USDA United States Department of Agriculture

Grain Transportation Report

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

Contact Us

April 14, 2022

Contents

The next release is April 21, 2022

WEEKLY HIGHLIGHTS

Surface Transportation Board to Hold Public Hearing on Rail Service Issues

On April 7, the Surface Transportation Board (STB) announced it will hold a public hearing on urgent issues in rail service. Stakeholders have expressed concern over inconsistent and unreliable rail service, including unfilled car orders, delays, missed switches, and poor customer assistance. The hearing will be held April 26-27. STB has directed appearances from executive-level officials from the four major U.S. Class I railroads (BNSF, Union Pacific, CSX, and Norfolk Southern). Additionally, STB "encourages affected rail customers, shipper organizations, labor organizations, and other interested parties to appear at the public hearing to discuss their service concerns and comment on carriers' efforts toward service recovery." As part of the impetus for the hearing, the announcement cited recent letters to STB—among these, one from the Secretary of Agriculture and one from the National Grain and Feed Association. Any person wishing to speak at the hearing should file a notice of intent to participate by today, April 14. Written testimony and/or written comments should be submitted by April 22. The hearing will be held in person, at the STB headquarters in Washington, DC.

Thirty-One Nations Draw on Reserves To Release Millions of Barrels of Oil

On April 7, the International Energy Agency (IEA) announced its 31 member countries, including the United States, will release 120 million barrels of oil from their emergency reserves over 6 months, in addition to the 63 million barrels they pledged last month. The new commitments amount to the largest release in IEA's history, according to the organization. Half of the newly pledged amount—60 million barrels—will come from the United States, as part of the larger release from its strategic petroleum reserve announced by the White House last week. (See *Grain Transportation Report*, April 7.) Over the next 6 months, around 240 million barrels of emergency oil stocks—amounting to well over 1 million barrels per day—will be made available to the global market. IEA's 31 member countries are in Europe, Asia, and the Americas. The strategic releases are intended to stabilize energy prices that have soared since Russia invaded Ukraine.

Port of Savannah To Raise Its Container Capacity by 60 Percent

The Georgia Ports Authority (GPA) recently announced it will boost the Port of Savannah's container capacity 60 percent by 2025. The plan will raise the current capacity of 6 million 20-foot equivalent units (TEUs) to 9.5 million TEUs. Toward this goal, a number of projects are already in progress: the Port's Garden City Terminal just added roughly 400,000 TEUs of capacity, to which another 820,000 TEUs will be added by June. Also, a new upriver container yard will afford another 500,000 TEUs in capacity. Together, these projects will add 1.72 million TEUs in 4 months. Scheduled to be completed in 2024, the Garden City Terminal West project will provide up to 1 million TEUs. GPA notes the Port of Savannah's expansion is being accompanied by growth in both warehouse space and workforce. In 2021, the Port of Savannah exported more than 41,000 TEUs of containerized grain, making it the fifth largest gateway for U.S. containerized grain exports.

Snapshots by Sector

Export Sales

For the week ending March 31, **unshipped balances** of wheat, corn, and soybeans for marketing year 2021/22 totaled 35.7 million metric tons (mmt), down 13 percent from the same time last year and down 3 percent from the previous week. Net **corn export sales** were 0.783 mmt, up 23 percent from the previous week. Net **soybean export sales** were 0.801 mmt, down 39 percent from the previous week. Net weekly **wheat export sales** were 0.156 mmt, up 65 percent from the previous week.

Rail

U.S. Class I railroads originated 22,166 **grain carloads** during the week ending April 2. This was a 2-percent decrease from the previous week, 14 percent fewer than last year, and 4 percent lower than the 3-year average.

Average April shuttle **secondary railcar** bids/offers (per car) were $2,225 above tariff for the week ending April 7. This was $675 more than last week and $1,720 more than this week last year. There were no non-shuttle bids/offers this week.

Barge

For the week ending April 9, **barged grain movements** totaled 765,900 tons. This was 16 percent more than the previous week and 15 percent less than the same period last year.

For the week ending April 9, 509 grain barges **moved down river**—105 more barges than the previous week. There were 842 grain barges **unloaded** in the New Orleans region, 18 percent higher than last week.

Ocean

For the week ending April 7, 36 **oceangoing grain vessels** were loaded in the Gulf—unchanged from the same period last year. Within the next 10 days (starting April 8), 54 vessels were expected to be loaded—20 percent more than the same period last year.

As of April 7, the rate for shipping a metric ton (mt) of grain from the U.S. Gulf to Japan was $77.50. This was 1 percent less than the previous week. The rate from the Pacific Northwest to Japan was $43.75 per mt, 1 percent less than the previous week.

Fuel

For the week ending April 11, the U.S. average **diesel fuel price** decreased 7.1 cents from the previous week to $5.073 per gallon, 194.4 cents above the same week last year.

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Feature Article/Calendar

Grain Transportation Update: Costs Remained High Amid Weather and War-Related Challenges

Costs of all modes of transportation have risen lately. Extreme weather and labor shortages have hindered rail performance and raised bids in the secondary auction market. Barge rates have skyrocketed in response to the war in Ukraine and a limited supply of barges. Similarly, ocean freight rates and diesel fuel prices have risen partly due to war-related turmoil in the Black Sea. According to USDA's April *World Agricultural Supply and Demand Estimates (WASDE)*, total U.S. exports of the three major grains (corn, soybeans, and wheat) are expected to fall 10 percent from marketing year (MY) 2020/21 to MY 2021/22, even with a boost in corn and soybean exports due to the Russo-Ukraine conflict.

Extreme Weather and Labor Shortages Drag on Railroad Performance

So far this calendar year, railroads have loaded fewer cars of grain than they did the same time last year. According to the Association of American Railroads, as of the week ending April 2, year-to-date (YTD) carloads were 8 percent below last year. All year, railroads have struggled with service issues, which recently have become especially acute. Since December 2021, the western railroads, Union Pacific Railroad and BNSF Railway, have both dealt with bouts of extreme weather. Additionally, after cutting train and engineering crews by 24 percent between February 2019 and February 2022, the seven Class I railroads are now struggling to cope with the national labor shortage.

Rail service metrics from the Surface Transportation Board illustrate some of the operational challenges railroads and shippers have experienced. For instance, trains have moved more slowly on the track. First-quarter average grain train speeds were down 4 percent from last year and down 6 percent from the prior-3-year average. Trains have also been waiting in yards for longer than usual. First-quarter origin dwell times for grain trains were up 3 percent from last year and up 11 percent from the 3-year average. The average number of grain unit trains being held or delayed was also up significantly. Notably, in the first quarter, train delays due to crew shortages were up 155 percent from the 3-year average, whereas delays due to locomotive shortages or other causes were up 49 percent.

All these delays have made it harder for shippers to get the cars they need. Average first-quarter numbers of unfilled car orders were up 172 percent from the 3-year average. (These are shipper orders for empty cars that have not yet been placed by the railroads.) These unfilled car order numbers, in turn, have led to higher bids for railcars in the secondary auction market. This causal chain reflects the high costs shippers incur from slower rail service. In March, bids for delivery of shuttle railcars in April averaged $1,600 per car, much higher than the 3-year average of about $220 per car. March bids for car delivery in October were already around $1,200, reflecting shippers' skepticism that railroad service would improve for harvest.

Tight Supply Keeps Spot Freight Rates High, While Barged Grain Movements Hew to Historical Trend

Since early fall 2021, elevated freight rates have reflected a tight supply of empty barges. However, in first quarter 2022, freight rates on both the spot (nearby) and April market skyrocketed. The jump was a result of multiple factors. On the Ohio and Lower Mississippi Rivers, high water has towboats pushing 12-16 percent fewer barges than usual upriver. This has meant fewer available barges to deliver the same volume of grains. Black Sea traffic disruptions are expected to further increase near-term demand for U.S. barges. The war may amplify pressures on an already tight barge supply, as global consumers turn to U.S. grain and other commodities to fill voids left by Russia and Ukraine. The depleted supply will only intensify demand for empty barges to fulfill the nearby commitments in the second quarter. Plus, grain shippers continue to compete with other commodities (such as coal and energy products) for available barges.

From the last week of February to mid-March, the St. Louis spot rate (the cost to request for nearby services) rose from 470 percent of the benchmark tariff ($18.80 per ton) to 871 percent ($34.75 per ton). The March numbers were 220 percent higher than last year and 204 percent higher than the prior-3-year average. At the same time, the Upper Ohio River freight rate jumped from 505 percent of the benchmark tariff ($23.60 per ton) to 1,060 percent ($49.70 per ton)—262 percent higher than last year and 225 percent higher than 3-year average.

The war in Ukraine did not obviously impact weekly downbound grain volumes in first quarter 2022. Unlike the persistently high volumes of 2021, 2022 weekly barged grain movements have mostly mirrored prior-5-year historical patterns. Along with the closure of the locking system in the Upper Mississippi River, cold weather and icy water often limited the barge traffic in the first quarter. For the week ending on April 1, YTD 2022 total downbound barged grain volumes were 7.74 million tons—3 percent lower than the 5-year average, but 23 percent lower than in 2021. The barge industry is closely watching how the Pacific Northwest (PNW) will absorb the new demand for U.S. corn and soybean exports generated by the war in Ukraine.

