

### U.S. MARKET:

#### Gross Domestic Product

**Real gross domestic product (GDP) decreased at an annual rate of 0.3% in the 1<sup>st</sup> quarter of 2025**, according to the advance estimate released by the U.S. Bureau of Economic Analysis. In the fourth quarter of 2024, real GDP increased 2.4%. The decrease in real GDP in the first quarter primarily reflected an increase in imports, which are a subtraction in the calculation of GDP, and a decrease in government spending. These movements were partly offset by increases in investment, consumer spending, and exports.

**Note: Next release for Q2 2025 – Gross Domestic Product, will be published August 2025.**

Source: Bureau of Economic Analysis

#### U.S. Trade Deficit

The goods and services deficit **was \$71.5 billion in May 2025, up \$11.3 billion from \$60.3 billion in April, revised**. The May increase in the goods and services deficit reflected an increase in the goods deficit of \$11.2 billion to \$97.5 billion and a decrease in the services surplus of \$0.1 billion to \$26.0 billion. **Year-to-date, the goods and services deficit increased \$175.0 billion, or 50.4%, from the same period in 2024**. Exports increased \$73.6 billion or 5.5%. Imports increased \$248.7 billion or 14.8%.

Source: Bureau of Economic Analysis

#### Import Volumes

**May 2025 imports were \$350.5 billion, \$0.3 billion less than April imports**. For the 3 months ending in May average imports decreased \$16.7 billion to \$373.6 billion. Imports of goods decreased \$0.2 billion to \$277.7 billion in May. Imports of services decreased \$0.1 billion to \$72.8 billion in May.

Source: U.S. Bureau of Economic Analysis

#### Export Volumes

**May 2025 exports were \$279.0 billion, \$11.6 billion less than April exports**. For the 3 months ending in May average exports increased \$0.1 billion to \$283.5 billion. Exports of goods decreased \$11.4 billion to \$180.2 billion in May. Exports of services decreased \$0.2 billion to \$98.8 billion in May.

Source: U.S. Bureau of Economic Analysis

#### Import & Export Price Indexes

**U.S. import prices advanced 0.1% in June 2025, following a 0.4% decrease in May**. Higher prices for nonfuel imports more than offset lower prices for fuel imports in June. Prices for U.S. imports fell 0.2% from June 2024 to June 2025, matching the 12-month decline for the year ended May 2025. Those were the largest annual decreases since the index fell 0.9% for the year ended February 2024. **Prices for U.S. exports increased 0.5% in June, after declining 0.6% the previous month**. Higher prices for both nonagricultural and agricultural exports drove the June increase. U.S. export prices increased 2.8% from June 2024 to June 2025, the largest over-the-year rise since the index advanced 2.8% for the year ended January 2025.

Source: Bureau of Labor Statistics

#### Unemployment Rate

**Total nonfarm payroll employment increased by 147,000 in June 2025, and the unemployment rate changed little at 4.1%**. Job gains occurred in state government and health care. Federal government continued to lose jobs. **In June, the number of long-term unemployed (those jobless for 27 weeks or more) increased by 190,000 to 1.6 million, largely offsetting a decrease in the prior month**. The long-term unemployed accounted for 23.3% of all unemployed people. **Georgia's unemployment rate comes in at 3.5% for June 2025**, ranking 16<sup>th</sup>, tied with Tennessee and Virginia, in the U.S. of states with the lowest unemployment. South Dakota shows the lowest level of unemployment at 1.8%. Nevada ranks highest in unemployment with a rate of 5.4%.

Source: Bureau of Labor Statistics

#### Labor Force Participation Rate

For June 2025 the labor force participation rate read at **62.3%, a 0.1% decrease from the previous month**. The labor force participation rate for June 2025 for those of **prime working age (25-54) had a reading of 83.5%**.

Source: U.S. Bureau of Labor Statistics (Workforce Participation Rate measures the share of Americans at least 16 years old who are either employed or actively looking for work)

#### Leading Economic Index

The Conference Board Leading Economic Index (LEI) for the US **declined by 0.3% in June 2025 to 98.8, after no change in May (revised upward from -0.1% originally reported)**. As a result, the LEI fell by 2.8% over the first half of 2025, a substantially faster rate of decline than the -1.3% contraction over the second half of 2024. According to the Conference Board experts, "For a second month in a row, the stock price rally was the main support of the LEI. But this was not enough to offset still very low consumer expectations, weak new orders in manufacturing, and a third consecutive month of rising initial claims for unemployment insurance. In addition, the LEI's six-month growth rate weakened, while the diffusion index over the past six months remained below 50, triggering the recession signal for a third consecutive month. **At this point, The Conference Board does not forecast a recession, although economic growth is expected to slow substantially in 2025 compared to 2024**. Real GDP is projected to grow by 1.6% this year, with the impact of tariffs becoming more apparent in H2 as consumer spending slows due to higher prices."

