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Grain Transportation Report

January 9, 2025

A weekly publication of the Agricultural Marketing Service

www.ams.usda.gov/GTR

Kansas Awards Funds for Short Line Railroad Improvement Projects. Of 14 rail projects [recently funded](#) through Kansas's [Rail Service Improvement Program](#) (RSIP), 8 were for short line railroads and 4 were for shippers/receivers involved in grain transportation, to provide short line rail access. In total, these 12 projects received \$12.1 million.

The largest award (\$2.2 million) was granted to Seaboard Energy, which operates a renewable diesel production facility in Hugoton, KS, and is served by the Cimarron Valley Railroad. The project will increase the facility's capacity for receiving renewable diesel feedstocks such as soybean oil, reducing the need for off-site transloading.

Other grain shippers—including Seaboard Foods, Skyland Grain, and Weskan Grain—also received RSIP awards. Short line and regional railroads provide rail access for rural grain producers and reduce overall reliance on trucks. Rising rail use results in lower emissions and less road congestion and maintenance. However, [government funding](#) is often needed to adequately maintain short line tracks.

New Law Streamlines Security Screening for Truck Drivers. Enacted on December 23, the [Transportation Security Screening Modernization Act](#) (TSSMA) is expected to eliminate redundant background checks and fees for truck drivers and other transportation workers.

Many supply chain roles often require multiple security credentials, such as the Transportation Worker Identification Credential (TWIC) and the Hazardous Materials Endorsements (HME). Even though these credentials require the same background checks—before TSSMA, individuals had to undergo the same background check multiple times (with multiple application forms), pay duplicative fees, and bear wait times to obtain the documentation. TSSMA is expected to remove these obstacles to accreditation.

USDA Invests To Expand Fertilizer Production. USDA's [Fertilizer Production Expansion Program](#) (FPEP) recently awarded more than \$116 million to help expand fertilizer production at eight facilities, including six in the Midwest: in Indiana, Iowa, Kansas, Michigan, Oklahoma, and Wisconsin.

FPEP provides funding to independent business owners to expand the manufacturing and processing of fertilizer and nutrient alternatives in the United States and make them more available. Toward these ends, FPEP helps businesses modernize equipment, adopt new technologies, and build production plants, among other activities.

USDA anticipates FPEP will enhance fertilizer production by 11.8 million tons annually, thereby reducing costs and boosting farmer incomes. The increased fertilizer production will raise demand for truck and rail transportation.

FMCSA Proposes Rule on Broker Transparency. On November 20, the Federal Motor Carrier Safety Administration (FMCSA) [published a proposal](#) to strengthen broker transparency regulations. Brokers have often evaded [current requirements to maintain transaction records](#), either by requiring motor carriers to sign a waiver or by relying on lack of enforcement.

Under FMCSA's broker proposal, brokers would be obligated to provide transaction records; keep their records in an electronic format; provide an electronic copy of records within 48 hours of a carrier's request; and keep records of charges and payments connected to shipments (including a description, amount, and dates, as well as any claims against shipments).

Comments can be [submitted](#) through January 21.

For additional transportation news related to grain and other agricultural products, see the [Transportation Updates and Regulatory News](#) page on AgTransport. A [dataset of all news entries since January 2023](#) is also available on AgTransport.

Export Sales

For the week ending December 26, **unshipped balances** of corn, soybeans, and wheat for marketing year (MY) 2024/25 totaled 39.73 million metric tons (mmt), down 4 percent from last week and up 8 percent from the same time last year.

Net **corn export sales** for MY 2024/25 were 0.78 mmt, down 55 percent from last week. Net **soybean export sales** were 0.49 mmt, down 51 percent from last week. Net **wheat export sales** for MY 2024/25 were 0.141 mmt, down 77 percent from last week.

Rail

U.S. Class I railroads originated 23,068 **grain carloads** during the week ending December 28. This was a 14-percent decrease from the previous week, 17 percent more than last year, and 10 percent more than the 3-year average.

Average January **shuttle secondary railcar bids/offers** (per car) were \$6 above tariff for the week ending January 2. This was \$100 less than last week and \$73 lower than this week last year. Average non-shuttle secondary railcar bids/offers per car were \$50 above tariff. This was \$58 less than last week and \$269 lower than this week last year.

Barge

For the week ending January 4, **barged grain movements** totaled 702,599 tons. This was 26 percent less than the previous week and 80 percent more than the same period last year.

For the week ending January 4, 445 grain barges **moved down river**—186 fewer than last week. There were 919 grain barges **unloaded** in the New Orleans region, 28 percent more than last week.

Ocean

For the week ending January 2, 26 **oceangoing grain vessels** were loaded in the Gulf—unchanged from the same period last year. Within the next 10 days (starting January 3), 51 vessels were expected to be loaded—4 percent fewer than the same period last year.

As of January 2, the rate for shipping a metric ton (mt) of grain from the U.S. Gulf to Japan was \$45.75. The rate from the Pacific Northwest to Japan was \$26.50 per mt.

Fuel

For the week ending January 6, the U.S. average **diesel price** increased 5.8 cents from the previous week, to \$3.561 per gallon—26.7 cents below the same week last year.



Upcoming 2025 Events

Date	Event	Location	Website
Jan 13	U.S. Wheat Associates (USW) and National Association of Wheat Growers (NAWG) Winter Joint Board Meeting: USW and NAWG represent the interests of wheat growers, exporters, and shippers. Although an agenda is not yet available, past winter events have included a meeting of the Wheat Transportation Working Group.	Washington, DC	https://www.uswheat.org/meetings/2025-usw-nawg-winter-joint-board-meeting/
Jan 20-22	AAPA 2025 POWERS Summit and Expo: The 2025 Port Opportunities With Energy, Resilience, and Sustainability (POWERS) Summit and Exposition is an event of the American Association of Port Authorities (AAPA). The POWERS Summit and Expo convenes port executives, energy leaders, environmental experts, and other key stakeholders in port operations and development.	Tampa, FL	https://aapa.getregistered.net/2025-aapa-powers
Jan 21-23	2025 TEGMA Annual Meeting: At its annual meeting, the Transportation, Elevator, and Grain Merchants Association (TEGMA) invites the grain-based agribusiness industry to debate, discuss, and facilitate resolution of operational and business issues. Featured presentations are from Ingram Marine Group, Agtegra Cooperative, AGR Partners, and HighGround, Inc. TEGMA will hold its spring meeting on April 16 (in Nashville, TN).	Scottsdale, AZ	https://www.tegma.org/2025
Feb 27-28	2025 USDA Agricultural Outlook Forum: USDA's 101st annual Agricultural Outlook Forum—this year themed "Cultivating the Future"—offers opportunities for exchanging ideas, information, and best practices among producers, processors, policymakers, government officials, and nongovernmental organizations. This year's Forum includes a featured session on what lies ahead for ocean shipping.	Arlington, VA and Online	https://reg.eventmobi.com/USDAOutlookForum2025
Mar 9-11	National Grain and Feed Association—129th Annual Convention 2025: The National Grain and Feed Association (NGFA) represents grain shippers before regulatory bodies, such as the Surface Transportation Board. It also serves as an arbiter of grain transportation disputes. The convention includes several committee meetings related to transportation.	Carlsbad, CA	https://www.ngfa.org/annual-convention/
Mar 10-12	The 2025 NWC Legislative Summit: This event of the National Waterways Conference (NWC) explores congressional, regulatory, and administrative policies within the water resources realm. The summit is attended by NWC members and other waterways-infrastructure stakeholders, as well as staff from the U.S. Army Corps of Engineers and congressional offices.	Washington, DC	https://waterways.org/events-education/legislative-summit/
Mar 12-13	Transportation Go! Conference: This conference focuses on soybean and grain transportation and trade issues in the Midwest. It provides in-depth discussions on the global supply chain and how it affects the vital movement of agricultural products domestically and around the world.	Minneapolis, MN	https://transportationgo.com/
Apr 8-9	Bloomberg's 2025 Farm, Food, and Fuel Summit: Bloomberg's second annual Farm, Food, and Fuel Summit brings experts from across agriculture and industry to explore crop input price forecasts, food market outlooks, and regulatory change. This year's summit includes two sessions on agricultural transportation.	Indianapolis, IN	https://www.bloombergevents.com/F3_2025/home
Apr 10-11	66th Transportation Research Forum Annual Meeting: The Transportation Research Forum (TRF) convenes transportation practitioners, regulators, and academics from multiple modes and sectors to share ideas and explore current research and policy issues.	St. Louis, MO	https://annualforum.trforum.org/
Apr 16-18	2025 Bulk (Trucking) Freight Conference: This conference invites the bulk freight trucking industry to network, learn, and engage in discussions to improve the industry. Attendees consist of owner-operators, carriers, brokers, and shippers.	Branson, MO	https://www.bulkfreightconference.com/
May 9-10	2025 Freight Waves Future of Supply Chain: At this fourth annual event hosted by Freight Waves publication, participants learn first-hand how companies are digitally transforming supply-chain management. Attendees also explore the latest technology, newest applications, trends in education, and more.	Rogers, AR	https://live.freightwaves.com/the-future-of-supply-chain
May 28-30	Inland Marine Expo (IMX) 2025: Produced by the Waterways Journal, IMX 2025 is targeted specifically to the inland and intracoastal marine industry. IMX 2025 includes access to nine expert-led educational sessions, networking events, and a trade show.	Nashville, TN	https://inlandmarineexpo.com/
June 16-19	AgTC 37th Annual Meeting: The Agriculture Transportation Coalition's (AgTC) 2025 Annual Meeting will feature presentations and panel discussions by policymakers and industry stakeholders, which cover timely transportation issues affecting containerized agricultural and forest product exporters.	Tacoma, WA	https://agtrans.org/events/

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.

