



U.S. MARKET:

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| Gross Domestic Product | Real gross domestic product (GDP) increased at an annual rate of 6.6 percent in the second quarter of 2021, according to the "second" estimate released by the BEA. In the first quarter, real GDP increased 6.3%. (Source: Bureau of Economic Analysis) |
| U.S. Trade Deficit | The goods and services deficit in June 2021 were \$75.7 billion, up \$4.8 billion from \$71.0 billion in May. Year-to-date, the goods and services deficit increased \$135.8 billion, or 46.4%, from the same period in 2020. (Source: Bureau of Economic Analysis) |
| Import Volumes | June 2021 imports were \$283.4 billion, \$6.0 billion more than May imports, and the highest on record. June imports of industrial supplies and materials (\$56.9 billion) were the highest since April 2014. (Source: U.S. Census Bureau) |
| Export Volumes | June exports were \$207.7 billion, \$1.2 billion more than May exports. May exports of consumer goods (\$18.0 billion) and of petroleum (\$17.8 billion) were the highest on record. (Source: U.S. Census Bureau) |
| Import & Export Price Index | Prices for U.S. imports increased 0.3% in July, after advancing 1.1% the previous month. The July increase was driven by higher fuel prices. U.S. export prices rose 1.3% in July following a 1.2% advance in June. (Source: U.S. Bureau of Labor Statistics) |
| Unemployment Rate | The unemployment rate in America was 5.4% in July 2021, down from 5.9% the previous month, while total nonfarm payroll employment rose by 943,000. Notable job gains occurred in leisure and hospitality, in local government, education, and in professional and business services. The unemployment rate in Georgia was 3.7% for July 2021, a decrease from 4.0% the previous month. The state of Georgia is currently ranked 10th in the U.S. of states with lowest unemployment (Source: Bureau of Labor Statistics) |
| Labor Force Participation Rate | The labor force participation rate was 61.7% in July 2021, slight change from the previous month. The labor force participation rate for those of prime working age (25-54) was 81.8% in July, a slight increase of 0.1% from the previous month. (Source: U.S. Bureau of Labor Statistics) (<i>Workforce Participation Rate measures the share of Americans at least 16 years old who are either employed or actively looking for work</i>) |
| Leading Economic Index | The Leading Economic Index (LEI) for the U.S. increased by 0.9% in July to 116.0, following a 0.5 % increase in June and a 1.2 % increase in May. According to The Conference Board, "The Leading Index's overall upward trend, which started with the end of the pandemic-induced recession in April 2020, is consistent with strong economic growth in the second half of the year. While the Delta variant and/or rising inflation fears could create headwinds for the US economy in the near term, we expect real GDP growth for 2021 to reach 6.0 percent year-over-year, before easing to a still robust 4.0 percent growth rate for 2022." (Source: The Conference Board) (<i>the LEI is a composite of 10 economic indicators that together create an analytic system designed to signal peaks and troughs in the business cycle. The LEI reveals patterns in economic data in a clearer and more convincing manner than any individual component alone</i>) |
| Pending Home Sales | Pending home sales declined 1.8% in June after recording a notable gain in May. According to the National Association of Realtors, "The moderate slowdown in sales is largely due to the huge spike in home prices; The 30-year fixed mortgage rate is likely to increase to 3.3% by the end of the year, and will average 3.6% in 2022." (Source: National Association of Realtors) |
| Housing Starts | U.S. single-family housing starts for July 2021 were at 1,534,000 a decrease of 7.0% from the previous month and up 2.5% from July 2020. The July rate for units in buildings with five units or more was 412,000. (Source: U.S. Census Bureau) |
| Light Vehicle Sales | Tight inventories continued to limit new light-vehicle purchases in July, with sales falling for a third consecutive month to 14.8 million units. July's rate was roughly flat compared with July 2020 but was down 12% from July 2019. Market share for most major segments changed little from June 2021. Yet share for the popular and profitable large-pickup segment did continue to fall, since many OEMs have had to limit production because of the ongoing microchip shortage. According to Wards Intelligence, the large-pickup market share was 13% in July, down from 15.2% in July 2020 and the lowest share for big trucks since July 2016. (Source: National Automobile Dealers Association) (<i>Light vehicle sales record the number of domestically produced units of cars, SUVs, mini-vans, and light trucks that are sold. Because motor vehicle sales are a large part of consumer spending in the United States, the motor vehicle sales data can provide important information on consumer-spending trends and on the overall direction of the economy</i>) |
| Personal Income | For July 2021, personal income increased \$225.9 billion, or 1.1% from the previous month. Disposable personal income (DPI) increased \$198.0 billion (1.1%) and personal consumption expenditures (PCE) increased \$42.2 billion (0.3 %). (Source: U.S. Bureau of Economic Analysis) (<i>personal income is the income received by a person from all sources. It includes income from domestic sources as well as the rest of the world. It does not include realized or unrealized capital gains or losses</i>) |



