

Triumph Freight Transaction Indices

August 2026



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Triumph Broker Buy Rate Index

\$3.78

FLATBED

\$3.39

REEFER

\$2.92

VAN

Triumph Broker Buy Rate Index Y/Y

48.0%

FLATBED

43.8%

REEFER

45.1%

VAN

Triumph Broker Buy Rate Index M/M

-5.0%

FLATBED

-0.5%

REEFER

-3.6%

VAN

Triumph Broker Margin Index

14.7%

FLATBED

11.0%

REEFER

13.7%

VAN

Triumph Broker Margin Index Y/Y

0.1%

FLATBED

-1.1%

REEFER

0.7%

VAN

Triumph Broker Margin Index M/M

1.6%

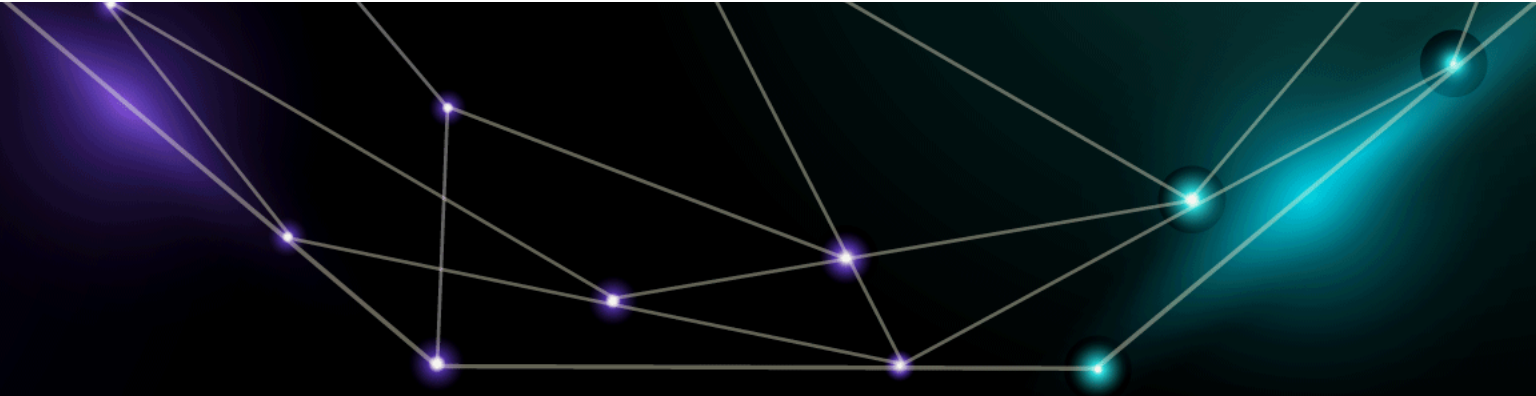
FLATBED

1.1%

REEFER

2.1%

VAN



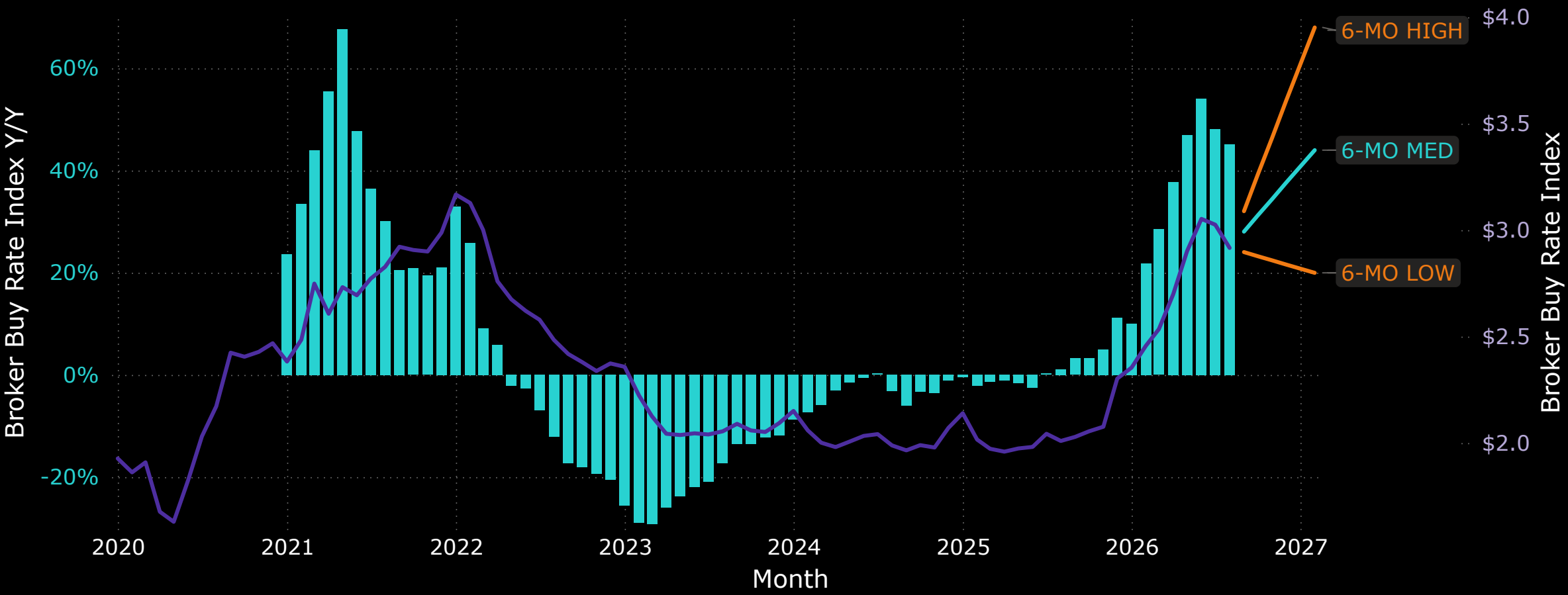
Triumph Freight Transaction Indices

Triumph Broker Buy Rate Index

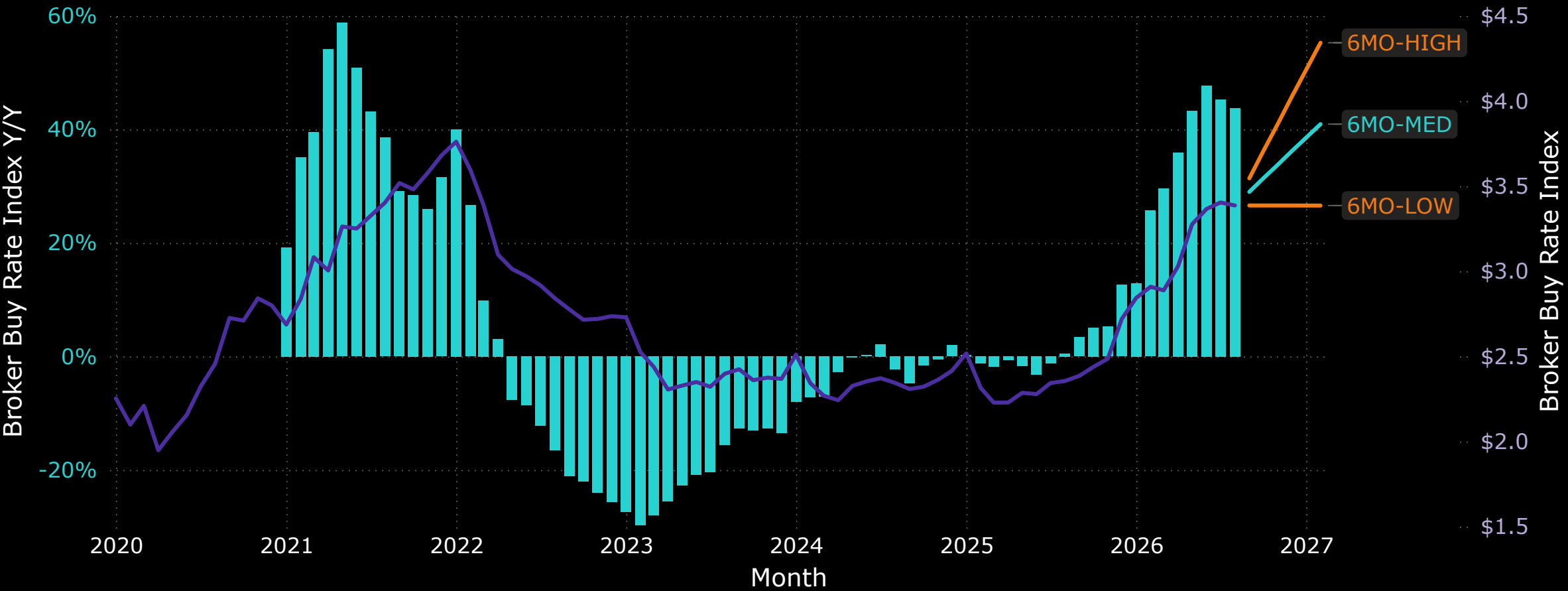
by Transport Type

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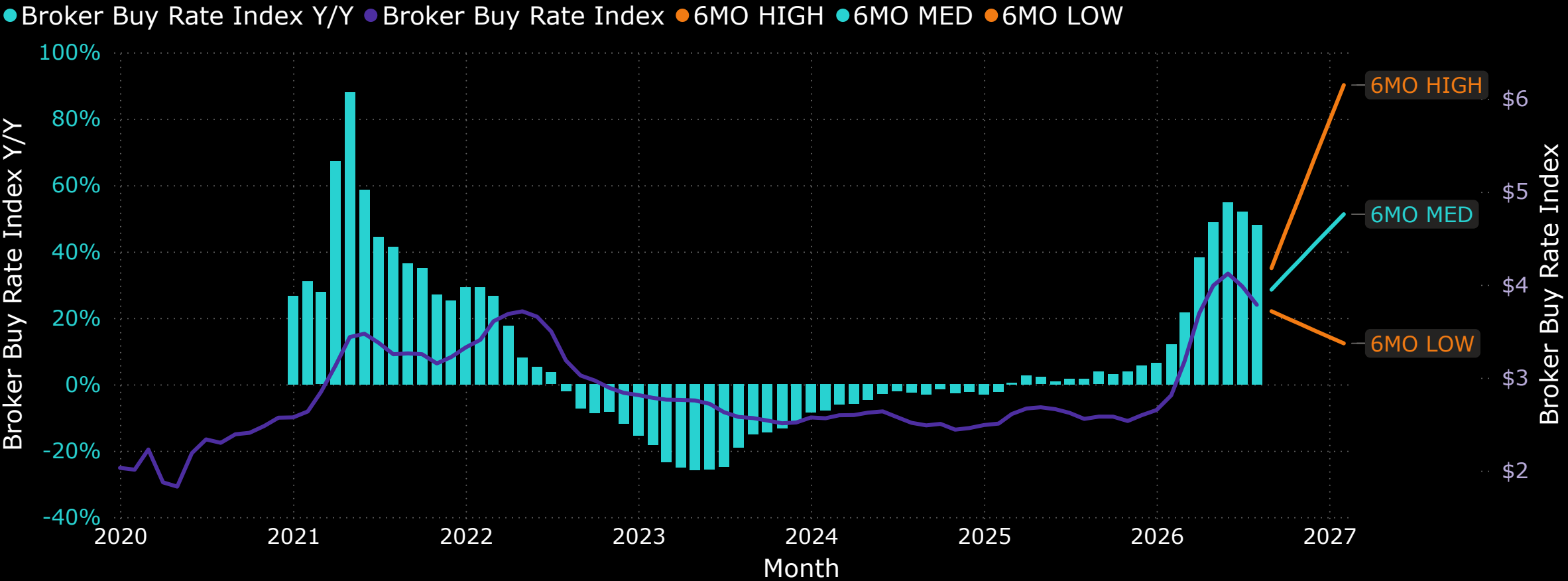
VAN: Broker Buy Rate Index and Y/Y by Month



