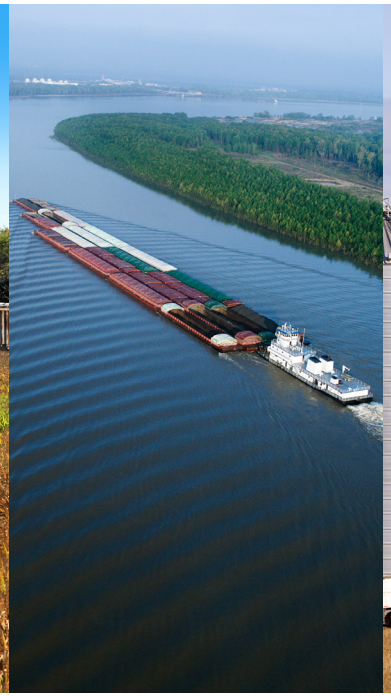
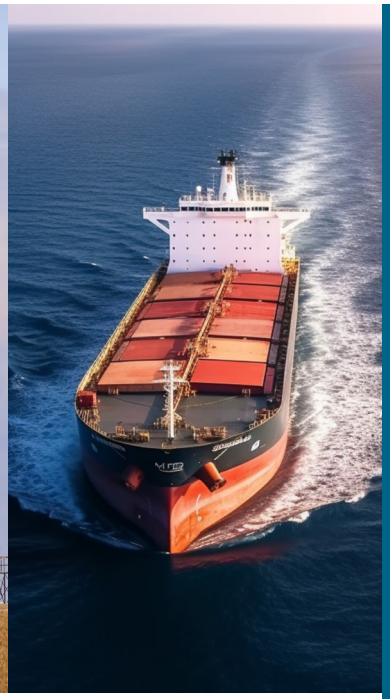
USDA Agricultural Marketing Service
U.S. DEPARTMENT OF AGRICULTURE



Grain Transportation Report

Contents

September 10, 2026
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www.ams.usda.gov/GTR

Diesel Price Reaches a Record High. According to the U.S. Energy Information Administration (EIA), for the week ending September 7, the U.S. average diesel fuel price rose to $5.967 per gallon—up 36.8 cents from the previous week and up 220.1 cents from the same week last year. This price surpasses the previous record of $5.810 per gallon, set on June 20, 2022, and is well above the 2026 year to date average of $4.895 per gallon. Diesel fuels much of the equipment used in agricultural harvesting as well as the trucks, railroads, and barges that transport grain.

In its September *Short Term Energy Outlook*, EIA projects the Brent crude oil price will average $89 per barrel in the third quarter of 2026, down $14 from the second quarter. Brent is expected to average $91 per barrel in 2026—32 percent above 2025 due to tight global inventories. EIA says Middle East oil production is forecast to rise but remain below pre conflict levels until the second quarter of 2027. EIA also projects diesel prices to average $5.07 per gallon in 2026, up 141 cents from the 2025 average of $3.66 per gallon and 22 cents above EIA's August forecast.

North Dakota Unfilled Manifest Grain Car Orders Exceed 1,000 for the First Time This Year. For the week ending August 28, Class I railroads reported 1,147 unfilled manifest grain car orders in North Dakota—the first time this year the State's backlog has exceeded the 1,000-order threshold (GTR fig. 4). Unfilled orders increased by 501 from the prior week and by 917 compared with the week ending July 31. Of the 1,147 unfilled orders, 455 were attributed to BNSF Railway and 692 to Canadian Pacific Kansas City.

This surge in unfilled orders coincides with a fast-paced North Dakota wheat harvest. According to USDA's Crop Progress report, as of September 6, North Dakota's spring wheat harvest was 86 percent complete—well above the prior 5-year average of 77 percent. The accelerated wheat harvest is generating strong demand for manifest rail service.

New Grain Transloading Facility Opens in Baltimore. As reported by *World Grain*, Frey Commodities and Ports America Chesapeake recently opened a new grain transloading facility at the Port of Baltimore. The nearly 4-acre site features three silos with a combined capacity of 60,000 bushels.

Inbound grain by truck and rail will be transloaded into containers—over 200 per week, with an annual export capacity of 275,000 metric tons. At the terminal, farm trucks unload grain onto a conveyor system that feeds the silos. Ports America Chesapeake will then transfer the grain into containers for export. For rail transport, the facility has short line access, connecting to both CSX Transportation and Norfolk Southern Railway.

Commodities handled include soybeans, corn, wheat, sorghum, soybean meal, corn gluten meal, and distillers' dried grains with solubles. The first 200 containers are expected to move this month.

FMCSA Advances HOS Service Pilot Programs for Truck Drivers. On August 27, the Federal Motor Carrier Safety Administration (FMCSA) announced progress on two hours-of-service (HOS) pilot programs aimed at improving driver flexibility while maintaining safety. FMCSA recently completed pretests with selected drivers to refine program procedures before a broader 2027 launch.

The Flexible Sleeper Berth Pilot Program tests alternative split sleeper options, allowing drivers to divide their rest into two periods totaling at least 10 hours. The program's pretest involved nine drivers across three carriers and lasted 6 weeks.

The Split Duty Period Pilot Program examines whether drivers can pause their 14hour driving window for up to 3 hours. This flexibility could help drivers manage delays, weather, and detention without losing productive time. Each pilot will include 256 drivers, who will participate for 4 months and will receive up to $1,600 for completing all study tasks. FMCSA will use the pretest results to refine the full launch planned for 2027. Interested drivers and carriers can submit contact information to pilots@dot.gov.

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

Export Sales data for the week ending September 10 were not released by the time of publication because of the Federal Holiday on September 7. USDA's Foreign Agricultural Service will release its next U.S. Export Sales Report on September 11. Therefore, *Grain Transportation Report* tables 14-17 are not updated in this week's issue.

Rail

U.S. Class I railroads originated 26,268 **grain carloads** during the week ending August 29. This was a 6-percent decrease from the previous week, 11 percent more than last year, and 23 percent more than the 3-year average.

Average September **shuttle secondary railcar bids/offers** (per car) were $742 above tariff for the week ending September 3. This was $104 more than last week and $788 more than this week last year. Average non-shuttle secondary railcar bids/offers per car were $19 above tariff. This was $6 more than last week, and $50 more than this week last year.

Barge

For the week ending September 5, **barged grain movements** totaled 359,550 tons. This was 33 percent less than the previous week and unchanged from the same week last year.

For the week ending September 5, 265 **barges moved down river**, 81 less than the previous week. There were 715 grain barges unloaded in the New Orleans region, 53 percent more than the previous week.

Ocean

For the week ending September 3, 20 **oceangoing grain vessels** were loaded in the Gulf—23 percent fewer than the same period last year. Within the next 10 days (starting September 4), 32 vessels were expected to be loaded—32 percent fewer than the same period last year.

As of September 3, the rate for shipping a metric ton (mt) of grain from the U.S. Gulf to Japan was $76.25, up 2 percent from the previous week. The rate from the Pacific Northwest to Japan was $37.50 per mt, up 1 percent from the previous week.

U.S. and Brazilian Soybean Transportation Costs Up in First Quarter 2026

Both the United States and Brazil compete for the same overseas markets for soybean exports. The competitiveness of soybeans, for both countries, depends on low transportation and landed costs (i.e., transportation costs plus farm values) to China and Europe—two key overseas export destinations. This article compares quarterly and yearly changes in the costs of moving soybeans from the United States and Brazil to Shanghai, China (table 1), and to Hamburg, Germany (table 2).

To beter reflect current market conditions, St. Louis, MO, and Havana, IL, have been added as originating locations for U.S. soybean shipments (in addition to Minneapolis, MN, and Davenport, IA) based on their higher volume of soybeans originating for export through the U.S. Gulf. The origins are also open to barge traffic year round.

Quarter-to-Quarter Transportation Costs. For exporting U.S. soybeans to China through the U.S. Gulf, total transportation costs rose from fourth quarter 2025 to first quarter 2026 (quarter to quarter) (table 1). For shipments from Minneapolis, MN and Davenport, IA, total transportation rose because of higher truck rates and substitution of rail for shipments from both origins to St. Louis, MO due to the seasonal winter closure of the upper portion of the Mississippi River. The loaded commodities are then transferred unto barges in St. Louis for shipping to the U.S. Gulf. For shipments out of St. Louis. MO and Havana, IL, transportation-costs rose with higher truck and barge rates. Truck rates were up partly in response to higher diesel fuel prices (*Grain Truck and Ocean Rate Advisory, first quarter 2026*).

From the end of January to early March, barge rates rose mainly because of weather-related disruptions on the Mississippi River System (MRS), which reduced barge volumes (*Grain Transportation Report, (GTR), May 7, 2026*). Quarter to quarter, Gulf-route ocean freight rates dipped with an ample supply of vessels and a seasonal lull in demand due to holidays around the world, including the Chinese Lunar Year celebrations (*GTR, April 23, 2026*).

For shipping to China via the Pacific Northwest (PNW), transportation costs rose quarter to quarter mainly because of higher truck and ocean freight rates (table 1). Despite the seasonal lull in trade and ample vessel supply, ocean freight rates rose with rising demand for grain-export transportation through the PNW; vessel repositioning issues reduced available tonnage in the PNW such that demand outstripped supply.

For shipping soybeans to Hamburg, Germany (Europe), through the U.S. Gulf, transportation costs also rose (table 2).

Responding to higher truck and ocean freight rates, Brazil's soybean transportation costs to China and Europe rose from North Mato Grosso (North MT) and South Goiás (South GO) (tables 1 and 2).

Year-to-Year Transportation Costs. From first quarter 2025 to first quarter 2026 (year to year), soybean transportation costs to China rose via the U.S. Gulf but fell for PNW-route shipments (table 1). Transportation costs to Europe through the U.S. Gulf were mixed depending on the origins (table 2). All Gulf routes saw rising barge and ocean freight rates. Across all U.S. routes (from all origins and to both destinations), truck freight rates decreased. For shipments originating from Minneapolis, MN and Davenport, IA, passing through the Gulf to Europe, decreases in truck and rail rates were more than enough to offset rising barge and ocean freight rates, causing the year-to-year transportation cost to fall. Year-to-year transportation costs increased for shipments from both St. Louis, MO and Havana, IL to Europe via the U.S. Gulf, reflecting rising barge and ocean freight rates.

Brazil's transportation costs rose year to year, for all routes (from both origins and to both destinations), as higher truck and ocean freight rates pushed up Brazil's total transportation costs.