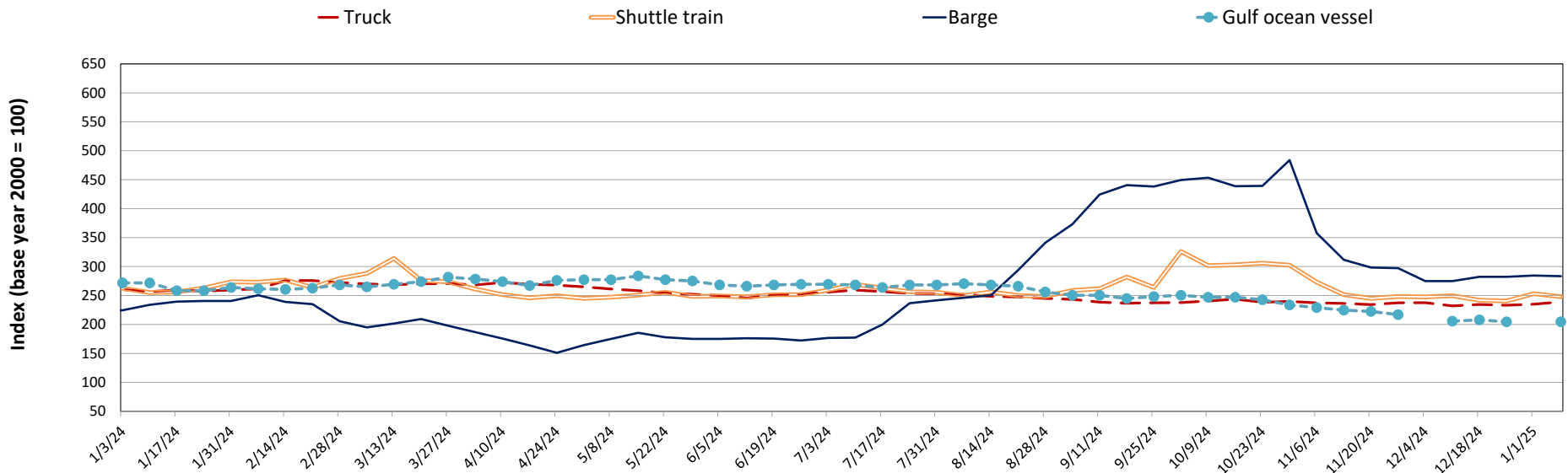
Table 1. Grain transport cost indicators

For the week ending:	Truck	Rail		Barge	Ocean	
		Non-shuttle	Shuttle		Gulf	Pacific
01/08/25	239	329	248	283	205	188
01/01/25	235	333	253	284	n/a	n/a
01/10/24	257	339	255	234	272	225

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.

Source: USDA, Agricultural Marketing Service.

Figure 1. Grain transportation cost indicators as of week ending 1/8/25



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.

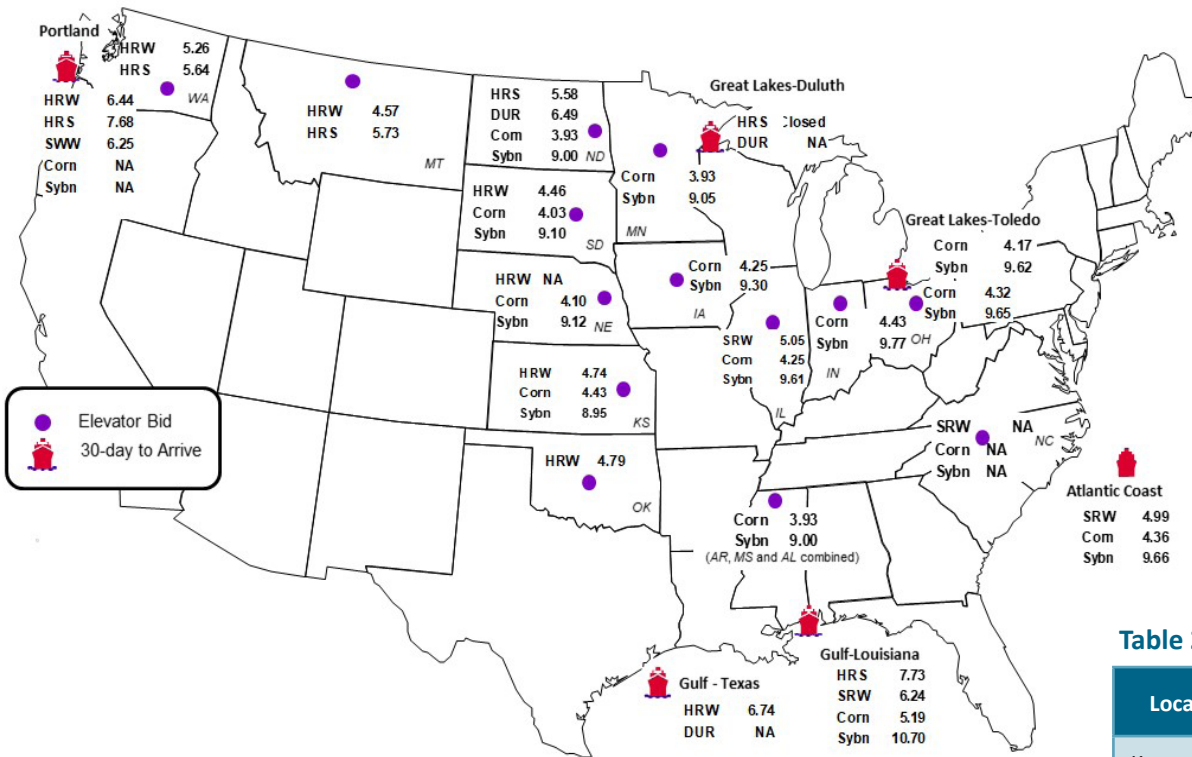


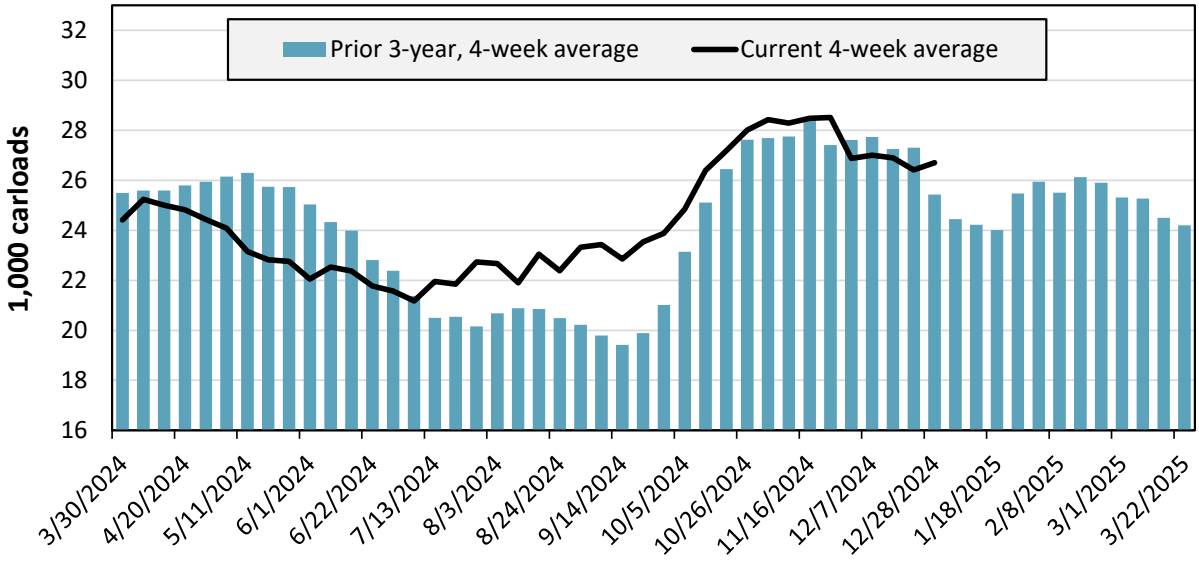
Table 3. Class I rail carrier grain car bulletin (grain carloads originated)

For the week ending: 12/28/2024	East		West		Central U.S.		U.S. total
	CSXT	NS	BNSF	UP	CPKC	CN	
This week	1,232	2,938	9,373	5,935	2,530	1,060	23,068
This week last year	1,245	1,755	10,138	4,486	1,545	628	19,797
2024 YTD	87,911	143,353	557,544	279,532	142,383	58,512	1,269,235
2023 YTD	91,152	128,037	491,129	273,672	129,336	65,174	1,178,500
2024 YTD as % of 2023 YTD	96	112	114	102	110	90	108
Last 4 weeks as % of 2023	101	124	96	120	108	149	108
Last 4 weeks as % of 3-yr. avg.	92	121	98	119	106	96	105
Total 2023	91,152	128,037	491,129	273,672	129,336	65,174	1,178,500

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 28, grain carloads were up 1 percent from the previous week, up 8 percent from last year, and up 5 percent from the 3-year average.

Source: Surface Transportation Board.

Table 4a. Rail service metrics—grain unit train origin dwell times and train speeds

For the week ending: 12/27/2024		East		West		Central U.S.			U.S. Average
		CSX	NS	BNSF	UP	CN	CP	KCS	
Grain unit train origin dwell times (hours)	This week	31.8	41.4	29.4	15.2	8.7	34.8	15.0	25.2
	Average over last 4 weeks	25.6	30.4	25.3	15.5	10.8	27.6	20.4	22.2
	Average of same 4 weeks last year	27.8	34.4	16.4	14.8	7.3	24.1	10.8	19.4
Grain unit train speeds (miles per hour)	This week	23.9	19.2	27.1	22.6	25.8	20.4	24.3	23.3
	Average over last 4 weeks	23.2	20.1	25.7	22.8	25.5	19.3	22.9	22.8
	Average of same 4 weeks last year	23.7	16.0	25.9	23.9	25.7	22.7	27.9	23.7

Note: NS = Norfolk Southern; UP = Union Pacific; CN = Canadian National; CP = Canadian Pacific; KCS = Kansas City Southern. Although CP and KCS have merged to form Canadian Pacific Kansas City, the service metrics are reported for two legacy networks that correspond to the old nomenclature (CP and KCS).

These service metrics are published weekly on the [Surface Transportation Board's website](#) and on [AgTransport](#). For more information on each service metric, see [49 CFR § 1250.2](#).

Source: Surface Transportation Board.

Table 4b. Rail service metrics—unfilled grain car orders and delays

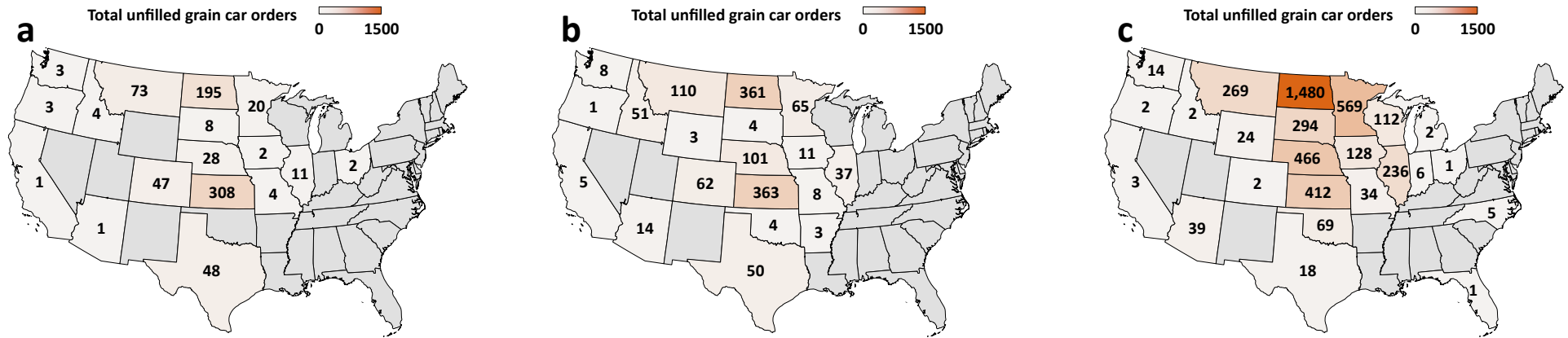
For the week ending: 12/27/2024		East		West		Central U.S.			U.S. Total
		CSX	NS	BNSF	UP	CN	CP	KCS	
Empty grain cars not moved in over 48 hours (number)	This week	123	11	523	116	10	98	22	902
	Average over last 4 weeks	61	7	478	101	6	46	60	757
	Average of same 4 weeks last year	31	16	464	75	5	86	16	693
Loaded grain cars not moved in over 48 hours (number)	This week	176	289	1,019	182	3	211	7	1,887
	Average over last 4 weeks	77	234	692	98	2	144	17	1,264
	Average of same 4 weeks last year	45	296	813	106	6	189	27	1,482
Grain unit trains held (number)	This week	0	1	26	9	1	1	4	42
	Average over last 4 weeks	0	0	18	5	0	3	4	31
	Average of same 4 weeks last year	1	5	10	5	0	3	4	28
Unfilled manifest grain car orders (number)	This week	2	0	401	352	0	3	50	808
	Average over last 4 weeks	2	1	357	640	0	262	31	1,293
	Average of same 4 weeks last year	5	15	3,813	245	0	110	13	4,199

Note: NS = Norfolk Southern; UP = Union Pacific; CN = Canadian National; CP = Canadian Pacific; KCS = Kansas City Southern. Although CP and KCS have merged to form Canadian Pacific Kansas City, the service metrics are reported for two legacy networks that correspond to the old nomenclature (CP and KCS).

