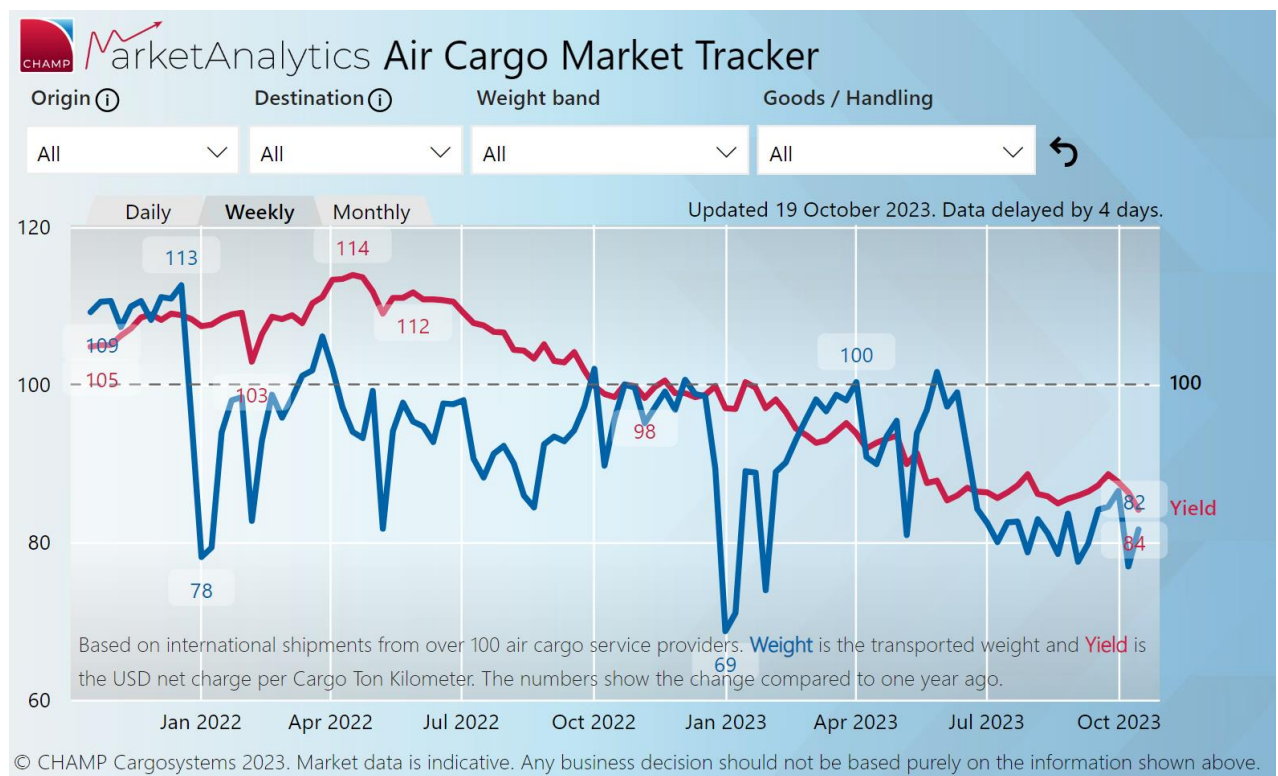


# CHAMP Air Cargo Market Tracker

October 2023



## What's new?

On the following pages we chart metrics through the end of last month.

- Weight evolution to and from continents and major inter-continental routes
- Weight evolution for top types of goods
- Premiums & discounts by major handling codes
- Weight evolution at top origins & destinations
- e-AWB penetration
  - At top airports
  - The distribution among top carriers
  - The distribution among top forwarders.

### Commentary

Global air cargo volumes remain on their 2-year downward trend, with September 2023 14% below September 2022, but only slightly down from August.

Yields too are about 15% below the same month a year ago. The downward trend for yields seems to be stabilizing and might even reverse its course with the recent announcement by Saudi Arabia and Russia that they intend to cut production. That is mitigated, however, by some major Western economies entering recession territory.

Please look at the charts in the following pages for more details.

From a regional perspective, exports from North America show a whopping 53% decline compared to a year ago. That seems to be matched by recent reports of increasing bankruptcies and joblessness.

Asia is showing an 8% growth year-on-year, mainly from central and east Asian countries. Yields are down by 18%, though they might have reached their lowest point.

Imports are down in all regions compared to a year ago. The least down is North America. Its sharp imbalance with export performance might spell economic trouble ahead.

