



Grain Transportation Report

Contents

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

June 18, 2026

A weekly publication of the Agricultural Marketing Service

www.ams.usda.gov/GTR

Diesel Price Falls for 6 Consecutive Weeks.

According to the U.S. Energy Information Administration (EIA), for the week ending June 15, the [U.S. average diesel fuel price](#) was \$5.059 per gallon—down 15.1 cents from the previous week and up 148.8 cents from the same week last year. Over the last 6 weeks (from the week ending May 4 to the week ending June 15), the U.S. average diesel price dropped a total of 58.1 cents.

EIA's [June Short-Term Energy Outlook](#) projects the Brent crude oil price to average \$105 per barrel in June and July, as oil shipments remain limited and inventories fall. In EIA's forecast, oil shipments through the Strait of Hormuz are assumed to resume in third quarter 2026. However, vessel traffic is assumed not to regain pre-conflict levels until early 2027.

The Brent crude oil price is projected to average \$101 per barrel in third quarter 2026, before dropping to \$89 per barrel in the fourth quarter. EIA also forecasts the national diesel price to average \$5.16 per gallon in the third quarter, before falling to \$4.79 per gallon by the fourth quarter.

U.S. Covered Barge Fleet Declined in 2025.

A recent article in [Waterways Journal](#) summarizes the latest Inland River Record (IRR) Barge Fleet Profile report, which surveys the Nation's barge operators. At the end of 2025, the Nation's dry covered barge fleet (used for grain) totaled 12,827 vessels—down 552 vessels or 4.1 percent from the previous year.

The decline in covered barges was larger than the decline in other barge categories (e.g., dry open barges and tank barges).

The IRR Barge Fleet Profile report also notes that the average age for covered barges—currently, 18 years—has risen from an average age of 13 years that was sustained from 2012 to 2016.

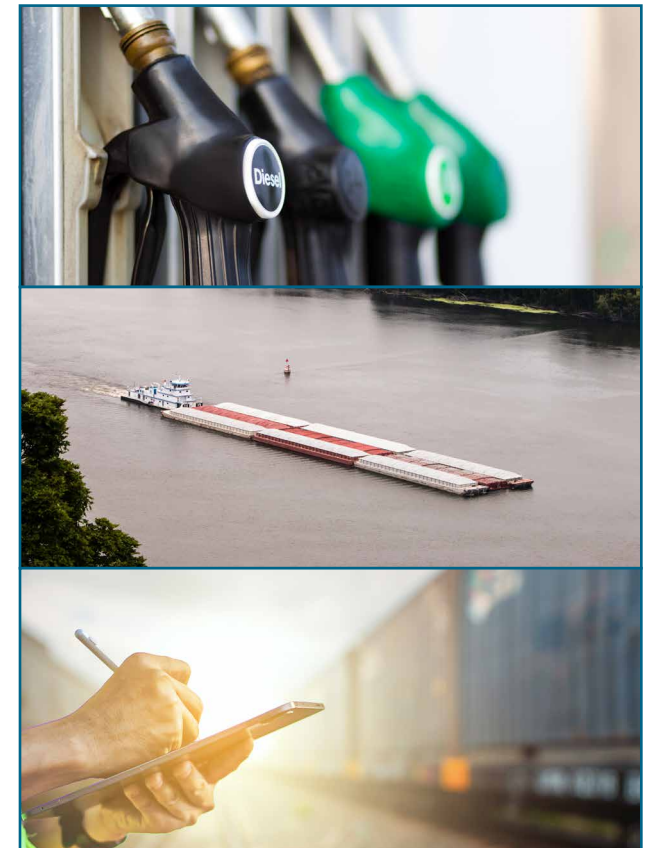
The article notes that the barge fleet's future expansion is challenged by high steel prices. Since February 2025, the [producer price index](#) for “hot rolled steel bars, plates, and structural shapes” has risen 23 percent and is the highest since 2022.

Stakeholder Input Sought for DOT/ BTS Modernization Effort. On June 1, the [U.S. Department of Transportation's Bureau of Transportation Statistics \(DOT/BTS\)](#) released a [Request for Information \(RFI\)](#): “Shaping the Future of the BTS.” The RFI seeks public input “to help define the next decade of national transportation data.” BTS provides cross-modal information on the U.S. transportation system, including several datasets valuable to agriculture ([Grain Transportation Report \(GTR\), December 4, 2025, third highlight](#)).

BTS aims to ensure its products remain relevant, modern, and accessible, as technologies and supply chains evolve. The RFI invites responses across six focus areas, including aligning BTS products with public needs; identifying gaps in national

transportation systems; modernizing data delivery; and aligning BTS resources with long-term industry challenges.

Stakeholder feedback will help the agency adopt new data sources and analytical methods and shift toward tracking more frequent, forward-looking indicators of transportation performance. Written comments—due by July 2, at 11:59 pm ET—may be submitted online (at [regulations.gov](#)) or in-person.



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 June 11, [unshipped balances](#) of corn and soybeans totaled 21.65 million metric tons (mmt), down 4 percent from last week and up 25 percent from the same time last year. The unshipped balance of wheat for MY 2026/27, which began on June 1 was 4.41 mmt, up 2 percent from last week and down 25 percent from the same time last year.

Net [corn export sales](#) for MY 2025/26 were 1.16 mmt, up 16 percent from last week. Net [soybean export sales](#) were 0.43 mmt, up 101 percent from last week. Net [wheat export sales](#) for marketing year 2026/27 were 0.40 mmt.

Rail

U.S. Class I railroads originated 26,826 [grain carloads](#) during the week ending June 6. This was a 15-percent decrease from the previous week, 11 percent more than last year, and 24 percent more than the 3-year average.

Average June [shuttle secondary railcar bids/offers](#) (per car) were \$63 above tariff for the week ending June 11. This was \$104 less than last week and \$163 more than this week last year. Average non-shuttle secondary railcar bids/offers per car were \$38 above tariff. This was \$13 less than last week and \$13 lower than this week last year.

Barge

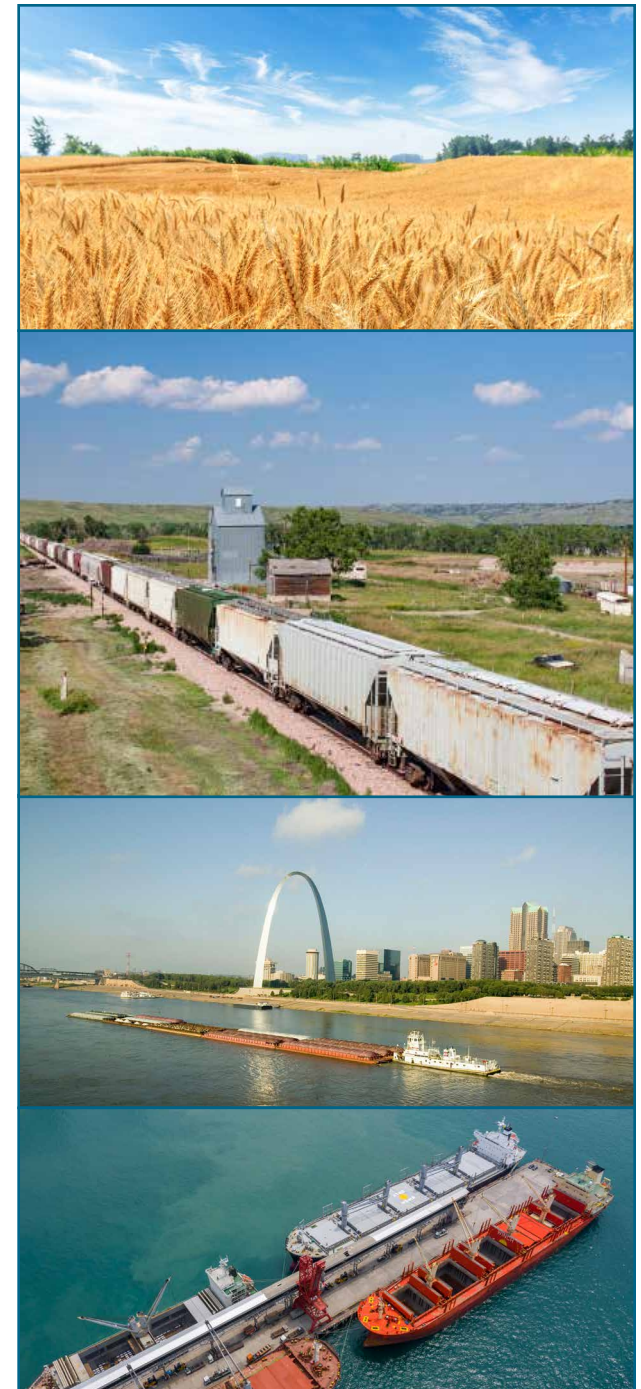
For the week ending June 13, [barged grain movements](#) totaled 516,550 tons. This was 23 percent less than the previous week and 30 percent less than the same week last year.

For the week ending June 13, 330 [barges moved down river](#), 116 fewer than the previous week. There were 546 grain barges unloaded in the New Orleans region, 13 percent fewer than the previous week.

Ocean

For the week ending June 11, 28 [oceangoing grain vessels](#) were loaded in the Gulf—7 percent fewer than the same period last year. Within the next 10 days (starting June 12), 26 vessels were expected to be loaded—24 percent fewer than the same period last year.

As of June 11, the rate for shipping a metric ton (mt) of grain from the U.S. Gulf to Japan was \$72.00, unchanged from the previous week. The rate from the Pacific Northwest to Japan was \$37.00 per mt, down 1 percent from the previous week.



First Quarter 2026 Corn and Soybean Total Landed Costs

From fourth quarter 2025 to first quarter 2026 (quarter to quarter), transportation costs to ship corn and soybeans from Minneapolis, MN, to Japan increased via both the U.S. Gulf (Gulf route) and Pacific Northwest (PNW route). From first quarter 2025 to first quarter

2026 (year to year), transportation costs to ship corn and soybeans increased via the Gulf route—because of a rise in barge and ocean freight rates—while decreasing via the PNW route because of a drop in truck freight rates (tables 1 and 2).

For shipping by both the U.S. Gulf and PNW routes, total landed costs for corn rose quarter to quarter and fell year to year, while total landed costs for soybeans rose both quarter to quarter and year to year.

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

	Corn					Soybeans				
	\$/metric ton			Percent change		\$/metric ton			Percent change	
	1st qtr. '25	4th qtr. '25	1st qtr. '26	Yr. to yr.	Qtr. to qtr.	1st qtr. '25	4th qtr. '25	1st qtr. '26	Yr. to yr.	Qtr. to qtr.
Truck	21.69	16.31	17.63	-18.72	8.09	21.69	16.31	17.63	-18.72	8.09
Barge	18.65	38.55	24.07	29.06	-37.56	18.65	38.55	24.07	29.06	-37.56
Rail	36.55	n/a	35.23	-3.61	n/a	42.36	n/a	37.56	-11.33	n/a
Ocean	46.19	56.35	54.93	18.92	-2.52	46.19	56.35	54.93	18.92	-2.52
Total transportation cost	123.08	111.21	131.86	7.13	18.57	128.89	111.21	134.19	4.11	20.66
Farm value	172.17	151.17	154.19	-10.44	2.00	358.37	362.05	377.60	5.37	4.29
Total landed cost	295.25	262.38	286.05	-3.12	9.02	487.26	473.26	511.79	5.03	8.14
Transportation % landed cost	41.69	42.39	46.10	4.41	3.71	26.45	23.50	26.22	-0.23	2.72

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

	Corn					Soybeans				
	\$/metric ton			Percent change		\$/metric ton			Percent change	
	1st qtr. '25	4th qtr. '25	1st qtr. '26	Yr. to yr.	Qtr. to qtr.	1st qtr. '25	4th qtr. '25	1st qtr. '26	Yr. to yr.	Qtr. to qtr.
Truck	21.69	16.31	17.63	-18.72	8.09	21.69	16.31	17.63	-18.72	8.09
Rail	55.25	55.52	55.40	0.27	-0.22	63.24	63.52	63.39	0.24	-0.20
Ocean	26.89	29.29	30.68	14.09	4.75	26.89	29.29	30.68	14.09	4.75
Total transportation cost	103.83	101.12	103.71	-0.12	2.56	111.82	109.12	111.70	-0.11	2.36
Farm value	172.17	151.17	154.19	-10.44	2.00	358.37	362.05	377.60	5.37	4.29
Total landed cost	276.00	252.29	257.90	-6.56	2.22	470.19	471.17	489.30	4.06	3.85
Transportation % landed cost	37.62	40.08	40.21	2.59	0.13	23.78	23.16	22.83	-0.95	-0.33

Note: First-quarter table 1 barge rates are from St. Louis to the Gulf because locks on the Mississippi River are closed from Minneapolis to St. Louis. Fourth-quarter table 1 barge rates are from Minneapolis to the Gulf. Table 1 rail tariff rates are Union Pacific from Savage, MN, to St. Louis, MO. Table 2 rail tariff rates include fuel surcharges and revisions for heavy axle rail cars and shuttle trains. The rail tariff rate (plus fuel surcharge) is a base price of rail freight rates, but during periods of high rail demand or car shortages, high auction and secondary market rates could exceed the base rail tariffs per car. For transportation as a percentage of landed costs, the year-to-year and quarter-to-quarter columns record percentage-point differences. qtr. = quarter; yr. = year; n/a = not applicable.

