



Freedonia Focus Reports
US Collection

Freight by Truck: United States

April 2021



CLICK TO ORDER
FULL REPORT **BROCHURE** CLICK TO ORDER
FULL REPORT

www.freedoniafocusreports.com

Table of Contents

1. Highlights	3
2. Market Environment	5
Historical Trends	5
Key Economic Indicators	7
Retail Sales	8
North America Trade by Truck	10
Freight Industry Overview	12
Freight by Truck Revenues by Commodity	14
Environmental & Regulatory Factors	15
3. Segmentation & Forecasts	17
Establishments	17
General	21
Long-Distance Truckload	21
Long-Distance Less-than-Truckload	22
Local	23
Specialized	23
Local & Long-Distance	24
Moving	25
Support Activities	27
4. Industry Structure	29
Industry Characteristics	29
Market Leaders	32
FedEx	33
Yellow Corporation	33
Knight-Swift Transportation Holdings	33
5. About This Report	35
Scope	35
Sources	36
Industry Codes	36
Freedonia Methodology	36
Resources	38

List of Tables & Figures

Figure 1 Key Trends in US Freight by Truck Revenues, 2020 – 2025	3
Figure 2 US Nominal Freight by Truck Revenue Trends, 2010 – 2020	5
Figure 3 US Real Freight by Truck Revenue Trends, 2010 – 2020	6
Table 1 Key Indicators for US Freight by Truck Revenues, 2010 – 2025 (US\$ bil)	7
Figure 4 US Retail Sales by Establishment Type, 2010 – 2025 (US\$ bil)	8
Table 2 US Retail Sales by Establishment Type, 2010 – 2025 (US\$ bil)	9
Figure 5 US Retail Sales by Establishment Type, 2010 – 2021 (US\$ bil)	9
Figure 6 US Freight Trucking North American Trade, 2010 – 2020 (US\$ bil)	10
Table 3 US Freight Trucking North American Trade, 2010 – 2020 (US\$ bil)	10
Figure 7 US Freight Revenues by Mode, 2010 – 2020 (US\$ bil)	12
Table 4 US Freight Revenues by Mode, 2010 – 2020 (US\$ bil)	12
Table 5 US Freight by Truck Revenues by Commodity Share, 2010 – 2020 (%)	14
Figure 8 US Freight by Truck Revenues by Establishment Type, 2010 – 2025 (US\$ bil)	17
Table 6 US Freight by Truck Revenues by Establishment Type, 2010 – 2025 (US\$ mil)	17
Figure 9 US Freight by Truck Revenues by Establishment Type, 2010 – 2021 (US\$ bil)	18
Figure 10 US Real Freight by Truck Revenues, 2010 – 2025 (2012US\$ bil)	20
Table 7 US Real Freight by Truck Revenues, 2010 – 2025 (2012US\$ mil)	20
Figure 11 US General Long Distance Truckload Freight by Truck w/ Construction Expenditures, 2010 – 2025	22
Figure 12 US Freight by Truck Revenues by Establishment Type, 2010 – 2025 (%)	26
Figure 13 US Road Transportation Support Activities Revenues by Establishment Type, 2010 – 2025 (US\$ bil)	27
Table 8 US Road Transportation Support Activities Revenues by Establishment Type, 2010 – 2025 (US\$ mil)	27
Figure 14 US Freight by Truck Firms, Establishments, & Employment, 2010 – 2019	30
Table 9 US Freight by Truck Firms, Establishments, & Employment, 2010 – 2019	31
Table 10 Leading Participants in the US Freight by Truck Industry by Key Services	32
Table 11 NAICS & SIC Codes Related to Freight by Truck	36

About This Report

Scope

This report forecasts to 2021 and 2025 US freight trucking revenues in nominal and real US dollars. Total revenues in nominal US dollars are segmented by establishment type in terms of:

- general freight trucking, long-distance, truckload
- general freight trucking, long-distance, less-than-truckload
- general freight trucking, local
- specialized freight trucking, local
- specialized freight trucking, long-distance
- specialized freight trucking, used household and office goods moving

To illustrate historical trends, total revenues in nominal and real (inflation-adjusted) terms, the various segments, and trade are provided in annual series from 2010 to 2020.

Revenues for road transportation support activities are also forecast to 2021 and 2025, and provided for the 2010-2020 historical period.

Total revenues for the US freight transport industry for the 2010-2020 period are also provided and segmented by mode as follows:

- truck
- rail
- pipeline
- water
- air

The scope of this report includes the revenues of for-hire trucking firms, which span services purchased on-demand and on longer-term contracts, as well as for-hire fleets that are dedicated to a particular client. Captive trucking services, such as retail stores that maintain their own trucking fleets, are excluded. Also excluded are courier and express delivery services (e.g., parcel delivery).

