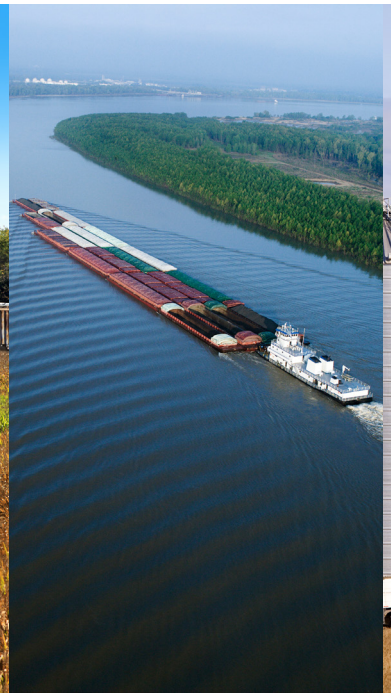
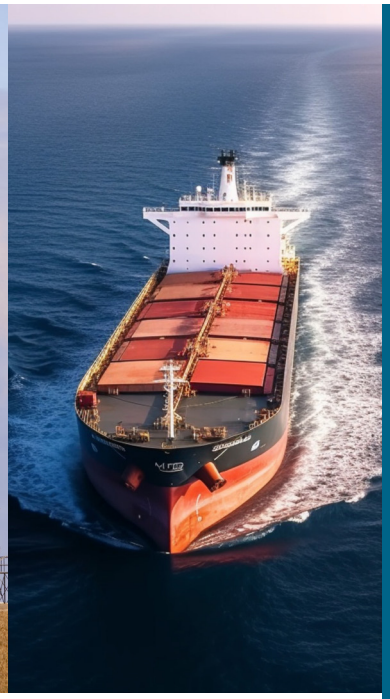
USDA Agricultural Marketing Service
U.S. DEPARTMENT OF AGRICULTURE



Grain Transportation Report

Contents

November 27, 2025
A weekly publication of the Agricultural Marketing Service
www.ams.usda.gov/GTR

Grain Storage Tightest in Years; Pick Up in Rail Grain Cars in Some States. Total fall grain supplies—i.e., grain stocks as of September 1, plus new post-September 1 production of corn, soybeans, and sorghum—are an estimated 25.66 billion bushels, 10 percent above the 5-year average. Comparing fall grain supplies to total (on- and off-farm) storage capacity suggests a storage *deficit* of 184 million bushels (mbu) across the United States, the largest deficit at the national level since 2016. High grain supplies relative to storage put increased pressure on the handling and transportation systems.

Multiple States had less storage available this fall compared to average: Iowa, –390 mbu; Kansas, –320 mbu; South Dakota, –318 mbu; North Dakota, –310 mbu; Nebraska, –257 mbu; and Minnesota, –205 mbu. These States account for most of the emergency storage authorized under the U.S. Warehouse Act. Three States have seen above average grain railcars loaded and billed over the past 6 weeks (through November 14): Kansas, +5,270 cars (+43 percent); Minnesota, +3,180 cars (+17 percent); and South Dakota, +1,180 cars (+10 percent).

Ohio Short Line Railroad Receives Grant. On September 18, the Ohio Rail Development Commission approved more than $2.3 million in grant funding for five rail projects. At least one project will directly benefit grain transportation: R.J. Corman Western Ohio Lines (RJCW)—a short line railroad operating in Western Ohio—will receive nearly $500,000 to rehabilitate a portion of its St. Marys subdivision. Once the railroad matches this amount, the total project investment will be almost $1 million.

Operating 93.2 miles of track, RJCW serves 16 customers and interchanges with the two eastern Class I railroads: CSX Transportation and Norfolk Southern Railway. Multiple Ohio grain facilities access RJCW's network, including Mercer Landmark's grain elevator in Elgin; Sunrise Cooperative's grain elevator in St. Marys; and The Andersons' ethanol plant in Greenville.

According to USDA's *2022 Census of Agriculture*, 13 percent of Ohio's corn and soybeans were grown in the five counties RJCW serves.

USDA Unveils Three-Point Plan To Support Agricultural Trade. USDA recently announced a three-point plan to support U.S. agricultural producers and exporters. For the plan's first prong, USDA will release, 1 year early, $285 million per year for trade promotion authorized by the One Big Beautiful Bill Act. For the plan's second prong, USDA will launch a new model of trade mission (supplementing the current model) that makes use of reciprocal trade deals and targets new market access opportunities.

The plan's third prong aims to reduce financial risk to lenders through credit guarantees, encouraging purchases of U.S. exports by countries with enough financial strength to make scheduled payments. Toward this aim, USDA will make fuller use of its GSM-102 credit guarantee program, which now has only $2 billion in liabilities on its books, but is authorized to offset $5.5 billion in market risk for purchasers of American commodities.

To the extent these initiatives increase purchases of U.S. agricultural exports, these higher purchases will stimulate demand for transporting agricultural exports, including grain.

Iowa Suspends Overweight Limits for Transporting of Grain, Fertilizer, and Manure. Effective until December 19, the Iowa Governor has issued a harvest-time proclamation suspending weight limits for vehicles transporting corn, soybeans, hay, straw, silage, stover, fertilizer (dry, liquid, and gas), and manure (dry and liquid). During the exemption period, weight limits and permits are waived for vehicles up to 90,000 pounds gross weight. Besides expanding the gross weight limit, the waiver also covers vehicles that do not exceed the maximum axle weight limit (of 20,000 pounds) by more than 12.5 percent—as long as they comply with posted limits on roads and bridges. The waiver applies to loads transported on all highways within Iowa (except the Interstate Highway System).

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 October 9, **unshipped balances** of corn, soybeans, and wheat for marketing year (MY) 2025/26 totaled 37.83 million metric tons (mmt), up 1 percent from last week and up 8 percent from the same time last year.

Net **corn export sales** for MY 2025/26 were 1.35 mmt, down 39 percent from last week. Net **soybean export sales** were 0.79 mmt, down 15 percent from last week. Net **wheat export sales** were 0.61 mmt, down 31 percent from last week.

Rail

U.S. Class I railroads originated 31,788 **grain carloads** during the week ending November 15. This was an 8-percent increase from the previous week, 10 percent more than last year, and 11 percent more than the 3-year average.

Average December **shuttle secondary railcar bids/offers** (per car) were $425 above tariff for the week ending November 20. This was $50 more than last week and $422 more than this week last year. Average non-shuttle secondary railcar bids/offers per car were $167 above tariff. This was $35 more than last week, and $150 more than this week last year.

Barge

For the week ending November 22, **barged grain movements** totaled 874,250 tons. This was 12 percent less than the previous week and down 2 percent from the same period last year.

For the week ending November 22, 603 grain barges **moved down river**—72 more than last week. There were 659 grain barges **unloaded** in the New Orleans region, 15 percent fewer than last week.

Ocean

For the week ending November 20, 25 **oceangoing grain vessels** were loaded in the Gulf—34 percent fewer than the same period last year. Within the next 10 days (starting November 21), 42 vessels were expected to be loaded—2 percent more than the same period last year.

As of November 20, the rate for shipping a metric ton (mt) of grain from the U.S. Gulf to Japan was $57.00, up 1 percent from the previous week. The rate from the Pacific Northwest to Japan was $29.75 per mt, up 2 percent from the previous week.

Fuel

For the week ending November 24, the **U.S. average diesel fuel price** decreased 3.7 cents from the previous week to $3.831 per gallon, 29.2 cents above the same week last year.

Bulk Ocean Freight Rates Rose From Second to Third Quarter 2025

For routes from the U.S. Gulf and Pacific Northwest (PNW) to Japan and from the U.S. Gulf to Europe, ocean freight rates for shipping grain (wheat, corn, and soybeans) were up from second quarter 2025 to third quarter 2025 (quarter to quarter), but down from third quarter 2024 to third quarter 2025 (year to year). For the same routes, third-quarter 2025 ocean freight rates fell from the prior 4-year average.

This article examines recent past and potential future influences on ocean freight rates for shipping bulk commodities, including grain. Also, third-quarter changes in ocean freight rates are broken down for the benchmark routes for shipping U.S. bulk grain to Japan and to Europe.

Rates to Japan From the U.S. Gulf and Pacific Northwest

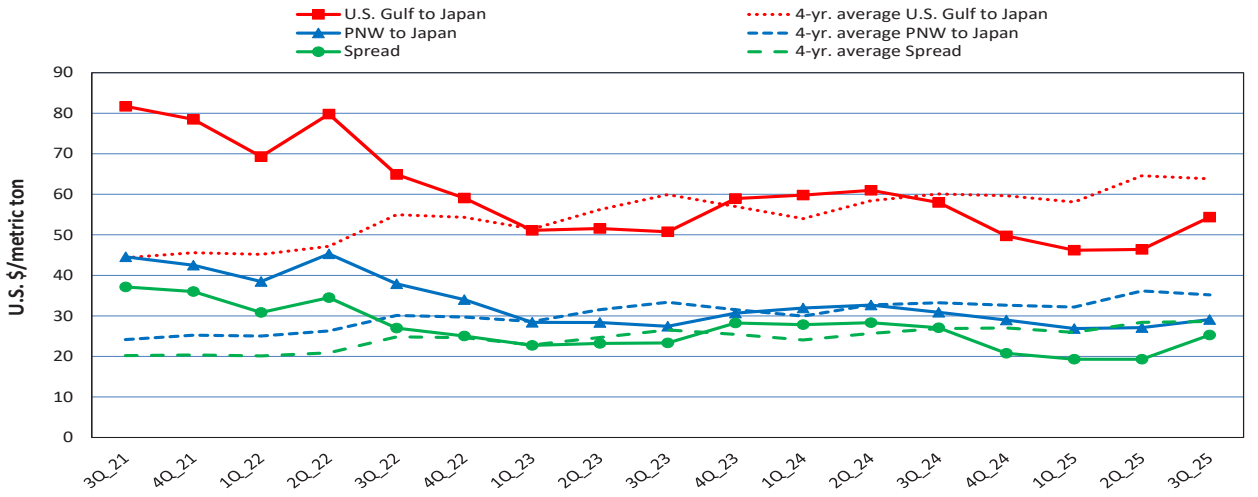
Ocean freight rates for shipping bulk grain from the U.S. Gulf to Japan averaged $54.36 per metric ton (mt) in third quarter 2025—up 17 percent quarter to quarter, down 6 percent year to year, and down 15 percent from the 4-year average (see table 1 and fig. 1). From the PNW to Japan, rates averaged $29.08 per mt—up 7 percent quarter to quarter, down 6 percent year to year, and down 17 percent from the 4-year average. From the U.S. Gulf to Europe, rates were $24.56 per mt—up 8

Table 1. Ocean freight rates for grain routes during third quarter 2025

Route	Jul.	Aug.	Sep.	3rd qtr. 2025	Change from		
					2nd qtr. '25	3rd qtr. '24	4-yr. avg.
	--$/mt--			--$/mt--	Percent		
U.S. Gulf to Japan	51.75	54.19	57.13	54.36	17	-6	-15
PNW to Japan	28.80	28.81	29.63	29.08	7	-6	-17
Spread	22.95	25.38	27.50	25.28	31	-7	-12
U.S. Gulf to Europe	23.75	24.75	25.19	24.56	8	-7	-13

Note: qtr. = quarter; avg. = average; mt = metric ton; yr. = year; PNW = Pacific Northwest.
Source: O'Neil Commodity Consulting.

Figure 1. Grain vessel rates and spread, United States to Japan, 2021-25



Note: Q = quarter; yr. = year; PNW = Pacific Northwest.
Source: O'Neil Commodity Consulting.

percent quarter to quarter, down 7 percent year to year, and down 13 percent from the 4-year average.

Influences on Rates, by Month

July. Ocean freight rates rose from June to July. Supporting that rise, China's iron ore imports (at 104.62 million tons) held relatively strong in July: iron ore miners in Brazil had rushed to meet their quarterly exports in June, leading to a slight slowdown in July shipments. (Those shipments were down 1 percent from June, but still up 2 percent from July 2024.) China sustained its strong iron ore imports to leverage improved steel profitability and produce more "hot metal" (i.e., molten iron, used as a primary ingredient in steelmaking).