Table 1. Quarterly costs of transporting soybeans from United States and Brazil to Shanghai, China

Route	Cost	2025 1st qtr.	2025 4th qtr.	2026 1st qtr.	Percent change Yr. to yr.	Percent change Qtr. to qtr.	2025 1st qtr.	2025 4th qtr.	2026 1st qtr.	Percent change Yr. to yr.	Percent change Qtr. to qtr.
		Minneapolis, MN --$/mt--					Davenport, IA --$/mt--				
United States via U.S. Gulf	Truck	21.68	16.31	17.63	-18.68	8.09	21.68	16.31	17.63	-18.68	8.09
	Rail	42.36	-	37.56			26.50	-	21.60		
	Barge	18.65	38.55	24.06	29.01	-37.59	18.65	34.13	24.06	29.01	-29.50
	Ocean	44.57	55.32	53.81	20.73	-2.73	44.57	55.32	53.81	20.73	-2.73
	Total transportation	127.26	110.18	133.06	4.56	20.77	111.40	105.76	117.10	5.12	10.72
	Farm value	358.37	362.05	377.60	5.37	4.29	365.72	376.26	387.03	5.83	2.86
	Landed cost	485.63	472.23	510.66	5.15	8.14	477.12	482.02	504.13	5.66	4.59
	Transport % of landed cost	26.21	23.33	26.06	-0.15	2.72	23.35	21.94	23.23	-0.12	1.29
Route	Cost	2025 1st qtr.	2025 4th qtr.	2026 1st qtr.	Percent change Yr. to yr.	Percent change Qtr. to qtr.	2025 1st qtr.	2025 4th qtr.	2026 1st qtr.	Percent change Yr. to yr.	Percent change Qtr. to qtr.
		St. Louis, MO --$/mt--					Havana, IL --$/mt--				
United States via U.S. Gulf	Truck	21.68	16.31	17.63	-18.68	8.09	21.68	16.31	17.63	-18.68	8.09
	Barge	18.65	21.24	24.06	29.01	13.28	27.77	29.87	34.22	23.23	14.56
	Ocean	44.57	55.32	53.81	20.73	-2.73	44.57	55.32	53.81	20.73	-2.73
	Total transportation	84.90	92.87	95.50	12.49	2.83	94.02	101.50	105.66	12.38	4.10
	Farm value	374.79	378.58	398.06	6.21	5.15	376.01	381.64	391.93	4.23	2.70
	Landed cost	459.69	471.45	493.56	7.37	4.69	470.03	483.14	497.59	5.86	2.99
	Transport % of landed cost	18.47	19.70	19.35	0.88	-0.35	20.00	21.01	21.23	1.23	0.23
Route	Cost	2025 1st qtr.	2025 4th qtr.	2026 1st qtr.	Percent change Yr. to yr.	Percent change Qtr. to qtr.	2025 1st qtr.	2025 4th qtr.	2026 1st qtr.	Percent change Yr. to yr.	Percent change Qtr. to qtr.
		Fargo, ND --$/mt--					Sioux Falls, SD --$/mt--				
United States via PNW	Truck	21.68	16.31	17.63	-18.68	8.09	21.68	16.31	17.63	-18.68	8.09
	Rail	61.59	61.84	61.89	0.49	0.08	62.71	62.98	63.03	0.51	0.08
	Ocean	26.25	28.77	29.76	13.37	3.44	26.25	28.77	29.76	13.37	3.44
	Total transportation	109.52	106.92	109.28	-0.22	2.21	110.64	108.06	110.42	-0.20	2.18
	Farm value	346.49	352.49	366.58	5.80	4.00	358.86	353.84	375.64	4.68	6.16
	Landed cost	456.01	459.41	475.86	4.35	3.58	469.50	461.90	486.06	3.53	5.23
	Transport % of landed cost	24.02	23.27	22.96	-1.05	-0.31	23.57	23.39	22.72	-0.85	-0.68
Route	Cost	2025 1st qtr.	2025 4th qtr.	2026 1st qtr.	Percent change Yr. to yr.	Percent change Qtr. to qtr.	2025 1st qtr.	2025 4th qtr.	2026 1st qtr.	Percent change Yr. to yr.	Percent change Qtr. to qtr.
		North MT - Santos --$/mt--					South GO - Paranagua --$/mt--				
Brazil	Truck	83.54	92.65	94.17	12.72	1.64	50.71	55.68	58.51	15.38	5.08
	Ocean	36.00	38.90	42.00	16.67	7.97	37.50	40.40	43.50	16.00	7.67
	Total transportation	119.54	131.55	136.17	13.91	3.51	88.21	96.08	102.01	15.64	6.17
	Farm Value	317.36	369.95	329.93	3.96	-10.82	324.60	372.87	348.43	7.34	-6.55
	Landed Cost	436.90	501.50	466.10	6.68	-7.06	412.81	468.95	450.44	9.12	-3.95
	Transport % of landed cost	27.36	26.23	29.21	1.85	2.98	21.37	20.49	22.65	1.28	2.16

Note: Rail rates include fuel surcharges, but do not include the cost of purchasing empty rail cars in the secondary rail markets. That cost could exceed the rail tariff rate plus fuel surcharge shown in the table. Source for the U.S. Ocean freight rates: O'Neil Commodity Consulting/World Perspectives, Inc. Source for the U.S. farm values: USDA, National Agricultural Statistics Service. Landed costs are transportation cost plus farm value. For transportation as a percentage of landed costs, the year-to-year and quarter-to-quarter columns record percentage-point differences. Brazil's producing regions: MT= Mato Grosso, GO = Goiás. Brazil's export ports: Santos and Paranagua. Source for Brazil's ocean freight rates: University of São Paulo, Brazil, and USDA, Agricultural Marketing Service. Source for Brazil's farm values: Companhia Nacional de Abastecimento. qtr. = quarter; yr. = year; mt = metric ton; "-" indicates data not required or applicable. Totals may not add up exactly because of rounding.
Source: USDA, Agricultural Marketing Service.

Table 2. Quarterly costs of transporting soybeans from United States and Brazil to Hamburg, Germany

Route	Cost	2025 1st qtr.	2025 4th qtr.	2026 1st qtr.	Percent change		2025 1st qtr.	2025 4th qtr.	2026 1st qtr.	Percent change	
					Yr. to yr.	Qtr. to qtr.				Yr. to yr.	Qtr. to qtr.
		Minneapolis, MN					Davenport, IA				
		--$/mt--					--$/mt--				
United States via U.S. Gulf	Truck	21.68	16.31	17.63	-18.68	8.09	21.68	16.31	17.63	-18.68	8.09
	Rail	42.36	-	37.56			26.50	-	21.60		
	Barge	18.65	38.55	24.06	29.01	-37.59	18.65	34.13	24.06	29.01	-29.50
	Ocean	22.53	24.97	22.98	2.00	-7.97	22.53	24.97	22.98	2.00	-7.97
	Total Transportation	105.22	79.83	102.23	-2.84	28.06	89.36	75.41	86.27	-3.46	14.40
	Farm value	358.37	362.05	377.60	5.37	4.29	365.72	376.26	387.03	5.83	2.86
	Landed cost	463.59	441.88	479.83	3.50	8.59	455.08	451.67	473.30	4.00	4.79
	Transport % of landed cost	22.70	18.07	21.31	-1.39	3.24	19.64	16.70	18.23	-1.41	1.53

Route	Cost	2025 1st qtr.	2025 4th qtr.	2026 1st qtr.	Percent change		2025 1st qtr.	2025 4th qtr.	2026 1st qtr.	Percent change	
					Yr. to yr.	Qtr. to qtr.				Yr. to yr.	Qtr. to qtr.
		St. Louis, MO					Havana, IL				
		--$/mt--					--$/mt--				
United States via U.S. Gulf	Truck	21.68	16.31	17.63	-18.68	8.09	21.68	16.31	17.63	-18.68	8.09
	Barge	18.65	21.24	24.06	29.01	13.28	27.77	29.87	34.22	23.23	14.56
	Ocean	22.53	24.97	22.98	2.00	-7.97	22.53	24.97	22.98	2.00	-7.97
	Total transportation	62.86	62.52	64.67	2.88	3.44	71.98	71.15	74.83	3.96	5.17
	Farm value	374.79	378.58	398.06	6.21	5.15	376.01	381.64	391.93	4.23	2.70
	Landed cost	437.65	441.10	462.73	5.73	4.90	447.99	452.79	466.76	4.19	3.09
	Transport % of landed cost	14.36	14.17	13.98	-0.39	-0.20	16.07	15.71	16.03	-0.04	0.32

Route	Cost	2025 1st qtr.	2025 4th qtr.	2026 1st qtr.	Percent change		2025 1st qtr.	2025 4th qtr.	2026 1st qtr.	Percent change	
					Yr. to yr.	Qtr. to qtr.				Yr. to yr.	Qtr. to qtr.
		North MT - Santos					South GO - Paranagua				
		--$/mt--					--$/mt--				
Brazil	Truck	83.54	92.65	94.17	12.72	1.64	50.71	55.68	58.51	15.38	5.08
	Ocean	33.90	36.45	39.40	16.22	8.09	33.60	36.20	39.10	16.37	8.01
	Total transportation	117.44	129.10	133.57	13.73	3.46	84.31	91.88	97.61	15.78	6.24
	Farm Value	317.36	369.95	329.93	3.96	-10.82	324.60	372.87	348.43	7.34	-6.55
	Landed Cost	434.80	499.05	463.50	6.60	-7.12	408.91	464.75	446.04	9.08	-4.03
	Transport % of landed cost	27.01	25.87	28.82	1.81	2.95	20.62	19.77	21.88	1.27	2.11

Note: Rail rates include fuel surcharges, but do not include the cost of purchasing empty rail cars in the secondary rail markets. That cost could exceed the rail tariff rate plus fuel surcharge shown in the table. Source for the U.S. Ocean freight rates: O'Neil Commodity Consulting/World Perspectives, Inc. Source for the U.S. farm values: USDA, National Agricultural Statistics Service. Landed costs are transportation cost plus farm value. For transportation as a percentage of landed costs, the year-to-year and quarter-to-quarter columns record percentage-point differences. Brazil's producing regions: MT= Mato Grosso, GO = Goiás. Brazil's export ports: Santos and Paranagua. Source for Brazil's ocean freight rates: University of São Paulo, Brazil, and USDA, Agricultural Marketing Service. Source for Brazil's farm values: Companhia Nacional de Abastecimento. qtr. = quarter; yr. = year; mt = metric ton; "-" indicates data not required or applicable. Totals may not add up exactly because of rounding.
Source: USDA, Agricultural Marketing Service.

Quarter-to-Quarter Landed Costs. Quarter to quarter, landed costs rose in the United States with rising transportation costs and farm values. In Brazil, landed costs fell with falling farm values that outweighed rising transportation costs.

The share of first-quarter U.S. landed costs comprising transportation was 19-26 percent for shipments to China (table 1) and 14-21 percent to Europe (table 2). The transportation share of Brazil's total landed costs was 23-29 percent to China and 22-29 percent to Europe.

Year-to-Year Landed Costs. Year to year, landed costs rose in the United States. For routes to China via the U.S. Gulf, U.S. landed costs rose, with increases in both transportation costs and farm values (table 1). For routes to China via the PNW, landed costs were lifted by rising farm values that outweighed falling transportation costs. For routes to Europe via the U.S. Gulf, factors causing the increases in landed cost varied depending on the origins. For shipments originating from Minneapolis, MN and Davenport, IA, rising farm values pushed up the landed costs. Rising landed costs for shipments originating from St. Louis, MO and Havana, IL reflect increase in both transportation costs and farm values.

In Brazil, landed costs rose for all routes, with higher transportation costs and higher farm values.

U.S. Exports to China. According to USDA's Foreign Agricultural Service's Global Agricultural Trade System data, in first quarter 2026, the United States exported 7.78 million metric tons (mmt) of soybeans to China—up 2.44 mmt (46 percent) from 2025. According to Comex Stat (Brazil's official merchandise trade system) data, Brazil exported 16.03 mmt of soybeans to China in first quarter 2026, down 0.90 mmt (5 percent) from 2025.

According to USDA's August *World Agricultural Supply and Demand Estimates* report, total U.S. soybean exports are projected at 45.18 mmt in marketing year (MY) 2026/27, up from 41.37 mmt in MY 2025/26. Brazil is projected to export 118.00 mmt of soybeans in MY 2025/26, up from 115.00 mmt in MY 2025/26. For more on soybean transportation in Brazil, see USDA's quarterly *Brazil Soybean Transportation report, Brazil Soybean Transportation*.

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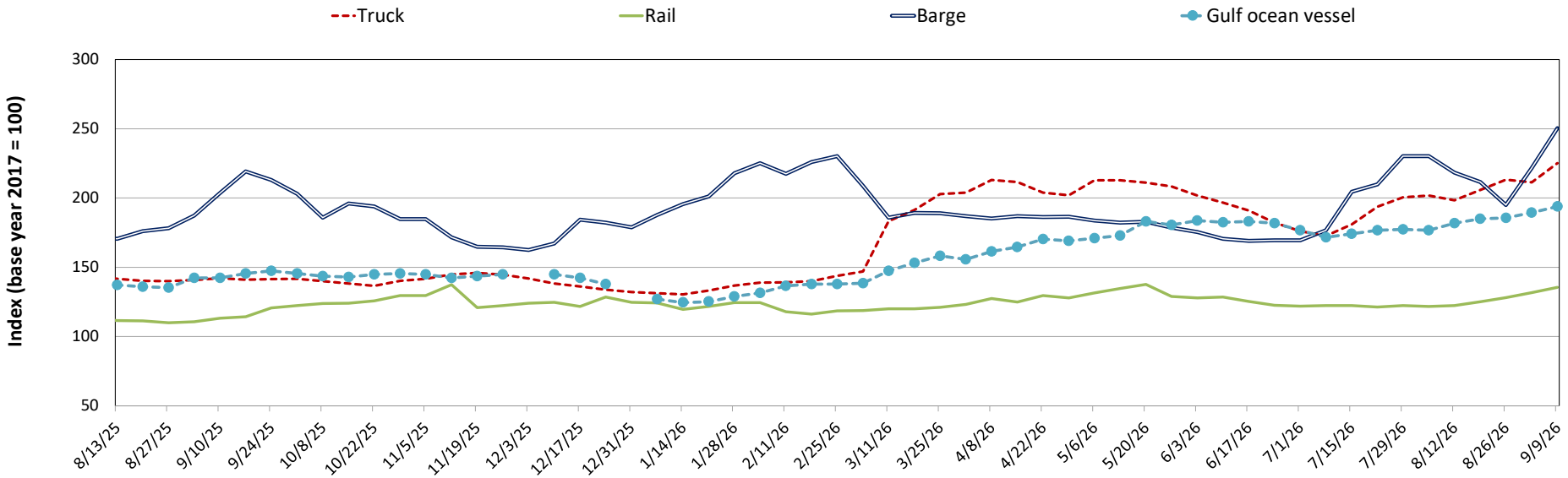
Grains are transported to the domestic and international markets via one or more of the following modes: truck, rail, barge, and oceangoing vessel. Monitoring the cost of transportation for each mode is vital to the marketing decision making process.

