

U.S. MARKET:

Gross Domestic Product

Real gross domestic product (GDP) decreased at an annual rate of 0.3% in the 1st 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 **\$61.6 billion in April 2025, down \$76.7 billion from \$138.3 billion in March, revised**. The April decrease in the goods and services deficit reflected a decrease in the goods deficit of \$75.2 billion to \$87.4 billion and an increase in the services surplus of \$1.5 billion to \$25.8 billion. **Year-to-date, the goods and services deficit increased \$179.3 billion, or 65.7%, from the same period in 2024**. Exports increased \$58.4 billion or 5.5%. Imports increased \$237.8 billion or 17.8%.

Source: Bureau of Economic Analysis

Import Volumes

April 2025 imports were \$351.0 billion, \$68.4 billion less than March imports. For the 3 months ending in April Average imports decreased \$17.2 billion to \$390.4 billion. Imports of goods decreased \$68.9 billion to \$277.9 billion in April. Imports of services increased \$0.5 billion to \$73.1 billion in April.

Source: U.S. Bureau of Economic Analysis

Export Volumes

April 2025 exports were \$289.4 billion, \$8.3 billion more than March exports. For the 3 months ending in April Average exports increased \$5.6 billion to \$283.0 billion. Exports of goods increased \$6.2 billion to \$190.5 billion in April. Exports of services increased \$2.1 billion to \$98.9 billion in April.

Source: U.S. Bureau of Economic Analysis

Import & Export Price Indexes

U.S. import prices were unchanged in May 2025, following a 0.1% increase in April. Higher prices for nonfuel imports offset lower prices for fuel imports in May. The price index for U.S. imports rose 0.2% from May 2024 to May 2025. Import fuel prices declined 4.0% in May following decreases of 2.6% in April and 3.4% in March. Prices for nonfuel imports advanced 0.3% in May following an increase of 0.4% in April. **Prices for U.S. exports decreased 0.9% in May, the largest 1-month decline since a 0.9% drop in October 2023**. Lower prices for nonagricultural exports more than offset higher prices for agricultural exports. Despite the May decline, U.S. export prices increased 1.7% from May 2024 to May 2025. The price index for agricultural exports increased 0.2% in May following a 0.4% rise in April.

Source: Bureau of Labor Statistics

Unemployment Rate

Total nonfarm payroll employment increased by 139,000 in May 2025, and the unemployment rate was unchanged at 4.2%. Employment continued to trend up in health care, leisure and hospitality, and social assistance. Federal government continued to lose jobs. The number of people jobless less than 5 weeks increased by 264,000 to 2.5 million in May. **The number of long-term unemployed (those jobless for 27 weeks or more) decreased over the month by 218,000 to 1.5 million**. Both measures were little changed over the year. The long-term unemployed accounted for 20.4% of all unemployed people in May. **Georgia's unemployment rate comes in at 3.5% for May 2025**, ranking 17th, tied with Tennessee, 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 5.5%.

Source: Bureau of Labor Statistics

Labor Force Participation Rate

For May 2025 the labor force participation rate read at **62.4%, a 0.2% decrease from the previous month**. The labor force participation rate for May 2025 for those of **prime working age (25-54) had a reading of 83.4%**.

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 **ticked down by 0.1% in May 2025 to 99.0 (2016=100), after declining by 1.4% in April (revised downward from -1.0% originally reported)**. The LEI has fallen by 2.7% in the six-month period ending May 2025, a much faster rate of decline than the 1.4% contraction over the previous six months. According to the Conference Board experts, "The LEI for the US fell again in May, but only marginally, **the recovery of stock prices after the April drop was the main positive contributor to the Index**. However, consumers' pessimism, persistently weak new orders in manufacturing, a second consecutive month of rising initial claims for unemployment insurance, and a decline in housing permits weighed on the Index, leading to May's overall decline. With the substantial negatively revised drop in April and the further downtick in May, the six-month growth rate of the Index has become more negative, triggering the recession signal. The Conference Board does not anticipate recession, but we do expect a significant slowdown in economic growth in 2025 compared to 2024, with real GDP growing at 1.6% this year and persistent tariff effects potentially leading to further deceleration in 2026."

