



# Survey on International Merchandise Transport

11 June 2024

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## Main results

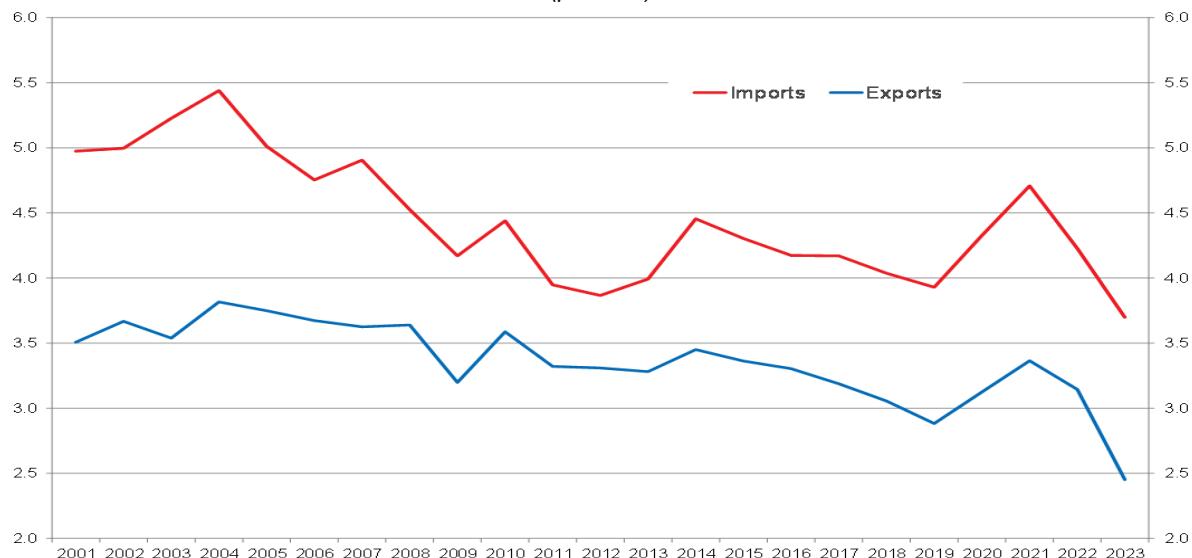
The Bank of Italy's Survey on International Merchandise Transport in 2023 shows that the share of transport costs in the value of Italy's merchandise exports and imports dropped significantly, to 2.5 and 3.7 per cent respectively, from 3.1 and 4.2 per cent in 2022, the lowest levels since the beginning of the millennium (Figure 1).

Transport costs declined across almost all industries, reflecting weak demand – and therefore low transport volumes – amid abundant cargo supply, especially in the maritime sector; lower fuel prices also contributed. Freight rates returned to pre-pandemic levels in most sectors, in real terms. The Houthi attacks in the Red Sea led to a sharp rise in container shipping rates between November 2023 and January 2024, which was partially reversed in the following quarter; the increase in Italy's import costs should be limited.

The decline in freight rates was the main driver of the reduction in Italy's balance of payments deficit in merchandise transport, to €9.9 billion,<sup>1</sup> from its historical peak of €14.0 billion in 2022. The deficit reduction was mostly in sea shipping and was partly due to Italian carriers' market share gains in the maritime sector.

Figure 1

Share of transport costs in the value of Italian imports and exports (1)  
(per cent)



Sources: Based on data from Istat, Alps Crossing, Eurostat and ENAC.

(1) Unlike in previous surveys, includes pipeline transport (imports of natural gas). Provisional data for 2023. The costs include ancillary and logistical services associated with international freight transport, as well as road transport that may be used as part of other modes of transport (container ships, bulk and container rail transport).

<sup>1</sup> Data are updated compared to the *Annual Report on 2023*; see Table A.4 in the Appendix and the Bank of Italy Statistical Database as of 28 June 2024 (<https://www.bancaditalia.it/statistiche/tematiche/rapporti-estero/bilanci-pagamenti/index.html?com.dotmarketing.htmlpage.language=1>).

## Introduction<sup>2</sup>

The Bank of Italy has been conducting sample surveys of international freight transport operators since 1999 in order to collect the data needed to compile the balance of payments. The survey's main purpose is to estimate the unit costs of freight to and from Italy by mode of transport; moreover, we estimate carriers' market shares by nationality. The tonnage of imports and exports is based on Istat data on Italy's foreign trade.<sup>3</sup> This information is used to calculate the volumes of goods transported by foreign and Italian carriers. Freight rates are multiplied by transport volumes to produce an estimate of the transport services purchased or sold abroad. The estimate also includes other items, such as transport within Italy by non-resident ship and road operators (cabotage) and cross-trade by domestic carriers.<sup>4</sup>

The 2023 survey involved 170 firms operating in Italy and collected data on over 6,400 'standard consignments'.<sup>5</sup> The next section illustrates the main findings of the survey by mode of transport and by area of origin/destination of the merchandise. Freight rates are given at market prices in euros per tonne and include ancillary transport costs (cargo handling, motorway tolls, carrier fees etc.), which are also covered by the survey. In specific cases, the prices are given in the trading currency (the US dollar is widely used for sea transport) or net of ancillary services. Costs are calculated as averages by area of origin or destination, and weighted by transport volumes; accordingly, the trends over time also reflect the geographical breakdown of transport volumes. Finally, for some modes of transport, market prices refer to the unit rather than the weight (e.g. a container), or to the overall cargo. In these cases, the cost per tonne can vary according to the average transport volumes.

## International freight rates

### Road freight rates

#### Road freight rates go down, especially for partial loads

In 2023, average road freight rates per tonne declined for both inbound and outbound trade flows, by around 7 per cent in nominal terms, although they remained high by historical standards (Figure 2). This was influenced by the fall in fuel prices and, above all, by the contraction in transport volumes due to weak demand (Table A.1 in the Appendix). The reduction affected mostly partial loads (groupage; Table 1) and was broad-based across almost all geographical areas, with the exception of roads that were hit by congestion due to crossing disruptions (Monte Bianco and San Gottardo), by higher toll fees (Austria and Germany) and, above all, by the impact of the conflict in Ukraine (Russia and neighbouring countries).

Average road freight rates dropped significantly for exports and held stable for imports (for the second year in a row) in real terms, i.e. relative to producer price indices for exported and imported manufactured goods, which showed very different trends (up by 2 per cent and down by 8 per cent respectively).

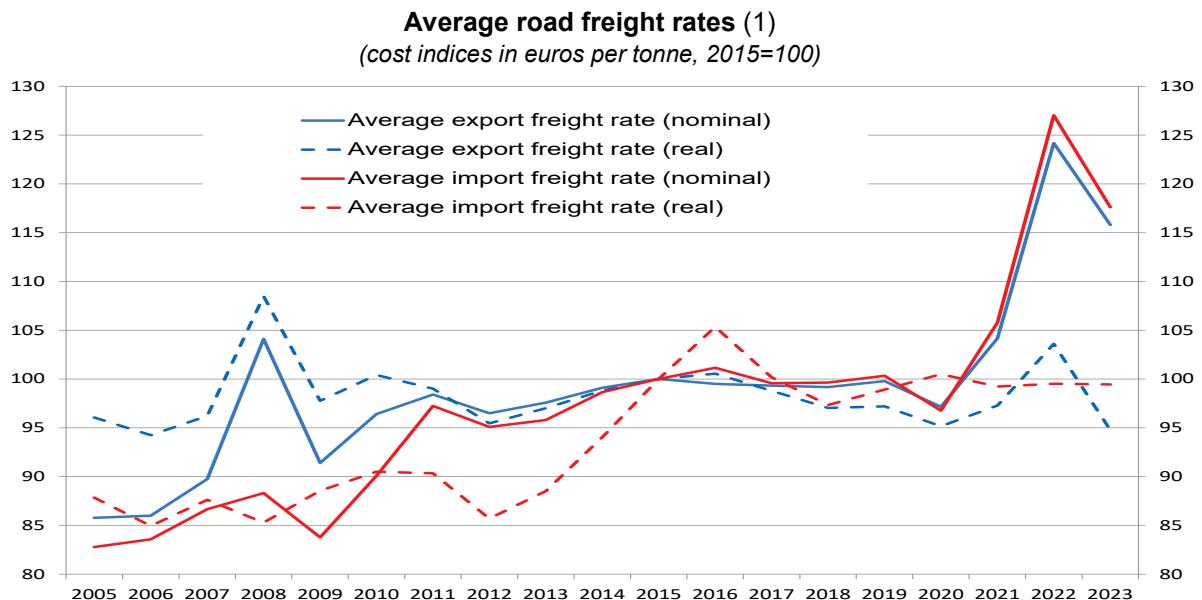
<sup>2</sup> This report and the statistical appendix were prepared by Enrico Tosti.

<sup>3</sup> The findings of the survey are also used to adjust the breakdown of foreign trade flows by mode of transport, which otherwise tends to overestimate road haulage to the detriment of other modes of transport, especially rail freight. In fact, reporting importers/exporters tend to identify the mode of transport as the means of transport used as the first and/or last link in the chain, i.e. the road truck, which often only performs the feeder service. The data can be found in the Statistical Appendix to this report. The method of adjustment is described in a separate document (see '[Methods and Sources: Methodological Notes](#)').

<sup>4</sup> For sea and road transport; for more information on cross-trade maritime transport, see the note published on the Bank of Italy's website (only in Italian): <http://www.bancaditalia.it/statistiche/tematiche/rapporti-estero/trasporti-internazionali/armatori.pdf>.

