



# Grain Transportation Report

A weekly publication of the Agricultural Marketing Service  
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April 21, 2022

## WEEKLY HIGHLIGHTS

### STB Sets Schedule for Next Week's Hearing on Rail Service Issues

On April 20, the Surface Transportation Board (STB) [posted a schedule](#) of appearances for its April 26-27 hearing on "Urgent Issues in Freight Rail Service." A number of metrics from STB continue to show notable signs of deteriorated rail service. Across the seven Class I railroads, compared to the same week last year, grain train speeds are down 6 percent; grain origin dwell times are up 22 percent; the number of grain cars not moved in over 48 hours is up 32 percent; and the number of unfilled shipper orders for empty cars is up 101 percent. With these delays, grain shippers have increasingly turned to the secondary railcar auction markets to get their cars on time. In the week ending April 14, bids for railcar delivery in April reached \$3,750—over \$3,000 above average ([GTR fig. 4](#)). USDA's Deputy Secretary of Agriculture, agricultural industry representatives, and Six Class I railroads will provide testimony on these issues in the hearing next week. The hearing is open to the public and will be livestreamed on [STB's YouTube page](#).

### Arkansas Program Now Accepting Applications for Waterway Development Grants

The Arkansas Port, Intermodal and Waterway Development Grant Program is now accepting applications for the 2022 grant season. With \$1.95 million in available funding, the grants are open to Arkansas public port or intermodal authorities or facilities on the State's five navigable rivers: the Arkansas, Mississippi, Ouachita, Red, and White Rivers. Administered by the Arkansas Waterways Commission (AWC), the program provides financial assistance to public ports and intermodal authorities for capital improvement and port development projects. These projects have included landside infrastructure, real-estate purchase for port expansion, and much-needed dredging projects for ports and waterways. The program's match requirement is 10 percent for development projects and 50 percent for dredging projects. Applications are available on [AWC's website](#) and due by 11:59 pm, May 15. In 2021, more than 1 million tons of wheat were moved by barge down the Arkansas River (connecting to the Mississippi) to the U.S. Gulf for export.

### Panama Canal Posts Out-of-Service Notice for April 26 and 28

On April 26, the east lane of the Panama Canal's Gatun Panamax Locks will be out of service for 6 hours for [scheduled maintenance work](#). During the outage, the locks' daily transit capacity is estimated at 29-31 vessels—down from the normal capacity of 34-36 vessels. Also, on April 28, the west lane of the Locks will be out of service for 12 hours for scheduled maintenance work. Daily transit capacity during this time is estimated at 25-27 vessels (down from 34-36 vessels, normally). No major delays are anticipated. The locks' exact transit capacity depends on vessel mix, transit restrictions, and other factors. The Panama Canal is a vital outlet for U.S. grain destined to Asia.

## Snapshots by Sector

### Export Sales

For the week ending April 7, **unshipped balances** of wheat, corn, and soybeans for marketing year 2021/22 totaled 35.0 million metric tons (mmt), down 9 percent from the same time last year and down 2 percent from the previous week. Net **corn export sales** were 1.333 mmt, up 70 percent from the previous week. Net **soybean export sales** were 0.549 mmt, down 31 percent from the previous week. Net weekly **wheat export sales** were 0.096 mmt, down 38 percent from the previous week.

### Rail

U.S. Class I railroads originated 24,243 **grain carloads** during the week ending April 9. This was a 9-percent increase from the previous week, unchanged from last year, and 6 percent more than the 3-year average.

Average April shuttle **secondary railcar** bids/offers (per car) were \$2,900 above tariff for the week ending April 14. This was \$675 more than last week. There were no shuttle bids/offers this week last year.

### Barge

For the week ending April 16, **barged grain movements** totaled 870,418 tons. This was 14 percent more than the previous week and 9 percent more than the same period last year.

For the week ending April 16, 551 grain barges **moved down river**—42 more barges than the previous week. There were 747 grain barges **unloaded** in the New Orleans region, 11 percent fewer than last week.

### Ocean

For the week ending April 14, 32 **oceangoing grain vessels** were loaded in the Gulf—3 percent fewer than the same period last year. Within the next 10 days (starting April 15), 58 vessels were expected to be loaded—18 percent more than the same period last year.

As of April 14, the rate for shipping a metric ton (mt) of grain from the U.S. Gulf to Japan was \$78.50. This was 1 percent more than the previous week. The rate from the Pacific Northwest to Japan was \$44.25 per mt, 1 percent more than the previous week.

### Fuel

For the week ending April 18, the U.S. average **diesel fuel price** increased 2.8 cents from the previous week to \$5.101 per gallon, 197.7 cents above the same week last year.

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# Feature Article/Calendar

## First-Quarter 2022 Grain Inspections Down From a Year Ago

From first quarter 2021 to first quarter 2022 (year to year), inspections of grain from all U.S. ports decreased 10 percent, to 36 million metric tons (mmt), according to USDA's Federal Grain Inspection Service (FGIS) (fig. 1). The year-to-year decrease in total grain inspections reflected lower inspections of all three commodities—corn, soybean, and wheat. Also, total inspections decreased from year to year for all major export regions, except the Interior. First-quarter 2022 inspections marked a 12-percent decrease from the 5-year average. Overall, grain inspections decreased mainly because of falling demand from Asia.

### Breakdowns by Region

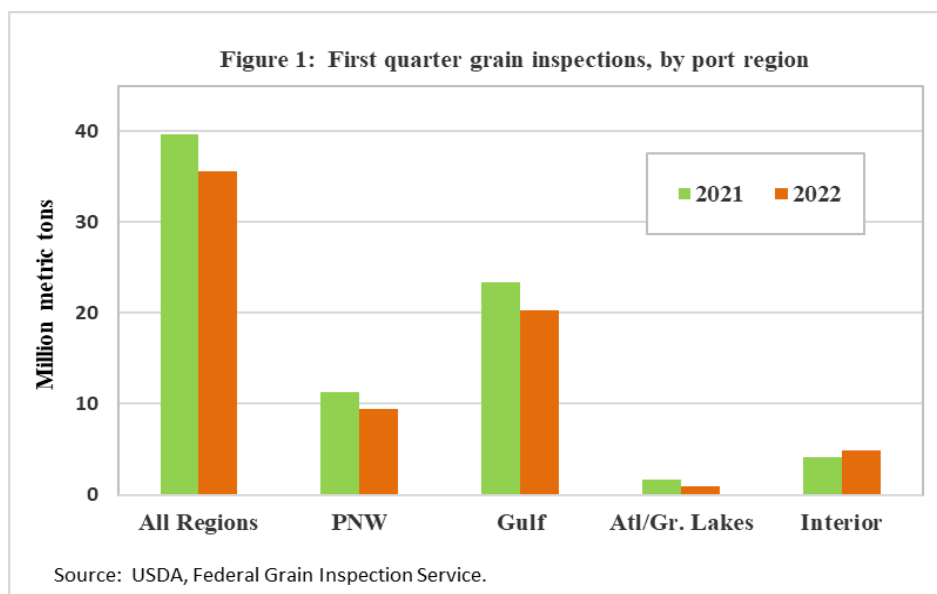
**U.S. Gulf.** At 20 mmt, first-quarter 2022 grain inspections at U.S. Gulf ports were up 8 percent from the 5-year average and down 13 percent year to year (fig. 1). Also, year to year, U.S. Gulf wheat inspections were up 23 percent because of less competition from Russian and Canadian wheat.<sup>1</sup> Total U.S. Gulf soybean inspections were down 26 percent, as a result of a drop in shipments to Latin America and Asia. U.S. Gulf corn inspections were down 7 percent.

The drop in grain inspections was also reflected in first-quarter rail deliveries of grain to U.S. Gulf ports, which decreased 28 percent ([GTR table 3](#)). Barge movements of grain to the U.S. Gulf through the locking sections of the Mississippi, Ohio, and Arkansas Rivers were also down significantly ([GTR table 10](#)).

**Pacific Northwest.** At 9 mmt, first-quarter grain inspections in Pacific Northwest (PNW) ports were unchanged from the 5-year average and down 16 percent year to year (see fig. 1). PNW corn inspections decreased 24 percent, and wheat inspections decreased 27 percent—both drops reflecting lower demand from Asia and Latin America. PNW first-quarter

soybean inspections, however, were up 6 percent. Overall, lower PNW inspections were reflected in a 13-percent drop in first-quarter rail deliveries of grain to PNW ports ([GTR table 3](#)).

**Atlantic and Great Lakes.** At 0.905 mmt, first-quarter grain inspections for Atlantic and Great Lakes ports were up 45 percent from the 5-year average and up 1 percent year to year. These rises mainly reflected significantly higher corn inspections. Total grain inspections in the Atlantic and Great Lakes increased primarily to Caribbean and Latin American destinations.

