SVTradeInsights™
Advanced Data Transformation & Intelligence

# LLDPE
## ANNUAL TRADE ANALYSIS

2016–2025 Data

November 2026

Satit Vaewvichit
Director

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# Executive Overview

LLDPE is a polyethylene resin used principally in packaging films, with further applications in bags, liners, agricultural film and cable compounds; the report includes higher-alpha-olefin grades.

Global reported LLDPE trade flows reached 25,364.1 thousand metric tons in 2025. North America, the Middle East and Southeast Asia supplied the main outward network. Northeast Asia was the largest net importing region, with substantial requirements in South America, the Indian Subcontinent, Africa and Western Europe. Major net routes linked Southeast Asia and the Middle East to Northeast Asia, North America to South America, Europe and Asia, and the Middle East to Africa. Substantial intraregional trade and two-way trading markets suggest redistribution, but do not prove physical re-export.

North America's surplus reached 6,889.5 thousand metric tons, up 432.6, while the Middle Eastern surplus fell to 3,801.7. Northeast Asia's deficit narrowed to 5,048.4, but requirements increased in South America, Africa and the Indian Subcontinent. Southeast Asia remained in surplus despite growing internal import demand.

Regional prices shared a 2020 trough, a 2021–2022 recovery and subsequent easing. In 2025 they ranged from USD 1,002 per metric ton in North America to USD 1,438 in Western Europe. A large majority of modal activity was maritime. Five-year cross-regional transportation costs averaged USD 123 per metric ton. Major-importer tariffs ranged from 0–20%, while most importing markets were within 0–8%, subject to origin and eligibility.

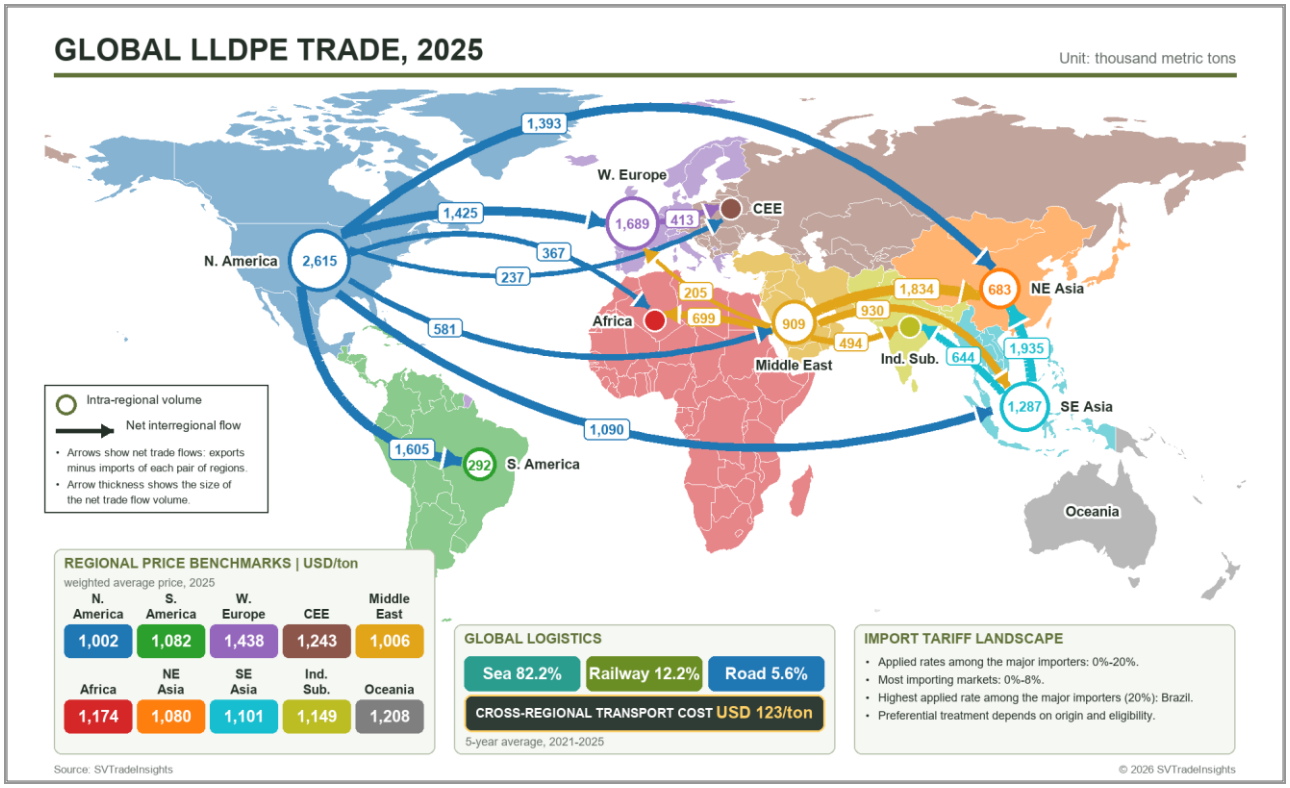


**Figure ES-1: 2025 LLDPE Trade Executive Snapshot**

# 1. Introduction

This report covers linear low-density polyethylene (LLDPE), a polyethylene resin made with a comonomer such as butene, hexene or octene, including higher-alpha-olefin grades covered by the analysis. Major applications include stretch and shrink film, agricultural film, bags and liners, flexible packaging and cable compounds.

The November 2026 edition examines annual trade over 2016–2025, latest-year bilateral flows and transportation patterns for 2025, and transportation-cost observations over 2021–2025. It supports long-term planning, project development and target-market identification by bringing trade balances, flows, transaction prices, logistics and tariff conditions into a consistent analytical framework.

The analysis draws principally on bilateral customs statistics reconciled and prepared by SVTradeInsights, supplemented by the public filings and disclosures described in Section 3. Trade volumes are expressed in thousand metric tons, while prices and transportation costs are expressed in USD per metric ton. Customs activity

