USDA United States Department of Agriculture

Grain Transportation Report

A weekly publication of the Agricultural Marketing Service
www.ams.usda.gov/GTR

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Contents

The next release is February 24, 2022

WEEKLY HIGHLIGHTS

Winter Weather Snarls Barge Traffic, but Conditions Are Improving

In many northern locations (including the Upper Mississippi River), severe winter weather created obstacles for downbound barge traffic over the past month. However, the weather and logistics both show signs of improving. For the week ending February 12, downbound barged grain movements through the Mississippi River locks dropped to 426,106 tons—38 percent lower than the same week last year and 29 percent lower than the previous-5-year average (***GTR* table 10**). Likewise, cold weather and ice created delays on the Illinois River, as all locks required operators to practice ice couplings (i.e., a way of joining barges to one another with freezing water). On the Upper Ohio River, also, ice complicated both up and downbound barge movements, creating delays. In St. Louis, low-water conditions forced barge operators to reduce both tow sizes and weights. Despite all of these persistent challenges, the industry is optimistic that navigation will continue to improve in mid to late February, with the arrival of warmer temperatures.

USDA Research Compares U.S. and Ukrainian Logistics in Exporting Corn

USDA's Agricultural Marketing Service recently summarized research conducted in cooperation with North Dakota State University. The research report is titled *Logistical Competition for Corn Shipments From the United States and Ukraine to Targeted International Markets*. The researchers examine and compare the relative advantages and disadvantages of the United States and Ukraine in major corn-export markets. Both countries had advantages in major markets. From 2015-19, the United States had a logistical cost advantage over Ukraine in serving China and South Korea (from the U.S. Gulf) and Japan (from the Pacific Northwest (PNW)). However, for most of the 2015-19 study period, Ukraine was the dominant supplier of corn to China. The study authors suggest Ukraine's dominance probably reflects China's goal of diversification, its willingness to pay a premium for non-U.S. origin corn, and its desire for less transparent trading mechanisms. Ukraine had a cost advantage over the United States in serving the European Union (EU) and Indonesia. However, that advantage mostly derived from the EU's extra 25-percent tariff applied to corn imports from the United States, as well as from the EU's restrictions against genetically engineered corn imports.

FMCSA Extends HOS Waiver for Transporting Fuel in Midwest

On February 3, the Federal Motor Carrier Safety Administration (FMCSA) extended a regional emergency order waiving hours-of-service (HOS) regulations for drivers of commercial motor vehicles carrying petroleum and propane products. The major grain-producing States affected by the order are Illinois, Indiana, Iowa, Kansas, Minnesota, Michigan, Missouri, Nebraska, North Dakota, and South Dakota. The HOS waiver is largely intended to ensure adequate supplies of propane and petroleum products—necessary for continuing to process and dry harvested crops. The waiver is extended through March 8 or the end of the emergency, whichever is earlier. The order was originally issued on January 7.

Snapshots by Sector

Export Sales

For the week ending February 3, **unshipped balances** of wheat, corn, and soybeans for marketing year 2021/22 totaled 38.7 million metric tons (mmt), down 26 percent from the same time last year, and down 1 percent from the previous week. Net **corn export sales** were 0.589 mmt, down 50 percent from the previous week. Net **soybean export sales** were 1.596 mmt, up 46 percent from the previous week. Net weekly **wheat export sales** were 0.085 mmt, up 47 percent from the previous week.

Rail

U.S. Class I railroads originated 23,517 **grain carloads** during the week ending February 5. This was a 6-percent decrease from the previous week, 10 percent fewer than last year, and 3 percent more than the 3-year average.

Average February shuttle **secondary railcar** bids/offers (per car) were $38 above tariff for the week ending February 10. This was $633 less than last week and $229 lower than this week last year. There were no non-shuttle bids/offers this week.

Barge

For the week ending February 12, **barged grain movements** totaled 426,106 tons. This was 27 percent lower than the previous week and 37 percent less than the same period last year.

For the week ending February 12, 270 grain barges **moved down river**—93 fewer barges than the previous week. There were 823 grain barges **unloaded** in the New Orleans Region, 31 percent more than last week.

Ocean

For the week ending February 10, 32 **oceangoing grain vessels** were loaded in the Gulf—33 percent fewer than the same period last year. Within the next 10 days (starting February 11), 53 vessels were expected to be loaded—15 percent fewer than the same period last year.

As of February 10, the rate for shipping a metric ton (mt) of grain from the U.S. Gulf to Japan was $65.00. This was 7 percent more than the previous week. The rate from the Pacific Northwest to Japan was $36.00 per mt, 6 percent more than the previous week.

Fuel

For the week ending February 14, the U.S. average **diesel fuel price** increased 6.8 cents from the previous week to $4.019 per gallon, 114.3 cents above the same week last year. At $3.884 per gallon, the average Midwest diesel price increased 40.7 cents in the past 6 weeks.

Preferred citation: U.S. Department of Agriculture, Agricultural Marketing Service. *Grain Transportation Report.* February 17, 2022.
Web: **http://dx.doi.org/10.9752/TS056.02-17-2022**

Feature Article/Calendar

Fourth-Quarter Corn and Soybean Landed Costs Decline From Previous Quarter

Transportation costs for shipping corn and soybeans from Minneapolis, MN, to Japan via the U.S. Gulf (Gulf route) increased—both from third quarter to fourth quarter 2021 (quarter to quarter) and from fourth quarter 2020 to fourth quarter 2021 (year to year). Also, for shipping corn and soybeans from Minneapolis, MN, to Japan via the Pacific Northwest (PNW route), transportation costs increased, both from quarter to quarter and year to year.

For both routes, landed costs for shipping corn and soybeans rose from year to year (tables 1 and 2), but declined from quarter to quarter. The main driver of increased landed costs was rising corn and soybean farm values. While total landed costs for corn have mostly remained steady since 2015, fourth-quarter 2021 landed costs for soybeans were at the highest since fourth quarter 2012 (see figure, p.3).

U.S. Gulf Costs

Quarter to quarter. Transportation costs for shipping corn and soybeans via the Gulf route rose 1 percent from quarter to quarter (see table 1). The rise in transportation costs included a 12-percent increase in trucking rates due to rising diesel costs and demand for trucking services. Barge rates increased by 8 percent, but ocean freight rates decreased by 4 percent.

Year to year. With a significant jump in ocean freight rates, transportation costs for shipping corn and soybeans via the Gulf route increased 35 percent from year to year (table 1). Ocean freight rates rose because of expansionary monetary policies, stimulus packages, the reopening of major economies from the COVID-19 pandemic, and increased trade of bulk commodities around the globe *Grain Transportation Report (GTR)*, January 20, 2022.

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

	Corn					Soybeans				
	$/metric ton			Percent change		$/metric ton			Percent Change	
	4th qtr. '20	3rd qtr. '21	4th qtr. '21	Yr. to Yr.	Qtr to Qtr	4th qtr. '20	3rd qtr. '21	4th qtr. '21	Yr. to Yr.	Qtr to Qtr
Truck	11.38	13.19	14.79	29.96	12.13	11.38	13.19	14.79	29.96	12.13
Barge[1]	41.37	32.61	35.24	-14.82	8.07	41.37	32.61	35.24	-14.82	8.07
Ocean	42.11	81.71	78.50	86.42	-3.93	42.11	81.71	78.50	86.42	-3.93
Total transportation cost	94.86	127.51	128.53	35.49	0.80	94.86	127.51	128.53	35.49	0.80
Farm value[3]	140.02	228.33	202.22	44.42	-11.44	364.86	482.51	448.27	22.86	-7.10
Total landed cost	234.88	355.84	330.75	40.82	-7.05	459.72	610.02	576.80	25.47	-5.45
Transportation % landed cost	40.39	35.83	38.86			20.63	20.90	22.28		

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

	Corn					Soybeans				
	$/metric ton			Percent change		$/metric ton			Percent Change	
	4th qtr. '20	3rd qtr. '21	4th qtr. '21	Yr. to Yr.	Qtr to Qtr	4th qtr. '20	3rd qtr. '21	4th qtr. '21	Yr. to Yr.	Qtr to Qtr
Truck	11.38	13.19	14.79	29.96	12.13	11.38	13.19	14.79	29.96	12.13
Rail[2]	51.44	51.44	53.43	3.87	3.87	58.59	59.25	60.58	3.40	2.24
Ocean	23.40	44.56	42.49	81.58	-4.65	23.40	44.56	42.49	81.58	-4.65
Total Transportation Cost	86.22	109.19	110.71	28.40	1.39	93.37	117.00	117.86	26.23	0.74
Farm Value[3]	140.02	228.33	202.22	44.42	-11.44	364.86	482.57	448.27	22.86	-7.11
Total Landed Cost	226.24	337.52	312.93	38.32	-7.29	458.23	599.57	566.13	23.55	-5.58
Transportation % Landed Cost	38.11	32.35	35.38			20.38	19.51	20.82		

[1] Barge rates are from Minneapolis, MN to the Gulf.

[2] All rail tariffs include fuel surcharges and revisions for heavy axle rail cars and shuttle trains. The rail tariff rate is a base price of rail freight rates, but during periods of high rail demand or car shortages, high auction and secondary market rates could exceed the base rail tariffs per car.

[3] USDA, National Agricultural Statistics Service is the source for corn and soybean prices.

Note: qtr. = quarter; yr. = year.

Source: USDA, Agricultural Marketing Service.

