

MONTHLY BAROMETER

TRENDS IN ROAD FREIGHT PRICES IN FRANCE



FRENCH TRANSPORT PRICES AT A STANDSTILL IN JUNE

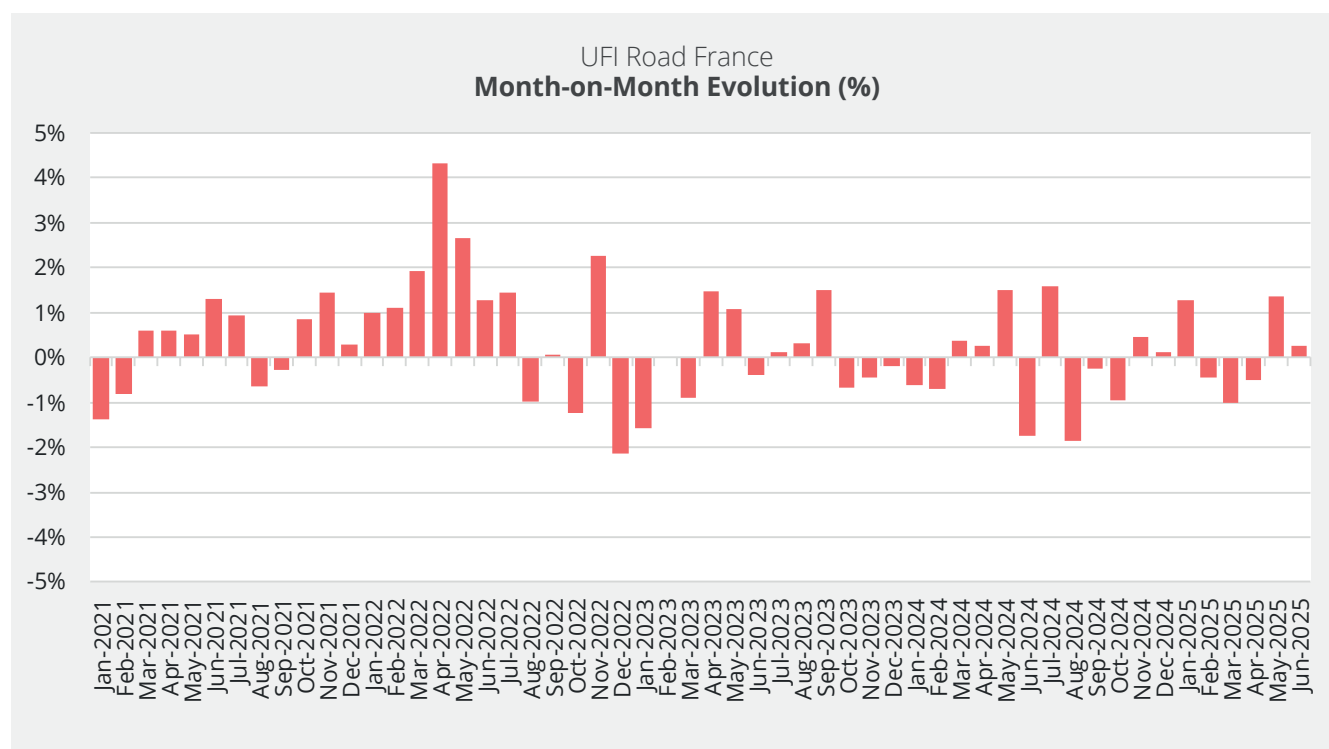
The freight transport market in France is suffering from numerous crippling uncertainties: sluggish activity, variations in diesel costs, inflation in certain cost items. French carriers are concerned that the ecotax could return and the elimination of reduced TICPE (excise tax on energy products) rates is on the table.

Internationally, the month of June was marked by a resurgence of tension, with the Israeli and then American bombings of Iran. As a direct consequence, oil prices soared: the price of a barrel of Brent (the benchmark barrel in Europe), which was \$66.55 on June 10, 2025, rose to \$78.69 on June 19 and exceeded \$80 on the morning of Monday, June 23, its highest level since January 2025. This pressure on prices has had a direct impact on the cost of diesel at the pump: commercial diesel saw a price increase of around 3.4% in June, breaking with the continuous decline recorded since January. This flareup, however, cooled down fairly quickly.