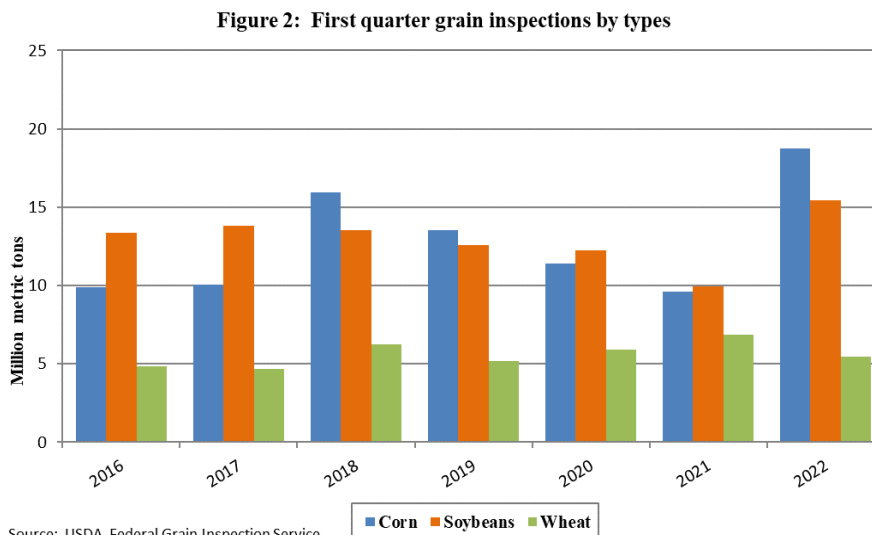


<sup>1</sup> Unless otherwise noted, all changes throughout this article are from year to year.

**Interior.** At 4.9 mmt, first-quarter grain inspections in the Interior rose 33 percent from the 5-year average and rose 16 percent year to year. At 3.8 mmt, Interior shipments of grain to Mexico were up 19 percent, and at 0.35 mmt, shipments to China were up 144 percent. Inspections of corn rose 15 percent; soybeans rose 11 percent; and wheat rose 34 percent.

### Breakdowns by Commodity

**Corn.** At 17.3 mmt, first-quarter 2022 corn inspections were up 25 percent from the 5-year average and down 7 percent year to year (fig. 2). Over 90 percent of first-quarter 2022 total corn shipments were destined to Asia and Latin America. U.S. Gulf corn inspections decreased 7 percent, and PNW corn inspections fell 24 percent. Decreased U.S. corn exports reflected falling demand for grain from Asian and Latin American countries.



**Soybeans.** At 13.3 mmt, total first-quarter soybean inspections were up 21 percent from the 5-year average and down 14 percent year to year (fig. 2). Soybean inspections fell 26 percent in the U.S. Gulf and rose 6 percent in PNW. At 9.2 mmt, soybeans inspected for export to Asia were down 14 percent.

**Wheat.** At 5 mmt, first-quarter wheat inspections were 16 percent below the 5-year average and down 9 percent year to year. U.S. wheat inspections decreased mainly because of the 97-percent drop in the Atlantic and Great Lakes and the 27-percent drop in PNW. These declines resulted from lower demand from Asia—primarily, China and Malaysia. U.S. Gulf and Interior wheat inspections rose year to year.

### Market Outlook

According to the April release of USDA’s *World Agricultural Supply and Demand Estimates (WASDE)*, the projected corn exports for marketing year (MY) 2021/22 did not change from the March WASDE numbers. However, the forecast for wheat exports decreased, and the soybean exports forecast slightly increased. From MY 2020/21, U.S. corn exports are projected to fall 9 percent; wheat exports are projected to decrease 21 percent; and soybean exports are projected to fall 6 percent. Cumulative (shipped) marketing year-to-date export sales of corn and soybeans are 6 percent and 19 percent below the year-to-date sales for MY 2020/21, respectively. Cumulative year-to-date export sales of wheat are 22 percent below MY 2020/21 (*GTR table 12*).

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# Grain Transportation Indicators

Table 1

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

For the week ending	Truck	Rail		Barge	Ocean	
		Non-Shuttle	Shuttle		Gulf	Pacific
04/20/22	342	306	319	339	351	314
04/13/22	340	306	304	447	347	310

<sup>1</sup>Indicator: Base year 2000 = 100. Weekly updates include truck = diesel (\$/gallon); rail = near-month secondary rail market bid and monthly tariff rate with fuel surcharge (\$/car); barge = Illinois River barge rate (index = percent of tariff rate); ocean = routes to Japan (\$/metric ton); n/a = not available.

Source: USDA, Agricultural Marketing Service.

Table 2

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

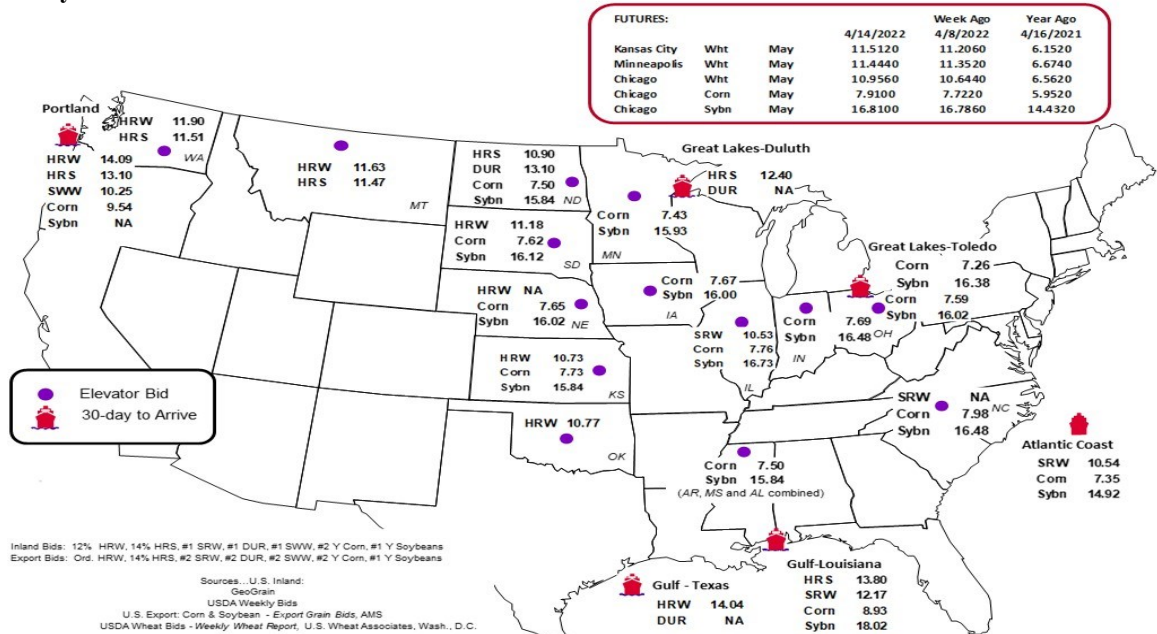
Commodity	Origin-destination	4/14/2022	4/8/2022
Corn	IL-Gulf	-1.17	-1.22
Corn	NE-Gulf	-1.28	-1.33
Soybean	IA-Gulf	-2.02	-2.21
HRW	KS-Gulf	-3.31	-3.38
HRS	ND-Portland	-2.20	-2.22

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)<sup>1</sup>**

For the week ending	Mississippi		Pacific	Atlantic &	Total	Week ending	Cross-border Mexico <sup>3</sup>
	Gulf	Texas Gulf	Northwest	East Gulf			
4/13/2022 <sup>p</sup>	2,001	1,018	6,089	572	9,680	4/9/2022	3,375
4/6/2022 <sup>r</sup>	2,098	853	5,665	517	9,133	4/2/2022	1,969
2022 YTD <sup>r</sup>	24,521	14,971	88,000	8,633	136,125	2022 YTD	39,769
2021 YTD <sup>r</sup>	25,493	24,506	94,658	8,683	153,340	2021 YTD	34,523
2022 YTD as % of 2021 YTD	96	61	93	99	89	% change YTD	115
Last 4 weeks as % of 2021 <sup>2</sup>	107	67	93	122	92	Last 4wks. % 2021	96
Last 4 weeks as % of 4-year avg. <sup>2</sup>	205	76	97	126	106	Last 4wks. % 4 yr.	114
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

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

<sup>2</sup> Compared with same 4-weeks in 2021 and prior 4-year average.

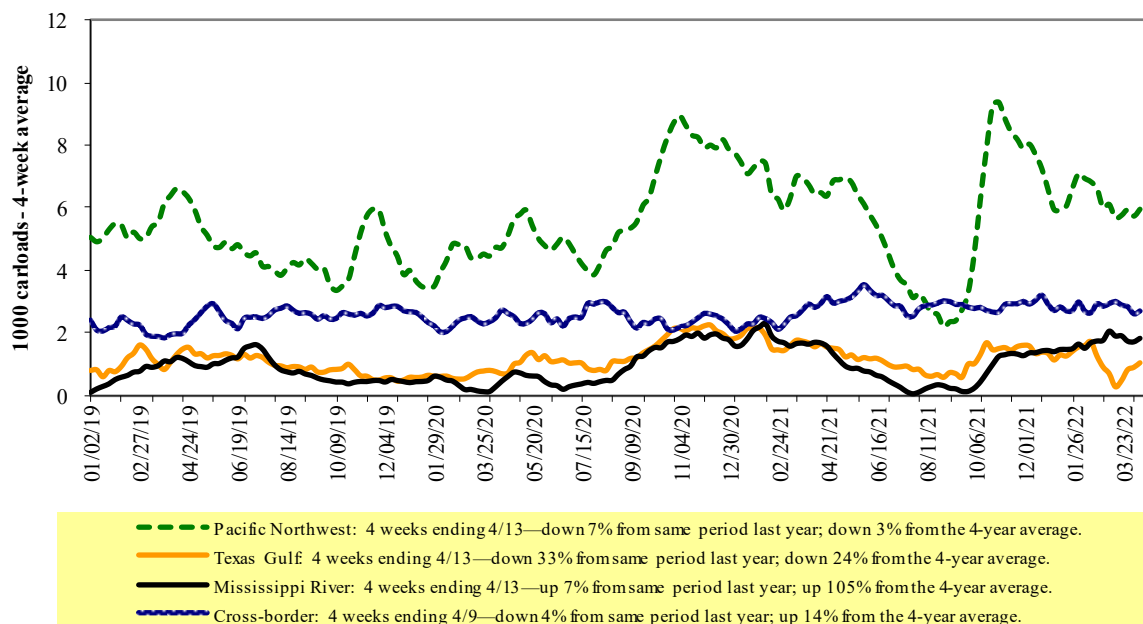
<sup>3</sup> Cross-border weekly data is approximately 15 percent below the Association of American Railroads' reported weekly carloads received by Mexican railroads to reflect switching between Kansas City Southern de Mexico (KCSM) and Grupo Mexico.