Source: USDA, Agricultural Marketing Service and USDA, National Agricultural Statistics Service.

U.S. Gulf Costs

Transportation and Total Landed Costs.

Quarter to quarter, transportation costs for shipping via the Gulf route were up 19 percent for corn and up 21 percent for soybeans—mainly, reflecting the use of first-quarter rail data in place of barge to account for the annual closure of the Upper and Mid-Mississippi River from late November to early March ([table 1](#)). Year to year, transportation costs rose 7 percent for corn and rose 4 percent for soybeans. These increases were due to a rise in barge and ocean freight rates.

For shipping corn through the Gulf route, first-quarter 2026 transportation costs accounted for 46 percent of total landed costs, a share that was up both quarter to quarter and year to year. For soybeans, first-quarter transportation costs were 26 percent of total landed costs, and that share was up quarter to quarter and down year to year.

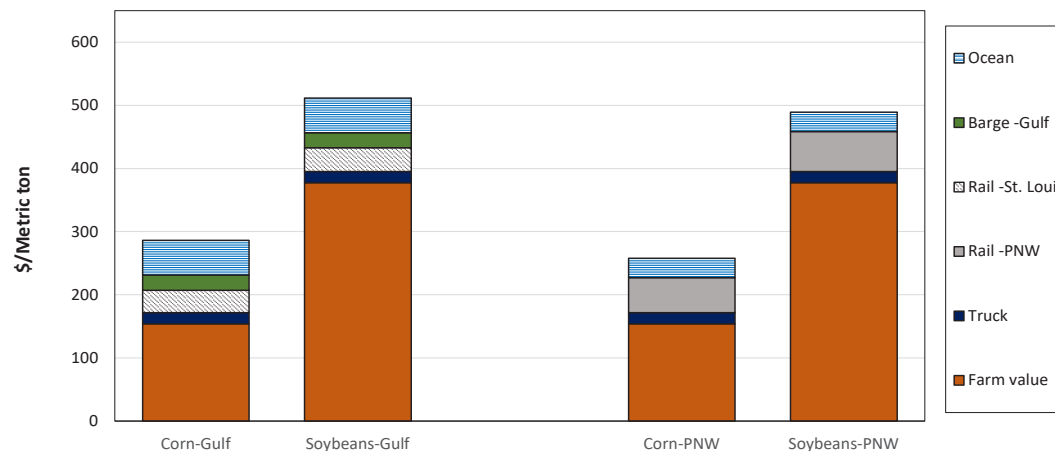
During first quarter 2026, Gulf-route total landed costs were \$286 per metric ton (mt) for shipping corn and \$512 per mt for soybeans ([fig. 1](#)). Quarter to quarter, total landed costs increased 9 percent for corn and rose 8 percent for soybeans—in both cases, because of higher transportation costs and farm values. Year to year, landed costs decreased 3 percent for corn, driven by lower farm values, and rose 5 percent for soybeans, driven by higher transportation costs and farm values.

Pacific Northwest Costs

Transportation and Total Landed Costs.

Quarter to quarter, transportation costs for shipping via the PNW route rose 3 percent for

Figure 1. Corn and soybean landed costs to Japan, first quarter 2026



Note: Gulf = U.S. Gulf, PNW = Pacific Northwest.
Source: USDA, Agricultural Marketing Service.

corn and rose 2 percent for soybeans, owing to higher truck and ocean freight rates ([table 2](#)). Year to year, transportation costs fell less than 1 percent each for corn and soybeans, because of lower truck freight rates.

For corn, first-quarter 2026 transportation costs accounted for 40 percent of total landed costs—a share that was up both quarter to quarter and year to year. For soybeans, transportation costs accounted for 23 percent of total landed costs, and that share was down quarter to quarter and year to year.

First-quarter 2026 total landed costs were \$258 per mt for corn and \$489 per mt for soybeans ([fig. 1](#)). Quarter to quarter, total landed costs were up 2 percent for corn and up 4 percent for soybeans. Year to year, total landed costs were down 7 percent for corn, but up 4 percent for soybeans ([table 2](#)).

Exports

As of June 11, 2026, current year-to-date outstanding (unshipped) export balances were up 30 percent for corn and up 8 percent for soybeans from the same time in 2025, while cumulative (shipped) exports were up 24 percent for corn and down 19 percent for soybeans from the same time in 2025 ([GTR table 14](#)).

According to USDA's June [World Agricultural Supply and Demand Estimates \(WASDE\) report](#), U.S. corn exports for marketing year (MY) 2025/26 are estimated to be 84.46 mmt. U.S. soybean exports for MY 2025/26 are estimated to be 41.10 mmt.

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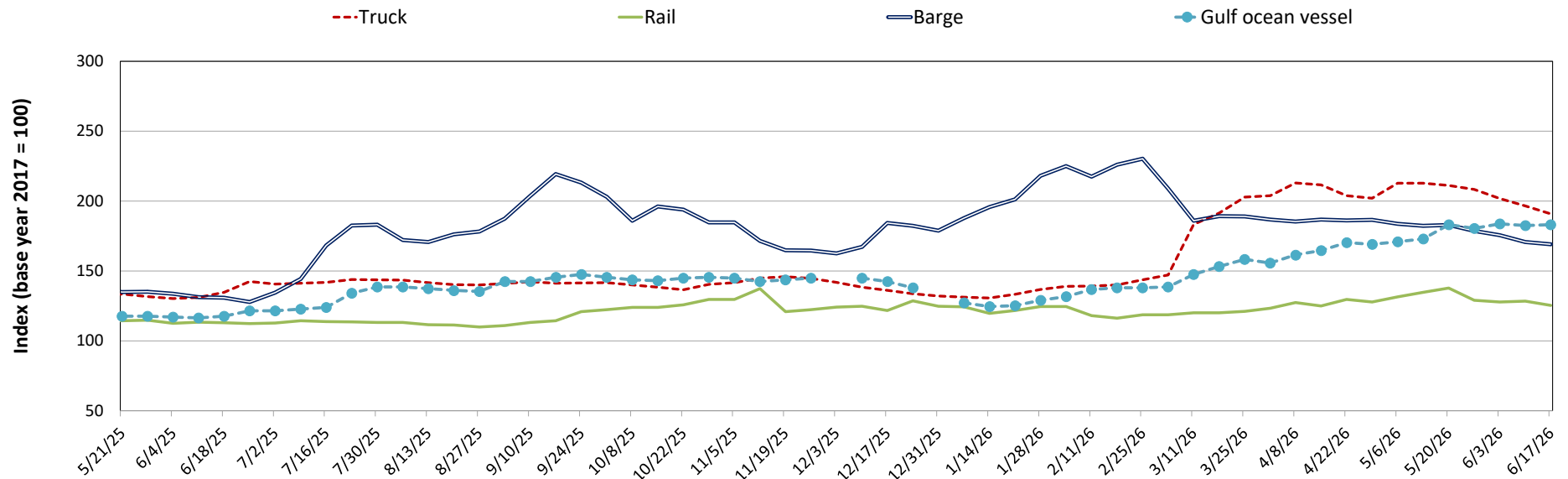
Grains are transported to the domestic and international markets via one or more of the following modes: truck, rail, barge, and oceangoing vessel. Monitoring the cost of transportation for each mode is vital to the marketing decision making process.

Table 1. Grain transport cost indicators

For the week ending:	Truck	Rail	Barge	Ocean	
				Gulf	Pacific
06/17/26	191	125	169	183	176
06/10/26	197	128	171	182	177
06/18/25	135	113	131	118	128

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.

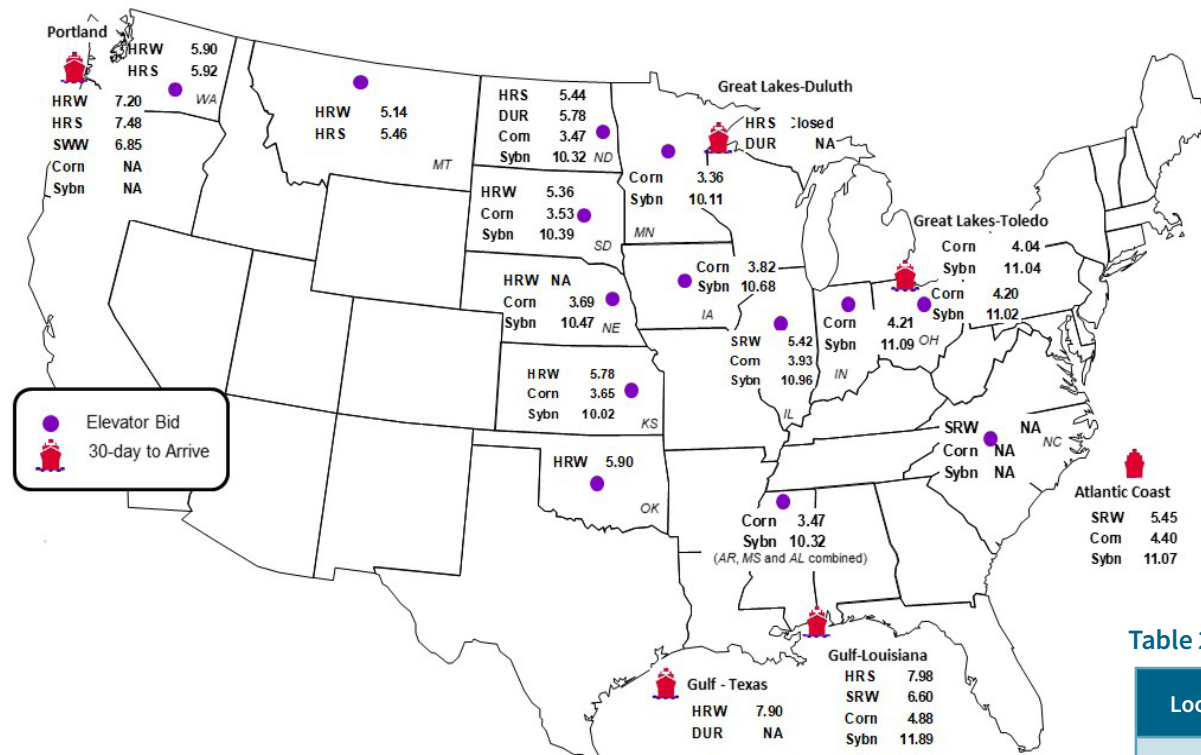
Figure 1. Grain transportation cost indicators as of week ending 06/17/26



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	6/12/2026	6/5/2026
Corn	IL-Gulf	-0.95	-1.01
Corn	NE-Gulf	-1.19	-1.26
Soybean	IA-Gulf	-1.21	-1.41
HRW	KS-Gulf	-2.12	-2.27
HRS	ND-Portland	-2.04	-2.09

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	6/12/2026	Week ago 06/05/2026	Year ago 6/13/2025
Kansas City	Wht	July	6.344	6.208	5.406
Minneapolis	Wht	July	6.183	6.195	6.342
Chicago	Wht	July	5.844	5.800	5.436
Chicago	Corn	July	4.126	4.172	4.444
Chicago	Sybn	July	11.132	11.214	10.696

