



Grain Transportation Report

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UP and NS Tout “Expanded” Customer Protections in Merger Deal. On [July 27](#), at the Surface Transportation Board’s (STB) direction, Union Pacific Railroad (UP) and Norfolk Southern Railway (NS) provided supplemental information for their (UP/NS) merger application. According to a [UP/NS press release](#), the supplemental information offers “customer protections that go beyond those provided in any prior rail merger.” In May, STB had accepted the UP-NS merger application as complete, but held the proceeding in abeyance pending supplemental information ([Grain Transportation Report \(GTR\), May 28, 2026, first highlight](#)).

In its latest filing, UP/NS expanded its [committed gateway pricing](#) program in two key ways: by including bulk unit trains and by opening eligibility to shipments to/from any location that is competitively served (not just solely served) by BNSF Railway or CSX Transportation.

Additionally, UP/NS committed to preserving rail competition for any customer facility that would otherwise see its railroad options reduced by the merger. Per a July 22 settlement, Canadian National Railway will gain access to many of these affected facilities ([GTR, July 23, 2026, first highlight](#)).

To protect service during the 3-year integration period, a newly proposed UP/NS Targeted Access Program would offer expedited reciprocal switching for terminal-area customers if UP/NS performance dropped below objective thresholds. Finally, UP/NS proposed two arbitration backstops: a Damages Alternative Dispute Resolution (ADR) program, for integration service failures, and a Rate ADR program. The latter would allow

shippers to contest rates during the merger’s entire oversight period if STB found the merger’s anticipated public benefits were not materializing.

Despite UP and NS’s additional concessions, a coalition of shipper groups (including some agricultural), railroads, and rail labor remain unconvinced that the merger will benefit shippers and the broader economy. In a [recent press release](#) responding to the latest UP/NS submission, the “Stop the Rail Merger Coalition” confirmed their opposition to the merger: “this deal does not add up ... UP and NS have failed to meet the STB’s requirement that rail mergers must enhance rail-to-rail competition.”

Panama Canal Reduces Daily Booking Capacity. According to shipping agency Norton Lilly—as of July 25, auctions for “Period 3” transit slots through the Panamax locks are [suspended until further notice](#). This suspension will reduce daily booking capacity from 36 to 34 vessels per day.

Vessels can book slots ahead for transit through the Panama Canal: “Period 1” slots, up to a year ahead; “Period 2” slots, 21 days prior to transit; and “Period 3” slots, between 96 and 48 hours before transit. “Period 3” slots are particularly valuable for ships operating on tight schedules.

This change anticipates the effects of an El Niño weather pattern in the Pacific Ocean, which historically, is associated with low rainfall totals in Panama. As another water-saving measure, the Canal has restricted drafts for the Neopanamax locks since July 1. Since July 24, the maximum authorized draft has been 49 feet and is scheduled to drop to 48.5 feet on August 15 ([GTR, July 9, 2026, first highlight](#)).

Grain Shippers Urge STB To Expedite Schedule in UP/BNSF Reciprocal Switching Dispute. Earlier this year, Union Pacific Railroad (UP) filed a complaint with the Surface Transportation Board (STB) concerning BNSF Railway’s (BNSF) recent changes to its reciprocal switching rules and rates.

The complaint documents BNSF’s cancellation of a longstanding \$105 per car rate for switching grain unit trains at Hastings, NE; Havelock, NE; Island Park, IA; Lincoln, NE; and Saginaw, TX ([GTR, May 21, 2026, second highlight](#)). On July 6, [BNSF petitioned STB](#) to dismiss UP’s complaint—arguing that it is legally baseless and falls outside STB’s regulatory authority.

On July 24, two of the affected shippers asked STB to deny BNSF’s motion to dismiss. [Farmers Cooperative](#) (Lincoln, NE) noted that, historically, most of its traffic has been served by UP (using the \$105 per car switching rate), and the recent changes are expected to “severely impair” the cooperative’s marketing opportunities. [Cooperative Producers, Inc.](#) (CPI), notes that BNSF’s recent handling changes have doubled the time (from 4 days to 8 days) for UP trains to move in and out of CPI’s Hastings facility. On [July 27](#), UP also asked STB to deny BNSF’s motion to dismiss.

For additional transportation news related to grain and other agricultural products, see the [Transportation Updates and Regulatory News](#) page on AgTransport. A [dataset of all news entries since January 2023](#) is also available on AgTransport.

Export Sales

For the week ending July 23, [unshipped balances](#) of corn and soybeans totaled 13.31 million metric tons (mmt), down 9 percent from last week and up 6 percent from the same time last year. The unshipped balance of wheat for MY 2026/27 was 4.35 mmt, down 1 percent from last week and down 31 percent from the same time last year.

Net [corn export sales](#) for MY 2025/26 were 0.36 mmt, up 9 percent from last week. Net [soybean export sales](#) were 0.30 mmt, up significantly from last week. Net [wheat export sales](#) for marketing year 2026/27 were 0.29 mmt, down 2 percent from last week.

Rail

U.S. Class I railroads originated 26,988 [grain carloads](#) during the week ending July 18. This was unchanged from the previous week, 7 percent more than last year, and 26 percent more than the 3-year average.

Average August [shuttle secondary railcar bids/offers](#) (per car) were \$0 for the week ending July 23. This was \$38 more than last week and \$34 more than this week last year. Average non-shuttle secondary railcar bids/offers per car were \$128 above tariff. This was \$26 more than last week and \$128 more than this week last year.

Barge

For the week ending July 25, [barged grain movements](#) totaled 785,327 tons. This was 14 percent more than the previous week and 7 percent less than the same week last year.

For the week ending July 25, 548 [barges moved down river](#), 95 more than the previous week. There were 604 grain barges unloaded in the New Orleans region, 14 percent more than the previous week.

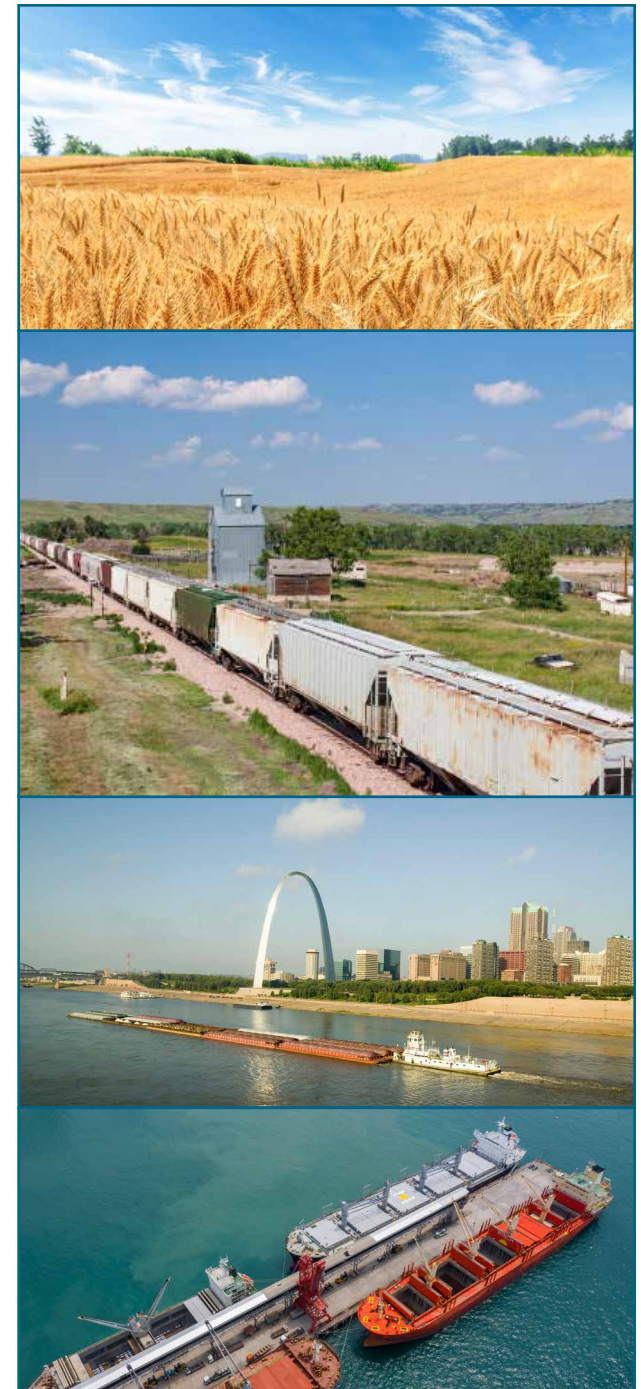
Ocean

For the week ending July 23, 25 [oceangoing grain vessels](#) were loaded in the Gulf—4 percent fewer than the same period last year. Within the next 10 days (starting July 24), 41 vessels were expected to be loaded—11 percent more than the same period last year.

As of July 23, the rate for shipping a metric ton (mt) of grain from the U.S. Gulf to Japan was \$69.75, unchanged from the previous week. The rate from the Pacific Northwest to Japan was \$36.25 per mt, down 1 percent from the previous week.

Fuel

For the week ending July 27, the [U.S. average diesel fuel price](#) increased 17.9 cents from the previous week to \$5.313 per gallon, 150.8 cents above the same week last year.



Grain Transportation Update: Demand Remains Strong Despite Higher Fuel Prices

Buoyed by last fall's record corn harvest, strong grain transportation demand has continued since then ([Grain Transportation Report \(GTR\), May 7, 2026](#)). Because many of the excess corn stocks are in the western Corn Belt, rail volumes have been above average in recent months, while barge volumes have been below average.¹ Freight rates continue to exceed average across modes—owing to not only strong transportation demand, but also volatile fuel prices.

High Grain Stocks Fuel Domestic Use and Exports

Spurred by last fall's record harvest, grain stocks have remained above average throughout marketing year (MY) 2025/26. Domestic use and exports of corn for MY 2025/26 are projected to reach record highs. Soybean domestic use is also projected to reach a record high for MY 2025/26, which could be surpassed in MY 2026/27. Soybean exports for MY 2025/26 started slow, but have picked up in recent months.

Grain Stocks Remain Elevated. National grain stocks were 15 percent above average on March 1 and 17 percent above average on June 1 ([GTR, July 9, 2026](#)). As the difference between the June 1 and March 1 grain stocks—disappearance was a record 138.7 million metric tons (mmt), which was 14.7 mmt (+12 percent)

above average. High disappearance suggests strong grain transportation demand.

June grain stocks were above average across the Midwest, most notably (in percentage terms) in Oklahoma (+67 percent); Kansas (+41 percent); North Dakota (+36 percent); and Nebraska (+35 percent). These States are likely to generate strong grain transportation volumes (from June 1 on), as farmers and grain companies make room for the upcoming fall harvest.

MY 2025/26 Grain Exports. U.S. corn exports in third quarter MY 2025/26 were 1 percent ahead of the same time last year and 20 percent ahead of average. As of July 23, at almost 87.0 mmt, marketing-year-to-date (MYTD) total corn commitments were the largest on record, exceeding USDA's projected July exports by 2.5 mmt. Mexico and Japan accounted for 46 percent of unshipped commitments, which were 10.6 mmt—1.8 mmt more than last year ([GTR table 15](#)).

Third-quarter MY 2025/26 U.S. soybean exports reached 9.5 mmt—30 percent above last year and 8 percent above average. The rises were driven by increased exports to Egypt and Indonesia, as well as shipments to China that occurred outside that country's historical buying period. Despite the rise in third-quarter shipments, MYTD soybean commitments

totaled just 41.6 mmt (as of July 23)—18 percent below MY 2024/25 and the lowest since MY 2012/13. Mexico, Indonesia, Egypt, and Japan accounted for 40 percent of unshipped commitments, which were 2.7 mmt—1.1 mmt less than last year. ([GTR table 16](#)).

At 23.41 mmt, total wheat accumulated exports for MY 2025/26 (which ended on May 31) were at the highest level since MY 2020/21. Although this total is up 10 percent from MY 2024/25, it is 1.36 mmt less than USDA's projected exports for MY 2025/26 in the July [World Agricultural Supply and Demand Estimates \(WASDE\) report](#).

Diesel Price Declined After Easing of Oil Market, Then Rose Again

The availability and price of petroleum-based products are crucial for grain transportation. Diesel fuel is used to power truck, rail, and barge movements, and heavy fuel oil is the primary bunker fuel for dry bulk ocean vessels. Conflict in the Middle East has resulted in volatile oil prices this year, and U.S. average diesel prices responded by falling for much of the second quarter and rising in recent weeks.

Diesel Prices. In second quarter 2026, the U.S. weekly diesel price averaged \$5.35 per gallon, up 12.3 cents from the first quarter 2026 and up 17.9 cents from the second quarter 2025

¹ Unless otherwise noted, "average" (as referring to a historical average) specifically denotes the "prior 3-year average."

([GTR fig. 16](#)). After rising for most of the first quarter (with only 1 week of decline), diesel prices fell throughout the second quarter, except for 2 weeks (e.g., a 28.9-cent rise for the week ending May 4).

From the week ending June 15 to the week ending June 22, the average diesel price fell below \$5 per gallon for the first time since the week ending March 9. This decline closely followed a drop in Brent crude oil prices to below \$75 per barrel, the lowest level since the start of the conflict with Iran. The crude oil decline reflected more tanker traffic through the Strait of Hormuz, the lifting of temporary sanctions on Iranian oil, and progress in U.S.–Iran peace negotiations.

After 9 consecutive weeks of falling prices, diesel rose again (by 21.8 cents) between the weeks ending July 6 and July 13, marking the largest weekly increase since the week ending May 4. The average diesel price continued its upward swing for the week ending July 20, rising 33.8 cents (the second-largest week-to-week increase since the start of the war) and surpassing \$5 per gallon. This return of spiking U.S. diesel prices was driven by Russia's ban on diesel exports, reduced Russian refinery capacity, and heightened conflict in the Persian Gulf, which further restricted oil shipments through the [Strait of Hormuz](#) and the [Bab el-Mandeb Strait](#)—two key chokepoints for global energy flows.

Heavy Fuel Oil Prices. According to Ship & Bunker, the [Global 20 Ports' price](#) of very low sulfur fuel oil (VLSFO) (the most commonly

used type of heavy fuel oil) peaked at \$1,053 per metric ton (mt) on March 20—a significant rise from the start of 2026 (when it was less than \$500 per mt). For much of April, May, and June, the VLSFO price fell—reaching a low of \$676 per mt on July 6. Having risen again over the past month, the price of VLSFO is currently just over \$800 per mt.

Grain Rail Carloadings Show Continued Strength; Fuel Surcharges Increase Rail Rates

Well-above-average grain rail carloads reflect the western Corn Belt's large grain surplus. Because of rising diesel prices, rail shippers are paying record-high fuel surcharges, and railroads have begun updating their tariffs ahead of the fall harvest.

Grain Carloads Remain at Record Levels.

