



INDUSTRIAL TRADE REPORT | May 2026

Adapting, Not Breaking

The industrial environment continues to demonstrate a level of resilience that few would have expected given the number of pressures now moving through the global system simultaneously. What began as a series of isolated pressures across raw materials, freight, and geopolitics is now becoming firmly intertwined and increasingly compounding. Yet despite this growing complexity, global trade and business activity continue to adapt rather than break. Manufacturing output remains elevated, trade volumes are still historically strong, and improving port efficiency alongside better ocean schedule reliability suggests supply chains are adjusting to volatility more effectively than in prior cycles. The environment is unquestionably more complex than it was at the start of the year, but May's data suggests that adaptation, flexibility, and strategic diversification remain stronger than the pressures attempting to disrupt them.

By GCP Industrial Products

Executive Brief

There is little question that the industrial sector has become more interconnected with geopolitics, more volatile, more complex, and more operationally demanding. Yet, May's data suggest an environment that is becoming more dynamic, not necessarily weaker.

Demand remains more resilient than expected - U.S. trade volumes, industrial activity, and container throughput continue to hold above historical norms, suggesting underlying consumption and manufacturing demand remain intact despite rising costs and policy uncertainty.

Trade flows remain historically strong - Despite softer year-over-year container comparisons, overall import volumes continue to sit well above pre-pandemic levels, reinforcing the idea that underlying industrial demand has not materially broken down.

Industrial activity remains expansionary - Global manufacturing output has now expanded for nine consecutive months, suggesting the industrial economy continues growing.

Logistics performance is improving despite volatility - Port congestion remains limited across most major gateways, while vessel delay times and ocean schedule reliability continue trending in the right direction even amid ongoing geopolitical disruption.

Cost pressures are being tested - Businesses continue passing through portions of higher raw material, freight, and energy costs, though margin pressure is becoming more visible as cost increases broaden across the supply chain.

Supply chains are broader and more adaptive - Blanket order strategies, inventory positioning, supplier diversification, and flexible purchasing models are increasingly becoming standard operating practice rather than temporary responses to disruption.

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Tariffs Refunds

Recent CAPE Developments:

- In a document filed May 26 with the Court of International Trade, Brandon Lord, executive director of CBP's Office of Trade's Trade Programs Directorate, reported that nearly 50,000 attempts to initiate refunds through the (CAPE) system faced initial rejections during the tool's first month of operation.
- Accepted file submissions through May 22 cover approximately 15.9 million entries that included IEEPA tariffs, and about 54% of those accepted entries have been liquidated or reliquidated without IEEPA duties.
- The three primary causes of failed file validations: (1) the importer of record or filer on the CAPE submission does not match the original IOR or broker on the entry; (2) the entry number does not exist or is the wrong length; and (3) the requester did not follow the CSV template published in the Automated Commercial Environment (ACE).
- Submissions that pass initial file validation can still be rejected at a secondary stage. Main causes include: the entry date falling past the reliquidation deadline; the entry lacking the HTSUS number for IEEPA tariffs; and the entry having already been filed on a prior CAPE submission.
- CBP has completed an additional \$60 billion in refunds over the past two weeks, forwarding those amounts to the Treasury Department for disbursement.
- Separately, 4,185 submissions are otherwise ready for payment but cannot be processed because the broker or importer has not established a bank account with CBP to receive funds.
- The filing did not address when CBP expects to expand CAPE to entries that liquidated more than 80 days ago or to entry types outside phase one scope. Phase one currently covers approximately 63% of entries that owed IEEPA tariffs.
- Importers and brokers with pending CAPE submissions should verify IOR consistency, confirm entry numbers against CBP records, and validate CSV formatting against the ACE template before resubmitting.
- Filers who have not yet set up a bank account with CBP should do so promptly to avoid payment delays.

Raw Material Pricing

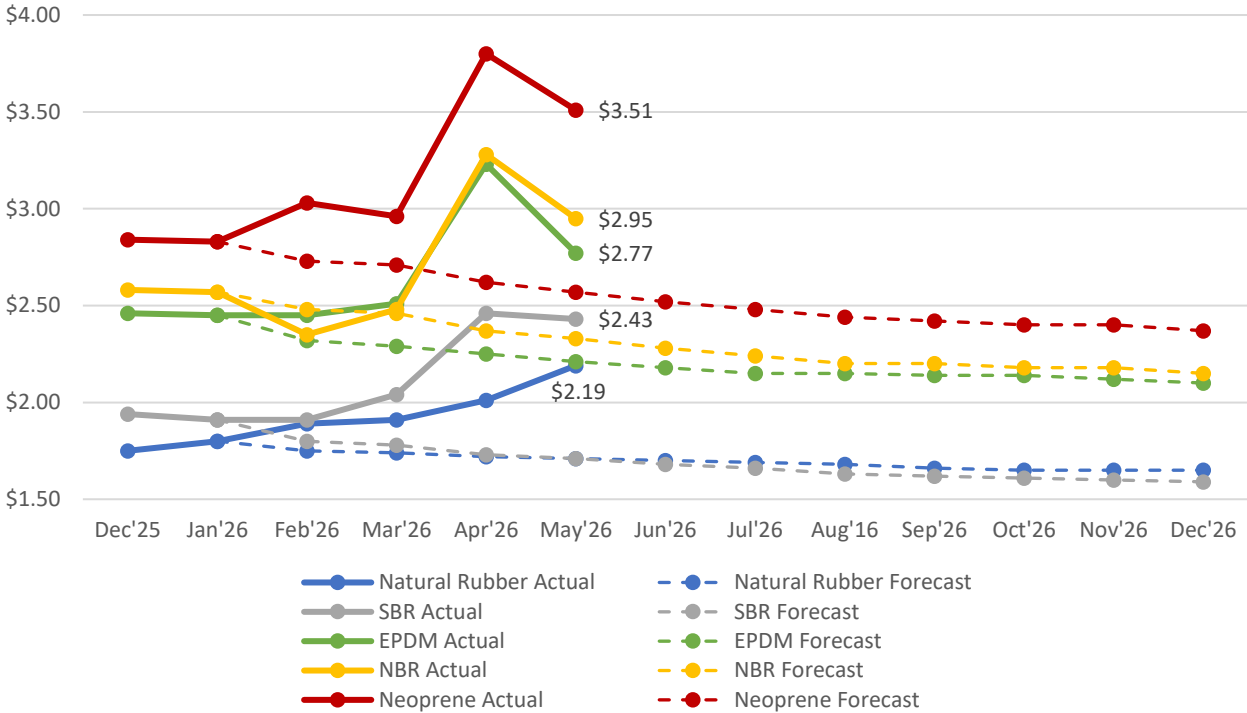
Institute for Supply Management (IMS®) Price Index					
Month	Prices Higher	Prices Same	Prices Lower	Net	Index
Apr 2026	70.3%	28.5%	1.2%	+69.1	84.6
Mar 2026	59.4%	37.8%	2.8%	+56.6	78.3
Feb 2026	45.4%	50.2%	4.4%	+41.0	70.5
Jan 2026	29.0%	59.9%	11.1%	+17.9	59.0
Dec 2025	26.4%	64.1%	9.5%	+16.9	58.5
Nov 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
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:

