JAPAN AIR CARGO TRADE PROFILE

ICAO - ECONOMIC DEVELOPMENT - 2025

US$703M

of goods leave Japan by plane every day



34.8%

1 in 3 by air

of goods exports*
29.4% of imports

REAL GDP GROWTH

+1.2% ▲

change in real GDP, 2025 (IMF)

AIR TRADE SURPLUS

US$34.2B

air exports minus air imports, 2025

ONE KILO, AIR-FREIGHTED

US$402

net weight, exports

AIR EXPORTS 2025

US$257B

+12% in a single year, from US$229B in 2024

Electrical machinery and equipment (HS 85)	28%
Machinery and mechanical appliances (HS 84)	14%
Precious stones and metals (HS 71)	12%

MAIN PARTNERS

1 China 2 Hong Kong, China 3 United States

AIR IMPORTS 2025

US$223B

+8.7% in a single year, from US$205B in 2024

Electrical machinery and equipment (HS 85)	30%
Machinery and mechanical appliances (HS 84)	19%
Pharmaceutical products (HS 30)	13%

MAIN PARTNERS

1 United States 2 China 3 Taiwan

WHAT DROVE EXPORT GROWTH

Contribution to air export growth, percentage points

Electrical machinery and equipment (HS 85)	+2.3%
Machinery and mechanical appliances (HS 84)	+1.0%
Precious stones and metals (HS 71)	+3.2%
All other products	+5.6%

VALUE AND WEIGHT



Weight flown

+2.0%

626k → 639k tonnes



Value flown

+12%

US$229B → US$257B

HOW JAPAN'S GOODS TRAVEL

	EXPORTS*	IMPORTS
Air	35%	29%
Sea	65%	71%
Other	0%	0%

KEY HIGHLIGHTS

- In 2025, Japan flew US$257B of goods (34.8% of its goods exports) and received US$223B by air.
- China is the main destination of air exports (18.2%), followed by Hong Kong, China and the United States.
- Air export value rose 12.1% and net weight rose 2.0%; the average value per kilogram rose from US$366 to US$402, partly reflecting the mix of goods.

Sources: Japan Customs air CSV; world total d41ca.csv; IMF IMTS and real GDP growth. Coverage: All partners. 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.

JAPAN AIR CARGO TRADE PROFILE METHODOLOGY AND DATA STATUS

DATA STATUS - 2025

Trade source	Japan Customs air CSV; world total d41ca.csv
Coverage	All partners (air); non-air = world total minus air (no mode split)
Valuation	Exports: FOB. Imports: CIF. Current US$; same-year IMF average rates where conversion was needed.
Data layer and status	capas_jpn_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 -0.1% vs IMF (XG_FOB_USD), within 3%. Imports +0.2% 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$10.9M; 2025: US$10.2M.
- Sea = Japan Customs world total minus air (island; user decision); code-5 sea files are containerised only (share in layer_controls)
- Weight only where the quantity unit is a mass unit (incomplete coverage)