Table 1. Grain transport cost indicators

For the week ending:	Truck	Rail	Barge	Ocean	
				Gulf	Pacific
09/09/26	225	136	250	194	178
09/02/26	211	132	222	189	176
09/10/25	142	113	204	142	139

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.

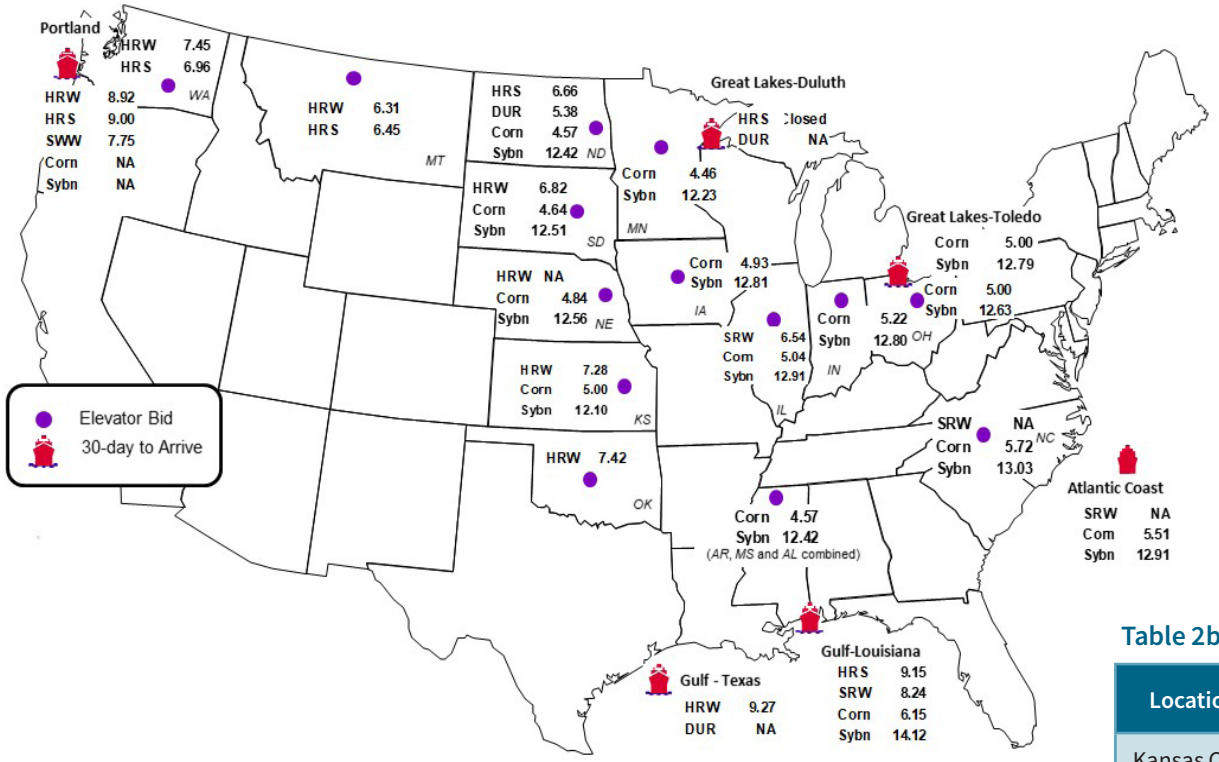
Figure 1. Grain transportation cost indicators as of week ending 09/09/26



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	9/4/2026	8/28/2026
Corn	IL–Gulf	-1.11	-0.96
Corn	NE–Gulf	-1.31	-1.11
Soybean	IA–Gulf	-1.31	-1.33
HRW	KS–Gulf	-1.99	-1.82
HRS	ND–Portland	-2.34	-2.26

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	09/04/2026	Week ago 08/28/2026	Year ago 09/05/2025
Kansas City	Wht	Dec	8.024	8.012	5.052
Minneapolis	Wht	Dec	7.450	7.693	5.660
Chicago	Wht	Dec	7.340	7.838	5.192
Chicago	Corn	Dec	5.366	5.364	4.178
Chicago	Sybn	Dec	13.096	12.878	10.270

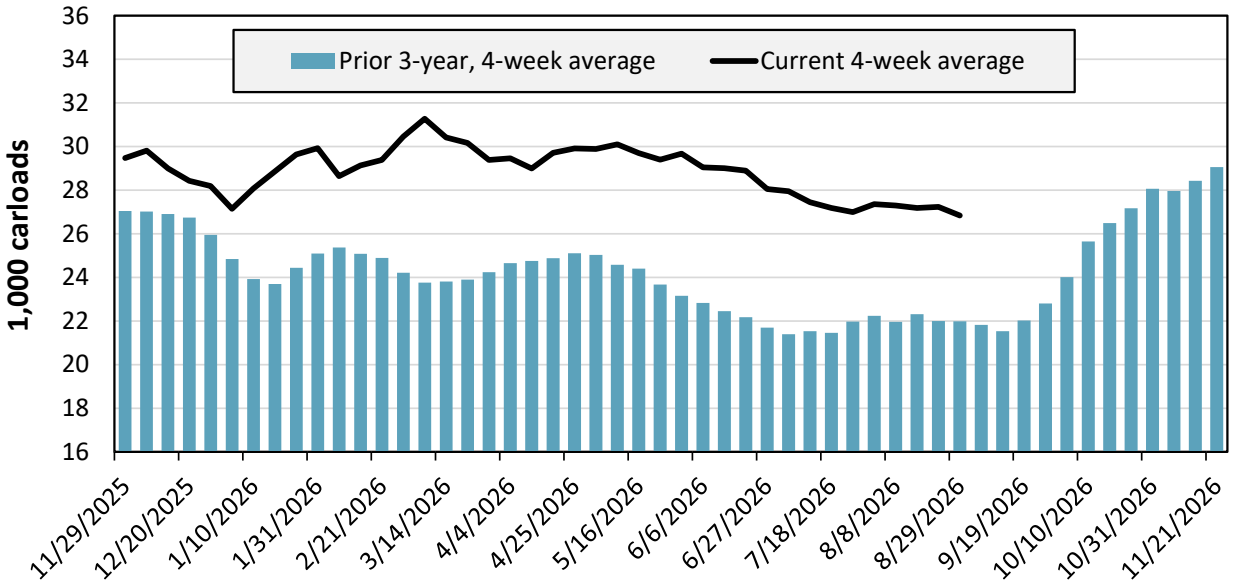
Sources: Chicago Mercantile Exchange (CME) Group Grain and *Oilseed Futures Report*.

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

For the week ending: 8/29/2026	East		West		Central U.S.		U.S. total
	CSX	NS	BNSF	UP	CPKC	CN	
This week	1,051	2,336	11,504	6,468	3,726	1,183	26,268
This week last year	1,075	2,077	10,815	5,799	2,657	1,303	23,726
2026 YTD	50,988	88,142	435,809	228,032	122,477	57,927	983,375
2025 YTD	53,938	96,224	384,555	201,469	96,601	48,972	881,759
2026 YTD as % of 2025 YTD	95	92	113	113	127	118	112
Last 4 weeks as % of 2025	118	106	108	106	115	120	109
Last 4 weeks as % of 3-yr. avg.	103	99	126	119	130	158	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 29, grain carloads were down 1 percent from the previous week, up 9 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: 8/28/2026		East		West		Central U.S.		U.S. Average
		CSX	NS	BNSF	UP	CN	CPKC	
Average grain unit train origin dwell times (hours)	This week	22.5	28.7	29.5	23.9	8.8	17.4	21.8
	Average over last 4 weeks	30.0	33.6	31.0	23.5	12.3	25.0	25.9
	Average of same 4 weeks last year	17.8	23.8	12.1	14.4	7.3	40.4	19.3
Average grain unit train speeds (miles per hour)	This week	21.9	17.6	23.7	21.9	23.5	18.9	21.2
	Average over last 4 weeks	21.8	18.3	23.7	22.4	23.0	18.0	21.2
	Average of same 4 weeks last year	22.9	19.4	24.0	22.8	23.1	13.7	21.0

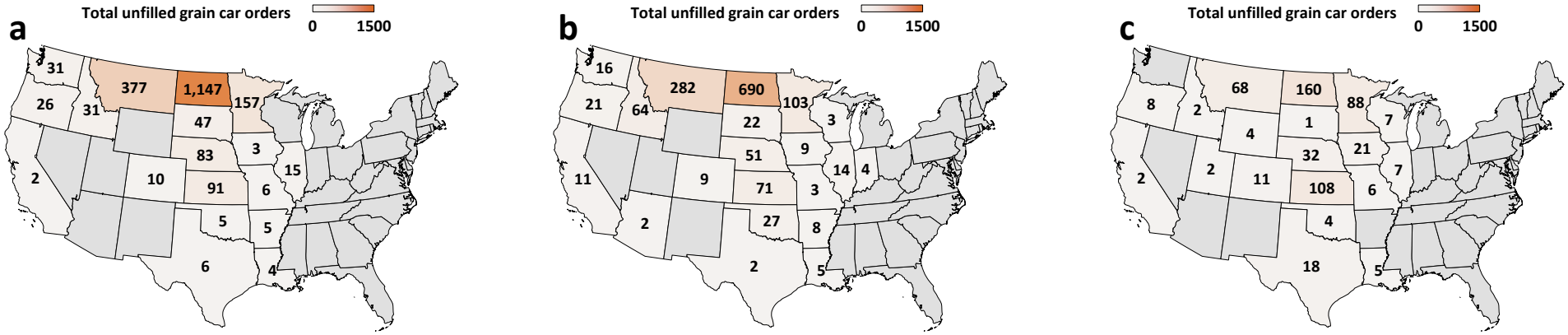
Note: NS = Norfolk Southern; UP = Union Pacific; CN = Canadian National; CPKC = Canadian Pacific Kansas City.
These service metrics are published weekly on the Surface Transportation Board's website and on AgTransport. For more information on each service metric, see 49 CFR § 1250.2.
Source: Surface Transportation Board.