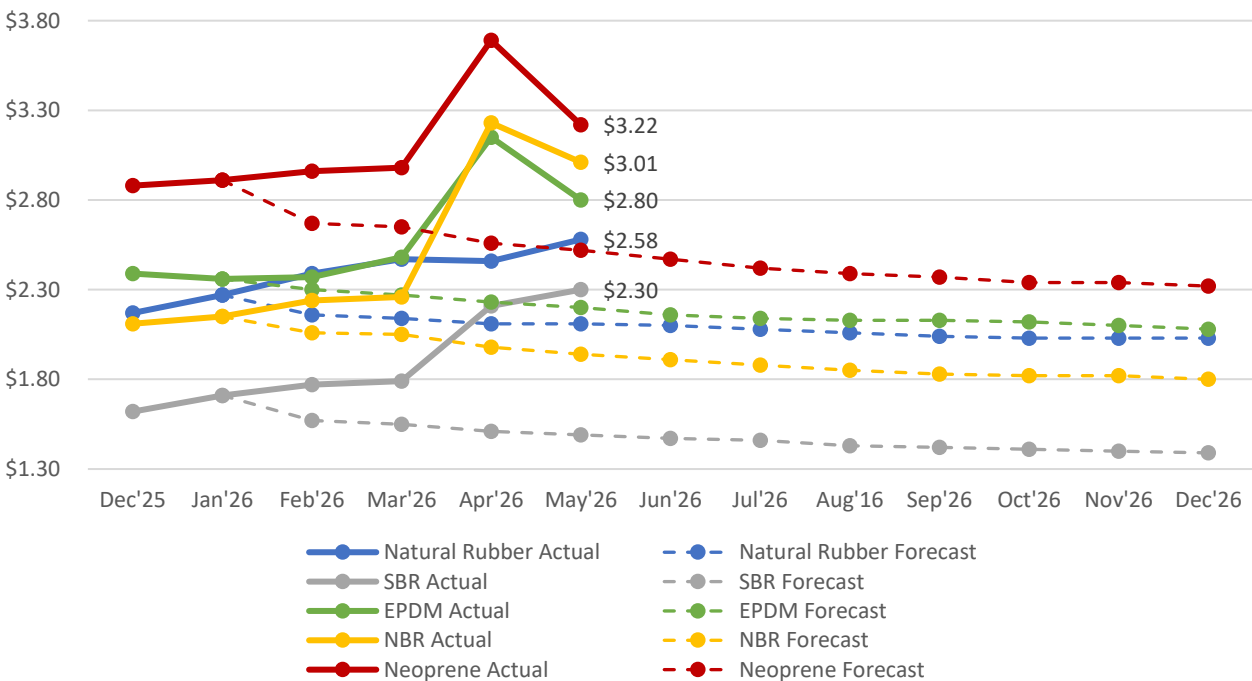
- The ISM® Prices Index registered 84.6% in April, indicating raw materials prices increased for the 19th straight month. The Prices Index has risen 25.6 percentage points in the last three months to hit its highest reading since April 2022 (84.6%).
- All the six largest manufacturing industries, Chemical Products; Petroleum & Coal Products; Machinery; Food, Beverage & Tobacco Products; Computer & Electronic Products; and Transportation Equipment, reported price increases in April.
- In April, 17 of 18 industries reported paying increased prices for raw materials: Nonmetallic Mineral Products; Paper Products; **Plastics & Rubber Products**; Textile Mills; Wood Products; Primary Metals; Furniture & Related Products; Chemical Products; Fabricated Metal Products; Electrical Equipment, Appliances & Components; Petroleum & Coal Products; Miscellaneous Manufacturing; Machinery; Food, Beverage & Tobacco Products; Computer & Electronic Products; Transportation Equipment; and Apparel, Leather & Allied Products.
- No industries reported paying decreased prices for raw materials in April.

Rubber Pricing

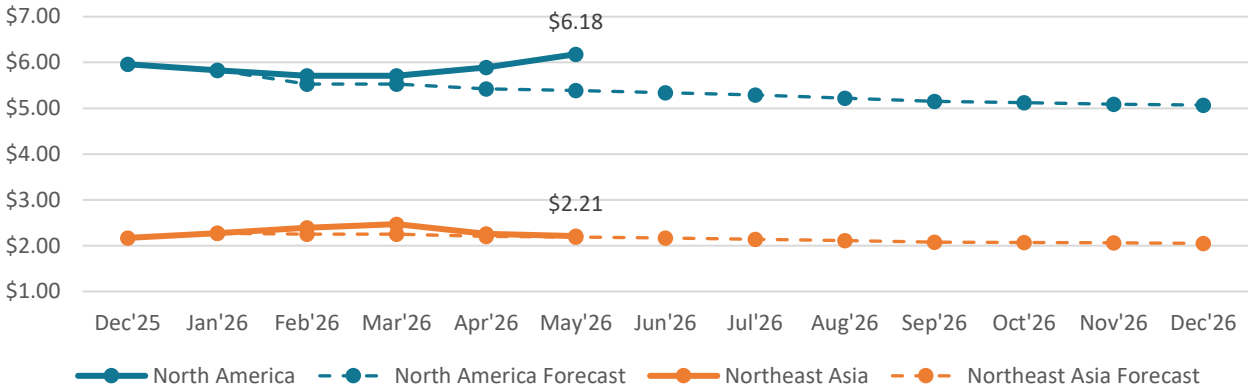
North American U.S. Price/KG



Northeast Asia U.S. Price/KG



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



Month-Over-Month Change:

Natural Rubber

North America: US\$2.19/KG, up \$0.18 cents

Northeast Asia: US\$2.58/KG, up \$0.12 cents

NBR

North America: US\$2.95/KG, down \$0.33 cents

Northeast Asia: US\$3.01/KG, down \$0.22 cents

SBR

North America: US\$2.43/KG, down \$0.03 cents

Northeast Asia: US\$2.04/KG, down \$0.17 cents

Neoprene

North America: US\$3.51/KG, down \$0.29 cents

Northeast Asia: US\$3.22/KG, down \$0.42 cents

EPDM

North America: US\$2.77/KG, down \$0.46 cents

Northeast Asia: US\$2.80/KG, down \$0.35 cents

Silicone

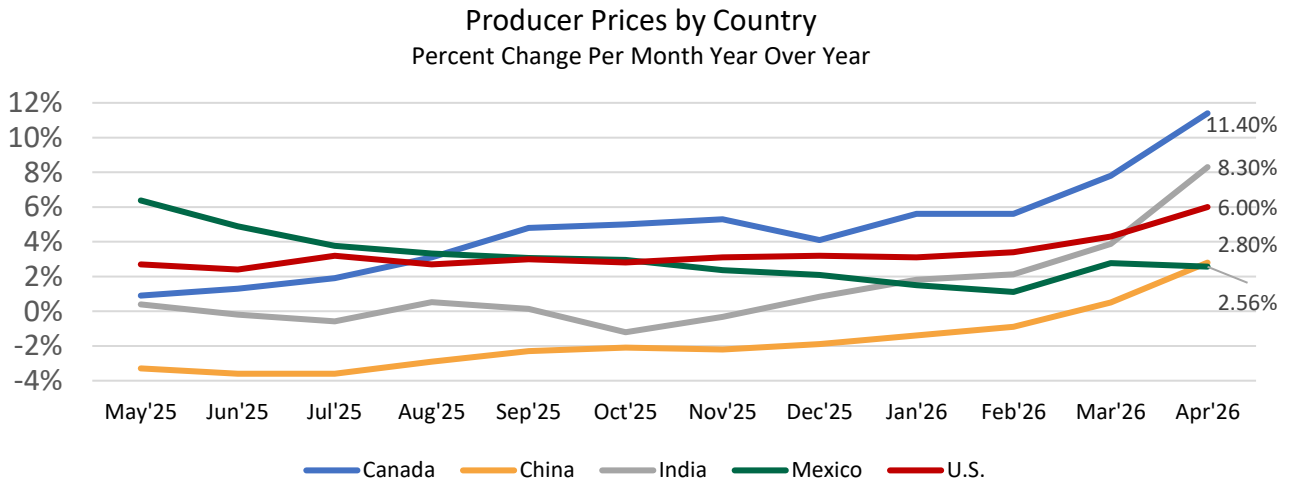
North America: US \$6.18/KG, up \$0.29 cents

Northeast Asia: US\$2.21/KG, down \$0.05 cents

March Summary:

- Global natural rubber prices have climbed to as high as 232 U.S. cents per kilogram (kg) in mid-May but have now settled around 223 U.S. cents per kg.
- Supply continues to be closely watched as conditions across key producing regions varies. Ivory Coast is set to enter its peak harvesting season, which could add to global supply, while heavy rainfall in Thailand has disrupted activity and constrained output.
- Meanwhile, sentiment around U.S.–Iran talks has pushed oil prices lower, which could ease input cost pressures for synthetic rubber and reduce the relative attractiveness of natural rubber.

