BANCA D'ITALIA
EUROSISTEMA

Statistics

Survey on International Merchandise Transport

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www.bancaditalia.it/statistiche/index.html

Main results

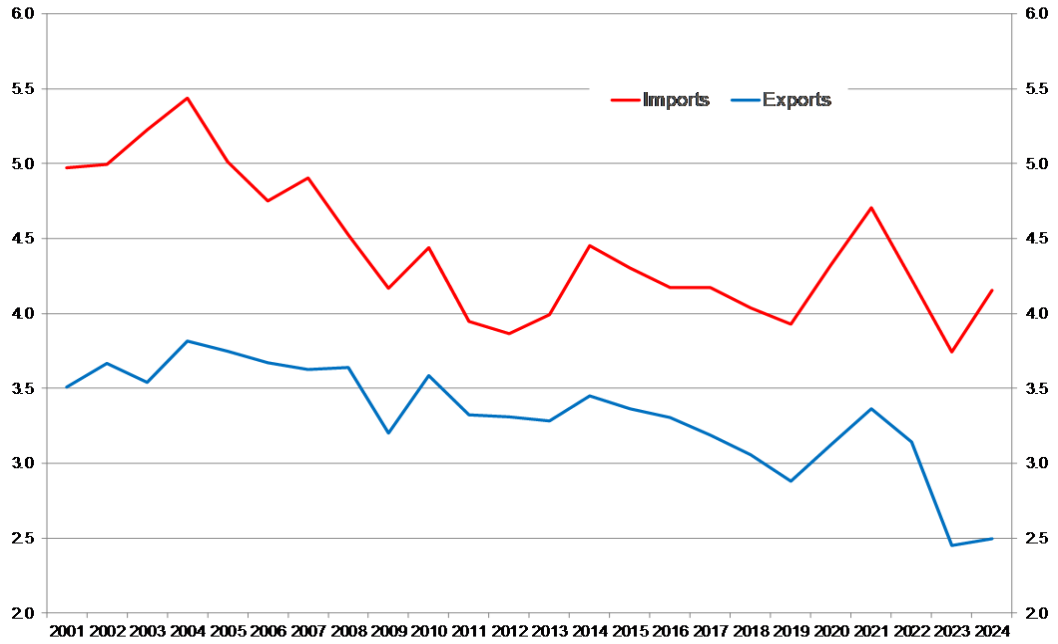
Banca d'Italia's Survey on International Merchandise Transport in 2024 shows that the share of transport costs in Italy's merchandise trade grew marginally for exports (to 2.5 per cent) and more significantly for imports (to 4.2 per cent), after hitting the lowest levels since the beginning of the century in 2023 (Figure 1).

The growth in freight rates mainly reflects the surge in container shipping costs following changes in maritime routes due to Houthi rebels' attacks in the Red Sea; for Italy, the rise was particularly strong on the import side. Smaller increases affected other maritime shipping sectors, such as dry bulk and part of general cargo, as well as air cargo imports, owing to a greater demand in the wake of a limited modal shift. For oil transport, the decline in import volumes offset the upward pressure on freight rates; land transport was not particularly affected by this factor and posted more moderate growth overall.

The increase in freight rates was the main driver behind the deterioration in Italy's balance of payments deficit in merchandise transport (€11.8 billion, from €9.5 billion in 2023), mostly in sea freight, with domestic carriers' market shares remaining stable overall.

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) Includes pipeline transport (manly imports of natural gas). Provisional data for 2024. 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).

Reference period: 2024

Introduction[1]

Banca d'Italia 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.[2] 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.[3]

The 2024 survey involved 214 firms operating in Italy and collected data on over 6,500 'standard consignments'.[4] 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. Where relevant, 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

Nominal road freight rates are stable overall

In 2024, average road freight rates per tonne held broadly stable in nominal terms for both inbound and outbound trade flows, amid weak European demand and slightly lower fuel costs; they remain at fairly high levels by historical standards (Figure 2). The trend was geographically differentiated, with rates rising by around 2 per cent in France and Germany, the major countries for both flows. Average road freight rates increased moderately (by between 1 and 2 per cent) in real terms (i.e. relative to producer price indices for exported and imported manufactured goods, which edged down compared with 2023).

Freight rates net of ancillary services on full loads fell by about 3 per cent (Table 1). This decline was offset by a moderate reduction in average loads and an increase in ancillary costs, especially for brokering and cargo handling. Rates remained stable on average for partial loads (groupage).

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1 This report and the statistical appendix were prepared by Enrico Tosti.

2 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').

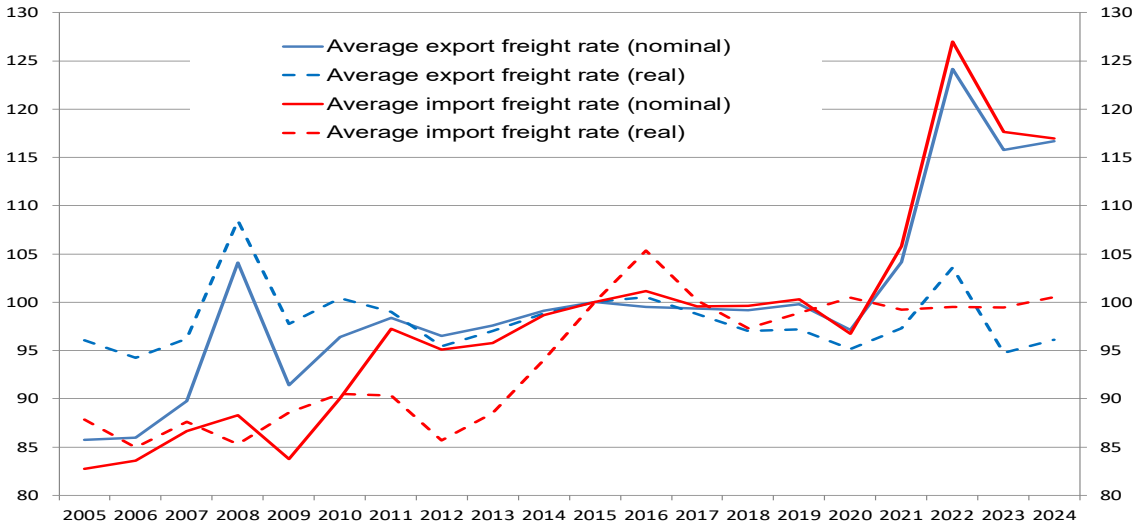
3 For sea and road transport; see the note published on Banca d'Italia's website (only in Italian) for more information on cross-trade maritime transport: http://www.bancaditalia.it/statistiche/tematiche/rapporti-estero/trasporti-internazionali/armatori.pdf.