Also pushing up ocean freight rates, China exported 9.84 million metric tons (mmt) of steel in July, up 2 percent from June. From January to July, China exported 67.98 mmt of steel, the country's highest volume since 1990. Another factor keeping ocean rates elevated was sustained demand for grain shipments out of the U.S. Gulf.

August. As China's imports of key commodities, including iron ore, and coal, rose from July to August, ocean rates continued their rise over the same period.

Low iron prices encouraged sustained buying by steel mills, raising China's iron ore imports to 105.2 mmt in August, up 1 percent from July and up 4 percent from August 2024. China's continued high hot metal output also supported strong demand for iron ore. One final factor supporting iron ore demand (and elevating ocean rates): the country's steel mills began stocking up their supply in August, anticipating the seasonal peak steel demand in December.

At 42.74 mmt, China's total coal imports were likewise strong, up 20 percent from July and at their highest level since December of 2024. Drivers of China's coal imports included the following: higher domestic prices because of a government policy to cap domestic production after a previous oversupply; increased demand for air conditioning driven by a summer heatwave (which boosted coal consumption and imports); and a 3-percent decline in domestic coal production, boosting demand for imports.

September. Ocean freight rates continued to rise in September, as shippers sought vessel coverage in advance of the Chinese National Day Golden Week holiday (October 1–7)—an extended annual shutdown of most businesses and factories in China that significantly impacts the international supply chain. Also elevating ocean rates in September, near record-low water levels in Argentina's Parana River slowed an unusually large number of vessels loading soy and corn at major inland river ports around Rosario. The huge grain ships took on less cargo because of the drought-induced low water levels, pushing up costs and transport times—all of which, in turn, drove up ocean rates.

Current Market Analysis and Outlook

For the week ending November 20, the rate to ship 1 mt of grain from the U.S. Gulf to Japan was $57.00—25 percent more than the first available rate in the beginning of the year and 18 percent more than the same 2024 period. The rate from the PNW to Japan was $29.75 per mt—12 percent more than the first available rate in the beginning of the year and 3 percent more than the same 2024 period.

Ocean freight rates for shipping bulk commodities, including grains, have fluctuated throughout the year. After falling from fourth quarter 2024 to first quarter 2025, average quarterly rates rose from first to second quarter 2025, and from second to third quarter. The upward trend has continued into the fourth quarter: for 3 consecutive weeks prior to the week ending October 30, rates rose—especially for U.S. Gulf-to-Japan routes—then declined slightly and rose again.

In the coming months, rate trends are uncertain, with possible pressures in either direction. Currently, an ample vessel supply suffices to meet the buoyant demand. In October, the global dry bulk operating fleet capacity was estimated at 1,060.1 million deadweight tons (mdwt), versus 1,027.9 mdwt in October 2024—a 3-percent increase (Drewry). The ample capacity may at least slow the rate of increase in ocean rates or even push them down. Also, the share of inactive vessels in the fleet fell to 5 percent in October—the

lowest since June 2024—thereby increasing the active supply. These conditions could moderate ocean freight rates, at least in the short run.

On the other hand, China's resumed purchases of U.S. soybeans following a bilateral trade agreement in late October may boost demand for Panamax vessels and push rates up. From November 18-20, USDA/Foreign Agricultural Service reported export sales to China totaling 1.584 mmt. Though the sales are unshipped and can be canceled, they are the first three purchases **China** has made this marketing year following the **U.S.-China trade agreement** The agreement suspended, for 1 year, the U.S. tariff proposal directed at Chinese built, owned, and operated vessels calling at U.S. ports, and also suspended the retaliatory response from Beijing. This temporary truce may improve trade in the near term and could elevate rates.

Surajudeen.Olowolayemo@usda.gov

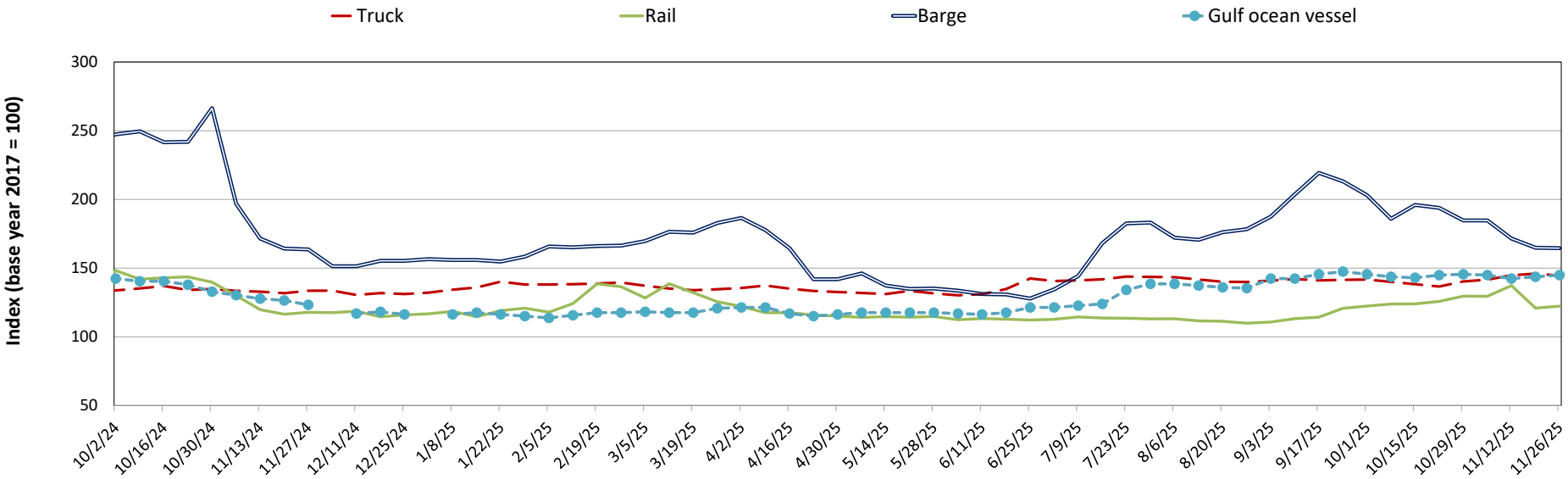
Grains are transported to the domestic and international markets via one or a combination of the following modes: truck, rail, barge and ocean-going vessel. Monitoring the cost of transportation for each mode is vital to the marketing decision making process.

Table 1. Grain transport cost indicators

For the week ending:	Truck	Rail	Barge	Ocean	
				Gulf	Pacific
11/26/25	145	122	165	145	141
11/19/25	146	121	165	144	139
11/27/24	134	118	164	123	137

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

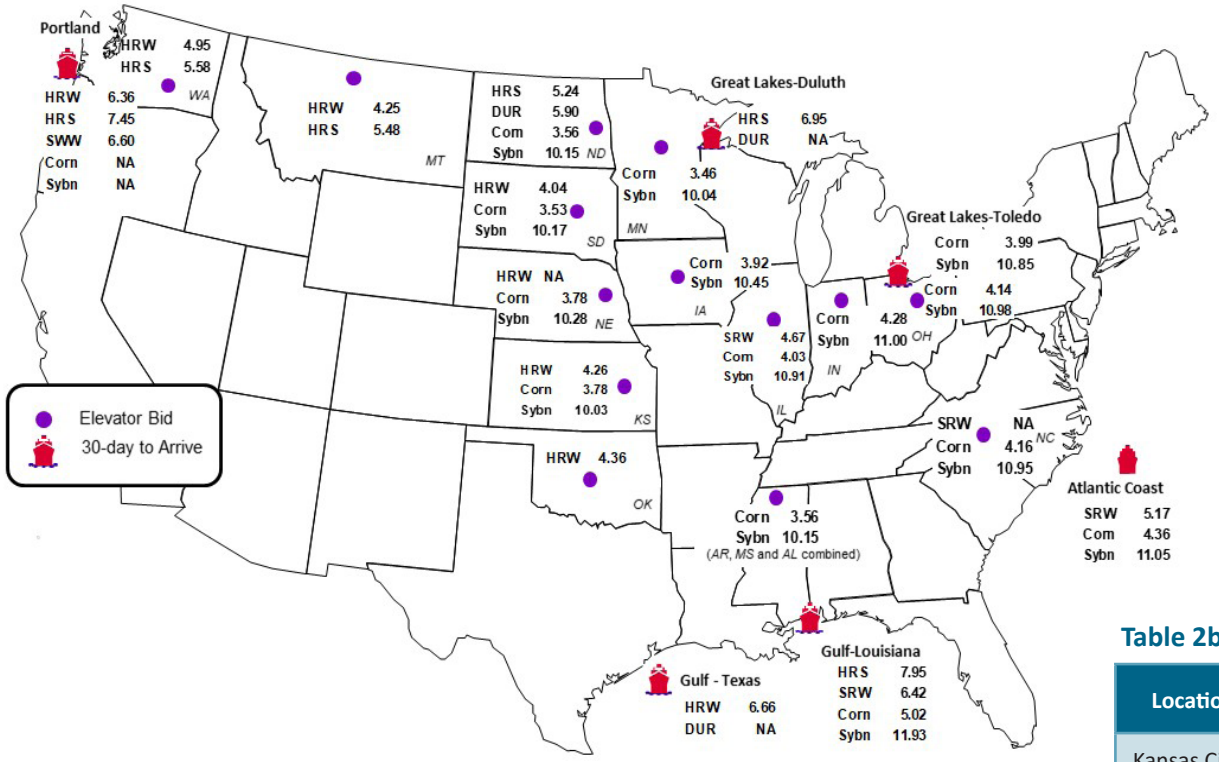
Figure 1. Grain transportation cost indicators as of week ending 11/26/25



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: U.S. Inland: GeoGrain, USDA Weekly Bids, U.S. Export: Corn & Soybean - Export Grain Bids, AMS, USDA Wheat Bids - Weekly Wheat Report, U.S. Wheat Associates, Washington, DC.

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

Commodity	Origin–destination	11/21/2025	11/14/2025
Corn	IL–Gulf	-0.99	-1.08
Corn	NE–Gulf	-1.24	-1.31
Soybean	IA–Gulf	-1.48	-1.52
HRW	KS–Gulf	-2.40	-2.40
HRS	ND–Portland	-2.21	-2.20

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	11/21/2025	Week ago 11/14/2025	Year ago 11/22/2024
Kansas City	Wheat	Dec	5.262	5.154	5.580
Minneapolis	Wheat	Dec	5.650	5.648	5.860
Chicago	Wheat	Dec	5.396	5.274	5.56
Chicago	Corn	Dec	4.374	4.302	4.34
Chicago	Soybean	Dec	11.248	11.244	9.862

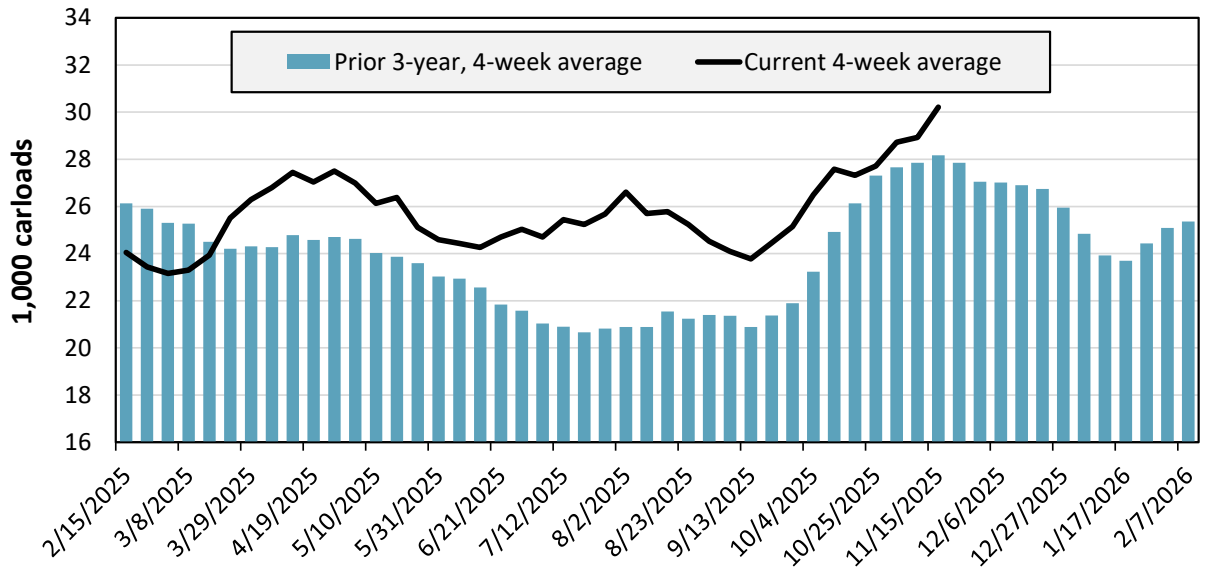
Sources: U.S. Inland: GeoGrain, USDA Weekly Bids, U.S. Export: Corn & Soybean - Export Grain Bids, AMS, USDA Wheat Bids - Weekly Wheat Report, U.S. Wheat Associates, Washington, DC.