<sup>5</sup> For the definition of 'standard consignment' for each mode of transport, see '[Methods and Sources: Methodological Notes](#)'. Freight rates are surveyed on a quarterly basis for bulk and container ships, half-yearly for air cargo, and annually for road/rail freight and any other type of sea transport. For the sake of brevity, only the yearly averages are reported. Infra-yearly trends for container ships are analysed in a dedicated box.

**Figure 2**



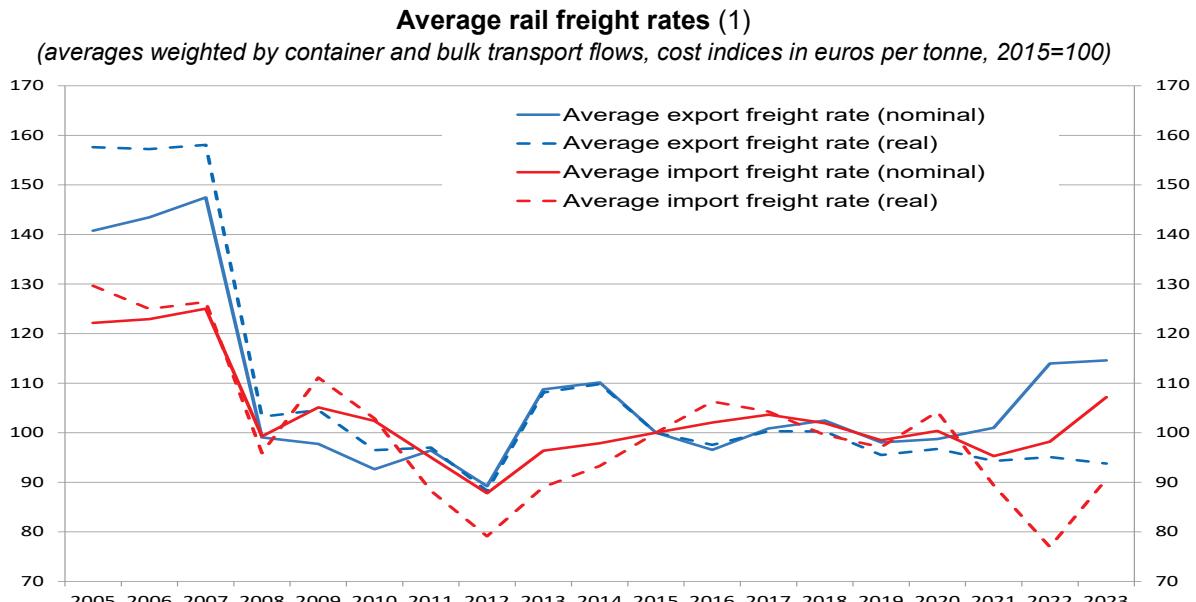
(1) The real costs are obtained by dividing the nominal costs by the producer price index for manufactured goods sold on foreign markets and for imported goods, respectively (source: Istat).

## Rail freight rates

**Rail freight rates decline in the container sector and rise in the bulk one**

In 2023, the average rail freight rates per tonne fell marginally for exports and rose for imports (Table 2). Average data, however, mask a wide geographical variation, as freight rates went up on the routes to and especially from Eastern Europe, the Balkans and, above all, Russia and the Baltic countries, while they recorded a decline or weaker growth for trade flows with the rest of the European Union, benefiting from the lower cost of road transport in support of rail shipping. In real terms, average rail import costs picked up again, while export costs remained broadly stable (Figure 3). By type of load, container freight rates fell, particularly for exports, while bulk freight rates rose, partly due to a geographical distribution that is more skewed towards non-EU countries.

**Figure 3**



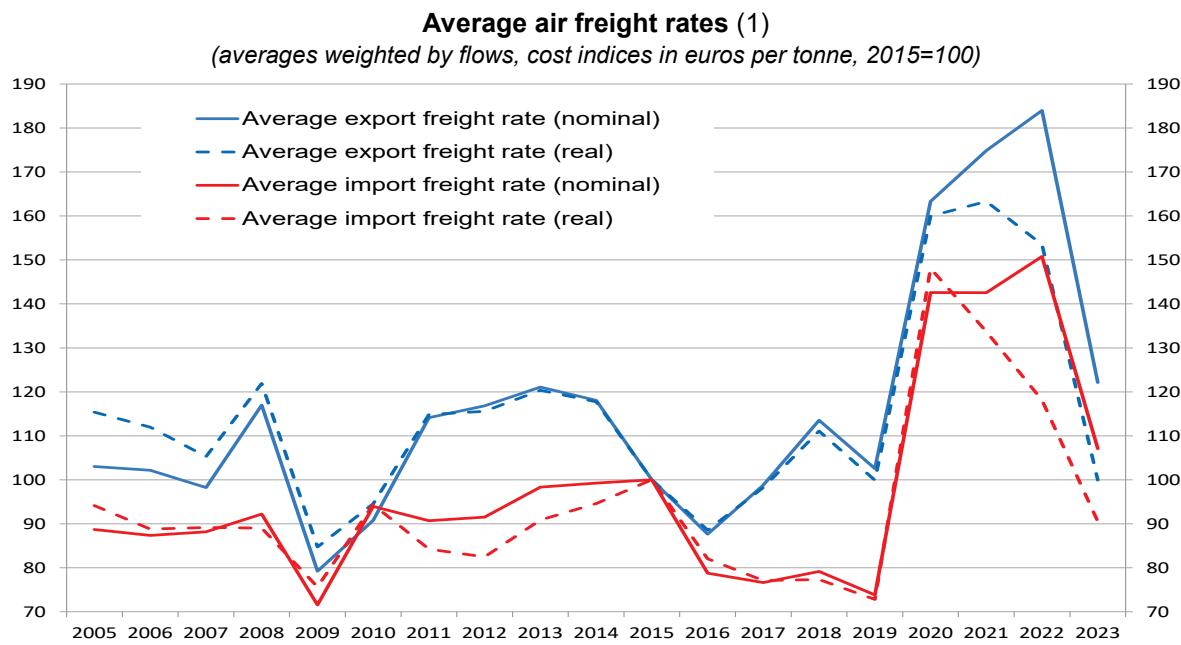
(1) The real costs are obtained by dividing the nominal costs by the producer price index for manufactured goods sold on foreign markets and for imported goods, respectively (source: Istat).

## Air freight rates

### Air freight rates plunge

In 2023, average air freight rates plunged by around 30 per cent (Table 3), returning close to pre-pandemic levels, especially on the export side. The decline was broad-based across all geographical areas, albeit to varying degrees depending on the demand for cargo, which was in any case generally weak. Asian and American countries were the most affected. In real terms, average costs fell below the average of the last twenty years (Figure 4).

Figure 4



(1) The real costs are obtained by dividing the nominal costs by the producer price index for manufactured goods sold on foreign markets and for imported goods, respectively (source: Istat).

## Sea freight rates

Sea freight rates are surveyed by cargo ship (container, dry and liquid bulk cargo, general cargo and Ro-Ro<sup>6</sup>), as rate structures vary considerably across vessels.

### Container sea freight

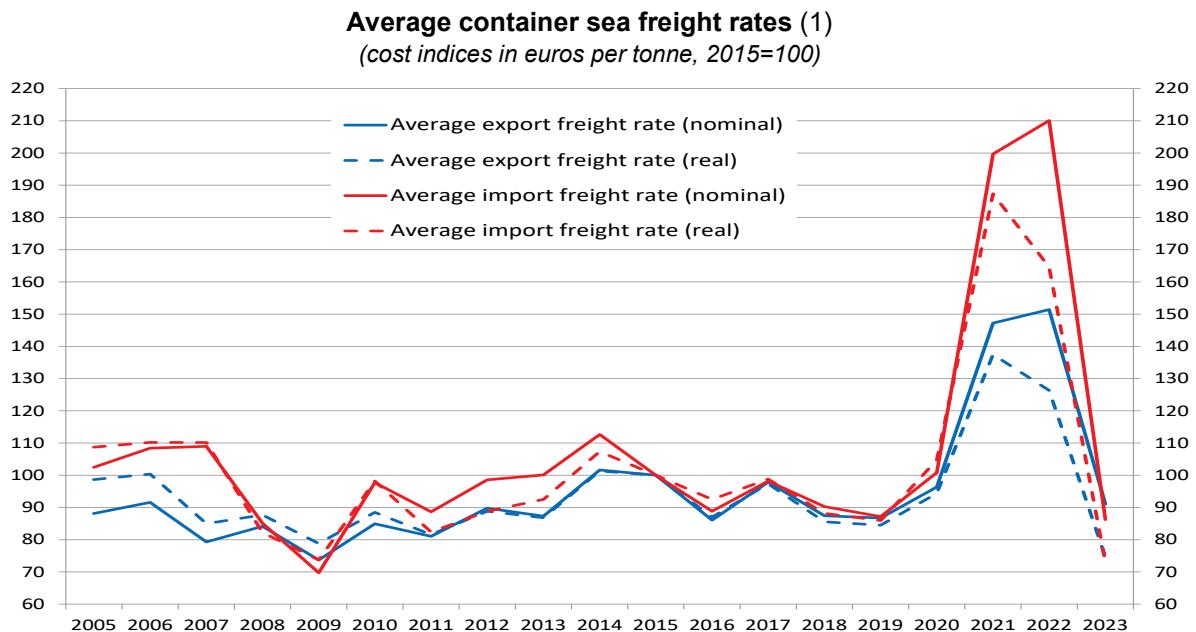
#### Container freight rates are back to pre-pandemic levels in 2023

The freight rates collected in the survey – based on dollars per container (Twenty-foot Equivalent Unit, TEU) and excluding ancillary services – fell sharply in 2023 (Table 4). The decline began as early as the second half of 2022 (see the box ‘Quarterly trends in container freight rates and recent developments’) and affected all geographical areas, bringing rates back to the levels seen prior to the record surges in 2020-21. A considerable slowdown in demand for cargo and strong hold capacity were behind the drop in freight rates.

