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DRAYAGE **INDEX** *JANUARY* *2025*

FORECAST PER REGION
SPOT MARKET INDEX

**The National Drayage Spot
Market Index Increased 6%
Year Over Year.**



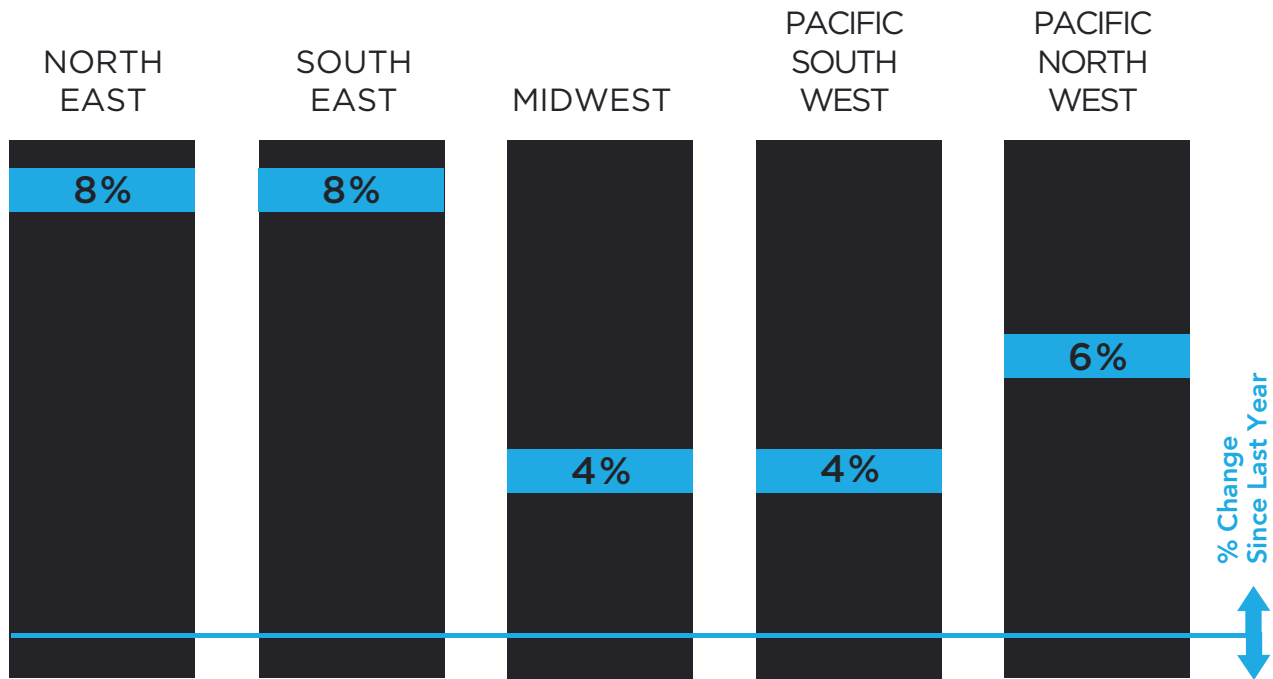


SPOT MARKET INDEX

JANUARY

The National Drayage Spot Market Index Increased 6% Year Over Year. (January 2024 vs January 2025)