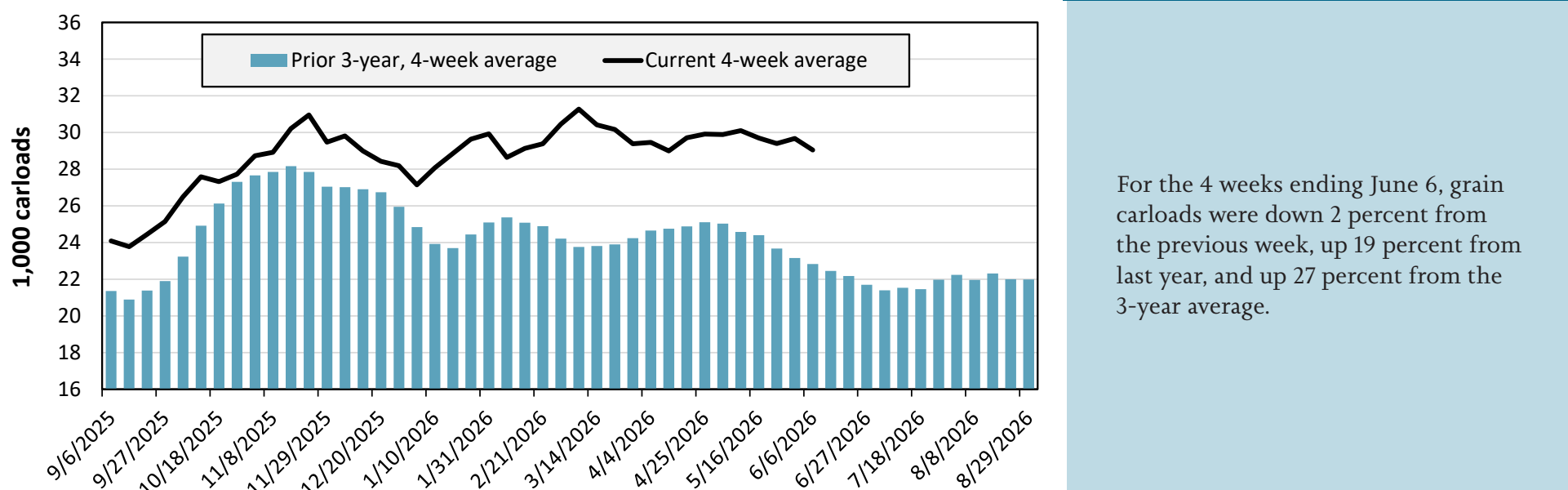
Sources: Chicago Mercantile Exchange (CME), Group Grain, and *Oilseed Futures Report*.

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

For the week ending: 6/06/2026	East		West		Central U.S.		U.S. total
	CSX	NS	BNSF	UP	CPKC	CN	
This week	1,553	2,189	11,513	6,612	3,421	1,538	26,826
This week last year	1,700	2,528	9,988	5,654	2,730	1,544	24,144
2026 YTD	33,321	57,737	290,842	155,141	79,025	38,767	654,833
2025 YTD	38,065	65,904	250,255	132,439	59,819	31,920	578,402
2026 YTD as % of 2025 YTD	88	88	116	117	132	121	113
Last 4 weeks as % of 2025	86	89	129	117	131	123	119
Last 4 weeks as % of 3-yr. avg.	84	92	135	130	152	146	127
Total 2025	81,717	140,116	608,958	313,968	157,757	79,502	1,382,018

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

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



Source: Surface Transportation Board.

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

For the week ending: 6/5/2026		East		West		Central U.S.		U.S. Average
		CSX	NS	BNSF	UP	CN	CPKC	
Average grain unit train origin dwell times (hours)	This week	28.2	31.8	25.3	15.6	21.1	10.8	22.1
	Average over last 4 weeks	26.0	27.6	26.5	15.7	15.4	11.0	20.4
	Average of same 4 weeks last year	19.9	31.2	16.9	16.0	6.5	19.5	18.3
Average grain unit train speeds (miles per hour)	This week	21.0	18.3	22.8	22.9	23.8	18.4	21.2
	Average over last 4 weeks	22.6	17.7	23.2	23.3	22.9	20.3	21.7
	Average of same 4 weeks last year	22.1	19.0	25.4	23.0	25.0	18.2	22.1

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

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

Source: Surface Transportation Board.

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

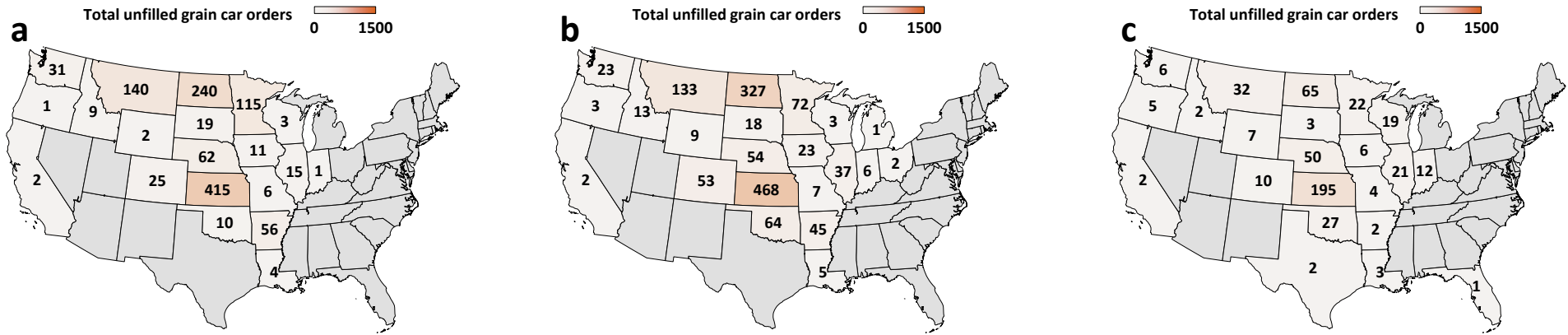
For the week ending: 6/5/2026		East		West		Central U.S.		U.S. Total
		CSX	NS	BNSF	UP	CN	CPKC	
Average number of empty grain cars not moved in over 48 hours	This week	18	14	257	36	32	109	466
	Average over last 4 weeks	45	15	328	52	15	139	593
	Average of same 4 weeks last year	20	5	194	83	6	379	688
Average number of loaded grain cars not moved in over 48 hours	This week	45	144	429	40	24	132	814
	Average over last 4 weeks	73	137	484	49	22	126	890
	Average of same 4 weeks last year	34	175	316	65	4	374	967
Average number of grain unit trains held	This week	0	0	4	2	1	6	13
	Average over last 4 weeks	0	0	5	3	0	4	13
	Average of same 4 weeks last year	0	0	3	4	0	6	13
Total unfilled manifest grain car orders	This week	6	5	514	517	0	125	1,167
	Average over last 4 weeks	27	2	547	607	0	188	1,370
	Average of same 4 weeks last year	13	7	143	269	0	124	555

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](#).

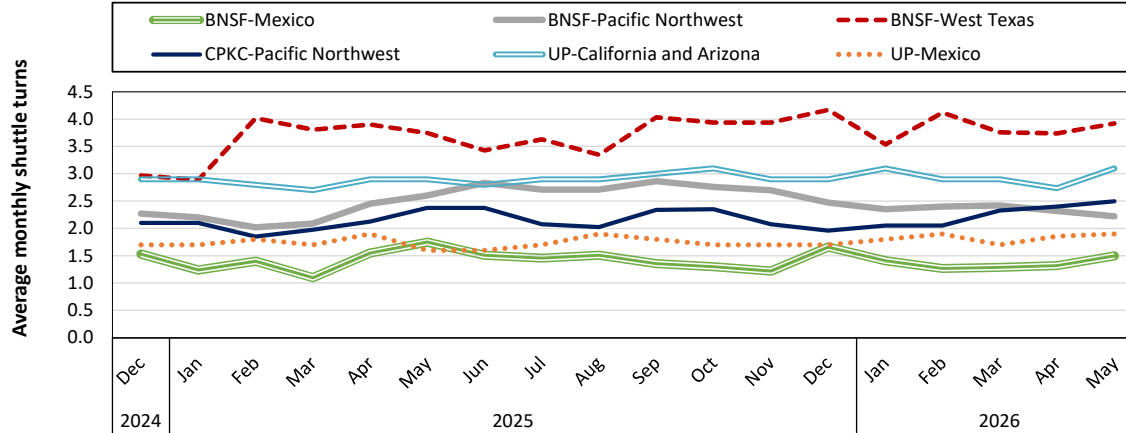
Source: Surface Transportation Board.

Figure 4. Unfilled manifest grain car orders by State for the week ending 6/5/2026 (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

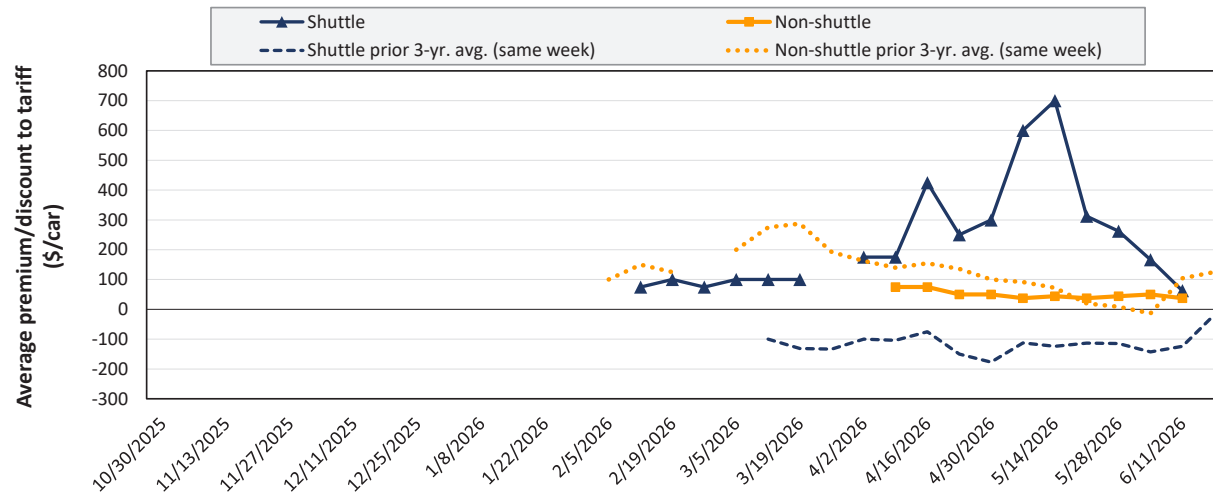


In May 2026, BNSF Railway's average monthly grain shuttle turns were 1.5 to Mexico, 2.2 to the Pacific Northwest, and 3.9 to West Texas. CPKC's shuttle turns averaged 2.5 to the Pacific Northwest. Union Pacific Railroad's shuttle turns averaged 3.1 to California and Arizona, and they averaged 1.9 to Mexico.

Note: A "shuttle turn" refers to the number of trips completed per month by a single train. Additional data (including additional regions and planned turns) are available on [AgTransport](https://www.agtransport.com/). 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 June 2026



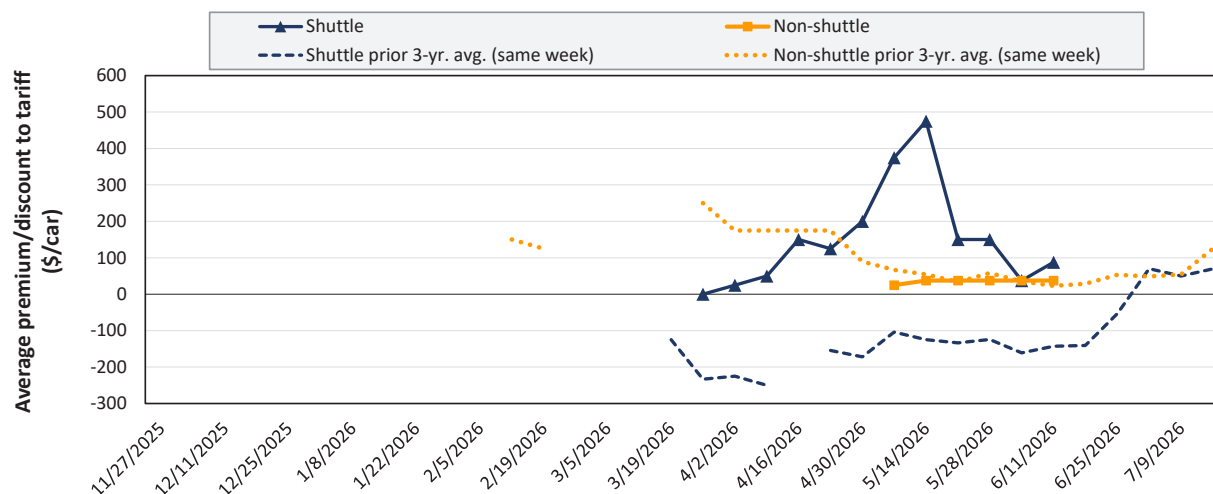
Average non-shuttle bids/offers fell \$13 this week, and are \$38 below the peak.

