IGP Grain Transportation Report

Wheat, Corn, Grain Sorghum, and Soybean Complex

24th October 2025

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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http://www.dtnigp.com/ **Find me on Twitter igpguy1 @igpguy1**

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

Grey-highlighted text and images are USDA information that has not been updated due to government shutdown.

Contents

- **This summary based on reports for the 2nd of Oct. 2025**
- **Outstanding Export Sales (Unshipped Balances) on the 26th of Sep. 2025**
- **Export Shipments in Current Marketing Year**
- **Daily Sales Reported for the 25th of Sep. 2025**

OCEAN FREIGHT

Baltic Dry Freight Index – Daily = 2092

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**

24 October 2025 Baltic Exchange - This report is produced by the Baltic Exchange - Source: https://www.balticexchange.com/en/data-services/WeeklyRoundup.html.

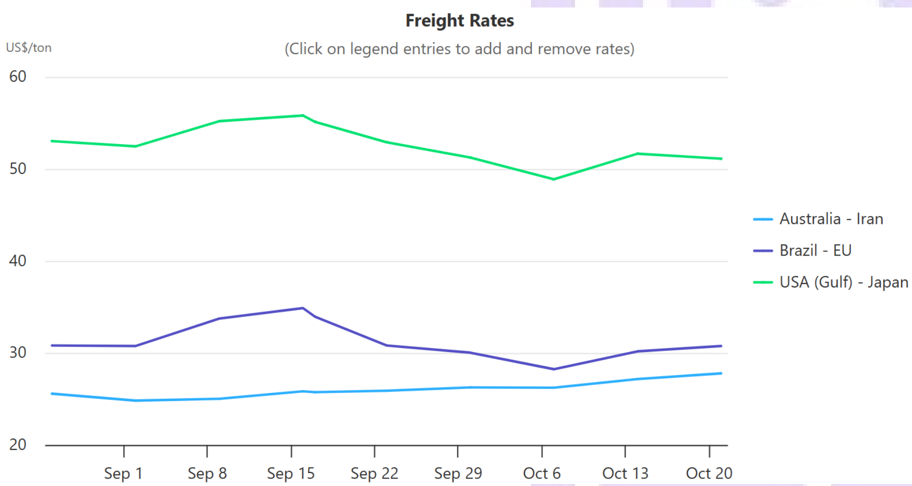
Capesize: The Capesize market lost some of its earlier momentum this week, ending on a softer note. Early positivity in the Pacific, driven by steady miner demand, increased operator activity, and weather-related port delays in China, gave way to a quieter close as offers on C5 slipped from the mid to high $10.00s into the upper $9.00s, with limited fixtures concluded. The Atlantic, initially buoyed by firmer transatlantic and fronthaul levels, also lost ground as fresh demand waned and a mild build-up in tonnage weighed on sentiment. Activity from South Brazil and West Africa to China slowed, with C3 rates easing from the mid $24.00s toward the mid $22.00s. A notable sell-off in the FFA market further compounded the softer tone across both basins. The BCI 5TC began the week at $25,944, peaked on Tuesday at $26,404, and gradually declined to close the week at $23,811.

Panamax: The Panamax market strengthened throughout the week, driven by firmer sentiment and steady demand across both the Atlantic and Pacific. In the Atlantic, improved mineral demand and a tightening tonnage list supported gain, particularly on U.S. East Coast fronthaul routes. End-November positions in the South Atlantic also commanded premiums, with an 84,000-dwt reportedly fixed at $16,350 plus a $635,000 gross ballast bonus for a trip via East Coast South America to the Singapore–Japan range. In the Pacific, consistent demand from Australia and NoPac underpinned firm sentiment, with rates holding at strong levels. NoPac rounds hovered around $18,500–$19,000, while Australia round trips averaged $17,500–$18,500. Period activity further boosted confidence, with an 82,000-dwt fixed CJK for 11–13 months at around $14,150 and another 82,000-dwt reportedly fixed for one year index-linked at 113% of the BPI (5TC). Overall, the week closed on a firm note, with balanced supply and demand pointing to continued strength heading into next week.

Ultramax/Supramax: A definite change in direction for the sector. The Atlantic underperformed as of late, brokers sighting that cargo supply from key areas such as the US Gulf dropped which resulted in a drop in rates. It was rumoured that an Ultramax fixed in mid-upper $20,000s for a fronthaul. The South Atlantic similarly lacked demand but a 63,000 was heard fixed for a fronthaul at $16,750 plus $675,000 ballast bonus. The only bright area seemed to be the North Continent were scrap demand remained. A 61,000-dwt fixing delivery Dunkirk trip East Mediterranean at $29,000. Asia was a rather split affair as poor sentiment returned to the south, a 58,000-dwt fixing delivery Koh Sichang for an Indonesia round in the mid $12,000s. A bit more enquiry further north from the NoPac and Australasia regions helped maintain a slightly more positive feel. A 63,000-dwt fixing delivery Japan for a trip via NoPac redelivery Bangladesh at $17,500. Period remained under the radar, but an Ultramax open South China was fixed for 5/7 months in the high $15,000s.

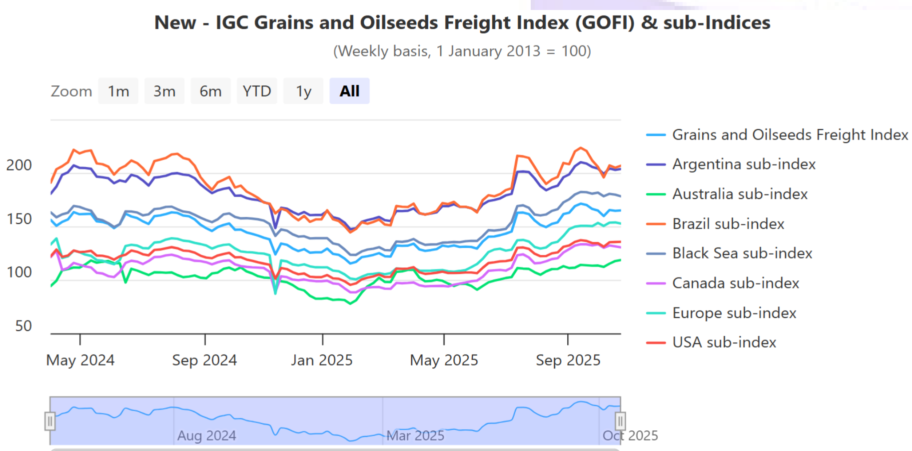
Handysize: The Handysize market experienced a largely steady but mixed week, fluctuating between cautious optimism and mild softness. In the Continent and Mediterranean, rates remained broadly flat throughout and restrained by limited fresh inquiry. A 40,000-dwt open Brake fixed for a trip to US Gulf with timber at $18,000. The South Atlantic and U.S. Gulf were generally subdued, with few fixtures reported as some owners discounted to secure employment. Notable activity included a 33,000-dwt fixed from Recalada to Algeria at $21,000 and a 40,000-dwt fixed from Savannah to the Continent at $30,000. In Asia, activity was muted at the start of the week due to holidays but gradually improved as players returned, though fundamentals remained largely unchanged. A 37,000-dwt open Chiba 28 Oct fixed for NoPac round trip at $14,500. Period interest persisted, with the 37,000 dwt reportedly fixed at around $17,000–$18,000 for 4–7 months, the 32,000- dwt securing a short period in the low $13,000s, and the 35,000 fixed for 4–6 months at around $15,500–$16,000. Overall, the market held stable across most regions, though the absence of significant fresh demand suggested potential softening ahead unless new enquiry emerges.

