LOGISTICS
MARKET SNAPSHOT

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CENTER OF INNOVATION

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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 second 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, exports, and investment 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 $ $73.3 billion in June 2026, down $4.4 billion from $77.6 billion in May, revised.** The June decrease in the goods and services deficit reflected a decrease in the goods deficit of $3.9 billion to $102.1 billion and an increase in the services surplus of $0.5 billion to $28.8 billion. For the three months ending in June, the average goods and services deficit increased $5.6 billion to $68.5 billion. Year-over-year, the average goods and services deficit increased $6.6 billion from the three months ending in June 2025. *Source: Bureau of Economic Analysis*
Import Volumes	**June 2026 imports were $388.0 billion, $7.3 billion less than May imports.** For the three months ending in June, average imports increased $4.2 billion to $388.7 billion. Year-over-year, the average imports increased $42.1 billion from June 2025. *Source: U.S. Bureau of Economic Analysis*
Export Volumes	**June 2026 exports were $314.7 billion, $2.9 billion less than May exports.** For the three months ending in June, the average exports decreased $1.3 billion to $320.2 billion. Year-over-year, the average exports increased $35.6 billion from June 2025. Exports of services increased $1.1 billion to $107.8 billion. *Source: U.S. Bureau of Economic Analysis*
Import & Export Price Indexes	**Prices for U.S. imports increased 5.9% from July 2025 to July 2026. U.S. import prices decreased 0.4% in July, following a 0.3% decline in June.** Lower prices for fuel imports more than offset higher prices for nonfuel imports in July. **Prices for U.S. exports decreased 1.3% in July after falling 0.7% the previous month.** Lower prices for nonagricultural exports more than offset higher prices for agricultural exports. Over the past year, U.S. export prices increased 8.2%. Foods, Feeds, and Beverages: Prices for import foods, feeds, and beverages advanced 0.9% in July following decreases of 0.1% in June and 0.3% in May. In July, higher prices for other animal and vegetable preparations and products, fruit, as well as food oils and oilseeds more than offset lower prices for cane and beet sugar, green coffee, as well as bakery and confectionery products. *Source: Bureau of Labor Statistics*
Unemployment Rate	**For July 2026, Total nonfarm payroll employment changed little in July (-23,000), following an average monthly gain of 34,000 over the prior 12 months. In July, employment declined in local government education and retail trade. Employment continued to trend up in health care.** The number of unemployed people was at 6.9 million, changed little in July. These measures also changed little over the year. The number of long-term unemployed (those jobless for 27 weeks or more) edged down over the month to 1.8 million but changed little over the year. The long-term unemployed accounted for 25.5% of all unemployed people in July. **The Georgia Department of Labor announced that Georgia reached new all-time highs in both its labor force (5,480,790) and employment (5,301,774) in July 2026, and that the state's unemployment rate declined to 3.3%. 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 of July 2026 (preliminary data), Georgia ranked 11th lowest in unemployment among U.S. states, behind Iowa and Montana. *Source: Bureau of Labor Statistics*
Labor Force Participation Rate	**For July 2026, the labor force participation rate slightly decreased from the previous month at 61.4%.** The labor force participation rate for June 2026 for those of **prime working age (25-54) had a reading of 83.4%.** *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 increased by 0.2% in July 2026 to 99.5 (2016=100), after an upwardly revised decline of 0.1% in June. As a result, the LEI's six-month growth rate turned positive, to an increase of 0.2% between January and July 2026, a sharp reversal from its 1.3% contraction over the previous six months.** According to The Conference Board experts, "The Leading Index for the US ticked up in July, marking the fourth increase over the past six months. Most components were positive in July except consumer expectations, which continued to be a notable drag on the overall index. With the most recent gains, the LEI's six-month growth rate turned positive for the first time in more than four years, suggesting moderate growth ahead. **The economy should keep expanding, but growth is expected to be driven by business investments in AI, while the higher cost of living may reduce consumer spending, especially by lower- and middle-income households.** Consequently, The Conference Board continues to forecast real GDP growth of 1.9% in 2026 and 1.9% in 2027." *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 fell to the lowest level since January 2026. Month over month sales in July 2026 decreased by 2.3% and by 2.2% year over year. Month over month pending home sales declined across all four major U.S. Regions. According to the National Association of REALTORS® Pending Home Sales report, "**The highest mortgage rates of the year hit right in the middle of summer, and that's pulling back contract signings. Home prices are at record highs so houses for sale are sitting on the market longer, and fewer buyers are bidding above the asking price than a year ago, though there are large local market variations. Job gains should bring more buyers into the market, especially if mortgage rates stabilize or decline, though that impact takes time to show up.** Right now, pending contracts are 30% below their pre-pandemic 2019 level, while payroll employment is 5% above. That gap points to sizable pent-up demand that should be unleashed in the coming years as more supply reaches the market and affordability improves."