Key macroeconomic indicators are also provided with quantified trends. Other various topics, including profiles of pertinent leading companies, are covered in this report. A full outline of report items by page is available in the Table of Contents.

Sources

Freight by Truck: United States (FF85026) represents the synthesis and analysis of data from various secondary, macroeconomic, and demographic sources, such as:

- firms participating in the industry, and their suppliers and customers
- government/public agencies
- intergovernmental and non-governmental organizations
- trade associations and their publications
- the business and trade press
- indicator forecasts by The Freedonia Group
- the findings of other reports and studies by The Freedonia Group

Specific sources and additional resources are listed in the Resources section of this publication for reference and to facilitate further research.

Industry Codes

Table 11 | NAICS & SIC Codes Related to Freight by Truck

NAICS/SCIAN 2017		SIC	
North American Industry Classification System		Standard Industrial Classification	
484110	General Freight Trucking, Local	4212	Local Trucking Without Storage
484121	General Freight Trucking, Long-Distance, Truckload	4213	Trucking, Except Local
484122	General Freight Trucking, Long-Distance, Less Than Truckload	4214	Local Trucking With Storage
484210	Used Household and Office Goods Moving	4231	Terminal and Joint Terminal Maintenance Facilities for Motor Freight Transportation
484220	Specialized Freight (except Used Goods) Trucking, Local	4783	Packing and Crating
484230	Specialized Freight (except Used Goods) Trucking, Long-Distance	4785	Fixed Facilities and Inspection and Weighing Services for Motor Vehicle Transportation
488410	Motor Vehicle Towing		
488490	Other Support Activities for Road Transportation		

Source: US Census Bureau

Freedonia Methodology

The Freedonia Group, a subsidiary of MarketResearch.com, has been in business for more than 30 years and in that time has developed a comprehensive approach to data analysis that takes into account the variety of industries covered and the evolving needs of our customers.

About This Report

Every industry presents different challenges in market sizing and forecasting, and this requires flexibility in methodology and approach. Freedonia methodology integrates a variety of quantitative and qualitative techniques to present the best overall picture of a market's current position as well as its future outlook: When published data are available, we make sure they are correct and representative of reality. We understand that published data often have flaws either in scope or quality, and adjustments are made accordingly. Where no data are available, we use various methodologies to develop market sizing (both top-down and bottom-up) and then triangulate those results to come up with the most accurate data series possible. Regardless of approach, we also talk to industry participants to verify both historical perspective and future growth opportunities.

Methods used in the preparation of Freedonia market research include, but are not limited to, the following activities: comprehensive data mining and evaluation, primary research, consensus forecasting and analysis, ratio analysis using key indicators, regression analysis, end use growth indices and intensity factors, purchase power parity adjustments for global data, consumer and end user surveys, market share and corporate sales analysis, product lifespan analysis, product or market life cycle analysis, graphical data modeling, long-term historical trend analysis, bottom-up and top-down demand modeling, and comparative market size ranking.

Freedonia quantifies trends in various measures of growth and volatility. Growth (or decline) expressed as an average annual growth rate (AAGR) is the least squares growth rate, which takes into account all available datapoints over a period. The volatility of datapoints around a least squares growth trend over time is expressed via the coefficient of determination, or r^2 . The most stable data series relative to the trend carries an r^2 value of 1.0; the most volatile – 0.0. Growth calculated as a compound annual growth rate (CAGR) employs, by definition, only the first and last datapoints over a period. The CAGR is used to describe forecast growth, defined as the expected trend beginning in the base year and ending in the forecast year. Readers are encouraged to consider historical volatility when assessing particular annual values along the forecast trend, including in the forecast year.

Copyright & Licensing

The full report is protected by copyright laws of the United States of America and international treaties. The entire contents of the publication are copyrighted by The Freedonia Group.

Resources

The Freedonia Group

Freedonia Industry Studies

Global Diesel Engines

Protective Packaging

Freedonia Focus Reports

Air Transport Services: United States

Coal: United States

Construction: United States

Energy: United States

Freight by Rail: United States

Freight Services: United States

Macroeconomy: United States

Manufacturing: United States

Mining & Quarrying: United States

Oil & Natural Gas Pipe: United States

Protective Packaging: Canada

Protective Packaging: United States

Soybean Products: United States

Transport Equipment: United States

Transport Refrigeration Systems: United States

Freedonia Custom Research

Trade Publications

American Shipper

American Trucker

Bulk Transporter

Commercial Carrier Journal

Heavy Duty Trucking

Inbound Logistics

Land Line Magazine

The Journal of Commerce

Transport Topics

Agencies & Associations

American Trucking Associations

Bureau of Labor Statistics

Commercial Vehicle Safety Alliance

About This Report

Intermodal Association of North America
Owner-Operator Independent Drivers Association
United States Census Bureau
United States Department of Transportation
 Bureau of Transportation Statistics
 Federal Motor Carrier Safety Administration
United States Environmental Protection Agency