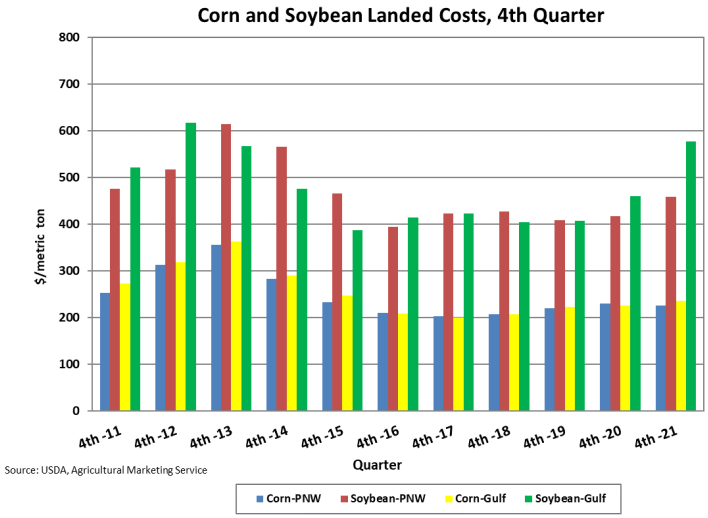
U.S. Gulf landed costs. Fourth-quarter total landed costs for shipping via the Gulf route were $331 per metric ton (mt) for corn and $577 per mt for soybeans (see figure, p. 3). Quarter to quarter, landed costs for shipping via the Gulf route decreased 7 percent for corn and 5 percent for soybeans. These decreases were mainly in response to lower ocean freight rates and falling farm values (see table 1).

Year to year, landed costs for shipping via the Gulf route rose 41 percent for corn and rose 25 percent for soybeans. Fourth-quarter transportation costs for shipping corn via the Gulf route represented 39 percent of total landed costs, which were up from quarter to quarter, but down from year to year. Fourth-quarter transportation costs for shipping soybeans via the Gulf route accounted for 22 percent of landed costs, which slightly increased from quarter to quarter and from year to year.

Pacific Northwest Costs

Quarter to quarter. Transportation costs for shipping via the PNW route increased 1 percent for corn and soybeans from quarter to quarter. Trucking rates increased, but ocean freight rates decreased, reflecting the typical seasonal (holiday) lull in market activity (*GTR*, January 20, 2022). Rail rates for shipping to PNW increased for both corn and soybeans.

Year to year. Year to year transportation costs increased 28 percent for corn and 26 percent for soybeans (see table 2). Rail rates for shipping to PNW slightly increased for both commodities.



PNW landed costs. Total fourth-quarter landed costs were $313 per mt for corn and $566 per mt for soybeans. (see figure). Quarter to quarter, total landed costs for shipping corn and soybeans decreased 7 percent and 6 percent, respectively. The decreases were in response to lower farm values and ocean freight rates. Year to year, total landed costs increased 38 percent for corn and increased 23 percent for soybeans—in both cases, responding to significantly higher truck rates, ocean freight rates, and farm values. Transportation costs for shipping corn represented 35 percent of the landed cost for corn, which was up quarter to quarter and down year to year. Transportation costs for shipping soybeans via the PNW route represented 21 percent of the landed costs, which were slightly up quarter to quarter and slightly up year to year.

Fourth-Quarter Corn and Soybean Inspections and Annual Forecasts

Fourth-quarter export inspections of corn decreased 9 percent from 2020 because of decreased demand from Asia and Latin America (see *GTR*, January 13, 2022), according to USDA's Federal Grain Inspection Service. Inspections of corn destined to Japan showed a sharp year-to-year 30-percent increase, to 1.9 mmt. However, inspections of corn exports to Asia and to South America decreased year to year. Fourth-quarter soybean inspections destined to Japan slightly increased from 2020, to 0.667 mmt.

Current marketing-year forecasts. According to USDA's February *World Agricultural Supply and Demand Estimates* report, the forecast for current marketing year (MY 2021/22) U.S. corn exports is unchanged from January and down 12 percent from MY 2020/21. The decrease in the year-to-year forecast for corn exports is mainly due to lower production and consumption projections. The February forecast for MY 2021/22 U.S. soybean exports is unchanged from January and down 9 percent from MY 2020/21.

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Grain Transportation Indicators

Table 1

Grain transport cost indicators[1]

	Truck	Rail		Barge	Ocean	
For the week ending		Non-Shuttle	Shuttle		Gulf	Pacific
02/16/22	270	298	228	385	291	255
02/09/22	265	298	253	401	273	241

[1]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

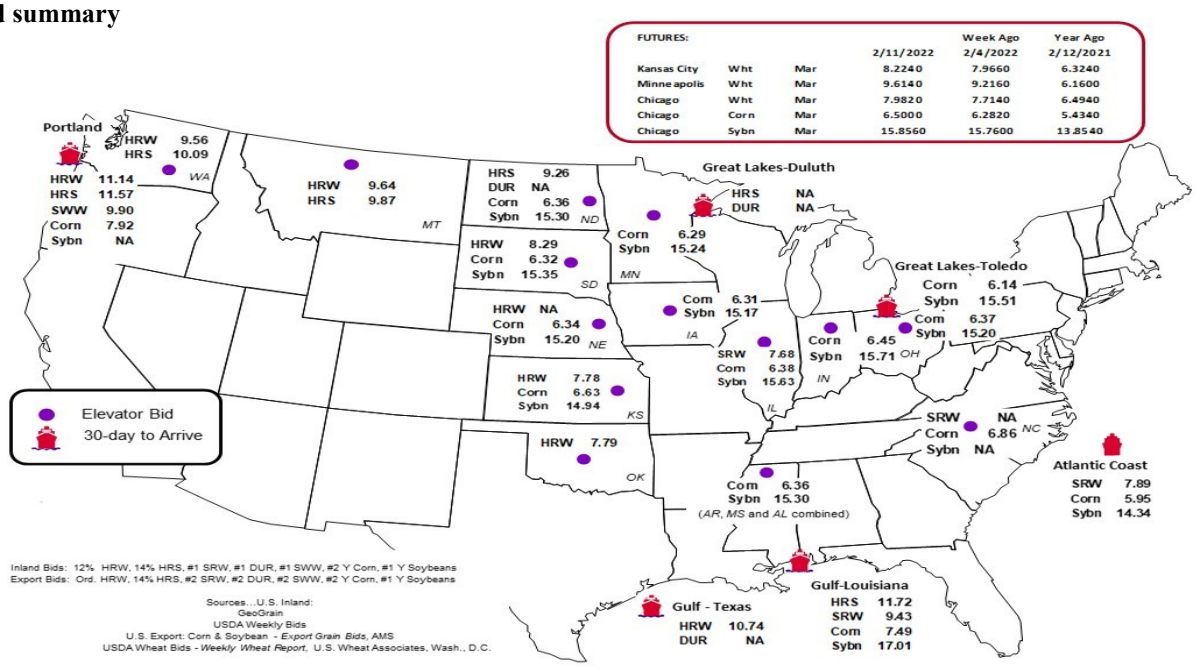
Market Update: U.S. origins to export position price spreads ($/bushel)

Commodity	Origin–destination	2/11/2022	2/4/2022
Corn	IL–Gulf	-1.11	-1.07
Corn	NE–Gulf	-1.15	-1.10
Soybean	IA–Gulf	-1.84	-1.70
HRW	KS–Gulf	-2.96	-3.00
HRS	ND–Portland	-2.31	-2.32

Note: nq = no quote; n/a = not available; HRW = hard red winter wheat; HRS = hard red spring wheat.
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)[1]

For the week ending	Mississippi Gulf	Texas Gulf	Pacific Northwest	Atlantic & East Gulf	Total	Week ending	Cross-border Mexico[3]
2/9/2022[p]	1,024	1,383	6,066	850	9,323	2/5/2022	2,538
2/2/2022[r]	2,007	1,431	7,426	632	11,496	1/29/2022	3,072
2022 YTD[r]	7,547	7,554	34,395	3,916	53,412	2022 YTD	14,396
2021 YTD[r]	10,273	10,659	37,361	4,853	63,146	2021 YTD	11,382
2022 YTD as % of 2021 YTD	73	71	92	81	85	% change YTD	126
Last 4 weeks as % of 2021[2]	69	74	93	79	84	Last 4wks. % 2021	108
Last 4 weeks as % of 4-year avg.[2]	145	115	118	180	124	Last 4wks. % 4 yr.	123
Total 2021	54,982	69,213	311,407	22,567	458,169	Total 2021	147,859
Total 2020	45,294	64,116	299,882	24,458	433,750	Total 2020	128,714

[1]Data is incomplete as it is voluntarily provided.

[2] Compared with same 4-weeks in 2021 and prior 4-year average.

