DATA COLLECTION METHODS FOR INTERNATIONAL FREIGHT AND PASSENGER TRANSPORT IN THE ITALIAN BALANCE OF PAYMENTS

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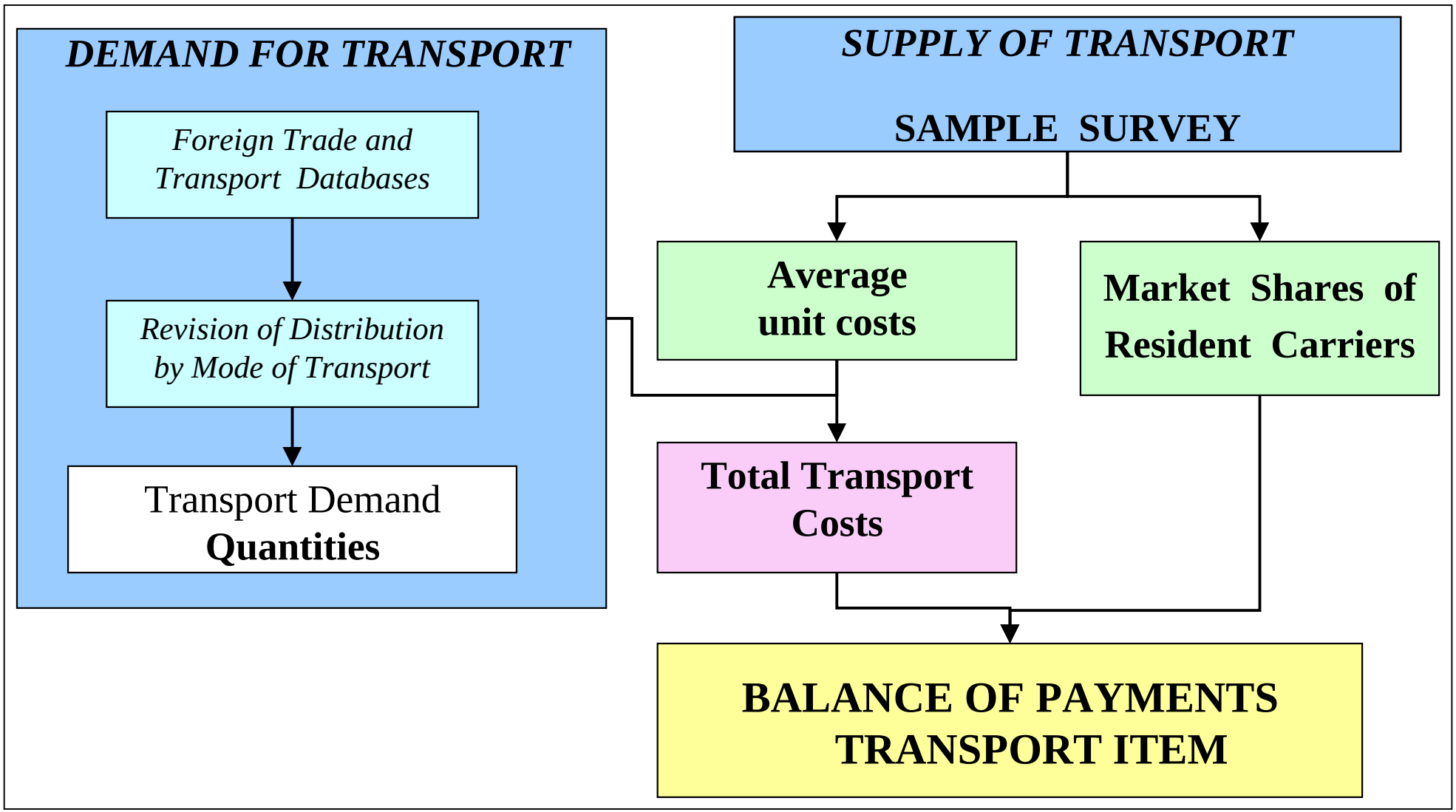
BALANCE OF PAYMENTS
Standard components
(International Monetary Fund)

- **CURRENT ACCOUNT**
  - GOODS
  - SERVICES
    - TRANSPORTATION
    - TRAVEL
    - .....
    - .....
    - OTHER SERVICES
  - INCOME
  - CURRENT TRANSFERS
- **CAPITAL ACCOUNT**
- **FINANCIAL ACCOUNT**

