



## Friday, May 7th, 2021

### [Seller's market for transport services may last through 2023, mega-bull Mehrotra says](#)

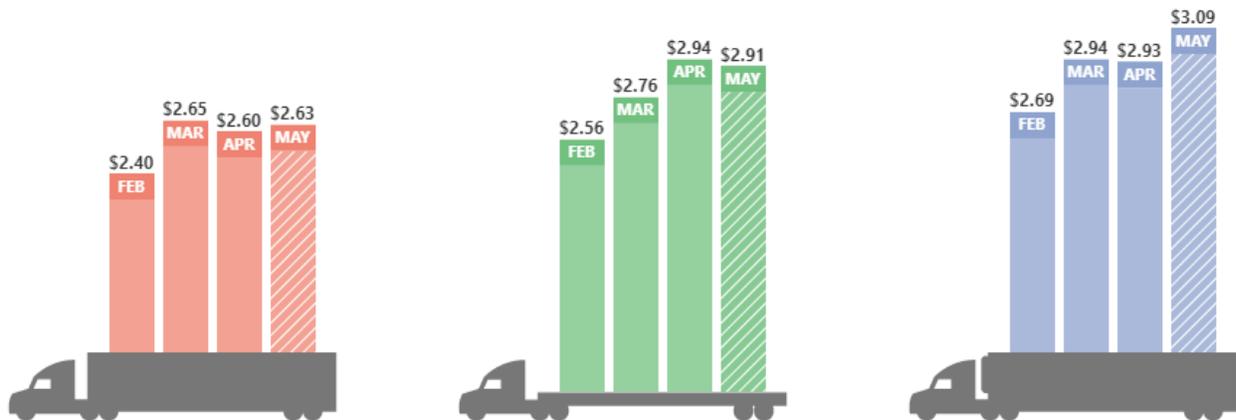
*Freight Waves, May 3<sup>rd</sup>*

“The powerful surge in demand and pricing now coursing through transport modes will last through the rest of 2021, continue through all of 2022 and could extend will into 2023, Deutsche Bank analyst Amit Mehrotra said in a note published Monday.”

### [Spot Rates are in a very different place compared to a year ago](#)

*DAT Freight & Analytics, April 21<sup>st</sup>*

“It’s been one year since the protests in Washing, DC, when distressed truckers descended on the Capitol to protest low freight rates. The average spot market van rate is now almost \$1.00 higher per mile than it was back then. Van rates cooled last week, but reefer continues to heat up and flatbed is on fire. In what can only be described as an unprecedented flatbed rate rally, the national average rate continued climbing last week, moving up another 4 cents.



National Spot Rates: Van, Flatbed, Reefer

### [Holistic approach helps shippers cope with driver shortage](#)

*Freight Waves, May 3<sup>rd</sup>*

“The infamous driver shortage-or driver squeeze- has been a hot-button issue across the transportation industry for years. The lack of qualified drivers, coupled with sky-high turnover-has affected every segment of the industry. While the impact on carriers is most apparent, shippers have been tasked with navigating related challenges, including capacity constraints.”

### [How Port Congestion Is Impacting Truckers in 2021](#)

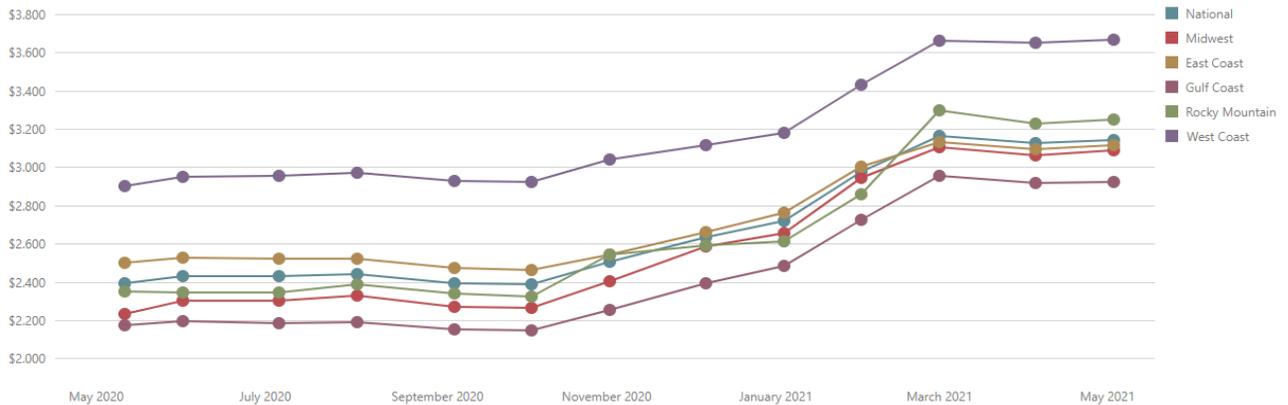
*ATG Fuel for Thought, April 29<sup>th</sup>*

While port congestion is nothing new, 2021 has seen record-setting backlogs in the flow of incoming cargo to the United States. Typically, the slowest month for shipping, March was nothing short of madness, with west coast ports seeing unprecedented cargo volumes. Other U.S. ports, including Savannah, are seeing the residual impact from overflows at larger ports (Long Beach and Los Angeles), and it will likely be months before the congestion shows any signs of easing.”



## Weekly US Diesel Fuel Update

*Logistic Dynamics, May 4<sup>th</sup>*



## Saia to add more than 500 drivers and 300 dockworkers

*Freight Waves, May 4<sup>th</sup>*

“Several LTL carriers have announced hiring sprees. Less-than-truckload carrier Saia announced Tuesday it would be hiring more than 500 Class A CDL drivers and 300 dockworkers in the coming weeks. The company said the hiring blitz was in response to elevated demand and its expansion initiatives. The recruitment campaign includes a \$1,500 driver referral program, driver sign-on bonuses of \$7,500 in some markets and a dock-to-driver training program with \$5,000 in incentives.”

## **NEWS FROM OUR ARIZONA OFFICE:**

### Arizona’s right-to-work law threatened by federal PRO Act

*AZ Big Media, May 5<sup>th</sup>*

“Legislation passed by the U.S. House of Representatives would overturn Arizona’s right-to-work law that has been in place for 75 years, stirring alarm among business groups here and in other states with similar laws. Advocacy groups like the U.S. Chamber of Commerce are calling on the senate to reject the anti-jobs proposal, saying it would hurt employees, employers, independent contractors and freelancers.”

### CIS Global expands HQ in Tucson, will add 100 jobs

*AZ Big Media, May 5<sup>th</sup>*

“CIS Global, a manufacturer of linear motion slides and power distribution products for the IT, Data Center, and Consumer Appliance sectors, announces plans to expand its headquarters in Tucson, Arizona. CIS Global plans to lease 31,730 square feet at 1601 West Commerce Court to accommodate administrative offices and a new production facility. The new headquarters will include an expansion of 100 jobs, primarily in production, quality control, operations management, and engineering.”