

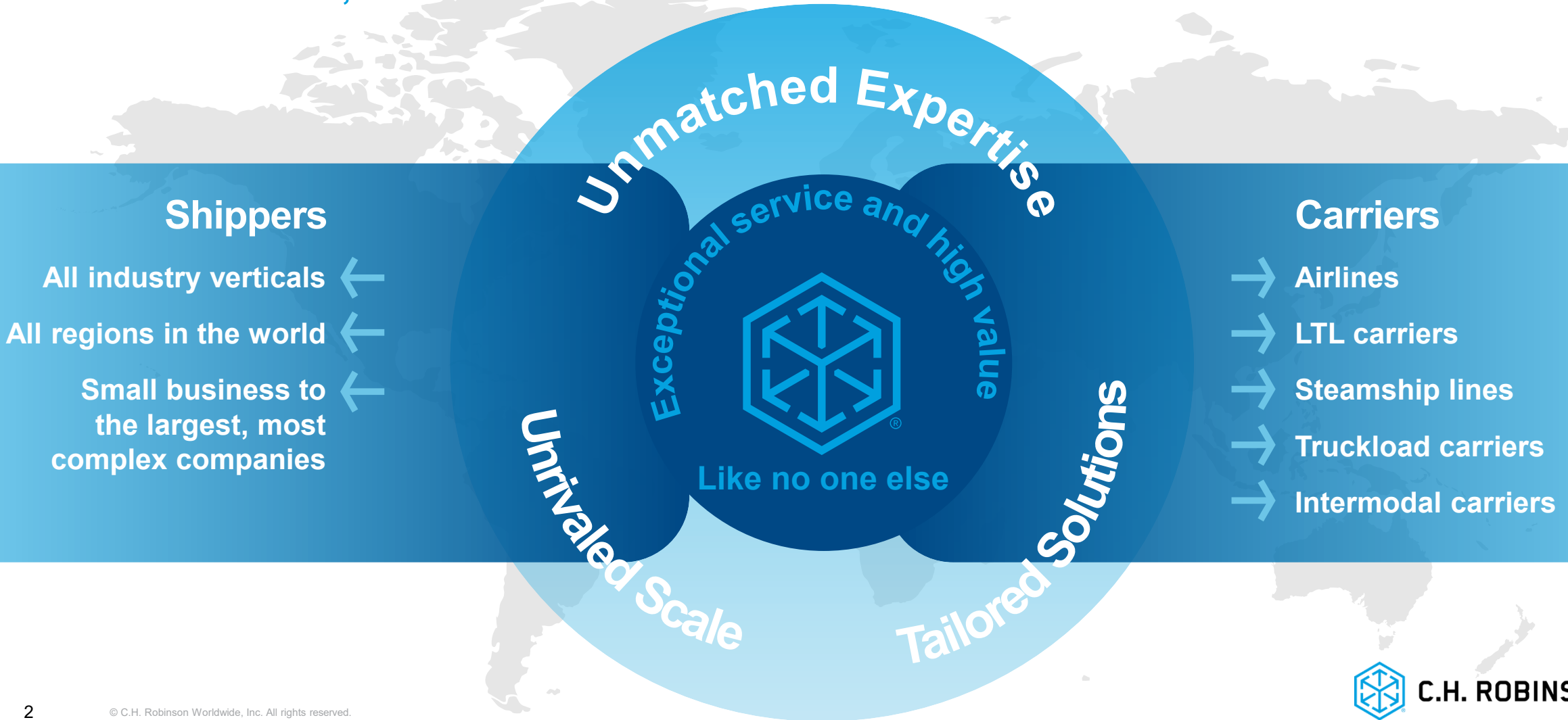
MAY 2026 REPORT

**C.H. Robinson**

**Edge™**

# → Simplifying logistics—across the world

We solve challenges through our unmatched expertise, unrivaled scale, and tailored solutions



## → Freight Market Update

- 1 Key Takeaways
- 2 Truckload
- 3 LTL Shipping
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- 6 Trade Policy