Looking at continental routes, the volumes from Asia to the Middle East grew by 39% over a year ago. On the negative side, volumes from North America to Europe declined by a stunning 65% year-on-year.

Back to a global perspective, all weight segments are showing losses, notably with the smallest weight segment that now is firmly in negative territory.

#### 0-10 kg shipments view



From a handling perspective, only 3 segments are growing over last year, led by Dangerous Goods at +18% over last year, most probably fueled by war in Ukraine. On the negative side, garments have plunged by about 38% year-on-year, on a downward trend all along.

#### Dangerous goods segment view



Interestingly, the medical goods segment that was fueled by the COVID crisis, is down by about 36% from a recent peak in April 2023. However, this can be expected to grow again in the coming months as drug makers are again pushing the World Health Organization to drive new mass vaccination campaigns for new flu strains and/or COVID.

Finally, we have looked at the premium or discount commanded by special handling codes. This is not visible on the public

dashboard, but our report shows the trends for the top twenty special handling codes and participants can see full details in their own dashboards. Highlights are:

- Priority small packages (XPS) premiums further increased to 94% over average rates
- Discounts on flowers (PEF) continues to decrease to 20% now
- E-cargo (ECC) and E-freight are becoming cheaper than regular freight
- Dry ice (ICE) is still increasing, from a 3% discount to a slight premium
- All perishables (PER, PES, PEM, PEP) show discounts still decreasing which will cause the prices of exotic foods to rise on the shelves.

## Sources & your own dashboards

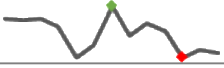






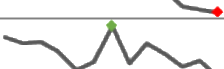

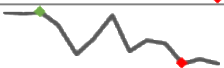
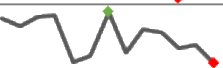




CHAMP publishes the first public tracker of global air cargo weight and yield. Updated daily, it is based on over 300,000 shipments per week. The interactive dashboard is available at [champ.aero/MarketAnalytics](https://champ.aero/MarketAnalytics), and you can refine it by origin, destination, weight band and type of goods. You can also view data by month, week, or day. Clicking the ⓘ symbol besides origin and destination lists the individual countries. The reference point is 100 a year ago.

The data is also used to produce the charts in this report.

Air cargo service providers can see details of their own business and comparisons with the market through powerful dashboards for free. More details on [this page](#) or by mailing [MarketAnalytics@CHAMP.aero](mailto:MarketAnalytics@CHAMP.aero).















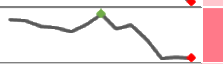






## Weight evolution from and to continents in the 13 months through September 2023

LM is last month, SM PY is same month prior year, PM is prior month. Market data is indicative. Any business decisions should not be based purely on the information presented in our reports. MarketAnalytics participants get pre-built customizable dashboards so that they can see the data in the ways they want even down to the shipment level, updated daily or weekly. Details at [www.champ.aero/MarketAnalytics](http://www.champ.aero/MarketAnalytics)

From	Weight change Green high / red low	LM vs. SM PY ▼	LM vs. PM	To	Weight change Green high / red low	LM vs. SM PY ▼	LM vs. PM
<b>All continents</b>		-14%	-1%				
Asia		8%	3%	N. America		-3%	2%
Oceania		-7%	0%	Oceania		-3%	1%
L. America		-18%	-2%	Middle East		-8%	-5%
Africa		-27%	-4%	Europe		-16%	2%
Middle East		-27%	-12%	Asia		-19%	-1%
Europe		-28%	-3%	Africa		-21%	-9%
N. America		-53%	-5%	L. America		-30%	-10%



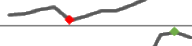

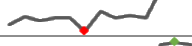







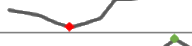






## Top inter-continental routes by weight change in the 13 months through September 2023

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Trade lane	Weight change Green high / red low	LM vs. SM PY ▼	LM vs. PM	Trade lane	Weight change Green high / red low	LM vs. SM PY ▼	LM vs. PM
<b>All routes</b>		-14%	-1%				
Asia - Middle East		39%	-7%	Europe - N.America		-29%	3%
Asia - N.America		14%	2%	Europe - Africa		-33%	-10%
Asia - Europe		13%	8%	Europe - L.America		-34%	-7%
Asia - L.America		6%	-23%	L.America - Europe		-35%	-1%
Asia - Africa		0%	-10%	Africa - Europe		-36%	-4%
L.America - N.America		0%	3%	N.America - L.America		-45%	-5%
L.America - Asia		-4%	-28%	N.America - Middle East		-45%	-1%
Asia - Asia		-6%	6%	N.America - Asia		-48%	-9%
Africa - Middle East		-6%	-4%	Middle East - Asia		-49%	-11%
Middle East - Europe		-12%	-23%	N.America - Europe		-65%	-2%




