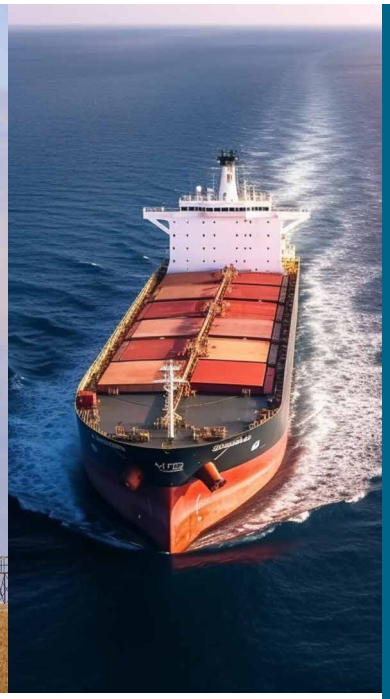
USDA Agricultural Marketing Service
U.S. DEPARTMENT OF AGRICULTURE



Grain Transportation Report

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USTR Proposes Extending Suspension of Port Fees on China-Linked Ships. The Office of the United States Trade Representative (USTR) has proposed extending the suspension of its Section 301 port fees on China-linked vessels through January 9, 2027. Comments are due to USTR by 5 pm on October 30.

First implemented in October 2025, the port fees were then suspended for a year beginning on November 10, 2025. If the fees are reinstated, Chinese-owned or operated vessels will be assessed fees at $50 per net ton, and Chinese-built vessels will be assessed fees at $18 per net ton or $120 per container, with both rates set to rise incrementally over 3 years. However, Chinese-built bulk vessels will not incur a fee if they arrive empty (in ballast) or if their capacity is less than 80,000 deadweight tons (*Grain Transportation Report (GTR), April 24, 2025, first highlight*).

With the largest shipbuilding capacity of any nation, China had 134 million deadweight tons of dry bulk vessels on order as of September 2026—79 percent of the world's dry bulk vessel orderbook (Drewry Maritime Research).

Railroads Update Oat Tariff Rates. U.S. oat demand outpaces domestic production, requiring substantial imports to meet consumer demand for oat products. The United States relies almost entirely on Canada for its oat supplies, shipping them south via rail, truck, and lake vessel to Great Lakes ports (*GTR, November 20, 2025*).

For marketing year 2026/27, railroads recently updated their oat tariff rates. Effective November 1, BNSF Railway (BNSF) will raise its oat tariffs by $200 per car. BNSF originates oat shipments from North Dakota and—despite being mainly a U.S. railroad—operates a roughly 90-mile corridor between Winnipeg, Manitoba, and the U.S.-Canada border.

Canadian Pacific Kansas City raised its oat tariff rates in October, boosting per car rates from Canada to Minneapolis, MN, by $210, and to Duluth, MN, and Chicago, IL (for interchange), by $215. Another railroad that moves Canadian oats into the U.S. market, Canadian National Railway raised its per car rates earlier, in September, by $225 to Cedar Rapids and St. Ansgar, IA.

DOT Awards $200 Million To Expand Truck Parking in 12 States. On October 14, the U.S. Department of Transportation (DOT) announced $200 million in grants for 2,400 new truck parking spaces in 12 States, including two grain-producing Midwest States: Iowa and Wisconsin.

In Iowa, $24.5 million will be used to expand and modernize truck parking at six public rest areas along I-80, and in Wisconsin, a $15 million project will add approximately 106 truck parking spaces between two safety rest areas along a rural section of I-41. In July, DOT delivered an additional $62 million to address the truck parking shortage in Kentucky, Wyoming, Louisiana, Mississippi, and Illinois. Nationwide, truck parking has been in crisis for years. According to DOT, 40 percent of truck drivers spend more than an hour per day searching for a place to park.

Covered Hopper Lease Rates Remain High. In an October 2026 article of *Railway Age* (starting on page 12), an industry expert noted that rates in the railcar lease market, across car types, have been steadily high in recent years. Strong carloadings (over the past year)—combined with low new-car builds and the potential for merger-related service disruptions—could keep rates elevated in the coming months.

The article listed current monthly rates for several rail car types used to transport grain: large covered hopper (C-114) full-service contract rates are in the high $500s, up approximately $100 from earlier this year (*GTR, June 11, 2026, third highlight*). Small covered hoppers (C-113) range from the high $300s to low $400s—similar to earlier this year. The C-113 cars are important for short line railroads, whose tracks cannot always handle the larger C-114 cars. Rates for larger covered hoppers (used to transport grain products) currently average in the low $700s.

For additional transportation news related to grain and other agricultural products, see the Transportation Updates and Regulatory News page on AgTransport. A dataset of all news entries since January 2023 is also available on AgTransport.

Export Sales

For the week ending October 22, **unshipped balances** of corn, soybeans, and wheat for marketing year (MY) 2026/27 totaled 36.55 million metric tons (mmt), up 4 percent from last week and up 4 percent from the same time last year.

Net **corn export sales** for MY 2026/27 were 1.30 mmt, down 15 percent from last week. Net **soybean export sales** were 2.58 mmt, down 9 percent from the previous week. Net **wheat export sales** were 0.85 mmt, up significantly from last week.

Rail

U.S. Class I railroads originated 29,072 **grain carloads** during the week ending October 17. This was unchanged from the previous week, 9 percent more than last year, and 6 percent more than the 3-year average.

Average November **shuttle secondary railcar bids/offers** (per car) were $188 above tariff for the week ending October 22. This was $56 more than last week and $393 lower than this week last year. Average non-shuttle secondary railcar bids/offers per car were $78 above tariff. This was $53 more than last week and $97 more than this week last year.

Barge

For the week ending October 24, **barged grain movements** totaled 535,600 tons. This was 3 percent more than the previous week and 25 percent less than the same week last year.

For the week ending October 24, 346 **barges moved down river**, 2 more than the previous week. There were 873 grain barges unloaded in the New Orleans region, unchanged from the previous week.

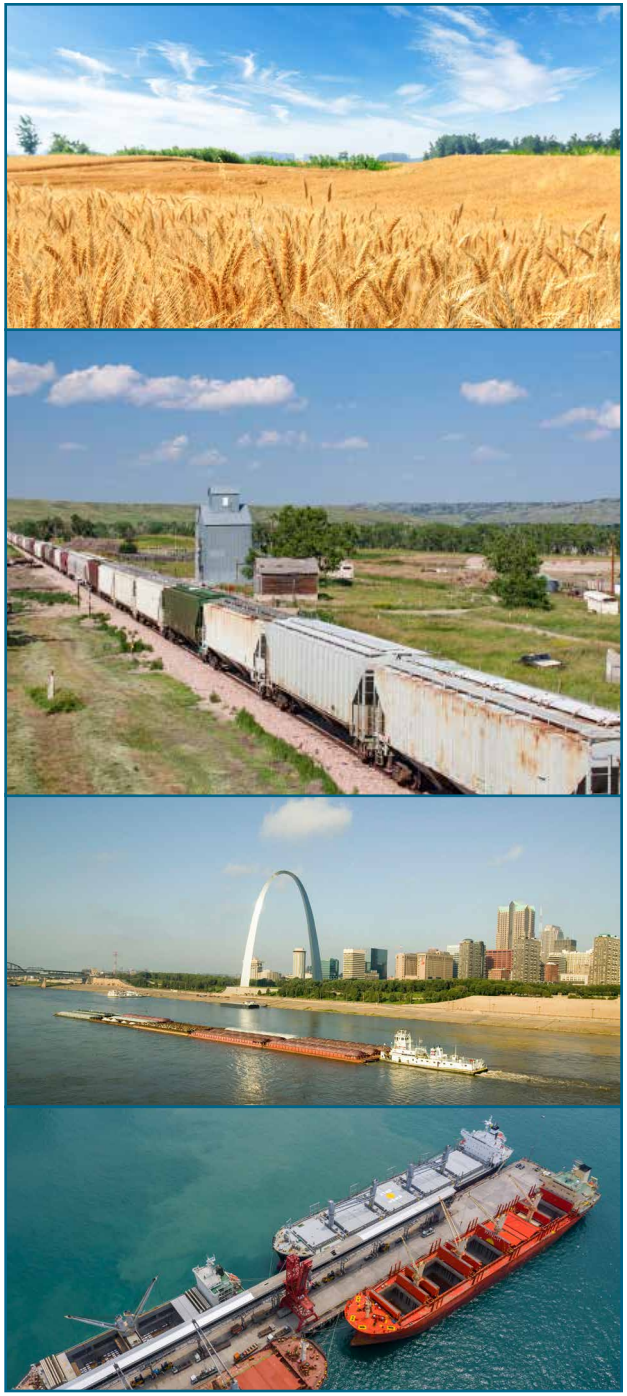
Ocean

For the week ending October 22, 28 **oceangoing grain vessels** were loaded in the Gulf—15 percent fewer than the same period last year. Within the next 10 days (starting October 23), 42 vessels were expected to be loaded—2 percent fewer than the same period last year.

As of October 22, the rate for shipping a metric ton (mt) of grain from the U.S. Gulf to Japan was $76.50, unchanged from the previous week. The rate from the Pacific Northwest to Japan was $38.50 per mt, 3 percent more than the previous week.

Fuel

For the week ending October 26, the **U.S. average diesel fuel price** increased 7.6 cents from the previous week to $6.352 per gallon, 263.4 cents above the same week last year.



DDGS Transportation Update: Exports Up from 2025 as Container Shipping Gains Market Share

As a co-product of ethanol production and input to animal feed, distillers' dried grains with solubles (DDGS) are a key driver of export-transportation demand. This article reviews market dynamics for bulk vs. container shipping, YTD volumes of DDGS exports, export shares for top buyers and major ports—and the ways all these factors affect transportation demand.

Year to date (YTD) (through August 31), DDGS accounted for 8 percent of total U.S. grain export volumes (corn, soybeans, wheat, and other coarse grains), unchanged from the same time last year, and 34 percent of total containerized grain export volumes, up 3 percent from the same time last year.

As of August 31, total YTD DDGS export volumes increased 13 percent from the same period last year, spurred by sharply rising global demand for feed especially in major markets such as Mexico, South Korea, Vietnam, Indonesia, and Turkey. Export demand was also bolstered by DDGS's cost competitiveness relative to soybean meal and other protein sources. Compared to the same period last year, waterborne containerized DDGS export volumes increased 42 percent, while waterborne bulk DDGS exports fell 14 percent.

