

Fig4: Sectoral Structure of commitments, APEC and WTO, MODE 1-3

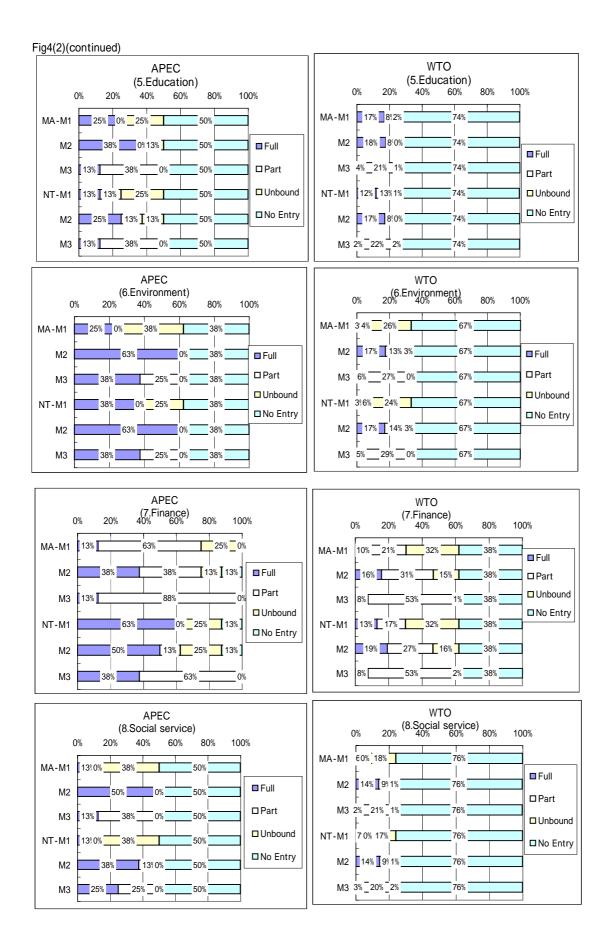
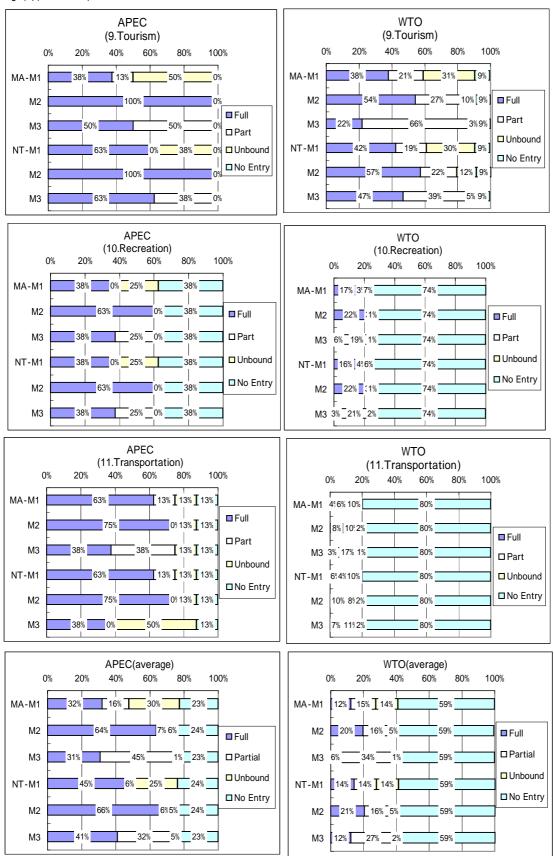


Fig4(3)(continued)



Source: Same as Fig.2.

