

The background of the cover is a composite image. In the center, a large white cargo aircraft is shown from a front-on perspective, flying towards the viewer. The sky is a dramatic mix of orange, red, and purple, suggesting a sunset or sunrise. In the lower half of the image, a city skyline is visible, with several skyscrapers illuminated with lights. The Burj Khalifa is the most prominent building on the right side. The overall scene conveys a sense of global connectivity and air freight services.

aramex

Aramex Air Freight Market Monitor

May 2026 edition

The report aims to serve as a strategic insight tool designed to help readers navigate the fast-evolving global and regional logistics landscape. Developed to provide a clear, data-driven view of the market dynamics, the report consolidates macroeconomic indicators, trade trends and air freight market analysis across MENAT focused corridors to support informed decision making.

Nicolas Sibuet

Chief Financial & Corporate Development Officer

Q1 2026 was characterized by heightened geopolitical uncertainty, evolving global trade dynamics, and continued macroeconomic volatility. Global supply chains remained exposed to disruption risks across key trade corridors, while businesses continued to navigate inflationary pressures, elevated operating costs, and cautious market conditions.

Within the logistics sector, market conditions continued to reinforce the importance of supply chain flexibility, multimodal connectivity, and strategic network diversification.

Across MENAT, Q1 2026 was significantly influenced by regional escalation and continued disruption risks across critical trade and energy corridors. Maritime security concerns, elevated regional uncertainty, and shifting trade flows continued to impact logistics networks, freight market dynamics, and broader business sentiment across the region.

However, the region demonstrated increasing operational resilience through strategic trade network reconfiguration, greater supply chain agility, and the growing importance of alternative routing and port connectivity solutions.

Looking ahead, global operating environment is expected to remain dynamic during Q2 2026, with geopolitical developments, inflationary pressures, and evolving trade conditions continuing to shape global supply chains and market sentiment. Businesses are expected to maintain a cautious approach while continuing to prioritize resilience, operational flexibility, and supply chain diversification.



Tim Martin

Chief Commercial Officer

Q1 2026 began with positive momentum across global logistics markets, supported by healthy freight demand and improving sentiment.

However, the regional escalation at the end of February marked a significant turning point for the industry. The operating environment rapidly shifted, driven by substantial cost inflation and heightened disruption across global supply chains. Key pressures included a sharp increase in jet fuel prices—doubling in some markets—alongside a surge in war-risk premiums, the rapid expansion of emergency surcharges, and materially higher insurance and security costs.

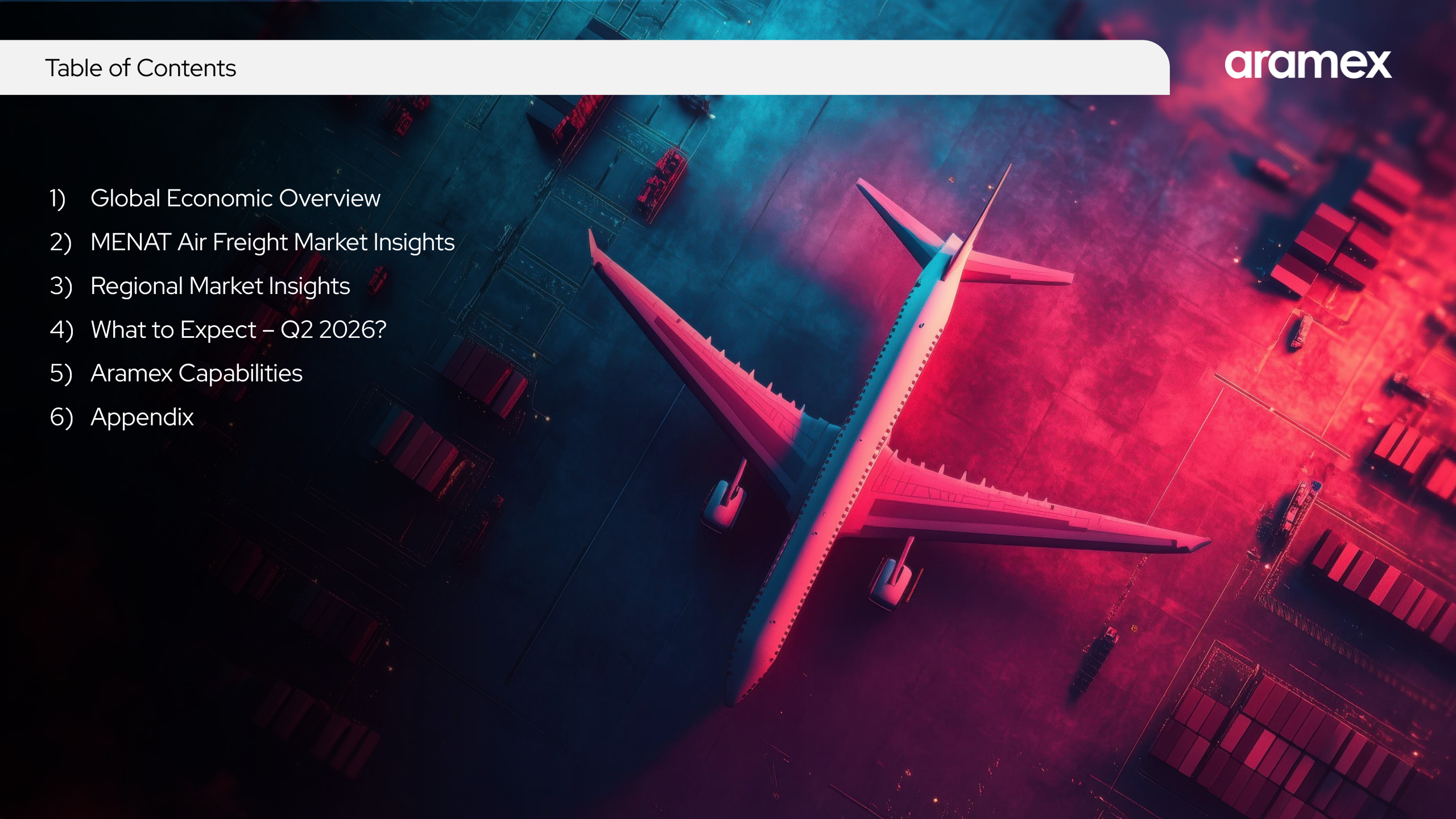
From a commercial perspective, customer behavior shifted meaningfully, with greater caution in procurement and logistics planning.

Changes in buying patterns, pricing dynamics, and competitive positioning contributed to softer volumes across segments. Industry focus moved toward revenue protection, customer retention, and active management of volatility.

Looking ahead to Q2 2026, demand conditions are expected to remain closely linked to geopolitical developments, trade flow stability, and broader macroeconomic factors. Structural shifts in customer priorities are likely to persist, with increased emphasis on supply chain resilience, diversification, and operational agility. Freight markets and cross-border trade flows are expected to remain dynamic, particularly across strategically important corridors, while demand for flexible and integrated logistics solutions will continue to strengthen.



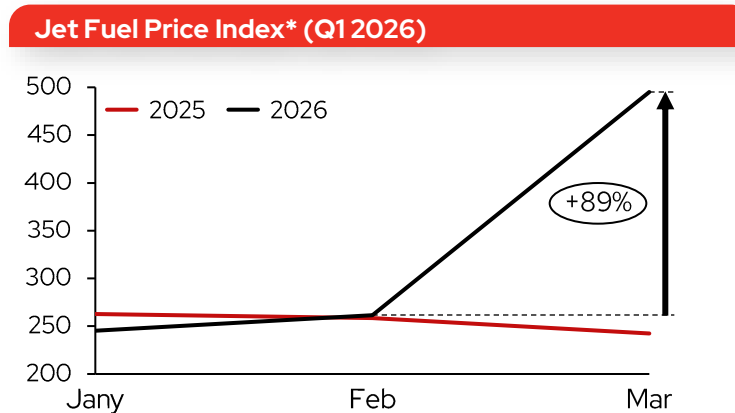
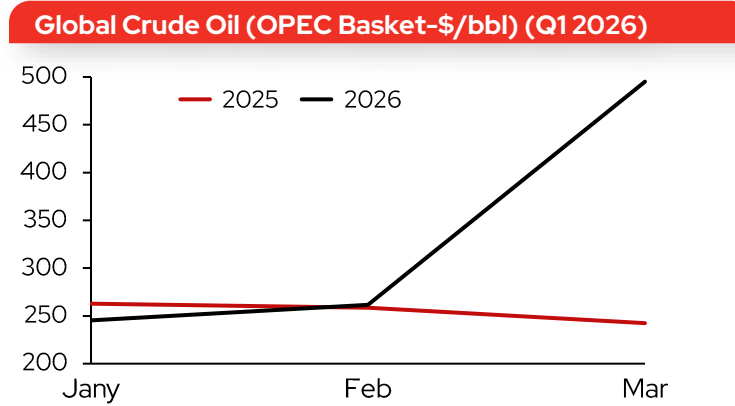
- 1) Global Economic Overview
- 2) MENAT Air Freight Market Insights
- 3) Regional Market Insights
- 4) What to Expect – Q2 2026?
- 5) Aramex Capabilities
- 6) Appendix



Geopolitical escalation in Q1 2026 triggered an energy-driven shock, reshaping inflation, growth expectations, and global trade dynamics.

