



# Grain Transportation Report

A weekly publication of the Agricultural Marketing Service  
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January 13, 2022

## WEEKLY HIGHLIGHTS

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### EIA Forecasts Strong Average Diesel Fuel Prices in 2022

This week, the Department of Energy's Energy Information Administration (EIA) posted its first [Short-Term Energy Outlook](#) of 2022. EIA forecasts U.S. diesel fuel prices in 2022 will average \$3.33 per gallon, up from \$3.29 per gallon in 2021, and \$2.56 per gallon in 2020. EIA also forecasts U.S. distillate fuel consumption to increase more than 0.1 million barrels per day, or 3.1 percent, in 2022. In 2021, U.S. distillate consumption rose by 0.2 million barrels per day (4.3 percent), reflecting increased demand for two main fuel distillates, diesel and jet fuel. Average diesel fuel prices fell at the end of 2021 with falling global crude oil prices in response to concerns over the impacts of the Omicron variant of the virus that causes COVID-19. For the week ending January 10, 2022, the U.S. average diesel fuel price increased 4.4 cents from the previous week to \$3.657 per gallon, 98.7 cents above the same week last year. This is the first increase in average diesel fuel prices in 8 weeks.

### FMC Provides New Guidance on Its Complaint Process

The Federal Maritime Commission (FMC) recently [issued three policy statements](#) offering guidance to shippers and others on filing private-party complaints. The policies address exporters' longstanding grievances that the process is lengthy and costly and may not prevent ocean carrier retaliation. The first new policy statement reemphasizes that shipper associations and trade associations can file complaints. The second clarifies FMC's approach to timing, procedures, eligibility, and entitlement surrounding attorney fees. The third statement explains FMC will interpret anti-retaliation laws broadly to address new shipping practices and new forms of retaliation. The broad interpretation also bolsters the intent of the U.S. Congress of maximizing safe conditions to encourage shippers to air their grievances to FMC.

### FHWA Provides \$1.39 Billion for Emergency-Relief Road and Bridge Repairs

The U.S. Department of Transportation's (DOT) Federal Highway Administration (FHWA) [will disburse \\$1.39 billion](#) in emergency relief (ER) funds to 42 States, the District of Columbia, Puerto Rico, and the U.S. Virgin Islands. The funding will cover repair of roads and bridges damaged by storms, floods, wildfires, and other disasters. FHWA's ER program also provides funding reimbursement for reconstructing, restoring, and repairing of Federal-aid and federally owned transportation facilities damaged by natural or other disasters. Several important grain-producing States received funding for reconstructing or replacing damaged highways and bridges from storms and flooding. Kentucky received \$72.5 million; Nebraska, \$40.0 million; Iowa, \$26.9 million; Ohio, \$25.9 million; North Dakota, \$22.6; Oklahoma, \$20.3 million; South Dakota, \$10.2 million; and Kansas, \$6.8 million. The full list of recipients can be [found here](#).

### Snapshots by Sector

#### Export Sales

For the week ending December 30, [unshipped balances](#) of wheat, corn, and soybeans for marketing year 2021/22 totaled 42.3 million metric tons (mmt), down 17 percent from the same time last year, and down 5 percent from the previous week. Net [corn export sales](#) were 0.256 mmt, down 79 percent from the previous week. Net [soybean export sales](#) were 0.383 mmt, down 27 percent from the previous week. Net weekly [wheat export sales](#) were 0.049 mmt, down 76 percent from the previous week.

#### Rail

U.S. Class I railroads originated 19,698 [grain carloads](#) during the week ending January 1. This was a 3-percent increase from the previous week, 21 percent fewer carloads than last year, and 6 percent fewer than the 3-year average.

Average January shuttle [secondary railcar](#) bids/offers (per car) were \$2,758 above tariff for the week ending January 6. This is \$915 more than last week and \$2,552 more than this week last year. There were no non-shuttle bids/offers this week.

#### Barge

For the week ending January 8, [barged grain movements](#) totaled 544,656 tons. This was 13 percent fewer than the previous week and 17 percent fewer than the same period last year.

For the week ending January 8, 350 grain barges [moved down river](#)—34 fewer barges than the previous week. There were 832 grain barges unloaded in the New Orleans region, 1 barge fewer than last week.

#### Ocean

For the week ending January 6, 31 [oceangoing grain vessels](#) were loaded in the Gulf—down 24 percent from the same period last year. Within the next 10 days (starting January 7), 62 vessels were expected to be loaded—10 percent fewer than the same period last year.

As of January 6, the rate for shipping a metric ton (mt) of grain from the U.S. Gulf to Japan was \$70.50. This was 2 percent more than the previous week. The rate from the Pacific Northwest to Japan was \$38.75 per mt, 4 percent more than the previous week.

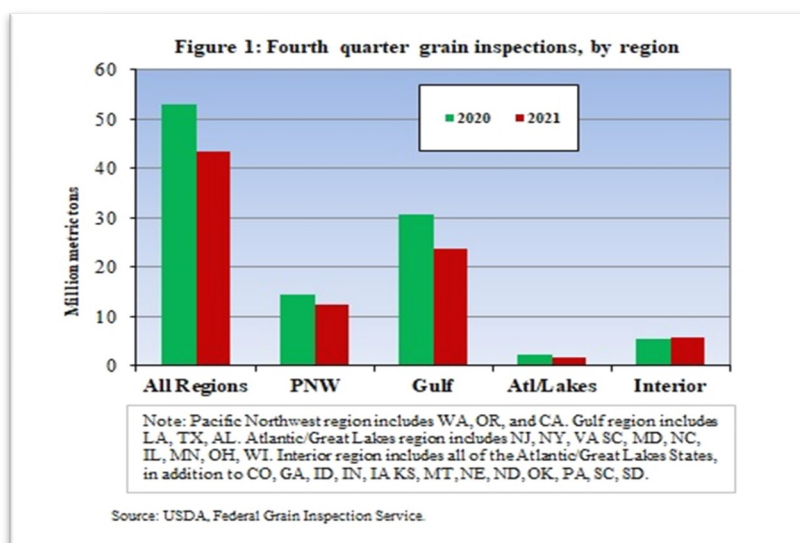
# Feature Article/Calendar

## Fourth-Quarter 2021 Grain Inspections Down From Same Time Last Year

According to USDA's [Federal Grain Inspection Service \(FGIS\)](#), inspections of grain (wheat, corn, and soybeans) shipped from major U.S. ports reached 43.4 million metric tons (mmt) in fourth quarter 2021 (fig. 1)—8 percent above the fourth-quarter 5-year average. However, from fourth quarter 2020 to fourth quarter 2021 (year to year), grain inspections fell 18 percent, mainly reflecting a sharp drop in wheat inspections. That drop was largely driven by falling Asian demand, particularly from China and Indonesia. High U.S. wheat-export prices combined with rising global wheat production reduced the competitiveness of U.S. wheat. Down slightly year to year, corn and soybean exports were 9 percent and 16 percent above the 5-year average, respectively.

### Year-to-Year Breakdown by Region

**U.S. Gulf.** Grain inspections in the U.S. Gulf reached 23.6 mmt in fourth quarter 2021, down 23 percent year to year and up 2 percent from the 5-year average (fig. 1). Year to year, U.S. Gulf corn inspections fell 13 percent, mainly reflecting lower exports to Asia and Latin America. Soybean inspections in the U.S. Gulf declined 26 percent, primarily because of lower exports to China. U.S. Gulf wheat inspections decreased 35 percent, with lower shipments to Africa and Latin America.



Rail deliveries of grain to U.S. Gulf ports dropped 25 percent, and barge grain movements on the Mississippi River to the U.S. Gulf fell 38 percent. From third quarter 2021 to fourth quarter 2021 (quarter to quarter), ocean freight rates for shipping grain through the Gulf were down slightly because of lower market activity, but rates increased year to year.

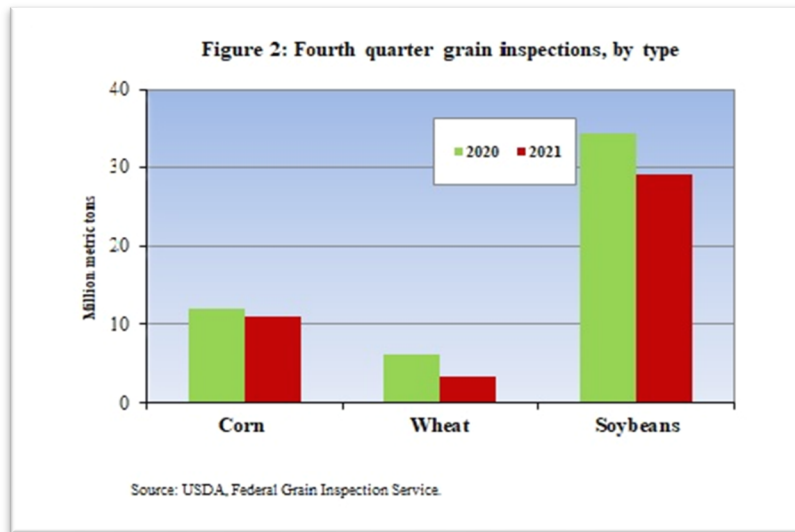
**Pacific Northwest.** Fourth-quarter 2021 PNW grain inspections totaled 12.3 mmt—a 15-percent decrease year to year and a 12-percent increase from the 5-year average. Year to year, rail deliveries of grain to PNW ports were down 4 percent as well. At 1.1 mmt, fourth-quarter 2021 PNW corn inspections were down 39 percent from a year ago, with diminished corn shipments to Asia and other destinations. Also, PNW soybean inspections rose 6 percent to 9.7 mmt, and PNW soybean inspections destined to China rose slightly. PNW wheat inspections reached 1.4 mmt, down 60 percent from fourth quarter 2020.

**Atlantic-Great Lakes.** Atlantic-Great Lakes grain inspections reached 1.8 mmt in fourth quarter 2021, down 20 percent year to year and 2 percent below the 5-year average. Corn inspections in the Atlantic-Great Lakes ports rose 7 percent year to year, as shipments to Asia and Latin America increased significantly. However, soybean and wheat inspections decreased 18 percent and 34 percent, respectively. These drops were largely due to lower shipments to Asia and Latin America, which received more wheat from the U.S. Gulf and PNW regions.

**Interior.** Interior grain inspections reached a record 5.6 mmt in fourth quarter 2021, up 6 percent year to year and 30 percent above the 5-year average. The increases were mainly due to persistently elevated shipments to Mexico. Broken down more specifically, Interior inspections of corn rose 23 percent year to year; soybeans

fell 10 percent; and wheat fell 1 percent. At 2.9 mmt, Interior corn inspections were 41 percent above the 5-year average.

*Breakdown by Commodity: Corn and Soybean Inspections Decline; Wheat Down Significantly*



**Corn.** Fourth-quarter 2021 corn inspections decreased 9 percent year to year and were 8 percent above the 5-year average (fig. 2). Total U.S. corn exports for marketing year (MY) 2021/22 are projected to decrease 12 percent from MY 2020/21, according to USDA’s [January World Agricultural Supply and Demand Estimates \(WASDE\)](#).