Second-quarter grain rail carloads totaled 381,157—up 6 percent from first quarter 2026 and up 26 percent from the second quarter average ([GTR fig. 3](#)). Year to date (YTD) as of July 18, total grain carloads were 820,564 cars—up 16 percent from last year, up 24 percent from average, and an all-time high for this YTD period (i.e., since at least 2018—the first full year of the Surface Transportation Board's (STB) carloading data series). According to carloading data from the [Association of American Railroads](#) (AAR), January-June 2026 grain volumes reached their highest level since 1990.²

YTD grain carloads have been strong solely among the western Class I railroads—collectively, up 30 percent from average for

BNSF Railway (BNSF); Canadian National Railway; Canadian Pacific Kansas City; and Union Pacific Railroad (UP). Collective grain carloads are down 7 percent from average for the eastern Class I railroads—CSX Transportation (CSX) and Norfolk Southern Railway (NS). For both CSX and NS, service metrics have slowed in recent weeks ([GTR table 4a](#)).

Changes to Rail Rates. In July, Class I railroad fuel surcharges average \$0.61 per mile (weighted by grain carloads)—an all-time record for the [GTR fig. 9](#) data series. Because most Class I railroads base their fuel surcharges on the diesel price from 2 months prior, July's fuel surcharges reflect diesel prices in May. Diesel-price declines in June will yield lower fuel surcharges in August, and recent rises in diesel prices (over the past few weeks) may raise fuel surcharges in September.

Railroads have already begun adjusting rail tariff rates ahead of the new marketing year. Tariff rates for wheat in the Southern Plains saw only minor adjustments in June ([GTR, May 14, 2026](#)), and tariff rates for wheat in the Northern Plains will see upward adjustments in August ([GTR, July 16, 2026](#)). Rate adjustments for corn and soybeans will be covered in future GTR issues.

In the secondary market for shuttle train trips, August values are near \$0 per car for both BNSF and UP—suggesting that grain shippers are adequately supplied with freight in the near future ([GTR fig. 6](#)). However, shuttles for delivery in October (after harvest) are averaging \$1,250 per car for BNSF and \$300 per

2 Unlike STB's carloading data, AAR's carloading data exclude the U.S. operations of Canadian National Railway and Canadian Pacific Kansas City.

car for UP ([GTR fig. 8](#)). The strong values for BNSF reflect soybean export demand (from the Pacific Northwest (PNW)), as well as elevated values (\$1.5 million and over) in BNSF's shuttle auctions earlier this year ([GTR, March 19, 2026, third highlight](#)).

Second Quarter Barge Movements Increase; Spot Rates Drop

Despite the rise in grain exports, barged grain volumes were below average in the second quarter, suggesting that more grain than average was transported to export terminals by rail than barge. While down from first-quarter highs, second-quarter barge rates were still up from average.

Barge Volumes. In April, barge volumes rebounded from first-quarter disruptions of winter storms and low-water levels, but fell again in May and June. Second-quarter downbound grain shipments through the Mississippi River System (MRS) locks totaled 9.5 million tons—up 36 percent from the first quarter of 2026, down 7 percent from the second quarter of 2025, and 10-percent above average for the second quarter.

On July 25, YTD barge movements totaled 16.7 million tons—down 13 percent from the same week last year and down less than 1 percent from average ([GTR table 10](#)).

Barge Rates. Following a first-quarter rise driven by MRS logistical challenges, barge rates fell, but stayed well above average in the second quarter. For example, second-quarter

downbound barge spot rates from St. Louis, MO, averaged \$17.12 per ton—down 22 percent from the first quarter, up 26 percent from last year, and up 56 percent from the second quarter average. For the week ending July 28, the St. Louis spot rate was \$25.62 per ton, up 36 percent from last year and up 69 percent from average.

Also, for the week ending July 28, St. Louis 3-month-forward river rates averaged \$35.47 per ton—about \$5 higher than last year and more than \$10 above average. Spot and forward barge rates remain high, because of tight barge supplies, strong grain exports, and high operating costs (from rising diesel prices).

Dry Bulk Ocean Freight Rates and Vessel Loadings Remained Above Last Year

In second quarter 2026, average ocean freight rates for shipping bulk grain rose from the first quarter, second quarter 2025, and prior 4-year average ([GTR, July 23, 2026](#)). After falling from mid-June to early July, ocean freight rates have risen again in the last 2 weeks, owing to strong demand for dry bulk cargo and rising bunker fuel prices. Compared to the same period last year, YTD vessel loadings in the U.S. Gulf (as of the week ending July 23) reflect strong export demand.

Rates for Week Ending July 23. For the week ending July 23, the rate from the U.S. Gulf to Japan was \$69.75 per mt—40 percent above the first week of January and 32 percent above the same period last year. The rate from the PNW to Japan was \$36.25 per mt—up 37

percent from the beginning of the year and up 24 percent from the same week a year ago. The rate from the U.S. Gulf to Europe was \$22.00—down 2 percent from the beginning of the year and down 10 percent from the same week a year ago.

Factors That May Affect Rates. Factors that could impact ocean rates in the near- to medium-term concern the trajectories of the Chinese economy, shipping patterns through the Persian Gulf and Panama Canal, and the El Niño weather pattern (particularly, how severe or mild its effects are at the Panama Canal). Reductions in bauxite exports from Guinea or Asia's coal-imports may also push down rates (Shipping Insight, Drewry Maritime Research, July 6, 2026. (For more factors that could impact ocean rates in the near-to-medium term, see [GTR, July 23, 2026](#).)

U.S. Gulf Vessel Loading Activity.

Compared to last year, YTD vessel loading activity has risen in the U.S. Gulf ([GTR table 19](#)). A YTD average of 29 oceangoing vessels were loaded per week, versus 27 vessels during the same period in 2025.

July WASDE Looks Ahead to MY 2026/27

USDA's latest projections for MY 2026/27 were published in the July [WASDE report](#). Compared to the previous (June) projections for MY 2026/27, the July WASDE's main changes included a 1.3-mmt rise in corn exports, 1.1-mmt rise in soybean production, and 0.8 mmt-rise in soybean exports.

Production. USDA projects U.S. farmers will harvest 570 mmt of corn, soybeans, and wheat in MY 2026/27—down 1 percent from the year before and up 4 percent from average. If realized, soybean production (121.8 mmt) would be a record high, and corn production (406.4 mmt) would be the second highest ever. In contrast, wheat production (41.8 mmt) would be the lowest since MY 1970/71.

Domestic Use. At 439.4 mmt in MY 2026/27, forecasted domestic use of corn, soybeans, and wheat would be the second-highest on record, 4 percent above average. This rise is driven by more domestic consumption of corn and soybeans, up 2 percent and 12 percent from average, respectively.

Exports. At 147.6 mmt, exports of the three major grains in MY 2026/27 are projected to be 5 percent above average (+5 percent), but down 2 percent from the year before. For MY 2026/27, U.S. corn exports are projected at 81.3 mmt—down 4 percent from MY 2025/26, but still the second-largest volume on record. Mexico makes up 40 percent of the MYTD unshipped (as of July 23) balance for MY 2026/27 corn, which is unchanged from the previous year ([GTR table 15](#)).

At 21.1 mmt, WASDE's export projections for wheat are 15 percent behind MY 2025/26, owing to lower production. As of July 23, MYTD total wheat commitments were 6.9

mmt, 27 percent behind the same time last year. Of the total commitments, 4.3 mmt remained unshipped, almost 2 mmt behind the same time last year ([GTR table 14](#)).

U.S. soybean exports in MY 2026/27 are projected to rise to 45.2 mmt—up 9 percent from MY 2025/26, owing to larger supplies and stronger global demand. China and Mexico comprise 54 percent of the MYTD unshipped balance for MY 2026/27, which more than doubles the previous year's ([GTR table 16](#)).

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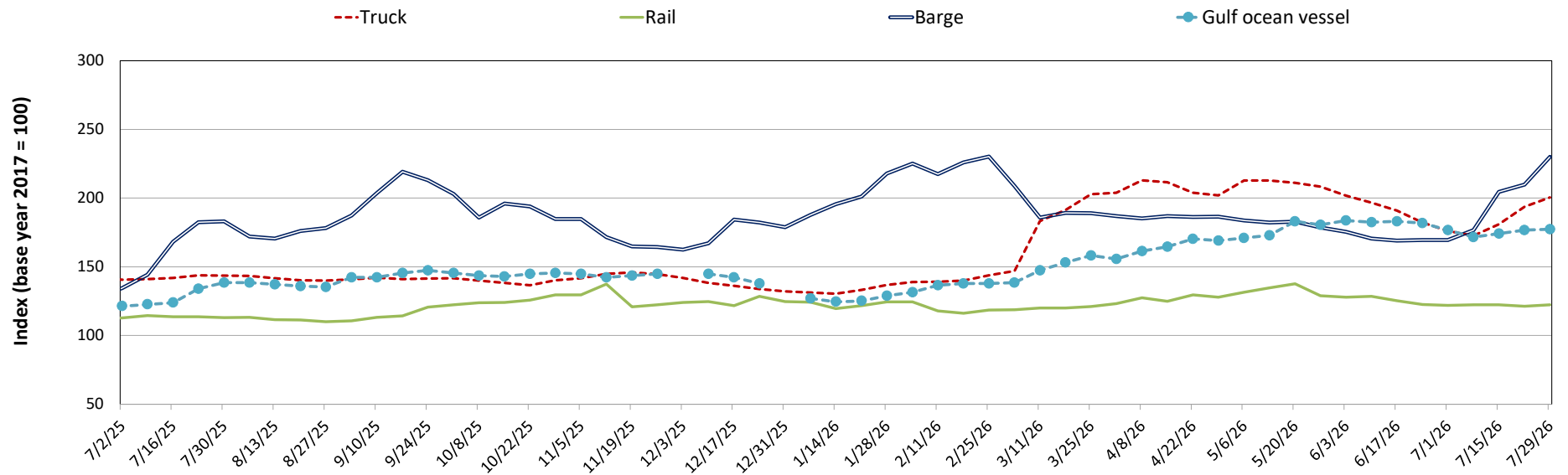
Grains are transported to the domestic and international markets via one or more of the following modes: truck, rail, barge, and oceangoing vessel. Monitoring the cost of transportation for each mode is vital to the marketing decision making process.

Table 1. Grain transport cost indicators

For the week ending:	Truck	Rail	Barge	Ocean	
				Gulf	Pacific
07/29/26	200	122	230	177	172
07/22/26	194	121	210	177	173
07/30/25	144	113	183	139	140

Note: Base year 2017 = 100. Weekly updates include truck = diesel (\$/gallon); rail = near-month secondary rail market value and monthly tariff rate with fuel surcharge for select shuttle train routes (\$/car); barge = Illinois River barge rate (index = percent of tariff rate); ocean = routes to Japan (\$/metric ton); n/a = not available.
Source: USDA, Agricultural Marketing Service.

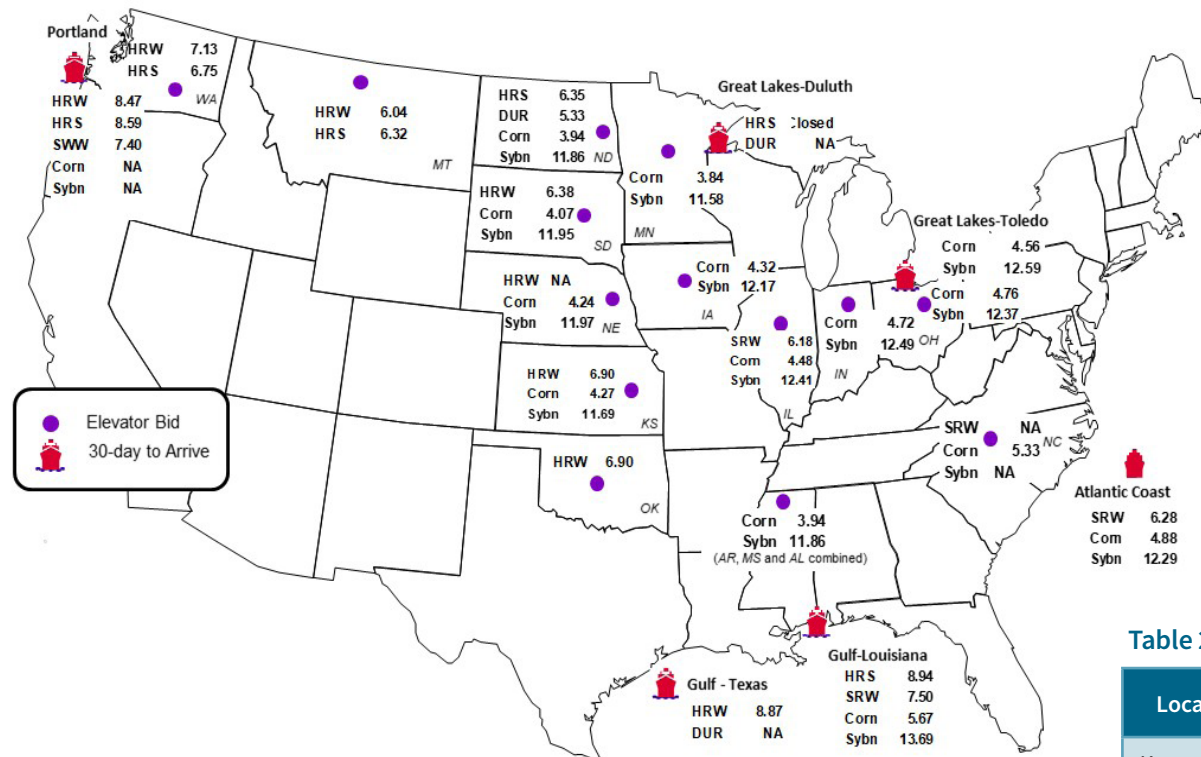
Figure 1. Grain transportation cost indicators as of week ending 07/29/26



Source: USDA, Agricultural Marketing Service.

Figure 2. Grain bid summary

The grain bid summary illustrates the market relationships for commodities. Positive and negative adjustments in differential between terminal and futures markets, and the relationship to inland market points, are indicators of changes in fundamental market supply and demand. The map may be used to monitor market and time differentials.



Inland bids: 12% HRW, 14% HRS, #1 SRW, #1 DUR, #1 SWW, #2 Y Corn, #1 Y Soybeans
 Export bids: Ord HRW, 14% HRS, #2 SRW, #2 DUR, #2 SWW, #2 Y Corn, #1 Soybeans
 Note: HRW = Hard red winter wheat, HRS = Hard red spring wheat, SRW = Soft red winter wheat, DUR = Durum, SWW = Soft white winter wheat, Y = Yellow, Ord = Ordinary. Data from tables 2a and 2b derived from map information.
 Sources: For U.S. inland data: GeoGrain, and USDA, Agricultural Marketing Service (AMS), *Market News Report*. For corn & soybean export bids: USDA, AMS, *Export Grain Bids Report*. For wheat bids: U.S. Wheat Associates, *Weekly Wheat Report*.

Table 2a. Market update: U.S. origins to export position price spreads (\$/bushel)

Commodity	Origin-destination	7/24/2026	7/17/2026
Corn	IL-Gulf	-1.19	-1.12
Corn	NE-Gulf	-1.43	-1.34
Soybean	IA-Gulf	-1.52	-1.36
HRW	KS-Gulf	-1.97	-2.00
HRS	ND-Portland	-2.24	-2.13

Note: nq = no quote; n/a = not available; HRW = hard red winter wheat; HRS = hard red spring wheat.
 Source: USDA, Agricultural Marketing Service.