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

Source: USDA, Agricultural Marketing Service.

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

Figure 2  
**Rail deliveries to port**



Source: USDA, Agricultural Marketing Service.

Table 4

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

For the week ending: 4/9/2022	East		West			U.S. total	Canada	
	CSXT	NS	BNSF	KCS	UP		CN	CP
This week	2,040	2,419	12,048	1,289	6,447	24,243	3,962	4,338
This week last year	1,605	2,654	12,054	1,029	7,005	24,347	5,703	6,564
2022 YTD	26,274	32,319	164,821	18,083	86,319	327,816	49,697	52,696
2021 YTD	28,620	36,294	182,579	14,431	91,563	353,487	69,524	74,538
2022 YTD as % of 2021 YTD	92	89	90	125	94	93	71	71
Last 4 weeks as % of 2021*	99	98	89	109	85	91	66	62
Last 4 weeks as % of 3-yr. avg.**	98	92	102	107	104	101	72	75
Total 2021	93,935	120,909	609,890	64,818	318,002	1,207,554	210,317	242,533

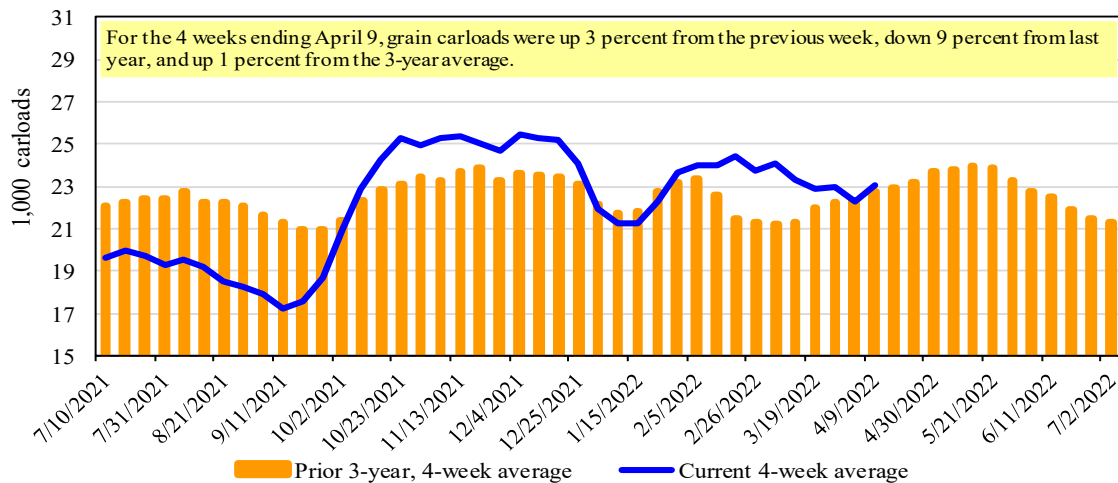
\*The past 4 weeks of this year as a percent of the same 4 weeks last year.

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

For the week ending: 4/14/2022		Delivery period							
		Apr-22	Apr-21	May-22	May-21	Jun-22	Jun-21	Jul-22	Jul-21
BNSF <sup>3</sup>	COT grain units	no offer	n/a	no offer	0	no offer	no bids	no bids	no bids
	COT grain single-car	no offer	n/a	no offer	0	no offer	0	0	0
UP <sup>4</sup>	GCAS/Region 1	no offer	n/a	no offer	no offer	no offer	no offer	n/a	no offer
	GCAS/Region 2	no offer	n/a	no offer	no offer	no offer	no offer	n/a	no offer

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

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

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

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

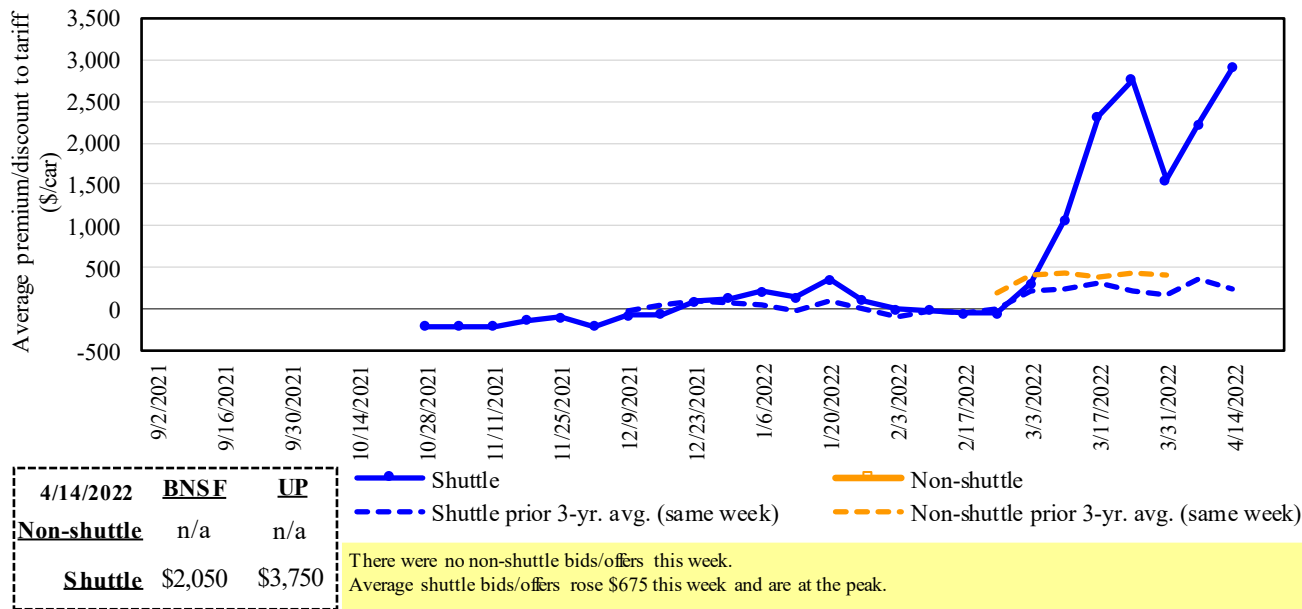
Region 1 includes: AR, IL, LA, MO, NM, OK, TX, WI, and Duluth, MN.

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

Source: USDA, Agricultural Marketing Service.

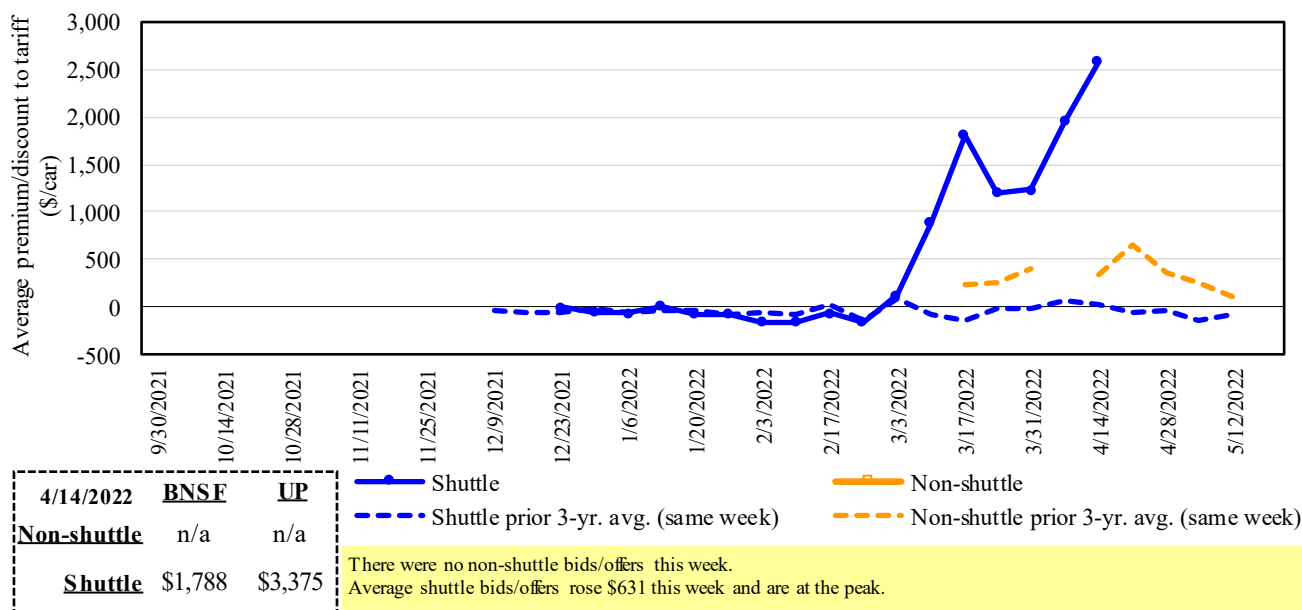
The **secondary rail market** information reflects trade values for service that was originally purchased from the railroad carrier as some form of guaranteed freight. The **auction and secondary rail** values are indicators of rail service quality and demand/supply.

