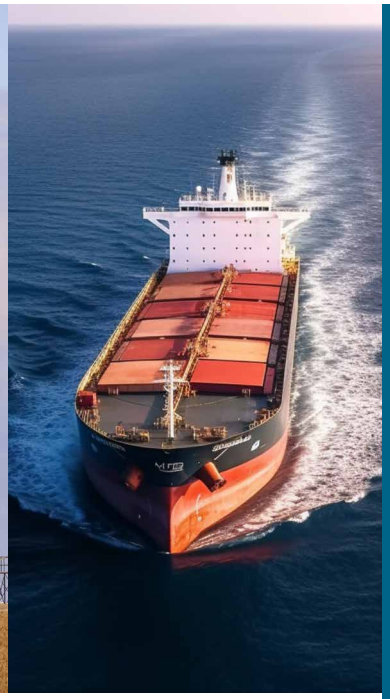
USDA Agricultural Marketing Service
U.S. DEPARTMENT OF AGRICULTURE



Grain Transportation Report

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Rare Rail Shipments to Iowa Help Offset Soybean Shortages. Last week, *Wiesemeyer's Perspectives* reported that Iowa soybean processors had recently received soybean shipments by rail. The shipments offset supply shortages caused by harvest delays.

Persistent rainfall has delayed harvest across parts of the western Corn Belt, leaving local processors with limited access to new-crop soybeans. According to USDA's latest Crop Progress report, Iowa farmers have harvested just 3 percent of this year's crop (as of the week ending September 27)—compared to 17 percent for the prior 5-year average for the same year-to-date period.

Harvest delays have resulted in a sharp rise of nearby basis levels, with several Iowa processors currently posting bids $1 over futures. Showing the severity of the nearby squeeze—earlier this week, Bunge's crush plant in Council Bluffs, IA, offered $1 per bushel above the futures price for soybeans delivered by October 2, while bids for delivery in October/November stood at –25 cents below the futures price—a price spread of $1.25 in just a few days.

U.S. Gulf Soybean Shipments to China Reroute Around Africa. Because of restricted transit at the Panama Canal, China-bound soybean exports from U.S. Gulf export terminals are traveling the long route: around Africa's Cape of Good Hope. Currently, the Canal is allowing just 32 transits per day—down from its normal capacity of 36-40 transits per day (GTR, August 27, 2026, first highlight).

USDA's Federal Grain Inspection Service reports that from September 4 to 24, a total of 24 China-bound vessels, carrying roughly 1.6 million metric tons of soybeans, were inspected for export from Mississippi Gulf terminals, and all are currently traveling toward the Cape of Good Hope. In contrast, Gulf-to-Japan traffic has relied more on the Canal: of the seven vessels bound for Japan over the same 3-week period, six were slated for Panama Canal transit and only one, routed via the Cape.

As a result of recent rainfall and the success of water-saving measures, the Canal will raise its daily transits to 33 starting on October 15 (with the additional slot allocated through the Neopanamax locks).

Railroads Adjust Corn Rail Tariff Rates for MY 2026/27. Effective today, October 1, Class I railroads have adjusted their corn rail tariff rates for marketing year (MY) 2026/27 (*Grain Transportation Report (GTR), September 17, 2026*). These changes are now reflected in GTR table 7 and GTR table 8.

BNSF Railway (BNSF) raised corn tariff rates to Pacific Northwest export terminals by $200 per car—across all origins. To Hereford, TX, most BNSF-shuttle-served origins saw a $200 per car increase (though about 20 percent will see no change). Notably, BNSF eliminated the previous $200 per car rate spread between Hereford and the U.S.-Mexico border. Union Pacific Railroad raised its corn tariff rates by $225 per car, across all origins.

Besides tariff changes, shippers will see an average fuel surcharge of $0.59 per mile—up 11 cents from last month (GTR fig. 9).

State Policies Target Diesel Costs Ahead of Harvest. As producers enter the harvest season amid elevated diesel prices, States are implementing a range of temporary policy measures aimed at reducing diesel costs for farmers.

Several States—including North Dakota, Nebraska, Alabama, Oklahoma, Texas, Arkansas, Missouri, Indiana, North Carolina, and Louisiana—have permitted the use of red-dyed diesel in highway-registered agricultural vehicles to facilitate transport of grain (and other commodities) to elevators and processing facilities. (Red-dyed diesel is normally restricted to off-road farm equipment and exempt from State highway taxes.)

South Dakota and Nebraska have enabled potential tax refunds when producers must substitute clear diesel for dyed fuel (which is taxed at a lower rate than clear diesel). Georgia has suspended its State diesel tax for 30 days, while Missouri, Nebraska, Texas, and South Dakota have eased vehicle weight restrictions to reduce the number of trips required for agricultural hauling.

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 September 24, **unshipped balances** of corn, soybeans, and wheat for marketing year (MY) 2026/27 totaled 35.71 million metric tons (mmt), down 2 percent from last week and up 30 percent from the same time last year.

Net **corn export sales** for MY 2026/27 were 0.54 mmt, up 3 percent from last week. Net **soybean export sales** were 1.03 mmt, up 77 percent from last week. Net **wheat export sales** were 0.29 mmt, up 8 percent from last week.

Rail

U.S. Class I railroads originated 27,730 **grain carloads** during the week ending September 19. This was a 1-percent decrease from the previous week, unchanged from last year, and 15 percent more than the 3-year average.

Average October **shuttle secondary railcar bids/offers** (per car) were $700 above tariff for the week ending September 24. This was $188 less than last week and $88 more than this week last year. Average non-shuttle secondary railcar bids/offers per car were $40 above tariff. This was $135 less than last week, and $10 more than this week last year.

Barge

For the week ending September 26, **barged grain movements** totaled 394,130 tons. This was 5 percent more than the previous week and 8 percent more than the same week last year.

For the week ending September 26, 240 **barges moved down river**, 1 fewer than the previous week. There were 951 grain barges unloaded in the New Orleans region, 19 percent more than the previous week.

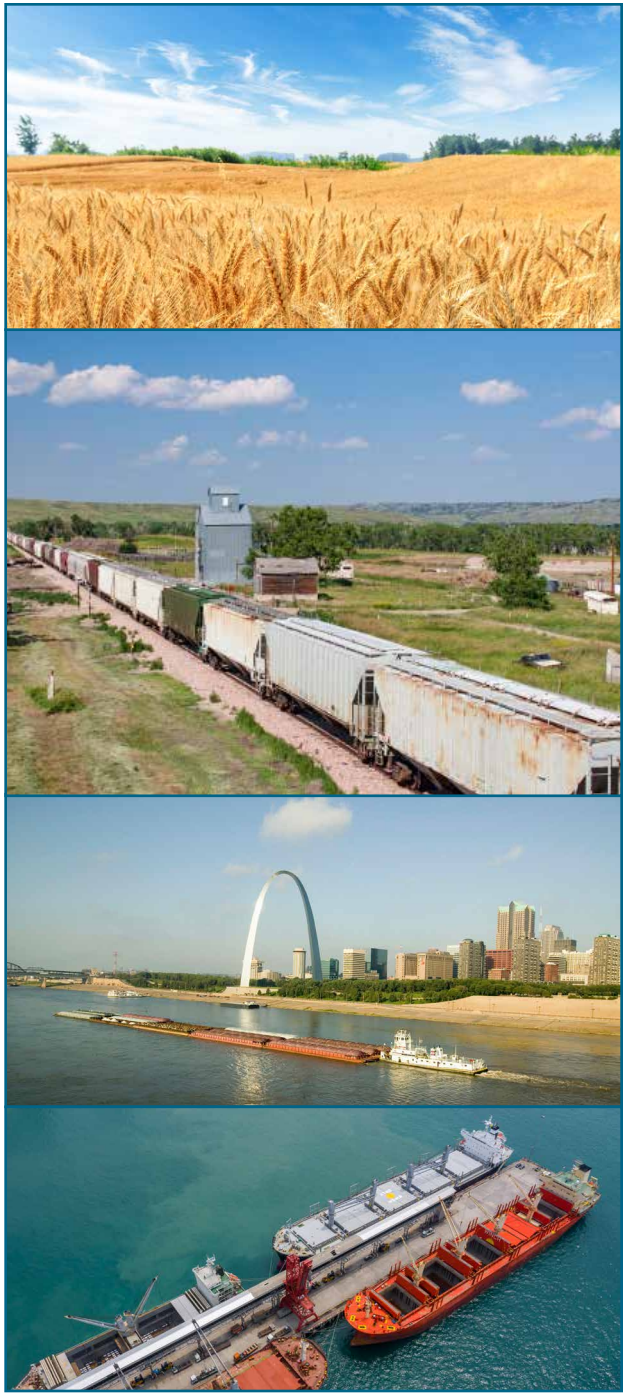
Ocean

For the week ending September 24, 29 **oceangoing grain vessels** were loaded in the Gulf—17 percent fewer than the same period last year. Within the next 10 days (starting September 25), 47 vessels were expected to be loaded—2 percent more than the same period last year.

As of September 24, the rate for shipping a metric ton (mt) of grain from the U.S. Gulf to Japan was $76.00, down 1 percent from the previous week. The rate from the Pacific Northwest to Japan was $37.00 per mt, unchanged from the previous week.

Fuel

For the week ending September 28, the **U.S. average diesel fuel price** decreased 14.7 cents from the previous week to $6.382 per gallon, 262.8 cents above the same week last year.



Soybean Landed Costs Up in the United States and Brazil, in Second Quarter 2026

The world's two leading producers of soybeans, the United States and Brazil, have long competed for the same major overseas markets—namely, China and Europe. Low transportation and landed costs of soybeans to these two top soybean importers are essential to the competitiveness of both the United States and Brazil. This article compares quarterly and yearly changes in the costs of moving soybeans from the United States and Brazil to Shanghai, China (table 1), and to Hamburg, Germany (table 2).

Quarter-to-quarter transportation costs. From first to second quarter 2026 (quarter to quarter), costs increased for exporting U.S. soybeans to China through the U.S. Gulf and Pacific Northwest (PNW) (table 1), while costs fell to Europe through the U.S. Gulf (table 2).

Truck rates rose for all U.S. routes as truck availability declined and diesel fuel prices increased (*Grain Truck and Ocean Rate Advisory* (second quarter 2026) and Grain Transportation Report (GTR) fig. 16). Rail rates (public tariff, plus fuel surcharge) also rose for shipments to China through the PNW. The rail increase partly reflected rising fuel surcharges as a result of higher diesel prices (GTR, July 30, 2026). For shipping bulk items, including grain, to China through the U.S. Gulf, ocean freight rates rose partly because of strong cargo demand and higher bunker fuel costs. However, ocean freight rates to Europe through the U.S. Gulf fell.

Transportation costs for shipments from Minneapolis, MN, and Davenport, IA, showed their typical seasonal decline. With the reopening of the Upper Mississippi River, barge shipments originating from these cities no longer required rail for a portion of their route (as they had during the first quarter). By omitting the rail portion of the trip, shippers were able to lower costs. In the second quarter, barges moved grain from originating Midwest elevators all the way to export terminals in the U.S. Gulf. For shipments originating from St. Louis, MO, and Havana, IL, barge rates dipped as they typically do after the reopening of the Upper Mississippi River.

Brazil's costs to export soybeans to China and Germany rose with higher truck and ocean freight rates.

Year-to-year transportation costs. From second quarter 2025 to second quarter 2026 (year to year), transportation costs rose for all U.S. shipments to China and to Europe. For shipments to China, higher truck, barge, rail, and ocean freight rates elevated total transportation costs. For shipments to Europe, higher truck and barge rates raised costs by outweighing falling ocean freight rates.

For shipments from Brazil, transportation costs to China and Europe rose with higher truck and ocean freight rates.

Quarter-to-quarter landed costs. Quarter to quarter, landed costs rose for shipments to China through the U.S. Gulf and the PNW, while also rising to Europe through the U.S. Gulf. For shipping to China through the U.S. Gulf and PNW, landed-cost increases reflected rising transportation costs and farm values (table 1), while to Europe through the U.S. Gulf, the increase reflected only higher farm values (table 2). In second quarter 2026, transportation comprised 20-25 percent of U.S. landed costs for shipping to China (table 1) and 12-18 percent for shipping to Europe (table 2).

