IGP Grain Transportation Report

Wheat, Corn, Grain Sorghum, and Soybean Complex

22nd June 2026

by Guy H. Allen – Senior Economist, International Grains Program, Kansas State University *News and information noted below are articles of interest and gathered from numerous sources. This news and information do not reflect the opinions of KSU-IGP but are provided as a matter of interest.*

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KSU Agriculture Today Podcast Link: https://agtodayksu.libsyn.com/timeliness-of-corn-and-soybean-plantingworld-grain-supply-and-demand

KSU Ag Manager Link: https://www.agmanager.info/grain-marketing/publications/us-grain-exports-and-trade

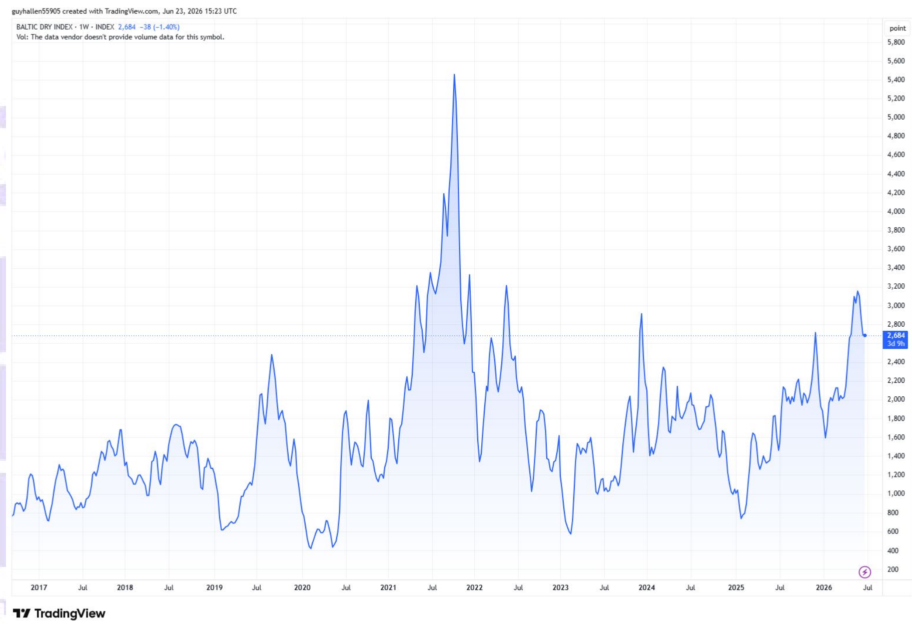
USDA Transportation Report: https://www.ams.usda.gov/services/transportation-analysis/gtr

USDA FAS Historical Grain Shipments: https://apps.fas.usda.gov/export-sales/wkHistData.htm, https://apps.fas.usda.gov/export-sales/complete.htm

Contents

OCEAN FREIGHT

Baltic Dry Freight Index – Daily = 2684



Source: https://www.tradingview.com/chart/?symbol=INDEX%3ABDI

The Baltic Dry Index is reported daily by the Baltic Exchange in London. The index provides a benchmark for the price of moving the major raw materials by sea. The index is a composite of three sub-indices that measure different sizes of dry bulk carriers: Capesize, which typically transport iron ore or coal cargoes of about 150,000 tonnes; Panamax, which usually carry coal or grain cargoes of about 60,000 to 70,000 tonnes; and Supramax, with a carrying capacity between 48,000 and 60,000 tonnes.

Not restricted to Baltic Sea countries, the index provides "an assessment of the price of moving the major raw materials by sea. Taking in 23 shipping routes measured on a time-charter basis, for dry bulk carriers carrying a range of commodities including coal, iron ore, grain, and other commodities.

Because dry bulk primarily consists of materials that function as raw material inputs to the production of intermediate or finished goods, the index is also seen as an efficient economic indicator of future economic growth and production.

Positive Sentiment Supports Rates Despite Dark Macro Clouds – The dry bulk

➢ A weekly round-up of tanker and dry bulk market

19 June 2026 Baltic Exchange - This report is produced by the Baltic Exchange - Source: https://www.balticexchange.com/en/data-services/WeeklyRoundup.html.

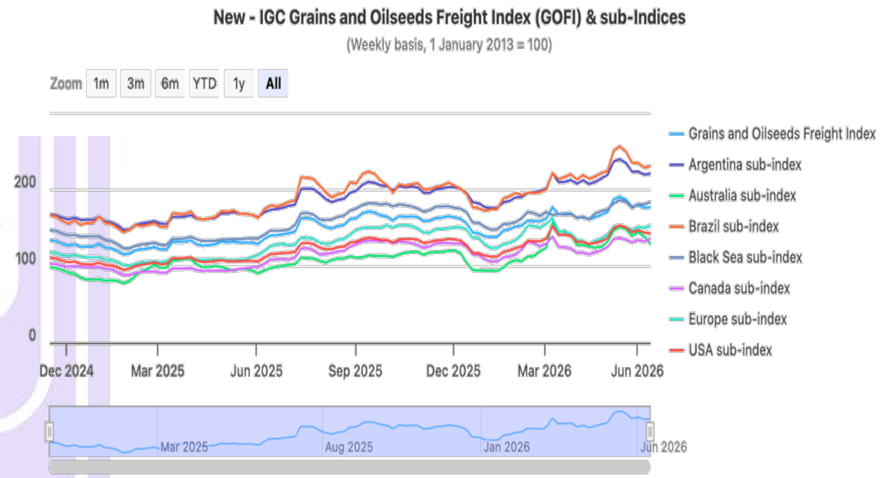
Capesize: The market staged an impressive late-week recovery to finish on a significantly firmer footing, with improving sentiment driven primarily by renewed strength in the Pacific. Having come under pressure through the early part of the week, the market reversed course, with the BCI 182 5TC climbing sharply to close at $37,631, up from $36,756 at the start of the week. The turnaround was led by a resurgent C5 market, where rates rallied from around $10.80 on Wednesday to fixtures being concluded at $12.50 by Friday, supported by healthy cargo volumes, sustained miner activity, and a more confident owner stance. The Atlantic remained the weaker basin for much of the week, with limited fresh enquiry and a wide gap between charterers' bids and owners' expectations restricting trading activity. However, conditions improved into the close, with sentiment becoming noticeably more constructive. While fixtures remained limited, C3 bids strengthened to around $31.00, with owners holding firm in the $32.50-$33.00 range, suggesting the market may finally be finding a floor after several sessions of heavy pressure. Although an increasing number of ballasters heading west continues to temper the medium-term outlook, the stronger finish on both sides of the market leaves sentiment entering the new week on a considerably more positive note.

