



Grain Transportation Report

Contents

Weekly Highlights.....	2
Snapshots by Sector.....	3
Feature Article.....	4
Grain Transportation Indicators	6
Rail Transportation.....	8
Barge Transportation.....	16
Truck Transportation	20
Grain Exports	21
Ocean Transportation.....	25
Contacts and Links.....	28

August 27, 2026

A weekly publication of the Agricultural Marketing Service

www.ams.usda.gov/GTR

Panama Canal Announces Transit Restrictions.

On August 20, the Panama Canal Authority (PCA) [announced](#) new transit restrictions to accommodate below-average rainfall from an emerging El Niño weather pattern. Beginning September 4, the Canal will allow only 34 transits per day—9 vessels through the Neopanamax locks and 25 through the Panamax locks. Beginning September 15, only 32 transits per day will be permitted—9 vessels through the Neopanamax locks and 23 vessels through the Panamax locks. Normally, the Canal can handle 36-40 vessels per day.

In a departure from the [original announcement](#), the Canal will lower the maximum authorized draft for the Neopanamax locks to 48 feet on September 2, and further lower it to 47.5 feet, on October 1. The current maximum authorized draft for the Neopanamax locks (effective since August 15) is 48.5 feet.

During the last El Niño weather pattern in 2023-24, the PCA's draft and transit restrictions prompted shippers to reroute Asia-bound U.S. grain exports, avoiding the Canal ([Grain Transportation Report \(GTR\), November 23, 2023](#)).

Weskan Files Formal Rate Complaint Against K&O.

On August 21, [Weskan Grain, LLC \(Weskan\)](#) filed a formal rate reasonableness complaint against the Kansas and Oklahoma Railroad (K&O) at the Surface Transportation Board (STB). The complaint challenges K&O's rates for 50-car manifest blocks moving westward from its Scott City East facility (in Scott City, KS) to its Stockton grain elevator (near Sheridan Lake, CO). Weskan notes that the rates—\$850 per car for

using K&O-supplied railcars and \$825 per car for shipper-supplied cars—result in revenue-to-variable cost ratios of 253 percent and 305 percent, respectively. Both ratios are well above STB's 180-percent jurisdictional threshold.

In April, Weskan petitioned STB to waive pre-filing and mediation rules. [In July, STB](#) accepted Weskan's April petition as the official pre-filing notice, but mandated a shortened 30-day mediation period. Following the expiration of that mediation on August 10 without a settlement, Weskan was cleared to file its formal complaint.

This proceeding is a rare, formal short line rate case and the first STB rate case involving grain in nearly 30 years. For more background on the case and the related interchange commitment dispute, see [GTR, April 30, 2026](#).

AGP Opens New Soybean Meal Export Terminal in Washington.

Earlier this month, [Ag Processing Inc.](#) (AGP) opened a new soybean-meal-export facility at the Port of Grays Harbor in Washington State. From the port's [Terminal 4](#), the new facility is expected to load around 60 vessels per year, more than doubling AGP's annual handling capacity for soybean meal exports through the port. AGP first began exporting soybean meal from the port's Terminal 2 in 2004.

Over the past several years, the United States has added significant soybean crush capacity to support the increased demand for renewable diesel, of which soybean oil is a primary feedstock. Soybean meal is a coproduct of soybean crushing, and much of the growth in production is being exported. For marketing year (MY) 2026/27, [USDA projects 20.6](#)

[million metric tons](#) of U.S. soybean meal exports—up 37 percent from the prior 5-year average and up 96 percent from MY 2016/17.

Earlier this summer, the first-ever U.S. unit train of soybean oil was loaded and shipped from AGP's soybean crush plant in David City, NE ([GTR, July 16, 2026, second highlight](#)).

Appeals Court Backs FMC on Detention Fees.

As the [Federal Maritime Commission \(FMC\)](#) [announced](#) last month, [the D.C. Circuit \(on April 28\) upheld](#) the agency's finding that Evergreen Shipping's detention fees were unreasonable during a 3-day port closure in which the trucker in question had no practical way to return a container and chassis.

The court agreed with FMC that detention and demurrage fees, which must promote the fluid transport of freight, are not effective incentives when a carrier's customer cannot feasibly comply. The court also supported the FMC's conclusion that Evergreen failed to justify its fees under the circumstances and did not adequately show that the charges compensated for actual costs incurred.

Ultimately, the ruling reinforced FMC rules, which hold that ocean carriers bear the burden of showing that detention and demurrage fees are both reasonable and aligned with the efficient flow of equipment in the supply chain.

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 20, [unshipped balances](#) of corn and soybeans totaled 5.78 million metric tons (mmt), down 24 percent from last week and up 6 percent from the same time last year. The unshipped balance of wheat for MY 2026/27 was 3.84 mmt, down 1 percent from last week and down 41 percent from the same time last year.

Net [corn export sales](#) for MY 2025/26 were 0.031 mmt, down 87 percent from last week. Net [soybean export sales](#) were 0.074 mmt, down 13 percent from last week. Net [wheat export sales](#) for marketing year 2026/27 were 0.403 mmt, up 2 percent from last week.

Rail

U.S. Class I railroads originated 26,543 [grain carloads](#) during the week ending August 15. This was a 1-percent decrease from the previous week, 4 percent more than last year, and 16 percent more than the 3-year average.

Average September [shuttle secondary railcar bids/offers](#) (per car) were \$400 above tariff for the week ending August 20. This was \$250 more than last week and \$425 more than this week last year. Average non-shuttle secondary railcar bids/offers per car were \$28 above tariff. This was \$28 more than last week and \$16 more than this week last year.

Barge

For the week ending August 22, [barged grain movements](#) totaled 475,450 tons. This was 26 percent less than the previous week and 2 percent less than the same week last year.

For the week ending August 22, 319 [barges moved down river](#), 107 fewer than the previous week. There were 549 grain barges unloaded in the New Orleans region, 20 percent fewer than the previous week.

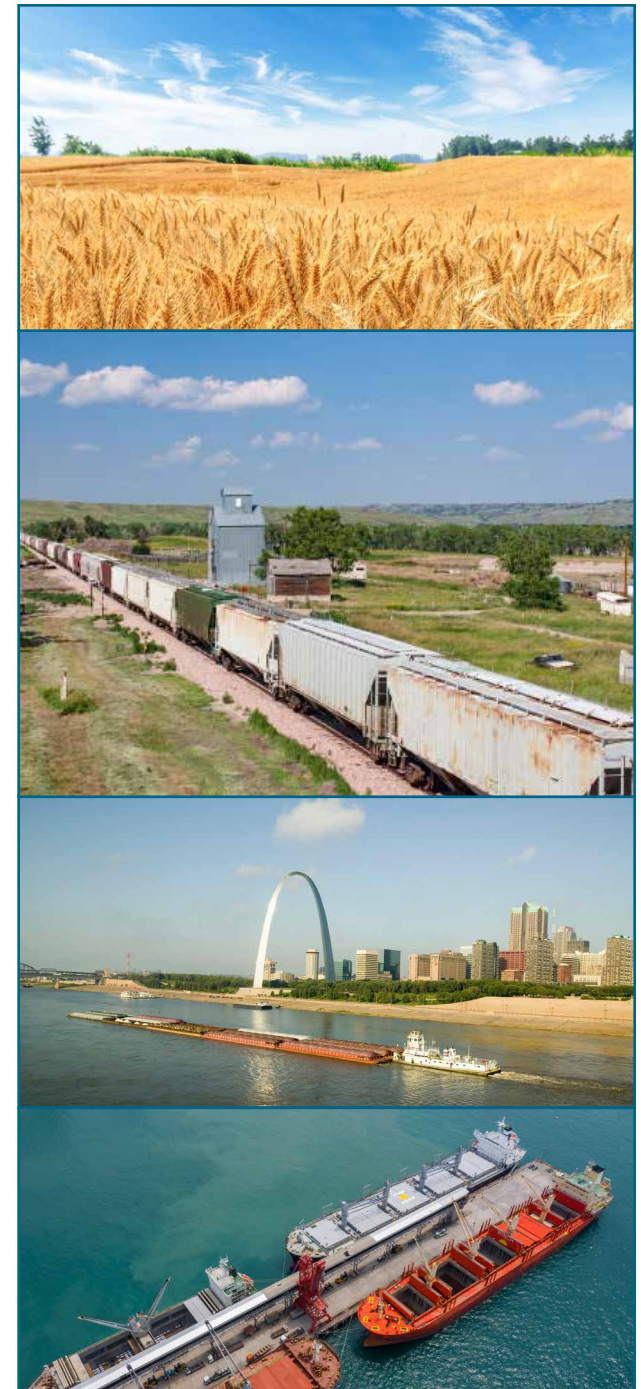
Ocean

For the week ending August 20, 23 [oceangoing grain vessels](#) were loaded in the Gulf—8 percent fewer than the same period last year. Within the next 10 days (starting August 21), 30 vessels were expected to be loaded—39 percent fewer than the same period last year.

As of August 20, the rate for shipping a metric ton (mt) of grain from the U.S. Gulf to Japan was \$73.00, unchanged from the previous week. The rate from the Pacific Northwest to Japan was \$36.75 per mt, up 1 percent from the previous week.

Fuel

For the week ending August 24, the [U.S. average diesel fuel price](#) increased 19.8 cents from the previous week to \$5.652 per gallon, 194.4 cents above the same week last year.



Second-Quarter 2026 Corn and Soybean Total Landed Costs

From second quarter 2025 to second quarter 2026 (year to year), costs for transporting corn and soybeans from Minneapolis, MN, to Japan rose via the U.S. Gulf (Gulf route) and the Pacific Northwest (PNW route). From first quarter 2026 to second quarter 2026 (quarter to

quarter), transportation costs rose for corn and soybeans via the Gulf route and rose for both commodities via the PNW route.

