

Feb 9, 2026

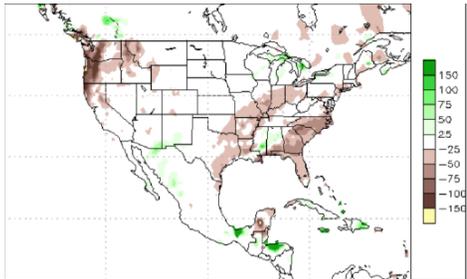
### U.S. RIVER CONDITIONS

During January, precipitation was limited across the entire Country.

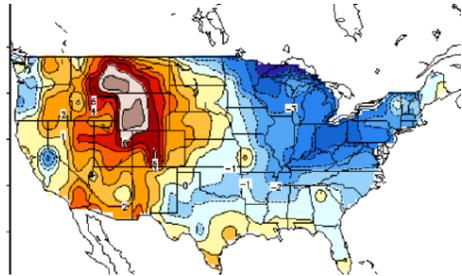
The areas in the Central Midwest, where moisture is most needed to supply water for rivers, was particularly dry.

January saw a definite temperature divide. The West experienced above average temps, while the Midwest and East Coast experienced below average temps. A couple of extreme Arctic blasts caused some rivers to freeze. Below freezing temps penetrated as far south as the Gulf Coast.

January Precipitation Summary Map



January Temperature Summary Map



Drought Monitor as of end January indicating general dryness throughout the Country.



**CURRENT RIVER CONDITIONS**

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Precipitation has been intermittent and all rivers continue to experience low water conditions. Recent extreme cold caused ice to develop on a couple of rivers which created temporary slow-downs and stoppages.

Sustained rains are needed to establish uninterrupted low water improvement.

**UPPER MISSISSIPPI (Above St Louis to Minneapolis)**

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Closed since December for annual winter closure. Expected to reopen on schedule starting in phases in March.

**ILLINOIS RIVER**

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Heavy ice formed over the past few weeks. Temps are warming and some barge traffic is resuming. Delays can be expected until conditions improve.

Closure Note. Lockport Lock at mile 291 will close for repairs March 31 to May 19, 2026

**UPPER MISSISSIPPI (St Louis to Cairo)**

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Ice has caused slowdowns, delays, and congestion. Conditions are improving as warmer temps move in.

**OHIO RIVER**

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Some ice is reported near Cairo Junction otherwise boats are moving. Minimal additional transit days.

**ARKANSAS RIVER**

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No ice to report and boat traffic moving.

**LOWER MISSISSIPPI (Cairo to Nola)**

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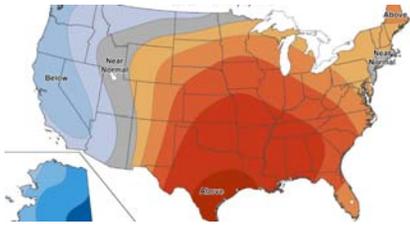
No ice to report and normal transit times. Low water has been a concern since September, but traffic has and is moving with only limited restrictions from time to time due to low water.

**Gauge Forecast at Memphis thru March. Note forecasts only consider precipitation over next 48 hours.**

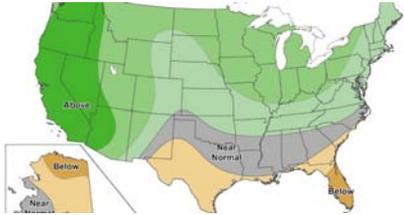
**Water levels are manageable. even without rain. However, we are expecting rain to increase and conditions to start to improve.**

DATE	2/10	2/11	2/12	2/13	2/14	2/15	2/16	2/17	2/18	2/19	2/20	2/21	2/22	2/23	2/24	2/25	2/26	2/27	2/28	3/1	3/2	3/3	3/4	3/5
MENT1	-6.7	-6.7	-6.9	-7.3	-7	-6.6	-6.2	-5.6	-4.7	-3.8	-3.2	-3.2	-3.6	-4	-4.2	-4.4	-4.5	-4.7	-4.8	-5	-5.1	-5.3	-5.4	-5.6

2<sup>nd</sup> Half February Temperature Forecast Map showing temps warming balance Feb.



