



INDUSTRIAL TRADE REPORT | APRIL 2026

Running Out Of Road

The forces we've been tracking in recent months, rising costs, shifting trade lanes, and geopolitical strain, are no longer moving in parallel; they are beginning to interact and reinforce one another. Raw material inflation has reaccelerated to cycle highs, driven by metals, energy, and tariff costs flowing through the entire value chain. At the same time, global manufacturing is losing momentum, with output and new orders softening as higher input costs collide with disrupted trade flows tied to the Middle East conflict. Supply chains remain functional, but flexibility is eroding as ship rerouting, fuel surcharges, and blanked sailings tighten the system's ability to absorb shocks. Trade patterns continue to evolve, becoming more structural than cyclical. The system remains intact, but the buffers that have absorbed disruption over the past year are thinning. We are not hitting the wall yet, but we may be running out of road.

By GCP Industrial Products

Executive Brief

To better understand how these pressures are translating across the system, April's data points to a more nuanced picture where resilience persists, but the margin for error is narrowing.

- **Demand is still holding up** - U.S. trade volumes and container throughput remain elevated relative to pre-pandemic levels, indicating underlying consumption has not materially weakened.
- **Supply chains are strained, not failing** - Outside the Middle East, port operations remain fluid across major gateways, and global networks continue to adapt through rerouting, capacity management, and pricing mechanisms rather than experiencing systemic disruption.
- **Manufacturing is slowing, not collapsing** - Global PMI data points to softer output and new orders, reflecting fatigue from rising costs and geopolitical disruption rather than a broad-based contraction.
- **Companies are still absorbing costs** - Raw material prices have accelerated to multi-year highs, but cost increases are still being (fully or partially) passed through, pressuring margins without triggering widespread demand destruction.
- **Cost pressures are compounding** - Increases are no longer isolated, raw materials, energy, and freight are all rising simultaneously, making them harder to offset.
- **Growth is slowing into higher costs** - Manufacturing momentum is easing at the same time input costs are rising, creating a more fragile operating environment.

Contents

Tariff Refunds	4
Raw Material Pricing	5
Rubber Pricing	6
Producer Prices by Country	8
Foreign Exchange	9
Global PMI Manufacturing Heatmap	10
Global PMI Sector Heatmap	11
Total Trade Volume	12
Total U.S. Imports By Country	13
Total U.S. Container Imports By Month	14
U.S. Rubber Import & Export Stats	15
U.S. Industrial Import Index	16
U.S. Sheet Rubber Imports By Country	17
Port Operations	18
Global Ocean Freight Schedule Reliability	19
Ocean Freight Rates	20
Truckload Shipping	21
GCP Production Times	22
Resources	23

Disclaimer - This document is published by GCP Elastomeric Inc. The findings, interpretations and conclusions expressed herein are a result of a collaborative process facilitated GCP but whose results do not necessarily represent the views of the company, nor the entirety of its employees, partners or other stakeholders.

© 2026 GCP Elastomeric Inc. All rights reserved.
No part of this publication may be reproduced or transmitted in any form or by any means, including photocopying and recording, or by any information storage and retrieval system.

Tariffs Refunds

- U.S. Customs and Border Protection (CBP) launched CAPE Phase 1, the first version of the CAPE system for IEEPA refunds, on April 20.
- CAPE can be accessed via a new tab in the Automated Commercial Environment (ACE) Portal. Refunds are issued via ACH direct deposit to the importer of record (IOR) or customs brokers.
- CAPE Phase 1 covers entries that are either still unliquidated or that liquidated within the preceding 80 days. CBP estimates that Phase 1 addresses approximately 63% of eligible entries.
- Expected refund timelines vary by entry status: unliquidated entries or those liquidated within the past 80 days can expect refunds approximately 60 to 90 days after CAPE acceptance.
- Importantly, although CBP has the authority and capability to unilaterally process refunds without any prompting, it will not do so without affirmative action by importers or their customs brokers.
- As of today, most importers that paid IEEPA duties are unable to receive refunds because they don't meet CAPE's eligibility criteria.
- Most notably, only importers with accounts in CBP's ACH can use CAPE. CBP said that only 56,497 of the more than 330,000 importers (17%) have met the ACH requirement.
- CBP added that eligible importers accounted for 82% of all entries subject to IEEPA duties (\$127 billion total).
- Beyond narrowing the pool of importers eligible for CAPE refunds, two major hurdles could further reduce payouts.
- First, many firms may choose not to apply at all, as legal and administrative costs can exceed the refund amounts, while others fear increased scrutiny from CBP, political backlash, or potential lawsuits. This reluctance stems largely from the administration's decision to place the burden of applying on importers rather than the government.
- Second, even approved applications face strict CBP review, with partial refunds likely due to the reapplication of other tariffs (such as Section 301) and a rigorous, error-intolerant vetting process that could result in reduced payouts, penalties, or audits.
- Lastly, the government could still appeal the court-ordered refunds before the June 7 deadline, potentially delaying or ultimately stopping claim payouts.

Raw Material Pricing

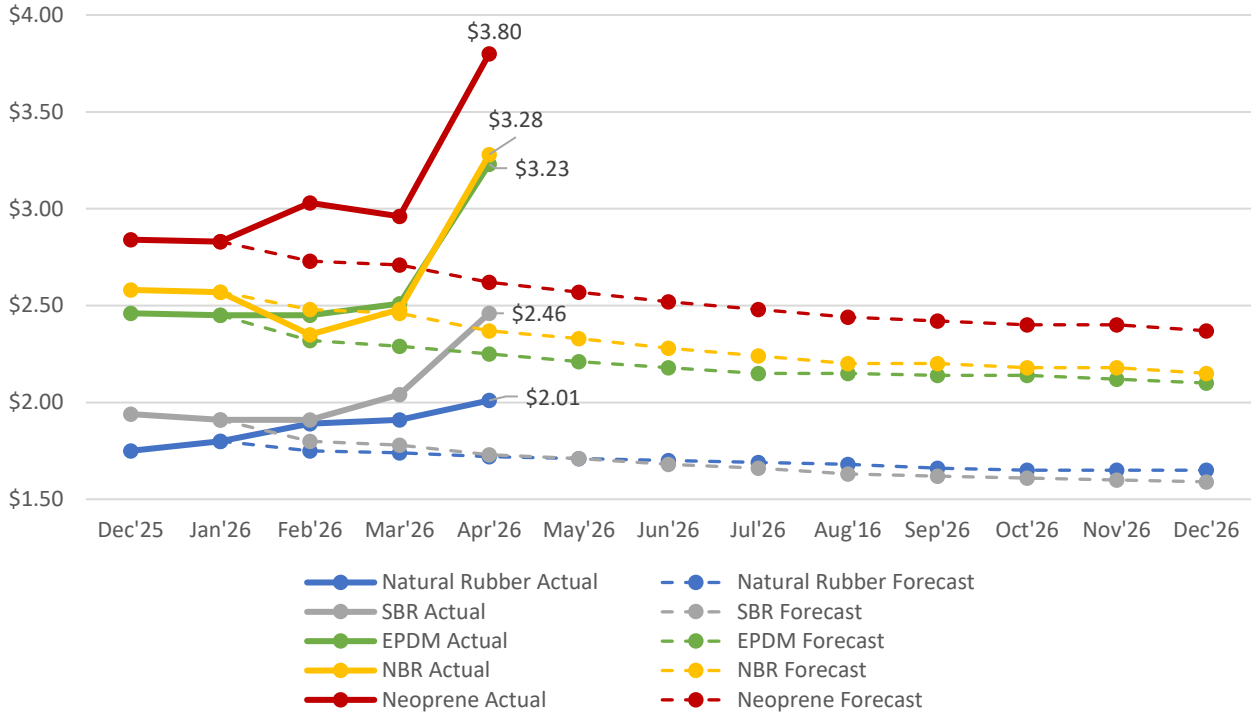
Institute for Supply Management (IMS®) Price Index					
Month	Prices Higher	Prices Same	Prices Lower	Net	Index
Mar 2026	59.4%	37.8%	2.8%	+56.6	78.3
Feb 2026	45.4%	50.2%	4.4%	+41.0	70.5
Jan 2026	29.0%	59.9%	11.1%	+17.9	59.0
Dec 2025	26.4%	64.1%	9.5%	+16.9	58.5
Nov 2025	27.2%	62.6%	10.2%	+17.0	58.5
Oct 2025	27.3%	61.4%	11.3%	+16.0	58.0
Sep 2025	32.5%	58.8%	8.7%	+23.8	61.9
Aug 2025	33.5%	60.4%	6.1%	+27.4	63.7
July 2025	35.4%	58.8%	5.8%	+29.6	64.8
June 2025	45.6%	48.1%	6.3%	+39.3	69.7
May 2025	45.1%	48.5%	6.4%	+38.7	69.4
Apr 2025	49.2%	41.1%	9.7%	+39.5	69.8
2025 Index Average Jan.-Dec.					63.4
2024 Index Average Jan.-Dec.					53.6
2023 Index Average Jan.-Dec.					46.6
2022 Index Average Jan.-Dec.					64.7
Price index under 50 means prices are decreasing					
Price index above 50 means prices are increasing					