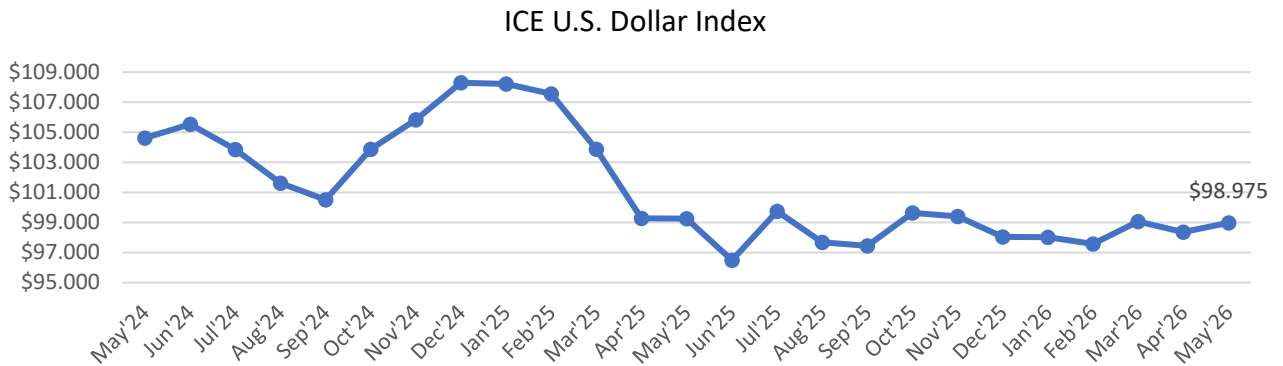
Producer Prices By Country



Key Takeaways:

- U.S. producer prices climbed again in April, lifting annual wholesale inflation to 6.0% year-over-year (YoY). This marks the highest gain in more than four years amid the ongoing conflict in the Middle East. Inflationary pressures were broad-based, with energy prices surging 7.8%, intermediate processed goods rising 2.7%, and intermediate unprocessed goods increasing 4.1% in the month.
- China's producer prices rose 2.8% YoY for the month, picking up from a 0.5% gain in the prior month. This second consecutive monthly increase was driven by surging commodity and energy prices resulting from the conflict in Iran. Production material costs quickened by 3.8%, underpinned by sharper increases in raw materials (7.1%) and processing (1.5%).
- India's wholesale prices rose 8.3% YoY in April, marking the fastest pace of growth since January 2023. This acceleration was primarily driven by intensified manufacturing inflation and a sharp spike in fuel costs linked to the Middle East crisis. Notably, fuel prices surged by 24.71%, while manufacturing inflation rose to 4.62% and chemical products increased by 5.09%.

Foreign Exchange



Key Takeaways:

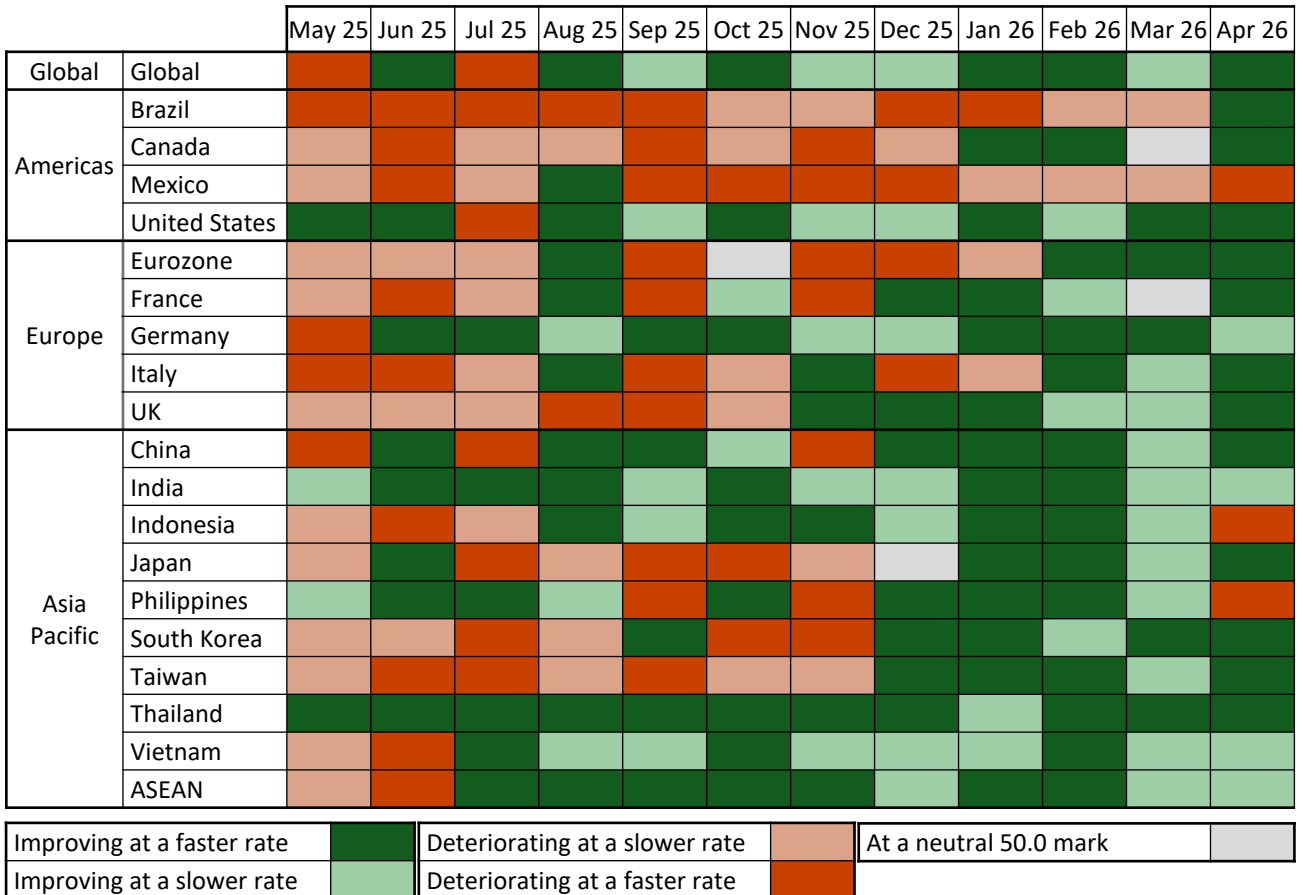
- The ICE U.S. Dollar Index (DX) is a benchmark measuring the value of the USD against a basket of six major currencies (EUR, JPY, GBP, CAD, SEK, CHF). It serves as a key indicator for the currency's strength.
- A weaker U.S. dollar generally makes it more expensive for businesses to import goods from 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.

May Summary:

- The U.S. Dollar is currently testing the 99.00 level, with two big macro drivers currently impacting the dollar.
- Inflation & Monetary Policy: Markets are weighing the likelihood of additional rate hikes, as inflation remains stubbornly above the Federal Reserve's 2% target. Upcoming PCE inflation data will likely serve as the catalyst determining whether the dollar breaks out of its current consolidation.
- Geopolitical De-escalation: Optimism regarding a diplomatic agreement in the Middle East has reduced demand for the dollar as a safe-haven asset.

