WEEKLY SHIPPER BRIEF / NOVEMBER 19, 2026



More choice before the holiday

Weekly capacity indicators eased while refrigerated prices continued to firm. Forza recommends checking actual lane availability, keeping fuel recovery separate from linehaul and securing the receiving plan before buying transportation. A platform-wide improvement does not establish that a particular holiday pickup has dependable coverage.

DRY VAN

$2.27

DAT linehaul per mile

→ **+2.2% weekly**

REFRIGERATED

$2.78

DAT linehaul per mile

→ **+1.7% weekly**

U.S. DIESEL

$5.937

EIA retail per gallon

→ **-$0.190 weekly**

The executive take

→ **Test the lane, not an average.** Truckstop's overall MDI dropped 13.5 points to 138.7 as loads fell 6.2% and trucks rose 2.9%. Its posted rate eased 1.4% to $3.16, still 38.6% above last year.

→ **Protect refrigerated execution.** Truckstop refrigerated MDI increased to 360.8 and its rate rose to $3.55. Establish the delivery window and escalation authority before dispatch.

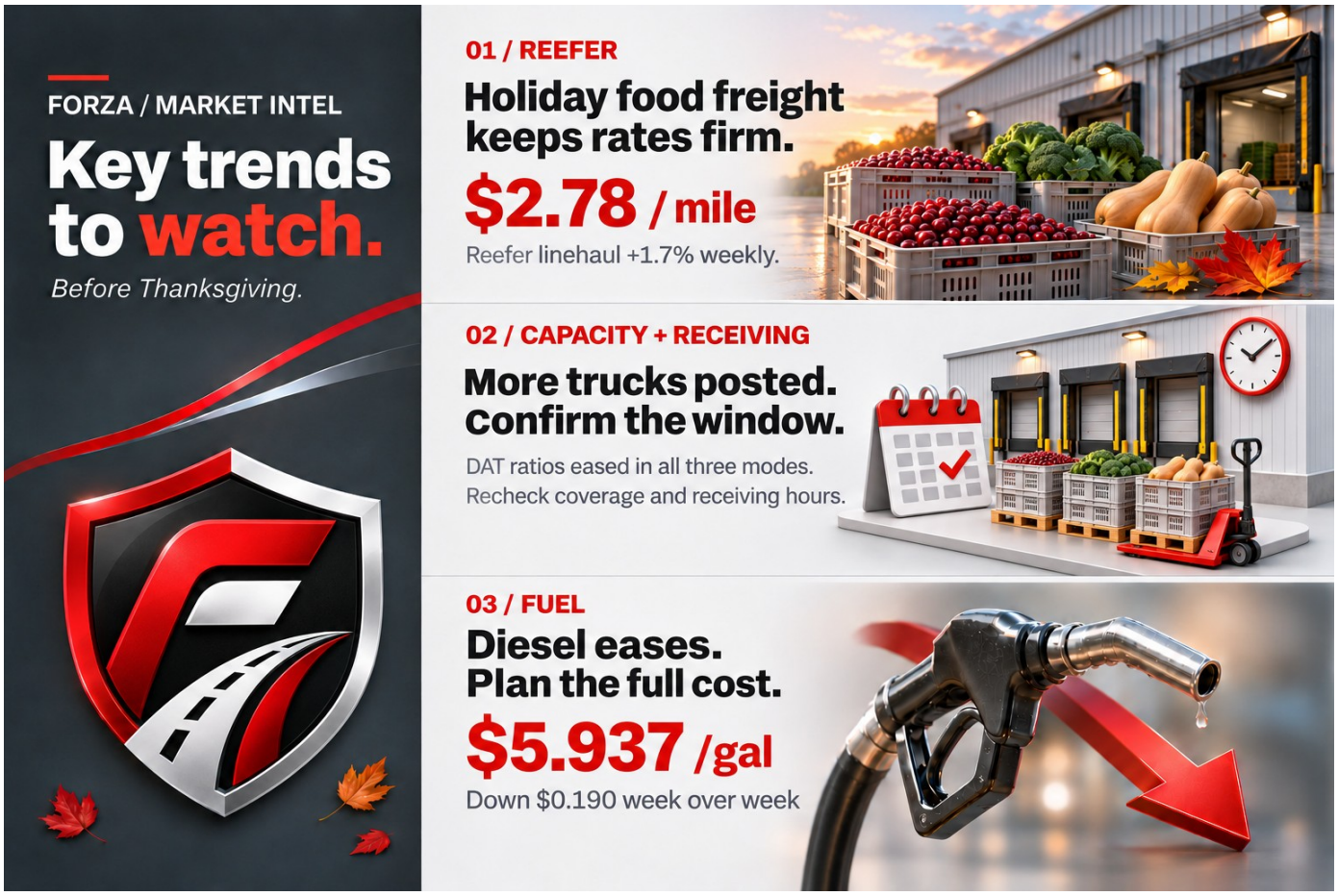
→ **Keep comparable economics.** DAT reports carrier-paid linehaul without fuel. Truckstop reports broker-posted activity. Differences in coverage and rate construction can produce different directions.

