



IGP Grain Transportation Report

Wheat, Corn, Grain Sorghum, and Soybean Complex

06th July 2026

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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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IGP Market Information: <http://www.dtnigp.com/index.cfm>

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>

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➤ **Transportation Demand Stays Strong as Costs Climb** Error! Bookmark not defined.

OCEAN FREIGHT

➤ **Baltic Dry Freight Index – Daily = 1762**



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.

➤ **A weekly round-up of tanker and dry bulk market**

03 July 2026 Baltic Exchange - This report is produced by the Baltic Exchange - Source: <https://www.balticexchange.com/en/data-services/WeeklyRoundup.html>.

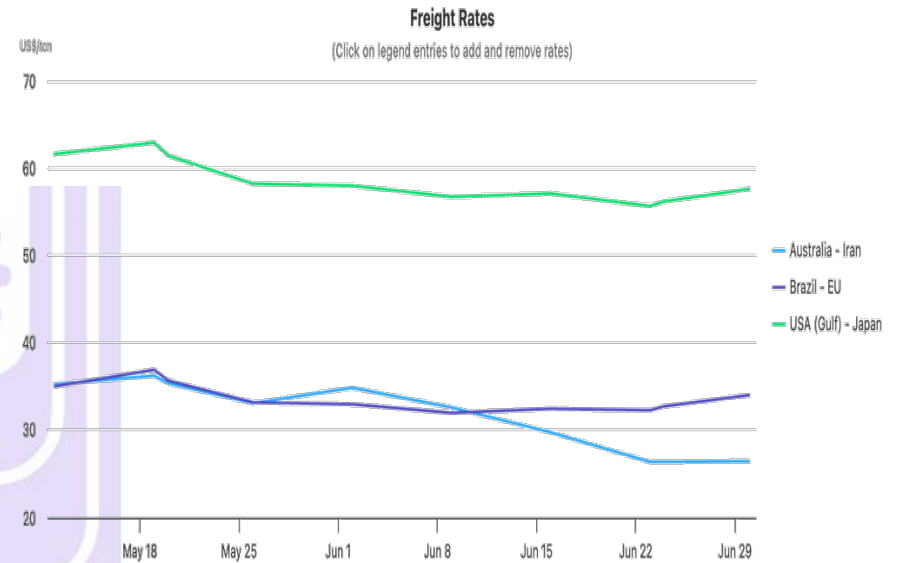
Capesize: The market staged an impressive recovery over the course of the week, reversing Monday’s subdued sentiment to finish on a firmly bullish note. What began with thin cargo volumes, cautious trading and limited miner participation gradually evolved into a broad-based rally, underpinned by improving activity and growing owner confidence across both the Pacific and Atlantic basins. In the Pacific, the return of the major miners proved instrumental in shifting market momentum. While early-week trading remained rangebound, increased cargo enquiry and stronger operator participation steadily lifted C5 rates from the very low \$10s, with successive fixtures concluded at progressively higher levels as the week advanced, reaching around \$12.30 by week’s end. The Atlantic also gathered momentum, with the South Brazil and West Africa markets strengthening progressively as C3 fixtures moved from the high \$27s to test, and in some cases exceed, the \$30 mark. Owners became increasingly confident, pushing offers higher as charterers competed for available tonnage, while firmer pricing for forward laycans reinforced expectations of continued strength. Although North Atlantic activity remained relatively selective, improving demand on both transatlantic and front-haul routes contributed to firmer sentiment. The BCI 182 5TC gained just over \$5,000 across the week to close at \$37,181.

Panamax: The Atlantic and Pacific markets strengthened throughout the week, with the P5TC rising steadily. In the Atlantic, tight prompt tonnage in the North Continent and West Mediterranean underpinned rates, with an 82,000-dwt fixing a grains transatlantic round at \$22,750 and a 78,000-dwt achieving \$28,750 earlier in the week for a US East Coast to India trip. East Coast South America trips to the Far East experienced a two-tier market, with July-loading cargoes commanding a premium over August. A 76,000-dwt open West Coast India 22 June achieved around \$21,500, compared with a 75,000-dwt open Malaysia 30 June fixing at \$20,000. In the Pacific, improving demand from Australia and the North Pacific, combined with a tightening pool of available vessels, supported sentiment. An 81,000-dwt fixed a North Pacific round at \$16,000, while a 76,000-dwt secured \$15,500 for an East Coast Australia to China trip. Period activity remained limited, with an 81,000-dwt fixing for 6 to 9 months and an 82,000-dwt fixing for 2 to 3 laden legs, both at \$19,750.

Ultramax/Supramax: The Atlantic market was largely steady to positional through the week, with activity varying by region. The North Atlantic found support from fresh T/A demand and improving USG enquiry, while tonnage remained broadly flat. US Gulf trips to Singapore-Japan were generally discussed in the low \$30,000s on ultras, with US Gulf transatlantic demand also lending support. The Continent-Mediterranean market was mixed, with the Mediterranean supported by backhaul and Red Sea interest, while the Continent lacked momentum from scrap cargoes. South Atlantic fundamentals remained balanced after a clear-out of cargoes and tonnage, though the bid/offer gap persisted for forward dates. The Pacific market stayed muted overall. Far

East sentiment held firmer on steady backhaul and NoPac demand, but SE Asia remained under pressure from a longer tonnage list and weak Indonesian coal activity. Period activity was limited, with levels broadly around last done.