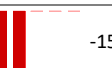
















## Top goods types by weight change in the 13 months through September 2023

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Type of goods	Weight change Green high / red low	LM vs. SM PY ▼	LM vs. PM	Type of goods	Weight change Green high / red low	LM vs. SM PY ▼	LM vs. PM
<b>All goods</b>		-14%	-1%	Apparel		36%	2%
Footwear		184%	18%	Courier		35%	-18%
Phones		96%	-18%	Pharmaceuticals		29%	-6%
Parts		71%	-9%	Seafood - live		26%	-12%
Home goods		57%	-12%	Flowers		10%	3%
Electronic equipment		55%	19%	Mail		3%	5%
Express		50%	15%	Vegetables		-8%	-25%
Containers		49%	-24%	Food		-10%	-3%
Fruits		46%	-6%	Fish		-15%	-3%
Aircraft parts		45%	-17%	Fabrics		-17%	-3%
Electrical equipment		42%	-1%				


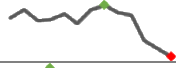

































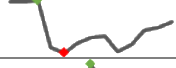











## Price premiums and discounts for 20 top SHCs and changes in the six months through September 2023

This chart shows the premium or discount commanded by individual Special Handling Codes on average. More detailed information is available through MarketAnalytics. Market data is indicative. Any business decisions should not be based purely on the information presented in our reports.

Premium / discount					Premium / discount				
SHC	Description	Apr-23	Trend	Sep-23 ▼	SHC	Description	Apr-23	Trend	Sep-23 ▼
XPS	Priority small package	+83%		+94%	EAP	E-freight consignment with paper docs	-5%		-6%
PIL	Pharmaceuticals	+28%		+26%	HEA	Heavy cargo, 150+ kilograms per piece	-16%		-15%
ELM	Lithium metal batteries excepted from iata dgr	+10%		+6%	EAT	Foodstuff	-16%		-17%
EAW	E-freight consignment without paper docs	+6%		+0%	PEF	Flowers	-26%		-20%
ICE	Dry ice	-3%		+0%	COL	Cool goods	-25%		-22%
SPX	Secure for passenger and all-cargo aircraft	+1%		+0%	NSC	Cargo not secured for passenger or cargo aircraft	-26%		-24%
ELI	Lithium ion batteries excepted from iata dgr	+4%		-1%	PER	Perishable cargo	-32%		-27%
BUP	Bulk unitization program	-2%		-3%	PES	Fish or seafood	-34%		-27%
ECC	Electronically concluded cargo contract no paper	+0%		-4%	PEM	Meat	-43%		-42%
CRT	Control room temperature +15°C to +25°C	-4%		-6%	PEP	Fruits and vegetables	-51%		-47%

## Weight changes for 50 top origins in the 13 months through September 2023






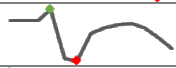
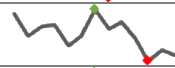




























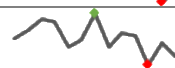



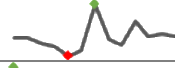
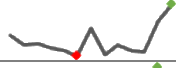










