



Grain Transportation Report

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August 20, 2026

A weekly publication of the Agricultural Marketing Service

www.ams.usda.gov/GTR

STB Resumes Considering UP/NS Merger; Adopts Procedural Schedule. On August 18, the [Surface Transportation Board \(STB\) re-opened](#) review of the potential merger between Union Pacific Railroad and Norfolk Southern Railway (UP/NS) after holding the proceeding in abeyance since May 28 ([Grain Transportation Report \(GTR\), May 28, 2026, first highlight](#)). On July 27, UP/NS filed its last batch of supplemental information required by STB ([GTR, July 30, 2026, first highlight](#)), which STB found “sufficient to resume” the proceeding.

The [decision](#) also adopts a procedural schedule: comments from stakeholders on the revised application are due November 18, and responses to comments from stakeholders (including UP/NS’s rebuttal) are due February 16, 2027. STB will hold a public hearing as part of the proceeding (date to be determined). See STB’s [“UP-NS Merger Resources” webpage](#) for a [visual of the schedule](#), along with other information.

Since UP/NS’s July 27 filing, [shipper groups](#), [several State attorneys general](#), and other railroads have said UP/NS’s revised application fails to present a prima facie case (“at first sight”) that the merger is in the public interest and should be denied. STB said it will address matters raised since UP/NS’s last filing in later decisions.

Mississippi River Export Terminals Exported Over 1 MMT of Corn Last Week. For the week ending August 13, 1.1 million metric tons (mmt) of corn was inspected for export from Mississippi River export terminals ([GTR table 18](#)). Up 176 percent from the prior 3-year average, this

weekly export total was an all-time high for this period and marked the third-highest weekly corn export total from the Mississippi River this year.

The rise in corn export inspections coincides with above-average corn volumes on the Mississippi River System (MRS) ([GTR table 10](#)). Over the past 4 weeks, an average of 494,000 (short) tons of corn moved down the MRS—up 19 percent from the same week last year and up 53 percent from the prior 3-year average (for the same period).

Compared to the prior 3-year average, last week’s corn export inspections from other export regions were also well above average. Pacific Northwest export inspections totaled 0.4 mmt—up nearly 200 percent from average. Interior export inspections (mostly railed exports to Mexico) totaled 0.3 mmt—up 26 percent from average.

South Dakota Short Line Out Since Early August. The Sisseton Milbank Railroad (SMRR)—a 37-mile short line in Northeast South Dakota—has been out of service this month, following [heavy rain and flash flooding](#). Effective August 3, [SMRR embargoed traffic to/from its network](#) because of “weather related mainline washouts.” July 30 and 31 each set new daily records for rainfall in Sisseton, SD, at 2.89 inches and 2.44 inches, respectively—about 0.67 inches below the all-time daily July record of 3.33 inches.

SMRR operates as a subsidiary of the Twin Cities and Western Railroad (TCWR), a 229-mile short line in Minnesota, and interchanges with both TCWR and BNSF Railway in Milbank, SD. Wheat, corn, and soybeans are among the short line’s top commodities handled. Multiple grain facilities are

along SMRR’s track, including CHS, Inc. in Wilmot; Corona Grain & Feed Co., Inc. in Corona; and Wheaton Dumont Co-op Elevator in Sisseton.

In recent years, the short line has undertaken projects to [replace track](#) and [rehabilitate culverts](#).

ATRI Reports on 2025 Operational Costs of Trucking. In 2025, trucking costs were up in all major line-items, according to the American Transportation Research Institute’s (ATRI) 2026 [Analysis of the Operational Costs of Trucking report](#) released on July 15. The report found the largest percentage rises were in tolls (13.2 percent); followed by repair and maintenance (8.6 percent); driver benefits (6.6 percent); and tires (6.4 percent).

The industry-average cost to operate a truck in 2025 was \$2.336 per mile, 3.4 percent higher than the previous year and the highest per-mile cost in the report’s history. Excluding fuel, costs rose by 4.2 percent to \$1.854 per mile.

The report further noted that, “faced with rising costs and stagnant rates,” carriers reduced the most freight capacity since 2022: truck counts were down 2.4 percent and another 10 percent of trucks were left unseated, on average. Despite cost-cutting efforts, carriers’ profits were poor. Operating margins in the truckload and refrigerated sectors improved slightly, but were still below 1.0 percent, while tank carriers averaged 4.0 percent.

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 August 13, [unshipped balances](#) of corn and soybeans totaled 7.58 million metric tons (mmt), down 21 percent from last week and up 5 percent from the same time last year. The unshipped balance of wheat for MY 2026/27 was 3.86 mmt, down 3 percent from last week and down 44 percent from the same time last year.

Net [corn export sales](#) for MY 2025/26 were 0.23 mmt, down 43 percent from last week. Net [soybean export sales](#) were 0.085 mmt, up 13 percent from last week. Net [wheat export sales](#) for marketing year 2026/27 were 0.39 mmt, up 54 percent from last week.

Rail

U.S. Class I railroads originated 26,705 [grain carloads](#) during the week ending August 8. This was a 4-percent decrease from the previous week, 11 percent more than last year, and 23 percent more than the 3-year average.

Average August [shuttle secondary railcar bids/offers](#) (per car) were \$150 above tariff for the week ending August 13. This was \$67 more than last week and \$270 more than this week last year. Average non-shuttle secondary railcar bids/offers per car were \$50 above tariff. This was \$6 more than last week and \$25 lower than this week last year.

Barge

For the week ending August 15, [barged grain movements](#) totaled 638,650 tons. This was 11 percent less than the previous week and 4 percent less than the same week last year.

For the week ending August 15, 426 [barges moved down river](#), 34 fewer than the previous week. There were 684 grain barges unloaded in the New Orleans region, 6 percent fewer than the previous week.

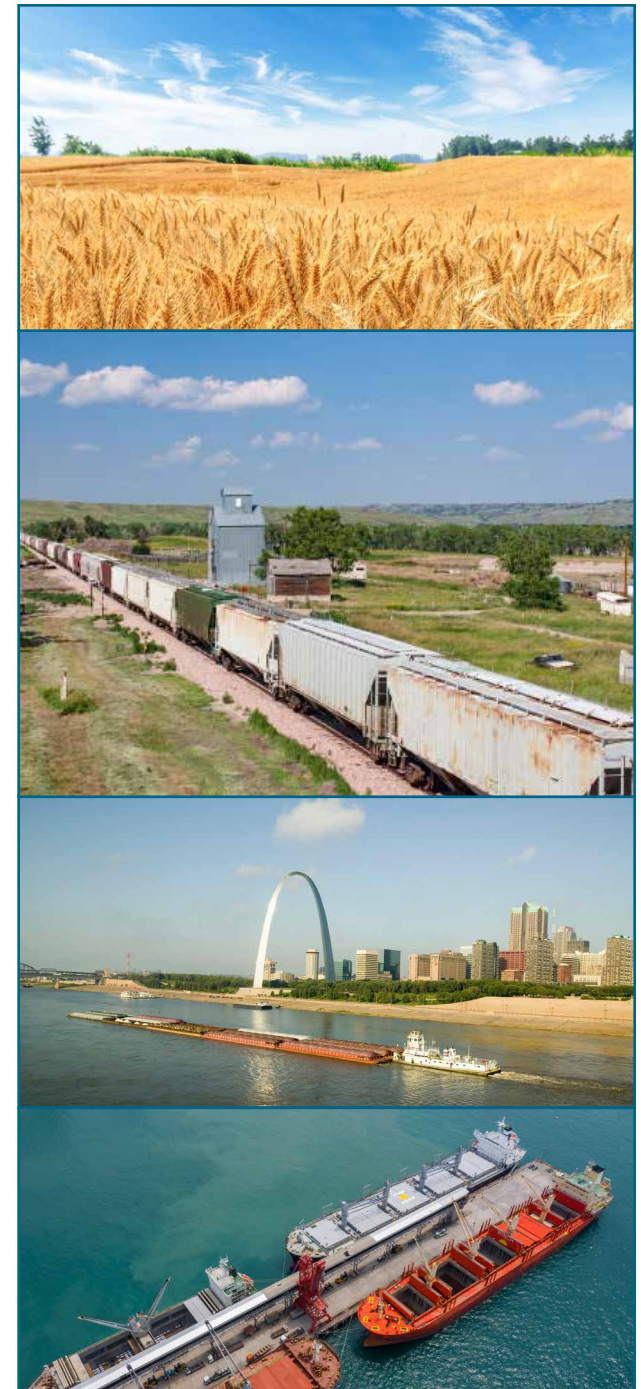
Ocean

For the week ending August 13, 29 [oceangoing grain vessels](#) were loaded in the Gulf—164 percent more than the same period last year. Within the next 10 days (starting August 14), 31 vessels were expected to be loaded—34 percent fewer than the same period last year.

As of August 13, the rate for shipping a metric ton (mt) of grain from the U.S. Gulf to Japan was \$72.75, up 2 percent from the previous week. The rate from the Pacific Northwest to Japan was \$36.50 per mt, down 1 percent from the previous week.

Fuel

For the week ending August 17, the [U.S. average diesel fuel price](#) increased 19.7 cents from the previous week to \$5.454 per gallon, 174.1 cents above the same week last year.



Changes to Soybean Rail Freight Rates in MY 2026/27

In recent years, demand patterns for U.S. soybeans have shifted markedly, as the share of soybeans crushed domestically (to support biofuels production) has grown and the exported share has declined. These trends are reshaping rail transportation needs as well as freight costs. This article begins by recapping soybean supply and demand in marketing year (MY) 2025/26—including changes to rail tariff rates.¹ Next is a summary of changes to soybean rail tariff rates in MY 2026/27—which will be incorporated into [Grain Transportation Report \(GTR\) table 7](#) and [GTR table 8](#) starting next month.² Using the latest USDA data, the article ends with a look at MY 2026/27 supply and demand estimates for soybeans—including the current export book.

Review of MY 2025/26—Amid Altered Export Flows, Railroads Make Deep Cuts to Southbound Rates

In MY 2025/26, U.S. farmers produced a slightly below-average-sized soybean crop—with the bulk of it harvested in the western Corn Belt. Railroads anticipated changing demand patterns (e.g., lower exports to China) by significantly cutting their tariff rates to southern destinations (e.g., Texas Gulf and the U.S.-Mexico border).

Production Declined in the East and Rose in the West. In 2025, while U.S. farmers harvested 4.3 billion bushels (bbu) of soybeans (down less than 1 percent from average), volumes varied notably by region.³ In the Southeast, farmers harvested 531 million bushels (mbu) of soybeans in 2025—down nearly 100 mbu (or 15 percent) from average. At 1.4 bbu, production in the eastern Corn Belt was also down 50 mbu (or 3 percent) from average. In the western Corn Belt, farmers harvested 2.2 bbu, which was 122 mbu (or 6 percent) above average.

Exports Declined. From September 2025 to June 2026 (the first 10 months of MY 2025/26), [U.S. soybean exports](#) totaled 1.4 bbu—down 25 percent from average. USDA projects that U.S. soybean exports will total 1.5 bbu in MY 2025/26. The decline owed to delayed purchases by China, historically the largest buyer of U.S. soybeans. China's first U.S. soybean purchase of the marketing year (in late October) did not ship until late November ([GTR, January 1, 2026](#)).

By customs district, soybean exports during this period were down in New Orleans, LA (–21 percent from average); Pacific Northwest (PNW) (–54 percent); Norfolk, VA (–18 percent); and Los Angeles, CA (–9 percent). Over the same period, soybean exports from Houston-

Galveston, TX, were up 62 percent from average, and soybean exports from U.S.-Mexico border crossings were near average (up 1 percent).

Crush Rose. Higher domestic use (as measured by [soybean crushing](#)) partly compensated for the decline in soybean exports. From September 2025 to June 2026 (the first 10 months of MY 2025/26), U.S. facilities crushed 2.2 bbu of soybeans—up 17 percent from average. USDA projects U.S. facilities will crush 2.7 bbu of soybeans in MY 2025/26.

By region, the largest increases in crush were in the North Central region (comprising Michigan, Minnesota, North Dakota, and South Dakota), up 26 percent from average, and the West Central region (comprising Kansas, Missouri, and Nebraska), up 36 percent from average. Soybean crushing is growing to meet rising demand for soybean oil—a key feedstock in renewable diesel production ([GTR, April 18, 2024](#)).

Railroads Cut Tariff Rates to Southern Destinations. In September 2025, BNSF Railway (BNSF) kept soybean tariff rates to PNW export terminals the same, while significantly cutting tariff rates to the U.S.-Mexico border (–\$1,000 per car) and to the Texas Gulf (–\$1,500 per car). As a result of these changes, every elevator on BNSF's network had a lower tariff rate to the Texas Gulf and Mexico than to the PNW ([GTR, August 7, 2025](#)).

