

# Transportation Market Update

November 12, 2021



**SCHNEIDER**

## Transportation Market Update

Schneider's goal is to provide the latest market insights to help you navigate the ongoing market volatility.

Whether moving a critical load, keeping your supply chain going or long-term planning, Schneider remains committed to safely and securely delivering your freight.

Schneider leverages data and analytics from multiple sources to provide the most up-to-date insights available including, but not limited to, FTR, DAT, FreightWaves SONAR, Cass Information Systems, Inc., FleetOwner, FMCSA, The New York Times, ATRI and Transport Topics. For the latest information and updates, visit [Schneider's Trending Topics page](#).

## ***Join the December 9 Virtual Event: Optimize your food and beverage supply chain strategy***

The past two years have changed how people consume food and beverage products. Combined with long-term or permanent lifestyle changes, all research indicates that CPG demand will remain high long-term.

Join the expert team at Schneider, along with customer, General Mills, to learn what you can do to navigate the challenges you face every day, from the beginning to end of your supply chain. We will discuss:

- The factors to consider when choosing a food and beverage carrier.
- How to optimize your supply chain by utilizing a carrier that provides multiple services.
- How to use technology to move your freight faster and more efficiently – while increasing visibility.
- The importance of carrier sustainability in your CPG supply chain.
- How Schneider's shippers, like General Mills, have been solving to their supply chain challenges.

**[Register now](#)**



## In the news: Truckers exempt from the COVID-19 vaccine mandate

The Occupational Safety and Health Administration on Nov. 4 announced the rule mandating that private companies with 100 or more employees ensure that their workers are COVID-19 vaccinated, or if not, are tested at least weekly. The rule is set to take effect Jan. 4, 2022.

It was questioned whether this mandate applied to truckers. U.S. Labor Secretary Marty Walsh explained that it does not.

*“If you’re a truck driver and you’re outside, you’re in a cab driving by yourself, this doesn’t impact you. If you’re a worker outside working in the area, this doesn’t impact you,”* U.S. Labor Secretary Marty Walsh said on November 4.

[Read article](#)

Sources: [transporttopics.com](https://transporttopics.com); 11/8/21



## In the news: Congress clears \$1 trillion infrastructure package

The House advanced the landmark Infrastructure Investment and Jobs Act, a key pillar of President Joe Biden's Build Back Better plan, by approving a \$1 trillion infrastructure package on November 5.

The legislation is anticipated to dedicate funds to these transportation-related items:

- \$100 billion for highways and bridges
- \$66 billion for freight and passenger rail operations
- \$39 billion for transit systems

[Read article](#)



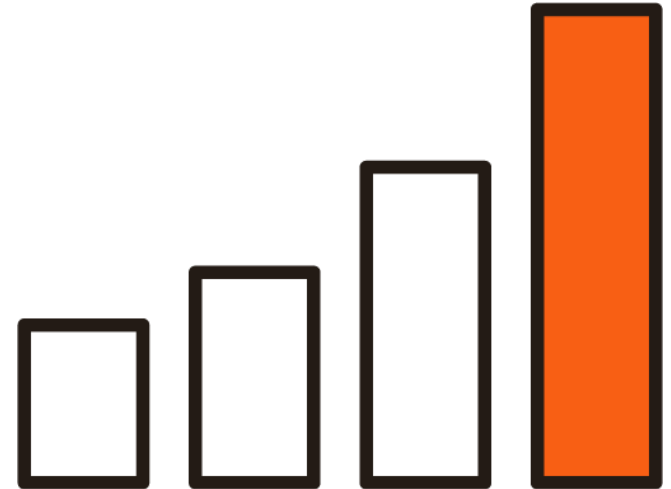
*Source: Amanda Andrade-Rhoades/Bloomberg News*

Specific to trucking, the bill will create a training and apprenticeship program for drivers younger than 21 to drive Class 8 trucks in interstate commerce. The Developing Responsible Individuals for a Vibrant Economy, or DRIVE, Safe Act, was sponsored by Sen. Todd Young (R-Ind.) and included in the legislation.

Sources: [transporttopics.com](https://transporttopics.com); 11/8/21

## In the news: Truck transportation job numbers rising toward 2019 figures

- After a Bureau of Labor Statistics report that seasonally adjusted jobs in the truck transportation sector totaled 1,515,500 for October, jobs in that sector are now running just 9,100 jobs less than where they were two years ago.
- The most significant gains in the logistics field came in the warehousing and storage sector. October seasonally adjusted figures almost surpassed 1.5 million for the first time. That was up more than 20,000 jobs from September and more than 35,000 since August. In the past year, that category has added more than 92,000 jobs.



