LOGISTICS
MARKET SNAPSHOT

Georgia® CENTER OF INNOVATION

DECEMBER 2025

U.S. MARKET:	
Gross Domestic Product	**Real gross domestic product (GDP) increased at an annual rate of 4.3% in the 3rd quarter of 2025 (July, August, and September),** according to the initial estimate released by the U.S. Bureau of Economic Analysis. In the 2nd quarter, real GDP increased 3.8%. The increase in real GDP in the 3rd quarter reflected increases in consumer spending, exports, and government spending that were partly offset by a decrease in investment. Imports, which are a subtraction in the calculation of GDP, decreased. ***Note:*** *Due to the recent government shutdown, this initial report for the third quarter of 2025 replaces the release of the advance estimate originally scheduled for October 30 and the second estimate originally scheduled for November 26.* *Source: Bureau of Economic Analysis*
U.S. Trade Deficit	**The U.S. goods and services trade deficit decreased in September 2025,** according to the U.S. Bureau of Economic Analysis and the U.S. Census Bureau. The goods and services deficit decreased from $59.3 billion in August (revised) to $52.8 billion in September, as exports increased more than imports. The goods deficit decreased $7.1 billion in September to $79.0 billion. Year-to-date, the goods and services deficit increased $112.6 billion, or 17.2%, from the same period in 2024. Exports increased $125.1 billion or 5.2%. Imports increased $237.7 billion or 7.7%. ***Note:*** *October 2025 data was not available at the time of publication due to the federal government shutdown.* *Source: Bureau of Economic Analysis*
Import Volumes	**September 2025 imports were $342.1 billion, $1.9 billion more than August imports.** For the 3 months ending in September, average imports increased $1.1 billion to $347.0 billion in September. Imports of goods increased $1.7 billion to $266.6 billion in September. Imports of services increased $0.3 billion to $75.5 billion in September. ***Note:*** *October 2025 data was not available at the time of publication due to the federal government shutdown.* *Source: U.S. Bureau of Economic Analysis*
Export Volumes	**September 2025 exports were $289.3 billion, $8.4 billion more than August exports.** For the 3 months ending in August, average exports increased $3.2 billion to $283.9 billion in September. Exports of goods increased $8.8 billion to $187.6 billion in September. Exports of services decreased $0.4 billion to $101.7 billion in September. ***Note:*** *October 2025 data was not available at the time of publication due to the federal government shutdown.* *Source: U.S. Bureau of Economic Analysis*
Import & Export Price Indexes	**U.S. import prices recorded no change in September 2025***,* the U.S. Bureau of Labor Statistics reported today, following a 0.1% advance in August. Higher prices for nonfuel imports offset lower prices for fuel imports in September. Prices for U.S. exports were unchanged in September, after rising 0.1% the previous month. Note that September data collection was completed before the lapse in appropriations. ***Note:*** *October and November 2025 data were not available at the time of publication due to the federal government shutdown.* *Source: Bureau of Labor Statistics*
Unemployment Rate	**Total nonfarm payroll employment edged up by 64,000 in November 2025 but has shown little change since April.** In November, employment rose in health care and construction. Federal government employment declined by 6,000, following a loss of 162,000 in October. The number of long-term unemployed (those jobless for 27 weeks or more) changed little at 1.9 million in November and accounted for 24.3% of all unemployed people. In November, the unemployment rate, at 4.6 percent, was little changed from September. Employment rose in health care and construction in November, while federal government continued to lose jobs. Employment edged down in transportation and warehousing (-18,000), reflecting a job loss in couriers and messengers (-18,000). **Georgia's unemployment rate, at 4.6%, was little changed from September.** ***Note:*** *Publication of November 2025 data was delayed by more than a week because of a lapse in federal appropriations. BLS will publish a December 2025 Employment Situation news release on Friday, January 9, 2026, at 8:30 a.m.* *Source: Bureau of Labor Statistics*
Labor Force Participation Rate	For November 2025, the labor force participation rate read at 62.5%, a 0.1% increase from September. The labor force participation rate for November for those of **prime working age (25-54) had a reading of 83.8%.** *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 September 2025 to 98.3 (2016=100), after also declining by 0.3% in August (upwardly revised from an originally reported 0.5% decline).** Overall, the LEI fell by 2.1% over the six months between March and September 2025, a faster rate of decline than its 1.3% contraction over the previous six-month period (September 2024 to March 2025). According to the Conference Board experts, "The US LEI fell again in September, marking a second consecutive decline. **However, stock prices, the Leading Credit Index, and manufacturers' new orders of nondefense capital goods excl. aircraft did contribute positively to the Index.** The LEI suggests slowing economic activity at the end of 2025 and into early 2026, with GDP weakening after strong mid-year consumer spending and Q4 disruptions amid the federal government shutdown. Overall, growth remains fragile and uneven