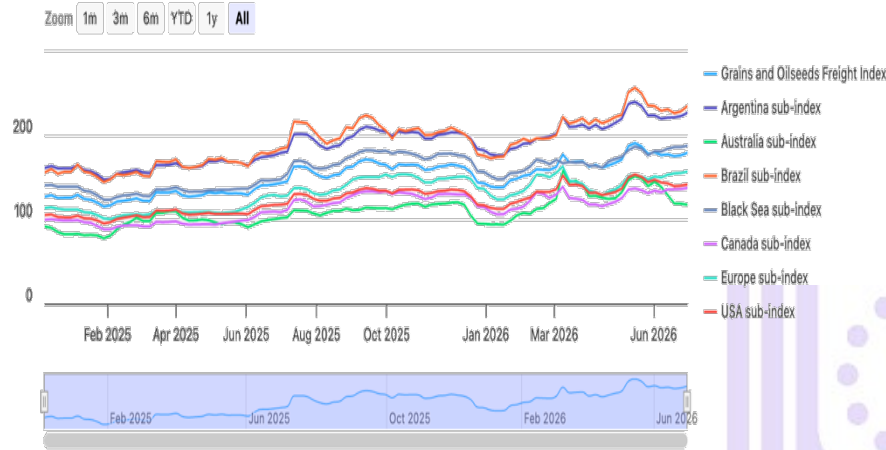
➤ **IGC Grains Freight Index – 30th July 2026**



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

	30 Jun	Weekly Change	Annual Change	52 Week Low	52 Week High
Australia - Iran	\$26	-	6 %	\$21	\$37
Brazil - EU	\$34	+2	23 %	\$25	\$37
USA (Gulf) - Japan	\$58	+2	22 %	\$44	\$63

New - IGC Grains and Oilseeds Freight Index (GOFI) & sub-Indices
(Weekly basis, 1 January 2013 = 100)



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

	30 Jun	Weekly Change	Annual Change	52 Week Low	52 Week High
IGC Grains and Oilseeds Freight Index	179	+4	25 %	138	191
Argentina sub-Index	226	+5	27 %	176	239
Australia sub-Index	117	-2	15 %	94	158
Brazil sub-Index	234	+8	28 %	172	256
Black Sea sub-Index	187	+1	27 %	148	187
Canada sub-Index	137	+1	26 %	106	139
Europe sub-Index	157	+2	22 %	124	163
USA sub-Index	142	+2	20 %	112	153

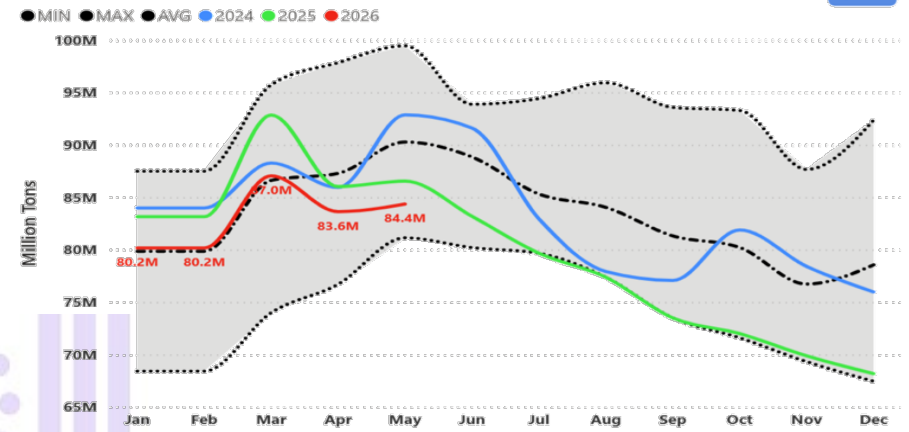
LOGISTICS

➤ Iron Ore Surplus Builds as Chinese Steel Margins Under Pressure

30 June 2026 By: Signal - China's steel market continues to show signs of softness. The National Bureau of Statistics reported crude steel production fell 2.5% year-on-year in May 2026 to 84.4 million tons, while pig iron — produced via blast furnace — declined 1.5% to 72.9 million tons.

China Monthly Crude Steel Production 2018-2026

Source: NBS



Domestic conditions remain under pressure. China's theoretical rebar margin* stays near decade lows, a level that has historically shown an inverse correlation with strong steel export volumes**. Elevated exports signal weak domestic consumption, compressing mill profitability. And the rebar margin forward curve, despite being slightly in contango, does not suggest, as end of June, any meaningful improvement.

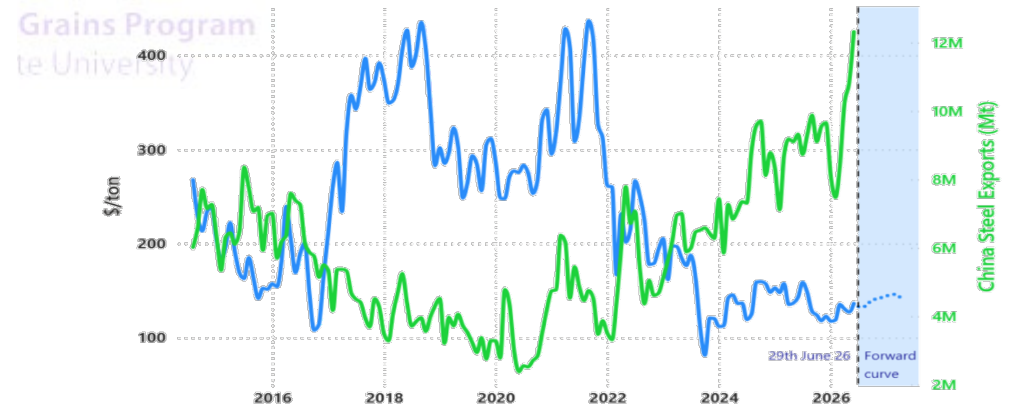
*China Theoretical Rebar margin (\$/t) = Rebar (SHFE) – 1.6 Iron ore 62% (SGX) – 0.66 Coking coal (SGX)

** China Steel Exports (dry bulk shipments only, it does not consider containerized steel exports)

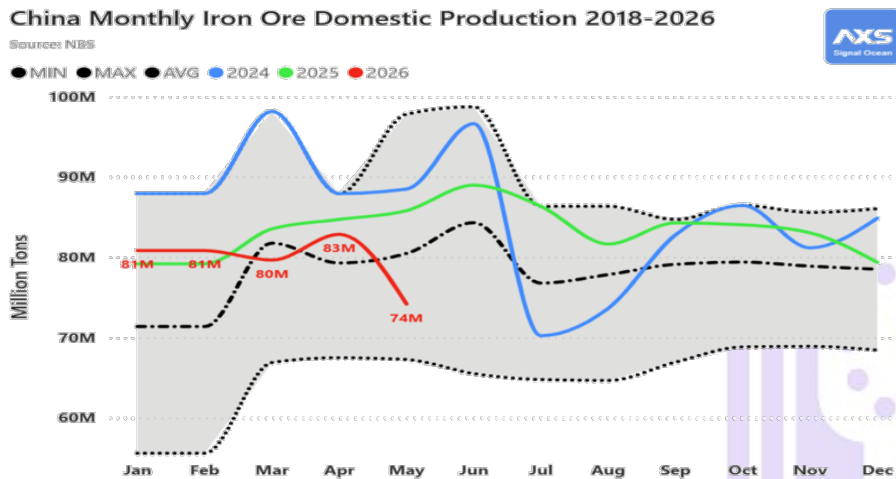
China Theoretical Rebar Margin VS China Steel Exports