Fig4's Datatable: Sectoral Structure of commitments, APEC and WTO, MODE 1-3

wто

APEC						
Business S		M2	M/3		M2	M/3
Full	MA-M1 38%	63%	M3 13%	NT-M1 63%	75%	M3 50%
Part	38%	25%	75%	13%	13%	38%
Unbound	13%	0%	0%	13%	0%	0%
No Entry	13%	13%	13%	13%	13%	13%
() - un un						
Communic	MA-M1	VICES M2	M3	NI-M1	M2	M3
Full	50%	75%	25%	88%	88%	50%
Part	38%	13%	75%	13%	13%	50%
Unbound	13%	13%	0%	0%	0%	0%
No Entry	0%	0%	0%	0%	0%	Ŭ%
Construct						
Constructi		eering M2	M3	NI-M1	M2	M3
Full	MA-M1 13%	88%	50%	13%	88%	63%
Part	13%	0%	38%	13%	0%	25%
Unbound	63%	0%	0%	63%	0%	0%
No Entry	13%	13%	13%	13%	13%	13%
Distributio		8.875				
E	MA-M1	M2	M3	NI - M1	M2	M3
Full Part	38%	50% 0%	50% 13%	50% 0%	63% 0%	38% 25%
Unbound	0% 25%	13%	0%	0% 13%	0%	25%
No Entry	38%	38%	38%	38%	38%	38%
Educationa		-				
	MA-M1	M2	M3	NI - M1	M2	M3
Full	25%	38%	13%	13%	25%	13%
Part	0% 25%	0%	38%	13%	13%	38%
Unbound No Entry	25% 50%	13% 50%	0% 50%	25% 50%	13% 50%	0% 50%
NO LINUY	0070	00%	00/0	00%	00%	0070
Environme	ntal Serv	ICES				
	MA-M1	M2	M3	NI - M1	M2	M3
Full	25%	63%	38%	38%	63%	38%
Part	0%	0%	25%	0%	0%	25%
Unbound	38%	0%	0%	25%	0%	0%
No Entry	38%	38%	38%	38%	38%	38%
Financial S	ervices					
i inariolar e	MA-M1	M2	M3	N I - M1	M2	M3
Full	13%	38%	13%	63%	50%	38%
Part	63%	38%	88%	0%	13%	63%
Unbound	25%	13%	0%	25%	25%	0%
No Entry	0%	13%	0%	13%	13%	0%
Health Rel	ated Soc	al Serv				
	MA-M1	M2	M3	NI-M1	M2	M3
Full	13%	50%	13%	13%	38%	25%
Part	0%	0%	38%	0%	13%	25%
Unbound	38%	0%	0%	38%	0%	0%
No Entry	50%	50%	50%	50%	50%	50%
	_			-		
Tourism S	ervices MA-M1	M2	M3	NI-M1	M2	M3
Full	38%	100%	50%	63%	100%	63%
Part	13%	0%	50%	0%	0%	38%
Unbound	50%	0%	0%	38%	0%	0%
No Entry	0%	0%	0%	0%	0%	0%
Recreation			N 47 1		8.000	
Full	MA-M1	M2	M3	NI - M1	M2	M3
Part Part	38% 0%	63% 0%	38% 25%	<u>38%</u> 0%	63% 0%	38% 25%
Unbound	25%	0%	0%	25%	0%	0%
No Entry	38%	38%	38%	38%	38%	38%
I ransport						
	MA-M1	M2	M3	NI - M1	M2	M3
Full	63%	/5%	38%	63%	/5%	38%
Part	13%	0%	38%	13%	0%	0%
Unbound No Entry	13% 13%	13% 13%	13% 13%	1 <u>3%</u> 13%	13% 13%	50% 13%
	10/0	10/0	10/0	10/0	10/0	10/0
lotal	APEC					
	MA-M1	M2	M3	N I - M1	M2	M3
Full	32%	64%	31%	45%	66%	41%
Partial	16%	7%	45%	6%	6%	32%
Unbound	30%	6%	1%	25%	5%	5%
No Entry	23%	24%	23%	24%	24%	23%
NO Entry						

Business										