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

For the week ending: 11/15/2025	East		West		Central U.S.		U.S. total
	CSXT	NS	BNSF	UP	CPKC	CN	
This week	1,672	3,010	14,105	6,825	4,157	2,019	31,788
This week last year	2,361	3,261	11,945	6,048	3,194	1,989	28,798
2025 YTD	71,553	122,693	520,559	270,127	134,185	66,857	1,185,974
2024 YTD	78,492	124,849	492,556	241,337	124,973	49,654	1,111,861
2025 YTD as % of 2024 YTD	91	98	106	112	107	135	107
Last 4 weeks as % of 2024	87	90	108	106	128	106	106
Last 4 weeks as % of 3-yr. avg.	85	97	108	110	123	113	107
Total 2024	87,911	143,353	557,544	279,532	142,383	58,512	1,269,235

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. NS = Norfolk Southern; 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 November 15, grain carloads were up 4 percent from the previous week, up 6 percent from last year, and up 7 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: 11/14/2025		East		West		Central U.S.		U.S. Average
		CSX	NS	BNSF	UP	CN	CPKC	
Average grain unit train origin dwell times (hours)	This week	32.6	27.3	11.9	16.2	9.1	31.0	21.3
	Average over last 4 weeks	33.1	23.2	13.7	15.9	8.7	27.6	20.3
	Average of same 4 weeks last year	38.7	28.6	18.2	14.7	7.4	n/a	21.5
Average grain unit train speeds (miles per hour)	This week	23.5	18.7	24.8	23.3	24.7	15.5	21.7
	Average over last 4 weeks	23.6	19.1	24.7	23.4	24.0	15.6	21.7
	Average of same 4 weeks last year	22.3	19.1	25.1	21.6	24.2	n/a	22.5

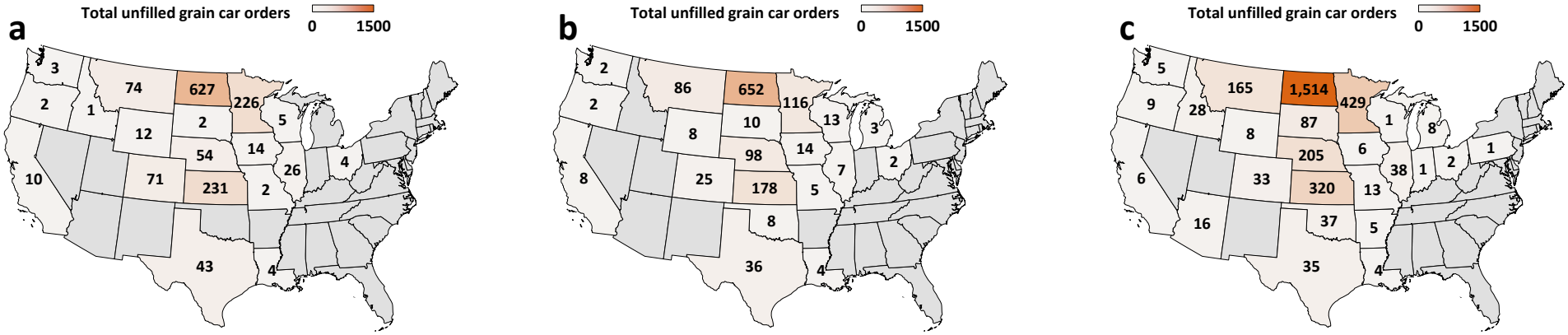
Note: NS = Norfolk Southern; UP = Union Pacific; CN = Canadian National; CPKC= Canadian Pacific Kansas City; n/a=not available.
These service metrics are published weekly on the Surface Transportation Board's website and on AgTransport. For more information on each service metric, see 49 CFR § 1250.2.
Source: Surface Transportation Board.

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

For the week ending: 11/14/2025		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	14	8	211	66	2	260	561
	Average over last 4 weeks	18	11	229	56	5	254	572
	Average of same 4 weeks last year	26	8	383	100	5	n/a	523
Average number of loaded grain cars not moved in over 48 hours	This week	11	117	226	93	1	701	1,150
	Average over last 4 weeks	13	164	292	57	9	613	1,148
	Average of same 4 weeks last year	61	171	400	123	4	n/a	759
Average number of grain unit trains held	This week	1	1	3	5	0	6	16
	Average over last 4 weeks	1	0	2	4	0	8	15
	Average of same 4 weeks last year	1	0	14	7	1	n/a	22
Total unfilled manifest grain car orders	This week	11	0	563	286	0	576	1,436
	Average over last 4 weeks	7	1	465	276	0	636	1,384
	Average of same 4 weeks last year	11	11	466	747	0	n/a	1,234

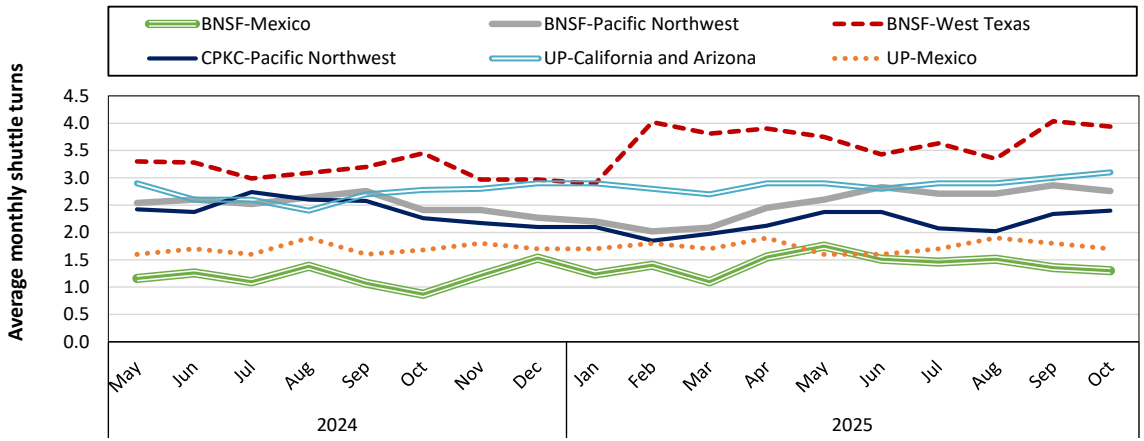
Note: NS = Norfolk Southern; UP = Union Pacific; CN = Canadian National; CPKC= Canadian Pacific Kansas City; n/a=not available.
These service metrics are published weekly on the Surface Transportation Board's website and on AgTransport. For more information on each service metric, see 49 CFR § 1250.2.
Source: Surface Transportation Board.

Figure 4. Unfilled manifest grain car orders by State for the week ending 11/14/2025 (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

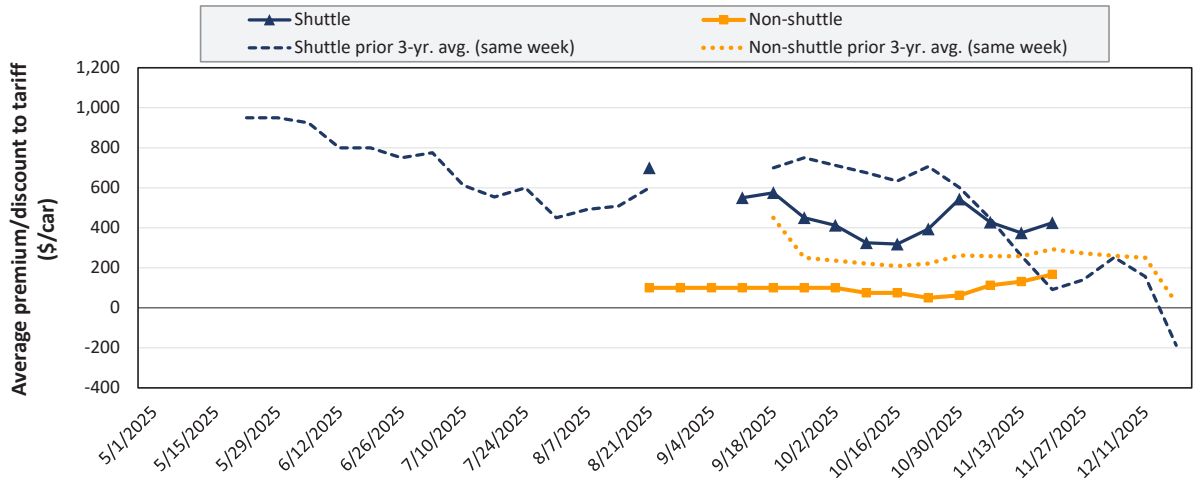


In October 2025, BNSF Railway's average monthly grain shuttle turns were 1.3 to Mexico, 2.8 to the Pacific Northwest, and 3.9 to West Texas. CPKC's shuttle turns averaged 2.4 to the Pacific Northwest. Union Pacific Railroad's shuttle turns averaged 3.1 to California and Arizona, and they averaged 1.7 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., one 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 December 2025



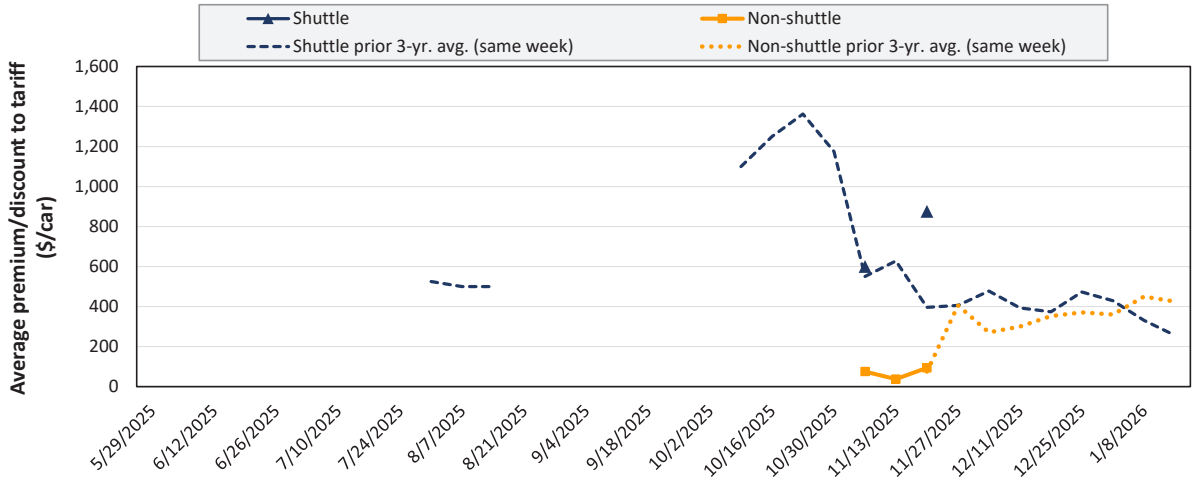
Average non-shuttle bids/offers rose $35 this week, and are at the peak.