At the national level, the INSEE has revised French GDP growth downwards with a growth forecast of only 0.6% for 2025, after a rise of 1.1% in 2024, which represents a modest gain of 18 billion euros. The only good news: France avoided a recession. But household consumption and business investment are slowing, with the latter expected to decline by 0.5% in 2025. In the eurozone, GDP growth is expected to reach 0.9%, [according to the latest forecasts from the European Commission](#). Compared to its European neighbours, France is lagging behind: in the first quarter of 2025, GDP grew by 0.6% in Spain, 0.4% in Germany, 0.3% in Italy, and only 0.1% in France. Furthermore, France is suffering from an increase in debt which will require drastic cost-cutting measures in the Finance Bill, in a fragile political context, which suggests that there will be great instability in the autumn.

Demand that remains fragile

In this gloomy context, road transport prices in France stagnated in June, showing just a very slight increase of 0.3% over one month. The political and economic situation has slowed down transport demand and frozen price negotiations between shippers and carriers on summer issues, leading to persistent uncertainty in the market.



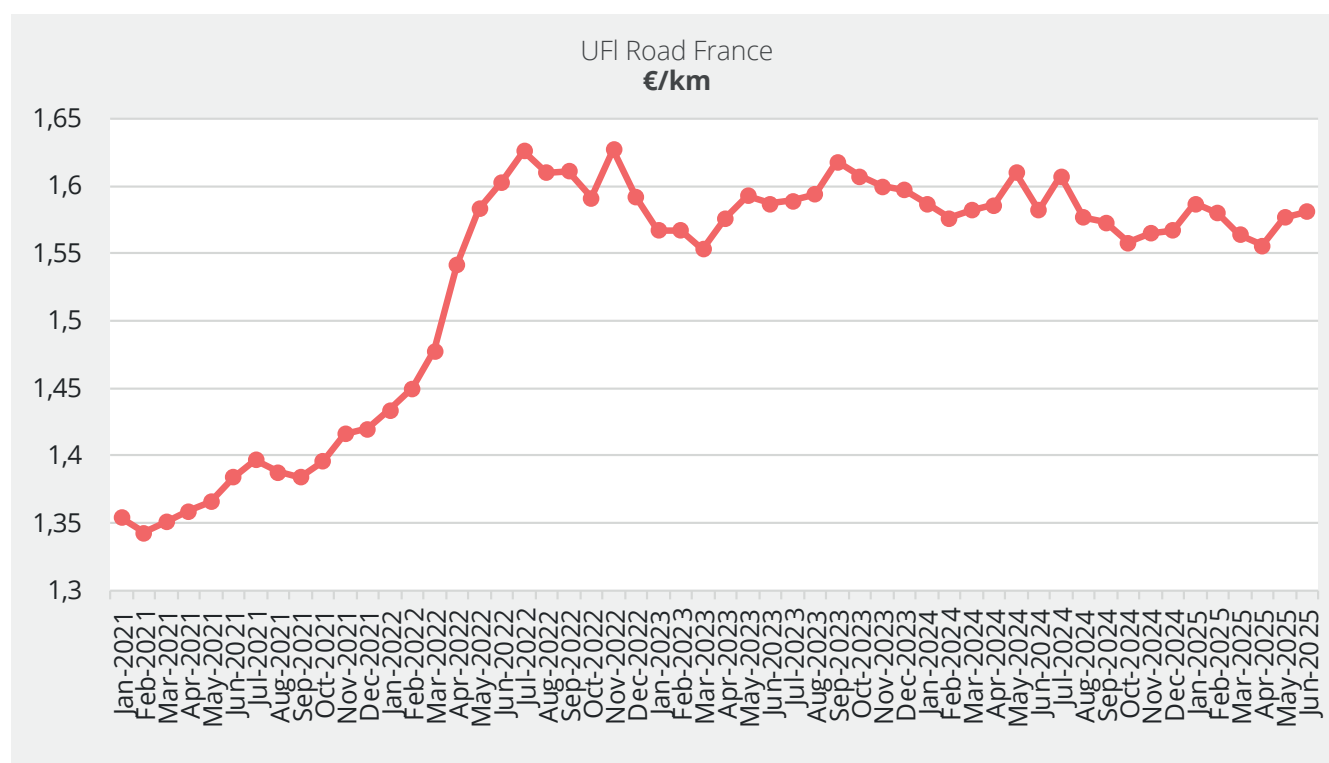
Source | [UFI Road France](#)