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

For the week ending: 8/28/2026		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	45	32	311	48	4	173	612
	Average over last 4 weeks	50	22	321	57	8	177	636
	Average of same 4 weeks last year	13	5	219	65	8	335	644
Average number of loaded grain cars not moved in over 48 hours	This week	31	191	761	55	1	138	1,178
	Average over last 4 weeks	58	238	903	58	10	332	1,598
	Average of same 4 weeks last year	19	129	262	64	7	668	1,149
Average number of grain unit trains held	This week	0	1	5	5	0	5	16
	Average over last 4 weeks	0	0	5	5	0	7	17
	Average of same 4 weeks last year	0	1	3	3	0	10	17
Total unfilled manifest grain car orders	This week	4	0	1,149	73	0	820	2,046
	Average over last 4 weeks	6	0	751	200	0	459	1,416
	Average of same 4 weeks last year	0	4	157	203	0	271	635

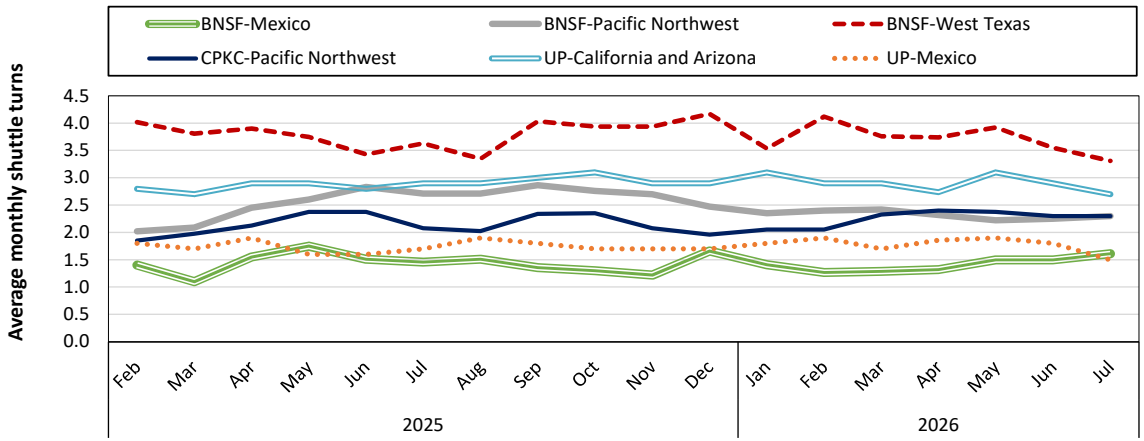
Note: NS = Norfolk Southern; UP = Union Pacific; CN = Canadian National; CPKC = Canadian Pacific Kansas City.
These service metrics are published weekly on the Surface Transportation Board's website and on AgTransport. For more information on each service metric, see 49 CFR § 1250.2.
Source: Surface Transportation Board.

Figure 4. Unfilled manifest grain car orders by State for the week ending 8/28/2026 (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

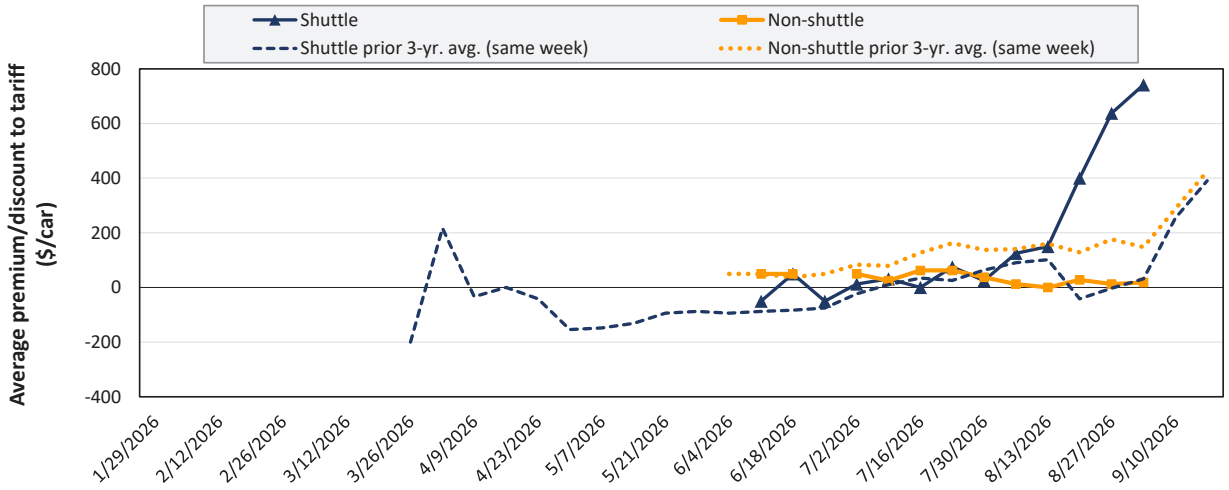


In July 2026, BNSF Railway's average monthly grain shuttle turns were 1.6 to Mexico, 2.3 to the Pacific Northwest, and 3.3 to West Texas. CPKC's shuttle turns averaged 2.3 to the Pacific Northwest. Union Pacific Railroad's shuttle turns averaged 2.7 to California and Arizona, and they averaged 1.5 to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



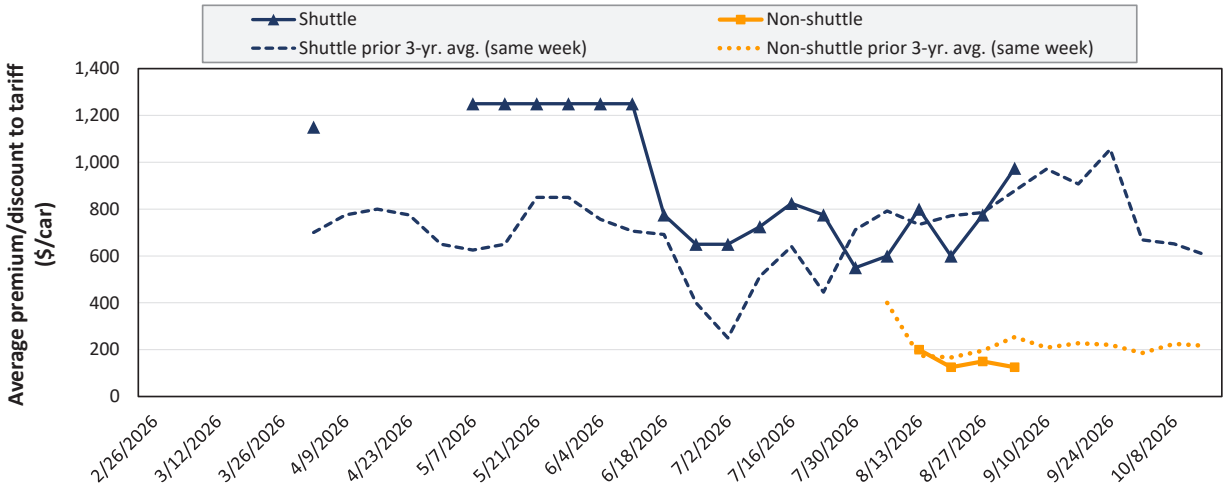
Average non-shuttle bids/offers rose $6 this week, and are $44 below the peak.

Average shuttle bids/offers rose $104 this week and are at the peak.

9/3/2026	BNSF	UP
Non-Shuttle	$25	$13
Shuttle	$733	$750

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



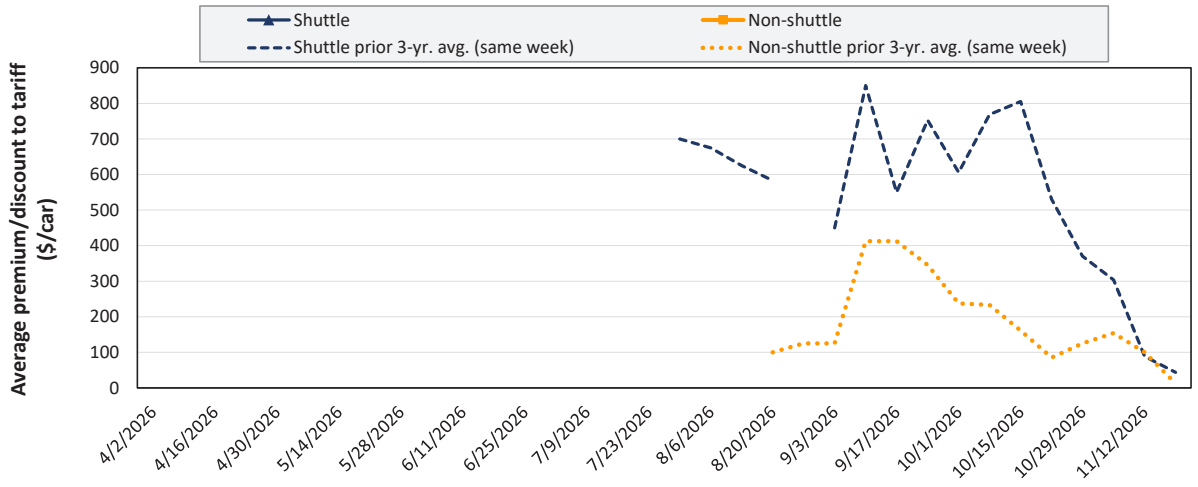
Average non-shuttle bids/offers fell $25 this week, and are $75 below the peak.

Average shuttle bids/offers rose $200 this week and are $275 below the peak.

9/3/2026	BNSF	UP
Non-Shuttle	$50	$200
Shuttle	$1,300	$650

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.

9/3/2026	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: 9/3/2026		Delivery period					
		Sep-26	Oct-26	Nov-26	Dec-26	Jan-27	Feb-27
Non-shuttle	BNSF	25	50	n/a	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	-13	-75	n/a	n/a	n/a	n/a
	UP	13	200	n/a	n/a	n/a	n/a
	Change from last week	13	0	n/a	n/a	n/a	n/a
	Change from same week 2025	113	100	n/a	n/a	n/a	n/a
Shuttle	BNSF	733	1,300	n/a	n/a	n/a	n/a
	Change from last week	58	500	n/a	n/a	n/a	n/a
	Change from same week 2025	819	894	n/a	n/a	n/a	n/a
	UP	750	650	n/a	n/a	n/a	n/a
	Change from last week	150	-100	n/a	n/a	n/a	n/a
	Change from same week 2025	756	400	n/a	n/a	n/a	n/a
	CPKC	500	300	n/a	n/a	n/a	n/a
	Change from last week	100	0	n/a	n/a	n/a	n/a
	Change from same week 2025	500	200	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, September 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	$432	$6,416	$1.73	$63.71	7.6
	BNSF	Williston, ND	Superior, WI	Shuttle	$4,466	$216	$4,682	$1.27	$46.49	7.4
	CPKC	Westby, MT	St. Louis, MO	Unit	$6,013	$1,056	$7,069	$1.91	$70.20	12.4
	UP	Yuma, AZ	Houston, TX	Manifest	$6,025	$796	$6,821	$1.84	$67.74	5.1
Hard red spring (HRS)	BNSF	Alton (Hillsboro), ND	Chicago, IL	DET	$5,029	$250	$5,279	$1.43	$52.43	8.1
	BNSF	Alton (Hillsboro), ND	PNW (Seattle, WA)	Shuttle	$6,365	$602	$6,967	$1.88	$69.18	9.2
	BNSF	Alton (Hillsboro), ND	Superior, WI	Shuttle	$3,040	$116	$3,156	$0.85	$31.34	8.9
	BNSF	Alton (Hillsboro), ND	Texas Gulf (Houston, TX)	Shuttle	$5,882	$626	$6,508	$1.76	$64.63	10.3
	BNSF	Bucyrus, ND	PNW (Seattle, WA)	Shuttle	$5,963	$530	$6,493	$1.75	$64.48	8.6
	BNSF	Macon, MT	PNW (Seattle, WA)	Shuttle	$5,562	$440	$6,002	$1.62	$59.60	8.6
	CPKC	Minot, ND	Kalama, WA	Unit	$5,448	$935	$6,383	$1.73	$63.39	11.2
	CPKC	Nekoma, ND	Chicago, IL	Manifest	$5,255	$562	$5,817	$1.57	$57.76	9.8
Hard red winter (HRW)	BNSF	Concordia, KS	Greenwood (Mendota), IL	Shuttle	$3,400	$228	$3,628	$0.98	$36.02	4.5
	BNSF	Enid, OK	Texas Gulf (Houston, TX)	Shuttle	$3,400	$279	$3,679	$0.99	$36.53	0.5
	BNSF	Garden City, KS	PNW (Seattle, WA)	Shuttle	$5,800	$752	$6,552	$1.77	$65.06	9.0
	BNSF	Garden City, KS	San Bernardino, CA	DET	$5,600	$529	$6,129	$1.66	$60.86	4.7
	BNSF	Garden City, KS	Texas Gulf (Houston, TX)	Shuttle	$4,200	$385	$4,585	$1.24	$45.53	6.8
	BNSF	Salina, KS	Texas Gulf (Houston, TX)	Shuttle	$4,000	$398	$4,398	$1.19	$43.67	7.7
	BNSF	Wichita, KS	Birmingham, AL	Shuttle	$3,500	$328	$3,828	$1.03	$38.01	6.5
	BNSF	Wichita, KS	Chicago, IL	DET	$3,700	$223	$3,923	$1.06	$38.96	4.1
	BNSF	Wichita, KS	Texas Gulf (Houston, TX)	Shuttle	$3,900	$356	$4,256	$1.15	$42.27	7.2
	UP	Byers, CO	Houston, TX	Shuttle	$4,525	$675	$5,200	$1.41	$51.63	5.7
	UP	Goodland, KS	Kansas City, MO	Manifest	$5,067	$252	$5,319	$1.44	$52.82	4.0
	UP	Medford, OK	Houston, TX	Shuttle	$3,775	$333	$4,108	$1.11	$40.79	3.5
	UP	Salina, KS	Houston, TX	Shuttle	$4,025	$444	$4,469	$1.21	$44.38	4.3
HRS/HRW	BNSF	Bowdle, SD	Chicago, IL	DET	$4,964	$270	$5,234	$1.41	$51.98	7.3
	BNSF	Conrad, MT	PNW (Seattle, WA)	Shuttle	$4,589	$341	$4,930	$1.33	$48.96	9.0
Soft white	BNSF	Templin (Ritzville), WA	PNW (Seattle, WA)	Shuttle	$2,082	$168	$2,250	$0.61	$22.34	8.8
All classes (To East Coast flour mills)	CSX	Chicago, IL	Albany, NY	Manifest	$8,611	$251	$8,862	$2.40	$88.01	6.2
	CSX	Chicago, IL	Albany, NY	Unit	$7,676	$251	$7,927	$2.14	$78.72	6.9
	CSX	Chicago, IL	Buffalo, NY	Manifest	$6,102	$161	$6,263	$1.69	$62.19	5.7
	CSX	Chicago, IL	Indiantown, FL	Manifest	$8,832	$429	$9,261	$2.50	$91.96	8.1