Source: SHFE, SGX, AXSMarine Tradeflows, AXSMarine Research

● Rebar Margin 62% Spot ● Rebar Margin 62% Forward ● China Steel Exports (dry bulk)



On the supply side, domestic iron ore production — lower-grade than seaborne material — dropped sharply by 13.5% to 74.2 million tons (equivalent to 27.5 million tons at 62% Fe), suggesting some adjustment on the supply side but not enough to rebalance the market.



Despite this domestic pullback, seaborne arrivals continue to flow in, up 4.8% year-to-date to 636 million tons including June discharges expected at 111.6 million tons. The U.S. struck Iranian targets on Friday and Saturday in response to Iranian actions in recent days, including what U.S. officials called an Iranian Revolutionary Guards Corps drone strike on a commercial oil tanker.

Brazil and Australia are the main drivers of this trend. Also, Brazil volumes from both the Northern and Southern systems are expected to stay elevated until December, when the rain season begins.

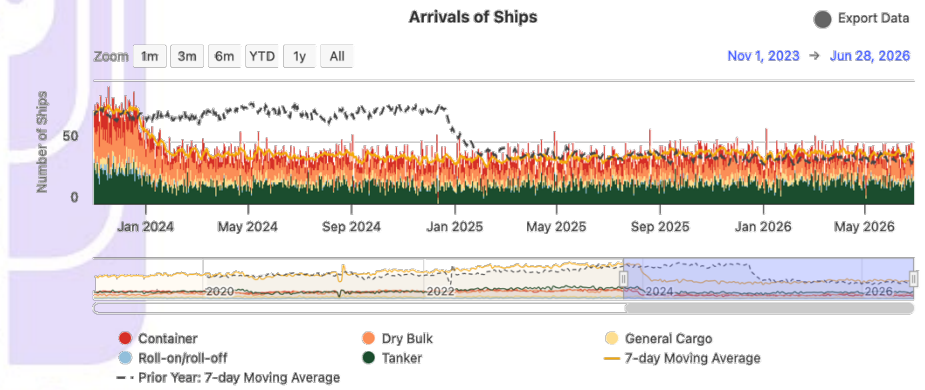
Adding to supply pressure, the Baowu/Winning Consortium and Simfer operating the Simandou mine have shipped a combined 7.4 million tons across 35 cargoes since November 2025.

June, however, saw a slowdown: loadings dipped 0.6 Mt to 1.5 million tons, as Guinea's rainy season is now affecting mining and loading operations — elevated moisture content is visible in recent satellite imagery of the Morebaya stockpile.

The orange coloration in the stockpile reflects elevated moisture, a direct consequence of Guinea's rainy season. Loading rates are expected to recover once conditions improve.

These supply dynamics point to a market that remains well-supplied. The iron ore balance has been in surplus since mid-2025, triggering a rise in inventories now at 160 Mt according to Steelhome. With Brazilian volumes on an upward trajectory and Simandou ramping up, the balance* is likely to remain in surplus for the rest of 2026 — unless China increases crude steel output or cuts domestic iron ore production further. A key downside risk: should Chinese steel exports face new tariffs, reduced export capacity could push domestic steel inventories higher, weigh on prices, and further compress steel margins which could affect iron ore price on the downside.

Suez Canal – Daily Transit Calls

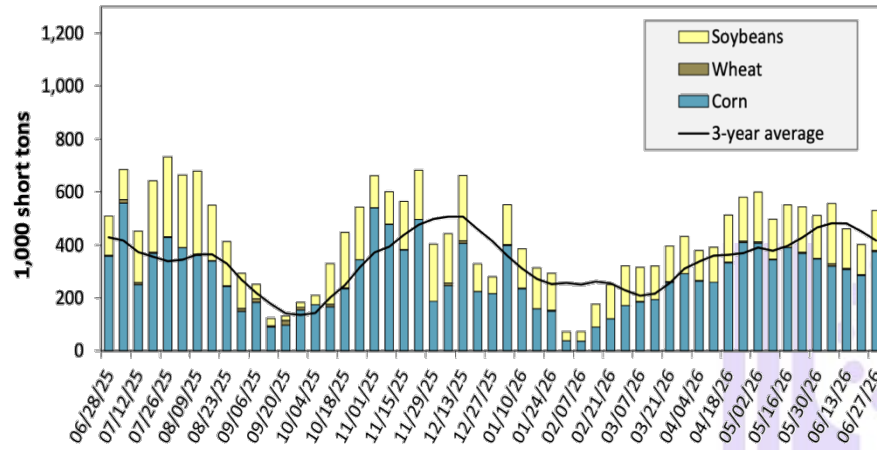


Jun 28 2026 Source: IMF PortWatch

Source: <https://portwatch.imf.org/pages/c57c79bf612b4372b08a9c6ea9c97ef0>

BARGE MOVEMENTS

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



For the week ending June 27th; 4% higher than last year and 27% higher than the 3-year average.

