

SUPPLY CHAIN RESEARCH

Freight Audit & Payment

The 2026 Buyer's Guide & Vendor Landscape

A practitioner's guide to evaluating, costing, and selecting freight audit and payment software and services: what these systems do, how audit and payment work, how the market and vendors stack up in 2026, what they cost, and how to tell software revenue from the freight dollars flowing through.

Prepared by Supply Chain Research • 2026 • Independent, vendor-neutral research

Contents

1 Executive summary 3

2 What freight audit and payment software is..... 5

3 The freight audit and payment market in 2026 6

4 The vendor landscape 9

5 How to evaluate a FAP provider 12

6 Cost and pricing..... 13

7 Implementation: where programs succeed or fail..... 14

8 Trends shaping 2026 15

9 Segment-specific guidance 16

10 ROI and the business case 17

11 Frequently asked questions 18

12 Recommendations 20

13 Methodology and caveats 21

14 Sources..... 22

1. Executive summary

Freight audit and payment software checks carrier invoices for errors, pays the carriers, and turns the resulting data into freight-spend intelligence. A shipper receives invoices from dozens or hundreds of carriers, in inconsistent formats, riddled with duplicate charges, wrong rates, and unjustified accessorials. FAP systems normalize those invoices, audit them against contracted rates, resolve the exceptions, process payment, allocate the cost to the general ledger, and then analyze the spend. For many companies the function is outsourced entirely, so the category is as much a service as a software market. In 2026 it is being reshaped by AI, by sustainability reporting, and by an environment of freight-cost volatility that has made every dollar of transportation spend worth scrutinizing.

This guide is written for logistics, finance, and supply chain leaders evaluating a freight audit and payment investment, and for the teams who must connect it to the ERP and transportation systems. It is deliberately vendor-neutral: we accept no payment from the vendors covered, and we name no single best provider, because the right choice depends on your freight volume, modes, geography, and whether you want software or a managed service. The pages that follow define the category, size the market honestly while separating software revenue from the freight dollars flowing through it, profile the bank-processor, specialist, and analytics tiers, lay out an evaluation framework, and explain why clean data and integration, not the audit engine alone, decide the return.

~\$1B market the credible size of FAP software and services, despite enormous throughput	No MQ there is no Gartner quadrant; FAP sits within transportation and settlement coverage	Throughput ≠ revenue the dollars audited dwarf the software market, and confusing them inflates estimates
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What the evidence says

- **The market is about \$1B, not the freight it touches.** Credible FAP estimates cluster near \$1B, so do not confuse the software market with the payment throughput, which is orders of magnitude larger.
- **Throughput is not revenue.** One large provider processes more than \$40B in freight payments and US carrier spend tops \$900B, but the FAP software and service market that handles it is only around \$1B.
- **There is no dedicated analyst quadrant.** Freight audit and payment has no Gartner Magic Quadrant or Forrester Wave; it is assessed within transportation management and freight-settlement coverage.
- **Clean data is the make-or-break variable.** The recurring challenge is normalizing inconsistent carrier invoice formats and integrating with ERP and transportation systems, not the audit logic itself.
- **It is often a service, not just software.** Many companies outsource the function entirely, so the choice is frequently between a managed service and a software platform, not simply which software to buy.

2. What freight audit and payment software is

A freight audit and payment system verifies, pays, and analyzes freight invoices. The core capabilities are:

- **Invoice capture and normalization.** Ingesting carrier invoices across modes and formats and standardizing them into consistent, auditable data.
- **Audit against contracts.** Checking each invoice against contracted rates, accessorials, and duplicates to catch errors and overcharges before payment.
- **Exception and dispute management.** Flagging discrepancies and managing the disputes and recoveries with carriers.
- **Payment and cost allocation.** Paying carriers and coding the cost to the general ledger and the right cost centers.
- **Freight-spend analytics.** Turning the audited data into spend visibility, carrier benchmarking, and lane-level cost intelligence.

