
ITG
TRANSPORTATION SERVICES INC.
Weekly Domestic Freight Report
DECEMBER 20, 2023
Provided as a courtesy using data and charts compiled by:
FREIGHTWAVES
SONAR

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OUTBOUND VOLATILITY – MOST VOLATILE MARKETS

Outbound volatility refers to the increase or decrease in the current value versus the 365 day rolling average. The breakout of the markets via the gauges shows the 52 week high/low in comparison to the current value.

Primary Market City	SONAR Market Code	US Market Share %	Outbound Volume Volatility	Outbound Reject Volatility	Headhaul Volatility	Tender Lead Time Volatility
Atlanta, GA	ATL	3.654%	5.12% 420.17	Strong Increase 1.14% 3.23	Strong Increase 43.59% 17.17	-0.01% 2.81
Dallas, TX	DAL	3.171%	-2.34% 364.58	0.28% 1.83	1.22% 97.48	-0.05% 2.75
Houston, TX	HOU	2.729%	-0.61% 313.80	-0.02% 2.07	-3.02% -21.75	0.05% 3.69
Detroit, MI	DTW	2.581%	-1.47% 296.71	0.08% 2.32	9.32% -11.07	-0.03% 3.60
Elizabeth, NJ	EWR	2.573%	-5.60% 295.86	Strong Increase 1.25% 3.06	10.18% 72.93	0.02% 2.85
Los Angeles, CA	LAX	2.330%	-5.13% 267.86	Moderate Increase 0.94% 4.53	-5.09% 79.49	-0.00% 2.40
Columbus, OH	CMH	2.166%	2.19% 249.01	Moderate Increase 1.06% 6.29	13.76% 15.49	-0.01% 3.13
Chicago, IL	CHI	1.913%	3.22% 219.94	Strong Increase 0.88% 3.43	8.48% 73.39	Moderate Increase 0.06% 2.95
Ft Worth, TX	FTW	1.881%	6.49% 216.30	0.12% 1.88	Moderate Increase 25.43% 6.61	-0.05% 2.96
Charlotte, NC	CLT	1.720%	4.44% 197.79	Moderate Increase 0.81% 4.74	-2.48% -46.38	0.00% 2.70

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OUTBOUND TENDER VOLUME INDEX

Outbound Tender Volume is the current percentage change versus 365 day's rolling average. The breakout of the markets via the gauges shows the 52 week high/low in comparison to the current value.



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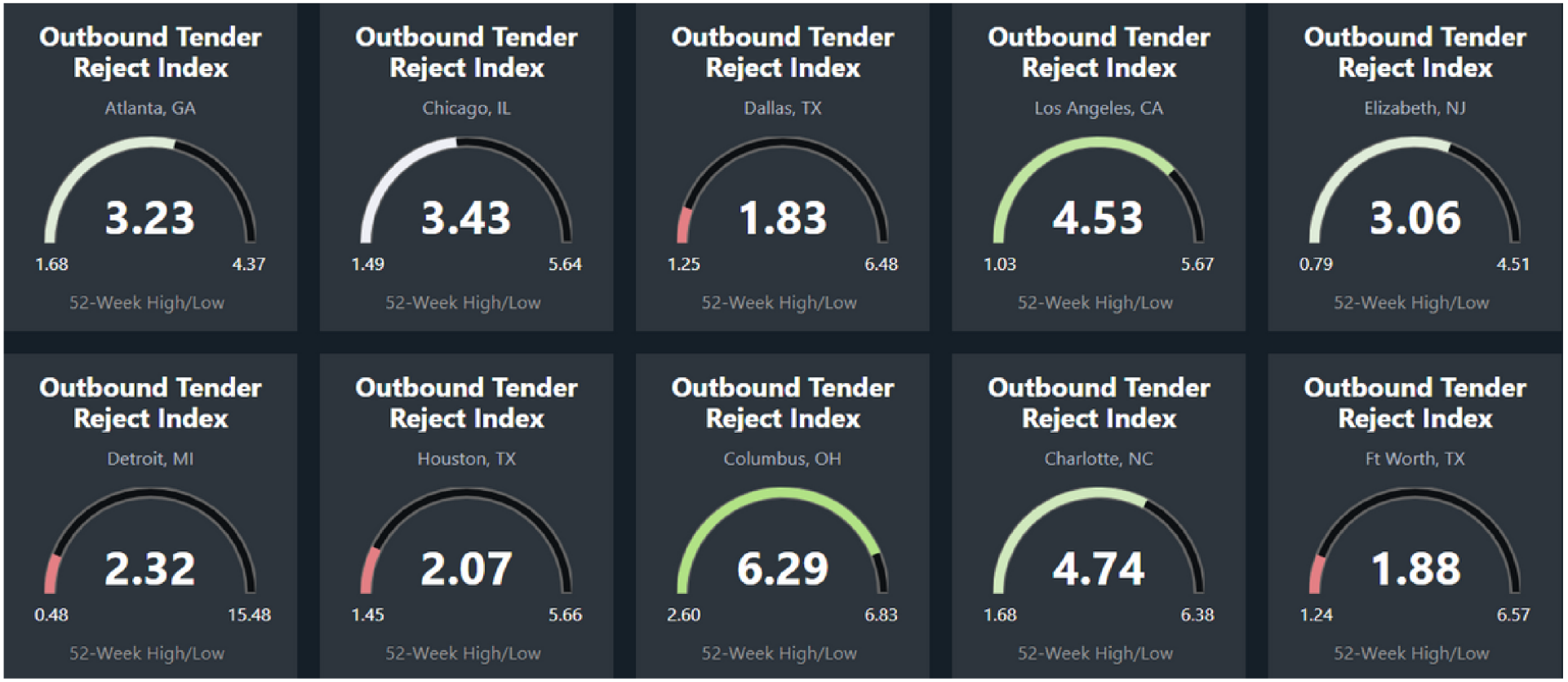
OUTBOUND TENDER REJECTION INDEX

