SVTradeInsights™
Advanced Data Transformation & Intelligence

HDPE
ANNUAL TRADE ANALYSIS

2016–2025 Data

November 2026

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Director

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Executive Overview

HDPE in primary forms is a rigid high-density polyethylene thermoplastic used in packaging, pipes, films, industrial containers and household products.

Global reported HDPE trade flows reached 21,967.8 thousand metric tons in 2025. The Middle East and North America were the principal supplying regions, while Northeast Asia remained the largest net-importing region. The strongest displayed net direction linked the Middle East to Northeast Asia, alongside substantial Middle Eastern supply to Africa and the Indian Subcontinent and North American supply to South America. Large intra-regional exchanges in Southeast Asia, North America and Western Europe complemented these long-distance connections. Belgium, Germany and Singapore showed potential redistribution roles, although the statistics do not prove physical re-export.

North America's surplus more than doubled from 1,414.2 thousand metric tons in 2016 to 3,199.5 in 2025, despite a latest-year decline. The Middle East retained a much larger surplus of 6,676.9, while Northeast Asia's deficit was substantially smaller than its 2020 peak. Persistent deficits in Africa, South America, Western Europe, the Indian Subcontinent and Oceania sustained geographically diverse import requirements. Within Southeast Asia, the large Malaysia-to-Viet Nam expansion reshaped national positions without producing an equivalent change in the regional balance.

Regional unit values generally rose into 2018, weakened in 2020, recovered in 2021–2022 and then moderated. Latest combined averages ranged from USD 949 per metric ton in the Middle East to USD 1,366 in Western Europe, with Central & Eastern Europe also relatively high and the principal Asian regions clustered near the lower end. North America's latest increase contrasted with continuing Asian weakness. These customs-derived values reflect different valuation bases and transaction mixes, rather than directly available trading margins.

A large majority of the modal allocation was maritime, while North America and Europe retained important land-transport components. The 2021–2025 cross-regional transportation-cost indicator was USD 80 per metric ton, with uneven coverage and meaningful directional differences. Applied tariffs among major importers ranged from 0% to 17.5%, while most importing markets were within 0%–7.5%; preferential treatment depends on origin and eligibility.

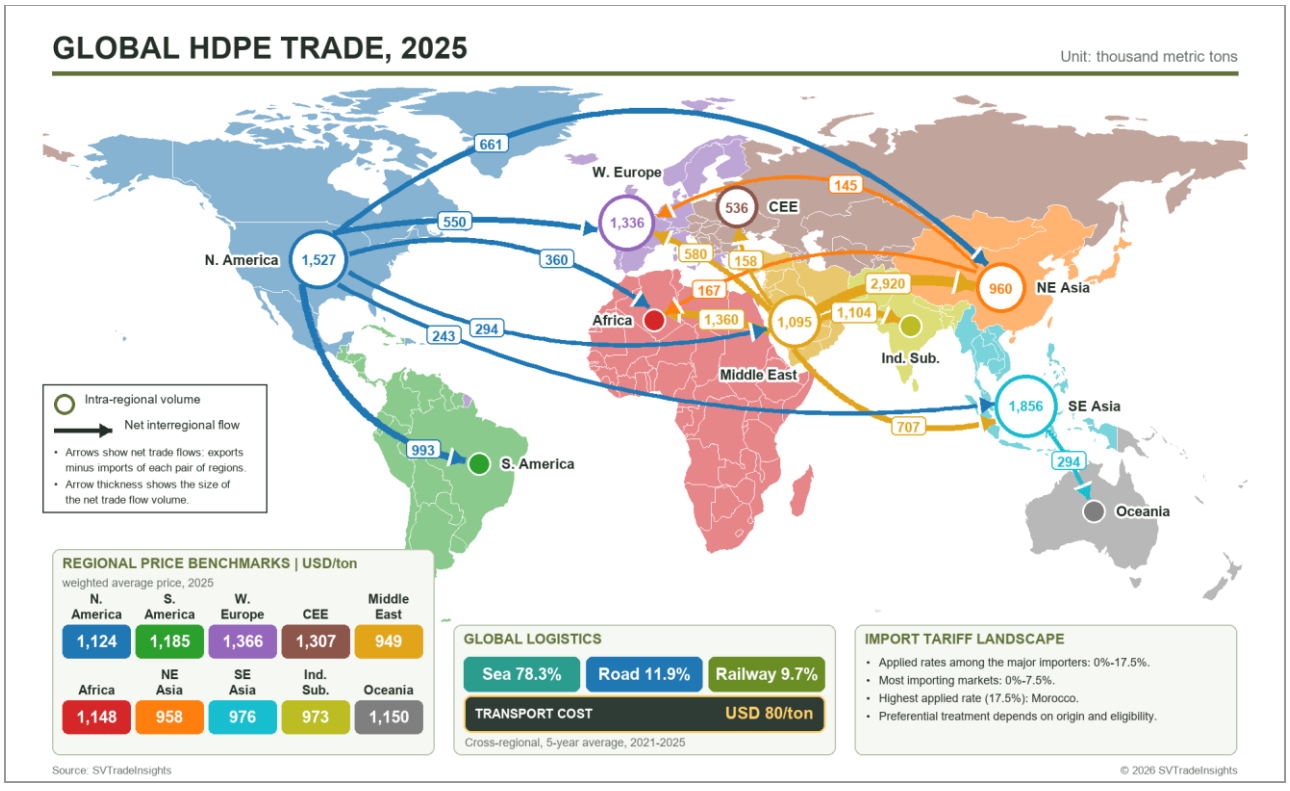


Figure ES-1: 2025 HDPE Trade Executive Snapshot

1. Introduction

HDPE is high-density polyethylene, a rigid and durable thermoplastic polymer with a specific gravity of 0.94 or more. Major applications include rigid packaging such as bottles, caps and containers; pipes and fittings; films and bags; crates, drums and industrial tanks; and household goods and toys. The product scope covered here is HDPE in primary forms.

This report supports long-term planning, project development and target-market identification by examining the international trade structure, changes in net supply positions, bilateral relationships, transaction prices, logistics patterns and tariff treatment. The analysis is based exclusively on statistical data and covers 2016–2025. Bilateral customs records reconciled and prepared by SVTradeInsights provide the trade evidence; official national tariff information and transportation references support the related classifications and interpretation.

Trade balances and transaction-price series cover the full historical period. Bilateral flows, potential transit hubs and modal allocations focus on 2025, which the current dataset classifies as final. Transportation costs use available 2021–2025 observations, while the tariff schedules are presented as of 2026. Volumes are expressed in thousand metric tons and prices and transportation costs in US dollars per metric ton. These measures describe recorded trade relationships and statistical unit values, not production, consumption, capacity, firm offers or contractual commitments.

Appendices A–F reproduce page-formatted global summary tables for trade balance, bilateral flows, transaction prices, means of transportation, transportation cost and applied tariffs. Selected minor detail may be grouped or omitted for page legibility; the accompanying Excel workbook provides the complete detailed tables used in the analysis. Appendix G contains the country and geographical classification list. The methodological qualifications below explain reconciliation, valuation bases, grouping and unavailable observations.

For statistical presentation, the term “country” includes countries, economies and separately reporting territories or customs markets for which distinct trade codes 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.

