MALTA AIR CARGO TRADE PROFILE

ICAO - ECONOMIC DEVELOPMENT - 2025

US$203k

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

3.9%

1 in 25 by air

below the EU average (28.8%)

REAL GDP GROWTH

+4.7% ▲

change in real GDP, 2025 (IMF)

AIR TRADE DEFICIT

US$23.4M

air exports minus air imports, 2025

ONE KILO, AIR-FREIGHTED

US$173

net weight, exports

AIR EXPORTS 2025

US$74.2M

-66% in a single year, from US$219M in 2024

Optical, medical and precision instruments (HS 90)	26%
Aircraft and parts (HS 88)	20%
Clocks and watches (HS 91)	17%

MAIN PARTNERS

1 United Kingdom 2 United States 3 Canada

AIR IMPORTS 2025

US$97.6M

-31% in a single year, from US$142M in 2024

Aircraft and parts (HS 88)	49%
Optical, medical and precision instruments (HS 90)	28%
Furniture and lighting (HS 94)	9%

MAIN PARTNERS

1 United States 2 United Kingdom 3 Canada

WHAT DROVE EXPORT GROWTH

Contribution to air export growth, percentage points

Optical, medical and precision instruments (HS 90)	-1.0%
Aircraft and parts (HS 88)	-66.6%
Clocks and watches (HS 91)	+1.9%
All other products	-0.5%

VALUE AND WEIGHT

Weight flown

-0.9%

0k ⟶ 0k tonnes

Value flown

-66%

US$219M ⟶ US$74.2M

HOW MALTA'S GOODS TRAVEL

EXPORTS*		IMPORTS	
Air	4%	Air	3%
Sea	94%	Sea	91%
Self-propulsion	2%	Self-propulsion	6%
Other	0%	Other	0%

KEY HIGHLIGHTS

- In 2025, Malta flew US$74.2M of goods to markets outside the EU (3.9% of its goods exports) and received US$97.6M by air.
- The United Kingdom is the main destination of air exports (14.6%), followed by the United States and Canada.
- Air export value fell 66.2% and net weight fell 0.9%; the average value per kilogram fell from US$506 to US$173, 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.

TEST EDITION. Figures rounded; shares may not sum to 100%. 2026-11-09, base_consolidada_v17_20261021, status ready_for_test_render.

MALTA 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: 33.8% of air exports (kept in totals, not ranked).
IMF check (C1)	Exports +2.9% vs IMF (XG_FOB_USD), within 3%. Imports -0.3% 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

- 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)