The trends in other cost factors (ancillary services) and the increase in average container loads led to an even sharper reduction in overall freight rates in euros per tonne, pushing them to twenty-year lows in real terms (Figure 5).

<sup>6</sup> For more information, see ‘[Methods and Sources: Methodological Notes](#)’.

**Figure 5**



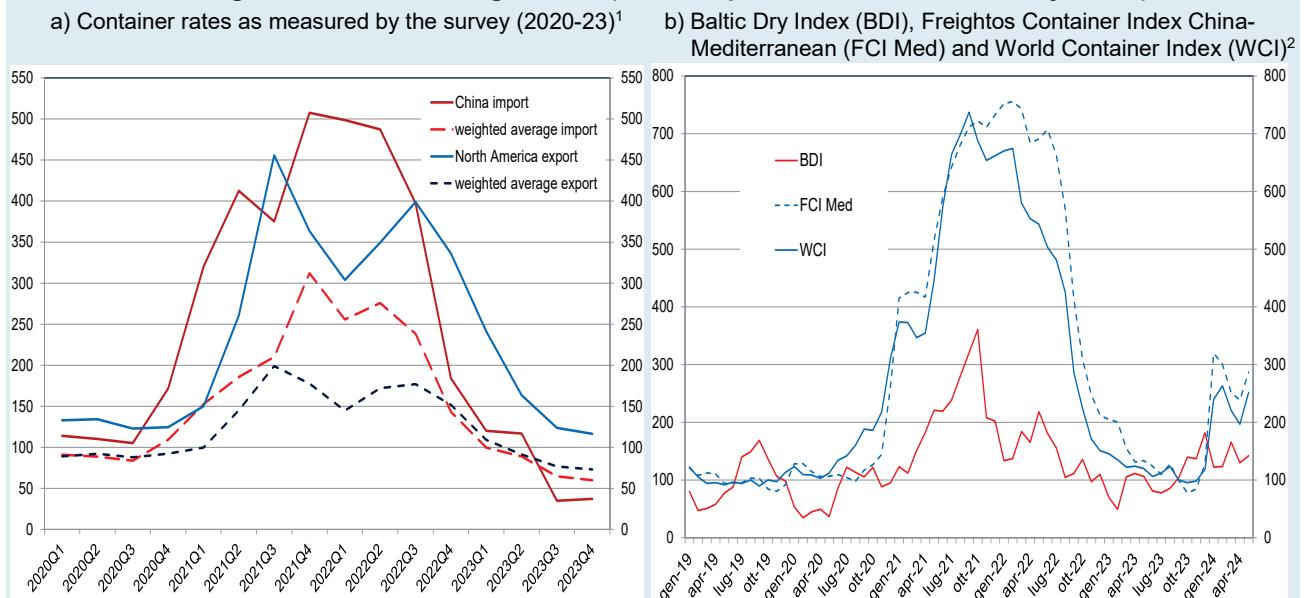
(1) The real costs are obtained by dividing the nominal costs by the producer price index for manufactured goods sold on foreign markets and for imported goods, respectively (source: Istat).

### QUARTERLY TRENDS IN CONTAINER SEA FREIGHT RATES AND RECENT DEVELOPMENTS

As survey data are available on a quarterly basis, it is possible to assess the infra-annual performance of container freight rates (as measured based on overall rates in euros per tonne). Rates had started to decline as early as the third quarter of 2022 for imports (particularly from China) and the fourth quarter for exports (particularly to North America); they only stabilized in the last quarter of 2023 for flows in both directions, at low levels (see panel (a) of the figure).

**Figure**

#### Average container sea freight rates (and comparison with the Baltic Dry Index)



Notes: 1) Average quarterly rates including ancillary services, in euros per tonne. – 2) Monthly index figures with a 2019 average of 100; calculations based on the BDI (composite index for average dry bulk freight rates), the FCI Med (average container rate from China/Far East to the Mediterranean) and the Drewry WCI (global average rate per 40-foot container).

However, the average for the fourth quarter of 2023 reflects an uneven monthly pattern, as tensions in the Red Sea have led to high navigation risks and a resulting decline in transit in that area since November. The re-routing of shipping from the Suez Canal to the Cape of Good Hope has resulted

in longer sailing times and therefore in higher rates. The increase was more pronounced in container shipping than in other sectors, but much smaller than in 2020-21 (see panel (b) of the figure). According to industry indicators (Drewry World Container Index and Freightos Container Index from China/Far East to the Mediterranean), container freight rates roughly tripled between the end of October 2023 and the end of January 2024. They fell again between February and April, though still remaining above the 2019 average, amid weak demand and large load capacity following the investments in new vessels made in 2020-21, when prices were soaring. In May 2024, however, container freight rates picked up again, particularly for shipping from China, in connection with a significant recovery in cargo demand. If rates remain at these levels for the remainder of the year, and all other things being equal, the increase in the cost of transport of imported goods is estimated to be less than €2 billion relative to last year.

## Bulk sea freight (liquid and dry)

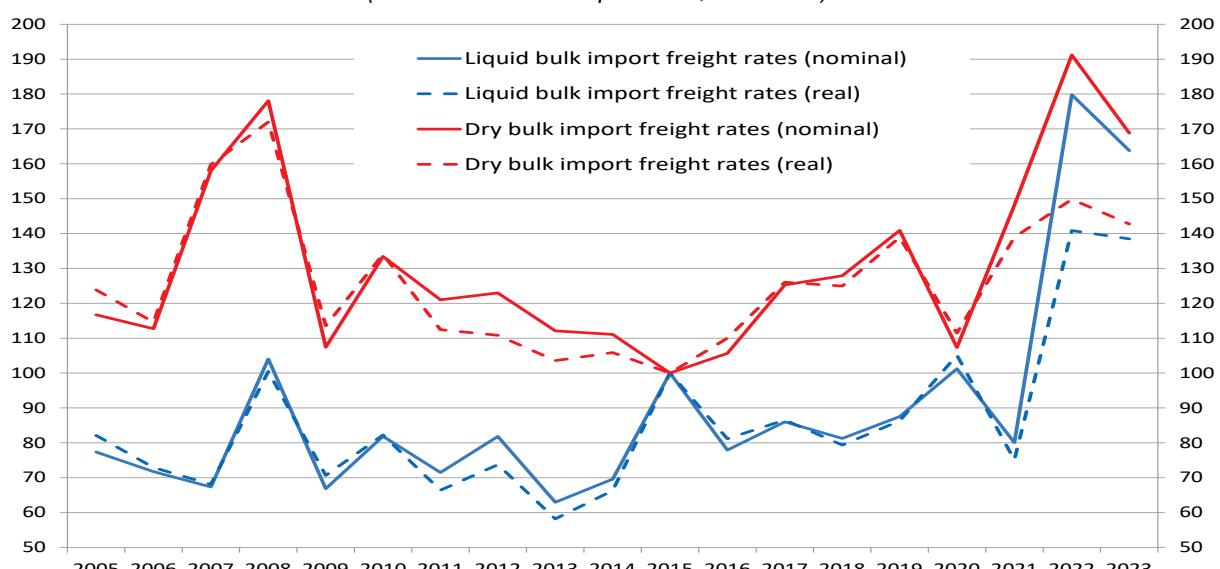
**Bulk freight rates decline, especially for dry bulk**

Bulk sea freight rates, which mostly affect imports, declined marginally for liquid goods (particularly chemicals, including liquefied natural gas), with volumes holding broadly stable compared with the previous year (Tables 5 and A1). However, the contraction was larger for dry bulk, especially for grains (around 30 per cent), owing to lower demand for commodities. This

also mitigated the impact on freight rates of the ongoing conflict in the Black Sea, which on the other hand caused trade to shift towards land transport options. Average sea freight rates for bulk imports (including ancillary services) fell in real terms as well, albeit remaining high by historical standards, especially for liquid bulk (Figure 6).

Figure 6

Average sea freight rates: liquid and dry bulk imports (1)  
(cost indices in euros per tonne, 2015=100)



(1) The real costs are obtained by dividing the nominal costs by the import price index (source: Istat).