Table 2b. Futures

Location	Grain	Month	7/24/2026	Week ago 07/17/2026	Year ago 7/25/2025
Kansas City	Wht	Sep	7.452	7.322	5.262
Minneapolis	Wht	Sep	7.143	6.918	5.848
Chicago	Wht	Sep	6.780	6.826	5.380
Chicago	Corn	Sep	4.872	4.674	4.190
Chicago	Sybn	Sep	12.534	12.030	10.208

Sources: Chicago Mercantile Exchange (CME) Group Grain and Oilseed Futures Report.

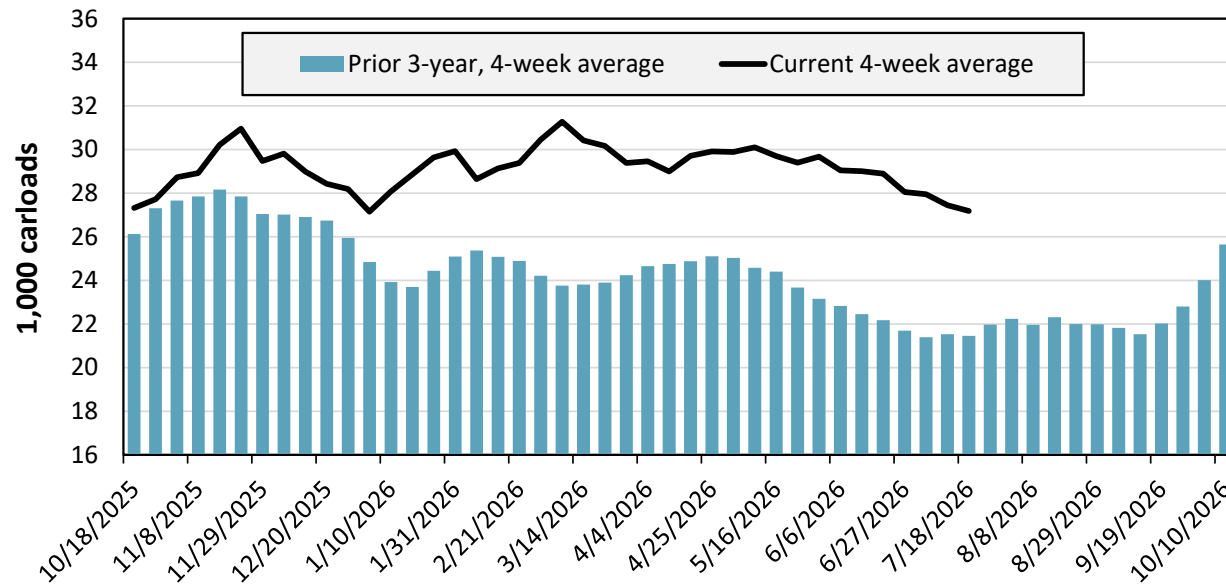
Table 3. Class I rail carrier grain car bulletin (grain carloads originated)

For the week ending: 7/18/2026	East		West		Central U.S.		U.S. total
	CSX	NS	BNSF	UP	CPKC	CN	
This week	1,586	2,681	11,997	5,908	3,158	1,658	26,988
This week last year	1,346	3,015	10,930	6,250	2,276	1,338	25,155
2026 YTD	42,398	72,837	363,408	192,908	101,182	47,831	820,564
2025 YTD	46,389	82,174	316,735	166,633	77,659	40,379	729,969
2026 YTD as % of 2025 YTD	91	89	115	116	130	118	112
Last 4 weeks as % of 2025	102	92	105	108	132	116	108
Last 4 weeks as % of 3-yr. avg.	98	93	130	126	160	157	127
Total 2025	81,717	140,116	608,958	313,968	157,757	79,502	1,382,018

Note: The last 4-week percentages compare the most recent 4 weeks of data to the analogous 4 weeks from the prior year and to the analogous 4 weeks in the prior 3 years. CSX = CSX Transportation; NS = Norfolk Southern; BNSF = BNSF; Railway UP = Union Pacific; CN = Canadian National; CPKC = Canadian Pacific Kansas City; YTD = year-to-date; avg. = average; yr. = year. CPKC and CN report carloads for their U.S.-operations only, so the U.S. total reflects originated carloads for all six Class I railroads.

Source: Surface Transportation Board.

Figure 3. Total weekly U.S. Class I railroad grain carloads



For the 4 weeks ending July 18, grain carloads were down 1 percent from the previous week, up 8 percent from last year, and up 27 percent from the 3-year average.

Source: Surface Transportation Board.

Table 4a. Rail service metrics—grain unit train origin dwell times and train speeds

For the week ending: 7/17/2026		East		West		Central U.S.		U.S. Average
		CSX	NS	BNSF	UP	CN	CPKC	
Average grain unit train origin dwell times (hours)	This week	28.7	24.6	20.4	18.1	13.1	11.0	19.3
	Average over last 4 weeks	38.3	30.1	23.1	16.7	8.0	13.8	21.7
	Average of same 4 weeks last year	20.5	27.4	19.1	18.9	12.2	37.3	22.6
Average grain unit train speeds (miles per hour)	This week	23.2	18.5	23.1	23.2	24.8	19.1	22.0
	Average over last 4 weeks	21.7	17.3	23.1	23.2	24.2	19.3	21.5
	Average of same 4 weeks last year	22.4	19.0	24.9	22.5	22.7	15.0	21.1

Note: NS = Norfolk Southern; UP = Union Pacific; CN = Canadian National; CPKC = Canadian Pacific Kansas City.

These service metrics are published weekly on the [Surface Transportation Board's website](#) and on [AgTransport](#). For more information on each service metric, see [49 CFR § 1250.2](#).

Source: Surface Transportation Board.

Table 4b. Rail service metrics—unfilled grain car orders and delays

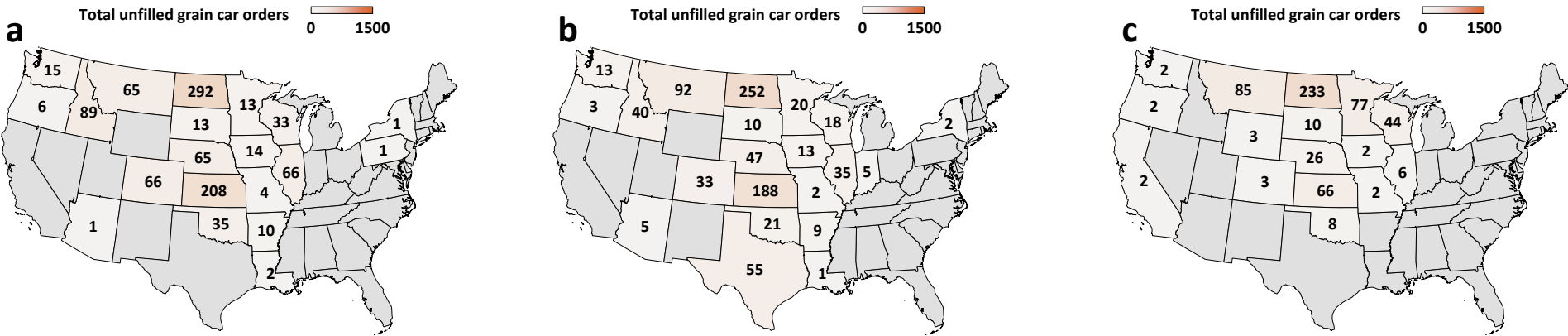
For the week ending: 7/17/2026		East		West		Central U.S.		U.S. Total
		CSX	NS	BNSF	UP	CN	CPKC	
Average number of empty grain cars not moved in over 48 hours	This week	57	13	266	36	7	198	577
	Average over last 4 weeks	59	16	282	44	8	181	590
	Average of same 4 weeks last year	29	12	255	67	9	341	714
Average number of loaded grain cars not moved in over 48 hours	This week	47	186	482	96	29	219	1,059
	Average over last 4 weeks	80	218	485	60	15	172	1,028
	Average of same 4 weeks last year	35	193	340	66	18	652	1,304
Average number of grain unit trains held	This week	0	1	8	5	0	4	19
	Average over last 4 weeks	0	0	6	4	0	3	14
	Average of same 4 weeks last year	1	0	3	5	1	7	17
Total unfilled manifest grain car orders	This week	10	0	367	501	0	125	1,003
	Average over last 4 weeks	12	1	410	346	0	97	865
	Average of same 4 weeks last year	1	1	294	82	0	199	578

Note: NS = Norfolk Southern; UP = Union Pacific; CN = Canadian National; CPKC = Canadian Pacific Kansas City.

These service metrics are published weekly on the [Surface Transportation Board's website](#) and on [AgTransport](#). For more information on each service metric, see [49 CFR § 1250.2](#).

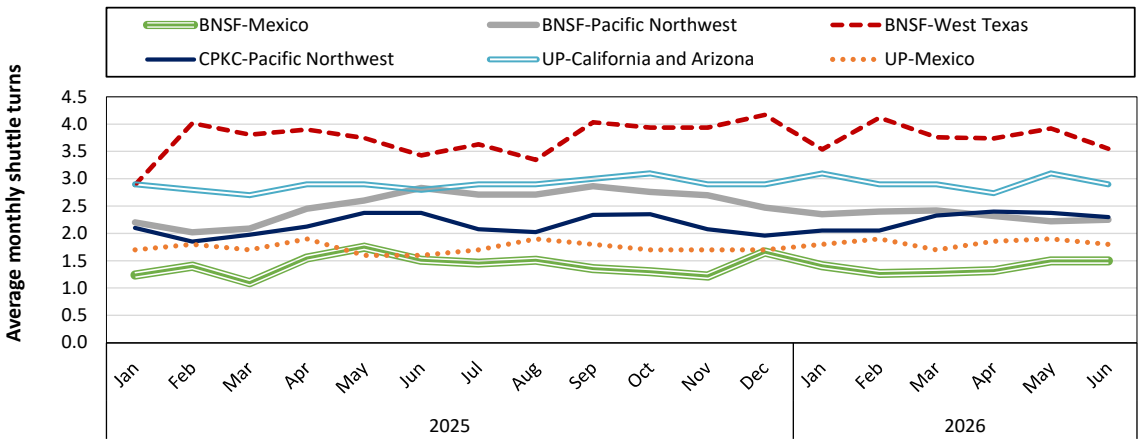
Source: Surface Transportation Board.

Figure 4. Unfilled manifest grain car orders by State for the week ending 7/17/2026 (a); average over last 4 weeks (b); and average over same 4 weeks last year (c)



Note: Unfilled grain car orders for Kansas City Southern Railway (now part of Canadian Pacific Kansas City) are not included because those metrics are not reported at the State level.
Source: Surface Transportation Board. Map credits: Bing, GeoNames, Microsoft, TomTom.

Figure 5. Average monthly turns for grain shuttle trains, by railroad and region

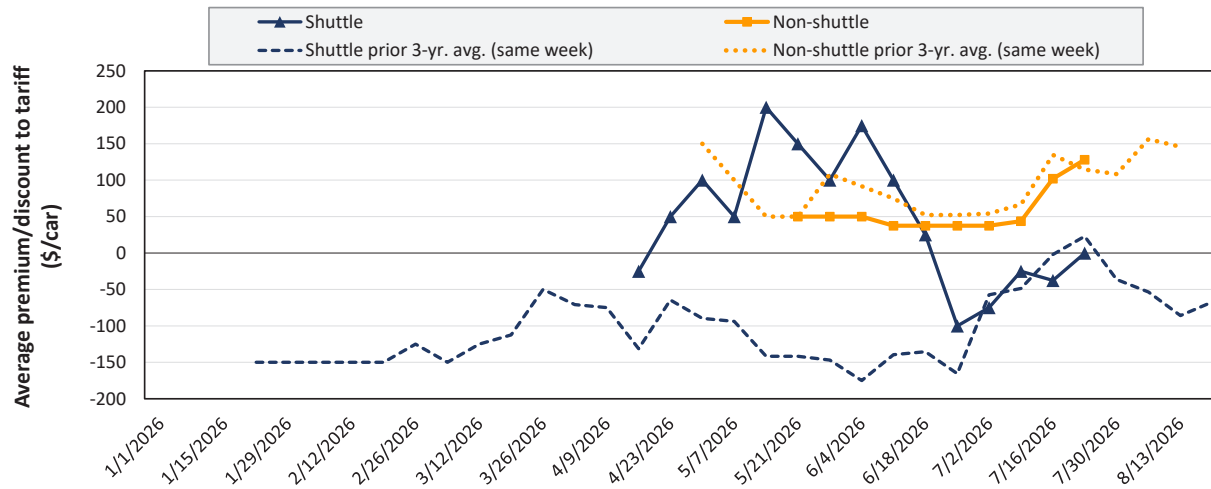


In June 2026, BNSF Railway’s average monthly grain shuttle turns were 1.5 to Mexico, 2.3 to the Pacific Northwest, and 3.6 to West Texas. CPKC’s shuttle turns averaged 2.3 to the Pacific Northwest. Union Pacific Railroad’s shuttle turns averaged 2.9 to California and Arizona, and they averaged 1.8 to Mexico.

Note: A “shuttle turn” refers to the number of trips completed per month by a single train. Additional data (including additional regions and planned turns) are available on [AgTransport](#). BNSF = BNSF Railway; CPKC = Canadian Pacific Kansas City; UP = Union Pacific Railroad.
Source: Surface Transportation Board.

Railroads periodically auction guaranteed grain car service for an individual trip or a period of time (e.g., 1 year). This ordering system is referred to as the “primary market.” Once grain shippers acquire guaranteed freight on the primary market, they can trade that freight with other shippers through a broker. These transactions are referred to as the “secondary market.” Secondary rail values are indicators of rail service quality and demand/supply. The values published herein are market indicators only and do not represent guaranteed prices.

Figure 6. Secondary market bids/offers for railcars to be delivered in August 2026



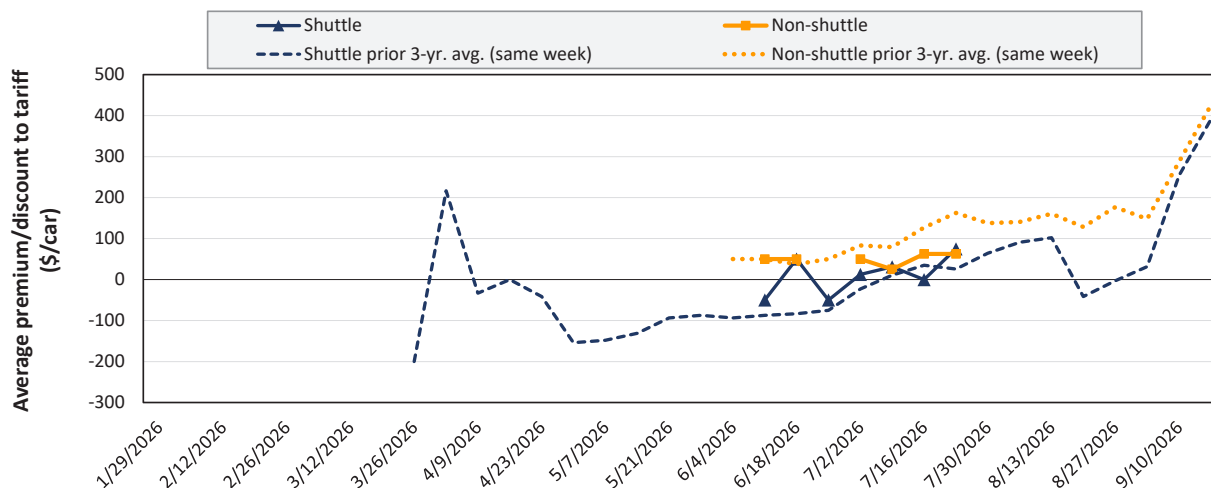
Average non-shuttle bids/offers rose \$26 this week, and are at the peak.

