SVTradeInsights™
Advanced Data Transformation & Intelligence

ETHYLENE
ANNUAL TRADE ANALYSIS

2016–2025 Data

October 2026

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Director

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Executive Overview

Ethylene is a petrochemical building block used principally in polyethylene and other polymer and chemical production. Global reported ethylene trade flows reached 6,085.8 thousand metric tons in 2025. Northeast Asia and Western Europe combined large internal networks with external import requirements, while North America, Southeast Asia and the Middle East supplied important net outward flows. The largest displayed net interregional movement was 652.5 from North America to Western Europe; Middle Eastern supply to Northeast Asia and Southeast Asian supply to Northeast Asia and the Indian Subcontinent were also material. Concentrated intraregional activity coexisted with possible redistribution through two-way trading markets, but these relationships do not prove physical re-export.

North America retained the largest surplus at 856.0 thousand metric tons, up 51.7 from 2024, while Western Europe's deficit widened to 683.0. Northeast Asia remained in deficit despite stronger South Korean and Japanese surpluses. Southeast Asia returned to a 213.6 surplus, principally as Indonesia's import requirement contracted; the Middle East recovered, while the Indian Subcontinent remained a recurring net importer.

Regional transaction prices declined into 2020, recovered in 2021–2022 and subsequently eased. Latest regional values ranged from USD 681 per metric ton in North America to USD 1,052 in Western Europe; other reportable regions lay between USD 770 and USD 987. The decline extended across all reportable regions in 2025. These customs-derived FOB/CIF prices reflect different transaction mixes and are neither directly comparable market quotations nor an available trading margin.

A large majority of the modal allocation was maritime, with land transport concentrated in Europe. The five-year transportation-cost average was USD 92 per metric ton across all corridors, including intra-regional movements, compared with USD 147 for cross-regional corridors alone. Applied rates across the major-importer matrix ranged from 0–10%, while most importing markets were within 0–5%, subject to origin and preferential eligibility.

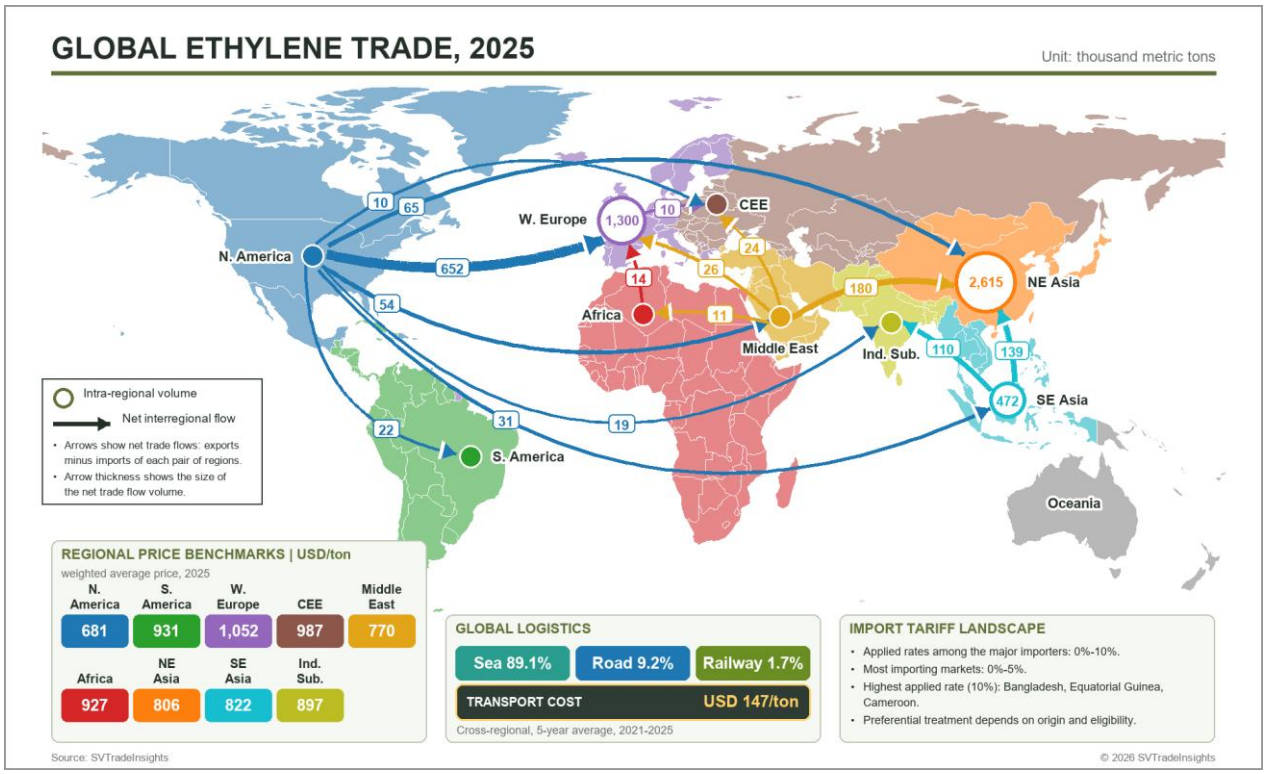


Figure ES-1: 2025 Ethylene Trade Executive Snapshot

1. Introduction

Ethylene is the simplest olefin and a key petrochemical building block. Major applications include polymer production, particularly high-density polyethylene (HDPE), low-density polyethylene (LDPE) and linear low-density polyethylene (LLDPE); ethylene oxide and ethylene glycol used in antifreeze and polyethylene terephthalate (PET); ethylbenzene and styrene used in polystyrene; vinyl chloride used in polyvinyl chloride (PVC); and linear alpha-olefins. Ethylene also functions as a plant hormone and is used commercially in fruit ripening.

This report examines annual ethylene trade over 2016–2025, with the latest-year bilateral network and transportation patterns assessed for 2025 and transportation costs drawn from 2021–2025 observations. The October 2026 edition supports long-term planning, project development and target-market identification by bringing trade balances, flows, customs-derived transaction prices, logistics and tariff conditions into a consistent analytical framework.

The analysis is based exclusively on statistical data, principally bilateral customs information reconciled and prepared by SVTradeInsights. Trade volumes are expressed in thousand metric tons, while prices and transportation costs are expressed in USD per metric ton. Customs activity does not measure production, consumption, capacity or contractual commitments. Reported and derived observations, valuation bases, coverage and grouping are explained in Section 3.

Appendices A–F reproduce page-formatted global summary tables; selected minor detail may be grouped or omitted for legibility. The accompanying Excel workbook provides the complete country, bilateral, regional and supporting datasets. Appendix A summarizes trade balances, B principal bilateral flows, C transaction prices, D means of transportation, E transportation costs and F tariff rates. Appendix G contains the country and regional classification list.

