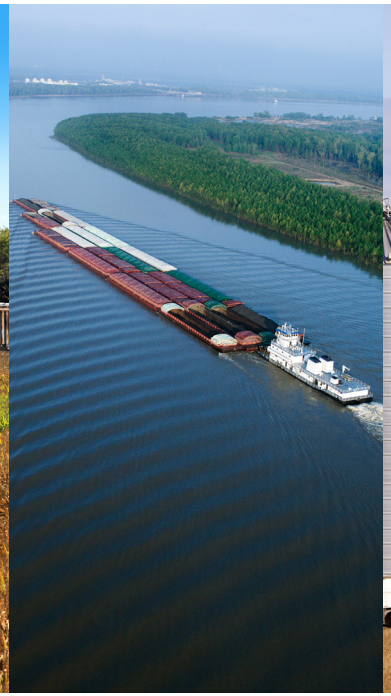
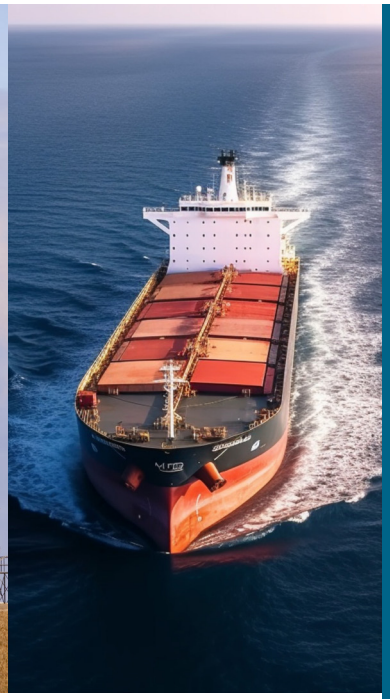
USDA Agricultural Marketing Service
U.S. DEPARTMENT OF AGRICULTURE



Grain Transportation Report

Contents

June 5, 2025
A weekly publication of the Agricultural Marketing Service
www.ams.usda.gov/GTR

Panama Canal Schedules Lock Maintenance and Repair Work. On June 10 and 11, 2025, the west lane of Pedro Miguel locks on the Panama Canal will be closed for maintenance and repair work for 5 hours each day. On June 12, 2025, the same lane of the lock will be closed for 8 hours.

During the closures, the transit capacity of the Panamax Locks is estimated at 26 vessels per day, down from the normal 34-36 vessels. Transit capacity (whether normal or constricted) depends on the types of vessels transiting, transit restrictions, and other factors. No major delays are anticipated. The Panama Canal is a major outlet for grain moving from the U.S. East Coast on its way to Asia.

GTR Figure 5 Provides New Breakdown by Railroad. Beginning with this week's issue of the Grain Transportation Report (GTR), fig. 5 ("Average monthly turns for grain shuttle trains, by region") will show average monthly turns not only by region, but also by railroad.

Previously, GTR fig. 5's values reported by region were combined for the three railroads with shuttle programs—BNSF Railway (BNSF), Canadian Pacific Kansas City (CPKC), and Union Pacific Railroad (UP). However, the combined data masked railroad-specific differences. Now, GTR fig. 5 covers the following railroad lanes: BNSF-West Texas; BNSF-Pacific Northwest; BNSF-Mexico; CPKC-Pacific Northwest; UP-California and Arizona; and UP-Mexico.

BNSF and UP Rates Decrease for Shipping HRW Wheat. As outlined in the GTR May 8 (first highlight), BNSF Railway (BNSF) and Union Pacific Railroad (UP) lowered rail tariff rates for hard red winter (HRW) wheat, effective June 1. For example, for shipments to Texas Gulf export terminals, BNSF's tariff rates fell by over $500 (per car), and UP's decreased by $400 (per car). (UP's domestic wheat shipments increased by $100 per car.) See GTR table 6 for updated June 2025 wheat tariff rates.

According to USDA/National Agricultural Statistics Service's May Crop Production report, U.S. farmers are forecast to harvest 784 million bushels of HRW wheat in marketing year 2025/26, up 2 percent from last year and up 19 percent from the prior 5-year average. USDA's full HRW supply and demand estimates will be published July 11, in the July *World Agricultural Supply and Demand Estimates* report.

Columbia Rail Leases Track for PNW Rail-to-Barge Exports. According to World Grain, the Port of Walla Walla, WA, recently approved a lease with Columbia Rail to deliver grain to the Northwest Grain Growers' (NWGG) Wallula terminal, on the Columbia River. Until 2017, NWGG leased track, but since then, has relied on trucks to transport grain from nearby elevators. NWGG operates a few dozen elevators in the region.

Columbia Rail lines connect Wallula with Walla Walla to the east. From there, the railroad runs northeast to Dayton, ID, and south to Weston, OR.

The use of rail will likely reduce the cost of barging grain to PNW export ports and likely remove some trucks from the road. So far in 2025, 1.4 million tons of wheat exports have been barged through the Columbia-Snake River System (see GTR table 12).

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 May 22, **unshipped balances** of corn, soybeans, and wheat for marketing year (MY) 2024/25 totaled 21.06 million metric tons (mmt), down 6 percent from last week and up 27 percent from the same time last year.

Net **corn export sales** for MY 2024/25 were 0.92 mmt, down 23 percent from last week. Net **soybean export sales** were 0.15 mmt, down 56 percent from last week. Net **wheat export sales** for MY 2024/25 were –0.13 mmt, down significantly from last week.

Rail

U.S. Class I railroads originated 24,202 **grain carloads** during the week ending May 24. This was a 5-percent decrease from the previous week, 5 percent more than last year, and 2 percent more than the 3-year average.

Average June **shuttle secondary railcar bids/offers** (per car) were $84 below tariff for the week ending May 29. This was $25 more than last week and $63 lower than this week last year. Average non-shuttle secondary railcar bids/offers per car were $19 below tariff. This was $19 less than last week and $113 lower than this week last year.

Barge

For the week ending May 31, **barged grain movements** totaled 859,206 tons. This was 17 percent more than the previous week and 42 percent more than the same period last year.

For the week ending May 31, 549 grain barges **moved down river**—35 more than last week. There were 764 grain barges **unloaded** in the New Orleans region, 40 percent more than last week.

Ocean

For the week ending May 29, 24 **oceangoing grain vessels** were loaded in the Gulf—4 percent more than the same period last year. Within the next 10 days (starting May 30), 43 vessels were expected to be loaded—10 percent more than the same period last year.

As of May 29, the rate for shipping a metric ton (mt) of grain from the U.S. Gulf to Japan was $46.00, down 1 percent from the previous week. The rate from the Pacific Northwest to Japan was $26.75 per mt, down 1 percent from the previous week.

Fuel

For the week ending June 2, the U.S. average **diesel price** decreased 3.6 cents from the previous week, to $3.451 per gallon—27.5 cents below the same week last year.

First Quarter 2025 Corn and Soybean Total Landed Costs

From fourth quarter 2024 to first quarter 2025 (quarter to quarter), transportation costs to ship corn and soybeans from Minneapolis, MN, to Japan increased via both the U.S. Gulf (Gulf route) and Pacific Northwest (PNW route). From first quarter 2024 to first quarter 2025 (year to year), transportation costs to ship corn and soybeans decreased via both the Gulf and PNW routes—mainly, because of a drop in ocean freight rates for all routes and a drop in rail freight rates for PNW routes (see tables 1 and 2). For shipping by both the U.S. Gulf and PNW routes, total landed costs for both corn and soybeans rose quarter to quarter and fell year to year.

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

	Corn					Soybeans				
	$/metric ton			Percent change		$/metric ton			Percent change	
	1st qtr. '24	4th qtr. '24	1st qtr. '25	Yr. to yr.	Qtr. to qtr.	1st qtr. '24	4th qtr. '24	1st qtr. '25	Yr. to yr.	Qtr. to qtr.
Truck	16.11	17.87	21.69	34.64	21.38	16.11	17.87	21.69	34.64	21.38
Barge	13.63	48.91	18.65	36.83	-61.87	13.63	48.91	18.65	36.83	-61.87
Rail	34.48	n/a	36.55	6.00	n/a	40.29	n/a	42.36	5.14	n/a
Ocean	59.82	49.70	46.19	-22.79	-7.06	59.82	49.70	46.19	-22.79	-7.06
Total transportation cost	124.04	116.48	123.08	-0.77	5.67	129.85	116.48	128.89	-0.74	10.65
Farm value	176.11	159.83	172.17	-2.24	7.72	433.58	356.54	358.37	-17.35	0.51
Total landed cost	300.15	276.31	295.25	-1.63	6.85	563.43	473.02	487.26	-13.52	3.01
Transportation % landed cost	41.33	42.16	41.69	0.36	-0.47	23.05	24.62	26.45	3.41	1.83

Note: Barge rates are from St. Louis, MO, to the U.S. Gulf for the first quarter and from Minneapolis, MN, to the U.S. Gulf for the fourth quarter. The rail rates are Union Pacific from Savage, MN, to St. Louis, MO. All rail tariffs include fuel surcharges and revisions for heavy axle rail cars and shuttle trains. The rail tariff rate is a base price of rail freight rates, but during periods of high rail demand or car shortages, high auction and secondary market rates could exceed the base rail tariffs per car. USDA, National Agricultural Statistics Service is the source for corn and soybean prices. qtr. = quarter; yr. = year.
Source: USDA, Agricultural Marketing Service.

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

	Corn					Soybeans				
	$/metric ton			Percent change		$/metric ton			Percent change	
	1st qtr. '24	4th qtr. '24	1st qtr. '25	Yr. to yr.	Qtr. to qtr.	1st qtr. '24	4th qtr. '24	1st qtr. '25	Yr. to yr.	Qtr. to qtr.
Truck	16.11	17.87	21.69	34.64	21.38	16.11	17.87	21.69	34.64	21.38
Rail	58.78	55.52	55.25	-6.01	-0.49	66.77	63.52	63.24	-5.29	-0.44
Ocean	31.96	28.96	26.89	-15.86	-7.15	31.96	28.96	26.89	-15.86	-7.15
Total transportation cost	106.85	102.35	103.83	-2.83	1.45	114.84	110.35	111.82	-2.63	1.33
Farm value	176.11	159.83	172.17	-2.24	7.72	433.58	356.54	358.37	-17.35	0.51
Total landed cost	282.96	262.18	276.00	-2.46	5.27	548.42	466.89	470.19	-14.26	0.71
Transportation % landed cost	37.76	39.04	37.62	-0.14	-1.42	20.94	23.64	23.78	2.84	0.15

Note: All rail tariffs include fuel surcharges and revisions for heavy axle rail cars and shuttle trains. The rail tariff rate is a base price of rail freight rates, but during periods of high rail demand or car shortages, high auction and secondary market rates could exceed the base rail tariffs per car. USDA, National Agricultural Statistics Service is the source for corn and soybean prices. qtr. = quarter; yr. = year.
Source: USDA, Agricultural Marketing Service.

U.S. Gulf Costs

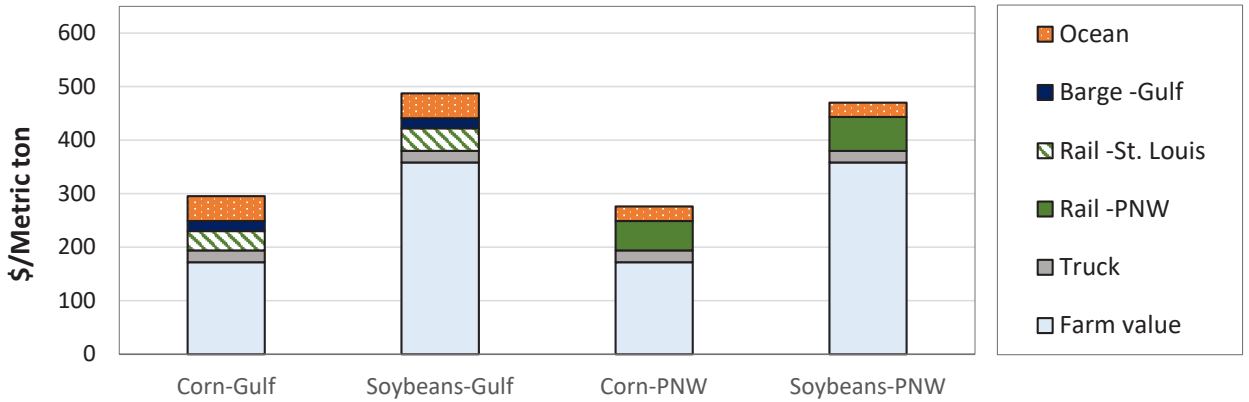
Transportation and Total Landed costs. Quarter to quarter, transportation costs for shipping via the Gulf route were up 6 percent for corn and up 11 percent for soybeans—mainly, reflecting the use of first-quarter rail data in place of barge, because the upper and mid-Mississippi River are closed from late November until early March (table 1). Year to year, transportation costs fell 1 percent each for corn and soybeans. These decreases were mainly due to a drop in ocean freight rates.