Key Takeaways:

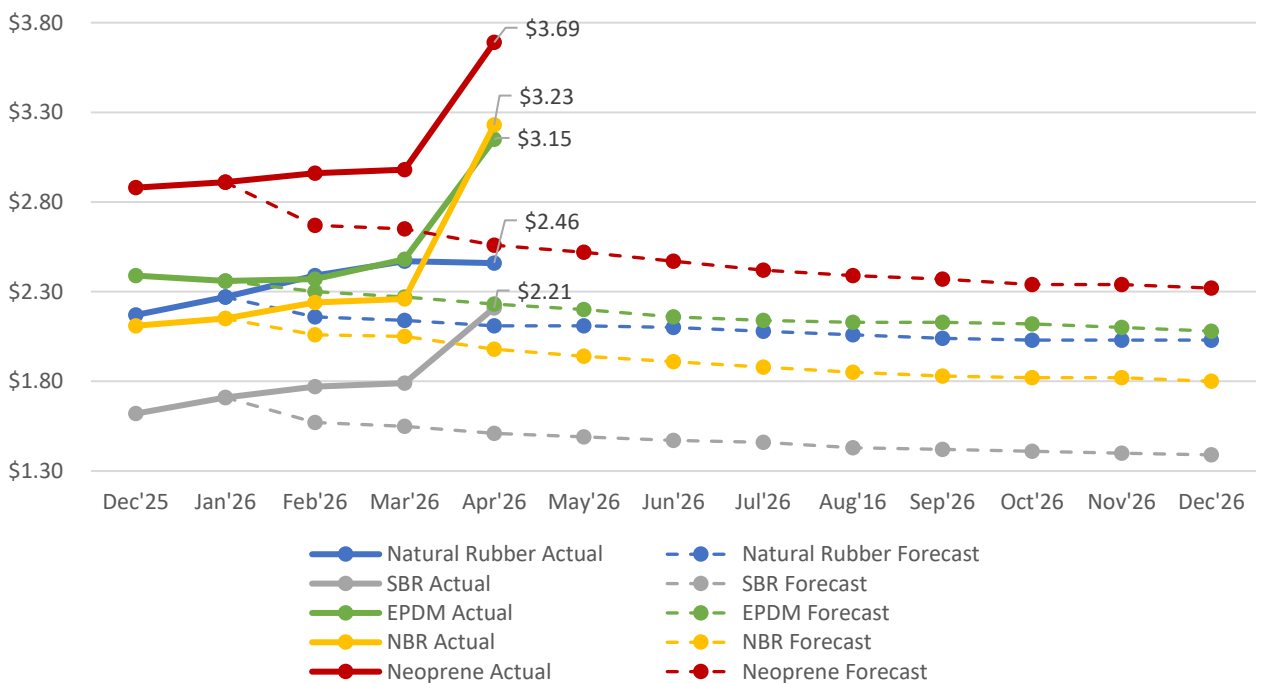
- The ISM® Prices Index registered 78.3% in March, increasing 7.8% from February's reading and indicating raw materials prices increased for the 18th straight month. The Index is now at its highest reading since June 2022 (78.5%).
- The Prices Index continues to be driven by steel and aluminum costs affecting the entire value chain, along with tariffs on many imported goods and rising petroleum-based product prices due to the conflict in the Middle East.
- In March, 17 of 18 industries reported paying increased prices for raw materials: Petroleum & Coal Products; Textile Mills; Primary Metals; Nonmetallic Mineral Products; **Plastics & Rubber Products**; Machinery; Chemical Products; Fabricated Metal Products; Electrical Equipment, Appliances & Components; Furniture & Related Products; Paper Products; Computer & Electronic Products; Apparel, Leather & Allied Products; Transportation Equipment; Miscellaneous Manufacturing; Food, Beverage & Tobacco Products; and Wood Products.
- Only the Printing & Related Support Activities industry reported paying decreased prices for raw materials in March.

Rubber Pricing

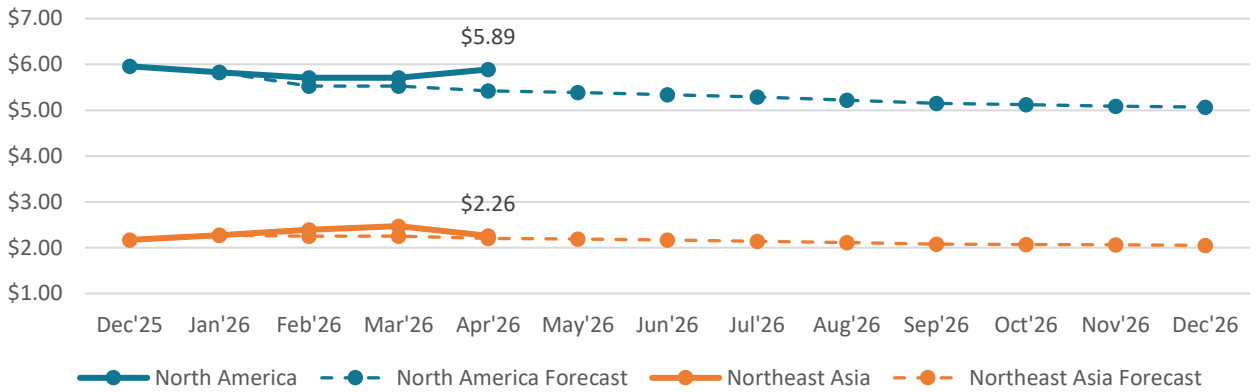
North American U.S. Price/KG



Northeast Asia U.S. Price/KG



Silicone North American & Northeast Asia U.S. Price/KG



Month-Over-Month Change:

Natural Rubber

North America: US\$2.01/KG, up \$0.10 cents
 Northeast Asia: US\$2.46/KG, down \$0.01 cents

NBR

North America: US\$3.28/KG, up \$0.80 cents
 Northeast Asia: US\$3.23/KG, up \$0.97 cents

SBR

North America: US\$2.46/KG, up \$0.42 cents
 Northeast Asia: US\$2.21/KG, up \$0.42 cents

Neoprene

North America: US\$3.80/KG, up \$0.84 cents
 Northeast Asia: US\$3.69/KG, up \$0.71 cents

EPDM

North America: US\$3.23/KG, up \$0.72 cents
 Northeast Asia: US\$3.15/KG, up \$0.67 cents

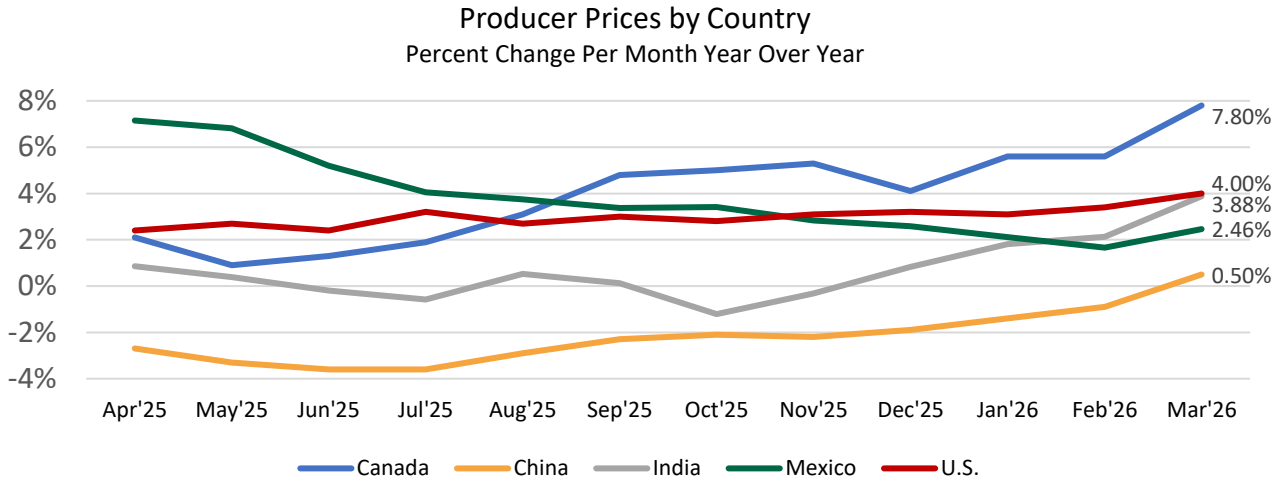
Silicone

North America: US \$5.89/KG, up \$0.18 cents
 Northeast Asia: US\$2.26/KG, down \$0.21 cents

March Summary:

- Global natural rubber prices have climbed to around 205 U.S. cents per kilogram in late April, moving back toward 2017 highs, partly supported by steady demand from key consumer China. This was reflected in a year-on-year (YoY) increase in capacity utilization.
- Meanwhile, elevated oil prices provided additional support as markets awaited developments between the U.S. and Iran. Natural rubber prices are closely linked to crude oil, as higher oil prices increase production costs for synthetic rubber.