Source: The Conference Board (the LEI is a composite of 10 economic indicators that together create an analytic system designed to signal peaks and troughs in the business cycle. The LEI reveals patterns in economic data in a clearer and more convincing manner than any individual component alone)



### Pending Home Sales Index

The **Pending Home Sales Index** decreased by **0.8% in June 2025 from the prior month and 2.8% year-over-year**. Month-over-month and year-over-year pending sales declined in the Midwest, South, and West. In the Northeast, pending sales rose month-over-month but remained flat year-over-year. The REALTORS Confidence Index shows a 4% and 6% year-over-year increase in homebuyer and seller traffic, respectively. According to NAR Intelligence, **"The data shows a continuation of small declines in contract signings despite inventory in the market increasing.** Pending sales in the Northeast increased incrementally even though home price growth in the region has been the strongest in the country,"

*Source: National Association of Realtors (an index of 100 is equal to the level of contract activity in 2001)*

### Housing Starts

Privately-owned housing starts in **June 2025 were at a seasonally adjusted annual rate of 1,321,000**. This is 4.6% above the revised May estimate of 1,263,000, but is 0.5% below the June 2024 rate of 1,327,000. Single-family housing starts in June were at a rate of 883,000; this is 4.6% below the revised May figure of 926,000. **The June rate for units in buildings with five units or more was 414,000.**

*Source: U.S. Census Bureau*

### Light-Vehicle Sales

New light-vehicle sales in **June 2025 totaled a SAAR of 15.3 million units. The June 2025 SAAR represents an increase of 2.3% compared to June 2024.** Sales in June 2024 were impacted by a major dealership-software outage that limited sales a year ago, so the year-over-year increase appears stronger than it was. According to J.D. Power, roughly 173,000 sales were pulled ahead into March and April 2025 as consumers flocked to dealerships to purchase new vehicles before auto tariffs took effect. June 2025 sales results and sales in the coming months will likely be lower due to that pull-ahead volume. Without these tariff-induced pre-buy purchases, June 2025 sales results likely would have been closer to a 16.0 million-unit SAAR. **Auto tariffs have caused vehicle-production shifts and disruptions. Because of these disruptions and the strong sales performance in March and April 2025, new light-vehicle inventory has fallen month-over-month recently.** New light-vehicle inventory on the ground and in transit totaled 2.57 million units at the start of June, and total inventory levels are likely to be flat or down slightly once final data are available. Inventory hit a high this year in February at 2.78 million units, but it is unlikely we will see inventory that high again this year.

*Source: National Automobile Dealers Association (Light vehicle sales record the number of domestically produced units of cars, SUVs, mini-vans, and light trucks that are sold. Because motor vehicle sales are a large part of consumer spending in the United States, the motor vehicle sales data can provide important information on consumer-spending trends and on the overall direction of the economy)*

### Personal Income and Outlays

**Personal income** increased \$71.4 billion (0.3% at a monthly rate) in June 2025. **Disposable personal income (DPI)**—personal income less personal current taxes—increased \$61.0 billion (0.3%). **Personal outlays**—the sum of PCE, personal interest payments, and personal current transfer payments—increased \$69.5 billion in June. **Personal saving** was \$1.01 trillion in June and the **personal saving rate**—personal saving as a percentage of disposable personal income—was 4.5%.

*Source: U.S. Bureau of Economic Analysis (personal income is the income that people get from wages and salaries, Social Security and other government benefits, dividends and interest, business ownership, and other sources; it does not include realized or unrealized capital gains or losses)*

### Personal Consumption Expenditures Price Index

**Personal consumption expenditures (PCE) increased \$69.9 billion (0.3%).** The \$69.9 billion increase in current-dollar PCE reflected increases of \$40.1 billion in spending on services and \$29.9 billion in spending on goods. **From the preceding month**, the PCE price index for June increased 0.3%. Excluding food and energy, the PCE price index also increased 0.3%. **From the same month one year ago**, the PCE price index for June increased 2.6%. Excluding food and energy, the PCE price index increased 2.8% from one year ago.

*Source: U.S. Bureau of Economic Analysis (the PCE price index is a measure of the prices that people living in the United States, or those buying on their behalf, pay for goods and services; it is known for capturing inflation (or deflation) across a wide range of consumer expenses and reflecting changes in consumer behavior)*

### Retail Sales

Advance estimates of U.S. retail and food services sales for **June 2025, adjusted for seasonal variation and holiday and trading-day differences, but not for price changes, were \$720.1 billion, up 0.6% from the previous month, and up 3.9% from June 2024.** Total sales for the April 2025 through June 2025 period were up 4.1% from the same period a year ago. The April 2025 to May 2025 percent change was unrevised from down 0.9%. Retail trade sales were up 0.6% from May 2025, and up 3.5% from last year. Nonstore retailers were up 4.5% from last year, while food service and drinking places were up 6.6% from June 2024.

*Source: U.S. Census Bureau (Non-store retail sales are measured monthly and include internet-only sales outlets as well as other direct-to-customer channels)*

### E-Commerce

The estimate of U.S. retail e-commerce sales for the **1<sup>st</sup> quarter of 2025, adjusted for seasonal variation, but not for price changes, was \$300.2 billion, virtually unchanged from the 4<sup>th</sup> quarter of 2024.** Total retail sales for the 1<sup>st</sup> quarter of 2025 were estimated at \$1,858.5 billion, an increase of 0.4% from the 4<sup>th</sup> quarter of 2024. The 1<sup>st</sup> quarter 2025 e-commerce estimate increased 6.1% from the 1<sup>st</sup> quarter of 2024 while total retail sales increased 4.5% in the same period. **E-commerce sales in the 1<sup>st</sup> quarter of 2025 accounted for 16.2% of total sales.**

**Note: Next release for Q2 2025 – E-Commerce, will be published August 2025.**

*Source: U.S. Census Bureau (E-Commerce sales are measured on a quarterly basis and include the sales of goods and services where the buyer places an order, or the price and terms of the sale are negotiated over an Internet, mobile device (M-commerce), extranet, Electronic Data Interchange (EDI) network, electronic mail, or other comparable online system. Payment may or may not be made online)*