Average shuttle bids/offers rose $50 this week and are $275 below the peak.

11/20/2025	BNSF	UP
Non-Shuttle	$33	$300
Shuttle	$700	$150

Note: Shuttle bids/offers are for shuttle trains—90+ 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 Tradewest Brokerage Company and the Malsam Company.

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



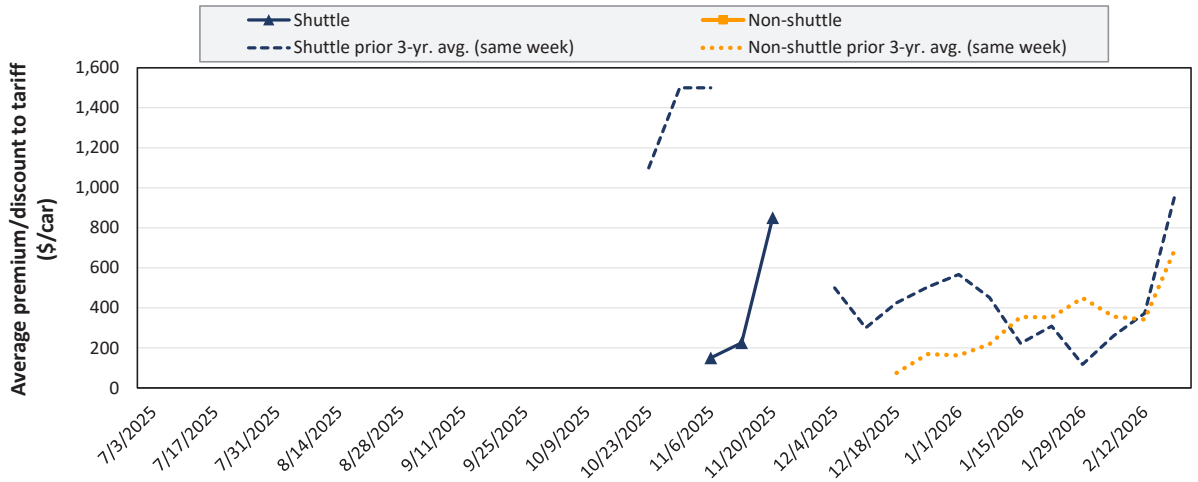
Average non-shuttle bids/offers rose $56 this week, and are at the peak.

There were no shuttle bids/offers last week. Average shuttle bids/offers this week are at the peak.

11/20/2025	BNSF	UP
Non-Shuttle	$38	$150
Shuttle	$875	n/a

Note: Shuttle bids/offers are for shuttle trains—90+ 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 Tradewest Brokerage Company and the Malsam Company.

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



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

Average shuttle bids/offers rose $625 this week and are at the peak.

11/20/2025	BNSF	UP
Non-Shuttle	n/a	n/a
Shuttle	$850	n/a

Note: Shuttle bids/offers are for shuttle trains—90+ 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 Tradewest Brokerage Company and the Malsam Company.

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

For the week ending: 11/20/2025		Delivery period					
		Nov-25	Dec-25	Jan-26	Feb-26	Mar-26	Apr-26
Non-shuttle	BNSF	25	33	38	n/a	n/a	n/a
	Change from last week	0	8	-1	n/a	n/a	n/a
	Change from same week 2024	25	-50	n/a	n/a	n/a	n/a
	UP	n/a	300	150	n/a	n/a	n/a
	Change from last week	n/a	62	n/a	n/a	n/a	n/a
	Change from same week 2024	n/a	350	n/a	n/a	n/a	n/a
Shuttle	BNSF	425	700	875	850	n/a	n/a
	Change from last week	-25	125	n/a	n/a	n/a	n/a
	Change from same week 2024	513	469	375	n/a	n/a	n/a
	UP	100	150	n/a	n/a	n/a	n/a
	Change from last week	-75	-25	n/a	n/a	n/a	n/a
	Change from same week 2024	363	375	n/a	n/a	n/a	n/a
	CPKC	n/a	288	500	n/a	n/a	n/a
	Change from last week	n/a	-87	n/a	n/a	n/a	n/a
	Change from same week 2024	n/a	-213	n/a	n/a	n/a	n/a

Note: Shuttle bids/offers are for shuttle trains—90+ 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 Tradewest Brokerage Company and 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, November 2025

Primary wheat class	Railroad	Origin	Destination	Train type	Tariff (per car)	Fuel surcharge (per car)	Tariff + fuel surcharge (per car)	Tariff + fuel surcharge (per bushel)	Tariff + fuel surcharge (per metric ton)	Percent Y/Y change
Durum	BNSF	Williston, ND	St. Louis, MO	Shuttle	$5,832	$118.70	$5,950.70	$1.61	$59.09	3.9
	BNSF	Williston, ND	Superior, WI	Shuttle	$4,291	$61.10	$4,352.10	$1.18	$43.22	5.1
	CPKC	Westby, MT	St. Louis, MO	Unit	$5,788	$480.37	$6,268.37	$1.69	$62.25	4.0
HRS	BNSF	Alton (Hillsboro), ND	Chicago, IL	DET	$4,804	$71.10	$4,875.10	$1.32	$48.41	4.6
	BNSF	Alton (Hillsboro), ND	PNW (Seattle, WA)	Shuttle	$6,215	$150.10	$6,365.10	$1.72	$63.21	3.7
	BNSF	Alton (Hillsboro), ND	Superior, WI	Shuttle	$2,865	$29.40	$2,894.40	$0.78	$28.74	7.7
	BNSF	Alton (Hillsboro), ND	Texas Gulf (Houston, TX)	Shuttle	$5,732	$152.90	$5,884.90	$1.59	$58.44	6.0
	BNSF	Bucyrus, ND	PNW (Seattle, WA)	Shuttle	$5,838	$126.70	$5,964.70	$1.61	$59.23	3.9
	BNSF	Macon, MT	PNW (Seattle, WA)	Shuttle	$5,412	$103.80	$5,515.80	$1.49	$54.77	4.2
	CPKC	Minot, ND	Kalama, WA	Unit	$5,298	$425.32	$5,723.32	$1.55	$56.84	-2.8
	CPKC	Nekoma, ND	Chicago, IL	Manifest	$5,030	$255.61	$5,285.61	$1.43	$52.49	4.4
HRW	BNSF	Concordia, KS	Greenwood (Mendota), IL	Shuttle	$3,400	$63.80	$3,463.80	$0.94	$34.40	-11.1
	BNSF	Enid, OK	Texas Gulf (Houston, TX)	Shuttle	$3,600	$56.30	$3,656.30	$0.99	$36.31	-13.8
	BNSF	Garden City, KS	PNW (Seattle, WA)	Shuttle	$5,800	$190.00	$5,990.00	$1.62	$59.48	-12.5
	BNSF	Garden City, KS	San Bernardino, CA	DET	$5,700	$137.60	$5,837.60	$1.58	$57.97	0.0
	BNSF	Garden City, KS	Texas Gulf (Houston, TX)	Shuttle	$4,200	$85.90	$4,285.90	$1.16	$42.56	-11.6
	BNSF	Salina, KS	Texas Gulf (Houston, TX)	Shuttle	$4,000	$75.70	$4,075.70	$1.10	$40.47	-12.6
	BNSF	Wichita, KS	Birmingham, AL	Shuttle	$3,500	$86.40	$3,586.40	$0.97	$35.61	-13.8
	BNSF	Wichita, KS	Chicago, IL	DET	$3,700	$63.30	$3,763.30	$1.02	$37.37	-11.8
	BNSF	Wichita, KS	Texas Gulf (Houston, TX)	Shuttle	$3,900	$63.80	$3,963.80	$1.07	$39.36	-11.2
	UP	Byers, CO	Houston, TX	Shuttle	$4,525	$383.79	$4,908.79	$1.33	$48.75	-6.9
	UP	Goodland, KS	Kansas City, MO	Manifest	$4,967	$143.55	$5,110.55	$1.38	$50.75	2.1
	UP	Medford, OK	Houston, TX	Shuttle	$3,775	$189.42	$3,964.42	$1.07	$39.37	-8.8
	UP	Salina, KS	Houston, TX	Shuttle	$4,025	$252.45	$4,277.45	$1.16	$42.48	-8.1
HRS/HRW	BNSF	Bowdle, SD	Chicago, IL	DET	$4,791	$77.20	$4,868.20	$1.32	$48.34	4.6
	BNSF	Conrad, MT	PNW (Seattle, WA)	Shuttle	$4,439	$75.80	$4,514.80	$1.22	$44.83	5.0
Soft white	BNSF	Templin (Ritzville), WA	PNW (Seattle, WA)	Shuttle	$2,032	$33.30	$2,065.30	$0.56	$20.51	0.3
All classes (To East Coast flour mills)	CSX	Chicago, IL	Albany, NY	Manifest	$8,611	$0.00	$8,611.00	$2.33	$85.51	3.2
	CSX	Chicago, IL	Albany, NY	Unit	$7,676	$0.00	$7,676.00	$2.07	$76.23	3.5
	CSX	Chicago, IL	Buffalo, NY	Manifest	$6,102	$0.00	$6,102.00	$1.65	$60.60	3.0
	CSX	Chicago, IL	Indiantown, FL	Manifest	$8,832	$0.00	$8,832.00	$2.39	$87.71	3.1

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. HRS = hard red spring. HRW = hard red winter. 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, CPKC, CSX, and UP.

Table 7. Rail tariff rates for corn and soybean unit/shuttle train shipments, November 2025

