LOGISTICS
MARKET SNAPSHOT

Georgia® CENTER OF INNOVATION

JULY 2026

U.S. MARKET:	
Gross Domestic Product	**Real gross domestic product (GDP) increased at an annual rate of 1.5% in the second quarter of 2026 (April, May, and June),** according to the advance estimate released today by the U.S. Bureau of Economic Analysis (BEA). In the first quarter, real GDP increased 2.1%. The contributors to the increase in real GDP in the second quarter were increases in consumer spending, investment, and exports that were partly offset by a decrease in government spending. Imports, which are a subtraction in the calculation of GDP, increased. *Source: Bureau of Economic Analysis*
U.S. Trade Deficit	**The goods and services deficit was $77.6 billion in May 2026, up $23.0 billion from $54.6 billion in April, revised.** The May increase in the goods and services deficit reflected an increase in the goods deficit of $23.6 billion to $106.5 billion and an increase in the services surplus of $0.6 billion to $28.9 billion. For the three months ending in May, the average goods and services deficit increased $7.5 billion to $62.9 billion. Year-over-year, the average goods and services deficit decreased $23.8 billion from the three months ending in May 2025. *Source: Bureau of Economic Analysis*
Import Volumes	**May 2026 imports were $395.3 billion, $12.5 billion more than April imports.** For the three months ending in May, average imports increased $9.5 billion to $384.5 billion. Year-over-year, the average imports increased $12.4 billion from May 2025. Imports of services increased $0.2 billion to $78.2 billion in May. *Source: U.S. Bureau of Economic Analysis*
Export Volumes	**May 2026 exports were $317.7 billion, $10.5 billion less than April exports.** For the three months ending in May, the average exports increased $2.0 billion to $321.5 billion in May. Year-over-year, the average exports increased $36.1 billion from May 2025. Exports of services increased $0.8 billion to $107.1 billion in May. *Source: U.S. Bureau of Economic Analysis*
Import & Export Price Indexes	**Prices for U.S. imports rose 0.3% in June 2026 following increases of 1.7% in May and 2.1% in April.** U.S. import prices advanced 7.1% from June 2025 to June 2026, the largest over-the-year increase since the index rose 7.7% in August 2022. Higher prices for nonfuel imports more than offset lower prices for fuel imports in June. **Prices for U.S. exports decreased 0.6% in June 2026, the first monthly decline since the index fell 0.7% in May 2025.** Lower prices for nonagricultural exports more than offset higher prices for agricultural exports in June. The price index for U.S. exports advanced 10.2% from June 2025 to June 2026. Foods, Feeds, and Beverages: Foods, feeds, and beverages import prices decreased 0.2% in June following a decline of 0.3% in May and an increase of 0.4% in April. Lower prices for vegetables as well as other animal and vegetable preparations and products more than offset higher prices for fruit, food oils and oilseeds, as well as meat in June. *Source: Bureau of Labor Statistics*
Unemployment Rate	**For June 2026, total nonfarm payroll employment increased by 57,000 and the unemployment rate changed little at 4.2%.** Employment continued to trend up in professional and business services, social assistance, and healthcare. Leisure and hospitality lost jobs. The number of unemployed people was at 7.1 million, changed little over the month. These measures also changed little over the year. The number of long-term unemployed (those jobless for 27 weeks or more) changed little at 1.9 million in June but is up by 286,000 over the year. The long-term unemployed accounted for 27.3% of all unemployed people in June. **Georgia's unemployment rate for June 2026 held steady at 3.4%.** Georgia's unemployment rate remains 0.8 percentage points below the national rate. One year ago, the state's unemployment rate was 3.3%. As June 2026 (preliminary data), Georgia ranked 14th lowest in unemployment among U.S. states, behind with Wisconsin, Montana and Indiana. *Source: Bureau of Labor Statistics*
Labor Force Participation Rate	**For June 2026, the labor force participation rate decreased from the previous month at 61.5%.** The labor force participation rate for June 2026 for those of **prime working age (25-54) had a reading of 83.3%.** *Source: 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 0.2% in June 2026 to 99.1 (2016=100), following a 0.1% increase in May.** However, the LEI is down by only 0.3% over the first half of 2026, a much smaller rate of decline than its 1.1% contraction over the second half of 2025. According to The Conference Board experts, "In June, the Leading Economic Index (LEI) for the US declined and partially reversed gains registered in May and April. While some components of the LEI were little changed, the largest positive contribution from the yield spread, followed by marginal positive input from the remaining financial components, were not enough to offset weak consumer expectations and a drop-in building permits across most of its categories. Despite the recent decline, the LEI's six- and twelve-month growth rates, while negative, were stable. **Consumer spending is weakening, but strong business investment related to AI is expected to support economic activity while inflation continues to improve.** The Conference Board raised its forecast from 1.8% to 1.9% year-over-year GDP growth for 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	Pending home sales in June 2026 **decreased by 5.4% month-over-month and 0.3% year-over-year**, according to the National Association of REALTORS® Pending Home Sales report. The report provides the real estate ecosystem—including agents, homebuyers and sellers—with data on the level of home sales under contract. Month-over-month pending home sales declined in all four major U.S. regions. Year-over-year pending home sales increased in the Northeast and Midwest but declined in the South and West. According to the National Association of REALTORS® Pending Home Sales report, "**The highest mortgage rates in nearly a year and the record-high national median home price together are contributing to a tepid housing market that is especially difficult for first-time homebuyers. However, job gains can help support housing demand. It is worth emphasizing that it is closing activity, not contract signings, that generates economic impact.** Pending contracts are only suggestive of upcoming closed deals and do not align perfectly, due to fallout rates and contract contingencies." *Source: National Association of Realtors (an index of 100 is equal to the level of contract activity in 2001)*