4 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. However, infra-yearly trends for container ships are analysed in a dedicated box.

Figure 2

Average road freight rates (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).

Rail freight rates

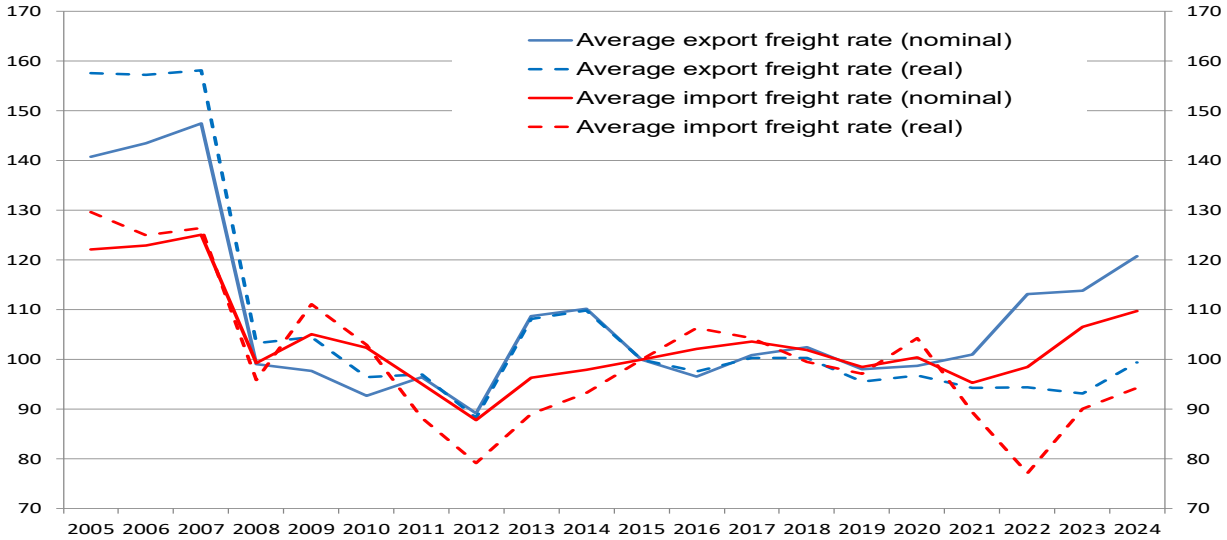
Average rail freight rates are up overall

In 2024, the average rail freight rates per tonne, net of upstream and downstream road transport, rose overall, though to a greater extent for exports (Figure 3; Table. 2). The increase, while broad-based across almost all geographical areas, was less pronounced for key partners (France and Germany) and stronger for more distant areas, such as the Baltic States, the United Kingdom and Scandinavia. By type of load, average rates grew more in the bulk sector than for containers. The war in Ukraine played a part in this, making it very difficult to trade with China via the 'silk road'. Average rail freight rates recovered in real terms too, for flows in both directions.

Figure 3

Average rail freight rates (1)

(averages weighted by container and bulk transport flows, 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).

Air freight rates

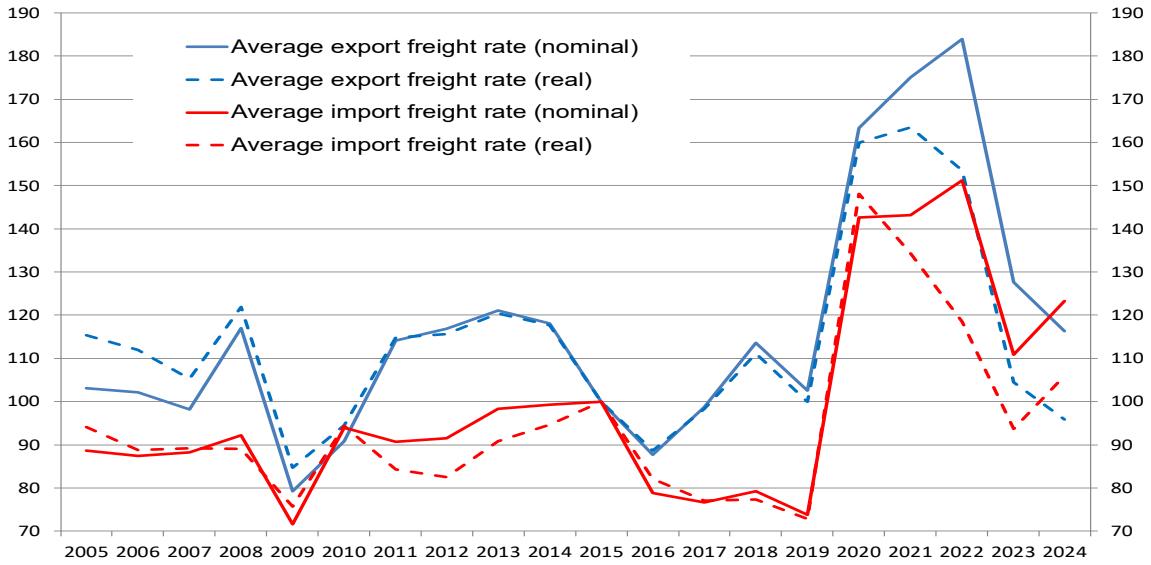
Air freight rates are up for imports and down for exports

In 2024, average air freight rates rose for imports (Figure 4; Table 3), pushed up by soaring volumes, especially from China (+26 per cent), as a result of a modal shift caused by Red Sea tensions. By contrast, average air freight rates declined for exports, mainly owing to a reduction in rates to North America, the key destination. In real terms, the decline in average import costs recorded in the previous three years came to a halt, while the fall in export costs continued, bringing them close to 20-year lows.