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2. Trade Analysis

2.1 Global

2.1.1 Trade Balance

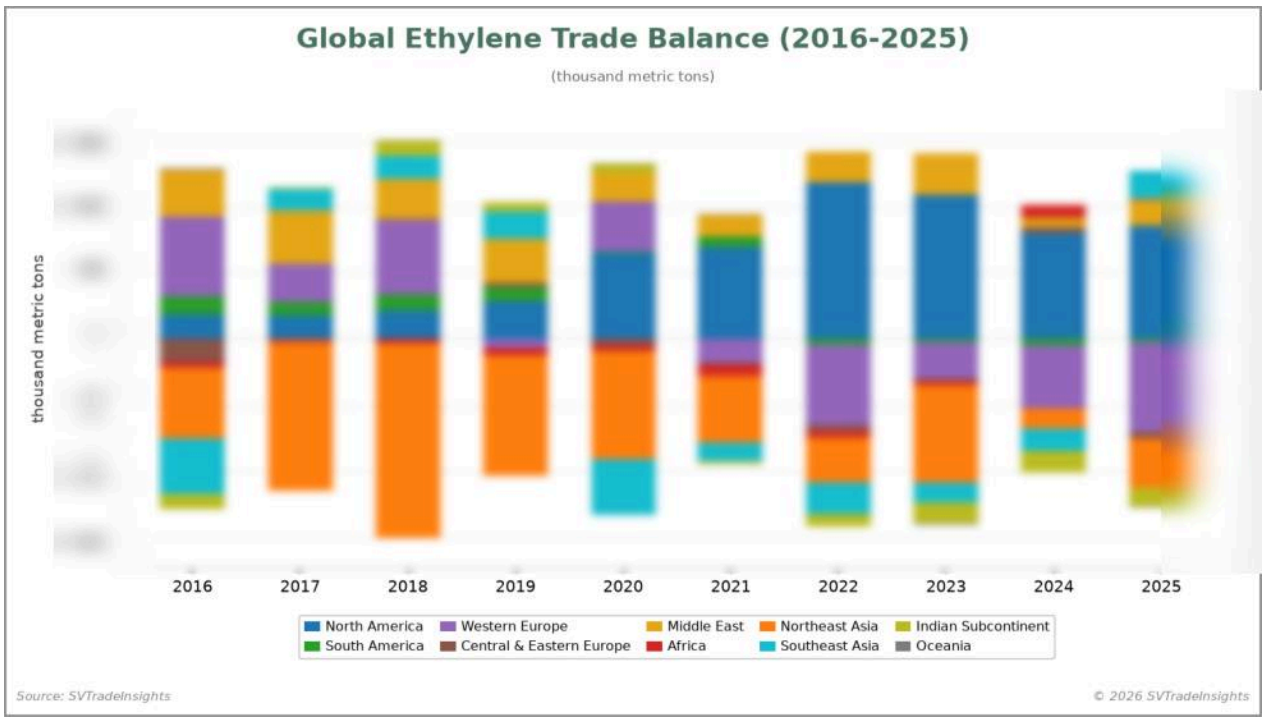


Figure 2-1: Global Ethylene Trade Balance, 2016–2025

2.1.2 Trade Flow and Transit Hubs

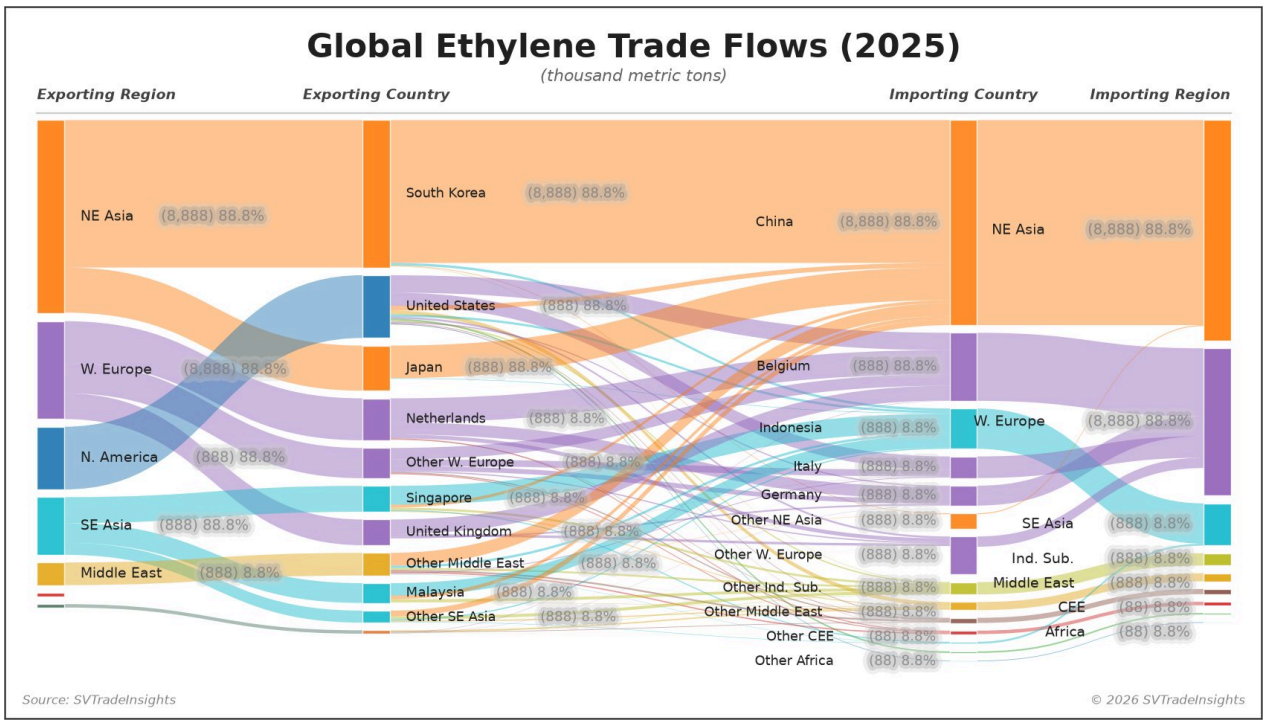


Figure 2-2: Global Ethylene Trade Flow, 2025

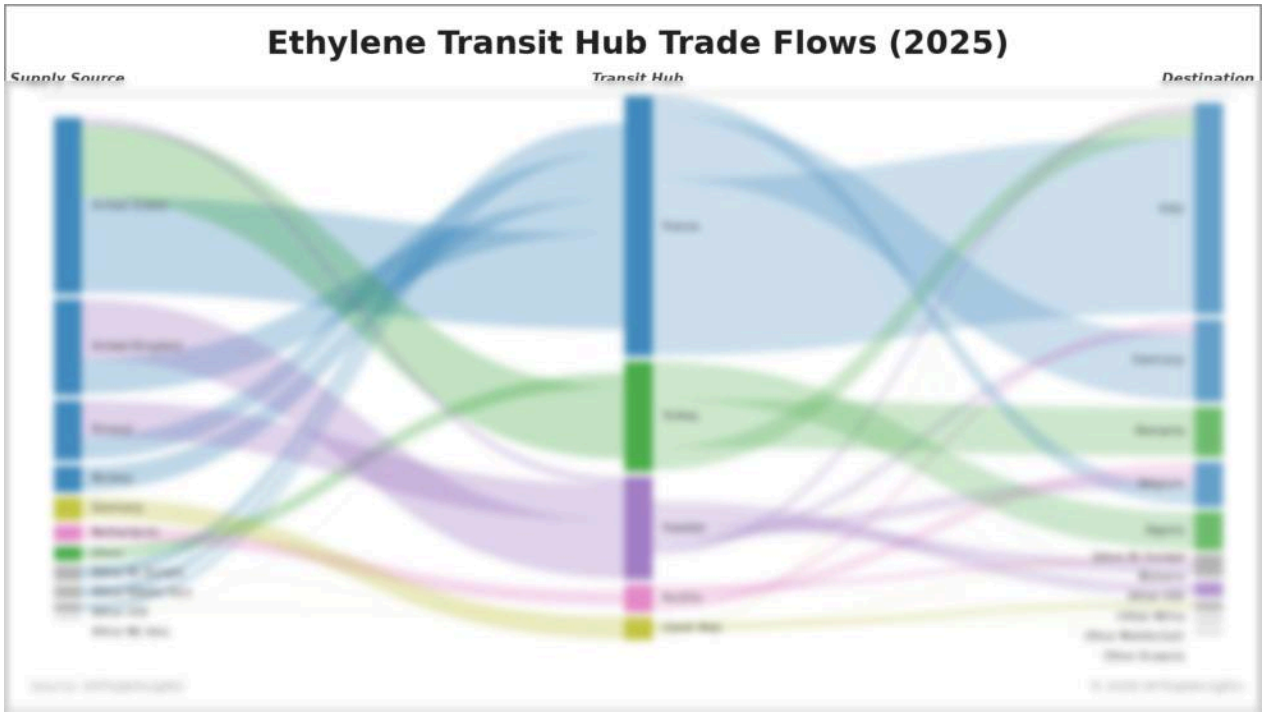


Figure 2-3: Ethylene Potential Transit-Hub Trade Flows, 2025

2.1.3 Transaction Price

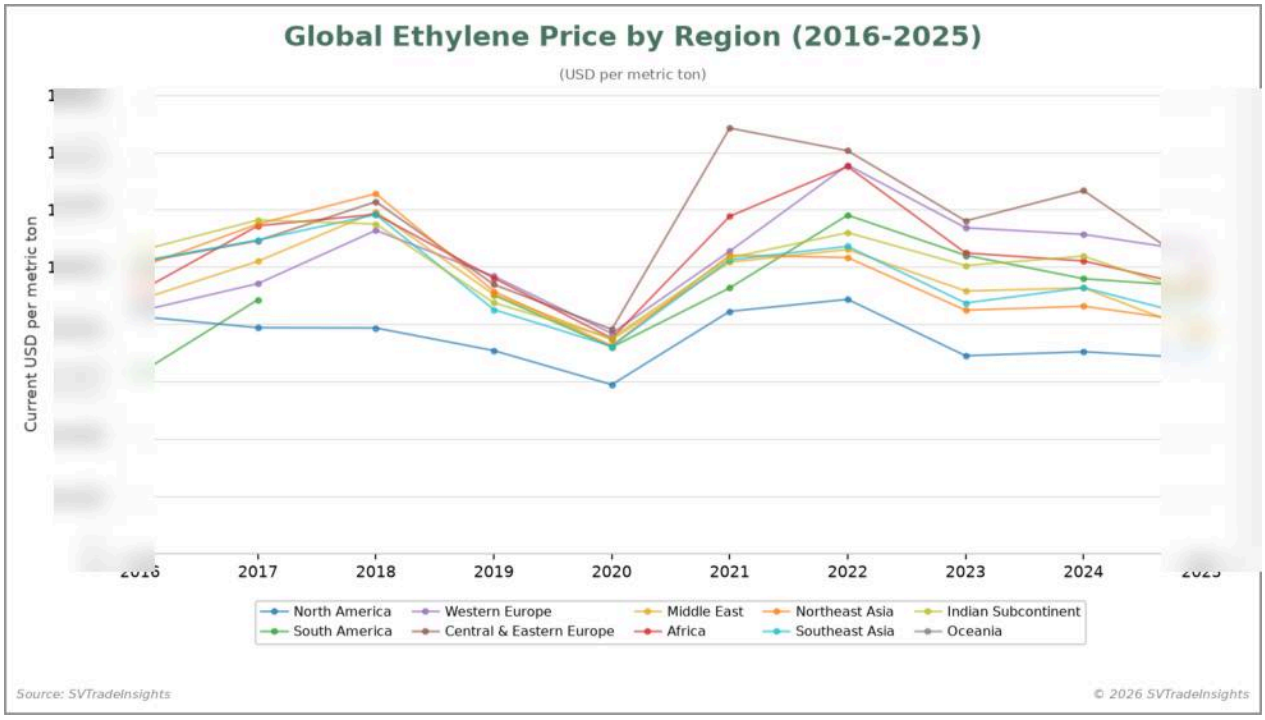


Figure 2-4: Global Ethylene Combined Regional Transaction Prices, 2016–2025

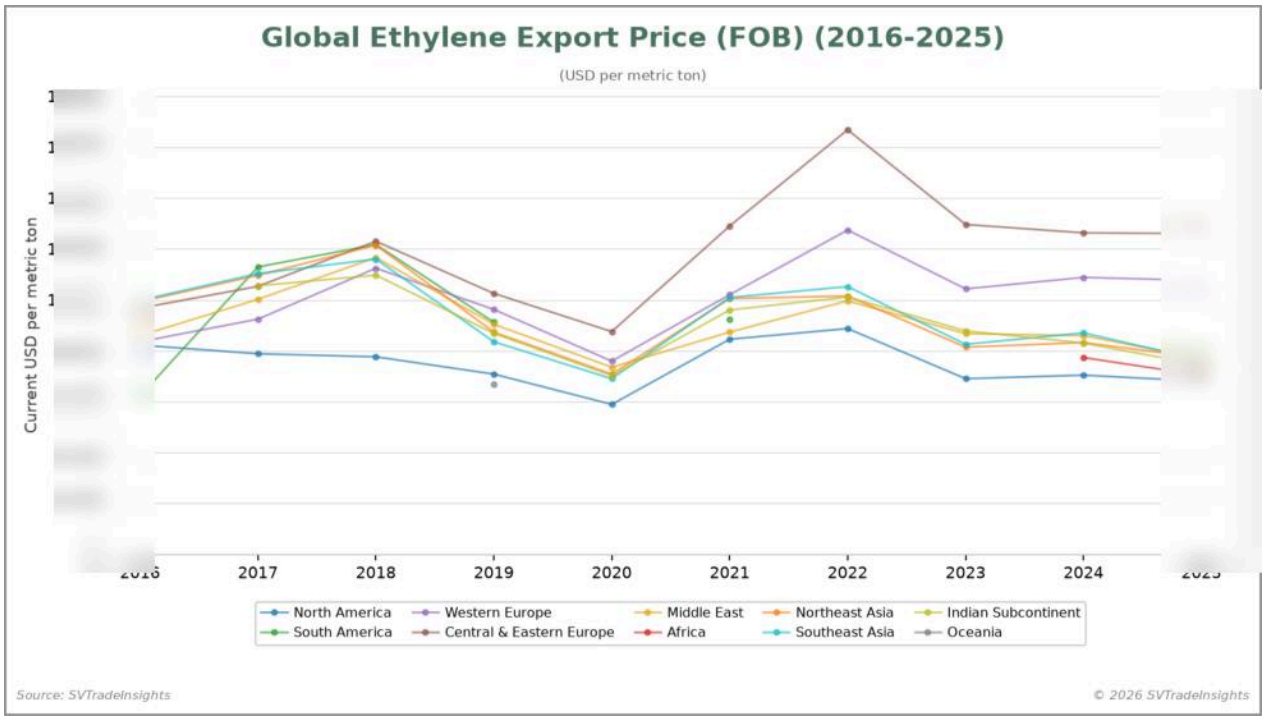


Figure 2-5: Global Ethylene Export Transaction Prices (FOB), 2016–2025

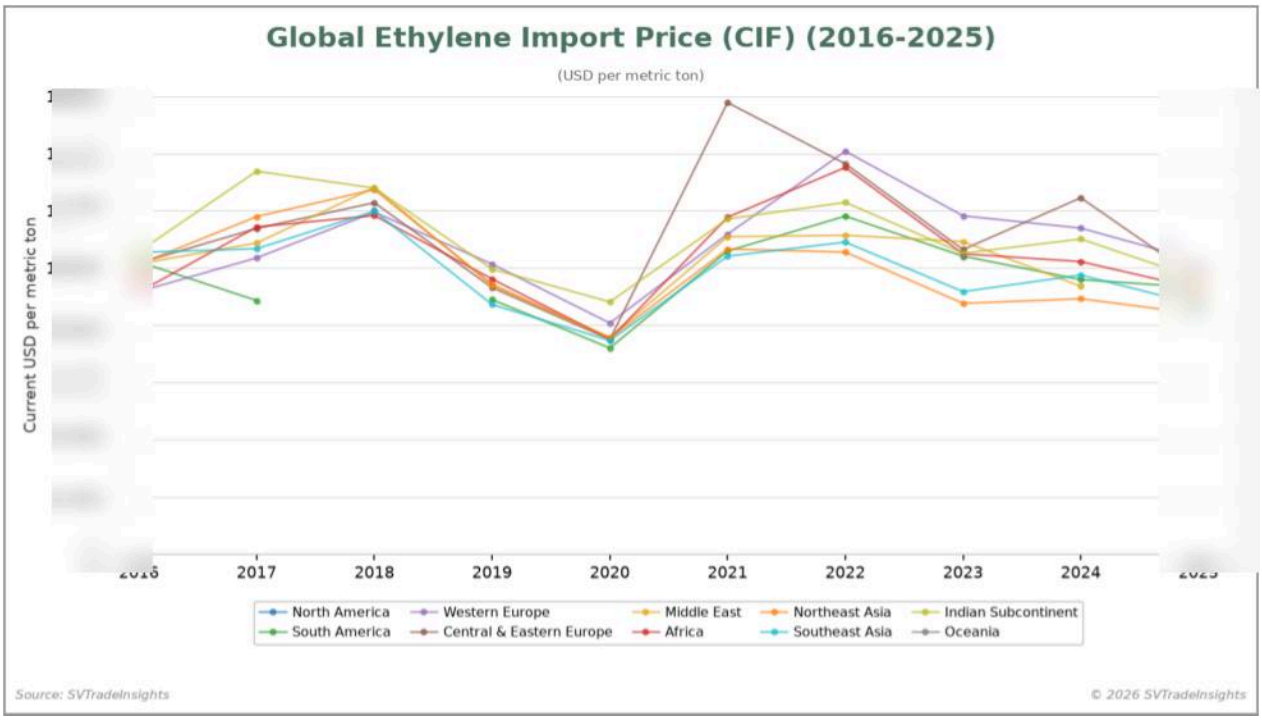


Figure 2-6: Global Ethylene Import Transaction Prices (CIF), 2016–2025

2.1.4 Means of Transportation

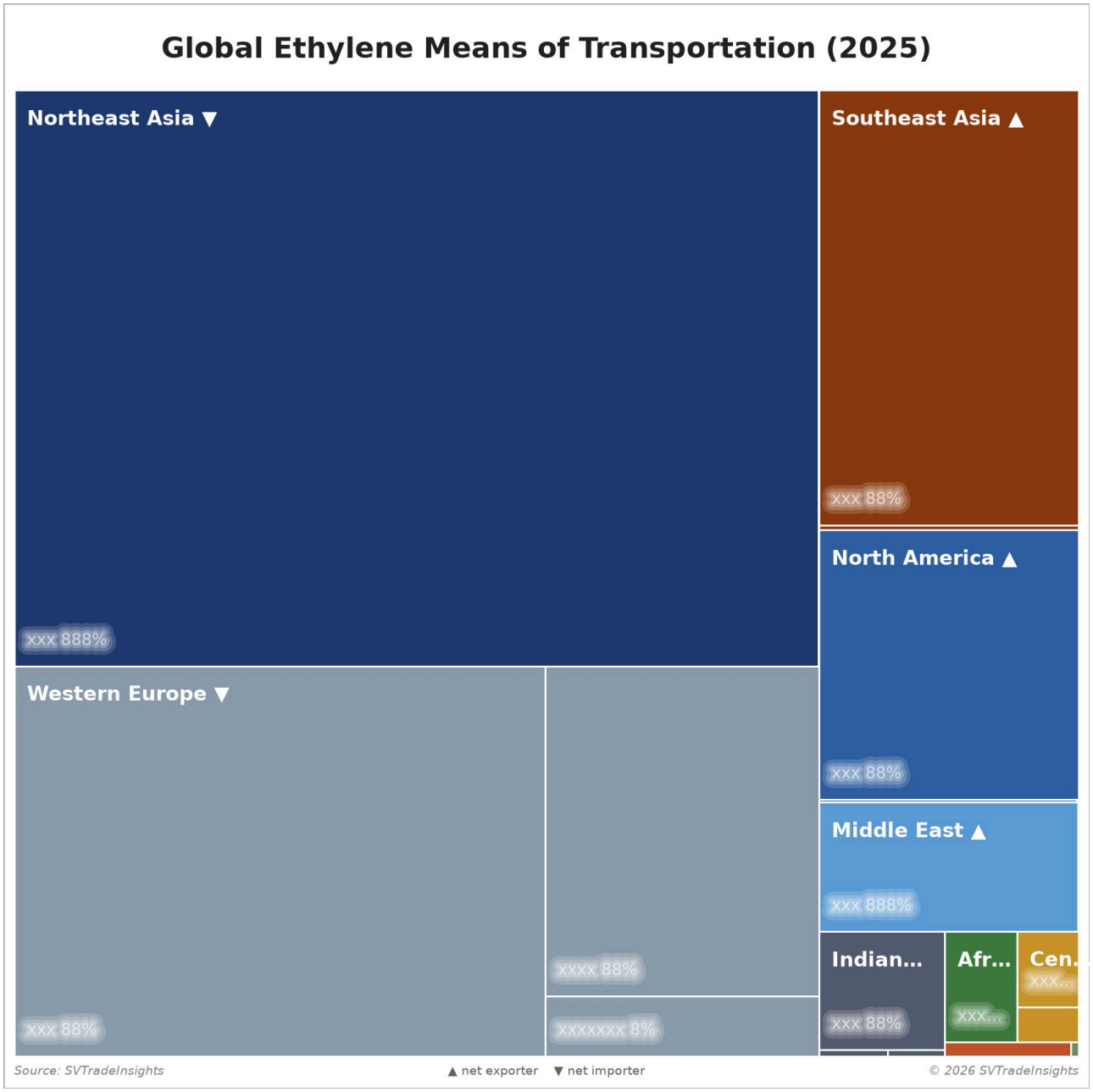


Figure 2-7: Global Ethylene Means of Transportation, 2025

2.1.5 Transportation Cost

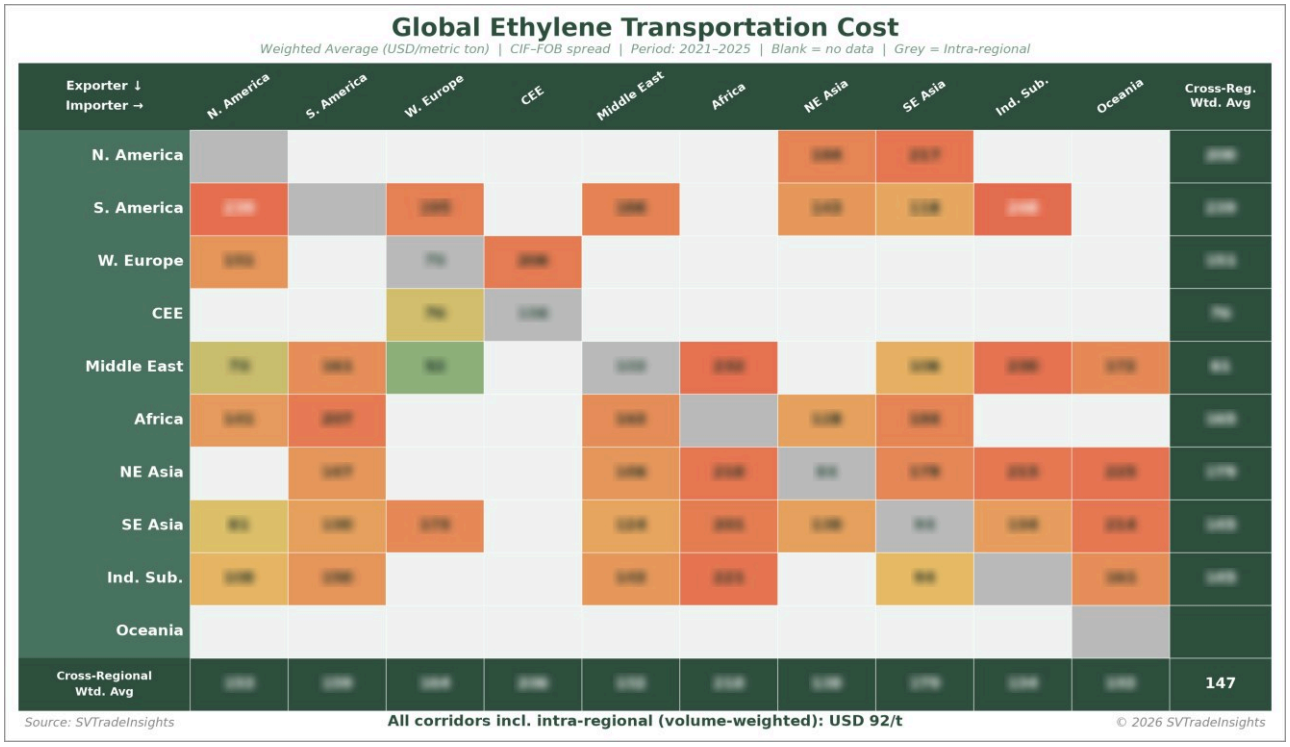


Figure 2-8: Global Ethylene Transportation Cost, 2021–2025 Five-Year Weighted Averages

2.1.6 Tariff

2.2 North America

2.2.1 Trade Balance

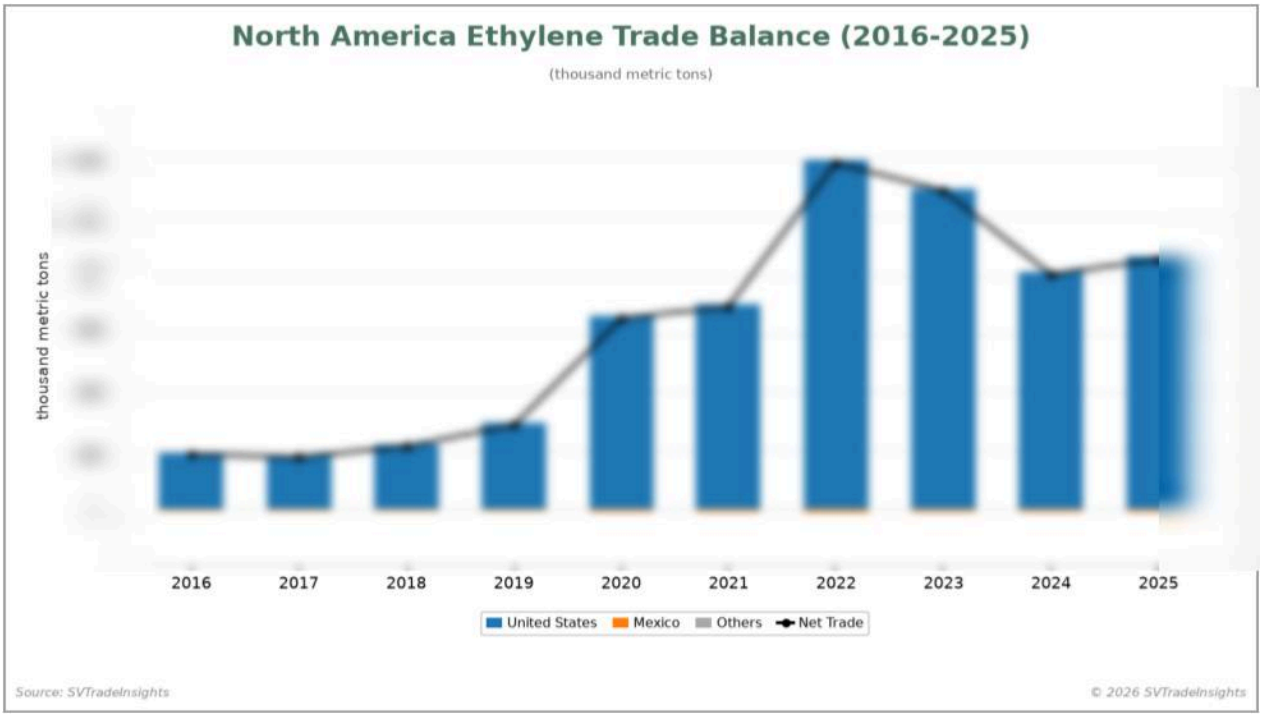


Figure 2-9: North America Ethylene Trade Balance, 2016–2025

2.2.2 Trade Flow

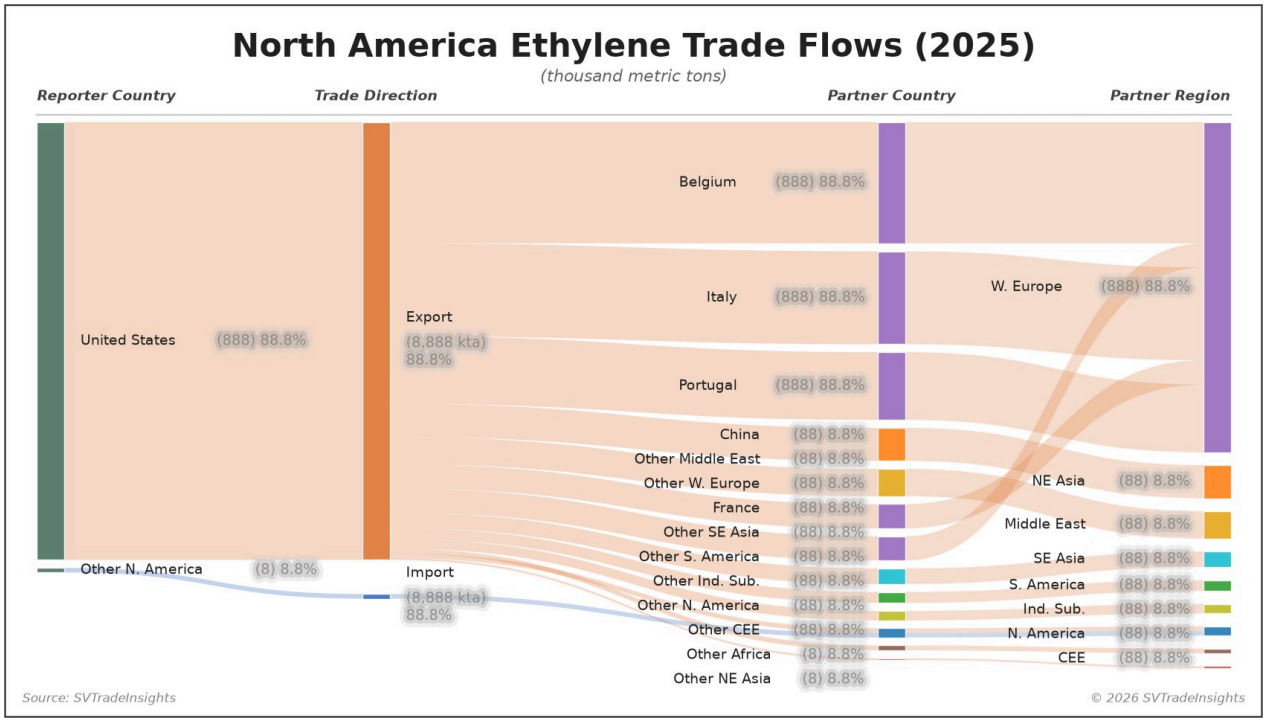


Figure 2-10: North America Ethylene Trade Flow, 2025

2.2.3 Transaction Price

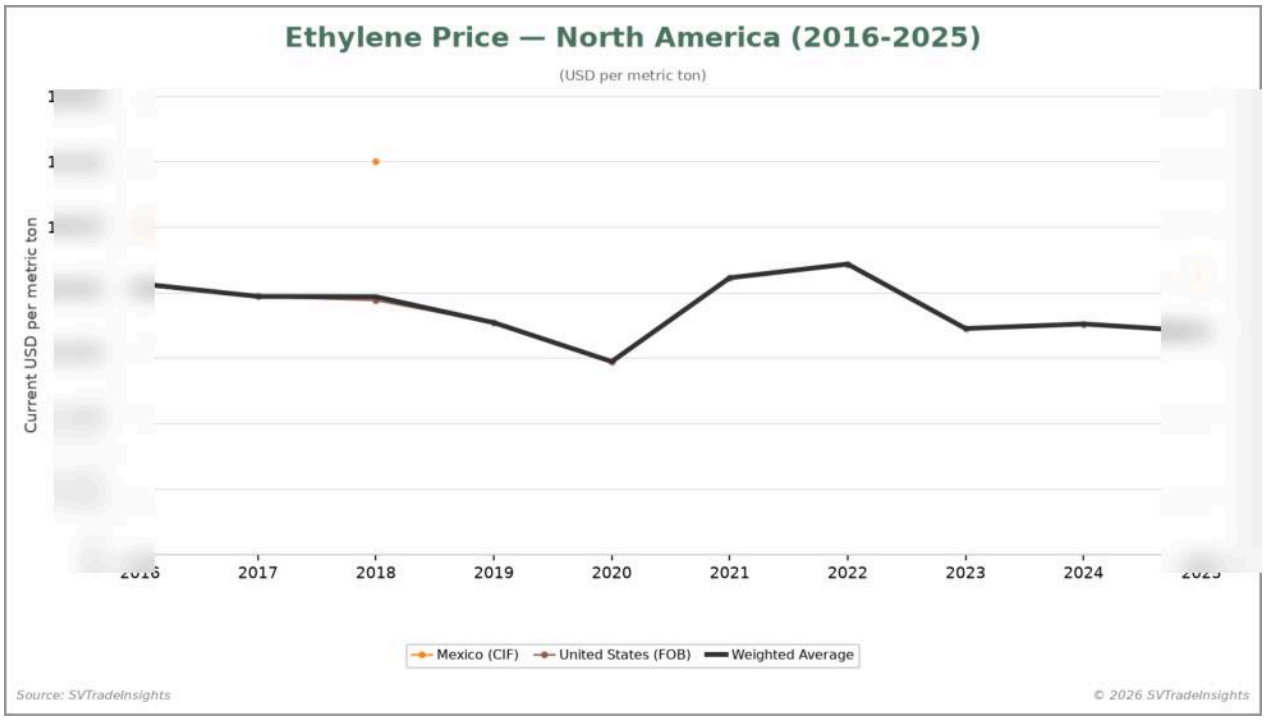


Figure 2-11: North America Ethylene Transaction Prices, 2016–2025

2.2.4 Means of Transportation

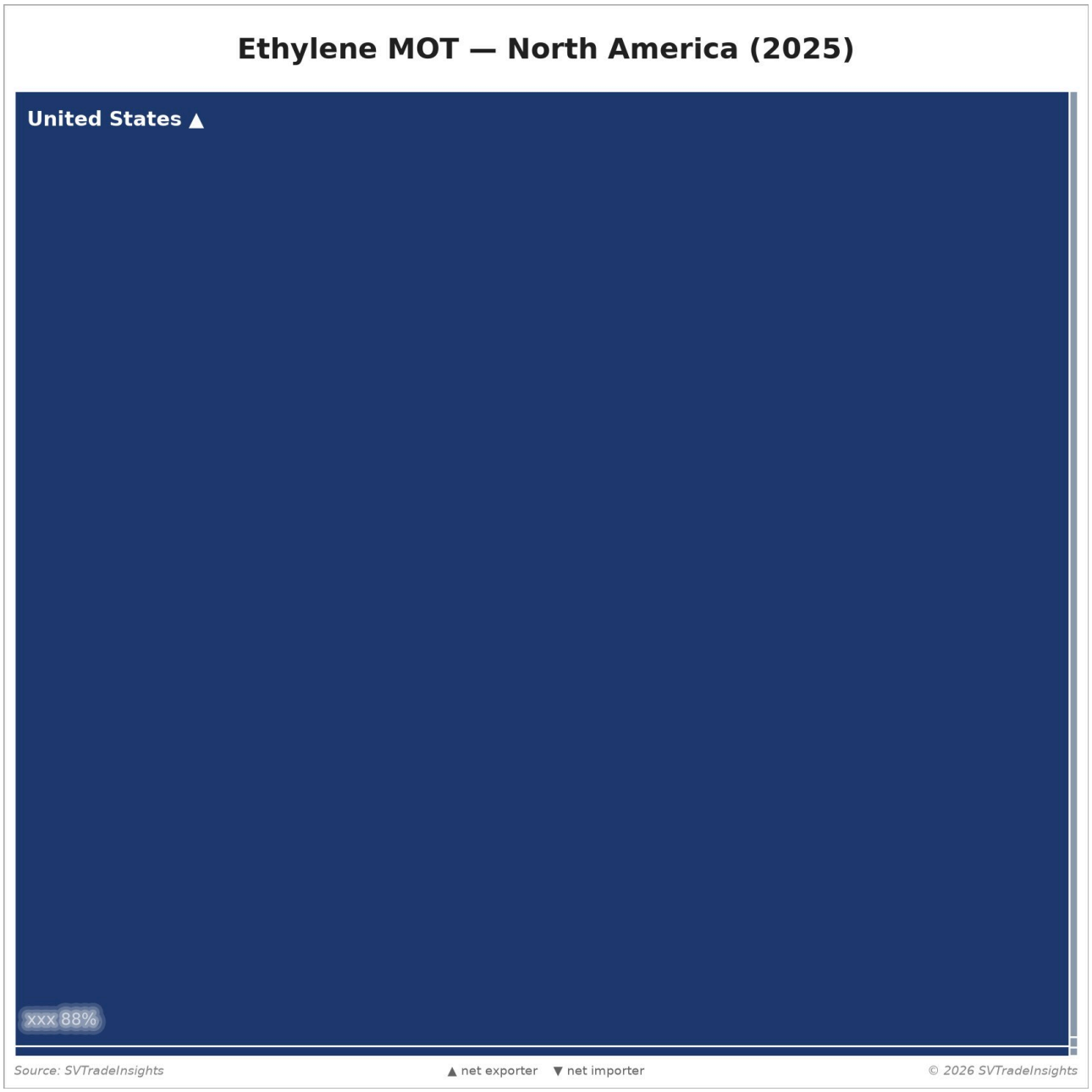


Figure 2-12: North America Ethylene Means of Transportation, 2025

2.2.5 Transportation Cost

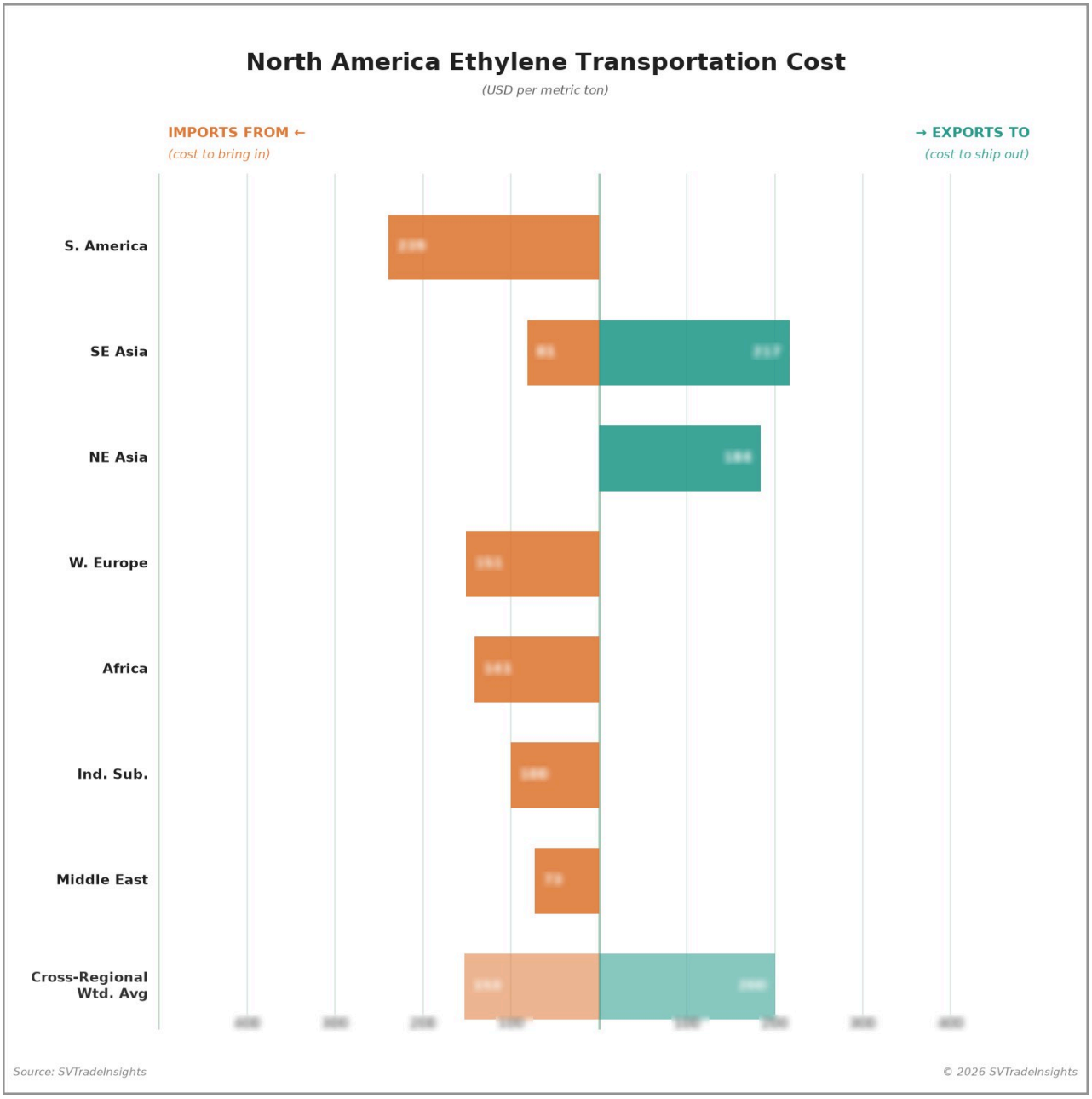


Figure 2-13: North America Ethylene Transportation Cost, 2021–2025 Five-Year Weighted Averages

