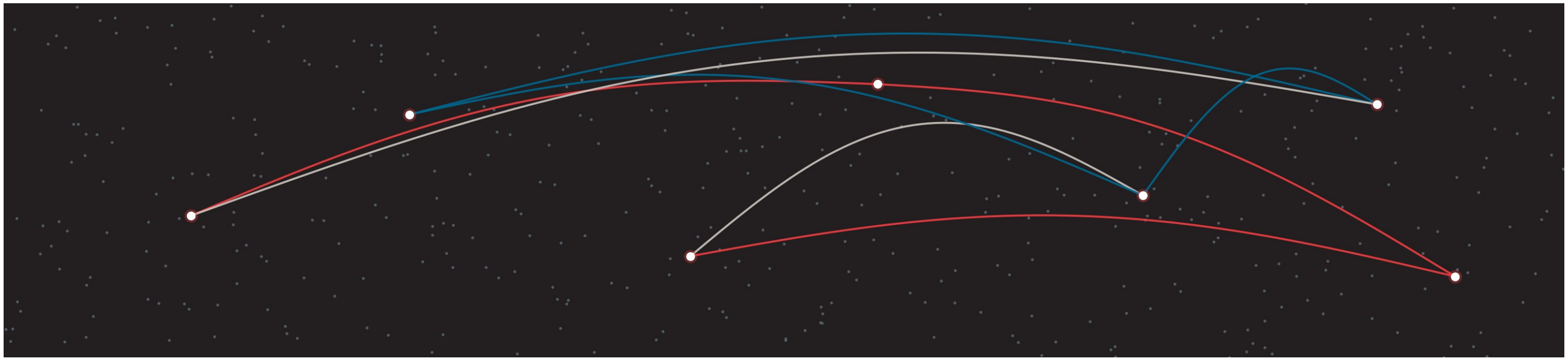
SEKO LOGISTICS

Air Freight Market Update

November 2026

October review · November outlook · Data to 4 November 2026



+7.7%

Global demand (tonnage),
all lanes, September

−19%

Gulf airline capacity
vs pre-war, late October

+103%

Jet fuel price
vs last year, September

Peak is here. Book early and plan around airspace and airport disruption.

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1 Key takeaways

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▲ +7.7% **Global demand (tonnage), all lanes** September vs Sep 2025 · YTD Jan–Sep +5.0%	▲ +2.7% **Global capacity, all lanes** September · demand grew ~3x faster	▲ +11.8% **North American airlines' demand (tonnage)** September · capacity only +0.8%
▼ −19% **Gulf airline capacity vs pre-war** 19–25 Oct · Gulf carriers fly ~27% of global capacity	▲ +17% **China → US demand (tonnage)** September · Asia-Pacific → US +9% (19–25 Oct)	▲ +103% **Jet fuel price vs last year** September average · US pump diesel +71%, gasoline +41%

