

Triumph Broker Buy Rate Index

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\$3.78	\$3.39	\$2.92
FLATBED	REEFER	VAN

Triumph Broker Buy Rate Index Y/Y

48.0%	43.8%	45.1%
FLATBED	REEFER	VAN

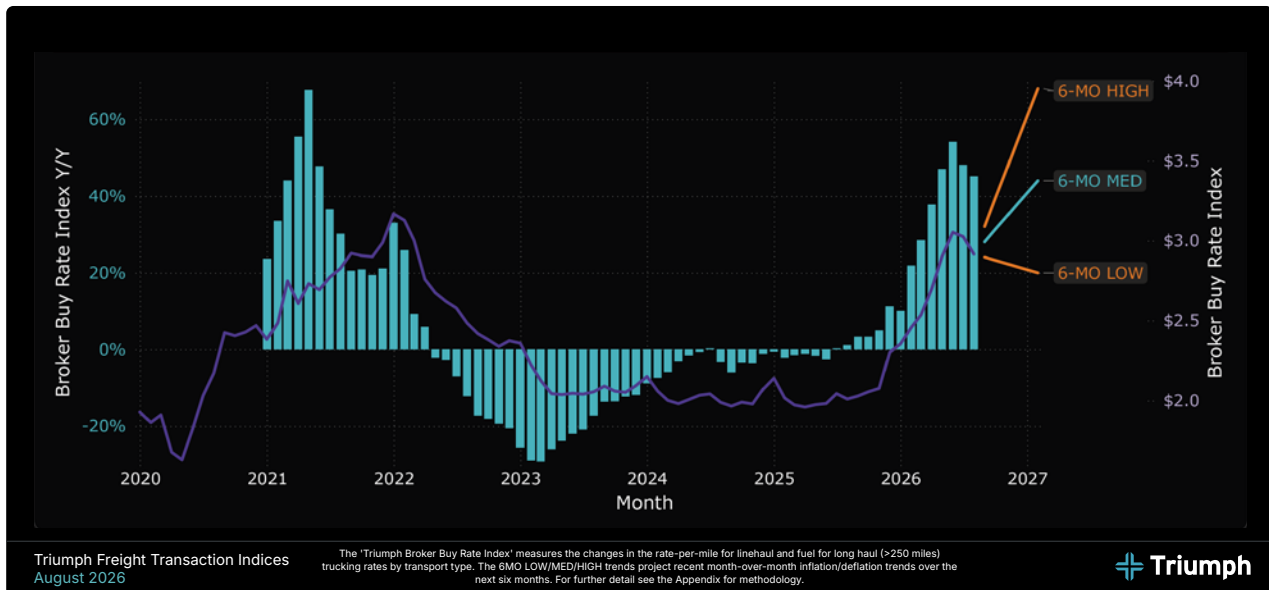
Triumph Broker Buy Rate Index M/M

-5.0%	-0.5%	-3.6%
FLATBED	REEFER	VAN

Summary

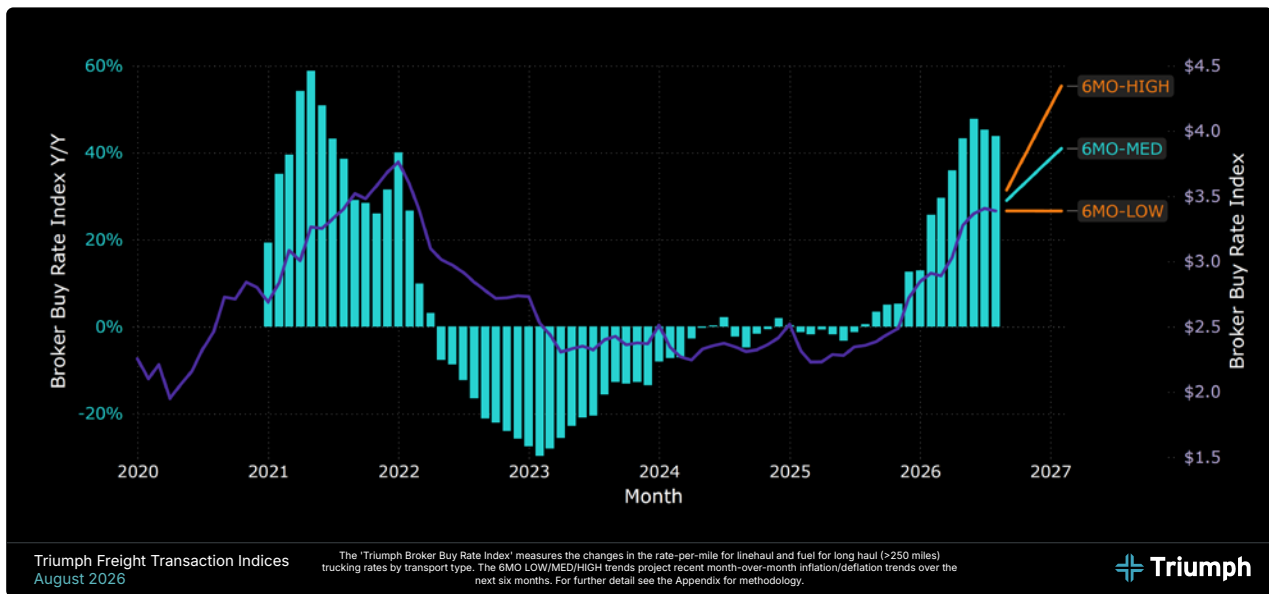
Truckload rates remain materially higher year over year, but August extended the pause in the sharp month-over-month inflation that defined the first half of 2026. Van, flatbed, and reefer markets all cooled from July levels. Sequentially, the Triumph Broker Buy Rate declined 3.6% for van and 5.0% for flatbed, while reefer rates eased only modestly, down 0.5% month over month. An early Q3 seasonal pause is typical in trucking markets and often precedes stronger demand later in the year. The key question for the market is whether rate inflation will reignite as seasonal demand strengthens into Q4 2026.

Van: Broker Buy Rate Index



Through June, van rates rose faster than they did during the COVID-era freight cycle, reaching \$3.05 per mile for linehaul and fuel. By August, rates had declined to \$2.92. Given the regulatory and enforcement actions still in play, the sequential decline was somewhat notable, though it is consistent with the typical early-Q3 demand slowdown. The widening gap on the 6-month moment range illustrates the effect of the recent month over month rate deflation.

Reefer: Broker Buy Rate Index



Reefer rates were effectively flat from July to August, slipping from \$3.40 in July to \$3.39 nationally. Regional indicators show deflationary trends in southern regions offset by inflationary trends in the north driven in part by northbound seasonal produce demand.