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:

- The second quarter of 2026 began with stronger growth in global manufacturing output and new orders. However, mounting price and supply chain pressures continue to weigh on the sector, while business optimism remained subdued, holding at a five-month low.
- Manufacturing production increased for the ninth straight month, with the rate of growth hitting a near five-year high.
- The increase in production was supported by faster growth of new business. However, the upturn in output could potentially prove unsustainable, given it likely reflects customers bringing forward purchases to mitigate expected supply chain disruptions and cost increases.

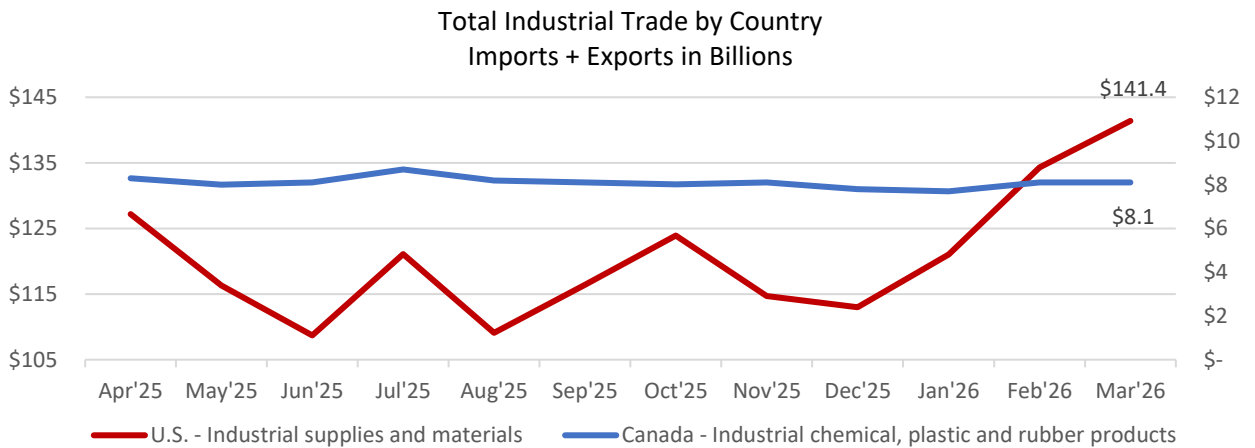
Global Sectors Heatmap

	May 25	Jun 25	Jul 25	Aug 25	Sep 25	Oct 25	Nov 25	Dec 25	Jan 26	Feb 26	Mar 26	Apr 26
Basic Materials	Dark Green	Light Green	Dark Green	Light Green	Dark Green	Dark Green	Light Green	Dark Green	Dark Green	Dark Green	Dark Green	Dark Green
Chemicals	Dark Green	Dark Green	Dark Green	Light Green	Dark Green	Dark Green	Light Green	Dark Green	Dark Green	Light Green	Dark Green	Dark Green
Resources	Dark Green	Light Green	Light Green	Light Green	Light Green	Dark Green	Light Green	Dark Green	Light Green	Dark Green	Light Green	Light Green
Forestry & Paper Products	Dark Green	Dark Green	Dark Green	Light Green	Dark Green	Dark Green	Light Green	Dark Green	Dark Green	Dark Green	Light Green	Dark Green
Metals & Mining	Dark Green	Light Green	Dark Green	Light Green	Light Green	Dark Green	Light Green	Dark Green	Light Green	Dark Green	Light Green	Dark Green
Industrials	Dark Green	Dark Green	Dark Green	Dark Green	Light Green	Light Green	Dark Green	Dark Green	Dark Green	Dark Green	Light Green	Light Green
Industrial Goods	Light Green	Dark Green	Dark Green	Dark Green	Light Green	Dark Green	Dark Green	Dark Green	Dark Green	Dark Green	Light Green	Light Green
Machinery & Equipment	Light Green	Dark Green	Dark Green	Dark Green	Light Green	Dark Green	Dark Green	Dark Green	Dark Green	Dark Green	Light Green	Dark Green
Construction Materials	Dark Green	Dark Green	Dark Green	Dark Green	Dark Green	Dark Green	Light Green	Dark Green	Dark Green	Light Green	Dark Green	Dark Green
General Industrials	Light Green	Dark Green	Dark Green	Dark Green	Light Green	Dark Green	Light Green	Dark Green	Dark Green	Dark Green	Light Green	Light Green
Transportation	Dark Green	Dark Green	Dark Green	Light Green	Light Green	Light Green	Dark Green	Light Green	Dark Green	Dark Green	Dark Green	Dark Green
Improving at a faster rate	Dark Green	Deteriorating at a slower rate		Light Green	At a neutral 50.0 mark		Light Green					
Improving at a slower rate	Light Green	Deteriorating at a faster rate		Dark Green								

Key Takeaways:

- April’s S&P Global Sector data indicated sustained growth in business activity across the basic materials and industrial sectors, marking the fourth consecutive month of expansion for basic materials and sixth for industrials.
- Both sectors continued to increase at solid rates during April, although the industrials sector saw a slight loss of momentum from the previous month.
- Forestry & paper products as well as construction materials were the only two subsectors to contract in output growth for April. Construction materials also saw a decline in new orders for the month.
- All sectors recorded stronger cost pressures in April compared with March, with chemicals once again reporting the strongest increase of all the subsectors.

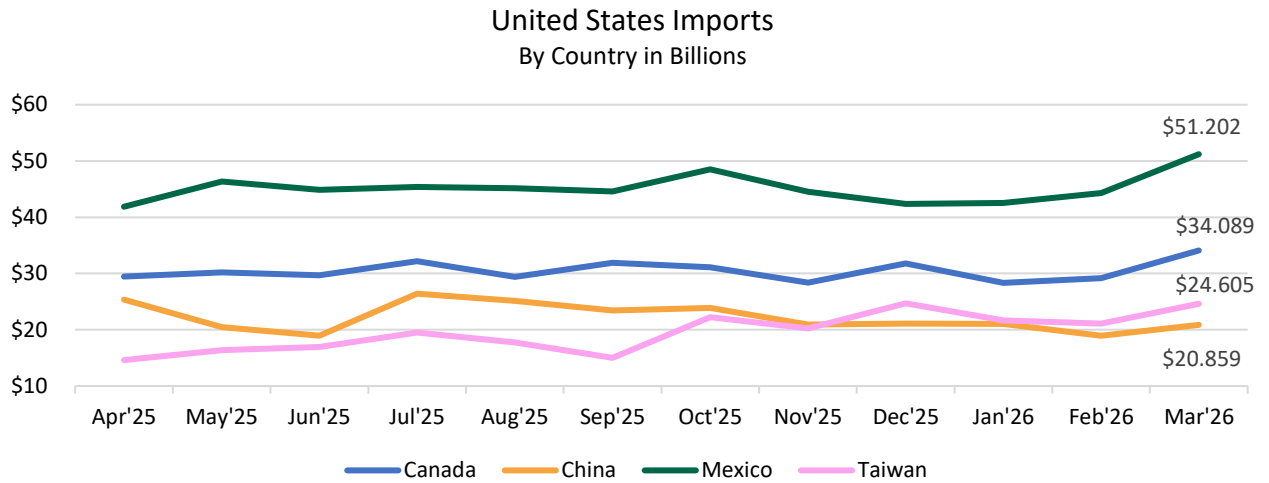
Total Trade Volume



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 \$17.1 billion in March, driven in part by a \$10.6 billion increase in imports, including a \$2 billion gain in industrial supplies and materials. Exports of industrial supplies and materials also increased by \$5 billion during the month.
- Canada’s total merchandise trade increased 3.9% in March, as exports rose 8.5% while imports declined 1.6%. Within the industrial chemicals, plastics, and rubber products sector, imports fell 4.5%, while exports increased 8.2% for the month.