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| <p>Retail Sales</p> | <p>Advance estimates of U.S. retail and food services sales for July 2021, adjusted for seasonal variation and holiday and trading-day differences, but not for price changes, were \$617.7 billion, a decrease of 1.1% from the previous month, but 15.8% (±0.7 percent) above July 2020. Total sales for the May 2021 through July 2021 period were up 20.6% from the same period a year ago. (Source: U.S. Census Bureau) <i>(Non-store retail sales are measured monthly and include internet-only sales outlets as well as other direct-to-customer channels)</i></p> |
| <p>E-Commerce</p> | <p>The U.S. retail e-commerce sales for the second quarter of 2021 (adjusted for seasonal variation) but not for price changes, was \$222.5 billion, an increase of 3.3% from the first quarter of 2021. E-commerce sales in the second quarter of 2021 accounted for 13.3% of total sales. (Source: U.S. Census Bureau) <i>(E-Commerce sales are measured on a quarterly basis and include the sales of goods and services where the buyer places an order, or the price and terms of the sale are negotiated over an Internet, mobile device (M-commerce), extranet, Electronic Data Interchange (EDI) network, electronic mail, or other comparable online system. Payment may or may not be made online)</i></p> |
| <p>Consumer Confidence</p> | <p>The Consumer Confidence Index was relatively unchanged in July, following gains in each of the prior five months, standing at 129.1, up from 128.9 in June. According to The Conference Board, “Consumers’ appraisal of present-day conditions held steady, suggesting economic growth in Q3 is off to a strong start. Consumers’ optimism about the short-term outlook didn’t waver, and they continued to expect that business conditions, jobs, and personal financial prospects will improve. Spending intentions picked up in July, with a larger percentage of consumers saying they planned to purchase homes, automobiles, and major appliances in the coming months.” (Source: The Conference Board) <i>(the consumer confidence index is based on a monthly survey of 5,000 U.S. household. It is designed to gauge the financial health, spending power, and confidence of the average U.S. consumer. Base year 1985=100)</i></p> |
| <p>Consumer & Producer Price Index</p> | <p>The seasonally adjusted Consumer Price Index for All Urban Consumers (CPI-U) increased 0.5% in July 2021 after rising 0.9% in June. Over the last 12 months, index increased 5.4% before seasonal adjustment. The Producer Price Index for final demand increased 1.0% in July. On an unadjusted basis, the final demand index moved up 7.8% for the 12 months ending in July, the largest advance since 12-month data were first calculated in November 2010. (Source: U.S. Bureau of Labor Statistics) <i>(the CPI measures the change in prices paid by consumer for goods and services. Base year 1999=100; the PPI measures the average price changes by producers for domestically produced goods, services, and construction. Base year 2009=100)</i></p> |