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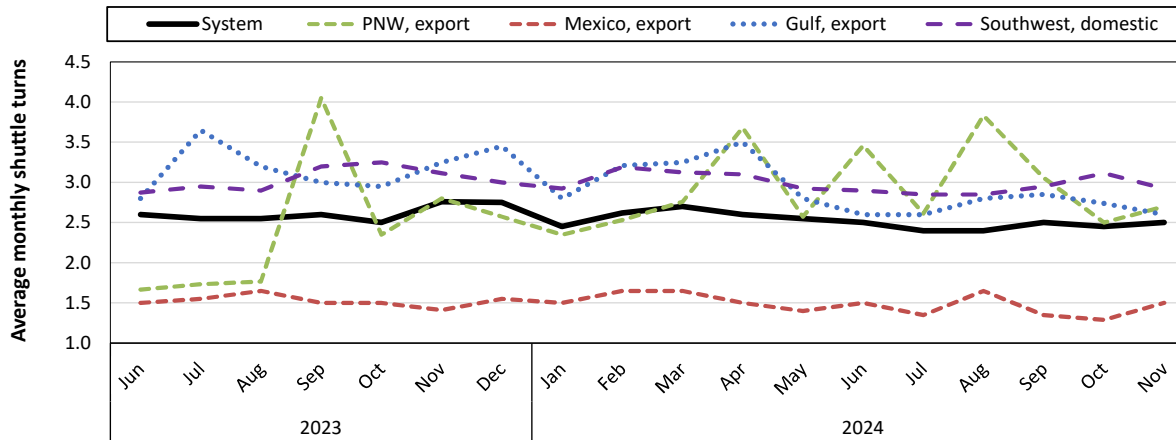
Source: Surface Transportation Board.

Figure 4. Unfilled manifest grain car orders by State for the week ending 12/27/2024 (a); average over last 4 weeks (b); and average over same 4 weeks last year (c)



Note: Unfilled grain car orders for Kansas City Southern Railway (KCS) are not included because those metrics are not reported at the State level.
 Source: Surface Transportation Board. Map credits: Bing, GeoNames, Microsoft, TomTom.

Figure 5. Average monthly turns for grain shuttle trains, by region

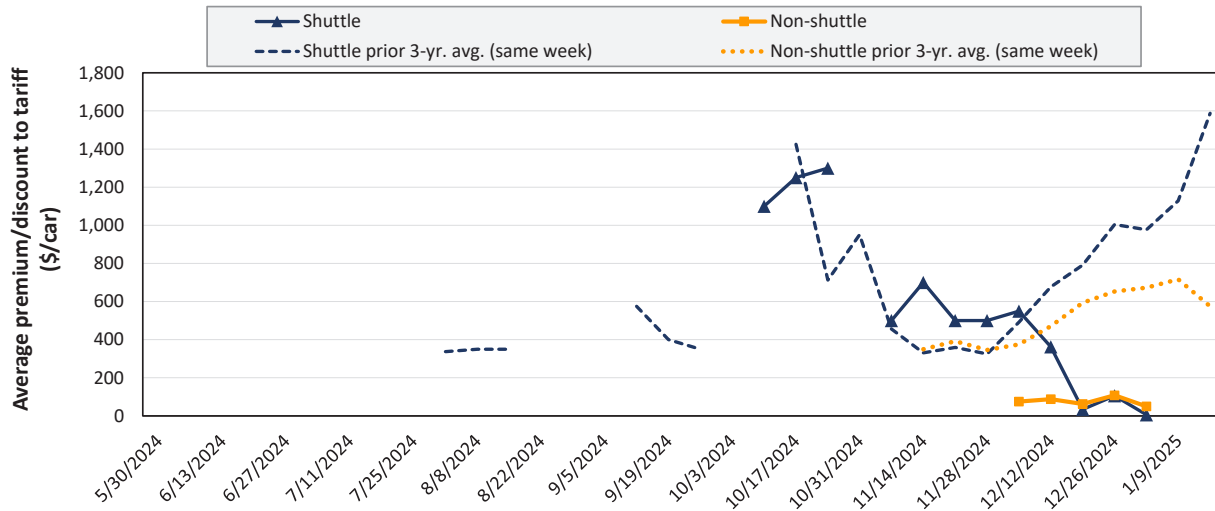


Average monthly systemwide grain shuttle turns for November 2024 were 2.5. By destination region, average monthly grain shuttle turns were 2.7 to PNW, 1.5 to Mexico, 2.6 to the Gulf, and 2.93 to the Southwest.

Note: A “shuttle turn” refers to the number of trips completed per month by a single train. Numbers reflect averages of the three railroads with a shuttle train program: BNSF Railway, Union Pacific Railroad; and Canadian Pacific Kansas City (CPKC). CPKC only reports values for the Pacific Northwest (PNW). Regions are not standardized and vary across railroads. “Southwest” refers to domestic destinations, which include: “West Texas, Arkansas/Texas, California/Arizona, and California.”
 Source: Surface Transportation Board.

Railroads periodically auction guaranteed grain car service for an individual trip or a period of time (e.g., one year). This ordering system is referred to as the “primary market.” Once grain shippers acquire guaranteed freight on the primary market, they can trade that freight with other shippers through a broker. These transactions are referred to as the “secondary market.” Secondary rail values are indicators of rail service quality and demand/supply. The values published herein are market indicators only and do not represent guaranteed prices.

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



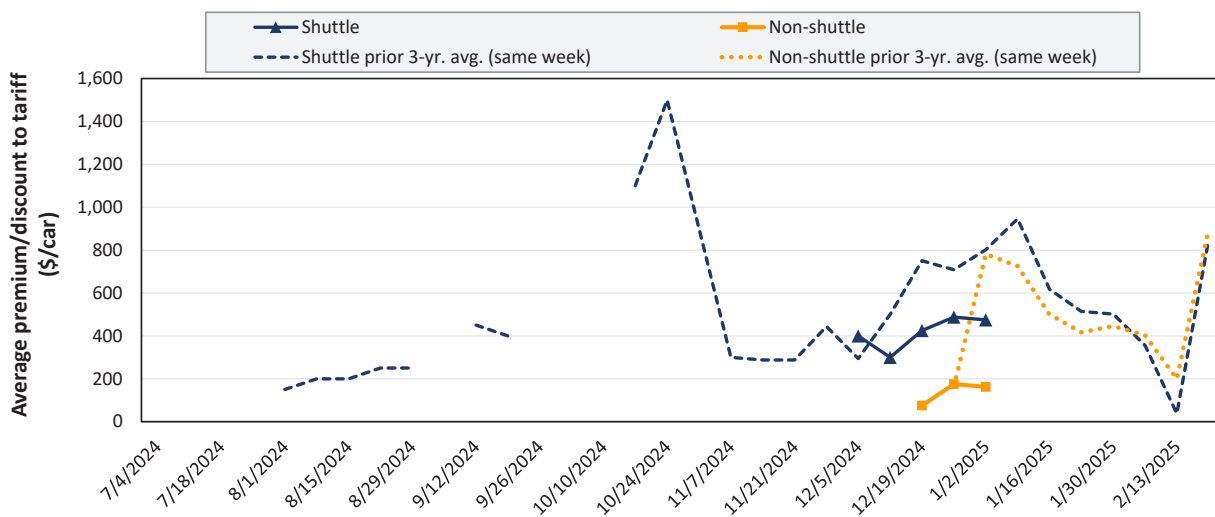
Average non-shuttle bids/offers fell \$58 this week, and are \$58 below the peak.

Average shuttle bids/offers fell \$100 this week and are \$1,294 below the peak.

1/2/2025	BNSF	UP
Non-Shuttle	\$25	\$75
Shuttle	\$300	-\$288

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 7. Secondary market bids/offers for railcars to be delivered in February 2025



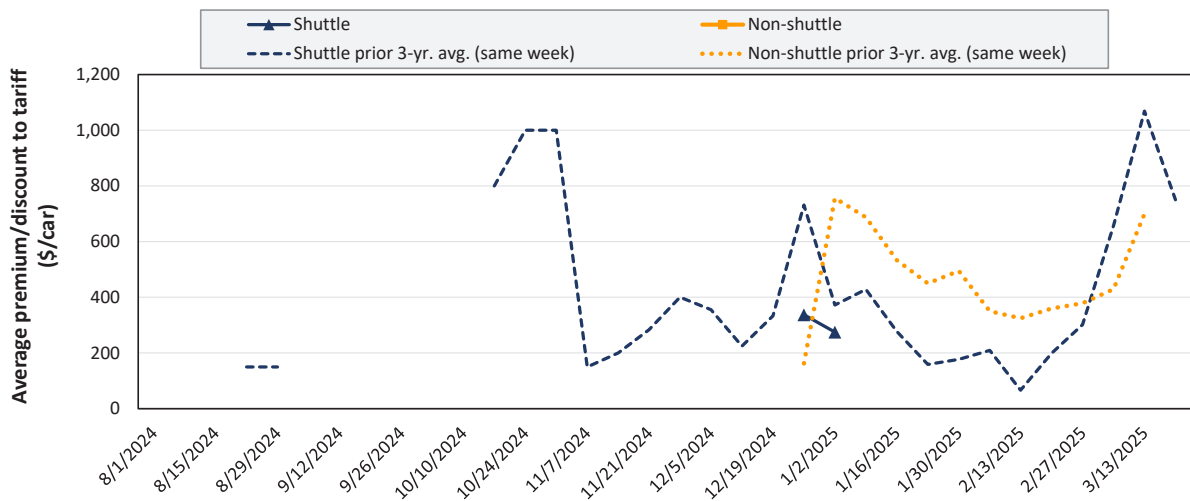
Average non-shuttle bids/offers fell \$13 this week, and are \$13 below the peak.

