



Contents

- Weekly Highlights.....2
- Snapshots by Sector.....3
- Feature Article..... 4
- Grain Transportation Indicators 6
- Rail Transportation..... 8
- Barge Transportation.....14
- Truck Transportation 17
- Grain Exports18
- Ocean Transportation.....22
- Contacts and Links 25

Grain Transportation Report

January 4, 2024

A weekly publication of the Agricultural Marketing Service

www.ams.usda.gov/GTR

Navigation Locks on the Snake and Columbia Rivers To Close for 10 Weeks.

The Columbia Snake River System (CSRS) is [scheduled to close](#) from January 14 until midnight on March 29, 2024. The extended closure will allow the Walla Walla District of the U.S. Army Corps of Engineers to perform routine maintenance and to replace aging equipment.

The maintenance and replacements are required to reduce the risk of infrastructure failures at the John Day and McNary dams on the Columbia River and the Lower Monumental, Little Goose, and Lower Granite dams on the Snake River. Similar extended closures also occurred in 2010 and 2016. From 2016 to 2020, an average of 31.3 million tons of wheat, corn, and soybeans were shipped on or through the CSRS.

CARB Waits To Enforce Some Emissions Provisions for Drayage Trucks.

The California Air Resources Board (CARB) is allowing [flexibility with some reporting requirements](#) mandated under its Advanced Clean Fleets (ACF) rule, which is set to take effect this year (see, also, [Grain Transportation Report, December 21, 2023, third highlight](#)). In a December 27 letter to the California Trucking Association (CTA), CARB said it will not, for now, enforce the rule's requirement that "[high-priority or drayage fleets](#)" must submit a compliance report or that only zero-emission drayage trucks may register in the CARB online system. Last October, CTA filed a lawsuit to block ACF's enforcement.

CARB will suspend its enforcement of these requirements until the U.S. Environmental Protection Agency (EPA) has responded. The Clean Air Act's "preemption clause" prevents States from enacting emissions standards for new motor vehicles. However, EPA could grant a waiver of the preemption clause for CARB's regulatory provisions in question, allowing them to be enforced.

Last year, CARB [obtained an EPA waiver of preemption](#) for some other ACF provisions.

New Shuttle Loading Facility in West Central Wisconsin. On December 14, ALCIVIA, an agricultural and energy cooperative, [announced](#) plans to construct a new shuttle-loading facility on the BNSF Railway track in Hager City, WI. Sited on the Mississippi River about 50 miles southeast of Minneapolis, MN, the new facility will store up to 3.9 million bushels of grain and will move grain through three dump pits at a combined handling speed of 60,000 bushels per hour. Besides this grain-handling infrastructure, the facility will also include a two-bay loading terminal for liquid fertilizer and a dry fertilizer transload.

Construction of the new Hager City, WI, facility is expected to start later this winter, and the project is scheduled for completion in March 2025. ALCIVIA has two other shuttle loading facilities—one in Fall River, WI (on a CPKC line), and another in Evansville, WI (on a Union Pacific line).



Export Sales

For the week ending December 21, **unshipped balances** of wheat, corn, and soybeans for marketing year (MY) 2023/24 totaled 38.20 million metric tons (mmt), down 1 percent from last week and up 16 percent from the same time last year.

Net **corn export sales** for MY 2023/24 were 1.242 mmt, up 23 percent from last week. Net **soybean export sales** were 0.984 mmt, down 51 percent from last week. Net weekly **wheat export sales** were 0.276 mmt, down 14 percent from last week.

Rail

U.S. Class I railroads originated 25,379 **grain carloads** during the week ending December 23. This was an 11-percent decrease from the previous week, 19 percent more than last year, and 12 percent more than the 3-year average.

Average January **shuttle secondary railcar bids/offers** (per car) were \$80 above tariff for the week ending December 28. This was \$57 less than last week and \$1,123 lower than this week last year. Average non-shuttle secondary railcar bids/offers per car were \$279 above tariff. This was \$48 more than last week and \$433 lower than this week last year.

Barge

For the week ending December 30, **barged grain movements** totaled 437,437 tons. This was 14 percent less than the previous week and 9 percent more than the same period last year.

For the week ending December 30, 265 grain barges **moved down river**—51 fewer than last week. There were 605 grain barges **unloaded** in the New Orleans region, 25 percent fewer than last week.

Ocean

For the week ending December 28, 24 **oceangoing grain vessels** were loaded in the Gulf—down 7.7 percent from the same period last year. Within the next 10 days (starting December 29), 55 vessels were expected to be loaded—25 percent more than the same period last year.

As of December 28, the rate for shipping a metric ton (mt) of grain from the U.S. Gulf to Japan was \$60.75. This was unchanged from the week of December 14. The rate from the Pacific Northwest to Japan was \$31.75 per mt, unchanged from the week of December 14.

Fuel

For the week ending January 1, the U.S. average **diesel price** decreased 3.8 cents from the previous week to \$3.876 per gallon, 70.7 cents below the same week last year.



Third-Quarter 2023 Corn and Soybean Transportation Costs

From second quarter 2023 to third quarter 2023 (quarter to quarter), transportation costs for shipping corn and soybeans from Minneapolis, MN, to Japan increased through the U.S. Gulf (Gulf route) and decreased through the Pacific Northwest (PNW route). From third quarter 2022 to third quarter 2023 (year to year), transportation costs decreased for shipping corn and soybeans by the two major routes, because of lower rates for truck, barge, rail, and ocean transport.

Quarter to quarter and year to year, ocean freight rates decreased for both routes, mainly because of stagnant Chinese cargo demand, the fall of bunker fuel prices, the termination of the Black Sea Grain Initiative, and the market’s skepticism of China’s economic recovery ([Grain Transportation Report \(GTR\), October 26, 2023](#)).

U.S. Gulf Costs

Quarter-to-quarter transportation costs.

Quarter to quarter, Gulf-route transportation costs rose 22 percent each for corn and soybeans—mainly because of a 104-percent jump in barge rates (table 1). Although low-water restrictions along the Mississippi River System (MRS) constricted barge traffic in third quarter 2023, slow third-quarter export sales prevented barge rates from rising as high as during third quarter 2022, when the MRS had had similar restrictions in place ([GTR, October 19, 2023](#)). Trucking rates increased 4 percent. (Trucks move corn and soybeans from Minnesota farms to local grain elevators.) Ocean rates fell 2 percent.

Year-to-year exports. At 4.4 million metric tons (mmt), third-quarter 2023 corn inspections through the Gulf fell 25 percent

year to year and accounted for 65 percent of total corn inspections. At 3.7 mmt, Gulf-route soybean shipments fell 25 percent and accounted for 77 percent of total soybean inspections ([GTR, November 2, 2023](#)).

Landed costs. Despite rising transportation costs, Gulf-route landed costs for corn fell 4 percent quarter to quarter, because of lower farm values (table 1). Quarter to quarter, landed costs for soybeans remained about the same, as increased transportation costs were offset by lower farm values (table 1). As a share of landed costs, transportation costs were 31 percent for shipping corn and 17 percent for shipping soybeans. Corn farm values fell 12 percent quarter to quarter and decreased 20 percent year to year. Soybean farm values dropped 4 percent quarter to quarter and decreased 6 percent year to year.

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

	Corn					Soybeans				
	\$/metric ton			Percent change		\$/metric ton			Percent change	
	3rd qtr. '22	2nd qtr. '23	3rd qtr. '23	Yr. to Yr.	Qtr. to Qtr.	3rd qtr. '22	2nd qtr. '23	3rd qtr. '23	Yr. to Yr.	Qtr. to Qtr.
Truck	19.07	14.19	14.75	-22.65	3.95	19.07	14.19	14.75	-22.65	3.95
Barge	46.32	17.68	35.99	-22.30	103.56	46.32	17.68	35.99	-22.30	103.56
Ocean	64.90	51.56	50.76	-21.79	-1.55	64.90	51.56	50.76	-21.79	-1.55
Total Transportation Cost	130.29	83.43	101.50	-22.10	21.66	130.29	83.43	101.50	-22.10	21.66
Farm Value	277.81	251.96	221.25	-20.36	-12.19	531.56	519.31	500.94	-5.76	-3.54
Total Landed Cost	408.1	335.39	322.75	-20.91	-3.77	661.85	602.74	602.44	-8.98	-0.05
Transportation % Landed Cost	31.93	24.88	31.45	-1.50	26.42	19.69	13.84	16.85	-14.41	21.72

Note: Barge rates are from Minneapolis, MN to the U.S. Gulf. USDA’s National Agricultural Statistics Service is the source for corn and soybean prices. qtr. = quarter; yr. = year. Source: USDA, Agricultural Marketing Service.

Pacific Northwest Costs

Quarter-to-quarter transportation costs.

With lower rail and ocean rates, total transportation costs via the PNW route fell 2 percent for corn and fell 1 percent for soybeans quarter to quarter (table 2). Rail rates dropped 3 percent for corn and fell 2 percent for soybeans.

Year-to-year transportation costs and exports.

Year to year, PNW transportation costs fell 17 percent for corn and fell 16 percent for soybeans, mainly responding to sizeable decreases in truck and ocean rates. Rail rates fell 8 percent for corn and 7 percent for soybeans.

There were no PNW corn inspections during third quarter 2023. Soybean inspections were 0.078 mmt, down 89 percent from the previous year. PNW soybean inspections were 2 percent of total third-quarter 2023 soybean inspections.

Landed costs. Quarter to quarter, PNW-route landed costs for corn fell 9 percent, with lower transportation costs and lower farm values. Also, quarter to quarter, landed costs for soybeans fell 3 percent because of lower transportation costs and lower farm values (table 2). As a share of landed costs, transportation costs were 31 percent for shipping corn and 18 percent for shipping soybeans. Corn farm values fell 12 percent

quarter to quarter and decreased 20 percent year to year. Soybean farm values were down 4 percent quarter to quarter and down 6 percent year to year.

WASDE Projections

According to USDA's December 2023 [World Agricultural Supply and Demand Estimates \(WASDE\)](#), total U.S. corn exports for marketing year (MY) 2023/24 are expected to increase 26 percent from MY 2022/23, alongside a 10-percent increase in U.S. corn production. In MY 2023/24, soybean exports are expected to decrease 12 percent from MY 2022/23.

Bernadette.Winston@usda.gov

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

	Corn					Soybeans				
	\$/metric ton			Percent change		\$/metric ton			Percent change	
	3rd qtr. '22	2nd qtr. '23	3rd qtr. '23	Yr. to Yr.	Qtr. to Qtr.	3rd qtr. '22	2nd qtr. '23	3rd qtr. '23	Yr. to Yr.	Qtr. to Qtr.
Truck	19.07	14.19	14.75	-22.65	3.95	19.07	14.19	14.75	-22.65	3.95
Rail	64.33	60.92	59.09	-8.15	-3.00	72.48	68.27	67.05	-7.49	-1.79
Ocean	37.93	28.35	27.43	-27.68	-3.25	37.93	28.35	27.43	-27.68	-3.25
Total Transportation Cost	121.33	103.46	101.27	-16.53	-2.12	129.48	110.81	109.23	-15.64	-1.43
Farm Value	277.81	251.96	221.25	-20.36	-12.19	531.56	519.31	500.94	-5.76	-3.54
Total Landed Cost	399.14	355.42	322.52	-19.20	-9.26	661.04	630.12	610.17	-7.70	-3.17
Transportation % Landed Cost	30.40	29.11	31.40	3.30	7.87	19.59	17.59	17.90	-8.61	1.80

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

Source: USDA, Agricultural Marketing Service.