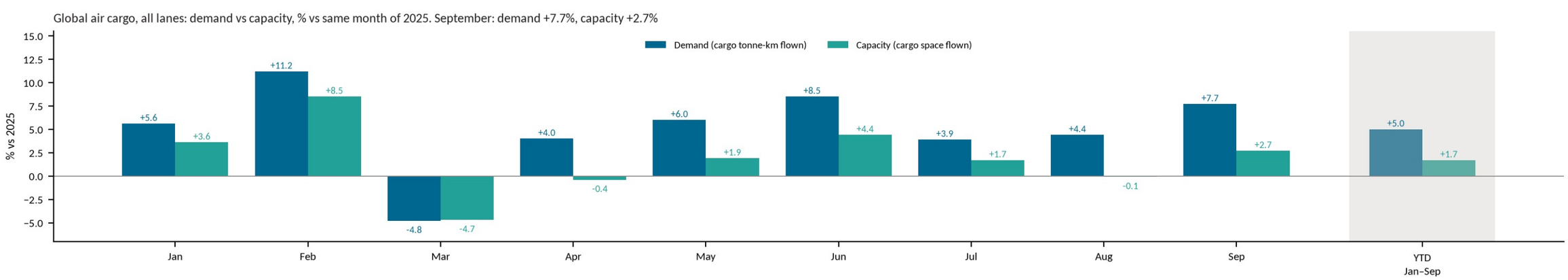
The month in five lines

- **Peak is here, and it is led by tech and AI cargo.** Worldwide, demand grew about three times faster than capacity in September. Space, not price, is the limit into December.
- **Asia → US is where the pressure is.** Demand (tonnage) is up 9% to 17%, led by tech and AI cargo. Taipei has a heavy cargo backlog after Typhoon Champi and the October holidays, with more than 30 cargo flights cancelled in five days.
- **Fuel and airspace add cost and time.** Jet fuel costs about double last year and surcharges rose again from 1 November. Closed airspace over the Middle East, Russia/Ukraine and between India and Pakistan means longer flights and less payload.
- **The Middle East is still the biggest risk.** Riyadh is only partly open and the US carried out limited strikes on Iran on 2 November. Gulf airlines, about 27% of global capacity, are still about 19% below pre-war.
- **Watch the dates.** Diwali (8 Nov), China tariff deadlines (9–10 Nov), Singles' Day (11 Nov), the Shenzhen and Manila summit shutdowns (14–20 Nov) and Black Friday (27 Nov) all move space. Book early and forecast through December.

2 Demand and capacity

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Demand vs capacity



Reading the chart: worldwide, demand (tonnage) has grown faster than capacity in every month except March, when the Middle East war shut Gulf hubs. Year to date, global demand is up 5.0% and capacity 1.7%, so planes are fuller. North American airlines carried 11.8% more cargo in September with only 0.8% more capacity. The latest weekly data show capacity only about 1% above last year (19–25 October). October monthly figures come out at the end of November.

Airline home region (all their routes)	Demand Sep	Demand YTD Jan–Sep	Capacity Sep	Capacity YTD Jan–Sep	Load factor Sep
Global	▲ +7.7%	▲ +5.0%	▲ +2.7%	▲ +1.7%	47.9% (+2.2 pts)
North America	▲ +11.8%	▲ +6.5%	▲ +0.8%	▲ +0.4%	43.9% (+4.3 pts)
Asia-Pacific	▲ +8.6%	▲ +7.6%	▲ +4.9%	▲ +4.8%	50.7% (+1.7 pts)
Europe	▲ +4.5%	▲ +5.4%	▼ −1.6%	▲ +2.6%	54.6% (+3.2 pts)
Latin America	▲ +6.7%	▲ +1.7%	▲ +7.6%	▲ +4.8%	34.3% (−0.3 pt)
Middle East	▲ +3.8%	▼ −5.3%	▲ +7.0%	▼ −5.5%	44.0% (−1.4 pts)
Africa	▲ +4.7%	▲ +6.5%	▼ −1.2%	▼ −0.4%	47.0% (+2.7 pts)

Demand = cargo tonne-km flown; capacity = cargo space flown; both % vs the same period of 2025. Load factor = share of space used. Regions group airlines by home base and cover all their routes, so they are not trade lanes.