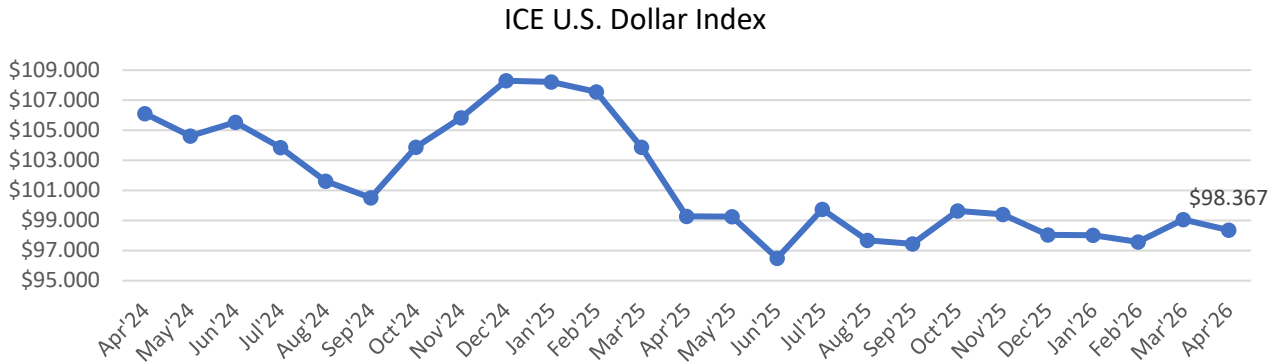
Producer Prices By Country



Key Takeaways:

- U.S. producer prices climbed once again in March, lifting annual wholesale inflation to 4.0% YoY, representing the highest annual rate since early 2023. The increase was largely driven by a 1.6% gain in goods prices, which was fueled by rising energy costs amid geopolitical tensions in the Middle East.
- China's producer prices rose 0.5% YoY in March, marking the first increase since September 2022, ending its longest deflationary streak in decades. This was driven by a sharp rise in global commodity prices and energy, alongside improved supply-demand conditions. Prices rebounded for production materials (1.0% vs -0.7%), particularly in intermediate goods (2.0% vs -5.3%) and raw materials (1.1% vs -1.9%).
- India's wholesale prices rose 3.88% YoY in March, representing the fastest growth since January 2023. The increase was driven by a sharper rise in manufacturing costs and a rebound in fuel prices amid geopolitical tensions in the Middle East. Fuel and power prices recovered (1.05% vs -3.78%), signaling the first increase in a year, while manufacturing inflation accelerated to 3.39% from 2.92%, reaching its fastest pace since November 2022.

Foreign Exchange



Key Takeaways:

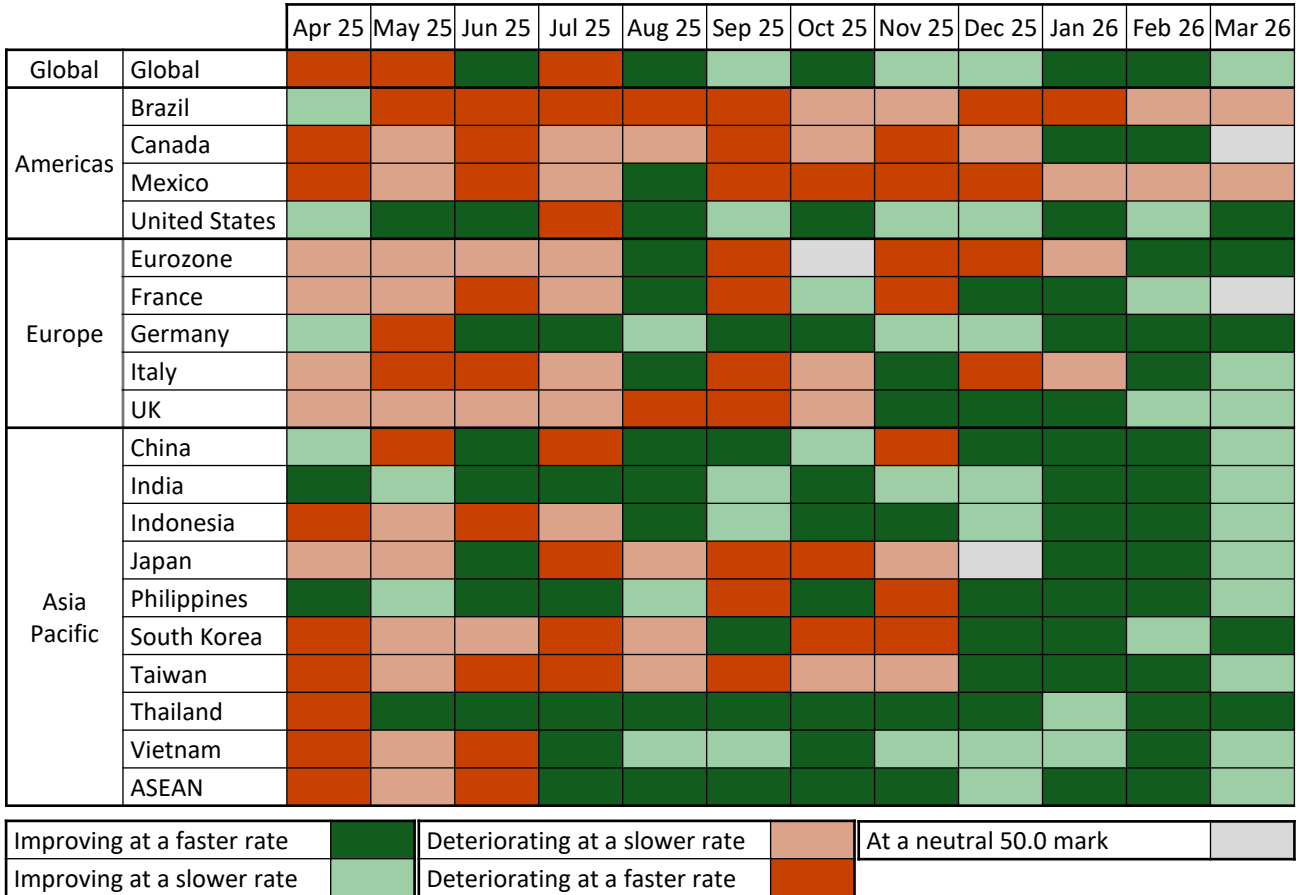
- The ICE U.S. Dollar Index (DXY) is a benchmark measuring the value of the USD against a basket of six major currencies (EUR, JPY, GBP, CAD, SEK, CHF). It serves as a key indicator for the currency's strength.
- A weaker U.S. dollar generally makes it more expensive for businesses to import goods from Asia, as it reduces purchasing power.
- On the flip side a dip in the dollar can help U.S. producers export more, since their goods become cheaper for foreign buyers. It could also boost the bottom line of multinational companies with overseas operation as it would inflate revenues in dollar terms, while expenses (like the salaries of stateside executives) remain stable.

April Summary:

- After rallying since the start of the Iran conflict, the U.S. dollar is moving toward a range-bound environment. USD positioned nearly neutral, reinforcing a two-way risk.
- On the supportive side for the dollar, recent U.S. economic data suggests the Federal Reserve is unlikely to cut interest rates soon, which helps keep the dollar supported and reduces the risk of a sustained decline that would raise import costs.
- On the USD-negative side, markets are reacting more to signs of geopolitical easing than to risk events, which is limiting further strengthening of the dollar. This situation places greater importance on hedging strategies to manage short-term cost swings.