Software, service, and throughput

Two things about this category confuse buyers. First, freight audit and payment is often delivered as a managed service rather than software a shipper runs itself, because the work is data-intensive and specialized, so the decision is frequently whether to outsource the function, not merely which tool to license. Second, and more consequential for sizing, the freight dollars that flow through these systems are enormous, one large provider processes more than forty billion dollars in payments, and US carrier spend exceeds nine hundred billion, while the software and service market that handles all of it is only around one billion. The throughput is not the revenue, and conflating the two is the single biggest error in reading this market, as Figure 3 shows.

Function	What it does	Relationship
TMS	Plans and executes freight	Creates the shipments
Freight audit and payment	Audits and pays the invoices	The subject here
ERP / accounts payable	Records and pays broadly	Receives allocated cost
Spend analytics	Analyzes freight cost	Built on FAP data

Freight audit and payment is distinct from the transportation management system that plans and executes freight, though the two increasingly integrate through settlement modules, and from the general accounts-payable function, which is not equipped for the complexity of carrier invoices. It is a specialized settlement and analytics layer for freight. Deciding whether you want a software platform or a managed service, and how much analytics you need, is the first scoping decision.

3. The freight audit and payment market in 2026

Freight audit and payment is a roughly billion-dollar market whose figures are distorted by two things: the inclusion of broader services, and the temptation to confuse the software market with the freight it processes. Credible narrow estimates cluster near \$1B, growing at about fourteen percent; a broad, services-inclusive figure reaches several times that. Treat the figures below as directional, and check what each one is counting.

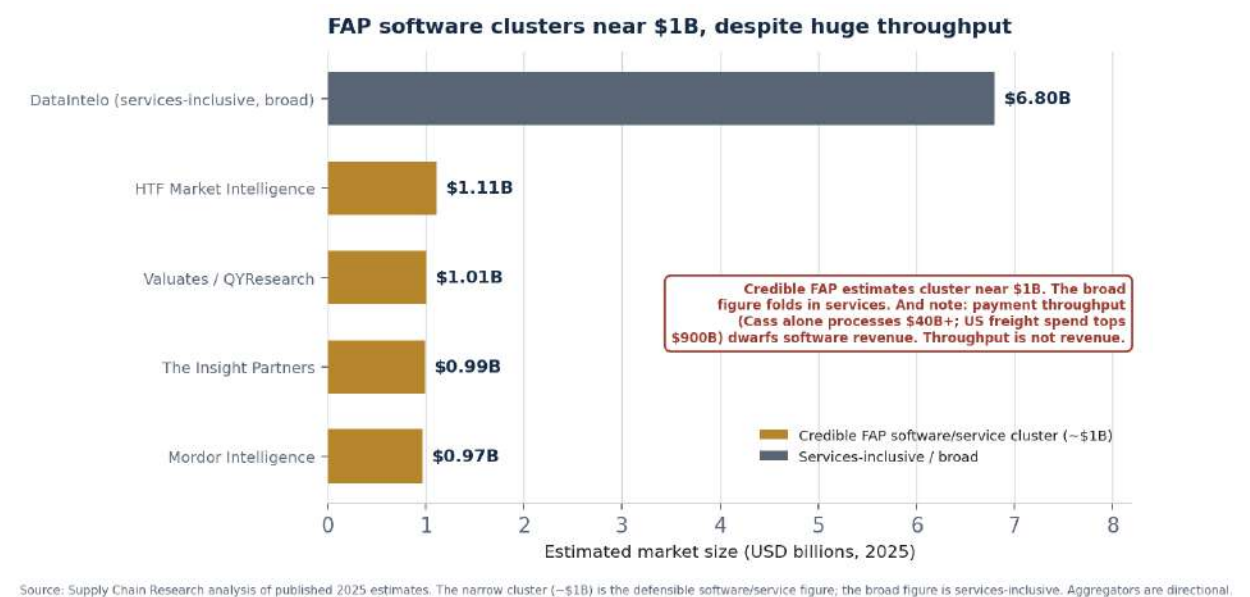
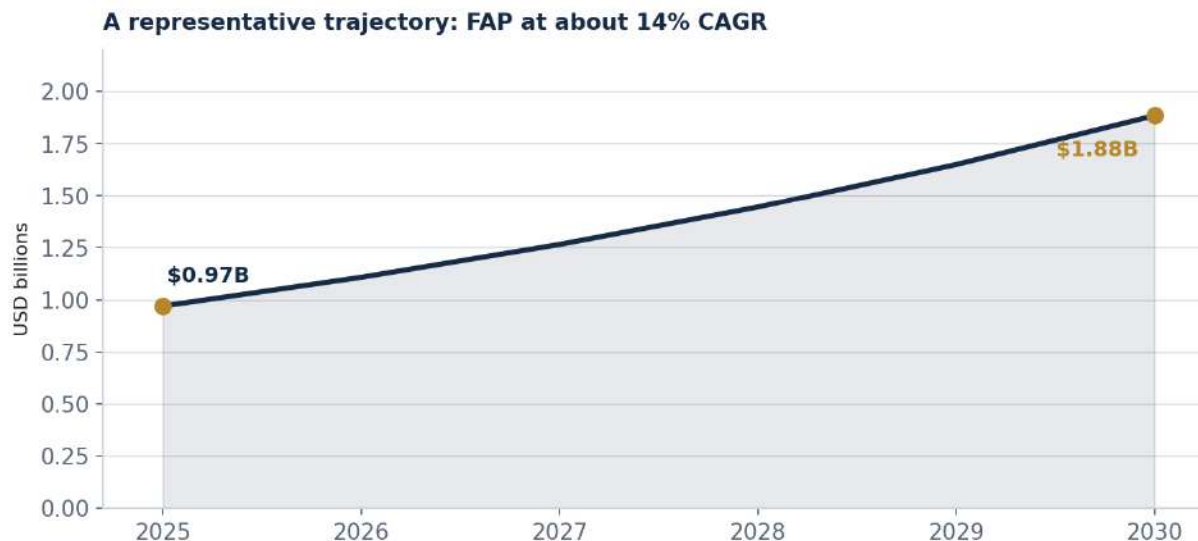