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

Route	Cost	2025 2nd qtr.	2026 1st qtr.	2026 2nd qtr.	Percent change Yr. to yr.	Percent change Qtr. to qtr.	2025 2nd qtr.	2026 1st qtr.	2026 2nd qtr.	Percent change Yr. to yr.	Percent change Qtr. to qtr.
		Minneapolis, MN --$/mt--					Davenport, IA --$/mt--				
United States via U.S. Gulf	Truck	18.07	17.63	18.71	3.54	6.13	18.07	17.63	18.71	3.54	6.13
	Rail	-	37.56	-	-	-	-	21.60	-	-	-
	Barge	36.64	24.06	47.01	28.30	-	29.50	24.06	35.48	20.27	-
	Ocean	45.67	53.81	67.58	47.97	25.59	45.67	53.81	67.58	47.97	25.59
	Total transportation	100.38	133.06	133.30	32.80	0.18	93.24	117.10	121.77	30.60	3.99
	Farm value	366.33	377.60	401.73	9.66	6.39	376.01	387.03	412.75	9.77	6.65
	Landed cost	466.71	510.66	535.03	14.64	4.77	469.25	504.13	534.52	13.91	6.03
	Transport % of landed cost	21.51	26.06	24.91	3.41	-1.14	19.87	23.23	22.78	2.91	-0.45

Route	Cost	2025 2nd qtr.	2026 1st qtr.	2026 2nd qtr.	Percent change Yr. to yr.	Percent change Qtr. to qtr.	2025 2nd qtr.	2026 1st qtr.	2026 2nd qtr.	Percent change Yr. to yr.	Percent change Qtr. to qtr.
		St. Louis, MO --$/mt--					Havana, IL --$/mt--				
United States via U.S. Gulf	Truck	18.07	17.63	18.71	3.54	6.13	18.07	17.63	18.71	3.54	6.13
	Barge	15.31	24.06	18.87	23.25	-21.57	24.29	34.22	29.92	23.18	-12.57
	Ocean	45.67	53.81	67.58	47.97	25.59	45.67	53.81	67.58	47.97	25.59
	Total transportation	79.05	95.50	105.16	33.03	10.12	88.03	105.66	116.21	32.01	9.98
	Farm value	384.58	398.06	426.23	10.83	7.08	388.26	391.93	426.23	9.78	8.75
	Landed cost	463.63	493.56	531.39	14.62	7.66	476.29	497.59	542.44	13.89	9.01
	Transport % of landed cost	17.05	19.35	19.79	2.74	0.44	18.48	21.23	21.42	2.94	0.19

Route	Cost	2025 2nd qtr.	2026 1st qtr.	2026 2nd qtr.	Percent change Yr. to yr.	Percent change Qtr. to qtr.	2025 2nd qtr.	2026 1st qtr.	2026 2nd qtr.	Percent change Yr. to yr.	Percent change Qtr. to qtr.
		Fargo, ND --$/mt--					Sioux Falls, SD --$/mt--				
United States via PNW	Truck	18.07	17.63	18.71	3.54	6.13	18.07	17.63	18.71	3.54	6.13
	Rail	61.79	61.74	65.46	5.94	6.03	62.93	62.91	67.33	6.99	7.03
	Ocean	26.62	29.76	34.42	29.30	15.66	26.62	29.76	34.42	29.30	15.66
	Total transportation	106.48	109.13	118.59	11.37	8.67	107.62	110.30	120.46	11.93	9.21
	Farm value	356.90	366.58	394.38	10.50	7.58	365.97	375.64	401.73	9.77	6.95
	Landed cost	463.38	475.71	512.97	10.70	7.83	473.59	485.94	522.19	10.26	7.46
	Transport % of landed cost	22.98	22.94	23.12	0.14	0.18	22.72	22.70	23.07	0.34	0.37

Route	Cost	2025 2nd qtr.	2026 1st qtr.	2026 2nd qtr.	Percent change Yr. to yr.	Percent change Qtr. to qtr.	2025 2nd qtr.	2026 1st qtr.	2026 2nd qtr.	Percent change Yr. to yr.	Percent change Qtr. to qtr.
		North MT - Santos --$/mt--					South GO - Paranagua --$/mt--				
Brazil	Truck	83.54	94.17	100.28	20.04	6.49	50.71	58.51	62.26	22.78	6.41
	Ocean	36.00	42.00	56.00	55.56	33.33	37.50	43.50	57.50	53.33	32.18
	Total transportation	119.54	136.17	156.28	30.73	14.77	88.21	102.01	119.76	35.77	17.40
	Farm Value	317.36	329.93	350.23	10.36	6.15	324.60	348.43	359.62	10.79	3.21
	Landed Cost	436.90	466.10	506.51	15.93	8.67	412.81	450.44	479.38	16.13	6.42
	Transport % of landed cost	27.36	29.21	30.85	3.49	1.64	21.37	22.65	24.98	3.61	2.34

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

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

Route	Cost	2025 2nd qtr.	2026 1st qtr.	2026 2nd qtr.	Percent change		2025 2nd qtr.	2026 1st qtr.	2026 2nd qtr.	Percent change	
					Yr. to yr.	Qtr. to qtr.				Yr. to yr.	Qtr. to qtr.
		Minneapolis, MN					Davenport, IA				
		--$/mt--					--$/mt--				
United States via U.S. Gulf	Truck	18.07	17.63	18.71	3.54	6.13	18.07	17.63	18.71	3.54	6.13
	Rail	-	37.56	-	-	-	-	21.60	-	-	-
	Barge	36.64	24.06	47.01	28.30	-	29.50	24.06	35.48	20.27	-
	Ocean	22.71	22.98	22.45	-1.14	-2.31	22.71	22.98	22.45	-1.14	-2.31
	Total transportation	77.42	102.23	88.17	13.89	-13.75	70.28	86.27	76.64	9.05	-11.16
	Farm value	366.33	377.60	401.73	9.66	6.39	376.01	387.03	412.75	9.77	6.65
	Landed cost	443.75	479.83	489.90	10.40	2.10	446.29	473.30	489.39	9.66	3.40
	Transport % of landed cost	17.45	21.31	18.00	0.55	-3.31	15.75	18.23	15.66	-0.09	-2.57

Route	Cost	2025 2nd qtr.	2026 1st qtr.	2026 2nd qtr.	Percent change		2025 2nd qtr.	2026 1st qtr.	2026 2nd qtr.	Percent change	
					Yr. to yr.	Qtr. to qtr.				Yr. to yr.	Qtr. to qtr.
		St. Louis, MO					Havana, IL				
		--$/mt--					--$/mt--				
United States via U.S. Gulf	Truck	18.07	17.63	18.71	3.54	6.13	18.07	17.63	18.71	3.54	6.13
	Barge	15.31	24.06	18.87	23.25	-21.57	24.29	34.22	29.92	23.18	-12.57
	Ocean	22.71	22.98	22.45	-1.14	-2.31	22.71	22.98	22.45	-1.14	-2.31
	Total transportation	56.09	64.67	60.03	7.02	-7.17	65.07	74.83	71.08	9.24	-5.01
	Farm value	384.58	398.06	426.23	10.83	7.08	388.26	391.93	426.23	9.78	8.75
	Landed cost	440.67	462.73	486.26	10.35	5.09	453.33	466.76	497.31	9.70	6.55
	Transport % of landed cost	12.73	13.98	12.35	-0.38	-1.63	14.35	16.03	14.29	-0.06	-1.74

Route	Cost	2025 2nd qtr.	2026 1st qtr.	2026 2nd qtr.	Percent change		2025 2nd qtr.	2026 1st qtr.	2026 2nd qtr.	Percent change	
					Yr. to yr.	Qtr. to qtr.				Yr. to yr.	Qtr. to qtr.
		North MT - Santos					South GO - Paranagua				
		--$/mt--					--$/mt--				
Brazil	Truck	83.54	94.17	100.28	20.04	6.49	50.71	58.51	62.26	22.78	6.41
	Ocean	33.90	39.40	52.30	54.28	32.74	33.60	39.10	51.90	54.46	32.74
	Total transportation	117.44	133.57	152.58	29.92	14.23	84.31	97.61	114.16	35.41	16.96
	Farm Value	317.36	329.93	350.23	10.36	6.15	324.60	348.43	359.62	10.79	3.21
	Landed Cost	434.80	463.50	502.81	15.64	8.48	408.91	446.04	473.78	15.86	6.22
	Transport % of landed cost	27.01	28.82	30.35	3.34	1.53	20.62	21.88	24.10	3.48	2.21

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

In Brazil, both higher transportation costs and higher farm values pushed up landed costs to China and Europe. Transportation comprised 25-31 percent of Brazil's total landed costs for shipments to China (table 1) and 24-30 percent to Europe (table 2).

Year-to-year landed costs. Year to year, landed costs rose in both countries. For all U.S. soybean exports to China and Europe (through the U.S. Gulf and PNW), the increases reflected both higher transportation costs and higher soybean farm values.

For all exports from Brazil to China and Europe, landed-cost increases (like the analogous U.S. increases) reflected rises in both transportation costs and farm values.

U.S. Exports to China. According to USDA's Foreign Agricultural Service's Global Agricultural Trade System data, in second quarter 2026, the United States exported 3.02 million metric tons (mmt) of soybeans to China—down 61 percent from first quarter 2026, but up 395 percent from the second quarter 2025 export total of 0.61 mmt. According to Comex Stat (Brazil's official merchandise trade system) data, Brazil exported 32.29 mmt of soybeans to China in second quarter 2026, up 101 percent from first quarter 2026 and up 0.81 mmt (3 percent) from second quarter 2025.

According *World Agricultural Supply and Demand Estimates report* to USDA's September, total U.S. soybean exports are projected at 45.86 mmt in marketing year (MY) 2026/27, up from 41.37 mmt in MY 2025/26. Brazil is projected to export 118.00 mmt of soybeans in MY 2025/26, up from 115.00 mmt in MY 2025/26. For more on soybean transportation in Brazil, see the quarterly *Brazil Soybean Transportation report*.

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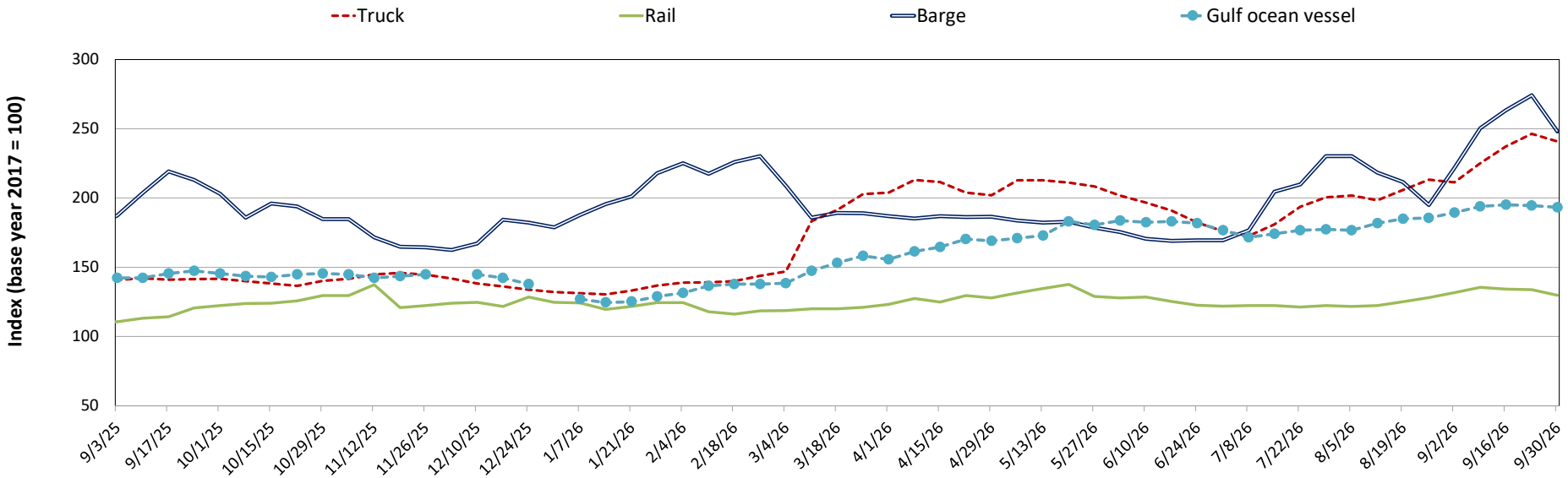
Grains are transported to the domestic and international markets via one or more of the following modes: truck, rail, barge, and oceangoing vessel. Monitoring the cost of transportation for each mode is vital to the marketing decision making process.