Year to year, higher transportation costs elevated total landed costs for Gulf-route corn shipments, while a drop in farm values lowered

total landed costs for PNW-route corn. Total landed costs for soybeans via both routes rose year to year, because of higher transportation costs and farm values.

Quarter to quarter, total landed costs for Gulf- and PNW-route corn and soybeans rose because of higher farm values and transportation costs (tables 1 and 2).

Table 1. Cost of shipping corn and soybeans from Minneapolis to Japan through the U.S. Gulf

	Corn					Soybeans				
	\$/metric ton			Percent change		\$/metric ton			Percent change	
	2nd qtr. '25	1st qtr. '26	2nd qtr. '26	Yr. to yr.	Qtr. to qtr.	2nd qtr. '25	1st qtr. '26	2nd qtr. '26	Yr. to yr.	Qtr. to qtr.
Truck	18.07	17.63	18.71	3.54	6.13	18.07	17.63	18.71	3.54	6.13
Barge	36.64	24.07	47.02	28.33	95.35	36.64	24.07	47.02	28.33	95.35
Rail	-	35.23	-	-	-	-	37.56	-	-	-
Ocean	46.42	54.93	69.27	49.22	26.11	46.42	54.93	69.27	49.22	26.11
Total transportation cost	101.13	131.86	135.00	33.49	2.38	101.13	134.19	135.00	33.49	0.60
Farm value	174.66	154.19	159.57	-8.64	3.49	366.33	377.60	401.73	9.66	6.39
Total landed cost	275.79	286.05	294.57	6.81	2.98	467.46	511.79	536.73	14.82	4.87
Transportation % landed cost	36.67	46.10	45.83	9.16	-0.27	21.63	26.22	25.15	3.52	-1.07

Table 2. Cost of shipping corn and soybeans from Minneapolis to Japan through the Pacific Northwest

	Corn					Soybeans				
	\$/metric ton			Percent change		\$/metric ton			Percent change	
	2nd qtr. '25	1st qtr. '26	2nd qtr. '26	Yr. to yr.	Qtr. to qtr.	2nd qtr. '25	1st qtr. '26	2nd qtr. '26	Yr. to yr.	Qtr. to qtr.
Truck	18.07	17.63	18.71	3.54	6.13	18.07	17.63	18.71	3.54	6.13
Rail	55.47	55.40	59.54	7.34	7.47	63.46	63.39	67.54	6.43	6.55
Ocean	27.12	30.68	36.25	33.67	18.16	27.12	30.68	36.25	33.67	18.16
Total transportation cost	100.66	103.71	114.50	13.75	10.40	108.65	111.70	122.50	12.75	9.67
Farm value	174.66	154.19	159.57	-8.64	3.49	366.33	377.60	401.73	9.66	6.39
Total landed cost	275.32	257.9	274.07	-0.45	6.27	474.98	489.30	524.23	10.37	7.14
Transportation % landed cost	36.56	40.21	41.78	5.22	1.56	22.87	22.83	23.37	0.49	0.54

Note: Barge rates are from Minneapolis to the Gulf for the second quarter and St. Louis to the Gulf for the first quarter. First quarter also includes a rail portion, from Minneapolis to St. Louis, given the closure of the Upper Mississippi River. All rail tariffs include fuel surcharges and revisions for heavy axle rail cars and shuttle trains. The rail tariff rate is a base price of rail freight rates, but during periods of high rail demand or car shortages, high auction and secondary market rates could exceed the base rail tariffs per car. USDA, National Agricultural Statistics Service is the source for corn and soybean prices. The quarter-to-quarter and year-to-year changes in transportation's share of total landed costs reflect percentage-point changes. qtr. = quarter; yr. = year.

Source: USDA, Agricultural Marketing Service.

U.S. Gulf Costs

Transportation and Total Landed Costs.

Year to year, Gulf-route transportation costs rose 33 percent for corn and soybeans. For both commodities, the increase was driven by a 49-percent rise in ocean freight rates, 28-percent rise in barge freight rates, and 4-percent increase in truck freight rates.

Quarter to quarter, Gulf-route transportation costs were up 2 percent for corn and up 1 percent for soybeans. The quarter-to-quarter decrease for soybeans reflected a rise in demand for barge transportation, as the annual reopening of the Upper Mississippi River (after its winter closure) allowed barge trips from Minnesota to the Gulf.

In second quarter 2026, transportation costs for corn going through the Gulf represented 46 percent of total landed costs—up 9 percentage points year to year and down less than 1 percentage point quarter to quarter. For

soybeans, transportation costs accounted for 25 percent of total landed costs—up 4 percentage points year to year and down 1 percentage point quarter to quarter ([table 1](#)).

Pacific Northwest Costs

Transportation and Total Landed Costs.

Year to year, PNW-route transportation costs rose 14 percent for corn and rose 13 percent for soybeans, because of higher truck, rail, and ocean freight rates. Quarter to quarter, transportation costs increased 10 percent for both corn and soybeans.

In second quarter 2026, transportation costs for PNW-route corn accounted for 42 percent of total landed costs—up 5 percentage points year to year and up 2 percentage points quarter to quarter. For soybeans, transportation costs accounted for 23 percent of total landed costs—up less than 1 percentage point year to year and up 1 percentage point quarter to quarter ([table 2](#)).

U.S. Corn and Soybean Exports. According to [USDA's Foreign Agricultural Service's Global Agricultural Trade System](#) data, in second quarter 2026, the United States exported the following volumes to Japan (with quarter-to-quarter changes): 3.6 million metric tons (mmt) of corn (down 11 percent) and 0.5 mmt of soybeans (down 14 percent). Year to year, U.S. exports to Japan were down 15 percent for corn and up 4 percent for soybeans.

According to USDA's August [World Agricultural Supply and Demand Estimates](#) report, from marketing year (MY) 2025/26 to MY 2026/27, total U.S. corn exports are expected to decrease 4 percent, to 83.19 mmt. Over the same period, soybean exports are expected to increase 9 percent, to 45.18 mmt.

Bernadette.Winston@usda.gov

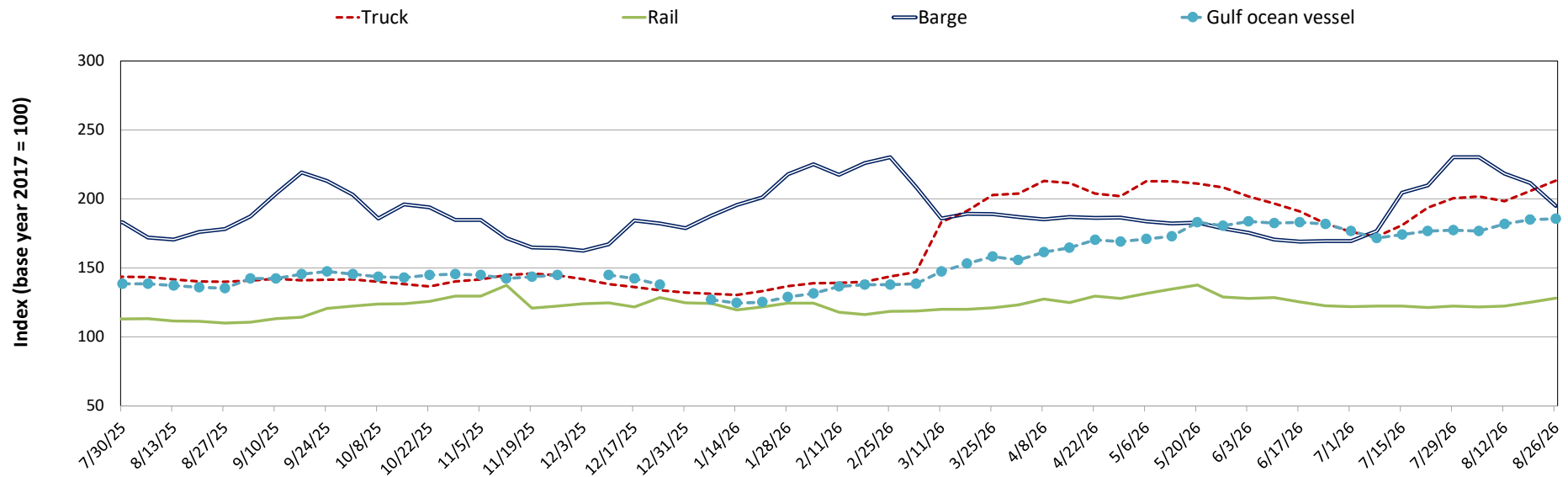
Grains are transported to the domestic and international markets via one or more of the following modes: truck, rail, barge, and oceangoing vessel. Monitoring the cost of transportation for each mode is vital to the marketing decision making process.

Table 1. Grain transport cost indicators

For the week ending:	Truck	Rail	Barge	Ocean	
				Gulf	Pacific
08/26/26	213	128	195	186	175
08/19/26	206	125	212	185	173
08/27/25	140	110	178	135	135

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.