	21 Oct	Weekly Change	Annual Change	52 Week Low	52 Week High
Australia - Iran	$28	+1	20 %	$18	$28
Brazil - EU	$31	+1	34 %	$20	$35
USA (Gulf) - Japan	$51	-1	12 %	$38	$56



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

- **IGC Grains Freight Index – 21st October 2025**

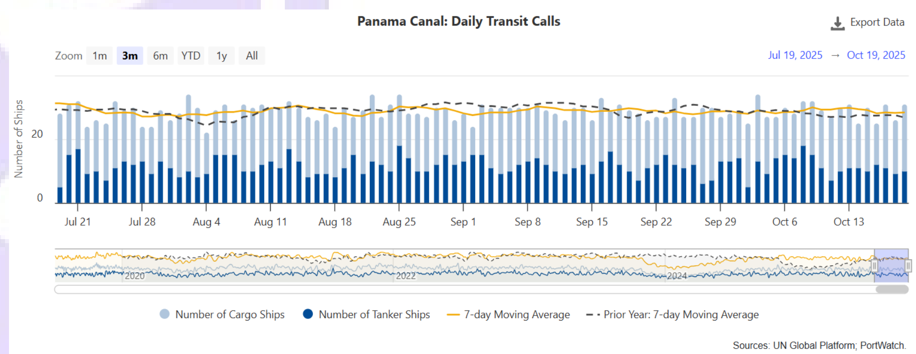


	21 Oct	Weekly Change	Annual Change	52 Week Low	52 Week High
IGC Grains and Oilseeds Freight Index	165	-	14 %	115	171
Argentina sub-Index	203	-1	-%	147	210
Australia sub-Index	118	+3	6 %	78	118
Brazil sub-Index	205	-2	15 %	144	223
Black Sea sub-Index	180	-	16 %	123	182
Canada sub-Index	131	-1	14 %	88	133
Europe sub-Index	154	+1	15 %	87	154
USA sub-Index	135	-	16 %	95	137

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

LOGISTICS

- **Panama Canal – Daily Transit Calls**



19 October 2025 Source: IMF PortWatch
https://portwatch.imf.org/pages/76f7d4b0062e46c5bbc862d4c3ce1d4b

- **Asia-U.S. container rates rally**

22 October 2025 by Stuart Chirls, American Shipper — The uncertainty that has marked global ocean shipping so far this year struck again this past week –but that may signal a turn for the better for ocean carriers.

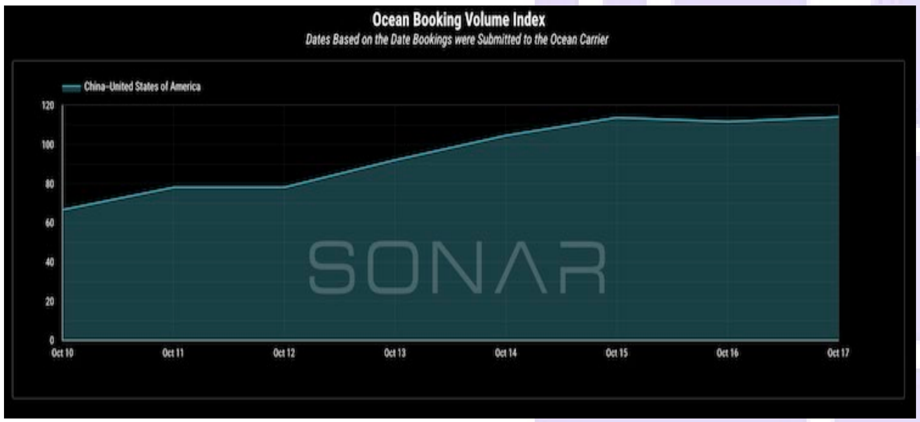
Container rates on the eastbound trans-Pacific posted increases, halting steady declines that have challenged lows from 2023.

Rates from Asia to U.S. West Coast ports increased 18% to $1,687 per forty foot equivalent unit, according to the new Freightos Baltic Index, while prices to the East Coast prices increased 2% to $3,071 per FEU.

There is more potential good news on the trade front, Levine said, after a recent run-up in political hostilities between China and the United States.

Chinese Vice Premier He Lifeng is slated to meet with U.S. Treasury Secretary Scott Bessent this week in Malaysia, ahead of President Donald Trump's convo with President Xi Jinping in South Korea at the end of the month.

Beijing and Washington have been playing a Xenga-like game of tariffs and export restrictions. But the U.S. has granted an array of offsets for autos and exemptions for other strategic imports, while Trump recently acknowledged that soaring levies are "unsustainable".



SONAR chart showing increase in China-U.S. Ocean Booking Volume Index for the week of Oct. 17.

The weaponization of ocean shipping and ports continues, though its immediate cost has been limited.

There are no reports of vessels paying the U.S. Trade Representative's port fees that went into effect Oct. 14 , said Levine, with only one China-built vessel scheduled to arrive at the Port of Los Angeles this week. However, a reciprocal China ship tax reportedly cost a U.S.-flagged Matson (NYSE: MATX) container ship $1.7 million to berth in Shanghai.

"Like on the trans-Pacific eastbound, carriers are shifting their deployment of liable vessels to other lanes to avoid the surcharges at China's ports," Levine said.

The embargo-like effect of Trump's 145% tariffs on Chinese goods from early April to mid-May drove a sharp drop in ocean volumes, and a November 1 100% tariff would likely do the same, according to Levine.

"Now, the typical November slowdown and earlier frontloading would likely be a smaller volume drop compared to April-May," he said.

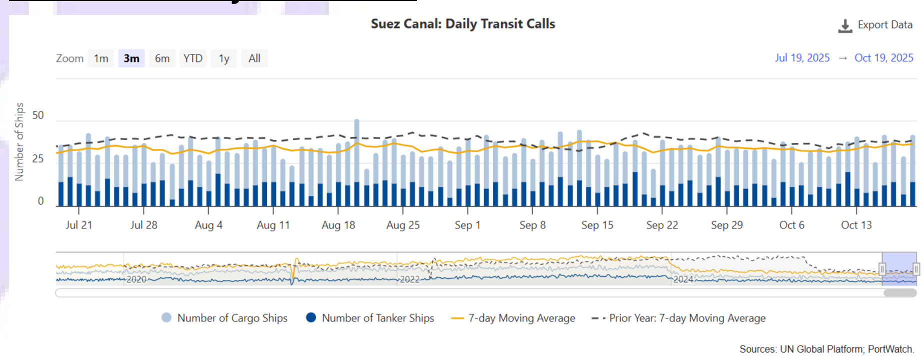
Asia-North Europe prices were 13% better at $1,975 per FEU; Asia-Mediterranean rates edged up 1% to $2,147 per FEU.

"Asia-Europe prices climbed on October GRIs as well, with daily rates this week approaching $2,300 per FEU," Levine said. Daily rates to the Mediterranean [posted] a $200 per FEU increase compared to the last couple weeks."

Levine added that rate gains on Europe lanes may have come in part on port congestion made worse by last week's strikes in Rotterdam – Europe's busiest gateway – and Antwerp.

"But rates climbing during low-demand periods for both Asia-Europe and the trans-Pacific has many observers skeptical that prices will remain elevated, though carriers will attempt November GRIs as well," said Levine.