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

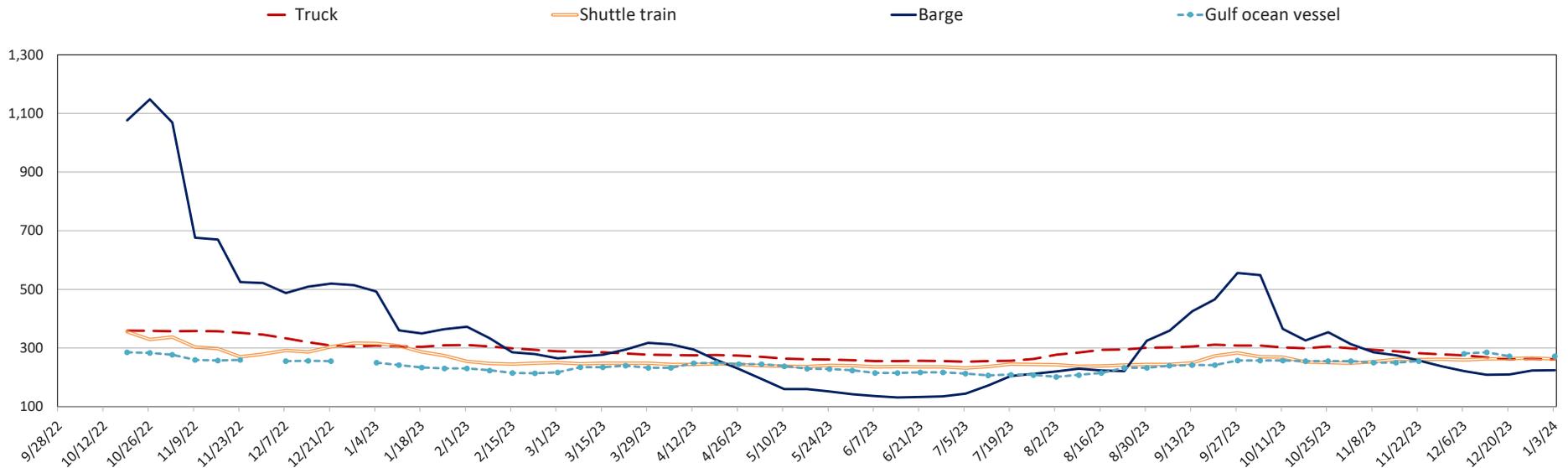
Table 1. Grain transport cost indicators

For the week ending:	Truck	Rail		Barge	Ocean	
		Non-shuttle	Shuttle		Gulf	Pacific
01/03/24	260	340	263	224	272	225
12/27/23	263	338	265	223	n/a	n/a
01/04/23	308	364	315	492	250	223

Note: Indicator: Base year 2000 = 100. Weekly updates include truck = diesel (\$/gallon); rail = near-month secondary rail market bid and monthly tariff rate with fuel surcharge (\$/car); barge = Illinois River barge rate (index = percent of tariff rate); ocean = routes to Japan (\$/metric ton); n/a = not available due to holiday.

Source: USDA, Agricultural Marketing Service.

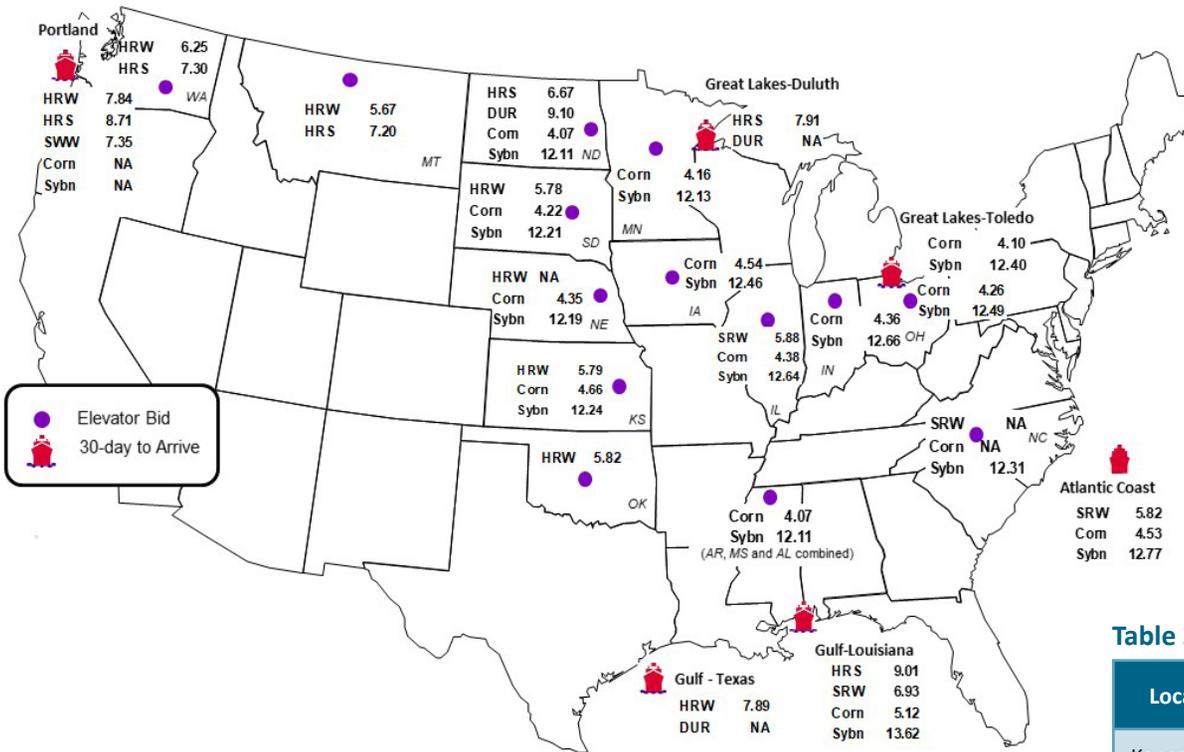
Figure 1. Grain transportation cost indicators as of week ending 1/03/24



Source: USDA, Agricultural Marketing Service.

Figure 2. Grain bid summary

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



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

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

Commodity	Origin-destination	12/29/2023	12/22/2023
Corn	IL-Gulf	-0.74	-0.73
Corn	NE-Gulf	-0.78	-0.74
Soybean	IA-Gulf	-1.16	-1.18
HRW	KS-Gulf	-2.10	-2.29
HRS	ND-Portland	-2.05	-2.19

Note: nq = no quote; n/a = not available; HRW = hard red winter wheat; HRS = hard red spring wheat.
 Source: USDA, Agricultural Marketing Service.

Table 2b. Futures

Location	Grain	Month	12/29/2023	Week ago 12/22/2023	Year ago 12/30/2022
Kansas City	Wheat	Dec	6.300	6.230	8.872
Minneapolis	Wheat	Dec	7.234	7.142	9.386
Chicago	Wheat	Dec	6.174	6.162	7.910
Chicago	Corn	Dec	4.660	4.730	6.784
Chicago	Soybean	Jan	12.742	13.062	15.242

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

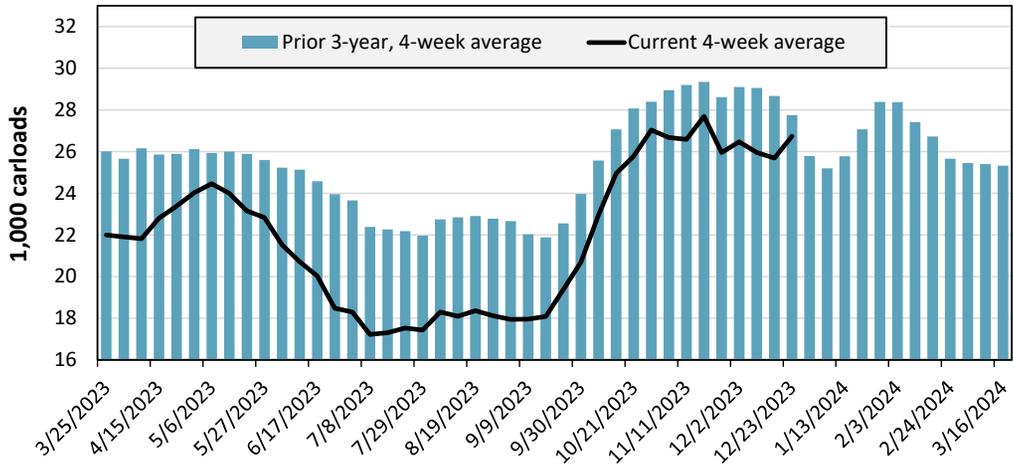
Table 3. Class I rail carrier grain car bulletin (grain carloads originated)

For the week ending: 12/23/2023	East		West		Central U.S.		U.S. total
	CSXT	NS	BNSF	UP	CPKC	CN	
This week	1,659	2,631	11,642	5,302	3,142	1,003	25,379
This week last year	1,609	2,138	8,316	4,699	2,667	1,945	21,374
2023 YTD	89,907	126,282	480,991	269,186	127,791	64,546	1,158,703
2022 YTD	91,711	127,504	561,899	292,538	137,282	82,223	1,293,157
2023 YTD as % of 2022 YTD	98	99	86	92	93	79	90
Last 4 weeks as % of 2022	87	97	111	103	106	58	101
Last 4 weeks as % of 3-yr. avg.	92	109	98	93	106	65	96
Total 2022	93,392	129,293	571,376	297,775	140,039	83,680	1,315,555

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

Source: Surface Transportation Board.

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



For the 4 weeks ending December 23, grain carloads were up 4 percent from the previous week, up 1 percent from last year, and down 4 percent from the 3-year average.

Source: Surface Transportation Board.