Panamax: The week saw a clear divergence between Atlantic and Pacific markets. In the Atlantic, sentiment remained positive despite fluctuating activity, with an 81,000-dwt fixing for a transatlantic round at $21,000 and another 83,000-dwt at $20,750. Tight prompt tonnage in the North Continent and West Mediterranean supported rates, with some fixtures achieving premiums for earlier windows, such as an 85,000-dwt fixing for $22,500 for a transatlantic round. Overall, supply and demand appeared balanced, with steady enquiry for both transatlantic and fronthaul routes.

Conversely, the Pacific market weakened. Limited cargo volumes, subdued demand from Australia and the North Pacific, and a growing surplus of prompt tonnage pressured rates, with an 82,000-dwt fixing a North Pacific round at $21,750 early in the week falling to around $17,000 later. Period activity was seen early on, with an 82,000-dwt fixing for one year at $17,800, alongside shorter cover including a 96,000-dwt fixing for two laden legs at $23,250 and a 76,000-dwt fixing at $18,250.

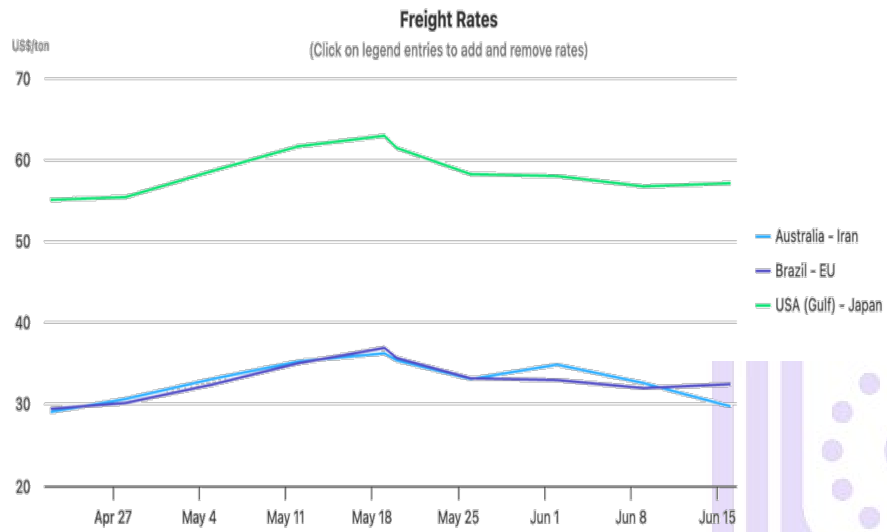
Ultramax/Supramax: The Index climbed on a daily basis this week driven by the strengthening Atlantic market, whilst the Asian market remained fairly static. North America was very active especially on early positions as Charterers looked to cover prior to the upcoming holidays with 63,000-dwts fixing at around $32,000 for trips to the Far East and similar vessels fixed into the Mediterranean at around $33,000.The Continent saw pockets of activity with a 63,000-dwt fixed for scrap at $25,750 to the East Mediterranean whilst the East Mediterranean market itself saw consistent strong demand throughout the week including very strong fronthaul fixtures of $24,500/$25,000 delivery East Mediterranean for trips via EC South America to the Far East. Asia was more subdued although rates largely remained unchanged with a 64,000-dwt covered at $25,000 delivery CJK for a trip to West Africa, and a large number of fixtures reported from South Africa at the start of the week. Period interest remained and there was a report of a 64,000-dwt new building delivery ex yard November/December being fixed at $17,500 for three years.

➢ IGC Grains Freight Index – 16th June 2026



Source: IGC https://www.igc.int/en/markets/marketinfo-freight.aspx

	16 Jun	Weekly Change	Annual Change	52 Week Low	52 Week High
IGC Grains and Oilseeds Freight Index	177	+1	39 %	138	191
Argentina sub-Index	221	+1	-%	174	239
Australia sub-Index	129	-10	59 %	94	158
Brazil sub-Index	231	+2	44 %	172	256
Black Sea sub-Index	184	+3	33 %	146	186
Canada sub-Index	136	+4	35 %	106	139
Europe sub-Index	153	+3	32 %	124	163
USA sub-Index	143	-1	23 %	112	153



Source: IGC https://www.igc.int/en/markets/marketinfo-freight.aspx

	16 Jun	Weekly Change	Annual Change	52 Week Low	52 Week High
Australia - Iran	$30	-3	6 %	$21	$37
Brazil - EU	$32	-	24 %	$25	$37
USA (Gulf) - Japan	$57	-	24 %	$44	$63

Logistics

➢ **Suez Canal Will Raise Surcharge Fees As It Looks to Increase Transits**

09 June 2026 By: The Maritime Executive - The Suez Canal Authority has posted its first wide-ranging rate increases in the form of revised surcharges for transits in three years. It comes, however, as the canal continues to pursue efforts to increase transits and new risks are emerging for shipping.

The circulars show that the surcharges applied on top of the base rates will be increased starting on July 15. The authority calls these surcharges temporary, but they will represent significant price increases for nearly all categories of ships. The only ships that are exempt from the new surcharges are passenger ships, which are one of the smallest categories using the canal.

The specific surcharge rate varies by the type of vessel, with the largest increase coming for crude oil and product tankers. Their surcharge will be increased from 25% of the base fees or 37% when they are laden and 27% when they travel only in ballast. LPG carriers will face a 32% surcharge, while dry bulk will be 22%, and containerships will incur a 12% surcharge.

The canal had implemented special provisions in the recent past, attempting to attract vessels to make the transit, specifically for all containerships, either carrying cargo or empty.