### Consumer Confidence Index

The Conference Board Consumer Confidence Index **improved by 2.0 points in July 2025 to 97.2 (1985=100), from 95.2 in June (revised up by 2.2 points).** The Present Situation Index—based on consumers' assessment of current business and labor market conditions—fell 1.5 points to 131.5. The Expectations Index—based on consumers' short-term outlook for income, business, and labor market conditions—rose 4.5 points to 74.4. But expectations remained below the threshold of 80 that typically signals a recession ahead for the sixth consecutive month. **"Consumer confidence has stabilized since May, rebounding from April's plunge, but remains below last year's heady levels,"** said the Conference Board intelligence. "In July, pessimism about the future receded somewhat, leading to a slight improvement in overall confidence. All three components of the Expectation Index improved, with consumers feeling less pessimistic about future business conditions and employment, and more optimistic about future income. Meanwhile, consumers' assessment of the present situation was little changed. They were a tad more positive about current business conditions in July than in June. However, their appraisal of current job availability weakened for the seventh consecutive month, reaching its lowest level since March 2021. Notably, 18.9% of consumers indicated that jobs were hard to get in July, up from 14.5% in January."

*Source: The Conference Board (the consumer confidence index is based on a monthly survey of 5,000 U.S. household. It is designed to gauge the financial health, spending power, and confidence of the average U.S. consumer. Base year 1985=100)*

### Consumer & Producer Price Index

The **Consumer Price Index increased 0.3% on a seasonally adjusted basis in June 2025, after rising 0.1% in May.** Over the last 12 months, the all items index increased 2.7% before seasonal adjustment. The index for shelter rose 0.2% in June and was the primary factor in the all items monthly increase. The energy index rose 0.9% in June as the gasoline index increased 1.0% over the month. The index for food increased 0.3% as the index for food at home rose 0.3% and the index for food away from home rose 0.4% in June. The index for all items less food and energy rose 0.2% in June, following a 0.1% increase in May. The all items index rose 2.7% for the 12 months ending June, after rising 2.4% over the 12 months ending May. The **Producer Price Index for final demand was unchanged in June 2025, seasonally adjusted.** Final demand prices increased 0.3% in May and declined 0.3% in April. On an unadjusted basis, the index for final demand rose 2.3% for the 12 months ended in June. Prices for final demand less foods, energy, and trade services were unchanged in June after inching up 0.1% in May. For the 12 months ended in June, the index for final demand less foods, energy, and trade services advanced 2.5%.

*Source: U.S. Bureau of Labor Statistics (the CPI measures the change in prices paid by consumer for goods and services. Base year 1999=100; the PPI measures the average price changes by producers for domestically produced goods, services, and construction. Base year 2009=100)*

### Small Business Optimism Index

The Small Business Optimism Index remained steady in June 2025, edging down 0.2 of a point to 98.6, slightly above the 51-year average of 98. A substantial increase in respondents reporting excess inventories contributed the most to the decline in the index. The Uncertainty Index decreased by five points from May to 89. 19% of small business owners reported taxes as their single most important problem, up one point from May and ranking as the top problem again. The last time taxes reached 19% was in July 2021.

*Source: National Federation of Independent Business*

### Industrial Production & Capacity Utilization

**Industrial production (IP) increased 0.3% in June 2025 after remaining unchanged in April and May; for the second quarter as a whole, IP increased at an annual rate of 1.1%.** In June, manufacturing output ticked up 0.1%, and the index for mining decreased 0.3%. The index for utilities rose 2.8%. At 104.0% of its 2017 average, total IP in June was 0.7% above its year-earlier level. **Capacity utilization moved up to 77.6%,** a rate that is 2.0 percentage points below its long-run (1972–2024) average.

*Source: The Federal Reserve (The industrial production and capacity utilization rates cover manufacturing, mining, and electric and gas utilities. The industrial detail provided by these measures helps illuminate structural developments in the economy)*

### Manufacturing and Trade Inventories and Sales

**Manufacturers' and trade inventories** for May 2025, adjusted for seasonal and trading day differences but not for price changes, were estimated at an end-of-month level of \$2,656.7 billion, virtually unchanged from April 2025, but were up 1.7% from May 2024. The combined value of **distributive trade sales and manufacturers' shipments** for May 2025, adjusted for seasonal and trading day differences but not for price changes, was estimated at \$1,913.9 billion, down 0.4% from April 2025, but was up 3.1% from May 2024. The total **business inventories/sales ratio** based on seasonally adjusted data at the end of May was 1.39. The May 2024 ratio was 1.41.

*Source: U.S. Census Bureau*



### Purchasing Managers Index, Manufacturing

The Manufacturing PMI registered **49% in June 2025, a 0.5-percentage point increase compared to the 48.5% recorded in May**. The overall economy continued in expansion for the 62nd month after one month of contraction in April 2020. (A Manufacturing PMI above 42.3%, over a period of time, generally indicates an expansion of the overall economy.) The New Orders Index contracted for the fifth month in a row following a three-month period of expansion; the figure of 46.4% is 1.2 percentage points lower than the 47.6% recorded in May. The June reading of the Production Index (50.3%) is 4.9 percentage points higher than May's figure of 45.4%, returning the index to expansion territory. The Prices Index remained in expansion (or 'increasing') territory, registering 69.7%, up 0.3 percentage point compared to the reading of 69.4% reported in May. The Backlog of Orders Index registered 44.3%, down 2.8 percentage points compared to the 47.1% recorded in May. The Employment Index registered 45%, down 1.8 percentage points from May's figure of 46.8%.