**Figure 4**  
**Secondary market bids/offers for railcars to be delivered in April 2022**



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.

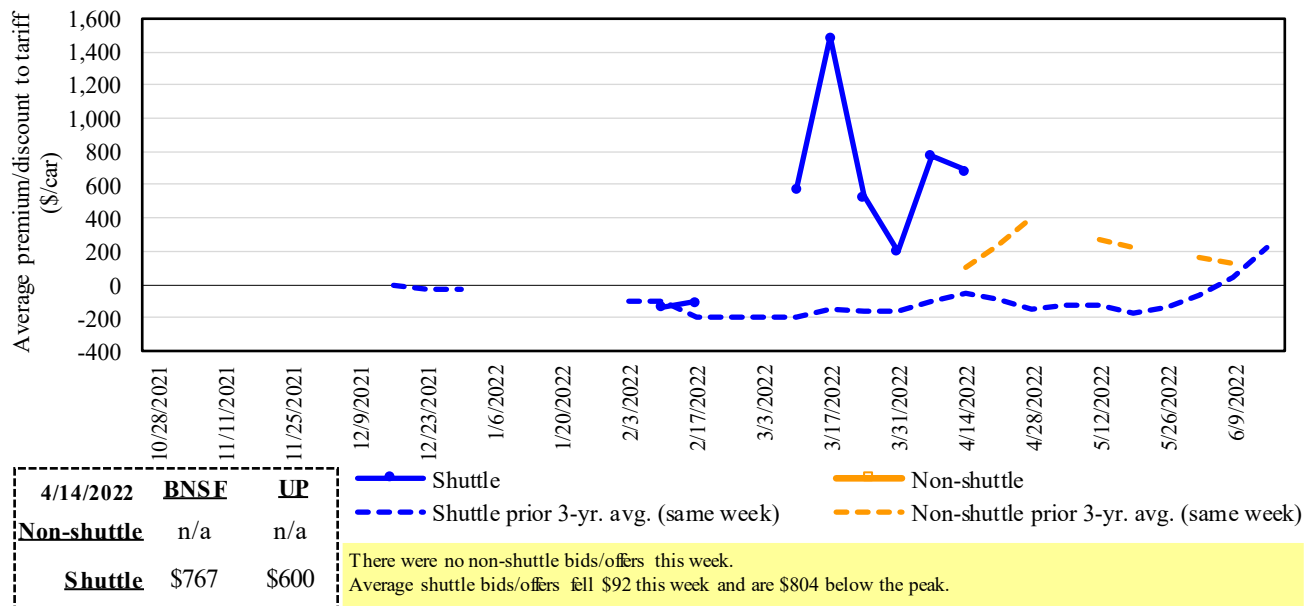
**Figure 5**  
**Secondary market bids/offers for railcars to be delivered in May 2022**



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



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

Table 6

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

For the week ending: 4/14/2022		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	2,050	1,788	767	50	0	344
	Change from last week	100	325	(8)	(25)	(25)	0
	Change from same week 2021	n/a	1,767	892	250	200	153
	UP-Pool	3,750	3,375	600	700	150	n/a
	Change from last week	1,250	937	n/a	n/a	0	n/a
	Change from same week 2021	n/a	3,213	600	800	300	n/a

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

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

BNSF = BNSF Railway; UP = Union Pacific Railroad.

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

Source: USDA, Agricultural Marketing Service.



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

Table 7

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

April 2022	Origin region <sup>3</sup>	Destination region <sup>3</sup>	Tariff rate/car	Fuel surcharge per car	Tariff plus surcharge per:		Percent change Y/Y <sup>4</sup>
					metric ton	bushel <sup>2</sup>	
<b>Unit train</b>							
Wheat	Wichita, KS	St. Louis, MO	\$3,695	\$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	
<b>Shuttle train</b>							
Wheat	Great Falls, MT	Portland, OR	\$4,193	\$0	\$41.64	\$1.13	4
	Wichita, KS	Galveston-Houston, TX	\$4,411	\$0	\$43.80	\$1.19	4
	Chicago, IL	Albany, NY	\$6,670	\$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	

<sup>1</sup>A unit train refers to shipments of at least 25 cars. Shuttle train rates are generally available for qualified shipments of

75-120 cars that meet railroad efficiency requirements.

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

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

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

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

Table 8

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

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

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

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

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

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

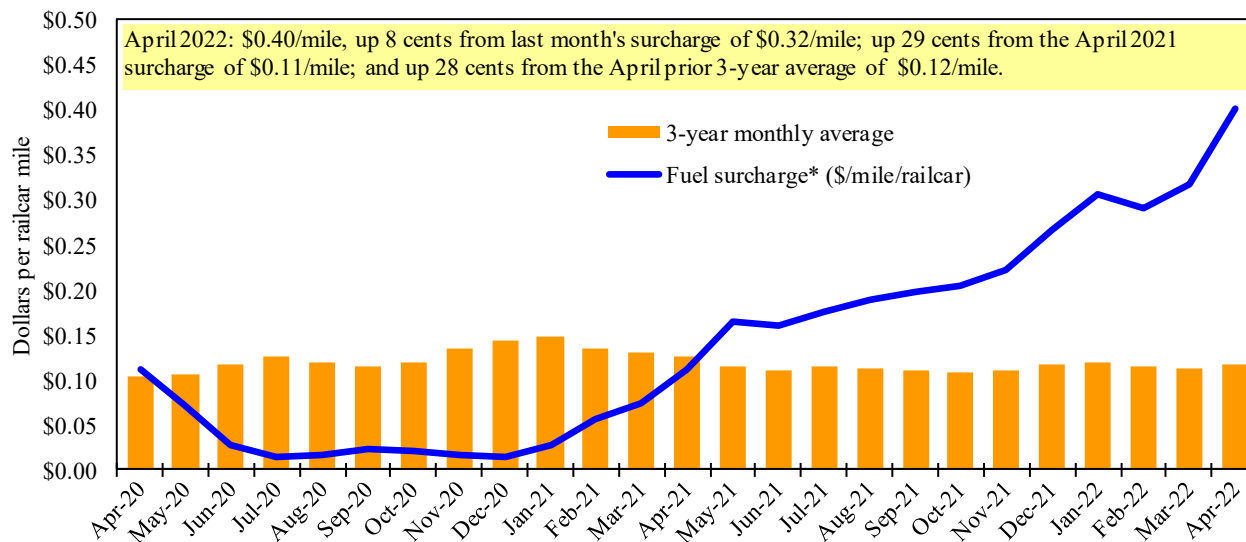
<sup>5</sup> As of January 1, both BNSF and Union Pacific changed their billing and reporting of rates to Mexico.

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

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

Figure 7

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



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

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

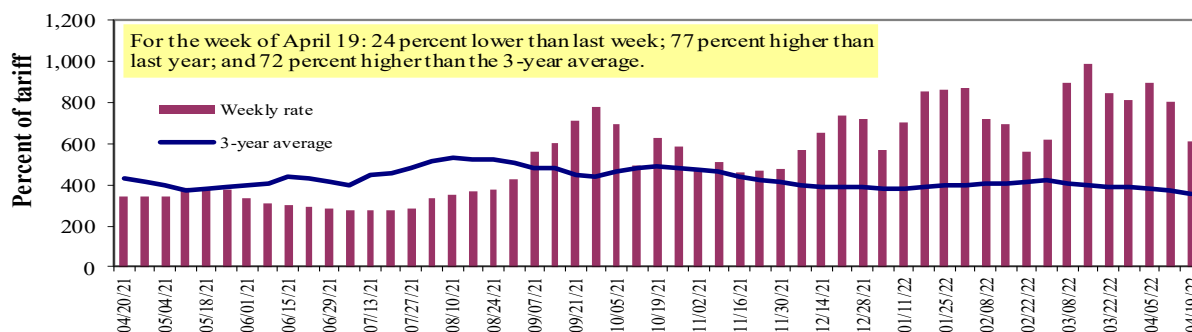
\*\* CSX strike price changed from \$2.00/gal. to \$3.75/gal. starting January 1, 2015.