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2. Trade Analysis

2.1 Global

2.1.1 Trade Balance

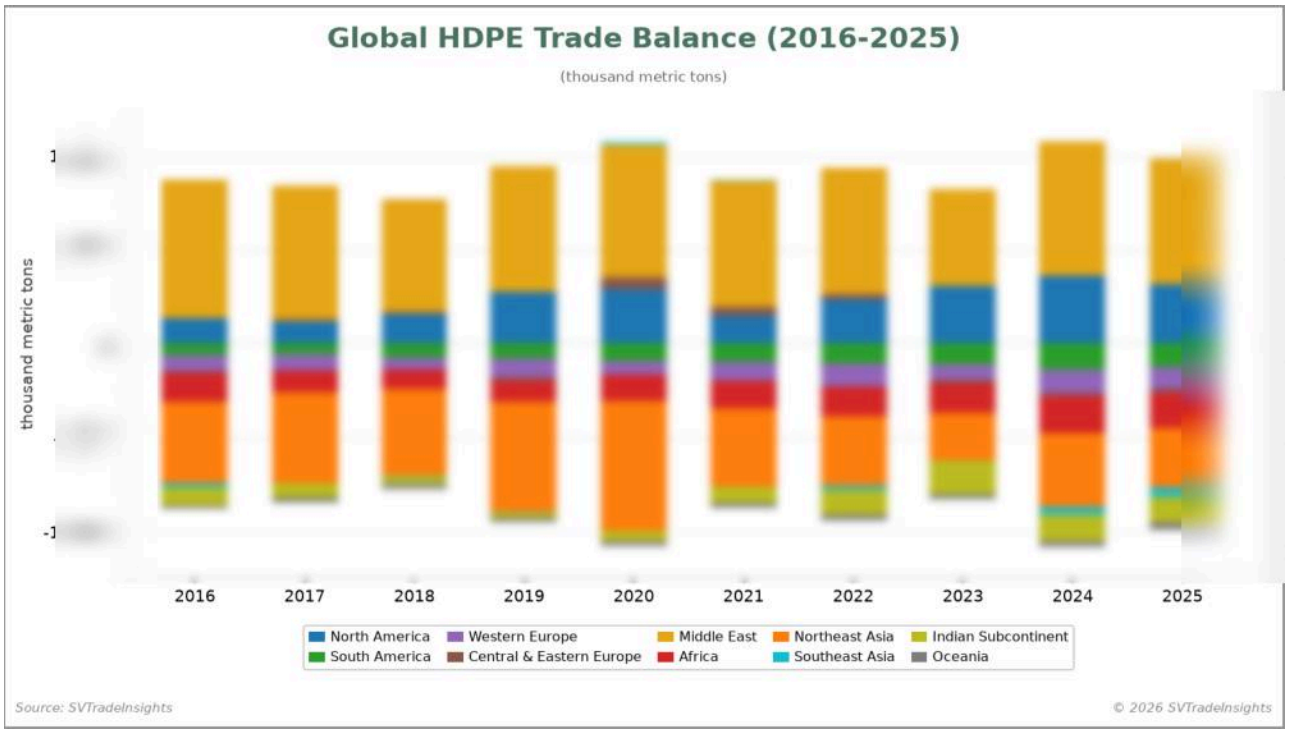


Figure 2-1: Global HDPE Trade Balance, 2016–2025

2.1.2 Trade Flow and Transit Hubs

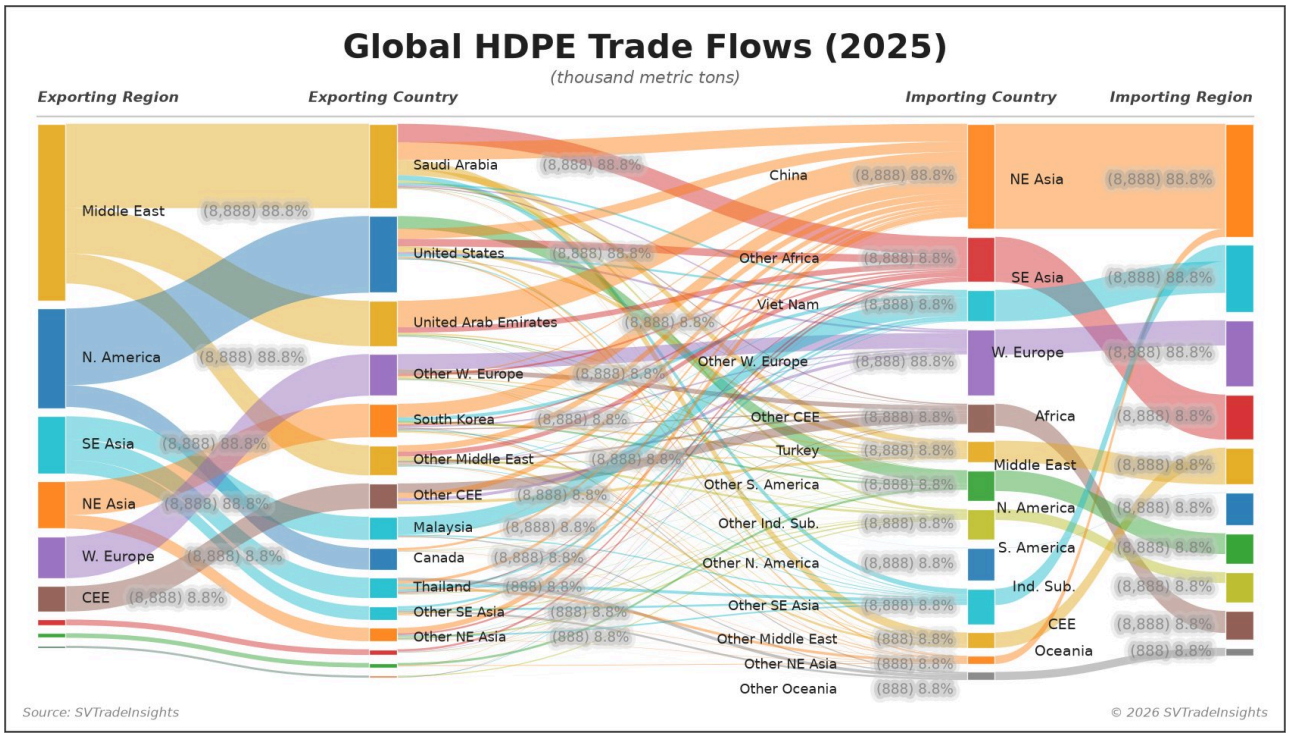


Figure 2-2: Global HDPE Trade Flow, 2025

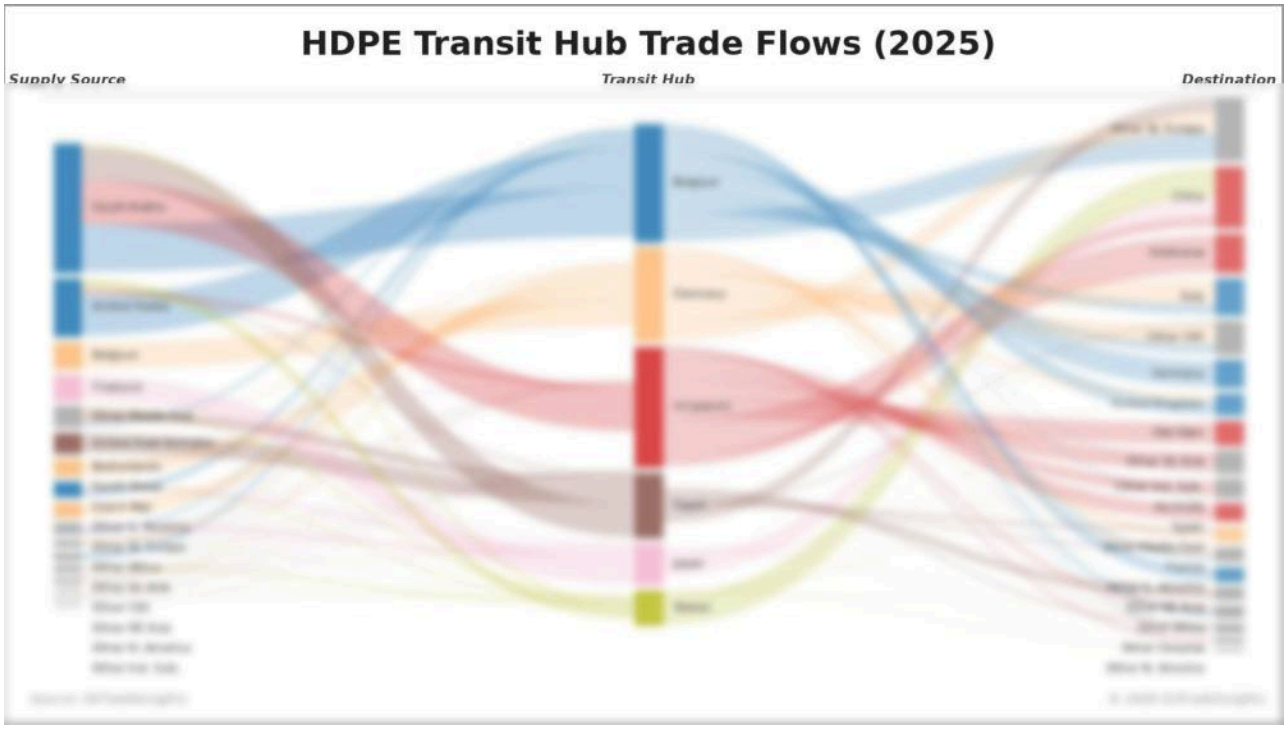


Figure 2-3: HDPE Potential Transit-Hub Trade Flows, 2025

2.1.3 Transaction Price

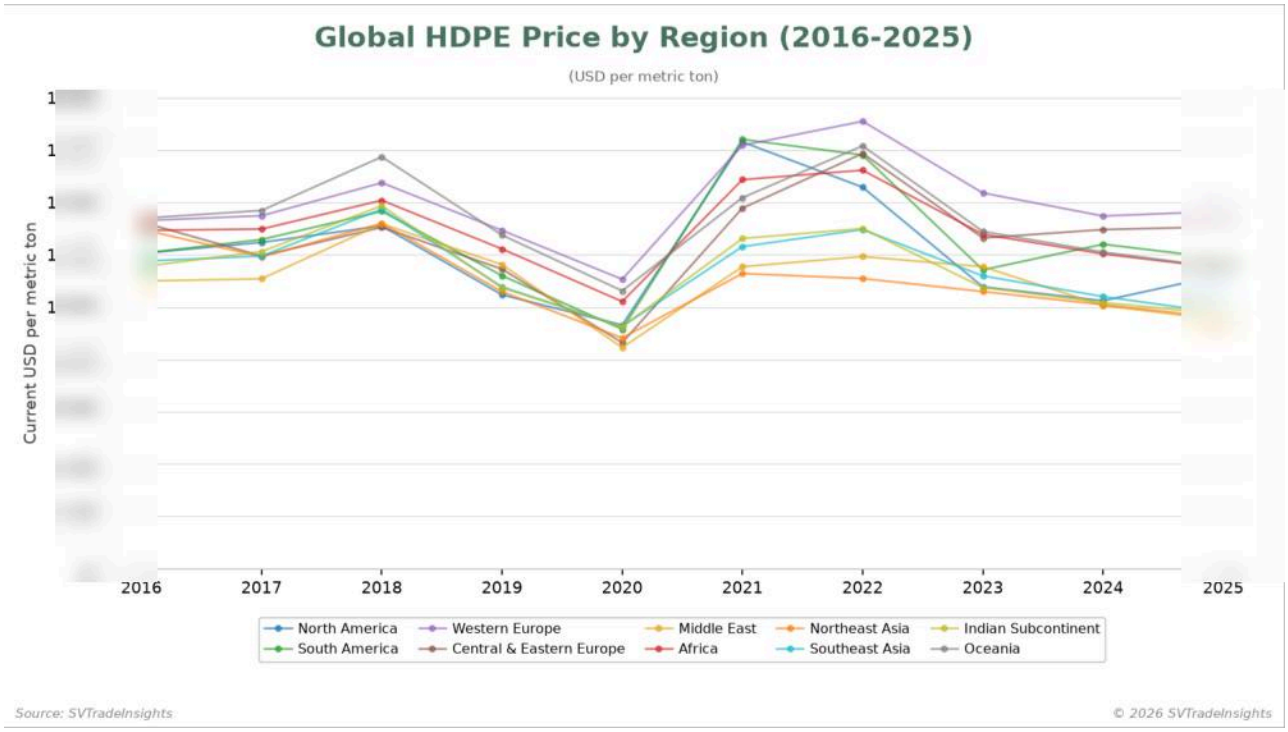


Figure 2-4: Global HDPE Combined Regional Transaction Prices, 2016–2025

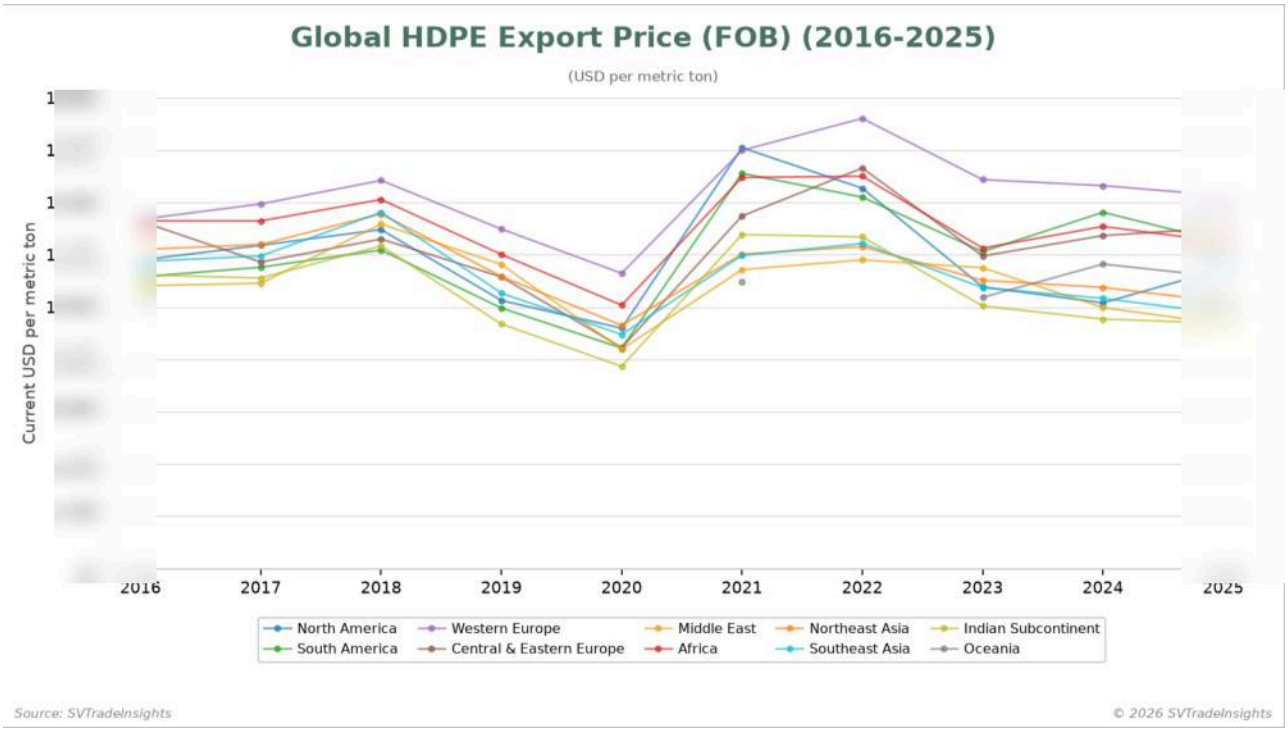


Figure 2-5: Global HDPE Export Transaction Prices (FOB), 2016–2025

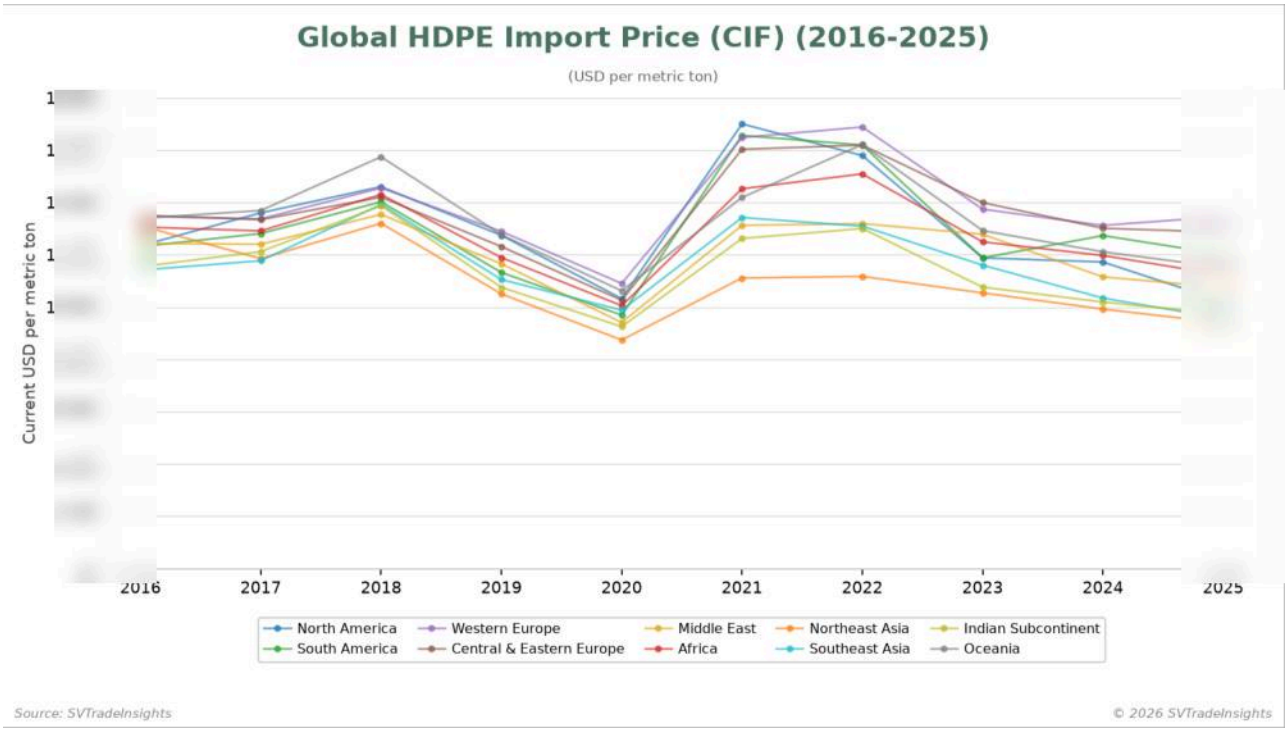


Figure 2-6: Global HDPE Import Transaction Prices (CIF), 2016–2025

2.1.4 Means of Transportation

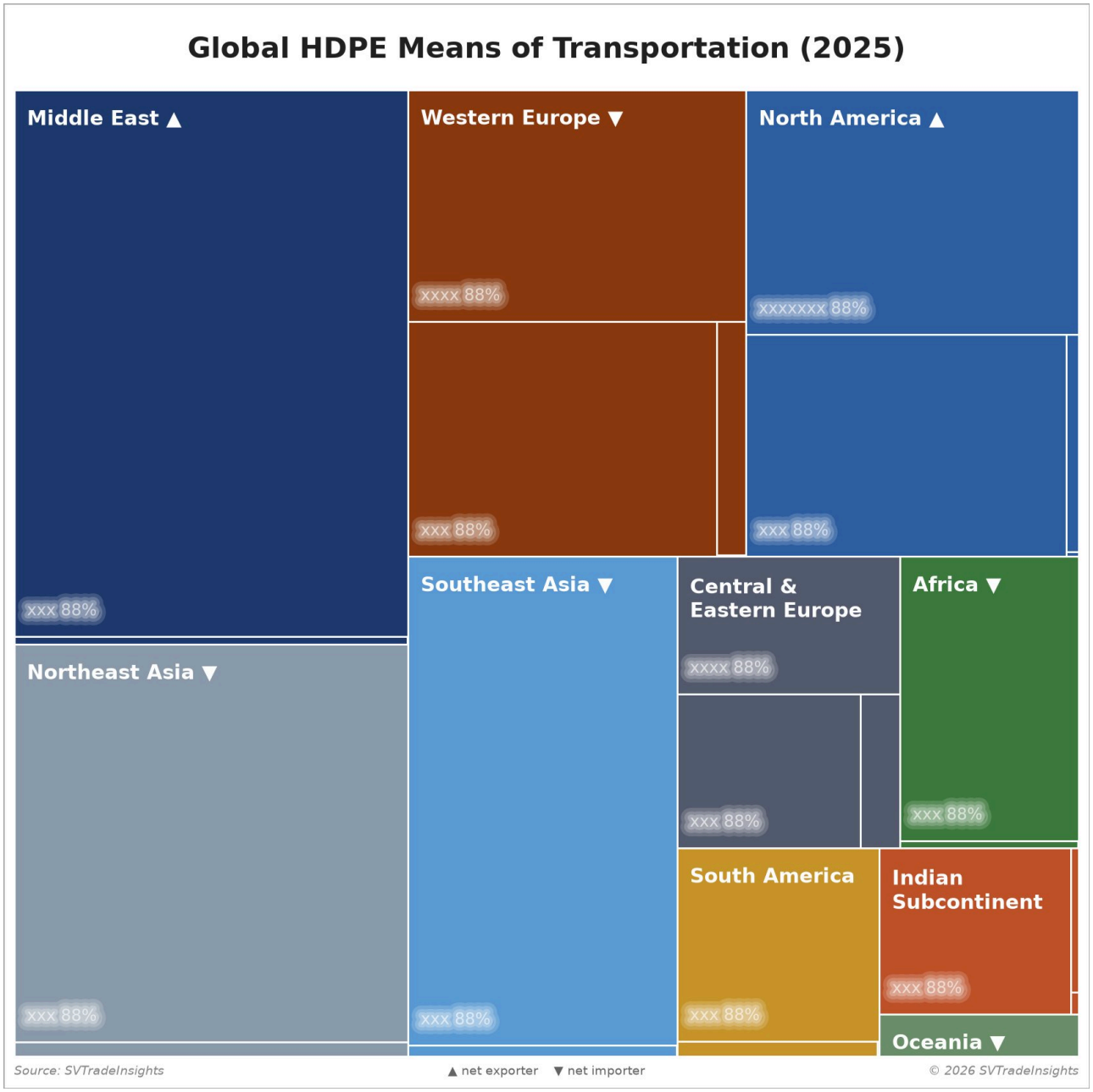


Figure 2-7: Global HDPE Means of Transportation, 2025

2.1.5 Transportation Cost

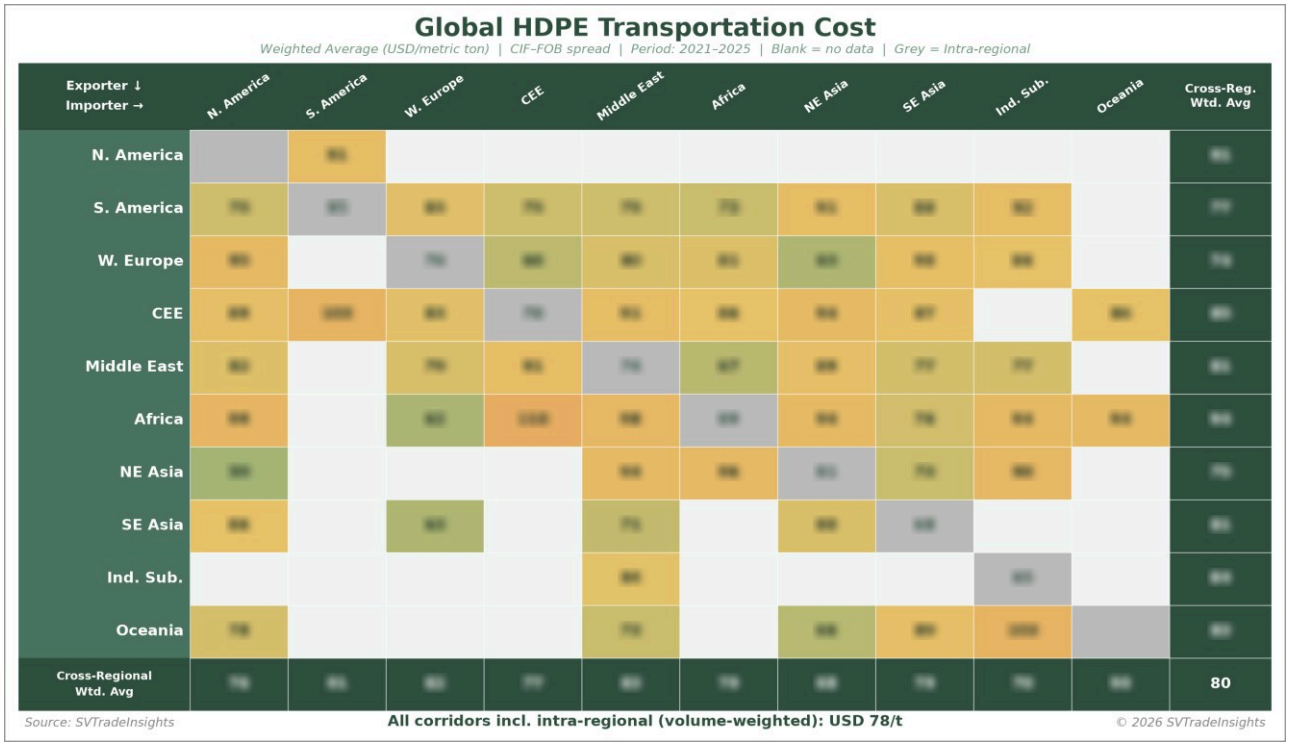


Figure 2-8: Global HDPE Transportation Cost, 2021–2025 Five-Year Weighted Averages

2.1.6 Tariff

2.2 North America

2.2.1 Trade Balance

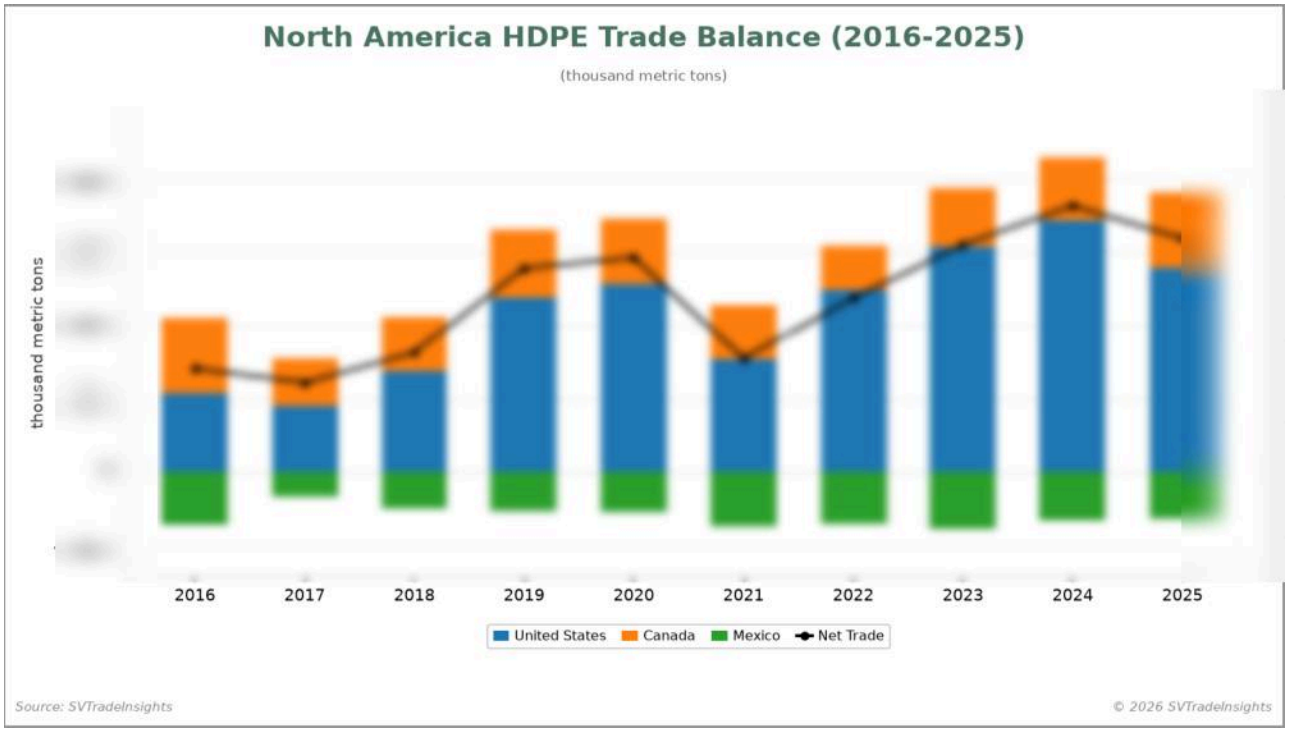


Figure 2-9: North America HDPE Trade Balance, 2016–2025

2.2.2 Trade Flow

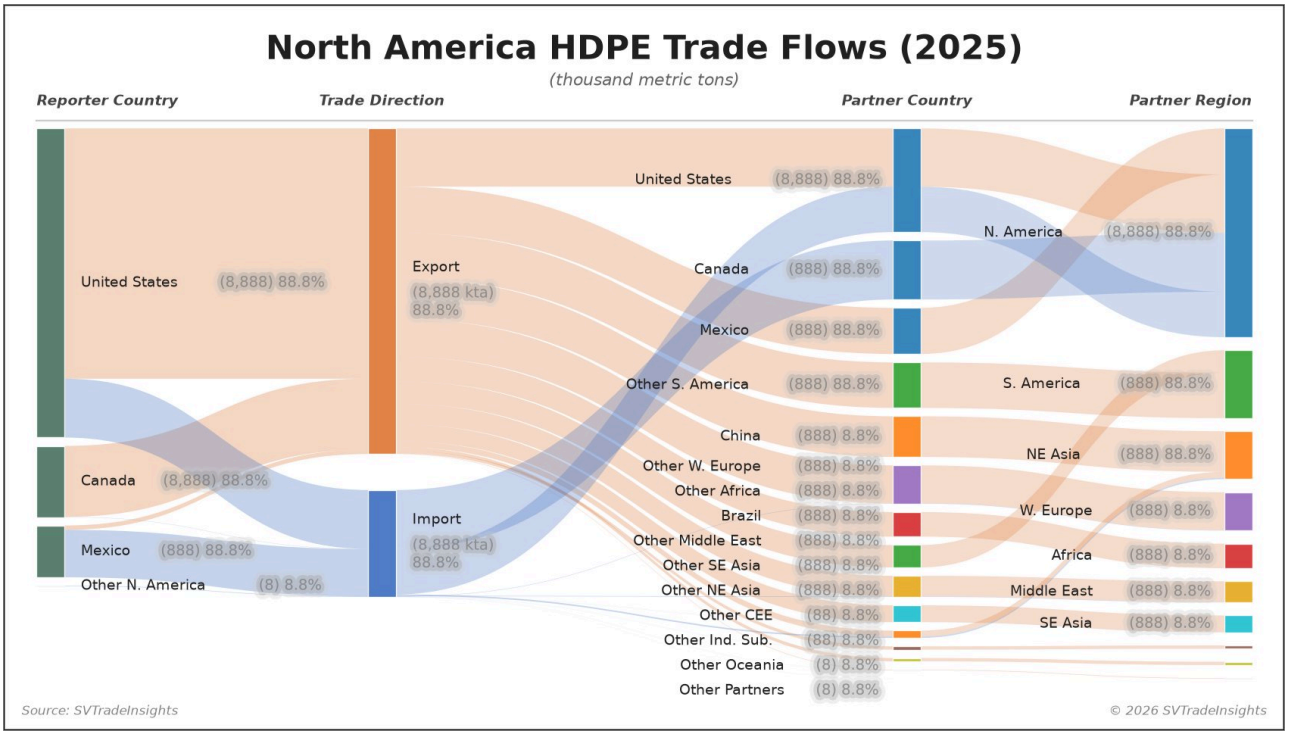


Figure 2-10: North America HDPE Trade Flow, 2025

2.2.3 Transaction Price

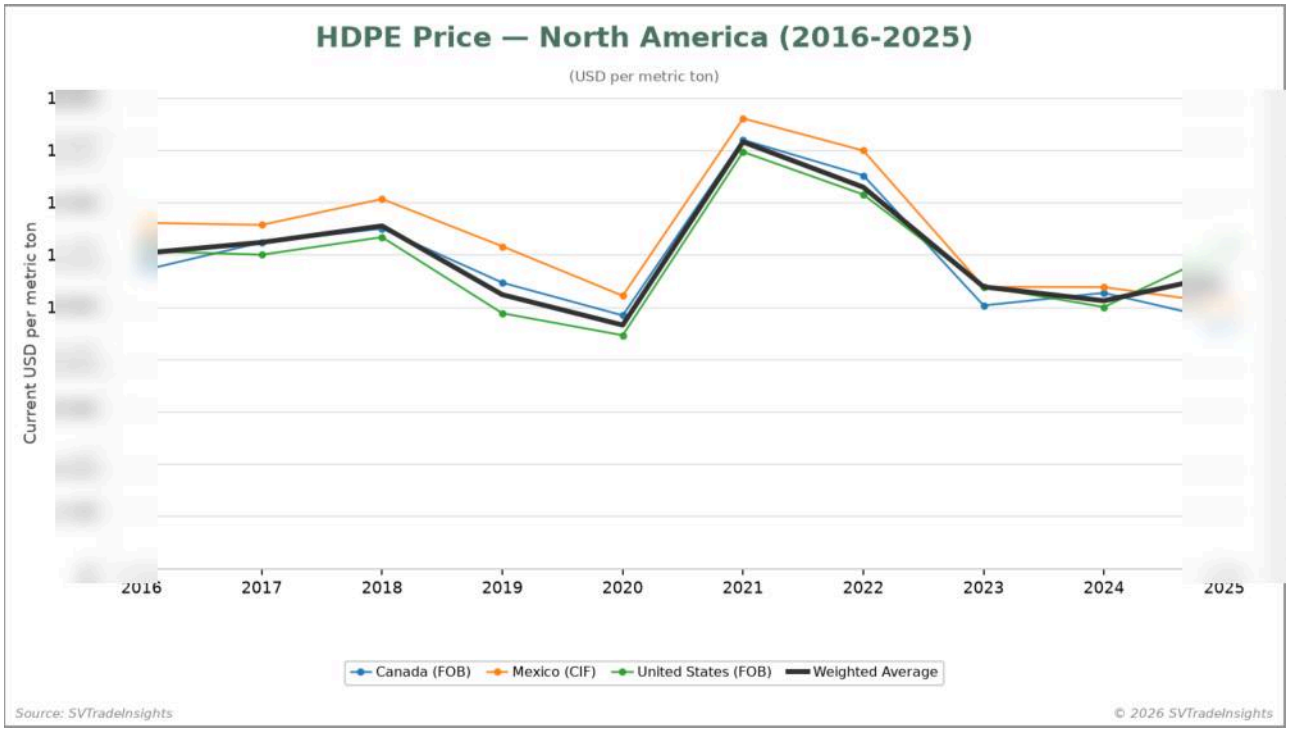


Figure 2-11: North America HDPE Transaction Prices, 2016–2025

2.2.4 Means of Transportation

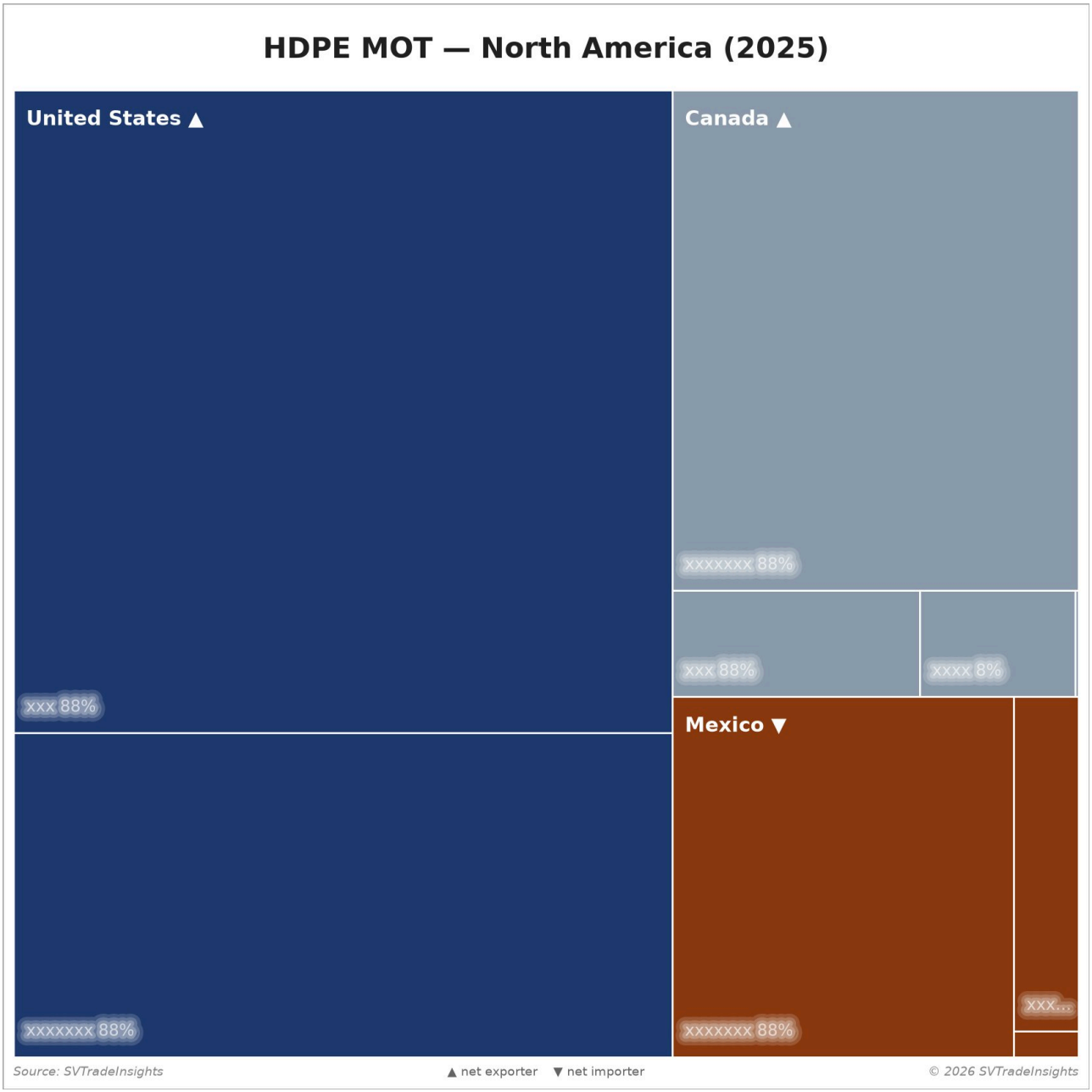


Figure 2-12: North America HDPE Means of Transportation, 2025

2.2.5 Transportation Cost

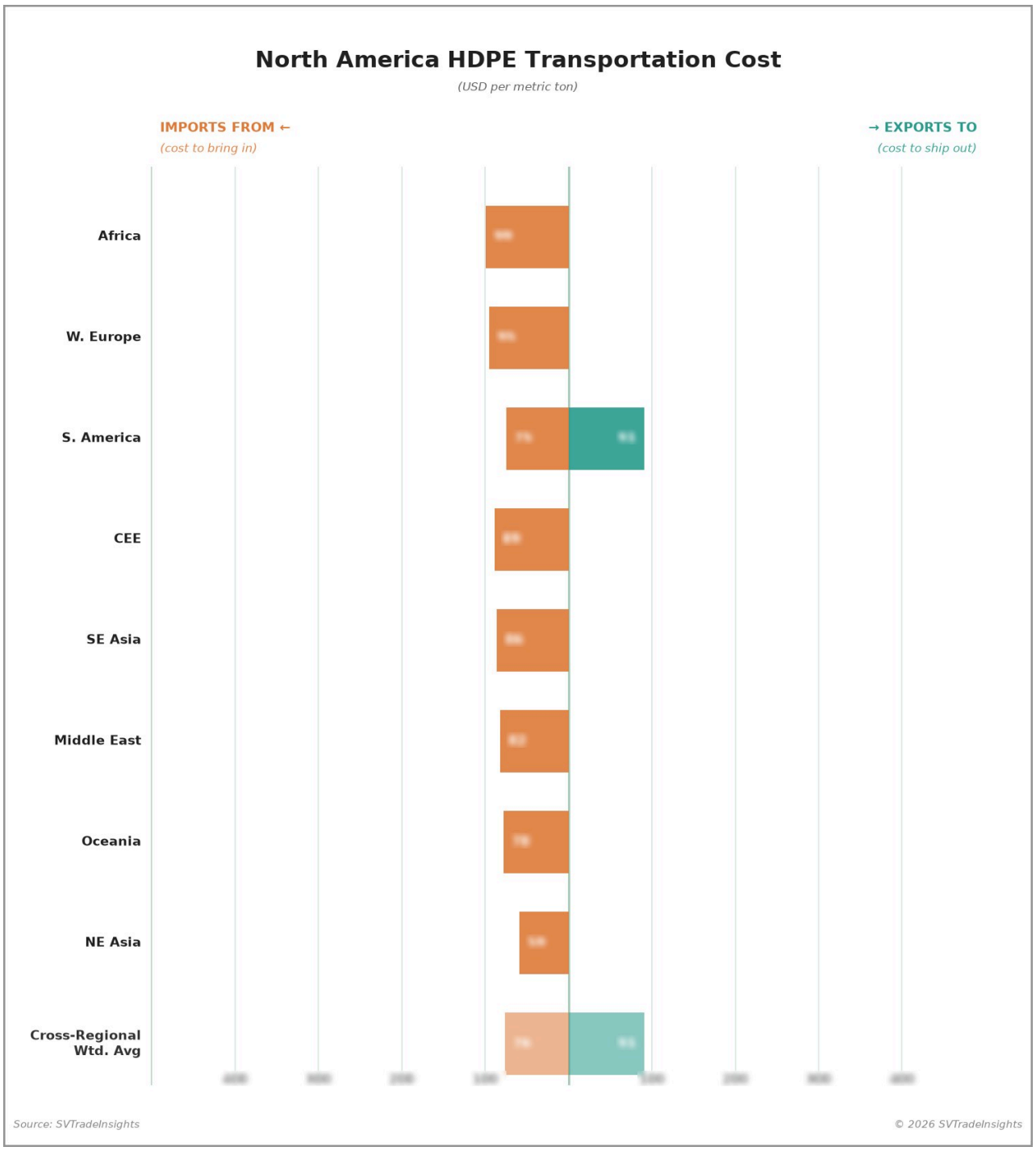


Figure 2-13: North America HDPE Transportation Cost, 2021–2025 Five-Year Weighted Averages

