4	2.4	2.6	1.4	1.2	1.8	2.1	2.1	2.1	1.9	1.9	1.9
PT	1.2	1.3	0.7	1.5	1.5	1.2	1.3	1.1	1.6	1.6	1.6	2.0	2.0	2.0
CZ	1.0	1.1	0.9	0.7	1.4	1.1	1.0	1.2	0.7	0.7	0.6	1.2	1.3	1.1
EL	0.8	0.7	0.3	0.9	1.5	0.6	0.7	0.3	1.3	1.3	1.2	1.2	1.2	1.2
HU	0.7	0.6	0.6	0.7	1.0	0.9	0.7	1.3	0.3	0.3	0.4	0.6	0.5	0.8
SI	0.3	0.3	0.2	0.4	0.2	0.3	0.2	0.5	0.2	0.2	0.3	0.3	0.3	0.3
SK	0.2	0.2	0.2	0.1	0.6	0.3	0.3	0.5	0.1	0.1	0.1	0.2	0.2	0.2
LU	0.1	0.2	0.1	0.1	0.1	0.1	0.1	0.3	0.3	0.3	0.3	0.2	0.2	0.2
LT	0.1	0.1	0.0	0.1	0.2	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
LV	0.1	0.1	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
CY	0.1	0.1	0.0	0.1	0.1	0.1	0.1	0.0	0.2	0.2	0.1	0.1	0.1	0.1
EE	0.1	0.1	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.1	0.1	0.1	0.1
MT	0.0	0.1	0.0	0.1	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0

Table 1: Weights in industry and construction, 2000 (% share of EU-25)

Table 1 shows that the highest share for the new Member States was recorded with respect to the energy sector, where they accounted for 8.3 % of the EU-25's output compared to 5% for total industrial output. Within industrial activities, the weight of the new Member States (NMS) in the EU-25's non-domestic turnover was 1.7 percentage points higher than their corresponding share of EU-25 domestic turnover.

Germany had the highest share in the EU-25 total for almost all industrial and construction-related indicators at the level of the main industrial groupings (MIGs), ranging from a 14.0 % share of output in relation to energy goods to a 33.3 % share of output for capital goods. The contribution of the different main industrial groupings (MIGs) in Poland was the opposite of that displayed in Germany - as Poland accounted for 4.5 % of the EU-25's

output of energy goods and 1.4 % of the total for capital goods. In both cases, the contribution of Poland was the largest single contribution from any of the new Member States to the EU-25 total. Malta had the lowest weight for almost all industrial and construction indicators when studying the MIGs, which was not surprising given that it is also the smallest country in terms of population. Weights for output in the construction sector were generally

similar when analysing the breakdown between buildings and civil engineering, except for Austria (where building represented 3.6 % of the EU-25 total compared to a 1.7 % share of civil engineering), Spain and Poland (where the opposite situation existed, with 10.5 % and 1.9 % shares of building and 12.1 % and 2.7 % shares of civil engineering).

New Member States have a higher weight for the number of persons employed than for wages and salaries

The new Member States accounted for a 17.6 % share of the total number of persons employed in industry and construction in the EU-25 in 2000; while their combined wages and salaries (EUR 37.7 billion) was 4.6 times less in terms

of its share in the EU-25 total. Germany had the highest share of persons employed and wages and salaries in industry and construction, as shown in *Figure 3*. However, the ratio of the share of wages and salaries to that for persons

employed was highest in the United Kingdom (1.54). The lowest ratios, over 10 times lower than in the United Kingdom, were recorded in Lithuania (0.14) and Latvia (0.13).

