MARKET UPDATE

JULY 2026

MARKET TIGHTENING REMAINS STRONG

Spot rates and contract rates continue to remain inflated in July vs. the previous year. We continue to see capacity tightening and higher rejection rates across the U.S.

3 KEY TAKEAWAYS:

- ### CAPACITY IS TIGHTENING ACROSS EVERY MODE—NOT JUST ONE

  Dry van rejections are up 183% YOY, reefer up 86%, and flatbed up 90%, even with month-over-month relief in all three. LTL carriers are pushing rate discipline (Saia's 7.1% GRI, ABF's 5.9%), ocean import volume eased slightly month-over-month but is still up 8.2% YOY on tariff front-loading, and cross-border capacity is shrinking on both borders—Mexico through visa and English-proficiency enforcement, Canada through the fallout from February's carrier misclassification crackdown. This is a synchronized tightening story across the entire network, not one mode having a bad month.

- ### RATES ARE CATCHING UP TO A COST ENVIRONMENT SHIPPERS HAVEN'T FULLY PRICED IN

  Dry van contract rates are up 15.6% YOY and climbed again this month (+3.1% MOM); flatbed contract is up 18% YOY. LTL fuel surcharges pulled back slightly in July but are still running roughly 60% above last year, and diesel at $4.80/gallon is up 28% YOY with more upside expected as Middle East unrest continues. Shippers still budgeting off 2025 assumptions are already behind on cost, not just rate.

- ### THE EXPOSURE IS SHIFTING FROM PRICE TO RELIABILITY, COMPLIANCE, AND SECURITY

  New carrier authorities keep climbing as tight capacity draws new entrants—vetting operating authority before booking matters more than ever. On the border, Mexico's driver pool keeps shrinking under enforcement while Canada's carrier base is still adjusting to February's crackdown. Cargo risk is evolving too: violent theft in Mexico, carrier-identity fraud in Canada. Add in Midwest storms and heat impacting transit, and the shippers managing this market well are the ones auditing total exposure—not just the headline rate.

DYNAMIC LOGISTIX

TRANSPORTATION TRENDS

DRY VAN TRUCKLOAD

DLX MARKET VIEW

Dry Van market conditions remain very tight this month, as rejection remains up YOY, signaling continued pressure for higher rates. Accepted volumes are declining while rejections are increasing YOY, which is an indication carriers are pushing more capacity to the spot market.

SPOT RATES

$3.53/mi

-3% MOM

+52.3% YOY

Spot rates take a slight dip but overall remain up vs. last year.

CONTRACT RATES

$2.67/mi

+3.1% MOM

+15.6% YOY

Contract rates have increased again this month, as the market continues to put a strain on contracted pricing.

TENDER VOLUMES

6,881

-6% MOM

-1% YOY

Decreased tenders vs. previous month.