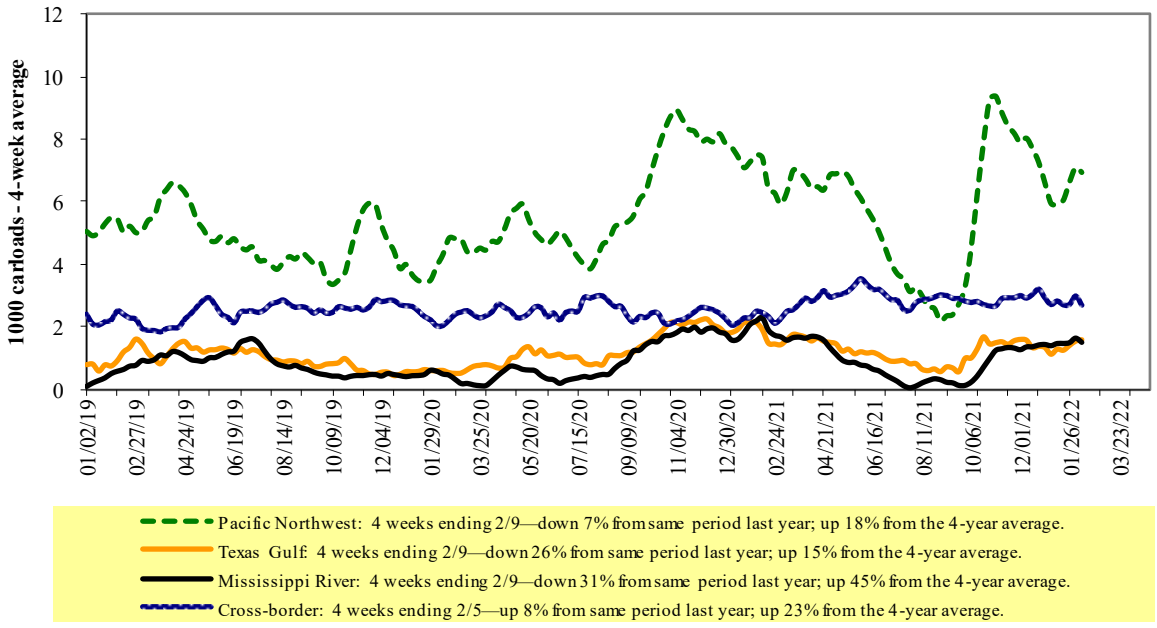
[3] Cross-border weekly data is approximately 15 percent below the Association of American Railroads' reported weekly carloads received by Mexican railroads to reflect switching between Kansas City Southern de Mexico (KCSM) and Grupo Mexico.

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:	East		West			U.S. total	Canada	
2/5/2022	CSXT	NS	BNSF	KCS	UP		CN	CP
This week	1,407	1,678	12,359	1,264	6,809	23,517	2,552	3,024
This week last year	1,786	2,559	14,526	827	6,388	26,086	4,920	4,401
2022 YTD	8,770	11,010	59,060	6,942	32,249	118,031	16,591	16,766
2021 YTD	10,921	14,911	69,967	5,321	34,876	135,996	27,155	24,661
2022 YTD as % of 2021 YTD	80	74	84	130	92	87	61	68
Last 4 weeks as % of 2021*	88	73	86	153	92	89	61	67
Last 4 weeks as % of 3-yr. avg.**	96	81	100	141	115	103	80	80
Total 2021	93,935	120,911	609,890	64,818	318,002	1,207,556	210,311	242,533

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

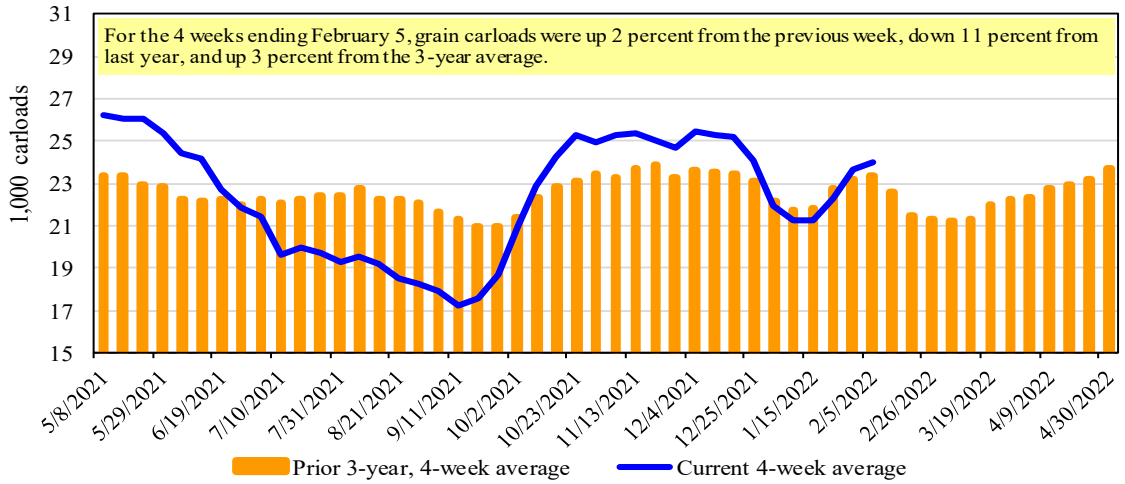
**The past 4 weeks as a percent of the same period from the prior 3-year average. YTD = year-to-date; avg. = average; yr. = year.

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[1] ($/car)[2]

For the week ending:		Delivery period							
2/10/2022		Feb-22	Feb-21	Mar-22	Mar-21	Apr-22	Apr-21	May-22	May-21
BNSF[3]	COT grain units	no bids	no offer	no bids	no bids	no bids	no bids	no bids	no bids
	COT grain single-car	no bids	no offer	0	6	0	0	0	no bids
UP[4]	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

[1]Auction offerings are for single-car and unit train shipments only.

[2]Average premium/discount to tariff, last auction. n/a = not available.

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

[4]UP - GCAS = Union Pacific Railroad Grain Car Allocation System.

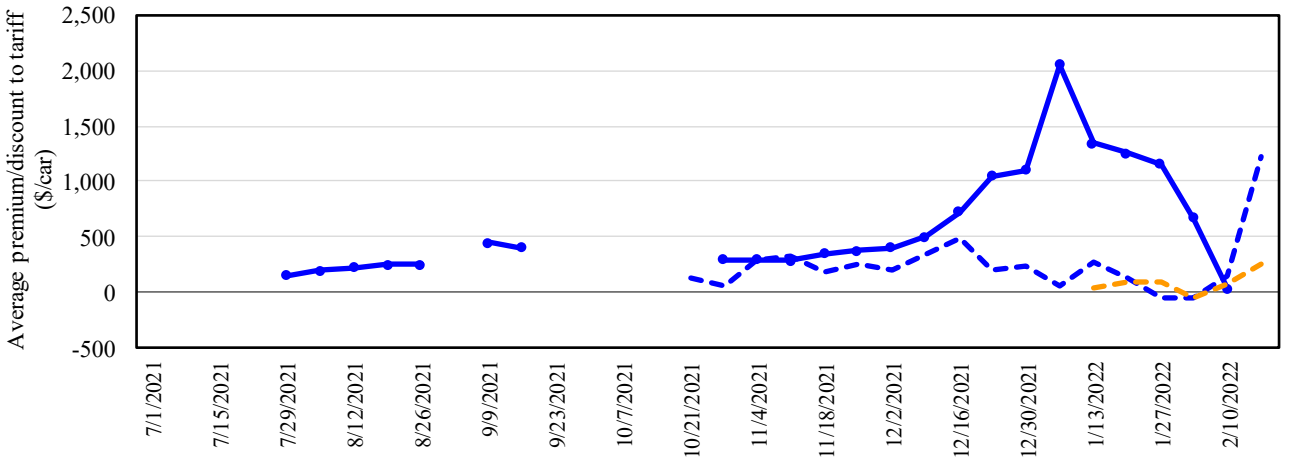
Region 1 includes: AR, IL, LA, MO, NM, OK, TX, WI, and Duluth, MN.

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
Secondary market bids/offers for railcars to be delivered in February 2022

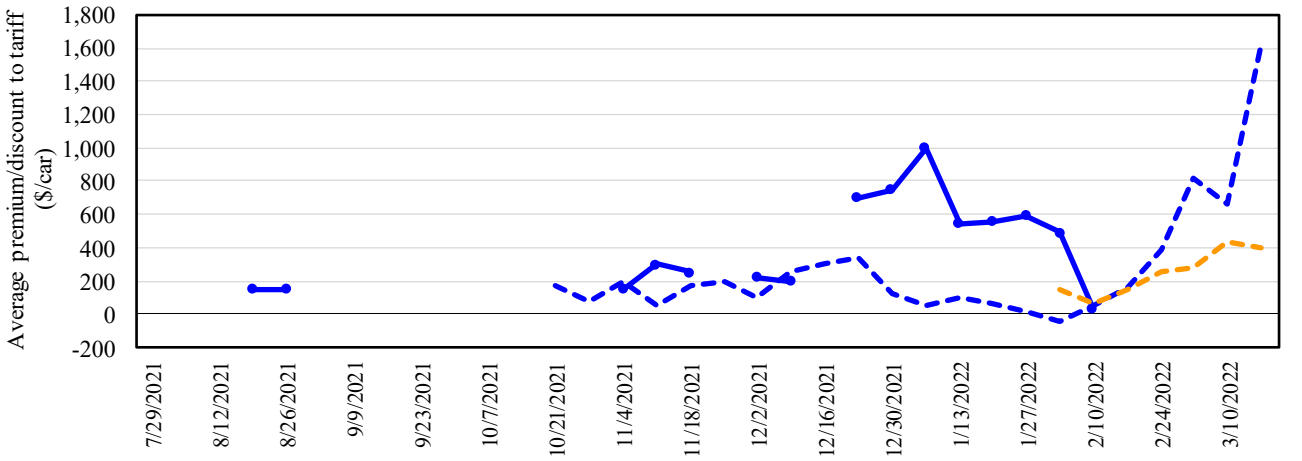


2/10/2022	BNSF	UP
Non-shuttle	n/a	n/a
Shuttle	$0	$75

There were no non-shuttle bids/offers this week.
Average shuttle bids/offers fell $633 this week and are $2,013 below 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.