2.2.6 Tariff

2.3 South America

2.3.1 Trade Balance

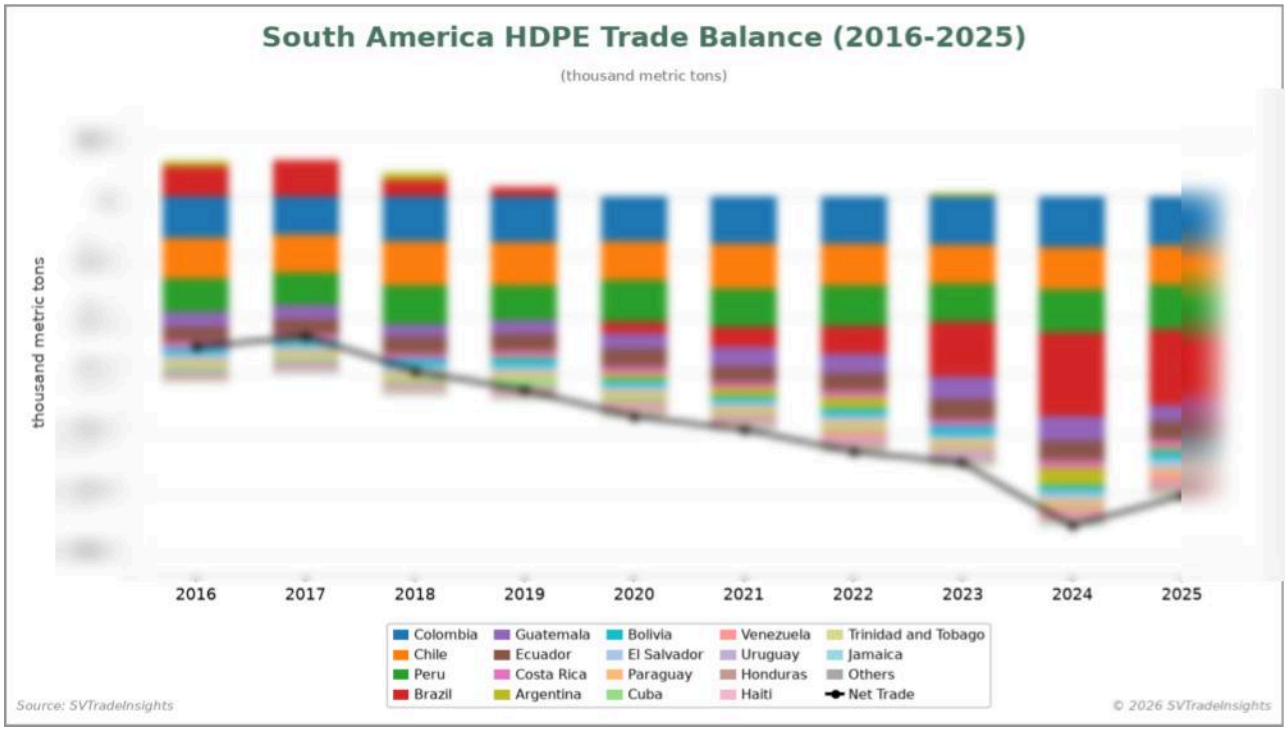


Figure 2-14: South America HDPE Trade Balance, 2016–2025

2.3.2 Trade Flow

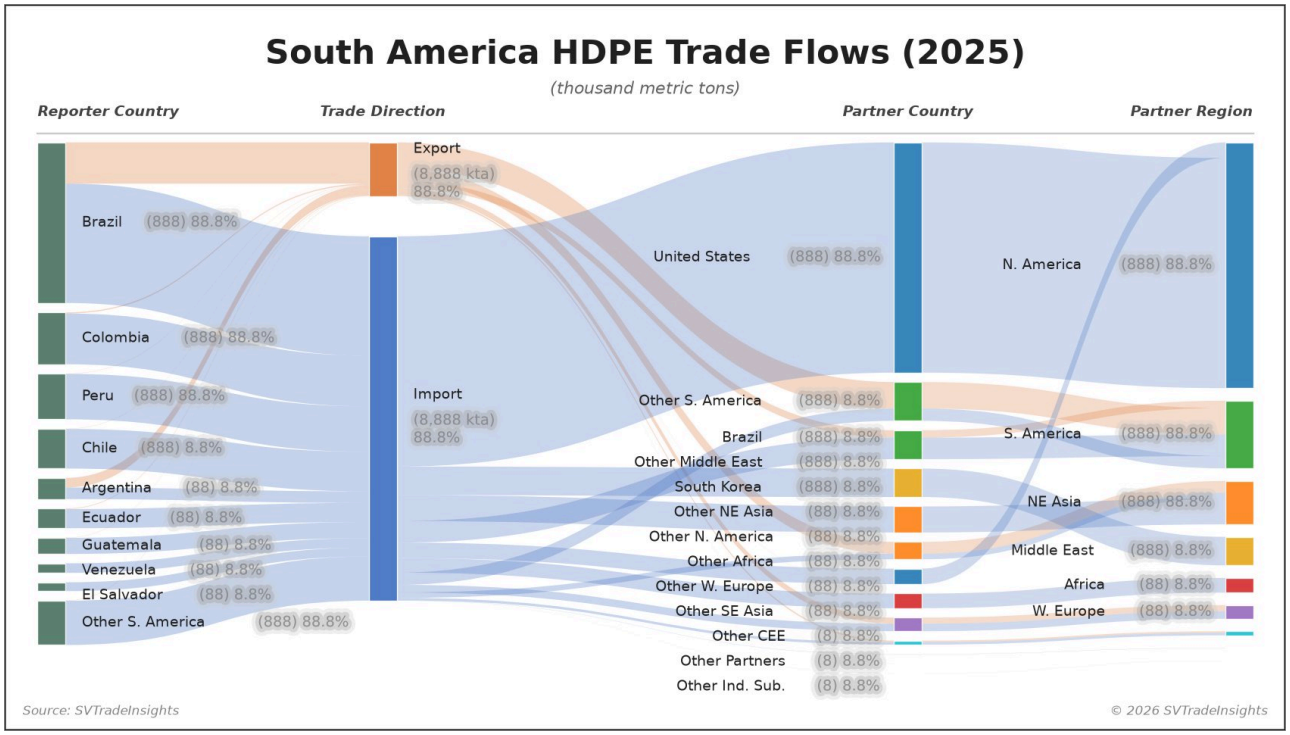


Figure 2-15: South America HDPE Trade Flow, 2025

2.3.3 Transaction Price

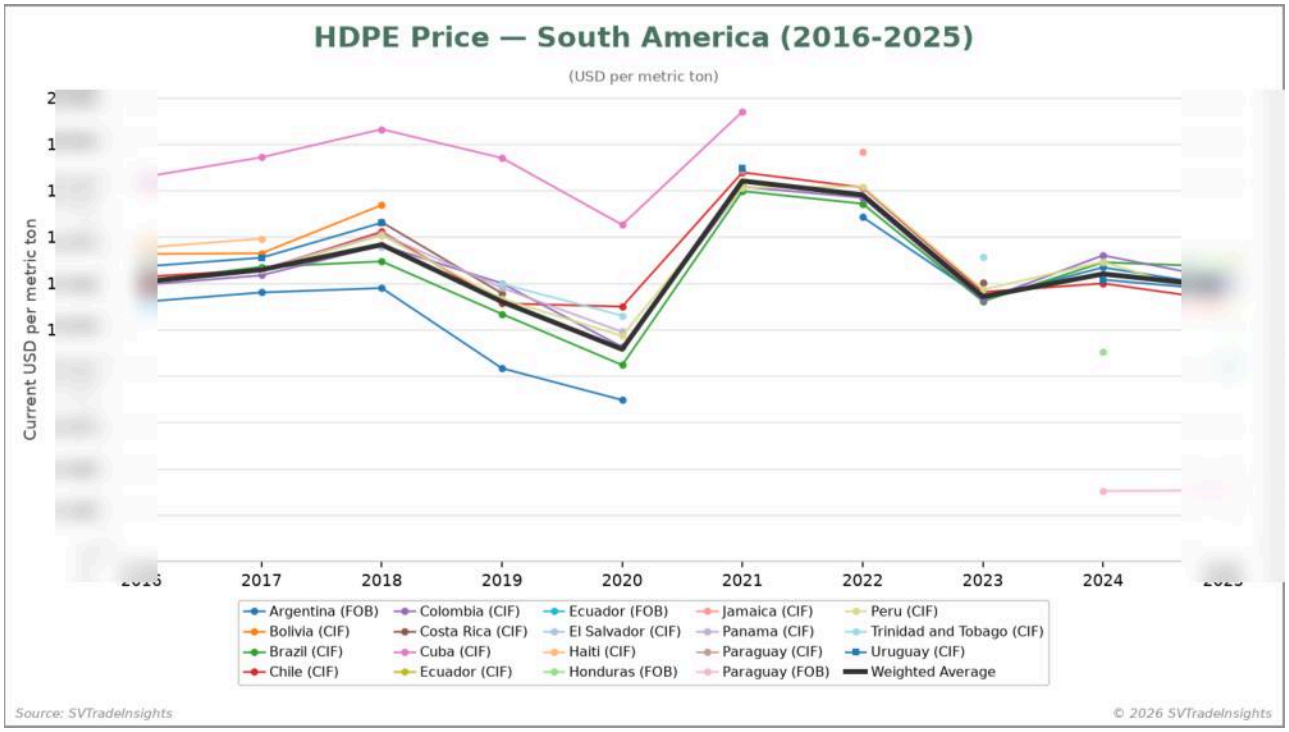


Figure 2-16: South America HDPE Transaction Prices, 2016–2025

2.3.4 Means of Transportation

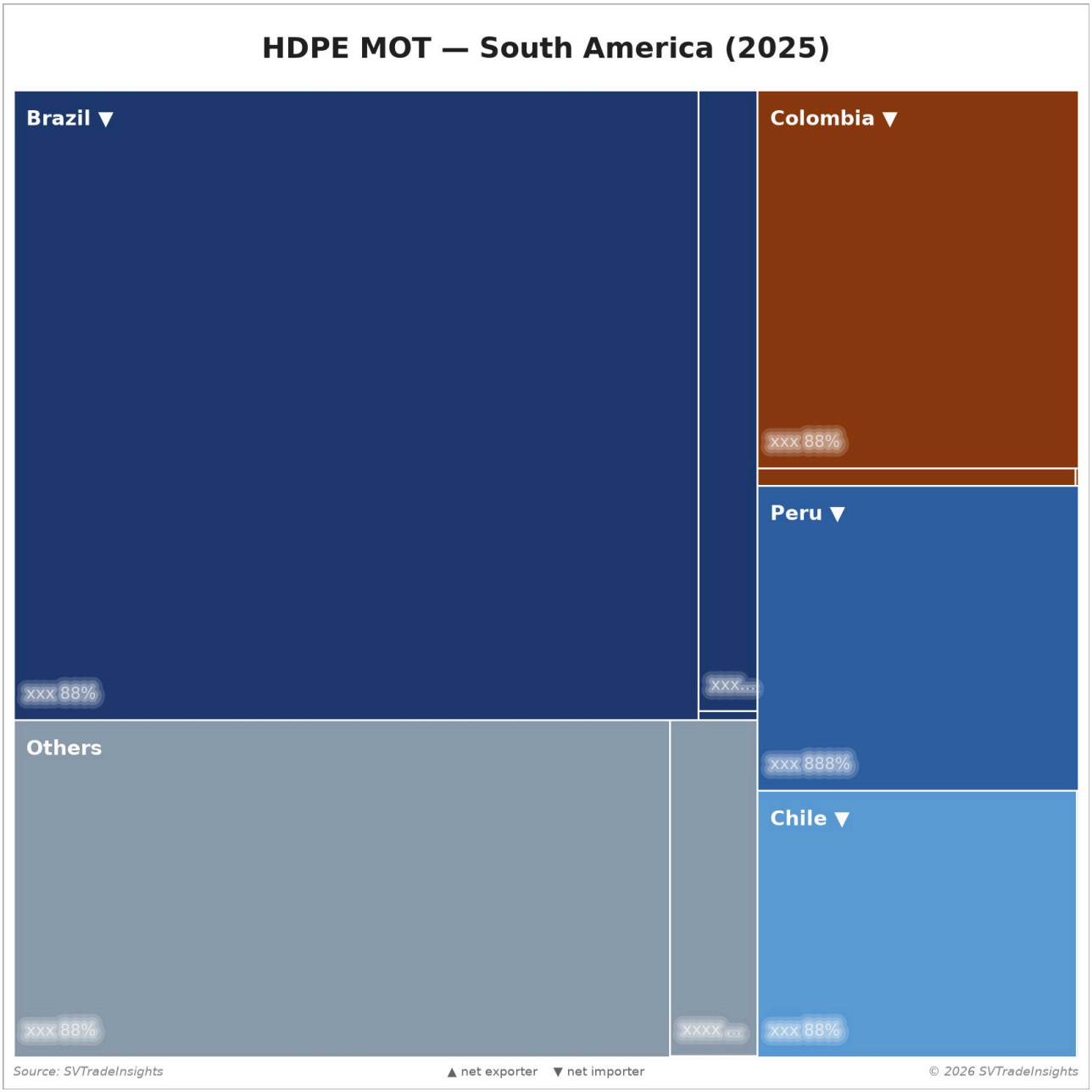


Figure 2-17: South America HDPE Means of Transportation, 2025

2.3.5 Transportation Cost

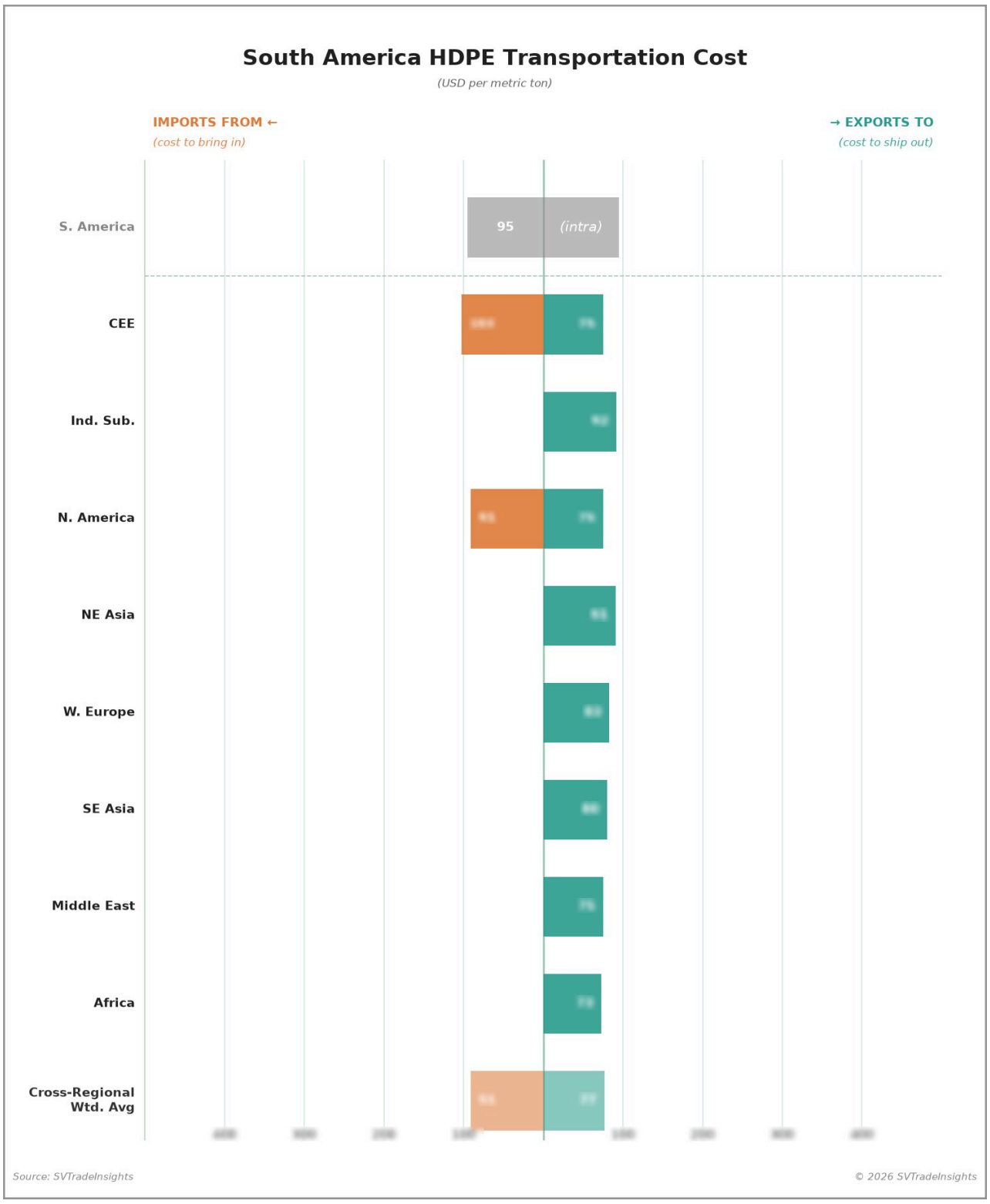


Figure 2-18: South America HDPE Transportation Cost, 2021–2025 Five-Year Weighted Averages

2.3.6 Tariff

2.4 Western Europe

2.4.1 Trade Balance

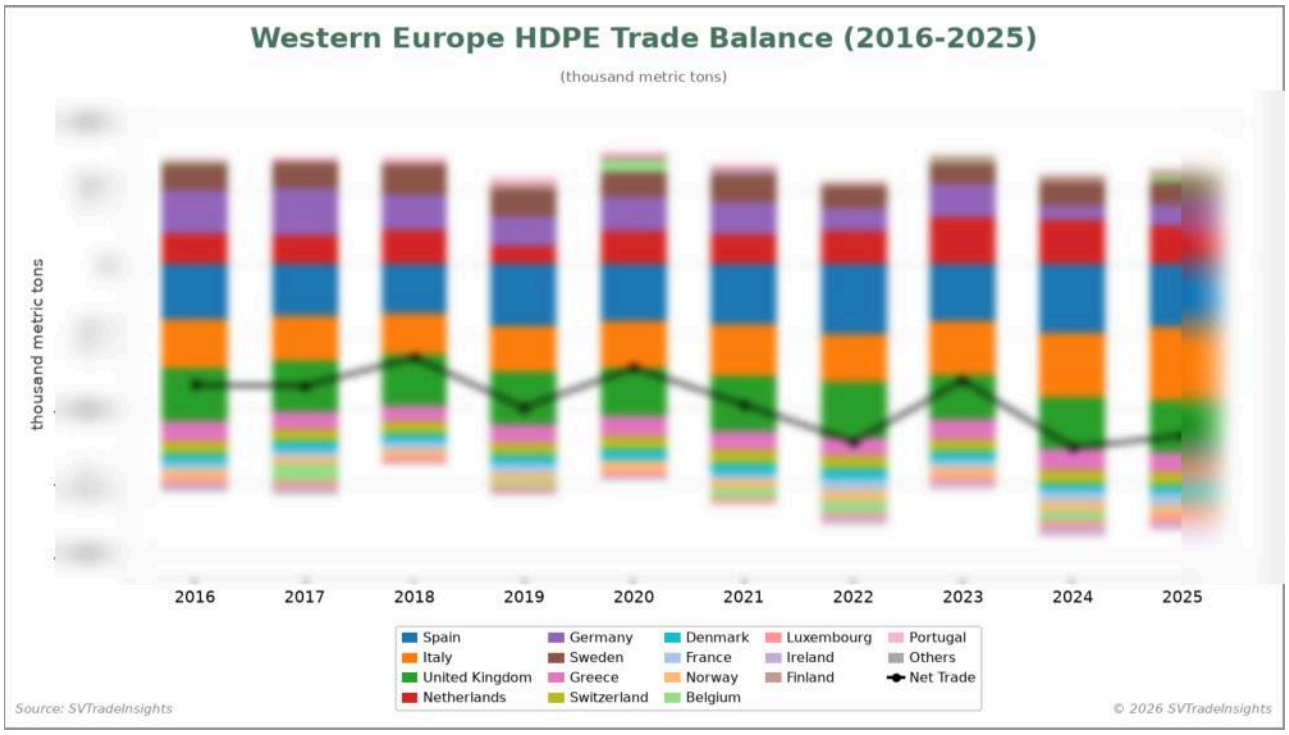


Figure 2-19: Western Europe HDPE Trade Balance, 2016–2025

2.4.2 Trade Flow

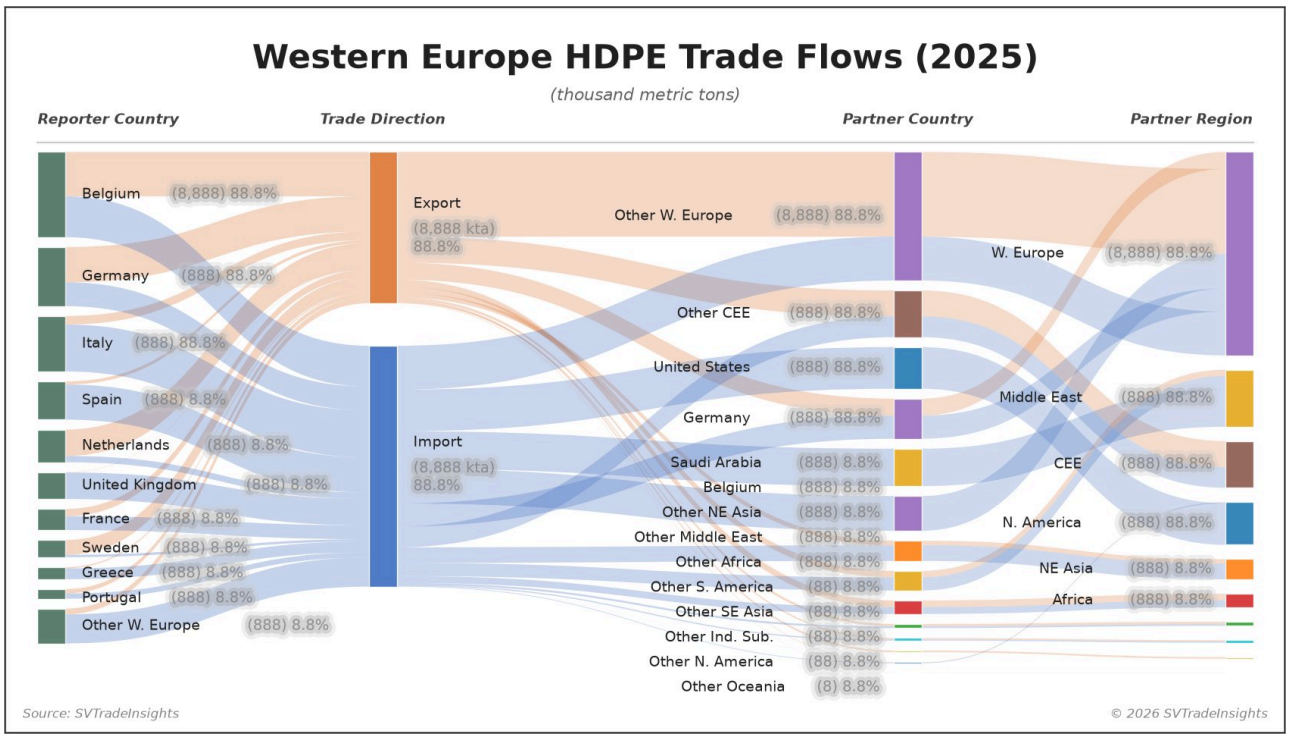


Figure 2-20: Western Europe HDPE Trade Flow, 2025

2.4.3 Transaction Price

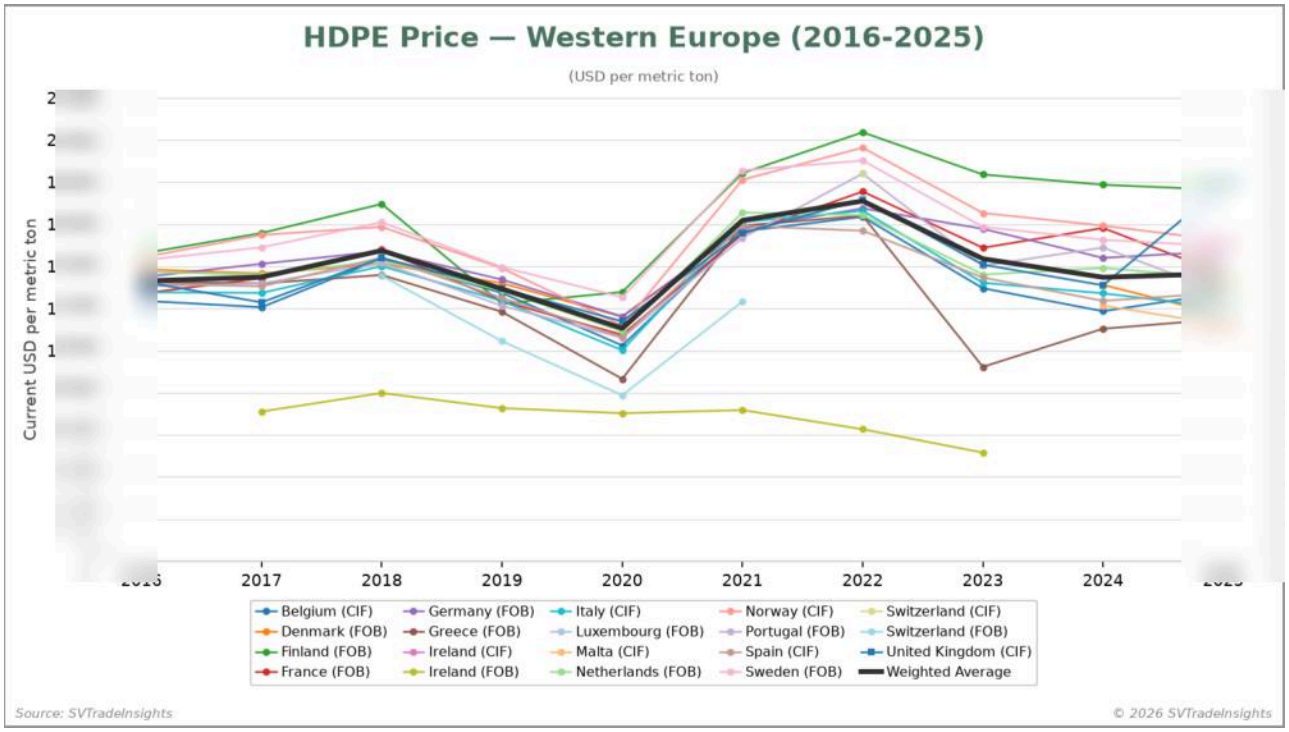


Figure 2-21: Western Europe HDPE Transaction Prices, 2016–2025

2.4.4 Means of Transportation

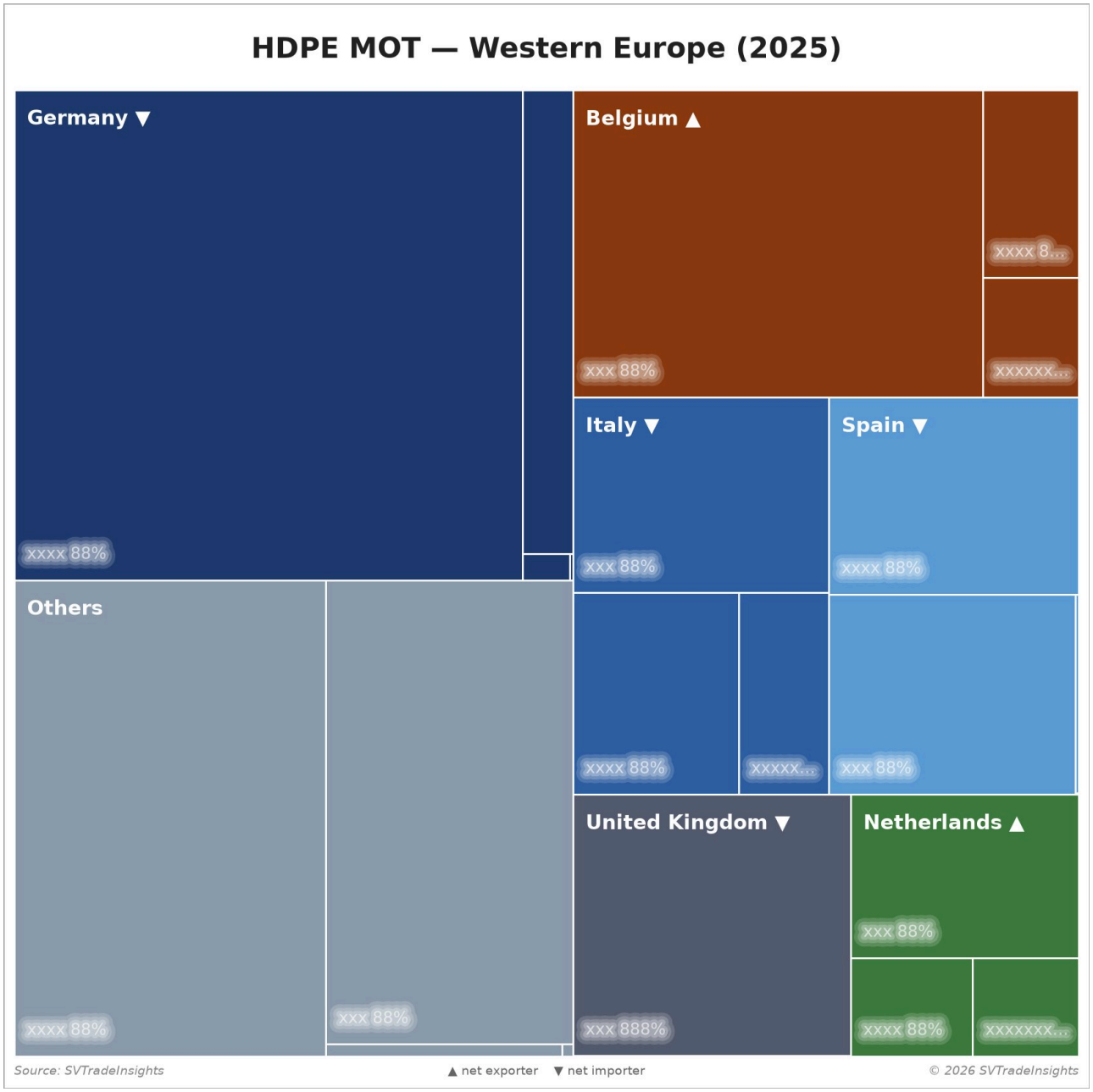


Figure 2-22: Western Europe HDPE Means of Transportation, 2025

2.4.5 Transportation Cost



Figure 2-23: Western Europe HDPE Transportation Cost, 2021–2025 Five-Year Weighted Averages