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 July 2026 were at a seasonally adjusted annual rate of 1,239,000. This is 12.4% below the revised June estimate of 1,415,000 and is 13.5% below the July 2025 rate of 1,432,000. Single-family housing starts in July were at a rate of 808,000; this is 9.9% below the revised June figure of 897,000. The July rate for units in buildings with five units or more was 421,000.

Source: U.S. Census Bureau

Light-Vehicle Sales

New light-vehicle sales in July 2026 reached a SAAR of 16.3 million units, down 1.4% year over year. Sales for July were solid but finished slightly below expectations for a flat sales month year over year. The year-to-date SAAR through July 2026 totaled 16.0 million units, a decline of 2.2% compared to the same period last year. **Conventional hybrid vehicles continue to be popular sellers. Hybrid sales in July 2026 increased by 19.6% compared to July 2025.** Through the first seven months of this year, hybrid sales rose 20.5% compared to the same period last year. Hybrids represent 15.4% of all new vehicles sold so far this year, an increase of 2.9 percentage points of market share year over year. **Battery electric vehicles (BEV) continue to post year-over-year declines in sales, following the expiration of the federal EV tax credits in September 2025.** We believe current BEV sales are representative of true market demand. Year to date through July, BEV market share totaled 5.9%, a decline of 1.9 percentage points. JD Power estimates that the average monthly payment for a new-vehicle finance contract in July 2026 will total $808, an increase of 3.3% year over year and the highest ever for any July. OEM incentive spending increased in July, and JD Power estimates that average incentive spending per unit will total $3,451—an increase of 8.1% year over year.

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

Personal Income and Outlays

Personal income increased $115.1 billion (0.4% at a monthly rate) in July 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 $125.9 billion (0.5%). **Personal outlays**—the sum of PCE, personal interest payments, and personal current transfer payments—increased $36.6 billion in July. **Personal saving** was $712.0 billion in July, and the **personal saving rate**—personal saving as a percentage of DPI—was 3%.

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

For July 2026, personal consumption expenditures (PCE) increased $36.3 billion (0.2%). From the preceding month, the **PCE price index** for July increased 0.2%. Excluding food and energy, the PCE price index also increased 0.2%. From the same month one year ago, the **PCE price index** for July increased 3.7%. Excluding food and energy, the PCE price index increased 3.3% from one year ago. The $36.3 billion increase in **current-dollar PCE** in July reflected an increase of $86.2 billion in spending on services that was partly offset by a decrease of $49.9 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 July 2026, adjusted for seasonal variation and holiday and trading-day differences, but not for price changes, were $763.6 billion, down 0.6% from the previous month, but up 5.0% from July 2025. Total sales for the May 2026 through July 2026 period were up 6.3% from the same period a year ago. The May 2026 to June 2026 percent change was unrevised from up 0.2%.

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 **second quarter of 2026, adjusted for seasonal variation, but not for price changes, was $340.2 billion, an increase of 3.8% from the first quarter of 2026.** Total retail sales for the second quarter of 2026 were estimated at $1,986.5 billion, an increase of 2.9% from the first quarter of 2026. The second quarter 2026 e-commerce estimate increased 12.2% from the second quarter of 2025 while total retail sales increased 6.7% in the same period. E-commerce sales in the second quarter of 2026 accounted for 17.1% of total sales.

