



ECONOMIC INSIGHTS

FEBRUARY 2026

LMI

PMI

Retail Sales

Cass Freight Index

LTL Producer Price Index

OTRI

ATA Truck Tonnage


DAT National Rates

Import TEUs

Diesel Price

Monthly GDP

 Info@myfreightworld.com

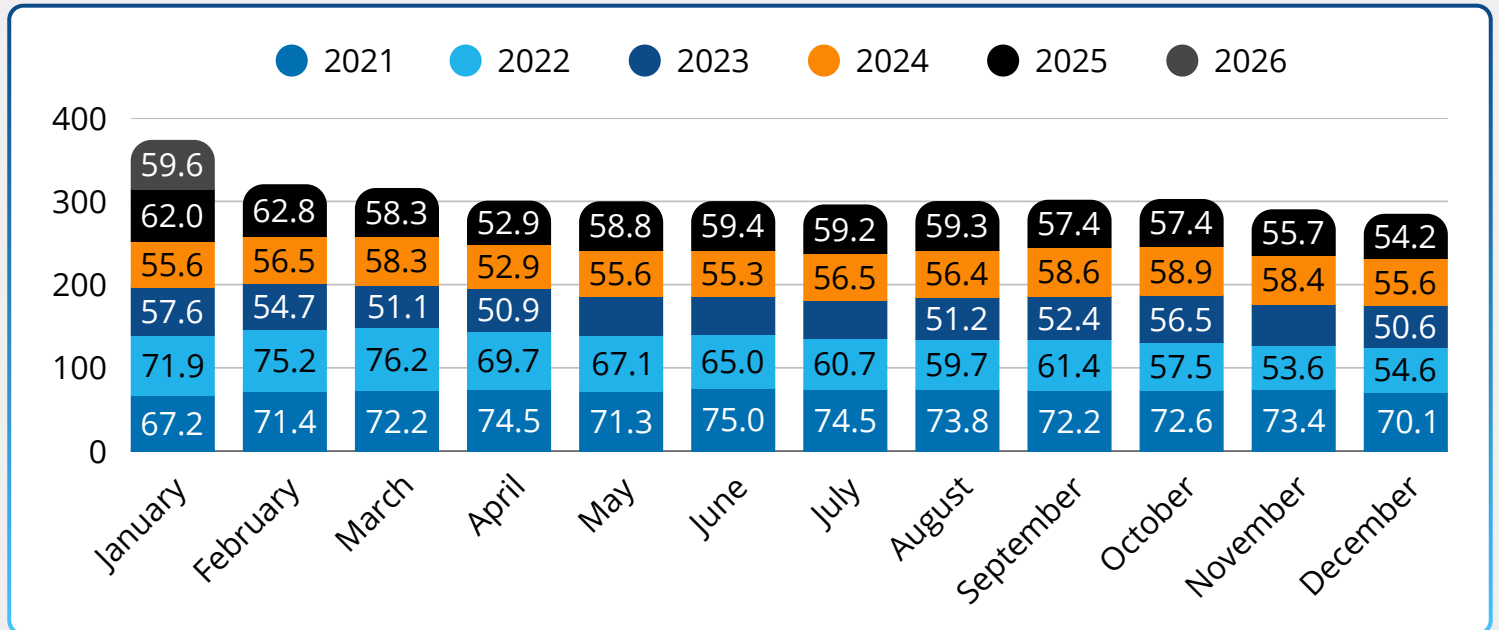
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 MyFreightWorld Inc.

Logistics Manager's Index (LMI)