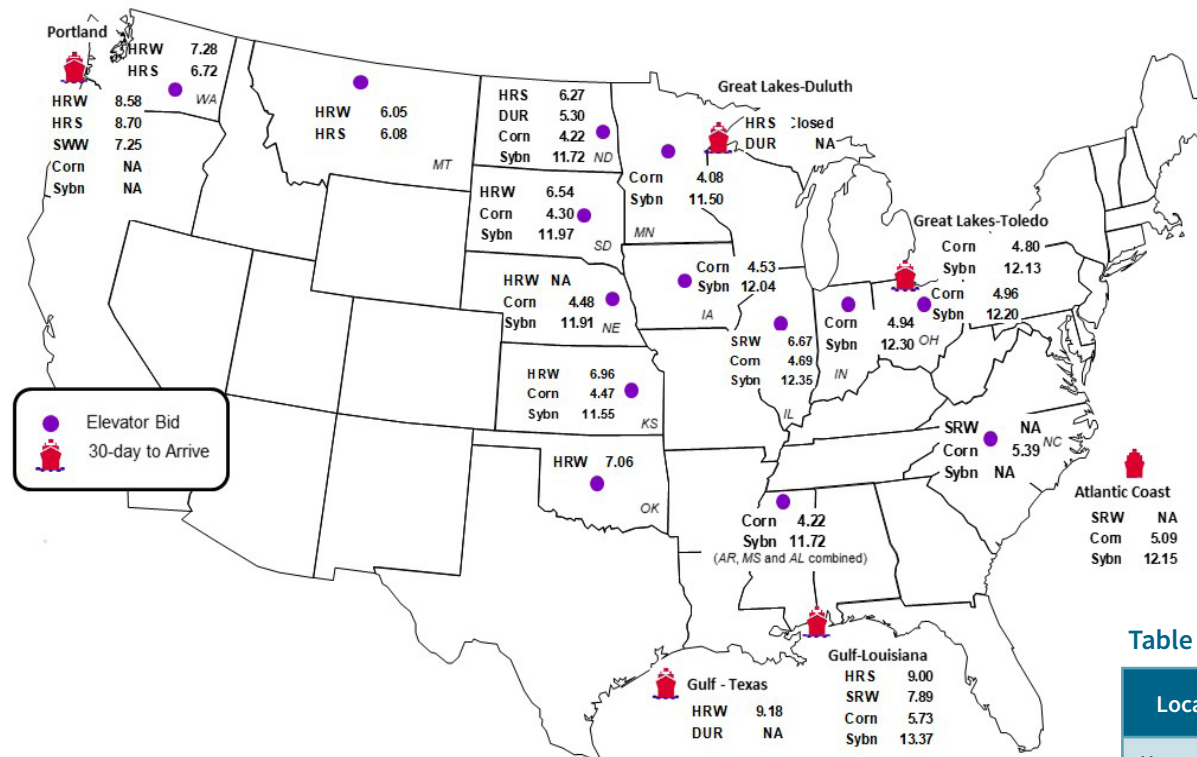
Figure 1. Grain transportation cost indicators as of week ending 08/26/26



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	8/21/2026	8/14/2026
Corn	IL-Gulf	-1.04	-1.13
Corn	NE-Gulf	-1.25	-1.34
Soybean	IA-Gulf	-1.33	-1.23
HRW	KS-Gulf	-2.22	-2.10
HRS	ND-Portland	-2.43	-2.35

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	8/21/2026	Week ago 08/14/2026	Year ago 8/22/2025
Kansas City	Wht	Dec	7.726	7.542	5.210
Minneapolis	Wht	Dec	7.245	6.783	5.900
Chicago	Wht	Dec	6.994	6.746	5.272
Chicago	Corn	Dec	5.084	4.834	4.114
Chicago	Sybn	Dec	12.394	11.923	10.584

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

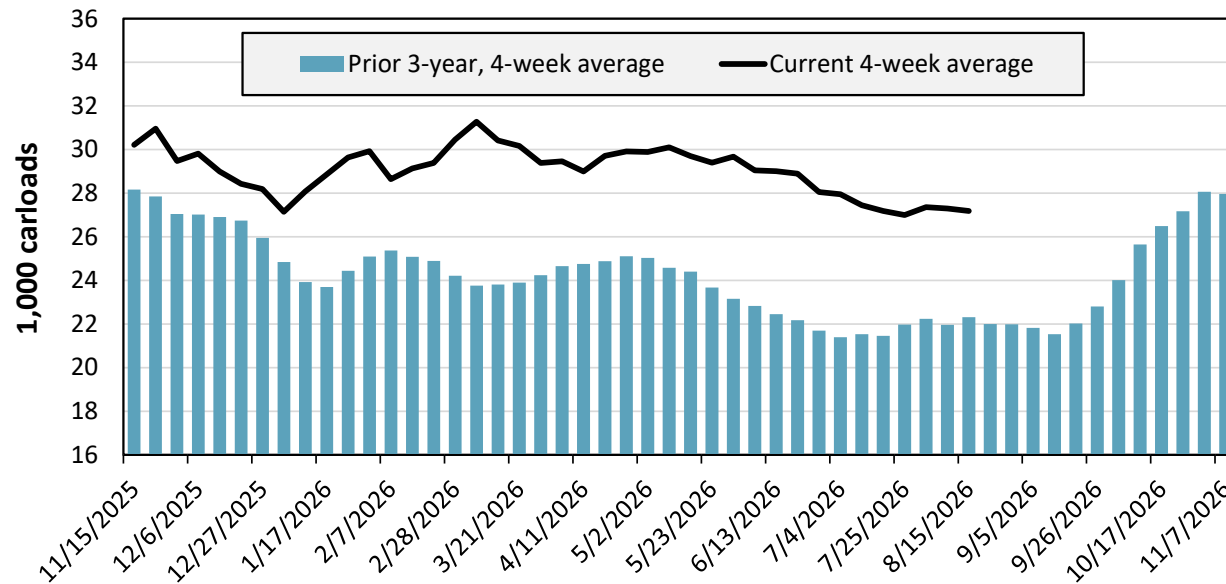
Table 3. Class I rail carrier grain car bulletin (grain carloads originated)

For the week ending: 8/15/2026	East		West		Central U.S.		U.S. total
	CSX	NS	BNSF	UP	CPKC	CN	
This week	1,723	1,729	12,505	5,733	3,067	1,786	26,543
This week last year	1,342	2,233	11,915	5,491	3,259	1,236	25,476
2026 YTD	48,776	83,167	411,557	215,852	114,867	55,059	929,278
2025 YTD	51,912	91,978	362,884	189,257	90,700	46,356	833,087
2026 YTD as % of 2025 YTD	94	90	113	114	127	119	112
Last 4 weeks as % of 2025	115	105	104	101	105	121	105
Last 4 weeks as % of 3-yr. avg.	107	102	128	113	128	159	122
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 15, grain carloads were unchanged from the previous week, up 5 percent from last year, and up 22 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: 8/14/2026		East		West		Central U.S.		U.S. Average
		CSX	NS	BNSF	UP	CN	CPKC	
Average grain unit train origin dwell times (hours)	This week	22.9	52.8	28.9	19.4	6.8	27.8	26.4
	Average over last 4 weeks	28.2	33.0	32.0	20.7	8.3	23.6	24.3
	Average of same 4 weeks last year	27.4	22.6	13.3	15.2	6.8	35.8	20.2
Average grain unit train speeds (miles per hour)	This week	21.3	18.1	23.4	22.6	22.8	16.8	20.8
	Average over last 4 weeks	22.9	19.3	23.4	22.7	23.3	17.9	21.6
	Average of same 4 weeks last year	22.7	20.0	23.8	22.2	24.1	15.1	21.3

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

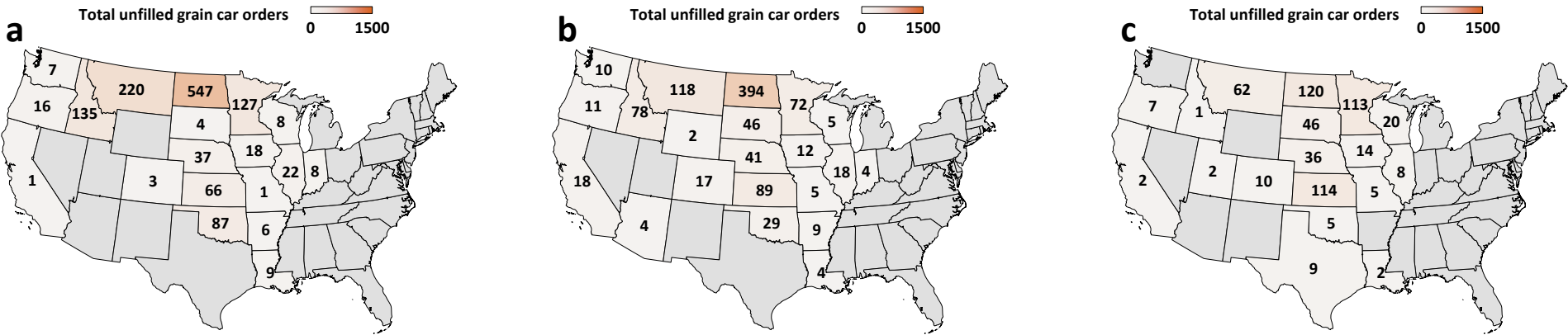
For the week ending: 8/14/2026		East		West		Central U.S.		U.S. Total
		CSX	NS	BNSF	UP	CN	CPKC	
Average number of empty grain cars not moved in over 48 hours	This week	36	9	328	78	8	181	640
	Average over last 4 weeks	37	16	339	57	9	195	653
	Average of same 4 weeks last year	12	6	220	65	9	380	692
Average number of loaded grain cars not moved in over 48 hours	This week	46	169	891	58	7	457	1,628
	Average over last 4 weeks	51	204	775	52	11	369	1,461
	Average of same 4 weeks last year	25	136	276	56	9	947	1,450
Average number of grain unit trains held	This week	0	0	6	4	1	8	19
	Average over last 4 weeks	0	0	5	4	0	7	17
	Average of same 4 weeks last year	0	0	4	4	0	8	17
Total unfilled manifest grain car orders	This week	8	0	545	440	0	329	1,322
	Average over last 4 weeks	6	0	435	299	0	243	983
	Average of same 4 weeks last year	1	1	229	183	0	178	591

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](#).