Average shuttle bids/offers rose \$38 this week and are \$200 below the peak.

7/23/2026	BNSF	UP
Non-Shuttle	\$194	\$63
Shuttle	-\$50	\$50

Note: Shuttle bids/offers are for shuttle trains—110+ grain cars that travel from a single origin to a single destination. Non-shuttle bids/offers are for cars in manifest service. n/a = not available; avg. = average; yr. = year; BNSF = BNSF Railway; UP = Union Pacific Railroad.
Source: USDA, Agricultural Marketing Service analysis of data from the Malsam Company.

Figure 7. Secondary market bids/offers for railcars to be delivered in September 2026



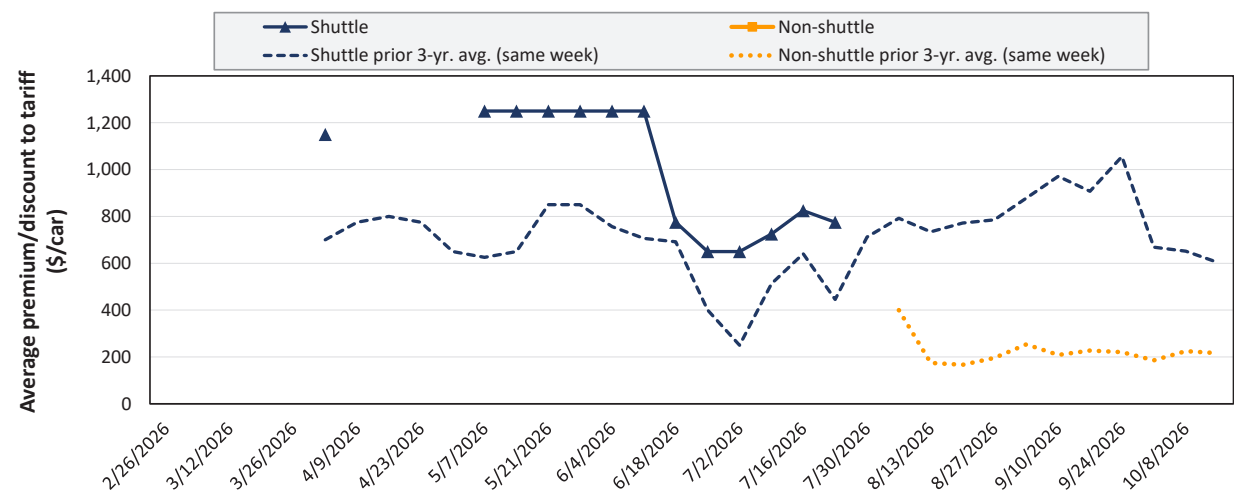
Average non-shuttle bids/offers are unchanged this week, and are at the peak.

Average shuttle bids/offers rose \$75 this week and are at the peak.

7/23/2026	BNSF	UP
Non-Shuttle	\$50	\$75
Shuttle	\$175	-\$25

Note: Shuttle bids/offers are for shuttle trains—110+ grain cars that travel from a single origin to a single destination. Non-shuttle bids/offers are for cars in manifest service. n/a = not available; avg. = average; yr. = year; BNSF = BNSF Railway; UP = Union Pacific Railroad.
Source: USDA, Agricultural Marketing Service analysis of data from the Malsam Company.

Figure 8. Secondary market bids/offers for railcars to be delivered in October 2026



There were no non-shuttle bids/offers this week.

Average shuttle bids/offers fell \$50 this week and are \$475 below the peak.

7/23/2026	BNSF	UP
Non-Shuttle	n/a	n/a
Shuttle	\$1,250	\$300

Note: Shuttle bids/offers are for shuttle trains—110+ grain cars that travel from a single origin to a single destination. Non-shuttle bids/offers are for cars in manifest service. n/a = not available; avg. = average; yr. = year; BNSF = BNSF Railway; UP = Union Pacific Railroad.
Source: USDA, Agricultural Marketing Service analysis of data from the Malsam Company.

Table 5. Weekly secondary railcar market (dollars per car)

For the week ending: 7/23/2026		Delivery period					
		Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
Non-shuttle	BNSF	n/a	194	50	n/a	n/a	n/a
	Change from last week	n/a	77	0	n/a	n/a	n/a
	Change from same week 2025	n/a	144	-50	n/a	n/a	n/a
	UP	n/a	63	75	n/a	n/a	n/a
	Change from last week	n/a	-26	0	n/a	n/a	n/a
	Change from same week 2025	n/a	113	75	n/a	n/a	n/a
Shuttle	BNSF	-50	-50	175	1,250	n/a	n/a
	Change from last week	0	-25	-25	-100	n/a	n/a
	Change from same week 2025	-150	-138	238	375	n/a	n/a
	UP	0	50	-25	300	n/a	n/a
	Change from last week	150	100	175	0	n/a	n/a
	Change from same week 2025	125	206	75	50	n/a	n/a
	CPKC	n/a	-50	0	n/a	n/a	n/a
	Change from last week	n/a	175	50	n/a	n/a	n/a
	Change from same week 2025	n/a	50	n/a	n/a	n/a	n/a

Note: Shuttle bids/offers are for shuttle trains—110+ grain cars that travel from a single origin to a single destination. Non-shuttle bids/offers are for cars in manifest service. Bids and offers represent a premium/discount to tariff rates; n/a = not available; BNSF = BNSF Railway; UP = Union Pacific Railroad; CPKC = Canadian Pacific Kansas City.
Source: USDA, Agricultural Marketing Service analysis of data from the Malsam Company.

A tariff is a document issued by railroads that shows rules, rates, and charges for common carrier rail service. The tariff rate, together with fuel surcharges and any primary or secondary freight costs, constitutes the full cost of shipping grain by rail.

Table 6. Rail tariff rates for wheat shipments, July 2026

Primary wheat class	Railroad	Origin	Destination	Train type	Tariff (per car)	Fuel surcharge (per car)	Tariff + fuel surcharge (per car)	Tariff + fuel surcharge (per bushel)	Tariff + fuel surcharge (per metric ton)	Percent Y/Y change
Durum	BNSF	Williston, ND	St. Louis, MO	Shuttle	\$5,832	\$592	\$6,424	\$1.74	\$63.80	12.9
	BNSF	Williston, ND	Superior, WI	Shuttle	\$4,291	\$296	\$4,587	\$1.24	\$45.55	11.3
	CPKC	Westby, MT	St. Louis, MO	Unit	\$5,788	\$953	\$6,741	\$1.82	\$66.94	11.8
	UP	Yuma, AZ	Houston, TX	Manifest	\$6,025	\$975	\$7,000	\$1.89	\$69.51	9.2
Hard red spring (HRS)	BNSF	Alton (Hillsboro), ND	Chicago, IL	DET	\$4,804	\$343	\$5,147	\$1.39	\$51.11	10.9
	BNSF	Alton (Hillsboro), ND	PNW (Seattle, WA)	Shuttle	\$6,215	\$825	\$7,040	\$1.90	\$69.91	15.6
	BNSF	Alton (Hillsboro), ND	Superior, WI	Shuttle	\$2,865	\$159	\$3,024	\$0.82	\$30.03	12.9
	BNSF	Alton (Hillsboro), ND	Texas Gulf (Houston, TX)	Shuttle	\$5,732	\$859	\$6,591	\$1.78	\$65.45	19.6
	BNSF	Bucyrus, ND	PNW (Seattle, WA)	Shuttle	\$5,838	\$727	\$6,565	\$1.77	\$65.19	15.1
	BNSF	Macon, MT	PNW (Seattle, WA)	Shuttle	\$5,412	\$603	\$6,015	\$1.63	\$59.73	14.3
	CPKC	Minot, ND	Kalama, WA	Unit	\$5,298	\$844	\$6,142	\$1.66	\$60.99	4.3
	CPKC	Nekoma, ND	Chicago, IL	Manifest	\$5,030	\$507	\$5,537	\$1.50	\$54.99	9.3
Hard red winter (HRW)	BNSF	Concordia, KS	Greenwood (Mendota), IL	Shuttle	\$3,400	\$312	\$3,712	\$1.00	\$36.86	8.2
	BNSF	Enid, OK	Texas Gulf (Houston, TX)	Shuttle	\$3,400	\$383	\$3,783	\$1.02	\$37.56	4.3
	BNSF	Garden City, KS	PNW (Seattle, WA)	Shuttle	\$5,800	\$1,031	\$6,831	\$1.85	\$67.84	15.9
	BNSF	Garden City, KS	San Bernardino, CA	DET	\$5,600	\$725	\$6,325	\$1.71	\$62.81	9.6
	BNSF	Garden City, KS	Texas Gulf (Houston, TX)	Shuttle	\$4,200	\$528	\$4,728	\$1.28	\$46.95	11.4
	BNSF	Salina, KS	Texas Gulf (Houston, TX)	Shuttle	\$4,000	\$545	\$4,545	\$1.23	\$45.14	12.6
	BNSF	Wichita, KS	Birmingham, AL	Shuttle	\$3,500	\$449	\$3,949	\$1.07	\$39.22	11.5
	BNSF	Wichita, KS	Chicago, IL	DET	\$3,700	\$306	\$4,006	\$1.08	\$39.78	7.4
	BNSF	Wichita, KS	Texas Gulf (Houston, TX)	Shuttle	\$3,900	\$489	\$4,389	\$1.19	\$43.58	11.6
	UP	Byers, CO	Houston, TX	Shuttle	\$4,525	\$826	\$5,351	\$1.45	\$53.14	10.3
	UP	Goodland, KS	Kansas City, MO	Manifest	\$5,067	\$309	\$5,376	\$1.45	\$53.38	5.6
	UP	Medford, OK	Houston, TX	Shuttle	\$3,775	\$408	\$4,183	\$1.13	\$41.53	6.3
	UP	Salina, KS	Houston, TX	Shuttle	\$4,025	\$543	\$4,568	\$1.23	\$45.36	7.8
HRS/HRW	BNSF	Bowdle, SD	Chicago, IL	DET	\$4,791	\$371	\$5,162	\$1.40	\$51.26	11.5
	BNSF	Conrad, MT	PNW (Seattle, WA)	Shuttle	\$4,439	\$468	\$4,907	\$1.33	\$48.73	14.7
Soft white	BNSF	Templin (Ritzville), WA	PNW (Seattle, WA)	Shuttle	\$2,032	\$230	\$2,262	\$0.61	\$22.47	10.4
All classes (To East Coast flour mills)	CSX	Chicago, IL	Albany, NY	Manifest	\$8,611	\$381	\$8,992	\$2.43	\$89.30	7.7
	CSX	Chicago, IL	Albany, NY	Unit	\$7,676	\$381	\$8,057	\$2.18	\$80.01	8.7
	CSX	Chicago, IL	Buffalo, NY	Manifest	\$6,102	\$243	\$6,345	\$1.71	\$63.01	7.1
	CSX	Chicago, IL	Indiantown, FL	Manifest	\$8,832	\$650	\$9,482	\$2.56	\$94.16	10.7

Note: Chicago, IL, serves as an interchange point between eastern and western Class I railroads. In the table above, all routes with Chicago as either an origin or destination are subject to “[Rule 11](#)”—meaning their rate must be combined with a tariff rate from another railroad. (For example, rates for Wichita, KS, to Albany, NY, would combine Wichita to Chicago and Chicago to Albany.) All rates (except Goodland, KS, to Kansas City, MO) are for railroad-owned, large covered hoppers (C-114), which each carry 111 short tons (100.7 metric tons). The Goodland-to-Kansas City route is for small covered hoppers (C-113), which each carry 100 short tons (90.7 metric tons). A bushel of wheat weighs 60 pounds. Percentage change year to year (Y/Y) is calculated using the tariff rate plus fuel surcharge. DET = Domestic Efficiency Trains. DET trains—on BNSF Railway (BNSF) only—are composed of 110 cars loaded at a single origin and split en route to multiple destinations. For mileage calculations, BNSF uses “Seattle, WA” for all Pacific Northwest (PNW) locations and “Houston, TX” for all Texas Gulf locations. CPKC = Canadian Pacific Kansas City. CSX = CSX Transportation. UP = Union Pacific Railroad. A larger dataset (with additional routes, calculations, and shipment characteristics) is available on [AgTransport](#).

Source: BNSF Railway, CPKC, CSX Transportation, and Union Pacific Railroad.