Note: Next release for Q3 2026 – E-Commerce, will be published on November 19, 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 0.8 points to 89.4 (1985=100) in August, down from 90.2 in July. The Present Situation Index—based on consumers' assessment of current business and labor market conditions—rose by 6.8 points to 121.2, following three months of consecutive decline. The Expectations Index—based on consumers' short-term outlook for income, business, and labor market conditions—fell by 5.8 points to 68.2. The survey period for this month's preliminary results was August 3-16. According to The Conference Board, "Consumer confidence moderated slightly in August for a second consecutive month. The Expectations Index slipped further into negative territory, which was offset by a moderate rise in the Present Situation Index after declining in the past three months. Consumer appraisals of current business conditions were mildly positive. Perceptions of the current labor market improved, reversing three months of moderate decline. Looking ahead, consumers were more pessimistic about business conditions and the labor market over the next six months. Expectations for household incomes moderated but remained optimistic overall." **The cutoff date for the preliminary results was August 16.**

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 0.1% on a seasonally adjusted basis in July 2026 after falling 0.4% in June. Over the last 12 months, the all items index increased 3.4% before seasonal adjustment. The index for all items less food and energy rose 0.2% after being unchanged in June. Indexes that increased over the month include medical care, airline fares, communication, education, and recreation. Conversely, the index for motor vehicle insurance was among the major indexes that decreased in July. **The Producer Price Index for final demand was unchanged in July 2026 (0.3%), seasonally adjusted.** Final demand prices edged down 0.1% in June and rose 0.5% in May. On an unadjusted basis, the index for final demand increased 4.7% for the 12 months ended in July.

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 July 2026 was 99.8, up 2.4 points from June and rising above its 52-year average of 98.0. This marks the highest level since August 2025. Of the 10 Optimism Index components, eight increased, and two decreased. Hiring plans improved substantially and contributed most to the rise in the Index. Real sales expectations and reports of inventory levels as "too low" both fell by 2 points. **As for the Uncertainty Index, it rose 2 points from June to 91, remaining well above its historical average of 68.** The rise was driven by an increase in owners reporting uncertainty about whether it is a good time to expand and capital expenditure plans. **A seasonally adjusted net -4% of all owners reported higher nominal sales in the past three months, unchanged from June.** The net percent of owners expecting higher real sales volumes over the next quarter fell 2 points from June to a net 7% (seasonally adjusted).

Source: National Federation of Independent Business

Industrial Production & Capacity Utilization

Industrial production (IP) and manufacturing production each grew 0.2% in July after growing 0.3% in June. In July, the indexes for mining and for utilities increased 0.2% and 0.5%, respectively. Manufacturing output excluding motor vehicles and parts increased 0.4%. At 103.0% of its 2017 average, total IP in July was 1.1% above its year-earlier level. **Capacity utilization edged up to 76.3%, a rate that is 3.1 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

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Source: U.S. Census Bureau

Purchasing Managers Index, Manufacturing

The Manufacturing PMI® registered 55.6% in July 2026, 2.3 percentage points above the June figure and the highest reading since May 2022 (55.9%). The overall economy continued in expansion for the 21st month in a row. The New Orders Index expanded for the seventh consecutive month after four straight readings in contraction, registering 56.7%, up 0.7 percentage point compared to June's figure of 56%. The July reading of **the Production Index** is 6.3 percentage points higher than the 52.2% recorded in June and the highest figure since November 2021. **The Prices Index remained in expansion** (or 'increasing' territory), registering 71.1%, a 1.9-percentage point decrease from June's reading of 73%. **The Backlog of Orders Index** registered 55%, up 4.5 percentage points compared to the 50.5% recorded in June. **The Employment Index** reading of 52.8% is up 3.1 percentage points from June's figure of 49.7%, putting the index in expansion territory for the first time in 33 months.

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 July 2026, the Services PMI® registered 54.1%, an increase of 0.1 percentage point compared to June's figure of 54%. The Business Activity Index remained in expansion territory in July, increasing 3.7 percentage points to 59.1% from June's reading of 55.4%. **The New Orders Index** registered 57.2%, 2.1 percentage points above June's figure of 55.1%. **The Employment Index** returned to contraction territory after only one month in expansion with a reading of 47.4%, a 3.8-percentage point decrease from the 51.2% recorded in June.