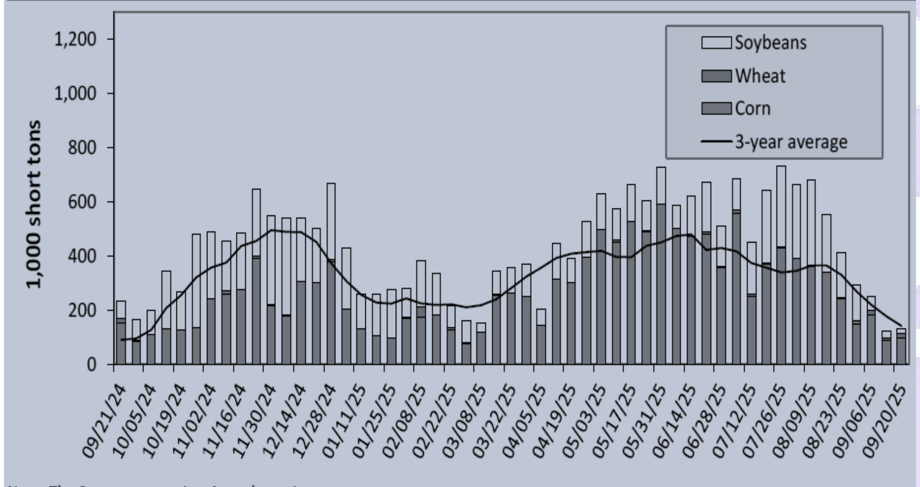
- **<u>Suez Canal – Daily Transit Calls</u>**



19 October 2025 Source: IMF PortWatch Source: https://portwatch.imf.org/pages/c57c79bf612b4372b08a9c6ea9c97ef0

Barge Movements

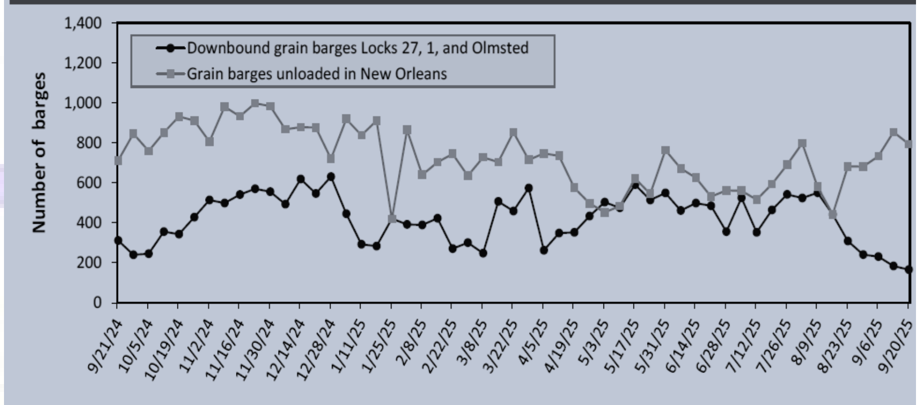
Figure 12. Barge movements on the Mississippi River (Locks 27-Granite City, IL)



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

For the week ending the 20th of September, barged grain movements totaled 260,950 tons. This was 4% more than the previous week and 48% less than the same period last year.

Figure 14. Grain barges for export in New Orleans region



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

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

For the week ending 09/20/2025	Corn	Wheat	Soybeans	Other	Total
Mississippi River (Rock Island, IL (L15))	27	2	3	0	32
Mississippi River (Winfield, MO (L25))	89	21	14	5	129
Mississippi River (Alton, IL (L26))	90	18	16	5	128
Mississippi River (Granite City, IL (L27))	97	18	17	5	136
Illinois River (La Grange)	24	0	3	0	27
Ohio River (Olmsted)	48	4	29	5	85
Arkansas River (L1)	17	14	8	0	39
Weekly total - 2025	161	35	54	10	261
Weekly total - 2024	333	35	134	0	502
2025 YTD	14,345	1,051	7,730	144	23,269
2024 YTD	10,848	1,338	7,337	170	19,693
2025 as % of 2024 YTD	132	79	105	85	118
Last 4 weeks as % of 2024	66	107	74	251	72
Total 2024	15,251	1,564	12,598	214	29,626

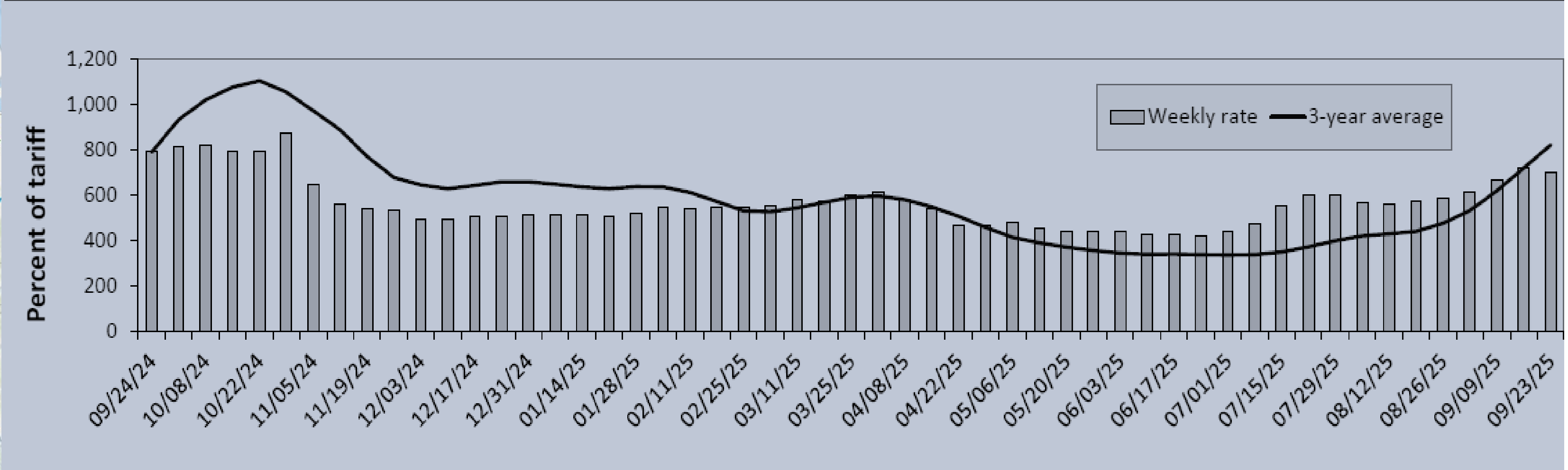
Note: "Other" refers to oats, barley, sorghum, and rye. Total may not add up due to rounding. YTD = year to date. Weekly total, YTD, and calendar year total include Mississippi River lock 27, Ohio River Olmsted lock, and Arkansas Lock 1. "L" (as in "L15") refers to a lock, locks, or lock and dam facility.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

GTR 09-25-25

Figure 11. Benchmark tariff rates

Source: USDA, Agricultural Marketing Service

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	9/23/2025	709	703	697	619	681	622
	9/16/2025	709	714	717	615	675	600
$/ton	9/23/2025	43.89	37.40	32.34	24.70	31.94	19.53
	9/16/2025	43.89	37.98	33.27	24.54	31.66	18.84
Measure	**Time Period**	**Twin Cities**	**Mid-Mississippi**	**Illinois River**	**St. Louis**	**Ohio River**	**Cairo-Memphis**
Current week % change from the same week	Last year	-3	-9	-12	-16	-15	-14
	3-year avg.	-13	-15	-15	-27	-21	-31
Rate	October	778	761	750	696	747	689
	December	0	133	572	465	529	423

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.

For the week ending the 20th of September, 166 grain barges moved down river—18 fewer than last week. There were 794 grain barges unloaded in the New Orleans region, 7 percent fewer than last week.