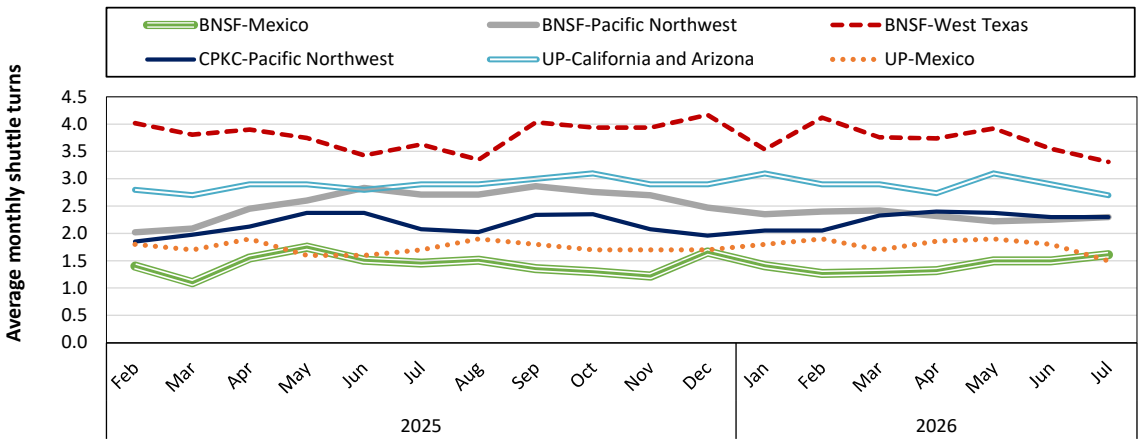
Source: Surface Transportation Board.

Figure 4. Unfilled manifest grain car orders by State for the week ending 8/14/2026 (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

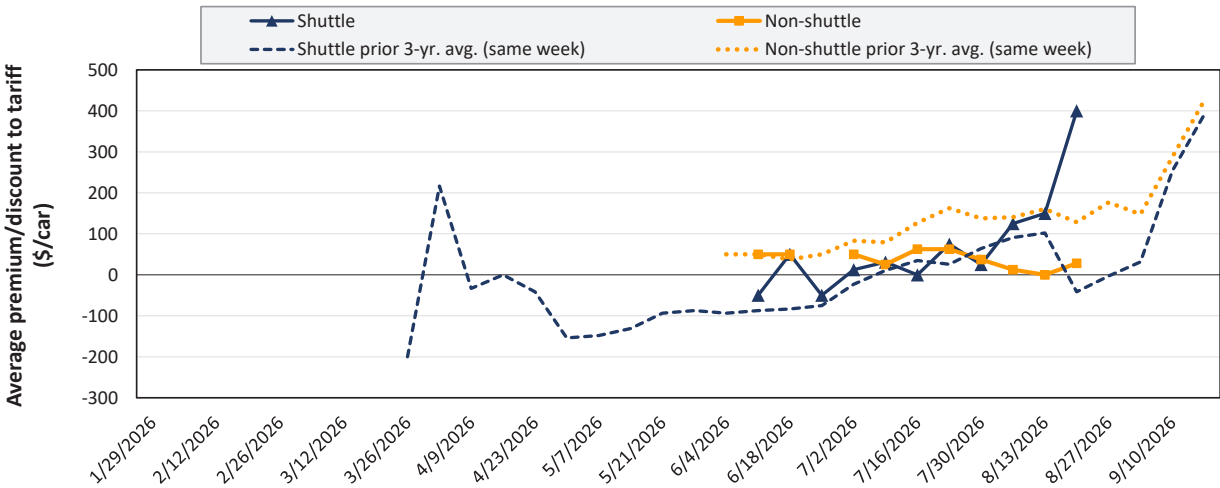


In July 2026, BNSF Railway’s average monthly grain shuttle turns were 1.6 to Mexico, 2.3 to the Pacific Northwest, and 3.3 to West Texas. CPKC’s shuttle turns averaged 2.3 to the Pacific Northwest. Union Pacific Railroad’s shuttle turns averaged 2.7 to California and Arizona, and they averaged 1.5 to 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](#). 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 September 2026



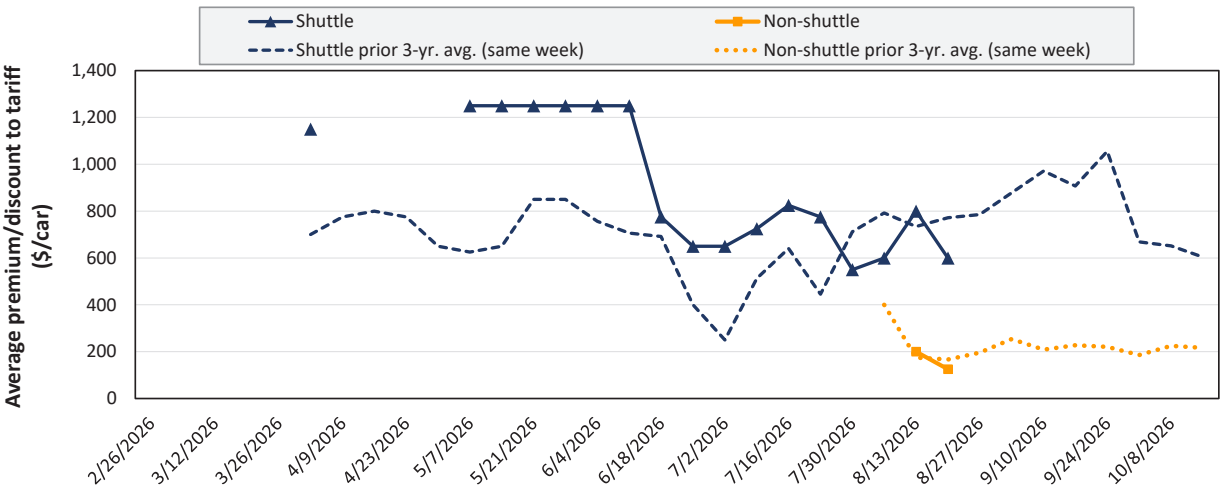
Average non-shuttle bids/offers rose \$28 this week, and are \$34 below the peak.

Average shuttle bids/offers rose \$250 this week and are at the peak.

8/20/2026	BNSF	UP
Non-Shuttle	\$50	\$6
Shuttle	\$400	\$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.

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



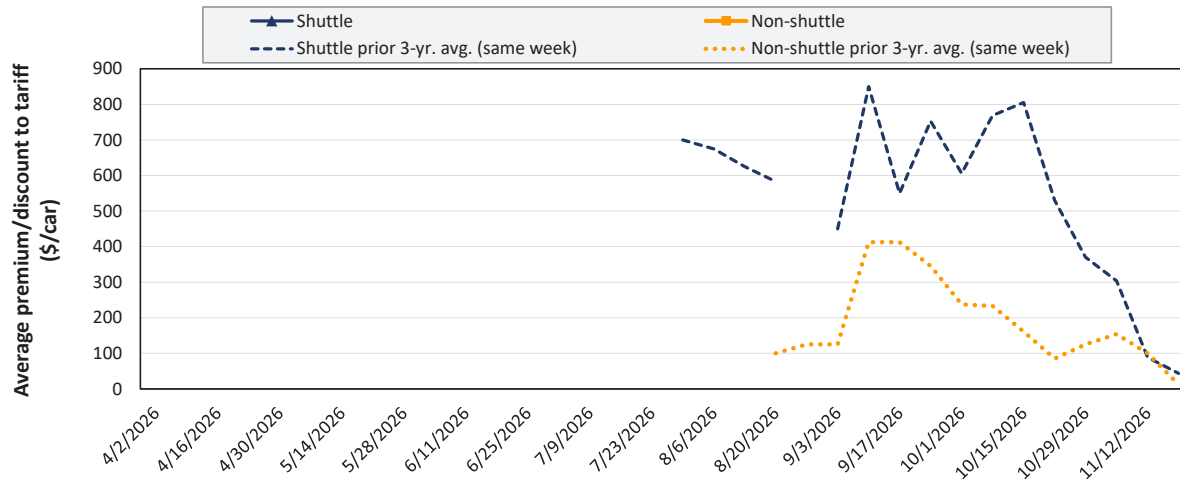
Average non-shuttle bids/offers fell \$75 this week, and are \$75 below the peak.

Average shuttle bids/offers fell \$200 this week and are \$650 below the peak.

8/20/2026	BNSF	UP
Non-Shuttle	\$50	\$200
Shuttle	\$800	\$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.

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



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

There were no shuttle bids/offers this week.

8/20/2026	BNSF	UP
Non-Shuttle	n/a	n/a
Shuttle	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. 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: 8/20/2026		Delivery period					
		Aug-26	Sep-26	Oct-26	Nov-26	Dec-26	Jan-27
Non-shuttle	BNSF	50	50	50	n/a	n/a	n/a
	Change from last week	0	50	n/a	n/a	n/a	n/a
	Change from same week 2025	n/a	-25	n/a	n/a	n/a	n/a
	UP	n/a	6	200	n/a	n/a	n/a
	Change from last week	n/a	6	0	n/a	n/a	n/a
	Change from same week 2025	n/a	56	100	n/a	n/a	n/a
Shuttle	BNSF	400	400	800	n/a	n/a	n/a
	Change from last week	100	100	-400	n/a	n/a	n/a
	Change from same week 2025	900	363	229	n/a	n/a	n/a
	UP	250	400	400	n/a	n/a	n/a
	Change from last week	250	400	0	n/a	n/a	n/a
	Change from same week 2025	469	488	175	n/a	n/a	n/a
	CPKC	500	300	300	n/a	n/a	n/a
	Change from last week	200	25	n/a	n/a	n/a	n/a
	Change from same week 2025	600	225	100	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.