REJECTION VOLUMES

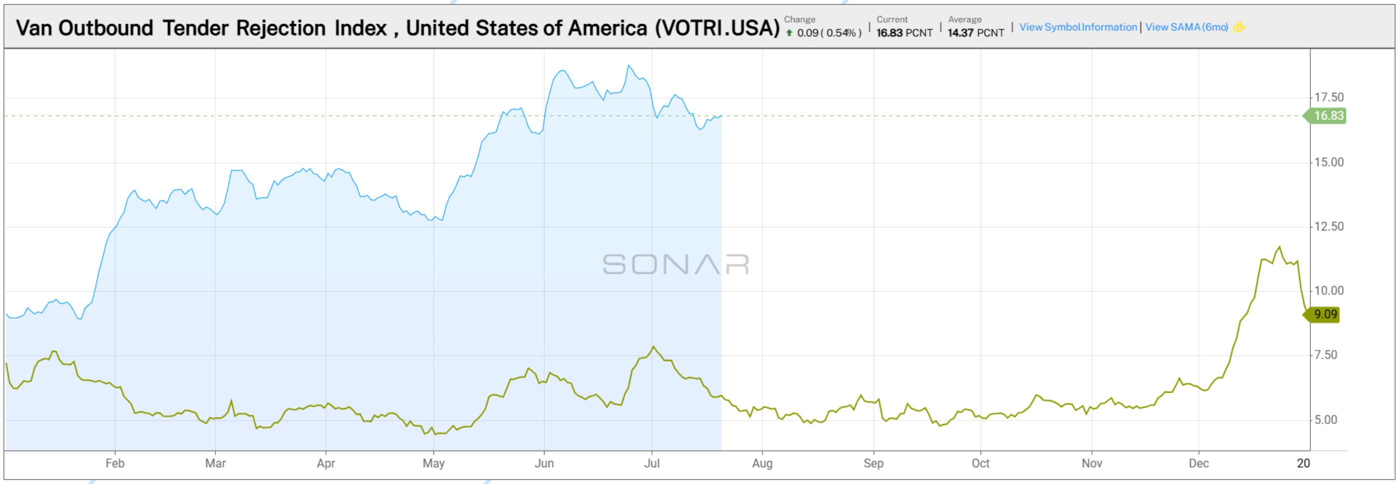
16.83

-12% MOM

+183% YOY

MOM rejections decrease in July but continue to remain elevated vs. last year.

VAN OUTBOUND TENDER REJECTION INDEX



TRANSPORTATION TRENDS

REFRIGERATED TRUCKLOAD

DLX MARKET VIEW

Refrigerated market conditions are moderately tight, as rejections still remain inflated YOY. Continued pressure on overall rejections and capacity YOY continue to play a large role in pricing.

SPOT RATES

$3.83/mi

+5% MOM

+44.1% YOY

Upward movement again in July on the spot market.

CONTRACT RATES

$2.39/mi

+0.4% MOM

+0.4% YOY

Contract rates increase in July, as the spot market continues to have an impact on capacity.

TENDER VOLUMES

1,201

-6% MOM

-0.03% YOY

Tender volume decreased this month over last month. Overall, spot market continues to play a role in the overall price.

REJECTION VOLUMES

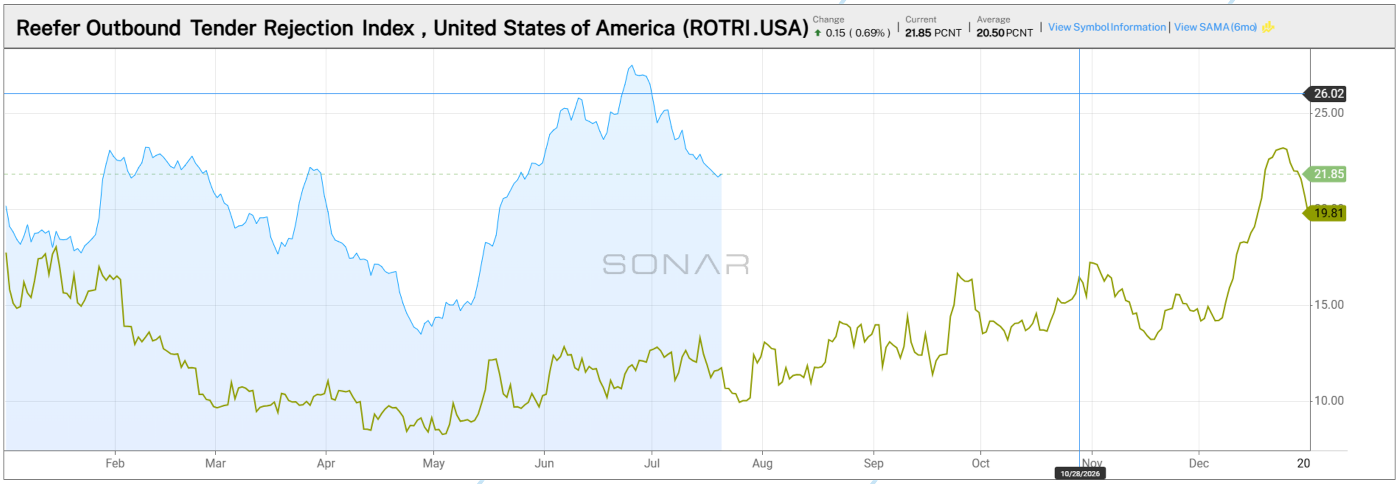
21.85

-25% MOM

+86% YOY

Rejections drop in July but remain inflated over last year causing the increase in the spot market.