Since 2024, price trends have fluctuated within a range of -1.0% to +1.5%, indicating reduced volatility in road transport markets. This stabilisation reflects more a weakness in demand than an improvement in the confidence of market players, in a global context marked by geopolitical tensions, uncertain tariff rates and persistent logistical challenges.

“ This stabilisation reflects more a weakness in demand than an improvement in the confidence of market players ”

Uncertainties about the impact of energy costs

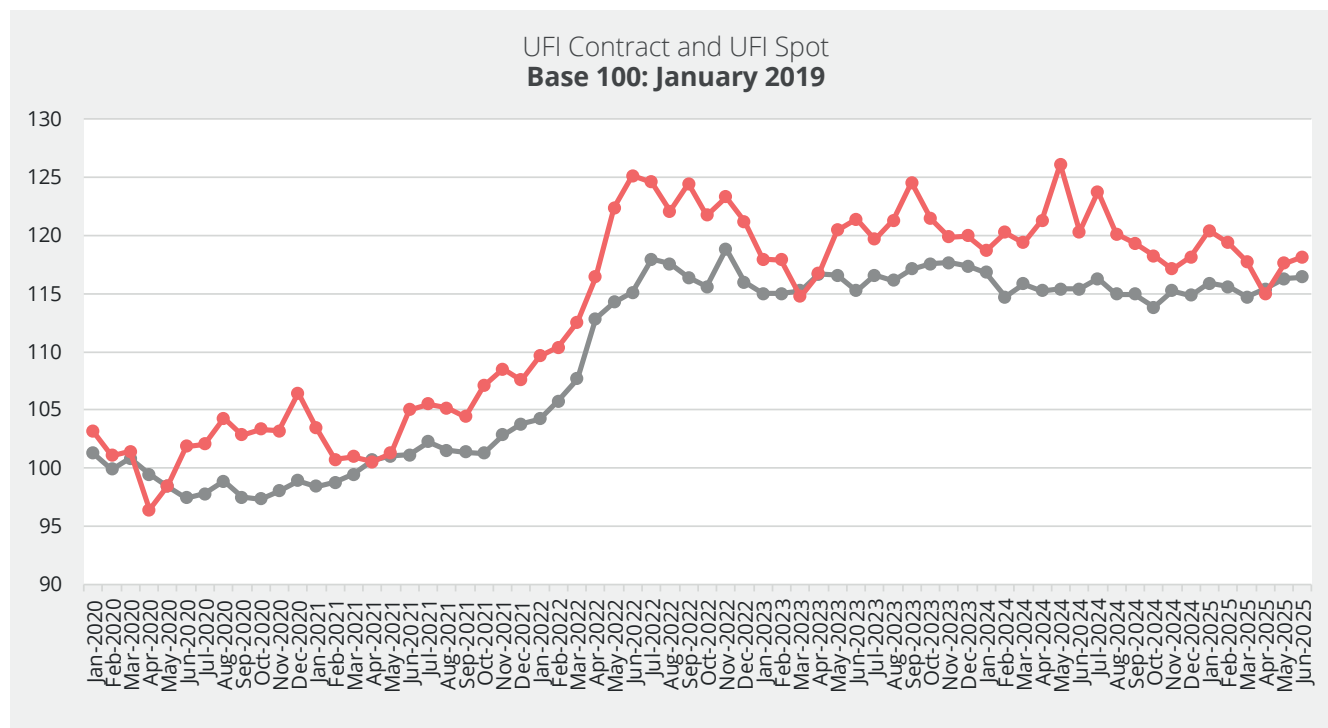
The average transport price in France was €1.581 per kilometre driven in June, a very slight increase of €0.004 per kilometre compared to the previous month, confirming the trend towards the gradual stabilisation of transport prices.