For shipping corn through the Gulf route, first-quarter 2025 transportation costs accounted for 42 percent of total landed costs, a share that was down quarter to quarter and up year to year. For soybeans, first-quarter transportation costs were 26 percent of total landed costs, and that share was up quarter to quarter and year to year.

During first quarter 2025, Gulf-route total landed costs were $295 per metric ton (mt) for shipping corn and $487 per mt for soybeans (fig. 1). Quarter to quarter, total landed costs increased 7 percent for corn and 3 percent for soybeans—in both cases, because of higher transportation costs and farm values. Year to year, landed costs decreased 2 percent for corn and fell 14 percent for soybeans—in both cases, driven by lower transportation costs and farm values.

Inspections. According to the Federal Grain Inspection Services (FGIS), first-quarter 2025 U.S. Gulf inspections of corn were up 48 percent year to year. U.S. Gulf inspections of corn for export to Japan totaled 1.0 million metric tons (mmt), representing 11 percent of total first-quarter U.S. corn inspections from the Gulf.

Figure 1. Corn and soybean landed costs to Japan, first quarter 2025



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

U.S. Gulf inspections of soybeans decreased 13 percent year to year. U.S. Gulf soybean inspections for export to Japan totaled 0.52 mmt, representing 7 percent of total first-quarter U.S. soybean inspections from the Gulf.

Pacific Northwest

Transportation and Total Landed Costs. Quarter to quarter, transportation costs for shipping via the PNW route rose 1 percent each for corn and soybeans (table 2). Quarter to quarter, truck freight rates increased, while rail and ocean freight rates decreased. Year to year, transportation costs fell 3 percent each for corn and soybeans, because of lower rail and ocean rates.

For corn, first-quarter 2025 transportation costs accounted for 38 percent of total landed costs—a share that was down both quarter to quarter and year to year. For soybeans, transportation costs accounted for 24 percent of total landed costs, and that share was up quarter to quarter and year to year.

First-quarter 2025 total landed costs were $276 per mt for corn and $470 per mt for soybeans (fig. 1). Quarter to quarter, total landed costs were up 5 percent for corn and up 1 percent for soybeans. Year to year, total landed costs were down 3 percent for corn and down 14 percent for soybeans (table 2).

Inspections. According to FGIS, first-quarter 2025 PNW inspections of corn rose 40 percent year to year. PNW corn inspections for export to Japan were 2.9 mmt, representing 47 percent of total first-quarter U.S. corn inspections from the PNW.

PNW soybeans inspections decreased 32 percent from year to year. PNW soybean inspections for export to Japan were 0.01 mmt, representing 1 percent of total first-quarter U.S. soybean inspections from the PNW.

Bernadette.Winston@usda.gov

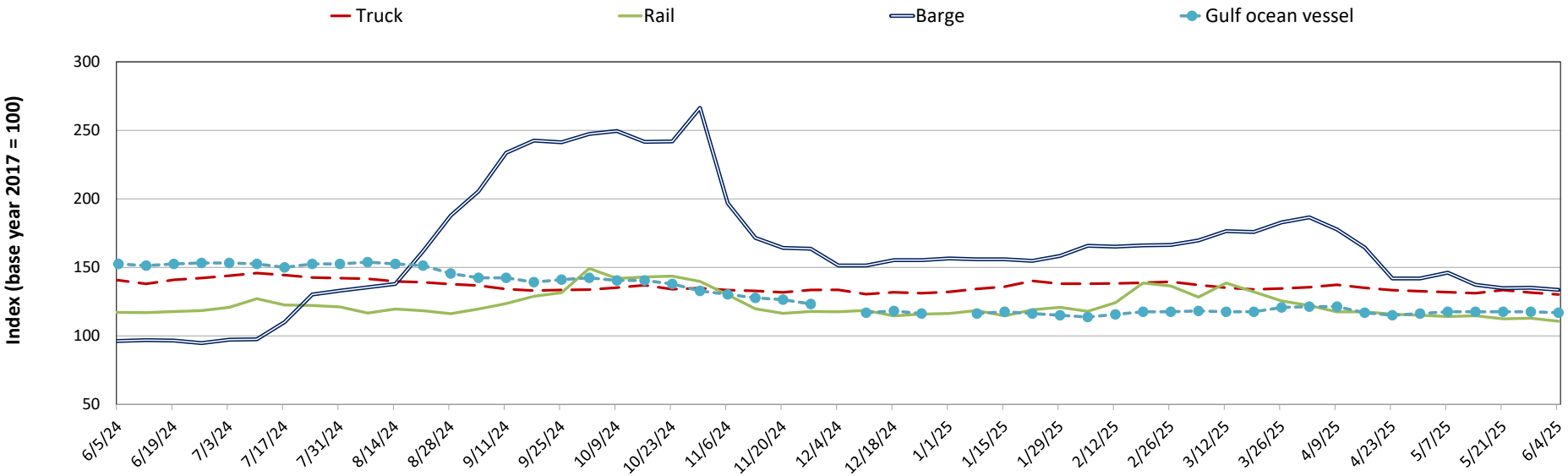
Grains are transported to the domestic and international markets via one or a combination of the following modes: truck, rail, barge and ocean-going vessel. Monitoring the cost of transportation for each mode is vital to the marketing decision making process.

Table 1. Grain transport cost indicators

For the week ending:	Truck	Rail	Barge	Ocean	
				Gulf	Pacific
06/04/25	130	111	134	117	127
05/28/25	132	113	135	118	128
06/05/24	141	117	96	153	153

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.

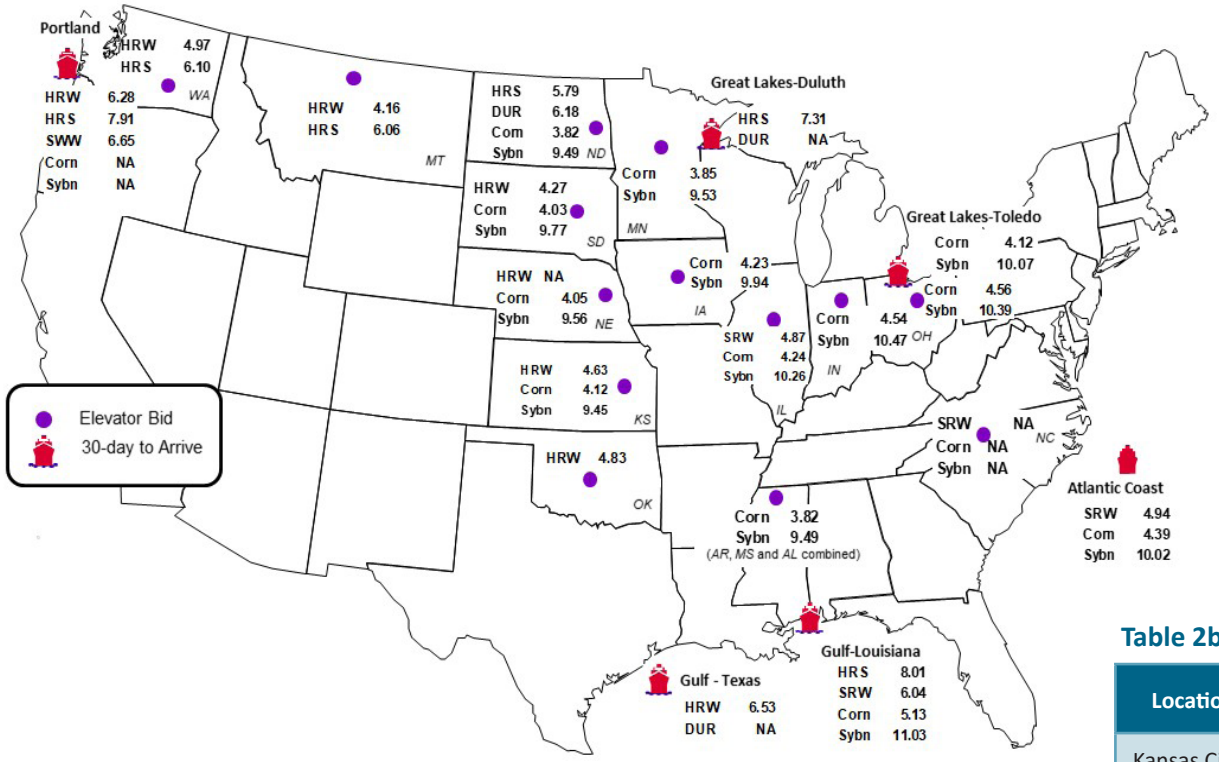
Figure 1. Grain transportation cost indicators as of week ending 6/4/25



Source: USDA, Agricultural Marketing Service.

Figure 2. Grain bid summary

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



Inland bids: 12% HRW, 14% HRS, #1 SRW, #1 DUR, #1 SWW, #2 Y Corn, #1 Y Soybeans
Export bids: Ord HRW, 14% HRS, #2 SRW, #2 DUR, #2 SWW, #2 Y Corn, #1 Soybeans
Note: HRW = Hard red winter wheat, HRS = Hard red spring wheat, SRW = Soft red winter wheat, DUR = Durum, SWW = Soft white winter wheat, Y = Yellow, Ord = Ordinary. Data from tables 2a and 2b derived from map information.
Sources: U.S. Inland: GeoGrain, USDA Weekly Bids, U.S. Export: Corn & Soybean - Export Grain Bids, AMS, USDA Wheat Bids - Weekly Wheat Report, U.S. Wheat Associates, Washington, DC.

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

Commodity	Origin–destination	5/30/2025	5/23/2025
Corn	IL–Gulf	-0.89	-0.89
Corn	NE–Gulf	-1.08	-1.06
Soybean	IA–Gulf	-1.09	-1.12
HRW	KS–Gulf	-1.90	-1.90
HRS	ND–Portland	-2.12	-2.01

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	5/30/2025	Week ago 5/23/2025	Year ago 5/31/2024
Kansas City	Wheat	July	5.334	5.386	7.164
Minneapolis	Wheat	July	6.254	6.064	7.396
Chicago	Wheat	July	5.340	5.422	6.836
Chicago	Corn	July	4.440	4.594	4.426
Chicago	Soybean	July	10.416	10.602	11.936

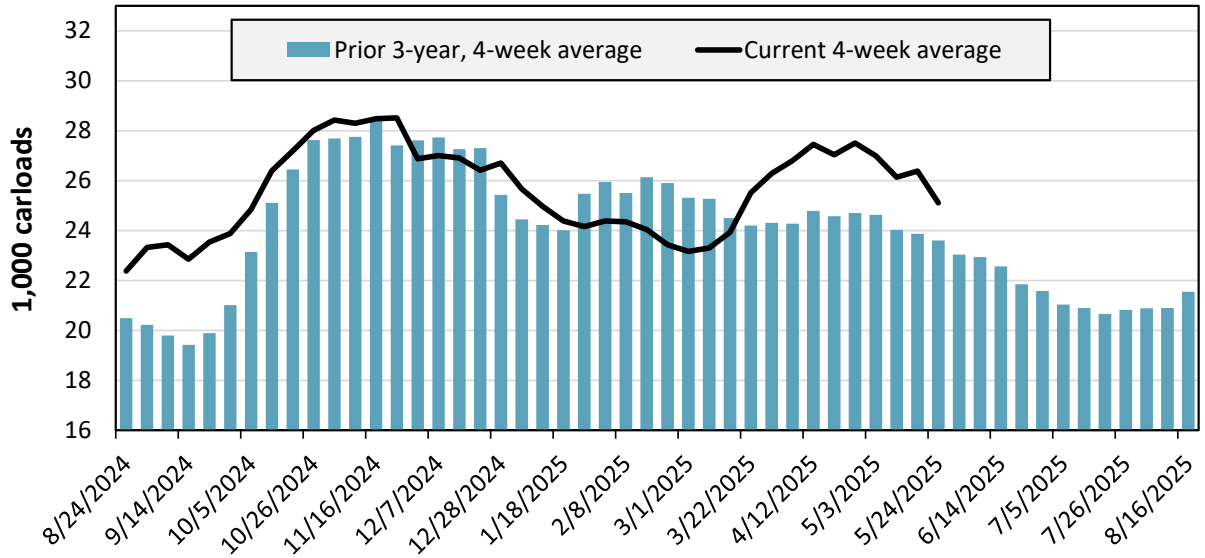
Sources: U.S. Inland: GeoGrain, USDA Weekly Bids, U.S. Export: Corn & Soybean - Export Grain Bids, AMS, USDA Wheat Bids - Weekly Wheat Report, U.S. Wheat Associates, Washington, DC.