Figure 1. Published 2025 estimates. Credible FAP figures cluster near \$1B; the broad figure folds in services, and neither should be confused with payment throughput.

Source and scope	Size	Forecast	CAGR
DataIntelto (services-inclusive, broad)	\$6.80B (2025)	\$14.2B / 2034	8.5%
HTF Market Intelligence	\$1.11B	\$1.69B / 2030	11.2%
Valuates / QYResearch	\$1.01B	\$2.56B / 2031	14.0%
The Insight Partners	\$0.99B (2025)	\$3.25B / 2034	14.1%
Mordor Intelligence	\$0.97B (2025)	\$1.89B / 2030	14.2%



Source: Mordor Intelligence (0.97B in 2025 to 1.89B by 2030, 14.2% CAGR). Credible narrow estimates cluster near this figure and growth rate.

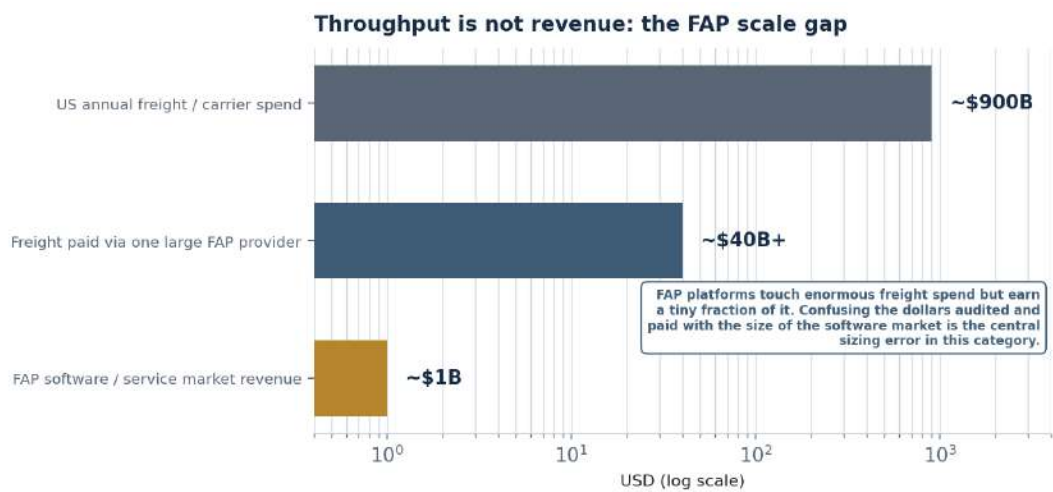
Figure 2. A representative trajectory for FAP at about 14 percent CAGR (Mordor Intelligence). Credible narrow estimates cluster near this figure.

