USDA United States Department of Agriculture

Grain Transportation Report

A weekly publication of the Agricultural Marketing Service
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May 26, 2022

Contents

The next release is June 2, 2022

WEEKLY HIGHLIGHTS

North Dakota and Minnesota Waive HOS Rules for Transporting Agricultural Inputs

On May 10, the Governor of North Dakota issued an executive order (effective for 30 days) to waive the Federal Motor Carrier Safety Administration's (FMCSA) hours-of-service (HOS) regulations for North Dakota. The waiver applies to trucks transporting dry fertilizer, liquid fertilizer, anhydrous ammonia, pesticides, seed, and other planting and fertilizer resources. On May 16, the Governor of Minnesota signed an analogous HOS waiver order (effective until "rescinded by proper authority" or May 31, whichever is first). The Minnesota waiver applies to drivers transporting fertilizer, anhydrous ammonia, pesticides, and seed to aid spring crop planting in the State. Recent extreme weather in both States has resulted in a delayed and compressed spring planting season and raised demand for agricultural inputs. The waivers ensure the availability of all necessary agricultural inputs.

Canada Proposes To Modify Data Collected from Railroads

On May 6, Transport Canada—the department within the Canadian Government charged with developing transportation policies—proposed to modify the data it collects from Class I railroads. Currently, Transport Canada collects rail service data resembling that of the Surface Transportation Board—such as train speeds by train type, terminal dwell times, and origin dwell times. The Canadian agency also collects waybill data. The proposed rule would require the six major Class I railroads to provide additional service data, including first-mile/last-mile performance, route performance, and asset utilization. The proposal also would align the scope of the service and waybill data collected from railroads to the size of their operations in Canada (i.e., smaller Class I railroads in Canada would have reduced reporting requirements). The proposed changes are open to a 60-day public consultation period.

Corn Drives Weekly Grain Inspections Higher

For the week ending May 19, corn inspections jumped 60-percent from the previous week to about 1.7 million metric tons (mmt). Most of this activity was through the Pacific Northwest, the Mississippi Gulf, and the Texas Gulf. Inspections destined to China, Japan, and Mexico accounted for most of the increase in corn inspections. Corn accounted for 64 percent of total grain inspections for the week. Inspections of wheat and soybeans were down 11 percent and 23 percent, respectively, from the previous week. Inspections of grain (corn, wheat, and soybeans) for export from all major U.S. export regions totaled 2.6 mmt (***GTR* table 16**), up 18 percent from the previous week, down 13 percent from last year, and up 1 percent from the 3-year average.

Snapshots by Sector

Export Sales

For the week ending May 12, **unshipped balances** of wheat, corn, and soybeans for marketing year 2021/22 totaled 28.1 million metric tons (mmt), down 3 percent from the same time last year and down 5 percent from the previous week. Net **corn export sales** were 0.435 mmt, up significantly from the previous week. Net **soybean export sales** were 0.753 mmt, up significantly from the previous week. Net weekly **wheat export sales** were 0.009 mmt, down 40 percent from the previous week.

Rail

U.S. Class I railroads originated 21,910 **grain carloads** during the week ending May 14. This was a 2-percent decrease from the previous week, 14 percent fewer than last year, and 7 percent fewer than the 3-year average.

Average June shuttle **secondary railcar** bids/offers (per car) were $1,256 above tariff for the week ending May 19. This was $1,181 more than last week and $1,500 more than this week last year.

Barge

For the week ending May 21, **barged grain movements** totaled 711,200 tons. This was 15 percent lower than the previous week and 31 percent lower than the same period last year.

For the week ending May 21, 449 grain barges **moved down river**—64 fewer barges than the previous week. There were 774 grain barges **unloaded** in the New Orleans region, 13 percent more than last week.

Ocean

For the week ending May 19, 31 **oceangoing grain vessels** were loaded in the Gulf—7 percent more than the same period last year. Within the next 10 days (starting May 20), 45 vessels were expected to be loaded—7 percent more than the same period last year.

As of May 19, the rate for shipping a metric ton (mt) of grain from the U.S. Gulf to Japan was $82.50. This was 1 percent more than the previous week. The rate from the Pacific Northwest to Japan was $47.00 per mt, 1 percent more than the previous week.

Fuel

For the week ending May 23, the U.S. average **diesel fuel price** decreased 4.2 cents from the previous week to $5.571 per gallon, 231.8 cents above the same week last year.

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Feature Article/Calendar

Landed Costs of Grain to Mexico Rose in First Quarter 2022

Mexico is a major importer of U.S. grain (***GTR* tables 13, 14,** and **15**). Low transportation and landed costs for U.S.-Mexico routes are vital to the competitiveness of U.S. grain in Mexico and globally. U.S. grain is transported to Mexico either by cross-border land movements or by sea movements to Mexican ports for inland distribution. This article examines the costs of transporting U.S. grain to Mexico over land to Guadalajara (land routes) and by sea to Veracruz (water routes), tracking changes over time (table 1).

Table 1. Quarterly costs of transporting U.S. grain to Veracruz and Guadalajara, Mexico

	Water route (to Veracruz) $/metric ton					Land route (to Guadalajara) $/metric ton				
	2021 1st qtr.	2021 4th qtr.	2022 1st qtr.	Percent change Yr. to yr.	Qtr. to qtr.	2021 1st qtr.	2021 4th qtr.	2022 1st qtr.	Percent change Yr. to yr.	Qtr. to qtr.
Corn										
Origin	**IL**					**IA**				
Truck	13.66	13.50	16.67	22.0	23.5	4.88	5.55	5.58	14.3	0.5
Rail [1]	-	-	-	-	-	95.30	99.50	100.08	5.0	0.6
Barge	20.87	29.41	39.23	88.0	33.4	-	-	-	-	-
Ocean[2]	19.19	25.23	22.51	17.3	-10.8	-	-	-	-	-
Total transportation cost	53.72	68.14	78.41	46.0	15.1	100.18	105.05	105.66	5.5	0.6
Farm value[3]	180.44	205.50	241.59	33.9	17.6	185.82	207.21	241.46	29.9	16.5
Landed cost[4]	234.16	273.64	320.00	36.7	16.9	286.00	312.26	347.12	21.4	11.2
Transport % of landed cost	23	25	25	-	-	35	34	30	-	-
Soybeans										
Origin	**IL**					**NE**				
Truck	13.66	13.50	16.67	22.0	23.5	4.88	5.55	5.58	14.3	0.5
Rail	-	-	-	-	-	97.77	100.37	100.95	3.3	0.6
Barge	20.87	29.41	39.23	88.0	33.4	-	-	-	-	-
Ocean	19.19	25.23	22.51	17.3	-10.8	-	-	-	-	-
Total transportation cost	53.72	68.14	78.41	46.0	15.1	102.65	105.92	106.53	3.8	0.6
Farm value	442.15	448.27	527.88	19.4	17.8	445.82	439.70	526.66	18.1	19.8
Landed cost	495.87	516.41	606.29	22.3	17.4	548.47	545.62	633.19	15.4	16.0
Transport % of landed cost	11	13	13	-	-	19	19	17	-	-
Wheat										
Origin	**KS**					**KS**				
Truck	4.88	5.55	5.58	14.3	0.5	4.88	5.55	5.58	14.3	0.5
Rail	42.07	43.80	43.80	4.1	0.0	81.72	85.05	85.63	4.8	0.7
Ocean	19.19	25.23	22.51	17.3	-10.8	-	-	-	-	-
Total transportation cost	66.14	74.58	71.89	8.7	-3.6	86.60	90.60	91.21	5.3	0.7
Farm value	215.20	283.91	319.79	48.6	12.6	215.20	283.91	319.79	48.6	12.6
Landed cost	281.34	358.49	391.68	39.2	9.3	301.80	374.51	411.00	36.2	9.7
Transport % of landed cost	24	21	18	-	-	29	24	22	-	-