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, September 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	$390	$5,990	$1.51	$59.48	1.2
	BNSF	Clarkfield, MN	PNW (Seattle, WA)	Railroad	$5,470	$670	$6,140	$1.55	$60.97	8.6
	BNSF	Edison, NE	Hanford, CA	Railroad	$5,460	$645	$6,105	$1.54	$60.63	-1.5
	BNSF	Edison, NE	Hereford, TX	Railroad	$4,500	$275	$4,775	$1.20	$47.42	-6.7
	BNSF	Edison, NE	PNW (Seattle, WA)	Railroad	$5,350	$740	$6,090	$1.54	$60.48	9.9
	BNSF	Greenwood (Mendota), IL	Hereford, TX	Railroad	$4,620	$329	$4,949	$1.25	$49.15	6.1
	BNSF	Phelps (Rock Port), MO	Clovis, NM	Railroad	$4,260	$269	$4,529	$1.14	$44.97	-7.3
	BNSF	Phelps (Rock Port), MO	Texas Gulf (Houston, TX)	Railroad	$4,000	$414	$4,414	$1.11	$43.83	-4.9
	BNSF	Selby, SD	PNW (Seattle, WA)	Railroad	$5,430	$583	$6,013	$1.52	$59.71	7.6
	BNSF	St. Cloud, MN	PNW (Seattle, WA)	Railroad	$5,430	$660	$6,090	$1.54	$60.48	8.5
	CN	Gibson City, IL	Reserve, LA	Private	$2,411	$605	$3,016	$0.76	$29.95	19.2
	CN	Gibson City, IL	Reserve, LA	Railroad	$2,791	$605	$3,396	$0.86	$33.72	16.7
	CPKC	Delhi, LA	Morton, MS	Railroad	$1,342	$84	$1,426	$0.36	$14.17	2.5
	CPKC	Enderlin, ND	Kalama, WA	Railroad	$5,047	$1,075	$6,122	$1.54	$60.80	10.2
	CPKC	Glenwood, MN	Boardman, OR	Railroad	$5,513	$1,035	$6,548	$1.65	$65.02	9.1
	CSX	Haw Creek (Ladoga), IN	Ozark, AL	Railroad	$6,241	$219	$6,460	$1.63	$64.16	8.4
	CSX	Marysville, OH	Rose Hill, NC	Railroad	$6,378	$242	$6,620	$1.67	$65.74	7.8
	CSX	Olney, IL	Fairmount, GA	Railroad	$4,891	$155	$5,046	$1.27	$50.11	7.2
	UP	Allen Station (San Jose), IL	Pittsburg, TX	Railroad	$3,935	$401	$4,336	$1.09	$43.06	0.4
	UP	Frankfort, KS	Calipatria, CA	Railroad	$5,855	$912	$6,767	$1.71	$67.20	3.5
	UP	Mead, NE	Keyes, CA	Railroad	$6,015	$1,007	$7,022	$1.77	$69.74	4.0
	UP	Nebraska City, NE	Amarillo, TX	Railroad	$4,855	$414	$5,269	$1.33	$52.32	0.4
	UP	Sloan, IA	Burley, ID	Railroad	$5,535	$682	$6,217	$1.57	$61.74	2.2
	UP	Sterling, IL	Nashville, AR	Railroad	$4,075	$419	$4,494	$1.13	$44.63	0.5
Soybeans	BNSF	Argyle, MN	PNW (Seattle, WA)	Railroad	$6,255	$611	$6,866	$1.86	$68.18	8.9
	BNSF	Argyle, MN	Texas Gulf (Houston, TX)	Railroad	$5,185	$582	$5,767	$1.56	$57.27	7.5
	BNSF	Casselton, ND	PNW (Seattle, WA)	Railroad	$6,205	$592	$6,797	$1.84	$67.50	8.8
	BNSF	Casselton, ND	St. Louis, MO	Railroad	$3,400	$311	$3,711	$1.00	$36.85	6.2
	BNSF	Mitchell, SD	PNW (Seattle, WA)	Railroad	$6,305	$655	$6,960	$1.88	$69.11	9.4
	CN	Gibson City, IL	Reserve, LA	Private	$2,411	$605	$3,016	$0.82	$29.95	19.2
	CN	Gibson City, IL	Reserve, LA	Railroad	$2,791	$605	$3,396	$0.92	$33.72	16.7
	CPKC	Enderlin, ND	Kalama, WA	Railroad	$5,785	$1,075	$6,860	$1.85	$68.13	9.0
	CPKC	Enderlin, ND	East St. Louis, IL	Railroad	$3,526	$813	$4,339	$1.17	$43.08	10.8
	CSX	Casey, IL	Mobile, AL	Private	$3,646	$241	$3,887	$1.05	$38.60	6.6
	CSX	Marion, OH	Chesapeake, VA	Private	$3,214	$236	$3,450	$0.93	$34.26	7.3
	UP	Canton, KS	Houston, TX	Railroad	$3,875	$433	$4,308	$1.16	$42.78	10.4
	UP	Cozad, NE	Kalama, WA	Railroad	$5,365	$906	$6,271	$1.69	$62.27	10.6
	UP	Cozad, NE	Houston, TX	Railroad	$4,235	$625	$4,860	$1.31	$48.26	11.1
	UP	Sloan, IA	Ama, LA	Railroad	$4,315	$714	$5,029	$1.36	$49.94	11.5

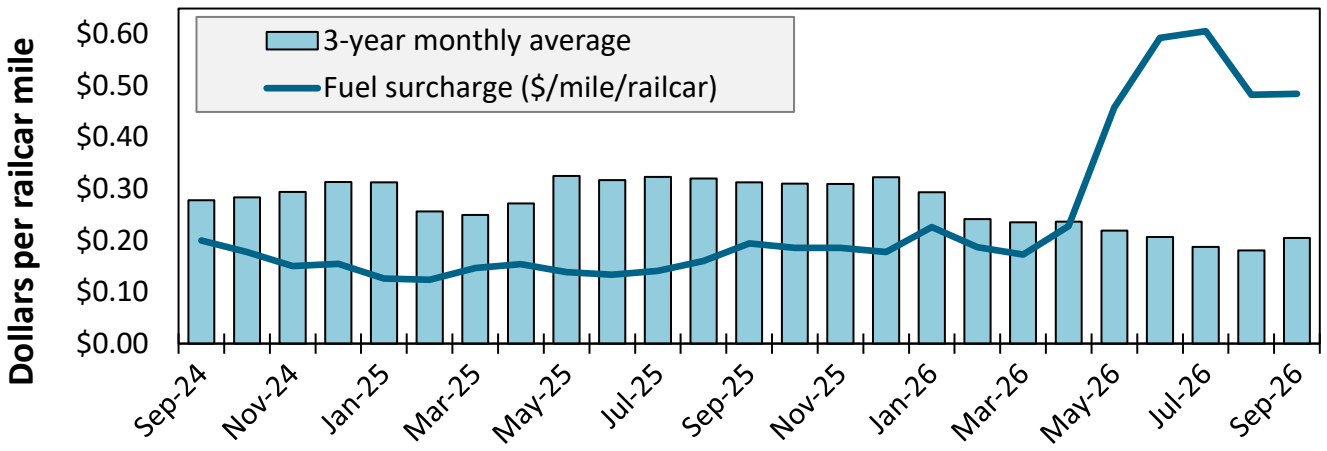
Note: Shuttle/unit trains are composed of 90+ grain cars that travel from a single origin to a single destination. All rates are for large covered hoppers (C-114), which each carry 111 short tons (100.7 metric tons). A bushel of corn weighs 56 pounds, and a bushel of soybeans weighs 60 pounds. Percentage 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, September 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	$449	$5,090	$1.27	$50.10	8.3
	BNSF	Superior, NE	El Paso, TX	Shuttle	$4,622	$353	$4,975	$1.24	$48.96	-2.7
	CPKC	Atchison, KS	Laredo, TX	Non-shuttle	$5,080	$912	$5,992	$1.50	$58.97	6.9
	CPKC	Council Bluffs, IA	Laredo, TX	Non-shuttle	$5,550	$1,010	$6,560	$1.64	$64.56	7.0
	CPKC	Kansas City, MO	Laredo, TX	Non-shuttle	$5,005	$871	$5,876	$1.47	$57.83	6.7
	CPKC	Marshall, MO	Laredo, TX	Non-shuttle	$5,190	$924	$6,114	$1.53	$60.17	6.8
	UP	Pontiac, IL	Eagle Pass, TX	Shuttle	$4,535	$741	$5,276	$1.32	$51.93	3.1
	UP	Sterling, IL	Eagle Pass, TX	Shuttle	$4,655	$769	$5,424	$1.36	$53.38	3.2
Soybeans	BNSF	Brunswick, MO	El Paso, TX	Shuttle	$3,585	$381	$3,966	$1.06	$39.03	-10.8
	BNSF	Hardin, MO	Eagle Pass, TX	Shuttle	$3,585	$379	$3,964	$1.06	$39.01	-10.8
	CPKC	Atchison, KS	Laredo, TX	Non-shuttle	$5,080	$912	$5,992	$1.60	$58.97	6.9
	CPKC	Kansas City, MO	Laredo, TX	Non-shuttle	$5,005	$871	$5,876	$1.57	$57.83	6.7
	UP	Grand Island, NE	Eagle Pass, TX	Shuttle	$5,175	$705	$5,880	$1.57	$57.87	9.6
	UP	Roelyn, IA	Eagle Pass, TX	Shuttle	$5,260	$738	$5,998	$1.61	$59.03	9.7
Wheat	BNSF	FT Worth, TX	El Paso, TX	DET	$3,100	$275	$3,375	$0.90	$33.22	9.4
	BNSF	FT Worth, TX	El Paso, TX	Shuttle	$2,600	$275	$2,875	$0.77	$28.30	-0.4
	CPKC	Kansas City, MO	Laredo, TX	Non-shuttle	$5,005	$871	$5,876	$1.57	$57.83	6.7
	UP	Great Bend, KS	Laredo, TX	Shuttle	$4,325	$529	$4,854	$1.30	$47.77	4.7
	UP	Wichita, KS	Laredo, TX	Shuttle	$4,065	$466	$4,531	$1.21	$44.59	4.4

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).

