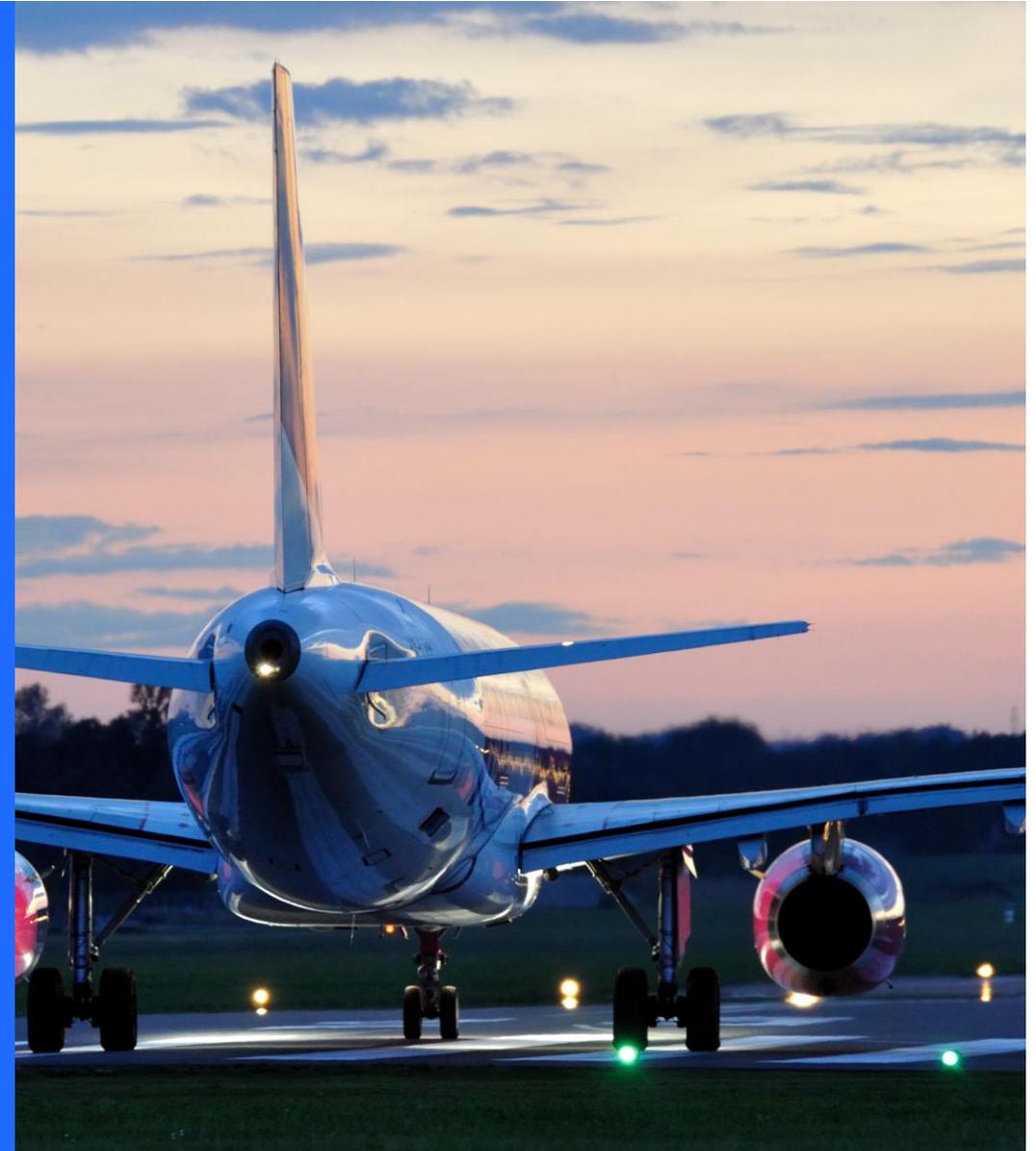




TRANSPORT STATUS
Air Transportation 2026
Rates Outlook, Trade Lane
Status & Details



Trade Lane Status

		DESTINATION						
March		North America	LATAM	Europe	Middle East	Asia Pacific	Africa & Turkey	India
ORIGIN	North America	GREEN	YELLOW	GREEN	GREEN	GREEN	GREEN	YELLOW
	LATAM	GREEN	GREEN	GREEN	GREEN	GREEN	GREEN	GREEN
	Europe	RED	RED	GREEN	YELLOW	GREEN	GREEN	GREEN
	Middle East	YELLOW	GREEN	YELLOW	GREEN	GREEN	YELLOW	GREEN
	Asia Pacific	RED	RED	RED	YELLOW	YELLOW	YELLOW	YELLOW
	Africa & Turkey	YELLOW	RED	YELLOW	YELLOW	YELLOW	RED	RED
	India	YELLOW	RED	YELLOW	YELLOW	YELLOW	RED	RED

RED
Demand has exceeded available capacity

YELLOW
Demand is higher and/or capacity is limited

GREEN
Demand and capacity are at normal levels

AIR TRANSPORTATION

Rates Outlook

		DESTINATION						
March		North America	LATAM	Europe	Middle East	Asia Pacific	Africa & Turkey	India
ORIGIN	North America	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Red ↑
	LATAM	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow
	Europe	Yellow	Red ↑	Yellow	Yellow	Yellow	Yellow	Yellow
	Middle East	Yellow	Yellow	Green ↓	Yellow	Green ↓	Red ↑	Yellow
	Asia Pacific	Red ↑	Red ↑	Red ↑	Yellow	Yellow	Yellow	Yellow
	Africa & Turkey	Yellow	Red ↑	Yellow	Yellow	Red ↑	Yellow	Yellow
	India	Yellow	Red ↑	Yellow	Yellow	Red ↑	Red ↑	Yellow