Source: Institute for Supply Management (The PMI combines data on new orders, production, employment, supplier deliveries, and inventory. A reading above 50 % indicates that the manufacturing economy is generally expanding.)

### Purchasing Managers Index, Services

In June 2025, the Services PMI registered **50.8%, 0.9 percentage point higher than the May figure of 49.9%**. The Business Activity Index returned to expansion territory in June, registering 54.2%, 4.2 percentage points higher than the 'unchanged' reading of 50% recorded in May. This index has not been in contraction territory since May 2020. The New Orders Index returned to expansion territory in June, recording a reading of 51.3%, an increase of 4.9 percentage points from the May figure of 46.4%. The Employment Index returned to contraction territory for the third time in the last four months; the reading of 47.2% is 3.5 percentage points lower than the 50.7% recorded in May.

Source: Institute for Supply Management (The PMI combines data on business activity, new orders, employment, supplier deliveries, and inventory. A reading above 50 % indicates that the manufacturing economy is generally expanding.)

### Logistics Managers' Index

The June 2025 Logistics Manager's Index reads in at **60.7, up (+1.3) from May's reading of 59.4. The movement back above 60.0 marks only the third time since July of 2022. All three of those readings above 60.0 have come in 2025, which is a marked shift from 2023 and 2024 when that threshold was never breached in the overall index. The increase in the overall index is driven by an increase in the rate of expansion for Inventory Levels, which is up (+8.3) to 59.8**. Interestingly, this expansion mostly occurred in the first half of June, when the metric read in at a robust 67.4 as importers scrambled to take advantage of the pause in the most punitive tariffs. Inventory Levels expansion declined to 52.2 in the second half of the month. The influx of inventories led Inventory Costs to bump up (2.5) to 80.9, the first time this metric has been above 80.0 since October 2022, when supply chains were still in the throes of the post-COVID inventory bullwhip. The effects of the continued inventory buildup are also evident in Warehousing Capacity dropping (-2.2) to 47.8, contracting for the first time since January 2023. Similar to last month our transportation metrics are relatively stable, although it is worth noting that Transportation Capacity dropped (-2.3) to 52.4, which is close to contraction. Transportation Capacity has not contracted since March 2022, so if this trend continues it would mark a real shift.

Source: Logistics Manager's Index (The LMI score is a combination eight unique components that make up the logistics industry, including: inventory levels and costs, warehousing capacity, utilization, and prices, and transportation capacity, utilization, and prices. The LMI is calculated using a diffusion index, in which any reading above 50% indicates that logistics is expanding; a reading below 50% is indicative of a shrinking logistics industry.)

### U.S. Market News Clip

Housing affordability has become a pressing issue in America — with studies suggesting that buyers now need a six-figure salary to comfortably cover the mortgage on a typical home. Yet millions of Americans already own their homes outright. According to Fortune, citing a recently published Goldman Sachs note, the share of U.S. homeowners without a mortgage rose from 33% in 2010 to 40% in 2023. Assuming there are 86 million homes nationwide, the outlet estimates more than 30 million are now owned free and clear.

Source: AOL; [link to article](#)

## INTERMODAL:

### Dow Jones Transportation Average

As of July 30, 2025, the Dow Jones Transportation Average closed at a reading of **15,510.00**.

Source: Marketwatch (A price-weighted average of 20 U.S. companies in the transportation industry. The index includes railroads, airlines, trucking, marine transportation, delivery services, and logistics companies.)

### NASDAQ Transportation Index

As of July 30, 2025, the NASDAQ Transportation Index closed at a reading of **6,620.06**.

Source: Marketwatch, Inc (A capitalization-weighted stock market index designed to measure the performance of all NASDAQ stocks in the transportation sector.)

### Freight Transportation Services Index

The Freight Transportation Services Index, which is based on the amount of freight carried by the for-hire transportation industry, **fell 0.1% in May 2025 from April, falling after one month of no change**. From May 2024 to May 2025 the index fell 0.9%. The Freight TSI decreased in May due to seasonally adjusted decreases in rail intermodal and pipeline while air freight and water increased, and trucking and rail carload were unchanged.

Source: U.S. Bureau of Transportation Statistics (TSI is based on the amount of freight carried by the for-hire transportation industry)

### Freight Index for Shipments and Expenditures

The **shipments component of the Cass Freight Index was down 0.2% month-over-month in June 2025**, both in nominal and SA terms, as the May and June seasonal factors are nearly identical. The year-over-year decline in shipments was 2.4% in June, after a 4.0% year-over-year decline in May. The trade war is having a variety of effects, with a few waves of pre-tariff inventory building and subsequent drawing down, but volumes were steady from May. After rising 13% in 2021 and 0.6% in 2022, the index declined 5.5% in 2023 and 4.1% in 2024, and so far, is trending toward another decline in 2025. The **expenditures component of the Cass Freight Index, which measures the total amount spent on freight, fell 1.2% month-over-month in June**. The year-over-year gain improved to 2.6% from 0.8% in May, marking the third straight year-over-year increase after more than two years of declines. The year-over-year increase was more than explained by higher rates, as shipments fell 2.4%. We infer rates rose 5.2% year-over-year in June, partly due to changing modal mix, as in recent months, with more truckloads and lower LTL mix.