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

For the week ending: 5/24/2025	East		West		Central U.S.		U.S. total
	CSXT	NS	BNSF	UP	CPKC	CN	
This week	1,937	2,511	9,907	5,805	2,965	1,077	24,202
This week last year	1,912	2,587	9,692	5,539	2,562	726	23,018
2025 YTD	35,014	60,280	230,371	121,210	54,330	29,034	530,239
2024 YTD	35,159	55,970	224,590	110,911	59,419	20,217	506,266
2025 YTD as % of 2024 YTD	100	108	103	109	91	144	105
Last 4 weeks as % of 2024	100	104	106	108	124	189	110
Last 4 weeks as % of 3-yr. avg.	98	104	105	107	117	115	106
Total 2024	87,911	143,353	557,544	279,532	142,383	58,512	1,269,235

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

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



For the 4 weeks ending May 24, grain carloads were down 5 percent from the previous week, up 10 percent from last year, and up 6 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: 5/23/2025		East		West		Central U.S.		U.S. Average
		CSX	NS	BNSF	UP	CN	CPKC	
Average grain unit train origin dwell times (hours)	This week	26.5	33.9	19.4	14.7	6.3	16.9	19.6
	Average over last 4 weeks	31.2	33.9	19.7	16.2	7.1	n/a	21.6
	Average of same 4 weeks last year	28.1	37.6	17.9	17.1	6.4	n/a	21.4
Average grain unit train speeds (miles per hour)	This week	20.7	19.9	25.2	22.6	23.9	19.9	22.0
	Average over last 4 weeks	21.3	19.3	25.2	22.8	24.3	n/a	22.6
	Average of same 4 weeks last year	22.9	18.7	24.6	23.3	25.1	n/a	22.9

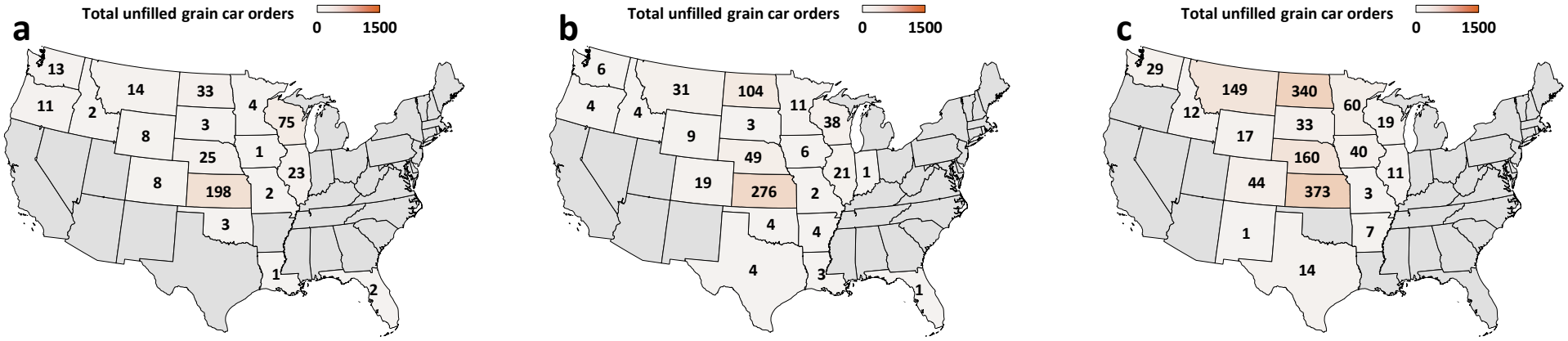
Note: NS = Norfolk Southern; UP = Union Pacific; CN = Canadian National; CPKC= Canadian Pacific Kansas City; n/a=not available.
These service metrics are published weekly on the Surface Transportation Board's website and on AgTransport. For more information on each service metric, see 49 CFR § 1250.2.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

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

For the week ending: 5/23/2025		East		West		Central U.S.		U.S. Total
		CSX	NS	BNSF	UP	CN	CPKC	
Average number of empty grain cars not moved in over 48 hours	This week	14	4	212	76	11	209	526
	Average over last 4 weeks	37	8	233	90	7	n/a	374
	Average of same 4 weeks last year	16	9	466	96	4	n/a	590
Average number of loaded grain cars not moved in over 48 hours	This week	36	176	328	89	8	225	863
	Average over last 4 weeks	36	189	315	69	3	n/a	611
	Average of same 4 weeks last year	18	259	805	96	4	n/a	1,181
Average number of grain unit trains held	This week	0	0	4	5	1	7	18
	Average over last 4 weeks	0	0	4	5	0	n/a	10
	Average of same 4 weeks last year	0	3	17	5	0	n/a	25
Total unfilled manifest grain car orders	This week	2	14	95	237	0	213	561
	Average over last 4 weeks	3	6	120	368	0	n/a	497
	Average of same 4 weeks last year	0	3	830	427	0	n/a	1,261

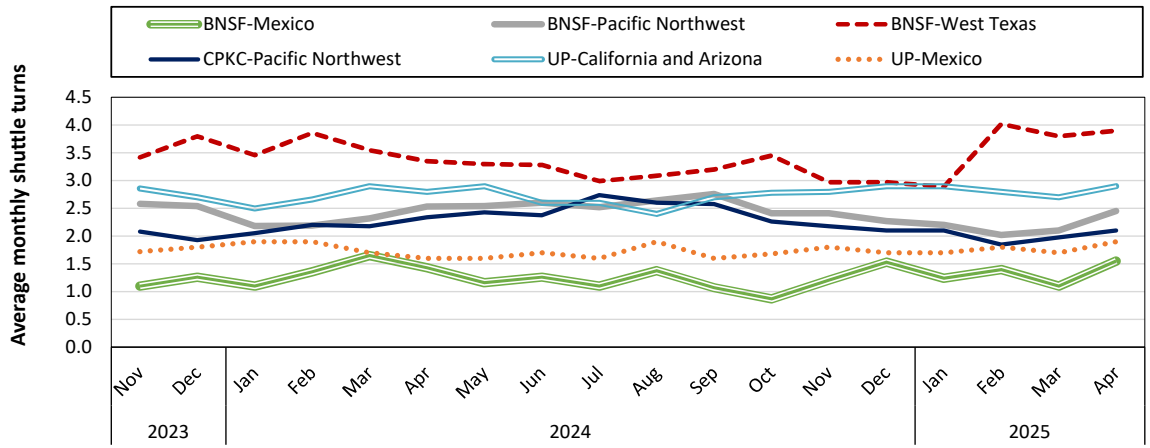
Note: NS = Norfolk Southern; UP = Union Pacific; CN = Canadian National; CPKC= Canadian Pacific Kansas City; n/a=not available.
These service metrics are published weekly on the Surface Transportation Board's website and on AgTransport. For more information on each service metric, see 49 CFR § 1250.2.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

Figure 4. Unfilled manifest grain car orders by State for the week ending 5/23/2025 (a); average over last 4 weeks (b); and average over same 4 weeks last year (c)



Note: Unfilled grain car orders for Kansas City Southern Railway (now part of Canadian Pacific Kansas City) are not included because those metrics are not reported at the State level.
Source: Surface Transportation Board. Map credits: Bing, GeoNames, Microsoft, TomTom.

Figure 5. Average monthly turns for grain shuttle trains, by region

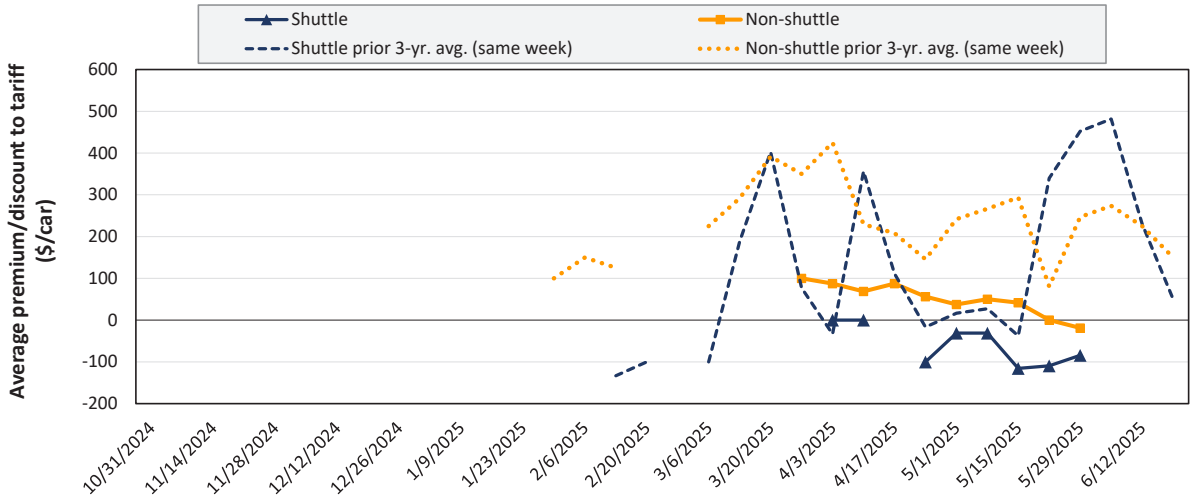


In April 2025, BNSF Railway's average monthly grain shuttle turns were 1.55 to Mexico, 2.45 to the Pacific Northwest, and 3.9 to West Texas. CPKC's shuttle turns averaged 2.1 to the Pacific Northwest. Union Pacific Railroad's shuttle turns averaged 2.9 to California and Arizona, and they averaged 1.9 to Mexico.

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

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

Figure 6. Secondary market bids/offers for railcars to be delivered in June 2025



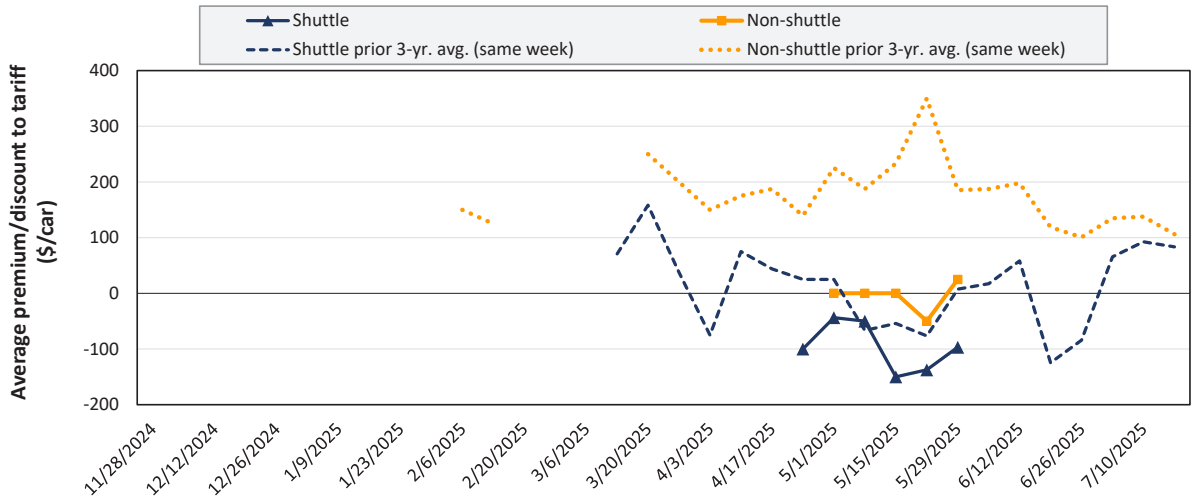
Average non-shuttle bids/offers fell $19 this week, and are $119 below the peak.

Average shuttle bids/offers rose $25 this week and are $84 below the peak.

5/29/2025	BNSF	UP
Non-Shuttle	$88	-$125
Shuttle	$31	-$200

Note: Shuttle bids/offers are for shuttle trains—90+ grain cars that travel from a single origin to a single destination. Non-shuttle bids/offers are for cars in manifest service.
n/a = not available; avg. = average; yr. = year; BNSF = BNSF Railway; UP = Union Pacific Railroad.
Source: USDA, Agricultural Marketing Service analysis of data from Tradewest Brokerage Company and the Malsam Company.