	as businesses adjust to tariff changes and softer consumer momentum. The Conference Board expects GDP to expand by 1.8% in 2025, before falling to 1.5% in 2026." ***Note:*** *October and November 2025 data were not available at time of publication due to the federal government shutdown.* *Source: The Conference Board (The Conference Board Leading Economic Index® (US 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 US LEI reveals patterns in economic data in a clearer and more convincing manner than any individual component alone)*
Pending Home Sales Index	**Pending home sales in November jumped by 3.3% from the prior month** and 2.6% year over year, according to the National Association of REALTORS® Pending Home Sales Report. The report provides the real estate ecosystem, including agents and homebuyers and sellers, with data on the level of home sales under contract. Month-over-month pending home sales rose in the Northeast, Midwest, South, and West. Year-over-year pending home sales increased in the Midwest and South, Northeast and West. November's REALTORS® Confidence Index survey shows that 22% of NAR members expect an increase in buyer traffic over the next three months, up from 17% in October and down from 24% one year ago. Meanwhile, 18% expect an increase in seller traffic, up from 16% last month and down from 22% in November 2024. *Source: National Association of REALTORS® (an index of 100 is equal to the level of contract activity in 2001)*
Housing Starts	*Current data was not available at the time of publication due to the federal government shutdown.* *Source: U.S. Census Bureau*
Light-Vehicle Sales	New light-vehicle sales in November 2025 were down year-over-year for the second month in a row. **The November 2025 SAAR of 15.6 million units represents a decline of 5.5% compared to November 2024 but was a slight improvement over the October 2025 SAAR of 15.3 million units.** The industry is still dealing with the aftermath of significant pull-ahead sales volume that occurred as consumers bought vehicles earlier this year before the expiration of the EV tax credits and before tariff-related price increases took effect. **November was the second month without the EV tax credit, and BEV market share continued to fall—reaching 5.1% of all new vehicles sold, which was less than half the all-time high of 11.3% in September.** Discounts remain high on EVs, with J.D. Power estimating that the average EV incentive per unit will total $11,869 in November. Overall average incentive spending per unit is expected to show an increase of $375 from October, reaching a total of $3,211 for November. The new-vehicle retail-transaction price will total $46,029 in November, up $722 year over year. The average new-vehicle monthly payment in November is set to reach $760, a record for the month of November in any previous year. Those with trade-ins will be helped as used-vehicle values have been increasing recently. The industry leased significantly fewer cars three years ago due to the semiconductor microchip shortage, leading to tight supplies of late-model used inventory available today. Rising used-vehicle values should help those consumers with a trade-in vehicle. **Despite the slowdown in sales so far in Q4, we expect new light-vehicle sales to finish the year at 16 million-plus units, given the strong sales performance earlier 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 $94.5 billion (0.4% at a monthly rate) in September 2025. The increase in current-dollar personal income in September primarily reflected increases in compensation and personal income receipts on assets. **Disposable personal income (DPI)**—personal income less personal current taxes—increased $75.9 billion (0.3%). **Personal outlays**—the sum of PCE, personal interest payments, and personal current transfer payments—increased $70.7 billion in September. **Personal saving** was $1.09 trillion in September and the **personal saving rate**—personal saving as a percentage of disposable personal income—was 4.7%. ***Note:*** *October and November 2025 data were not available at the time of publication due to the federal government shutdown.* *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 $65.1 billion (0.3%) in September 2025.** The $65.1 billion increase in current-dollar PCE reflected increases of $63.0 billion in spending on services and $2.1 billion in spending on goods. From the preceding month, the PCE price index for September increased 0.3%. Excluding food and energy, the PCE price index increased 0.2%. From the same month one year ago, the PCE price index for September increased 2.8%. Excluding food and energy, the PCE price index increased 2.8% from one year ago. ***Note:*** *October and November 2025 data were not available at the time of publication due to the federal government shutdown.* *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 **October 2025, adjusted for seasonal variation and holiday and trading-day differences, but not for price changes, were $732.6 billion, up 0.5 % from the previous month, and up 3.5% from October 2024.** Total sales for the August 2025 through October 2025 period were up 4.2% from the same period a year ago. The August 2025 to September 2025 percent change was revised from up 0.2%. Retail trade sales were up 0.1%

from September 2025, and up 3.4% from last year. Nonstore retailers were up 9.0% from last year, while food service and drinking places were up 4.1% from October 2024.

Note: *November 2025 data was not available at the time of publication due to the federal government shutdown.*

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 **3rd quarter of 2025, adjusted for seasonal variation, but not for price changes, was $310.3 billion, an increase of 1.9% from the 2nd quarter of 2025.** Total retail sales for the 3rd quarter of 2025 were estimated at $1,893.6 billion, an increase of 1.5% from the 2nd quarter of 2025. The 3rd quarter 2025 e-commerce estimate increased 5.1% from the 3rd quarter of 2024 while total retail sales increased 4.1% in the same period.
E-commerce sales in the 3rd quarter of 2025 accounted for 16.4% of total sales.