Housing Starts	Privately-owned housing starts in June 2026 were at a seasonally adjusted annual rate of 1,427,000. **This is 19.0% above the revised May estimate of 1,199,000 and is 3.5% above the June 2025 rate of 1,379,000.** Single-family housing starts in June were at a rate of 895,000; **this is 0.2% below the revised May figure of 897,000.** The June rate for units in buildings with five units or more was 513,000. *Source: U.S. Census Bureau*
Light-Vehicle Sales	**New light-vehicle sales in June 2026 totaled a SAAR of 16.52 million units, an increase of 4.4% year over year. Year to date through June 2026, the SAAR totaled 15.9 million units, a decline of 2.8%.** In the first half of 2025, there was significant pull-ahead volume as consumers purchased vehicles before the tariffs on imported autos and auto parts went into effect, so this should be noted when comparing the first half of 2026 to the first half of 2025. **Sales of conventional hybrid vehicles** continue to be red hot. Through the first half of 2026, conventional hybrid vehicle sales total 1.21 million units, an increase of 19.4% compared to the first half of 2025. **Conventional hybrid** market share reached 15.4% in the first half of 2026, an increase of 2.9 percentage points compared to the same period last year. Meanwhile, **battery electric vehicle (BEV)** sales have slowed considerably. BEV sales were down 25.1% year over year through the first half of 2026, and BEV market share was down 1.7 percentage points compared to the first half of 2025. *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 $54.9 billion (0.2% at a monthly rate) in June 2026,** according to estimates released today by the U.S. Bureau of Economic Analysis (BEA). **Disposable personal income (DPI)**—personal income less personal current taxes—increased $48.3 billion (0.2%). **Personal outlays**—the sum of PCE, personal interest payments, and personal current transfer payments—increased $70.0 billion in June. **Personal saving** was $646.1 billion in June, and the **personal saving rate**—personal saving as a percentage of DPI—was 2.7%. *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 $65.2 billion (0.3%**). From the preceding month, the **PCE price index** for June decreased 0.1%. Excluding food and energy, the PCE price index increased 0.1%. From the same month one year ago, the **PCE price index** for June increased 3.7%. Excluding food and energy, the PCE price index increased 3.3% from one year ago. The $65.2 billion increase in **current-dollar PCE** in June reflected increases of $58.2 billion in spending on services and $7.0 billion in spending on goods. *Source: U.S. Bureau of Economic Analysis (the PCE price index is a measure of the prices that people living in the United States, or those buying on their behalf, pay for goods and services; it is known for capturing inflation (or deflation) across a wide range of consumer expenses and reflecting changes in consumer behavior)*
Retail Sales	Advance estimates of U.S. retail and food services sales for June 2026, adjusted for seasonal variation and holiday and trading-day differences, but not for price changes**, were $768.6 billion, up 0.2% from the previous month, and up 6.7% from June 2025.** Total sales for the April 2026 through June 2026 period were up 6.4% from the same period a year ago. The April 2026 to May 2026 percent change was revised from up 0.9% to up 1.0%. *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 **first quarter of 2026, adjusted for seasonal variation, but not for price changes, was $326.7 billion, an increase of 2.7% from the fourth quarter of 2025.** Total retail sales for the first quarter of 2026 were estimated **at $1,929.0 billion, an increase of 1.5% from the fourth quarter of 2025.** The first quarter 2026 e-commerce estimate increased 9.8% from the first quarter of 2025 while total retail sales increased 3.9% in the same period. E-commerce sales in the first quarter of 2026 accounted for 16.9% of total sales. ***Note: Next release for Q2 2026 – E-Commerce, will be published on August 18, 2026.*** *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® decreased by 1.4 points to 90.8 (1985=100) in July 2026, down from an upwardly revised 92.2 in June. The Present Situation Index—based on consumers' assessment of current business and labor market conditions—fell by 3.6 points to 114.9, its third consecutive monthly decline. The Expectations Index—based on consumers' short-term outlook for income, business, and labor market conditions—remained unchanged at 74.7. The survey period for this month's preliminary results was July 1–22, encompassing ongoing conflict in the Middle East. **The cutoff date for the preliminary results was July 22.** According to The Conference Board, "Consumer confidence moderated slightly in July, continuing a general downward sloping trajectory since late 2021. The Present Situation Index was less positive for a third consecutive month while the Expectations Index remained in negative territory. Consumer appraisals of current business conditions and, to a lesser extent, perceptions of the current labor market both softened. Looking ahead, consumers anticipate little improvement in business conditions over the next six months, but expectations for the labor market were slightly less negative. Expectations for household incomes moderated but remained optimistic overall."