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 68.9 in July 2026, which is down (-2.2) from June's reading of 71.1 in June, which had been the fastest rate of expansion, and first reading about 70.0, since March of 2022.** Despite this being the lowest level for the overall index since April, it is still much higher than the LMI readings from both one (+9.7) and two (+12.4) years ago. The index has clearly been impacted by the conflict with Iran, as the average of 69.0 in the five months since the war far outstrips the more modest average reading of 58.5 from the preceding 12 months. *Source: Logistics Manager's Index (The LMI score is a combination eight unique components that make up the logistics industry, including: inventory levels and costs, warehousing capacity, utilization, and prices, and transportation capacity, utilization, and prices. The LMI is calculated using a diffusion index, in which any reading above 50% indicates that logistics is expanding; a reading below 50% is indicative of a shrinking logistics industry.)*
U.S. Market News Clip	**U.S. retailers, manufacturers and small businesses are paying hefty fuel surcharges to ship their goods, not only as the U.S.-Israeli war on Iran boosts fuel costs but also as some shippers' profit from the fees. The charges have become a growing source of tension across supply chains, with customers arguing that some companies are using them to boost profits rather than simply recover higher fuel costs. Ultimately, those extra costs can be passed on to inflation-weary consumers.** The surcharges have generated tens of millions of dollars in profit for railroad operator Union Pacific and provided modest earnings boost for UPS, the companies said. In the clearest publicly available example, Union Pacific collected $91.1 million more in fuel surcharge revenue than it paid for fuel during the second quarter, boosting profits by $83.2 million, or 14 cents per share. Union Pacific's result far outpaced rivals, spurring concerns that fuel recovery charges are generating profit. **U.S. railroads are the only transportation providers required to report fuel costs and surcharge revenue to federal regulators, offering a rare window into the impact of the charges since the Iran war began on February 28. Fuel surcharges are designed to offset higher energy costs, but customers have long argued they can become disconnected from the actual cost of fuel and boost profits.** UPS and FedEx have steadily increased the size of their fuel surcharges in recent years. When the average diesel price was $3.35 a gallon in August 2021, UPS added a fuel charge of about 9% to the base shipping rate for the everyday packages shipped to homes and businesses. That surcharge is 24.25% today for UPS and 23.75% for FedEx, according to an analysis by AFS Logistics. UPS and FedEx, often described as a duopoly because of their dominance of the market, offer customers little room to push back because their fuel surcharges are broadly similar. For contrast, the heavily regulated United States Postal Service imposed its first surcharge on April 26: 8% on most packages. *Source: Supply Chain 24/7; link to article*
INTERMODAL:	
Dow Jones Transportation Average	**As of August 27, 2026,** the Dow Jones Transportation Average **closed at a reading of 21,440.27.** *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 August 27, 2026,** the NASDAQ Transportation Index **closed at a reading of 8,682.36.** *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 0.3% in June 2026 from May, falling for the third consecutive month,** according to the U.S. Department of Transportation Bureau of Transportation Statistics (BTS). From June 2025 to June 2026 the index fell 1.7%. The Freight TSI measures the amount of freight carried by the for-hire transportation industry. The Freight TSI decreased in June due to decreases in air freight, rail carloads, pipeline, and water while rail intermodal and trucking volumes increased. *Note: This data is 2 months behind!* *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 fell 4.8% year-over-year in July 2026, after a 4.1% drop in June.** In seasonally adjusted (SA) terms, shipments fell 2.2% month-over-month in July, after a 2.9% drop in June. The normal seasonal trend would put the shipments component of the Cass Freight Index down about 3% year-over-year in August. **The expenditures component of the Cass Freight Index, which measures the total amount spent on freight, rose 9.1% year-over-year in July 2026 to 3.52, slowing from an 11.2% gain in June. The slowdown was mainly due to lower volumes.** In seasonally adjusted (SA) terms the index fell 2.2% month-over-month after rising for eight straight months, on a 2.2% drop in shipments and a slight increase in rates. 