Real GDP Growth Forecasts (%) 2026 (F)			
Global Markets	2026 (F) ¹	Change ²	Trend
World	3.1%	-0.3	▼
United States	2.2%	-0.5	▼
Euro Area	1.2%	-0.3	▼
China	5.0%	-0.2	▼
India	6.5%	-0.3	▼
Middle East & Central Asia	2.9%	-0.9	▼
GCC Markets 2026 (F)			
UAE	3.1%	-0.9	▼
Saudi Arabia	3.1%	-1	▼
Qatar	-8.6%	-13.5	▼

CPI (%) 2026 (F)			
Global Markets	2026 (F) ¹	Change ²	Trend
Global	4.4%	-0.3	▼
United States	2.2%	-0.5	▼
Euro Area	1.2%	-0.3	▼
China	5.0%	-0.2	▼



- Global Growth Outlook Downgraded Broadly**
 IMF revised 2026 growth downward across all major economies, with the largest impact observed in the Middle East, highlighting the direct exposure of the region to geopolitical disruption.
- Geopolitical Shock Driving Macro Dynamics**
 Escalation in the Middle East triggered a sharp increase in energy prices, introducing a supply-side shock that is now the primary driver of global economic volatility.

 Energy security is now a growth determinant; energy-importing and emerging economies face outsized downside risks.
- Inflation Re-accelerating After Disinflation Trend**
 Renewed inflationary pressures are delaying expected rate cuts, tightening financial conditions and limiting policy support for growth.
- Global Trade Recovery Losing Momentum**
 Trade growth slowed to 2.8%, impacted by tariffs and re-routing. Rising protectionism increases fragmentation risks.
- Fiscal Policy & Debt Sustainability**
 Public debt remains elevated amid higher borrowing costs. Higher borrowing costs shift the fiscal priority from spending more to spending smarter.
- Middle East Impact is Deep but Uneven**
 While the region is the most impacted globally, growth outcomes vary significantly across GCC economies depending on exposure to energy infrastructure and trade disruptions.

1) 2026 (F) values are based on IMF April 2026 edition
 2) Change is with respect to the IMF GDP forecasts in January 2026
 Source: IMF World Economic Outlook (April 2026), WTO, S&P Global, national statistics; figures rounded



01

Outbound MENAT

Capacity- driven tightening in the market, where supply constraints are driving the yield growth.

- **Market Share:** Demand and capacity were heavily concentrated on MENAT–Europe and Intra–MENAT routes this quarter, underscoring these corridors as the key drivers of volume and network strategy.
- **YoY Change:** Demand remained stable however, the capacity decreased by 8% on YoY basis, whereas the rates increased by 10%.
- **Regional Highlights:** Strongest demand growth on YoY basis was driven by MENAT–North Asia whereas capacity additions were the highest on MENAT–West & Central Africa on YoY basis.



02

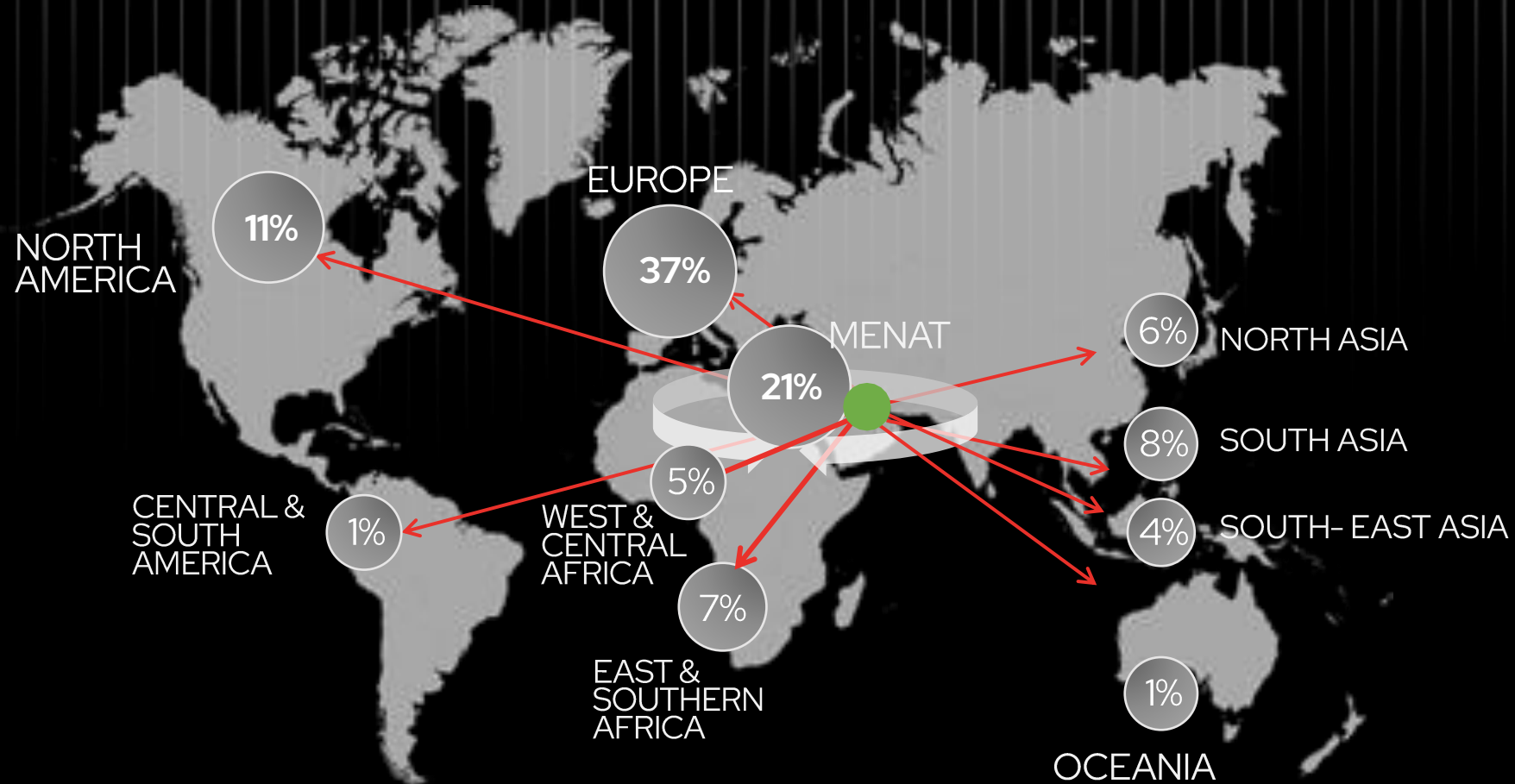
Inbound MENAT

Capacity tightness offsetting the demand weakness, keeping the yields higher.

- **Market Share:** Demand and capacity were heavily concentrated on inbound lanes from Europe and North Asia and within Intra–MENAT.
- **YoY Change:** Demand decreased by 10% followed by the capacity decline of 9% whereas the rates increased by 10%.
- **Regional Highlights:** Strongest demand growth on YoY basis was driven by Central & South America–MENAT whereas capacity additions were highest on West & Central Africa–MENAT on YoY basis.

MENAT Outbound Air Freight Demand - Volume Share (%)

Q1 MENAT's outbound demand¹ is concentrated, with Europe as the dominant lane, while intra-MENAT and North America form the core demand backbone.