Figure 14. Grain barges for export in New Orleans region

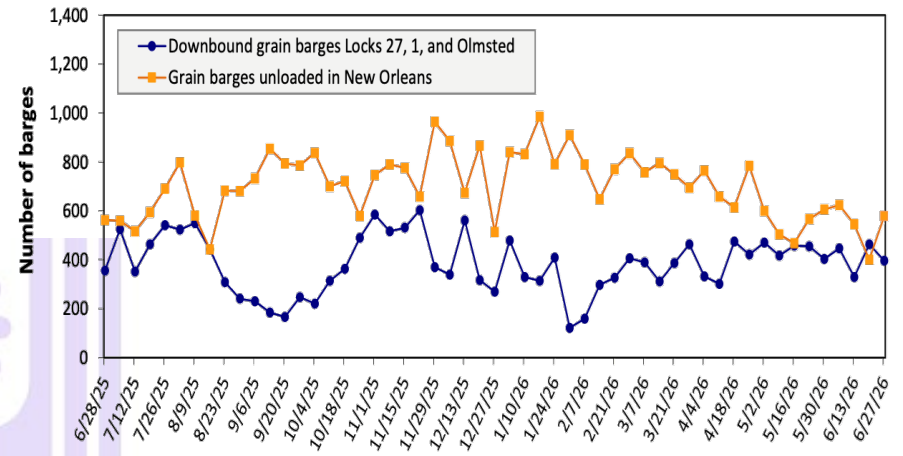


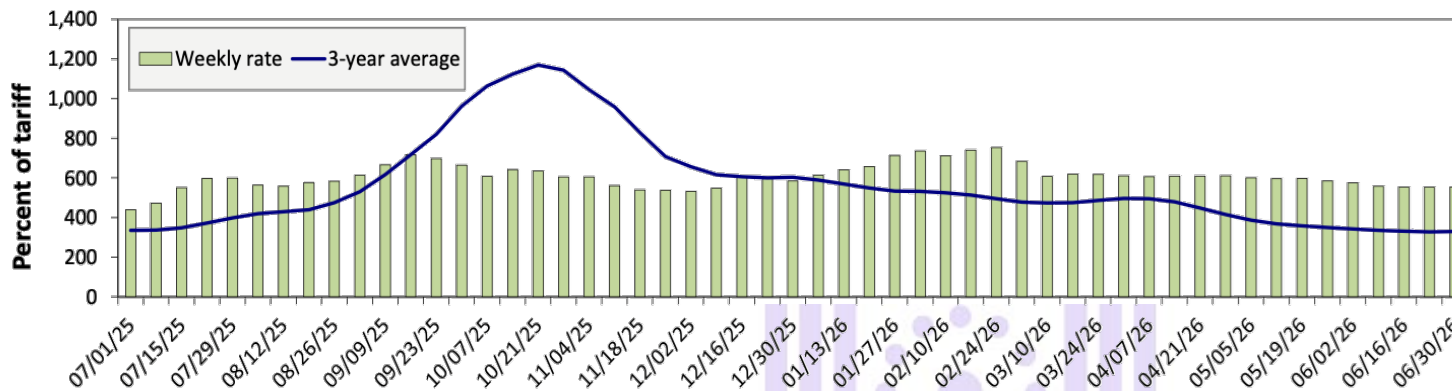
Table 10. Barged grain movements (1,000 tons)

For the week ending 06/27/2026	Corn	Wheat	Soybeans	Other	Total
Mississippi River (Rock Island, IL (L15))	171	0	89	0	260
Mississippi River (Winfield, MO (L25))	238	5	96	0	338
Mississippi River (Alton, IL (L26))	359	5	126	0	490
Mississippi River (Granite City, IL (L27))	375	5	150	0	530
Illinois River (La Grange)	94	0	54	0	148
Ohio River (Olmsted)	26	4	9	0	39
Arkansas River (L1)	0	14	1	0	15
Weekly total - 2026	401	23	161	0	584
Weekly total - 2025	388	27	163	0	577
2026 YTD	8,330	462	5,207	45	14,044
2025 YTD	10,459	528	5,225	108	16,320
2026 as % of 2025 YTD	80	88	100	42	86
Last 4 weeks as % of 2025	72	93	114	0	83
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.

Table 9. Weekly barge freight rates: southbound only

Measure	Date	Twin Cities	Mid-Mississippi	Illinois River	St. Louis	Ohio River	Cairo-Memphis
Rate	6/30/2026	678	573	554	375	376	366
	6/23/2026	678	576	554	370	369	365
\$/ton	6/30/2026	41.97	30.48	25.71	14.96	17.63	11.49
	6/23/2026	41.97	30.64	25.71	14.76	17.31	11.46
Measure	Time Period	Twin Cities	Mid-Mississippi	Illinois River	St. Louis	Ohio River	Cairo-Memphis
Current week % change from the same week	Last year	18	21	26	19	17	32
	3-year avg.	62	59	68	49	41	55
Rate	July	681	583	563	389	382	374
	September	794	769	750	735	754	752

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



For the week ending the 27th of June, 396 grain barges moved down river—67 fewer than last week. There were 578 grain barges unloaded in the New Orleans region, 44% more than last week.

Benchmark Tariff Rate

Calculating barge rate per ton:

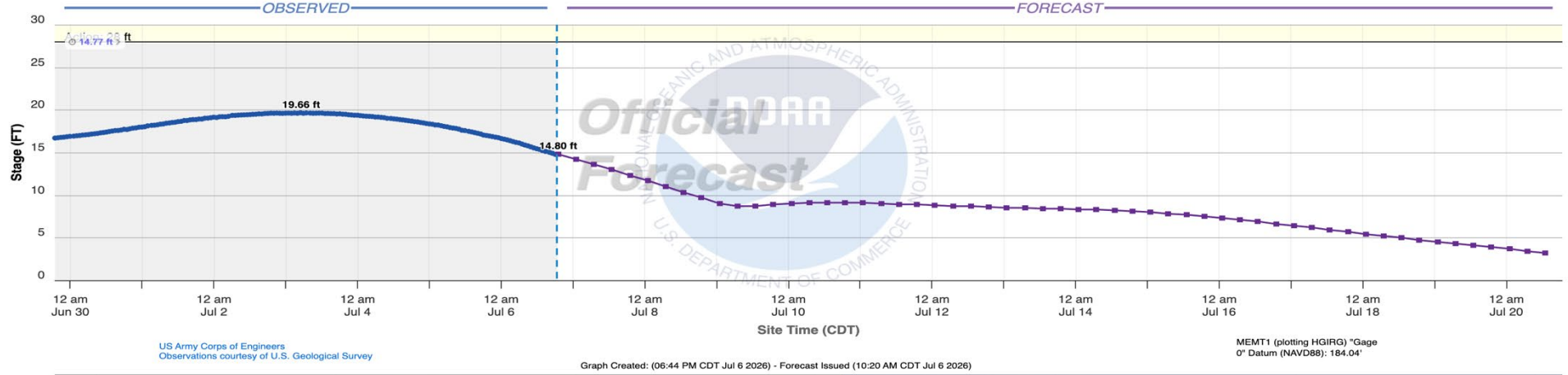
Select applicable index from market quotes are included in tables on this page.