Flatbed: Broker Buy Rate Index



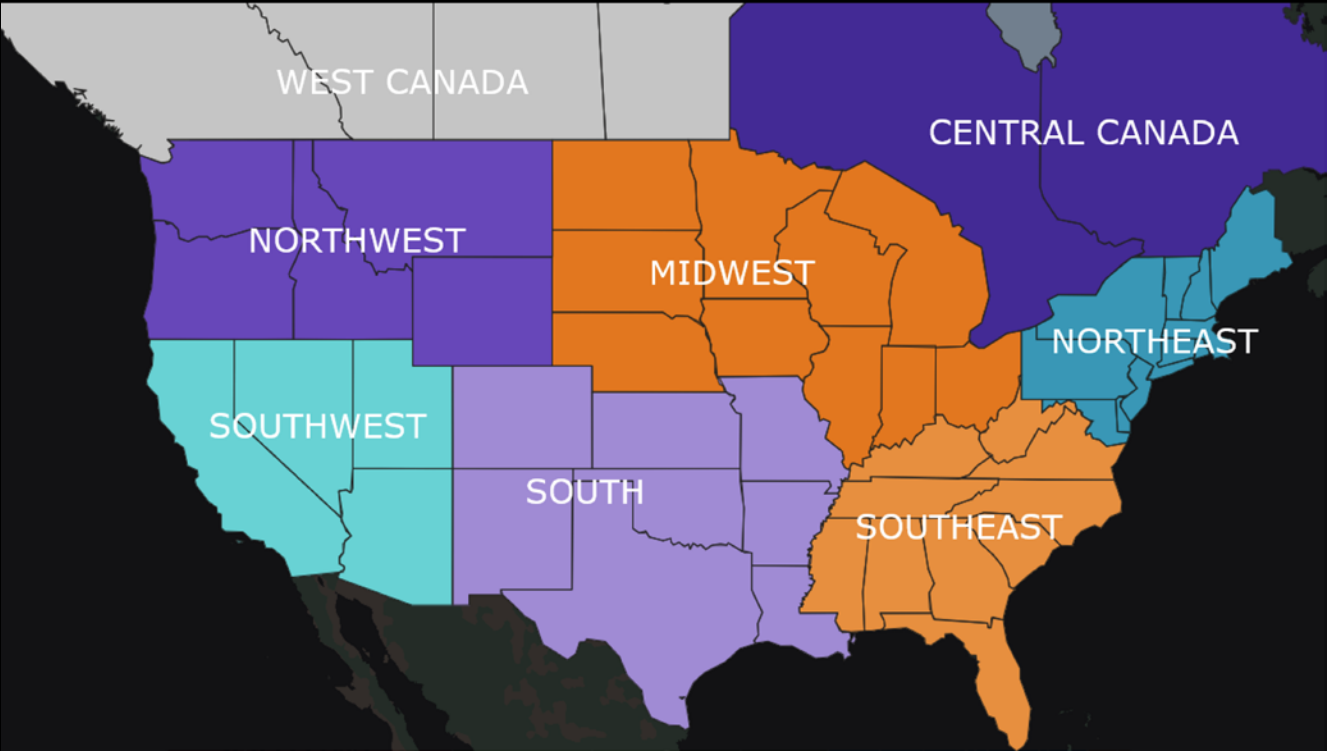
Flatbed rates showing typical Q3 seasonality declined 5.0% in August after record spring increases of 11.7% in March and 13.9% in April. Although seasonal easing is expected later in the year, flatbed continues to show the strongest year-over-year inflation among the major equipment types, with rates up 52.1% from July 2025.