Global PMI Manufacturing Heatmap

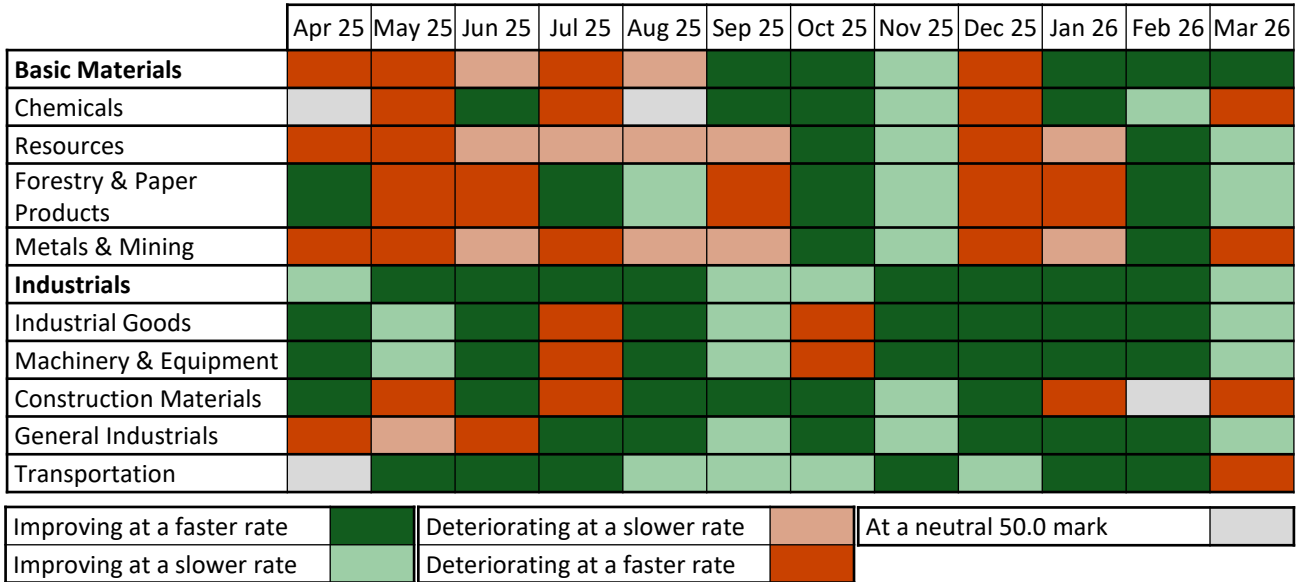
Included components for calculating the manufacturing conditions of each country are; Production output, new orders, new export orders, backlogs of work, employment, input prices, output prices, future expectations, quantity of purchases, suppliers’ delivery times, stocks of purchases, stocks of finished goods.



Key Takeaways:

- Global economic growth slowed across the board among the major economies in March following the outbreak of war in the Middle East. The month-over-month (MoM) drop in the global output was the largest since July 2022.
- Manufacturing production also eased to a three-month low in March, as output and new orders slowed against the backdrop of tepid global trade flows, surging input costs and increasingly stretched supply chains.
- Average prices for goods rose sharply as companies began passing through higher costs (notably for energy) to customers, with the inflation rate at a three-year high.

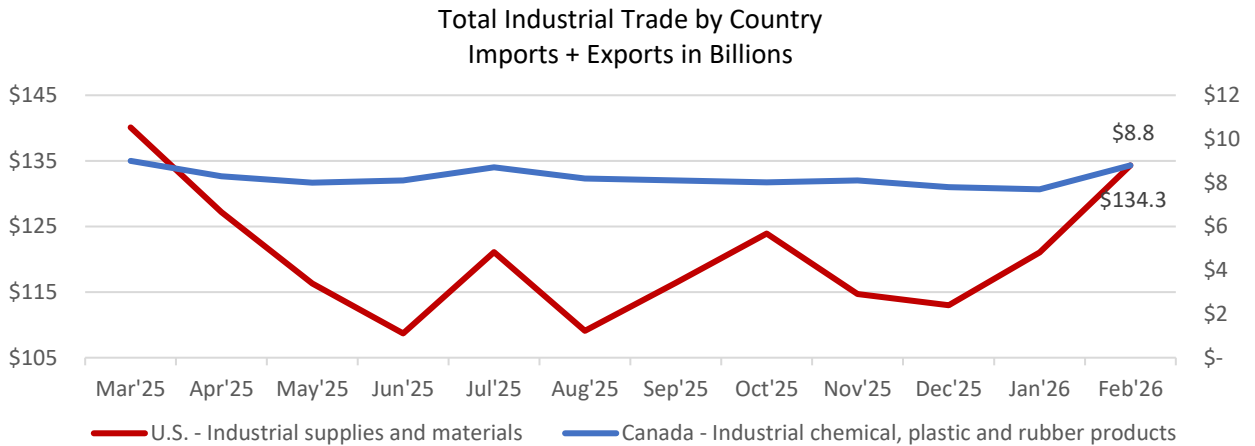
Global Sectors Heatmap



Key Takeaways:

- March’s S&P Global Sector PMI data pointed to higher levels of business activity for the basic materials and industrial sectors for the third month in a row.
- Basic Materials was the only segment that recorded an improved performance from February, with production volumes rising for the first time in four months. Moreover, the rate of output growth was the steepest since October 2025 and exceeded that seen in all other sectors.
- Industrials recorded a solid expansion of business activity in March. Higher levels of output have been recorded since February 2024, but the latest upturn was the least marked for five months.
- Almost all sectors recorded stronger cost pressures in March compared with February, with chemicals the hardest hit.

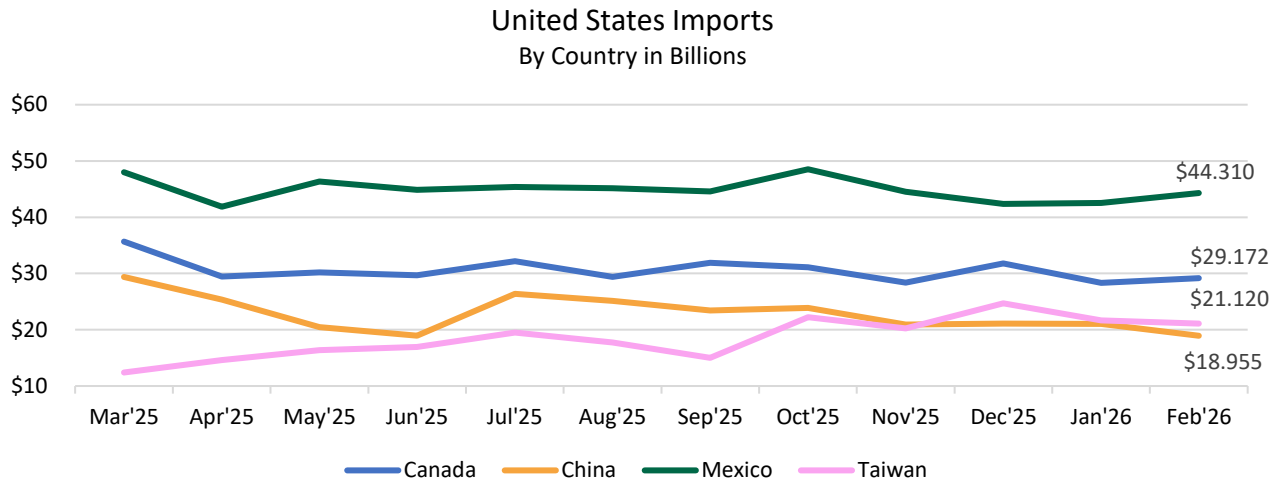
Total Trade Volume



Key Takeaways:

- Combining both imports and exports provide insights into the overall health and dynamics of that country or sector. If the totals are growing, it indicates a healthy, expanding economy or marketplace benefiting from both strong domestic and international markets.
- U.S. total trade in goods rose by 5.3% in February, reflecting a \$14 billion increase in imports, including \$3.1 billion in industrial supplies and materials. As well as an increase of \$10.2 billion in exports of industrial supplies and materials.
- Canada's total merchandise trade rose 7.5% in February, with imports increasing 8.4% and exports rising 6.4%. In the industrial chemicals, plastics, and rubber products sector, imports grew by 8.2%, while exports edged up 0.9% for the month.

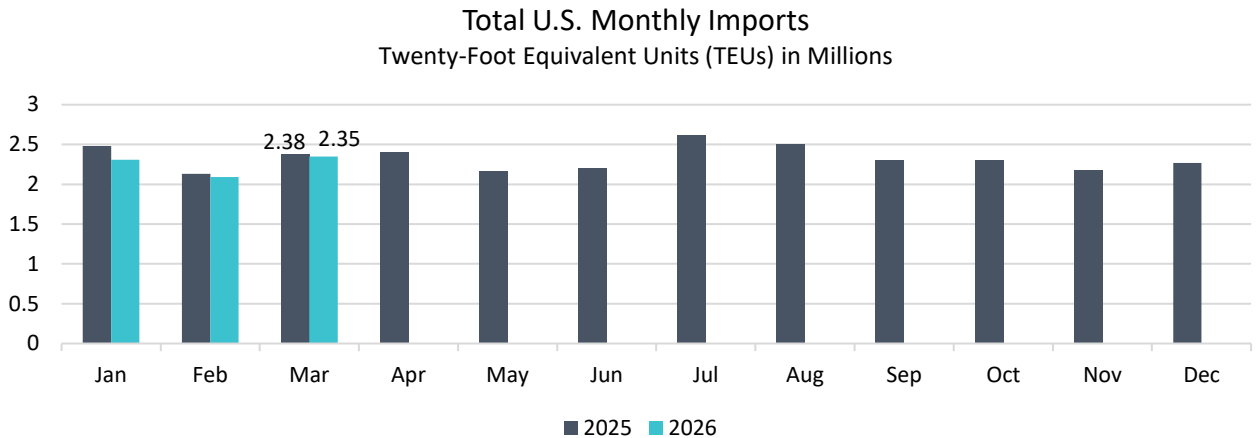
Total U.S. Impots By Country



Key Takeaways:

- Mexican imports to the U.S. remained strong, reflecting continued “nearshoring” trends as U.S. firms shift production closer to home. The relative consistency levels suggest steady demand rather than sharp spikes, indicating that earlier supply chain realignments are now becoming embedded.
- U.S. imports from Canada in February were largely anchored by energy products, autos, and industrial materials, which tend to fluctuate with seasonal demand and commodity prices. Winter conditions typically sustain higher crude oil and natural gas flows, helping keep import values relatively stable even if volumes shift.
- U.S. imports from China continued to show softness compared with pre-trade-war levels. Tariffs, geopolitical tensions, and diversification strategies have pushed businesses to reduce reliance on Chinese suppliers. Another component of the softer numbers is transshipping. It is estimated that \$300 billion worth of Chinese goods are reaching the U.S. from other lower tariffed Southeast Asia countries and Mexico.
- Imports from Taiwan remained elevated relative to historical norms, driven primarily by demand for advanced electronics and semiconductor-related goods. February figures also reflect the recent U.S.–Taiwan trade agreement which strengthens economic ties and bilateral technology flows.

Total U.S. Container Imports

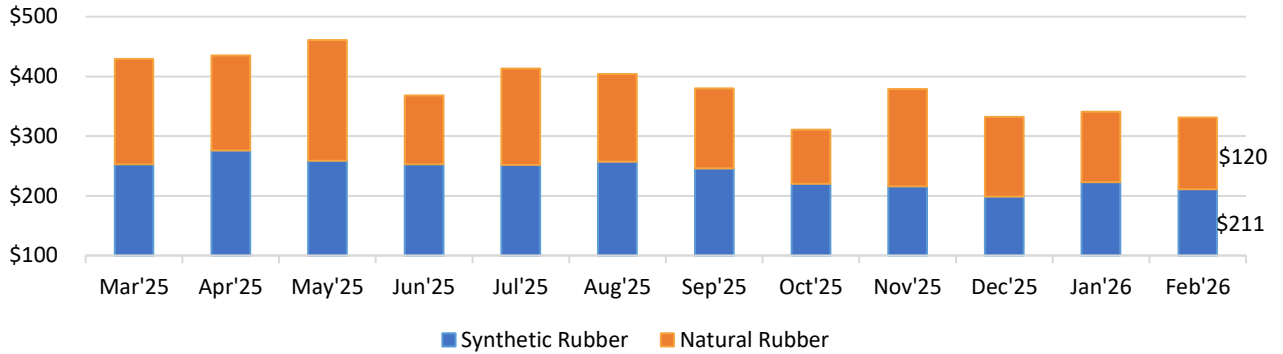


Key Takeaways:

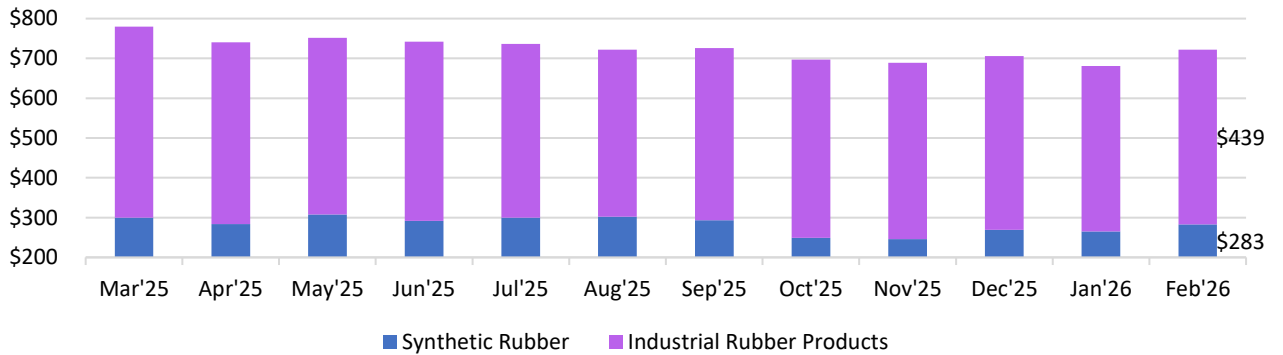
- In March, U.S. ports processed 2.35 million TEUs, which is up 12.4% MoM but down 1.1% YoY.
- The rebound follows a typical seasonal pattern after February's decline, with volumes remaining well above pre-pandemic levels, indicating continued resilience in underlying demand despite ongoing policy, economic, and geo-political uncertainty.
- So far import volume at major U.S. container ports is not being significantly affected by the conflict in Iran but global shipping has been greatly impacted with the rerouting of vessels, equipment out of position and higher fuel costs.
- U.S. containerized imports from China totaled 711,652 TEUs in March, down 2.3% MoM, lower by 6.7% YoY, and 30.4% below the July 2024 peak.
- China's share of total U.S. container imports was 30.2%, a 4.6% decline from February. The March decline may also reflect residual impacts from the Lunar New Year holiday (February 17 through March 3), as typical 30 to 50-day transit times can shift production slowdowns into March arrival volumes.
- China's import mix in remained concentrated in consumer goods and key industrial inputs.
- Overall volumes remained significantly elevated relative to pre-pandemic levels, standing 32.3% above March 2019. Year-to-date imports trail 2025 levels by 4.8%.