[Read article](#)

Sources: [freightwaves.com](https://freightwaves.com); 11/8/21

## In the news: DOE provides \$128 million for electrified truck development

The U.S. Department of Energy (DOE) provided five manufacturers with \$128 million in funding to advance electrified truck technologies on Nov. 1. The recipients are Daimler Trucks North America, Ford Motor Co., General Motors, Paccar Inc. and Volvo Group North America.

The DOE Office of Energy Efficiency and Renewable Energy is providing the funding as part of its SuperTruck 3 initiative, which was launched in 2009 to improve heavy-duty truck freight efficiency. The second iteration sought to double fuel efficiency for 18-wheelers. Now in its third generation, participants will work to improve medium- and heavy-duty truck efficiencies and reduce emissions in freight transportation.

[Read article](#)



Source: John Sommers II for Transport Topics

Sources: [transporttopics.com](https://transporttopics.com); 11/8/21

## Schneider leading the way in electric trucks with Daimler North America

Beginning in 2022, Schneider will add 50 Freightliner eCascadias — the truck manufacturer’s first commercial Class 8 battery-electric truck— to its Southern California intermodal operations, making the organization one of the largest battery-electric truck fleets in North America. Schneider has plans for more BEVs and route options.

Schneider is working with Daimler Trucks North America, one of the recipients of funding to advance electrified truck technologies, from the U.S. Department of Energy.



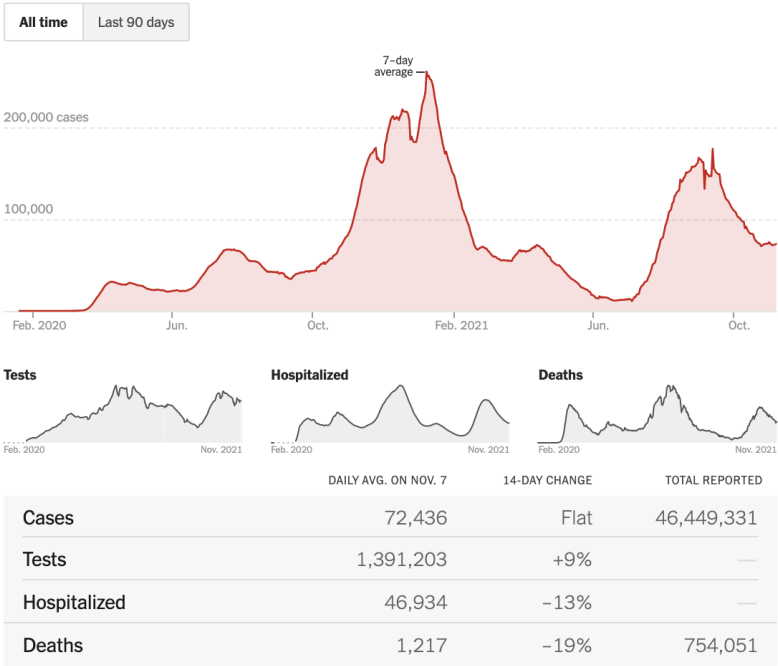
[Read the news release](#)

*“It’s the close collaboration and co-creation with our customers like Schneider that allows us to bring the best products to market,”* said Daimler Trucks North America Vice President of On-Highway Market Development Steve Mignardi.



# COVID-19 cases, hospitalizations and deaths are all on the decline. Hot spots remain in the Upper Midwest and Western parts of the U.S.

