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RoadPulse

Monthly Logistics Report

March 2025

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Hello!

Welcome to the latest edition of our Capacity Market Update! I am thrilled to present you with a comprehensive overview of the dynamic European logistics landscape for March 2025.

In this month's report, we dive deep into the crucial elements that drive our industry forward, providing you with insightful data and trends to help you make informed decisions. Here's a snapshot of what you'll find in this edition:

Fuel Price Overview

Our analysis aims to help you anticipate and monitor cost fluctuations to strategize effectively. Consider that average fuel weights between 27% & 30% of your road transportation price. Fuel prices in March 2025 declined by 3% compared to February 2025. However, when compared to the fourth quarter of 2024, the first quarter of 2025 closed with an overall increase of 5%.

Truck Capacity Evolution

As the logistics landscape evolves, so does truck capacity. This report delves into the evolving truck capacity availability. Continuing the trend observed in February, the capacity index increased to 107.78 in March 2025—up 1% from February 2025 and 4% higher than March 2024. The surplus in capacity persisted due to consistently low demand levels.

Contract vs. Spot Price Comparison

This report presents a detailed comparison and trend analysis, enabling you to understand how spot price evolve towards contract price. Compared to February 2025, the spot index declined by 2% in March 2025, reaching a level of 122.62. This decrease was expected, given the subdued demand and overall softness in the market. To compensate for reduced volume and sustain operations, carriers were compelled to accept lower prices for spot loads.

Capacity, Contract Price & Cost Index

The contract price for March increased marginally by 0.88% compared to February 2025, while the carrier cost index remained elevated and stable, leading to consistent revenue levels on contracted lanes. However, the significant decline in spot rates—now falling below contracted rates—combined with a steady carrier cost index, is adversely impacting carrier profitability on non-contracted freight.

Global truck driver shortage

IRU's 2024 global truck driver shortage report has found that 3.6 million positions remain unfilled in 36 countries studied representing 70% of global GDP. This is a similar level to 2023, primarily due to easing transport demand over that period.

Your success drives us, and it's our commitment to provide you with the insights you need to thrive in this ever-evolving landscape. Thank you for your continued partnership and trust in sennder. Let's navigate the future of logistics together with data-driven strategies that shape success.

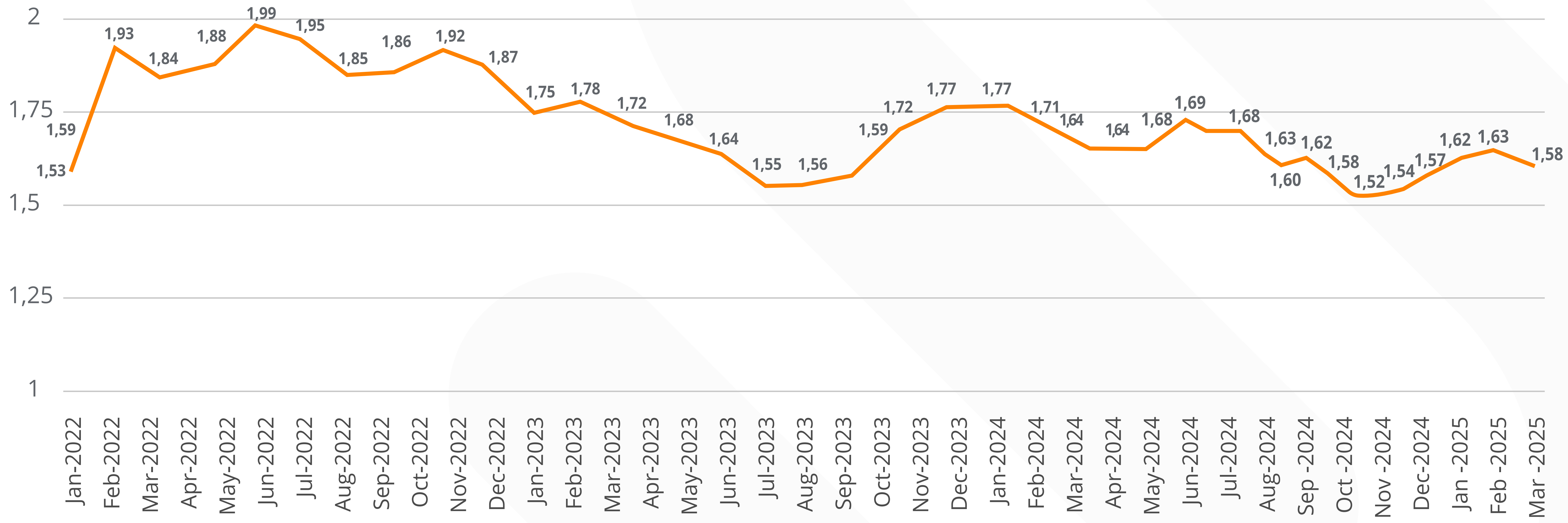
Keep on trucking!

Olivier Gonon
Director
CAPACITY MANAGEMENT
SENNDER

Macro Economic View

Fuel prices in March 2025 declined by 3% compared to February 2025.
However, when compared to the fourth quarter of 2024, the first quarter of 2025 closed with an overall increase of 5%.

Avg Monthly Fuel Price / Litre (€)



- Month-over-Month growth / decline = **-3%**
- Compounded Growth Rate (Last 6 Months) = **+1%**
- Since war broke out in Ukraine = **-1%**
- 12-month growth / decline = **-4%**
- 24-month growth / decline = **-6%**