**Soybeans.** Fourth-quarter 2021 soybean inspections totaled over 28.9 mmt—a 16-percent year-to-year decrease. As inspections destined to China continued to fall, purchases from other countries continued to rise or remained steady (fig. 2). Inspections of China-bound

soybeans accounted for 64 percent of total U.S. soybean inspections and 84 percent of U.S. soybeans destined to Asia. According to the January *WASDE* report, U.S. soybean exports for MY 2021/22 are expected to decrease 10 percent from MY 2020/21.

**Wheat.** Wheat inspections totaled over 3.4 mmt in fourth quarter 2021, down 45 percent year to year and 39 percent below the 5-year average (fig. 2). The January *WASDE* report projects total MY 2021/22 U.S. wheat exports to decrease 17 percent from MY 2020/21.

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# Grain Transportation Indicators

Table 1

## Grain transport cost indicators<sup>1</sup>

For the week ending	Truck	Rail		Barge	Ocean	
		Non-Shuttle	Shuttle		Gulf	Pacific
01/12/22	245	299	314	389	315	275
01/05/22	242	299	290	313	309	264

<sup>1</sup>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.

Table 2

## Market Update: U.S. origins to export position price spreads (\$/bushel)

Commodity	Origin-destination	1/7/2022	12/30/2021
Corn	IL-Gulf	-0.95	-0.98
Corn	NE-Gulf	-0.99	-1.05
Soybean	IA-Gulf	-1.30	-1.57
HRW	KS-Gulf	-3.33	n/a
HRS	ND-Portland	-2.33	n/a

Note: nq = no quote; n/a = not available; HRW = hard red winter wheat; HRS = hard red spring wheat.

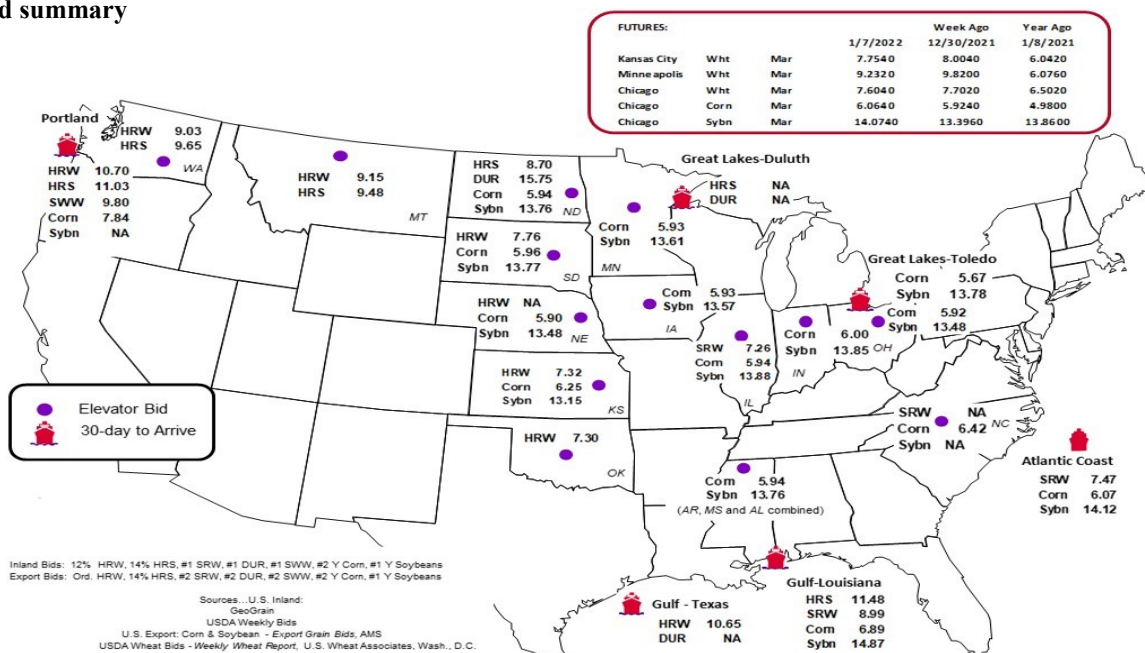
Due to the holiday, data on 12/24 and 12/31 were not available. Therefore, available data on 12/23 and 12/30 were reported.

Source: USDA, Agricultural Marketing Service.

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.

Figure 1

## Grain bid summary



# Rail Transportation

Table 3

## Rail deliveries to port (carloads)<sup>1</sup>

For the week ending	Mississippi		Pacific	Atlantic &	Total	Week ending	Cross-border Mexico <sup>3</sup>
	Gulf	Texas Gulf	Northwest	East Gulf			
1/5/2022 <sup>p</sup>	1,428	878	5,542	654	8,502	1/1/2022	1,976
12/29/2021 <sup>r</sup>	1,390	1,344	4,583	332	7,649	12/25/2021	2,120
2021 YTD <sup>r</sup>	54,982	69,213	311,407	22,567	458,169	2021 YTD	147,859
2020 YTD <sup>r</sup>	45,294	64,116	299,882	24,458	433,750	2020 YTD	128,714
2021 YTD as % of 2020 YTD	121	108	104	92	106	% change YTD	115
Last 4 weeks as % of 2020 <sup>2</sup>	79	63	76	69	74	Last 4wks. % 2020	120
Last 4 weeks as % of 4-year avg. <sup>2</sup>	215	108	108	152	120	Last 4wks. % 4 yr.	124
Total 2020	45,294	64,116	299,882	24,458	433,750	Total 2020	128,714
Total 2019	40,974	51,167	251,181	16,192	359,514	Total 2019	127,326

<sup>1</sup>Data is incomplete as it is voluntarily provided.

<sup>2</sup>Compared with same 4-weeks in 2020 and prior 4-year average.

<sup>3</sup>Cross-border weekly data is approximately 15 percent below the Association of American Railroads' reported weekly carloads received by Mexican railroads to reflect switching between Kansas City Southern de Mexico (KCSM) and Grupo Mexico.

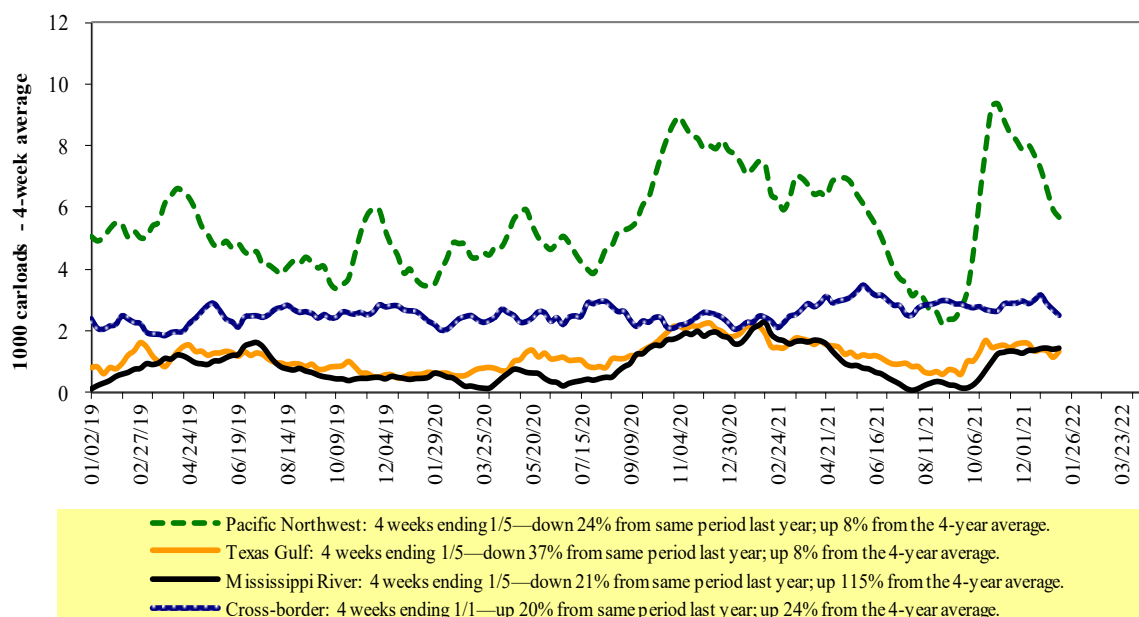
**YTD = year-to-date; p = preliminary data; r = revised data; n/a = not available; wks. = weeks; avg. = average.**

Source: USDA, Agricultural Marketing Service.

Railroads originate approximately 24 percent of U.S. grain shipments. Trends in these loadings are indicative of market conditions and expectations.

Figure 2

## Rail deliveries to port



Source: USDA, Agricultural Marketing Service.

Table 4

**Class I rail carrier grain car bulletin (grain carloads originated)**

For the week ending: 1/1/2022	East		West			U.S. total	Canada	
	CSXT	NS	BNSF	KCS	UP		CN	CP
This week	1,681	1,789	9,477	1,514	5,237	19,698	2,116	3,248
This week last year	1,961	2,324	12,601	999	6,900	24,785	5,220	4,949
2021 YTD	93,935	120,906	609,890	64,818	318,002	1,207,551	210,273	242,533
2020 YTD	91,659	129,805	613,630	57,782	296,701	1,189,577	237,941	261,778
2021 YTD as % of 2020 YTD	102	93	99	112	107	102	88	93
Last 4 weeks as % of 2020*	102	91	84	140	80	87	74	68
Last 4 weeks as % of 3-yr. avg.**	117	89	94	142	102	99	84	81
Total 2020	91,659	129,805	613,630	57,782	296,701	1,189,577	237,941	261,778

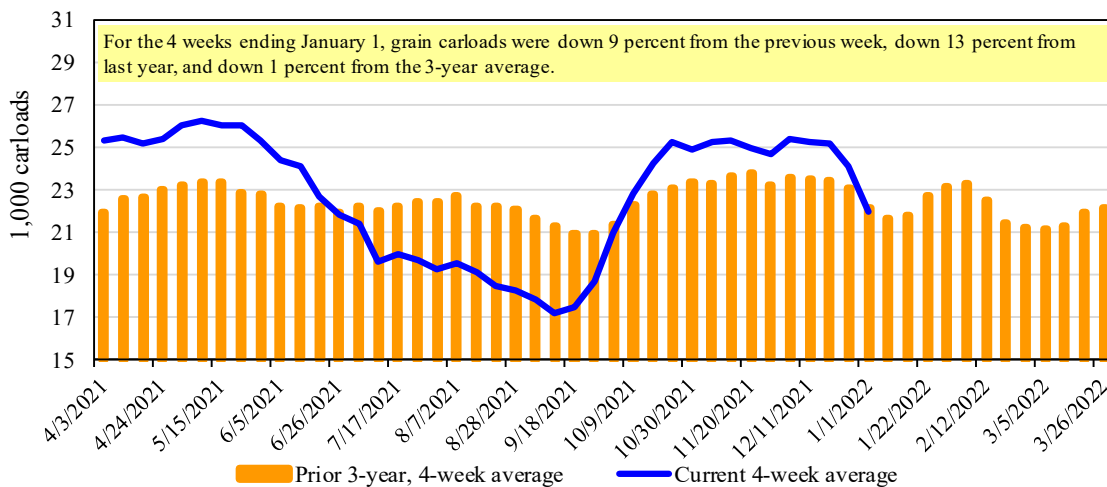
\*The past 4 weeks of this year as a percent of the same 4 weeks last year.