## New reported cases

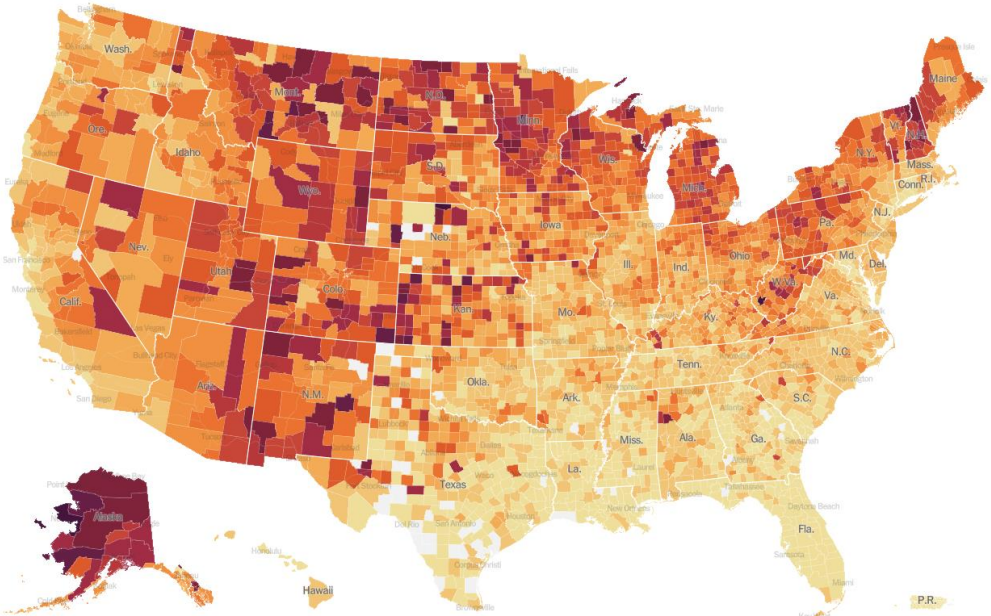


**About this data:**  
Sources: State and local health agencies (cases, deaths); U.S. Department of Health and Human Services (tests, hospitalizations). Tests, hospitalizations and deaths show seven-day averages. Hospitalization data may not yet be available for yesterday. The number of average tests is for the most recent day for which all states have reported data. 14-day change is hidden if not enough data is available to make a comparison. Figures shown are the most recent data available.

## Hot spots

AVERAGE DAILY CASES PER 100,000 PEOPLE IN PAST WEEK

10 30 50 70 100 250 FEW OR NO CASES



© mapbox

**About this data:**  
The hot spots map shows the share of population with a new reported case over the last week.

Source: [nytimes.com](https://www.nytimes.com); Updated 10/25/2021

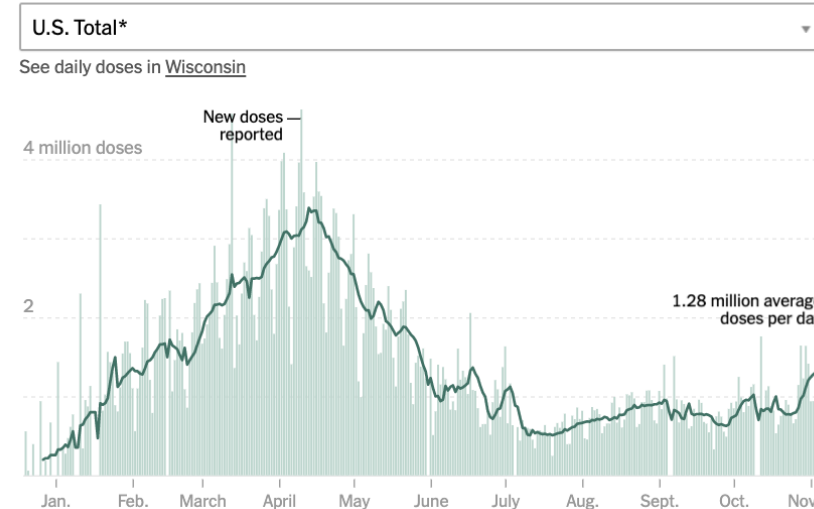
## Vaccination rates continue to be slow but consistent

More than 4.02 billion people worldwide have received a dose of a Covid-19 vaccine, equal to about 52.3 percent of the world population.

Percent of population vaccinated (11/8/21)		
	Vaccinated	Fully vaccinated
United States	67%	58%
Canada	80%	76%
Mexico	59%	49%

Providers are administering about 1.3 million doses per day on average, including first, second and additional doses, about a 62 percent decrease from the peak of 3.38 million reported on April 13.

