1 THE FORECAST

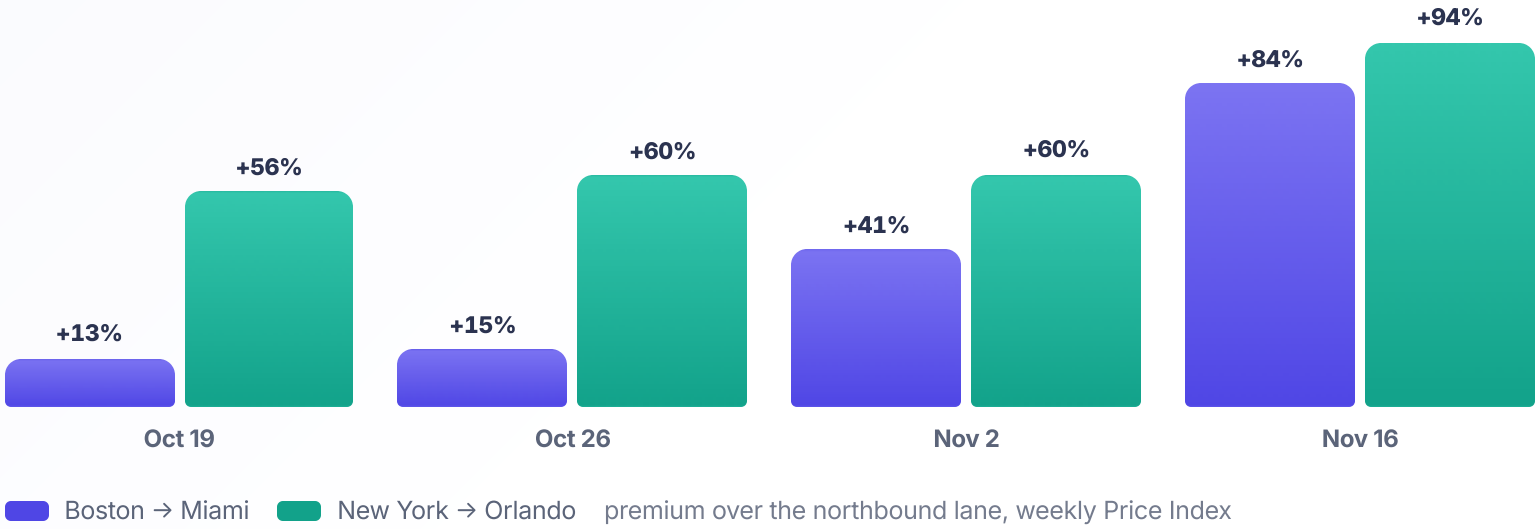
Six predictions for car shipping prices, graded every Monday

Short answer: not on average. We expect flat to slightly soft car shipping prices through spring 2027, with a large gap by direction. Diesel is up 53% on a year ago, but search interest in shipping a car is down 60% from its June peak.

+84%	Boston to Miami vs Miami to Boston (Nov 16), up from +13% on Oct 19
+94%	New York to Orlando vs Orlando to New York, up from +56%
$5.94	U.S. diesel, week of Nov 16 (+53% on a year ago)

