CAMBODIA AIR CARGO TRADE PROFILE

ICAO - ECONOMIC DEVELOPMENT - 2025

US$6.9M
of goods leave Cambodia by plane every day

8.0%
1 in 12 by air
below the ASEAN average (37.2%)

REAL GDP GROWTH
+5.3% ▲
change in real GDP, 2025 (IMF)

AIR TRADE SURPLUS
US$1.2B
air exports minus air imports, 2025

AIR CARGO FLOWN OUT
32k t
direct flights (ICAO)

AIR EXPORTS 2025

US$2.5B

+38% in a single year, from US$1.8B in 2024

Precious stones and metals (HS 71)	48%
Knitted apparel (HS 61)	17%
Non-knitted apparel (HS 62)	12%

MAIN PARTNERS

1 Singapore 2 United States 3 Australia

AIR IMPORTS 2025

US$1.4B

+14% in a single year, from US$1.2B in 2024

Electrical machinery and equipment (HS 85)	27%
43 Furskins (HS 43)	16%
Precious stones and metals (HS 71)	12%

MAIN PARTNERS

1 China 2 Finland 3 Taiwan

WHAT DROVE EXPORT GROWTH

Contribution to air export growth, percentage points

Precious stones and metals (HS 71)	+35.9%
Knitted apparel (HS 61)	+4.8%
Non-knitted apparel (HS 62)	+2.0%
All other products	-4.2%

VALUE AND WEIGHT

Tonnes flown out (ICAO)
+16%
28k tonnes → 32k tonnes

Value flown
+38%
US$1.8B → US$2.5B

HOW CAMBODIA'S GOODS TRAVEL

	EXPORTS*	IMPORTS
Air	8%	4%
Sea	65%	68%
Road	27%	27%
Other	0%	1%

KEY HIGHLIGHTS

- In 2025, Cambodia flew US$2.5B of goods (8.0% of its goods exports) and received US$1.4B by air.
- Singapore is the main destination of air exports (34.1%, 1 of every 3 dollars), followed by the United States and Australia.
- Air export value rose 38.5% from 2024; tonnes flown out on direct flights rose 16.2% (ICAO Form B, not customs weight).

Sources: ASEANstats Trade in Goods (IMTS) by Mode of Transport, HS2; IMF IMTS and real GDP growth; ICAO Form B 2025. Coverage: All partners. Current US$; exports FOB, imports As published (ASEANstats).
*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.

CAMBODIA AIR CARGO TRADE PROFILE METHODOLOGY AND DATA STATUS

DATA STATUS - 2025

Trade source	ASEANstats Trade in Goods (IMTS) by Mode of Transport, HS2
Coverage	All partners
Valuation	Exports: FOB. Imports: As published (ASEANstats). 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	Customs weight not in the source. Weight boxes show ICAO Form B tonnes flown out on direct flights, all partners (2024: 27,527 t; 2025: 31,989 t), not matched to export value: no value per kg.
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 +0.4% vs IMF (XG_FOB_USD), within 3%. Imports +4.4% vs IMF (MG_CIF_USD), OPEN - review before release.
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$1,001; 2025: US$459.
- ASEANstats IMTS by mode: no air weight in the extract
- C2_hs2_vs_air_mode_total 2024.0M: 1.192 vs 1.177 US$bn
- C2_hs2_vs_air_mode_total 2025.0M: 1.355 vs 1.337 US$bn
- C2_layer_air_detail_vs_by_mode_world 2024.0M: 1.192 vs 1.177 US$bn
- C2_layer_air_detail_vs_by_mode_world 2025.0M: 1.355 vs 1.337 US$bn