Dry-Bulk Freight Rates Remain High Amid High Bunker Fuel Prices

Although lower than the year's high, ocean freight rates (as of April 7) for shipping bulk commodities, including grain, considerably exceeded the first available rates at the beginning of the year, same period a year ago, and prior-4-year average. As of April 7, the rate for shipping a metric ton (mt) of grain from the U.S. Gulf to Japan was $77.50—10 percent more than this year's first available rate (January 6), 27 percent more than the same period a year ago, and 67 percent more than the 4-year

average. The rate from PNW to Japan was $43.75 per mt—13 percent more than the start of the year, 23 percent more than the same period last year, and 70 percent more than the 4-year average. Also, as of April 7, the rate from the U.S. Gulf to Europe was $28.50 per mt—9 percent more than the beginning of the year, 28 percent more than the same period last year, and 64 percent more than the 4-year average. Some industry analysts linked the high ocean freight rates to high bunker fuel prices caused by war-related turmoil in the Black Sea. As of April 7, the average global price (i.e., at 20 ports) of very low sulfur fuel oil (International Maritime Organization grade 0.5 percent) was $891.50 per mt, versus $628.50 per mt on January 3 and $434.00 per mt a year ago. Also, as of April 7, a YTD average of 34 oceangoing grain vessels per week were loaded in the U.S. Gulf, compared to an average 40 vessels per week for the same period last year.

Conflict in the Black Sea Drives Up March Diesel Prices

On March 14, because of Russia's invasion of Ukraine, U.S. average diesel fuel prices jumped to $5.25 per gallon, outpacing by 48.6 cents the previous record set in July 2008. In the Midwest, average March 14 prices peaked at $5.044 per gallon on March 14, surpassing the July 2008 record by 34.6 cents. The high fuel costs hit farmers hard, as tractors and other heavy machinery run on diesel. Since September 2021, the Energy Information Administration's (EIA) spot crude oil prices, which always closely parallel diesel fuel prices, have trended up. On March 31, in response to reduced oil supplies, the President announced the largest release of oil reserves in U.S. history: an average 1 million additional barrels per day for the next 6 months. This record release is intended to bridge the supply shortfall until the end of the year when domestic production is expected to increase. For the last 2 consecutive weeks since the announcement, diesel prices have fallen. Current average U.S. diesel prices are $5.073 per gallon, still 194.4 cents above the same time last year, but 17.7 cents lower than the March 14 high. Current Midwest average diesel prices are $4.887 per gallon, 182.6 cents higher than same time last year, but 15.7 cents lower the March 14 high. According to EIA's 2022 Summer Fuel Outlook, the inflation-adjusted retail diesel prices will average $4.57 per gallon, because of high crude oil prices and low global inventories. This is the highest summer average price since 2014. Diesel consumption is also expected to increase this summer, almost equaling consumption in summer 2019.

Outlook for MY 2021/22

According to USDA's April *WASDE*, total U.S. exports of the three major grains are expected to reach 5.4 million bushels in MY 2021/22, down 10 percent from MY 2020/21 (see table). Compared to the March *WASDE*—which included USDA's initial assessment of the short-term impacts of Russia's military action in Ukraine—grain exports are revised up slightly with higher projected soybean exports for the year. (Corn remained the same and wheat was lowered slightly.)

Table 1. Major grains: production and use, April 2022

million bushels					
	Corn	**Soybeans**	**Wheat**	**Total**	**Y/Y**
United States *2021/22* ***(Projected)***					
Production	15,115	4,435	1,646	21,196	**5.2%**
Exports	**2,500**	**2,115**	**785**	**5,400**	**-10.1%**
Domestic use	12,435	2,333	1,123	15,891	**3.0%**
Ending stocks	**1,440**	**260**	**678**		
Total use	14,935	4,447	1,908		
Stocks/use	**9.6%**	**5.8%**	**35.5%**		
United States *2020/21* ***(Estimated)***					
Production	14,111	4,216	1,828	20,155	**5.5%**
Exports	**2,753**	**2,261**	**992**	**6,006**	**35.7%**
Domestic use	12,068	2,243	1,120	15,431	**-0.9%**
Ending stocks	**1235**	**257**	**845**		
Total use	14,821	4,504	2,111		
Stocks/use	**8.3%**	**5.7%**	**40.0%**		
		2019/20			
Production	13,620	3,552	1,932	19,104	
Exports	**1,777**	**1,679**	**969**	**4,425**	
Domestic use	12,186	2,273	1,118	15,577	
Ending stocks	**1,919**	**525**	**1,028**		
Total use	13,963	3,952	2,087		
Stocks/use	**13.7%**	**13.3%**	**49.3%**		

Source: USDA, World Agricultural Supply and Demand Estimates, April, 2022.

More specifically, YTD total U.S. export sales commitments of corn are 18 percent below the same time last year, mostly because of reduced shipments to China. YTD, China has imported 48 percent less corn than the same time last year. While USDA expects the United States to export more corn as a result of the Russo-Ukraine conflict, total MY 2021/22 U.S. exports are still projected to be down 9 percent from last year, at 63.6 mmt (***GTR* table 13**). The projected decrease is attributed to higher (U.S. domestic) ethanol use, higher corn prices, and record-high MY 2021/22 corn production forecasts in Argentina and Brazil.

Total U.S. soybean export commitments are 7 percent below last year, with China accounting for 51 percent of the total commitments. According to USDA's Foreign Agricultural Service (FAS), YTD total commitments of soybeans to China are 20 percent below same time last year because of large Chinese soybean stocks and waning feed demand. In MY 2021/22, total U.S. soybean exports are projected to be down 6 percent from last year, at 57.6 mmt (***GTR* table 14**), as strong domestic demand limits supplies for export.

Because of severe drought in the Northern Plains, YTD total MY 2021/22 wheat commitments are down 24 percent from MY 2020/21. Total U.S wheat exports are projected down 21 percent from MY 2020/21 (***GTR* table 15**). According to FAS, uncompetitive U.S. wheat prices and record-high wheat crops in both Argentina and Brazil have positioned the South American countries to replace a large portion of Ukraine wheat exports.

Of the total projected exports for wheat, corn, and soybeans—YTD, 74 percent of projected wheat exports have been shipped (accumulated); 53 percent of projected corn exports have been shipped; and 77 percent of the projected soybean exports have been shipped. The 48.6 mmt of unshipped grain exports (projected exports minus YTD accumulated exports) is up 3 percent compared to last year and represents projected future transportation demand. *GTRContactUs@usda.gov*

Grain Transportation Indicators

Table 1

Grain transport cost indicators[1]

	Truck	Rail		Barge	Ocean	
For the week ending		Non-Shuttle	Shuttle		Gulf	Pacific
04/13/22	340	306	304	447	347	310
04/06/22	345	306	282	497	351	312

[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

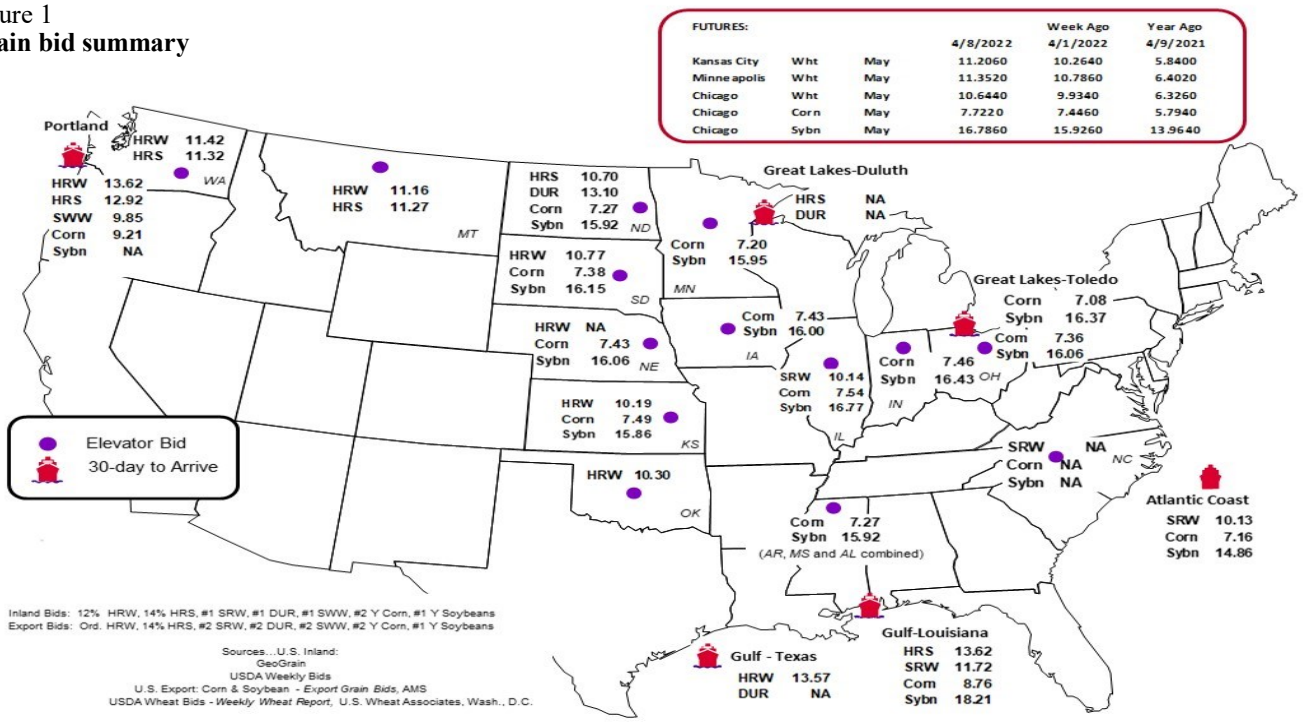
Market Update: U.S. origins to export position price spreads ($/bushel)

Commodity	Origin–destination	4/8/2022	4/1/2022
Corn	IL–Gulf	-1.22	-1.18
Corn	NE–Gulf	-1.33	-1.34
Soybean	IA–Gulf	-2.21	-2.16
HRW	KS–Gulf	-3.38	-3.41
HRS	ND–Portland	-2.22	-2.38

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]
4/6/2022[p]	2,098	853	5,665	517	9,133	4/2/2022	1,969
3/30/2022[r]	1,414	1,409	5,698	480	9,001	3/26/2022	2,542
2022 YTD[r]	22,520	13,953	81,911	8,061	126,445	2022 YTD	36,394
2021 YTD[r]	23,485	23,059	87,946	8,223	142,713	2021 YTD	31,995
2022 YTD as % of 2021 YTD	96	61	93	98	89	% change YTD	114
Last 4 weeks as % of 2021[2]	104	54	85	159	85	Last 4wks. % 2021	89
Last 4 weeks as % of 4-year avg.[2]	198	62	97	160	105	Last 4wks. % 4 yr.	127
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.