2.4.6 Tariff

2.5 Central & Eastern Europe

2.5.1 Trade Balance

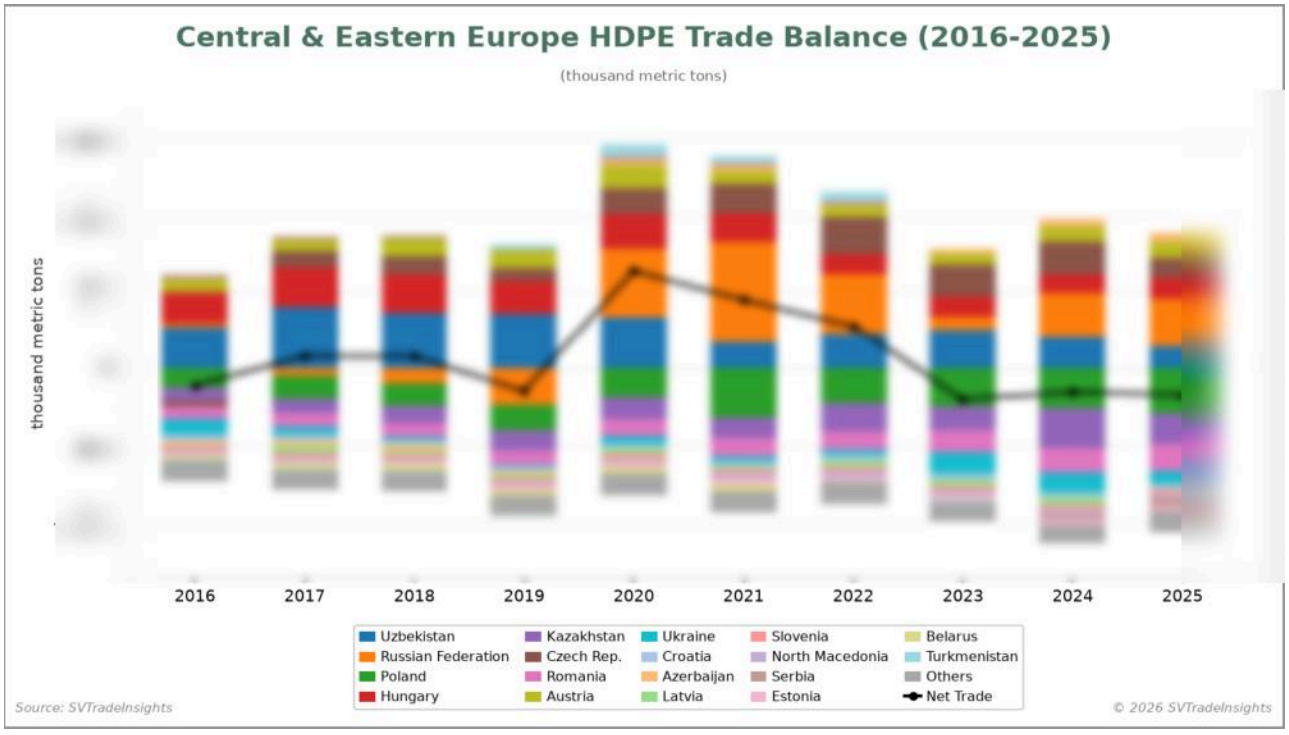


Figure 2-24: Central & Eastern Europe HDPE Trade Balance, 2016–2025

2.5.2 Trade Flow

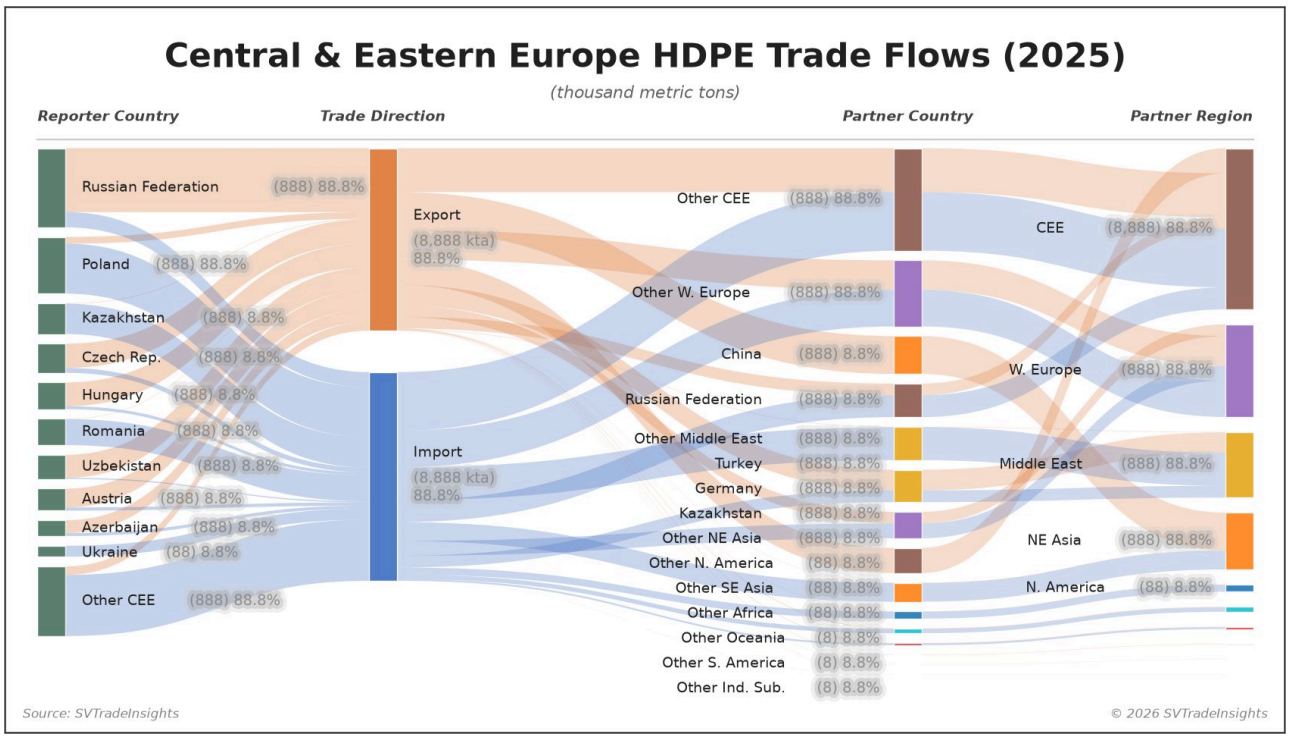


Figure 2-25: Central & Eastern Europe HDPE Trade Flow, 2025

2.5.3 Transaction Price

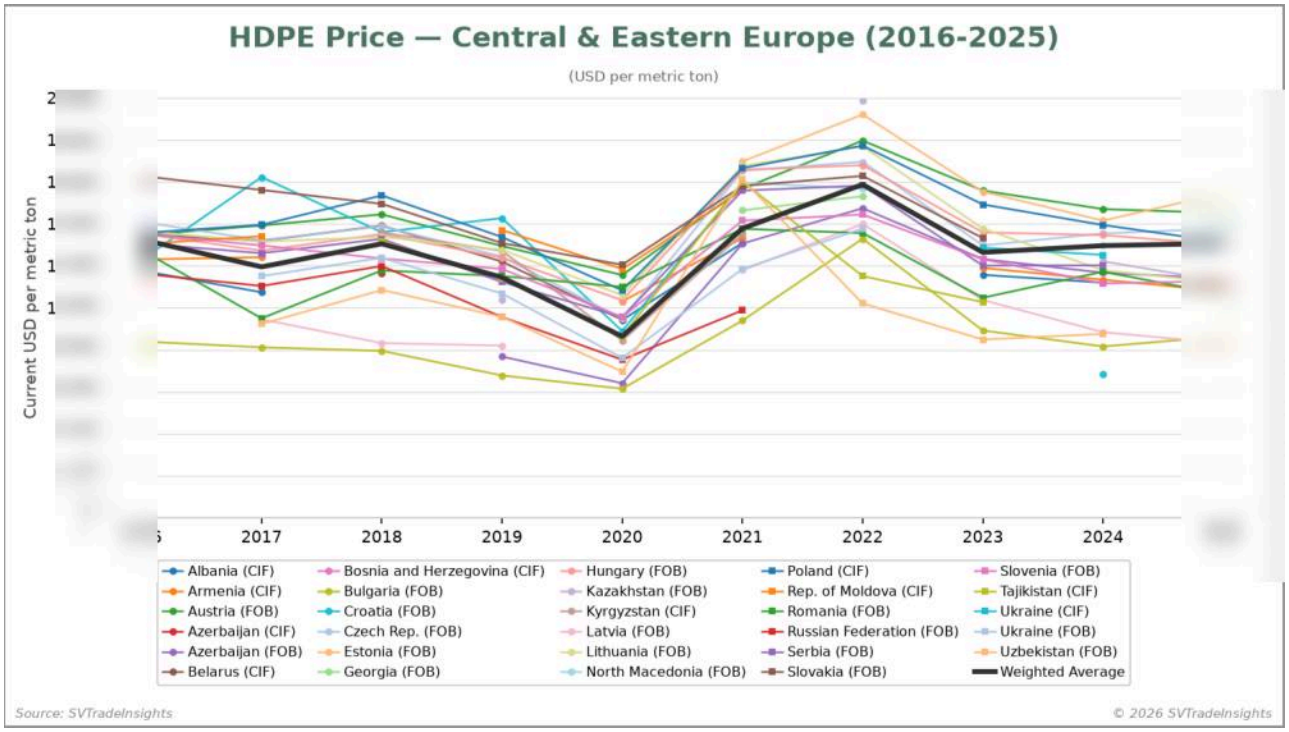


Figure 2-26: Central & Eastern Europe HDPE Transaction Prices, 2016–2025

2.5.4 Means of Transportation

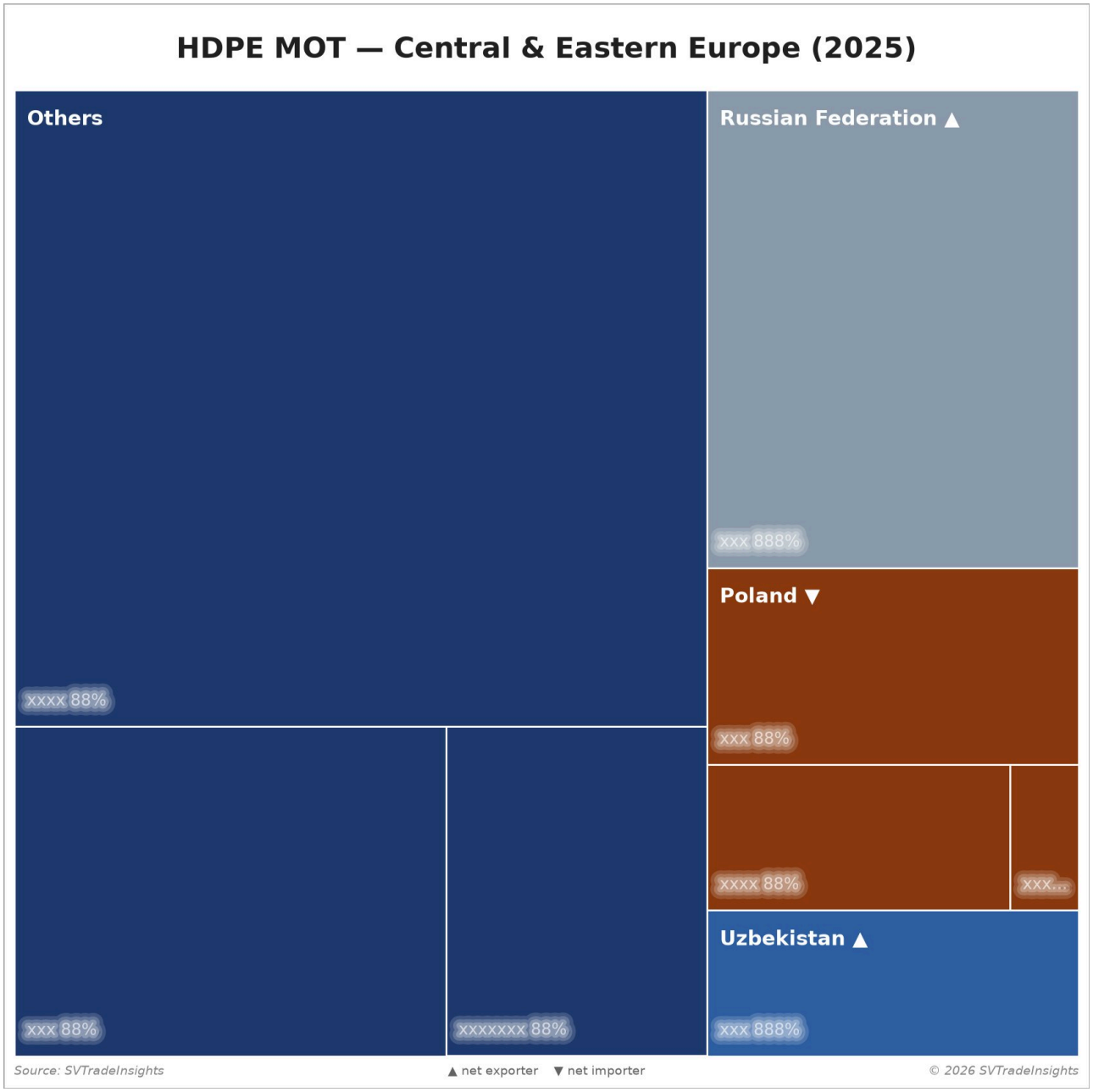


Figure 2-27: Central & Eastern Europe HDPE Means of Transportation, 2025

2.5.5 Transportation Cost



Figure 2-28: Central & Eastern Europe HDPE Transportation Cost, 2021–2025 Five-Year Weighted Averages