## General cargo and Ro-Ro transport

**General cargo sea freight rates are down too**

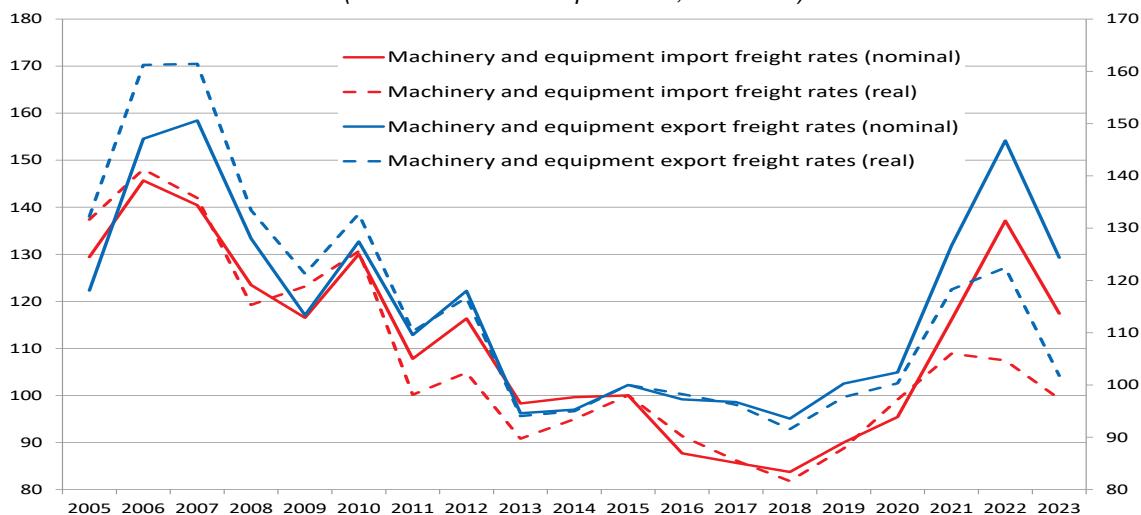
In 2023, the average rates per tonne for the most important general cargo category ('plant, machinery and transport equipment'), including ancillary services, fell both in nominal (Table 6) and real terms, settling below the average for the last two decades (Figure 7). In the remaining categories

('tubes, pipes and metal products' and 'chemicals, building materials, forestry products'), the decrease was even sharper, between 25 and 30 per cent for two-way flows, reflecting weaker cargo demand momentum.

**Figure 7**

### Average general cargo sea freight rates: plant, machinery and transport equipment (1)

(cost indices in euros per tonne, 2015=100)



(1) The real costs are obtained by dividing the nominal costs by the producer price index for manufactured goods sold on foreign markets and for imported goods, respectively (source: Istat).

#### Ro-Ro sea freight rates rise on average

By contrast, average costs rose in 2023 in the Ro-Ro sector (i.e. sea transport of road vehicles with or without drivers – an important segment for short-haul transport, especially in the Mediterranean area, with euro-denominated prices), albeit with very different patterns across regions (Table 7). Rates across Europe and to and from Turkey went up, while shipping costs to North Africa and Malta declined.

#### Natural gas transport

The sample survey has collected data on the costs of pipeline transport for natural gas since 2016. Previously, the information came directly from the companies of the group managing the gas pipelines. When the market was liberalized, other operators were allowed to purchase and transport gas to Italy, making it necessary to broaden the survey to include this highly concentrated sector. The costs are those borne from the point of sale (not the point of production) of natural gas to the point of entry into Italy.<sup>7</sup> They tend to be the same regardless of the volumes that are actually imported (take-or-pay contracts). As a result, changes in unit costs (in euros per tonne) also depend on the actual volumes as opposed to contractual volumes.

#### The costs of pipeline transport of natural gas go up

In 2023, costs rose by around 30 per cent on average, mostly as a result of record growth in the rates for Russian gas (Table 8). Net of Russia, which now only accounts for a small share of Italy's natural gas supplies, the increase in costs was 7.7 per cent, driven by imports from Algeria, Italy's top supplier.

<sup>7</sup> More specifically, as regards Russian gas, the point of supply is at the border between Austria and Slovakia; for Algerian gas, it is at the border between Algeria and Tunisia; for gas originating in Norway and the Netherlands, the supply point is at the border between Germany and the Netherlands; for gas from Libya, the supply point is on the Libyan coastline; and for gas from Azerbaijan, it is on the Albanian coastline.

## Carriers' market shares

**Italian carriers have a high market share in Ro-Ro alone**

are the incumbents in the Ro-Ro sector, where they have gained 60 per cent of the market, while they play a smaller or even marginal role elsewhere (e.g. in dry bulk, Table 9).

**The market share of Italian carriers is up in the maritime sector**

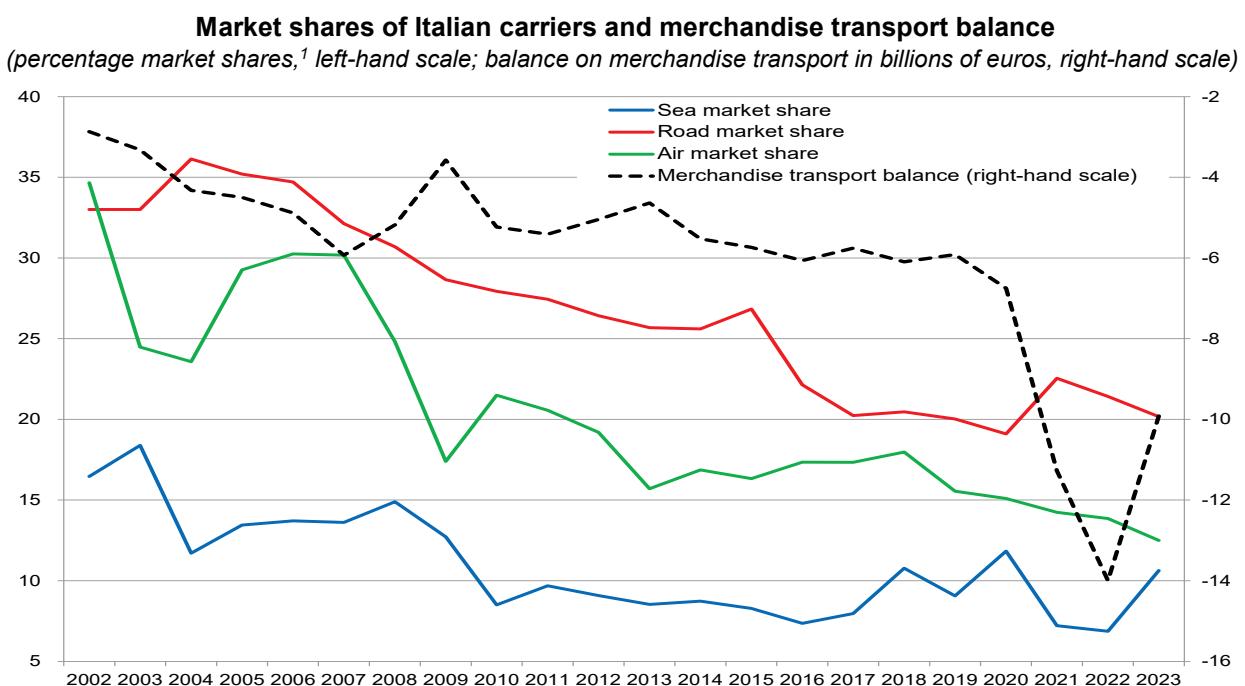
The overall average market share of Italian carriers,<sup>8</sup> as weighted by transport costs, rose to 15.8 per cent, from 13.9 per cent a year earlier (Table 10). The gain was due to the maritime sector, which more than offset the losses in road transport – where the weight of resident carriers fell to 20.2 per cent, still above the 2020 low – and in air freight, where Italy's share fell further to a new low (12.5 per cent). With the reduction in resident shipowners' fleets (Table 11), the increase in their share of Italy's trade has been at the expense of cross-trade shipping (Table 12).

## The merchandise transport balance

**The deficit of the merchandise transport balance narrows in 2023**

Given the small market shares of Italian carriers, the merchandise transport balance has a structural deficit that generally ranged between €3 billion and €6 billion per year between 2002 and 2019 (Figure 8), with fluctuations reflecting the global economic cycle. As freight rates soared in 2021–22, the deficit peaked at €14.0 billion in 2022, before narrowing to €9.9 billion<sup>9</sup> (-0.5 per cent of GDP) in 2023. The improvement is mainly due to the decline in average transport costs and is almost entirely concentrated in sea freight, partly as a result of domestic carriers' market share gains in this sector (Table 12).

Figure 8



(1) The average market share per ship is obtained by weighting with the transport costs.

<sup>8</sup> Data from the Bank of Italy's Survey on International Tourism are used for road transport, while data from administrative sources are processed for air transport (see '[Methods and Sources: Methodological Notes](#)').

<sup>9</sup> The transport balance has been updated relative to that published in the Bank of Italy's *Annual Report on 2023* (see footnote 1 and Table A.4).

## Tables

The source of the data for all the tables in this section is the Bank of Italy's Survey on International Merchandise Transport.

**Table 1**

### Average road freight rates (Full Track Load and groupage) (2023)

Geographical area	Average freight rates (all types of load) (including ancillary services)				FTL and groupage freight rates (average exports and imports, excluding ancillary services)			
	Exports (€/tonne)	% change on 2022	Imports (€/tonne)	% change on 2022	FTL (€/vehicle)	% change on 2022	Groupage (€/tonne)	% change on 2022
Austria – Switzerland	116.0	-12.7	116.0	-12.7	1,376.0	2.4	186.0	-18.1
Benelux	137.0	-10.7	136.4	-10.7	1,945.3	-1.6	204.0	-15.1
Eastern Europe (1)	126.2	-0.6	121.0	-2.4	1,531.5	-4.7	198.6	-0.6
France	124.4	-11.7	124.3	-11.8	1,614.1	0.4	194.0	-16.7
Germany	129.0	-11.3	128.3	-11.4	1,725.6	-0.4	197.0	-16.2
Greece – Turkey	133.7	-12.0	127.2	-13.1	2,244.4	-8.5	173.0	-15.8
Balkans	170.2	7.4	172.0	7.1	1,637.8	-4.0	291.6	19.9
Baltic countries	189.9	1.4	190.3	1.4	3,090.2	-2.5	273.6	4.0
Former USSR countries	285.4	5.4	267.4	4.0	3,449.2	-0.8	350.8	10.9
UK – Ireland	238.8	-3.5	206.7	-1.8	4,103.1	-2.9	299.2	-2.5
Scandinavia	197.1	0.4	199.3	0.7	3,051.6	-2.7	264.8	3.0
Spain – Portugal	147.4	-10.1	139.4	-10.3	2,035.4	-4.8	220.0	-12.7
<b>Weighted average (2)</b>	<b>139.6</b>	<b>-6.7</b>	<b>135.3</b>	<b>-7.4</b>	<b>1,834.7</b>	<b>-1.9</b>	<b>212.9</b>	<b>-8.6</b>

(1) Eastern Europe includes Poland, the Czech Republic, Slovakia and Hungary. – (2) Weights are based on transport volumes.