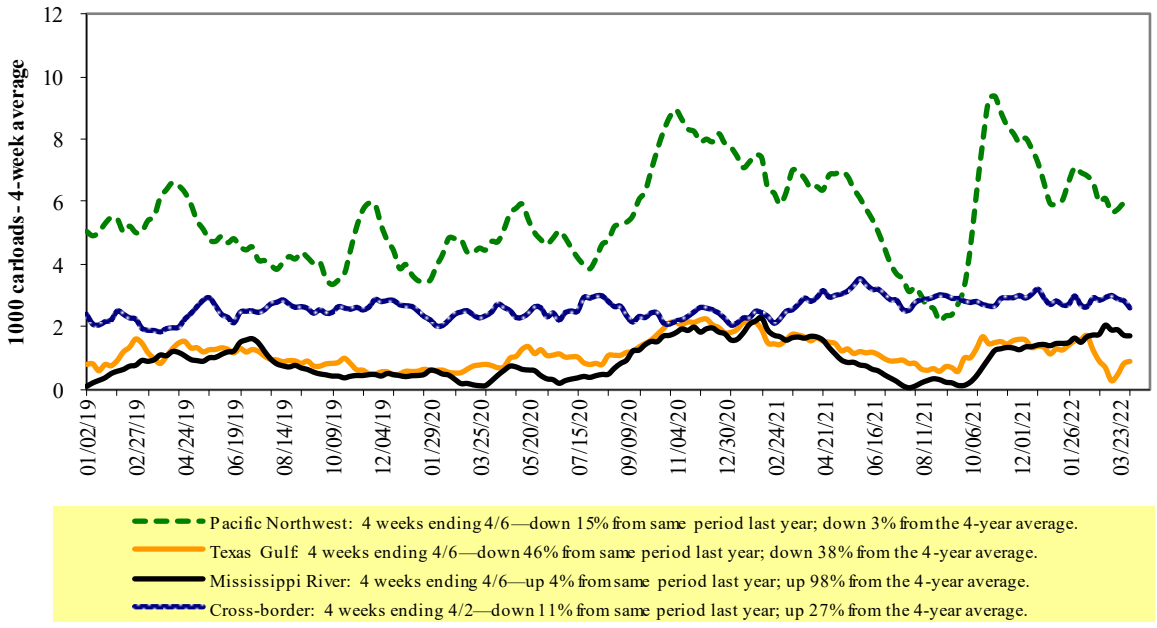
[3] Cross-border weekly data is approximately 15 percent below the Association of American Railroads' reported weekly carloads received by Mexican railroads to reflect switching between Kansas City Southern de Mexico (KCSM) and Grupo Mexico.

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	
4/2/2022	CSXT	NS	BNSF	KCS	UP		CN	CP
This week	2,092	2,297	10,955	1,185	5,637	22,166	3,491	3,729
This week last year	2,101	2,312	13,886	929	6,466	25,694	5,486	6,444
2022 YTD	24,234	29,900	152,773	16,794	79,872	303,573	45,735	48,358
2021 YTD	27,015	33,640	170,525	13,402	84,558	329,140	63,821	67,974
2022 YTD as % of 2021 YTD	90	89	90	125	94	92	72	71
Last 4 weeks as % of 2021*	95	98	86	106	83	88	66	61
Last 4 weeks as % of 3-yr. avg.**	98	92	101	101	102	100	75	79
Total 2021	93,935	120,909	609,890	64,818	318,002	1,207,554	210,325	242,533

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

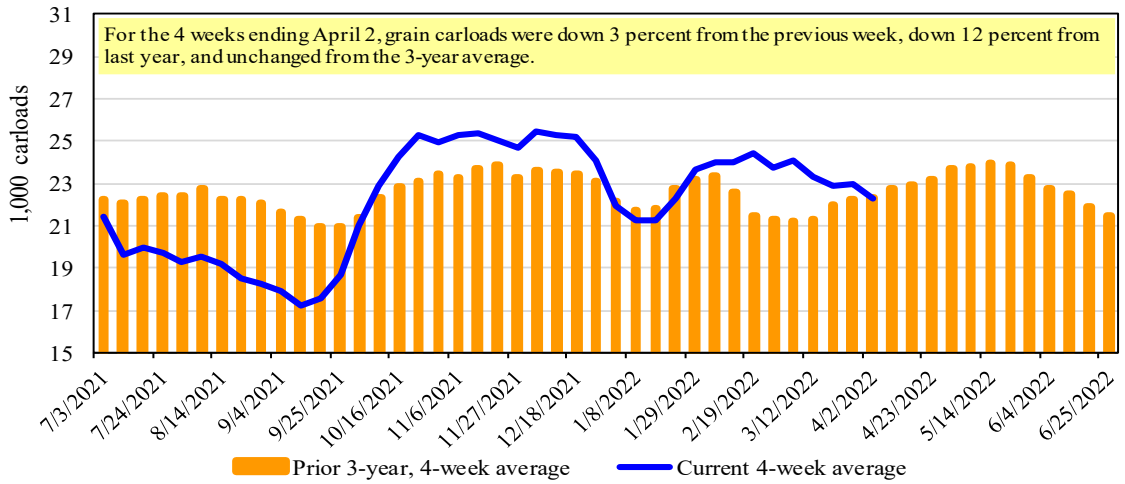
**The past 4 weeks as a percent of the same period from the prior 3-year average. YTD = year-to-date; avg. = average; yr. = year.

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							
4/7/2022		Apr-22	Apr-21	May-22	May-21	Jun-22	Jun-21	Jul-22	Jul-21
BNSF[3]	COT grain units	n/a	no offer	no bids	no bids	no bids	0	no bids	no bids
	COT grain single-car	n/a	0	197	0	18	0	0	0
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.

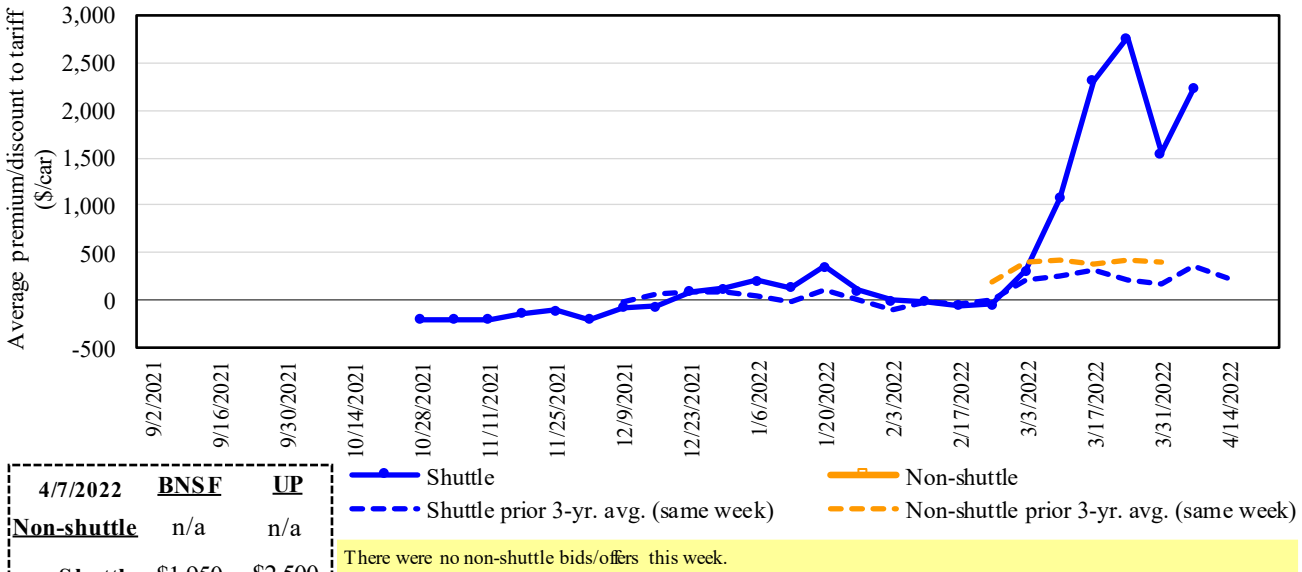
Region 1 includes: AR, IL, LA, MO, NM, OK, TX, WI, and Duluth, MN.