MERCHANDISE TRANSPORT METHODOLOGY



MERCHANDISE TRANSPORT SURVEY
relevant statistical indicators (year 2002)

Mode of transport	Number of interviewed operators	Number of standard consignments	Average weighted sampling error
Sea *Container*	33	294	7.5%
Sea *Bulk (liquid and solid)*	15	160	7.3%
Sea *General cargo*	10	81	9.3%
Air	11	442	7.0%
Road	45	618	4.4%
Rail *Container*	10	126	5.0%
Total	124	1,721	6.4%

DATA SOURCES FOR INTERNATIONAL TRAVEL

Old system
(->1995)

Information from bank settlements

New system
(1996 ->)

Traveller

Information from sample surveys

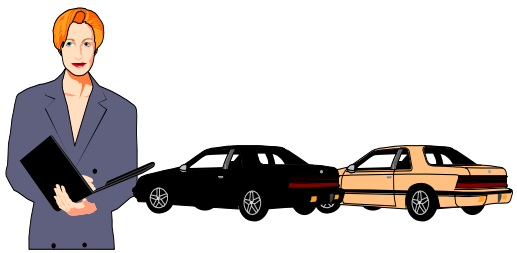
INTERNATIONAL TRAVEL SURVEY DESIGN

Survey operations

Two operations are carried out at each border point:

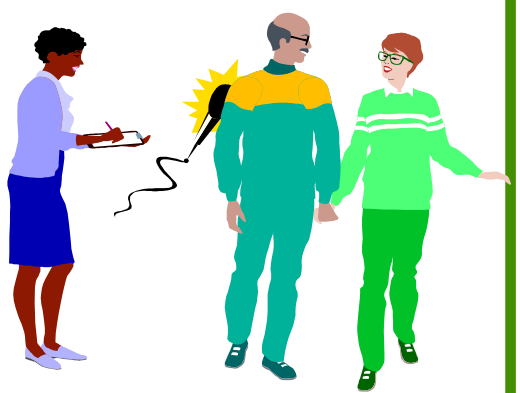
COUNTING

the number and the nationality of all travellers, entering or exiting Italy, are assessed