REEFER: Broker Buy Rate Index and Y/Y by Month



FLATBED: Broker Buy Rate Index and Y/Y by Month



Regional Summary

FLATBED

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%
NORTHEAST	\$3.41	(\$0.13)	-3.7%	\$1.01	41.9%
NORTHWEST	\$3.06	(\$0.01)	-0.2%	\$0.87	39.5%
SOUTH	\$4.17	(\$0.14)	-3.3%	\$1.44	52.5%
SOUTHEAST	\$4.45	(\$0.20)	-4.4%	\$1.63	57.8%
SOUTHWEST	\$3.64	(\$0.05)	-1.4%	\$1.30	55.4%

REEFER

REGION ▲	Broker Buy RPM	M/M Change	M/M%	Y/Y Change	Y/Y%
MIDWEST	\$3.63	\$0.18	5.3%	\$1.11	44.1%
NORTHEAST	\$2.94	\$0.28	10.4%	\$0.92	45.2%
NORTHWEST	\$2.90	\$0.07	2.4%	\$0.68	30.4%
SOUTH	\$3.39	\$0.03	1.0%	\$1.09	47.4%
SOUTHEAST	\$3.36	(\$0.19)	-5.4%	\$1.15	52.1%
SOUTHWEST	\$3.96	(\$0.02)	-0.6%	\$1.25	46.2%

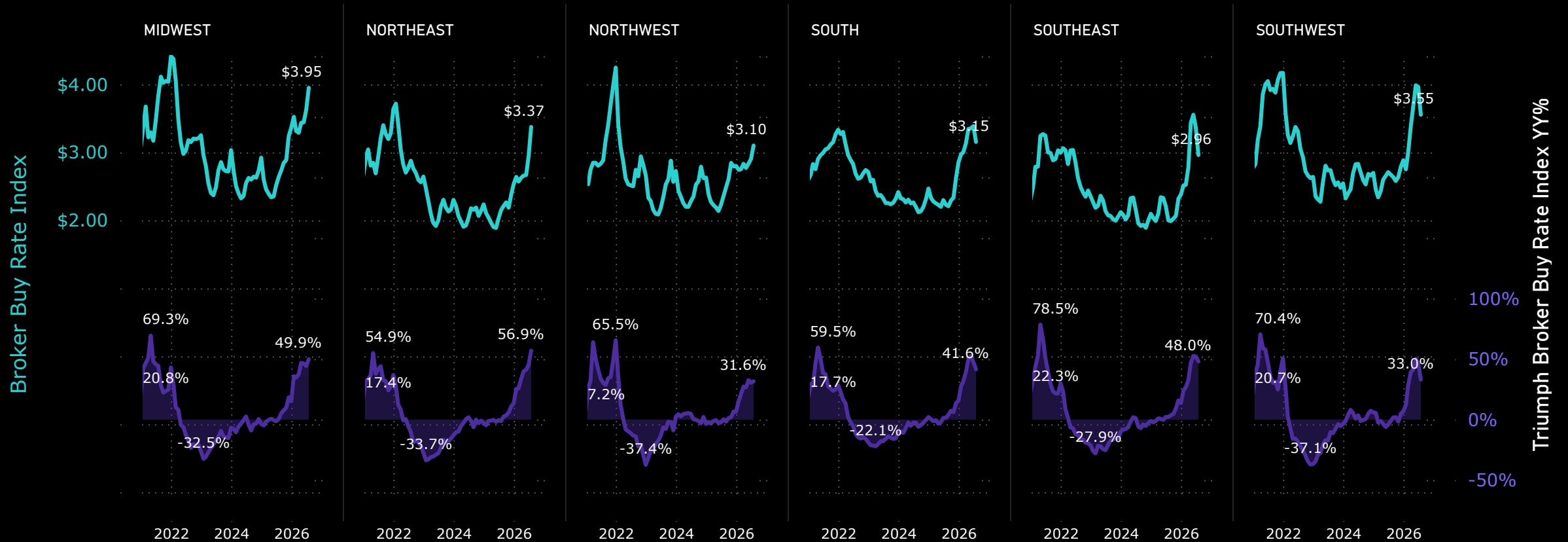
VAN

REGION ▲	Broker Buy RPM	M/M Change	M/M%	Y/Y Change	Y/Y%
MIDWEST	\$3.07	(\$0.01)	-0.2%	\$0.93	43.7%
NORTHEAST	\$2.55	\$0.10	4.2%	\$0.71	38.2%
NORTHWEST	\$2.08	\$0.04	2.0%	\$0.57	37.3%
SOUTH	\$3.07	(\$0.04)	-1.2%	\$1.05	52.2%
SOUTHEAST	\$3.18	(\$0.16)	-4.7%	\$1.11	53.9%
SOUTHWEST	\$3.41	\$0.05	1.6%	\$1.15	51.1%

Triumph Broker Buy Rate Index by Region and Y/Y Percent Change

REEFER

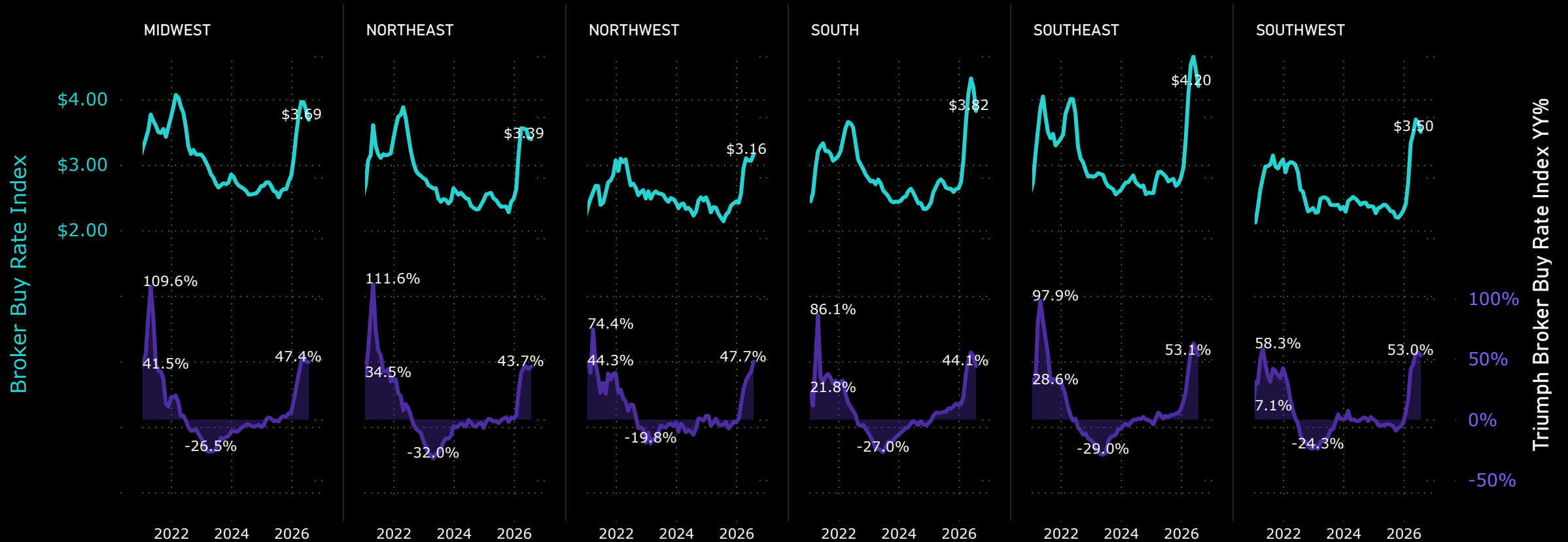
● Triumph Broker Buy Rate Index ● Triumph Broker Buy Rate Index YY%