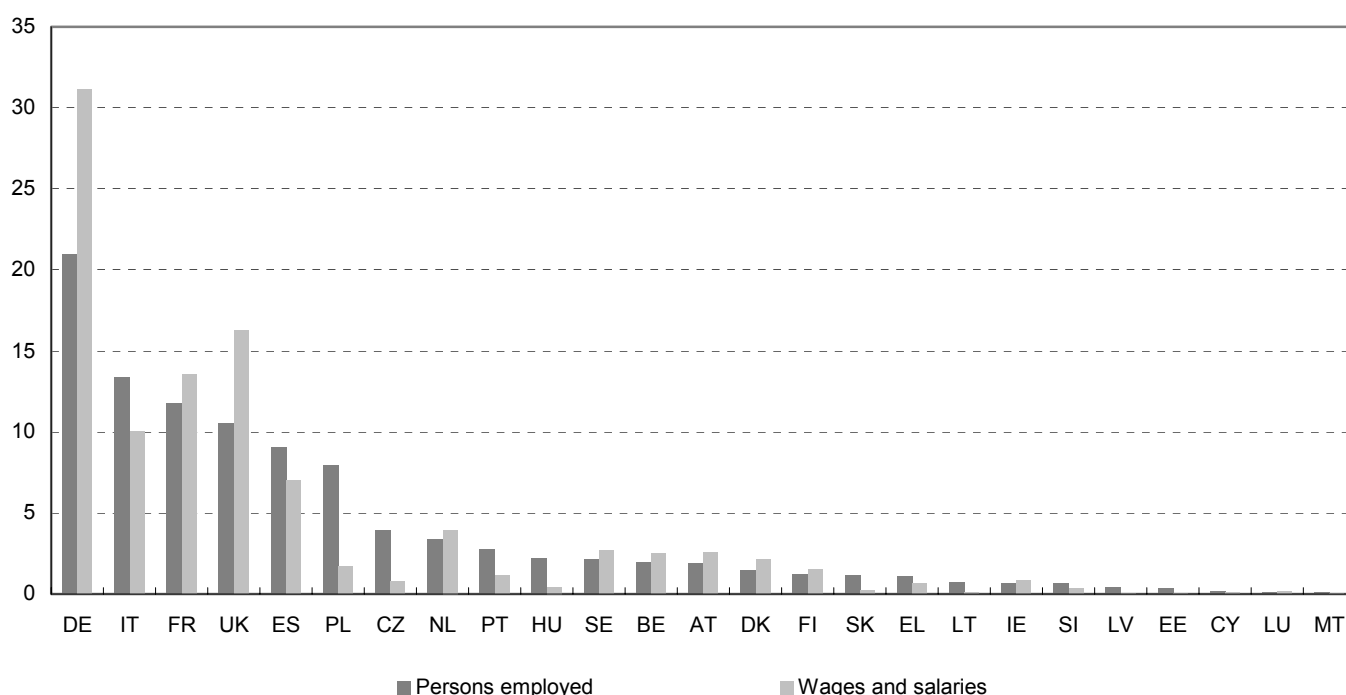


Figure 3: Weights for persons employed and wages and salaries in industry and construction, 2000 (% share of EU-25)

Retail trade - three Member States account for more than 50 % of the EU-25's turnover

The weight of the new Member States in the EU-25's turnover for the retail trade sector was 5.4 % in 2000, as a result of EUR 92.8 billion of sales. However, their weight in terms of their contribution to EU-25 employment was almost three times higher – at 15.2 %. As shown in *Figure 4*, the United Kingdom, Germany and France had the highest shares of EU-25 turnover, together comprising more than half of the total turnover in the EU-25. The same three countries also recorded the highest shares of persons employed in the EU-25's retail trade activity. The shares of the new Member States in the EU-25's turnover for retail trade ranged between 2.5 % (Poland) and 0.1 % (Malta).

Generally, the shares of the new Member States in EU-25 employment were higher than their shares of the same countries in EU-25 turnover within the retail trade sector. The largest difference (5.4 percentage points) was in Poland, which accounted for 7.9 % of employment and 2.5 % of turnover. An analysis of the ratio of the share of each Member State in employment divided by the share of each Member State in turnover shows that even larger discrepancies were registered in two of the other new Member States. In Latvia and Lithuania, the respective shares of retail trade employment were more than four times greater than their shares in EU-25 turnover.

The difference between the shares of turnover and persons employed may, in part, be explained by the different propensities to employ on a part-time basis. This could be particularly true in the Netherlands or the United Kingdom, where shares in the total number of persons employed are likely to be over-stated due to a high propensity to employ on a part-time basis (note that the employment shares are based on simple head-counts and are not full-time equivalents). Other than the Netherlands, the only EU-15 countries to record a higher share of EU-25 retail trade employment compared to their share of EU-25 retail trade turnover were Greece, Spain and Portugal.