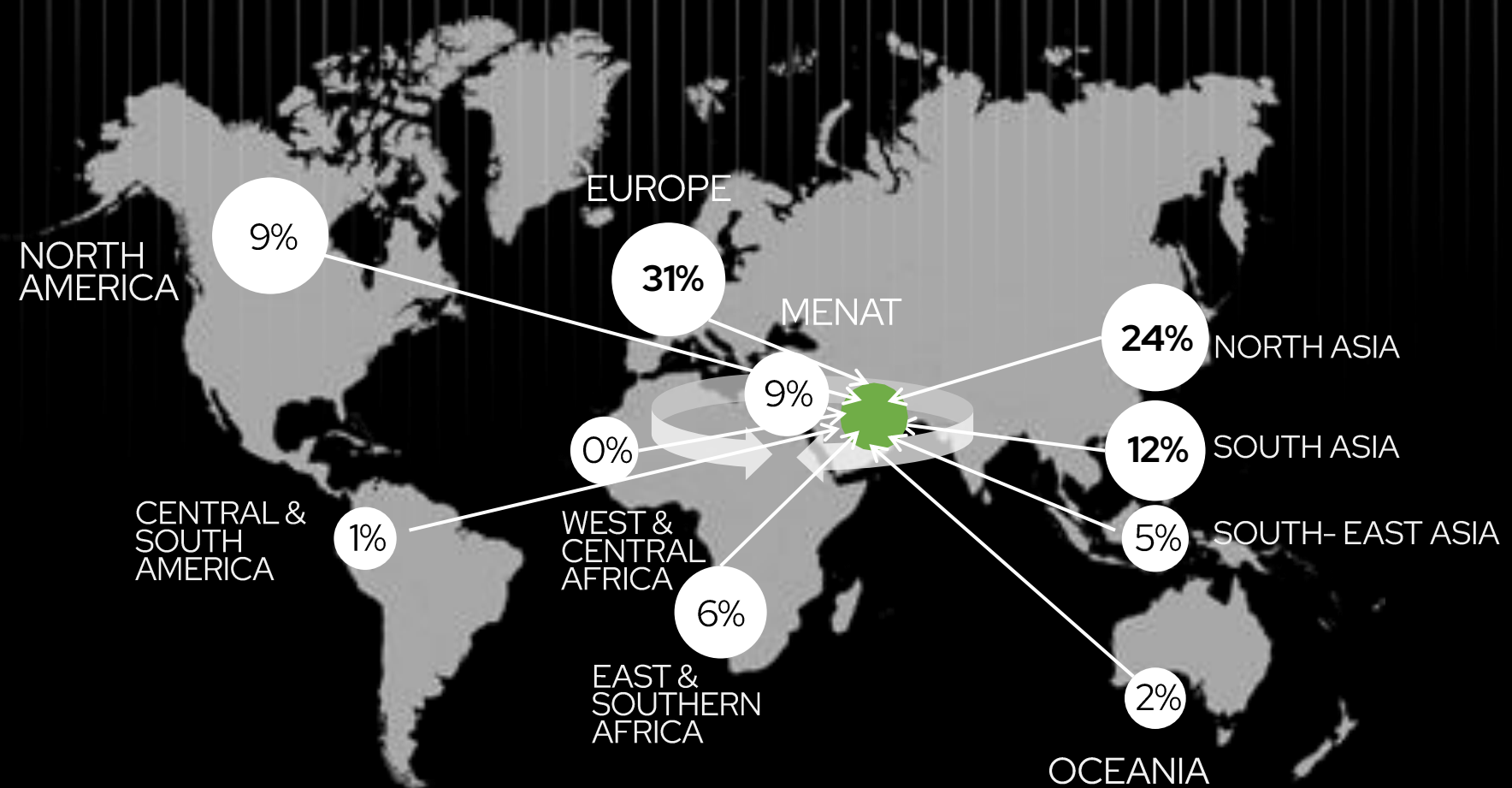
QoQ Change

East & Southern Africa	-1 ppt
Europe	+3 ppt
Intra-MENAT	-4 ppt
North America	-1 ppt
North Asia	+1 ppt

1) Demand is defined by all traffic between origin and destination region as displayed and does not consider any transfer shipments.

MENAT Inbound Air Freight Demand - Volume Share (%)

Q1 MENAT's inbound demand¹ is structurally anchored to Europe and Asia, with Europe as the primary source and North and South Asia forming the dominant growth engines.



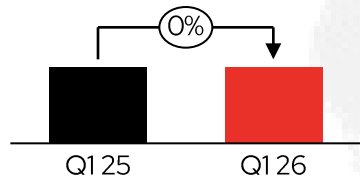
QoQ Change	
Intra-MENAT	-1 ppt
North Asia	+2 ppt
Oceania	-2 ppt
Europe	-1 ppt
South-East Asia	+1 ppt

1) Demand is defined by all traffic between origin and destination region as displayed and does not consider any transfer shipments.

MENAT Air Freight Demand - YoY Analysis

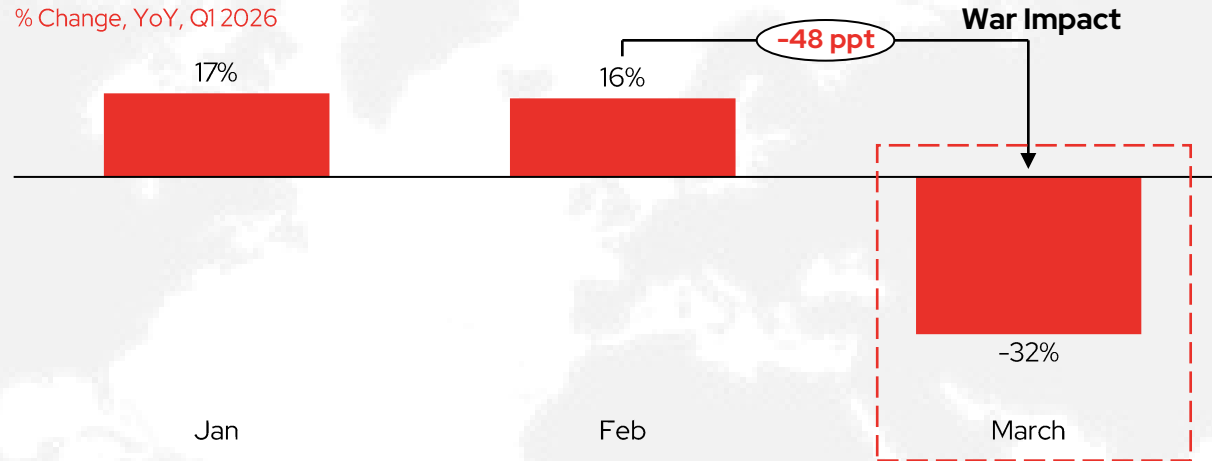
Geopolitical escalation drives sharp demand decline in March after a strong Q1 start.

Total Outbound MENAT Demand¹

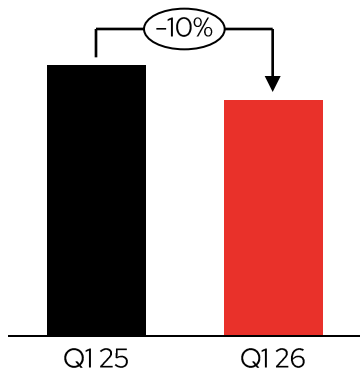


Outbound

% Change, YoY, Q1 2026

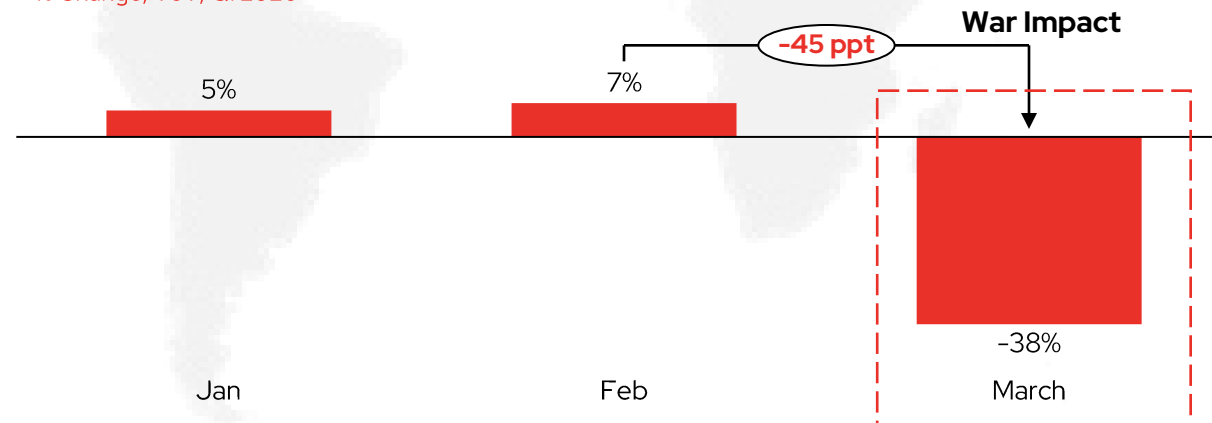


Total Inbound MENAT Demand¹



Inbound

% Change, YoY, Q1 2026



Overall Summary:

Demand was structurally inbound-driven, with inbound volumes materially larger than outbound, making overall demand more sensitive to inbound disruption.

In Q1 2026, outbound demand remained flat YoY as early-quarter growth was offset in March, while inbound demand declined YoY, driven by a sharper, war-related contraction that outweighed modest growth earlier in the quarter.

Outbound MENAT:

- Outbound demand entered Q1 2026 with strong momentum, delivering double-digit YoY growth in January and February followed by sharp decline in March, that reversed the trend.
- The pattern indicates resilient underlying demand, with performance impacted by a short-term external shock rather than a sustained weakening in outbound fundamentals.

Inbound MENAT:

Inbound demand showed modest growth in January and February, indicating a stable but lower-momentum start to Q1 2026, however the pronounced contraction in March sharply reversed earlier gains.

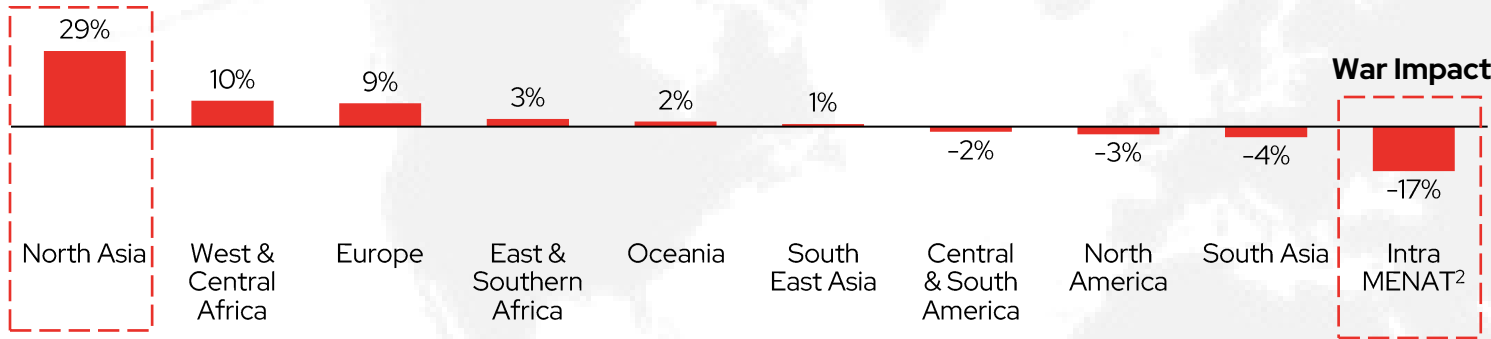
¹) Demand is defined by all traffic between origin and destination region as displayed and does not consider any transfer shipments.

MENAT Air Freight Demand - YoY Analysis

Outbound MENAT demand shows greater regional resilience, while inbound demand declines are broader and deeper across most corridors.