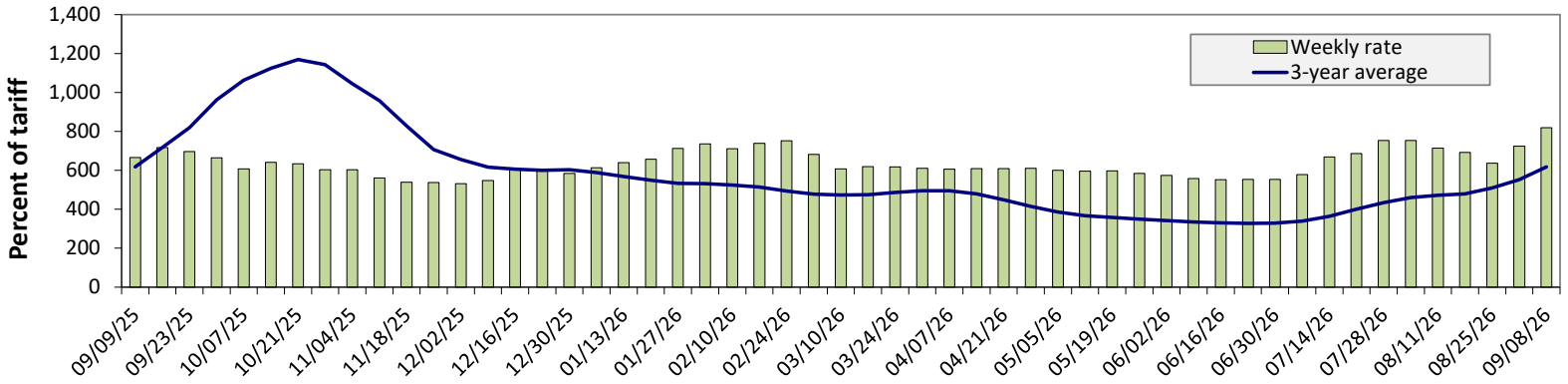
Figure 9. Railroad fuel surcharges, North American weighted average



September 2026: $0.48/mile, unchanged from last month’s surcharge of $0.48/mile; up 29 cents from the September 2025 surcharge of $0.19/mile; and up 28 cents from the September prior 3-year average of $0.2/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 September 8: 13 percent higher than the previous week; 23 percent higher than last year; and 33 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

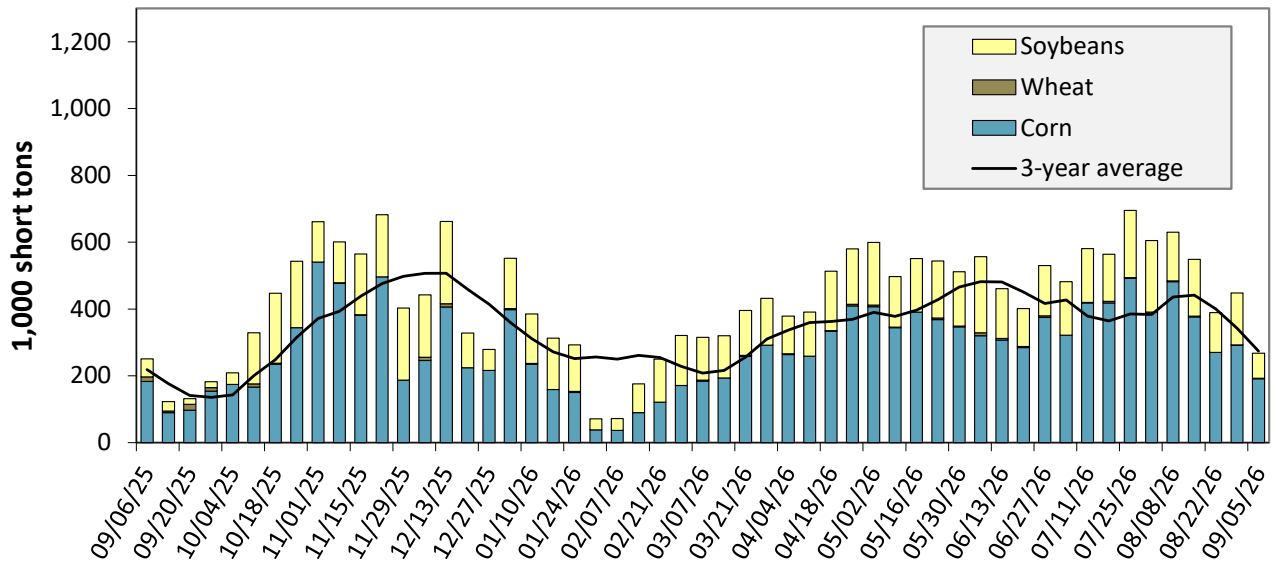
Measure	Date	Twin Cities	Mid-Mississippi	Illinois River	St. Louis	Ohio River	Cairo-Memphis
Rate	9/8/2026	839	850	819	792	821	856
	9/1/2026	775	732	725	683	721	678
$/ton	9/8/2026	51.93	45.22	38.00	31.60	38.50	26.88
	9/1/2026	47.97	38.94	33.64	27.25	33.81	21.29
Measure	**Time Period**	**Twin Cities**	**Mid-Mississippi**	**Illinois River**	**St. Louis**	**Ohio River**	**Cairo-Memphis**
Current week % change from the same week	Last year	24	27	23	36	24	47
	3-year avg.	31	36	33	36	37	34
Rate	October	979	954	931	859	913	825
	December	n/a	n/a	686	597	638	536

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 September 5: 7 percent higher than last year and 2 percent lower than the 3-year average.

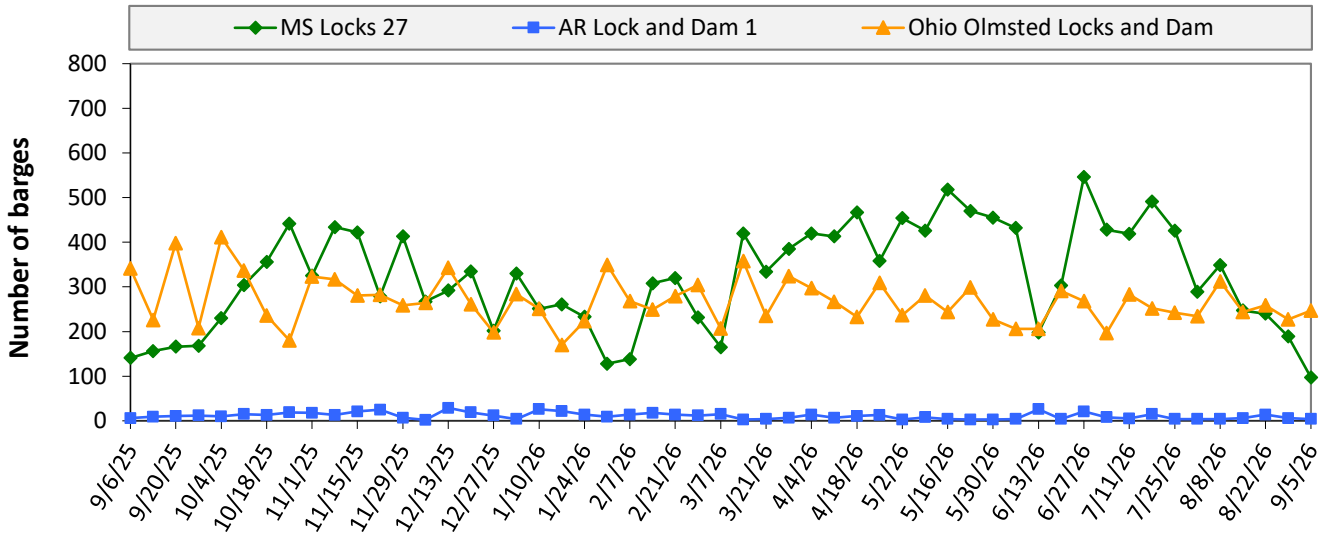
Note: The 3-year average is a 4-week moving average.
Source: U.S. Army Corps of Engineers.

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

For the week ending 09/05/2026	Corn	Wheat	Soybeans	Other	Total
Mississippi River (Rock Island, IL (L15))	82	0	33	0	115
Mississippi River (Winfield, MO (L25))	143	2	60	0	205
Mississippi River (Alton, IL (L26))	204	2	83	0	288
Mississippi River (Granite City, IL (L27))	191	2	75	0	268
Illinois River (La Grange)	42	0	22	0	64
Ohio River (Olmsted)	38	5	25	5	74
Arkansas River (L1)	8	1	8	0	18
Weekly total - 2026	238	8	108	5	360
Weekly total - 2025	230	45	84	2	361
2026 YTD	12,475	671	7,061	69	20,276
2025 YTD	14,018	991	7,615	131	22,756
2026 as % of 2025 YTD	89	68	93	53	89
Last 4 weeks as % of 2025	125	39	96	78	106
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.

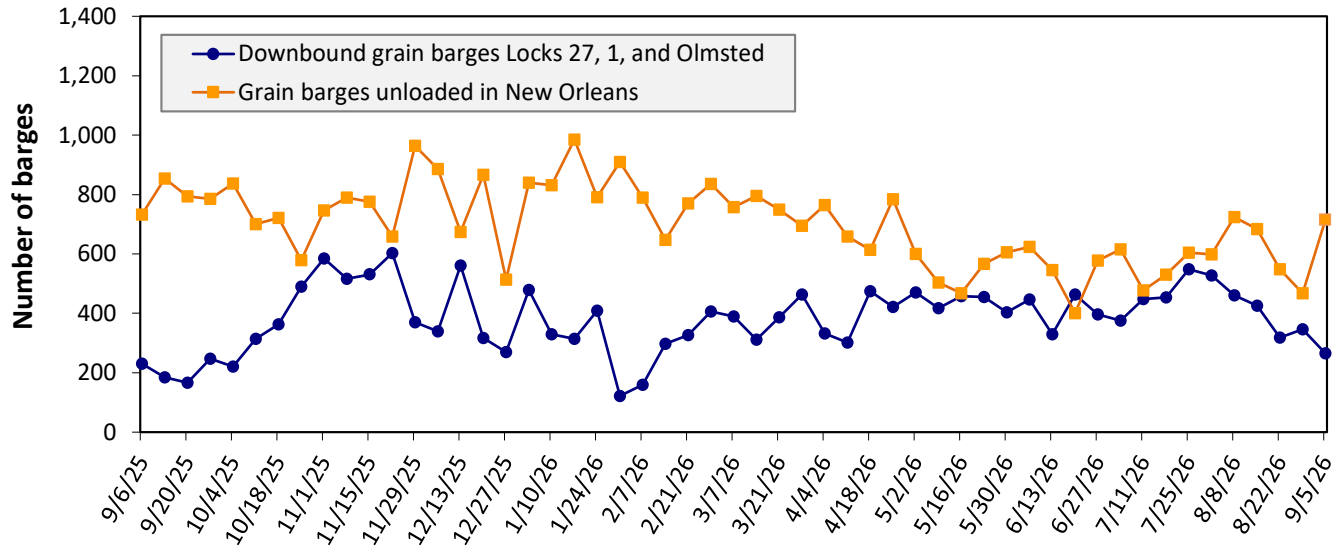
Figure 13. Upbound empty barges transiting Mississippi River Locks 27, Arkansas River Lock and Dam 1, and Ohio River Olmsted Locks and Dam



Source: U.S. Army Corps of Engineers.

For the week ending September 5: 348 barges transited the locks, 74 barges fewer than the previous week, and 21 percent higher than the 3-year average.

Figure 14. Grain barges for export in New Orleans region



Note: Olmsted = Olmsted Locks and Dam.
Source: U.S. Army Corps of Engineers and USDA, Agricultural Marketing Service.

For the week ending September 5: 265 barges moved down river, 81 less than the previous week; 715 grain barges unloaded in the New Orleans Region, 53 percent more than the previous week.