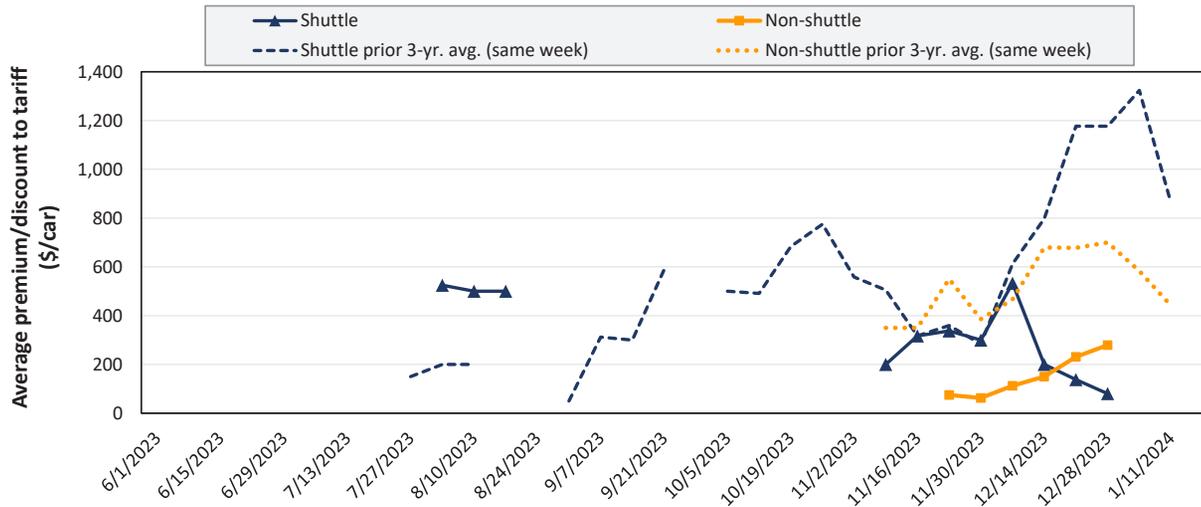
Table 4. Railcar auction offerings (dollars per car)

For the week ending: 12/28/2023		Delivery period							
		Jan-24	Jan-23	Feb-24	Feb-23	Mar-24	Mar-23	Apr-24	Apr-23
BNSF	COT grain units	no offer	n/a	no offer	n/a	no offer	n/a	no offer	n/a
	COT grain single-car	no offer	n/a	no offer	n/a	no offer	n/a	no offer	n/a
UP	GCAS/vouchers	no bid	n/a	no bid	n/a	no bid	n/a	no bid	n/a

Note: Auction offerings are for single-car and unit train shipments only. Bids and offers represent a premium/discount to tariff rates. n/a = not available. BNSF = BNSF Railway; COT = Certificate of Transportation; UP = Union Pacific Railroad; and GCAS = Grain Car Allocation System. Minimum bids for UP GCAS/vouchers are \$10. Source: USDA, Agricultural Marketing Service.

Primary auction market rates reflect offers and bids made between railroads and shippers for guaranteed car service. The secondary rail market information reflects trade values for service agreements traded between shippers that were originally purchased from the railroad carrier. The auction and secondary rail values are indicators of rail service quality and demand/supply. Bids and offers listed in the primary and secondary auctions are market indicators only and are not guaranteed prices.

Figure 4: Secondary market bids/offers for railcars to be delivered in January 2024



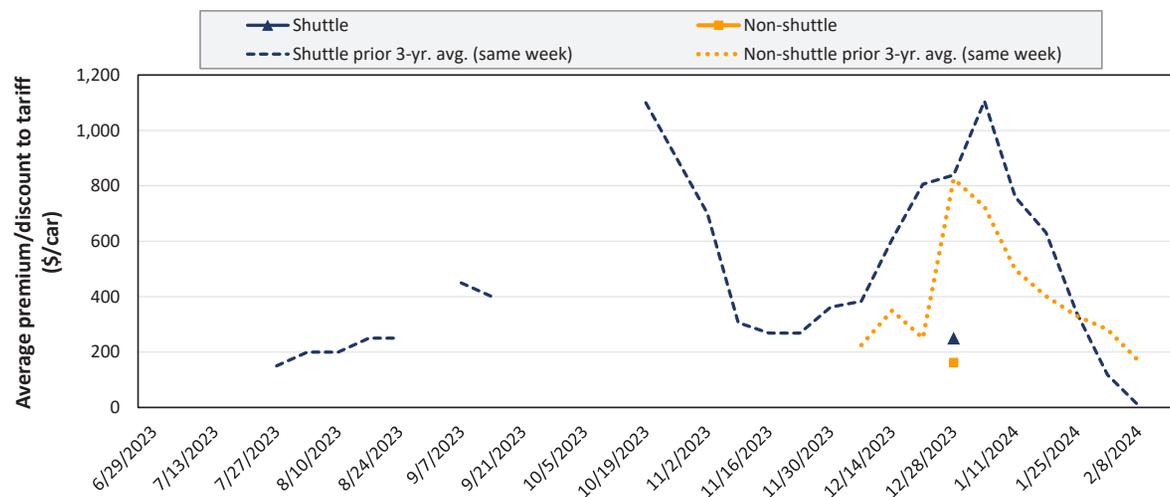
Average non-shuttle bids/offers rose \$48 this week, and are at the peak.

Average shuttle bids/offers fell \$57 this week and are \$453 below the peak.

12/28/2023	BNSF	UP
Non-Shuttle	\$533	\$25
Shuttle	\$410	-\$250

Note: Non-shuttle bids include unit-train and single-car bids. n/a = not available; avg. = average; yr. = year; BNSF = BNSF Railway; UP = Union Pacific Railroad.
Source: USDA, Agricultural Marketing Service analysis of data from Tradewest Brokerage Company and the Malsam Company.

Figure 5: Secondary market bids/offers for railcars to be delivered in February 2024



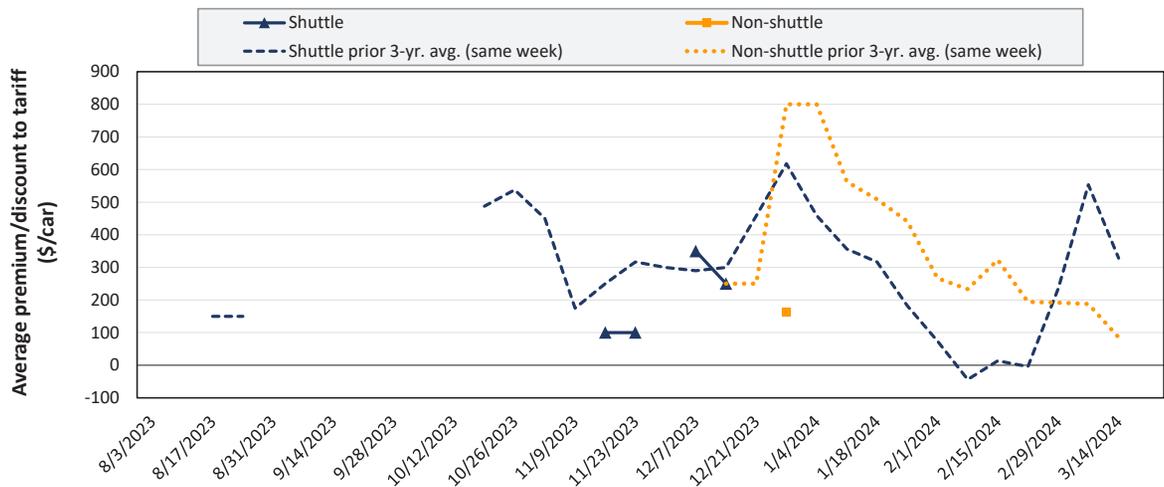
There were no non-shuttle bids/offers last week. Average non-shuttle bids/offers this week are at the peak.

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

12/28/2023	BNSF	UP
Non-Shuttle	\$300	\$25
Shuttle	\$250	n/a

Note: Non-shuttle bids include unit-train and single-car bids. n/a = not available; avg. = average; yr. = year; BNSF = BNSF Railway; UP = Union Pacific Railroad.
Source: USDA, Agricultural Marketing Service analysis of data from Tradewest Brokerage Company and the Malsam Company.

Figure 6: Secondary market bids/offers for railcars to be delivered in March 2024



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

There were no shuttle bids/offers this week.

12/28/2023	BNSF	UP
Non-Shuttle	\$300	\$25
Shuttle	n/a	n/a

Note: Non-shuttle bids include unit-train and single-car bids. n/a = not available; avg. = average; yr. = year; BNSF = BNSF Railway; UP = Union Pacific Railroad.
 Source: USDA, Agricultural Marketing Service analysis of data from Tradewest Brokerage Company and the Malsam Company.

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

For the week ending: 12/28/2023		Delivery period					
		Jan-24	Feb-24	Mar-24	Apr-24	May-24	Jun-24
Non-shuttle	BNSF	533	300	300	n/a	n/a	n/a
	Change from last week	33	n/a	n/a	n/a	n/a	n/a
	Change from same week 2022	-242	n/a	n/a	n/a	n/a	n/a
	UP	25	25	25	n/a	n/a	n/a
	Change from last week	63	n/a	n/a	n/a	n/a	n/a
	Change from same week 2022	-625	n/a	n/a	n/a	n/a	n/a
Shuttle	BNSF	410	250	n/a	n/a	n/a	n/a
	Change from last week	60	n/a	n/a	n/a	n/a	n/a
	Change from same week 2022	-895	-575	n/a	n/a	n/a	n/a
	UP	-250	n/a	n/a	n/a	n/a	n/a
	Change from last week	-175	n/a	n/a	n/a	n/a	n/a
	Change from same week 2022	-1,350	n/a	n/a	n/a	n/a	n/a
	CPKC	-50	n/a	n/a	n/a	n/a	n/a
	Change from last week	-250	n/a	n/a	n/a	n/a	n/a
Change from same week 2022	-950	n/a	n/a	n/a	n/a	n/a	

Note: Bids and offers represent a premium/discount to tariff rates; n/a = not available; BNSF = BNSF Railway; UP = Union Pacific Railroad; CPKC = Canadian Pacific Kansas City.
 Source: USDA, Agricultural Marketing Service analysis of data from Tradewest Brokerage Company and the Malsam Company.

The tariff rail rate is the base price of freight rail service. Together with fuel surcharges and any auction and secondary rail values, the tariff rail rate constitutes the full cost of shipping by rail. Typically, auction and secondary rail values are a small fraction of the full cost of shipping by rail relative to the tariff rate. However, during times of high rail demand or short supply, high auction and secondary rail values can exceed the cost of the tariff rate plus fuel surcharge.