Source: The-LMI.com

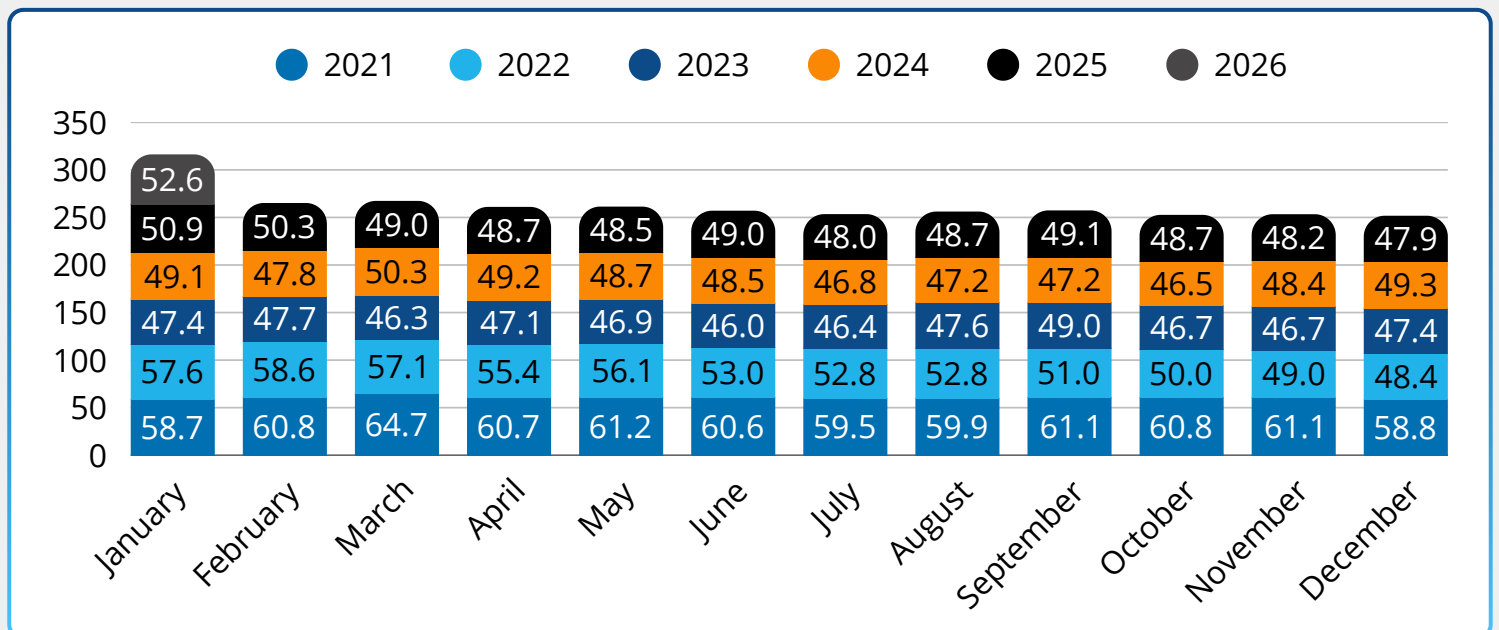
The January 2026 Logistics Managers' Index rose to 59.6, up 5.4 points month over month, signaling stronger logistics activity after the holiday reset. A rebound in Inventory Levels and higher Inventory Costs, alongside rising Transportation Prices, suggests renewed cost pressure and more lane-level variability for shippers early in the year.



Purchasing Manager's Index: Manufacturing PMI

Source: The Institute for Supply Management (ISM)

