

DANIEL A. CHOATE

Department of Economics
Columbia University
New York, NY 10027

605 Putnam Ave, #3
Cambridge, MA 02139
+1 (917) 399-0842
dac2114@columbia.edu
www.columbia.edu/~dac2114

Placement Co-Chair: David Weinstein, (212) 854-6880, dew35@columbia.edu

Placement Co-Chair: Ricardo Reis, (212) 851-4007, rreis@columbia.edu

Placement Assistant: Jody Johnson, (212) 854-6881, jj2289@columbia.edu

EDUCATION:

2007-Present	Ph.D. Candidate, Economics, Columbia University
2007 M. Phil	Economics, Columbia University
2006 M.A.	Economics, Columbia University
2004 M. Phil	Economics, Cambridge University
2003 Diploma	Economics, Cambridge University
2001 B.A.	Northwestern University

HONORS AND AWARDS:

2008-Present	Department of Economics Fellowship, Columbia University
2005-2008	IGERT International Development and Globalization Fellowship, Columbia University
2007	Wueller Prize Runner-Up, Best Research Proposal, Columbia University
2004-2005	Department of Economics Fellowship, Columbia University
2002-2004	Gates Cambridge Scholar, Cambridge University

TEACHING AND RESEARCH FIELDS:

International Economics
Development

JOB MARKET PAPER:

Title:	Relative Transport Price Movements and US Imports
Sponsor:	Professor David Weinstein

Relative Transport Price Movements and US Imports

From 1990 to 2000 air transport prices on US imports fell by 14% in absolute terms and by 31-39% relative to ocean transport prices. This paper estimates the impact of the relative price movement on the composition and volume of trade flows. I show that within an industry, imports shipped 10 percent more frequently by air than the industry average grew 2.1-5.3% faster over the decade than the representative industry import. This is equivalent to a tariff reduction of 1-3.7 percent on such goods. Controlling for the endogeneity of transport mode by using geography and goods characteristics reduces these estimates slightly and reveals that the aggregate impact of the price movement divides the world into three groups. Within an industry, trade in goods shipped less frequently by air grows fastest from NAFTA countries. Trade in goods shipped more frequently by air grows fastest from other OECD countries, and this shift in relative transport prices acts as a tax on developing country exports as they tend to be lower value to weight goods. In addition to altering comparative advantage among countries, the relative

transport price movement has similar effect within countries. Worldwide the relative price shift redistributes \$5b worth of production, or 1.7% of total imports in 2000.

TEACHING EXPERIENCE

Fall 2007, Introduction to Macroeconomics (graduate level)

Summer 2007, Sustainable Development

RESEARCH EXPERIENCE

2005-Present Assistant to Professor Joseph Stiglitz

2006-2008 Assistant to Professor Michael Kremer, coordinated a household survey in Pakistan

REFERENCES:

Professor David Weinstein, Department of Economics, Columbia University
(212) 854-6880, dew35@columbia.edu

Professor Cristian Pop-Eleches, Department of Economics, Columbia University
(212) 854-4476, cp2124@columbia.edu

Professor Joseph Stiglitz, Department of Economics, Columbia University
(212) 854-1481, jes322@columbia.edu