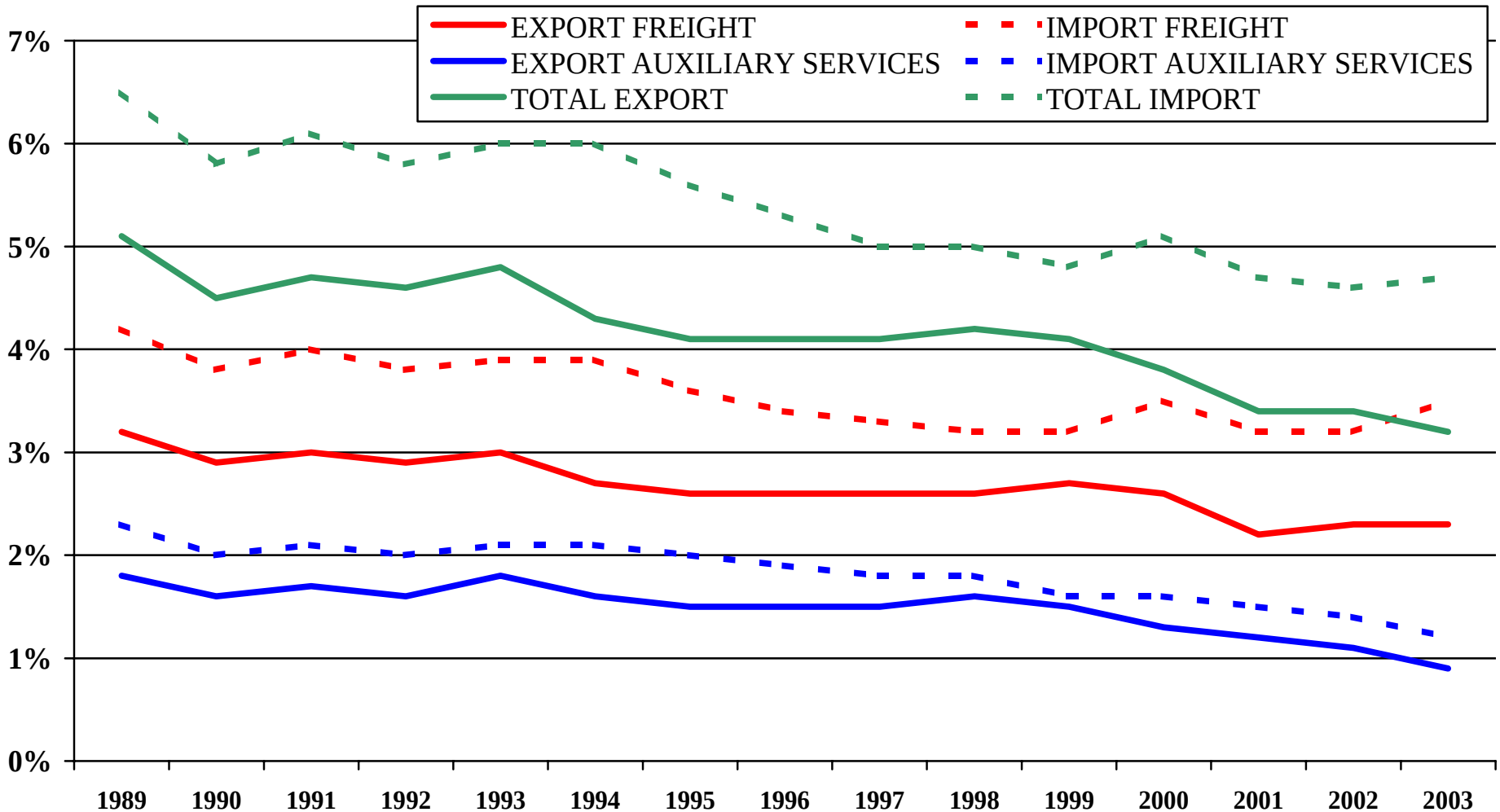


INTERVIEWING

travellers are stopped and interviewed to obtain information about trip, expenditure, etc.