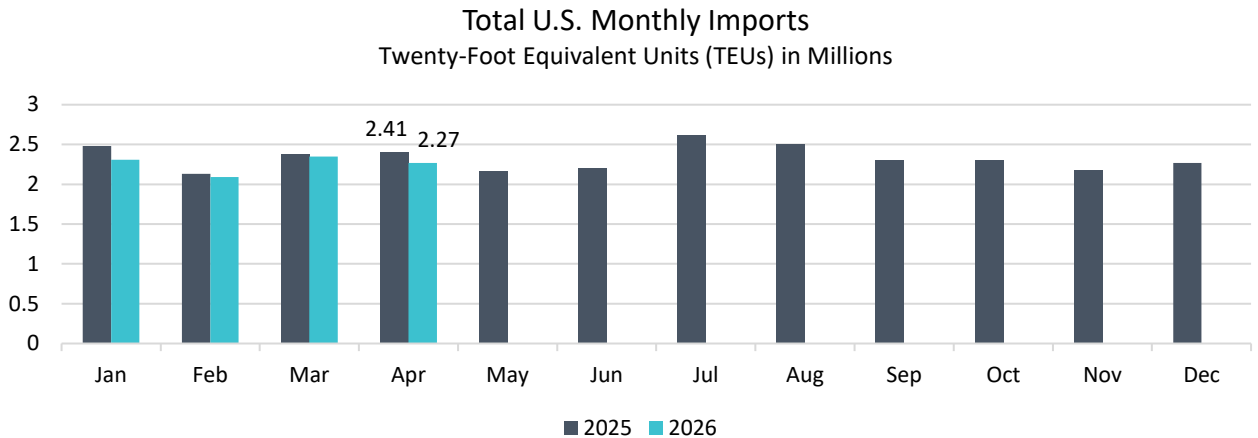
Total U.S. Impots By Country



Key Takeaways:

- Mexico continues to strengthen its role as the key U.S. trading partner, driven largely by ongoing nearshoring and supply chain diversification efforts. Companies are increasingly shifting manufacturing activity to Mexico to mitigate tariff exposure, particularly in automotive, machinery, electronics, and industrial manufacturing sectors.
- U.S. imports from Canada remained strong in March, supported by integrated North American supply chains and stable demand for energy, industrial materials, and manufactured goods. Canadian exports benefited from higher shipments of crude oil, natural gas products, metals, and industrial inputs, which continued to see steady U.S. demand.
- U.S. imports from China remained subdued for the month due to continued tariff measures, geopolitical tensions, and broader supply chain diversification strategies. Despite the relative decline, China remains a major supplier of consumer goods, electronics, and industrial inputs where alternative sourcing remains limited or more costly.
- Taiwan experienced strong export growth into the U.S. in March, largely fueled by surging demand for semiconductors and AI-related technology products. Additionally, many Taiwanese products have avoided some of the broader tariff pressures affecting China, allowing Taiwan to capture additional market share as global supply chains continue to shift.

Total U.S. Container Imports

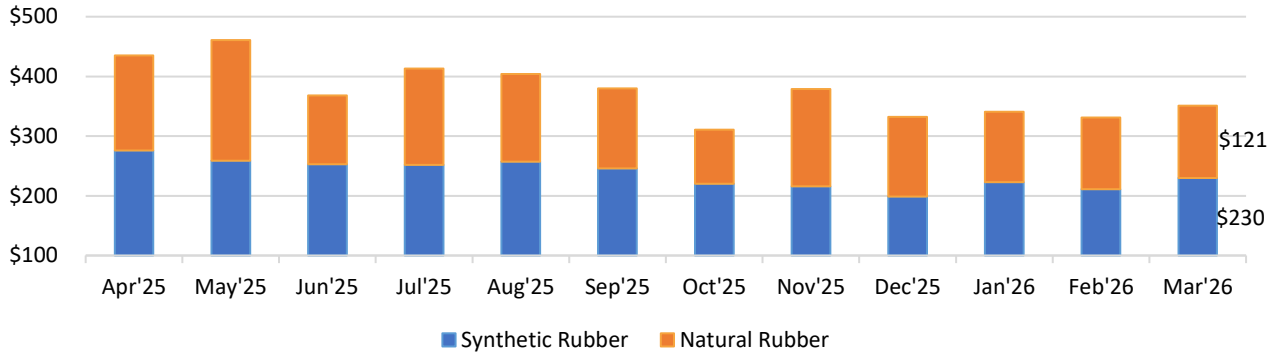


Key Takeaways:

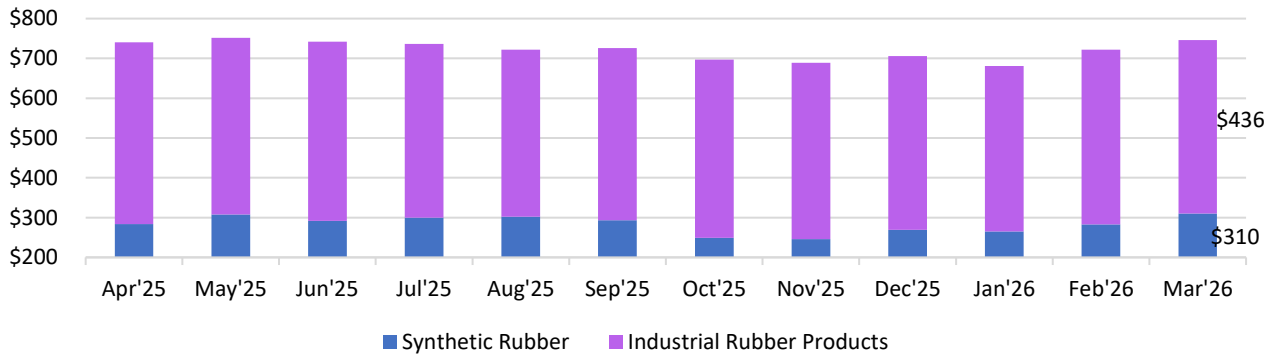
- In April, U.S. ports processed 2.35 million TEUs, declining 3.2% from March and 5.5% YoY. Year-to-date imports are trailing 2025 levels by 5.0%.
- Despite the pullback and ongoing policy uncertainty current volumes still reflect underlying demand. Imports remain elevated relative to pre-pandemic levels, standing 18.7% above April 2019 volumes.
- For context, U.S. container import volumes in April 2025 ranked as the second-highest ever recorded for the month of April, exceeded solely by April 2022.
- U.S. containerized imports from China totaled 680,778 TEUs in April, down 4.3% month-over-month (MoM), lower by 15.3% YoY, and 33.4% below the July 2024 peak of 1,022,913 TEUs.
- China's share of total U.S. container imports fell to 29.9%, a 0.3 percentage point decline from March, continuing the downward trend in relative contribution.
- China's import mix remains concentrated in consumer goods and key industrial inputs.
- In contrast, several Asian sourcing markets continued to show resilience. Thailand recorded the strongest growth, surging 36.3% (37,632 TEUs), followed by Indonesia, up 13.3% (7,588 TEUs), and Japan, which increased 11.4% (6,577 TEUs).