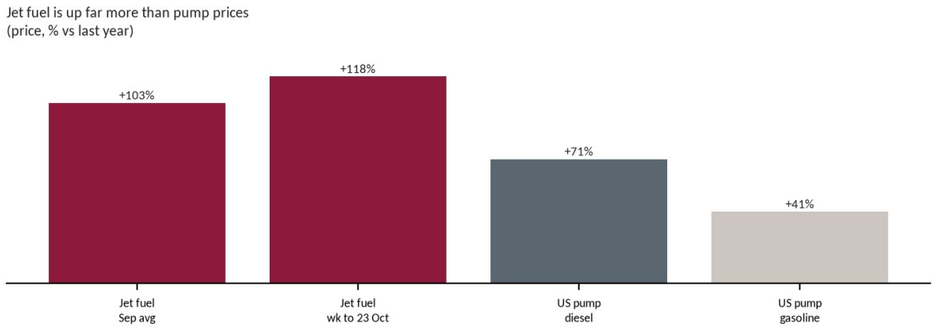
Outlook for November

- **Demand: still growing, more slowly.** Analysts forecast global demand (tonnage) up about 3% in the fourth quarter and about 5% in the first half of 2027.
- **Capacity: little new lift.** Aircraft makers are delivering fewer new freighters this year than last. Most new space comes from converted passenger jets and from airlines moving freighters to busy lanes.

3 Market forces

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Fuel



Jet fuel is up about 103% on last year (September average). It was up 118% in the week to 23 October, then eased slightly (about 3%) in the latest week.

Surcharges are going up. Several airlines raised fuel surcharges from 1 November, and war-risk surcharges from 2 November (Air France KLM Martinair, for example, raised its temporary war-risk charge for the second time since mid-October). Many airlines reset fuel surcharges every two weeks. Ask for all-in rates and check which surcharge applies on the flight date.

Why jet fuel is up more than pump prices: jet fuel is a distillate, like diesel, and refiners are short of distillates. Pump prices also include fixed taxes and retail costs that do not move with oil, so the same increase shows as a smaller %.

Why surcharges stay high: airline fuel costs have risen about 111% on last year, so fuel surcharges are unlikely to come down quickly.

Airspace closures and reroutes

Middle East

- Airlines avoid Iran, Iraq and parts of the Gulf. Routes are longer, so flights burn more fuel and carry less cargo.
- **New on 2 November:** the US carried out limited strikes on Iran's Qeshm Island, in the Strait of Hormuz. Officials called them defensive, not a return to full war. But they show the risk is live.
- Airports can close and reopen at short notice. Riyadh closed on 10 October after attacks and is only partly back (see section 6). That is what causes sudden swings in space and rates.

Ukraine and Russia

- Russian airspace has been closed to most Western airlines since 2022, and Ukrainian airspace is closed to all.
- Europe–Asia flights detour by about two hours or more. Extra fuel cuts payload, and freighters are hit hardest. One European airline lost about 20–25% of its cargo capacity on Copenhagen–Shanghai.
- Chinese airlines can still fly over Russia, so they have a cost edge on Europe–Asia routes.
- **Inside Russia:** Ukrainian drone attacks keep closing Russian airports at short notice; October saw more than 7,000 cancellations.

Market	What is happening (early November)	Effect on air freight
Gulf and Saudi Arabia	Regional airspace restrictions continue after the US strikes on Iran (2 Nov). Etihad has cancelled Riyadh and Dammam to 5 Nov; Lufthansa Riyadh to 18 Nov and Dammam to 30 Nov; KLM to 27 Nov. Saudia is serving Riyadh via Qassim with trucks.	Less belly space into Saudi Arabia and through Gulf hubs. Dates keep moving: confirm each flight before you book.
India – Pakistan	Pakistan has extended its airspace ban on Indian airlines to 24 November.	Indian carriers fly longer routes to Europe, the Middle East and North America: more fuel, less payload, longer transit out of Delhi and Mumbai.
Russia – Ukraine	Russian airspace closed to most Western airlines; Ukrainian airspace closed to all. Drone attacks keep closing Russian airports.	Europe–Asia flights run about two hours longer. Freighters lose payload; Chinese airlines keep a cost edge.
Europe, security alerts	Hoax bomb threats on 3 November grounded flights at several European airports, including a brief closure at Warsaw.	Short delays, but missed connections can roll cargo by a day.