Benchmark Tariff Rate

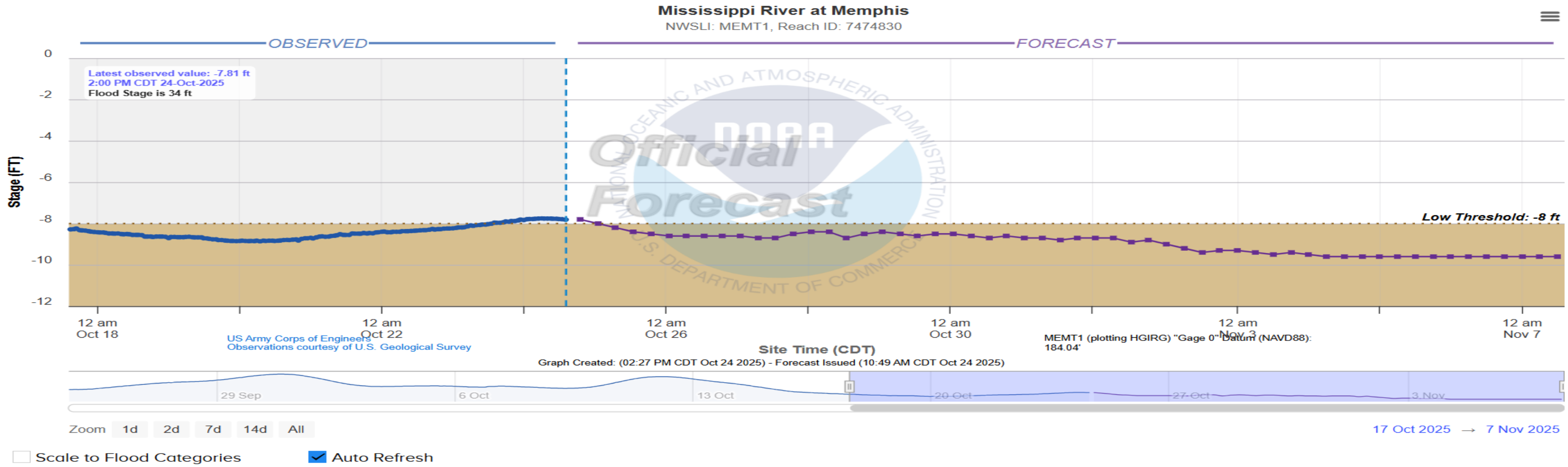
Calculating barge rate per ton:

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

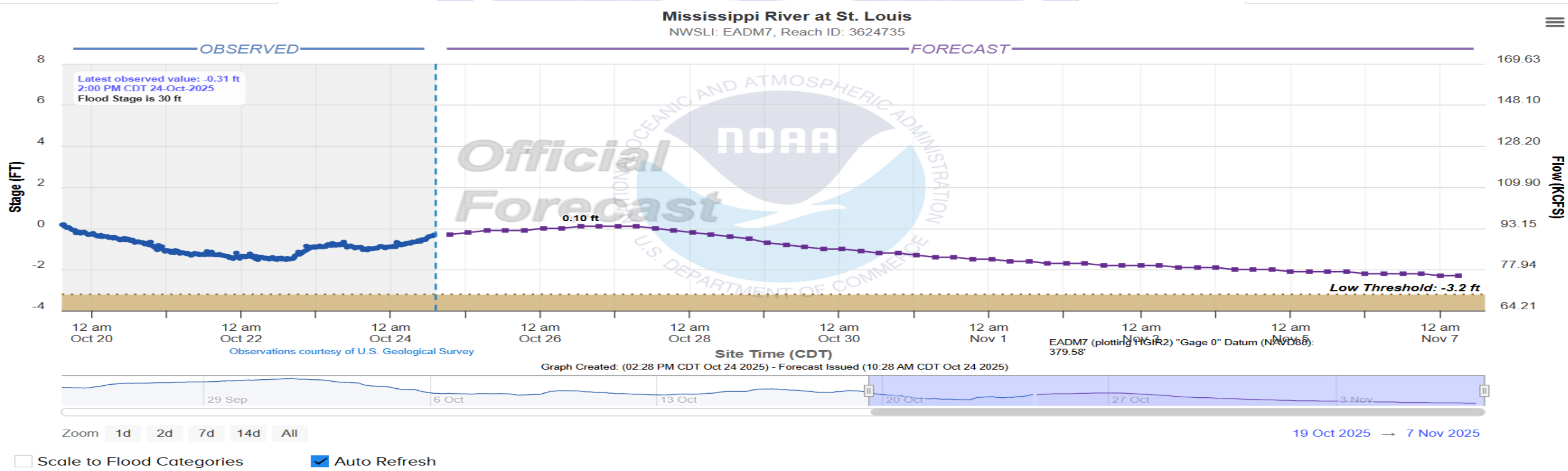
The 1976 benchmark rates per ton are provided in map.

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

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



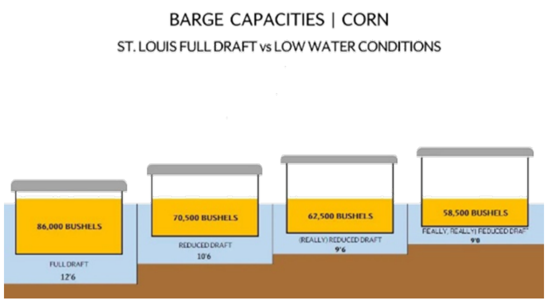
17 October 2025 Source: NOAA – NWPS: https://water.noaa.gov/gauges/memt1



19 October 2025 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 24 to 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 160.6: Meramec, (LWRP -3.2 @ STL); 9-ft at St. Louis gage of -1.5.
- Herculaneum-Grand Tower (RM152-80); Mile 128.5: Establishment (LWRP -0.4 @ Chester); 9-ft at Chester gage of 0.4.
- Grand Tower-Cairo (RM 80-0) Mile 39.0: Commerce (LWRP 5.4 @ Cape Girardeau); 9-ft at Cape Girardeau gage of 6.

Current Barge Freight Rates

IL RIVER FREIGHT	10/23/2025	10/24/2025	
WK 10/19	600/650	600/650	UNC
WK 10/26	600/650	600/650	UNC
FH NOV	540/560	540/560	UNC
Nov	500/525	500/525	UNC
LH NOV	490/515	500/515	
Dec	480/520	500/525	
Jan	480/525	490/525	
Feb	475/500	475/500	UNC
Mar	450/475	425/475	
April	425/450	425/450	UNC

UPPER MISSISSIPPI ST PAUL/SAVAGE	10/23/2025	10/24/2025	
WK 10/19	650/690	650/690	UNC
WK 10/26	600/650	640/690	
FH NOV	600/650	600/650	UNC
Nov	575/625	575/625	UNC
April	475/525	450/500	

MID MISSISSIPPI McGregor	10/23/2025	10/24/2025	
WK 10/19	635/665	635/665	UNC
WK 10/26	575/625	575/625	UNC
FH NOV	575/625	575/625	UNC
Nov	550/600	550/600	UNC
LH NOV	525/575	525/575	UNC
Mar	475/525	475/525	UNC
April	425/475	400/450	