[1]Rail rates include U.S. and Mexico portions of the movement. Mexico rail rates are estimated based on actual quoted market rates. BNSF and Union Pacific quoted rail tariff rates are through rates for shuttle trains. Rail rates include fuel surcharges, but do not include the cost of purchasing empty rail cars in the secondary market, which could exceed the rail tariff rate plus fuel surcharge shown in the table. Due to tax changes in Mexico, all three Class I railroads that ship from the U.S. to Mexico (BNSF, Union Pacific, and Kansas City Southern) are only reporting rates to the border for interchange, called Rule 11 rates. Because comparable data were not available, it was assumed rail rates did not change from fourth quarter 2021 to first quarter 2022, but fuel surcharges were still updated.

[2]Source for ocean freight rates: O'Neil Commodity Consulting.

[3]Source for farm values: USDA, National Agricultural Statistics Service.

[4]Landed cost is total transportation cost plus farm value.

Note: "-" indicates data not required or applicable. Total may not add exactly because of rounding.

Source: Compiled by the USDA, Agricultural Marketing Service.

Quarter-to-quarter transportation costs. From fourth quarter 2021 to first quarter 2022 (quarter to quarter), total transportation costs increased for corn and soybeans shipped through the water routes, but fell for waterborne wheat. Total transportation costs increased slightly for U.S. corn, soybeans, and wheat through the land routes. Rising water-route shipping costs for corn and soybeans reflected higher truck and barge rates.[1] Land-route shipping costs increased with higher

[1] Water routes typically involve truck transportation to barge to oceangoing vessel, or truck to rail to oceangoing vessel.

rail rates (public tariff, plus fuel surcharge), due to increased fuel surcharges. Truck rates rose partly because of a quarter-to-quarter rise in diesel fuel prices (***GTR* fig. 13)**. Barge rates rose amid a tight supply of empty barges. Because of high water, towboats on the Ohio and Lower Mississippi River pushed 12-16 percent fewer barges upriver than usual. Thus, fewer barges were available to deliver the same volume of grains (*GTR*, April 14, 2022).

As demand for bulk shipping fell because of various seasonal holidays around the world, ocean freight rates likewise fell (*GTR*, April 28, 2022).

Year-to-year transportation costs. From fourth quarter 2021 to fourth quarter 2022 (year to year), total costs of shipping all grain—U.S. corn, soybeans, and wheat—to Mexico by the water routes rose because of higher truck, barge, and ocean freight rates. Total costs of shipping all grain to Mexico by the land routes rose slightly because of higher truck and rail rates.

Quarter-to-quarter landed costs. Quarter to quarter, landed costs rose for all grain shipped via the water and land routes. For seaborne corn and soybeans and all grain shipped through the land routes, the higher landed costs reflected a combination of rising transportation costs and farm values. However, for seaborne wheat, higher landed costs reflected an increase in farm values that exceeded the decrease in transportation costs (table 1 and figs. 1 and 2). The share of landed costs comprising transportation ranged from 13 percent to 25 percent for the water routes and from 17 percent to 30 percent for the land routes.

Year-to-year landed costs. Year to year, landed costs increased for all waterborne and land-route grain, because of both higher transportation costs and higher farm values.

U.S. Exports to Mexico. According to USDA's Federal Grain Inspection Service, Mexico imported 4.00 million metric tons (mmt) of U.S. corn, 1.28 mmt of U.S. soybeans, and 0.98 mmt of U.S. wheat in first quarter 2022. Quarter to quarter, U.S. inspections for export to Mexico decreased 6 percent for corn, fell 17 percent for soybeans, and increased 29 percent for wheat. Year to year, U.S. inspections destined to Mexico showed rises of 20 percent for corn, 3 percent for soybeans, and 24 percent for wheat. Despite a general increase in landed costs, total U.S. grain shipments to Mexico have been strong, as corn, soybeans, and wheat shipments rose year to year.