1 In this article, tariff rates apply to shuttle trains using large, covered hoppers. Soybeans overwhelmingly move in shuttle trains, which are made up of 110+ cars and move as one unit from a single origin to a single destination.

2 Soybeans' marketing year runs from September 1 to August 31.

3 In this article, "average" (as referring to a historical average) specifically denotes the "prior 5-year average."

Also in September 2025, Union Pacific Railroad (UP) reduced its soybean tariff rates to the U.S. Gulf by \$1,500 per car; to Mexico by \$1,300 per car; and to the PNW by \$1,000 per car. Canadian Pacific Kansas City (CPKC) kept most of its soybean tariff rates the same.

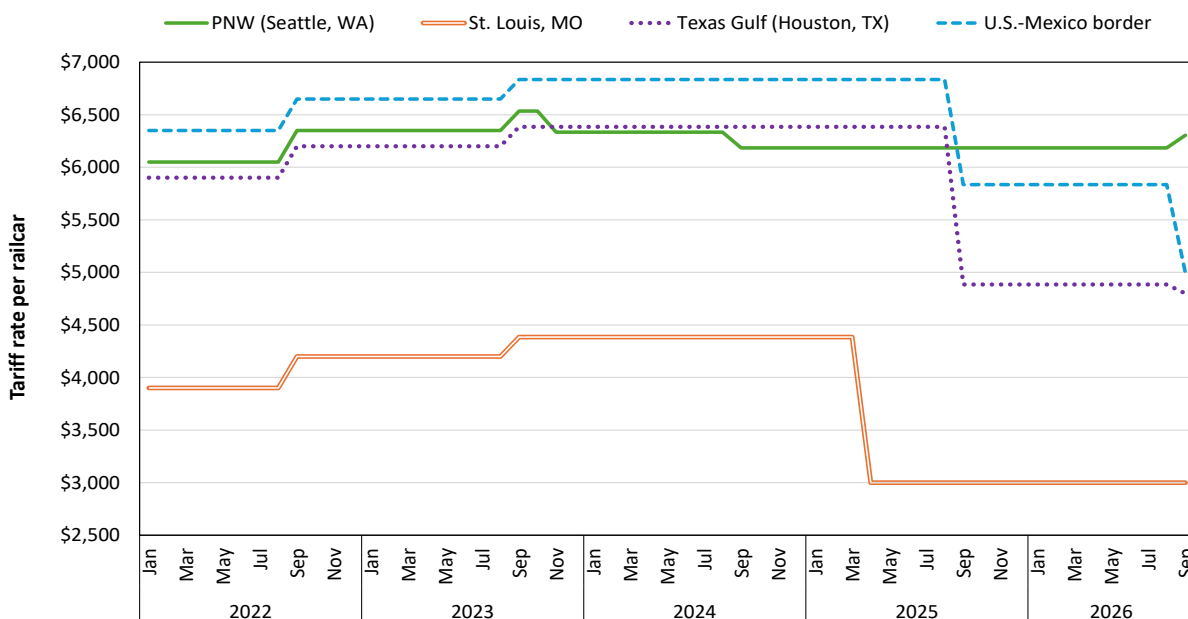
Tariff Rate Adjustments in MY 2026/27

This year, BNSF will make selective tariff rate adjustments—including rate increases to the PNW and rate decreases to the U.S.-Mexico border. Both UP and CPKC have announced across-the-board rate increases. Canadian National Railway (CN) plans to raise tariff rates in September and October and then lower them in December.

BNSF Rate Adjustments. Beginning in September, BNSF will raise its tariff rates to PNW export terminals by \$120 per car—across all origins. BNSF's soybean rates to the PNW are lowest from Nebraska—between \$5,800 and \$6,000 per car from most Nebraska origins.⁴

After last year's rate reductions to the Texas Gulf, most BNSF-served elevators will see no rate change in this lane for MY 2026/27. Although rates for most origins will not change, 28 origins will see a rate reduction, and 5 will see a rate increase. Sterling, KS, will receive the largest rate cut—\$1,375 per car—likely because the elevator did not receive a rate cut last year.

Figure 1. Soybean Rail Tariff Rates from Mitchell, SD, to Select Destinations



Note: Tariff rates apply to shuttle train shipments (110-120 cars) using large covered hoppers.

Source: USDA/Agricultural Marketing Service analysis of BNSF Railway Tariff 4022; Items [69105-M](#), [69605](#), and [69902-M](#).

For the second year in a row, BNSF will substantially reduce most of its soybean tariff rates to the U.S.-Mexico border. Only 12 elevators in the Southern Plains (including Sterling, KS) will see no change in tariff rates. Forty-six BNSF-served elevators (in Illinois, Kansas, Nebraska, and South Dakota) will see rate reductions of at least \$500 per car. Mitchell, SD, will see the largest rate cut to Mexico, of \$835 per car, in MY 2026/27 (fig. 1). Including last year's \$1,000 per car reduction, the drop in rates from Mitchell to Mexico over 2 years totals \$1,835 per car (a 27-percent cut from the MY 2024/25 tariff rate).

Via a connection with the South Kansas & Oklahoma Railroad, BNSF also publishes shuttle tariff rates to a soybean crush facility in Cherryvale, KS. [Opened in 2024](#), the Cherryvale facility can crush up to 49 mbu of soybeans annually. At \$2,515 per car, the lowest tariff rates to Cherryvale are from Kansas elevators within 150 miles—Milan, Wellington, and Wichita. For MY 2026/27, most BNSF-served elevators will see minor changes (i.e., +/- \$100 per car) in rates to Cherryvale. The largest tariff rate decrease (–\$385 per car) is for Springfield, MN—on the Rapid City, Pierre & Eastern Railroad.

⁴ A rate of \$6,000 per car is equal to \$1.62 per bushel. Each large covered hopper can carry about 3,700 bushels of soybeans.

BNSF Tariff Rate Spreads. As happened last year, every elevator on BNSF's network will have a lower tariff rate to the Texas Gulf and Mexico than to the PNW. These spreads will widen further this year because of the \$120 per car tariff rate increase to the PNW and broad cuts to Mexico (and largely unchanged rates to the Texas Gulf). Over 40 elevators (mostly in the Southern Plains) will have a PNW-Mexico tariff rate spread above \$2,000 per car. The smallest PNW-Mexico spreads (in western North Dakota) are \$670 per car.

The case of Mitchell, SD, illustrates the significant adjustments in BNSF's tariff rate spreads in recent years ([fig. 1](#)). As recently as August 2025 (the last month of MY 2024/25), Mitchell's rate to the PNW was \$200 per car less than Mitchell's rate to the Texas Gulf and \$650 less than that origin's rate to Mexico. This September, Mitchell's rate to the PNW will be \$1,300 per car more than Mitchell's rate to Mexico and \$1,500 more than that origin's rate to the Texas Gulf.

These sizable shifts in tariffs to export locations coincided with growth in local processing (which competes with shuttle elevators for local soybean production): a new Mitchell-based plant, [High Plains Processing](#), opened in September 2025, with an annual soybean crush capacity of 35 mbu.

Union Pacific Rate Adjustments. In contrast to last year's rate cuts, UP will raise its soybean tariff rates by [\\$225 per car](#) beginning in September. BNSF's southern rate cuts will

make it more competitive with UP, but UP will still be favored for certain PNW lanes from Southern Plains origins.

The case of Sterling, KS, shows the effect of BNSF's southern rate cuts. Both BNSF and UP access Sterling through the Kansas and Oklahoma Railroad. Last September, at the start of MY 2025/26, UP had an \$883 freight rate advantage (tariff plus fuel surcharge) from Sterling to the Texas Gulf. However, in September—because of BNSF's \$1,375 rate reduction and UP's \$225 rate increase—BNSF will have a \$661 price advantage in this lane. From Sterling (in September), BNSF will also have a price advantage of \$1,109 per car to the U.S.-Mexico border (up from \$905 per car last year).

However, because of UP's steep rate cuts last year, the railroad maintains its price advantage to PNW export terminals (where BNSF and UP compete). For example, in September, UP will charge a \$6,290 freight rate (tariff plus fuel surcharge) from Elm Creek, NE, to Kalama, WA. BNSF will charge \$6,656 from nearby Holdredge, NE, to Kalama, WA—\$366 per car more than UP's rate from Elm Creek.⁵

Besides tariff rates, secondary market values for shuttle trains are another factor that affects the competitiveness between UP and BNSF. For October deliveries, UP shuttles are averaging \$800 per car less than BNSF shuttles ([GTR fig. 8](#)).

CPKC and CN Rate Adjustments. Unlike BNSF's and UP's rate changes, CPKC's new soybean rates take effect on October 1.

Although CPKC has not yet updated its tariff rate documents for the new marketing year, the railroad did announce (in June) plans to raise most soybean rates by \$200 per car. If these increases materialize, the tariff rate from Enderlin, ND, to Kalama, WA, will be \$5,985 per car beginning in October.

CN is also set to raise its rail tariff rates beginning in September. From elevators in the Corn Belt to Louisiana Gulf export terminals, tariff rates will rise by \$275 per car—beginning in September. The same rates will rise another \$330 per car—beginning in October and remain in effect until December 1. Starting in December, these CN rates will fall \$220 per car—where they will stay for the rest of the marketing year. Because CN's mainline runs parallel to the Mississippi River, its tariff rates compete with barge rates ([GTR table 9](#)).

USDA Projects Record Crop Will Meet Strong Demand in MY 2026/27

Ahead of the fall harvest, USDA projects U.S. farmers will harvest a record-high soybean crop. Likewise, soybean demand is projected to reach record levels, amid a rise in exports (over last year) and a continued rise in crush demand.

Record Soybean Production. According to USDA's August [Crop Production report](#), U.S. farmers are projected to harvest 4.5 bbu of soybeans in MY 2026/27. If realized, this volume would be 5 percent above average and a record high—surpassing the MY 2021/22

⁵ Elm Creek and Holdredge are 20 miles apart, so they likely compete for central Nebraska soybeans.

soybean crop by 55 mbu. Four States are projected to harvest soybean crops more than 20 mbu above average, as follows (with departures from average): Arkansas (+38.3 mbu); Illinois (+31.5 mbu); Mississippi (+27.4 mbu); and Kansas (+22.9 mbu).

Record Soybean Demand. USDA's August [World Agricultural Supply and Demand Estimates report](#) projects U.S. soybean exports for MY 2026/27 will total 1.7 bbu—up 9 percent from MY 2025/26, but down 10 percent from average. Domestic crush for MY 2026/27 is projected at 2.8 bbu—up 5 percent from MY 2025/26 and up

18 percent from average. Total soybean use in MY 2026/27 is projected at 4.5 bbu—an all-time record, if realized.

Export Sales. According to [USDA's Foreign Agricultural Service](#)—as of August 13, cumulative MY 2026/27 soybean export sales totaled 11.9 million metric tons (mmt) (or 435.6 mbu)—which was 15 percent ahead of average for the same period ([GTR table 16](#)).

China, in particular, has booked 5.7 mmt (or 209.0 mbu) of soybeans for MY 2026/27—the highest new crop cumulative sales (for the same period) since 2022. China has committed

to buying 25 million metric tons (or 918.6 mbu) of U.S. soybeans in MY 2026/27. If these sales materialize, they will raise demand (compared to last year) for shuttle train service to PNW export terminals, following the soybean harvest.

New-crop soybean export sales to Mexico remain strong, as they were last year. Mexico has purchased 1.5 mmt (or 53.5 mbu) for MY 2026/27—33 percent above average for the period.