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) decreased 0.4% on a seasonally adjusted basis in June 2026, after rising 0.5% in May. This decline in the all items index was the largest 1-month decrease since April 2020 when it fell 0.8%. Over the last 12 months, the all items index increased 3.5% before seasonal adjustment. The index for all items less food and energy was unchanged in June. Indexes that decreased over the month include motor vehicle insurance, communication, apparel, medical care, and used cars and trucks. Conversely, the indexes for recreation, household furnishings and operations, and personal care were among the major indexes that increased in June. **The Producer Price Index for final demand fell 0.3% in June 2026, seasonally adjusted.** Final demand prices advanced 0.6% in May and 1.1% in April. n an unadjusted basis, the index for final demand increased 5.5% for the 12 months ended in June.

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 for June 2026 was 97.4, up 2.1 points from May and nearing its 52-year average of 98.0. This marks the fourth consecutive month that the Index is below its historical average, though only by less than 1 point now. Of the 10 Optimism Index components, seven increased, and three decreased. Expectations for better business conditions and real sales expectations improved substantially and primarily drove the rise in the Index. **As for the Uncertainty Index,** optimism rose in June, uncertainty edged downward. The Uncertainty Index fell 2 points from May to 89, remaining well above its historical average of 68. The decline was driven solely by fewer owners reporting uncertainty about capital expenditure plans. **A seasonally adjusted net -4% of all owners** reported higher nominal sales in the past three months, up 1 point from May. As actual sales volume improved in June, so did real sales expectations. The net percent of owners expecting higher real sales volumes over the next quarter rose 8 points from May to a net 9% (seasonally adjusted). The net percent of owners reporting inventory gains remained at a net -6% (seasonally adjusted).

Source: National Federation of Independent Business

Industrial Production & Capacity Utilization

Industrial production (IP) ticked up 0.1% in June 2026 and grew at an annual rate of 4.0% in the second quarter. Manufacturing output was unchanged in June but rose at an annual rate of 4.7% in the second quarter. The indexes for mining and for utilities both grew 0.4% in June. At 102.6% of its 2017 average, total IP in June was 1.1% above its year-earlier level. Capacity utilization was unchanged at 76.1%, a rate that is 3.3 percentage points below its long-run (1972–2025) average.

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

Manufacturing and Trade Inventories and Sales

Manufacturers' and trade inventories for May 2026, adjusted for seasonal and trading day differences but not for price changes, were estimated at an end-of-month level of **$2,736.2 billion, up 0.3% from April 2026 and were up 3.1% from May 2025.** The combined value of distributive trade sales and manufacturers' shipments for May, adjusted for seasonal and trading day differences but not for price changes, was estimated at $2,135.0 billion, up 2.1% from April 2026 and was up 11.9% from May 2025. **The total business inventories/sales ratio** based on seasonally adjusted data at the end of May was 1.28. The May 2025 ratio was 1.39.

Source: U.S. Census Bureau

Purchasing Managers Index, Manufacturing

The Manufacturing PMI® registered 53.3% in June 2026, 0.7 percentage point lower than in May. The overall economy continued in expansion for the 20th month in a row. (A Manufacturing PMI® above 47.5%, over a period of time, generally indicates an expansion of the overall economy.) **The New Orders Index expanded for the sixth consecutive month** after four straight readings in contraction, registering 56%, down 0.8 percentage point compared to May's figure of 56.8%. The June reading of the Production Index (52.2%) is 2.1 percentage points lower than May's reading of 54.3%. **The Prices Index remained in expansion (or 'increasing' territory), registering 73%,** a 9.1-percentage point decrease from May's reading of 82.1%. he Backlog of Orders Index registered 50.5%, down 1.7 percentage points compared to the 52.2% recorded in May. The Employment Index registered 49.7%, up 1.1 percentage points from May's figure of 48.6.

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

Purchasing Managers Index, Services

In June 2026, the Services PMI® registered 54%, a decrease of 0.5 percentage point compared to May's figure of 54.5%. The Business Activity Index remained in expansion territory in June, decreasing 2.3 percentage points to 55.4% from May's reading of 57.7%. The New Orders Index registered 55.1%, 2.2 percentage points below May's figure of 57.3%. **The Employment Index expanded for the first time in four months with a reading of 51.2%, a 3.3-percentage point increase from the 47.9% recorded in May.** All of the four subindexes that make up the composite PMI® were above their 12-month moving averages.
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 Logistics Manager's Index reads in at 71.1 in June 2026, up (+1.6) from May's reading of 69.5. This is the fastest rate of expansion, and first reading about 70.0, since March of 2022. This is 10.4 points higher than the reading last June and up 15.8 points from this time two years ago. The rate of activity is most pronounced for larger respondents, who reported expansion at 71.3, which is statistically significantly higher than the still robust 63.3 reported by smaller respondents.
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