	MA-M1	M2	M3	NI - M1	M2	M3				
Fuli	21%	26%	7%	23%	27%	25%				
Part	15%	16%	38%	14%	14%	19%				
Unbound	10%	4%	1%	10%	5%	2%				
	54%									
No Entry	54%	54%	54%	54%	54%	54%				
Communio										
	MA-M1	M2	M3	N I - M1	M2	M3				
Full	9%	16%	4%	15%	16%	12%				
Part	29%	23%	39%	23%	23%	30%				
Unbound	6%	4%	1%	6%	6%	2%				
No Entry	56%	56%	56%	56%	56%	56%				
	00%	00%	00%	00%	00%	00%				
Construct		ooring								
Construct	ION, ENGI		8.473		N #?)	6.471				
	MA-M1	M2	M3	NI - M1	M2	M3				
Full	10%	31%	12%	10%	31%	2%				
Part	14%	11%	34%	14%	11%	42%				
Unbound	24%	6%	2%	24%	7%	4%				
No Entry	52%	52%	52%	52%	52%	52%				
Distributio	n									
Diotributio	MA-M1	M2	M3	NI-M1	M2	M3				
Eul			-							
Full	6%	12%	4%	11%	12%	4%				
Part	24%	21%	32%	20%	21%	32%				
Unbound	6%	3%	1%	5%	3%	1%				
No Entry	64%	64%	64%	64%	64%	64%				
Education		es								
	MA-M1	M2	M3	NI-M1	M2	M3				
Full	17%	18%	4%	12%	17%	2%				
Part	8%	8%	21%	13%	8%	22%				
Unbound	2%	0%	1%	1%	0%	2%				
No Entry	74%	<u> </u>	74%	<u>/4%</u>	/4%	74%				
NO LIIUY	74/0	14/0	14/0	14/0	14/0	14/0				
Fouropm		1000								
Environme			8 47 1							
_	MA-M1	M2	M3	NI - M1	M2	M3				
Full	3%	17%	6%	3%	17%	5%				
Part	4%	13%	27%	6%	14%	29%				
Unbound	26%	3%	0%	24%	3%	0%				
No Entry	67%	67%	67%	67%	67%	67%				
Financial	Services									
	MA-M1	M2	M3	NI - M1	M2	M3				
Full	10%	16%	8%	13%	19%	8%				
Part	21%	31%	53%	17%	27%	53%				
Unbound	32%	15%	1%	32%	16%	2%				
No Entry	38%	38%	38%	38%	38%	38%				
Health Re	lated, So	cial Ser	VICES							
	MA-M1	M2	M3	NI - M1	M2	M3				
Fuli	6%	14%	2%	7%	14%	3%				
Part	0%	9%	21%	0%						
Unbound	18%				9%					
		1%			<u>9%</u> 1%	20%				
No Entry		1%	1%	17%	1%	20% 2%				
10/0 10/0 10/0 10/0 10/0 10/0 10/0										
	76%	1% 76%				20%				
I ourism S	76% Services	76%	1% 76%	17% 76%	1% 76%	20% 2% 76%				
	76% Services MA-M1	76% M2	1% 76% M3	17% 76%	1% 76% M2	20% 2% 76% M3				
Full	76% Services MA-M1 38%	76% M2 54%	1% 76% M3 22%	17% 76% N1-M1 42%	1% 76% <u>M2</u> 57%	20% 2% 76% <u>M3</u> 47%				
Full Part	76% Services MA-M1 38% 21%	76% M2 54% 27%	1% 76% M3 22% 66%	17% 76% NT-M1 42% 19%	1% 76% <u>M2</u> 57% 22%	20% 2% 76% M3 47% 39%				
Full Part Unbound	76% Services MA-M1 38% 21% 31%	76% M2 54% 27% 10%	1% 76% <u>M3</u> 22% 66% 3%	17% 76% NT-M1 42% 19% 30%	1% 76% <u>M2</u> 57% 22% 12%	20% 2% 76% <u>M3</u> 47%				