+84%

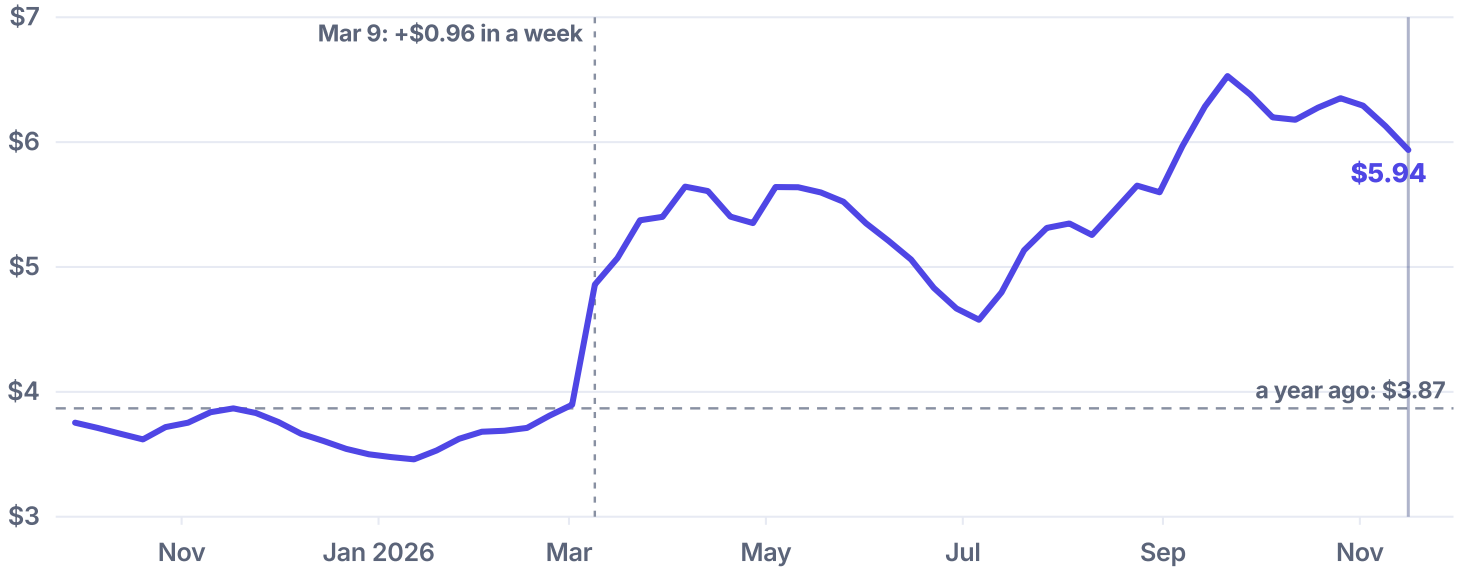
Boston to Miami vs Miami to Boston, open sedan, week of Nov 16



2 COST SIDE: FUEL

Every $1 of diesel adds about $22 to one car on an average lane

Diesel is $5.94 a gallon, against $3.87 a year ago. On a model of 6 mpg and eight cars on the truck, that is about $45 more fuel per car on our average 1,038-mile lane. Move the slider to see what any diesel price does to a quote. The assumptions are ours and you can change them.



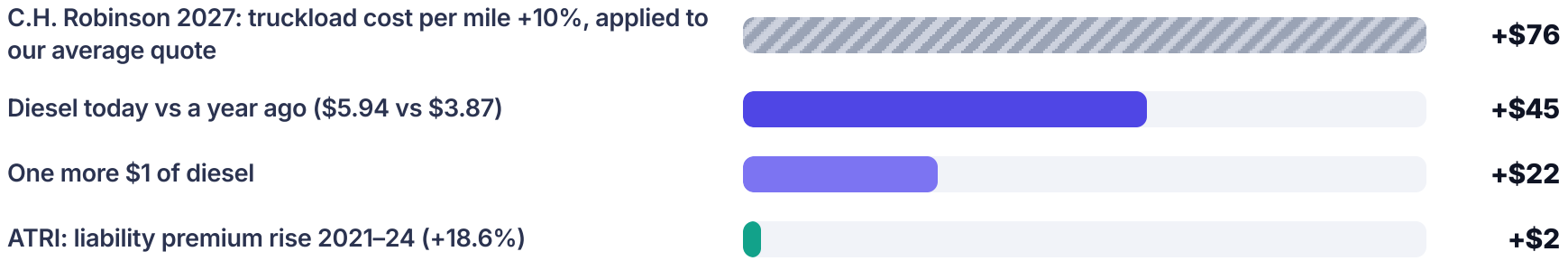
FUEL PER CAR, AVERAGE LANE	VERSUS A YEAR AGO ($3.87)	EACH $1 OF DIESEL
$128	**+$45**	**$22**
17% of a $756 quote	+6% of the average quote	2.9% of the average quote

Model: fuel per car = lane miles ÷ (mpg × cars) × diesel price, on our average lane of 1,038 miles and an average quote of $756. It counts fuel only, not driver pay, equipment or insurance. Source: EIA weekly on-highway diesel; Transportli Price Index.

3 COST SIDE: THE FORECASTS

Fuel moves the price. Insurance barely does.

ATRI says trucking liability premiums rose 18.6% from 2021 to 2024, to 10.2 cents a mile. Spread over eight cars, that is about $2 more on our average lane. C.H. Robinson expects truckload cost per mile to rise 10% in 2027. Put on a $756 sedan, 10% is $76, which is what a $3.50 rise in diesel would add.



Extra cost per car on our average 1,038-mile lane, at 6 mpg and eight cars per truck. The hatched bar is a forecast, the others are measured or published changes.