Figure 4

Average air freight rates (1)

(averages weighted by flows, 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).

Sea freight rates

Sea freight rates are surveyed by cargo ship (container, dry and liquid bulk cargo, general cargo and Ro-Ro),[5] as rate structures vary considerably across vessels.

Container sea freight

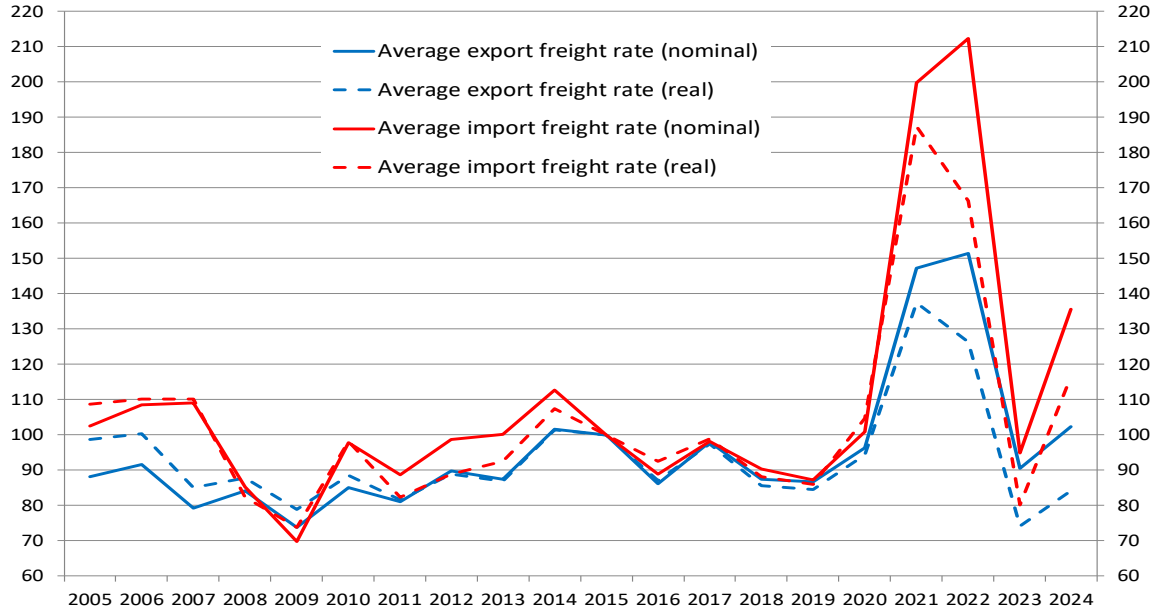
Container freight rates rise in 2024 as a result of Red Sea tensions

In 2024, the freight rates collected in the survey − based on dollars per container (Twenty-foot Equivalent Unit, TEU) and excluding ancillary services − rose sharply for imports (52 per cent; Table 4), while they remained broadly unchanged for exports. The increase in import costs, which began at the end of 2023 and was concentrated in the first quarter of 2024 (see the box 'Quarterly trends in container freight rates and recent developments'), mainly affected Red Sea routes, including those from China. Following Houthi rebel attacks, a large part of flows have been diverted to the Cape of Good Hope, resulting in longer shipping times. Freight rates increased sharply in the container sector, though to a lesser extent than between late 2020 and 2021, when supply chain bottlenecks had largely affected global ports as trade resumed after the pandemic. The trends in other cost factors (ancillary services) and lower average container loads led to an increase in overall freight rates in euros per tonne for flows in both directions, including in real terms (compared with 2023 lows; Figure 5).

[5] For more information, see 'Methods and Sources: Methodological Notes'.

Figure 5

Average container sea freight rates (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).

QUARTERLY TRENDS IN CONTAINER SEA FREIGHT RATES AND RECENT DEVELOPMENTS

After falling sharply in 2023, to very low levels by historical standards, container sea freight rates rebounded strongly, especially for imports. This occurred following Houthi rebel attacks in the Red Sea in November and went on until the third quarter of 2024.

Import costs declined on average over the last quarter, particularly from China, while export costs continued to rise as a result of higher freight rates to North America. The latter were affected by US port congestion at a time when imports from China were front-loaded in anticipation of higher tariffs and US dockworkers' strikes resulted in trade disruptions (see panel (a) of the figure).

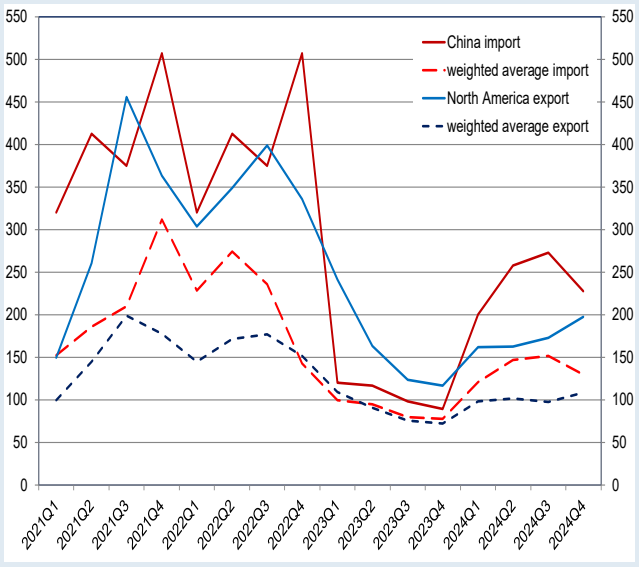
According to the Drewry World Container Index, freight rates edged down in the first half of 2025 (see panel (b) of the figure), although the persistent tensions in the Red Sea still lead most shipowners to circumnavigate the Cape of Good Hope. The reduction in freight rates, which nevertheless remain above 2019 average levels, is being affected by weak demand coupled with large load capacity. The latter stems from the investment in new ships spurred by exceptional price increases between late 2020 and 2021.