Table 6. Tariff rail rates for unit train shipments

January 2024	Origin region	Destination region	Tariff rate/car	Fuel surcharge per car	Tariff plus surcharge per metric ton	Tariff plus surcharge per bushel	Percent Change Y/Y
Wheat	Wichita, KS	St. Louis, MO	\$4,095	\$223	\$42.88	\$1.17	3
	Grand Forks, ND	Duluth-Superior, MN	\$3,508	\$77	\$35.61	\$0.97	-11
	Wichita, KS	Los Angeles, CA	\$6,840	\$398	\$71.87	\$1.96	-12
	Wichita, KS	New Orleans, LA	\$4,825	\$392	\$51.80	\$1.41	1
	Sioux Falls, SD	Galveston-Houston, TX	\$6,611	\$327	\$68.89	\$1.88	-12
	Colby, KS	Galveston-Houston, TX	\$5,075	\$429	\$54.66	\$1.49	1
	Amarillo, TX	Los Angeles, CA	\$5,121	\$597	\$56.78	\$1.55	-5
Corn	Champaign-Urbana, IL	New Orleans, LA	\$4,000	\$443	\$44.12	\$1.12	-4
	Toledo, OH	Raleigh, NC	\$8,877	\$0	\$88.15	\$2.24	4
	Des Moines, IA	Davenport, IA	\$2,830	\$94	\$29.03	\$0.74	5
	Indianapolis, IN	Atlanta, GA	\$6,866	\$0	\$68.18	\$1.73	4
	Indianapolis, IN	Knoxville, TN	\$5,790	\$0	\$57.50	\$1.46	4
	Des Moines, IA	Little Rock, AR	\$4,425	\$275	\$46.68	\$1.19	1
	Des Moines, IA	Los Angeles, CA	\$6,305	\$802	\$70.58	\$1.79	-3
Soybeans	Minneapolis, MN	New Orleans, LA	\$3,156	\$655	\$37.85	\$1.03	-21
	Toledo, OH	Huntsville, AL	\$7,269	\$0	\$72.18	\$1.96	3
	Indianapolis, IN	Raleigh, NC	\$8,169	\$0	\$81.12	\$2.21	4
	Indianapolis, IN	Huntsville, AL	\$5,921	\$0	\$58.80	\$1.60	4
	Champaign-Urbana, IL	New Orleans, LA	\$5,040	\$443	\$54.45	\$1.48	-0

Note: A unit train refers to shipments of at least 25 cars. Shuttle train rates are generally available for qualified shipments of 75-120 cars that meet railroad efficiency requirements. The table assumes 111 short tons (100.7 metric tons) per car, 56 pounds per bushel of corn, and 60 pounds per bushel of wheat and soybeans. Percentage change year to year (Y/Y) is calculated using the tariff rate plus fuel surcharge

Source: BNSF Railway, Canadian National Railway, CSX Transportation, and Union Pacific Railroad.

Table 7. Tariff rail rates for shuttle train shipments

January 2024	Origin region	Destination region	Tariff rate/car	Fuel surcharge per car	Tariff plus surcharge per metric ton	Tariff plus surcharge per bushel	Percent Change Y/Y
Wheat	Great Falls, MT	Portland, OR	\$4,043	\$229	\$42.42	\$1.15	-12
	Wichita, KS	Galveston-Houston, TX	\$4,111	\$178	\$42.59	\$1.16	-8
	Chicago, IL	Albany, NY	\$7,413	\$0	\$73.61	\$2.00	5
	Grand Forks, ND	Portland, OR	\$5,701	\$395	\$60.54	\$1.65	-11
	Grand Forks, ND	Galveston-Houston, TX	\$5,146	\$405	\$55.13	\$1.50	-11
	Colby, KS	Portland, OR	\$5,923	\$704	\$65.80	\$1.79	-5
Corn	Minneapolis, MN	Portland, OR	\$5,660	\$481	\$60.99	\$1.55	-7
	Sioux Falls, SD	Tacoma, WA	\$5,620	\$441	\$60.19	\$1.53	-7
	Champaign-Urbana, IL	New Orleans, LA	\$4,345	\$443	\$47.54	\$1.21	-1
	Lincoln, NE	Galveston-Houston, TX	\$4,560	\$257	\$47.83	\$1.22	-1
	Des Moines, IA	Amarillo, TX	\$4,845	\$346	\$51.55	\$1.31	0
	Minneapolis, MN	Tacoma, WA	\$5,660	\$477	\$60.95	\$1.55	-7
	Council Bluffs, IA	Stockton, CA	\$5,780	\$494	\$62.30	\$1.58	-4
Soybeans	Sioux Falls, SD	Tacoma, WA	\$6,335	\$441	\$67.29	\$1.83	-6
	Minneapolis, MN	Portland, OR	\$6,385	\$481	\$68.19	\$1.86	-7
	Fargo, ND	Tacoma, WA	\$6,235	\$392	\$65.81	\$1.79	-6
	Council Bluffs, IA	New Orleans, LA	\$5,270	\$510	\$57.40	\$1.56	-1
	Toledo, OH	Huntsville, AL	\$5,509	\$0	\$54.71	\$1.49	4
	Grand Island, NE	Portland, OR	\$5,905	\$720	\$65.79	\$1.79	-2

Note: A unit train refers to shipments of at least 25 cars. Shuttle train rates are generally available for qualified shipments of 75-120 cars that meet railroad efficiency requirements. The table assumes 111 short tons (100.7 metric tons) per car, 56 pounds per bushel of corn, and 60 pounds per bushel of wheat and soybeans. Percentage change year to year (Y/Y) is calculated using the tariff rate plus fuel surcharge.

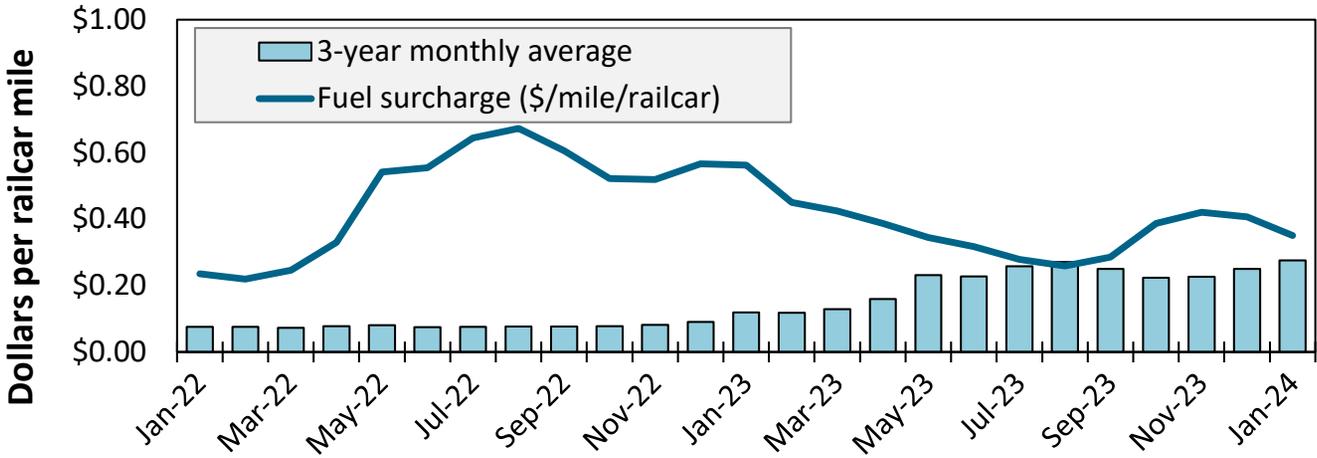
Source: BNSF Railway, Canadian National Railway, CSX Transportation, and Union Pacific Railroad.

Table 8. Tariff rail rates for U.S. bulk grain shipments to Mexico

December 2021	Origin state	Destination region	Tariff rate per car	Fuel surcharge per car	Tariff rate plus fuel surcharge per:		Percent change Y/Y
					metric ton	bushel	
Wheat	MT	Chihuahua, CI	\$7,699	\$0	\$78.67	\$2.14	4
	OK	Cuautitlan, EM	\$6,900	\$230	\$72.85	\$1.98	6
	KS	Guadalajara, JA	\$7,619	\$719	\$85.19	\$2.32	7
	TX	Salinas Victoria, NL	\$4,420	\$138	\$46.57	\$1.27	4
Corn	IA	Guadalajara, JA	\$9,102	\$663	\$99.77	\$2.53	6
	SD	Celaya, GJ	\$8,300	\$0	\$84.81	\$2.15	2
	NE	Queretaro, QA	\$8,322	\$462	\$89.75	\$2.28	5
	SD	Salinas Victoria, NL	\$6,905	\$0	\$70.55	\$1.79	0
	MO	Tlalnepantla, EM	\$7,687	\$450	\$83.14	\$2.11	5
	SD	Torreón, CU	\$7,825	\$0	\$79.95	\$2.03	2
Soybeans	MO	Bojay (Tula), HG	\$8,647	\$614	\$94.63	\$2.57	5
	NE	Guadalajara, JA	\$9,207	\$646	\$100.67	\$2.74	5
	IA	El Castillo, JA	\$9,510	\$0	\$97.17	\$2.64	1
	KS	Torreón, CU	\$8,109	\$466	\$87.61	\$2.38	5
Sorghum	NE	Celaya, GJ	\$7,932	\$597	\$87.15	\$2.21	6
	KS	Queretaro, QA	\$8,108	\$287	\$85.77	\$2.18	3
	NE	Salinas Victoria, NL	\$6,713	\$231	\$70.94	\$1.80	3
	NE	Torreón, CU	\$7,225	\$438	\$78.29	\$1.99	6

Note: Rates are based on published tariff rates for high-capacity shuttle trains. Shuttle trains are available for qualified shipments of 75-110 cars that meet railroad efficiency requirements. The table assumes 97.87 metric tons per car, 56 pounds per bushel for corn and sorghum, and 60 pounds per bushel for wheat and soybeans. Percentage change year over year (Y/Y) is calculated using the tariff rate plus fuel surcharge. **As of January 1, both BNSF and Union Pacific changed their billing and reporting of rates to Mexico. As we incorporate the change, table 8 updates will be delayed.**
 Source: BNSF Railway, Union Pacific Railroad, Kansas City Southern.

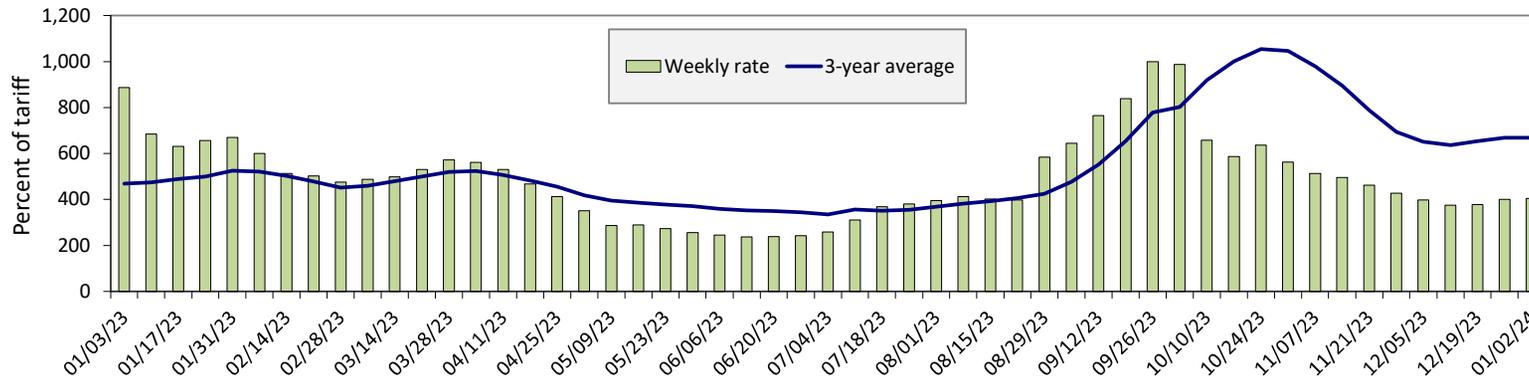
Figure 7. Railroad fuel surcharges, North American weighted average



January 2024: \$0.35/mile, down 6 cents from last month's surcharge of \$0.41/mile; down 21 cents from the January 2023 surcharge of \$0.56/mile; and up 7 cents from the January prior 3-year average of \$0.28/mile.