# 2. Trade Analysis

## 2.1 Global

### 2.1.1 Trade Balance

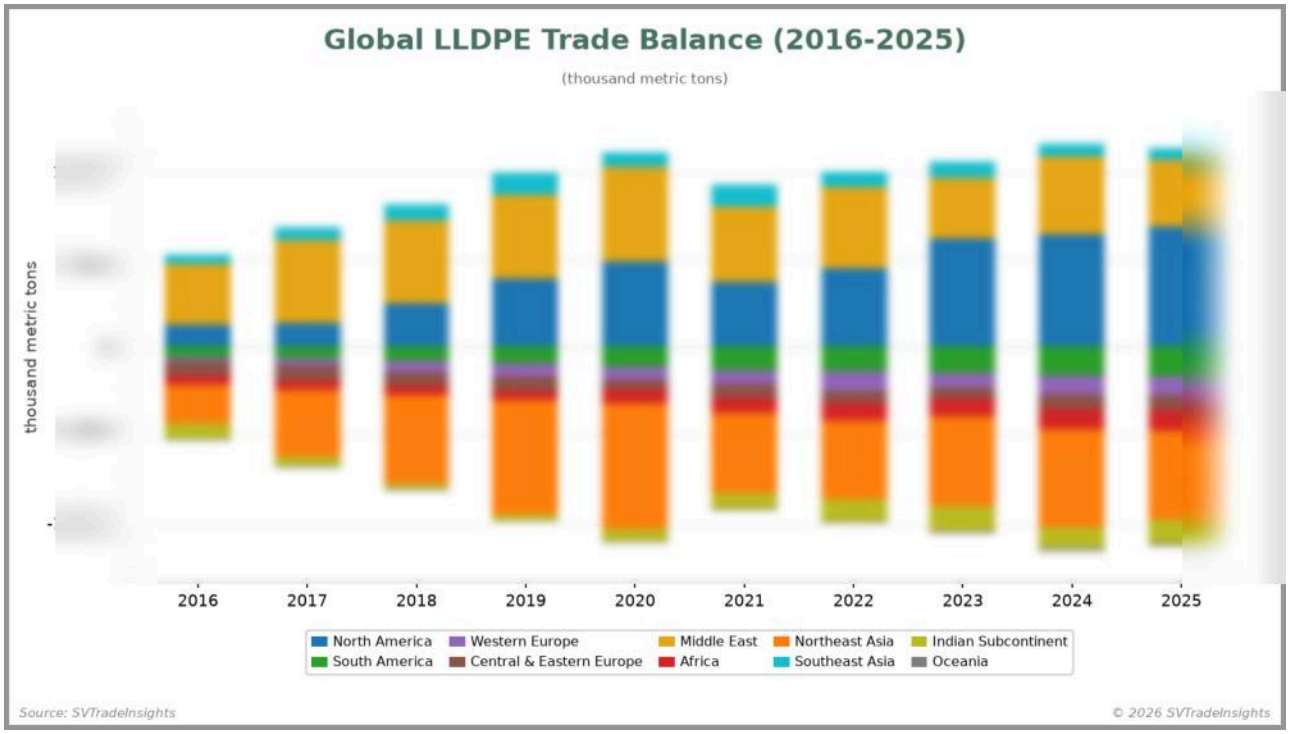


**Figure 2-1: Global LLDPE Trade Balance by Region, 2016–2025**

## 2.1.2 Trade Flow and Transit Hubs

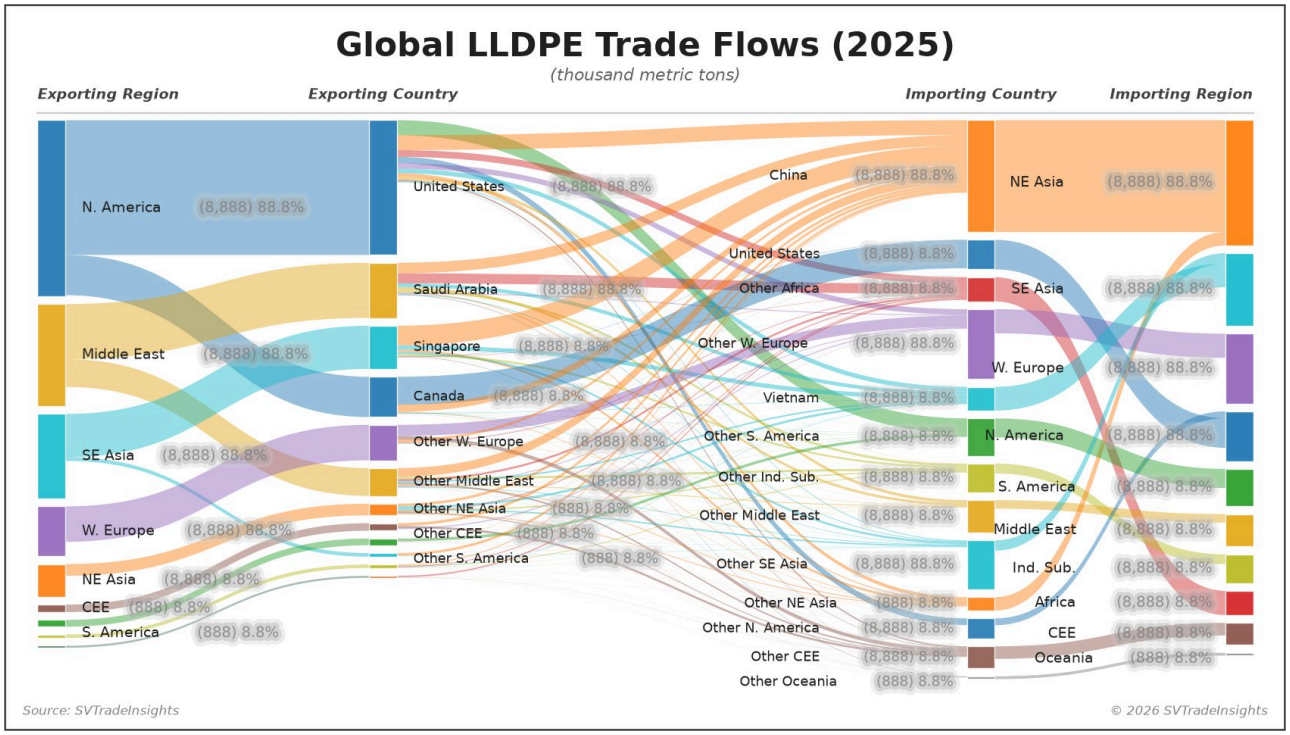


**Figure 2-2: Global LLDPE Trade Flow, 2025**

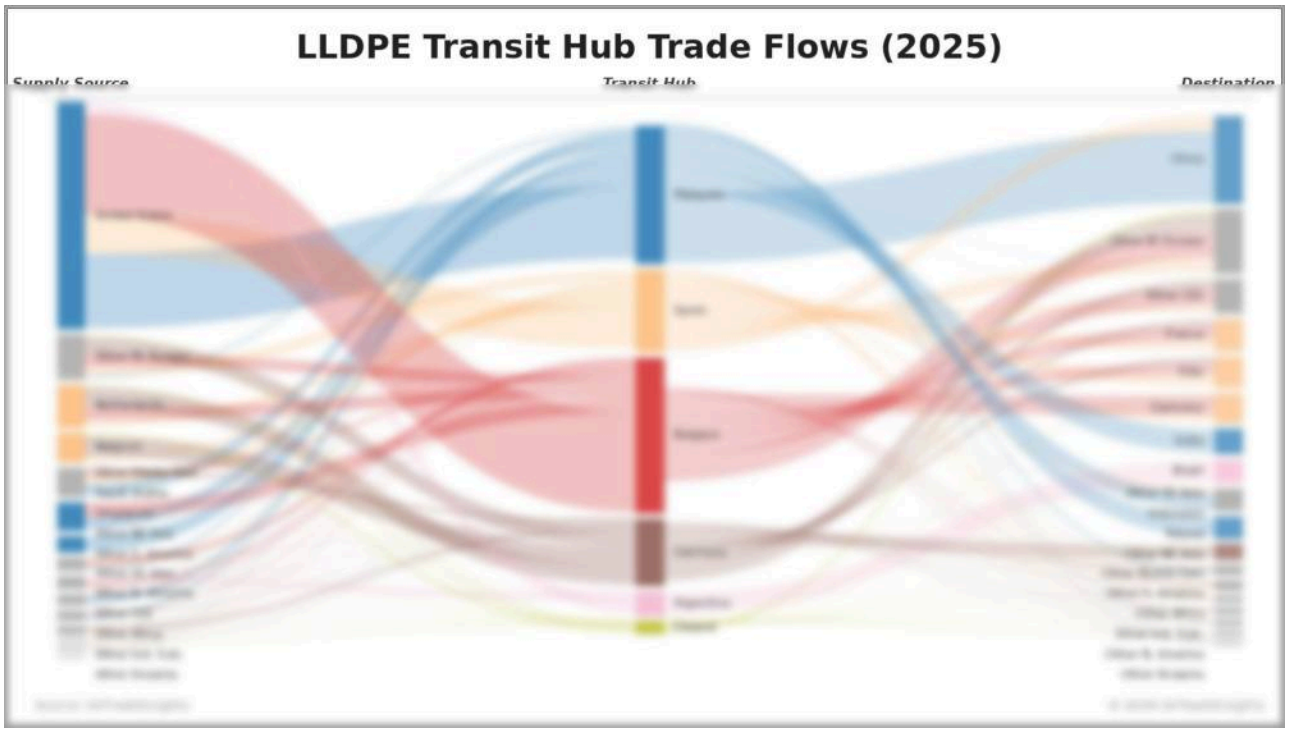


**Figure 2-3: LLDPE Transit-Hub Flows, 2025**

## 2.1.3 Transaction Price

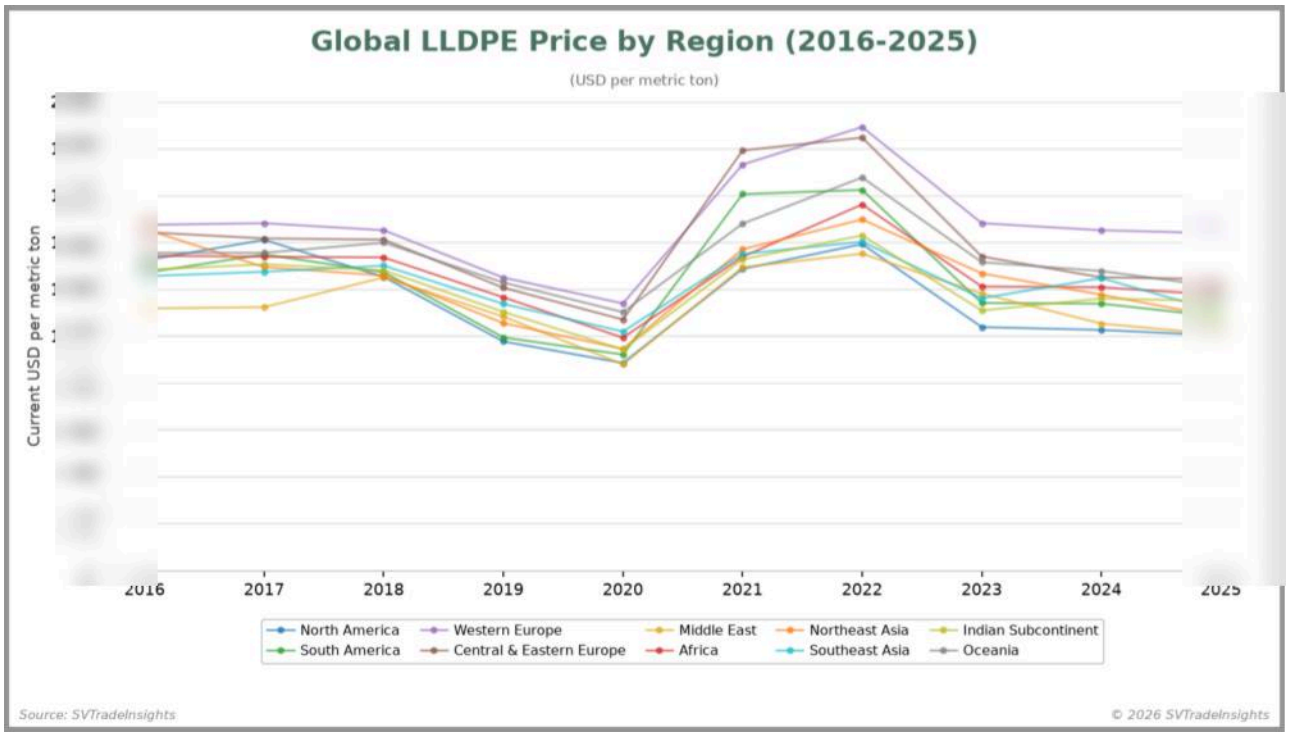


**Figure 2-4: Global LLDPE Transaction Prices, 2016–2025**

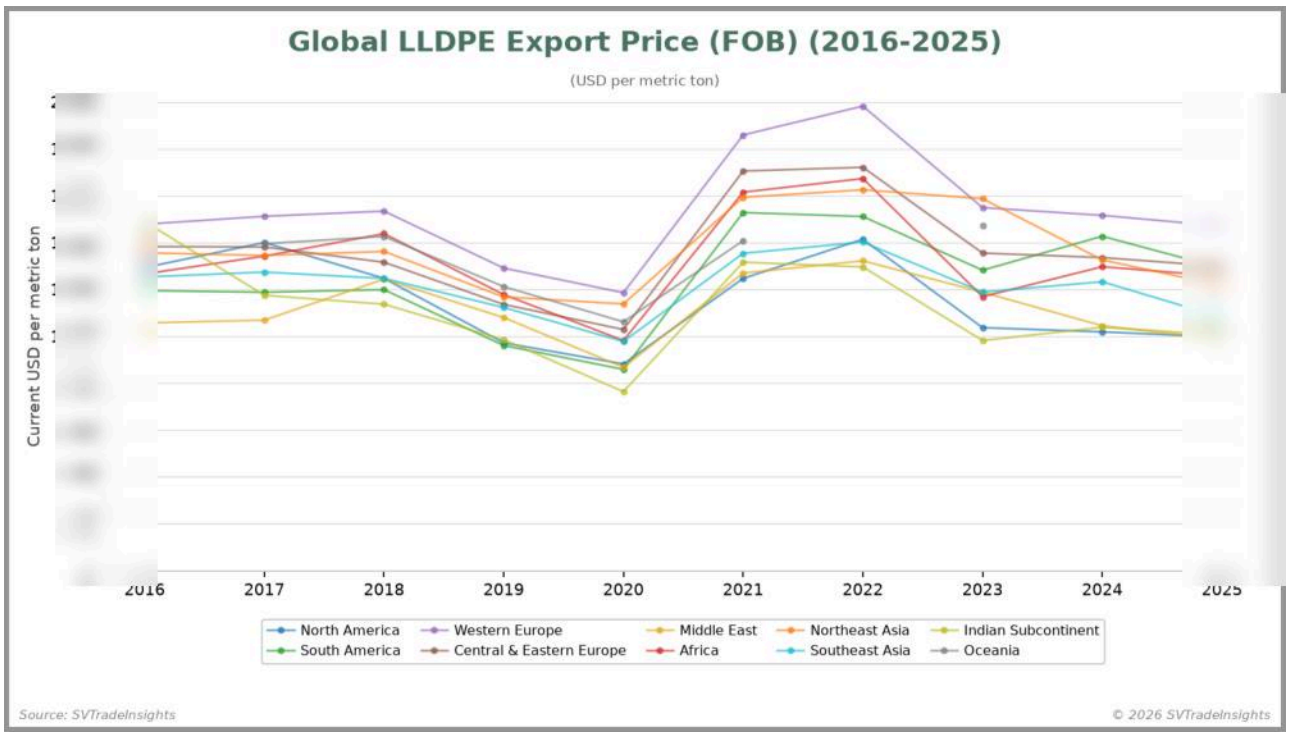


**Figure 2-5: LLDPE Export Prices on an FOB Basis, 2016–2025**

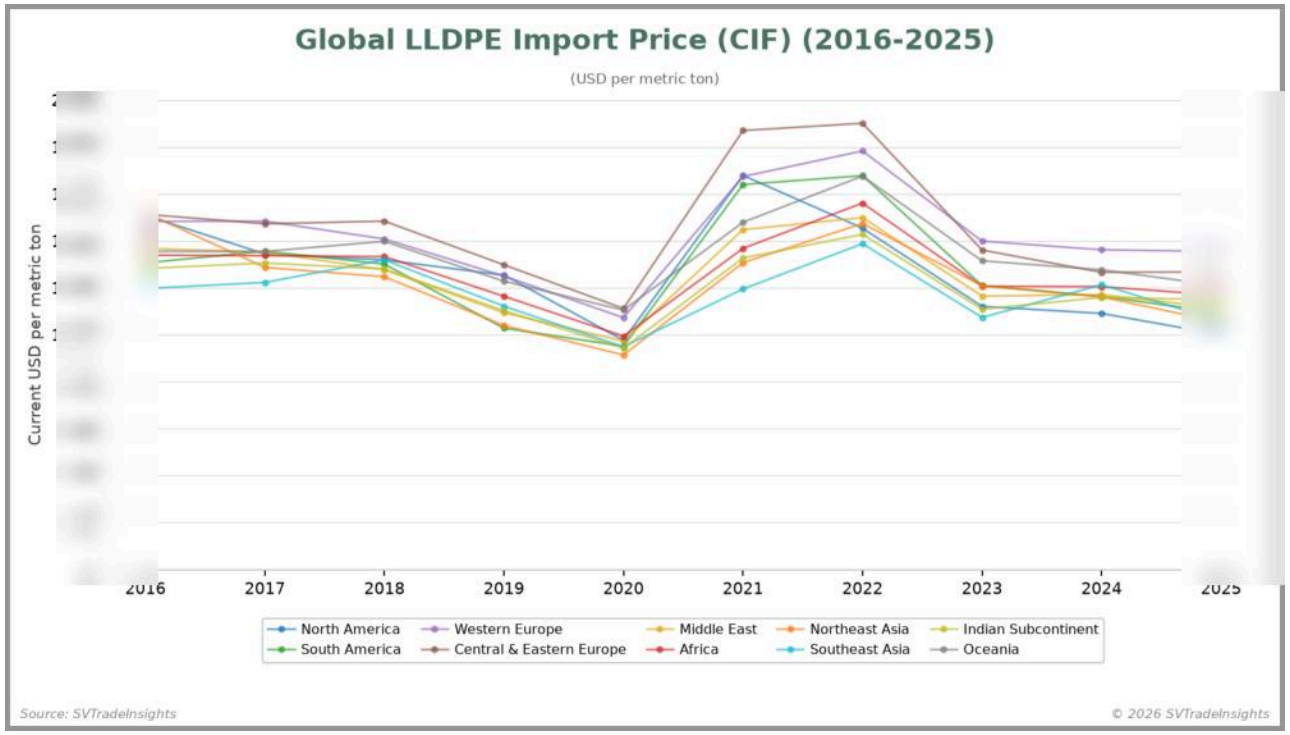


**Figure 2-6: LLDPE Import Prices on a CIF Basis, 2016–2025**

## 2.1.4 Means of Transportation

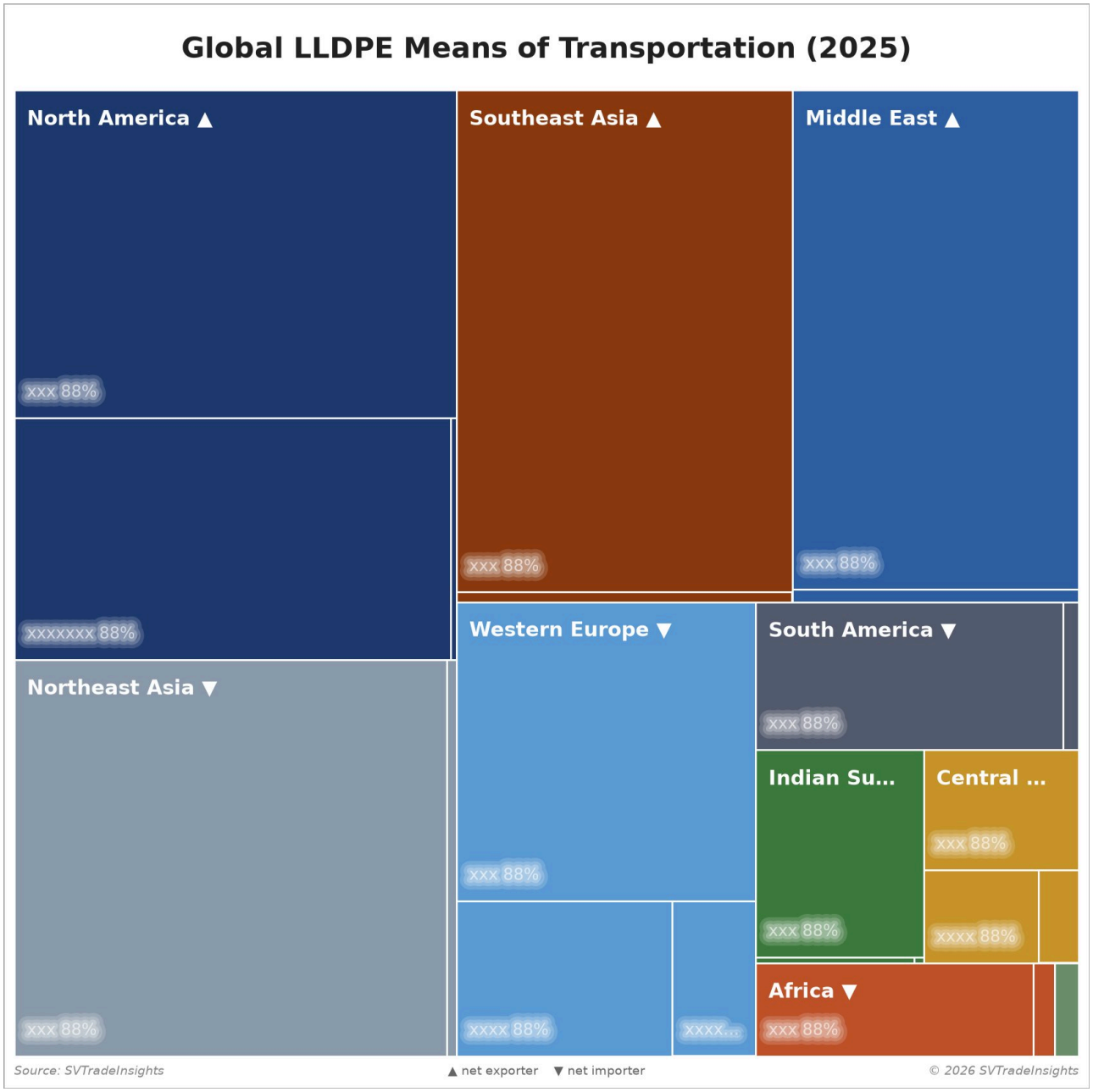


**Figure 2-7: Global LLDPE Means of Transportation, 2025**

## 2.1.5 Transportation Cost

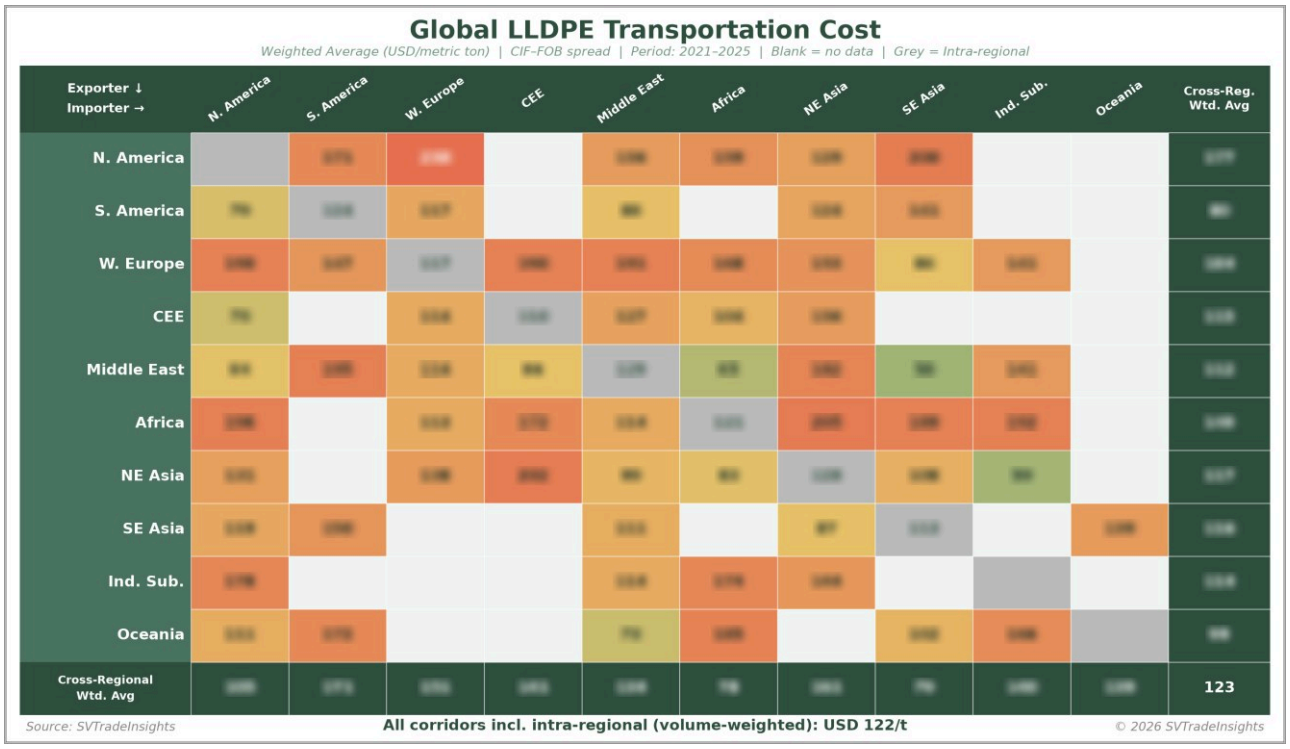


**Figure 2-8: Global LLDPE Transportation Costs, 2021–2025**

## 2.1.6 Tariff

## 2.1.7 Bio-Product Trade Activity

## 2.2 North America

### 2.2.1 Trade Balance




**Figure 2-9: North America LLDPE Trade Balance, 2016–2025**

### 2.2.2 Trade Flow

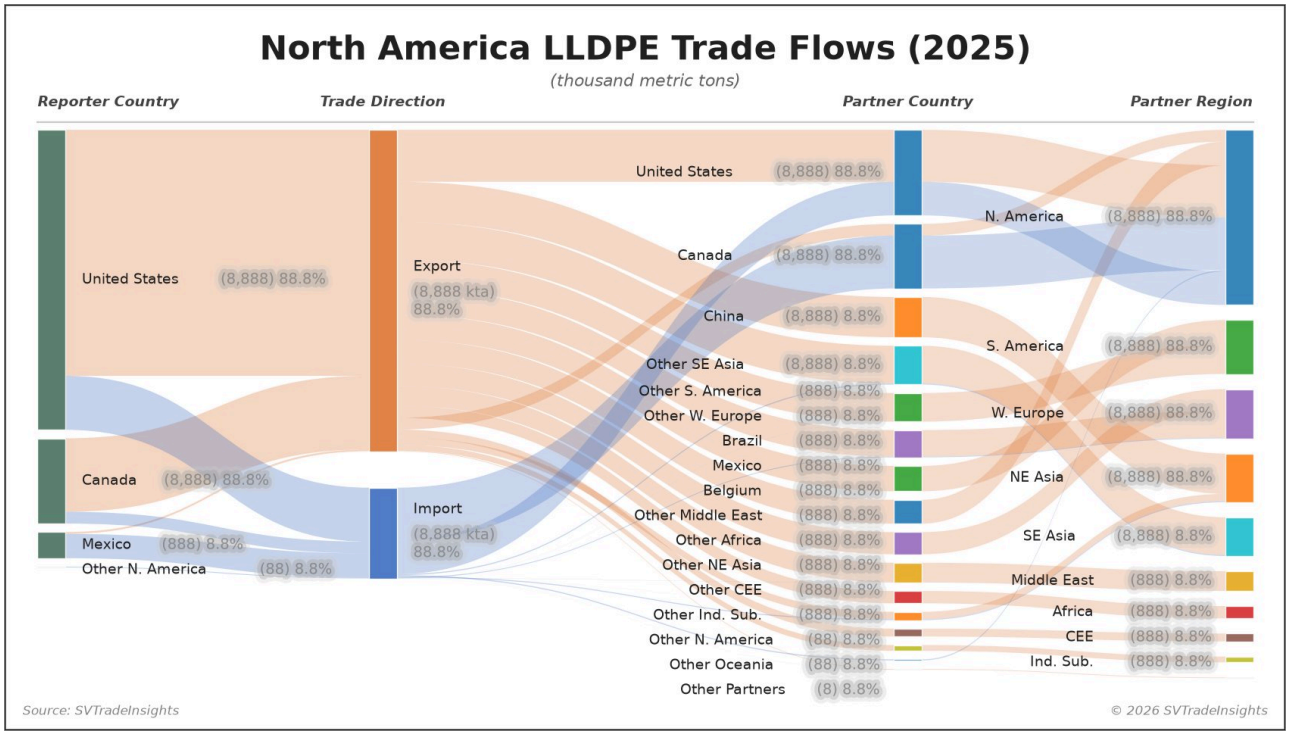


**Figure 2-10: North America LLDPE Trade Flow, 2025**

## 2.2.3 Transaction Price

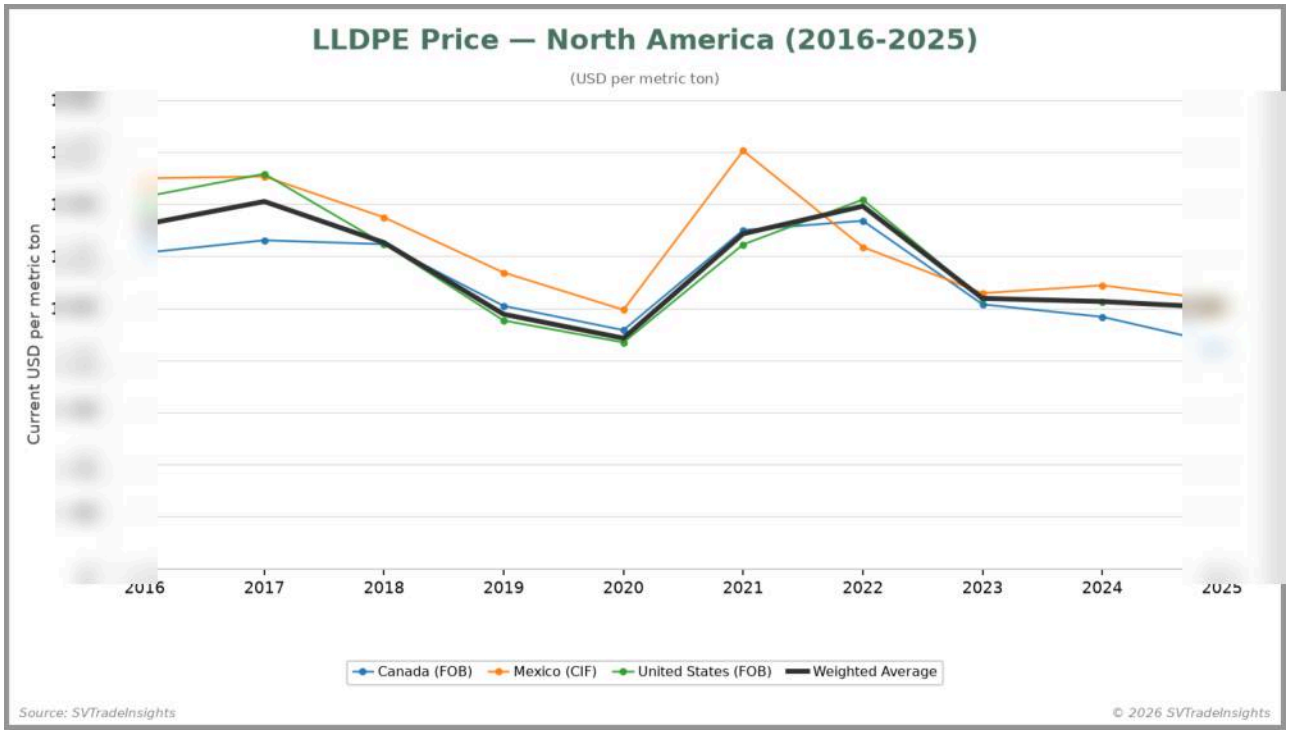


**Figure 2-11: North America LLDPE Transaction Prices, 2016–2025**

## 2.2.4 Means of Transportation

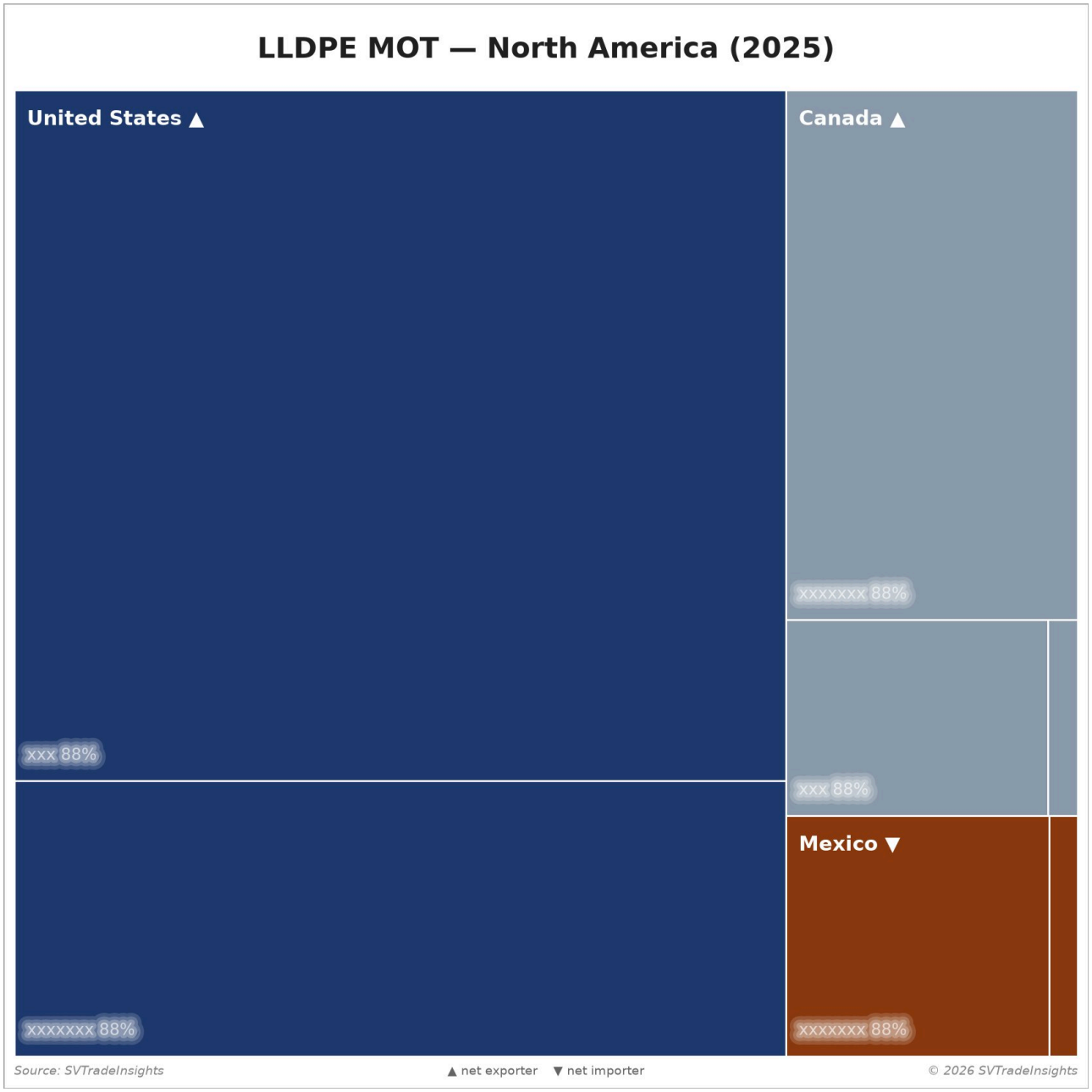


**Figure 2-12: North America LLDPE Means of Transportation, 2025**

## 2.2.5 Transportation Cost

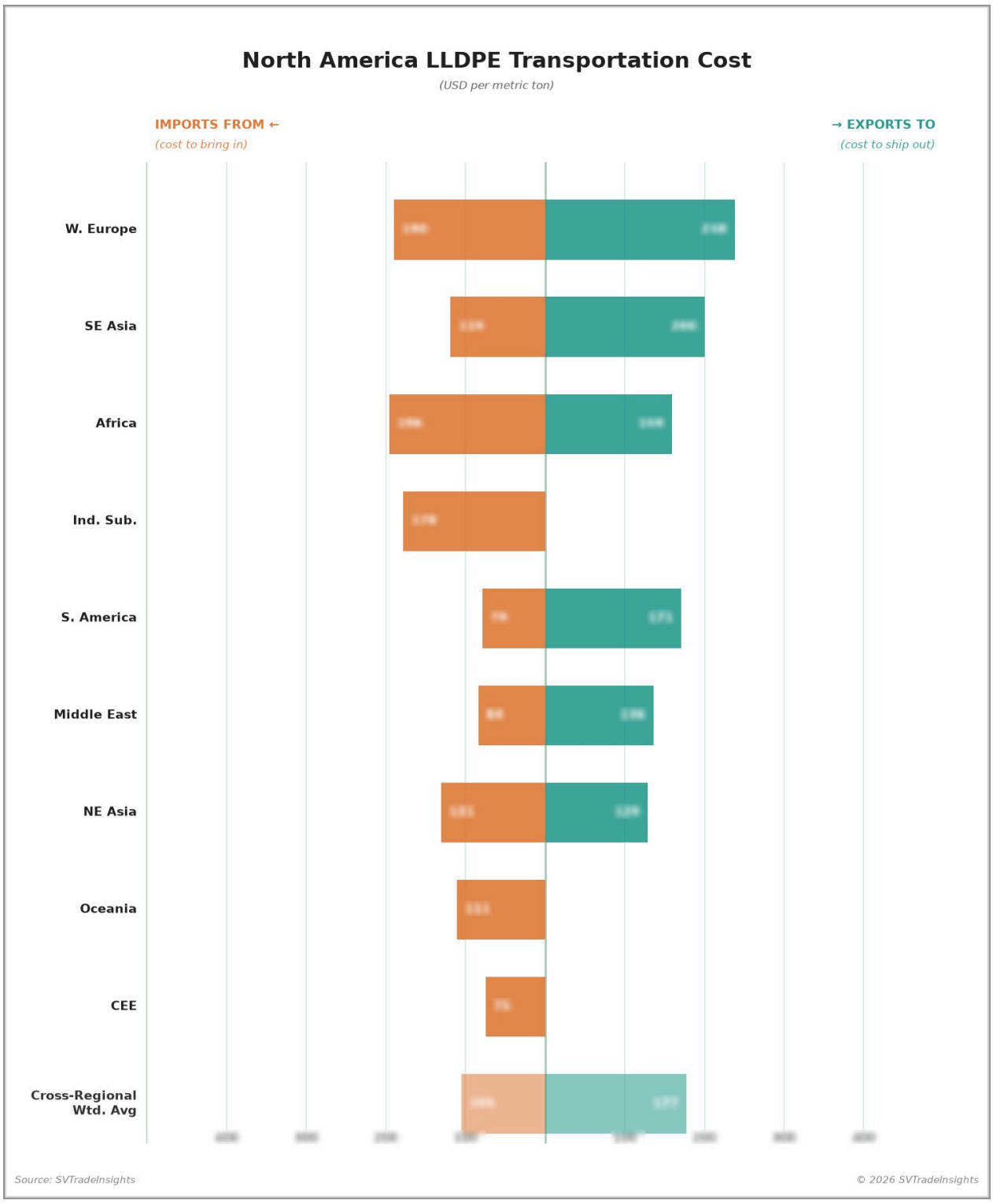


**Figure 2-13: North America LLDPE Transportation Costs, 2021–2025**

## 2.2.6 Tariff

## 2.3 South America

### 2.3.1 Trade Balance

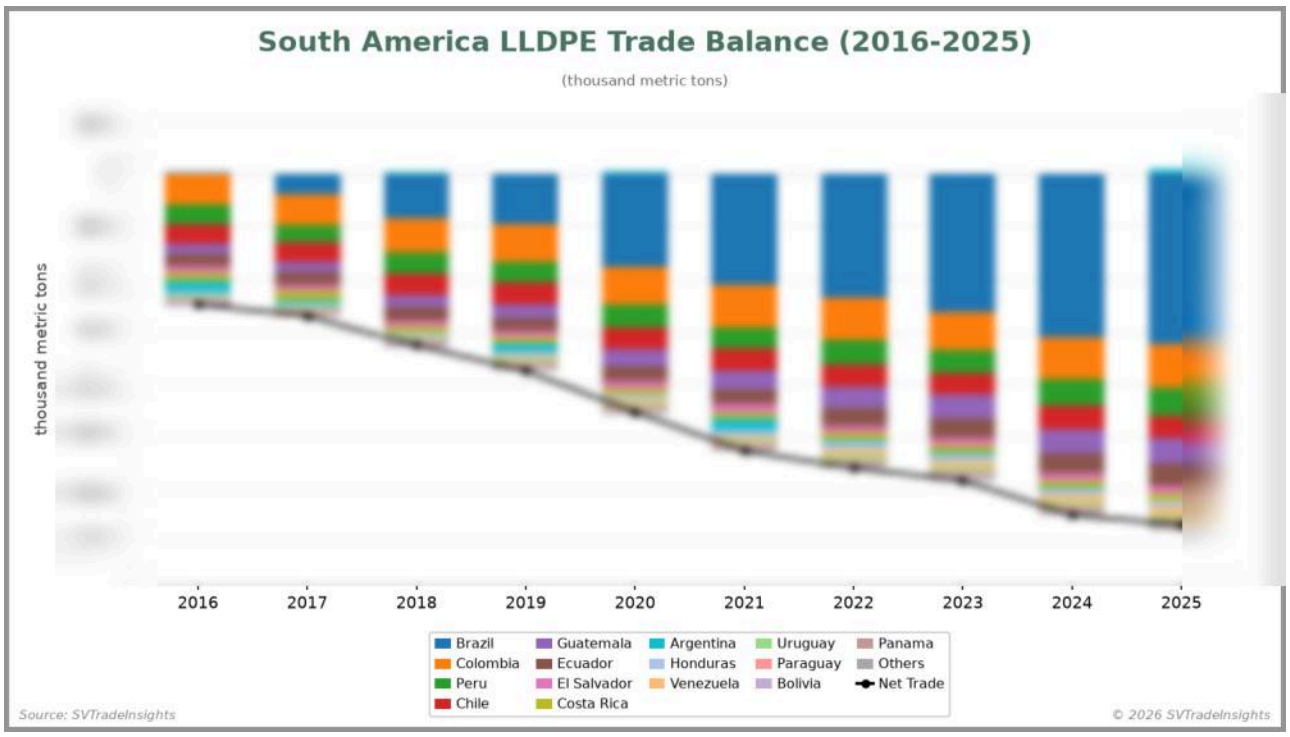


**Figure 2-14: South America LLDPE Trade Balance, 2016–2025**

### 2.3.2 Trade Flow

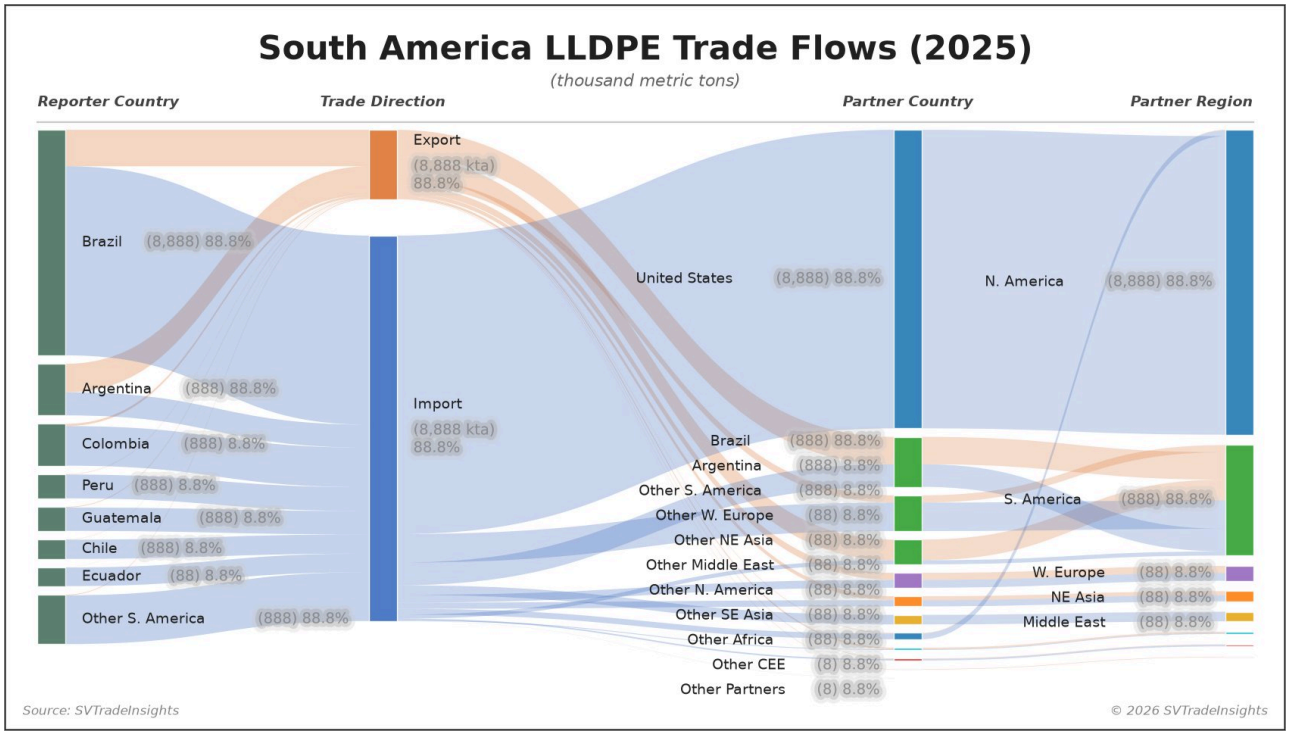


**Figure 2-15: South America LLDPE Trade Flow, 2025**

## 2.3.3 Transaction Price

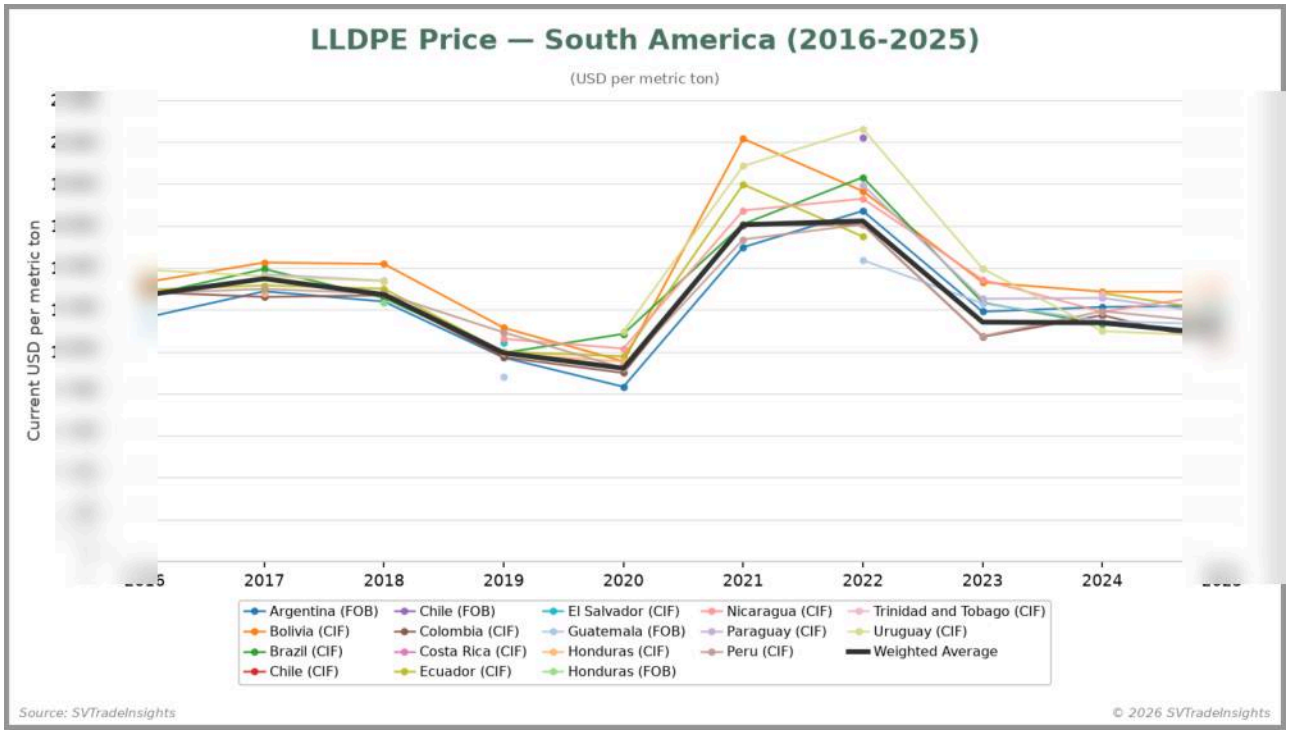


**Figure 2-16: South America LLDPE Transaction Prices, 2016–2025**

## 2.3.4 Means of Transportation

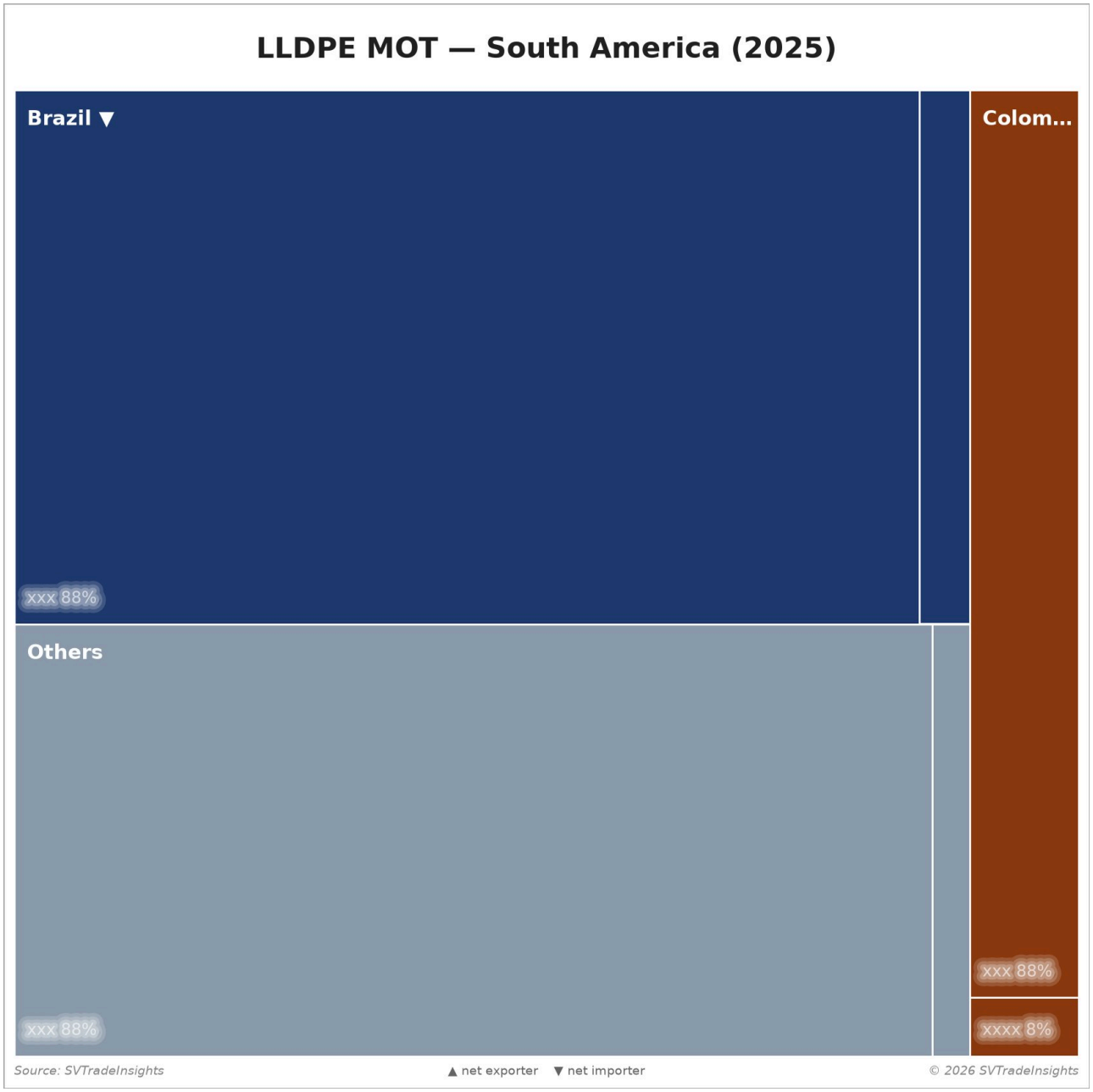


**Figure 2-17: South America LLDPE Means of Transportation, 2025**

## 2.3.5 Transportation Cost

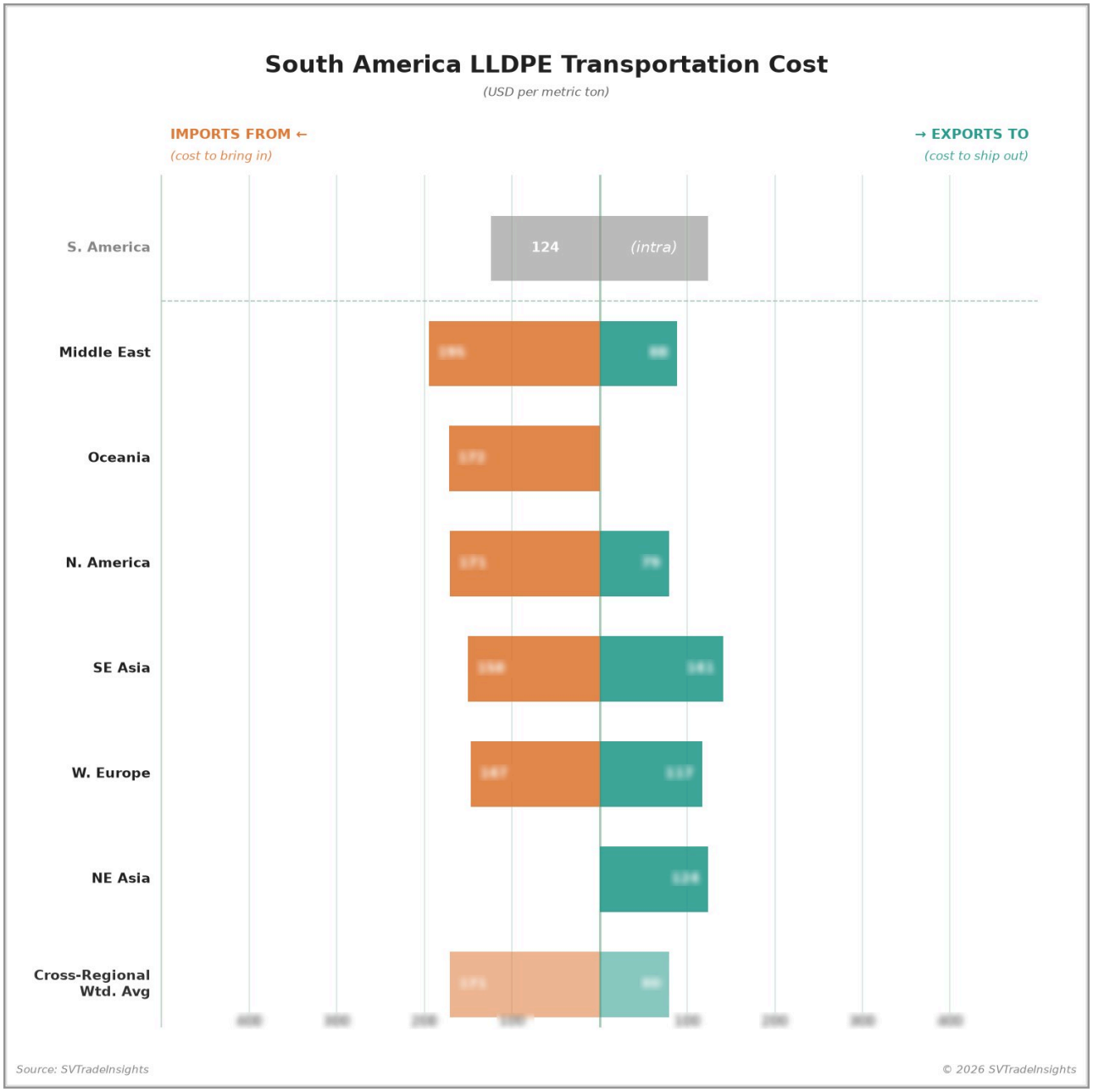


**Figure 2-18: South America LLDPE Transportation Costs, 2021–2025**

### 2.3.6 Tariff

## 2.4 Western Europe

### 2.4.1 Trade Balance

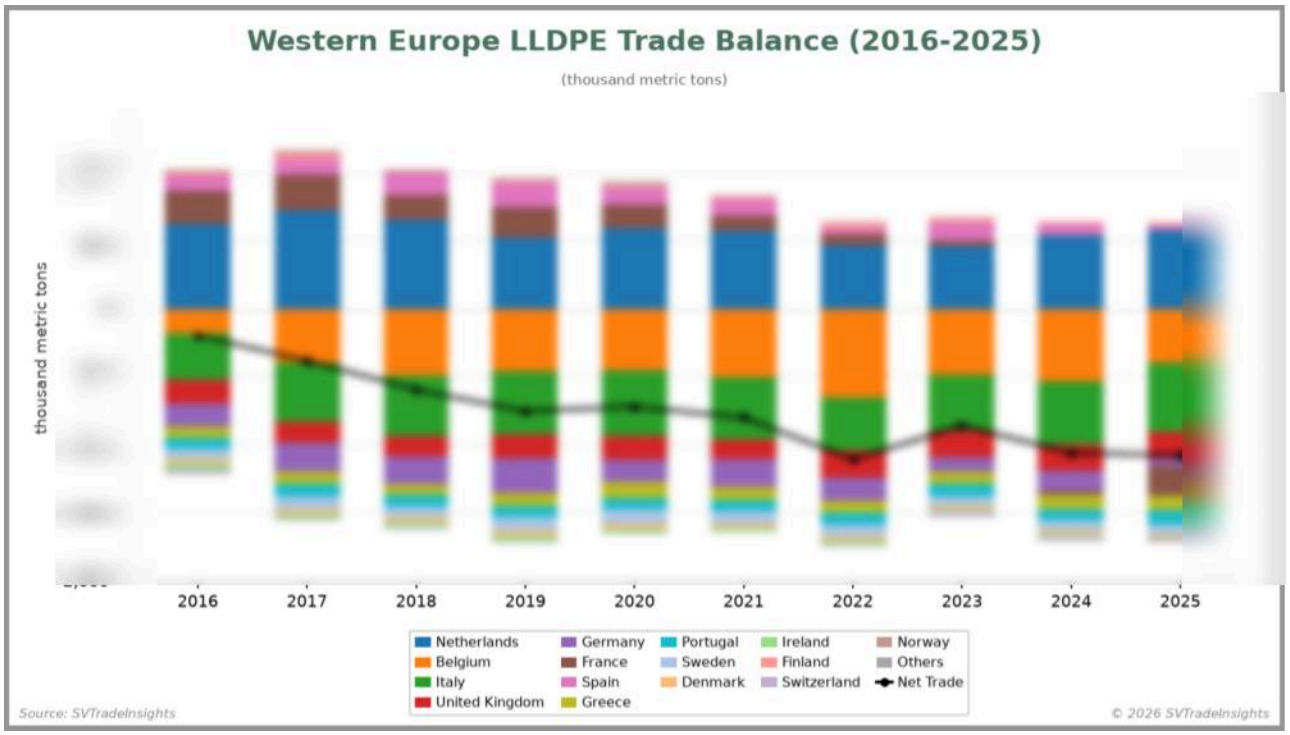


