

# Transportation - Trucking

## 20-min series: Truckstop.com sees rates normalized; capacity exits accelerate

Industry Overview

### Truckstop.com market update at Hoexter's 20-min Series

On June 14, we hosted Truckstop.com Chief Relationship Officer Brent Hutto as part of our Hoexter's 20-minute Transport update call series to discuss truck spot/contract rate moves, capacity exits trends, demand green shoots, and views of the freight cycle.

### Spot capacity exits accelerating as carriers move to fleets

Mr. Hutto believes the Truckload spot pricing has moved back toward equilibrium/historically normal levels, after falling from \$1.65/mile in mid-February to \$1.25/mile in mid-May, and since jumping to \$1.42/mile this week. He noted that the diversity of the market, which is a 'for-profit' market, can't operate below breakeven levels for an extended period. He also noted that 8,800 carriers (primarily small operators with 1-3 trucks) exited the for-hire pool on a net basis year-to-date, up 60% from 5,500 net exits at our May Conference (see [Takeaways](#)). Some exiting carriers transitioned to leased fleets (which operate in the contract market) yet hiring activity among leading carriers had also slowed. Although he views average spot rates as in-line with cost per mile, as owner-operators can decrease take-home pay (~60 cents/mile) and insurance benefits (13-15 cents/mile) to adjust for market rates, he sees some less-efficient carriers still operating below profitability. He expects carrier net exits to increase as the for-hire carrier population is 18% above pre-pandemic levels. This supports our view of accelerating carrier exits leading to a 2H rebound in the truck cycle. We remain focused on leading truckload/intermodal carriers such as KNX, JBHT and SNDR.

### Rates back to normal; Shippers paying for certainty

Mr. Hutto attributed the return to more normalized spot rates (from record levels) to lower demand, as load availability returned to its historical average. He sees normalizing shipper freight demand for dry-van and refrigerated (reefers), yet elevated flatbed and specialty truck demand given strong construction/infrastructure activity (dry-van/reefers are macro-driven). The record contract to spot rate premium of \$0.35-\$0.50/mile underscores shippers increased demand for certainty of capacity. Given that historically wide gap, yet shippers desire to ensure capacity availability, he sees 5% more downside to contract rate levels through the current bid season. He believes shipping cost has increased to 8%-9% of a products' landed costs, up from 6%-8% previously.

### Expects increased Asset-Light penetration

Trucking represents 80% of freight moved in the US, with ~750 million movements annually. Within truckload, 80% of moves are under contract rates (focused on by large and medium carriers) and 20% moves in the spot market (brokerage, third-party logistics operators, small carriers). Mr. Hutto expects penetration of asset-light logistics operators (truck brokers and third-party logistics providers) to increase given their rising investments in digital automation (\$1.4 billion in 2022 vs \$32 million in 2015). He expects the transition to fully digital will be slow given the scale of the truck market. He sees service and higher transparency as differentiators for asset-light operators in the trucking industry.

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**Exhibit 1: Stocks mentioned**

Ratings and price summary

BofA Ticker	Bloomberg ticker	Company name	Price	Rating
JBHT	JBHT US	J.B. Hunt Trans	US\$ 174.39	B-1-7
KNX	KNX US	Knight-Swift	US\$ 56	B-1-7
SNDR	SNDR US	Schneider National	US\$ 27.01	B-1-7

Source: BofA Global Research

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**Price objective basis & risk****J.B. Hunt Transport Services (JBHT)**

Our \$194 price objective is based on a 23.5x target multiple of our 2023e EPS. Our target multiple is the top of its 16x-23x one standard deviation trading band as earnings are expected to trough in late '23. We expect pricing pressure to be somewhat countered with improved operational performance as supply chains improve fluidity. We forecast solid double-digit EPS gains over time, robust Intermodal performance, and potential for improved box turns as rail service improves. It also plans to grow its container fleet to 150k over 3-5 years as it scales growth on BNSF's network, post competitors shift to UNP.