Source: Weekly Oil Bulletin | Energy (europa.eu) senndr

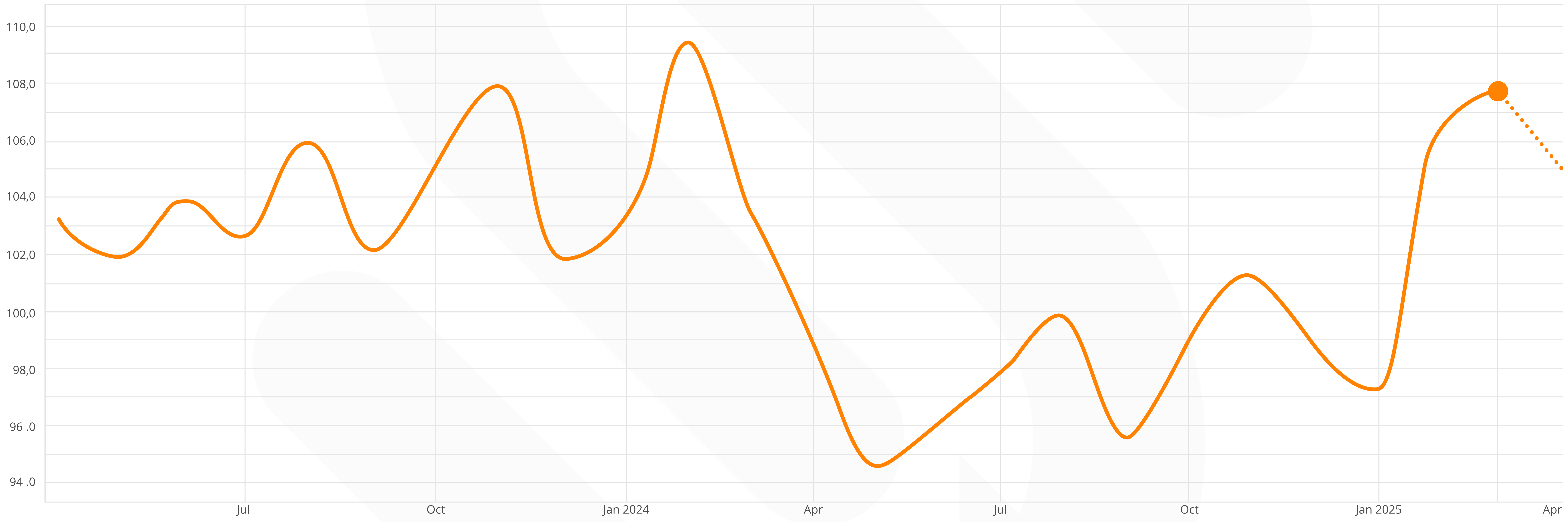
UPDATE 13 April 2025

Capacity Index

Continuing the trend observed in February, the capacity index increased to **107.78** in March 2025—up 1% from February 2025 and 4% higher than March 2024. The surplus in capacity persisted due to consistently low demand levels.

Capacity Index
107,78
▲ +1,31 (+1%) since Feb.'25
▲ +3,81 (+4%) since Mar.'24

- This index has a baseline of 100 which represents the capacity seen in the year of 2019



	Nov	Dec	Jan 2024	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan'25	Feb	Mar	Apr
Capacity Index	107,96 +2,9%	101,89 -5,6%	103,2 +1,3%	109,52 +6,1%	103,97 -5,1%	99,57 -4,2%	94,66 -4,9%	96,08 +1,5%	97,66 +1,6%	99,94 +2,3%	95,58 -4,4%	98,98 +3,6%	101,33 +2,4%	98,86 -2,4%	97,37 -1,5%	106,47 +9,3%	107,78 +1,2%	104,98 -2,6%

Source: Transporeon Insights *see page 14 with legend descriptions

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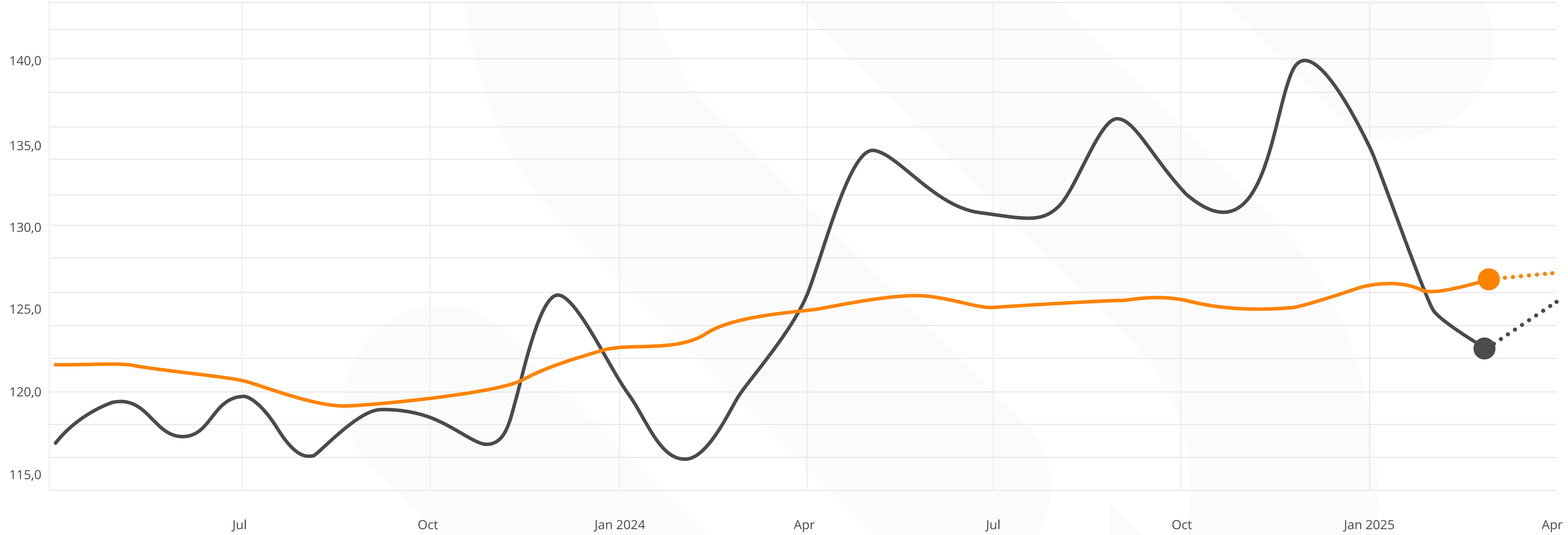
UPDATE 13 April 2025

Spot vs Contract Price Index

Compared to February 2025, the spot index declined by 2% in March 2025, reaching a level of **122.62**. This decrease was expected, given the subdued demand and overall softness in the market. To compensate for reduced volume and sustain operations, carriers were compelled to accept lower prices for spot loads.