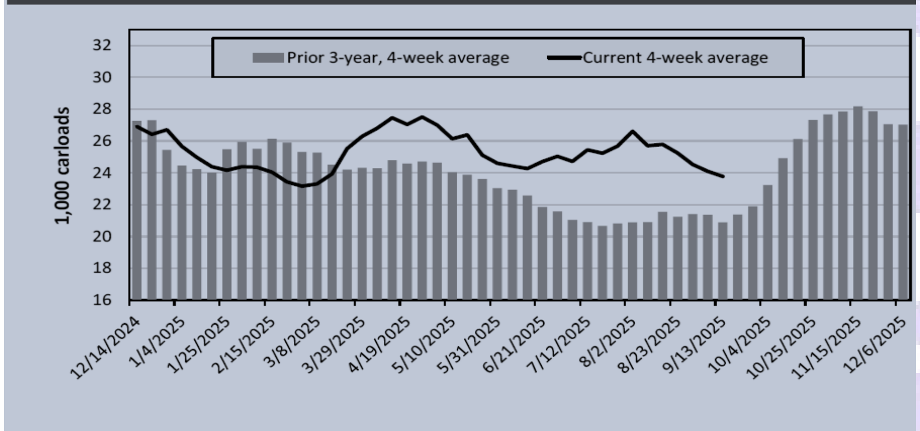
ST LOUIS BARGE FREIGHT 14'	10/23/2025	10/24/2025	
WK 10/19	465/500	475/500	
WK 10/26	465/490	475/490	
FH NOV	465/490	465/490	UNC
Nov	450/475	450/475	UNC
LH NOV	425/450	425/450	UNC
Dec	400/450	400/450	UNC
Jan	400/425	400/435	
Feb	375/425	375/425	UNC
Mar	350/400	350/400	UNC
April	325/350	325/350	UNC

LOWER OHIO RIVER	10/23/2025	10/24/2025	
WK 10/19	475/525	475/500	
WK 10/26	475/525	450/500	
FH NOV	475/500	450/500	
Nov	440/475	440/475	UNC
LH NOV	400/450	400/450	UNC
Dec	400/450	400/450	UNC
Jan	450/500	425/475	
Feb	425/475	400/450	
Mar	400/450	375/425	
April	400/450	375/400	

MEMPHIS CAIRO	10/23/2025	10/24/2025	
WK 10/19	440/450	440/450	UNC
WK 10/26	425/450	440/450	
FH NOV	375/425	375/425	UNC
Nov	375/400	375/400	UNC
LH NOV	350/400	350/400	UNC
Dec	350/375	350/375	UNC
Jan	350/375	350/375	UNC
Feb	325/375	325/375	UNC
Mar	300/350	300/350	UNC
April	300/350	300/350	UNC

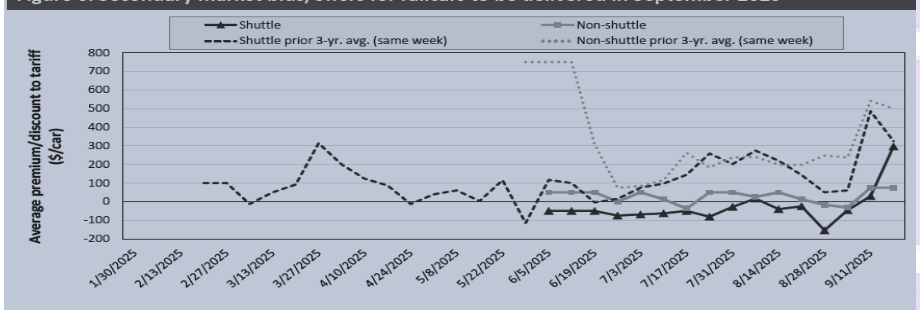
RAIL MOVEMENTS

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



Source: Surface Transportation Board.

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



Note: Shuttle bids/offers are for shuttle trains—90+ grain cars that travel from a single origin to a single destination. Non-shutt
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.

- U.S. Class I railroads originated 24,221 grain carloads during the week ending the 13th of September. This was a 9-percent increase from the previous week, 8 percent more than last year, and 17 percent more than the 3-year average.
- Average September shuttle secondary railcar bids/offers (per car) were $297 above tariff for the week ending the 18th of September. This was $268 more than last week and $28 lower than this week last year.
- Average non-shuttle secondary railcar bids/offers per car were $75 above tariff. This was unchanged from last week, and $425 lower than this week last year.

➢ Current Secondary Rail Car Market

BN SHUTTLE	Bid/Ask/Last	Bid/Ask/Last	
L/H October	800 / -	800 / -	UNC
F/H November	800 / 1200	800 / 1200	UNC
L/H November	600 / 750	600 / 900	
November	150 / -	700 / 1000	
December	400 / 650	600 / 700	
JFM 2026	450 / 650	600 / 700	
April May 2026	0 / 200	0 / 200	UNC
June, July 2026	- / 200	- / 200	UNC
Aug, Sept 2026	- / 200	- / 200	UNC

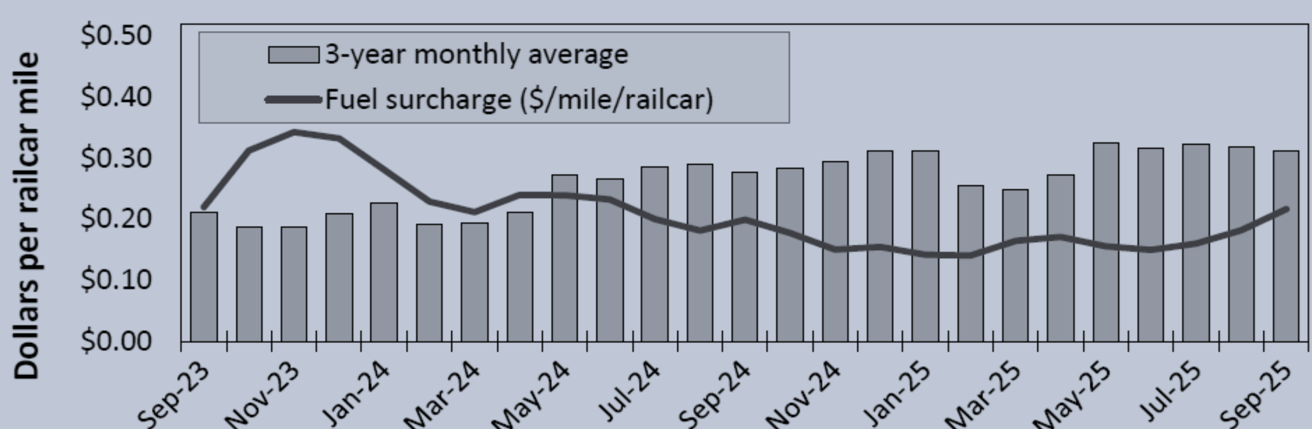
UP SHUTTLE	Bid/Ask/Last	Bid/Ask/Last	
L/H October	- / -	700 / -	
November	150 / 400	150 / 400	UNC
December	- / 100	- / 100	UNC
December (Mex. Opt.)	- / 250	- / 250	UNC
Jan, Feb, Mar (Mex. Opt.)	- / -	0 / 250	
Jan, Feb, Mar 2026	- / -	- / 200	
April May 2026	- / 100	- / 100	UNC