**Table 2**

### Average rail freight rates: total cargo and container cargo (2023)

Geographical area	Overall freight rates (all types of load)				Container cargo rates			
	Exports (€/tonne)	% change on 2022	Imports (€/tonne)	% change on 2022	Exports (€/tonne)	% change on 2022	Imports (€/tonne)	% change on 2022
Austria – Switzerland	50.5	-1.2	50.3	4.9	59.9	-11.1	59.6	-0.7
Benelux	67.2	-3.9	65.1	-1.4	71.6	-7.8	69.2	-5.2
Eastern Europe (1)	62.5	4.6	60.9	11.9	67.4	3.1	63.8	16.1
France	60.5	-3.0	56.9	3.4	67.0	-9.0	66.2	-4.1
Germany	60.9	-3.3	59.4	1.1	66.0	-9.2	67.4	-3.7
Greece – Turkey	85.5	1.4	84.7	0.8	84.8	-0.6	90.3	-6.9
Balkans	71.6	8.8	63.5	13.1	76.4	3.0	68.8	16.6
Baltic countries	93.5	12.8	91.6	25.2	100.4	-1.2	109.9	15.7
Former USSR countries	110.2	11.4	105.4	30.3	116.7	2.7	110.9	20.6
UK – Ireland	87.7	1.0	83.7	12.7	96.4	0.7	98.0	18.1
Scandinavia	85.1	-2.0	84.0	-1.0	83.4	-5.2	82.3	-9.5
Spain – Portugal	66.1	0.8	68.7	2.5	75.8	-6.8	70.0	-5.4
China (2)	n.a.		n.a.		168.5	n.a.	712.5	n.a.
<b>Weighted average (3)</b>	<b>67.3</b>	<b>-1.3</b>	<b>60.9</b>	<b>3.9</b>	<b>73.2</b>	<b>-5.9</b>	<b>67.7</b>	<b>-1.2</b>

(1) Eastern Europe includes Poland, the Czech Republic, Slovakia and Hungary. – (2) Freight rates to/from China have only been surveyed for container shipping and are not included in the calculation of weighted averages. – (3) Weights are based on transport volumes.

**Table 3**

**Average air freight rates  
(2023)**

<b>Geographical area</b>	<b>Exports</b> (including ancillary services)		<b>Imports</b> (including ancillary services)	
	(€/tonne)	% change on 2022	(€/tonne)	% change on 2022
Europe	2,076	-5.6	2,056	-6.5
Russia	2,058	-6.5	2,060	-6.4
Mediterranean and Middle East	2,022	-14.1	2,029	-13.9
Rest of Africa	3,259	-18.1	3,309	-16.8
India	1,656	-27.8	2,459	-38.0
Indonesia – Singapore	1,741	-18.1	2,428	-38.9
China	1,404	-60.1	4,025	-23.1
Japan – Korea	2,664	-35.6	4,523	-36.0
Oceania	5,217	-39.5	5,281	-41.7
United States and Canada	2,349	-40.8	2,101	-43.7
Central and South America	2,725	-38.4	2,805	-37.2
<b>Weighted average (1)</b>	<b>2,147</b>	<b>-33.8</b>	<b>3,044</b>	<b>-29.0</b>

(1) Weights are based on transport volumes.

**Table 4**

**Average container sea freight rates  
(2023)**

<b>Geographical area</b>	<b>Overall average rates (€/tonne)</b> (including ancillary services)				<b>Rates (\$/TEU)</b> (excluding ancillary services)			
	Exports	% change on 2022	Imports	% change on 2022	Exports	% change on 2022	Imports	% change on 2022
Europe	84.6	-10.8	91.0	-13.2	532	-10.1	643	-20.5
Mediterranean	80.4	-11.3	86.8	-13.9	531	-10.2	641	-20.6
Rest of Africa	112.2	-27.0	124.9	-31.5	1,074	-32.7	1,322	-39.8
Middle East	70.5	-31.7	75.2	-35.9	371	-54.4	446	-60.1
India	104.4	-6.8	107.0	-71.7	979	2.3	1,037	-81.9
South-East Asia	66.8	-32.3	102.0	-76.7	313	-56.7	946	-85.9
China	66.6	-32.6	105.1	-75.7	345	-54.6	1,039	-84.4
Japan	66.7	-32.3	107.5	-74.7	347	-54.0	1,082	-83.4
Oceania	135.7	-61.5	156.9	-64.1	1,377	-70.7	1,786	-72.4
United States and Canada	185.1	-50.4	122.8	-1.2	2,042	-57.8	946	6.3
Central America	168.6	-50.6	187.5	-54.2	1,754	-58.9	2,138	-63.1
South America	110.9	-29.1	118.9	-33.3	689	-47.1	836	-52.5
<b>Weighted average (1)</b>	<b>112.1</b>	<b>-40.0</b>	<b>105.1</b>	<b>-59.1</b>	<b>976</b>	<b>-51.8</b>	<b>896</b>	<b>-74.1</b>

(1) Weights are based on transport volumes.

**Table 5**

**Average rates for liquid and dry bulk sea freight  
(2023)**

<b>Type of merchandise</b>	<b>Average rates for imports</b>			
	(€/tonne) (including ancillary services)	% change on 2022	(\$/tonne) (excluding ancillary services)	% change on 2022
<b>Liquid cargo</b>	Petroleum and petroleum products	26.8	-9.1	26.5
	Chemicals	110.5	-2.0	109.9
<b>Dry cargo</b>	Coal/minerals	29.7	-7.6	23.9
	Grains	38.3	-26.7	29.1

**Table 6**

**Average general cargo sea freight rates  
(2023)**

Type of merchandise	Exports		Imports	
	(€/tonne)	% change on 2022	(€/tonne)	% change on 2022
Plant, machinery and transport equipment (1)	288.7	-15.3	271.9	-14.4
Chemicals, building materials and forestry products	91.0	-25.9	95.0	-27.5
Tubes, pipes and metal products (2)	73.8	-30.2	73.8	-32.5

(1) 'Plant, machinery and transport equipment' are Categories 11 (Machinery and equipment) and 12 (Transport equipment) of the NST 2007 classification. – (2) 'Tubes, pipes and metal products' come under Category 10 (Basic metals; manufactured metal products, excluding machinery and equipment) of the NST 2007 classification.

**Table 7**

**Average Ro-Ro sea transport rates  
(2023)**

Geographical area	Average of exports and imports (including ancillary services)	
	(€/tonne)	% change on 2022
Balkans	25.7	31.6
France	21.0	3.5
Greece	77.1	5.7
Northern Europe	263.7	0.0
North Africa (excluding Tunisia)	92.1	-2.6
Spain	51.8	15.9
Tunisia – Malta	39.2	-8.9
Turkey	103.1	2.1
Other countries	271.5	0.0
<b>Weighted average (1)</b>	<b>112.9</b>	<b>5.6</b>

(1) Weights are based on transport volumes.

**Table 8**

**Average rates for natural gas transport via pipeline (imports)  
(2023)**

Point of entry	Country of origin of natural gas	(€/tonne)	% change on 2022
Mazara del Vallo	ALGERIA	18.9	10.6
Melendugno	AZERBAIJAN	54.2	4.7
Gela	LIBYA	65.0	6.8
Gries Pass	NORWAY/NETHERLANDS	47.6	2.1
Tarvisio	RUSSIA	25.8	625.6
<b>Weighted average (1)</b>		<b>33.9</b>	<b>29.8</b>

(1) Weights are based on transport volumes.

Table 9

**Market shares by nationality of maritime carriers in 2023**  
*(percentages, imports and exports of goods to and from Italy by ship)*

	Container	Dry bulk	Liquid bulk	General cargo	Ro-Ro					
1	Switzerland	31.8	Greece	26.1	Greece	40.4	Turkey	40.5	<b>Italy</b>	<b>60.1</b>
2	France	15.2	Turkey	13.3	<b>Italy</b>	<b>9.3</b>	Germany	7.0	Greece	14.1
3	Germany	14.2	China	11.2	Netherlands	5.0	<b>Italy</b>	<b>6.8</b>	Turkey	6.2
4	Denmark	12.4	Germany	5.2	Singapore	4.0	Netherlands	6.7	Japan	5.7
5	China	6.0	United States	4.8	United States	3.8	Norway	6.1	Tunisia	4.4
6	<b>Italy</b>	<b>4.0</b>	Japan	4.7	Bermuda	3.5	Japan	5.3	Norway	2.4
7	Singapore	3.1	South Korea	3.4	UK	3.4	Switzerland	3.5	Switzerland	2.2
8	Japan	2.8	Netherlands	2.8	Canada	3.3	China	2.6	South Korea	1.6
9	South Korea	2.3	Hong Kong	2.7	Turkey	3.2	Albania	1.8	United States	0.7
10	Hong Kong	1.8	Singapore	2.4	Denmark	2.7	Greece	1.7	Sweden	0.4
11	Israel	1.4	Norway	1.8	Monaco	2.1	Hungary	1.5	Finland	0.4
12	Monaco	0.9	Monaco	1.8	Norway	1.6	Egypt	1.4	Croatia	0.4
13	Taiwan	0.9	Bermuda	1.7	Pakistan	1.2	Marshall Isl.	1.3	Spain	0.3
14	Turkey	0.8	Cyprus	1.6	Kazakhstan	1.1	South Korea	1.2	China	0.2
15	UK	0.7	UK	1.6	Croatia	1.1	Canada	1.1	France	0.2
16	Greece	0.6	Spain	1.4	Switzerland	1.1	Spain	1.0	UAE	0.2
17	United States	0.5	Denmark	1.4	Germany	1.0	Cayman Isl.	1.0	Ukraine	0.1
	Sub-total	99.1	Sub-total	87.9	Sub-total	87.8	Sub-total	90.4	Sub-total	99.6
	Other countries	0.9	Other countries <i>(Italy: 1.2)</i>	12.1	Other countries	12.2	Other countries	9.6	Other countries	0.4
	Total	<b>100.0</b>	Total	<b>100.0</b>	Total	<b>100.0</b>	Total	<b>100.0</b>	Total	<b>100.0</b>