NATIONAL DRAYAGE SPOT RATE YEAR-OVER-YEAR ANALYSIS



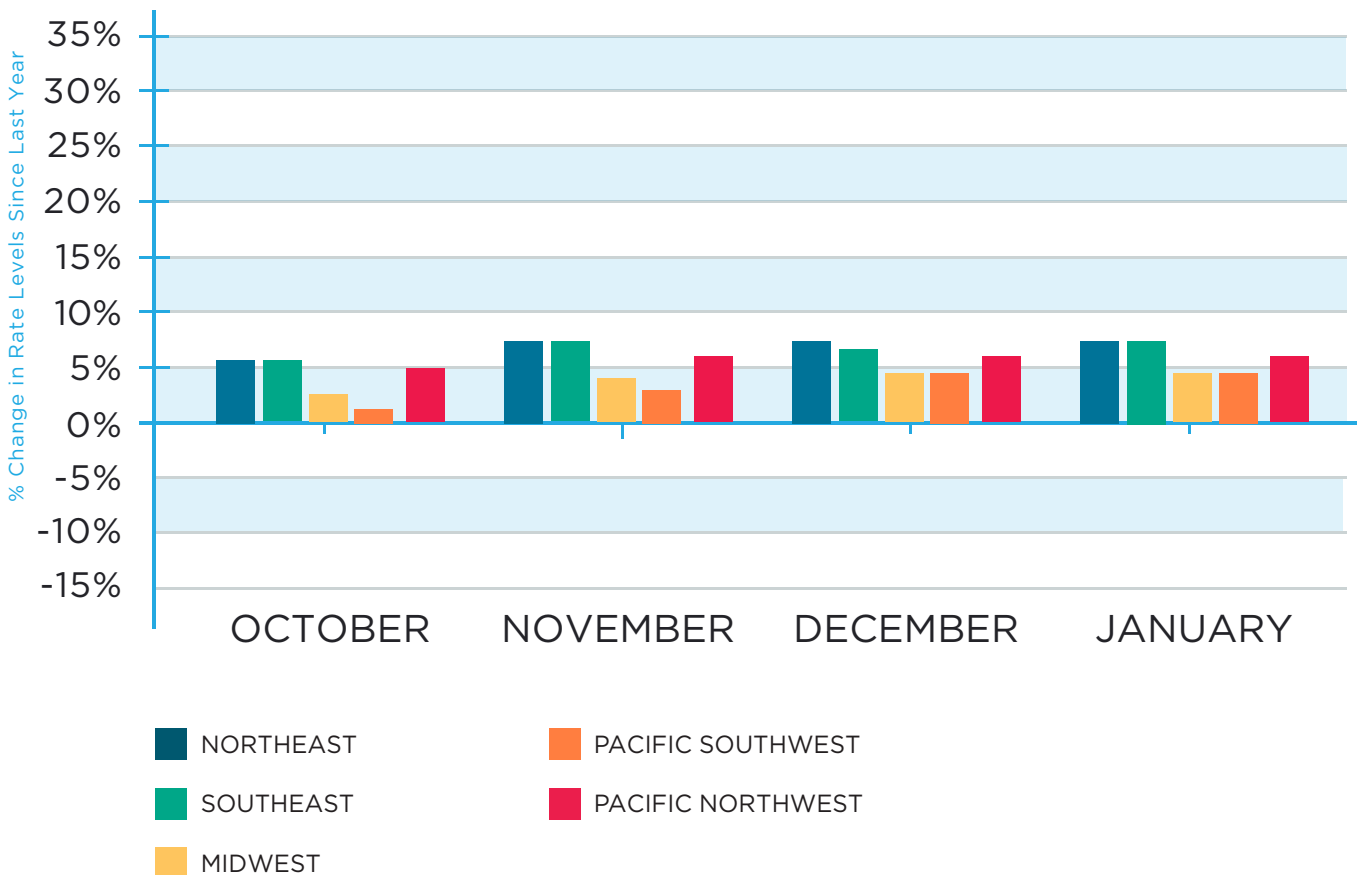


REGIONAL MONTHLY TRENDS

YEAR-OVER-YEAR

Indicating changes in Rate Levels, Capacity, Chassis Availability, and Carrier Availability Since Last Year

NATIONAL DRAYAGE SPOT RATE YEAR-OVER-YEAR ANALYSIS





REGIONAL MONTHLY TRENDS

YEAR-OVER-YEAR

Indicating changes in Rate Levels, Capacity, Chassis Availability, and Carrier Availability Since Last Year