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 April 2022

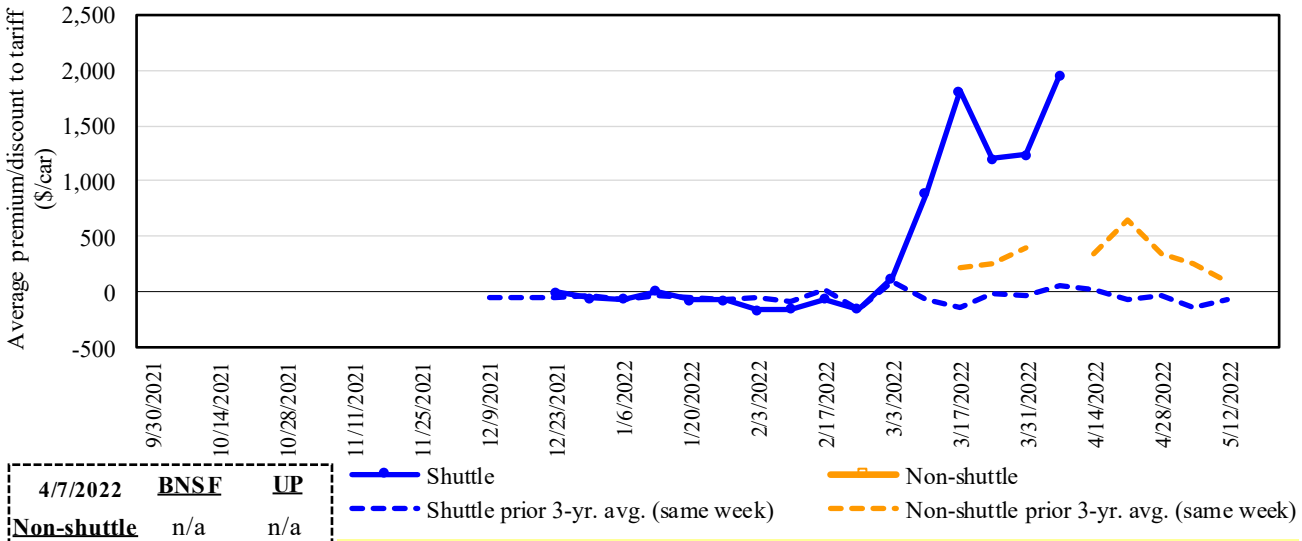


4/7/2022	BNSF	UP
Non-shuttle	n/a	n/a
Shuttle	$1,950	$2,500

There were no non-shuttle bids/offers this week.
Average shuttle bids/offers rose $675 this week and are $531 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 May 2022



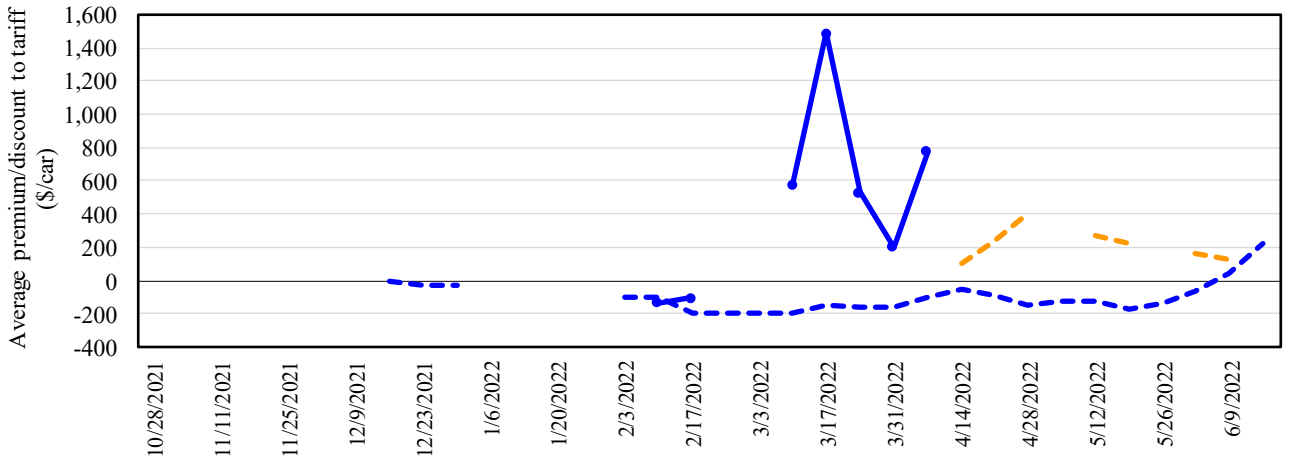
4/7/2022	BNSF	UP
Non-shuttle	n/a	n/a
Shuttle	$1,463	$2,438

There were no non-shuttle bids/offers this week.
Average shuttle bids/offers rose $713 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.

Figure 6

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



4/7/2022	BNSF	UP
Non-shuttle	n/a	n/a
Shuttle	$775	n/a

There were no non-shuttle bids/offers this week.
Average shuttle bids/offers rose $575 this week and are $713 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: 4/7/2022		Delivery period					
		Apr-22	May-22	Jun-22	Jul-22	Aug-22	Sep-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**	**1,950**	**1,463**	**775**	**75**	**25**	**344**
	Change from last week	1,225	1,038	575	(25)	(75)	(23)
	Change from same week 2021	1,491	1,400	925	225	175	469
	UP-Pool	**2,500**	**2,438**	**n/a**	**n/a**	**150**	**n/a**
	Change from last week	125	388	n/a	n/a	(50)	n/a
	Change from same week 2021	1,950	2,250	n/a	n/a	300	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]

April 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	$197	$38.65	$1.05	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	$347	$47.50	$1.29	3
	Sioux Falls, SD	Galveston-Houston, TX	$7,026	$0	$69.77	$1.90	3
	Colby, KS	Galveston-Houston, TX	$4,712	$380	$50.57	$1.38	3
	Amarillo, TX	Los Angeles, CA	$5,121	$529	$56.11	$1.53	6
Corn	Champaign-Urbana, IL	New Orleans, LA	$4,000	$392	$43.62	$1.11	8
	Toledo, OH	Raleigh, NC	$8,130	$439	$85.09	$2.16	9
	Des Moines, IA	Davenport, IA	$2,505	$83	$25.70	$0.65	4
	Indianapolis, IN	Atlanta, GA	$6,227	$329	$65.11	$1.65	10
	Indianapolis, IN	Knoxville, TN	$5,247	$213	$54.22	$1.38	8
	Des Moines, IA	Little Rock, AR	$4,000	$244	$42.15	$1.07	6
	Des Moines, IA	Los Angeles, CA	$5,880	$711	$65.45	$1.66	9
Soybeans	Minneapolis, MN	New Orleans, LA	$3,631	$589	$41.90	$1.14	12
	Toledo, OH	Huntsville, AL	$6,714	$313	$69.78	$1.90	7
	Indianapolis, IN	Raleigh, NC	$7,422	$445	$78.12	$2.13	10
	Indianapolis, IN	Huntsville, AL	$5,367	$211	$55.39	$1.51	6
	Champaign-Urbana, IL	New Orleans, LA	$4,665	$392	$50.22	$1.37	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	$414	$70.35	$1.91	11
	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	$5,923	$624	$65.01	$1.77	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	$392	$42.82	$1.09	9
	Lincoln, NE	Galveston-Houston, TX	$4,080	$0	$40.52	$1.03	5
	Des Moines, IA	Amarillo, TX	$4,420	$307	$46.94	$1.19	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	$4,895	$452	$53.10	$1.45	6
	Toledo, OH	Huntsville, AL	$4,954	$313	$52.30	$1.42	7
	Grand Island, NE	Portland, OR	$5,280	$638	$58.77	$1.60	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.

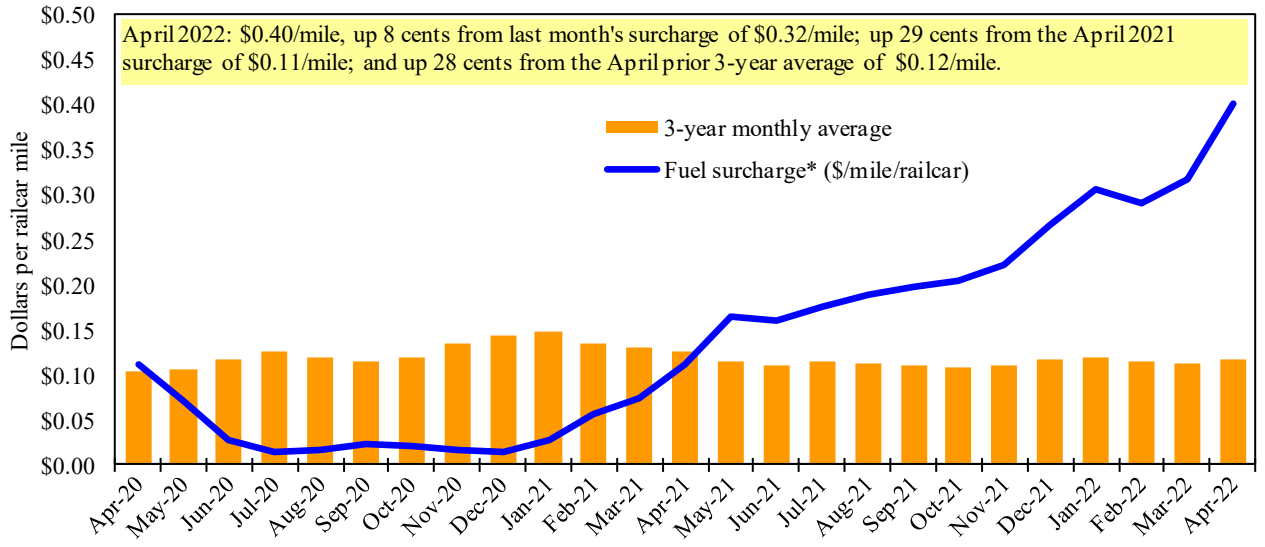
[4]Percentage change calculated using tariff rate plus fuel surchage; Y/Y = year over year.