The 1976 benchmark rates per ton are provided in map.

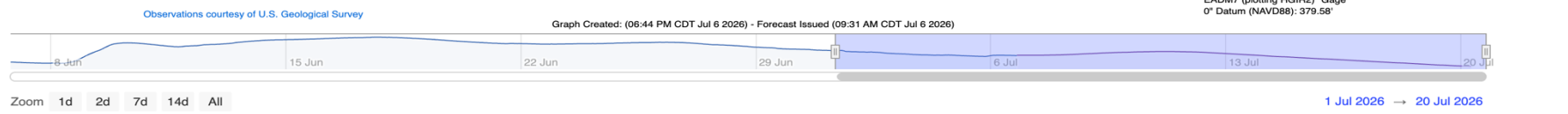
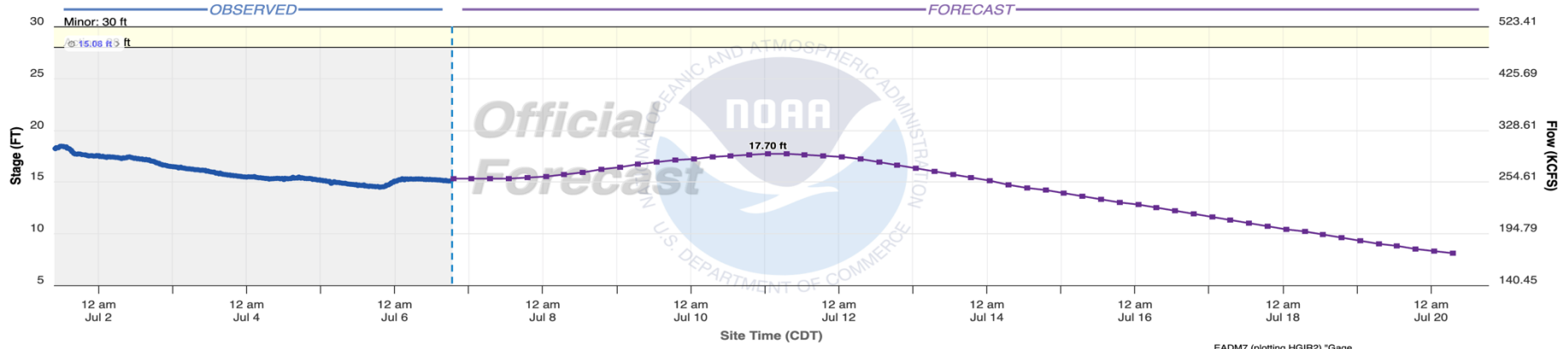
$(Rate * 1976 \text{ tariff benchmark rate per ton})/100$

➤ **Current Critical Water Levels on the Mississippi River**

Mississippi River at Memphis
NWSLI: MEMT1, Reach ID: 7474830



Mississippi River at St. Louis
NWSLI: EADM7, Reach ID: 3624735



July 2026 Source: NOAA – NWPS: <https://water.noaa.gov/gauges/memt1>

06 July 2026 Source: NOAA – NWPS: [Mississippi River at St. Louis ; https://water.noaa.gov/gauges/EADM7](https://water.noaa.gov/gauges/EADM7)

RAIL MOVEMENTS

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

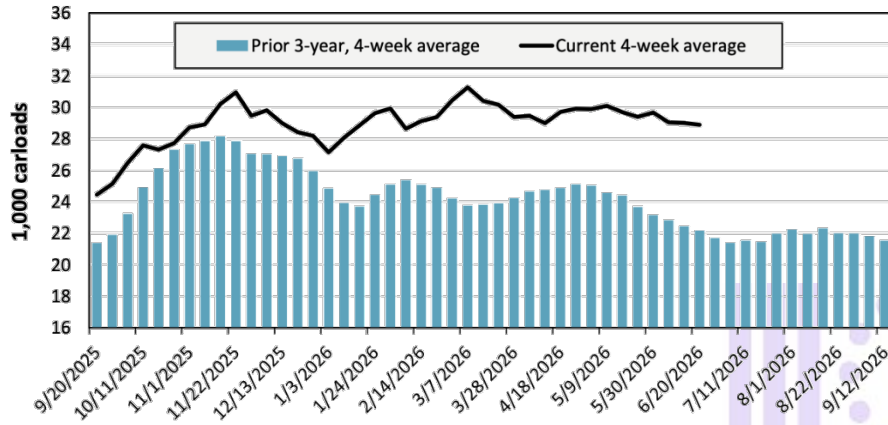
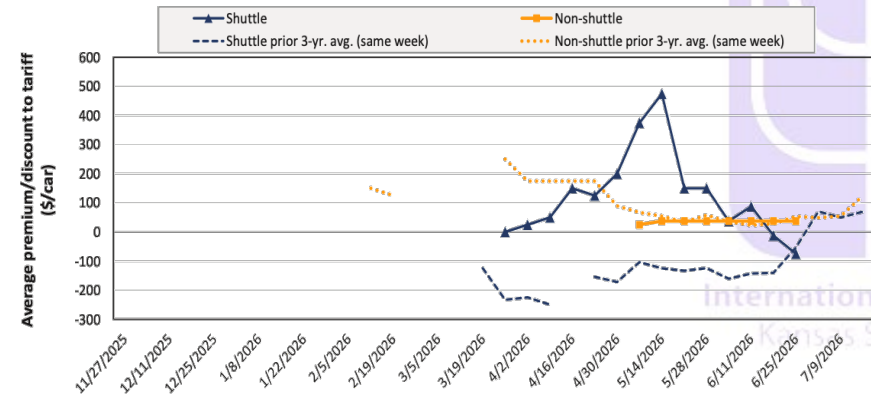