Trade Lane Breakdown

Outbound MENAT Demand¹ (% Change YoY, Q1 2026)



Inbound MENAT Demand¹ (% Change YoY, Q1 2026)



Outbound MENAT:

- Outbound MENAT demand in Q1 2026 shows a **highly polarized regional performance**, underscoring a shift in trade momentum and market dependence.
- North Asia stands out as the primary growth engine, significantly outperforming all other regions. This concentration suggests growing reliance on North Asian lanes to sustain outbound volumes. The volumes have grown significantly on **MENAT-South Korea** and **MENAT-Macao trade lanes** on YoY basis.
- Secondary growth from West & Central Africa and Europe indicates selective resilience, while marginal growth across East & Southern Africa, Oceania, and South-East Asia (1-3%) points to subdued demand recovery rather than expansion.
- Demand weakness across the Americas and South Asia, combined with a sharp **-17% decline in intra-MENAT flows**, signals structural softness in regional and South-South trade.

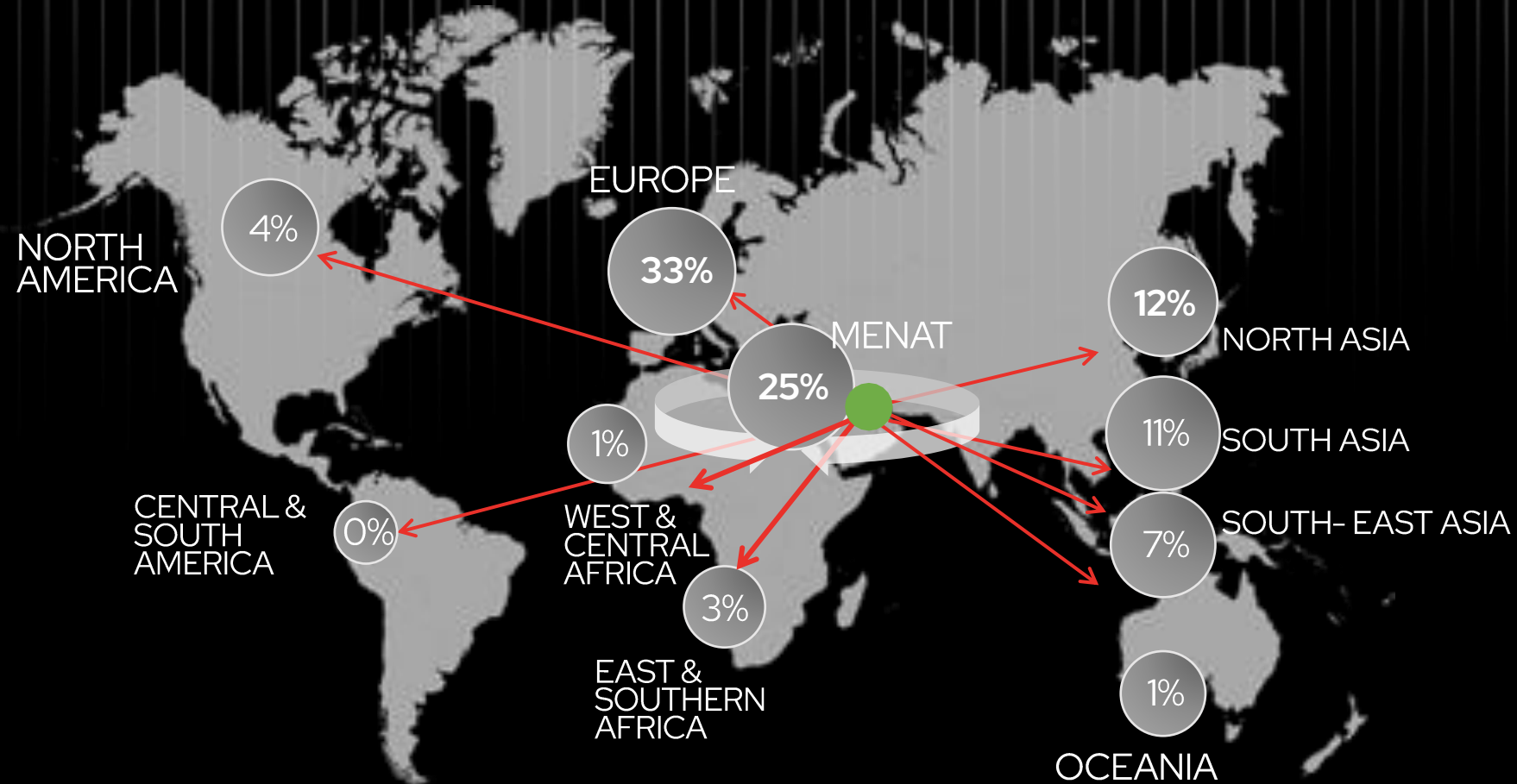
Inbound MENAT:

- Demand weakness is evident across most regions, with **only Central & South America and South-East Asia showing growth**.
- All other markets declined year on year, led by **sharp contractions in Oceania and West & Central Africa**.
- Declines across Europe, Africa, and the Americas point to a broad-based slowdown rather than isolated market issues.
- Overall, demand remains concentrated in very few resilient corridors, reinforcing the need for capacity discipline and selective market focus.

1) Demand is defined by all traffic between origin and destination region as displayed and does not consider any transfer shipments.
 2) Intra-MENAT inbound and outbound volumes are identical, as the movements occur entirely within the same regional network and therefore represent two sides of same trade flow. As a result, YoY demand changes for inbound and outbound flows are effectively identical, representing two sides of the same intra-regional market.

MENAT Outbound Air Freight Capacity - Volume Share (%)

In Q1, MENAT's outbound capacity was primarily concentrated on Europe, intra-MENAT, and North Asia corridors, reflecting a clear prioritization of high-demand and strategically critical markets.



→
OUTBOUND

● MENAT REGION

QoQ Change

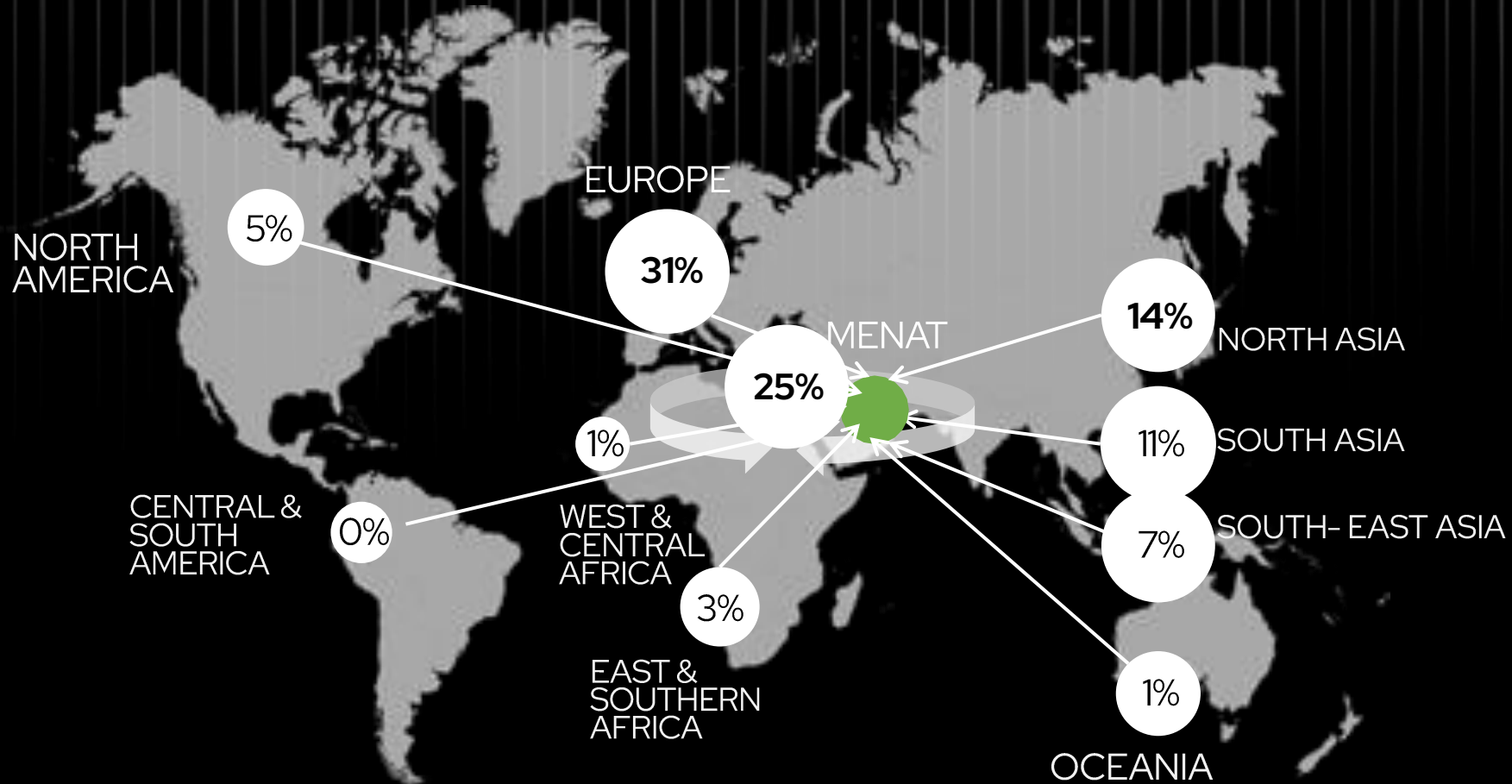
Europe	+1ppt
Intra MENAT	-2ppt
South-East Asia	-1ppt

1) Capacity is defined by all traffic on flight level, directly between the origin and destination region as displayed.