[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.

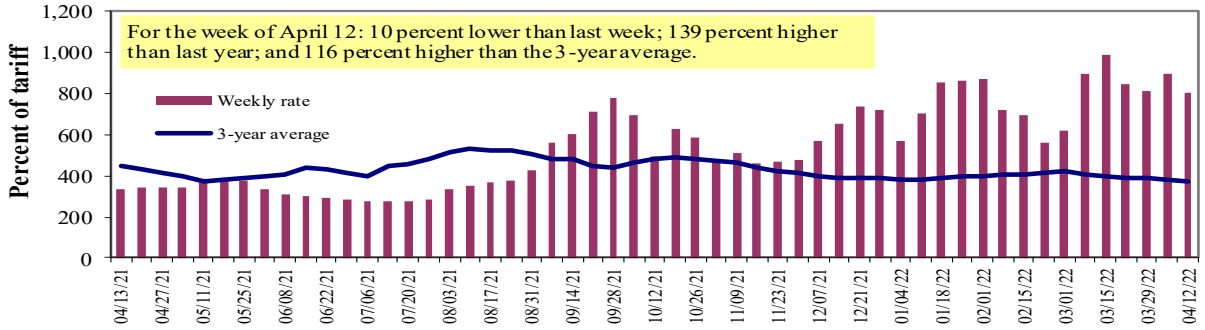
**CSX strike price changed from $2.00/gal. to $3.75/gal. starting January 1, 2015.

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

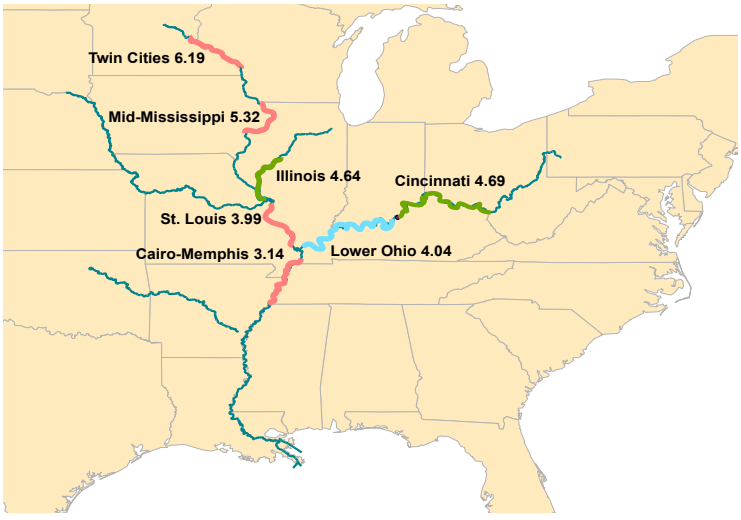
		Twin Cities	Mid-Mississippi	Lower Illinois River	St. Louis	Cincinnati	Lower Ohio	Cairo-Memphis
Rate[1]	4/12/2022	790	780	805	655	785	785	566
	4/5/2022	963	916	894	723	781	781	623
$/ton	4/12/2022	48.90	41.50	37.35	26.13	36.82	31.71	17.77
	4/5/2022	59.61	48.73	41.48	28.85	36.63	31.55	19.56
Current week % change from the same week:								
	Last year	86	128	139	185	180	180	156
	3-year avg. [2]	88	122	116	141	157	155	122
Rate[1]	May	715	685	630	550	660	660	485
	July	655	590	555	475	535	535	395

[1]Rate = percent of 1976 tariff benchmark index (1976 = 100 percent); [2]4-week moving average; ton = 2,000 pounds; "-" data not available.
Source: USDA, Agricultural Marketing Service.

Figure 9
Benchmark tariff rates

Calculating barge rate per ton:
(Rate * 1976 tariff benchmark rate per ton)/100

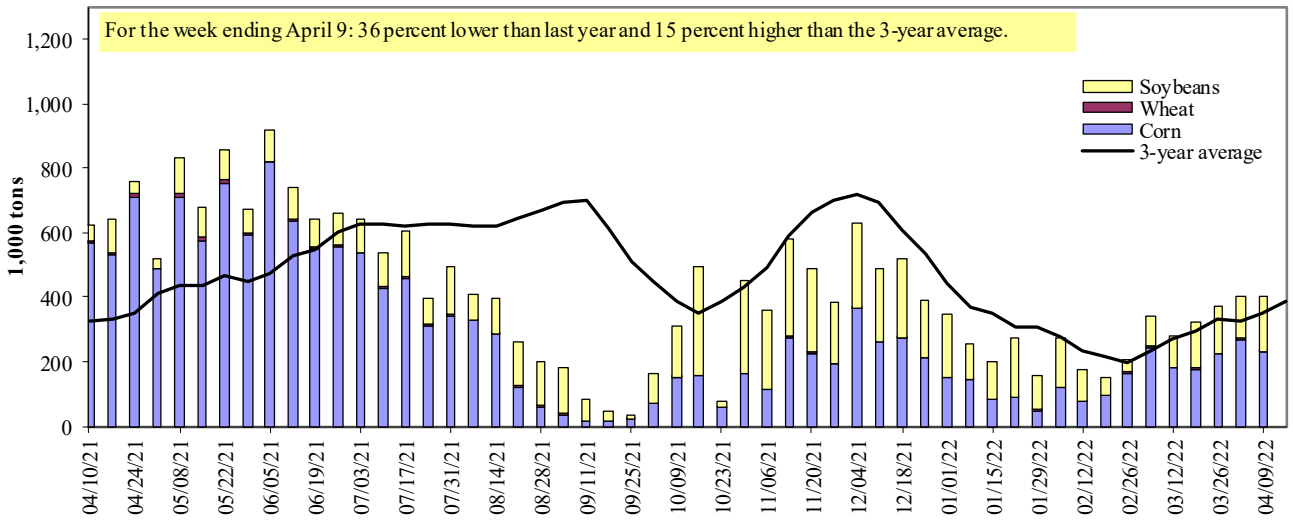
Select applicable index from market quotes are included in tables on this page. The 1976 benchmark rates per ton are provided in map.



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 04/09/2022	Corn	Wheat	Soybeans	Other	Total
Mississippi River					
Rock Island, IL (L15)	36	0	34	0	70
Winfield, MO (L25)	101	0	82	3	185
Alton, IL (L26)	237	3	167	3	409
Granite City, IL (L27)	230	3	167	3	403
Illinois River (La Grange)	98	3	49	0	151
Ohio River (Olmsted)	214	21	94	0	329
Arkansas River (L1)	0	22	11	0	34
Weekly total - 2022	444	46	273	3	766
Weekly total - 2021	713	39	144	6	903
2022 YTD[1]	4,720	415	3,291	82	8,509
2021 YTD[1]	7,570	268	3,064	114	11,016
2022 as % of 2021 YTD	62	155	107	72	77
Last 4 weeks as % of 2021[2]	66	144	198	187	90
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.

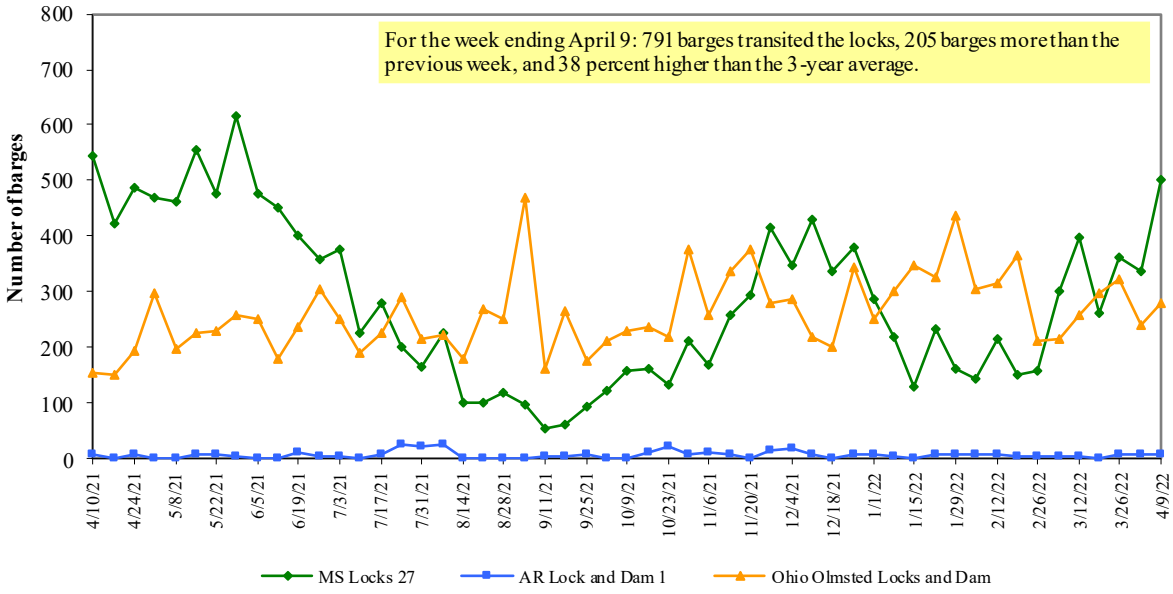
[2] As a percent of same period in 2020.