Table 1. Grain transport cost indicators

For the week ending:	Truck	Rail	Barge	Ocean	
				Gulf	Pacific
09/30/26	241	130	248	193	176
09/23/26	246	134	274	195	176
10/01/25	142	122	203	146	141

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

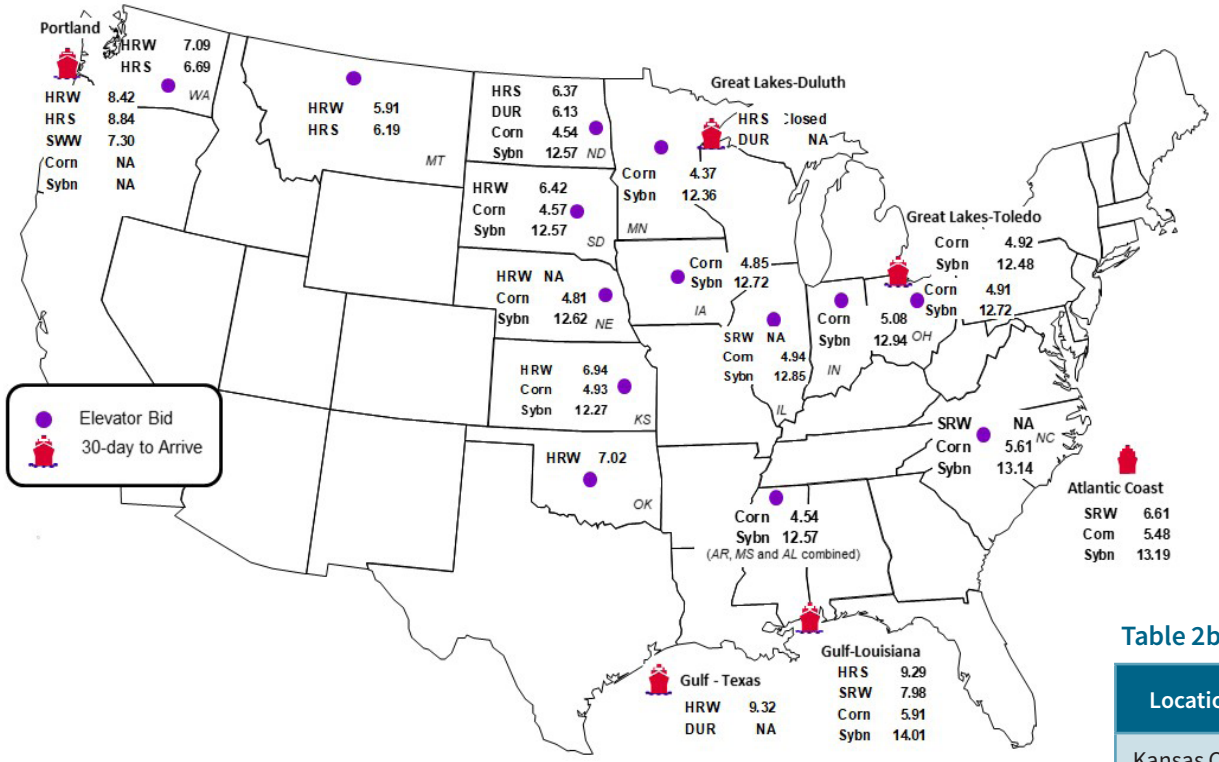
Figure 1. Grain transportation cost indicators as of week ending 09/30/26



Source: USDA, Agricultural Marketing Service.

Figure 2. Grain bid summary

The grain bid summary illustrates the market relationships for commodities. Positive and negative adjustments in differential between terminal and futures markets, and the relationship to inland market points, are indicators of changes in fundamental market supply and demand. The map may be used to monitor market and time differentials.



Inland bids: 12% HRW, 14% HRS, #1 SRW, #1 DUR, #1 SWW, #2 Y Corn, #1 Y Soybeans
Export bids: Ord HRW, 14% HRS, #2 SRW, #2 DUR, #2 SWW, #2 Y Corn, #1 Soybeans
Note: HRW = Hard red winter wheat, HRS = Hard red spring wheat, SRW = Soft red winter wheat, DUR = Durum, SWW = Soft white winter wheat, Y = Yellow, Ord = Ordinary. Data from tables 2a and 2b derived from map information.
Sources: For U.S. inland data: GeoGrain, and USDA, Agricultural Marketing Service (AMS), *Market News Report*. For corn & soybean export bids: USDA, AMS, *Export Grain Bids Report*. For wheat bids: U.S. Wheat Associates, *Weekly Wheat Report*.

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

Commodity	Origin–destination	9/25/2026	9/18/2026
Corn	IL–Gulf	-0.97	-1.12
Corn	NE–Gulf	-1.10	-1.26
Soybean	IA–Gulf	-1.29	-1.38
HRW	KS–Gulf	-2.38	-2.30
HRS	ND–Portland	-2.47	-2.49

Note: nq = no quote; n/a = not available; HRW = hard red winter wheat; HRS = hard red spring wheat.
Source: USDA, Agricultural Marketing Service.

Table 2b. Futures

Location	Grain	Month	09/25/2026	Week ago 09/18/2026	Year ago 09/26/2025
Kansas City	Wht	Dec	7.618	7.836	5.054
Minneapolis	Wht	Dec	7.135	7.413	5.678
Chicago	Wht	Dec	7.032	7.142	5.196
Chicago	Corn	Dec	5.282	5.276	4.220
Chicago	Sybn	Dec	13.190	13.034	10.136

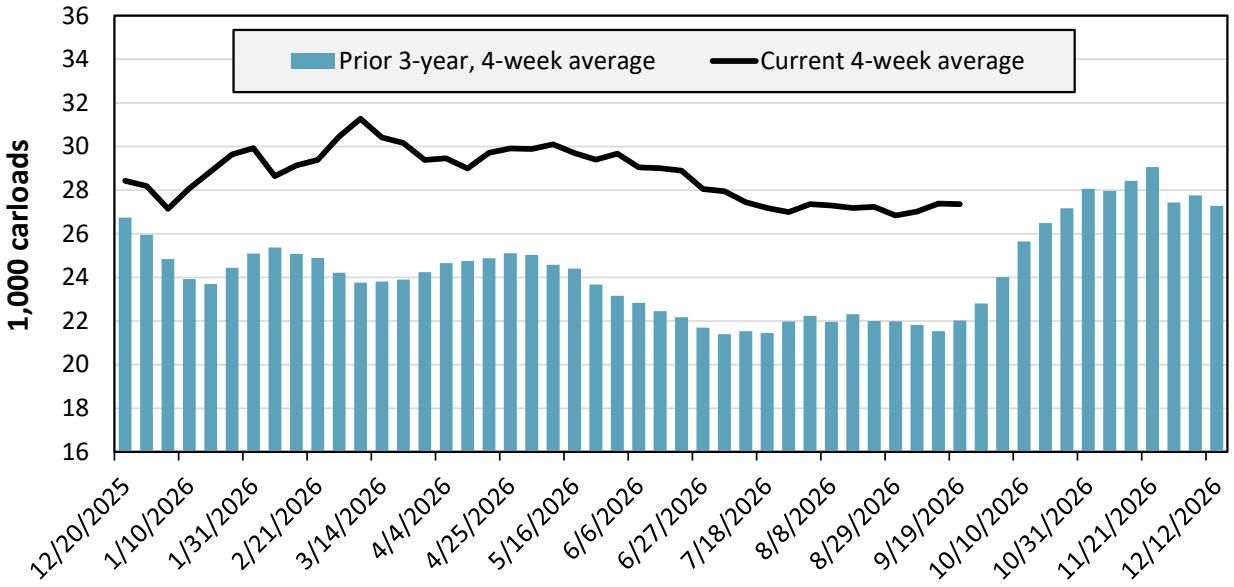
Sources: Chicago Mercantile Exchange (CME) Group Grain and *Oilseed Futures Report*.

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

For the week ending: 9/19/2026	East		West		Central U.S.		U.S. total
	CSX	NS	BNSF	UP	CPKC	CN	
This week	1,236	2,119	11,478	6,536	4,291	2,070	27,730
This week last year	1,650	1,818	12,546	7,133	3,525	1,004	27,676
2026 YTD	55,029	94,878	473,268	247,181	133,239	62,956	1,066,551
2025 YTD	57,774	101,873	418,693	219,099	106,154	52,264	955,857
2026 YTD as % of 2025 YTD	95	93	113	113	126	120	112
Last 4 weeks as % of 2025	104	117	109	109	119	135	112
Last 4 weeks as % of 3-yr. avg.	98	115	120	130	139	151	124
Total 2025	81,717	140,116	608,958	313,968	157,757	79,502	1,382,018

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

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



For the 4 weeks ending September 19, grain carloads were unchanged from the previous week, up 12 percent from last year, and up 24 percent from the 3-year average.

Source: Surface Transportation Board.

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

For the week ending: 9/18/2026		East		West		Central U.S.		U.S. Average
		CSX	NS	BNSF	UP	CN	CPKC	
Average grain unit train origin dwell times (hours)	This week	36.8	31.7	21.4	26.4	6.6	20.9	24.0
	Average over last 4 weeks	40.1	30.6	23.6	23.8	7.8	23.9	25.0
	Average of same 4 weeks last year	21.0	27.9	11.2	17.7	8.4	31.2	19.6
Average grain unit train speeds (miles per hour)	This week	22.7	18.3	24.0	23.0	23.4	18.0	21.6
	Average over last 4 weeks	22.2	18.3	23.9	22.4	23.6	18.4	21.4
	Average of same 4 weeks last year	23.4	20.2	25.2	23.4	24.3	14.5	21.8

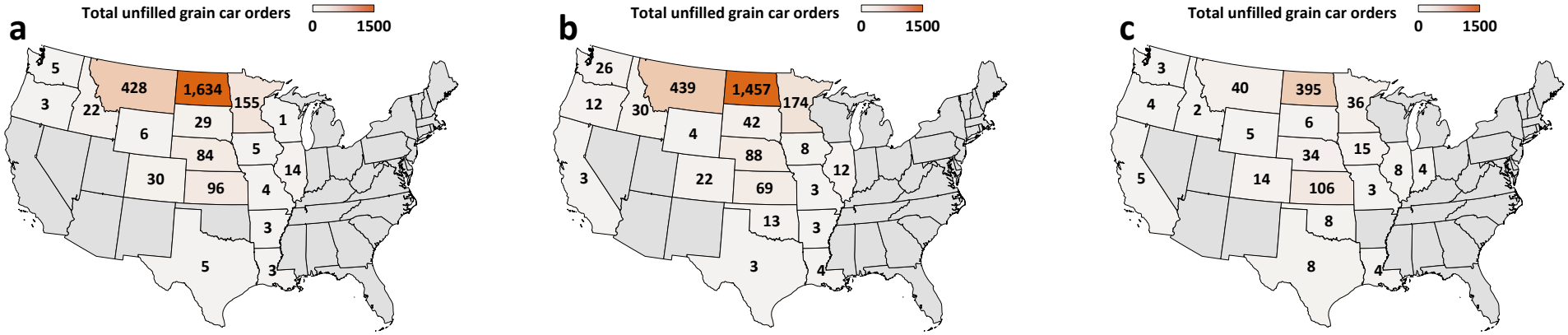
Note: NS = Norfolk Southern; UP = Union Pacific; CN = Canadian National; CPKC = Canadian Pacific Kansas City.
These service metrics are published weekly on the Surface Transportation Board's website and on AgTransport. For more information on each service metric, see 49 CFR § 1250.2.
Source: Surface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

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

For the week ending: 9/18/2026		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	82	19	332	61	3	145	642
	Average over last 4 weeks	50	23	368	55	4	159	659
	Average of same 4 weeks last year	9	5	265	64	6	262	611
Average number of loaded grain cars not moved in over 48 hours	This week	26	296	438	41	1	231	1,033
	Average over last 4 weeks	39	323	555	55	3	207	1,181
	Average of same 4 weeks last year	20	164	308	54	4	471	1,021
Average number of grain unit trains held	This week	0	0	3	5	0	7	15
	Average over last 4 weeks	0	0	4	5	0	6	15
	Average of same 4 weeks last year	0	0	2	2	0	9	12
Total unfilled manifest grain car orders	This week	0	0	852	112	0	1,618	2,582
	Average over last 4 weeks	1	0	1,052	113	0	1,257	2,423
	Average of same 4 weeks last year	8	2	179	148	0	418	754

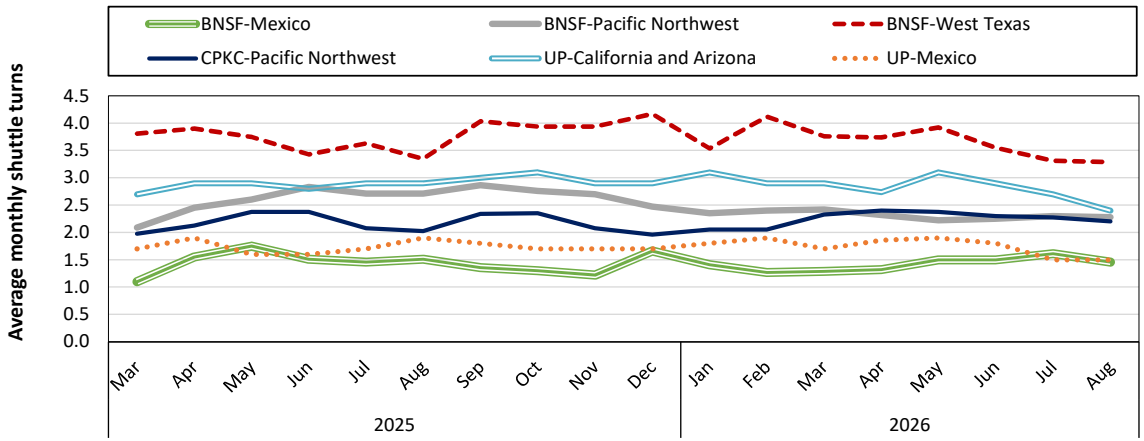
Note: NS = Norfolk Southern; UP = Union Pacific; CN = Canadian National; CPKC = Canadian Pacific Kansas City.
These service metrics are published weekly on the Surface Transportation Board's website and on AgTransport. For more information on each service metric, see 49 CFR § 1250.2.
Source: Surface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

Figure 4. Unfilled manifest grain car orders by State for the week ending 9/18/2026 (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

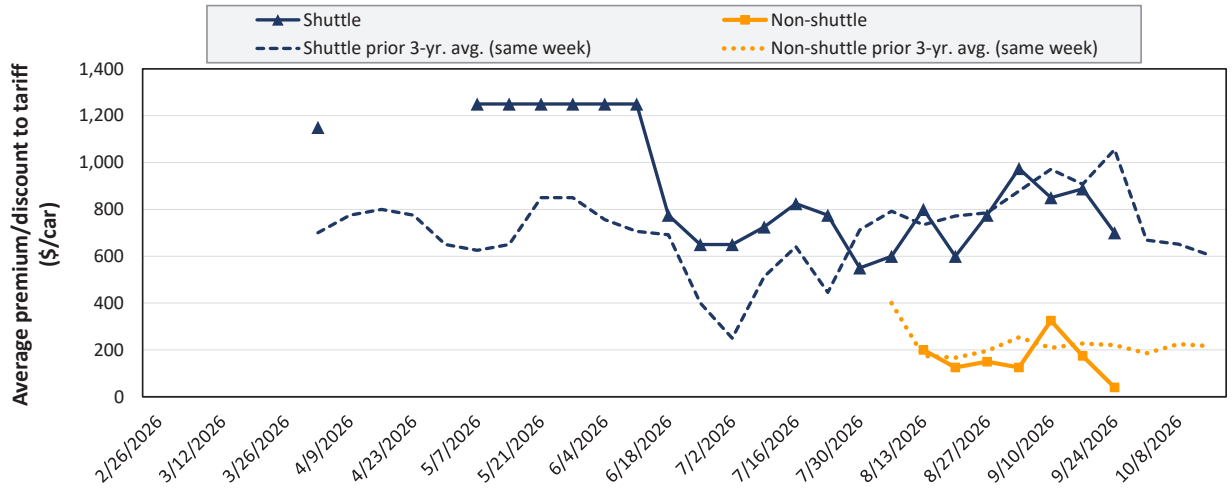


In August 2026, BNSF Railway's average monthly grain shuttle turns were 1.5 to Mexico, 2.3 to the Pacific Northwest, and 3.3 to West Texas. CPKC's shuttle turns averaged 2.2 to the Pacific Northwest. Union Pacific Railroad's shuttle turns averaged 2.4 to California and Arizona, and they averaged 1.5 to Mexico.