Why the estimates diverge

The spread is part definition and part a category-specific trap. The narrow figures count freight audit and payment software and services and cluster near \$1B; the broad figure folds in wider logistics and outsourcing services. But the deeper confusion is scale: because these platforms touch vast freight spend, it is tempting to size the market by the dollars flowing through it, which are hundreds of times larger than the software revenue. North America holds roughly 38 percent, Europe about 27 percent, Asia-Pacific is the fastest-growing, large enterprises dominate spend, and the freight-audit portion is larger than the pure payment portion. For planning, the narrow figures of around \$1B in 2025 are the most defensible baseline, provided payment throughput is never mistaken for market size.

The scale gap, made explicit

The distinguishing feature of this market is captured in Figure 3. United States carrier spend exceeds nine hundred billion dollars a year, one large provider alone processes more than forty billion in freight payments, and yet the entire freight audit and payment software and service market is only about one billion. The systems touch enormous sums but earn a tiny fraction of them, because their value is in catching errors and providing intelligence, not in the money that passes through. Any estimate that confuses the dollars audited with the size of the software market is wrong by orders of magnitude.



Sources: US freight spend figure is directional (>\$900B annual carrier spend); one large provider (Cass) processes \$40B+ in freight payments; FAP market revenue ~\$1B (Mordor). Log scale; magnitudes are approximate.

Figure 3. Throughput versus revenue, on a log scale. FAP platforms handle vast freight spend but the software and service market is around \$1B. Magnitudes are approximate.

4. The vendor landscape

The freight audit and payment market spans bank and large payment processors, dedicated FAP specialists, analytics and spend-intelligence players, and TMS-embedded settlement. We group vendors into four tiers by what they do best, not by size. The market is concentrated at the top, with a few large processors handling a large share, and dozens of specialists below.

What the analysts say

The analyst picture here is a distinctive absence. The essentials:

- **There is no Gartner Magic Quadrant or Forrester Wave for FAP.** Freight audit and payment has no dedicated ranked analyst report, so buyers cannot lean on a quadrant for this category.
- **It is assessed within transportation coverage.** Where analysts address it, they do so within transportation management systems, freight settlement, and transportation spend management, rather than as a standalone market.
- **Concentration matters.** A few large processors handle a large share of freight payments, so scale, financial stability, and references matter more than any single ranking in this category.

Freight audit and payment landscape, 2026



There is no Gartner Magic Quadrant or Forrester Wave for freight audit and payment; it is assessed within transportation management and freight-settlement coverage. SCR interpretation, not analyst coordinates.

Figure 4. Supply Chain Research's directional map. There is no analyst quadrant for FAP; these positions are our interpretation, not analyst coordinates.

Bank and large processors

These providers combine FAP with the financial strength to move large sums. Cass Information Systems is the largest, a publicly traded company that processes more than forty billion dollars in freight payments, holds the largest market share, and has added AI-powered spend intelligence and blockchain-based invoice traceability. U.S. Bank Freight Payment brings banking scale to the function. Strengths: financial stability, scale, and the trust that comes with moving large payments. Limitations: they can be less nimble than specialists, and the banking model suits larger shippers.

Dedicated FAP specialists

These vendors focus on freight audit and payment across modes and geographies. nVision Global audits global multimodal freight across more than a thousand carriers with its own AI platform, CTSI-Global holds a strong share and is known for deep ERP integration and strength in healthcare and pharmaceutical freight, and Data2Logistics, Green Mountain Technology, CT Logistics, and A3 Freight Payment round out the group. Strengths: FAP depth, global carrier coverage, and specialized capabilities. Limitations: they vary in scale, and buyers should match the specialist to their modes and regions.