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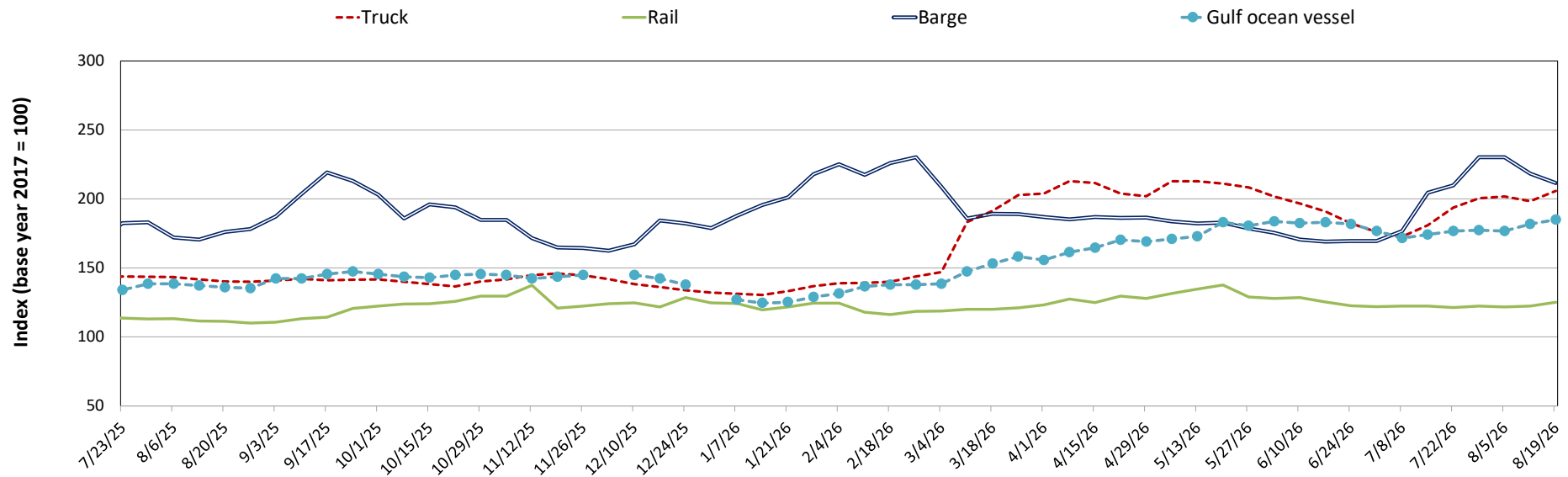
Grains are transported to the domestic and international markets via one or more of the following modes: truck, rail, barge, and oceangoing vessel. Monitoring the cost of transportation for each mode is vital to the marketing decision making process.

Table 1. Grain transport cost indicators

For the week ending:	Truck	Rail	Barge	Ocean	
				Gulf	Pacific
08/19/26	206	125	212	185	173
08/12/26	198	122	218	182	175
08/20/25	140	111	176	136	137

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.

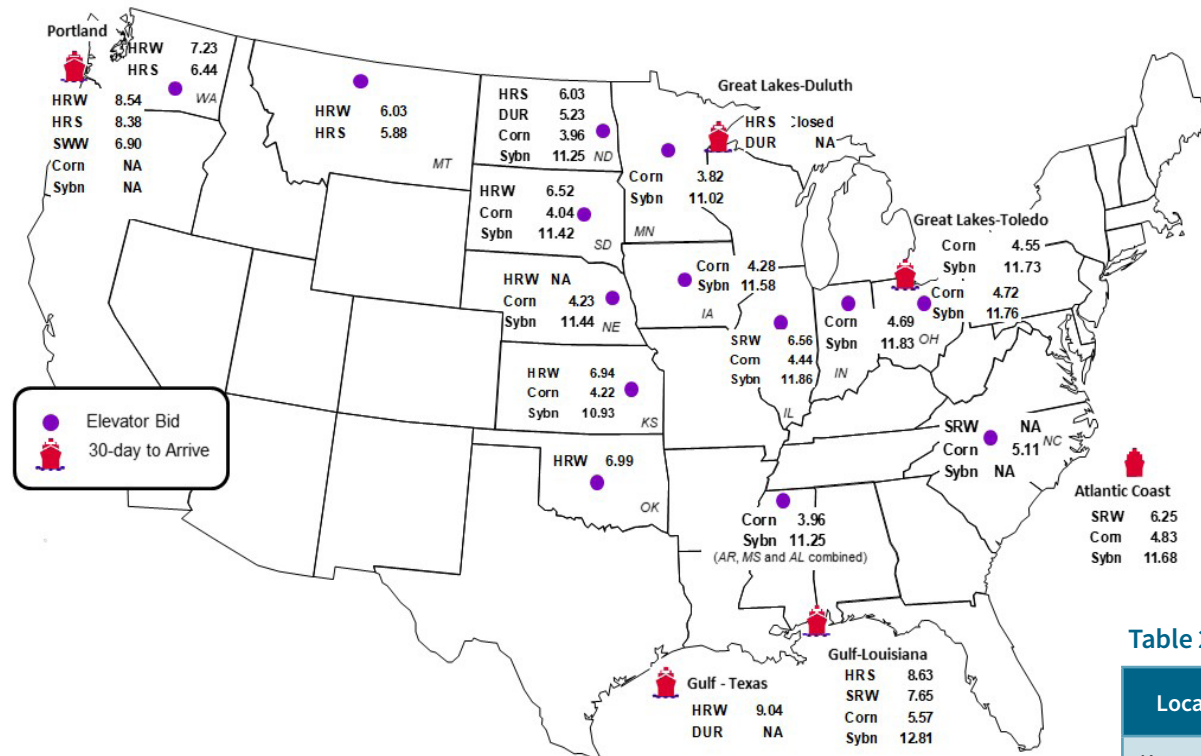
Figure 1. Grain transportation cost indicators as of week ending 08/19/26



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	8/14/2026	8/7/2026
Corn	IL-Gulf	-1.13	-1.14
Corn	NE-Gulf	-1.34	-1.34
Soybean	IA-Gulf	-1.23	-1.24
HRW	KS-Gulf	-2.10	-2.25
HRS	ND-Portland	-2.35	-2.41

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	8/14/2026	Week ago 08/07/2026	Year ago 8/15/2025
Kansas City	Wht	Sep	7.542	7.444	7.542
Minneapolis	Wht	Sep	6.783	6.795	6.783
Chicago	Wht	Sep	6.746	6.620	6.746
Chicago	Corn	Sep	4.834	4.672	4.834
Chicago	Sybn	Sep	11.923	11.900	11.923

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

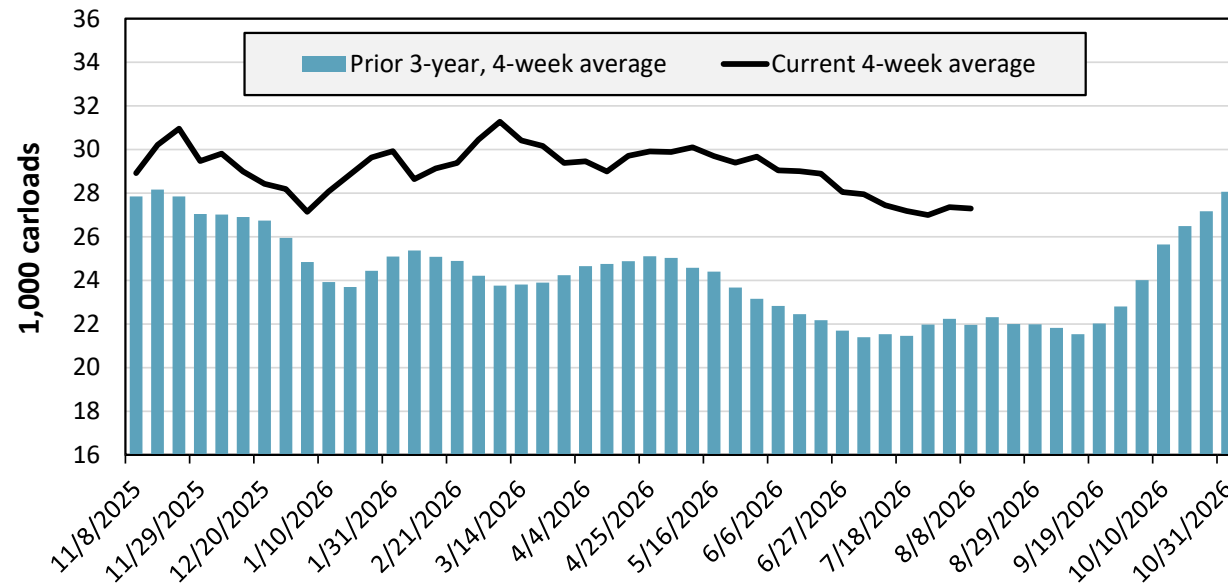
Table 3. Class I rail carrier grain car bulletin (grain carloads originated)

For the week ending: 8/08/2026	East		West		Central U.S.		U.S. total
	CSX	NS	BNSF	UP	CPKC	CN	
This week	1,462	2,894	11,142	6,115	3,291	1,801	26,705
This week last year	1,204	2,589	10,791	4,870	2,967	1,530	23,951
2026 YTD	47,053	81,438	399,052	210,119	111,800	53,273	902,735
2025 YTD	50,570	89,745	350,969	183,766	87,441	45,120	807,611
2026 YTD as % of 2025 YTD	93	91	114	114	128	118	112
Last 4 weeks as % of 2025	113	107	105	99	114	117	106
Last 4 weeks as % of 3-yr. avg.	106	109	130	114	137	154	124
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 August 8, grain carloads were unchanged from the previous week, up 6 percent from last year, and up 24 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: 8/7/2026		East		West		Central U.S.		U.S. Average
		CSX	NS	BNSF	UP	CN	CPKC	
Average grain unit train origin dwell times (hours)	This week	36.9	25.6	35.2	24.3	16.2	29.4	27.9
	Average over last 4 weeks	29.7	26.0	29.9	20.4	9.8	19.4	22.5
	Average of same 4 weeks last year	29.3	21.9	12.9	16.4	6.8	36.6	20.7
Average grain unit train speeds (miles per hour)	This week	22.2	19.8	23.7	22.6	23.4	18.3	21.7
	Average over last 4 weeks	23.3	19.4	23.3	22.9	23.8	18.4	21.9
	Average of same 4 weeks last year	22.6	20.1	24.2	22.4	24.3	15.2	21.5

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

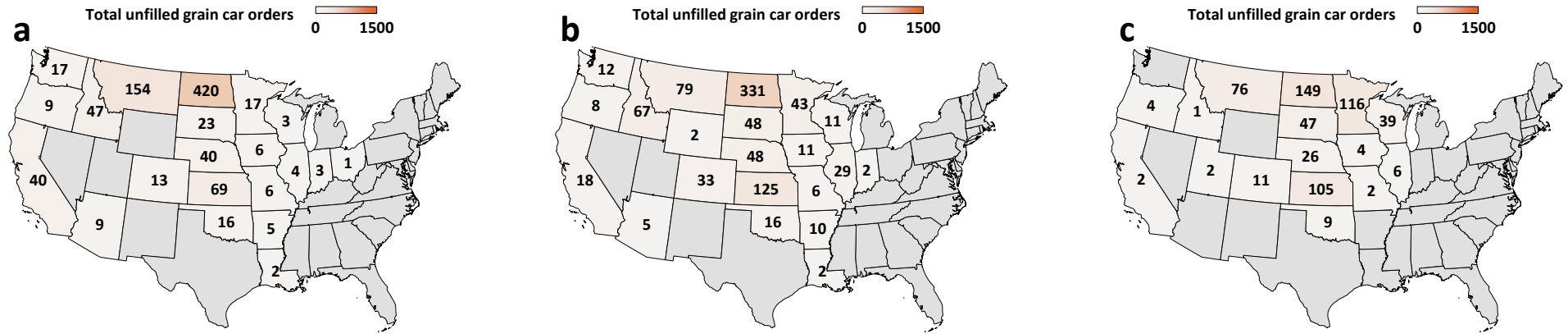
For the week ending: 8/7/2026		East		West		Central U.S.		U.S. Total
		CSX	NS	BNSF	UP	CN	CPKC	
Average number of empty grain cars not moved in over 48 hours	This week	41	26	314	53	4	212	649
	Average over last 4 weeks	43	17	323	46	9	199	637
	Average of same 4 weeks last year	15	10	238	63	10	378	712
Average number of loaded grain cars not moved in over 48 hours	This week	65	225	986	53	9	463	1,801
	Average over last 4 weeks	51	209	673	61	16	309	1,319
	Average of same 4 weeks last year	27	156	254	56	11	1007	1,511
Average number of grain unit trains held	This week	0	0	6	4	0	8	18
	Average over last 4 weeks	0	1	6	4	0	6	17
	Average of same 4 weeks last year	0	0	4	5	0	7	16
Total unfilled manifest grain car orders	This week	4	0	484	160	0	256	904
	Average over last 4 weeks	7	0	390	315	0	192	903
	Average of same 4 weeks last year	1	0	271	149	0	201	622

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](#).