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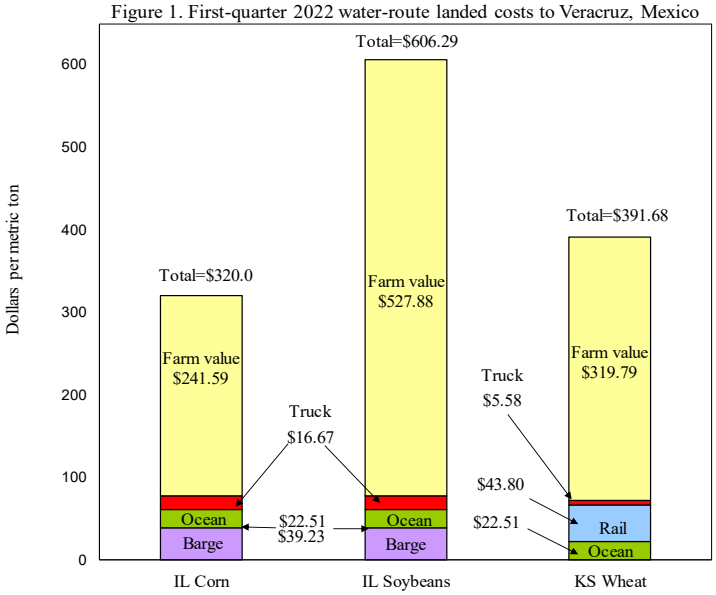
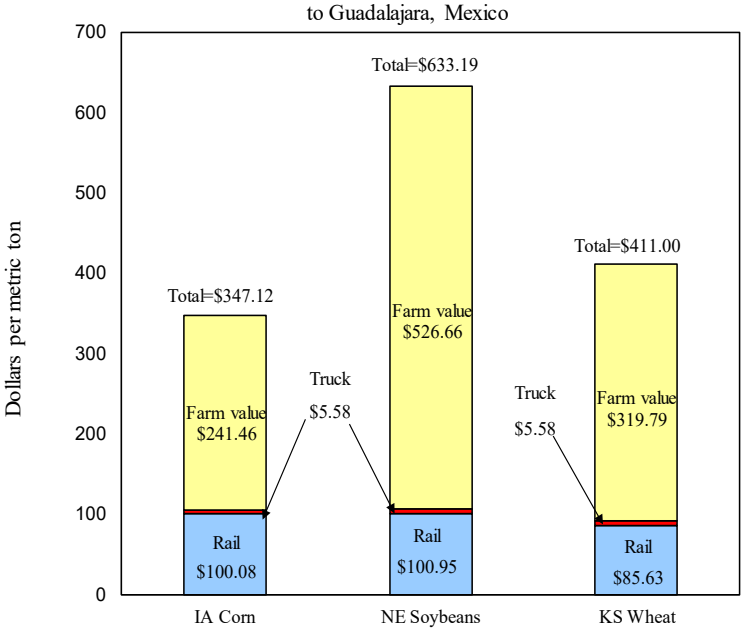
Figure 1. First-quarter 2022 water-route landed costs to Veracruz, Mexico



Note: IL = Illinois; KS = Kansas.
Source: USDA, Agricultural Marketing Service.

Figure 2. First-quarter 2022 land-route landed costs to Guadalajara, Mexico



Note: IA = Iowa; NE = Nebraska; KS = Kansas.
Source: USDA, Agricultural Marketing Service.

Grain Transportation Indicators

Table 1

Grain transport cost indicators[1]

	Truck	Rail		Barge	Ocean	
For the week ending		Non-Shuttle	Shuttle		Gulf	Pacific
05/25/22	374	318	271	242	369	333
05/18/22	377	318	308	259	367	330

[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)

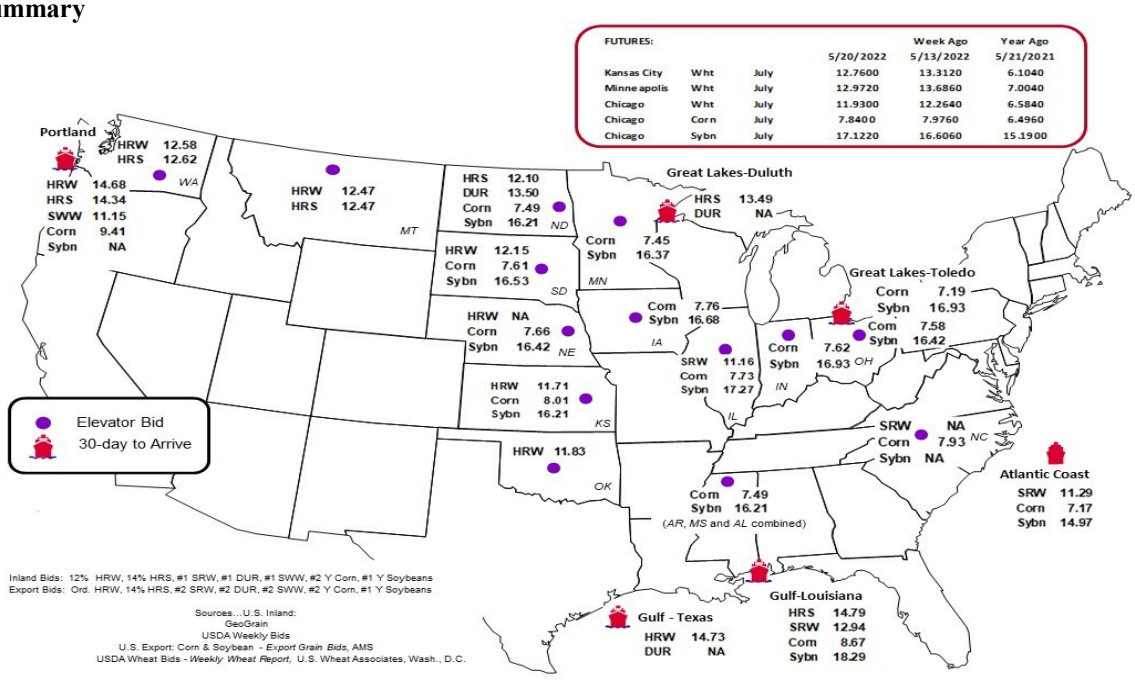
Commodity	Origin–destination	5/20/2022	5/13/2022
Corn	IL–Gulf	-0.94	-1.06
Corn	NE–Gulf	-1.01	-1.16
Soybean	IA–Gulf	-1.61	-1.92
HRW	KS–Gulf	-3.02	-2.94
HRS	ND–Portland	-2.24	-2.16

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]
5/18/2022[p]	1,217	665	6,192	479	8,553	5/14/2022	2,609
5/11/2022[r]	1,246	770	6,590	459	9,065	5/7/2022	2,699
2022 YTD[r]	30,879	19,744	118,394	11,326	180,343	2022 YTD	53,806
2021 YTD[r]	30,637	31,453	128,659	9,686	200,435	2021 YTD	49,868
2022 YTD as % of 2021 YTD	101	63	92	117	90	% change YTD	108
Last 4 weeks as % of 2021[2]	135	72	87	271	94	Last 4wks. % 2021	90
Last 4 weeks as % of 4-year avg.[2]	173	75	101	138	106	Last 4wks. % 4 yr.	96
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.

