

# Beyond the Iceberg Hypothesis: Opening the Black Box of Transport Costs

Online Appendix (Not for publication)

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### A. Additive-costs only Model

Table A.1: Transport costs estimates: Summary

Mean value over 1974-2013				
# digit	3 digits		4 digits (*)	
Mode	Vessel	Air (**)	Vessel	Air
<b>With only Additive Transport Costs (<math>\hat{t}^{add}</math>, in %)</b>				
Mean	9.2	5.1	8.0	5.8
Median	5.7	2.4	5.5	2.5
<b>Data (<math>p/\tilde{p}</math>, in %)</b>				
Mean	5.3	5.0	5.6	3.9
Median	4.3	2.0	4.4	1.9
# obs.	29279	28207	29317	27680
# origin country	188	191	188	189
# products	230	211	666	567

Notes: Statistics are obtained weighting each observation by its value relative to total trade flows. The additive term is expressed in fraction of fas price. (\*): Four 4-digit estimation: 0n selected years. (\*\*): 1989 omitted in 3-digit estimation for air.

### B. 3-Digits Level

### C. 4-Digits Level

### D. Eliminating the composition effects: Analysis at a more disaggregated level

**A mon avis, a mettre en online appendix. Expliquer comment se fait la decomposition en secteurs primaire/manuf.**

In this Section, we characterize the time trend in international transport costs at a more disaggregated level, by distinguishing the trade flows for primary goods and manufactured goods. The evolution in transport costs over time, by transport mode (overall transport costs and composition effects excluded) are reported in [1](#) for the manufacturing sector, and in [Figure 2](#) for the primary goods.

**A commenter. A mettre en Online Appendix?**

Figure 1: Transport costs (with and without composition effects), Manufacturing

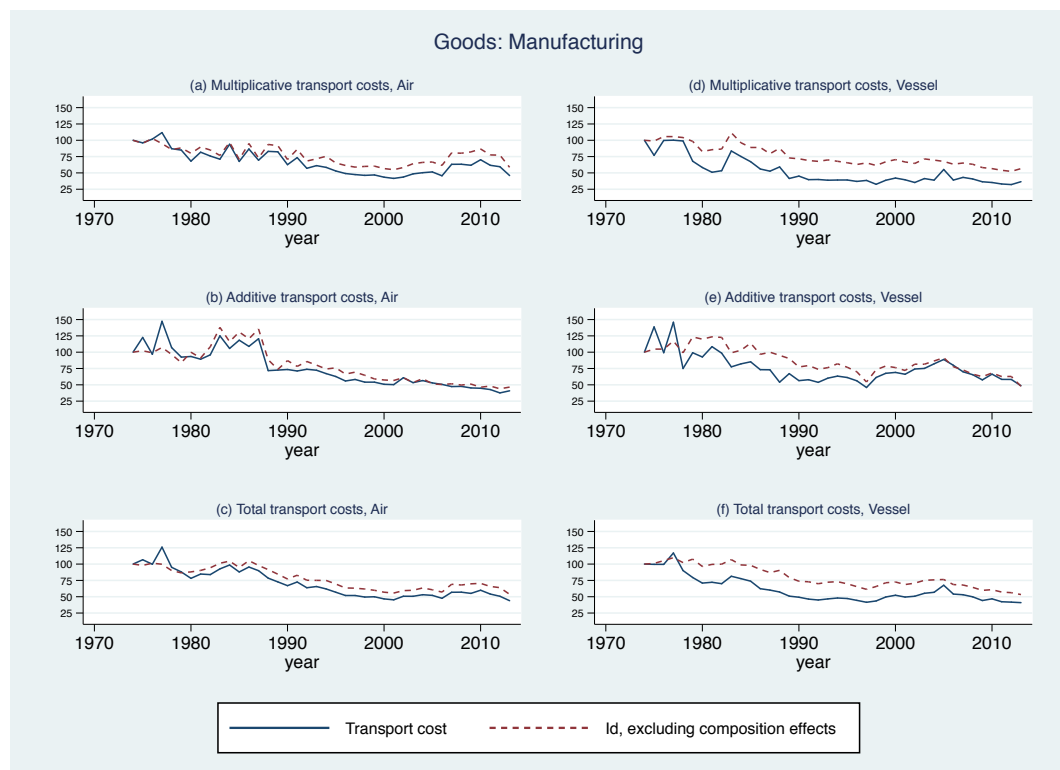


Figure 2: Transport costs (with and without composition effects), Primary goods

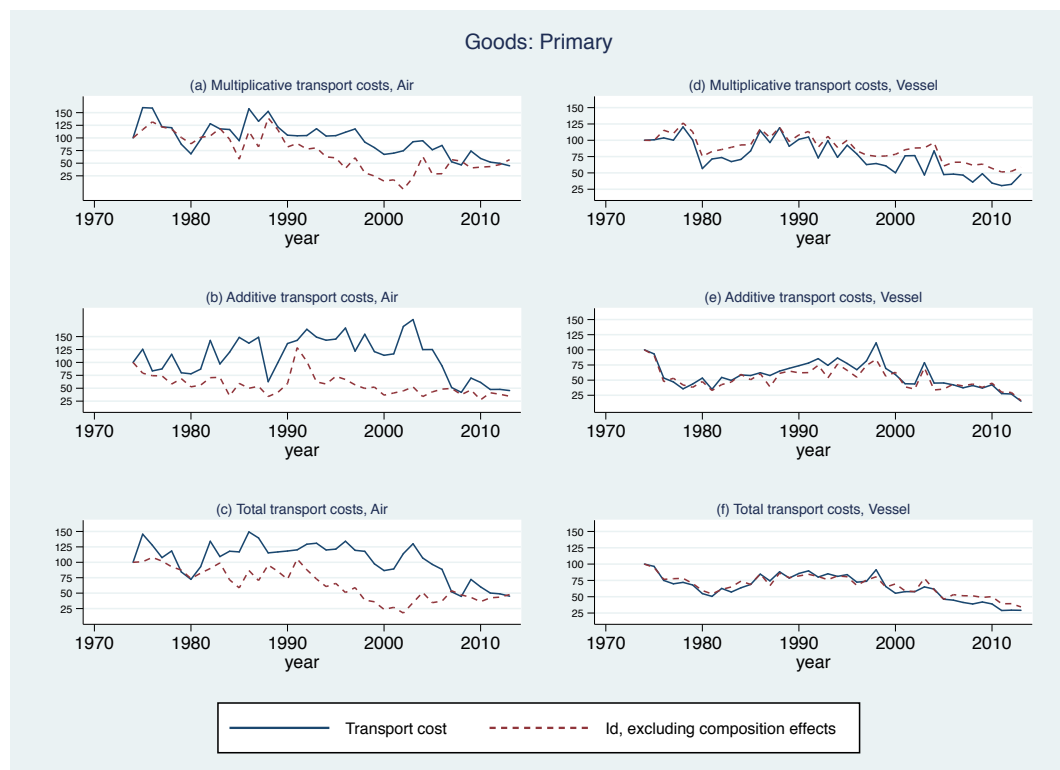


Figure 3: Share of primary goods in the value of total US imports