2.2.6 Tariff

2.3 South America

2.3.1 Trade Balance

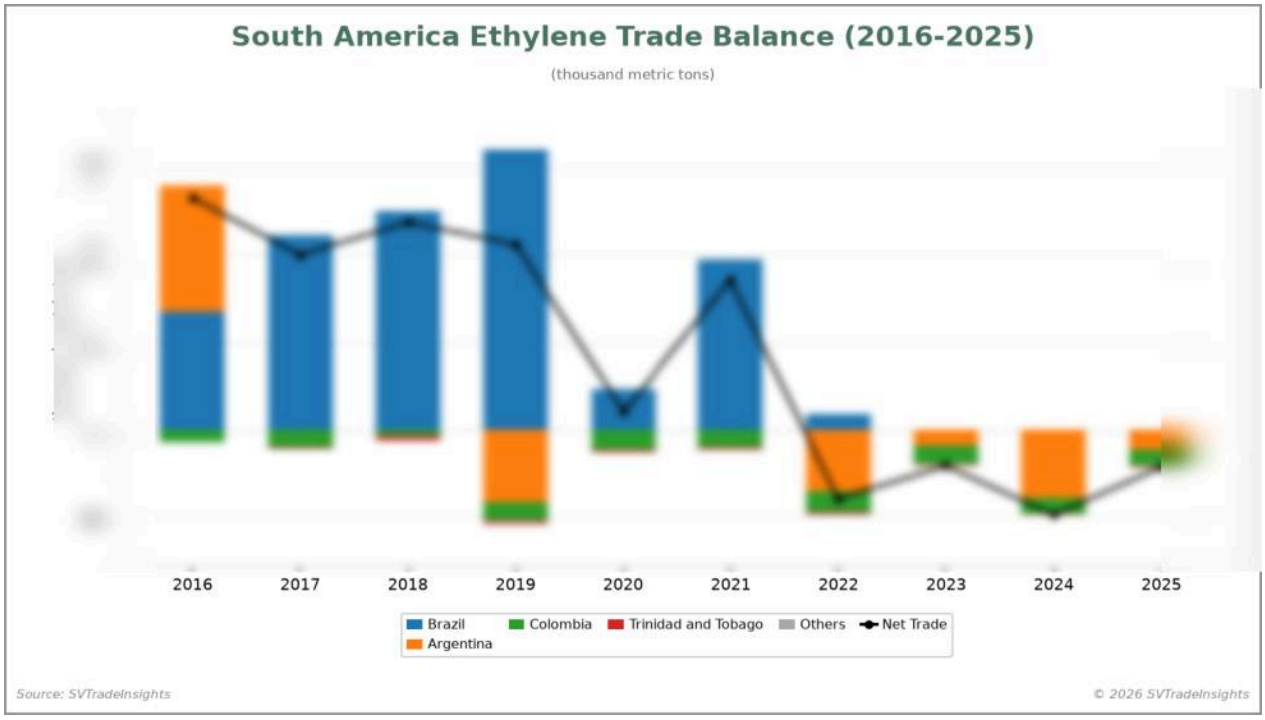


Figure 2-14: South America Ethylene Trade Balance, 2016–2025

2.3.2 Trade Flow

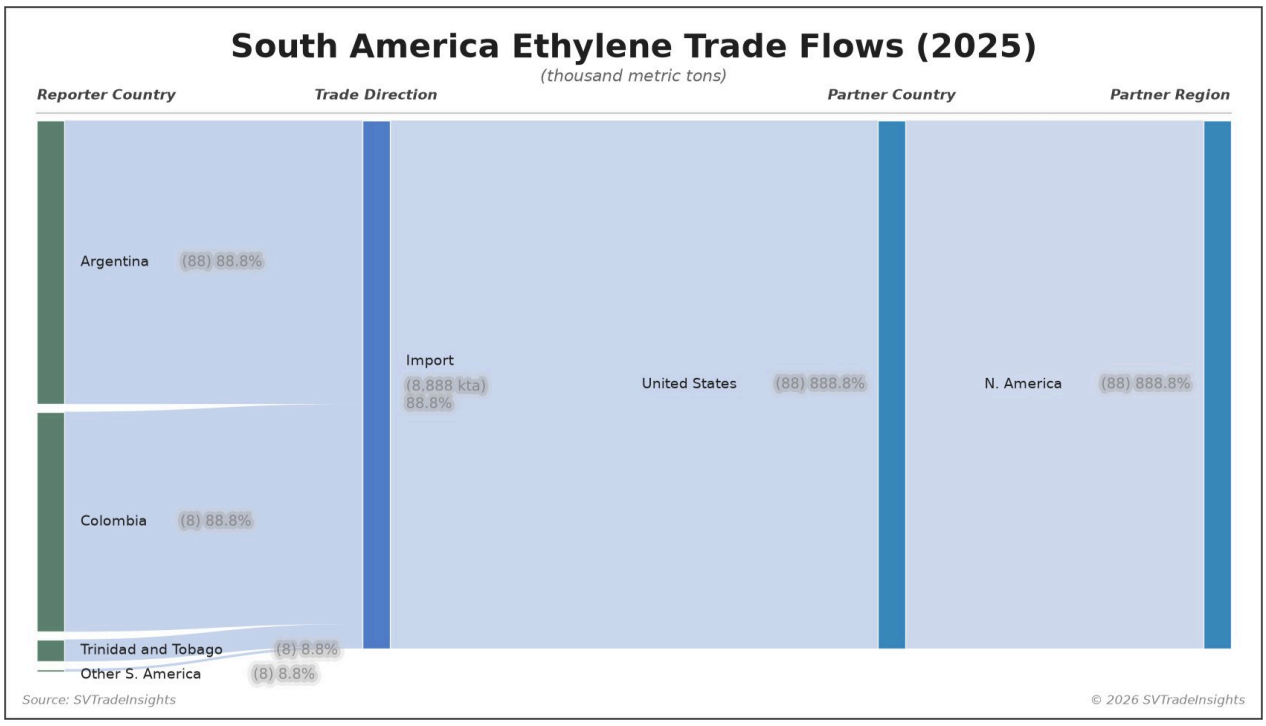


Figure 2-15: South America Ethylene Trade Flow, 2025

2.3.3 Transaction Price

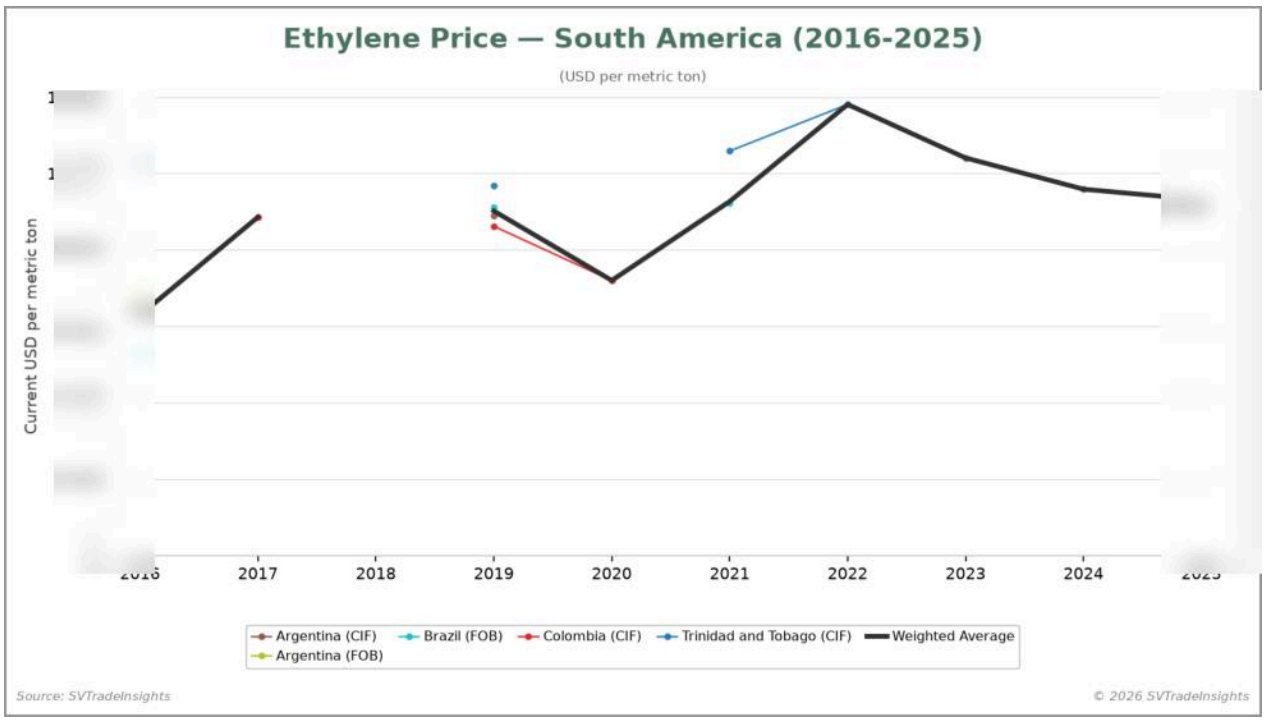


Figure 2-16: South America Ethylene Transaction Prices, 2016–2025

2.3.4 Means of Transportation

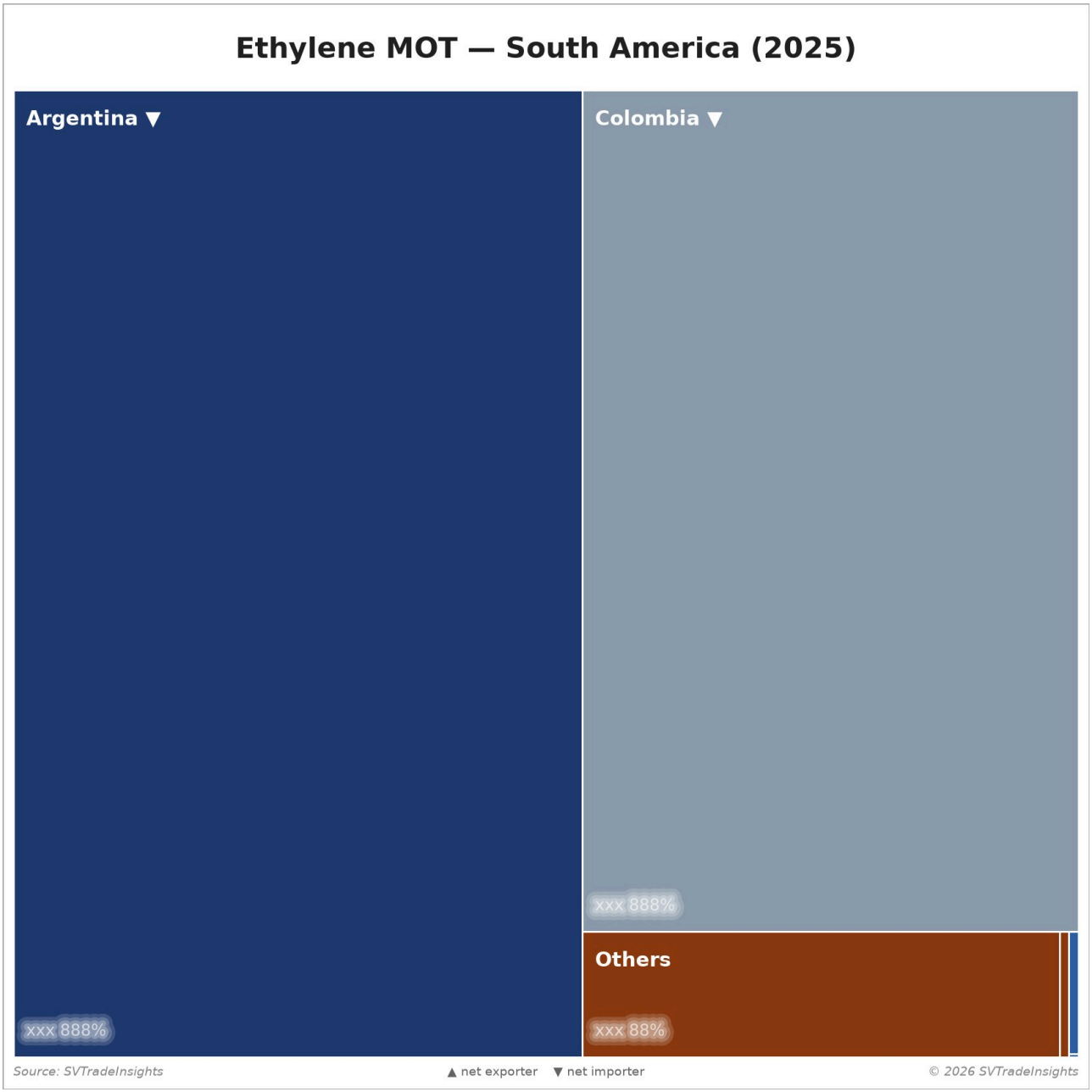


Figure 2-17: South America Ethylene Means of Transportation, 2025

2.3.5 Transportation Cost

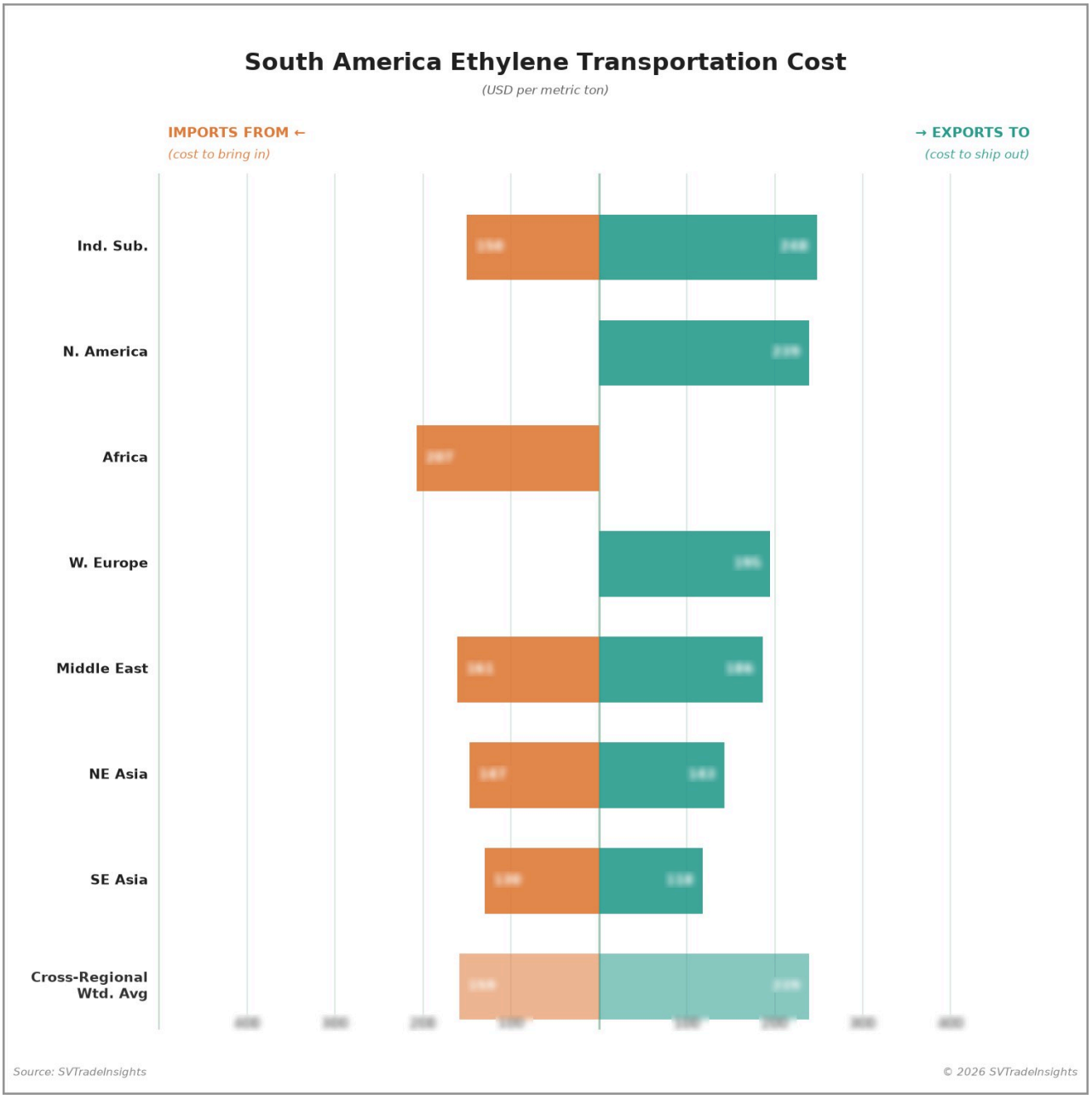


Figure 2-18: South America Ethylene Transportation Cost, 2021–2025 Five-Year Weighted Averages