\*\*The past 4 weeks as a percent of the same period from the prior 3-year average. YTD = year-to-date; avg. = average; yr. = year.

Note: NS = Norfolk Southern; KCS = Kansas City Southern; UP = Union Pacific; CN = Canadian National; CP = Canadian Pacific.

Source: Association of American Railroads.

Figure 3

**Total weekly U.S. Class I railroad grain carloads**

Source: Association of American Railroads.

Table 5

**Railcar auction offerings<sup>1</sup> (\$/car)<sup>2</sup>**

For the week ending: 1/6/2022		Delivery period							
		Jan-22	Jan-21	Feb-22	Feb-21	Mar-22	Mar-21	Apr-22	Apr-21
BNSF <sup>3</sup>	COT grain units	550	0	185	0	0	0	0	no bids
	COT grain single-car	676	no bids	392	33	2	0	47	0
UP <sup>4</sup>	GCAS/Region 1	no offer	no offer	no offer	no offer	no offer	no offer	n/a	n/a
	GCAS/Region 2	no offer	no offer	no offer	no offer	no offer	no offer	n/a	n/a

<sup>1</sup>Auction offerings are for single-car and unit train shipments only.

<sup>2</sup>Average premium/discount to tariff, last auction. n/a = not available.

<sup>3</sup>BNSF - COT = BNSF Railway Certificate of Transportation; north grain and south grain bids were combined effective the week ending 6/24/06.

<sup>4</sup>UP - GCAS = Union Pacific Railroad Grain Car Allocation System.

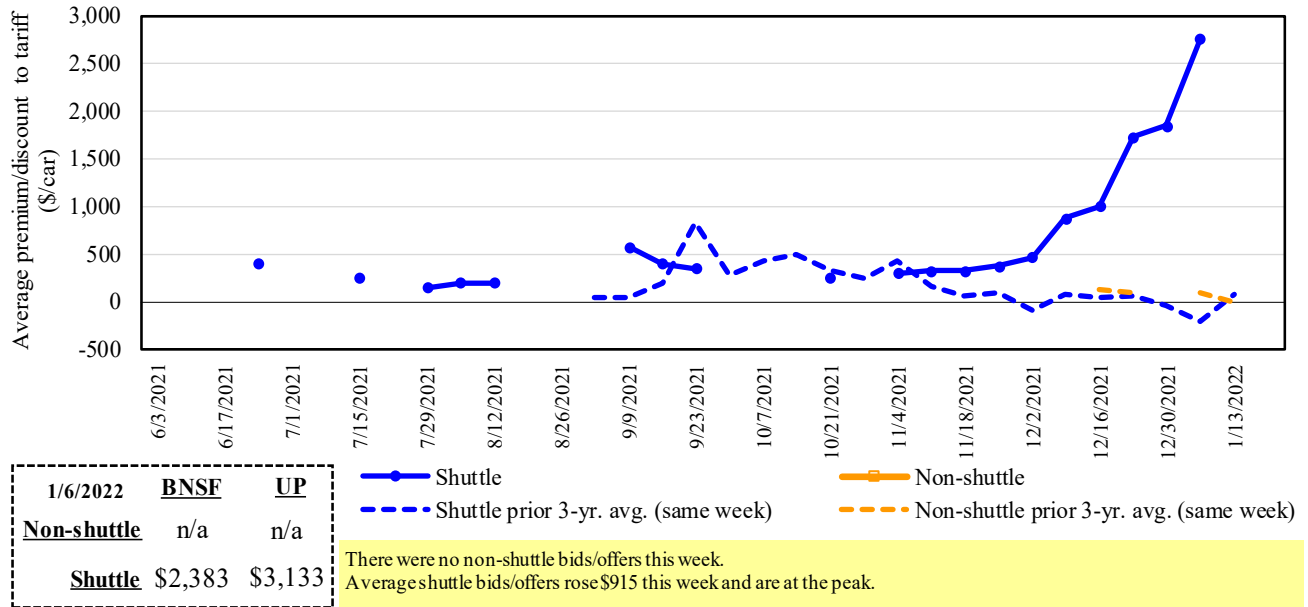
Region 1 includes: AR, IL, LA, MO, NM, OK, TX, WI, and Duluth, MN.

Region 2 includes: CO, IA, KS, MN, NE, WY, and Kansas City and St. Joseph, MO.

Source: USDA, Agricultural Marketing Service.

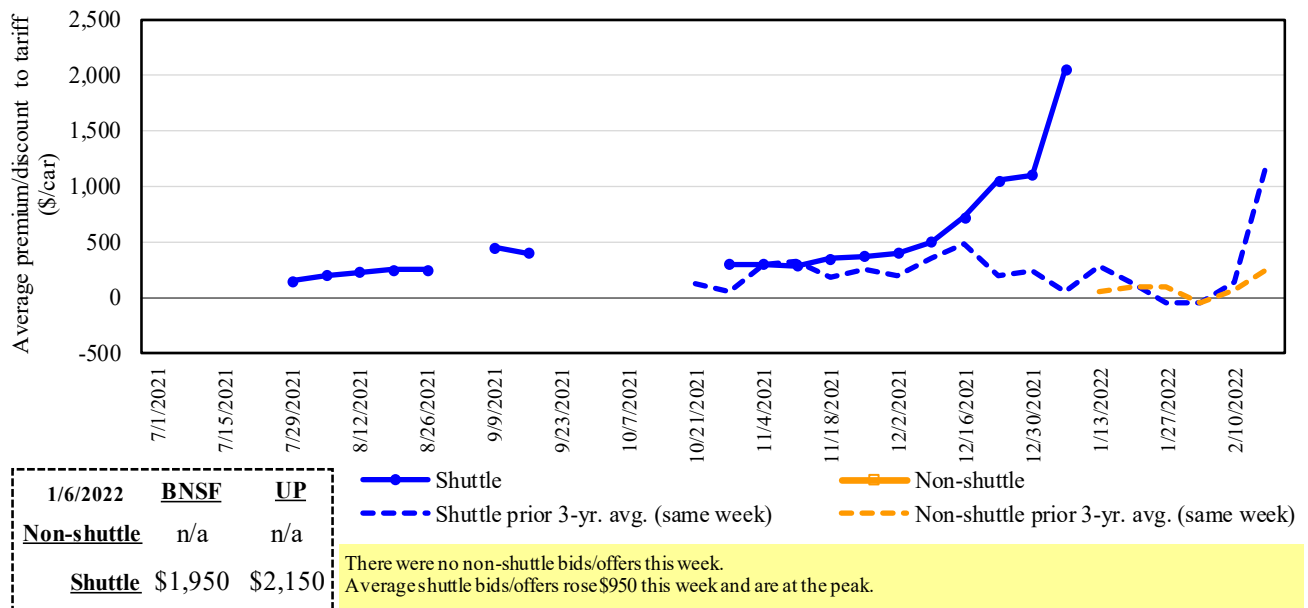
The **secondary rail market** information reflects trade values for service that was originally purchased from the railroad carrier as some form of guaranteed freight. The **auction and secondary rail** values are indicators of rail service quality and demand/supply.

**Figure 4**  
**Bids/offers for railcars to be delivered in January 2022, secondary market**



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.

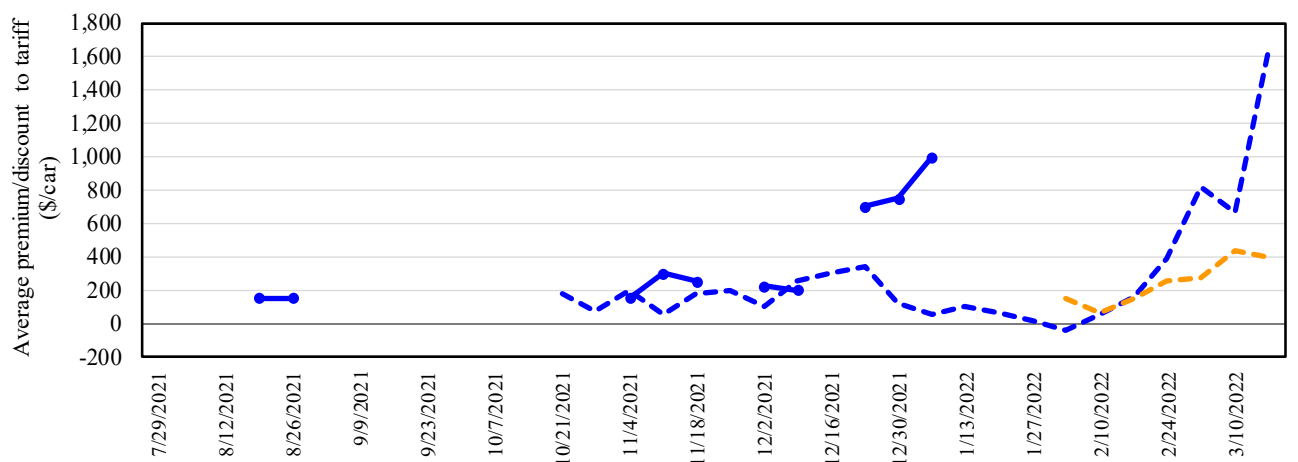
**Figure 5**  
**Bids/offers for railcars to be delivered in February 2022, secondary market**



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.

Figure 6

**Bids/offers for railcars to be delivered in March 2022, secondary market**



	<b>BNSF</b>	<b>UP</b>
<b>1/6/2022</b>		
<b>Non-shuttle</b>	n/a	n/a
<b>Shuttle</b>	\$863	\$1,133

There were no non-shuttle bids/offers this week.  
Average shuttle bids/offers rose \$248 this week and are at the peak.

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.

Table 6

**Weekly secondary railcar market (\$/car)<sup>1</sup>**

For the week ending:		Delivery period					
		Jan-22	Feb-22	Mar-22	Apr-22	May-22	Jun-22
Non-shuttle	<b>BNSF-GF</b>	n/a	n/a	n/a	n/a	n/a	n/a
	Change from last week	n/a	n/a	n/a	n/a	n/a	n/a
	Change from same week 2021	n/a	n/a	n/a	n/a	n/a	n/a
	<b>UP-Pool</b>	n/a	n/a	n/a	n/a	n/a	n/a
	Change from last week	n/a	n/a	n/a	n/a	n/a	n/a
	Change from same week 2021	n/a	n/a	n/a	n/a	n/a	n/a
Shuttle	<b>BNSF-GF</b>	2,383	1,950	863	325	(63)	n/a
	Change from last week	700	850	63	125	(13)	n/a
	Change from same week 2021	2,252	1,538	638	250	4	n/a
	<b>UP-Pool</b>	3,133	2,150	1,133	100	n/a	n/a
	Change from last week	1,129	1,050	433	50	n/a	n/a
	Change from same week 2021	2,852	1,838	933	75	n/a	n/a

<sup>1</sup>Average premium/discount to tariff, \$/car-last week.