Source: World ACD

MENAT Inbound Air Freight Capacity - Volume Share (%)

In Q1, MENAT's inbound capacity was also primarily concentrated on Europe, intra-MENAT, and North Asia corridors, reflecting a clear prioritization of high-demand and strategically critical markets.



←
INBOUND

● MENAT REGION

QoQ Change

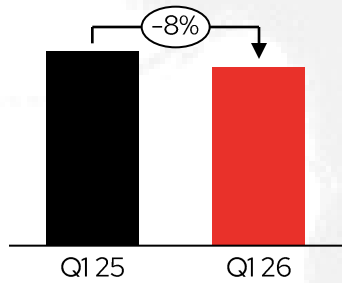
Intra MENAT	-2 ppt
North Asia	+1 ppt
South Asia	-1 ppt

1) Capacity is defined by all traffic on flight level, directly between the origin and destination region as displayed.
Source: World ACD

MENAT Air Freight Capacity - YoY Analysis

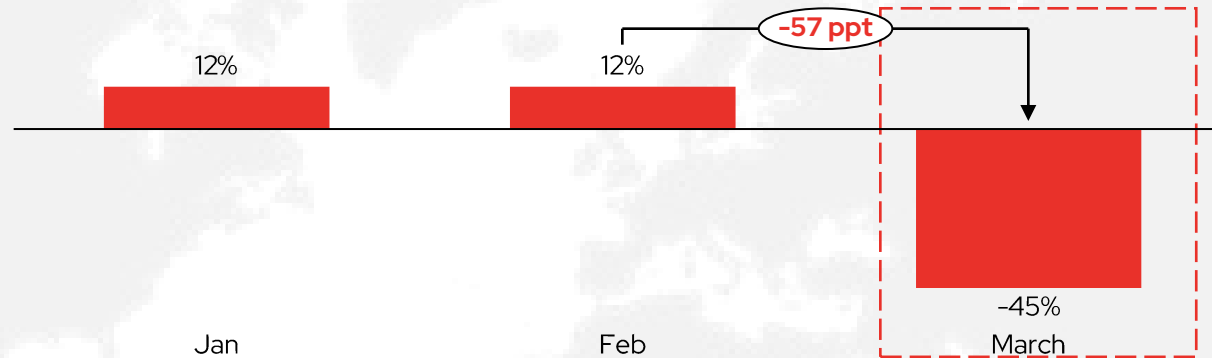
Geopolitical escalation leads to sharp decline in capacity March after a double-digit growth start in Q1.

Total Outbound MENAT Capacity¹

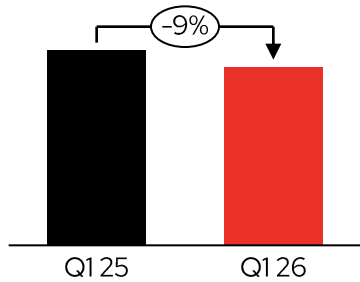


Outbound

% Change, YoY, Q1 2026

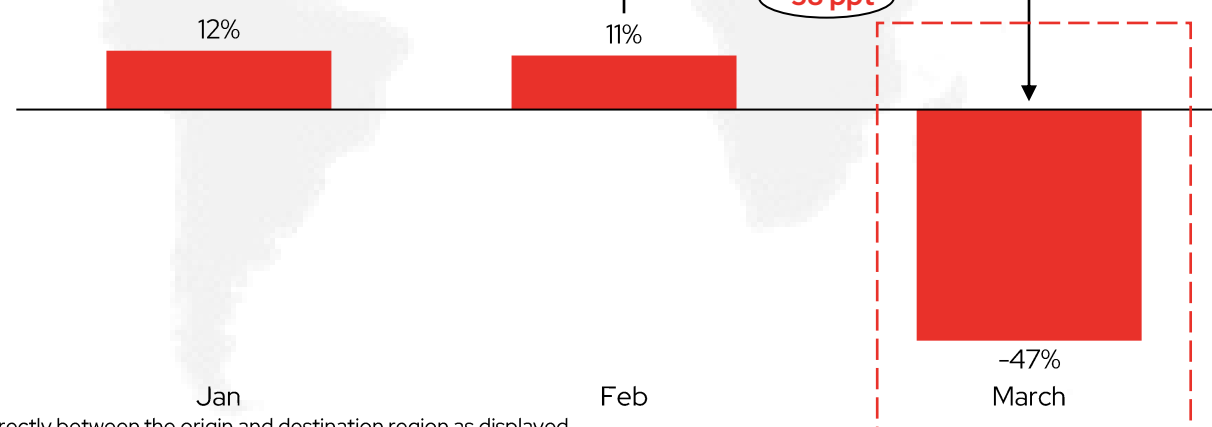


Total Inbound MENAT Capacity¹



Inbound

% Change, YoY, Q1 2026



Overall Summary:

Capacity remained broadly balanced between outbound and inbound flows, but both segments saw a notable year-on-year contraction in Q1, driven by geopolitical escalation that disrupted airspace access, constrained cargo flows, and increased operational complexity across MENAT corridors.

Outbound MENAT:

Outbound MENAT air freight capacity grew steadily through February before experiencing a sharp contraction in March, with capacity declining significantly (-57 ppt).

Inbound MENAT:

Inbound MENAT capacity also grew steadily through February before experiencing a sharp decline in March (-58 ppt).

1) Capacity is defined by all traffic on flight level, directly between the origin and destination region as displayed.

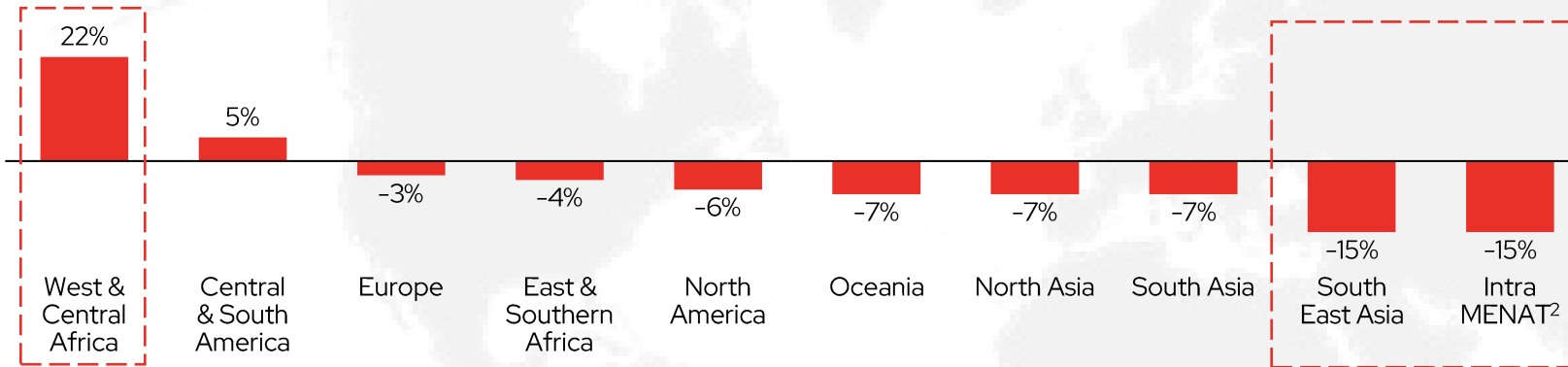
Source: World ACD

MENAT Air Freight Capacity – YoY Analysis

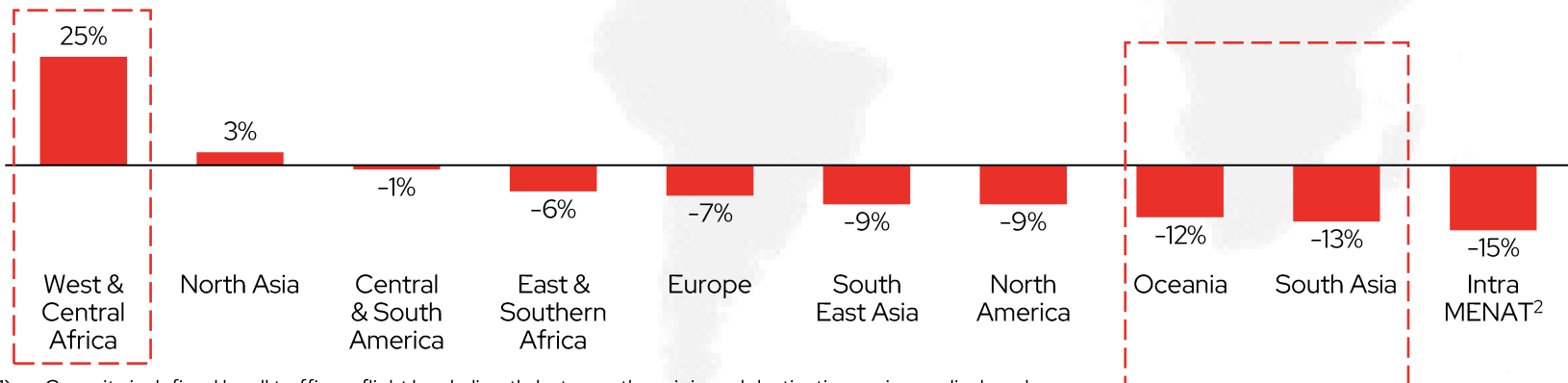
Capacity contracts broadly, with West & Central Africa emerging as a key growth corridor.