Figure 7. Secondary market bids/offers for railcars to be delivered in July 2025



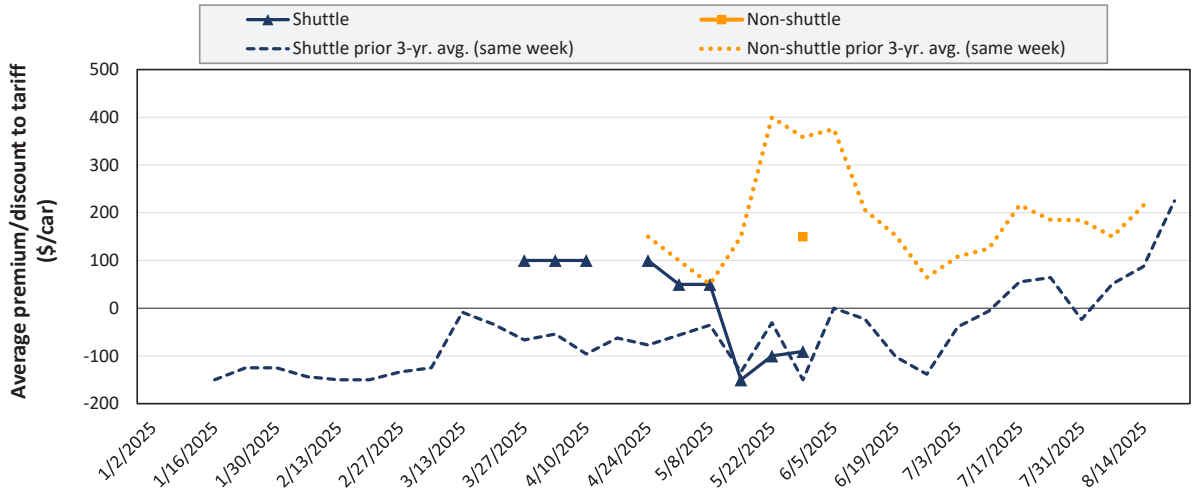
Average non-shuttle bids/offers rose $75 this week, and are at the peak.

Average shuttle bids/offers rose $41 this week and are $53 below the peak.

5/29/2025	BNSF	UP
Non-Shuttle	$150	-$100
Shuttle	-$44	-$150

Note: Shuttle bids/offers are for shuttle trains—90+ grain cars that travel from a single origin to a single destination. Non-shuttle bids/offers are for cars in manifest service.
n/a = not available; avg. = average; yr. = year; BNSF = BNSF Railway; UP = Union Pacific Railroad.
Source: USDA, Agricultural Marketing Service analysis of data from Tradewest Brokerage Company and the Malsam Company.

Figure 8. Secondary market bids/offers for railcars to be delivered in August 2025



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

Average shuttle bids/offers rose $9 this week and are $191 below the peak.

5/29/2025	BNSF	UP
Non-Shuttle	$150	n/a
Shuttle	-$91	n/a

Note: Shuttle bids/offers are for shuttle trains—90+ grain cars that travel from a single origin to a single destination. Non-shuttle bids/offers are for cars in manifest service.
n/a = not available; avg. = average; yr. = year; BNSF = BNSF Railway; UP = Union Pacific Railroad.
Source: USDA, Agricultural Marketing Service analysis of data from Tradewest Brokerage Company and the Malsam Company.

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

For the week ending: 5/29/2025		Delivery period					
		May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25
Non-shuttle	BNSF	150	88	150	150	n/a	n/a
	Change from last week	-100	-38	n/a	n/a	n/a	n/a
	Change from same week 2024	n/a	-125	-50	-50	n/a	n/a
	UP	n/a	-125	-100	n/a	n/a	n/a
	Change from last week	n/a	0	-50	n/a	n/a	n/a
	Change from same week 2024	n/a	-100	-100	n/a	n/a	n/a
Shuttle	BNSF	n/a	31	-44	-91	n/a	850
	Change from last week	n/a	-19	6	9	n/a	0
	Change from same week 2024	n/a	-75	-44	n/a	n/a	n/a
	UP	n/a	-200	-150	n/a	n/a	n/a
	Change from last week	n/a	69	75	n/a	n/a	n/a
	Change from same week 2024	n/a	-50	0	n/a	n/a	n/a
	CPKC	n/a	-100	-100	n/a	n/a	n/a
	Change from last week	n/a	-50	-50	n/a	n/a	n/a
	Change from same week 2024	n/a	50	-100	n/a	n/a	n/a

Note: Shuttle bids/offers are for shuttle trains—90+ grain cars that travel from a single origin to a single destination. Non-shuttle bids/offers are for cars in manifest service. Bids and offers represent a premium/discount to tariff rates; n/a = not available; BNSF = BNSF Railway; UP = Union Pacific Railroad; CPKC = Canadian Pacific Kansas City.
Source: USDA, Agricultural Marketing Service analysis of data from Tradewest Brokerage Company and the Malsam Company.

A tariff is a document issued by railroads that shows rules, rates, and charges for common carrier rail service. The tariff rate, together with fuel surcharges and any primary or secondary freight costs, constitutes the full cost of shipping grain by rail.

Table 6. Rail tariff rates for wheat shipments, June 2025

Primary wheat class	Railroad	Origin	Destination	Train type	Tariff (per car)	Fuel surcharge (per car)	Tariff + fuel surcharge (per car)	Tariff + fuel surcharge (per bushel)	Tariff + fuel surcharge (per metric ton)	Percent Y/Y change
Durum	BNSF	Williston, ND	St. Louis, MO	Shuttle	$5,632	$94.96	$5,726.96	$1.55	$56.87	3.0
	BNSF	Williston, ND	Superior, WI	Shuttle	$4,091	$48.88	$4,139.88	$1.12	$41.11	6.0
	CP	Westby, MT	St. Louis, MO	Unit	$6,500	$0.00	$6,500.00	$1.76	$64.55	-0.8
HRS	BNSF	Alton (Hillsboro), ND	Chicago, IL	DET	$4,604	$56.88	$4,660.88	$1.26	$46.28	5.0
	BNSF	Alton (Hillsboro), ND	PNW (Seattle, WA)	Shuttle	$6,015	$120.08	$6,135.08	$1.66	$60.92	2.2
	BNSF	Alton (Hillsboro), ND	Superior, WI	Shuttle	$2,665	$23.52	$2,688.52	$0.73	$26.70	11.1
	BNSF	Alton (Hillsboro), ND	Texas Gulf (Houston, TX)	Shuttle	$5,432	$122.32	$5,554.32	$1.50	$55.16	2.4
	BNSF	Bucyrus, ND	PNW (Seattle, WA)	Shuttle	$5,638	$101.36	$5,739.36	$1.55	$56.99	2.9
	BNSF	Macon, MT	PNW (Seattle, WA)	Shuttle	$5,212	$83.04	$5,295.04	$1.43	$52.58	3.6
	CP	Minot, ND	Kalama, WA	Unit	$5,498	$0.00	$5,498.00	$1.49	$54.60	-3.1
	CP	Nekoma, ND	Chicago, IL	Manifest	$4,830	$0.00	$4,830.00	$1.31	$47.96	0.3
HRW	BNSF	Concordia, KS	Greenwood (Mendota), IL	Shuttle	$3,400	$51.04	$3,451.04	$0.93	$34.27	-13.0
	BNSF	Enid, OK	Texas Gulf (Houston, TX)	Shuttle	$3,600	$45.04	$3,645.04	$0.99	$36.20	-15.3
	BNSF	Garden City, KS	PNW (Seattle, WA)	Shuttle	$5,800	$152.00	$5,952.00	$1.61	$59.11	-15.6
	BNSF	Garden City, KS	San Bernardino, CA	DET	$5,700	$110.08	$5,810.08	$1.57	$57.70	-3.0
	BNSF	Garden City, KS	Texas Gulf (Houston, TX)	Shuttle	$4,200	$68.72	$4,268.72	$1.15	$42.39	-13.7
	BNSF	Salina, KS	Texas Gulf (Houston, TX)	Shuttle	$4,000	$60.56	$4,060.56	$1.10	$40.32	-14.5
	BNSF	Wichita, KS	Birmingham, AL	Shuttle	$3,500	$69.12	$3,569.12	$0.96	$35.44	-16.1
	BNSF	Wichita, KS	Chicago, IL	DET	$3,700	$50.64	$3,750.64	$1.01	$37.25	-13.5
	BNSF	Wichita, KS	Texas Gulf (Houston, TX)	Shuttle	$3,900	$51.04	$3,951.04	$1.07	$39.24	-12.8
	UP	Byers, CO	Houston, TX	Shuttle	$4,525	$348.90	$4,873.90	$1.32	$48.40	-9.4
	UP	Goodland, KS	Kansas City, MO	Manifest	$4,967	$130.50	$5,097.50	$1.38	$50.62	1.0
	UP	Medford, OK	Houston, TX	Shuttle	$3,775	$172.20	$3,947.20	$1.07	$39.20	-10.3
	UP	Salina, KS	Houston, TX	Shuttle	$4,025	$229.50	$4,254.50	$1.15	$42.25	-9.9
HRS/HRW	BNSF	Bowdle, SD	Chicago, IL	DET	$4,591	$61.76	$4,652.76	$1.26	$46.20	4.8
	BNSF	Conrad, MT	PNW (Seattle, WA)	Shuttle	$4,239	$60.64	$4,299.64	$1.16	$42.70	5.3
Soft white	BNSF	Templin (Ritzville), WA	PNW (Seattle, WA)	Shuttle	$2,032	$26.64	$2,058.64	$0.56	$20.44	-1.7
All classes (To East Coast flour mills)	CSX	Chicago, IL	Albany, NY	Manifest	$8,348	$0.00	$8,348.00	$2.26	$82.90	0.0
	CSX	Chicago, IL	Albany, NY	Unit	$7,413	$0.00	$7,413.00	$2.00	$73.61	0.0
	CSX	Chicago, IL	Buffalo, NY	Manifest	$5,924	$0.00	$5,924.00	$1.60	$58.83	0.0
	CSX	Chicago, IL	Indiantown, FL	Manifest	$8,568	$0.00	$8,568.00	$2.32	$85.08	0.0

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

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

Commodity	Railroad	Origin	Destination	Car Ownership	Tariff (per car)	Fuel surcharge (per car)	Tariff + fuel surcharge (per car)	Tariff + fuel surcharge (per bushel)	Tariff + fuel surcharge (per metric ton)	Percent Y/Y change
Corn	BNSF	Clarkfield, MN	Hereford, TX	Railroad	$5,800	$85.28	$5,885.28	$1.48	$58.44	3.2
	BNSF	Clarkfield, MN	PNW (Seattle, WA)	Railroad	$5,470	$134.72	$5,604.72	$1.41	$55.66	-5.6
	BNSF	Edison, NE	Hanford, CA	Railroad	$6,000	$142.08	$6,142.08	$1.55	$60.99	1.7
	BNSF	Edison, NE	Hereford, TX	Railroad	$5,040	$58.24	$5,098.24	$1.29	$50.63	4.5
	BNSF	Edison, NE	PNW (Seattle, WA)	Railroad	$5,350	$140.72	$5,490.72	$1.39	$54.53	-5.9
	BNSF	Greenwood (Mendota), IL	Hereford, TX	Railroad	$4,560	$74.80	$4,634.80	$1.17	$46.03	4.4
	BNSF	Phelps (Rock Port), MO	Clovis, NM	Railroad	$4,800	$61.12	$4,861.12	$1.23	$48.27	4.6
	BNSF	Phelps (Rock Port), MO	Texas Gulf (Houston, TX)	Railroad	$4,540	$74.96	$4,614.96	$1.16	$45.83	4.5
	BNSF	Selby, SD	PNW (Seattle, WA)	Railroad	$5,430	$113.52	$5,543.52	$1.40	$55.05	-5.2
	BNSF	St. Cloud, MN	PNW (Seattle, WA)	Railroad	$5,430	$133.28	$5,563.28	$1.40	$55.25	-5.7
	CN	Gibson City, IL	Reserve, LA	Private	$2,081	$287.97	$2,368.97	$0.60	$23.53	5.3
	CN	Gibson City, IL	Reserve, LA	Railroad	$2,461	$287.97	$2,748.97	$0.69	$27.30	4.5
	CP	Enderlin, ND	Kalama, WA	Railroad	$5,047	$0.00	$5,047.00	$1.27	$50.12	-12.2
	CP	Glenwood, MN	Boardman, OR	Railroad	$5,513	$0.00	$5,513.00	$1.39	$54.75	-6.4
	CSX	Haw Creek (Ladoga), IN	Ozark, AL	Railroad	$5,961	$0.00	$5,961.00	$1.50	$59.20	0.0
	CSX	Marysville, OH	Rose Hill, NC	Railroad	$6,139	$0.00	$6,139.00	$1.55	$60.96	0.0
	CSX	Olney, IL	Fairmount, GA	Railroad	$4,706	$0.00	$4,706.00	$1.19	$46.73	0.0
	KCS	Delhi, LA	Morton, MS	Railroad	$1,342	$0.00	$1,342.00	$0.34	$13.33	-3.9
	UP	Allen Station (San Jose), IL	Pittsburg, TX	Railroad	$4,085	$207.30	$4,292.30	$1.08	$42.62	5.3
	UP	Frankfort, KS	Calipatria, CA	Railroad	$6,005	$471.60	$6,476.60	$1.63	$64.32	2.2
	UP	Mead, NE	Keyes, CA	Railroad	$6,165	$521.10	$6,686.10	$1.69	$66.40	1.9
	UP	Nebraska City, NE	Amarillo, TX	Railroad	$5,005	$214.20	$5,219.20	$1.32	$51.83	4.3
	UP	Sloan, IA	Burley, ID	Railroad	$5,685	$352.80	$6,037.80	$1.52	$59.96	3.0
	UP	Sterling, IL	Nashville, AR	Railroad	$4,225	$216.90	$4,441.90	$1.12	$44.11	5.1
Soybeans	BNSF	Argyle, MN	PNW (Seattle, WA)	Railroad	$6,135	$122.24	$6,257.24	$1.69	$62.14	-4.8
	BNSF	Casselton, ND	PNW (Seattle, WA)	Railroad	$6,085	$117.52	$6,202.52	$1.68	$61.59	-4.8
	BNSF	Casselton, ND	St. Louis, MO	Railroad	$3,400	$68.40	$3,468.40	$0.94	$34.44	-25.4
	BNSF	Mitchell, SD	PNW (Seattle, WA)	Railroad	$6,185	$129.92	$6,314.92	$1.71	$62.71	-4.9
	BNSF	St. Cloud, MN	PNW (Seattle, WA)	Railroad	$6,235	$133.28	$6,368.28	$1.72	$63.24	-5.0
	CN	Gibson City, IL	Reserve, LA	Private	$2,081	$287.97	$2,368.97	$0.64	$23.53	5.6
	CN	Gibson City, IL	Reserve, LA	Railroad	$2,461	$287.97	$2,748.97	$0.74	$27.30	4.8
	CP	Enderlin, ND	Kalama, WA	Railroad	$5,785	$0.00	$5,785.00	$1.56	$57.45	-10.8
	CP	Enderlin, ND	East St. Louis, IL	Railroad	$3,526	$0.00	$3,526.00	$0.95	$35.01	-10.6
	CSX	Casey, IL	Mobile, AL	Private	$3,646	$0.00	$3,646.00	$0.99	$36.21	3.7
	CSX	Marion, OH	Chesapeake, VA	Private	$3,214	$0.00	$3,214.00	$0.87	$31.92	2.6
	UP	Canton, KS	Houston, TX	Railroad	$5,150	$224.10	$5,374.10	$1.45	$53.37	4.1
	UP	Cozad, NE	Kalama, WA	Railroad	$6,140	$468.60	$6,608.60	$1.79	$65.63	2.2
	UP	Cozad, NE	Houston, TX	Railroad	$5,510	$323.40	$5,833.40	$1.58	$57.93	3.2
	UP	Sloan, IA	Ama, LA	Railroad	$5,590	$369.30	$5,959.30	$1.61	$59.18	2.9