REEFER OUTBOUND TENDER REJECTION INDEX



TRANSPORTATION TRENDS

FLATBED

DLX MARKET VIEW

The flatbed market still reflects a tighter market than last year. MOM remains flat, but still up vs. last year. Flatbed pricing continues to be elevated YOY along with the tender rejections.

SPOT RATES

↑ **$3.44/mi**

+1% MOM

+43% YOY

Modest upward movement continues to reflect in the increased rates each month.

CONTRACT RATES

↑ **$3.27/mi**

+1% MOM

+18% YOY

Rates continue to follow the same pattern as the spot market.

TENDER VOLUMES

↓ **31,311**

-14% MOM

+30% YOY

Tender volume drops again this month.

REJECTION VOLUMES

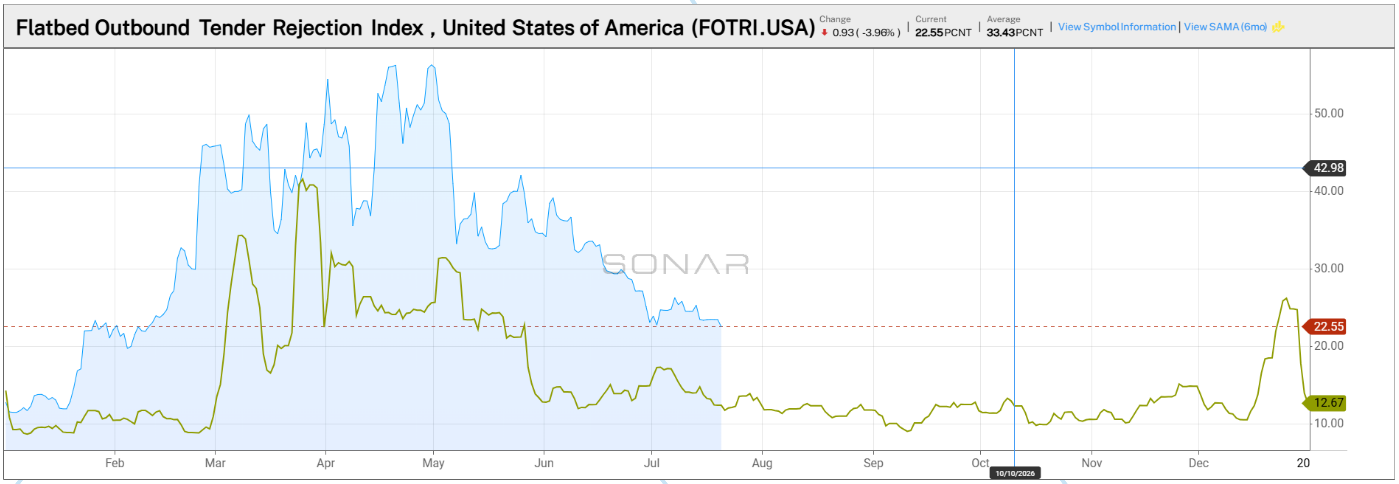
↓ **22.55**

-28% MOM

+90 YOY

Rejections down this month vs. last month, but remain inflated YOY.

FLATBED OUTBOUND TENDER REJECT INDEX



TRANSPORTATION TRENDS

LESS-THAN-TRUCKLOAD

DLX MARKET VIEW

Capacity is Tightening, and Rates Are Climbing
The LTL market continues to get tighter as TL volume manages to move into LTL carrier networks. Carriers continue to announce General Rate Increases late into June and into July. Saia announced a 7.1% GRI on July 6th while ABF pushed over 5.9% GRI in late June. LTL fuel surcharges have come down in July but overall are still running about 60% above this time last year.