Figure 6. Secondary market bids/offers for railcars to be delivered in July 2026



Current Secondary Rail Car Market

Commodity	Period	Bid/Ask/Last	Status	
BN SHUTTLE	FH July	-50 / 100	-50 / -	
	LH July	-50 / 100	-50 / 100	UNC
	August	-100 / 0	-100 / 0	UNC
	FH September	- / 0	- / 0	UNC
	Sept. 25-Oct. 5	600 / 1100	600 / -	
	September	- / -	- / 200	
	October	800 / 1200	800 / 1200	UNC
	December	500 / -	500 / 900	
	Oct, Nov, Dec	800 / 1100	800 / 1100	UNC
	Oct-Mar	800 / 1100	800 / 1100	UNC
	April May 2027	150 / 500	150 / 500	UNC
	Jun, Jul, Aug, Sept 2027	0 / 250	0 / 250	UNC
UP SHUTTLE	FH July	- / -	- / -100	
	July 10-15	-300 / -100	-300 / -100	UNC
	LH July	- / -100	- / -100	UNC
	August	- / 0	- / -100	
	September (bid Mex Opt)	-150 / 0	-150 / 0	UNC
	October	300 / -	300 / -	UNC
	Oct, Nov, Dec	200 / 400	200 / 400	UNC
	Oct-Mar	150 / 300	150 / 300	UNC
	Jan, Feb, Mar	- / 300	- / 300	UNC

- U.S. Class I railroads originated 28,074 grain carloads during the week ending the 20th of June. This was a 3% decrease from the previous week, 8% more than last year, and 29% more than the 3-year average.
- Average July shuttle secondary railcar bids/offers (per car) were \$75 below tariff for the week ending June 25. This was \$63 less than last week and \$29 lower than this week last year.
- Average non-shuttle secondary railcar bids/offers per car were \$38 above tariff. This was unchanged from last week and \$21 more than this week last year.

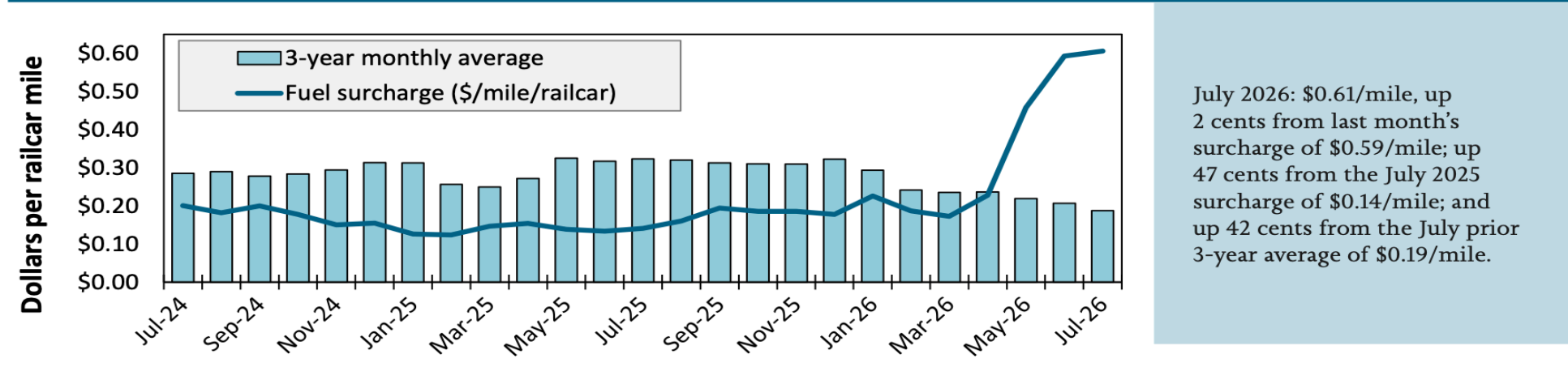
Table 8. Rail tariff rates for U.S. bulk grain shipments to Mexico, July 2026

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	\$615	\$5,256	\$1.31	\$51.73	13.7
	BNSF	Superior, NE	El Paso, TX	Shuttle	\$4,622	\$484	\$5,106	\$1.28	\$50.25	1.1
	CPKC	Atchison, KS	Laredo, TX	Non-shuttle	\$5,080	\$1,118	\$6,198	\$1.55	\$61.00	12.3
	CPKC	Council Bluffs, IA	Laredo, TX	Non-shuttle	\$5,550	\$1,237	\$6,787	\$1.70	\$66.80	12.5
	CPKC	Kansas City, MO	Laredo, TX	Non-shuttle	\$5,005	\$1,067	\$6,072	\$1.52	\$59.76	12.0
	CPKC	Marshall, MO	Laredo, TX	Non-shuttle	\$5,190	\$1,133	\$6,323	\$1.58	\$62.23	12.2
	UP	Pontiac, IL	Eagle Pass, TX	Shuttle	\$4,535	\$907	\$5,442	\$1.36	\$53.56	7.9
	UP	Sterling, IL	Eagle Pass, TX	Shuttle	\$4,655	\$941	\$5,596	\$1.40	\$55.08	8.1
Soybeans	BNSF	Brunswick, MO	El Paso, TX	Shuttle	\$4,325	\$523	\$4,848	\$1.30	\$47.71	-9.9
	BNSF	Hardin, MO	Eagle Pass, TX	Shuttle	\$4,325	\$520	\$4,845	\$1.30	\$47.68	-9.9
	CPKC	Atchison, KS	Laredo, TX	Non-shuttle	\$5,080	\$1,118	\$6,198	\$1.66	\$61.00	12.3
	CPKC	Kansas City, MO	Laredo, TX	Non-shuttle	\$5,005	\$1,067	\$6,072	\$1.63	\$59.76	12.0
	UP	Grand Island, NE	Eagle Pass, TX	Shuttle	\$4,950	\$863	\$5,813	\$1.56	\$57.21	-11.8
	UP	Roelyn, IA	Eagle Pass, TX	Shuttle	\$5,035	\$904	\$5,939	\$1.59	\$58.45	-11.2
Wheat	BNSF	FT Worth, TX	El Paso, TX	DET	\$3,100	\$377	\$3,477	\$0.93	\$34.22	14.4
	BNSF	FT Worth, TX	El Paso, TX	Shuttle	\$2,600	\$377	\$2,977	\$0.80	\$29.30	4.9
	CPKC	Kansas City, MO	Laredo, TX	Non-shuttle	\$5,005	\$1,067	\$6,072	\$1.63	\$59.76	12.0
	UP	Great Bend, KS	Laredo, TX	Shuttle	\$4,325	\$648	\$4,973	\$1.33	\$48.94	8.6
	UP	Wichita, KS	Laredo, TX	Shuttle	\$4,065	\$570	\$4,635	\$1.24	\$45.62	8.0