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** increased by **1.8% in May 2025 from the prior month and 1.1% year-over-year**. All four U.S. regions experienced month-over-month increases – most notably the West. Year-over-year, contract signings rose in the Midwest and South, while they fell in the Northeast and West. According to NAR Intelligence, "**Consistent job gains and rising wages are modestly helping the housing market**, hourly wages are increasing faster than home prices. However, mortgage rate fluctuations are the primary driver of homebuying decisions and impact housing affordability more than wage gains."

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 **May 2025 were at a seasonally adjusted annual rate of 1,256,000**. This is 9.8% below the revised April estimate of 1,392,000 and is 4.6% below the May 2024 rate of 1,316,000. Single-family housing starts in May were at a rate of 924,000; this is 0.4% above the revised April figure of 920,000. **The May rate for units in buildings with five units or more was 316,000**.

Source: U.S. Census Bureau

Light-Vehicle Sales

New light-vehicle sales **slowed to a 15.7-million-unit SAAR in May 2025, following back-to-back months where the SAAR clocked in above 17 million units**. The May sales results fell back in line with pre-tariff expectations. J.D. Power estimates an additional 149,000 vehicles were purchased in March and April 2025, as consumers pulled ahead purchases to avoid tariff-related price impacts. While it is likely there were still some pull-ahead sales in May 2025, it appears the pre-tariff surge in new-vehicle sales has ended. We expect such pull-ahead purchases will result in lower monthly sales later in the year. **New-vehicle production has fallen slightly in the months following the vehicle tariff announcements. Those production declines—coupled with the strong sales pace in March and April 2025—represented the first year-over-year decline in new-vehicle inventory since June 2022**. At the start of May 2025, the number of new light-duty vehicles on the ground and in transit to dealer lots was 2.62 million units, a decline of 4.1% year over 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 decreased \$109.6 billion (0.4% at a monthly rate) in May 2025. **Disposable personal income (DPI)**—personal income less personal current taxes—decreased \$125.0 billion (0.6%) and personal consumption expenditures (PCE) decreased \$29.3 billion (0.1%). **Personal outlays**—the sum of PCE, personal interest payments, and personal current transfer payments—decreased \$27.6 billion in May. **Personal saving** was \$1.01 trillion in May 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) decreased \$29.3 billion (0.1%). The \$29.3 billion decrease in current-dollar PCE in May reflected a decrease of \$49.2 billion in spending on goods that was partly offset by an increase of \$19.9 billion in spending for services. **From the preceding month**, the PCE price index for May increased 0.1%. Excluding food and energy, the PCE price index increased 0.2%. **From the same month one year ago**, the PCE price index for May increased 2.3%. Excluding food and energy, the PCE price index increased 2.7% 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 **May 2025, adjusted for seasonal variation and holiday and trading-day differences, but not for price changes, were \$715.4 billion, down 0.9% from the previous month, and up 3.3% from May 2024**. Total sales for the March 2025 through May 2025 period were up 4.5% from the same period a year ago. The March 2025 to April 2025 change was revised from up 0.1% to down 0.1%. Retail trade sales were down 0.9% from April 2025, and up 3.0% from last year. Nonstore retailers were up 8.3% from last year, while food service and drinking places were up 5.3% from May 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 **1st quarter of 2025, adjusted for seasonal variation, but not for price changes, was \$300.2 billion, virtually unchanged from the 4th quarter of 2024.** Total retail sales for the 1st quarter of 2025 were estimated at \$1,858.5 billion, an increase of 0.4% from the 4th quarter of 2024. The 1st quarter 2025 e-commerce estimate increased 6.1% from the 1st quarter of 2024 while total retail sales increased 4.5% in the same period. **E-commerce sales in the 1st 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 Consumer Confidence Index **deteriorated by 5.4 points in June 2025, falling to 93.0 (1985=100) from 98.4 in May.** The Present Situation Index—based on consumers' assessment of current business and labor market conditions—fell 6.4 points to 129.1. The Expectations Index—based on consumers' short-term outlook for income, business, and labor market conditions—fell 4.6 points to 69.0, substantially below the threshold of 80 that typically signals a recession ahead. "Consumer confidence weakened in June, erasing almost half of May's sharp gains," said the Conference Board. **"The decline was broad-based across components, with consumers' assessments of the present situation and their expectations for the future both contributing to the deterioration.** Consumers were less positive about current business conditions than May. Their appraisal of current job availability weakened for the sixth consecutive month but remained in positive territory, in line with the still-solid labor market. The three components of the Expectations Index—business conditions, employment prospects, and future income—all weakened. Consumers were more pessimistic about business conditions and job availability over the next six months, and optimism about future income prospects eroded slightly."