Table 8. Rail tariff rates for U.S. bulk grain shipments to Mexico, September 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	$4,701	$46.27	$1.18	1.1	5.6
	Atchison, KS	Laredo, TX	CPKC	Non-shuttle	$5,607	$55.18	$1.40	0.9	1.8
	Council Bluffs, IA	Laredo, TX	CPKC	Non-shuttle	$6,133	$60.36	$1.53	0.9	1.6
	Kansas City, MO	Laredo, TX	CPKC	Non-shuttle	$5,508	$54.21	$1.38	0.9	1.8
	Marshall, MO	Laredo, TX	CPKC	Non-shuttle	$5,724	$56.34	$1.43	0.9	1.7
	Pontiac, IL	Eagle Pass, TX	UP	Shuttle	$5,119	$50.38	$1.28	1.0	5.5
	Sterling, IL	Eagle Pass, TX	UP	Shuttle	$5,256	$51.73	$1.31	1.0	5.4
	Superior, NE	El Paso, TX	BNSF	Shuttle	$5,111	$50.30	$1.28	0.8	5.4
Soybeans	Atchison, KS	Laredo, TX	CPKC	Non-shuttle	$5,607	$55.18	$1.50	0.9	1.8
	Brunswick, MO	El Paso, TX	BNSF	Shuttle	$4,445	$43.75	$1.19	-17.7	-19.0
	Grand Island, NE	Eagle Pass, TX	UP	Shuttle	$5,363	$52.78	$1.44	-18.9	-19.7
	Hardin, MO	Eagle Pass, TX	BNSF	Shuttle	$4,444	$43.74	$1.19	-17.7	-19.0
	Kansas City, MO	Laredo, TX	CPKC	Non-shuttle	$5,508	$54.21	$1.48	0.9	1.8
	Roelyn, IA	Eagle Pass, TX	UP	Shuttle	$5,468	$53.82	$1.46	-18.6	-19.4
Wheat	FT Worth, TX	El Paso, TX	BNSF	DET	$3,086	$30.37	$0.83	1.0	-25.7
	FT Worth, TX	El Paso, TX	BNSF	Shuttle	$2,886	$28.40	$0.77	1.1	-22.4
	Great Bend, KS	Laredo, TX	UP	Shuttle	$4,409	$43.39	$1.18	0.8	-9.0
	Kansas City, MO	Laredo, TX	CPKC	Non-shuttle	$5,508	$54.21	$1.48	0.9	1.8
	Wichita, KS	Laredo, TX	UP	Shuttle	$4,297	$42.29	$1.15	0.8	-7.1

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

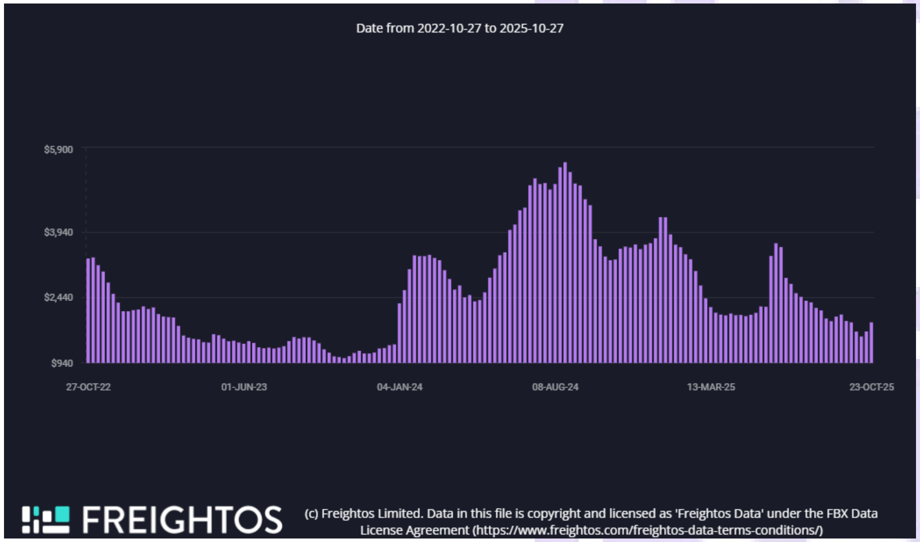


September 2025: $0.22/mile, up 4 cents from last month's surcharge of $0.18/mile; up 2 cents from the September 2024 surcharge of $0.2/mile; and down 9 cents from the September prior 3-year average of $0.31/mile.

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.

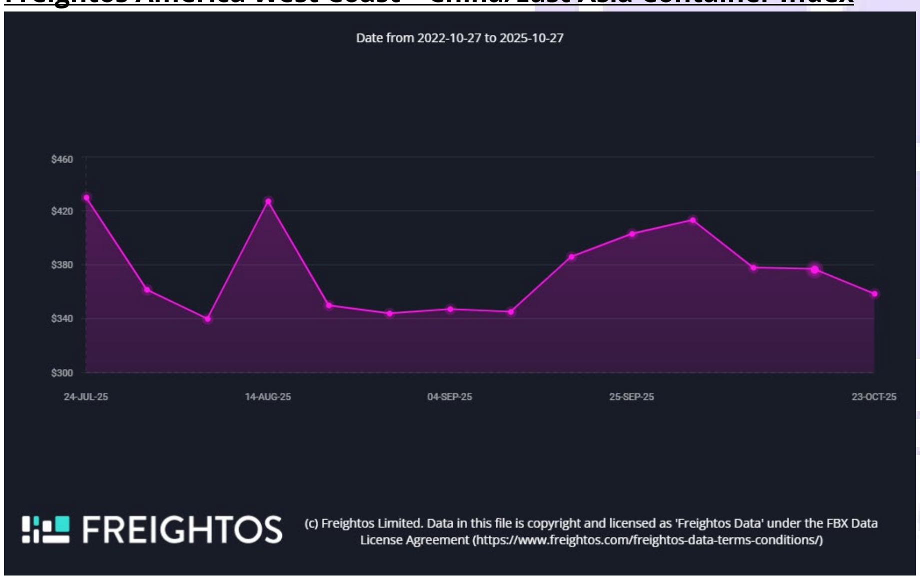
Container Movements

- **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.

- **Weekly Update: Ex-Asia ocean rates climb on GRIs, despite slowing demand**

22 October 2025 by Judah Levine — **Ocean rates - Freightos Baltic Index:**

- Asia-US West Coast prices (FBX01 Weekly) increased 18% to $1,687/FEU.
- Asia-US East Coast prices (FBX03 Weekly) increased 2% to $3,071/FEU.
- Asia-N. Europe prices (FBX11 Weekly) increased 13% to $1,975/FEU.
- Asia-Mediterranean prices (FBX13 Weekly) increased 1% to $2,147/FEU.

Air rates – Freightos Air Index:

- China - N. America weekly prices stayed level at $5.34/kg.
- China - N. Europe weekly prices increased 1% to $3.97/kg.
- N. Europe - N. America weekly increased 5% to $1.78/kg.

Key insights:

US Treasury Secretary Scott Bessent is set to meet with China's Vice Premier He Lifeng this week in Malaysia following the sharp increase in trade tensions between the countries and just ahead of the planned Trump-Xi meeting in S. Korea at the end of the month.

The White House expressed optimism that the US and China will deescalate from recent steps which included China increasing export controls on rare earth metals and President Trump threatening 100% tariffs on Chinese exports starting November 1st. Reports this week also indicate that the US and India are nearing a trade deal that would reduce the US's current 50% tariffs on Indian exports to around 15%.

In other trade war developments, President Trump signed a proclamation that will impose 10%-25% tariffs on heavy trucks and parts starting November 1st. Alongside this tariff expansion though, the new law also increased tariff offsets for automakers. This move follows an order last month which included a long list of tariff exemptions and authorized some federal agencies to issue tariff exemptions independently.

The past week also saw examples of geopolitical drama directly relevant to the ocean freight market. A US threat to sanction – including via port call fees – countries that vote for an IMO net zero framework may have contributed to the vote being postponed until next year.