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 June 2026 were unfavorable for shippers though much less so than they have been for months.** FTR's Shippers Conditions Index for June improved by 10 points to -5.4 – the least negative index reading since January. Falling diesel prices – a situation that obviously reversed during July – and stabilizing freight rates were the main factors. According to FTR Transportation Intelligence, "June's SCI is a great opportunity to acknowledge the limitations inherent in trying to use a numeric index to describe complicated situations. Yes, the index 'improved' sharply, but that really means that overall market conditions are deteriorating for shippers at a much slower rate. That's better than the alternative, of course, but it's not great news. Prior to February, the index had not been more negative since May 2022. June's SCI reading and FTR's outlook suggest that shippers now are in a better position to address their challenges methodically rather than having to 'drink from a fire hose,' as the saying goes." *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 June 2026 was $157.1 billion of transborder freight moved by all modes of transportation, increasing 19.9% compared to June 2025.** Freight between the U.S and Canada totaled **$67.9 billion**, up 17.0% from June 2025. Freight between the U.S. and Mexico was **$89.2 billion**, up 22.2% from June 2025. Trucks moved **$104.4 billion** of freight, up 23.0% compared to June 2025. Railways moved **$17.1 billion** of freight, up 11.0% compared to June 2025. Pipeline moved **$11.0 billion** of freight, up 38.9% compared to June 2025. Vessels moved **$10.4 billion** of freight, up 4.0% compared to June 2025. Air moved **$6.2 billion** of freight, up 24.2% compared to June 2025. *Source: U.S. Bureau of Transportation Statistics*
Intermodal News Clip	**North American intermodal volume surpassed 9.36 million units through June 2026, up 2.5% year over year, with domestic containers rising 7.4%. Tighter truckload capacity and driver shortages are moving more long-haul freight to rail. However, tariff uncertainty, rail service reliability and the proposed Union Pacific–Norfolk Southern merger could influence whether this growth becomes a lasting shift in the U.S. freight market.** *Source: Supply Chain 24/7; link to article*
RAIL:	
U.S. Freight Rail Traffic	**For the week ending in August 22, 2026, total U.S. weekly rail traffic was 532,462 carloads and intermodal units, up 4.2% compared with the same week last year.** Total carloads for the week ending August 22 were 235,885 carloads, up 3.2% compared with the same week in 2025, while U.S. weekly intermodal volume was 296,577 containers and trailers, up 5.0% compared to 2025. **Seven of the 10 carload commodity groups posted an increase compared with the same week in 2025.** They included metallic ores and metals, up 2,054 carloads, to 23,663; chemicals, up 1,923 carloads, to 33,850; and grain, up 1,844 carloads, to 22,260. Commodity groups that posted decreases compared with the same week in 2025 were motor vehicles and parts, down 1,837 carloads, to 15,849; miscellaneous carloads, down 773 carloads, to 8,301; and nonmetallic minerals, down 27 carloads, to 32,632**. For the first 33 weeks of 2026, U.S. railroads reported cumulative volume of 7,511,910 carloads, up 2.7% from the same point last year; and 9,301,986 intermodal units, up 3.8% from last year. Total combined U.S. traffic for the first 33 weeks of 2026 was 16,813,896 carloads and intermodal units, an increase of 3.3% compared to last year.** *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 July 2026 was 726.0, an increase from 697.7 the previous month.** Compared to July 2025, which had an index of 729.0, the current figure represents a decrease of approximately **0.41% year-over-year.** *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 **July 2026 was 136,509 workers, down from 136,860 workers in June 2026**. The total number of workers in July 2025 was 140,517. *Source: U.S. Surface Transportation Board*
Rail Freight News Clip	**Seven Republican state attorneys general are urging the Surface Transportation Board to reject Union Pacific's proposed $85 billion acquisition of Norfolk Southern, arguing the railroads have failed to show that the deal would benefit the public. The attorneys general said the revised application does not meet the initial legal standard, known as a prima facie case, needed for the merger to move forward.** "At a time when the railroads are prospering financially, there is no reason to create a behemoth railroad that will take more money from farmers, shippers and ultimately consumers in our States and across the country," the letter stated. **The attorneys general argued that the rail industry is already heavily consolidated and that the proposed merger would create a railroad controlling more than 50% of U.S. Class I freight rail traffic. They also questioned the companies' Committed Gateway Pricing program, which Union Pacific and Norfolk Southern say would preserve competitive routes and expand pricing options for shippers.