Note: Next release for Q4 2025 – E-Commerce, will be published in early 2026 – date TBD.

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® **declined by 3.8 points in December 2025 to 89.1 (1985=100), from 92.9 in November.** The Present Situation Index—based on consumers' assessment of current business and labor market conditions— plummeted by 9.5 points to 116.8 in December. The Expectations Index—based on consumers' short-term outlook for income, business, and labor market conditions— held steady at 70.7. The Expectations Index has tracked below 80 for 11 consecutive months, the threshold below which the gauge signals recession ahead.

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 for All Urban Consumers (CPI-U) increased 0.2% on a seasonally adjusted basis over the 2 months from September 2025 to November 2025.** Over the last 12 months, the all items index increased 2.7% before seasonal adjustment. BLS did not collect survey data for October 2025 due to a lapse in appropriations. The seasonally adjusted index for all items less food and energy rose 0.2% over the 2 months ending in November. From September to November, the index for shelter increased 0.2%. The energy index rose 1.1% over the same 2-month period and the food index increased 0.1%. Other indexes which increased over the 2 months ending in November include household furnishings and operations, communication, and personal care. In contrast, the indexes for lodging away from home, recreation, and apparel decreased over the same 2-month period.

The **Producer Price Index for final demand increased 0.3% in September 2025, seasonally adjusted.** Final demand prices declined 0.1% in August and rose 0.8% in July. On an unadjusted basis, the index for final demand moved up 2.7% for the 12 months ended in September. Note that September PPI data collection was completed before the lapse in appropriations. The September advance in the index for final demand is attributable to a 0.9% increase in prices for final demand goods. The index for final demand services was unchanged. Prices for final demand less foods, energy, and trade services edged up 0.1% in September after rising 0.3% in August. For the 12 months ended in September, the index for final demand less foods, energy, and trade services increased 2.9%.

Note: *November 2025 data for the Producer Price Index was not available at the time of publication due to the federal government shutdown.*

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 NFIB Small Business Optimism Index for November was 99.0, up 0.8 points from October and remaining above its 52-year average of 98. The Uncertainty Index rose 3 points from October to 91. 33% (seasonally adjusted) of all owners reported job openings they could not fill in the current period, up 1 point from October and the first increase since June. In November, 64% of small business owners reported that supply chain disruptions were affecting their business to some degree, up 4 points from October. A net 9% of all owners (seasonally adjusted) reported higher nominal sales in the past three months, up 4 points from October.

Source: National Federation of Independent Business

Industrial Production & Capacity Utilization

Industrial production (IP) rose 0.2% in November 2025 after ticking down 0.1% in October. On average, IP rose 0.1% per month across October and November, the same as the rate of increase in September and a somewhat slower average pace than the past 12 months. Manufacturing output was flat in November after dropping 0.4% in October. There were swings in both mining and utilities output over October and November, though, on net, both sectors posted gains. At 101.8% of its 2017 average, total IP in November was 2.5% above its year-earlier level. **Capacity utilization was 76.0% in November,** a rate that is 3.5 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 September 2025, adjusted for seasonal and trading day differences but not for price changes, **were estimated at an end-of-month level of $2,670.0 billion, virtually unchanged from August 2025**, but were up 3.7% from September 2024. The **combined value of distributive trade sales and manufacturers' shipments for September**, adjusted for seasonal and trading day differences but not for price changes, **was estimated at $1,947.5 billion, up 0.1% from August 2025** and was up 3% from September 2024. **The total business inventories/sales ratio based on seasonally adjusted data at the end of September was 1.37**. The September 2024 ratio was 1.40.

Note: *October 2025 data was not available at the time of publication due to the federal government shutdown.*

Source: U.S. Census Bureau

Purchasing Managers Index, Manufacturing

The Manufacturing PMI® registered 48.2% in November 2025, a 0.5-percentage point decrease compared to the reading of 48.7% in October. The overall economy continued in expansion for the 67th 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 a third straight month in November following one month of growth; the figure of 47.4% is 2 percentage points lower than the 49.4% recorded in October. The November reading of the Production Index (51.4%) is 3.2 percentage points higher than October's figure of 48.2%. The Prices Index remained in expansion (or 'increasing' territory), registering 58.5%, up 0.5 percentage point compared to the reading of 58% reported in October. The Backlog of Orders Index registered 44%, down 3.9 percentage points compared to the 47.9% recorded in October. The Employment Index registered 44%, down 2 percentage points from October's figure of 46%.

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 November 2025, the Services PMI® registered a reading of 52.6%, 0.2 percentage point higher than the October figure of 52.4%. The Business Activity Index continued in expansion territory in November, registering 54.5%, 0.2 percentage point higher than the reading of 54.3% recorded in October. The New Orders Index also remained in expansion in November, with a reading of 52.9%, 3.3 percentage points below October's figure of 56.2% but 0.9 percentage point above its 12-month average of 51.7%. The Employment Index contracted for the sixth month in a row with a reading of 48.9%, a 0.7-percentage point improvement from the 48.2% recorded in October.

