BANCA D'ITALIA
EUROSISTEMA

Statistics

Survey on International Merchandise Transport

19 June 2026

For information: statistiche@bancaditalia.it
www.bancaditalia.it/statistiche/index.html

Main results

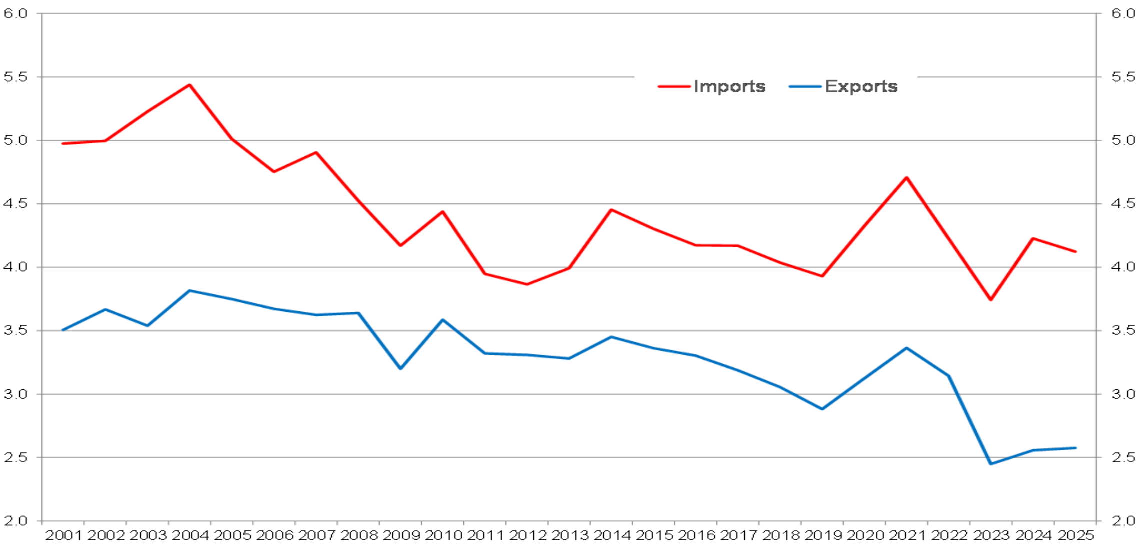
Banca d'Italia's Survey on International Merchandise Transport in 2025 shows that the share of transport costs in Italy's merchandise trade remained stable compared with 2024 for exports (at 2.6 per cent) and declined slightly for imports (from 4.2 to 4.1 per cent; Figure 1).

These trends reflect different patterns across sectors. In the maritime shipping sector, the expansion in hold supply and a slowdown in demand for cargo contributed to a decrease in freight rates for dry and liquid bulk cargo (essentially raw materials) and for container shipping, a sector where rates had surged in 2024 following the Houthi rebels' attacks in the Red Sea. On the other hand, Ro-Ro costs rose, partly as a result of the entry into force of the European regulation to decarbonize maritime transport. Elsewhere, freight rates declined for air cargo, while they rose for road transport (on the back of larger volumes and higher operating costs) and for imports of gas via pipeline (due to higher rates).

As the market shares of domestic carriers fell in 2025, especially in the road and sea shipping sectors, the merchandise transport deficit in Italy's balance of payments widened (to -€12.6 billion, from -€10.7 billion in 2024). It is likely to deteriorate further in 2026; the recent hostilities in the Persian Gulf have so far led to a significant rise in sea freight rates for oil and refined petroleum products, resulting in an increase in the transport costs of imports.

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 (natural gas imports). Provisional data for 2025. The costs include the 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: 2025

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. This information is processed in aggregate form, in compliance with data protection regulations. 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 2025 survey involved 197 firms operating in Italy and collected data on over 6,700 '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 counterparty area, and weighted by transport volumes; accordingly, their trends also reflect the geographical breakdown of transport volumes. 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 are up by around 10 per cent

In 2025, average road freight rates per tonne rose by around 10 per cent for both inbound and outbound trade flows, returning to the high levels recorded in 2022 (Figure 2). This increase was driven by larger transport volumes as well as by higher operating costs, mainly for drivers' wages amid persistent staff shortages; the latter factor, together with the decline in new heavy-duty vehicle registrations in Europe, led to a reduction in transport capacity. Transport costs grew across all geographical areas; freight rates net of ancillary services rose by more than 6 per cent on average for full loads and by 11 per cent for partial loads (groupage), as shown in Table 1.

Road freight rates also increased in real terms, by 10 per cent on average. This assessment is based on producer price indices for exported and imported manufactured goods, which were marginally up and slightly down, respectively, compared with 2024.

---

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

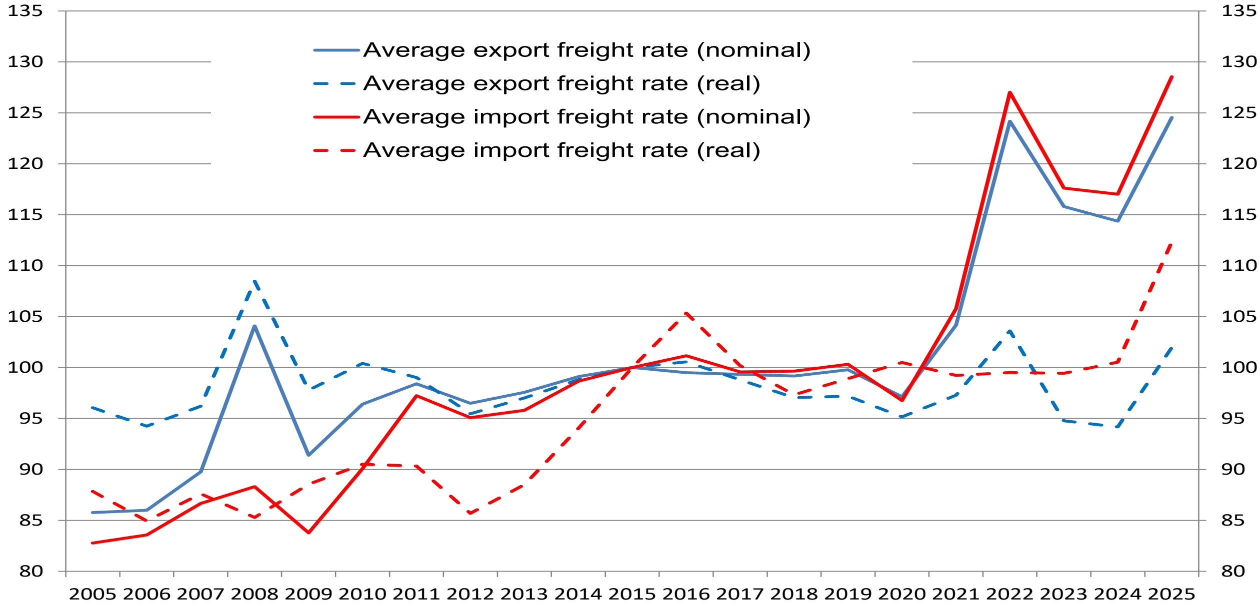
2 The findings of the survey are also used to adjust the breakdown of foreign trade flows by mode of transport, which otherwise tends to overestimate road haulage to the detriment of other modes of transport, especially rail freight. Reporting importers/exporters tend to identify the mode of transport 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 adjustment method is described in a separate document (see 'Methods and Sources: Methodological Notes').