U.S. Rubber Import & Export Stats

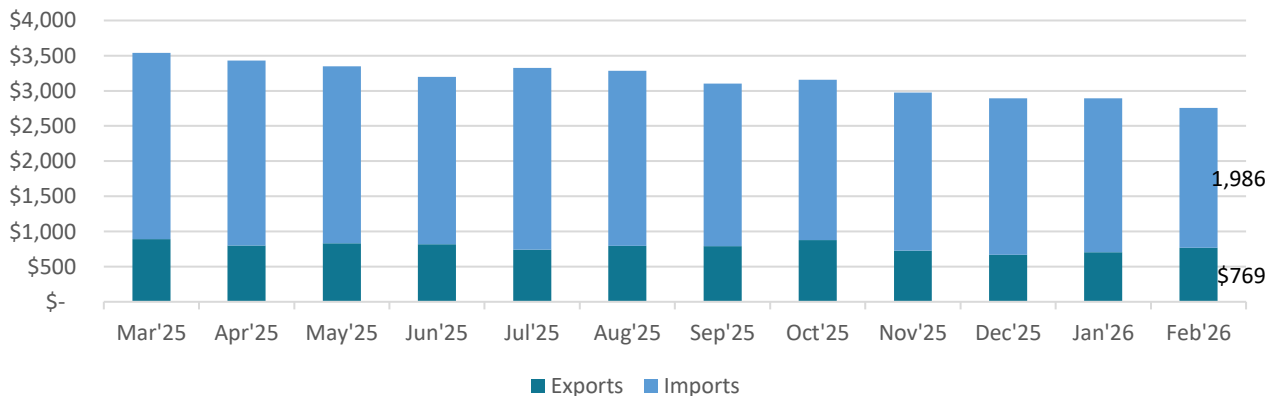
Import of Rubber Products in Millions



Export of Rubber Products in Millions



Rubber Manufactured Goods in Millions



U.S. Industry Import Index

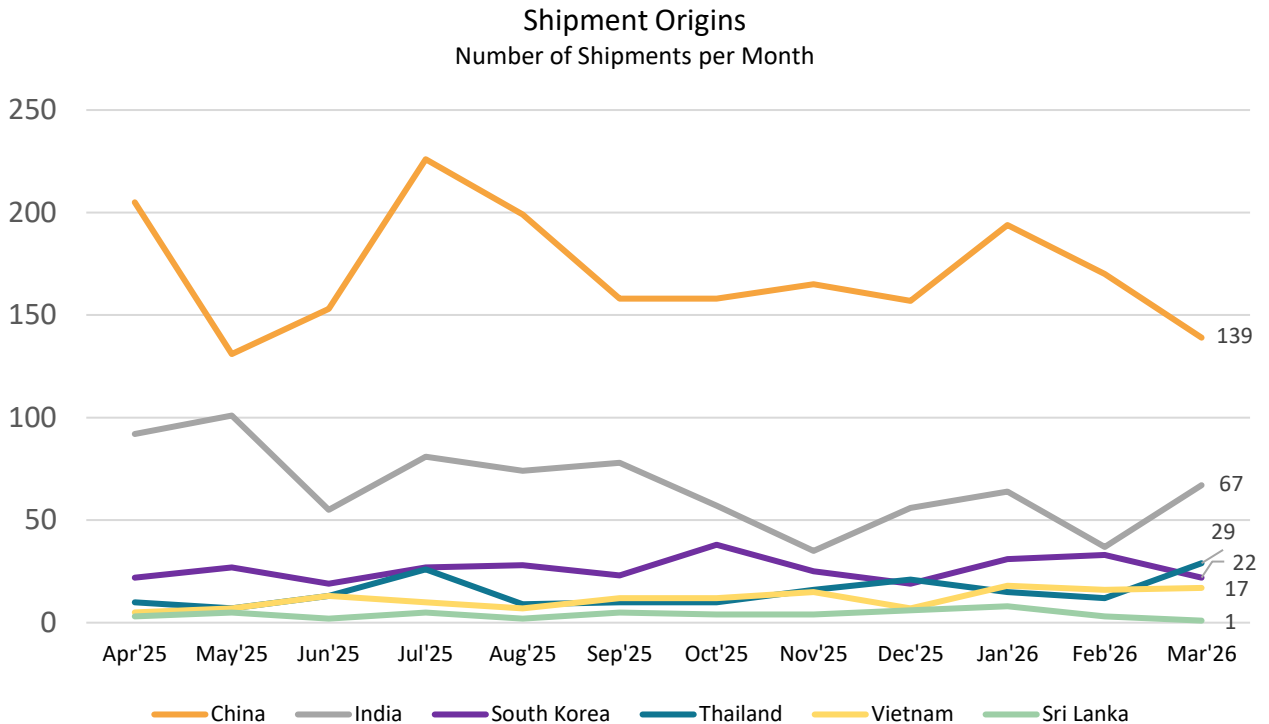
Institute for Supply Management (IMS®) Import Index						
Month	Percent Reporting	% Higher	% Same	% Lower	Net	Index
Mar 2026	87%	15.1%	75%	9.9%	+5.2	52.6
Feb 2026	87%	15.8%	78.1%	6.1%	+9.7	54.9
Jan 2026	85%	11.3%	77.4%	11.3%	+0.0	50.0
Dec 2025	84%	9.5%	70.1%	20.4%	-10.9	44.6
Nov 2025	84%	13.4%	71.0%	15.6%	-2.2	48.9
Oct 2025	84%	10.4%	69.9%	19.7%	-9.3	45.4
Sep 2025	84%	9.9%	69.6%	20.5%	-10.6	44.7

Index over 50 means imports are increasing	
Index under 50 means imports are decreasing	

Key Takeaways:

- In March, the index decreased 2.3% to 52.6% but remained in expansion territory for the third consecutive month.
- The nine industries that reported higher imports in March are: Apparel, Leather & Allied Products; Wood Products; Transportation Equipment; Food, Beverage & Tobacco Products; Chemical Products; Fabricated Metal Products; Miscellaneous Manufacturing; Computer & Electronic Products; and Electrical Equipment, Appliances & Components.
- The five industries that reported lower volumes in March are: Textile Mills; Paper Products; Furniture & Related Products; Primary Metals; and Machinery.
- Four industries reported unchanged imports in March compared to the previous month, including **Plastics & Rubber Products**, which saw no change for the second consecutive month.

U.S. Sheet Rubber Imports By Country



Key Takeaways:

- China remains the leading source of U.S. sheet rubber imports; however, its market share fell sharply by 10.8% MoM to 35%. While no single factor fully explains the decline, it coincides with broader Chinese import weakness in March, along with ongoing tariff shifts that are impacting industrial demand and pricing.
- U.S. imports of Indian sheet rubber rose in March, driven largely by the February lowering of tariffs triggering a typical “snapback” in orders, as buyers returned to previously sidelined suppliers. At the same time, ongoing efforts to diversify sourcing away from China likely redirected additional demand toward India, amplifying the month’s increase.
- The top three countries of origin (China, India, South Korea) slightly reduced their combined share of U.S. sheet rubber imports to 59%, down from 64.7% in February.

Port Operations

Current North America Vessel Dwell Times				
Region	Port	Vessels Waiting	Average Wait for Birth	Rail Dwell Times
U.S. West Coast	LA/LB	2	0 days	5 days
	OAK	3	0 days	5 days
	SEA/TAC	0	0 days	6 days
Canada West Coast	Van	2	0 days	7 days
	PRR	3	0 days	7 days
U.S. East Coast / Gulf Coast	NY/NJ	3	0 days	3 days
	BAL	6	0 days	4 days
	NOR	4	0 days	3 days
	CHS	0	1 day	2 days
	SAV	1	1 day	2 days
	HOU	0	4 days	4 days

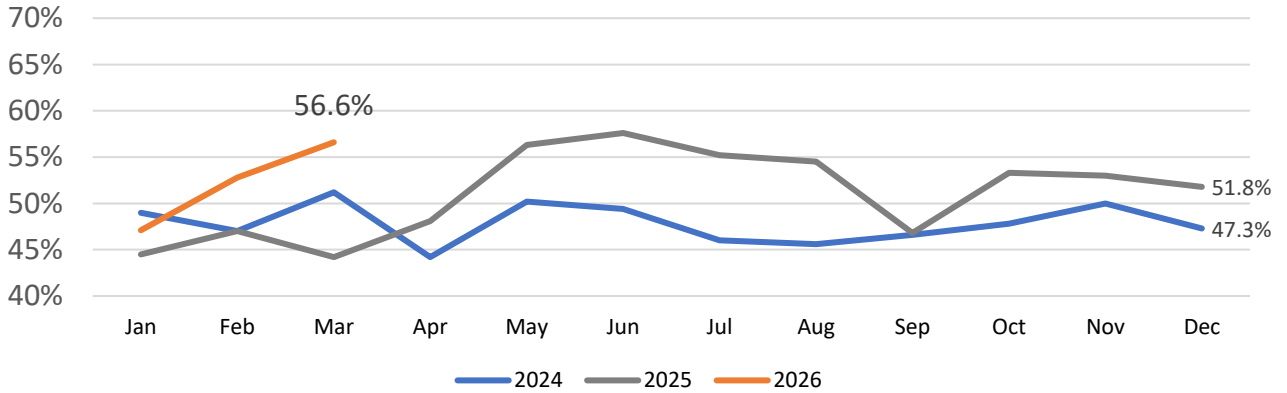
Improving over last month	Consistent over last month	Deteriorating over last month
---------------------------	----------------------------	-------------------------------

Key Takeaways:

- North American ports are in a largely fluid position, with most major U.S. gateways operating below peak capacity.
- Performance across individual ports was broadly positive, with gains reported at eight of the ten major gateways. New York/Newark recorded the largest increase, rising 37.3%, followed by Norfolk, up 35.4%. Additional strong gains were observed at Oakland (25.5%), Charleston (24.2%), Houston (19.1%), Miami (15.4%), and Savannah (13.0%). Los Angeles was the only port to post a significant decline, falling 11.0%.
- Changes in global routing patterns are beginning to influence port dynamics. Disruptions in the Middle East and reduced Suez Canal transits are prompting some importers to redirect cargo toward U.S. West Coast gateways. While these ports are currently operating with available capacity, even modest volume increases could begin to tighten availability, and inland connections.
- Overall, the ports remains operationally sound, but the margin for disruption is narrowing. While port congestion remains limited, inland variability is having a greater impact on execution.

Global Ocean Freight Schedule Reliability

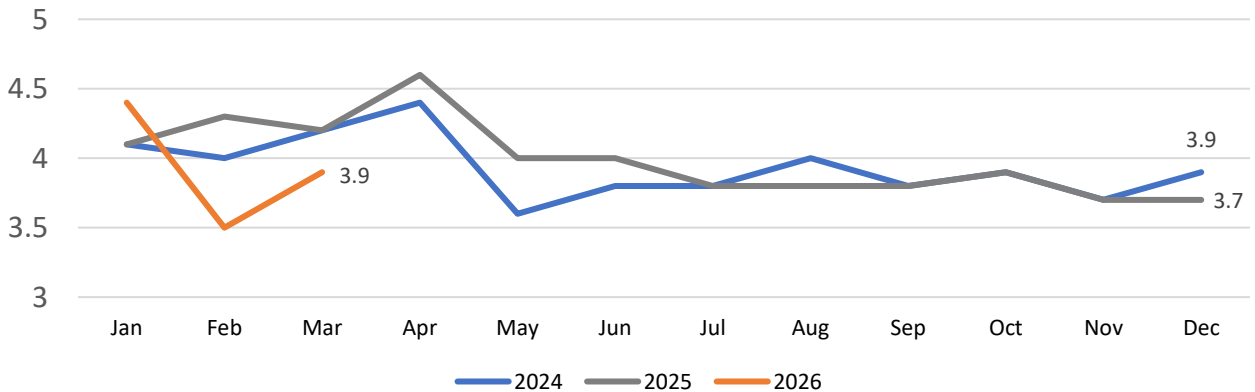
Ocean Timeliness Indicator
Percent of Shipments On Time



Key Takeaways:

- Global schedule reliability improved in March, increasing by 3.8% MoM, in line with seasonal trends observed in previous years. Performance was also 7.5% YoY, indicating a broader recovery compared with March of last year.
- Trade-lane reliability performance showed wide variation, ranging from 38.0% to 82.0%. The strongest improvement was observed on Asia ↔ North America West Coast improving 14.4 percentage points to 71.5%.