Table 7. Rail tariff rates for corn and soybean unit/shuttle train shipments, July 2026

Commodity	Railroad	Origin	Destination	Car Ownership	Tariff (per car)	Fuel surcharge (per car)	Tariff + fuel surcharge (per car)	Tariff + fuel surcharge (per bushel)	Tariff + fuel surcharge (per metric ton)	Percent Y/Y change
Corn	BNSF	Clarkfield, MN	Hereford, TX	Railroad	\$5,600	\$534	\$6,134	\$1.55	\$60.92	4.8
	BNSF	Clarkfield, MN	PNW (Seattle, WA)	Railroad	\$5,470	\$919	\$6,389	\$1.61	\$63.44	15.0
	BNSF	Edison, NE	Hanford, CA	Railroad	\$5,460	\$885	\$6,345	\$1.60	\$63.01	4.2
	BNSF	Edison, NE	Hereford, TX	Railroad	\$4,500	\$377	\$4,877	\$1.23	\$48.43	-3.9
	BNSF	Edison, NE	PNW (Seattle, WA)	Railroad	\$5,350	\$1,015	\$6,365	\$1.61	\$63.20	17.0
	BNSF	Greenwood (Mendota), IL	Hereford, TX	Railroad	\$4,620	\$452	\$5,072	\$1.28	\$50.36	10.1
	BNSF	Phelps (Rock Port), MO	Clovis, NM	Railroad	\$4,260	\$369	\$4,629	\$1.17	\$45.96	-4.3
	BNSF	Phelps (Rock Port), MO	Texas Gulf (Houston, TX)	Railroad	\$4,000	\$567	\$4,567	\$1.15	\$45.36	-0.4
	BNSF	Selby, SD	PNW (Seattle, WA)	Railroad	\$5,430	\$799	\$6,229	\$1.57	\$61.86	13.2
	BNSF	St. Cloud, MN	PNW (Seattle, WA)	Railroad	\$5,430	\$906	\$6,336	\$1.60	\$62.92	14.9
	CN	Gibson City, IL	Reserve, LA	Private	\$2,136	\$752	\$2,888	\$0.73	\$28.68	22.8
	CN	Gibson City, IL	Reserve, LA	Railroad	\$2,516	\$752	\$3,268	\$0.82	\$32.45	19.6
	CPKC	Delhi, LA	Morton, MS	Railroad	\$1,342	\$104	\$1,446	\$0.36	\$14.35	4.5
	CPKC	Enderlin, ND	Kalama, WA	Railroad	\$5,047	\$970	\$6,017	\$1.52	\$59.75	9.5
	CPKC	Glenwood, MN	Boardman, OR	Railroad	\$5,513	\$934	\$6,447	\$1.63	\$64.02	8.4
	CSX	Haw Creek (Ladoga), IN	Ozark, AL	Railroad	\$6,241	\$333	\$6,574	\$1.66	\$65.28	10.3
	CSX	Marysville, OH	Rose Hill, NC	Railroad	\$6,378	\$367	\$6,745	\$1.70	\$66.98	9.9
	CSX	Olney, IL	Fairmount, GA	Railroad	\$4,891	\$235	\$5,126	\$1.29	\$50.90	8.9
	UP	Allen Station (San Jose), IL	Pittsburg, TX	Railroad	\$3,935	\$491	\$4,426	\$1.12	\$43.95	3.4
	UP	Frankfort, KS	Calipatria, CA	Railroad	\$5,855	\$1,116	\$6,971	\$1.76	\$69.23	8.2
Soybeans	UP	Mead, NE	Keyes, CA	Railroad	\$6,015	\$1,233	\$7,248	\$1.83	\$71.98	9.0
	UP	Nebraska City, NE	Amarillo, TX	Railroad	\$4,855	\$507	\$5,362	\$1.35	\$53.25	3.0
	UP	Sloan, IA	Burley, ID	Railroad	\$5,535	\$835	\$6,370	\$1.61	\$63.26	5.9
	UP	Sterling, IL	Nashville, AR	Railroad	\$4,075	\$513	\$4,588	\$1.16	\$45.56	3.6
	BNSF	Argyle, MN	PNW (Seattle, WA)	Railroad	\$6,135	\$838	\$6,973	\$1.88	\$69.25	12.3
	BNSF	Argyle, MN	Texas Gulf (Houston, TX)	Railroad	\$5,185	\$797	\$5,982	\$1.62	\$59.41	-11.6
	BNSF	Casselton, ND	PNW (Seattle, WA)	Railroad	\$6,085	\$812	\$6,897	\$1.86	\$68.49	12.0
	BNSF	Casselton, ND	St. Louis, MO	Railroad	\$3,400	\$426	\$3,826	\$1.03	\$38.00	11.1
	BNSF	Mitchell, SD	PNW (Seattle, WA)	Railroad	\$6,185	\$1,010	\$7,195	\$1.94	\$71.45	14.8
	CN	Gibson City, IL	Reserve, LA	Private	\$2,136	\$752	\$2,888	\$0.78	\$28.68	22.8
	CN	Gibson City, IL	Reserve, LA	Railroad	\$2,516	\$752	\$3,268	\$0.88	\$32.45	19.6
	CPKC	Enderlin, ND	Kalama, WA	Railroad	\$5,785	\$970	\$6,755	\$1.83	\$67.08	8.4
	CPKC	Enderlin, ND	East St. Louis, IL	Railroad	\$3,526	\$733	\$4,259	\$1.15	\$42.30	10.1
	CSX	Casey, IL	Mobile, AL	Private	\$3,646	\$366	\$4,012	\$1.08	\$39.84	10.0
	CSX	Marion, OH	Chesapeake, VA	Private	\$3,214	\$357	\$3,571	\$0.97	\$35.46	11.1
	UP	Canton, KS	Houston, TX	Railroad	\$3,650	\$530	\$4,180	\$1.13	\$41.51	-22.0
	UP	Cozad, NE	Kalama, WA	Railroad	\$5,140	\$1,109	\$6,249	\$1.69	\$62.06	-5.0
	UP	Cozad, NE	Houston, TX	Railroad	\$4,010	\$765	\$4,775	\$1.29	\$47.42	-17.8
	UP	Sloan, IA	Ama, LA	Railroad	\$4,090	\$874	\$4,964	\$1.34	\$49.30	-16.4

Note: Shuttle/unit trains are composed of 90+ grain cars that travel from a single origin to a single destination. All rates are for large covered hoppers (C-114), which each carry 111 short tons (100.7 metric tons). A bushel of corn weighs 56 pounds, and a bushel of soybeans weighs 60 pounds. Percentage change year to year (Y/Y) is calculated using the tariff rate plus fuel surcharge. For mileage calculations, BNSF Railway (BNSF) uses "Seattle, WA" for all Pacific Northwest (PNW) locations and "Houston, TX" for all Texas Gulf locations. CN = Canadian National Railway. CPKC = Canadian Pacific Kansas City. CSX = CSX Transportation. UP = Union Pacific Railroad. n/a = not available. A larger dataset (with additional routes, calculations, and shipment characteristics) is available on [AgTransport](#).

Source: BNSF Railway, Canadian National Railway, CPKC, CSX Transportation, and Union Pacific Railroad.

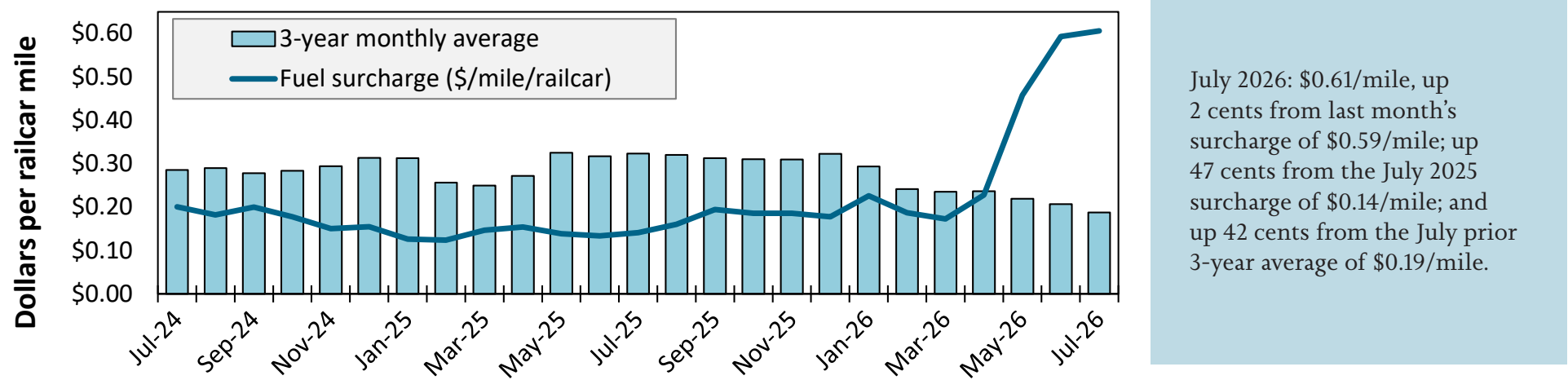
Table 8. Rail tariff rates for U.S. bulk grain shipments to Mexico, July 2026

Commodity	Railroad	Origin	Destination	Train type	Tariff (per car)	Fuel surcharge (per car)	Tariff + fuel surcharge (per car)	Tariff + fuel surcharge (per bushel)	Tariff + fuel surcharge (per metric ton)	Percent Y/Y change
Corn	BNSF	Adair, IL	El Paso, TX	Shuttle	\$4,641	\$615	\$5,256	\$1.31	\$51.73	13.7
	BNSF	Superior, NE	El Paso, TX	Shuttle	\$4,622	\$484	\$5,106	\$1.28	\$50.25	1.1
	CPKC	Atchison, KS	Laredo, TX	Non-shuttle	\$5,080	\$1,118	\$6,198	\$1.55	\$61.00	12.3
	CPKC	Council Bluffs, IA	Laredo, TX	Non-shuttle	\$5,550	\$1,237	\$6,787	\$1.70	\$66.80	12.5
	CPKC	Kansas City, MO	Laredo, TX	Non-shuttle	\$5,005	\$1,067	\$6,072	\$1.52	\$59.76	12.0
	CPKC	Marshall, MO	Laredo, TX	Non-shuttle	\$5,190	\$1,133	\$6,323	\$1.58	\$62.23	12.2
	UP	Pontiac, IL	Eagle Pass, TX	Shuttle	\$4,535	\$907	\$5,442	\$1.36	\$53.56	7.9
Soybeans	UP	Sterling, IL	Eagle Pass, TX	Shuttle	\$4,655	\$941	\$5,596	\$1.40	\$55.08	8.1
	BNSF	Brunswick, MO	El Paso, TX	Shuttle	\$4,325	\$523	\$4,848	\$1.30	\$47.71	-9.9
	BNSF	Hardin, MO	Eagle Pass, TX	Shuttle	\$4,325	\$520	\$4,845	\$1.30	\$47.68	-9.9
	CPKC	Atchison, KS	Laredo, TX	Non-shuttle	\$5,080	\$1,118	\$6,198	\$1.66	\$61.00	12.3
	CPKC	Kansas City, MO	Laredo, TX	Non-shuttle	\$5,005	\$1,067	\$6,072	\$1.63	\$59.76	12.0
	UP	Grand Island, NE	Eagle Pass, TX	Shuttle	\$4,950	\$863	\$5,813	\$1.56	\$57.21	-11.8
Wheat	UP	Roelyn, IA	Eagle Pass, TX	Shuttle	\$5,035	\$904	\$5,939	\$1.59	\$58.45	-11.2
	BNSF	FT Worth, TX	El Paso, TX	DET	\$3,100	\$377	\$3,477	\$0.93	\$34.22	14.4
	BNSF	FT Worth, TX	El Paso, TX	Shuttle	\$2,600	\$377	\$2,977	\$0.80	\$29.30	4.9
	CPKC	Kansas City, MO	Laredo, TX	Non-shuttle	\$5,005	\$1,067	\$6,072	\$1.63	\$59.76	12.0
	UP	Great Bend, KS	Laredo, TX	Shuttle	\$4,325	\$648	\$4,973	\$1.33	\$48.94	8.6
	UP	Wichita, KS	Laredo, TX	Shuttle	\$4,065	\$570	\$4,635	\$1.24	\$45.62	8.0

Note: After December 2021, U.S. railroads stopped reporting "through rates" from the U.S. origin to the Mexican destination. Thus, the table shows "Rule 11 rates," which cover only the portion of the shipment from a U.S. origin to locations on the U.S.-Mexico border. The Rule 11 rates apply only to shipments that continue into Mexico, and the total cost of the shipment would include a separate rate obtained from a Mexican railroad. The rates apply to jumbo covered hopper ("C114") cars. The "shuttle" train type applies to qualified shipments (typically, 110 cars) that meet railroad efficiency requirements. The "non-shuttle" train type applies to Canadian Pacific Kansas City Railway (CPKC) shipments and is made up of 75 cars or more (except the Marshall, MO, rate is for a 50-74 car train). BNSF Railway's domestic efficiency trains (DET) are shuttle-length trains (typically 110 cars) that can be split en route for unloading at multiple destinations. Percentage change month to month (M/M) and year to year (Y/Y) are calculated using the tariff rate plus fuel surcharge. For a larger list of to-the-border rates, see [AgTransport](#).

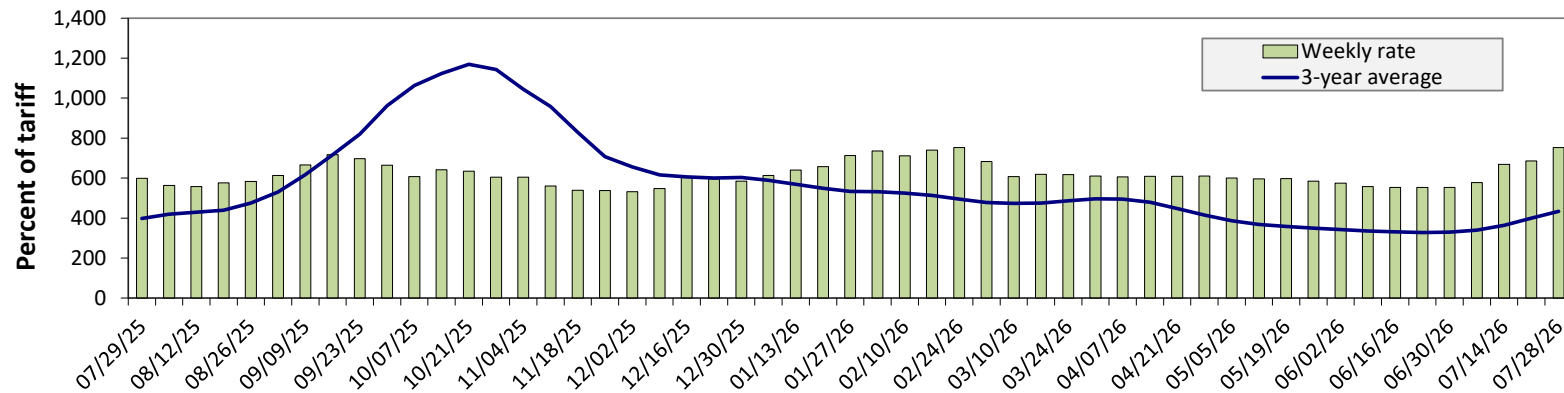
Source: BNSF Railway, Union Pacific Railroad, and CPKC (formerly, Kansas City Southern Railway).

Figure 9. Railroad fuel surcharges, North American weighted average



Note: Weighted by each Class I railroad's proportion of grain traffic for the prior year.
Source: BNSF Railway, Canadian National Railway, CSX Transportation, Canadian Pacific Kansas City Railway, Union Pacific Railroad, Norfolk Southern Corporation.

Figure 10. Illinois River barge freight rate



For the week ending July 28: 10 percent higher than the previous week; 26 percent higher than last year; and 73 percent higher than the 3-year average.

Note: Rate = percent of 1976 tariff benchmark index (1976 = 100 percent); 3-year avg. = 4-week moving average of the 3-year average.

Source: USDA, Agricultural Marketing Service.

Table 9. Weekly barge freight rates: southbound only

Measure	Date	Twin Cities	Mid-Mississippi	Illinois River	St. Louis	Ohio River	Cairo-Memphis
Rate	7/28/2026	804	782	753	642	663	553
	7/21/2026	784	728	686	533	606	442
\$/ton	7/28/2026	49.77	41.60	34.94	25.62	31.09	17.36
	7/21/2026	48.53	38.73	31.83	21.27	28.42	13.88
Measure	Time Period	Twin Cities	Mid-Mississippi	Illinois River	St. Louis	Ohio River	Cairo-Memphis
Current week % change from the same week	Last year	26	25	26	36	41	30
	3-year avg.	60	72	73	91	92	87
Rate	August	857	814	775	683	709	658
	October	1018	979	961	889	941	797

Note: Rate = percent of 1976 tariff benchmark index (1976 = 100 percent); 3-year avg. = 4-week moving average of the 3-year avg.; ton = 2,000 pounds; "n/a" = data not available. The per ton rate for Twin Cities assumes a base rate of \$6.19 (Minneapolis, MN, to LaCrosse, WI). The per ton rate at Mid-Mississippi assumes a base rate of \$5.32 (Savanna, IL, to Keithsburg, IL). The per ton rate on the Illinois River assumes a base rate of \$4.64 (Havana, IL, to Hardin, IL). The per ton rate at St. Louis assumes a base rate of \$3.99 (Grafton, IL, to Cape Girardeau, MO). The per ton rate on the Ohio River assumes a base rate of \$4.69 (Silver Grove, KY, to Madison, IN). The per ton rate at Memphis-Cairo assumes a base rate of \$3.14 (West Memphis, AR, to Memphis, TN). For more on base rate values along the various segments of the Mississippi River System, see [AgTransport](#).