3 For sea, road and rail 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.

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).

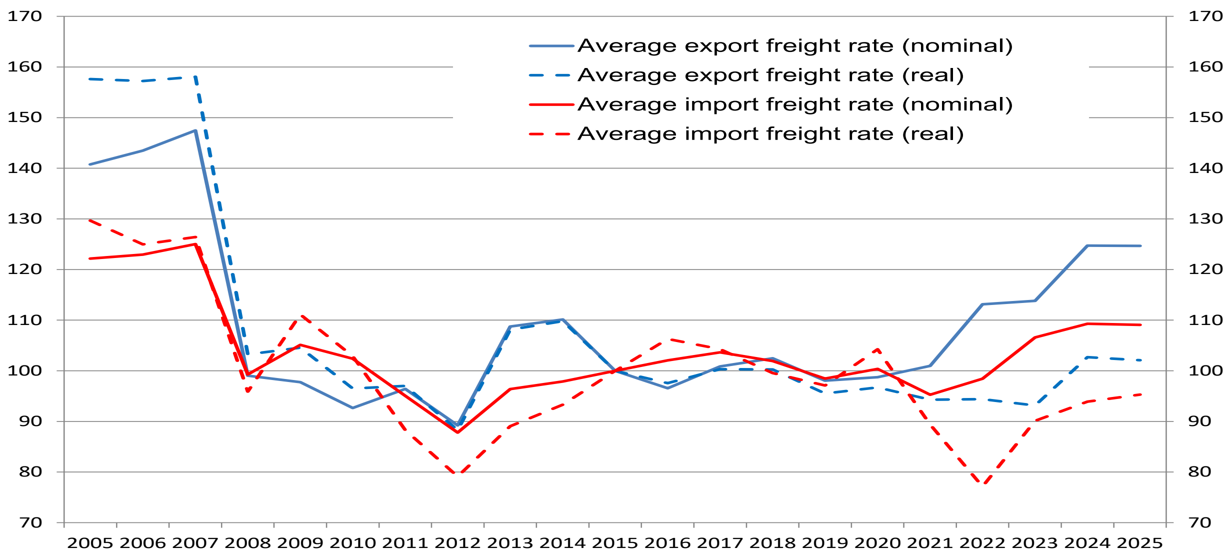
Rail freight rates

Average rail freight rates are stable overall

The average rail freight rates per tonne, net of upstream and downstream road transport, remained stable overall in 2025 (Table 2); by type of load, they increased moderately for containers and fell in the bulk sector. Rail transport volumes and freight rates for trade with China declined in parallel with sea freight rates, after the latter's surge in 2024 had led to a partial modal shift towards rail. In real terms, average overall rail freight rates held broadly stable for exports and edged up for imports (Figure 3).

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

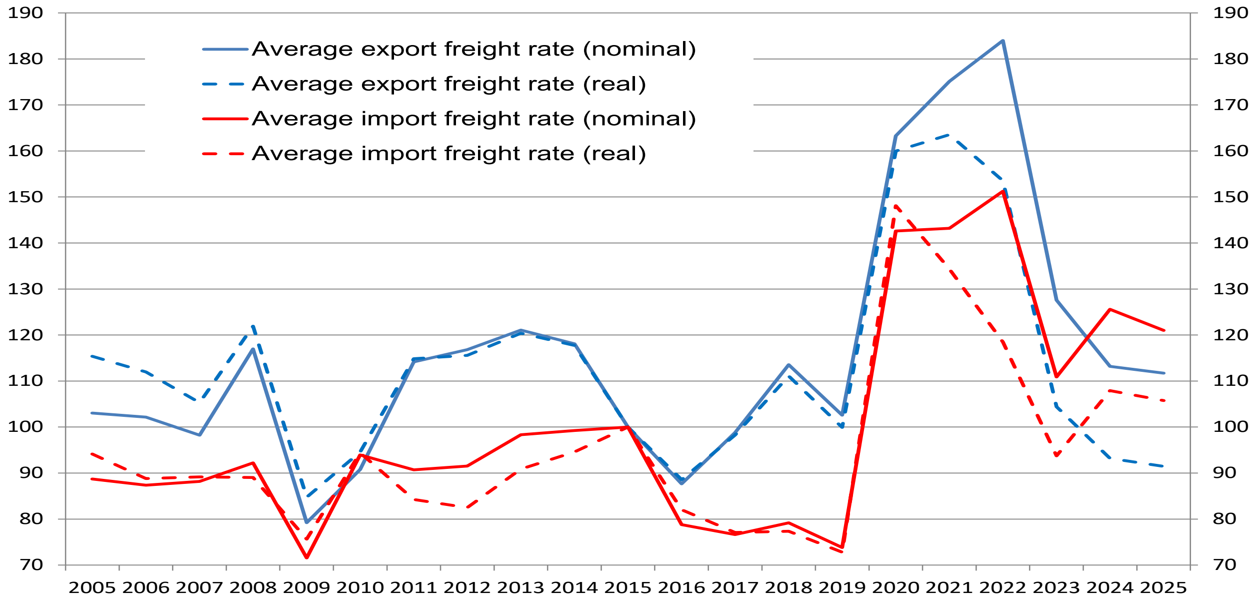
Air freight rates are down

In 2025, average air freight rates declined on average for flows in both directions (Table 3), on the back of lower operating costs. In real terms, air freight rates continued to decline for exports, getting close to historically low levels, and fell back down for imports, albeit at a slower pace than in the three years 2021-23 (Figure 4).