2.3.6 Tariff

2.4 Western Europe

2.4.1 Trade Balance

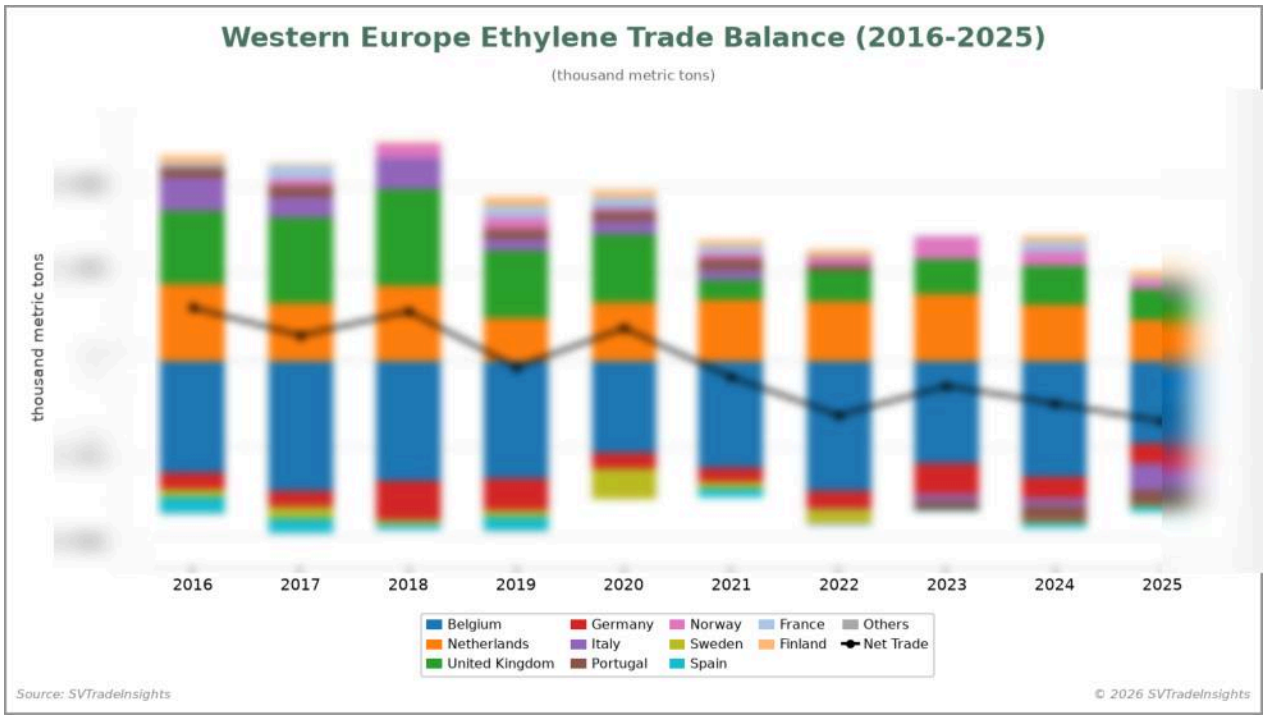


Figure 2-19: Western Europe Ethylene Trade Balance, 2016–2025

2.4.2 Trade Flow

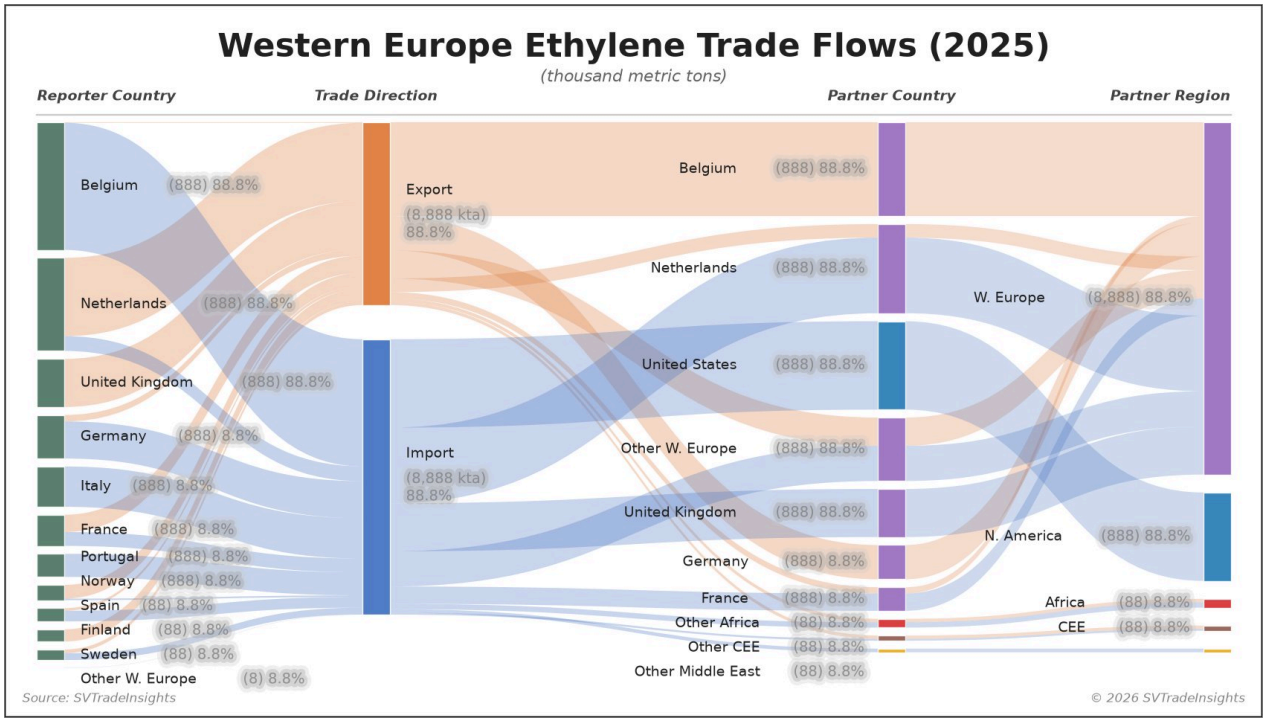


Figure 2-20: Western Europe Ethylene Trade Flow, 2025

2.4.3 Transaction Price

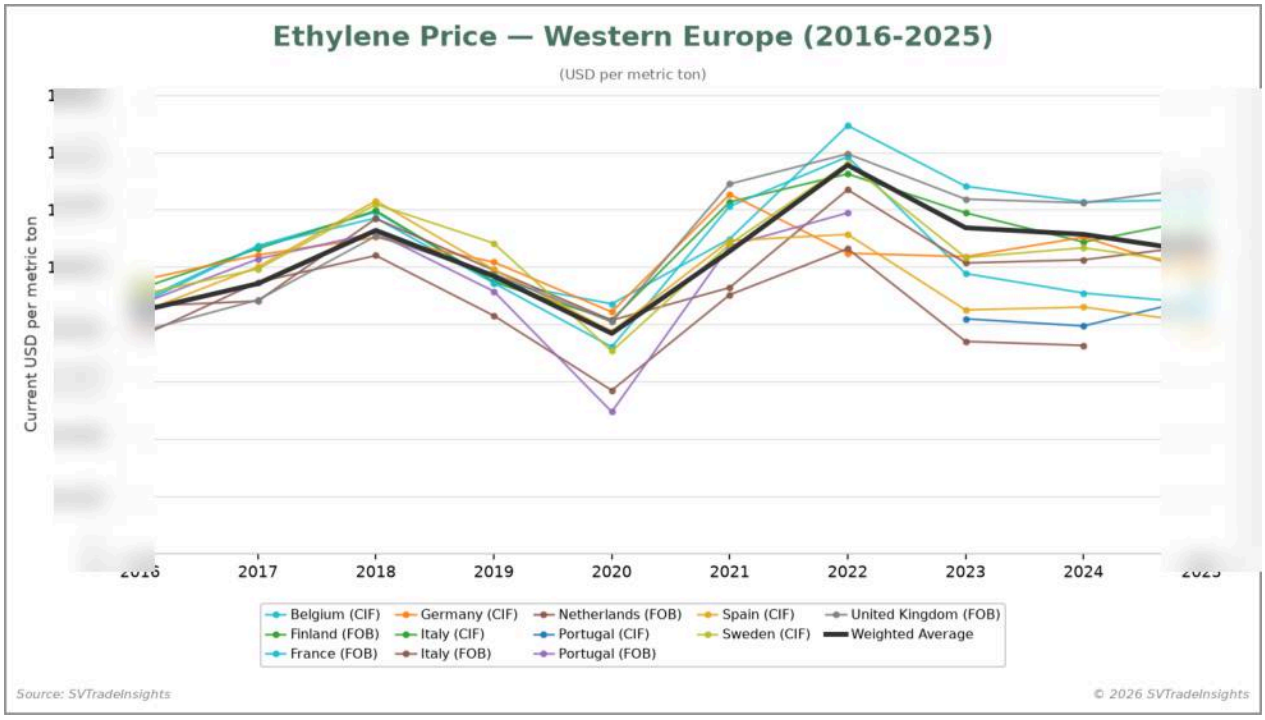


Figure 2-21: Western Europe Ethylene Transaction Prices, 2016–2025

2.4.4 Means of Transportation

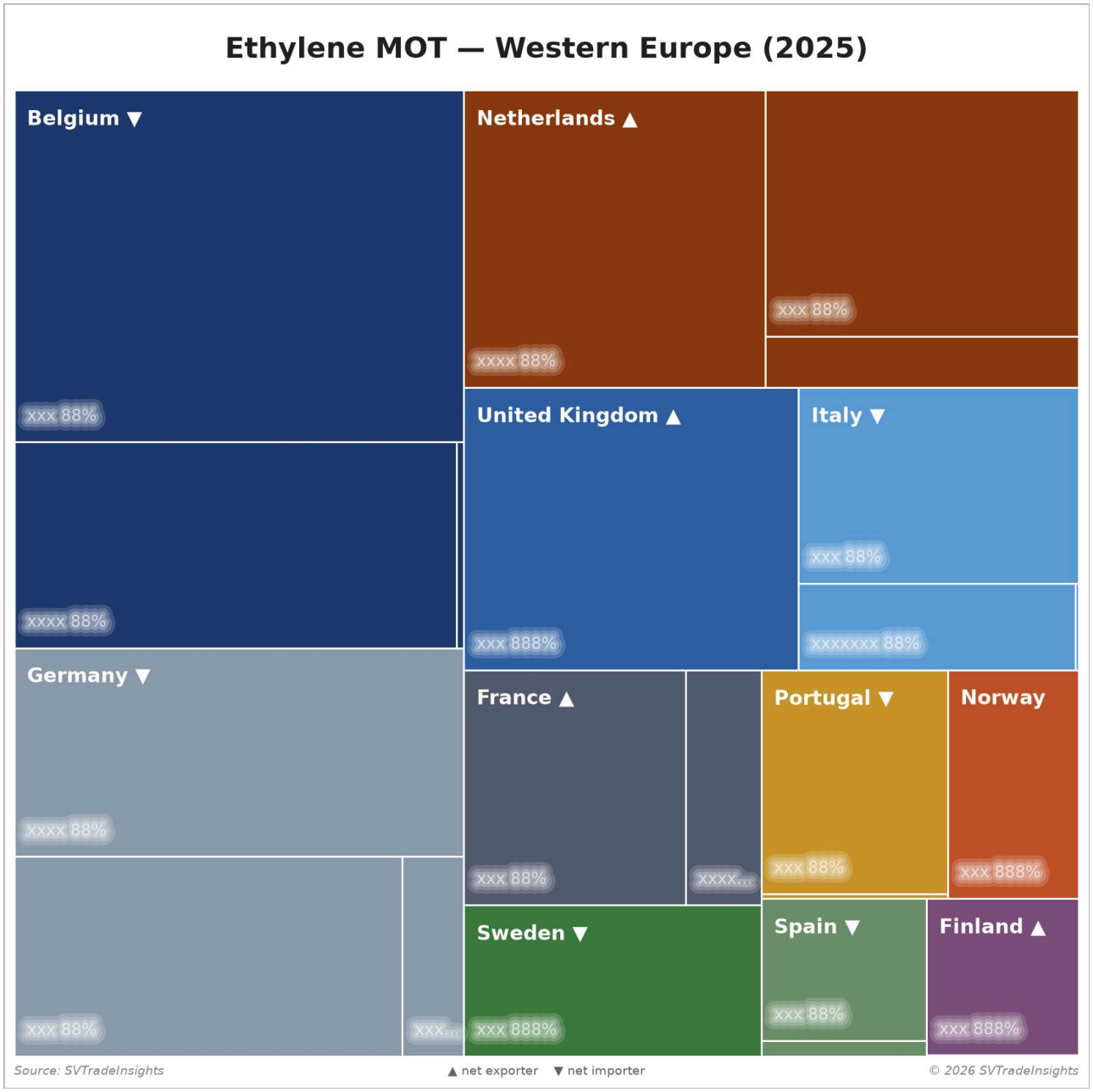


Figure 2-22: Western Europe Ethylene Means of Transportation, 2025

2.4.5 Transportation Cost

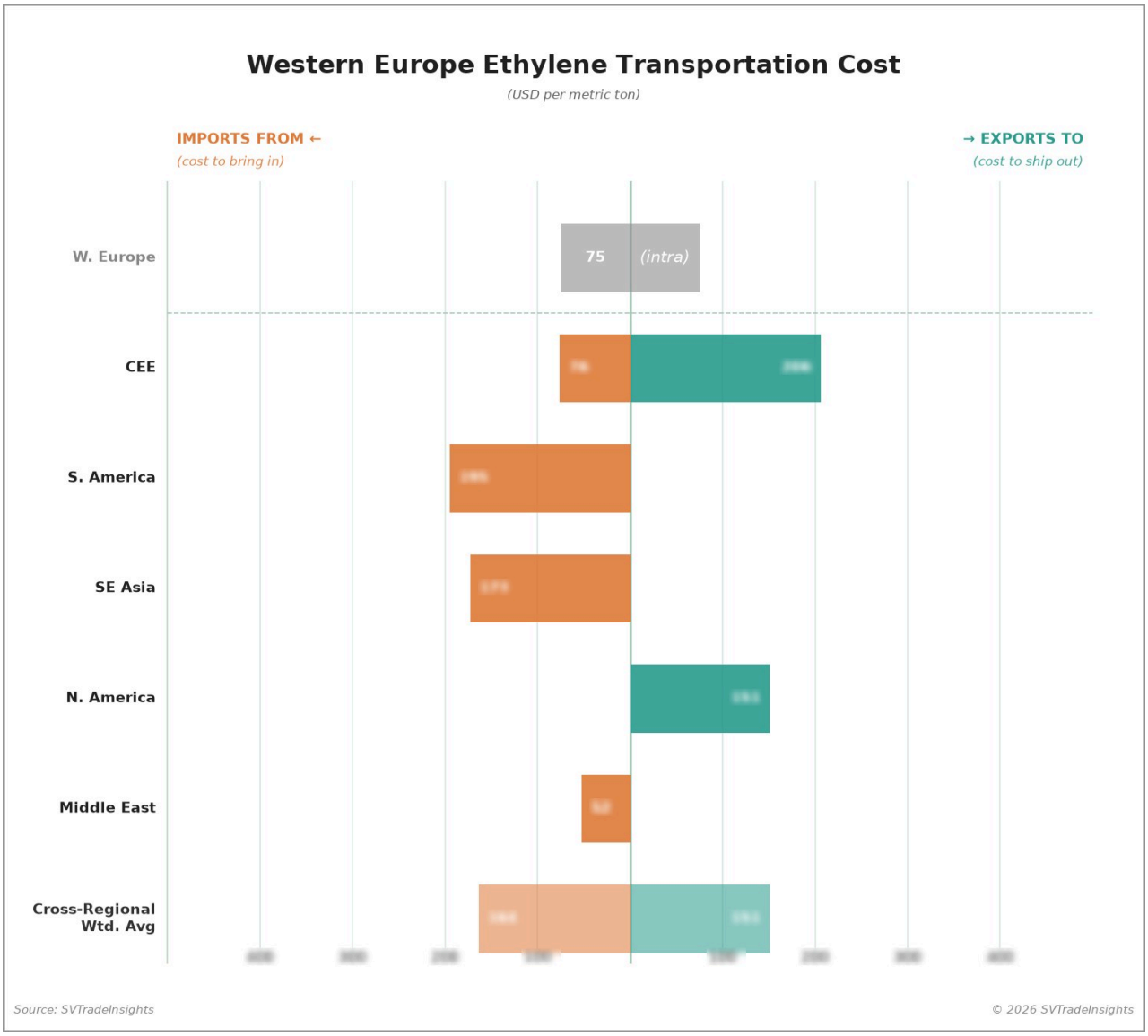


Figure 2-23: Western Europe Ethylene Transportation Cost, 2021–2025 Five-Year Weighted Averages

2.4.6 Tariff

2.5 Central & Eastern Europe

2.5.1 Trade Balance

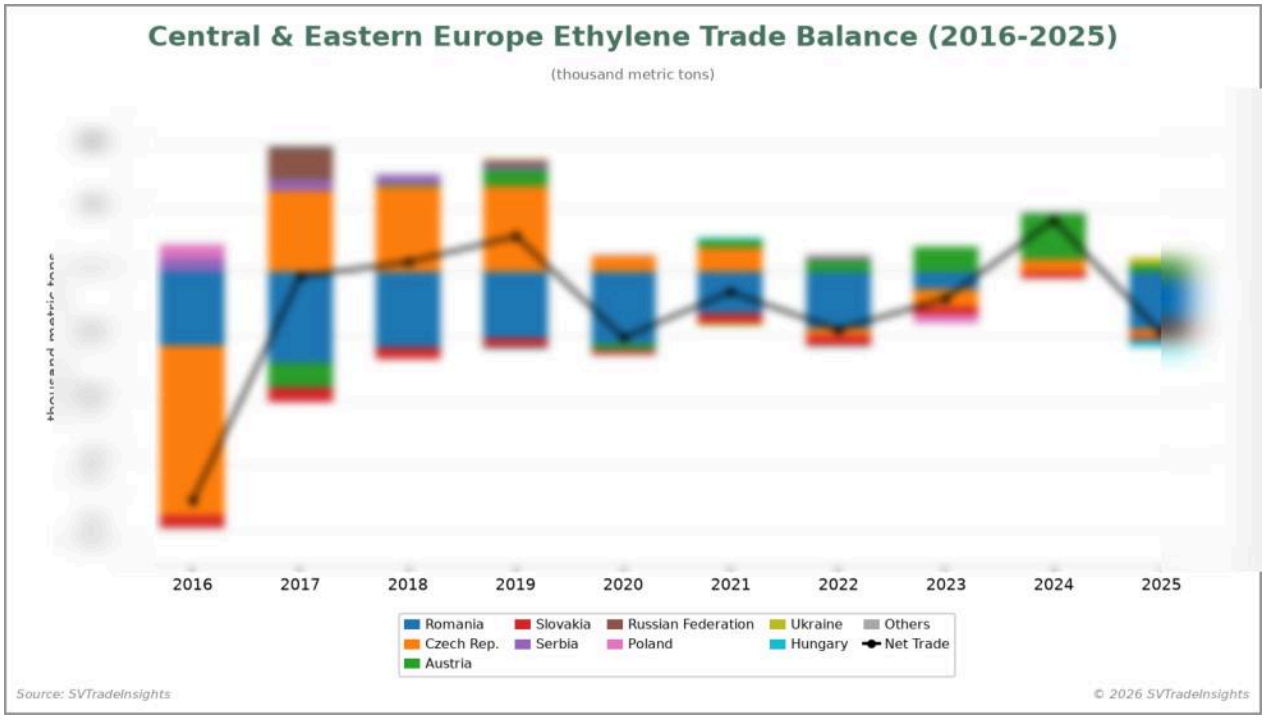


Figure 2-24: Central & Eastern Europe Ethylene Trade Balance, 2016–2025

2.5.2 Trade Flow

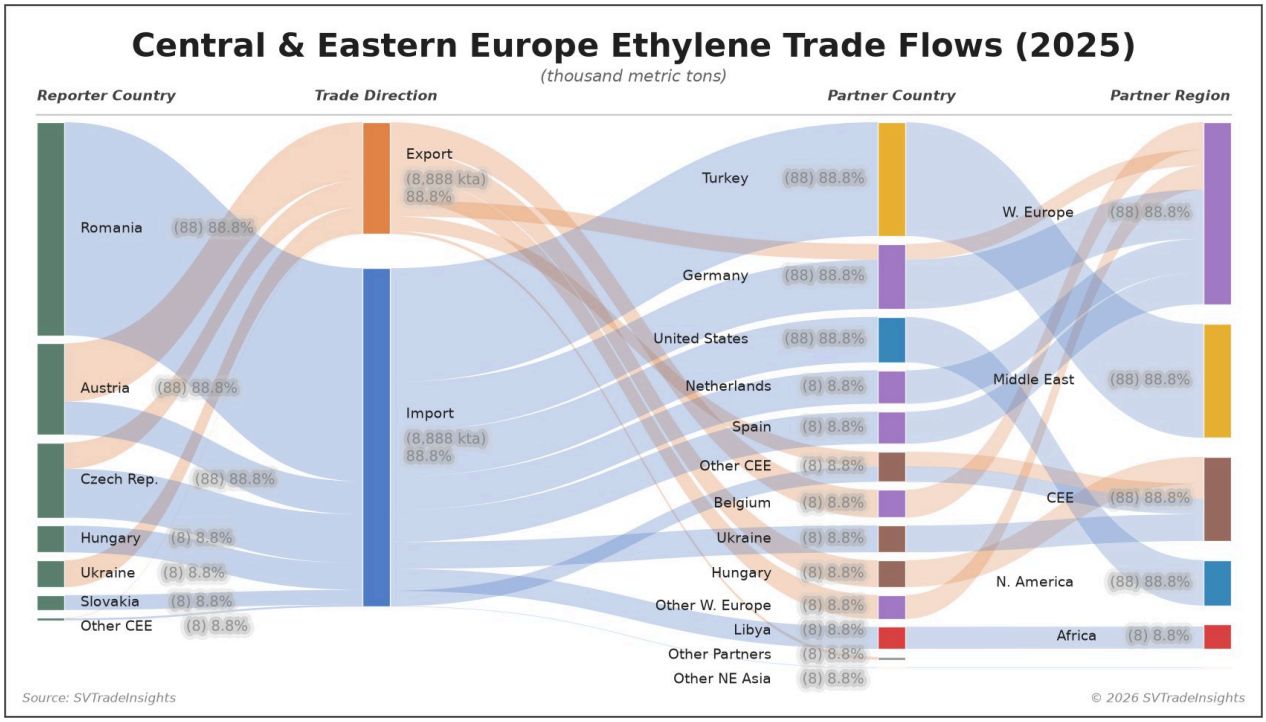


Figure 2-25: Central & Eastern Europe Ethylene Trade Flow, 2025

2.5.3 Transaction Price

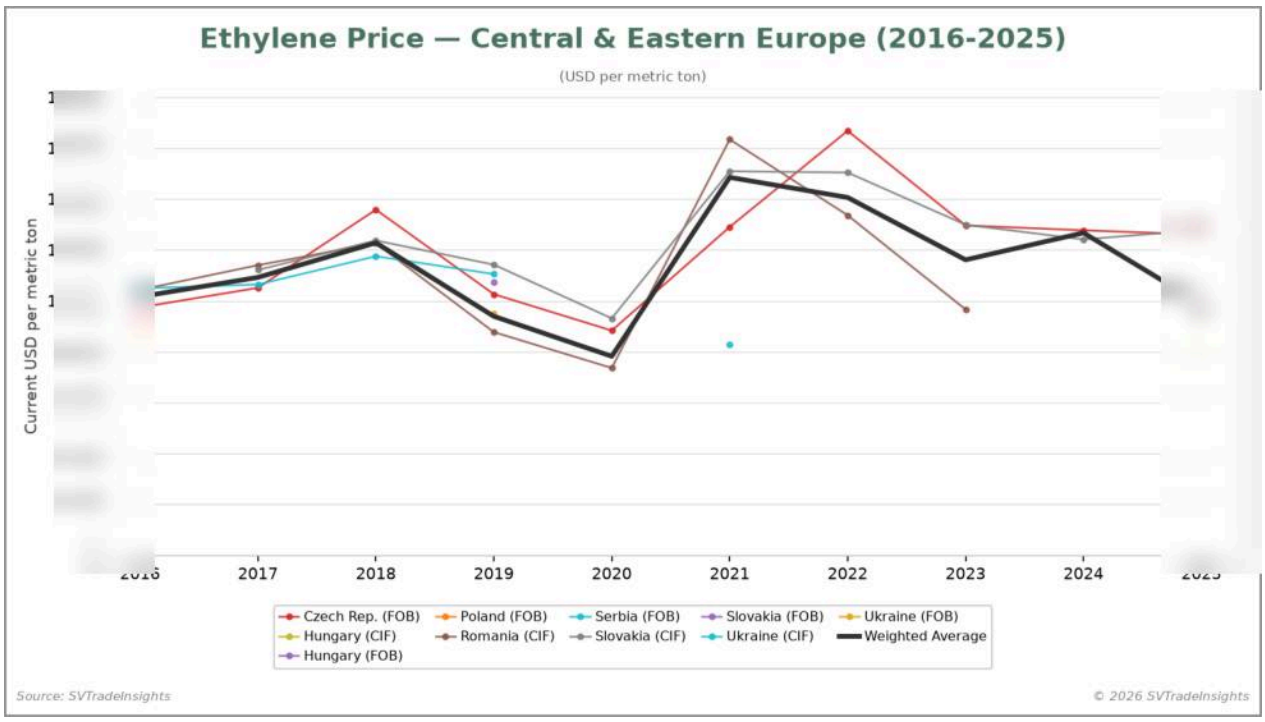


Figure 2-26: Central & Eastern Europe Ethylene Transaction Prices, 2016–2025

2.5.4 Means of Transportation

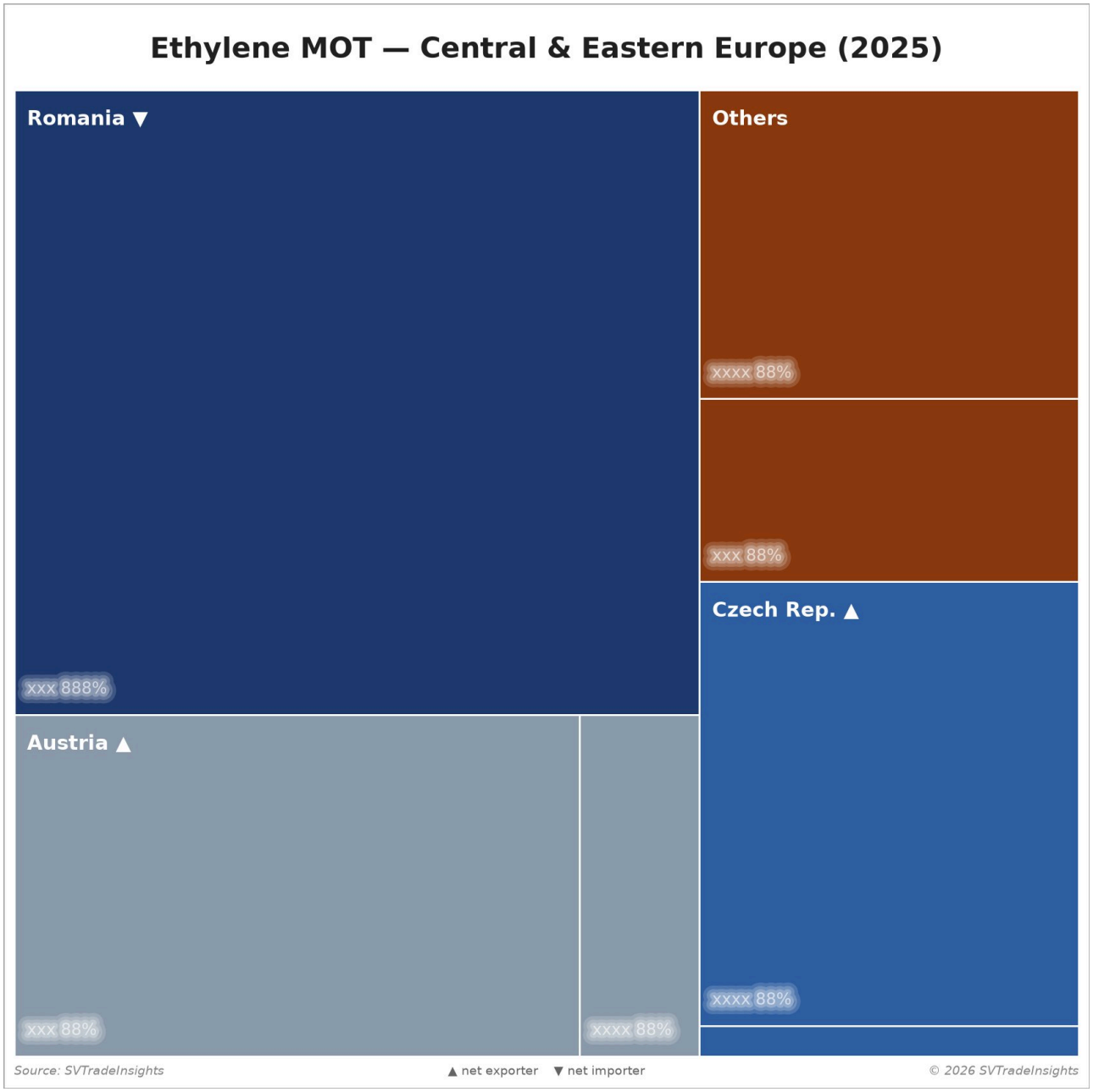


Figure 2-27: Central & Eastern Europe Ethylene Means of Transportation, 2025

2.5.5 Transportation Cost

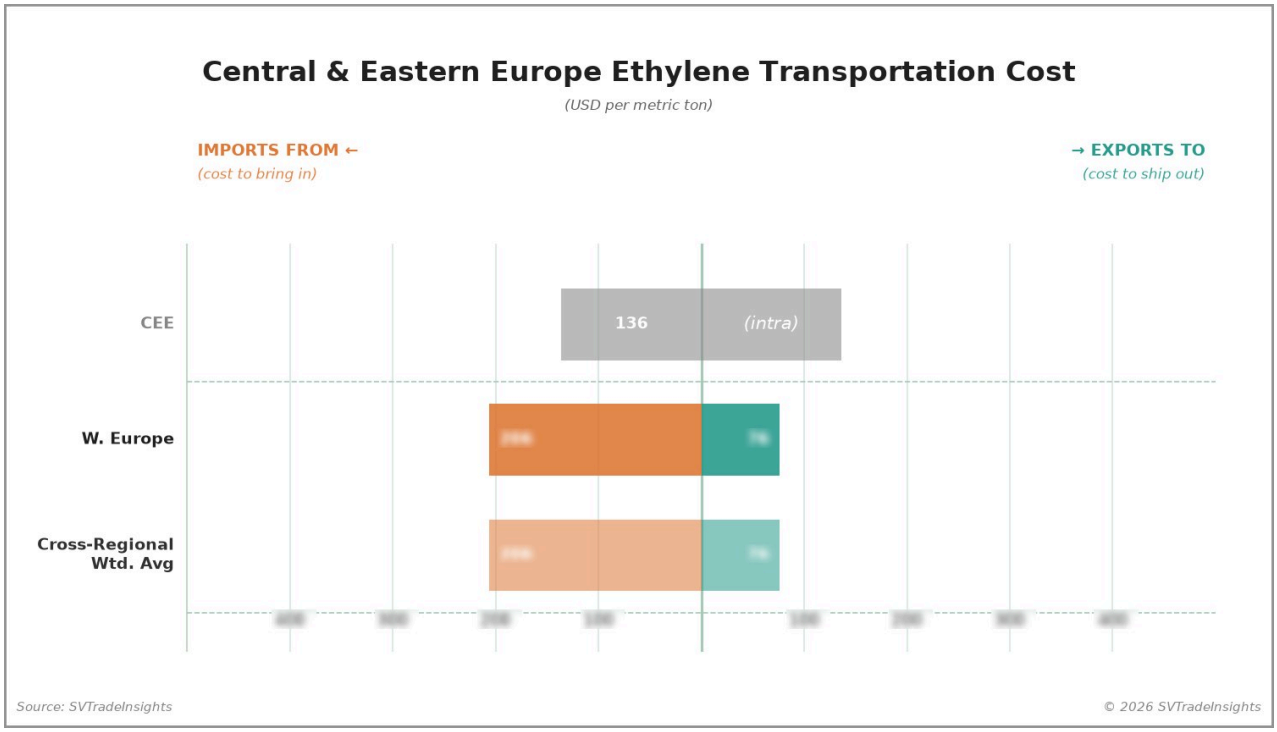


Figure 2-28: Central & Eastern Europe Ethylene Transportation Cost, 2021–2025 Five-Year Weighted Averages

2.5.6 Tariff

[illegible]

2.6 Middle East

2.6.1 Trade Balance

[illegible]

[illegible]