Table 10

**Market shares of Italian carriers for imports and exports of goods to and from Italy**  
*(data as a percentage)*

[DELETE]	Sea					Road	Air	Overall average (1)	
	Liquid bulk	Dry bulk	Container	General cargo	Ro-Ro				
2002	23.3	8.0	16.0	16.0	n.a.	16.5	33.0	34.7	24.1
2003	27.7	10.3	11.9	24.4	n.a.	18.4	33.0	24.5	24.6
2004	19.4	12.9	5.7	14.6	n.a.	11.7	36.1	23.6	22.7
2005	20.8	8.6	8.9	17.7	n.a.	13.5	35.2	29.3	23.9
2006	19.6	15.5	9.3	16.7	n.a.	13.7	34.7	30.3	23.9
2007	21.5	13.6	7.9	17.9	n.a.	13.6	32.1	30.2	23.0
2008	18.2	12.1	10.6	18.6	25.0	14.9	30.7	26.3	22.6
2009	21.2	12.2	5.5	16.7	23.8	12.7	28.6	17.4	20.8
2010	18.9	8.8	1.6	10.0	32.2	8.5	27.9	21.5	18.5
2011	18.0	12.7	2.8	12.9	27.4	9.7	27.4	20.6	19.4
2012	16.6	13.6	3.2	11.6	23.8	9.1	26.4	19.2	18.3
2013	13.8	12.2	2.7	10.1	29.7	8.5	25.7	15.7	18.0
2014	13.7	12.1	2.5	10.5	39.7	8.7	25.6	16.9	17.8
2015	10.7	8.9	2.8	9.7	34.1	8.3	26.8	16.3	18.2
2016	10.8	8.7	1.0	11.4	26.7	7.4	22.1	17.4	16.1
2017	15.5	8.7	1.8	6.1	30.7	8.0	20.2	17.3	14.9
2018	15.7	4.7	3.4	10.5	41.2	10.8	20.5	18.0	16.4
2019	11.6	4.7	1.8	7.9	42.1	9.1	20.0	15.6	15.3
2020	8.2	1.7	2.3	14.3	55.6	11.7	19.1	15.1	15.7
2021	9.9	2.3	2.7	10.8	43.6	7.2	22.5	14.2	14.6
2022	5.8	0.9	3.5	8.2	49.3	6.9	21.4	13.9	13.9
2023	9.3	1.2	4.0	6.8	60.1	10.6	20.2	12.5	15.8

(1) Weights are based on transport costs (unit freight rates \* transport volumes).

Table 11

**Annual volumes transported by Italian resident shipowners' fleets**  
*(millions of tonnes; per cent, if specified)*

	<i>Cabotage (domestic transport in Italy)</i>	<i>Imports and exports</i>	<i>Cross-trade</i>	<i>Total</i>	<i>Annual change (%)</i>
2011	66.8	36.3	117.2	<b>220.3</b>	
2012	72.3	35.2	96.2	<b>203.7</b>	-7.5
2013	61.3	26.2	112.8	<b>200.3</b>	-1.7
2014	53.8	24.2	108.7	<b>186.7</b>	-6.8
2015	53.8	18.5	123.7	<b>196.0</b>	5.0
2016	54.3	21.3	119.3	<b>194.9</b>	-0.6
2017	54.1	25.9	153.3	<b>233.3</b>	19.7
2018	51.7	27.6	135.1	<b>214.4</b>	-8.1
2019	56.8	21.4	135.5	<b>213.7</b>	-0.3
2020	55.2	17.6	108.9	<b>181.7</b>	-15.0
2021	55.0	18.1	94.6	<b>167.7</b>	-7.7
2022	55.2	17.6	108.9	<b>181.7</b>	8.3
2023	48.5	21.2	80.8	<b>150.5</b>	-17.2

Table 12

**Merchandise transport balance**  
*(millions of euros; per cent, if specified)*

<b>Flows</b>	<b>Mode of transport</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>
<b>Credit</b>	Sea	3,598	4,055	3,912	4,510	4,241	4,525	3,784	4,196	5,434	4,744
	of which: cross-trade	2,136	2,347	2,074	2,712	2,503	2,802	2,151	2,348	3,310	2,826
	Air	299	286	287	352	376	319	346	426	466	339
	Road	2,889	3,034	3,051	2,974	3,092	3,089	2,640	3,581	4,412	3,333
	Rail	28	30	30	30	30	34	38	39	34	36
	Pipeline	10	11	12	12	15	15	8	8	10	11
<b>Total</b>		<b>6,825</b>	<b>7,417</b>	<b>7,293</b>	<b>7,878</b>	<b>7,754</b>	<b>7,981</b>	<b>6,816</b>	<b>8,250</b>	<b>10,356</b>	<b>8,464</b>
<b>Debit</b>	Sea	5,274	5,956	5,600	5,568	5,878	5,884	5,670	9,754	12,634	7,940
	Air	864	817	753	906	960	884	1,437	1,529	1,472	1,049
	Road	5,262	5,423	6,061	6,215	6,305	6,300	5,843	7,446	9,202	8,241
	Rail	378	372	380	404	399	384	317	335	344	422
	Pipeline	574	587	563	543	308	443	298	461	705	728
	<b>Total</b>	<b>12,351</b>	<b>13,154</b>	<b>13,356</b>	<b>13,637</b>	<b>13,850</b>	<b>13,895</b>	<b>13,565</b>	<b>19,525</b>	<b>24,356</b>	<b>18,380</b>
<b>Balance s</b>	Sea	-1,676	-1,901	-1,688	-1,058	-1,637	-1,359	-1,886	-5,558	-7,199	-3,196
	Air	-565	-531	-466	-554	-584	-565	-1,092	-1,102	-1,006	-710
	Road	-2,373	-2,388	-3,010	-3,241	-3,213	-3,211	-3,202	-3,866	-4,789	-4,908
	Rail	-350	-342	-349	-374	-369	-351	-279	-296	-310	-386
	Pipeline	-563	-576	-550	-531	-293	-428	-290	-453	-694	-717
	<b>Total (A)</b>	<b>-5,526</b>	<b>-5,737</b>	<b>-6,064</b>	<b>-5,758</b>	<b>-6,096</b>	<b>-5,914</b>	<b>-6,749</b>	<b>-11,275</b>	<b>-13,999</b>	<b>-9,916</b>
<i>Memorandum item:</i>											
<b>Overall balance of transport services<sup>1</sup> (B)</b>		<b>-8,286</b>	<b>-8,363</b>	<b>-8,418</b>	<b>-9,228</b>	<b>-9,518</b>	<b>-9,795</b>	<b>-7,988</b>	<b>-12,232</b>	<b>-17,413</b>	<b>-14,844</b>
<i>A as a percentage of B</i>		66.7	68.6	72.0	62.4	64.0	60.4	84.5	92.2	80.4	66.8
<b>Current account balance</b>		<b>31,079</b>	<b>23,931</b>	<b>44,898</b>	<b>46,168</b>	<b>46,150</b>	<b>58,574</b>	<b>64,517</b>	<b>43,258</b>	<b>-30,919</b>	<b>9,680</b>

(1) In addition to international merchandise transport, includes passenger transport and postal services.

## Statistical Appendix

Table A.1

**Import and export volumes by mode of transport (1)**  
*(millions of tonnes; percentage shares for the last year of the time series)*