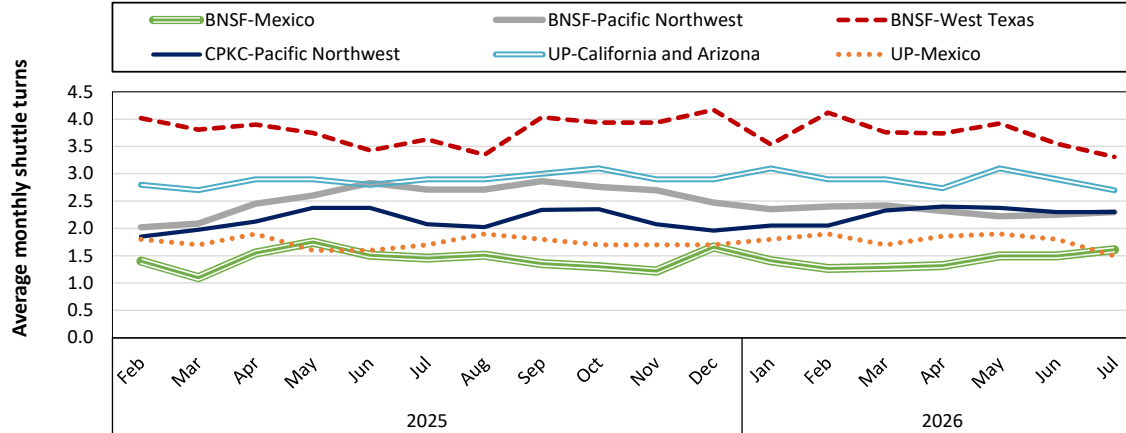
Source: Surface Transportation Board.

Figure 4. Unfilled manifest grain car orders by State for the week ending 8/7/2026 (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

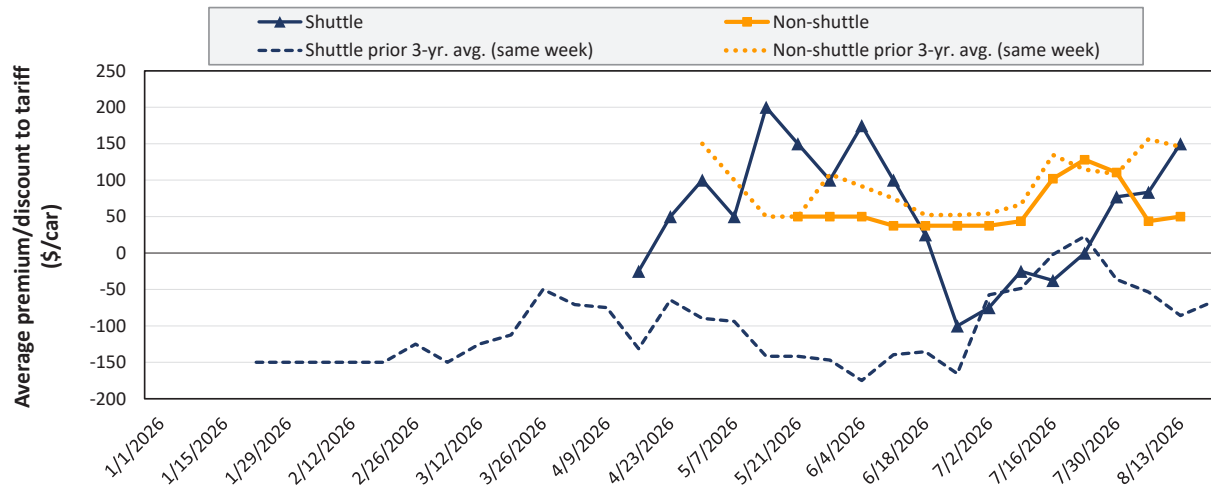


In July 2026, BNSF Railway's average monthly grain shuttle turns were 1.6 to Mexico, 2.3 to the Pacific Northwest, and 3.3 to West Texas. CPKC's shuttle turns averaged 2.3 to the Pacific Northwest. Union Pacific Railroad's shuttle turns averaged 2.7 to California and Arizona, and they averaged 1.5 to 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](https://www.agtransport.org/). 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



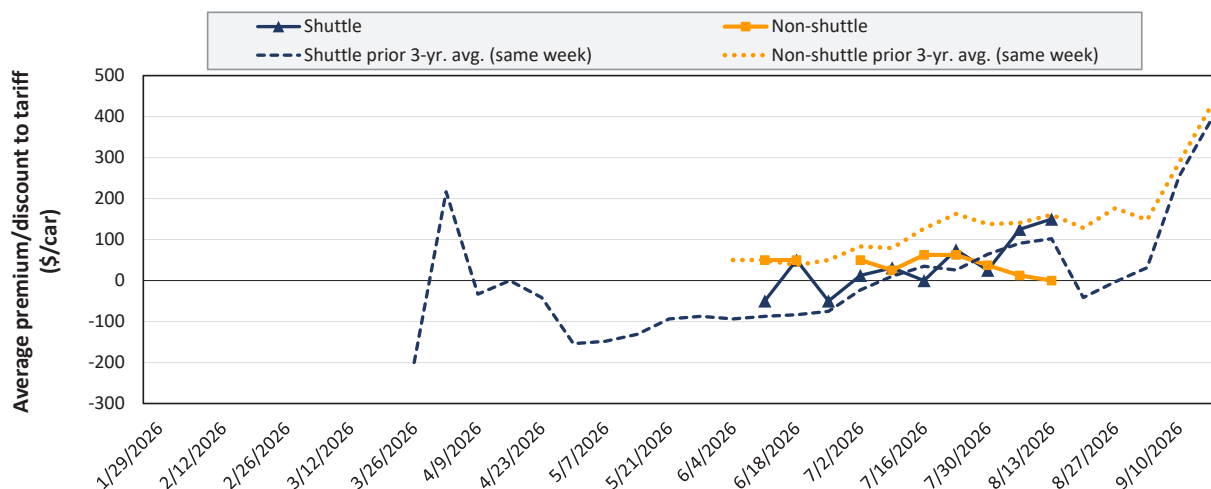
Average non-shuttle bids/offers rose \$6 this week, and are \$78 below the peak.

Average shuttle bids/offers rose \$67 this week and are \$50 below the peak.

8/13/2026	BNSF	UP
Non-Shuttle	\$50	n/a
Shuttle	\$300	\$0

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



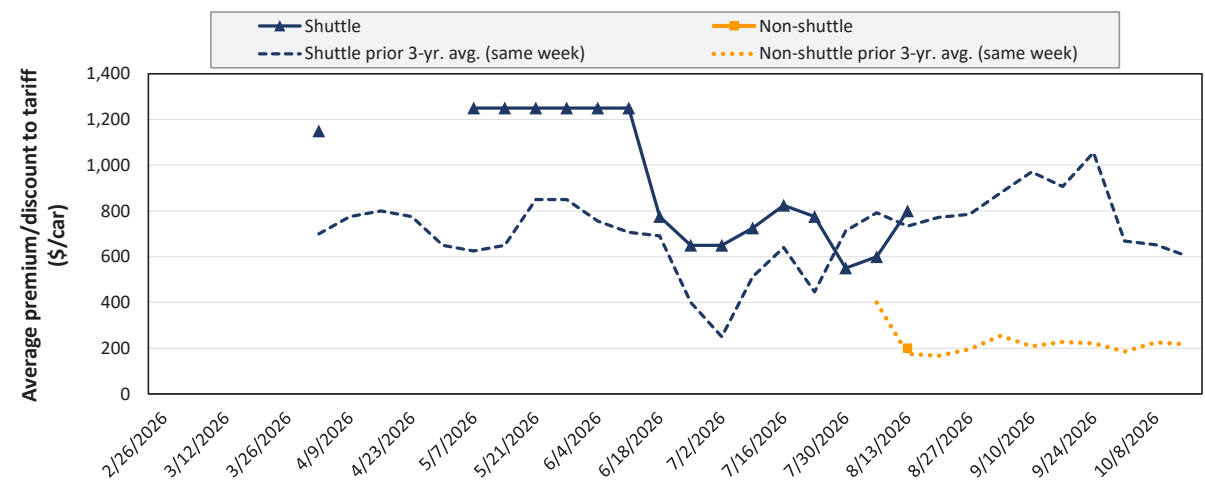
Average non-shuttle bids/offers fell \$13 this week, and are \$63 below the peak.

Average shuttle bids/offers rose \$25 this week and are at the peak.

8/13/2026	BNSF	UP
Non-Shuttle	\$0	\$0
Shuttle	\$300	\$0

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 last week. Average non-shuttle bids/offers this week are at the peak.

Average shuttle bids/offers rose \$200 this week and are \$450 below the peak.

8/13/2026	BNSF	UP
Non-Shuttle	n/a	\$200
Shuttle	\$1,200	\$400

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: 8/13/2026		Delivery period					
		Aug-26	Sep-26	Oct-26	Nov-26	Dec-26	Jan-27
Non-shuttle	BNSF	50	0	n/a	n/a	n/a	n/a
	Change from last week	-50	0	n/a	n/a	n/a	n/a
	Change from same week 2025	-25	-150	n/a	n/a	n/a	n/a
	UP	n/a	0	200	n/a	n/a	n/a
	Change from last week	n/a	-25	n/a	n/a	n/a	n/a
	Change from same week 2025	n/a	50	n/a	n/a	n/a	n/a
Shuttle	BNSF	300	300	1,200	n/a	n/a	n/a
	Change from last week	167	-50	400	n/a	n/a	n/a
	Change from same week 2025	447	344	754	n/a	n/a	n/a
	UP	0	0	400	n/a	n/a	n/a
	Change from last week	-33	100	0	n/a	n/a	n/a
	Change from same week 2025	94	38	150	n/a	n/a	n/a
	CPKC	300	275	n/a	n/a	n/a	n/a
	Change from last week	200	175	n/a	n/a	n/a	n/a
	Change from same week 2025	n/a	175	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, August 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	\$5,984	\$444	\$6,428	\$1.74	\$63.84	8.7
	BNSF	Williston, ND	Superior, WI	Shuttle	\$4,466	\$222	\$4,688	\$1.27	\$46.56	8.2
	CPKC	Westby, MT	St. Louis, MO	Unit	\$6,013	\$846	\$6,859	\$1.85	\$68.11	9.1
	UP	Yuma, AZ	Houston, TX	Manifest	\$6,025	\$810	\$6,835	\$1.85	\$67.88	6.2
Hard red spring (HRS)	BNSF	Alton (Hillsboro), ND	Chicago, IL	DET	\$5,029	\$257	\$5,286	\$1.43	\$52.50	8.9
	BNSF	Alton (Hillsboro), ND	PNW (Seattle, WA)	Shuttle	\$6,365	\$619	\$6,984	\$1.89	\$69.35	10.5
	BNSF	Alton (Hillsboro), ND	Superior, WI	Shuttle	\$3,040	\$120	\$3,160	\$0.85	\$31.38	9.5
	BNSF	Alton (Hillsboro), ND	Texas Gulf (Houston, TX)	Shuttle	\$5,882	\$644	\$6,526	\$1.76	\$64.81	11.8
	BNSF	Bucyrus, ND	PNW (Seattle, WA)	Shuttle	\$5,963	\$545	\$6,508	\$1.76	\$64.63	9.8
	BNSF	Macon, MT	PNW (Seattle, WA)	Shuttle	\$5,562	\$452	\$6,014	\$1.63	\$59.72	9.7
	CPKC	Minot, ND	Kalama, WA	Unit	\$5,448	\$749	\$6,197	\$1.67	\$61.54	7.9
	CPKC	Nekoma, ND	Chicago, IL	Manifest	\$5,255	\$450	\$5,705	\$1.54	\$56.65	7.7
Hard red winter (HRW)	BNSF	Concordia, KS	Greenwood (Mendota), IL	Shuttle	\$3,400	\$234	\$3,634	\$0.98	\$36.09	5.5
	BNSF	Enid, OK	Texas Gulf (Houston, TX)	Shuttle	\$3,400	\$287	\$3,687	\$1.00	\$36.61	1.3
	BNSF	Garden City, KS	PNW (Seattle, WA)	Shuttle	\$5,800	\$773	\$6,573	\$1.78	\$65.28	10.8
	BNSF	Garden City, KS	San Bernardino, CA	DET	\$5,600	\$544	\$6,144	\$1.66	\$61.01	6.0
	BNSF	Garden City, KS	Texas Gulf (Houston, TX)	Shuttle	\$4,200	\$396	\$4,596	\$1.24	\$45.64	7.9
	BNSF	Salina, KS	Texas Gulf (Houston, TX)	Shuttle	\$4,000	\$409	\$4,409	\$1.19	\$43.78	8.8
	BNSF	Wichita, KS	Birmingham, AL	Shuttle	\$3,500	\$337	\$3,837	\$1.04	\$38.10	7.8
	BNSF	Wichita, KS	Chicago, IL	DET	\$3,700	\$230	\$3,930	\$1.06	\$39.02	5.0
	BNSF	Wichita, KS	Texas Gulf (Houston, TX)	Shuttle	\$3,900	\$366	\$4,266	\$1.15	\$42.37	8.2
	UP	Byers, CO	Houston, TX	Shuttle	\$4,525	\$686	\$5,211	\$1.41	\$51.75	6.9
	UP	Goodland, KS	Kansas City, MO	Manifest	\$5,067	\$257	\$5,324	\$1.44	\$52.87	4.4
	UP	Medford, OK	Houston, TX	Shuttle	\$3,775	\$339	\$4,114	\$1.11	\$40.85	4.2
	UP	Salina, KS	Houston, TX	Shuttle	\$4,025	\$451	\$4,476	\$1.21	\$44.45	5.2
HRS/HRW	BNSF	Bowdle, SD	Chicago, IL	DET	\$4,964	\$278	\$5,242	\$1.42	\$52.05	8.2
	BNSF	Conrad, MT	PNW (Seattle, WA)	Shuttle	\$4,589	\$351	\$4,940	\$1.34	\$49.06	10.0
Soft white	BNSF	Templin (Ritzville), WA	PNW (Seattle, WA)	Shuttle	\$2,082	\$173	\$2,255	\$0.61	\$22.39	9.7
All classes (To East Coast flour mills)	CSX	Chicago, IL	Albany, NY	Manifest	\$8,611	\$260	\$8,871	\$2.40	\$88.09	6.3
	CSX	Chicago, IL	Albany, NY	Unit	\$7,676	\$260	\$7,936	\$2.14	\$78.80	7.0
	CSX	Chicago, IL	Buffalo, NY	Manifest	\$6,102	\$166	\$6,268	\$1.69	\$62.24	5.8
	CSX	Chicago, IL	Indiantown, FL	Manifest	\$8,832	\$443	\$9,275	\$2.51	\$92.10	8.2