Spot Price Index
122,62
-2,42 (-2%) since Feb.'25
+2,5 (+2%) since Mar.'24

Contract Price Index
126,91
+0,68 (+1%) since Feb.'25
+2,22 (+2%) since Mar.'24

- Contracted and Spot indexes have a baseline of 100 which represent the prices seen during the year of 2020

	Nov	Dec	Jan 2024	Feb	Mar	Apr	May	Jun	Jul
Spot price	117,1 -1,2%	125,86 +7,5%	120,46 -4,3%	115,9 -3,8%	120,11 +3,6%	125,89 +4,8%	134,48 +6,8%	132,16 -1,7%	130,62 -1,2%
Contract price	120,31 +0,6%	121,53 +1%	122,8 +1%	123,24 +0,4%	124,69 +1,2%	125,03 +0,3%	125,43 +0,3%	125,88 +0,4%	125,44 -0,3%

	Aug	Sep	Oct	Nov	Dec	Jan 2025	Feb	Mar	Apr
Spot price	130,86 +0,2%	136,52 +4,3%	132,22 -3,1%	131,07 -0,9%	140,12 +6,9%	134,66 -3,9%	125,04 -7,1%	122,62 -1,9%	125,55 +2,4%
Contract price	125,51 +0,1%	125,86 +0,3%	125,7 -0,1%	125 -0,6%	125,53 +0,4%	126,63 +0,9%	126,23 -0,3%	126,91 +0,5%	127,25 +0,3%

Source: Transporeon Insights *see page 14 with legend descriptions

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UPDATE 13 April 2025

Capacity, Contract Price & Cost Index

The contract price for March increased marginally by 0.88% compared to February 2025, while the carrier cost index remained elevated and stable, leading to consistent revenue levels on contracted lanes. However, the significant decline in spot rates—now falling below contracted rates—combined with a steady carrier cost index, is adversely impacting carrier profitability on non-contracted freight.

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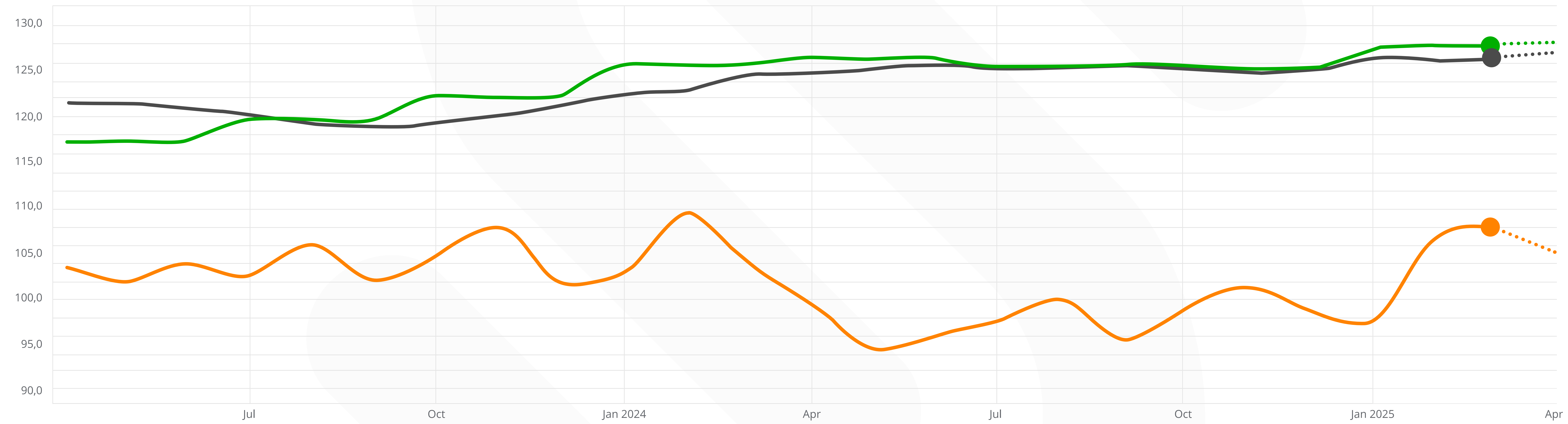
107,78
+1,31 (+1%) since Feb.'25
+3,81 (+4%) since Mar.'24

Contract Price Index
126,91
+0,68 (+1%) since Feb.'25
+2,22 (+2%) since Feb.'25

Cost Index
127,76
0 (0%) since Feb.'25
+2,1 (+2%) since Feb.'25



	Nov	Dec	Jan '24	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan '25	Feb	Mar	Apr
Capacity	107,96 +2,9%	101,89 -5,6%	103,2 +1,3%	109,52 +6,1%	103,97 -5,1%	99,57 -4,2%	94,66 -4,9%	96,08 +1,5%	97,66 +1,6%	99,94 +2,3%	95,58 -4,4%	98,98 +3,6%	101,33 +2,4%	98,86 -2,4%	96,37 -1,5%	106,47 +9,3%	107,78 +1,2%	104,98 +2,2%
Contract price	120,31 +0,6%	121,53 +1%	122,8 +1%	123,24 +0,4%	124,69 +1,2%	123,03 +0,3%	125,43 +0,3%	125,88 +0,4%	125,44 -0,3%	125,51 +0,1%	125,86 +0,3%	125,7 -0,1%	125 -0,6%	125,53 -0,4%	126,63 +0,9%	126,23 -0,3%	126,91 +0,5%	127,25 +0,3%
Cost	122,26 0%	122,26 0%	125,66 +2,8%	125,66 0%	125,66 0%	126,52 +0,7%	126,52 0%	126,52 0%	125,64 -0,7%	125,64 0%	125,64 0%	125,53 -0,1%	125,53 0%	125,53 0%	127,76 +1,8%	127,76 0%	127,76 0%	128,66 +0,7%

Source: Transporeon Insights *see page 14 with legend descriptions

Driver Shortage

IRU's 2024 global truck driver shortage report has found that 3.6 million positions remain unfilled in 36 countries studied representing **70%** of global GDP. This is a similar level to 2023, primarily due to easing transport demand over that period. The report however reaffirms that the shortage of truck drivers is a long-term structural issue that persists in all regions. Of 5,100 trucking firms surveyed in 2024, up to **70%** in some countries face severe or very severe difficulties in recruiting drivers.

Young drivers under 25 make up **6.5%** of the total driver workforce. Some countries have critically low rates, including Italy (**2.2%**) and Germany(**2.6%**). Poland and Spain do not fare much better (**3%** each). In stark contrast, drivers over 55 make up **31.6%** of the workforce.

Unfortunately, the trend is downward. The percentage of young truck drivers compared to all drivers fell by **5.8%** from 2023 to 2024. This is despite the reverse trend being witnessed in the overall workforces of the countries studied, with young workers up by **1.4%**. Over the next five years, the report forecasts that 3.4 million truck drivers will retire in the countries studied. In Australia, **21%** of current drivers will have retired by 2029. In China it is **18%**; in Europe **17%**.