TRIUMPH BROKER BUY RATE

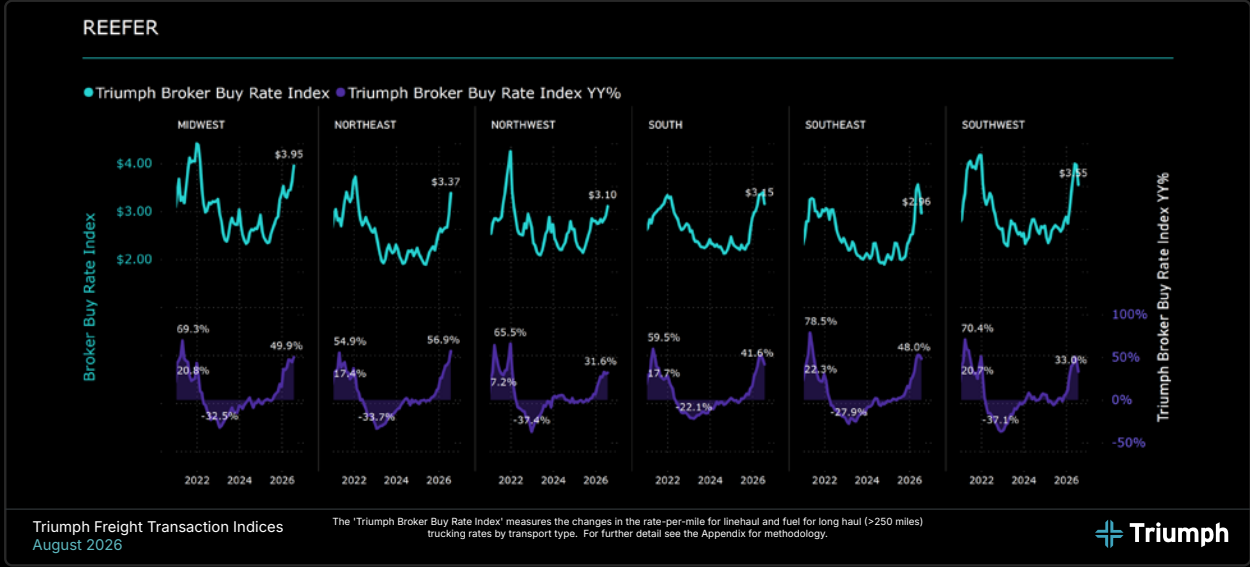