Trade Lane Breakdown

Outbound MENAT Capacity¹ (% Change YoY, Q1 2026)



Inbound MENAT Capacity¹ (% Change YoY, Q1 2026)



Outbound MENAT:

- Outbound capacity from MENAT declined year-on-year across most regions, with the exception of West & Central Africa and Central & South America, where growth was observed—particularly strong in West & Central Africa (Turkish airlines added capacity on this route).
- Conversely, Southeast Asia and intra-MENAT routes emerged as key pressure points, with both corridors registering substantial year-on-year capacity declines.

Inbound MENAT:

- Inbound capacity into MENAT mirrored outbound trends, with broad-based year-on-year declines across most regions, except for West & Central Africa and North Asia (Turkish airlines added capacity on this route).
- In contrast, the steepest contractions were observed on Oceania and South Asia routes, both registering pronounced year-on-year declines.

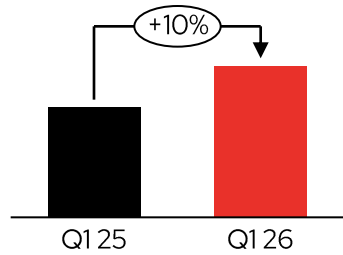
1) Capacity is defined by all traffic on flight level, directly between the origin and destination region as displayed.

2) Intra-MENAT air freight capacity behaves similarly on both inbound and outbound sides, as all movement occur within the same regional network. . As a result, YoY capacity changes for inbound and outbound flows are effectively identical, representing two sides of the same intra-regional market.

MENAT Air Freight Rates - YoY Analysis

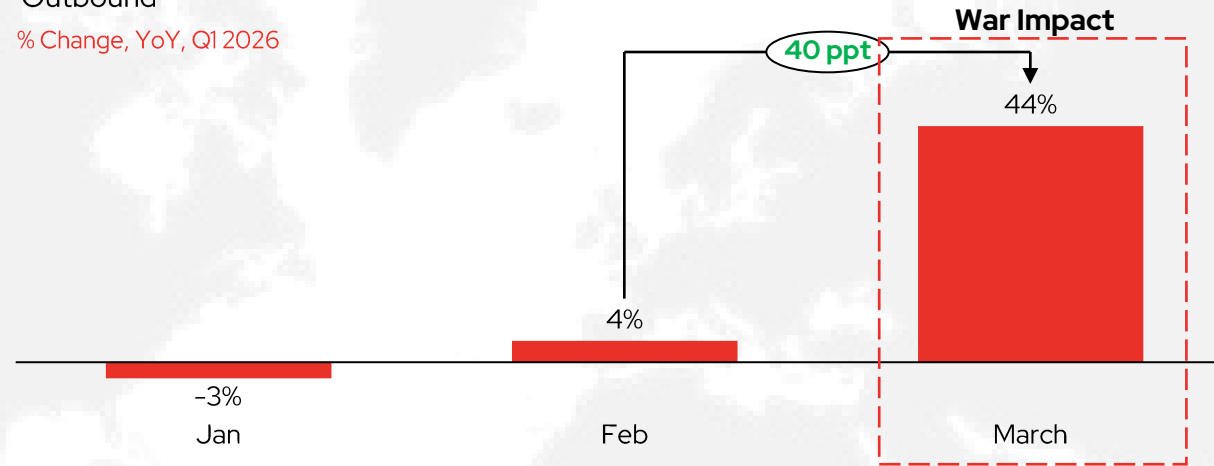
As a result, air freight rates saw a pronounced increase in March, transitioning from relative stability to a sharp rate escalation

Total Outbound MENAT

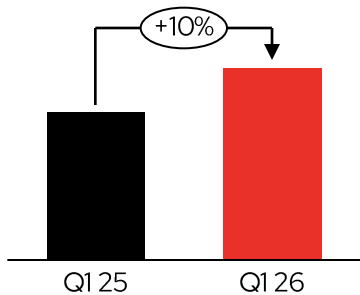


Outbound

% Change, YoY, Q1 2026

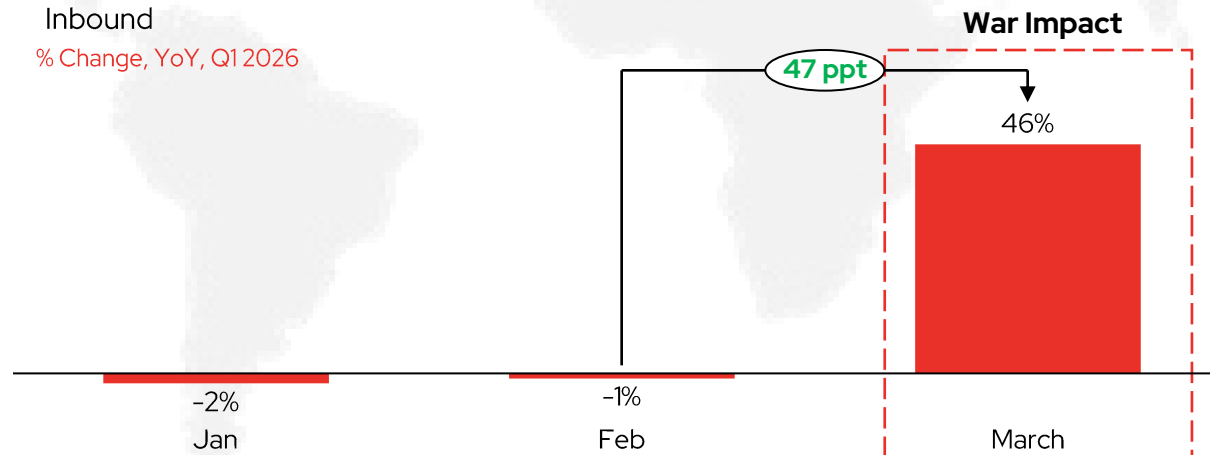


Total Inbound MENAT



Inbound

% Change, YoY, Q1 2026



Overall Summary:

- Rates across both outbound and inbound flows increased within a similar range, with inbound rates marginally outpacing outbound.
- The sharp increase observed in March reflects significant market disruption, where sudden supply shocks tightened available capacity. This, coupled with shifts in the commodity mix being transported and changes in destination patterns, contributed to heightened pricing pressure across the market.

Outbound MENAT:

- Outbound freight rates saw a sharp increase of 40 ppt from February to March, rising to 44% YoY basis in March.

Inbound MENAT:

- Inbound freight rates saw similar trend, where the rates increased sharply by 47 ppt from February to March, registering a 46% YoY increase in March.

1) Capacity is defined by all traffic on flight level, directly between the origin and destination region as displayed.

Source: World ACD

Broad-based rate recovery across MENAT lanes, led by Europe, amid capacity tightness and market uncertainty.

Trade Lane Breakdown

Rates Developments (Outbound MENAT)

Total Outbound MENAT (Q1 2026)	●	10% YoY
		YoY (%)
MENAT-Europe	●	16%
MENAT-South-East Asia	●	14%
MENAT-West & Central Africa	●	11%
MENAT-East & Southern Africa	●	9%
MENAT-South Asia	●	9%
MENAT-Central & South America	●	7%
Intra MENAT ¹	●	6%
MENAT-North America	●	3%
MENAT-North Asia	●	0%
MENAT-Oceania	●	-4%

Rates Developments (Inbound MENAT)

Total Inbound MENAT (Q1 2026)	●	10% YoY
		YoY (%)
Europe-MENAT	●	23%
Oceania-MENAT	●	19%
South Asia-MENAT	●	12%
South-East Asia-MENAT	●	9%
Intra MENAT ¹	●	6%
East & Southern Africa-MENAT	●	3%
North Asia-MENAT	●	2%
North America- MENAT	●	0%
Central & South America-MENAT	●	-4%
West & Central Africa-MENAT	●	-11%

Outbound MENAT:

- Outbound MENAT rates grew +10% YoY, underpinned by broad-based recovery across key trade lanes, with Europe, Asia, and Africa corridors emerging as the primary growth drivers.
- A 16% YoY rate increase was primarily driven by **an 87% surge in vulnerable and high-tech commodity rates, and an 83% YoY increase in valuables on this trade lane** in March
- In contrast, North Asia and Oceania remain lagging, reflecting continued softness and imbalance.

Inbound MENAT:

- Inbound MENAT rates increased by +10% YoY, driven by a strong recovery across key trade corridors.
- Growth was primarily led by Europe, Oceania, and Asia, which emerged as critical supply hubs. This uplift reflects tightened supply conditions for certain commodities within MENAT, largely due to ongoing geopolitical disruptions, prompting increased reliance on imports from these regions to meet demand.
- Major drivers for rates increase contributed to an increase of **87% YoY in fruits and vegetables rates on Europe-MENAT lane** and a **124% YoY increase in meat rates** on Oceania-MENAT trade lane.
- In contrast, Africa (West & Central) and Americas corridors lag, with flat to negative performance.

1) Intra-MENAT air freight rates move symmetrically in both directions, as all pricing reflects shipments operating within same regional network. As a result, YoY rate changes for inbound and outbound flows are effectively identical, representing two sides of the same intra-regional market.

Source: World ACD

For furthermore detailed information, contact your local Aramex teams.

In Q1 2026, the region demonstrated resilience amid unprecedented geopolitical disruption, with strong fundamentals supporting stability and sustained business confidence.

1



Geopolitical developments disrupted key trade corridors – driving increased focus on supply chain resilience.

Geopolitical developments in Q1 2026 affected the stability of critical trade corridors, including the Strait of Hormuz, leading to shipping delays and increased logistics costs; in response, GCC economies enhanced operational resilience through alternative routing, inventory optimization, and strengthened regional connectivity.