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 0.1% on a seasonally adjusted basis in May 2025, after rising 0.2% in April.** Over the last 12 months, the all items index increased 2.4% before seasonal adjustment. The index for shelter rose 0.3% in May and was the primary factor in the all items monthly increase. The food index increased 0.3% as both of its major components, the index for food at home and the index for food away from home also rose 0.3% in May. In contrast, the energy index declined 1.0% in May as the gasoline index fell over the month. The index for all items less food and energy rose 0.1% in May, following a 0.2% increase in April. Indexes that increased over the month include medical care, motor vehicle insurance, household furnishings and operations, personal care, and education. The indexes for airline fares, used cars and trucks, new vehicles, and apparel were among the major indexes that decreased in May.

The **Producer Price Index for final demand advanced 0.1% in May 2025, seasonally adjusted.** Final demand prices declined 0.2% in April and 0.1% in March. On an unadjusted basis, the index for final demand rose 2.6% for the 12 months ended in May. The May increase in the index for final demand was led by prices for final demand services, which advanced 0.1%. The index for final demand goods rose 0.2%.

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 **increased by three points in May 2025 to 98.8, slightly above the 51-year average of 98.** Expected business conditions and sales expectations contributed the most to the rise in the index. The Uncertainty Index rose two points from April to 94. 18% of small business owners reported taxes as their single most important problem, up two points from April and ranking as the top problem. The last time taxes were ranked as the top single most important problem was in December 2020.

Source: National Federation of Independent Business

Industrial Production & Capacity Utilization

Industrial production (IP) fell 0.2% in May 2025 after increasing 0.1% in April. Manufacturing output ticked up 0.1% in May, driven by a gain of 4.9% in the index for motor vehicles and parts; the index for manufacturing excluding motor vehicles and parts fell 0.3%. The index for mining increased 0.1%, and the index for utilities decreased 2.9%. At 103.6% of its 2017 average, total IP in May was 0.6% above its year-earlier level. **Capacity utilization moved down to 77.4%,** a rate that is 2.2 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 April 2025, adjusted for seasonal and trading day differences but not for price changes, were estimated at an end-of-month level of \$2,656.5 billion, virtually unchanged from March 2025, but were up 2.2% from April 2024. The combined value of **distributive trade sales and manufacturers' shipments** for April, adjusted for seasonal and trading day differences but not for price changes, was estimated at \$1,922.8 billion, down 0.1% from March 2025, but was up 3.8% from April 2024. The total **business inventories/sales ratio** based on seasonally adjusted data at the end of April was 1.38. The April 2024 ratio was 1.40.

Source: U.S. Census Bureau

Purchasing Managers Index, Manufacturing

The Manufacturing PMI **registered 48.5% in May 2025, 0.2 percentage point lower compared to the 48.7% recorded in April**. The overall economy continued in expansion for the 61st month after one month of contraction in April 2020. The New Orders Index contracted for the fourth month in a row following a three-month period of expansion; the figure of 47.6% is 0.4 percentage point higher than the 47.2% recorded in April. The May reading of the Production Index (45.4%) is 1.4 percentage points higher than April's figure of 44%. The index continued in contraction in March for the third straight month after two months of expansion preceded by eight months of contraction. The Prices Index remained in expansion (or 'increasing') territory, registering 69.4%, down 0.4 percentage point compared to the reading of 69.8% in April. The Backlog of Orders Index registered 47.1%, up 3.4 percentage points compared to the 43.7% recorded in April. The Employment Index registered 46.8%, up 0.3 percentage point from April's figure of 46.5%.