New reported doses administered by day



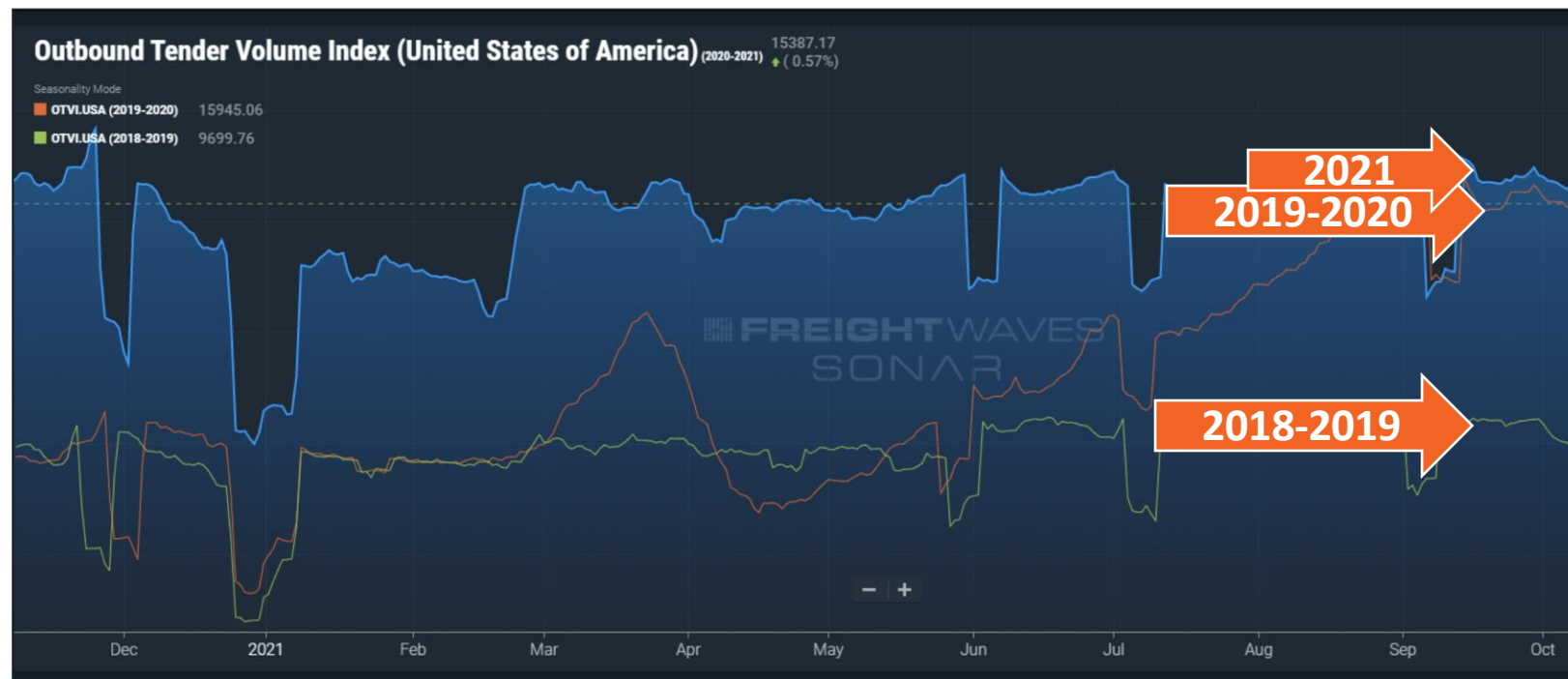
Source: Centers for Disease Control and Prevention | Note: Line shows a seven-day average. Data not updated on some weekends and holidays. Includes the Johnson & Johnson vaccine as of March 5. The C.D.C., in collaboration with the states, sometimes revises data or reports a single-day large increase in vaccinations from previous dates, which can cause an irregular pattern in the daily reported figures.

Source: [cdc.gov](#), [nytimes.com](#), [nytimes.com](#); Updated 10/25/21

**Important Reminder:** As you review the next slides and the related YoY data, keep in mind that it was in April of 2020 when we saw tender volumes and rejects begin to plummet as businesses were forced to close due to lockdowns caused by the COVID-19 pandemic. The Outbound Tender Volume Index bottomed out on April 16th at 8439.35, while Overall Outbound Tender Rejects bottomed out on April 30th at 2.57%. After this time, both volumes and rejects began their slow climb upwards to extremely elevated levels.

## Outbound Tender Volume Index

Compared to the Outbound Tender Volume Index levels during this time in the previous two years, current OTVI is 3.01% lower than 2020 and 58.72% higher than 2019.