Figure 23. Unfilled truck driver positions in 2024

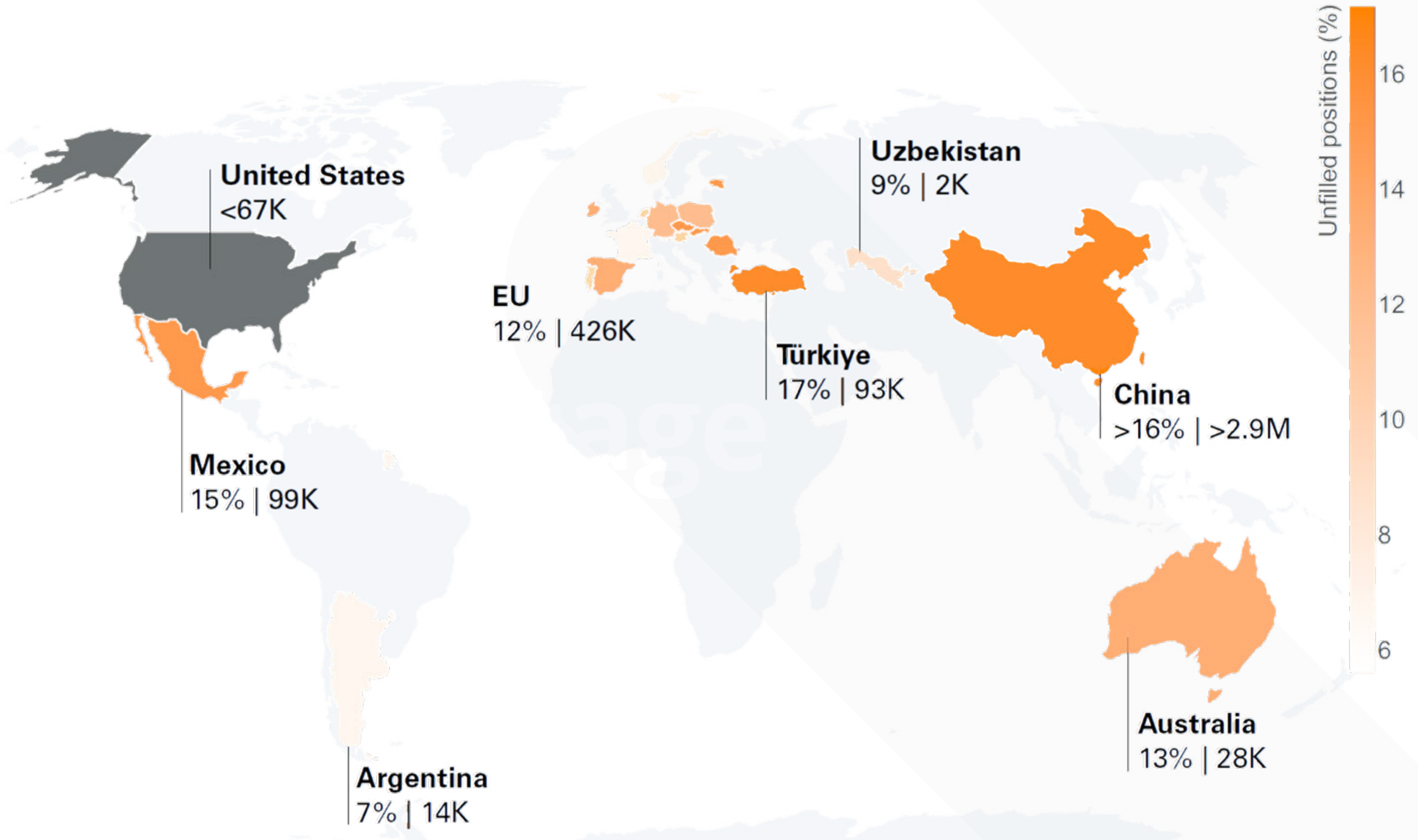
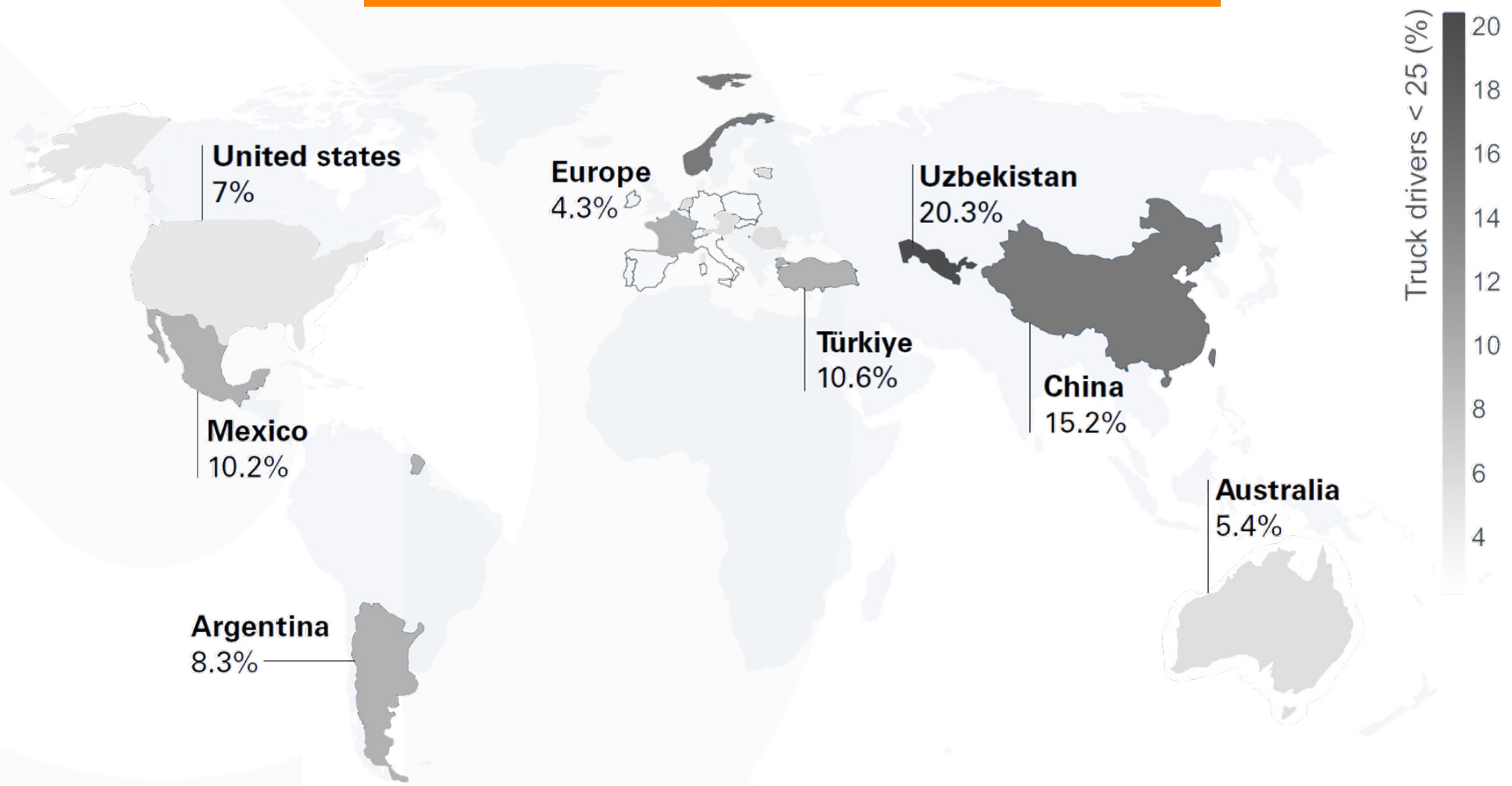


Figure 57. Share of truck drivers under 25 in 2024



Source: IRU

Driver Shortage – focus on Germany and Poland

Germany and Poland face acute youth shortage in trucking workforce, IRU warns. Indeed, Germany and Poland as countries where the “widening structural gap” between younger and older drivers is particularly severe.

