MALAYSIA AIR CARGO TRADE PROFILE

ICAO - ECONOMIC DEVELOPMENT - 2025

US$486M

of goods leave Malaysia by plane every day



40.8%

2 in 5 by air

1.1x the ASEAN average (37.2%)

REAL GDP GROWTH

+5.2% ▲

change in real GDP, 2025 (IMF)

AIR TRADE SURPLUS

US$32.2B

air exports minus air imports, 2025

AIR CARGO FLOWN OUT

275k t

direct flights (ICAO)

AIR EXPORTS 2025

US$177B

+52% in a single year, from US$117B in 2024

Electrical machinery and equipment (HS 85)	75%
Machinery and mechanical appliances (HS 84)	11%
Optical, medical and precision instruments (HS 90)	8%

MAIN PARTNERS

1. United States
2. China
3. Hong Kong, China

AIR IMPORTS 2025

US$145B

+50% in a single year, from US$96.6B in 2024

Electrical machinery and equipment (HS 85)	60%
Machinery and mechanical appliances (HS 84)	18%
Precious stones and metals (HS 71)	6%

MAIN PARTNERS

1. Taiwan
2. China
3. United States

WHAT DROVE EXPORT GROWTH

Contribution to air export growth, percentage points

Electrical machinery and equipment (HS 85)	+38.9%
Machinery and mechanical appliances (HS 84)	+6.7%
Optical, medical and precision instruments (HS 90)	+3.1%
All other products	+2.9%

VALUE AND WEIGHT



Tonnes flown out (ICAO)

-14%

320k tonnes → 275k tonnes



Value flown

+52%

US$117B → US$177B

HOW MALAYSIA'S GOODS TRAVEL

	EXPORTS*	IMPORTS
Air	41%	37%
Sea	45%	51%
Road	14%	12%
Other	0%	0%

KEY HIGHLIGHTS

- In 2025, Malaysia flew US$177B of goods (40.8% of its goods exports) and received US$145B by air.
- The United States is the main destination of air exports (20.7%, 1 of every 5 dollars), followed by China and Hong Kong, China.
- Air export value rose 51.6% from 2024; tonnes flown out on direct flights fell 14.0% (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.

MALAYSIA 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: 320,081 t; 2025: 275,238 t), not matched to export value: no value per kg. Note: may include transit (transfer) cargo.
Products	HS 2-digit chapters
Partners	Explicit code mappings to ISO3; unassigned or aggregate partners: 0.1% of air exports (kept in totals, not ranked).
IMF check (C1)	Exports +15.9% vs IMF (XG_FOB_USD), accepted exception. Imports +15.1% vs IMF (MG_CIF_USD), accepted exception.
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$377,020; 2025: US$1.1M.
- Accepted exception (C1_all_modes_vs_IMF): Accepted for production by user decision. ASEANstats 2025 totals remain ~16% above DOSM and IMF in both flows and the source of the gap is unresolved; disclose in the profile footnote.
- ASEANstats IMTS by mode: no air weight in the extract