**Figure 2-19: Western Europe LLDPE Trade Balance, 2016–2025**

## 2.4.2 Trade Flow

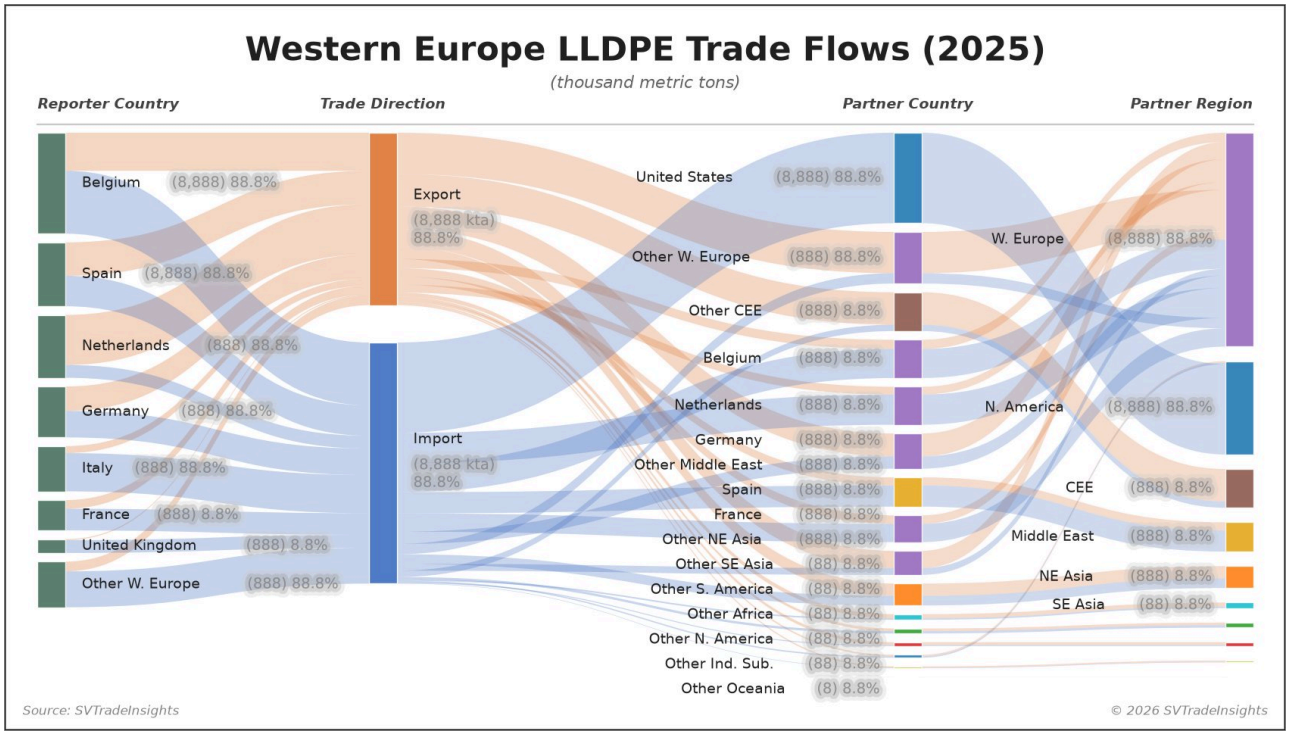


**Figure 2-20: Western Europe LLDPE Trade Flow, 2025**

## 2.4.3 Transaction Price

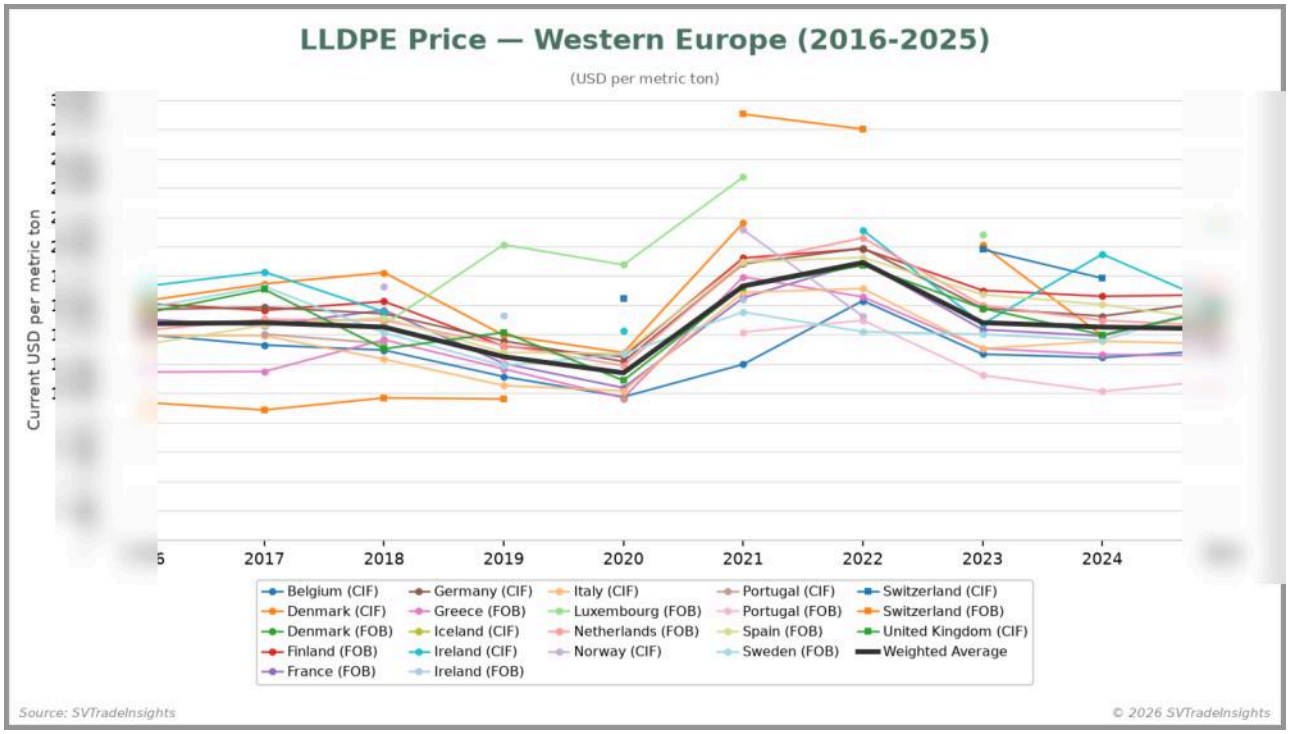


**Figure 2-21: Western Europe LLDPE Transaction Prices, 2016–2025**

## 2.4.4 Means of Transportation

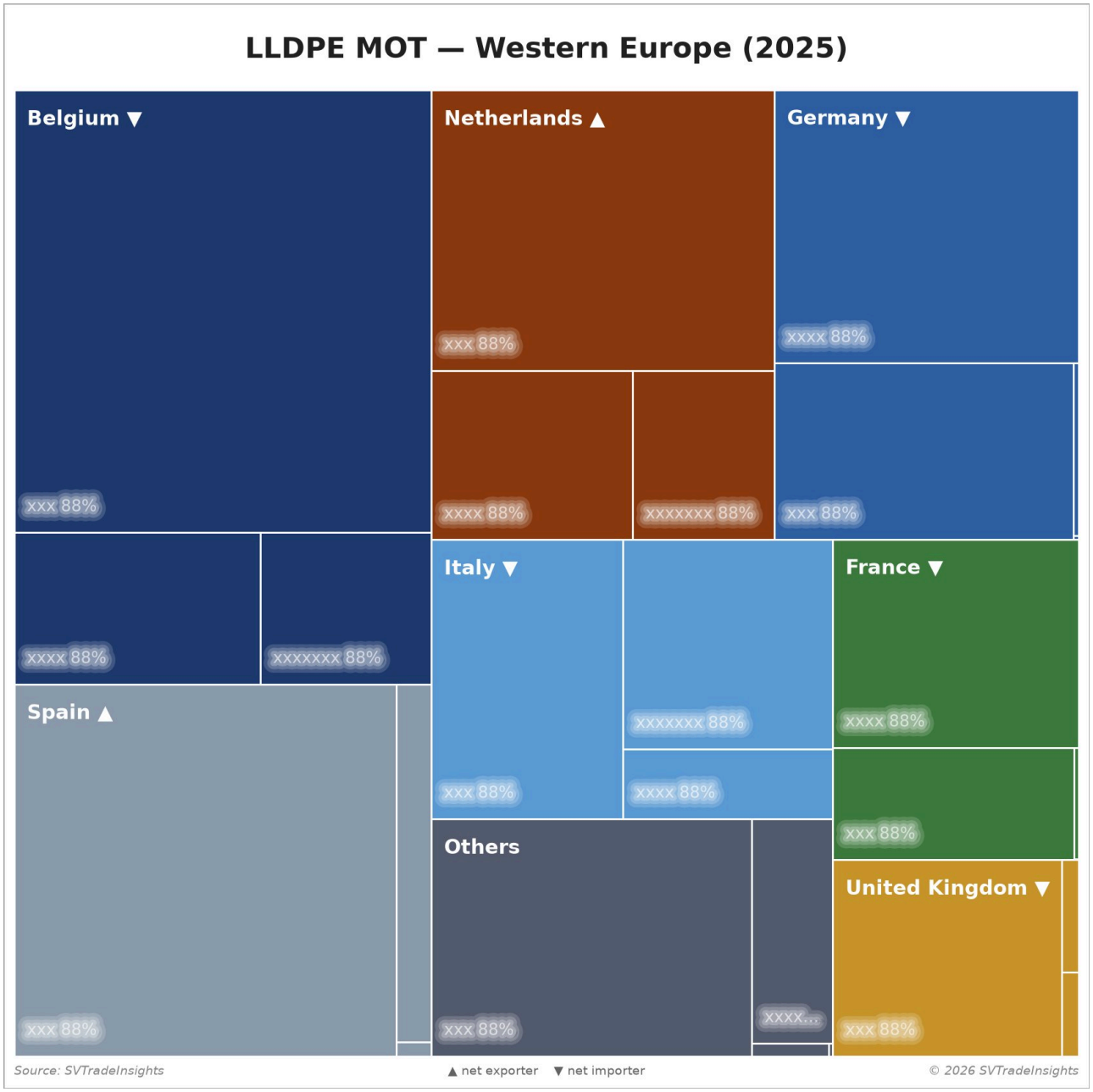


**Figure 2-22: Western Europe LLDPE Means of Transportation, 2025**

## 2.4.5 Transportation Cost




**Figure 2-23: Western Europe LLDPE Transportation Costs, 2021–2025**

## 2.4.6 Tariff

## 2.5 Central & Eastern Europe

### 2.5.1 Trade Balance

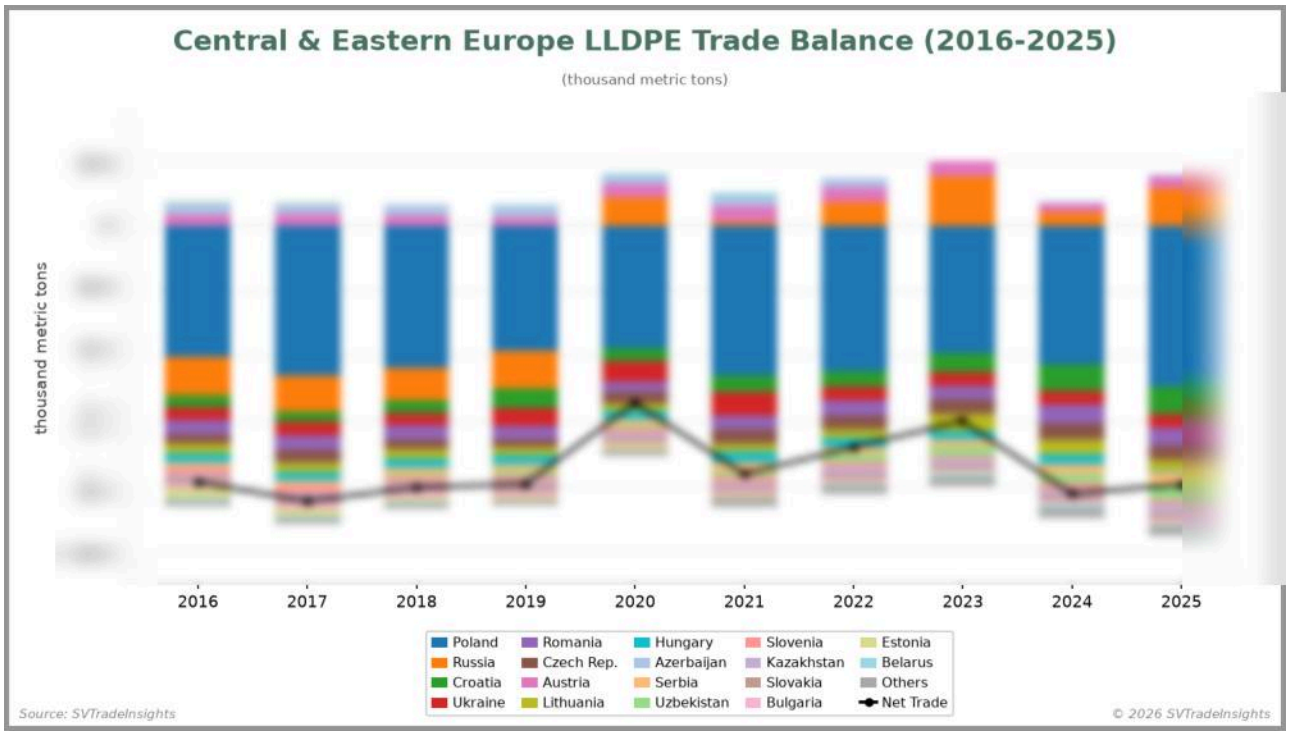


**Figure 2-24: Central & Eastern Europe LLDPE Trade Balance, 2016–2025**

### 2.5.2 Trade Flow

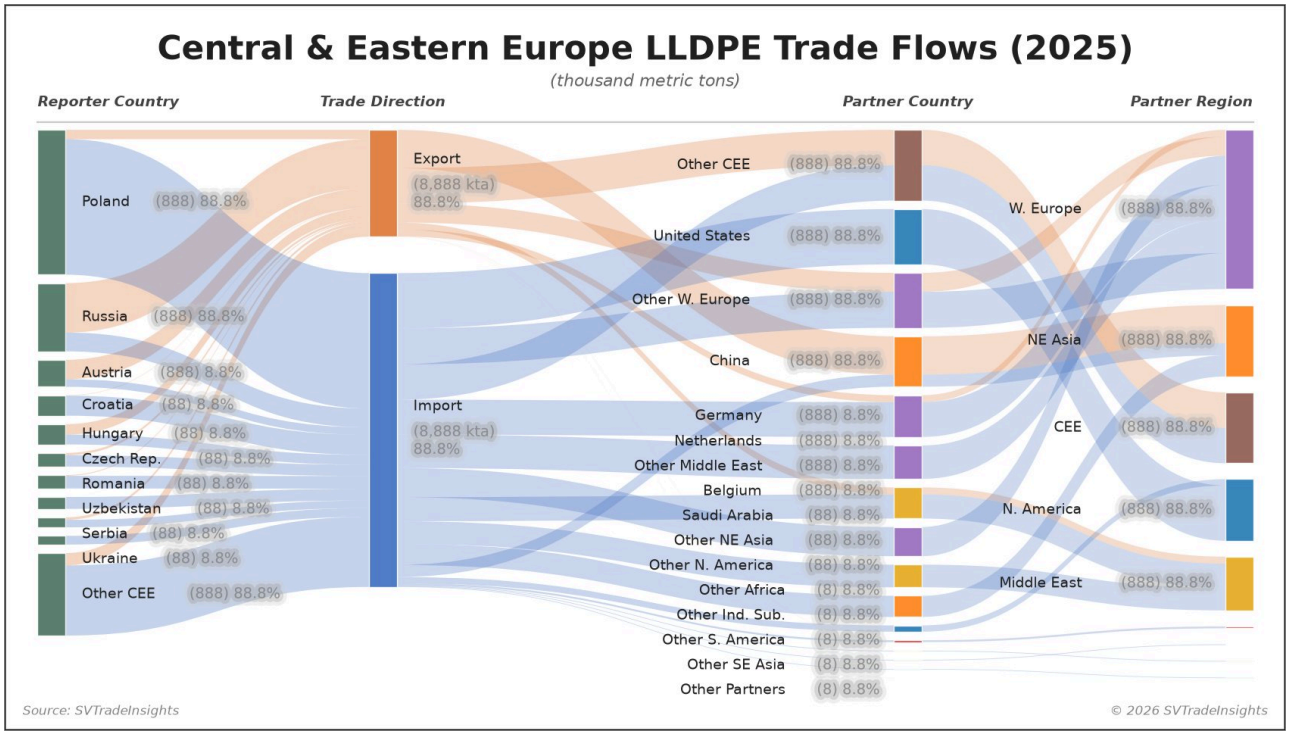


**Figure 2-25: Central & Eastern Europe LLDPE Trade Flow, 2025**

## 2.5.3 Transaction Price

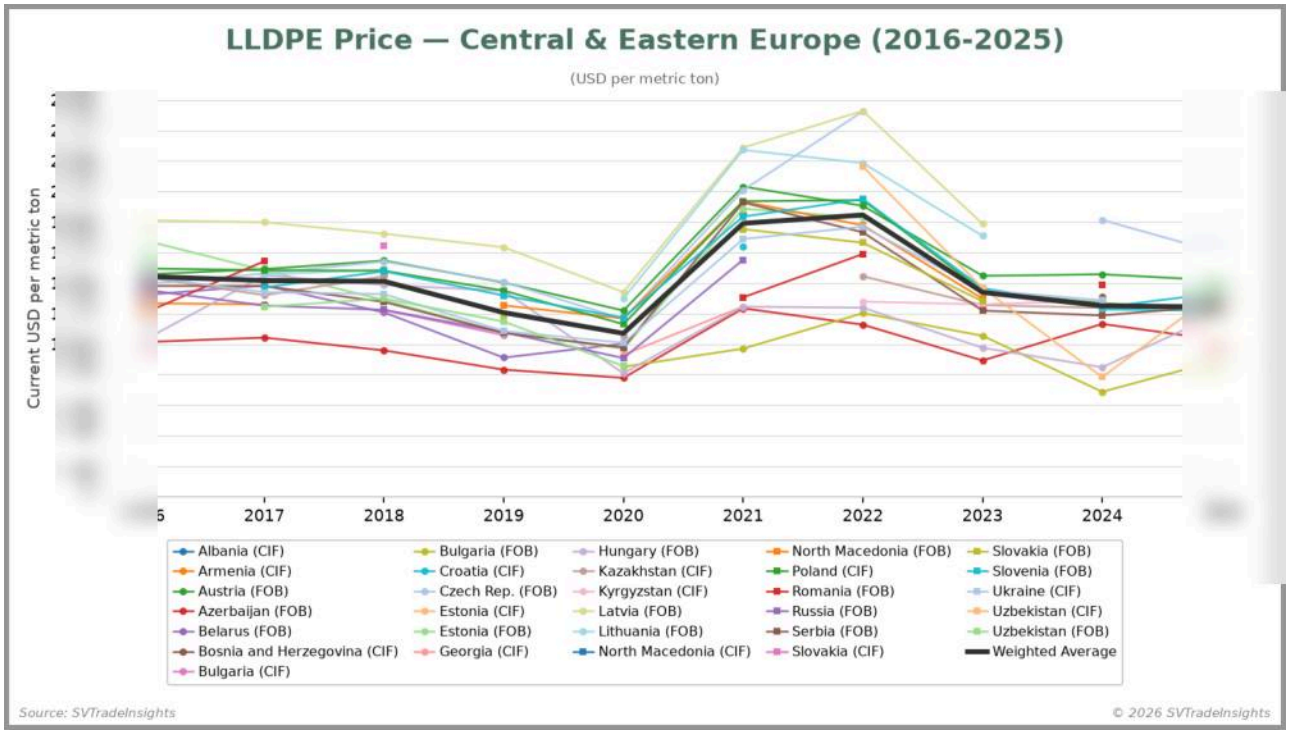


**Figure 2-26: Central & Eastern Europe LLDPE Transaction Prices, 2016–2025**

## 2.5.4 Means of Transportation

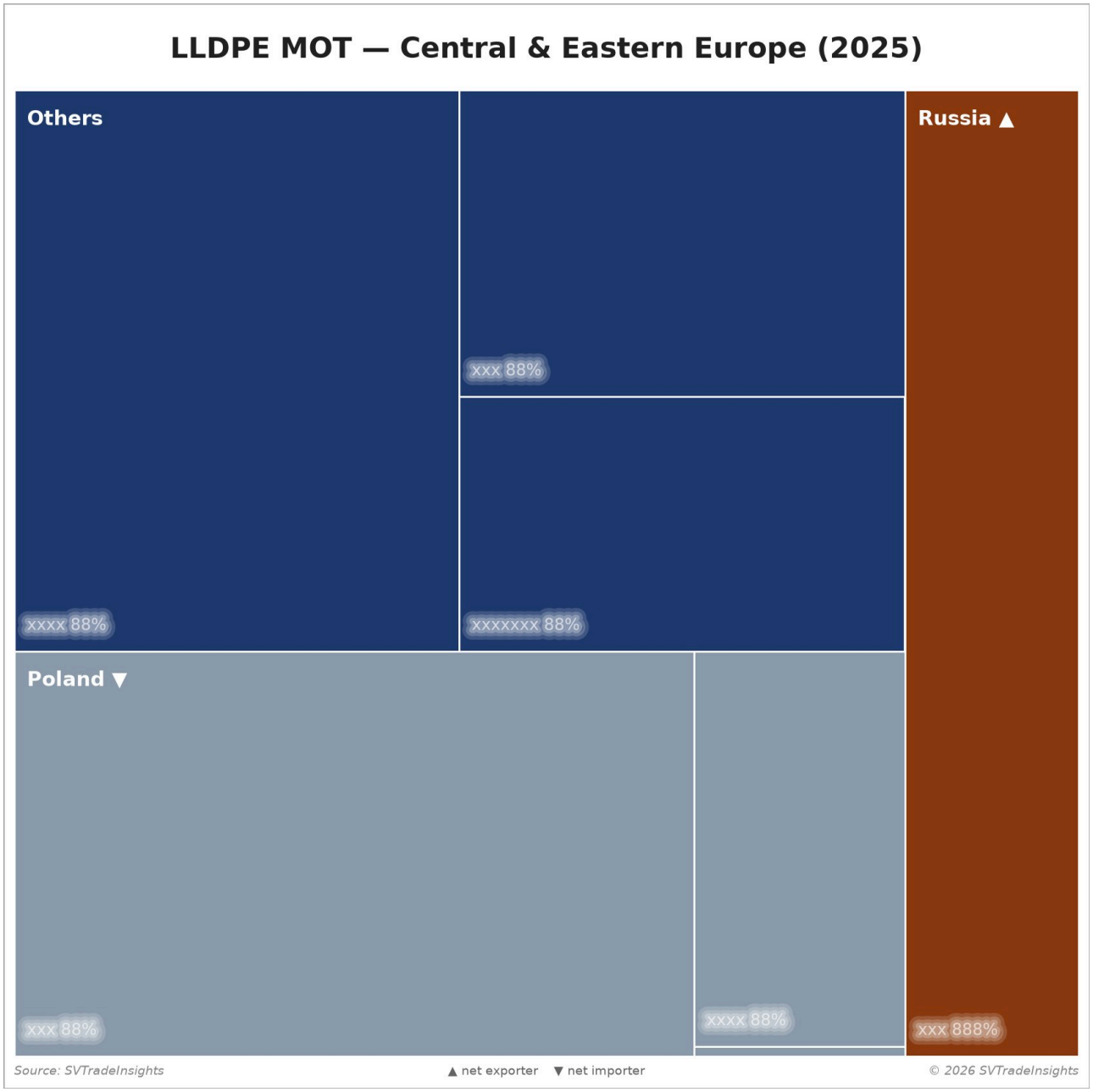


**Figure 2-27: Central & Eastern Europe LLDPE Means of Transportation, 2025**

## 2.5.5 Transportation Cost

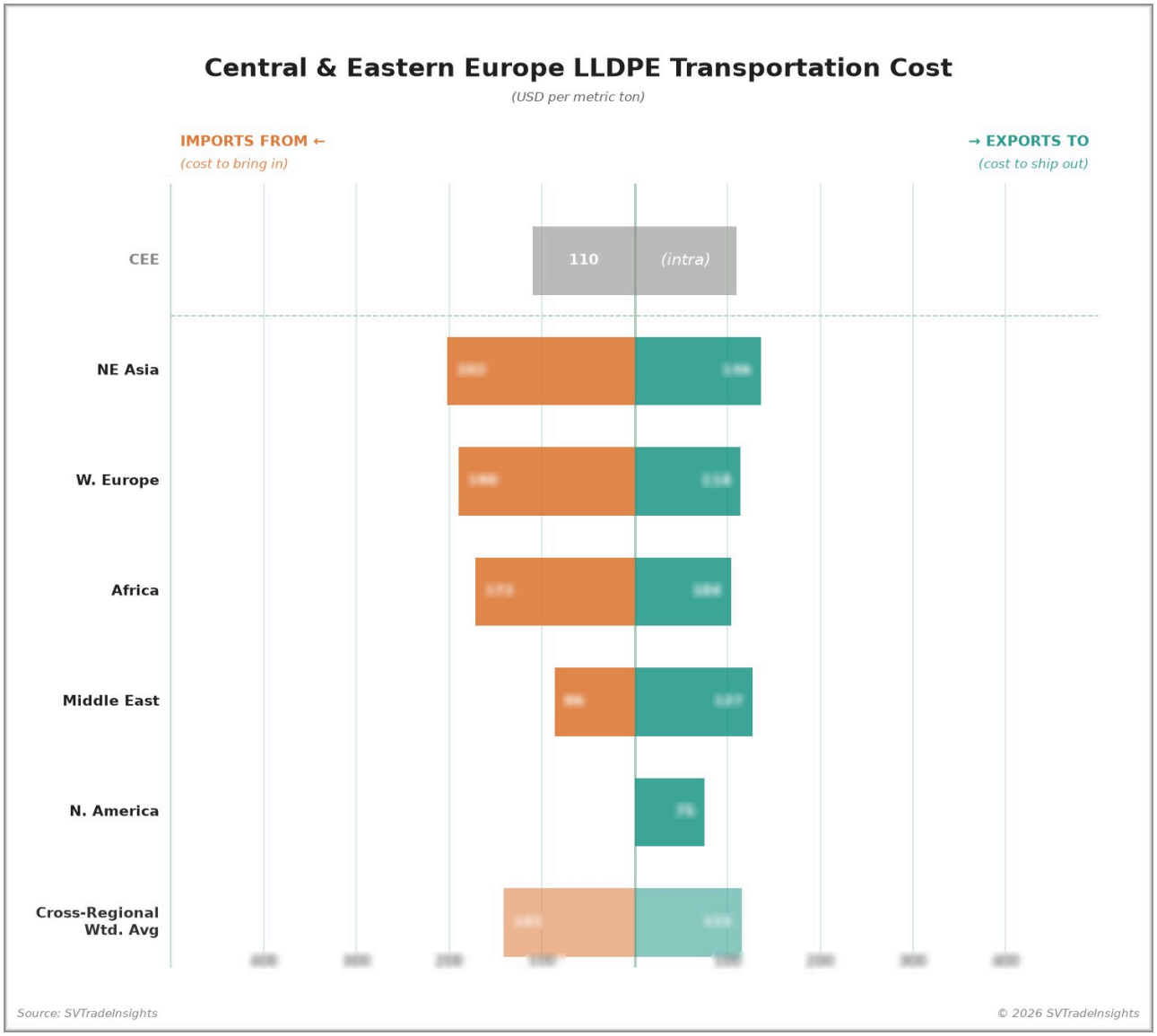


**Figure 2-28: Central & Eastern Europe LLDPE Transportation Costs, 2021–2025**

### 2.5.6 Tariff

## 2.6 Middle East

### 2.6.1 Trade Balance

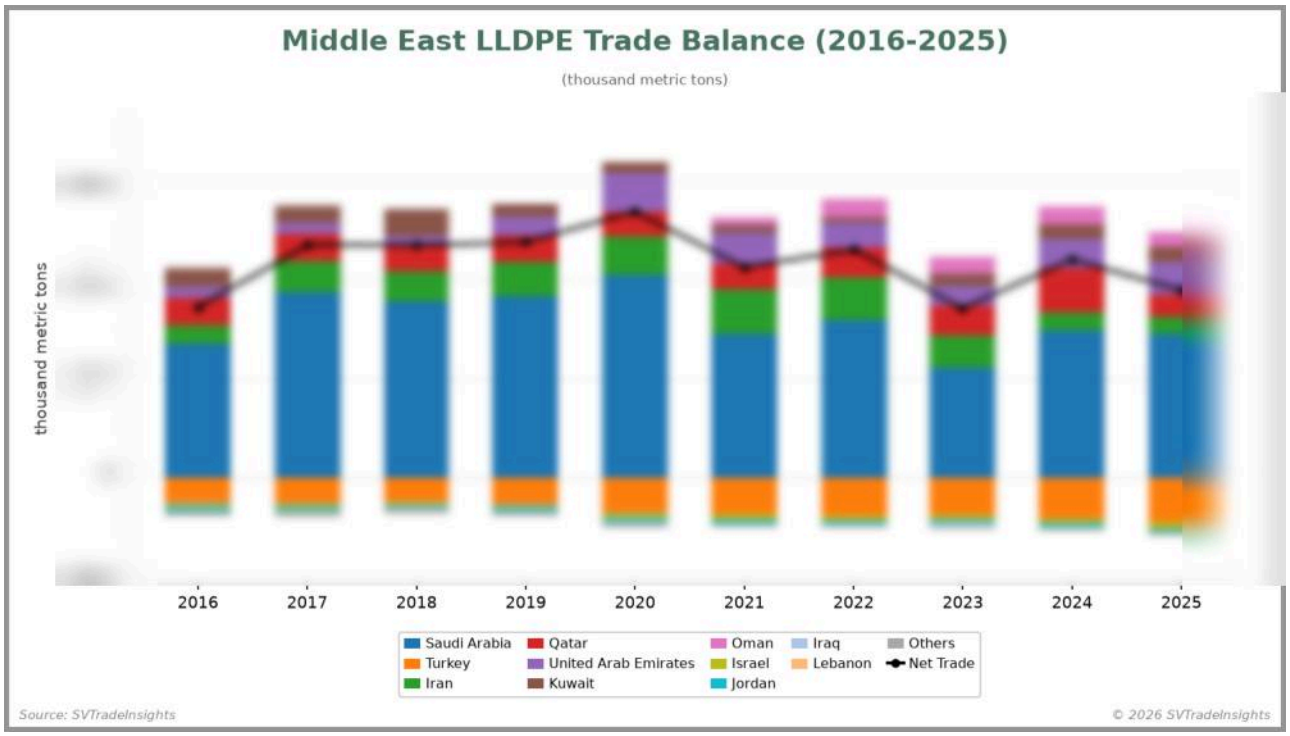


**Figure 2-29: Middle East LLDPE Trade Balance, 2016–2025**

## 2.6.2 Trade Flow

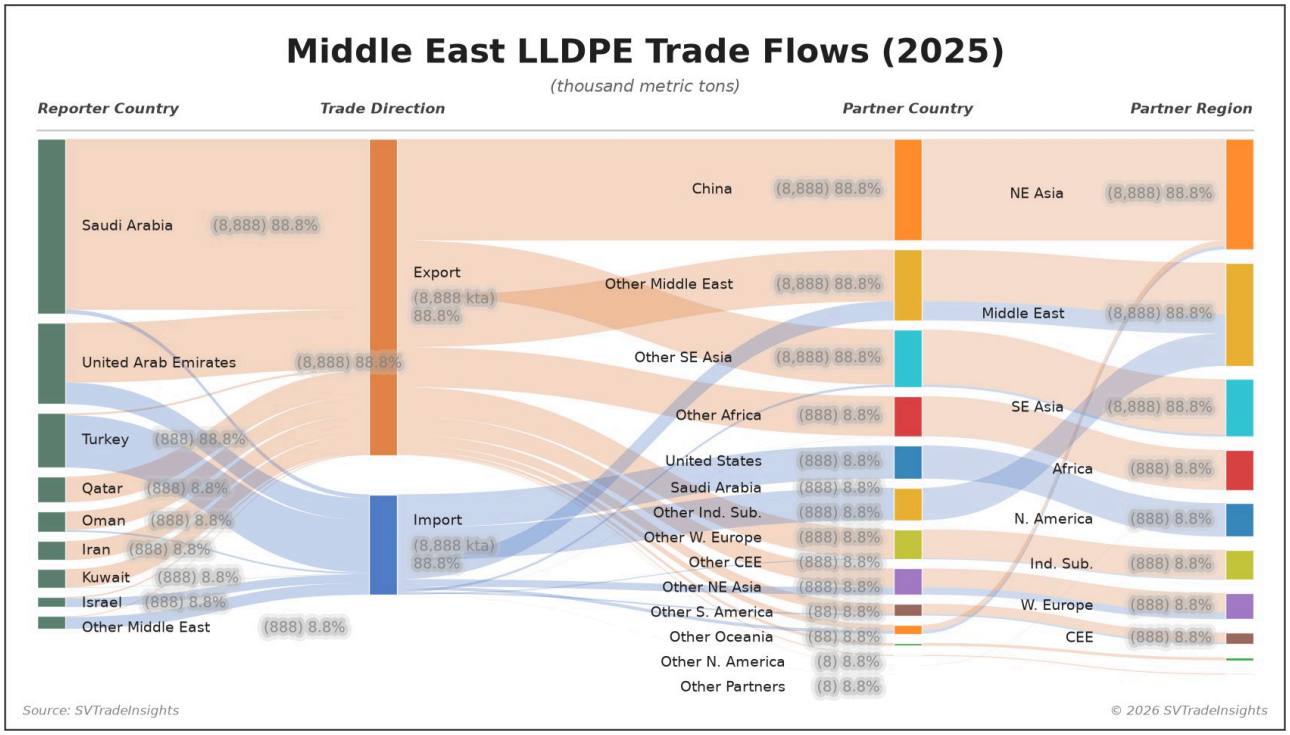


**Figure 2-30: Middle East LLDPE Trade Flow, 2025**

## 2.6.3 Transaction Price

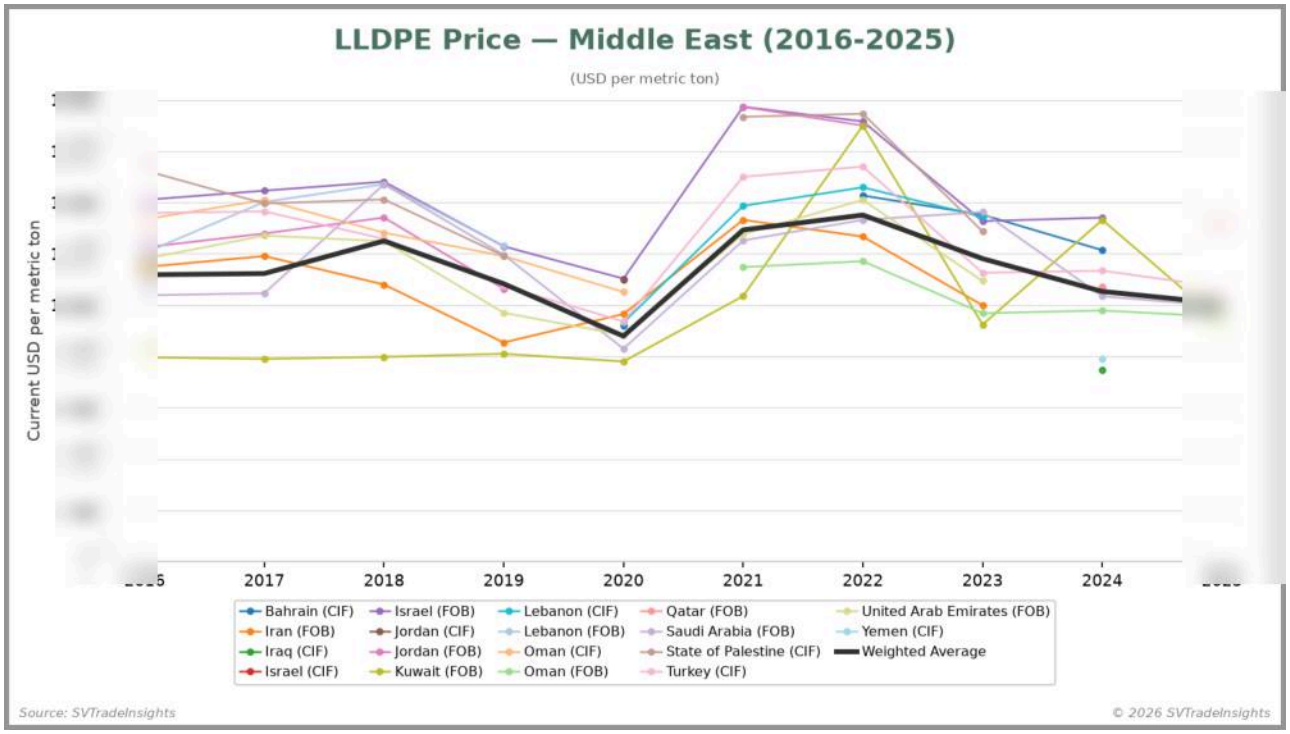


**Figure 2-31: Middle East LLDPE Transaction Prices, 2016–2025**

## 2.6.4 Means of Transportation

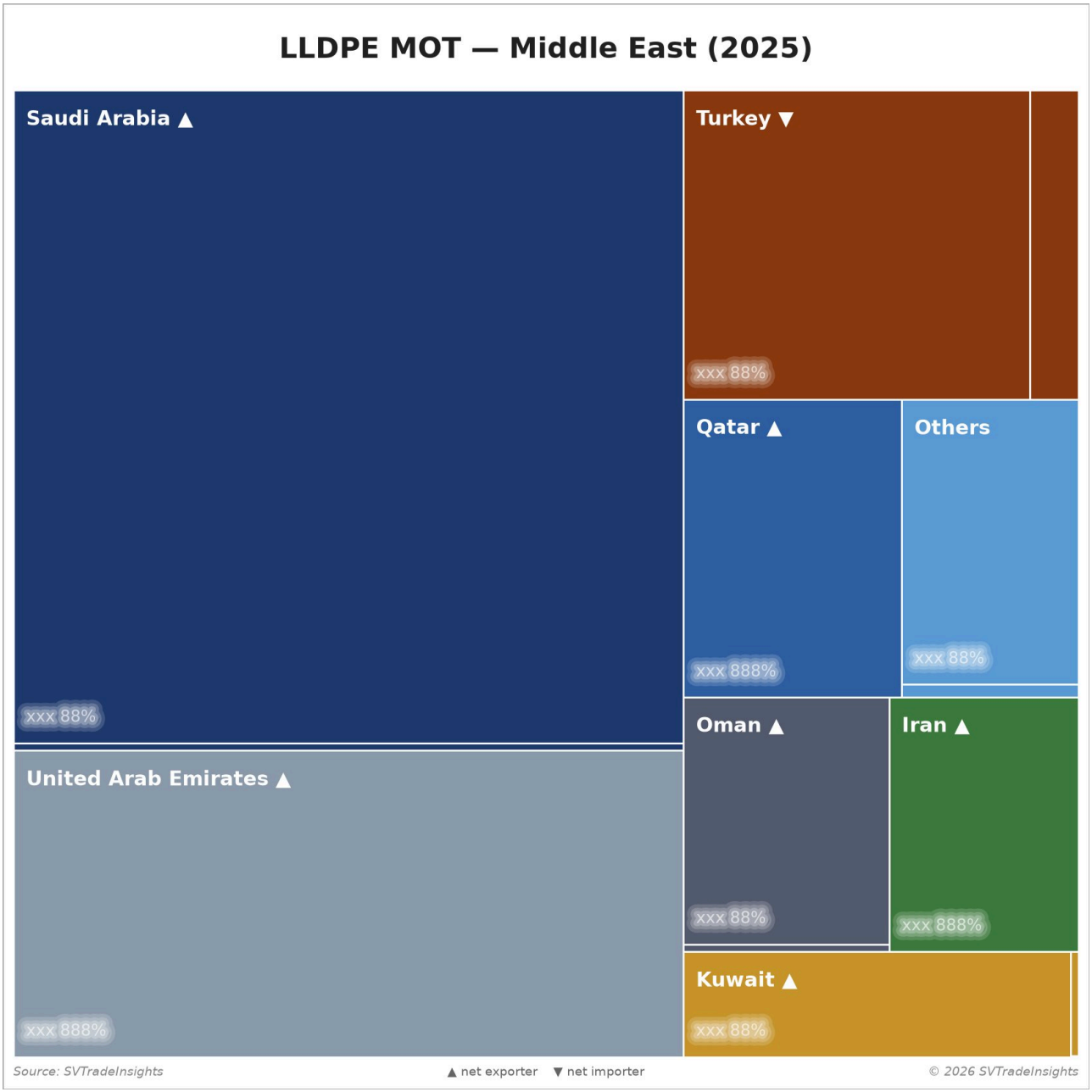


**Figure 2-32: Middle East LLDPE Means of Transportation, 2025**

## 2.6.5 Transportation Cost

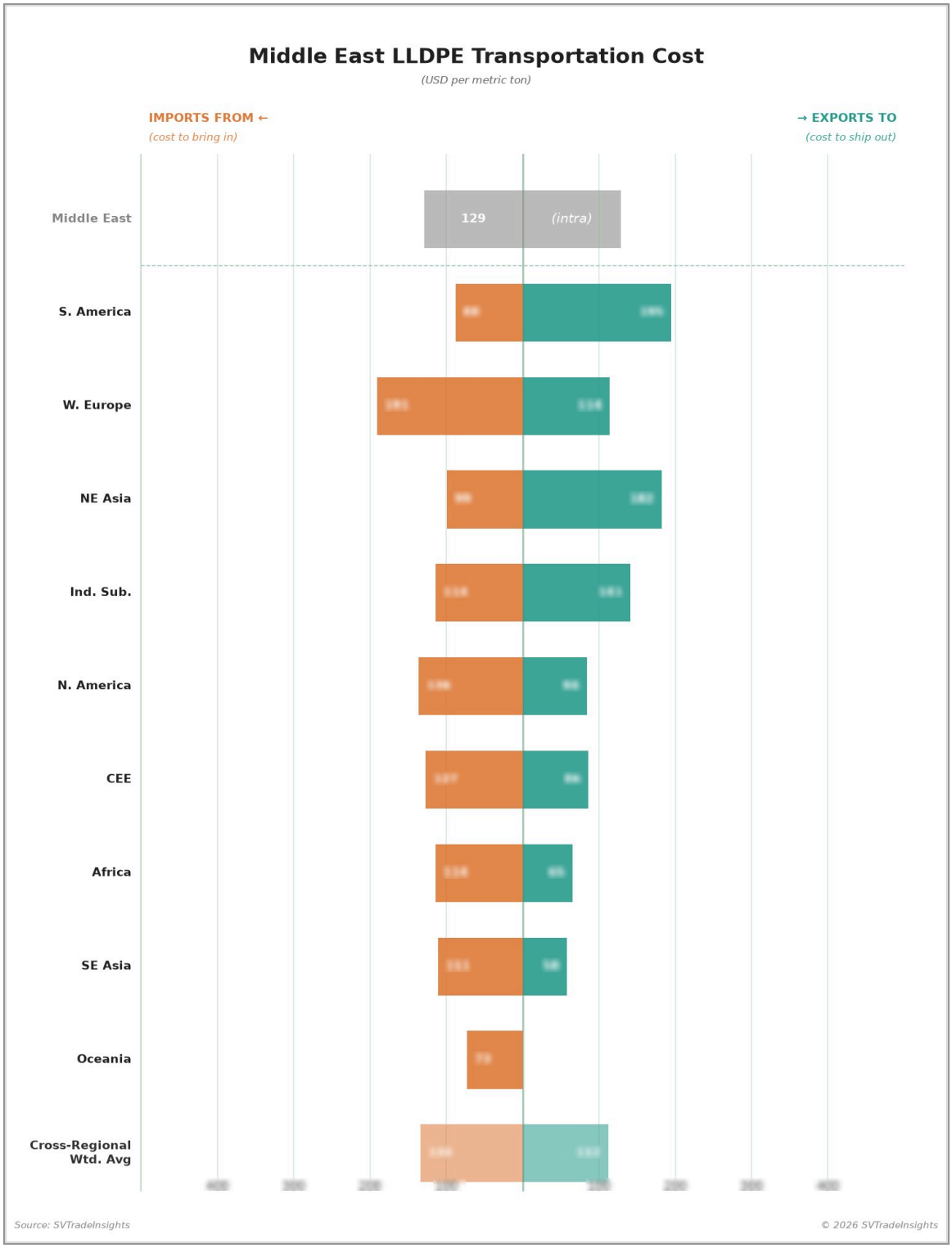


**Figure 2-33: Middle East LLDPE Transportation Costs, 2021–2025**

## 2.6.6 Tariff

# 2.7 Africa

## 2.7.1 Trade Balance

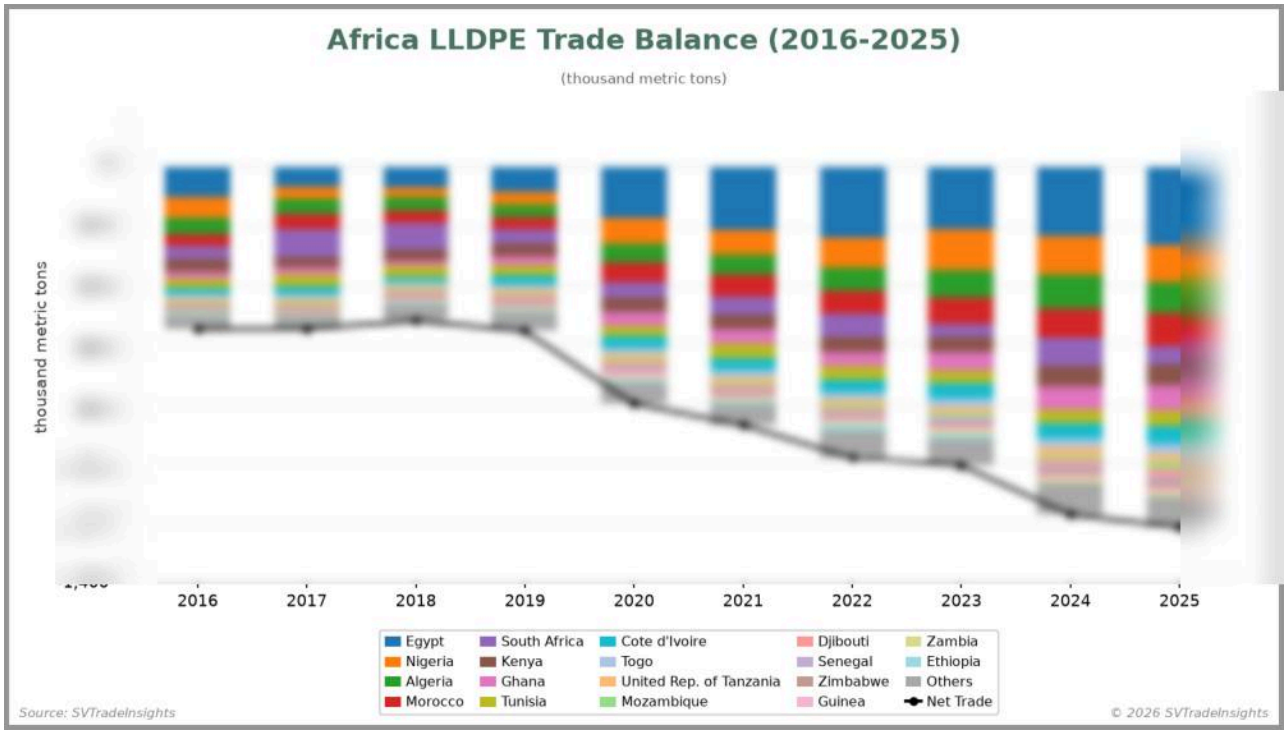


**Figure 2-34: Africa LLDPE Trade Balance, 2016–2025**

## 2.7.2 Trade Flow

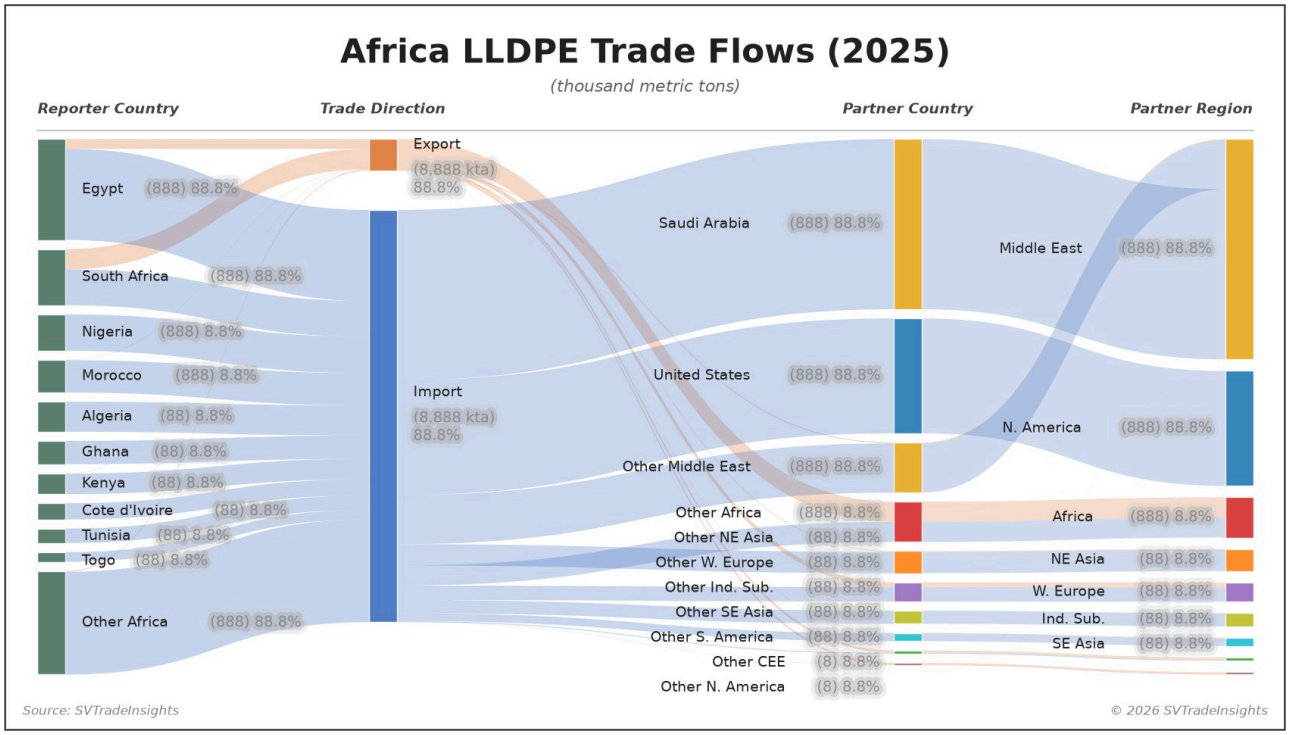


**Figure 2-35: Africa LLDPE Trade Flow, 2025**

## 2.7.3 Transaction Price

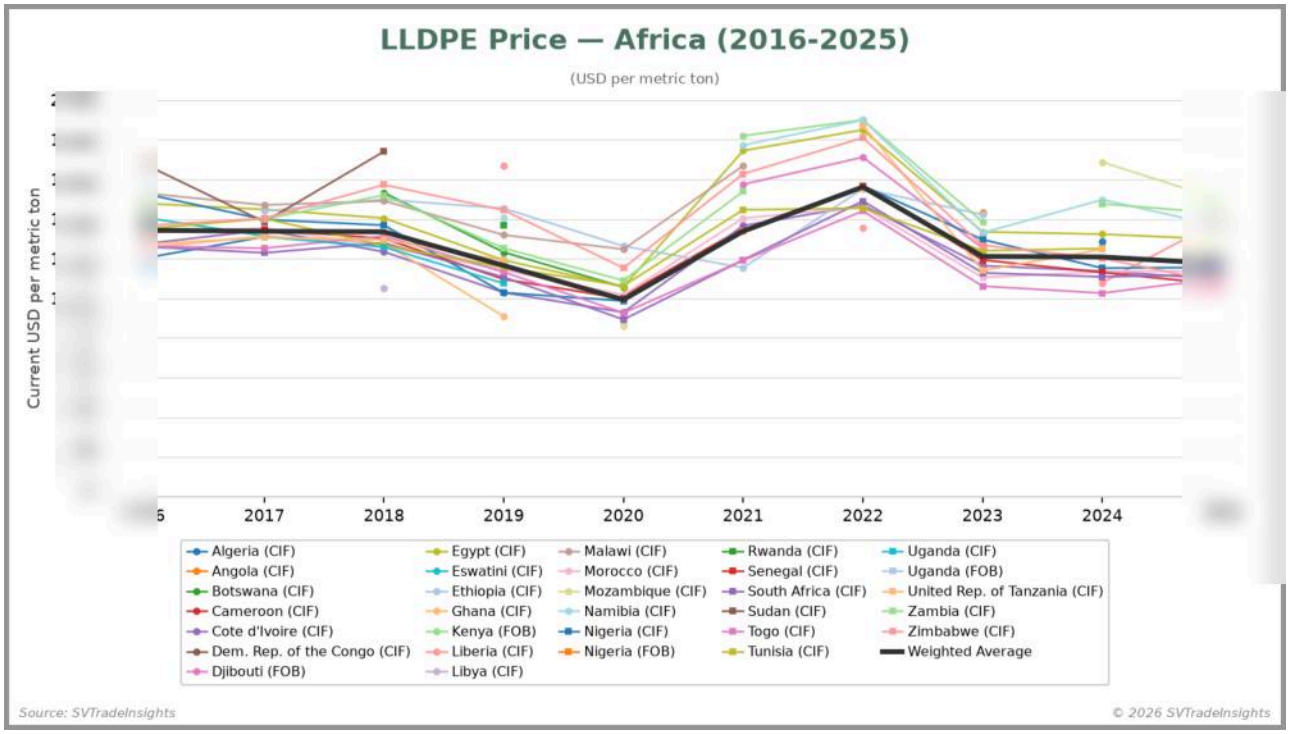