Gulf carriers: about 27% of global capacity

~27%
Share of global air cargo capacity flown by Gulf airlines (Emirates, Qatar, Etihad and others), and a much bigger share of Asia–Europe

−19%
Gulf capacity vs late February, just before the war (19–25 Oct)

−5.3%
Middle East airlines' demand (tonnage), Jan–Sep vs last year

Gulf hubs link Asia, Europe, Africa and the Americas. When they lose capacity, the whole Asia–Europe market tightens. Recovery is slow and step by step. Gulf airlines are adding freighters: Emirates and Etihad are bringing in converted jets, and Qatar has added winter freighter routes to the US and Europe (section 4).

Capacity is shifting from China to Southeast Asia

Production keeps moving from China to Vietnam, Thailand, Taiwan, Korea and India, and freight follows. Airlines are moving freighters from Asia–Europe to the transpacific and to new Southeast Asia–US routes. Lufthansa, for example, keeps two weekly Frankfurt–Ho Chi Minh City–Shanghai–Los Angeles freighters this winter.

- Taiwan, Vietnam and Thailand are now among the busiest origins for AI and electronics cargo to the US.
- For shippers: space out of Southeast Asia is tightening too. Plan ahead there, not only in South China.

Airlines keep capacity tight

Airlines have learned to keep capacity tight. Worldwide capacity has stayed within about ±1% week to week since late June. Airlines cut passenger flights between Europe and the US for winter, which removes belly space. And with fuel this expensive, older, thirstier freighters are hard to fly at a profit.

What this means for shippers

- Do not wait for space to free up. Book peak and January volumes now.
- Contracts are getting shorter: about 60% of new air contracts now run three months or less, against 25% a year ago.
- Committed volume gets space first. Spot cargo waits.

4 Airline news

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New routes and aircraft announced or starting between October and December 2026, grouped by region. Each line says why it matters for shippers.

NORTH AMERICA AND THE TRANSATLANTIC

Carrier	What is new	Why it matters for shippers
Qatar Airways Cargo	New weekly Boeing 777 freighter Doha–Liège–New York JFK–Atlanta from 1 Nov. Weekly Warsaw–Chicago freighter from 26 Oct. Two weekly freighters to Dallas.	More main-deck space between the US, Europe and the Middle East, including for tall and heavy cargo.
Air Canada Cargo	Los Angeles (LAX): seasonal Boeing 767 freighter to Toronto (twice weekly, alongside daily 787 passenger flights) ran through October and is expected back in December. New 767 freighters from Toronto to Amsterdam (from 29 Oct), Monterrey and Panama City (from 25 Oct). Wide-body service to Mexico City from 3 Oct; Auckland back 3 Dec–22 Mar; Sapporo from 17 Dec.	Main-deck space out of the US West Coast for peak, and extra transatlantic and Latin America freighter space as winter passenger flights are cut.
Delta Cargo	November schedule adds wide-body flights inside the US (Atlanta–Los Angeles, Las Vegas, Phoenix, Honolulu and Maui; Anchorage–Atlanta on Saturdays). Now bookable directly in CargoWise (from 13 Oct). New Atlanta–Riyadh delayed to March 2027.	More large-aircraft domestic space for peak, and faster digital booking.
DHL	More flights out of the US: DHL Aviation Atlanta–Hong Kong, four weekly flights from 20 Oct with onward Asia connections. New Cincinnati–Singapore, Tokyo Narita and Seoul temperature-controlled corridors (from mid-Oct), on top of Brussels–Cincinnati (6x weekly) and dedicated Asia–Chicago/Cincinnati freighters.	More US export capacity to Asia, including from the Southeast, especially for pharma and healthcare.
MSC Air Cargo	New weekly freighter Los Angeles–Taipei (Wednesdays, from 14 Oct) and new weekly Miami–Milan Malpensa (Wednesdays, from 28 Oct), with onward links to Shanghai and Hong Kong.	More US–Taiwan and US–Italy main-deck options.
Lufthansa Cargo	Winter schedule from 25 Oct: 88 freighter routes. One more weekly flight each to Dallas (4), Houston (3) and New York JFK (5).	More US–Europe freighter space through peak.
Air France KLM Martinair Cargo	Winter schedule to 27 Mar: new 777 freighter to Cairo (3x weekly) and Paris–Bengaluru (weekly, Fridays). Amsterdam–Seoul 747 freighter 3x weekly. Extra Los Angeles–Amsterdam 747 freighters in late October; Phoenix–Paris A350 belly service 3x weekly. Joint venture partner Delta adds transatlantic belly space.	More options Europe–North Africa, India and Korea, and from the US West; wider US–Europe choice via the joint venture.
Challenge Group	New Boeing 777 freighter Navi Mumbai–Liège–Chicago Rockford, twice weekly from 4 Nov. Pharma and outsize cargo.	A direct India–Europe–Midwest freighter that avoids congested hubs.
Alaska Air Cargo	Los Angeles–San Jose nonstop from 1 Nov (four a day). Three extra weekly A330 flights Honolulu–Las Vegas from December. New Honolulu–Boise and Honolulu–Spokane in mid-December.	More domestic and Hawaii space in the busiest weeks of the year.