Market Dynamics: Bulk vs. Container Shipping

Waterborne DDGS export volumes are shipped by either bulk vessels or container ships. As the second-largest containerized grain export (after soybeans), DDGS volumes accounted for 30 percent of the U.S. containerized grain export market in 2025. Exports of DDGS can shift fairly easily between bulk and containerized ocean shipping.[1]

In 2026, bulk shipping lost market share to containers for several reasons: logistical constraints on bulk movements, operational flexibility of containers, and perhaps, most importantly, a market preference for containers in Asia (where demand grew the most). Asian buyers tend to prefer smaller, more frequent shipments, rather than full-vessel quantities. Containers let U.S. exporters meet this preference with consistent quality, coloration, and packages precisely sized for local feed mills.

Despite containers' market advantage, each mode posed distinct tradeoffs for grain shippers. Bulk shipping remained cost efficient for large grain volumes, but bulk freight rates rose as grain competed with iron ore and coal for vessel space. At the same time, spiking bunker fuel costs pushed rates up further, and rapidly expanding fleets volatized rates, because vessel supply did not always match where and when ships were needed.

Containerized grain shippers, meanwhile, encountered persistent port congestion, equipment shortages caused by global container imbalances, volatile spot rates, and inland bottlenecks that delayed cargo even when ocean capacity was available. Also, rates for containerized grain, which moves in east-to-west backhaul shipments, have risen less sharply than for west-to-east headhaul of consumer goods.

Since mid-2023, both bulk and containerized grain exports have faced substantial logistical challenges—from restricted vessel transits at the Panama Canal, to costly diversions through the Red Sea, to even costlier diversions (in terms of ton-miles) around the Cape of Good Hope. However, the diversions affected bulk and container shipping differently: rerouting bulk shipments strained vessel supply and drove up freight rates; rerouting container shipments tended to destabilize schedules and create equipment shortages. Uncertain schedules are especially problematic for customers of containerized DDGS, who depend on available containers to receive small, frequent purchases.

1 Several factors—such as container availability, freight rates, and shipment volumes—determine the economic viability of bulk vs. container shipping. The growth in DDGS exports and changes in destination markets may also require the market to shift between bulk and containerized shipments. For example, some emerging destinations require mostly bulk shipments of DDGS, while others can accept only containers.

To summarize the tradeoffs: bulk shipping generally offered lower per ton costs than container shipping, but was more exposed to commodity market and geopolitical volatility. Container shipping, in contrast, provided more flexibility and better cargo protection, but cost significantly more than bulk shipping and was more susceptible to operational bottlenecks.

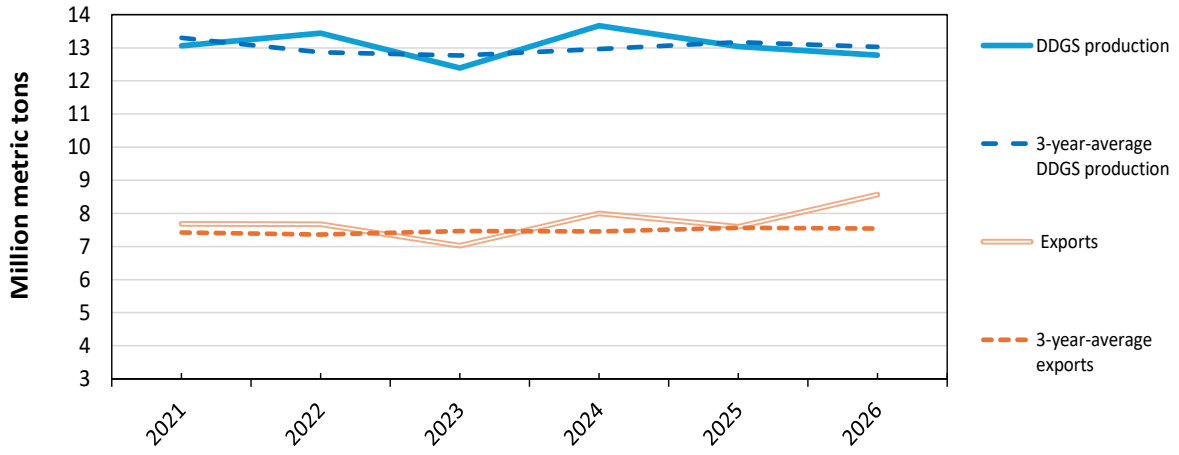
Higher DDGS Exports, Despite Production Decline

Despite rising YTD ethanol production, production of DDGS (ethanol's co-product) declined.[2] As of August 31, YTD DDGS production was down 2 percent from the same time last year and down 2 percent from the 3-year average. Typically, the majority of DDGS production is exported. (In 2025, the export share was 59 percent.)

As of August 31, YTD DDGS export volumes were up 13 percent from the same time last year and up 14 percent from the 3-year average. Higher DDGS purchases from the top importers accounted for the increases (fig. 1).

Importing Countries. The top six U.S. DDGS buyers—Mexico, Indonesia, South Korea, Vietnam, Colombia, and Turkey—accounted for 67 percent of all YTD export volumes (bulk and containerized combined). Compared to the same period last year, YTD DDGS exports increased to all top buyers, except Colombia, which saw a 1-percent decrease. The largest increases were to Indonesia (+101 percent); Turkey (+20 percent); Vietnam (+17 percent);

Figure 1. U.S. DDGS production and exports, January to August 2021-26



Note: DDGS = dried distiller's grains.
Source: National Agricultural Statistics Service, USDA and Foreign Agricultural Service, USDA.

Mexico (+7 percent); and Korea (+5 percent). Indonesia's surge in purchases was driven by strong livestock and poultry demand, tighter domestic supplies, and trade commitments under the U.S.–Indonesia Reciprocal Trade Agreement.

Port Shares of DDGS Export Volumes. Sixty-five percent of YTD export volumes of U.S. DDGS left from five districts. Ocean shipments sailed from New Orleans, LA (24 percent); Los Angeles, CA (18 percent); and New York, NY (7 percent). Overland truck and rail exports left from Laredo, TX (10 percent), and El Paso, TX (6 percent). Of the Los Angeles district's total DDGS exports, 74 percent were shipments destined for South Korea, Vietnam, Indonesia, Taiwan, and Thailand. Of the New Orleans district's total DDGS exports, 45 percent were to Colombia, Turkey, and New Zealand. Of the New York district's total DDGS exports, 84 percent were to Indonesia, Turkey, and Vietnam.

Container vs. Bulk Shares and Volumes. For all the reasons previously cited, containerized DDGS gained market share from the bulk DDGS sector. From 2022 to 2026 (for the period from January to August), the share of containerized exports rose from 40 percent to 64 percent (fig. 2).

In 2026, of total YTD export volumes of U.S. waterborne DDGS, containerized DDGS exports were up 42 percent from the same period last year and up 43 percent from the 3-year average.[3] YTD bulk exports were down 14 percent from the same time last year and down 8 percent from the 3-year average.

2 The increased operational efficiency of dry mill ethanol plants has resulted in more ethanol and corn oil production and less DDGS production. For example, the DDGS conversion rate declined from 16.95 pounds per bushel of corn in 2014 to 15.18 pounds in 2025.
3 These statistics are based on PIERS/IHS Markit data, which do not include cross-border movements.

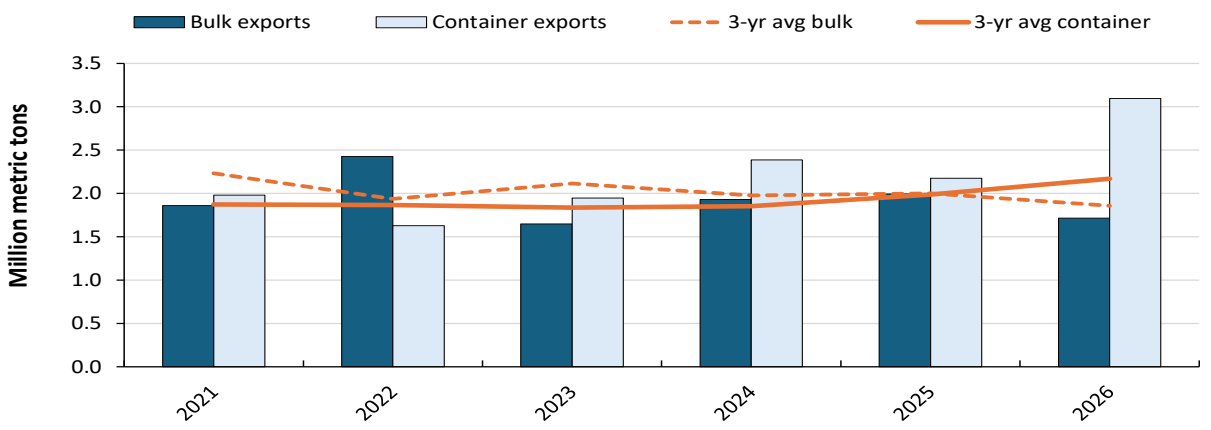
As a market share of total waterborne DDGS exports, the YTD bulk exports' share lost 12 percentage points to containerized exports.

Additionally, freight rates rose more for bulk shipments than for container shipments. From January to August, for a 40-foot container from the U.S. West Coast to Shanghai, China, container shipping rates averaged $922 per container—up 13 percent from the same 2025 period and up 3 percent from the 3-year average. In contrast, for the same January-to-August period, ocean freight rates for shipping bulk grain from the U.S. PNW to Japan averaged $34.19 per metric ton—up 25 percent from the same 2025 period and up 15 percent from the prior 3-year average.

Top Importers of Waterborne Containerized DDGS. Together, the top five buyers—Indonesia, Vietnam, Korea, Turkey, and Thailand—accounted for 78 percent of YTD export volumes of waterborne containerized U.S. DDGS exports. Compared to the same period last year, YTD containerized DDGS export volumes increased to all top buyers. The largest increases were to Indonesia (+91 percent); Turkey (+31 percent); Vietnam (+30 percent); Korea (+23 percent); and Thailand (+17 percent). Moving from the third to the top spot, Indonesia displaced Vietnam as the largest importer. Asian buyers—especially in South Korea, Vietnam, and Indonesia—prefer containerized U.S. DDGS.

Countries whose DDGS purchases are all containerized have included Indonesia and Korea since 2019, as well as Vietnam and Thailand since 2023. Another top buyer, Turkey, has steadily shifted from bulk to containerized DDGS purchases over time. Historically a bulk purchaser, Turkey increased its share of containerized DDGS from just 3 percent in 2022 to 37 percent in 2026. Similarly, containerized purchases by Japan (YTD eighth-largest buyer) also rose, from just 19 percent in 2020 to 68 percent in 2026. In contrast, two other top buyers—Mexico and Colombia—have mostly purchased bulk DDGS.