*Source: Cass Information Systems (Based upon transportation dollars and measures the total amount spent on freight and shipments of Cass clients comprised of over 400 shipping companies)*

### Shippers Conditions Index

The Shippers Conditions Index **remained close to neutral in April 2025, declining to -0.6 from +0.1 in March**. Weaker freight volumes were a plus for shippers, but all other underlying SCI factors were less favorable than they were in March. The overall index has been close to neutral throughout 2025 even though index components have shifted notably. According to FTR Transportation Intelligence, **“With the tariff-avoidance phase now over and geopolitical developments taking a higher profile, we expect more variability in freight market conditions for shippers than we have seen for 2025 so far**. Certainly, fuel costs have been highly volatile recently, but freight dynamics also seem less predictable. Tariff policies are still up in the air, and the stimulative effects of the presumed enactment of a tax bill are unclear. Also, an apparent sharp rise in truckers’ insurance premiums could begin to affect capacity in addition to the newly heightened scrutiny over drivers’ English language skills that we have noted previously.”

**Note: The May 2025 Shippers Conditions Index has not released at time of Logistics Market Snapshot publication.**

*Source: FTR Transportation Intelligence (Figures below zero indicate a less-than-ideal environment for shippers)*

### North American Transborder Freight

Total transborder freight moved by all modes of transportation between the United States and North American countries Mexico and Canada for **May 2025 was valued at \$132.1 billion, decreasing 4.9% compared to May 2024**. Freight **between the U.S. and Canada** totaled \$57.6 billion, down 12.7% from May 2024. Freight **between the U.S. and Mexico** totaled \$74.5 billion, up 2.1% from May 2024. **Trucks** moved \$86.7 billion of freight, down 4.6% compared to May 2024. **Railways** moved \$16.0 billion of freight, down 13.6% compared to May 2024. **Pipelines** moved \$8.3 billion of freight, down 13.2% compared to May 2024. **Vessels** moved \$8.0 billion of freight, down 18.6% compared to May 2024. **Air** moved \$4.6 billion of freight, up 4.4% compared to May 2024.

*Source: U.S. Bureau of Transportation Statistics*

### Intermodal News Clip

Union Pacific has announced a pair of new domestic intermodal lanes, with new service linking the Pacific Northwest with Chicago as well as between Memphis and Dallas. On Saturday, UP will launch daily service from Tacoma, Wash., to its Global 4 terminal in Joliet, Ill., outside Chicago.

*Source: Trains; [link to article](#)*

## RAIL:

### U.S. Freight Rail Traffic

For the week ending July 26, 2025, **total U.S. weekly rail traffic was 514,279 carloads and intermodal units, up 1.1% compared with the same week last year**. Total carloads for the week ending July 26 were 231,029 carloads, up 0.9% compared with the same week in 2024, while U.S. weekly intermodal volume was 283,250 containers and trailers, up 1.3% compared to 2024. **7 of the 10 carload commodity groups posted an increase** compared with the same week in 2024. They included grain, up 1,289 carloads, to 22,108; coal, up 986 carloads, to 62,386; and motor vehicles and parts, up 459 carloads, to 15,306. **Commodity groups that posted decreases** compared with the same week in 2024 were farm products excl. grain, and food, down 839 carloads, to 15,971; nonmetallic minerals, down 816 carloads, to 32,422; and metallic ores and metals, down 64 carloads, to 21,386.

*Source: Association of American Railroads (Report includes rail car-loadings by 20 different major commodity categories)*

### Railroad Fuel Price Index

The index of **average railroad fuel prices for June 2025 was 468.7**, an increase from 442.4 the previous month. The index for June 2024 was 493.5, or difference of 5.15%.

*Source: Association of American Railroads (Average monthly price for gallons purchased by freight railroads; Includes federal excise taxes, transportation, and handling expenses)*

### Class 1 Railroad Employment

Total railroad employment for **June 2025 was 241,148 workers**, down from 241,940 workers in May 2025. Total number of workers in June 2024 was 241,424.

Source: U.S. Surface Transportation Board

### Rail Freight News Clip

Union Pacific has confirmed that it will acquire Norfolk Southern in a massive \$85 billion deal: the largest in the history of the United States railroad industry. The combined company, to be called Union Pacific Transcontinental Railroad, would create the nation's first coast-to-coast freight network reshaping how goods move across the US, The New York Times reported. Union Pacific, dominant in the West, and Norfolk Southern, with a vast 19,500-mile network across the East will merge to form a 50,000-mile network which spans across 43 states. The companies project \$2.75 billion in annualized synergies with a combined enterprise value of \$250 billion.

Source: Hindustan Times; [link to article](#)