Average shuttle bids/offers fell \$13 this week and are \$13 below the peak.

1/2/2025	BNSF	UP
Non-Shuttle	\$200	\$125
Shuttle	\$475	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 8. Secondary market bids/offers for railcars to be delivered in March 2025



There were no non-shuttle bids/offers this week.

Average shuttle bids/offers fell \$63 this week and are \$63 below the peak.

1/2/2025	BNSF	UP
Non-Shuttle	n/a	n/a
Shuttle	\$275	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: 1/2/2025		Delivery period					
		Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25
Non-shuttle	BNSF	25	200	n/a	n/a	n/a	n/a
	Change from last week	-142	-50	n/a	n/a	n/a	n/a
	Change from same week 2024	-575	-100	n/a	n/a	n/a	n/a
	UP	75	125	n/a	n/a	25	n/a
	Change from last week	25	25	n/a	n/a	n/a	n/a
	Change from same week 2024	38	100	n/a	n/a	n/a	n/a
Shuttle	BNSF	300	475	275	n/a	n/a	n/a
	Change from last week	-38	-13	-63	n/a	n/a	n/a
	Change from same week 2024	-92	75	75	n/a	n/a	n/a
	UP	-288	n/a	n/a	n/a	n/a	n/a
	Change from last week	-163	n/a	n/a	n/a	n/a	n/a
	Change from same week 2024	-54	n/a	n/a	n/a	n/a	n/a
	CPKC	100	50	50	n/a	n/a	n/a
	Change from last week	50	n/a	n/a	n/a	n/a	n/a
Change from same week 2024	150	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 2025

Commodity	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	\$4,991	\$147	\$51.02	\$1.39	19
	Grand Forks, ND	Duluth-Superior, MN	\$3,862	\$21	\$38.56	\$1.05	8
	Wichita, KS	Los Angeles, CA	\$7,020	\$107	\$70.78	\$1.93	-2
	Wichita, KS	New Orleans, LA	\$4,425	\$258	\$46.51	\$1.27	-10
	Sioux Falls, SD	Galveston-Houston, TX	\$6,966	\$88	\$70.05	\$1.91	2
	Colby, KS	Galveston-Houston, TX	\$4,675	\$283	\$49.23	\$1.34	-10
	Amarillo, TX	Los Angeles, CA	\$5,585	\$394	\$59.37	\$1.62	5
Corn	Champaign-Urbana, IL	New Orleans, LA	\$5,385	\$292	\$56.37	\$1.43	2
	Toledo, OH	Raleigh, NC	\$8,877	\$0	\$88.15	\$2.24	0
	Des Moines, IA	Davenport, IA	\$3,619	\$62	\$36.55	\$0.93	26
	Indianapolis, IN	Atlanta, GA	\$6,866	\$0	\$68.18	\$1.73	0
	Indianapolis, IN	Knoxville, TN	\$5,790	\$0	\$57.50	\$1.46	0
	Des Moines, IA	Little Rock, AR	\$4,705	\$182	\$48.53	\$1.23	4
	Des Moines, IA	Los Angeles, CA	\$6,585	\$529	\$70.64	\$1.79	0
Soybeans	Minneapolis, MN	New Orleans, LA	\$3,468	\$406	\$38.47	\$1.05	2
	Toledo, OH	Huntsville, AL	\$7,324	\$0	\$72.73	\$1.98	1
	Indianapolis, IN	Raleigh, NC	\$8,169	\$0	\$81.12	\$2.21	0
	Indianapolis, IN	Huntsville, AL	\$5,921	\$0	\$58.80	\$1.60	0
	Champaign-Urbana, IL	New Orleans, LA	\$5,320	\$292	\$55.73	\$1.52	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 7. Tariff rail rates for shuttle train shipments, January 2025

Commodity	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	\$4,343	\$62	\$43.74	\$1.19	3
	Wichita, KS	Galveston-Houston, TX	\$4,411	\$48	\$44.28	\$1.21	4
	Chicago, IL	Albany, NY	\$7,413	\$0	\$73.61	\$2.00	0
	Grand Forks, ND	Portland, OR	\$6,001	\$106	\$60.65	\$1.65	0
	Grand Forks, ND	Galveston-Houston, TX	\$5,446	\$109	\$55.17	\$1.50	0
	Garden City, KS	Portland, OR	\$6,695	\$136	\$67.84	\$1.85	-
Corn	Minneapolis, MN	Portland, OR	\$5,510	\$130	\$56.00	\$1.42	-8
	Sioux Falls, SD	Tacoma, WA	\$5,470	\$119	\$55.50	\$1.41	-8
	Champaign-Urbana, IL	New Orleans, LA	\$4,625	\$292	\$48.83	\$1.24	3
	Lincoln, NE	Galveston-Houston, TX	\$4,860	\$69	\$48.95	\$1.24	2
	Des Moines, IA	Amarillo, TX	\$5,125	\$228	\$53.16	\$1.35	3
	Minneapolis, MN	Tacoma, WA	\$5,510	\$129	\$55.99	\$1.42	-8
	Council Bluffs, IA	Stockton, CA	\$6,080	\$133	\$61.70	\$1.57	-1
Soybeans	Sioux Falls, SD	Tacoma, WA	\$6,185	\$119	\$62.60	\$1.70	-7
	Minneapolis, MN	Portland, OR	\$6,235	\$130	\$63.20	\$1.72	-7
	Fargo, ND	Tacoma, WA	\$6,085	\$105	\$61.47	\$1.67	-7
	Council Bluffs, IA	New Orleans, LA	\$5,550	\$336	\$58.45	\$1.59	2
	Toledo, OH	Huntsville, AL	\$5,564	\$0	\$55.25	\$1.50	1
	Grand Island, NE	Portland, OR	\$6,185	\$475	\$66.13	\$1.80	1

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.

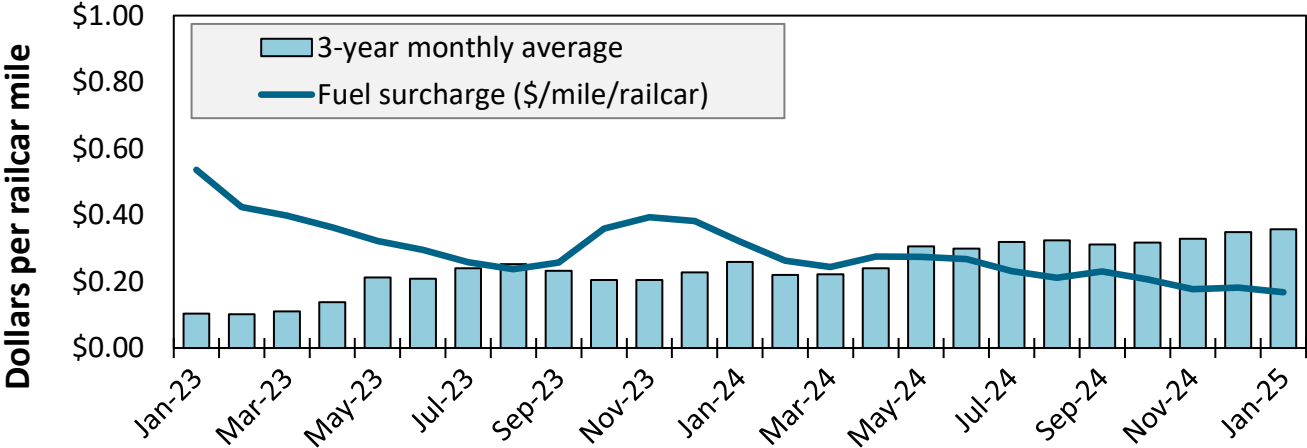
Source: BNSF Railway, Canadian National Railway, CSX Transportation, and Union Pacific Railroad.

Table 8. Tariff rail rates for U.S. bulk grain shipments to Mexico, January 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	\$4,650	\$45.77	\$1.16	-0.5	1.2
	Atchison, KS	Laredo, TX	KCS	Non-shuttle	\$5,527	\$54.40	\$1.38	-0.5	-2.1
	Council Bluffs, IA	Laredo, TX	KCS	Non-shuttle	\$6,048	\$59.52	\$1.51	-0.5	-2.4
	Kansas City, MO	Laredo, TX	KCS	Non-shuttle	\$5,434	\$53.48	\$1.36	-0.5	-2.0
	Marshall, MO	Laredo, TX	KCS	Non-shuttle	\$5,646	\$55.57	\$1.41	-0.5	-2.1
	Pontiac, IL	Eagle Pass, TX	UP	Shuttle	\$5,055	\$49.75	\$1.26	-0.3	1.8
	Sterling, IL	Eagle Pass, TX	UP	Shuttle	\$5,190	\$51.08	\$1.30	-0.2	1.6
Superior, NE	El Paso, TX	BNSF	Shuttle	\$5,071	\$49.91	\$1.27	-0.4	2.2	
Soybeans	Atchison, KS	Laredo, TX	KCS	Non-shuttle	\$5,527	\$54.40	\$1.48	-0.5	-2.1
	Brunswick, MO	El Paso, TX	BNSF	Shuttle	\$5,401	\$53.16	\$1.45	-0.4	-3.7
	Grand Island, NE	Eagle Pass, TX	UP	Shuttle	\$6,602	\$64.98	\$1.77	-0.2	1.5
	Hardin, MO	Eagle Pass, TX	BNSF	Shuttle	\$5,402	\$53.17	\$1.45	-0.4	-3.7
	Kansas City, MO	Laredo, TX	KCS	Non-shuttle	\$5,434	\$53.48	\$1.46	-0.5	-2.0
	Roelyn, IA	Eagle Pass, TX	UP	Shuttle	\$6,704	\$65.98	\$1.80	-0.2	1.3
Wheat	FT Worth, TX	El Paso, TX	BNSF	DET	\$3,956	\$38.94	\$1.06	-0.6	-2.5
	FT Worth, TX	El Paso, TX	BNSF	Shuttle	\$3,538	\$34.82	\$0.95	-0.7	-2.3
	Great Bend, KS	Laredo, TX	UP	Shuttle	\$4,789	\$47.13	\$1.28	-0.2	-10.1
	Kansas City, MO	Laredo, TX	KCS	Non-shuttle	\$5,434	\$53.48	\$1.46	-0.5	-2.0
	Wichita, KS	Laredo, TX	UP	Shuttle	\$4,578	\$45.06	\$1.23	-0.2	-10.2