| <p>Small Business Optimism Index</p> | <p>The Small Business Optimism Index decreased in July to 99.7, a decrease of 2.8 points, reversing June’s 2.9-point gain. According to NFIB “Small business owners are losing confidence in the strength of the economy and expect a slowdown in job creation. As owners look for qualified workers, they are also reporting that supply chain disruptions are having an impact on their businesses. Ultimately, owners could sell more if they could acquire more supplies and inventories from their supply chains.” (Source: National Federation of Independent Business) <i>(This Index collects data from small businesses on economic topics ranging from current job openings to expected credit conditions. Base year 1986=100)</i></p> |
| <p>Industrial Production & Capacity Utilization</p> | <p>Industrial production increased 0.9% in July to 101.1 after moving up 0.2% in June. In July, manufacturing output rose 1.4%. About half of the gain in factory output is attributable to a jump of 11.2% for motor vehicles and parts, as several vehicle manufacturers trimmed or canceled their typical July shutdowns. Capacity utilization for total industry for July 2021 is at 76.1%. (Source: The Federal Reserve) <i>(The industrial production and capacity utilization rates cover manufacturing, mining, and electric and gas utilities. The industrial detail provided by these measures helps illuminate structural developments in the economy)</i></p> |
| <p>Manufacturing & Trade Sales</p> | <p>The estimated monthly sales for manufacturers, retailers and merchant wholesalers totaled over \$1,640.8 billion in June 2021 up 1.4% from the May 2021, and up 19.9% year-over-year. Seasonally adjusted inventories to sales ratios remained steady: 1.48 for Manufacturing, 1.08 for Retail, and 1.22 for Merchant Wholesalers. (Source: U.S. Census Bureau)</p> |
| <p>Manufacturing & Trade Inventory</p> | <p>Total value of inventory on-hand is estimated at \$2,057.4 billion in June 2021, an increase of 0.82% from the previous month. (Source: U.S. Census Bureau)</p> |
| <p>Purchasing Managers Index</p> | <p>The July Manufacturing PMI registered 59.5%, a decrease of 1.1 percentage points from the June reading of 60.6%. This figure indicates expansion in the overall economy for the 14th month in a row after contraction in April 2020. The New Orders Index registered 64.9%, decreasing 1.1 percentage points from the June reading of 66%. (Source: Institute for Supply Management) <i>(The PMI combines data on new orders, inventory, production, supplier deliveries, and employment. A reading above 50 indicates that the manufacturing economy is generally expanding.)</i></p> |
| <p>Purchasing Managers Index in the Southeast</p> | <p>Most recent data of the Southeast PMI increased 3.6% month-over-month to 71.9% for April 2021. New Orders in the Southeast increased to 83.3% and Production also increased 73.9%. (Source: Kennesaw State University) <i>(The Southeast region includes the states of Georgia, Alabama, Florida, Tennessee, Louisiana, and Mississippi. The PMI combines data on new orders, inventory, production, supplier deliveries, and employment. A reading above 50 indicates that the manufacturing economy is generally expanding.)</i></p> |