Imports	Sea					Rail		Road	Air	Pipeline
	Liquid bulk	Dry bulk	Container	General cargo	Ro-Ro	Container	Bulk			
2001	124.3	61.1	17.1	21.6	n.a.	9.9	17.6	40.2	0.4	38.0
2002	121.4	59.9	17.0	21.7	n.a.	9.8	17.0	42.3	0.3	41.5
2003	117.7	62.7	18.2	22.5	n.a.	10.1	17.2	44.4	0.4	42.4
2004	114.3	69.8	17.8	23.6	n.a.	10.7	17.9	47.9	0.4	47.4
2005	113.7	66.5	17.3	23.1	n.a.	10.8	17.9	50.0	0.4	50.7
2006	111.0	65.8	20.0	23.8	5.1	11.6	19.1	53.9	0.4	54.6
2007	114.0	70.3	21.8	25.0	4.9	11.9	19.9	58.4	0.4	51.5
2008	106.7	68.1	20.8	22.7	4.6	11.0	18.6	54.3	0.3	56.3
2009	99.1	48.9	16.9	14.9	4.2	9.3	15.9	47.9	0.3	50.2
2010	106.0	51.0	21.0	20.3	4.2	10.7	19.1	55.7	0.3	48.0
2011	97.8	55.2	20.2	21.3	4.4	10.7	18.9	55.8	0.3	43.7
2012	78.9	51.4	16.6	17.7	3.9	10.1	17.3	52.7	0.3	41.3
2013	81.9	47.3	17.4	18.4	3.3	11.2	18.0	53.5	0.3	40.7
2014	73.9	44.7	18.2	19.4	3.3	11.8	19.0	55.9	0.3	37.1
2015	83.9	50.1	21.1	11.4	4.5	13.7	17.4	56.8	0.3	39.7
2016	86.4	50.1	22.2	11.9	4.5	13.8	18.1	57.8	0.4	39.0
2017	90.3	47.8	22.6	12.0	4.8	14.4	19.0	60.0	0.4	40.4
2018	88.3	47.6	23.2	12.7	5.0	14.9	19.3	61.7	0.5	39.5
2019	91.5	42.6	23.4	12.6	4.7	14.4	18.8	60.0	0.5	41.2
2020	74.0	34.0	22.4	10.7	4.0	11.8	15.7	58.8	0.4	37.5
2021	84.0	39.3	25.5	12.7	4.8	13.5	17.0	66.1	0.4	41.6
2022	90.7	42.0	26.2	13.1	5.0	13.5	17.5	69.4	0.3	39.3
2023	91.1	35.5	26.8	12.9	4.8	13.8	18.7	67.7	0.3	32.0
2023 (%)	30.0	11.7	8.8	4.3	1.6	4.5	6.2	22.3	0.1	10.5
Exports	Sea					Rail		Road	Air	Pipeline
	Liquid bulk	Dry bulk	Container	General cargo	Ro-Ro	Container	Bulk			
2001	18.2	3.9	20.8	9.6	n.a.	9.2	5.4	40.3	0.4	-
2002	18.0	3.3	21.8	9.7	n.a.	9.3	5.5	40.7	0.5	-
2003	21.0	2.6	20.8	9.1	n.a.	9.5	5.6	40.8	0.4	-
2004	21.3	2.4	22.3	9.8	n.a.	10.3	5.8	43.5	0.5	-
2005	24.7	2.1	23.0	10.3	n.a.	11.1	6.2	45.9	0.5	-
2006	23.0	1.7	24.0	9.4	5.3	12.0	6.9	48.1	0.5	-
2007	27.2	2.7	25.3	9.5	5.5	12.7	7.4	54.5	0.7	-
2008	25.8	2.9	25.5	9.9	5.4	12.1	7.3	52.6	0.5	-
2009	24.2	2.4	21.6	7.0	4.2	9.8	6.1	42.2	0.4	-
2010	27.7	2.8	24.7	7.7	4.4	12.4	7.9	52.7	0.5	-
2011	23.7	2.5	25.8	7.6	4.1	12.6	7.9	53.6	0.5	-
2012	25.8	2.4	27.3	8.5	4.1	12.5	7.8	53.3	0.5	-
2013	19.1	4.1	25.1	9.9	3.9	10.2	8.6	55.5	0.5	-
2014	18.5	4.2	25.4	10.1	3.8	9.3	8.5	52.2	0.5	-
2015	23.2	4.8	26.5	9.0	5.1	10.9	7.2	56.3	0.5	-
2016	22.8	4.1	25.7	8.6	5.0	12.2	8.0	62.2	0.5	-
2017	24.9	3.6	26.6	8.1	4.8	11.6	8.1	60.4	0.6	-
2018	22.4	3.3	26.5	7.7	4.7	11.5	8.2	60.5	0.6	-
2019	19.9	3.4	25.0	7.7	4.7	11.4	8.0	59.9	0.6	-
2020	19.5	3.0	25.1	7.5	5.6	10.4	7.2	53.3	0.4	-
2021	23.7	3.0	26.4	7.5	6.1	11.5	8.3	60.1	0.6	-
2022	24.5	2.8	25.5	7.1	6.1	11.0	7.9	58.6	0.6	-
2023	23.7	2.8	24.1	6.9	5.9	10.0	7.3	55.8	0.6	-
2023 (%)	17.3	2.0	17.6	5.1	4.3	7.3	5.3	40.7	0.5	-

Sources: Based on data from Istat, Alps Crossing, Eurostat and ENAC. (1) In 2015, there were some breaks in the time series (specifically for general cargo imports and maritime Ro-Ro) because of an update to the methodology for estimating the modal distribution of foreign trade data. Provisional data for 2023. Transport modes other than those shown in the table are excluded; for exports, pipeline transport is excluded too.

Table A.2

**Import and export values by mode of transport (1)**  
*(billions of euros; percentage shares for the last year of the time series)*

Imports	Sea				Rail		Road	Air	Pipeline
	Liquid bulk	Dry bulk	Container	General cargo	Ro-Ro	Container	Bulk		
2001	28.2	7.6	44.2	22.3	n.a.	18.5	21.6	91.2	20.0
2002	25.3	7.0	40.2	20.2	n.a.	18.5	21.2	94.8	19.8
2003	24.5	6.6	37.3	19.4	n.a.	19.1	21.5	100.2	18.6
2004	25.6	7.6	37.3	21.4	n.a.	20.9	23.1	111.7	19.7
2005	33.6	7.7	36.8	21.3	n.a.	22.1	23.8	120.3	21.2
2006	39.9	8.0	38.5	22.0	5.9	24.6	26.6	136.3	22.3
2007	41.6	9.3	44.0	25.4	6.4	26.3	28.7	153.2	20.5
2008	49.8	11.2	45.2	24.2	6.3	25.1	27.8	147.8	20.3
2009	31.2	7.9	36.7	14.6	4.9	20.4	22.5	121.8	18.3
2010	45.7	9.3	49.7	20.0	6.0	24.0	26.6	144.1	20.9
2011	54.9	11.8	52.6	22.5	6.7	25.1	27.9	152.9	22.8
2012	53.8	10.7	44.8	18.9	6.1	22.8	25.4	142.3	23.5
2013	49.3	7.8	43.5	17.7	5.9	29.2	23.8	138.4	22.5
2014	40.9	7.5	46.5	18.4	6.3	29.5	24.9	140.4	23.4
2015	30.7	12.5	50.9	11.9	12.6	33.8	22.6	150.3	27.9
2016	25.5	11.5	51.0	11.3	13.8	34.7	23.9	156.0	26.5
2017	33.4	13.1	54.1	12.7	14.8	37.2	26.3	167.8	26.7
2018	40.1	13.7	56.2	13.8	14.9	38.2	27.2	172.8	29.0
2019	38.4	12.8	57.1	13.3	14.8	38.4	27.3	173.1	33.0
2020	22.7	9.6	54.3	10.9	12.5	37.4	24.7	149.6	36.5
2021	38.8	14.5	68.7	16.3	14.9	44.9	30.2	180.5	38.0
2022	73.4	20.9	96.6	22.2	17.3	55.5	36.7	226.3	44.5
2023	56.5	15.7	83.4	18.4	19.9	56.2	37.8	232.0	40.5
2023 (%)	9.6	2.7	14.2	3.1	3.4	9.5	6.4	39.4	6.9
Exports	Sea				Rail		Road	Air	Pipeline
	Liquid bulk	Dry bulk	Container	General cargo	Ro-Ro	Container	Bulk		
2001	4.5	1.2	54.1	24.9	n.a.	25.9	12.6	119.1	24.3
2002	4.2	1.0	53.0	22.7	n.a.	26.0	12.4	116.7	24.4
2003	4.9	0.8	48.6	20.1	n.a.	27.2	12.6	118.4	23.0
2004	5.6	0.6	50.8	20.3	n.a.	30.1	13.7	129.0	24.4
2005	8.7	0.4	52.6	19.3	n.a.	32.2	14.5	135.3	26.1
2006	9.5	0.3	57.4	15.3	11.8	36.6	16.2	145.0	28.6
2007	11.4	0.5	62.2	18.0	13.2	39.8	17.8	169.6	31.7
2008	13.8	0.7	65.1	19.7	13.6	38.5	17.9	168.7	30.7
2009	8.4	0.5	54.7	15.3	10.4	30.0	14.1	131.1	25.9
2010	13.1	0.6	60.9	16.5	11.5	34.2	16.0	151.0	30.8
2011	14.5	0.7	66.6	17.4	11.9	37.2	17.6	169.0	35.4
2012	17.9	0.7	72.2	18.9	11.7	37.0	17.4	171.0	38.0
2013	13.9	1.4	69.8	18.0	10.3	35.1	21.3	176.3	38.9
2014	12.2	1.4	72.9	18.4	10.4	36.2	21.7	181.3	39.2
2015	11.2	1.3	70.1	18.1	18.4	42.6	14.7	193.0	44.3
2016	9.0	1.2	68.4	17.0	17.2	43.1	15.1	195.9	44.1
2017	11.9	1.3	73.1	17.8	18.1	46.1	16.1	209.2	49.0
2018	12.7	1.2	76.1	18.0	17.7	47.4	17.1	216.3	51.0
2019	11.4	1.3	77.8	17.9	16.8	48.8	17.3	222.6	55.9
2020	7.6	1.2	80.8	18.4	19.5	40.9	20.5	193.9	46.3
2021	13.1	1.4	94.3	21.3	23.8	47.7	24.2	226.8	57.9
2022	22.7	1.7	107.9	24.9	27.0	56.6	28.4	268.2	74.0
2023	17.6	1.7	110.5	25.8	30.0	53.3	27.3	266.9	82.0
2023 (%)	2.9	0.3	18.0	4.2	4.9	8.7	4.4	43.4	13.3

Sources: Based on data from Istat, Alps Crossing, Eurostat and ENAC.