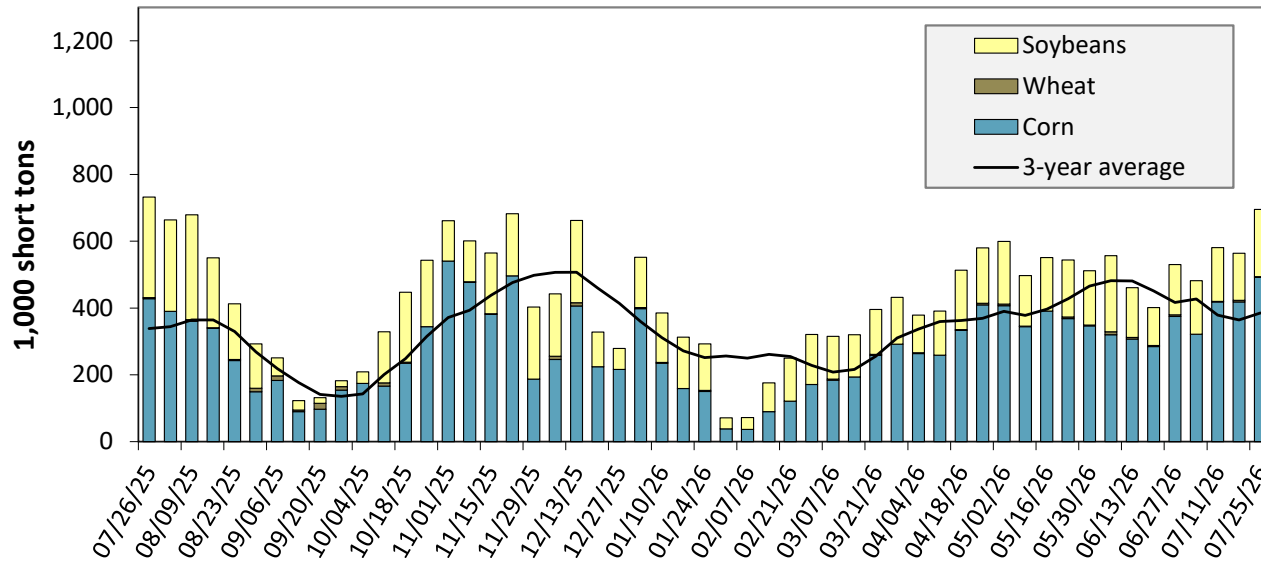
Source: USDA, Agricultural Marketing Service.

Figure 11. Benchmark tariff rates



Source: USDA, Agricultural Marketing Service.

Figure 12. Barge movements on the Mississippi River (Locks 27-Granite City, IL)



For the week ending July 25: 5 percent lower than last year and 80 percent higher than the 3-year average.

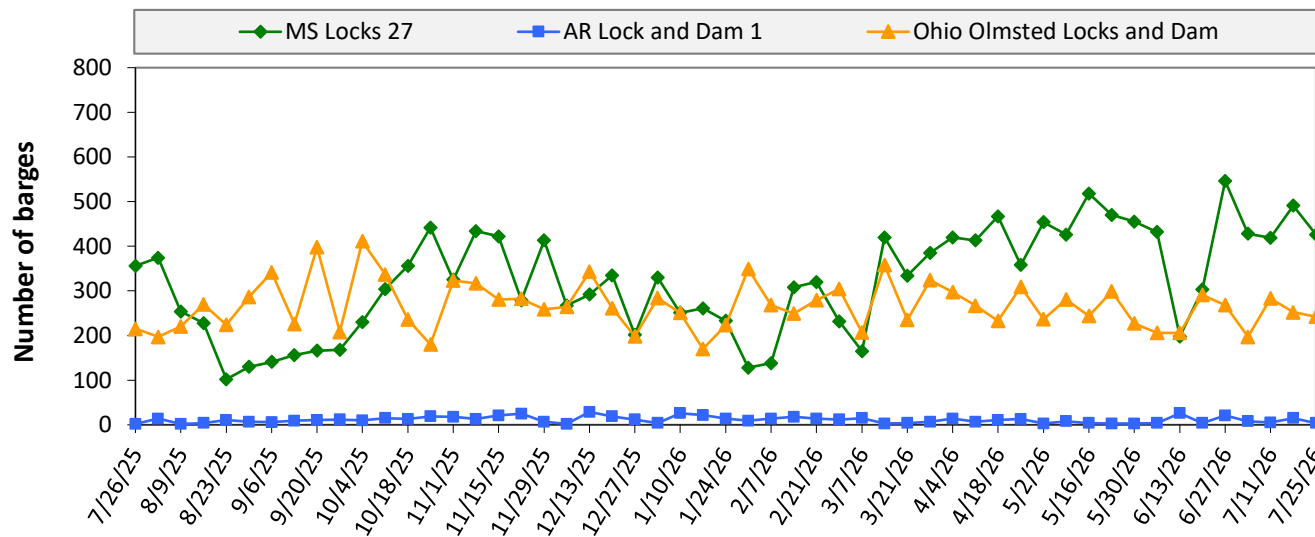
Note: The 3-year average is a 4-week moving average.
Source: U.S. Army Corps of Engineers.

Table 10. Barged grain movements (1,000 tons)

For the week ending 07/25/2026	Corn	Wheat	Soybeans	Other	Total
Mississippi River (Rock Island, IL (L15))	191	0	125	10	325
Mississippi River (Winfield, MO (L25))	306	0	131	10	446
Mississippi River (Alton, IL (L26))	484	0	192	10	685
Mississippi River (Granite City, IL (L27))	492	2	201	10	704
Illinois River (La Grange)	97	0	33	0	130
Ohio River (Olmsted)	28	11	29	0	68
Arkansas River (L1)	0	14	0	0	14
Weekly total - 2026	520	26	230	10	785
Weekly total - 2025	469	23	346	5	843
2026 YTD	10,151	564	5,975	54	16,744
2025 YTD	12,177	711	6,221	119	19,229
2026 as % of 2025 YTD	83	79	96	45	87
Last 4 weeks as % of 2025	106	55	77	81	93
Total 2025	20,015	1,259	11,322	166	32,761

Note: "Other" refers to oats, barley, sorghum, and rye. Total may not add up due to rounding. YTD = year to date. Weekly total, YTD, and calendar year total include Mississippi River lock 27, Ohio River Olmsted lock, and Arkansas Lock 1. "L" (as in "L15") refers to a lock, locks, or lock and dam facility.
Source: U.S. Army Corps of Engineers.

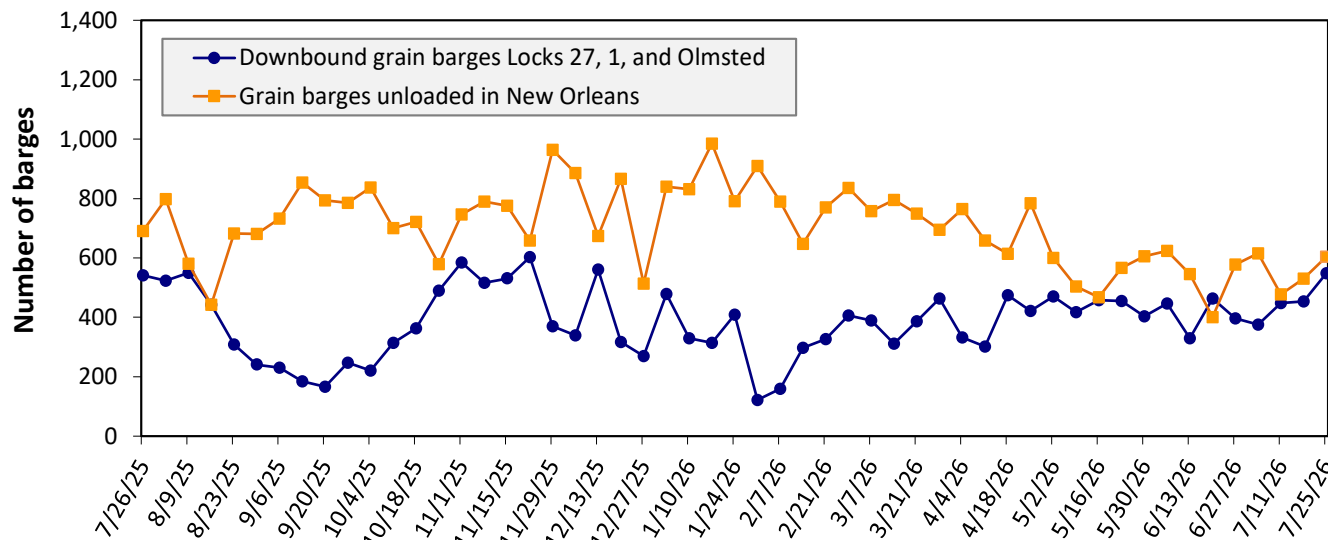
Figure 13. Upbound empty barges transiting Mississippi River Locks 27, Arkansas River Lock and Dam 1, and Ohio River Olmsted Locks and Dam



For the week ending July 25: 672 barges transited the locks, 86 barges fewer than the previous week, and 21 percent higher than the 3-year average.

Source: U.S. Army Corps of Engineers.

Figure 14. Grain barges for export in New Orleans region



For the week ending July 25: 548 barges moved down river, 95 more than the previous week; 604 grain barges unloaded in the New Orleans Region, 14 percent more than the previous week.

Note: Olmsted = Olmsted Locks and Dam.

Source: U.S. Army Corps of Engineers and USDA, Agricultural Marketing Service.

Table 11. Monthly barge freight rates, Columbia-Snake River

River	Origin	\$/ton			Current month % change from the same month	
		July 2026	June 2026	July 2025	Last year	3-year avg.
Snake River	Lewiston, ID/Clarkston, WA/Wilma, WA	\$24.96	\$25.42	\$21.92	13.9	18.9
	Central Ferry, WA/Almota, WA	\$24.03	\$24.49	\$21.02	14.4	19.4
	Lyons Ferry, WA	\$22.98	\$23.44	\$20.01	14.9	19.9
	Windust, WA/Lower Monumental, WA	\$21.91	\$22.37	\$18.98	15.5	20.5
	Sheffler, WA	\$21.88	\$22.34	\$18.95	15.5	20.6
Columbia River	Burbank, WA/Kennewick, WA/Pasco, WA	\$20.64	\$21.10	\$17.75	16.3	21.4
	Port Kelly, WA/Wallula, WA	\$20.41	\$20.87	\$17.53	16.5	21.5
	Umatilla, OR	\$20.31	\$20.77	\$17.43	16.6	21.6
	Boardman, OR/Hogue Warner, OR	\$20.04	\$20.50	\$17.17	16.8	21.8
	Arlington, OR/Roosevelt, WA	\$19.88	\$20.34	\$17.01	16.9	22.0
	Biggs, OR	\$18.50	\$18.96	\$15.68	18.0	23.1
	The Dalles, OR	\$17.36	\$17.82	\$14.58	19.1	24.2

Note: Destination is Portland, OR, or Vancouver, WA; ton = 2,000 pounds; n/a = data not available.
Source: USDA, Agricultural Marketing Service.

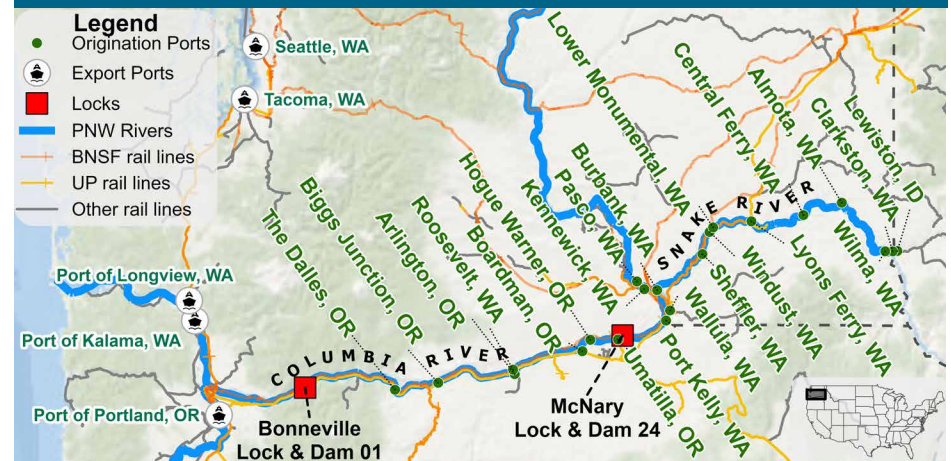
Table 12. Monthly barged grain movements, Columbia-Snake (1,000 tons)

June, 2026	Wheat	Other	Total
Snake River (McNary Lock and Dam (L24))	88	0	88
Columbia River (Bonneville Lock and Dam (L1))	147	0	147
Monthly total 2026	147	0	147
Monthly total 2025	200	0	200
2026 YTD	1,544	0	1,544
2025 YTD	1,929	0	1,929

Note: "Other" refers to corn, soybeans, oats, barley, and rye. Totals may not add up because of rounding. "Monthly total" refers to grain moving through Lock 1, headed for export.
YTD = year to date. "L" (as in "L1") refers to lock, locks, or lock and dam facility.
n/a = data not available.

Source: U.S. Army Corps of Engineers.

Figure 15. Dam and port locations on Columbia-Snake River



Source: USDA, Agricultural Marketing Service.

The weekly diesel price provides a proxy for trends in U.S. truck rates as diesel fuel is a significant expense for truck grain movements.