KEY TAKEAWAYS

- **Stability is over, rates in the LTL market will continue to climb.**
- **Capacity is tightening, especially in the Midwest. CDL restrictions are also having an impact on the LTL driver network.**
- **LTL is picking up as TL volume hits their networks.**

TRANSPORTATION TRENDS

OCEAN FREIGHT

DLX MARKET VIEW

U.S. ocean import volumes decreased in June after being up in May. Overall, we are still seeing an overall uptick in imported volume YOY. Tariff front loading is still playing a factor in all the numbers circled around international freight.

IMPORT VOLUME

2,400,627 TEUs

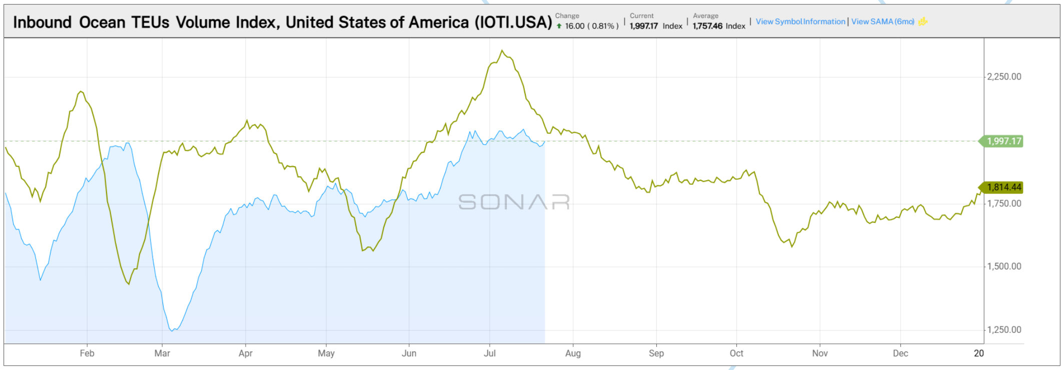
-1.2% MOM

+8.2% YOY

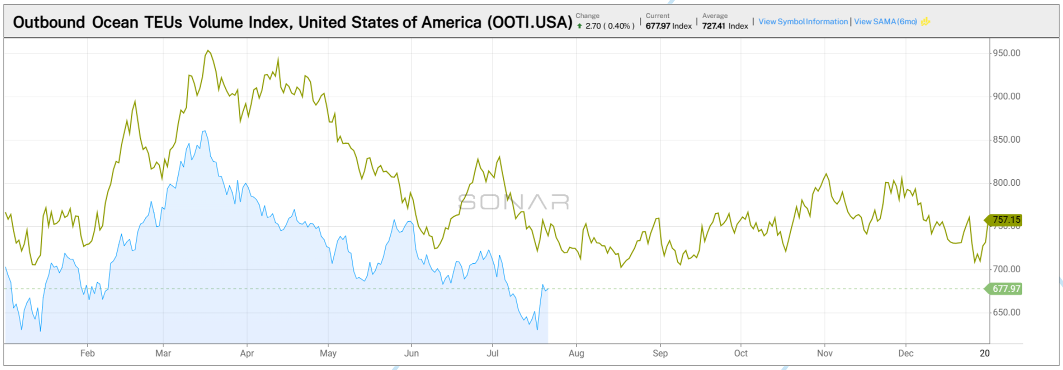
The Key Developments Affecting Ocean Importers Right Now:

- **Compressed peak season** pulled forward by tariff timing.
- **Expect rates and volumes to continue to ease after late July**, extending through a traditional fall peak.
- **Transit delays** will still have an impact, book early when applicable.