Figure 2. Exports of (waterborne) bulk and containerized DDGS, January to August 2021-26



Source: IHS Markit/PIERS

On the Horizon

Looking ahead, uncertainty remains in both the bulk and container markets, regarding operational and freight costs and geopolitical conditions. In bulk shipping, although expanded vessel fleets could soften rates, the expansions may not eliminate exposure to rising fuel costs, chokepoint vulnerabilities at the Panama Canal and Red Sea, or shifting global demand that could tighten or oversaturate vessel capacity.

Some industry analysts such as Drewry expect container freight rates to begin to stabilize as new vessel deliveries help balance out demand with added capacity. However, container shipping still carries the risks of port congestion and recurring equipment imbalances. Also, continued rerouting could degrade service reliability, especially for container-dependent grain products like DDGS.

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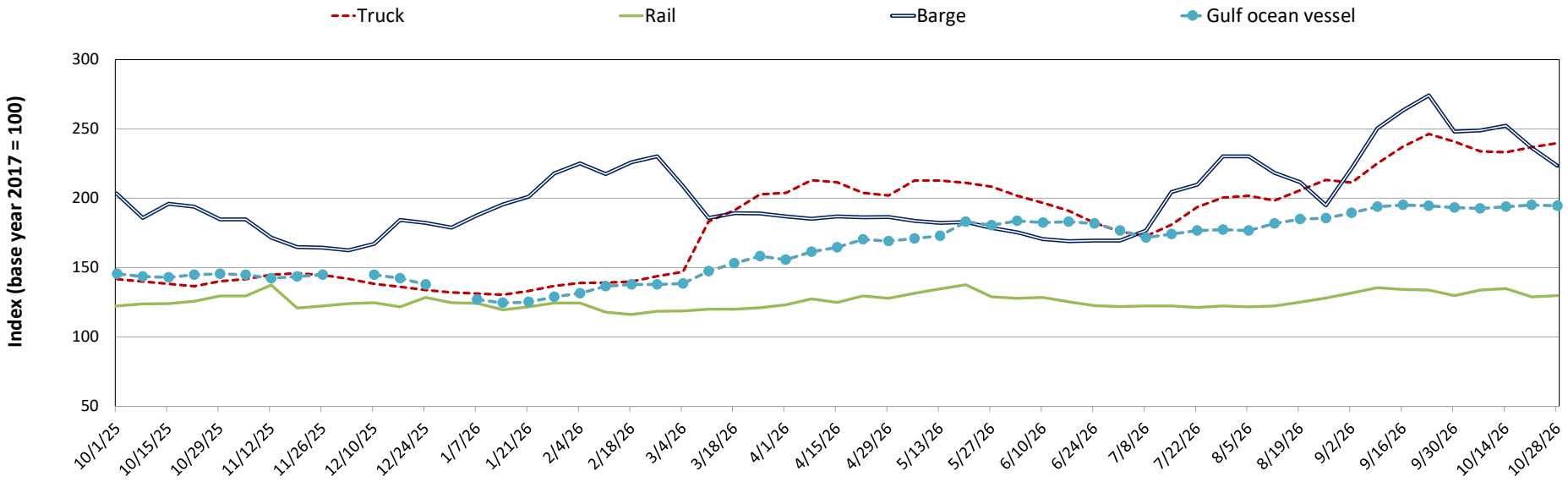
Grains are transported to the domestic and international markets via one or more of the following modes: truck, rail, barge, and oceangoing vessel. Monitoring the cost of transportation for each mode is vital to the marketing decision making process.

Table 1. Grain transport cost indicators

For the week ending:	Truck	Rail	Barge	Ocean	
				Gulf	Pacific
10/28/26	240	130	224	195	183
10/21/26	237	129	236	195	178
10/29/25	140	130	185	146	143

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.

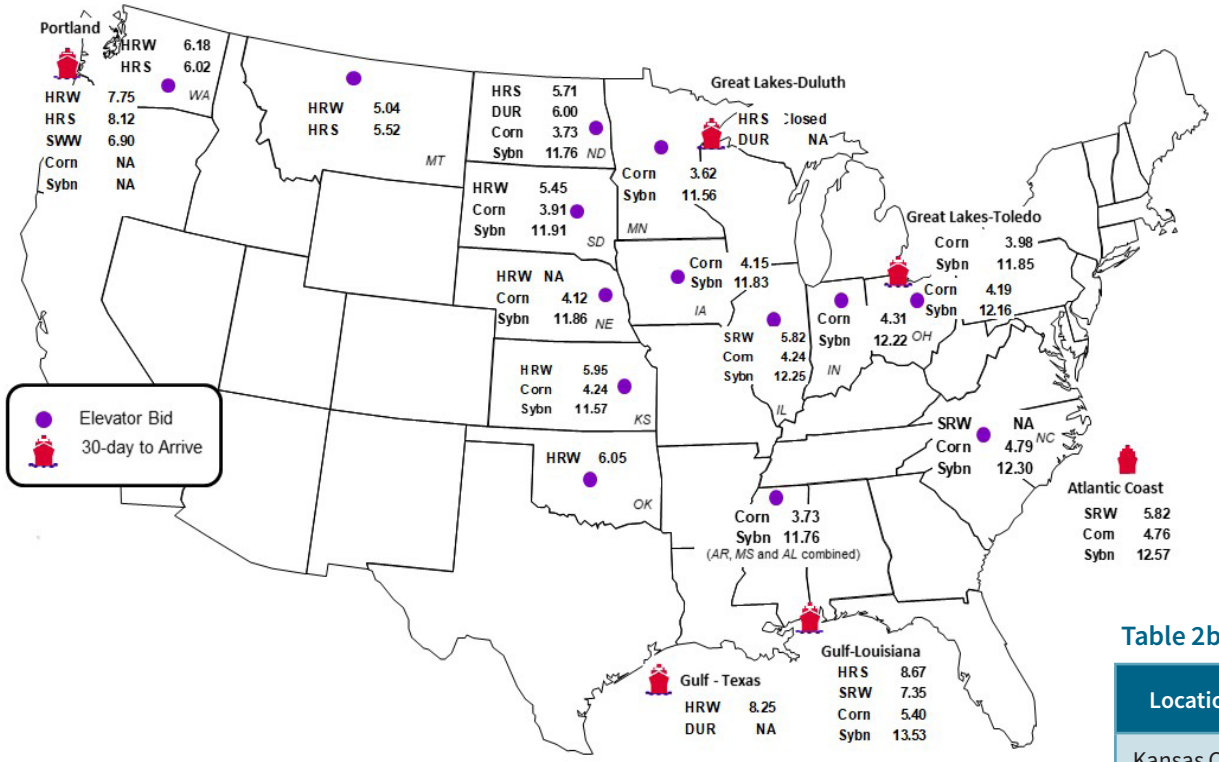
Figure 1. Grain transportation cost indicators as of week ending 10/28/26



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	10/23/2026	10/16/2026
Corn	IL–Gulf	-1.16	-1.10
Corn	NE–Gulf	-1.28	-1.15
Soybean	IA–Gulf	-1.70	-1.63
HRW	KS–Gulf	-2.30	-2.35
HRS	ND–Portland	-2.41	-2.56

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	10/23/2026	Week ago 10/16/2026	Year ago 10/24/2025
Kansas City	Wht	Dec	6.646	6.992	5.014
Minneapolis	Wht	Dec	6.415	6.700	5.570
Chicago	Wht	Dec	6.250	6.552	5.126
Chicago	Corn	Dec	4.558	4.668	4.232
Chicago	Sybn	Dec	12.684	12.686	10.602

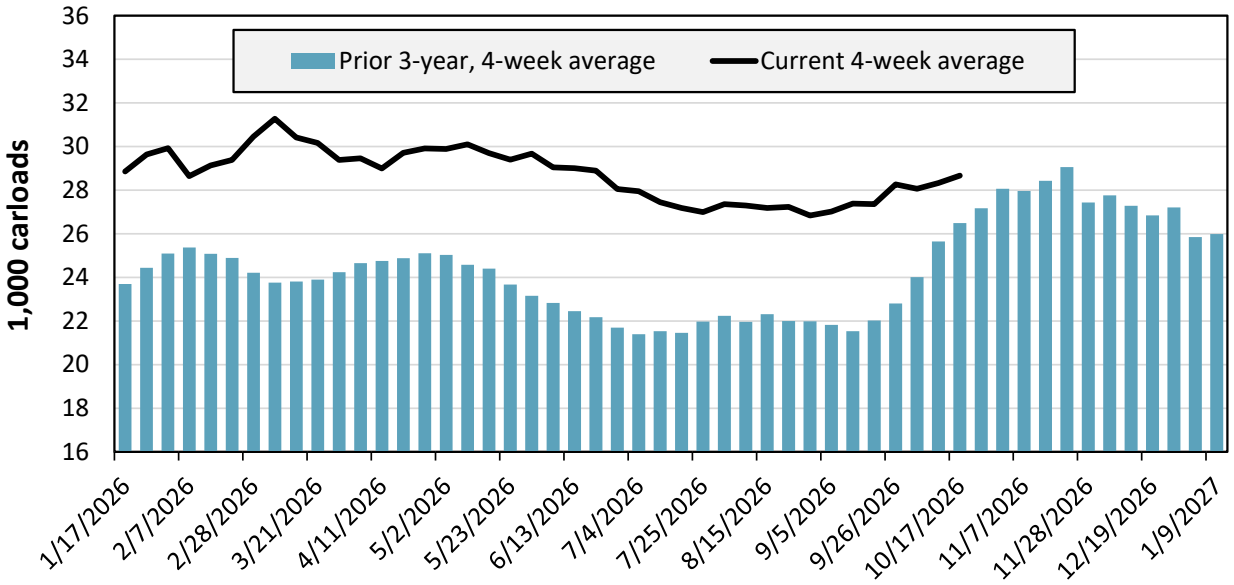
Sources: Chicago Mercantile Exchange (CME) Group Grain and *Oilseed Futures Report*.