Full Part	76% Services MA-M1 38% 21%	76% M2 54% 27%	1% 76% M3 22% 66%	17% 76% NT-M1 42% 19%	1% 76% <u>M2</u> 57% 22%	20% 2% 76% M3 47% 39%				
Full Part Unbound	76% Services MA-M1 38% 21% 31%	76% M2 54% 27% 10%	1% 76% <u>M3</u> 22% 66% 3%	17% 76% NT-M1 42% 19% 30%	1% 76% <u>M2</u> 57% 22% 12%	20% 2% 76% <u>M3</u> 47% 39% 5%				
Full Part Unbound No Entry	76% 5ervices MA-M1 38% 21% 31% 9%	76% M2 54% 27% 10% 9%	1% 76% <u>M3</u> 22% 66% 3%	17% 76% NT-M1 42% 19% 30%	1% 76% <u>M2</u> 57% 22% 12%	20% 2% 76% <u>M3</u> 47% 39% 5%				
Full Part Unbound	76% Services MA-M1 38% 21% 31% 9% nal Servio	76% M2 54% 27% 10% 9% Ces	1% 76% <u>76%</u> 22% 66% 3% 9%	17% 76% NI - M1 42% 19% 30% 9%	1% 76% <u>M2</u> 57% 22% 12%	20% 2% 76% M3 47% 39% 5% 9%				
Full Part Unbound No Entry Recreatio	76% Services MA-M1 38% 21% 31% 9% nal Servic MA-M1	76% M2 54% 27% 10% 9% Ces M2	1% 76% <u>M3</u> 22% 66% 3% 9% M3	17% 76% 19% 30% 9%	1% 76% <u>M2</u> 57% 22% 12% 9% M2	20% 2% 76% M3 47% 39% 5% 9% M3				
Full Part Unbound No Entry Recreatio Full	76% 5ervices MA-M1 38% 21% 31% 9% nal Servic MA-M1 17%	76% M2 54% 27% 10% 9% Ces M2 22%	1% 76% <u>M3</u> 22% 66% 3% 9% <u>M3</u> 6%	17% 76% 11 - M1 42% 19% 30% 9%	1% 76% <u>M2</u> 57% 22% 12% 9% <u>M2</u> 22%	20% 2% 76% 47% 39% 5% 9% 9% M3 3%				
Full Part Unbound No Entry Recreatio Full Part	76% MA-M1 38% 21% 31% 9% nal Servia MA-M1 1/% 3%	M2 54% 27% 10% 9% Ces M2 22% 3%	1% 76% <u>M3</u> 22% 66% 3% 9% <u>M3</u> 6% 19%	17% 76% NI - M1 42% 19% 30% 9% NI - M1 16% 4%	1% 76% <u>M2</u> 57% 22% 12% 9% <u>M2</u> <u>22%</u> 3%	20% 2% 76% <u>M3</u> 47% 39% 5% 9% <u>5%</u> 9% <u>3%</u> 21%				
Full Part Unbound No Entry Recreatio Full Part Unbound	76% MA-M1 38% 21% 31% 9% nal Servio MA-M1 17% 3% 7%	76% M2 54% 27% 10% 9% Ces Ces 22% 3% 1%	1% 76% <u>M3</u> 22% 66% 3% 9% <u>M3</u> 6% 19% 1%	17% 76% NI-M1 42% 19% 30% 9% 9% NI-M1 16% 4% 6%	1% 76% <u>M2</u> 57% 22% 12% 9% <u>M2</u> 22% 3% 1%	20% 2% 76% <u>M3</u> 47% 39% 5% 9% <u>3%</u> 21% 2%				
Full Part Unbound No Entry Recreatio Full Part	76% MA-M1 38% 21% 31% 9% nal Servia MA-M1 1/% 3%	M2 54% 27% 10% 9% Ces M2 22% 3%	1% 76% <u>M3</u> 22% 66% 3% 9% <u>M3</u> 6% 19%	17% 76% NI - M1 42% 19% 30% 9% NI - M1 16% 4%	1% 76% <u>M2</u> 57% 22% 12% 9% <u>M2</u> <u>22%</u> 3%	20% 2% 76% <u>M3</u> 47% 39% 5% 9% <u>5%</u> 9% <u>3%</u> 21%				