Risks to our PO are a slowing economic environment, an inability for the company to raise rates to offset rising costs (driver pay, insurance, depreciation, and fuel), a severe accident impacting costs or the company's image, or significant impacts (strikes, network outages) to BNSF or Norfolk Southern's rail network or J.B. Hunt's relationship with either of those carriers impacting intermodal operations. Additional risks are regulatory changes impacting the flow of freight from the highway to rail, or rapidly falling fuel prices that could encourage freight to stay on the highway, its occasional arbitration with BNSF over rail rates, a sustained loose capacity truckload market that may overhang Intermodal pricing, and inability to obtain labor.

**Knight-Swift Transportation Holdings Inc (KNX)**

Our \$67 price objective is based on a 19.5x target multiple on our 2023 EPS estimate. Our target multiple is above the bottom of its one-standard-deviation 22-year historical trading range of 15.5x-25x on year ahead estimates, as it nears trough earnings (led by pressure on economic growth and truck spot rate declines). We view downside as somewhat limited given its diversified model and strong operational performance, and a truckload market that is beginning to work out excess capacity (though recognize the pendulum can overswing on rate declines and cost pressures). Nevertheless, given its diversification moves (LTL, Intermodal, Brokerage/Logistics, and Trucking/Dedicated) it looks to prove earnings will be more sustainable than in prior cycles.

Risks to our price objective are volatility at its truckload segment (particularly its historical SWFT segment, which is more exposed to large retail and project pricing), slower earnings growth from its LTL acquisitions of AAA Cooper and MME, weaker-than-expected economic conditions, an inability for the company to have trucking rates offset rising costs (driver pay, insurance, depreciation, and fuel), a severe accident impacting the company's image and finances, over-expanding (or acquiring assets) without maintaining its focus on cost controls, and a lack of growth opportunities, and the failure to complete its acquisition of US Xpress, which may affect its growth outlook.

**Schneider National (SNDR)**

Our \$30 PO is based on a 14.5x target multiple on our 2023 EPS estimate. Our target multiple is the mid-point of its 10x-19x historical range. It is at a discount to average of best-in-class peer targets, which include a blend of peer historical averages (50% of SNDR's revs are Truck, which peers trade low double digits, currently, 20% is Intermodal and its peer trade at 20x, 20% is Logistics which peers trade at upper-teens multiples, and 10% is other, or low double-digits), yielding a mid-teen fair value multiple target. SNDR's diverse base is countered by increasing concerns of decelerating economic and freight flows.

Risks to our price objective are a cyclical downturn impacting freight flows, higher-than-expected costs from weather, driver pay, accident claims, fuel costs, and equipment prices. Given Schneider operates in a fragmented market, it may not have pricing power to adjust as costs rise in an improving market to offset an increased cost base. Additionally, the company is a 'controlled company' given A shares have 10:1 votes and are completely controlled by the Schneider family and trusts.

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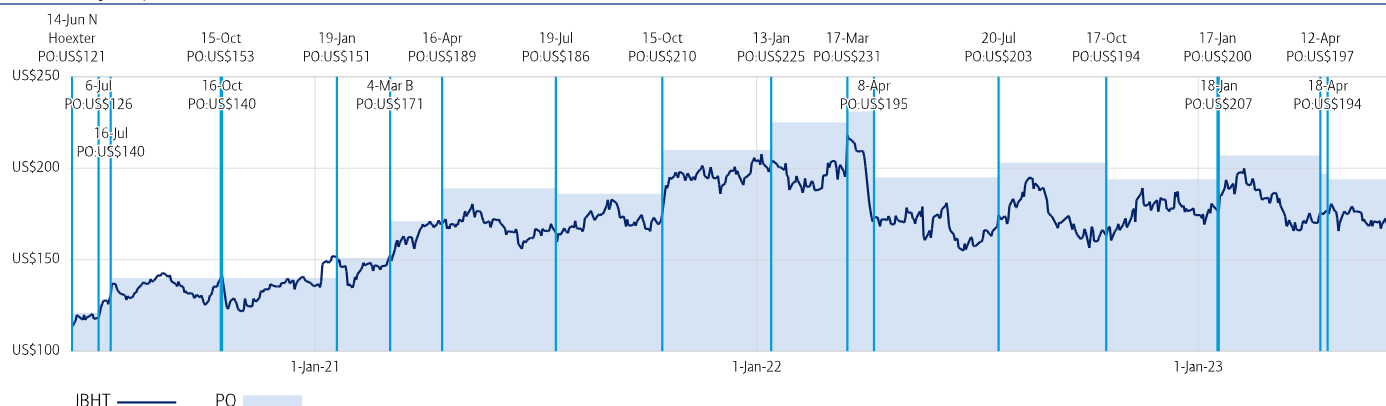
## US - Transportation Coverage Cluster