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 type (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 decline in 2025, after surging in the previous year

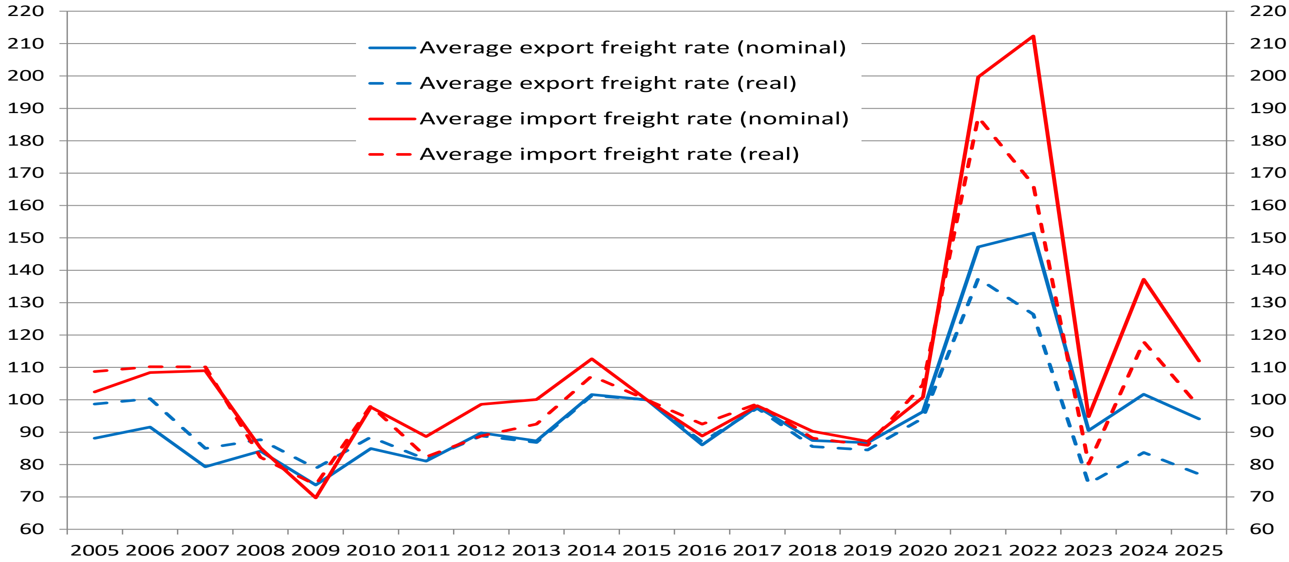
After the exceptional increases recorded in 2024, container sea freight rates − based on dollars per container (Twenty-foot Equivalent Unit, TEU) and excluding ancillary services − fell significantly in 2025 (Table 4), as hold supply grew and the market power of major container shipping companies' alliances was weaker. The reduction was greater for import freight rates (-26 per cent), which had soared in 2024 as flows were diverted to the Cape of Good Hope following the Houthi rebel attacks in the Red Sea. On the export side, the boost from the frontloading of purchases ahead of the introduction of trade tariffs in the United States, the largest outlet market for container sea shipping, helped mitigate the decline in freight rates (-13 per cent).

The higher cost of ancillary services and lower average container loads led to a less pronounced reduction in overall freight rates in euros per tonne; these are at historically low levels in real terms (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).

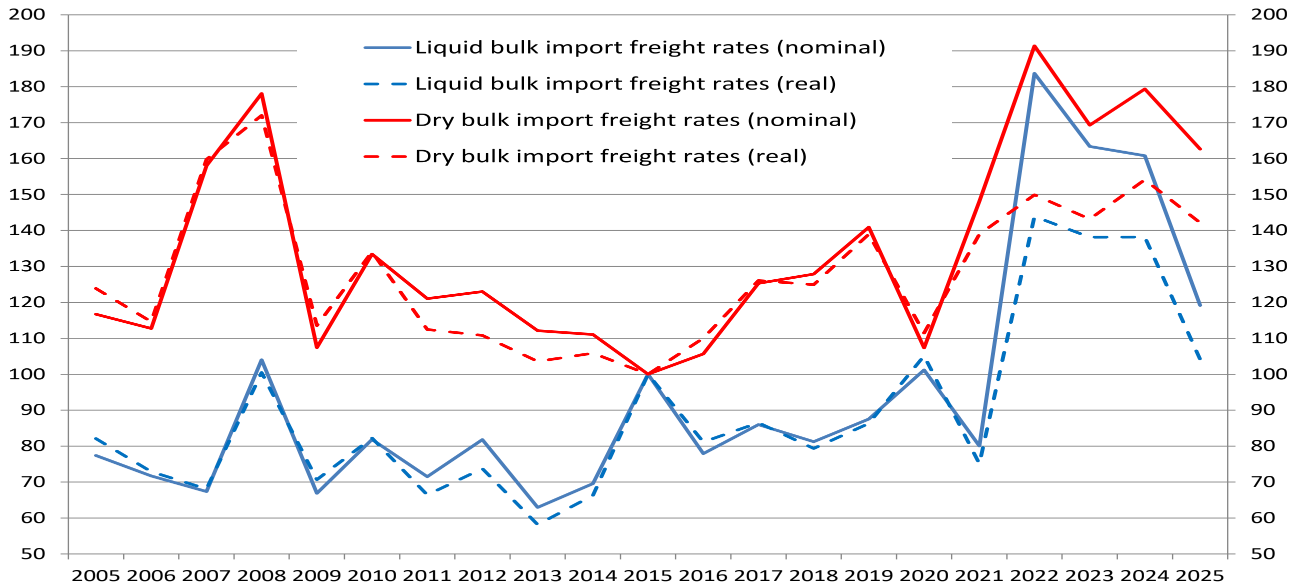
Bulk sea freight (liquid and dry)

Bulk freight rates are down overall

Bulk sea freight rates, which mostly affect imports, recorded a significant drop in US dollars per tonne for crude oil and a modest increase for chemicals (including some refined petroleum products; Table 5). The rates for dry bulk (grains and minerals) also declined. These developments were influenced by sluggish demand and abundant hold supply. In real terms, average freight rates (including ancillary services) fell for both sectors, though they remained above the average for the last twenty years (Figure 6). In recent months, the hostilities in the Middle East have led to a significant increase in liquid bulk freight rates (see the box ‘Recent trends in container and bulk sea freight rates’).

Figure 6

Average container 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).