As demand rises for specialized medications like GLP-1s, logistics companies including UPS and FedEx are adapting their strategies to be able to better ship and store those pharmaceuticals. Most injectable GLP-1 medications, including Novo Nordisk's Ozempic and Wegovy and Eli Lilly's Mounjaro and Zepbound, require refrigerated storage for shipment. **The Covid pandemic put healthcare logistics at center stage in 2020, as the shipping of temperature-controlled vaccines quickly became a crucial part of keeping the virus at bay. And as more money has been poured into new pharmaceutical innovations, the transportation of those products has come under the spotlight. Logistics companies are now investing millions of dollars and strengthening dozens of temperature-controlled facilities to tap into the market.** In June, UPS announced **a new $48 million** investment in temperature-controlled facilities as it sees a growing demand for critical treatments. According to Growth Market Reports, the demand for temperature-sensitive biologics is projected to grow at an 8.3% compound annual growth rate through 2033 and reach a market value of roughly $39.1 billion. Obesity and diabetes drugs, meanwhile, have been booming in popularity. A July Gallup poll found that 11% of Americans take GLP-1 medications for weight loss purposes in 2026, up from just 3% in 2024. But if they're not stored and shipped at the correct temperature, they risk losing their efficacy.
Source: CNBC; link to article

INTERMODAL:

Dow Jones Transportation Average

As of July 30, 2026, the Dow Jones Transportation Average **closed at a reading of 21,089.23.**
Source: Marketwatch (A price-weighted average of 20 U.S. companies in the transportation industry. The index includes railroads, airlines, trucking, marine transportation, delivery services, and logistics companies.)

NASDAQ Transportation Index

As of July 30 2026, the NASDAQ Transportation Index **closed at a reading of 8,952.06.**
Source: Marketwatch, Inc (*A capitalization-weighted stock market index designed to measure the performance of all NASDAQ stocks in the transportation sector.)*

Freight Transportation Services Index

The Freight Transportation Services Index (TSI), fell 1.3% in May 2026 from April, falling for the second consecutive month, according to the U.S. Department of Transportation Bureau of Transportation Statistics (BTS). From May 2025 to May 2026 the index fell 0.3%. The Freight TSI measures the amount of freight carried by the for-hire transportation industry.
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 expenditures component of the Cass Freight Index, which measures the total amount spent on freight, rose 11.2 year-over-year in June to 3.64, accelerating from a 7.5% year-over-year gain in May. The acceleration was mainly due to rates, while volumes stepped back. In seasonally adjusted (SA) terms the index has risen month-over-month for eight straight months, and rose 1.2% month-over-month in June, after a 4.9% month-over-month increase in May. The expenditures component of the Cass Freight Index, after a record 38% surge in 2021 and another 23% increase in 2022, fell 19% in 2023 and 11% in 2024. In 2025, the index declined by 0.5%.
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

FTR's Shippers Conditions Index for May 2026 was -15.4, a slight improvement from April's -17.4, but still among the six least favorable readings since 2000. While market conditions for shippers in May were technically less severe than in March and April, it was a small consolation, as conditions remained extremely challenging, largely due to freight rates. According to FTR Transportation Intelligence, "As we have indicated for several months, there is little in the way of good news for shippers. The SCI estimate for June is preliminary, but the one relative positive seemed to have been falling fuel costs. However, that factor very recently has stopped improving and could be reversing. The lone near-neutral contributor to the SCI recently has been – and is expected to be – lack of freight volume pressure on the transportation system, but that experience varies by type of equipment needed. While we expect market conditions to become less daunting for shippers in the months ahead, we expect the SCI to be consistently negative throughout the two-year forecast horizon. Even worse, most risks to that forecast probably are to the downside for shippers."

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 U.S. and North American countries Canada and Mexico for May 2026 was $153.4 billion, increasing 16.1% compared to May 2025. Freight between the U.S and Canada totaled **$66.1 billion**, up 14.8% from May 2025. Freight between the U.S. and Mexico **$87.2 billion**, up 17.1% from May 2025. Trucks moved **$99.7 billion** of freight, up 15.0% compared to May 2025. Railways moved **$17.7 billion** of freight, up 11.1% compared to May 2025. Vessels moved **$11.1 billion** of freight, up 37.7% compared to May 2025. Pipelines moved **$10.3 billion** of freight, up 24.0% compared to May 2025. Air moved $ **7.1 billion** of freight, up 53.6% compared to May 2025.

Source: U.S. Bureau of Transportation Statistics

Intermodal News Clip

The CMA CGM Group, a leading global player in sea, land, air and logistics solutions, today announced an agreement to acquire FedEx Supply Chain, a subsidiary of FedEx Corp, at an enterprise value of $1.4 billion. The acquisition, expected to close in 2026, would nearly triple the size of the North American contract logistics operations of CEVA Logistics, a subsidiary of the CMA CGM Group. The acquisition reinforces CMA CGM's more than 25-year commitment and investment in the United States supply chain and accelerates its strategy to provide comprehensive end-to-end logistics solutions. By integrating FedEx Supply Chain's assets and nearly 10,000 team members, CEVA Logistics will become a leading contract logistics provider in North America. **The combined entity would operate approximately 150 warehouses, expanding CEVA's overall presence in North America to a combined workforce of 20,000 people located at more than 240 locations.** Following the execution of this transaction, CMA CGM and FedEx expect also to enter into multi-year commercial agreements related to air and ocean freight. CMA CGM will become a preferred ocean carrier for FedEx, offering ocean transport and carrier services under a non-exclusive agreement. The companies will also work together on select air cargo capacity solutions to enhance their respective global networks in the interest of higher aircraft utilization and flexible long-haul capacity.