** The letter said the program does not offer meaningful competition beyond what is already available. *Source: Supply Chain 24/7; 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 Cass Truckload Linehaul Index rose to 152.9 in July 2026, up 2.3% month-over-month and up 8.6% year-over-year.** After a surprising 0.9% year-over-year decline in June, the sequential increase is greater than normal, and considering spot activity, further increases should be expected. These shipper-sourced rates are not taking off like some leading spot indicators, but should provide a perspective consistent with the broader truckload market, which is still mostly contract. In Q2, we (ACT Research) estimate similar rates at the publicly traded truckload fleets rose 8.7% year-over-year. This index reflects the whole for-hire truckload market, both spot and contract rates. 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 decreased 1% in July 2026 after rising 1.5% in June,** according to the American Trucking Associations' advanced seasonally adjusted For-Hire Truck Tonnage Index. In July, the ATA advanced seasonally adjusted For-Hire Truck Tonnage Index equaled 113.5, down from 114.7 in June. The index, which is based on 2015 as 100, decreased 0.5% from the same month in 2025, which was worse than June's 1.2% gain. Year-to-date, compared with the same period in 2025, tonnage is up 1.4% due to robust year-over-year increases from February through April. *Source: American Trucking Associations (Note: ATA recently revised the seasonally adjusted index to 2015 = 100)*
Truckload Freight, Van	DAT reported that **dry van capacity remained tight heading into August 2026, with the national load-to-truck ratio at 10.38 for the week ending August 7, 2026, down from 10.71 the previous week but still well above 5.45 a year earlier. Georgia's van load-to-truck ratio also remained strong, averaging 5.5+ loads for every truck.** National dry van spot and contract rates reached parity in July, with both averaging $3.01 per mile including fuel and $2.39 per mile excluding fuel. DAT also reported that the Southeast outbound dry van rate averaged $2.43 per mile for the week ending August 7, 2026. *Source: DAT Freight & Analytics*
Truckload Freight, Refrigerated	**DAT's latest weekly reefer update showed the national reefer load-to-truck ratio easing to 18.62 for the week ending August 14, 2026, down from 18.66 the prior week but still well above 10.34 a year earlier. Georgia's load-to-truck ratio for vans and reefers remained strong, averaging 5.5+ loads for every truck,** Reefer national spot linehaul rates averaged $2.63 per mile, excluding fuel, while the Southeast outbound reefer rate averaged $2.54 per mile. In DAT's latest monthly release, **July reefer spot rates averaged $3.42 per mile including fuel, while contract reefer rates averaged $3.29 per mile including fuel.** Excluding fuel, reefer spot linehaul averaged **$2.75** per mile and contract linehaul averaged **$2.62** per mile. *Source: DAT Freight & Analytics*
Trucking Conditions Index	**FTR's Trucking Conditions Index for June 2026 eased to 17.1 from May's record 20.4 reading, it continued to reflect a very favorable market for carriers. Slightly less robust freight rate growth was partially offset by lower diesel prices in June to produce overall market conditions that were not quite as positive as those in May. However, the outlook for carriers is a bit stronger than it was in the prior forecast.** According to FTR's Transportation Intelligence, "We expect the market to be favorable for carriers throughout our two-year forecast horizon, but the recovery appears to be stabilizing. For example, spot rates in July softened as seasonally expected even though fuel prices rose sharply – quite a different dynamic than what occurred in March. Even if spot rates have peaked, contract rates likely will continue to rise well into 2027. To this point, the truck freight market's strength is principally due to supply-side constraints – especially for dry van and refrigerated operations. An encouraging signal is the ongoing recovery in manufacturing demand, and consumer spending has been solid. Data center construction clearly has boosted flatbed especially. Concerns include slowing U.S. job growth, a persistently weak housing sector, and stubborn price inflation for both consumers and businesses. Although freight demand still doesn't look that strong, we see little sign that trucking capacity will rise substantially in the near term." *Source: FTR Transportation Intelligence (Figures below zero indicate a less-than-ideal environment for trucking)*