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

Figure 8. Illinois River barge freight rate



For the week ending January 2: 1 percent higher than the previous week; and 54 percent lower than last year; and 39 percent lower than the 3-year average.

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

Table 9. Weekly barge freight rates: southbound only

Measure	Date	Twin Cities	Mid-Mississippi	Lower Illinois River	St. Louis	Cincinnati	Lower Ohio	Cairo-Memphis
Rate	1/2/2024	-	-	404	320	326	326	274
	12/26/2023	-	-	401	319	343	343	272
\$/ton	1/2/2024	-	-	18.75	12.77	15.29	13.17	8.60
	12/26/2023	-	-	18.61	12.73	16.09	13.86	8.54
Measure	Time Period	Twin Cities	Mid-Mississippi	Lower Illinois River	St. Louis	Cincinnati	Lower Ohio	Cairo-Memphis
Current week % change from the same week	Last year	-	-	-54	-56	-56	-56	-50
	3-year avg.	-	-	-39	-45	-46	-46	-43
Rate	February	-	-	402	308	322	322	275
	April	409	384	367	295	308	308	267

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; "-" = data not available.
Source: USDA, Agricultural Marketing Service.

Figure 9. Benchmark tariff rates



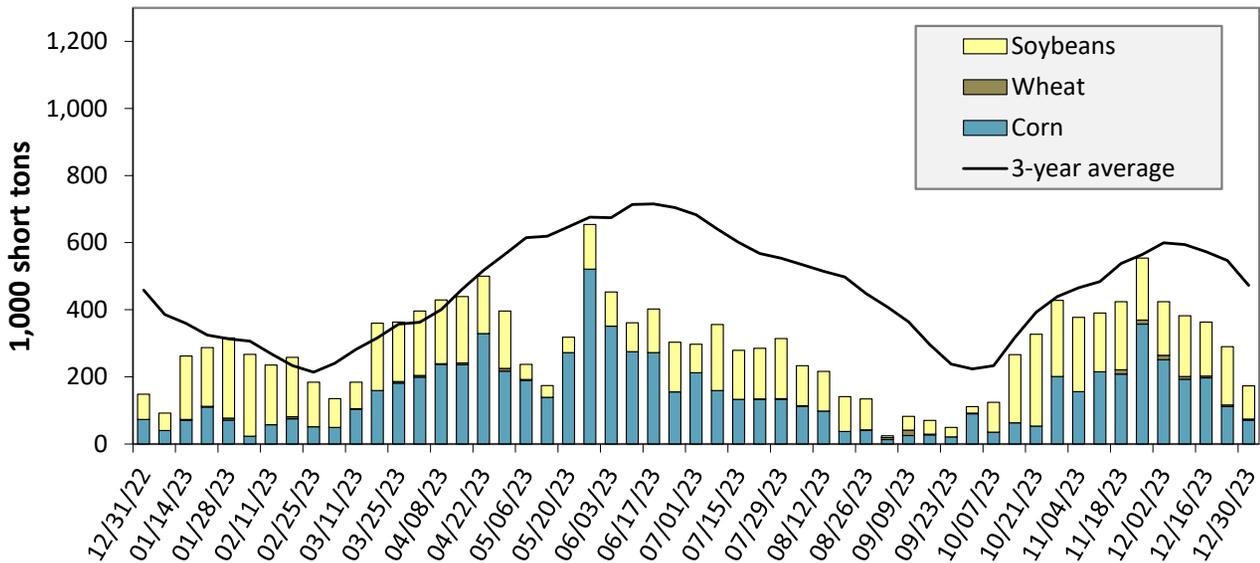
Calculating barge rate per ton:

$$\text{Rate} \times \text{1976 tariff benchmark rate per ton} / 100$$

Select applicable index from market quotes are included in tables on this page. The 1976 benchmark rates per ton are provided in map.

Source: USDA, Agricultural Marketing Service.

Figure 10. Barge movements on the Mississippi River (Locks 27-Granite City, IL)



For the week ending December 30: 17 percent higher than last year and 63 percent lower than the 3-year average.

Note: The 3-year average is a 4-week moving average. The U.S. Army Corps of Engineers has recently migrated its lock and vessel database and has noted the latest data may be revised in coming weeks.

Source: U.S. Army Corps of Engineers.

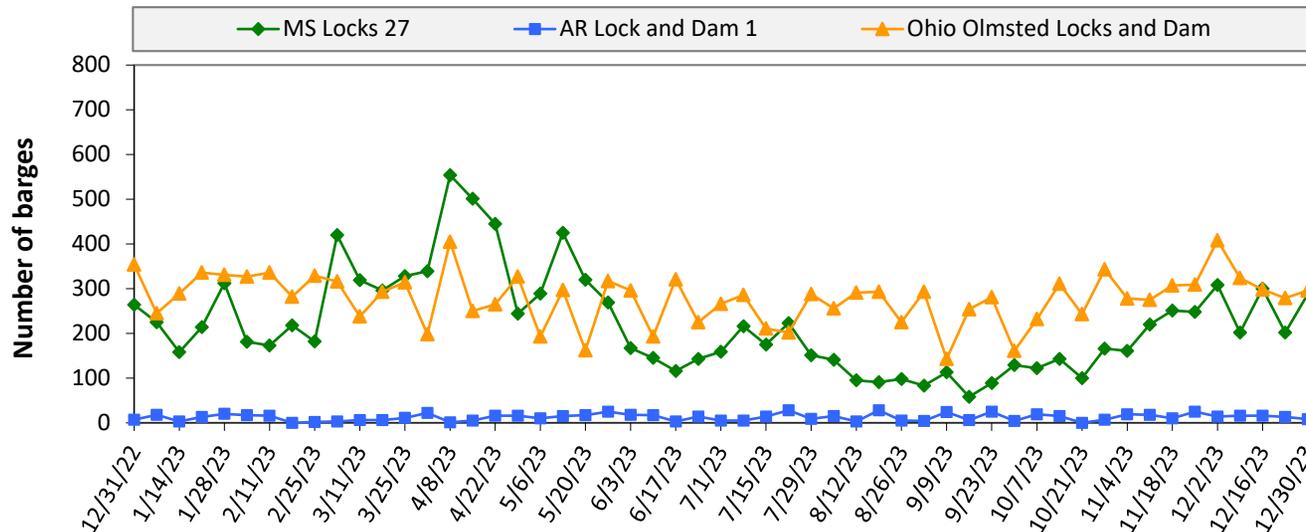
Table 10. Barged grain movements (1,000 tons)

For the week ending 12/30/2023	Corn	Wheat	Soybeans	Other	Total
Mississippi River (Rock Island, IL (L15))	0	0	0	0	0
Mississippi River (Winfield, MO (L25))	36	13	50	3	102
Mississippi River (Alton, IL (L26))	81	11	97	16	205
Mississippi River (Granite City, IL (L27))	71	3	99	16	189
Illinois River (La Grange)	62	0	75	0	137
Ohio River (Olmsted)	101	8	121	0	229
Arkansas River (L1)	0	8	11	0	20
Weekly total - 2023	172	19	230	16	437
Weekly total - 2022	151	12	238	1	402
2023 YTD	12,857	1,346	11,824	267	26,294
2022 YTD	16,437	1,594	14,464	232	32,727
2023 as % of 2022 YTD	78	84	82	115	80
Last 4 weeks as % of 2022	109	105	68	538	85
Total 2022	16,437	1,594	14,464	232	32,727

Note: "Other" refers to oats, barely, 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. The U.S. Army Corps of Engineers has recently migrated its lock and vessel database and has noted the latest data may be revised in coming weeks.

Source: U.S. Army Corps of Engineers.

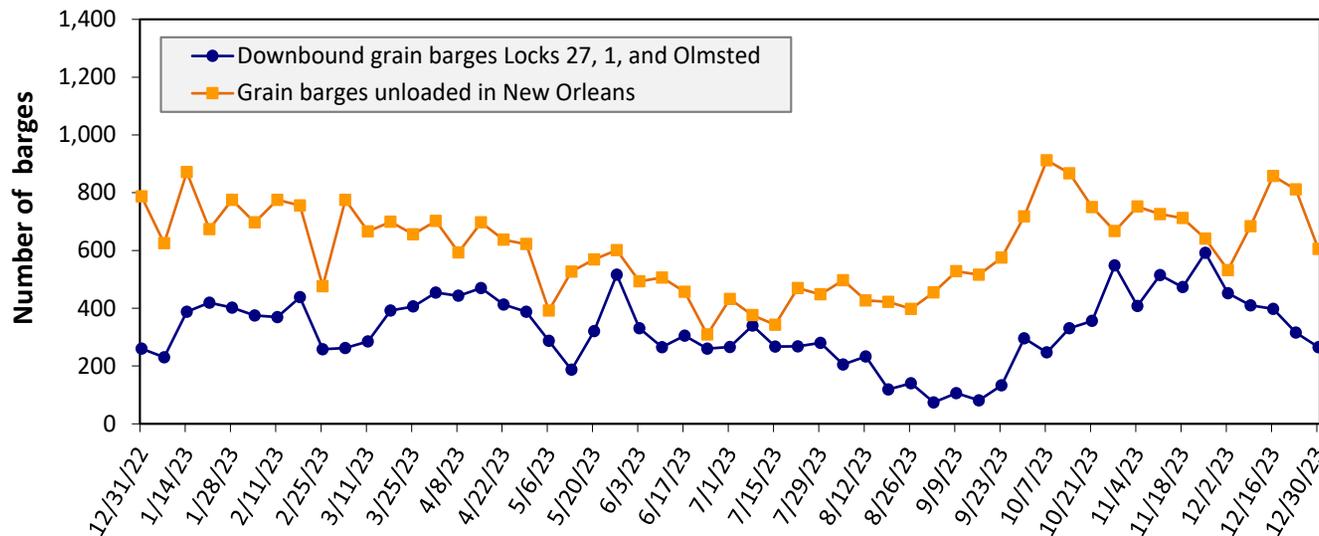
Figure 11. Upbound empty barges transiting Mississippi River Locks 27, Arkansas River Lock and Dam 1, and Ohio River Olmsted Locks and Dam



For the week ending December 30: 592 barges transited the locks, 98 barges more than the previous week, and 9 percent lower than the 3-year average.

Note: The U.S. Army Corps of Engineers has recently migrated its lock and vessel database and has noted the latest data may be revised in coming weeks.
Source: U.S. Army Corps of Engineers.

Figure 12. Grain barges for export in New Orleans region



For the week ending December 30: 265 barges moved down river, 51 fewer than the previous week; 605 grain barges unloaded in the New Orleans Region, 25 percent fewer than the previous week.