Delay for Late Vessels
Average time to delivery (in days)



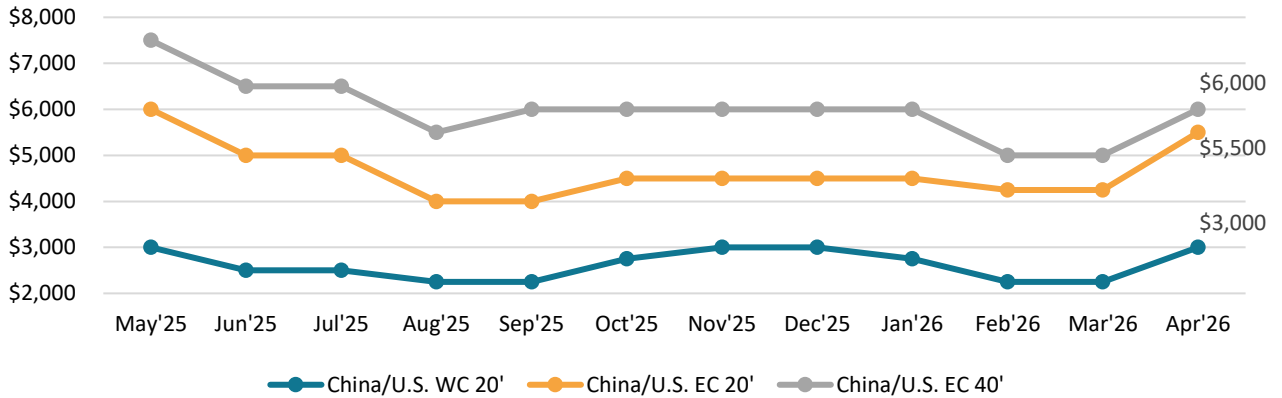
Key Takeaways:

- Average vessel delays increased to 3.9 days due to the disruption in March following the closure of the Strait of Hormuz, which constrained port access and disrupted vessel schedules.

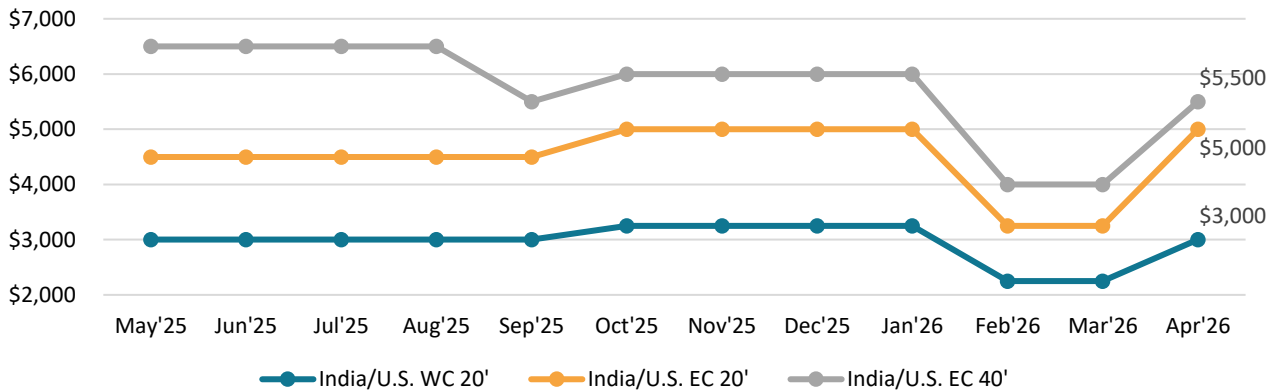
Ocean Freight Rates

All rates stated on this page are GCP’s port to door rates, fully delivered, inclusive of all fees.

Average GCP/China Container Cost, U.S. Dollars



Average GCP/India Container Cost, U.S. Dollars

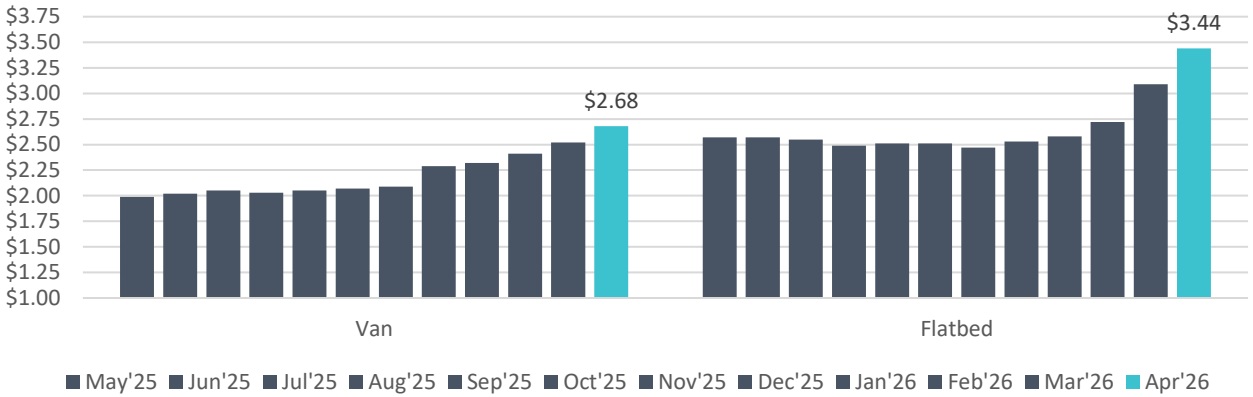


Key Takeaways:

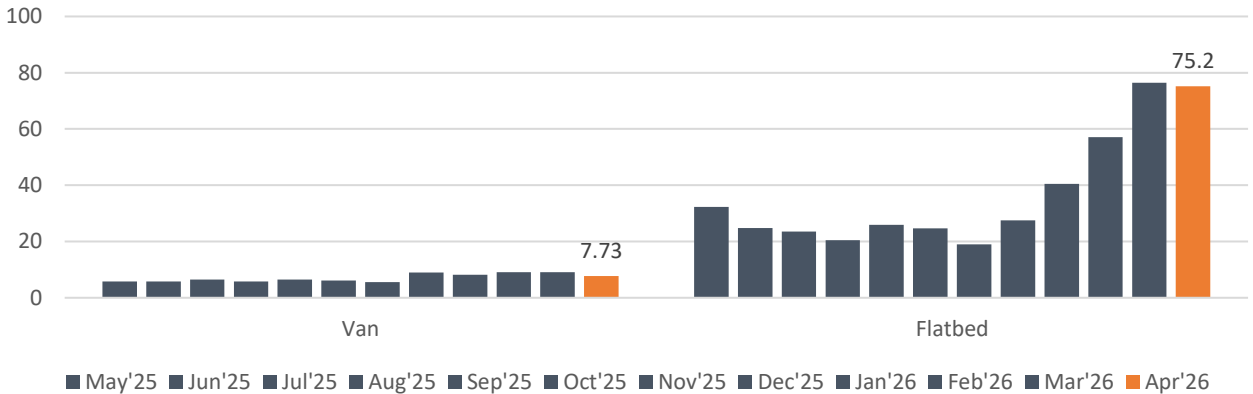
- Three forces are shaping current conditions: conflict-driven rerouting, elevated fuel costs, and continued carrier capacity management. Together, these dynamics are reducing flexibility across global shipping networks and limiting the system’s ability to absorb disruption.
- Carriers continue to align capacity with softer demand through blank sailings and service changes. Approximately 15% of scheduled sailings on major East–West lanes were blanked between February and March, and similar practices appear to be continuing into April.
- Elevated fuel costs stemming from the Middle East conflict have also introduced added complexity, prompting fuel surcharges and war-risk surcharges across multiple trade lanes.