# → Key Takeaways

## High-level insights at a glance

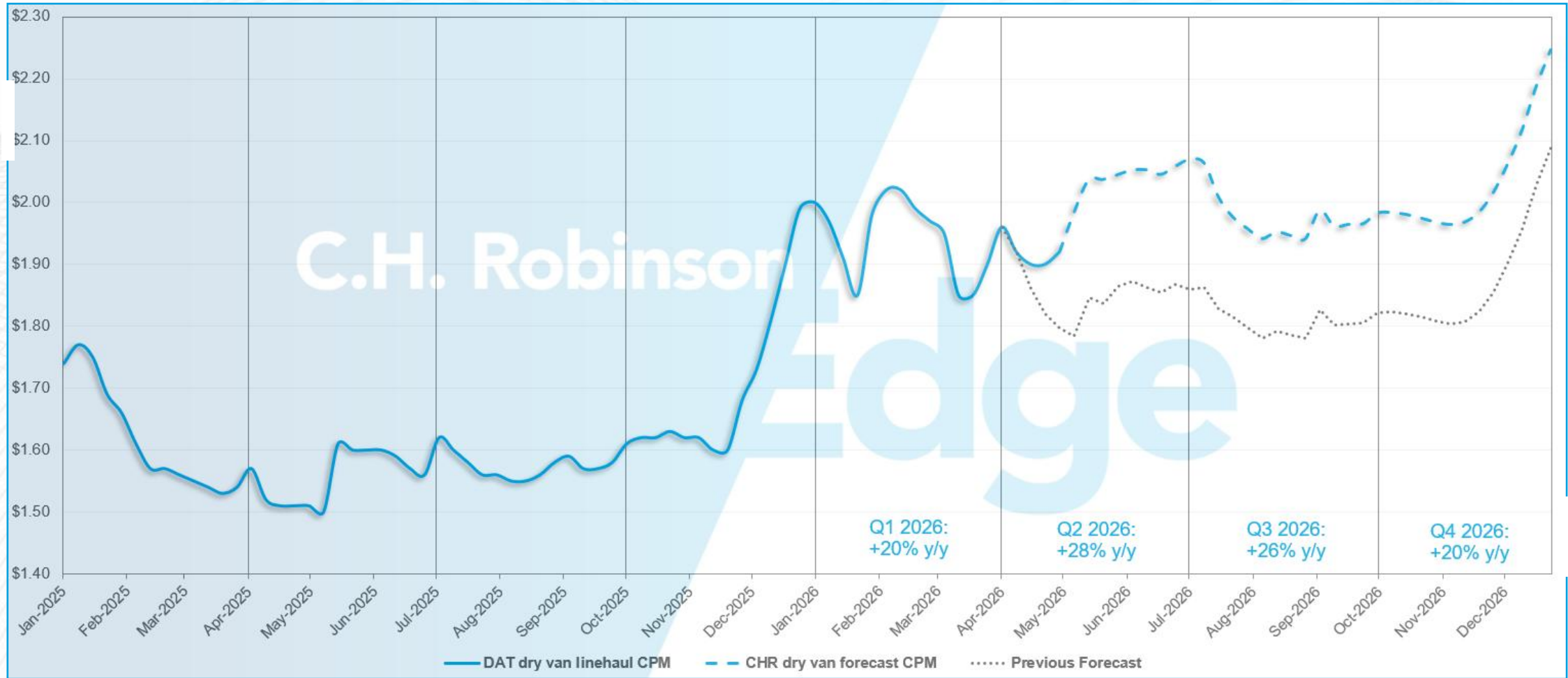
- U.S. spot market cost/mile forecasts
  - Dry Van:
    - forecast has been increased to +23% year-over-year growth for 2026
  - Refrigerated Van:
    - forecast has been increased to +23% year-over-year growth for 2026
- LTL demand has stabilized off its lows, but disciplined pricing and cautious recovery expectations continue to define the market
- Ocean execution is becoming more timing-sensitive. Space remains broadly available, but blank sailings, service adjustments, and transshipment congestion are making preferred departures less predictable
- Air freight remains corridor dependent. Capacity is generally available, but fuel surcharges, longer routings, and uneven belly capacity are influencing rate levels and timing reliability across key lanes
- Momentum is building to address freight fraud and cargo theft, but meaningful legislative action is likely delayed until after the 2026 elections