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 November 2025 Logistics Manager's Index **reads in at 55.7, down (-1.7) from the back-to-back readings of 57.4 in October and September.** Similar to dynamics observed in October, this slowdown is driven by a continued softening of inventory and warehousing metrics but tempered by some expansion in transportation. Unlike last month, in November the downward pressures slightly exceeded upward momentum. This is headlined by Warehousing Utilization, which is down (-9.0) to 47.5, marking the first time in the 9-year history of the index that this metric has contracted. Never before have LMI respondents reported that they were using less available warehousing space month-over-month. This shift is a product of the continued rundown of the large stocks on inventories that were built up through the first nine months of 2025 which has led to a softening in the warehouse market. This softening was seen in an increase (+2.8) in available Warehousing Capacity to 54.8 – the highest since April and a slowdown (-4.8) in Warehousing Price expansion to 62.9 – the lowest since March. While Inventory Levels did move back into mild expansion (+3.0) at 52.5, Inventory Cost expansion was down (-2.4) to 70.8. To give some perspective on how swiftly the costs of inventories have risen in 2025: Any reading over 70.0 is considered as significantly expansionary.

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

A new survey of 250 retail supply chain leaders reveals a sector undergoing one of the fastest strategic shifts in decades. Between rising tariffs, geopolitical pressures, and surging consumer expectations, organizations are being forced to rebuild their logistics networks for resilience rather than speed. The study, commissioned by WSI and Kase and conducted by TrendCandy, highlights an industry rethinking everything from supplier geography to warehouse placement heading into 2026. According to the report, Retail Supply Chain Moves That Will Define 2026, many retailers are accelerating their nearshoring and regionalization efforts. The motivation is not just cost pressure, but a heightened need for control, stability, and agility.

Source: The Kansas City Star; link to article

INTERMODAL:

Dow Jones Transportation Average

As of December 30th, 2025, the Dow Jones Transportation Average **closed at a reading of 17,471.25.**

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.)

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NASDAQ Transportation Index	As of December 30th, 2025, the NASDAQ Transportation Index **closed at a reading of 7,544.12.** *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 (TSI), **fell 1.2% in October 2025 from September, falling for the second consecutive month,** according to the U.S. Department of Transportation Bureau of Transportation Statistics (BTS). From October 2024 to October 2025 the index fell 1.2%. The Freight TSI decreased in October due to decreases in rail carloads, rail intermodal, pipeline, and trucking while air freight and water volumes 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® rose 0.7% month-over-month in November 2025, or 2.7% month-over-month in seasonally adjusted (SA) terms**, reversing the 2.1% seasonally adjusted drop in October. The year-over-year decline in shipments of 7.6% in October was below the -5.8% YTD trend, putting the index on track for a ~6% decline in 2025. After truckload volumes briefly improved in Q3 ahead of the October 5 import tariff deadline, they have softened again so far in Q4 as pre-tariff stocks are drawn down. **The expenditures component of the Cass Freight Index®, which measures the total amount spent on freight, fell 0.2% month-over-month in November.** Expenditures were 1.2% below the year-ago level in November, after a 0.2% year-over-year slip in October. The flattish results of the past few months were a combination of lower shipments and higher rates. We infer rates rose 6.8% year-over-year, largely due to changing modal mix with more TL and less LTL, similar to recent months. *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 Condition Index or **October 2025 slightly improved to 0.3 from the September reading of -0.5.** Most market factors were more favorable for shippers in October, but stronger freight rates offset most of those improvements. The current outlook is basically neutral through mid-2026 before turning mildly negative for shippers, but the major delay in economic data due to the government shutdown has hampered our analysis temporarily. We expect to have much more clarity within a month or so. According to FTR Transportation Intelligence, "**Although we still lack comprehensive insights into the state of the U.S. economy, a recent Federal Reserve revision of industrial production estimates implies that freight demand is even weaker than we thought.** That's good news for shippers in the near term as it suggests that freight capacity might still exceed volume significantly, but it raises the prospect of a faster and stronger market tightening when freight demand does recover. We believe the freight market has entered an inevitable transition phase that could yield volatility in the coming months." *Source: FTR Transportation Intelligence (Figures below zero indicate a less-than-ideal environment for shippers)*
North American Transborder Freight	Total estimated transborder freight moved by all modes of transportation between the U.S. and North American countries Canada and Mexico for **September 2025 was $127.8 billion, a decrease of 6.2% compared to September 2024**. **Estimated freight between the U.S. and Canada** totaled $62.3 billion, down 2.3% from September 2024. **Estimated freight between the U.S. and Mexico** totaled $65.5 billion, down 9.7% from September 2024. **Trucks** moved an estimated $80.3 billion of freight, down 9.2% compared to September 2024. **Railways** moved an estimated $16.7 billion of freight, down 2.2% compared to September 2024. **Pipelines** moved an estimated $9.8 billion of freight, down 15.2% compared to September 2024. **Vessels** moved an estimated $10.2 billion of freight, down 0.5% compared to September 2024. **Air** moved an estimated $4.6 billion of freight, up 0.14% compared to September 2024. ***Note:** This report presents estimated North American Transborder Freight data for September 2025. Due to the temporary disruption of standard data flows caused by the recent lapse in appropriations, official data are not yet available. These estimates were derived by calculating the simple arithmetic mean (average) of the corresponding September data from the past four years. Actual values will be released once the necessary data systems and original sources are resumed. **BTS has scheduled the next release of transborder numbers for Wednesday, January 7, 2026.*** *Source: U.S. Bureau of Transportation Statistics*
Intermodal News Clip	As the freight market looks toward 2026, regulatory developments, labor dynamics, rail network evolution, and global trade shifts are all influencing how shippers plan their supply chains. In this environment, intermodal transportation continues to emerge as a critical solution—not just for cost savings, but for reliability, scalability, and resilience. From a container and chassis perspective, intermodal capacity across the industry is robust. There is more than enough equipment available today to support an incremental one to two million additional shipments. Truck capacity, driven by continued softness in freight demand, is also more than adequate. That said, potential regulatory pressures could significantly impact the driver workforce. Enforcement around electronic logging policies, CDL eligibility for non-domiciled drivers, and immigration regulations could reduce available drivers by as much as 15–16% in a worst-case scenario. Intermodal offers a compelling solution to this challenge. *Source: STG Logistics; link to article*