U.S. Rubber Import & Export Stats

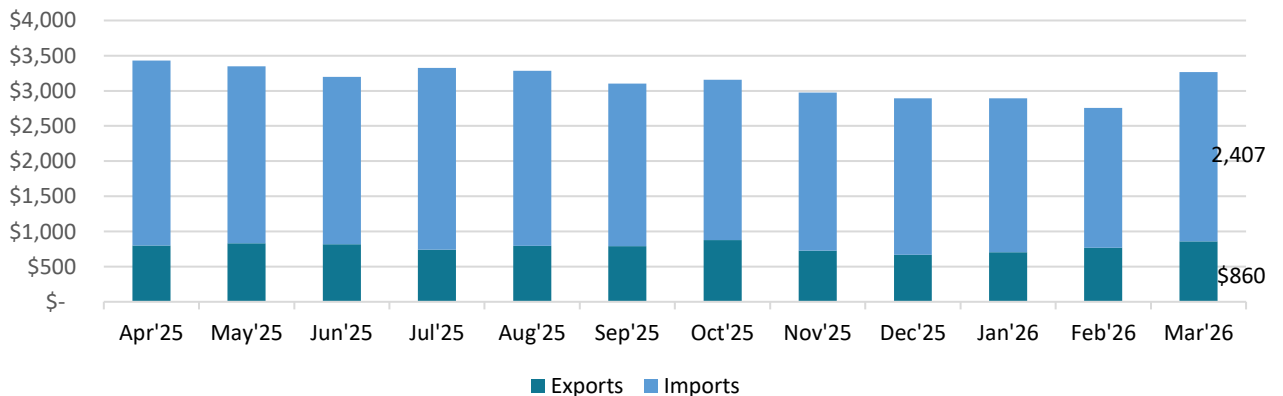
Import of Rubber Products in Millions



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
Apr. 2026	85%	10.6	79.3	10.1	+0.5	50.3
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

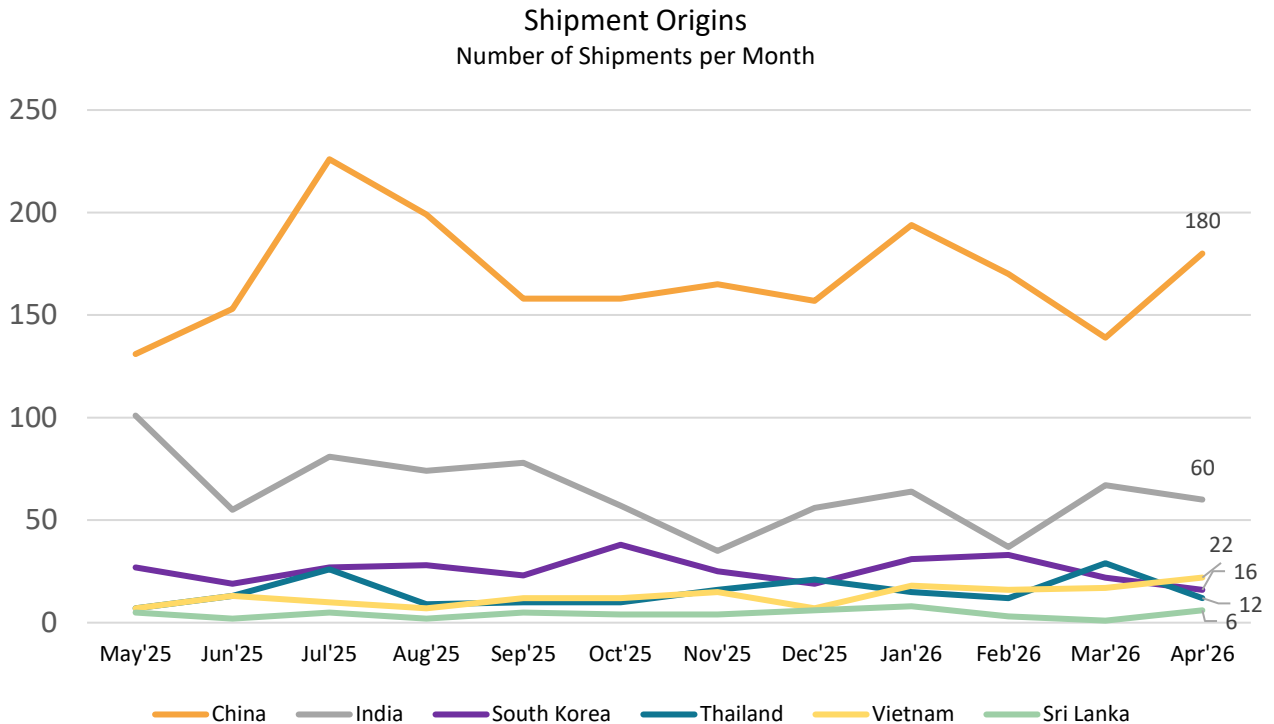
Index over 50 means imports are increasing	
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Index under 50 means imports are decreasing	
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Key Takeaways:

- In April, the index decreased to 50.3% but remained in expansion territory for the fourth consecutive month.
- The eight industries that reported higher imports in April are: Apparel, Leather & Allied Products; Textile Mills; Transportation Equipment; Food, Beverage & Tobacco Products; Electrical Equipment, Appliances & Components; Computer & Electronic Products; Miscellaneous Manufacturing; and Machinery.
- The four industries that reported lower volumes in April are: Paper Products; Wood Products; Furniture & Related Products; and Chemical Products.
- Six industries reported unchanged imports in April compared to the previous month, including **Plastics & Rubber Products**, which saw no change for the third consecutive month.

U.S. Sheet Rubber Imports By Country



Key Takeaways:

- China remained the leading source of U.S. sheet rubber imports in April, with volumes rebounding from 139 containers in March to 180. The recovery suggests March's decline was likely temporary. China remains the anchor supplier due to scale, skill and established supply chains.
- U.S. imports of Indian sheet rubber eased slightly in April, falling from 67 containers to 60 after March's increase. India nevertheless maintains a firm second-place position behind China and in the near term remains the primary diversification alternative rather than a direct replacement for Chinese supply.
- China and India increased their combined share of U.S. sheet rubber imports to 57.5%, up from 51.9% in March.

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	1	0 days	6 days
	OAK	2	0 days	6 days
	SEA/TAC	0	0 days	5 days
Canada West Coast	Van	1	1 days	6 days
	PRR	4	1 days	7 days
U.S. East Coast / Gulf Coast	NY/NJ	3	0 days	3 days
	BAL	6	0 days	3 days
	NOR	5	0 days	3 days
	CHS	2	1 day	2 days
	SAV	9	1 day	2 days
	HOU	0	2 days	4 days

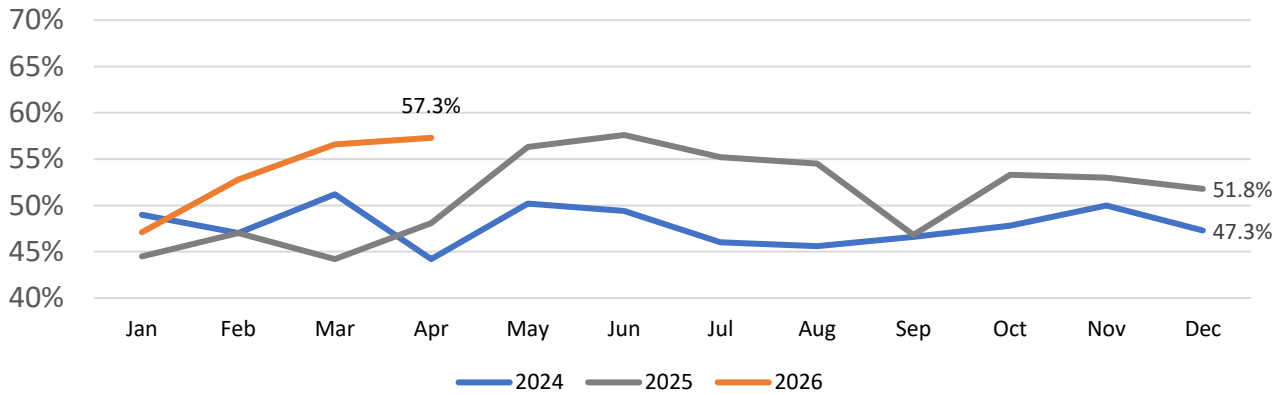
Improving over last month	Consistent over last month	Deteriorating over last month
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Key Takeaways:

- In April, port transit delays showed broad-based improvement compared with March, with most major gateways reporting faster processing times.
- Container volumes across the top 10 U.S. ports decreased by 28,103 TEUs in April, a slight 1.4% MoM decline.
- Performance across individual ports was mixed, with three of the ten major gateways posting gains. Los Angeles recorded the largest increase, rising 19.5% (73,790 TEUs), followed by Long Beach, up 13.1% (46,251 TEUs), and Tacoma, which increased 8.4% (4,775 TEUs).
- In contrast, several major East and Gulf Coast ports saw notable declines. New York/Newark posted the largest drop, falling 18.4% (68,449 TEUs), followed by Norfolk, down 18.2% (26,535 TEUs), and Charleston, which declined 16.0% (17,091 TEUs).
- Overall, April data points to improving port efficiency across most regions, with minimal signs of widespread congestion.