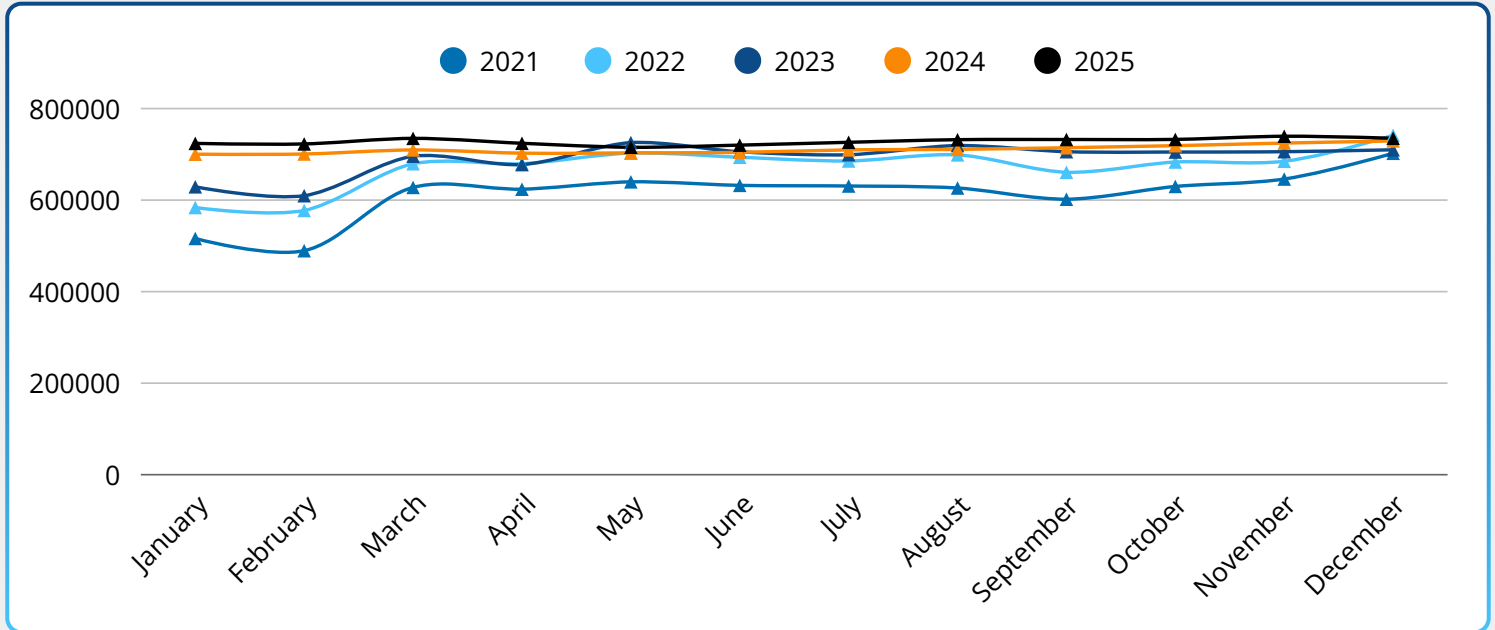
The January 2026 Purchasing Managers' Index moved back into expansion at 52.6, up 4.7 points from December, signaling a stronger start to the year for U.S. manufacturing activity. Improving demand indicators and steadier production conditions suggest incremental upside for industrial freight, though the rebound still looks uneven and could translate into selective shipping pressure rather than a broad-based surge.