And though there are no reports of vessels paying USTR port call fees yet – only one China-built vessel is scheduled to arrive at the Port of Los Angeles this week – a US-flagged container ship was charged $1.7m to dock in Shanghai as China's reciprocal fees also went into effect. Like on the transpacific eastbound, carriers are shifting their deployment of liable vessels to other lanes to avoid the surcharges at China's ports.

The 145% US tariffs on Chinese goods from early April to mid-May drove a sharp drop in China-US ocean volumes, and a November 1st 100% tariff would likely do the same. But with frontloading to date and November a slow month for ocean freight, there would likely be a smaller volume drop compared to April-May.

Despite reports of lagging demand as the US container market moves further into an early slow season, carrier mid-month GRI introductions, likely helped by tighter capacity reductions, are pushing Asia - N. America rates up. Transpacific prices to the West Coast increased 18% last week from a year to date low of about $1,400/FEU the week before to about $1,700/FEU, with daily rates this week above the $2,000/FEU mark so far. Daily rates to the East Coast of $3,357/FEU are more than $300/FEU higher than a week ago.

Asia - Europe prices climbed 13% last week to about $2,000/FEU on October GRIs as well, with daily rates this week approaching $2,300/FEU. Daily rates to the Mediterranean are also at about $2,300/FEU for a $200/FEU increase compared to the last couple weeks. Price increases on Europe lanes may be partially supported by port congestion made worse by labor disruptions in both Rotterdam and Antwerp last week – though the parties have now settled the Rotterdam dispute and paused Antwerp strikes for at least the next ten days.

These rate increases have pushed prices back to about September levels. But rates climbing during low-demand periods for both Asia-Europe and the transpacific has many observers skeptical that prices will remain elevated, though carriers will attempt November GRIs as well.

Air cargo on the other hand is about to enter the typical East-West peak season period. There are reports that President Trump's November 1st tariff threat is sparking some frontloading out of China. But Freightos Air Index China-US rates remained level last week at $5.34/kg and are at about $5.40/kg so far this week, possibly reflecting a quick addition of capacity to the lane as more demand materialized.

Continued Asia - Europe volume growth driven by Chinese B2C e-commerce is also being accompanied by capacity growth, keeping China - Europe rates about level with last year, with prices stable at about the $4.00/kg level last week and this.

A massive fire at Bangladesh's Dhaka airport over the weekend destroyed the airport's cargo center, suspending flights and causing a major setback for the region's garment trade during its peak season. Flights resumed by Sunday night, with air cargo rates so far unaffected.

➢ **<u>What Shipowners say about the race to understand rules, limit fallout, costs from new port fees</u>**

17 October 2025 by Shipping Telegraph — Some shipowners have taken this week proactive steps in all areas seeking to mitigate the applicability of the United States Trade Representative (USTR) 301 rules to their vessels. They even sought further clarification from the U.S. Customs and Border Protection Agency and USTR as well as from Chinese authorities on the applicability to their vessels of the provisions of the respective port fee schemes. But confusion and fears are running high among shipping companies as they are trying to mitigate any risk to their ships from the new US and Chinese port fees.

The US and China started charging new port fees on each other's ships on Tuesday, as trade tensions between the world's two biggest economies increase. China says its levies aim to safeguard the country's shipping industry from discriminatory measures and apply to US-linked vessels but not to Chinese-built ships. In a last minute notice, the ministry announced on Tuesday that Chinese-built vessels are exempted from the port fees, even if they are owned or operated by US-linked companies or if they are flying the American flag.

The fees are a countermeasure against US port fees on Chinese ships, the ministry said on Oct 10. The decision follows an April 17 announcement by the Office of the United States Trade Representative (USTR), which said it would impose additional port service fees on Chinese-owned or Chinese-built vessels starting the same date.

The ministry said the US measures severely violate international trade principles, the China-US maritime transport agreement, and disrupt normal maritime commerce between the two countries.

What Shipowners say – Race to Understand Rules, Limit Fallout, and Minimise Costs

Freight rates are surging this week as the US and China trade back-and-forth hikes in port fees.

In his latest interview on Yahoo Finance, Stamatis Tsantanis, the chairman and CEO of Nasdaq-listed Seanergy Maritime Holdings Corp., a capesize and newcastlemax owner, joined Julie Hyman to discuss the developments in China's port fees and broader trade dynamics.

Seanergy's chief Tsantanis assesses China's retaliation to the United States Trade Representative (USTR) through these import costs, what the situation means for the global supply chain, and how much consumers may end up paying more from this.

"We used to have the USTR and we still have the upcoming implementation of the USTR, which is the US port fees to the Chinese-related ships, and the Chinese government last Friday decided in retaliation with the USTR to impose port fees and tariffs on US-related ships. And that's a multiple amount of money for every port of call of US-related ship to China," said Tsantanis.

Shipowners fear that new port fees from the US and China, part of a tit-for-tat trade dispute, will lead to increased costs, trade fragmentation, and significant disruption to global shipping. Some of them are already scrambling to find workarounds, such as swapping ships from their US-China lanes or diverting them entirely, which can lead to higher shipping costs and longer routes.

The fees are a direct financial hit to shipowners, leading to increased operational costs and potentially passing costs to consumers.

The chief executive stressed that the company's ships are not affected.

"But now for our ships, which are of course not affected by that," as he said, "we are talking about a similar ship like ours, 4.5 to $5 million per ship per call to China. So, you can imagine that's an amount which is exorbitant. This is the kind of situation we are facing and that came up last Friday."

Global shipping executives have warned that the fees could spark chaos in supply chains with industry stakeholders expressing serious concerns over operational challenges.

When asked whether the companies will pass the costs to their customers, Tsantanis said: "Eventually all the costs are being passed down to the customers. It will fall down to the actual customer and that's going to make things way more expensive, but it's a very punitive measure from the Chinese government to actually impose this kind of tariffs and port costs to the US-related ships, and it's a very confusing situation."

Shipowners are rushing to assess their exposure and review ownership structures, chartering arrangements, and financing deals to avoid penalties.

"The other interesting fact is that – while we have all this groundbreaking news about tariffs, USDR, the Chinese fees – the US government is closed, so we cannot really get an answer from US government officials as to what they are going to do. And we do not have any clarity from the Chinese officials as to what ships will actually be affected. People end up paying this exorbitant amount without having any clarity as to how long this is going to continue. It only makes things way more expensive and complicated for us," the chief executive officer noted.

Calculating 25% US ownership

Executives still don't know how Chinese port officials would decide if a vessel was 25% US-owned and thus liable for a fee. Some listed companies made abrupt board changes to reduce the percentage of Americans and comply with the 25% US directors rule.

To remind, China's ministry of transportation said the fees will be collected on:

(1 & 2) Vessels owned or operated by U.S. companies, organizations, or individuals.

(3) Vessels owned or operated by companies, organizations in which US stakeholders hold at least 25% or more of the equity (voting rights, board seats).

(4) Ships flying the American flag.

(5) Ships built in the United States.

However, China has now added a specific exemption that the fees will not be applicable to ships built in China, even if they fall into the first (1 to 4) categories.

Tsantanis stressed that, "At Synergy we are not affected; we have an 18% associated US ownership, which is good, and our board representation is only one US director compared to the other five."

US Directors Fall Victim to Chinese Port Fee Rules

Recently, few US-listed shipping companies have lost one or more of their US directors as Chinese port fees bite in shipping's boardrooms.

"We're seeing a lot of international shipping companies with US directors that were above the threshold of 25% in respect of directors, and they have been asking them to resign to fall below the 25% threshold. That's an abrupt move, and that's kind of penalizing. I mean, asking people to resign just because you're going to be paying these exorbitant fees. I don't know, there has to be some sort of a solution pretty quick, otherwise it's only going to get more complicated," Stamatis Tsantanis explained.