Average shuttle bids/offers fell \$104 this week and are \$638 below the peak.

6/11/2026	BNSF	UP
Non-Shuttle	\$38	n/a
Shuttle	\$175	-\$50

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

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



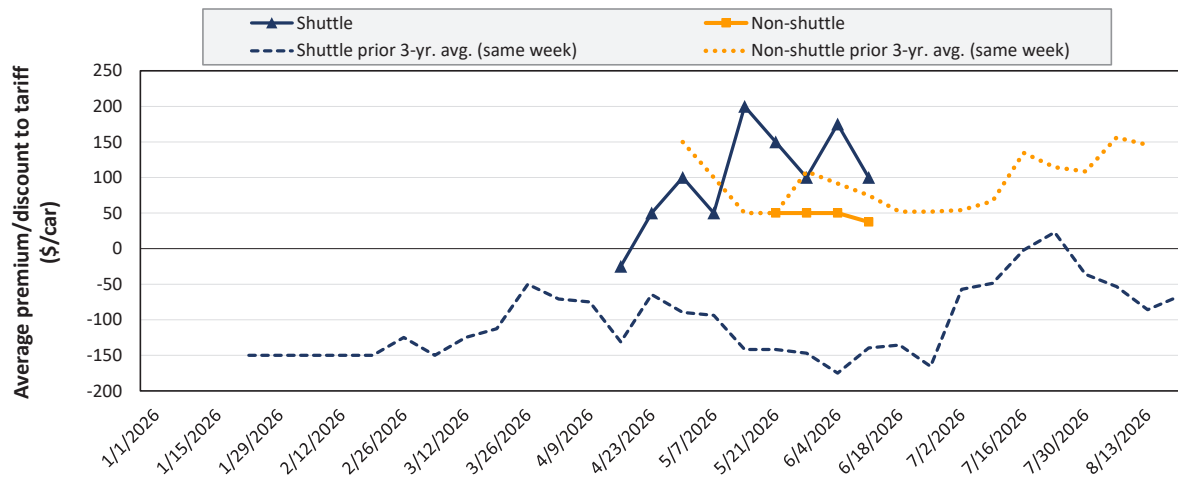
Average non-shuttle bids/offers are unchanged this week, and are at the peak.

Average shuttle bids/offers rose \$50 this week and are \$388 below the peak.

6/11/2026	BNSF	UP
Non-Shuttle	\$50	\$25
Shuttle	\$175	\$0

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

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



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

Average shuttle bids/offers fell \$75 this week and are \$100 below the peak.

6/11/2026	BNSF	UP
Non-Shuttle	\$50	\$25
Shuttle	\$100	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: 6/11/2026		Delivery period					
		Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26
Non-shuttle	BNSF	38	50	50	n/a	n/a	n/a
	Change from last week	-12	0	0	n/a	n/a	n/a
	Change from same week 2025	-13	-25	-50	n/a	n/a	n/a
	UP	n/a	25	25	50	n/a	n/a
	Change from last week	n/a	0	-25	n/a	n/a	n/a
	Change from same week 2025	n/a	125	75	0	n/a	n/a
Shuttle	BNSF	175	175	100	n/a	1,250	n/a
	Change from last week	-208	-50	-75	n/a	0	n/a
	Change from same week 2025	75	138	138	n/a	500	n/a
	UP	-50	0	n/a	-50	n/a	n/a
	Change from last week	0	150	n/a	n/a	n/a	n/a
	Change from same week 2025	250	250	n/a	n/a	n/a	n/a
	CPKC	0	100	n/a	0	n/a	n/a
	Change from last week	-150	50	n/a	n/a	n/a	n/a
	Change from same week 2025	113	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, June 2026

Primary wheat class	Railroad	Origin	Destination	Train type	Tariff (per car)	Fuel surcharge (per car)	Tariff + fuel surcharge (per car)	Tariff + fuel surcharge (per bushel)	Tariff + fuel surcharge (per metric ton)	Percent Y/Y change
Durum	BNSF	Williston, ND	St. Louis, MO	Shuttle	\$5,832	\$568	\$6,400	\$1.73	\$63.55	11.7
	BNSF	Williston, ND	Superior, WI	Shuttle	\$4,291	\$284	\$4,575	\$1.24	\$45.43	10.5
	CPKC	Westby, MT	St. Louis, MO	Unit	\$5,788	\$1,096	\$6,884	\$1.86	\$68.36	14.6
	UP	Yuma, AZ	Houston, TX	Manifest	\$6,025	\$947	\$6,972	\$1.88	\$69.24	8.3
Hard red spring (HRS)	BNSF	Alton (Hillsboro), ND	Chicago, IL	DET	\$4,804	\$329	\$5,133	\$1.39	\$50.97	10.1
	BNSF	Alton (Hillsboro), ND	PNW (Seattle, WA)	Shuttle	\$6,215	\$791	\$7,006	\$1.89	\$69.57	14.2
	BNSF	Alton (Hillsboro), ND	Superior, WI	Shuttle	\$2,865	\$153	\$3,018	\$0.82	\$29.97	12.2
	BNSF	Alton (Hillsboro), ND	Texas Gulf (Houston, TX)	Shuttle	\$5,732	\$823	\$6,555	\$1.77	\$65.09	18.0
	BNSF	Bucyrus, ND	PNW (Seattle, WA)	Shuttle	\$5,838	\$696	\$6,534	\$1.77	\$64.89	13.9
	BNSF	Macon, MT	PNW (Seattle, WA)	Shuttle	\$5,412	\$578	\$5,990	\$1.62	\$59.48	13.1
	CPKC	Minot, ND	Kalama, WA	Unit	\$5,298	\$970	\$6,268	\$1.69	\$62.25	6.8
	CPKC	Nekoma, ND	Chicago, IL	Manifest	\$5,030	\$583	\$5,613	\$1.52	\$55.74	11.1
Hard red winter (HRW)	BNSF	Concordia, KS	Greenwood (Mendota), IL	Shuttle	\$3,400	\$299	\$3,699	\$1.00	\$36.73	7.2
	BNSF	Enid, OK	Texas Gulf (Houston, TX)	Shuttle	\$3,400	\$367	\$3,767	\$1.02	\$37.40	3.3
	BNSF	Garden City, KS	PNW (Seattle, WA)	Shuttle	\$5,800	\$988	\$6,788	\$1.83	\$67.41	14.0
	BNSF	Garden City, KS	San Bernardino, CA	DET	\$5,600	\$695	\$6,295	\$1.70	\$62.51	8.3
	BNSF	Garden City, KS	Texas Gulf (Houston, TX)	Shuttle	\$4,200	\$506	\$4,706	\$1.27	\$46.73	10.2
	BNSF	Salina, KS	Texas Gulf (Houston, TX)	Shuttle	\$4,000	\$523	\$4,523	\$1.22	\$44.91	11.4
	BNSF	Wichita, KS	Birmingham, AL	Shuttle	\$3,500	\$431	\$3,931	\$1.06	\$39.03	10.1
	BNSF	Wichita, KS	Chicago, IL	DET	\$3,700	\$293	\$3,993	\$1.08	\$39.66	6.5
	BNSF	Wichita, KS	Texas Gulf (Houston, TX)	Shuttle	\$3,900	\$468	\$4,368	\$1.18	\$43.38	10.6
	UP	Byers, CO	Houston, TX	Shuttle	\$4,525	\$802	\$5,327	\$1.44	\$52.90	9.3
	UP	Goodland, KS	Kansas City, MO	Manifest	\$5,067	\$300	\$5,367	\$1.45	\$53.30	5.3
	UP	Medford, OK	Houston, TX	Shuttle	\$3,775	\$396	\$4,171	\$1.13	\$41.42	5.7
	UP	Salina, KS	Houston, TX	Shuttle	\$4,025	\$528	\$4,553	\$1.23	\$45.21	7.0
HRS/HRW	BNSF	Bowdle, SD	Chicago, IL	DET	\$4,791	\$355	\$5,146	\$1.39	\$51.10	10.6
	BNSF	Conrad, MT	PNW (Seattle, WA)	Shuttle	\$4,439	\$449	\$4,888	\$1.32	\$48.54	13.7
Soft white	BNSF	Templin (Ritzville), WA	PNW (Seattle, WA)	Shuttle	\$2,032	\$221	\$2,253	\$0.61	\$22.37	9.4
All classes (To East Coast flour mills)	CSX	Chicago, IL	Albany, NY	Manifest	\$8,611	\$357	\$8,968	\$2.42	\$89.06	7.4
	CSX	Chicago, IL	Albany, NY	Unit	\$7,676	\$357	\$8,033	\$2.17	\$79.77	8.4
	CSX	Chicago, IL	Buffalo, NY	Manifest	\$6,102	\$228	\$6,330	\$1.71	\$62.86	6.9
	CSX	Chicago, IL	Indiantown, FL	Manifest	\$8,832	\$609	\$9,441	\$2.55	\$93.75	10.2