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

Source: U.S. Army Corps of Engineers.

Figure 11

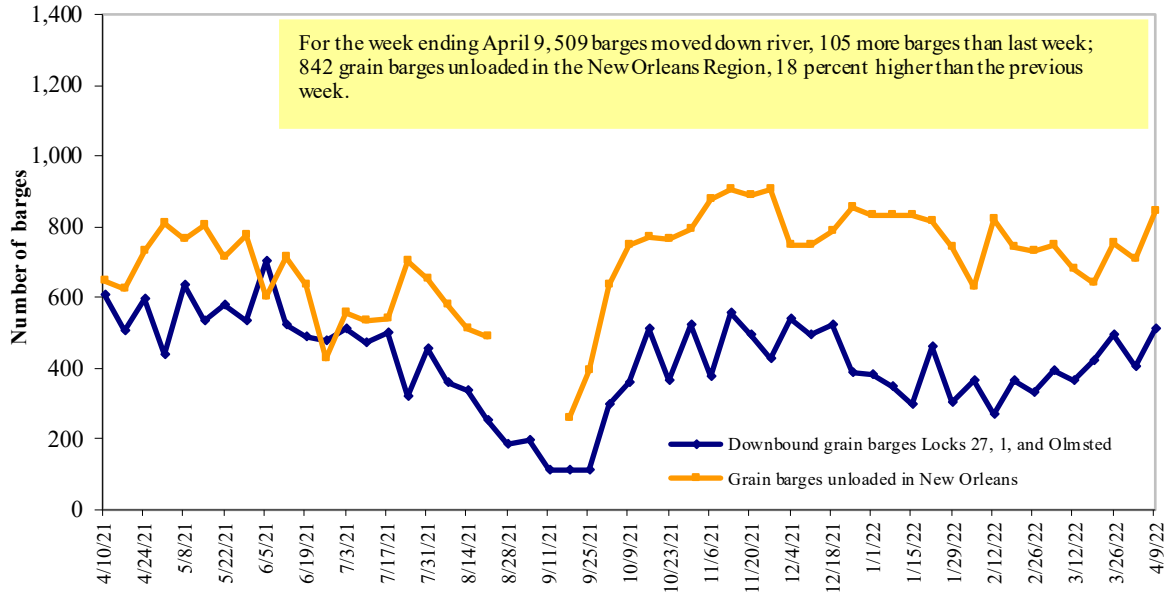
Upbound empty barges transiting Mississippi River Locks 27, Arkansas River Lock and Dam 1, and Ohio River Olmsted Locks and Dam



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 4/11/2022 (U.S. $/gallon)

Region	Location	Price	Change from Week ago	Change from Year ago
I	East Coast	5.128	-0.078	2.028
	New England	5.181	-0.102	2.110
	Central Atlantic	5.291	-0.072	2.034
	Lower Atlantic	5.018	-0.077	2.017
II	Midwest	4.887	-0.060	1.826
III	Gulf Coast	4.840	-0.089	1.916
IV	Rocky Mountain	5.042	-0.013	1.786
V	West Coast	5.761	-0.071	2.117
	West Coast less California	5.263	-0.049	2.015
	California	6.223	-0.066	2.248
Total	United States	5.073	-0.071	1.944

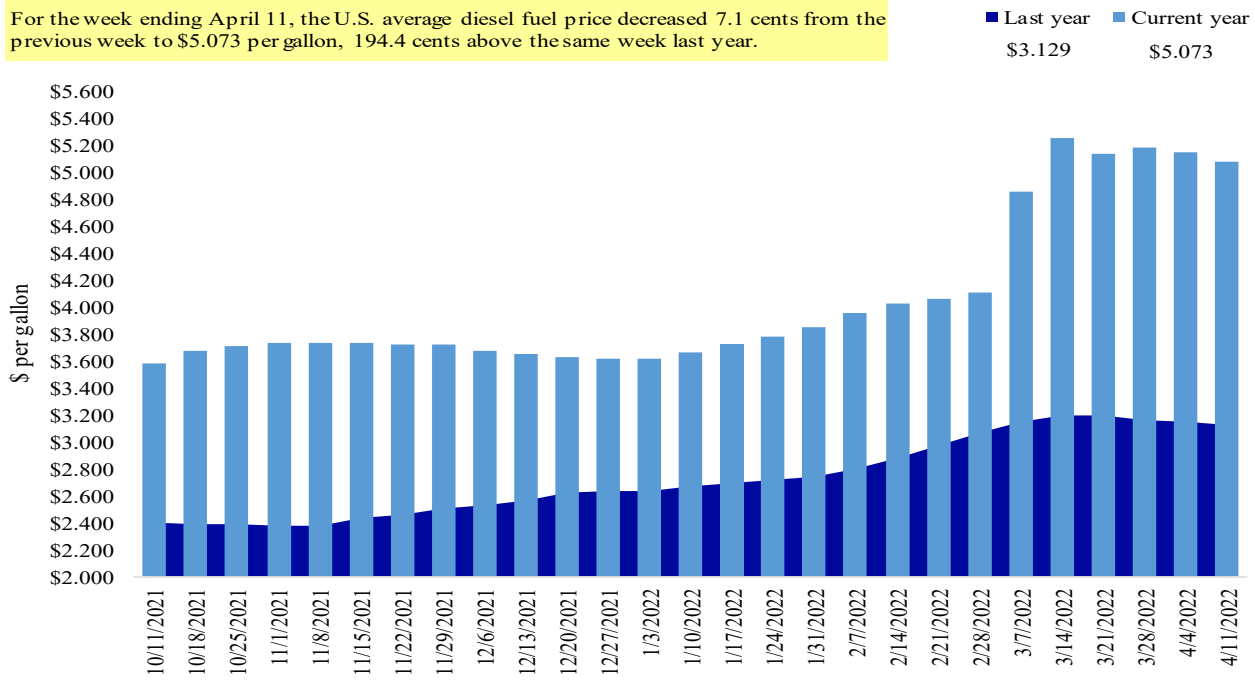
[1]Diesel fuel prices include all taxes. Prices represent an average of all types of diesel fuel.

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

Figure 13

Weekly diesel fuel prices, U.S. average

For the week ending April 11, the U.S. average diesel fuel price decreased 7.1 cents from the previous week to $5.073 per gallon, 194.4 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)

	Wheat						Corn	Soybeans	Total
For the week ending	HRW	SRW	HRS	SWW	DUR	All wheat			
Export balances[1]									
3/31/2022	1,451	459	935	476	16	3,336	20,623	11,765	35,725
This week year ago	1,272	301	1,408	1,804	80	4,866	30,512	5,587	40,965
Cumulative exports-marketing year[2]									
2021/22 YTD	6,096	2,314	4,357	2,864	174	15,806	33,813	44,378	93,997
2020/21 YTD	7,276	1,494	6,141	4,818	592	20,321	35,971	55,085	111,376
YTD 2021/22 as % of 2020/21	84	155	71	59	29	78	94	81	84
Last 4 wks. as % of same period 2020/21*	121	180	73	28	23	75	72	206	91
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 3/31/2022	Total commitments[2] 2021/22 current MY	2020/21 last MY	% change current MY from last MY	Exports[3] 3-yr. avg. 2019-21
	1,000 mt -			
Mexico	14,996	12,776	17	14,817
Japan	8,565	9,191	(7)	11,082
China	12,106	23,284	(48)	7,920
Columbia	3,771	3,354	12	4,491
Korea	726	2,653	(73)	3,302
Top 5 importers	**40,163**	**51,258**	**(22)**	**41,613**
Total U.S. corn export sales	**54,437**	**66,483**	**(18)**	**53,145**
% of projected exports	86%	95%		
Change from prior week[2]	**783**	**757**		
Top 5 importers' share of U.S. corn export sales	74%	77%		78%
USDA forecast April 2022	**63,613**	**70,051**	**(9)**	
Corn use for ethanol USDA forecast, April 2022	**136,525**	**127,838**	**7**	

[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 3/31/2022	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	28,748	35,755	(20)	21,666
Mexico	4,911	4,558	8	4,754
Egypt	3,582	2,619	37	3,093
Indonesia	1,280	1,829	(30)	2,325
Japan	1,909	1,899	1	2,275
Top 5 importers	**40,430**	**46,659**	**(13)**	**34,113**
Total U.S. soybean export sales	**56,143**	**60,672**	**(7)**	**50,758**
% of projected exports	97%	98%		
change from prior week[2]	**801**	**(92)**		
Top 5 importers' share of U.S. soybean export sales	72%	77%		**67%**
USDA forecast, April 2022	**57,629**	**61,608**	**(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. 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 3/31/2022	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	3,488	3,445	1	3,388
Philippines	2,716	3,174	(14)	3,121
Japan	2,355	2,485	(5)	2,567
Korea	1,245	1,878	(34)	1,501
Nigeria	1,973	1,392	42	1,490
China	848	3,200	(74)	1,268
Taiwan	915	1,138	(20)	1,187
Indonesia	122	879	(86)	1,131
Thailand	557	809	(31)	768
Italy	249	588	(58)	681
Top 10 importers	**14,468**	**18,988**	(24)	**17,102**
Total U.S. wheat export sales	**19,142**	**25,186**	(24)	**24,617**
% of projected exports	89%	93%		
change from prior week[2]	**156**	**82**		
Top 10 importers' share of U.S. wheat export sales	76%	75%		69%
USDA forecast, April 2022	**21,390**	**27,030**	(21)	