Monthly Retail Sales

Source: Census.gov

The December 2025 LMI read 54.2, down 1.5 points MoM, marking the slowest expansion pace since April 2024. The report highlights a sharp drawdown in Inventory Levels (35.1) alongside tighter Transportation Capacity (36.9) and higher Transportation Prices (66.7), a classic late-year “inventory push” toward consumers. Net: softer inventory/warehousing pressure, but transportation pricing power improved as capacity tightened.



Cass Freight Index

Source: Cass Information Systems

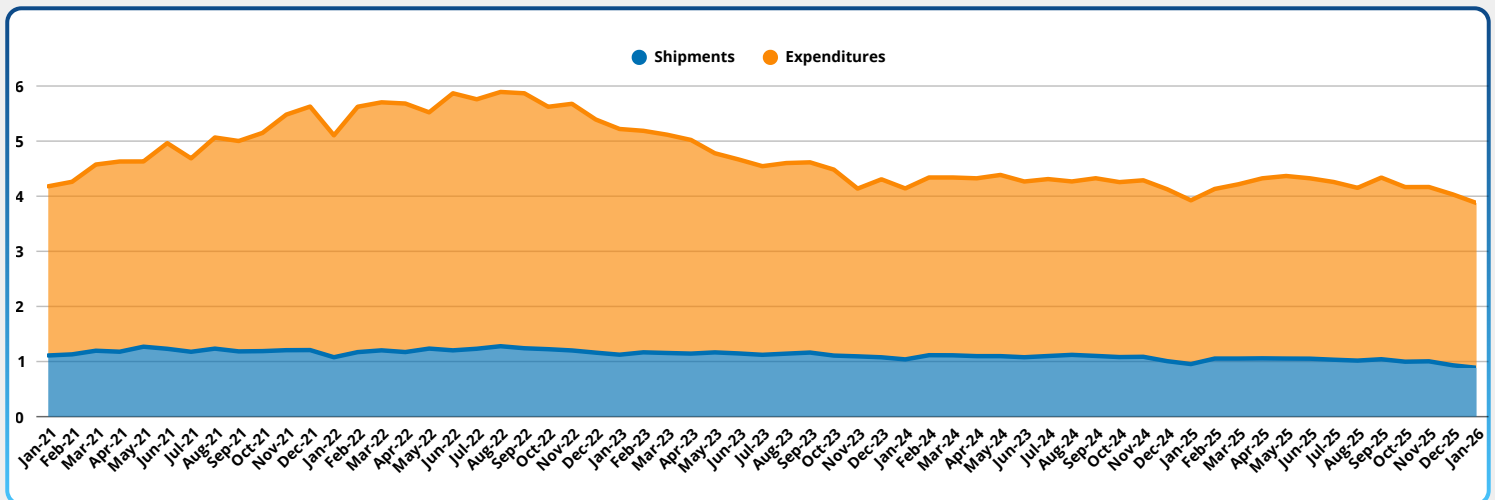
Shipments

0.886 ↓ **4.9%**

Expenditures

2.990 ↓ **3.6%**

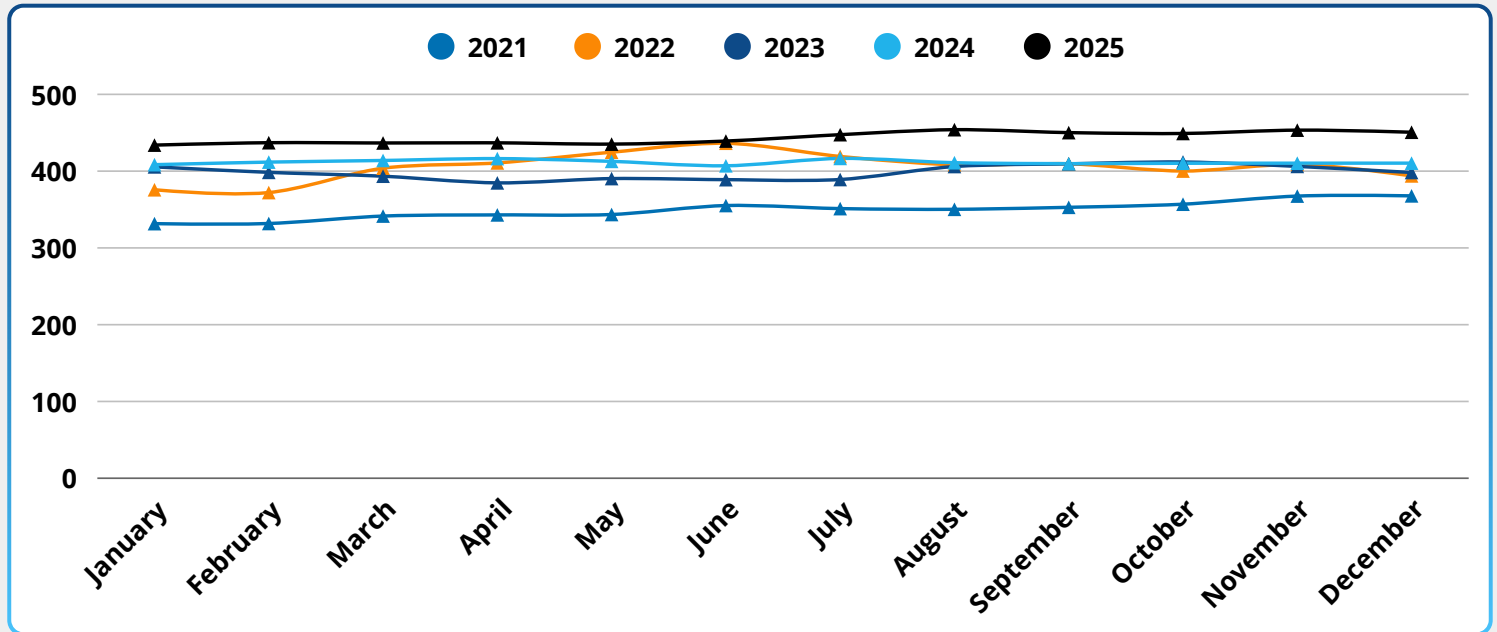
Cass freight data for January signaled continued volume softness as shipments declined versus both December and last year, while expenditures held slightly higher year over year. The takeaway for shippers is a market where demand remains muted, but cost per shipment is proving sticky, keeping pricing pressure alive in select lanes. That divergence typically reflects contractual pricing and accessorial/fuel dynamics lagging the volume cycle, so spend can stay elevated even when freight counts are falling.