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

# Barge Transportation

Figure 8

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



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

Table 9

## Weekly barge freight rates: Southbound only

		Twin Cities	Mid-Mississippi	Lower Illinois River	St. Louis	Cincinnati	Lower Ohio	Cairo-Memphis
<b>Rate<sup>1</sup></b>	4/19/2022	731	663	611	503	625	625	481
	4/12/2022	790	780	805	655	785	785	566
<b>\$/ton</b>	4/19/2022	45.25	35.27	28.35	20.07	29.31	25.25	15.10
	4/12/2022	48.90	41.50	37.35	26.13	36.82	31.71	17.77
<b>Current week % change from the same week:</b>								
	Last year	69	89	77	112	127	127	119
	3-year avg. <sup>2</sup>	77	93	72	100	119	118	101
<b>Rate<sup>1</sup></b>	May	650	594	563	463	575	575	419
	July	633	550	509	425	488	488	363

<sup>1</sup>Rate = percent of 1976 tariff benchmark index (1976 = 100 percent); <sup>2</sup>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:

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

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

Map Credit: USDA, Agricultural Marketing Service

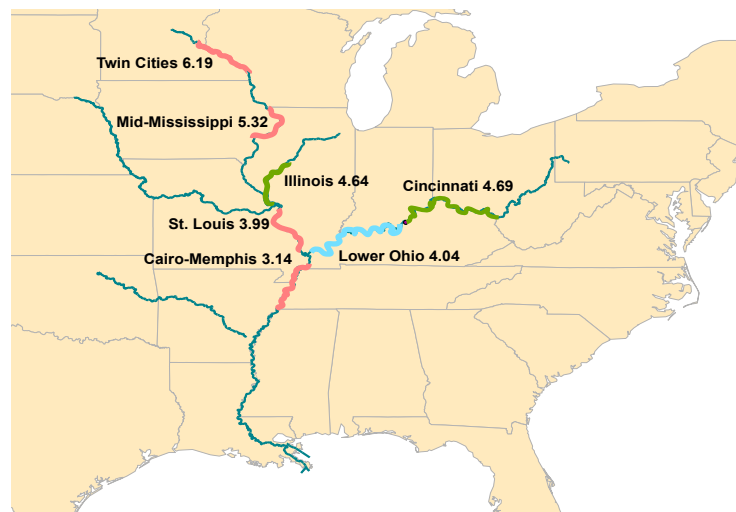
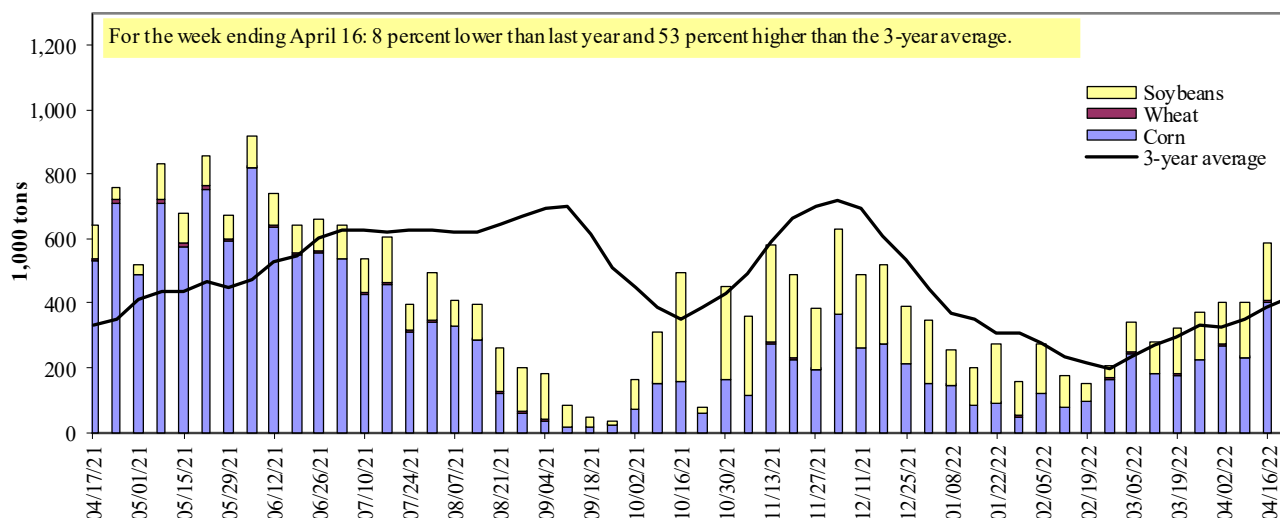


Figure 10

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



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

Source: U.S. Army Corps of Engineers.

Table 10

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

For the week ending 04/16/2022	Corn	Wheat	Soybeans	Other	Total
<b>Mississippi River</b>					
Rock Island, IL (L15)	98	0	35	0	132
Winfield, MO (L25)	221	0	98	0	319
Alton, IL (L26)	396	0	158	0	554
Granite City, IL (L27)	400	8	180	0	588
<b>Illinois River (La Grange)</b>	162	0	74	0	236
<b>Ohio River (Olmsted)</b>	139	24	62	8	234
<b>Arkansas River (L1)</b>	0	33	15	0	48
Weekly total - 2022	539	65	258	8	870
Weekly total - 2021	638	24	135	2	798
2022 YTD <sup>1</sup>	5,260	480	3,549	91	9,380
2021 YTD <sup>1</sup>	8,208	292	3,199	116	11,815
2022 as % of 2021 YTD	64	165	111	78	79
Last 4 weeks as % of 2021 <sup>2</sup>	68	158	209	193	93
Total 2021	23,516	1,634	11,325	297	36,772

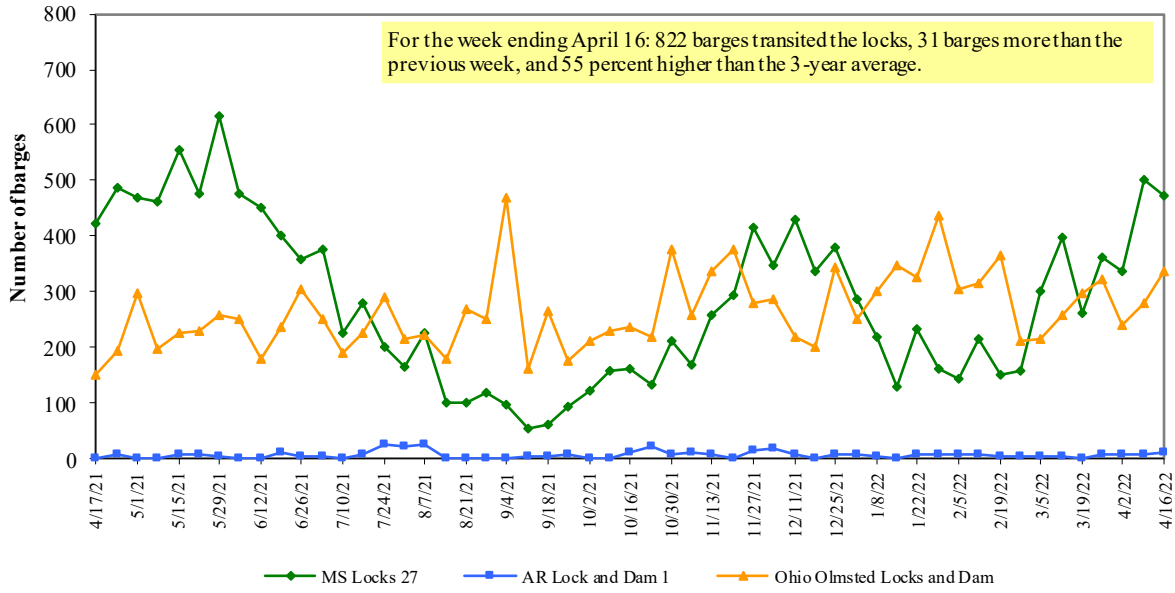
<sup>1</sup> Weekly total, YTD (year-to-date), and calendar year total include MI/27, OH/Olmsted, and AR/1; Other refers to oats, barley, sorghum, and rye. Total may not add exactly due to rounding.

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

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

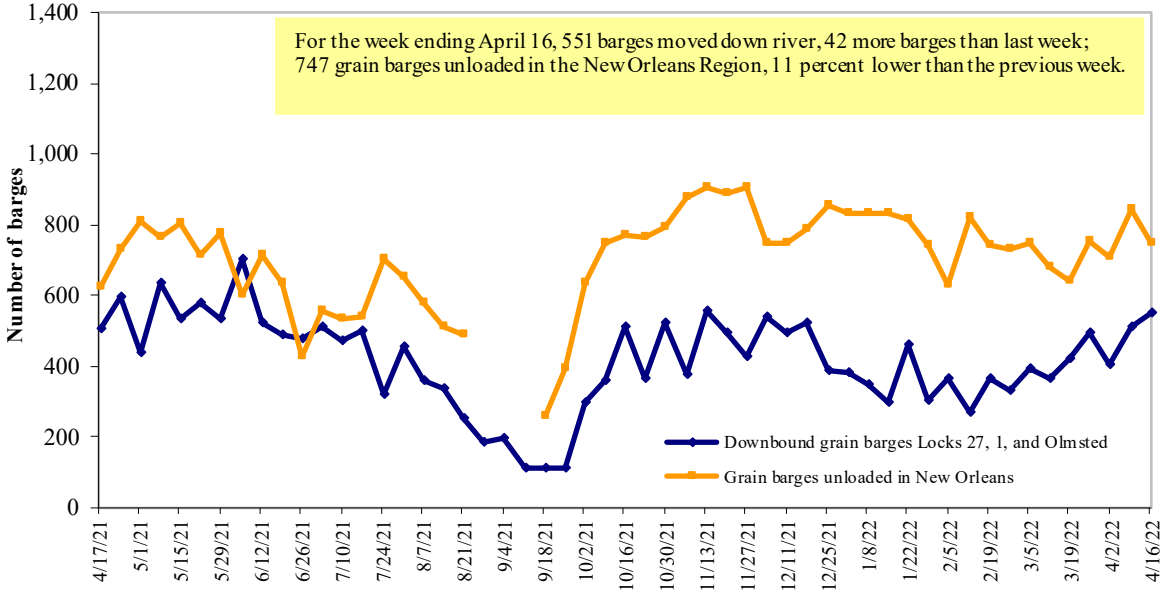
Source: U.S. Army Corps of Engineers.

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



Source: U.S. Army Corps of Engineers.