ASIA AND THE TRANSPACIFIC

Carrier	What is new	Why it matters for shippers
Nippon Express and JAL	New weekly Boeing 747 freighter Los Angeles–Tokyo Narita–Taipei–Singapore–Narita–Los Angeles, from early October (about 100 tonnes a flight).	Big-freighter space for chips and AI hardware within Asia and to the US.
Lufthansa Cargo	Singapore added to the Frankfurt–Taipei freighter. Freighters moved from Mumbai to the new Navi Mumbai airport.	More intra-Asia main-deck space; check which Mumbai airport your cargo uses.
Central China Longhao (Air Central)	New Boeing 747 freighter Zhengzhou–East Midlands (UK), twice weekly from 2 Nov.	More direct China–UK capacity outside London Heathrow.
IAG Cargo	Winter schedule: new London Gatwick–Colombo (3x weekly). Gatwick–Bangkok doubled to six a week. Heathrow–Delhi up to 21 a week.	More belly space from Sri Lanka, Thailand and India to Europe and the US.

MIDDLE EAST, AUSTRALIA AND FLEET

Carrier	What is new	Why it matters for shippers
Middle East restarts	British Airways back in Riyadh from 3 Nov (one a day). Emirates due back in Riyadh and Dammam from 8 Nov. Lufthansa Riyadh suspended to 18 Nov, Air France to 14 Nov, Cathay Pacific to 31 Jan 2027. Delta has delayed its new Atlanta–Riyadh service to March 2027.	Saudi capacity is coming back slowly and dates keep moving. Confirm before you book.
Etihad Cargo	A converted Airbus A330 freighter starts in early December (regional routes such as Dhaka). A converted Boeing 777 follows after Chinese New Year.	More Gulf freighter capacity sooner than planned.
Emirates SkyCargo	New "AI Tech" product for servers, chips and other AI hardware, launched 3 Nov. Fleet to reach 23 freighters by March 2027.	Priority handling for high-value tech cargo, with main-deck space for tall server racks.
Turkish Airlines	Leasing two converted Boeing 777 freighters, delivered March–September 2027.	More freighter space via Istanbul, but not before next year.
Qatar Airways and Virgin Australia	Virgin Australia services to Doha (flown by Qatar Airways) grow to 28 a week: Sydney twice daily from 7 Dec, Brisbane and Perth back from 8–9 Dec.	More belly space between Australia and Europe via Doha.

Schedules and dates are as announced by the airlines. Check with your SEKO representative before booking.

5 Peak calendar for the month ahead

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Space stays tight through December. These are the demand peaks between now and Chinese New Year.