RED
Rates are increasing



YELLOW
Rates remain even



GREEN
Rates are decreasing

Trade Lane Details

Origin	Destination	Status	Details
North America	LATAM		We are seeing rates holding.
North America	Europe		Carriers are willing to spot, but are not willing to take loses
North America	Middle East		Flights are full, but manageable.
North America	Asia Pacific		Singapore and Thailand are still the ones with the higher rates.
North America	India		Rates are high and we are seeing some spot, but they are limited
North America	Africa & Turkey		Capacity is good into Turkey, but carries such as TK are not willing to provide lower pricing.

Trade Lane Details

Origin	Destination	Status	Details
Europe	North America		Capacity is constrained for winter season. Midwest faces severe weather issues. On top of that, recently a short LH strike caused backlog Freighter capacity is limited and fully allocated to tech industry. MD11's are still grounded
Europe	Europe		Many short haul routes are serviced with narrowbody equipment, Alternatively, Road Feeder Service can cover the demand.
Europe	Middle East		Rates are stable, capacity remains available on passenger aircrafts and on freighters moving via Middle east to Asia. Upcoming Ramadan season is expected to slow down the industrial demand.
Europe	Asia Pacific		Outbound capacity remains available; Asian carriers continue seeing an imbalanced demand for backhaul flights. Rates remain at a low level, despite flight cancelations during chinese newyear holiday.
Europe	LATAM		Passenger rates have increased while still limited trans-Atlantic maindeck capacity available in the market. Deferred flights are available at lower costs. MD-11 Grounding impacted the capacity into Latam
Europe	Africa & Turkey		Rates are at a stable level, capacity is available out of Europe, Demand is expected to remain climb up towards harvest season, creating a capacity surplus into Africa.
Europe	India		Continued growing demand into Sub Indian continent has outgrown the capacity. Rates are still at the lower side, but steadily increasing compared to last summer.

Trade Lane Details

Origin	Destination	Status	Details
LATAM	LATAM		Rates are stable, capacity is currently still available.
LATAM	North America		Rates are stable, capacity is currently still available.
LATAM	Middle East		Rates are stable, capacity is currently still available
LATAM	Asia Pacific		Demand and Rates are increasing , limited capacity
LATAM	EUROPE		Rates are stable, capacity is currently still available
LATAM	Africa & Turkey		Rates are stable, capacity is currently still available

Trade Lane Details

Origin	Destination	Status	Details
Asia	USA		Demand outpacing capacity levels with rates trending upwards
Asia	Europe		Demand is up compounded with Red Sea crisis pushing rates Northwards.
Asia	Middle East		Adequate capacity but transshipment traffic putting pressure on available capacity and rates
Asia	Intra-Asia & India		Adequate capacity but minimal WB capacity available. Asian carriers displacing lower yielding Intra Asia volumes for higher yielding Trans-Pacific loads via their hubs putting pressure on rates
Asia	Africa & Turkey		Airlines like ET/TK increasing capacity to Africa/Turkey, but demand and rates outstrip capacity for the time being
Asia	LATAM		Minimal capacity available ex APAC and first leg access to EU/US a major challenge. Rates to LATAM are rocketing and continues to be a lucrative segment ex APAC.

Trade Lane Details

Origin	Destination	Status	Details
Middle East	LATAM		The combination of decreased capacity from the Middle East and increased demand in Latin America suggests potential upward pressure on rates.
Middle East	North America		Elevated rates and dynamic capacity adjustments, influenced by e-commerce growth, geopolitical tensions, and disruptions in maritime shipping routes. Strategic planning and flexibility are essential to navigate this complex landscape effectively.
Middle East	Europe		Spot rates from the UAE to Europe are falling as carriers offer more available space.
Middle East	Asia Pacific		Elevated rates and dynamic capacity adjustments, influenced by e-commerce growth, geopolitical tensions, and disruptions in maritime shipping routes. Strategic planning and flexibility are essential to navigate this complex landscape effectively.
Middle East	India		Middle Eastern carriers are expanding their freighter fleets and optimizing routes to meet the growing demand on key trade lanes, including those connecting to India.
Middle East	Africa & Turkey		The Middle East and Africa is experiencing moderate growth, influenced by infrastructure investments, geopolitical factors, and evolving trade dynamics.

Trade Lane Details

Origin	Destination	Status	Details
Africa & Turkey	LATAM		There are no further restrictions due to Covid-19. Flight frequencies and capacities are back to normal
	North America		There are no further restrictions due to Covid-19. Flight frequencies and capacities are back to normal
Africa & Turkey	Europe		There are no further restrictions due to Covid-19. Flight frequencies and capacities are back to normal
			There are no further restrictions due to Covid-19. Flight frequencies and capacities are back to normal
	Asia Pacific		There are no further restrictions due to Covid-19. Flight frequencies and capacities are back to normal
	India		There are no further restrictions due to Covid-19. Flight frequencies and capacities are back to normal
Africa & Turkey	Middle East		There are no further restrictions due to Covid-19. Flight frequencies and capacities are back to normal