Analytics and TMS-embedded

Two further groups complete the picture. Analytics and spend-intelligence players, Trax Technologies, which positions itself as transportation spend management and reports carbon across a large share of audited shipments, along with Intelligent Audit and RateLinx, emphasize the intelligence layer over pure payment. And TMS-embedded settlement, Transporeon Freight Audit, formerly ControlPay and now part of Trimble, and the settlement modules within transportation management systems, handle audit inside the transportation platform. Strengths: analytics depth and, respectively, integration with transportation execution. Limitations: the analytics players may partner for payment, and the embedded modules are tied to their TMS.

Vendor summary

Vendor	Tier	Best fit	Notes
Cass Information Systems	Bank / large processor	Large shippers, scale	Largest; \$40B+ processed; AI spend
U.S. Bank Freight Payment	Bank / large processor	Banking-grade payment	Banking scale and stability
nVision Global	FAP specialist	Global multimodal audit	1,200+ carriers; IntelliAudit AI
CTSI-Global	FAP specialist	ERP-integrated, healthcare freight	Strong share; ML audit
Trax Technologies	Analytics / spend intelligence	Spend management, carbon	Scope 3 across audited shipments
Intelligent Audit / RateLinx	Analytics	Predictive audit, visualization	Analytics-led differentiation
Transporeon (ex-ControlPay)	TMS-embedded settlement	Audit within the TMS	Now part of Trimble
Data2Logistics / CT Logistics / A3	FAP specialist / niche	Focused FAP needs	Established, varied scale

Positions and notes are Supply Chain Research's interpretation from public information and transportation coverage, current to mid-2026. There is no Gartner Magic Quadrant or Forrester Wave for FAP. Ownership and scope change quickly, including Transporeon's ownership by Trimble; verify current details directly with each vendor.

5. How to evaluate a FAP provider

The differentiators in freight audit and payment are data handling, integration, and the software-versus-service choice, more than the audit engine. We use five dimensions.

The five evaluation dimensions

- 1. Software or managed service.** Do you want a platform you run or a service that handles the function for you? This is the first decision, and it shapes everything else.
- 2. Data handling across carriers and modes.** How well does the provider ingest and normalize inconsistent carrier invoices across your modes and geographies, since messy data is the core challenge?
- 3. Integration with ERP and TMS.** How cleanly does it connect to your ERP and transportation systems, so audited cost flows to the ledger and settlement ties to execution?
- 4. Analytics and spend intelligence.** How strong is the spend visibility, benchmarking, and lane-level intelligence, since increasingly the analytics, not just the payment, is the value?
- 5. Scale, sustainability, and viability.** Assess the provider's payment scale and financial stability, carbon and Scope 3 reporting if you need it, and stability in a market where trust to move money matters.

Making the decision

Match the provider to your volume, footprint, and preference. Large shippers wanting scale and stability may reward the bank processors such as Cass and U.S. Bank. Companies with complex global or multimodal freight reward the specialists such as nVision Global and CTSI-Global. Companies prioritizing spend intelligence and sustainability may start from the analytics-led players such as Trax and Intelligent Audit, and companies wanting audit inside their transportation platform may use an embedded settlement module. Then validate data handling and integration on your own carriers and invoices.

A selection process that works

- 6.** Decide between a software platform and a managed service, and shortlist accordingly.
- 7.** Test invoice normalization on a sample of your own carriers, modes, and formats.
- 8.** Probe ERP and TMS integration early, since audited cost must reach the ledger.
- 9.** Assess the analytics and, if required, the carbon and Scope 3 reporting.
- 10.** Weigh payment scale, financial stability, and references at your freight volume.

6. Cost and pricing

Freight audit and payment pricing is often tied to invoice or transaction volume, and the service can be structured in several ways. The models you will encounter:

Pricing model	Typical basis	Notes
Per invoice / transaction	Volume of invoices audited	Common FAP basis
Managed service fee	Scope and volume	Outsourced function
Contingency / gain-share	Share of savings recovered	Provider paid from recoveries
Software subscription	Platform license	For in-house operation
Integration and setup	Project fee	ERP and TMS integration

What drives the number

Invoice or transaction volume is the main cost driver, and the structure, per-invoice fees, a managed-service fee, a contingency share of the savings recovered, or a software subscription, shapes how you pay. Contingency models, where the provider is paid from the overcharges it recovers, can align incentives and lower upfront cost, though they need scrutiny on what counts as a saving. Integration with the ERP and transportation systems is a meaningful additional cost. A common mistake is focusing on the audit fee while underinvesting in the data and integration work that makes the audit accurate in the first place. Model the full cost, including integration, against the recoveries and the freight-cost visibility the provider can deliver.