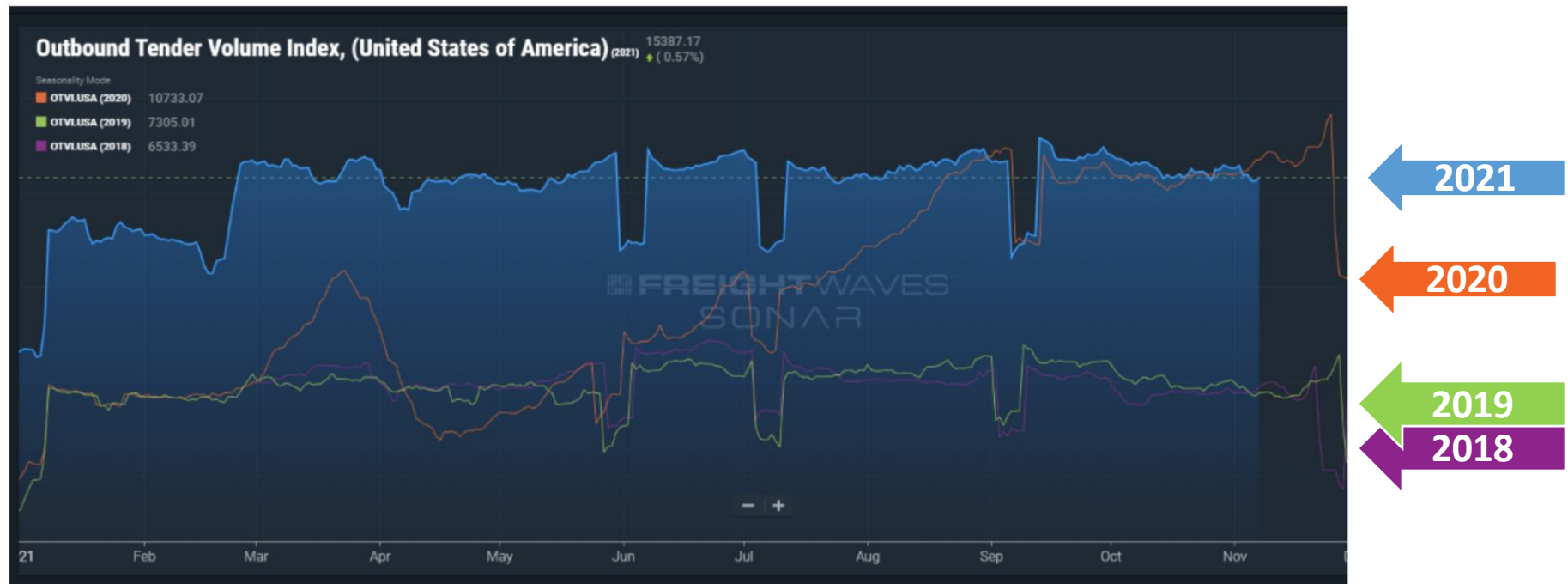


*Outbound tender volumes represent demand for capacity in the origin area. An increase in volume represents an increase in demand.*

Source: FreightWaves; Updated 11/8/2021

# Outbound Tender Volume Index

This chart combines the current year-to-date trend with full year trends from 2018-2020. You will see consistent trends in reduced outbound tender volumes during holidays. More importantly, it shows the sustained length of time that record-level outbound tender volumes have remained. Compared to the Outbound Tender Volume Index levels during this time in the previous two years, current OTVI is 3.01% lower than 2020 and 58.72% higher than 2019.