Note: A "shuttle turn" refers to the number of trips completed per month by a single train. Additional data (including additional regions and planned turns) are available on AgTransport. BNSF = BNSF Railway; CPKC = Canadian Pacific Kansas City; UP = Union Pacific Railroad.
Source: Surface Transportation Board.

Railroads periodically auction guaranteed grain car service for an individual trip or a period of time (e.g., 1 year). This ordering system is referred to as the "primary market." Once grain shippers acquire guaranteed freight on the primary market, they can trade that freight with other shippers through a broker. These transactions are referred to as the "secondary market." Secondary rail values are indicators of rail service quality and demand/supply. The values published herein are market indicators only and do not represent guaranteed prices.

Figure 6. Secondary market bids/offers for railcars to be delivered in October 2026



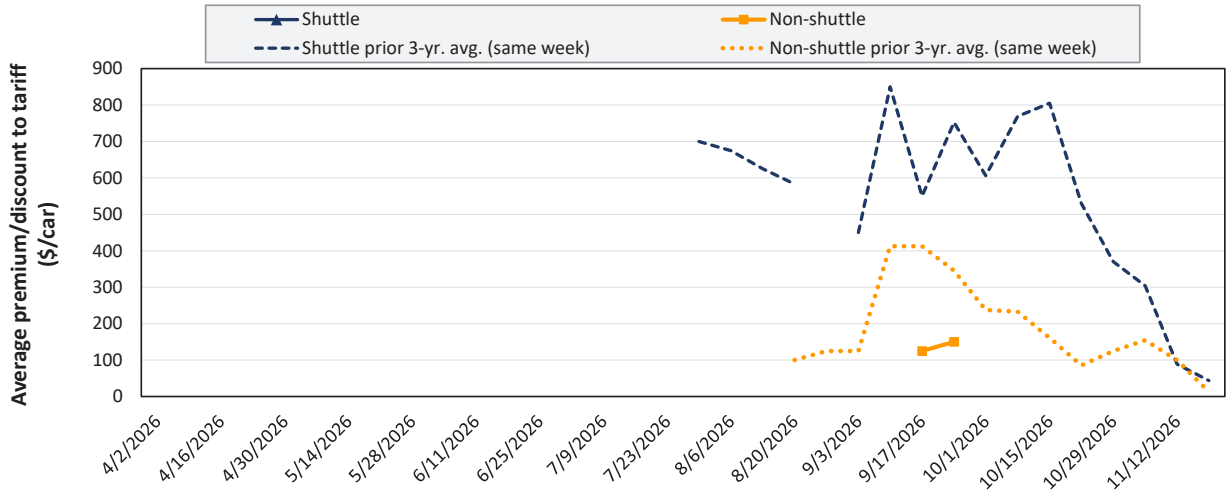
Average non-shuttle bids/offers fell $135 this week, and are $285 below the peak.

Average shuttle bids/offers fell $188 this week and are $550 below the peak.

9/24/2026	BNSF	UP
Non-Shuttle	$42	$38
Shuttle	$700	$700

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 November 2026



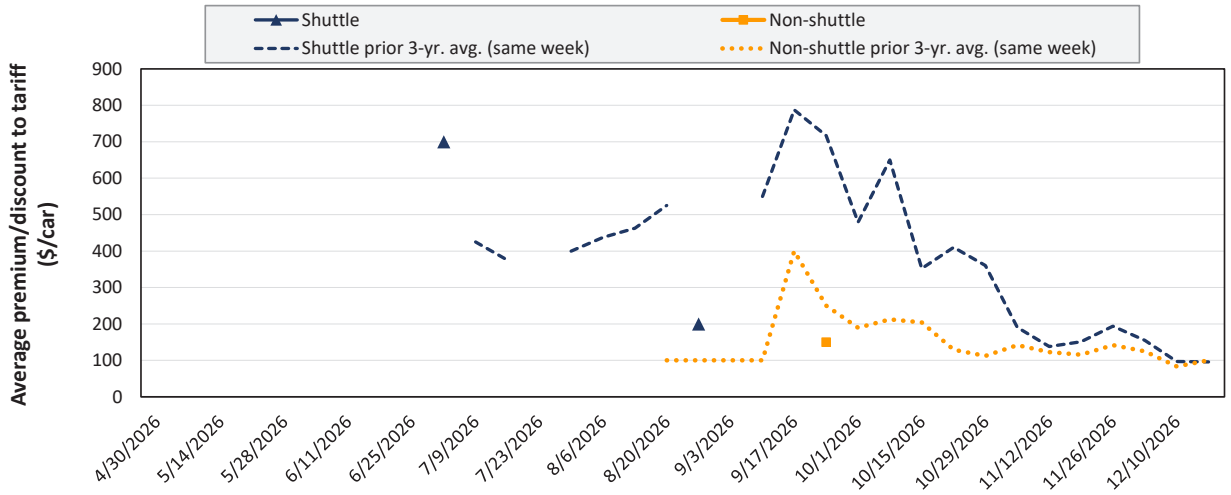
Average non-shuttle bids/offers rose $25 this week, and are at the peak.

There were no shuttle bids/offers this week.

9/24/2026	BNSF	UP
Non-Shuttle	$150	$150
Shuttle	n/a	n/a

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

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



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

There were no shuttle bids/offers this week.

9/24/2026	BNSF	UP
Non-Shuttle	$150	$150
Shuttle	n/a	n/a

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

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

For the week ending: 9/24/2026		Delivery period					
		Sep-26	Oct-26	Nov-26	Dec-26	Jan-27	Feb-27
Non-shuttle	BNSF	n/a	42	150	150	n/a	n/a
	Change from last week	n/a	-158	25	n/a	n/a	n/a
	Change from same week 2025	n/a	8	25	n/a	n/a	n/a
	UP	n/a	38	150	150	n/a	n/a
	Change from last week	n/a	-113	n/a	n/a	n/a	n/a
	Change from same week 2025	n/a	13	50	50	n/a	n/a
Shuttle	BNSF	250	700	n/a	n/a	n/a	n/a
	Change from last week	-250	-400	n/a	n/a	n/a	n/a
	Change from same week 2025	-25	-125	n/a	n/a	n/a	n/a
	UP	600	700	n/a	n/a	n/a	n/a
	Change from last week	50	25	n/a	n/a	n/a	n/a
	Change from same week 2025	600	300	n/a	n/a	n/a	n/a
	CPKC	0	500	n/a	500	n/a	n/a
	Change from last week	n/a	n/a	n/a	n/a	n/a	n/a
	Change from same week 2025	n/a	400	n/a	500	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, October 2026

Primary wheat class	Railroad	Origin	Destination	Train type	Tariff (per car)	Fuel surcharge (per car)	Tariff + fuel surcharge (per car)	Tariff + fuel surcharge (per bushel)	Tariff + fuel surcharge (per metric ton)	Percent Y/Y change
Durum	BNSF	Williston, ND	St. Louis, MO	Shuttle	$5,984	$555	$6,539	$1.77	$64.94	9.9
	BNSF	Williston, ND	Superior, WI	Shuttle	$4,466	$278	$4,744	$1.28	$47.11	9.0
	CPKC	Westby, MT	St. Louis, MO	Unit	$6,013	$1,278	$7,291	$1.97	$72.41	16.0
	UP	Yuma, AZ	Houston, TX	Manifest	$6,025	$934	$6,959	$1.88	$69.10	7.4
Hard red spring (HRS)	BNSF	Alton (Hillsboro), ND	Chicago, IL	DET	$5,029	$322	$5,351	$1.45	$53.14	9.8
	BNSF	Alton (Hillsboro), ND	PNW (Seattle, WA)	Shuttle	$6,365	$774	$7,139	$1.93	$70.89	12.2
	BNSF	Alton (Hillsboro), ND	Superior, WI	Shuttle	$3,040	$149	$3,189	$0.86	$31.67	10.2
	BNSF	Alton (Hillsboro), ND	Texas Gulf (Houston, TX)	Shuttle	$5,882	$805	$6,687	$1.81	$66.41	13.6
	BNSF	Bucyrus, ND	PNW (Seattle, WA)	Shuttle	$5,963	$681	$6,644	$1.80	$65.98	11.4
	BNSF	Macon, MT	PNW (Seattle, WA)	Shuttle	$5,562	$565	$6,127	$1.66	$60.85	11.1
	CPKC	Minot, ND	Kalama, WA	Unit	$5,448	$1,132	$6,580	$1.78	$65.34	14.6
	CPKC	Nekoma, ND	Chicago, IL	Manifest	$5,255	$680	$5,935	$1.60	$58.94	12.1
Hard red winter (HRW)	BNSF	Concordia, KS	Greenwood (Mendota), IL	Shuttle	$3,400	$293	$3,693	$1.00	$36.67	6.6
	BNSF	Enid, OK	Texas Gulf (Houston, TX)	Shuttle	$3,400	$359	$3,759	$1.02	$37.33	2.8
	BNSF	Garden City, KS	PNW (Seattle, WA)	Shuttle	$5,800	$967	$6,767	$1.83	$67.20	13.0
	BNSF	Garden City, KS	San Bernardino, CA	DET	$5,600	$683	$6,283	$1.70	$62.39	7.6
	BNSF	Garden City, KS	Texas Gulf (Houston, TX)	Shuttle	$4,200	$495	$4,695	$1.27	$46.62	9.5
	BNSF	Salina, KS	Texas Gulf (Houston, TX)	Shuttle	$4,000	$511	$4,511	$1.22	$44.80	10.7
	BNSF	Wichita, KS	Birmingham, AL	Shuttle	$3,500	$421	$3,921	$1.06	$38.94	9.3
	BNSF	Wichita, KS	Chicago, IL	DET	$3,700	$287	$3,987	$1.08	$39.59	5.9
	BNSF	Wichita, KS	Texas Gulf (Houston, TX)	Shuttle	$3,900	$458	$4,358	$1.18	$43.28	9.9
	UP	Byers, CO	Houston, TX	Shuttle	$4,525	$791	$5,316	$1.44	$52.79	8.3
	UP	Goodland, KS	Kansas City, MO	Manifest	$5,067	$296	$5,363	$1.45	$53.26	4.9
	UP	Medford, OK	Houston, TX	Shuttle	$3,775	$390	$4,165	$1.13	$41.36	5.1
	UP	Salina, KS	Houston, TX	Shuttle	$4,025	$520	$4,545	$1.23	$45.14	6.3
HRS/HRW	BNSF	Bowdle, SD	Chicago, IL	DET	$4,964	$347	$5,311	$1.44	$52.74	9.1
	BNSF	Conrad, MT	PNW (Seattle, WA)	Shuttle	$4,589	$439	$5,028	$1.36	$49.93	11.4
Soft white	BNSF	Templin (Ritzville), WA	PNW (Seattle, WA)	Shuttle	$2,082	$216	$2,298	$0.62	$22.82	11.3
All classes (To East Coast flour mills)	CSX	Chicago, IL	Albany, NY	Manifest	$9,039	$349	$9,388	$2.54	$93.22	9.0
	CSX	Chicago, IL	Albany, NY	Unit	$8,104	$349	$8,453	$2.28	$83.94	10.1
	CSX	Chicago, IL	Buffalo, NY	Manifest	$6,391	$223	$6,614	$1.79	$65.68	8.4
	CSX	Chicago, IL	Indiantown, FL	Manifest	$9,261	$595	$9,856	$2.66	$97.87	11.6