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. CP = Canadian Pacific Railway. CSX = CSX Transportation. KCS = Kansas City Southern Railway. UP = Union Pacific Railroad. n/a = not available. Although CP and KCS have merged into Canadian Pacific Kansas City (CPKC), their public tariffs currently remain separate. A larger dataset (with additional routes, calculations, and shipment characteristics) is available on AgTransport.

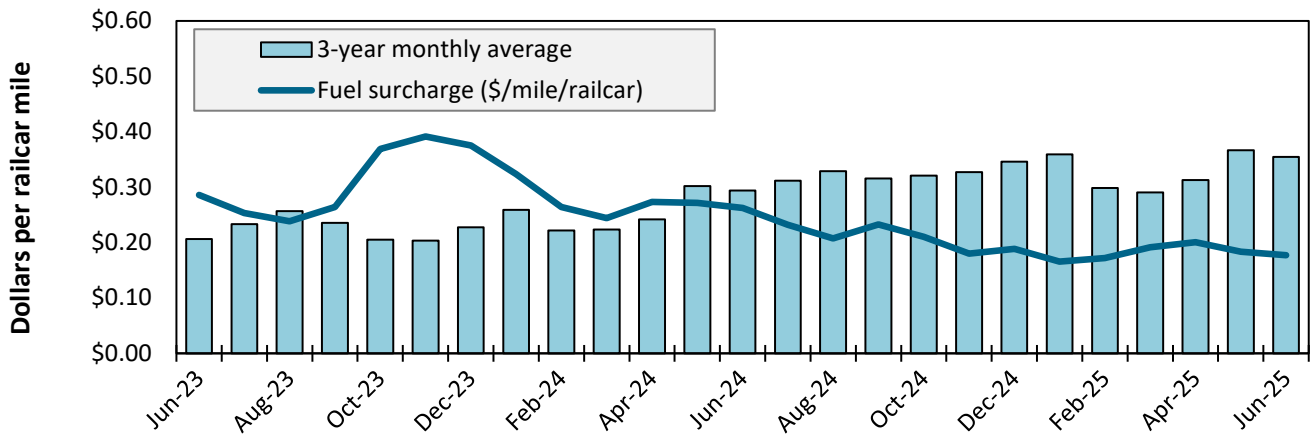
Source: BNSF, CN, CPKC, CSX, and UP.

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

Commodity	US origin	US border city	US railroad	Train type	US rate plus fuel surcharge per car (USD)	US tariff rate + fuel surcharge per metric ton (USD)	US tariff rate + fuel surcharge per bushel (USD)	Percent M/M	Percent Y/Y
Corn	Adair, IL	El Paso, TX	BNSF	Shuttle	$4,663	$45.89	$1.17	-0.3	3.5
	Atchison, KS	Laredo, TX	CPKC	Non-shuttle	$5,346	$52.62	$1.34	-0.2	-
	Marshall, MO	Laredo, TX	CPKC	Non-shuttle	$5,466	$53.80	$1.37	-0.2	-
	Polo, IL	El Paso, TX	BNSF	Shuttle	$4,672	$45.98	$1.17	-0.3	3.2
	Pontiac, IL	Eagle Pass, TX	UP	Shuttle	$5,068	$49.88	$1.27	0.0	3.4
	Sterling, IL	Eagle Pass, TX	UP	Shuttle	$5,203	$51.21	$1.30	0.0	3.2
	Superior, NE	El Paso, TX	BNSF	Shuttle	$5,081	$50.01	$1.27	-0.2	3.9
	Delhi, LA	Laredo, TX	CPKC	Non-shuttle	$3,946	$38.84	$0.99	-0.2	-
	Slater, MO	Laredo, TX	CPKC	Non-shuttle	$5,329	$52.45	$1.33	-0.2	-
Soybeans	Atchison, KS	Laredo, TX	CPKC	Non-shuttle	$5,346	$52.62	$1.43	-0.2	-
	Grand Island, NE	Eagle Pass, TX	UP	Shuttle	$6,615	$65.11	$1.77	0.0	2.7
	Marshall, MO	Laredo, TX	CPKC	Non-shuttle	$5,466	$53.80	$1.46	-0.2	-
	Roelyn, IA	Eagle Pass, TX	UP	Shuttle	$6,717	$66.11	$1.80	0.0	2.5
	Corder, MO	Laredo, TX	CPKC	Non-shuttle	$5,319	$52.35	$1.42	-0.2	-
Wheat	FT Worth, TX	El Paso, TX	BNSF	DET	$2,979	$29.32	$0.80	-25.2	-30.3
	FT Worth, TX	El Paso, TX	BNSF	Shuttle	$2,787	$27.43	$0.75	-21.8	-27.3
	Great Bend, KS	Laredo, TX	UP	Shuttle	$4,373	$43.04	$1.17	-8.9	-10.4
	Wichita, KS	Laredo, TX	UP	Shuttle	$4,265	$41.98	$1.14	-7.0	-8.4
	Pratt, KS	Eagle Pass, TX	UP	Shuttle	$4,501	$44.30	$1.21	-4.3	-5.9

Note: After December 2021, U.S. railroads stopped reporting "through rates" from the U.S. origin to the Mexican destination. Thus, the table shows “Rule 11 rates,” which cover only the portion of the shipment from a U.S. origin to locations on the U.S.-Mexico border. The Rule 11 rates apply only to shipments that continue into Mexico, and the total cost of the shipment would include a separate rate obtained from a Mexican railroad. The rates apply to jumbo covered hopper ("C114") cars. The "shuttle" train type applies to qualified shipments (typically, 110 cars) that meet railroad efficiency requirements. The "non-shuttle" train type applies to Kansas City Southern (KCS) (now CPKC) shipments and is made up of 75 cars or more (except the Marshall, MO, rate is for a 50-74 car train). BNSF Railway's domestic efficiency trains (DET) are shuttle-length trains (typically 110 cars) that can be split en route for unloading at multiple destinations. Percentage change month to month (M/M) and year to year (Y/Y) are calculated using the tariff rate plus fuel surcharge. For a larger list of to-the-border rates, see AgTransport.
Source: BNSF Railway, Union Pacific Railroad, and CPKC (formerly, Kansas City Southern Railway).

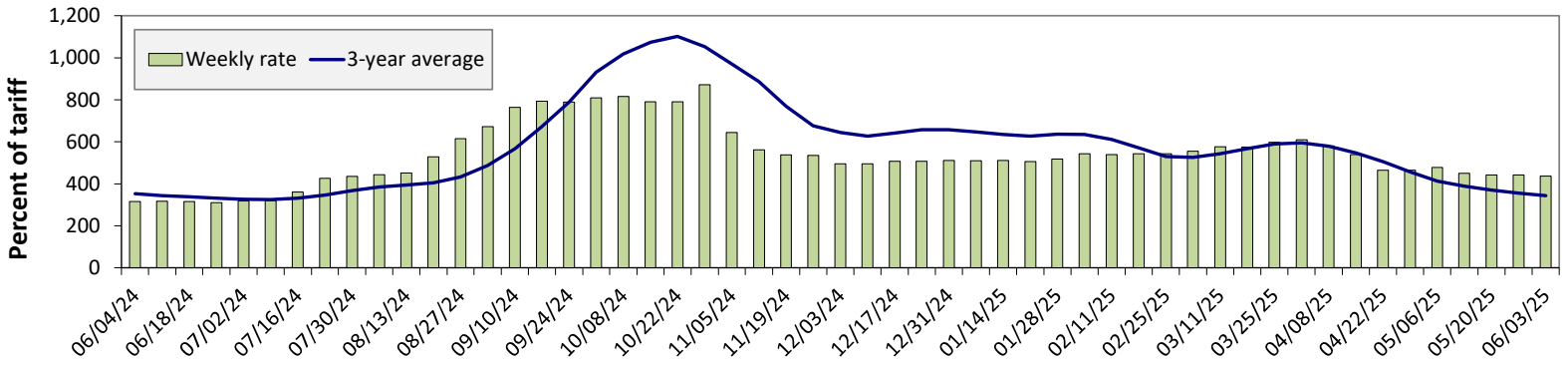
Figure 9. Railroad fuel surcharges, North American weighted average



June 2025: $0.18/mile, unchanged from last month’s surcharge of $0.18/mile; down 8 cents from the June 2024 surcharge of $0.26/mile; and down 17 cents from the June prior 3-year average of $0.35/mile

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

Figure 10. Illinois River barge freight rate



For the week ending June 3: 1 percent lower than the previous week; 39 percent higher than last year; and 27 percent higher than the 3-year average.

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

Table 9. Weekly barge freight rates: southbound only

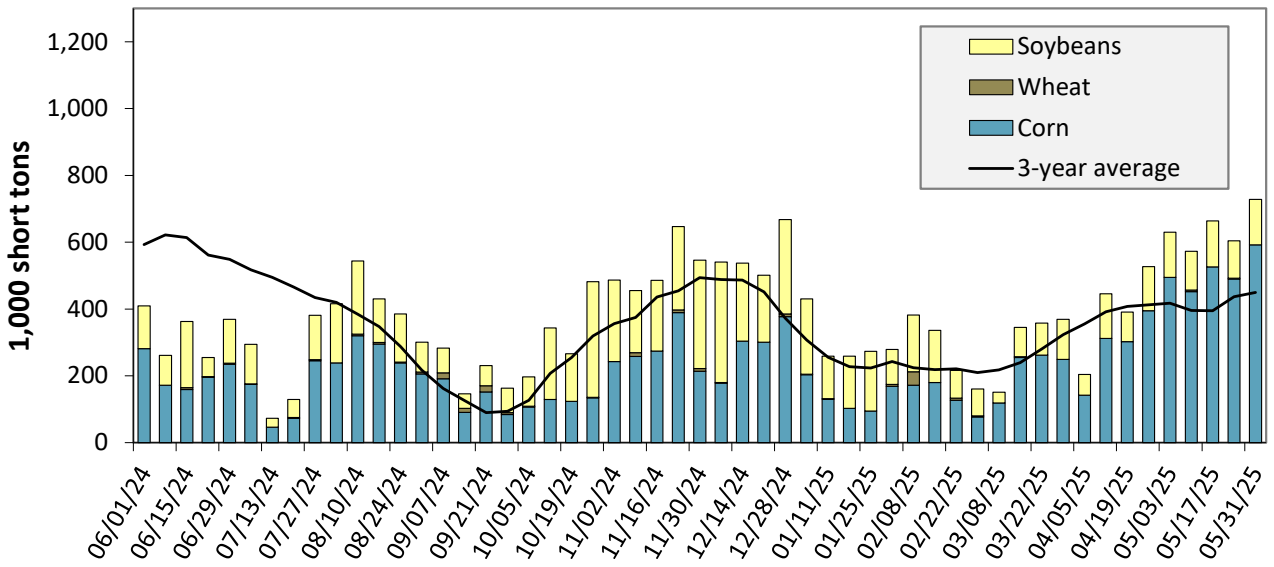
Measure	Date	Twin Cities	Mid-Mississippi	Illinois River	St. Louis	Ohio River	Cairo-Memphis
Rate	6/3/2025	491	459	437	313	327	289
	5/27/2025	491	458	442	316	326	296
$/ton	6/3/2025	30.39	24.42	20.28	12.49	15.34	9.07
	5/27/2025	30.39	24.37	20.51	12.61	15.29	9.29
Measure	**Time Period**	**Twin Cities**	**Mid-Mississippi**	**Illinois River**	**St. Louis**	**Ohio River**	**Cairo-Memphis**
Current week % change from the same week	Last year	35	39	39	44	33	42
	3-year avg.	12	21	27	25	8	19
Rate	July	473	428	398	307	318	291
	September	652	628	622	615	594	613

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 May 31: 78 percent higher than last year and 62 percent higher than the 3-year average.