Source: FedEx Investment; link to article

RAIL:

U.S. Freight Rail Traffic

For the week ending in July 25, 2026, total U.S. weekly rail traffic was 527,162 carloads and intermodal units, up 2.5% compared with the same week last year. Total carloads for the week ending July 25 were 234,100 carloads, up 1.4% compared with the same week in 2025, while U.S. weekly intermodal volume was 293,062 containers and trailers, up 3.5% compared to 2025. **Five of the 10 carload commodity groups posted an increase compared with the same week in 2025.** They included metallic ores and metals, up 1,998 carloads, to 23,370; petroleum and petroleum products, up 1,219 carloads, to 11,522; and farm products excl. grain, and food, up 1,120 carloads, to 17,091. Commodity groups that posted decreases compared with the same week in 2025 included miscellaneous carloads, down 1,031 carloads, to 8,312; coal, down 1,001 carloads, to 61,380; and chemicals, down 191 carloads, to 33,112.

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

Railroad Fuel Price Index

The index of **average railroad fuel prices for June 2026 was 697.7, an increase from 818.6 the previous month.** The index for June 2025 was 700.6, or a decrease of approximately 2.9 points, which corresponds to a relative drop of about 0.41%.

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

Class 1 Railroad Employment

Total railroad employment for **June 2026 was 136,860 workers, down from 136,879 workers in May 2026**. The total number of workers in June 2025 was 140,958.

Source: U.S. Surface Transportation Board

Rail Freight News Clip

The Association of American Railroads (AAR) today announced the launch of the Freight Rail Research Consortium, an AAR-led network of academic partnerships designed to strengthen the freight rail industry's long-term research and analytical capabilities through collaborative, data-driven research and policy research. Through the consortium, AAR has established new research partnerships with the Massachusetts Institute of Technology (MIT), the University of California, Berkeley and Rutgers University, while expanding its longstanding relationship with the University of Illinois Urbana-Champaign. Together, these partnerships establish a long-term platform for research on the economic, operational, technological and policy issues shaping the future of freight rail. **"Industries don't remain competitive simply because they invest in physical infrastructure. They also invest in ideas, research, talent and institutions that continuously improve how they understand and respond to change. As freight rail approaches its 200th anniversary next year, this initiative reflects AAR's longstanding commitment to building a strong intellectual foundation for the industry's next 200 years",** said Rand Ghayad, Senior Vice President, Policy & Economics and Chief Economist at the AAR.
Source: Association of American Railroads; link to article

ROAD:

Cowen/AFS Freight Index

Truckload Rates: In Q3:2026, The TD Cowen/AFS Truckload Freight Index is expected to climb to a four-year high of 17.7%, reflecting a 11.0% year-over-year increase and a 1.5% quarter-over-quarter gain.
LTL Rates: The TD Cowen/AFS LTL Freight Index is forecast to reach historic high of 76.8% in Q3:2026, up 0.2% quarter-over-quarter and 5.9% year-over-year.
Parcel: Amazon Supply Chain Services opening its logistics network to external shippers introduces a structurally different competitive dynamic. While near-term scale remains limited, the long-term implications for FedEx and UPS pricing power are meaningful, particularly in the residential and SMB segments where Amazon's network density is strongest. This means that the era of the two dominant parcel carriers is fading as surcharge fatigue drives shippers toward Amazon and alternative carriers.
Express Parcel: The TD Cowen/AFS Express Parcel Freight Index is forecast to hit an all-time high of 15.8% in Q3:2026, increasing 0.3% quarter-over-quarter and 11.1% year-over-year.
Ground Parcel: The TD Cowen/AFS Ground Parcel Freight Index is projected to reach 38.7% in Q3:2026, up 5.2% year-over-year but down 2.6% quarter-over-quarter.
Source: AFS Logistics (An index providing a snapshot of less-than-truckload shipping, full truckload shipping, and parcel shipping.)