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	$106.60	$5,706.60	$1.44	$56.67	-3.0
	BNSF	Clarkfield, MN	PNW (Seattle, WA)	Railroad	$5,470	$168.40	$5,638.40	$1.42	$55.99	0.6
	BNSF	Edison, NE	Hanford, CA	Railroad	$5,460	$177.60	$5,637.60	$1.42	$55.98	-8.2
	BNSF	Edison, NE	Hereford, TX	Railroad	$4,500	$72.80	$4,572.80	$1.15	$45.41	-10.3
	BNSF	Edison, NE	PNW (Seattle, WA)	Railroad	$5,350	$175.90	$5,525.90	$1.39	$54.87	0.6
	BNSF	Greenwood (Mendota), IL	Hereford, TX	Railroad	$4,620	$93.50	$4,713.50	$1.19	$46.81	1.7
	BNSF	Phelps (Rock Port), MO	Clovis, NM	Railroad	$4,260	$76.40	$4,336.40	$1.09	$43.06	-10.8
	BNSF	Phelps (Rock Port), MO	Texas Gulf (Houston, TX)	Railroad	$4,000	$93.70	$4,093.70	$1.03	$40.65	-11.3
	BNSF	Selby, SD	PNW (Seattle, WA)	Railroad	$5,430	$141.90	$5,571.90	$1.41	$55.33	0.5
	BNSF	St. Cloud, MN	PNW (Seattle, WA)	Railroad	$5,430	$166.60	$5,596.60	$1.41	$55.58	0.6
	CN	Gibson City, IL	Reserve, LA	Private	$2,301	$316.25	$2,617.25	$0.66	$25.99	5.6
	CN	Gibson City, IL	Reserve, LA	Railroad	$2,681	$316.25	$2,997.25	$0.76	$29.76	4.8
	CPKC	Delhi, LA	Morton, MS	Railroad	$1,342	$49.20	$1,391.20	$0.35	$13.82	0.4
	CPKC	Enderlin, ND	Kalama, WA	Railroad	$5,047	$489.14	$5,536.14	$1.40	$54.98	0.7
	CPKC	Glenwood, MN	Boardman, OR	Railroad	$5,513	$470.69	$5,983.69	$1.51	$59.42	0.7
	CSX	Haw Creek (Ladoga), IN	Ozark, AL	Railroad	$6,241	$0.00	$6,241.00	$1.57	$61.98	4.7
	CSX	Marysville, OH	Rose Hill, NC	Railroad	$6,378	$0.00	$6,378.00	$1.61	$63.34	3.9
	CSX	Olney, IL	Fairmount, GA	Railroad	$4,891	$0.00	$4,891.00	$1.23	$48.57	3.9
	UP	Allen Station (San Jose), IL	Pittsburg, TX	Railroad	$3,935	$228.03	$4,163.03	$1.05	$41.34	-3.0
	UP	Frankfort, KS	Calipatria, CA	Railroad	$5,855	$518.76	$6,373.76	$1.61	$63.29	-1.6
	UP	Mead, NE	Keyes, CA	Railroad	$6,015	$573.21	$6,588.21	$1.66	$65.42	-1.5
	UP	Nebraska City, NE	Amarillo, TX	Railroad	$4,855	$235.62	$5,090.62	$1.28	$50.55	-2.5
	UP	Sloan, IA	Burley, ID	Railroad	$5,535	$388.08	$5,923.08	$1.49	$58.82	-1.9
	UP	Sterling, IL	Nashville, AR	Railroad	$4,075	$238.59	$4,313.59	$1.09	$42.84	-2.9
Soybeans	BNSF	Argyle, MN	PNW (Seattle, WA)	Railroad	$6,135	$152.80	$6,287.80	$1.70	$62.44	0.5
	BNSF	Argyle, MN	Texas Gulf (Houston, TX)	Railroad	$5,185	$163.40	$5,348.40	$1.45	$53.11	-21.5
	BNSF	Casselton, ND	PNW (Seattle, WA)	Railroad	$6,085	$146.90	$6,231.90	$1.68	$61.89	0.5
	BNSF	Casselton, ND	St. Louis, MO	Railroad	$3,400	$85.50	$3,485.50	$0.94	$34.61	-23.5
	BNSF	Mitchell, SD	PNW (Seattle, WA)	Railroad	$6,185	$162.40	$6,347.40	$1.72	$63.03	0.5
	CN	Gibson City, IL	Reserve, LA	Private	$2,301	$316.25	$2,617.25	$0.71	$25.99	5.9
	CN	Gibson City, IL	Reserve, LA	Railroad	$2,681	$316.25	$2,997.25	$0.81	$29.76	5.1
	CPKC	Enderlin, ND	Kalama, WA	Railroad	$5,785	$489.14	$6,274.14	$1.70	$62.31	0.6
	CPKC	Enderlin, ND	East St. Louis, IL	Railroad	$3,526	$373.86	$3,899.86	$1.05	$38.73	0.8
	CSX	Casey, IL	Mobile, AL	Private	$3,646	$0.00	$3,646.00	$0.99	$36.21	0.0
	CSX	Marion, OH	Chesapeake, VA	Private	$3,214	$0.00	$3,214.00	$0.87	$31.92	0.0
	UP	Canton, KS	Houston, TX	Railroad	$3,650	$246.51	$3,896.51	$1.05	$38.69	-27.5
	UP	Cozad, NE	Kalama, WA	Railroad	$5,140	$515.46	$5,655.46	$1.53	$56.16	-14.4
	UP	Cozad, NE	Houston, TX	Railroad	$4,010	$355.74	$4,365.74	$1.18	$43.35	-25.2
	UP	Sloan, IA	Ama, LA	Railroad	$4,090	$406.23	$4,496.23	$1.22	$44.65	-24.6

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, CN, CPKC, CSX, and UP.

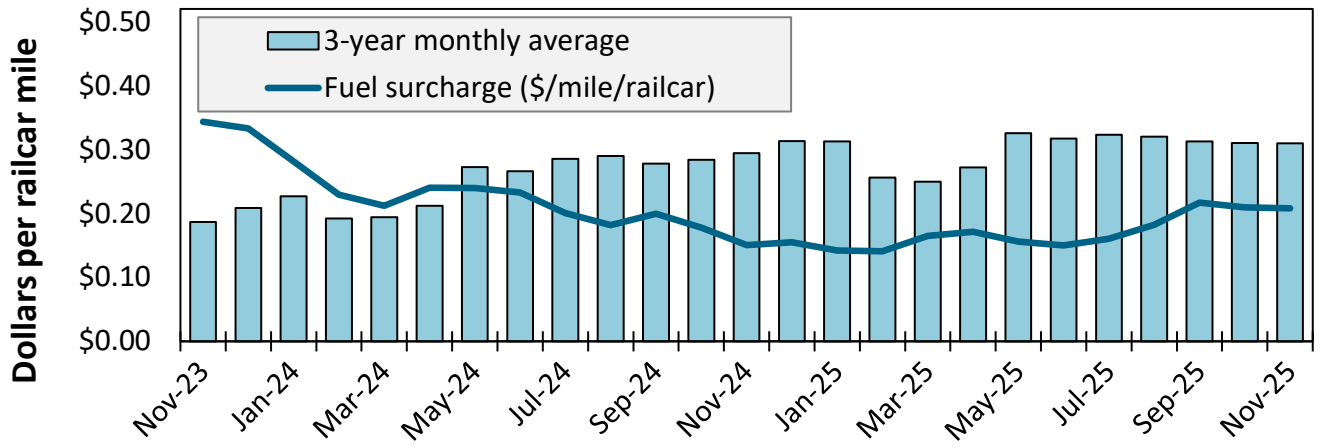
Table 8. Rail tariff rates for U.S. bulk grain shipments to Mexico, November 2025

Commodity	US origin	US border city	US railroad	Train type	US Tariff Rate per car (USD)	US Fuel Surcharge per car (USD)	US Rate Plus Fuel Surcharge per car (USD)	US Tariff Rate + Fuel Surcharge per bushel (USD)	US Tariff Rate + Fuel Surcharge per metric ton (USD)	Percent Y/Y
Corn	Adair, IL	El Paso, TX	BNSF	Shuttle	$4,641	$128	$4,769	$1.19	$46.94	2.3%
	Atchison, KS	Laredo, TX	CPKC	Non-shuttle	$5,080	$527	$5,607	$1.40	$55.18	1.2%
	Council Bluffs, IA	Laredo, TX	CPKC	Non-shuttle	$5,550	$583	$6,133	$1.53	$60.36	1.2%
	Kansas City, MO	Laredo, TX	CPKC	Non-shuttle	$5,005	$503	$5,508	$1.38	$54.21	1.1%
	Marshall, MO	Laredo, TX	CPKC	Non-shuttle	$5,190	$534	$5,724	$1.43	$56.34	1.1%
	Pontiac, IL	Eagle Pass, TX	UP	Shuttle	$4,535	$421	$4,956	$1.24	$48.78	-2.2%
	Sterling, IL	Eagle Pass, TX	UP	Shuttle	$4,655	$438	$5,093	$1.27	$50.13	-2.1%
	Superior, NE	El Paso, TX	BNSF	Shuttle	$4,622	$101	$4,723	$1.18	$46.48	-7.0%
Soybeans	Atchison, KS	Laredo, TX	CPKC	Non-shuttle	$5,080	$527	$5,607	$1.50	$55.18	1.2%
	Brunswick, MO	El Paso, TX	BNSF	Shuttle	$4,325	$109	$4,434	$1.19	$43.64	-18.1%
	Grand Island, NE	Eagle Pass, TX	UP	Shuttle	$4,950	$401	$5,351	$1.43	$52.66	-19.1%
	Hardin, MO	Eagle Pass, TX	BNSF	Shuttle	$4,325	$108	$4,433	$1.19	$43.63	-18.1%
	Kansas City, MO	Laredo, TX	CPKC	Non-shuttle	$5,005	$503	$5,508	$1.48	$54.21	1.1%
	Roelyn, IA	Eagle Pass, TX	UP	Shuttle	$5,035	$420	$5,455	$1.46	$53.69	-18.8%
Wheat	FT Worth, TX	El Paso, TX	BNSF	DET	$3,000	$79	$3,079	$0.82	$30.30	-24.9%
	FT Worth, TX	El Paso, TX	BNSF	Shuttle	$2,800	$79	$2,879	$0.77	$28.34	-21.4%
	Great Bend, KS	Laredo, TX	UP	Shuttle	$4,099	$301	$4,400	$1.18	$43.31	-8.3%
	Kansas City, MO	Laredo, TX	CPKC	Non-shuttle	$5,005	$503	$5,508	$1.48	$54.21	1.1%
	Wichita, KS	Laredo, TX	UP	Shuttle	$4,024	$265	$4,289	$1.15	$42.21	-6.5%

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 Kansas City Southern (KCS) (now 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

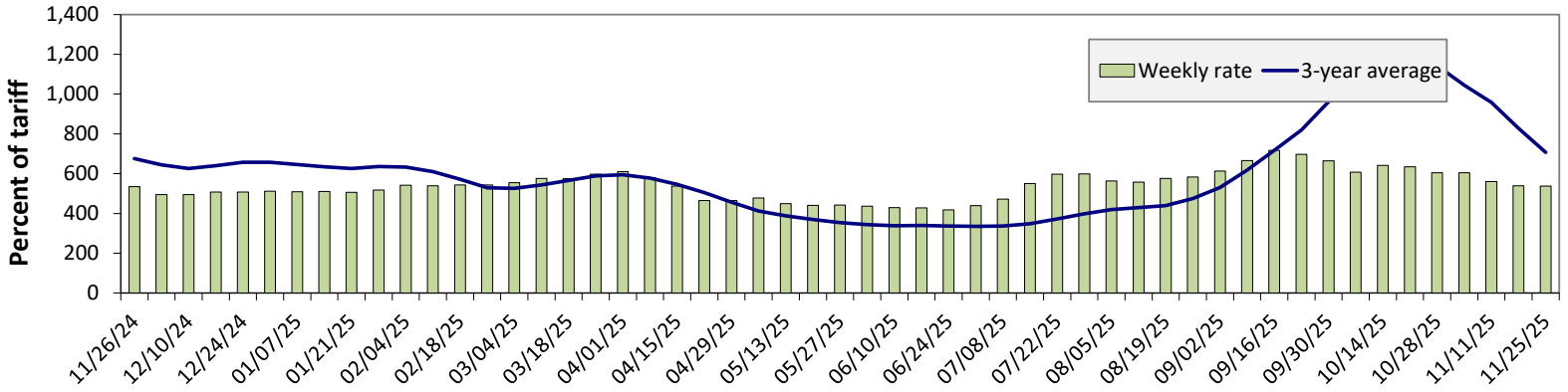


November 2025: $0.19/mile, unchanged from last month’s surcharge of $0.19/mile; up 4 cents from the November 2024 surcharge of $0.15/mile; and down 12 cents from the November prior 3-year average of $0.31/mile.

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 Railway, Union Pacific Railroad, Kansas City Southern Railway, Norfolk Southern Corporation.