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Region▼	Airport▼	Weight change Green high / red low	LM vs. SM PY	LM vs. PM	Region▼	Airport▼	Weight change Green high / red low	LM vs. SM PY	LM vs. PM
	<b>All origins</b>		-14%	-1%					
Africa	ADD Bole Int'l		-27%	-8%	Europe	KIX Kansai Int'l		-12%	11%
	CAI Cairo Int'l		-16%	-6%		MNL Ninoy Aquino		-27%	-8%
	NBO Jomo Kenyatta		-39%	-4%		NRT Narita		-14%	15%
L. America	BOG Eldorado		-4%	-2%		PEK Capital		36%	1%
	GRU Guarulhos Int'l		-44%	0%		PVG PuDong		12%	10%
	SCL Arturo Merino		-16%	-5%		SGN Tan Son Nhat		-26%	-8%
	UIO Mariscal Sucre		24%	11%		SIN Changi		-20%	-10%
N. America	ATL William B		-60%	-22%		SZX Shenzhen		44%	-6%
	DFW Dallas/Ft Worth		-63%	-10%		TPE Taoyuan		-21%	-2%
	JFK John F		-53%	-13%		XMN Xiamen		155%	3%
	LAX Los Angeles		-40%	-5%		AMS Schiphol Airport		-29%	-3%
Asia	MIA Miami Int'l		-35%	-6%	Europe	BRU National		-28%	3%
	ORD O'Hare Int'l		-64%	-6%		CDG Charles De		-19%	1%
	BKK Bangkok Int'l		-29%	-1%		FRA Frankfurt Int'l		-22%	-2%
	BOM Chhatrapati		-6%	-9%		LGG Liege		-25%	-9%
	CAN Baiyun		4%	-1%		LHR Heathrow		-38%	-11%
	CGO Zhengzhou		-14%	3%		MAD Barajas		-15%	-6%
	CKG Chongqing		-2%	1%		MUC Franz Josef		-29%	-4%
	CTU Chengdu		-1%	16%		MXP Malpensa		-39%	6%
	DAC Hazrat Shahjalal		30%	8%		OSL Oslo Airport		-40%	-24%
	DEL Indira Gandhi		-6%	-5%		SWK Segrate		-34%	-7%
Asia	HAN Noibai		-11%	4%	Middle East	ZRH Kloten		-19%	4%
	HGH Hangzhou		-1%	11%		DXB Dubai		-21%	-23%
	HKG Hong Kong Int'l		38%	2%	Middle East	IST Istanbul		-23%	-5%
	ICN Incheon Int'l		-2%	7%		TLV Ben Gurion Int'l		-48%	-18%



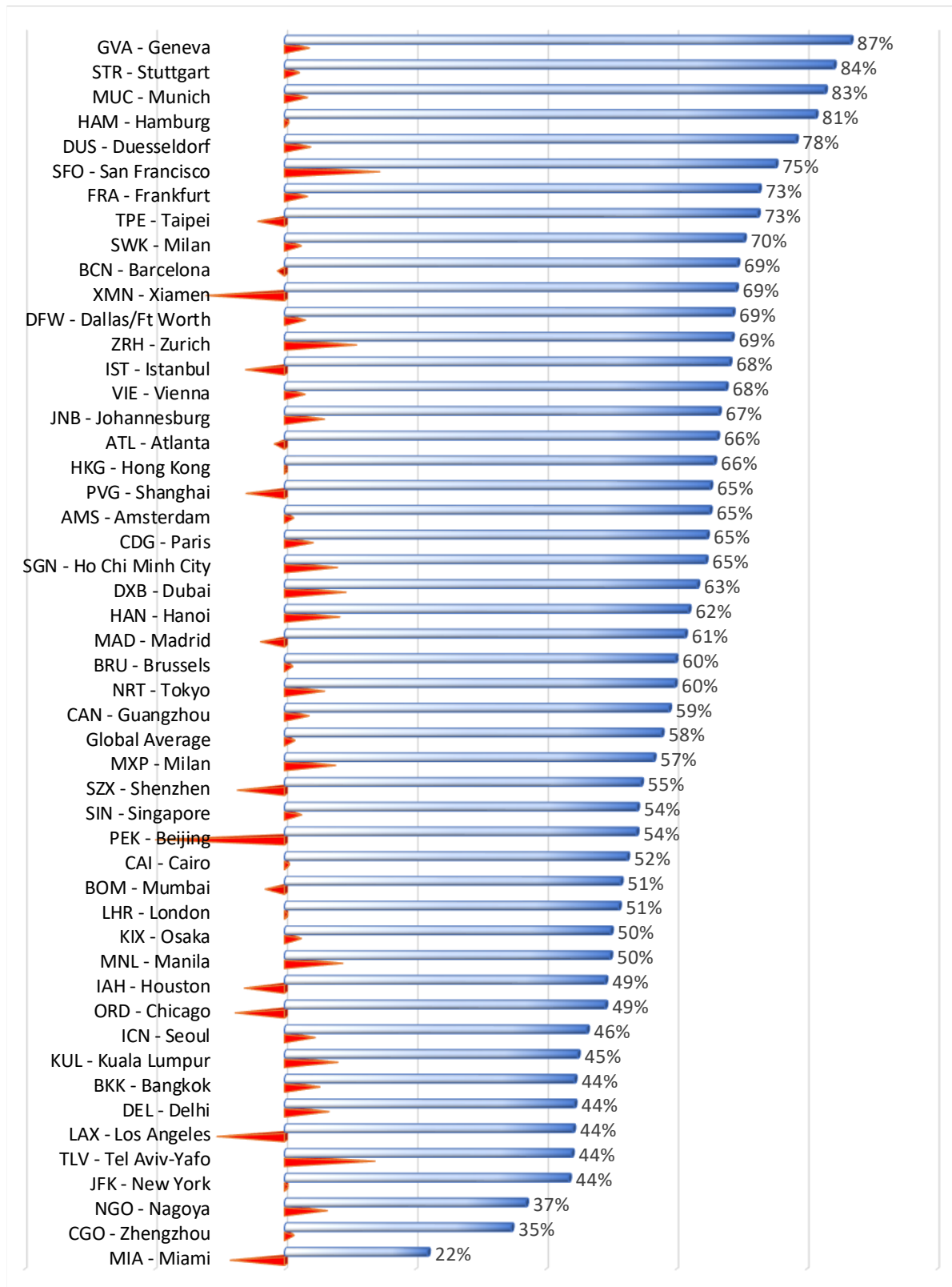
## Weight changes for 50 top destinations in the 13 months through September 2023