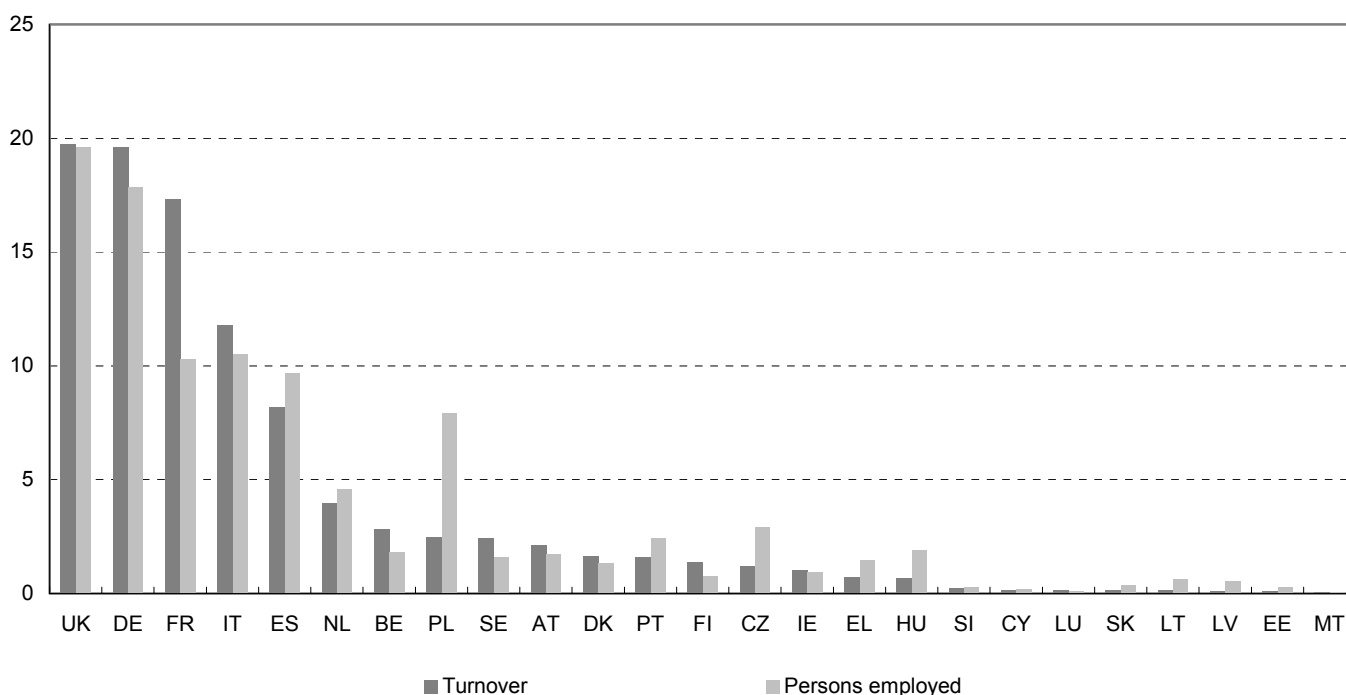


Figure 4: Weights for turnover and persons employed in the retail trade sector, 2000 (% share of EU-25)

The new Member States accounted for between 2.2 % and 6.0 % of the EU-25's turnover generated in other service activities

	Motor trade (Division 50)	Wholesale trade (Division 51)	Hotels and restaurants (Division 55)	Land transport; transport via pipelines (Division 60)	Water transport (Division 61)	Air transport (Division 62)	Supporting and auxiliary transport activities; travel agencies (Division 63)	Post and telecoms (Division 64)	Computer and related activities (Division 72)
EU-25	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
EU-15	95.9	94.0	97.1	93.1	97.8	97.2	96.4	95.0	97.0
NMS	4.1	6.0	2.9	6.9	2.2	2.8	3.6	5.0	3.0
UK	20.0	17.6	22.7	16.7	12.0	29.0	23.5	23.2	26.9
DE	16.0	18.7	13.9	14.5	17.7	7.6	18.1	15.1	16.9
IT	12.9	10.1	14.4	13.3	9.4	11.3	10.8	11.8	11.8
FR	12.3	15.5	14.9	17.5	10.0	15.4	14.1	15.8	15.0
ES	7.5	8.1	12.0	8.8	2.2	6.7	8.6	7.4	4.6
NL	6.2	7.0	4.3	5.6	9.4	7.7	4.5	5.3	5.6
BE	4.6	4.5	2.6	3.5	2.5	4.3	4.4	3.3	2.8
DK	4.6	2.5	1.3	1.9	22.5	2.5	1.8	1.8	2.3
SE	3.0	2.8	2.1	3.9	6.4	3.1	3.7	3.0	5.2
PT	2.6	1.7	2.0	1.2	0.7	1.5	1.3	1.7	0.5
AT	2.1	2.5	3.0	2.8	0.2	2.4	2.9	2.5	1.9
PL	1.6	3.2	0.8	3.0	0.9	0.7	1.0	2.2	1.1
IE	1.3	0.7	1.6	0.7	0.6	2.1	0.9	1.2	1.5
FI	1.3	1.3	1.2	1.8	4.0	1.7	1.2	1.7	1.4
EL	1.2	0.8	0.9	0.5	0.3	0.7	0.6	0.8	0.2
CZ	0.9	1.1	0.7	1.5	0.1	0.6	0.8	0.9	0.7
HU	0.6	0.7	0.3	1.2	0.1	0.5	0.5	0.9	0.7
SI	0.4	0.2	0.2	0.4	0.0	0.1	0.3	0.2	0.2
LU	0.3	0.3	0.2	0.3	0.0	1.2	0.1	0.4	0.2
SK	0.2	0.3	0.1	0.3	0.0	0.0	0.1	0.3	0.1
EE	0.1	0.1	0.1	0.2	0.5	0.1	0.3	0.1	0.0
CY	0.1	0.1	0.4	0.0	0.4	0.3	0.1	0.1	0.0
LV	0.1	0.1	0.1	0.2	0.0	0.1	0.2	0.1	0.0
LT	0.1	0.1	0.1	0.2	0.1	0.1	0.1	0.1	0.0
MT	0.0	0.0	0.1	0.0	0.1	0.3	0.1	0.0	0.0

Table 2: Weights of turnover for other service activities, 2000 (% share of EU-25)

The weight of the new Member States (NMS) within the turnover of the EU-25 for other service activities, as presented in *Table 2*, varied from 2.2 % (water transport) to 6.9 % (land transport and transport via pipelines). The United Kingdom accounted for the highest share of EU-25 turnover (in excess of 20 %) for motor trades, hotels and restaurants, air transport, supporting and auxiliary transport activities and travel agencies, post and telecommunications, and computer and related activities. Germany recorded the largest contribution to wholesale trade, France had the highest contribution to EU-25 turnover for land transport and transport via pipelines, and Denmark for water transport.

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