Investment rating	Company	BofA Ticker	Bloomberg symbol	Analyst
<b>BUY</b>				
	Canadian National	CNI	CNI US	Ken Hoexter
	Canadian Pacific Kansas City Ltd	CP	CP US	Ken Hoexter
	CSX Corporation	CSX	CSX US	Ken Hoexter
	FedEx Corp.	FDX	FDX US	Ken Hoexter
	J.B. Hunt Transport Services	JBHT	JBHT US	Ken Hoexter
	Kirby Corp	KEX	KEX US	Ken Hoexter
	Knight-Swift Transportation Holdings Inc	KNX	KNX US	Ken Hoexter
	Norfolk Southern	NSC	NSC US	Ken Hoexter
	RXO, Inc.	RXO	RXO US	Ken Hoexter
	Schneider National	SNDR	SNDR US	Ken Hoexter
	Scorpio Tankers Inc.	STNG	STNG US	Ken Hoexter
	Union Pacific	UNP	UNP US	Ken Hoexter
	Werner Enterprises	WERN	WERN US	Ken Hoexter
	World Fuel Services	INT	INT US	Ken Hoexter
<b>NEUTRAL</b>				
	Old Dominion Freight Line	ODFL	ODFL US	Ken Hoexter
	Saia Inc.	SAIA	SAIA US	Ken Hoexter
	Teekay Tankers Limited	TNK	TNK US	Ken Hoexter
	TFI International	TFII	TFII US	Ken Hoexter
	TFI International	YTFII	TFII CN	Ken Hoexter
	UPS	UPS	UPS US	Ken Hoexter
	Wabtec Corp.	WAB	WAB US	Ken Hoexter
	XPO, Inc.	XPO	XPO US	Ken Hoexter
<b>UNDERPERFORM</b>				
	ArcBest Corporation	ARCB	ARCB US	Ken Hoexter
	C.H. Robinson	CHRW	CHRW US	Ken Hoexter
	The Greenbrier Companies	GBX	GBX US	Ken Hoexter
	TuSimple	TSP	TSP US	Ken Hoexter
<b>RSTR</b>				
	Triton International, Ltd	TRTN	TRTN US	Ken Hoexter

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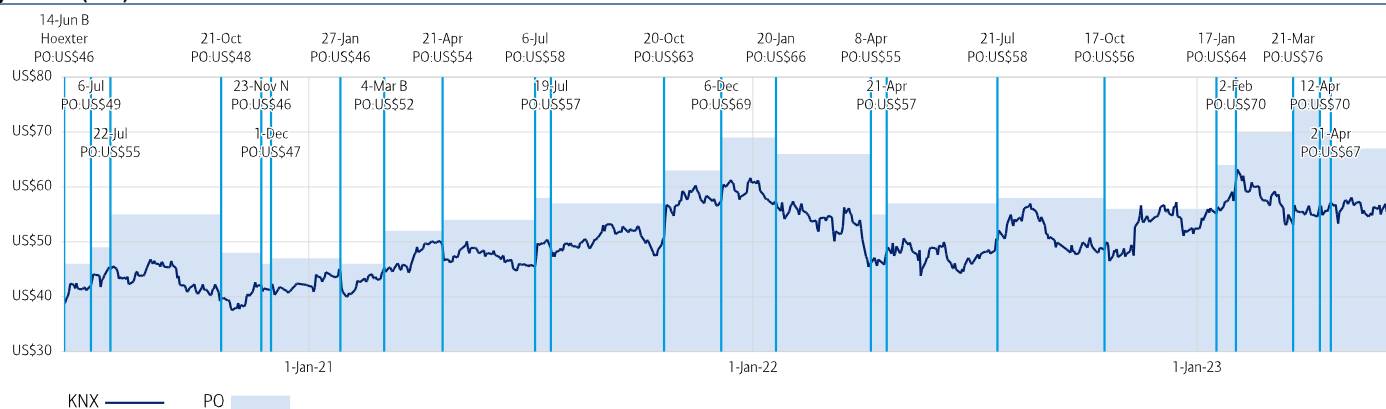
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## J.B. Hunt Trans (JBHT) Price Chart