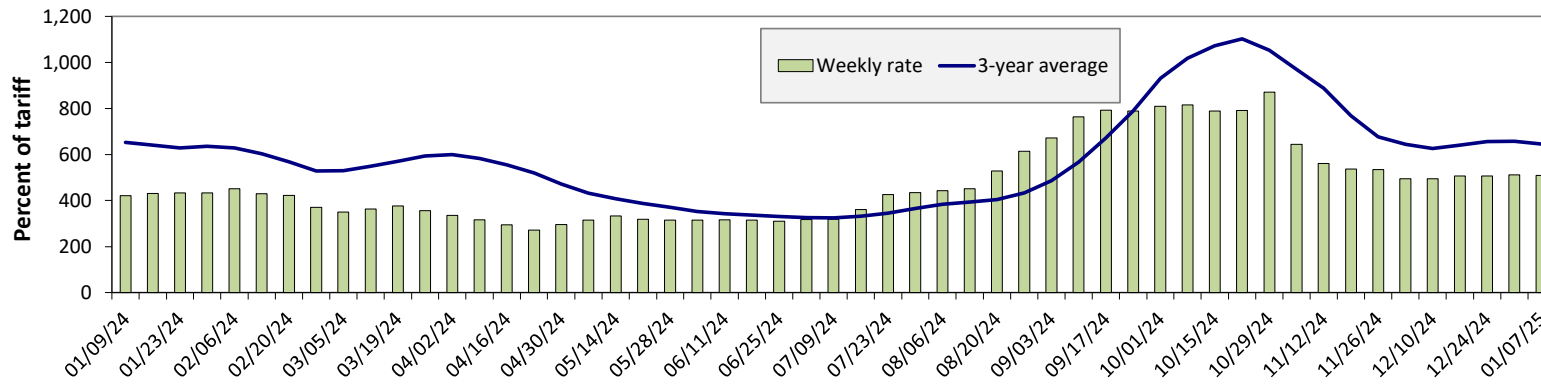
Note: After December 2021, U.S. railroads stopped reporting "through rates" from the U.S. origin to the Mexican destination. Thus, the table shows "Rule 11 rates," which cover only the portion of the shipment from a U.S. origin to locations on the U.S.-Mexico border. The Rule 11 rates apply only to shipments 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



January 2025: \$0.17/mile, down 1 cent from last month's surcharge of \$0.18/mile; down 15 cents from the January 2024 surcharge of \$0.32/mile; and down 19 cents from the January prior 3-year average of \$0.36/mile.

Figure 10. Illinois River barge freight rate



For the week ending January 7: there is no change from the previous week; 21 percent higher than last year; and 21 percent lower than the 3-year average.

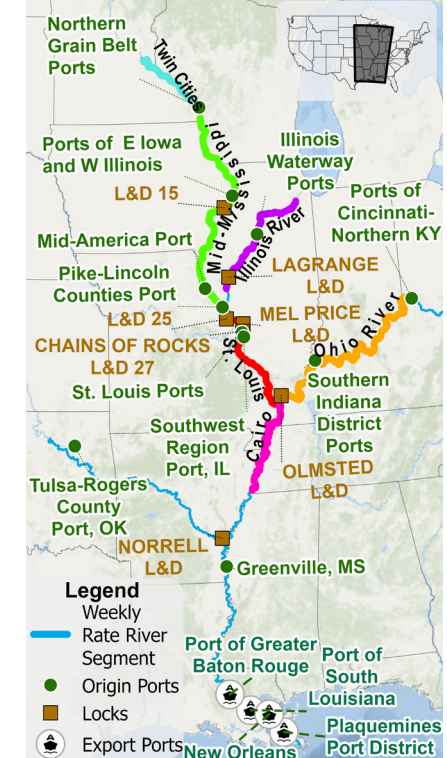
Note: Rate = percent of 1976 tariff benchmark index (1976 = 100 percent); 3-year avg. = 4-week moving average of the 3-year average.
Source: USDA, Agricultural Marketing Service.

Table 9. Weekly barge freight rates: southbound only

Measure	Date	Twin Cities	Mid-Mississippi	Illinois River	St. Louis	Ohio River	Cairo-Memphis
Rate	1/7/2025	n/a	n/a	510	382	392	292
	12/31/2024	n/a	n/a	512	385	410	306
\$/ton	1/7/2025	n/a	n/a	23.66	15.24	18.38	9.17
	12/31/2024	n/a	n/a	23.76	15.36	19.23	9.61
Measure	Time Period	Twin Cities	Mid-Mississippi	Illinois River	St. Louis	Ohio River	Cairo-Memphis
Current week % change from the same week	Last year	n/a	n/a	21	17	12	8
	3-year avg.	n/a	n/a	-21	-32	-32	-35
Rate	February	n/a	n/a	460	359	372	279
	April	422	396	368	323	351	271

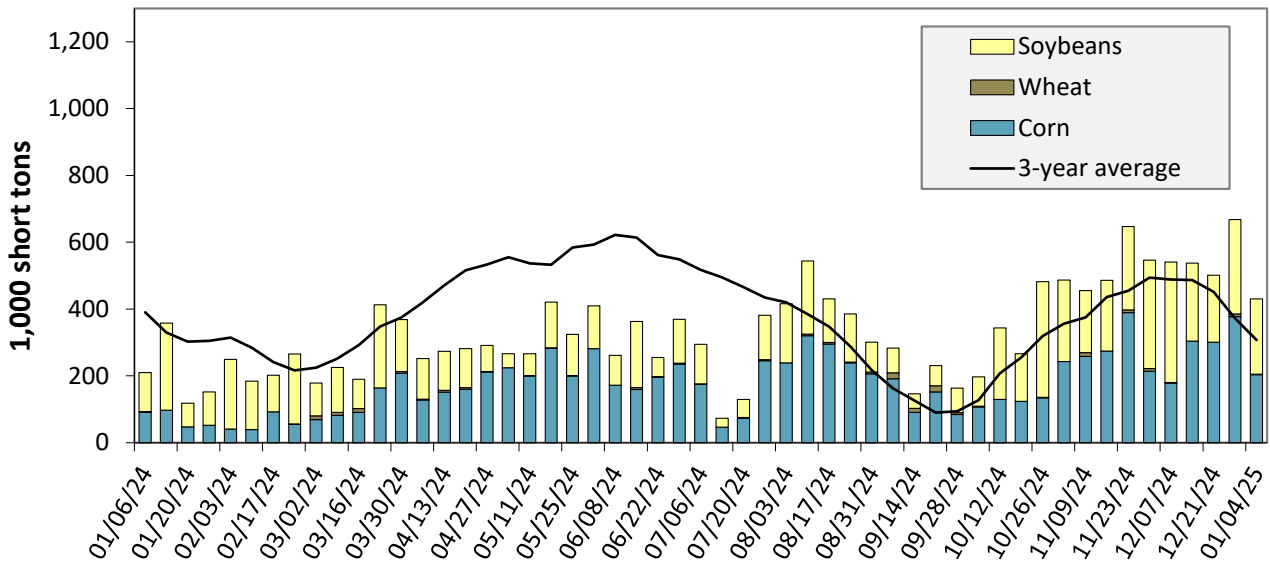
Note: Rate = percent of 1976 tariff benchmark index (1976 = 100 percent); 3-year avg. = 4-week moving average of the 3-year avg.; ton = 2,000 pounds; "n/a" = data not available. The per ton rate for Twin Cities assumes a base rate of \$6.19 (Minneapolis, MN, to LaCrosse, WI). The per ton rate at Mid-Mississippi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

Figure 11. Benchmark tariff rates



Source: USDA, Agricultural Marketing Service.

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



For the week ending January 4: 105 percent higher than last year and 40 percent higher 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.

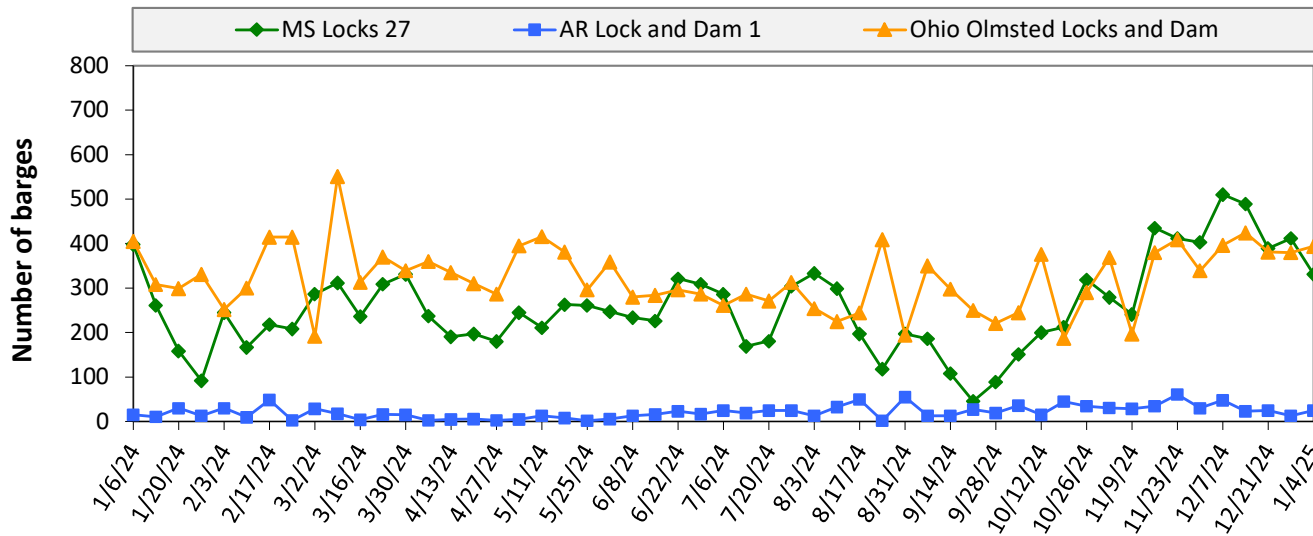
Table 10. Barged grain movements (1,000 tons)

For the week ending 01/04/2025	Corn	Wheat	Soybeans	Other	Total
Mississippi River (Rock Island, IL (L15))	0	0	0	0	0
Mississippi River (Winfield, MO (L25))	21	0	30	0	51
Mississippi River (Alton, IL (L26))	210	2	211	0	423
Mississippi River (Granite City, IL (L27))	203	2	225	0	430
Illinois River (La Grange)	148	0	147	0	295
Ohio River (Olmsted)	119	4	136	0	259
Arkansas River (L1)	0	1	13	0	14
Weekly total - 2025	322	6	374	0	703
Weekly total - 2024	178	26	176	10	390
2025 YTD	322	6	374	0	703
2024 YTD	178	26	176	10	390
2025 as % of 2024 YTD	181	24	212	0	180
Last 4 weeks as % of 2024	189	79	160	75	168
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. 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.