LTL Producer Price Index

Source: Bureau of Labor Statistics

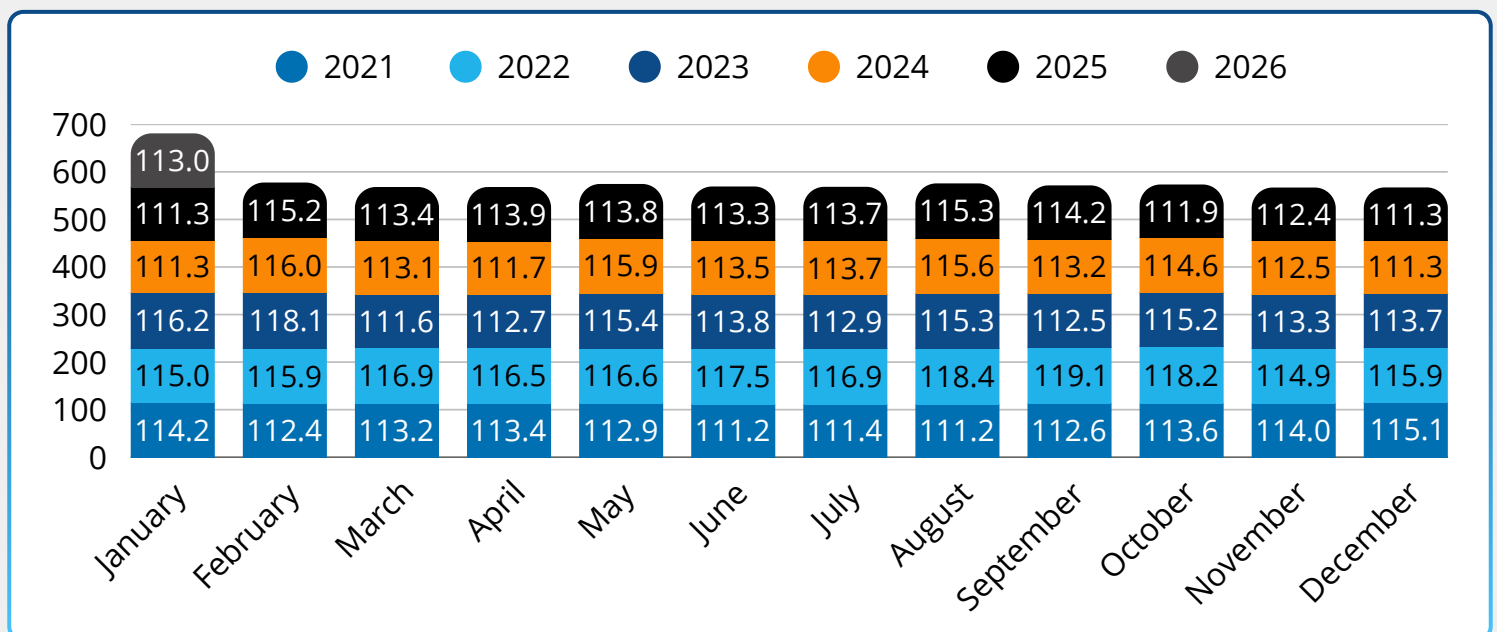
The LTL Producer Price Index remained elevated, signaling that LTL pricing is still running hotter than the broader freight market even as shipment volumes stay mixed. While month-to-month movement can fluctuate, the year-over-year trend suggests carriers continue to hold firm on base rates and accessorial-heavy cost recovery, keeping budget pressure on shippers with service-sensitive or multi-stop networks.



Truck Tonnage

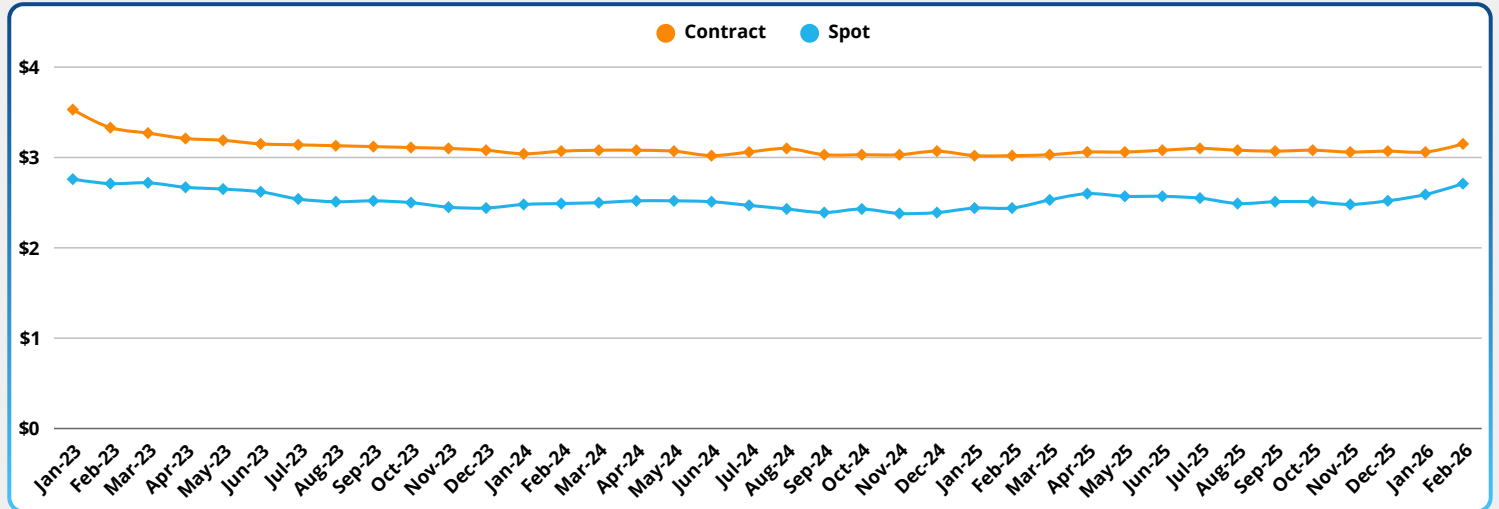
Source: American Trucking Association

ATA's seasonally adjusted truck tonnage increased 0.4% in January, with the index rising to 113.0 from 112.5 in December. Year over year, tonnage was up 0.5%, but ATA noted overall volumes remain relatively low following the sharp declines seen in late 2025. For shippers, this suggests freight demand is stabilizing modestly, while continued capacity exit can still amplify lane level tightness when disruption hits.