If rates remain at the April-May levels for the remainder of the year, and all other things being equal, the cost of transport of goods imported to Italy by container ship is estimated to be over €1 billion lower than in 2024.

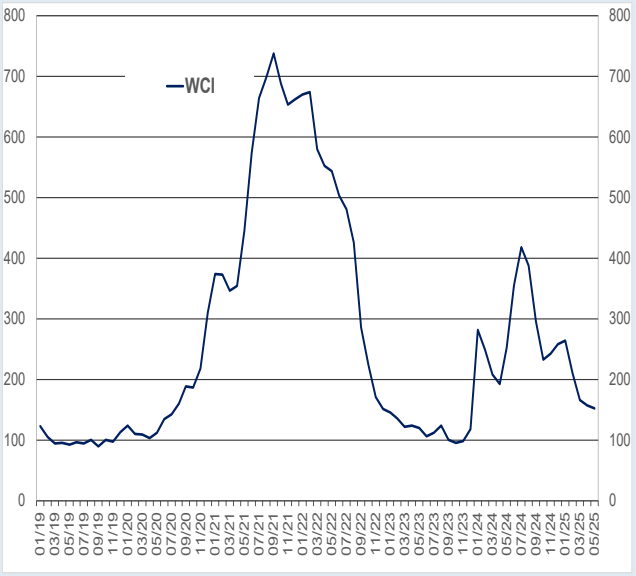
Figure

Average container sea freight rates

a) Container rates as measured by the survey (2021-24)[1]



b) World Container Index (WCI)[2]



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 Drewry WCI (global average rate per 40-foot container).

Bulk sea freight (liquid and dry)

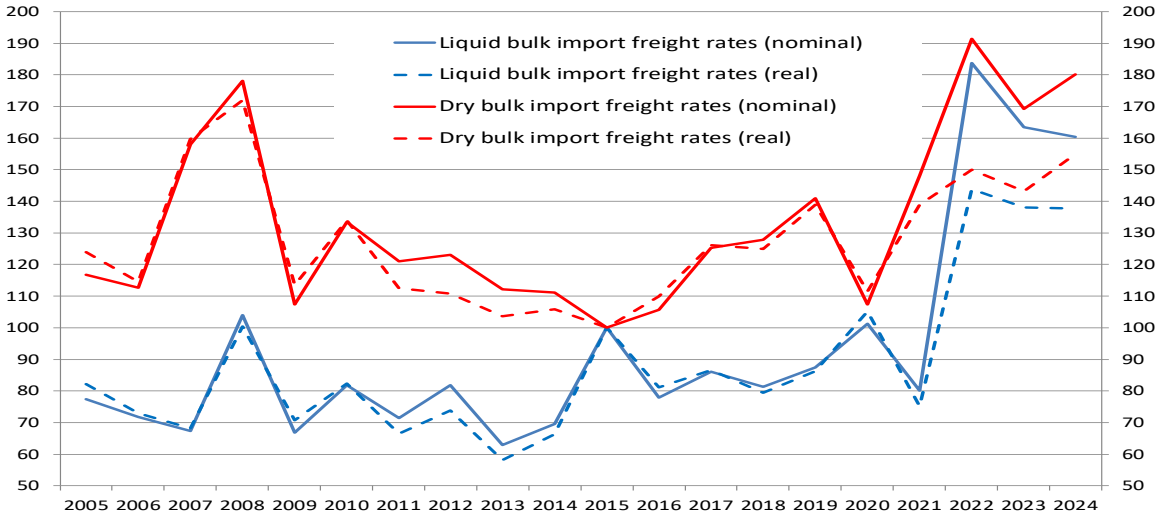
Bulk freight rates are down for liquid goods and up for dry goods

Liquid bulk sea freight rates, which mostly affect imports, declined marginally, for both crude oil and chemicals (including liquefied natural gas), reflecting a sharp fall in import volumes compared with the previous year (Tables 5 and A1). By contrast, the rates for dry bulk (grains and minerals) went up, as the decline in demand was less pronounced and the impact of geopolitical tensions, the war in Ukraine and shipping disruptions in the Red Sea was stronger. Average freight rates for liquid bulk (including ancillary services) fell in real terms as well, though they remain high by historical standards; solid bulk rates increased to just below the 2008 peak (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

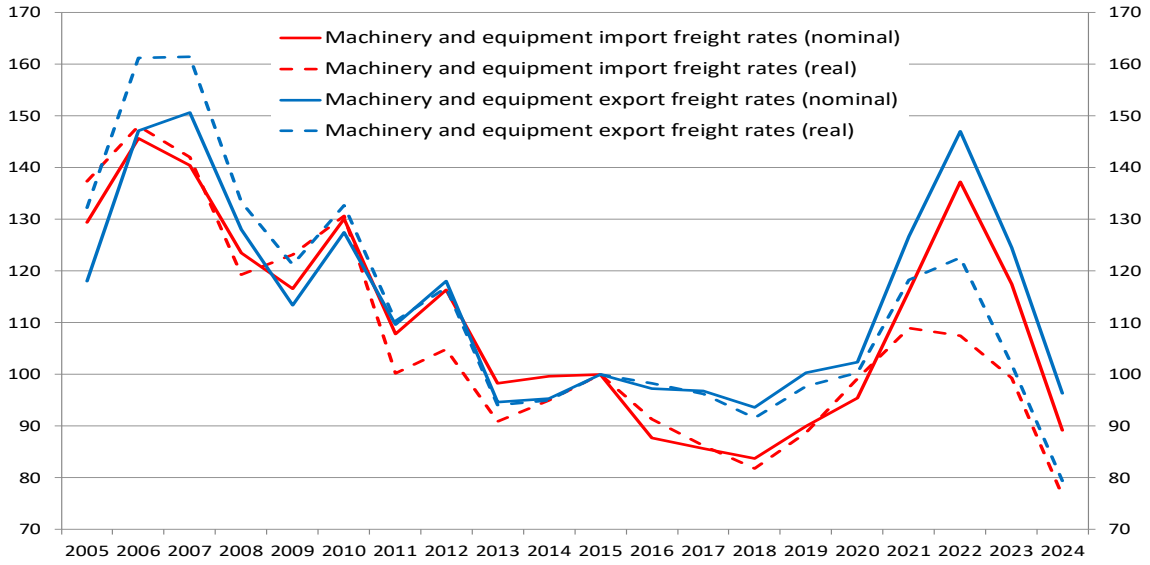
General cargo rates show mixed trends across categories

In 2024, the average rates per tonne for the most important general cargo category ('plant, machinery and transport equipment'), including ancillary services, fell both in nominal terms (Table 6), reflecting cyclical weakness, and in real terms, hitting twenty-year lows (Figure 7). By contrast, there was an increase in rates for 'tubes, pipes and metal products' and for 'chemicals, building materials, forestry products', with the latter being particularly affected.