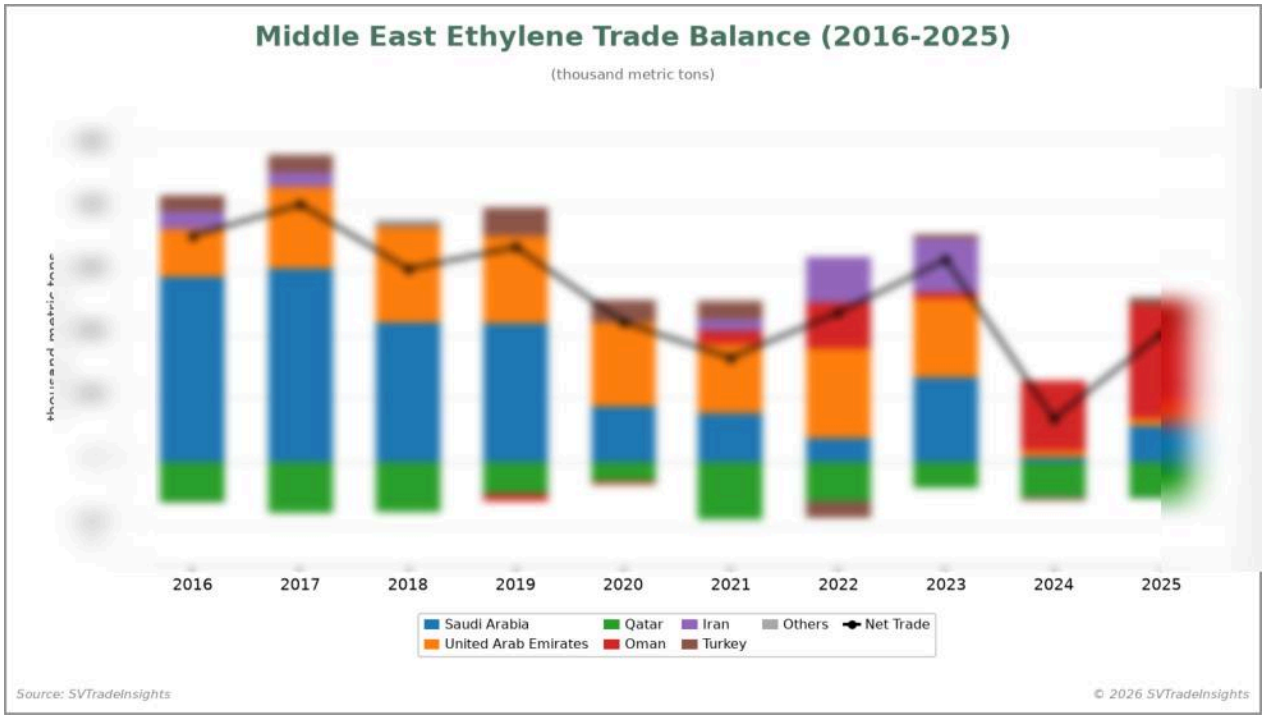


Figure 2-29: Middle East Ethylene Trade Balance, 2016–2025

2.6.2 Trade Flow

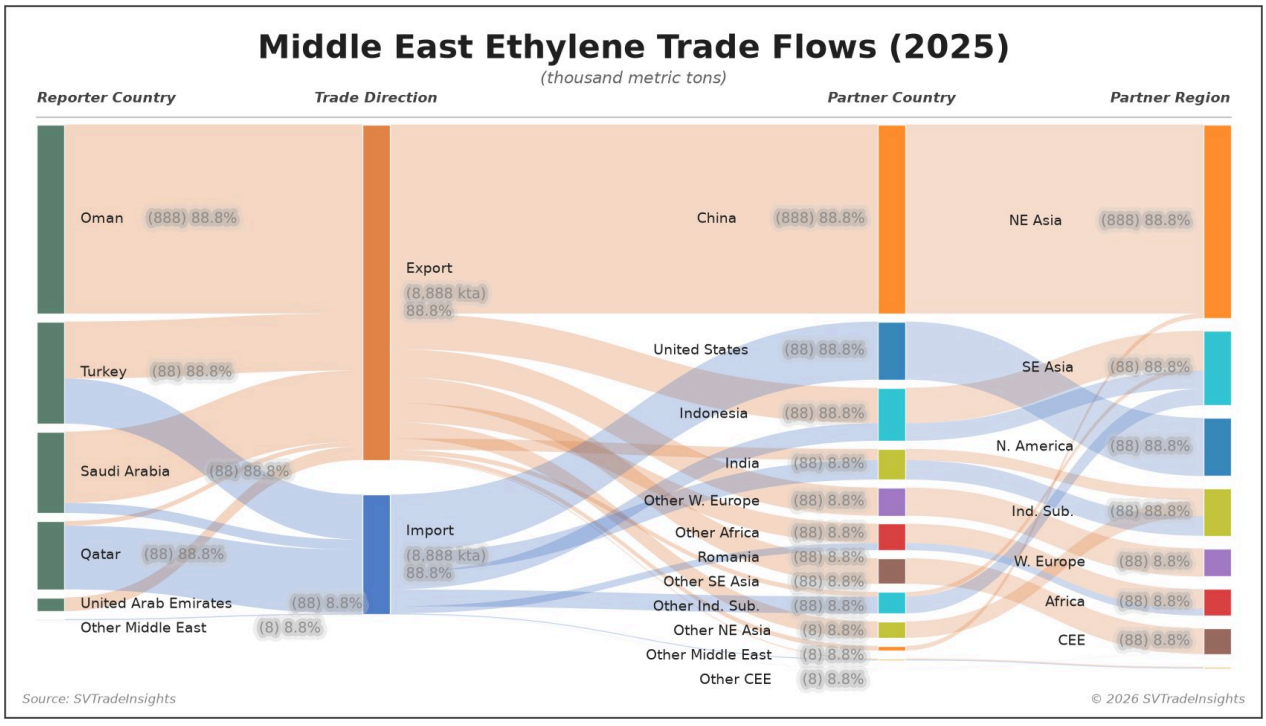


Figure 2-30: Middle East Ethylene Trade Flow, 2025

2.6.3 Transaction Price

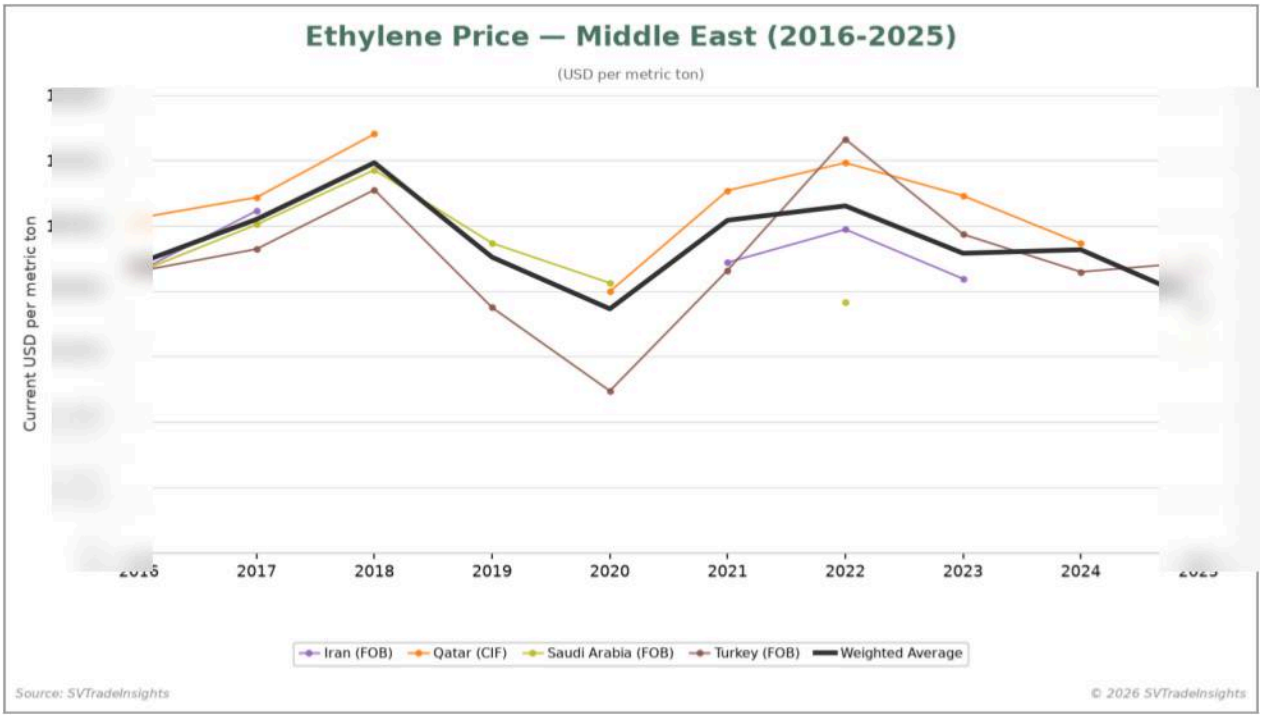


Figure 2-31: Middle East Ethylene Transaction Prices, 2016–2025

2.6.4 Means of Transportation

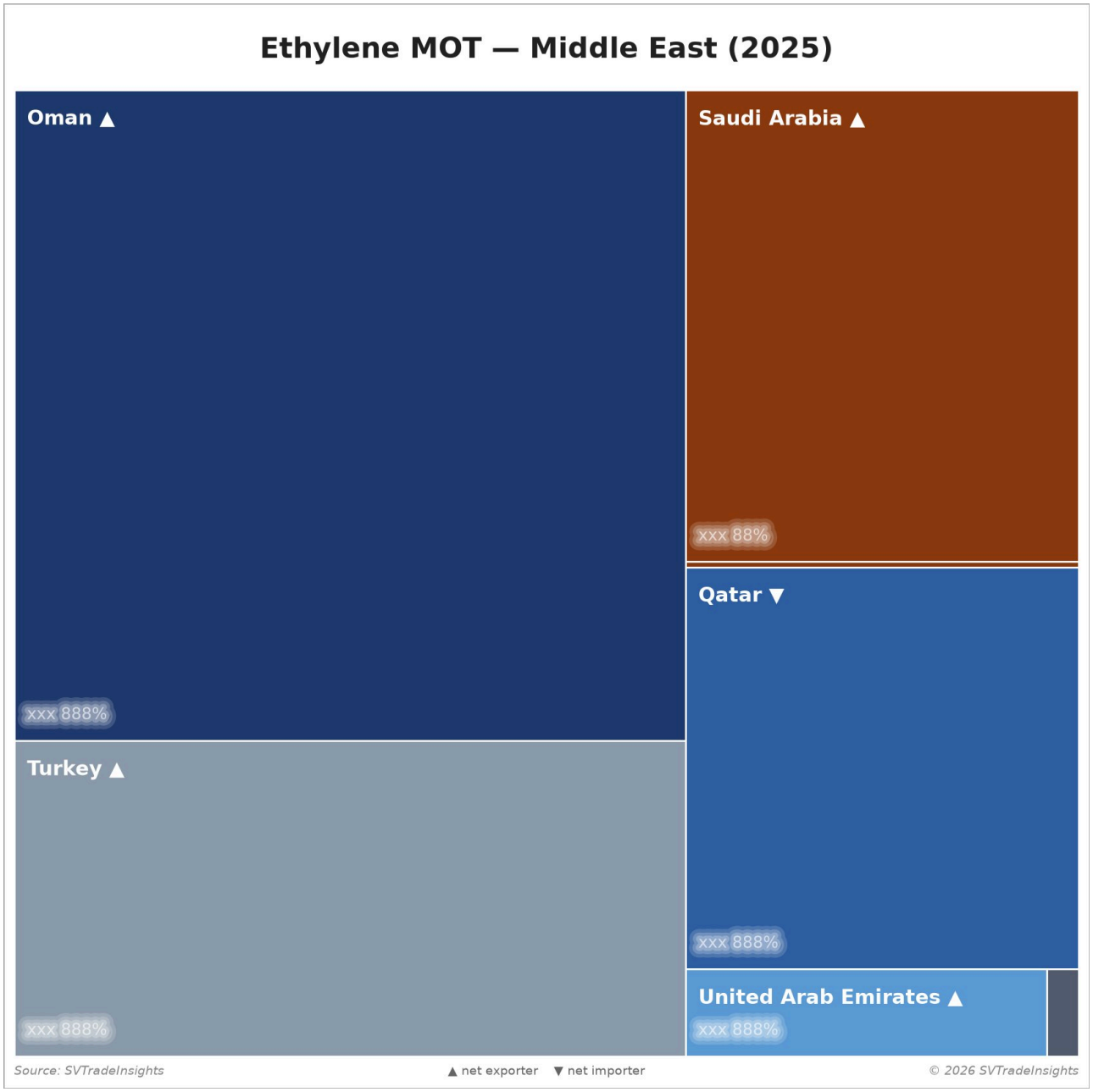


Figure 2-32: Middle East Ethylene Means of Transportation, 2025

2.6.5 Transportation Cost



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

2.6.6 Tariff

2.7 Africa

2.7.1 Trade Balance

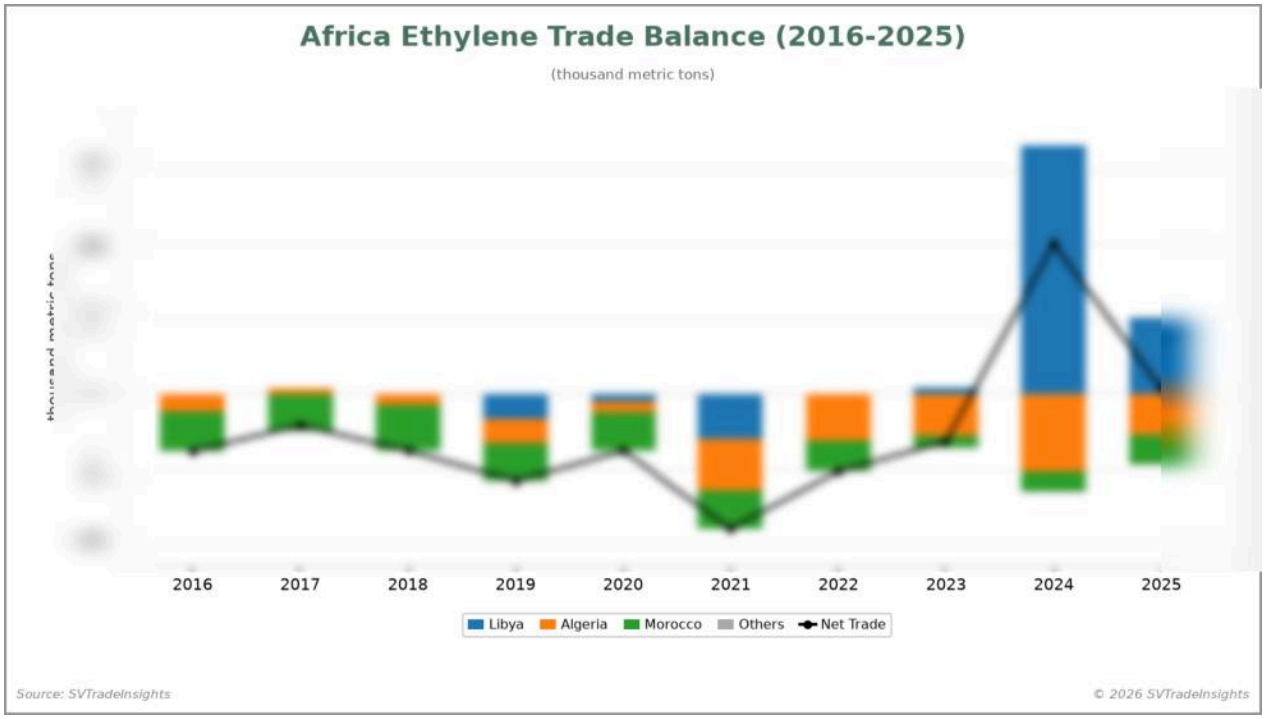


Figure 2-34: Africa Ethylene Trade Balance, 2016–2025

2.7.2 Trade Flow

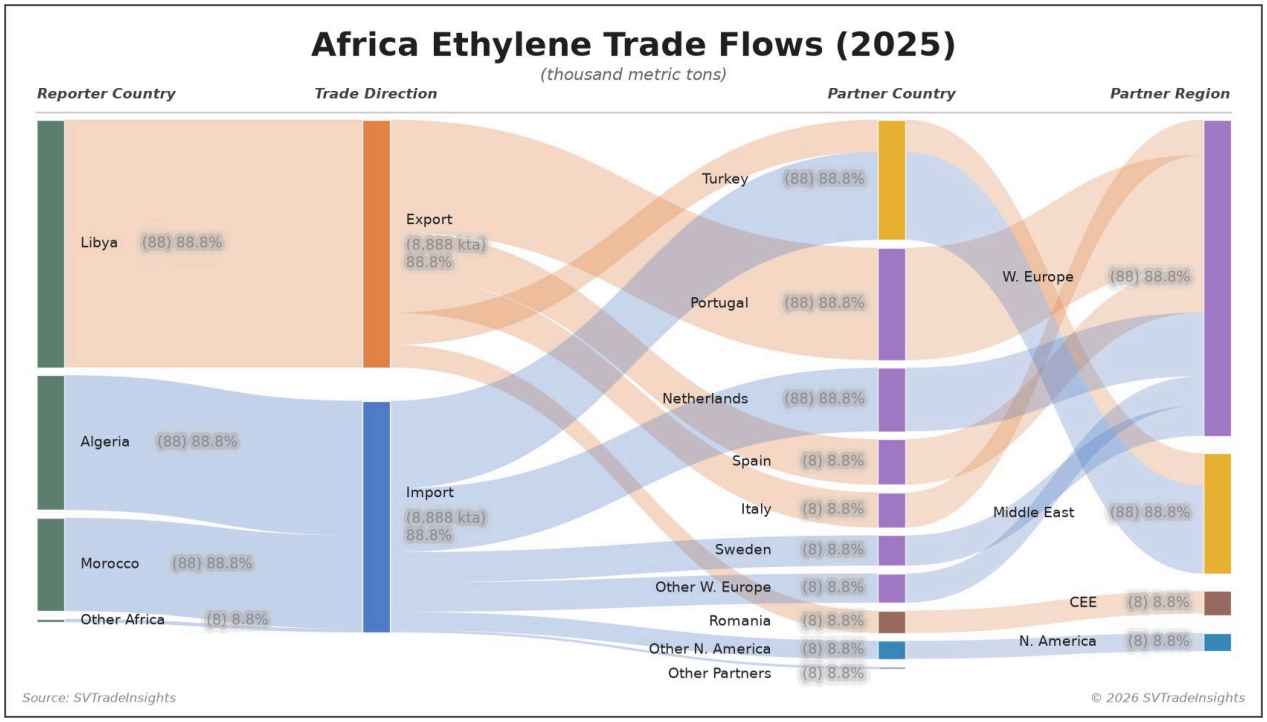


Figure 2-35: Africa Ethylene Trade Flow, 2025

2.7.3 Transaction Price

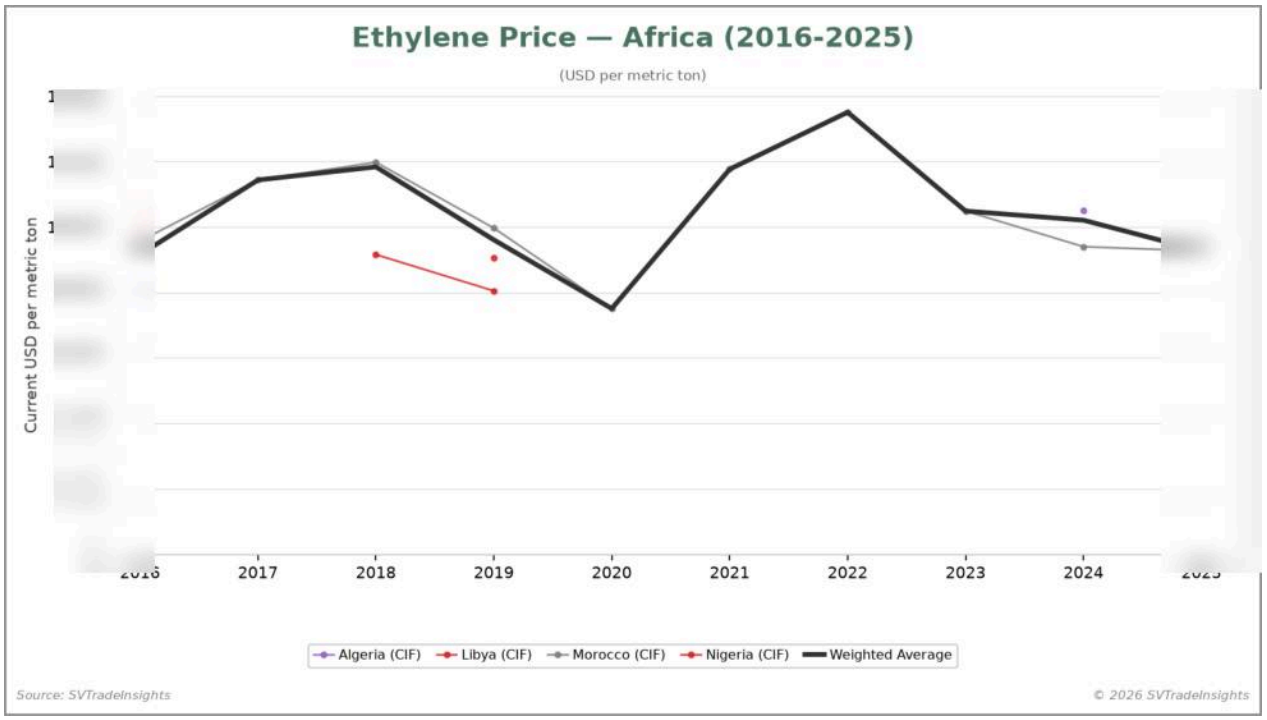


Figure 2-36: Africa Ethylene Transaction Prices, 2016–2025

2.7.4 Means of Transportation

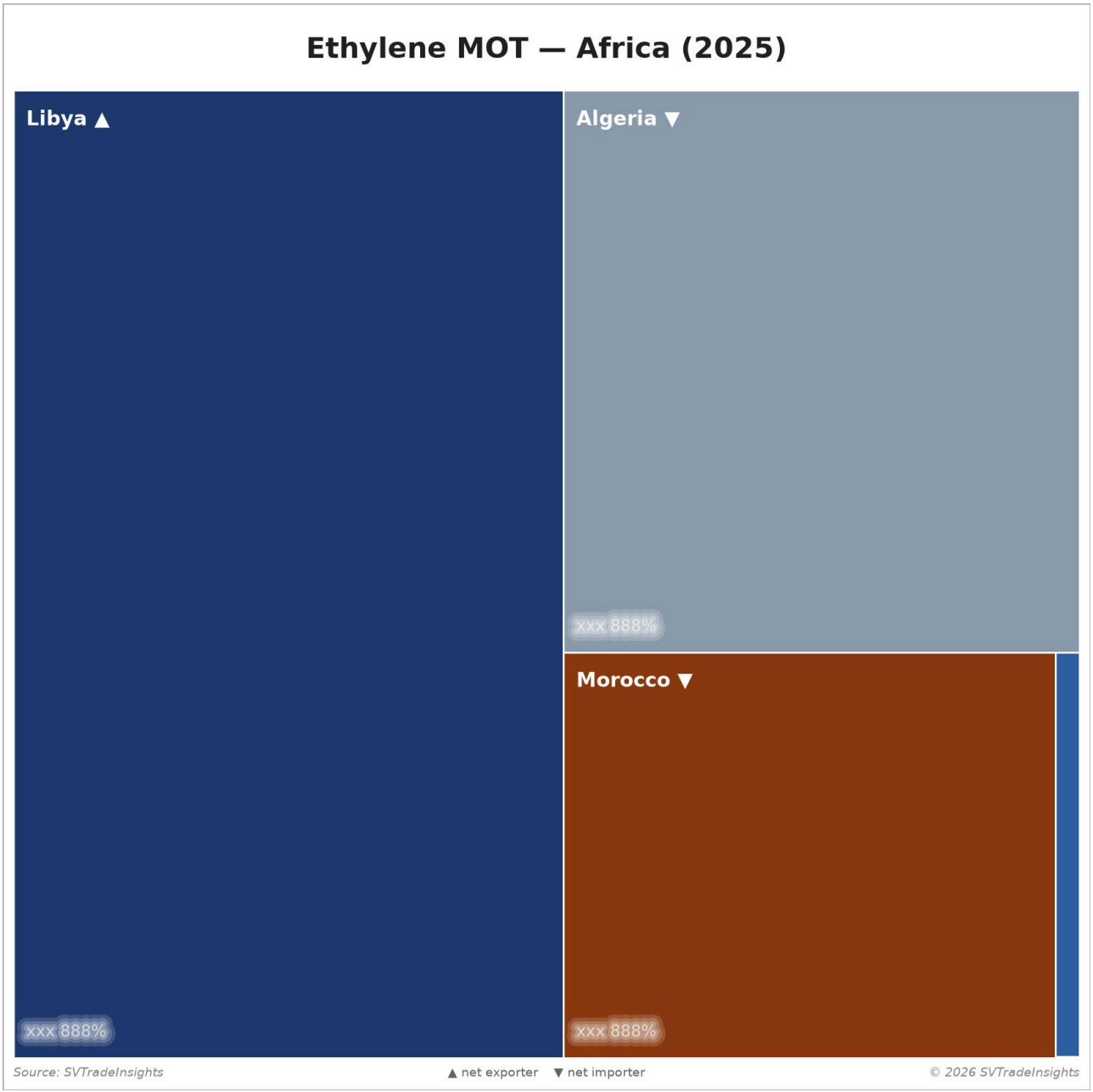


Figure 2-37: Africa Ethylene Means of Transportation, 2025

2.7.5 Transportation Cost

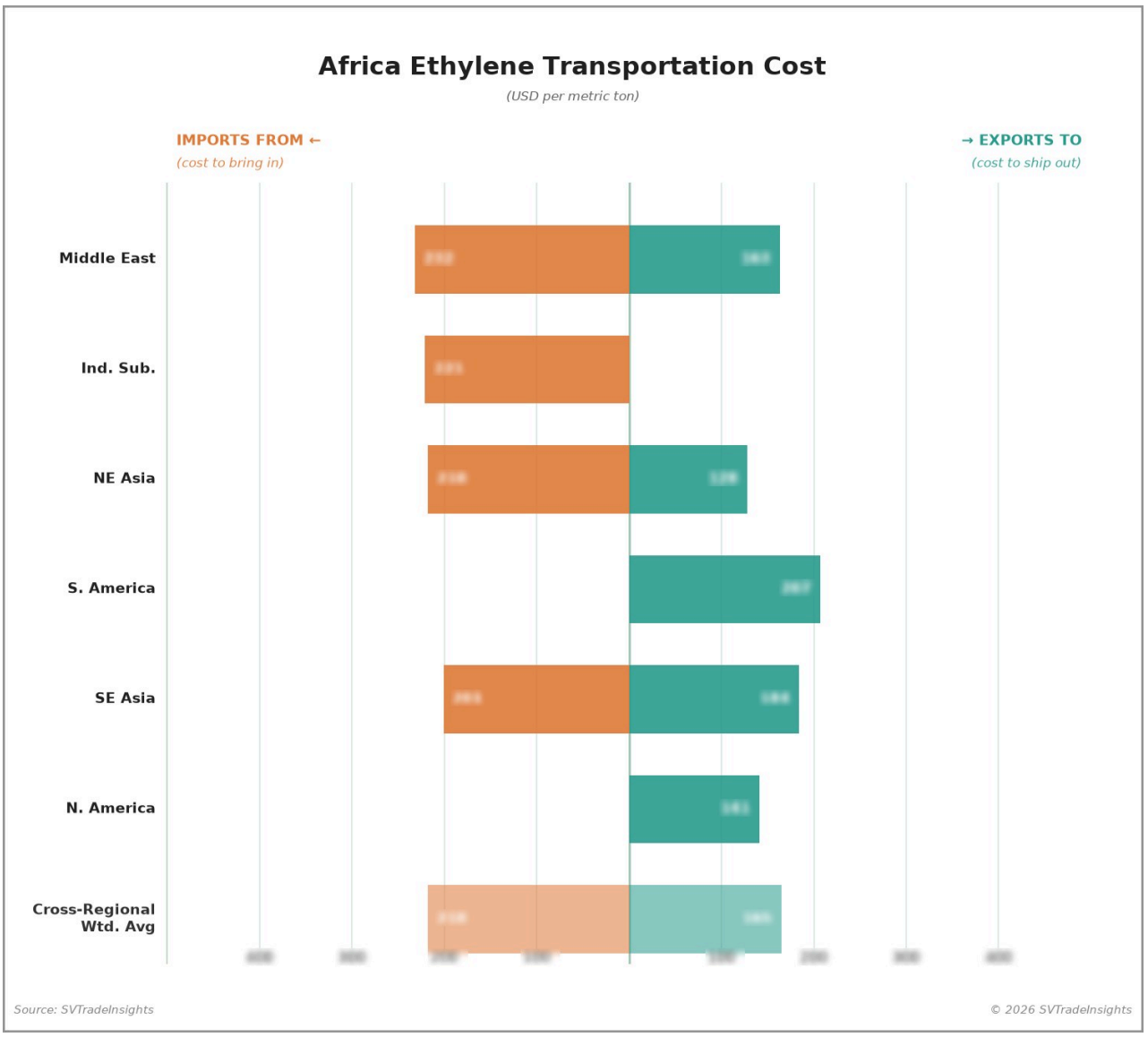


Figure 2-38: Africa Ethylene Transportation Cost, 2021–2025 Five-Year Weighted Averages