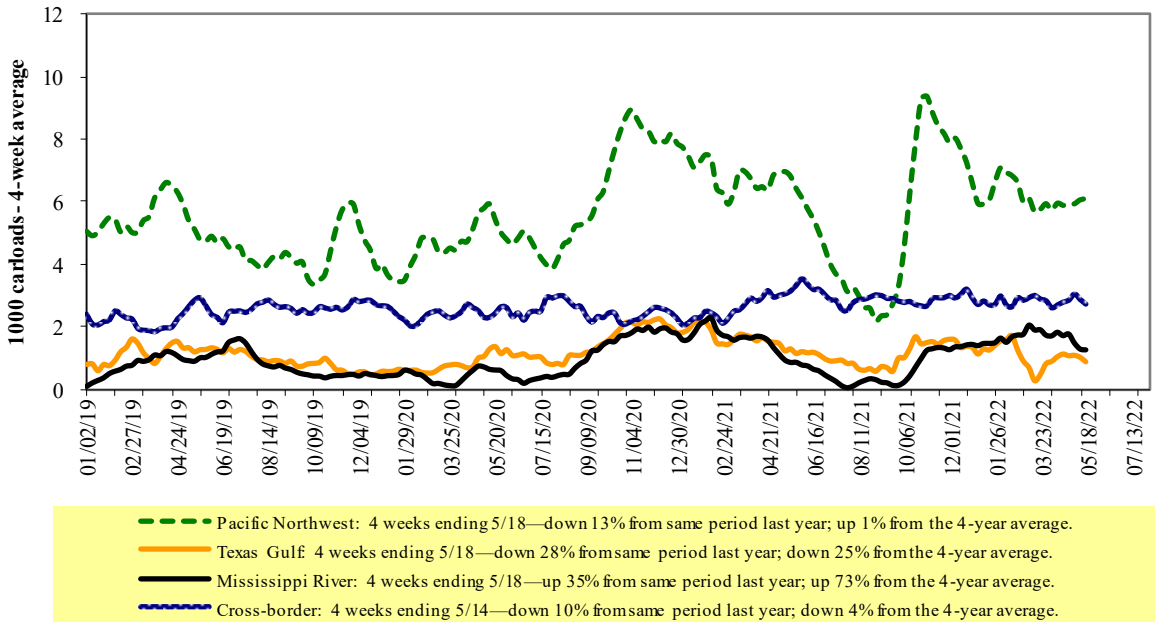
[3] Cross-border weekly data is approximately 15 percent below the Association of American Railroads' reported weekly carloads received by Mexican railroads to reflect switching between Kansas City Southern de Mexico (KCSM) and Grupo Mexico.

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	
5/14/2022	CSXT	NS	BNSF	KCS	UP		CN	CP
This week	2,057	2,612	10,683	1,105	5,453	21,910	3,688	3,530
This week last year	2,111	2,479	12,503	1,508	6,870	25,471	4,189	5,877
2022 YTD	35,308	44,530	220,215	23,342	112,821	436,216	67,053	70,439
2021 YTD	38,185	49,182	250,010	20,375	126,222	483,974	93,370	104,834
2022 YTD as % of 2021 YTD	92	91	88	115	89	90	72	67
Last 4 weeks as % of 2021*	96	94	85	88	79	85	75	60
Last 4 weeks as % of 3-yr. avg.**	103	89	93	101	89	93	74	67
Total 2021	93,935	120,912	609,890	64,818	318,002	1,207,557	210,216	242,533

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

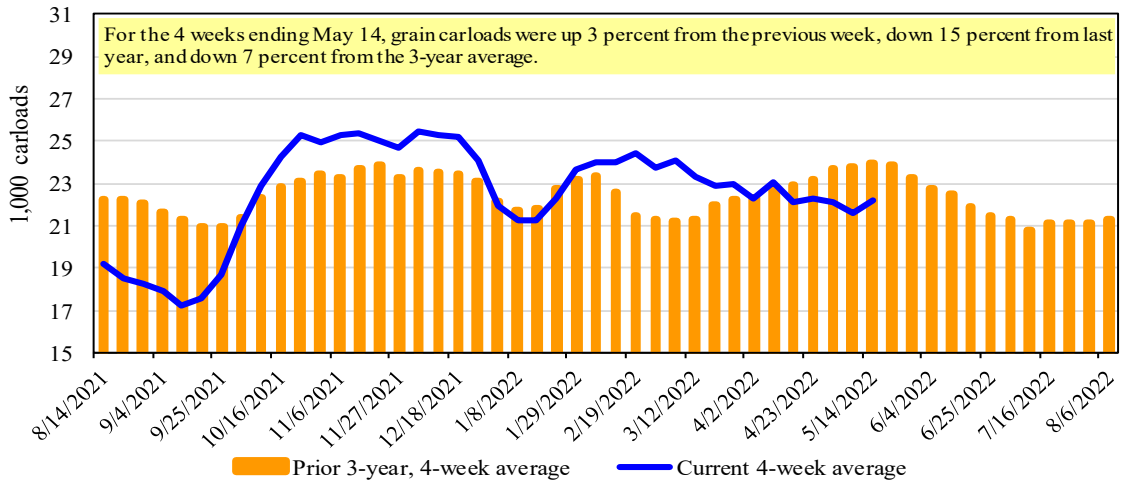
**The past 4 weeks as a percent of the same period from the prior 3-year average. YTD = year-to-date; avg. = average; yr. = year.

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							
5/19/2022		Jun-22	Jun-21	Jul-22	Jul-21	Aug-22	Aug-21	Sep-22	Sep-21
BNSF[3]	COT grain units	no offer	0	0	no bids	0	no bids	no offer	0
	COT grain single-car	no offer	43	97	18	39	0	no offer	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.

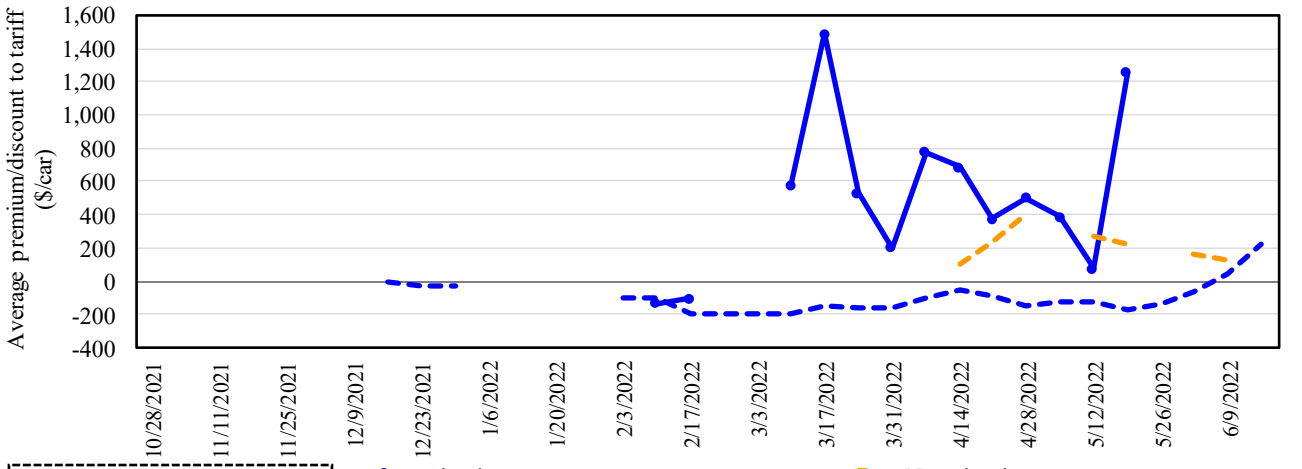
Region 1 includes: AR, IL, LA, MO, NM, OK, TX, WI, and Duluth, MN.