Source | [UFI Road France](#) – Road France

In June, tensions in the Middle East weighed on diesel prices, with a 3.4% increase following a 1.4% drop in May. Under these conditions, it is difficult to precisely measure the impact on the repercussions on both carriers and shippers of the evolution of diesel at the bottom line of invoices. We can estimate an effect of between -0.3% and +0.8%.

Contraction of capacity on the spot market



Comparison of changes in contract prices and spot prices - Source | [Upply Freight Index](#) – Road France

The evolution of the Contract index, which represents contractual prices between shippers and carriers on the French market, stagnated at 0.13%. If we look at the change in value of the 12-month moving average, Upply's index also shows a stagnation of 0.08% which is the result of two opposing movements: a contraction linked to the fall in diesel prices and an inflation of other cost items (drivers, equipment, maintenance).

The UFI Spot index, which represents Upply's variation index of spot prices in France, rose by 0.5%, pulling the overall index upwards. The growing UFI means there is a slight tension in the market.

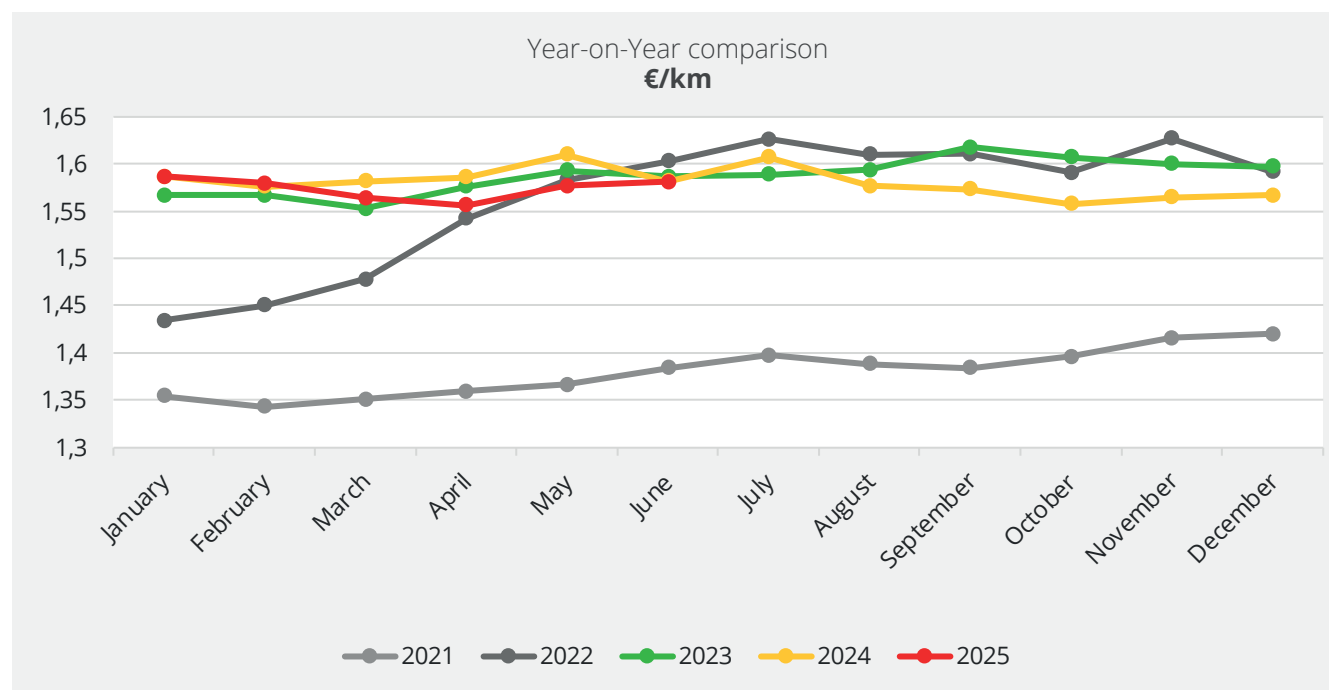
There are two reasons that can explain this increase. Firstly, June is a month when transport demand generally increases, driven by the construction sector and in preparation for the summer season. Even if the economic data is not particularly encouraging, seasonality is an important phenomenon. Secondly, we have seen