Diesel Prices

As of the week of August 24, 2026, the U.S. average diesel price was $5.652 per gallon. This reflected **an increase from the previous week's average of $5.454. Regionally, Lower Atlantic diesel averaged $5.350 per gallon for the week ending August 24, 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

July 2026 preliminary employment for the truck transportation industry was **1,465,100 employees, slightly increasing from 1,465,000 employees in June 2026.**
Source: U.S. Bureau of Labor Statistics

Trucking Earnings & Hours

For June 2026, average hourly earnings for all employees in truck transportation were **$33.42/hour, increasing from the previous month's rate of $33.39.** Average weekly hours totaled 40.9 hours, down from 41.1 hours in May.
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 subsided in July 2026 to 22,000 units, down 31% from June but up 75% year over year. Replacement demand, firmer freight rates, improving utilization, and a moderate pre-buy to avoid new emissions changes continue to support the market. However, most calendar 2026 truck production is already committed, and manufacturers have yet to open 2027 order boards, so build slots are constrained. Through July, net orders for 2026 to date were up 120% compared to the same period last year. Orders for the current order season, measured from September 2025 through July 2026, were up 39% year-over-year. Class 8 orders totaled 344,823 units over the past 12 months. According to FTR's Transportation Intelligence, "With calendar 2026 production essentially sold out, attention shifts to decisions on model year 2027 engine technology, pricing, and build timing. Almost all model year 2027 engines are expected to carry manufacturer upcharges tied to compliance with the Environmental Protection Agency's 2027 NOx regulation. However, EPA's proposed revisions to the 2027 NOx rule, published on July 14, introduce considerable flexibility for truck and engine manufacturers to address fleet demand. **Overall, July's preliminary order volume suggests that Class 8 demand remains healthy as activity normalizes from unusually strong winter and spring levels. The next phase of the cycle will depend more on production-related factors than on overall demand, including whether EPA's proposed flexibility delivers a smoother transition and a longer, shallower post-pre-buy decline in the market."**
Source: FTR Transportation Intelligence

Road Freight News Clip

Diesel prices averaged $4.96 per gallon in July, up 31.1% from a year earlier, even after falling for the second consecutive month. The increase is about $1.18 per gallon over the $3.78 average recorded in July 2025, according to the U.S. Bureau of Transportation Statistics. **For a truck carrying 150 gallons of diesel, that difference adds roughly $177 to the cost of filling its tank. Transportation software company Magnus Technologies highlighted the increase in its July Diesel Fuel Snapshot, which tracks fuel prices and their impact on trucking companies and shipping costs.** That seasonal buildup has not materialized, potentially leaving less fuel available heading into the fall. The problem is not that refineries are sitting idle. Supply Chain Professor Jason Miller said they are operating at approximately 97% of capacity. Instead, U.S. exports of diesel and other distillates are running about 25% higher than a year ago, sending more fuel overseas. Miller attributed the stronger export demand to disruptions around the Strait of Hormuz, damage to Russian refineries, and lower output from some Chinese refineries.
Source: Supply Chain 24/7; link to article

AIR:

Air Cargo Traffic

In June 2026, global air cargo demand (Cargo Tonne-Kilometers, CTK) strengthened further, with industry-wide cargo tonne-kilometers, CTKs, increasing by 8.5% year-on-year. This was partly due to the Middle Eastern networks' return to expansion despite continued geopolitical uncertainty and North America strong performance. **International cargo traffic expanded by 9.6% year-over-year. North American carriers led growth, while the sharp acceleration among Middle Eastern carriers marked the most significant regional improvement on YoY growth.** Industry capacity, measured in available cargo tonne-kilometers (ACTK), increased by 4.4%, below the pace of demand growth, resulting in higher cargo load factors (CLF). Supply expanded across most regions, although African carriers reduced available lift. **Monthly fuel prices eased as oil flows through the Persian Gulf improved, while USD-denominated air cargo yields recorded their first month-on-month decline following a sustained period of increases.** Jet fuel prices and cargo yield, however, remained well above prior-year levels.
Source: International Air Transport Association (Global air freight covers international and domestic scheduled air traffic.)