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

For the week ending: 10/17/2026	East		West		Central U.S.		U.S. total
	CSX	NS	BNSF	UP	CPKC	CN	
This week	1,928	2,534	11,584	6,440	4,661	1,925	29,072
This week last year	1,497	2,552	11,069	5,893	3,535	2,092	26,638
2026 YTD	62,264	103,388	522,983	272,512	150,675	69,373	1,181,195
2025 YTD	64,129	111,442	468,053	243,203	119,208	59,095	1,065,130
2026 YTD as % of 2025 YTD	97	93	112	112	126	117	111
Last 4 weeks as % of 2025	114	89	101	105	134	94	105
Last 4 weeks as % of 3-yr. avg.	105	90	105	108	138	103	108
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 October 17, grain carloads were up 1 percent from the previous week, up 5 percent from last year, and up 8 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: 10/16/2026		East		West		Central U.S.		U.S. Average
		CSX	NS	BNSF	UP	CN	CPKC	
Average grain unit train origin dwell times (hours)	This week	43.8	41.2	29.8	17.2	8.4	21.3	26.9
	Average over last 4 weeks	34.0	33.9	23.0	18.5	9.4	20.4	23.2
	Average of same 4 weeks last year	18.2	28.2	12.7	16.1	9.9	29.6	19.1
Average grain unit train speeds (miles per hour)	This week	21.5	16.7	24.2	23.4	22.0	20.4	21.4
	Average over last 4 weeks	21.6	18.4	24.2	23.1	22.2	19.7	21.5
	Average of same 4 weeks last year	23.2	19.1	24.9	23.3	24.2	16.8	21.9

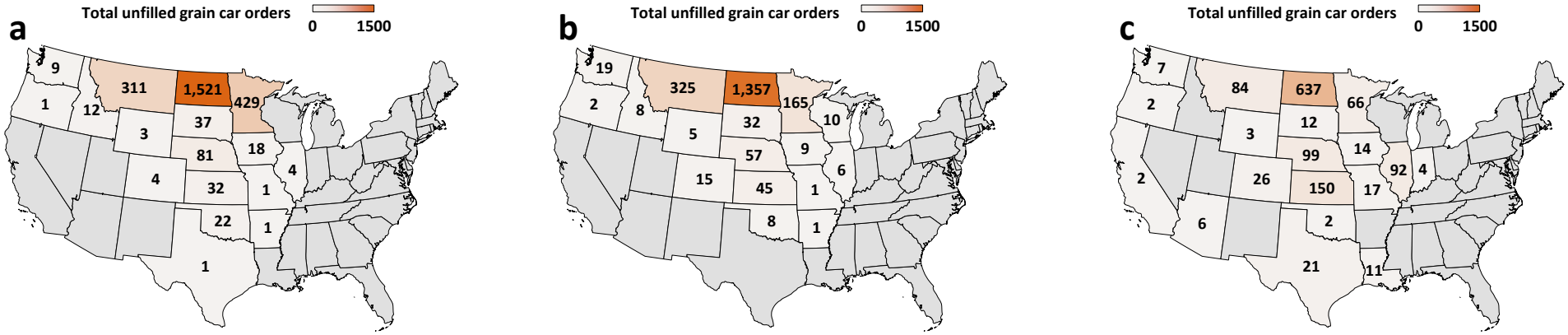
Note: NS = Norfolk Southern; UP = Union Pacific; CN = Canadian National; CPKC = Canadian Pacific Kansas City.
These service metrics are published weekly on the Surface Transportation Board's website and on AgTransport. For more information on each service metric, see 49 CFR § 1250.2.
Source: Surface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

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

For the week ending: 10/16/2026		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	28	23	295	48	6	109	510
	Average over last 4 weeks	32	27	306	58	5	144	572
	Average of same 4 weeks last year	14	5	233	59	3	248	562
Average number of loaded grain cars not moved in over 48 hours	This week	27	306	560	48	7	188	1,136
	Average over last 4 weeks	23	305	484	46	4	207	1,068
	Average of same 4 weeks last year	12	136	370	44	6	574	1,141
Average number of grain unit trains held	This week	0	0	2	2	1	1	6
	Average over last 4 weeks	0	0	6	3	1	3	12
	Average of same 4 weeks last year	0	0	3	4	0	6	13
Total unfilled manifest grain car orders	This week	0	1	1,321	93	0	1,072	2,487
	Average over last 4 weeks	0	2	957	75	0	1,050	2,083
	Average of same 4 weeks last year	4	0	438	167	88	653	1,348

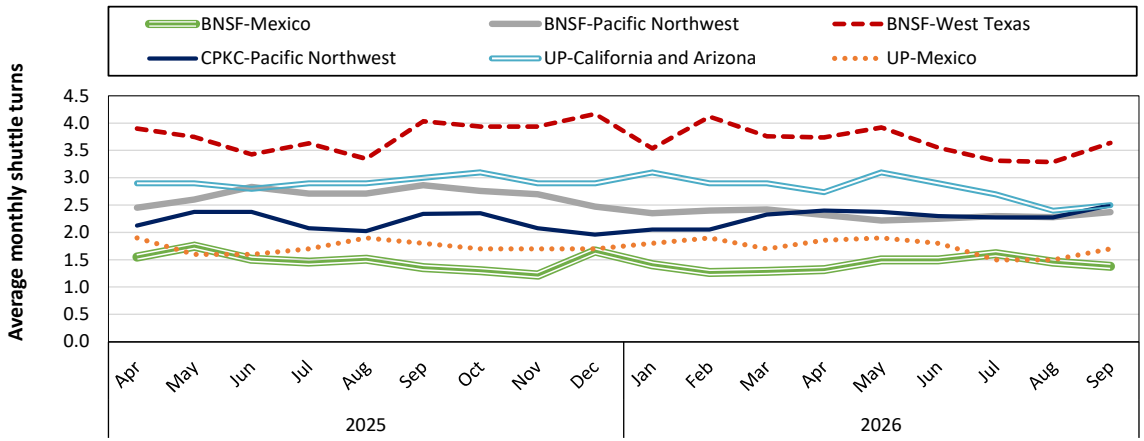
Note: NS = Norfolk Southern; UP = Union Pacific; CN = Canadian National; CPKC = Canadian Pacific Kansas City.
These service metrics are published weekly on the Surface Transportation Board's website and on AgTransport. For more information on each service metric, see 49 CFR § 1250.2.
Source: Surface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

Figure 4. Unfilled manifest grain car orders by State for the week ending 10/16/2026 (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

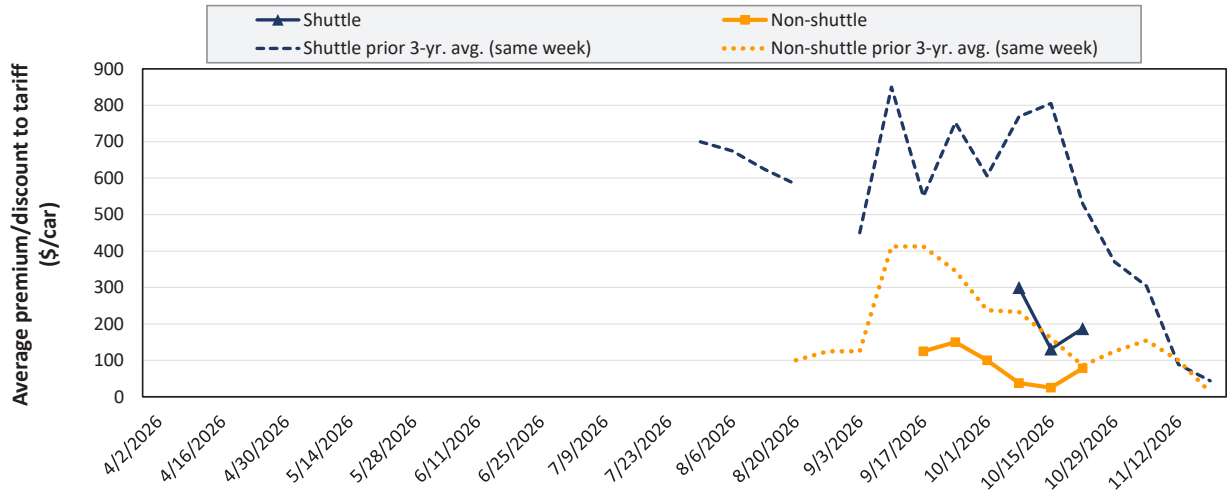


In September 2026, BNSF Railway's average monthly grain shuttle turns were 1.4 to Mexico, 2.4 to the Pacific Northwest, and 3.6 to West Texas. CPKC's shuttle turns averaged 2.5 to the Pacific Northwest. Union Pacific Railroad's shuttle turns averaged 2.5 to California and Arizona, and they averaged 1.7 to Mexico.

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

Railroads periodically auction guaranteed grain car service for an individual trip or a period of time (e.g., 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 November 2026



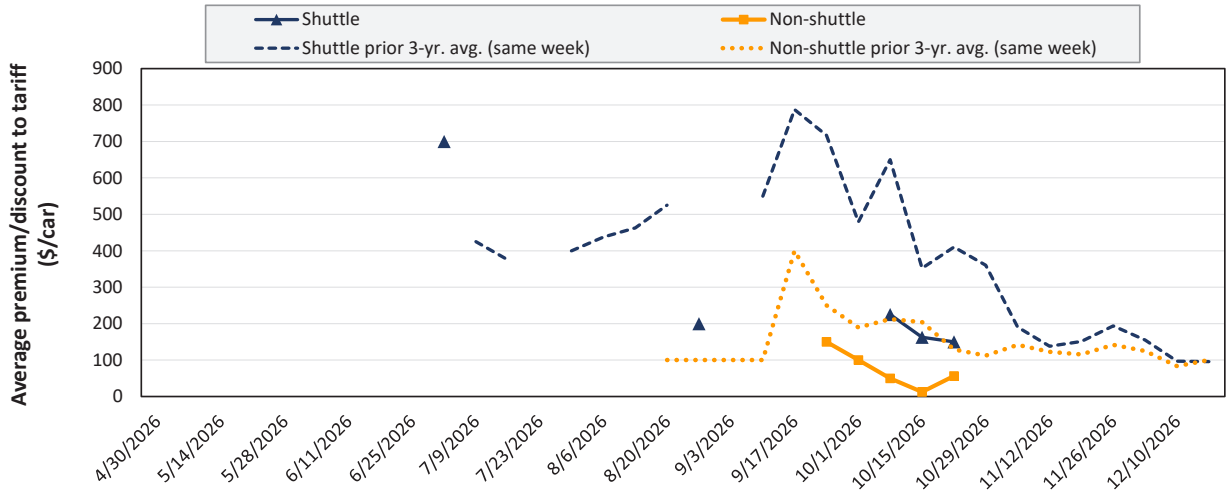
Average non-shuttle bids/offers rose $53 this week, and are $72 below the peak.