RAIL:

U.S. Freight Rail Traffic

For the week ending December 27nd, 2025, **total U.S. weekly rail traffic was 392,295 carloads and intermodal units, up 0.7% compared with the same week last year.** Total carloads for the week ending December 27 were 188,673 carloads, up 2.5% compared with the same week in 2024, while U.S. weekly intermodal volume was 203,622 containers and trailers, down 1.0% compared to 2024. **Six of the 10 carload commodity groups posted an increase compared with the same week in 2024.** They included coal, up 5,037 carloads, to 55,823; motor vehicles and parts, up 1,779 carloads, to 9,910; and grain, up 1,099 carloads, to 20,579. Commodity groups that posted decreases compared with the same week in 2024 included chemicals, down 2,166 carloads, to 28,533; miscellaneous carloads, down 1,203 carloads, to 6,258; and forest products, down 452 carloads, to 6,750.

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 November 2025 was 512.6, an increase from 476.8.8 the previous month.** The index for November 2024 was 456.5, or a difference of 11.4%.

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 **November 2025 was 237,910 workers, down from 238,671 workers in October 2025**. The total number of workers in November 2024 was 239,599.

Source: U.S. Surface Transportation Board

Rail Freight News Clip

On December 30, the National Carriers Conference Committee (NCCC) announced that the Brotherhood of Locomotive Engineers and Trainmen (BLET) ratified a national collective bargaining agreement, covering over 12,000 freight rail workers. This brings the total to approximately 95% of union-represented freight rail employees now covered by 12 ratified agreements aligned with the industry-wide pattern. The agreement includes an 18.8% wage increase over five years, projected to result in real wage growth and raise average annual wages to about $135,000 and total compensation to $190,000 by 2029. It also enhances health and welfare benefits without increasing employee contributions, lowering 2025 premiums to $277/month, and grants earlier access to paid vacation. The ratification follows a year of unprecedented collaboration between rail carriers and unions, building on a previous 24% wage increase from 2022, culminating in a nearly 50% compounded wage growth from 2020 to 2029.

Source: Railway Page; link to article

ROAD:

Cowen/AFS Freight Index

Truckload: In Q3 2025, the average Truckload (TL) Linehaul Cost Per Shipment recorded a marginal 0.2% quarter-over-quarter increase, while Miles Per Shipment (MPS) rose by 0.6%. Despite early-quarter momentum driven by pre-inventory restocking activities, the freight market was constrained by persistent uncertainty around tariff policies in Q3.

LTL: The LTL Cost Per Shipment experienced a 1.8% quarter-over-quarter decline in Q3 2025, accompanied by a 3.0% decrease on the average Weight Per Shipment (WPS). Following a record high of 65.1% in Q3, the TD Cowen/AFS LTL Freight Index is expected to ease to 64.8% in Q4 2025, a 1.1% year-over-year increase.

Ground Parcel: Q3 2025 Ground Parcel Cost Per Package fell 1.5% quarter-over-quarter from the Q2 record high of 33.2%, yet it remained up 8.6% year-over-year. This decline was primarily driven by package mix change and the decline in average billed weight.

Express Parcel: Express Parcel Cost Per Package continued to increase in Q3 2025, up 0.3% quarter-over-quarter, driven by higher billed weight, increased fuel and a more premium service mix.