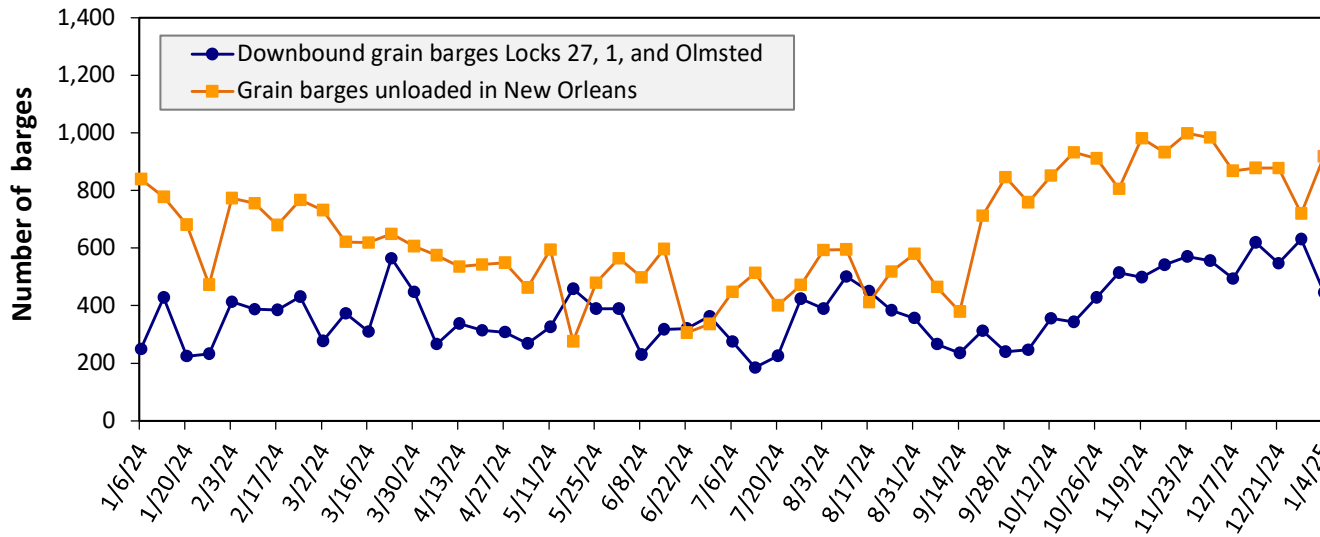
Figure 13. Upbound empty barges transiting Mississippi River Locks 27, Arkansas River Lock and Dam 1, and Ohio River Olmsted Locks and Dam



For the week ending January 4: 750 barges transited the locks, 55 barges fewer than the previous week, and 23 percent higher 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 14. Grain barges for export in New Orleans region



For the week ending January 4: 445 barges moved down river, 186 fewer than the previous week; 919 grain barges unloaded in the New Orleans Region, 28 percent more 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.

Table 11. Monthly barge freight rates Columbia-Snake River

River	Origin	\$/ton			Current month % change from the same month	
		January 2025	December 2024	January 2024	Last year	3-year avg.
Snake River	Lewiston, ID/Clarkston, WA/Wilma, WA	\$21.50	\$21.58	\$21.36	0.7	2.6
	Central Ferry, WA/Almota, WA	\$20.60	\$20.68	\$20.49	0.6	2.4
	Lyons Ferry, WA	\$19.59	\$19.67	\$19.52	0.4	2.0
	Windust, WA/Lower Monumental, WA	\$18.56	\$18.64	\$18.53	0.2	1.6
	Sheffler, WA	\$18.53	\$18.61	\$18.50	0.2	1.6
Columbia River	Burbank, WA/Kennewick, WA/Pasco, WA	\$17.33	\$17.41	\$17.35	-0.1	1.0
	Port Kelly, WA/Wallula, WA	\$17.11	\$17.19	\$17.14	-0.1	0.9
	Umatilla, OR	\$17.01	\$17.09	\$17.04	-0.1	0.8
	Boardman, OR/Hogue Warner, OR	\$16.75	\$16.83	\$16.79	-0.2	0.7
	Arlington, OR/Roosevelt, WA	\$16.59	\$16.67	\$16.64	-0.3	0.6
	Biggs, OR	\$15.26	\$15.34	\$15.36	-0.6	-0.1
	The Dalles, OR	\$14.16	\$14.24	\$14.30	-0.9	-0.8

Note: Destination is Portland, OR, or Vancouver, WA; ton = 2,000 pounds; n/a = data not available.
 Source: USDA, Agricultural Marketing Service.

Table 12. Monthly barged grain movements Columbia-Snake (1,000 tons)

December, 2024	Wheat	Other	Total
Snake River (McNary Lock and Dam (L24))	285	0	285
Columbia River (Bonneville Lock and Dam (L1))	264	0	264
Monthly total 2024	264	0	264
Monthly total 2023	345	0	345
2024 YTD	3,523	0	3,523
2023 YTD	n/a	n/a	n/a

Note: "Other" refers to corn, soybeans, oats, barley, and rye. Totals may not add up because of rounding. "Monthly total" refers to grain moving through Lock 1, headed for export. YTD = year to date. "L" (as in "L1") refers to lock, locks, or lock and dam facility. n/a = data not available.

Source: U.S. Army Corps of Engineers.

Figure 15. Dam and port locations on Columbia-Snake River



Source: USDA, Agricultural Marketing Service.

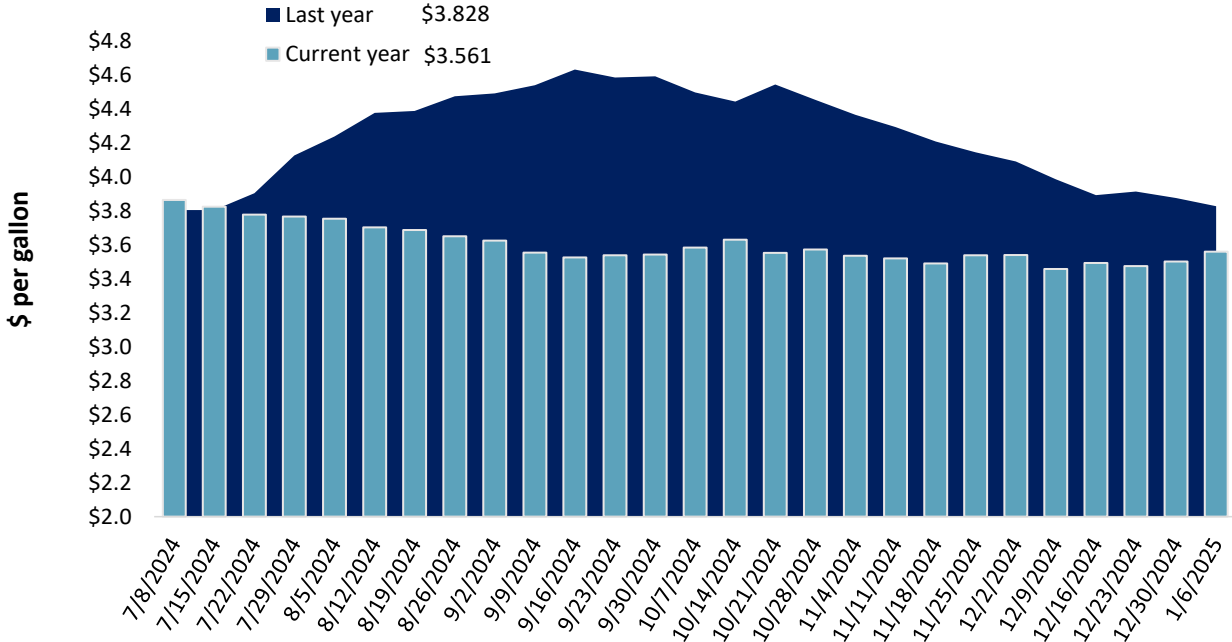
The weekly diesel price provides a proxy for trends in U.S. truck rates as diesel fuel is a significant expense for truck grain movements.

Table 13. Retail on-highway diesel prices, week ending 1/6/2025 (U.S. \$/gallon)

Region	Location	Price	Change from	
			Week ago	Year ago
I	East Coast	3.634	0.047	-0.325
	New England	3.771	0.018	-0.551
	Central Atlantic	3.801	0.027	-0.448
	Lower Atlantic	3.559	0.058	-0.255
II	Midwest	3.530	0.061	-0.162
III	Gulf Coast	3.269	0.073	-0.262
IV	Rocky Mountain	3.430	0.060	-0.367
V	West Coast	4.147	0.037	-0.423
	West Coast less California	3.739	0.034	-0.324
	California	4.618	0.042	-0.534
Total	United States	3.561	0.058	-0.267

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

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



For the week ending January 6, the U.S. average diesel fuel price increased 5.8 cents from the previous week to \$3.561 per gallon, 26.7 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 14. 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 12/26/2024	1,177	770	1,572	1,288	149	4,957	23,053	11,721	39,731
	This week year ago	976	2,449	1,488	926	70	5,908	17,399	13,631	36,937
	Last 4 wks. as % of same period 2023/24	113	34	111	142	180	85	132	95	111
Current shipped (cumulative) exports sales	2024/25 YTD	2,821	1,783	3,953	3,204	187	11,948	15,748	28,451	56,147
	2023/24 YTD	1,697	1,875	3,400	2,093	291	9,357	12,390	22,696	44,443
	YTD 2024/25 as % of 2023/24	166	95	116	153	64	128	127	125	126
	Total 2023/24	3,535	4,260	6,314	3,906	526	18,540	54,277	44,510	117,328
	Total 2022/23	4,872	2,695	5,382	4,414	395	17,759	39,469	52,208	109,435

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 15. Top 5 importers of U.S. corn

For the week ending 12/26/2024	Total commitments (1,000 mt)		% change current MY from last MY	Exports 3-year average 2021-23 (1,000 mt)
	YTD MY 2024/25	YTD MY 2023/24		
Mexico	15,193	13,966	9	17,746
Japan	5,076	4,215	20	9,366
China	26	1,759	-99	8,233
Colombia	3,647	2,448	49	4,383
Korea	1,214	421	189	1,565
Top 5 importers	25,156	22,809	10	41,293
Total U.S. corn export sales	38,801	29,789	30	51,170
% of YTD current month's export projection	62%	51%	-	-
Change from prior week	777	368	-	-
Top 5 importers' share of U.S. corn export sales	65%	77%	-	81%
USDA forecast December 2024	62,868	58,220	8	-
Corn use for ethanol USDA forecast, December 2024	139,700	139,141	0	-

Note: The top 5 importers are based on USDA, Foreign Agricultural Service (FAS) marketing year ranking reports for marketing year (MY) 2023/24 (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” = accumulated exports (as defined in FAS marketing year ranking reports). mt = metric ton; yr. = year; avg. = average; YTD = year to date; “-” = not applicable.
Source: USDA, Foreign Agricultural Service.