2.7.6 Tariff

2.8 Northeast Asia

2.8.1 Trade Balance

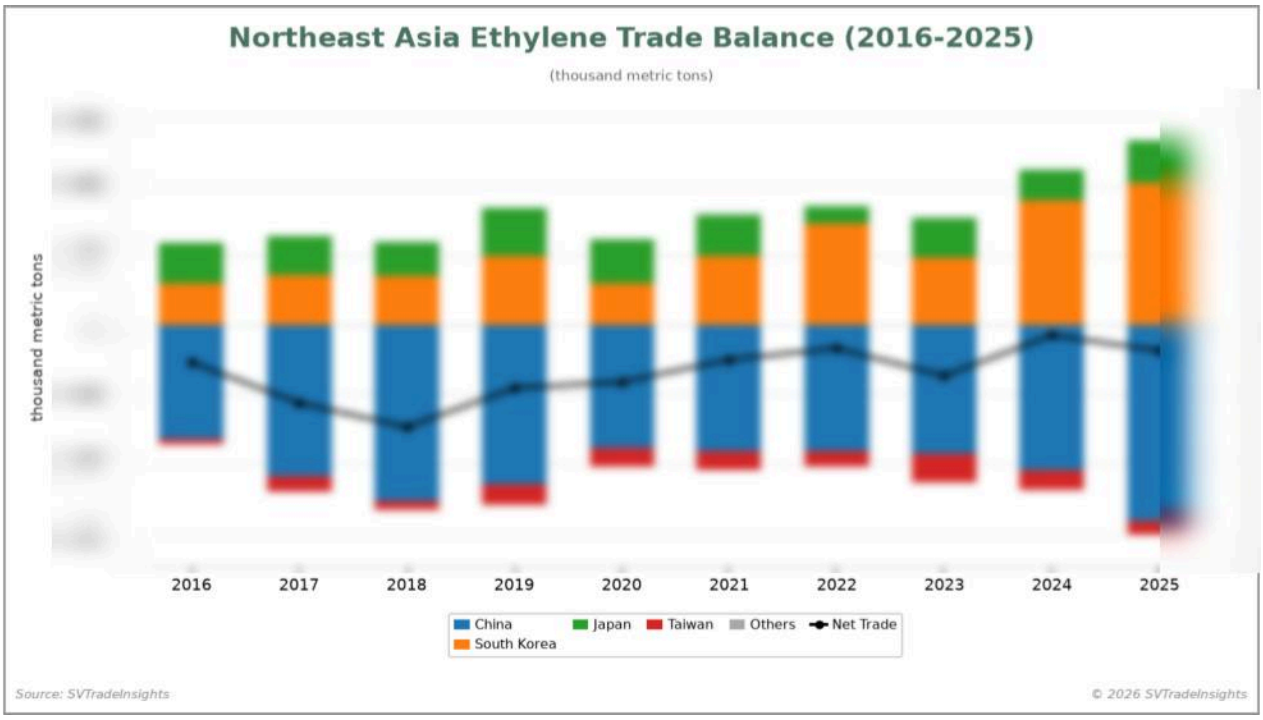


Figure 2-39: Northeast Asia Ethylene Trade Balance, 2016–2025

2.8.2 Trade Flow

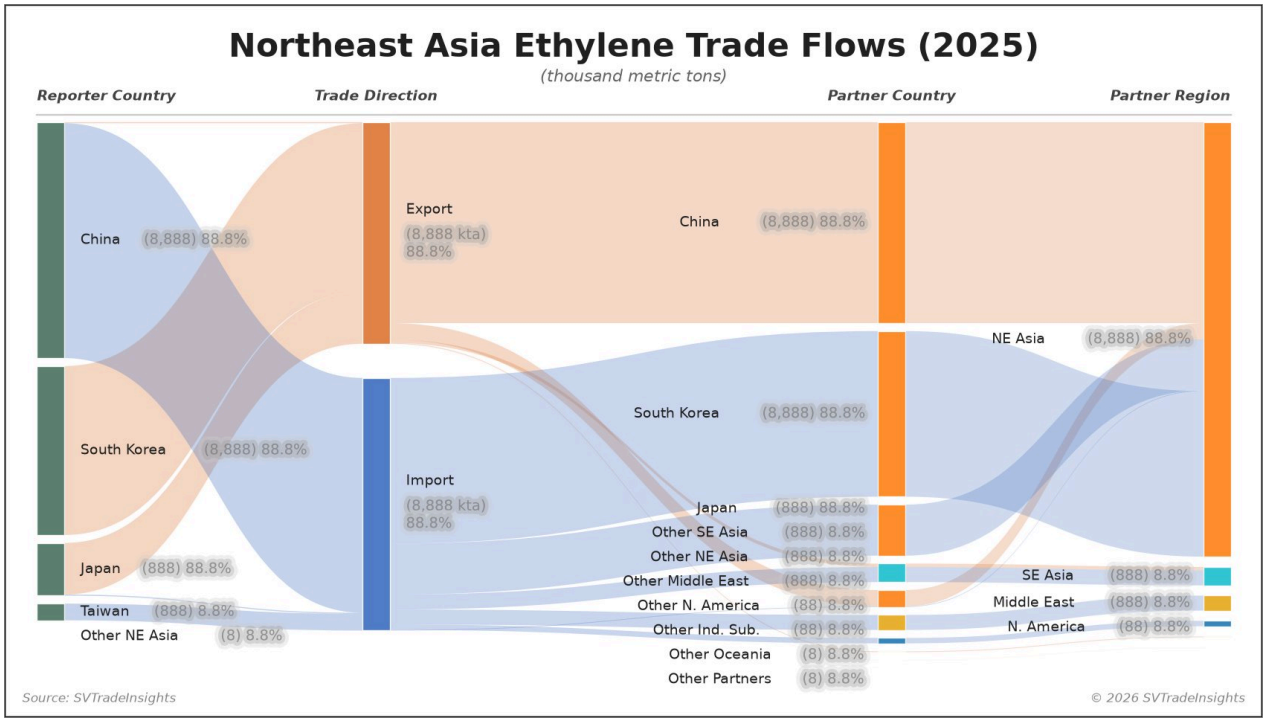


Figure 2-40: Northeast Asia Ethylene Trade Flow, 2025

2.8.3 Transaction Price

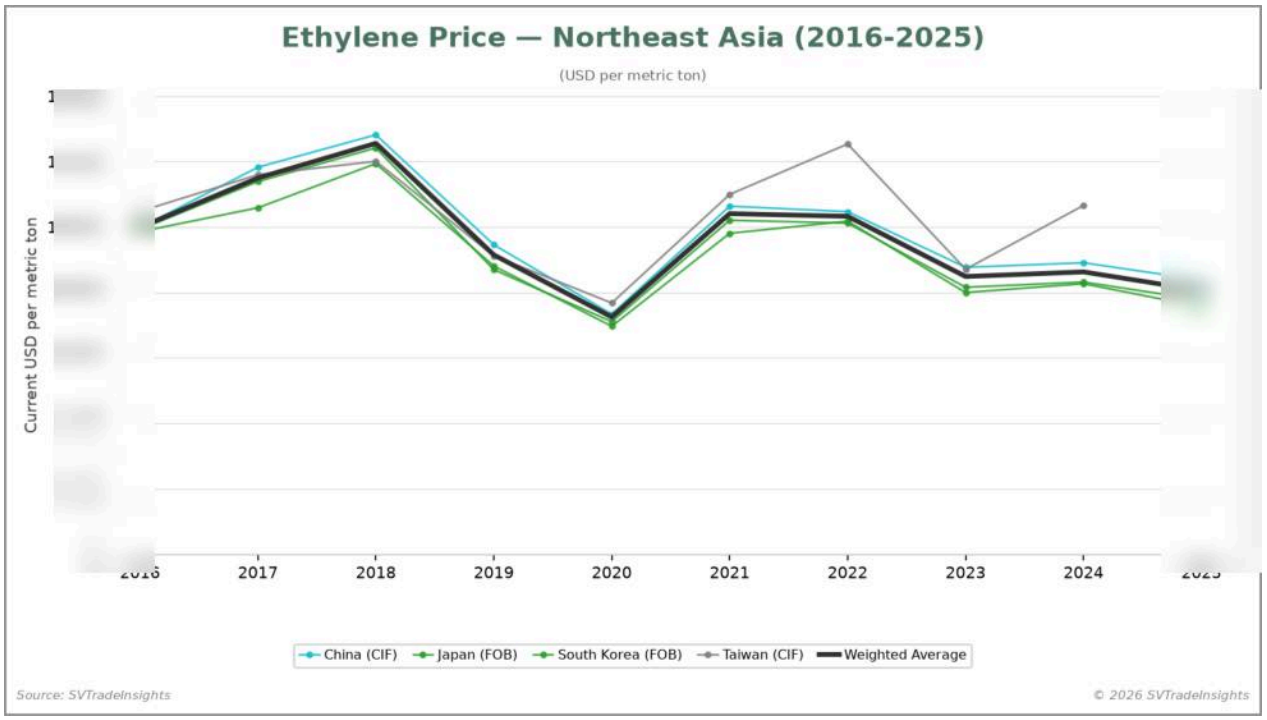


Figure 2-41: Northeast Asia Ethylene Transaction Prices, 2016–2025

2.8.4 Means of Transportation

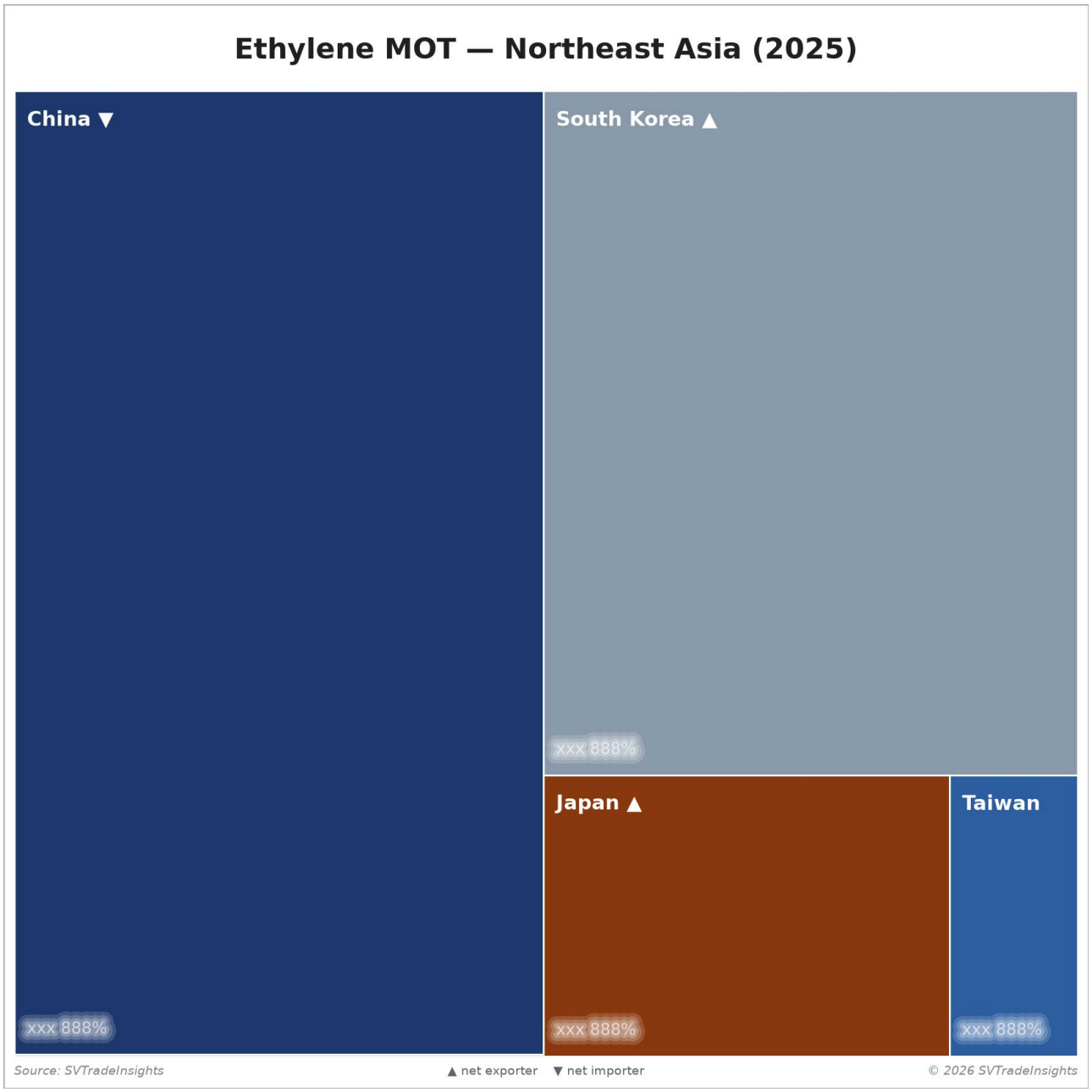


Figure 2-42: Northeast Asia Ethylene Means of Transportation, 2025

2.8.5 Transportation Cost

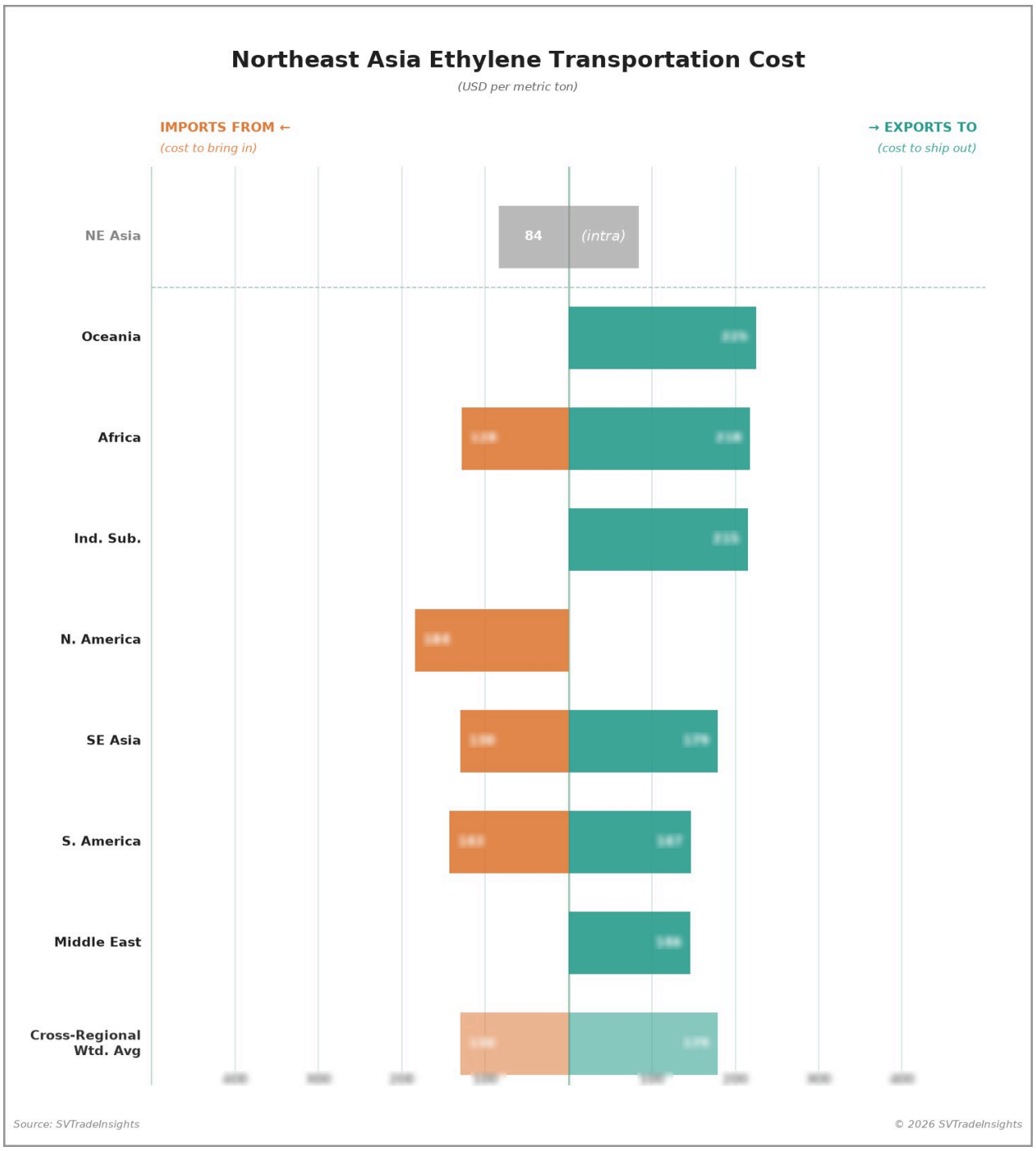


Figure 2-43: Northeast Asia Ethylene Transportation Cost, 2021–2025 Five-Year Weighted Averages