Logistics Managers' Index

The Logistics Managers' Index **comes in at 74.5 for July 2021**, tied for the third-highest in the history of the index. The overall index rate has now come in above the 70-point mark in six consecutive months, breaking last month's record as the longest streak in the history of the LMI. The six-month average of 73.2 is the highest observed for any half year during the history of the index. (Source: Logistics Managers' Index)

(The LMI score is a combination eight unique components that make up the logistics industry, including: inventory levels and costs, warehousing capacity, utilization, and prices, and transportation capacity, utilization, and prices. The LMI is calculated using a diffusion index, in which any reading above 50 percent indicates that logistics is expanding; a reading below 50 percent is indicative of a shrinking logistics industry.)

U.S. Market News

The U.S. Senate approved a \$1.2 trillion infrastructure plan Tuesday that could improve Georgia's roads, bridges, internet access, public transportation, rail, freight and water infrastructure, as well as create more jobs in the state, public officials said. If the Infrastructure Investment and Jobs Act becomes law, Georgia would receive billions of federal dollars, Georgia U.S. Sen. Raphael Warnock said. "Coming out of this pandemic, we have a once in a generation opportunity to repair our nation's aging infrastructure while addressing the worsening climate crisis and supporting job growth, including the clean energy jobs that will move Georgia into the future," Warnock said in a statement. "This legislation is vital to helping us build toward a future in Georgia that is both economically sustainable and ecologically sustainable, because I think that in a real sense you cannot have one without the other. (Source: The Center Square; [link to article](#))

MULTIMODAL:

Dow Jones Transportation Index

As of August 27, 2021, the Dow Jones Transportation Average Index **closed at a reading of 14,905.**

(Source: Marketwatch, Inc) (A price-weighted average of 20 U.S. companies in the transportation industry. The index includes railroads, airlines, trucking, marine transportation, delivery services, and logistics companies.)

NASDAQ Transportation Index

As of August 27, 2021, the NASDAQ Transportation Index **closed at a reading of 6,273.61.**

(Source: Marketwatch, Inc) (Averaged share weights of NASDAQ-listed companies classified as transportation companies)

Freight Transportation Services Index

The Freight Transportation Services Index (TSI) rose for the third consecutive month to 137.7, a **0.1% increase from April**. From May 2020 to May 2021 the index **rose 8.1% compared to a decline of 8.9%** from May 2019 to May 2020 and a rise of 2.3% from May 2018 to May 2019.

The June 2021 Freight Transportation Services Index (TSI) **fell for the second consecutive month to 136.9 down 0.2% from May**. From June 2020 to June 2021 the index rose 5.6% compared to a decline of 7.0% from June 2019 to June 2020. (Source: U.S. Bureau of Transportation Statistics) *(TSI is based on the amount of freight carried by the for-hire transportation industry)*

Cass Freight Index

The Cass Freight Shipments Index was **1.177** in July 2021, a **decrease of 3.1%** from the previous month, and an **increase to 15.6%** year-over-year. The Cass Freight Expenditures Index was 3.510 in July 2021, a **decrease of 5.9%** from the previous month and an **increase of 43.1%** year-over-year. (Source: Cass Information Systems)

(Based upon transportation dollars and shipments of Cass clients comprised of over 400 shipping companies)

Shippers Conditions Index

The Shippers Conditions Index (SCI) for June 2021, **fell back to a reading of -12.0 reflecting a continuing tough environment for shippers**. Freight rates improved slightly during June, but it was not enough to offset **tighter capacity utilization and little change in other components** – volume and fuel costs – to hold off the drop in the SCI for the month. (Source: FTR Transportation Intelligence)

(Figures below zero indicate a less-than-ideal environment for shippers)

North American Transborder Freight

Total transborder freight between the U.S., Canada, and Mexico totaled **\$116 billion** in June 2021 and up **41% compared to June 2020**. Trucks moved \$72.2 billion of freight **up 27.9%** compared to June 2020 and **continues to be the most heavily utilized mode** for moving goods between the U.S. and other North American countries (Canada and Mexico). (Source: U.S. Bureau of Transportation Statistics)



Multimodal News Clips:

For logistics managers around the world, planning a budget for next year will be as easy as swimming in cement shoes. The inverted ratio for supply and demand is not expected to right itself anytime soon — and that means prices will continue to soar. Importers and exporters have expressed their concerns to the Biden administration, Congress and the Federal Maritime Commission. While optimism has increased after the executive order on supply chain competition and FMC Commissioner Rebecca Dye’s Fact Finding 29 recommendations, it will take time for things to shake out. (Source: American Shipper; [link to article](#))

RAIL:

U.S. Freight Rail Traffic

U.S. railroads **originated 904,670 carloads in July 2021, up 6.6% or 55,969 carloads, from July 2020.** U.S. railroads also originated 1,066,169 containers and trailers in July 2021, up 1.5% or 15,450 units, from the same month last year. (Source: Association of American Railroads) *(Report includes rail car-loadings by 20 different major commodity categories)*

U.S. Intermodal Rail Traffic

Total U.S. carload and intermodal originations in July 2021 were **1,970,839, up 3.8%** or 71,419 carloads and intermodal units from July 2020. (Source: Association of American Railroads) *(Report includes rail car-loadings by 19 different major commodity categories as well as intermodal units)*