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 May 2025, the Services PMI **registered 49.9%, 1.7 percentage points lower than the April figure of 51.6%**. The Business Activity Index was 'unchanged' in May, registering 50%, 3.7 percentage points lower than the 53.7% recorded in April. This is the index's first month out of expansion territory since May 2020. The New Orders Index dropped into contraction territory in May, recording a reading of 46.4%, a decrease of 5.9 percentage points from the April figure of 52.3%. The Employment Index returned to expansion after two months in contraction; the reading of 50.7% is 1.7 percentage points higher than the 49% recorded in April and is the second straight month-over-month gain. The Supplier Deliveries Index registered 52.5%, 1.2 percentage points higher than the 51.3% recorded in April. This is the sixth consecutive month that the index has been in expansion territory, indicating slower supplier delivery performance.

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 May 2025 Logistics Manager's Index **reads in at 59.4, up (+0.6) from April's reading of 58.8. This marks two consecutive months of increasing expansion in the LMI. This is up (+3.8) from the reading of 55.6 a year ago, and up (+12.1) from May 2023's reading of contraction at 47.3**. The increase this month is largely driven by increased costs, as movements in inventories have slowed significantly compared to observations from earlier in the year. Despite the slowdown in volume buildup, Inventory Costs continue to increase (+2.8) to 78.4. This is the highest reading for this metric since October of 2022, and the 26.8-point gap between the two inventory metrics is the third largest in this history of the index. This suggests that the inventories that were rushed into the country earlier this year are now static and holding them is expensive. This buildup is clearly reflected in available Warehousing Capacity, which is down (-5.4) to 50.0 and no movement. Warehousing Prices (-0.2) read in at 72.1, reflecting the lack of available capacity. Interestingly, our three Transportation metrics held relatively steady in May, with none of them moving more than 0.9-points from their readings in April. This steady state involves Transportation Capacity (54.7) that is tight, but not too tight, anemic expansion in Transportation Utilization (52.6 – the lowest reading since November 2023), and moderate expansion in Transportation Prices (63.1).

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

U.S. stocks closed at an all-time high Friday, another milestone in the market's remarkable recovery from a springtime plunge caused by fears that the Trump administration's trade policies could harm the economy. The S&P 500 rose 0.5%, finishing above its previous record set in February. The key measure of Wall Street's health fell nearly 20% from February 19 through April 8.

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



INTERMODAL:

Dow Jones Transportation Average

As of June 27, 2025, the Dow Jones Transportation Average **closed at a reading of 15,523.14.**

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 June 27, 2025, the NASDAQ Transportation Index **closed at a reading of 6,346.22.**

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 0.5% in April 2025 from March, falling for the second consecutive month.** From April 2024 to April 2025 the index rose 0.7%. The Freight TSI decreased in April due to seasonally adjusted decreases in air freight, rail intermodal, water, and trucking, while rail carload and pipeline increased.

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 0.4% month-over-month in May 2025.** Since volumes usually rise seasonally in May, shipments fell 3.4% month-over-month in seasonally adjusted terms. The year-over-year decline in shipments was 4.0% in May, after a 3.6% year-over-year decline in April. The trade war is having a variety of effects, with pre-tariff consumer spending still supporting freight demand. The negative consequences of tariff effects are partly reflected in May data, as pre-tariff inventory stocking has started to turn to destocking, and those stocks will start to thin in the coming months. The **expenditures component of the Cass Freight Index rose 1.4% month-over-month in May.** The year-over-year gain slowed to 0.8% from 1.2% in April, but held onto a second straight increase after more than two years of declines. The year-over-year increase in spending was more than explained by higher rates, as shipments fell 4.0%. We infer that rates—or more specifically, the average cost of a shipment—rose 5.0% year-over-year in May. One factor in this equation is a higher truckload mix 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.”