2.5.6 Tariff

2.6 Middle East

2.6.1 Trade Balance

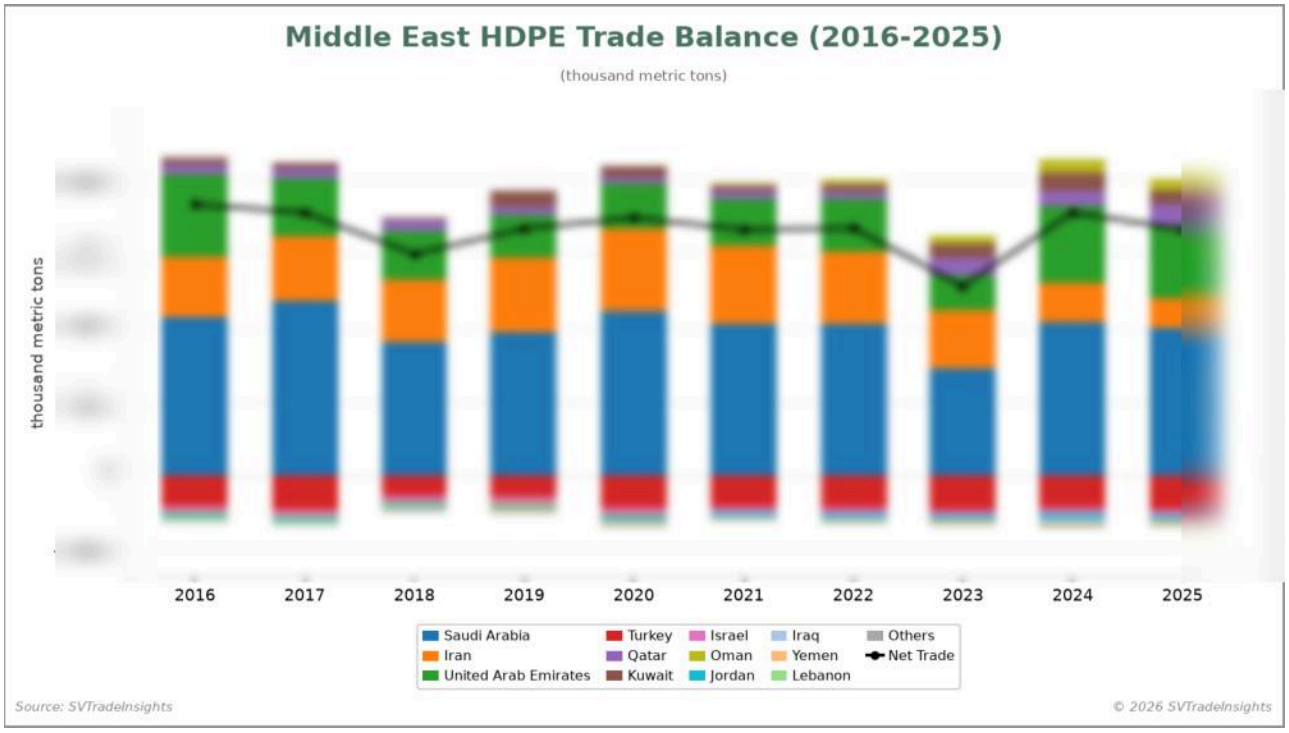


Figure 2-29: Middle East HDPE Trade Balance, 2016–2025

2.6.2 Trade Flow

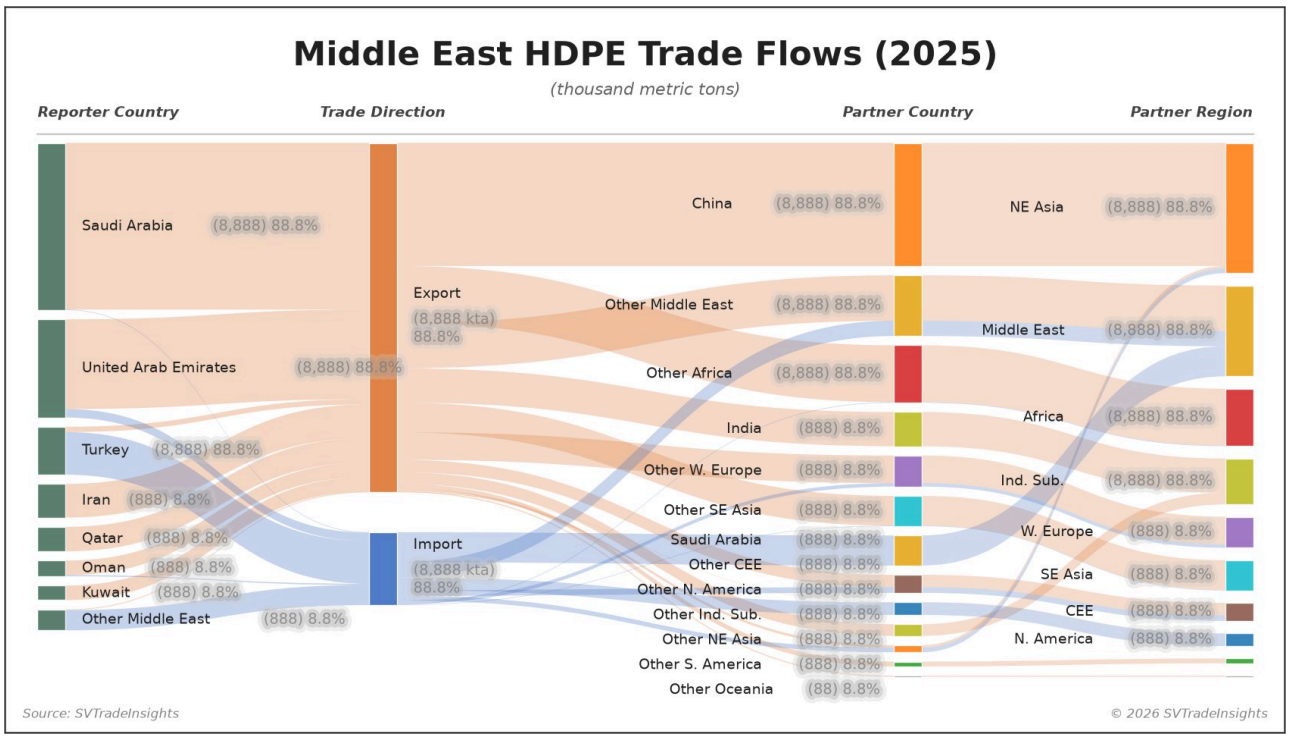


Figure 2-30: Middle East HDPE Trade Flow, 2025

2.6.3 Transaction Price

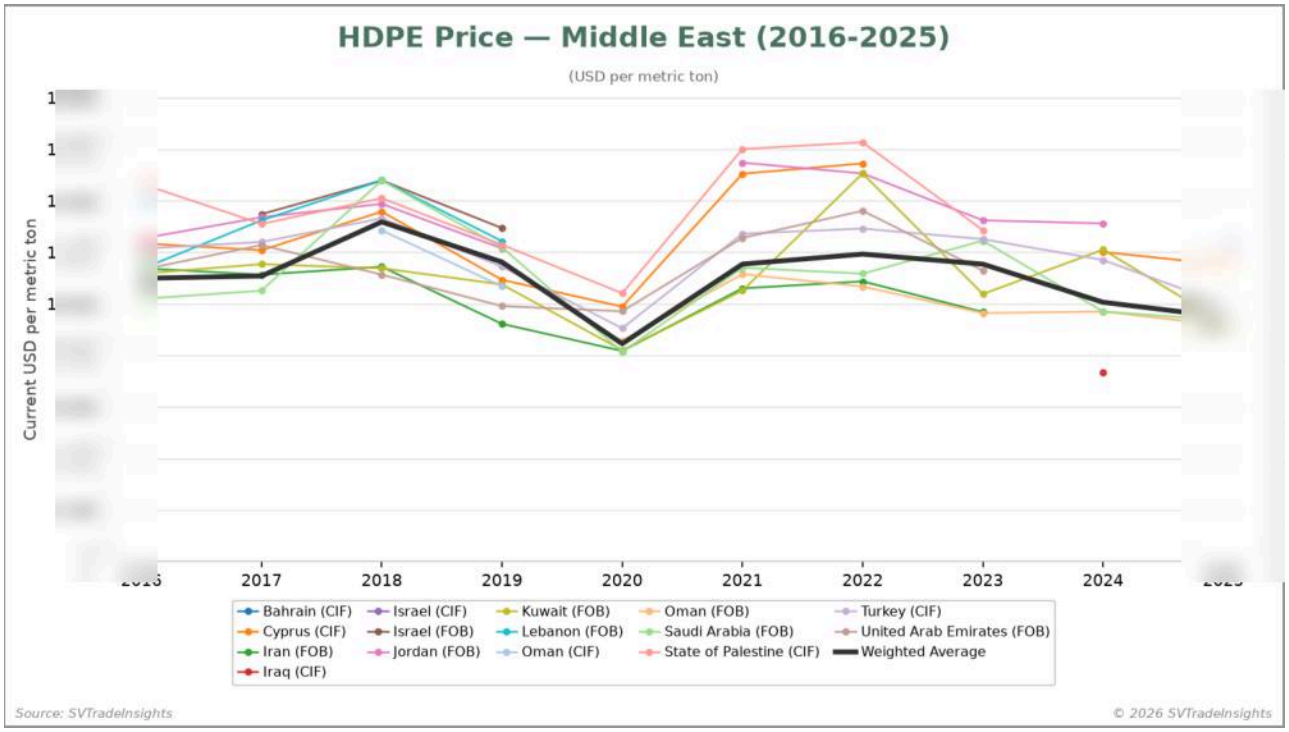


Figure 2-31: Middle East HDPE Transaction Prices, 2016–2025

2.6.4 Means of Transportation

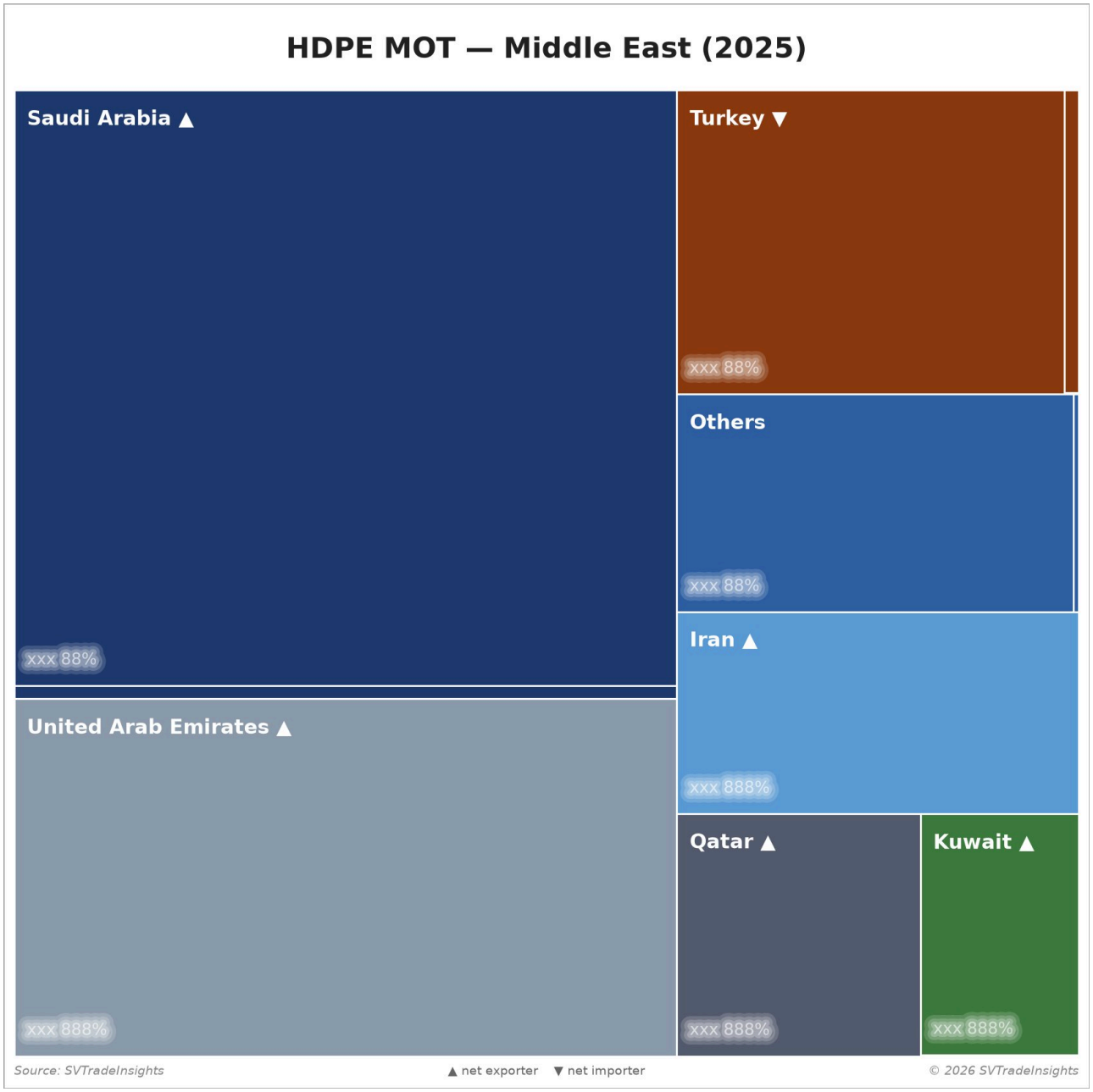


Figure 2-32: Middle East HDPE Means of Transportation, 2025

2.6.5 Transportation Cost

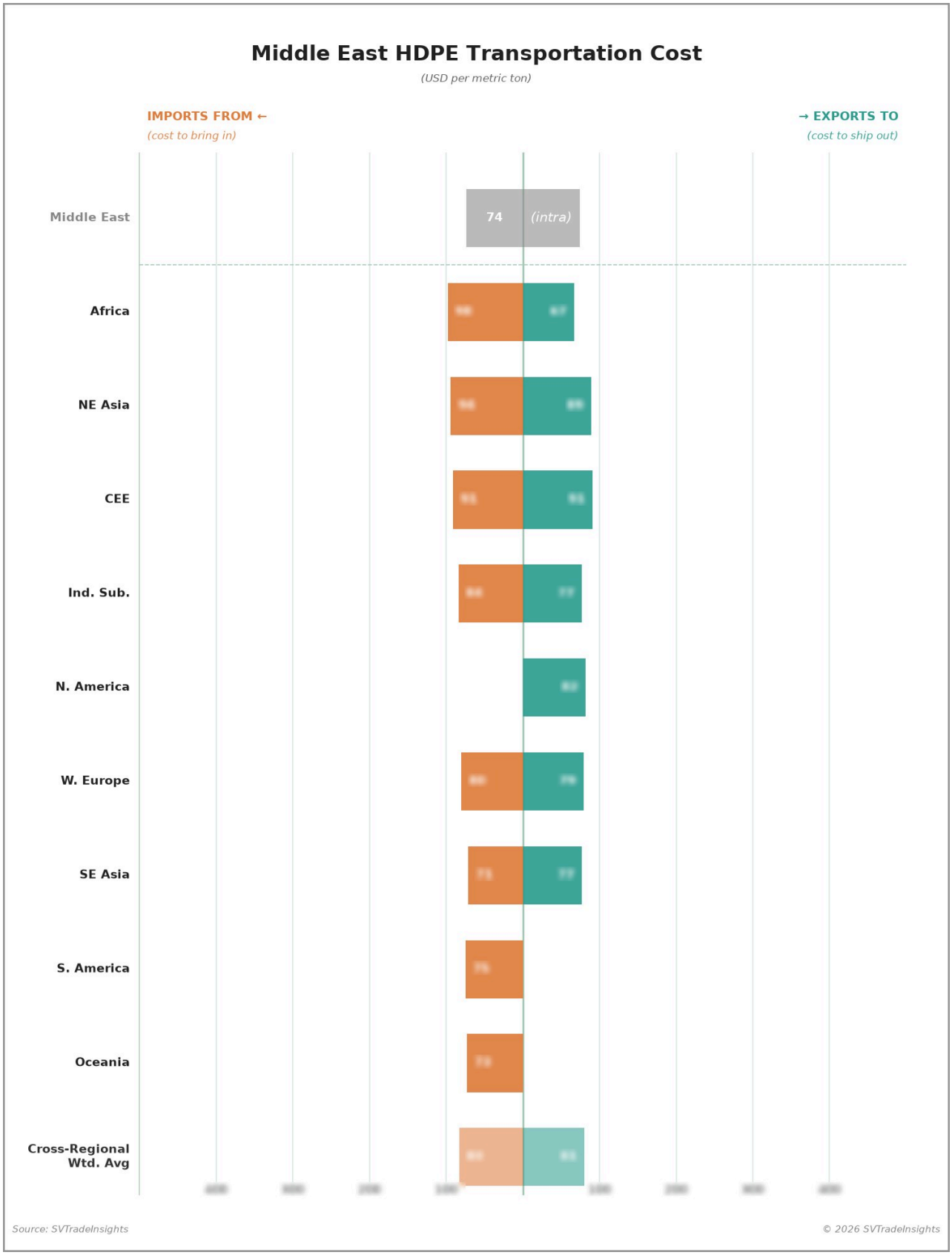


Figure 2-33: Middle East HDPE Transportation Cost, 2021–2025 Five-Year Weighted Averages

2.6.6 Tariff

2.7 Africa

2.7.1 Trade Balance

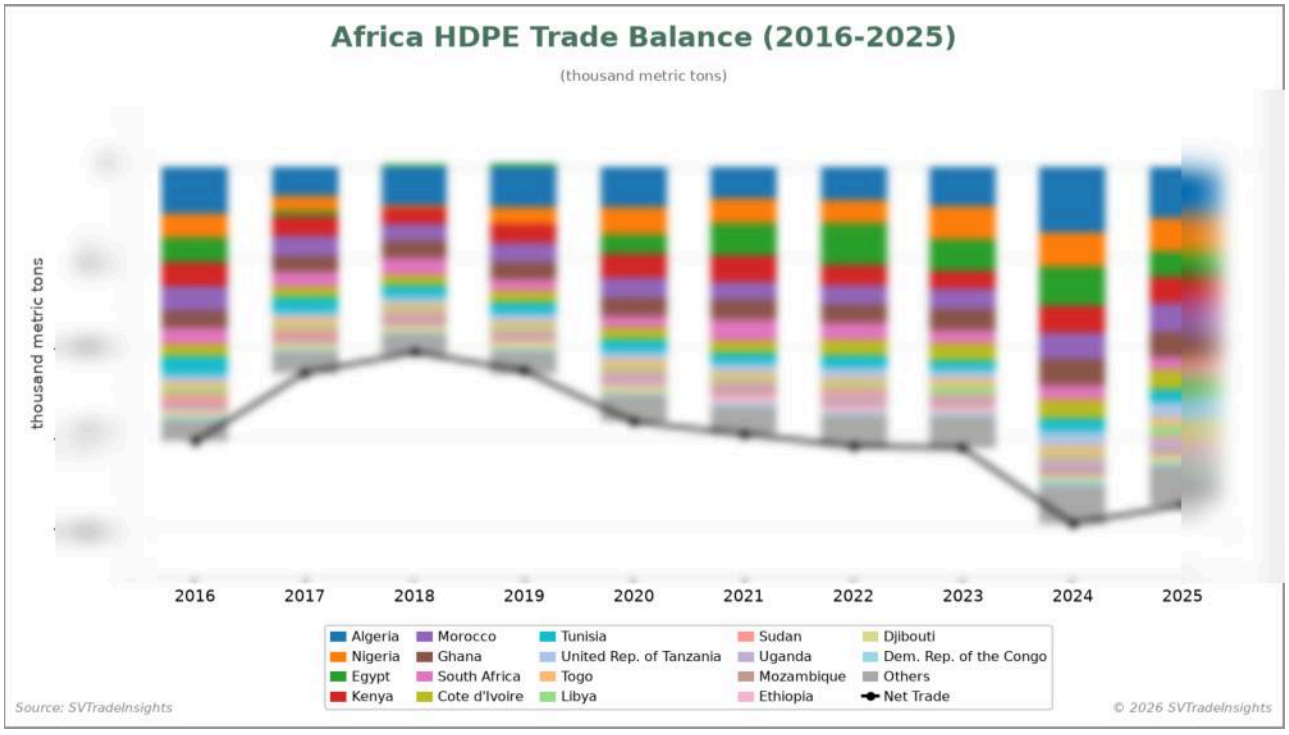


Figure 2-34: Africa HDPE Trade Balance, 2016–2025

2.7.2 Trade Flow

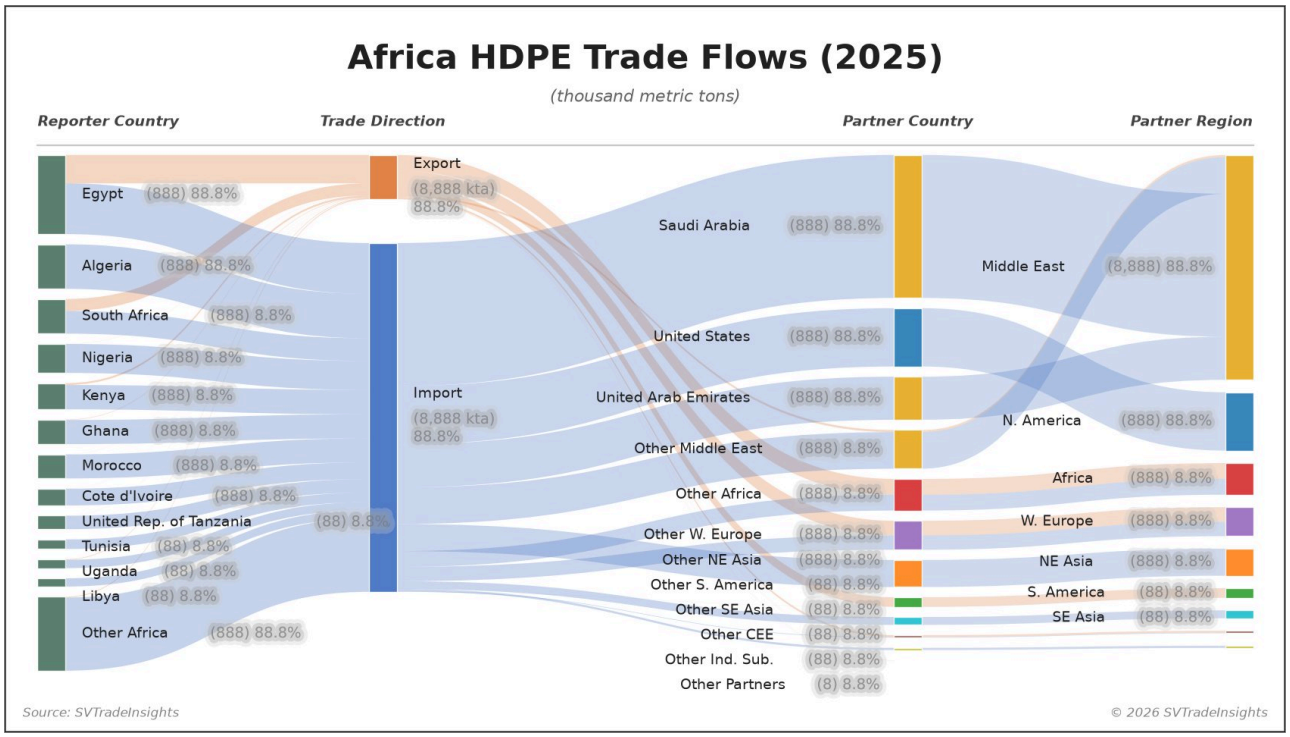


Figure 2-35: Africa HDPE Trade Flow, 2025

2.7.3 Transaction Price

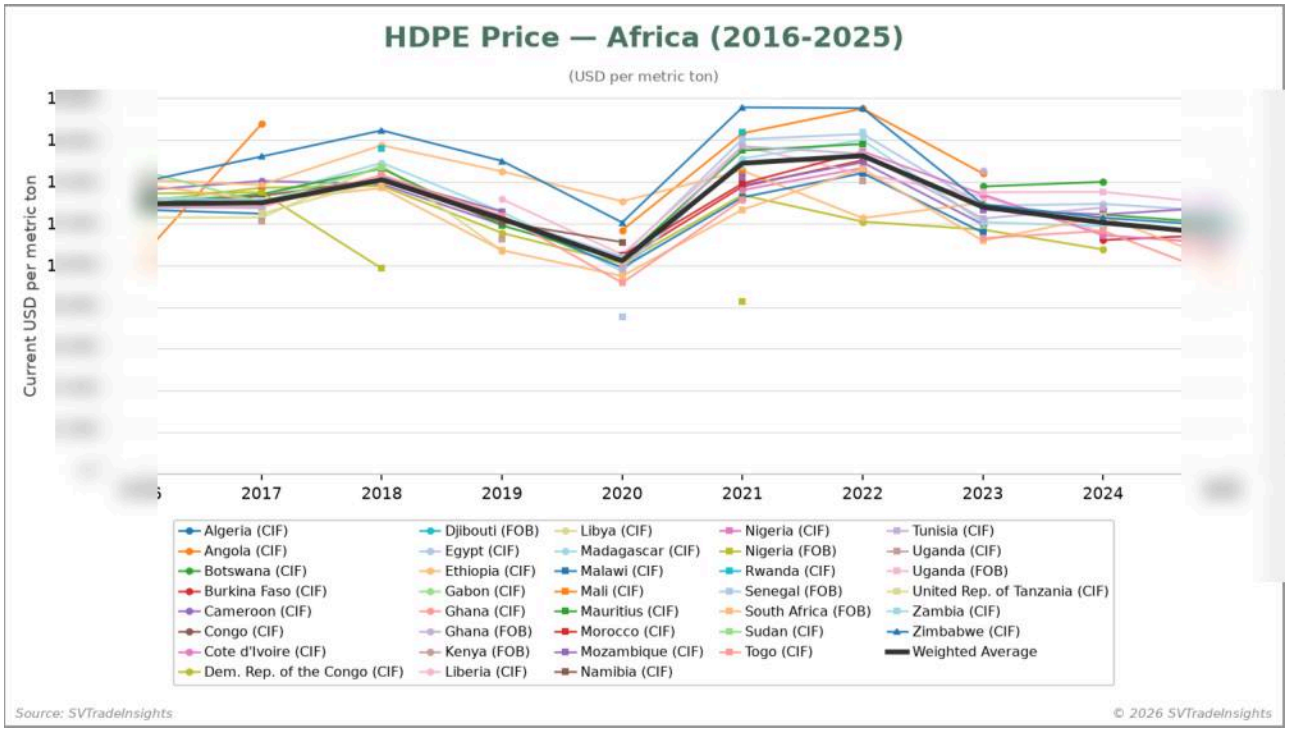


Figure 2-36: Africa HDPE Transaction Prices, 2016–2025

2.7.4 Means of Transportation

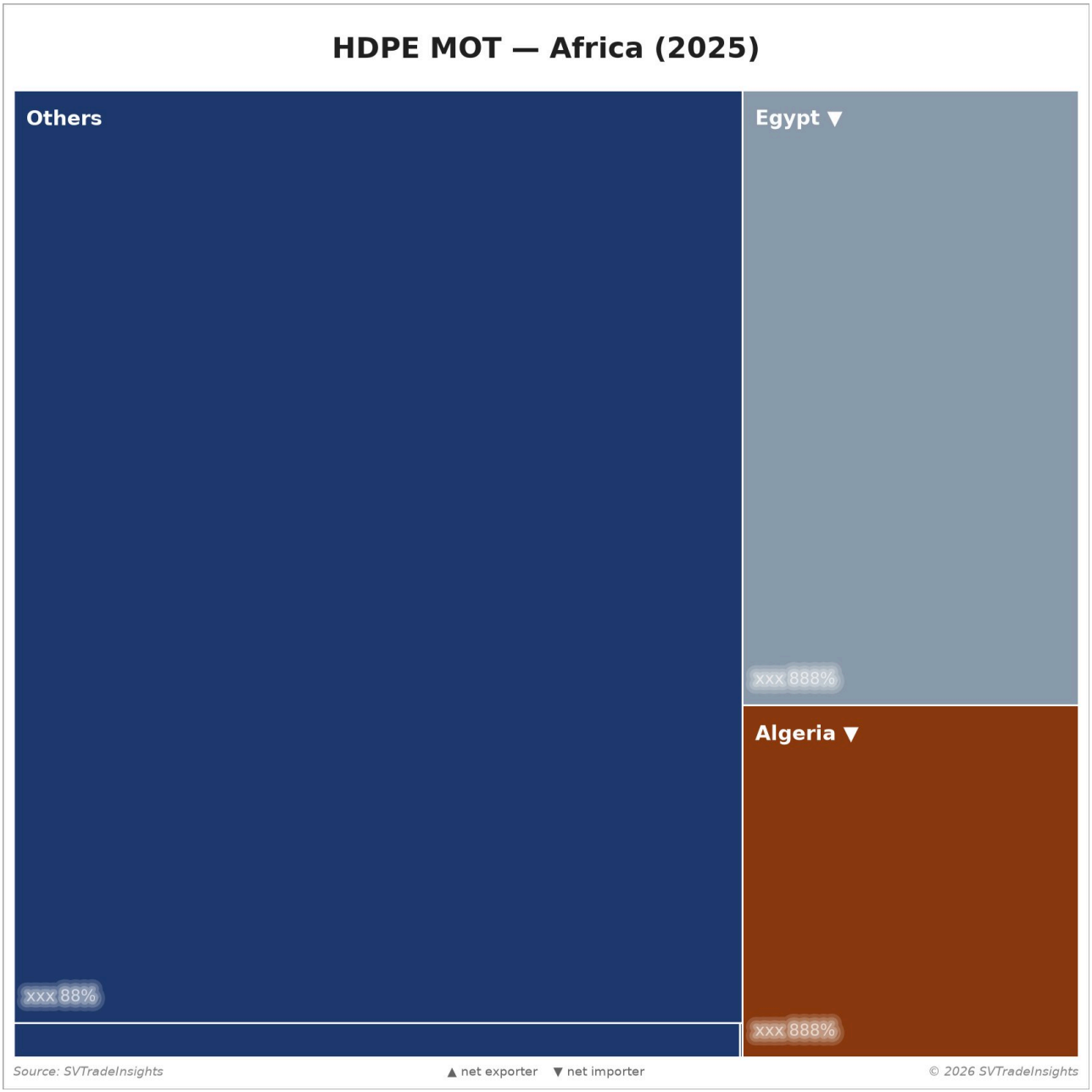


Figure 2-37: Africa HDPE Means of Transportation, 2025

2.7.5 Transportation Cost

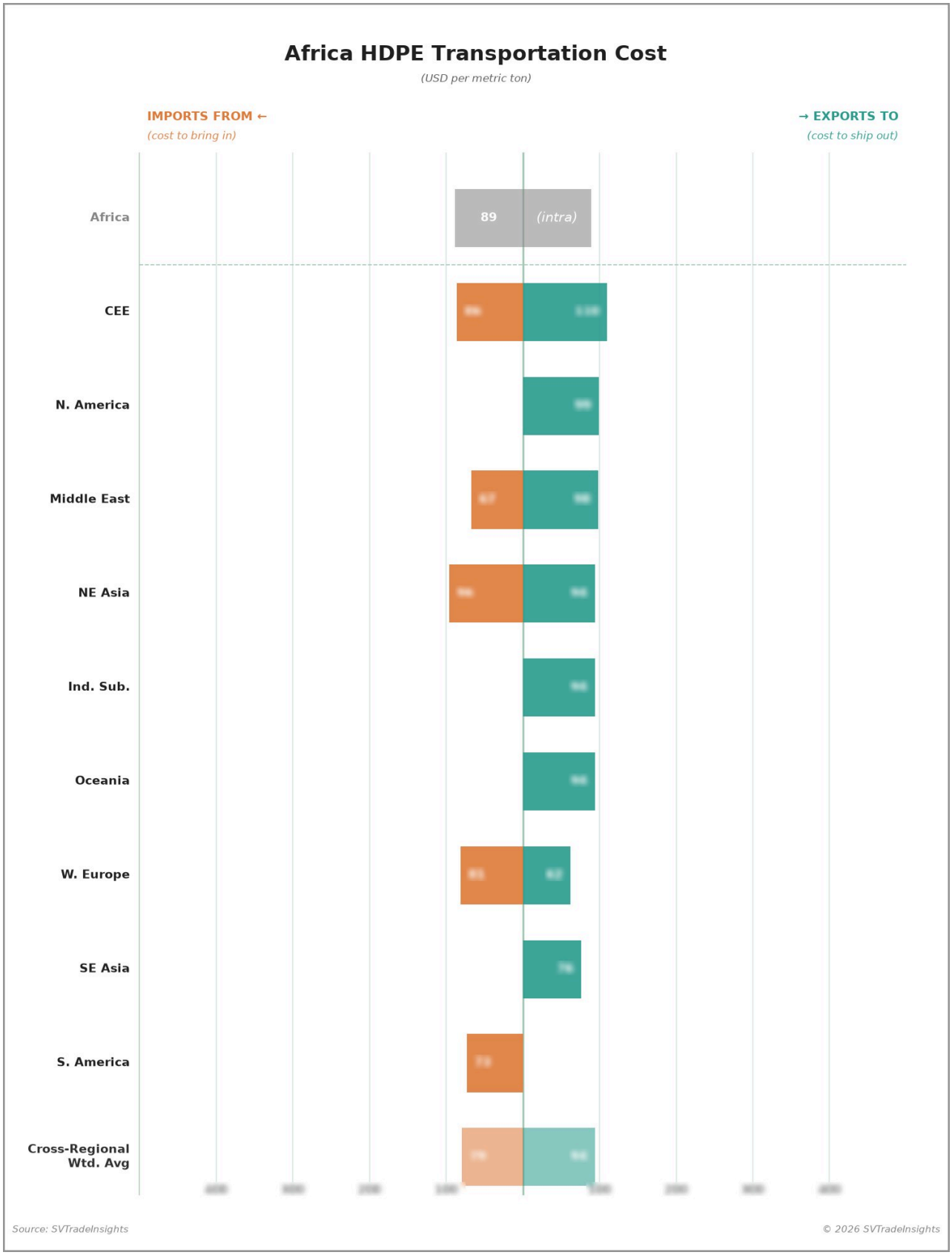


Figure 2-38: Africa HDPE Transportation Cost, 2021–2025 Five-Year Weighted Averages