Date	Event	What it is	What it means for air freight
8 Nov	Diwali	India's biggest festival, the festival of lights. Many factories slow or close for several days.	India exports rush before, then dip for about a week after.
11 Nov	Singles' Day (11.11)	China's biggest online shopping day, a bit like Black Friday.	A spike in e-commerce parcels out of China, mainly to Asia, Europe and Latin America.
27 / 30 Nov	Black Friday and Cyber Monday	The day after US Thanksgiving (26 Nov) and the Monday after: the start of US holiday shopping.	The US retail peak. Last restocking flights for US shelves go in early to mid November.
~15 Dec	Christmas cut-off	The last practical date to ship for Christmas delivery in the US and Europe.	Demand peaks in the first half of December.
Late Dec	Fiscal year-end push	Many companies ship before 31 December so the sale counts in this year's accounts.	A short, sharp demand spike just before the holidays.
Jan – 6 Feb	Lunar New Year lead-up	Chinese New Year is on 6 February 2027. Factories in China and much of Asia close for one to three weeks.	A pre-holiday rush from mid-January. Space is as tight as in peak. See the example below.

Planning example: Chinese New Year

Why space disappears. In the two to three weeks before the holiday, everyone tries to ship before factories close. Airlines sell most space first to forwarders with allocations and committed volume. Ad-hoc cargo gets what is left, at spot prices that change daily. Cargo can also roll to a later flight when a plane is full.

Example: 2 pallets from Shenzhen, needed in Chicago by 5 February 2027.

- Normal: book 3 days ahead; delivered about 5 days after the cargo is ready.
- Pre-holiday rush (about 18 January–5 February): plan 7–10 days to get on a flight, plus the risk of one roll.
- Plan: goods ready by **15 January**, booking placed by **8 January**, target flight **15–18 January**. That leaves about two weeks of buffer.
- If goods are ready only on 30 January, expect higher spot prices, possible rolls and delivery after the holiday. Consider splitting: the urgent part by air, the rest after the holiday.

6 Airport and hub watch

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Gateway	What is happening	When	What to do
■ **Taipei (TPE), Taiwan**	Heavy cargo backlog. After Typhoon Champi (23 Oct) and the holiday, import volumes outran staff, dollies and warehouse space. Exports wait to be built up and loaded. On 2 Nov China Airlines, EVA Air and STARLUX warned of slower handling and changed departure times. More than 30 cargo flights cancelled in five days, including some China Airlines US freighters. No recovery date yet.	Now	Tender cargo early, allow extra days, reconfirm every flight. Flag urgent AI and tech cargo now.
▲ **Sanya and Hainan, China; Philippines**	Typhoon Wutip has suspended Sanya airport; Typhoon Bavi and volcanic ash from Mount Kanlaon have cancelled dozens of flights in the Philippines.	Early Nov	Expect knock-on delays in South China and Manila before the summit closure (14–18 Nov).
■ **Naples (NAP), Italy**	Airport closed to all flights for the whole of November for runway rebuild. Some flights move to Salerno.	All November	Route southern Italy cargo via Rome or Milan and truck.
■ **Riyadh (RUH), Saudi Arabia**	Partly reopened on 25 Oct after attacks closed it on 10 Oct. Cargo capacity is a small fraction of normal (about 6% in late October). Jeddah is busy with diverted freighters; Dammam is open.	Now; airlines return 3 Nov–Jan	Route via Jeddah, Dammam or Dubai plus trucking. Allow extra days for customs in Riyadh.
■ **Shenzhen (SZX), China**	Leaders' summit (APEC). Cargo flights are expected to be cancelled or moved, passenger flights will not take cargo, and one cargo terminal will close. Truck permits needed in parts of the city.	16–20 Nov	Ship before 16 Nov or move via Hong Kong or Guangzhou. Ship dangerous goods and batteries early.
■ **Manila (MNL), Philippines**	ASEAN leaders' summit. All cargo flights at Manila's main airport are suspended.	14 Nov 09:01 – 18 Nov 23:59 (local time)	Move shipments before or after the window. Share urgent needs now.
▲ **Mumbai (BOM / NMI), India**	Freighters have moved from Mumbai's main airport (apron rebuild, freighter slots suspended until mid-2027) to the new Navi Mumbai airport, which is still building up staff and equipment. Clearance delays of three days or more were reported in October.	Ongoing	Book two weeks ahead. Avoid Navi Mumbai for pharma and urgent cargo; consider Delhi, Bengaluru or Hyderabad.
▲ **Buenos Aires (EZE), Argentina**	Main runway shortened for works, so heavy wide-bodies cannot take off fully loaded. Export capacity was down about 65% on 26 Oct, in the middle of blueberry season. 14 airlines suspended direct flights.	To 11 Nov	Expect technical stops via Montevideo or Rio and longer transits until mid-November.
▲ **Los Angeles / Long Beach ports**	Talks with the port watchmen's union are extended to 5 pm Pacific on 4 Nov, with federal mediators. A strike could stop work at terminals that handle about 85% of Long Beach and a third of Los Angeles cargo. About 35,000 containers are already waiting for rail.	Deadline 4 Nov	Have an air or sea-air backup ready for urgent West Coast imports.
● **France, nationwide strike**	General strike on 5 Nov. Rail and Paris transport will be disrupted. The main air traffic controllers' union is not joining, so only slight air disruption is expected.	5 Nov	Allow extra time for trucking to and from Paris airports.