Note: Bids listed are market indicators only and are not guaranteed prices. n/a = not available; GF = guaranteed freight; Pool = guaranteed pool;

BNSF = BNSF Railway; UP = Union Pacific Railroad.

Data from James B. Joiner Co., Tradewest Brokerage Co.

Source: USDA, Agricultural Marketing Service.



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 7

**Tariff rail rates for unit and shuttle train shipments<sup>1</sup>**

January 2022	Origin region <sup>3</sup>	Destination region <sup>3</sup>	Tariff rate/car	Fuel surcharge per car	Tariff plus surcharge per:		Percent change Y/Y <sup>4</sup>
					metric ton	bushel <sup>2</sup>	
<b>Unit train</b>							
Wheat	Wichita, KS	St. Louis, MO	\$3,695	\$167	\$38.35	\$1.04	4
	Grand Forks, ND	Duluth-Superior, MN	\$3,658	\$0	\$36.33	\$0.99	-13
	Wichita, KS	Los Angeles, CA	\$7,290	\$0	\$72.39	\$1.97	2
	Wichita, KS	New Orleans, LA	\$4,525	\$294	\$47.85	\$1.30	5
	Sioux Falls, SD	Galveston-Houston, TX	\$7,026	\$0	\$69.77	\$1.90	3
	Colby, KS	Galveston-Houston, TX	\$4,801	\$322	\$50.87	\$1.38	5
	Amarillo, TX	Los Angeles, CA	\$5,121	\$448	\$55.30	\$1.51	7
Corn	Champaign-Urbana, IL	New Orleans, LA	\$4,000	\$332	\$43.02	\$1.09	9
	Toledo, OH	Raleigh, NC	\$8,130	\$0	\$80.73	\$2.05	4
	Des Moines, IA	Davenport, IA	\$2,505	\$70	\$25.57	\$0.65	4
	Indianapolis, IN	Atlanta, GA	\$6,227	\$0	\$61.84	\$1.57	4
	Indianapolis, IN	Knoxville, TN	\$5,247	\$0	\$52.11	\$1.32	4
	Des Moines, IA	Little Rock, AR	\$4,000	\$207	\$41.77	\$1.06	7
	Des Moines, IA	Los Angeles, CA	\$5,880	\$602	\$64.37	\$1.63	10
Soybeans	Minneapolis, MN	New Orleans, LA	\$3,631	\$451	\$40.53	\$1.10	11
	Toledo, OH	Huntsville, AL	\$6,714	\$0	\$66.67	\$1.81	2
	Indianapolis, IN	Raleigh, NC	\$7,422	\$0	\$73.70	\$2.01	4
	Indianapolis, IN	Huntsville, AL	\$5,367	\$0	\$53.30	\$1.45	2
	Champaign-Urbana, IL	New Orleans, LA	\$4,745	\$332	\$50.42	\$1.37	8
<b>Shuttle train</b>							
Wheat	Great Falls, MT	Portland, OR	\$4,193	\$0	\$41.64	\$1.13	4
	Wichita, KS	Galveston-Houston, TX	\$4,411	\$0	\$43.80	\$1.19	4
	Chicago, IL	Albany, NY	\$6,670	\$0	\$66.24	\$1.80	5
	Grand Forks, ND	Portland, OR	\$5,851	\$0	\$58.10	\$1.58	3
	Grand Forks, ND	Galveston-Houston, TX	\$5,199	\$0	\$51.63	\$1.41	-13
	Colby, KS	Portland, OR	\$6,012	\$528	\$64.94	\$1.77	7
	Corn	Minneapolis, MN	Portland, OR	\$5,380	\$0	\$53.43	\$1.36
Sioux Falls, SD		Tacoma, WA	\$5,340	\$0	\$53.03	\$1.35	4
Champaign-Urbana, IL		New Orleans, LA	\$3,920	\$332	\$42.22	\$1.07	9
Lincoln, NE		Galveston-Houston, TX	\$4,080	\$0	\$40.52	\$1.03	5
Des Moines, IA		Amarillo, TX	\$4,420	\$260	\$46.47	\$1.18	7
Minneapolis, MN		Tacoma, WA	\$5,380	\$0	\$53.43	\$1.36	4
Council Bluffs, IA		Stockton, CA	\$5,300	\$0	\$52.63	\$1.34	4
Soybeans	Sioux Falls, SD	Tacoma, WA	\$6,050	\$0	\$60.08	\$1.64	3
	Minneapolis, MN	Portland, OR	\$6,100	\$0	\$60.58	\$1.65	3
	Fargo, ND	Tacoma, WA	\$5,950	\$0	\$59.09	\$1.61	3
	Council Bluffs, IA	New Orleans, LA	\$4,975	\$383	\$53.21	\$1.45	8
	Toledo, OH	Huntsville, AL	\$4,954	\$0	\$49.20	\$1.34	0
	Grand Island, NE	Portland, OR	\$5,360	\$540	\$58.59	\$1.59	10

<sup>1</sup>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.

<sup>2</sup>Approximate load per car = 111 short tons (100.7 metric tons): corn 56 pounds per bushel (lbs/bu), wheat and soybeans 60 lbs/bu.

<sup>3</sup>Regional economic areas are defined by the Bureau of Economic Analysis (BEA).

<sup>4</sup>Percentage change year over year (Y/Y) calculated using 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**

Commodity	Origin state	Destination region	Tariff rate per car <sup>1</sup>	Fuel surcharge per car <sup>2</sup>	Tariff rate plus fuel surcharge per:		Percent change <sup>4</sup> Y/Y
					metric ton <sup>3</sup>		
					metric ton <sup>3</sup>	bushe <sup>3</sup>	
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	Tlahnepantla, EM	\$7,687	\$450	\$83.14	\$2.11	5
	SD	Torreon, 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	Torreon, 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	Torreon, CU	\$7,225	\$438	\$78.29	\$1.99	6

<sup>1</sup>Rates are based upon published tariff rates for high-capacity shuttle trains. Shuttle trains are available for qualified shipments of 75-110 cars that meet railroad efficiency requirements.

<sup>2</sup>Fuel surcharge adjusted to reflect the change in Ferrocarril Mexicano, S.A. de C.V railroad fuel surcharge policy as of 10/01/2009.

<sup>3</sup>Approximate load per car = 97.87 metric tons: Com & Sorghum 56 lbs/bu, Wheat & Soybeans 60 lbs/bu.

<sup>4</sup>Percentage change calculated using tariff rate plus fuel surcharge; Y/Y = year over year.

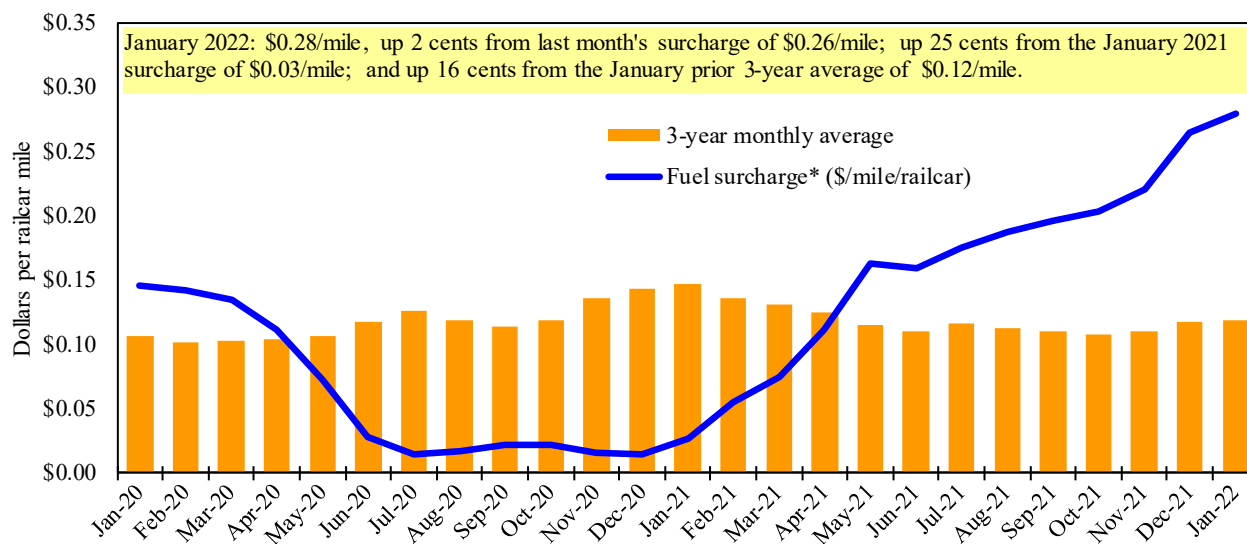
<sup>5</sup>As of January 1, both BNSF and Union Pacific changed their billing and reporting of rates to Mexico.

As we incorporate the change, Table 8 updates will be delayed.

Sources: BNSF Railway, Union Pacific Railroad, Kansas City Southern.

Figure 7

**Railroad fuel surcharges, North American weighted average<sup>1</sup>**



<sup>1</sup> Weighted by each Class I railroad's proportion of grain traffic for the prior year.

\* Beginning January 2009, the Canadian Pacific fuel surcharge is computed by a monthly average of the bi-weekly fuel surcharge.

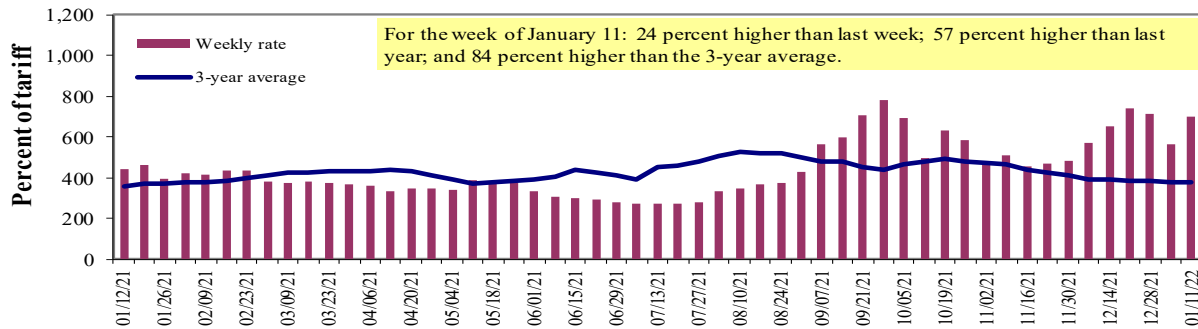
\*\*CSX strike price changed from \$2.00/gal. to \$3.75/gal. starting January 1, 2015.

Sources: BNSF Railway, Canadian National Railway, CSX Transportation, Canadian Pacific Railway, Union Pacific Railroad, Kansas City Southern Railway, Norfolk Southern Corporation.

# Barge Transportation

Figure 8

## Illinois River barge freight rate<sup>1,2</sup>



<sup>1</sup>Rate = percent of 1976 tariff benchmark index (1976 = 100 percent); <sup>2</sup>4-week moving average of the 3-year average.

\*Source: USDA, Agricultural Marketing Service.