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 June 2022

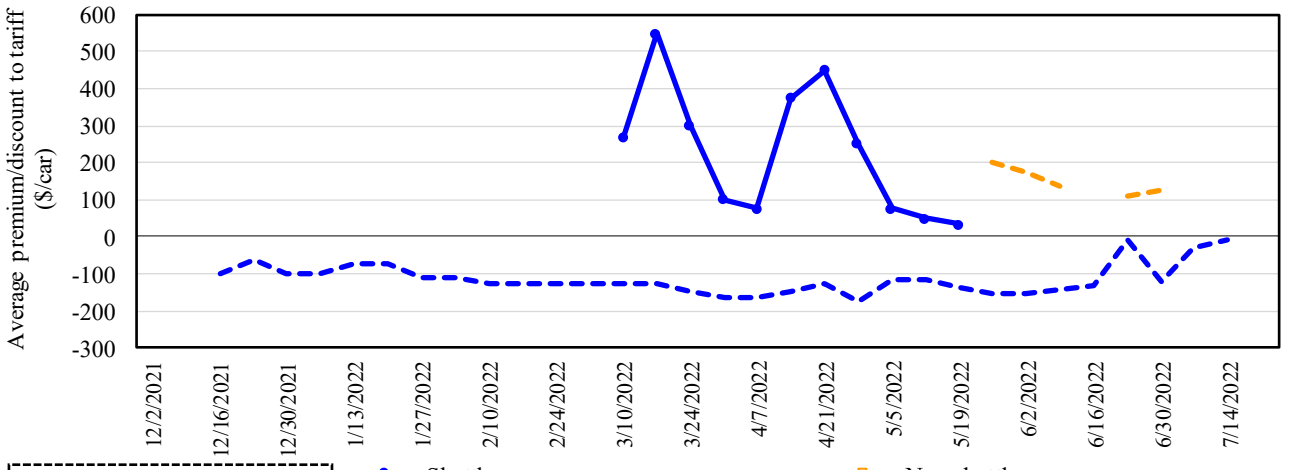


5/19/2022	BNSF	UP
Non-shuttle	n/a	n/a
Shuttle	$313	$2,200

There were no non-shuttle bids/offers this week.
Average shuttle bids/offers rose $1,181 this week and are $231 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 July 2022



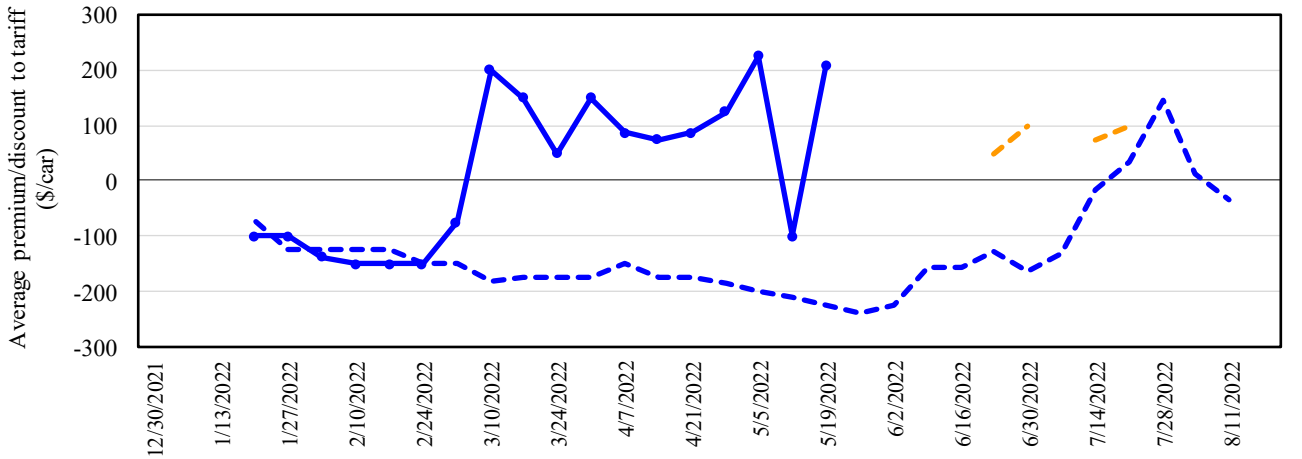
5/19/2022	BNSF	UP
Non-shuttle	n/a	n/a
Shuttle	$33	n/a

There were no non-shuttle bids/offers this week.
Average shuttle bids/offers fell $17 this week and are $517 below the peak.

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

Figure 6

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



5/19/2022	BNSF	UP
Non-shuttle	n/a	n/a
Shuttle	-$83	$500

There were no non-shuttle bids/offers this week.
Average shuttle bids/offers rose $308 this week and are $17 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:	Delivery period					
	5/19/2022	Jun-22	Jul-22	Aug-22	Sep-22	Oct-22	Nov-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**	**313**	**33**	**(83)**	**(13)**	**1,700**	**n/a**
	Change from last week	238	(17)	17	(113)	100	n/a
	Change from same week 2021	525	283	167	(91)	500	n/a
	UP-Pool	**2,200**	**n/a**	**500**	**650**	**1,050**	**n/a**
	Change from last week	n/a	n/a	n/a	n/a	50	n/a
	Change from same week 2021	2,475	n/a	700	825	175	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]