Triumph Broker Buy Rate Index by Region and Y/Y Percent Change

FLATBED

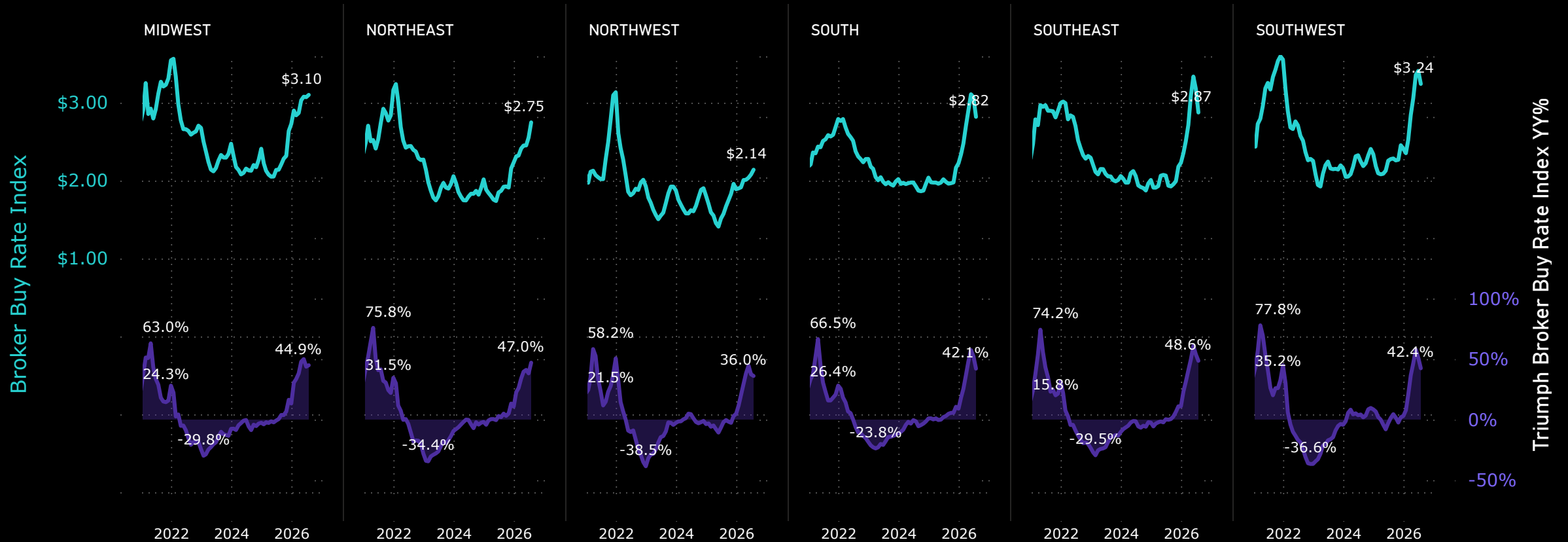
● Triumph Broker Buy Rate Index ● Triumph Broker Buy Rate Index YY%



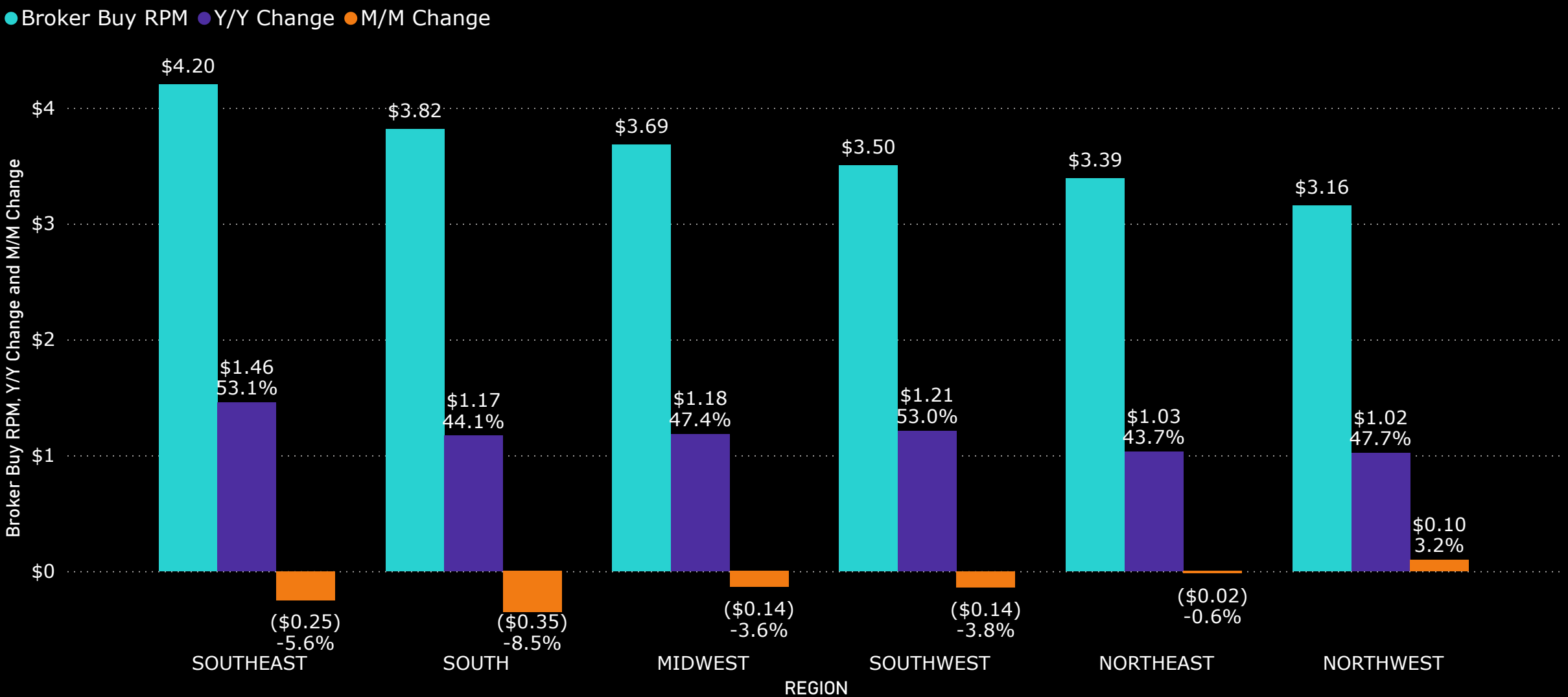
Triumph Broker Buy Rate Index by Region and Y/Y Percent Change