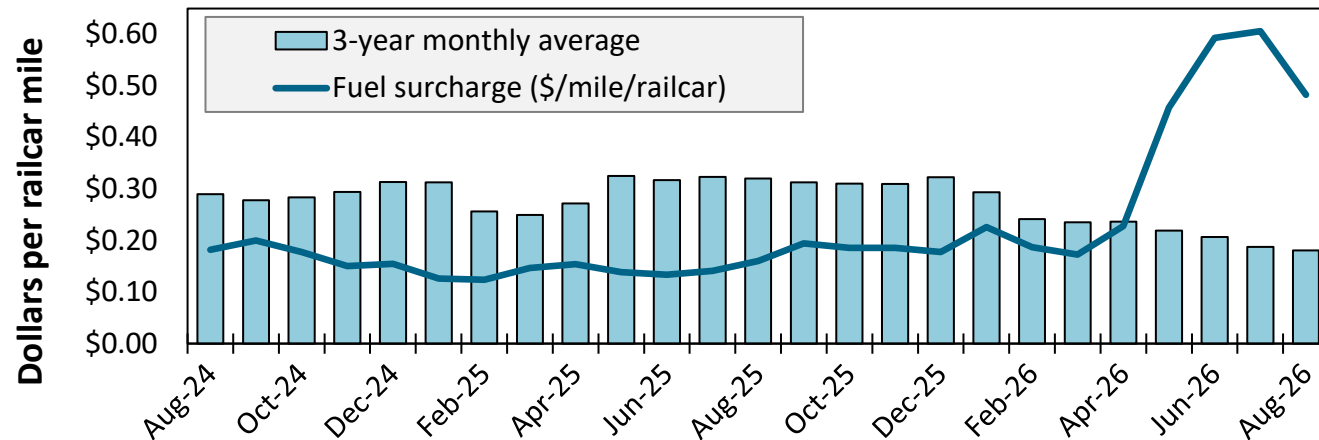
Table 8. Rail tariff rates for U.S. bulk grain shipments to Mexico, August 2026

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

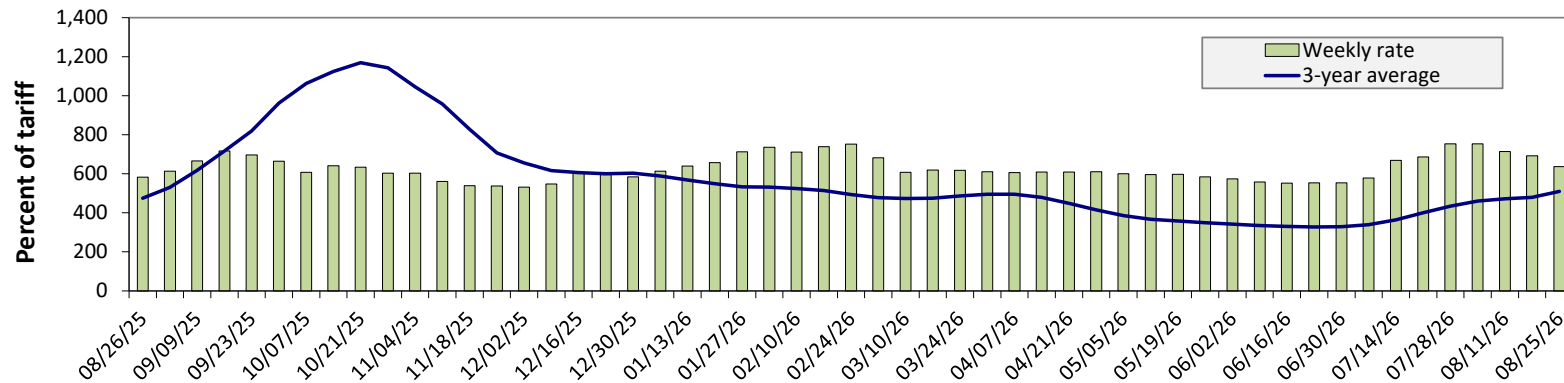


August 2026: \$0.48/mile, down 13 cents from last month's surcharge of \$0.61/mile; up 32 cents from the August 2025 surcharge of \$0.16/mile; and up 30 cents from the August prior 3-year average of \$0.18/mile.

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 25: 8 percent lower than the previous week; 9 percent higher than last year; and 25 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	8/25/2026	727	689	638	580	638	538
	8/18/2026	765	719	692	588	647	558
\$/ton	8/25/2026	45.00	36.65	29.60	23.14	29.92	16.89
	8/18/2026	47.35	38.25	32.11	23.46	30.34	17.52
Measure	Time Period	Twin Cities	Mid-Mississippi	Illinois River	St. Louis	Ohio River	Cairo-Memphis
Current week % change from the same week	Last year	20	15	9	24	26	13
	3-year avg.	28	31	25	29	34	12
Rate	September	857	836	800	755	794	713
	November	814	766	733	662	703	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](#).

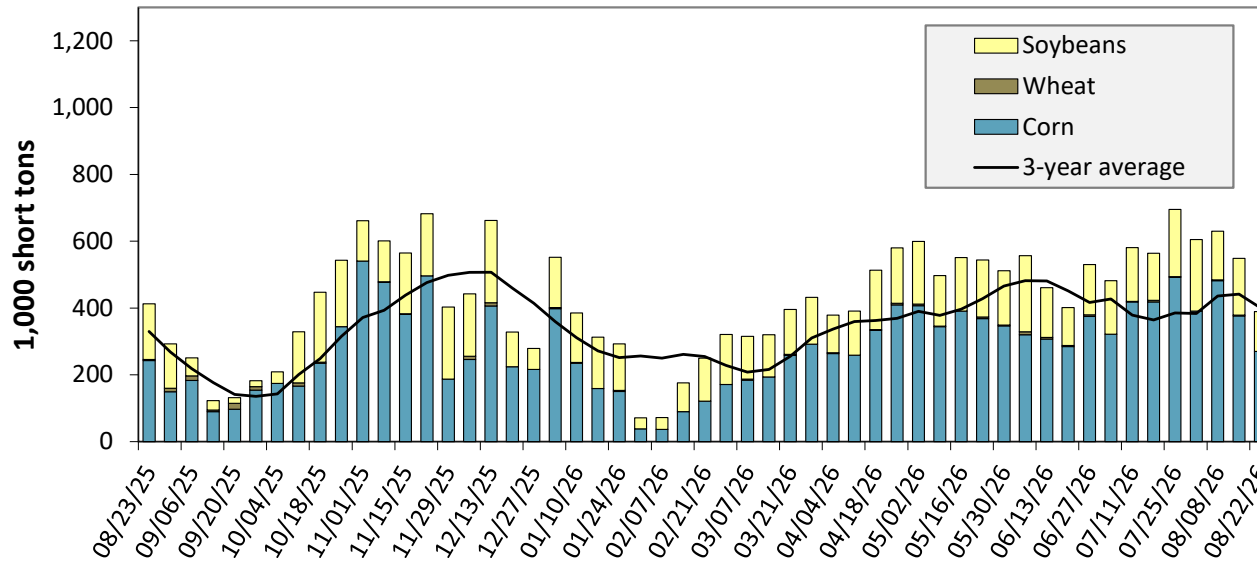
Source: USDA, Agricultural Marketing Service.

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 22: 6 percent lower than last year and 3 percent lower than the 3-year average.

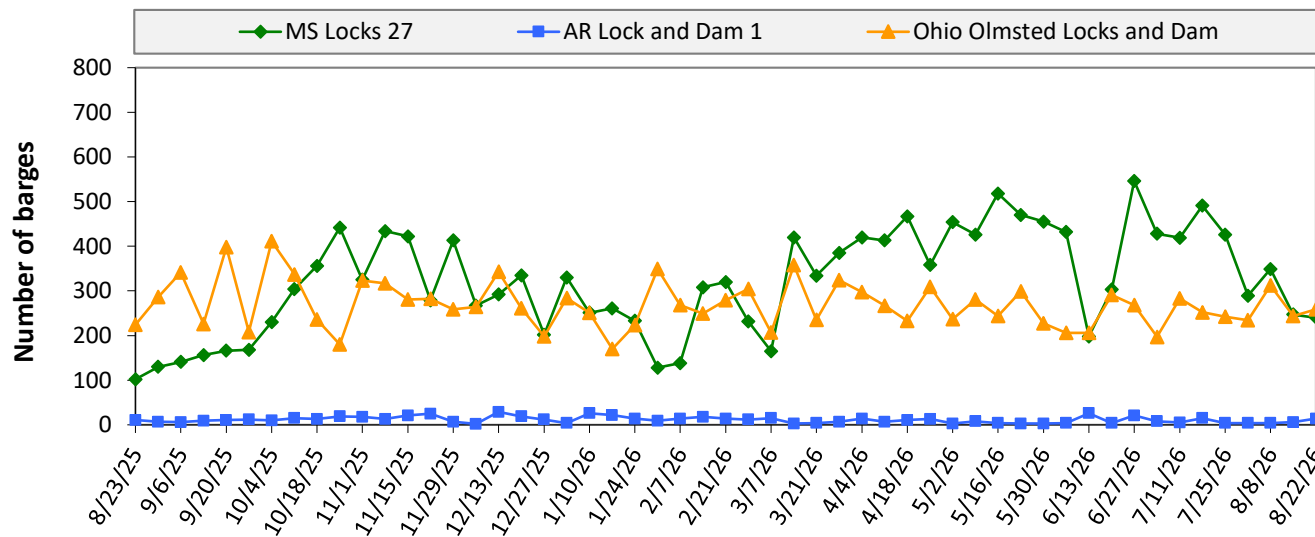
Note: The 3-year average is a 4-week moving average.
Source: U.S. Army Corps of Engineers.

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

For the week ending 08/22/2026	Corn	Wheat	Soybeans	Other	Total
Mississippi River (Rock Island, IL (L15))	102	0	65	0	166
Mississippi River (Winfield, MO (L25))	151	0	63	0	214
Mississippi River (Alton, IL (L26))	272	0	120	0	392
Mississippi River (Granite City, IL (L27))	270	0	119	0	389
Illinois River (La Grange)	46	0	32	0	78
Ohio River (Olmsted)	38	4	40	0	81
Arkansas River (L1)	0	3	3	0	6
Weekly total - 2026	308	7	161	0	475
Weekly total - 2025	259	39	183	4	485
2026 YTD	11,915	641	6,756	64	19,376
2025 YTD	13,621	897	7,363	130	22,011
2026 as % of 2025 YTD	87	72	92	49	88
Last 4 weeks as % of 2025	122	42	68	91	95
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.