### ROAD:

### Cowen/AFS Freight Index

**Truckload Rates:** In Q1 2025, the truckload rate per mile index came in somewhat higher than expected, at 5.9% above the January 2018 baseline. This uptick can be attributed to shippers pulling inventory forward to get ahead of the latest tariffs, along with the impact of wildfires, natural disasters and continued capacity correction. But a sustained shift toward shorter-haul shipments, defined as those of 500 miles or less, drove the total cost per shipment down to 5% above pre-pandemic levels — the lowest point in over three years, and indicative of a broader trend of more regional distribution and decentralized inventory positioning. **LTL Rates:** Despite economic headwinds and cautious market sentiment, LTL pricing continues to show strength. In Q1 2025, general rate increases (GRIs) took effect and the net fuel surcharge per shipment increased 4%, exerting enough upward pressure to overcome decreased length of haul and sustained low weight to drive a 1.5% quarter-over-quarter and 0.5% year-over-year increase in cost per shipment. **Ground Parcel Rates:** The era of parcel price increases announced on a predictable, annual cadence with plenty of advance notice for shippers is over. Over the past 18 months, FedEx and UPS have pursued a different strategy as they fight for revenue in a low demand environment, with more frequent, subtle pricing changes that take effect more quickly. Through the first three months of 2025, UPS has already announced myriad changes, including new ZIP code-zone alignments, new fees on print and paper invoices, fees for check and wire payment, an increase to the late payment fee and a new payment processing fee. Both carriers have also continued to make fuel surcharge changes, the net result of which is the UPS ground fuel surcharge increasing 15% and the FedEx equivalent rising 12% from Q1 2024 to Q1 2025 — even as the price of diesel fuel fell 8.4% over the same period. **Express Parcel Rates:** Express parcel pricing grew in line with seasonal trends in Q1 2025, with GRIs and fuel surcharge increases powering a 5.2% quarter-over-quarter increase in cost per package. But volume growth remains a challenge in the domestic express parcel market. This is in part driven by carriers' own success in optimizing ground networks, enabling shippers to shift volume to less expensive ground service for similar performance, but is also exacerbated by competition from an increasingly diverse carrier landscape, an example of which is USPS recently launching priority next-day service in 54 markets.

**Note: Next release for Q2 2025 – Cowen/AFS Freight Index, will be published August 2025.**

Source: AFS Logistics (An index providing a snapshot of less-than-truckload shipping, full truckload shipping, and parcel shipping.)

### Truckload Linehaul Index

The Cass Truckload Linehaul Index, which measures per-mile changes in linehaul rates, **rose 0.4% month-over-month in June 2025, after a 0.8% decline in May**. The year-over-year increase accelerated to 1.9% in June from 0.6% in May, mainly due to an easier comparison. Pre-tariff shipping has not tightened the market balance even as seasonality improved in May. This index fell 10% in 2023, another 3.4% in 2024, and after a 1.3% increase in 2025, is on track for a small increase in 2025.

Source: Cass Information Systems (this index measures the per-mile change in linehaul rates and is an indicator of market fluctuations in per-mile dry van truckload pricing in the U.S. and does not include other components like fuel and accessorial. Provides trends in baseline truckload prices)

### Truck Tonnage Index

Trucking activity in the United States **slipped in June 2025 as the freight market eroded during the last two months of the second quarter**. Specifically, truck freight tonnage decreased 0.4% after falling 0.1% in May. "After a strong start to the second quarter, with tonnage levels increasing sequentially and from a year earlier in April, freight levels eased in May and June," said ATA intelligence. "In the second quarter, truck tonnage was essentially flat, increasing 0.2% from the first quarter, but falling 0.2% from a year earlier. Freight levels have been helped recently by small gains in factory output and retail sales, but weaker construction activity, especially for single-family homes, has been a drag on volumes."

Source: American Trucking Associations (Note: ATA recently revised the seasonally adjusted index to 2015 = 100)

### Truckload Freight, Van

The **national van load-to-truck ratio for June 2025 was 5.79**. The previous month's ratio was 5.78 and the June 2024 ratio was 4.72. **Georgia's load-to-truck ratios** for vans for June 2025, average 5.5+ for every truck. For June 2025, the **spot rate** (national average) for dry van freight came in at \$2.02. **Contract rates** registered an average of \$2.41 for the same month. The average outbound van rate for the Southeast region came in at \$2.06 for July 2025.

Source: DAT Freight & Analytics



### Truckload Freight, Refrigerated

The national **load-to-truck ratio for refrigerated hauls** came in at **10.3 loads per truck in June 2025**. The previous month's ratio was 10.67 and the June 2024 ratio was 7.03. **Georgia's load-to-truck ratio** for June 2025 averaged 12+ reefer loads per truck. The average national **spot market reefer rate** for June 2025 was \$2.37 per mile, increasing \$0.02 from the previous month. **Contract rates for reefers** averaged \$2.74 for the same month. The average outbound rate for the **Southeast region for reefer freight** registered at \$2.34 for July 2025.

Source: DAT Freight & Analytics

### Trucking Conditions Index

The Trucking Conditions Index for **May 2025 rose to 3.56, which is the strongest reading since February 2022. The April index level was -0.81, which was roughly in line with the two months prior.** While May's TCI was strong it also probably was an outlier. The near-term outlook is for negative or near-neutral market conditions for carriers. According to FTR Transportation Intelligence, "The unusually robust TCI reading in May – certainly by the standards of the past couple of years – speaks more to the volatility of market conditions than it does improvement. The index's largest positive factor was falling diesel prices, which was not the situation in June or July, of course. **Nor do we expect May's big improvement in freight volume to be sustained. As we have noted, the supply chain's efforts to anticipate and respond to changing tariff policies and other uncertainties make it difficult to get a firm read on the truck freight market's trajectory.** We still expect the start of a modestly more favorable market for carriers by early next year, but, frankly, we still see significant risks both to the upside and downside."

Source: FTR Transportation Intelligence (Figures below zero indicate a less-than-ideal environment for trucking)

### Diesel Prices

As of July 29, 2025, the **U.S. average diesel price was \$3.805 per gallon**. This is a 3-cent increase month-over-month and \$0.037 higher than the same week in 2024. The average price of diesel in the **Lower Atlantic states came in at \$3.746 per gallon**, a 2-cent increase month-over-month and \$0.005 lower than the same week in 2024.

Source: U.S. Energy Information Administration (Reflects the costs and profits of the entire production and distribution chain)

### Trucking Employment

June 2025 numbers (preliminary) for the trucking industry **read at 1,520,900 employees**, decreasing from 1,525,400 employees (preliminary) for May 2025.