# Truckload

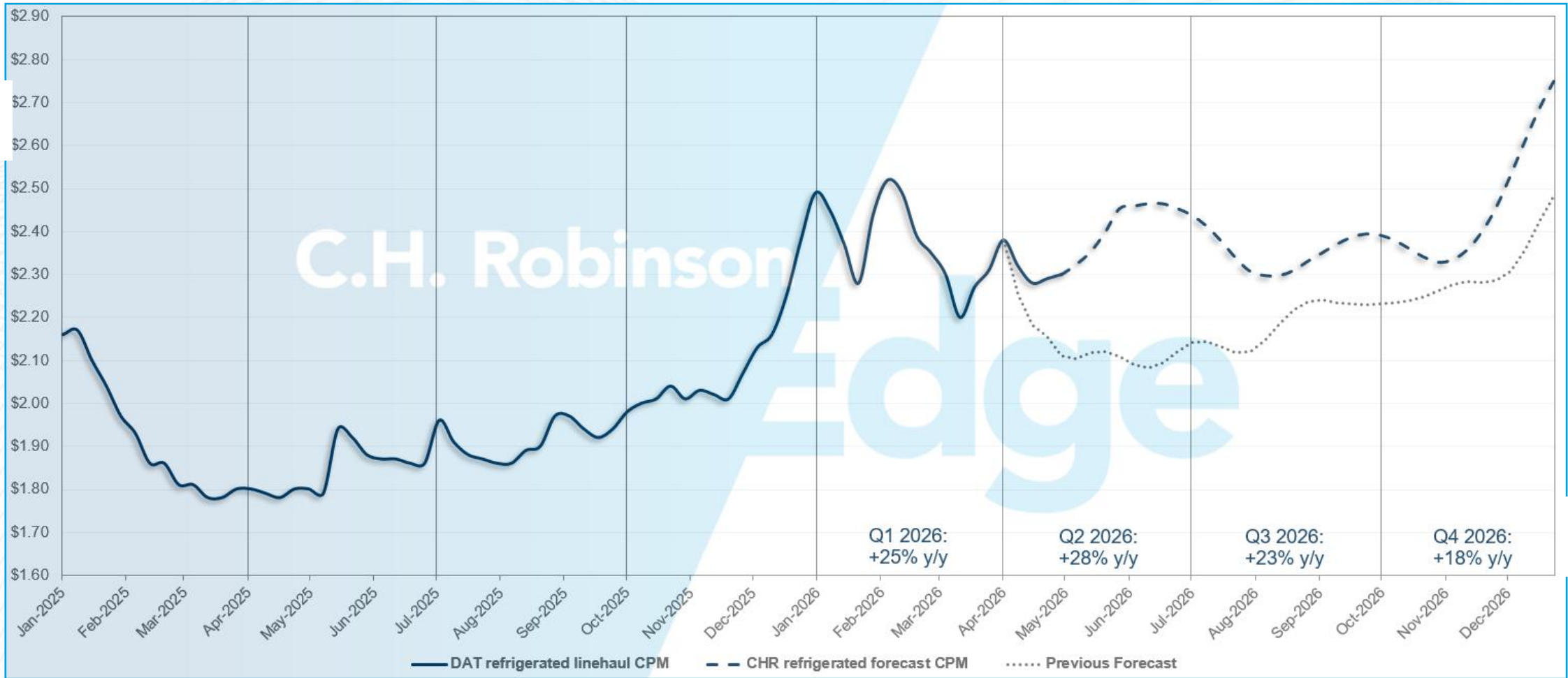
# → U.S. Spot Market Forecast | Dry Van

2026 +23% linehaul cost/mile increase y/y



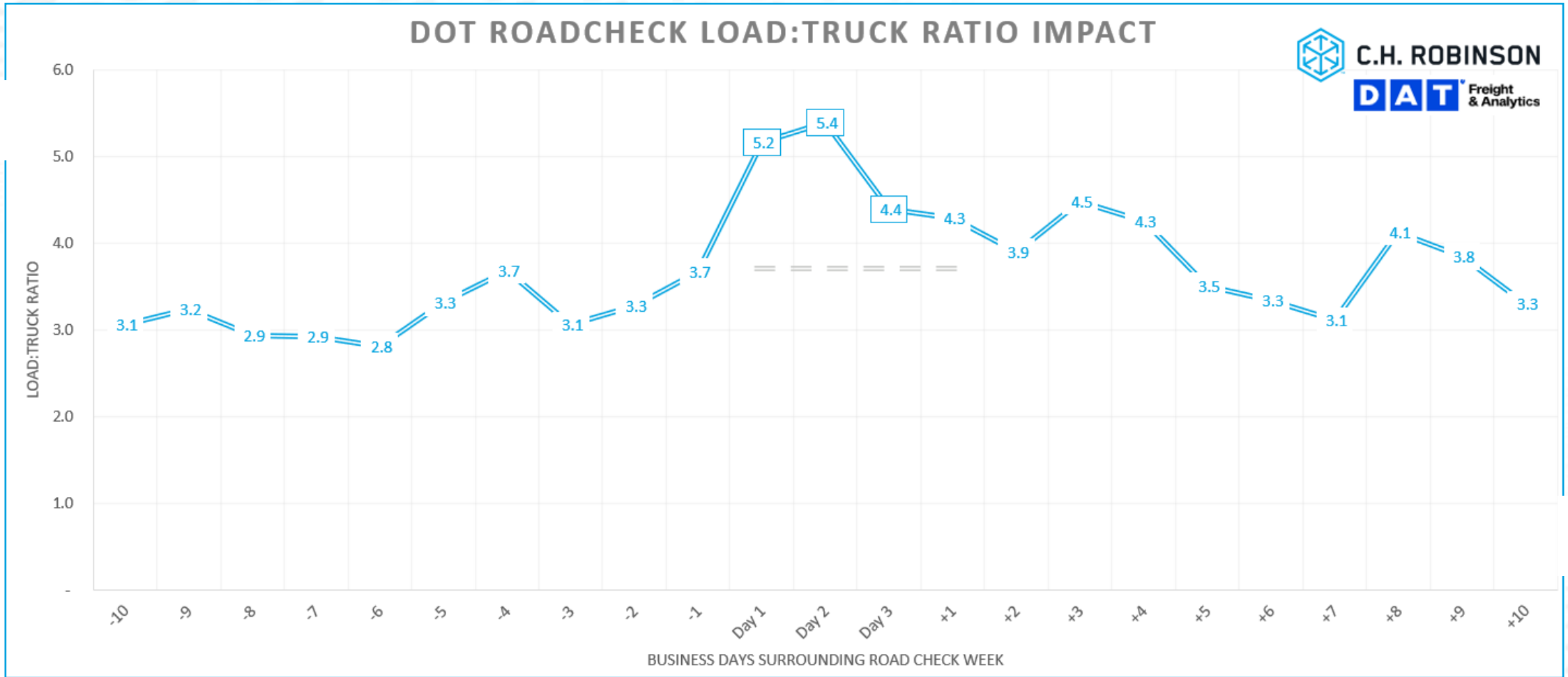
# → U.S. Spot Market Forecast | Temperature Controlled

2026 +23% linehaul cost/mile increase y/y



# → International Roadcheck Week

The Commercial Vehicle Safety Alliance's event is scheduled for May 12-14, 2026



# LTL Shipping

# → LTL Market Update

LTL

## LTL market shows firmer conditions amid uncertainty

### LTL demand moved off cyclical lows

- Sequential improvement emerged late in Q1, with stronger February and March trends
- Market conditions stabilizing at lower levels, with limited visibility into sustained rebound

### Pricing discipline held firm

- Carriers maintained yield focus despite softer volumes and negative year-over-year comps
- Continued prioritization of profitability, service levels, and customer selectivity over share gains

### Investment and outlook remain steady

- Ongoing investment in terminals, fleet, and staffing to support long-term network strength
- Q2 outlook points to gradual improvement, with cautious optimism amid ongoing demand uncertainty