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, October 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	$5,800	$501	$6,301	$1.59	$62.57	10.4
	BNSF	Clarkfield, MN	PNW (Seattle, WA)	Railroad	$5,670	$861	$6,531	$1.65	$64.86	15.8
	BNSF	Edison, NE	Hanford, CA	Railroad	$5,660	$830	$6,490	$1.64	$64.45	15.1
	BNSF	Edison, NE	Hereford, TX	Railroad	$4,700	$354	$5,054	$1.27	$50.19	10.5
	BNSF	Edison, NE	PNW (Seattle, WA)	Railroad	$5,550	$951	$6,501	$1.64	$64.56	17.7
	BNSF	Greenwood (Mendota), IL	Hereford, TX	Railroad	$4,620	$423	$5,043	$1.27	$50.08	7.0
	BNSF	Phelps (Rock Port), MO	Clovis, NM	Railroad	$4,460	$346	$4,806	$1.21	$47.72	10.8
	BNSF	Phelps (Rock Port), MO	Texas Gulf (Houston, TX)	Railroad	$4,200	$532	$4,732	$1.19	$46.99	15.6
	BNSF	Selby, SD	PNW (Seattle, WA)	Railroad	$5,630	$749	$6,379	$1.61	$63.35	14.5
	BNSF	St. Cloud, MN	PNW (Seattle, WA)	Railroad	$5,630	$849	$6,479	$1.63	$64.34	15.8
	CN	Gibson City, IL	Reserve, LA	Private	$2,631	$718	$3,349	$0.84	$33.25	13.2
	CN	Gibson City, IL	Reserve, LA	Railroad	$3,011	$718	$3,729	$0.94	$37.03	11.7
	CPKC	Delhi, LA	Morton, MS	Railroad	$1,412	$100	$1,512	$0.38	$15.01	8.7
	CPKC	Enderlin, ND	Kalama, WA	Railroad	$5,272	$1,302	$6,574	$1.66	$65.28	18.3
	CPKC	Glenwood, MN	Boardman, OR	Railroad	$5,513	$1,253	$6,766	$1.71	$67.19	12.7
	CSX	Haw Creek (Ladoga), IN	Ozark, AL	Railroad	$6,600	$304	$6,904	$1.74	$68.56	10.6
	CSX	Marysville, OH	Rose Hill, NC	Railroad	$6,766	$336	$7,102	$1.79	$70.52	11.3
	CSX	Olney, IL	Fairmount, GA	Railroad	$5,191	$215	$5,406	$1.36	$53.68	10.5
	UP	Allen Station (San Jose), IL	Pittsburg, TX	Railroad	$4,160	$470	$4,630	$1.17	$45.98	11.2
	UP	Frankfort, KS	Calipatria, CA	Railroad	$6,080	$1,069	$7,149	$1.80	$70.99	12.2
	UP	Mead, NE	Keyes, CA	Railroad	$6,240	$1,181	$7,421	$1.87	$73.70	12.6
	UP	Nebraska City, NE	Amarillo, TX	Railroad	$5,080	$486	$5,566	$1.40	$55.27	9.3
	UP	Sloan, IA	Burley, ID	Railroad	$5,760	$800	$6,560	$1.65	$65.14	10.7
	UP	Sterling, IL	Nashville, AR	Railroad	$4,300	$492	$4,792	$1.21	$47.58	11.1
Soybeans	BNSF	Argyle, MN	PNW (Seattle, WA)	Railroad	$6,255	$786	$7,041	$1.90	$69.92	12.0
	BNSF	Argyle, MN	Texas Gulf (Houston, TX)	Railroad	$5,185	$748	$5,933	$1.60	$58.92	10.9
	BNSF	Casselton, ND	PNW (Seattle, WA)	Railroad	$6,205	$761	$6,966	$1.88	$69.18	11.8
	BNSF	Casselton, ND	St. Louis, MO	Railroad	$3,400	$400	$3,800	$1.03	$37.73	9.0
	BNSF	Mitchell, SD	PNW (Seattle, WA)	Railroad	$6,305	$842	$7,147	$1.93	$70.97	12.6
	CN	Gibson City, IL	Reserve, LA	Private	$2,631	$718	$3,349	$0.91	$33.25	13.2
	CN	Gibson City, IL	Reserve, LA	Railroad	$3,011	$718	$3,729	$1.01	$37.03	11.7
	CPKC	Enderlin, ND	Kalama, WA	Railroad	$5,985	$1,302	$7,287	$1.97	$72.36	15.8
	CPKC	Enderlin, ND	East St. Louis, IL	Railroad	$3,726	$984	$4,710	$1.27	$46.77	20.3
	CSX	Casey, IL	Mobile, AL	Private	$3,775	$335	$4,110	$1.11	$40.81	12.7
	CSX	Marion, OH	Chesapeake, VA	Private	$3,327	$327	$3,654	$0.99	$36.28	13.7
	UP	Canton, KS	Houston, TX	Railroad	$3,875	$508	$4,383	$1.18	$43.52	12.5
	UP	Cozad, NE	Kalama, WA	Railroad	$5,365	$1,062	$6,427	$1.74	$63.82	13.6
	UP	Cozad, NE	Houston, TX	Railroad	$4,235	$733	$4,968	$1.34	$49.34	13.8
	UP	Sloan, IA	Ama, LA	Railroad	$4,315	$837	$5,152	$1.39	$51.16	14.6

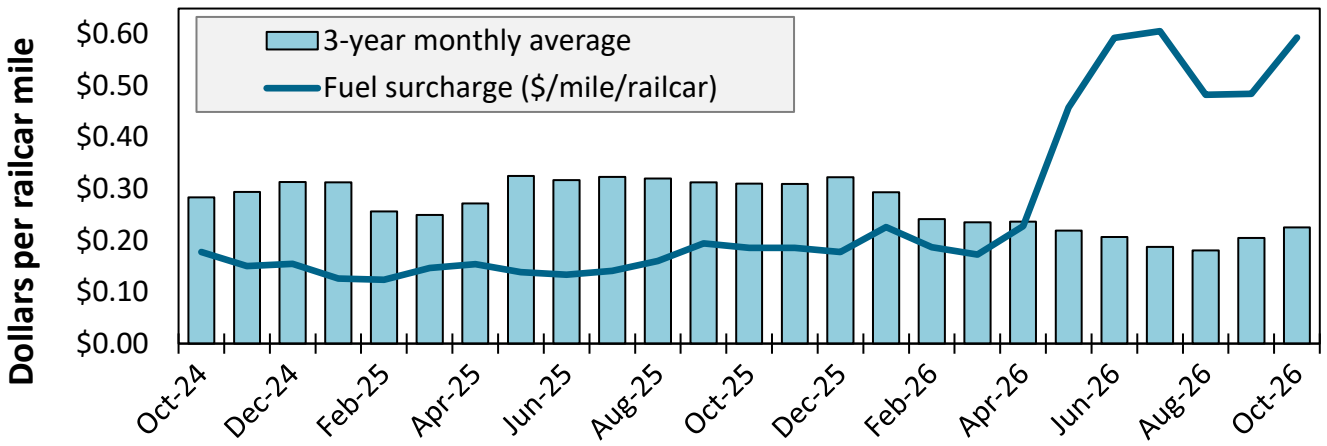
Note: Shuttle/unit trains are composed of 90+ grain cars that travel from a single origin to a single destination. All rates are for large covered hoppers (C-114), which each carry 111 short tons (100.7 metric tons). A bushel of corn weighs 56 pounds, and a bushel of soybeans weighs 60 pounds. Percentage 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 Railway, Canadian National Railway, CPKC, CSX Transportation, and Union Pacific Railroad.

Table 8. Rail tariff rates for U.S. bulk grain shipments to Mexico, October 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	$4,560	$577	$5,137	$1.28	$50.56	7.7
	BNSF	Superior, NE	El Paso, TX	Shuttle	$4,740	$454	$5,194	$1.30	$51.12	10.0
	CPKC	Atchison, KS	Laredo, TX	Non-shuttle	$5,080	$1,079	$6,159	$1.54	$60.62	9.8
	CPKC	Council Bluffs, IA	Laredo, TX	Non-shuttle	$5,750	$1,194	$6,944	$1.74	$68.34	13.2
	CPKC	Kansas City, MO	Laredo, TX	Non-shuttle	$5,005	$1,031	$6,036	$1.51	$59.41	9.6
	CPKC	Marshall, MO	Laredo, TX	Non-shuttle	$5,225	$1,094	$6,319	$1.58	$62.19	10.4
	UP	Pontiac, IL	Eagle Pass, TX	Shuttle	$4,760	$868	$5,628	$1.41	$55.39	13.6
	UP	Sterling, IL	Eagle Pass, TX	Shuttle	$4,880	$902	$5,782	$1.45	$56.91	13.5
Soybeans	BNSF	Brunswick, MO	El Paso, TX	Shuttle	$3,585	$490	$4,075	$1.09	$40.11	-8.1
	BNSF	Hardin, MO	Eagle Pass, TX	Shuttle	$3,585	$488	$4,073	$1.09	$40.09	-8.1
	CPKC	Atchison, KS	Laredo, TX	Non-shuttle	$5,080	$1,079	$6,159	$1.65	$60.62	9.8
	CPKC	Kansas City, MO	Laredo, TX	Non-shuttle	$5,005	$1,031	$6,036	$1.62	$59.41	9.6
	UP	Grand Island, NE	Eagle Pass, TX	Shuttle	$5,175	$826	$6,001	$1.61	$59.06	12.1
	UP	Roelyn, IA	Eagle Pass, TX	Shuttle	$5,260	$866	$6,126	$1.64	$60.29	12.3
Wheat	BNSF	FT Worth, TX	El Paso, TX	DET	$3,100	$353	$3,453	$0.92	$33.98	12.1
	BNSF	FT Worth, TX	El Paso, TX	Shuttle	$2,600	$353	$2,953	$0.79	$29.06	2.6
	CPKC	Kansas City, MO	Laredo, TX	Non-shuttle	$5,005	$1,031	$6,036	$1.62	$59.41	9.6
	UP	Great Bend, KS	Laredo, TX	Shuttle	$4,325	$620	$4,945	$1.32	$48.67	6.9
	UP	Wichita, KS	Laredo, TX	Shuttle	$4,065	$546	$4,611	$1.24	$45.38	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 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).

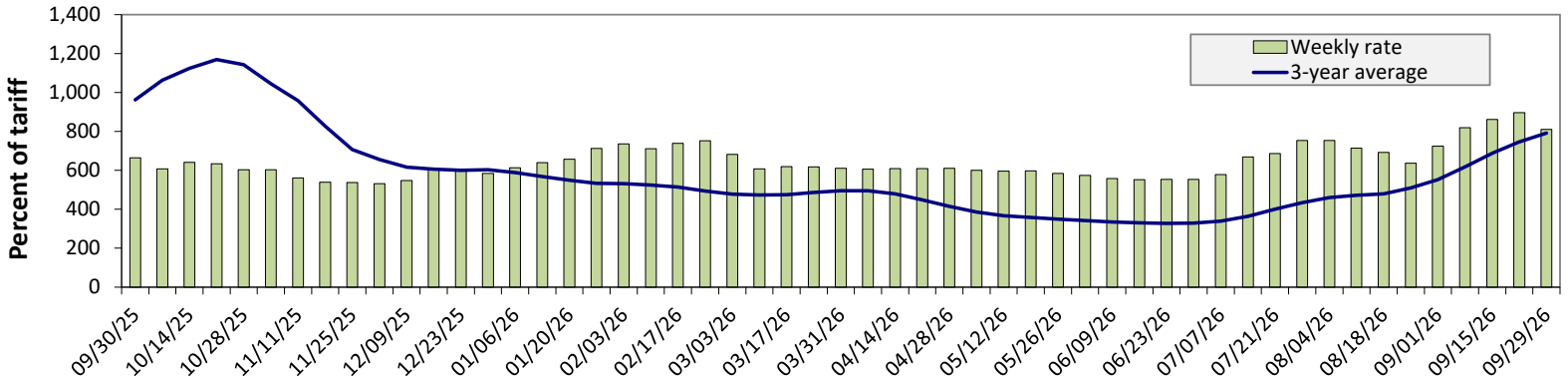
Figure 9. Railroad fuel surcharges, North American weighted average



October 2026: $0.59/mile, up 11 cents from last month’s surcharge of $0.48/mile; up 40 cents from the October 2025 surcharge of $0.19/mile; and up 36 cents from the October prior 3-year average of $0.23/mile.

Note: Weighted by each Class I railroad's proportion of grain traffic for the prior year.
Source: BNSF Railway, Canadian National Railway, CSX Transportation, Canadian Pacific Kansas City Railway, Union Pacific Railroad, Norfolk Southern Corporation.

Figure 10. Illinois River barge freight rate



For the week ending September 29: 10 percent lower than the previous week; 22 percent higher than last year; and 3 percent higher than the 3-year average.

Note: Rate = percent of 1976 tariff benchmark index (1976 = 100 percent); 3-year avg. = 4-week moving average of the 3-year average.
Source: USDA, Agricultural Marketing Service.