Full Part Unbound No Entry Recreatio Full Part Unbound No Entry	76% Services IMA-M1 38% 21% 31% 9% nal Servic MA-M1 17% 3% 7% 7% 7%	M2 54% 27% 10% 9% Ces 22% 3% 1% 74%	1% 76% <u>M3</u> 22% 66% 3% 9% <u>M3</u> 6% 19% 1%	17% 76% NI-M1 42% 19% 30% 9% 9% NI-M1 16% 4% 6%	1% 76% <u>M2</u> 57% 22% 12% 9% <u>M2</u> 22% 3% 1%	20% 2% 76% <u>M3</u> 47% 39% 5% 9% <u>M3</u> 3% 21% 2%				
Full Part Unbound No Entry Recreatio Full Part Unbound	76% Services MA-M1 38% 21% 31% 9% al Servic MA-M1 17% 3% 7% 7% 7% 7% 7% 5ervices	M2 54% 27% 10% 9% Ces M2 22% 3% 1% 74%	1% 76% <u>M3</u> 22% 66% 3% 9% <u>M3</u> 6% 19% 1% 74%	17% 76% NI-M1 42% 19% 30% 9% 9% NI-M1 16% 4% 6% 6% 74%	1% 76% <u>M2</u> 57% 22% 12% 9% <u>M2</u> 22% 3% 1% 1% 74%	20% 2% 76% M3 47% 39% 5% 9% 9% M3 3% 21% 2% 74%				
Full Part Unbound No Entry Recreatio Full Part Unbound No Entry Transport	76% Services MA-M1 38% 21% 31% 9% nal Servic MA-M1 5ervices MA-M1	76% M2 54% 27% 10% 9% Ces M2 22% 3% 1% 74% 5 M2	1% 76% 22% 66% 3% 9% M3 6% 19% 1% 74%	17% 76% 19% 30% 9% <u>NI-M1</u> 16% 4% 6% 74%	1% 76% <u>M2</u> 57% 22% 12% 9% <u>M2</u> 22% 3% 1% 74%	20% 2% 76% 47% 39% 5% 9% 5% 9% 2% 21% 2% 74% M3				
Full Part Unbound No Entry Recreatio Full Part Unbound No Entry Transport Full	76% Services <u>MA-M1</u> 38% 21% 31% 9% nal Servic <u>MA-M1</u> 17% 3% 7% 7% 7% 7% 7% 7% 7% 7% 7% 7% 7% 7% 74%	76% M2 54% 27% 10% 9% Ces M2 22% 3% 3% 1% 74% 5 M2 8%	1% 76% <u>M3</u> 22% 66% 3% 9% <u>M3</u> 6% 19% 1% 74% <u>M3</u> 3%	17% 76% 19% 30% 9% <u>19%</u> 30% 9% <u>11-M1</u> 16% 74%	1% 76% <u>M2</u> 57% 22% 12% 9% <u>M2</u> 22% 3% 1% 74% <i>M2</i> 10%	20% 2% 76% 47% 39% 5% 9% 5% 9% 33% 21% 2% 74%				
Full Part Unbound No Entry Recreatio Full Part Unbound No Entry Transport Full Part	76% Services MA-M1 38% 21% 31% 9% nal Servic MA-M1 5ervices MA-M1	76% <u>M2</u> 54% 27% 10% 9% Ces <u>M2</u> 22% 3% 1% 74% <u>8%</u> 10%	1% 76% 22% 66% 3% 9% M3 6% 19% 1% 74%	17% 76% 19% 30% 9% <u>NI-M1</u> 16% 4% 6% 74%	1% 76% <u>M2</u> 57% 22% 12% 9% <u>22%</u> 3% 1% 74% <u>M2</u> 10% 8%	20% 2% 76% 39% 5% 9% M3 3% 21% 2% 74% 74% M3 7% 11%				