May 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	$309	$39.76	$1.08	5
	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	$543	$49.44	$1.35	5
	Sioux Falls, SD	Galveston-Houston, TX	$7,026	$0	$69.77	$1.90	3
	Colby, KS	Galveston-Houston, TX	$4,712	$595	$52.70	$1.43	6
	Amarillo, TX	Los Angeles, CA	$5,121	$828	$59.07	$1.61	10
Corn	Champaign-Urbana, IL	New Orleans, LA	$4,000	$614	$45.82	$1.16	12
	Toledo, OH	Raleigh, NC	$8,130	$671	$87.40	$2.22	12
	Des Moines, IA	Davenport, IA	$2,505	$130	$26.17	$0.66	5
	Indianapolis, IN	Atlanta, GA	$6,227	$504	$66.84	$1.70	13
	Indianapolis, IN	Knoxville, TN	$5,247	$326	$55.34	$1.41	11
	Des Moines, IA	Little Rock, AR	$4,000	$382	$43.51	$1.11	9
	Des Moines, IA	Los Angeles, CA	$5,880	$1,112	$69.43	$1.76	13
Soybeans	Minneapolis, MN	New Orleans, LA	$4,431	$951	$53.44	$1.45	40
	Toledo, OH	Huntsville, AL	$6,714	$478	$71.42	$1.94	9
	Indianapolis, IN	Raleigh, NC	$7,422	$680	$80.46	$2.19	14
	Indianapolis, IN	Huntsville, AL	$5,367	$323	$56.50	$1.54	8
	Champaign-Urbana, IL	New Orleans, LA	$4,665	$614	$52.42	$1.43	8
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	$633	$72.53	$1.97	15
	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	$975	$68.50	$1.86	8
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	$614	$45.02	$1.14	12
	Lincoln, NE	Galveston-Houston, TX	$4,080	$0	$40.52	$1.03	5
	Des Moines, IA	Amarillo, TX	$4,420	$480	$48.66	$1.24	9
	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	$708	$55.64	$1.51	9
	Toledo, OH	Huntsville, AL	$4,954	$478	$53.94	$1.47	10
	Grand Island, NE	Portland, OR	$5,280	$999	$62.35	$1.70	12

[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.

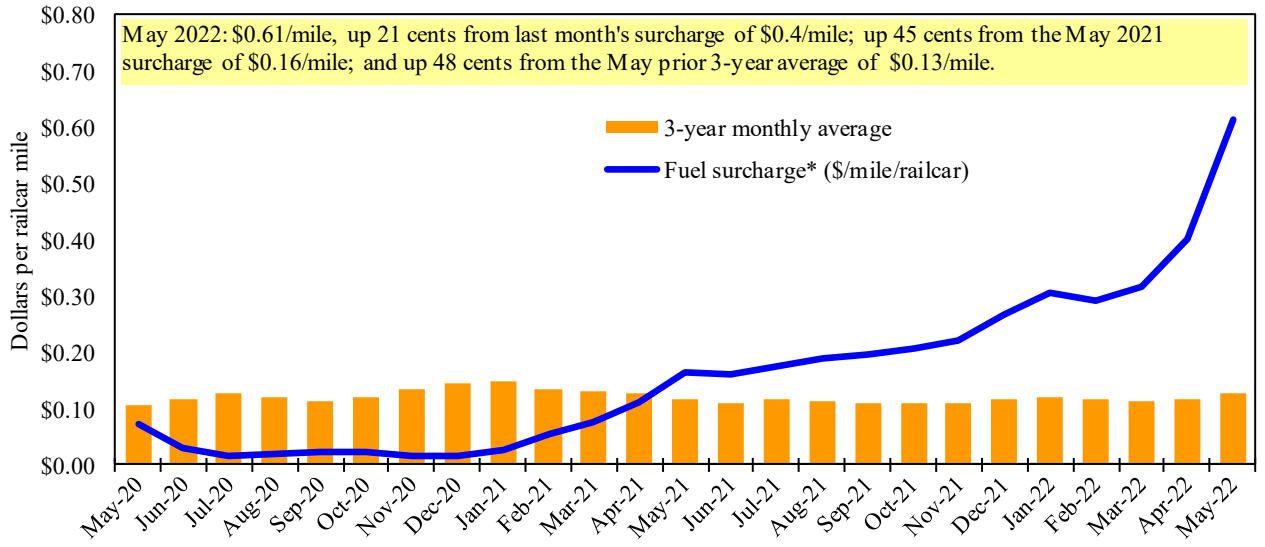
[4]Percentage change calculated using tariff rate plus fuel surchage; Y/Y = year over year.

[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.

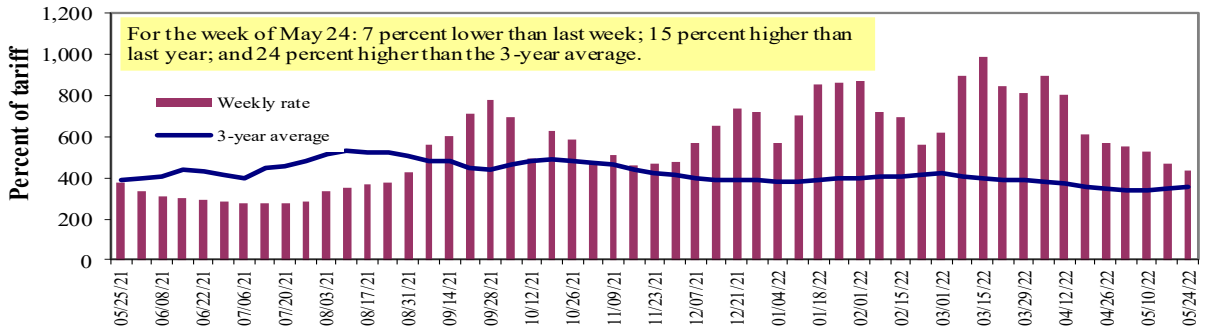
**CSX strike price changed from $2.00/gal. to $3.75/gal. starting January 1, 2015.

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

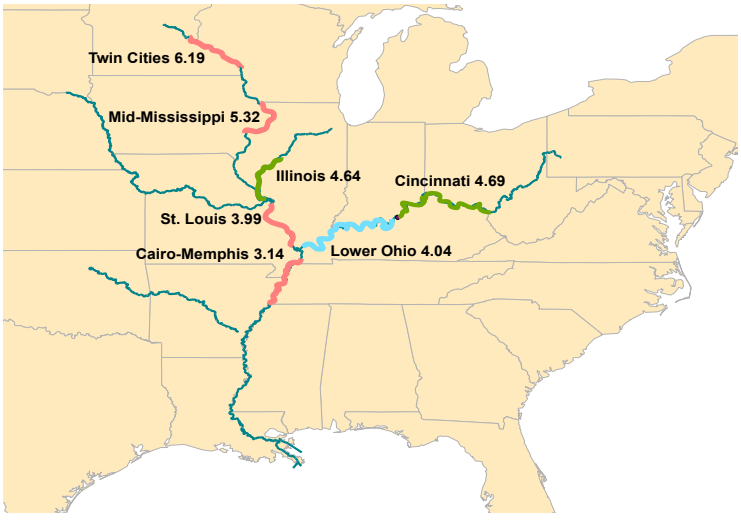
		Twin Cities	Mid-Mississippi	Lower Illinois River	St. Louis	Cincinnati	Lower Ohio	Cairo-Memphis
Rate[1]	5/24/2022	545	486	435	306	419	419	302
	5/17/2022	572	512	467	342	452	452	329
$/ton	5/24/2022	33.74	25.86	20.18	12.21	19.65	16.93	9.48
	5/17/2022	35.41	27.24	21.67	13.65	21.20	18.26	10.33
Current week % change from the same week:								
	Last year	18	28	15	15	54	54	27
	3-year avg. [2]	38	48	24	25	59	59	32
Rate[1]	June	542	472	433	322	402	402	312
	August	619	578	566	515	564	564	516