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 **April 2025 was valued at \$126.3 billion, decreasing 8.5% compared to April 2024.** Freight **between the U.S. and Canada** totaled \$56.6 billion, down 13.6% from April 2024. Freight **between the U.S. and Mexico** totaled \$69.7 billion, down 3.8% from April 2024. **Trucks** moved \$82.8 billion of freight, down 8.6% compared to April 2024. **Railways** moved \$14.4 billion of freight, down 20.9% compared to April 2024. **Pipelines** moved \$8.9 billion of freight, down 5.2% compared to April 2024. **Vessels** moved \$7.3 billion of freight, down 25.3% compared to April 2024. **Air** moved \$4.8 billion of freight, up 3.7% compared to April 2024.

Source: U.S. Bureau of Transportation Statistics

Intermodal News Clip

Freedom Intermodal Tank Services, which is served by Class III New Orleans Public Belt Railroad (NOPB), has added railcar cleaning services and expanded transloading capacity and railcar storage and created 40 new jobs, “bringing new levels of efficiency and reliability to the bulk liquid supply chain.

Source: Railway Age; [link to article](#)



RAIL:

U.S. Freight Rail Traffic

For the week ending June 21, 2025, **total U.S. weekly rail traffic was 487,328 carloads and intermodal units, up 0.4% compared with the same week last year.** Total carloads for the week ending June 21 were 229,655 carloads, up 4.5% compared with the same week in 2024, while U.S. weekly intermodal volume was 257,673 containers and trailers, down 2.9% compared to 2024. **7 of the 10 carload commodity groups posted an increase** compared with the same week in 2024. They included grain, up 3,913 carloads, to 21,300; miscellaneous carloads, up 2,059 carloads, to 10,723; and metallic ores and metals, up 1,167 carloads, to 22,269. **Commodity groups that posted decreases** compared with the same week in 2024 were nonmetallic minerals, down 529 carloads, to 31,460; forest products, down 29 carloads, to 8,050; and farm products excl. grain, and food, down 6 carloads, to 16,872.

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 May 2025 was 442.4**, a decrease from 458.4 the previous month. The index for May 2024 was 500.6, or difference of 12.34%.

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 **May 2025 was 241,940 workers**, down from 242,561 workers in April 2025. Total number of workers in May 2024 was 242,854.

Source: U.S. Surface Transportation Board

Rail Freight News Clip

A \$10 billion infrastructure project will link Texas and Mexico through a 165-mile elevated freight corridor. The initiative, led by Green Corridors, aims to create a fully electric and autonomous cargo route that reduces highway traffic and supports cross-border transport.

Source: MSN; [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 **fell 0.8% month-over-month in May 2025, after a 0.5% decline in April.** The year-over-year increase slowed to 0.6% in May from 0.9% in April, as rate momentum in the truckload market stalled. Pre-tariff shipping was not enough to tighten the market balance even as seasonality improved in May. This index fell 10% in 2023, another 3.4% in 2024, and 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 accessories. Provides trends in baseline truckload prices)