Table 9

### Weekly barge freight rates: Southbound only

		Twin Cities	Mid-Mississippi	Lower Illinois River	St. Louis	Cincinnati	Lower Ohio	Cairo-Memphis
Rate <sup>1</sup>	1/11/2022	-	-	700	675	690	690	467
	1/4/2022	-	-	564	473	621	621	433
\$/ton	1/11/2022	-	-	32.48	26.93	32.36	27.88	14.66
	1/4/2022	-	-	26.17	18.87	29.12	25.09	13.60
<b>Current week % change from the same week:</b>								
	Last year	-	-	57	123	105	105	82
	3-year avg. <sup>2</sup>	-	-	84	136	113	113	80
Rate <sup>1</sup>	February	-	-	551	465	525	525	384
	April	450	441	413	313	349	349	272

<sup>1</sup>Rate = percent of 1976 tariff benchmark index (1976 = 100 percent); <sup>2</sup>4-week moving average; ton = 2,000 pounds; "-" not available due to lock closure.

Source: USDA, Agricultural Marketing Service.

Figure 9

### Benchmark tariff rates

#### Calculating barge rate per ton:

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

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

Map Credit: USDA, Agricultural Marketing Service

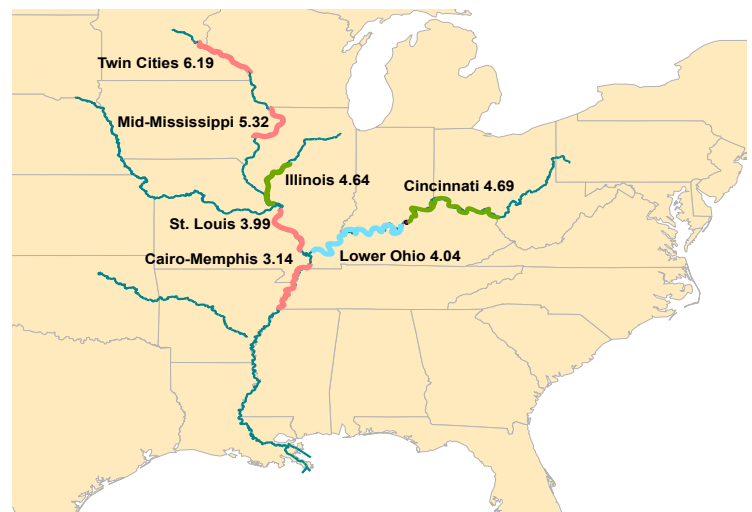
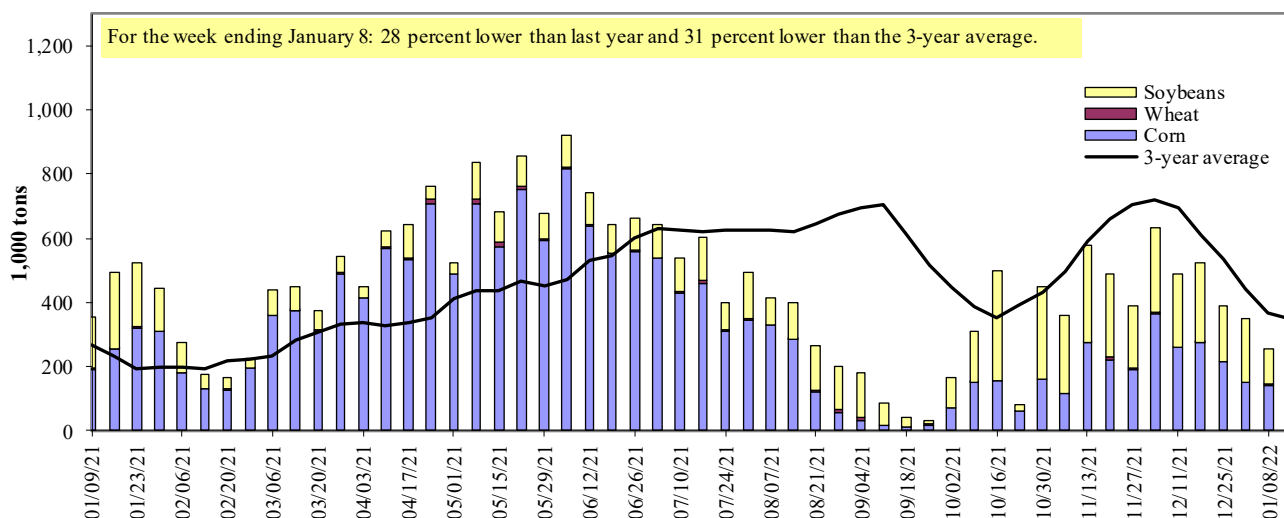


Figure 10

**Barge movements on the Mississippi River<sup>1</sup> (Locks 27 - Granite City, IL)**



<sup>1</sup> The 3-year average is a 4-week moving average.

Source: U.S. Army Corps of Engineers.

Table 10

**Barge grain movements (1,000 tons)**

For the week ending 01/08/2022	Corn	Wheat	Soybeans	Other	Total
<b>Mississippi River</b>					
Rock Island, IL (L15)	0	0	0	0	0
Winfield, MO (L25)	50	2	18	0	69
Alton, IL (L26)	102	2	86	0	190
Granite City, IL (L27)	142	2	112	0	256
<b>Illinois River (La Grange)</b>	111	0	85	0	196
<b>Ohio River (Olmsted)</b>	125	5	118	9	258
<b>Arkansas River (L1)</b>	0	14	17	0	31
Weekly total - 2022	267	21	247	9	545
Weekly total - 2021	320	14	318	2	653
2022 YTD <sup>1</sup>	267	21	247	9	545
2021 YTD <sup>1</sup>	320	14	318	2	653
2022 as % of 2021 YTD	83	155	78	536	83
Last 4 weeks as % of 2021 <sup>2</sup>	74	175	72	183	75
Total 2021	23,516	1,634	11,325	297	36,772

<sup>1</sup> Weekly total, YTD (year-to-date), and calendar year total include MI/27, OH/Olmsted, and AR/1; Other refers to oats, barley, sorghum, and rye.

Total may not add exactly due to rounding.

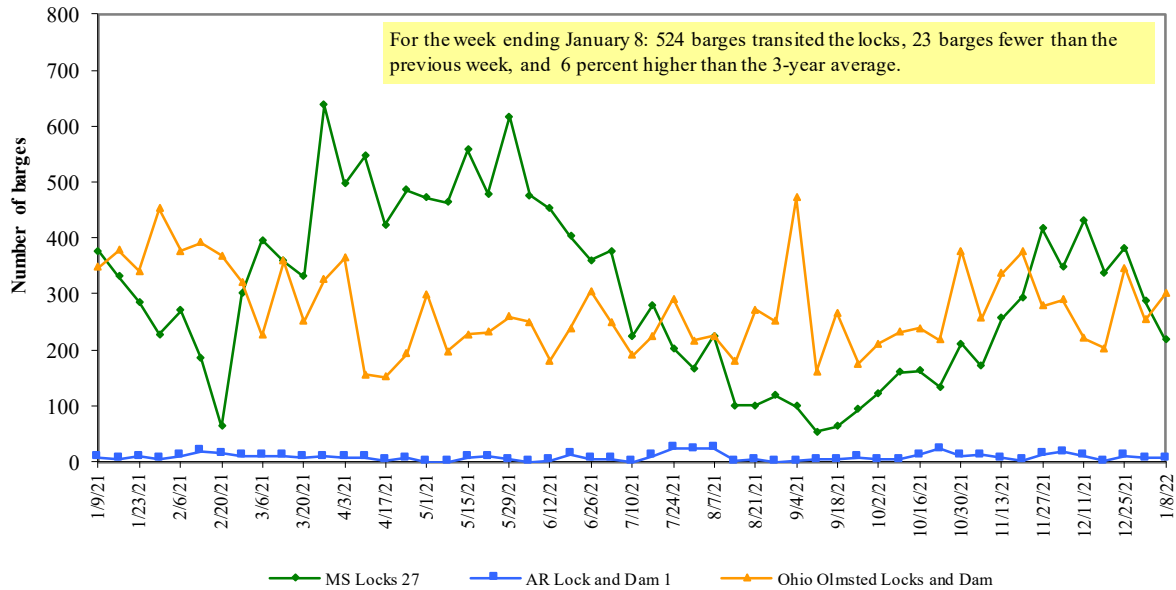
<sup>2</sup> As a percent of same period in 2020.

Note: L (as in "L15") refers to a lock, locks, or locks and dam facility.

Source: U.S. Army Corps of Engineers.

Figure 11

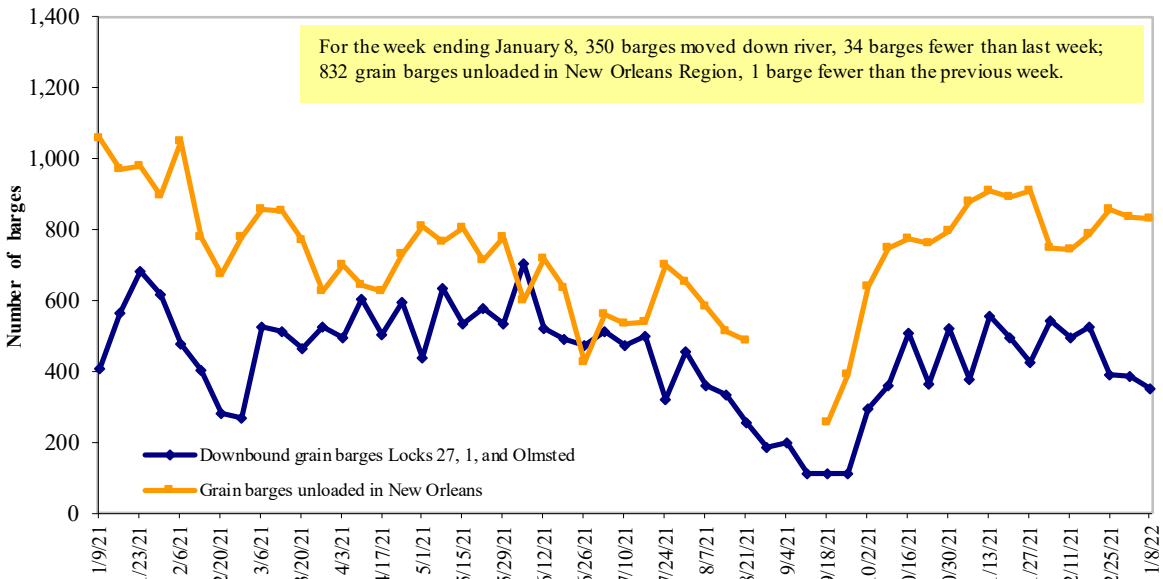
**Upbound empty barges transiting Mississippi River Locks 27, Arkansas River Lock and Dam 1, and Ohio River Olmsted Locks and Dam**



Source: U.S. Army Corps of Engineers.

Figure 12

**Grain barges for export in New Orleans region**



Note: Olmsted = Olmsted Locks and Dam.

Source: U.S. Army Corps of Engineers and USDA, Agricultural Marketing Service.