A new report by the International Road Transport Union (IRU) has raised serious concerns about the future of road freight transport in Germany, revealing that just 2.6% of the country’s truck drivers are under the age of 25. The figure is among the lowest recorded across the 36 countries surveyed and signals a deepening structural problem in the German logistics sector.

The IRU’s 2024 Global Truck Driver Shortage Report reveals that 45% of Germany’s truck drivers are over the age of 55, a share that continues to rise. With more than 17% of the European trucking workforce expected to retire by 2029, Germany is set to feel the pressure acutely, both in domestic freight operations and in cross-border transport flows that are vital to the EU single market.

The IRU’s findings show that this is not just a German issue. In Poland, another key player in European road freight, just 3% of drivers are under 25. Italy (2.2%) and Spain (3%) report similarly low levels.

Across the 35 countries for which data was available, young drivers make up just 6.5% of the workforce — a figure that dropped by 5.8% from the previous year. This decline occurred despite a 1.4% increase in young workers in the general labour force over the same period.

The discrepancy indicates that young people are entering the workforce — just not the trucking industry.

This trend is particularly problematic for Germany, where the logistics and manufacturing sectors rely heavily on a stable and responsive road freight network. The lack of incoming talent, combined with a wave of impending retirements, could soon create bottlenecks in supply chains that are already strained by capacity issues and regulatory pressures.

As the German road freight industry enters a period of demographic reckoning, the challenge is not simply to raise wages or boost job satisfaction — but to ensure that truck driving is seen by the next generation as a viable, valuable, and accessible career.

Source: https://go.iru.org/WR & Germany and Poland face acute youth shortage in trucking workforce, IRU warns

Driver Shortage

More than of 40% companies face severe or very severe difficulties filling driver positions.
The only exception was Uzbekistan, where the issue was more about retaining drivers than attracting them. Not only does Uzbekistan benefit from a young population, but the profession is also considered attractive. This is due to the low level of investment (in terms of both time and money) required to become a professional driver and the high salaries compared to other professions.

Figure 21. How much difficulty are trucking companies having to fill driver positions due to driver shortages?

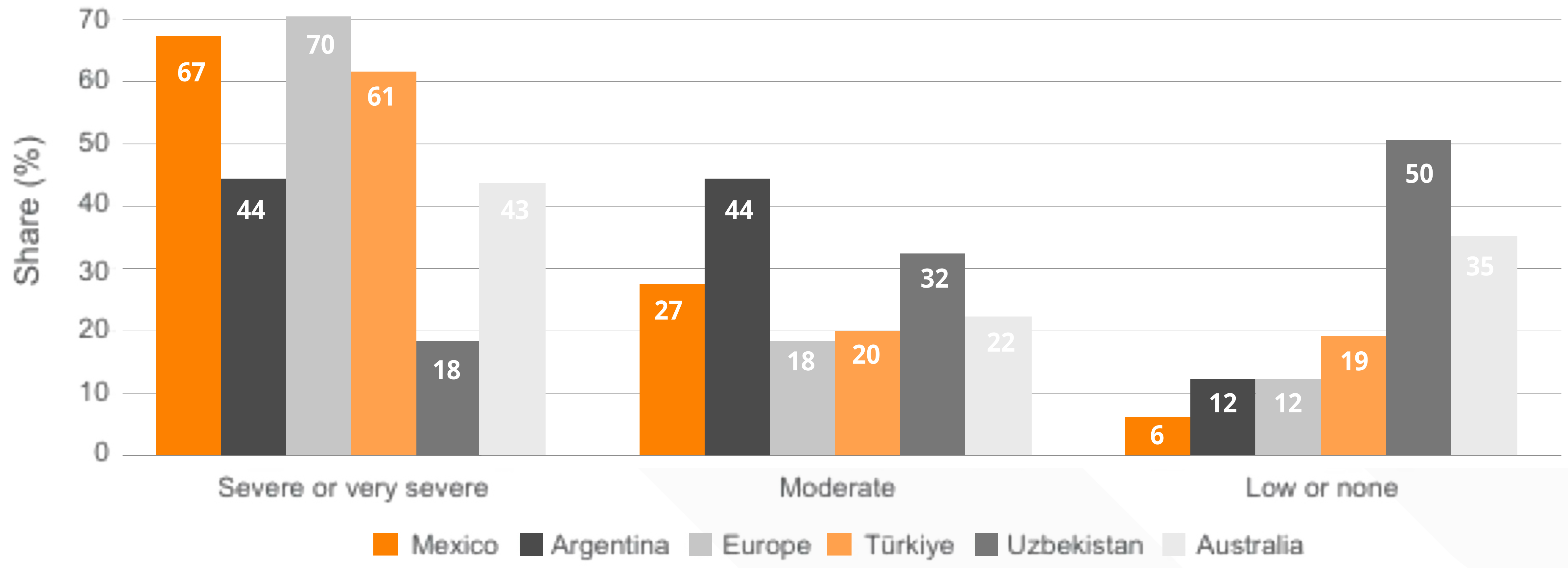
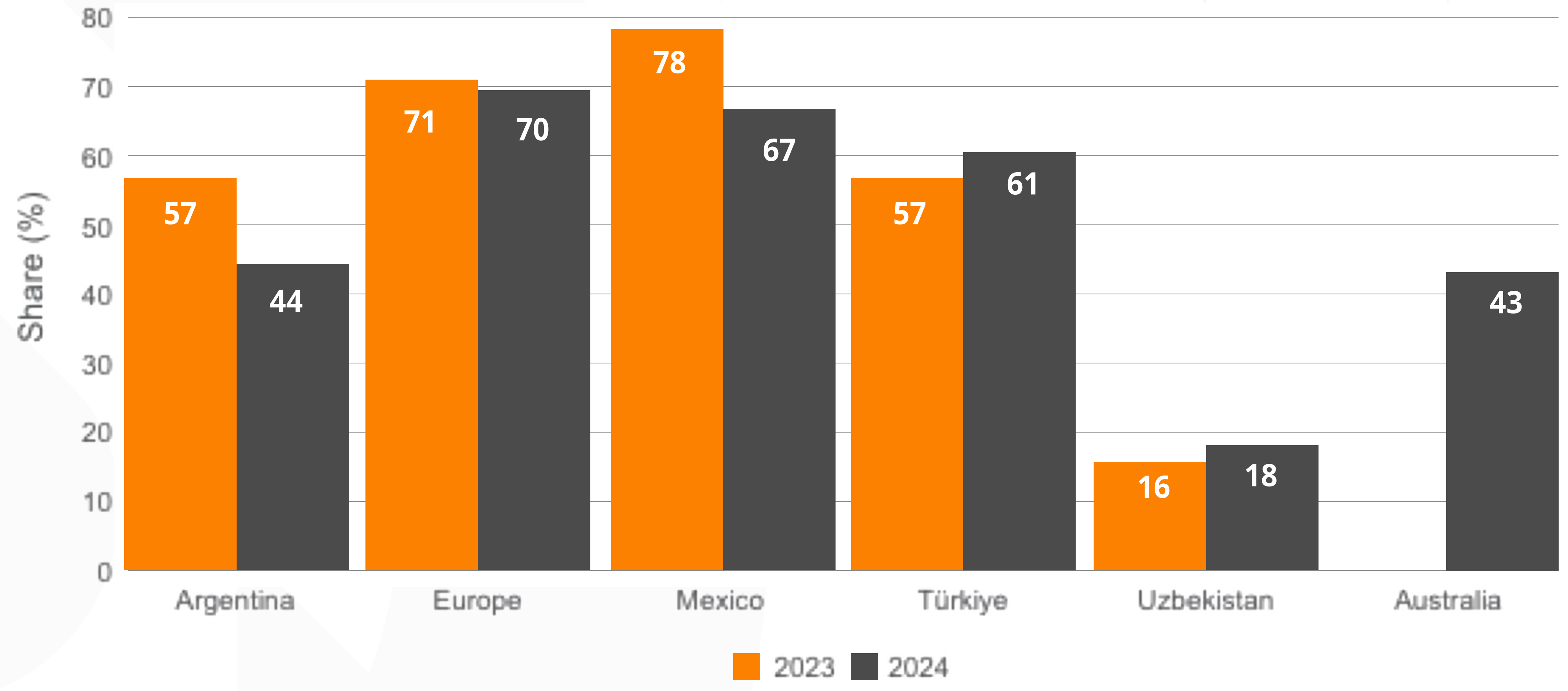