that the Eurozone is experiencing stronger activity than in France. It is therefore entirely possible that foreign fleets which handle a significant proportion of spot traffic have left to seek more attractive prices in more demanding markets.

Moreover, when we observe the moving average of the Spot market over 12 months, we see that for the past 2 months, its upward variations have been clear. It should soon return to positive territory, which reflects not so much a surge in demand but a contraction in capacity.

French carriers are struggling and angry

Since the beginning of the year, the price curve for transport in 2025 has fluctuated between €1,550 and €1,600 per kilometre driven, as in 2023 and 2024. Looking at the 12-month moving average, the gap in June is -0.01%, which clearly reflects the stagnation of transport prices.



Source | [Upply Freight Index](#) – Road France

At the same time, carriers' costs continue to rise. The latest CNR long-distance survey 2024 indicates that French companies "have still not returned to the path to growth in 2024." The overall activity indicator of the LD EA (long distance articulated unit) fleet of the companies surveyed is down 1.4% compared to 2024 and 8.6% compared to 2019. At the same time, "in terms of operating costs, the inflationary trend observed for many years is continuing," notes the CNR. The average gross salary of a driver increased by 3.6% in 2024 year-on-year, and by 30.7% over ten years, while the minimum wage increased by 24.7% over the same period. Other costs are also on the rise compared to the previous year: +2.7% for maintenance costs, +7.1% for insurance expenses, +8.7% for fixed structural costs.

In such a context, it goes without saying that carriers are hoping to avoid government measures that could increase the bill. The government has just conducted a new "strategic reflection on medium-term transport investment needs, their prioritisation and the levers that can be used to finance them". The former Secretary of State for Transport, Dominique Bussereau, submitted to the current Minister of Transport, Philippe Tabarot, his report produced as part of this conference, dubbed *Ambition France Transports*. And the least that can be said is that there is unanimous opposition among road freight transport professional organisations. In a joint statement, OTRE and the TLF Union denounce what could be loosely translated as an "Amateur hour tax competition", contrary, according to them, to the commitments made by the Minister responsible for Transport.

“Not only are the solutions needed to restore competitiveness not being provided, but worse still, the emphasis is being placed on increasing taxes such as the TICPE (Excise tax on energy products) and increasing the number of regional eco-taxes. These are impossible to quantify and therefore to pass on. This is a red line that should not be crossed, especially since companies must already invest in the decarbonisation of transport,” insist the professional organisations, judging that the taxation options being considered go “against the economic and ecological challenges of the sector”.

As the government seeks to save billions and find new sources of funding, the autumn promises to be a frantic one. Professional organisations have already warned that they will be “particularly attentive to the debates within the framework of the draft finance law (PLF) and the draft social security financing law (PLFSS)”.

“As the government seeks to save billions and find new sources of funding, the autumn promises to be a frantic one”

KEY INDICATORS

Sources | Insee, CNR

INDICATORS	June 2025	May 2025	Evolution M / M-1	June 2024	Evolution over 12 months
Business climate (base 100)	96.1	95.6	+0.5%	99.2	-3.1%
CNR Commercial Diesel Index	180.84	174.88	+3.4%	195.53	-7.5%
CNR's Long Haul semi trailer truck index	162.58	161.31	+0.8%	163.63	-0.6%



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THE TECHNOLOGICAL SOLUTIONS PLATFORM THAT BOOSTS SUPPLY CHAIN ACTORS' EFFICIENCY

Upply, the Tech Platform serving freight transport professionals, **designs and develops digital solutions** to assist supply chain professionals in leveraging the full potential of digitalization for their business.

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