VAN

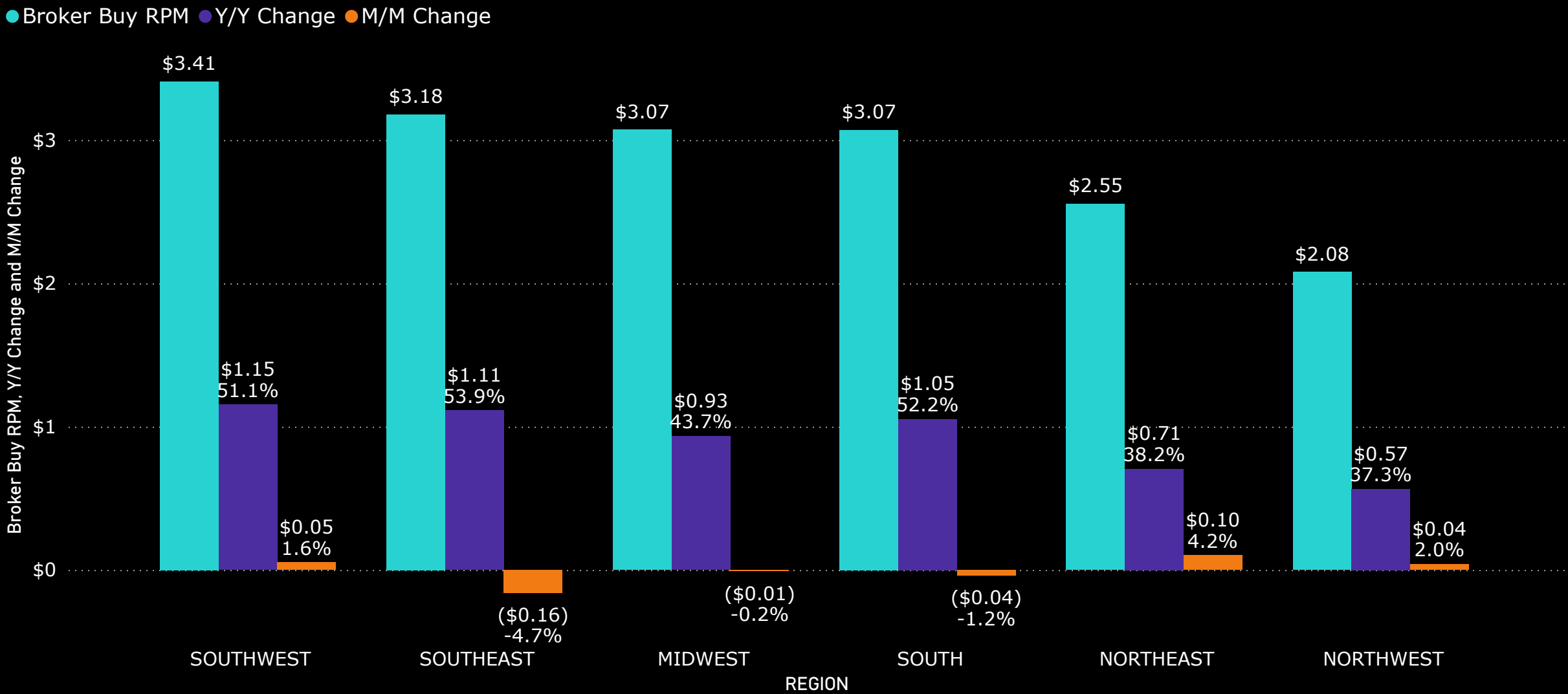
● Triumph Broker Buy Rate Index ● Triumph Broker Buy Rate Index YY%