2.8.6 Tariff

2.9 Southeast Asia

2.9.1 Trade Balance

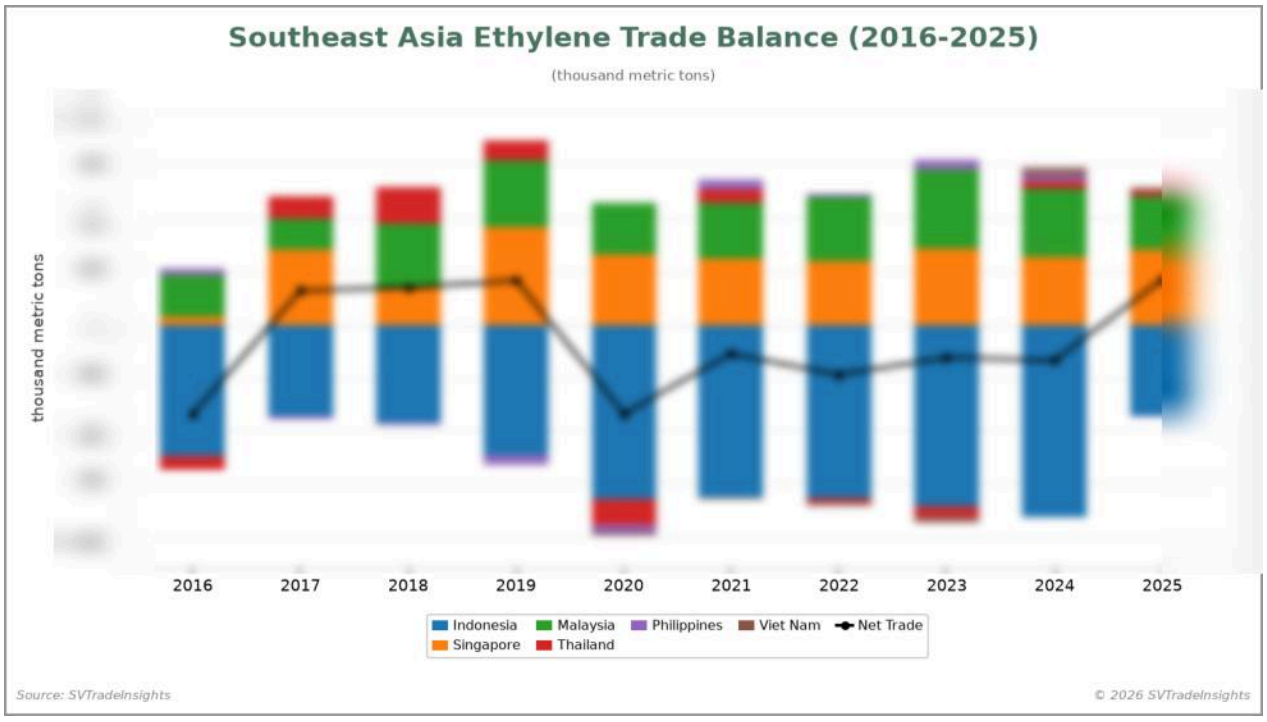


Figure 2-44: Southeast Asia Ethylene Trade Balance, 2016–2025

2.9.2 Trade Flow

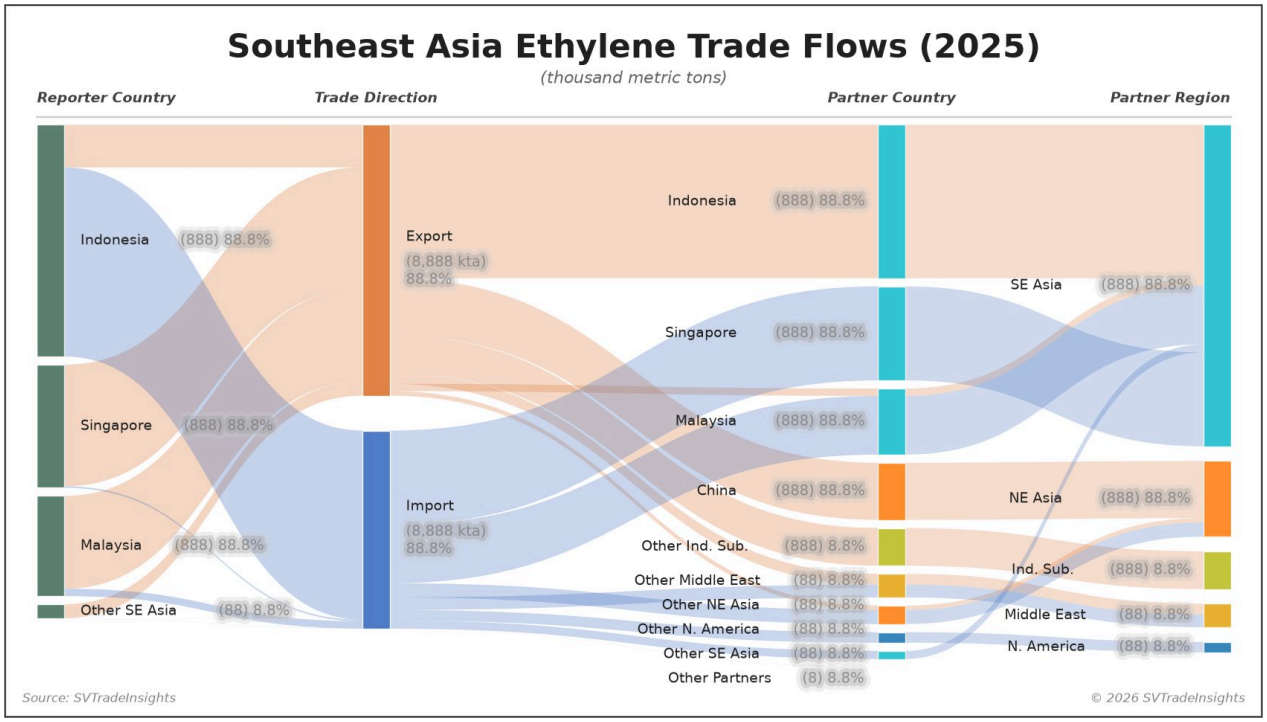


Figure 2-45: Southeast Asia Ethylene Trade Flow, 2025

2.9.3 Transaction Price

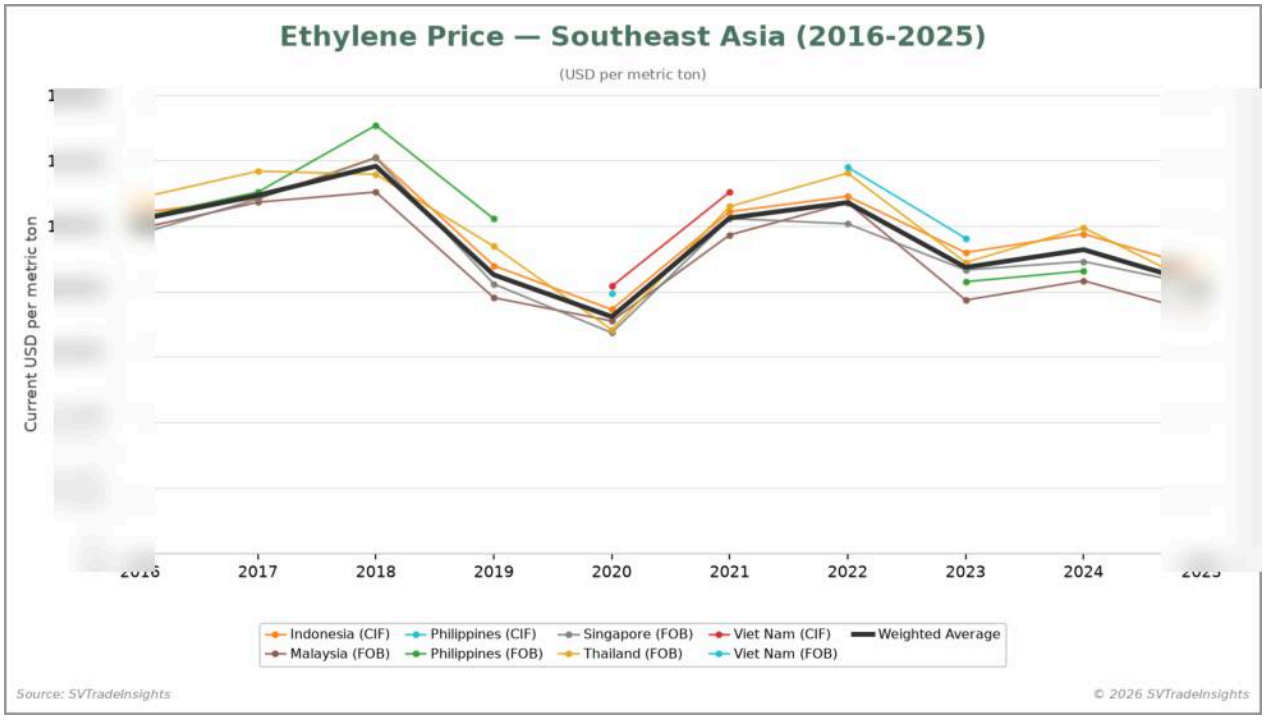


Figure 2-46: Southeast Asia Ethylene Transaction Prices, 2016–2025

2.9.4 Means of Transportation

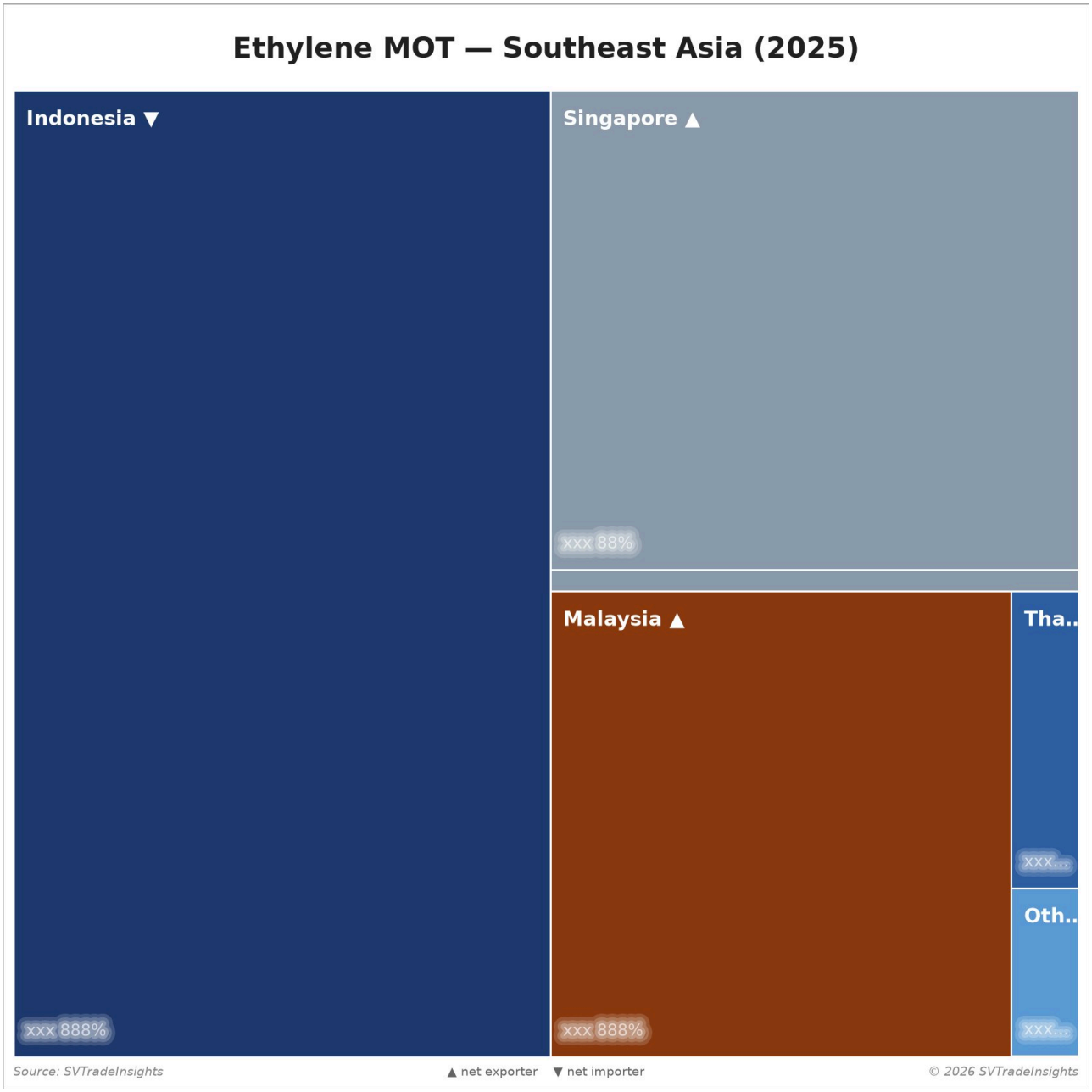


Figure 2-47: Southeast Asia Ethylene Means of Transportation, 2025

2.9.5 Transportation Cost



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

2.9.6 Tariff

2.10 Indian Subcontinent

2.10.1 Trade Balance

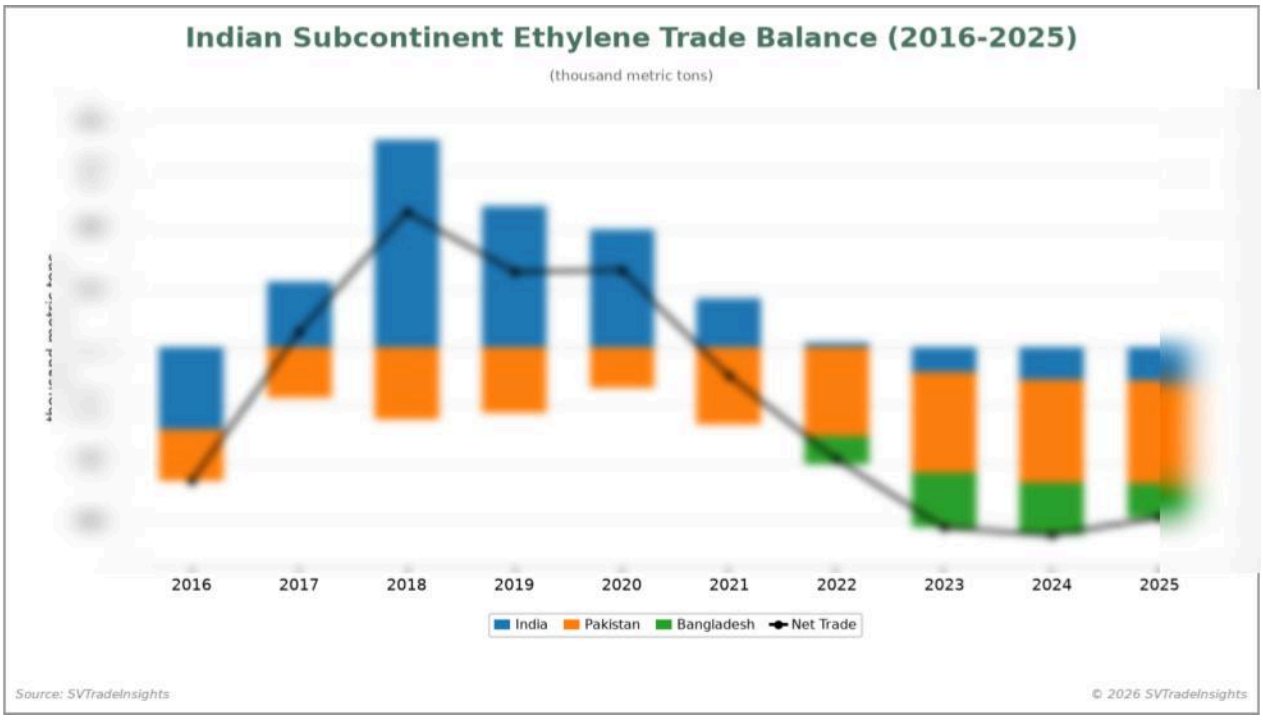


Figure 2-49: Indian Subcontinent Ethylene Trade Balance, 2016–2025

2.10.2 Trade Flow

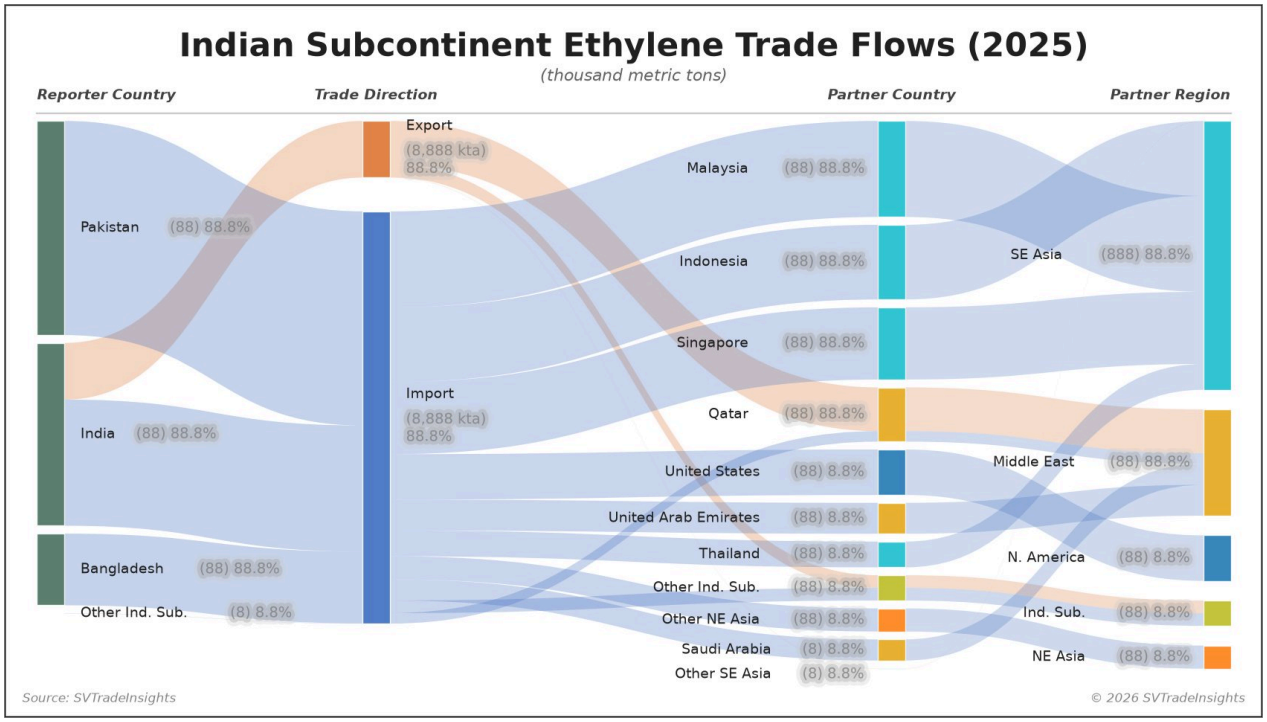


Figure 2-50: Indian Subcontinent Ethylene Trade Flow, 2025

2.10.3 Transaction Price

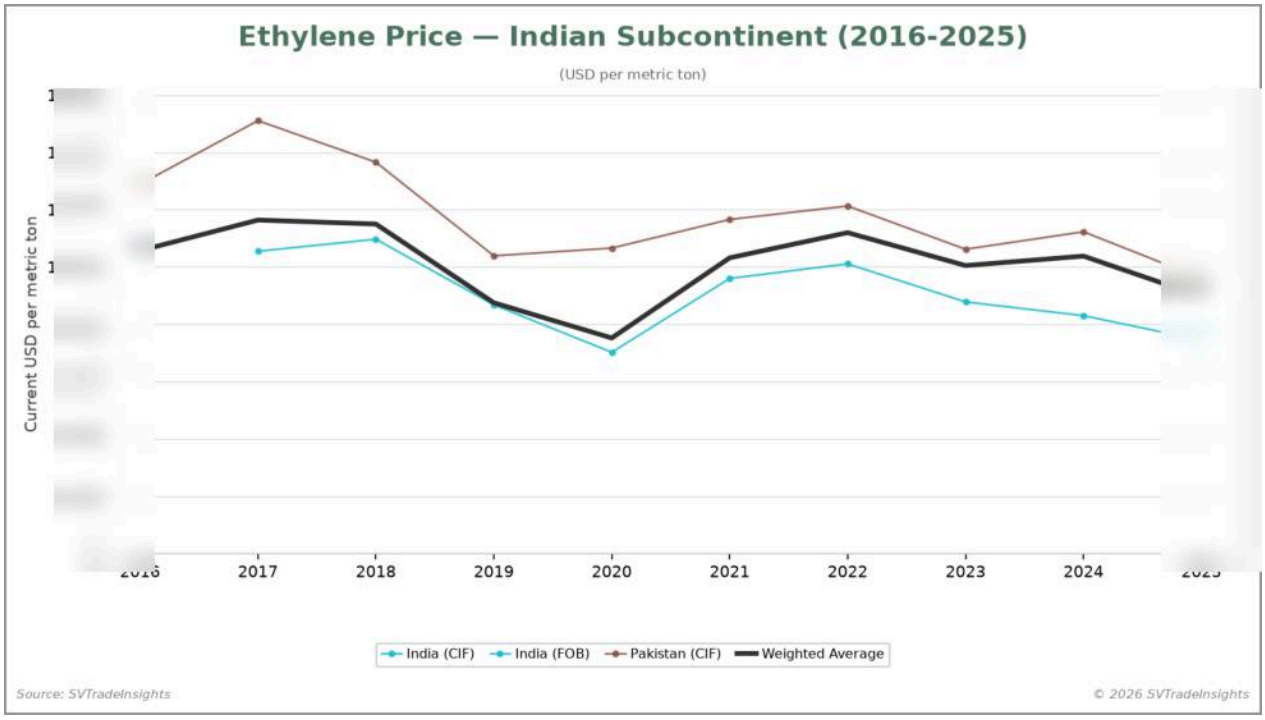


Figure 2-51: Indian Subcontinent Ethylene Transaction Prices, 2016–2025

2.10.4 Means of Transportation

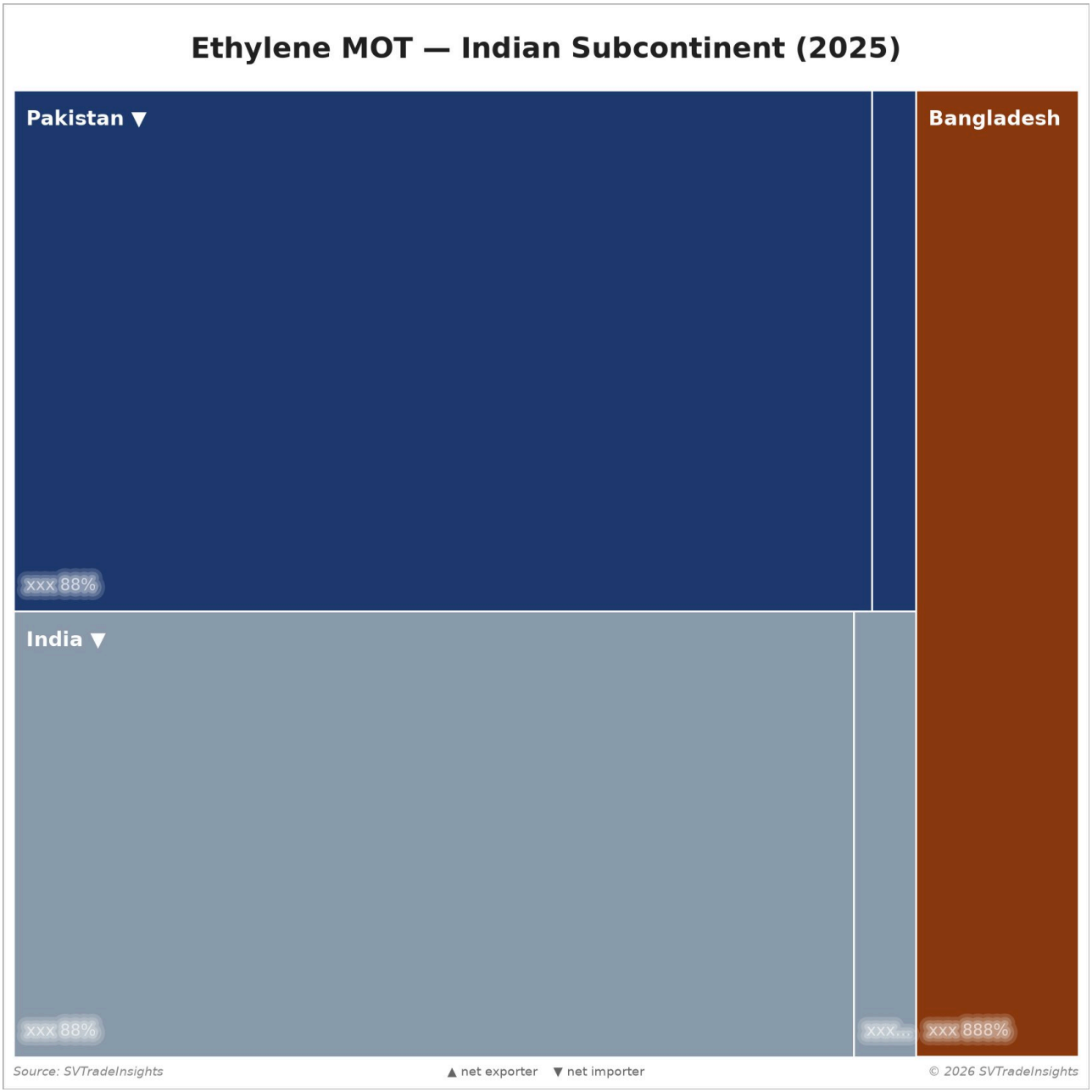


Figure 2-52: Indian Subcontinent Ethylene Means of Transportation, 2025

2.10.5 Transportation Cost

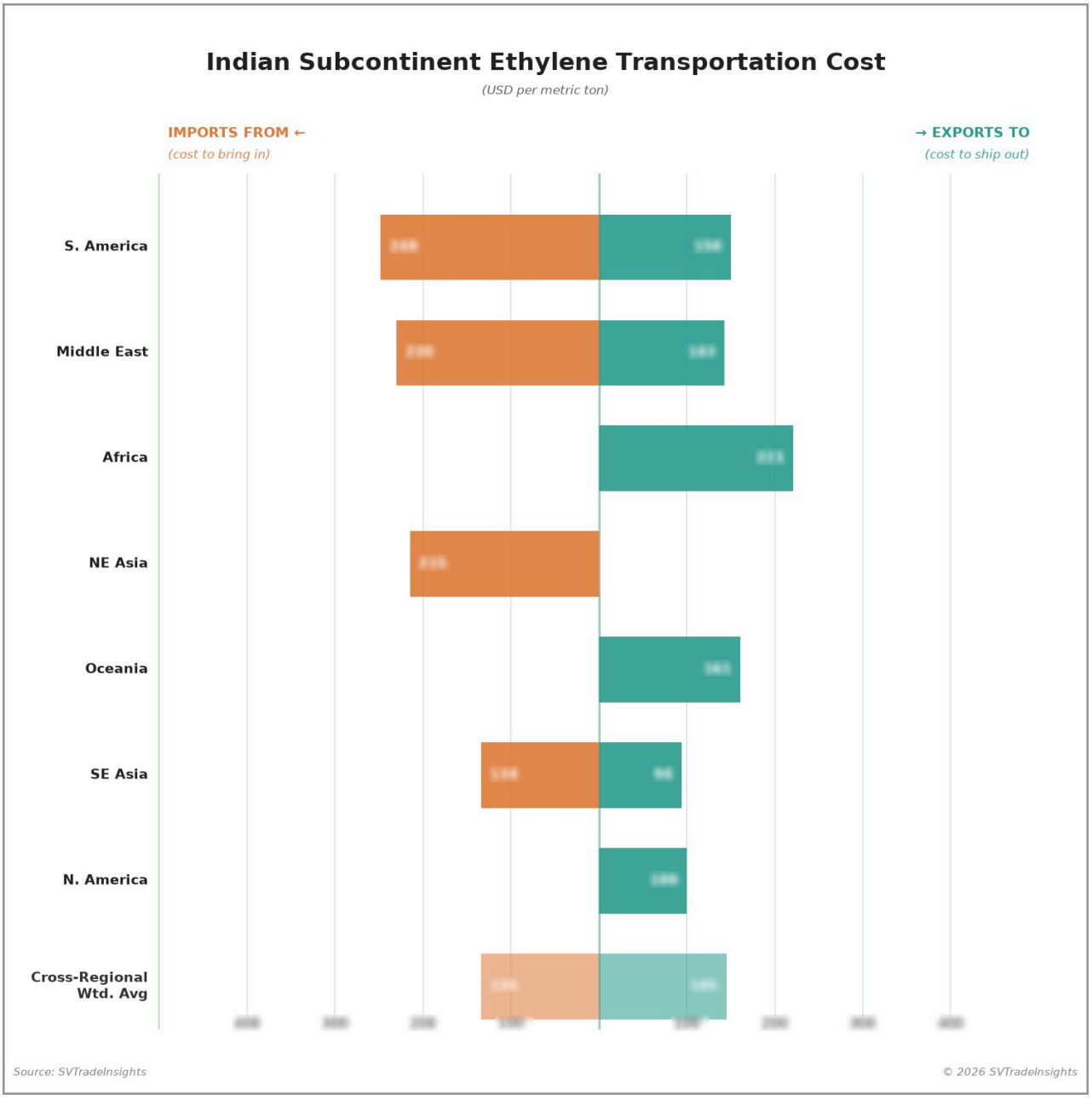


Figure 2-53: Indian Subcontinent Ethylene Transportation Cost, 2021–2025 Five-Year Weighted Averages