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 fall on average

In 2024, average costs fell overall 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), partly as a result of the automotive crisis and of weaker car-carrier traffic (Table 7). The decline was largely attributable to flows to/from France and Northern Europe, with Türkiye, the main partner for this mode of transport, also playing a part.

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. The costs are those borne from the point of sale (not the point of production) of natural gas to the contractual point of entry into Italy.[6] 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.

[6] 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.

The costs of pipeline transport of natural gas go up

In 2024, costs increased by almost 8 per cent on average, owing to widespread growth in all import markets except Russia (Table 8), which currently accounts for less than 10 per cent of Italy's gas pipeline supplies from abroad. The cost of transporting Russian gas fell back in line with the levels seen prior to the 2023 surge caused by geopolitical tensions.

Carriers' market shares

Italian carriers' market share, high only in Ro-Ro, ...

In merchandise sea transport to and from Italy, Swiss shipping companies continued to hold the largest shares in the container sector in 2024, while Greek and Turkish operators remained the leaders in bulk transport and general cargo respectively (Table 9). Italian carriers' market share is large and growing in the Ro-Ro sector (64 per cent), while it remains low elsewhere (and almost nil in dry bulk).

... holds stable overall

The overall average market share of Italian carriers,[7] as weighted by transport costs, remained unchanged at 15.7 per cent (Table 10). All sectors maintained their shares (Figure 8), with sea shipping at 10.8 per cent, road transport at 20.2 per cent and air freight at 12.5 per cent, an all-time low. Italian shipowners' higher volumes in 2024 were entirely attributable to domestic traffic (cabotage; Table 11), resulting in a decline in freight income for cross-trade shipping (Table 12).

The merchandise transport balance

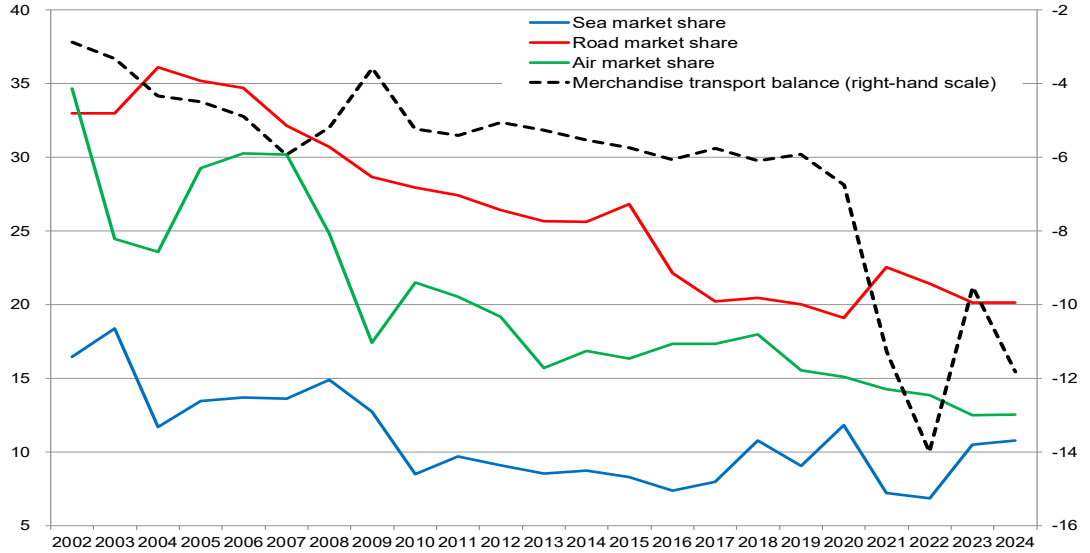
The deficit on the merchandise transport balance widens in 2024

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. After peaking in 2022, the deficit narrowed in 2023, in the wake of declining freight rates, only to worsen again in 2024, to €11.8 billion (-0.5 per cent of GDP; Table 12), because of rising average sea freight rates.

Figure 8

Market shares of Italian carriers and merchandise transport balance

(percentage market shares,[1] left-hand scale; balance on merchandise transport in billions of euros, right-hand scale)



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

Tables

[7] Data from Banca d'Italia'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').

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

Table 1

Average road freight rates: full track load and groupage
(2024)

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 2023	Imports (€/tonne)	% change on 2023	FTL (€/vehicle)	% change on 2023	Groupage (€/tonne)	% change on 2023
Austria – Switzerland	115.1	-0.8	115.1	-0.8	1,387.0	0.8	184.0	-1.1
Benelux	140.1	2.2	139.3	2.1	1,960.8	0.8	205.0	0.5
Eastern Europe (1)	125.1	-0.8	116.5	-3.7	1,405.4	-8.2	193.3	-2.7
France	126.7	1.9	126.6	1.9	1,627.0	0.8	192.5	-0.8
Germany	132.0	2.3	131.2	2.3	1,738.9	0.8	196.5	-0.3
Greece – Türkiye	172.0	28.7	167.2	31.5	2,541.3	13.2	217.5	25.7
Balkans	161.1	-5.3	162.1	-5.7	1,832.8	11.9	264.5	-9.3
Baltic countries	196.9	3.7	197.5	3.8	2,827.7	-8.5	289.6	5.9
Former USSR countries	265.7	-6.9	243.0	-9.1	3,555.1	3.1	382.2	9.0
UK – Ireland	237.0	-0.8	203.1	-1.8	3,701.1	-9.8	301.6	0.8
Scandinavia	189.0	-4.1	191.9	-3.7	2,751.0	-9.9	279.5	5.6
Spain – Portugal	155.1	5.2	142.0	1.9	1,856.2	-8.8	223.7	1.7
Weighted average (2)	**140.7**	**0.8**	**134.5**	**-0.5**	**1,774.3**	**-3.3**	**211.5**	**-0.6**