Suez Canal – Daily Transit Calls

Jun 14 2026 Source: IMF PortWatch
Source: https://portwatch.imf.org/pages/c57c79bf612b4372b08a9c6ea9c97ef0

The Chairman of the Suez Canal Authority, Osama Rabie, commented during ceremonies for CMA CGM's newest ship transiting the canal, that the canal had succeeded in recent times in elevating the level of maritime services provided as it sought to attract more vessels. He acknowledged that the geopolitical challenges in the region had imposed new realities on the maritime transport market and supply chains. However, they continue to emphasize the benefits of the shorter voyage and cost savings versus taking the Cape of Good Hope route.

To emphasize the return of large containerships, the authority highlighted the first transit of the new CMA CGM ultra-large vessels, *CMA CGM Vendome* (220,553 dwt) vessel, completed in 2025 and registered in Singapore. The ship, which is 399 meters (1,309 feet) in length with a capacity for more than 24,000 TEU, made the transit on June 9. It was in the north convoy coming from France, bound for Asia.

The Suez Canal Authority reported it was the first southbound transit on CMA CGM's 3 FAL route since January 2026. The French carrier has sent some of its large vessels through the Suez Canal, coming from Asia.

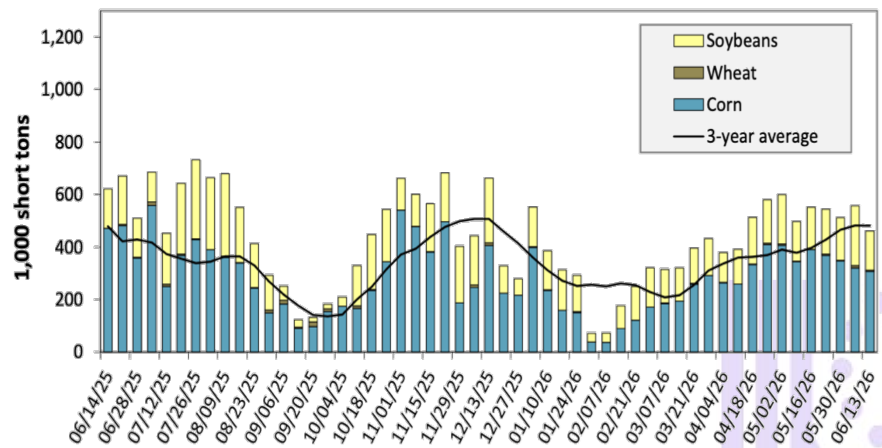
In total, CMA CGM made 104 transits of the Suez Canal in the first five months of 2026. The ships were carrying 12.5 million tons of cargo. CMA CGM is at the forefront, with major carriers avoiding the Suez Canal and Red Sea since the start of hostilities in the Persian Gulf.

Renewed concerns were raised on Monday, June 8, when the Houthis' spokesperson threatened to widen the hostilities, saying that all Israeli ships are barred from transiting the Red Sea. In addition, the Houthis claimed to have launched a new salvo of missiles at Israel after Israel and Iran also launched missiles at each other.

The Red Sea has become a critical alternative for tankers seeking to load at Saudi Arabia's western terminal as an alternative to the Persian Gulf. At the same time, some carriers are using the Suez Canal and running vessels to the Saudi ports as part of a land bridge to move cargo overland into the Gulf States.

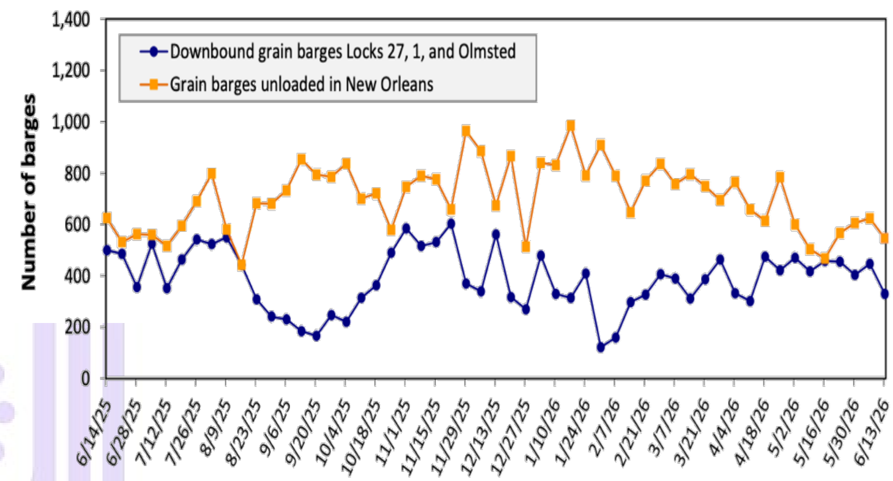
Barge Movements

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



For the week ending June 13th, 26% lower than last year and 4% lower than the 3-year average.

Figure 14. Grain barges for export in New Orleans region



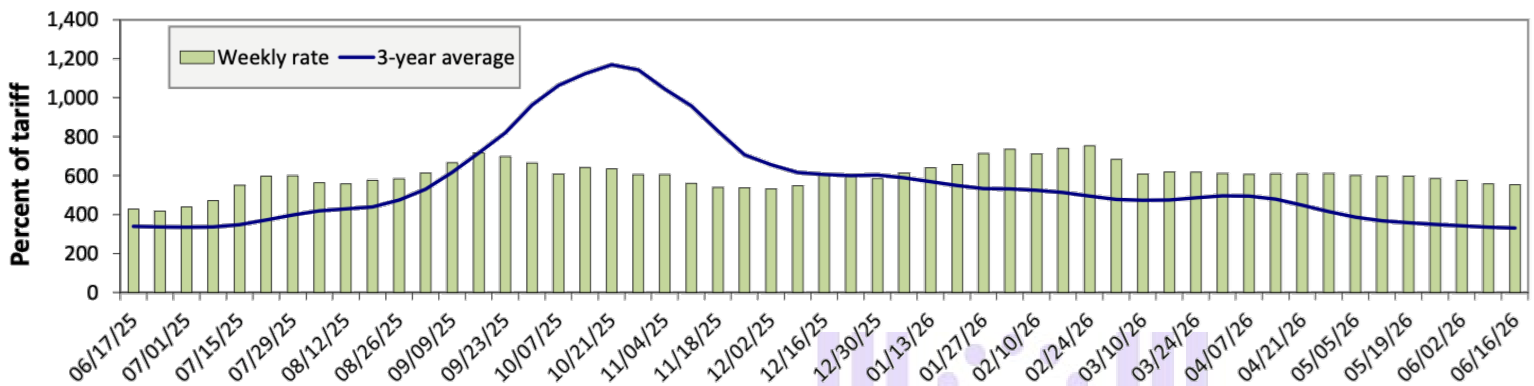
For the week ending the 13th of June, 330 grain barges moved down river—116 more than last week. There were 546 grain barges unloaded in the New Orleans region, 13% more than last week.