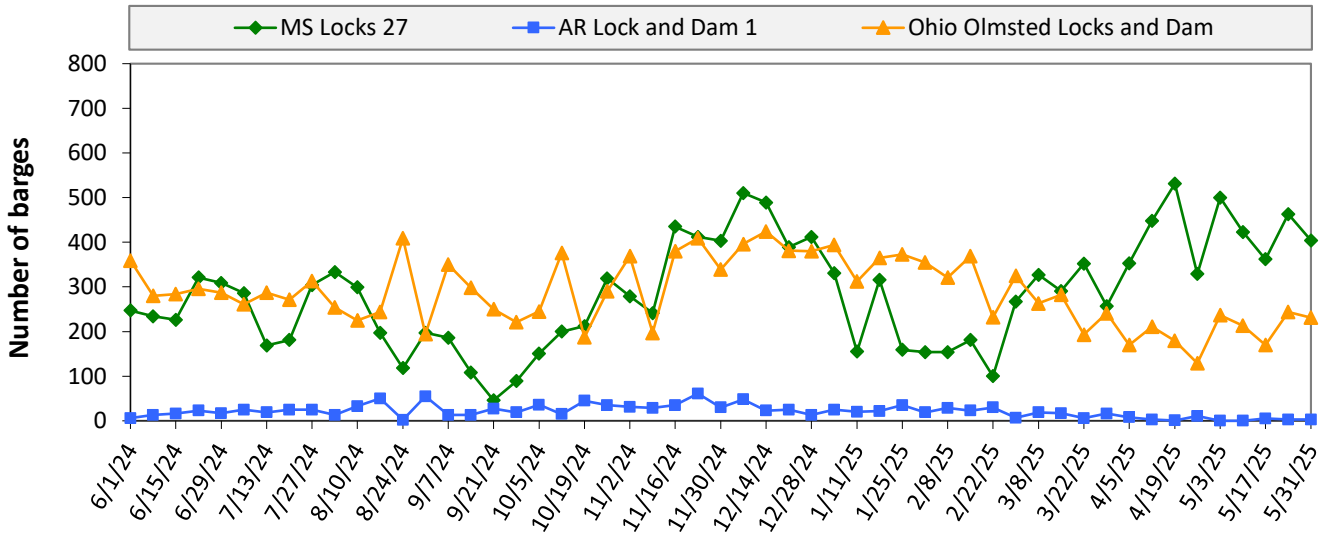
Note: The 3-year average is a 4-week moving average.
Source: U.S. Army Corps of Engineers.

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

For the week ending 05/31/2025	Corn	Wheat	Soybeans	Other	Total
Mississippi River (Rock Island, IL (L15))	203	0	42	0	245
Mississippi River (Winfield, MO (L25))	378	0	76	3	457
Mississippi River (Alton, IL (L26))	562	0	128	3	693
Mississippi River (Granite City, IL (L27))	592	0	136	3	731
Illinois River (La Grange)	191	0	49	0	239
Ohio River (Olmsted)	88	2	39	0	128
Arkansas River (L1)	0	0	0	0	0
Weekly total - 2025	680	2	174	3	859
Weekly total - 2024	406	12	187	0	604
2025 YTD	8,449	427	4,551	97	13,524
2024 YTD	6,031	676	4,918	89	11,714
2025 as % of 2024 YTD	140	63	93	110	115
Last 4 weeks as % of 2024	151	136	101	149	137
Total 2024	15,251	1,564	12,598	214	29,626

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

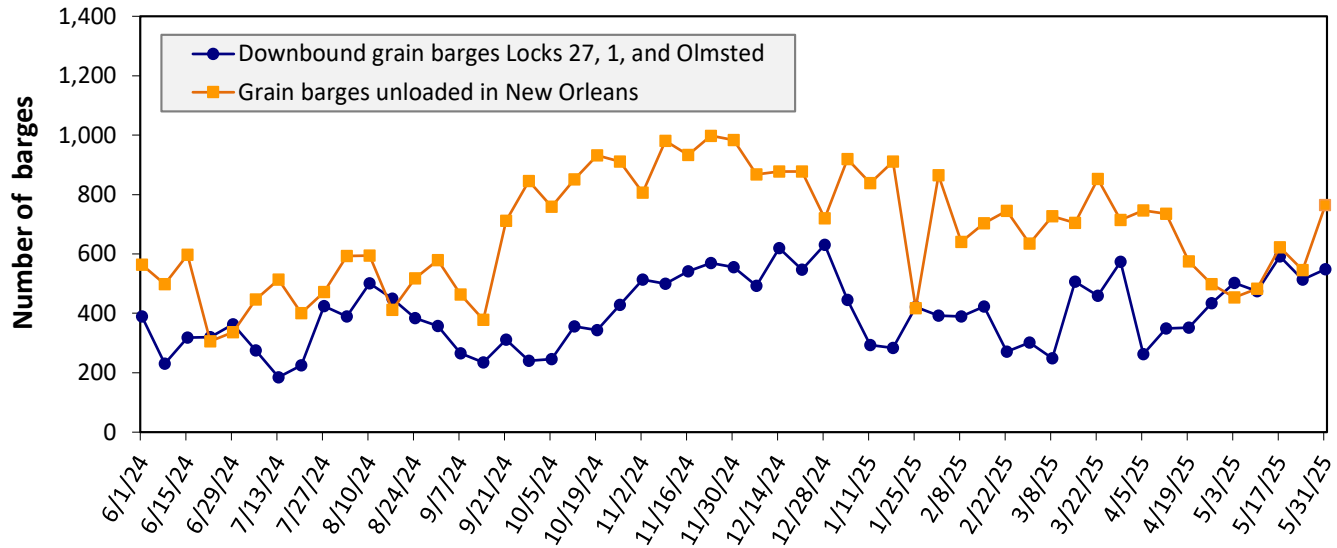
Figure 13. Upbound empty barges transiting Mississippi River Locks 27, Arkansas River Lock and Dam 1, and Ohio River Olmsted Locks and Dam



For the week ending May 31: 638 barges transited the locks, 72 barges fewer than the previous week, and 3 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 May 31: 549 barges moved down river, 35 more than the previous week; 764 grain barges unloaded in the New Orleans Region, 40 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	
		June 2025	May 2025	June 2024	Last year	3-year avg.
Snake River	Lewiston, ID/Clarkston, WA/Wilma, WA	$21.63	$21.55	$21.15	2.3	4.5
	Central Ferry, WA/Almota, WA	$20.73	$20.65	$20.28	2.2	4.3
	Lyons Ferry, WA	$19.72	$19.64	$19.31	2.1	4.0
	Windust, WA/Lower Monumental, WA	$18.69	$18.61	$18.32	2.0	3.7
	Sheffler, WA	$18.66	$18.58	$18.29	2.0	3.7
Columbia River	Burbank, WA/Kennewick, WA/Pasco, WA	$17.46	$17.38	$17.14	1.9	3.2
	Port Kelly, WA/Wallula, WA	$17.24	$17.16	$16.93	1.8	3.1
	Umatilla, OR	$17.14	$17.06	$16.83	1.8	3.1
	Boardman, OR/Hogue Warner, OR	$16.88	$16.80	$16.58	1.8	3.0
	Arlington, OR/Roosevelt, WA	$16.72	$16.64	$16.43	1.8	2.9
	Biggs, OR	$15.39	$15.31	$15.15	1.6	2.4
	The Dalles, OR	$14.29	$14.21	$14.09	1.4	1.8

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

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

May, 2025	Wheat	Other	Total
Snake River (McNary Lock and Dam (L24))	81	0	81
Columbia River (Bonneville Lock and Dam (L1))	99	0	99
Monthly total 2025	99	0	99
Monthly total 2024	425	0	425
2025 YTD	1,426	0	1,426
2024 YTD	1,064	0	1,064

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

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

Source: USDA, Agricultural Marketing Service.

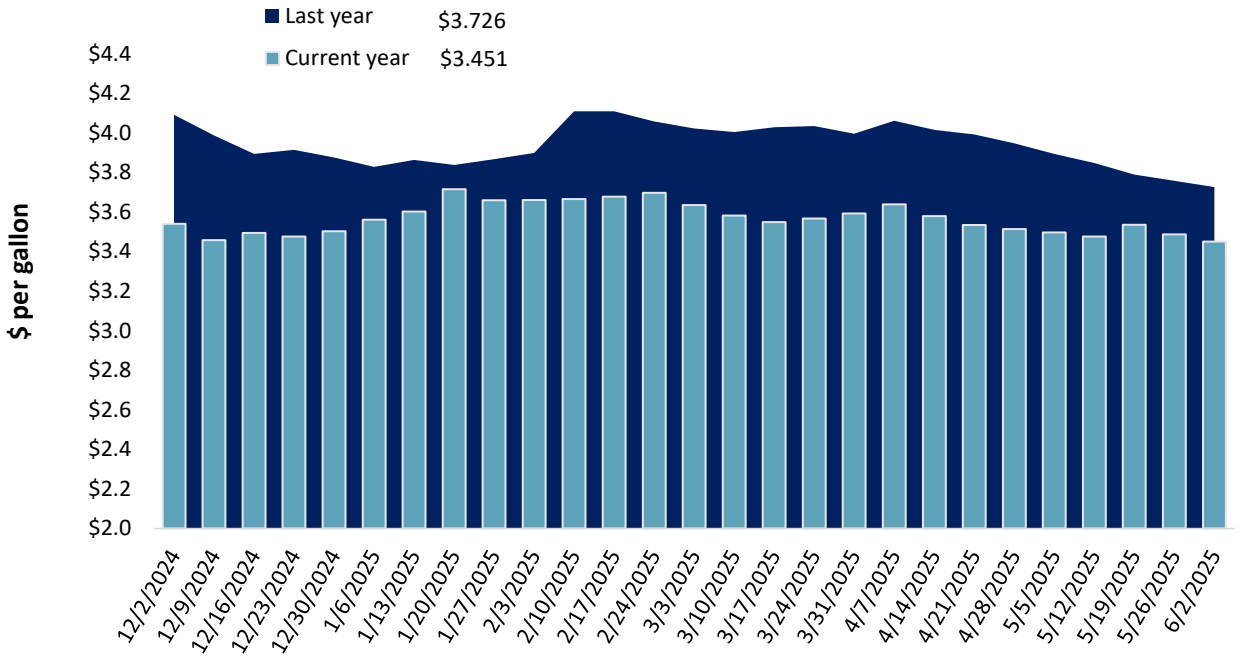
The weekly diesel price provides a proxy for trends in U.S. truck rates as diesel fuel is a significant expense for truck grain movements.