INBOUND OCEAN TEUs VOLUME INDEX



OUTBOUND OCEAN TEUs VOLUME INDEX



TRANSPORTATION TRENDS

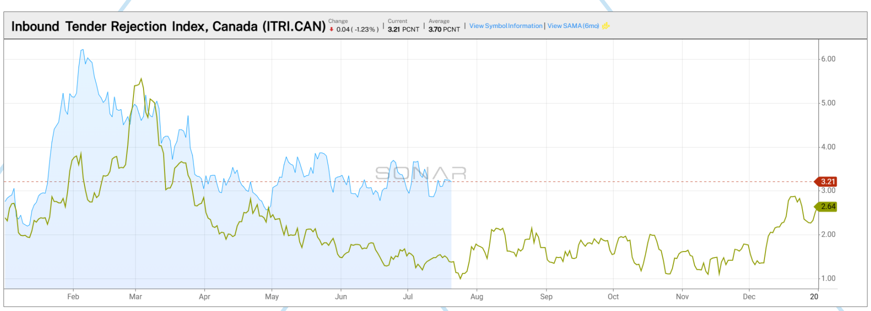
CROSS-BORDER FREIGHT

DLX MARKET VIEW

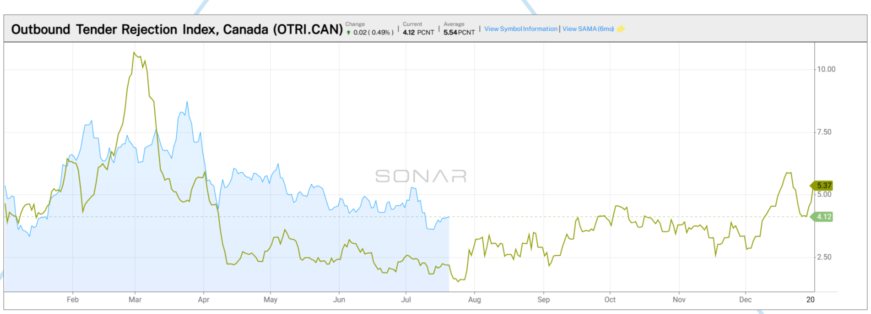
Cross-border freight into the U.S. stayed under pressure over the past month—and the story is still capacity, not demand. On the Mexico corridor, U.S. enforcement of B-1 visa rules, English-language proficiency requirements, and cabotage restrictions on Mexican carriers kept cutting into the driver pool. The U.S. has revoked roughly 20,000 Mexican trucker visas over the past year—about 3,200 since January alone—and up to 70% of Mexico-based drivers may not meet the English proficiency standard. Roadcheck Week added to the squeeze in June, pulling more trucks out of service right when the border needed them most.

Canada's cross-border market ran structurally tighter than 2025 through June. The February 2026 crackdown on carrier misclassification models is still working through the system—carriers that restructured or exited haven't come back online, and longer border-crossing inspection times are cutting into weekly trip counts. Per-mile rates on tariff-affected lanes are now running 6-10% higher, with truckload costs projected up 16-17% year-over-year.

INBOUND TENDER REJECTION INDEX, CANADA



OUTBOUND TENDER REJECTION INDEX, CANADA



KEY TAKEAWAYS

Mexico

- **No Capacity**—Demand keeps growing (Mexican exports to the U.S. hit a record in May, up 8% over the trailing 12 months), but usable capacity keeps shrinking under visa and language enforcement.
- **Export growth into the U.S. has continued**—Mexico remains the U.S.'s top trading partner, and manufacturing-driven volume (autos, electronics, machinery) isn't slowing down.
- **Cargo theft is down but not gone**—investigations fell 21% year-over-year through May, but criminal groups are becoming more violent, with 14 driver deaths reported so far this year.