Full Part Unbound No Entry Recreatio Full Part Unbound No Entry Transport Full	76% Services <u>MA-M1</u> 38% 21% 31% 9% nal Servic <u>MA-M1</u> 17% 3% 7% 7% 7% 7% 7% 7% 7% 7% 7% 7% 7% 7% 74%	76% <u>M2</u> 54% 27% 10% 9% Ces <u>M2</u> 22% 3% 1% 74% <u>8%</u> 10%	1% 76% <u>M3</u> 22% 66% 3% 9% <u>M3</u> 6% 19% 1% 74% <u>M3</u> 3%	17% 76% 19% 30% 9% NI - M1 16% 4% 6% 74%	1% 76% <u>M2</u> 57% 22% 12% 9% <u>M2</u> 22% 3% 1% 74% <i>M2</i> 10%	20% 2% 76% 47% 39% 5% 9% 5% 9% 33% 21% 2% 74%				
Full Part Unbound No Entry Recreatio Full Part Unbound No Entry Transport Full Part	76% Services MA-M1 38% 21% 31% 9% nal Servic MA-M1 17% 3% 7% 7% 7% 7% 7% 7% 7% 7% 7% 7% 7% 6%	76% M2 54% 27% 10% 9% Ces M2 22% 3% 3% 1% 74% 5 M2 8%	1% 76% M3 22% 66% 3% 9% M3 6% 19% 1% 74% M3 3% 17%	17% 76% NI - M1 42% 19% 30% 9% 9% NI - M1 16% 4% 6% 74% NI - M1 6% 4%	1% 76% <u>M2</u> 57% 22% 12% 9% <u>22%</u> 3% 1% 74% <u>M2</u> 10% 8%	20% 2% 76% 39% 5% 9% M3 3% 21% 2% 74% 74% M3 7% 11%				
Full Part Unbound No Entry Recreatio Full Part Unbound Transport Full Part Unbound	76% Services MA-M1 38% 21% 31% 9% nal Servic MA-M1 17% 7% 7% 7% 7% 7% 7% 7% 7% 7% 7% 7% 7% 7	76% M2 54% 27% 10% 9% Ces M2 22% 3% 1% 74% 5 M2 8% 10% 2%	1% 76% 22% 66% 3% 9% 19% 1% 74% 3% 17% 17%	17% 76% 19% 19% 30% 9% 9% NI-M1 16% 4% 6% 74% 74%	1% 76% 57% 22% 12% 9% 9% <u>8%</u> 22% <u>8%</u>	20% 2% 76% 39% 5% 9% 5% 9% 5% 21% 21% 2% 74% 7% 7% 11% 2%				
Full Part Unbound No Entry Recreatio Full Part Unbound Transport Full Part Unbound	76% Services MA-M1 38% 21% 31% 9% nal Servic MA-M1 17% 7% 7% 7% 7% 7% 7% 7% 7% 7% 7% 7% 7% 7	76% M2 54% 27% 10% 9% Ces M2 22% 3% 1% 74% 5 M2 8% 10% 2%	1% 76% 22% 66% 3% 9% 19% 1% 74% 3% 17% 17%	17% 76% 19% 19% 30% 9% 9% NI-M1 16% 4% 6% 74% 74%	1% 76% 57% 22% 12% 9% 9% <u>8%</u> 22% <u>8%</u>	20% 2% 76% 47% 39% 5% 9% 5% 9% 2% 21% 2% 74% 7% 7% 11% 2%				
Full Part Unbound No Entry Recreatio Full Part Unbound No Entry Full Part Unbound No Entry	76% Services MA-M1 38% 21% 31% 9% nal Servic MA-M1 17% 3% 7% 74% Services MA-M1 4% 6% 6% 10% 80%	M2 54% 27% 10% 9% Cces 22% 3% 1% 74% 5 M2 8% 10% 2% 80%	1% 76% 86% 9% 9% <u>M3</u> 6% 19% 1% 74% <u>M3</u> 3% 17% 1% 80%	17% 76% 19% 30% 9% <u>10%</u> 6% 74% <u>10%</u> 80%	1% 76% <u>M2</u> 57% 22% 12% 9% <u>M2</u> <u>22%</u> 3% 1% 74% <u>M2</u> 10% 8% 2% 80%	20% 2% 76% 39% 5% 9% 5% 9% 5% 21% 21% 2% 74% 74% 7% 11% 2% 80%				