2.10.6 Tariff

2.11 Oceania

2.11.1 Trade Balance

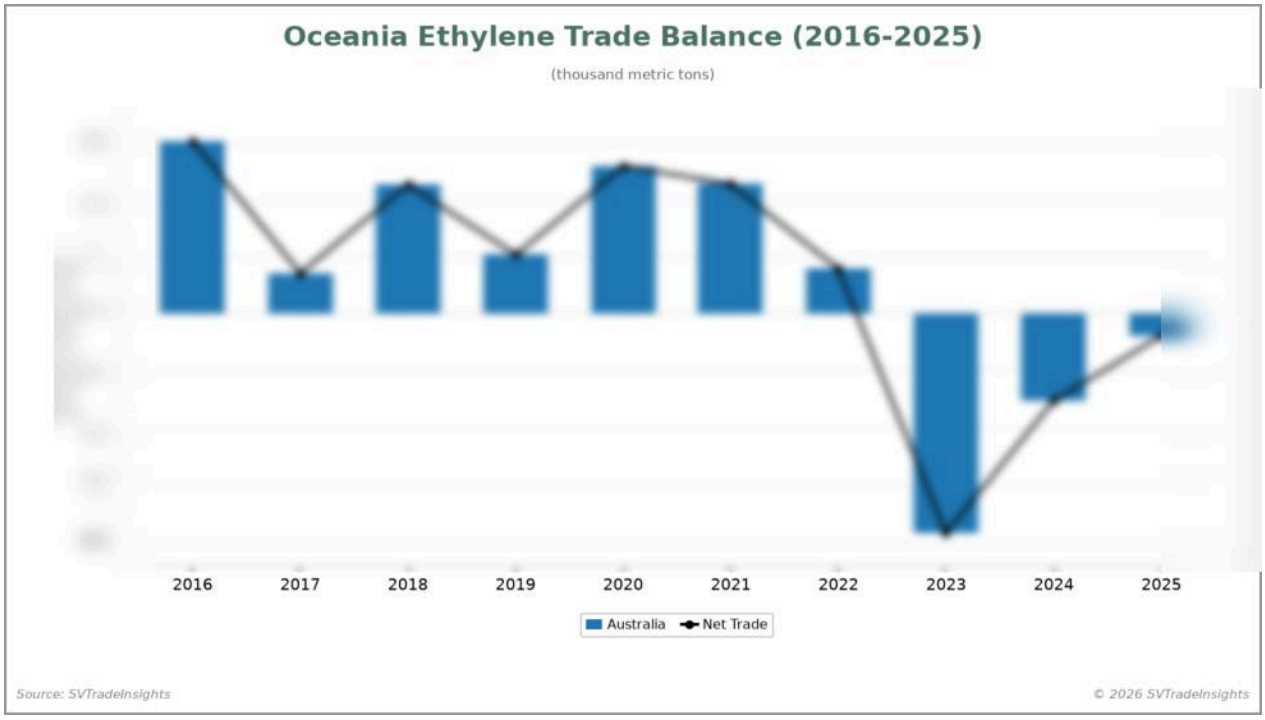


Figure 2-54: Oceania Ethylene Trade Balance, 2016–2025

2.11.2 Trade Flow

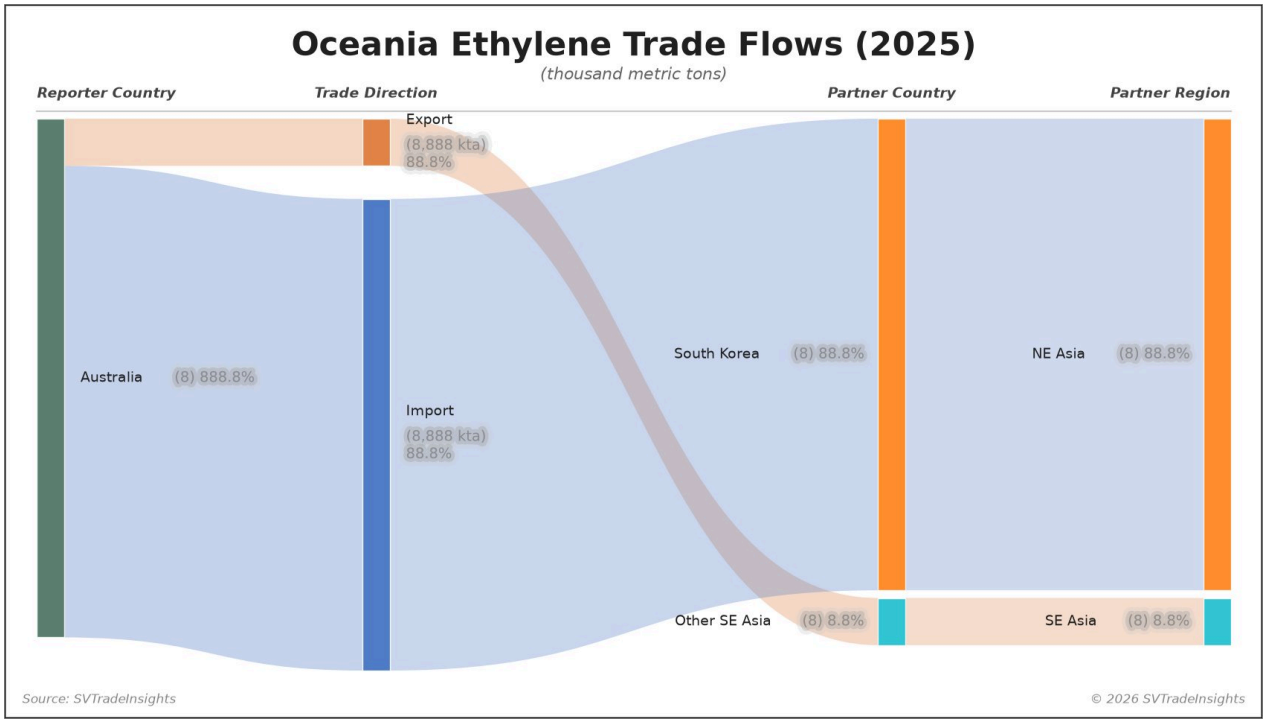


Figure 2-55: Oceania Ethylene Trade Flow, 2025

2.11.3 Transaction Price

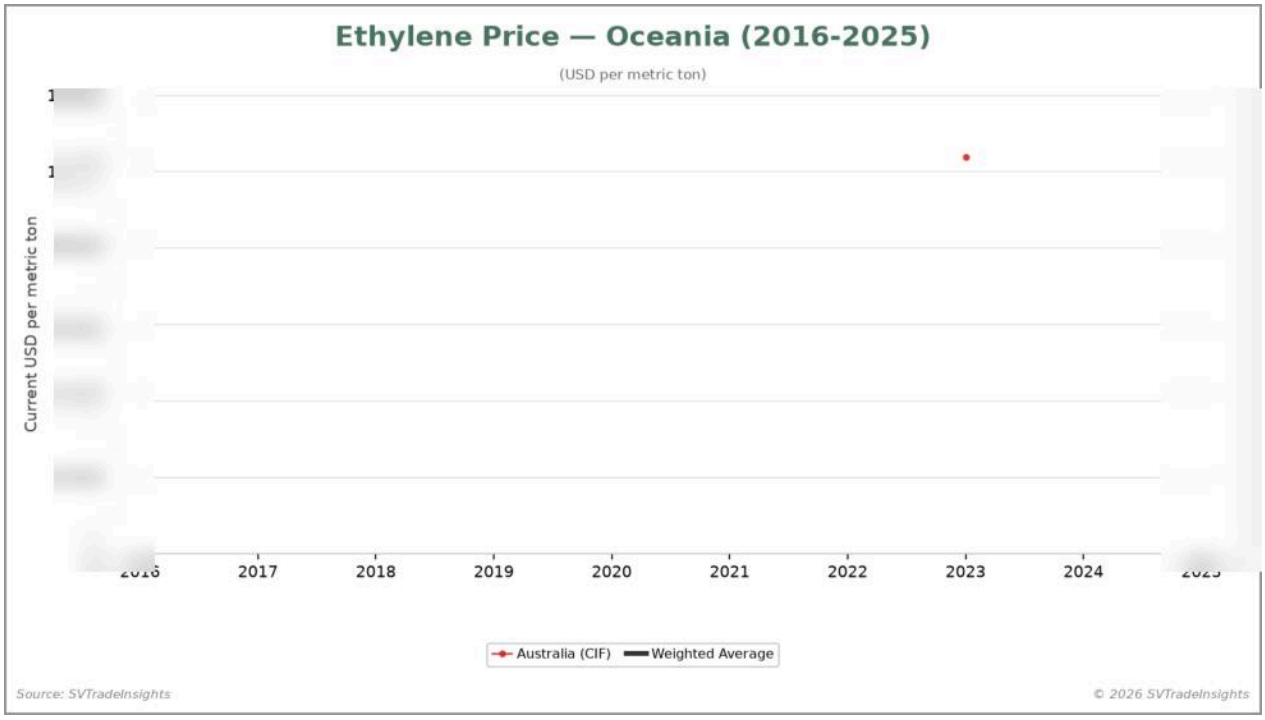


Figure 2-56: Oceania Ethylene Transaction Prices, 2016–2025

2.11.4 Means of Transportation

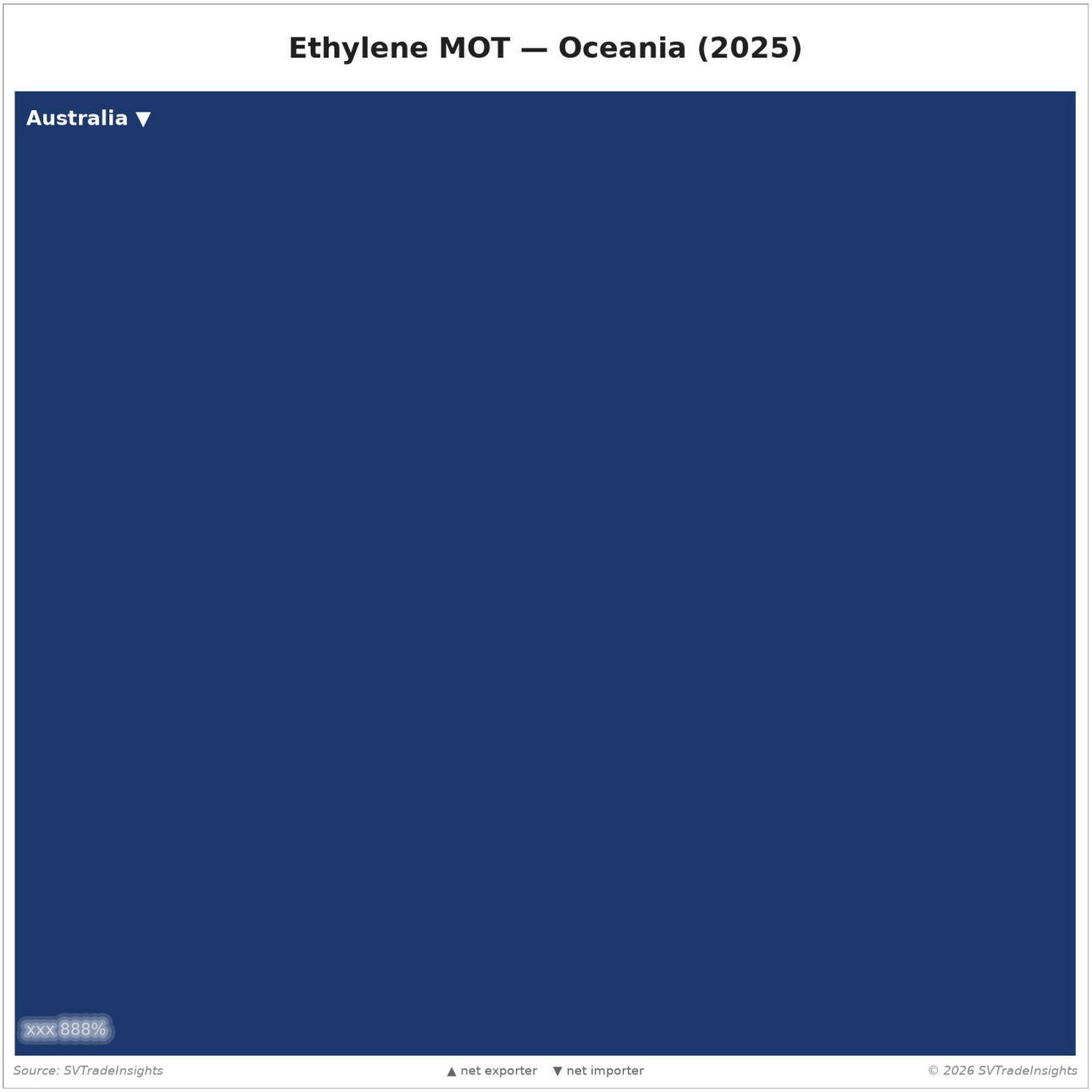


Figure 2-57: Oceania Ethylene Means of Transportation, 2025

2.11.5 Transportation Cost

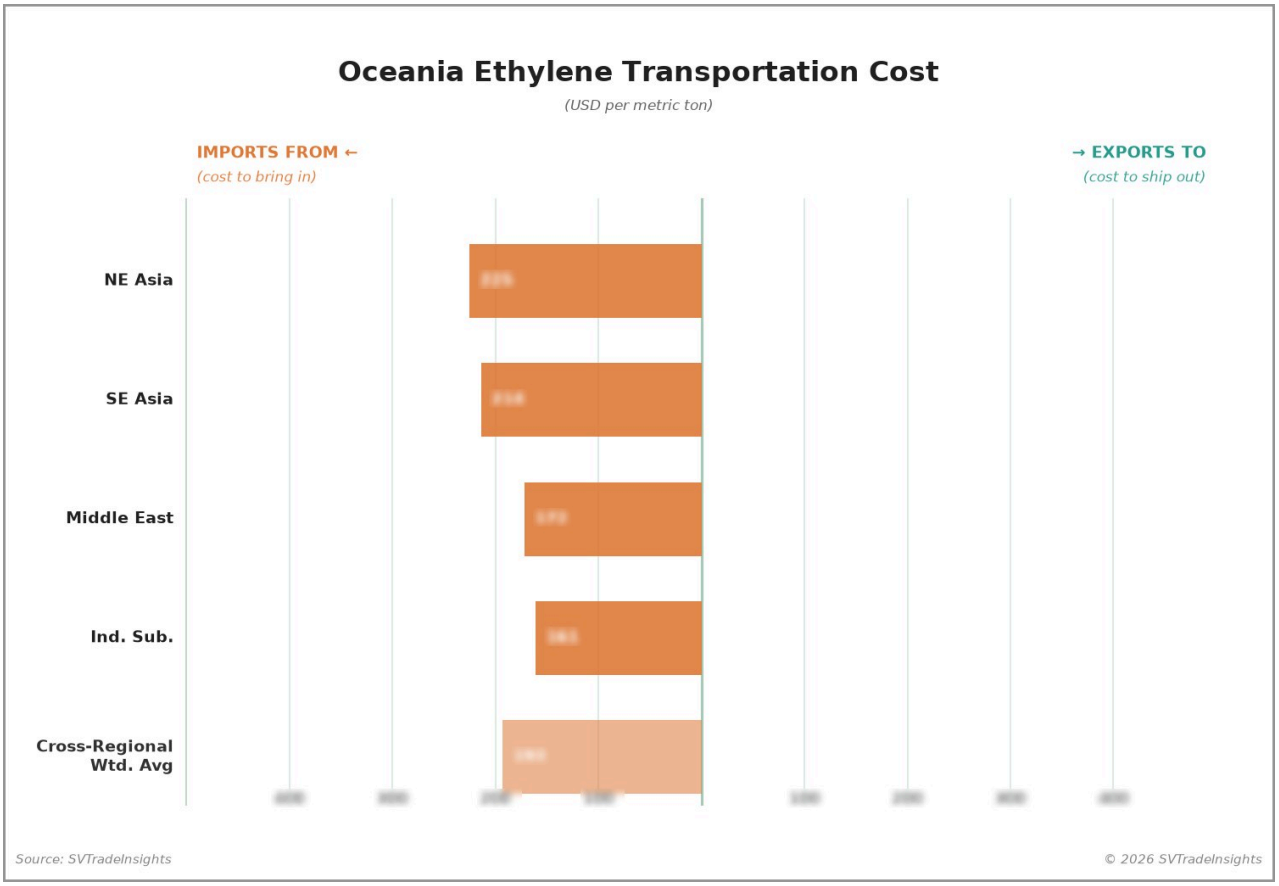


Figure 2-58: Oceania Ethylene Transportation Cost, 2021–2025 Five-Year Weighted Averages

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.

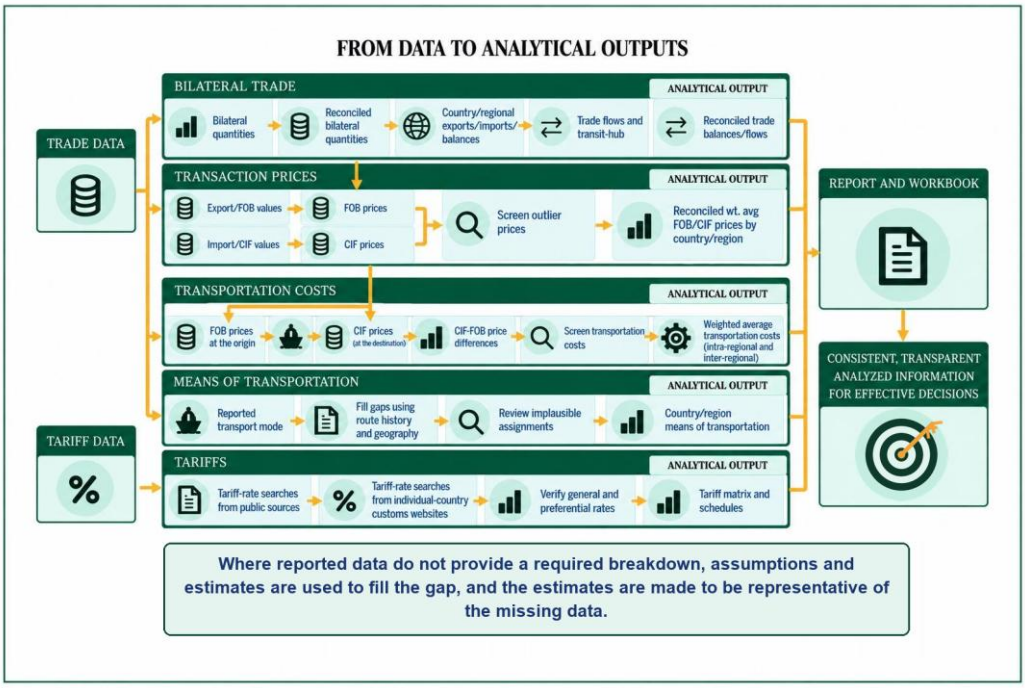


Figure 3.1: Annual Report Methodology

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, 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 prices 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.

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.

Appendix A — Global Ethylene Trade Balance

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

Global Ethylene 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										
Others										
North America Total										
South America										
Brazil										
Colombia										
Argentina										
Others										
South America Total										
America Total										
Europe										
Western Europe										
Netherlands										
United Kingdom										
Finland										
Norway										
France										
Sweden										
Spain										
Portugal										
Germany										
Italy										
Belgium										
Others										
Western Europe Total										
Central & Eastern Europe										
Austria										
Czech Rep.										
Romania										
Others										
Central & Eastern Europe Total										
Europe Total										
Middle East and Africa										
Middle East										
Oman										
Saudi Arabia										
United Arab Emirates										
Turkey										
Qatar										
Others										
Middle East Total										
Africa										
Libya										
Morocco										
Algeria										
Others										
Africa Total										
Middle East and Africa Total										
Asia Pacific										
Northeast Asia										
South Korea										
Japan										
Taiwan										
China										
Others										
Northeast Asia Total										
Southeast Asia										
Singapore										
Malaysia										
Thailand										
Philippines										
Indonesia										
Others										
Southeast Asia Total										
Indian Subcontinent										
India										
Bangladesh										
Pakistan										
Indian Subcontinent Total										
Oceania										
Australia										
Oceania Total										
Asia Pacific Total										
Balance										

Note: 1) 'Others' rows group reporter countrie
each region is always named individually, reg

Appendix B — Global Ethylene Trade Flow, 2025

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

Global Ethylene Trade Flow Summary (2025)

Unit: thousand metric tons

Exporting Country	Importing Country	Importing Region	Volume (kta)	% of Total
North America				
United States				
	Belgium			
	Italy			
	Portugal			
	China			
	France			
	Indonesia			
	Germany			
	Spain			
	Romania			
	Pakistan			
	India			
	Qatar			
	Netherlands			
	Other Importers			
	Other Importers			
	Other Importers			
	Other Importers			
	Other Importers			
United States Total				
North America Total				
South America				
South America Total				
Western Europe				
Netherlands				
	Belgium			
	Germany			
	Spain			
	Portugal			
	France			
	Greece			
	Other Importers			
	Other Importers			
Netherlands Total				
United Kingdom				
	Belgium			
	Netherlands			
	Germany			
	France			
	Spain			
	Italy			
	Other Importers			
United Kingdom Total				
France				
	Italy			
	Germany			
	Belgium			
France Total				
Norway				
	Belgium			
	Germany			
	France			
	Netherlands			
Norway Total				
Finland				
	Belgium			
	Sweden			
	Netherlands			
	France			
	Germany			
	Morocco			
Finland Total				
Other Western Europe Exporters				
Western Europe Total				
Central & Eastern Europe				
Other Central & Eastern Europe Exporters				
Central & Eastern Europe Total				
Grand Total				

Note: 1) Named exporters are shown individually when th
<Region> Exporters' rows. 2) Named importers are shown

Exporting Country	Importing Country	Importing Region	Volume (kta)	% of Total

Appendix C — Global Ethylene Transaction Prices

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

Global Ethylene 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)										
Avg. North America										
South America										
Brazil (FOB)										
Colombia (CIF)										
Argentina (CIF)										
Argentina (FOB)										
Avg. South America										
Western Europe										
Netherlands (FOB)										
United Kingdom (FOB)										
Finland (FOB)										
Norway										
France (FOB)										
Sweden (CIF)										
Spain (CIF)										
Portugal (FOB)										
Portugal (CIF)										
Germany (CIF)										
Italy (FOB)										
Italy (CIF)										
Belgium (CIF)										
Avg. Western Europe										
Central & Eastern Europe										
Austria										
Czech Rep. (FOB)										
Romania (CIF)										
Avg. Central & Eastern Europ										
Middle East										
Oman										
Saudi Arabia (FOB)										
United Arab Emirates										
Turkey (FOB)										
Qatar (CIF)										
Avg. Middle East										
Africa										
Libya (CIF)										
Morocco (CIF)										
Algeria (CIF)										
Avg. Africa										
Northeast Asia										
South Korea (FOB)										
Japan (FOB)										
Taiwan (CIF)										
China (CIF)										
Avg. Northeast Asia										
Southeast Asia										
Singapore (FOB)										
Malaysia (FOB)										
Thailand (FOB)										
Philippines (FOB)										
Philippines (CIF)										
Indonesia (CIF)										
Avg. Southeast Asia										
Indian Subcontinent										
India (FOB)										
India (CIF)										
Bangladesh										
Pakistan (CIF)										
Avg. Indian Subcontinent										
Oceania										
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 Ethylene Means of Transportation, 2025

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

Global Ethylene 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								
Mexico								
North America Total								
South America								
Argentina								
Colombia								
Trinidad and Tobago								
Ecuador								
South America Total								
America Total								
Europe								
Western Europe								
Belgium								
Netherlands								
United Kingdom								
Italy								
Germany								
Portugal								
Sweden								
Finland								
Norway								
Spain								
France								
Greece								
Western Europe Total								
Central & Eastern Europe								
Romania								
Czech Rep.								
Hungary								
Ukraine								
Austria								
Slovakia								
Central & Eastern Europe Total								
Europe Total								
Middle East and Africa								
Middle East								
Oman								
Saudi Arabia								
Qatar								
Turkey								
United Arab Emirates								
Yemen								
Middle East Total								
Africa								
Libya								
Algeria								
Morocco								
Africa Total								
Middle East and Africa Total								
Asia Pacific								
Northeast Asia								
China								
South Korea								
Japan								
Taiwan								
Northeast Asia Total								
Southeast Asia								
Indonesia								
Singapore								
Malaysia								
Thailand								
Viet Nam								
Southeast Asia Total								
Indian Subcontinent								
Pakistan								
Bangladesh								
India								
Indian Subcontinent Total								
Oceania								
Australia								
Oceania Total								
Asia Pacific Total								
Global Total								

Note: 1) Figures may not sum due to rounding.

Appendix E — Global Ethylene Transportation Cost

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



Appendix F — Ethylene Applied Tariff Rates, 2026

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



Appendix G — Ethylene Country List and Geographical Location

Table G-1: Ethylene Country List and Geographical Location

Ethylene 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
		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
		North Macedonia
		Poland
		Rep. of Moldova
		Romania
		Russian Federation
		Serbia
		Slovakia
		Slovenia
		Turkmenistan
		Ukraine
		Uzbekistan
Middle East and Africa	Middle East	Bahrain
		Cyprus
		Iran
		Iraq
		Israel
		Jordan
		Kuwait
		Lebanon
		Oman
		Qatar
		Saudi Arabia
Middle East and Africa	Middle East	Turkey
		United Arab Emirates
		Yemen
	Africa	Algeria
		Angola
		Benin
		Botswana
		Burkina Faso
		Burundi
		Cabo Verde
		Cameroon
		Chad
		Comoros
		Congo
		Cote d'Ivoire
		Dem. Rep. of the Congo
		Djibouti
		Egypt
		Equatorial Guinea
		Eswatini
		Ethiopia
		Gabon
		Gambia
		Ghana
		Guinea
		Kenya
		Lesotho
		Liberia
		Libya
		Madagascar
		Malawi
		Mali
		Mauritania
		Mauritius
		Morocco
		Mozambique
		Namibia
		Niger
		Nigeria
		Rwanda
		Senegal
		Sierra Leone
		South Africa
		Sudan
		Togo
		Tunisia
		Uganda
		United Rep. of Tanzania
		Zambia
		Zimbabwe
Asia Pacific	Northeast Asia	China
		Hong Kong
		Japan
		South Korea
		Taiwan
	Southeast Asia	Brunei Darussalam
		Cambodia
		Indonesia
		Lao People's Dem. Rep.
		Malaysia
		Myanmar
		Philippines
		Singapore
		Thailand
		Viet Nam
	Indian Subcontinent	Bangladesh
		Bhutan
		India
		Maldives
		Nepal
		Pakistan
		Sri Lanka
	Oceania	Australia
		Fiji
		Kiribati
		New Caledonia
		New Zealand
		Palau
		Papua New Guinea
		Solomon Isds
		Tonga
		Vanuatu

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