Truckload Linehaul Index

The shipments component of the Cass Freight Index fell 4.1% year-over-year and 3.1% month-over-month in June 2026. In seasonally adjusted (SA) terms, shipments fell 2.9% month-over-month, reversing most of the year-to-date gains. To some extent, volumes are still down because capacity is declining, and the glimmers of strong demand visible with double-digit growth in the relatively small domestic intermodal sector are not moving the needle in this more trucking-based index. Higher fuel prices were also a drag on goods demand. The normal seasonal trend would put the shipments component of the Cass Freight Index down about 3% year-over-year in June. **Truckload Rates** are likely at a temporary pause in the upward move with many shipper bods taking effect July 1. **The Cass Truckload Linehaul Index fell 10% in 2023, another 3.4% in 2024, and turned up to a 1.8% increase in 2025.**
Source: Cass Information Systems (this index measures the per-mile change in linehaul rates and is an indicator of market fluctuations in per-mile dry van truckload pricing in the U.S. and does not include other components like fuel and accessorial. Provides trends in baseline truckload prices)

Truck Tonnage Index

Trucking activity in the United States rose 0.1% in June 2026 after decreasing 3.2% in May, according to the American Trucking Associations' advanced seasonally adjusted For-Hire Truck Tonnage Index. In June, the ATA advanced seasonally adjusted For-Hire Truck Tonnage Index equaled 113.1. The index, which is based on 2015 as 100, decreased 0.1% from the same month in 2025, which was better than May's 0.7% drop. During the first half of the year, tonnage was up 1.4% from the same period last year thanks to strength in the first quarter. In 2025, the tonnage index was flat compared to the 2024 average.
Source: American Trucking Associations (Note: ATA recently revised the seasonally adjusted index to 2015 = 100)

Truckload Freight, Van

The national van load-to-truck ratio for June 2026 was 10.61. The previous month's ratio was 11.12. and the June 2025 ratio was 5.79. Georgia's load-to-truck ratios for vans for July 2026, average 5.5+ loads for every truck. The spot rate (national average) for dry van freight came in at $3.05. Contract rates registered an average of $2.98 for the July 2026. The average outbound van rate for the Southeast region came in at $3.16 for July 2026.
Source: DAT Freight & Analytics

Truckload Freight, Refrigerated

The national load-to-truck ratio for refrigerated hauls came in at 19.97 per truck in June 2026. The previous month's ratio was 20.39. Georgia's load-to-truck ratio for June 2026 averaged (12+) reefer loads per truck. The average national spot reefer rate for July 2026 was $3.46 per mile. Contract rates for reefers averaged $3.28 for the same month. The average outbound rate for the Southeast region for reefer freight registered at $3.43.
Source: DAT Freight & Analytics

Trucking Conditions Index	**FTR's Trucking Conditions Index in May jumped to 20.4 – its strongest level ever due mostly to highly favorable freight rates for carriers.** The April index reading had been 11.6. Prior to May, the most favorable TCI reading for carriers had been 16.8 in February 2021. FTR expects the index to settle in the coming months but to remain solidly positive. According to FTR's Transportation Intelligence, "A record high for the TCI obviously is notable, but it is also a good occasion for us to acknowledge the obvious: Robust market conditions have developed recently and rapidly after several years of tough going for most of the trucking industry. Many carriers have a long way to go to repair their finances and return to consistent and acceptable margins. Also, except for a few pockets of freight strength due largely to massive investment in artificial intelligence, the sharp recovery in freight rates is principally a function of already-tight capacity followed by a series of disruptions, including pressure on foreign drivers and, more recently, the need for fuel cost recovery. Broad-based volume growth remains elusive, and the market rebound likely will hit a ceiling soon unless freight demand strengthens considerably." *Source: FTR Transportation Intelligence (Figures below zero indicate a less-than-ideal environment for trucking)*
Diesel Prices	**As of the week of July 27, 2026, the U.S. average diesel price was $5.313 per gallon. This reflected an increase from the previous week's average of $5.134.** Regionally, Lower Atlantic diesel averaged $5.255 per gallon for the week ending July 27, 2026. This regional rate represents the average price paid by consumers at the pump for ultra-low sulfur diesel within the Lower Atlantic subregion, which includes Virginia, North Carolina, South Carolina, Georgia, Florida, and West Virginia. *Source: U.S. Energy Information Administration (Reflects the costs and profits of the entire production and distribution chain)*
Trucking Employment	**June 2026 numbers (preliminary) for the trucking industry read at 1,466,600 employees, decreasing from 1,467.900 employees (preliminary) for May 2026.** *Source: U.S. Bureau of Labor Statistics*
Trucking Earnings & Hours	**For May 2026,** the average earnings (preliminary) for occupations commonly found in truck transportation **were $33.31/hour**, decreasing from the previous month's rate of $33.56. May showed **average weekly hours totaling 41.2 hours** (preliminary) down from 40.6 hours in April. *Source: U.S. Bureau of Labor Statistics*
U.S. Truck & Trailer Orders (Class 8)	**FTR reports North American (N.A.) Class 8 preliminary net orders rose to 30,500 units in June 2026, up 16% from May and 241% year over year against a very weak comparison.** Prior-year comparisons have exceeded 100% for five straight months. Orders were about 68% above the 10-year June average and represent the second largest June net order total since FTR began tracking the metric. The sequential gain suggests demand momentum remains intact despite tightening 2026 build availability. Year-to-date orders are up 125% year-over-year, and the 2026 order season (September 2025 to June 2026) cumulatively is running 36% ahead of last season. At this pace, remaining 2026 build slots likely will fill up during the July order month, if they haven't already, shifting the focus toward allocation, cancellation risk, and OEM build ramp execution. **Class 8 orders have totaled 334,160 units over the past 12 months.** Demand continues to be supported by replacement needs, firmer freight rates, tighter capacity/increasing utilization, limited remaining 2026 build slot availability, and some EPA 2027 NOx pull-forward. With remaining 2026 build slots likely to fill within weeks, the market is moving from an order-driven phase to a capacity-allocation phase. From here, policy developments – not underlying demand – are likely to become the bigger swing factor for fleet timing into 2027. *Source: FTR Transportation Intelligence*
Road Freight News Clip	**Following its May rollout of Amazon Supply Chain Services (ASCS), giving shippers access to the same logistics network and capabilities it has spent years building to power its own operations, Amazon is expanding its less-than-truckload freight service across the U.S., allowing businesses to ship palletized freight to warehouses, distribution centers, retail partners, and other destinations outside Amazon's own network.** The company announced June 10 that the expanded offering is now available through Amazon Supply Chain Services, its growing logistics business that gives outside companies access to the transportation and fulfillment network Amazon has built over nearly three decades. Until now, Amazon's LTL service has mainly handled inbound freight moving into Amazon facilities. With the expansion, businesses of all sizes can now use the service for a wider range of shipments, including freight moving between their own facilities or to third-party locations. Businesses can use the service for shipments ranging from 1 to 6 pallets or 150 to 15,000 pounds. Customers can book next-day live pickups for orders placed by 5 p.m., use same-day pickup through drop trailers, or schedule recurring pickups for larger shipping volumes. *Source: Supply Chain 24/7; link to article*