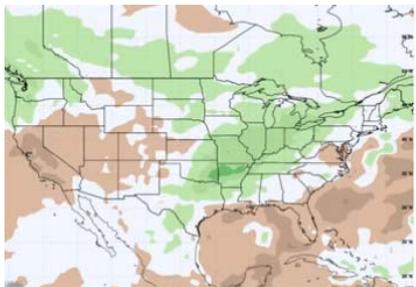
2<sup>nd</sup> Half February Precipitation Forecast Map showing precipitation improving balance Feb.



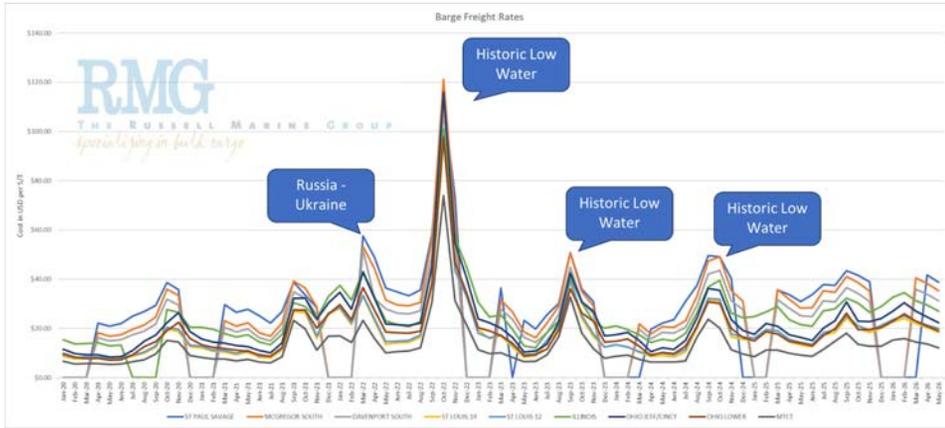
Longer Term Temperature Forecast March, April, and May



Longer Term Precipitation Forecast March, April, and May showing much needed precipitation returning to critical areas of Midwest and Ohio River Valley.



BARGE FREIGHT RATE SUMMARY



The graph above illustrates the barge freight rate costs in dollars over the last six years, along with a forecast for the beginning of 2026.

Below are rates expressed as a percentage of benchmark tariffs for the main locations of the river.

DATE	ST PAUL SAVAGE (\$6.19)	ST LOUIS (\$3.99)	ILLINOIS (\$4.81)	OHIO LOWER (\$3.99)	MTCT (\$3.14)
FEB '26	CLOSED	603.125% / \$24.06	718.75% / \$34.57	650% / \$25.94	506.25% / \$15.90
MAR '26	CLOSED	550% / \$21.95	650% / \$31.27	575% / \$22.94	462.5% / \$14.52
APR '26	675% / \$41.78	512.5% / \$20.45	612.5% / \$29.46	525% / \$20.95	437.5% / \$13.74
MAY '26	625% / \$38.69	462.5% / \$18.45	562.5% / \$27.06	475% / \$18.95	387.5% / \$12.17

(Benchmark Tariff)

**NEW ORLEANS and BATON ROUGE HARBORS**

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Barge and vessel traffic moving under normal conditions. Water is low which may cause issues along some docks.

Temperatures are expected to be unusually warm moving forward, which could create fog conditions and delays in the harbor.

**Bar Pilots:** Recommended maximum loading draft: 50 Feet.

**Crescent Pilots:** Recommended maximum loading draft: 50 Feet.

**NOBRA Pilots:** Recommended loading draft is as follows: 50 feet from New Orleans to Mile 175 ; 47 Feet from Mile 175 - Mile 180; 45 feet from Mile 180 to Mile 234. Vessels with a draft of 41 feet or greater are required to transit the Baton Rouge Harbor (Mile 180 - Mile 234) during daylight hours only.

**Thomas Russell**

2219 Lakeshore Drive, Suite 450 New Orleans, LA 70122 U.S.A.

Phone - 504.392.3900 | Fax - 504.392.2010 | Cell - 504.234-3322