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, August 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	\$401	\$6,001	\$1.51	\$59.59	2.1
	BNSF	Clarkfield, MN	PNW (Seattle, WA)	Railroad	\$5,470	\$689	\$6,159	\$1.55	\$61.16	10.2
	BNSF	Edison, NE	Hanford, CA	Railroad	\$5,460	\$664	\$6,124	\$1.54	\$60.81	-0.0
	BNSF	Edison, NE	Hereford, TX	Railroad	\$4,500	\$283	\$4,783	\$1.21	\$47.50	-6.0
	BNSF	Edison, NE	PNW (Seattle, WA)	Railroad	\$5,350	\$761	\$6,111	\$1.54	\$60.69	11.7
	BNSF	Greenwood (Mendota), IL	Hereford, TX	Railroad	\$4,620	\$339	\$4,959	\$1.25	\$49.24	7.2
	BNSF	Phelps (Rock Port), MO	Clovis, NM	Railroad	\$4,260	\$276	\$4,536	\$1.14	\$45.05	-6.5
	BNSF	Phelps (Rock Port), MO	Texas Gulf (Houston, TX)	Railroad	\$4,000	\$426	\$4,426	\$1.12	\$43.95	-3.9
	BNSF	Selby, SD	PNW (Seattle, WA)	Railroad	\$5,430	\$599	\$6,029	\$1.52	\$59.87	9.0
	BNSF	St. Cloud, MN	PNW (Seattle, WA)	Railroad	\$5,430	\$679	\$6,109	\$1.54	\$60.67	10.1
	CN	Gibson City, IL	Reserve, LA	Private	\$2,136	\$616	\$2,752	\$0.69	\$27.33	15.9
	CN	Gibson City, IL	Reserve, LA	Railroad	\$2,516	\$616	\$3,132	\$0.79	\$31.10	13.7
	CPKC	Delhi, LA	Morton, MS	Railroad	\$1,342	\$87	\$1,429	\$0.36	\$14.19	3.1
	CPKC	Enderlin, ND	Kalama, WA	Railroad	\$5,047	\$861	\$5,908	\$1.49	\$58.67	6.3
	CPKC	Glenwood, MN	Boardman, OR	Railroad	\$5,513	\$829	\$6,342	\$1.60	\$62.97	5.6
	CSX	Haw Creek (Ladoga), IN	Ozark, AL	Railroad	\$6,241	\$227	\$6,468	\$1.63	\$64.23	8.5
	CSX	Marysville, OH	Rose Hill, NC	Railroad	\$6,378	\$250	\$6,628	\$1.67	\$65.82	8.0
	CSX	Olney, IL	Fairmount, GA	Railroad	\$4,891	\$160	\$5,051	\$1.27	\$50.16	7.3
	UP	Allen Station (San Jose), IL	Pittsburg, TX	Railroad	\$3,935	\$408	\$4,343	\$1.10	\$43.13	1.2
	UP	Frankfort, KS	Calipatria, CA	Railroad	\$5,855	\$927	\$6,782	\$1.71	\$67.35	4.7
Soybeans	UP	Mead, NE	Keyes, CA	Railroad	\$6,015	\$1,025	\$7,040	\$1.78	\$69.91	5.3
	UP	Nebraska City, NE	Amarillo, TX	Railroad	\$4,855	\$421	\$5,276	\$1.33	\$52.40	1.1
	UP	Sloan, IA	Burley, ID	Railroad	\$5,535	\$694	\$6,229	\$1.57	\$61.86	3.2
	UP	Sterling, IL	Nashville, AR	Railroad	\$4,075	\$427	\$4,502	\$1.14	\$44.70	1.3
	BNSF	Argyle, MN	PNW (Seattle, WA)	Railroad	\$6,135	\$629	\$6,764	\$1.83	\$67.17	8.4
	BNSF	Argyle, MN	Texas Gulf (Houston, TX)	Railroad	\$5,185	\$598	\$5,783	\$1.56	\$57.43	-14.9
	BNSF	Casselton, ND	PNW (Seattle, WA)	Railroad	\$6,085	\$609	\$6,694	\$1.81	\$66.47	8.2
	BNSF	Casselton, ND	St. Louis, MO	Railroad	\$3,400	\$320	\$3,720	\$1.01	\$36.94	7.5
	BNSF	Mitchell, SD	PNW (Seattle, WA)	Railroad	\$6,185	\$757	\$6,942	\$1.88	\$68.94	10.2
	CN	Gibson City, IL	Reserve, LA	Private	\$2,136	\$616	\$2,752	\$0.74	\$27.33	15.9
	CN	Gibson City, IL	Reserve, LA	Railroad	\$2,516	\$616	\$3,132	\$0.85	\$31.10	13.7
	CPKC	Enderlin, ND	Kalama, WA	Railroad	\$5,785	\$861	\$6,646	\$1.80	\$66.00	5.6
	CPKC	Enderlin, ND	East St. Louis, IL	Railroad	\$3,526	\$651	\$4,177	\$1.13	\$41.48	6.7
	CSX	Casey, IL	Mobile, AL	Private	\$3,646	\$249	\$3,895	\$1.05	\$38.68	6.8
	CSX	Marion, OH	Chesapeake, VA	Private	\$3,214	\$243	\$3,457	\$0.93	\$34.33	7.6
	UP	Canton, KS	Houston, TX	Railroad	\$3,650	\$441	\$4,091	\$1.11	\$40.62	-23.9
	UP	Cozad, NE	Kalama, WA	Railroad	\$5,140	\$922	\$6,062	\$1.64	\$60.19	-8.3
	UP	Cozad, NE	Houston, TX	Railroad	\$4,010	\$636	\$4,646	\$1.26	\$46.14	-20.4
	UP	Sloan, IA	Ama, LA	Railroad	\$4,090	\$726	\$4,816	\$1.30	\$47.83	-19.2

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.

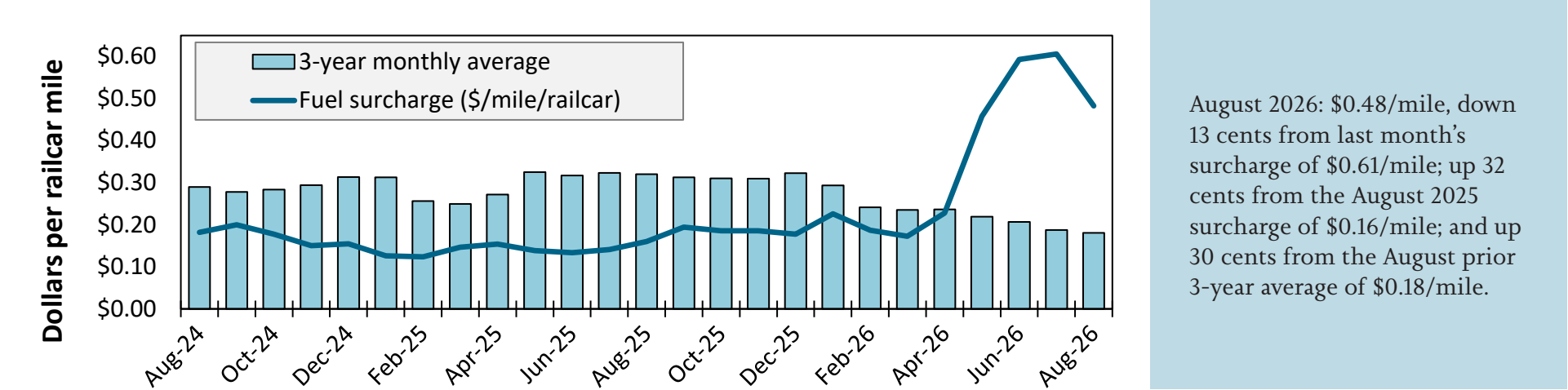
Table 8. Rail tariff rates for U.S. bulk grain shipments to Mexico, August 2026

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	\$462	\$5,103	\$1.28	\$50.22	9.7
	BNSF	Superior, NE	El Paso, TX	Shuttle	\$4,622	\$363	\$4,985	\$1.25	\$49.06	-1.7
	CPKC	Atchison, KS	Laredo, TX	Non-shuttle	\$5,080	\$938	\$6,018	\$1.50	\$59.23	8.3
	CPKC	Council Bluffs, IA	Laredo, TX	Non-shuttle	\$5,550	\$1,038	\$6,588	\$1.65	\$64.84	8.4
	CPKC	Kansas City, MO	Laredo, TX	Non-shuttle	\$5,005	\$896	\$5,901	\$1.48	\$58.08	8.1
	CPKC	Marshall, MO	Laredo, TX	Non-shuttle	\$5,190	\$950	\$6,140	\$1.54	\$60.43	8.3
	UP	Pontiac, IL	Eagle Pass, TX	Shuttle	\$4,535	\$753	\$5,288	\$1.32	\$52.04	4.3
Soybeans	UP	Sterling, IL	Eagle Pass, TX	Shuttle	\$4,655	\$782	\$5,437	\$1.36	\$53.51	4.5
	BNSF	Brunswick, MO	El Paso, TX	Shuttle	\$4,325	\$392	\$4,717	\$1.26	\$46.43	-12.7
	BNSF	Hardin, MO	Eagle Pass, TX	Shuttle	\$4,325	\$390	\$4,715	\$1.26	\$46.41	-12.7
	CPKC	Atchison, KS	Laredo, TX	Non-shuttle	\$5,080	\$938	\$6,018	\$1.61	\$59.23	8.3
	CPKC	Kansas City, MO	Laredo, TX	Non-shuttle	\$5,005	\$896	\$5,901	\$1.58	\$58.08	8.1
	UP	Grand Island, NE	Eagle Pass, TX	Shuttle	\$4,950	\$717	\$5,667	\$1.52	\$55.77	-14.3
	UP	Roelyn, IA	Eagle Pass, TX	Shuttle	\$5,035	\$751	\$5,786	\$1.55	\$56.95	-13.9
Wheat	BNSF	FT Worth, TX	El Paso, TX	DET	\$3,100	\$283	\$3,383	\$0.91	\$33.30	10.7
	BNSF	FT Worth, TX	El Paso, TX	Shuttle	\$2,600	\$283	\$2,883	\$0.77	\$28.37	1.0
	CPKC	Kansas City, MO	Laredo, TX	Non-shuttle	\$5,005	\$896	\$5,901	\$1.58	\$58.08	8.1
	UP	Great Bend, KS	Laredo, TX	Shuttle	\$4,325	\$538	\$4,863	\$1.30	\$47.86	5.7
	UP	Wichita, KS	Laredo, TX	Shuttle	\$4,065	\$474	\$4,539	\$1.22	\$44.67	5.4

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).