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

River	Origin	$/ton			Current month % change from the same month	
		September 2026	August 2026	September 2025	Last year	3-year avg.
Snake River	Lewiston, ID/Clarkston, WA/Wilma, WA	$24.73	$24.76	$23.18	6.7	11.4
	Central Ferry, WA/Almota, WA	$23.77	$23.80	$22.25	6.8	11.6
	Lyons Ferry, WA	$22.68	$22.71	$21.20	7.0	11.8
	Windust, WA/Lower Monumental, WA	$21.57	$21.60	$20.13	7.2	12.0
	Sheffler, WA	$21.54	$21.57	$20.10	7.2	12.0
Columbia River	Burbank, WA/Kennewick, WA/Pasco, WA	$20.26	$20.29	$18.86	7.4	12.4
	Port Kelly, WA/Wallula, WA	$20.02	$20.05	$18.63	7.5	12.4
	Umatilla, OR	$19.92	$19.95	$18.53	7.5	12.5
	Boardman, OR/Hogue Warner, OR	$19.64	$19.67	$18.26	7.6	12.5
	Arlington, OR/Roosevelt, WA	$19.47	$19.50	$18.10	7.6	12.6
	Biggs, OR	$18.04	$18.07	$16.72	7.9	13.0
	The Dalles, OR	$16.86	$16.89	$15.58	8.2	13.4

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)

August, 2026	Wheat	Other	Total
Snake River (McNary Lock and Dam (L24))	389	0	389
Columbia River (Bonneville Lock and Dam (L1))	450	0	450
Monthly total 2025 (L1)	421	0	421
Monthly total 2025(L24)	353	0	353
2026 YTD(L1)	2,334	0	2,334
2026 YTD(L24)	1,897	0	1,897
2025 YTD(L1)	2,629	0	2,629
2025 YTD(L24)	2,297	0	2,297

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.

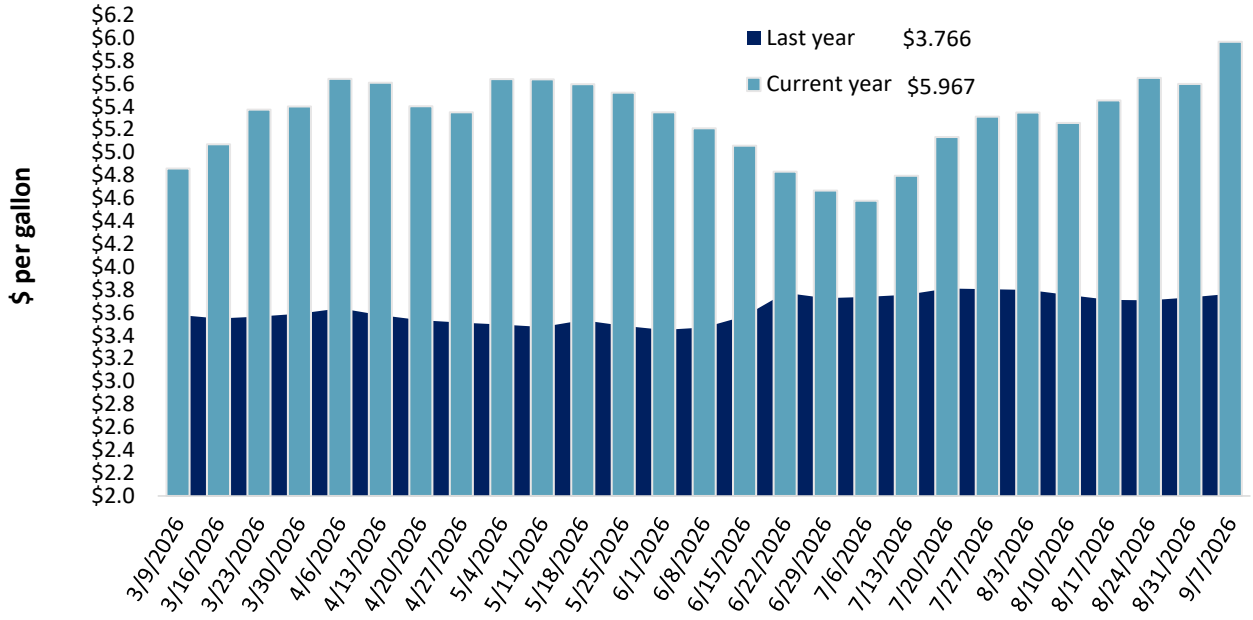
The weekly diesel price provides a proxy for trends in U.S. truck rates as diesel fuel is a significant expense for truck grain movements.

Table 13. Retail on-highway diesel prices, week ending 9/7/2026 (U.S. $/gallon)

Region	Location	Price	Change from	
			Week ago	Year ago
I	East Coast	5.744	0.296	1.972
	New England	5.990	0.254	2.035
	Central Atlantic	6.051	0.213	2.114
	Lower Atlantic	5.605	0.329	1.912
II	Midwest	5.946	0.375	2.192
III	Gulf Coast	5.754	0.394	2.350
IV	Rocky Mountain	5.805	0.250	2.051
V	West Coast	6.987	0.490	2.454
	West Coast less California	6.314	0.442	2.151
	California	7.764	0.546	2.806
Total	United States	5.967	0.368	2.201

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 September 7, the U.S. average diesel fuel price increased 36.8 cents from the previous week to $5.967 per gallon, 220.1 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 08/27/2026	627	491	1,147	1,330	79	3,673	1,867	1,099	6,640
	This week year ago	2,481	674	1,391	1,302	77	5,925	1,864	1,092	8,882
	Last 4 wks. as % of same period in prior marketing year	28	77	90	98	122	65	258	153	116
Current unshipped (cummulative) export sales	Current MYTD	1,290	810	1,378	1,271	161	4,909	85,061	40,756	130,726
	Prior MYTD	2,677	1,092	1,653	955	116	6,492	68,329	49,699	124,521
	Current MYTD as % of prior MYTD	48	74	83	133	139	76	124	82	105
	Total 2025/26	8,243	3,202	6,078	5,207	622	23,419	-	-	23,419
	Total 2024/25	5,377	3,095	6,560	5,730	335	21,097	69,081	50,106	140,284
	Total 2023/24	3,535	4,260	6,314	3,906	526	18,540	54,277	44,510	117,328

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

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

For the week ending 8/27/2026	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	5,163	25,184	23,318	8	19,839
Japan	2306	15,754	13,511	17	10,478
Colombia	1134	8,913	7,653	16	5,493
China	0	0	33	-100	3,461
Korea	1030	9,003	6,243	44	3,127
Top 5 importers	9,633	58,854	50,757	16	42,399
Total U.S. corn export sales	14,444	86,928	70,194	24	54,276
% of YTD current month's export projection	17%	101%	96%	-	-
Change from prior week	1,986	-830	-281	-	-
Top 5 importers' share of U.S. corn export sales	67%	68%	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 8/27/2026	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	7,761	12,498	22,479	-44	26,078
Mexico	1,497	5,104	5,003	2	4,762
Japan	292	2,389	2,148	11	2,107
Egypt	454	5,057	3,636	39	2,098
Indonesia	95	2,611	2,152	21	1,997
Top 5 importers	10,098	27,660	35,417	-22	37,042
Total U.S. soybean export sales	16,282	41,854	50,792	-18	48,941
% of YTD current month's export projection	36%	101%	99%	-	-
Change from prior week	1948	-94	-24	-	-
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 8/27/2026	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	1,981	2,124	-7	3,744
Philippines	1,080	1,220	-12	2,677
Japan	1,019	888	15	2,050
Korea	823	865	-5	1,888
Taiwan	477	491	-3	1,005
Nigeria	195	834	-77	878
China	NA	0	NA	863
Indonesia	240	531	-55	746
Thailand	310	298	4	690
Vietnam	207	329	-37	581
Top 10 importers	6,332	7,580	-16	15,121
Total U.S. wheat export sales	8,583	12,418	-31	21,015
% of YTD current month's export projection	41%	50%	-	-
Change from prior week	314	313	-	-
Top 10 importers' share of U.S. wheat export sales	74%	61%	-	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.

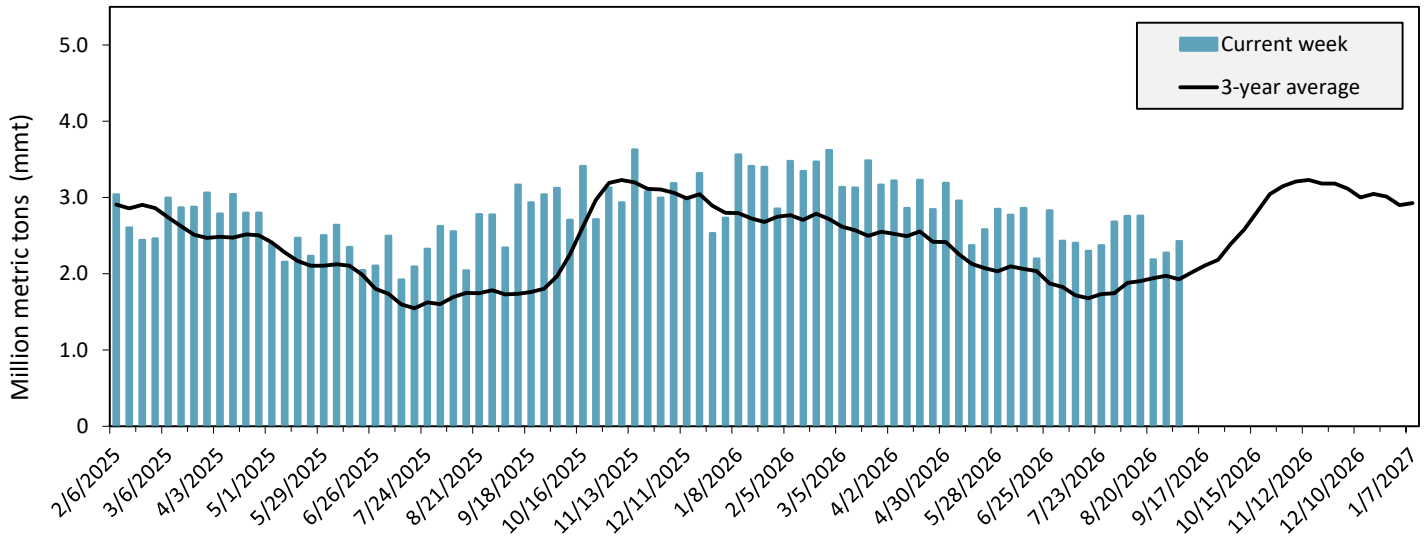
Table 18. Grain inspections for export by U.S. port region (1,000 metric tons)

Port regions	Commodity	For the week ending 09/03/2026	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	544	387	141	18,314	16,179	113	165	378	24,214
	Soybeans	0	0	0	4,181	1,966	213	n/a	42	2,957
	Wheat	216	286	75	7,195	7,719	93	95	115	12,271
	All grain	760	673	113	30,004	25,980	115	128	192	39,721
Mississippi Gulf	Corn	698	587	119	26,254	25,272	104	111	134	37,115
	Soybeans	360	151	239	14,423	13,300	108	76	92	23,350
	Wheat	36	24	153	2,205	2,950	75	38	56	3,980
	All grain	1,094	807	135	43,005	41,562	103	93	115	64,484
Texas Gulf	Corn	81	88	92	1,235	393	314	155	298	590
	Soybeans	0	0	n/a	100	106	94	n/a	0	1,431
	Wheat	0	13	0	2,008	3,170	63	8	19	4,690
	All grain	81	102	80	6,921	4,146	167	32	46	7,774
Interior	Corn	313	387	81	11,136	9,986	112	96	125	15,546
	Soybeans	60	133	45	4,912	4,727	104	70	86	7,713
	Wheat	69	74	94	2,166	2,208	98	73	80	3,104
	All grain	443	608	73	18,525	17,261	107	87	108	26,888
Great Lakes	Corn	21	0	n/a	359	64	556	n/a	n/a	414
	Soybeans	0	0	n/a	58	0	n/a	n/a	0	63
	Wheat	21	31	68	241	193	125	177	156	434
	All grain	43	31	136	657	258	255	287	213	911
Atlantic	Corn	6	50	11	1,312	243	540	501	n/a	607
	Soybeans	3	0	n/a	615	497	124	40	41	1,085
	Wheat	0	4	0	19	53	36	131	36	81
	All grain	8	54	16	1,946	792	246	340	380	1,773
All Regions	Corn	1,662	1,499	111	58,608	52,139	112	122	169	78,486
	Soybeans	422	284	149	24,798	20,699	120	75	88	36,852
	Wheat	343	432	79	13,834	16,293	85	64	87	24,560
	All grain	2,428	2,275	107	101,568	90,104	113	96	125	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.