Source	What it says	For one car on our average lane
C.H. Robinson, Oct 2026	Dry van cost per mile +30% in 2026 and +10% in 2027; route-guide failures 5% to 7.5%; the driver pool shrinks as enforcement tightens.	Our 20-lane average is 0% since Oct 19 ($758 to $756). Truckload spot is not our market, so we read it as direction only.
ATRI, May 2026	Liability premiums +18.6% to 10.2¢ a mile (2021–24); excess layers +34% and +45%; crash rates fell 2.6%.	About $2 more per car. Even at three times the average, about $6.
NTT DATA / Penske, Oct 2026	Freight fraud and cargo theft push shippers toward more visibility and more vetting of who hauls their freight.	Not a price driver we can measure. It is why we check carrier authority in our broker study.

4 DEMAND SIDE

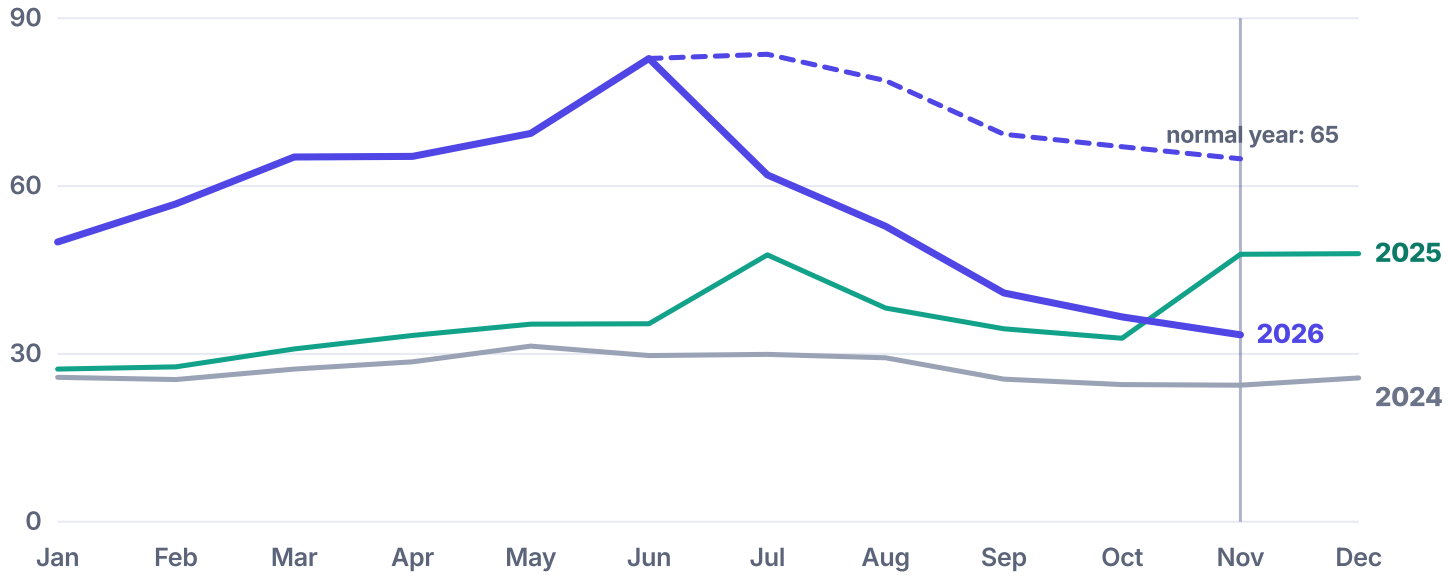
Costs are up, but far fewer people are asking

Google search interest in shipping a car (four terms, U.S.) peaked in June and is down about 60% since. In a normal year the fall from June to November is about 22%. Prices follow demand as well as cost, so we expect flat to soft prices, not a fuel-driven climb.