■ closed or severely limited ▲ congested or reduced ● minor. Status as of 4 November 2026.

7 Sea-air and alternative routings

↑ Contents

~40%	~4 weeks	3 steps
Cheaper than direct Asia → Europe air	Door to door from China	Sea to the US West Coast, transfer, air to Europe

SEKO sea-air: Asia → US → Europe

How it works. Cargo goes by sea from Asia to the US West Coast. SEKO moves it from the port to the airport, then flies it from the US to Europe. US → Europe is the most stable and best-supplied air lane right now, so the air leg is easier to book than direct Asia → Europe.

Who it suits. Global clients with cost-sensitive cargo that needs to move faster than ocean but does not need the speed of direct air.

Watch-outs. It relies on smooth flow through the Los Angeles and Long Beach ports. If the port strike goes ahead, ask SEKO about other routings or direct air.

- Ask your SEKO representative for a sea-air option on any Asia → Europe quote.

Other alternative routings this month

If your cargo moves...	The issue	SEKO alternative
To or from Saudi Arabia	Riyadh only partly open; many airlines not back	Fly to Dubai, Jeddah or Dammam and truck to the final destination
Out of Shenzhen, 16–20 Nov	Summit shutdown at the airport	Truck to Hong Kong or Guangzhou and fly from there
Out of Mumbai	Congestion at both Mumbai airports	Use Delhi, Bengaluru or Hyderabad for urgent and temperature-controlled cargo
Into the US West Coast by sea	Port strike risk and rail backlog	Convert urgent cargo to air early; late conversions cost far more
Out of Buenos Aires, to 11 Nov	Runway works cut wide-body loads	Accept technical stops or truck to Montevideo

Switching from sea to air in a crisis can cost up to 20 times the sea price if you wait until space is gone. Decide early.

8 Regulatory and trade changes affecting air cargo

↑ Contents

Change	What it is	Effect on air freight
US–China tariff dates: 9–10 Nov and 10 Jan	Some tariff exemptions on Chinese goods end on 9 November unless the US extends them. China's pause on some export controls ends on 10 November. The US–China trade truce has been announced to run to 10 January 2027, but the legal notices are not yet published.	Before a tariff date, importers rush to ship, and air carries the last-minute rush. After a tariff rises, volume on that lane drops. Plan contingency space for late December and early January.
US: no more duty-free low-value imports	The US no longer lets low-value parcels enter duty-free. Every shipment needs a customs entry. For parcels sent by post, the deadline to comply has been extended to 20 January 2027.	Less direct-to-consumer e-commerce by air into the US. More cargo moves in consolidated shipments. Airlines have moved freighters from China–US e-commerce to other lanes.
EU: new €2 fee per e-commerce item	Since 1 November, the EU charges a €2 handling fee on each online order line shipped to consumers, on top of a temporary €3 duty on parcels under €150.	Higher cost per parcel, so less e-commerce flies from China to Europe. China → Europe e-commerce by air was about half last year's level in September.
US: advance cargo data, stricter checks later	The US requires shipment data before air cargo is loaded for the US. Stricter enforcement has been pushed back to 1 May 2027.	No change for this peak. Use the time to make sure shipment data is complete and accurate.