LOGISTICS

MARKET SNAPSHOT

JUNE 2025

Truck Tonnage Index	<p>Trucking activity in the United States slipped in May 2025 as the freight market remained choppy. Specifically, truck freight tonnage decreased 0.1% after gaining 0.5% in April. “The seesaw freight demand pattern continued in May, making it difficult to discern any clear pattern in the market,” said ATA intelligence. “Excluding the services economy — the largest part of economic activity— the goods market is all over the map, thus impacting freight levels. Construction is soft, manufacturing is up and down, and consumers are cautious.”</p> <p><i>Source: American Trucking Associations (Note: ATA recently revised the seasonally adjusted index to 2015 = 100)</i></p>
Truckload Freight, Van	<p>The national van load-to-truck ratio for May 2025 was 5.78. The previous month’s ratio was 4.48 and the May 2024 ratio was 4.39. Georgia’s load-to-truck ratios for vans for May 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 \$2.40 for the same month. The average outbound van rate for the Southeast region came in at \$2.08 for June 2025.</p> <p><i>Source: DAT Freight & Analytics</i></p>
Truckload Freight, Refrigerated	<p>The national load-to-truck ratio for refrigerated hauls came in at 10.67 loads per truck in May 2025. The previous month’s ratio was 8.29 and the May 2024 ratio was 6.28. Georgia’s load-to-truck ratio for May 2025 averaged 12+ reefer loads per truck. The average national spot market reefer rate for June 2025 was \$2.35 per mile, not changing from the previous month. Contract rates for reefers averaged \$2.73 for the same month. The average outbound rate for the Southeast region for reefer freight registered at \$2.36 for June 2025.</p> <p><i>Source: DAT Freight & Analytics</i></p>
Trucking Conditions Index	<p>The Trucking Conditions Index for April 2025 dipped into negative territory, declining to a reading of -0.81 from 0.28 in March. Although overall market conditions changed only marginally, the underlying factors shifted greatly. Freight rates were still technically a negative contribution within the TCI, but they improved sharply versus March. Freight volume swung from the largest positive of all factors in March to the largest negative in April. According to FTR Transportation Intelligence, “Tariffs and supply chain moves to minimize them have distorted freight market dynamics even though the overall TCI implied essentially neutral trucking conditions in February through April. As we finalize data for May and beyond, those factors and swings in diesel prices are likely to expose the true instability in the freight market. Meanwhile, developments such as rapidly rising truck insurance premiums and, plausibly, tighter scrutiny over truck drivers’ English language skills could serve to tighten capacity in the coming months. Uncertainty over the market’s direction remains quite high.”</p> <p><i>Source: FTR Transportation Intelligence (Figures below zero indicate a less-than-ideal environment for trucking)</i></p>
Diesel Prices	<p>As of June 24, 2025, the U.S. average diesel price was \$3.775 per gallon. This is a 28-cent increase month-over-month and \$0.006 higher than the same week in 2024. The average price of diesel in the Lower Atlantic states came in at \$3.725 per gallon, a 30-cent increase month-over-month and \$0.065 lower than the same week in 2024.</p> <p><i>Source: U.S. Energy Information Administration (Reflects the costs and profits of the entire production and distribution chain)</i></p>
Trucking Employment	<p>May 2025 numbers (preliminary) for the trucking industry read at 1,525,400 employees, increasing from 1,524,500 employees (preliminary) for April 2025.</p> <p><i>Source: U.S. Bureau of Labor Statistics</i></p>
Trucking Earnings & Hours	<p>For April 2025, the average earnings (preliminary) for occupations commonly found in truck transportation were \$32.26/hour, increasing from the previous month’s rate of \$31.92. April 2025 showed average weekly hours totaling 40.7 hours (preliminary) increasing from 40.4 hours in March.</p> <p><i>Source: U.S. Bureau of Labor Statistics</i></p>
U.S. Truck & Trailer Orders (Class 8)	<p>North American Class 8 net orders in May 2025 rose 40% month-over-month from April’s very low level but were down 47% year-over-year at 12,000 units. Orders were well below the seven-year May average of 18,319 orders and represented the lowest May order total since 2020. Through May, orders for the last 12 months totaled 260,355 units. The improvement versus April might result from lowering – at least temporarily – of tariffs on many countries versus the steep levels announced in early April, especially the lowering of tariffs on Chinese goods from 145% to 30%. Even with the month-over-month improvement, the year-over-year decline was steep. Also, net orders in 2025 were down 32% year-over-year through May, and retail truck sales in 2025 were down 11% year-over-year through April.</p> <p><i>Source: FTR Transportation Intelligence</i></p>
Road Freight News Clip	<p>Trucking carriers operating in the spot market should see a nice payday if they choose loads carefully in the lead-up to the July 4th holiday, based on SONAR freight market data, while freight brokers need to stay in touch with their customers to protect their margins against potentially surging spot rates.</p> <p><i>Source: Freightwaves; link to article</i></p>