➢ DSV Warns of More Cost Cuts as U.S. Tariffs Hurt Freight Markets

24 October 2025 by Bloomberg -- DSV A/S, the world's largest freight forwarder, lowered the top end of its profit forecast range, and said it may have to make deeper cost cuts as tariffs are starting to hurt the transport market.

DSV, which is based outside of Copenhagen, lowered by 1 billion kroner ($155 million) the high end of its 2025 expectations for earnings before interest, tax and special items, to a new range of 19.5 billion kroner to 20.5 billion kroner, according to a statement on October 23.

Challenging market conditions related to trade tariffs and other macroeconomic factors have become "more visible in global trade flows" in the past quarter, DSV said. The deterioration in demand comes at a time when DSV is integrating its record €14.3 billion ($16.7 billion) takeover of DB Schenker, which is creating a transport giant with about 160,000 employees in more than 90 countries.

DSV, which hasn't yet said how many jobs it will cut in connection with the takeover, said on October 23 that it is considering cost cuts that "extend beyond the synergies anticipated from the Schenker transaction" due to tariffs and other challenges on the freight market.

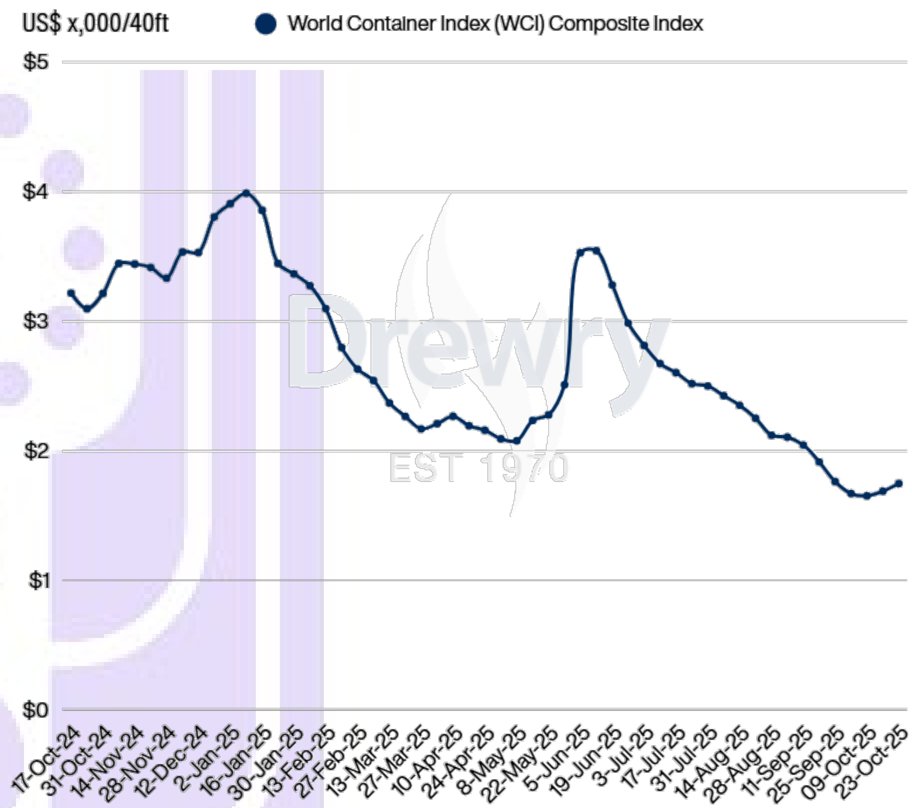
Still, DSV, which has gained a reputation as a master of takeovers, said the integration of Schenker is going somewhat faster than previously expected. It expects to complete 70% of it by the end the end of 2026, compared with a previous expectation of 50%.

➢ Drewry World Container Index

Our detailed assessment for Thursday, 23 October 2025

The Drewry World Container Index (WCI) increased 3% to $1,746 per 40ft container. This is the second straight week of increase, following a prolonged decline over 17 consecutive weeks.

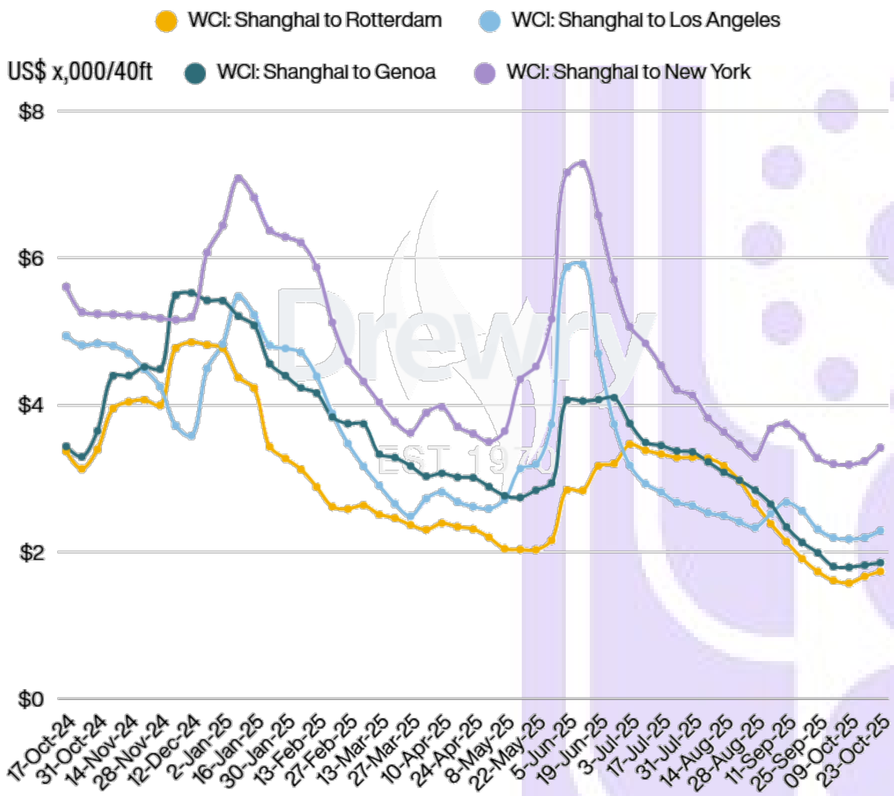
Spot rates from Shanghai to Los Angeles increased 4% to $2,290 per 40ft container and those to New York rose 6% to $3,420. Drewry expects rates to increase slightly next week due to the GRIs implemented mid-October. Carriers are planning to implement new GRIs on 1 November and 15 November to secure higher prices before the effect of the current rate increases completely fades away.



23 October 2025 – Source: https://www.drewry.co.uk/supply-chain-advisors/supply-chain-expertise/world-container-index-assessed-by-drewry.

Spot rates on the Asia–Europe route recorded further gains this week. The rate from Shanghai to Rotterdam jumped 4% to $1,736 per 40ft container and from Shanghai to Genoa rose 2% to $1,855. Drewry expects a slight increase in rates next week, as carriers come under increasing pressure to lift prices ahead of the annual contract negotiation season. To cap the rate slide in the future, carriers have announced new FAK rates effective 1 November, ranging between $2,600 and $2,700 per 40ft container.

Drewry's Container Forecaster expects the supply-demand balance to weaken in the next few quarters, which will cause spot rates to contract.



ROAD MOVEMENTS & DIESEL FUEL PRICES