Source: U.S. Bureau of Labor Statistics

### Trucking Earnings & Hours

For May 2025, the average earnings (preliminary) for occupations commonly found in truck transportation **were \$32.10/hour**, decreasing from the previous month's rate of \$32.26. May 2025 showed **average weekly hours totaling 40.7 hours** (preliminary) increasing from 40.6 hours in April.

Source: U.S. Bureau of Labor Statistics

### U.S. Truck & Trailer Orders (Class 8)

**Preliminary net orders for North American Class 8 trucks/tractors in June 2025 totaled 8,900 units, marking declines of 25% month-over-month and 36% year-over-year.** Although June typically experiences a modest month-over-month increase, ongoing tariff volatility coupled with economic and freight market uncertainty led many fleets to scale back their orders. Net orders were significantly below the 10-year average of 19,213 units for June and were the lowest for a June since 2009. Both on-highway and vocational segments experienced reduced demand compared to the previous month, though the on-highway segment accounted for most of the decline. For the 2025 order season so far (September 2024 through June 2025), net orders are down 15%. Class 8 orders for the past 12 months total 255,265. Ongoing tariff volatility and economic/freight uncertainty continue to disrupt the N.A. Class 8 truck/tractor market as illustrated by the significant 32% year-over-year decline in net orders during 2025 to date. **Recent tariff hikes – most notably the increase from 25% to 50% on steel, aluminum, and fabricated components that took effect June 4 – have significantly raised production costs as demand has deteriorated.**

Source: FTR Transportation Intelligence

### Road Freight News Clip

DAT Freight & Analytics has announced the acquisition of the Convoy Platform from Flexport, expanding its portfolio with advanced automation and digital freight-matching capabilities, according to an official release. The Convoy Platform provides freight brokers a powerful way to automate virtually every aspect of the freight transaction and connect with trusted trucking companies. It is an ideal complement to DAT One, DAT's flagship subscription-based load board, where nearly 700,000 loads are posted daily.

Source: The Stat Trade Times; [link to article](#)

### AIR:

#### Air Cargo Traffic

The industry's air cargo demand, measured in Cargo Tonne-Kilometers (CTK), climbed 2.2% year-on-year in May 2025, compared to 5.8% in April. This slowing momentum is due to the unwinding of the front-loading effect ahead of the new tariffs coming into force. International CTK saw a 3.0% year-over-year rise, with most regions and routes posting single-digit gains. Asia Pacific led the international air cargo growth with an 8.2% year-over-year increase. On the flipside, the elimination of the de minimis exception and the tariff increase led to a significant decline in traffic to and from North America. **Global available cargo space, measured in Available Cargo Tonne-Kilometers (ACTK), expanded by 2.0% year-over-year, while capacity utilization, Cargo Load Factor (CLF), gained 0.1 percentage point compared to May 2024.**

Source: International Air Transport Association (Global air freight covers international and domestic scheduled air traffic.)

#### Jet Fuel Prices

As of July 25, 2025, the global average jet fuel price ended at \$92.92/bbl, a decrease of 4.18% from the previous month. This is a 6.2% decline, year-over-year.

Source: International Air Transport Association (the weekly index and price data shows the global average price paid at the refinery for aviation jet fuel)

#### Air Freight News Clip

Supply chains seek faster decision-making and quick adaptation to stay resilient against rising tides. Today's businesses aren't only competing for products and services but also delivery times. Air freight, like many other shipping methods, has faced new challenges with an evolving global supply chain. Growing geopolitical and environmental events are prompting leaders to reassess their approach to adapting to the evolving trade landscape. The past couple of years have been a change in priorities as businesses look towards the future. Organizations have shifted their strategies from short-term solutions to address pandemic supply chain challenges to long-term security.

Source: Business.Scoop; [link to article](#)

### OCEAN:

#### Shanghai Containerized Freight Index

As of July 25, 2025, the China Shanghai Containerized Freight Index reading was \$1,592.59 per FEU. This is a 14.45% decrease from the previous month, and a 53.81% decrease year-over year.

Source: Macromicro (The Shanghai Containerized Freight Index reflects the spot rates of the Shanghai container transport market. It is a weekly reported average spot rate of 15 major container trade routes exported from Shanghai to regions around the globe.)

#### Georgia Ports Authority

The Georgia Ports Authority moved 5.7 million twenty-foot equivalent container units in fiscal year 2025 (July 1, 2024-June 30, 2025), an increase of 8.6% or 450,000 TEUs compared to the previous fiscal year. FY2025 was the Port of Savannah's second busiest year on record, and the rate of growth shows continuing strength in Georgia's logistics trajectory. In the pandemic year of FY2022, GPA handled 5.76 million TEUs. "On behalf of the entire state, I want to congratulate the incredible team at the Georgia Ports Authority on another great year," said Governor Brian Kemp. "Our ports drive economic opportunity in communities all across Georgia, and I'm confident in this team's ability to continue delivering results for the No. 1 state for business."

Source: Georgia Ports Authority

#### Ocean Freight News Clip

Importers are rushing to bring goods into the US ahead of looming tariff deadlines, driving a surge in shipping activity that port officials say reflects uncertainties surrounding President Trump's trade policy. The Port of Los Angeles recorded its busiest June in history, handling 892,340 twenty-foot equivalent units (TEUs), an 8% increase over the same month last year. Port executives attributed the spike to a "tariff whipsaw effect," with shippers accelerating orders before a mid-August deadline for new tariffs on Chinese goods.