Figure 5
Secondary market bids/offers for railcars to be delivered in March 2022



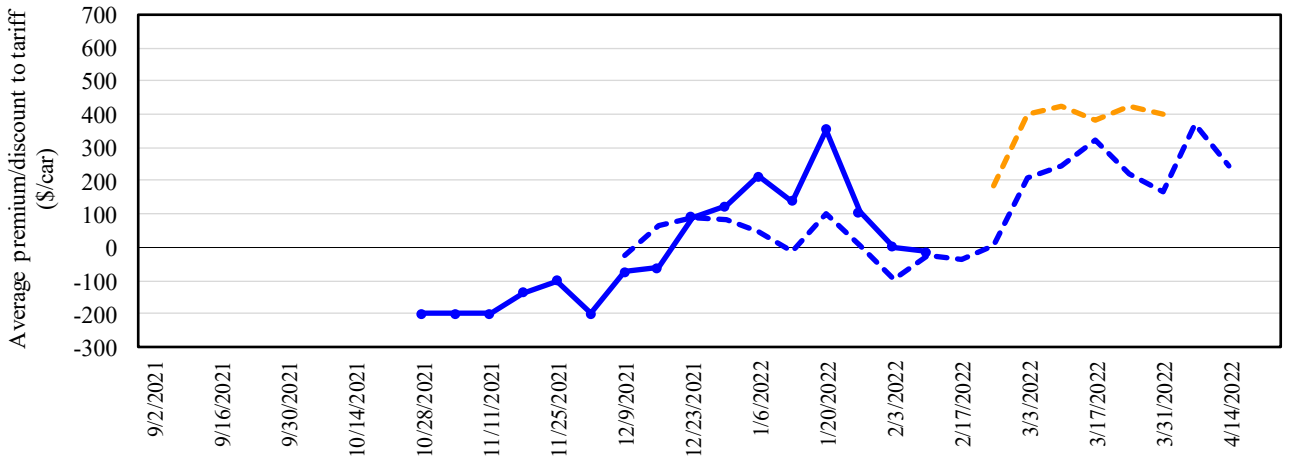
2/10/2022	BNSF	UP
Non-shuttle	n/a	n/a
Shuttle	-$88	$150

There were no non-shuttle bids/offers this week.
Average shuttle bids/offers fell $463 this week and are $967 below 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.

Figure 6

Secondary market bids/offers for railcars to be delivered in April 2022



2/10/2022	BNSF	UP
Non-shuttle	n/a	n/a
Shuttle	-$50	$25

There were no non-shuttle bids/offers this week.
Average shuttle bids/offers fell $13 this week and are $366 below 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)[1]

	For the week ending: 2/10/2022	Delivery period					
		Feb-22	Mar-22	Apr-22	May-22	Jun-22	Jul-22
Non-shuttle	**BNSF-GF**	**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
	UP-Pool	**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	**BNSF-GF**	**0**	**(88)**	**(50)**	**(158)**	**n/a**	**n/a**
	Change from last week	(817)	(476)	(50)	(0)	n/a	n/a
	Change from same week 2021	(400)	(213)	0	(75)	n/a	n/a
	UP-Pool	**75**	**150**	**25**	**(150)**	**(133)**	**n/a**
	Change from last week	(450)	(450)	n/a	n/a	n/a	n/a
	Change from same week 2021	(58)	50	25	n/a	n/a	n/a

[1]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[1]

February 2022	Origin region[3]	Destination region[3]	Tariff rate/car	Fuel surcharge per car	Tariff plus surcharge per: metric ton	Tariff plus surcharge per: bushel[2]	Percent change Y/Y[4]
Unit train							
Wheat	Wichita, KS	St. Louis, MO	$3,695	$157	$38.25	$1.04	3
	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	$4,436	$276	$46.79	$1.27	2
	Sioux Falls, SD	Galveston-Houston, TX	$7,026	$0	$69.77	$1.90	3
	Colby, KS	Galveston-Houston, TX	$4,712	$302	$49.79	$1.36	2
	Amarillo, TX	Los Angeles, CA	$5,121	$421	$55.03	$1.50	5
Corn	Champaign-Urbana, IL	New Orleans, LA	$4,000	$312	$42.82	$1.09	8
	Toledo, OH	Raleigh, NC	$8,130	$0	$80.73	$2.05	4
	Des Moines, IA	Davenport, IA	$2,505	$66	$25.53	$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	$194	$41.65	$1.06	6
	Des Moines, IA	Los Angeles, CA	$5,880	$565	$64.00	$1.63	8
Soybeans	Minneapolis, MN	New Orleans, LA	$3,631	$420	$40.22	$1.09	9
	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	$4,665	$312	$49.42	$1.35	5
Shuttle train							
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	$496	$64.62	$1.76	5
Corn	Minneapolis, MN	Portland, OR	$5,380	$0	$53.43	$1.36	4
	Sioux Falls, SD	Tacoma, WA	$5,340	$0	$53.03	$1.35	4
	Champaign-Urbana, IL	New Orleans, LA	$3,920	$312	$42.02	$1.07	8
	Lincoln, NE	Galveston-Houston, TX	$4,080	$0	$40.52	$1.03	5
	Des Moines, IA	Amarillo, TX	$4,420	$244	$46.32	$1.18	6
	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	$4,895	$360	$52.18	$1.42	5
	Toledo, OH	Huntsville, AL	$4,954	$0	$49.20	$1.34	0
	Grand Island, NE	Portland, OR	$5,280	$507	$57.47	$1.56	7

[1]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.

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

[3]Regional economic areas are defined by the Bureau of Economic Analysis (BEA).

[4]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

Date: December 2021							
Commodity	Origin state	Destination region	Tariff rate per car[1]	Fuel surcharge per car[2]	Tariff rate plus fuel surcharge per: metric ton[3]	bushel[3]	Percent change[4] Y/Y
Wheat	MT	Chihuahua, CI	$7,699	$0	$78.67	$2.14	4
	OK	Cuautitlan, EM	$6,900	$230	$72.85	$1.98	6
	KS	Guadalajara, JA	$7,619	$719	$85.19	$2.32	7
	TX	Salinas Victoria, NL	$4,420	$138	$46.57	$1.27	4
Corn	IA	Guadalajara, JA	$9,102	$663	$99.77	$2.53	6
	SD	Celaya, GJ	$8,300	$0	$84.81	$2.15	2
	NE	Queretaro, QA	$8,322	$462	$89.75	$2.28	5
	SD	Salinas Victoria, NL	$6,905	$0	$70.55	$1.79	0
	MO	Tlalnepantla, EM	$7,687	$450	$83.14	$2.11	5
	SD	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

[1]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.

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

[3]Approximate load per car = 97.87 metric tons: Corn & Sorghum 56 lbs/bu, Wheat & Soybeans 60 lbs/bu.

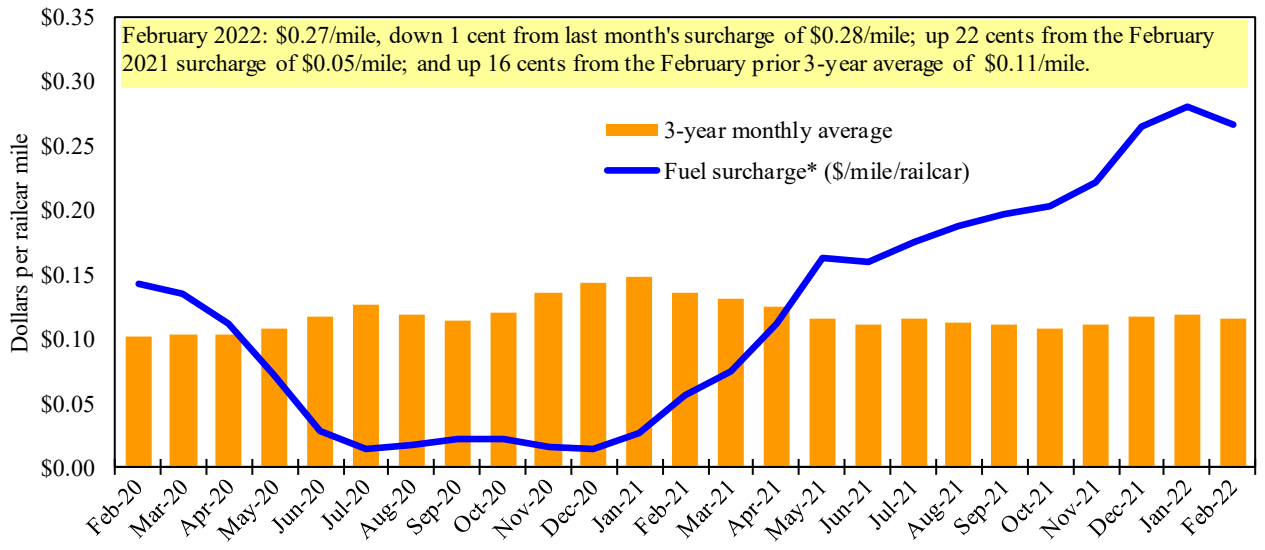
[4]Percentage change calculated using tariff rate plus fuel surchage; Y/Y = year over year.

[5] 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[1]



[1] 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.