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

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

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

Figure 10. Illinois River barge freight rate



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.

Figure 11. Benchmark tariff rates

Table 9. Weekly barge freight rates: southbound only

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

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

Benchmark Tariff Rate

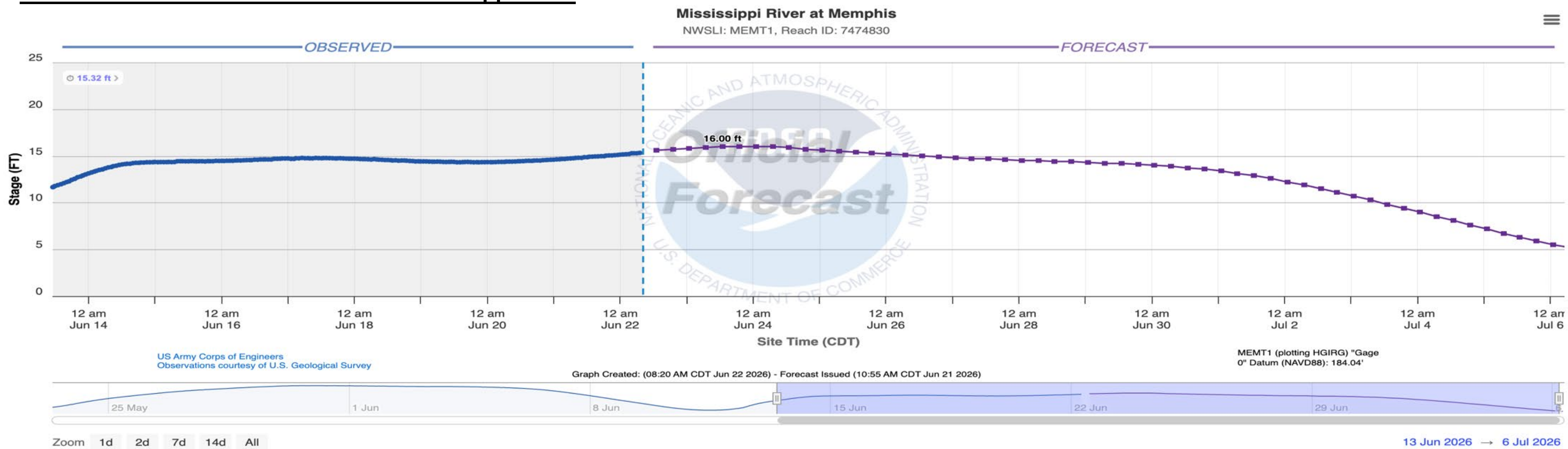
Calculating barge rate per ton:

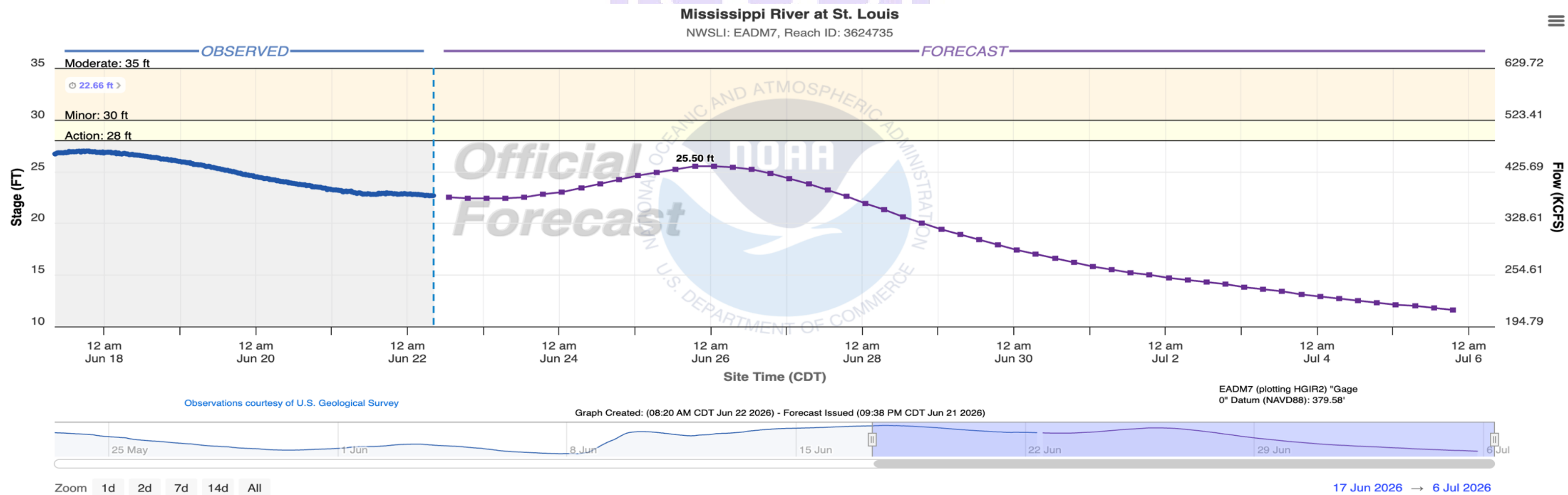
Select applicable index from market quotes are included in tables on this page.

The 1976 benchmark rates per ton are provided in map.

(Rate * 1976 tariff benchmark rate per ton)/100

➢ Current Critical Water Levels on the Mississippi River





June 2026 Source: NOAA – NWPS: https://water.noaa.gov/gauges/memt1 *22 June 2026 Source: NOAA – NWPS: Mississippi River at St. Louis ; https://water.noaa.gov/gauges/EADM7*

River forecasts for this location take into account past precipitation and the precipitation amounts expected approximately 48 hours into the future from the forecast issuance time.