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



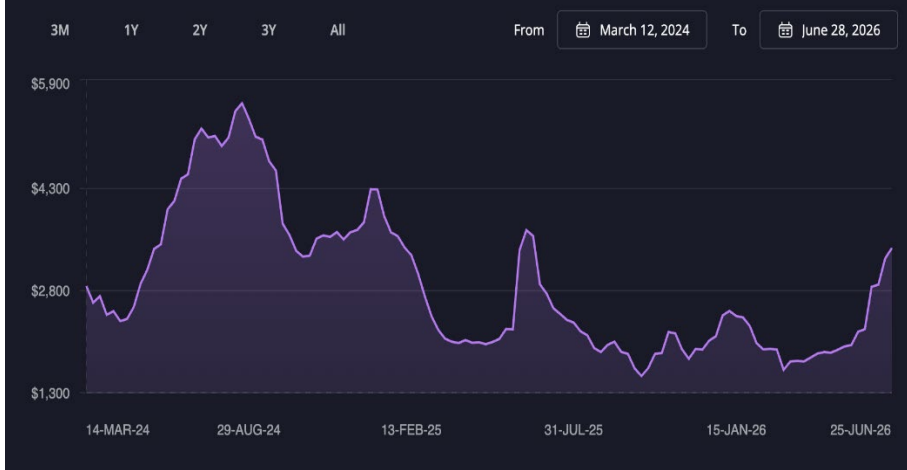
July 2026: \$0.61/mile, up 2 cents from last month's surcharge of \$0.59/mile; up 47 cents from the July 2025 surcharge of \$0.14/mile; and up 42 cents from the July prior 3-year average of \$0.19/mile.

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.

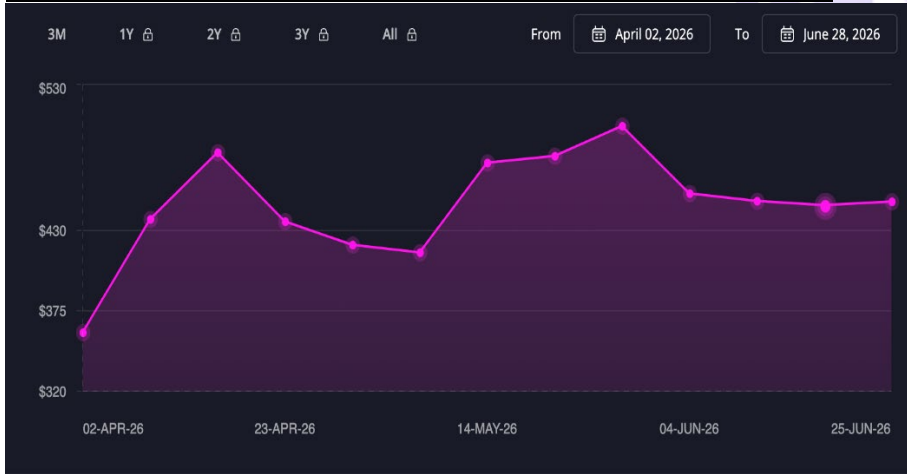
CONTAINER MOVEMENTS

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/>

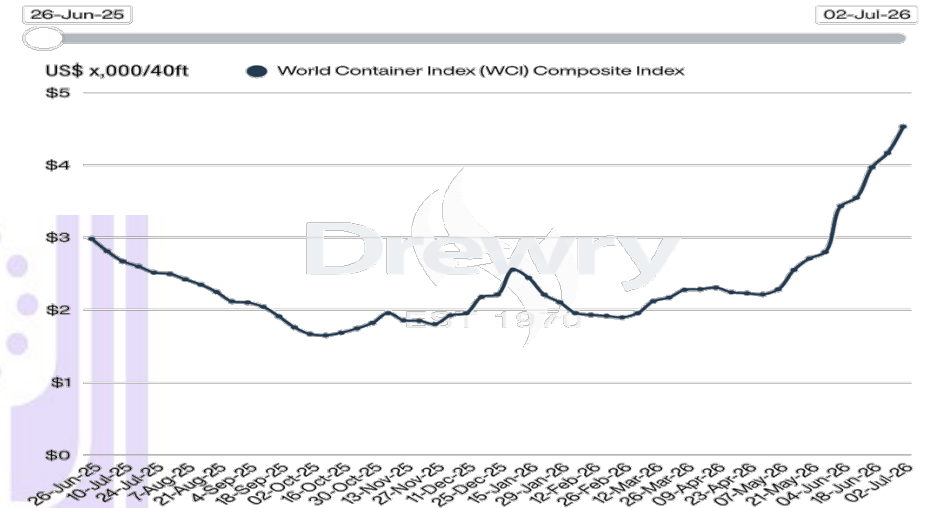
FBX stands for Freightos Baltic Index. It is the leading international Freight Rate Index, in cooperation with the Baltic Exchange, providing market rates for 40' containers (FEUs).

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.