[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

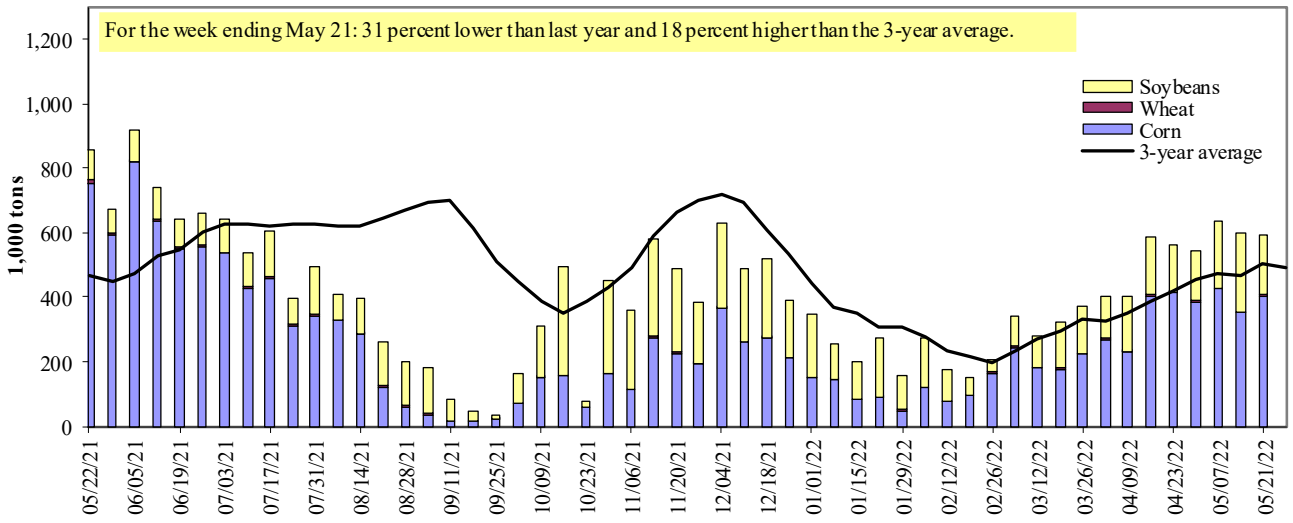
Select applicable index from market quotes are included in tables on this page. The 1976 benchmark rates per ton are provided in map.



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 05/21/2022	Corn	Wheat	Soybeans	Other	Total
Mississippi River					
Rock Island, IL (L15)	179	3	112	0	295
Winfield, MO (L25)	306	2	133	0	440
Alton, IL (L26)	392	2	183	0	577
Granite City, IL (L27)	406	2	185	0	593
Illinois River (La Grange)	21	0	13	0	34
Ohio River (Olmsted)	86	4	6	0	95
Arkansas River (L1)	0	16	7	0	23
Weekly total - 2022	492	21	198	0	711
Weekly total - 2021	826	62	128	8	1,023
2022 YTD[1]	7,947	633	4,803	125	13,506
2021 YTD[1]	11,946	512	3,734	150	16,342
2022 as % of 2021 YTD	67	124	129	83	83
Last 4 weeks as % of 2021[2]	70	65	236	80	91
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.

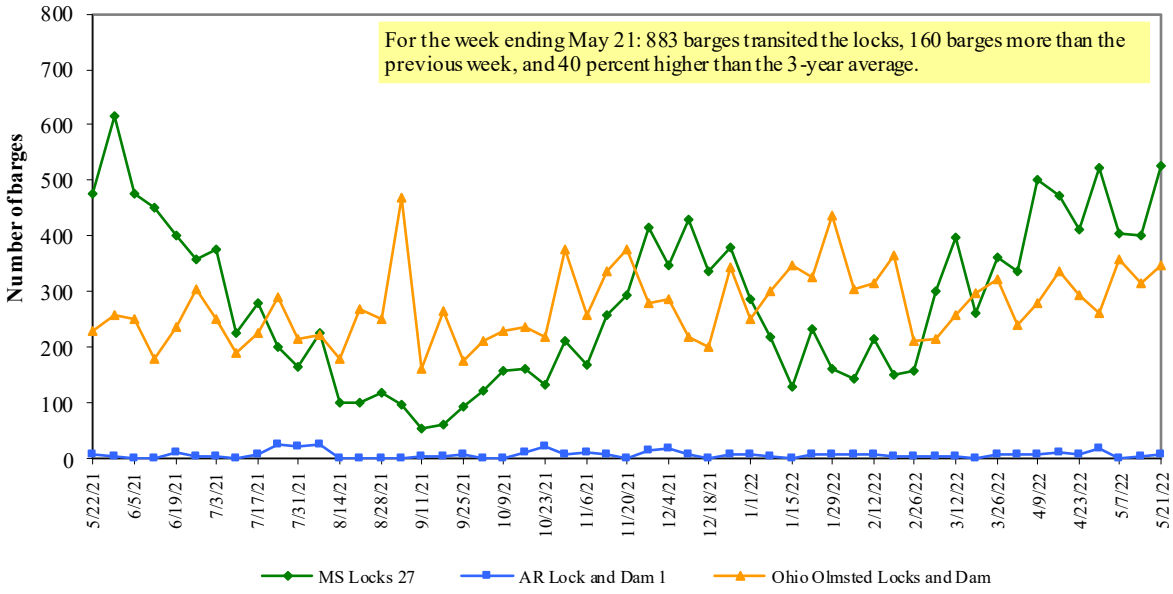
[2] As a percent of same period in 2020.

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

Source: U.S. Army Corps of Engineers.