Source: New York Post; [link to article](#)

### WAREHOUSING & DISTRIBUTION:

#### Industrial Vacancy

Demand remained resilient in the first quarter despite tariff uncertainty. The U.S. industrial sector continued to absorb space in the first quarter, registering 23.1 million square feet of positive absorption. This was down from 42.4 million square feet observed in the fourth quarter but on par with the level absorbed in the same quarter one year ago. **Vacancy continued to drift higher to 7%. The combination of vacant speculative deliveries and some occupier dispositions caused the U.S. industrial vacancy rate to rise by 30 basis points to 7%.** After remaining historically tight for several straight years, vacancy is now back in line with the historical average—indicative of a more balanced market. Rent growth continued to moderate. Rising vacancy continues to take some of the pressure off rents. In the first quarter of 2025, rents grew by 4.3% year-over-year but were flat quarter-over-quarter. Moreover, a rising number of markets reported year-over-year declines this quarter. **Savannah, GA** reported a vacancy rate of 9.3% for Q1 2025, compared to 8.6% in Q4 2024. **Atlanta, GA** reported a vacancy rate of 8.6% for Q1 2025, compared to 8.5% in Q4 2024.

Note: Next release for Q2 2025 – Industrial Vacancy, will be published August 2025.

Source: Cuman & Wakefield



### Warehouse Rent Rates

Although industrial rents continue to appreciate at a reasonably healthy clip overall—4.3% year-over-year—a **rising number of markets reported rental declines this quarter, keeping the average U.S. rate steady at \$10.11 per square foot since year-end 2024**. Nearly 40% of the U.S. markets tracked by Cushman and Wakefield reported annual rental rate declines, as some landlords have responded to softer demand conditions and higher vacancy rates. Also, the composition of available stock has shifted due to recent speculative construction trends as big-box facilities make up more of the total stock available, affecting the weighted average for asking rents. Although rent pressures have eased slightly, many markets have seen rents surge by more than 50% over the last five years. **For Savannah, GA** the average asking rental rate for Q1 2025 was \$6.56, compared to \$6.56 for Q4 2024. **For Atlanta, GA** the average asking rental rate for Q1 2025 was \$7.18, compared to \$7.09 for Q4 2024.

**Note: Next release for Q2 2025 – Warehouse Rent Rates, will be published August 2025.**

Source: Cushman & Wakefield

### Industrial Absorption

Despite trade policy uncertainty, the U.S. economy continues to absorb a healthy amount of industrial space. **In the first quarter of 2025, net absorption registered at 23.1 million square feet, on par with the total reported one year ago**. Warehouse and logistics space was the standout product type this quarter, absorbing 30 million square feet. Conversely, manufacturers gave space back to the market on a net basis, resulting in 5.7 million square feet of negative absorption. The flight to quality trend continues. In the first quarter, the newest industrial space (product built after 2023) accounted for more than 57 million square feet of net occupancy gains. Conversely, older facilities with limited functionality experienced more move-outs than move-ins, resulting in over 33 million square feet of negative absorption. **For Savannah, GA, Q1 2025** net absorption registered at 2,326,100 compared to 14,057,155 for Q4 2024. **For Atlanta, GA, Q1 2025** net absorption registered 511,089 compared to 1,845,316 for Q4 2024.

**Note: Next release for Q2 2025 – Industrial Absorption, will be published August 2025.**

Source: Cushman & Wakefield (Absorption is the net change in occupied space between two points in time. Positive absorption means that previously unoccupied space is being occupied.)

### Warehouse Employment

Preliminary June 2025 numbers for the warehousing industry workforce comes in at **1,836,700 employees, increasing from 1,827,000 employees** for May 2025 (preliminary).

Source: U.S. Bureau of Labor Statistics

### Warehouse Earnings & Hours

May 2025 average hourly earnings in the warehousing and storage subsector comes in at **\$25.10/hour (preliminary), \$0.43 lower** than the April 2025 rate. The **average weekly hours were 39.3 for May 2025 (preliminary)** down from 39.6 hours in April 2025.

Source: U.S. Bureau of Labor Statistics

### Warehouse & Distribution News Clip

In a world defined by speed, convenience, and digital-first expectations, supply chains are undergoing a seismic transformation. Once considered passive back-end operations, warehouses are now emerging as strategic hubs, driven by the convergence of artificial intelligence, automation, and smart infrastructure. This evolution is not just streamlining logistics but also reshaping the very contours of real estate development and investment in India. From predictive inventory systems to tech-ready logistics parks, the warehousing landscape is shifting toward smarter, faster, and more responsive ecosystems. This shift is pushing developers, investors, and retailers alike to rethink how space, technology, and supply chain strategy intersect.

Source: Republic World; [link to article](#)

**The free Logistics Market Snapshot is compiled and prepared  
monthly by the Georgia Center of Innovation.**



The Georgia Center of Innovation's logistics team is the leading statewide resource for fueling logistics industry growth and global competitiveness. The Center works to address the needs and opportunities of companies of any size involved in logistics and freight transportation – both providers and heavy consumers of logistics services. The Center provides industry knowledge and technical expertise, connections to state resources in research and innovation, and joins together an extensive cross-sector industry network. As an industry focused component of the Georgia Department of Economic Development (GDEcD) the Center has main offices in Savannah and Atlanta with activity in all parts of the State. The Center represents all segments of the logistics industry and provides a unique platform for companies to network, address industry issues and share knowledge. **Simply put, the Center is a catalyst to help logistics-enabled businesses clear the path to innovation and growth.**

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