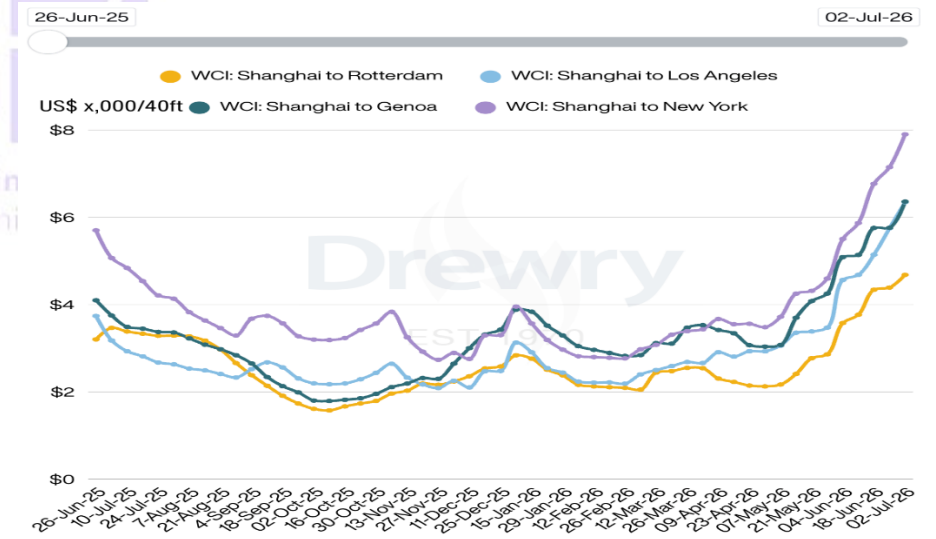
Drewry World Container Index

02 July 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 9% to \$4,530 per 40ft container this week.



Our detailed assessment for Thursday, 02 July 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.

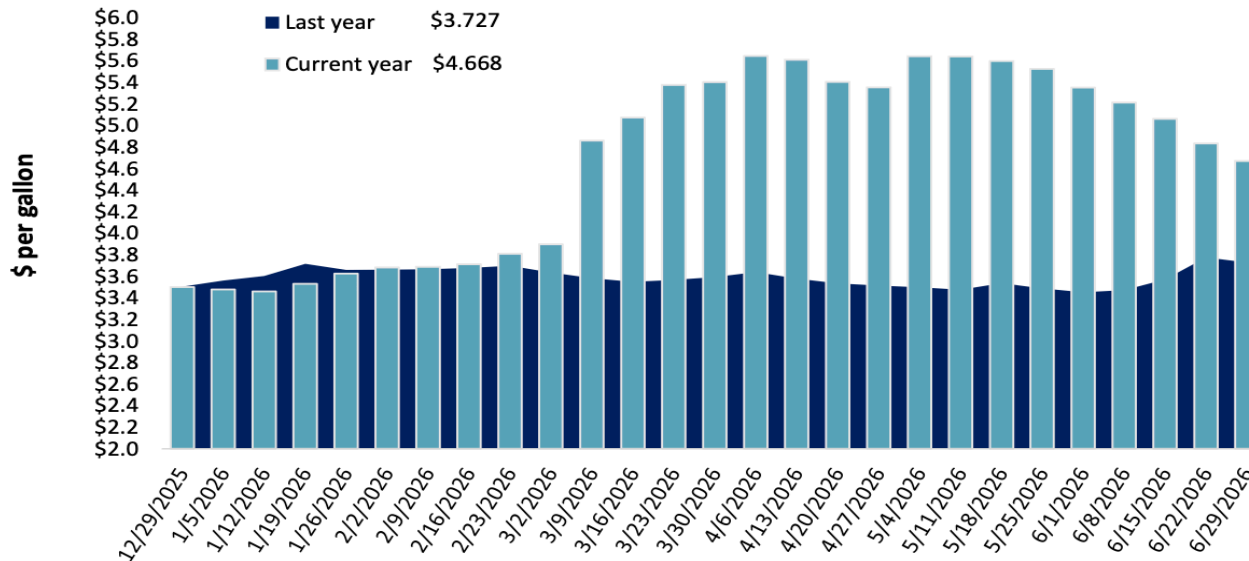
Table 13. Retail on-highway diesel prices, week ending 6/29/2026 (U.S. \$/gallon)

Region	Location	Price	Change from	
			Week ago	Year ago
I	East Coast	4.758	-0.128	0.983
	New England	5.248	-0.123	1.268
	Central Atlantic	5.190	-0.178	1.248
	Lower Atlantic	4.547	-0.110	0.856
II	Midwest	4.583	-0.168	0.868
III	Gulf Coast	4.283	-0.132	0.914
IV	Rocky Mountain	4.602	-0.193	0.943
V	West Coast	5.528	-0.281	1.107
	West Coast less California	4.962	-0.276	0.927
	California	6.180	-0.288	1.314
Total	United States	4.668	-0.164	0.941

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 29, the U.S. average diesel fuel price decreased 16.4 cents from the previous week to \$4.668 per gallon, 94.1 cents above the same week last year.

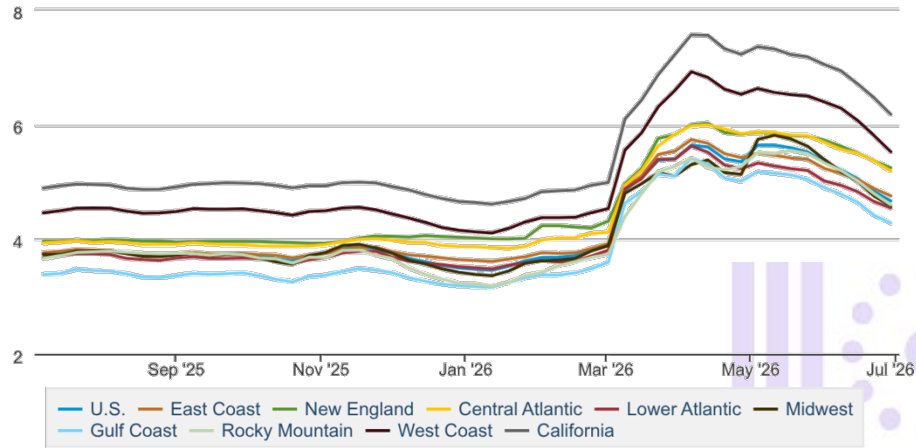
Note: On June 13, 2022, the Energy Information Administration implemented a new methodology to estimate weekly on-highway diesel fuel prices.

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

➤ **Diesel Prices**

On-Highway Diesel Fuel Prices

(dollars per gallon)



eia Data source: U.S. Energy Information Administration

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

For the week ending June 29, the U.S. average diesel fuel price decreased 16.4 cents from the previous week to \$4.668 per gallon, 94.1 cents above the same week last year.

International Grains Program
Kansas State University