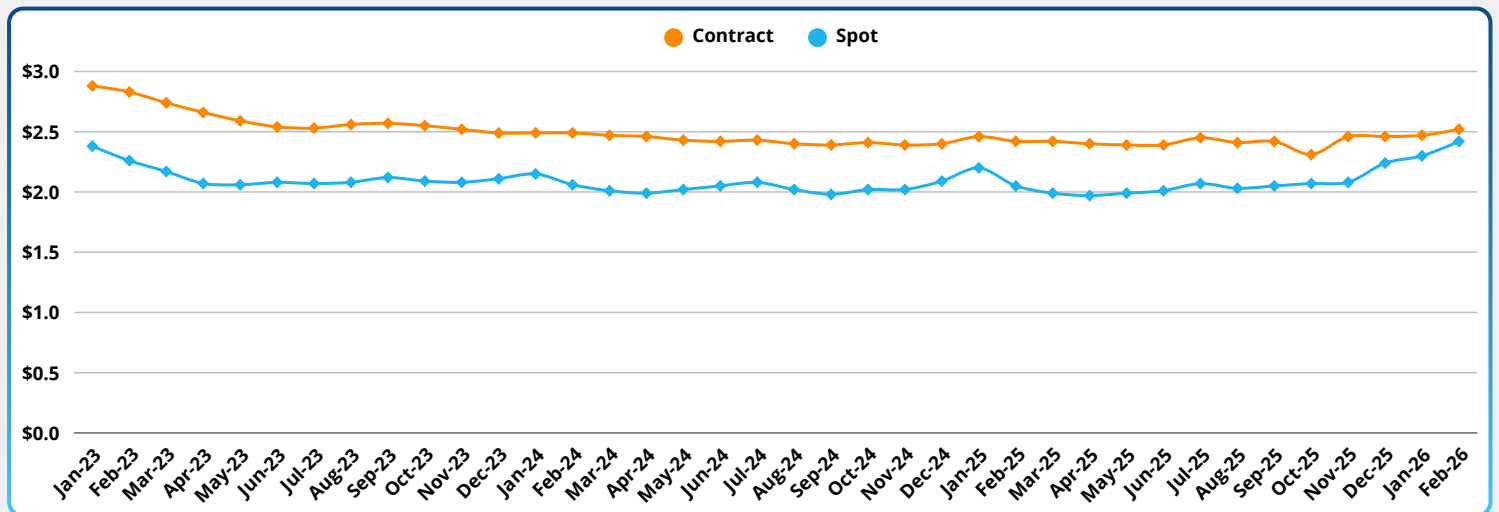
National Flatbed Rates

Source: DAT



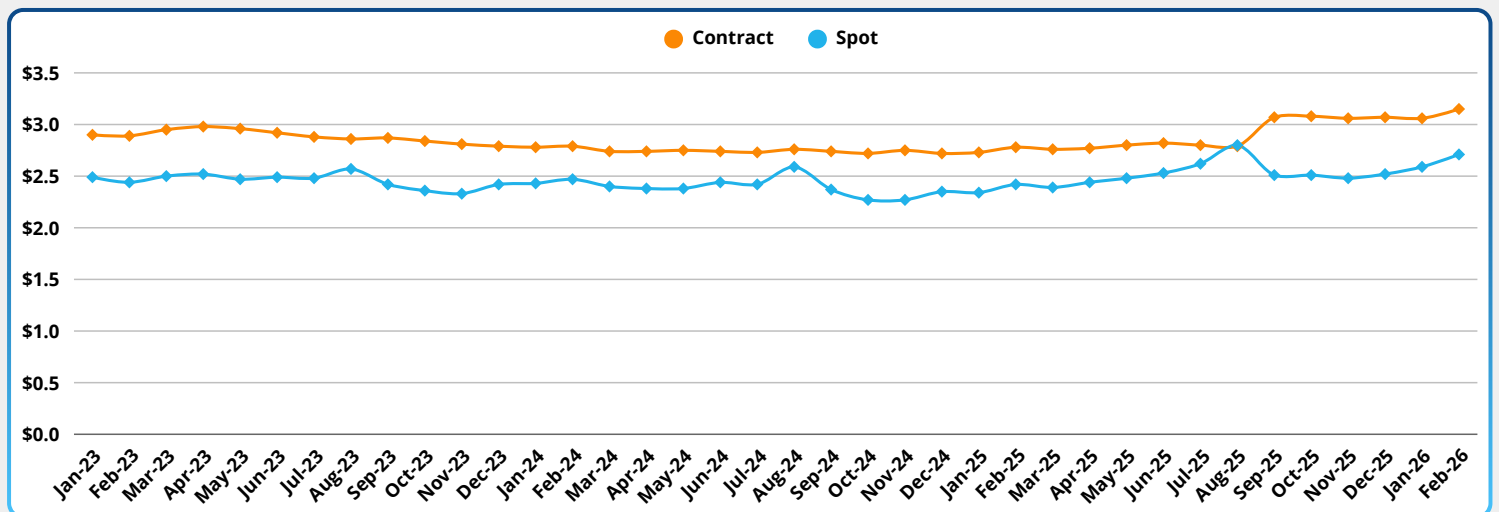
National Van Rates

Source: DAT



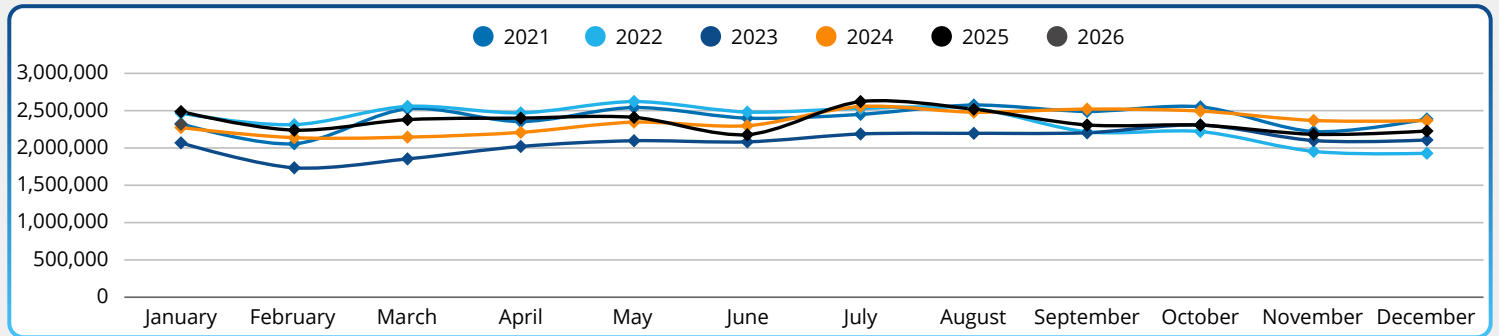
National Reefer Rates

Source: DAT



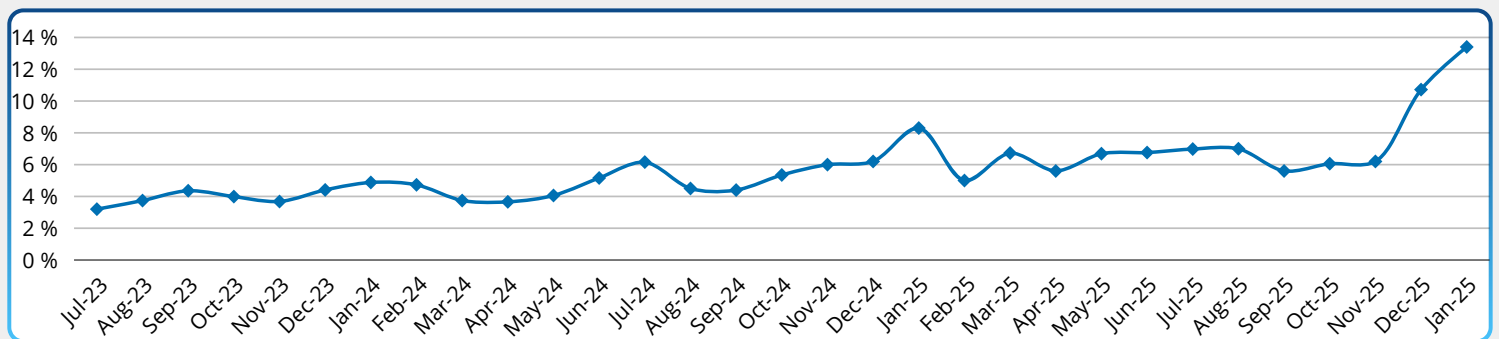
Import TEUs

Source: Descartes



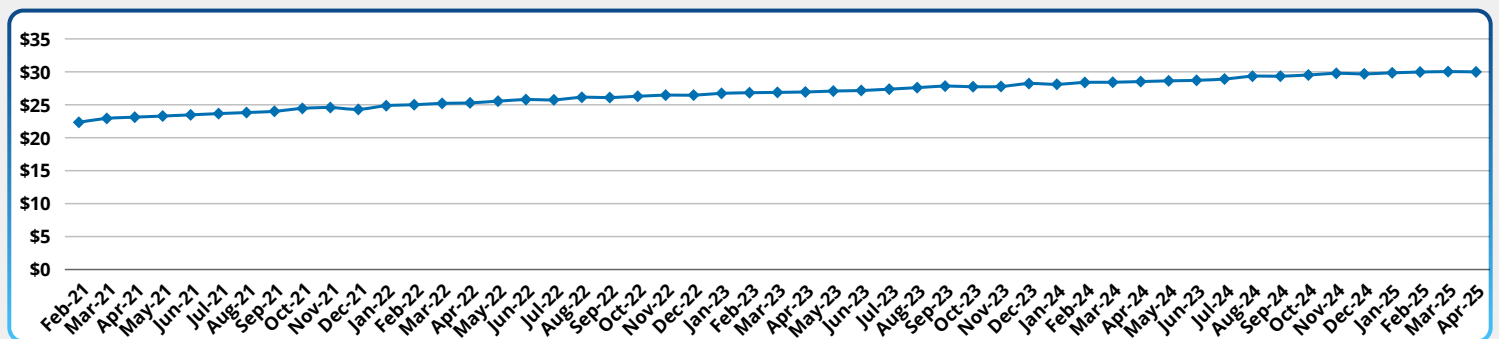
Outbound Tender Rejection Index (OTRI)

Source: FreightWaves SONAR



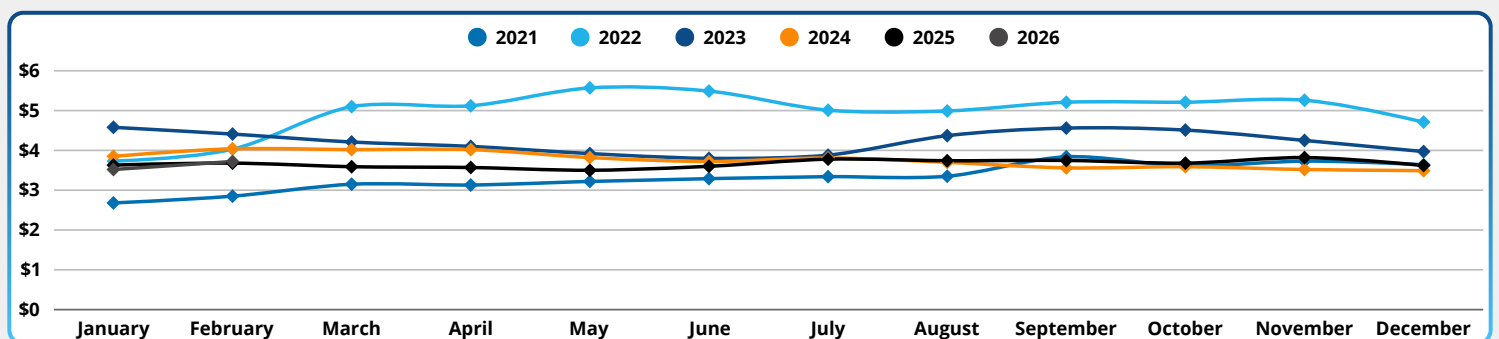
Monthly GDP (In Trillions)

Source: Bureau of Economic Analysis



US Diesel Price

Source: US EIA



Future Outlook

Freight conditions are entering 2026 on steadier footing, but performance will remain uneven by lane as networks work through post-holiday resets and winter disruption. The market