RECENT TRENDS IN CONTAINER AND BULK SEA FREIGHT RATES

Over the current year, the hostilities in the Middle East have affected sea freight rates for oil and refined petroleum products significantly, and for dry cargo and container shipping to a lesser extent.

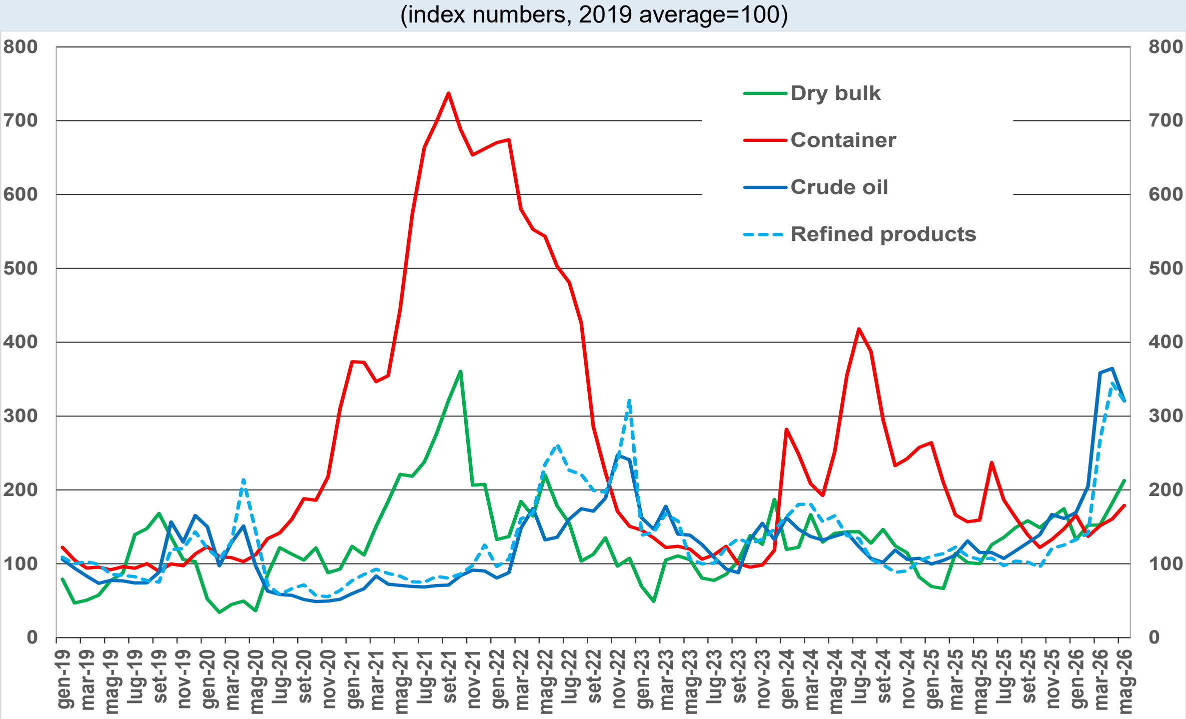
The figure compares the trends in the main indices of sea freight rates − the Drewry World Container Index for containers and the Baltic indices[1] for liquid (crude oil and refined petroleum products) and dry bulk. After soaring during the pandemic period, container freight rates had peaked in September 2021 at seven times the average level for 2019. The more recent tensions in the Red Sea also led to a sharp rise in freight rates, which were four times higher in July 2024 than in 2019. The subsequent retracing, helped by an expansion in hold supply, only came to a halt in recent months, with freight rates currently hovering around the average for 2025.

The freight rates for oil and refined petroleum products had shown smaller fluctuations over the last five years, and only during the most acute phase of the energy shock in 2022. There has been an upward trend since the end of 2025, likely reflecting both heightened geopolitical tensions in the Middle East and a growing concentration in hold supply.[2] Freight rates surged in March 2026 with the outbreak of the conflict in the Gulf; based on the latest available data, the indices for both crude oil and refined petroleum products are almost twice as high as their average levels for 2025. The increase in freight rates for dry cargo is less pronounced (just over 60 per cent compared with last year's average).

If freight rates remain at their average levels for the second quarter of 2026 throughout the year, and all things being equal, Italy's expenditure for bulk and container imports is estimated to be around €1.6 billion higher than in 2025.

Figure

Average bulk and container sea freight rates
(index numbers, 2019 average=100)



1 Based on Bloomberg data for liquid bulk freight rates (Baltic indices, freight rates in US dollar per shipping day) and on the Drewry World Container Index (WCI, global average rate per 40-foot container).
2 In March 2026, a global leader in sea shipping, with a dominant market share in the container sector, officially announced its acquisition of a stake in a major carrier specializing in the maritime transport of crude oil.

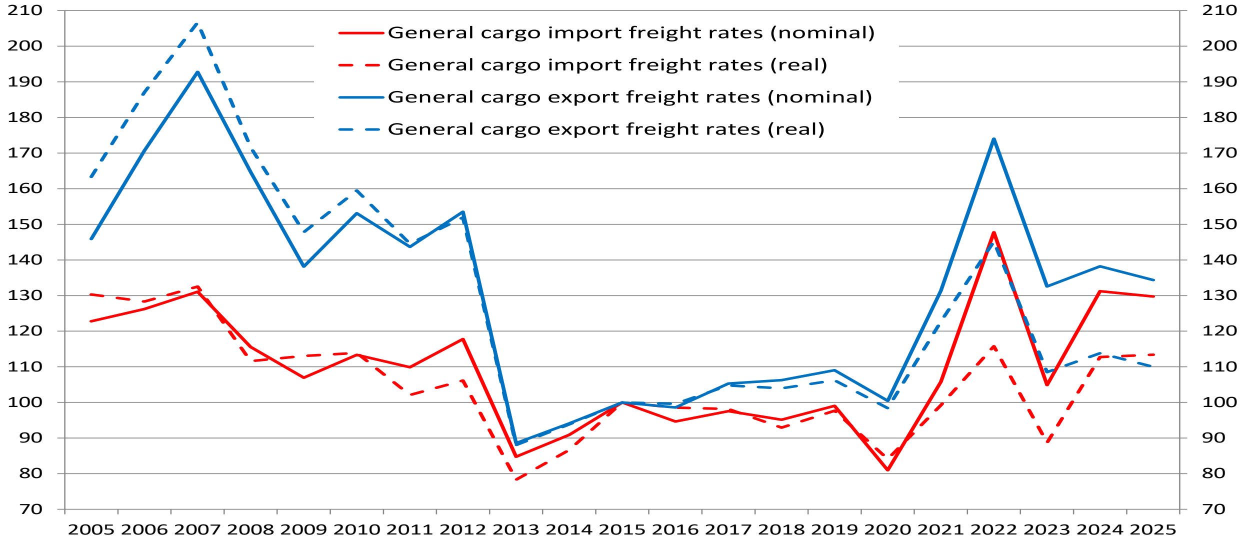
General cargo and Ro-Ro transport

General cargo rates in euros are slightly down on average

In 2025, the average rates in euros per tonne for the three types of general cargo, including ancillary services, fell slightly both in nominal and in real terms (Figure 7). Freight rates rose moderately for 'plant, machinery and transport equipment', especially for imports, and fell for 'tubes, pipes and metal products' and for 'chemicals, building materials, forestry products', particularly for exports (Table 6).