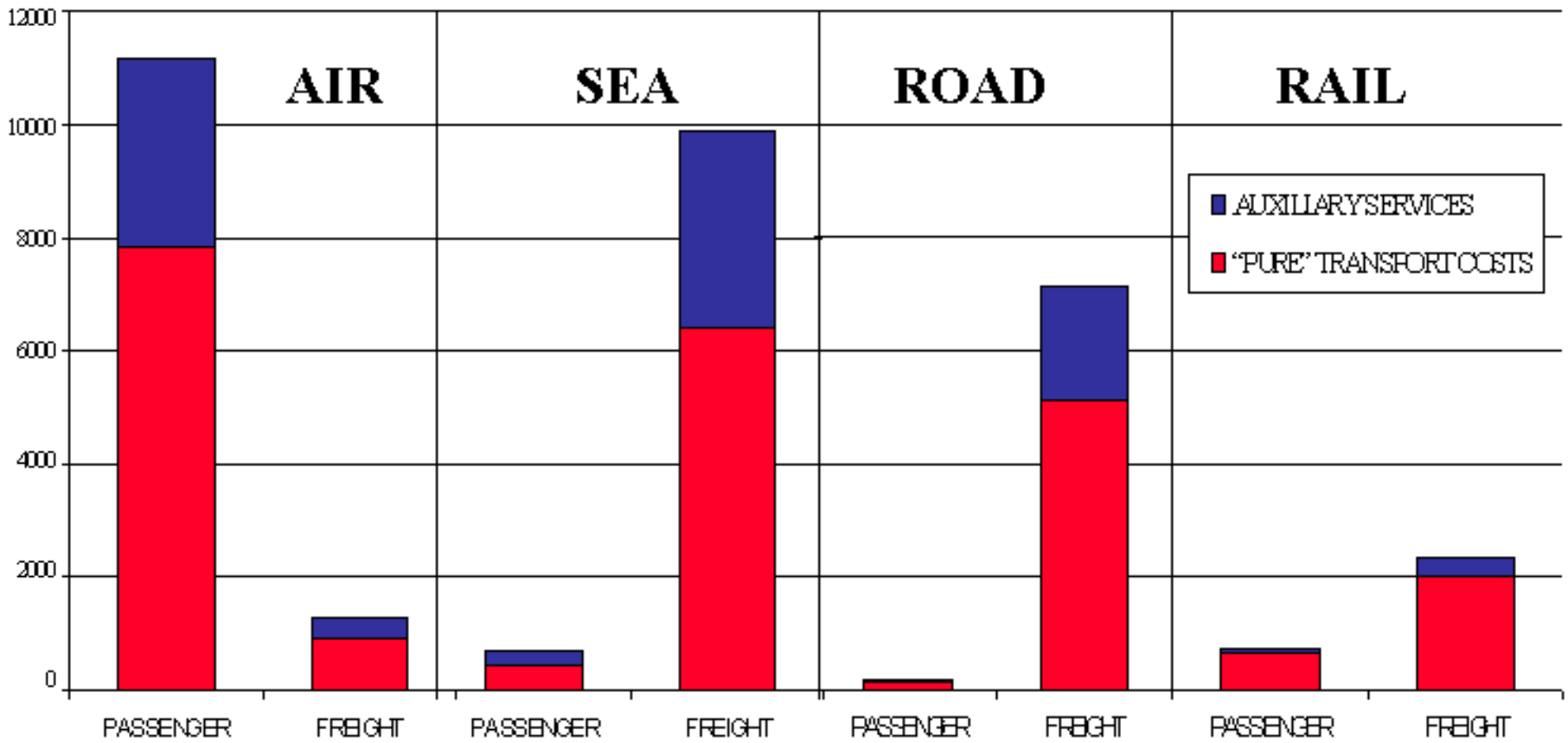


THE INCIDENCE OF INTERNATIONAL TRANSPORT COSTS ON MERCHANDISE VALUES

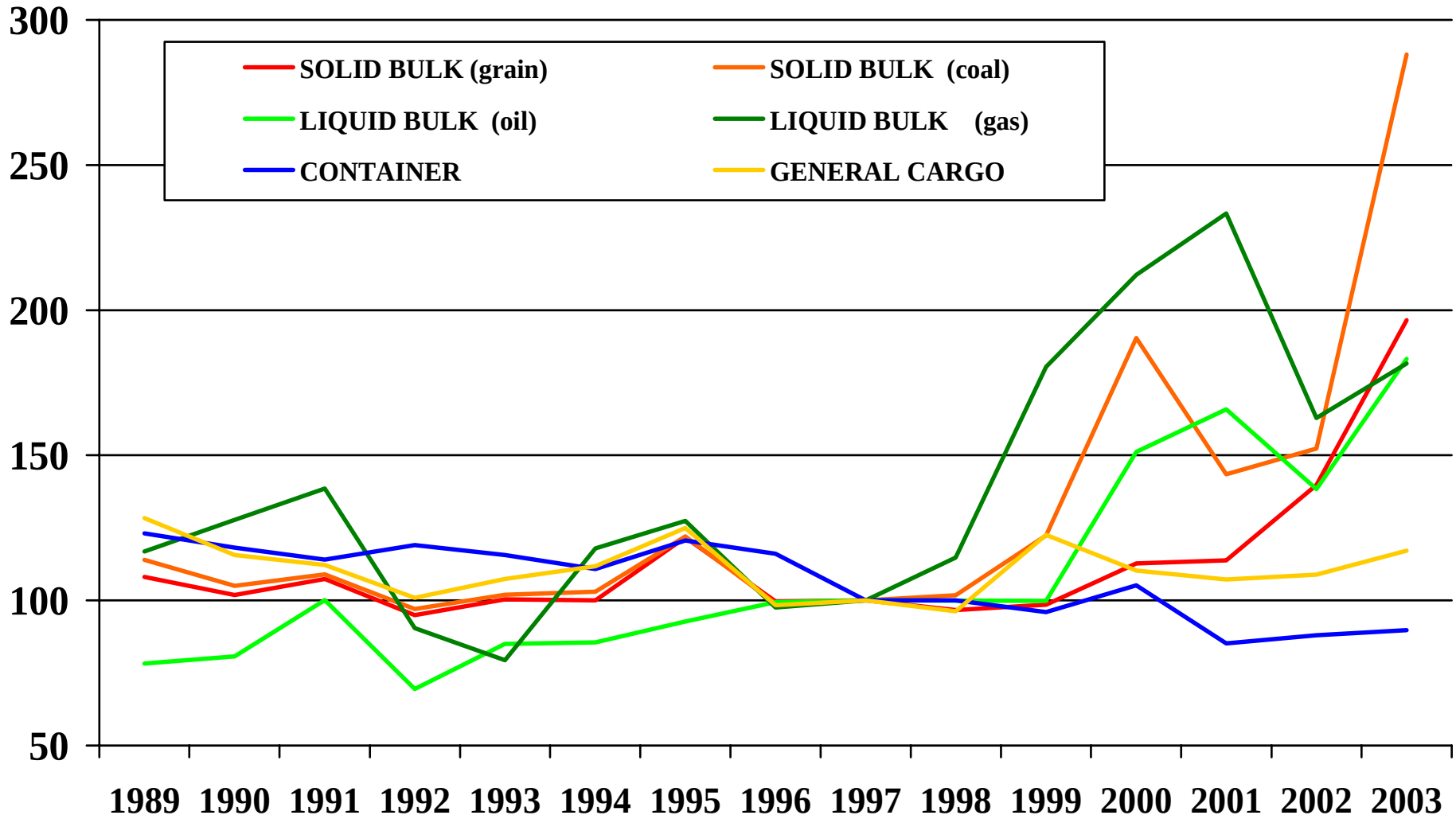