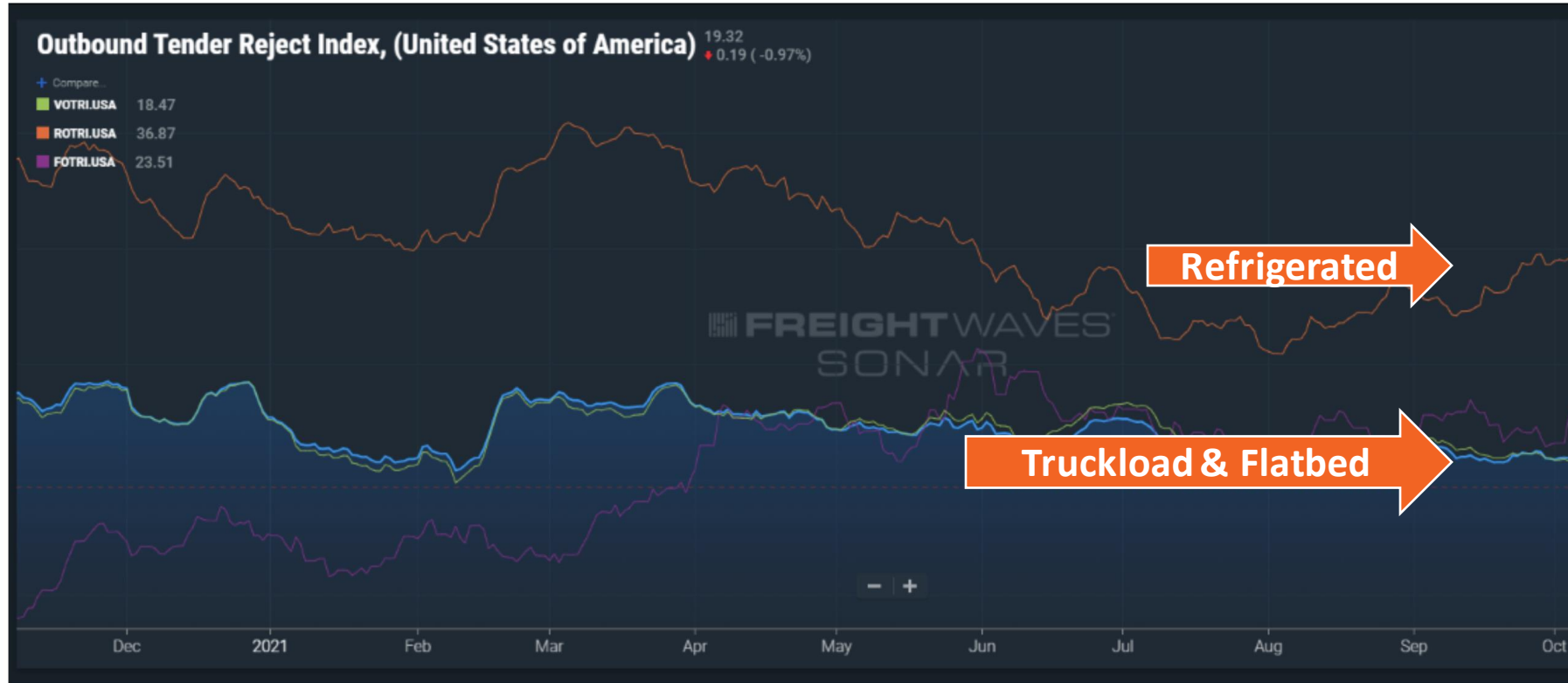
*Outbound tender volumes represent demand for capacity in the origin area. An increase in volume represents an increase in demand.*

Source: FreightWaves; Updated 11/8/2021



# Outbound Tender Reject Index

Outbound Tender Rejects are declining but are consistent at 19.32% overall. Truckload rejects are at 18.47%, Flatbed rejects are around 36.87% and Reefer rejects are highest at 23.51%.



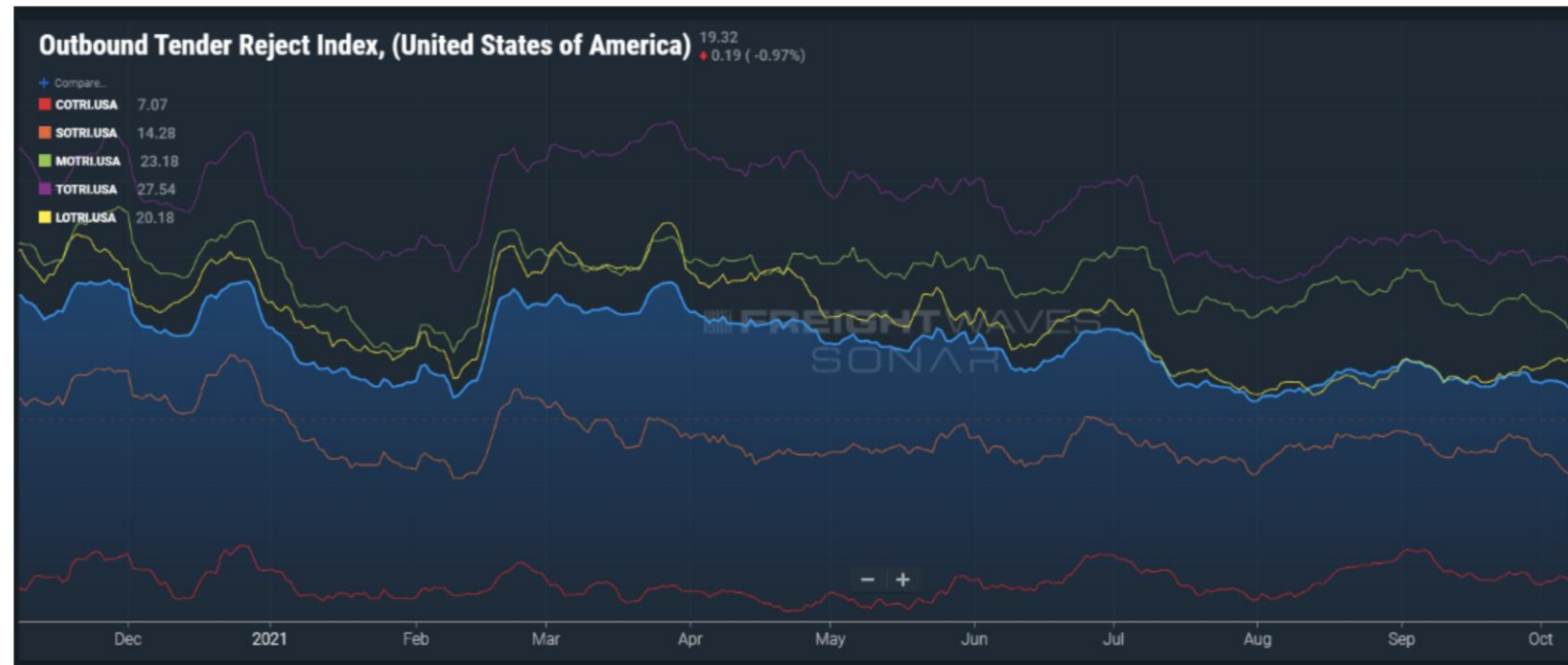
Outbound tender rejects are an indication of available capacity in the origin market of the freight. If rejections are increasing, capacity may be tightening in that area.