9 How SEKO can help: booking tips for peak

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Booking tips for peak

- **Book early and share a forecast through December.** Committed volume gets space first; spot cargo waits.
- **Confirm bookings quickly** and expect peak and fuel surcharges.
- **Plan contingency space around tariff dates** (9–10 November, 10 January) and the summit shutdowns in Shenzhen and Manila (14–20 November).
- **Give accurate dimensions and weight.** Chargeable weight uses volume (1 m^3 = 167 kg, about 10.4 lb per ft^3). Wrong dimensions mean re-quotes and rolled cargo.

How SEKO can help

- **Space agreements, consolidations and contingency space** into December and ahead of tariff dates, especially Asia → US tech cargo and India/Bangladesh → US.
- **Sea-air Asia → US → Europe** for global clients: about 40% cheaper than direct air, about 4 weeks.
- **Air and sea-air backup** for urgent West Coast imports if the Los Angeles and Long Beach ports are disrupted.
- **Alternative routings** around Taipei, Riyadh, Shenzhen, Manila, Mumbai and Buenos Aires (section 7).
- **Cargo insurance:** an inexpensive way to protect your goods throughout the whole logistics and transport chain.

Know-how: freighters versus passenger belly, what fits where

Two kinds of capacity. Passenger planes carry cargo in the lower deck (the "belly"). Freighters also carry cargo on the main deck. Belly space follows passenger schedules, so it shrinks when airlines cut winter flights. Freighters follow cargo demand.

Height is usually the limit. Lower-deck positions on wide-body passenger aircraft typically take pallets up to about **160 cm (63 in)** high. A wide-body freighter main deck typically takes **244 cm (96 in)**, and up to about **300 cm (118 in)** on some positions.

Example: a machine on a skid, 220 × 150 × 190 cm (87 × 59 × 75 in), 900 kg (1,984 lb).

- At 190 cm (75 in) it is above the ~160 cm (63 in) lower-deck limit, so it **cannot fly on a passenger plane**. It must go on a freighter.
- Chargeable weight: 220 × 150 × 190 ÷ 6,000 = **1,045 kg**, more than the 900 kg actual, so you pay for 1,045 kg.
- Tip: if it can ship at 155 cm (61 in) high (for example, by removing a top part), it also fits passenger aircraft. That adds many more flight options in peak, and the volume weight falls to about 853 kg, so you pay on the 900 kg actual.

For routing options on your lanes, contact your SEKO representative.

Resources

Public sources behind the data, charts and news in this update. Links checked 18 November 2026.

IATA – Air Cargo Demand Accelerates in September, Up 7.7%, 29 Oct 2026 · iata.org
IATA – Air Cargo Market Analysis, September 2026, 29 Oct 2026 · iata.org
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SAS – Aviation Insights: Impact of Russian airspace closures, Apr 2025 · sasgroup.net
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Air Cargo News – Qatar Cargo adds new freighter connections to Denmark, the US and Poland, 22 Oct 2026 · aircargonews.net
The Loadstar – Airlines strengthen winter freighter links (Air Canada, Lufthansa, AF-KLM), 20 Oct 2026 · theloadstar.com
CargoWise – Delta Cargo expands digital booking through CargoWise, 13 Oct 2026 · cargowise.com
Air Cargo News – Challenge Group adds new US-Europe-India freighter operation, 28 Oct 2026 · aircargonews.net
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JAL – JAL and NX Group to launch intra-Asia and North America-Asia transport partnership, 1 Oct 2026 · press.jal.co.jp
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