Figure 7

Average general cargo sea freight rates: all product categories (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 are up

Average costs increased significantly in the Ro-Ro sector (i.e. sea transport of road vehicles with or without drivers − an important segment for short-haul transport in the Mediterranean area, with euro-denominated prices) in 2025 (Table 7). The rise was driven by stronger demand, partly due to higher road freight rates, and by the measures taken at European level to decarbonize[6] maritime transport, which are having a greater impact on short-haul transport via smaller vessels.

Natural gas transport

The sample survey has collected data on the costs of pipeline transport for natural gas since 2016. Prior to the opening of the market, 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 point of entry into Italy.[7] They tend to be the same regardless of the volumes that are actually imported (ship-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 are up

In 2025, costs rose by 30 per cent on average, largely attributable to trends in gas flows from Libya, Norway and the Netherlands (Table 8).

[6] Namely the FuelEU Maritime Regulation, in force since 2025, which sets limits for the greenhouse gas intensity of fuels.

[7] 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' market share is only high in Ro-Ro …

Banca d'Italia has been conducting a sample survey since 2002 to estimate the distribution of merchandise sea transport to and from Italy among Italian and foreign carriers. The market shares by nationality for 2025 show Swiss shipping companies still ranking first in the container sector, while Greek and Turkish operators remain the leaders in bulk transport and general cargo respectively (Table 9). Italian carriers hold the largest share of the Ro-Ro sector (62 per cent), but their weight is limited elsewhere and almost nil in dry bulk.

… and remains small overall

The overall average market share of Italian carriers,[8] as weighted by transport volumes, fell to 12.5 per cent (from 13.5 per cent; Table 10),[9] owing to the contractions in both sea shipping (from 9.6 to 8.7 per cent) and road transport (from 20.1 to 19.0 per cent), while the air freight share rebounded from 12.5 to 14.3 per cent, after hitting an all-time low over the previous two years. Italian shipowners' smaller volumes in 2025 were largely attributable to domestic traffic (cabotage; Table 11); the value of cross-trade shipping fell, owing to the average decline in sea freight rates (Table 12).

The merchandise transport balance

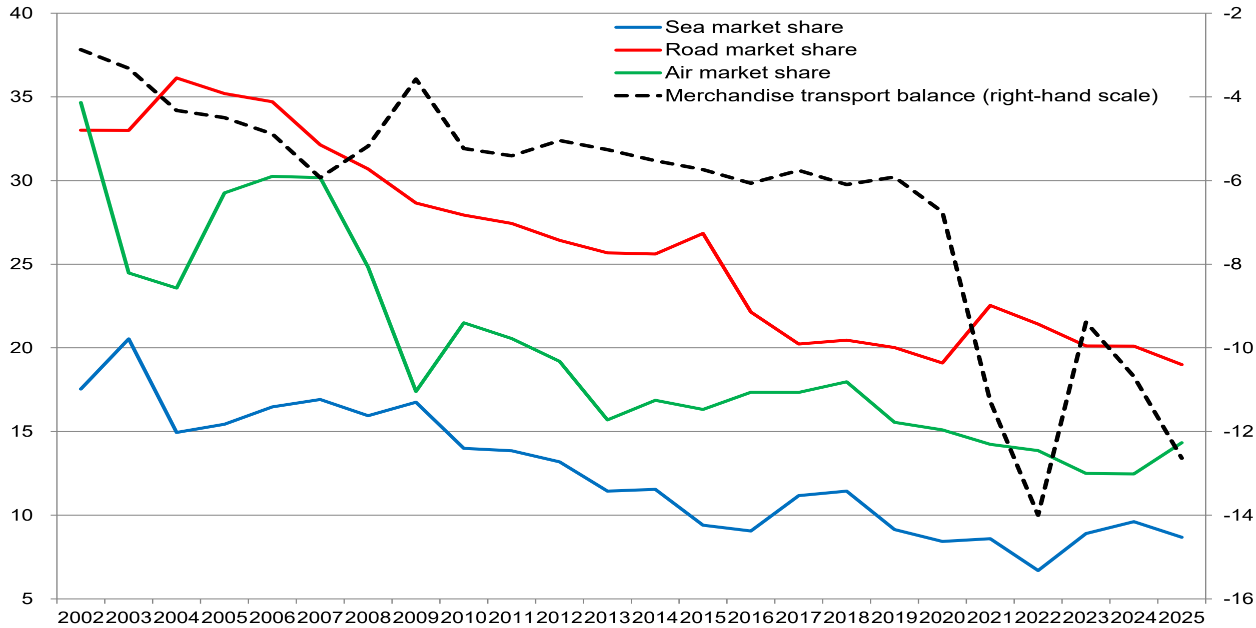
The deficit on the merchandise transport balance widens in 2025

The merchandise transport balance has a structural deficit, mainly due to the small market shares held by Italian carriers. The worsening trend observed over the last twenty years reflects the gradual reduction in these shares as well as cyclical fluctuations in freight rates, e.g. in the two years 2021-22, when the post-pandemic recovery led to a significant rise in transport costs (Figure 8). In 2025, the deficit widened further (from -€10.7 billion to -€12.6 billion; Table 12), reflecting the reduction in the market shares of domestic carriers in the maritime and road sectors; the latter's deficit was also affected by the increase in average 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) Market shares are obtained by weighting by transport volumes.

---

[8] 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').

[9] If weighted by transport costs (volumes multiplied by unit freights), it would show a marginal increase to 15.8 per cent (Table 10), reflecting the surge in freight rates in the Ro-Ro sector, where domestic carriers hold the lion's share.