**Figure 2-36: Africa LLDPE Transaction Prices, 2016–2025**

## 2.7.4 Means of Transportation

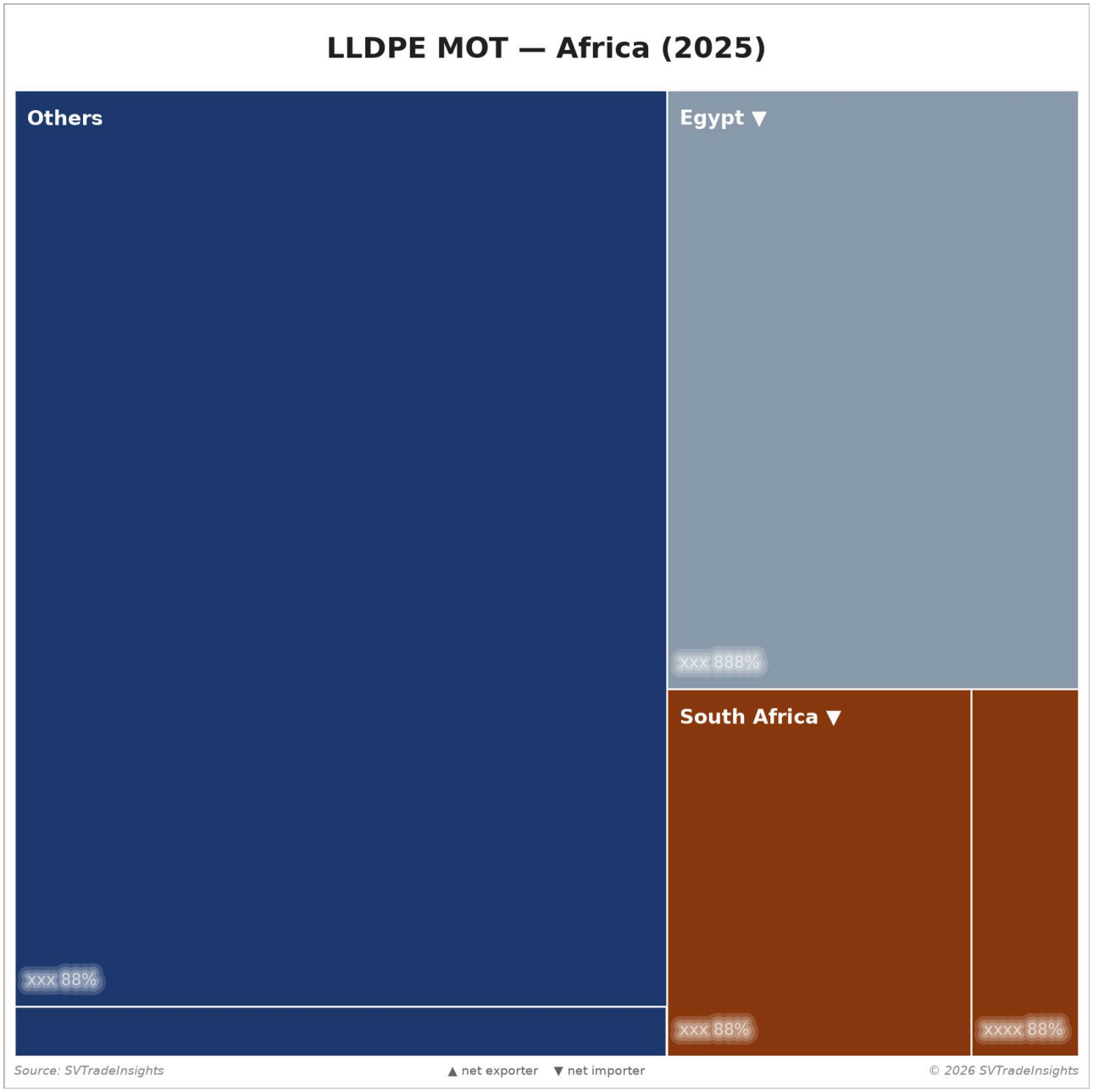


**Figure 2-37: Africa LLDPE Means of Transportation, 2025**

## 2.7.5 Transportation Cost




**Figure 2-38: Africa LLDPE Transportation Costs, 2021–2025**

## 2.7.6 Tariff

# 2.8 Northeast Asia

## 2.8.1 Trade Balance

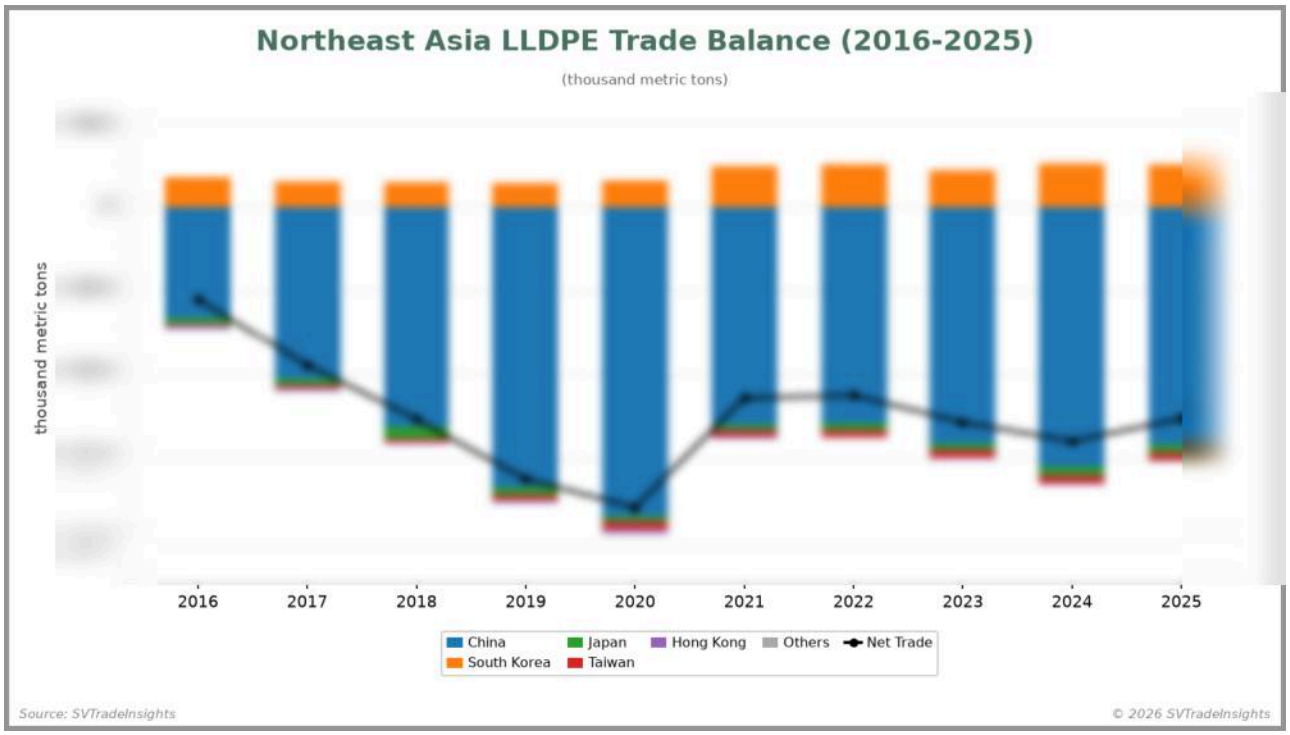


**Figure 2-39: Northeast Asia LLDPE Trade Balance, 2016–2025**

## 2.8.2 Trade Flow

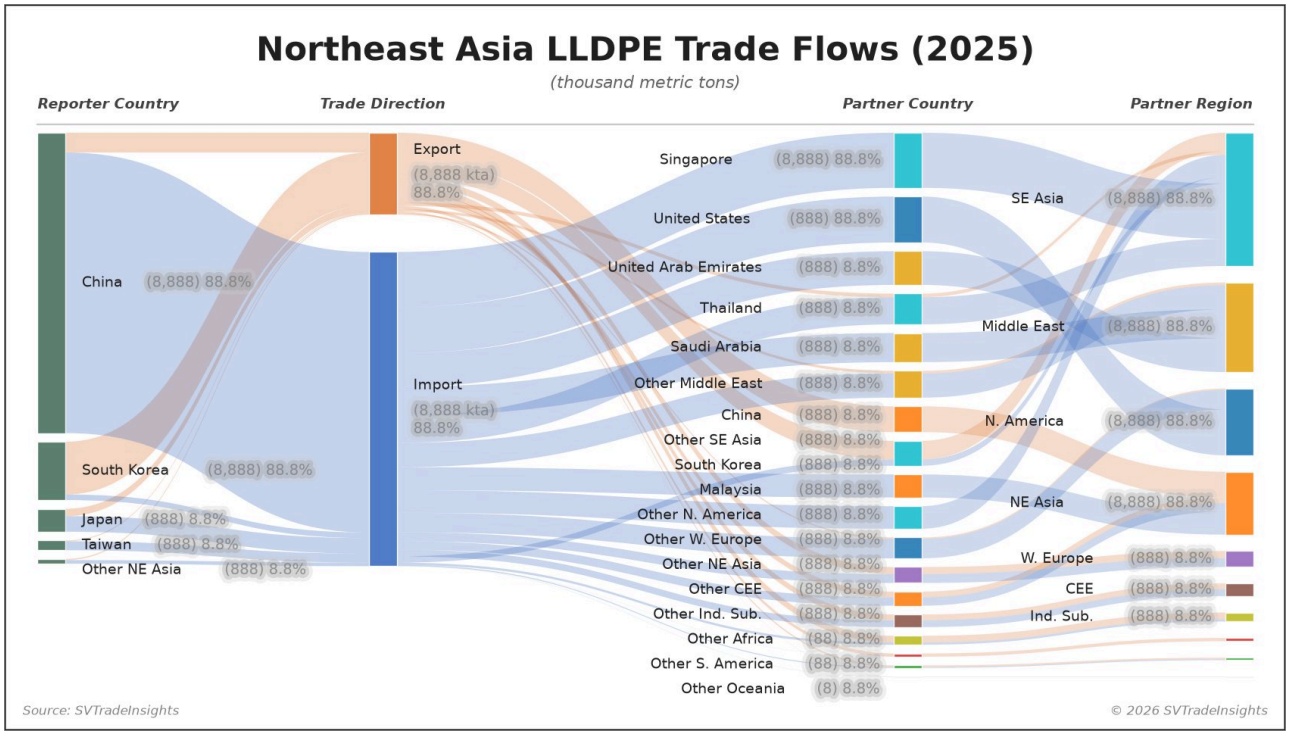


**Figure 2-40: Northeast Asia LLDPE Trade Flow, 2025**

## 2.8.3 Transaction Price

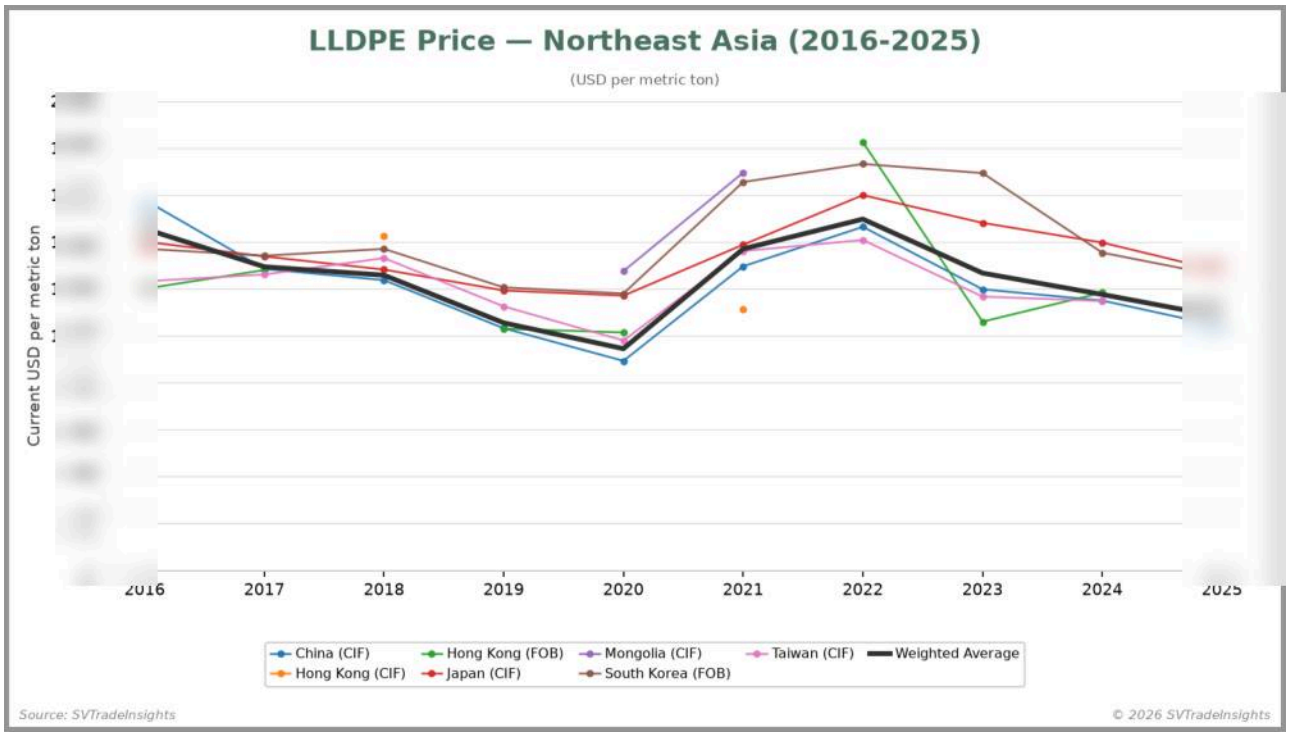


**Figure 2-41: Northeast Asia LLDPE Transaction Prices, 2016–2025**

## 2.8.4 Means of Transportation

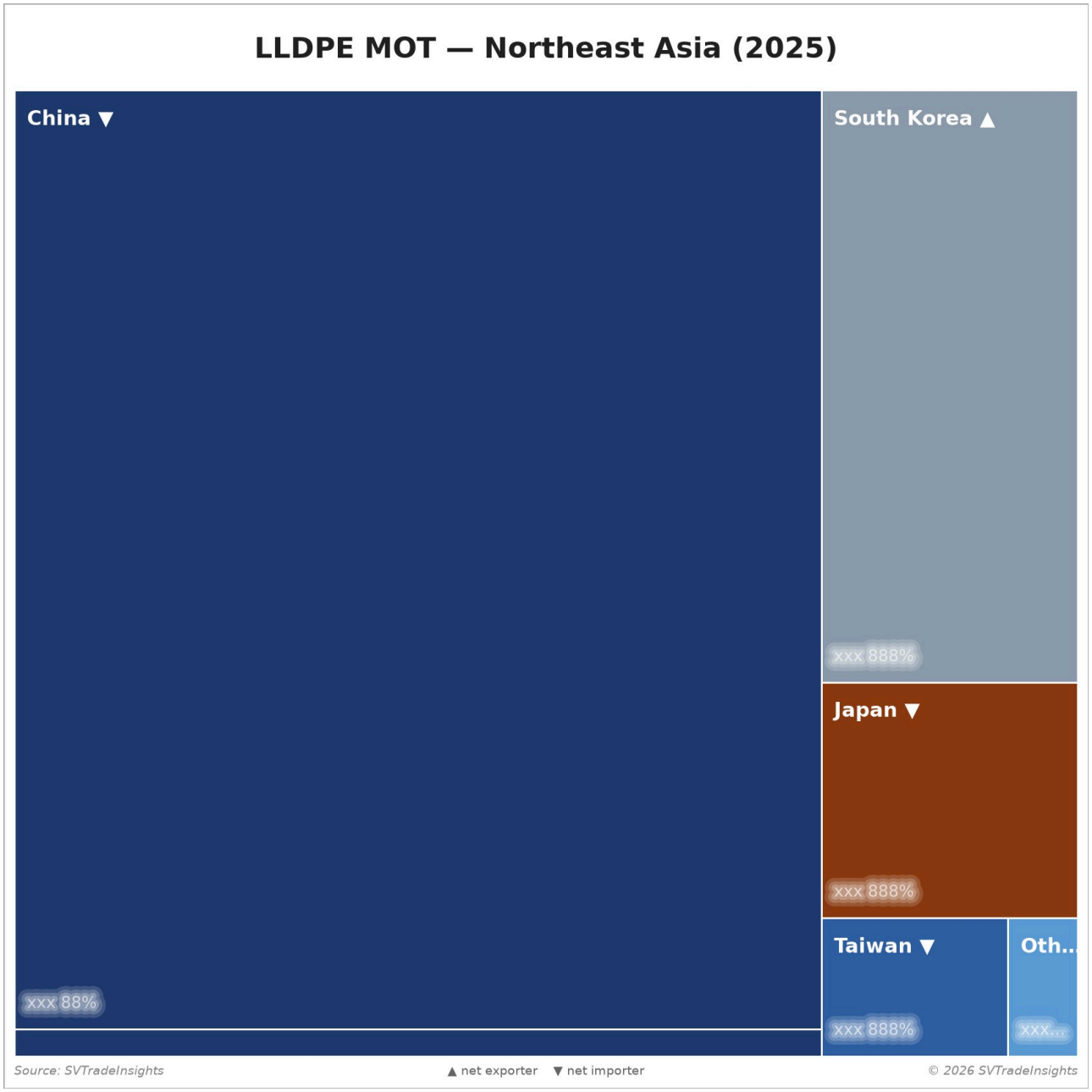


**Figure 2-42: Northeast Asia LLDPE Means of Transportation, 2025**

## 2.8.5 Transportation Cost




**Figure 2-43: Northeast Asia LLDPE Transportation Costs, 2021–2025**

## 2.8.6 Tariff

## 2.9 Southeast Asia

### 2.9.1 Trade Balance

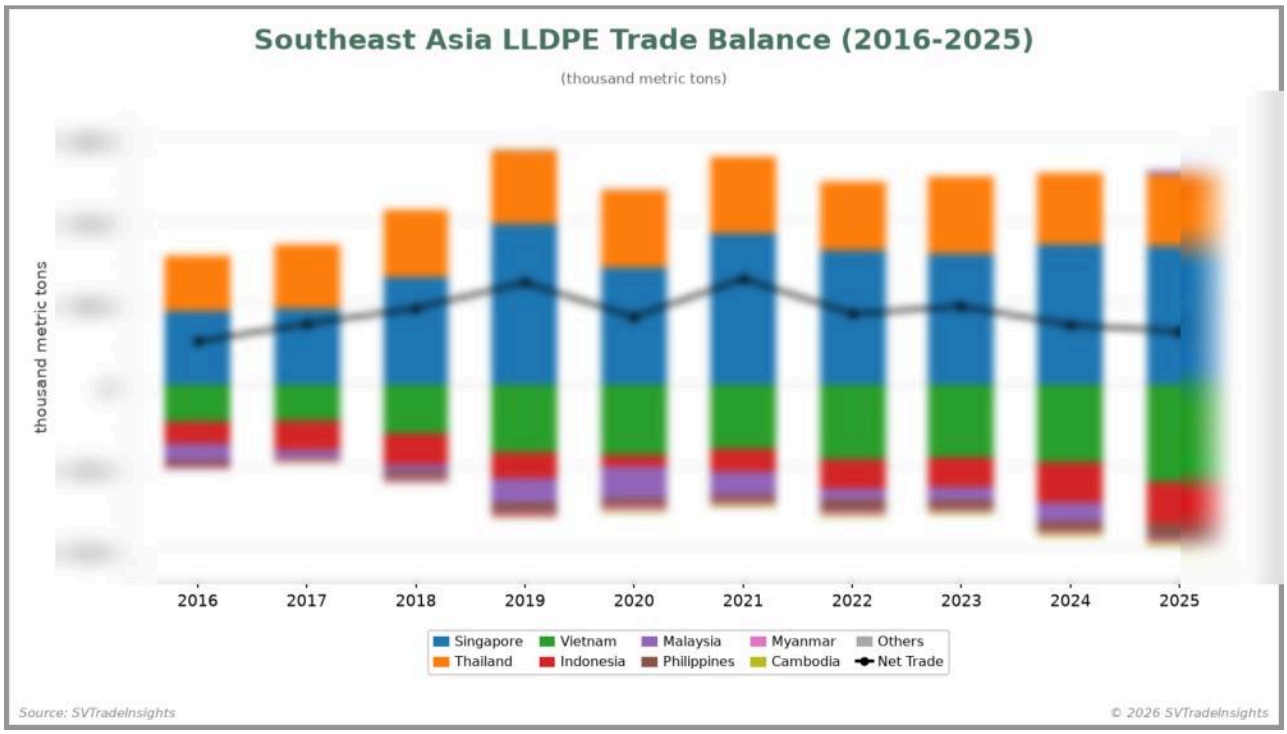


**Figure 2-44: Southeast Asia LLDPE Trade Balance, 2016–2025**

### 2.9.2 Trade Flow

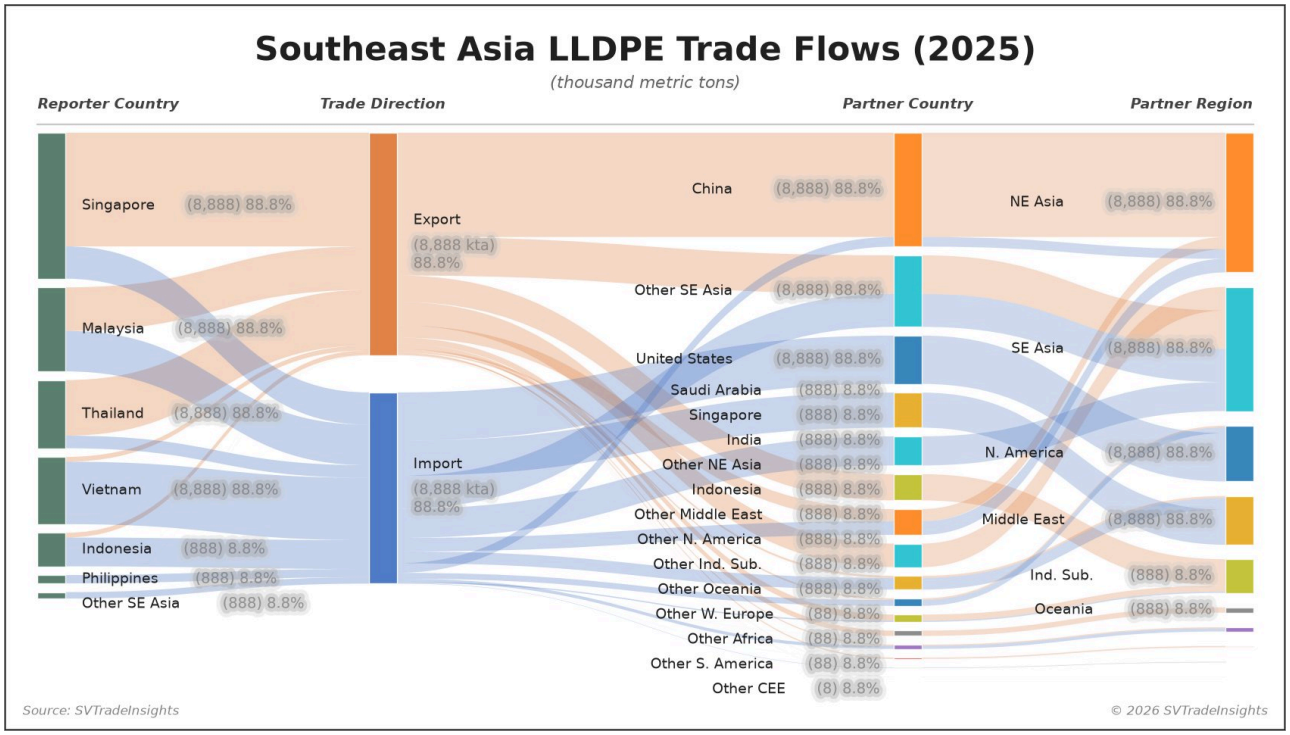


**Figure 2-45: Southeast Asia LLDPE Trade Flow, 2025**

## 2.9.3 Transaction Price

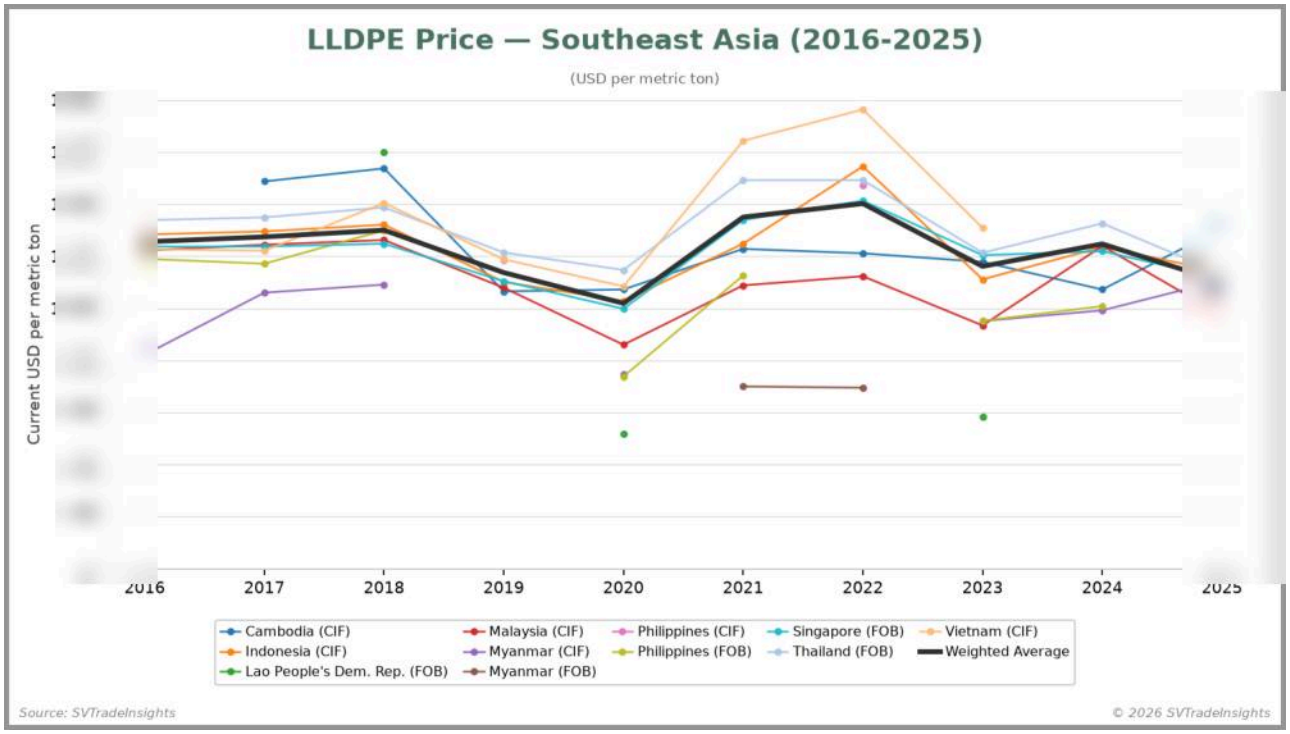


**Figure 2-46: Southeast Asia LLDPE Transaction Prices, 2016–2025**

## 2.9.4 Means of Transportation

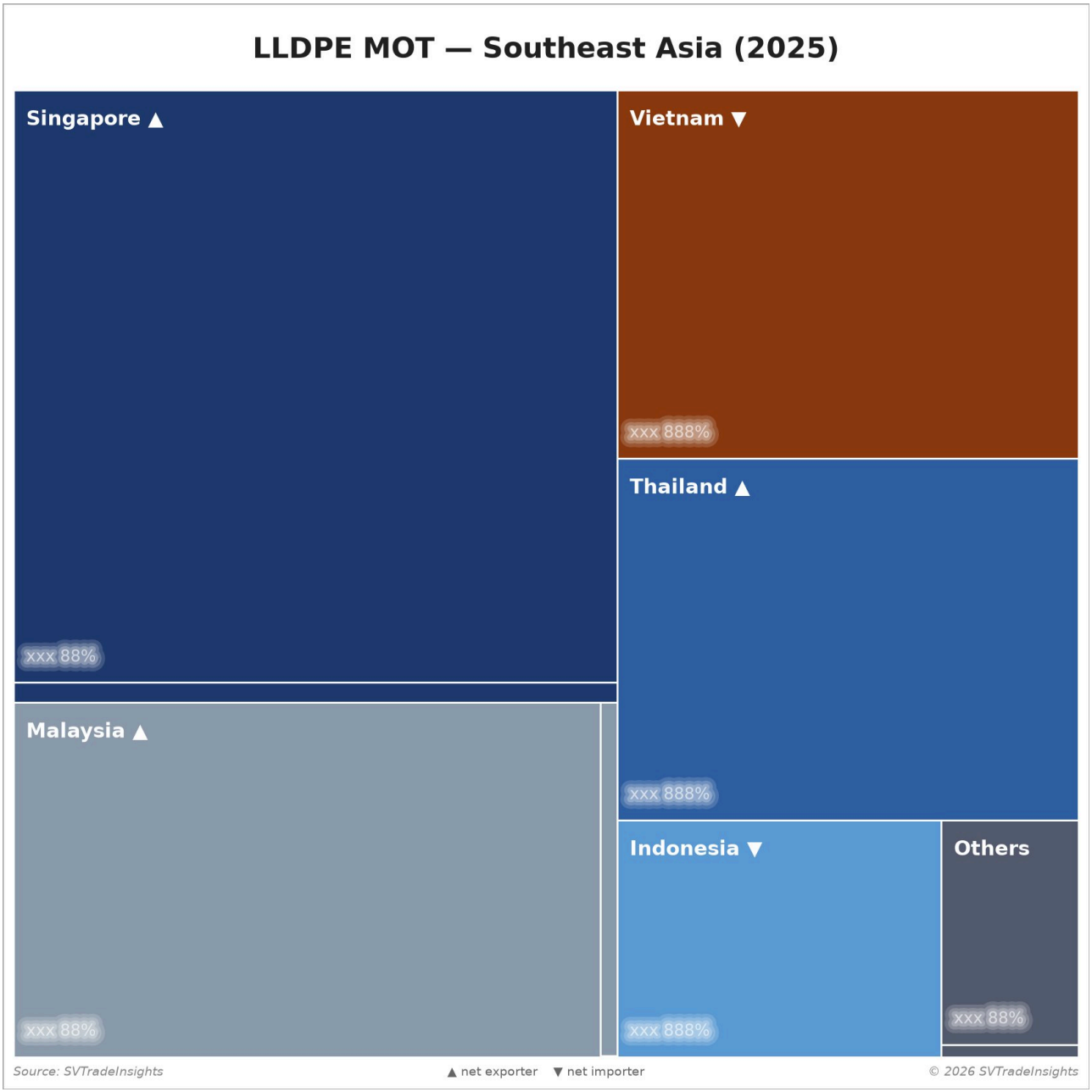


**Figure 2-47: Southeast Asia LLDPE Means of Transportation, 2025**

## 2.9.5 Transportation Cost

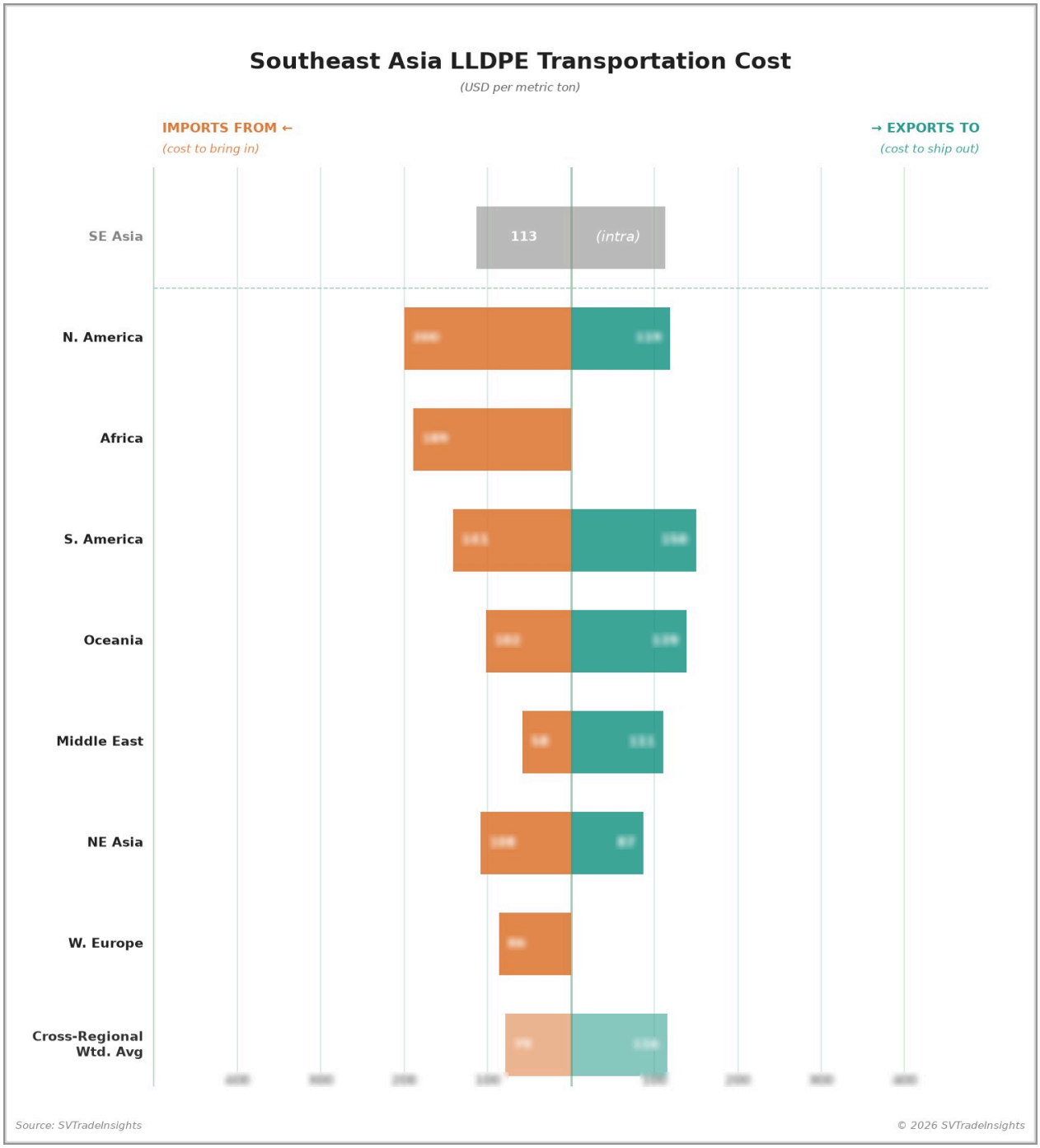


**Figure 2-48: Southeast Asia LLDPE Transportation Costs, 2021–2025**

## 2.9.6 Tariff

## 2.10 Indian Subcontinent

### 2.10.1 Trade Balance

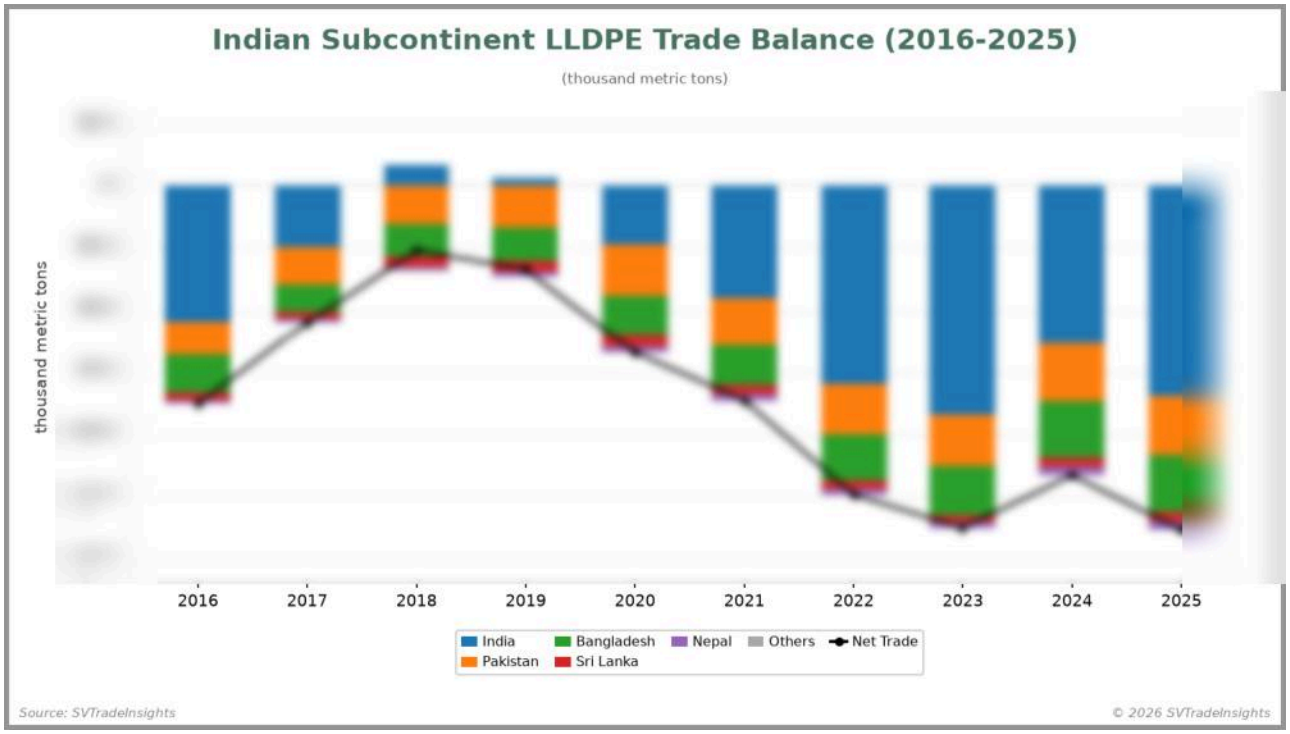


**Figure 2-49: Indian Subcontinent LLDPE Trade Balance, 2016–2025**

## 2.10.2 Trade Flow

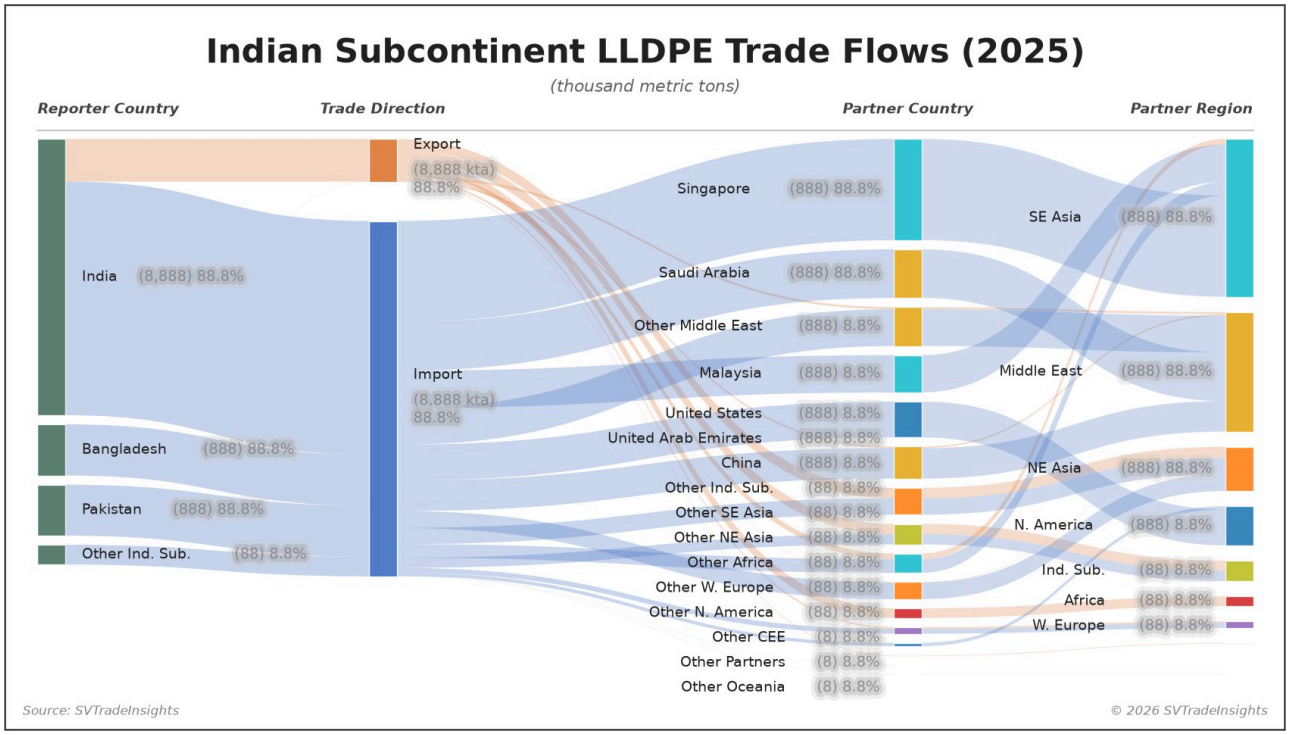


**Figure 2-50: Indian Subcontinent LLDPE Trade Flow, 2025**

## 2.10.3 Transaction Price

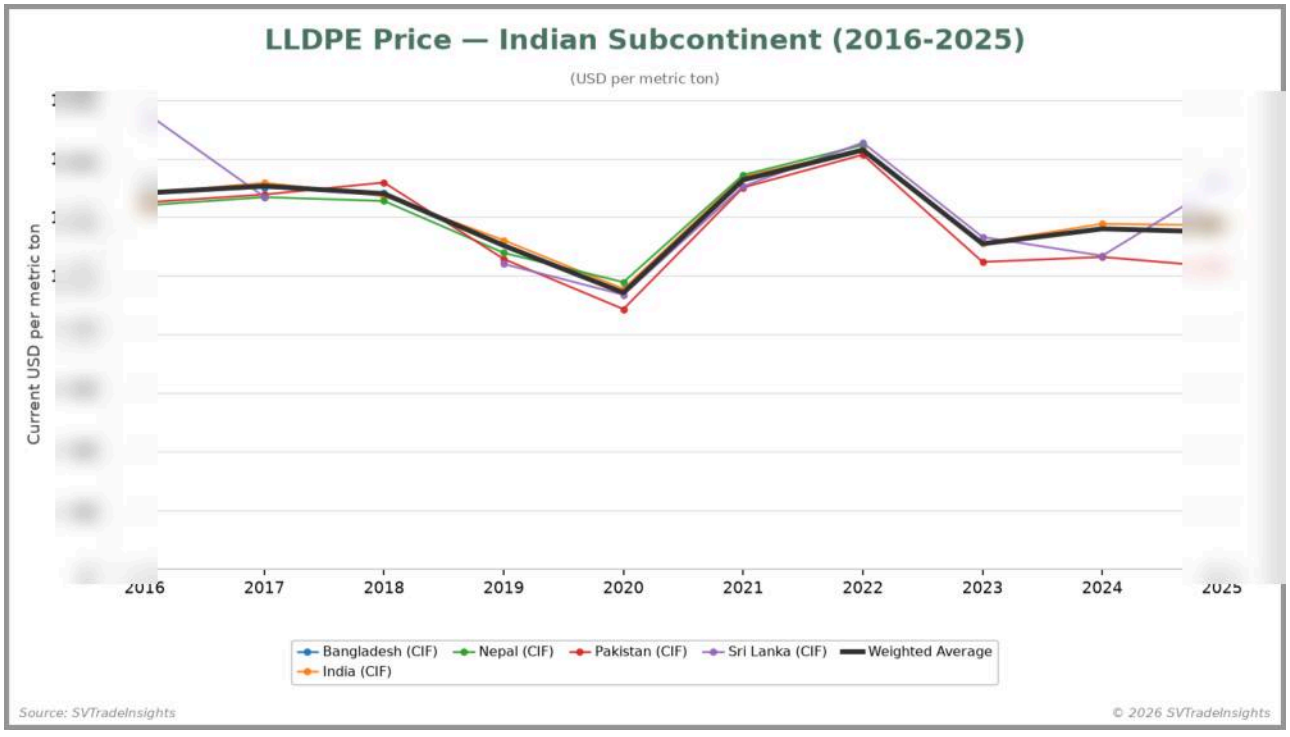


**Figure 2-51: Indian Subcontinent LLDPE Transaction Prices, 2016–2025**

## 2.10.4 Means of Transportation

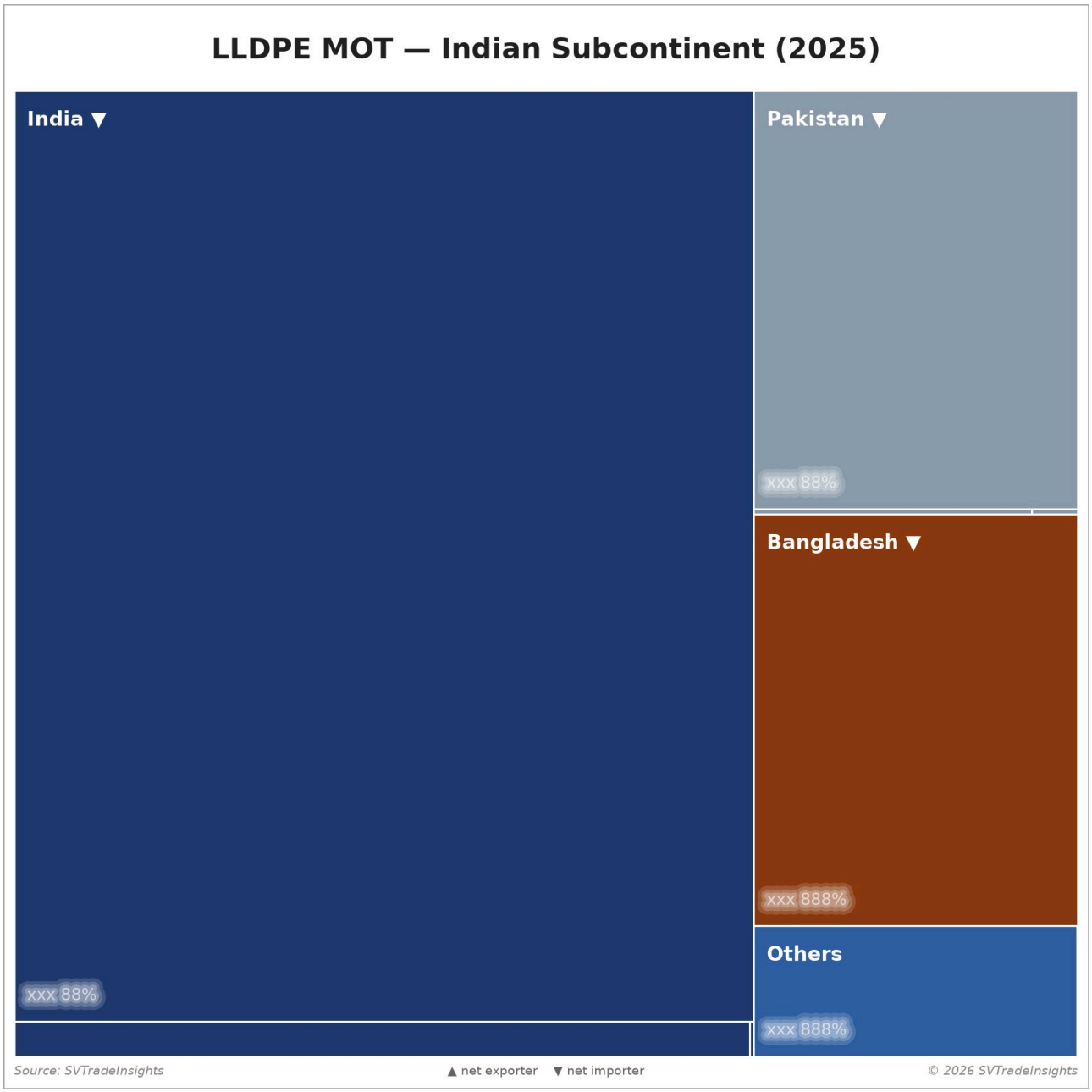


**Figure 2-52: Indian Subcontinent LLDPE Means of Transportation, 2025**

## 2.10.5 Transportation Cost

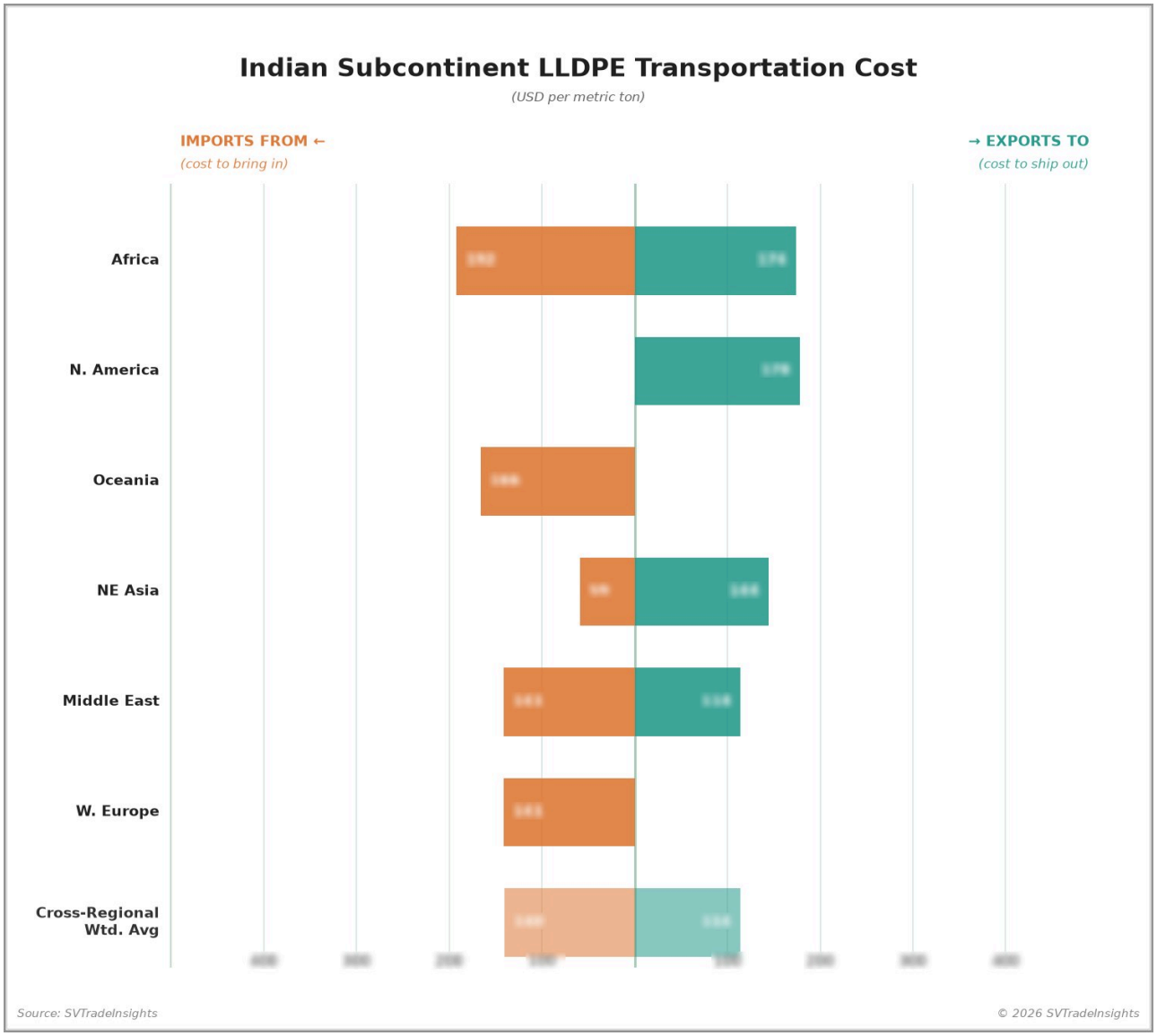


**Figure 2-53: Indian Subcontinent LLDPE Transportation Costs, 2021–2025**

### 2.10.6 Tariff

## 2.11 Oceania

### 2.11.1 Trade Balance

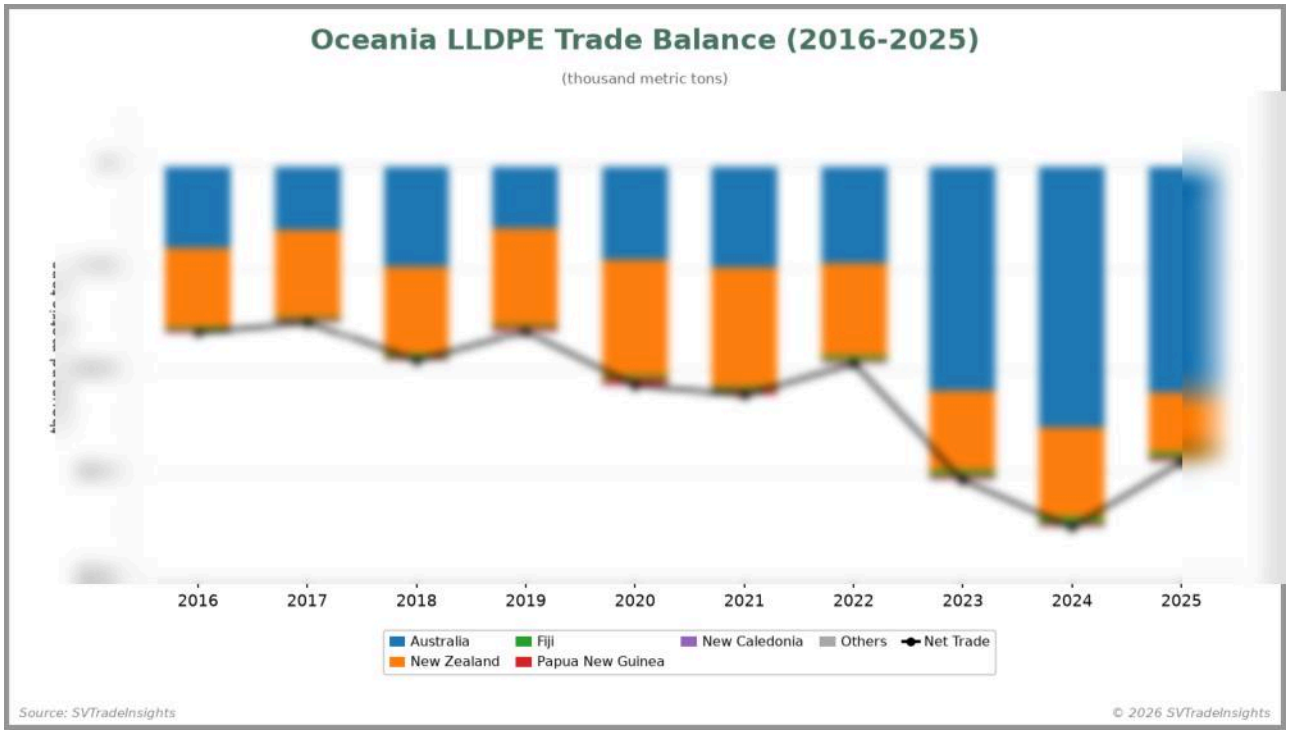