Source: FreightWaves; Updated 11/8/2021

## Outbound Tender Reject Index by length of haul

The graph below details outbound tender rejects based on length of haul, regardless of mode. Since our last report, rejects have stayed consistent for all lengths of haul.

**City/local (< 100 miles): 7.07%**  
**Short-haul (100-250 miles): 14.28%**  
**Mid-haul (250-450 miles): 23.18%**  
**Tweener (450-800 miles): 27.54%**  
**Long-haul (800+ miles): 20.18%**



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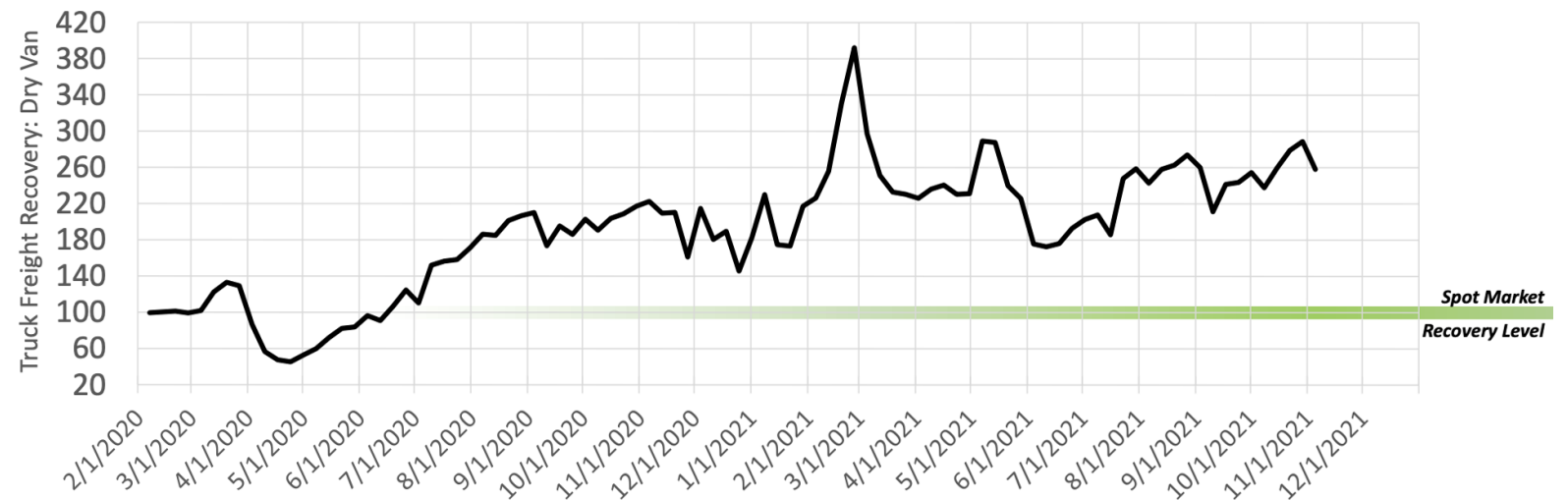
Source: FreightWaves; Updated 11/8/2021

## Truck Freight Recovery Index

The Dry Van segment fell 10.6% after three straight weeks of gains. The segment could be experiencing volatility due to supply chain constraints as the holidays approach. The index is still close to its strongest level aside from distortions earlier this year, but more than double the pre-pandemic baseline.