Tables

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

Table 1

Average road freight rates: full track load and groupage
(2025)

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 2024	Imports (€/tonne)	% change on 2024	FTL (€/vehicle)	% change on 2024	Groupage (€/tonne)	% change on 2024
Austria – Switzerland	122.2	6.2	122.1	6.2	1,498	8.0	194.0	5.4
Benelux	156.6	11.8	155.5	11.7	2,052	4.6	236.7	15.5
Eastern Europe (1)	131.4	5.0	125.7	7.9	1,566	9.8	203.2	5.2
France	138.4	9.2	138.2	9.2	1,730	6.3	212.5	10.4
Germany	145.5	10.3	144.4	10.1	1,838	5.7	221.0	12.4
Greece – Türkiye	176.7	2.7	172.2	3.0	2,639	3.3	223.1	2.5
Balkan countries	174.6	8.4	175.8	8.4	1,979	7.9	287.6	8.7
Baltic countries	227.4	15.5	228.3	15.6	3,047	7.8	347.6	20.0
Former USSR countries	329.8	24.1	296.1	21.8	3,955	12.5	481.6	27.6
UK – Ireland	243.4	2.7	209.8	3.3	3,675	-0.6	316.5	4.9
Scandinavia	215.7	14.1	220.1	14.7	2,946	7.1	332.9	19.1
Spain – Portugal	178.3	15.0	165.0	16.2	1,936	2.3	274.6	22.8
Weighted average (2)	**150.1**	**8.9**	**147.8**	**9.9**	**1,870**	**6.2**	**232.3**	**11.0**

(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; 2025)

Geographical area	**Overall freight rates** (all types of load)				**Container cargo rates**			
	Exports (€/tonne)	% change on 2024	Imports (€/tonne)	% change on 2024	Exports (€/tonne)	% change on 2024	Imports (€/tonne)	% change on 2024
Austria – Switzerland	30.2	-2.7	30.9	-3.0	29.9	2.4	29.4	2.3
Benelux	49.4	2.2	48.3	1.1	49.4	4.6	45.4	4.3
Eastern Europe (1)	41.5	-1.4	44.3	-2.2	36.0	0.4	33.0	0.9
France	40.6	-1.0	39.9	-1.8	41.7	4.0	40.3	3.8
Germany	41.4	0.6	41.4	0.0	40.1	3.8	42.4	4.1
Greece – Türkiye	75.2	3.0	79.3	0.2	69.7	5.7	78.7	5.9
Balkan countries	53.0	-0.8	46.8	-2.0	43.6	-0.4	37.2	0.3
Baltic countries	79.8	-1.4	86.5	-2.5	64.7	-1.8	72.7	-2.1
Former USSR countries	87.7	-2.2	96.8	2.8	77.6	-2.2	72.7	-2.1
UK – Ireland	76.1	-2.2	75.2	-2.2	79.9	-2.8	80.8	-3.0
Scandinavia	75.4	3.7	77.0	2.2	69.0	5.6	67.2	5.6
Spain – Portugal	53.6	0.2	53.8	1.4	56.4	5.1	46.8	4.4
China (2)	189.4	0.0	370.4	-5.5	178.7	0.0	397.6	-6.7
Weighted average (3)	**51.4**	**-0.1**	**44.3**	**0.0**	**49.6**	**1.7**	**42.9**	**4.2**

(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
(2025)

Geographical area	**Exports** *(including ancillary services)*		**Imports** *(including ancillary services)*	
	(€/tonne)	% change on 2024	(€/tonne)	% change on 2024
Europe	2,319	8.9	2,257	5.9
Russia	1,595	..	1,595	..
Mediterranean and Middle East	2,270	-0.4	2,267	-0.8
Rest of Africa	3,758	9.6	3,746	8.9
India	1,387	-4.0	4,080	-3.5
Indonesia – Singapore	1,669	-9.0	4,085	-3.3
China	1,125	-5.4	4,330	-3.5
Japan – Korea	1,784	-8.5	3,962	2.5
Oceania	4,333	-6.8	4,359	-7.1
United States and Canada	2,072	-6.9	1,494	-4.9
Central and South America	2,368	-1.6	1,706	2.2
Weighted average (1)	**1,969**	**-1.3**	**3,428**	**-3.6**

(1) Weights are based on transport volumes.

Table 4

Average container sea freight rates
(2025)

Geographical area	**Overall average rates (€/tonne)** (including ancillary services)				**Rates ($/TEU)** (excluding ancillary services)			
	Exports	% change on 2024	Imports	% change on 2024	Exports	% change on 2024	Imports	% change on 2024
Europe	84.8	-2.6	83.8	-3.7	431	-6.4	431	-6.2
Mediterranean	84.8	-2.7	83.7	-3.3	432	-6.4	432	-4.5
Rest of Africa	133.6	-13.6	127.9	-15.7	1,174	-10.5	1,177	-10.1
Middle East	99.6	-26.5	96.3	-28.1	769	-18.4	771	-18.3
India	75.0	-22.8	162.6	-17.3	342	-46.9	1,772	-20.5
South-East Asia	73.4	-2.2	183.5	-31.9	280	-14.2	2,084	-38.5
China	72.9	-2.8	186.0	-30.8	277	-14.4	2,117	-37.4
Japan	73.0	-2.6	187.8	-29.4	277	-14.1	2,135	-36.0
Oceania	230.8	-4.1	220.9	-7.3	1,854	-21.3	1,863	-22.8
USA and Canada	183.4	-7.6	124.1	-2.2	1,659	-14.1	846	-3.3
Central America	169.8	10.4	162.0	7.6	1,628	14.4	1,631	14.8
South America	101.1	-4.5	99.6	-5.9	488	-5.2	487	-5.6
Weighted average (1)	**116.1**	**-7.4**	**135.6**	**-18.4**	**825**	**-13.1**	**1,234**	**-25.8**

(1) Weights are based on transport volumes.