# Truck Transportation

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 1/10/2022 (U.S. \$/gallon)**

Region	Location	Price	Change from	
			Week ago	Year ago
I	East Coast	3.645	0.041	0.926
	New England	3.627	0.005	0.927
	Central Atlantic	3.808	0.027	0.917
	Lower Atlantic	3.547	0.057	0.939
II	Midwest	3.522	0.045	0.916
III	Gulf Coast	3.384	0.056	0.955
IV	Rocky Mountain	3.666	-0.021	1.076
	West Coast	4.417	0.048	1.278
V	West Coast less California	4.002	0.075	1.209
	California	4.782	0.024	1.355
Total	United States	3.657	0.044	0.987

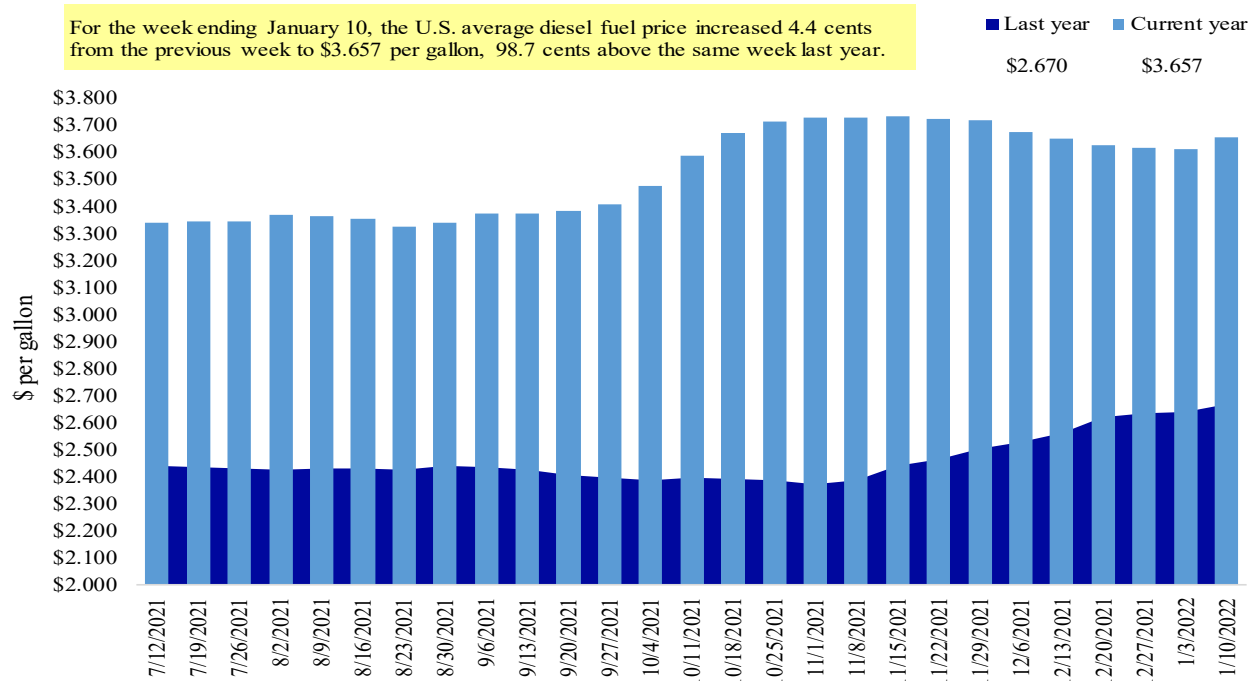
<sup>1</sup>Diesel fuel prices include all taxes. Prices represent an average of all types of diesel fuel.

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

Figure 13

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

For the week ending January 10, the U.S. average diesel fuel price increased 4.4 cents from the previous week to \$3.657 per gallon, 98.7 cents above the same week last year.



Source: U.S. Department of Energy, Energy Information Administration, Retail On-Highway Diesel Prices.

# Grain Exports

Table 12

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

For the week ending	Wheat					All wheat	Corn	Soybeans	Total
	HRW	SRW	HRS	SWW	DUR				
<b>Export balances<sup>1</sup></b>									
12/30/2021	2,095	690	1,221	807	21	4,835	26,344	11,088	42,267
This week year ago	1,460	495	1,753	2,647	101	6,456	28,688	15,693	50,837
<b>Cumulative exports-marketing year<sup>2</sup></b>									
2021/22 YTD	4,226	1,622	3,019	2,069	113	11,049	14,653	30,614	56,315
2020/21 YTD	5,665	1,082	4,228	2,919	489	14,383	15,256	38,872	68,511
YTD 2021/22 as % of 2020/21	75	150	71	71	23	77	96	79	82
Last 4 wks. as % of same period 2020/21*	147	143	70	32	32	77	93	83	88
Total 2020/21	8,331	1,744	7,337	6,281	654	24,347	66,702	60,287	151,336
Total 2019/20	9,526	2,318	6,960	4,751	922	24,477	42,622	43,994	111,094

<sup>1</sup> Current unshipped (outstanding) export sales to date.

<sup>2</sup> Shipped export sales to date; 2021/22 marketing year now in effect for wheat, corn and soybeans.

Note: marketing year: wheat = 6/01-5/31, corn and soybeans = 9/01-8/31. YTD = year-to-date; wks. = weeks; HRW= hard red winter; SRW = soft red winter; HRS= hard red spring; SWW= soft white wheat; DUR= durum.

Source: USDA, Foreign Agricultural Service.

Table 13

## Top 5 importers<sup>1</sup> of U.S. corn

For the week ending 12/30/2021	Total commitments <sup>2</sup>		% change current MY from last MY	Exports <sup>3</sup> 3-yr. avg. 2019-21
	2021/22 current MY	2020/21 last MY		
	1,000 mt -			
Mexico	12,025	9,823	22	14,817
Japan	3,961	5,525	(28)	11,082
China	12,286	11,681	5	7,920
Columbia	2,430	2,057	18	4,491
Korea	78	1,060	(93)	3,302
<b>Top 5 importers</b>	<b>30,781</b>	<b>30,146</b>	<b>2</b>	<b>41,613</b>
<b>Total U.S. corn export sales</b>	<b>40,997</b>	<b>43,944</b>	<b>(7)</b>	<b>53,145</b>
% of projected exports	66%	63%		
Change from prior week <sup>2</sup>	<b>256</b>	<b>749</b>		
<b>Top 5 importers' share of U.S. corn export sales</b>	75%	69%		78%
<b>USDA forecast January 2022</b>	<b>61,705</b>	<b>70,051</b>	<b>(12)</b>	
<b>Corn use for ethanol USDA forecast, January 2022</b>	<b>135,255</b>	<b>127,711</b>	<b>6</b>	

<sup>1</sup>Based on USDA, Foreign Agricultural Service (FAS) marketing year ranking reports for 2020/21; marketing year (MY) = Sep 1 - Aug 31.

<sup>2</sup>Cumulative exports (shipped) + outstanding sales (unshipped), 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.

<sup>3</sup>FAS marketing year ranking reports (carry over plus accumulated export); yr. = year; avg. = average.

Note: A red number in parentheses indicates a negative number; mt = metric ton.

Source: USDA, Foreign Agricultural Service.

Table 14

**Top 5 importers<sup>1</sup> of U.S. soybeans**

For the week ending 12/30/2021	Total commitments <sup>2</sup>		% change current MY from last MY	Exports <sup>3</sup> 3-yr. avg. 2018-20
	2021/22 current MY	2020/21 last MY		
				- 1,000 mt -
China	23,785	32,712	(27)	21,666
Mexico	2,973	3,432	(13)	4,754
Egypt	1,860	1,851	0	3,093
Indonesia	711	1,135	(37)	2,325
Japan	1,276	1,223	4	2,275
<b>Top 5 importers</b>	<b>30,604</b>	<b>40,352</b>	<b>(24)</b>	<b>34,113</b>
<b>Total U.S. soybean export sales</b>	<b>41,702</b>	<b>54,565</b>	<b>(24)</b>	<b>50,758</b>
% of projected exports	75%	88%		
change from prior week <sup>2</sup>	<b>383</b>	<b>(22)</b>		
<b>Top 5 importers' share of U.S. soybean export sales</b>	<b>73%</b>	<b>74%</b>		<b>67%</b>
<b>USDA forecast, January 2022</b>	<b>55,858</b>	<b>61,717</b>	<b>(9)</b>	

<sup>1</sup>Based on USDA, Foreign Agricultural Service (FAS) marketing year ranking reports for 2020/21; marketing year (MY) = Sep 1 - Aug 31.

<sup>2</sup>Cumulative exports (shipped) + outstanding sales (unshipped), FAS weekly export sales report, or export sales query. The total commitments change (net sales) from prior week could include revisions from previous week's outstanding sales and/or accumulated sales.

<sup>3</sup>FAS marketing year ranking reports (carry over plus accumulated export); yr. = year; avg. = average.

Note: A red number in parentheses indicates a negative number; mt = metric ton.

Source: USDA, Foreign Agricultural Service.

Table 15

**Top 10 importers<sup>1</sup> of all U.S. wheat**

For the week ending 12/30/2021	Total Commitments <sup>2</sup>		% change current MY from last MY	Exports <sup>3</sup> 3-yr. avg. 2018-20
	2021/22 current MY	2020/21 last MY		
				- 1,000 mt -
Mexico	2,816	2,711	4	3,388
Philippines	2,397	2,645	(9)	3,121
Japan	1,873	1,937	(3)	2,567
Korea	978	1,415	(31)	1,501
Nigeria	1,595	1,042	53	1,490
China	848	2,387	(64)	1,268
Taiwan	713	940	(24)	1,187
Indonesia	66	825	(92)	1,131
Thailand	439	698	(37)	768
Italy	190	549	(65)	681
<b>Top 10 importers</b>	<b>11,914</b>	<b>15,148</b>	<b>(21)</b>	<b>17,102</b>
<b>Total U.S. wheat export sales</b>	<b>15,883</b>	<b>20,838</b>	<b>(24)</b>	<b>24,617</b>
% of projected exports	71%	77%		
change from prior week <sup>2</sup>	<b>49</b>	<b>275</b>		
<b>Top 10 importers' share of U.S. wheat export sales</b>	<b>75%</b>	<b>73%</b>		<b>69%</b>
<b>USDA forecast, January 2022</b>	<b>22,480</b>	<b>27,030</b>	<b>(17)</b>	

<sup>1</sup>Based on USDA, Foreign Agricultural Service( FAS) marketing year ranking reports for 2020/21; Marketing year (MY) = Jun 1 - May 31.

<sup>2</sup>Cumulative exports (shipped) + outstanding sales (unshipped), FAS weekly export sales report, or export sales query. The total commitments change (net sales) from prior week could include revisions from the previous week's outstanding and/or accumulated sales.

<sup>3</sup>FAS marketing year final reports (carry over plus accumulated export); yr. = year; avg. = average.

Note: A red number in parentheses indicates a negative number.

Source: USDA, Foreign Agricultural Service.