Note: Next release for Q4 2025 – Cowen/AFS Freight Index, will be published January 2026.

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® **rose 0.1% month-over-month in November 2025, after a 1.1% increase in October.** The year-over-year increase decelerated to 2.2% in November, from 3.0% in October. As holiday spending surpasses low expectations and weather adds to capacity constraints amid the holidays, the market balance is briefly tipping toward fleets in December. This index fell 10% in 2023, another 3.4% in 2024, and we estimate a 1.7% 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 accessorials. Provides trends in baseline truckload prices.)

Truck Tonnage Index

Trucking activity in the United States increased slightly in November 2025, but volumes remained at low levels. Specifically, truck freight tonnage rose 0.2% after falling 1.9% in October and 0.8% in September. In November, the ATA advanced seasonally adjusted For-Hire Truck Tonnage Index equaled 112.4, up from 112.2 in October. The index, which is based on 2015 as 100, contracted 0.3% from the same month last year after decreasing 1.5% in October. Year-to-date, compared with the same period in 2024, tonnage was unchanged.

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 November 2025 was 5.5.** The previous month's ratio was 6.13 and the November 2024 ratio was 3.85. **Georgia's load-to-truck ratios** for vans for November averaged (5.5+) for every truck. For November 2025, the **spot rate** (national average) for dry van freight came in at $2.28. **Contract rates** registered an average of $2.46 for the same month. The average national **van rate for the Southeast region** came in at $2.14 for the week ending December 31st, 2025. *Source: DAT Freight & Analytics*
Truckload Freight, Refrigerated	The **national load-to-truck ratio for refrigerated hauls came in at 10.88 loads per truck in November 2025.** The previous month's ratio was 11.29 and the November 2024 ratio was 5.82. **Georgia's load-to-truck ratio** for November 2025 averaged (5.6-11.9) reefer loads per truck. The average **national spot reefer rate** for December was $2.35 per mile, decreasing $0.13 from the previous month. **Contract rates for reefers** averaged $2.78 for the same month. The average outbound rate for the **Southeast region for reefer freight** registered at $2.68 for the week ending December 31st, 2025. *Source: DAT Freight & Analytics*
Trucking Conditions Index	The Trucking Conditions Index (TCI) reading **for October 2025 barely changed, ticking up slightly to 0.89 from the 0.42 reading in September**. For now, FTR still forecasts a mildly positive outlook for carriers' market conditions through the forecast horizon, but lack of usual government economic data and revelations about the trajectory of the industrial sector over the past several years may shift the forecast soon. According to FTR's Transportation Intelligence, **"Our forecasting model relies heavily on government economic data, so the 43-day shutdown has hampered our analysis as the data flow slowly resumes. The Federal Reserve recently disclosed that manufacturing output since 2022 has been substantially weaker than previous figures indicated, including in certain capital goods needed for future industrial production.** Carriers might need to reduce capacity even more than we previously thought to achieve a reasonable level of utilization, but we still believe that the only true fix for the trucking industry's doldrums is stronger and sustained freight demand." *Source: FTR Transportation Intelligence (Figures below zero indicate a less-than-ideal environment for trucking)*
Diesel Prices	As of December 30th, 2025, **the U.S. average diesel price was $3.500 per gallon.** This is a $0.331 decrease month-over-month and 0.003 lower than the same week in 2024. The average price of diesel in the **Lower Atlantic states came in at $3.522 per gallon,** a $0.267 decrease month-over-month and $0.021 higher 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	November 2025 numbers (preliminary) for the trucking industry **read at 1,509,600 employees**, decreasing from 1,514,000 in October 2025. *Source: U.S. Bureau of Labor Statistics*
Trucking Earnings & Hours	For October 2025, the average earnings (preliminary) for occupations commonly found in truck transportation were **$32.86/hour, increasing from the previous month's rate of $32.53/hour.** October showed **average weekly hours totaling 40.7 hours** (preliminary), remaining the same as July. *Source: U.S. Bureau of Labor Statistics*
U.S. Truck & Trailer Orders (Class 8)	**In November 2025, preliminary net orders for North American (N.A.) Class 8 trucks and tractors totaled 20,200 units – down 17% month-over-month and down 44% year-over-year**, marking the 11th consecutive month of annual declines. Class 8 orders have totaled 214,797 units over the last 12 months. Orders remained well below the 10-year October average of 31,198 units as fleets continued to delay replacement and expansion plans amid soft freight demand, excess capacity, high interest rates, tariff volatility, uneven economic growth, regulatory uncertainty, and compressed margins. Both the vocational and on-highway segments saw monthly gains, but the on-highway market accounted for the majority of the year-over-year decline, reflecting sustained fleet caution heading into 2026. *Source: FTR Transportation Intelligence*
Road Freight News Clip	The coming year will likely test whether the Federal Motor Carrier Safety Administration and the U.S. Department of Transportation can successfully withhold grants and impose other punitive measures on states for noncompliance with non-domiciled truck driver licensing regulations. Transportation Secretary Sean Duffy and FMCSA Administrator Derek Barrs have both repeatedly stressed that the effort — launched by Duffy in mid-2025 — is focused on highway safety and ensuring that states take corrective actions to address deficiencies in their licensing processes and remove unsafe drivers from the road. "Compliance and safety is our goal. We want strong, reliable state partners who share a commitment with us in saving lives because one loss is way too many," Barrs said recently. *Source: Transport Topics; link to article*