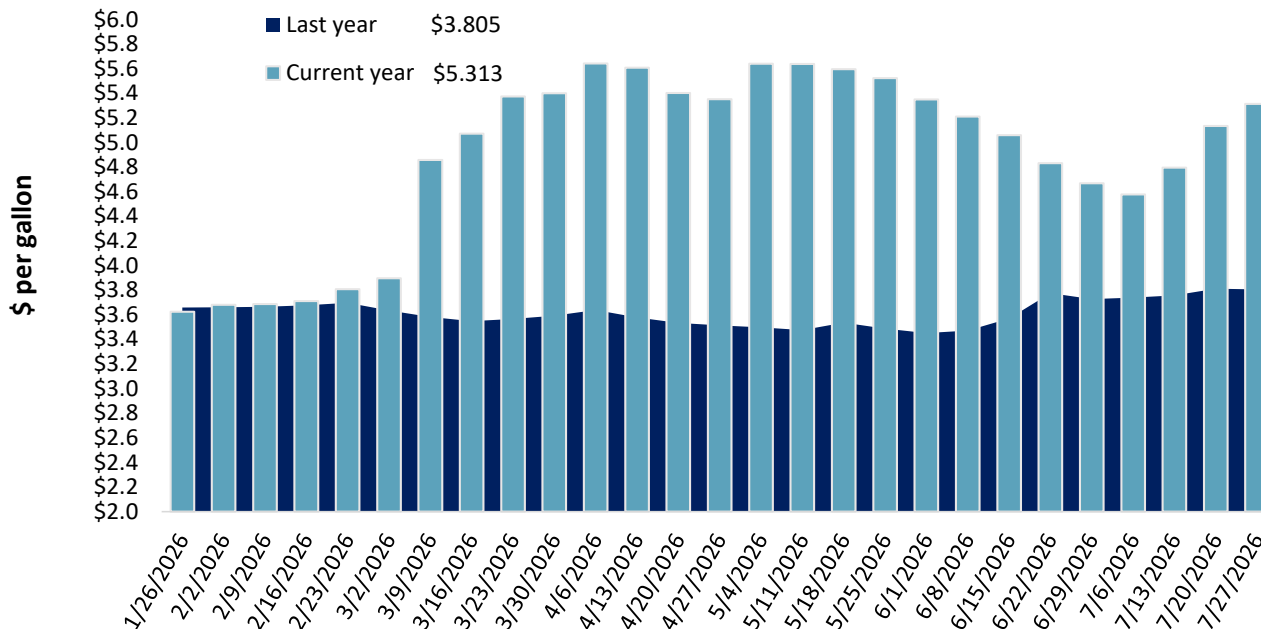
Table 13. Retail on-highway diesel prices, week ending 7/27/2026 (U.S. \$/gallon)

Region	Location	Price	Change from	
			Week ago	Year ago
I	East Coast	5.354	0.160	1.542
	New England	5.518	0.119	1.544
	Central Atlantic	5.579	0.209	1.634
	Lower Atlantic	5.255	0.148	1.509
II	Midwest	5.196	0.208	1.402
III	Gulf Coast	5.087	0.145	1.633
IV	Rocky Mountain	5.141	0.206	1.360
V	West Coast	6.067	0.190	1.521
	West Coast less California	5.545	0.183	1.356
	California	6.670	0.199	1.713
Total	United States	5.313	0.179	1.508

Note: Diesel fuel prices include all taxes. Prices represent an average of all types of diesel fuel. On June 13, 2022, the Energy Information Administration implemented a new methodology to estimate weekly on-highway diesel fuel prices.

Source: U.S. Department of Energy, Energy Information Administration.

Figure 16. Weekly diesel fuel prices, U.S. average



For the week ending July 27, the U.S. average diesel fuel price increased 17.9 cents from the previous week to \$5.313 per gallon, 150.8 cents above the same week last year.

Note: On June 13, 2022, the Energy Information Administration implemented a new methodology to estimate weekly on-highway diesel fuel prices.

Source: U.S. Department of Energy, Energy Information Administration.

Table 14. U.S. export balances and cumulative exports (1,000 metric tons)

Grain Exports		Wheat						Corn	Soybeans	Total
		Hard red winter (HRW)	Soft red winter (SRW)	Hard red spring (HRS)	Soft white wheat (SWW)	Durum	All wheat			
Current unshipped (outstanding) export sales	For the week ending 07/23/2026	899	601	1,427	1,290	130	4,348	10,602	2,711	17,662
	This week year ago	2,289	978	1,770	1,195	85	6,318	8,790	3,827	18,934
	Last 4 wks. as % of same period in prior marketing year	40	67	77	110	167	69	142	79	105
Current shipped (cumulative) exports sales	Current MYTD	796	491	631	575	80	2,573	76,373	38,971	117,917
	Prior MYTD	1,369	522	825	447	64	3,227	61,661	47,198	112,086
	Current MYTD as % of prior MYTD	58	94	77	128	125	80	124	83	105
	Total 2025/26	8,243	3,202	6,078	5,207	622	23,419	-	-	23,419
	Total 2024/25	5,377	3,095	6,560	5,730	335	21,097	69,081	50,106	140,284
	Total 2023/24	3,535	4,260	6,314	3,906	526	18,540	54,277	44,510	117,328

Note: The marketing year for wheat is June 1 to May 31 and, for corn and soybeans, September 1 to August 31. YTD = year-to-date. wks. = weeks. MYTD = marketing year to date.

Source: USDA, Foreign Agricultural Service.

Table 15. Top 5 importers of U.S. corn

For the week ending 7/23/2026	Total commitments (1,000 mt)			% change current MY from last MY	Exports 3-year average 2022-24 (1,000 mt)
	YTD MY 2026/27	YTD MY 2025/26	YTD MY 2024/25		
Mexico	3,416	24,939	22,932	9	19,839
Japan	1626	15,784	13,237	19	10,478
Colombia	633	8,656	7,466	16	5,493
China	0	0	33	-100	3,461
Korea	816	8,842	6,200	43	3,127
Top 5 importers	6,491	58,221	49,868	17	42,399
Total U.S. corn export sales	8,624	86,976	70,451	23	54,276
% of YTD current month's export projection	11%	103%	97%	-	-
Change from prior week	1,062	363	341	-	-
Top 5 importers' share of U.S. corn export sales	75%	67%	71%	-	78%
USDA forecast July 2026	81,284	84,459	72,978	16	-
Corn use for ethanol USDA forecast July 2026	142,240	140,970	138,075	2	-

Note: The top 5 importers are based on USDA, Foreign Agricultural Service (FAS) marketing year ranking reports for marketing year (MY) 2024/25 (September 1 – August 31). “Total commitments” = cumulative exports (shipped) + outstanding sales (unshipped), from FAS weekly export sales report, or export sales query. Total commitments’ change (net sales) from prior week could include revisions from previous week’s outstanding sales or accumulated sales. In rightmost column, “Exports” = accumulated exports (as defined in FAS marketing year ranking reports). mt = metric ton; yr. = year; avg. = average; YTD = year to date; “-” = not applicable.

Source: USDA, Foreign Agricultural Service.

Table 16. Top 5 importers of U.S. soybeans

For the week ending 7/23/2026	Total commitments (1,000 mt)			% change current MY from last MY	Exports 3-year average 2022-24 (1,000 mt)
	YTD MY 2026/27	YTD MY 2025/26	YTD MY 2024/25		
China	2,781	12,432	22,479	-45	26,078
Mexico	1,233	5,091	5,214	-2	4,762
Japan	157	2,321	2,084	11	2,107
Egypt	137	4,957	3,560	39	2,098
Indonesia	51	2,410	1,989	21	1,997
Top 5 importers	4,359	27,212	35,326	-23	37,042
Total U.S. soybean export sales	7,469	41,682	51,025	-18	48,941
% of YTD current month's export projection	17%	101%	99%	-	-
Change from prior week	1333	302	274	-	-
Top 5 importers' share of U.S. soybean export sales	58%	65%	69%	-	76%
USDA forecast, July 2026	45,178	41,368	51,492	-20	-

Note: The top 5 importers are based on USDA, Foreign Agricultural Service (FAS) marketing year ranking reports for marketing year (MY) 2024/25 (September 1 – August 31). “Total commitments” = cumulative exports (shipped) + outstanding sales (unshipped), from FAS weekly export sales report, or export sales query. Total commitments’ change (net sales) from prior week could include revisions from previous week’s outstanding sales or accumulated sales. In rightmost column, “Exports” = accumulated exports (as defined in FAS marketing year ranking reports). mt = metric ton; yr. = year; avg. = average; YTD = year to date; “-” = not applicable. Source: USDA, Foreign Agricultural Service.

Table 17. Top 10 importers of all U.S. wheat

For the week ending 7/23/2026	Total commitments (1,000 mt)		% change current MY from last MY	Exports 3-year average 2023-25 (1,000 mt)
	YTD MY 2026/27	YTD MY 2025/26		
Mexico	1,547	1,600	-3	3,744
Philippines	865	980	-12	2,677
Japan	897	728	23	2,050
Korea	714	545	31	1,888
Taiwan	376	396	-5	1,005
Nigeria	195	375	-48	878
China	NA	0	NA	863
Indonesia	137	440	-69	746
Thailand	178	233	-24	690
Vietnam	55	164	-66	581
Top 10 importers	4,963	5,461	-9	15,121
Total U.S. wheat export sales	6,921	9,545	-27	21,015
% of YTD current month's export projection	33%	39%	-	-
Change from prior week	285	592	-	-
Top 10 importers' share of U.S. wheat export sales	72%	57%	-	72%
USDA forecast, July 2026	21,092	24,712	-15	-

Note: The top 10 importers are based on USDA, Foreign Agricultural Service (FAS) marketing year ranking reports for marketing year (MY) 2025/26 (June 1 – May 31). “Total commitments” = cumulative exports (shipped) + outstanding sales (unshipped), from FAS weekly export sales report, or export sales query. Total commitments’ change (net sales) from prior week could include revisions from previous week’s outstanding sales or accumulated sales. In rightmost column, “Exports” = accumulated exports (as defined in FAS marketing year ranking reports). mt = metric ton; yr. = year; avg. = average; YTD = year to date; “-” = not applicable. Source: USDA, Foreign Agricultural Service.

Table 18. Grain inspections for export by U.S. port region (1,000 metric tons)

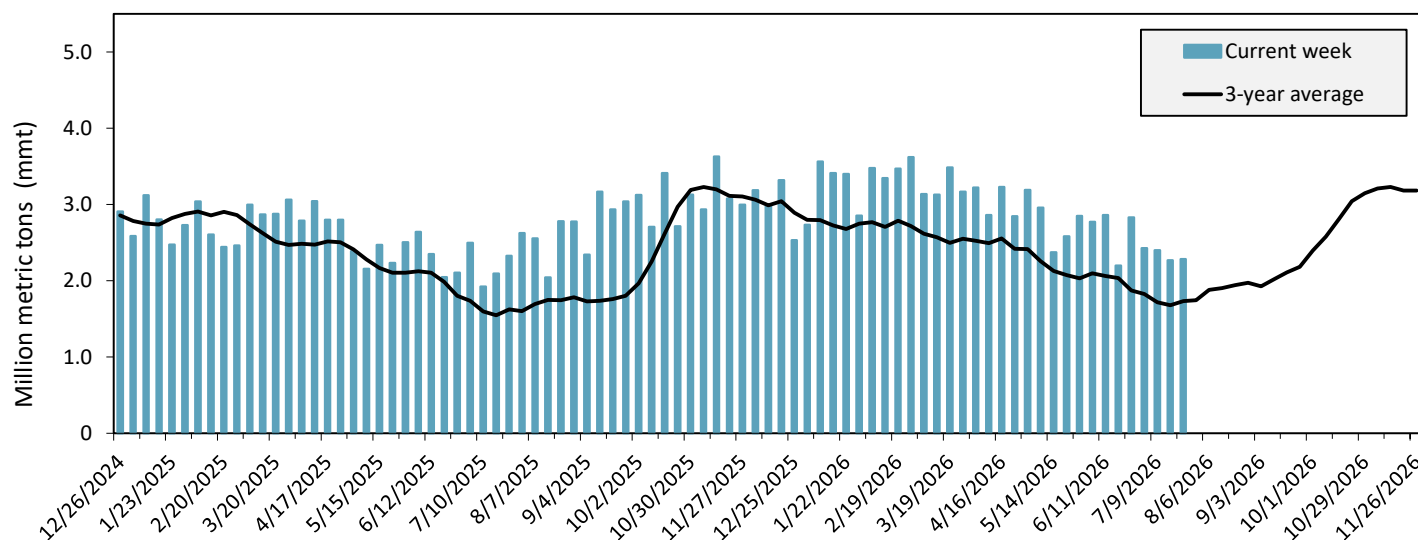
Port regions	Commodity	For the week ending 07/23/2026	Previous week	Current week as % of previous	2026 YTD	2025 YTD	2026 YTD as % of 2025 YTD	Last 4-weeks as % of:		2025 total
								Last year	Prior 3-yr. avg.	
Pacific Northwest	Corn	457	598	76	15,545	14,398	108	128	221	24,214
	Soybeans	0	0	n/a	4,162	1,966	212	n/a	n/a	2,957
	Wheat	163	64	255	5,505	6,066	91	59	54	12,271
	All grain	630	662	95	25,518	22,536	113	111	153	39,721
Mississippi Gulf	Corn	691	629	110	21,559	21,300	101	112	149	37,115
	Soybeans	219	188	116	12,970	11,193	116	117	141	23,350
	Wheat	108	72	150	1,898	2,151	88	76	77	3,980
	All grain	1,018	936	109	36,475	34,644	105	109	137	64,484
Texas Gulf	Corn	7	39	17	933	214	436	261	337	590
	Soybeans	0	0	n/a	100	106	94	n/a	0	1,431
	Wheat	79	0	n/a	1,910	2,432	79	22	47	4,690
	All grain	124	97	128	6,372	3,013	211	59	69	7,774
Interior	Corn	296	303	98	9,089	7,826	116	99	129	15,546
	Soybeans	121	104	116	4,185	3,814	110	107	122	7,713
	Wheat	45	94	48	1,756	1,745	101	82	111	3,104
	All grain	463	503	92	15,309	13,708	112	98	124	26,888
Great Lakes	Corn	24	10	232	307	41	743	268	805	414
	Soybeans	0	26	0	46	0	n/a	n/a	n/a	63
	Wheat	0	0	n/a	168	138	122	0	0	434
	All grain	24	36	66	520	179	290	239	275	911
Atlantic	Corn	13	34	38	1,029	192	537	801	n/a	607
	Soybeans	9	1	934	610	469	130	113	122	1,085
	Wheat	0	0	n/a	9	41	21	33	23	81
	All grain	22	35	63	1,648	702	235	454	584	1,773
All Regions	Corn	1,488	1,613	92	48,461	43,971	110	119	171	78,486
	Soybeans	349	319	109	22,583	17,651	128	120	142	36,852
	Wheat	395	230	172	11,247	12,572	89	57	66	24,560
	All grain	2,282	2,269	101	86,351	74,885	115	106	135	141,804

Note: Data include revisions from prior weeks; "All grain" includes corn, soybeans, wheat, sorghum, oats, barley, rye, sunflower, flaxseed, and mixed grains; "All regions" includes listed regions and other minor regions not listed; YTD = year-to-date; n/a = not available or no change. A "-" in the table indicates a percentage change with a near-zero denominator for the period.

Source: USDA, Federal Grain Inspection Service.