PASSENGER AND FREIGHT COSTS BY MODE OF TRANSPORT

YEAR 2003 - MILLIONS OF EURO



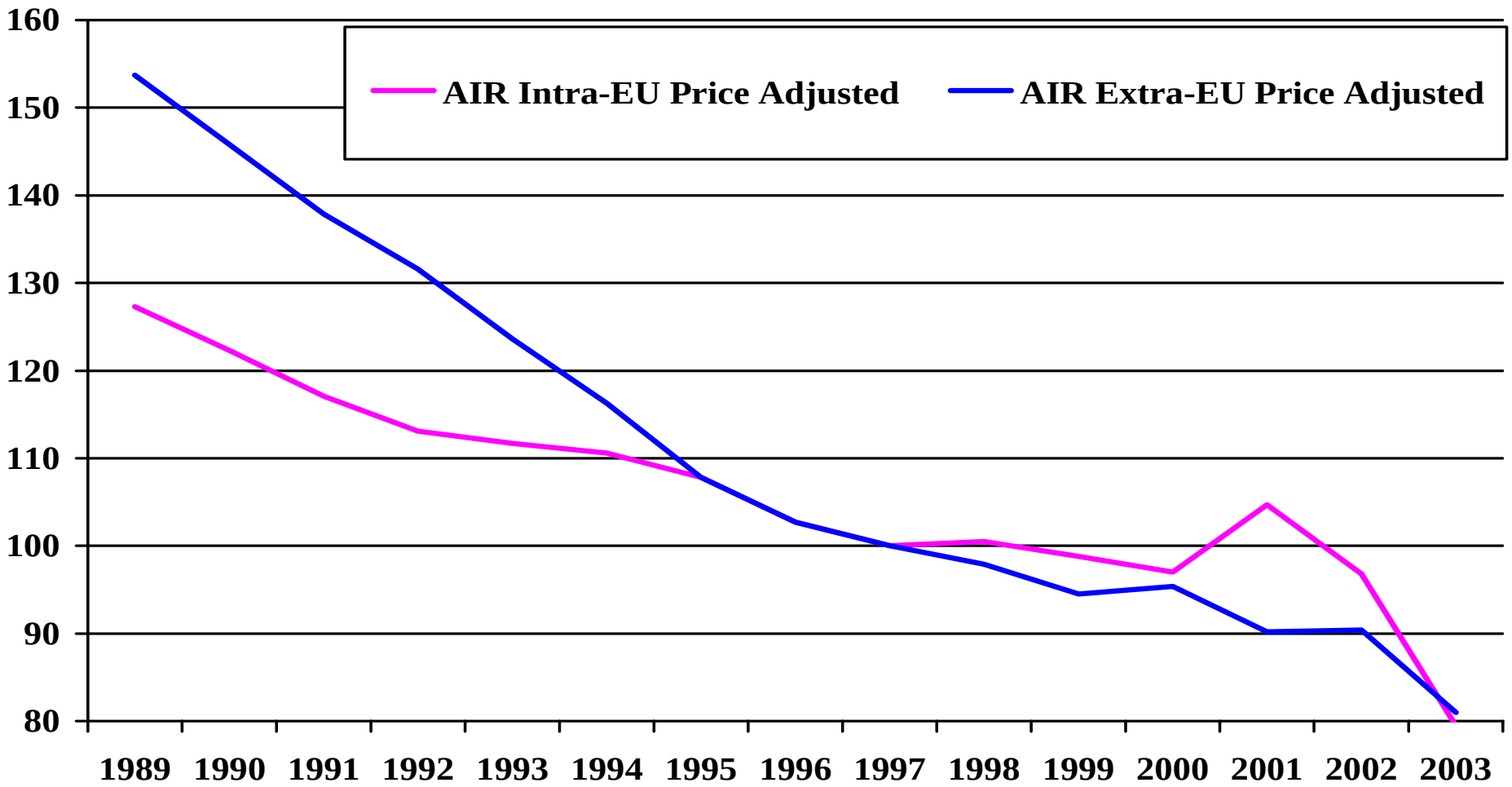
Sea freight indexes in US dollar current values (base year 1997=100)