Figure 22. Share of companies facing severe or very severe difficulties filling driver positions due to driver shortages



Source: IRU

Driver Shortage – Salaries and Satisfaction

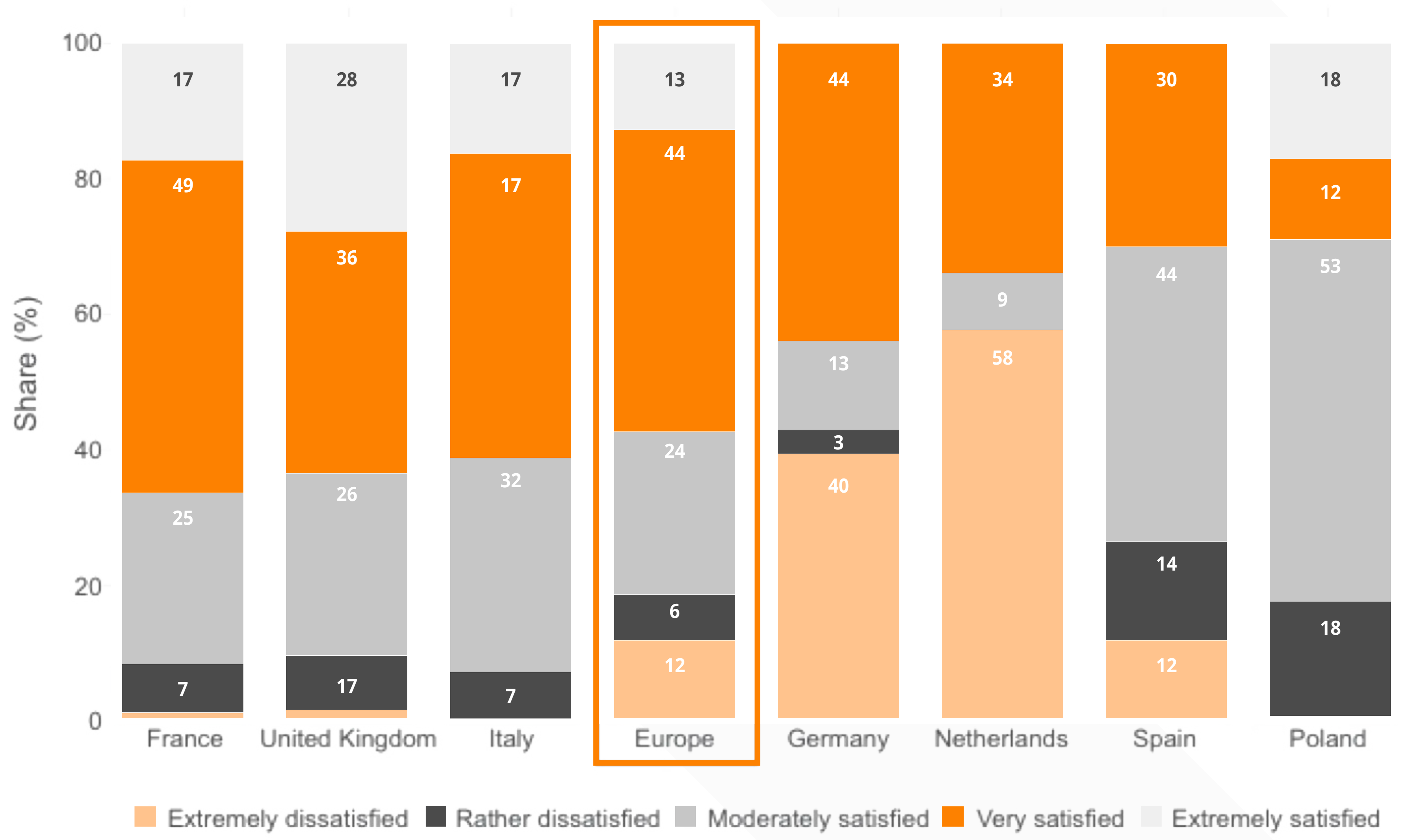
Salaries are often cited as a key reason for driver shortages, yet the data disproves this. Average truck driver salaries are 30% to 135% higher than the base cost of living level in all regions. Driver salary levels do not correlate with driver shortage levels.