Average shuttle bids/offers rose $56 this week and are $113 below the peak.

10/22/2026	BNSF	UP
Non-Shuttle	$88	$69
Shuttle	$275	$100

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 December 2026



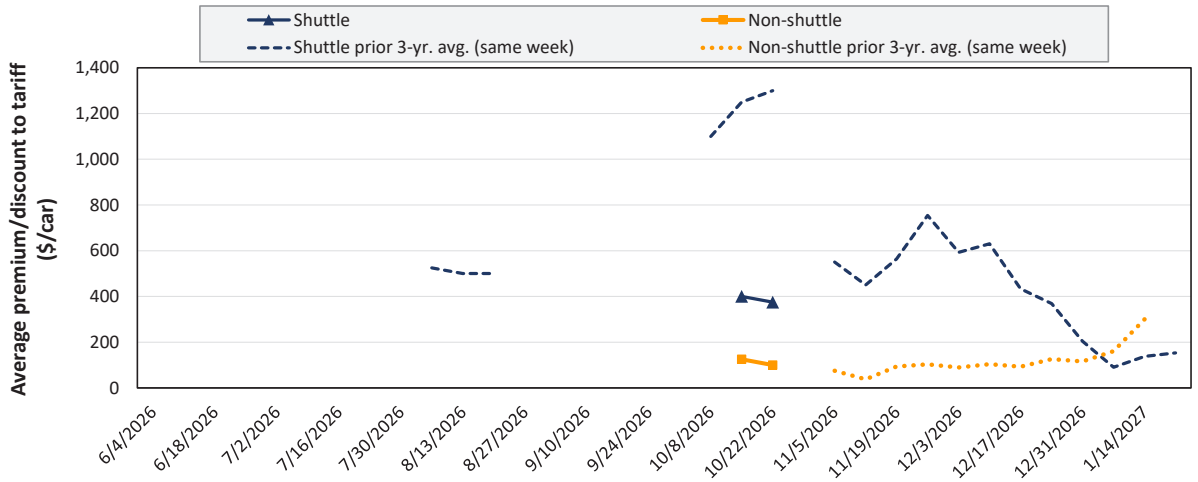
Average non-shuttle bids/offers rose $44 this week, and are $94 below the peak.

Average shuttle bids/offers fell $13 this week and are $550 below the peak.

10/22/2026	BNSF	UP
Non-Shuttle	$38	$75
Shuttle	$200	$100

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 January 2027



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

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

10/22/2026	BNSF	UP
Non-Shuttle	n/a	$100
Shuttle	$600	$150

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: 10/22/2026		Delivery period					
		Oct-26	Nov-26	Dec-26	Jan-27	Feb-27	Mar-27
Non-shuttle	BNSF	n/a	88	38	n/a	n/a	n/a
	Change from last week	n/a	63	38	n/a	n/a	n/a
	Change from same week 2025	n/a	63	-13	n/a	n/a	n/a
	UP	n/a	69	75	100	100	100
	Change from last week	n/a	44	50	-25	-25	-25
	Change from same week 2025	n/a	131	25	n/a	n/a	n/a
Shuttle	BNSF	300	275	200	600	600	600
	Change from last week	150	212	125	50	50	50
	Change from same week 2025	-800	-592	-425	n/a	n/a	n/a
	UP	0	100	100	150	150	150
	Change from last week	-100	-100	-150	-100	-100	-100
	Change from same week 2025	-675	-194	-63	n/a	n/a	n/a
	CPKC	n/a	0	n/a	0	0	0
	Change from last week	n/a	-200	n/a	n/a	n/a	n/a
	Change from same week 2025	n/a	-400	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, 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

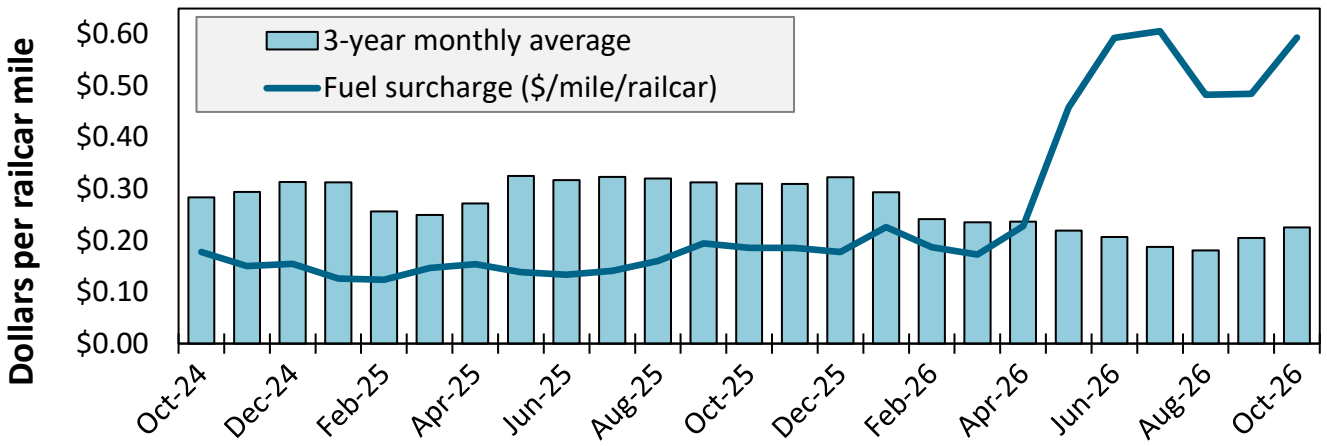
Note: Shuttle/unit trains are composed of 90+ grain cars that travel from a single origin to a single destination. All rates are for large covered hoppers (C-114), which each carry 111 short tons (100.7 metric tons). A bushel of corn weighs 56 pounds, and a bushel of soybeans weighs 60 pounds. Percentage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

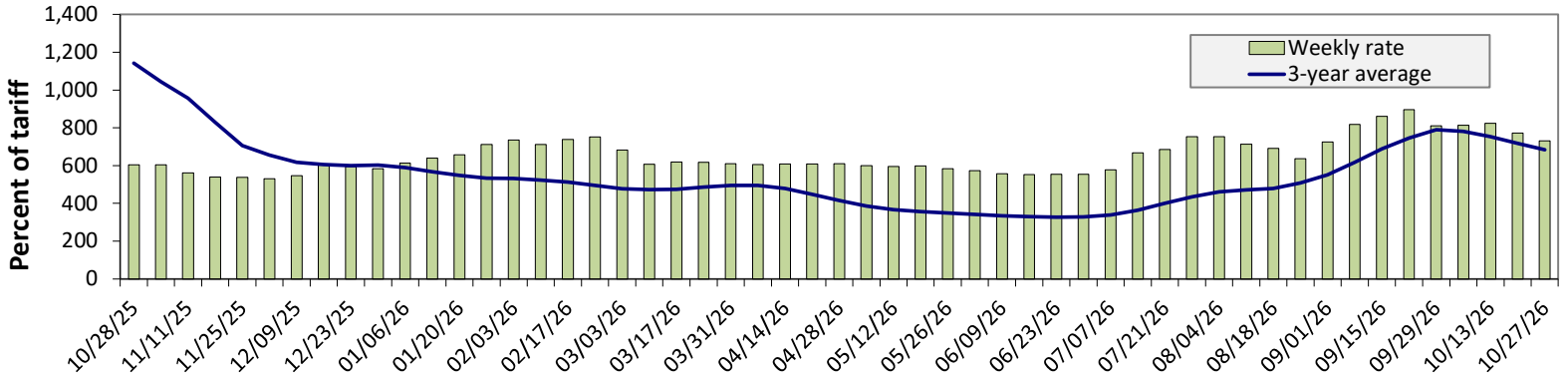
Figure 9. Railroad fuel surcharges, North American weighted average



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 October 27: 5 percent lower than the previous week; 21 percent higher than last year; and 7 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	10/27/2026	782	782	731	564	706	481
	10/20/2026	800	786	773	592	725	494
$/ton	10/27/2026	48.41	41.60	33.92	22.50	33.11	15.10
	10/20/2026	49.52	41.82	35.87	23.62	34.00	15.51
Measure	**Time Period**	**Twin Cities**	**Mid-Mississippi**	**Illinois River**	**St. Louis**	**Ohio River**	**Cairo-Memphis**
Current week % change from the same week	Last year	35	25	21	14	43	10
	3-year avg.	22	16	7	-8	9	-10
Rate	November	754	736	690	553	647	466
	January	n/a	n/a	645	542	595	455

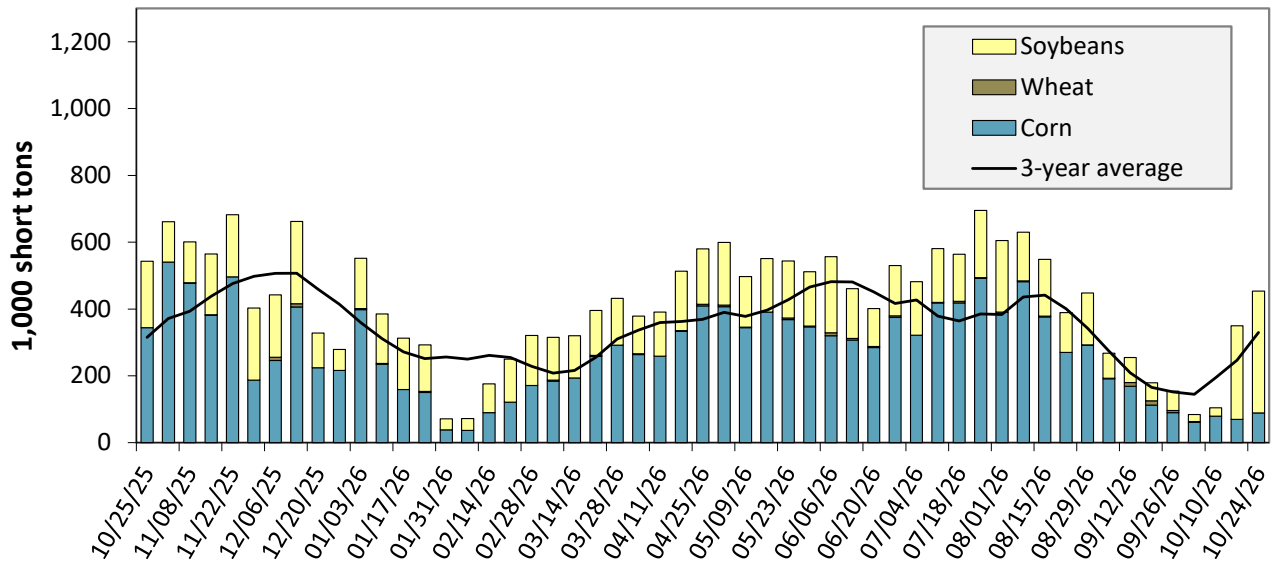
Note: Rate = percent of 1976 tariff benchmark index (1976 = 100 percent); 3-year avg. = 4-week moving average of the 3-year avg.; ton = 2,000 pounds; "n/a" = data not available. The per ton rate for Twin Cities assumes a base rate of $6.19 (Minneapolis, MN, to LaCrosse, WI). The per ton rate at Mid-Mississippi 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 October 24: 16 percent lower than last year and 38 percent higher than the 3-year average.