AIR:	
Air Cargo Traffic	**In May 2026, global air cargo demand (Cargo Tonne-Kilometers, CTK) expanded by 6.0% year-on-year, with growth anchored in Asia Pacific and North American carrier performance.** Middle East hub disruption continued to reshape parts of the network, but the largest cargo markets absorbed much of the drag. **International cargo traffic advanced by 6.5% year-on-year. Asia Pacific and North American carriers provided the main structural support, while Middle East carriers continued to contract despite a less severe pace of decline.** Global capacity (ACTK) increased by 1.9% year-on-year, substantially below the pace of demand growth, resulting in higher cargo load factors (CLF). Additions from Asia Pacific, North American and European carriers outweighed reductions elsewhere, although Middle East capacity withdrawals materially limited the net expansion. Energy markets softened as crude oil and jet fuel prices retreated from recent highs. **Tight fuel fundamentals and stronger cargo utilization nevertheless kept pricing conditions firm, with air cargo yields rising by 37.9% year-on-year.** *Source: International Air Transport Association* (*Global air freight covers international and domestic scheduled air traffic.)*
Jet Fuel Prices	**For the week ending July 24, 2026, the global average jet fuel price rose 7.1% to $160.06 per barrel ($3.81 per gallon), driven by renewed geopolitical tensions in the Middle East.** Projections indicate a 2026 full-year average of $152 per barrel, with fuel costs expected to consume over 31% of global airline operating expenses. *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	**Global air freight rates continued to soften in early July as cargo capacity recovered and worldwide volumes declined.** Average rates fell 1% week over week to $3.13 per kilogram, while spot rates dropped 2% to $3.62 per kilogram. **North America recorded a 10% weekly decline in cargo volumes, largely reflecting the July 4 holiday, while rates from Europe and North America decreased 4%. Despite the short-term easing, North American spot rates remained 46% higher year over year, signaling continued market strength and elevated shipping costs.** Meanwhile, global air cargo capacity slipped 1% week on week in week 27, largely due to a 4% reduction in capacity from North America during the US Independence Day holiday. The decline was partly offset by a 3% increase in capacity from Middle East & South Asia (MESA). Despite the weekly dip, worldwide cargo capacity has recovered to 2% above levels recorded in week 7, before the outbreak of the US–Israel conflict involving Iran. Capacity to and from the MESA region also continued to improve, with the deficit narrowing to 10% in week 27 from 14% a week earlier and 30% in early June. *Source: The STAT Times; link to article*
OCEAN:	
Shanghai Containerized Freight Index	**As of July 24, 2026, the China Shanghai Containerized Freight Index reading was 3,062.95 points per. This is a -0.56% decrease from the previous week's reading of 3,080.31, and a 92.33% increase year-over year**. *Source: MacroMicro (The Shanghai Containerized Freight Index reflects the spot rates of the Shanghai container transport market. It is a weekly reported average spot rate of 15 major container trade routes exported from Shanghai to regions around the globe.)*
Georgia Ports Authority	**The Georgia Department of Transportation will open a high-volume freight corridor in Savannah July 15, 2026, streamlining the flow of goods at one of the fastest growing ports in the United States**. The $126 million Brampton Road Connector is a new four-lane highway linking Garden City Terminal's Gate 3 directly to the interstate system, removing at-grade rail crossings and truck traffic from local neighborhoods. The project gives truck drivers faster access to the Port of Savannah and a more streamlined route to inland markets. The Brampton Road project is the final piece in a series of GDOT projects establishing a cargo beltway in Savannah. Over the past 12 years, GDOT has invested nearly $600 million in roadway projects. *Source: Georgia Ports Authority*
Ocean Freight News Clip	A post-peak season calm for the global container market is anything but amid a hot war in the Middle East and geopolitical uncertainty where expected tariff pressures may cool off ahead of the midterm elections. **Ocean rates fell 6% on the benchmark Asia-U.S. West Coast route to $7,067 per forty-foot equivalent unit (FEU) for the week ending July 17, according to the Baltic Index compiled by SONAR data input platform Freightos (NASDAQ: CRGO).** Asia-U.S. East Coast prices were unchanged at $9,102 per FEU. Global crude oil prices are up 20% since weakening in early July, and bunker prices have risen 12%, erasing more than a month of decline, Levine said. One wild card: 50% tariffs on Canada announced by President Trump. Some analysts speculate that Ottawa could retaliate with tariffs on crude exports, which could raise prices at the pump for Americans since U.S. refiners are set up for Canada's heavy crude, and not the light sweet intermediary extracted in west Texas. Tariffs that expired July 24 helped fuel import frontloading, and the White House has announced new tariffs of 10%-12.5% on 60 countries linked to forced labor issues that could be implemented soon. The outlook for anti-dumping probes awaits findings by the U.S. Trade Representative, amid speculation that any tariffs in those cases won't be deployed until after the U.S. midterm elections. *Source: Freight Waves; link to article*