Build one Lane with Forza

KEY TRENDS / HOLIDAY FREIGHT

Key trends before Thanksgiving

Reefer availability, receiving plans and fuel are separate decisions. Use these signals to frame the lane conversation, then review the equipment detail on the following pages.



What to act on

Confirm the receiving window and backup contact before pickup. Refresh lane-specific offers and apply the agreed fuel index separately from linehaul. National benchmarks guide the discussion; they are not a quote for an individual shipment.

01 / CAPACITY AND PRICING

The weekly easing is uneven

DAT equipment	$/mi	WoW	YoY	Load/truck
Dry van	2.27	+2.2%	+35.8%	9.56
Reefer	2.78	+1.7%	+34.2%	17.65
Flatbed	2.60	-0.3%	+31.4%	33.34

Posting activity

DAT equipment	Load posts WoW	Truck posts WoW	Prior ratio
Dry van	-4.6%	+8.8%	10.90
Reefer	+1.4%	+9.3%	19.01
Flatbed	-11.3%	+12.5%	42.26

Regional checks

DAT origin linehaul: California van $2.81/mile, +$0.04 weekly; Great Lakes van $2.54, +$0.02. Reefer ranged from Upper Midwest $3.62 to Florida–South Georgia $1.39. Ohio River flatbed was $3.13, +$0.03. These are origin aggregates, not destination-specific offers.

Procurement implication

Seek fresh coverage on repeat lanes and compare like service. A lower posting ratio may improve sourcing options without delivering the same discount for every origin, equipment type or appointment. Keep carrier verification and release controls in the scope of the offer.

02 / INDEPENDENT CROSSCHECK

Truckstop shows a different van signal

Truckstop market	Rate /mi	WoW	YoY	MDI
Overall	$3.16	-1.4%	+38.6%	138.7
Dry van	$2.89	-0.3%	+48.1%	275.2
Refrigerated	$3.55	+0.9%	+42.6%	360.8
Flatbed	$3.18	-2.3%	+36.5%	153.6
Specialized	$3.36	+0.9%	+38.9%	36.5

Availability within Truckstop

Market	Load change	Truck change	MDI change
Dry van	-2.2%	-2.9%	+1.8 points
Refrigerated	-1.8%	-5.1%	+12.0 points
Flatbed	-7.3%	+7.8%	-25.0 points
Specialized	-16.5%	+0.9%	-7.6 points

Interpret the differences

Truckstop van MDI rose even as loads declined because truck availability fell faster. Its reefer measure also tightened. DAT's weekly posting ratios eased in all three equipment classes. Both can be true within separate platforms. Do not average the rate series, convert MDI into a DAT ratio or subtract one rate from the other as a broker margin.

What to ask the team

→ **Coverage.** Which origin and receiving window have actual carrier options at the service level required?

→ **Commercial terms.** Are fuel, detention, reefer instructions and backup arrangements aligned across competing offers?

03 / FUEL AND HOLIDAY EXECUTION

Turn the signals into a lane plan

EIA national diesel was $5.937/gallon on November 16, down $0.190 weekly and up $2.069 yearly. The November 17 release ranges from Gulf Coast $5.547 to West Coast $6.948; California was $7.733. Apply the contract's region, base, efficiency and lag rather than an assumed immediate invoice reduction.

The planning outlook

DAT 35-day outlook	Midpoint /mi	Published range
Dry van	$2.36	$2.29–$2.43
Reefer	$2.79	$2.70–$2.87
Flatbed	$2.64	$2.57–$2.70

Before the holiday pickup

→ **Receiving.** Confirm holiday hours, last unloading time and the next accepted appointment. Back-plan pickup and realistic transit from that window.

→ **Product.** Keep approved temperature and handling instructions connected to equipment preparation, in-transit observations and receiving records. Do not treat air temperature and product temperature as interchangeable.

→ **Exceptions.** Name a primary and backup contact, the person who can approve added costs, and the response if delivery cannot proceed as planned.

→ **Outcome.** Review complete transport cost and accepted quantity together. Reconcile linehaul, fuel and accessorials before declaring savings.

Build one Lane with Forza

Sources and methodology

DAT Freight & Analytics, November 16 equipment reports and 35-day outlooks, freight week ended November 13, 2026. Carrier-paid spot linehaul excludes fuel. Weekly and yearly changes are source-reported and may differ from calculations using rounded rates. Posted loads and trucks measure DAT activity, not the full truck fleet or tender acceptance. Regional figures are origin aggregates, not destination-specific offers. Model ranges are not commitments or guaranteed bounds.

Truckstop/FTR Week 45 Spot Market Insights, November 16 edition, freight week ended November 13, 2026. Rates reflect broker-posted activity; fuel inclusion is unspecified in the supplied PDF. MDI is a separate measure from DAT load-to-truck ratios. The PDF overview fuel figure is $6.09; the report uses the newer, explicitly dated EIA observation below.

U.S. Energy Information Administration, Gasoline and Diesel Fuel Update, November 17 release, November 16, 2026 benchmark. Fuel indices are subject to the contract's region, base, efficiency and adjustment lag.

Forza Logistics Group analysis. Holiday actions are planning recommendations, not forecasts or customer results. National averages are not shipment quotes. Do not average DAT and Truckstop rates or infer a broker margin from their difference.