



Highlights



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- The global air cargo market weakened in March 2026, with IATA reporting CTKs down 4.8% YoY and international volumes falling 5.5% amid major Middle East disruptions
- Global airfreight capacity contracted sharply in March 2026 as Middle East disruptions heavily impacted global operations, due to flight cancellations, airspace restrictions, and widespread network rerouting.
- Higher fuel prices, ongoing geopolitical uncertainty, and continued network disruptions are expected to keep volatility elevated across global air cargo markets in the coming months.

Capacity



- Capacity weakened in March as Middle East disruptions heavily impacted operations

Volumes



- The global air cargo market weakened in March 2026, with IATA reporting CTKs down 4.8% YoY

Rates



- Jet fuel prices increased by 106.6% YoY, with MoM gains of 92%



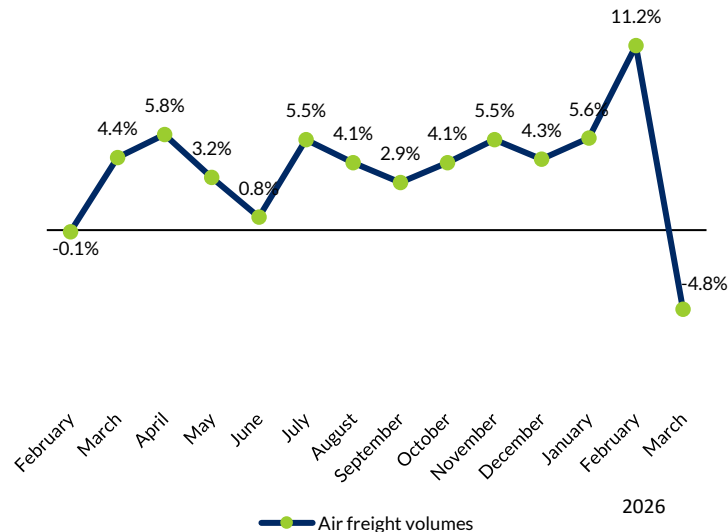
Volumes

Cargo Tonne-Kilometers (CTK)



- The global air cargo market lost momentum in March 2026 following a strong start to the year, as significant disruptions across the Middle East weighed heavily on global flows. According to IATA, cargo demand (CTKs) declined by 4.8% year-on-year, while international volumes fell by 5.5% YoY.
- Regional performance diverged sharply during the month. Africa led growth at +7.0% YoY, followed by Asia-Pacific (+5.4%) and Europe (+2.2%). Latin America saw modest growth (+1.8%), while North America declined slightly (-1.2%). The Middle East recorded the weakest performance, with demand falling by -54.3% YoY due to the ongoing geopolitical tensions.
- Despite the March slowdown, underlying market fundamentals remain relatively resilient. Global industrial production, goods trade and manufacturing continued to expand into April.

Air freight volumes



Source: IATA - Air Cargo Market Analysis



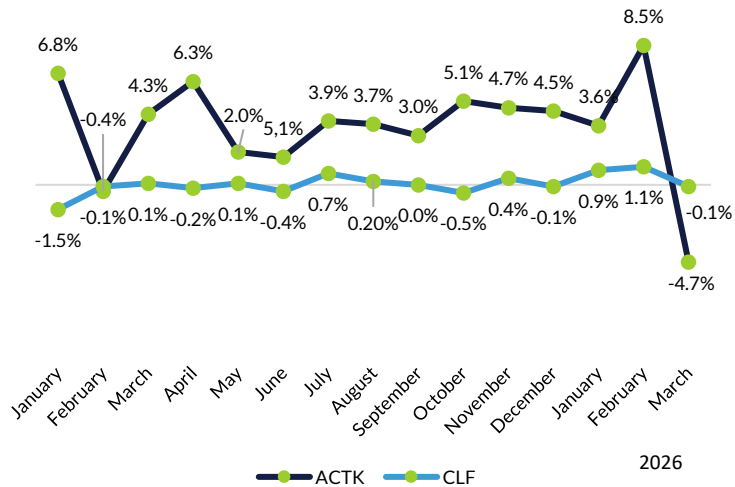
Capacity

Cargo Load Factor (CLF) & Available Cargo Tonnes-kilometer (ACTK)



- Global airfreight capacity came under pressure in March 2026 as widespread disruptions across the Middle East significantly impacted global operations. According to IATA, industry ACTKs declined by 4.7% YoY, while international capacity contracted by 6.1% YoY, marking a sharp reversal from the strong expansion seen earlier in the year.
- The decline was largely driven by extensive flight cancellations, airspace restrictions, and network rerouting across key Middle East hubs, which reduced both passenger belly capacity and freighter utilization on major East-West trade lanes. While passenger networks in other regions continued their gradual recovery, the operational disruption across Gulf carriers and transit hubs heavily constrained available global lift during the month.

Air freight capacity



Source: IATA - Air Cargo Market Analysis



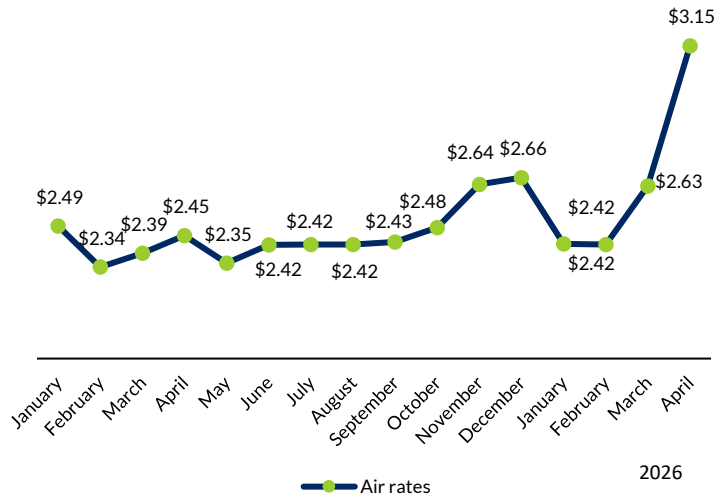
Rates

Cargo Rates per kg in USD



- March saw significant regional disruptions that drove sharp volatility across selected trade lanes. Capacity tightened notably on Middle East-linked corridors following widespread airspace restrictions and network rerouting, while Transpacific and Transatlantic markets remained relatively resilient. Asia–Europe pricing was more mixed, reflecting ongoing trade lane imbalances and operational uncertainty.
- Both airfreight rates and fuel costs increased sharply in March, driven primarily by the Middle East conflict and the resulting disruption to global aviation and energy markets. Jet fuel prices surged to their highest level in more than 23 years, while capacity shortages and rerouting activity pushed freight rates higher across several key trade lanes.

Air rates



Source: WorldACD