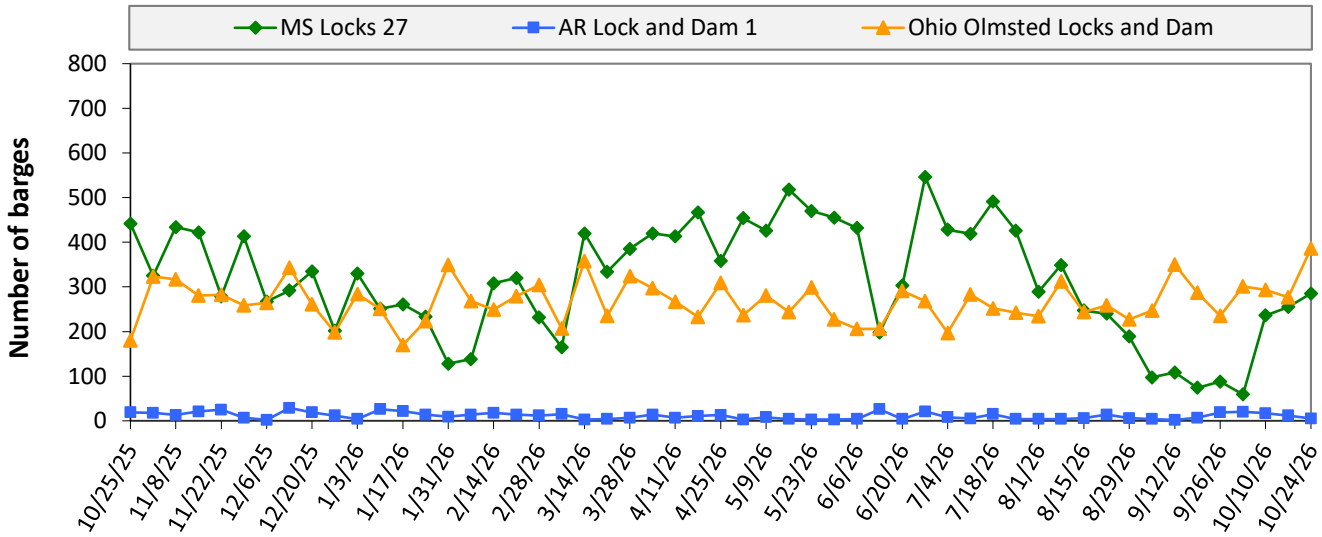
Note: The 3-year average is a 4-week moving average.
Source: U.S. Army Corps of Engineers.

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

For the week ending 10/24/2026	Corn	Wheat	Soybeans	Other	Total
Mississippi River (Rock Island, IL (L15))	25	0	180	0	205
Mississippi River (Winfield, MO (L25))	46	0	282	0	328
Mississippi River (Alton, IL (L26))	89	0	327	0	416
Mississippi River (Granite City, IL (L27))	89	0	365	0	454
Illinois River (La Grange)	75	0	124	0	200
Ohio River (Olmsted)	14	0	60	0	74
Arkansas River (L1)	0	1	6	0	7
Weekly total - 2026	104	1	431	0	536
Weekly total - 2025	423	8	283	0	714
2026 YTD	13,707	723	8,755	87	23,272
2025 YTD	15,731	1,116	8,712	144	25,702
2026 as % of 2025 YTD	87	65	100	61	91
Last 4 weeks as % of 2025	51	11	135	-	86
Total 2025	20,015	1,259	11,322	166	32,761

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

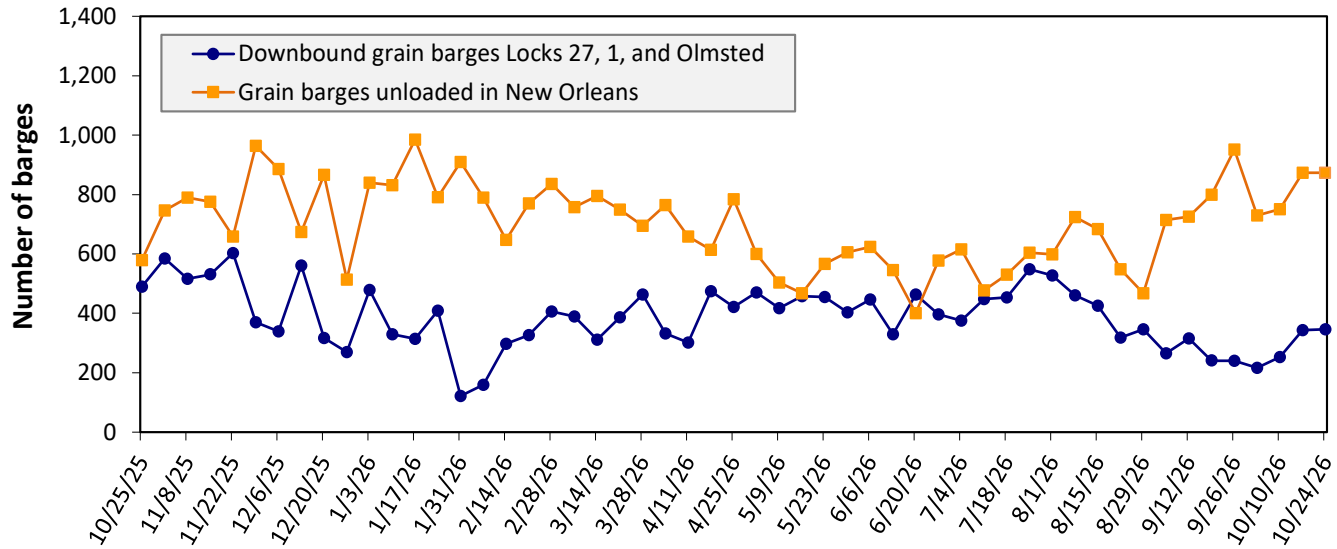
Figure 13. Upbound empty barges transiting Mississippi River Locks 27, Arkansas River Lock and Dam 1, and Ohio River Olmsted Locks and Dam



Source: U.S. Army Corps of Engineers.

For the week ending October 24: 676 barges transited the locks, 132 barges more than the previous week, and 13 percent higher than the 3-year average.

Figure 14. Grain barges for export in New Orleans region



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

For the week ending October 24: 346 barges moved down river, 2 more than the previous week; 873 grain barges unloaded in the New Orleans Region, unchanged from the previous week.

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)

September 2026	Wheat	Other	Total
Snake River (McNary Lock and Dam (L24))	296	0	296
Columbia River (Bonneville Lock and Dam (L1))	371	0	371
Monthly total 2025 (L1)	365	0	365
Monthly total 2025(L24)	328	0	328
2026 YTD(L1)	2,705	0	2,705
2026 YTD(L24)	2,193	0	2,193
2025 YTD(L1)	2,994	0	2,994
2025 YTD(L24)	2,625	0	2,625

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.

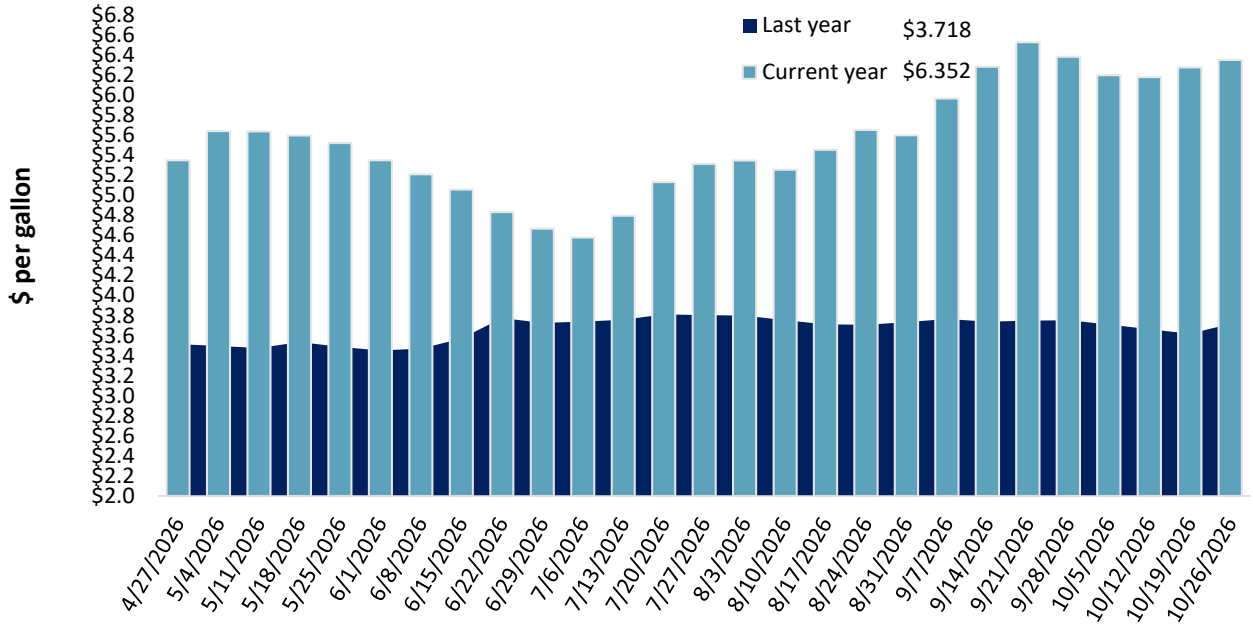
The weekly diesel price provides a proxy for trends in U.S. truck rates as diesel fuel is a significant expense for truck grain movements.