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Region▼	Airport▼	Weight change Green high / red low	LM vs. SM PY	LM vs. PM	Region▼	Airport▼	Weight change Green high / red low	LM vs. SM PY	LM vs. PM
	<b>All destinations</b>		-14%	-1%					
Africa	CAI Cairo Int'l		-30%	-9%		KIX Kansai Int'l		-2%	11%
	JNB Johannesburg		-26%	1%		KUL Kuala Lumpur		5%	-5%
	LOS Murtala		-21%	-9%		MAA Chennai		-26%	-5%
L. America	GRU Guarulhos Int'l		-35%	-15%		MNL Ninoy Aquino		-22%	0%
	MEX Juarez Int'l		-62%	-34%		NRT Narita		-23%	7%
	SCL Arturo Merino		-26%	-4%		PEK Capital		-17%	0%
	VCP Viracopos		-54%	1%		PVG PuDong		-31%	-6%
N. America	ATL William B		-21%	15%	Europe	SGN Tan Son Nhat		-37%	1%
	BOS Logan Int'l		-14%	8%		SIN Changi		-23%	-11%
	DFW Dallas/Ft Worth		-10%	-5%		TPE Taoyuan		-16%	5%
	JFK John F		-1%	2%		AMS Schiphol Airport		-25%	1%
	LAX Los Angeles		3%	1%		BRU National		-40%	-9%
	MIA Miami Int'l		9%	5%		CDG Charles De		0%	-1%
	ORD O'Hare Int'l		5%	3%		FRA Frankfurt Int'l		-31%	6%
	SFO San Francisco		-15%	2%		LGG Liege		30%	24%
	YYZ Pearson Int'l		-14%	-4%		LHR Heathrow		-9%	-8%
						MAD Barajas		6%	2%
Asia	ALA Almaty		-46%	-15%	Middle East	MXP Malpensa		2%	19%
	BKK Bangkok Int'l		-35%	-4%		DXB Dubai		-11%	-8%
	BOM Chhatrapati		-30%	-10%		IST Istanbul		-14%	-1%
	CAN Baiyun		-42%	10%		JED King Abdulaziz		2%	-3%
	DAC Hazrat Shahjalal		40%	18%		KWI Kuwait Int'l		-17%	1%
	DEL Indira Gandhi		4%	-12%		RUH King Khalid Int'l		5%	-1%
	HAN Noibai		-7%	3%		TLV Ben Gurion Int'l		-31%	-11%
	HKG Hong Kong Int'l		-14%	3%					
	ICN Incheon Int'l		-25%	-8%	Oceania	SYD Kingsford Smith		-5%	3%

## Share of international shipments that are e-Freight from 50 top airports in September 2023 and % change on same month last year