Railroad Fuel Price Index

The index of average railroad fuel prices for July 2021 was **435.7, 1.89% higher** than the previous month and **a 69% increase over July 2020.** (Source: Association of American Railroads) *(Average monthly price for gallons purchased by freight railroads; Includes federal excise taxes, transportation, and handling expenses)*

Class 1 Railroad Employment

Railroad employment in May 2021 was **115,670 a slight reduction** from the previous month. (Source: U.S. Surface Transportation Board)

Railroad News Clips:

Retail sales slowed during July as retailers continued to face supply-chain disruptions and increased COVID-19 vaccinations that prompted consumers to shift some spending from goods to activities like going out to dinner and traveling despite the delta variant, according to the National Retail Federation. The U.S. Census Bureau recently announced overall retail sales in July were down 1.1% seasonally adjusted from June but up 15.8% year-over-year. That compares with an increase of 0.7% month-over-month and an increase of 18.7% year-over-year in June. Despite occasional month-over-month declines, sales have grown year-over-year every month since June 2020, according to census data. (Source: Progressive Railroading; [link to article](#))

TRUCKING:

Truckload Linehaul Index

The Truckload Linehaul Index of **147.2 in July 2021 fell 0.8% from 148.4 in June** and decelerated to a 13.4% year-over-year increase from 14.5% in June. **This was the second straight decline after eleven straight increases,** but we would caution shippers not to get too excited and carriers not to worry too much, as this appears to be due to mix rather than a trend change. (Source: Cass Information Systems) *(the index is an indicator of market fluctuations in per-mile dry van truckload pricing in the U.S. and does not include other components like fuel and accessories. Provides trends in baseline truckload prices)*

Truck Tonnage Index

American Trucking Associations’ advanced seasonally adjusted For-Hire Truck Tonnage Index **decreased 1.2% to 109.8 in July from 111.1 in June.** Says ATA, “Softness in tonnage over the last few months is due more to supply constraints, rather than a big drop in freight volumes. Not only are there broader supply chain issues, like semiconductors, holding tonnage back, but there are also industry specific difficulties, including the driver shortage and lack of equipment. For-hire truckload carriers are operating fewer trucks than a year earlier. It is difficult to haul significantly more freight with fewer trucks and drivers.” (Source: American Trucking Associations) *(Note: ATA recently revised the seasonally adjusted index to 2015 = 100)*

Truckload Freight

The spot market for truckload-freight increased a few cents to \$2.75 for the month of August 2021. July 2021 Van Load-to-Truck Ratio **increased to 5.81, up** from 5.56 the previous month. (Source: DAT Trendlines)

Refrigerated Trucking

In July 2021, the national load-to-truck ratio for refrigerated loads was **12.56 loads per truck,** up from 11.59 the previous month. **Georgia’s reefer load-to-truck ratio ranges from 5.6 – 11.9.** For August, the national spot market reefer rate was **\$3.14 per mile,** up a nickel from the previous month. (Source: DAT Trendlines)

Trucking Conditions Index

The Trucking Conditions Index (TCI) for June 2021 was strong, although it **declined to 12.61 from a reading of 15.72 in May.** The easing in June primarily reflected slightly weaker freight volume and somewhat less robust freight rates. Overall, market conditions for carriers might have peaked, but they remain very strong and are forecast to remain in the double-digit positive range for the balance of 2021. (Source: FTR Transportation Intelligence) *(Figures below zero indicate a less-than-ideal environment for trucking)*

Diesel Prices

As of August 23, 2021 the U.S. average diesel price was **\$3.15 per gallon.** The U.S. average diesel price was **\$0.96 higher** than the same week last year. The average price of diesel in the Lower Atlantic states was **\$2.92 per gallon, \$0.92 higher** than the same week last year. (Source: U.S. Energy Information Administration) *(Reflects the costs and profits of the entire production and distribution chain)*