(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
(excluding road transport; 2024)

Geographical area	**Overall freight rates** (all types of load)				**Container cargo rates**			
	Exports (€/tonne)	% change on 2023	Imports (€/tonne)	% change on 2023	Exports (€/tonne)	% change on 2023	Imports (€/tonne)	% change on 2023
Austria – Switzerland	31.1	-3.8	31.9	-2.6	29.2	-13.8	28.8	-14.4
Benelux	48.4	6.0	47.8	5.1	47.2	3.5	43.5	0.7
Eastern Europe (1)	41.7	-1.4	45.0	5.0	35.8	-11.3	32.7	-11.3
France	40.7	1.9	40.4	3.5	40.1	-2.1	38.9	-3.3
Germany	41.1	1.8	41.4	3.2	38.7	-3.4	40.7	-1.6
Greece – Türkiye	73.5	15.3	77.5	17.0	65.9	14.0	74.3	17.4
Balkans	53.5	4.4	46.4	3.6	43.7	-11.4	37.1	-11.3
Baltic countries	81.2	10.6	90.0	20.5	65.9	-11.5	74.2	-11.5
Former USSR countries	89.7	2.8	87.8	5.0	79.4	-11.5	74.3	-11.5
UK – Ireland	77.8	20.8	74.1	17.9	82.2	22.0	83.3	20.7
Scandinavia	72.9	15.2	77.9	19.1	65.3	13.8	63.6	12.9
Spain – Portugal	53.5	10.4	56.7	6.2	53.7	7.7	44.8	1.7
China (2)	*n.a.*	*n.a.*	*n.a.*	*n.a.*	*178.7*	*6.1*	*426.1*	*-40.2*
Weighted average (3)	**48.9**	**6.1**	**43.4**	**3.0**	**47.9**	**2.2**	**40.2**	**-3.1**

(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

(2024)

Geographical area	**Exports** (including ancillary services)		**Imports** (including ancillary services)	
	(€/tonne)	% change on 2023	(€/tonne)	% change on 2023
Europe	2,130	1.8	2,130	2.5
Russia	1,595	-23.3	1,595	-23.6
Mediterranean and Middle East	2,285	12.1	2,289	12.2
Rest of Africa	3,509	4.2	3,524	3.6
India	1,467	-12.1	4,276	67.4
Indonesia – Singapore	1,917	9.0	4,274	67.1
China	1,233	-20.7	4,486	9.9
Japan – Korea	1,978	-30.0	3,870	-17.7
Oceania	4,706	-13.6	4,731	-13.4
United States and Canada	2,233	-10.7	1,622	-30.0
Central and South America	2,548	-17.3	1,759	-43.7
Weighted average (1)	**2,051**	**-8.8**	**3,493**	**11.2**

(1) Weights are based on transport volumes.

Table 4

Average container sea freight rates

(2024)

Geographical area	**Overall average rates (€/tonne)** (including ancillary services)				**Rates ($/TEU)** (excluding ancillary services)			
	Exports	% change on 2023	Imports	% change on 2023	Exports	% change on 2023	Imports	% change on 2023
Europe	87.1	3.0	87.0	-4.3	460	-13.4	460	-28.5
Mediterranean	87.1	8.4	86.6	-0.2	461	-13.2	452	-29.5
Rest of Africa	154.7	37.9	151.7	21.5	1,312	22.1	1,310	-0.9
Middle East	135.5	92.3	133.9	78.2	943	154.2	943	112.0
India	97.2	-7.0	196.5	83.6	645	-34.1	2,229	115.1
South-East Asia	75.1	12.4	269.4	87.2	327	4.2	3,392	97.4
China	75.0	21.9	268.9	102.6	323	26.4	3,384	118.5
Japan	74.9	21.9	266.0	99.5	323	26.8	3,337	114.1
Oceania	240.7	77.3	238.4	52.3	2,357	71.2	2,415	35.7
USA and Canada	198.5	7.2	126.8	3.3	1,932	-5.5	875	-7.6
Central America	153.8	-8.4	150.4	-19.7	1,423	-18.3	1,420	-33.5
South America	105.9	-4.4	105.8	-11.0	514	-25.2	516	-38.2
Weighted average (1)	**126.1**	**12.9**	**164.1**	**43.1**	**959**	**-0.8**	**1,634**	**52.4**

(1) Weights are based on transport volumes.

Table 5

Average rates for liquid and dry bulk sea freight

(2024)

Type of merchandise		**Average rates for imports**			
		(€/tonne) (including ancillary services)	% change on 2023	($/tonne) (excluding ancillary services)	% change on 2023
Liquid cargo	Petroleum and petroleum products	26.0	-2.6	25.7	-2.7
	Chemicals	107.8	-2.6	107.1	-2.7
Dry cargo	Coal/minerals	31.4	5.4	25.7	7.1
	Grains	40.2	4.9	31.1	6.7

Table 6

Average general cargo sea freight rates

(2024)

Type of merchandise	Exports		Imports	
	(€/tonne)	% change on 2023	(€/tonne)	% change on 2023
Plant, machinery and transport equipment (1)	223.8	-22.6	206.4	-24.1
Chemicals, building materials and forestry products	109.6	18.8	122.9	29.3
Tubes, pipes and metal products (2)	81.7	10.7	86.1	16.6

(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

(2024)

Geographical area	*Average of exports and imports (including ancillary services)*	
	(€/tonne)	% change on 2023
Balkans	38.2	48.7
France	14.4	-31.6
Greece	80.6	4.5
Northern Europe	160.4	-39.2
North Africa (excluding Tunisia)	122.9	33.4
Spain	80.4	55.1
Tunisia – Malta	49.7	26.9
Türkiye	98.4	-4.5
Other countries	168.2	-38.0
Weighted average (1)	**98.1**	**-12.6**

(1) Weights are based on transport volumes.