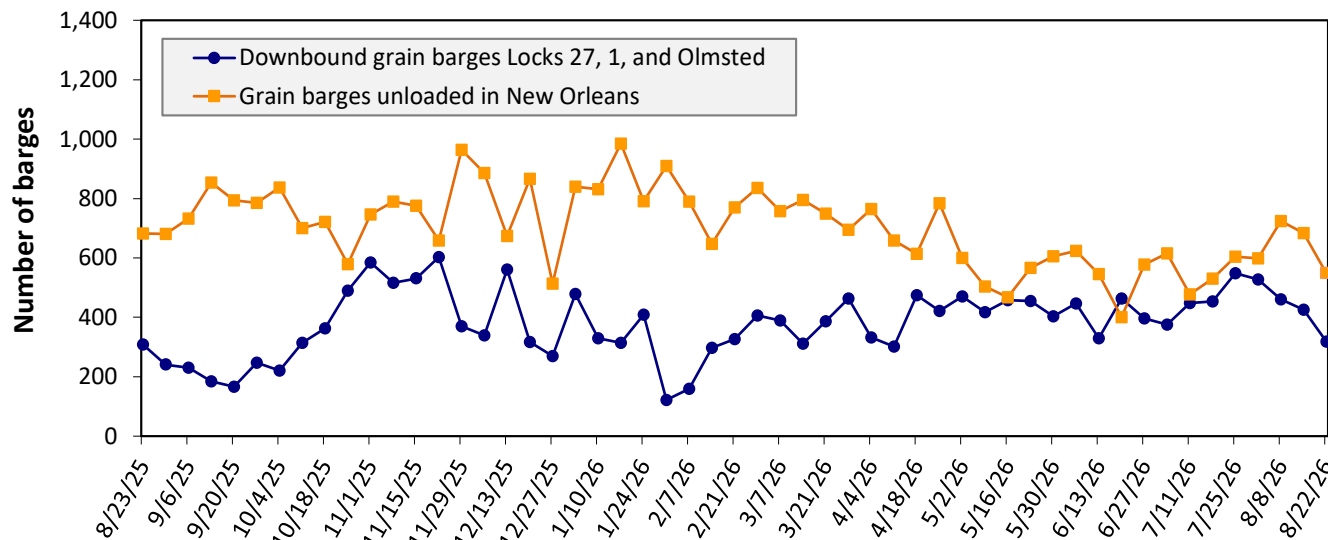
Figure 13. Upbound empty barges transiting Mississippi River Locks 27, Arkansas River Lock and Dam 1, and Ohio River Olmsted Locks and Dam



For the week ending August 22: 513 barges transited the locks, 16 barges more than the previous week, and 29 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 22: 319 barges moved down river, 107 fewer than the previous week; 549 grain barges unloaded in the New Orleans Region, 20 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.

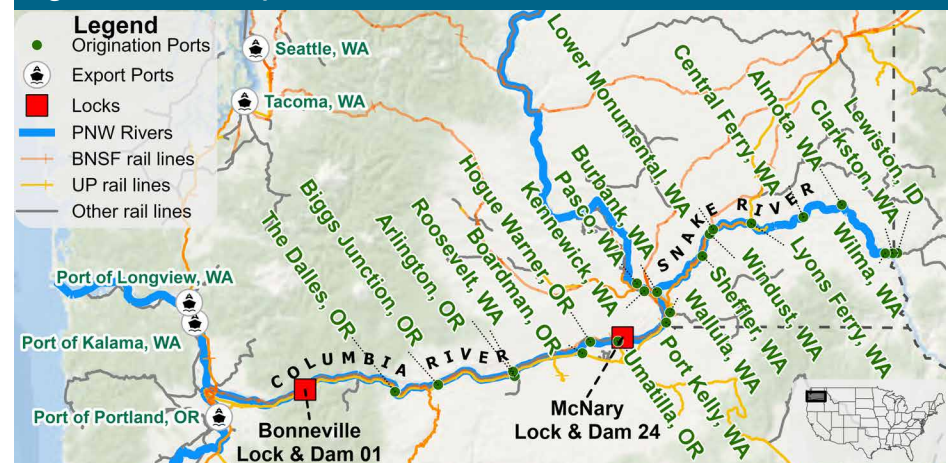
Table 12. Monthly barged grain movements, Columbia-Snake (1,000 tons)

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.

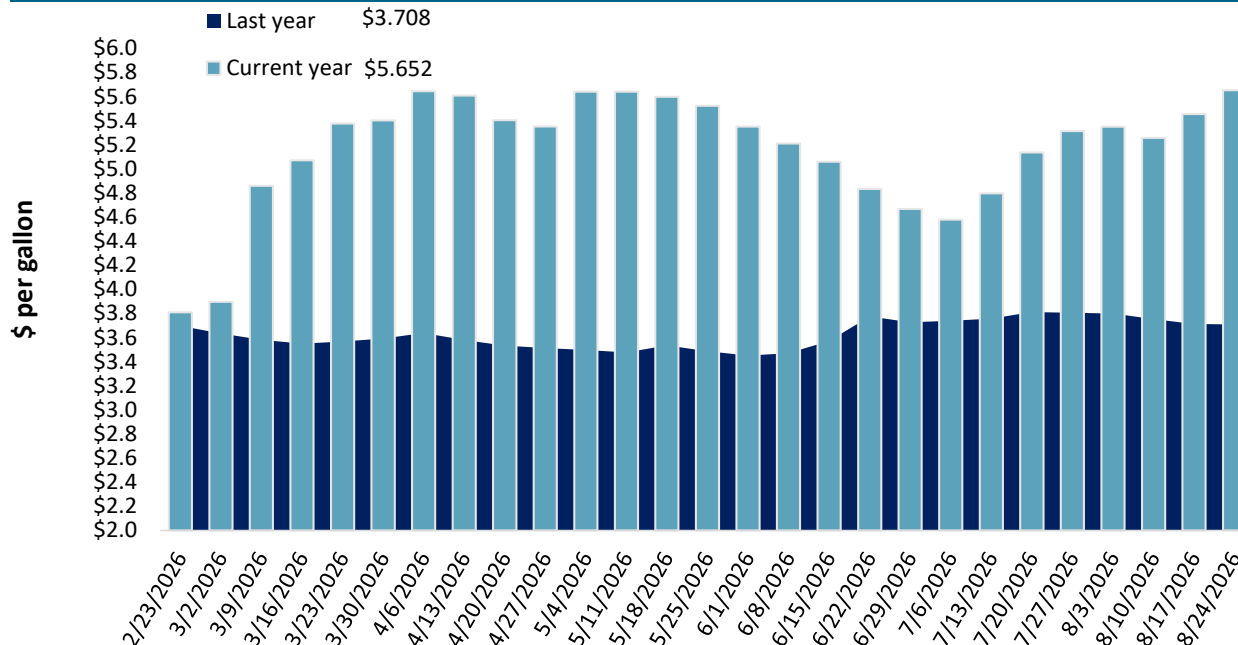
Table 13. Retail on-highway diesel prices, week ending 8/24/2026 (U.S. \$/gallon)

Region	Location	Price	Change from	
			Week ago	Year ago
I	East Coast	5.498	0.158	1.772
	New England	5.716	0.171	1.748
	Central Atlantic	5.840	0.188	1.924
	Lower Atlantic	5.350	0.146	1.719
II	Midwest	5.636	0.201	1.938
III	Gulf Coast	5.481	0.244	2.153
IV	Rocky Mountain	5.537	0.110	1.789
V	West Coast	6.407	0.204	1.946
	West Coast less California	5.859	0.160	1.756
	California	7.040	0.255	2.167
Total	United States	5.652	0.198	1.944

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 24, the U.S. average diesel fuel price increased 19.8 cents from the previous week to \$5.652 per gallon, 194.4 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 08/20/2026	659	536	1,257	1,289	93	3,835	4,267	1,505	9,607
	This week year ago	2,629	858	1,612	1,330	74	6,503	3,887	1,573	11,963
	Last 4 wks. as % of same period in prior marketing year	29	82	81	95	143	61	168	127	105
Current shipped (cumulative) exports sales	Current MYTD	1,221	760	1,161	1,153	140	4,435	83,491	40,444	128,369
	Prior MYTD	2,394	888	1,379	825	116	5,602	66,588	49,242	121,432
	Current MYTD as % of prior MYTD	51	86	84	140	121	79	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 8/20/2026	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	4,498	25,158	23,122	9	19,839
Japan	1935	16,114	13,492	19	10,478
Colombia	935	8,875	7,625	16	5,493
China	0	0	33	-100	3,461
Korea	1030	8,865	6,222	42	3,127
Top 5 importers	8,398	59,011	50,494	17	42,399
Total U.S. corn export sales	12,458	87,757	70,475	25	54,276
% of YTD current month's export projection	15%	102%	97%	-	-
Change from prior week	1,066	31	-18	-	-
Top 5 importers' share of U.S. corn export sales	67%	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 8/20/2026	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	6,789	12,498	22,479	-44	26,078
Mexico	1,455	5,103	5,058	1	4,762
Japan	258	2,416	2,147	13	2,107
Egypt	247	5,117	3,633	41	2,098
Indonesia	81	2,610	2,155	21	1,997
Top 5 importers	8,829	27,744	35,472	-22	37,042
Total U.S. soybean export sales	14,334	41,949	50,815	-17	48,941
% of YTD current month's export projection	32%	101%	99%	-	-
Change from prior week	2478	74	-189	-	-
Top 5 importers' share of U.S. soybean export sales	62%	66%	70%	-	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 8/20/2026	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	1,900	2,034	-7	3,744
Philippines	1,023	1,155	-11	2,677
Japan	1,012	866	17	2,050
Korea	816	865	-6	1,888
Taiwan	476	489	-3	1,005
Nigeria	195	717	-73	878
China	NA	0	NA	863
Indonesia	209	509	-59	746
Thailand	310	299	4	690
Vietnam	177	347	-49	581
Top 10 importers	6,119	7,280	-16	15,121
Total U.S. wheat export sales	8,269	12,105	-32	21,015
% of YTD current month's export projection	39%	49%	-	-
Change from prior week	403	580	-	-
Top 10 importers' share of U.S. wheat export sales	74%	60%	-	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)