FAP pricing depends heavily on invoice volume, modes, and the software-versus-service structure, so published figures should be treated as starting points. Build a data-handling and integration test into the buying process, because the accuracy of the audit, and therefore the recoveries, depends on those far more than on the headline fee.

7. Implementation: where programs succeed or fail

Freight audit and payment programs fail in predictable ways, and the failures cluster around data and integration, not the audit logic. The recurring causes:

- **Carrier invoice data is not normalized.** If the provider cannot reliably ingest and standardize the inconsistent formats your carriers use, the audit is incomplete and errors slip through, defeating the purpose.
- **Integration with ERP and TMS is weak.** If audited cost does not flow cleanly to the general ledger and settlement does not tie to execution, the program creates reconciliation problems rather than solving them.
- **Rate and contract data is out of date.** If the contracted rates and accessorials the audit checks against are not kept current, the audit compares invoices to the wrong baseline and its results cannot be trusted.
- **The software-versus-service fit is wrong.** If a company takes on in-house software without the capacity to run a data-intensive function, or outsources without the oversight to manage a provider, the model does not deliver.

Data	Integration	Rate data
normalizing inconsistent carrier invoices is the core challenge	audited cost must reach the ledger and tie to execution	current contract rates are the baseline the audit depends on

Three principles that separate success from failure

- **Solve the data problem first.** Confirm the provider can reliably normalize your carriers' invoice formats before anything else, because a FAP system is only as accurate as the data it audits.
- **Keep rate and contract data current.** Maintain the contracted rates the audit checks against, because comparing invoices to stale rates produces results no one can trust.
- **Match the model to your capacity.** Choose software or a managed service according to whether you can run a data-intensive function in-house or would rather oversee a provider who does.

A phased rollout

Sequence the program to prove accuracy early. Begin with your largest carriers and highest-spend lanes, confirming the provider can normalize their invoices, audit them against current rates, and integrate the results with your ledger. Prove the recoveries and the data accuracy, then extend to more carriers and modes, add international freight, and layer in the spend analytics and, if needed, carbon reporting. Treating these as sequential stages, rather than a single cutover, is what separates a smooth rollout from a reconciliation headache.

8. Trends shaping 2026

AI audit and spend intelligence

The dominant trend is AI applied to the audit and the analytics: straight-through processing of clean invoices, machine-learning anomaly and duplicate detection, and predictive spend intelligence that benchmarks carriers and forecasts freight cost. Because the audit is fundamentally a data-and-pattern problem, AI that improves detection accuracy and automates the routine cases is among the clearest near-term applications, and several providers now lead with it.

Sustainability and Scope 3 reporting

Freight audit and payment data is the natural source for transportation carbon reporting, because it already captures shipment-level detail on mode, distance, and carrier. Providers are adding carbon and Scope 3 reporting, with one reporting emissions across a large share of the shipments it audits, and this is becoming a real differentiator as companies face pressure to measure and reduce transportation emissions. The audit platform is quietly becoming a sustainability platform.

Convergence with transportation execution

The boundary between freight audit and payment and the transportation management system is blurring, as settlement moves inside transportation platforms and FAP providers add execution-adjacent capabilities. This reflects a broader move to manage the whole freight lifecycle, planning, execution, settlement, and analysis, on connected platforms, and it raises the question for buyers of whether to use an embedded settlement module or a dedicated provider.

Consolidation and blockchain

The market is consolidating as larger players acquire specialists and capabilities, and some providers are applying blockchain to improve invoice traceability and dispute resolution. Buyers should weigh the scale and stability of the larger processors against the focus and innovation of the specialists, and treat blockchain claims by demonstrated benefit rather than novelty.

Freight-cost volatility and agentic frontiers

An environment of freight-rate volatility and tariff pressure has raised the value of freight-spend visibility, since every dollar of transportation cost is under scrutiny. As across supply chain software, agentic AI is an emerging frontier for automating audit and exception handling, though it is early and demonstrated capability should be weighed over roadmap promises.

