



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



Trade Lane Status

		DESTINATION							
May		North America	LATAM	Europe	Middle East	Asia Pacific	Africa	Türkiye	India
ORIGIN	North America								
	LATAM								
	Europe								
	Middle East								
	Asia Pacific								
	Africa								
	Türkiye								
	India								

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							
May		North America	LATAM	Europe	Middle East	Asia Pacific	Africa	Türkiye	India
ORIGIN	North America	Yellow	Red ↑	Yellow	Red ↑	Yellow	Yellow	Red ↑	Red ↑
	LATAM	Red ↑	Red ↑	Red ↑	Red ↑	Red ↑	Red ↑	Red ↑	Red ↑
	Europe	Yellow	Red ↑	Yellow	Red ↑	Red ↑	Yellow	Red ↑	Red ↑
	Middle East	Red ↑	Red ↑	Red ↑	Red ↑	Red ↑	Red ↑	Red ↑	Red ↑
	Asia Pacific	Red ↑	Red ↑	Red ↑	Red ↑	Red ↑	Red ↑	Red ↑	Red ↑
	Africa	Yellow	Red ↑	Yellow	Yellow	Red ↑	Yellow	Yellow	Yellow
	Türkiye	Yellow	Red ↑	Yellow	Yellow	Red ↑	Red ↑	Yellow	Yellow
	India	Yellow	Red ↑	Yellow	Yellow	Red ↑	Red ↑	Yellow	Yellow



RED
Rates are increasing










YELLOW
Rates remain even










GREEN
Rates are decreasing









Trade Lane Details

Origin	Destination	Status	Details
North America	LATAM		Surcharges are rising and in some cases they have doubled. LA surcharge for longhaul is now \$1.80 p/kg. We are seeing higher rates from all carriers
North America	Europe		We are seeing rates slowly increase due to the fuel surcharges.
North America	Middle East		Most carriers are pricing each shipment daily and rates are not held for more than 1 to 2 days.
North America	Asia Pacific		Backlogs are continuing from US to SIN, BKK, MNL and KUL. Rates have doubled in some cases.
North America	Africa		Air Freight rates are holding, but surcharges are rising.
North America	Türkiye		Turkey rates have risen and not holding
North America	India		Carriers are not hold to the contracts in place and are spotting each individual shipments.








Trade Lane Details

Origin	Destination	Status	Details
Europe	North America		Additional capacity is now available for summer schedule, however due to fuel prices, rates will not go down as usual. All freighter capacity is fully allocated to tech industry. Most MD11's remain grounded
Europe	Europe		Many short haul routes are serviced with narrowbody equipment, Despite reduction in short haul flights for high fuel, Road Feeder Service can cover the demand.
Europe	Middle East		Nowadays Emirates, Qatar, and Etihad are slowly increasing number of available connections,while passenger flights remain restricted. Limited capacity is only available at express rates..
Europe	Asia Pacific		Asian carriers continue seeing an imbalanced demand for backhaul flights. As many capacity from Gulf carriers has been pulled from the market, rates remain elevated. Carriers are implementing higher fuel along with war risk surcharges for longer flight routes
Europe	LATAM		Rates are increased for fuel. This impacts passenger flights, while maindeck capacity remains limited on this trade. Deferred flights via USA are available at lower costs, but much longer transittimes
Europe	Africa		Rates are at a stable level, capacity is available out of Europe. Demand is driven by high value and perishable products. Market is less depending on middle-east carriers now European and Africa-based carriers see improved demand.
Europe	Türkiye		Pressure on capacity via IST nowTurkish airlines is absorbing capacity from MiddleEast carriers. Rates are mainly impacted by increased cost of jet fuel.
Europe	India		Capacity has significantly reduced by the flight cancelations from Qatar Airways. While demand remains up, rates are on an elevated level and service is impacted by the high demand.