Figure 10. Illinois River barge freight rate



For the week ending November 25:there is no change from the previous week;1 percent higher than last year;and 24 percent lower 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

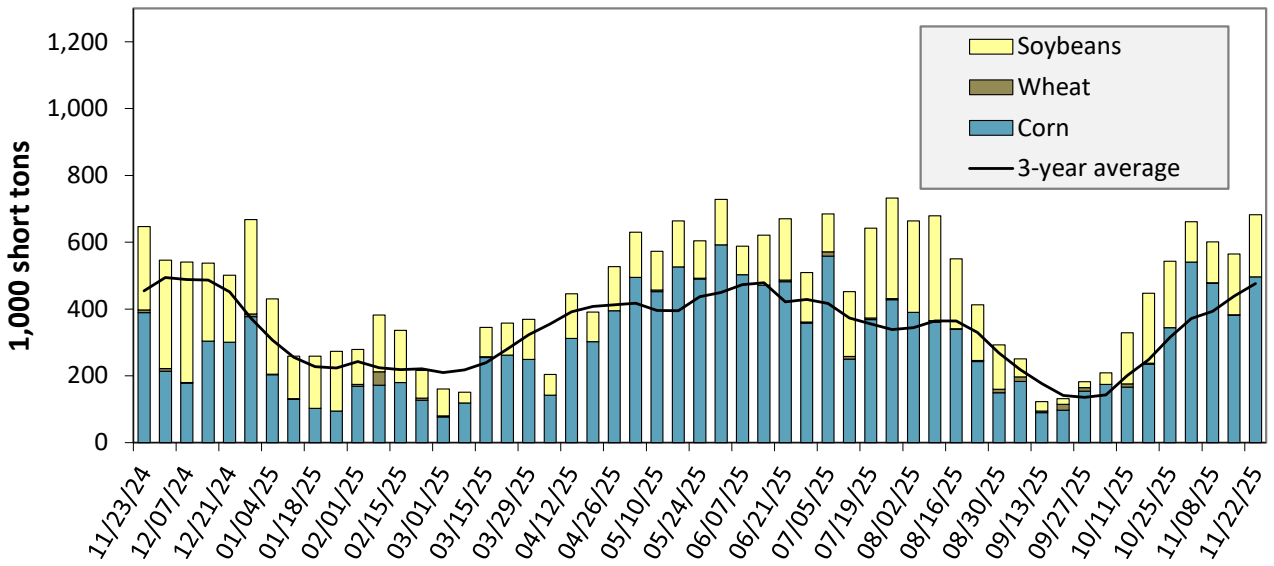
Measure	Date	Twin Cities	Mid-Mississippi	Illinois River	St. Louis	Ohio River	Cairo-Memphis
Rate	11/25/2025	475	563	538	457	479	393
	11/18/2025	431	583	539	471	476	407
$/ton	11/25/2025	29.40	29.95	24.96	18.23	22.47	12.34
	11/18/2025	26.68	31.02	25.01	18.79	22.32	12.78
Measure	**Time Period**	**Twin Cities**	**Mid-Mississippi**	**Illinois River**	**St. Louis**	**Ohio River**	**Cairo-Memphis**
Current week % change from the same week	Last year	n/a	6	1	14	11	17
	3-year avg.	-32	-17	-24	-25	-30	-28
Rate	December	0	343	531	447	464	388
	February	0	0	507	422	431	354

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 November 22: 5 percent higher than last year and 43 percent higher than the 3-year average.

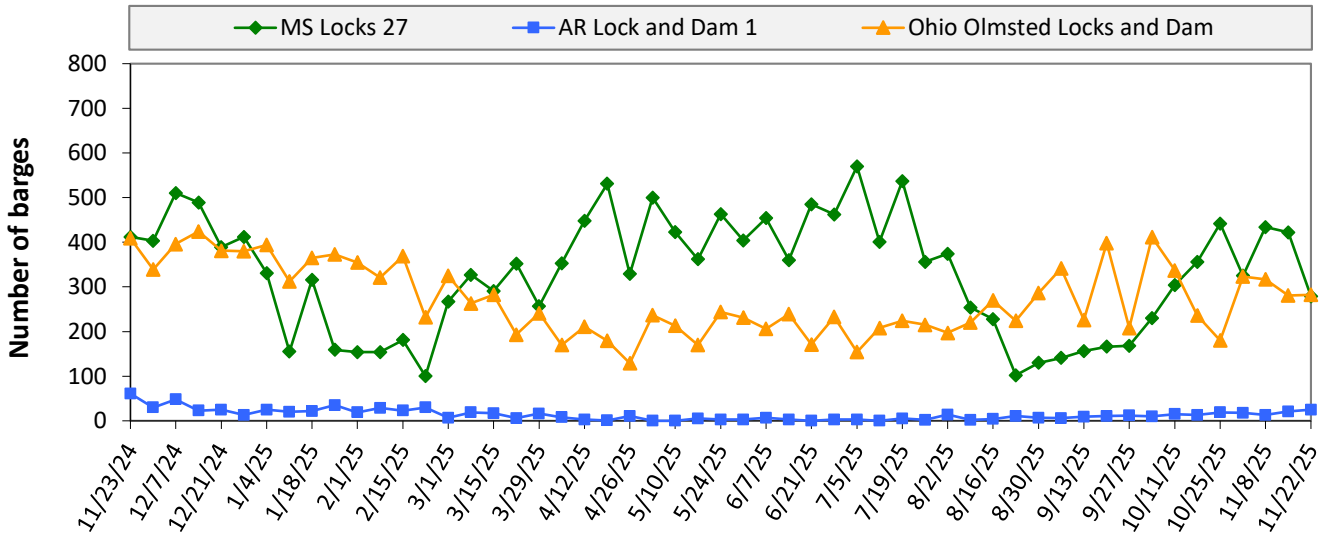
Note: The 3-year average is a 4-week moving average.
Source: U.S. Army Corps of Engineers.

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

For the week ending 11/22/2025	Corn	Wheat	Soybeans	Other	Total
Mississippi River (Rock Island, IL (L15))	169	0	84	5	258
Mississippi River (Winfield, MO (L25))	368	0	142	6	516
Mississippi River (Alton, IL (L26))	445	0	175	6	626
Mississippi River (Granite City, IL (L27))	496	0	186	5	687
Illinois River (La Grange)	28	0	86	0	114
Ohio River (Olmsted)	58	7	76	0	141
Arkansas River (L1)	0	13	34	0	46
Weekly total - 2025	554	20	296	5	874
Weekly total - 2024	462	14	415	2	893
2025 YTD	17,986	1,169	9,750	148	29,054
2024 YTD	13,330	1,465	10,482	185	25,462
2025 as % of 2024 YTD	135	80	93	80	114
Last 4 weeks as % of 2024	156	113	61	68	104
Total 2024	15,251	1,564	12,598	214	29,626

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.

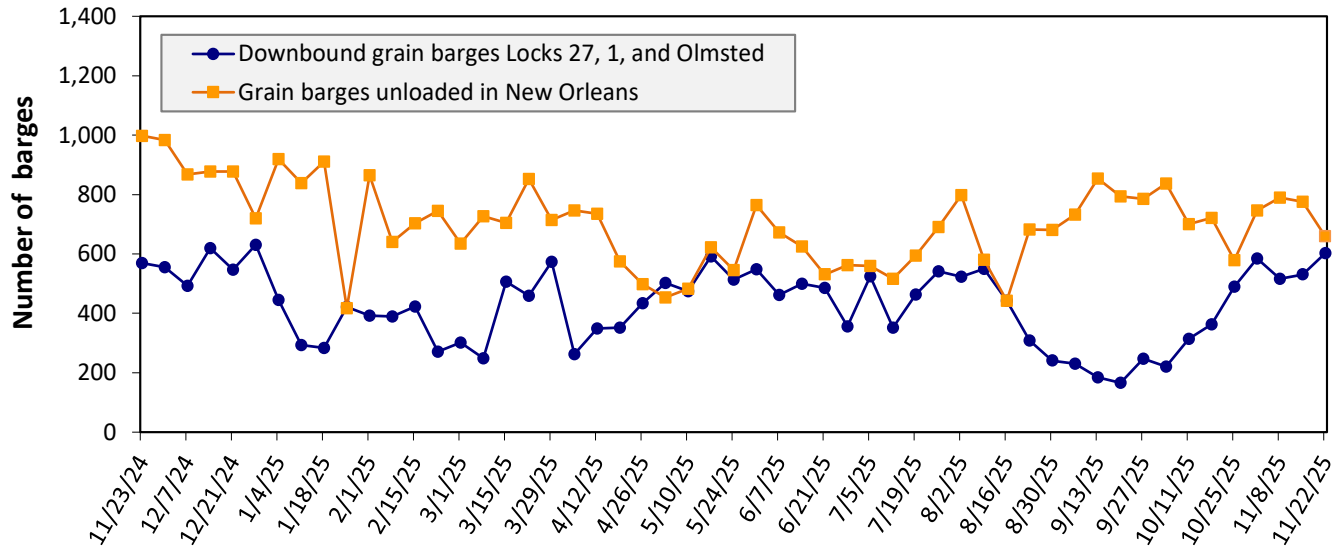
Figure 13. Upbound empty barges transiting Mississippi River Locks 27, Arkansas River Lock and Dam 1, and Ohio River Olmsted Locks and Dam



For the week ending November 22: 586 barges transited the locks, 138 barges fewer than the previous week, and 15 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 November 22: 603 barges moved down river, 72 more than the previous week; 659 grain barges unloaded in the New Orleans Region, 15 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	
		November 2025	October 2025	November 2024	Last year	3-year avg.
Snake River	Lewiston, ID/Clarkston, WA/Wilma, WA	$23.01	$22.88	$21.56	6.7	5.2
	Central Ferry, WA/Almota, WA	$22.08	$21.95	$20.66	6.9	5.1
	Lyons Ferry, WA	$21.03	$20.90	$19.65	7.0	4.9
	Windust, WA/Lower Monumental, WA	$19.96	$19.83	$18.62	7.2	4.7
	Sheffler, WA	$19.93	$19.80	$18.59	7.2	4.7
Columbia River	Burbank, WA/Kennewick, WA/Pasco, WA	$18.69	$18.56	$17.39	7.5	4.4
	Port Kelly, WA/Wallula, WA	$18.46	$18.33	$17.17	7.5	4.4
	Umatilla, OR	$18.36	$18.23	$17.07	7.6	4.4
	Boardman, OR/Hogue Warner, OR	$18.09	$17.96	$16.81	7.6	4.3
	Arlington, OR/Roosevelt, WA	$17.93	$17.80	$16.65	7.7	4.3
	Biggs, OR	$16.55	$16.42	$15.32	8.0	4.0
	The Dalles, OR	$15.41	$15.28	$14.22	8.4	3.7

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)

October, 2025	Wheat	Other	Total
Snake River (McNary Lock and Dam (L24))	382	0	382
Columbia River (Bonneville Lock and Dam (L1))	425	0	425
Monthly total 2025	425	0	425
Monthly total 2024	372	0	372
2025 YTD	3,419	0	3,419
2024 YTD	2,921	0	2,921

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.

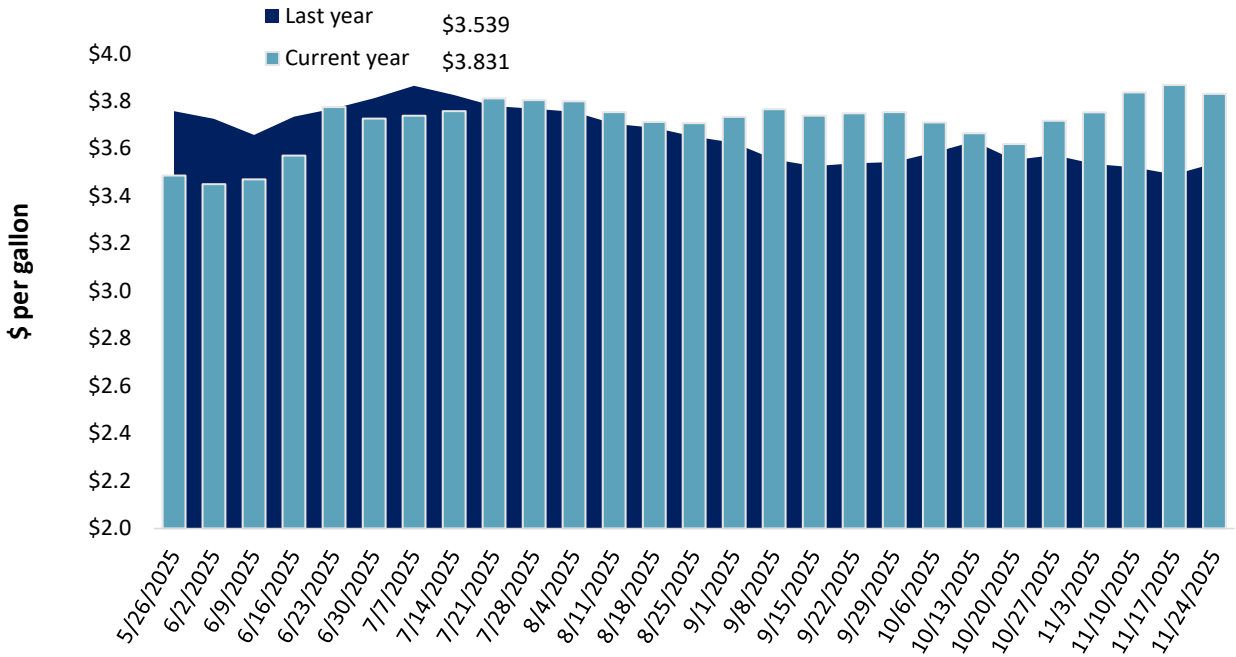
The weekly diesel price provides a proxy for trends in U.S. truck rates as diesel fuel is a significant expense for truck grain movements.