Table 13. Retail on-highway diesel prices, week ending 10/26/2026 (U.S. $/gallon)

Region	Location	Price	Change from	
			Week ago	Year ago
I	East Coast	6.079	0.095	2.356
	New England	6.421	-0.049	2.488
	Central Atlantic	6.496	-0.012	2.615
	Lower Atlantic	5.890	0.150	2.248
II	Midwest	6.480	0.128	2.765
III	Gulf Coast	5.951	0.048	2.601
IV	Rocky Mountain	6.521	0.099	2.835
V	West Coast	7.329	-0.065	2.844
	West Coast less California	6.614	-0.045	2.519
	California	8.155	-0.087	3.221
Total	United States	6.352	0.076	2.634

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 October 26, the U.S. average diesel fuel price increased 7.6 cents from the previous week to $6.352 per gallon, 263.4 cents above the same week last year.

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

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

Grain Exports		Wheat						Corn	Soybeans	Total
		Hard red winter (HRW)	Soft red winter (SRW)	Hard red spring (HRS)	Soft white wheat (SWW)	Durum	All wheat			
Current unshipped (outstanding) export sales	For the week ending: 10/22/2026	629	506	1,237	1,354	142	3,867	13,399	19,288	36,554
	This week year ago	1,735	622	1,205	1,340	123	5,024	24,682	5,332	35,038
	Last 4 wks. as % of same period in prior marketing year	34	74	89	88	95	68	51	201	89
Current shipped (cumulative) export sales	Current MYTD	1,726	1,182	2,238	2,289	217	7,651	10,097	9,490	27,239
	Prior MYTD	4,557	1,580	2,854	2,095	188	11,275	10,684	1,003	22,962
	Current MYTD as % of prior MYTD	38	75	78	109	115	68	95	946	119
	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: 10/22/2026	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	9,023	13,124	-31	23,186
Japan	3,863	4,136	-7	13,485
Colombia	2,051	2,465	-17	7,639
Korea	1,703	2,346	-27	5,826
Spain	312	1,136	-73	2,730
Top 5 importers	16,640	22,070	-25	50,136
Total U.S. corn export sales	23,497	35,366	-34	69,791
% of YTD current month's export projection	28%	41%	-	-
Change from prior week	1,304	1,805	-	-
Top 5 importers' share of U.S. corn export sales	71%	62%	-	72%
USDA forecast October 2026	83,824	87,101	-4	-
Corn use for ethanol USDA forecast, October 2026	143,510	140,894	2	-

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: 10/22/2026	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	15,074	0	0	19,737
Mexico	2,126	3,006	-29	4,939
Egypt	837	1,368	-39	3,402
Indonesia	516	577	-11	2,205
Japan	689	738	-7	2,128
Top 5 importers	19,241	5,689	238	32,410
Total U.S. soybean export sales	28,778	15,948	80	45,208
% of YTD current month's export projection	62%	39%	-	-
Change from prior week	2,576	1,450	-	-
Top 5 importers' share of U.S. soybean export sales	67%	36%	-	72%
USDA forecast, October 2026	46,130	41,232	12	-

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: 10/22/2026	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	2,566	2,672	-4	3,744
Philippines	1,761	1,854	-5	2,677
Japan	1,276	1,242	3	2,050
Korea	1,156	1,208	-4	1,888
Taiwan	586	577	2	1,005
Nigeria	200	1,063	-81	878
China	NA	0	NA	863
Indonesia	443	834	-47	746
Thailand	378	512	-26	690
Vietnam	426	425	0	581
Top 10 importers	8,794	10,387	-15	15,121
Total U.S. wheat export sales	11,519	16,299	-29	21,015
% of YTD current month's export projection	56%	66%	-	-
Change from prior week	850	500	-	-
Top 10 importers' share of U.S. wheat export sales	76%	64%	-	72%
USDA forecast, October 2026	20,412	24,712	-17	-

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.

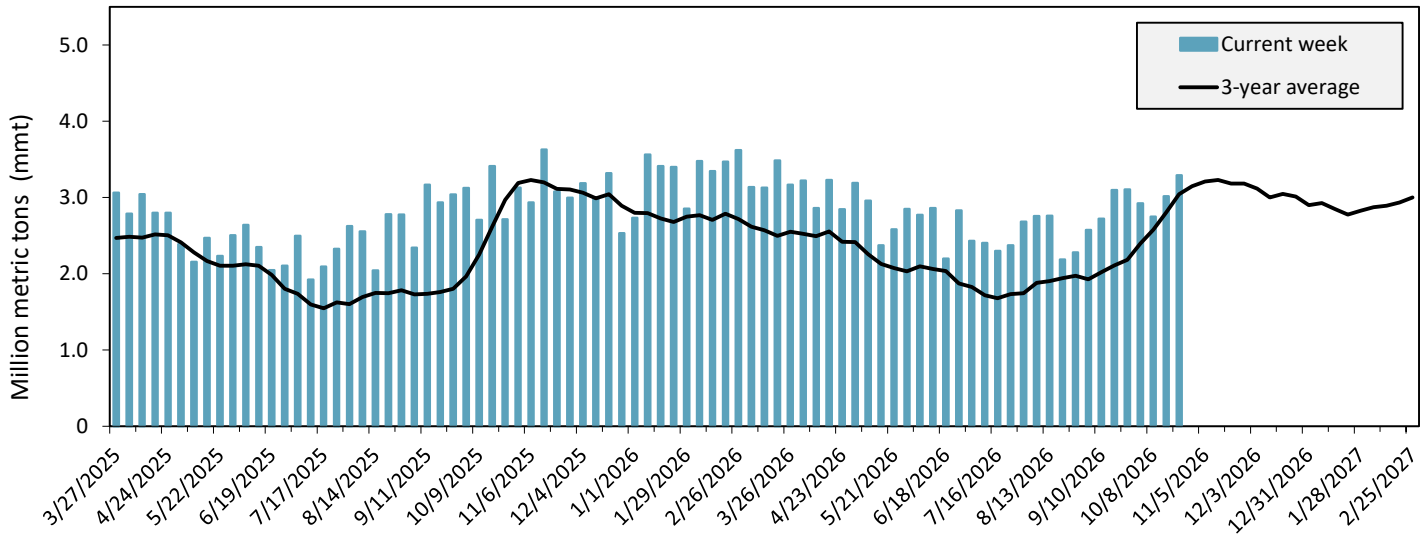
Table 18. Grain inspections for export by U.S. port region (1,000 metric tons)

Port regions	Commodity	For the week ending 10/22/2026	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	0	0	n/a	21,072	18,003	117	84	204	24,214
	Soybeans	887	683	130	5,958	2,291	260	546	91	2,957
	Wheat	94	112	84	8,565	10,140	84	62	87	12,271
	All grain	981	795	123	35,910	30,550	118	135	107	39,721
Mississippi Gulf	Corn	355	471	75	30,054	30,653	98	60	82	37,115
	Soybeans	1,259	982	128	20,867	17,317	121	170	122	23,350
	Wheat	31	61	52	2,460	3,443	71	70	60	3,980
	All grain	1,645	1,514	109	53,507	51,453	104	108	104	64,484
Texas Gulf	Corn	0	0	n/a	1,424	510	279	122	123	590
	Soybeans	0	50	0	150	537	28	12	20	1,431
	Wheat	0	39	0	2,248	4,194	54	13	27	4,690
	All grain	0	88	0	7,401	5,876	126	15	23	7,774
Interior	Corn	248	219	113	13,322	12,230	109	94	118	15,546
	Soybeans	255	246	104	5,881	6,031	98	69	76	7,713
	Wheat	58	32	181	2,541	2,627	97	94	117	3,104
	All grain	567	498	114	22,168	21,303	104	84	100	26,888
Great Lakes	Corn	23	0	n/a	404	167	242	114	113	414
	Soybeans	21	0	n/a	108	62	173	67	61	63
	Wheat	0	11	0	284	245	116	109	33	434
	All grain	43	11	379	796	474	168	85	55	911
Atlantic	Corn	0	2	12	1,479	459	322	62	94	607
	Soybeans	4	107	4	781	683	114	90	110	1,085
	Wheat	0	0	n/a	22	75	30	n/a	17	81
	All grain	5	110	4	2,282	1,218	187	79	104	1,773
All Regions	Corn	625	692	90	67,755	62,022	109	73	107	78,486
	Soybeans	2,476	2,068	120	34,305	27,071	127	154	101	36,852
	Wheat	184	255	72	16,122	20,724	78	54	72	24,560
	All grain	3,291	3,017	109	122,623	111,023	110	99	98	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.

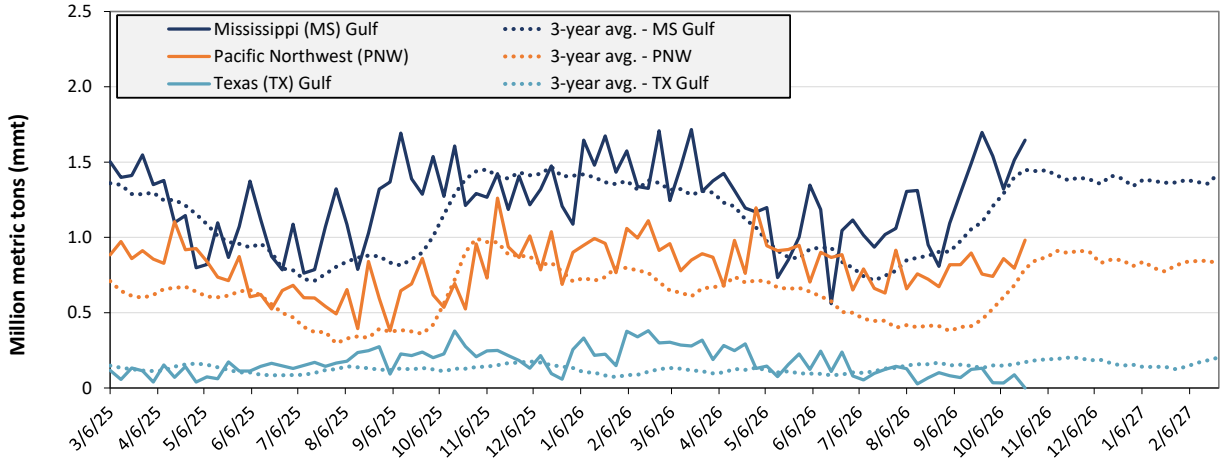
Figure 17. U.S. grain inspected for export (wheat, corn, and soybeans)



For the week ending October 22: 3.3 mmt of grain inspected, up 9 percent from the previous week, up 8 percent from the same week last year, and up 8 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 10/22/26 inspections (mmt):
MS Gulf: 1.65
PNW: 0.98
TX Gulf: 0