PASSENGER TRANSPORT

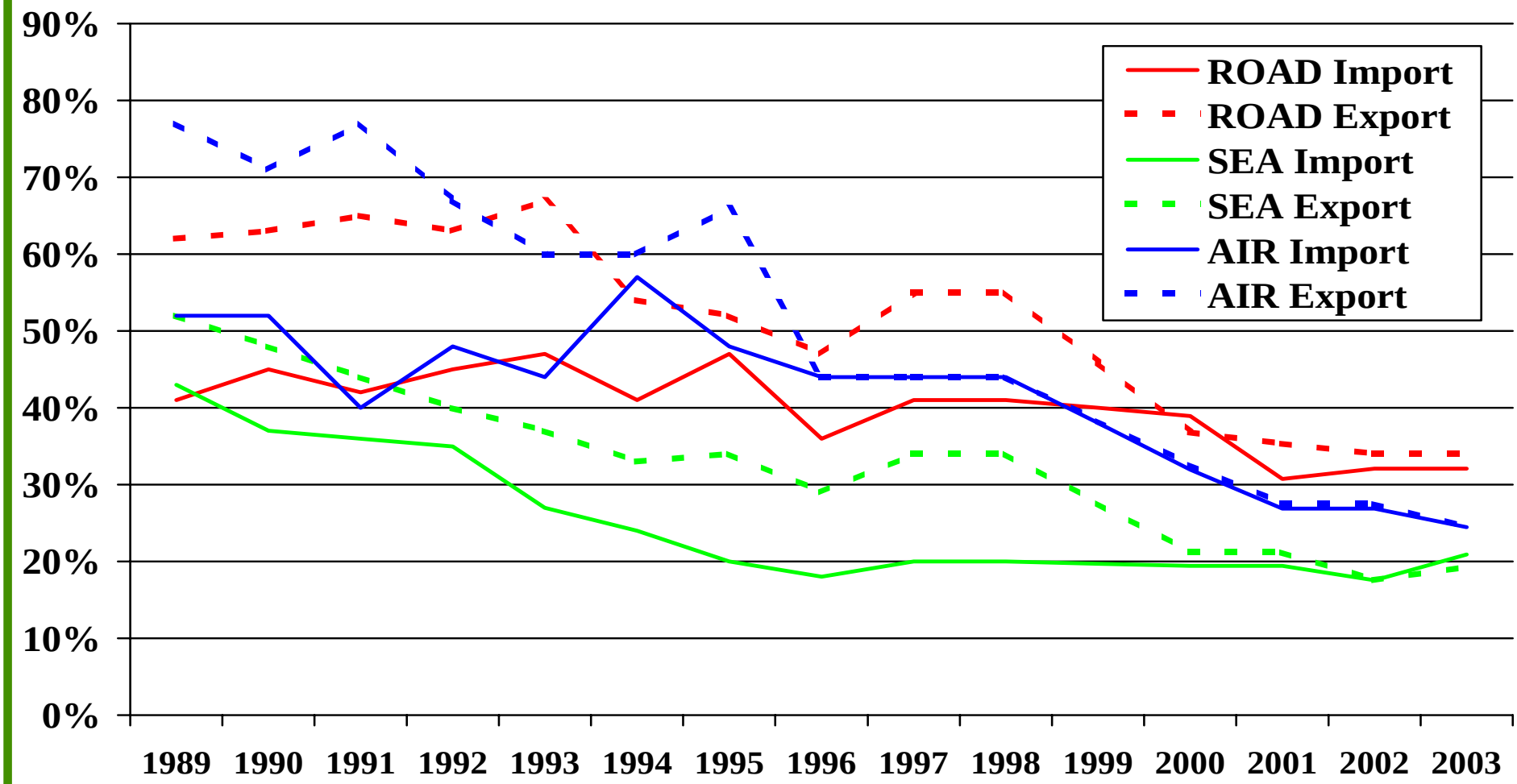
Intra and extra-EU air fare indexes (price-adjusted values)