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

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

Table 7. Rail tariff rates for corn and soybean unit/shuttle train shipments, June 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	\$512	\$6,112	\$1.54	\$60.69	3.9
	BNSF	Clarkfield, MN	PNW (Seattle, WA)	Railroad	\$5,470	\$880	\$6,350	\$1.60	\$63.06	13.3
	BNSF	Edison, NE	Hanford, CA	Railroad	\$5,460	\$848	\$6,308	\$1.59	\$62.64	2.7
	BNSF	Edison, NE	Hereford, TX	Railroad	\$4,500	\$362	\$4,862	\$1.23	\$48.28	-4.6
	BNSF	Edison, NE	PNW (Seattle, WA)	Railroad	\$5,350	\$972	\$6,322	\$1.59	\$62.78	15.1
	BNSF	Greenwood (Mendota), IL	Hereford, TX	Railroad	\$4,620	\$433	\$5,053	\$1.27	\$50.18	9.0
	BNSF	Phelps (Rock Port), MO	Clovis, NM	Railroad	\$4,260	\$353	\$4,613	\$1.16	\$45.81	-5.1
	BNSF	Phelps (Rock Port), MO	Texas Gulf (Houston, TX)	Railroad	\$4,000	\$544	\$4,544	\$1.15	\$45.12	-1.5
	BNSF	Selby, SD	PNW (Seattle, WA)	Railroad	\$5,430	\$766	\$6,196	\$1.56	\$61.53	11.8
	BNSF	St. Cloud, MN	PNW (Seattle, WA)	Railroad	\$5,430	\$868	\$6,298	\$1.59	\$62.54	13.2
	CN	Gibson City, IL	Reserve, LA	Private	\$2,136	\$729	\$2,865	\$0.72	\$28.45	20.9
	CN	Gibson City, IL	Reserve, LA	Railroad	\$2,516	\$729	\$3,245	\$0.82	\$32.23	18.0
	CPKC	Delhi, LA	Morton, MS	Railroad	\$1,342	\$101	\$1,443	\$0.36	\$14.33	4.2
	CPKC	Enderlin, ND	Kalama, WA	Railroad	\$5,047	\$1,116	\$6,163	\$1.55	\$61.20	12.6
	CPKC	Glenwood, MN	Boardman, OR	Railroad	\$5,513	\$1,074	\$6,587	\$1.66	\$65.41	11.2
	CSX	Haw Creek (Ladoga), IN	Ozark, AL	Railroad	\$6,241	\$312	\$6,553	\$1.65	\$65.07	9.9
	CSX	Marysville, OH	Rose Hill, NC	Railroad	\$6,378	\$344	\$6,722	\$1.70	\$66.75	9.5
	CSX	Olney, IL	Fairmount, GA	Railroad	\$4,891	\$220	\$5,111	\$1.29	\$50.75	8.6
	UP	Allen Station (San Jose), IL	Pittsburg, TX	Railroad	\$3,935	\$477	\$4,412	\$1.11	\$43.81	2.8
	UP	Frankfort, KS	Calipatria, CA	Railroad	\$5,855	\$1,085	\$6,940	\$1.75	\$68.91	7.2
Soybeans	UP	Mead, NE	Keyes, CA	Railroad	\$6,015	\$1,199	\$7,214	\$1.82	\$71.63	7.9
	UP	Nebraska City, NE	Amarillo, TX	Railroad	\$4,855	\$493	\$5,348	\$1.35	\$53.10	2.5
	UP	Sloan, IA	Burley, ID	Railroad	\$5,535	\$811	\$6,346	\$1.60	\$63.02	5.1
	UP	Sterling, IL	Nashville, AR	Railroad	\$4,075	\$499	\$4,574	\$1.15	\$45.42	3.0
	BNSF	Argyle, MN	PNW (Seattle, WA)	Railroad	\$6,135	\$803	\$6,938	\$1.88	\$68.90	10.9
	BNSF	Argyle, MN	Texas Gulf (Houston, TX)	Railroad	\$5,185	\$764	\$5,949	\$1.61	\$59.08	-12.7
	BNSF	Casselton, ND	PNW (Seattle, WA)	Railroad	\$6,085	\$778	\$6,863	\$1.85	\$68.15	10.6
	BNSF	Casselton, ND	St. Louis, MO	Railroad	\$3,400	\$408	\$3,808	\$1.03	\$37.82	9.8
	BNSF	Mitchell, SD	PNW (Seattle, WA)	Railroad	\$6,185	\$968	\$7,153	\$1.93	\$71.03	13.3
	CN	Gibson City, IL	Reserve, LA	Private	\$2,136	\$729	\$2,865	\$0.77	\$28.45	20.9
	CN	Gibson City, IL	Reserve, LA	Railroad	\$2,516	\$729	\$3,245	\$0.88	\$32.23	18.0
	CPKC	Enderlin, ND	Kalama, WA	Railroad	\$5,785	\$1,116	\$6,901	\$1.87	\$68.53	11.1
	CPKC	Enderlin, ND	East St. Louis, IL	Railroad	\$3,526	\$843	\$4,369	\$1.18	\$43.39	13.4
	CSX	Casey, IL	Mobile, AL	Private	\$3,646	\$343	\$3,989	\$1.08	\$39.61	9.4
	CSX	Marion, OH	Chesapeake, VA	Private	\$3,214	\$334	\$3,548	\$0.96	\$35.24	10.4
	UP	Canton, KS	Houston, TX	Railroad	\$3,650	\$515	\$4,165	\$1.13	\$41.36	-22.5
	UP	Cozad, NE	Kalama, WA	Railroad	\$5,140	\$1,078	\$6,218	\$1.68	\$61.75	-5.9
	UP	Cozad, NE	Houston, TX	Railroad	\$4,010	\$744	\$4,754	\$1.28	\$47.21	-18.5
	UP	Sloan, IA	Ama, LA	Railroad	\$4,090	\$849	\$4,939	\$1.33	\$49.05	-17.1

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.

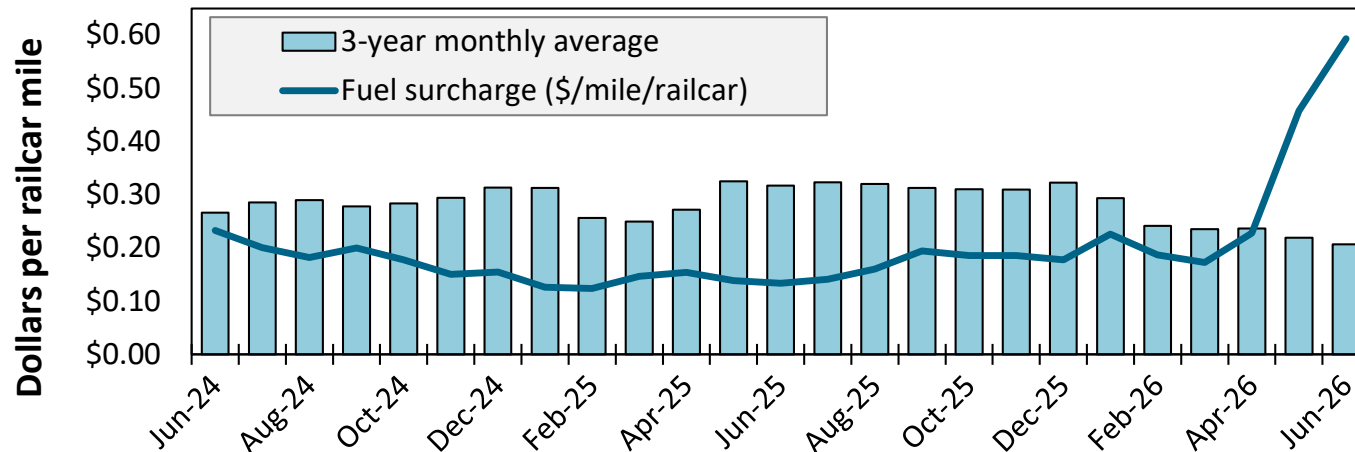
Table 8. Rail tariff rates for U.S. bulk grain shipments to Mexico, June 2026

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	\$590	\$5,231	\$1.31	\$51.48	12.2
	BNSF	Superior, NE	El Paso, TX	Shuttle	\$4,622	\$464	\$5,086	\$1.27	\$50.06	0.1
	CPKC	Atchison, KS	Laredo, TX	Non-shuttle	\$5,080	\$1,092	\$6,172	\$1.54	\$60.75	11.3
	CPKC	Council Bluffs, IA	Laredo, TX	Non-shuttle	\$5,550	\$1,209	\$6,759	\$1.69	\$66.52	11.5
	CPKC	Kansas City, MO	Laredo, TX	Non-shuttle	\$5,005	\$1,043	\$6,048	\$1.51	\$59.52	11.0
	CPKC	Marshall, MO	Laredo, TX	Non-shuttle	\$5,190	\$1,107	\$6,297	\$1.57	\$61.98	11.3
	UP	Pontiac, IL	Eagle Pass, TX	Shuttle	\$4,535	\$881	\$5,416	\$1.35	\$53.30	6.9
Soybeans	UP	Sterling, IL	Eagle Pass, TX	Shuttle	\$4,655	\$915	\$5,570	\$1.39	\$54.82	7.1
	BNSF	Brunswick, MO	El Paso, TX	Shuttle	\$4,325	\$501	\$4,826	\$1.29	\$47.50	-10.8
	BNSF	Hardin, MO	Eagle Pass, TX	Shuttle	\$4,325	\$499	\$4,824	\$1.29	\$47.48	-10.9
	CPKC	Atchison, KS	Laredo, TX	Non-shuttle	\$5,080	\$1,092	\$6,172	\$1.65	\$60.75	11.3
	CPKC	Kansas City, MO	Laredo, TX	Non-shuttle	\$5,005	\$1,043	\$6,048	\$1.62	\$59.52	11.0
	UP	Grand Island, NE	Eagle Pass, TX	Shuttle	\$4,950	\$838	\$5,788	\$1.55	\$56.97	-12.5
Wheat	UP	Roelyn, IA	Eagle Pass, TX	Shuttle	\$5,035	\$878	\$5,913	\$1.58	\$58.20	-12.0
	BNSF	FT Worth, TX	El Paso, TX	DET	\$3,100	\$361	\$3,461	\$0.93	\$34.06	13.0
	BNSF	FT Worth, TX	El Paso, TX	Shuttle	\$2,600	\$361	\$2,961	\$0.79	\$29.14	3.4
	CPKC	Kansas City, MO	Laredo, TX	Non-shuttle	\$5,005	\$1,043	\$6,048	\$1.62	\$59.52	11.0
	UP	Great Bend, KS	Laredo, TX	Shuttle	\$4,325	\$629	\$4,954	\$1.33	\$48.76	7.7
	UP	Wichita, KS	Laredo, TX	Shuttle	\$4,065	\$554	\$4,619	\$1.24	\$45.46	7.3

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

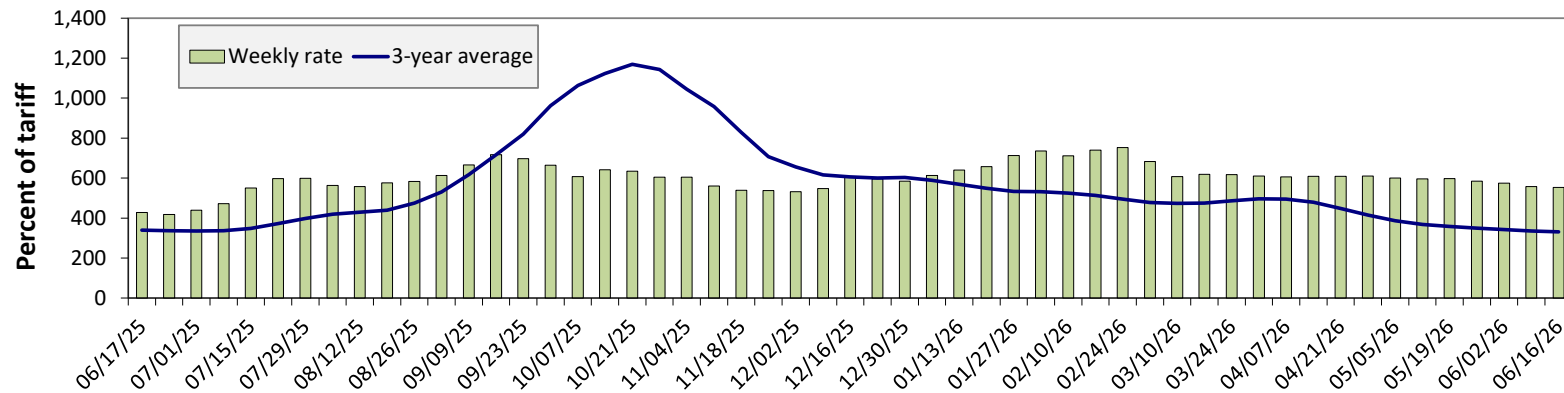


June 2026: \$0.59/mile, up 13 cents from last month's surcharge of \$0.46/mile; up 46 cents from the June 2025 surcharge of \$0.13/mile; and up 38 cents from the June prior 3-year average of \$0.21/mile.

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 June 16: 1 percent lower than the previous week; 29 percent higher than last year; and 67 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	6/16/2026	674	561	553	381	377	368
	6/9/2026	679	575	558	404	386	374
\$/ton	6/16/2026	41.72	29.85	25.66	15.20	17.68	11.56
	6/9/2026	42.03	30.59	25.89	16.12	18.10	11.74
Measure	Time Period	Twin Cities	Mid-Mississippi	Illinois River	St. Louis	Ohio River	Cairo-Memphis
Current week % change from the same week	Last year	26	21	29	21	16	31
	3-year avg.	66	57	67	55	42	57
Rate	July	676	571	564	398	392	375
	September	779	756	749	738	739	744

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](#).