Table 13. Retail on-highway diesel prices, week ending 11/24/2025 (U.S. $/gallon)

Region	Location	Price	Change from	
			Week ago	Year ago
I	East Coast	3.862	0.006	0.269
	New England	4.057	0.036	0.281
	Central Atlantic	4.010	0.011	0.223
	Lower Atlantic	3.789	0.002	0.286
II	Midwest	3.850	-0.063	0.319
III	Gulf Coast	3.459	-0.031	0.256
IV	Rocky Mountain	3.723	-0.090	0.273
V	West Coast	3.514	-1.045	-0.663
	West Coast less California	4.108	-0.072	0.353
	California	4.983	-0.013	0.321
Total	United States	3.831	-0.037	0.292

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 November 24, the U.S. average diesel fuel price decreased 3.7 cents from the previous week to $3.831 per gallon, 29.2 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 10/9/2025	1,843	595	1,161	1,429	33	5,061	22,796	9,969	37,826
	This week year ago	815	598	1,267	999	96	3,774	14,908	16,417	35,099
	Last 4 wks. as % of same period 2024/25	230	101	91	124	36	130	150	59	106
Current shipped (cumulative) exports sales	2025/26 YTD	4,197	1,485	2,659	1,869	187	10,397	7,941	3,608	21,946
	2024/25YTD	1,976	1,385	2,851	2,296	128	8,636	4,967	5,289	18,893
	YTD 2025/26 as % of 2024/25	212	107	93	81	146	120	160	68	116
	Total 2024/25	5,377	3,106	6,560	5,730	335	21,107	69,081	50,106	140,295
	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.
Source: USDA, Foreign Agricultural Service.

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

For the week ending 10/9/2025	Total commitments (1,000 mt)		% change current MY from last MY	Exports 3-year average 2022-24 (1,000 mt)
	YTD MY 2025/26	YTD MY 2024/25		
Mexico	10,768	8,278	30	19,839
Japan	3,837	2,546	51	10,478
Colombia	2,091	1,851	13	5,493
China	0	6	-100	3,461
Korea	2,197	144	1423	3,127
Top 5 importers	16,696	12,681	32	39,272
Total U.S. corn export sales	30,738	19,876	55	54,276
% of YTD current month's export projection	39%	28%	-	-
Change from prior week	1,354	2,226	-	-
Top 5 importers' share of U.S. corn export sales	54%	64%	-	72%
USDA forecast November 2025	78,109	71,886	9	-
Corn use for ethanol USDA forecast, November 2025	142,240	138,075	3	-

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 10/9/2025	Total commitments (1,000 mt)		% change current MY from last MY	Exports 3-year average 2022-24 (1,000 mt)
	YTD MY 2025/26	YTD MY 2024/25		
China	0	9,121	-100	26,078
Mexico	2,672	1,605	66	4,762
Japan	618	585	6	2,107
Egypt	1,087	701	55	2,098
Indonesia	531	538	-1	1,997
Top 5 importers	4,908	12,552	-61	37,042
Total U.S. soybean export sales	13,577	21,706	-37	48,941
% of YTD current month's export projection	31%	43%	-	-
Change from prior week	785	1,703	-	-
Top 5 importers' share of U.S. soybean export sales	36%	58%	-	76%
USDA forecast, November 2025	44,497	51,029	-13	-

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 10/9/2025	Total commitments (1,000 mt)		% change current MY from last MY	Exports 3-year average 2022-24 (1,000 mt)
	YTD MY 2025/26	YTD MY 2024/25		
Mexico	2,497	2,132	17	3,358
Philippines	1,728	1,675	3	2,473
Japan	1,187	1,205	-1	2,045
China	0	139	-100	1,137
Korea	1,090	1,120	-3	1,674
Taiwan	575	564	2	935
Thailand	511	470	9	667
Nigeria	1,068	285	275	629
Indonesia	814	476	71	518
Colombia	420	259	62	489
Top 10 importers	9,891	8,324	19	13,926
Total U.S. wheat export sales	15,458	12,410	25	19,135
% of YTD current month's export projection	63%	55%	-	-
Change from prior week	614	504	-	-
Top 10 importers' share of U.S. wheat export sales	64%	67%	-	73%
USDA forecast, November 2025	24,494	22,480	9	-

Note: The top 10 importers are based on USDA, Foreign Agricultural Service (FAS) marketing year ranking reports for marketing year (MY) 2024/25 (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.

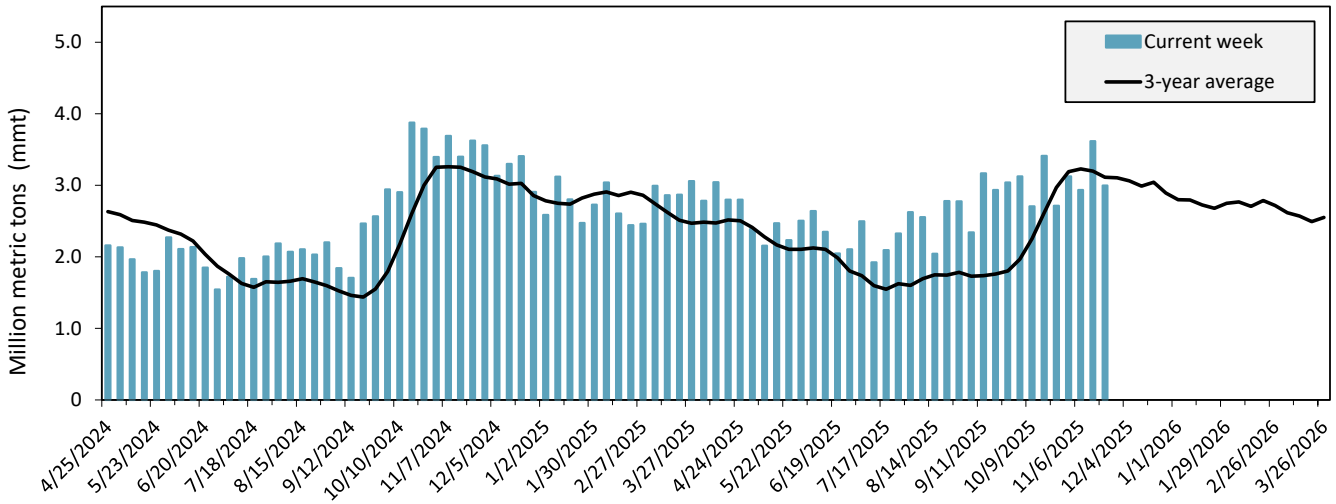
Table 18. Grain inspections for export by U.S. port region (1,000 metric tons)

Port regions	Commodity	For the week ending 11/20/2025	Previous week*	Current week as % of previous	2025 YTD*	2024 YTD*	2025 YTD as % of 2024 YTD	Last 4-weeks as % of:		2024 total*
								Last year	Prior 3-yr. avg.	
Pacific Northwest	Corn	510	1,046	49	20,665	12,405	167	848	-	13,987
	Soybeans	102	40	255	2,630	8,263	32	13	12	10,445
	Wheat	259	155	167	10,869	10,427	104	102	117	11,453
	All grain	871	1,261	69	34,367	32,181	107	103	108	37,186
Mississippi Gulf	Corn	666	589	113	33,388	24,206	138	151	215	27,407
	Soybeans	430	789	55	19,743	23,433	84	50	55	29,741
	Wheat	89	46	193	3,681	4,296	86	124	215	4,523
	All grain	1,185	1,424	83	56,852	52,054	109	79	93	61,789
Texas Gulf	Corn	35	0	n/a	567	533	106	109	126	570
	Soybeans	53	197	27	1,146	514	223	171	236	741
	Wheat	65	0	n/a	4,391	1,626	270	174	202	1,940
	All grain	215	250	86	6,888	6,135	112	106	139	6,965
Interior	Corn	373	371	101	13,692	12,276	112	124	140	13,463
	Soybeans	156	169	92	6,750	6,923	98	82	89	8,059
	Wheat	35	45	78	2,768	2,666	104	78	89	2,989
	All grain	591	612	97	23,684	22,109	107	105	117	24,791
Great Lakes	Corn	44	39	112	293	170	172	98	232	271
	Soybeans	0	0	n/a	62	108	58	n/a	n/a	136
	Wheat	27	0	n/a	313	522	60	126	169	653
	All grain	70	39	180	669	800	84	106	118	1,060
Atlantic	Corn	5	21	25	501	380	132	87	174	410
	Soybeans	58	10	594	825	877	94	40	38	1,272
	Wheat	0	0	n/a	81	71	114	116	338	73
	All grain	63	31	207	1,408	1,328	106	47	47	1,754
All Regions	Corn	1,632	2,066	79	69,107	49,970	138	203	279	56,109
	Soybeans	799	1,205	66	31,357	40,444	78	46	48	50,865
	Wheat	475	247	192	22,102	19,609	113	110	134	21,631
	All grain	2,995	3,615	83	124,068	114,931	108	90	102	134,016

*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 2024, approximately 48 percent of the U.S. grain export shipments departed through the U.S. Gulf region and 27 percent departed through the PNW.

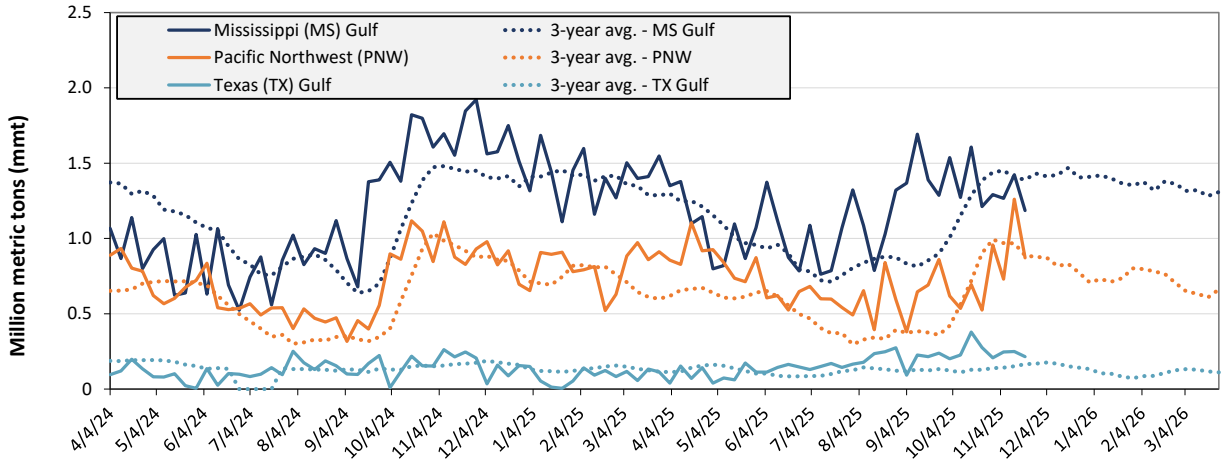
Figure 17. U.S. grain inspected for export (wheat, corn, and soybeans)



For the week ending November 20: 3 mmt of grain inspected, down 17 percent from the previous week, down 16 percent from the same week last year, and down 4 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 11/20/25 inspections (mmt):
MS Gulf: 1.18
PNW: 0.87
TX Gulf: 0.22