Table 8

Average rates for natural gas transport via pipeline (imports)

(2024)

Point of entry	Country of origin of natural gas	(€/tonne)	% change on 2023
Mazara del Vallo	ALGERIA	19.8	4.7
Melendugno	AZERBAIJAN	55.5	2.3
Gela	LIBYA	102.5	57.6
Gries Pass	NORWAY/NETHERLANDS	75.5	58.5
Tarvisio	RUSSIA	7.4	-71.4
Weighted average (1)		**36.6**	**7.9**

(1) Weights are based on transport volumes.

Table 9

Market shares by nationality of maritime carriers in 2024

(percentages, imports and exports of goods to and from Italy by ship)

	Container		Dry bulk		Liquid bulk		General cargo		Ro-Ro	
1	Switzerland	29.8	Greece	24.7	Greece	42.7	Türkiye	30.9	**Italy**	**63.9**
2	Germany	15.0	Türkiye	12.7	**Italy**	**8.9**	**Italy**	**10.4**	Greece	12.6
3	France	10.5	China	8.9	Netherlands	4.9	Netherlands	7.8	Denmark	8.3
4	Denmark	8.4	Germany	5.7	Türkiye	4.9	Norway	7.3	Tunisia	3.4
5	Japan	6.2	Japan	4.3	Monaco	3.8	Germany	5.9	Japan	3.0
6	**Italy**	**5.4**	Switzerland	4.0	Norway	3.7	Greece	5.9	Switzerland	2.6
7	China	5.0	Hong Kong	3.7	UK	2.9	Switzerland	4.4	Türkiye	2.3
8	Hong Kong	5.0	UAE	2.8	Bermuda	2.6	China	4.0	Norway	0.8
9	South Korea	3.3	Poland	2.5	United States	2.2	Egypt	1.9	Croatia	0.5
10	Taiwan	2.4	Marshall Islands	2.4	Denmark	2.2	Ukraine	1.7	South Korea	0.4
11	UAE	1.8	Luxembourg	2.3	Canada	2.1	South Korea	1.4	France	0.3
12	Türkiye	1.4	Taiwan	2.1	Libya	1.7	Liberia	1.4	Algeria	0.3
13	Israel	1.2	Spain	2.0	Singapore	1.6	UAE	1.3	Georgia	0.3
14	Monaco	1.1	Lebanon	1.8	Algeria	1.4	Romania	1.3	Sweden	0.3
15	Singapore	0.8	Singapore	1.8	Romania	1.4	Marshall Islands	1.2	Spain	0.2
16	Panama	0.7	Denmark	1.4	Saudi Arabia	1.2	Malta	0.9	UAE	0.2
17	UK	0.6	Philippines	1.3	Malaysia	1.1	Spain	0.9	Cayman Islands	0.1
	Sub-total	98.7	Sub-total	84.5	Sub-total	89.4	Sub-total	88.6	Sub-total	99.5
	Other countries	*1.3*	*Other countries* ***(Italy: 0.3)***	*15.5*	*Other countries*	*10.6*	*Other countries*	*11.4*	*Other countries*	*0.5*
	Total	***100.0***	***Total***	***100.0***	***Total***	***100.0***	***Total***	***100.0***	***Total***	***100.0***

Table 10

Market shares of Italian carriers for imports and exports of goods to and from Italy

(data as a percentage)

	Sea						Road	Air	Overall average (1)
	Liquid bulk	Dry bulk	Container	General cargo	Ro-Ro	Average (1)			
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	20.1	12.5	15.7
2024	8.9	0.3	5.4	10.4	63.9	10.7	20.1	12.5	15.7

(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)

	Cabotage *(domestic transport in Italy)*	***Imports and exports***	***Cross-trade***	***Total***	*Annual change (%)*
2011	66.8	36.3	117.2	**220.3**	
2012	72.3	35.2	96.2	**203.7**	*-7.5*
2013	61.3	26.2	112.8	**200.3**	*-1.7*
2014	53.8	24.2	108.7	**186.7**	*-6.8*
2015	53.8	18.5	123.7	**196.0**	*5.0*
2016	54.3	21.3	119.3	**194.9**	*-0.6*
2017	54.1	25.9	153.3	**233.3**	*19.7*
2018	51.7	27.6	135.1	**214.4**	*-8.1*
2019	56.8	21.4	135.5	**213.7**	*-0.3*
2020	55.2	17.6	108.9	**181.7**	*-15.0*
2021	55.0	18.1	94.6	**167.7**	*-7.7*
2022	55.2	17.6	108.9	**181.7**	8.3
2023	48.5	21.2	80.8	**150.5**	-17.2
2024	57.5	20.9	80.4	**158.8**	5.5

Table 12

Merchandise transport balance

(millions of euros; per cent, if specified)