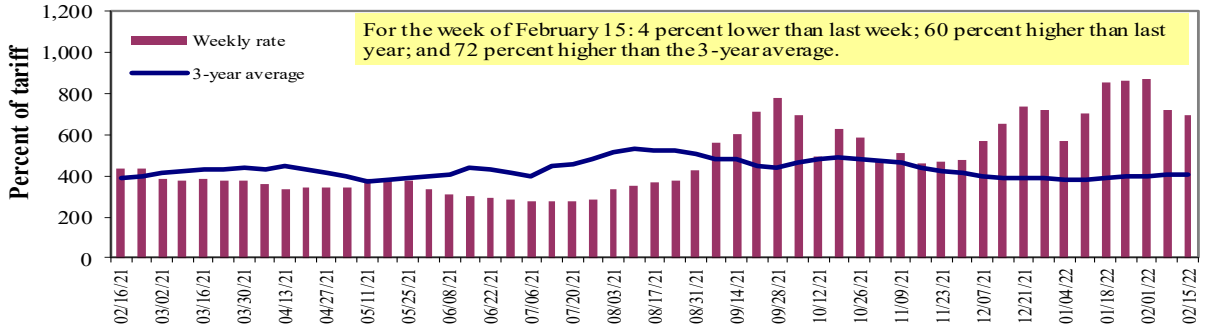
**CSX strike price changed from $2.00/gal. to $3.75/gal. starting January 1, 2015.

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[1,2]



[1]Rate = percent of 1976 tariff benchmark index (1976 = 100 percent); [2]4-week moving average of the 3-year average.
*Source: USDA, Agricultural Marketing Service.

Table 9

Weekly barge freight rates: Southbound only

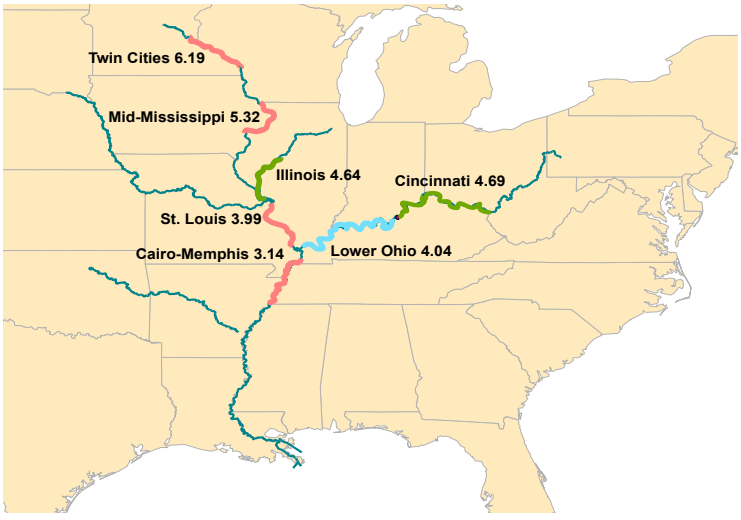
		Twin Cities	Mid-Mississippi	Lower Illinois River	St. Louis	Cincinnati	Lower Ohio	Cairo-Memphis
Rate[1]	2/15/2022	-	-	693	567	630	630	480
	2/8/2022	-	-	721	628	700	700	530
$/ton	2/15/2022	-	-	32.16	22.62	29.55	25.45	15.07
	2/8/2022	-	-	33.45	25.06	32.83	28.28	16.64
Current week % change from the same week:								
	Last year	-	-	60	107	95	95	92
	3-year avg. [2]	-	-	72	94	91	91	76
Rate[1]	March	-	595	550	455	498	498	395
	May	489	481	465	363	390	390	313

[1]Rate = percent of 1976 tariff benchmark index (1976 = 100 percent); [2]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:
(Rate * 1976 tariff benchmark rate per ton)/100

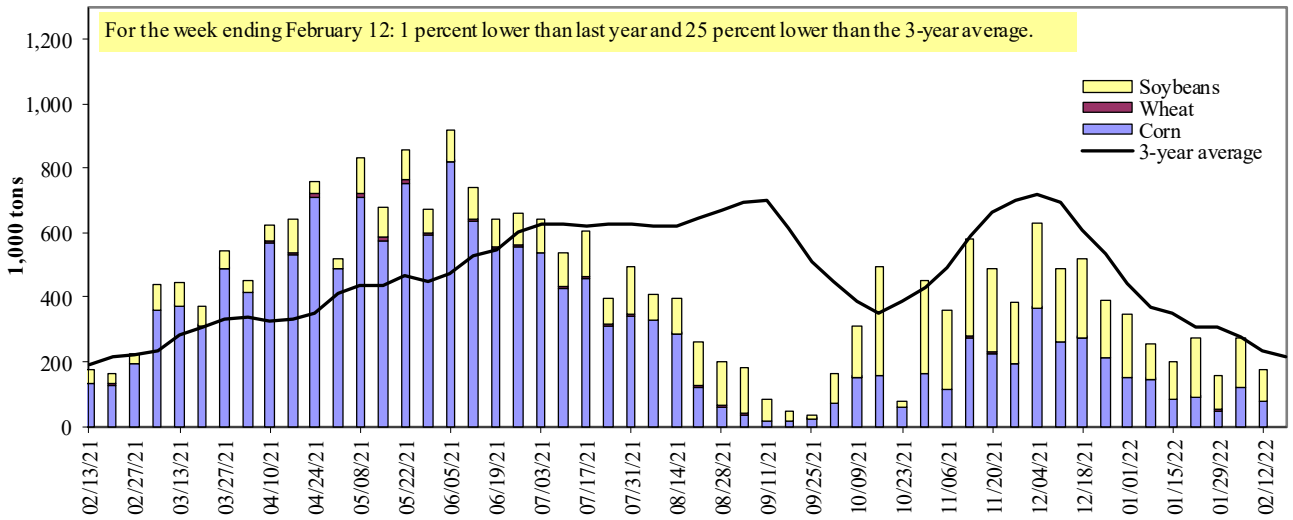
Select applicable index from market quotes are included in tables on this page. The 1976 benchmark rates per ton are provided in map.



Map Credit: USDA, Agricultural Marketing Service

Figure 10

Barge movements on the Mississippi River[1] (Locks 27 - Granite City, IL)



[1] 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 02/12/2022	Corn	Wheat	Soybeans	Other	Total
Mississippi River					
Rock Island, IL (L15)	0	0	0	0	0
Winfield, MO (L25)	8	0	3	0	11
Alton, IL (L26)	85	0	97	0	182
Granite City, IL (L27)	79	0	97	0	176
Illinois River (La Grange)	38	0	33	0	71
Ohio River (Olmsted)	113	0	79	9	202
Arkansas River (L1)	15	22	11	0	48
Weekly total - 2022	208	22	187	9	426
Weekly total - 2021	454	25	200	0	680
2022 YTD[1]	1,534	150	1,599	26	3,309
2021 YTD[1]	2,989	96	2,007	85	5,177
2022 as % of 2021 YTD	51	157	80	31	64
Last 4 weeks as % of 2021[2]	46	142	90	37	63
Total 2021	23,516	1,634	11,325	297	36,772

[1] 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.

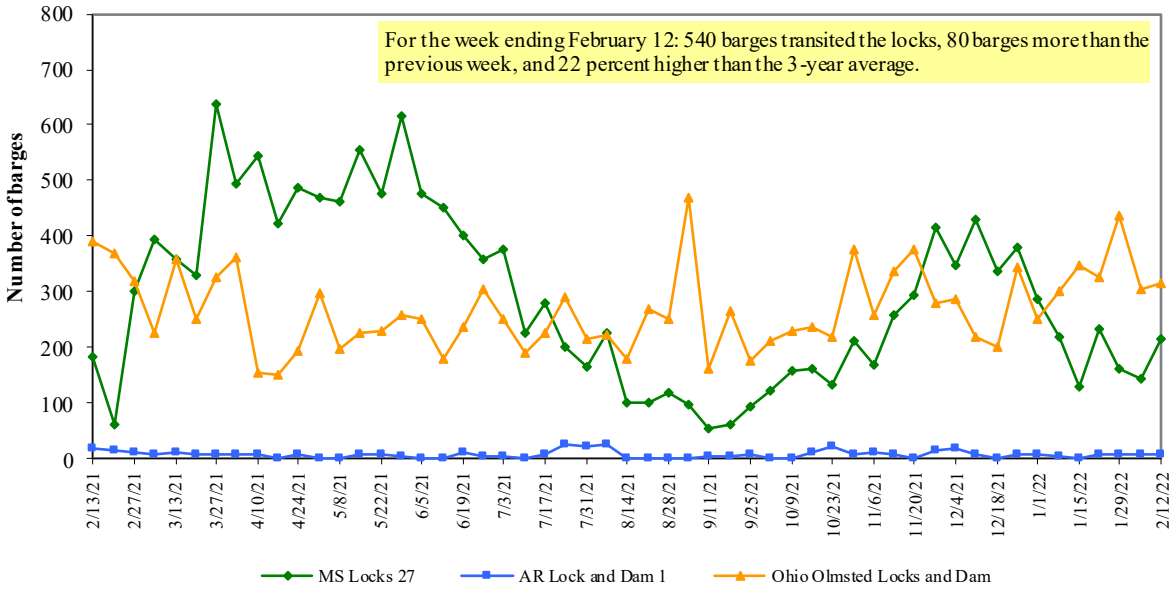
[2] As a percent of same period in 2020.

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

Source: U.S. Army Corps of Engineers.