Table 16

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

Port regions	For the week ending 01/06/22	Previous week*	Current week as % of previous	2022 YTD*	2021 YTD*	2022 YTD as % of 2021 YTD	Last 4-weeks as % of:		2021 total*
							Last year	Prior 3-yr. avg.	
<b>Pacific Northwest</b>									
Wheat	83	43	194	83	210	40	31	30	13,243
Corn	94	149	63	94	337	28	63	102	13,420
Soybeans	212	360	59	212	433	49	91	190	14,540
<b>Total</b>	<b>389</b>	<b>553</b>	<b>70</b>	<b>389</b>	<b>980</b>	<b>40</b>	<b>67</b>	<b>101</b>	<b>41,203</b>
<b>Mississippi Gulf</b>									
Wheat	56	56	100	56	11	503	227	99	3,202
Corn	613	258	238	613	882	70	73	104	38,498
Soybeans	534	786	68	534	1,250	43	66	98	27,159
<b>Total</b>	<b>1,203</b>	<b>1,099</b>	<b>109</b>	<b>1,203</b>	<b>2,143</b>	<b>56</b>	<b>70</b>	<b>100</b>	<b>68,858</b>
<b>Texas Gulf</b>									
Wheat	47	18	266	47	58	82	183	68	3,888
Corn	0	0	n/a	0	0	n/a	136	133	627
Soybeans	0	1	0	0	115	0	0	1	1,611
<b>Total</b>	<b>47</b>	<b>19</b>	<b>252</b>	<b>47</b>	<b>172</b>	<b>28</b>	<b>37</b>	<b>48</b>	<b>6,126</b>
<b>Interior</b>									
Wheat	4	33	11	4	17	22	78	107	2,972
Corn	124	178	69	124	103	120	142	155	10,147
Soybeans	92	90	102	92	140	66	81	102	6,525
<b>Total</b>	<b>220</b>	<b>301</b>	<b>73</b>	<b>220</b>	<b>260</b>	<b>85</b>	<b>104</b>	<b>125</b>	<b>19,644</b>
<b>Great Lakes</b>									
Wheat	0	0	n/a	0	0	n/a	127	102	536
Corn	0	0	n/a	0	0	n/a	76	227	145
Soybeans	0	0	n/a	0	0	n/a	46	95	592
<b>Total</b>	<b>0</b>	<b>0</b>	<b>n/a</b>	<b>0</b>	<b>0</b>	<b>n/a</b>	<b>77</b>	<b>110</b>	<b>1,273</b>
<b>Atlantic</b>									
Wheat	4	0	n/a	4	0	n/a	n/a	n/a	128
Corn	7	0	n/a	7	0	n/a	n/a	279	85
Soybeans	8	17	48	8	72	11	67	123	2,184
<b>Total</b>	<b>20</b>	<b>17</b>	<b>118</b>	<b>20</b>	<b>72</b>	<b>28</b>	<b>72</b>	<b>128</b>	<b>2,397</b>
<b>U.S. total from ports*</b>									
Wheat	195	149	130	195	296	66	61	52	23,969
Corn	838	586	143	838	1,322	63	80	112	62,921
Soybeans	847	1,254	67	847	2,009	42	68	111	52,612
<b>Total</b>	<b>1,880</b>	<b>1,989</b>	<b>94</b>	<b>1,880</b>	<b>3,627</b>	<b>52</b>	<b>71</b>	<b>101</b>	<b>139,501</b>

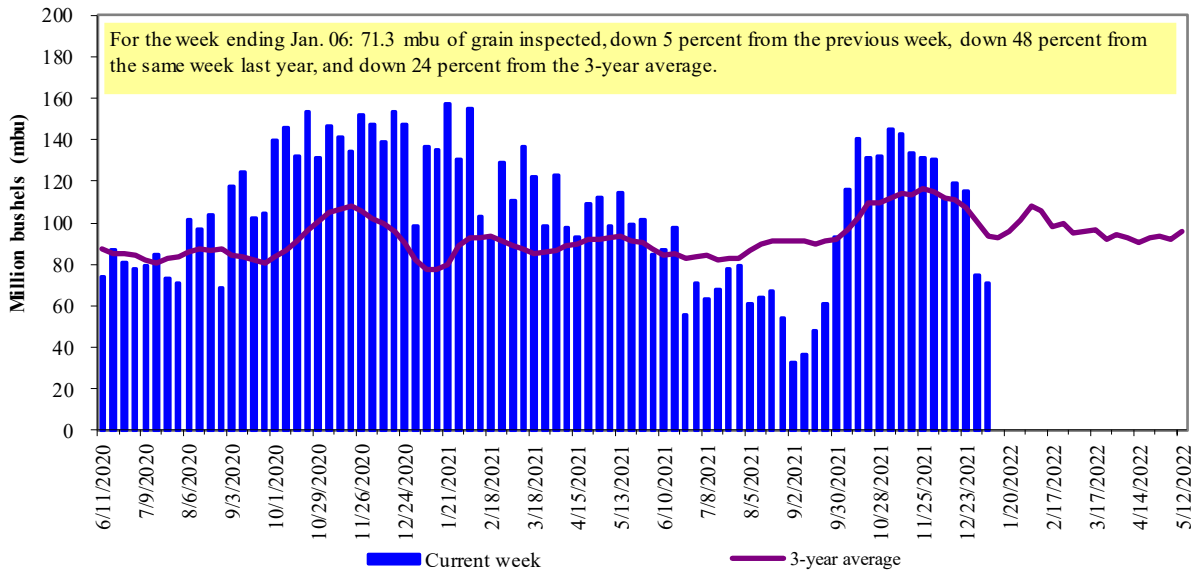
\*Data includes revisions from prior weeks; some regional totals may not add exactly due to rounding.

Source: USDA, Federal Grain Inspection Service; YTD= year-to-date; n/a = not applicable or no change.

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)**

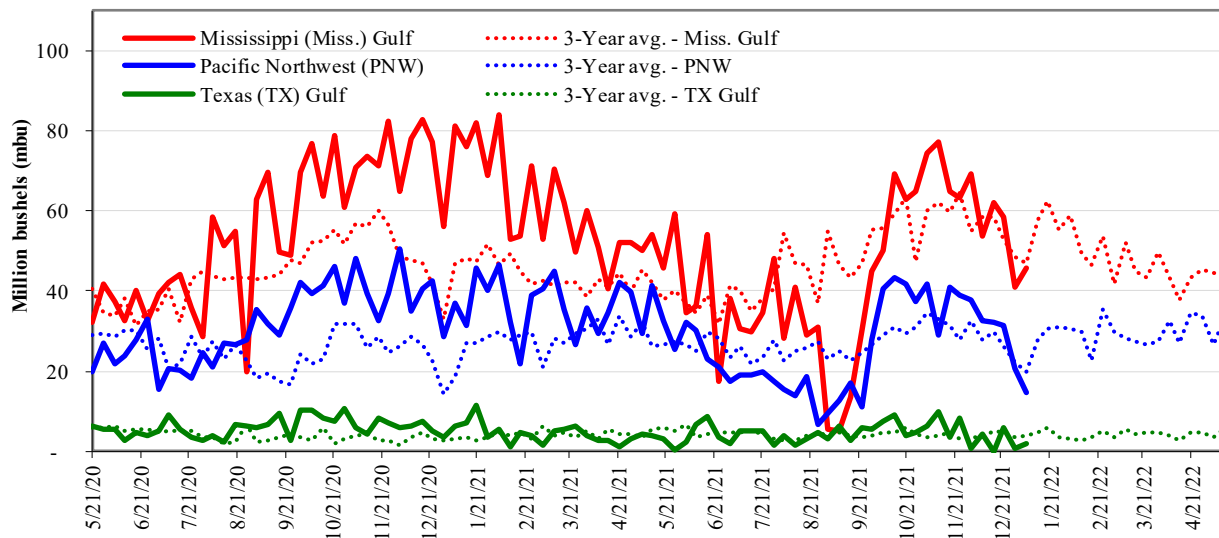


Note: 3-year average consists of 4-week running average.

Source: USDA, Federal Grain Inspection Service.

Figure 15

**U.S. Grain inspections: U.S. Gulf and PNW<sup>1</sup> (wheat, corn, and soybeans)**



Week ending 01/06/22 inspections (mbu):		Percent change from:				
MS Gulf:	45.8	Last wk:	MS Gulf	TX Gulf	U.S. Gulf	PNW
PNW:	14.6	Last Year (same wk):	up 12	up 152	up 14	down 30
TX Gulf:	1.7	3-yr avg.(4-wk. mov. Avg):	down 43	down 72	down 46	down 61
			down 11	down 59	down 15	down 41

Source: USDA, Federal Grain Inspection Service.

# Ocean Transportation

Table 17

**Weekly port region grain ocean vessel activity (number of vessels)**

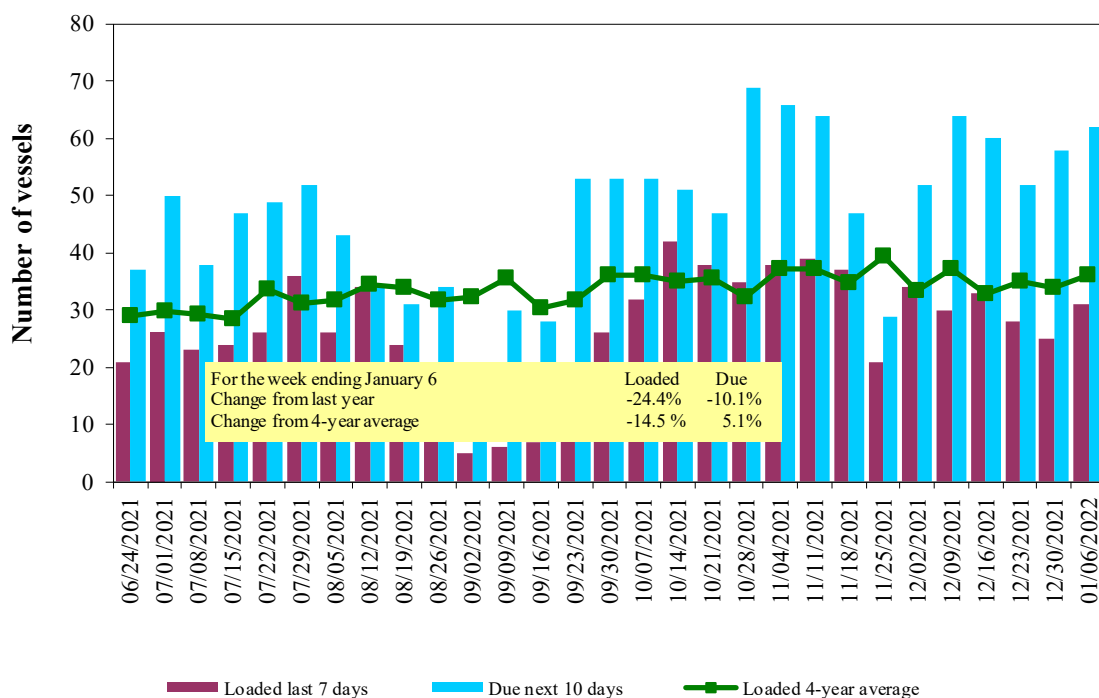
Date	In port	Gulf		Pacific Northwest
		Loaded 7-days	Due next 10-days	In port
1/6/2022	47	31	62	21
12/30/2021	55	25	58	20
2021 range	(10...57)	(5...48)	(15...69)	(4...27)
2021 average	34	32	49	15

Note: n/a = not available due to the holiday

Source: USDA, Agricultural Marketing Service.