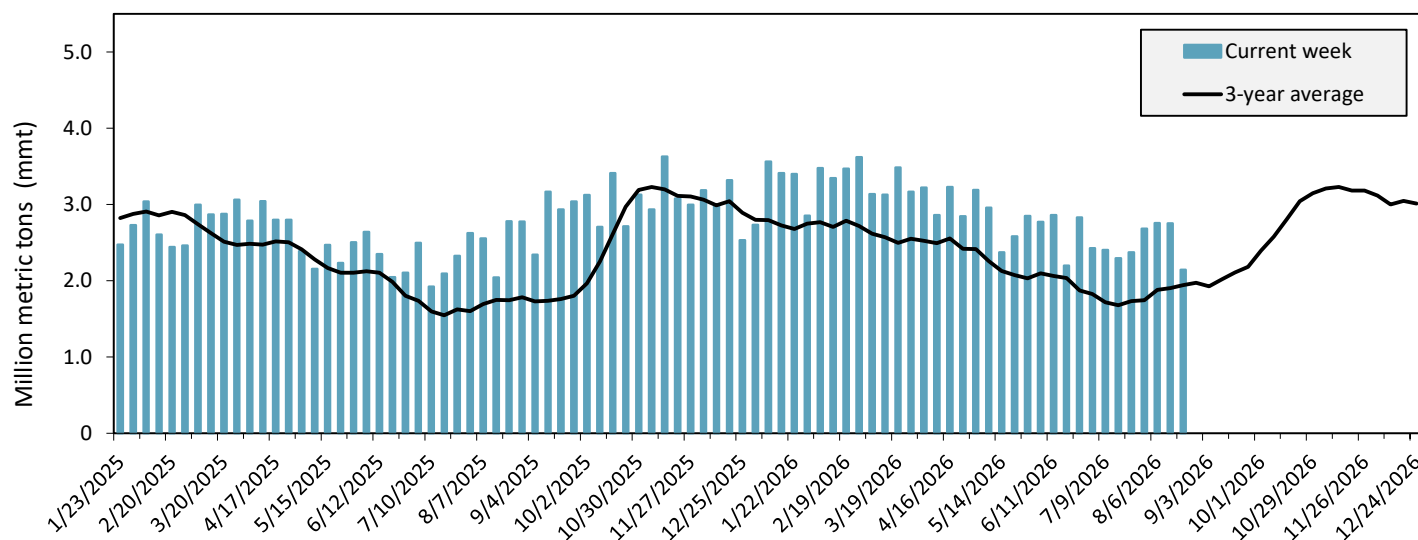
Port regions	Commodity	For the week ending 08/20/2026	Previous week	Current week as % of previous	2026 YTD	2025 YTD	2026 YTD as % of 2025 YTD	Last 4-weeks as % of:		2025 total
								Last year	Prior 3-yr. avg.	
Pacific Northwest	Corn	379	421	90	17,383	15,696	111	142	280	24,214
	Soybeans	0	19	0	4,181	1,966	213	n/a	72	2,957
	Wheat	344	319	108	6,693	7,221	93	103	122	12,271
	All grain	723	758	95	28,572	24,998	114	124	184	39,721
Mississippi Gulf	Corn	574	1,058	54	24,970	23,612	106	147	172	37,115
	Soybeans	346	140	247	13,912	12,609	110	67	86	23,350
	Wheat	31	114	27	2,145	2,584	83	57	58	3,980
	All grain	951	1,312	72	41,104	38,844	106	110	132	64,484
Texas Gulf	Corn	56	7	775	1,065	330	323	114	172	590
	Soybeans	0	0	n/a	100	106	94	n/a	n/a	1,431
	Wheat	12	20	61	1,995	2,948	68	16	32	4,690
	All grain	68	27	250	6,738	3,799	177	47	58	7,774
Interior	Corn	252	373	68	10,408	9,216	113	90	116	15,546
	Soybeans	75	133	56	4,705	4,436	106	80	100	7,713
	Wheat	37	45	83	2,004	2,062	97	69	81	3,104
	All grain	364	551	66	17,414	16,044	109	85	107	26,888
Great Lakes	Corn	0	21	0	337	64	523	132	397	414
	Soybeans	0	0	n/a	58	0	n/a	n/a	n/a	63
	Wheat	0	15	0	188	165	114	78	52	434
	All grain	0	37	0	584	229	255	127	132	911
Atlantic	Corn	36	65	55	1,256	242	520	457	n/a	607
	Soybeans	0	2	26	612	492	125	11	16	1,085
	Wheat	1	2	84	15	52	29	59	32	81
	All grain	38	69	55	1,884	785	240	284	424	1,773
All Regions	Corn	1,296	1,945	67	55,419	49,159	113	133	180	78,486
	Soybeans	421	294	143	24,078	19,711	122	72	90	36,852
	Wheat	426	514	83	13,040	15,032	87	72	89	24,560
	All grain	2,144	2,755	78	96,805	84,804	114	104	133	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.

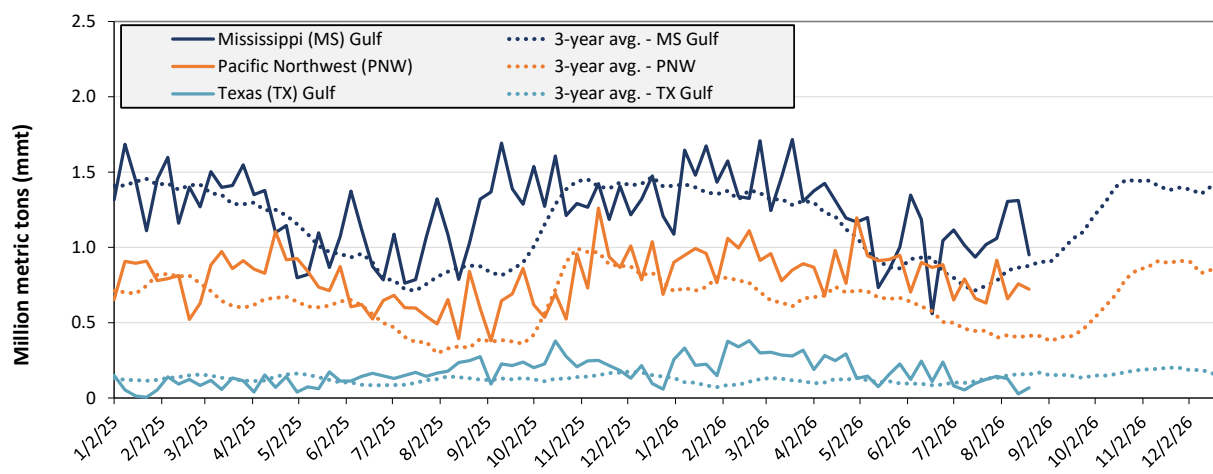
Figure 17. U.S. grain inspected for export (wheat, corn, and soybeans)



For the week ending August 20: 2.1 mmt of grain inspected, down 22 percent from the previous week, down 19 percent from the same week last year, and up 10 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)



Week ending 08/20/26 inspections (mmt):

MS Gulf: 0.95

PNW: 0.72

TX Gulf: 0.07

Percent change from:	MS Gulf	TX Gulf	U.S. Gulf	PNW
Last week	down 28	up 150	down 24	down 5
Last year (same 7 days)	down 4	down 70	down 16	down 15
3-year average (4-week moving average)	up 8	down 57	down 2	up 75

Source: USDA, Federal Grain Inspection Service.

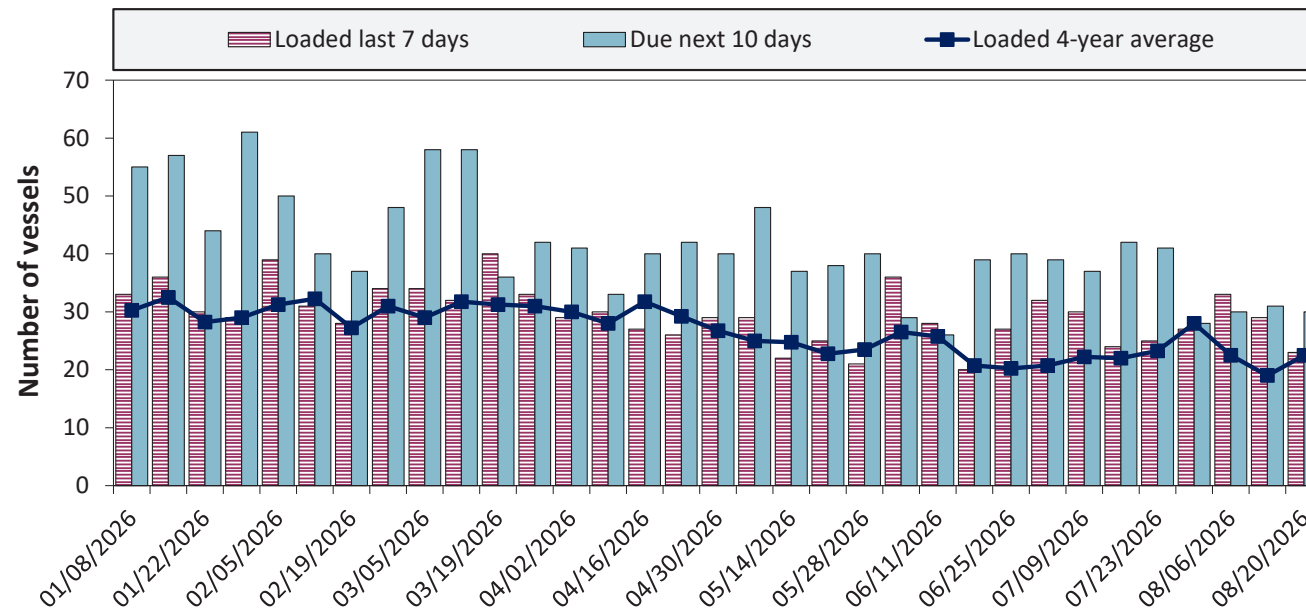
Table 19. Weekly port region grain ocean vessel activity (number of vessels)