Figure 11

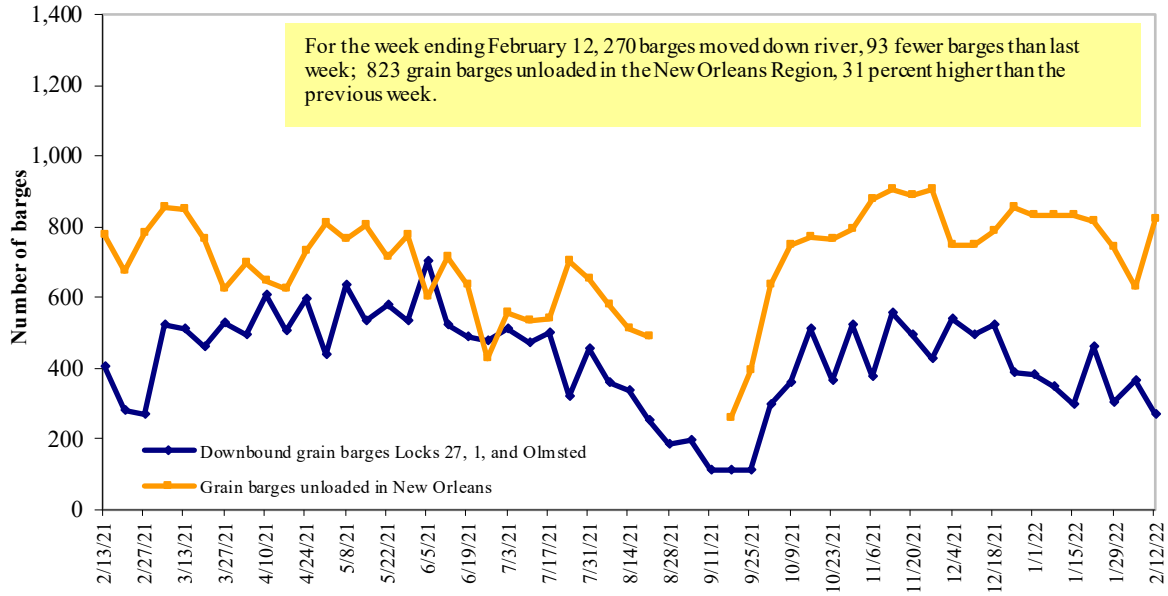
Upbound empty barges transiting Mississippi River Locks 27, Arkansas River Lock and Dam 1, and Ohio River Olmsted Locks and Dam



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 2/14/2022 (U.S. $/gallon)

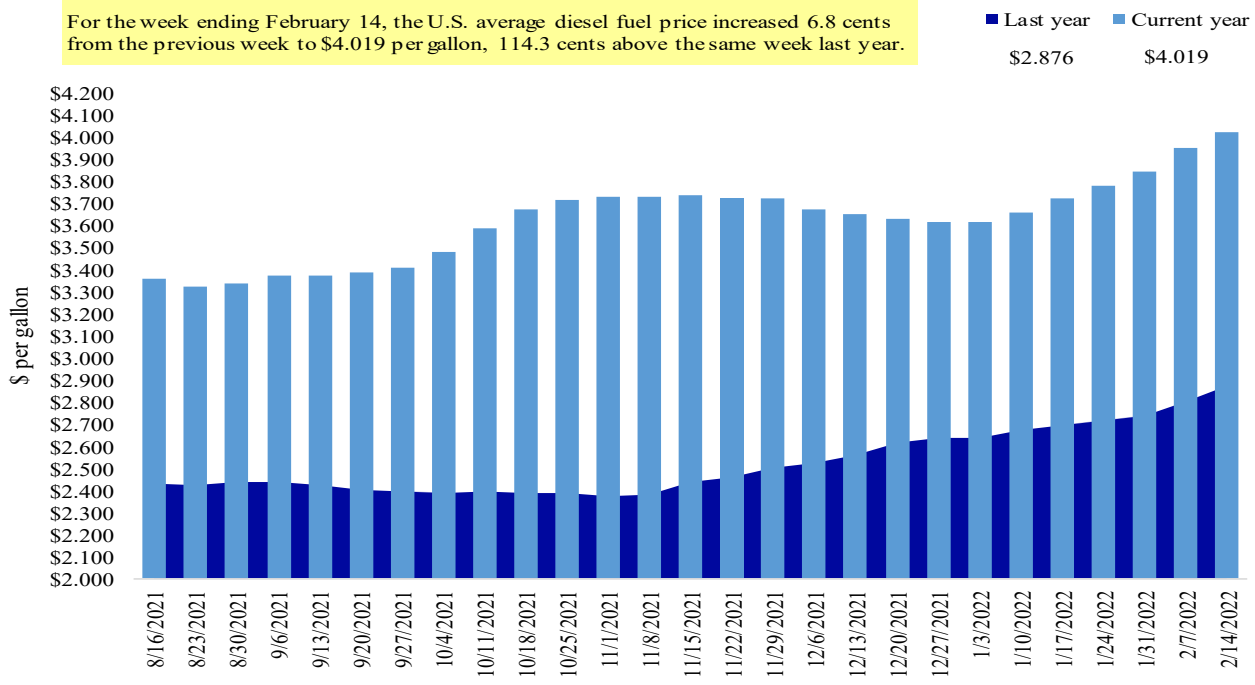
Region	Location	Price	Change from Week ago	Change from Year ago
I	East Coast	4.063	0.092	1.165
	New England	4.007	0.060	1.119
	Central Atlantic	4.210	0.112	1.158
	Lower Atlantic	3.980	0.084	1.182
II	Midwest	3.884	0.076	1.032
III	Gulf Coast	3.785	0.055	1.158
IV	Rocky Mountain	3.911	0.050	1.124
V	West Coast	4.651	0.029	1.323
	West Coast less California	4.261	0.011	1.301
	California	4.994	0.045	1.359
Total	United States	4.019	0.068	1.143

[1]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



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)

	Wheat						Corn	Soybeans	Total
For the week ending	HRW	SRW	HRS	SWW	DUR	All wheat			
Export balances[1]									
2/3/2022	1,937	652	1,182	698	55	4,523	24,997	9,163	38,684
This week year ago	1,440	484	2,075	2,393	165	6,557	35,973	9,723	52,252
Cumulative exports-marketing year[2]									
2021/22 YTD	4,958	1,908	3,466	2,379	113	12,824	20,715	37,663	71,202
2020/21 YTD	6,316	1,225	4,828	3,586	493	16,448	21,583	49,461	87,491
YTD 2021/22 as % of 2020/21	78	156	72	66	23	78	96	76	81
Last 4 wks. as % of same period 2020/21*	142	145	61	32	33	74	71	95	76
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

[1] Current unshipped (outstanding) export sales to date.

[2] 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[1] of U.S. corn

For the week ending 2/3/2022	2021/22 current MY	Total commitments[2] 2020/21 last MY	% change current MY from last MY	Exports[3] 3-yr. avg. 2019-21
	1,000 mt -			
Mexico	13,397	11,541	16	14,817
Japan	5,952	8,064	(26)	11,082
China	12,070	17,721	(32)	7,920
Columbia	2,895	2,551	13	4,491
Korea	82	1,333	(94)	3,302
Top 5 importers	**34,395**	**41,209**	**(17)**	**41,613**
Total U.S. corn export sales	**45,712**	**57,555**	**(21)**	**53,145**
% of projected exports	74%	82%		
Change from prior week[2]	**589**	**1,449**		
Top 5 importers' share of U.S. corn export sales	75%	72%		78%
USDA forecast February 2022	**61,705**	**70,051**	**(12)**	
Corn use for ethanol USDA forecast, February 2022	**135,255**	**127,711**	**6**	

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

[2] 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.

[3] FAS marketing year ranking reports (carryover 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[1] of U.S. soybeans

For the week ending 2/3/2022	Total commitments[2] 2021/22 current MY	2020/21 last MY	% change current MY from last MY	Exports[3] 3-yr. avg. 2018-20
				- 1,000 mt -
China	25,693	35,773	(28)	21,666
Mexico	4,427	4,096	8	4,754
Egypt	2,287	2,270	1	3,093
Indonesia	944	1,493	(37)	2,325
Japan	1,527	1,520	0	2,275
Top 5 importers	**34,879**	**45,151**	**(23)**	**34,113**
Total U.S. soybean export sales	**46,826**	**59,183**	**(21)**	**50,758**
% of projected exports	84%	96%		
change from prior week[2]	**1,596**	**660**		
Top 5 importers' share of U.S. soybean export sales	74%	76%		**67%**
USDA forecast, February 2022	**55,858**	**61,608**	**(9)**	

[1] Based on USDA, Foreign Agricultural Service (FAS) marketing year ranking reports for 2020/21; marketing year (MY) = Sep 1 - Aug 31.
[2] 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.
[3] FAS marketing year ranking reports (carryover 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[1] of all U.S. wheat

For the week ending 2/3/2022	Total Commitments[2] 2021/22 current MY	2020/21 last MY	% change current MY from last MY	Exports[3] 3-yr. avg. 2018-20
		1,000 mt -		- 1,000 mt -
Mexico	2,986	3,056	(2)	3,388
Philippines	2,545	2,870	(11)	3,121
Japan	2,037	2,135	(5)	2,567
Korea	1,105	1,511	(27)	1,501
Nigeria	1,861	1,153	61	1,490
China	848	2,717	(69)	1,268
Taiwan	764	1,031	(26)	1,187
Indonesia	67	987	(93)	1,131
Thailand	531	699	(24)	768
Italy	190	545	(65)	681
Top 10 importers	**12,932**	**16,705**	(23)	**17,102**
Total U.S. wheat export sales	**17,347**	**23,005**	(25)	**24,617**
% of projected exports	79%	85%		
change from prior week[2]	**85**	**591**		
Top 10 importers' share of U.S. wheat export sales	75%	73%		69%
USDA forecast, February 2022	**22,071**	**27,030**	(18)	