**Figure 12**  
**Grain barges for export in New Orleans region**



Note: Olmsted = Olmsted Locks and Dam.

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

# Truck Transportation

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

Table 11

**Retail on-highway diesel prices, week ending 4/18/2022 (U.S. \$/gallon)**

Region	Location	Price	Change from	
			Week ago	Year ago
I	East Coast	5.151	0.023	2.055
	New England	5.177	-0.004	2.106
	Central Atlantic	5.335	0.044	2.076
	Lower Atlantic	5.033	0.015	2.040
II	Midwest	4.921	0.034	1.867
III	Gulf Coast	4.855	0.015	1.932
IV	Rocky Mountain	5.094	0.052	1.862
V	West Coast	5.795	0.034	2.150
	West Coast less California	5.278	0.015	2.030
	California	6.250	0.027	2.273
Total	United States	5.101	0.028	1.977

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

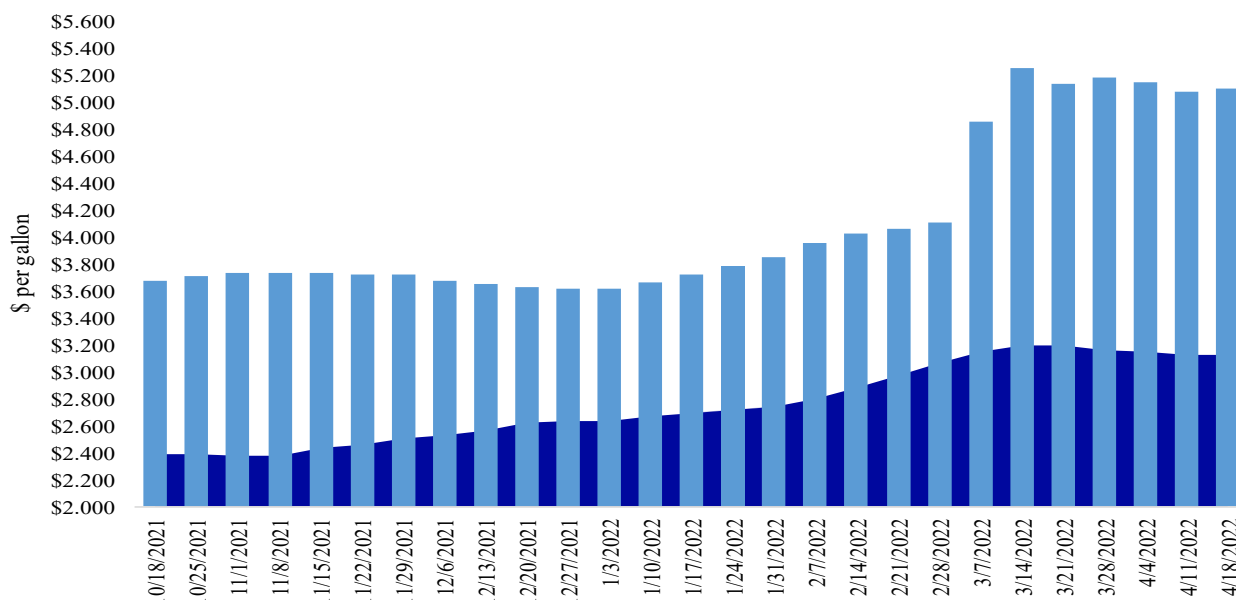
Source: U.S. Department of Energy, Energy Information Administration.

Figure 13

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

For the week ending April 18, the U.S. average diesel fuel price increased 2.8 cents from the previous week to \$5.101 per gallon, 197.7 cents above the same week last year.

■ Last year    ■ Current year  
\$3.124    \$5.101



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

# Grain Exports

Table 12

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

For the week ending	Wheat					All wheat	Corn	Soybeans	Total
	HRW	SRW	HRS	SWW	DUR				
<b>Export balances<sup>1</sup></b>									
4/7/2022	1,334	487	817	439	16	3,092	20,396	11,507	34,996
This week year ago	1,146	259	1,251	1,607	78	4,342	29,024	5,265	38,630
<b>Cumulative exports-marketing year<sup>2</sup></b>									
2021/22 YTD	6,214	2,348	4,504	2,906	174	16,146	35,374	45,128	96,648
2020/21 YTD	7,400	1,513	6,270	5,010	595	20,788	37,787	55,498	114,073
YTD 2021/22 as % of 2020/21	84	155	72	58	29	78	94	81	85
Last 4 wks. as % of same period 2020/21*	126	196	77	30	22	79	73	220	94
Total 2020/21	8,331	1,744	7,337	6,281	654	24,347	66,702	60,287	151,336
Total 2019/20	9,526	2,318	6,960	4,751	922	24,477	42,622	43,994	111,094

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

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

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

HRS= hard red spring; SWW= soft white wheat; DUR= durum.

Source: USDA, Foreign Agricultural Service.

Table 13

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

For the week ending 04/07/2022	Total commitments <sup>2</sup>		% change current MY from last MY	Exports <sup>3</sup> 3-yr. avg. 2019-21
	2021/22 current MY	2020/21 last MY		
	1,000 mt -			
Mexico	15,415	12,915	19	14,817
Japan	8,599	9,369	(8)	11,082
China	12,778	23,260	(45)	7,920
Columbia	3,879	3,353	16	4,491
Korea	877	2,779	(68)	3,302
<b>Top 5 importers</b>	<b>41,548</b>	<b>51,677</b>	<b>(20)</b>	<b>41,613</b>
<b>Total U.S. corn export sales</b>	<b>55,769</b>	<b>66,811</b>	<b>(17)</b>	<b>53,145</b>
% of projected exports	88%	95%		
Change from prior week <sup>2</sup>	<b>1,333</b>	<b>328</b>		
<b>Top 5 importers' share of U.S. corn export sales</b>	74%	77%		78%
<b>USDA forecast April 2022</b>	<b>63,613</b>	<b>70,051</b>	<b>(9)</b>	
<b>Corn use for ethanol USDA forecast, April 2022</b>	<b>136,525</b>	<b>127,838</b>	<b>7</b>	

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

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

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

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

Source: USDA, Foreign Agricultural Service.

Table 14

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

For the week ending 4/07/2022	Total commitments <sup>2</sup>		% change current MY from last MY	Exports <sup>3</sup> 3-yr. avg. 2018-20
	2021/22 current MY	2020/21 last MY		
				- 1,000 mt -
China	29,183	35,700	(18)	21,666
Mexico	4,933	4,574	8	4,754
Egypt	3,585	2,619	37	3,093
Indonesia	1,285	1,905	(33)	2,325
Japan	1,947	1,911	2	2,275
<b>Top 5 importers</b>	<b>40,934</b>	<b>46,709</b>	<b>(12)</b>	<b>34,113</b>
<b>Total U.S. soybean export sales</b>	<b>56,636</b>	<b>60,763</b>	<b>(7)</b>	<b>50,758</b>
% of projected exports	98%	99%		
change from prior week <sup>2</sup>	<b>549</b>	<b>90</b>		
<b>Top 5 importers' share of U.S. soybean export sales</b>	<b>72%</b>	<b>77%</b>		<b>67%</b>
<b>USDA forecast, April 2022</b>	<b>57,629</b>	<b>61,608</b>	<b>(6)</b>	

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

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

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

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

Source: USDA, Foreign Agricultural Service.

Table 15

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

For the week ending 4/07/2022	Total Commitments <sup>2</sup>		% change current MY from last MY	Exports <sup>3</sup> 3-yr. avg. 2018-20
	2021/22 current MY	2020/21 last MY		
				- 1,000 mt -
				- 1,000 mt -
Mexico	3,544	3,417	4	3,388
Philippines	2,718	3,193	(15)	3,121
Japan	2,359	2,458	(4)	2,567
Korea	1,255	1,842	(32)	1,501
Nigeria	1,987	1,390	43	1,490
China	848	3,203	(74)	1,268
Taiwan	916	1,139	(20)	1,187
Indonesia	122	879	(86)	1,131
Thailand	557	809	(31)	768
Italy	249	588	(58)	681
<b>Top 10 importers</b>	<b>14,555</b>	<b>18,919</b>	<b>(23)</b>	<b>17,102</b>
<b>Total U.S. wheat export sales</b>	<b>19,238</b>	<b>25,129</b>	<b>(23)</b>	<b>24,617</b>
% of projected exports	90%	93%		
change from prior week <sup>2</sup>	<b>96</b>	<b>(57)</b>		
<b>Top 10 importers' share of U.S. wheat export sales</b>	<b>76%</b>	<b>75%</b>		<b>69%</b>
<b>USDA forecast, April 2022</b>	<b>21,390</b>	<b>27,030</b>	<b>(21)</b>	

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

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

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

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

Source: USDA, Foreign Agricultural Service.