Note: Olmsted = Olmsted Locks and Dam. The U.S. Army Corps of Engineers has recently migrated its lock and vessel database and has noted the latest data may be revised in coming weeks.
Source: U.S. Army Corps of Engineers and USDA, Agricultural Marketing Service.

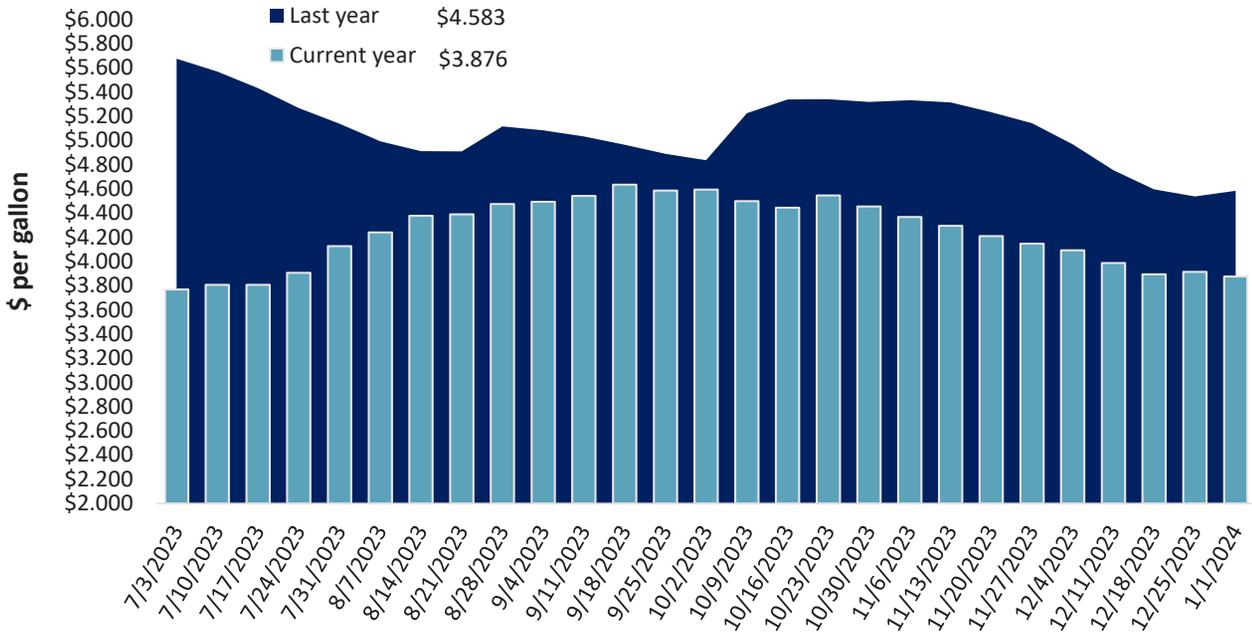
The weekly diesel price provides a proxy for trends in U.S. truck rates as diesel fuel is a significant expense for truck grain movements.

Table 11. Retail on-highway diesel prices, week ending 1/1/2024 (U.S. \$/gallon)

Region	Location	Price	Change from	
			Week ago	Year ago
I	East Coast	4.002	-0.020	-0.850
	New England	4.334	-0.005	-0.784
	Central Atlantic	4.304	-0.019	-0.931
	Lower Atlantic	3.858	-0.021	-0.831
II	Midwest	3.750	-0.048	-0.673
III	Gulf Coast	3.565	-0.043	-0.702
IV	Rocky Mountain	3.887	-0.029	-0.843
V	West Coast	4.618	-0.033	-0.473
	West Coast less California	4.126	-0.043	-0.639
	California	5.184	-0.018	-0.282
Total	United States	3.876	-0.038	-0.707

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 13. Weekly diesel fuel prices, U.S. average



For the week ending January 1, the U.S. average diesel fuel price decreased 3.8 cents from the previous week to \$3.876 per gallon, 70.7 cents below the same week last year.

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

Table 12. U.S. export balances and cumulative exports (1,000 metric tons)

Grain Exports		Wheat						Corn	Soybeans	Total
		Hard red winter (HRW)	Soft red winter (SRW)	Hard red spring (HRS)	Soft white wheat (SWW)	Durum	All wheat			
Current unshipped (outstanding) export sales	For the week ending 12/21/2023	967	2,427	1,545	1,053	70	6,062	17,713	14,430	38,204
	This week year ago	1,002	649	1,358	1,217	117	4,342	12,186	16,402	32,930
	Last 4 wks. as % of same period 2022/23	97	324	115	88	92	134	144	87	114
Current shipped (cumulative) exports sales	2023/24 YTD	1,662	1,865	3,289	1,964	291	9,071	11,709	21,914	42,694
	2022/23 YTD	3,128	1,735	3,153	2,415	150	10,581	9,235	26,495	46,310
	YTD 2023/24 as % of 2022/23	53	108	104	81	195	86	127	83	92
	Total 2022/23	4,872	2,695	5,382	4,414	395	17,759	39,469	52,208	109,435
	Total 2021/22	7,172	2,786	5,254	3,261	196	18,669	59,764	57,189	135,622

Note: The marketing year for wheat is Jun. 1 to May 31 and, for corn and soybeans, Sep. 1 to Aug. 31. YTD = year-to-date; wks. = weeks.

Source: USDA, Foreign Agricultural Service.

Table 13. Top 5 importers of U.S. corn

For the week ending 12/21/2023	Total commitments (1,000 mt)		% change current MY from last MY	Exports 3-year average 2020-22 (1,000 mt)
	YTD MY 2023/24	YTD MY 2022/23		
Mexico	13,795	10,518	31	15,227
China	1,759	3,716	-53	12,616
Japan	4,155	1,678	148	10,273
Columbia	2,283	389	487	4,398
Korea	421	21	1952	2,563
Top 5 importers	22,412	16,322	37	45,077
Total U.S. corn export sales	29,421	21,421	37	56,665
% of YTD current month's export projection	55%	51%		
Change from prior week	1,242	782		
Top 5 importers' share of U.S. corn export sales	76%	76%		80%
USDA forecast December 2023	53,343	42,192	26	
Corn use for ethanol USDA forecast, December 2023	135,255	131,471	3	

Note: The top 5 importers are based on USDA, Foreign Agricultural Service (FAS) marketing year ranking reports for marketing year (MY) 2022/23 (Sep. 1 – Aug. 31). "Total commitments" = cumulative exports (shipped) + outstanding sales (unshipped), from FAS weekly export sales report, or export sales query. Total commitments' change (net sales) from prior week could include revisions from previous week's outstanding sales or accumulated sales. In rightmost column, "Exports" = carryover plus accumulated exports (as defined in FAS marketing year ranking reports). mt = metric ton; yr. = year; avg. = average; YTD = year to date.

Source: USDA, Foreign Agricultural Service.

Table 14. Top 5 importers of U.S. soybeans

For the week ending 12/21/2023	Total commitments (1,000 mt)		% change current MY from last MY	Exports 3-year average 2020-22 (1,000 mt)
	YTD MY 2023/24	YTD MY 2022/23		
China	19,539	25,627	-24	32,321
Mexico	3,118	3,187	-2	4,912
Egypt	302	746	-60	2,670
Japan	1,248	1,447	-14	2,259
Indonesia	768	638	20	1,973
Top 5 importers	24,975	31,644	-21	44,133
Total U.S. soybean export sales	36,344	42,897	-15	56,656
% of YTD current month's export projection	76%	79%		
Change from prior week	984	563		
Top 5 importers' share of U.S. soybean export sales	69%	74%		78%
USDA forecast, December 2023	47,763	54,213	-12	

Note: The top 5 importers are based on USDA, Foreign Agricultural Service (FAS) marketing year ranking reports for marketing year (MY) 2022/23 (Sep. 1 – Aug. 31). "Total commitments" = cumulative exports (shipped) + outstanding sales (unshipped), from FAS weekly export sales report, or export sales query. Total commitments' change (net sales) from prior week could include revisions from previous week's outstanding sales or accumulated sales. In rightmost column, "Exports" = carryover plus accumulated export (as defined in FAS marketing year ranking reports). mt = metric ton; yr. = year; avg. = average; YTD = year to date.

Source: USDA, Foreign Agricultural Service.

Table 15. Top 10 importers of all U.S. wheat

For the week ending 12/21/2023	Total commitments (1,000 mt)		% change current MY from last MY	Exports 3-year average 2020-22 (1,000 mt)
	YTD MY 2023/24	YTD MY 2022/23		
Mexico	2,393	2,522	-5	3,397
Philippines	2,002	1,715	17	2,615
Japan	1,435	1,719	-17	2,281
China	2,195	616	256	1,740
Korea	997	1,005	-1	1,426
Nigeria	189	687	-72	1,276
Taiwan	826	603	37	944
Thailand	351	560	-37	643
Columbia	212	412	-49	537
Indonesia	379	299	27	469
Top 10 importers	10,978	10,138	8	15,327
Total U.S. wheat export sales	15,134	14,923	1	20,411
% of YTD current month's export projection	77%	72%		
Change from prior week	276	478		
Top 10 importers' share of U.S. wheat export sales	73%	68%		75%
USDA forecast, December 2023	19,731	20,657	-4	

Note: The top 5 importers are based on USDA, Foreign Agricultural Service (FAS) marketing year ranking reports for marketing year (MY) 2022/23 (Sep. 1 – Aug. 31). "Total commitments" = cumulative exports (shipped) + outstanding sales (unshipped), from FAS weekly export sales report, or export sales query. Total commitments' change (net sales) from prior week could include revisions from previous week's outstanding sales or accumulated sales. In rightmost column, "Exports" = carryover plus accumulated export (as defined in FAS marketing year ranking reports). mt = metric ton; yr. = year; avg. = average; YTD = year to date.

Source: USDA, Foreign Agricultural Service.