AIR:

Air Cargo Traffic

The industry's air cargo demand, measured in Cargo-Tonne-Kilometers (CTK), climbed 5.8% year-on-year in April 2025. Seasonally adjusted, CTK rose by 2.3% compared to March 2025 month-on-month. International CTK saw a 6.5% year-over-year rise, with most regions and routes posting single-digit gains. Latin America and the Caribbean led international air cargo growth, with a 12.5% year-over-year increase. **Global available cargo space, Available Cargo Tonne-Kilometers (ACTK), expanded by 6.3% from March 2025, while capacity utilization, Cargo Load Factor (CLF), lost 0.2 percentage points from April 2024.**

Note: The May 2025 Air Cargo Traffic has not released at time of Logistics Market Snapshot publication.

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

Jet Fuel Prices

As of June 20, 2025, the global average jet fuel price ended at **\$96.97/bbl, an increase of 17.83% from the previous month.** This is a 2.1% 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

The US removal of the de minimis exemption for packages from China in May resulted in a 43% decline in e-commerce shipments from China to the US. Figures from Aevean highlight how e-commerce platforms switched their shipments by air from the US to other markets to take the sting out of the fall to the US. The figures from Aevean show that e-commerce volumes transported by air from China to the US fell 43% month on month from 109,325 tonnes in April to 62,658 tonnes in May.

Source: Air Cargo News; [link to article](#)

OCEAN:

Shanghai Containerized Freight Index

As of June 27, 2025, the China Shanghai Containerized Freight Index reading was **\$1,861.51 per FEU**. This is a 15.98% increase from the previous month, and a **66.46% 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 Port of Savannah handled 500,900 twenty-foot equivalent container units in May 2025, an increase of 10,565 TEUs or 2.2% compared to the same month last year. Last month was Savannah's second busiest May on record, exceeded only by May 2022, when container volumes reached nearly 519,400 TEUs. "Three months in a row over half a million TEUs is a testament to customers' trust in Savannah," said Georgia Ports Authority President and CEO Griff Lynch. "I'd like to thank GPA employees and our partners at Gateway Terminals and the International Longshoremen's Association for delivering world-class supply chain efficiency, even during market disruptions."

Source: Georgia Ports Authority

Ocean Freight News Clip

Shipping giant Maersk has rolled out Maersk Trade & Tariff Studio, a digital solution designed to empower global cargo owners and bring clarity to complex customs processes. The platform, backed by artificial intelligence, arrives as businesses grapple with rising tariffs, heightened regulatory scrutiny, and frequent disruptions to customs procedures.

Source: Freightwaves; [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 May 2025 numbers for the warehousing industry workforce comes in at **1,827,000 employees, decreasing from 1,853,400 employees** for April 2025 (preliminary).
Source: U.S. Bureau of Labor Statistics

Warehouse
Earnings & Hours

April 2025 average hourly earnings in the warehousing and storage subsector comes in at **\$25.53/hour (preliminary), \$0.21 higher** than the March 2025 rate. The **average weekly hours were 39.6 for April 2025** (preliminary) down from 39.8 hours in March 2025.
Source: U.S. Bureau of Labor Statistics

Warehouse
& Distribution
News Clip

For decades, access to the U.S. wine market—which surpassed \$107 billion in sales in 2023—meant one thing for foreign wineries: find an importer, lock in a distributor and build brand presence through shelf space and sommelier buzz. But the rules have changed. The dramatic consolidation of U.S. distributors and importers has fundamentally reshaped the channel, squeezing small and midsized international producers out of traditional paths to market.
Source: Forbes: [link to article](#)

**The free Logistics Market Snapshot is compiled and prepared monthly
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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.**

For more information about Georgia's Center of Innovation, Logistics please contact:
Seth Collett- scollett@georgia.org – 678-769-6212 – www.georgialogistics.com