# CZECHIA AIR CARGO TRADE PROFILE

ICAO - ECONOMIC DEVELOPMENT - 2025

**US$40.6M**

**of goods leave Czechia for markets outside the EU by plane every day**

**24.6%**

**1 in 4 by air**

below the EU average (28.8%)

**REAL GDP GROWTH**

**+2.6% ▲**

change in real GDP, 2025 (IMF)

**AIR TRADE SURPLUS**

**US$10.3B**

air exports minus air imports, 2025

**ONE KILO, AIR-FREIGHTED**

**US$171**

net weight, exports

## AIR EXPORTS 2025

**US$14.8B**

**+23% in a single year, from US$12.0B in 2024**

| | |
|---|---|
| Machinery and mechanical appliances (HS 84) | 35% |
| Electrical machinery and equipment (HS 85) | 34% |
| Optical, medical and precision instruments (HS 90) | 14% |

### MAIN PARTNERS

1 United States 2 China 3 Singapore

## AIR IMPORTS 2025

**US$4.5B**

**+32% in a single year, from US$3.4B in 2024**

| | |
|---|---|
| Machinery and mechanical appliances (HS 84) | 26% |
| Electrical machinery and equipment (HS 85) | 22% |
| Aircraft and parts (HS 88) | 14% |

### MAIN PARTNERS

1 United States 2 China 3 Korea, Rep.

## WHAT DROVE EXPORT GROWTH

Contribution to air export growth, percentage points

| | |
|---|---|
| Machinery and mechanical appliances (HS 84) | +8.1% |
| Electrical machinery and equipment (HS 85) | +8.0% |
| Optical, medical and precision instruments (HS 90) | +3.7% |
| All other products | +3.6% |

## VALUE AND WEIGHT

**Weight flown**

**+6.7%**

81k → 87k tonnes

**Value flown**

**+23%**

US$12.0B → US$14.8B

## HOW CZECHIA'S GOODS TRAVEL

| EXPORTS* | | IMPORTS | |
|---|---|---|---|
| Air | 25% | Air | 6% |
| Road | 42% | Sea | 60% |
| Sea | 21% | Rail | 15% |
| Other | 12% | Other | 19% |

## KEY HIGHLIGHTS

- In 2025, Czechia flew US$14.8B of goods to markets outside the EU (24.6% of its goods exports) and received US$4.5B by air.
- The United States is the main destination of air exports (23.6%, 1 of every 4 dollars), followed by China and Singapore.
- Air export value rose 23.4% and net weight rose 6.7%; the average value per kilogram rose from US$148 to US$171, partly reflecting the mix of goods.

Sources: Eurostat Extra-EU trade by mode of transport (EU_X/EU_M, EU_ALL, weight workbooks); IMF IMTS and real GDP growth. Coverage: Extra-EU trade. Current US$; exports FOB, imports CIF.
*Air exports and the export air share exclude HS27 (inherited convention).
TEST EDITION. Figures rounded; shares may not sum to 100%. 2026-11-09, base_consolidada_v17_20261021, status ready_for_test_render.

# CZECHIA AIR CARGO TRADE PROFILE METHODOLOGY AND DATA STATUS



## DATA STATUS - 2025

| | |
|---|---|
| **Trade source** | Eurostat Extra-EU trade by mode of transport (EU_X/EU_M, EU_ALL, weight workbooks) |
| **Coverage** | Extra-EU trade |
| **Valuation** | Exports: FOB. Imports: CIF. Current US$; same-year IMF average rates where conversion was needed. |
| **Data layer and status** | capas_eu_asean_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 +0.8% 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$83.5M; 2025: US$92.6M.
- Eurostat extra-EU trade only (mode of transport is not recorded for intra-EU trade)
- Air weight by HS2 for the extra-EU total only (no partner weight)