Trucking Employment The trucking industry workforce **increased 0.22% to 1,491.8 million employees total** in July 2021. (Source: U.S. Bureau of Labor Statistics)

Trucking Earnings and Hours The average earnings of truck transportation employees were \$27.42/hour in June 2021, **up almost a half dollar more** from the previous month. The average weekly hours totaled 42.4 in June, **down** from the previous month. (Source: U.S. Bureau of Labor Statistics)

U.S. Truck & Trailer Orders (Class 8) Preliminary North American Class 8 net orders for July were **down 1% month-over-month at 26,500 units**. Orders were up 25% year-over-year, now totaling 394,000 units for the previous 12 months. (Source: FTR Transportation Intelligence)

Trucking News Clip Werner Enterprises is banking on a commercial learner's permit (CPL) exemption not only to boost operational productivity but to help the company get its drivers employed faster. In an application filed with the Federal Motor Carrier Safety Administration in July, the Omaha, Nebraska-based truckload carrier asserted current federal regulations are keeping it from immediately employing new drivers because drivers are no longer issued a temporary CDL after passing the CDL skills test. Temporary CDLs previously allowed companies like Werner [NASDAQ: WERN] to immediately designate a new driver as "on duty" in order to drive to his or her home state to get CDL documentation without an accompanying second driver in "on-duty" status. (Source: Freightwaves; [link to article](#))

AIR FREIGHT:

Air Cargo Traffic Air cargo volumes remained stable at a high level in June 2021. Industry-wide cargo tonne-kilometres (CTKs) **rose by 9.9% in June 2021** compared to the same month in 2019, a small improvement over the 8.5% increase in May. **CTKs rose by 0.2% month-on-month in June, after a 0.3% fall in May**, the first since the initial hit from the crisis in April 2020. This implies that the strong rate of growth compared to 2019 is due to gains that happened in H2 2020 and earlier in 2021. May and June are typically slow months for air cargo, so this does not point to a serious slowdown. (Source: International Air Transport Association) (*Global air freight covers international and domestic scheduled air traffic.*)

Jet Fuel Prices As of August 27, 2021, the global average jet fuel price was \$79.19/bbl **down 4.7%** from the previous month, and **77.8% higher** year-over-year. (Source: International Air Transport Association) (*the weekly index and price data shows the global average price paid at the refinery for aviation jet fuel*)

Air Freight News Clips: Amazon Air announced Wednesday it has begun operations at its new, primary package hub at Cincinnati/Northern Kentucky International Airport a few weeks ahead of schedule. The U.S. hub will enable the online retailer to further speed up line haul transportation and help meet one-day delivery commitments for Prime members. An 800,000-square-foot sortation facility will be able to process millions of e-commerce packages each week. There are six other buildings, a large new ramp for aircraft parking, and a multistory vehicle garage on the 600-acre campus. Amazon (NASDAQ: AMZN) said the \$1.5 billion facility, which took four years of planning and construction, will create 2,000 jobs. (Source: American Shipper; [link to article](#))

OCEAN FREIGHT:

Shanghai Containerized Freight Index As of 8/27/2021, the SCFI comprehensive reading was **\$ 4,385.62 per FEU**. (Source: Shanghai Shipping Exchange) (*The Shanghai Containerized Freight Index reflects the spot rates of the Shanghai container transport market. It is a weekly reported average spot rate of 15 major container trade routes exported from Shanghai to regions around the globe.*)

Georgia Ports Authority For the first time in its history, the Port of Savannah has moved 5.3 million twenty-foot equivalent container units, growing cargo volumes by 20 percent in FY2021, or nearly 900,000 TEUs compared to the previous year. GPA's trade in autos and heavy machinery also saw significant growth. Roll-on/Roll-off volumes reached 703,528 units crossing all GPA docks in FY2021, with the Port of Brunswick alone handling more than 685,000 units of vehicles and heavy machinery. Total Ro/Ro volume grew by 18 percent over the previous fiscal year, or an additional 106,150 units. (Source: Georgia Ports Authority)