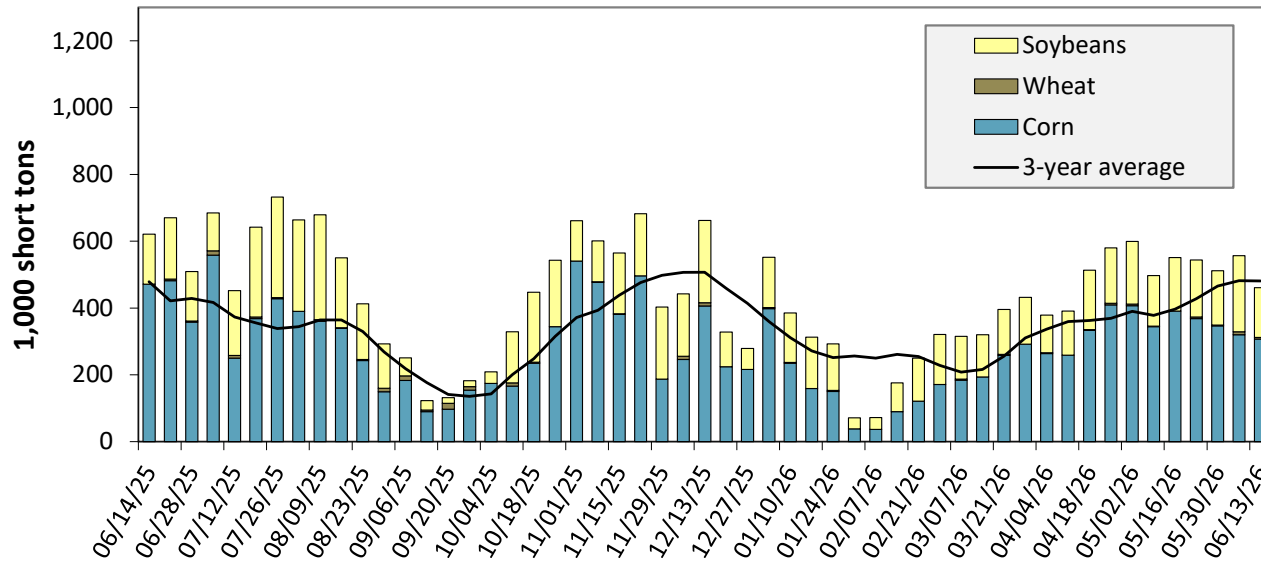
Source: USDA, Agricultural Marketing Service.

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 June 13: 26 percent lower than last year and 4 percent lower than the 3-year average.

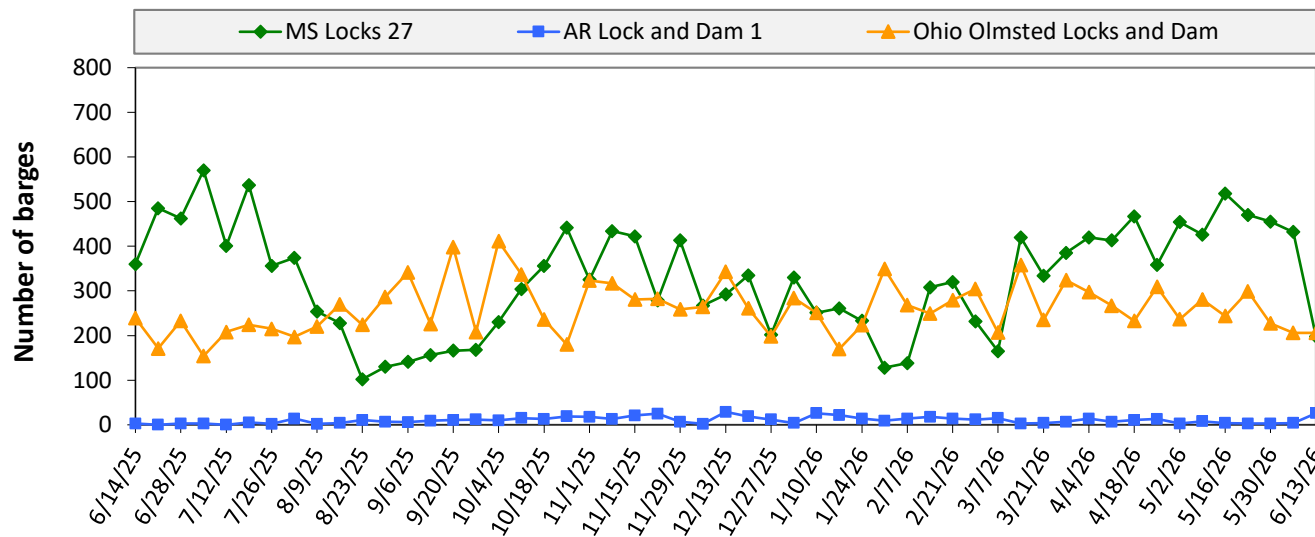
Note: The 3-year average is a 4-week moving average.
Source: U.S. Army Corps of Engineers.

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

For the week ending 06/13/2026	Corn	Wheat	Soybeans	Other	Total
Mississippi River (Rock Island, IL (L15))	174	0	72	0	246
Mississippi River (Winfield, MO (L25))	224	5	156	0	384
Mississippi River (Alton, IL (L26))	288	5	176	0	468
Mississippi River (Granite City, IL (L27))	307	5	149	0	460
Illinois River (La Grange)	87	0	33	0	120
Ohio River (Olmsted)	11	0	18	0	29
Arkansas River (L1)	1	15	11	0	28
Weekly total - 2026	319	20	178	0	517
Weekly total - 2025	526	9	193	5	733
2026 YTD	7,577	406	4,893	45	12,922
2025 YTD	9,557	472	4,849	104	14,983
2026 as % of 2025 YTD	79	86	101	43	86
Last 4 weeks as % of 2025	65	98	144	147	82
Total 2025	20,015	1,259	11,322	166	32,761

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

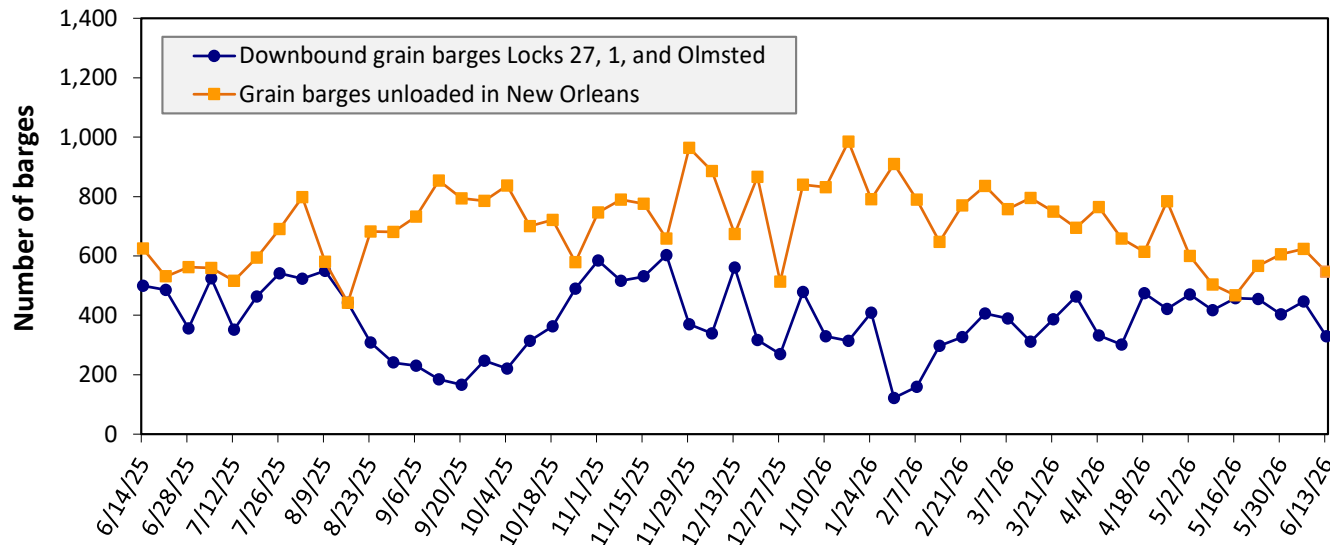
Figure 13. Upbound empty barges transiting Mississippi River Locks 27, Arkansas River Lock and Dam 1, and Ohio River Olmsted Locks and Dam



For the week ending June 13: 430 barges transited the locks, 212 barges fewer than the previous week, and 18 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 June 13: 330 barges moved down river, 116 barges fewer than the previous week; 546 grain barges unloaded in the New Orleans Region, 13 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	
		June 2026	May 2026	June 2025	Last year	3-year avg.
Snake River	Lewiston, ID/Clarkston, WA/Wilma, WA	\$25.42	\$24.43	\$21.63	17.5	21.1
	Central Ferry, WA/Almota, WA	\$24.49	\$23.50	\$20.73	18.1	21.7
	Lyons Ferry, WA	\$23.44	\$22.45	\$19.72	18.9	22.3
	Windust, WA/Lower Monumental, WA	\$22.37	\$21.38	\$18.69	19.7	23.1
	Sheffler, WA	\$22.34	\$21.35	\$18.66	19.7	23.1
Columbia River	Burbank, WA/Kennewick, WA/Pasco, WA	\$21.10	\$20.11	\$17.46	20.8	24.1
	Port Kelly, WA/Wallula, WA	\$20.87	\$19.88	\$17.24	21.0	24.3
	Umatilla, OR	\$20.77	\$19.78	\$17.14	21.2	24.4
	Boardman, OR/Hogue Warner, OR	\$20.50	\$19.51	\$16.88	21.4	24.6
	Arlington, OR/Roosevelt, WA	\$20.34	\$19.35	\$16.72	21.6	24.8
	Biggs, OR	\$18.96	\$17.97	\$15.39	23.2	26.2
	The Dalles, OR	\$17.82	\$16.83	\$14.29	24.7	27.5

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

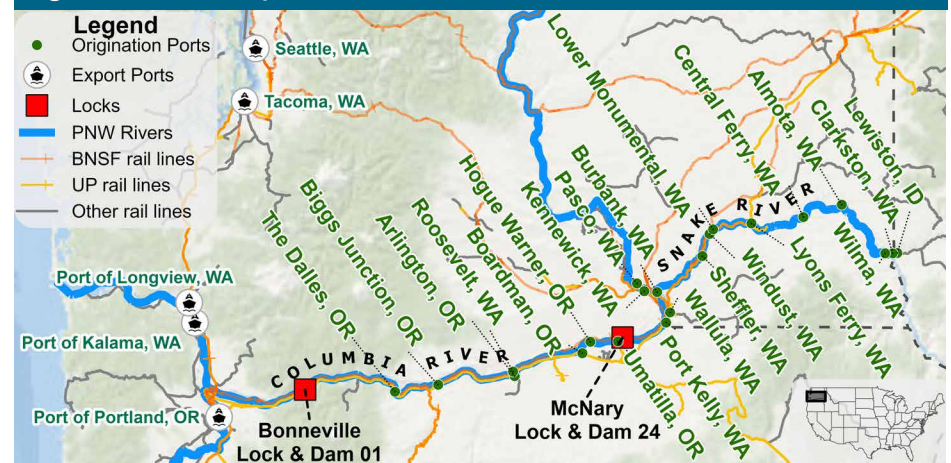
Table 12. Monthly barged grain movements, Columbia-Snake (1,000 tons)

May, 2026	Wheat	Other	Total
Snake River (McNary Lock and Dam (L24))	179	0	179
Columbia River (Bonneville Lock and Dam (L1))	237	0	237
Monthly total 2026	237	0	237
Monthly total 2025	402	0	402
2026 YTD	1,397	0	1,397
2025 YTD	1,730	0	1,730

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.