9. Segment-specific guidance

The right approach depends on your freight profile and preference. The table summarizes where each segment usually starts; the prose adds the nuance.

Buyer profile	What matters most	Where to start
Large domestic shipper	Scale, stability, payment	Cass, U.S. Bank
Global / multimodal shipper	Global carrier coverage	nVision Global, CTSI-Global
Analytics-driven shipper	Spend intelligence, carbon	Trax, Intelligent Audit, RateLinx
TMS-centric operation	Audit within execution	Transporeon, TMS settlement
Industry-specific freight	Specialized audit needs	CTSI-Global, focused specialists

Large domestic shippers reward the scale and stability of the bank processors. **Global and multimodal shippers** reward the specialists with broad carrier coverage. **Analytics-driven shippers** reward the spend-intelligence and sustainability players. **TMS-centric operations** may reward audit embedded in the transportation platform, and **companies with industry-specific freight** such as healthcare reward specialists with the relevant expertise. The unifying rule is to match the provider to your freight profile and your software-versus-service preference first.

10. ROI and the business case

The business case for freight audit and payment is direct: it recovers money and reveals where freight cost can be reduced. The levers are recovered overcharges, avoided duplicate and erroneous payments, and the savings that spend visibility enables. The discipline is anchoring the case to your own freight spend and error rates, and treating vendor figures as a ceiling.

Recovery auditing catches overcharges, duplicates, and errors before payment	Visibility spend analytics reveal where freight cost can be cut	Efficiency automation reduces the labor of processing freight invoices
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Where the value comes from

The return comes from recovery and visibility. Auditing invoices against contracts catches overcharges, duplicate billings, and errors before payment, and industry figures suggest automated settlement can meaningfully reduce discrepancies, while spend-management analytics can reduce freight cost by a further single-digit percentage by revealing carrier and lane inefficiencies. Vendors report strong results, better duplicate detection, fewer payment errors, and improved traceability, but these are vendor-sourced and should be treated as a ceiling. Because the direct recovery is measurable and often self-funding, the business case is unusually concrete for a supply chain software category, and contingency pricing can align the provider's incentives with it. The case is strongest for shippers with high freight volume, many carriers, and complex invoices, but the value should be modeled on your own freight spend, invoice volume, and error rates, with vendor figures used only to size the opportunity.

11. Frequently asked questions

What is freight audit and payment software?

Software, often delivered as a managed service, that verifies carrier invoices, pays the carriers, and analyzes freight spend. It normalizes inconsistent invoices, audits them against contracted rates to catch errors and overcharges, manages disputes, processes payment, allocates cost to the ledger, and provides freight-spend intelligence.

How is FAP different from a TMS?

A transportation management system plans, executes, and rates freight; freight audit and payment audits and pays the invoices the carriers send afterward. The two increasingly integrate through settlement modules, and some transportation platforms include audit, but they solve different problems and are often provided by different vendors.

Why is the market only about \$1B when it processes so much money?

Because throughput is not revenue. These platforms touch enormous freight spend, one large provider processes more than forty billion dollars and US carrier spend tops nine hundred billion, but the software and service market that handles all of it is only around one billion. The value is in catching errors and providing intelligence, not in the money passing through.

Is there a Gartner Magic Quadrant for FAP?

No. Freight audit and payment has no dedicated Gartner Magic Quadrant or Forrester Wave. Where analysts cover it, they do so within transportation management systems, freight settlement, and transportation spend management, rather than as a standalone ranked market.

Who are the leading vendors?

It depends on the tier. Bank and large processors include Cass Information Systems, the largest, and U.S. Bank Freight Payment; dedicated specialists include nVision Global and CTSI-Global; analytics-led players include Trax Technologies, Intelligent Audit, and RateLinux; and TMS-embedded settlement includes Transporeon, formerly ControlPay and now part of Trimble.

How big is the market?

Credible narrow estimates cluster near \$1B in 2025, growing at about fourteen percent. A broad, services-inclusive figure reaches several times that, and confusing the software market with the freight dollars flowing through it inflates estimates by orders of magnitude. The narrow figures are the most defensible baseline.

Should I buy software or use a managed service?