For the latest navigation status update from the U.S. Army Corps of Engineers-St. Louis District: https://www.mvs.usace.army.mil/Missions/Navigation/Status-Reports/

Controlling Depths:

- St. Louis-Herculaneum (RM 185-152); Mile 1713.0: Nagel Street 173.0 UMR, (LWRP -3.2 @ STL); 9-ft at St. Louis gage of -4.0.
- Herculaneum-Grand Tower (RM152-80); Mile 96.7: Wagner/Roman Landing (LWRP -0.4 @ Chester); 9-ft at Chester gage of -2.8.
- Grand Tower-Cairo (RM 80-0) Mile 38.5: Commerce (LWRP 5.4 @ Cape Girardeau); 9-ft at Cape Girardeau gage of 3.1.

Current Barge Freight Rates

IL RIVER FREIGHT	6/11/2026	6/12/2026	
WK 6/7	525/575	500/550	
JUNE	525/575	500/550	
FH JULY	525/575	525/575	UNC
JULY	550/600	550/600	UNC
LH JULY	575/625	575/625	UNC
AUG	575/625	575/625	UNC
SEP	725/775	725/775	UNC
OCT	775/825	775/825	UNC
NOV	675/725	675/725	UNC
DEC	575/625	575/625	UNC

UPPER MISSISSIPPI ST PAUL/SAVAGE	6/11/2026	6/12/2026	
WK 6/7	650/700	650/675	
JUNE	650/700	650/675	
FH JULY	650/700	650/700	UNC
JULY	650/700	650/700	UNC
LH JULY	650/700	650/700	UNC
AUG	650/700	650/700	UNC
SEP	750/800	750/800	UNC
OCT	800/850	800/850	UNC

MID MISSISSIPPI McGregor	6/11/2026	6/12/2026	
WK 6/7	575/625	550/575	
JUNE	575/625	550/575	
FH JULY	575/625	550/600	
JULY	575/625	550/600	
LH JULY	575/625	575/625	UNC
AUG	625/675	625/675	UNC
SEP	725/775	725/775	UNC
OCT	775/825	775/825	UNC
NOV	650/700	650/700	UNC

ST LOUIS BARGE FREIGHT 14'	6/11/2026	6/12/2026	
WK 6/7	375/425	375/400	
WK 6/7	375/425	375/400	
JUNE	375/425	375/400	
FH JULY	400/425	400/425	UNC
JULY	425/450	425/450	UNC
LH JULY	450/475	450/475	UNC
AUG	550/600	550/600	UNC
SEP	750/775	750/775	UNC
OCT	750/775	750/775	UNC
NOV	575/625	575/625	UNC
DEC	500/550	500/550	UNC

LOWER OHIO RIVER	6/11/2026	6/12/2026	
WK 6/7	375/400	350/375	
JUNE	375/400	350/375	
FH JULY	375/400	375/400	UNC
JULY	400/450	400/450	UNC
LH JULY	425/475	425/475	UNC
AUG	525/575	525/575	UNC
SEP	700/750	700/750	UNC
OCT	775/825	775/825	UNC
NOV	625/675	625/675	UNC
DEC	550/600	550/600	UNC

MEMPHIS CAIRO	6/11/2026	6/12/2026	
WK 6/7	350/375	350/375	UNC
JUNE	350/375	350/375	UNC
FH JULY	350/375	350/375	UNC
JULY	350/400	350/400	UNC
LH JULY	400/500	400/500	UNC
AUG	525/575	525/575	UNC
SEP	725/775	725/775	UNC
OCT	675/725	675/725	UNC
NOV	475/525	475/525	UNC
DEC	450/475	450/475	UNC

Rail Movements

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

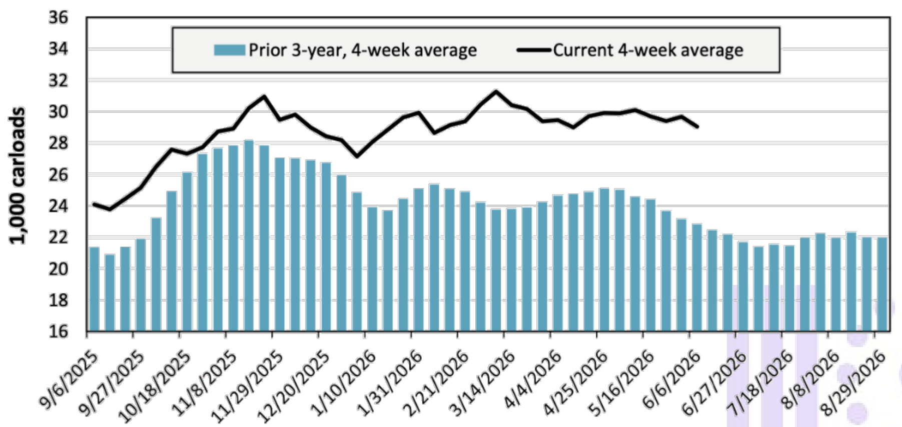
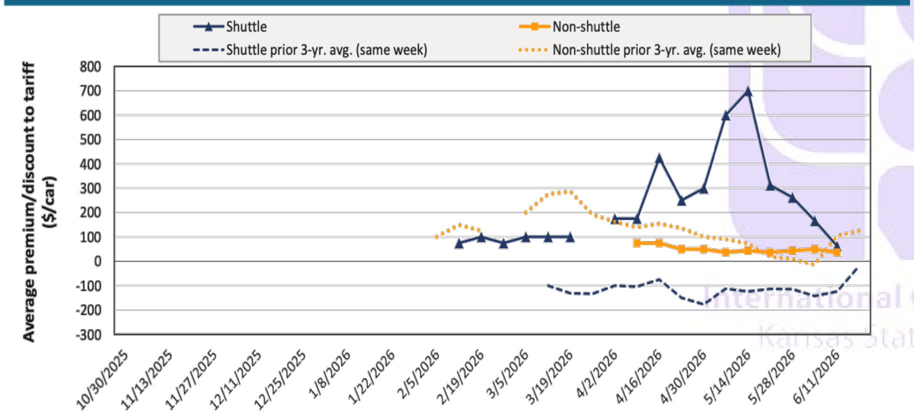