Table 16. Top 5 importers of U.S. soybeans

For the week ending 12/26/2024	Total commitments (1,000 mt)		% change current MY from last MY	Exports 3-year average 2021-23 (1,000 mt)
	YTD MY 2024/25	YTD MY 2023/24		
China	18,864	19,610	-4	28,636
Mexico	3,219	3,158	2	4,917
Japan	1,111	1,285	-13	2,231
Egypt	1,702	302	464	2,228
Indonesia	813	781	4	1,910
Top 5 importers	25,709	25,136	2	39,922
Total U.S. soybean export sales	40,171	36,326	11	51,302
% of YTD current month's export projection	81%	79%	-	-
Change from prior week	485	202	-	-
Top 5 importers' share of U.S. soybean export sales	64%	69%	-	78%
USDA forecast, December 2024	49,668	46,130	8	-

Note: The top 5 importers are based on USDA, Foreign Agricultural Service (FAS) marketing year ranking reports for marketing year (MY) 2023/24 (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” = accumulated exports (as defined in FAS marketing year ranking reports). mt = metric ton; yr. = year; avg. = average; YTD = year to date; “-” = not applicable.

Source: USDA, Foreign Agricultural Service.

Table 17. Top 10 importers of all U.S. wheat

For the week ending 12/26/2024	Total commitments (1,000 mt)		% change current MY from last MY	Exports 3-year average 2021-23 (1,000 mt)
	YTD MY 2024/25	YTD MY 2023/24		
Mexico	3,132	2,431	29	3,298
Philippines	2,161	2,005	8	2,494
Japan	1,665	1,435	16	2,125
China	139	2,261	-94	1,374
Korea	1,757	1,002	75	1,274
Taiwan	732	826	-11	921
Nigeria	372	202	84	920
Thailand	768	351	119	552
Colombia	336	212	59	522
Vietnam	354	295	20	313
Top 10 importers	11,417	11,018	4	13,792
Total U.S. wheat export sales	16,905	15,265	11	18,323
% of YTD current month's export projection	73%	79%	-	-
Change from prior week	141	132	-	-
Top 10 importers' share of U.S. wheat export sales	68%	72%	-	75%
USDA forecast, December 2024	23,133	19,241	20	-

Note: The top 10 importers are based on USDA, Foreign Agricultural Service (FAS) marketing year ranking reports for marketing year (MY) 2023/24 (June 1 – May 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” = accumulated exports (as defined in FAS marketing year ranking reports). mt = metric ton; yr. = year; avg. = average; YTD = year to date; “-” = not applicable.

Source: USDA, Foreign Agricultural Service.

Table 18. Grain inspections for export by U.S. port region (1,000 metric tons)

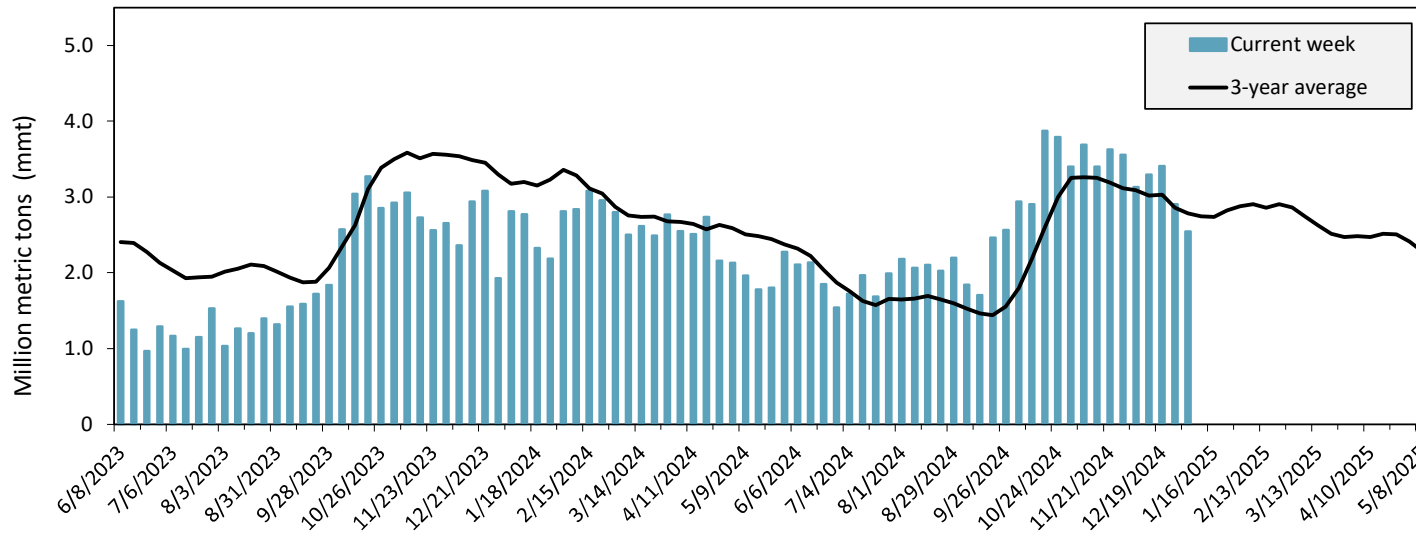
Port regions	Commodity	For the week ending 01/02/2025	Previous week*	Current week as % of previous	2025 YTD*	2024 YTD*	2025 YTD as % of 2024 YTD	Last 4-weeks as % of:		2024 total*
								Last year	Prior 3-yr. avg.	
Pacific Northwest	Corn	160	244	66	0	67	0	136	135	13,987
	Soybeans	342	275	124	135	65	207	116	92	10,445
	Wheat	152	167	91	0	11	0	95	141	11,453
	All grain	654	696	94	135	207	65	103	109	37,186
Mississippi Gulf	Corn	497	444	112	78	179	44	102	114	27,407
	Soybeans	781	1,032	76	222	137	162	148	108	29,741
	Wheat	30	37	81	9	16	55	80	98	4,523
	All grain	1,307	1,512	86	308	332	93	126	109	61,789
Texas Gulf	Corn	5	5	97	1	1	89	53	53	570
	Soybeans	0	109	0	0	0	n/a	44365	352	741
	Wheat	145	40	366	0	0	n/a	319	164	1,940
	All grain	150	156	96	1	2	64	83	105	6,965
Interior	Corn	161	170	95	40	99	40	89	98	13,442
	Soybeans	101	157	64	38	70	54	117	128	8,052
	Wheat	66	55	119	24	8	294	139	130	2,947
	All grain	329	384	86	102	179	57	104	114	24,715
Great Lakes	Corn	20	41	50	0	0	n/a	n/a	693	271
	Soybeans	0	0	n/a	0	0	n/a	n/a	47	136
	Wheat	20	40	50	0	0	n/a	72	104	653
	All grain	41	81	50	0	0	0	142	132	1,060
Atlantic	Corn	5	5	100	0	5	0	52	131	410
	Soybeans	61	70	87	1	0	n/a	171	95	1,272
	Wheat	0	0	n/a	0	0	n/a	n/a	n/a	73
	All grain	66	75	88	1	5	26	148	97	1,754
All Regions	Corn	847	908	93	119	351	34	106	116	56,088
	Soybeans	1,285	1,643	78	395	273	145	142	107	50,858
	Wheat	412	339	122	33	35	94	107	133	21,588
	All grain	2,546	2,905	88	547	725	75	114	109	133,941

*Note: Data include revisions from prior weeks; "All grain" includes corn, soybeans, wheat, sorghum, oats, barley, rye, sunflower, flaxseed, and mixed grains; "All regions" includes listed regions and other minor regions not listed; YTD= year-to-date; n/a = not available 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.

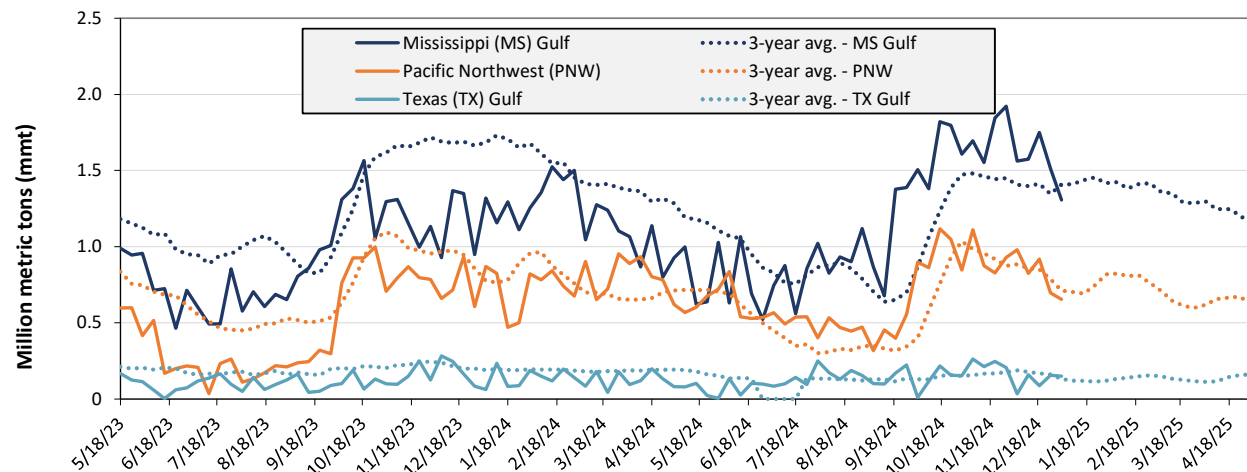
Figure 17. U.S. grain inspected for export (wheat, corn, and soybeans)



For the week ending Jan. 2: 2.5 mmt of grain inspected, down 12 percent from the previous week, up 2 percent from the same week last year, and down 8 percent from the 3-year average.