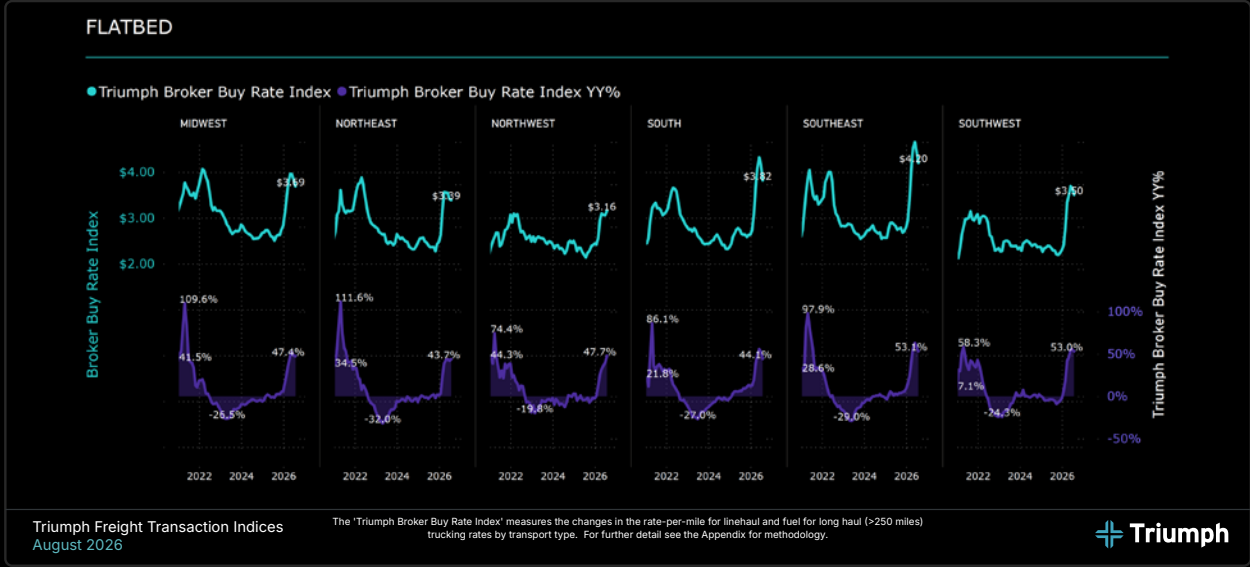
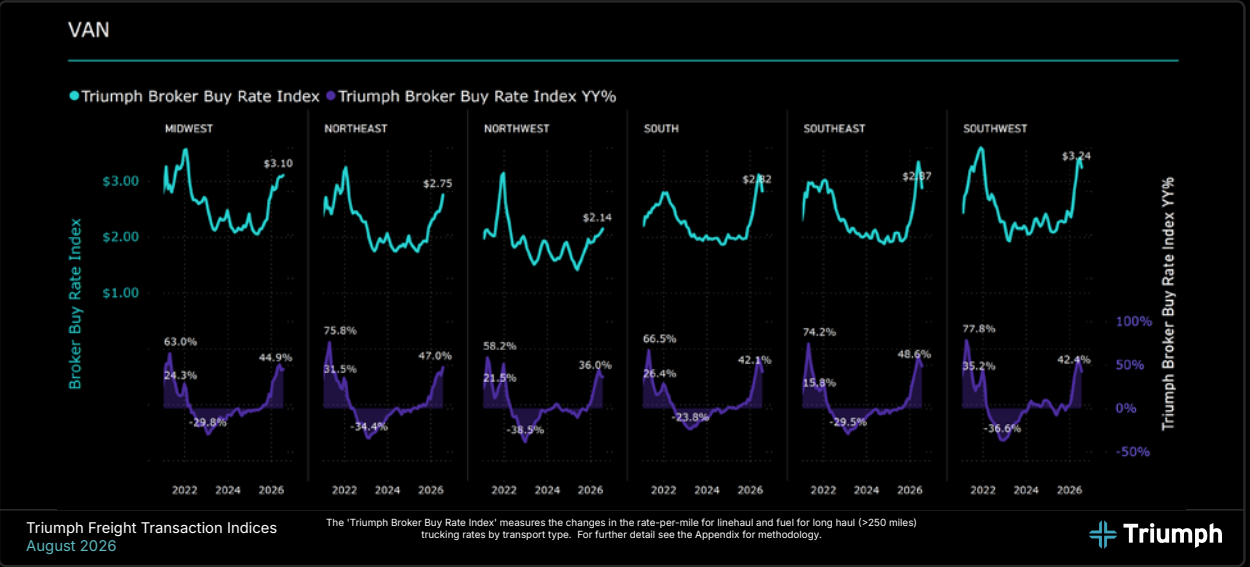
Regional Summary