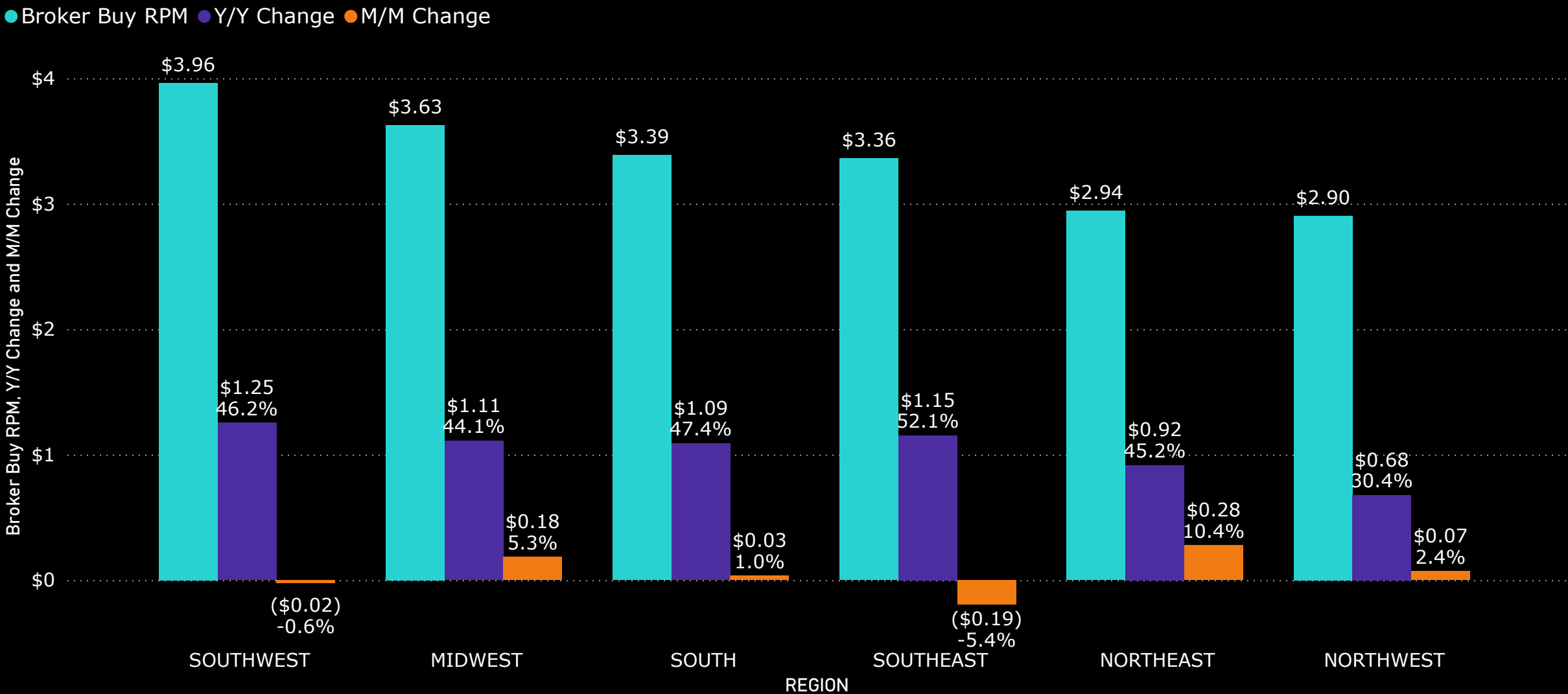
FLATBED: REGIONAL BROKER BUY RATE SUMMARY