Canada

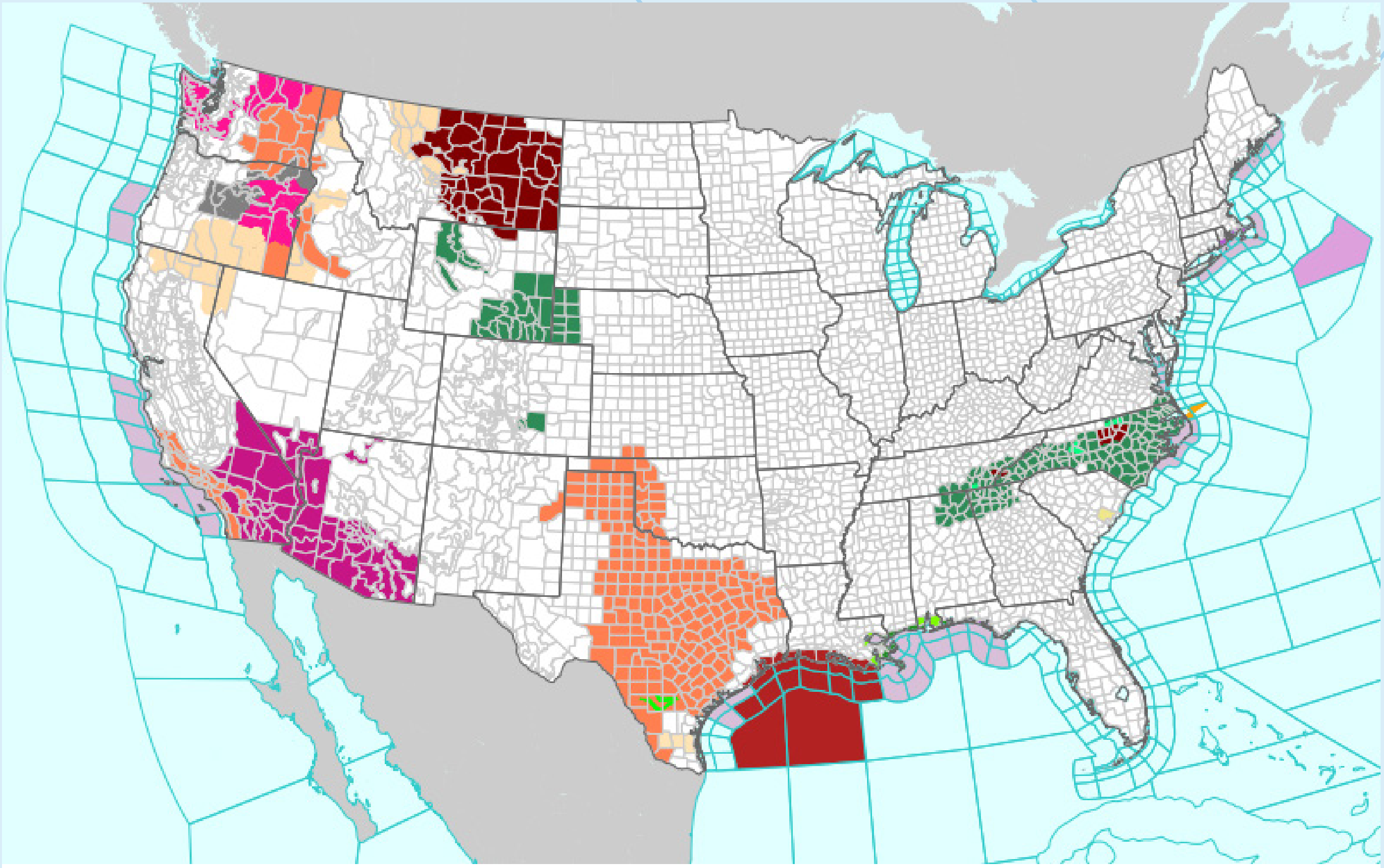
- **Driver and carrier crackdown continues to squeeze capacity**—the February misclassification crackdown is still pulling trucks off key Canada-U.S. lanes.
- **Spot rates look calmer than they are**—tariff-lane rates are up 6-10% and truckload costs are tracking 16-17% higher YOY, even where headline spot numbers look flat.
- **Carrier identity theft is the primary cargo risk on the Canadian corridor**—criminal networks are cloning real carrier identities and picking up loads with authentic-looking paperwork, not stealing trucks off the road.

WEATHER

DLX MARKET VIEW

Heavy rains, Red Flag warnings, and excessive heat continue to impact several parts of the U.S. Be prepared for continued storms across the Midwest which could impact pickups, deliveries, and transit times.