Date	Gulf			Pacific Northwest
	In port	Loaded 7-days	Due next 10-days	In port
8/20/2026	9	23	30	13
8/13/2026	9	29	31	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

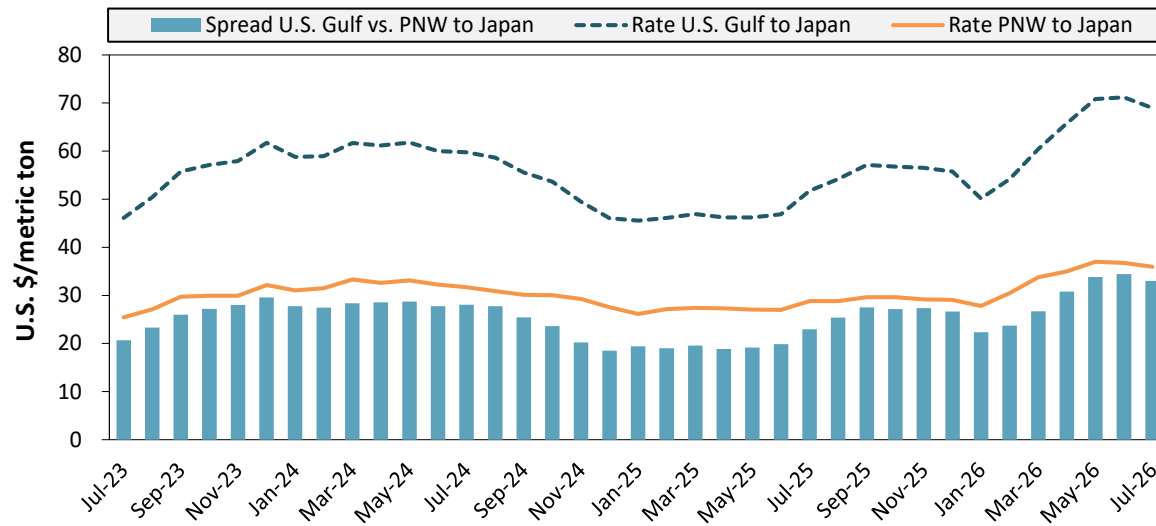


Week ending 08/20/26, number of vessels	Loaded	Due
Change from last year	-8%	-39%
Change from 4-year average	2%	-24%

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 08/22/2026

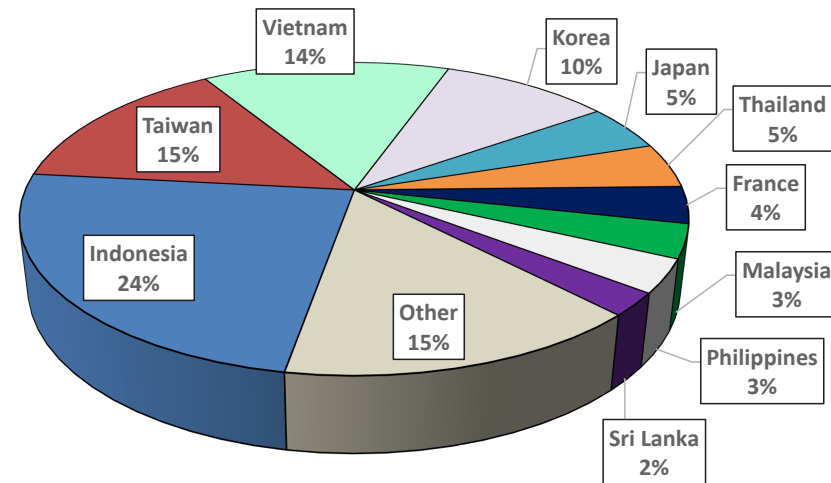
Export region	Import region	Grain types	Entry date	Loading date	Volume loads (metric tons)	Freight rate (US\$/metric ton)
U.S. Gulf	China	Heavy grain	Aug 6, 2026	Sept 2/11, 2026	66,000	69.25
U.S. Gulf	Colombia	Soybean meal	Mar 24, 2026	May 1/10, 2026	50,000	31.60
PNW	Japan	Heavy grain	Aug 14, 2026	Nov 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 19, 2026	Sep 15/20, 2026	64,000	51.15
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	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.

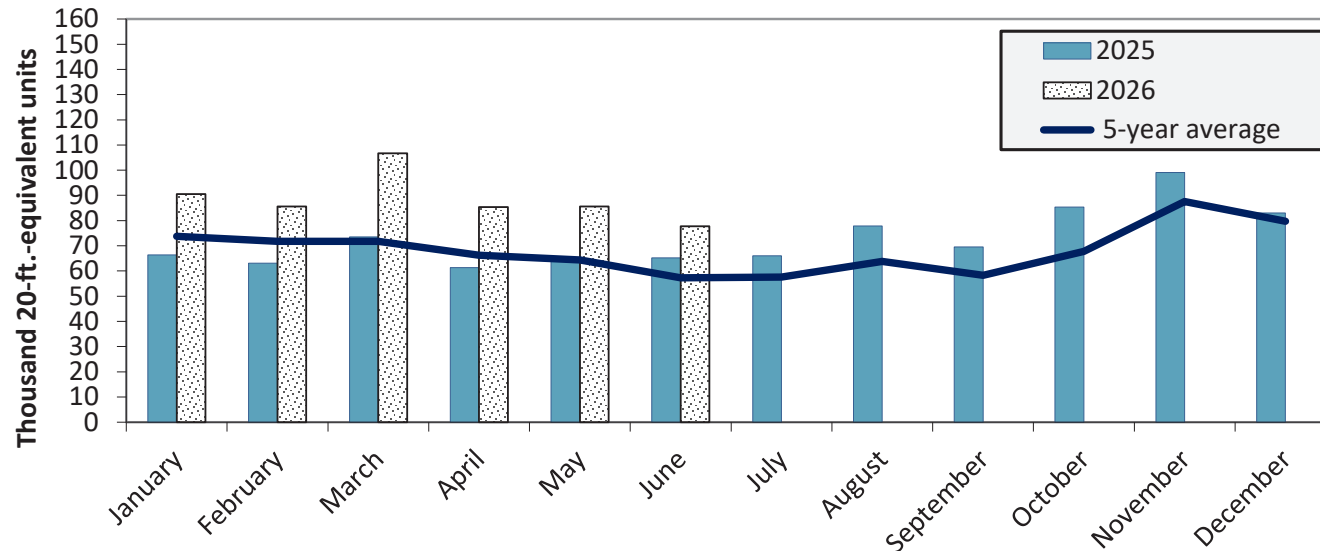
Figure 21. Top 10 destination markets for U.S. containerized grain exports, Jan-Jun 2026



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.

Title	Name	Email	Phone
Coordinators	Surajudeen (Deen) Olowolayemo	surajudeen.olowolayemo@usda.gov	(202) 720-0119
	Maria Williams	maria.williams@usda.gov	(202) 690-4430
	Bernadette Winston	bernadette.winston@usda.gov	(202) 690-0487
Grain Transportation Indicators	Surajudeen (Deen) Olowolayemo	surajudeen.olowolayemo@usda.gov	(202) 720-0119
Rail Transportation	Jesse Gastelle	jesse.gastelle@usda.gov	(202) 690-1144
	Peter Caffarelli	petera.caffarelli@usda.gov	(202) 690-3244
	Austin Hunt	austin.hunt@usda.gov	(540) 681-2596
Barge Transportation	Kranti Mulik	kranti.mulik@usda.gov	(202) 756-2577
	Edmund Outlaw	edmund.outlaw@usda.gov	(301) 448-0578
Truck Transportation	Kranti Mulik	kranti.mulik@usda.gov	(202) 756-2577
Grain Exports	Kranti Mulik	kranti.mulik@usda.gov	(202) 756-2577
	Bernadette Winston	bernadette.winston@usda.gov	(202) 690-0487
Ocean Transportation	Surajudeen (Deen) Olowolayemo (Freight rates and vessels)	surajudeen.olowolayemo@usda.gov	(202) 720-0119
	Jesse Gastelle (Container movements)	jesse.gastelle@usda.gov	(202) 690-1144
Editor	Maria Williams	maria.williams@usda.gov	(202) 690-4430
Visual Information Specialists	Jessica Ladd	jessica.ladd@usda.gov	n/a
	Sharon C. Williams	sharonc.williams@usda.gov	(202) 720-2848

Subscription Information: Please sign up to receive regular email announcements of the latest GTR issue by [entering your email address](#) and selecting your preference to receive Transportation Research and Analysis. For any other information, you may contact us at GTRContactUs@usda.gov.

Preferred citation: U.S. Department of Agriculture, Agricultural Marketing Service. Grain Transportation Report. August 27, 2026.

Web: <http://dx.doi.org/10.9752/TS056.08-27-2026>

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](#).

Photo Credit: Adobe Stock (unless otherwise noted by photo)

USDA is an equal opportunity provider, employer, and lender.