Trade Lane Details

Origin	Destination	Status	Details
LATAM	LATAM		Rates are rising, but we still have capacity
LATAM	North America		Rates are rising, limited capacity
LATAM	Middle East		Rates are rising, limited capacity
LATAM	Asia Pacific		Demand and Rates are increasing , limited capacity
LATAM	Europe		Rates are rising, limited capacity
LATAM	Africa		Rates are rising, limited capacity
LATAM	Türkiye		Rates are rising, limited capacity
LATAM	India		Rates are rising, limited capacity








Trade Lane Details

Origin	Destination	Status	Details
Asia	USA		Demand outpacing capacity levels with rates trending upwards. Space is heavily constrained.
Asia	Europe		Demand outpaces supply especially with airlines via the Middle East not having reinstated their full operating schedules. Regional hubs are constrained with backlog and forwarders told to expect heavy delays for bookings. Both ocean freight & air freight facing constraints; high rates do not reflect service quality from airlines.
Asia	Middle East		With many airlines suspending or reducing their services to key airports such as DXB, SHJ, AUH & DOH, capacity is constrained and reserved for priority shipments
Asia	Intra-Asia & India		Fuel surcharges remain at the April levels and with the global energy crisis, airline rates & capacity reflect an overall challenging environment.
Asia	Africa		Rising rates due to higher demand compared to market supply, airline fuel surcharge remains high and connections via the Middle East hubs still constrained with flight schedules below normal operations.
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.
Asia	Türkiye		Capacity is constrained with rates rising.

Trade Lane Details

Origin	Destination	Status	Details
Africa	LATAM		Imbalanced lane: Africa strong supply/demand vs weaker LATAM demand + limited capacity → soft-to-stable rates
Africa	North America		Tight capacity + weak North America demand → soft rates despite strong Africa exports
Africa	Europe		Strong demand on both ends + improving capacity → stable market with mild rate pressure
Africa	Asia Pacific		Hottest lane globally: strong demand growth + limited capacity → firm rates
Africa	India		Strong demand + moderate capacity → relatively firm and stable rates
Africa	Middle East		Strong demand + high hub reliance + geopolitical disruption → volatile capacity and elevated rates
Africa	Türkiye		Strong demand + high hub reliance + geopolitical disruption → volatile capacity and elevated rates








Trade Lane Details

Origin	Destination	Status	Details
Türkiye	LATAM		Imbalanced lane: Africa strong supply/demand vs weaker LATAM demand + limited capacity → soft-to-stable rates
Türkiye	North America		Tight capacity + weak North America demand → soft rates despite strong Africa exports
Türkiye	Europe		Strong demand on both ends + improving capacity → stable market with mild rate pressure
Türkiye	Asia Pacific		Hottest lane globally: strong demand growth + limited capacity → firm rates
Türkiye	India		Strong demand + moderate capacity → relatively firm and stable rates
Türkiye	Middle East		Strong demand + high hub reliance + geopolitical disruption → volatile capacity and elevated rates
Türkiye	Africa		Strong demand + high hub reliance + geopolitical disruption → volatile capacity and elevated rates

Trade Lane Details

Origin	Destination	Status	Details	
Middle East	LATAM		<p>Overall: Middle East airspace is partially open but highly unstable due to ongoing conflict (US–Israel–Iran).</p> <p>Airlines: Many cancellations, reroutes, and limited schedules; situation can change daily.</p> <p>Capacity : reduced flights , sudden closures possible , heavy military activity & rerouting causing hike on the freight cost , capacity shrink , short validity , increase of fuel surcharge</p>	
Middle East	North America			
Middle East	Europe			
Middle East	Asia Pacific			Same as above
Middle East	India			Same as above
Middle East	Africa			Same as above
Middle East	Türkiye			Same as above

Trade Lane Details

Origin	Destination	Status	Details
India	LATAM		Imbalanced lane: Africa strong supply/demand vs weaker LATAM demand + limited capacity → soft-to-stable rates
India	North America		Tight capacity + weak North America demand → soft rates despite strong Africa exports
India	Europe		Strong demand on both ends + improving capacity → stable market with mild rate pressure
India	Asia Pacific		Hottest lane globally: strong demand growth + limited capacity → firm rates
India	Türkiye		Strong demand + moderate capacity → relatively firm and stable rates
India	Middle East		Strong demand + high hub reliance + geopolitical disruption → volatile capacity and elevated rates
India	Africa		Strong demand + high hub reliance + geopolitical disruption → volatile capacity and elevated rates