WAREHOUSING & DISTRIBUTION:	
Industrial Vacancy	**The U.S. industrial vacancy rate fell 10 bps to 6.9% at midyear, signaling that the market has moved beyond its cyclical peak as demand accelerated, new supply remained modest, and sublease availability continued to decline**. Three of the four U.S. regions posted modest vacancy improvements, with only the Northeast posting a slight increase of 10 bps. Vacant sublease space fell to its lowest level since Q3 2024, down 5% QOQ as occupiers continued to lease or withdraw available space from the market**. Strong demand for large-format facilities is helping push vacancy lower. Vacancy in buildings larger than 500,000 sf has declined 300 bps from its late-2024 peak to 8.1%, supported by robust leasing from third-party logistics providers and manufacturers.** By contrast, vacancy in shallow-bay product edged modestly higher but remains exceptionally tight at 4.8%, the lowest of any size segment *Source: Cushman & Wakefield*
Warehouse Rent Rates	**The U.S. industrial fundamentals continued to strengthen, with net absorption surpassing 60 msf for the second time in three quarters.** The four-quarter rolling total reached 236 msf, 17.3% above the post-pandemic (2023-2025) average of 201 msf. Growth remained concentrated in newer facilities as occupiers prioritize higher clear heights for operational efficiency and greater power capacity to support automation and AI systems. YTD net absorption in warehouses built since 2020 totaled 137 msf, with large-format facilities of 500,000 sf or more accounting for nearly half of that activity, or 62.4 msf. *Source: Cushman & Wakefield*
Industrial Absorption	**Net absorption accelerated in the second quarter, climbing 21% quarter-over-quarter (QOQ) to 62.1 million square feet (msf).** Year-to-date (YTD) absorption reached 113.6 msf, the strongest first half since 2023. Demand remains concentrated in facilities built since 2020 and those exceeding 500,000 square feet (sf). The national vacancy rate fell 10 basis points (bps) to 6.9% in the second quarter, **a sign that vacancy has likely passed its cyclical peak as demand begins to outpace new supply.** A year after bottoming out, industrial construction activity has risen 18%, pushing the pipeline above 300 msf for the first time in two years. *Source: Cushman & Wakefield (Absorption is the net change in occupied space between two points in time. Positive absorption means that previously unoccupied space is being occupied.)*
Warehouse Employment	Preliminary June 2026 numbers for the warehousing industry workforce comes in at **1,850,600 employees, increasing from 1,845.500 employees** for May 2026 (preliminary). *Source: U.S. Bureau of Labor Statistics*
Warehouse Earnings & Hours	**May 2026 average hourly earnings in the warehousing and storage subsector comes in at $26.76/hour (preliminary),** two cents lower than the April rate. **The average weekly hours were 39.4 for May 2026 (preliminary)** three cents more than the previous month. *Source: U.S. Bureau of Labor Statistics*
Warehouse & Distribution News Clip	**After two years of slowing development, warehouse construction is picking up again. According to The Wall Street Journal, more than 305 million square feet of industrial space was under construction in the second quarter of 2026, an 18% increase from a year ago.** Unlike the pandemic-era building boom, today's projects are being **driven by stronger leasing activity and more disciplined demand, fueled by reshoring, AI infrastructure, inventory strategies, and continued growth in outsourced logistics.** Developers remain cautious, but many believe the industrial market has turned a corner. The increase in warehouse construction reflects growing confidence in the industrial market, but it also highlights a familiar challenge: expanding capacity is only the first step. Bringing new facilities to stable, productive operations—and sustaining performance as demand, labor availability, and supply chain conditions continue to evolve—is what ultimately determines the return on those investments. *Source: Capstone Logistics; link to article*

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

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

The Center represents all segments of the logistics industry and provides a unique platform for companies to network, address industry issues and share knowledge. **Simply put, the Center is a catalyst to help logistics-enabled businesses clear the path to innovation and growth**.

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