Jet Fuel Prices

For the week ending August 21, 2026, **the global average refinery price for jet fuel increased 3.1% from the prior week to $163.87 per barrel, or approximately $3.90 per gallon. The price was 13% above the prior month's average and 82% above the prior year's average.** North American jet fuel averaged $164.73 per barrel, or approximately $3.92 per gallon. Separately, IATA's June 2026 industry outlook projects a full-year average of $152 per barrel, with fuel accounting for 31.4% 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	CH Robinson, the US company said that traditionally, demand cycles are broad-based as companies move goods for retail inventory replenishment, seasonal product launches, or post-disruption recoveries. However, the current dynamic is more concentrated around a "relatively narrow set of products, manufacturers, and export markets". **CH Robinson explained that equipment tied to next-generation AI server platforms is fueling airfreight demand from Japan, South Korea, Taiwan, Thailand, and Vietnam into the US. As these shipments are high-value, time-sensitive, and tied to deployment schedules, airfreight is expected to remain a preferred option for some shipments, even where ocean capacity is available.** The surging AI demand is also putting pressure on capacity for other types of goods moving from, or through, these locations. Meanwhile, capacity is "generally available" on the transatlantic market and import demand into Oceania "remains stronger than would typically be expected". **The forwarder said that to combat the market conditions, shippers should separate time-sensitive shipments from freight with more flexible delivery requirements; watch a market's cargo mix, not just capacity; take advantage of competitive Asia-Europe rates; plan earlier for constrained lanes; and build flexibility into routing decisions where possible.** *Source: Air Cargo News; link to article*
OCEAN:	
Shanghai Containerized Freight Index	**As of August 28, 2026, the China Shanghai Containerized Freight Index reading was 3,062.95 points. 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 Ports Authority reported exports totaled nearly 115,000 TEUs, up 7.7% or more than 8,200 TEUs over July 2025. Imports reached 251,888, an increase of 5% or 12,300 TEUs. The port handled 503,739 twenty-foot equivalent container units in July, starting its fiscal year with a gain of 27,051 TEUs, or 5.7% compared to the same month last year.** The Port of Savannah handled nearly 15,000 truck transactions per day in July, counting import and export moves. Truck turn times averaged 31 minutes for a single container and 51 minutes for a dual move. Nearly 80% of truck transactions at Garden City Terminal are dual moves, improving the truck driver experience, profitability and supply chain velocity. The Appalachian Regional Port, GPA's rail-connected inland port in Crandall, Ga., continued a booming trade, handling an all-time high of 4,800 containers in July, up 41% or nearly 1,400 containers compared to July 2025. New customers and more business from existing users are powering the growth. The ARP ended fiscal year 2026 (July 1, 2025 – June 30, 2026) with a record annual volume of 49,319 containers, up by more than 8,100 or nearly 20% over the previous 12 months. **GPA's $134 million Gainesville Inland Port opened in May. Customers are visiting the site and planning their network opportunities. July rail lifts at Savannah's Mason Mega Rail Terminal reached 44,981 containers, an increase of 775 or 2% compared to July 2025. Savannah leads the industry in speed to rail, offloading import containers from vessels and moving them out by train in an average of 20 hours. At other major container ports, this process can take days or weeks.** At the Port of Brunswick, auto imports reached 51,704 units, up 5.3% or 2,618 units over the same month last year. Drivable machinery saw larger gains, with total import and export volumes up 24.4% or 483 units to 2,465. Total auto trade reached 61,756 units for the month, down 4.5% or 2,920 units, due to lower vehicle exports. Combined autos and heavy machinery reached 67,881 units, down 1.6% or 1,111 units compared to July 2025. *Source: Georgia Ports Authority*
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 July 2026 numbers for the warehousing industry workforce comes in at **1,834,600 employees, decreasing from 1,844,100 employees** for June 2026 (preliminary). *Source: U.S. Bureau of Labor Statistics*
Warehouse Earnings & Hours	**June 2026 average hourly earnings in the warehousing and storage subsector comes in at $26.85/hour (preliminary),** nine cents higher than the May rate. **The average weekly hours were 39.7 for June 2026 (preliminary).** *Source: U.S. Bureau of Labor Statistics*
Warehouse & Distribution News Clip	More than 305 million square feet of U.S. industrial real estate was under construction in the second quarter of 2026, a figure that is 18% higher than the same period a year earlier, according to real estate services firm Cushman & Wakefield. The Wall Street Journal reported the data on July 15, noting it represents the second straight quarter of year-over-year construction growth after a prolonged slump in industrial demand. **The acceleration matters to operations and supply chain leaders for a simple reason: new industrial supply takes 18 to 36 months from groundbreaking to occupancy in most major markets, meaning the volume breaking ground now sets the availability picture heading into 2027 and 2028.** Teams negotiating lease renewals or planning distribution network expansions should read this as a signal that more options are coming, but not immediately. The most operationally significant detail in the Wall Street Journal's reporting is the demand source: suppliers of data-center equipment. The AI infrastructure build-out, now running at a scale that has strained airfreight capacity globally, is creating second-order demand for warehouse space to stage, pre-assemble, and distribute servers, cooling systems, power hardware, and networking gear. *Source: Market Scale; 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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