[1] Based on USDA, Foreign Agricultural Service (FAS) marketing year ranking reports for 2020/21; Marketing year (MY) = Jun 1 - May 31.
[2] 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.
[3] FAS marketing year final reports (carryover 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 02/10/22	Previous week*	Current week as % of previous	2022 YTD*	2021 YTD*	2022 YTD as % of 2021 YTD	Last 4-weeks as % of: Last year	Last 4-weeks as % of: Prior 3-yr. avg.	2021 total*
Pacific Northwest									
Wheat	307	245	125	1,278	1,752	73	74	86	13,243
Corn	249	254	98	1,228	1,620	76	75	114	13,420
Soybeans	343	346	99	2,534	2,837	89	100	140	14,540
Total	**898**	**845**	**106**	**5,040**	**6,209**	**81**	**85**	**114**	**41,203**
Mississippi Gulf									
Wheat	62	83	74	431	254	169	122	79	3,202
Corn	947	649	146	4,354	4,934	88	86	117	38,498
Soybeans	636	652	98	4,379	6,575	67	66	85	27,159
Total	**1,645**	**1,384**	**119**	**9,164**	**11,763**	**78**	**77**	**98**	**68,858**
Texas Gulf									
Wheat	47	48	99	354	318	112	118	106	3,888
Corn	39	0	n/a	114	61	189	189	195	627
Soybeans	0	0	n/a	0	569	0	0	0	1,611
Total	**86**	**48**	**179**	**469**	**947**	**50**	**65**	**92**	**6,126**
Interior									
Wheat	42	78	54	274	286	96	97	118	2,972
Corn	191	142	134	994	969	103	101	121	10,147
Soybeans	147	170	86	887	964	92	98	105	6,525
Total	**379**	**390**	**97**	**2,154**	**2,219**	**97**	**99**	**113**	**19,644**
Great Lakes									
Wheat	0	3	0	6	17	37	38	70	536
Corn	0	0	n/a	0	0	n/a	n/a	n/a	145
Soybeans	0	0	n/a	0	0	n/a	n/a	0	592
Total	**0**	**3**	**0**	**6**	**17**	**37**	**38**	**54**	**1,273**
Atlantic									
Wheat	0	0	n/a	4	0	n/a	n/a	n/a	128
Corn	5	0	n/a	22	0	n/a	n/a	256	85
Soybeans	80	79	102	387	604	64	66	126	2,184
Total	**85**	**79**	**107**	**414**	**604**	**68**	**69**	**128**	**2,397**
U.S. total from ports*									
Wheat	458	457	100	2,347	2,626	89	86	90	23,969
Corn	1,430	1,046	137	6,713	7,584	89	87	118	62,921
Soybeans	1,206	1,246	97	8,187	11,549	71	75	101	52,612
Total	**3,094**	**2,749**	**113**	**17,247**	**21,759**	**79**	**81**	**105**	**139,501**

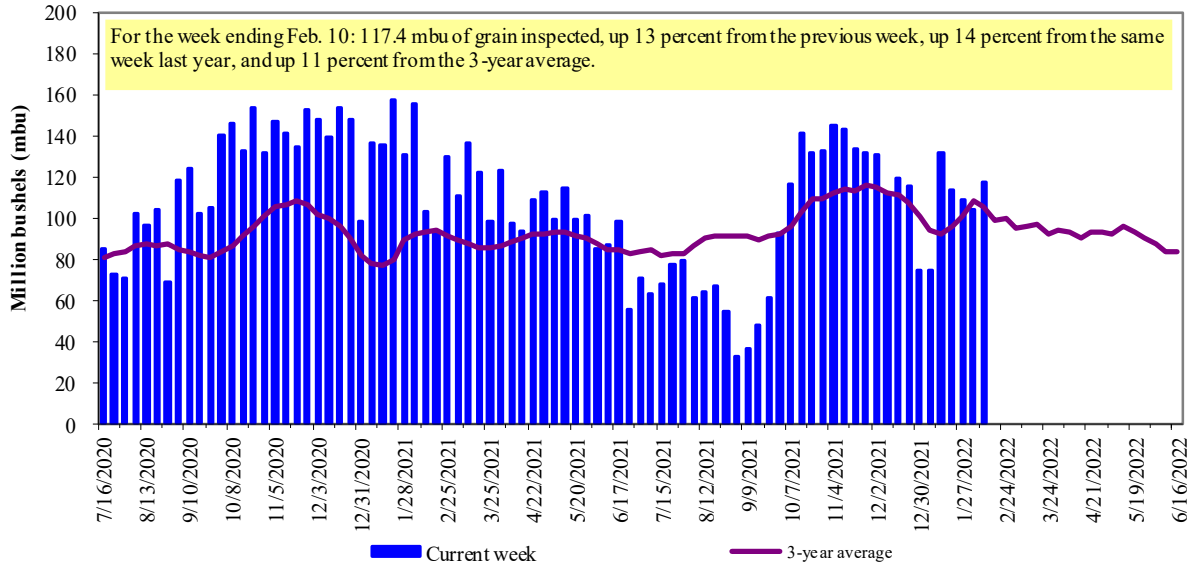
*Data includes revisions from prior weeks; some regional totals may not add exactly due to rounding.

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)

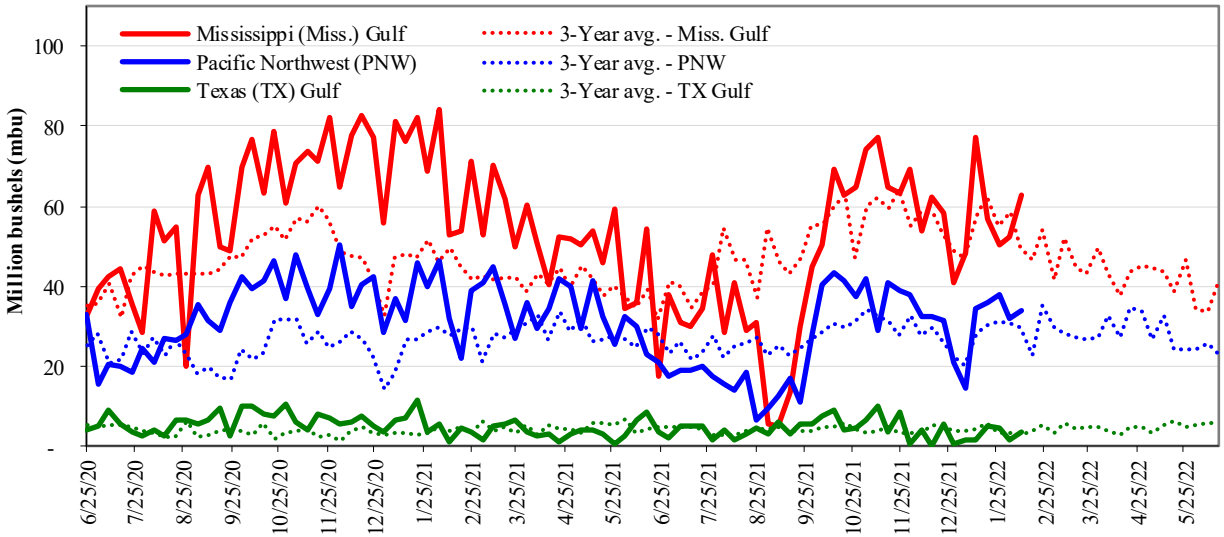


Note: 3-year average consists of 4-week running average.

Source: USDA, Federal Grain Inspection Service.

Figure 15

U.S. Grain inspections: U.S. Gulf and PNW[1] (wheat, corn, and soybeans)



Week ending 02/10/22 inspections (mbu):	
MS Gulf:	62.9
PNW:	33.7
TX Gulf:	3.3

Percent change from:	MS Gulf	TX Gulf	U.S. Gulf	PNW
Last wk:	up 20	up 85	up 22	up 6
Last Year (same wk):	up 19	up 216	up 23	up 5
3-yr avg. (4-wk. mov. Avg):	up 12	down 13	up 10	up 11

Source: USDA, Federal Grain Inspection Service.

Table 17

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

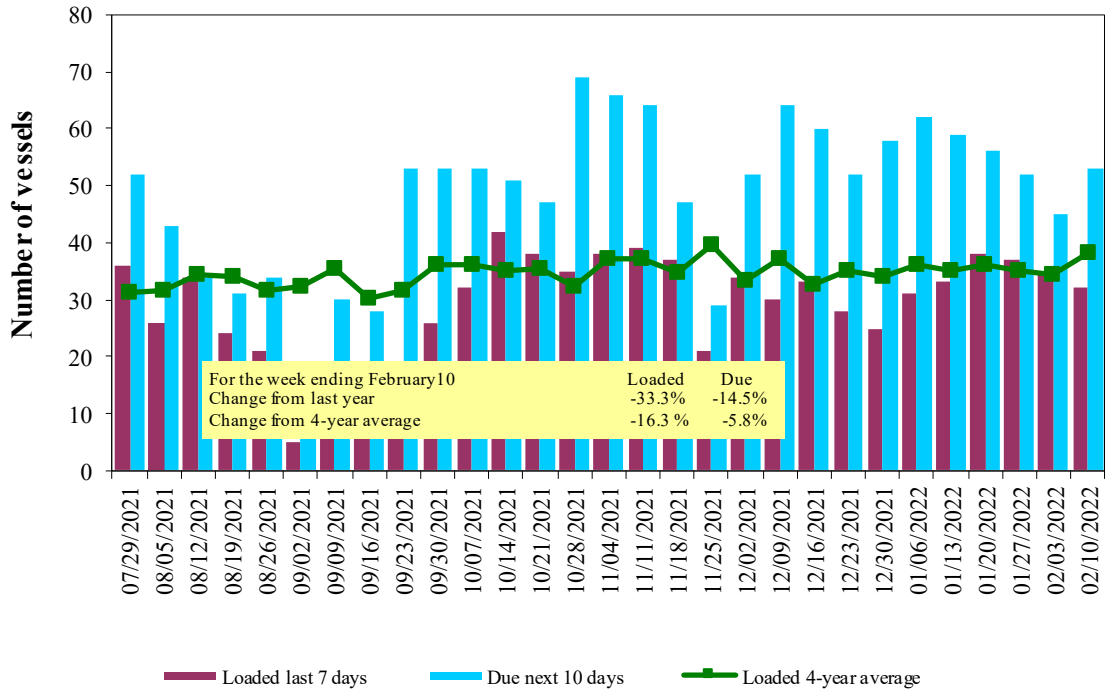
	Gulf			Pacific Northwest
Date	In port	Loaded 7-days	Due next 10-days	In port
2/10/2022	37	32	53	22
2/3/2022	40	35	45	23
2021 range	(10…57)	(5...48)	(15...69)	(4…27)
2021 average	34	32	49	15

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

Source: USDA, Agricultural Marketing Service.