2.7.6 Tariff

2.8 Northeast Asia

2.8.1 Trade Balance

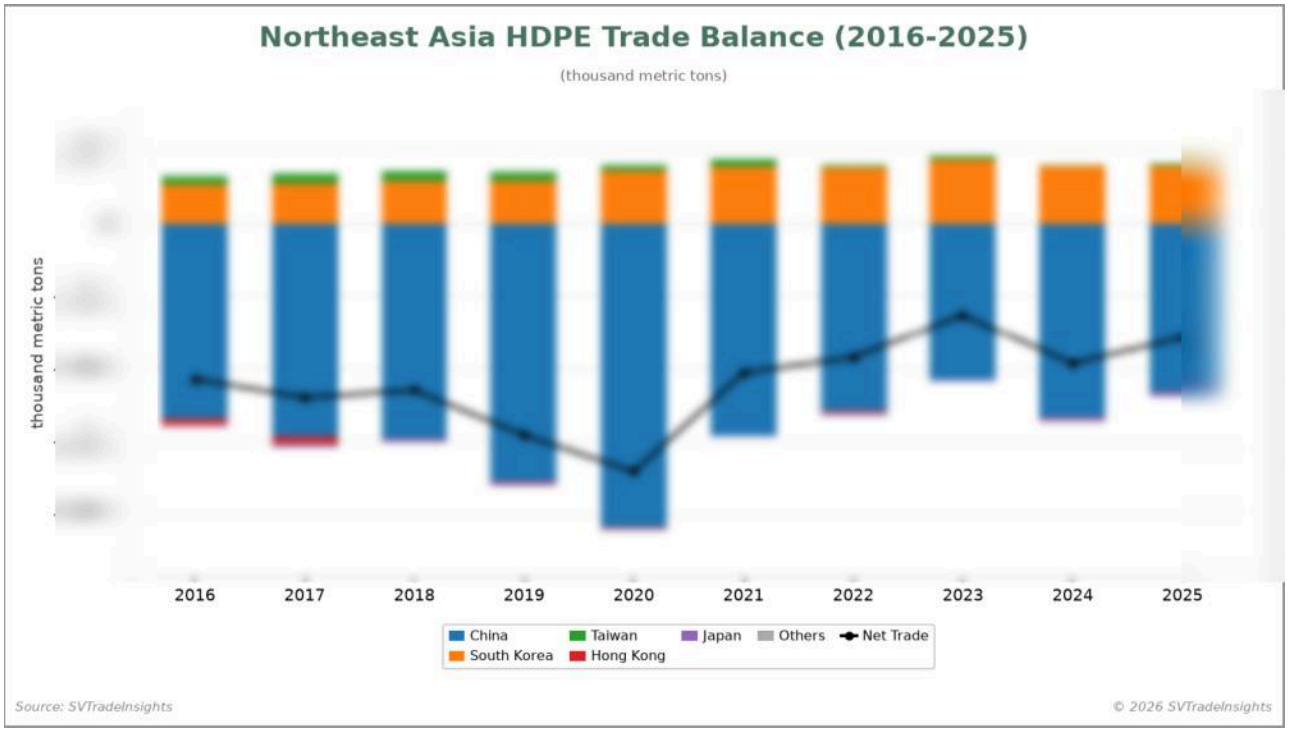


Figure 2-39: Northeast Asia HDPE Trade Balance, 2016–2025

2.8.2 Trade Flow

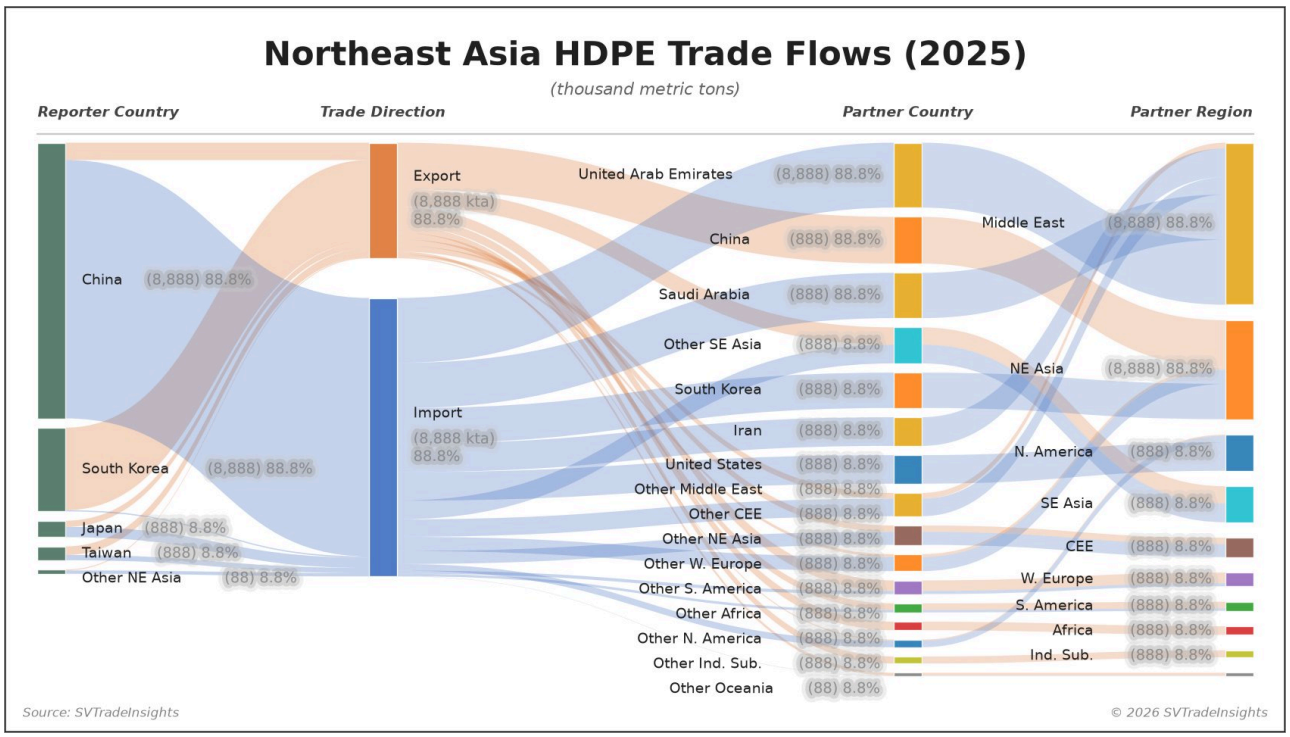


Figure 2-40: Northeast Asia HDPE Trade Flow, 2025

2.8.3 Transaction Price

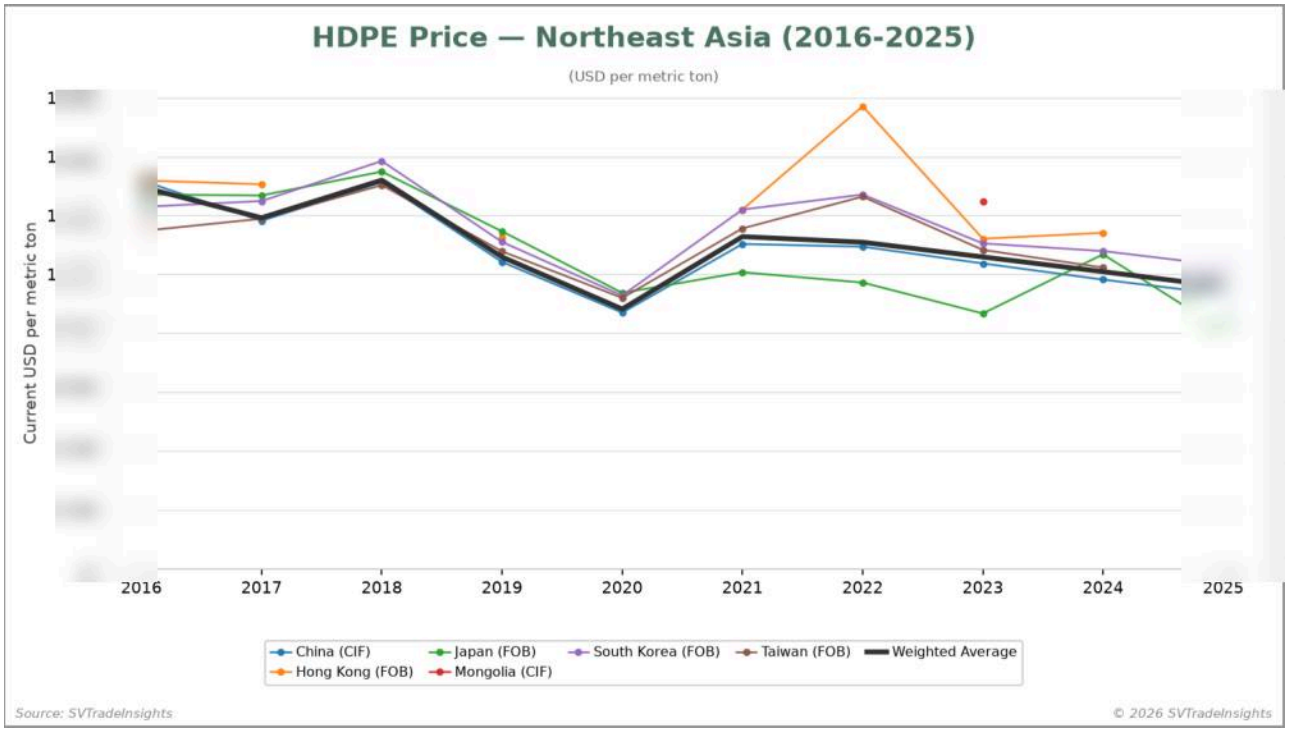


Figure 2-41: Northeast Asia HDPE Transaction Prices, 2016–2025

2.8.4 Means of Transportation

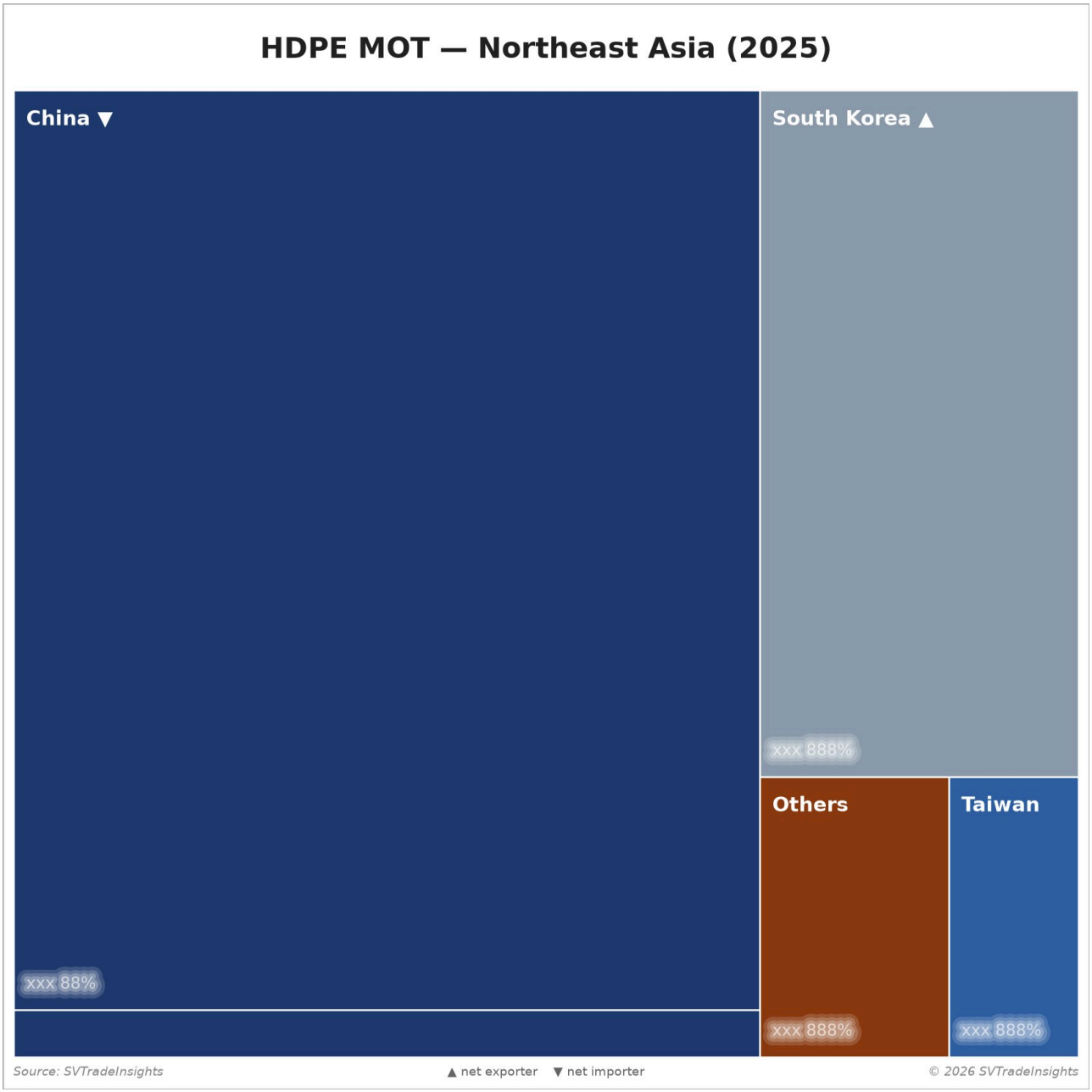


Figure 2-42: Northeast Asia HDPE Means of Transportation, 2025

2.8.5 Transportation Cost

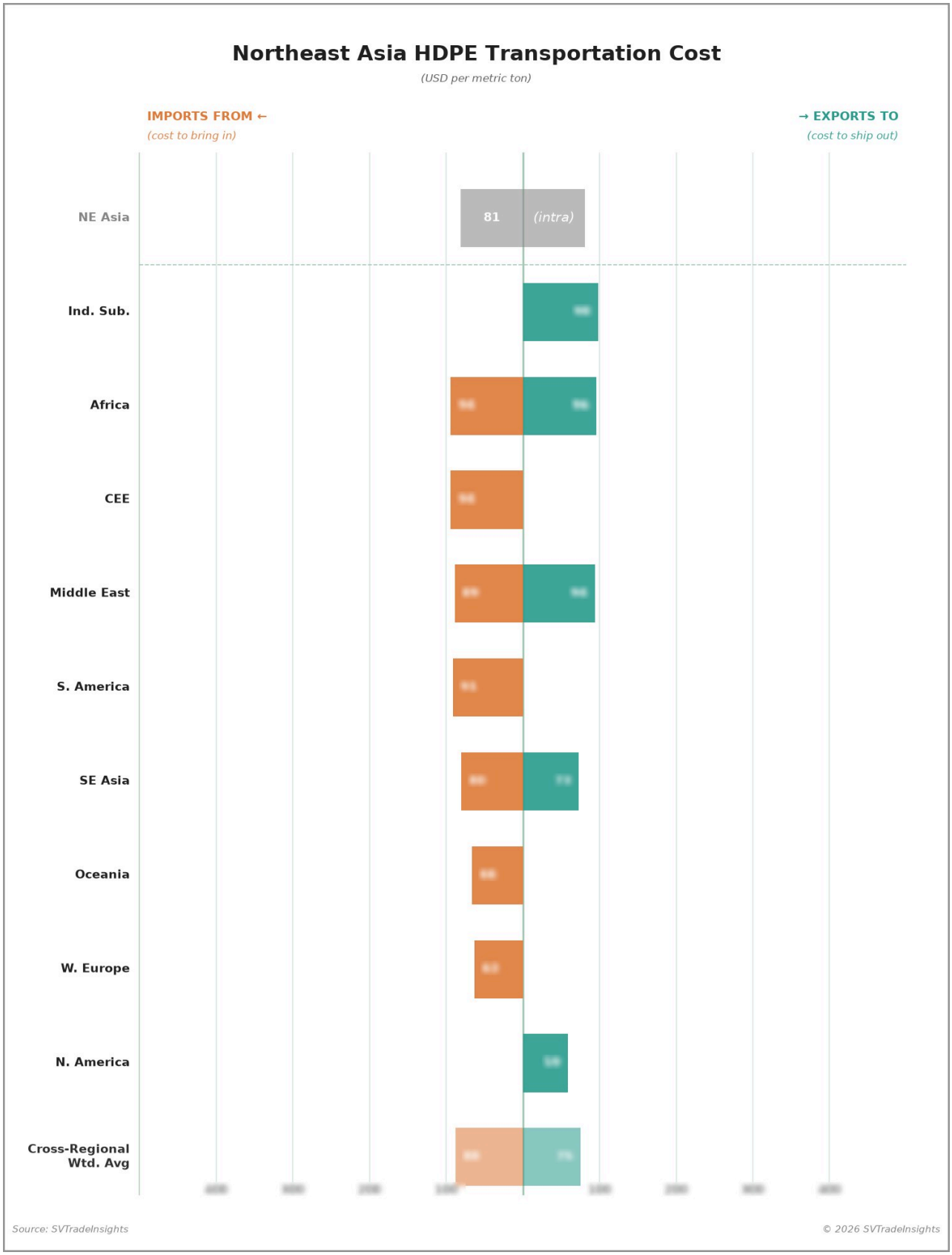


Figure 2-43: Northeast Asia HDPE Transportation Cost, 2021–2025 Five-Year Weighted Averages