AIR:	
Air Cargo Traffic	**The industry's air cargo demand, measured in Cargo Tonne-Kilometers (CTK), increased by 4.1% year-on-year in October 2025, reaching a new all-time high.** International CTK grew by 4.8% year-on-year. Africa led growth with a 16.6% year-on-year rise, while Asia-Pacific sustained strong momentum with 8.3% year-on-year increase. Global cargo capacity (Available Cargo Tonne-Kilometers, ACTK) expanded by 5.1% year-on-year. Cargo load factors (CLF) settled at 47.1%, slipping 0.5 percentage points compared with October 2024. The jet fuel rose for the second consecutive month, up 2.5% year-on-year. **Cargo yields continued to moderate for a sixth consecutive month; this was evidenced by freight rates, which, while falling sharply by 4.7% year-on-year, increased by 1.7% month-on-month,** marking a fifth straight monthly gain. *Source: © International Air Transport Association (IATA) (Global air freight covers international and domestic scheduled air traffic.)*
Jet Fuel Prices	As of December 26th, 2025, the global average jet fuel price ended at $86.73/bbl, an increase of 3.8% from the previous month. This is a 12.4% decline, year-over-year. *Source: © International Air Transport Association (IATA) (the weekly index and price data shows the global average price paid at the refinery for aviation jet fuel)*
Air Freight News Clip	FedEx anticipates a $175 million hit to its adjusted operating income this fiscal year due to the grounding of its MD-11 fleet, CFO John Dietrich said during the Q2 earnings call. The company has already absorbed $25 million of this impact in November, with the bulk expected in Q3, particularly in December when costs will spike from outsourcing air cargo capacity during peak season. The MD-11 grounding, prompted by Boeing's recommendation and an FAA emergency directive following a fatal crash, sidelined 25 of FedEx's 34 aircraft of this type, reducing global cargo capacity by about 4%. To mitigate disruptions, FedEx has implemented contingency measures such as shifting volume to other aircraft and trucks, and expects the fleet to return to service in Q4 starting March 1. Despite these challenges, executives expressed confidence in managing the holiday rush effectively. *Source: Supply Chain Dive; link to article*
OCEAN:	
Shanghai Containerized Freight Index	As of December 26th, 2025, the China Shanghai Containerized Freight Index **reading was $1,656.62 per TEU.** This is a 44.47% increase from the previous month, and a **32.67% 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 443,333 TEU container units in November 2025,** a dip of 34,815 TEUs or 7.3% compared to the same month last year. Brunswick's Colonels Island Terminal handled 64,147 autos in November, down 5,330 or 7.7% from the same month last year. Heavy machinery units numbered 4,041 in November 2025, a decrease of 766 or 16% compared to November 2024. The Port of Brunswick saw a decline of 8.2% (6,096 units) to 68,188 total units of Roll-on/Roll-off cargo in November. **The dip was related in part to a national trend of reduced imports of autos and light trucks, and reduced export volumes related to market conditions. The lower container volume is related to frontloaded cargo moved in prior months and customers keeping leaner inventories in the current market conditions.** *Source: Georgia Ports Authority*
Ocean Freight News Clip	The ongoing stretch of annual declines in United States-bound retail container imports is expected to remain intact into 2026, according to the according to the new edition of the Global Port Tracker report, which was recently issued by the National Retail Federation and maritime consultancy Hackett Associates. The ports surveyed in the report include: Los Angeles/Long Beach; Oakland; Tacoma; Seattle; Houston; New York/New Jersey; Hampton Roads; Charleston, and Savannah; Miami; Jacksonville; and Fort Lauderdale, Fla.-based Port Everglades. Authors of the report explained that cargo import numbers do not correlate directly with retail sales or employment because they count only the number of cargo containers brought into the country, not the value of the merchandise inside them, adding that the amount of merchandise imported provides a rough barometer of retailers' expectations. *Source: Logistics Management; link to article*

WAREHOUSING & DISTRIBUTION:

Industrial Vacancy	Slowing new supply has helped keep vacancy rates in check. Just 63.6 msf of new space was delivered during the third quarter 2025, a 32.5% decrease from a year ago. The share of build-to-suit (BTS) product has risen steadily since the close of 2023, accounting for 31% of completions YTD. With speculative construction easing, **the national vacancy rate remained stable at 7.1% quarter-over-quarter and was up just 70 basis points (bps) year-over-year.** By size segment, small-bay warehouses (under 100,000 sf) remain the tightest, with a 4.6% vacancy rate. Larger facilities (500,000 sf and greater) reported an 80-bp decline QOQ to 9.9%, thanks to major move-ins and BTS completions. Vacancy is expected to rise before stabilizing: The 270 msf under construction will keep vacancy trending slightly higher through mid-2026, likely peaking in the low to mid-7% range before stabilizing and gradually improving. **Savannah, GA** reported a vacancy rate of 10.6% for Q3 2025, compared to 10.8% in Q2 2025. **Atlanta, GA** reported a vacancy rate of 9.3% in Q3 2025, compared to 9.2% in Q2 2025. ***Note: Next release for Q4 2025 – Industrial Vacancy, will be published January 2026.*** *Source: Cushman & Wakefield*
Warehouse Rent Rates	Asking rent growth slowed but remained positive. National asking rents averaged $10.10 per square foot (psf) in the third quarter. **Nearly 60% of U.S. markets posted positive year-over-year rent growth, with nine markets reporting double-digit rent increases.** Rent growth continues to moderate, rising by 1.7% year-over-year compared to 4% in 2024. Rent growth was positive in 57% of U.S. markets tracked by Cushman & Wakefield, with 15 markets posting year-over-year gains exceeding 5%. Rent declines were largely concentrated in the West and Northeast regions, which were down 3.0% and 3.7% year-over-year, respectively. Despite these declines, national asking rents remain 60% above their pre-pandemic levels, led by the Northeast, where rents are now 92% higher than in the fourth quarter of 2019. Rent growth is expected to decelerate, then rebound: Growth will likely slow in the near term as demand normalizes and vacancy rises. However, as markets rebalance in the second half of 2026 amid tightening supply and renewed leasing momentum, rent growth should re-accelerate toward historical averages. **For Savannah, GA**, the average asking rental rate for Q3 2025 was $6.59, compared to $6.59 for Q2 2025. **For Atlanta, GA**, the average asking rental rate for Q3 2025 was $7.33, compared to $7.25 for Q2 2025. ***Note: Next release for Q4 2025 – Warehouse Rent Rates, will be published January 2026.*** *Source: Cushman & Wakefield*
Industrial Absorption	Industrial demand improved for the second consecutive quarter. **U.S. industrial net absorption reached 45.1 million square feet (msf) in the third quarter of 2025, a 30% increase quarter-over-quarter and 33% year over-year.** Year-to-date net absorption measured 108 msf, in line with the 109 msf recorded during the same period in 2024. The U.S. industrial market remained fundamentally healthy in the third quarter despite headwinds such as cooling consumer spending, higher tariffs, policy uncertainty, and a softening job market. Even with these challenges, quarterly net absorption climbed by 30% quarter-over-quarter to 45.1 msf—the strongest demand-reading in more than a year. Absorption was positive in two-thirds of U.S. markets, led by Dallas-Ft. Worth, Indianapolis, Houston, Central New Jersey, Phoenix and Kansas City, which all recorded more than 3 msf of growth. Several markets that posted occupancy losses earlier in the year, including Atlanta, Central New Jersey and San Diego, returned to positive territory in the third quarter. Nationwide, 12 markets surpassed 2 msf of positive absorption, double the number from the previous quarter. Demand will remain concentrated in modern facilities: New leasing activity and net absorption will continue to be driven by modern logistics space that supports automation, higher power loads and optimized inventory management. ***Note: Next release for Q4 2025 – Industrial Absorption, will be published January 2026.*** *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 November 2025 numbers for the warehousing industry workforce comes in at 1,816,400 employees, increasing from 1,814,500 employees for October 2025 (preliminary). *Source: U.S. Bureau of Labor Statistics*
Warehouse Earnings & Hours	October 2025 average hourly earnings in the warehousing and storage subsector comes in at **$25.96/hours (preliminary), 0.44% higher** than September 2025 rate. **The average weekly hours were 38.6 for October 2025** (preliminary), up from 38.4 hours in September 2025. *Source: U.S. Bureau of Labor Statistics*

Warehouse & Distribution News Clip

Demand for logistics space in key U.S. gateways is poised shake off the downturn and reach a three-year high in 2026, according to an outlook report from warehouse operator Prologis. The company also expects e-commerce companies to account for a larger share of leasing activity in the year. Coastal markets like the Inland Empire and New Jersey are forecast to experience a recovery. Space availability in these markets serving dense population centers has improved and warehouse rents have reset from peak levels. "Looking ahead, these conditions will allow for increased demand as customers shift inventory closer to consumption to mitigate transportation costs and improve service levels," the report said. Prologis said heightened regulation in the trucking industry is removing capacity and pushing rates higher. That is forcing tenants to forward deploy inventory closer to end users to reduce delivery distances and trim transport costs.

Source: Construction Dive; 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 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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