It depends on your capacity. Freight audit and payment is data-intensive and specialized, so many companies outsource it as a managed service rather than run software themselves. The right answer follows from whether you have the capability to operate a data-heavy function in-house or would rather oversee a provider who does.

What is the most common reason these programs struggle?

Data. The core challenge is normalizing the inconsistent invoice formats that different carriers use, alongside integrating audited cost with the ERP and transportation systems and keeping contracted rates current. Almost none of the difficulty is in the audit logic itself. Solving the data problem first is the most important step.

Can FAP help with sustainability reporting?

Increasingly, yes. Freight audit and payment data already captures shipment-level detail on mode, distance, and carrier, which makes it a natural source for transportation carbon and Scope 3 reporting. Several providers now offer carbon reporting across the shipments they audit, and it is becoming a real differentiator.

What return can I expect?

The return is unusually concrete. Auditing recovers overcharges and prevents duplicate and erroneous payments, and spend analytics can reduce freight cost by a further single-digit percentage. Vendor figures on error reduction

and recovery should be treated as a ceiling, but because the recovery is measurable and often self-funding, and contingency pricing is available, the case is more tangible than in most software categories.

12. Recommendations

A practical path for buyers, drawn from the analysis above:

- 11. Never confuse throughput with market size.** Size the FAP market on its credible figures near \$1B, and treat the freight dollars flowing through the systems as throughput, not revenue.
- 12. Decide software or managed service first.** Choose between running a platform and outsourcing the function, because that decision shapes the shortlist and the operating model.
- 13. Test data handling before anything else.** Confirm the provider can normalize your carriers' invoice formats, because the accuracy of the audit and the recoveries depend on it.
- 14. Use transportation coverage, not a quadrant.** Because there is no dedicated FAP Magic Quadrant, evaluate within transportation and settlement coverage and rely on references at your freight volume.
- 15. Value the analytics and carbon reporting.** Weigh spend intelligence and, if you need it, Scope 3 carbon reporting, because increasingly the data, not just the payment, is the value.
- 16. Treat ROI claims as a ceiling.** Model recoveries and freight-cost savings on your own spend, invoice volume, and error rates, and consider contingency pricing to align incentives.

13. Methodology and caveats

- This guide synthesizes public market-research estimates, transportation and freight-settlement coverage, vendor disclosures, and trade reporting, current to mid-2026. Supply Chain Research is independent and accepts no payment from the vendors covered.
- Market-size figures are distorted by two things: the inclusion of broader services, and the temptation to confuse the software market (around \$1B) with the freight throughput it processes (orders of magnitude larger). Credible narrow estimates cluster near \$1B; the broad, services-inclusive figure reaches several times that. Several sources are SEO-style market-research firms and are directional only.
- There is no Gartner Magic Quadrant or Forrester Wave for freight audit and payment; it is assessed within transportation management and freight-settlement coverage. The landscape map in Figure 4 is our directional interpretation, not analyst coordinates.
- The throughput figures in Figure 3, including the roughly nine hundred billion in US carrier spend and the forty billion processed by one provider, are directional and shown on a log scale to contrast throughput with the roughly one billion software and service market. ROI figures on recovery and error reduction are vendor-sourced and treated as a ceiling.
- Vendor ownership and scope change quickly, including Transporeon's ownership by Trimble and the market shares cited by aggregators. Validate current details directly with vendors before any purchasing decision.

14. Sources

- [1] Mordor Intelligence (2025). [Freight Audit and Payment Market](#). \$0.97B (2025), 14.2% CAGR.
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Additional figures drawn from: Adroit and Market Research Intellect on FAP sizing; vendor disclosures from Cass Information Systems (payment throughput and AI spend intelligence), nVision Global (carrier coverage and IntelliAudit), CTSI-Global, Trax Technologies (carbon reporting), Intelligent Audit, and RateLinx; and Technavio on spend-management savings. Recovery and error-reduction claims are vendor-sourced unless otherwise noted, and there is no Gartner Magic Quadrant or Forrester Wave for freight audit and payment.

Supply Chain Research is an independent, vendor-neutral research platform for supply chain and IT leaders. We accept no payment from the vendors covered. Figures should be validated against your own requirements before any purchasing decision.