2.8.6 Tariff

2.9 Southeast Asia

2.9.1 Trade Balance

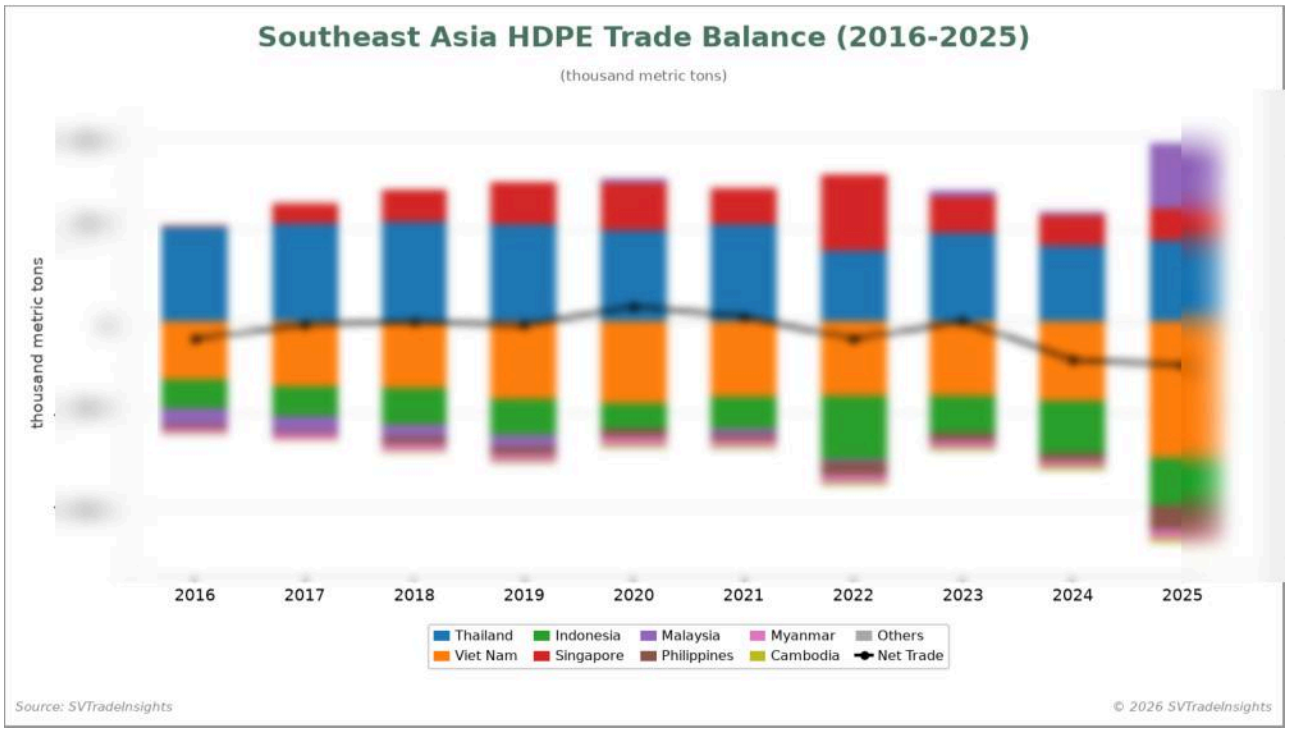


Figure 2-44: Southeast Asia HDPE Trade Balance, 2016–2025

2.9.2 Trade Flow

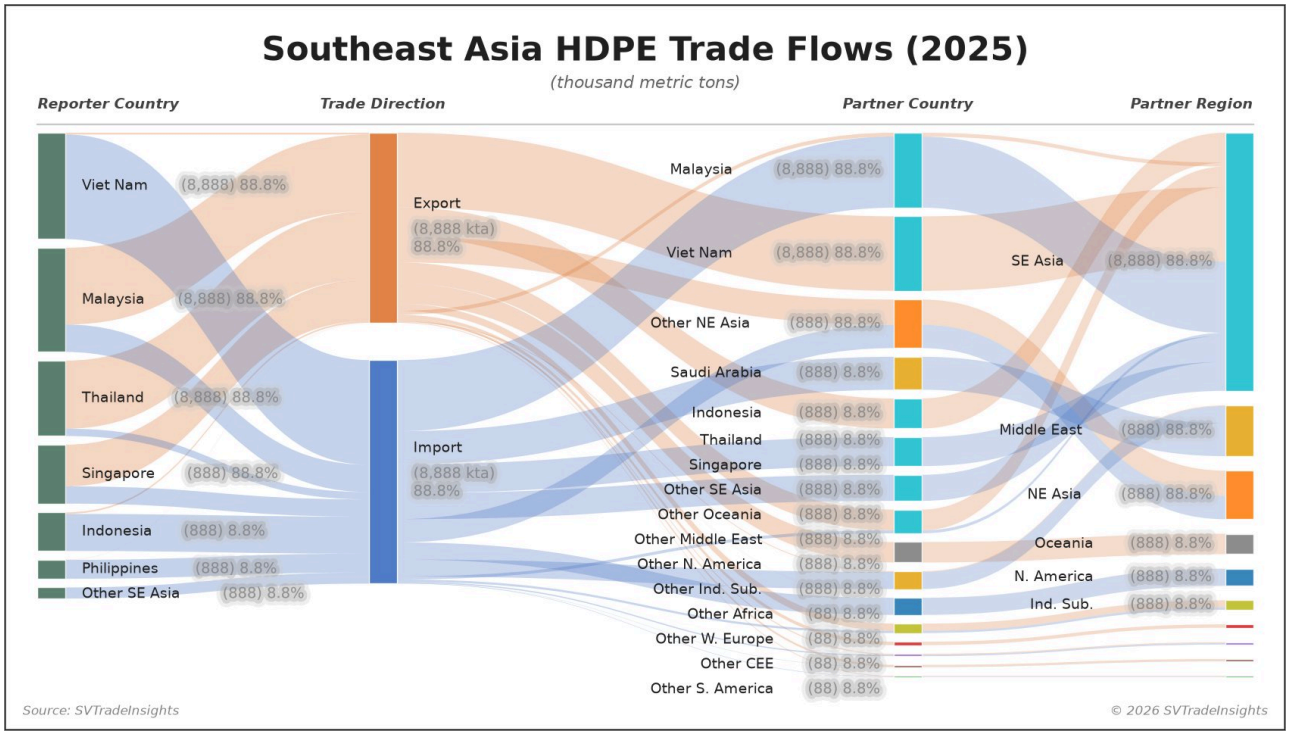


Figure 2-45: Southeast Asia HDPE Trade Flow, 2025

2.9.3 Transaction Price

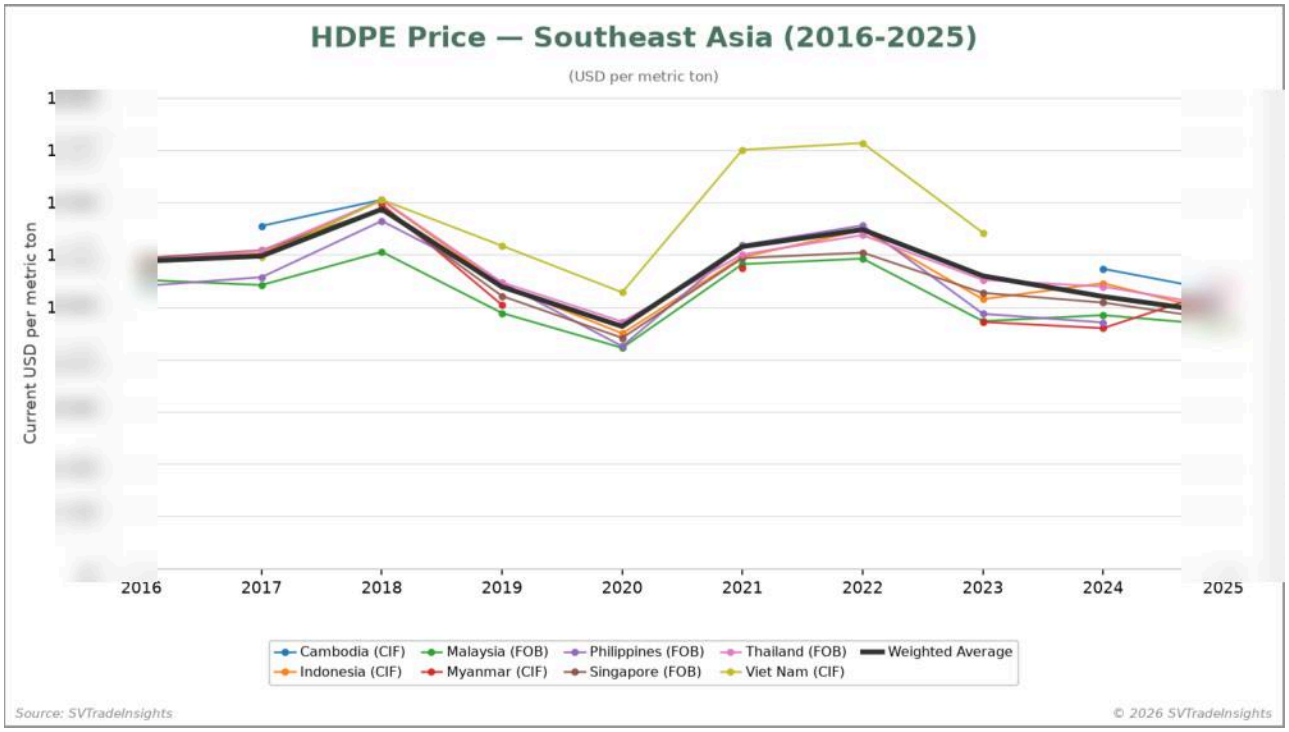


Figure 2-46: Southeast Asia HDPE Transaction Prices, 2016–2025

2.9.4 Means of Transportation

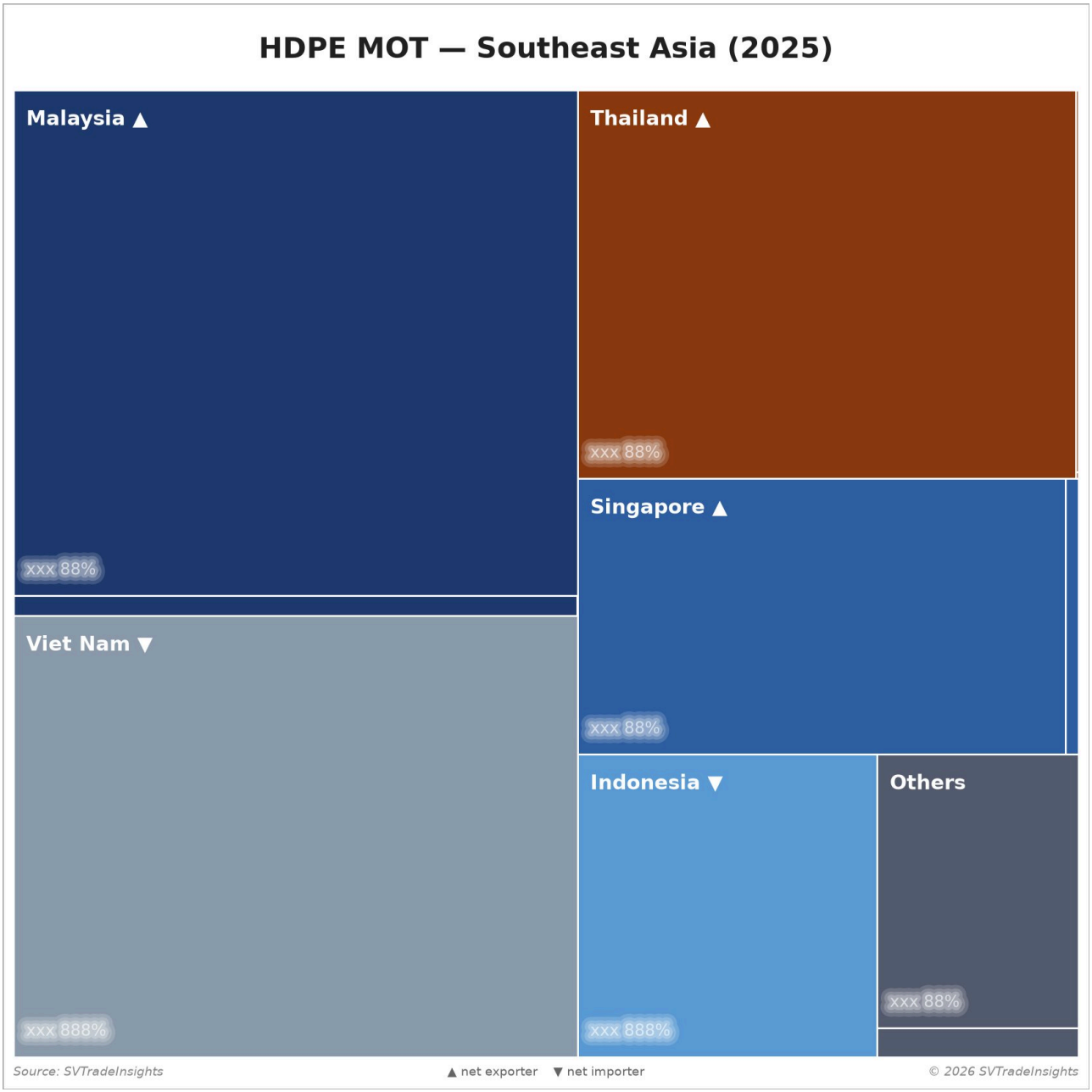


Figure 2-47: Southeast Asia HDPE Means of Transportation, 2025

2.9.5 Transportation Cost



Figure 2-48: Southeast Asia HDPE Transportation Cost, 2021–2025 Five-Year Weighted Averages

2.9.6 Tariff

2.10 Indian Subcontinent

2.10.1 Trade Balance

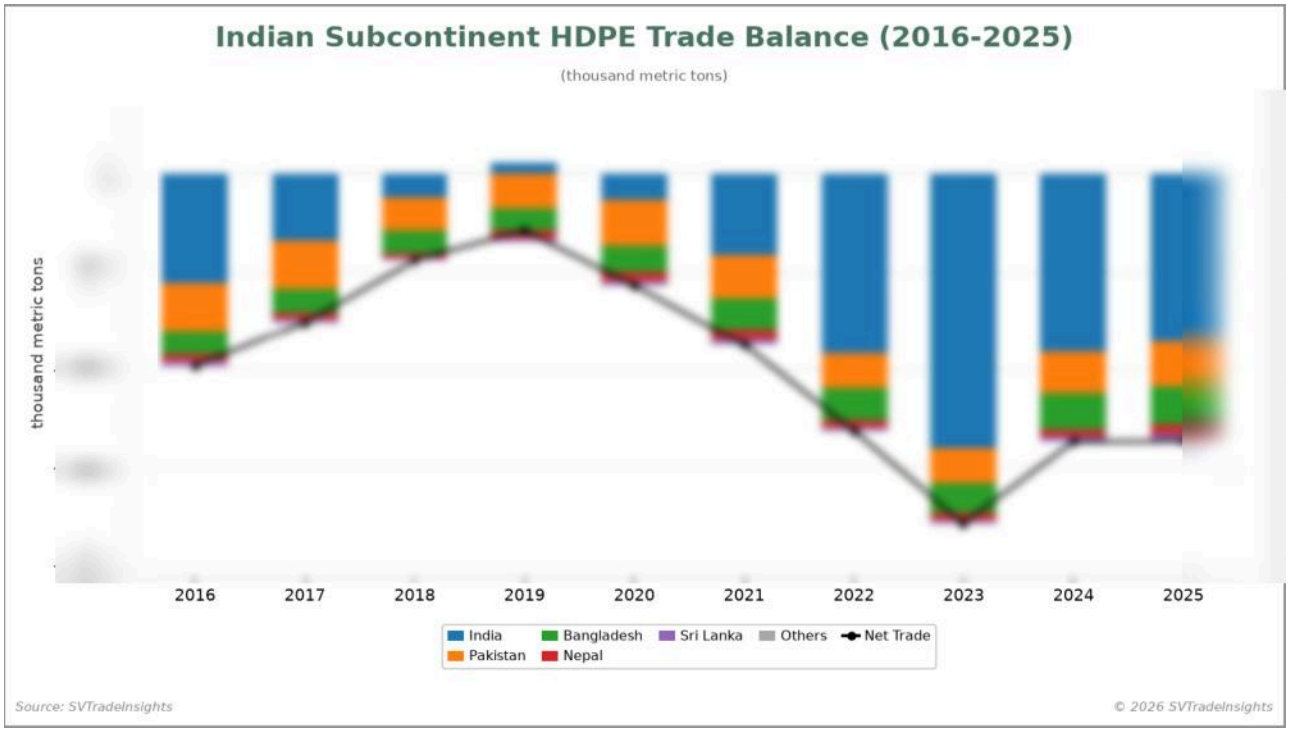


Figure 2-49: Indian Subcontinent HDPE Trade Balance, 2016–2025

2.10.2 Trade Flow

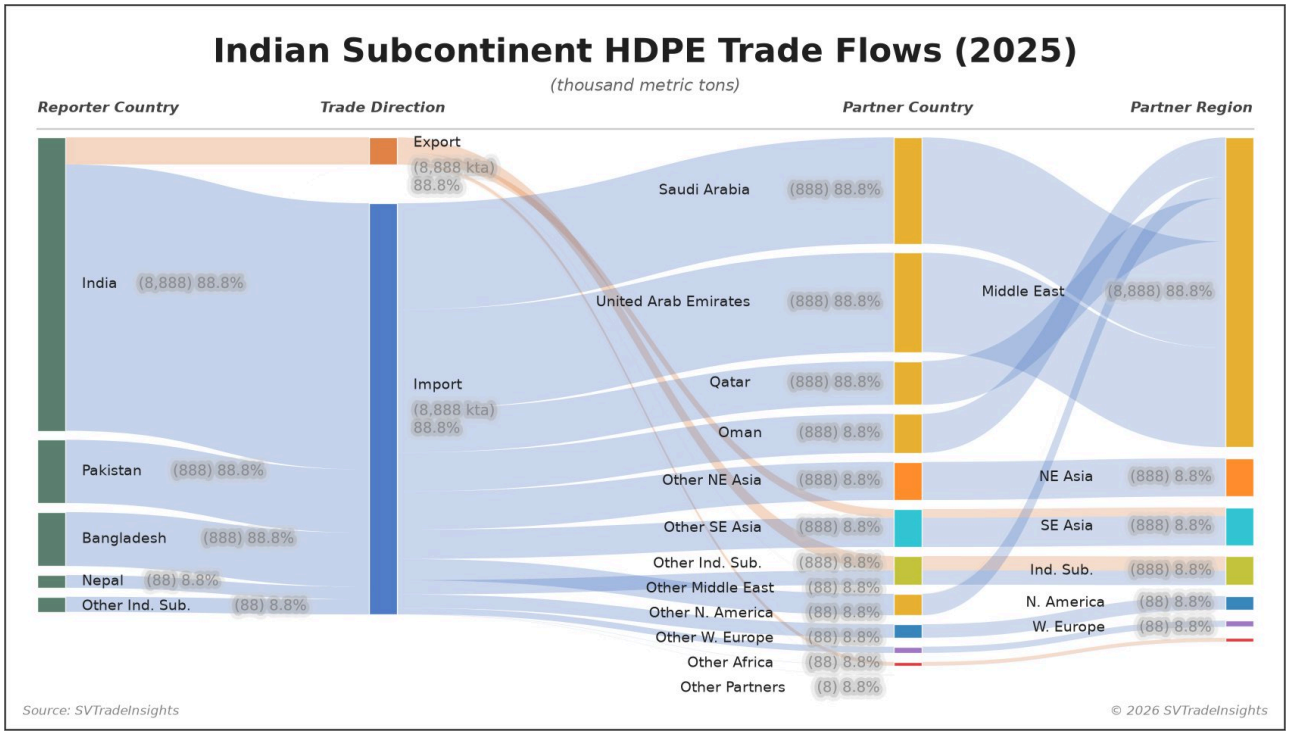


Figure 2-50: Indian Subcontinent HDPE Trade Flow, 2025

2.10.3 Transaction Price

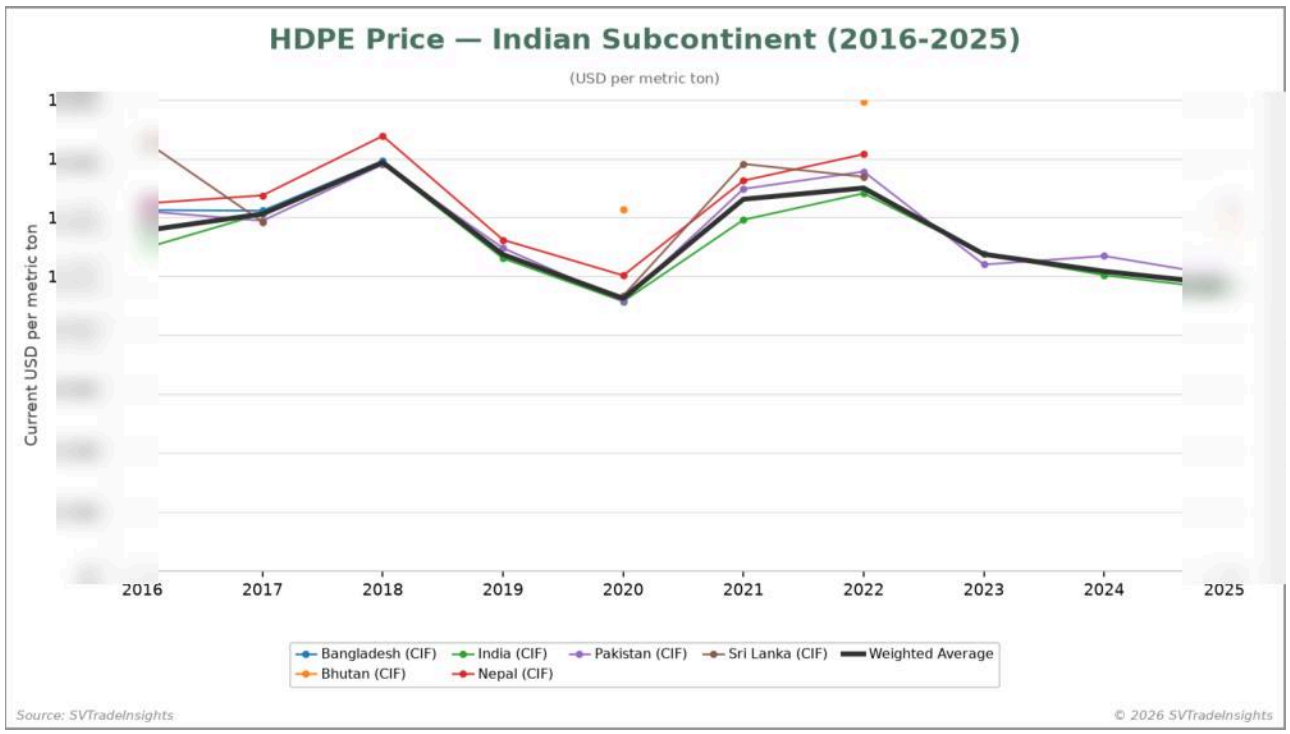


Figure 2-51: Indian Subcontinent HDPE Transaction Prices, 2016–2025

2.10.4 Means of Transportation

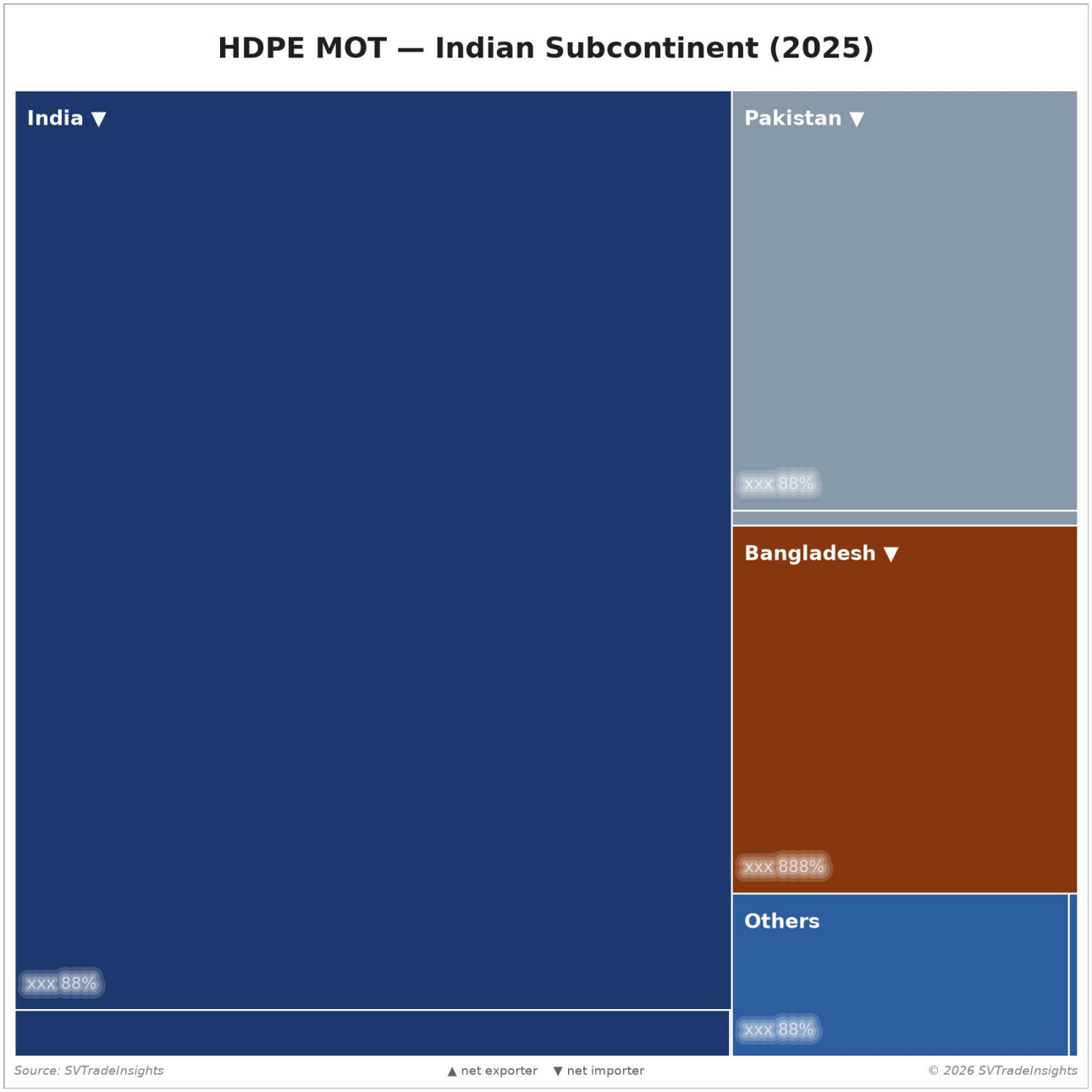


Figure 2-52: Indian Subcontinent HDPE Means of Transportation, 2025

2.10.5 Transportation Cost

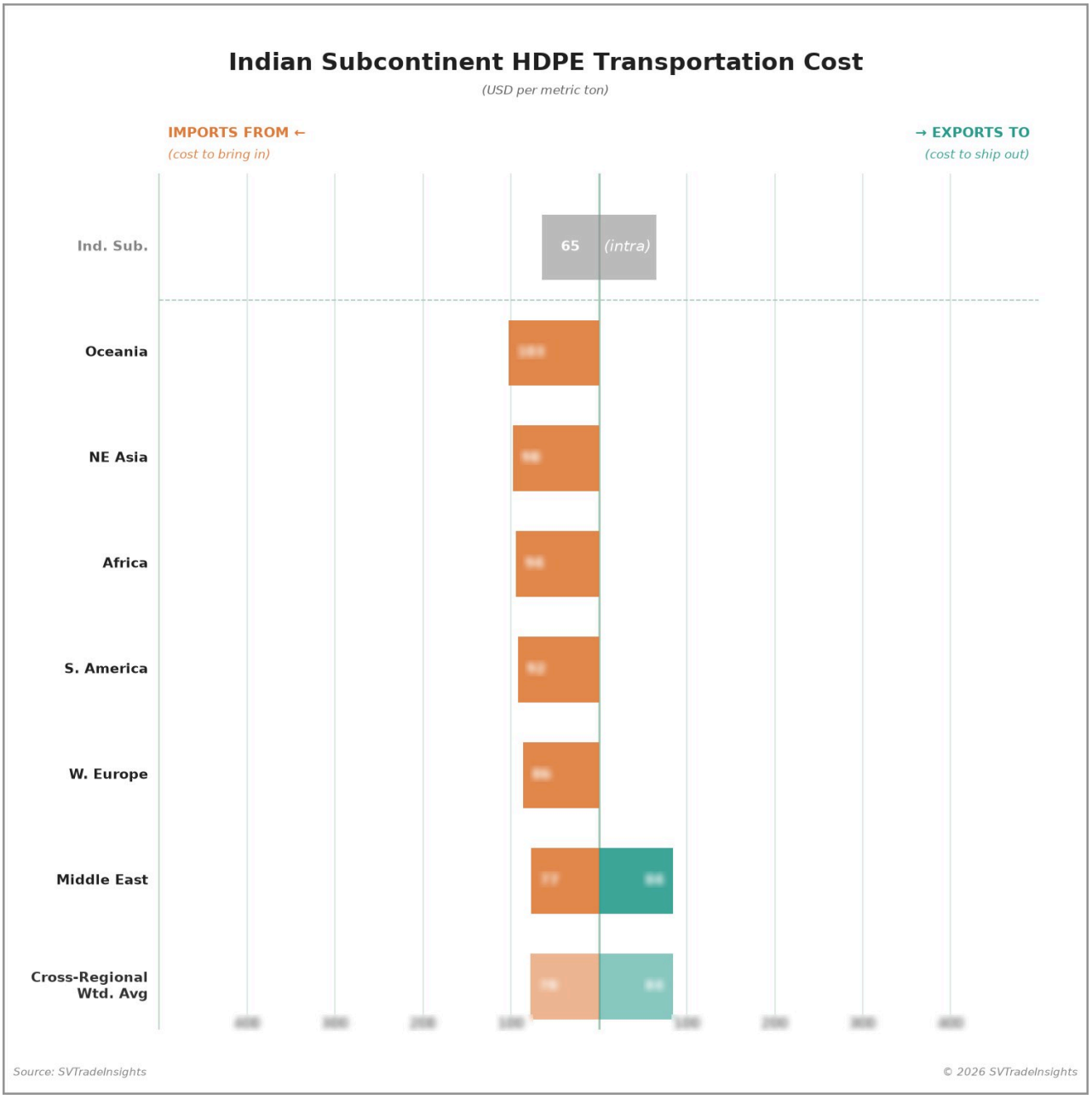


Figure 2-53: Indian Subcontinent HDPE Transportation Cost, 2021–2025 Five-Year Weighted Averages