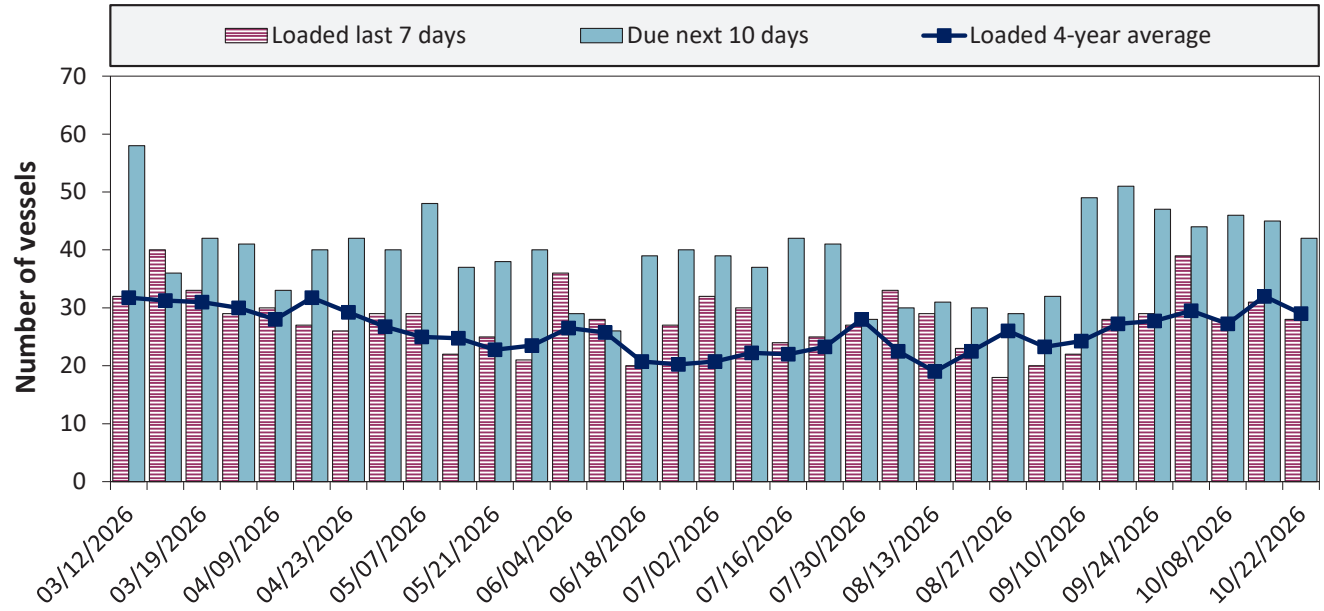
Percent change from:	MS Gulf	TX Gulf	U.S. Gulf	PNW
Last week	up 9	down 100	up 3	up 23
Last year (same 7 days)	up 26	down 100	up 3	up 41
3-year average (4-week moving average)	up 14	down 100	up 2	up 24

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
10/22/2026	24	28	42	14
10/15/2026	24	31	45	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.

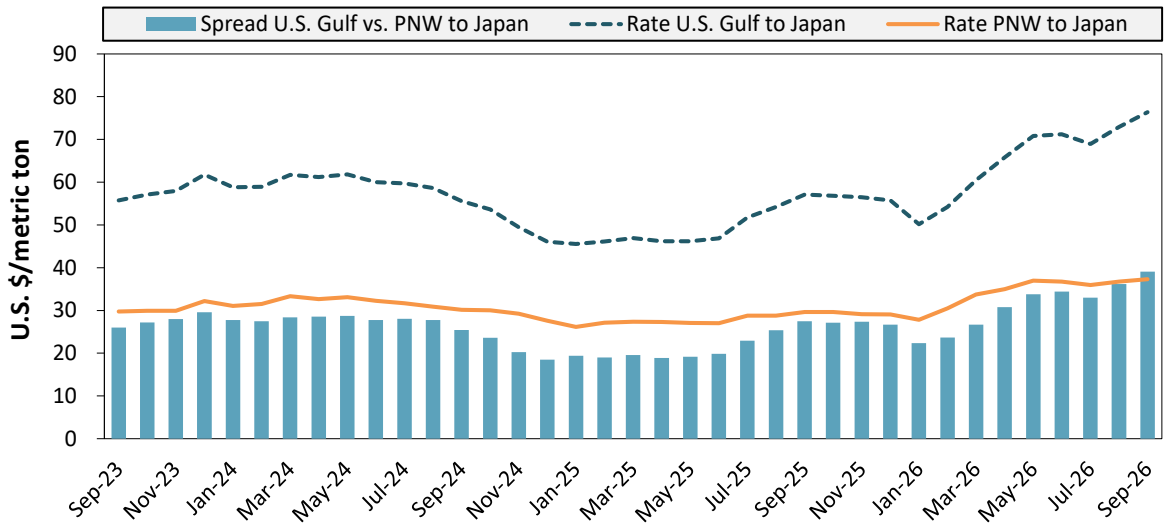
Figure 19. U.S. Gulf vessel loading activity



Week ending 10/22/26, number of vessels	Loaded	Due
Change from last year	-15%	-2%
Change from 4-year average	-3%	0%

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.

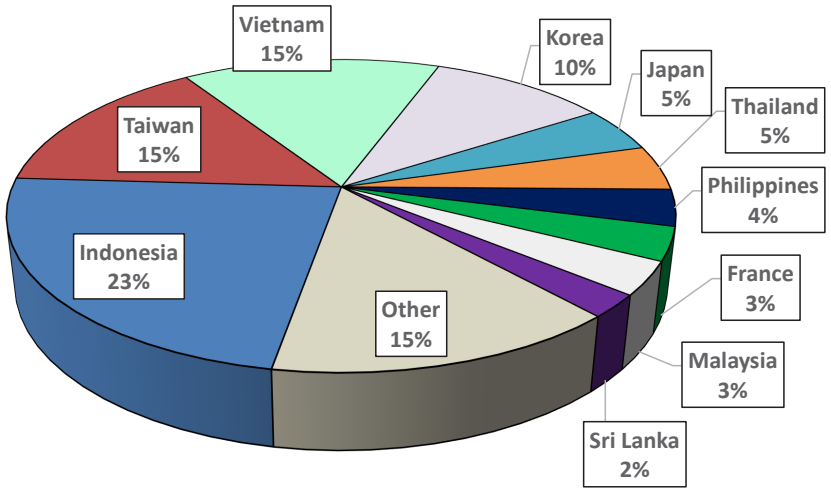
Table 20. Ocean freight rates for selected shipments, week ending 10/24/2026

Export region	Import region	Grain types	Entry date	Loading date	Volume loads (metric tons)	Freight rate (US$/metric ton)
U.S. Gulf	China	Heavy grain	Oct 21, 2026	Nov 13/19, 2026	66,000	72.50
U.S. Gulf	N. China	Heavy grain	Oct 1, 2026	Oct 22/31, 2026	68,000	77.00
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
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
Vancouver	Vietnam	Heavy grain	Oct 9, 2026	Nov 15/20, 2026	65,000	37.00
Brazil	China	Heavy grain	Aug 19, 2026	Sep 15/20, 2026	64,000	51.15
Brazil	China	Heavy grain	Aug 12, 2026	Aug 20/30, 2026	63,000	50.50
Brazil	China	Heavy grain	Jul 29, 2026	Aug 21/30, 2026	63,000	49.75
Brazil	China	Heavy grain	Jul 29, 2026	Aug 15/20, 2026	63,000	50.00
Brazil	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	Indonesia	Heavy grain	Oct 2, 2026	Nov 1/6, 2026	65,000	56.90
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.

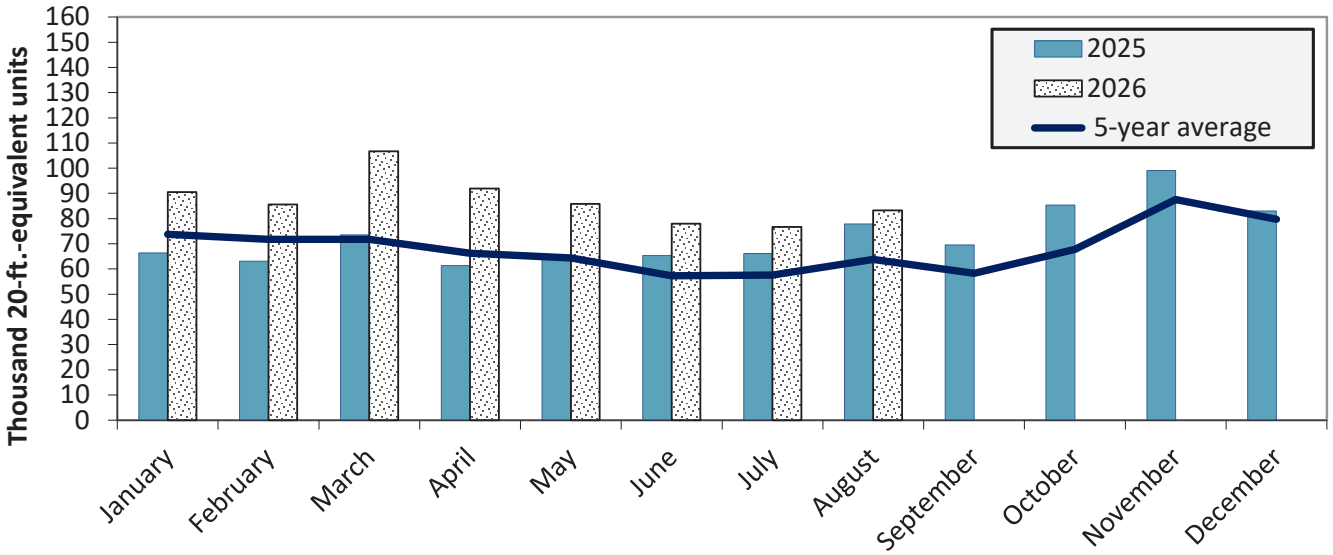
In 2025, containers were used to transport 11 percent of total U.S. waterborne grain exports. Approximately 48 percent of U.S. waterborne grain exports in 2025 went to Asia, of which 19 percent were moved in containers. Approximately 83 percent of U.S. waterborne containerized grain exports were destined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

Figure 21. Top 10 destination markets for U.S. containerized grain exports, Jan-Aug 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 August 2026 were up 7.0 percent from last year and up 30.5 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 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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