Table 16. Grain inspections for export by U.S. port region (1,000 metric tons)

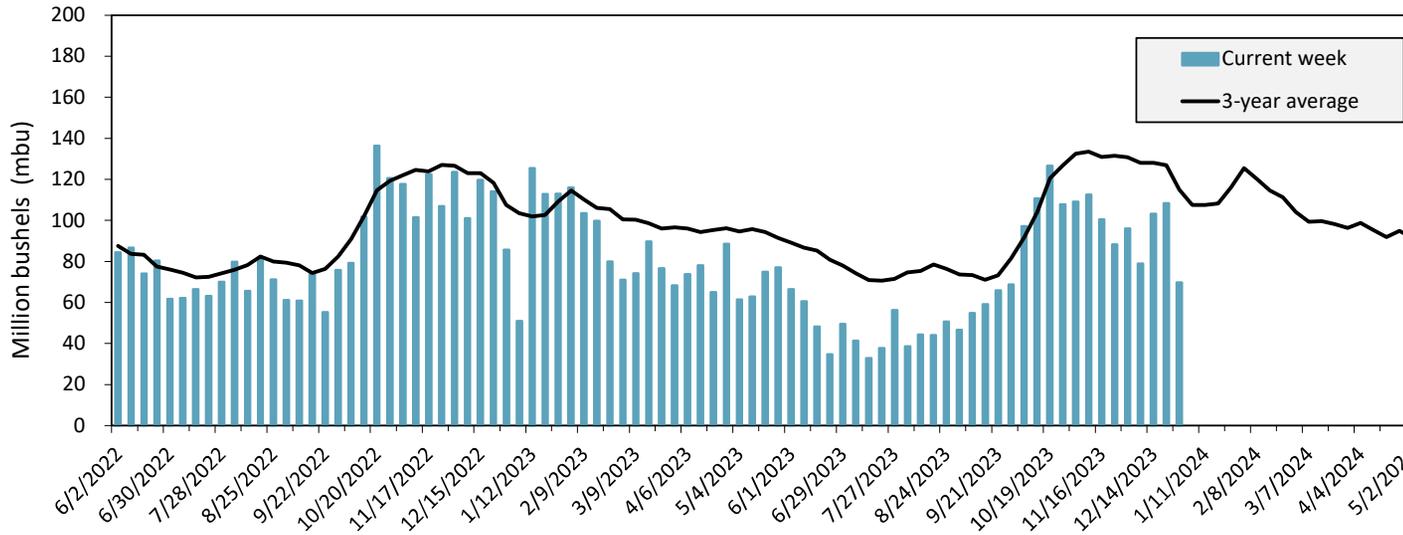
Port regions	Commodity	For the week ending 12/28/2023	Previous week*	Current week as % of previous	2023 YTD*	2022 YTD*	2023 YTD as % of 2022 YTD	Last 4-weeks as % of:		2022 total*
								Last year	Prior 3-yr. avg.	
Pacific Northwest	Wheat	210	293	72	10,155	9,836	103	179	127	9,836
	Corn	137	282	48	5,187	9,615	54	152	104	9,615
	Soybeans	244	243	100	10,649	14,178	75	69	60	14,178
	Total	590	818	72	25,991	33,629	77	106	84	33,629
Mississippi Gulf	Wheat	29	39	76	3,465	4,053	85	255	209	4,053
	Corn	283	635	45	22,787	30,781	74	108	95	30,781
	Soybeans	665	701	95	28,233	31,283	90	62	60	31,283
	Total	977	1,374	71	54,485	66,116	82	76	71	66,116
Texas Gulf	Wheat	3	38	7	1,649	3,421	48	45	47	3,421
	Corn	7	9	86	388	648	60	101	108	648
	Soybeans	0	0	n/a	281	685	41	0	0	685
	Total	10	46	22	2,319	4,754	49	34	29	4,754
Interior	Wheat	24	73	33	2,358	2,912	81	69	82	2,912
	Corn	133	254	52	10,191	8,961	114	119	117	8,961
	Soybeans	94	191	49	6,788	7,109	95	108	109	7,109
	Total	250	518	48	19,337	18,982	102	107	109	18,982
Great Lakes	Wheat	22	44	50	637	395	161	341	274	395
	Corn	0	0	n/a	56	158	36	0	0	158
	Soybeans	0	0	n/a	200	760	26	0	0	760
	Total	22	44	50	892	1,312	68	123	105	1,312
Atlantic	Wheat	0	0	n/a	106	169	63	n/a	n/a	169
	Corn	0	26	0	159	309	51	267	623	309
	Soybeans	9	39	24	2,106	2,867	73	41	48	2,867
	Total	9	65	14	2,371	3,345	71	47	55	3,345
U.S. total from ports*	Wheat	288	486	59	18,369	20,786	88	145	124	20,786
	Corn	560	1,205	46	38,769	50,471	77	119	102	50,471
	Soybeans	1,012	1,174	86	48,256	56,882	85	64	61	56,882
	Total	1,860	2,865	65	105,394	128,139	82	85	78	128,139

*Note: Data include revisions from prior weeks; some regional totals may not add exactly because of rounding. YTD = year-to-date; n/a = not applicable or no change.

Source: USDA, Federal Grain Inspection Service.

The United States exports approximately one-quarter of the grain it produces. On average, this includes nearly 45 percent of U.S.-grown wheat, 50 percent of U.S.-grown soybeans, and 20 percent of the U.S.-grown corn. Approximately 55 percent of the U.S. export grain shipments departed through the U.S. Gulf region in 2019.

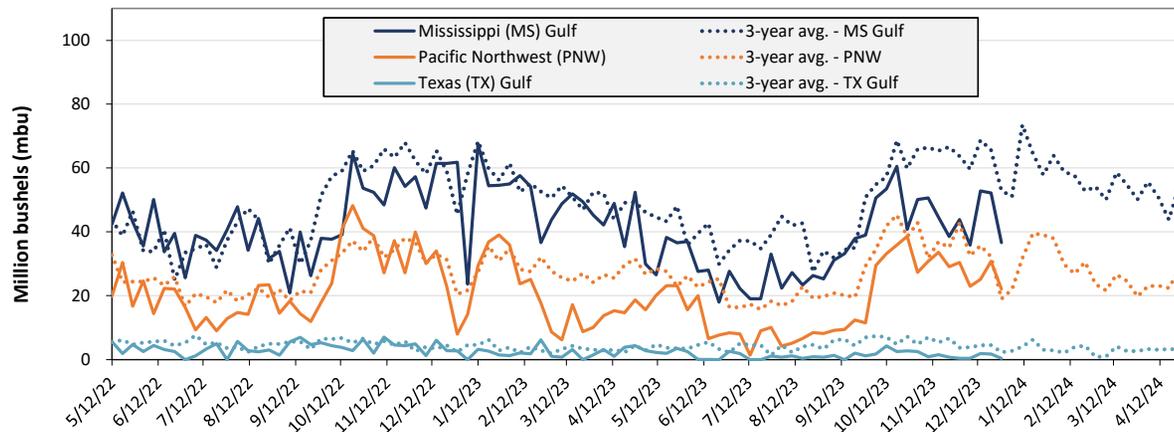
Figure 14. U.S. grain inspected for export (wheat, corn, and soybeans)



For the week ending December 28: 69.8 mbu of grain inspected, down 36 percent from the previous week, down 19 percent from the same week last year, and down 39 percent from the 3-year average.

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

Figure 15. U.S. grain inspections for U.S. Gulf and PNW (wheat, corn, and soybeans)



Week ending 12/28/23 inspections (mbu):

MS Gulf: 36.7

PNW: 22.1

TX Gulf: 0.4

Percent change from	MS Gulf	TX Gulf	U.S. Gulf	PNW
Last week	down 30	down 77	down 31	down 28
Last year (same week)	down 41	down 85	down 43	up 178
3-year average (4-week moving average)	down 41	down 89	down 43	down 26

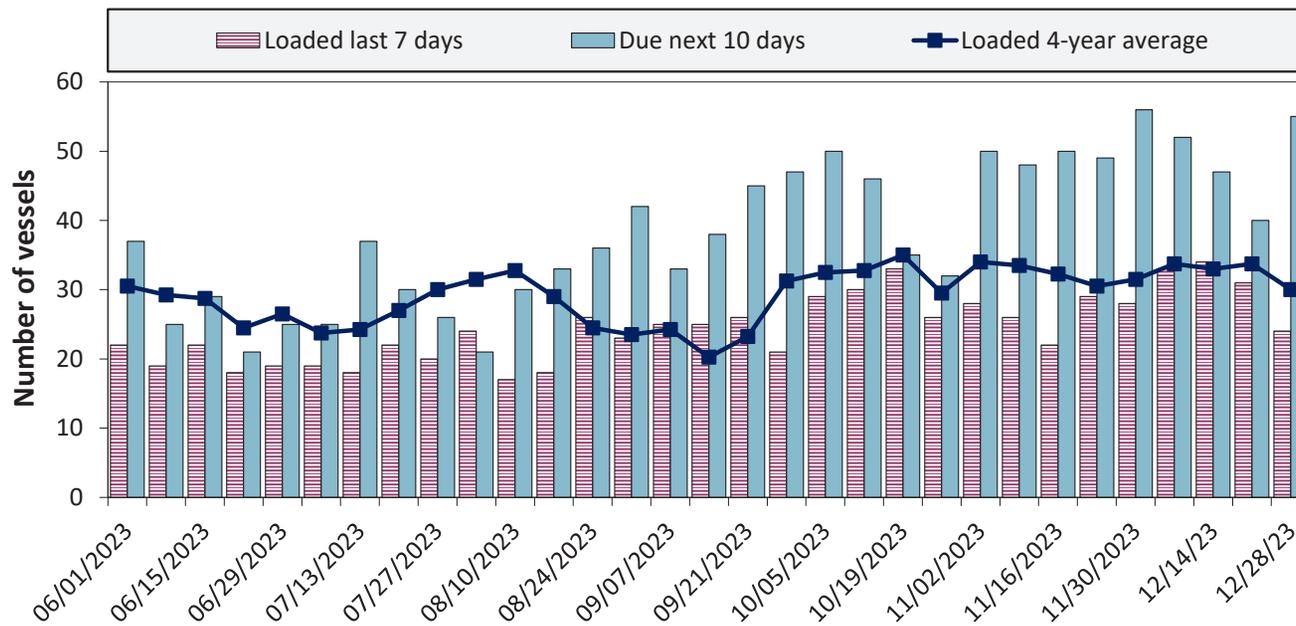
Source: USDA, Federal Grain Inspection Service.

Table 17. Weekly port region grain ocean vessel activity (number of vessels)

Date	Gulf			Pacific Northwest
	In port	Loaded 7-days	Due next 10-days	In port
12/28/2023	23	24	55	20
12/21/2023	22	31	40	22
2022 range	(14...61)	(18...39)	(28...62)	(5...23)
2022 average	30	28	44	13

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

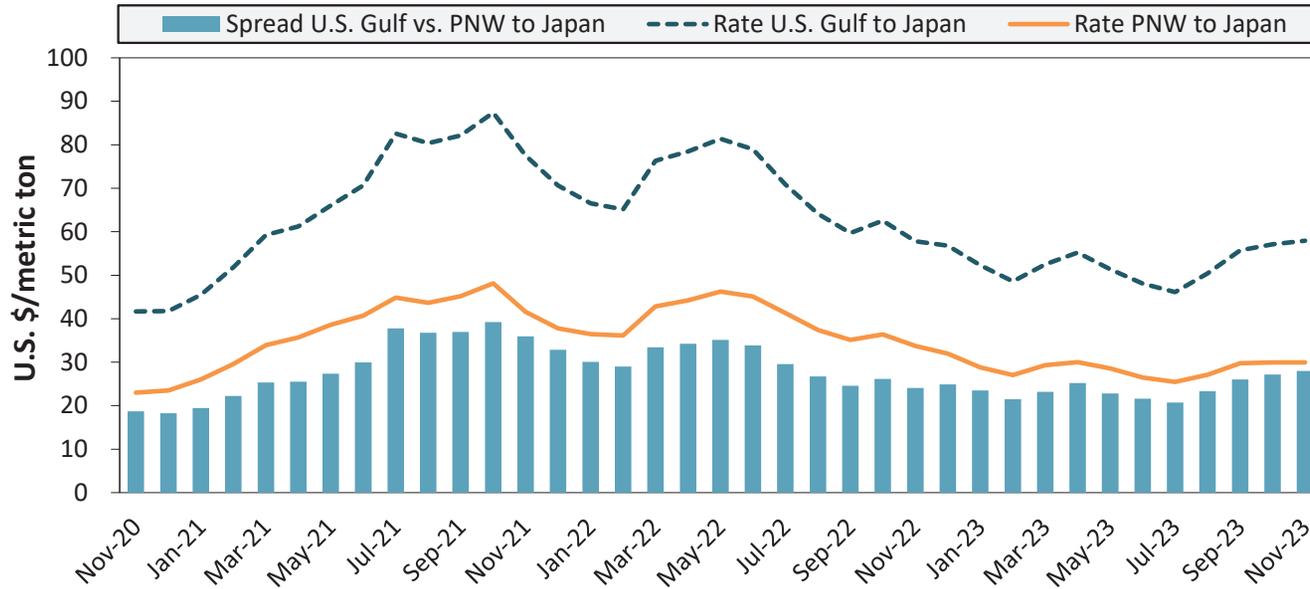
Figure 16. U.S . Gulf vessel loading activity



Week ending 12/28/23, number of vessels	Loaded	Due
Change from last year	-7.7%	25.0%
Change from 4-year average	-20.0%	3.8%

Note: U.S. Gulf includes Mississippi, Texas, and east Gulf
 Source: USDA, Agricultural Marketing Service.