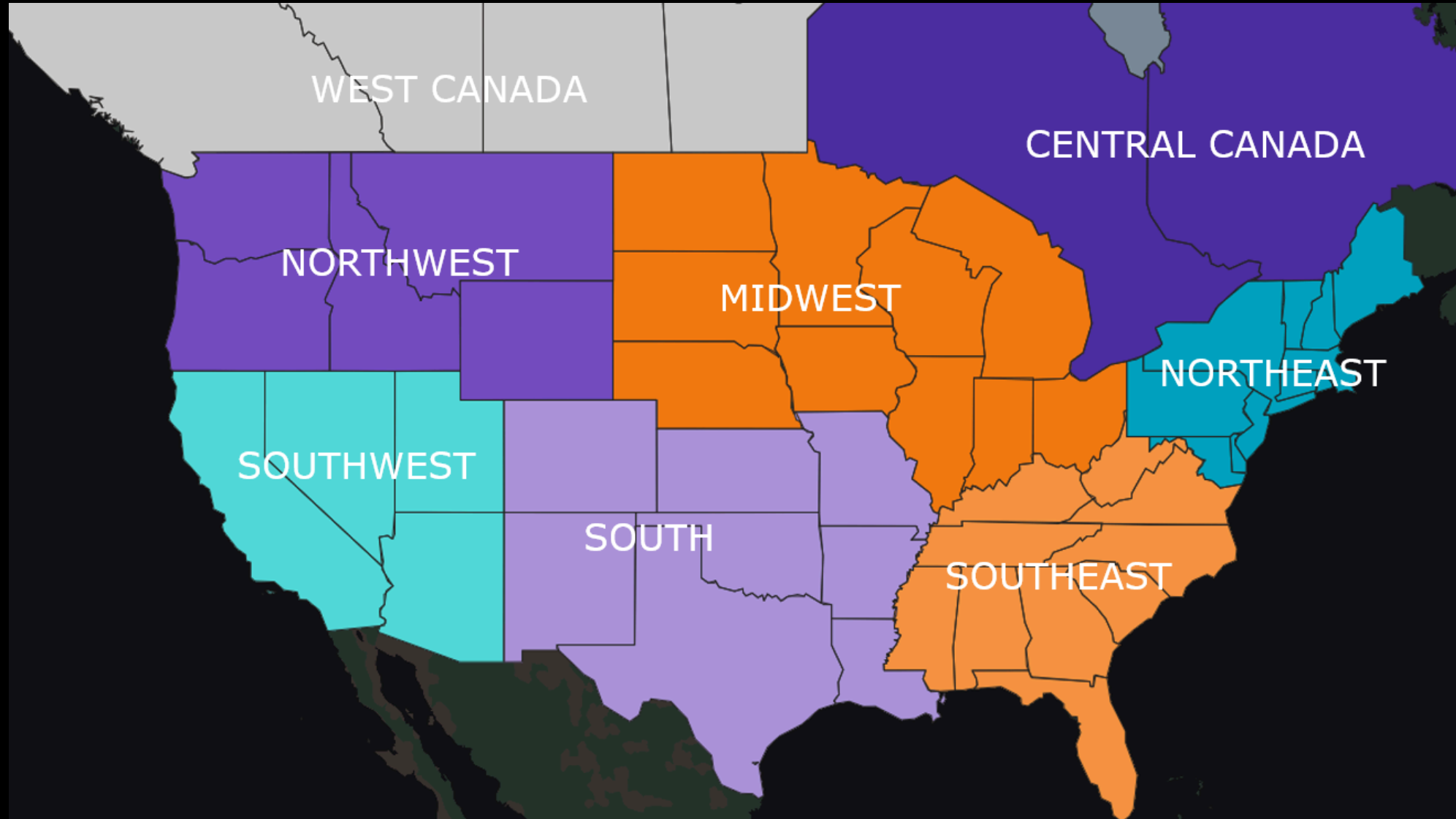
VAN: REGIONAL BROKER BUY RATE SUMMARY

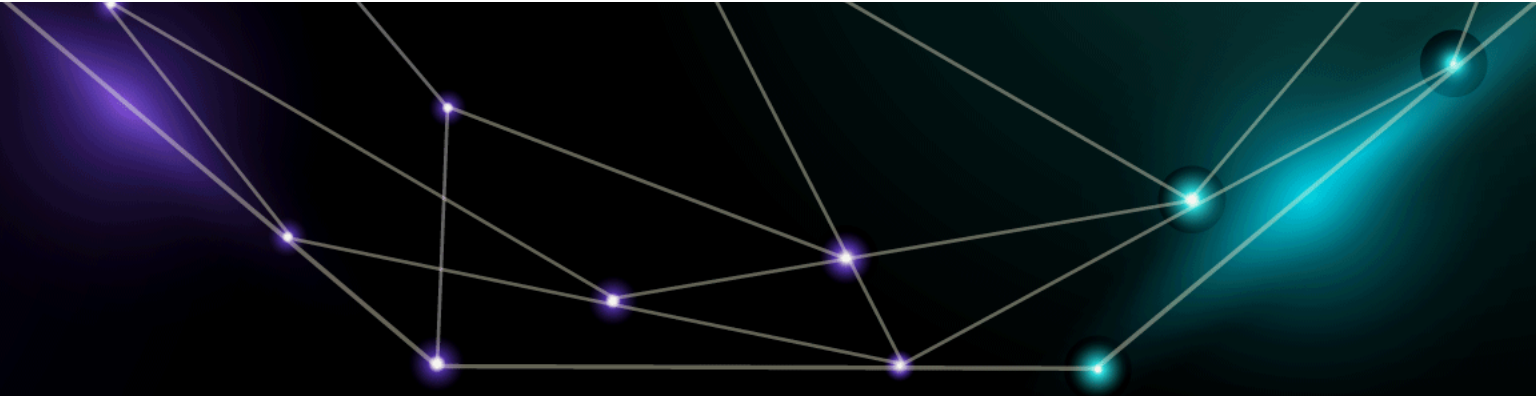


REEFER: REGIONAL BROKER BUY RATE SUMMARY



Regional Trend Legend





Triumph Freight Transaction Indices

Triumph Broker Margin Index

by Transport Type

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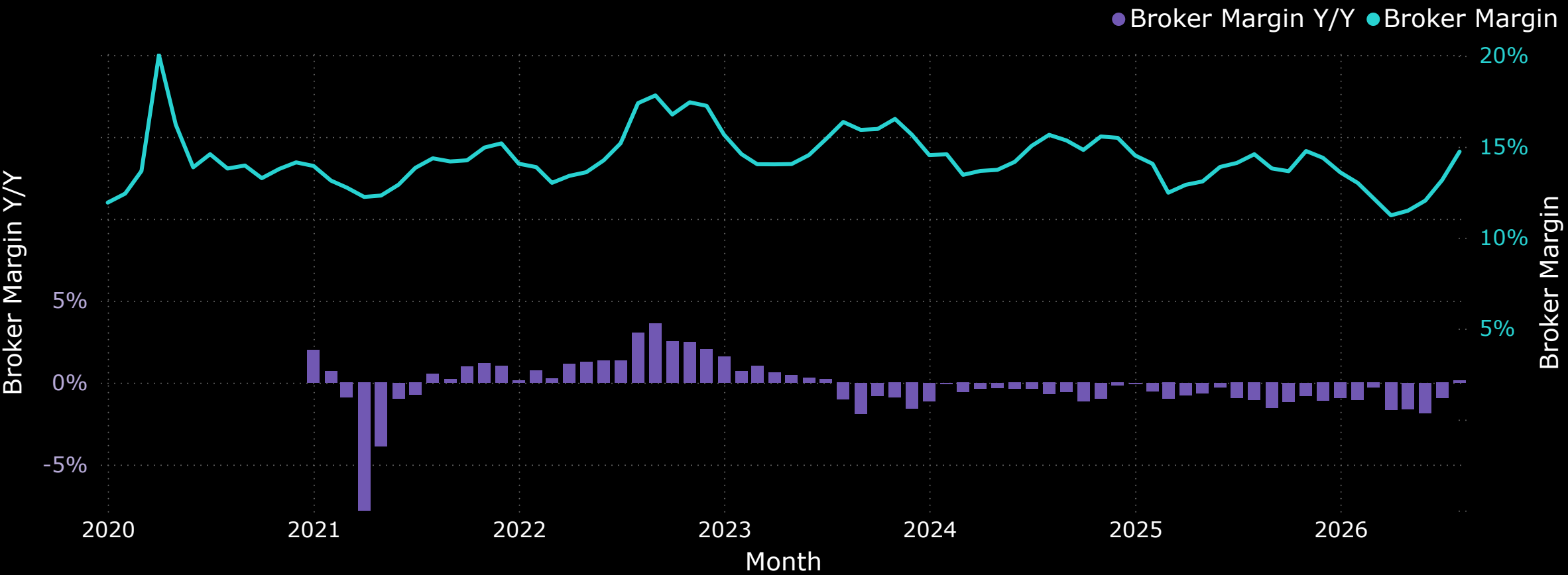
VAN: Triumph Broker Margin Index