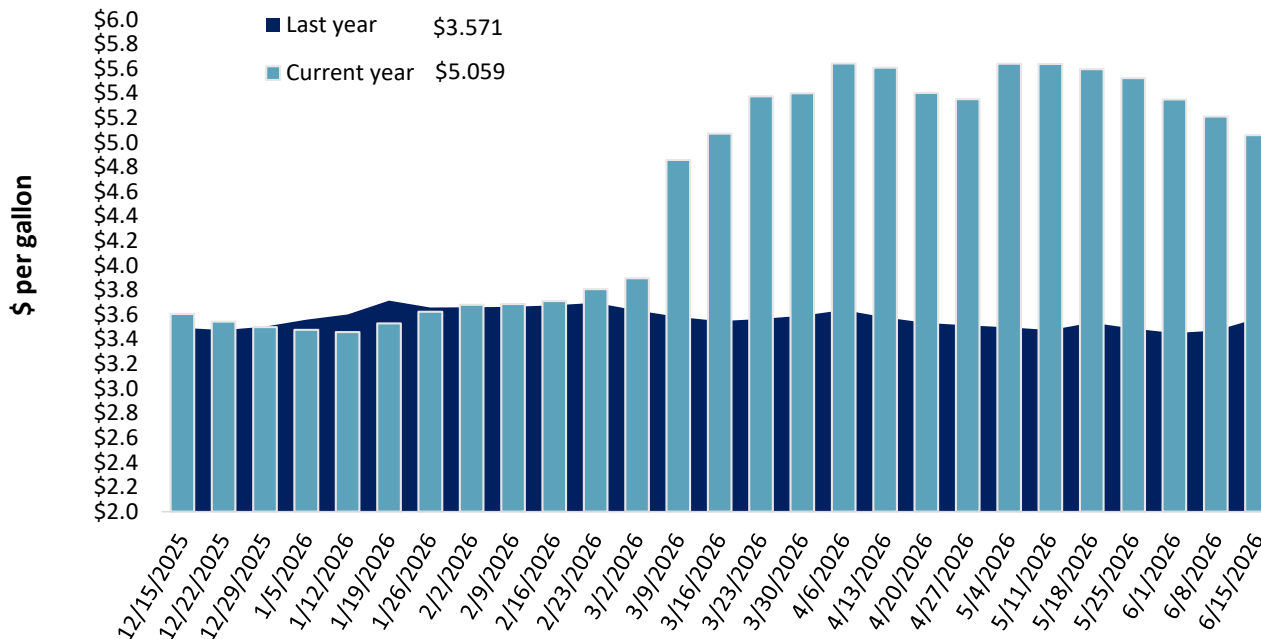
Table 13. Retail on-highway diesel prices, week ending 6/15/2026 (U.S. \$/gallon)

Region	Location	Price	Change from	
			Week ago	Year ago
I	East Coast	5.048	-0.101	1.427
	New England	5.508	-0.118	1.613
	Central Atlantic	5.503	-0.065	1.721
	Lower Atlantic	4.831	-0.112	1.299
II	Midwest	5.011	-0.801	1.474
III	Gulf Coast	4.646	-0.140	1.434
IV	Rocky Mountain	5.019	-0.181	1.471
V	West Coast	6.074	-0.215	1.764
	West Coast less California	5.519	-0.206	1.617
	California	6.713	-0.227	1.932
Total	United States	5.059	-0.151	1.488

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 June 15, the U.S. average diesel fuel price decreased 15.1 cents from the previous week to \$5.059 per gallon, 148.8 cents above the same week last year.

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

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

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

Grain Exports		Wheat						Corn	Soybeans	Total
		Hard red winter (HRW)	Soft red winter (SRW)	Hard red spring (HRS)	Soft white wheat (SWW)	Durum	All wheat			
Current unshipped (outstanding) export sales	For the week ending 06/11/2026	1,003	685	1,347	1,266	112	4,412	17,610	4,036	26,058
	This week year ago	2,257	1,075	1,648	794	83	5,858	13,546	3,727	23,130
	Last 4 wks. as % of same period in prior marketing year	30	37	47	87	75	45	139	116	111
Current shipped (cumulative) exports sales	Current MYTD	221	69	134	138	19	580	66,314	36,548	103,443
	Prior MYTD	195	51	119	111	3	479	53,287	45,344	99,110
	Current MYTD as % of prior MYTD	113	134	112	124	726	121	124	81	104
	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. MYTD = marketing year to date.

Source: USDA, Foreign Agricultural Service.

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

For the week ending 6/11/2026	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	2,242	23,806	21,840	9	19,839
Japan	1040	15,095	12,139	24	10,478
Colombia	118	7,855	6,869	14	5,493
China	0	0	33	-100	3,461
Korea	405	8,520	5,646	51	3,127
Top 5 importers	3,805	55,276	46,527	19	42,399
Total U.S. corn export sales	4,643	83,924	66,833	26	54,276
% of YTD current month's export projection	6%	99%	92%	-	-
Change from prior week	519	1,157	904	-	-
Top 5 importers' share of U.S. corn export sales	82%	66%	70%	-	78%
USDA forecast June 2026	80,014	84,459	72,597	16	-
Corn use for ethanol USDA forecast June 2026	142,240	141,605	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 6/11/2026	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	0	11,959	22,479	-47	26,078
Mexico	246	4,883	4,999	-2	4,762
Japan	74	2,135	1,931	11	2,107
Egypt	0	4,897	3,060	60	2,098
Indonesia	33	2,256	1,802	25	1,997
Top 5 importers	353	26,129	34,271	-24	37,042
Total U.S. soybean export sales	1,336	40,584	49,071	-17	48,941
% of YTD current month's export projection	3%	99%	96%	-	-
Change from prior week	304	425	481	-	-
Top 5 importers' share of U.S. soybean export sales	26%	64%	70%	-	76%
USDA forecast, June 2026	44,361	41,095	51,220	-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 6/11/2026	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	965	1,164	-17	3,720
Philippines	788	594	33	2,677
Japan	663	512	30	2,050
Korea	592	309	91	1,881
Taiwan	275	299	-8	1,005
Nigeria	93	239	-61	878
China	NA	NA	NA	863
Indonesia	66	214	-69	746
Thailand	175	172	2	690
Vietnam	10	132	-92	581
Top 10 importers	3,627	3,635	-0	15,091
Total U.S. wheat export sales	4,993	6,337	-21	20,967
% of YTD current month's export projection	24%	26%	-	-
Change from prior week	401	427	-	-
Top 10 importers' share of U.S. wheat export sales	73%	57%	-	72%
USDA forecast, June 2026	21,092	24,766	-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)

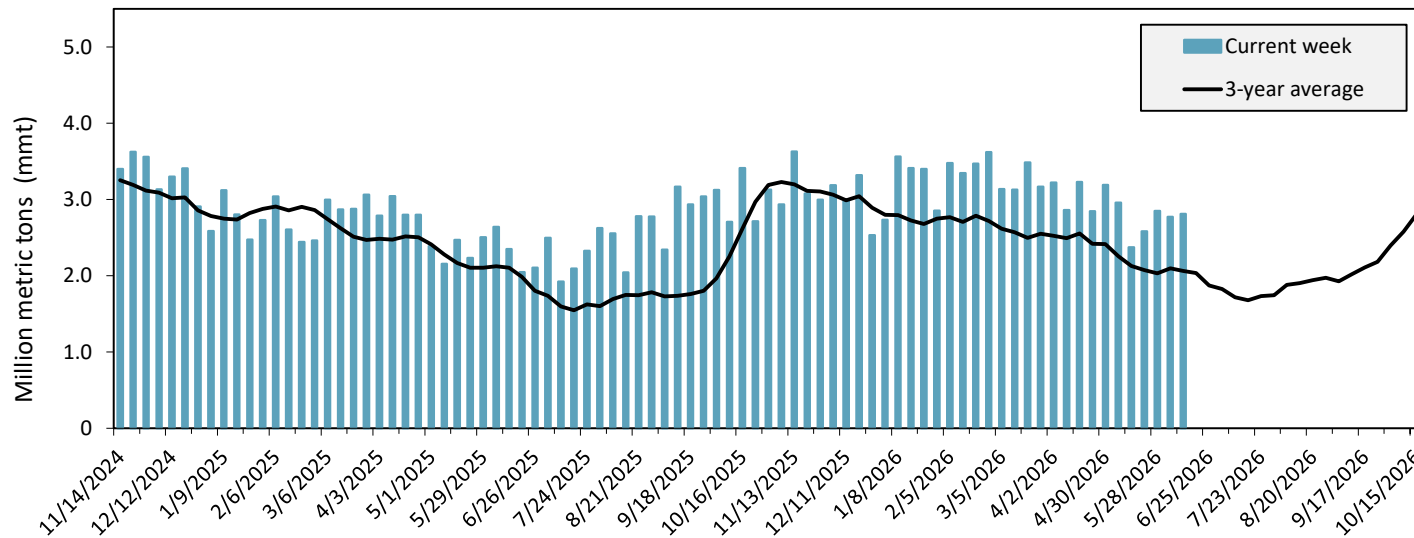
Port regions	Commodity	For the week ending 06/11/2026	Previous week	Current week as % of previous	2026 YTD	2025 YTD	2026 YTD as % of 2025 YTD	Last 4-weeks as % of:		2025 total
								Last year	Prior 3-yr. avg.	
Pacific Northwest	Corn	461	515	89	12,020	11,870	101	119	148	24,214
	Soybeans	69	68	101	4,096	1,966	208	n/a	n/a	2,957
	Wheat	219	121	182	4,610	5,044	91	83	88	12,271
	All grain	888	704	126	21,021	18,975	111	124	142	39,721
Mississippi Gulf	Corn	862	1,115	77	17,774	17,599	101	93	111	37,115
	Soybeans	278	162	172	11,612	10,140	115	123	157	23,350
	Wheat	34	70	49	1,387	1,540	90	83	90	3,980
	All grain	1,174	1,347	87	30,773	29,279	105	98	117	64,484
Texas Gulf	Corn	36	62	57	722	147	492	400	508	590
	Soybeans	0	0	n/a	100	106	94	n/a	n/a	1,431
	Wheat	41	62	66	1,717	1,699	101	54	109	4,690
	All grain	245	124	198	5,668	2,109	269	136	201	7,774
Interior	Corn	244	289	84	7,219	6,008	120	110	122	15,546
	Soybeans	125	128	98	3,311	3,052	108	117	143	7,713
	Wheat	40	47	84	1,402	1,351	104	109	116	3,104
	All grain	418	487	86	12,198	10,696	114	111	127	26,888
Great Lakes	Corn	0	0	n/a	218	21	n/a	104	312	414
	Soybeans	0	0	n/a	20	0	n/a	n/a	n/a	63
	Wheat	0	23	0	135	104	130	200	91	434
	All grain	0	23	0	373	125	299	138	138	911
Atlantic	Corn	34	32	107	800	161	497	981	993	607
	Soybeans	51	2	n/a	596	452	132	796	576	1,085
	Wheat	0	0	n/a	6	34	18	0	0	81
	All grain	85	34	250	1,401	647	217	710	614	1,773
All Regions	Corn	1,637	2,014	81	38,752	35,806	108	107	128	78,486
	Soybeans	523	412	127	20,192	15,819	128	158	196	36,852
	Wheat	334	323	103	9,258	9,772	95	80	95	24,560
	All grain	2,810	2,772	101	71,892	61,934	116	113	134	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.

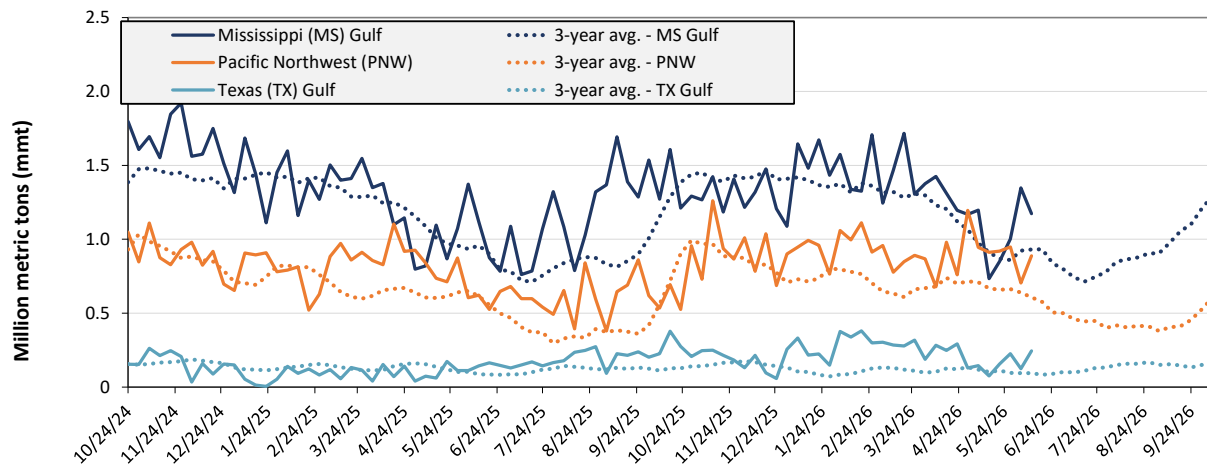
Figure 17. U.S. grain inspected for export (wheat, corn, and soybeans)



For the week ending June 11: 2.8 mmt of grain inspected, unchanged from the previous week, up 9 percent from the same week last year, and up 36 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 06/11/26 inspections (mmt):

MS Gulf: 1.17

PNW: 0.89

TX Gulf: 0.25

Percent change from:	MS Gulf	TX Gulf	U.S. Gulf	PNW
Last week	down 13	up 98	down 4	up 26
Last year (same 7 days)	unchanged	up 15	up 2	up 22
3-year average (4-week moving average)	up 26	up 162	up 38	up 46

Source: USDA, Federal Grain Inspection Service.