**Figure 2-54: Oceania LLDPE Trade Balance, 2016–2025**

## 2.11.2 Trade Flow

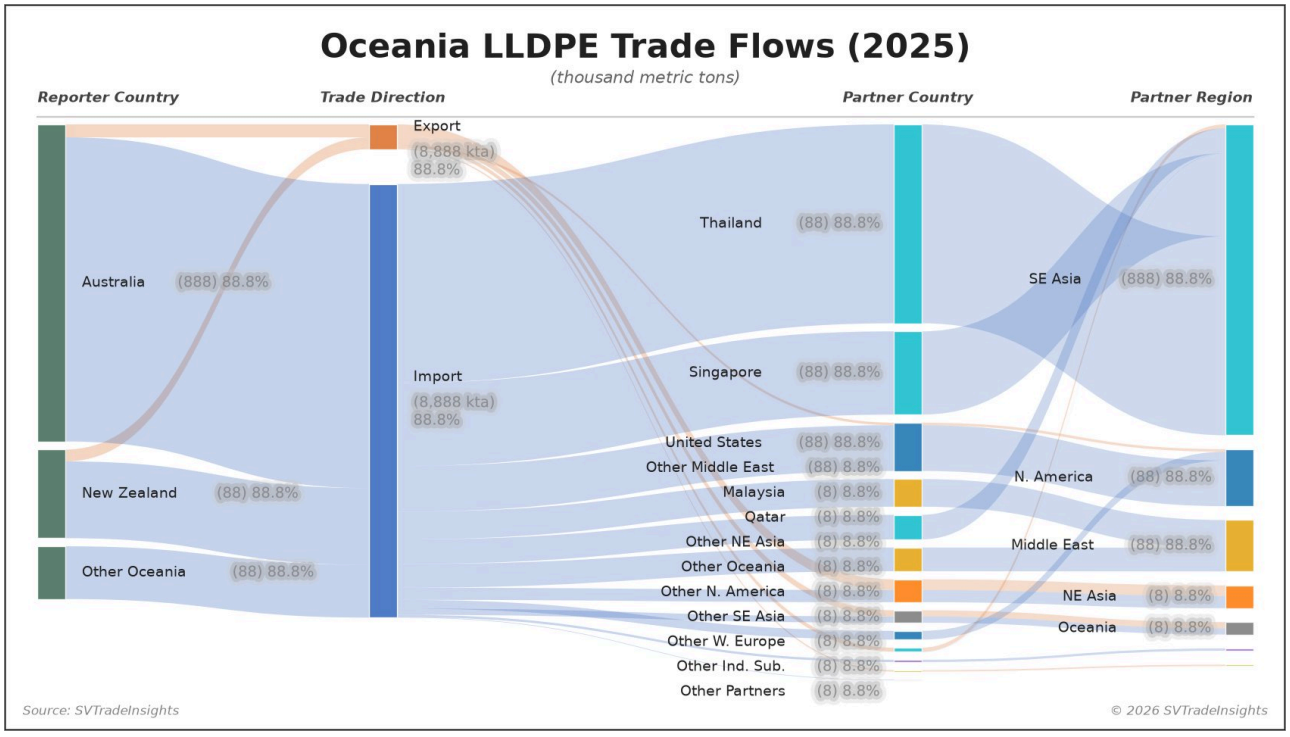


**Figure 2-55: Oceania LLDPE Trade Flow, 2025**

## 2.11.3 Transaction Price

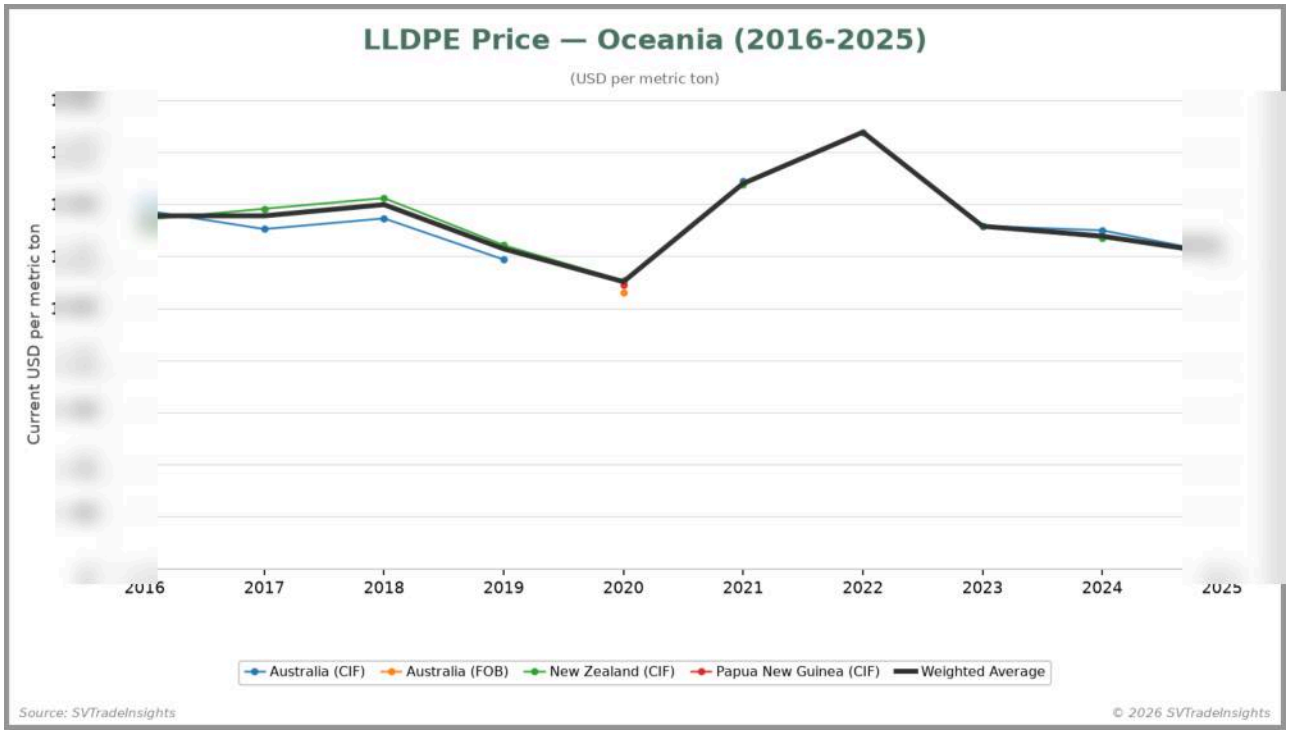


**Figure 2-56: Oceania LLDPE Transaction Prices, 2016–2025**

## 2.11.4 Means of Transportation

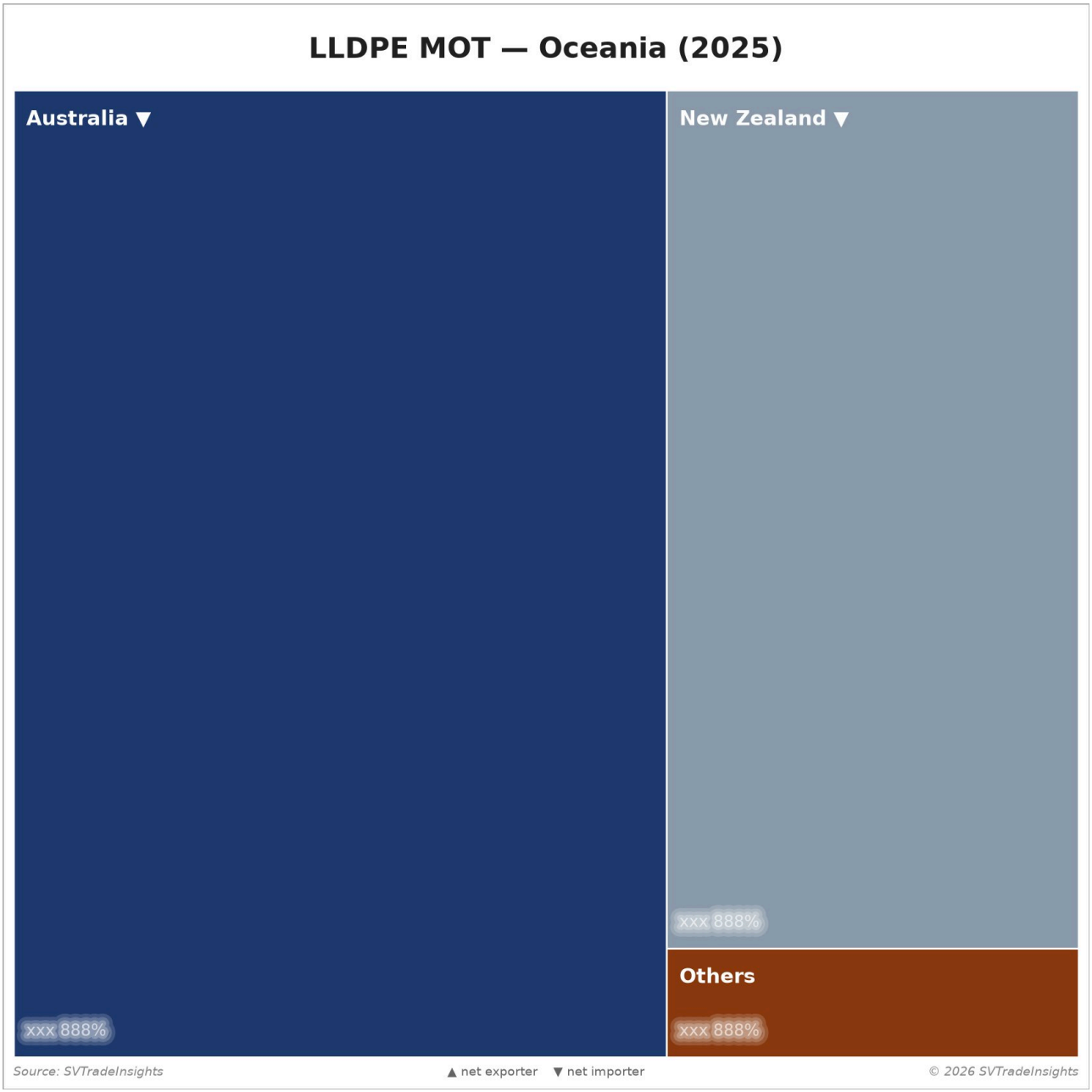


**Figure 2-57: Oceania LLDPE Means of Transportation, 2025**

## 2.11.5 Transportation Cost

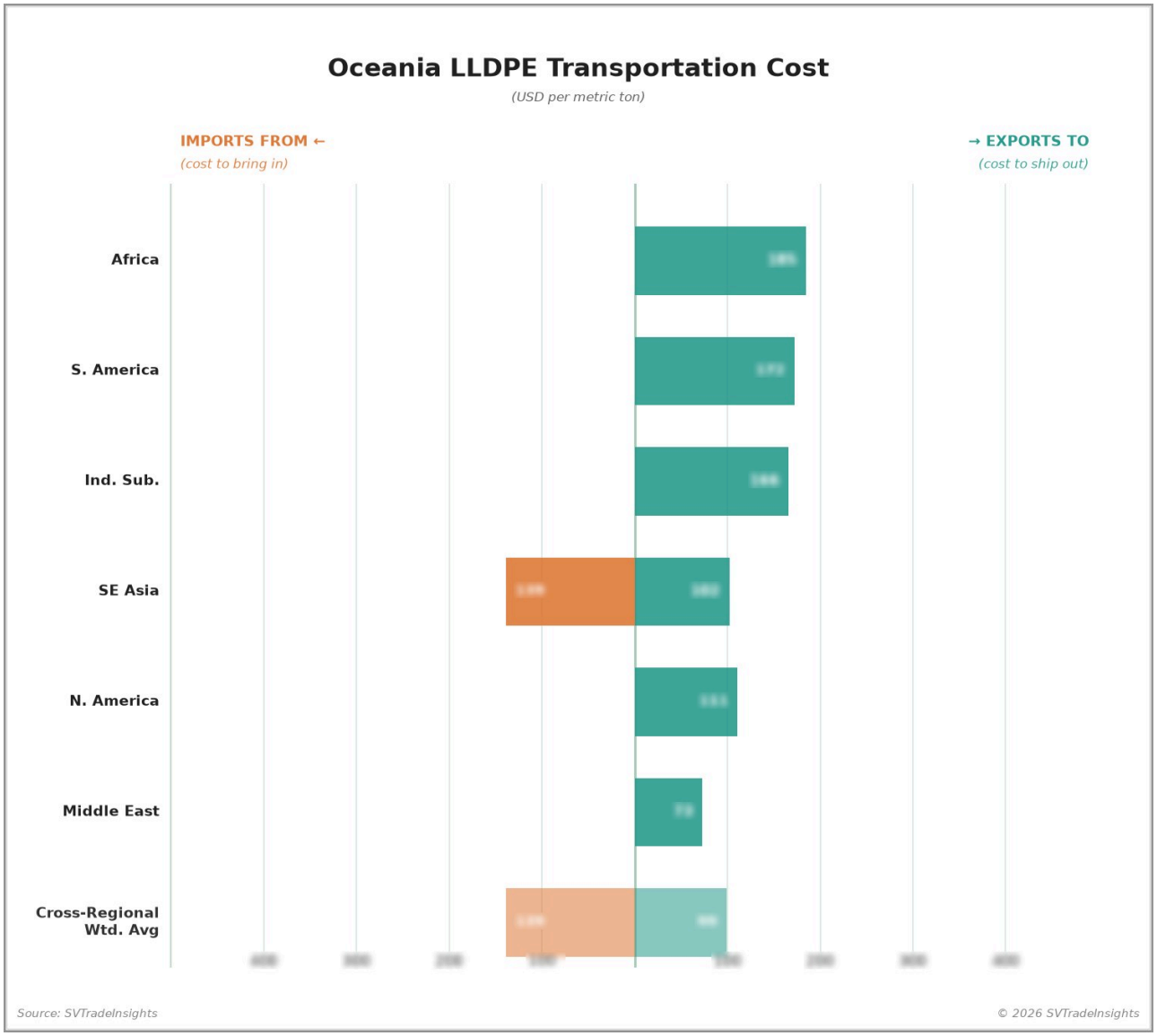


**Figure 2-58: Oceania LLDPE Transportation Costs, 2021–2025**

## 2.11.6 Tariff

# 3. Methodology and Limitations

This section explains how the customs records become the results in this report. All analyses start from the same reconciled bilateral volumes; prices, transportation cost, transport modes and tariffs are then prepared in separate streams and brought together in the report and workbook.

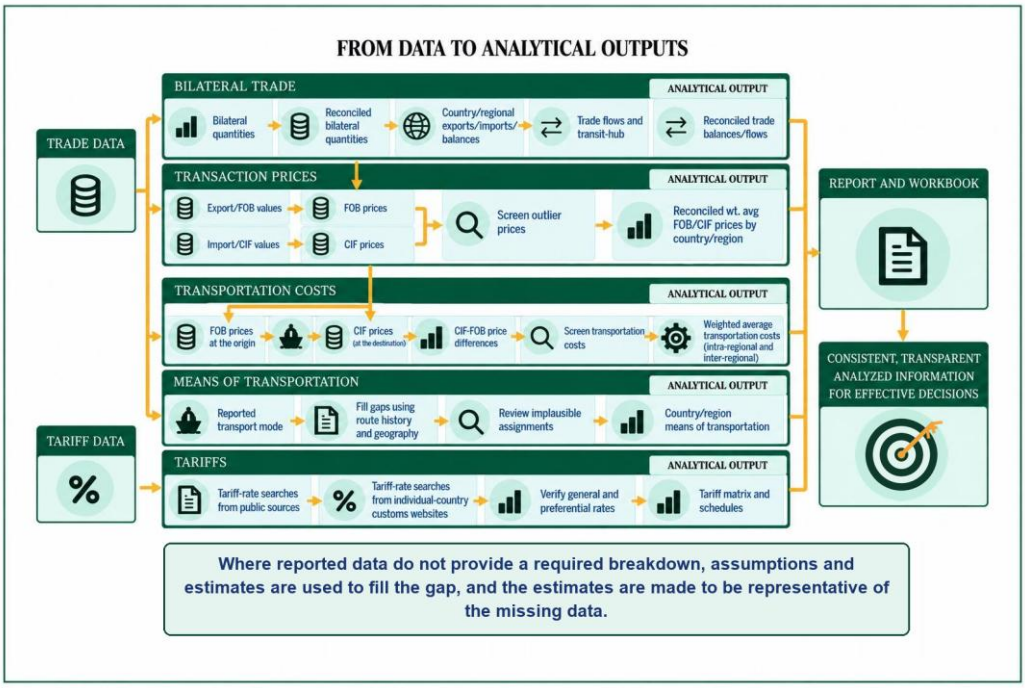


**Figure 3.1: Annual Report Methodology**

## 3.1 Data Sources and Preparation

The annual analysis covers 2016–2025 bilateral customs records reconciled and prepared by SVTradeInsights. Quantities are standardized to thousand metric tons, and countries and customs markets are assigned to a consistent regional classification. For statistical presentation, the term "country" includes countries, economies and separately reporting territories or customs markets for which separate trade statistics are available. Their separate presentation and assignment to regional groups are for analytical convenience only and do not express a position on legal status, sovereignty, political affiliation, frontiers or boundaries. Official national customs and tariff-information websites and documented logistics and market references supplement the customs evidence. Coverage indicators describe the available reported activity; they are not proof that every transaction has been captured.

Supplementary public filings and producer disclosures are reviewed to identify bio-based trade activity that is separately reported.

Where data are missing, assumptions and estimates are used to provide representative breakdowns.

Reconciliation converts the available customs declarations into an internally consistent analytical dataset. The process is applied as follows:

- **One analytical volume for each bilateral flow.** A movement reported as one market's export to another should correspond to the partner's import from that market. When the declarations differ, they are reconciled into one supported analytical quantity, which is used consistently on both sides of the relationship so the same movement is not represented by conflicting volumes.
- **Bilateral accounting consistency.** For every accepted market pair and direction, the analytical export quantity equals the corresponding analytical import quantity. This equality belongs to the reconciled dataset and does not imply that the two original customs declarations were identical; the source declarations remain distinct from the analytical result.

- **Global exports and imports balance.** Every accepted movement has one exporter and one importer, with the same reconciled quantity recorded for each. Analytical global exports therefore equal analytical global imports, while individual countries and regions may still show surpluses or deficits because their own exports and imports differ.
- **Avoidance of double counting.** Exporter and importer declarations are not added together as separate shipments. One supported quantity is selected or derived for each bilateral movement, preventing totals from being overstated or driven by the reporting coverage of one side.
- **Treatment of mirror-data differences.** Differences may arise from reporting and clearance timing, quantity corrections, partner attribution, confidentiality treatment or reporting errors. Small differences are resolved through the established reconciliation approach; large or unusual differences are reviewed, a more representative mirror record may be used when supported, and an unresolved flow may be excluded or retained with an appropriate limitation.
- **Removal of reporting noise.** The preparation screens observations that are too small, erratic or internally inconsistent to provide reliable analytical evidence. Implausible changes, isolated unsupported flows, inconsistent mirror declarations and possible unit or decimal errors are reviewed so minor or erroneous records do not distort rankings, routes, balances or trends.
- **Review of suspicious trade flows.** A flow whose size, direction or timing is inconsistent with surrounding history is checked against both reporting sides, adjacent periods and related routes. A suspicious observation is not removed merely because it is unusual; adjustment or exclusion requires evidence of a reporting or classification problem.