JUNE 2026 PEAK
83
composite of four search terms, 0 to 100

NOVEMBER 2026 SO FAR
33
−60% from the peak

A NORMAL YEAR, JUN TO NOV
−22%
average of 2022 to 2024

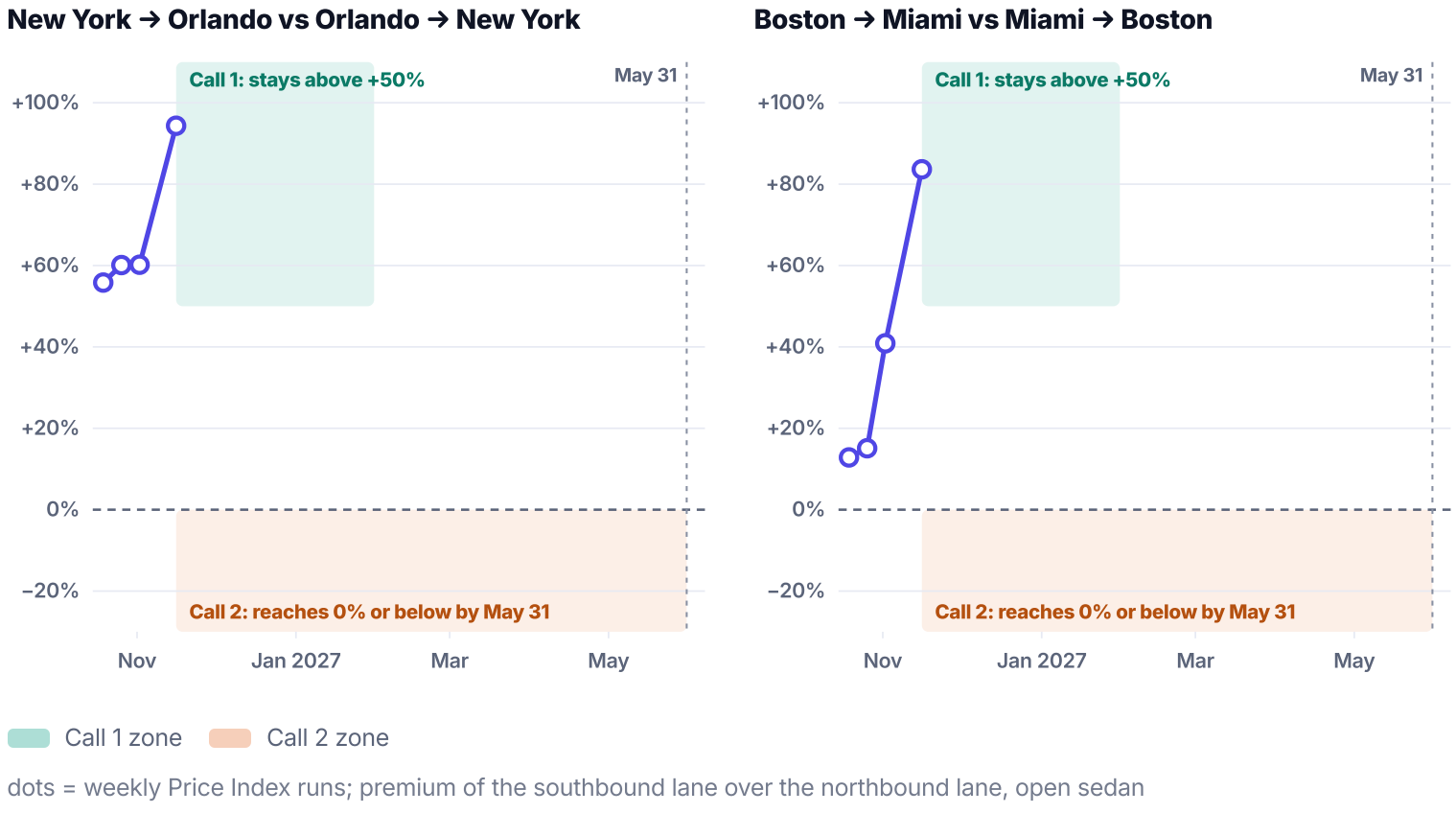


Google Trends, United States, monthly mean of the weekly values for four terms (car shipping, auto transport, car transport, ship a car), averaged. Relative interest, not search volume. 2025 and 2026 were not normal years, so the normal-year path uses 2022 to 2024.

5 DIRECTION: LIVE

The snowbird ramp is already in our quotes

On Oct 19 Boston to Miami cost 13% more than Miami to Boston. On Nov 16 it was 84%. New York to Orlando went from 56% to 94%. Here is the gap on each corridor, week by week and the zone we expect it to stay in; on the web page you can pick any of the ten corridors.



dots = weekly Price Index runs; premium of the southbound lane over the northbound lane, open sedan

6 LEVEL AND ENCLOSED

Averaged over both directions, we expect a flat, slightly soft index

Averaging both directions cancels the snowbird effect. We expect the 20-lane average to stay between $695 and $800 through March 29 (it was $756 on Nov 16), and the enclosed premium to stay between +55% and +90%. Both charts update every Monday.

