# BOLIVIA AIR CARGO TRADE PROFILE

ICAO - ECONOMIC DEVELOPMENT - 2025

**US$4.7M**
of goods leave Bolivia by plane every day

**17.7%**
**1 in 6 by air**
of goods exports*
5.8% of imports

**REAL GDP GROWTH**
**-1.6% ▼**
change in real GDP, 2025 (IMF)

**AIR TRADE SURPLUS**
**US$1.1B**
air exports minus air imports, 2025

**ONE KILO, AIR-FREIGHTED**
**US$1,274**
net weight, exports

## AIR EXPORTS 2025

**US$1.7B**

**+64% in a single year, from US$1.0B in 2024**

| | | |
|---|---|---|
| | Precious stones and metals (HS 71) | 98% |
| 65 | Headgear (HS 65) | 1% |
| 41 | Raw hides and leather (HS 41) | 0% |

### MAIN PARTNERS

1 India 2 United Arab Emirates 3 Italy

## AIR IMPORTS 2025

**US$583M**

**-13% in a single year, from US$667M in 2024**

| | | |
|---|---|---|
| | Machinery and mechanical appliances (HS 84) | 26% |
| | Pharmaceutical products (HS 30) | 19% |
| | Electrical machinery and equipment (HS 85) | 14% |

### MAIN PARTNERS

1 United States 2 China 3 Germany

## WHAT DROVE EXPORT GROWTH

Contribution to air export growth, percentage points

| | | |
|---|---|---|
| | Precious stones and metals (HS 71) | +63.8% |
| 65 | Headgear (HS 65) | +0.1% |
| 41 | Raw hides and leather (HS 41) | -0.0% |
| | All other products | -0.3% |

## VALUE AND WEIGHT

**Weight flown**
**-5.8%**
1k ⟶ 1k tonnes

**Value flown**
**+64%**
US$1.0B ⟶ US$1.7B

## HOW BOLIVIA'S GOODS TRAVEL

| EXPORTS* | | IMPORTS | |
|---|---|---|---|
| Air | 18% | Air | 6% |
| Road | 50% | Road | 92% |
| Rail | 18% | Inland waterway | 2% |
| Other | 14% | Other | 1% |

## KEY HIGHLIGHTS

- In 2025, Bolivia flew US$1.7B of goods (17.7% of its goods exports) and received US$583M by air.
- India is the main destination of air exports (47.8%), followed by the United Arab Emirates and Italy.
- Air export value rose 63.5% and net weight fell 5.8%; the average value per kilogram rose from US$734 to US$1,274, partly reflecting the mix of goods.

Sources: INE Bolivia foreign-trade microdata (preliminary 2024p/2025p); IMF IMTS and real GDP growth. Coverage: All partners; exports FLUJO 1 only. Current US$; exports FOB, imports CIF.
*Air exports and the export air share exclude HS27 (inherited convention). Preliminary data.
TEST EDITION. Figures rounded; shares may not sum to 100%. 2026-11-09, base_consolidada_v17_20261021, status ready_for_test_render.

# BOLIVIA AIR CARGO TRADE PROFILE METHODOLOGY AND DATA STATUS



## DATA STATUS - 2025

| | |
|---|---|
| **Trade source** | INE Bolivia foreign-trade microdata (preliminary 2024p/2025p) |
| **Coverage** | All partners; exports FLUJO 1 only |
| **Valuation** | Exports: FOB. Imports: CIF. Current US$; same-year IMF average rates where conversion was needed. |
| **Data layer and status** | capas_bol_20261020; readiness: ready_for_test_render. |
| **Mode of transport** | Exports: available. Imports: available. |
| **Weight** | net kg (customs) |
| **Products** | HS 2-digit chapters |
| **Partners** | Explicit code mappings to ISO3; unassigned or aggregate partners: 0.0% of air exports (kept in totals, not ranked). |
| **IMF check (C1)** | Exports +0.0% vs IMF (XG_FOB_USD), within 3%. Imports +0.4% vs IMF (MG_CIF_USD), within 3%. |
| **GDP** | IMF real GDP growth, user-supplied file (NGDP_RPCH); vintage as supplied. |

## METHODOLOGY BY BLOCK

| | |
|---|---|
| **Headline ribbon** | Air export value per day for every State (the same fact everywhere): 2025 air exports / 365, same coverage as the air exports KPI. |
| **Air share** | 100 x air exports / all-mode exports of the same flow, year, coverage and adjustment basis; also shown as a simple "k in n" fraction when within 1.6 points of one, otherwise "1 in N". EU and ASEAN averages are value-weighted over the group. |
| **Air exports and imports** | Sum of air records; growth = 100 x (2025 / 2024 - 1), shown only with a positive 2024 base. |
| **One kilo, air-freighted** | Air export value / matching air export weight (net kg from customs; Mexico, South Africa: calculated kg). Without customs weight the box shows ICAO Form B tonnes flown out on direct flights instead (no value per kg); growth hidden when over 25% of tonnes are in corridors reported in one year only. |
| **Products and partners** | Top 3 HS2 chapters (Canada: NAPCS) and top 3 partners by 2025 value; shares of the air total. Aggregates and unallocated partners stay in totals but are never ranked. |
| **What drove growth** | Contribution (pp) = 100 x (product 2025 - product 2024) / air exports 2024; top 3 plus all other products, summing to total growth. |
| **Value and weight** | Value growth and weight growth for the same records; value per kg changes also reflect product mix. |
| **How goods travel** | Mode shares of all-mode trade on the adjusted basis; Air plus the two largest other modes and Other (remaining modes). |
| **GDP growth and balance** | Real GDP growth (IMF supplied file); air trade balance = air exports - air imports (headline row). |
| **Key highlights** | Three rule-generated statements from the same record: air exports, air share and air imports; the main destination of air exports and its share; the 2025 change in value, weight and value per kg (which also reflects product mix). |
| **Units and abbreviations** | B = billion (US$1B = 1,000 million US dollars); M = million (US$1M = 1,000,000 US dollars); k = thousand (US$480k = 480 thousand US dollars); t = metric tonnes; k t / k tonnes = thousand tonnes; pp = percentage points; HS = Harmonized System chapter. |

## EXCLUSIONS, EXCEPTIONS AND NOTES

- HS27 (mineral fuels) removed from air exports and from the adjusted export denominator (inherited convention, not a verified aircraft-fuel classification): 2024: US$33.2M; 2025: US$27.6M.
- Preliminary 2024p/2025p
- Air imports = customs route AEREA (incl. courier); re-exports and personal effects excluded (ledger)