Table 5

Average rates for liquid and dry bulk sea freight
(2025)

Type of merchandise		**Average rates for imports**			
		(€/tonne) (including ancillary services)	% change on 2024	($/tonne) (excluding ancillary services)	% change on 2024
Liquid cargo	Oil and petroleum products	18.7	-28.1	18.9	-26.8
	Chemicals	105.0	-2.9	108.9	1.3
Dry cargo	Coal/minerals	28.3	-10.0	23.7	-7.9
	Grains	36.9	-8.3	29.4	-5.6

Table 6

Average general cargo sea freight rates

(2025)

Type of merchandise	Exports		Imports	
	(€/tonne)	% change on 2024	(€/tonne)	% change on 2024
Plant, machinery and transport equipment (1)	233.2	2.0	197.8	4.1
Chemicals, building materials and forestry products (2)	108.1	-2.3	127.9	0.6
Tubes, pipes and metal products (3)	80.5	-5.5	86.0	-0.8

(1) ‘Plant, machinery and transport equipment’ are Categories 11 (Machinery and equipment) and 12 (Transport equipment) of the NST 2007 classification. – (2) ‘Chemicals, building materials and forestry products’ include Categories 1 (Agriculture, hunting and fishing), 3 (Minerals), 4 (Food), 6 (Paper), 7 (Refined petroleum products), 8 (Chemicals), 9 (Non-metallic minerals) and 14 (Secondary raw materials and wastes) of the NST 2007 classification. – (3) ‘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

(2025)

Geographical area	*Average of exports and imports (including ancillary services)*	
	(€/tonne)	% change on 2024
Balkans	48.9	28.0
France	19.5	36.0
Greece	78.0	-3.3
Northern Europe	269.5	68.0
North Africa (excluding Tunisia)	157.5	28.2
Spain	62.3	-22.5
Tunisia-Malta	54.1	8.8
Türkiye	103.7	5.3
Other countries	277.3	64.8
Weighted average (1)	**138.7**	**27.8**

(1) Weights are based on transport volumes.

Table 8

Average rates for natural gas transport via pipeline (imports)

(2025)

Point of entry	Country of origin of natural gas	(€/tonne)	% change on 2024
Mazara del Vallo	Algeria	18.6	-5.8
Melendugno	Azerbaijan	56.1	1.2
Gela	Libya	143.0	39.6
Gries Pass	Norway/Netherlands	98.7	30.8
Tarvisio	Russia	3.0	-58.6
Weighted average (1)		**47.5**	**29.9**

(1) Weights are based on transport volumes.

Table 9

Market shares by nationality of maritime carriers in 2025

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

Container		Dry bulk		Liquid bulk		General cargo		Ro-Ro	
Switzerland	34.3	Greece	26.4	Greece	39.3	Türkiye	40.9	Italy	61.6
Denmark	15.8	Türkiye	13.5	Italy	7.9	Italy	8.6	Greece	10.0
France	11.2	China	10.6	Türkiye	5.3	Greece	6.1	Germany	4.2
Germany	7.8	Germany	6.9	Netherlands	4.3	Norway	5.1	Denmark	3.8
Italy	4.5	Japan	4.2	Bermuda	4.2	Ukraine	5.0	Tunisia	3.5
Taiwan	3.8	Singapore	3.9	Monaco	3.2	Netherlands	4.7	Japan	3.2
China	3.8	Marshall Islands	3.1	Norway	2.6	Germany	3.9	Switzerland	2.9
Japan	3.7	Switzerland	2.6	Japan	2.4	Canada	3.5	Netherlands	1.8
Hong Kong	2.0	UAE	2.5	Denmark	2.4	China	3.2	Sweden	1.8
South Korea	2.0	British Virgin Islands	2.5	Switzerland	2.2	Switzerland	3.0	Türkiye	1.7
UK	2.0	Hong Kong	2.4	USA	2.2	UAE	1.8	Norway	1.5
Israel	2.0	Liberia	1.9	Singapore	2.2	Liberia	1.7	China	1.2
Türkiye	1.6	Taiwan	1.8	UK	2.2	Egypt	1.7	South Korea	0.7
Singapore	1.4	USA	1.7	Canada	1.8	Sweden	1.6	Spain	0.6
Monaco	0.9	Canada	1.4	Romania	1.8	Romania	1.4	Poland	0.4
Greece	0.8	Cyprus	1.2	Croatia	1.5	UK	0.8	Croatia	0.3
USA	0.7	Poland	1.1	UAE	1.5	Irish Republic	0.8	UAE	0.2
Sub-total	98.1	Sub-total	87.7	Sub-total	87.1	Sub-total	93.8	Sub-total	99.6
Other countries	1.9	Other countries (Italy: 0.7)	12.3	Other countries	12.9	Other countries	6.2	Other countries	0.4
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)	Overall average (2)
	Liquid bulk	Dry bulk	Container	General Cargo	Ro-Ro	Average (1)				
2002	23.3	8.0	16.0	16.0	n.a.	17.5	33.0	34.7	21.4	24.1
2003	27.7	10.3	11.9	24.4	n.a.	20.5	33.0	24.5	23.8	24.6
2004	19.4	12.9	5.7	14.6	n.a.	15.0	36.1	23.6	20.4	22.7
2005	20.8	8.6	8.9	17.7	n.a.	15.4	35.2	29.3	20.7	23.9
2006	19.6	15.5	9.3	16.7	n.a.	16.5	34.7	30.3	21.5	23.9
2007	21.5	13.6	7.9	17.9	n.a.	16.9	32.1	30.2	21.2	23.0
2008	18.2	12.1	10.6	18.6	25.0	15.9	30.7	26.3	19.8	22.6
2009	21.2	12.2	5.5	16.7	23.8	16.8	28.6	17.4	19.8	20.8
2010	18.9	8.8	1.6	10.0	32.2	14.0	27.9	21.5	17.6	18.5
2011	18.0	12.7	2.8	12.9	27.4	13.9	27.4	20.6	17.9	19.4
2012	16.6	13.6	3.2	11.6	23.8	13.2	26.4	19.2	17.2	18.3
2013	13.8	12.2	2.7	10.1	29.7	11.4	25.7	15.7	16.0	18.0
2014	13.7	12.1	2.5	10.5	39.7	11.6	25.6	16.9	16.2	17.8
2015	10.7	8.9	2.8	9.7	34.1	9.4	26.8	16.3	15.1	18.2
2016	10.8	8.7	1.0	11.4	26.7	9.1	22.1	17.4	13.4	16.1
2017	15.5	8.7	1.8	6.1	30.7	11.2	20.2	17.3	14.1	14.9
2018	15.7	4.7	3.4	10.5	41.2	11.4	20.5	18.0	14.5	16.4
2019	11.6	4.7	1.8	7.9	42.1	9.1	20.0	15.6	12.8	15.3
2020	8.2	1.7	2.3	14.3	55.6	8.4	19.1	15.1	12.2	15.7
2021	9.9	2.3	2.7	10.8	43.6	8.6	22.5	14.2	13.5	14.6
2022	5.8	0.9	3.5	8.2	49.3	6.7	21.4	13.9	11.7	13.9
2023	9.3	1.2	4.0	6.8	60.1	8.9	20.1	12.5	12.8	15.7
2024	8.9	0.3	5.4	10.4	63.9	9.6	20.1	12.5	13.3	15.6
2025	7.9	0.7	4.5	8.6	61.6	8.7	19.0	14.3	12.5	15.8