FLATBED						REEFER						VAN					
REGION	Broker Buy RPM	M/M Change	M/M%	Y/Y Change	Y/Y%	REGION	Broker Buy RPM	M/M Change	M/M%	Y/Y Change	Y/Y%	REGION	Broker Buy RPM	M/M Change	M/M%	Y/Y Change	Y/Y%
MIDWEST	\$3.82	(\$0.13)	-3.4%	\$1.24	47.9%	MIDWEST	\$3.63	\$0.18	5.3%	\$1.11	44.1%	MIDWEST	\$3.07	(\$0.01)	-0.2%	\$0.93	43.7%
NORTHEAST	\$3.41	(\$0.13)	-3.7%	\$1.01	41.9%	NORTHEAST	\$2.94	\$0.28	10.4%	\$0.92	45.2%	NORTHEAST	\$2.55	\$0.10	4.2%	\$0.71	38.2%
NORTHWEST	\$3.06	(\$0.01)	-0.2%	\$0.87	39.5%	NORTHWEST	\$2.90	\$0.07	2.4%	\$0.68	30.4%	NORTHWEST	\$2.08	\$0.04	2.0%	\$0.57	37.3%
SOUTH	\$4.17	(\$0.14)	-3.3%	\$1.44	52.5%	SOUTH	\$3.39	\$0.03	1.0%	\$1.09	47.4%	SOUTH	\$3.07	(\$0.04)	-1.2%	\$1.05	52.2%
SOUTHEAST	\$4.45	(\$0.20)	-4.4%	\$1.63	57.8%	SOUTHEAST	\$3.36	(\$0.19)	-5.4%	\$1.15	52.1%	SOUTHEAST	\$3.18	(\$0.16)	-4.7%	\$1.11	53.9%
SOUTHWEST	\$3.64	(\$0.05)	-1.4%	\$1.30	55.4%	SOUTHWEST	\$3.96	(\$0.02)	-0.6%	\$1.25	46.2%	SOUTHWEST	\$3.41	\$0.05	1.6%	\$1.15	51.1%