Flows	**Mode of transport**	**2015**	**2016**	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**	**2023**	**2024**
Credit	Sea	4,055	3,912	4,510	4,241	4,525	3,784	4,196	5,434	4,747	4,594
	of which: cross-trade	*2,347*	*2,074*	*2,712*	*2,503*	*2,802*	*2,151*	*2,348*	*3,310*	2,826	2,528
	Air	286	287	352	376	319	346	426	466	330	1,079
	Road	3,034	3,051	2,974	3,092	3,089	2,640	3,581	4,412	3,225	3,850
	Rail	30	30	30	30	34	38	39	34	36	62
	Pipeline	11	12	12	15	15	8	8	10	11	11
	Total	**7,417**	**7,293**	**7,878**	**7,754**	**7,981**	**6,816**	**8,250**	**10,356**	**8,349**	**9,595**
Debit	Sea	5,956	5,600	5,568	5,878	5,884	5,670	9,754	12,634	7,926	9,703
	Air	817	753	906	960	884	1,437	1,529	1,472	1,029	1,870
	Road	5,423	6,061	6,215	6,305	6,300	5,843	7,446	9,202	7,826	8,463
	Rail	372	380	404	399	384	317	335	344	359	397
	Pipeline	587	563	543	308	443	298	461	705	728	840
	Total	**13,154**	**13,356**	**13,637**	**13,850**	**13,895**	**13,565**	**19,525**	**24,356**	**17,868**	**21,273**
Balances	Sea	-1,901	-1,688	-1,058	-1,637	-1,359	-1,886	-5,558	-7,199	-3,179	-5,110
	Air	-531	-466	-554	-584	-565	-1,092	-1,102	-1,006	-699	-791
	Road	-2,388	-3,010	-3,241	-3,213	-3,211	-3,202	-3,866	-4,789	-4,601	-4,613
	Rail	-342	-349	-374	-369	-351	-279	-296	-310	-323	-335
	Pipeline	-576	-550	-531	-293	-428	-290	-453	-694	-717	-829
	Total (A)	**-5,737**	**-6,064**	**-5,758**	**-6,096**	**-5,914**	**-6,749**	**-11,275**	**-13,999**	**-9,519**	**-11,678**
Memorandum item:											
Overall balance of transport services[1] (B)		**-8,442**	**-8,510**	**-9,337**	**-9,717**	**-9,959**	**-8,088**	**-12,467**	**-17,591**	**-14,727**	**-16,296**
A as a percentage of B		*68.0*	*71.3*	*61.7*	*62.7*	*59.4*	*83.4*	*90.4*	*79.6*	*64.6*	*71.7*
Current account balance		**20,667**	**41,949**	**42,551**	**44,465**	**56,955**	**62,807**	**38,691**	**-34,469**	**2,939**	**24,763**

(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			
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
2024	76.5	31.4	26.5	12.6	4.8	13.9	17.7	71.1	0.4	31.7
2024 (%)	*26.7*	*10.9*	*9.2*	*4.4*	*1.7*	*4.8*	*6.2*	*24.8*	*0.1*	*11.1*
Exports	Sea					Rail		Road	Air	Pipeline
	Liquid bulk	Dry bulk	Container	General cargo	Ro-Ro	Container	Bulk			
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	-
2024	22.7	2.5	24.1	6.7	6.1	10.0	6.9	56.1	0.7	
2024 (%)	*16.7*	*1.8*	*17.7*	*4.9*	*4.5*	*7.4*	*5.1*	*41.3*	*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 2024. Transport modes other than those shown in the table are excluded; for exports, pipeline transport is excluded too.

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			
2002	25.3	7.0	40.2	20.2	n.a.	18.5	21.2	94.8	19.8	9.3
2003	24.5	6.6	37.3	19.4	n.a.	19.1	21.5	100.2	18.6	9.8
2004	25.6	7.6	37.3	21.4	n.a.	20.9	23.1	111.7	19.7	10.4
2005	33.6	7.7	36.8	21.3	n.a.	22.1	23.8	120.3	21.2	14.0
2006	39.9	8.0	38.5	22.0	5.9	24.6	26.6	136.3	22.3	20.1
2007	41.6	9.3	44.0	25.4	6.4	26.3	28.7	153.2	20.5	17.9
2008	49.8	11.2	45.2	24.2	6.3	25.1	27.8	147.8	20.3	24.3
2009	31.2	7.9	36.7	14.6	4.9	20.4	22.5	121.8	18.3	19.4
2010	45.7	9.3	49.7	20.0	6.0	24.0	26.6	144.1	20.9	19.4
2011	54.9	11.8	52.6	22.5	6.7	25.1	27.9	152.9	22.8	21.5
2012	53.8	10.7	44.8	18.9	6.1	22.8	25.4	142.3	23.5	24.3
2013	49.3	7.8	43.5	17.7	5.9	29.2	23.8	138.4	22.5	21.0
2014	40.9	7.5	46.5	18.4	6.3	29.5	24.9	140.4	23.4	16.4
2015	30.7	12.5	50.9	11.9	12.6	33.8	22.6	150.3	27.9	15.5
2016	25.5	11.5	51.0	11.3	13.8	34.7	23.9	156.0	26.5	11.7
2017	33.4	13.1	54.1	12.7	14.8	37.2	26.3	167.8	26.7	13.5
2018	40.1	13.7	56.2	13.8	14.9	38.2	27.2	172.8	29.0	16.0
2019	38.4	12.8	57.1	13.3	14.8	38.4	27.3	173.1	33.0	13.4
2020	22.7	9.6	54.3	10.9	12.5	37.4	24.7	149.6	36.5	9.3
2021	38.8	14.5	68.7	16.3	14.9	44.9	30.2	180.5	38.0	22.3
2022	73.4	20.9	96.6	22.2	17.3	55.5	36.7	226.3	44.5	64.5
2023	56.5	15.7	83.4	18.4	19.9	56.2	37.8	232.0	40.5	28.8
2024	45.5	14.4	82.3	19.0	20.2	54.9	36.7	225.7	46.6	22.3
2024 (%)	*8.0*	*2.5*	*14.5*	*3.4*	*3.6*	*9.7*	*6.5*	*39.8*	*8.2*	*3.9*
Exports	Sea					Rail		Road	Air	Pipeline
	Liquid bulk	Dry bulk	Container	General cargo	Ro-Ro	Container	Bulk			
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	-
2024	16.2	1.6	110.5	24.9	28.8	53.5	26.2	264.4	87.7	-
2024 (%)	*2.6*	*0.3*	*18.0*	*4.1*	*4.7*	*8.7*	*4.3*	*43.1*	*14.3*	*-*

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 2024. Transport modes other than those shown in the table are excluded; for exports, pipeline transport is excluded too.

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			
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
2024	594	459	3,109	1,506	4,232	3,960	2,079	3,176	126,505	703

Exports	Sea					Rail		Road	Air	Pipeline
	Liquid bulk	Dry bulk	Container	General cargo	Ro-Ro	Container	Bulk			
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	-
2024	715	626	4,587	3,712	4,713	5,330	3,782	4,716	134,471	-

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 2024. Transport modes other than those shown in the table are excluded; for exports, pipeline transport is excluded too.

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