Figure 16

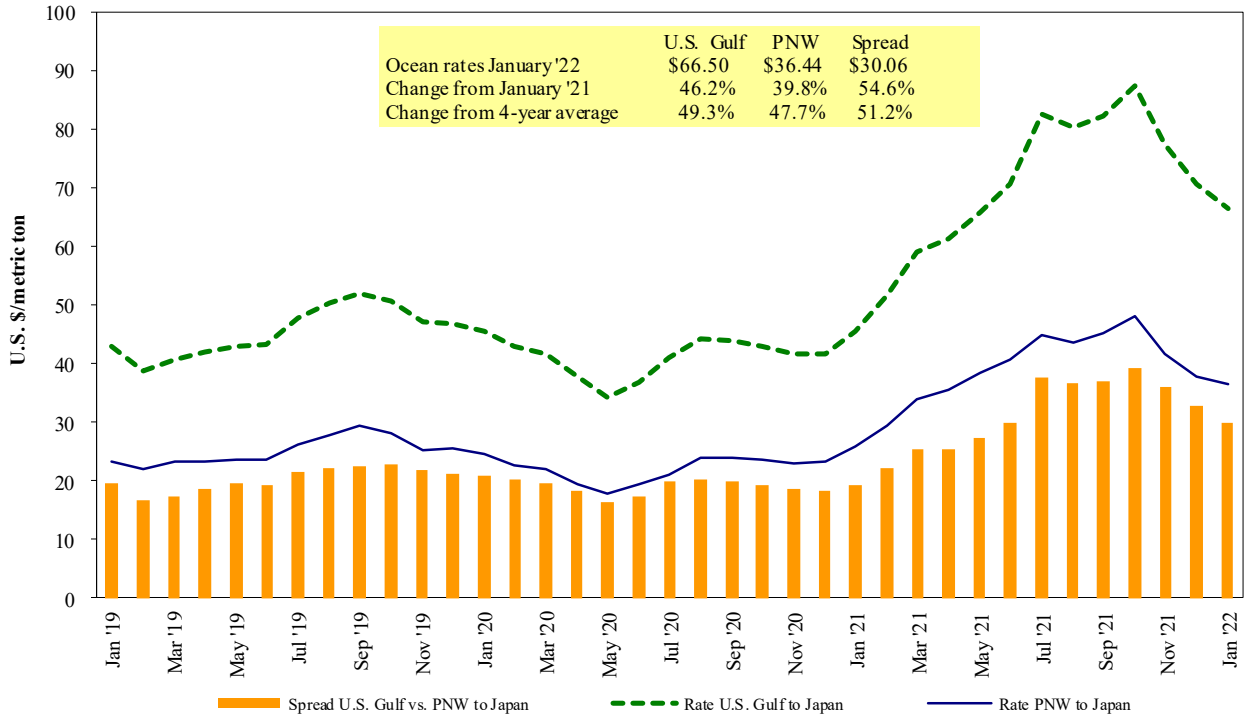
U.S. Gulf[1] vessel loading activity



[1]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 02/12/2022

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	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	Sorghum	Mar 1/10, 2022	10,000	209.97*
U.S. Gulf	Honduras	Soybean Meal	Feb 18/28, 2022	7,820	57.15*
U.S. Gulf	Sudan	Sorghum	Mar 1/10, 2022	35,790	149.97*
U.S. Gulf	Sudan	Sorghum	Feb 1/10, 2022	35,780	77.60*
PNW	Japan	Wheat	Sep 1, 2021	52,170	56.55*
PNW	Taiwan	Wheat	Nov 1/10, 2021	49,580	67.30
PNW	Yemen	Wheat	Jan 24/Feb 4, 2022	29,960	124.00*
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

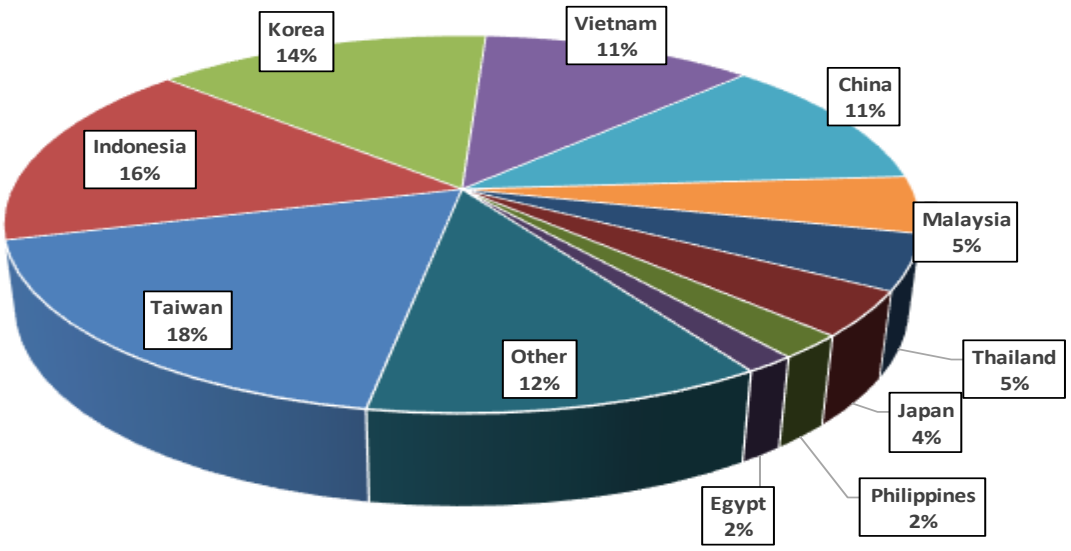
*50 percent of food aid from the United States is required to be shipped on U.S.-flag vessels.

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.

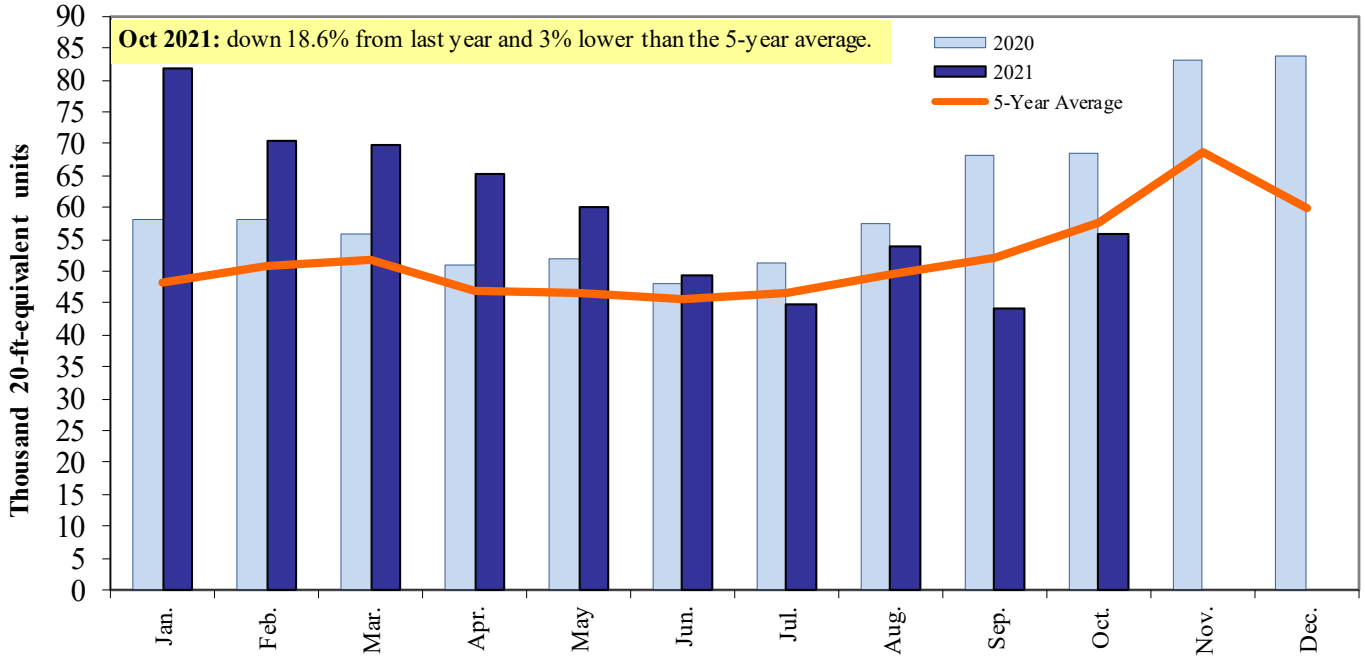
Figure 18
Top 10 destination markets for U.S. containerized grain exports, Jan-Oct 2021



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, 120100, 120190, 120810, 230210, 230310, 230330, and 230990.

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

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