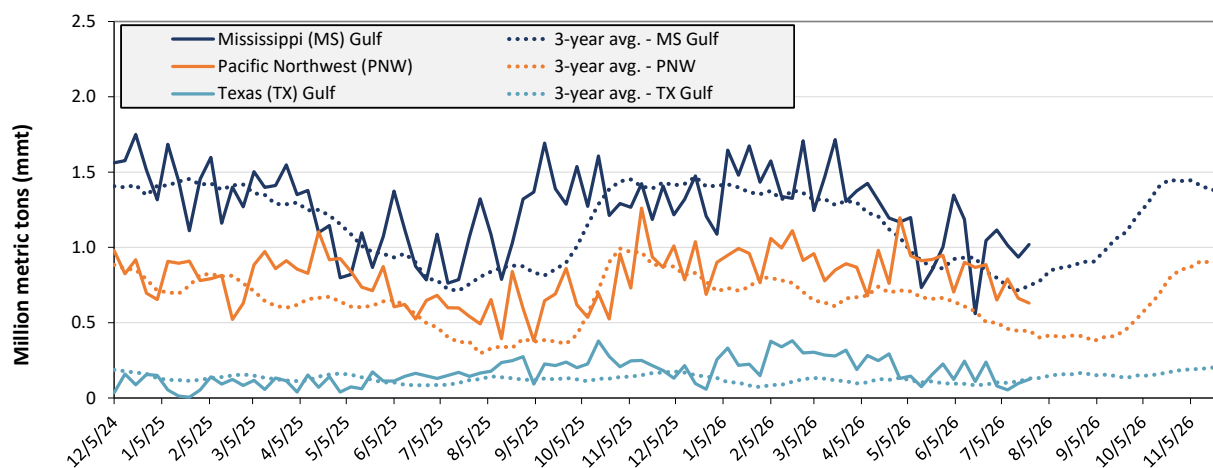
The United States exports approximately one-quarter of the grain it produces. On average, this includes nearly 46 percent of U.S.-grown wheat, 47 percent of U.S.-grown soybeans, and 15 percent of the U.S.-grown corn. In 2025, approximately 51 percent of the U.S. grain-export shipments departed through the U.S. Gulf region and 28 percent departed through the PNW.

Figure 17. U.S. grain inspected for export (wheat, corn, and soybeans)



Note: 3-year average consists of 4-week running average.
Source: USDA, Federal Grain Inspection Service.

Figure 18. U.S. grain inspections for U.S. Gulf and PNW (wheat, corn, and soybeans)



Source: USDA, Federal Grain Inspection Service.

Week ending 07/23/26 inspections (mmt):

MS Gulf: 1.02

PNW: 0.63

TX Gulf: 0.12

Percent change from:	MS Gulf	TX Gulf	U.S. Gulf	PNW
Last week	up 9	up 28	up 11	down 5
Last year (same 7 days)	up 4	down 31	down 2	up 12
3-year average (4-week moving average)	up 37	down 4	up 31	up 41

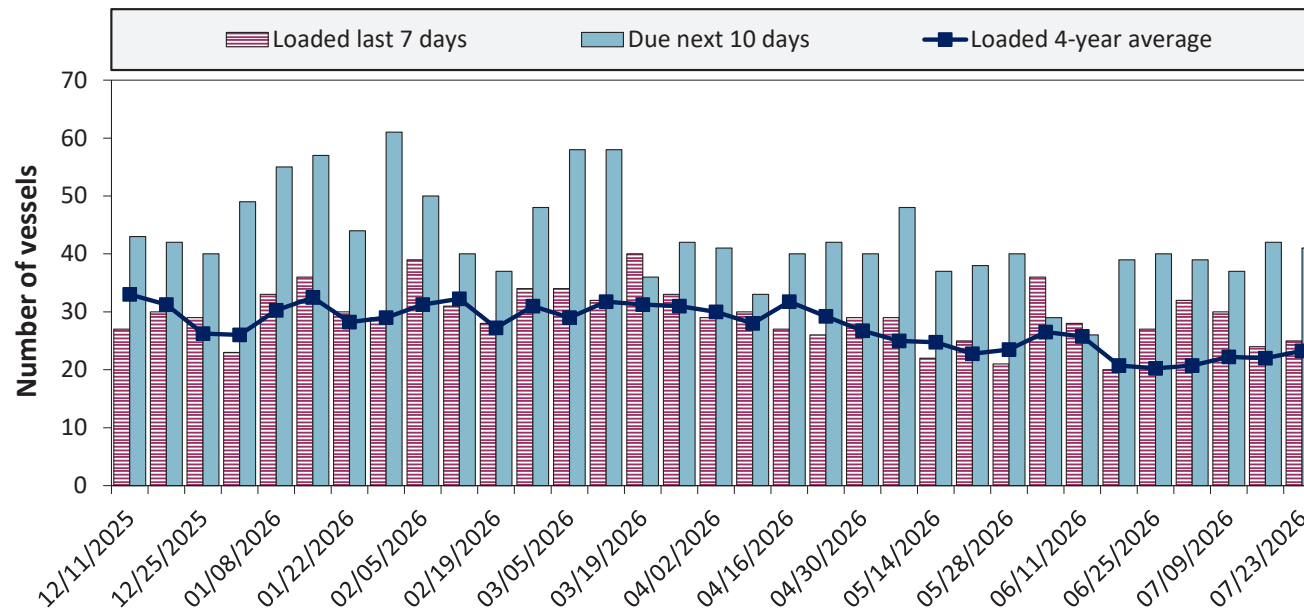
Table 19. Weekly port region grain ocean vessel activity (number of vessels)

Date	Gulf			Pacific Northwest
	In port	Loaded 7-days	Due next 10-days	In port
7/23/2026	34	25	41	16
7/16/2026	25	24	42	12
2025 range	(12...40)	(11...37)	(26...55)	(5...25)
2025 average	28	28	45	13

Note: The data are voluntarily submitted and may not be complete.

Source: USDA, Agricultural Marketing Service.

Figure 19. U.S. Gulf vessel loading activity

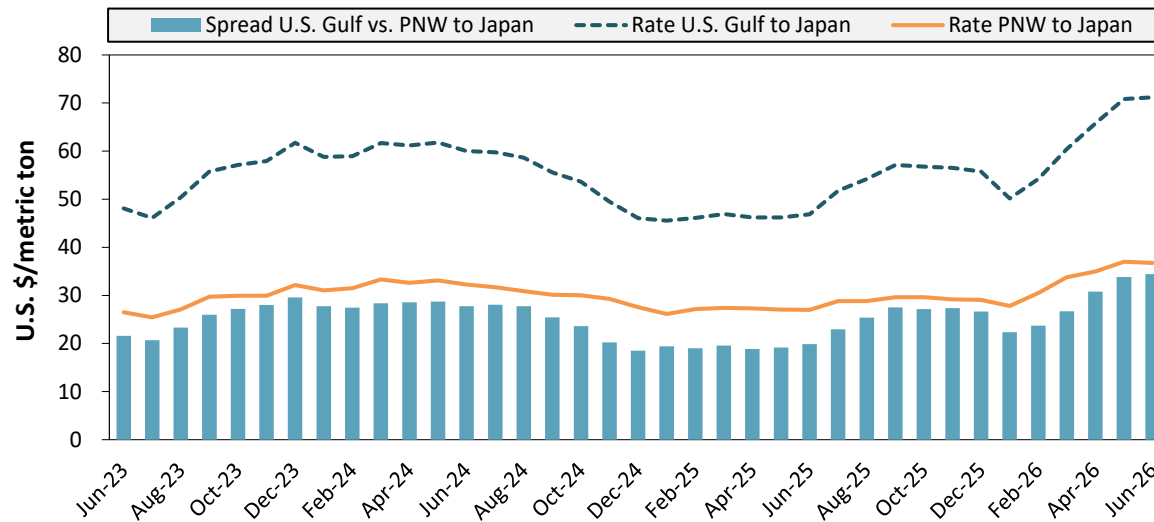


Week ending 07/23/26, number of vessels	Loaded	Due
Change from last year	-4%	11%
Change from 4-year average	8%	14%

Note: U.S. Gulf includes Mississippi, Texas, and the East Gulf region.

Source: USDA, Agricultural Marketing Service.

Figure 20. U.S. Grain vessel rates, U.S. to Japan



Note: PNW = Pacific Northwest.

Source: O'Neil Commodity Consulting /World Perspectives, Inc.

Ocean rates	U.S. Gulf	PNW	Spread
June 2026	\$71.19	\$36.75	\$34.44
Change from June 2025	52%	36%	73%
Change from 4-year average	22%	12%	34%

Table 20. Ocean freight rates for selected shipments, week ending 07/25/2026

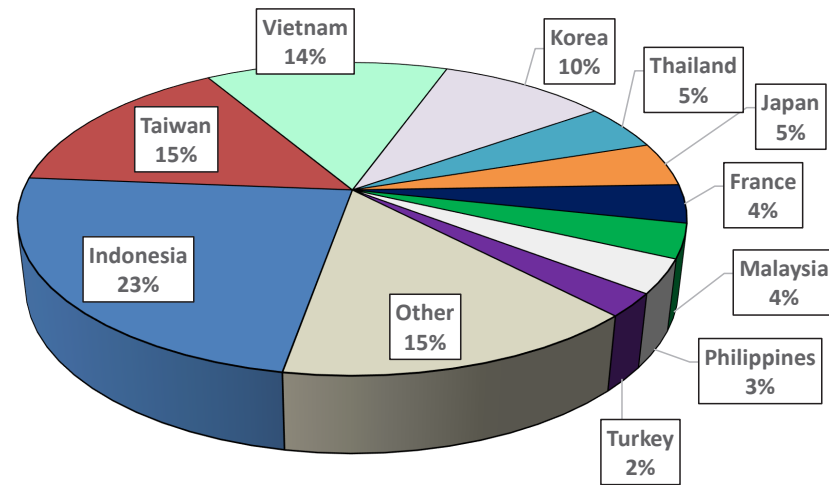
Export region	Import region	Grain types	Entry date	Loading date	Volume loads (metric tons)	Freight rate (US\$/metric ton)
U.S. Gulf	Colombia	Soybean meal	Mar 24, 2026	May 1/10, 2026	50,000	31.60
PNW	Japan	Heavy grain	May 21, 2026	Jun 20/Jul 21, 2026	65,000	47.25
PNW	Bangladesh	Soybeans	Mar 11, 2026	May 1/10, 2026	48,400	57.31
PNW	S. Korea	Heavy grain	Mar 12, 2026	May 20/30, 2026	65,000	40.50
PNW	S. Korea	Heavy grain	Mar 10, 2026	May 20/Jul 20, 2026	68,000	34.75
PNW	Taiwan	Wheat	Jun 5, 2026	Aug 1/15, 2026	59,000	47.95
PNW	Taiwan	Wheat	Apr 2, 2026	May 30/Jun 13, 2026	51,300	52.00
Brazil	China	Heavy grain	Jul 24, 2026	Aug 14/19, 2026	66,000	52.00
Brazil	China	Heavy grain	Jun 11, 2026	Jun 20/25, 2026	66,000	54.90
Brazil	China	Heavy grain	Jun 4, 2026	Jun 12/15, 2026	66,000	53.00
Brazil	China	Heavy grain	Apr 28, 2026	Jun 1/30, 2026	63,000	49.75
Brazil	N. China	Soybeans	May 29, 2026	Jun 24/29, 2026	63,000	52.25
Brazil	N. China	Heavy grain	May 28, 2026	Jun 21/30, 2026	66,000	55.50
Brazil	China	Heavy grain	May 26, 2026	Jun 13/20, 2026	66,000	54.25
Brazil	Poland	Heavy grain	Jul 8, 2026	Aug 14/21, 2026	60,000	30.90

Note: 50 percent of food aid from the United States is required to be shipped on U.S.-flag vessels. Rates shown are per metric ton (1 metric ton = 2,204.62 pounds), free on board (F.O.B.), except where otherwise indicated. op = option, PNW = Pacific Northwest.

Source: Maritime Research, Inc.

In 2025, containers were used to transport 11 percent of total U.S. waterborne grain exports. Approximately 48 percent of U.S. waterborne grain exports in 2025 went to Asia, of which 19 percent were moved in containers. Approximately 83 percent of U.S. waterborne containerized grain exports were destined for Asia.

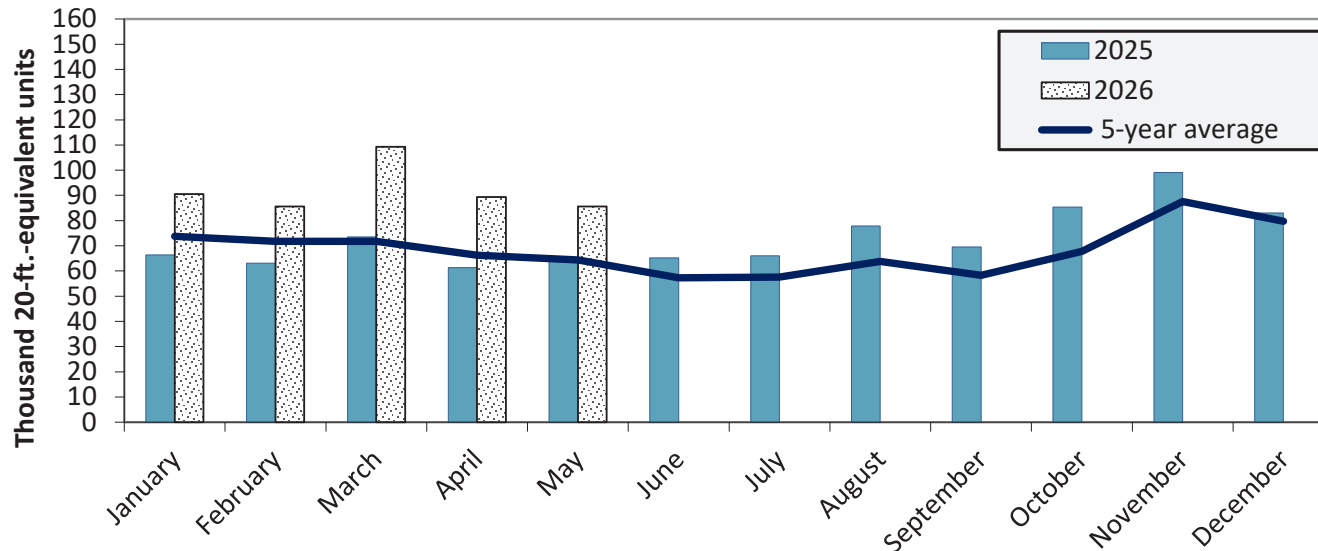
Figure 21. Top 10 destination markets for U.S. containerized grain exports, Jan-May 2026



Note: The following harmonized tariff codes are used to calculate containerized grains movements: 1001, 100190, 100199, 100119, 1002, 100200, 1003, 100300, 1004, 100400, 1005, 100590, 1007, 100700, 100790, 110100, 1102, 110220, 110290, 1201, 120100, 120190, 120810, 230210, 230310, 230330, 2304, 230400, and 230990.

Source: USDA, Agricultural Marketing Service analysis of PIERS data, S&P Global.

Figure 22. Monthly shipments of U.S. containerized grain exports



Containerized grain shipments in May 2026 were up 33.3 percent from last year and up 32.9 percent from the 5-year average.

Note: ft. = foot. The following harmonized tariff codes are used to calculate containerized grains movements: 1001, 100190, 100199, 100119, 1002, 100200, 1003, 100300, 1004, 100400, 1005, 100590, 1007, 100700, 100790, 110100, 1102, 110220, 110290, 1201, 120100, 120190, 120810, 230210, 230310, 230330, 2304, 230400, and 230990.

Source: USDA, Agricultural Marketing Service analysis of PIERS data, S&P Global.

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Additional Transportation Research and Analysis resources include the [Grain Truck and Ocean Rate Advisory \(GTOR\)](#), the [Mexico Transport Cost Indicator Report](#), and the [Brazil Soybean Transportation Report](#).

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