Figure 6. Secondary market bids/offers for railcars to be delivered in June 2026



- U.S. Class I railroads originated 26,826 grain carloads during the week ending the 6th of June. This was an 15% decrease from the previous week, 11% more than last year, and 24% more than the 3-year average.
- Average June shuttle secondary railcar bids/offers (per car) were $63 above tariff for the week ending June 11. This was $104 less than last week and $163 more than this week last year.
- Average non-shuttle secondary railcar bids/offers per car were $38 above tariff. This was $13 less than last week and $13 lower than this week last year

➢ **Current Secondary Rail Car Market**

BN SHUTTLE	Bid/Ask/Last	Bid/Ask/Last	
L/H June	0 / 400	0 / 350	
July	100 / 300	100 / 250	
August	50 / 200	50 / 150	
August, September	50 / 150	50 / 150	UNC
October	900 / 1600	900 / 1600	UNC
Oct, Nov, Dec	800 / 1000	800 / 1000	UNC
Oct-Mar	800 / 1050	800 / 1050	UNC
April May 2027	100 / 500	100 / 500	UNC

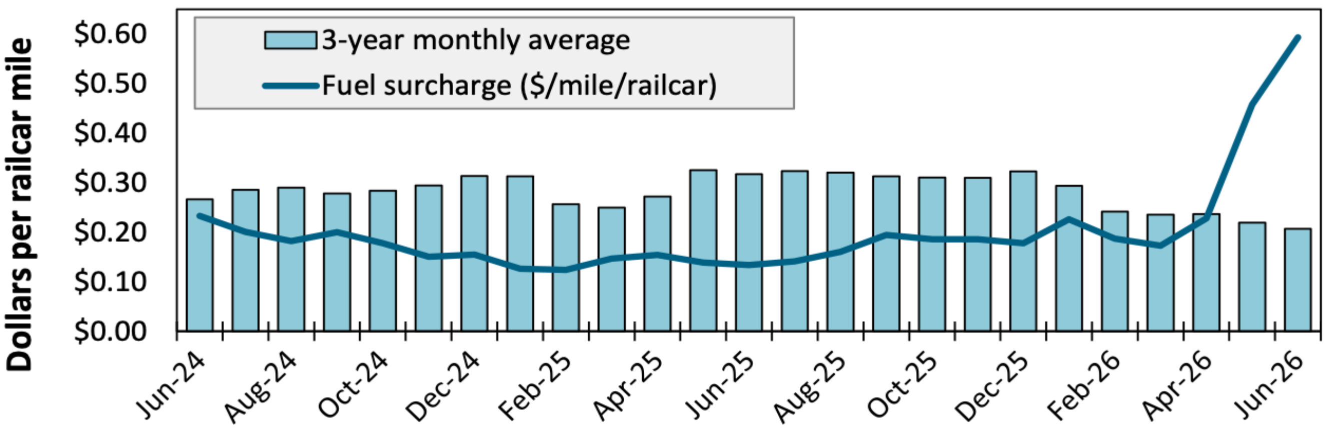
UP SHUTTLE	Bid/Ask/Last	Bid/Ask/Last	
Return Trip	0 / 100	- / -	
MP June	-100 / -	-100 / -	UNC
L/H June	-100 / 100	- / 0	
July	- / 0	- / 0	UNC
August, September	-200 / -100	-200 / -100	UNC
Sept (bid is Mex. Opt.)	-100 / 0	-100 / 0	UNC
Oct, Nov, Dec	200 / -	200 / -	UNC
Oct-Mar	150 / 300	150 / 300	UNC
Jan, Feb, Mar	- / -	- / 300	

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

Commodity	Railroad	Origin	Destination	Train type	Tariff (per car)	Fuel surcharge (per car)	Tariff + fuel surcharge (per car)	Tariff + fuel surcharge (per bushel)	Tariff + fuel surcharge (per metric ton)	Percent Y/Y change
Corn	BNSF	Adair, IL	El Paso, TX	Shuttle	$4,641	$590	$5,231	$1.31	$51.48	12.2
	BNSF	Superior, NE	El Paso, TX	Shuttle	$4,622	$464	$5,086	$1.27	$50.06	0.1
	CPKC	Atchison, KS	Laredo, TX	Non-shuttle	$5,080	$1,092	$6,172	$1.54	$60.75	11.3
	CPKC	Council Bluffs, IA	Laredo, TX	Non-shuttle	$5,550	$1,209	$6,759	$1.69	$66.52	11.5
	CPKC	Kansas City, MO	Laredo, TX	Non-shuttle	$5,005	$1,043	$6,048	$1.51	$59.52	11.0
	CPKC	Marshall, MO	Laredo, TX	Non-shuttle	$5,190	$1,107	$6,297	$1.57	$61.98	11.3
	UP	Pontiac, IL	Eagle Pass, TX	Shuttle	$4,535	$881	$5,416	$1.35	$53.30	6.9
	UP	Sterling, IL	Eagle Pass, TX	Shuttle	$4,655	$915	$5,570	$1.39	$54.82	7.1
Soybeans	BNSF	Brunswick, MO	El Paso, TX	Shuttle	$4,325	$501	$4,826	$1.29	$47.50	-10.8
	BNSF	Hardin, MO	Eagle Pass, TX	Shuttle	$4,325	$499	$4,824	$1.29	$47.48	-10.9
	CPKC	Atchison, KS	Laredo, TX	Non-shuttle	$5,080	$1,092	$6,172	$1.65	$60.75	11.3
	CPKC	Kansas City, MO	Laredo, TX	Non-shuttle	$5,005	$1,043	$6,048	$1.62	$59.52	11.0
	UP	Grand Island, NE	Eagle Pass, TX	Shuttle	$4,950	$838	$5,788	$1.55	$56.97	-12.5
	UP	Roelyn, IA	Eagle Pass, TX	Shuttle	$5,035	$878	$5,913	$1.58	$58.20	-12.0
Wheat	BNSF	FT Worth, TX	El Paso, TX	DET	$3,100	$361	$3,461	$0.93	$34.06	13.0
	BNSF	FT Worth, TX	El Paso, TX	Shuttle	$2,600	$361	$2,961	$0.79	$29.14	3.4
	CPKC	Kansas City, MO	Laredo, TX	Non-shuttle	$5,005	$1,043	$6,048	$1.62	$59.52	11.0
	UP	Great Bend, KS	Laredo, TX	Shuttle	$4,325	$629	$4,954	$1.33	$48.76	7.7
	UP	Wichita, KS	Laredo, TX	Shuttle	$4,065	$554	$4,619	$1.24	$45.46	7.3

