LUXEMBOURG AIR CARGO TRADE PROFILE

ICAO - ECONOMIC DEVELOPMENT - 2025

US$2.6M

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



30.6%

3 in 10 by air

1.1x the EU average (28.8%)

REAL GDP GROWTH

+0.6% ▲

change in real GDP, 2025 (IMF)

AIR TRADE DEFICIT

US$633M

air exports minus air imports, 2025

ONE KILO, AIR-FREIGHTED

US$19

net weight, exports

AIR EXPORTS 2025

US$949M

+26% in a single year, from US$753M in 2024

Machinery and mechanical appliances (HS 84)	44%
Electrical machinery and equipment (HS 85)	11%
Aircraft and parts (HS 88)	8%

MAIN PARTNERS

1 United States 2 China 3 Brazil

AIR IMPORTS 2025

US$1.6B

+100% in a single year, from US$791M in 2024

Electrical machinery and equipment (HS 85)	51%
Machinery and mechanical appliances (HS 84)	21%
Aircraft and parts (HS 88)	9%

MAIN PARTNERS

1 China 2 United States 3 Japan

WHAT DROVE EXPORT GROWTH

Contribution to air export growth, percentage points

Machinery and mechanical appliances (HS 84)	+10.7%
Electrical machinery and equipment (HS 85)	-1.5%
Aircraft and parts (HS 88)	+5.5%
All other products	+11.3%

VALUE AND WEIGHT



Weight flown

+402%

10k → 51k tonnes



Value flown

+26%

US$753M → US$949M

HOW LUXEMBOURG'S GOODS TRAVEL

EXPORTS*		IMPORTS	
Air	31%	Air	42%
Road	38%	Sea	41%
Sea	31%	Road	11%
Other	1%	Other	6%

KEY HIGHLIGHTS

- In 2025, Luxembourg flew US$949M of goods to markets outside the EU (30.6% of its goods exports) and received US$1.6B by air.
- The United States is the main destination of air exports (16.9%), followed by China and Brazil.
- Air export value rose 26.1% and net weight rose 401.9%; the average value per kilogram fell from US$74.7 to US$18.8, 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.

LUXEMBOURG 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: 3.0% of air exports (kept in totals, not ranked).
IMF check (C1)	Exports +2.0% vs IMF (XG_FOB_USD), within 3%. Imports +0.1% 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$113,037; 2025: US$86,361.
- 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)