Full Part Unbound No Entry Recreatio Full Part Unbound No Entry Transport Full Part Unbound No Entry Total	76% Services MA-M1 38% 21% 31% 9% nal Servic MA-M1 17% 7% 7% 7% 7% 7% 7% 7% 7% 7% 7% 7% 7% 7	M2 54% 27% 10% 9% Cces M2 22% 3% 1% 74% 5 M2 8% 10% 2% 80% M2	1% 76% 86% 9% 9% 19% 1% 74% 1% 74% 1% 80% M3	17% 76% 19% 30% 9% 19% 19% 10% 4% 74% 10% 6% 74% 10% 80%	1% 76% 57% 22% 12% 9% 9% <u>M2</u> 22% 3% 1% 74% <u>M2</u> 10% 8% 80% 2%	20% 2% 76% 39% 5% 9% 5% 9% 2% 21% 2% 74% 74% 7% 7% 80% 80%				
Full Part Unbound No Entry Recreatio Full Part Unbound No Entry Full No Entry Transport Unbound No Entry Total Full	76% Services MA-M1 38% 21% 31% 9% nal Servic MA-M1 17% 3% 7% 7% 7% 7% 7% 7% 7% 7% 7% 7% 7% 7% 7%	M2 54% 27% 10% 9% ces M2 22% 3% 1% 74% 5 M2 8% 10% 2% 3% 1% 74% 5 M2 8% 10% 2% 80% M2 20%	1% 76% M3 22% 66% 3% 9% 9% M3 6% M3 6%	17% 76% 19% 30% 9% NI - M1 16% 4% 6% 74% NI - M1 6% 4% 10% 80%	1% 76% <u>M2</u> 57% 22% 12% 9% <u>M2</u> 22% 3% 1% 74% <u>M2</u> 10% 8% 2% 8% 2% 80% <u>M2</u> 21%	20% 2% 76% 39% 5% 9% 5% 9% 21% 2% 74% M3 7% 11% 2% 7% 11% 2% 80%				
Full Part Unbound No Entry Part Unbound No Entry Transport Full Part Unbound No Entry Total Total Full Partial	76% Services MA-M1 38% 21% 31% 9% 9% 9% 9% 7% 7% 7% 7% 7% 7% 7% 7% 7% 7% 7% 7% 7%	M2 54% 27% 10% 9% Ces M2 22% 3% 1% 74% S M2 8% 10% 2% 80% 16%	1% 76% M3 22% 66% 3% 9% M3 6% 19% 1% 74% 74% 74% 1% 80% M3 6% 34%	17% 76% 19% 30% 9% 19% 30% 9% 10% 6% 74% 16% 6% 74% 10% 80% 10% 10% 10% 14%	1% 76% <u>M2</u> 57% 22% 12% 9% <u>M2</u> 22% 3% 1% 74% 74% 74% <u>M2</u> 10% 8% 2% 80% <u>M2</u> 16%	20% 2% 76% 47% 39% 5% 9% 5% 9% 21% 2% 74% 74% 11% 2% 80% 80% M3 12% 27%				
Full Part Unbound No Entry Recreatio Full Part Unbound No Entry Full No Entry Transport Unbound No Entry Total Full	76% Services MA-M1 38% 21% 31% 9% nal Servic MA-M1 17% 3% 7% 7% 7% 7% 7% 7% 7% 7% 7% 7% 7% 7% 7%	M2 54% 27% 10% 9% ces M2 2% 3% 1% 74% 5 M2 8% 10% 2% 3% 1% 74% 5 M2 8% 10% 2% 80% M2 20%	1% 76% M3 22% 66% 3% 9% 9% M3 6% M3 6%	17% 76% 19% 30% 9% NI - M1 16% 4% 6% 74% NI - M1 6% 4% 10% 80%	1% 76% <u>M2</u> 57% 22% 12% 9% <u>M2</u> 22% 3% 1% 74% <u>M2</u> 10% 8% 2% 8% 2% 80% <u>M2</u> 21%	20% 2% 76% 39% 5% 9% 5% 9% 21% 2% 74% M3 7% 11% 2% 7% 11% 2% 80%				

Source: Same as Fig.2.