- **Productive-capacity reasonableness checks.** Large exports from a market without known production capacity receive additional review. Possible re-export, transit, bonded-warehouse or redistribution activity and incorrect origin or partner assignment are considered; lack of production is a warning indicator rather than an automatic deletion rule, and a flow is removed as unrealistic only when neither production nor a credible trading-hub explanation is supported.
- **Treatment of transit and re-export markets.** Markets may export material quantities without producing the product domestically because of storage, merchant trade, free-zone activity or redistribution. Such flows remain when customs evidence and surrounding relationships support them, but the market is not described as a producer without separate evidence and the activity is identified as potential redistribution rather than assumed physical transformation.
- **Use of supporting evidence.** Decisions consider both declarations, historical continuity, quantities, transaction prices, trading partners, product scope, known supply structures and plausible commercial routes. No single indicator determines acceptance; the final treatment reflects the combined weight and consistency of the available evidence.
- **Preservation of genuine market changes.** Cleaning is intended to remove reporting problems rather than suppress real volatility. Credible changes associated with plant start-ups, shutdowns, maintenance, sanctions, trade-policy changes, logistics disruptions, new commercial relationships or exceptional shipments remain when the surrounding evidence supports them.
- **Effect on the published analysis.** Trade balances, bilateral routes, regional flows, market rankings and trend discussion are calculated from the reconciled analytical dataset. Published quantities may therefore differ from either original declaration, reflecting preparation for internally consistent analysis rather than a change to the underlying commercial event.
- **Interpretation limitation.** Reconciliation improves consistency but does not prove that every physical shipment has been captured. Reporting delays, confidentiality, classification errors, changing partner attribution and incomplete declarations can remain; the result is a consistent statistical representation of reported trade, not a shipment-level audit or confirmation of contractual transactions.