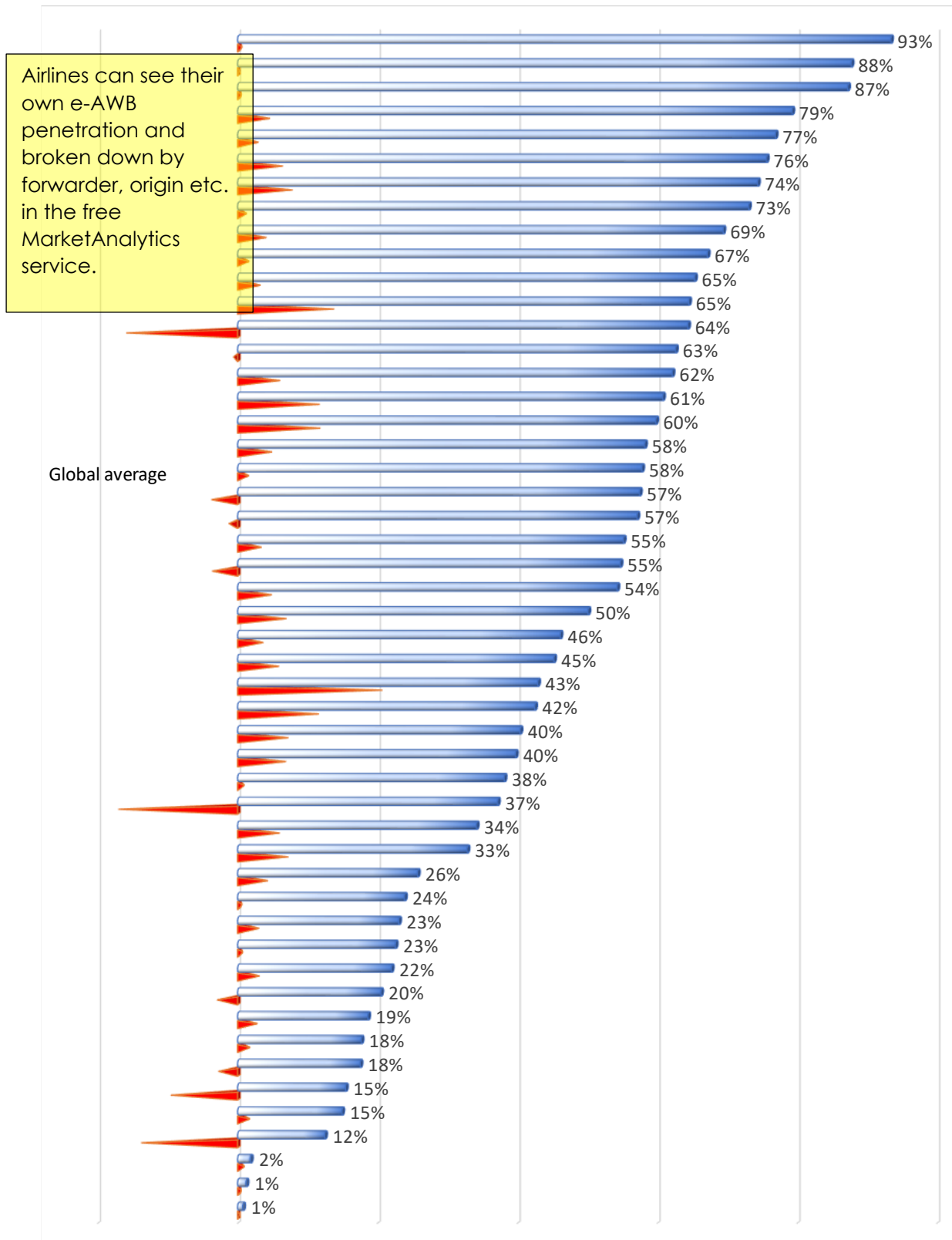
e-Freight shipments are those that have one of the following SHCs: ECC, ECP, EAW or EAP. Market data is indicative. Any business decisions should not be based purely on the information presented in our reports. MarketAnalytics participants get pre-built customizable dashboards so that they can see the data in the ways they want even down to the shipment level, updated daily or weekly. Details at [www.champ.aero/MarketAnalytics](http://www.champ.aero/MarketAnalytics).





## Share of international shipments that are e-Freight from 50 top carriers in September 2023 and % change on same month last year

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## Share of international shipments that are e-Freight from 50 top forwarders in September 2023 and % change on same month last year

e-Freight shipments are those that have one of the following SHCs: ECC, ECP, EAW or EAP. Market data is indicative. Any business decisions should not be based purely on the information presented in our reports. MarketAnalytics participants get pre-built customizable dashboards so that they can see the data in the ways they want even down to the shipment level, updated daily or weekly. Details at [www.champ.aero/MarketAnalytics](http://www.champ.aero/MarketAnalytics).