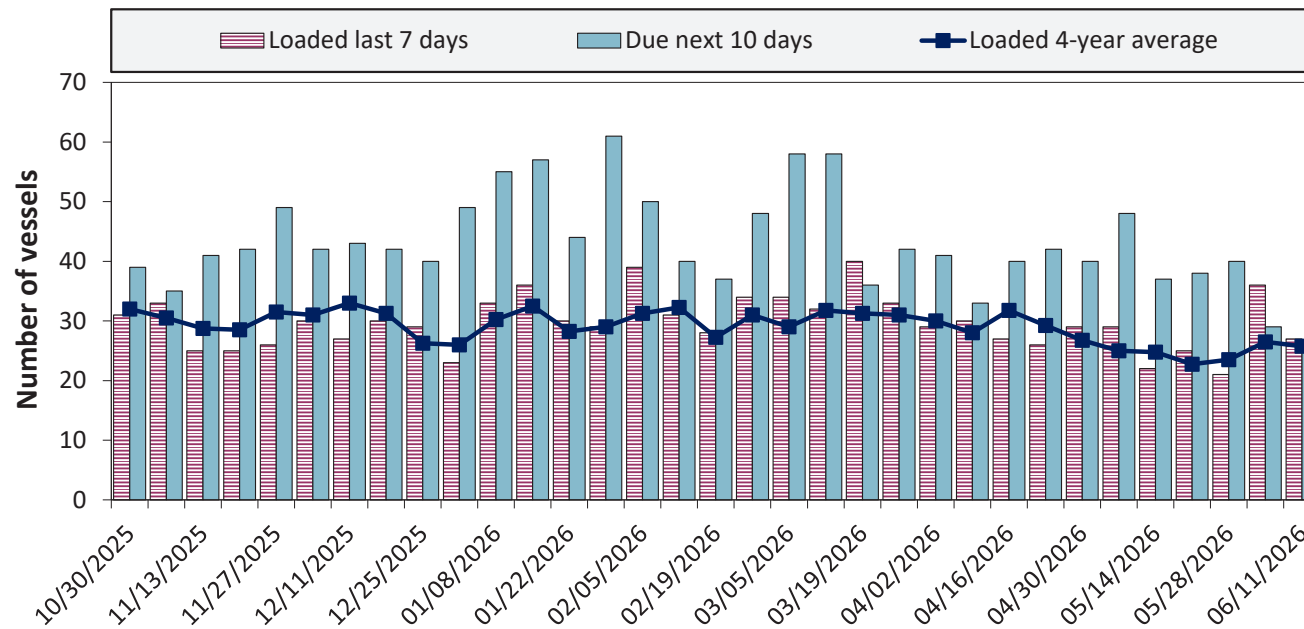
Table 19. Weekly port region grain ocean vessel activity (number of vessels)

Date	Gulf			Pacific Northwest
	In port	Loaded 7-days	Due next 10-days	In port
6/11/2026	16	28	26	17
6/4/2026	20	36	29	18
2025 range	(12...40)	(11...37)	(26...55)	(5...25)
2025 average	28	28	45	13

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

Source: USDA, Agricultural Marketing Service.

Figure 19. U.S. Gulf vessel loading activity

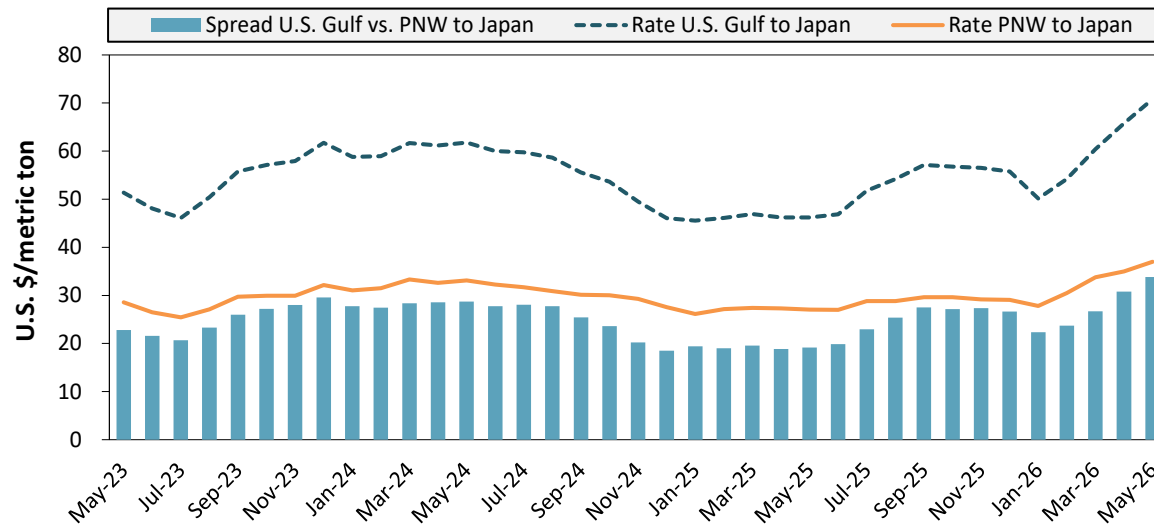


Note: U.S. Gulf includes Mississippi, Texas, and the East Gulf region.

Source: USDA, Agricultural Marketing Service.

Week ending 06/11/26, number of vessels	Loaded	Due
Change from last year	-7%	-24%
Change from 4-year average	9%	-20%

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



Note: PNW = Pacific Northwest.

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

Ocean rates	U.S. Gulf	PNW	Spread
May 2026	\$70.81	\$37.00	\$33.81
Change from May 2025	53%	37%	77%
Change from 4-year average	18%	10%	28%

Table 20. Ocean freight rates for selected shipments, week ending 06/13/2026

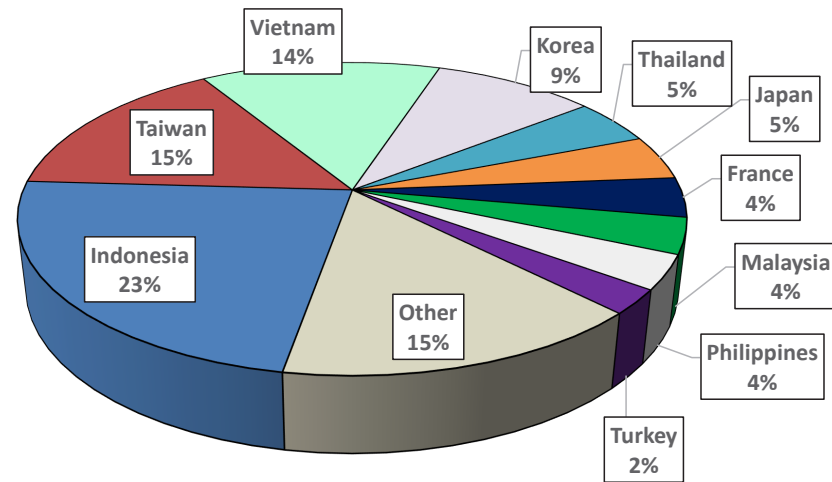
Export region	Import region	Grain types	Entry date	Loading date	Volume loads (metric tons)	Freight rate (US\$/metric ton)
U.S. Gulf	Colombia	Soybean meal	Mar 24, 2026	May 1/10, 2026	50,000	31.60
PNW	Japan	Heavy grain	May 21, 2026	Jun 20/Jul 21, 2026	65,000	47.25
PNW	Bangladesh	Soybeans	Mar 11, 2026	May 1/10, 2026	48,400	57.31
PNW	S. Korea	Heavy grain	Mar 12, 2026	May 20/30, 2026	65,000	40.50
PNW	S. Korea	Heavy grain	Feb 5, 2026	Apr 15/May 25, 2026	60,000	29.40
PNW	S. Korea	Heavy grain	Mar 10, 2026	May 20/Jul 20, 2026	68,000	34.75
PNW	Taiwan	Wheat	Apr 2, 2026	May 30/Jun 13, 2026	51,300	52.00
Brazil	China	Heavy grain	Apr 28, 2026	Jun 1/30, 2026	63,000	49.75
Brazil	N. China	Soybeans	May 29, 2026	Jun 24/29, 2026	63,000	52.25
Brazil	N.China	Heavy grain	May 28, 2026	Jun 21/30, 2026	66,000	55.50
Brazil	N. China	Heavy grain	Apr 30, 2026	May 25/31, 2026	64,000	54.50
Brazil	N. China	Heavy grain	Apr 17, 2026	May 5/14, 2026	66,000	52.00
Brazil	China	Heavy grain	May 26, 2026	Jun 13/20, 2026	66,000	54.25
Brazil	China	Heavy grain	Mar 23, 2026	Apr 15/24, 2026	66,000	53.00
Brazil	Indonesia	Soybeans	Mar 25, 2026	May 1/10, 2026	60,000	57.00

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.

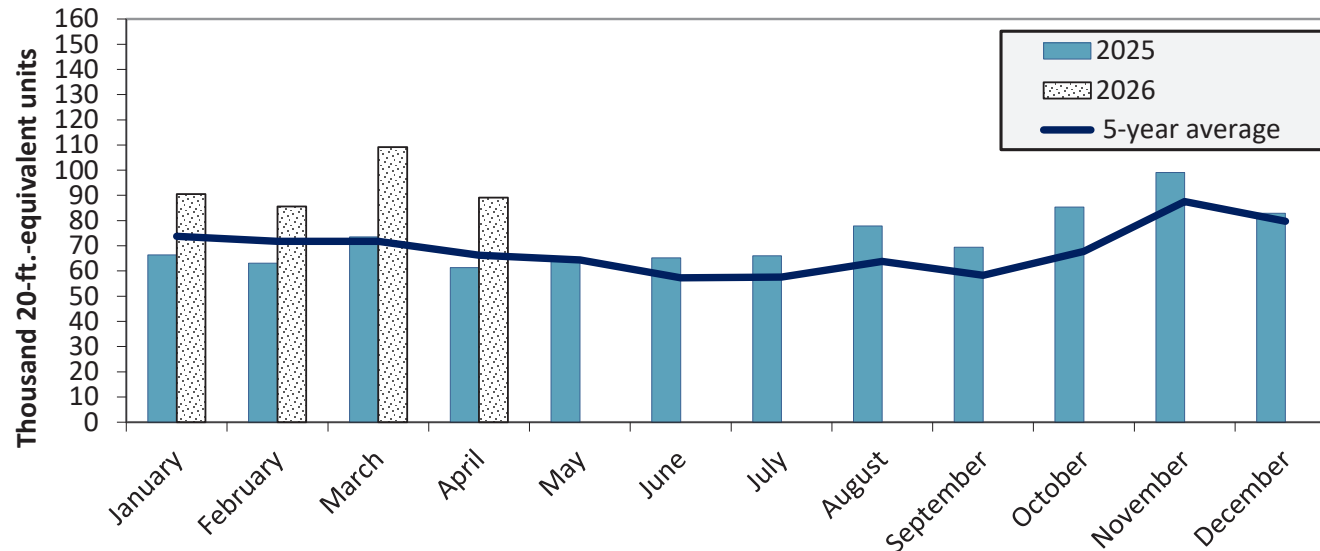
Figure 21. Top 10 destination markets for U.S. containerized grain exports, Jan-Apr 2026



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

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

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



Containerized grain shipments in April 2026 were up 45.2 percent from last year and up 34.5 percent from the 5-year average.

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

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

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Preferred citation: U.S. Department of Agriculture, Agricultural Marketing Service. Grain Transportation Report. June 18, 2026.

Web: <http://dx.doi.org/10.9752/TS056.06-18-2026>

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