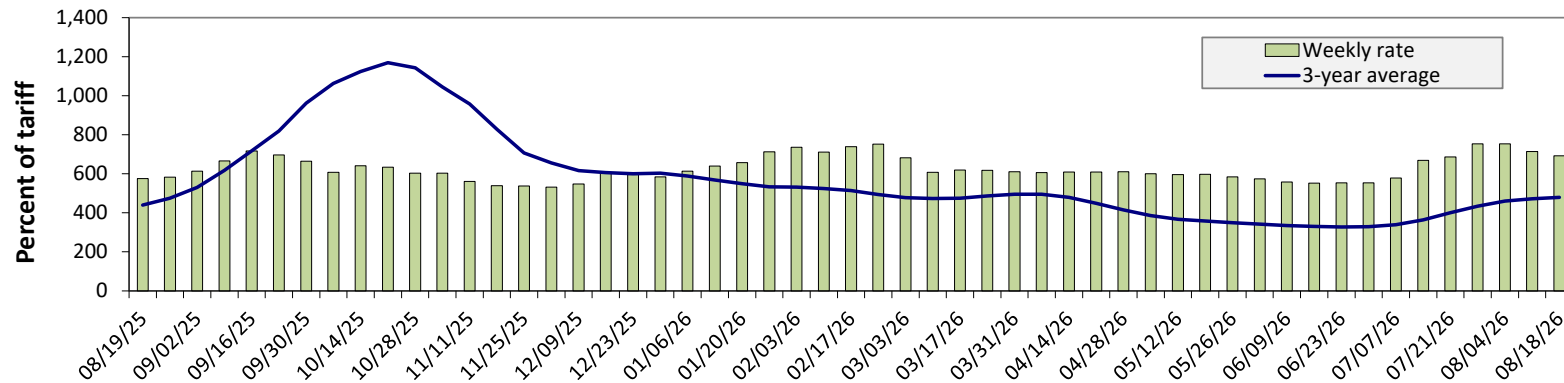
Figure 9. Railroad fuel surcharges, North American weighted average



August 2026: \$0.48/mile, down 13 cents from last month's surcharge of \$0.61/mile; up 32 cents from the August 2025 surcharge of \$0.16/mile; and up 30 cents from the August prior 3-year average of \$0.18/mile.

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 August 18: 3 percent lower than the previous week; 20 percent higher than last year; and 44 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	8/18/2026	765	719	692	588	647	558
	8/11/2026	807	747	714	630	675	582
\$/ton	8/18/2026	47.35	38.25	32.11	23.46	30.34	17.52
	8/11/2026	49.95	39.74	33.13	25.14	31.66	18.27
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	21	20	27	34	19
	3-year avg.	39	45	44	45	47	39
Rate	September	891	866	833	796	822	775
	November	794	773	732	663	700	564

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](#).

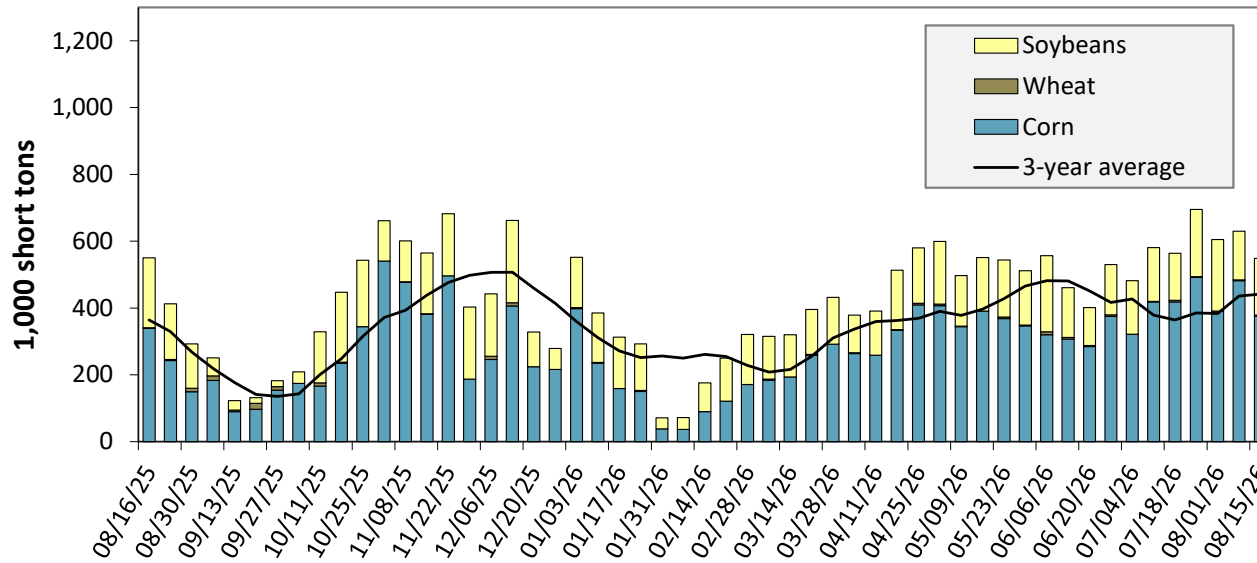
Source: USDA, Agricultural Marketing Service.

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 August 15: 0.2 percent lower than last year and 24 percent higher than the 3-year average.

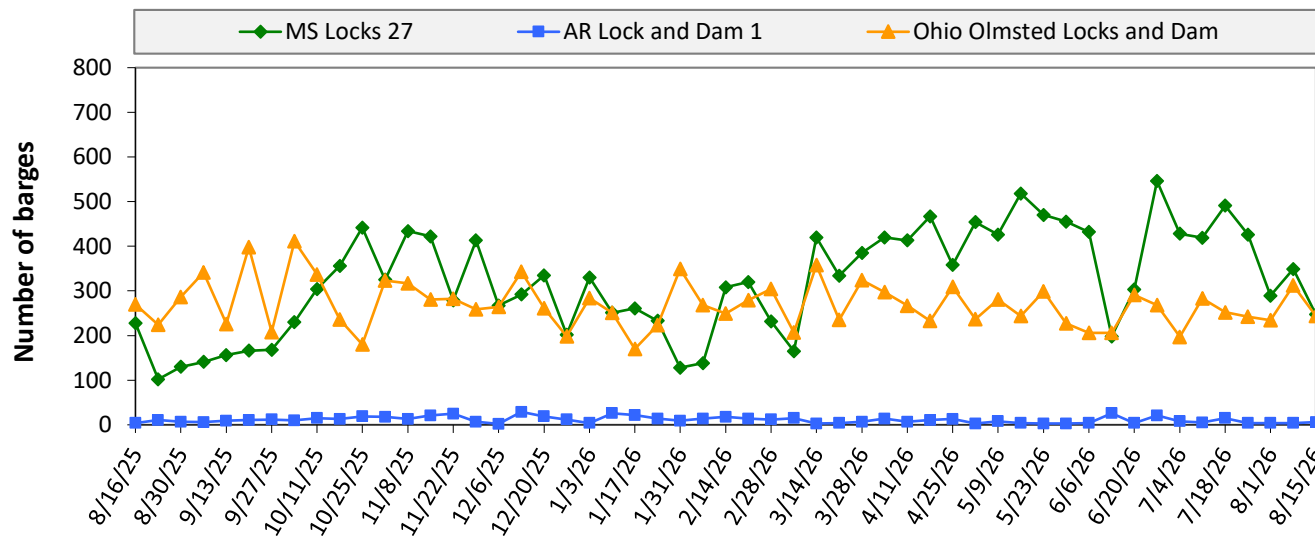
Note: The 3-year average is a 4-week moving average.
Source: U.S. Army Corps of Engineers.

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

For the week ending 08/15/2026	Corn	Wheat	Soybeans	Other	Total
Mississippi River (Rock Island, IL (L15))	95	0	51	0	145
Mississippi River (Winfield, MO (L25))	248	0	117	0	365
Mississippi River (Alton, IL (L26))	397	2	178	0	576
Mississippi River (Granite City, IL (L27))	376	3	170	0	549
Illinois River (La Grange)	134	2	30	0	165
Ohio River (Olmsted)	35	20	20	0	74
Arkansas River (L1)	0	11	4	0	15
Weekly total - 2026	411	34	194	0	639
Weekly total - 2025	366	48	252	2	667
2026 YTD	11,607	635	6,595	64	18,901
2025 YTD	13,362	858	7,180	126	21,526
2026 as % of 2025 YTD	87	74	92	51	88
Last 4 weeks as % of 2025	119	57	65	162	94
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.

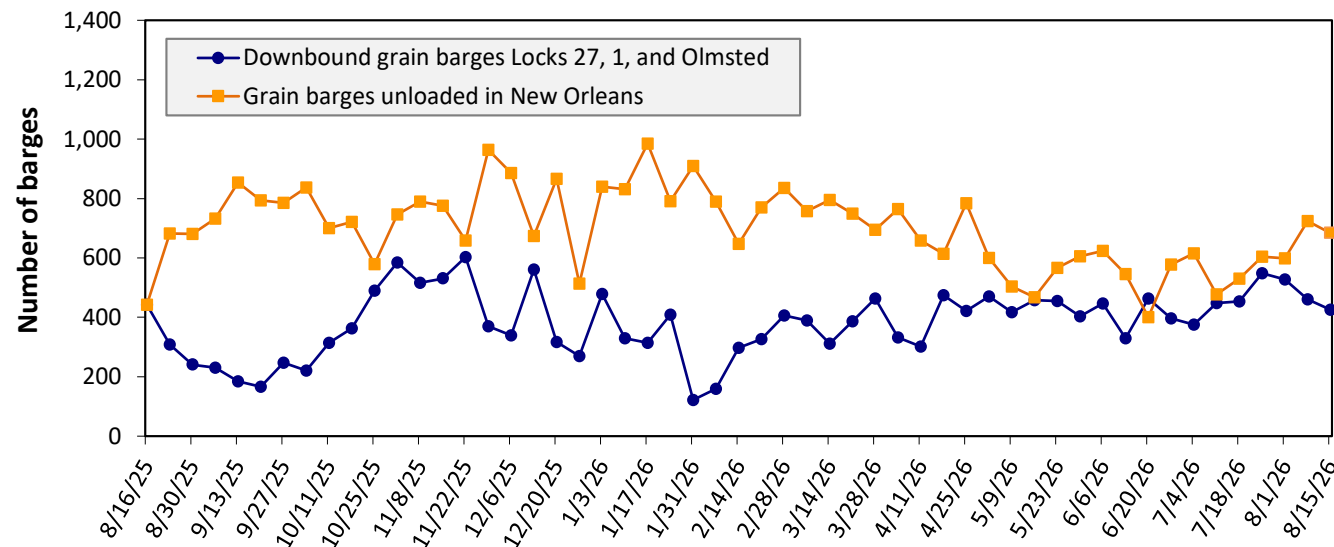
Figure 13. Upbound empty barges transiting Mississippi River Locks 27, Arkansas River Lock and Dam 1, and Ohio River Olmsted Locks and Dam



For the week ending August 15: 497 barges transited the locks, 168 barges fewer than the previous week, and 6 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 August 15: 426 barges moved down river, 34 fewer than the previous week; 684 grain barges unloaded in the New Orleans Region, 6 percent fewer 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	
		August 2026	July 2026	August 2025	Last year	3-year avg.
Snake River	Lewiston, ID/Clarkston, WA/Wilma, WA	\$24.76	\$24.96	\$23.06	7.3	12.4
	Central Ferry, WA/Almota, WA	\$23.80	\$24.03	\$22.13	7.5	12.6
	Lyons Ferry, WA	\$22.71	\$22.98	\$21.08	7.7	12.8
	Windust, WA/Lower Monumental, WA	\$21.60	\$21.91	\$20.01	7.9	13.1
	Sheffler, WA	\$21.57	\$21.88	\$19.98	7.9	13.1
Columbia River	Burbank, WA/Kennewick, WA/Pasco, WA	\$20.29	\$20.64	\$18.74	8.2	13.5
	Port Kelly, WA/Wallula, WA	\$20.05	\$20.41	\$18.51	8.3	13.6
	Umatilla, OR	\$19.95	\$20.31	\$18.41	8.3	13.7
	Boardman, OR/Hogue Warner, OR	\$19.67	\$20.04	\$18.14	8.4	13.8
	Arlington, OR/Roosevelt, WA	\$19.50	\$19.88	\$17.98	8.4	13.8
	Biggs, OR	\$18.07	\$18.50	\$16.60	8.8	14.3
	The Dalles, OR	\$16.89	\$17.36	\$15.46	9.2	14.9

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

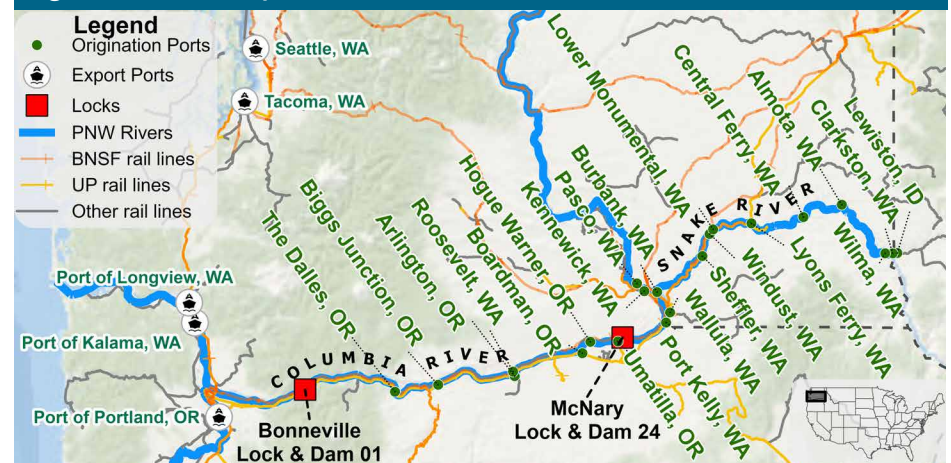
Table 12. Monthly barged grain movements, Columbia-Snake (1,000 tons)

July, 2026	Wheat	Other	Total
Snake River (McNary Lock and Dam (L24))	295	0	295
Columbia River (Bonneville Lock and Dam (L1))	339	0	339
Monthly total 2025 (L1)	279	0	279
Monthly total 2025 (L24)	222	0	222
2026 YTD (L1)	1,884	0	1,884
2026 YTD (L24)	1,508	0	1,508
2025 YTD (L1)	2,208	0	2,208
2025 YTD (L24)	1,944	0	1,944

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.