2



Oil price volatility weighed on economic stability – while supporting fiscal buffers and reform momentum.

Elevated oil price volatility introduced inflationary pressures and operational frictions across energy and trade flows, partially offsetting the benefits of higher prices; however, increased hydrocarbon revenues continued to support fiscal buffers, specially for the oil producing nations (GCC economies), enabling governments to sustain spending priorities and advance diversification agendas.

3



Economic growth moderated – while macroeconomic stability was maintained.

Economic activity across the region moderated as non-oil sectors, including trade, tourism, and services, experienced softer demand amid heightened uncertainty; however, prudent fiscal management, strong sovereign balance sheets, and policy flexibility enabled GCC economies to maintain overall macroeconomic stability.

4



Investment activity slowed- while strategic priorities and capital access remained intact.

Investment momentum softened amid cautious sentiment and delayed decision-making; however, governments continued to advance priority infrastructure and strategic projects, supported by resilient financial systems and sustained access to regional and international capital markets.

5



Trade flow disruptions prompted reconfiguration of export linkages – while strengthening external economic partnerships.

Disruptions to established trade routes created short-term pressure on export flows; however, this prompted a gradual reconfiguration of trade linkages, with GCC economies deepening bilateral engagement and advancing initiatives such as the GCC-India Free Trade Agreement negotiations, supporting more diversified and multi-polar trade relationships.

Global Macroeconomic Environment

- **Economic Activity and Demand Outlook:** Global economic activity is expected to moderate in Q2 2026 amid weakening manufacturing momentum, cautious consumer spending patterns, and elevated geopolitical uncertainty.
- **Inflation and Cost Environment:** Inflationary pressures are expected to remain elevated during Q2 2026 as higher energy prices, persistent supply-side disruptions, and elevated transportation and input costs continue to impact global pricing environments.
- **Monetary & Financial Conditions:** Global financial conditions expected to remain relatively tight in Q2 2026 as central banks maintain a cautious policy stance amid persistent inflation. Higher financing costs, constrained liquidity conditions, and ongoing currency volatility are expected to continue influencing investment activity and corporate financing decisions.
- **Trade & Supply Chain Environment:** Global trade and supply chain networks are expected to remain exposed to disruption risks in Q2 2026, driven by continued maritime security concerns, shipping route diversions, and logistics bottlenecks across strategic trade corridors. Businesses are expected to further prioritize supply chain resilience, inventory buffering, and trade route diversification strategies.

Air Freight Market – Global

- **Macro Outlook:** Outlook for Q2 is defined by a sharp shift from the relatively stable conditions seen in Q1 to a more volatile and supply constrained operating environment.
- **Capacity Outlook:** Capacity tightening will remain the defining feature of Q2. Disruptions impacting Middle East carriers—critical connectors across Asia–Europe, Asia–Africa, and India–Europe/US corridors—have materially reduced effective capacity. Network inefficiencies and rerouting are further constraining available capacity, with limited near-term relief expected.
- **Pricing Outlook:** Freight rates expected to remain under sustained upward pressure throughout Q2. Base airfreight rates likely to remain elevated. Spot market rates expected to be volatile and supply-driven rather than demand-driven. Surcharges (fuel, war-risk premiums, security and emergency) expected to increase further.
- **Cost Outlook:** Underlying cost pressures are expected to remain elevated and a key driver of market dynamics owing to jet fuel shortages leading to increase in jet fuel prices. War-risk and insurance costs expected to remain elevated as well.

Air Freight Market – MENAT

- The market conditions are expected to remain fragile, capacity-tight, and highly sensitive to regional developments, with implications extending well beyond the region.
- Shippers in MENAT are likely to:
 - Increase reliance on:
 - ✓ Contracted capacity over spot bookings
 - ✓ Charter solutions for critical shipments
 - ✓ Greater use of multimodal transport options
 - ✓ Alternative hubs and rerouted networks
 - Flexibility and capacity security are expected to be key competitive differentiators.

With a team of smart logistics experts and extensive facilities, Aramex provides you with effective solutions for all stages of your supply chain, from the moment your inventory leaves your suppliers or factories until the moment it reaches your retailers or end customers.



70+ Countries

16K+ Employees

100+ Nationalities

International Express

Domestic Express

Freight-Forwarding

Logistics & Warehousing

143M+

Total deliveries
per year

800K+

sqm

700M+

Market Cap USD

600+

Offices

Optimized for speed, scale and reliability - Aramex's air freight network delivers a competitive edge across global trade lanes.



Telecommunication



Pharmaceuticals



FMCG



Fashion Retail



Spare Parts



DG - Oil & Gas



DG - Chemicals



E-commerce



Cold Storage

Air Chartering

Provides integrated project management and turnkey transport solutions. From industrial projects to single out of gauge units Aramex project cargo looks into details to guarantee smooth execution from beginning to end.

Air Freight

Aramex offers a global and cost-effective solution for all your air freight needs. Utilizing a worldwide network spanning all corners of the globe, our teams of cargo professionals always provide global services and local expertise to ensure complete transportation and smooth clearance. Aramex Air Freight provides door-to-door, multimodal solutions with global carrier contracts and offers flexibility in rates and transit time.

Our relationship with Global Air
Aramex is a major global key account client for some of the top airlines in the world.

52M KG



Appendix



Regional Air Freight
Demand - Top
Commodities
(Outbound)



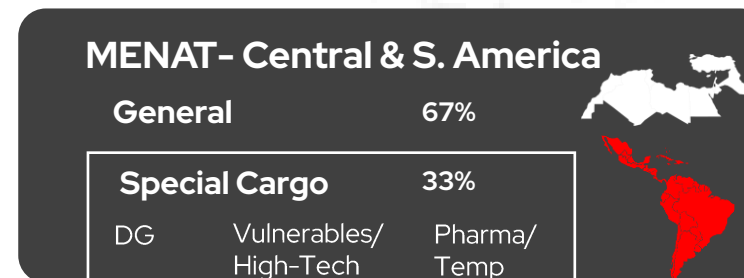
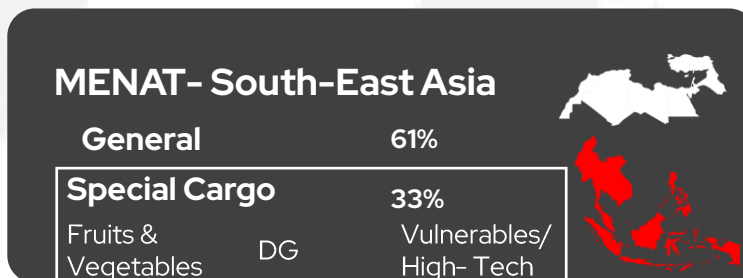
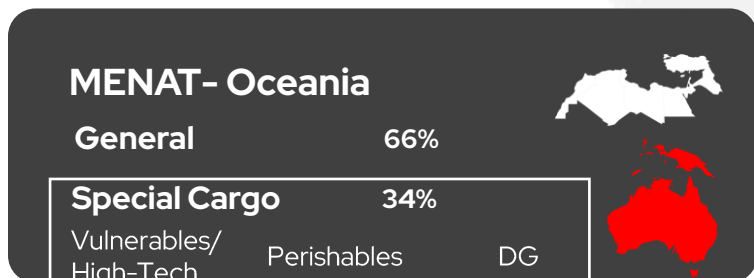
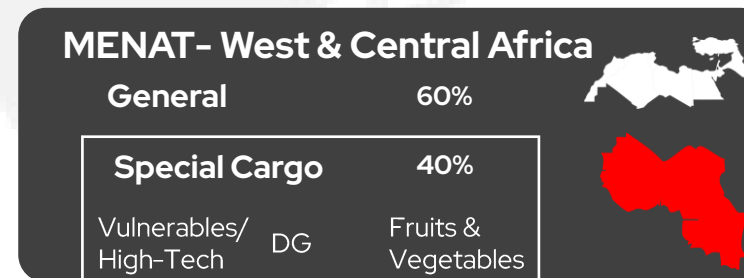
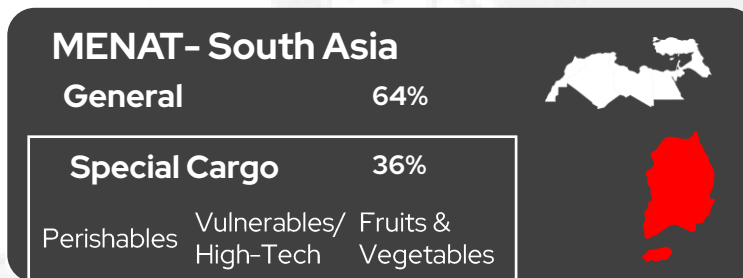
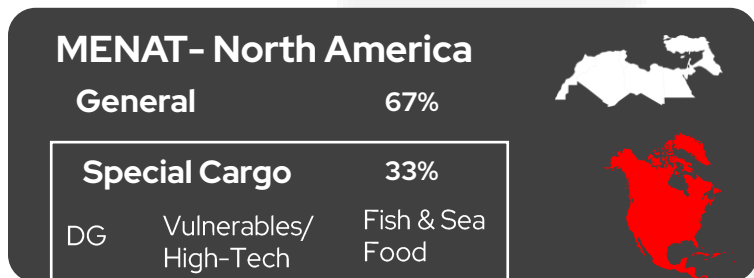
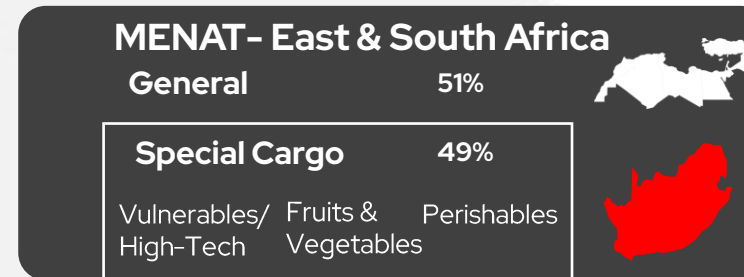
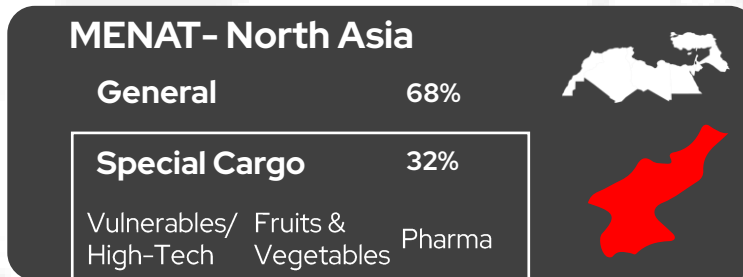
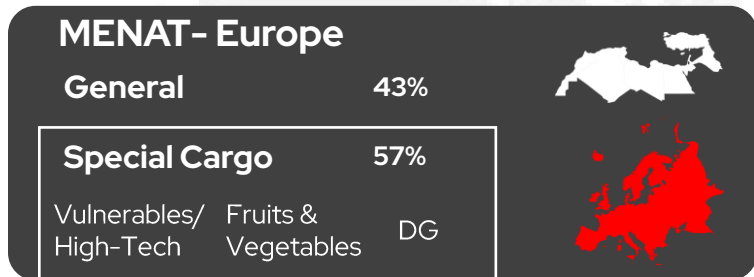
Regional Air Freight
Demand - Top
Commodities
(Inbound)