Truckload Shipping

North American Trucking Rates
Average Spot Rate/Mile, U.S. Dollars



North American Load-to-Truck Ratio
Average Number of Loads Posted for Every Truck Posted

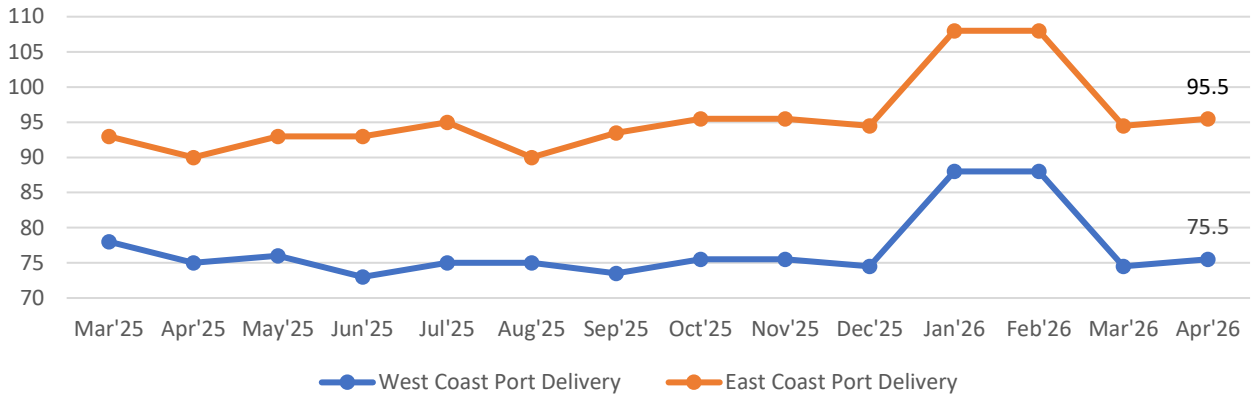


Key Takeaways:

- The rapid increase in diesel prices pushed all-in rates to multi-year highs, with contract rates reaching levels last seen in February 2023 and spot rates approaching peaks from July 2022.
- The ongoing supply-side contraction continues to tighten market conditions, and while carrier exits have stabilized in recent months, rising fuel costs could reintroduce financial strain and accelerate capacity attrition.
- While improving manufacturing activity has supported freight volumes, other demand indicators remain soft, setting the stage for heightened volatility and potential rate pressure as the market enters the summer season.

GCP Production Times

Number of Days to Produce & Deliver an Order
Average for All GCP Products/Product Lines



Key Takeaways:

- The chart above represents the aggregated time it takes for an average GCP order to be fulfilled, from submission of the purchase order to the delivery of the product. It consolidates data from all facilities into a single figure, including the time required to book a container (currently averaging 10.5 days) along with ocean shipping and all other transit times.
- For specific production times on each of our product lines and products, please see our April 2026 production index. ([View here](#))
- In April, GCP production times increased slightly from March but remained largely within the typical range observed over the past year.

Resources

Tariffs Roundup

- <https://www.flexport.com/global-logistics-update/april-23-2026-cbp-issues-key-guidance-on-post-summary/>
- <https://www.reuters.com/legal/legalindustry/how-get-your-ieepa-tariff-refunds--pracin-2026-04-22/>
- <https://www.cbp.gov/trade/programs-administration/trade-remedies/ieepa-duty-refunds>
- <https://www.cato.org/blog/ieepa-tariff-refunds-are-far-ideal-could-get-farther>

Raw Material Pricing

- <https://www.ismworld.org/supply-management-news-and-reports/reports/ism-pmi-reports/pmi/March>

Rubber Pricing

- <https://tradingeconomics.com/commodity/rubber>
- <https://businessanalytiq.com/procurementanalytics/index/natural-rubber-price-index/>
- <https://businessanalytiq.com/procurementanalytics/index/styrene-butadiene-rubber-sbr-price-index/>
- <https://businessanalytiq.com/procurementanalytics/index/epdm-rubber-price-index/>
- <https://businessanalytiq.com/procurementanalytics/index/acrylonitrile-butadiene-rubber-nbr-price-index/>
- <https://businessanalytiq.com/procurementanalytics/index/chloroprene-latex-price-index/>
- <https://businessanalytiq.com/procurementanalytics/index/silicone-price-index/>

Producer Prices By Country

- <https://tradingeconomics.com/canada/producer-prices-change>
- <https://tradingeconomics.com/china/producer-prices-change>
- <https://tradingeconomics.com/india/producer-prices-change>
- <https://tradingeconomics.com/mexico/producer-prices-change>
- <https://tradingeconomics.com/united-states/producer-prices-change>

Foreign Exchange

- <https://ca.investing.com/currencies/us-dollar-index-historical-data>
- <https://www.westpaciq.com.au/economics/2026/04/usd-elliott-21-april-2026>
- <https://www.nbc.ca/content/dam/bnc/taux-analyses/analyse-eco/mensuel/forex.pdf>
- <https://www.rbccm.com/assets/rbccm/docs/fx/currency-report-card.pdf>

Global PMI Manufacturing/Global Sectors Heatmap

- <https://www.pmi.spglobal.com/Public/Release/PressReleases?language=en>
- https://www.spglobal.com/content/dam/spglobal/mi/en/documents/news-insights/research/2026/04/6201982_6201958_0.1.pdf
- <https://www.spglobal.com/market-intelligence/en/news-insights/research/2026/04/global-pmi-highlights-stagflation-risks-as-output-growth-slumps-amid-surge-in-prices>
- <https://www.pmi.spglobal.com/Public/Home/PressRelease/953eaf053423436fb6d08a3fd77a5578>
- <https://www.pmi.spglobal.com/Public/Home/PressRelease/51773af4f15d4604940aef10680d5d5b>
- <https://www.spglobal.com/market-intelligence/en/news-insights/research/2026/04/global-pmi-tracking-the-sectors-hit-hardest-by-the-middle-east-war>

Total Trade Volume

- <https://www.bea.gov/news/2026/us-international-trade-goods-and-services-february-2026>
- https://www.census.gov/foreign-trade/Press-Release/current_press_release/ft900.pdf
- <https://www150.statcan.gc.ca/n1/daily-quotidien/260402/dq260402a-cansim-eng.htm>
- <https://www150.statcan.gc.ca/n1/en/daily-quotidien/260402/dq260402a-eng.pdf?st=Pjd9b99E>

Total U.S. Impots By Country

- <https://www.census.gov/foreign-trade/balance/c1220.html>
- <https://www.census.gov/foreign-trade/balance/c5700.html>
- <https://www.census.gov/foreign-trade/balance/c2010.html>
- <https://www.census.gov/foreign-trade/balance/c5830.html>

Total U.S. Container Imports By Month

- <https://nrf.com/media-center/press-releases/import-cargo-volumes-face-headwinds-from-tariffs-and-increasing-fuel-prices>
- <https://www.descartes.com/resources/knowledge-center/global-shipping-report-March-2026-container-imports-climb-amid-rising-global-tensions>

U.S. Rubber Import & Export Stats

- https://www.census.gov/foreign-trade/Press-Release/current_press_release/ft900.pdf

U.S. Industry Import Index

- <https://www.ismworld.org/supply-management-news-and-reports/reports/ism-pmi-reports/pmi/March>

U.S. Sheet Rubber Imports By Country

- <https://panjiva.com/>

Port Operations

- <https://www.flexport.com/global-logistics-update/april-23-2026-cbp-issues-key-guidance-on-post-summary/>
- <https://www.descartes.com/resources/knowledge-center/global-shipping-report-March-2026-container-imports-climb-amid-rising-global-tensions>
- <https://www.chrobinson.com/en-us/resources/insights-and-advisories/north-america-freight-insights/apr-2026-freight-market-update/drayage/>
- <https://mykn.kuehne-nagel.com/news/article/port-operational-updates-from-16-04-2026>

Global Ocean Freight Schedule Reliability

- <https://mykn.kuehne-nagel.com/news/article/seaexplorer-schedule-reliability-report-mar25>

Ocean Freight Rates

- <https://www.chrobinson.com/en-us/resources/insights-and-advisories/north-america-freight-insights/apr-2026-freight-market-update/>
- <https://www.joc.com/article/bunker-fuel-shortages-loom-after-us-counter-blocks-strait-of-hormuz-6204678>
- <https://www.seavantage.com/blog/ocean-freight-market-update-april-2026>
- <https://www.jmroders.com/freight-market-update-april-2026/>

Truckload Shipping

- <https://www.dat.com/trendlines>
- <https://www.arrivelogistics.com/insights/April-2026-freight-market-update/>
- <https://kchtrans.com/april-2026-monthly-freight-market-update-2/>
- <https://www.ryantrans.com/news/april-2026-industry-update>

GCP Production Times

- <https://www.gcpindustrial.com/production-times-updates/>



678 Belmont Ave W #202
Kitchener | Ontario | Canada | N2M 1N6
Toll: 888-893-5427 | Phone: 519-893-8207
Fax: 866-527-1983
Web: www.gcpindustrial.com

GCP Elastomeric Inc. cannot foresee all circumstances under which this information and our products in conjunction with other manufactures products may be used. Physical properties are typical values obtained from sample testing at Akron laboratories or GCP Approved Manufacturer™ laboratories. Actual production values may vary. It is the users' responsibility to ensure the products are appropriate for their application. We accept no responsibility for results obtained by the application of the information or the safety and suitability of our products, either alone or in combination with other products.