Regional Legend

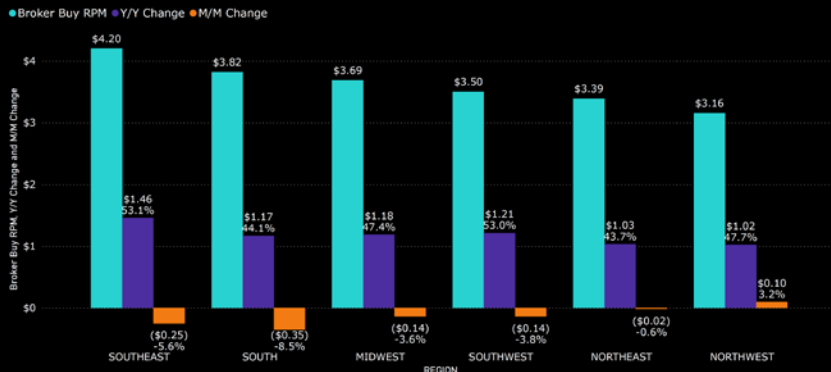


Reefer: Broker Buy Rate Regional Long-Term Trends



Triumph Regional Broker Buy Rate Summary by Equipment Type – August 2026

FLATBED



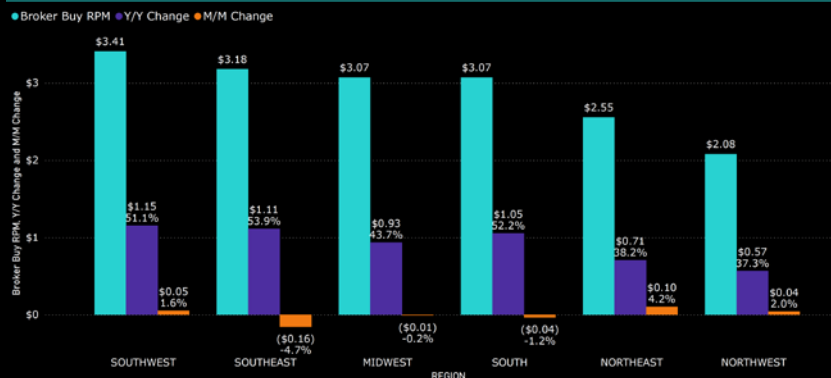
Triumph Freight Transaction Indices
August 2026

The 'Triumph Broker Buy Rate Index' measures the changes in the rate-per-mile for linehaul and fuel for long haul (>250 miles) trucking rates by transport type. For further detail see the Appendix for methodology.



Flatbed showing month over month reductions in all markets except the Northwest. Most significant slowing in Southeast and South regions. Year over year inflation remains over \$1 for all markets.

VAN



Triumph Freight Transaction Indices
August 2026

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Van showing greatest month over month slowing in Southeast markets.

REEFER



Triumph Freight Transaction Indices
August 2026

The 'Triumph Broker Buy Rate Index' measures the changes in the rate-per-mile for linehaul and fuel for long haul (>250 miles) trucking rates by transport type. For further detail see the Appendix for methodology.



Reefer showing clear differences between northern and southern markets with Northeast, Northwest and Midwest in positive month over month figures.

Triumph Broker Buy Rate Index Methodology:

Curation Filtration Methods	Miles > 250 Miles. Lower lengths of haul are not linear to distance, and create short haul related noise. Rates are filtered out beyond a 5-95 percentiles range for each transport type on a month basis to trim spurious data
Geographic Scope	US 48 Canadian shipments contain either currency issues, roundtrip pricing or other Canada specific issues/anomalies in trucking.
Transport Type	Dry/Flatbed/Reefer
Calculation	$\text{Sum}(\text{carrier costs}) / (\text{sum}(\text{valid distances}) \text{ by month})$
6MO LOW/MED/HIGH	These values project rates based on recent inflation/deflation trends over the next six months. The LOW and HIGH trends are calculated by averaging the three lowest and three highest month-over-month values, respectively, from the trailing six months and applying those rates over the next six months. MED trend is just the average inflation rate from the prior six months applied six months out. This method captures market momentum when month-over-month inflation or deflation has persisted after a market turn.

To see the full Triumph Freight
Transaction Indices

Go to triumph.io/solutions/triumph-market-insights