Table 16

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

Port regions	For the week ending 04/14/22	Previous week*	Current week as % of previous	2022 YTD*	2021 YTD*	2022 YTD as % of 2021 YTD	Last 4-weeks as % of:		2021 total*
							Last year	Prior 3-yr. avg.	
<b>Pacific Northwest</b>									
Wheat	184	247	75	3,091	4,878	63	55	63	13,243
Corn	321	200	161	3,782	5,710	66	63	91	13,420
Soybeans	143	67	212	4,038	3,717	109	n/a	125	14,540
<b>Total</b>	<b>648</b>	<b>514</b>	<b>126</b>	<b>10,911</b>	<b>14,306</b>	<b>76</b>	<b>77</b>	<b>85</b>	<b>41,203</b>
<b>Mississippi Gulf</b>									
Wheat	120	95	125	1,206	609	198	194	144	3,202
Corn	604	1,016	59	12,897	15,181	85	84	114	38,498
Soybeans	666	573	116	8,319	9,153	91	281	179	27,159
<b>Total</b>	<b>1,390</b>	<b>1,685</b>	<b>82</b>	<b>22,423</b>	<b>24,943</b>	<b>90</b>	<b>114</b>	<b>131</b>	<b>68,858</b>
<b>Texas Gulf</b>									
Wheat	110	42	260	911	1,089	84	65	61	3,888
Corn	33	39	85	214	174	123	255	164	627
Soybeans	0	0	n/a	2	656	0	0	0	1,611
<b>Total</b>	<b>144</b>	<b>82</b>	<b>175</b>	<b>1,127</b>	<b>1,920</b>	<b>59</b>	<b>72</b>	<b>70</b>	<b>6,126</b>
<b>Interior</b>									
Wheat	39	56	69	877	797	110	95	116	2,973
Corn	158	185	85	2,649	2,733	97	87	101	10,157
Soybeans	117	146	80	2,193	2,185	100	100	111	6,525
<b>Total</b>	<b>314</b>	<b>387</b>	<b>81</b>	<b>5,718</b>	<b>5,715</b>	<b>100</b>	<b>93</b>	<b>106</b>	<b>19,656</b>
<b>Great Lakes</b>									
Wheat	2	1	n/a	28	21	137	347	28	536
Corn	0	7	0	7	25	29	29	86	145
Soybeans	31	0	n/a	50	0	n/a	n/a	572	592
<b>Total</b>	<b>34</b>	<b>8</b>	<b>426</b>	<b>85</b>	<b>45</b>	<b>189</b>	<b>240</b>	<b>173</b>	<b>1,273</b>
<b>Atlantic</b>									
Wheat	0	0	n/a	4	71	6	n/a	0	128
Corn	3	0	n/a	62	7	879	284	424	85
Soybeans	66	75	88	973	958	102	134	217	2,184
<b>Total</b>	<b>70</b>	<b>75</b>	<b>92</b>	<b>1,040</b>	<b>1,037</b>	<b>100</b>	<b>140</b>	<b>206</b>	<b>2,397</b>
<b>U.S. total from ports*</b>									
Wheat	455	441	103	6,118	7,465	82	74	77	23,969
Corn	1,119	1,448	77	19,612	23,830	82	80	107	62,932
Soybeans	1,024	862	119	15,575	16,670	93	223	154	52,612
<b>Total</b>	<b>2,598</b>	<b>2,751</b>	<b>94</b>	<b>41,305</b>	<b>47,966</b>	<b>86</b>	<b>98</b>	<b>111</b>	<b>139,512</b>

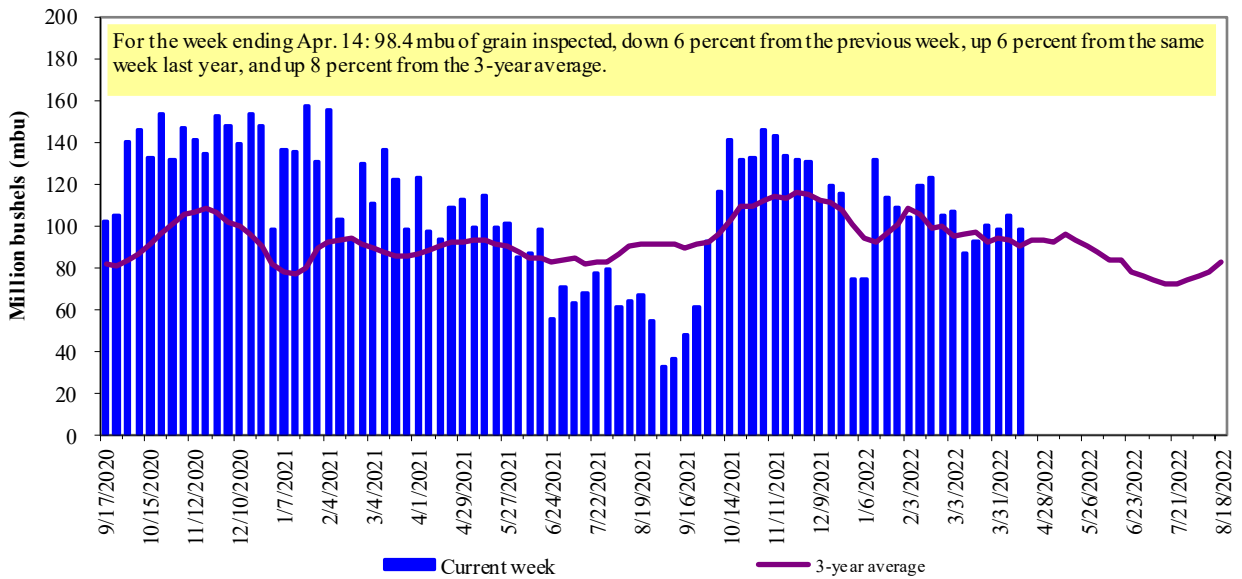
\*Data includes revisions from prior weeks; some regional totals may not add exactly due to rounding.

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

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

Figure 14

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

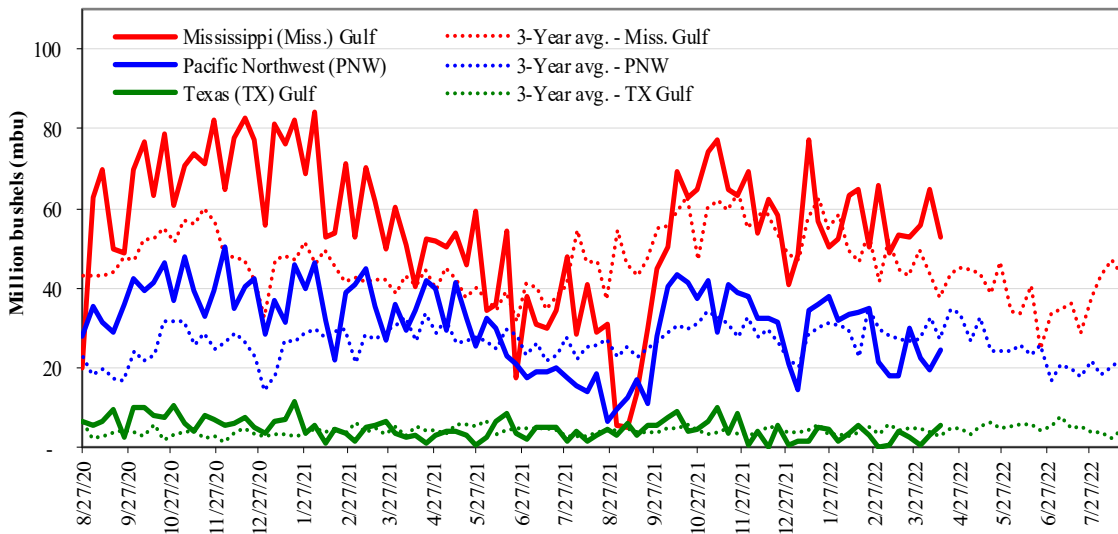


Note: 3-year average consists of 4-week running average.

Source: USDA, Federal Grain Inspection Service.

Figure 15

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



<u>Week ending 04/14/22 inspections (mbu):</u>	<u>Percent change from:</u>	<u>MS Gulf</u>	<u>TX Gulf</u>	<u>U.S. Gulf</u>	<u>PNW</u>
MS Gulf: 52.6	Last wk:	down 18	up 72	down 14	up 27
PNW: 24.6	Last Year (same wk):	up 30	up 91	up 34	down 29
TX Gulf: 5.4	3-yr avg. (4-wk. mov. Avg):	up 21	up 34	up 22	down 13

Source: USDA, Federal Grain Inspection Service.

# Ocean Transportation

Table 17

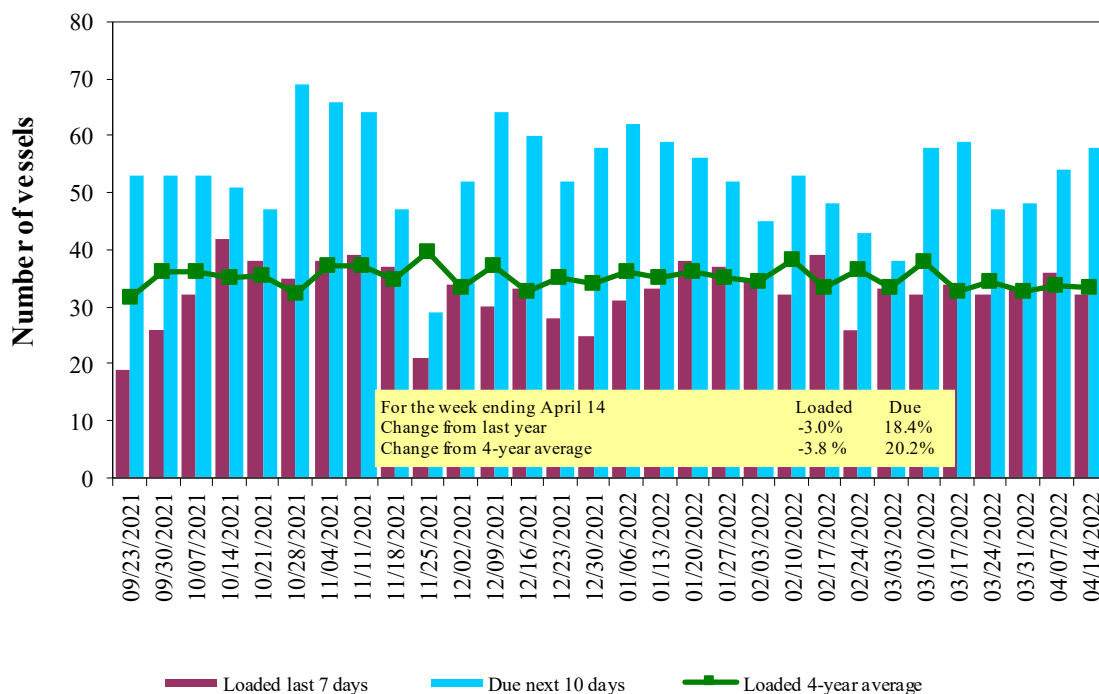
**Weekly port region grain ocean vessel activity (number of vessels)**

Date	In port	Gulf		Pacific Northwest
		Loaded 7-days	Due next 10-days	In port
4/14/2022	34	32	58	12
4/7/2022	25	36	54	7
2021 range	(10...57)	(5...48)	(15...69)	(4...27)
2021 average	34	32	49	15

Source: USDA, Agricultural Marketing Service.