Table 9. Weekly barge freight rates: southbound only

Measure	Date	Twin Cities	Mid-Mississippi	Illinois River	St. Louis	Ohio River	Cairo-Memphis
Rate	9/29/2026	838	846	811	759	925	721
	9/22/2026	904	964	897	835	988	888
$/ton	9/29/2026	51.87	45.01	37.63	30.28	43.38	22.64
	9/22/2026	55.96	51.28	41.62	33.32	46.34	27.88
Measure	**Time Period**	**Twin Cities**	**Mid-Mississippi**	**Illinois River**	**St. Louis**	**Ohio River**	**Cairo-Memphis**
Current week % change from the same week	Last year	18	24	22	26	48	23
	3-year avg.	9	7	3	-4	14	-14
Rate	October	858	883	786	738	839	664
	December	n/a	n/a	652	579	636	518

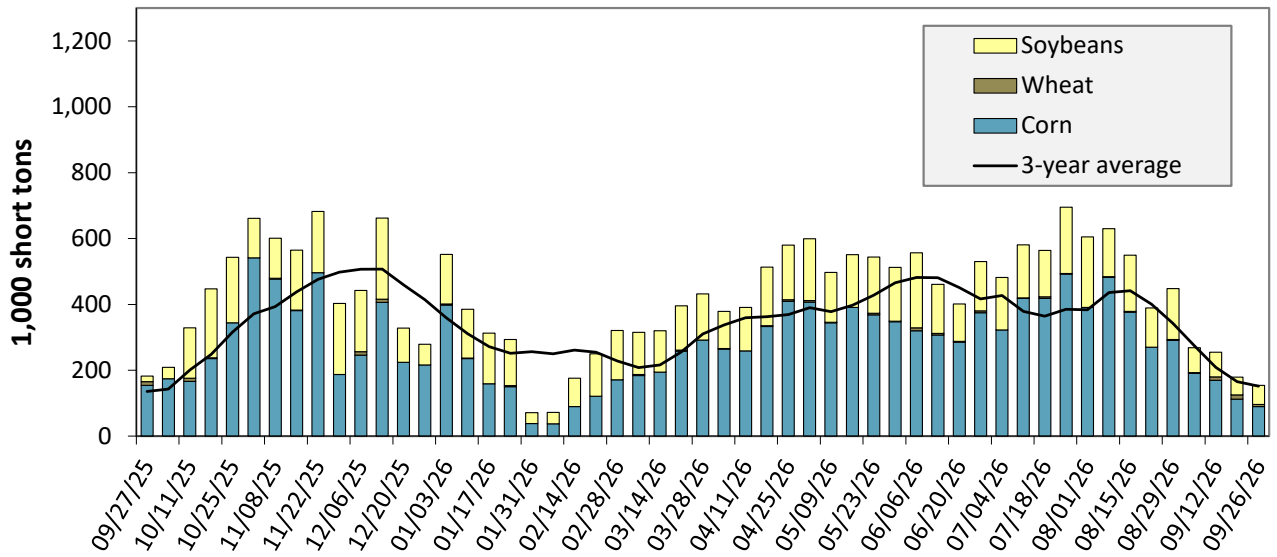
Note: Rate = percent of 1976 tariff benchmark index (1976 = 100 percent); 3-year avg. = 4-week moving average of the 3-year avg.; ton = 2,000 pounds; "n/a" = data not available. The per ton rate for Twin Cities assumes a base rate of $6.19 (Minneapolis, MN, to LaCrosse, WI). The per ton rate at Mid-Mississippi assumes a base rate of $5.32 (Savanna, IL, to Keithsburg, IL). The per ton rate on the Illinois River assumes a base rate of $4.64 (Havana, IL, to Hardin, IL). The per ton rate at St. Louis assumes a base rate of $3.99 (Grafton, IL, to Cape Girardeau, MO). The per ton rate on the Ohio River assumes a base rate of $4.69 (Silver Grove, KY, to Madison, IN). The per ton rate at Memphis-Cairo assumes a base rate of $3.14 (West Memphis, AR, to Memphis, TN). For more on base rate values along the various segments of the Mississippi River System, see AgTransport.
Source: USDA, Agricultural Marketing Service.

Figure 11. Benchmark tariff rates



Source: USDA, Agricultural Marketing Service.

Figure 12. Barge movements on the Mississippi River (Locks 27-Granite City, IL)



For the week ending September 26: 15 percent lower than last year and 1 percent higher than the 3-year average.

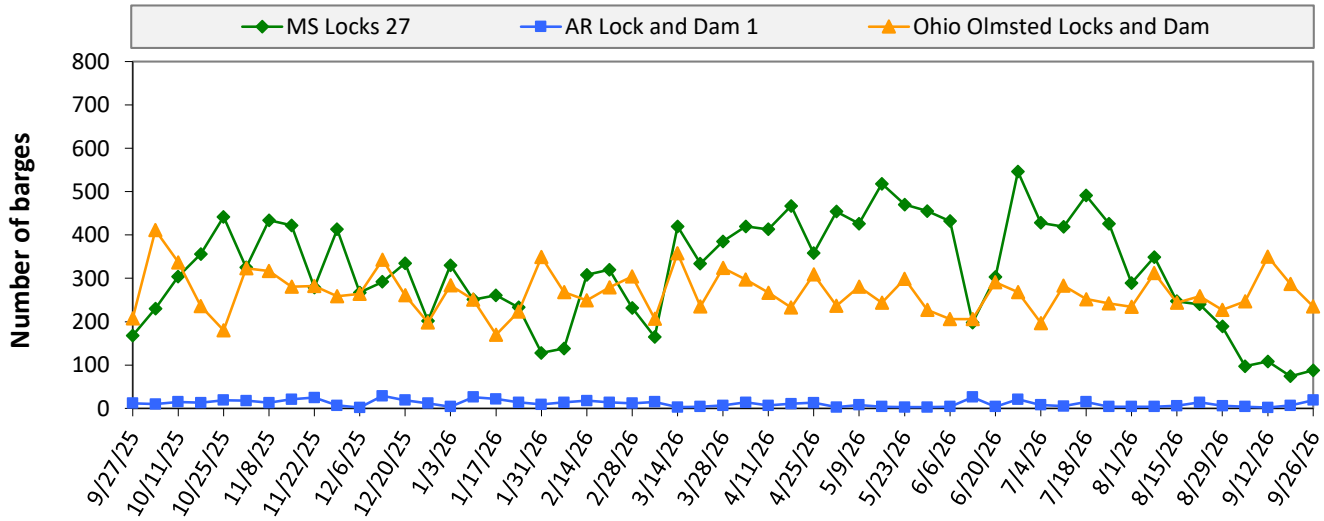
Note: The 3-year average is a 4-week moving average.
Source: U.S. Army Corps of Engineers.

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

For the week ending 09/26/2026	Corn	Wheat	Soybeans	Other	Total
Mississippi River (Rock Island, IL (L15))	6	0	5	0	11
Mississippi River (Winfield, MO (L25))	42	2	29	0	73
Mississippi River (Alton, IL (L26))	93	6	54	0	154
Mississippi River (Granite City, IL (L27))	90	6	58	0	154
Illinois River (La Grange)	48	0	24	0	72
Ohio River (Olmsted)	107	4	101	10	222
Arkansas River (L1)	0	3	15	0	18
Weekly total - 2026	197	13	174	10	394
Weekly total - 2025	251	20	93	0	364
2026 YTD	13,123	718	7,556	86	21,483
2025 YTD	14,596	1,071	7,823	144	23,633
2026 as % of 2025 YTD	90	67	97	60	91
Last 4 weeks as % of 2025	110	45	207	160	127
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.

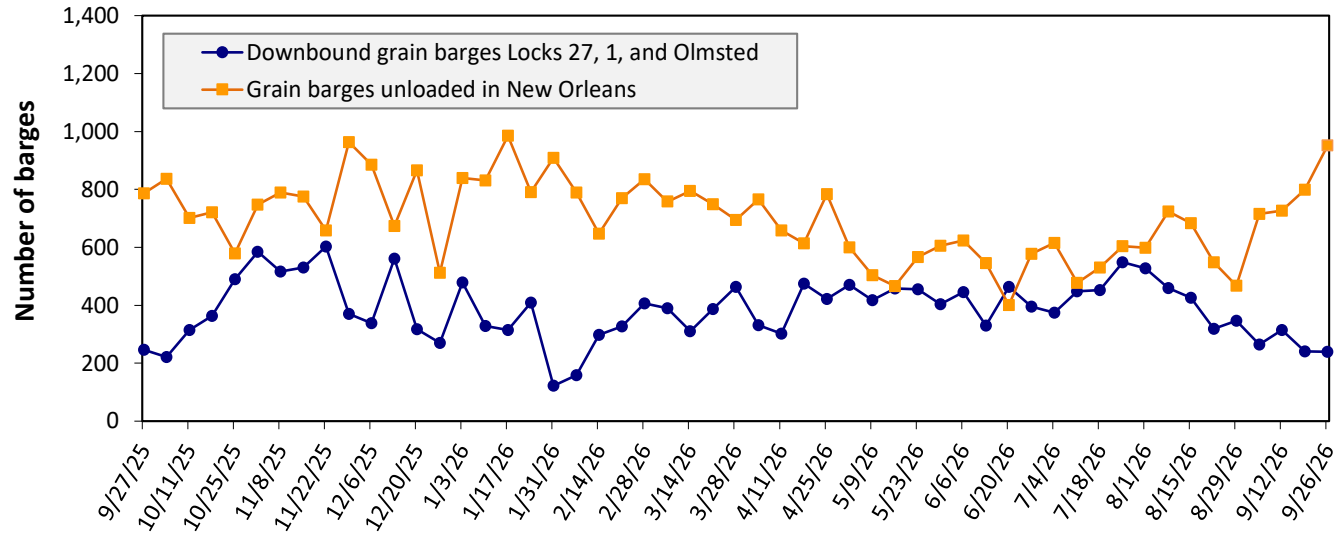
Figure 13. Upbound empty barges transiting Mississippi River Locks 27, Arkansas River Lock and Dam 1, and Ohio River Olmsted Locks and Dam



For the week ending September 26: 342 barges transited the locks, 26 barges fewer than the previous week, and 1 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 September 26: 240 barges moved down river, 1 fewer than the previous week; 951 grain barges unloaded in the New Orleans Region, 19 percent more 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	
		October 2026	September 2026	October 2025	Last year	3-year avg.
Snake River	Lewiston, ID/Clarkston, WA/Wilma, WA	$25.23	$24.73	$22.88	10.3	12.7
	Central Ferry, WA/Almota, WA	$24.27	$23.77	$21.95	10.6	12.9
	Lyons Ferry, WA	$23.18	$22.68	$20.90	10.9	13.2
	Windust, WA/Lower Monumental, WA	$22.07	$21.57	$19.83	11.3	13.4
	Sheffler, WA	$22.04	$21.54	$19.80	11.3	13.5
Columbia River	Burbank, WA/Kennewick, WA/Pasco, WA	$20.76	$20.26	$18.56	11.8	13.9
	Port Kelly, WA/Wallula, WA	$20.52	$20.02	$18.33	11.9	13.9
	Umatilla, OR	$20.42	$19.92	$18.23	12.0	14.0
	Boardman, OR/Hogue Warner, OR	$20.14	$19.64	$17.96	12.1	14.1
	Arlington, OR/Roosevelt, WA	$19.97	$19.47	$17.80	12.2	14.2
	Biggs, OR	$18.54	$18.04	$16.42	12.9	14.7
	The Dalles, OR	$17.36	$16.86	$15.28	13.6	15.3

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

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

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

Note: "Other" refers to corn, soybeans, oats, barley, and rye. Totals may not add up because of rounding. "Monthly total" refers to grain moving through Lock 1, headed for export.
YTD = year to date. "L" (as in "L1") refers to lock, locks, or lock and dam facility.
n/a = data not available.
Source: U.S. Army Corps of Engineers.

Figure 15. Dam and port locations on Columbia-Snake River



Source: USDA, Agricultural Marketing Service.