Ocean Freight Business News: In case you haven't heard, Georgia has become one of the nation's top 10 exporting states. Among the factors behind the state's exporting strength are the coastal jewels in our crown: the Savannah and Brunswick ports, which continue to smash their own cargo records. Just last month, the Port of Savannah handled 450,000 twenty-foot equivalent units (TEUs) of cargo containers – an increase of 25% over July 2020. And cars and heavy machinery units at the Port of Brunswick were up 39% compared to a year ago. These records were achieved on the heels of a banner fiscal year for the ports, in spite of – and because of – the COVID-19 pandemic that disrupted supply chains and boosted international demand for homegrown products. (Source: Georgia Trend; [link to article](#))



WAREHOUSING & DISTRIBUTION:

Industrial Vacancy The U.S. industrial vacancy rate declined by 40 basis points (bps) quarter-over-quarter and by 60 bps year over year, **coming in at 4.5% at the end of Q2 2021**. This ties with the previous record low vacancy rate registered in Q4 2018. The vacancy rate is now 180 bps below the 10-year historical average of 6.3% for all product types. This compression is **largely due to more demand in the market for quality space than supply can keep up with**, which in turn can be attributed to the acceleration of e-commerce. (Source: Cushman & Wakefield)

Warehouse Rent Rates The continued tight market conditions and solid demand brought on another quarter of year-over-year rent growth in Q2 2021, increasing to \$7.03, from \$6.90 psf in Q1 2021. The U.S. industrial market recorded another record high rental rate and national industrial rents surpassed \$7.00 psf for the first time ever. Warehouse/distribution rents **rose 5.4% during the same period** to \$6.42 psf. **The average asking rent in Savannah was \$6.25/SF in Q2 2021**. (Source: Cushman & Wakefield)

Industrial Absorption The U.S. industrial market ended the first half of 2021 with record-setting statistics and demand outpacing supply for the second quarter in a row. In fact, the market **absorbed 110.2 million square feet (msf)** in Q2 2021—the most space ever absorbed in a single quarter of any year, 96.7% above the 56 msf reported in Q2 2020. This brought the mid-year **2021 absorption totals to 203.9 msf**. The Atlanta market finished the second quarter 2021 at a strong pace, **absorbing 10,481,983 million square feet**. The net absorption in Q2 2021 in Savannah was **1,003,967 million square feet**. (Source: Cushman & Wakefield; Absorption is the net change in occupied space between two points in time. Positive absorption means that previously unoccupied space is being occupied.)

Warehouse Employment The nationwide warehousing industry workforce **increased to 1,441.8 million** employees in July 2021. (Source: U.S. Bureau of Labor Statistics)

Warehouse Earnings and Hours The average earnings of warehousing & storage employees across the U.S. were **\$22.47/hour in June 2021, up \$0.02** from the previous month. The average weekly hours totaled **41.1 in June 2021, down a half hour** from the previous month. (Source: U.S. Bureau of Labor Statistics)

W&D Business News: Warehouse employment has reached a new high after a months-long dip, but companies are still scrambling to keep pace with demand. There were 1.44 million workers in the warehouse and storage industry in July, according to preliminary data from the Bureau of Labor Statistics. This surpassed the previous record high set in November and is the third consecutive month employment in the sector has grown. The record-level employment at warehouses is the result of a rush to staff up as the COVID-19 pandemic drives up e-commerce demand. "What it means is that instead of having 100 guys driving forklifts that have pallets around, now you've got individuals that have to do a lot of picking and packing," Rich Thompson, international director of supply chain and logistics solutions at JLL, said of the shift to e-commerce. "And that requires far more labor." Several companies with heavy warehouse footprints reported labor pressures in the first half of 2021, as employment in the sector slumped after November 2020. (Source: SupplyChainDive; [link to article](#))

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For more information about the **Logistics Market Snapshot** or the many other resources and activities of the Georgia Center of Innovation's logistics team please contact:

Malissa MacKay | mmackay@georgia.org | 912.966.7842