Glossary

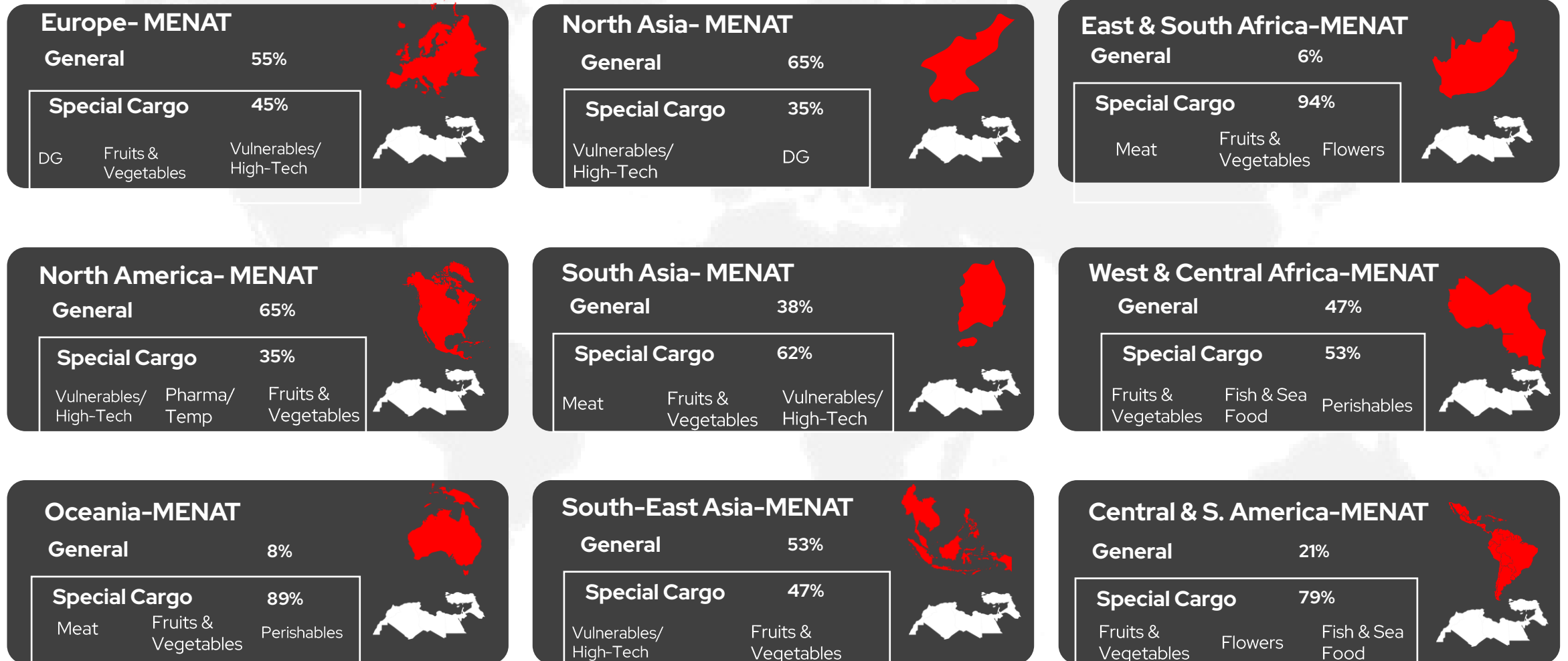
% Volume Share

Outbound MENAT performance is primarily underpinned by general cargo, reflecting a broad-based demand profile across diversified commodity segments rather than reliance on any single vertical.



% Volume Share

Inbound MENAT performance is primarily underpinned by special cargo, reflecting a broad-based demand profile across diversified commodity segments rather than reliance on any single vertical.



Source: World ACD

Region Classification- List of Countries Within Each Defined Region

Europe

Albania
Bulgaria
Croatia
Cyprus
Greece
Macedonia
Serbia & Montenegro
Slovenia
Belarus
Czech Republic
Hungary
Moldova
Poland
Romania
Russia - European
Slovakia
Ukraine
Denmark
Estonia
Finland
Iceland
Latvia
Lithuania
Norway
Sweden
Austria
Belgium
France
Germany
Irish Republic
Italy
Luxembourg
Malta
Netherlands
Portugal
Spain
Switzerland
United Kingdom

North Asia

China
Hong Kong
Macao
Japan
Korea (South)
Taiwan

Oceania

Australia
New Zealand

South Asia

Bangladesh
India
Maldives
Nepal
Pakistan
Sri Lanka

South-East Asia

Cambodia
Indonesia
Malaysia
Myanmar
Philippines
Singapore
Thailand
Vietnam

Central & South America

Aruba
Barbados
Cuba
Curacao
Dominican Republic
Haiti
Jamaica
Puerto Rico
Saint Lucia
Sint Maarten
Trinidad & Tobago
Belize
Costa Rica
El Salvador
Guatemala
Honduras
Nicaragua
Panama
Argentina
Bolivia
Brazil
Chile
Colombia
Ecuador
Paraguay
Peru
Uruguay
Venezuela

Glossary



Region Classification- List of Countries Within Each Defined Region

West & Central Africa

Angola
Burundi
Cameroon
Central African Republic
Congo
Congo / Brazzaville
Gabon
Benin
Burkina Faso
Chad
Ghana
Guinea
Ivory Coast
Mali
Nigeria
Senegal
Sierra Leone
Togo

East & Southern Africa

Rwanda
Djibouti
Ethiopia
Kenya
Malawi
Seychelles
Somalia
Sudan
Tanzania
Uganda
Madagascar
Mauritius
Mozambique
Namibia
South Africa
Zambia
Zimbabwe

MENAT

Algeria
Egypt
Morocco
Tunisia
Turkey
Bahrain
Iran
Iraq
Kuwait
Oman
Qatar
Saudi Arabia
United Arab Emirates
Israel
Jordan
Lebanon

North America

Canada
Mexico
US

Product Category

Product Category	Definitions
Valuables	Valuable cargo, Bank notes, Cheques, Bullion, Gold, Silver, Jewellery, Precious Cargo
Pharma/ Temp	Pharmaceuticals, Active cooling, Blood (serum), Diagnostic Specimens, Drugs, Medicines, Human Organs/ Tissue, Medical Emergency, Passive cooling, Plasma, Save Human Life/ organs, Vaccines, Various cooling devices, other temp. controlled
Vulnerable/ High- Tech	Vulnerable cargo, aircrafts parts, antiques, art, car parts, ceramics, computer parts, data processing equipment, electronics, fashion, films, fragile, garments on hangers, hunting trophies, leather jackets, medical equipment & supplies, mobile phones, spare parts, sporting weapons, undeveloped films, watches, lithium ion/ metal batteries (RLI, RLM ELI, ELM)
Dangerous Goods (DG)	Dangerous goods, ammunition, automobiles/ vehicles, surface vehicles, motorcycles, batteries, biological substance, combustible substance, corrosives, cryogenics, engines, flammables, gas, liquids, explosives, combustibles, guns, hazardous, harmful, infectious substances, magnetic materials, munitions of war, non-flammable compressed gas, non-flammable non-toxic gas, obnoxious cargo, organic peroxide, oxidizer, poison, polymeric beads, polystyrene beads, radioactive material, toxic substance, weapons
Flowers	(Cut) flowers
Fish and Seafood	Fish & Seafood, Live crabs & lobsters, Live seafood
Meat	Meat, Poultry & Beef
Fruits & Vegetables	Fruits & Vegetables
Human Remains	Human Remains
Live Animals	Live Animals, Aquatics, Hatching eggs, Topical Fish
Perishables	Perishable cargo, Bait, Butter, Cheese, Dairy Products, Eggs, Chocolates, Dry Ice, Frozen, Keep Cool, Seeds, Plants, Bulbs, Herbs, Leaves