Table 13. Retail on-highway diesel prices, week ending 6/2/2025 (U.S. $/gallon)

Region	Location	Price	Change from	
			Week ago	Year ago
I	East Coast	3.517	-0.038	-0.336
	New England	3.885	0.003	-0.220
	Central Atlantic	3.766	-0.035	-0.320
	Lower Atlantic	3.384	-0.044	-0.357
II	Midwest	3.388	-0.040	-0.204
III	Gulf Coast	3.097	-0.039	-0.353
IV	Rocky Mountain	3.453	0.008	-0.232
V	West Coast	4.221	-0.027	-0.208
	West Coast less California	3.745	-0.018	-0.215
	California	4.768	-0.040	-0.200
Total	United States	3.451	-0.036	-0.275

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

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



For the week ending June 2, the U.S. average diesel fuel price decreased 3.6 cents from the previous week to $3.451 per gallon, 27.5 cents below 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 5/22/2025	377	105	274	185	25	966	15,993	4,100	21,059
	This week year ago	209	174	272	140	5	801	12,198	3,621	16,620
	Last 4 wks. as % of same period 2023/24	309	103	170	305	510	218	136	115	136
Current shipped (cumulative) exports sales	2024/25 YTD	5,123	3,055	6,373	5,492	327	20,370	48,203	44,357	112,930
	2023/24 YTD	3,394	4,177	6,187	3,789	526	18,072	37,889	39,590	95,551
	YTD 2024/25 as % of 2023/24	151	73	103	145	62	113	127	112	118
	Total 2023/24	3,535	4,260	6,314	3,906	526	18,540	54,277	44,510	117,328
	Total 2022/23	4,872	2,695	5,382	4,414	395	17,759	39,469	52,208	109,435

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

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

For the week ending 5/22/2025	Total commitments (1,000 mt)			% change current MY from last MY	Exports 3-year average 2021-23 (1,000 mt)
	YTD MY 2025/26	YTD MY 2024/25	YTD MY 2023/24		
Mexico	2173	21,104	20,499	3	17,746
Japan	514	11,223	9,126	23	9,366
China	0	33	2,605	-99	8,233
Colombia	100	6,618	5,178	28	4,383
Korea	0	5,248	2,167	142	1,565
Top 5 importers	2,787	44,225	39,575	12	41,293
Total U.S. corn export sales	3,003	64,196	50,087	28	51,170
% of YTD current month's export projection	4%	97%	86%	-	-
Change from prior week	31	917	810	-	-
Top 5 importers' share of U.S. corn export sales	93%	69%	79%	-	81%
USDA forecast May 2025	67,949	66,043	58,220	13	-
Corn use for ethanol USDA forecast, May 2025	139,700	139,700	139,141	0	-

Note: The top 5 importers are based on USDA, Foreign Agricultural Service (FAS) marketing year ranking reports for marketing year (MY) 2023/24 (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 5/22/2025	Total commitments (1,000 mt)			% change current MY from last MY	Exports 3-year average 2021-23(1,000 mt)
	YTD MY 2025/26	YTD MY 2024/25	YTD MY 2023/24		
China	0	22,480	23,913	-6	28,636
Mexico	235	4,900	4,593	7	4,917
Japan	63	1,846	1,990	-7	2,231
Egypt	0	2,948	1,081	173	2,228
Indonesia	3	1,696	1,855	-9	1,910
Top 5 importers	301	33,869	33,431	1	39,922
Total U.S. soybean export sales	1,056	48,457	43,211	12	51,302
% of YTD current month's export projection	2%	96%	94%	-	-
Change from prior week	33	146	329	-	-
Top 5 importers' share of U.S. soybean export sales	29%	70%	77%	-	78%
USDA forecast, May 2025	49,396	50,349	46,130	9	-

Note: The top 5 importers are based on USDA, Foreign Agricultural Service (FAS) marketing year ranking reports for marketing year (MY) 2023/24 (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 5/22/2025	Total commitments (1,000 mt)			% change current MY from last MY	Exports 3-year average 2021-23 (1,000 mt)
	YTD MY 2025/26	YTD MY 2024/25	YTD MY 2023/24		
Mexico	828	3,909	3,290	19	3,298
Philippines	502	2,588	2,864	-10	2,494
Japan	422	2,115	1,962	8	2,125
China	0	139	2,118	-93	1,374
Korea	336	2,358	1,386	70	1,274
Taiwan	183	984	1,108	-11	921
Nigeria	104	801	276	190	920
Thailand	0	950	462	105	552
Colombia	183	547	328	67	522
Vietnam	93	589	427	38	313
Top 10 importers	2651	14,980	14,220	5	13,792
Total U.S. wheat export sales	4,892	21,337	18,873	13	18,323
% of YTD current month's export projection	22%	96%	98%	-	-
Change from prior week	711	-129	-61	-	-
Top 10 importers' share of U.S. wheat export sales	54%	70%	75%	-	75%
USDA forecast, May 2025	21,798	22,317	19,264	16	-

Note: The top 10 importers are based on USDA, Foreign Agricultural Service (FAS) marketing year ranking reports for marketing year (MY) 2023/24 (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.

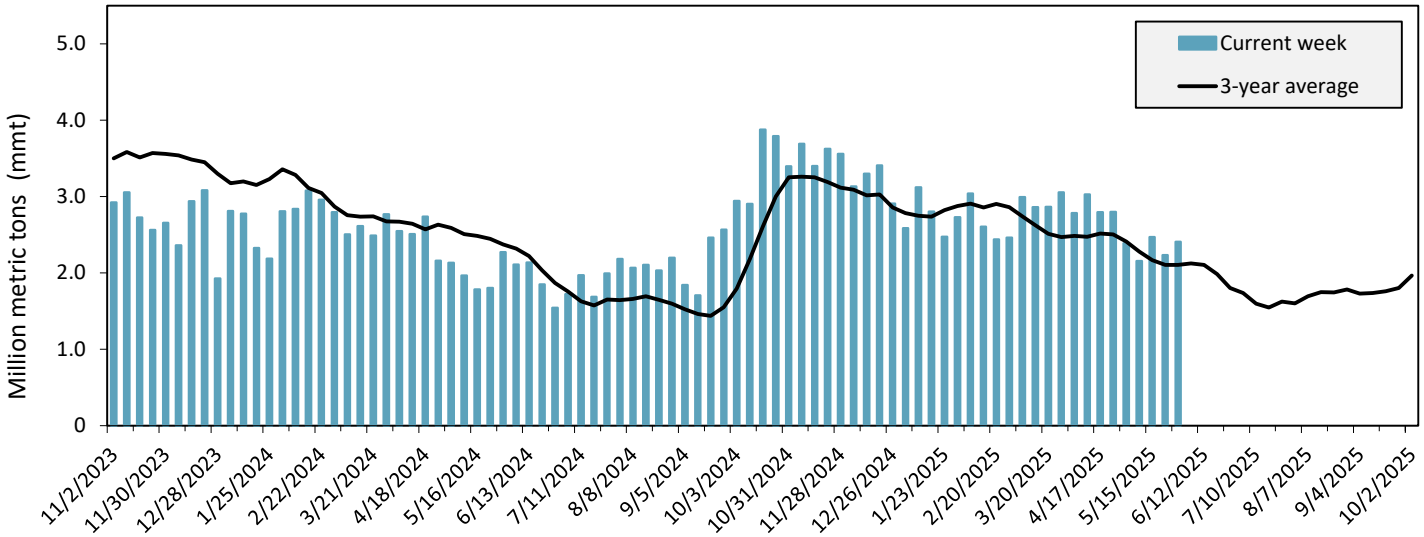
Table 18. Grain inspections for export by U.S. port region (1,000 metric tons)

Port regions	Commodity	For the week ending 05/29/2025	Previous week*	Current week as % of previous	2025 YTD*	2024 YTD*	2025 YTD as % of 2024 YTD	Last 4-weeks as % of:		2024 total*
								Last year	Prior 3-yr. avg.	
Pacific Northwest	Corn	511	448	114	10,944	8,102	135	138	134	13,987
	Soybeans	0	0	n/a	1,966	2,513	78	n/a	n/a	10,445
	Wheat	362	265	137	4,800	4,462	108	128	158	11,453
	All grain	874	712	123	17,804	16,086	111	121	123	37,186
Mississippi Gulf	Corn	782	686	114	15,735	10,932	144	133	105	27,407
	Soybeans	178	69	258	9,652	10,592	91	92	81	29,741
	Wheat	34	111	31	1,459	2,425	60	69	91	4,523
	All grain	994	867	115	26,845	24,004	112	117	99	61,789
Texas Gulf	Corn	0	11	0	116	230	50	25	24	570
	Soybeans	0	0	n/a	106	0	n/a	n/a	n/a	741
	Wheat	103	132	78	1,506	605	249	928	192	1,940
	All grain	112	174	64	1,852	2,531	73	198	102	6,965
Interior	Corn	278	273	102	5,494	5,731	96	99	130	13,463
	Soybeans	89	126	71	2,769	3,075	90	122	114	8,059
	Wheat	53	49	110	1,245	1,195	104	101	127	2,952
	All grain	420	469	90	9,738	10,113	96	109	129	24,753
Great Lakes	Corn	0	0	n/a	0	0	n/a	n/a	n/a	271
	Soybeans	0	0	n/a	0	18	0	n/a	n/a	136
	Wheat	0	0	n/a	93	123	76	139	87	653
	All grain	0	0	n/a	93	141	66	74	22	1,060
Atlantic	Corn	5	1	n/a	154	163	94	335	111	410
	Soybeans	1	5	21	445	427	104	160	18	1,272
	Wheat	0	7	0	34	10	323	n/a	511	73
	All grain	6	13	48	632	601	105	292	47	1,754
All Regions	Corn	1,576	1,419	111	32,442	25,157	129	127	116	56,109
	Soybeans	268	200	134	15,041	16,678	90	101	82	50,865
	Wheat	553	563	98	9,136	8,820	104	132	145	21,594
	All grain	2,406	2,234	108	57,068	53,529	107	119	110	133,979

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

The United States exports approximately one-quarter of the grain it produces. On average, this includes nearly 46 percent of U.S.-grown wheat, 47 percent of U.S.-grown soybeans, and 15 percent of the U.S.-grown corn. In 2024, approximately 48 percent of the U.S. export grain shipments departed through the U.S. Gulf region and 27 percent departed through the PNW.

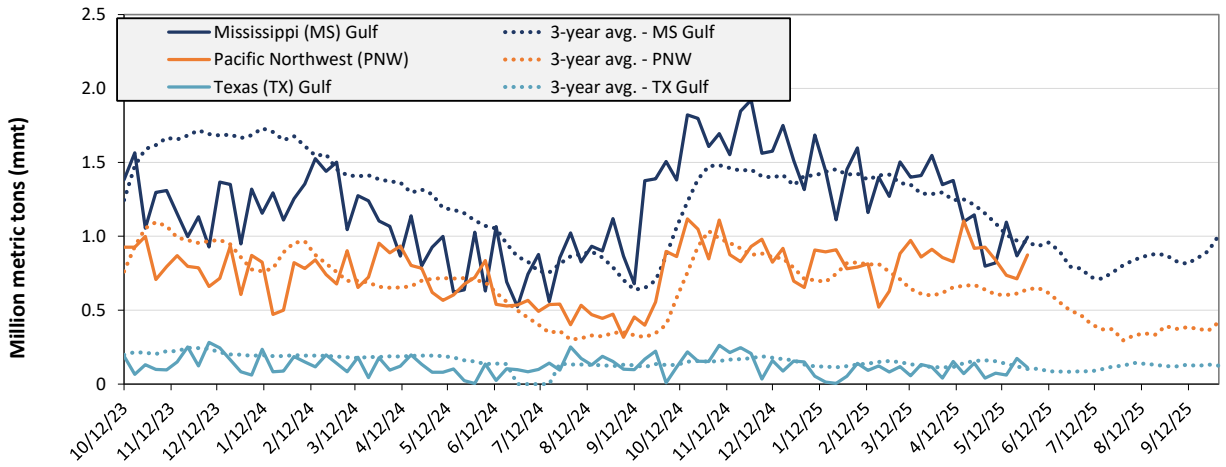
Figure 17. U.S. grain inspected for export (wheat, corn, and soybeans)



For the week ending May. 29: 2.4 mmt of grain inspected, up 8 percent from the previous week, up 5 percent from the same week last year, and up 14 percent from the 3-year average.