2.10.6 Tariff

2.11 Oceania

2.11.1 Trade Balance

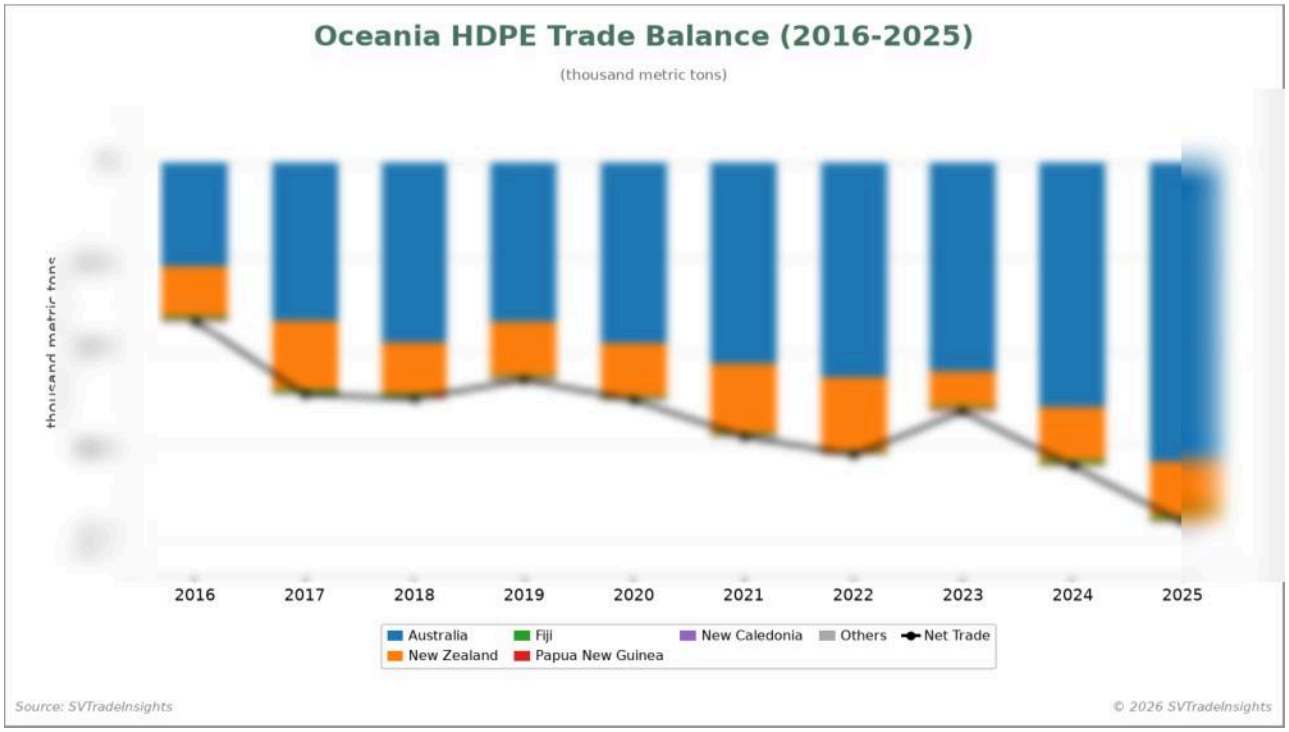


Figure 2-54: Oceania HDPE Trade Balance, 2016–2025

2.11.2 Trade Flow

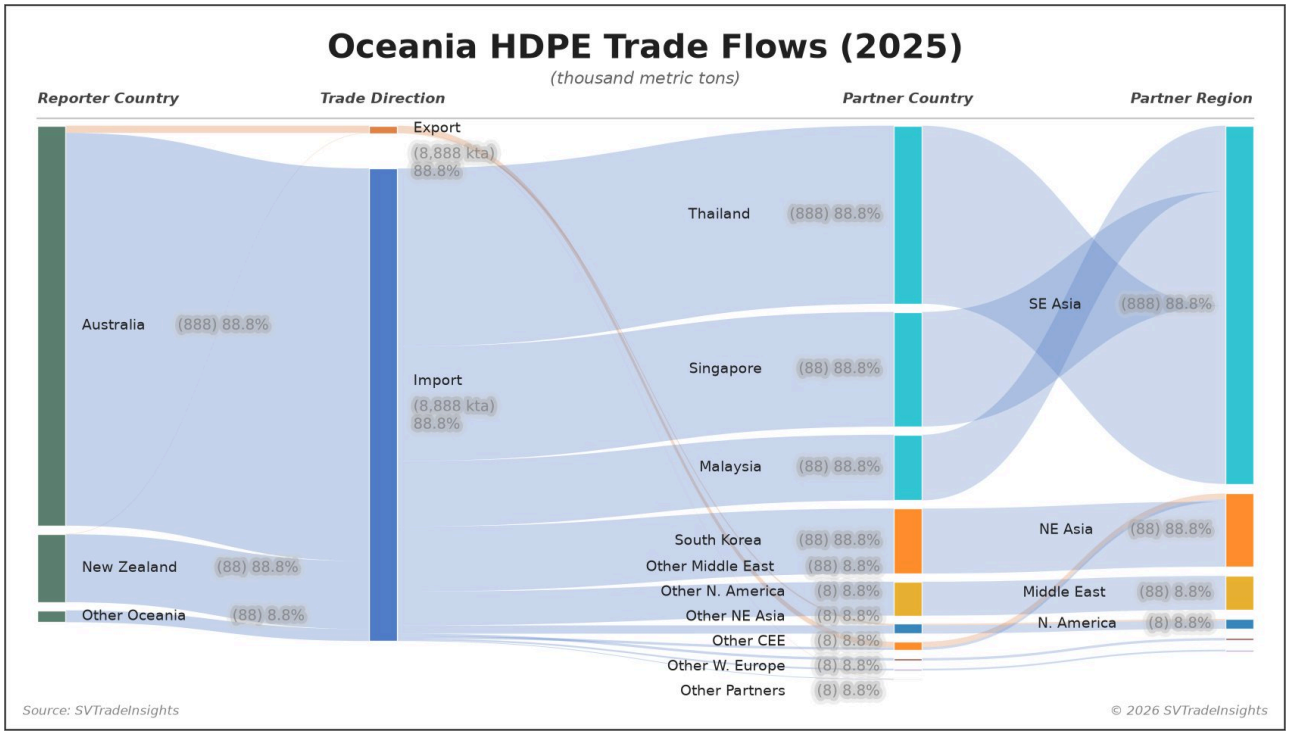


Figure 2-55: Oceania HDPE Trade Flow, 2025

2.11.3 Transaction Price

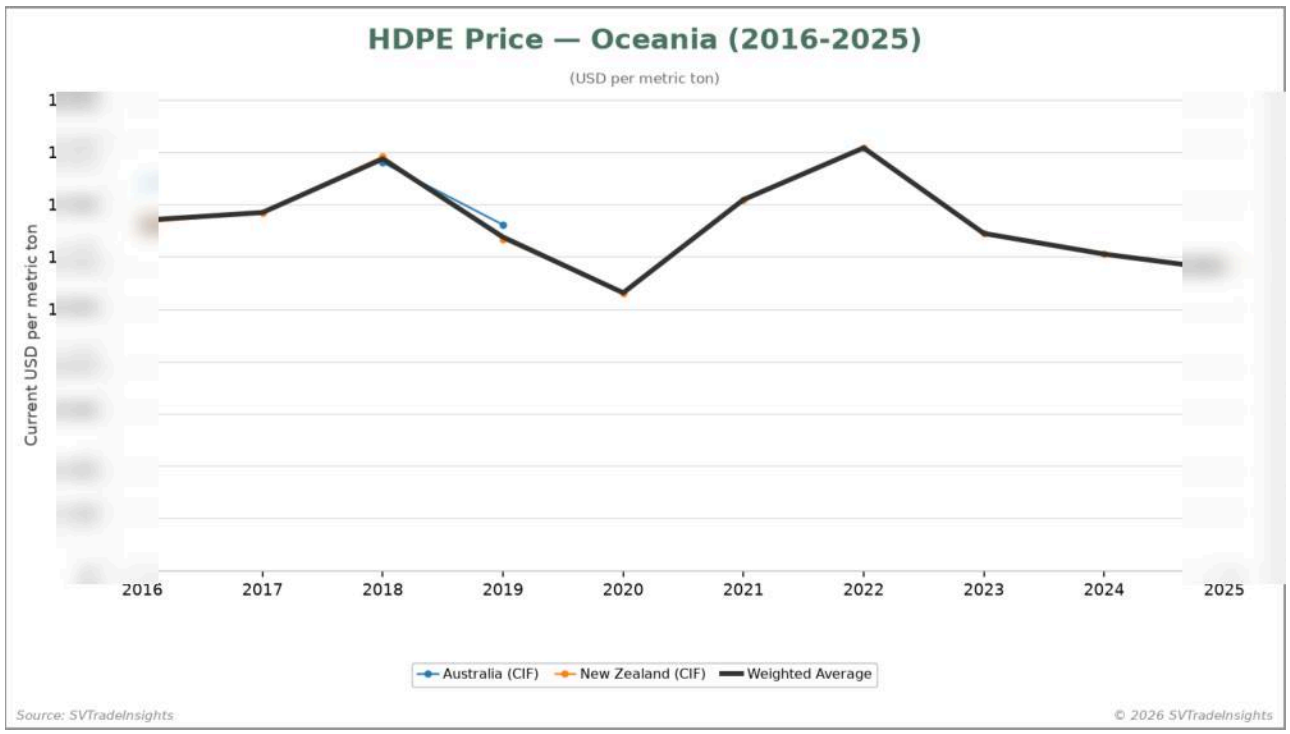


Figure 2-56: Oceania HDPE Transaction Prices, 2016–2025

2.11.4 Means of Transportation

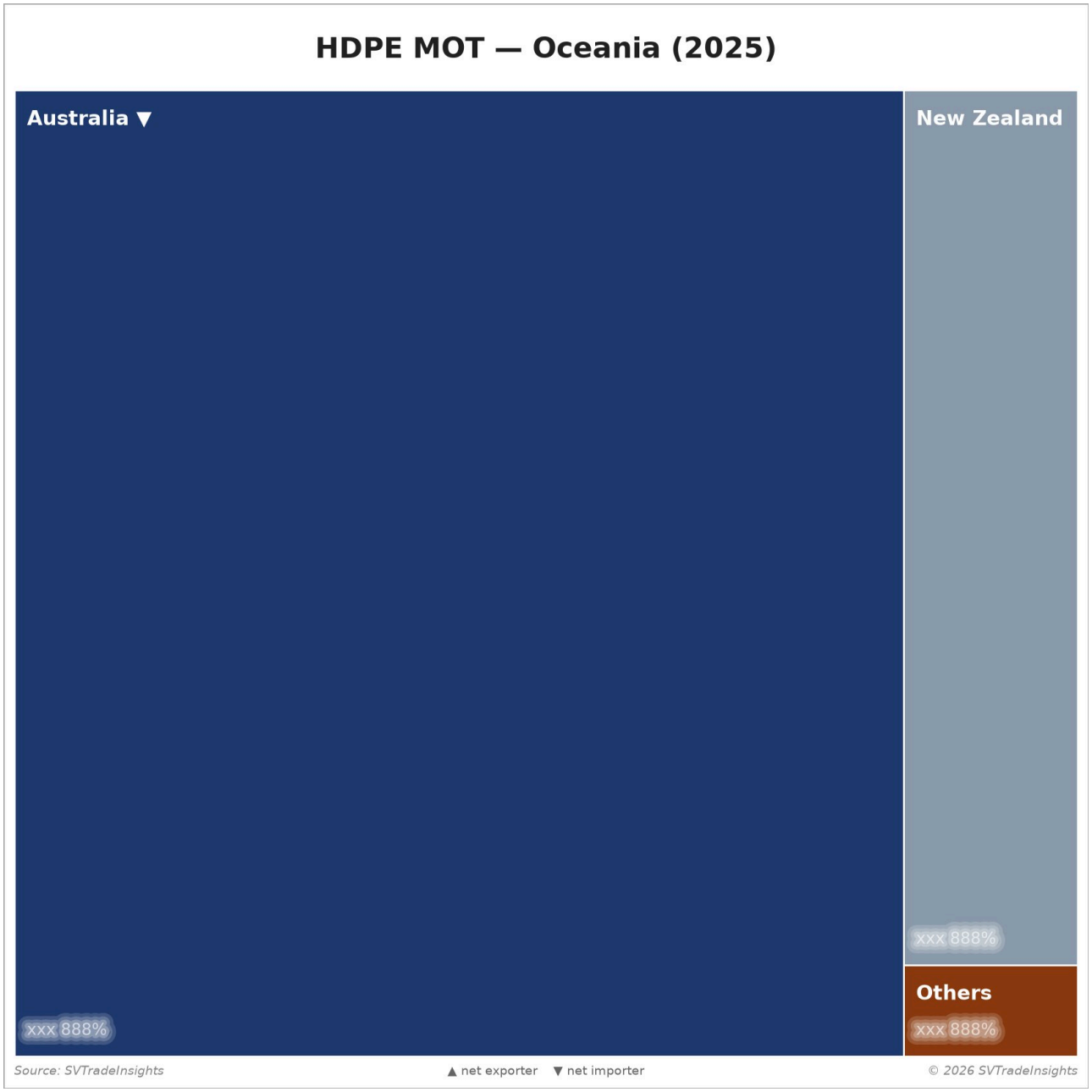


Figure 2-57: Oceania HDPE Means of Transportation, 2025

2.11.5 Transportation Cost

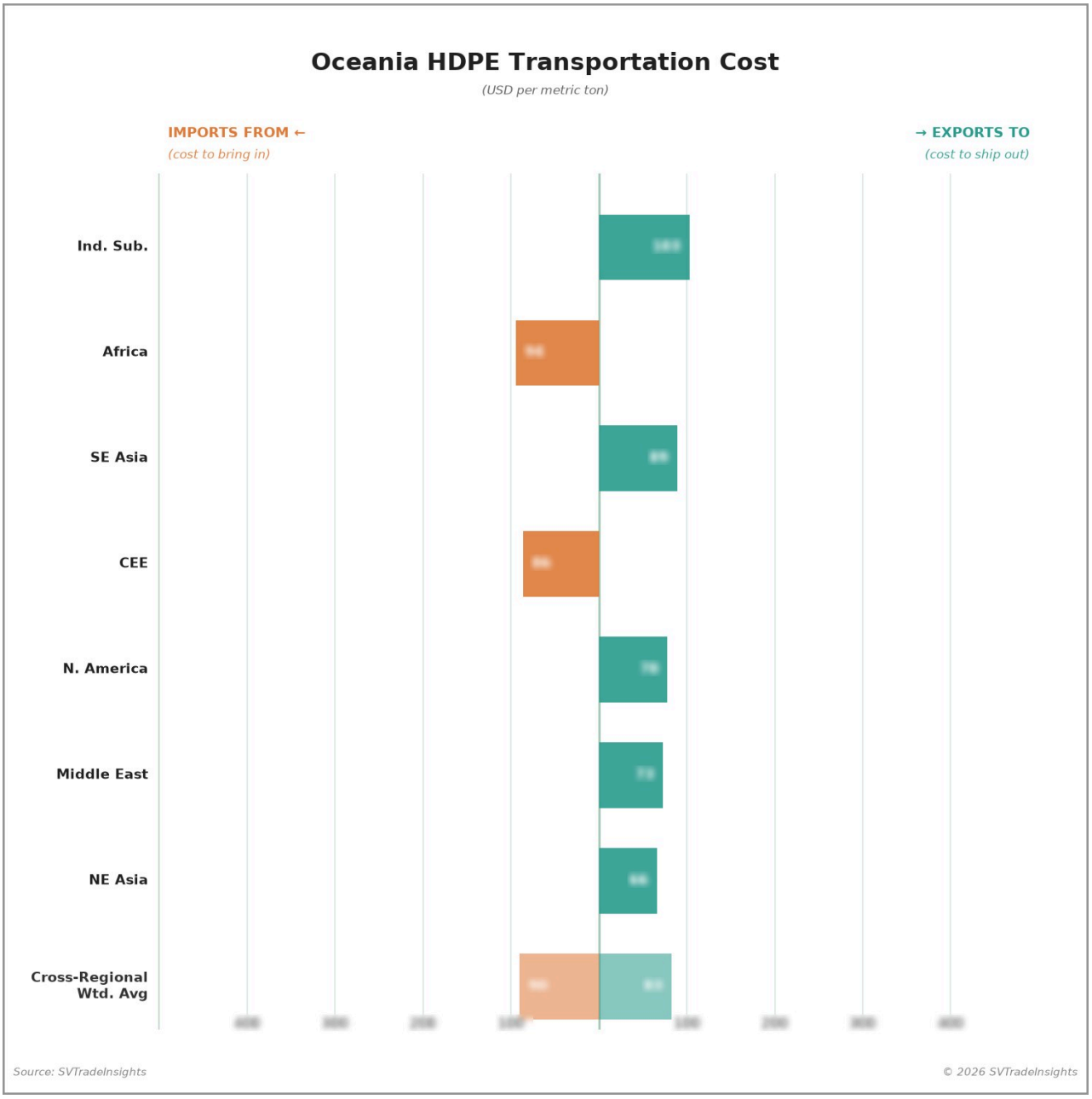


Figure 2-58: Oceania HDPE Transportation Cost, 2021–2025 Five-Year Weighted Averages

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.

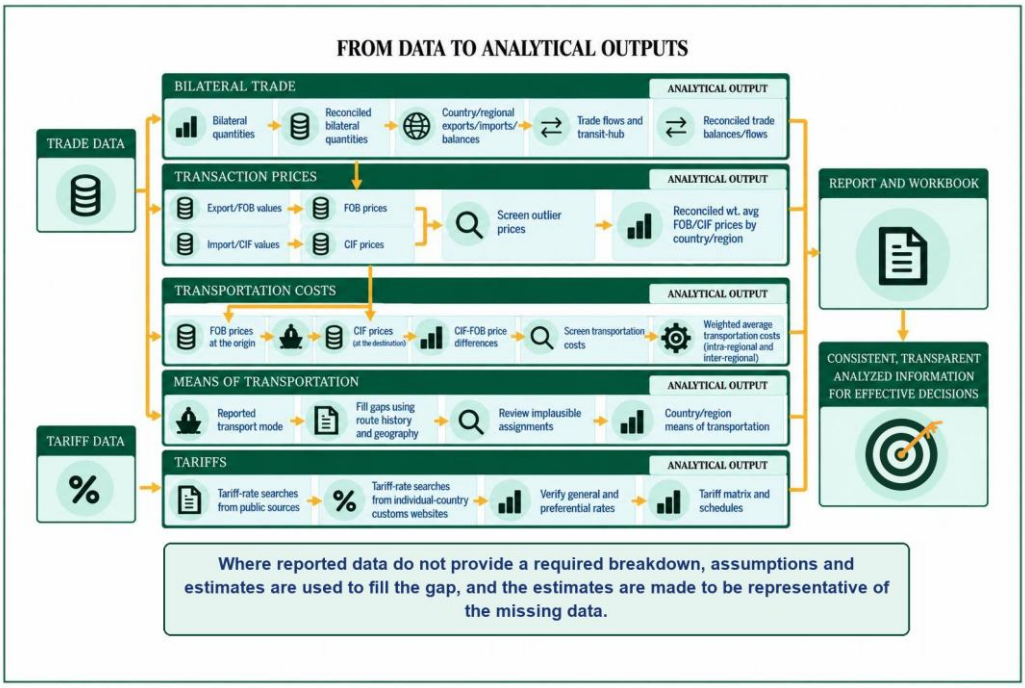


Figure 3.1: Annual Report Methodology

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 distinct trade codes 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.

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, and global reported trade flows are counted once on the export side, 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 customs-derived unit values 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 unit values 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.

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 HDPE Trade Balance

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

Global HDPE 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										
Chile										
Peru										
Colombia										
Brazil										
Others										
South America Total										
America Total										
Europe										
Western Europe										
Netherlands										
Germany										
Belgium										
United Kingdom										
Spain										
Italy										
Others										
Western Europe Total										
Central & Eastern Europe										
Russian Federation										
Uzbekistan										
Poland										
Others										
Central & Eastern Europe Total										
Europe Total										
Middle East and Africa										
Middle East										
Saudi Arabia										
United Arab Emirates										
Iran										
Qatar										
Kuwait										
Turkey										
Others										
Middle East Total										
Africa										
Egypt										
Algeria										
Others										
Africa Total										
Middle East and Africa Total										
Asia Pacific										
Northeast Asia										
South Korea										
Taiwan										
China										
Others										
Northeast Asia Total										
Southeast Asia										
Thailand										
Malaysia										
Singapore										
Indonesia										
Viet Nam										
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 countrie
each region is always named individually, reg

Appendix B — Global HDPE Trade Flow

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

Global HDPE Trade Flow Summary (2025)

Unit: thousand metric tons

Exporting Country	Importing Country	Importing Region	Volume (kta)	% of Total
North America				
United States				
	Mexico			
	China			
	Turkey			
	Viet Nam			
	India			
	Other Importers			
	Other Importers			
	Other Importers			
	Other Importers			
	Other Importers			
	Other Importers			
	Other Importers			
	Other Importers			
	Other Importers			
United States Total				
Canada				
	China			
	Turkey			
	Viet Nam			
	Sri Lanka			
	India			
	Other Importers			
	Other Importers			
	Other Importers			
	Other Importers			
	Other Importers			
	Other Importers			
	Other Importers			
	Other Importers			
Canada Total				
Mexico Exporters				
Mexico Exporters Total				
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			
	Turkey			
	India			
	Viet Nam			
	Other Importers			
	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			
	Turkey			
	Pakistan			
	Israel			
	New Zealand			
	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 th smaller exporters are grouped into 'Other <Region> Expor rounding.

Appendix C — Global HDPE Transaction Prices

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

Global HDPE 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										
Chile (CIF)										
Peru (CIF)										
Colombia (CIF)										
Brazil (CIF)										
Avg. South America										
Western Europe										
Netherlands (FOB)										
Germany (FOB)										
Belgium (CIF)										
United Kingdom (CIF)										
Spain (CIF)										
Italy (CIF)										
Avg. Western Europe										
Central & Eastern Europe										
Russian Federation (FOB)										
Uzbekistan (FOB)										
Poland (CIF)										
Avg. Central & Eastern Europ										
Middle East										
Saudi Arabia (FOB)										
United Arab Emirates (FOB										
Iran (FOB)										
Qatar										
Kuwait (FOB)										
Turkey (CIF)										
Avg. Middle East										
Africa										
Egypt (CIF)										
Algeria (CIF)										
Avg. Africa										
Northeast Asia										
South Korea (FOB)										
Taiwan (FOB)										
China (CIF)										
Avg. Northeast Asia										
Southeast Asia										
Thailand (FOB)										
Malaysia (FOB)										
Singapore (FOB)										
Indonesia (CIF)										
Viet Nam (CIF)										
Avg. Southeast Asia										
Indian Subcontinent										
Bangladesh (CIF)										
Pakistan (CIF)										
India (CIF)										
Avg. Indian Subcontinent										
Oceania										
New Zealand (CIF)										
Australia (CIF)										
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 listed

Appendix D — Global HDPE Means of Transportation

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

Global HDPE 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								
Chile								
South America Total								
America Total								
Europe								
Western Europe								
Italy								
Spain								
United Kingdom								
Netherlands								
France								
Sweden								
Greece								
Western Europe Total								
Central & Eastern Europe								
Russian Federation								
Poland								
Kazakhstan								
Romania								
Uzbekistan								
Hungary								
Central & Eastern Europe Total								
Europe Total								
Middle East and Africa								
Middle East								
Saudi Arabia								
United Arab Emirates								
Turkey								
Iran								
Qatar								
Kuwait								
Oman								
Israel								
Middle East Total								
Africa								
Algeria								
Nigeria								
Morocco								
Kenya								
Egypt								
Ghana								
Africa Total								
Middle East and Africa Total								
Asia Pacific								
Northeast Asia								
China								
South Korea								
Northeast Asia Total								
Southeast Asia								
Viet Nam								
Thailand								
Malaysia								
Indonesia								
Singapore								
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.

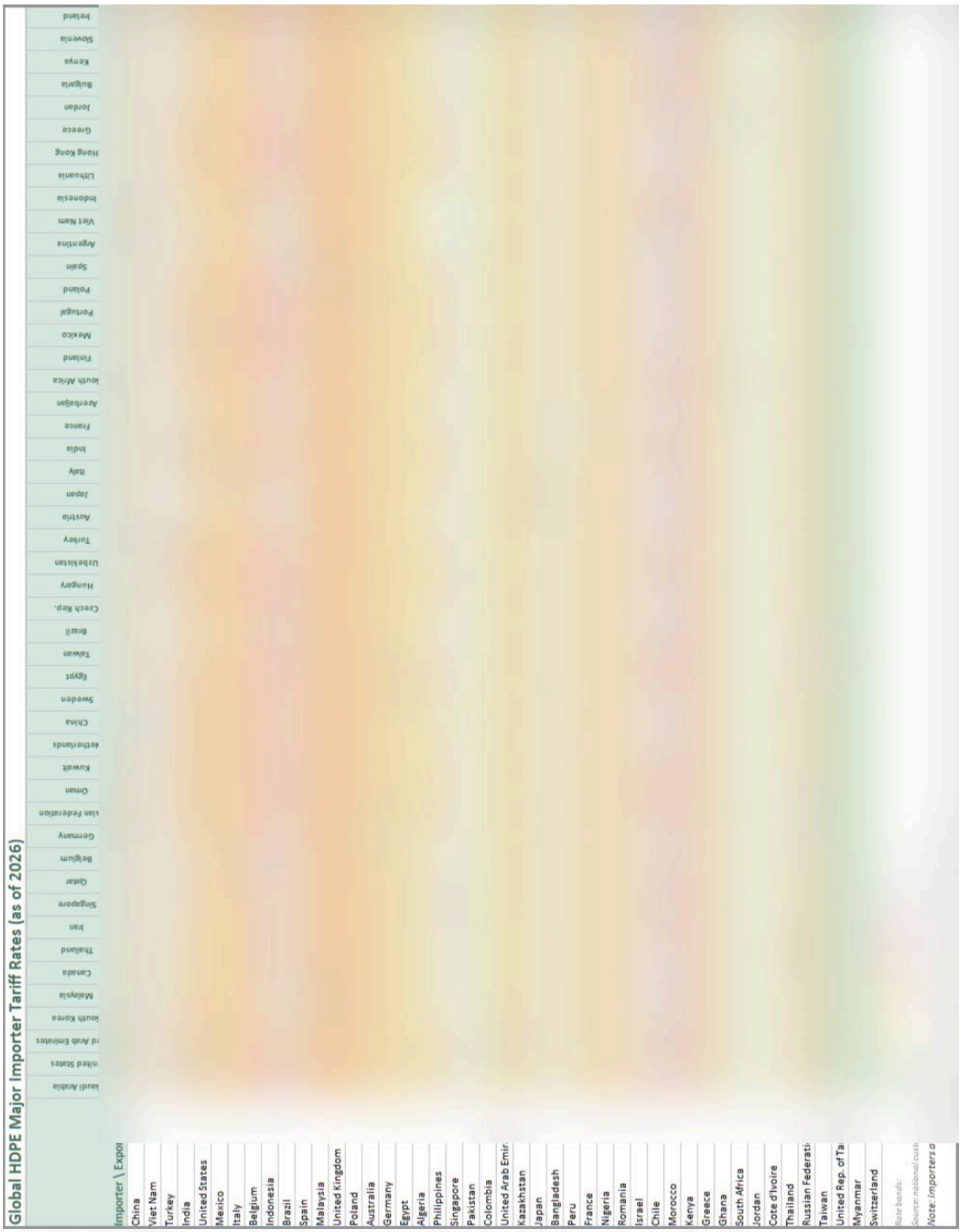
Appendix E — Global HDPE Transportation Cost

Table E-1: Global HDPE Transportation Cost Matrix, 2021–2025 Five-Year Weighted Averages



Appendix F — HDPE Applied Tariff Rates

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



Appendix G — HDPE Country List and Geographical Location

Table G-1: HDPE Country List and Geographical Location

HDPE 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
		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
		Russian Federation
		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
Middle East and Africa	Africa	Algeria
		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
		Mongolia
		South Korea
		Taiwan
	Southeast Asia	Brunei Darussalam
		Cambodia
		Indonesia
		Lao People's Dem. Rep.
		Malaysia
		Myanmar
		Philippines
		Singapore
		Thailand
		Timor-Leste
		Viet Nam
	Indian Subcontinent	Bangladesh
		Bhutan
		India
		Maldives
		Nepal
		Pakistan
		Sri Lanka
	Oceania	Australia
		FS Micronesia
		Fiji
		Kiribati
		Marshall Isds
		New Caledonia
		New Zealand
		Palau
		Papua New Guinea
		Samoa
		Solomon Isds
		Tonga

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