Figure 17. U.S. Grain vessel rates, U.S. to Japan



Ocean rates	U.S. Gulf	PNW	Spread
November 2023	\$57.94	\$29.94	\$28.00
Change from November 2022	0.0%	-11.3%	16.3%
Change from 4-year average	3.4%	-3.1%	11.4%

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

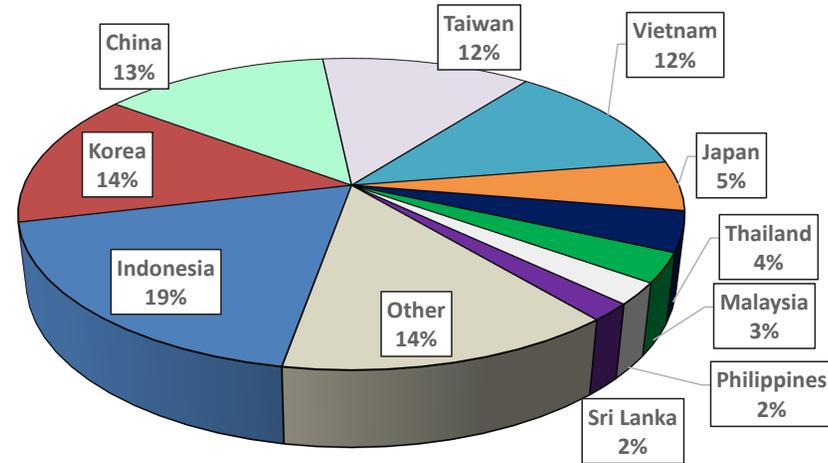
Table 18. Ocean freight rates for selected shipments, week ending 12/30/2023

Export region	Import region	Grain types	Entry date	Loading date	Volume loads (metric tons)	Freight rate (US\$/metric ton)
U.S. Gulf	China	Heavy grain	Sep 12, 2023	Oct 1/ Nov 1, 2023	66,000	54.50
U.S. Gulf	China	Heavy grain	Sep 6, 2023	Oct 1/10, 2023	68,000	55.00
U.S. Gulf	Jamaica	Wheat	Nov 2, 2023	Dec 1/10, 2023	9,460	63.50
U.S. Gulf	Colombia	Wheat	Oct 26, 2023	Dec 15/25, 2023	27,500	99.00
U.S. Gulf	Guyana	Wheat	Nov 2, 2023	Dec 1/10, 2023	8,250	84.00
U.S. Gulf	S. Korea	Heavy grain	Oct 10, 2023	Nov 25/Dec 5, 2023	58,000	65.35
U.S. Gulf	S. Korea	Heavy grain	Sep 27, 2023	Oct 25/Nov 5, 2023	57,000	64.85
U.S. Gulf	S. Korea	Heavy grain	Sep 19, 2023	Nov 1/15, 2023	58,000	64.50
U.S. Gulf	S. Korea	Heavy grain	Aug 1, 2023	Oct 1/20, 2023	57,000	58.30
PNW	N. China	Heavy grain	Oct 19, 2023	Nov 16/22, 2023	66,000	28.00
PNW	Thailand	Heavy grain	Oct 20, 2023	Dec 5/15, 2023	66,000	22.50
PNW	Yemen	Wheat	Oct 6, 2023	Nov 5/15, 2023	30,000	74.43
PNW	Yemen	Wheat	Sep 26, 2023	Nov 5/15, 2023	24,740	91.89
WC US	Thailand	Wheat	Nov 9, 2023	Dec 1/10, 2023	60,500	35.25
Brazil	China	Heavy grain	Oct 26, 2023	Dec 1/3, 2023	64,000	39.25

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

In 2020, containers were used to transport 10 percent of total U.S. waterborne grain exports. Approximately 66 percent of U.S. waterborne grain exports in 2020 went to Asia, of which 14 percent were moved in containers. Approximately 95 percent of U.S. waterborne containerized grain exports were destined for Asia.

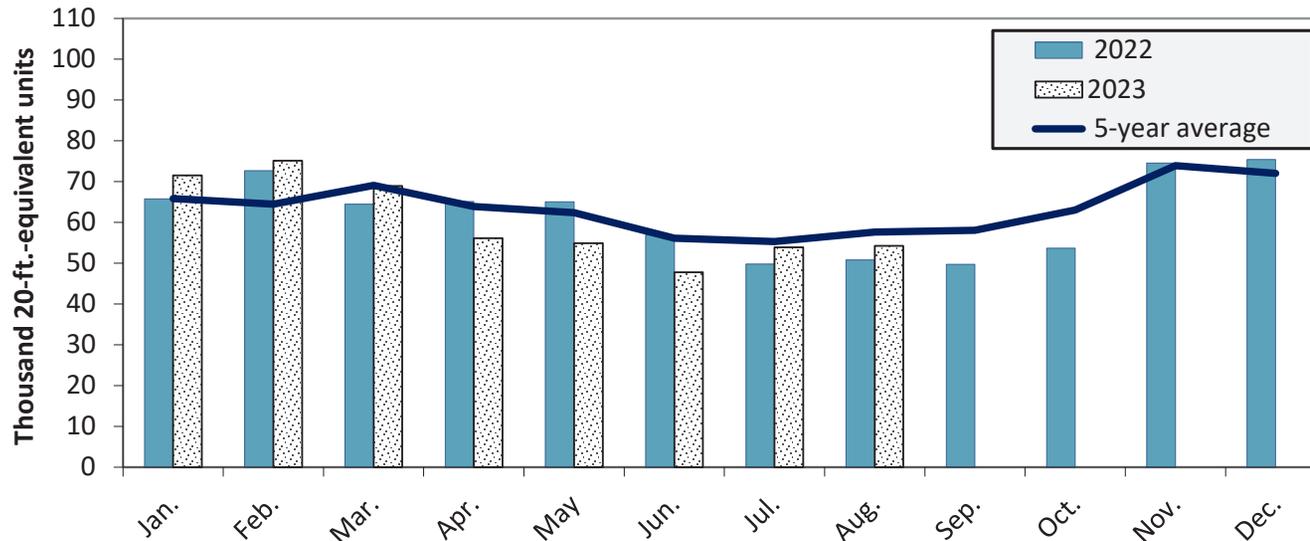
Figure 18. Top 10 destination markets for U.S. containerized grain exports, Jan-Aug 2023



Note: The following harmonized tariff codes are used to calculate containerized grains movements: 1001, 100190, 1002, 100200, 1003, 100300, 1004, 100400, 1005, 100590, 1007, 100700, 110100, 1102, 110220, 110290, 1201, 120100, 120190, 120810, 230210, 230310, 230330, 2304, and 230990.

Source: Source: USDA, Agricultural Marketing Service analysis of PIERS data, S&P Global.

Figure 19. Monthly shipments of U.S. containerized grain exports



Containerized grain shipments in Aug. 2023 were up 6.9 percent from last year but down 5.8 percent from the 5-year average.

Note: ft. = foot. The following harmonized tariff codes are used to calculate containerized grains movements: 1001, 100190, 1002, 100200, 1003, 100300, 1004, 100400, 1005, 100590, 1007, 100700, 110100, 1102, 110220, 110290, 1201, 120100, 120190, 120810, 230210, 230310, 230330, 2304, and 230990.

Source: Source: USDA, Agricultural Marketing Service analysis of PIERS data, S&P Global.

Title	Name	Email	Phone
Coordinators	Surajudeen (Deen) Olowolayemo	surajudeen.olowolayemo@ams.usda.gov	(202) 720-0119
	Maria Williams	maria.williams@usda.gov	(202) 690-4430
	Bernadette Winston	bernadette.winston@usda.gov	(202) 690-0487
Grain Transportation Indicators	Surajudeen (Deen) Olowolayemo	surajudeen.olowolayemo@ams.usda.gov	(202) 720-0119
Rail Transportation	Jesse Gastelle	jesse.gastelle@ams.usda.gov	(202) 690-1144
	Peter Caffarelli	petera.caffarelli@ams.usda.gov	(202) 690-3244
	Rich Henderson	richard.henderson2@usda.gov	(919) 855-7801
	Austin Hunt	austin.hunt@usda.gov	(540) 681-2596
Barge Transportation	Rich Henderson	richard.henderson2@usda.gov	(919) 855-7801
	Alexis Heyman	alexis.heyman@usda.gov	(847) 699-2414
Truck Transportation	Kranti Mulik	kranti.mulik@usda.gov	(202) 756-2577
	April Taylor	april.taylor@ams.usda.gov	(202) 720-7880
	Alexis Heyman	alexis.heyman@usda.gov	(847) 699-2414
Grain Exports	Alexis Heyman	alexis.heyman@usda.gov	(847) 699-2414
	Kranti Mulik	kranti.mulik@usda.gov	(202) 756-2577
	Bernadette Winston	bernadette.winston@usda.gov	(202) 690-0487
Ocean Transportation	Surajudeen (Deen) Olowolayemo (Freight rates and vessels)	surajudeen.olowolayemo@ams.usda.gov	(202) 720-0119
	April Taylor (Container movements)	april.taylor@ams.usda.gov	(202) 720-7880
Editor	Maria Williams	maria.williams@usda.gov	(202) 690-4430

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

Preferred citation: U.S. Department of Agriculture, Agricultural Marketing Service. *Grain Transportation Report*. January 4, 2024.
 Web: <http://dx.doi.org/10.9752/TS056.01-04-2024>

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

Photo Credit: Adobe Stock

USDA is an equal opportunity provider, employer, and lender.