On job satisfaction, IRU partnered with Truckfly by Michelin to survey 1,100 truck drivers in seven major European markets. This barometer analyzed satisfaction by country, age, gender, type and size of company, and route distance.

An impressive 81% of truck drivers are satisfied with their job, with 57% being very or extremely satisfied. British, French and Italian drivers are the most satisfied. Young drivers under 25 were the age group with the highest levels of job satisfaction.

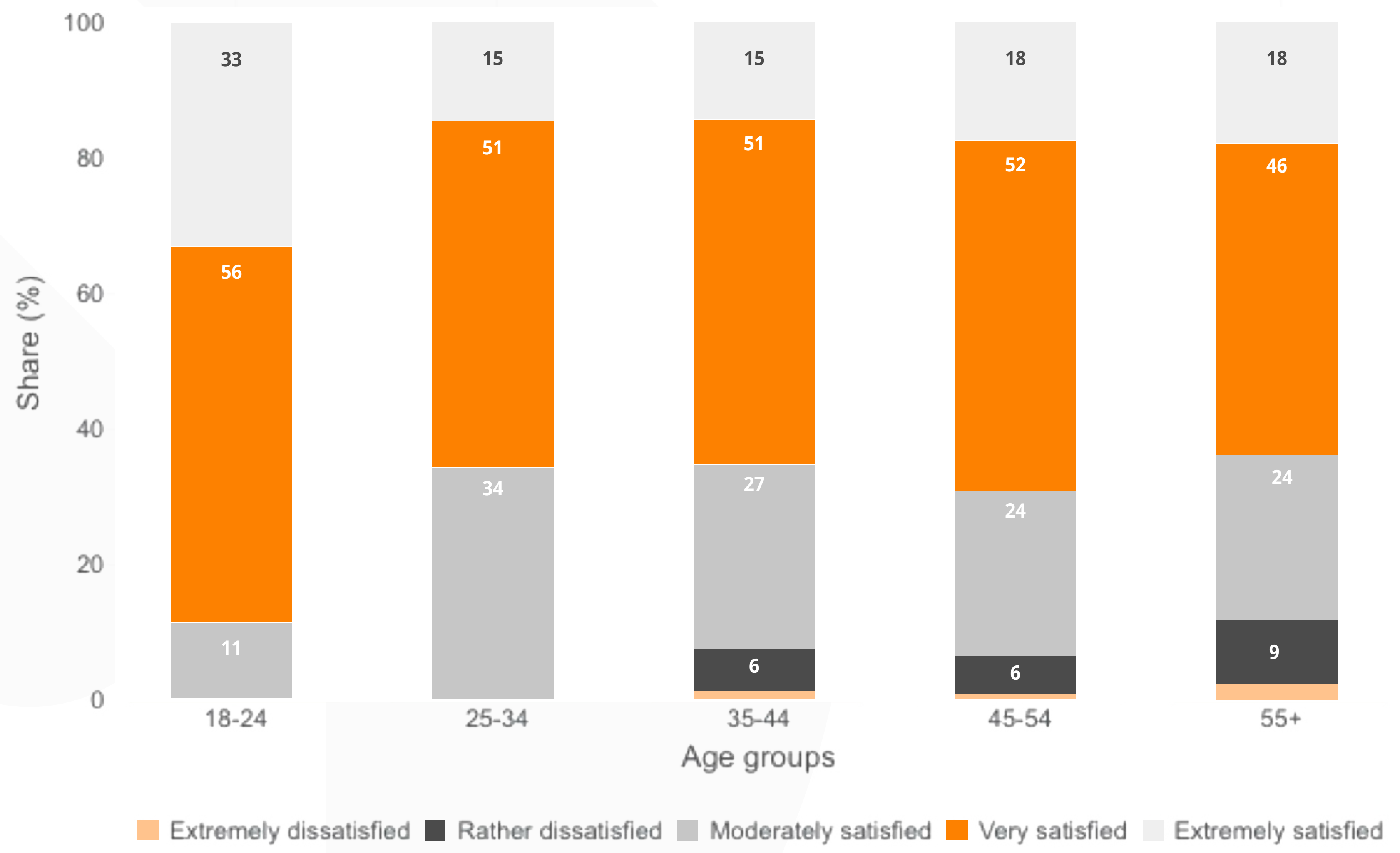
The biggest issues that drivers want fixed: 91% cited access to **well-equipped rest areas and treatment at delivery sites**. Gender and age did not affect this ranking.

Figure 1. Overall truck driver job satisfaction level in 2024



Note: Response to the question: “Overall, how satisfied are you with your job?” The “Europe” bar shows the average of country results weighted by the number of truck drivers in each country.

Figure 77. Driver satisfaction level by age in France (2024)



Note: Note: Response to the question: “Overall, how satisfied are you with your job?”

Source: IRU

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Driver Shortage Barriers & Solutions

Table 1. Main barriers to entering the profession, by country

	United States	Mexico	Argentina	Europe	Türkiye	Russia	Uzbekistan	China	Australia
Minimum age above 18	Significant barrier	Moderate barrier [2]	Significant barrier	Moderate barrier [2]	Significant barrier [2]	Not a relevant barrier	Not a relevant barrier	Significant barrier	Significant barrier
High driving licence and qualification costs	Moderate barrier [1]	Not a relevant barrier	Moderate barrier	Significant barrier	Significant barrier	Significant barrier	Not a relevant barrier [6]	Significant barrier	Moderate barrier
Difficulties to hire foreign drivers	Not reported	Not reported	Not a relevant barrier	Significant barrier	Not a relevant barrier	Moderate barrier	Not a relevant barrier	Not a relevant barrier	Moderate barrier
Bureaucracy/long process to obtain licence/CPC	Significant barrier	Significant barrier	Not a relevant barrier	Not a relevant barrier	Significant barrier [5]	Not a relevant barrier	Not a relevant barrier	Moderate barrier	Significant barrier
Lack of training capacity/availability	Not reported	Significant barrier	Not a relevant barrier	Moderate barrier [4]	Moderate barrier	Moderate barrier	Moderate barrier [7]	Not reported	Significant barrier

Significant barrier · Moderate barrier · Not a relevant barrier · Not reported

Notes:

1. Costs are very high, but trucking companies usually cover such costs.
2. In Mexico, the minimum age to drive internationally is 21, but it is not a significant barrier to attracting young people. In addition to the minimum age, there is a maximum age to drive a truck in Italy and Türkiye (67 years old, temporarily increased to 69 in Türkiye in 2021 due to the pandemic but is still applicable).
3. The broader issue here is soaring inflation rather than the qualification costs themselves.
4. A growing lack of instructors.
5. The big issue is obtaining Schengen visas for drivers driving to Europe.
6. Costs are below the monthly cost of living and the profession is attracting a lot of young people. Additionally, many companies are paying for driver training.
7. The issue here is the lack of capacity to train enough drivers to compensate for the ones immigrating to other countries

Source: https://go.iru.org/WR

Driver Shortage Barriers & Solutions

Tables 2 and 3 present the solutions implemented by industry stakeholders (companies, national associations, governments) to overcome existing barriers, and in which of the countries studied.