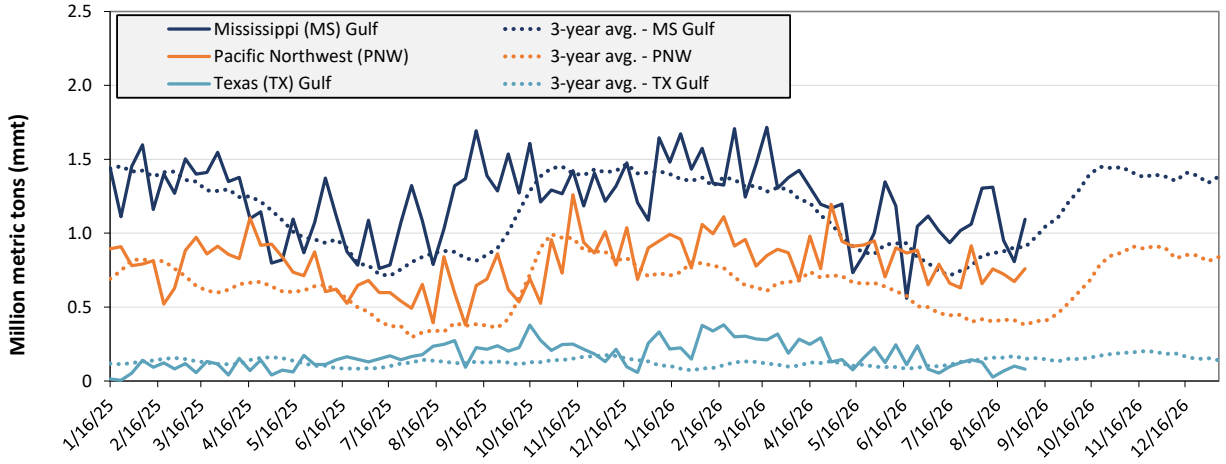
Figure 17. U.S. grain inspected for export (wheat, corn, and soybeans)



For the week ending September 03: 2.4 mmt of grain inspected, up 7 percent from the previous week, down 3 percent from the same week last year, and up 26 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 09/03/26 inspections (mmt):
MS Gulf: 1.09
PNW: 0.76
TX Gulf: 0.08

Percent change from:	MS Gulf	TX Gulf	U.S. Gulf	PNW
Last week	up 35	down 20	up 29	up 13
Last year (same 7 days)	down 20	up 24	down 18	up 50
3-year average (4-week moving average)	up 21	down 46	up 11	up 100

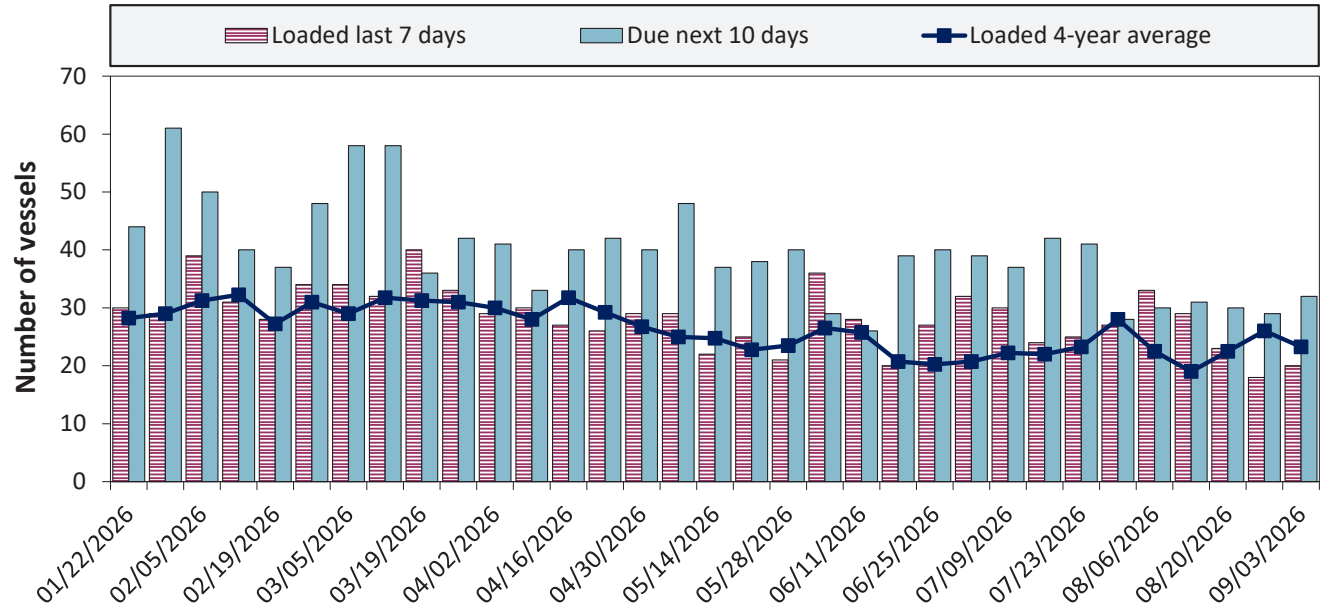
Source: USDA, Federal Grain Inspection Service.

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
9/3/2026	22	20	32	12
8/27/2026	10	18	29	13
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.

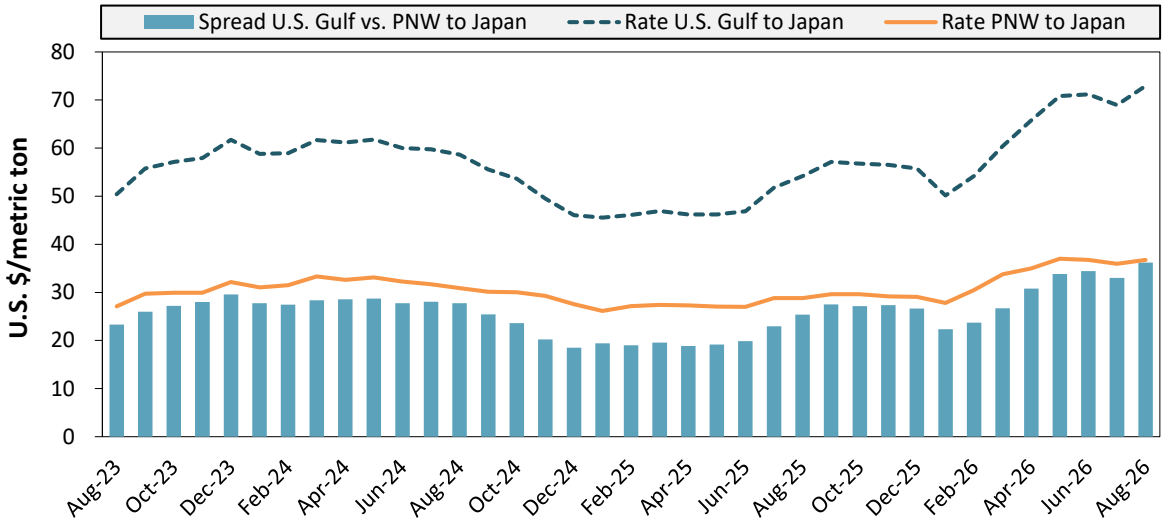
Figure 19. U.S. Gulf vessel loading activity



Week ending 09/03/26, number of vessels	Loaded	Due
Change from last year	-23%	-32%
Change from 4-year average	-14%	-23%

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



Ocean rates	U.S. Gulf	PNW	Spread
August 2026	$72.94	$36.75	$36.19
Change from August 2025	35%	28%	43%
Change from 4-year average	28%	18%	40%

Note: PNW = Pacific Northwest.
Source: O'Neil Commodity Consulting /World Perspectives, Inc.

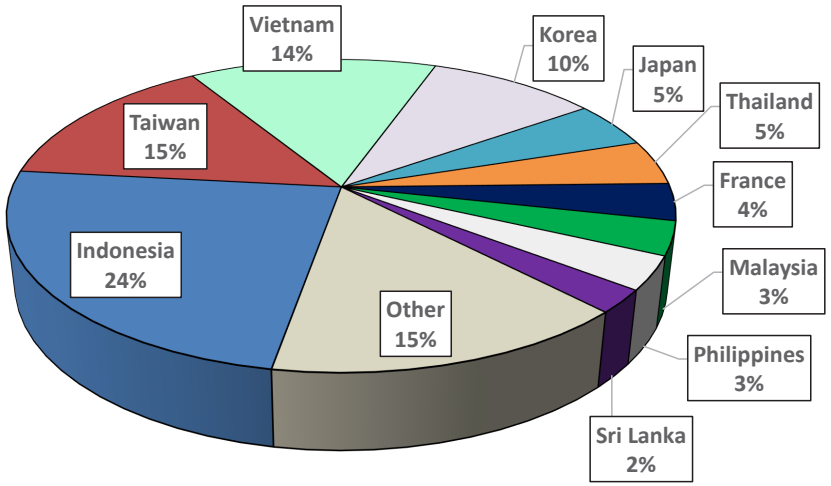
Table 20. Ocean freight rates for selected shipments, week ending 09/05/2026

Export region	Import region	Grain types	Entry date	Loading date	Volume loads (metric tons)	Freight rate (US$/metric ton)
U.S. Gulf	N. China	Heavy grain	Sep 3, 2026	Sep 20/30, 2026	68,000	76.00
U.S. Gulf	N. China	Heavy grain	Aug 28, 2026	Sep 1/10, 2026	68,000	73.50
U.S. Gulf	China	Heavy grain	Aug 6, 2026	Sept 2/11, 2026	66,000	69.25
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	Taiwan	Wheat	Jun 5, 2026	Aug 1/15, 2026	59,000	47.95
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
Brazil	Jordan	Heavy grain	Jul 30, 2026	Aug 15/30, 2026	70,000	45.00

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.

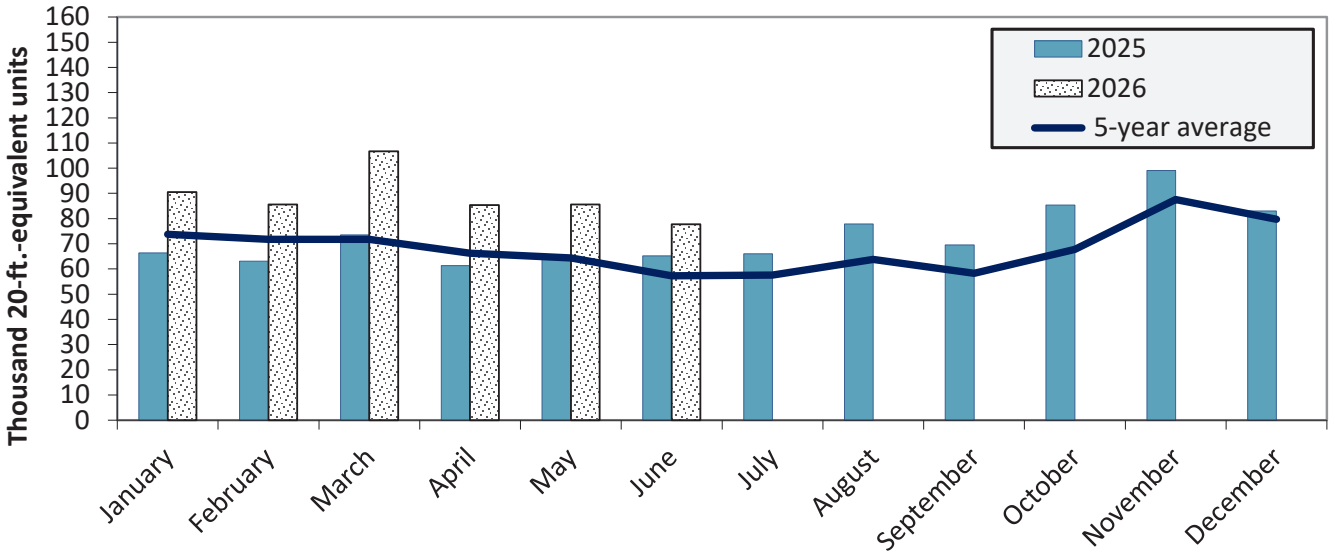
In 2025, containers were used to transport 11 percent of total U.S. waterborne grain exports. Approximately 48 percent of U.S. waterborne grain exports in 2025 went to Asia, of which 19 percent were moved in containers. Approximately 83 percent of U.S. waterborne containerized grain exports were destined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

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

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