Global Ocean Freight Schedule Reliability

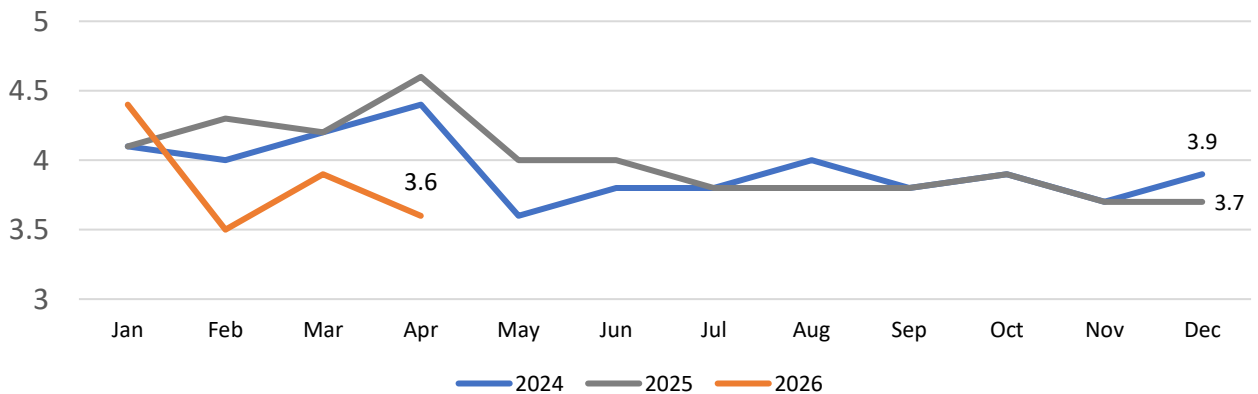
Ocean Timeliness Indicator
Percent of Shipments On Time



Key Takeaways:

- Global schedule reliability continued to improve in April, reaching 57.3%, an increase of 0.7 percentage points MoM and 6.1 percentage points compared with April 2025.
- Trade-lane reliability performance showed that Asia ↔ North America West Coast decreased by 4.3 percentage points from March to 67.2%, while Asia ↔ North America East Coast improved by 7.4 percentage points MoM to 67.2%.

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



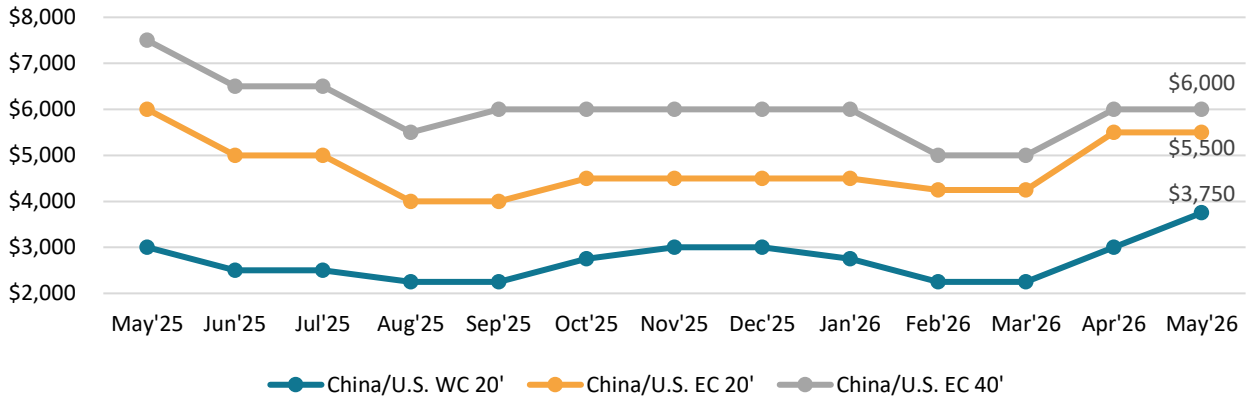
Key Takeaways:

- Average vessel arrival performance also strengthened, with shorter delays for Late-arriving vessels (3.6 days), indicating gradual improvement from the pervious month.

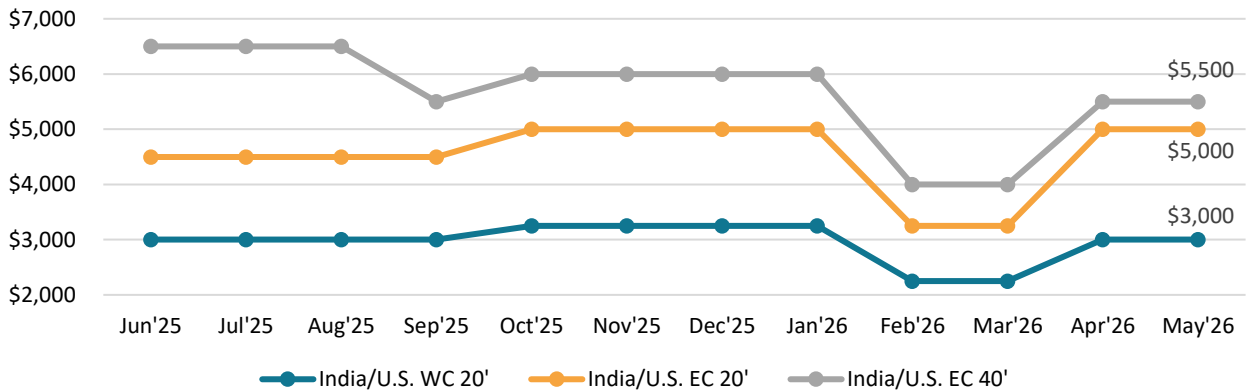
Ocean Freight Rates

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

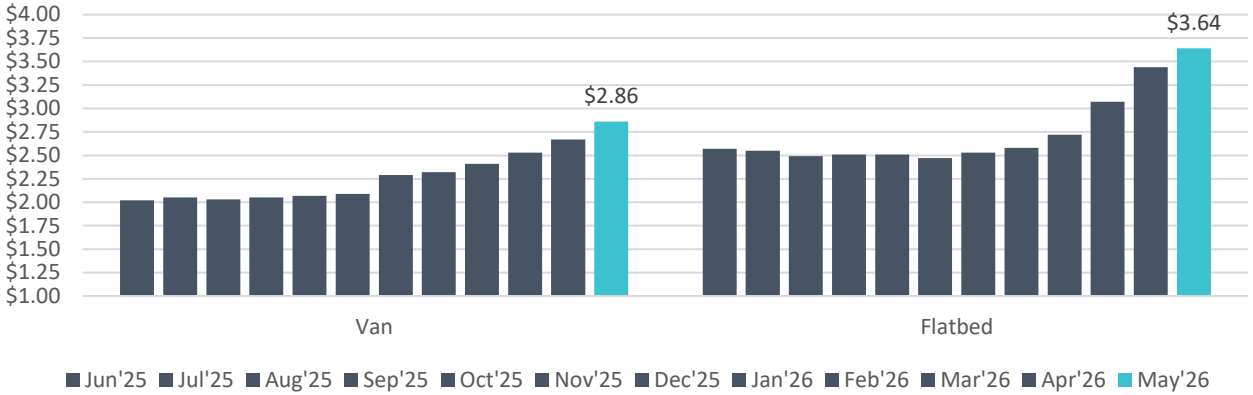


Key Takeaways:

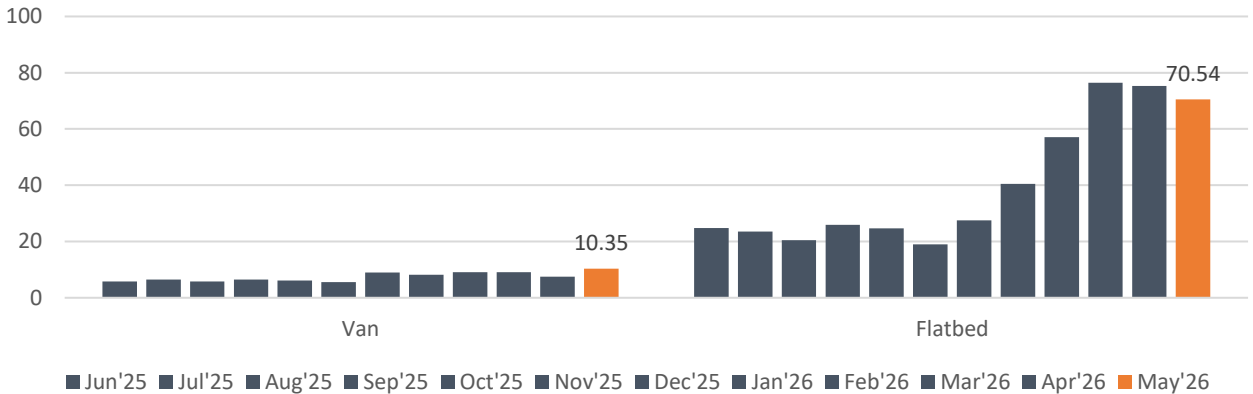
- The ocean freight market is experiencing tightened capacity driven by increased blank sailings and the ongoing military conflict in the Middle East. Despite an overall trend of overcapacity for the year, carriers have been successful at pushing short-term rates higher.
- The U.S./Iran conflict, now entering its third month, has kept the Strait of Hormuz closed, severely tightening fuel supplies across Asia. Should this closure persist, bunker refueling lead times in Asia could exceed two weeks, significantly driving up total operating costs.
- Overall, the market continues to experience volatility tied to fuel costs, with carriers reporting significant increases in operating expenses that are being passed on to customers.

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

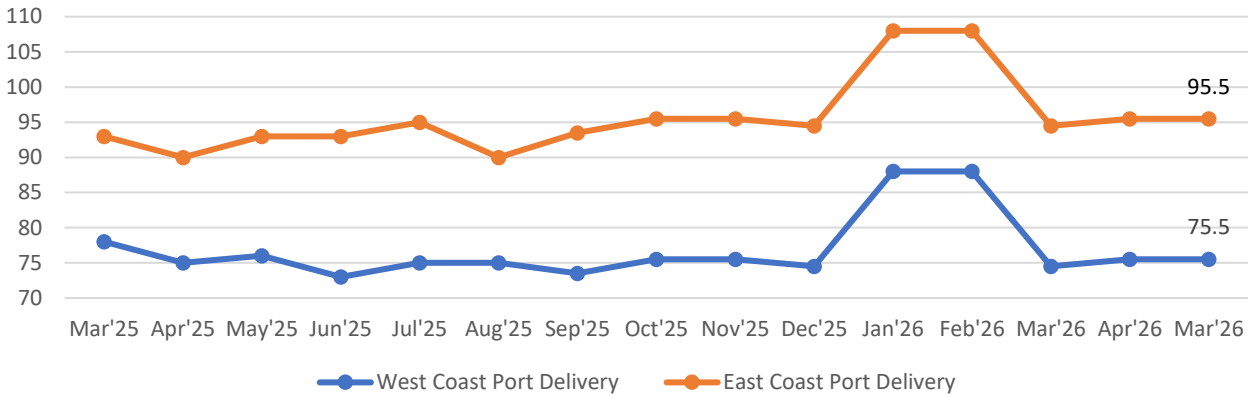


Key Takeaways:

- April and May rate movements suggest the market has established a new floor. Rates are expected to remain elevated as summer freight demands continue ramping up in the coming weeks. Volatility and pricing pressure are likely to last through the 100 Days of Summer and into early Q3.
- Strong spot demand persists as routing guide challenges continue amid aging contract rates, leading to an increased need for spot utilization.
- Capacity attrition has also brought the supply-demand balance closer to equilibrium, increasing market volatility during busy periods.

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 May 2026 production index. ([View here](#))
- GCP production times in May were flat MoM and remained broadly aligned with May 2025 production performance. On a YoY basis, West Coast production/delivery times have decreased by 2.5 days, whereas East Coast production/delivery times increased by 2.5 days.

Resources

Tariffs Roundup

- <https://www.retaildive.com/news/cbp-raises-accepted-tariff-refunds-to-85b/821333/>
- <https://storage.courtlistener.com/recap/gov.uscourts.cit.17610/gov.uscourts.cit.17610.30.0.pdf>
- <https://www.flexport.com/global-logistics-update/may-28-2026-cit-rejects-governments-stay-request/>

Raw Material Pricing

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

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

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- <https://ca.investing.com/currencies/us-dollar-index-historical-data>
- <https://www.forex.com/en-ca/news-and-analysis/us-dollar-technical-forecast-usd-rebound-pressures-resistance-may-range-breakout-in-focus-5-13-2026/>
- <https://www.fxstreet.com/currencies/us-dollar-index>
- <https://www.stonex.com/en/insights/u-s-dollar-rally-builds-as-fed-rate-expectations-turn-hawkish/>

Global PMI Manufacturing/Global Sectors Heatmap

- <https://www.pmi.spglobal.com/Public/Release/PressReleases?language=en>
- <https://www.spglobal.com/market-intelligence/en/news-insights/research/2026/05/global-economic-outlook-may-2026>
- <https://www.pmi.spglobal.com/Public/Home/PressRelease/1597b56155aa479585f85744f259890a>
- <https://www.pmi.spglobal.com/Public/Home/PressRelease/da2fb122f90c4d299eccf0d3e75fa539>

Total Trade Volume

- <https://www.bea.gov/news/2026/us-international-trade-goods-and-services-march-2026>
- https://www.census.gov/foreign-trade/Press-Release/current_press_release/ft900.pdf
- <https://www150.statcan.gc.ca/n1/en/daily-quotidien/260505/dq260505a-eng.pdf?st=t1iABAFF>

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-volume-expected-to-remain-below-2025-levels-despite-may-june-bump>
- <https://www.descartes.com/resources/knowledge-center/global-shipping-report-April-2026-container-imports-ease>

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/April>

U.S. Sheet Rubber Imports By Country

- <https://panjiva.com/>

Port Operations

- <https://www.flexport.com/global-logistics-update/may-28-2026-cit-rejects-governments-stay-request/>
- <https://www.descartes.com/resources/knowledge-center/global-shipping-report-April-2026-container-imports-ease>
- <https://www.chrobinson.com/en-us/resources/insights-and-advisories/north-america-freight-insights/may-2026-freight-market-update/drayage/>
- <https://mykn.kuehne-nagel.com/news/article/port-operational-updates-from-19-05-2026>

Global Ocean Freight Schedule Reliability

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Ocean Freight Rates

- <https://www.chrobinson.com/en-us/resources/insights-and-advisories/north-america-freight-insights/may-2026-freight-market-update/>
- <https://www.seavantage.com/blog/ocean-freight-market-update-may-2026>
- <https://www.jmroders.com/freight-market-update-may-2026/>

Truckload Shipping

- <https://www.dat.com/trendlines>
- <https://www.arrivelogistics.com/insights/may-2026-freight-market-update/>
- <https://kchtrans.com/may-2026-monthly-freight-market-update/>
- <https://www.ryantrans.com/news/may-2026-industry-update>
- <https://www.supplychainbrain.com/blogs/1-think-tank/post/44145-why-trucking-spot-rates-are-soaring-and-how-to-cope-with-them>

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

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