20-LANE AVERAGE, OPEN SEDAN
$756
0% since Oct 19

MEDIAN ENCLOSED PREMIUM
+75%
over the same lane on an open trailer

RUNS SO FAR
4
Oct 19 to Nov 16 (Nov 9 was missed)

Average price of a running sedan, open trailer



Median enclosed premium over open



7 THE SCOREBOARD

Six calls, graded from the same data every week

Status comes straight from the weekly Price Index runs (4 so far). On track means no run in the window has broken the call. A miss gets published the same way a hit does.

#	The call	Window	Our confidence	Latest reading	Status
1	**Southbound holds.** Boston → Miami and New York → Orlando each stay at least 50% above the northbound lane (open sedan) in every weekly run through Jan 31, 2027.	through Jan 31	High	Boston–Miami +84%, New York–Orlando +94%	On track
2	**The spring flip.** By the weekly run of May 31, 2027, at least one of those two corridors prices northbound at or above southbound.	by May 31	Medium	Boston–Miami +84%, New York–Orlando +94% (needs 0% or below)	Waiting
3	**The index stays in a band.** The 20-lane average open-sedan price stays between $695 and $800 in every weekly run through Mar 29, 2027 (Nov 16: $756).	through Mar 29	Medium	20-lane average $756	On track
4	**Enclosed premium holds.** The median enclosed premium over open stays between +55% and +90% in every weekly run through Mar 29, 2027 (Nov 16: +75%).	through Mar 29	High	median premium +75%	On track
5	**Direction persists.** Phoenix → Denver and Chicago → Dallas stay the pricier direction in every weekly run through Jan 31, 2027.	through Jan 31	Medium	Phoenix→Denver +47%, Chicago→Dallas +31% vs the reverse	On track
6	**Demand cools further.** Google Trends interest in shipping a car averages below 70% of its Q1 2026 level in Q1 2027 (our composite: below about 40; Q1 2026 was 57).	Q1 2027	Medium	graded in April from Google Trends (Nov 2026: 33)	Waiting

Latest run: Nov 16, 2026. Runs inside a call's window are counted from Nov 16. Status: On track = no run has broken it; Hit = window closed and the call held (or the one-time event happened); Broken or Missed = we were wrong, and the page will keep showing it.

8 WHAT TO DO WITH THIS

Four rules that follow from the forecast

1

Heading south from the Northeast? Do not wait for a drop.

We expect the southbound premium to hold above +50% through January, so waiting is unlikely to save money.

2

Sending a car north in spring? Book early.

We expect the pricier direction to flip on at least one corridor by the end of May. If your car goes north then, price it early.

3

Get a quote for your exact direction.

Phoenix to Denver cost 47% more than Denver to Phoenix in our latest run. The trip back is not the same price as the trip out.

4

Treat fuel as the swing factor, not insurance.

Each $1 of diesel is about 3% of a typical quote. If diesel falls toward $5, expect a little room, not a cliff.

Compare live car shipping quotes at transportli.com/quote/auto-transport/

9 METHOD

How we made the calls, and what would prove us wrong

The calls are our judgment, built on measured weekly quotes, public fuel data and public search data. They are not a model that has been back-tested, because we only started the weekly Index on Oct 19, 2026.

20
lanes, 10 corridors in both directions

4
weekly runs so far, 40 quotes each (open and enclosed)

60
weeks of EIA diesel prices used

4
Google Trends terms in the demand composite

Method and limits

- Each Monday we quote a running sedan on an open and an enclosed trailer on 20 lanes (our platform's live pricing) and record the price and its confidence label.
- Only 4 runs exist, so there is no history to back-test and no year-over-year change of our own. The calls are judgment, not a fitted model.
- Fuel is a model with stated assumptions (6 mpg, 8 cars per truck). It counts fuel only.
- Google Trends is relative interest, not volume, and 2025 and 2026 were unusual years.

What would prove us wrong

- A southbound premium that falls under +50% before Feb 1 (call 1).
- The 20-lane average breaking $800 on a fuel spike, or $695 on weak demand (call 3).
- An enclosed premium outside +55% to +90% (call 4).
- A run where the pricier direction on Phoenix–Denver or Chicago–Dallas flips (call 5).

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