Outbound Tender Reject is the current percentage change versus 365 day's rolling average. The breakout of the markets via the gauges shows the 52 week high/low in comparison to the current value.



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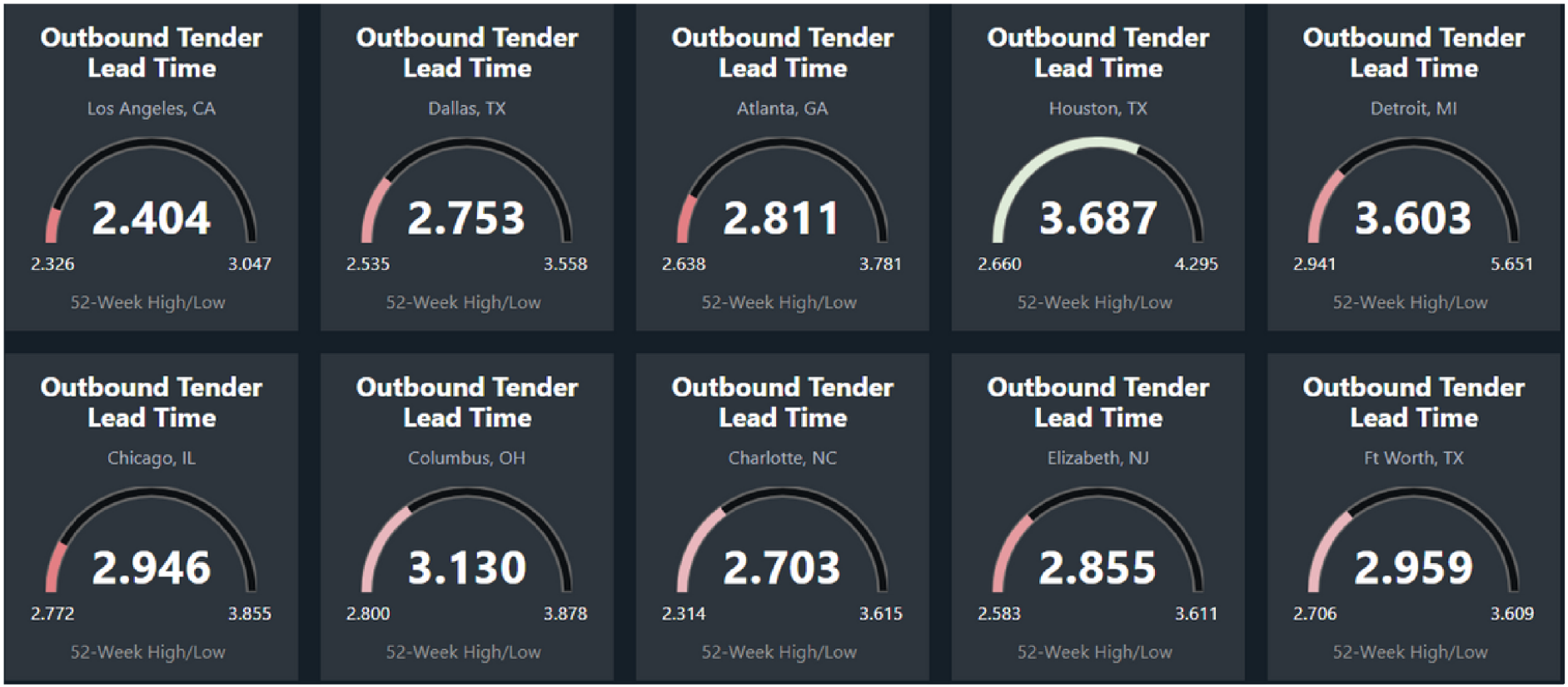
OUTBOUND TENDER LEAD TIME

Tender lead time helps to measure shipper sentiment. In most cases, when shippers see potential problems with capacity or an incline in spot rates, they will tend to extend their lead time which, in many cases, allows the carrier to reposition their equipment to avoid spikes in the spot market. Typically, around holidays, severe weather events, etc., shippers will extend their lead time in order to ensure coverage and attempt to avoid increases in the spot market.



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