(base year 1997=100)

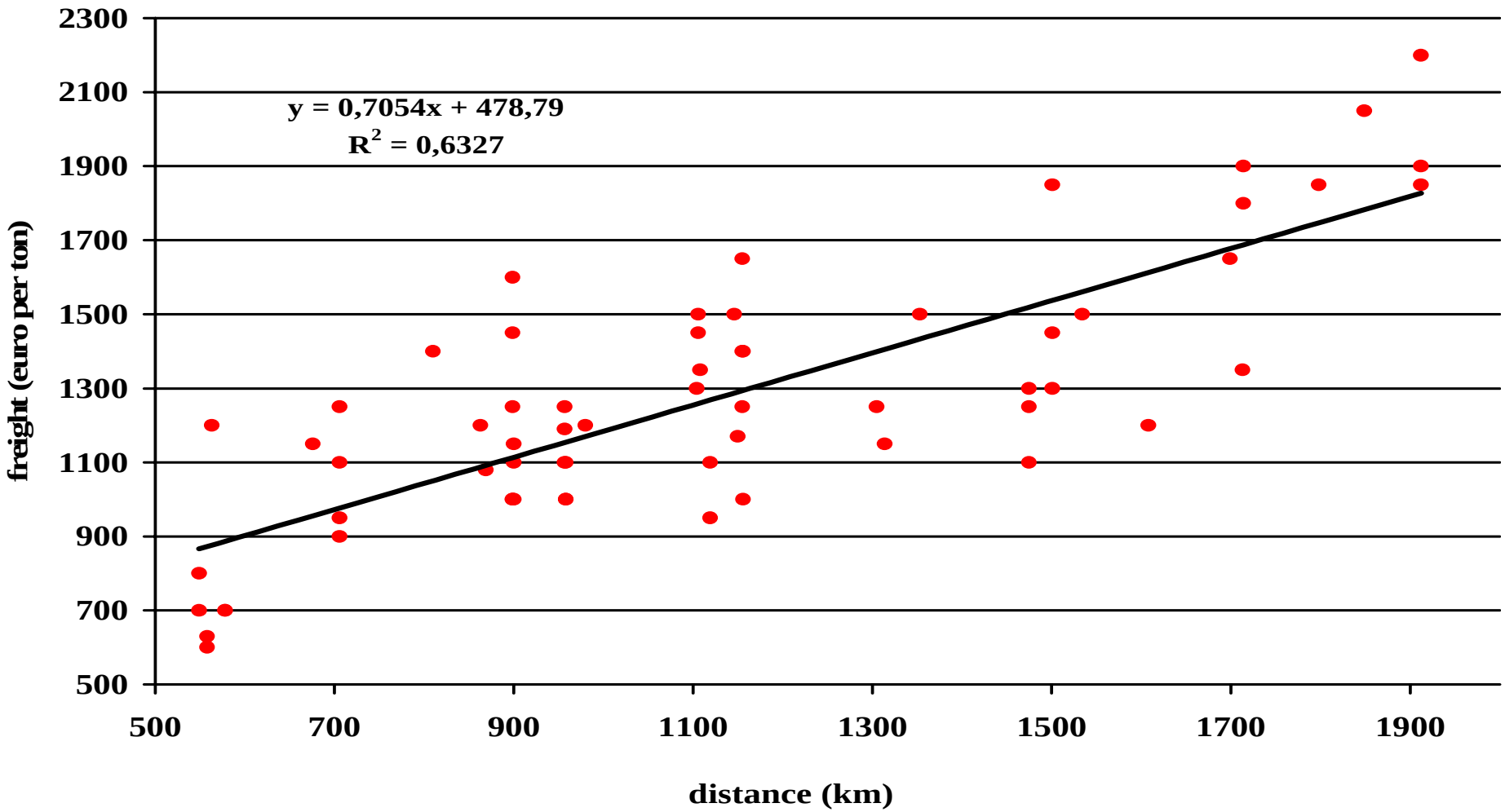


MERCHANDISE TRANSPORT

MARKET SHARES OF ITALIAN CARRIERS

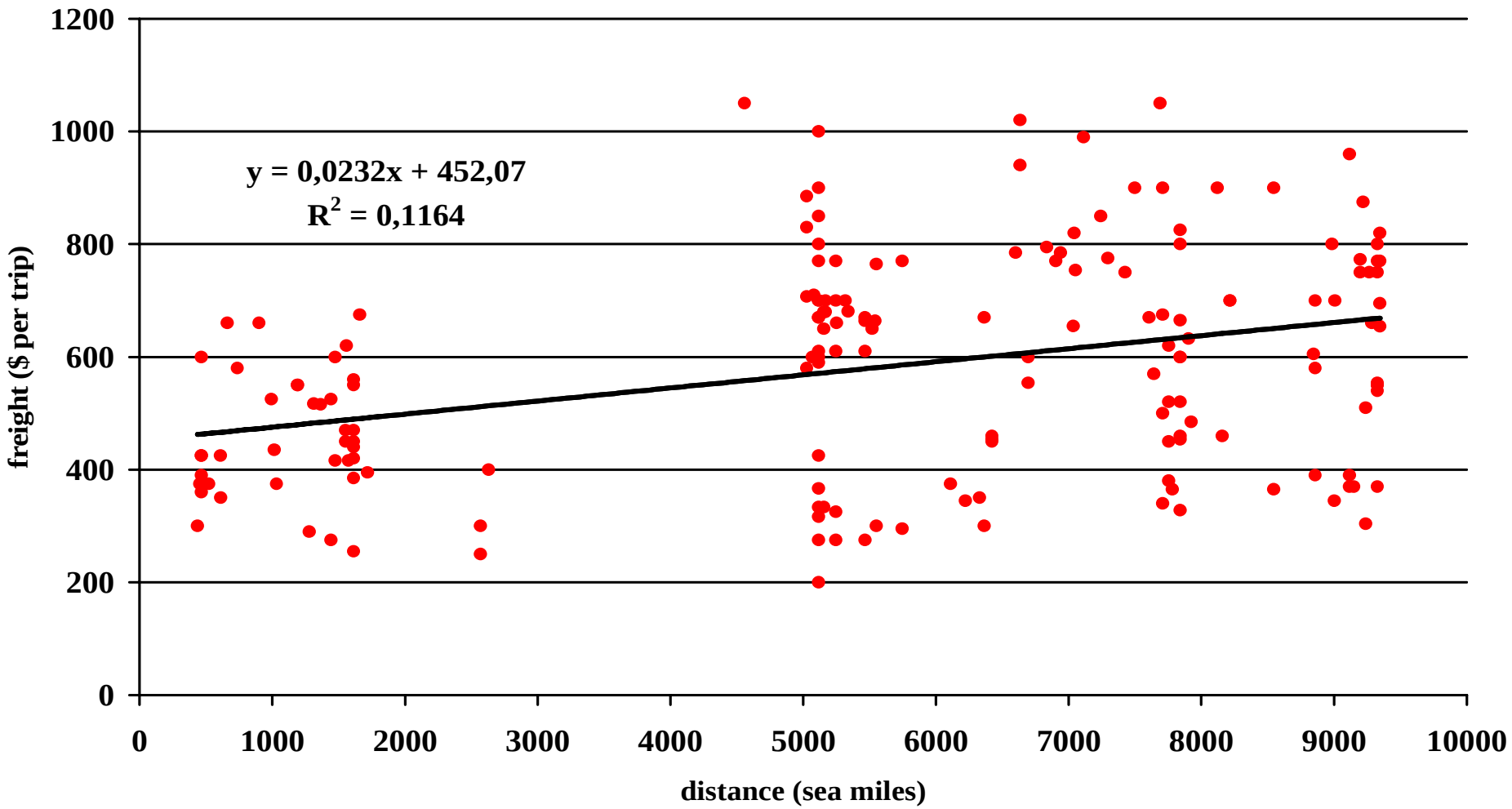


ROAD FREIGHT RATES - GERMANY
import and export (year 2002)



SEA CONTAINER FREIGHT RATES (year 2002)

North America, Far East and Mediterranean - import and export



FINDING VARIABLES DETERMINING FREIGHT RATES

$$TC = f(M, D, T, L, U, C, \ldots)$$

where:

TC = Transport Cost (per ton)
M = Mode of transport
D = Distance
T = Time of consignment
L = Type of Load
U = Unbalance of flows (possibility of empty or partial load trips)
C = Competitive pressure