[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 04/07/22	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	247	132	187	2,907	4,402	66	52	63	13,243
Corn	200	250	80	3,461	5,274	66	60	85	13,420
Soybeans	67	215	31	3,895	3,717	105	n/a	94	14,540
Total	**514**	**598**	**86**	**10,264**	**13,394**	**77**	**71**	**79**	**41,203**
Mississippi Gulf									
Wheat	95	84	113	1,086	547	199	209	144	3,202
Corn	995	1,087	92	12,272	14,303	86	86	124	38,498
Soybeans	546	266	205	7,626	9,057	84	161	122	27,159
Total	**1,636**	**1,437**	**114**	**20,984**	**23,908**	**88**	**102**	**124**	**68,858**
Texas Gulf									
Wheat	42	8	523	801	1,013	79	55	51	3,888
Corn	39	0	n/a	181	174	104	89	114	627
Soybeans	0	0	n/a	2	656	0	0	0	1,611
Total	**82**	**8**	**n/a**	**984**	**1,843**	**53**	**55**	**56**	**6,126**
Interior									
Wheat	47	108	44	830	750	111	91	115	2,973
Corn	153	161	95	2,458	2,539	97	79	100	10,157
Soybeans	120	156	77	2,049	2,061	99	94	112	6,525
Total	**320**	**425**	**75**	**5,337**	**5,350**	**100**	**86**	**106**	**19,656**
Great Lakes									
Wheat	1	1	74	26	19	133	980	148	536
Corn	7	0	n/a	7	0	n/a	n/a	n/a	145
Soybeans	0	19	0	19	0	n/a	n/a	n/a	592
Total	**8**	**20**	**39**	**52**	**19**	**267**	**n/a**	**n/a**	**1,273**
Atlantic									
Wheat	0	0	n/a	4	71	6	0	0	128
Corn	0	16	0	59	7	832	335	334	85
Soybeans	74	70	105	905	945	96	134	185	2,184
Total	**74**	**87**	**85**	**969**	**1,023**	**95**	**118**	**176**	**2,397**
U.S. total from ports*									
Wheat	433	333	130	5,654	6,803	83	68	75	23,969
Corn	1,394	1,514	92	18,438	22,298	83	79	111	62,932
Soybeans	806	727	111	14,496	16,437	88	158	117	52,612
Total	**2,633**	**2,574**	**102**	**38,589**	**45,538**	**85**	**89**	**105**	**139,512**

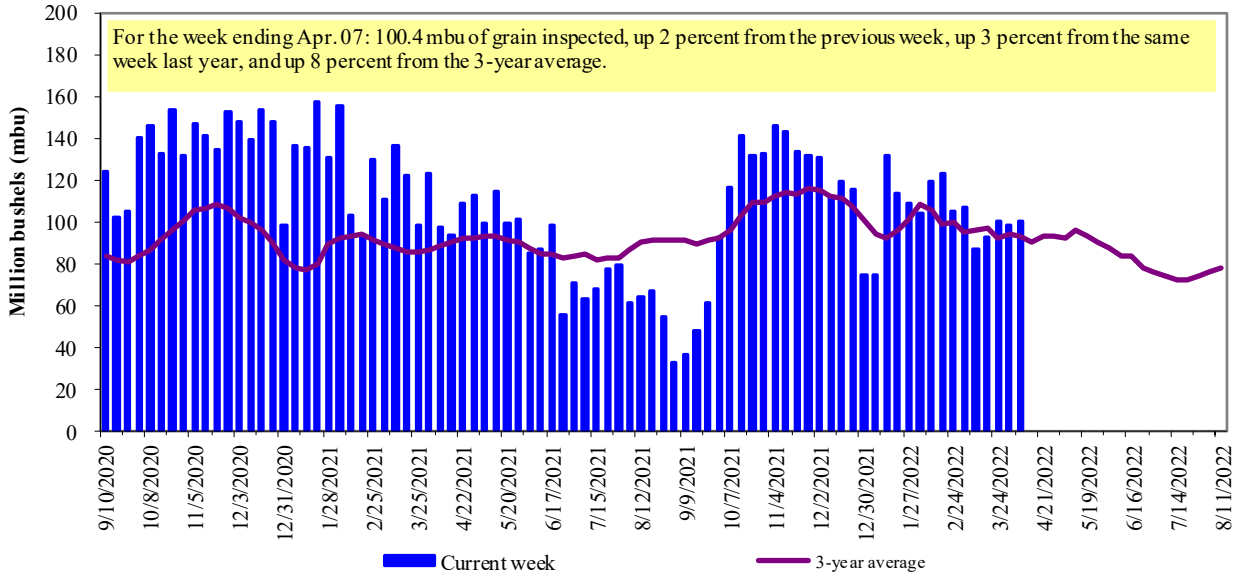
*Data includes revisions from prior weeks; some regional totals may not add exactly due to rounding.

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)

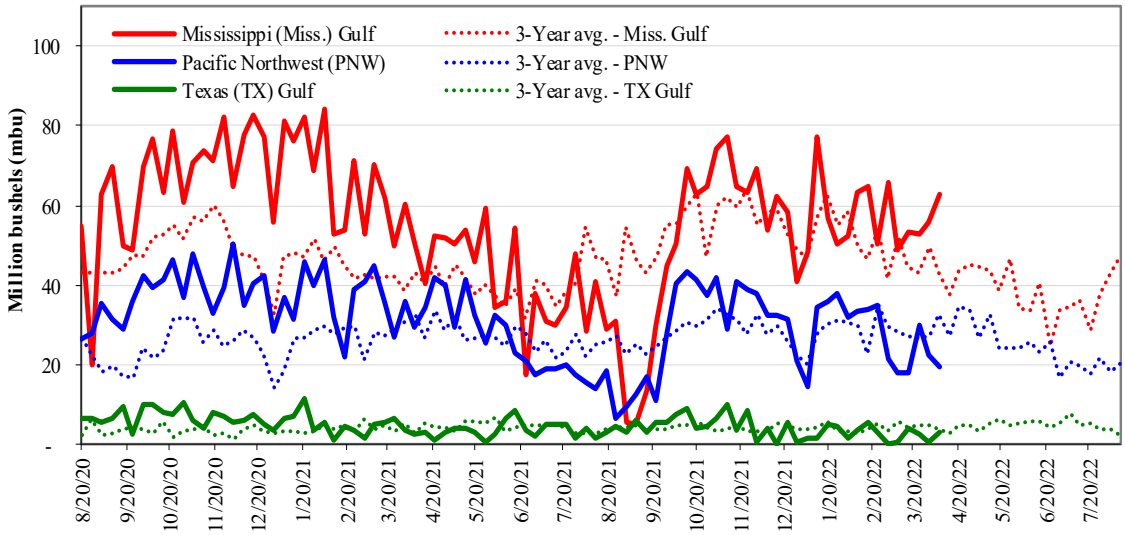


Note: 3-year average consists of 4-week running average.

Source: USDA, Federal Grain Inspection Service.

Figure 15

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



Week ending 04/07/22 inspections (mbu):		Percent change from:	MS Gulf	TX Gulf	U.S. Gulf	PNW
MS Gulf:	62.7	Last wk:	up 13	up 945	up 18	down 14
PNW:	19.4	Last Year (same wk):	up 23	up 14	up 23	down 34
TX Gulf:	3.1	3-yr avg. (4-wk. mov. Avg):	up 39	down 30	up 33	down 32

Source: USDA, Federal Grain Inspection Service.

Table 17

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

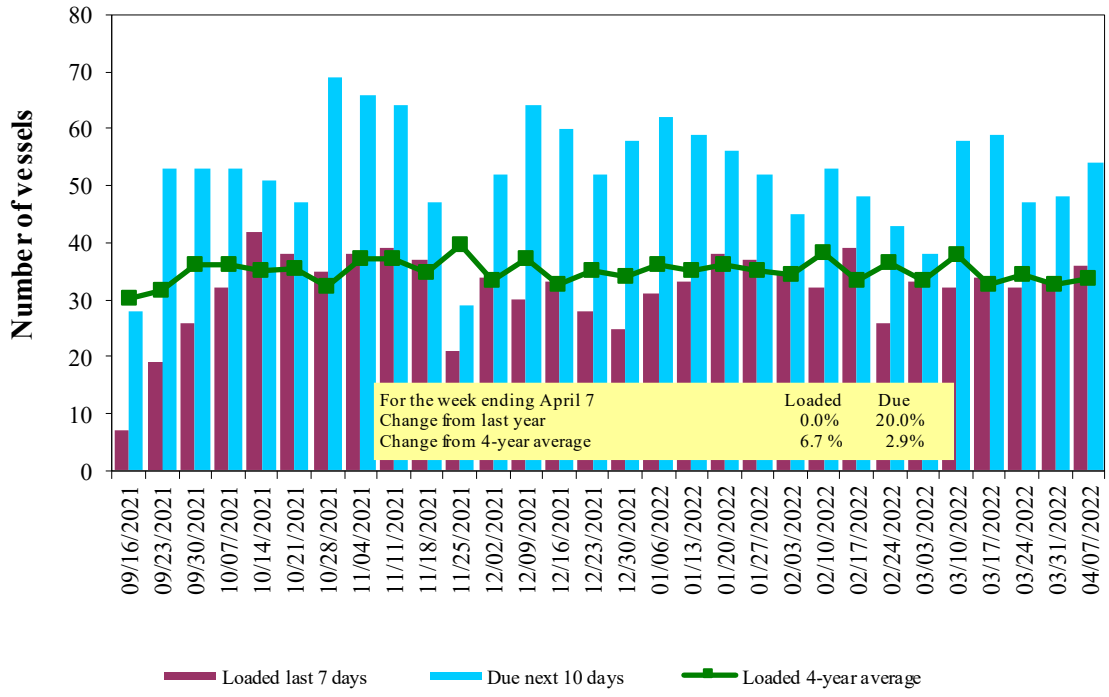
	Gulf			Pacific Northwest
Date	In port	Loaded 7-days	Due next 10-days	In port
4/7/2022	25	36	54	7
3/31/2022	33	33	48	12
2021 range	(10…57)	(5...48)	(15...69)	(4…27)
2021 average	34	32	49	15

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

Source: USDA, Agricultural Marketing Service.