is not broadly tight, yet usable capacity can shrink quickly when weather, regional imbalance, and carrier selectivity stack up. The result is a cycle of stable weeks followed by short periods of tighter service and higher spot exposure.

Shipper Playbook for the Next 30–90 Days

The best outcomes in this environment will come from disciplined execution and fewer preventable exceptions. Focus on the controllables that protect service and reduce cost creep.

- **Protect core lanes:** Lock in dependable primary coverage and confirm backup options are truly ready to run.
- **Plan for disruption weeks:** Pre-negotiate surge coverage and align internal teams on lead times and tender discipline.
- **Control accessorial:** Tighten appointment practices, manage dwell, and enforce surcharge governance to prevent avoidable spend.
- **Segment your strategy:** Treat truckload, LTL, and specialized equipment as different markets with different pricing behavior.

What We're Watching

Early warning signals will show up in carrier acceptance and pricing spreads before they show up in broader volume indicators.

- **Tender rejections:** Direction and duration of elevated rejections
- **Spot vs. contract spread:** By equipment type and key lanes
- **Import routing and inland dwell:** Shifts that add friction to drayage and inland moves
- **LTL pricing and accessorial escalation:** Ongoing inflation and surcharge creep
- **Weather and regional imbalance:** Disruption patterns that tighten service with little notice