## 3.2 Trade Balance

Trade balance is exports less imports: positive values indicate a net-export position and negative values a net-import position. The full historical period is retained to distinguish structural positions from annual changes. A balance does not measure production, consumption or capacity, and a small net position can coexist with substantial gross trade.

Presentation names markets that are material to the historical or recent trade pattern while retaining smaller markets within residual totals. Page-fit grouping keeps charts and tables legible without removing accepted activity.

Markets with no reportable activity may be omitted from the displayed selection, while the complete country tables remain available in the accompanying workbook.

## 3.3 Trade Flow and Transit Hubs

Trade-flow analysis uses the reconciled bilateral volumes described in Section 3.1. Gross routes represent total movements between individual markets and are distinct from net regional balances. The latest-year analysis emphasizes commercially material routes and changes from the preceding year.

Significant markets and routes are named individually, while smaller observations are grouped to keep tables and charts readable. Grouping affects presentation only; all accepted activity remains included in the reported totals. Routes that ended remain part of the change analysis, with material discontinuations identified separately where they affect the interpretation.

Potential transit hubs are identified where a market records material and broadly comparable import and export activity, and where the surrounding supply and destination network suggests a possible intermediary or redistribution role. This classification does not establish physical re-export of the same cargo, because production, domestic use, inventories, timing differences and reporting practices may also explain the observed relationships.

## 3.4 Transaction Price

Transaction prices are derived from declared trade values and quantities, expressed in USD per metric ton and weighted by the corresponding trade volumes. Export observations generally use FOB values and import observations use CIF values. Where sufficiently supported, partner records or transportation-cost adjustments may provide derived observations on the required valuation basis. When a country's usual valuation basis has no accepted price, an available observation on the other basis may be shown separately; comparisons across such years must allow for the change. Regional averages reflect the accepted country observations and their trade weights; separate FOB-export and CIF-import summaries retain their respective reporting populations.

Price preparation begins by standardizing reported trade values, quantities, currencies and units. Records with missing, invalid or non-commercial information are removed, and the remaining observations are checked against the reconciled bilateral trade data. The cleaning process reviews implausible price–volume relationships, inconsistent mirror declarations, global and regional outliers, abrupt changes from historical patterns and unreasonable relationships between FOB and CIF observations.

Potential unit or decimal-placement errors are corrected only when consistent historical and price–volume evidence supports the correction. An unusual price alone is insufficient. Observations that remain unsupported or cannot be corrected with reasonable confidence are excluded rather than adjusted speculatively.

Accepted observations are then assessed for adequate and representative coverage before being included in the volume-weighted averages. Larger reported trade flows therefore have greater influence than smaller observations, while isolated or unreliable records do not distort the presented price trends.

Blank values indicate insufficient reportable evidence rather than zero prices. Customs-derived prices can differ from market assessments because of contract terms, transfer pricing, transaction timing, valuation basis, product mix, cargo size, transport arrangements and counterparty composition. The resulting series should therefore be interpreted as statistical transaction-price indicators rather than standardized market quotations.

## 3.5 Means of Transportation

Transport modes are taken first from customs declarations. Where direct mode information is unavailable, the assignment is inferred from the same country-pair history, documented corridor evidence or the most plausible regional geographical route. Reasonableness checks identify implausible assignments, and the workbook retains the source and status of each assigned mode.

A trade route may involve more than one form of transportation, such as road or rail connections to and from a seaport. For consistent analytical classification, a multimodal movement is classified as sea transport whenever a maritime leg forms part of the route. This identifies the principal international transport structure without implying that the shipment travelled exclusively by sea.

The detailed mode evidence covers the latest five years, while the analytical charts present the latest year. Modal allocations use the workbook's mode-identified trade measures and weights, which may differ from reconciled gross bilateral volumes or signed net balances. They should therefore be interpreted as analytical logistics classifications rather than a complete census of every physical transport leg. Markets without recorded trade provide no evidence of active logistics patterns.

## 3.6 Transportation Cost

Transportation costs are estimated from cleaned CIF–FOB differences for matched bilateral observations and weighted across the available historical period. The resulting spread may incorporate international freight, cargo insurance and port, terminal or other logistics charges included in the reported valuations. It may also reflect differences in timing, contractual terms, product mix and customs valuation. The estimate therefore represents a statistical transportation-cost indicator rather than a pure freight rate or a current carrier quotation.

Direct bilateral estimates are retained where sufficient reliable evidence is available. Where direct evidence is insufficient, supported regional relationships may supplement missing corridors without replacing valid matched observations. Implausible or unsupported spreads are excluded.

Regional outward and inward averages exclude intra-regional corridors and reflect their respective observed transaction mixes. Intra-regional estimates are identified separately; the global all-corridor average includes them and therefore has a different coverage basis from the global cross-regional average. Missing or excluded directions are unavailable rather than zero-cost, and a displayed corridor does not necessarily indicate material trade in the latest year.

## 3.7 Tariff Treatment

Applied tariff rates are compiled from the official customs or tariff-information websites of the respective markets. The schedules retain the available MFN, preferential and general treatment for the covered product scope and origins. The condensed matrix presents the lowest available applied bilateral treatment within its coverage; eligibility under the relevant agreement, rules of origin and supporting documentation remains necessary.

Missing tariff evidence is shown as unavailable rather than zero. Rates exclude other taxes, fees and trade measures unless explicitly included in the source and must be confirmed for the transaction date. The matrix's trade-based ranking should not be confused with a universal ranking of all potential importing markets.

## 3.8 Limitations

Customs data are subject to reporting lags, revisions, mirror differences, re-exports and incomplete valuation or transport information. Reconciled records, derived prices, assigned modes and estimated costs are not direct observations in every case. Trade patterns identify relationships and changes, but do not alone establish their operational causes, production capacity or commercial commitments.

Bio-based observations cover only activity separately reported by a limited number of countries and therefore do not represent total bio-based market trade.

Trade data presented in this report may be revised when subsequent filings provide new or updated information that addresses gaps in historical coverage. When such information becomes available, SVTradeInsights will reverify the affected data and update the analysis in accordance with the methodology described in this report.

Grouping and omission keep the report presentation legible without removing residual activity from the underlying totals. Appendices A–F reproduce page-formatted global summary tables; the accompanying Excel workbook provides the complete detailed tables used in the analysis. Rounding can produce small differences among displayed sums, and separate price and modal populations must be interpreted on their stated bases.

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# Appendix A — Global LLDPE Trade Balance

**Table A-1: Global LLDPE Trade Balance Summary, 2016–2025**

Global LLDPE Trade Balance Summary (2016-2025) — Unit: thousand metric tons

| Region/Country | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 |
|---|---|---|---|---|---|---|---|---|---|---|
| America | | | | | | | | | | |
| North America | | | | | | | | | | |
| United States | | | | | | | | | | |
| Canada | | | | | | | | | | |
| Mexico | | | | | | | | | | |
| North America Total | | | | | | | | | | |
| South America | | | | | | | | | | |
| Colombia | | | | | | | | | | |
| Brazil | | | | | | | | | | |
| Others | | | | | | | | | | |
| South America Total | | | | | | | | | | |
| America Total | | | | | | | | | | |
| Europe | | | | | | | | | | |
| Western Europe | | | | | | | | | | |
| Netherlands | | | | | | | | | | |
| Spain | | | | | | | | | | |
| Germany | | | | | | | | | | |
| United Kingdom | | | | | | | | | | |
| France | | | | | | | | | | |
| Belgium | | | | | | | | | | |
| Italy | | | | | | | | | | |
| Others | | | | | | | | | | |
| Western Europe Total | | | | | | | | | | |
| Central & Eastern Europe | | | | | | | | | | |
| Russia | | | | | | | | | | |
| Poland | | | | | | | | | | |
| Others | | | | | | | | | | |
| Central & Eastern Europe Total | | | | | | | | | | |
| Europe Total | | | | | | | | | | |
| Middle East and Africa | | | | | | | | | | |
| Middle East | | | | | | | | | | |
| Saudi Arabia | | | | | | | | | | |
| United Arab Emirates | | | | | | | | | | |
| Qatar | | | | | | | | | | |
| Iran | | | | | | | | | | |
| Kuwait | | | | | | | | | | |
| Oman | | | | | | | | | | |
| Turkey | | | | | | | | | | |
| Others | | | | | | | | | | |
| Middle East Total | | | | | | | | | | |
| Africa | | | | | | | | | | |
| South Africa | | | | | | | | | | |
| Egypt | | | | | | | | | | |
| Others | | | | | | | | | | |
| Africa Total | | | | | | | | | | |
| Middle East and Africa Total | | | | | | | | | | |
| Asia Pacific | | | | | | | | | | |
| Northeast Asia | | | | | | | | | | |
| South Korea | | | | | | | | | | |
| Taiwan | | | | | | | | | | |
| Japan | | | | | | | | | | |
| China | | | | | | | | | | |
| Others | | | | | | | | | | |
| Northeast Asia Total | | | | | | | | | | |
| Southeast Asia | | | | | | | | | | |
| Singapore | | | | | | | | | | |
| Thailand | | | | | | | | | | |
| Malaysia | | | | | | | | | | |
| Indonesia | | | | | | | | | | |
| Vietnam | | | | | | | | | | |
| Others | | | | | | | | | | |
| Southeast Asia Total | | | | | | | | | | |
| Indian Subcontinent | | | | | | | | | | |
| Bangladesh | | | | | | | | | | |
| Pakistan | | | | | | | | | | |
| India | | | | | | | | | | |
| Others | | | | | | | | | | |
| Indian Subcontinent Total | | | | | | | | | | |
| Oceania | | | | | | | | | | |
| New Zealand | | | | | | | | | | |
| Australia | | | | | | | | | | |
| Others | | | | | | | | | | |
| Oceania Total | | | | | | | | | | |
| Asia Pacific Total | | | | | | | | | | |
| Balance | | | | | | | | | | |

*Note: 1) 'Others' rows group reporter countri*
*each region is always named individually, re*

# Appendix B — Global LLDPE Trade Flow, 2025

**Table B-1: Global LLDPE Bilateral Trade Flow Summary, 2025**

Global LLDPE Trade Flow Summary (2025)

Unit: thousand metric tons

| Exporting Country | Importing Country | Importing Region | Volume (kta) | % of Total |
|---|---|---|---|---|
| North America | | | | |
| United States | | | | |
| | China | | | |
| | Vietnam | | | |
| | India | | | |
| | Other Importers | | | |
| | Other Importers | | | |
| | Other Importers | | | |
| | Other Importers | | | |
| | Other Importers | | | |
| | Other Importers | | | |
| | Other Importers | | | |
| | Other Importers | | | |
| | Other Importers | | | |
| | Other Importers | | | |
| | Other Importers | | | |
| United States Total | | | | |
| Canada | | | | |
| | United States | | | |
| | China | | | |
| | Mexico | | | |
| | Vietnam | | | |
| | India | | | |
| | Other Importers | | | |
| | Other Importers | | | |
| | Other Importers | | | |
| | Other Importers | | | |
| | Other Importers | | | |
| | Other Importers | | | |
| | Other Importers | | | |
| | Other Importers | | | |
| Canada Total | | | | |
| *Other North America Exporters* | | | | |
| North America Total | | | | |
| South America | | | | |
| *Other South America Exporters* | | | | |
| South America Total | | | | |
| Western Europe | | | | |
| *Other Western Europe Exporters* | | | | |
| Western Europe Total | | | | |
| Central & Eastern Europe | | | | |
| *Other Central & Eastern Europe Exporters* | | | | |
| Central & Eastern Europe Total | | | | |
| Middle East | | | | |
| Saudi Arabia | | | | |
| | China | | | |
| | Vietnam | | | |
| | India | | | |
| | Mexico | | | |
| | United States | | | |
| | Other Importers | | | |
| | Other Importers | | | |
| | Other Importers | | | |
| | Other Importers | | | |
| | Other Importers | | | |
| | Other Importers | | | |
| | Other Importers | | | |
| | Other Importers | | | |
| | Other Importers | | | |
| Saudi Arabia Total | | | | |
| United Arab Emirates | | | | |
| | China | | | |
| | India | | | |
| | Peru | | | |
| | Other Importers | | | |
| | Other Importers | | | |
| | Other Importers | | | |
| | Other Importers | | | |
| | Other Importers | | | |
| | Other Importers | | | |
| | Other Importers | | | |
| | Other Importers | | | |
| United Arab Emirates Total | | | | |
| *Other Middle East Exporters* | | | | |
| Middle East Total | | | | |
| Grand Total | | | | |

*Note: 1) Named exporters are shown individually when t*
*smaller exporters are grouped into 'Other <Region> Expo*
*rounding.*

| Exporting Country | Importing Country | Importing Region | Volume (kta) | % of Total |
|---|---|---|---|---|
| Africa | | | | |

# Appendix C — Global LLDPE Transaction Prices

**Table C-1: Global LLDPE Transaction Price Summary, 2016–2025**

Global LLDPE Price (2016-2025) — Unit: Weighted Average USD per metric ton.

| Region / Country | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 |
|---|---|---|---|---|---|---|---|---|---|---|
| North America | | | | | | | | | | |
| United States (FOB) | | | | | | | | | | |
| Canada (FOB) | | | | | | | | | | |
| Mexico (CIF) | | | | | | | | | | |
| Avg. North America | | | | | | | | | | |
| South America | | | | | | | | | | |
| Colombia (CIF) | | | | | | | | | | |
| Brazil (CIF) | | | | | | | | | | |
| Avg. South America | | | | | | | | | | |
| Western Europe | | | | | | | | | | |
| Netherlands (FOB) | | | | | | | | | | |
| Spain (FOB) | | | | | | | | | | |
| Germany (CIF) | | | | | | | | | | |
| United Kingdom (CIF) | | | | | | | | | | |
| France (FOB) | | | | | | | | | | |
| Belgium (CIF) | | | | | | | | | | |
| Italy (CIF) | | | | | | | | | | |
| Avg. Western Europe | | | | | | | | | | |
| Central & Eastern Europe | | | | | | | | | | |
| Russia (FOB) | | | | | | | | | | |
| Poland (CIF) | | | | | | | | | | |
| Avg. Central & Eastern Euro | | | | | | | | | | |
| Middle East | | | | | | | | | | |
| Saudi Arabia (FOB) | | | | | | | | | | |
| United Arab Emirates (FOB | | | | | | | | | | |
| Qatar (FOB) | | | | | | | | | | |
| Iran (FOB) | | | | | | | | | | |
| Kuwait (FOB) | | | | | | | | | | |
| Oman (CIF) | | | | | | | | | | |
| Oman (FOB) | | | | | | | | | | |
| Turkey (CIF) | | | | | | | | | | |
| Avg. Middle East | | | | | | | | | | |
| Africa | | | | | | | | | | |
| South Africa (CIF) | | | | | | | | | | |
| Egypt (CIF) | | | | | | | | | | |
| Avg. Africa | | | | | | | | | | |
| Northeast Asia | | | | | | | | | | |
| South Korea (FOB) | | | | | | | | | | |
| Taiwan (CIF) | | | | | | | | | | |
| Japan (CIF) | | | | | | | | | | |
| China (CIF) | | | | | | | | | | |
| Avg. Northeast Asia | | | | | | | | | | |
| Southeast Asia | | | | | | | | | | |
| Singapore (FOB) | | | | | | | | | | |
| Thailand (FOB) | | | | | | | | | | |
| Malaysia (CIF) | | | | | | | | | | |
| Indonesia (CIF) | | | | | | | | | | |
| Vietnam (CIF) | | | | | | | | | | |
| Avg. Southeast Asia | | | | | | | | | | |
| Indian Subcontinent | | | | | | | | | | |
| Bangladesh (CIF) | | | | | | | | | | |
| Pakistan (CIF) | | | | | | | | | | |
| India (CIF) | | | | | | | | | | |
| Avg. Indian Subcontinent | | | | | | | | | | |
| Oceania | | | | | | | | | | |
| New Zealand (CIF) | | | | | | | | | | |
| Australia (CIF) | | | | | | | | | | |
| Australia (FOB) | | | | | | | | | | |
| Avg. Oceania | | | | | | | | | | |

*Note: 1) All prices are clean prices (custo years where its usual basis has no price may differ from published benchmarks in the Trade Balance Summary are liste*

# Appendix D — Global LLDPE Means of Transportation, 2025

**Table D-1: Global LLDPE Means of Transportation Summary, 2025**

Global LLDPE Means of Transportation Summary (2025)

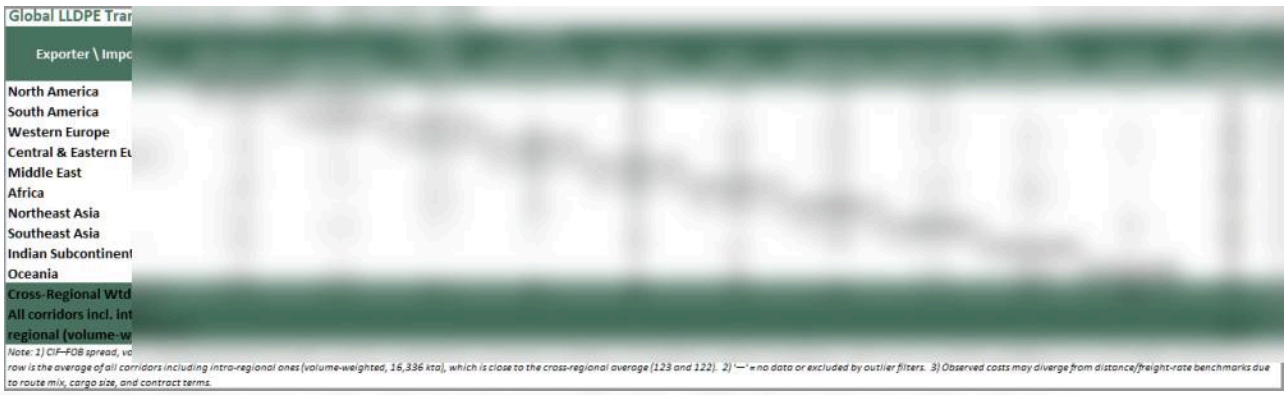
Unit: Mode shares

| Region/Country | Net Trade Volume (thousand metric tons) | Net Trade Position | Air | Sea | Railway | Road | Others | Total |
|---|---|---|---|---|---|---|---|---|
| America | | | | | | | | |
| North America | | | | | | | | |
| United States | | | | | | | | |
| Canada | | | | | | | | |
| Mexico | | | | | | | | |
| North America Total | | | | | | | | |
| South America | | | | | | | | |
| Brazil | | | | | | | | |
| Colombia | | | | | | | | |
| Peru | | | | | | | | |
| Guatemala | | | | | | | | |
| Chile | | | | | | | | |
| Ecuador | | | | | | | | |
| South America Total | | | | | | | | |
| America Total | | | | | | | | |
| Europe | | | | | | | | |
| Western Europe | | | | | | | | |
| Netherlands | | | | | | | | |
| Italy | | | | | | | | |
| Belgium | | | | | | | | |
| France | | | | | | | | |
| United Kingdom | | | | | | | | |
| Greece | | | | | | | | |
| Portugal | | | | | | | | |
| Western Europe Total | | | | | | | | |
| Central & Eastern Europe | | | | | | | | |
| Poland | | | | | | | | |
| Russia | | | | | | | | |
| Croatia | | | | | | | | |
| Central & Eastern Europe Total | | | | | | | | |
| Europe Total | | | | | | | | |
| Middle East and Africa | | | | | | | | |
| Middle East | | | | | | | | |
| Saudi Arabia | | | | | | | | |
| Turkey | | | | | | | | |
| United Arab Emirates | | | | | | | | |
| Qatar | | | | | | | | |
| Iran | | | | | | | | |
| Kuwait | | | | | | | | |
| Oman | | | | | | | | |
| Israel | | | | | | | | |
| Jordan | | | | | | | | |
| Middle East Total | | | | | | | | |
| Africa | | | | | | | | |
| Egypt | | | | | | | | |
| Nigeria | | | | | | | | |
| Morocco | | | | | | | | |
| Algeria | | | | | | | | |
| Ghana | | | | | | | | |
| Africa Total | | | | | | | | |
| Middle East and Africa Total | | | | | | | | |
| Asia Pacific | | | | | | | | |
| Northeast Asia | | | | | | | | |
| China | | | | | | | | |
| South Korea | | | | | | | | |
| Japan | | | | | | | | |
| Taiwan | | | | | | | | |
| Northeast Asia Total | | | | | | | | |
| Southeast Asia | | | | | | | | |
| Singapore | | | | | | | | |
| Vietnam | | | | | | | | |
| Thailand | | | | | | | | |
| Indonesia | | | | | | | | |
| Philippines | | | | | | | | |
| Southeast Asia Total | | | | | | | | |
| Indian Subcontinent | | | | | | | | |
| India | | | | | | | | |
| Pakistan | | | | | | | | |
| Bangladesh | | | | | | | | |
| Indian Subcontinent Total | | | | | | | | |
| Oceania | | | | | | | | |
| Australia | | | | | | | | |
| Oceania Total | | | | | | | | |
| Asia Pacific Total | | | | | | | | |
| Global Total | | | | | | | | |

*Note: 1) Figures may not sum due to rounding. neither exports nor imports. Net Trade Volume trade volumes are not listed; they remain in the*

# Appendix E — Global LLDPE Transportation Cost

**Table E-1: Global LLDPE Transportation Cost Matrix, 2021–2025**



| Global LLDPE Trar | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Exporter \ Impc | | | | | | | | | | | |
| North America | | | | | | | | | | | |
| South America | | | | | | | | | | | |
| Western Europe | | | | | | | | | | | |
| Central & Eastern Eu | | | | | | | | | | | |
| Middle East | | | | | | | | | | | |
| Africa | | | | | | | | | | | |
| Northeast Asia | | | | | | | | | | | |
| Southeast Asia | | | | | | | | | | | |
| Indian Subcontinent | | | | | | | | | | | |
| Oceania | | | | | | | | | | | |
| Cross-Regional Wtd | | | | | | | | | | | |
| All corridors incl. int | | | | | | | | | | | |
| regional (volume-w | | | | | | | | | | | |

*Note: 1) CIF–FOB spread, va row is the average of all corridors including intra-regional ones (volume-weighted, 16,336 kta), which is close to the cross-regional average (123 and 122). 2) '—' = no data or excluded by outlier filters. 3) Observed costs may diverge from distance/freight-rate benchmarks due to route mix, cargo size, and contract terms.*

# Appendix F — LLDPE Applied Tariff Rates, 2026

**Table F-1: Global Major Importer LLDPE Tariff Rate Matrix, 2026**



# Appendix G — Country List and Geographical Location

**Table G-1: Country List and Geographical Location**

| LLDPE Country List and Geographical Location | | |
|---|---|---|
| **Continent** | **Region** | **Country** |
| America | North America | Bermuda |
| | | Canada |
| | | Mexico |
| | | United States |
| | South America | Argentina |
| | | Bolivia |
| | | Brazil |
| | | Chile |
| | | Colombia |
| | | Costa Rica |
| | | Cuba |
| | | Ecuador |
| | | El Salvador |
| | | Guatemala |
| | | Guyana |
| | | Haiti |
| | | Honduras |
| | | Jamaica |
| | | Nicaragua |
| | | Panama |
| | | Paraguay |
| | | Peru |
| | | Trinidad and Tobago |
| | | Uruguay |
| | | Venezuela |
| Europe | Western Europe | Belgium |
| | | Denmark |
| | | Faroe Isds |
| | | Finland |
| | | France |
| | | Germany |
| | | Gibraltar |
| | | Greece |
| | | Holy See (Vatican City State) |
| | | Iceland |
| | | Ireland |
| | | Italy |
| | | Luxembourg |
| | | Malta |
| | | Netherlands |
| | | Norway |
| | | Portugal |
| | | San Marino |
| | | Spain |
| | | Sweden |
| | | Switzerland |
| | | United Kingdom |
| | Central & Eastern Europe | Albania |
| | | Armenia |
| | | Austria |
| | | Azerbaijan |
| | | Belarus |
| | | Bosnia and Herzegovina |
| | | Bulgaria |
| | | Croatia |
| | | Czech Rep. |
| | | Estonia |
| | | Georgia |
| | | Hungary |
| | | Kazakhstan |
| | | Kyrgyzstan |
| | | Latvia |
| | | Lithuania |
| | | Montenegro |
| | | North Macedonia |
| | | Poland |
| | | Rep. of Moldova |
| | | Romania |
| | | Russia |
| | | Serbia |
| | | Slovakia |
| | | Slovenia |
| | | Tajikistan |
| | | Turkmenistan |
| | | Ukraine |
| | | Uzbekistan |
| Middle East and Africa | Middle East | Bahrain |
| | | Cyprus |
| | | Iran |
| | | Iraq |
| | | Israel |
| | | Jordan |
| | | Kuwait |
| | | Lebanon |
| | | Oman |
| | | Qatar |
| | | Saudi Arabia |
| | | State of Palestine |
| | | Syria |
| | | Turkey |
| | | United Arab Emirates |
| | | Yemen |
| | Africa | Algeria |
| Middle East and Africa | Africa | Angola |
| | | Benin |
| | | Botswana |
| | | Burkina Faso |
| | | Burundi |
| | | Cabo Verde |
| | | Cameroon |
| | | Central African Rep. |
| | | Chad |
| | | Comoros |
| | | Congo |
| | | Cote d'Ivoire |
| | | Dem. Rep. of the Congo |
| | | Djibouti |
| | | Egypt |
| | | Equatorial Guinea |
| | | Eritrea |
| | | Eswatini |
| | | Ethiopia |
| | | Gabon |
| | | Gambia |
| | | Ghana |
| | | Guinea |
| | | Guinea-Bissau |
| | | Kenya |
| | | Lesotho |
| | | Liberia |
| | | Libya |
| | | Madagascar |
| | | Malawi |
| | | Mali |
| | | Mauritania |
| | | Mauritius |
| | | Morocco |
| | | Mozambique |
| | | Namibia |
| | | Niger |
| | | Nigeria |
| | | Rwanda |
| | | Sao Tome and Principe |
| | | Senegal |
| | | Sierra Leone |
| | | Somalia |
| | | South Africa |
| | | South Sudan |
| | | Sudan |
| | | Togo |
| | | Tunisia |
| | | Uganda |
| | | United Rep. of Tanzania |
| | | Zambia |
| | | Zimbabwe |
| Asia Pacific | Northeast Asia | China |
| | | Dem. People's Rep. of Korea |
| | | Hong Kong |
| | | Japan |
| | | Macao |
| | | Mongolia |
| | | South Korea |
| | | Taiwan |
| | Southeast Asia | Brunei Darussalam |
| | | Cambodia |
| | | Indonesia |
| | | Lao People's Dem. Rep. |
| | | Malaysia |
| | | Myanmar |
| | | Philippines |
| | | Singapore |
| | | Thailand |
| | | Timor-Leste |
| | | Vietnam |
| | Indian Subcontinent | Bangladesh |
| | | Bhutan |
| | | India |
| | | Maldives |
| | | Nepal |
| | | Pakistan |
| | | Sri Lanka |
| | Oceania | Australia |
| | | FS Micronesia |
| | | Fiji |
| | | Kiribati |
| | | Marshall Isds |
| | | Naoero |
| | | New Caledonia |
| | | New Zealand |
| | | Palau |
| | | Papua New Guinea |
| | | Samoa |
| | | Solomon Isds |
| | | Tonga |
| | | Tuvalu |
| | | Vanuatu |

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