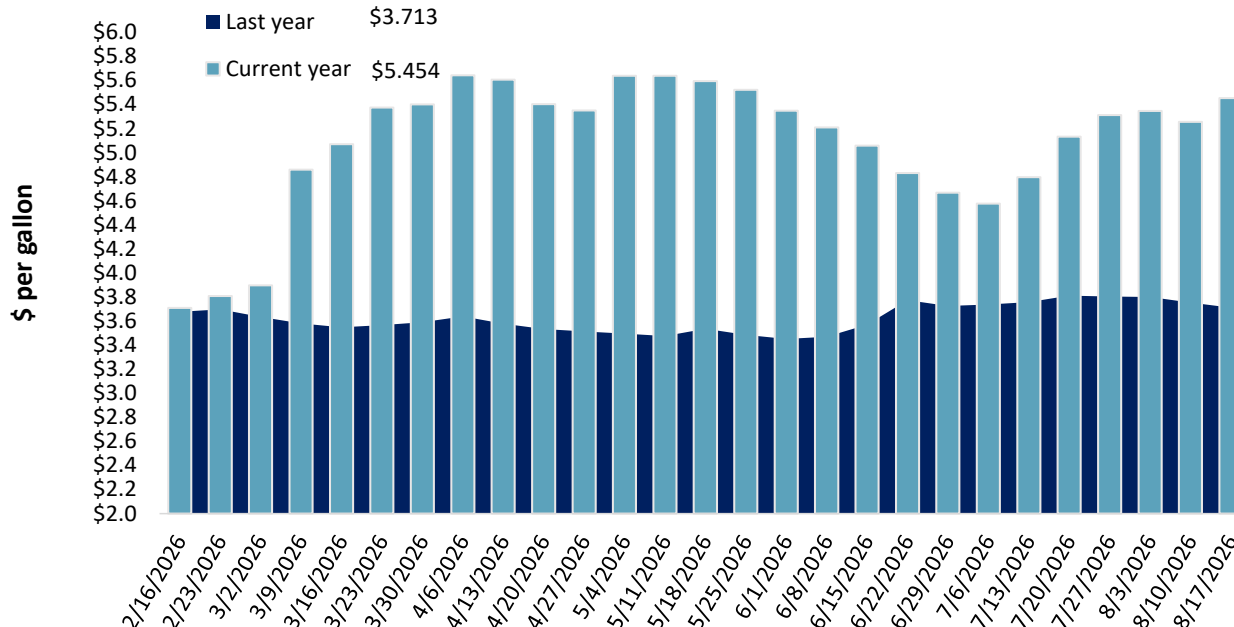
Table 13. Retail on-highway diesel prices, week ending 8/17/2026 (U.S. \$/gallon)

Region	Location	Price	Change from	
			Week ago	Year ago
I	East Coast	5.340	0.147	1.607
	New England	5.545	0.031	1.576
	Central Atlantic	5.652	0.117	1.744
	Lower Atlantic	5.204	0.170	1.561
II	Midwest	5.435	0.254	1.733
III	Gulf Coast	5.237	0.193	1.897
IV	Rocky Mountain	5.427	0.156	1.670
V	West Coast	6.203	0.170	1.748
	West Coast less California	5.699	0.173	1.605
	California	6.785	0.167	1.914
Total	United States	5.454	0.197	1.741

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 August 17, the U.S. average diesel fuel price increased 19.7 cents from the previous week to \$5.454 per gallon, 174.1 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 08/13/2026	684	517	1,292	1,272	96	3,860	5,694	1,883	11,437
	This week year ago	2,821	896	1,698	1,443	71	6,929	5,054	2,171	14,154
	Last 4 wks. as % of same period in prior marketing year	29	66	79	87	164	59	161	106	103
Current shipped (cumulative) exports sales	Current MYTD	1,144	720	1,067	938	137	4,007	82,042	39,992	126,040
	Prior MYTD	2,017	776	1,161	544	99	4,596	65,439	48,833	118,868
	Current MYTD as % of prior MYTD	57	93	92	173	139	87	125	82	106
	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 8/13/2026	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	4,289	25,179	23,180	9	19,839
Japan	1875	16,040	13,400	20	10,478
Colombia	861	8,809	7,595	16	5,493
China	0	0	33	-100	3,461
Korea	1022	8,935	6,224	44	3,127
Top 5 importers	8,047	58,963	50,431	17	42,399
Total U.S. corn export sales	11,391	87,736	70,492	24	54,276
% of YTD current month's export projection	14%	102%	97%	-	-
Change from prior week	816	233	-40	-	-
Top 5 importers' share of U.S. corn export sales	71%	67%	72%	-	78%
USDA forecast August 2026	83,189	86,365	72,978	18	-
Corn use for ethanol USDA forecast August 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 8/13/2026	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	5,688	12,498	22,479	-44	26,078
Mexico	1,455	5,116	5,067	1	4,762
Japan	257	2,414	2,146	12	2,107
Egypt	137	5,012	3,633	38	2,098
Indonesia	63	2,544	2,094	21	1,997
Top 5 importers	7,600	27,583	35,419	-22	37,042
Total U.S. soybean export sales	11,856	41,875	51,005	-18	48,941
% of YTD current month's export projection	26%	101%	99%	-	-
Change from prior week	1723	85	-59	-	-
Top 5 importers' share of U.S. soybean export sales	64%	66%	69%	-	76%
USDA forecast, August 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 8/13/2026	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	1,822	1,940	-6	3,744
Philippines	958	1,148	-17	2,677
Japan	940	807	17	2,050
Korea	836	855	-2	1,888
Taiwan	475	399	19	1,005
Nigeria	195	611	-68	878
China	NA	0	NA	863
Indonesia	209	497	-58	746
Thailand	283	299	-5	690
Vietnam	114	190	-40	581
Top 10 importers	5,833	6,745	-14	15,121
Total U.S. wheat export sales	7,867	11,525	-32	21,015
% of YTD current month's export projection	37%	47%	-	-
Change from prior week	394	520	-	-
Top 10 importers' share of U.S. wheat export sales	74%	59%	-	72%
USDA forecast, August 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)

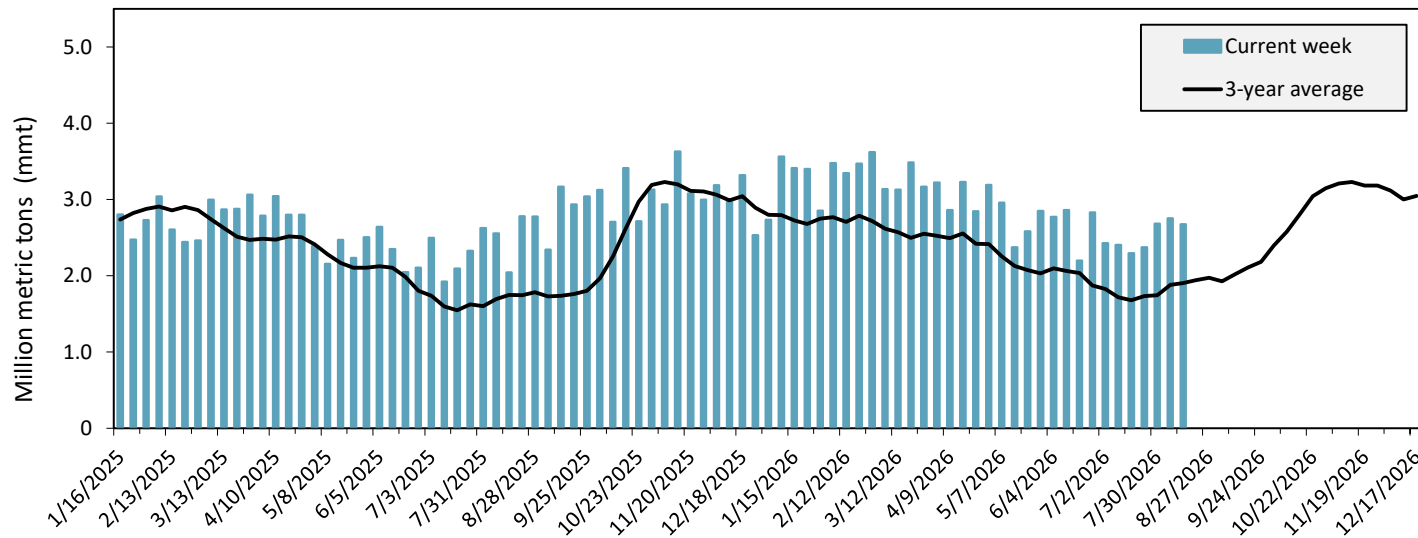
Port regions	Commodity	For the week ending 08/13/2026	Previous week	Current week as % of previous	2026 YTD	2025 YTD	2026 YTD as % of 2025 YTD	Last 4-weeks as % of:		2025 total
								Last year	Prior 3-yr. avg.	
Pacific Northwest	Corn	421	390	108	17,004	15,439	110	130	245	24,214
	Soybeans	19	0	n/a	4,181	1,966	213	n/a	265	2,957
	Wheat	301	268	113	6,331	6,632	95	142	121	12,271
	All grain	741	657	113	27,831	24,152	115	135	183	39,721
Mississippi Gulf	Corn	1,058	925	114	24,395	22,941	106	156	188	37,115
	Soybeans	140	261	54	13,567	12,383	110	54	73	23,350
	Wheat	114	89	128	2,114	2,492	85	82	72	3,980
	All grain	1,312	1,305	101	40,152	37,857	106	112	136	64,484
Texas Gulf	Corn	7	37	20	1,009	309	327	71	114	590
	Soybeans	0	0	n/a	100	106	94	n/a	n/a	1,431
	Wheat	20	36	56	1,983	2,740	72	35	69	4,690
	All grain	27	128	21	6,670	3,570	187	57	67	7,774
Interior	Corn	339	338	100	10,122	8,901	114	93	121	15,546
	Soybeans	109	149	74	4,605	4,286	107	93	114	7,713
	Wheat	41	87	47	1,964	1,955	100	89	99	3,104
	All grain	490	585	84	16,987	15,472	110	93	116	26,888
Great Lakes	Corn	21	0	n/a	337	64	523	124	372	414
	Soybeans	0	0	n/a	58	0	n/a	n/a	n/a	63
	Wheat	15	5	289	188	165	114	78	52	434
	All grain	37	5	685	584	229	255	123	159	911
Atlantic	Corn	65	71	91	1,221	242	505	376	925	607
	Soybeans	2	0	n/a	612	488	125	50	69	1,085
	Wheat	2	1	156	14	50	28	50	51	81
	All grain	69	72	95	1,846	779	237	256	463	1,773
All Regions	Corn	1,911	1,760	109	54,088	47,896	113	132	184	78,486
	Soybeans	270	410	66	23,632	19,332	122	67	87	36,852
	Wheat	493	486	102	12,593	14,034	90	95	97	24,560
	All grain	2,675	2,754	97	94,580	82,164	115	110	138	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.