NATIONAL DRAYAGE SPOT RATE YEAR-OVER-YEAR ANALYSIS

| | | NORTHEAST | SOUTHEAST | MIDWEST | PACIFIC SOUTHWEST | PACIFIC NORTHWEST |
|----------|----------------------|-----------|-----------|-----------|-------------------|-------------------|
| JANUARY | CAPACITY | MEDIUM | MEDIUM | GOOD | GOOD | GOOD |
| | CHASSIS AVAILABILITY | MEDIUM | MEDIUM | GOOD | MEDIUM | GOOD |
| | CARRIER AVAILABILITY | ONE WEEK | ONE WEEK | IMMEDIATE | IMMEDIATE | IMMEDIATE |
| DECEMBER | CAPACITY | GOOD | GOOD | GOOD | GOOD | GOOD |
| | CHASSIS AVAILABILITY | MEDIUM | MEDIUM | GOOD | GOOD | GOOD |
| | CARRIER AVAILABILITY | ONE WEEK | ONE WEEK | IMMEDIATE | IMMEDIATE | IMMEDIATE |
| NOVEMBER | CAPACITY | GOOD | GOOD | GOOD | GOOD | GOOD |
| | CHASSIS AVAILABILITY | MEDIUM | MEDIUM | GOOD | GOOD | GOOD |
| | CARRIER AVAILABILITY | ONE WEEK | ONE WEEK | IMMEDIATE | IMMEDIATE | IMMEDIATE |



2025 DRAYAGE RATE DATA

The National Drayage Spot Market Index has increased by 6% Year Over Year.
(January 2024 vs. January 2025)



As we step into 2025, the drayage industry is navigating a complex and transformative landscape. Labor disputes, geopolitical tensions, and evolving shipper strategies are shaping the market, presenting both challenges and opportunities for stakeholders with rates projected to be 6% higher than last year. The ongoing threat of the International Longshoremen's Association strike continues to impact East and Gulf Coast ports significantly, with demands for wage increases and automation restrictions on the table, these ports remain in a precarious position. Ocean carriers have introduced disruption surcharges of \$1000+, adding to the cost pressures faced by shippers. These disruptions have led to longer dwell times and inefficiencies across supply chains, creating a ripple effect that complicates inland freight operations. Despite these challenges, the West Coast ports are gaining a competitive edge as they enhance their operational efficiency and prepare for cargo diversions from the East Coast.

Geopolitical factors are also influencing trade routes and drayage operations. The Suez Canal has resumed its importance as a critical trade artery, but the shifting dynamics of tariffs and carrier

preferences could slow the U.S. West Coast's ability to capitalize on these gains. These delays are further straining global shipping schedules and increasing demand for efficient drayage services at U.S. ports. In response to ongoing disruptions, shippers are prioritizing drayage diversification to enhance supply chain flexibility. These adjustments are reshaping how shippers engage with drayage operators, highlighting the critical role of reliability and responsiveness in the industry.

Looking ahead, drayage rates are expected to remain elevated throughout the first quarter of 2025 due to ongoing labor challenges and geopolitical uncertainties. Seasonal fluctuations are likely to compound cost pressures, further emphasizing the importance of strategic planning and proactive adjustments by all industry participants. According to the U.S. Energy Information Administration, diesel prices have dropped by \$0.48 per gallon compared to last year, currently averaging around \$3.49 per gallon—down from \$3.97 in December 2023. This reduction offers a much-needed financial reprieve for drayage operators, helping to alleviate some pressure from rising costs elsewhere in the supply chain as we head into the new year.



HIGHLIGHTS FOR JANUARY 2025

REGIONS WITH VOLATILITY

Northeast region rates are predicted to increase by 8% as compared to last year's rates, with medium carrier availability, medium capacity, and one week chassis availability.

Southeast region rates are predicted to increase by 8% as compared to last year's rates with medium carrier availability, medium capacity, and one week chassis availability.

Pacific Northwest region rates are predicted to increase by 6% as compared to last year's rates, with good carrier availability, good capacity, and immediate chassis availability.

Pacific Southwest region rates are predicted to increase by 4% as compared to last year's rates, with good carrier availability, medium capacity, and immediate chassis availability.

Midwest region rates are predicted to increase by 4% as compared to last year's rates, with good carrier availability, good capacity, and immediate chassis availability.



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ABOUT BOOK YOUR CARGO'S DRAYAGE FORECASTING

The Book Your Cargo Drayage Index tracks data and metrics from BYC customers and partners in real-time to produce monthly rates dating back to 2016. These rates can be evaluated to accurately predict average load costs and potential delays in the coming months for drayage transportation across various North American regions.

For more information
or to book a demo,
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