Percent change from:	MS Gulf	TX Gulf	U.S. Gulf	PNW
Last week	down 17	down 14	down 16	down 31
Last year (same 7 days)	down 37	up 2	down 33	up 10
3-year average (4-week moving average)	down 15	up 31	down 10	down 2

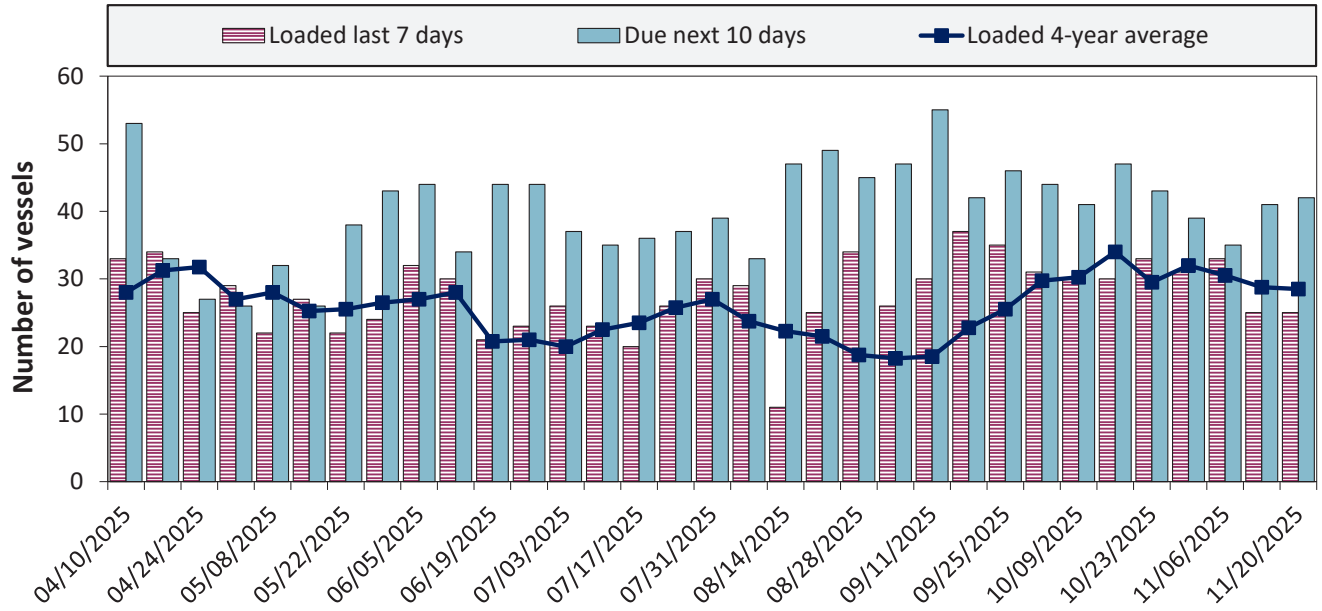
Source: USDA, Federal Grain Inspection Service.

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
11/20/2025	17	25	42	16
11/13/2025	12	25	41	18
2024 range	(11…45)	(18…38)	(29…61)	(3…25)
2024 average	28	28	45	13

Note: The data are voluntarily submitted and may not be complete.
Source: USDA, Agricultural Marketing Service.

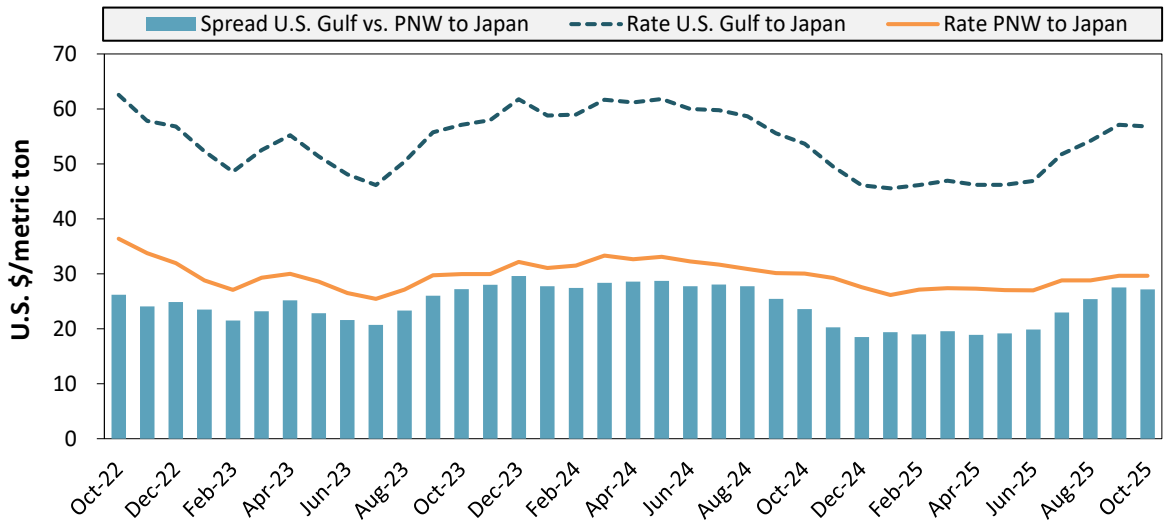
Figure 19. U.S. Gulf vessel loading activity



Week ending 11/20/25, number of vessels	Loaded	Due
Change from last year	-34%	2%
Change from 4-year average	-12%	6%

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
October 2025	$56.80	$29.65	$27.15
Change from October 2024	6%	-1%	15%
Change from 4-year average	-13%	-18%	-7%

Note: PNW = Pacific Northwest
Source: O'Neil Commodity Consulting.

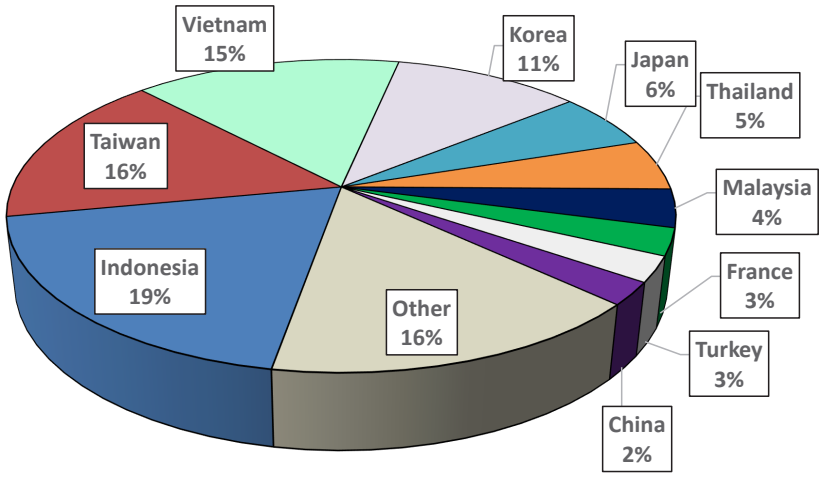
Table 20. Ocean freight rates for selected shipments, week ending 11/22/2025

Export region	Import region	Grain types	Entry date	Loading date	Volume loads (metric tons)	Freight rate (US$/metric ton)
U.S. Gulf	S. Korea	Heavy grain	Aug 12, 2025	Oct 1/10, 2025	58,000	63.75
U.S. Gulf	S. Korea	Heavy grain	Aug 7, 2025	Sep 1/10, 2025	58,000	62.50
U.S. Gulf	S. Korea	Heavy grain	Jun 23, 2025	Jul 1/10, 2025	58,000	55.50
U.S. Gulf	Indonesia	Soybeans	Sep 17, 2025	Oct 15/Nov 5, 2025	68,000	50.50
U.S. Gulf	Bangladesh	Soybeans	Sep 23, 2025	Oct 1/10, 2025	55,000	65.75
PNW	Taiwan	Wheat	Nov 13, 2025	Jan 26/Feb 5, 2025	52,000	40.25
PNW	Taiwan	Wheat	Sep 03, 2025	Nov 1/10, 2025	46,000	49.00
PNW	S. Korea	Corn	Nov 20, 2025	Jan 1/10, 2026	65,000	33.28
PNW	Taiwan	Wheat	Aug 28, 2025	Oct 1/10, 2025	46,000	48.00
PNW	Taiwan	Wheat	Jul 23, 2025	Sep 1/10, 2025	45,000	46.75
Brazil	N. China	Heavy grain	Oct 9, 2025	Nov 1/7, 2025	66,000	40.00
Brazil	N. China	Heavy grain	Oct 7, 2025	Oct 20/30, 2025	66,000	37.50
Brazil	N. China	Heavy grain	Jul 25, 2025	Aug 24/30, 2025	66,000	40.00
Brazil	N. China	Heavy grain	Jul 16, 2025	Aug 14/20, 2025	66,000	49.00
Brazil	N. China	Heavy grain	Jul 15, 2025	Aug 14/20, 2025	66,000	49.00

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
Source: Maritime Research, Inc.

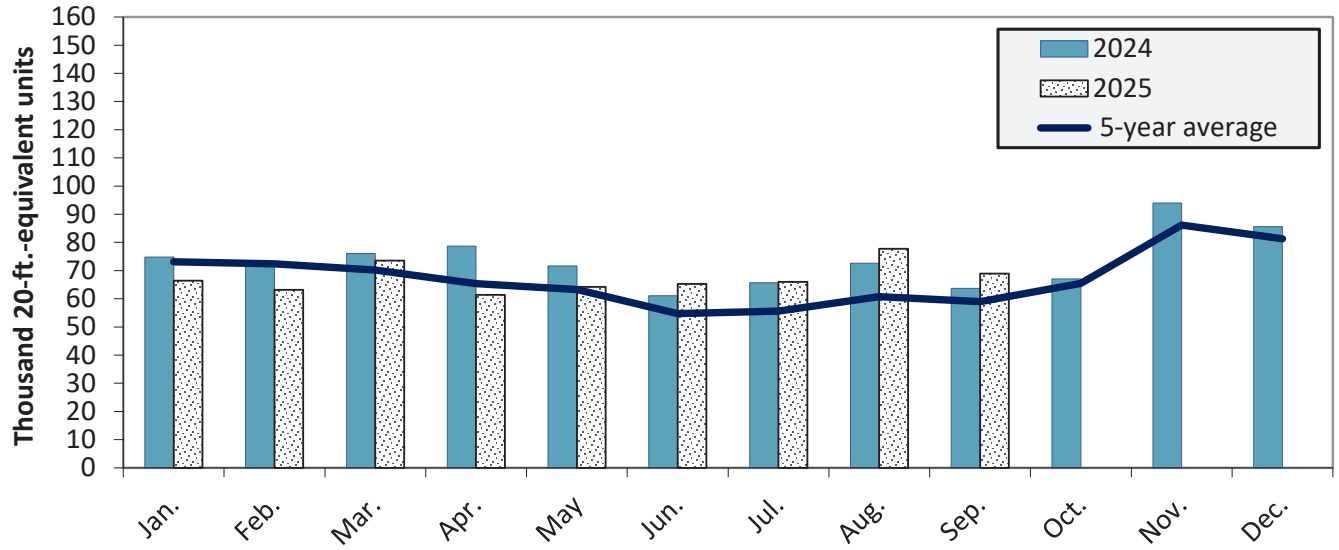
In 2024, containers were used to transport 10 percent of total U.S. waterborne grain exports. Approximately 55 percent of U.S. waterborne grain exports in 2024 went to Asia, of which 16 percent were moved in containers. Approximately 84 percent of U.S. waterborne containerized grain exports were destined for Asia.

Figure 21. Top 10 destination markets for U.S. containerized grain exports, Jan-Sep 2025



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 September 2025 were up 8.2 percent from last year and up 17.0 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.

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*. November 27, 2025.
Web: **http://dx.doi.org/10.9752/TS056.11-27-2025**

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)