(1) Weights are based on transport volumes. – (2) 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
2025	45.9	19.2	80.8	**145.9**	-8.1

Table 12

Merchandise transport balance

(millions of euros; per cent, if specified)

Flows	**Mode of transport**	**2016**	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**
Credit	Sea	3,912	4,510	4,241	4,525	3,784	4,196	5,434	4,746	4,577	3,385
	of which: cross-trade	*2,074*	*2,712*	*2,503*	*2,802*	*2,151*	*2,348*	*3,310*	*2,826*	*2,528*	*2,423*
	Air	287	352	376	319	346	426	466	330	435	472
	Road	3,051	2,974	3,092	3,089	2,640	3,581	4,412	3,791	3,541	3,996
	Rail	30	30	30	34	38	39	34	36	62	64
	Pipeline	12	12	15	15	8	8	10	11	11	11
	Total	**7,293**	**7,878**	**7,754**	**7,981**	**6,816**	**8,250**	**10,356**	**8,915**	**8,626**	**7,928**
Debit	Sea	5,600	5,568	5,878	5,884	5,670	9,754	12,634	8,171	8,773	8,357
	Air	753	906	960	884	1,437	1,529	1,472	1,029	1,379	1,376
	Road	6,061	6,215	6,305	6,300	5,843	7,446	9,202	8,010	7,947	9,363
	Rail	380	404	399	384	317	335	344	359	372	425
	Pipeline	563	543	308	443	298	461	705	728	840	1,044
	Total	**13,356**	**13,637**	**13,850**	**13,895**	**13,565**	**19,525**	**24,356**	**18,297**	**19,311**	**20,564**
Balances	Sea	-1,688	-1,058	-1,637	-1,359	-1,886	-5,558	-7,199	-3,425	-4,196	-4,971
	Air	-466	-554	-584	-565	-1,092	-1,102	-1,006	-699	-945	-904
	Road	-3,010	-3,241	-3,213	-3,211	-3,202	-3,866	-4,789	-4,219	-4,405	-5,367
	Rail	-349	-374	-369	-351	-279	-296	-310	-323	-310	-361
	Pipeline	-550	-531	-293	-428	-290	-453	-694	-717	-829	-1,033
	Total (A)	**-6,064**	**-5,758**	**-6,096**	**-5,914**	**-6,749**	**-11,275**	**-13,999**	**-9,383**	**-10,685**	**-12,635**
Memo:											
Overall balance of transport services[1] (B)		**-8,510**	**-9,337**	**-9,717**	**-9,959**	**-8,088**	**-12,467**	**-17,591**	**-14,591**	**-15,148**	**-17,021**
A as a percentage of B		*71.3*	*61.7*	*62.7*	*59.4*	*83.4*	*90.4*	*79.6*	*64.3*	*69.5*	*74.2*
Current account balance		**41,949**	**42,551**	**44,465**	**56,955**	**62,807**	**36,975**	**-36,550**	**5,323**	**24,121**	**25,050**

(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			
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	78.4	32.1	25.1	11.7	4.6	12.4	16.6	65.5	0.5	31.7
2025	80.6	34.6	28.1	13.7	5.0	13.7	17.3	74.1	0.4	29.0
2025 (%)	*27.2*	*11.7*	*9.5*	*4.6*	*1.7*	*4.6*	*5.8*	*25.0*	*0.1*	*9.8*

Exports	Sea					Rail		Road	Air	Pipeline
	Liquid bulk	Dry bulk	Container	General Cargo	Ro-Ro	Container	Bulk			
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	22.6	2.1	24.1	6.1	6.4	9.2	6.6	57.5	0.6	-
2025	21.4	2.3	23.3	5.9	5.9	9.4	6.7	59.4	0.7	-
2025 (%)	*15.9*	*1.7*	*17.2*	*4.4*	*4.4*	*6.9*	*5.0*	*44.0*	*0.5*	-

Sources: Based on data from Istat, Alps Crossing, Eurostat and ENAC. (1) There were some breaks in the time series in 2015 (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 2025. 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			
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	46.4	14.0	71.8	17.2	19.1	46.9	32.9	238.8	59.2	22.3
2025	43.0	15.7	82.0	20.6	18.8	49.7	34.8	243.6	62.5	20.9
2025 (%)	*7.3*	*2.7*	*13.9*	*3.5*	*3.2*	*8.4*	*5.9*	*41.2*	*10.6*	*3.5*
Exports	**Sea**					**Rail**		**Road**	**Air**	**Pipeline**
	Liquid bulk	Dry bulk	Container	General cargo	Ro-Ro	Container	Bulk			
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	16.3	1.2	106.9	23.7	27.1	48.2	22.6	280.1	87.0	-
2025	13.6	1.3	105.5	23.1	27.1	48.9	23.4	296.1	93.4	-
2025 (%)	*2.2*	*0.2*	*16.7*	*3.7*	*4.3*	*7.7*	*3.7*	*46.8*	*14.8*	*-*

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

(1) There were some breaks in the time series in 2015 (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 2025. 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			
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	591	438	2,865	1,460	4,177	3,789	1,983	3,646	114,943	703
2025	534	454	2,922	1,506	3,788	3,623	2,009	3,286	159,629	721

Exports	Sea					Rail		Road	Air	Pipeline
	Liquid bulk	Dry bulk	Container	General cargo	Ro-Ro	Container	Bulk			
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	723	557	4,427	3,847	4,210	5,215	3,429	4,868	143,528	-
2025	636	554	4,532	3,915	4,593	5,215	3,477	4,983	131,225	-

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

(1) There were some breaks in the time series in 2015 (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 2025. Transport modes other than those shown in the table are excluded; for exports, pipeline transport is excluded too.

Statistics' series publications are available on Banca d'Italia's website at:
http://www.bancaditalia.it/statistiche/
Any questions about the contents of this publication may be emailed to:
statistiche@bancaditalia.it

Publication exempted from registration pursuant to Article 3-*bis* of Law 103/2012