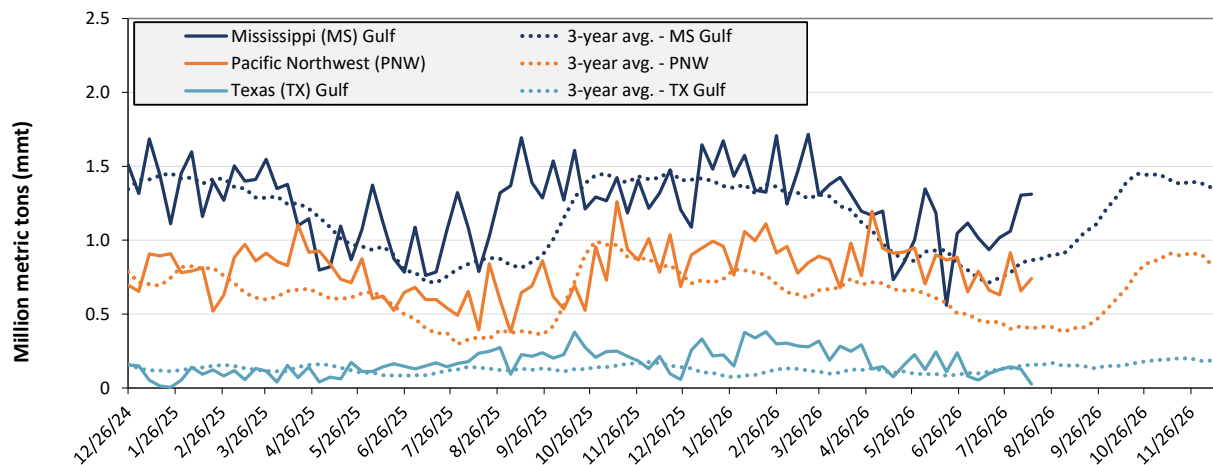
Figure 17. U.S. grain inspected for export (wheat, corn, and soybeans)



For the week ending August 13: 2.7 mmt of grain inspected, down 3 percent from the previous week, up 29 percent from the same week last year, and up 40 percent from the 3-year average.

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 08/13/26 inspections (mmt):

MS Gulf: 1.31

PNW: 0.74

TX Gulf: 0.03

Percent change from:	MS Gulf	TX Gulf	U.S. Gulf	PNW
Last week	unchanged	down 79	down 7	up 13
Last year (same 7 days)	up 72	down 90	up 28	up 68
3-year average (4-week moving average)	up 52	down 83	up 31	up 84

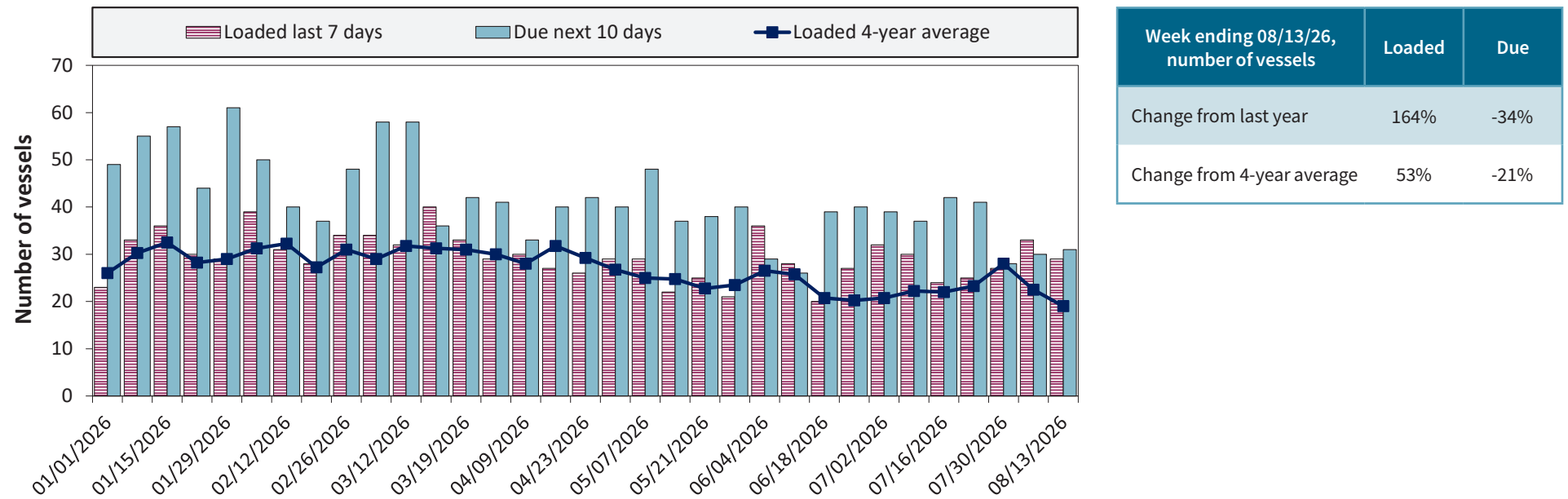
Table 19. Weekly port region grain ocean vessel activity (number of vessels)

Date	Gulf			Pacific Northwest
	In port	Loaded 7-days	Due next 10-days	In port
8/13/2026	9	29	31	12
8/6/2026	22	33	30	14
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.

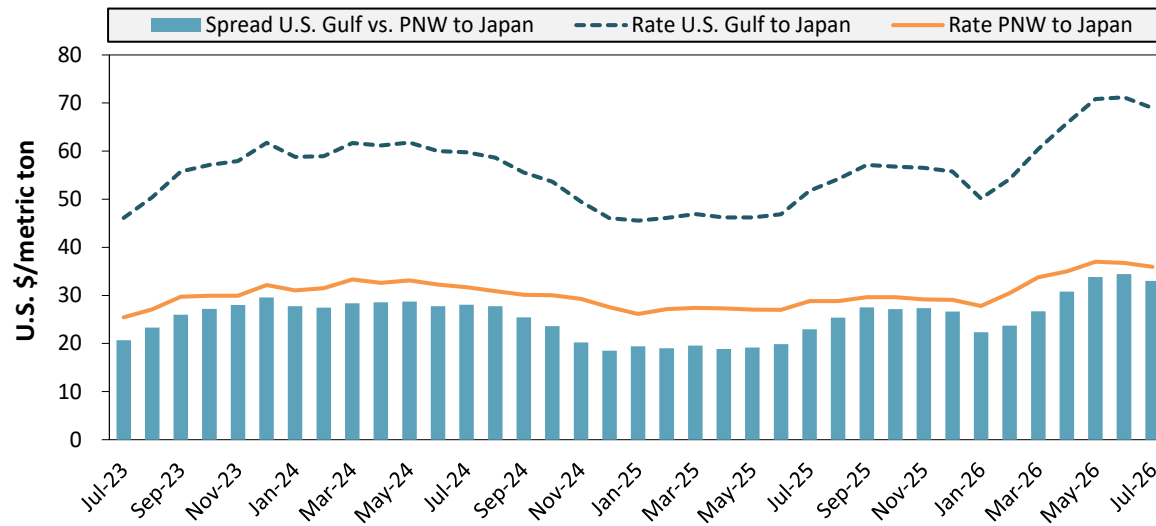
Figure 19. U.S. Gulf vessel loading activity



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
July 2026	\$68.95	\$35.95	\$33.00
Change from July 2025	33%	25%	44%
Change from 4-year average	21%	13%	30%

Table 20. Ocean freight rates for selected shipments, week ending 08/15/2026

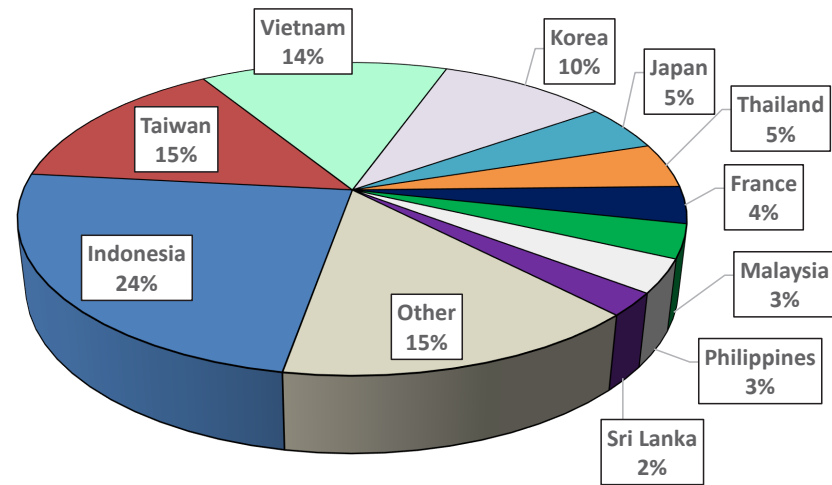
Export region	Import region	Grain types	Entry date	Loading date	Volume loads (metric tons)	Freight rate (US\$/metric ton)
U.S. Gulf	China	Heavy grain	Aug 6, 2026	Sept 2/11, 2026	66,000	69.25
U.S. Gulf	Colombia	Soybean meal	Mar 24, 2026	May 1/10, 2026	50,000	31.60
PNW	Japan	Heavy grain	Aug 14, 2026	Nov 1/15, 2026	65,000	41.00
PNW	China	Heavy grain	Aug 4, 2026	Sep 1/10, 2026	65,000	35.00
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	Aug 12, 2026	Aug 20/30, 2026	63,000	50.50
Brazil	China	Heavy grain	Jul 29, 2026	Aug 21/30, 2026	63,000	49.75
Brazil	China	Heavy grain	Jul 29, 2026	Aug 15/20, 2026	63,000	50.00
Brazil	China	Heavy grain	Jul 24, 2026	Aug 14/19, 2026	66,000	52.00
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.

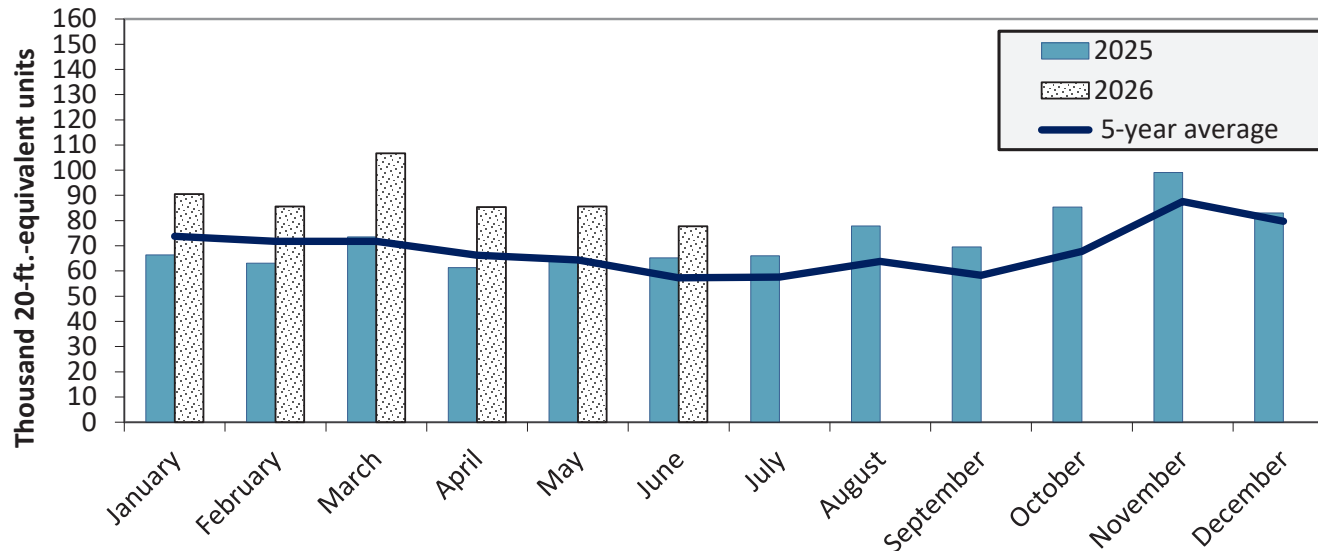
Figure 21. Top 10 destination markets for U.S. containerized grain exports, Jan-Jun 2026



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 PERS data, S&P Global.

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



Containerized grain shipments in June 2026 were up 19.2 percent from last year and up 35.8 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 PERS data, S&P Global.

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Preferred citation: U.S. Department of Agriculture, Agricultural Marketing Service. Grain Transportation Report. August 20, 2026.

Web: <http://dx.doi.org/10.9752/TS056.08-20-2026>

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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