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

Figure 9. Railroad fuel surcharges, North American weighted average

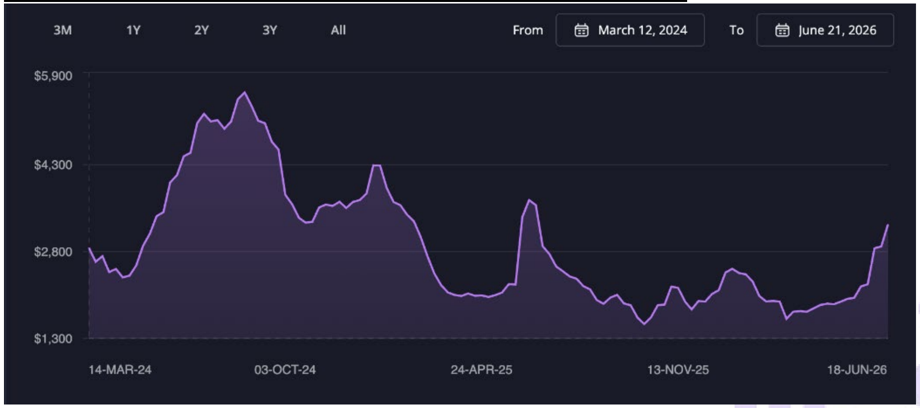


June 2026: $0.59/mile, up 13 cents from last month's surcharge of $0.46/mile; up 46 cents from the June 2025 surcharge of $0.13/mile; and up 38 cents from the June prior 3-year average of $0.21/mile.

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

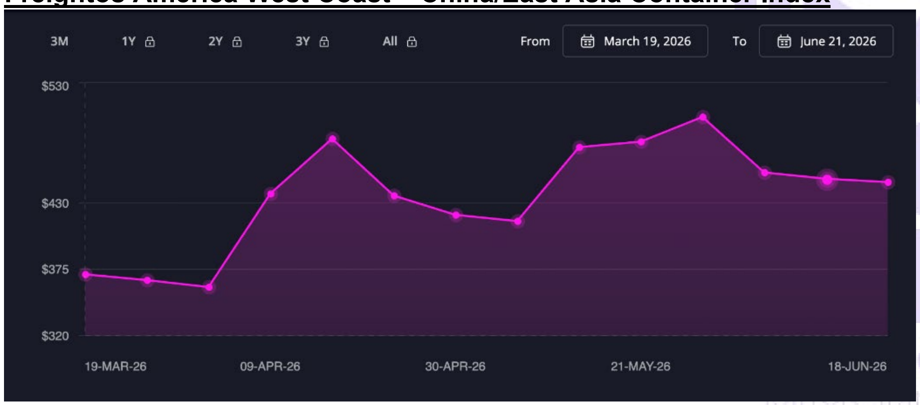
Container Movements

➢ **Freightos Index (FBX): Global Container Freight Index**



Source: https://fbx.freightos.com/

➢ **Freightos America West Coast – China/East Asia Container Index**



Source: https://fbx.freightos.com/

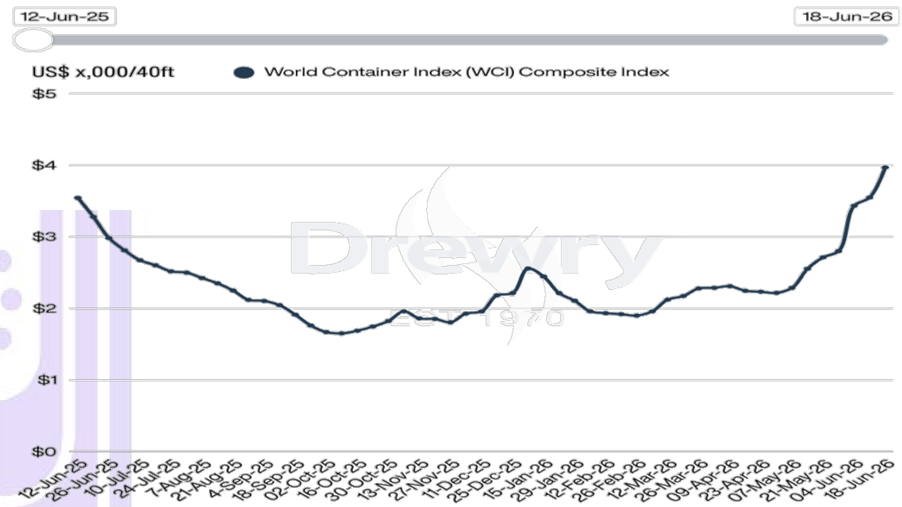
FBX stands for Freightos Baltic Index. It is the leading international Freight Rate Index, in cooperation with the Baltic Exchange, providing market rates for 40' containers (FEUs).

Prices used in the index are rolling short term Freight All Kind (FAK) spot tariffs and related surcharges between carriers, freight forwarders and high-volume shippers. Index values are calculated by taking the median price for all prices (to ignore the influence of outliers on active lanes) with weighting by carrier. 50 to 70 million price points are collected every month. The weekly freight index is calculated as an average of the five business days from the same week and published each Friday.