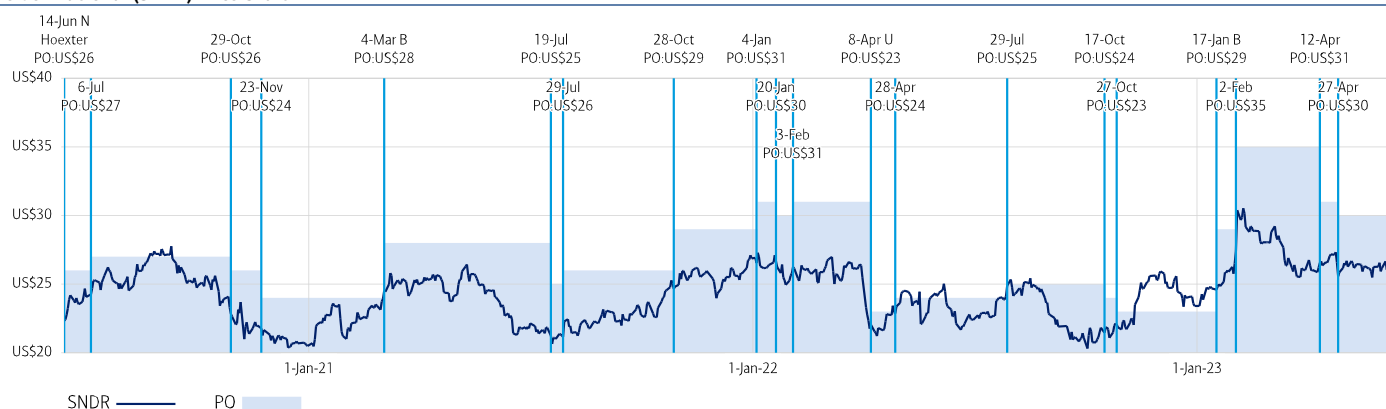
B: Buy, N: Neutral, U: Underperform, PO: Price Objective, NA: No longer valid, NR: No Rating

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**Knight-Swift (KNX) Price Chart**

B: Buy, N: Neutral, U: Underperform, PO: Price Objective, NA: No longer valid, NR: No Rating

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**Schneider National (SNDR) Price Chart**

B: Buy, N: Neutral, U: Underperform, PO: Price Objective, NA: No longer valid, NR: No Rating

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**Equity Investment Rating Distribution: Transport/Infrastructure Group (as of 31 Mar 2023)**

Coverage Universe	Count	Percent	Inv. Banking Relationships <sup>R1</sup>	Count	Percent
Buy	68	51.52%	Buy	38	55.88%
Hold	28	21.21%	Hold	15	53.57%
Sell	36	27.27%	Sell	18	50.00%

**Equity Investment Rating Distribution: Global Group (as of 31 Mar 2023)**

Coverage Universe	Count	Percent	Inv. Banking Relationships <sup>R1</sup>	Count	Percent
Buy	1869	53.01%	Buy	1030	55.11%
Hold	827	23.45%	Hold	476	57.56%
Sell	830	23.54%	Sell	389	46.87%

<sup>R1</sup> Issuers that were investment banking clients of BofA Securities or one of its affiliates within the past 12 months. For purposes of this Investment Rating Distribution, the coverage universe includes only stocks. A stock rated Neutral is included as a Hold, and a stock rated Underperform is included as a Sell.

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Investment rating	Total return expectation (within 12-month period of date of initial rating)	Ratings dispersion guidelines for coverage cluster <sup>R2</sup>
Buy	≥ 10%	≤ 70%
Neutral	≥ 0%	≤ 30%
Underperform	N/A	≥ 20%

<sup>R2</sup> Ratings dispersions may vary from time to time where BofA Global Research believes it better reflects the investment prospects of stocks in a Coverage Cluster.

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