Figure 16

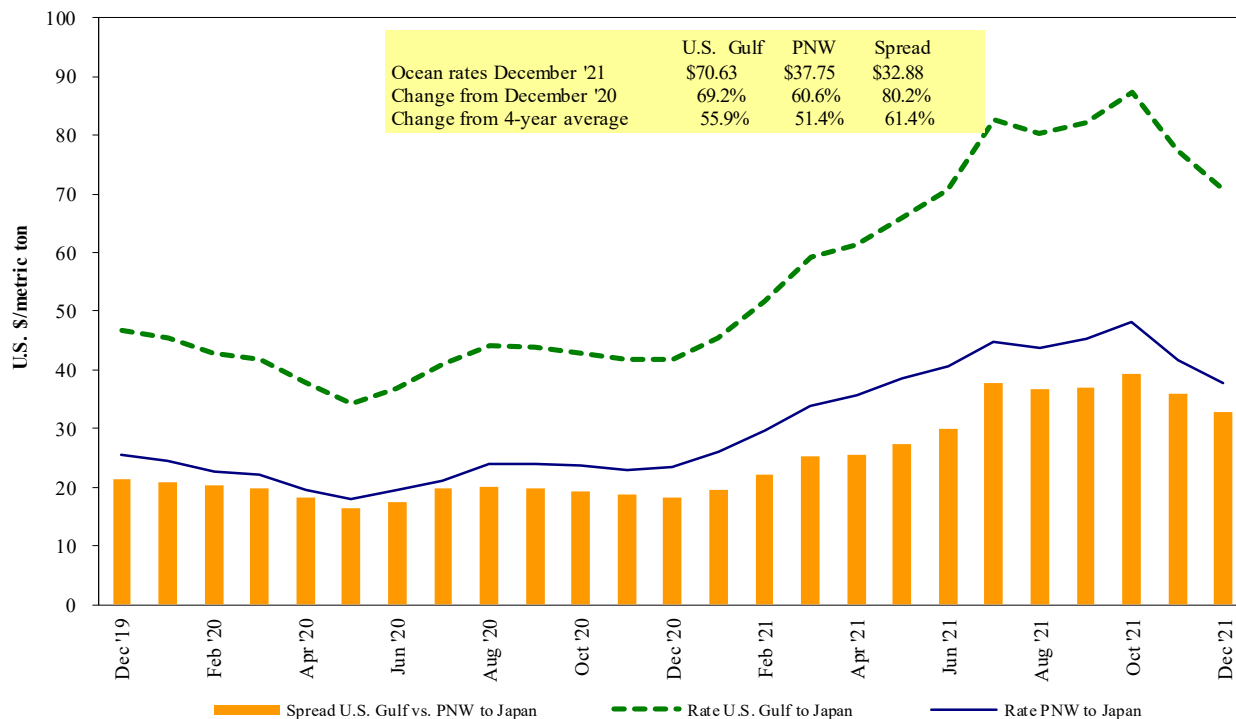
**U.S. Gulf<sup>1</sup> vessel loading activity**



<sup>1</sup>U.S. Gulf includes Mississippi, Texas, and East Gulf.  
 Source: USDA, Agricultural Marketing Service.

Figure 17

Grain vessel rates, U.S. to Japan



Note: PNW = Pacific Northwest

Source: O'Neil Commodity Consulting

Table 18

Ocean freight rates for selected shipments, week ending 01/08/2022

Export region	Import region	Grain types	Loading date	Volume loads (metric tons)	Freight rate (US\$/metric ton)
U.S. Gulf	Japan	Heavy grain	Oct 1/10, 2021	48,000	70.10
U.S. Gulf	Japan	Heavy grain	Aug 21/Sep 9, 2021	50,000	60.90
U.S. Gulf	Japan	Heavy grain	Aug 1/10, 2021	50,000	69.75
U.S. Gulf	Sudan	Wheat	Sep 1/10, 2021	49,000	79.12*
U.S. Gulf	China	Heavy grain	Dec 1/10, 2021	65,000	76.00
U.S. Gulf	China	Heavy grain	Nov 1/10, 2021	66,000	89.00
U.S. Gulf	China	Heavy grain	Oct 1/10, 2021	55,000	81.50
U.S. Gulf	Djibouti	Wheat	Jul 6/16, 2021	5,880	85.70*
U.S. Gulf	S. Korea	Heavy grain	Dec 1/10, 2021	51,000	940.00
PNW	Japan	Wheat	Sep 1, 2021	52,170	56.55*
PNW	Japan	Wheat	Jul 25/ Aug 5, 2021	32,590	64.00
PNW	Taiwan	Wheat	Nov 1/10, 2021	49,580	67.30
PNW	Taiwan	Heavy grain	Aug 20/30, 2021	35,000	64.20*
PNW	Taiwan	Wheat	Aug 1/10, 2021	55,000	54.95
Brazil	N. China	Heavy grain	Jan 1/5, 2022	64,000	58.25
Australia	Japan	Barley	Nov 1/10, 2021	55,000	65.50
River Plate	South Korea	Corn	Oct 21, 2021	67,000	79.80

\*50 percent of food aid from the United States is required to be shipped on U.S.-flag vessels.

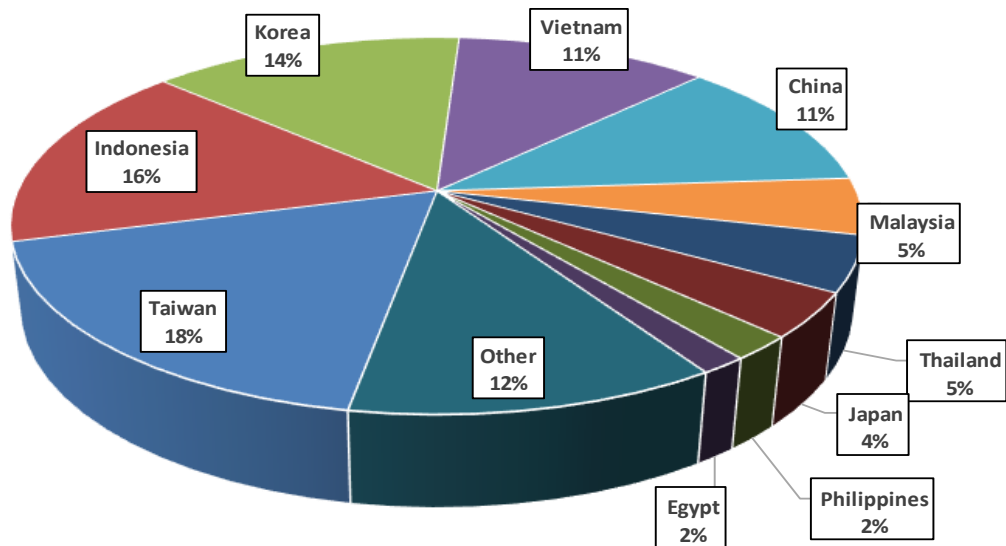
Note: Rates shown are per metric ton (2,204.62 lbs. = 1 metric ton), free on board (F.O.B), except where otherwise indicated;

op = option.

Source: Maritime Research, Inc.

In 2019, containers were used to transport 9 percent of total U.S. waterborne grain exports. Approximately 60 percent of U.S. waterborne grain exports in 2019 went to Asia, of which 14 percent were moved in containers. Approximately 94 percent of U.S. waterborne containerized grain exports were destined for Asia.

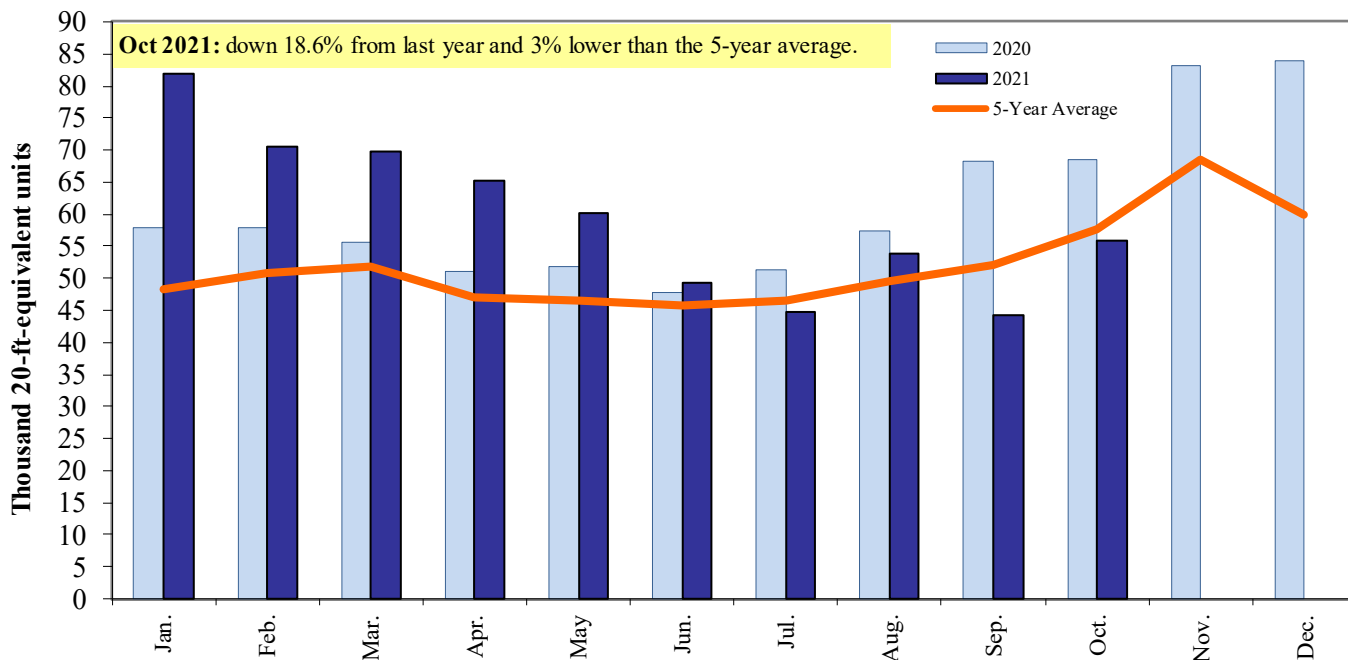
**Figure 18**  
**Top 10 destination markets for U.S. containerized grain exports, Jan-Oct 2021**



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

Source: USDA, Agricultural Marketing Service, Transportation Services Division analysis of PIERS data.

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



Note: The following Harmonized Tariff Codes are used to calculate containerized grains movements: 100190, 100200, 100300, 100400, 100590, 100700, 110100, 110220, 110290, 1201, 120190, 120810, 230210, 230310, 230330, and 230990.

Source: USDA, Agricultural Marketing Service, Transportation Services Division analysis of PIERS data.

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