[Read more](#)

### COVID-19 Truck Freight Recovery Index Dry Van Spot (100 = Full recovery to pre-pandemic volumes)



Updated: 11/8/2021

Source: Truckstop.com SpotMarket Insights  
Analysis by FTR | Transportation Intelligence

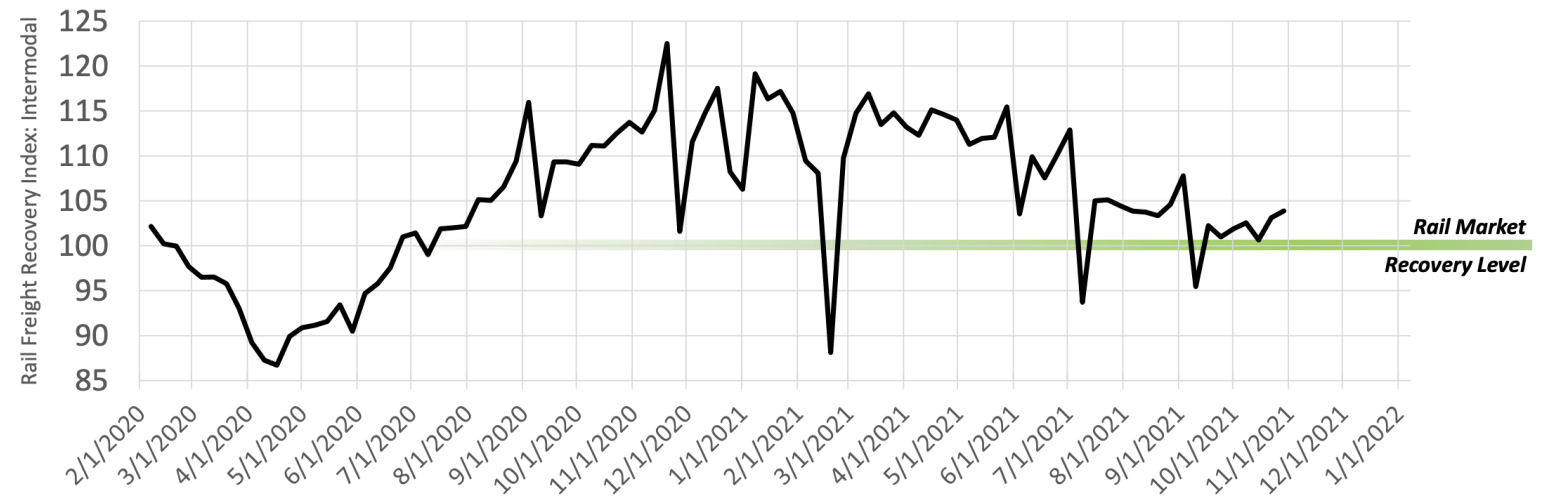
## Rail Freight Recovery Index

Intermodal increased a little in the latest week, but remains well off its previous highs and decidedly below the levels it achieved earlier this year.

[Read more](#)

### COVID-19 Rail Freight Recovery Index

N.A. Intermodal (100 = Full recovery to pre-pandemic volumes)

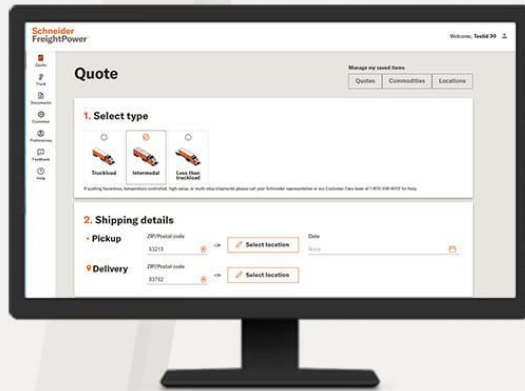


Updated: 11/3/2021

Source: Truckstop.com Spot Market Insights  
Analysis by FTR | Transportation Intelligence



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The logo consists of the word "SCHNEIDER" in a bold, orange, sans-serif font. Below the text is a thick orange horizontal bar. In the center of this bar, there is a stylized white lightning bolt or 'Z' shape that extends slightly above and below the bar.