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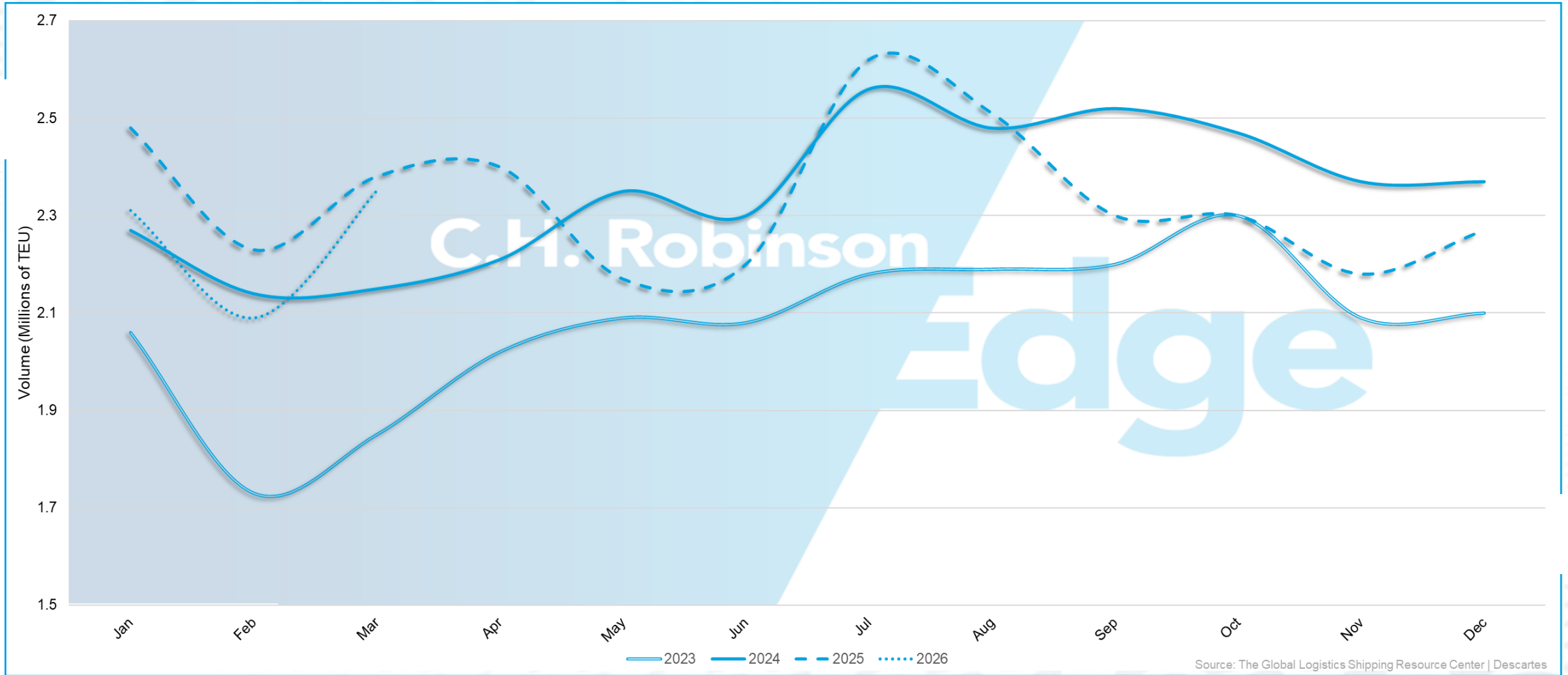
# Ocean Freight

# → Ocean Freight

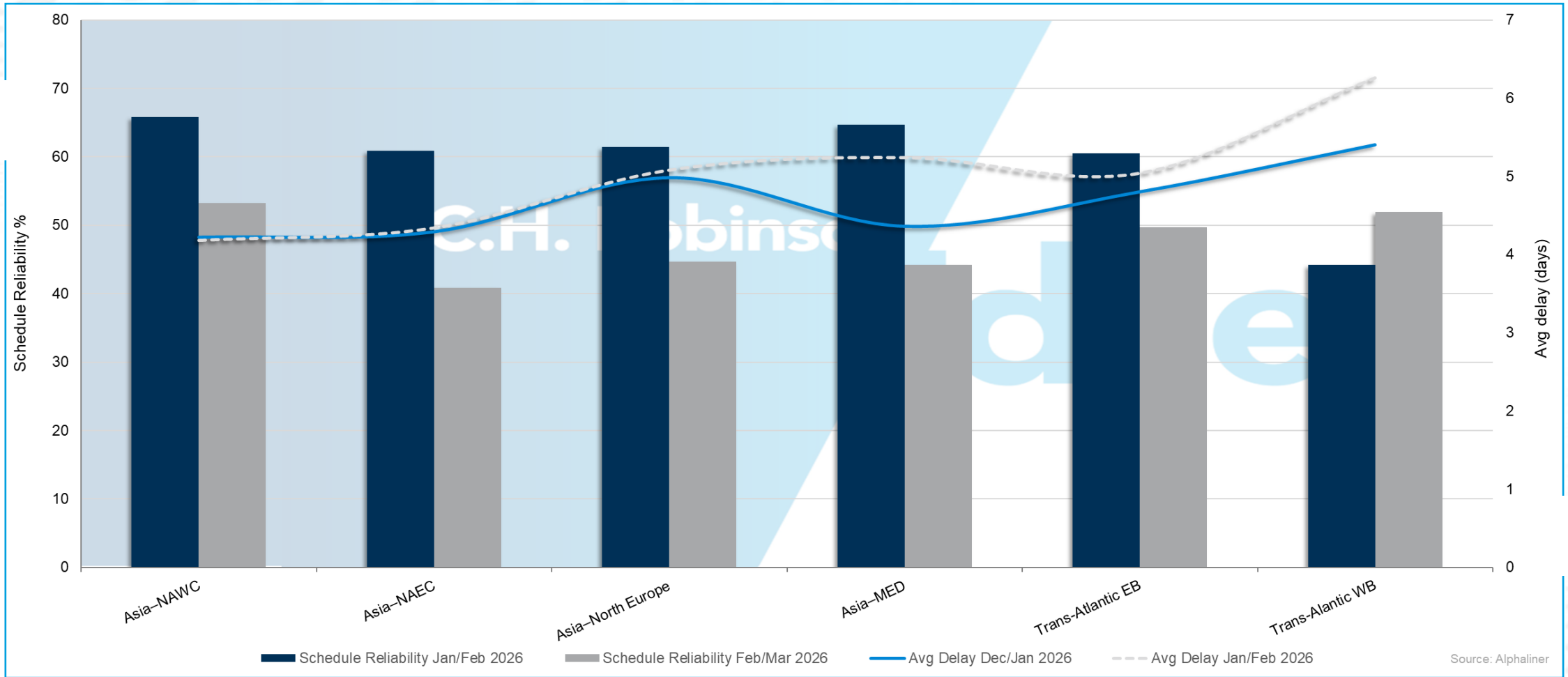
Execution variability increasing as timing—not capacity—drives outcomes