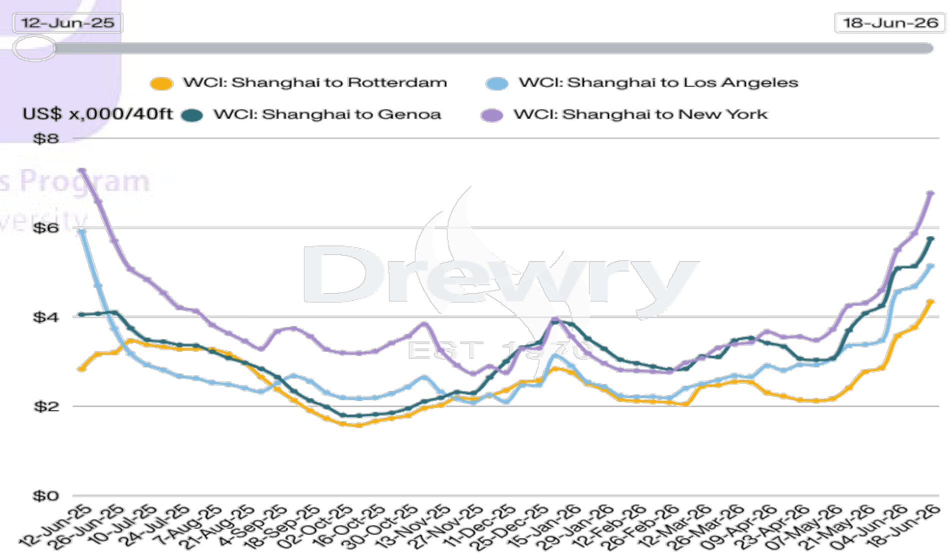
➢ **Drewry World Container Index**

18 June 2026 – Source: https://www.drewry.co.uk/supply-chain-advisors/supply-chain-expertise/world-container-index-assessed-by-drewry.

The Drewry World Container Index (WCI) increased 12% at $3,969 per 40ft container this week.



Our detailed assessment for Thursday, 18 June 2026



ROAD MOVEMENTS & DIESEL FUEL PRICES

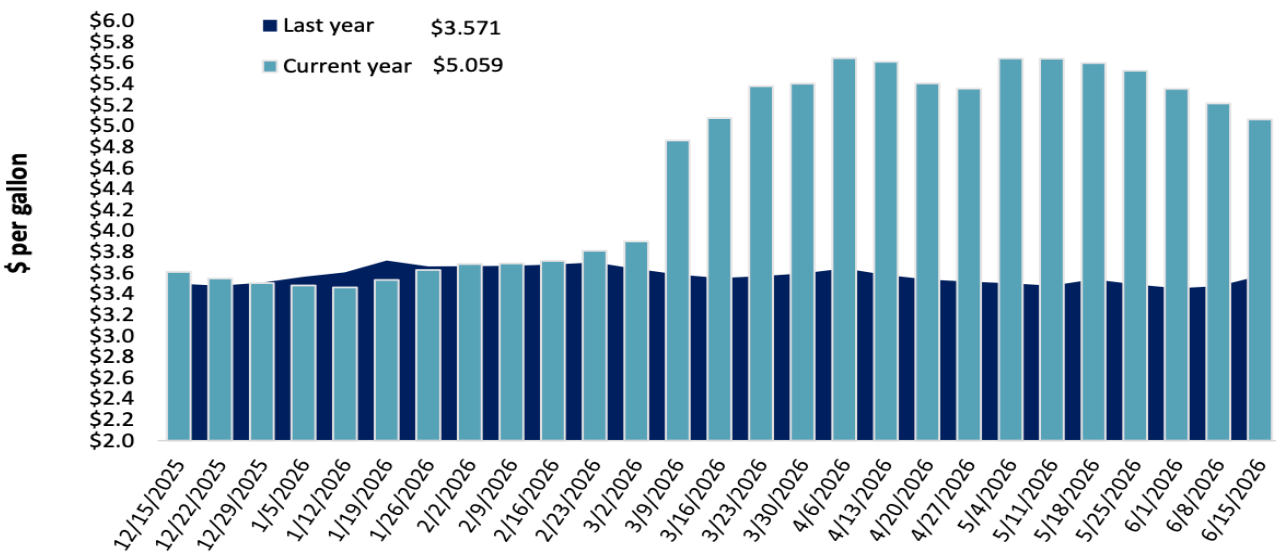
The weekly diesel price provides a proxy for trends in U.S. truck rates as diesel fuel is a significant expense for truck grain movements.

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

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

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

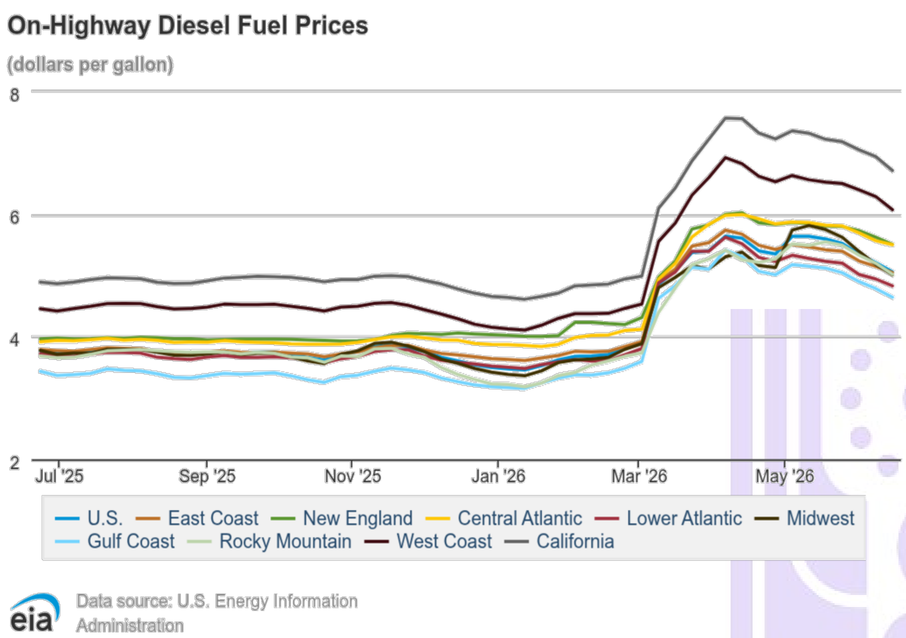
Figure 16. Weekly diesel fuel prices, U.S. average



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

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

➢ **Diesel Prices**



Source: https://www.eia.gov/petroleum/gasdiesel/