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

Figure 18. U.S. grain inspections for U.S. Gulf and PNW (wheat, corn, and soybeans)



Week ending 01/02/25 inspections (mmt):				
MS Gulf: 1.31				
PNW: 0.65				
TX Gulf: 0.15				
Percent change from:	MS Gulf	TX Gulf	U.S. Gulf	PNW
Last week	down 14	down 4	down 13	down 6
Last year (same 7 days)	down 2	up 141	up 4	up 19
3-year average (4-week moving average)	down 7	up 13	down 5	down 8

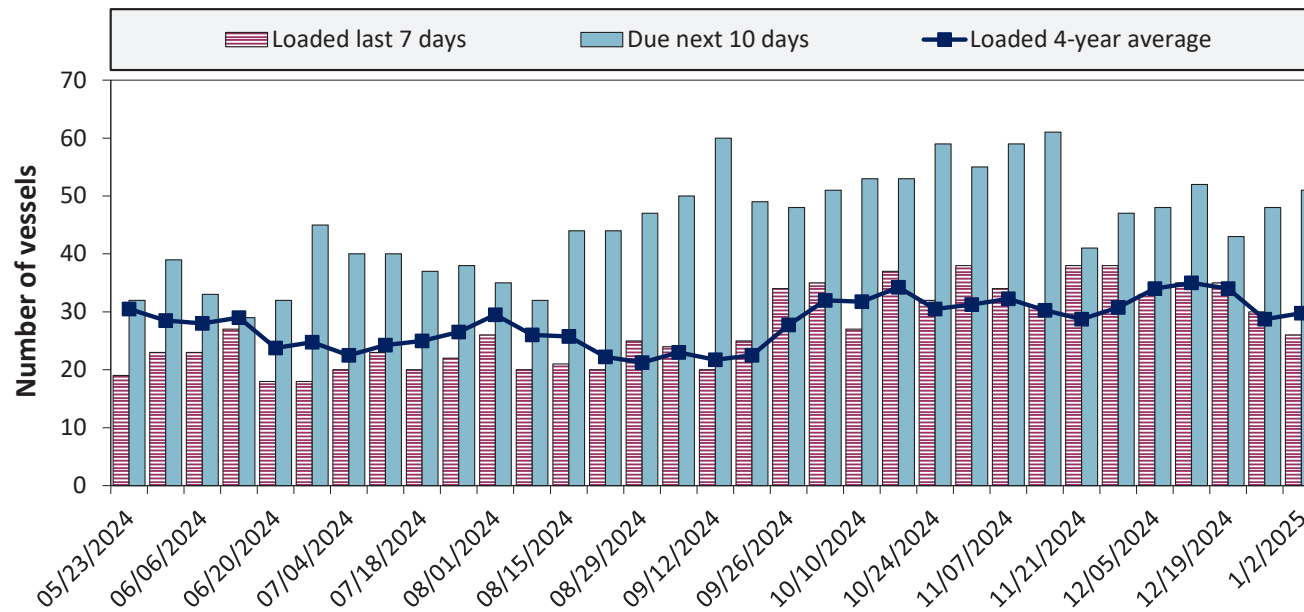
Source: USDA, Federal Grain Inspection Service.

Table 19. 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
1/2/2025	25	26	51	11
12/26/2024	31	30	48	13
2024 range	(11...45)	(18...38)	(29...61)	(3...25)
2024 average	28	28	45	13

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

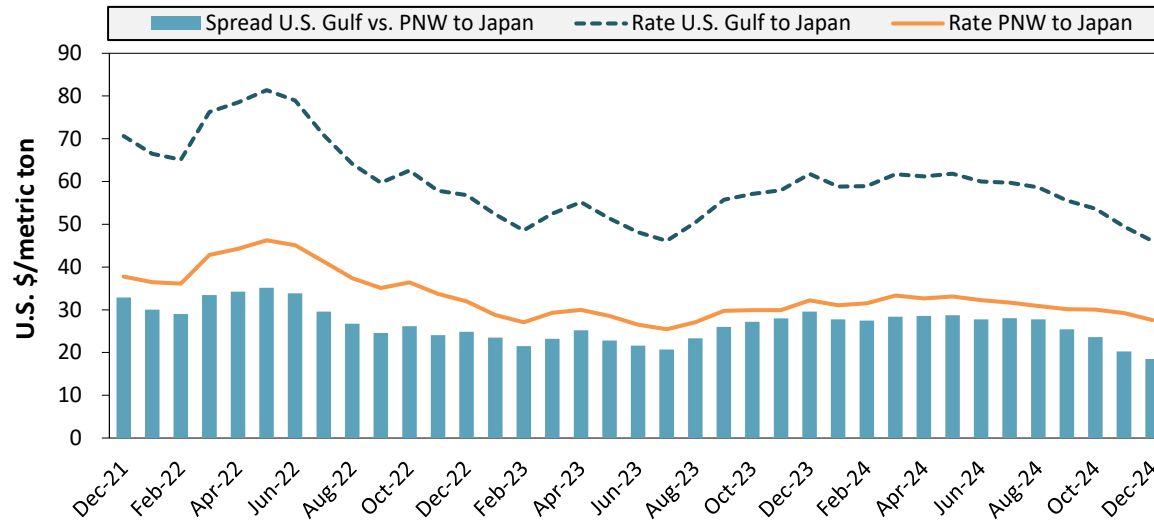
Figure 19. U.S. Gulf vessel loading activity



Week ending 1/2/25, number of vessels	Loaded	Due
Change from last year	0%	-4%
Change from 4-year average	-13%	-14%

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

Figure 20. U.S. Grain vessel rates, U.S. to Japan



Ocean rates	U.S. Gulf	PNW	Spread
December 2024	\$46	\$28	\$19
Change from December 2023	-25%	-14%	-38%
Change from 4-year average	-20%	-12%	-30%

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

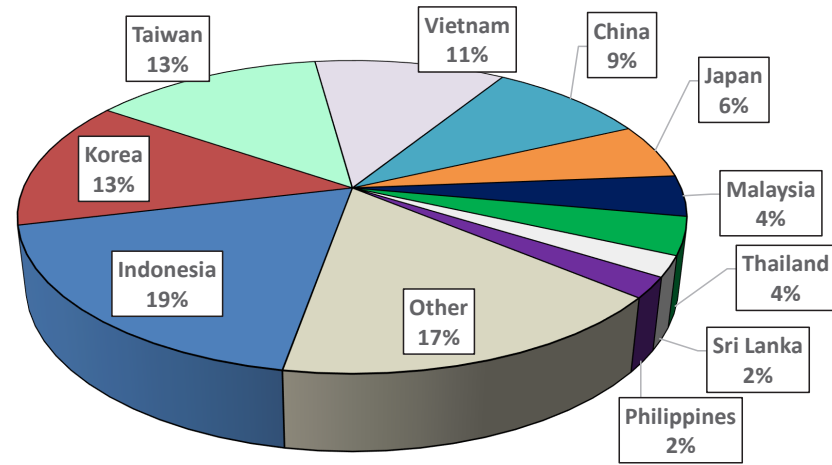
Table 20. Ocean freight rates for selected shipments, week ending 1/4/2025

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 30, 2024	Oct 1/10, 2024	58,000	62.00
U.S. Gulf	China	Heavy grain	Sep 19, 2024	Oct 1/10, 2024	66,000	56.85
U.S. Gulf	China	Heavy grain	Sep 9, 2024	Oct 1/9, 2024	66,000	53.00
U.S. Gulf	China	Heavy grain	Aug 26, 2024	Sep 1/Oct 1, 2024	58,000	60.50
U.S. Gulf	China	Heavy grain	Sep 9, 2024	Sep 15/Oct 15, 2024	68,000	57.00
U.S. Gulf	N. China	Heavy grain	Aug 20, 2024	Sept 15/Oct 15, 2024	68,000	57.00
U.S. Gulf	Colombia	Soybean Meal	May 7, 2024	May 20/30, 2024	3,000	28.30
U.S. Gulf	Colombia	Soybean Meal	May 7, 2024	May 20/30, 2024	3,000	28.30
Brazil	N. China	Heavy grain	Jul 11, 2024	Aug 7/13, 2024	63,000	47.25
Brazil	China	Heavy grain	Dec 12, 2024	Jan 25/Feb 25, 2024	63,000	31.25
Brazil	China	Heavy grain	Dec 12, 2024	Jan 20/Feb 10, 2024	63,000	30.50
Brazil	China	Heavy grain	Jul 5, 2024	Aug 4/Sep 14, 2024	63,000	42.50
Brazil	China	Heavy grain	Jun 21, 2024	Jul 20/31, 2024	63,000	42.25
Brazil	China	Corn	May 10, 2024	Jun 15/Jul 15, 2024	65,000	49.00
Brazil	N. China	Heavy grain	May 3, 2024	May 20/30, 2024	65,000	46.00
Brazil	China	Heavy grain	Apr 19, 2024	May 4/11, 2024	60,000	53.25
Ukraine	Portugal	Heavy grain	Aug 15, 2024	Aug 15/19, 2024	25,000	25.50
Ukraine	S. China	Barley	Jun 25, 2024	Jul 10/30, 2024	60,000	49.00

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 2023, containers were used to transport 14 percent of total U.S. waterborne grain exports. Approximately 62 percent of U.S. waterborne grain exports in 2023 went to Asia, of which 20 percent were moved in containers. Approximately 90 percent of U.S. waterborne containerized grain exports were destined for Asia.

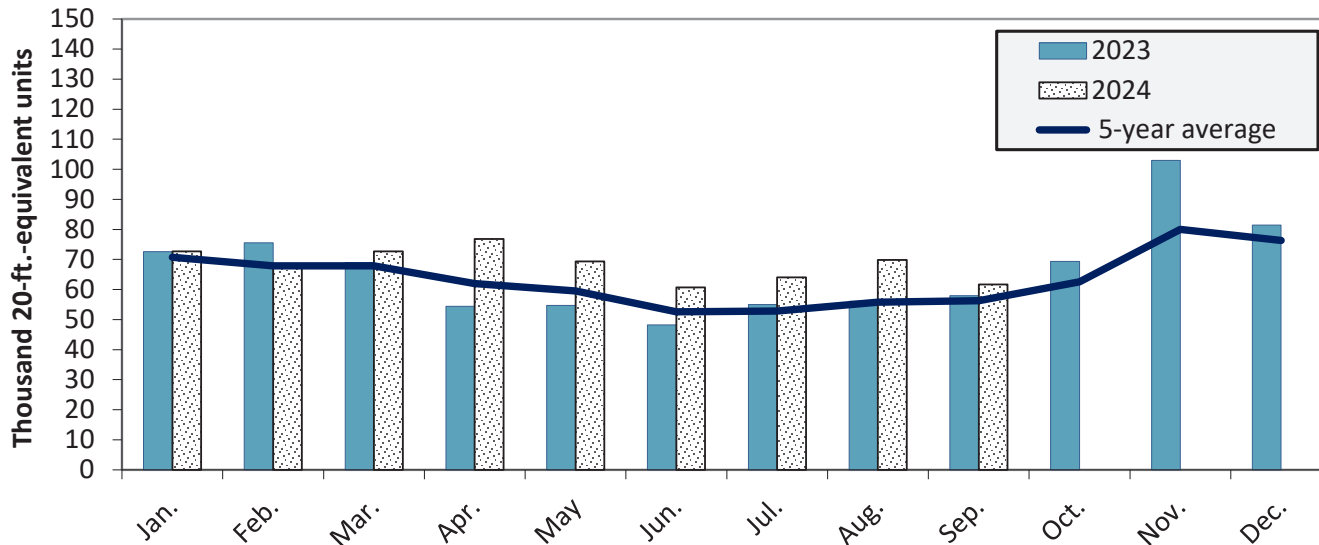
Figure 21. Top 10 destination markets for U.S. containerized grain exports, Jan-Sep 2024



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

Figure 22. Monthly shipments of U.S. containerized grain exports



Containerized grain shipments in Sep. 2024 were up 6.4 percent from last year and up 9.6 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: USDA, Agricultural Marketing Service analysis of PIERS data, S&P Global.

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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](#).

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