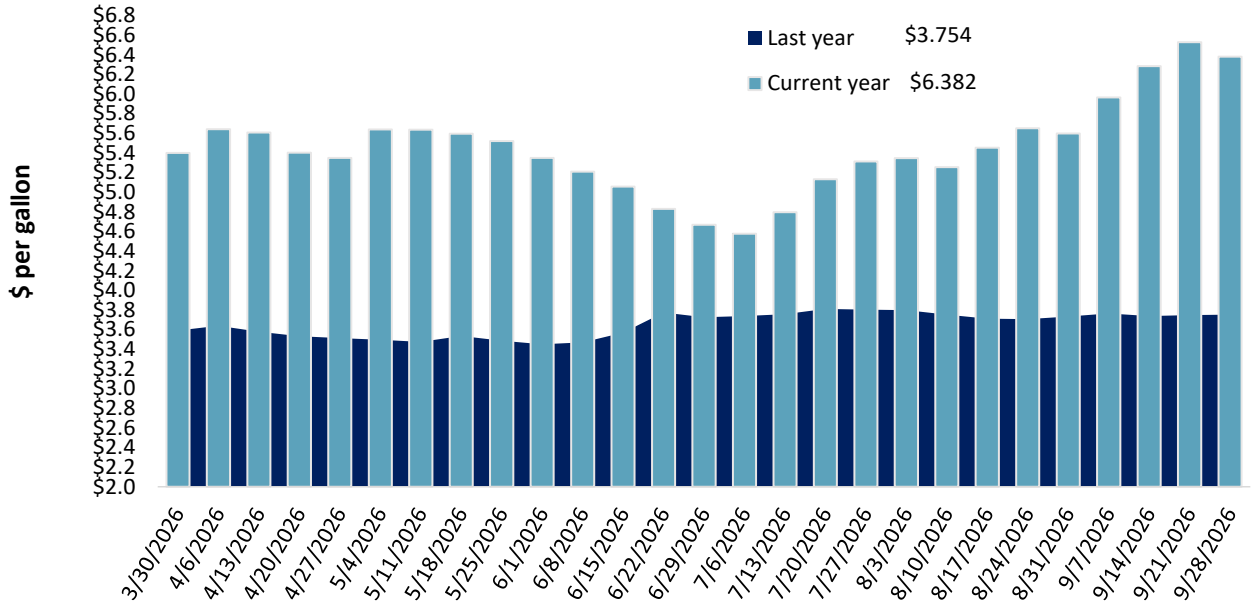
The weekly diesel price provides a proxy for trends in U.S. truck rates as diesel fuel is a significant expense for truck grain movements.

Table 13. Retail on-highway diesel prices, week ending 9/28/2026 (U.S. $/gallon)

Region	Location	Price	Change from	
			Week ago	Year ago
I	East Coast	6.137	-0.131	2.387
	New England	6.510	-0.007	2.548
	Central Atlantic	6.531	-0.015	2.629
	Lower Atlantic	5.953	-0.186	2.280
II	Midwest	6.526	-0.154	2.795
III	Gulf Coast	5.955	-0.222	2.542
IV	Rocky Mountain	6.407	0.067	2.675
V	West Coast	7.357	-0.099	2.825
	West Coast less California	6.643	-0.148	2.500
	California	8.181	-0.065	3.200
Total	United States	6.382	-0.147	2.628

Note: Diesel fuel prices include all taxes. Prices represent an average of all types of diesel fuel. On June 13, 2022, the Energy Information Administration implemented a new methodology to estimate weekly on-highway diesel fuel prices.
Source: U.S. Department of Energy, Energy Information Administration.

Figure 16. Weekly diesel fuel prices, U.S. average



For the week ending September 28, the U.S. average diesel fuel price decreased 14.7 cents from the previous week to $6.382 per gallon, 262.8 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 09/24/2026	524	438	863	1,142	88	3,054	12,970	19,681	35,705
	This week year ago	1,782	603	1,126	1,020	34	4,563	22,163	738	27,465
	Last 4 wks. as % of same period in prior marketing year	29	74	89	114	195	70	65	201	102
Current shipped (cummulative) export sales	Current MYTD	1,572	1,032	1,924	1,886	189	6,603	5,804	2,555	14,962
	Prior MYTD	3,748	1,383	2,373	1,706	183	9,393	4,988	14,830	29,211
	Current MYTD as % of prior MYTD	42	75	81	111	103	70	116	17	51
	Total 2025/26	8,243	3,202	6,078	5,207	622	23,419	86,014	41,007	150,440
	Total 2024/25	5,377	3,095	6,560	5,730	335	21,097	69,081	50,106	140,284

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 9/24/2026	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	7,113	9,426	-25	23,186
Japan	3,010	3,088	-3	13,485
Colombia	1,728	2,034	-15	7,639
Korea	1,303	1,772	-26	5,826
Spain	310	776	-60	2,730
Top 5 importers	13,155	16,320	-19	50,136
Total U.S. corn export sales	18,774	27,151	-31	69,791
% of YTD current month's export projection	23%	31%	-	-
Change from prior week	536	1,395	-	-
Top 5 importers' share of U.S. corn export sales	70%	60%	-	72%
USDA forecast September 2026	83,189	87,000	-4	-
Corn use for ethanol USDA forecast, September 2026	142,240	140,970	1	-

Note: The top 5 importers are based on USDA, Foreign Agricultural Service (FAS) marketing year ranking reports for marketing year (MY) 2025/26 (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 9/24/2026	Total commitments (1,000 mt)		% change current MY from last MY	Exports 3-year average 2024-26 (1,000 mt)
	YTD MY 2026/27	YTD MY 2025/26		
China	10,759	0	NA	19,737
Mexico	1,805	2,308	-22	4,939
Egypt	572	0	0	3,402
Indonesia	467	478	-2	2,205
Japan	538	569	-6	2,128
Top 5 importers	14,142	3,355	321	32,410
Total U.S. soybean export sales	22,236	11,745	89	45,208
% of YTD current month's export projection	48%	28%	-	-
Change from prior week	1,034	812	-	-
Top 5 importers' share of U.S. soybean export sales	64%	29%	-	72%
USDA forecast, September 2026	45,858	41,368	11	-

Note: The top 5 importers are based on USDA, Foreign Agricultural Service (FAS) marketing year ranking reports for marketing year (MY) 2025/26 (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 9/24/2026	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	2,287	2,295	-0	3,744
Philippines	1,423	1,589	-10	2,677
Japan	1,100	1,045	5	2,050
Korea	874	995	-12	1,888
Taiwan	477	494	-3	1,005
Nigeria	200	1,066	-81	878
China	NA	0	NA	863
Indonesia	303	738	-59	746
Thailand	319	300	6	690
Vietnam	322	362	-11	581
Top 10 importers	7,305	8,884	-18	15,121
Total U.S. wheat export sales	9,658	13,956	-31	21,015
% of YTD current month's export projection	46%	56%	-	-
Change from prior week	289	316	-	-
Top 10 importers' share of U.S. wheat export sales	76%	64%	-	72%
USDA forecast, September 2026	21,092	24,712	-15	-

Note: The top 10 importers are based on USDA, Foreign Agricultural Service (FAS) marketing year ranking reports for marketing year (MY) 2025/26 (June 1 – May 31). "Total commitments" = cumulative exports (shipped) + outstanding sales (unshipped), from FAS weekly export sales report, or export sales query. Total commitments' change (net sales) from prior week could include revisions from previous week's outstanding sales or accumulated sales. In rightmost column, "Exports" = accumulated exports (as defined in FAS marketing year ranking reports). mt = metric ton; yr. = year; avg. = average; YTD = year to date; "-" = not applicable.
Source: USDA, Foreign Agricultural Service.

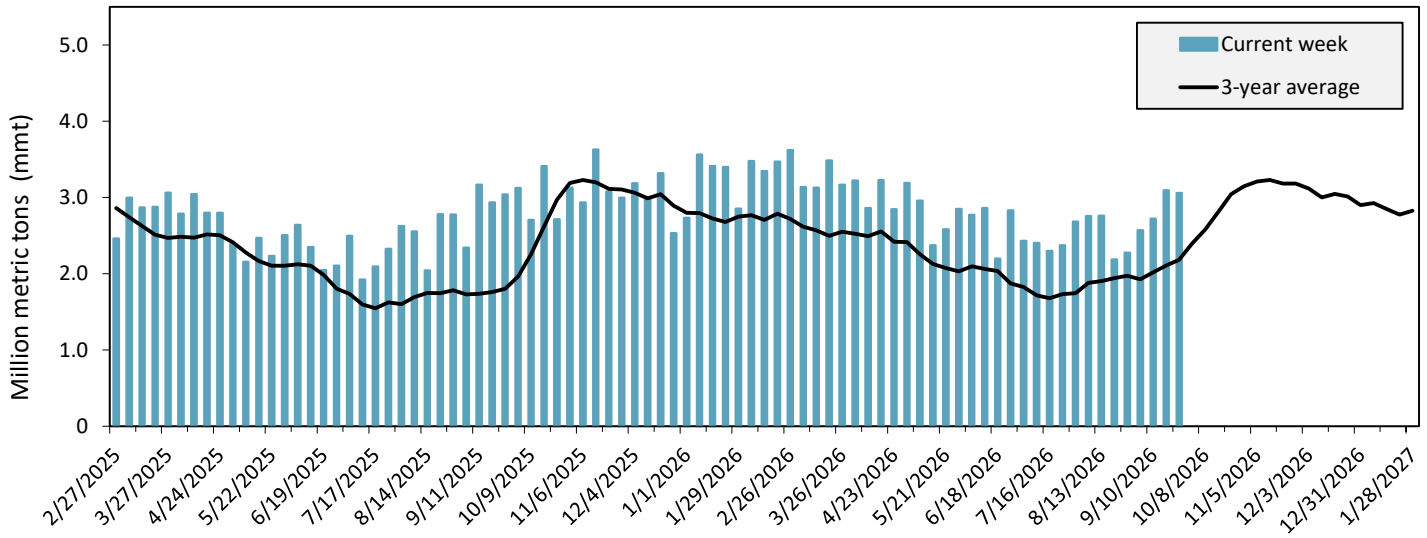
Table 18. Grain inspections for export by U.S. port region (1,000 metric tons)

Port regions	Commodity	For the week ending 09/24/2026	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	612	706	87	20,122	16,867	119	244	613	24,214
	Soybeans	0	0	n/a	4,181	1,966	213	0	0	2,957
	Wheat	144	191	76	7,915	9,091	87	58	66	12,271
	All grain	756	897	84	32,533	28,040	116	128	181	39,721
Mississippi Gulf	Corn	581	762	76	28,272	27,684	102	82	114	37,115
	Soybeans	1,099	695	158	16,793	14,918	113	136	164	23,350
	Wheat	18	35	51	2,301	3,216	72	38	41	3,980
	All grain	1,698	1,492	114	47,488	45,858	104	98	127	64,484
Texas Gulf	Corn	33	60	54	1,380	474	291	211	349	590
	Soybeans	0	0	n/a	100	106	94	n/a	0	1,431
	Wheat	98	64	154	2,186	3,704	59	31	59	4,690
	All grain	131	124	106	7,244	4,827	150	54	76	7,774
Interior	Corn	314	431	73	12,141	11,004	110	95	117	15,546
	Soybeans	54	74	73	5,178	5,019	103	77	89	7,713
	Wheat	51	39	131	2,361	2,463	96	85	92	3,104
	All grain	448	569	79	20,064	18,872	106	91	109	26,888
Great Lakes	Corn	23	0	n/a	381	147	260	53	160	414
	Soybeans	0	0	n/a	66	0	n/a	n/a	73	63
	Wheat	0	10	0	262	225	117	102	77	434
	All grain	23	10	235	709	371	191	76	101	911
Atlantic	Corn	3	1	221	1,402	334	420	105	240	607
	Soybeans	0	1	0	616	501	123	48	62	1,085
	Wheat	0	2	0	22	75	29	13	21	81
	All grain	3	4	75	2,040	910	224	84	172	1,773
All Regions	Corn	1,566	1,960	80	63,699	56,509	113	114	167	78,486
	Soybeans	1,153	770	150	27,444	22,615	121	126	147	36,852
	Wheat	311	340	91	15,046	18,773	80	54	65	24,560
	All grain	3,059	3,095	99	110,589	98,983	112	100	131	141,804

Note: Data include revisions from prior weeks; "All grain" includes corn, soybeans, wheat, sorghum, oats, barley, rye, sunflower, flaxseed, and mixed grains; "All regions" includes listed regions and other minor regions not listed; YTD = year-to-date; n/a = not available or no change. A "-" in the table indicates a percentage change with a near-zero denominator for the period.
Source: USDA, Federal Grain Inspection Service.

The United States exports approximately one-quarter of the grain it produces. On average, this includes nearly 46 percent of U.S.-grown wheat, 47 percent of U.S.-grown soybeans, and 15 percent of the U.S.-grown corn. In 2025, approximately 51 percent of the U.S. grain-export shipments departed through the U.S. Gulf region and 28 percent departed through the PNW.

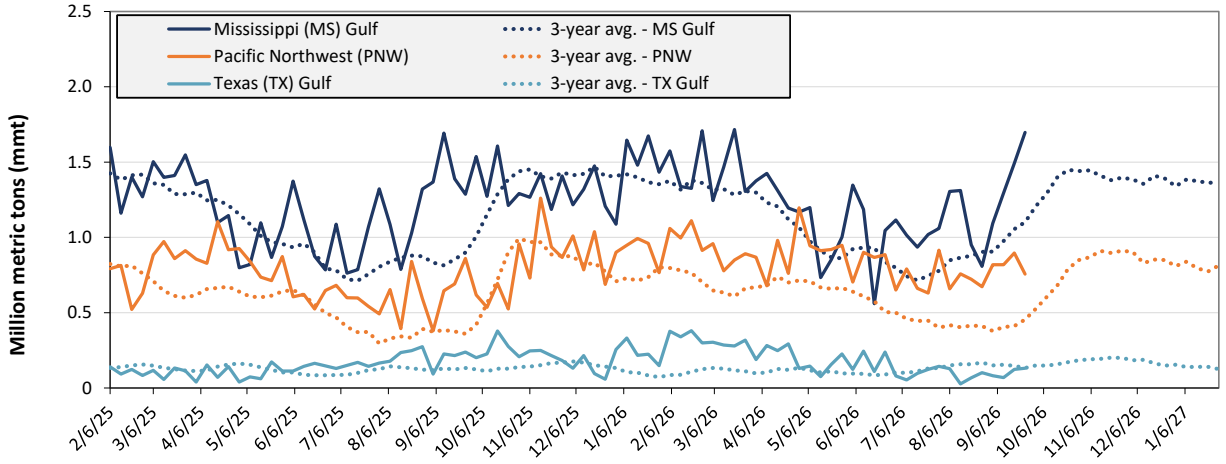
Figure 17. U.S. grain inspected for export (wheat, corn, and soybeans)



For the week ending September 24: 3.1 mmt of grain inspected, unchanged from the previous week, up 5 percent from the same week last year, and up 40 percent from the 3-year average.