Figure 16

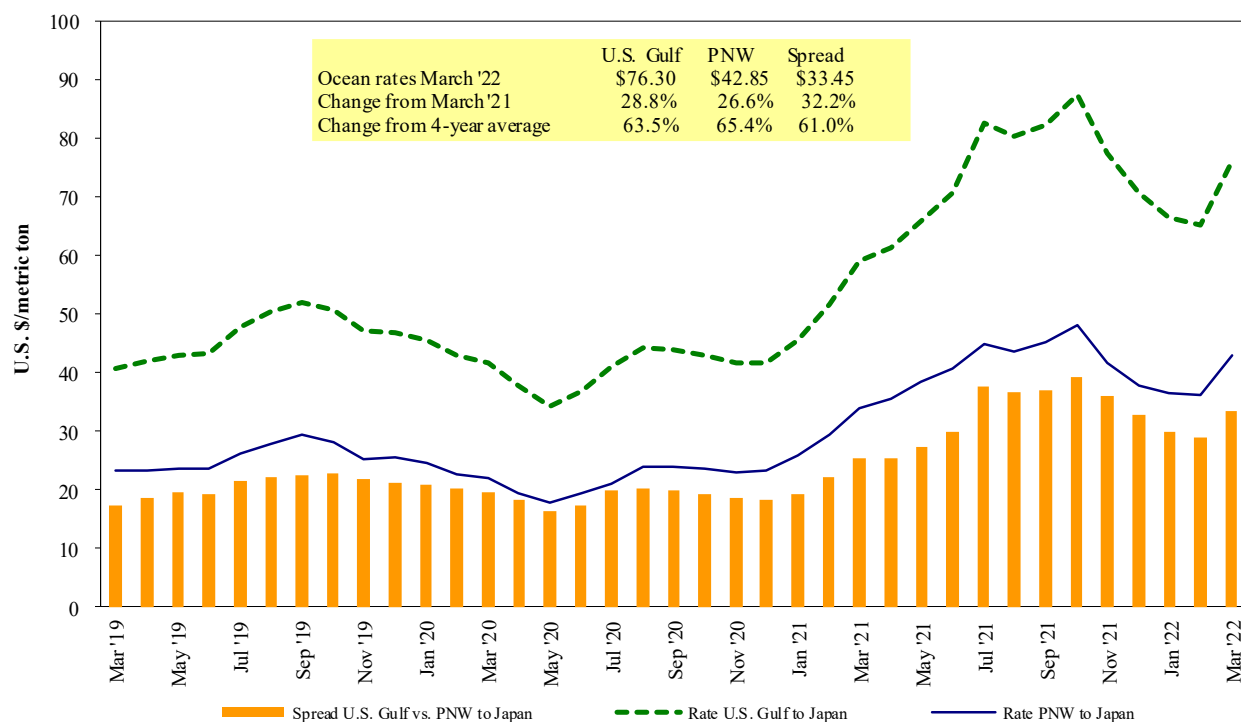
**U.S. Gulf<sup>1</sup> vessel loading activity**



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

Figure 17

## Grain vessel rates, U.S. to Japan



Note: PNW = Pacific Northwest

Source: O'Neil Commodity Consulting

Table 18

## Ocean freight rates for selected shipments, week ending 04/16/2022

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

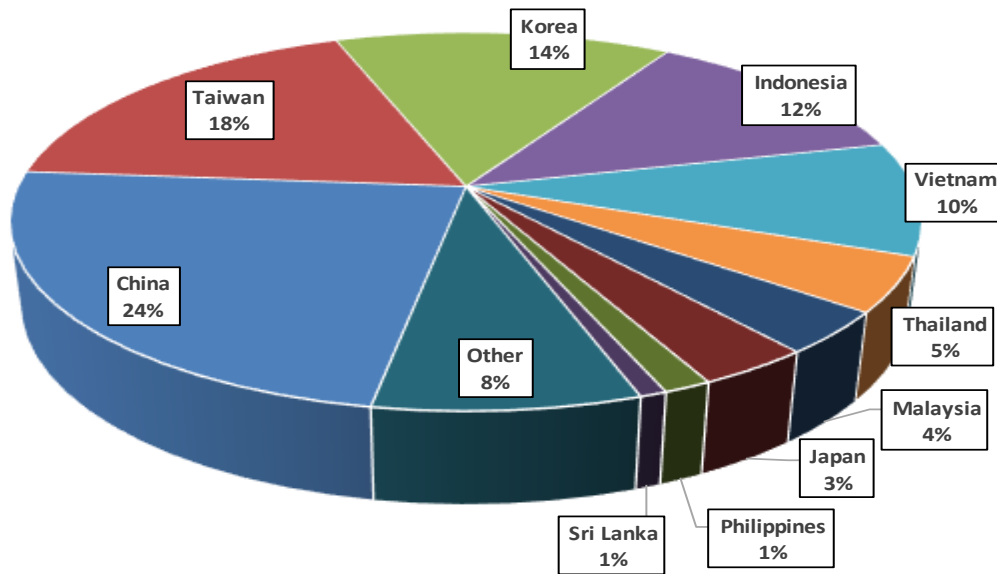
\*50 percent of food aid from the United States is required to be shipped on U.S.-flag vessels.

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.

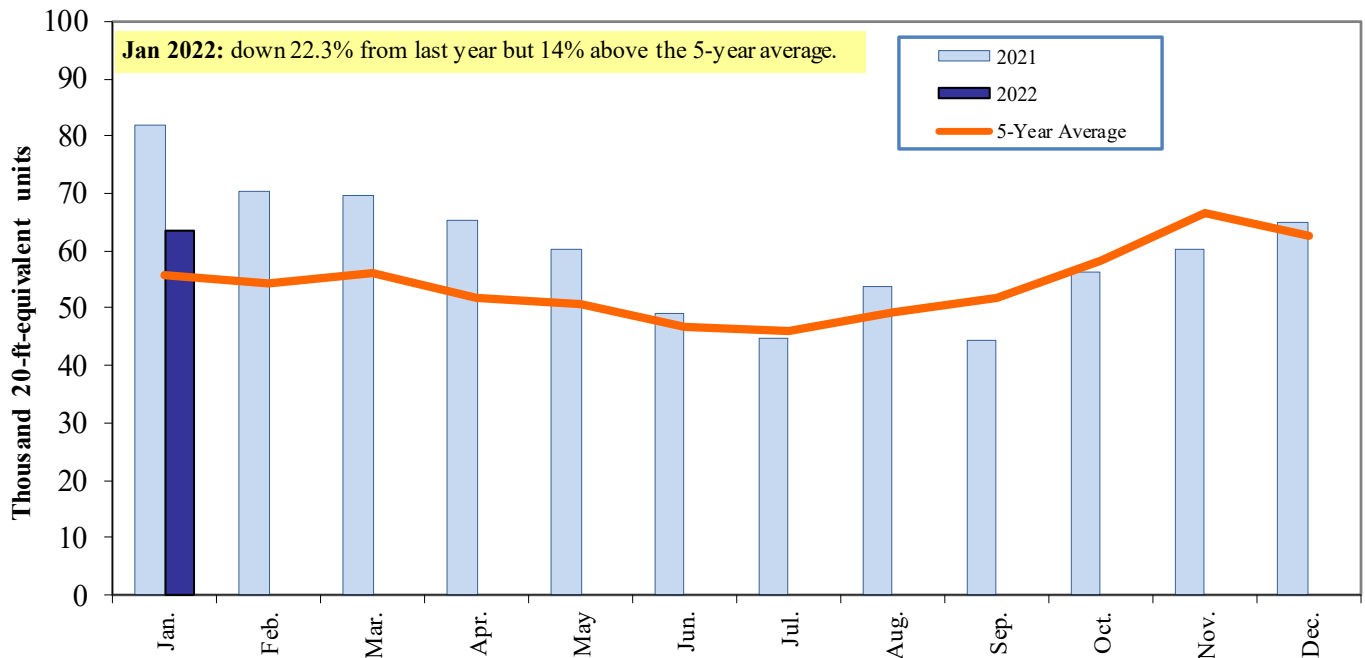
**Figure 18**  
**Top 10 destination markets for U.S. containerized grain exports, Jan 2022**



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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