Table 2. Barriers and related solutions to improve accessibility to the profession

Barriers	Solutions
Minimum age above 18	■ Lower minimum driving age to eliminate the school-to-wheel gap
High driving licence and qualification costs	■ Help cover licence and qualification costs ■ Create more flexible training programmes
Difficulties hiring third-country drivers	■ Facilitate access for third-country drivers ■ Create more flexible training programmes
Bureaucracy/long waiting time and process to obtain licence/CPC	■ Remove hurdles for driver applicants and streamline qualification processes
Lack of training capacity/availability	■ Increase training capacity/availability

Table 3. Solutions implemented, by country

	United States	Mexico	Argentina	Europe	Türkiye	Uzbekistan	China	Australia
Lower minimum driving age	■			■	■		■	
Help cover licence and qualification costs	■	■	■	■				
Facilitate access for third-country drivers	■							
Create more flexible training programmes				■				
Remove hurdles for driver applicants		■						
Increase training capacity/availability		■		■		■		

Note: This is not an exhaustive list but rather a compilation of best practices from IRU members and other industry stakeholders.

Long waiting times at borders and at shippers negatively impact supply chains (disruptions, delivery delays, etc.) and drivers' working conditions. Improving border crossing procedures is essential to attract more truck drivers.

In Europe, this is mainly due to temporary border controls following risks due to the geopolitical situation (risk of possible terrorist infiltration) and irregular migration.

Source: https://go.iru.org/WR

Driver Shortage: Lack of secure and equipped truck parking areas

The lack of secure and well-equipped rest zones (showers, separate toilets for men and women, food, safe sleeping zones, etc.) is an issue in all regions studied.

As shown in the Driver barometer, in all countries, no matter the gender or age, the lack of well-equipped and secure parking areas are the top two challenges to be addressed to attract and retain drivers.

A study by the American Transportation Research Institute found that drivers, on average, sacrifice 56 minutes of driving time every day to secure parking, amounting to a USD 5,600 annual pay cut.

In Europe, with only 300,000 truck parking spaces currently available in the EU, there is a significant shortfall of 100,000 spaces to meet total demand. Only 10% of existing parking places (around 30,000) in the EU are certified to be safe and secure.

According to the 2022 Cargo Theft Report by TT Club, TAPA EMEA and BSI Connect SCREEN Intelligence, top countries for cargo theft were Brazil, Germany, India, Mexico, the Russian Federation, South Africa and the United States.
The most common types were thefts from facilities (26%), hijacking (16%) and theft from the container/trailer (15%).

In Europe in 2019, most cargo theft incidents (40%) occurred in rest areas. The lack of secure parking locations, exacerbated by regulations that sets the maximum time drivers can operate before taking a break, forces drivers to stop at dangerous locations and increases the chances of cargo theft.

In 2022, there was a significant increase in fuel thefts due to the increase in oil prices (Germany and the United Kingdom accounted for 72% of recorded losses in Africa, Europe and the Middle East).

Source: https://go.iru.org/WR

TP Insights legends

Capacity Index

This index shows how capacity on EU level develops on a monthly basis by using fleet data and combining it with carrier behavior.

This index represents the capacity development on a monthly basis on the European level. It uses Transporeon Contracted Load Rejection Rate, Spot Offers Index, and the fleet registration data provided by the European Automobile Manufacturers' Association. By combining the fleet development in Europe with carrier behavior (how do they reject contract loads and how do they bid on the spot market) we can show how carriers are actually utilising their fleets and therefore calculate a representative capacity index.

This index has a baseline of 100 which represents the capacity seen in the year of 2019. This means that values larger than the baseline represent an increase in available capacity, e.g. an index of 120 means that there is 20% more capacity than before. And a value below 100 shows a decline in capacity, e.g. an index of 92 shows that there is now 8% less capacity on the market than before.

This index provides insights into the truck availability development in Europe. The truckload market is cyclical and goes through different parts of the cycle – e.g. tight markets and booming economy incentivizes carriers to invest in fleet expansions until at some point this creates overcapacity, prices start decreasing, etc. Naturally, the market depends on the demand and supply.

Contract Price Index

This index represents the development of the contract rates in Europe.

Spot Price Index

This index represents the development of the spot rates in Europe.

Total Price Index

This index represents the development of the spot and rates in Europe.

Price Indices (Contract / Spot & Total)

A set of three price indices which represent the rate development on the European level. The Total Price Index represents the development of both the spot and contract rates, the Spot Price Index represents the spot market development, and the Contract Price Index represents the contract rate development.

The Spot Price Index and the Contract Price Index use the rate information from the 70 biggest lanes in Europe where each lane is weighted based on the transport performance defined by Eurostat and foreign trade statistics. These 70 lanes contain 9 domestic and 61 intra-European lanes where, due to the size of the lanes, the domestic lanes contribute 70% of the transports and the intra-European lanes add 30% of the transport volume.
The Total Price Index is composed of 90% contract rates and 10% spot rates to reflect the distribution of transports seen on the Transporeon platform. That is why this index follows the Contract Price Index much closer than the Spot Price Index.

All three indices have a baseline of 100 which represent the prices seen during the year of 2020. Any index value above 100 would represent a price increase, e.g. a Spot Price Index of 130 would be a 30% increase in spot rates compared to the year of 2020. Any index value below the baseline of 100 would show falling transport rates, e.g. a Contract Price Index of 92 would mean that contract rates are 8% cheaper than in 2020.

Data

The indices are updated weekly at the end of the week. Data for all three indices is available since January 2019.

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Thank you!

If you have any questions related to this report, please contact your dedicated Account Manager from sennder.

If you are not our customer and would like to get more information, please contact our expert:
urszula.pociejewska@sennder.com

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