Note: 3-year average consists of 4-week running average.
Source: USDA, Federal Grain Inspection Service.

Figure 18. U.S. grain inspections for U.S. Gulf and PNW (wheat, corn, and soybeans)



Source: USDA, Federal Grain Inspection Service.

Week ending 09/24/26 inspections (mmt):
MS Gulf: 1.7
PNW: 0.76
TX Gulf: 0.13

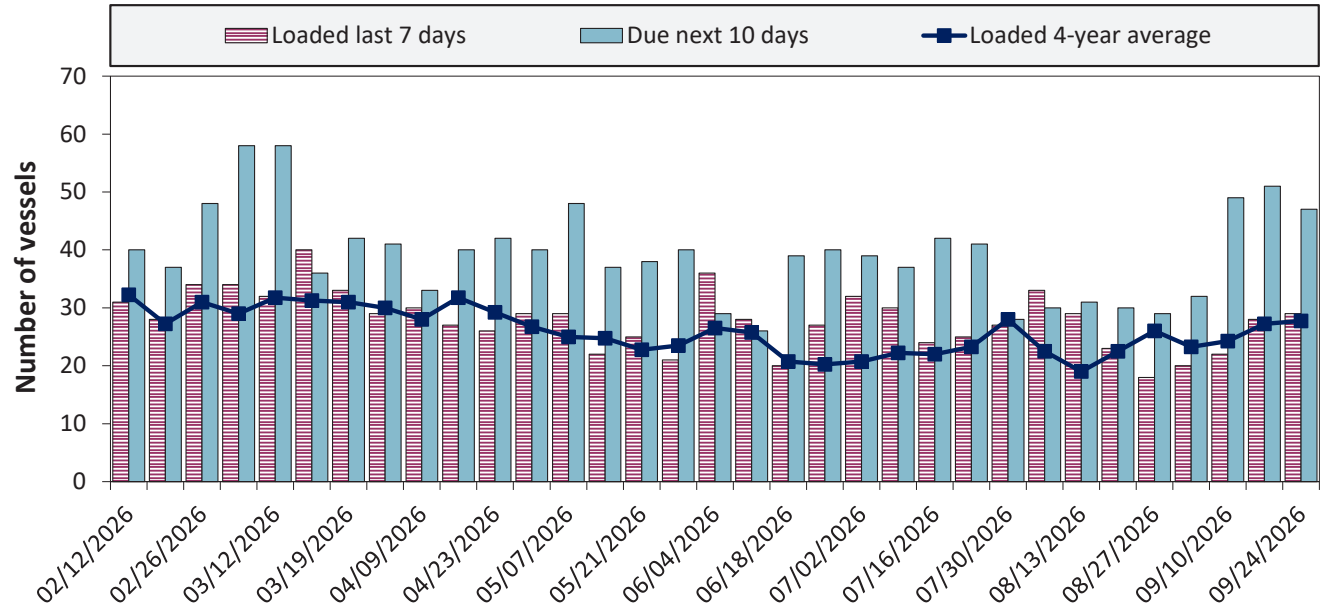
Percent change from:	MS Gulf	TX Gulf	U.S. Gulf	PNW
Last week	up 14	up 6	up 13	down 16
Last year (same 7 days)	up 29	down 26	up 22	down 1
3-year average (4-week moving average)	up 54	down 1	up 48	up 66

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

Date	Gulf			Pacific Northwest
	In port	Loaded 7-days	Due next 10-days	In port
9/24/2026	25	29	47	11
9/17/2026	21	28	51	14
2025 range	(12…40)	(11…37)	(26…55)	(5…25)
2025 average	28	28	45	13

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

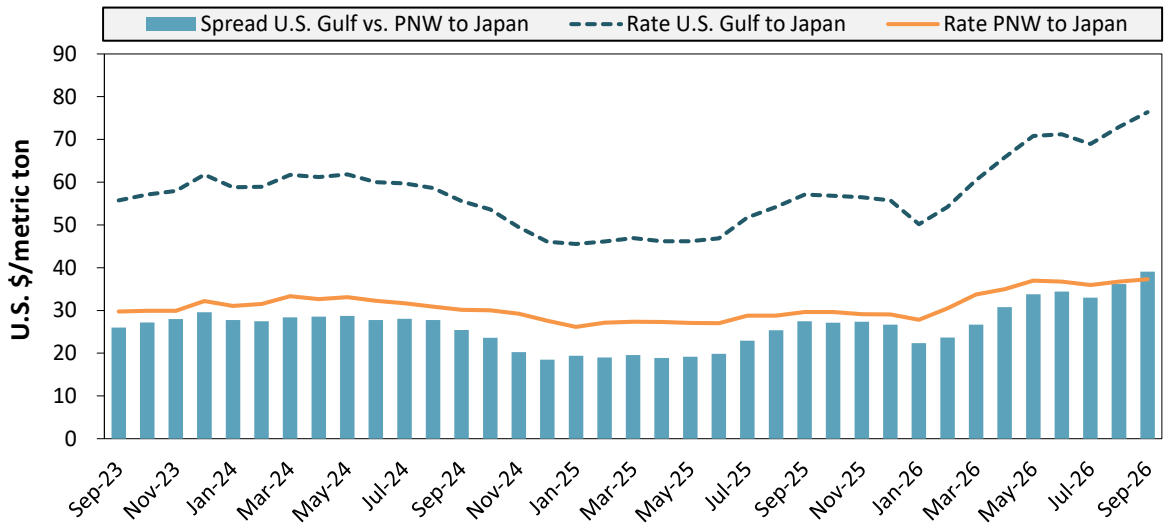
Figure 19. U.S. Gulf vessel loading activity



Week ending 09/24/26, number of vessels	Loaded	Due
Change from last year	-17%	2%
Change from 4-year average	5%	4%

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
September 2026	$76.38	$37.31	$39.07
Change from September 2025	34%	26%	42%
Change from 4-year average	34%	20%	51%

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

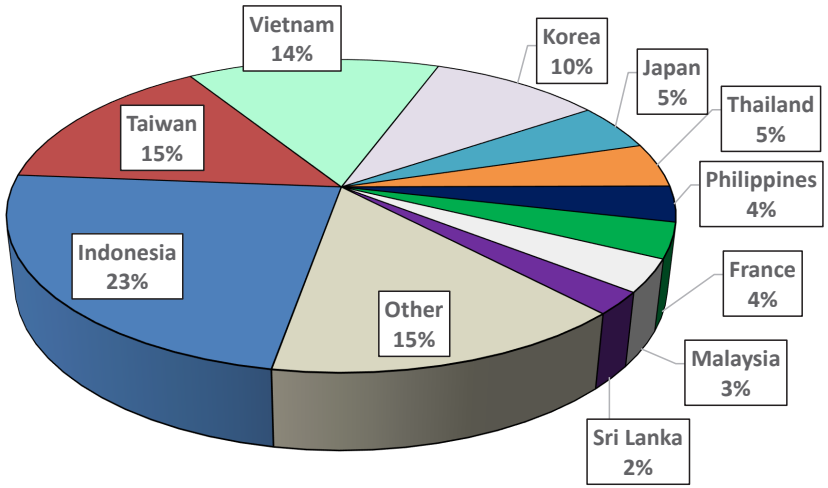
Table 20. Ocean freight rates for selected shipments, week ending 09/26/2026

Export region	Import region	Grain types	Entry date	Loading date	Volume loads (metric tons)	Freight rate (US$/metric ton)
U.S. Gulf	N. China	Heavy grain	Sep 3, 2026	Sep 20/30, 2026	68,000	76.00
U.S. Gulf	N. China	Heavy grain	Aug 28, 2026	Sep 1/10, 2026	68,000	73.50
U.S. Gulf	China	Heavy grain	Aug 6, 2026	Sept 2/11, 2026	66,000	69.25
PNW	Japan	Heavy grain	Aug 14, 2026	Nov 1/15, 2026	65,000	41.00
PNW	China	Heavy grain	Aug 4, 2026	Sep 1/10, 2026	65,000	35.00
PNW	Taiwan	Wheat	Jun 5, 2026	Aug 1/15, 2026	59,000	47.95
Brazil	China	Heavy grain	Aug 19, 2026	Sep 15/20, 2026	64,000	51.15
Brazil	China	Heavy grain	Aug 12, 2026	Aug 20/30, 2026	63,000	50.50
Brazil	China	Heavy grain	Jul 29, 2026	Aug 21/30, 2026	63,000	49.75
Brazil	China	Heavy grain	Jul 29, 2026	Aug 15/20, 2026	63,000	50.00
Brazil	China	Heavy grain	Jul 24, 2026	Aug 14/19, 2026	66,000	52.00
Brazil	Poland	Heavy grain	Jul 8, 2026	Aug 14/21, 2026	60,000	30.90
Brazil	Jordan	Heavy grain	Jul 30, 2026	Aug 15/30, 2026	70,000	45.00
Brazil	Thailand	Heavy grain	Sep 17, 2026	Oct 14/19, 2026	63,000	54.50
River Plate	France	Heavy grain	Sep 17, 2026	Oct 1/11, 2026	50,000	44.00

Note: 50 percent of food aid from the United States is required to be shipped on U.S.-flag vessels. Rates shown are per metric ton (1 metric ton = 2,204.62 pounds), free on board (F.O.B.), except where otherwise indicated. op = option, PNW = Pacific Northwest.
Source: Maritime Research, Inc.

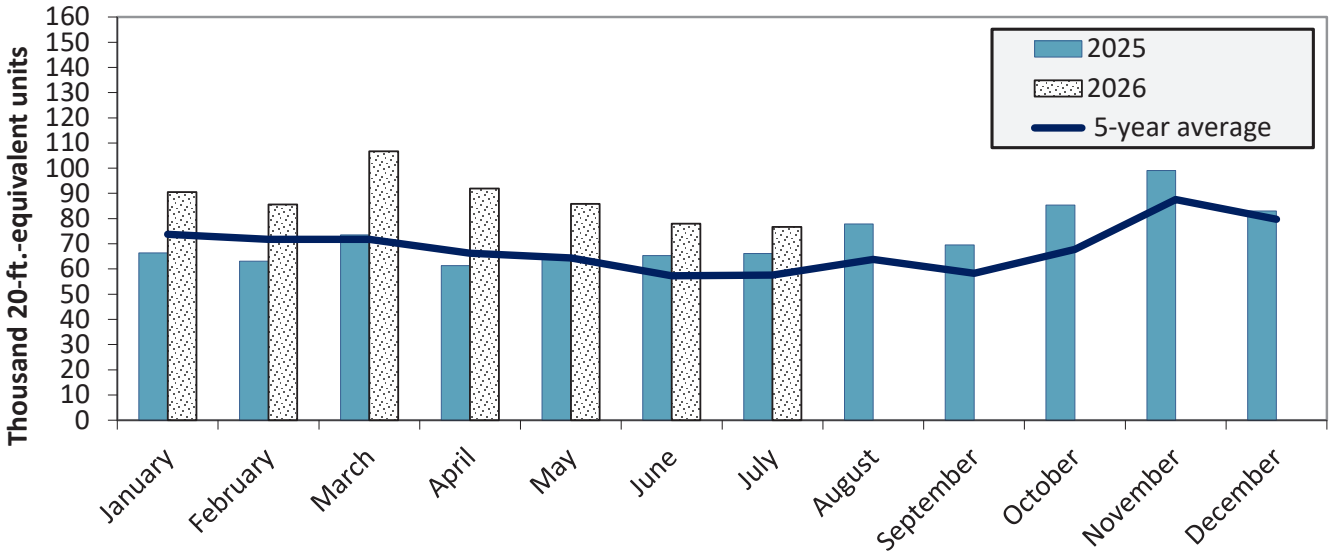
In 2025, containers were used to transport 11 percent of total U.S. waterborne grain exports. Approximately 48 percent of U.S. waterborne grain exports in 2025 went to Asia, of which 19 percent were moved in containers. Approximately 83 percent of U.S. waterborne containerized grain exports were destined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

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



Note: The following harmonized tariff codes are used to calculate containerized grains movements: 1001, 100190, 100199, 100119, 1002, 100200, 1003, 100300, 1004, 100400, 1005, 100590, 1007, 100700, 100790, 110100, 1102, 110220, 110290, 1201, 120100, 120190, 120810, 230210, 230310, 230330, 2304, 230400, and 230990.
Source: USDA, Agricultural Marketing Service analysis of PIERS data, S&P Global.

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



Containerized grain shipments in July 2026 were up 15.8 percent from last year and up 33.0 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.

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

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