(1) In 2015, there were some breaks in the time series (specifically for general cargo imports and maritime Ro-Ro) because of an update to the methodology for estimating the modal distribution of foreign trade data. Provisional data for 2023. Transport modes other than those shown in the table are excluded; for exports, pipeline transport is excluded too.

Table A.3

**Average unit values by mode of transport (1)**  
(€/tonne)

Imports	Sea					Rail		Road	Air	Pipeline
	Liquid bulk	Dry bulk	Container	General cargo	Ro-Ro	Container	Bulk			
2001	227	124	2,588	1,035	n.a.	1,862	1,226	2,269	54,425	261
2002	209	116	2,361	933	n.a.	1,896	1,249	2,242	57,581	225
2003	209	105	2,047	864	n.a.	1,884	1,251	2,255	48,422	232
2004	224	109	2,103	909	n.a.	1,945	1,289	2,335	53,762	220
2005	295	116	2,121	922	n.a.	2,042	1,330	2,404	59,066	276
2006	360	122	1,928	924	1,158	2,116	1,388	2,528	59,252	367
2007	365	133	2,014	1,016	1,302	2,217	1,440	2,621	53,885	347
2008	466	164	2,168	1,064	1,384	2,271	1,492	2,723	60,377	432
2009	314	161	2,171	984	1,172	2,196	1,414	2,543	52,471	386
2010	431	183	2,364	988	1,430	2,233	1,398	2,588	64,753	405
2011	561	214	2,608	1,058	1,514	2,338	1,475	2,740	71,558	491
2012	681	208	2,696	1,070	1,565	2,268	1,466	2,702	76,457	587
2013	601	165	2,495	960	1,800	2,594	1,321	2,585	82,822	515
2014	553	167	2,553	948	1,925	2,498	1,311	2,512	76,832	442
2015	366	249	2,412	1,042	2,797	2,474	1,299	2,646	81,779	391
2016	296	230	2,294	950	3,074	2,510	1,320	2,698	70,227	300
2017	370	273	2,396	1,065	3,097	2,578	1,383	2,798	64,263	334
2018	454	287	2,420	1,084	2,995	2,560	1,410	2,803	54,684	406
2019	420	302	2,438	1,059	3,129	2,667	1,448	2,886	69,304	325
2020	307	283	2,431	1,023	3,145	3,156	1,576	2,546	84,598	247
2021	462	369	2,695	1,287	3,101	3,338	1,779	2,728	101,127	535
2022	810	498	3,692	1,702	3,447	4,124	2,094	3,258	141,275	1,640
2023	620	441	3,117	1,422	4,115	4,084	2,023	3,427	127,408	898
Exports	Sea					Rail		Road	Air	Pipeline
	Liquid bulk	Dry bulk	Container	General cargo	Ro-Ro	Container	Bulk			
2001	249	300	2,594	2,610	n.a.	2,808	2,340	2,951	54,715	-
2002	233	299	2,436	2,336	n.a.	2,800	2,251	2,868	53,508	-
2003	235	291	2,337	2,213	n.a.	2,863	2,267	2,902	51,256	-
2004	263	261	2,275	2,060	n.a.	2,920	2,339	2,963	51,160	-
2005	352	211	2,288	1,868	n.a.	2,913	2,334	2,950	55,925	-
2006	413	157	2,398	1,629	2,237	3,047	2,334	3,015	59,448	-
2007	418	186	2,460	1,889	2,393	3,127	2,386	3,114	46,395	-
2008	534	221	2,551	1,997	2,519	3,179	2,460	3,209	61,747	-
2009	345	217	2,529	2,172	2,455	3,067	2,314	3,105	63,753	-
2010	473	212	2,464	2,145	2,606	2,750	2,029	2,865	67,666	-
2011	611	270	2,578	2,299	2,907	2,944	2,218	3,155	71,263	-
2012	692	300	2,641	2,224	2,854	2,951	2,230	3,209	78,245	-
2013	727	349	2,775	1,819	2,617	3,440	2,465	3,175	82,338	-
2014	662	343	2,866	1,822	2,767	3,897	2,568	3,472	82,010	-
2015	481	281	2,648	2,009	3,612	3,894	2,027	3,426	85,621	-
2016	396	304	2,663	1,971	3,433	3,528	1,882	3,151	81,710	-
2017	476	358	2,746	2,198	3,760	3,979	1,985	3,466	80,345	-
2018	569	378	2,876	2,331	3,780	4,111	2,079	3,576	79,486	-
2019	572	378	3,107	2,319	3,604	4,287	2,176	3,719	91,105	-
2020	390	384	3,220	2,445	3,485	3,941	2,868	3,637	103,595	-
2021	550	458	3,568	2,830	3,914	4,163	2,915	3,773	99,411	-
2022	925	599	4,225	3,500	4,468	5,133	3,614	4,577	118,175	-
2023	744	596	4,585	3,717	5,096	5,301	3,725	4,780	131,139	-

Sources: Based on data from Istat, Alps Crossing, Eurostat and ENAC.

(1) In 2015, there were some breaks in the time series (specifically for general cargo imports and maritime Ro-Ro) because of an update to the methodology for estimating the modal distribution of foreign trade data. Provisional data for 2023. Transport modes other than those shown in the table are excluded; for exports, pipeline transport is excluded too.

Table A.4

		Transport balance (Millions of euros)						
		ITEMS	2018	2019	2020	2021	2022	2023
CREDITS	Sea transport	<b>4,505</b>	<b>4,860</b>	<b>3,909</b>	<b>4,379</b>	<b>5,586</b>	<b>4,946</b>	
	Freight	2,393	2,599	2,250	2,485	3,458	2,983	
	Passenger	115	157	61	90	68	85	
	Other	1,997	2,103	1,598	1,804	2,061	1,879	
	Air transport	<b>4,541</b>	<b>4,499</b>	<b>1,166</b>	<b>1,159</b>	<b>3,138</b>	<b>4,553</b>	
	Freight	172	126	173	211	254	148	
	Passenger	1,843	1,810	271	189	868	1,509	
	Other	2,526	2,563	721	759	2,015	2,896	
	Other modes of transport	<b>3,364</b>	<b>3,343</b>	<b>2,738</b>	<b>3,683</b>	<b>4,645</b>	<b>3,567</b>	
	Freight	1,301	1,302	1,024	1,485	1,820	1,178	
DEBITS	Passenger	190	171	43	50	176	164	
	Other	1,873	1,870	1,670	2,148	2,649	2,225	
	Postal services	<b>921</b>	<b>813</b>	<b>743</b>	<b>1,191</b>	<b>1,155</b>	<b>1,363</b>	
	Total	<b>13,329</b>	<b>13,515</b>	<b>8,555</b>	<b>10,413</b>	<b>14,524</b>	<b>14,428</b>	
	Sea transport	<b>5,989</b>	<b>6,022</b>	<b>5,712</b>	<b>9,805</b>	<b>12,709</b>	<b>8,033</b>	
	Freight	3,785	3,681	3,944	7,757	10,235	5,825	
	Passenger	48	59	14	16	34	43	
	Other	2,155	2,282	1,753	2,031	2,439	2,166	
	Air transport	<b>9,270</b>	<b>9,603</b>	<b>3,801</b>	<b>3,890</b>	<b>8,142</b>	<b>10,979</b>	
	Freight	770	704	1,265	1,338	1,299	890	
BALANCES	Passenger	6,368	6,671	1,836	1,860	5,190	7,699	
	Other	2,132	2,228	701	692	1,653	2,390	
	Other modes of transport	<b>7,093</b>	<b>7,200</b>	<b>6,487</b>	<b>8,262</b>	<b>10,296</b>	<b>9,474</b>	
	Freight	4,846	4,954	4,474	5,708	7,090	6,676	
	Passenger	70	65	28	17	42	76	
	Other	2,178	2,181	1,985	2,537	3,164	2,722	
	Postal services	<b>495</b>	<b>485</b>	<b>543</b>	<b>688</b>	<b>790</b>	<b>786</b>	
	Total	<b>22,847</b>	<b>23,310</b>	<b>16,544</b>	<b>22,644</b>	<b>31,937</b>	<b>29,272</b>	
	Sea transport	<b>-1,484</b>	<b>-1,163</b>	<b>-1,803</b>	<b>-5,425</b>	<b>-7,122</b>	<b>-3,088</b>	
	Freight	-1,393	-1,081	-1,694	-5,273	-6,777	-2,842	
BALANCES	Passenger	66	98	47	74	33	42	
	Other	-158	-179	-155	-227	-378	-287	
	Air transport	<b>-4,729</b>	<b>-5,104</b>	<b>-2,636</b>	<b>-2,731</b>	<b>-5,004</b>	<b>-6,426</b>	
	Freight	-598	-578	-1,092	-1,127	-1,045	-742	
	Passenger	-4,525	-4,861	-1,564	-1,670	-4,322	-6,191	
	Other	394	335	21	67	362	506	
	Other modes of transport	<b>-3,730</b>	<b>-3,858</b>	<b>-3,750</b>	<b>-4,579</b>	<b>-5,651</b>	<b>-5,907</b>	
	Freight	-3,544	-3,653	-3,450	-4,223	-5,271	-5,498	
	Passenger	120	106	16	33	134	88	
	Other	-305	-311	-316	-389	-515	-497	
BALANCES	Postal services	<b>425</b>	<b>329</b>	<b>200</b>	<b>504</b>	<b>365</b>	<b>577</b>	
	Total	<b>-9,518</b>	<b>-9,795</b>	<b>-7,988</b>	<b>-12,232</b>	<b>-17,413</b>	<b>-14,844</b>	

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