ACTIVE WEATHER ALERTS



HEAT ADVISORIES

FLOOD ADVISORIES

TROPICAL STORM ADVISORIES

CARRIER INDICATORS

FUEL

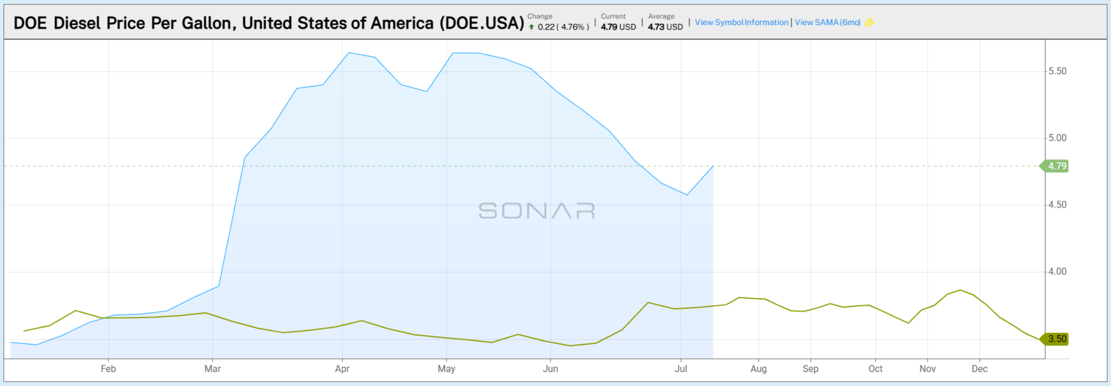
$4.80/gallon

-1% MOM

+28% YOY

Fuel prices continue to remain elevated as Middle East unrest continues.

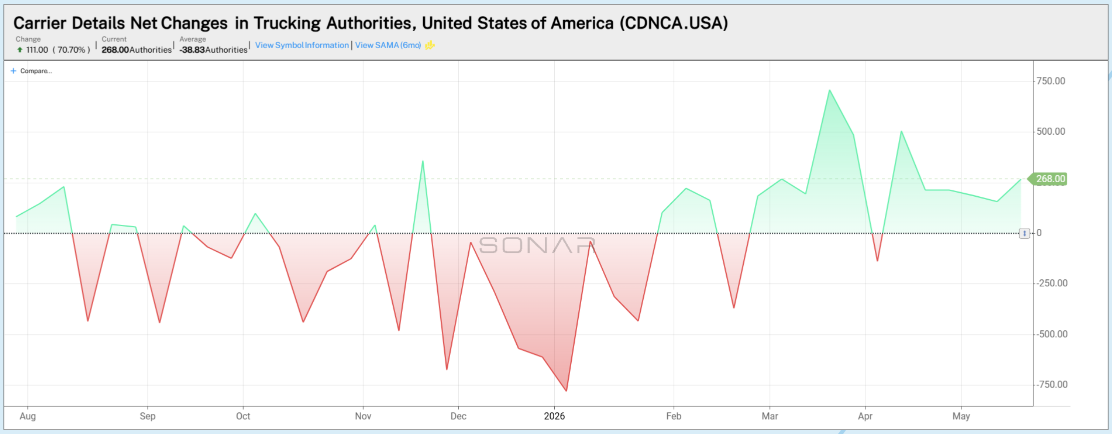
DOE DIESEL PRICE PER GALLON



CARRIER AUTHORITIES

July reflects a continued uptick like June in relation to carrier authorities entering the market space. It's critical to ensure any carrier has the proper operating authority prior to utilizing them on any load. As capacity continues to show tightness, authorities will continue to grow based on the demand in the market.

CARRIER DETAILS NET CHANGES IN TRUCKING AUTHORITIES



DYNAMIC LOGISTIX

MACRO-ECONOMIC INDICATORS

INVENTORY LEVELS

↑ **60.5**
Moderate increase vs. June levels.

PRODUCER PRICE INDEX

↑ **10.10%**
Increased PPI index for the month of July.

CONSUMER PRICE INDEX

↑ **3.46%**
Slight increase over June.

UNEMPLOYMENT

↑ **4.2%**
Available jobs dropped in June, with only 56,000 non-farm jobs added.