Figure 16

U.S. Gulf[1] vessel loading activity

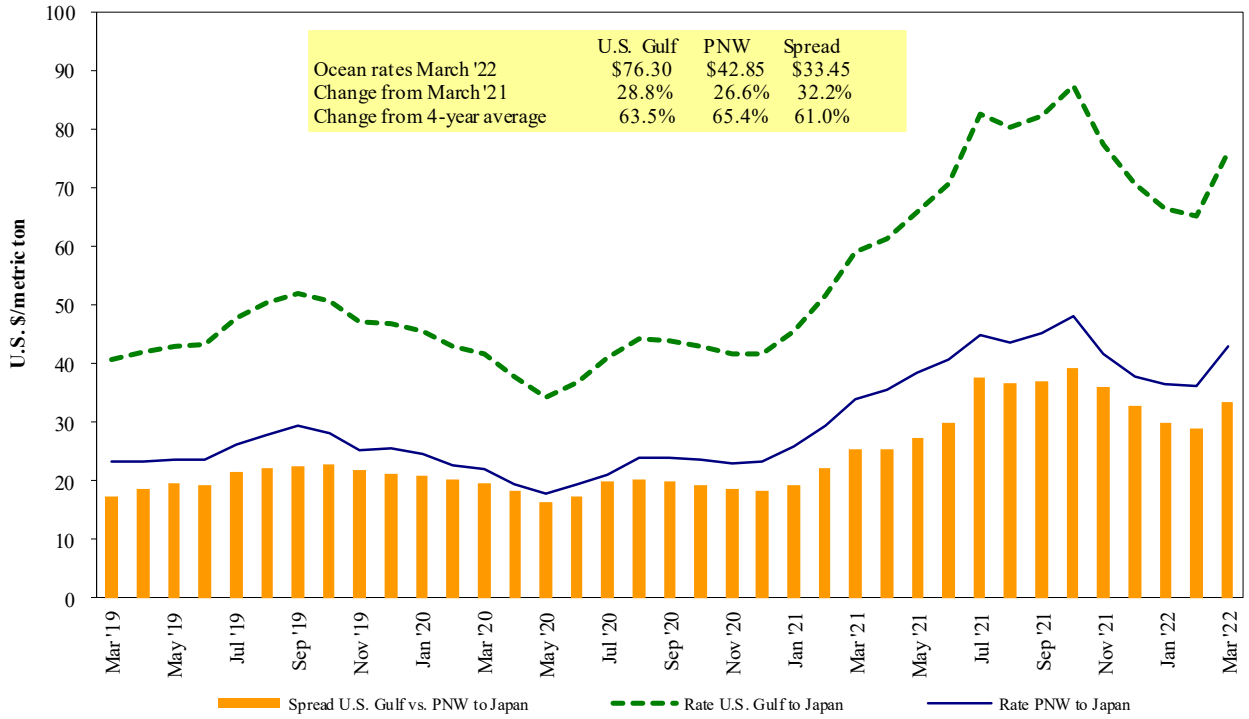


[1]U.S. Gulf includes Mississippi, Texas, and East Gulf

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 04/09/2022

Export region	Import region	Grain types	Loading date	Volume loads (metric tons)	Freight rate (US$/metric ton)
U.S. Gulf	Japan	Heavy grain	Jun 1/10	50,000	89.65
U.S. Gulf	Japan	Heavy grain	May 1/20, 2022	50,000	78.90
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	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	S. Korea	Heavy grain	Jun 1/Jul, 2022	55,000	82.75
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	Yemen	Wheat	Jan 24/Feb 4, 2022	29,960	124.00*
Brazil	N. China	Heavy grain	Mar 18/27, 2022	64,000	56.85
Brazil	N. China	Heavy grain	Jan 1/5, 2022	64,000	58.25
Argentina	Taiwan	Corn	May 1/Jun, 2022	65,000	85.00
Australia	Japan	Barley	Nov 1/10, 2021	55,000	65.50

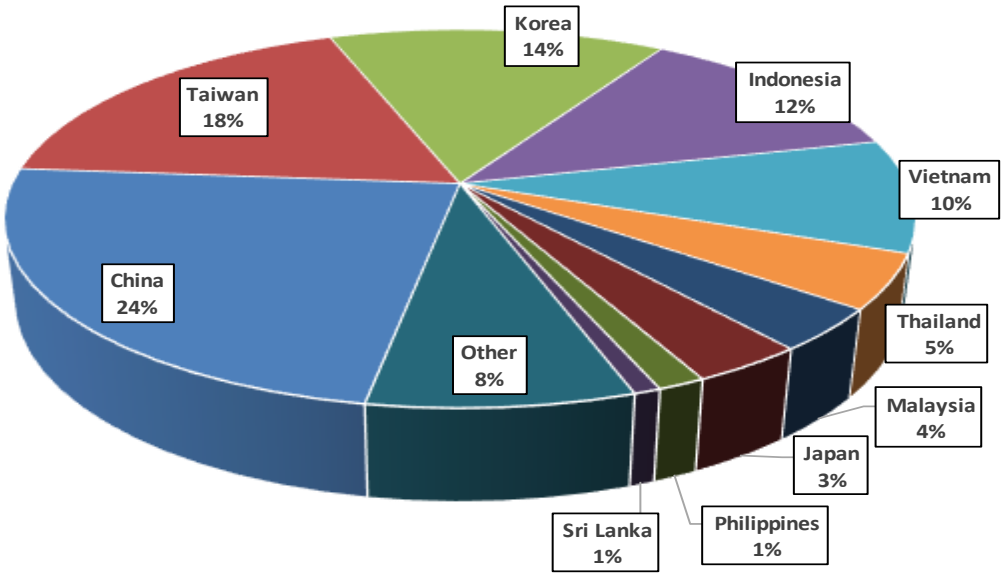
*50 percent of food aid from the United States is required to be shipped on U.S.-flag vessels.

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

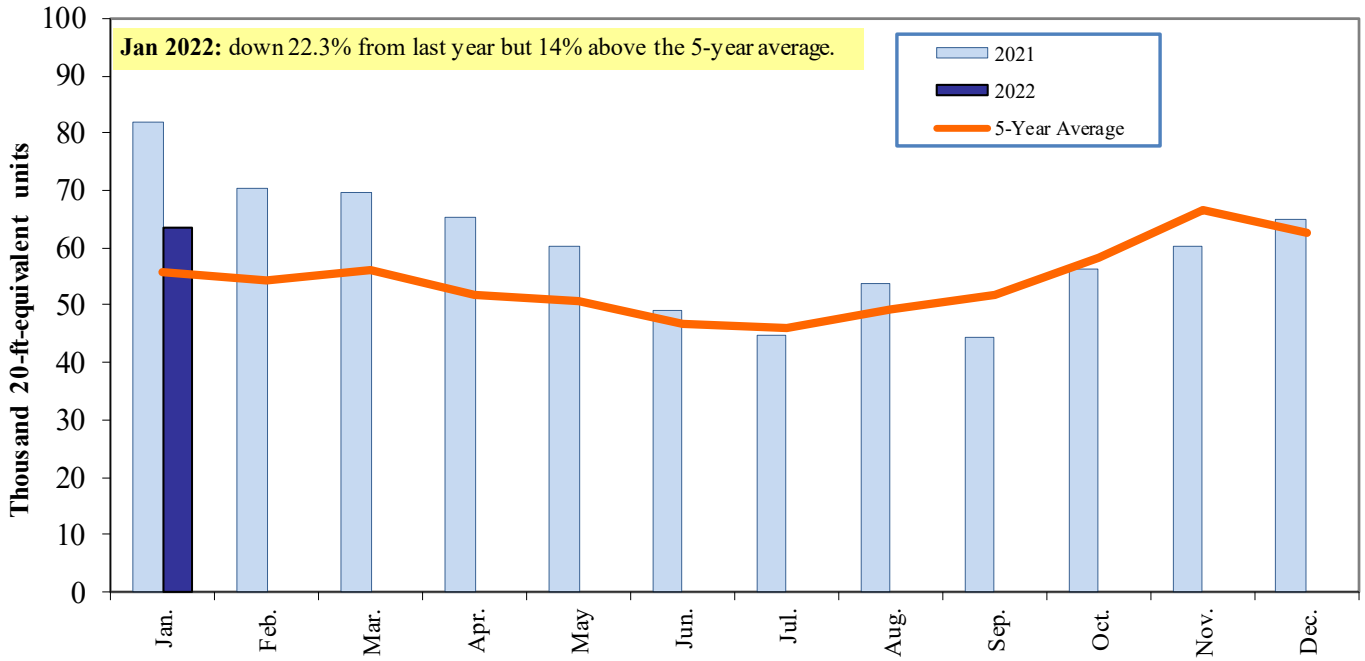
Figure 18
Top 10 destination markets for U.S. containerized grain exports, Jan 2022



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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