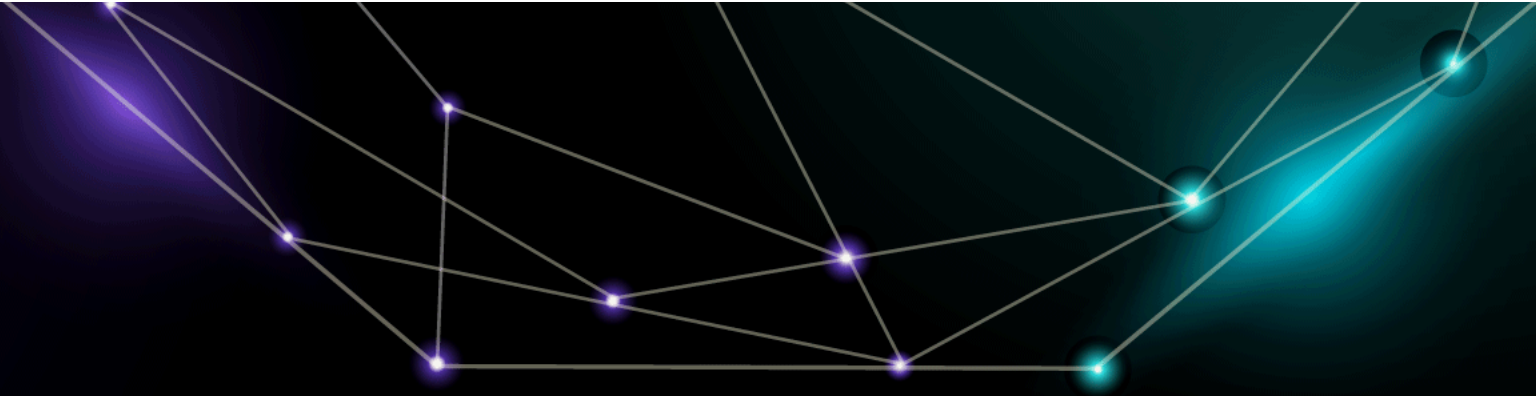


REEFER: Triumph Broker Margin Index



FLATBED: Triumph Broker Margin Index



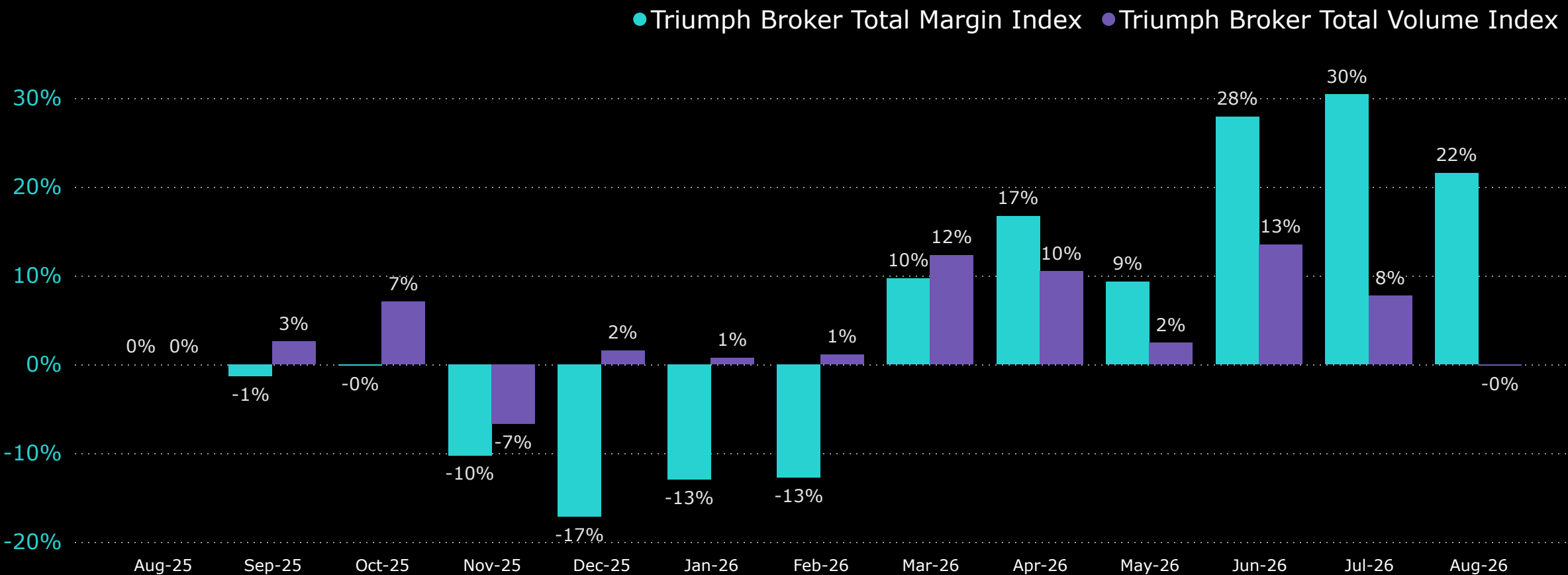


Triumph Freight Transaction Indices

Triumph Broker Total Margin and Total Volume Annual Comparisons

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Triumph Broker Total Margin Index and Triumph Total Volume Index



Appendix - Triumph Freight Transaction Indices Methodology

Triumph Broker Buy Rate Index

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.

Triumph Broker Margin Index

Curation Filtration Methods: Carrier and Shipper Rates are filtered at 5-95 percentiles for each transport type on a month basis to trim 10% of spurious data.

Geographic Scope: US 48

Transport Type: Dry/Flatbed/Reefer

Calculation: $\text{Sum}(\text{shipper cost} - \text{carrier cost}) / \text{sum}(\text{carrier cost}) \text{ by month}$

Triumph Total Volume and Total Margin Index

Curation Filtration Methods: Miles > 250 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: Broker Total Volume: All including Multi-stop, Hotshot and dominant types including Van, Reefer and Flatbed. **Broker Market Margin:** Dry/Flatbed/Reefer Only

Calculation: Broker Total Volumes are calculated by Monthly sum of volume for all qualifying brokers indexed to the first month of the reporting period.

Broker Total Margins are calculated by month as $\text{sum}(\text{shipper_cost} - \text{carrier_cost})$ and then index to the first month in the period

The purpose of a volume index is to show how market volumes are changing for the broker market. This creates several challenges when trying to represent market-level change accurately. Our integration with a broker must capture all in-scope data for every company included in the index. Any company that is not providing complete volume data will distort the measurement of true market change. Companies must qualify to be included – qualification is the process of exclusionary rules at a broker level.



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