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

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



Week ending 05/29/25 inspections (mmt):
MS Gulf: 0.99
PNW: 0.87
TX Gulf: 0.11

Percent change from:	MS Gulf	TX Gulf	U.S. Gulf	PNW
Last week	up 15	down 36	up 6	up 23
Last year (same 7 days)	un changed	up 2331	up 11	up 15
3-year average (4-week moving average)	up 4	up 9	up 4	up 36

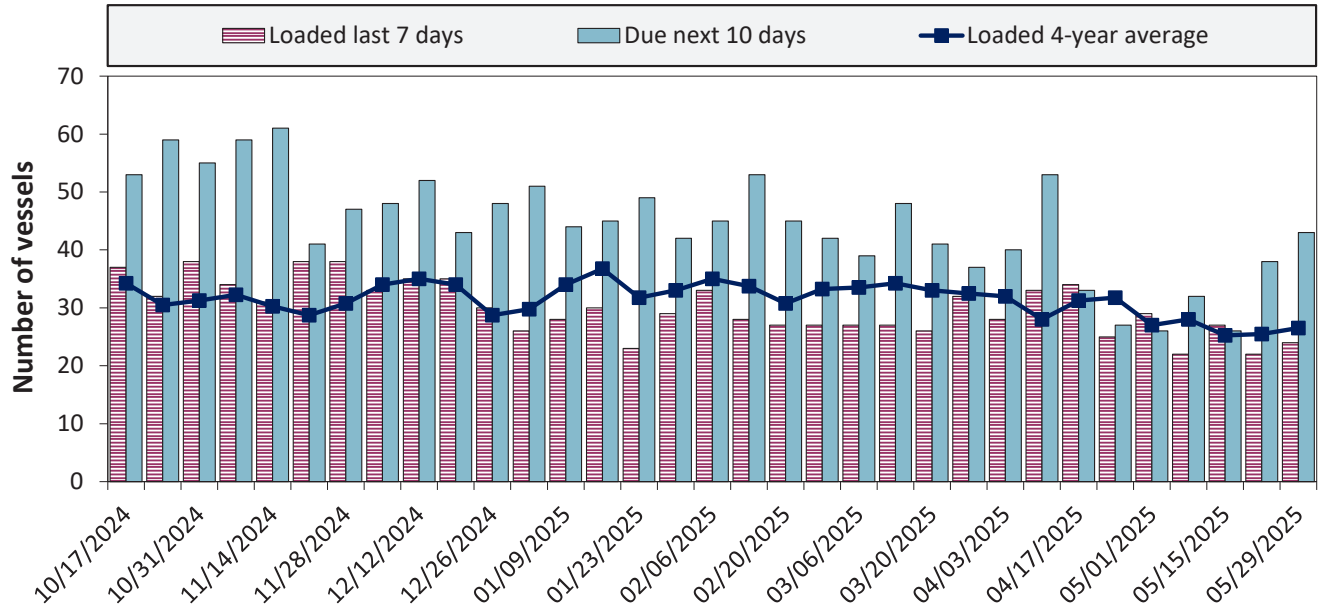
Source: USDA, Federal Grain Inspection Service.

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

Date	Gulf			Pacific Northwest
	In port	Loaded 7-days	Due next 10-days	In port
5/29/2025	23	24	43	7
5/22/2025	22	22	38	14
2024 range	(11…45)	(18…38)	(29…61)	(3…25)
2024 average	28	28	45	13

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

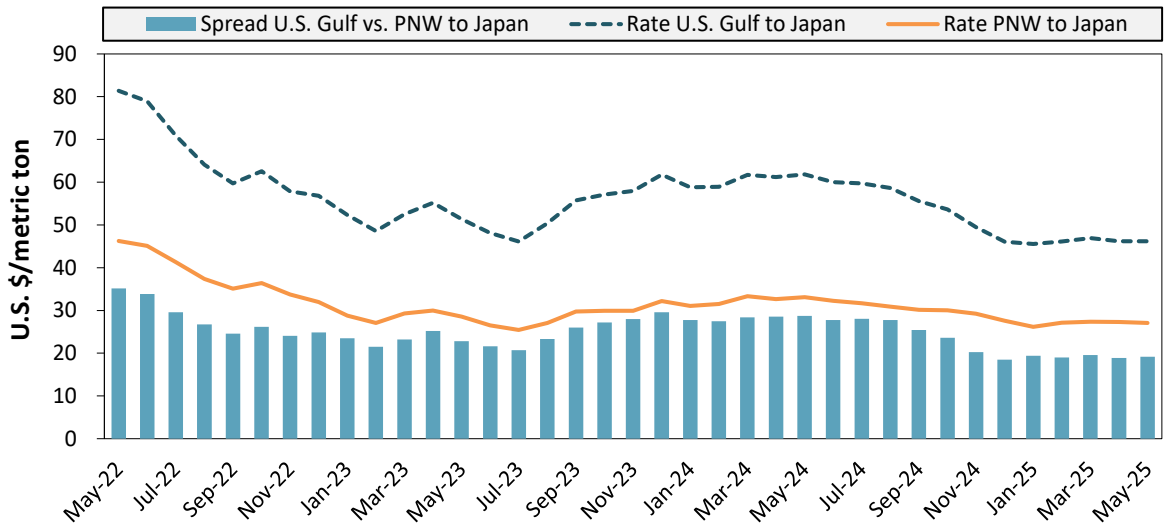
Figure 19. U.S. Gulf vessel loading activity



Week ending 05/29/25, number of vessels	Loaded	Due
Change from last year	4%	10%
Change from 4-year average	-9%	8%

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
May 2025	$46.20	$27.05	$19.15
Change from May 2024	-25%	-18%	-33%
Change from 4-year average	-29%	-26%	-33%

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

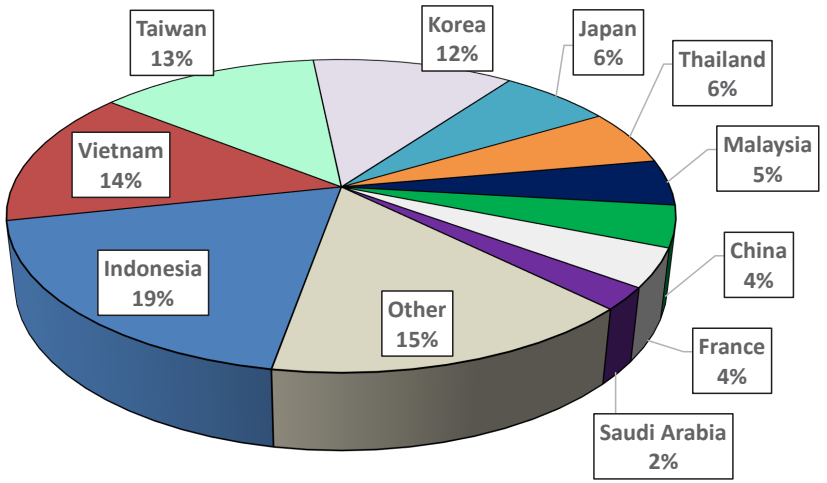
Table 20. Ocean freight rates for selected shipments, week ending 5/31/2025

Export region	Import region	Grain types	Entry date	Loading date	Volume loads (metric tons)	Freight rate (US$/metric ton)
U.S. Gulf	Japan	Heavy grain	Mar 13, 2025	May 1/10, 2025	49,000	50.50
U.S. Gulf	Morocco	Soybeans	May 23, 2025	Jun 5/15, 2025	46,000	42.38
PNW	Japan	Corn	Apr 22. 2025	Jun 1/10, 2025	65,000	34.75
PNW	Japan	Corn	Apr 8, 2025	May 1/10, 2025	60,000	36.85
PNW	Taiwan	Wheat	Mar 28, 2025	May 1/10, 2025	50,000	39.75
PNW	S. Korea	Heavy grain	Feb 28, 2025	Apr 5/May 5, 2025	65,000	28.00
PNW	Japan	Wheat & Corn	Feb 25, 2025	Mar 1/20, 2025	35,000	32.85
EC S. America	China	Heavy grain	May 16, 2025	Jun 12/22, 2025	80,000	33.40
NC S. America	China	Heavy grain	May 6, 2025	May 20/31, 2025	66,000	35.50
Brazil	S. Korea	Corn	May 21, 2025	May 24, 2025	66,000	36.85
Brazil	N. China	Grain	May 9, 2025	Jun 1/7, 2025	64,000	36.50
Brazil	China	Heavy grain	May 7, 2025	Jun 20/Jul 20, 2025	63,000	32.75
Brazil	China	Soybeans	Apr 30, 2025	May 24/30, 2025	63,000	37.25
Brazil	China	Heavy grain	Apr 29, 2025	May 10/20, 2025	63,000	36.95
Brazil	China	Heavy grain	May 1, 2025	May 24/31, 2025	68,000	35.25
Brazil	N. China	Heavy grain	Apr 30, 2025	May 20/31, 2025	66,000	35.50
Brazil	China	Heavy grain	Apr 9, 2025	May 2/11, 2025	63,000	32.00
Brazil	China	Heavy grain	Mar 13, 2025	May 1/31, 2025	63,000	35.00

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

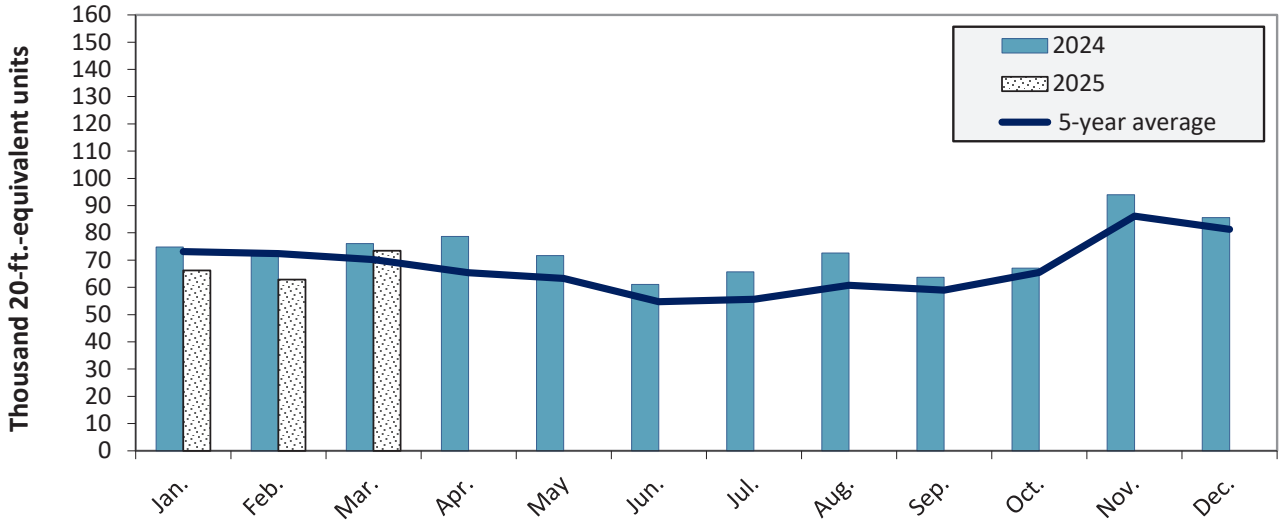
In 2024, containers were used to transport 10 percent of total U.S. waterborne grain exports. Approximately 55 percent of U.S. waterborne grain exports in 2024 went to Asia, of which 16 percent were moved in containers. Approximately 84 percent of U.S. waterborne containerized grain exports were destined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

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



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

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



Containerized grain shipments in Mar. 2025 were down 3.4 percent from last year but up 4.7 percent from the 5-year average.

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

Title	Name	Email	Phone
Coordinators	Surajudeen (Deen) Olowolayemo	surajudeen.olowolayemo@usda.gov	(202) 720-0119
	Maria Williams	maria.williams@usda.gov	(202) 690-4430
	Bernadette Winston	bernadette.winston@usda.gov	(202) 690-0487
Grain Transportation Indicators	Surajudeen (Deen) Olowolayemo	surajudeen.olowolayemo@usda.gov	(202) 720-0119
Rail Transportation	Jesse Gastelle	jesse.gastelle@usda.gov	(202) 690-1144
	Peter Caffarelli	petera.caffarelli@usda.gov	(202) 690-3244
	Austin Hunt	austin.hunt@usda.gov	(540) 681-2596
Barge Transportation	Kranti Mulik	kranti.mulik@usda.gov	(202) 756-2577
	Edmund Outlaw	edmund.outlaw.gov	(301) 448-0578
Truck Transportation	Kranti Mulik	kranti.mulik@usda.gov	(202) 756-2577
Grain Exports	Kranti Mulik	kranti.mulik@usda.gov	(202) 756-2577
	Bernadette Winston	bernadette.winston@usda.gov	(202) 690-0487
Ocean Transportation	Surajudeen (Deen) Olowolayemo (Freight rates and vessels)	surajudeen.olowolayemo@usda.gov	(202) 720-0119
	Jesse Gastelle (Container movements)	jesse.gastelle@usda.gov	(202) 690-1144
Editor	Maria Williams	maria.williams@usda.gov	(202) 690-4430
Visual Information Specialists	Jessica Ladd	jessica.ladd@usda.gov	n/a
	Sharon C. Williams	sharonc.williams@usda.gov	(202) 720-2848

Subscription Information: Please sign up to receive regular email announcements of the latest GTR issue by **entering your email address** and selecting your preference to receive Transportation Research and Analysis. For any other information, you may contact us at **GTRContactUs@usda.gov**.

Preferred citation: U.S. Department of Agriculture, Agricultural Marketing Service. *Grain Transportation Report*. June 5, 2025.
Web: **http://dx.doi.org/10.9752/TS056.06-05-2025**

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

Photo Credit: Adobe Stock (unless otherwise noted on photo)