- **Capacity remains broadly available, but execution is sailing-dependent:** Space is available across most lanes, though securing preferred departures often requires earlier planning
- **Arrival timing variability is shaping network conditions:** Clustered vessel arrivals are creating short-cycle pressure across major North American gateways
- **Schedule reliability remains uneven across key lanes:** Rotation adjustments, blank sailings, and transshipment congestion continue to affect consistency
- **Middle East disruption continues to extend network cycles:** Cape of Good Hope routings are lengthening transit times and increasing fuel exposure
- **Inland and drayage conditions are increasingly tied to arrival patterns:** Terminal surges are contributing to chassis imbalances, tighter appointment availability, and ramp-level variability
- **Regional network adjustments are influencing routing flows:** Panama terminal transitions and Colombia gateway shifts may affect transit assumptions and connectivity
- **Rates remain supported by operational and cost pressures:** Fuel consumption, extended routings, and network inefficiencies continue to influence rates

# → U.S. Import Volumes Trends



# → Schedule reliability and average delay trends across major east–west trades





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# Air Freight



# → Air Freight

## Routing and fuel dynamics shaping execution across key lanes

- **Capacity remains lane-specific, not uniform:** Capacity is available across most markets, though routing efficiency and gateway-pair capacity vary
- **Rates across Asia–Europe remain cost-driven:** Fuel surcharges and longer routings continue to support elevated rate levels despite stable demand
- **Trans-Atlantic performance remains stable but less efficient:** Longer block times are beginning to affect aircraft utilization on selected rotations
- **Belly capacity is returning unevenly across markets:** Additional passenger flights are adding cargo capacity, though gains vary by gateway
- **ISC services continue to stabilize as capacity returns:** Conditions on ISC–North America lanes are easing, while ISC–Asia remains relatively open
- **Brazil-origin exports continue facing access constraints:** Capacity remains tight, particularly via São Paulo (GRU), with standard-service backlogs persisting
- **Service selection is becoming more important for time-sensitive cargo:** Priority uplift may be required where standard bookings are affected by backlogs or routing inefficiencies

# Trade Policy & Customs

# → Navigating Government Impacts

## Congress targeting freight fraud and cargo theft

- **SAFER Transport Act (HR 8627)**

- Expands FMCSA authority and strengthens fraud detection and penalties
- Formalizes data sharing and creates advisory group for freight theft issues

- **SAFE Act (HR 7539)**

- Tightens carrier registration to combat fraud and identity manipulation
- Targets double brokering, chameleon carriers, and sham authorities

- **CORCA (HR 2853)**

- Focuses on organized retail crime driving downstream cargo theft
- Emphasizes law enforcement coordination over transportation regulation

- Together, these bills reflect growing congressional consensus that freight fraud and cargo theft pose systemic, safety, and economic risks.

- Utilize C.H. Robinson's [Client Advisories](#) for critical updates and the [North American Trade & Tariff Insights](#) page for the most up-to-date tariff deal announcements

# Thank you

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