Figure 11

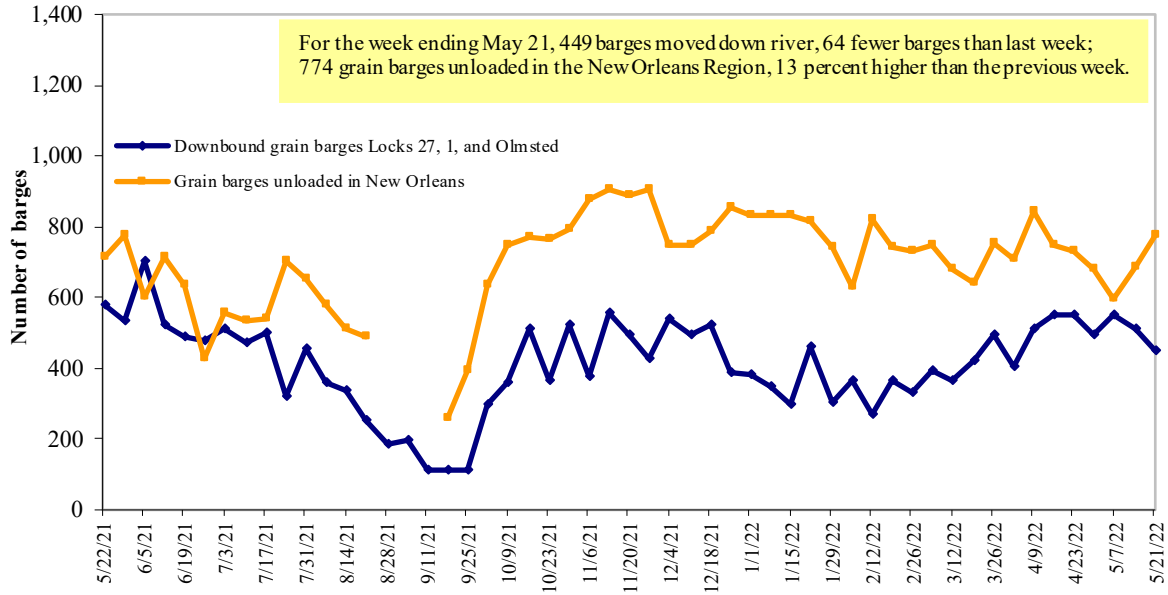
Upbound empty barges transiting Mississippi River Locks 27, Arkansas River Lock and Dam 1, and Ohio River Olmsted Locks and Dam



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 5/23/2022 (U.S. $/gallon)

Region	Location	Price	Change from Week ago	Change from Year ago
I	East Coast	5.905	-0.039	2.670
	New England	6.371	-0.060	3.221
	Central Atlantic	6.325	-0.035	2.919
	Lower Atlantic	5.568	-0.037	2.431
II	Midwest	5.293	-0.053	2.094
III	Gulf Coast	5.216	-0.079	2.187
IV	Rocky Mountain	5.498	0.030	2.136
V	West Coast	6.081	0.006	2.330
	West Coast less California	5.603	-0.016	2.208
	California	6.502	0.025	2.455
Total	United States	5.571	-0.042	2.318

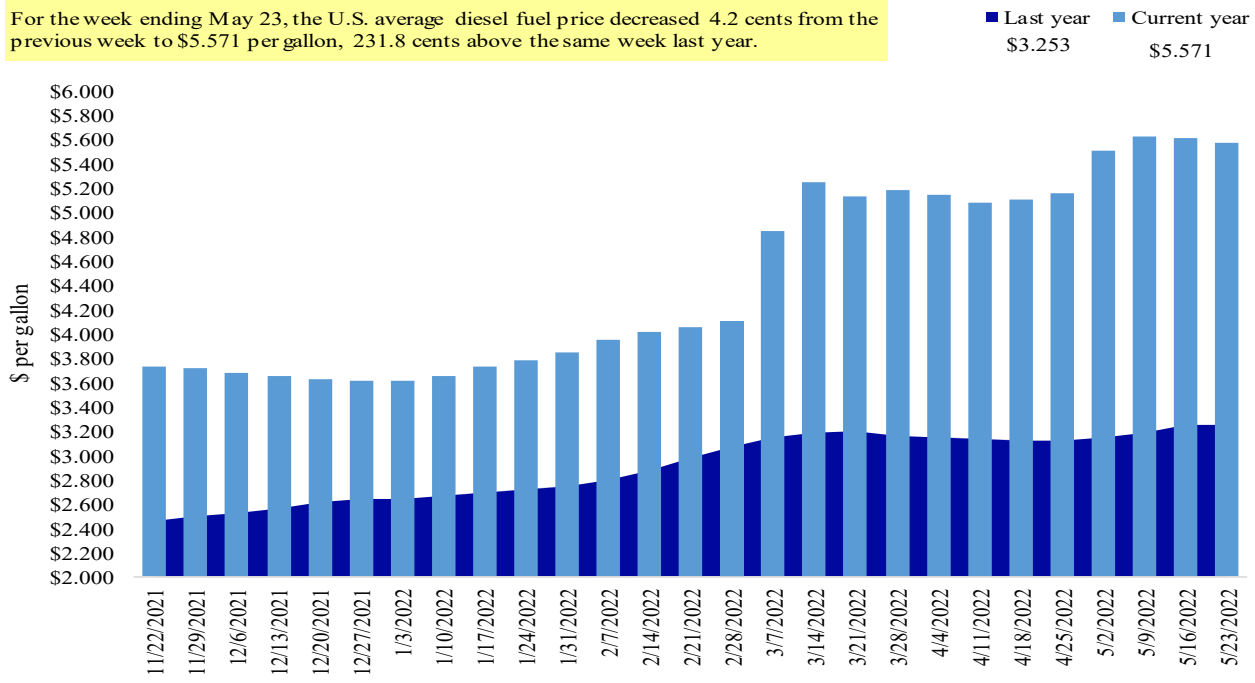
[1]Diesel fuel prices include all taxes. Prices represent an average of all types of diesel fuel.

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

Figure 13

Weekly diesel fuel prices, U.S. average

For the week ending May 23, the U.S. average diesel fuel price decreased 4.2 cents from the previous week to $5.571 per gallon, 231.8 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]									
5/12/2022	592	200	554	233	1	1,579	16,005	10,488	28,071
This week year ago	584	186	685	570	49	2,074	20,734	4,514	27,322
Cumulative exports-marketing year[2]									
2021/22 YTD	6,883	2,678	4,969	3,133	196	17,859	42,921	48,721	109,501
2020/21 YTD	8,132	1,689	7,066	6,055	632	23,575	47,287	56,950	127,812
YTD 2021/22 as % of 2020/21	85	159	70	52	31	76	91	86	86
Last 4 wks. as % of same period 2020/21*	138	149	94	49	1	97	85	238	111
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 05/12/2022	Total commitments[2]			% change	Exports[3]
	2022/23 next MY	2021/22 current MY	2020/21 last MY	current MY from last MY	3-yr. avg. 2019-21
		1,000 mt -			
Mexico	1795.1	15,735	14,182	11	14,817
Japan	551.8	8,973	9,884	(9)	11,082
China	2720	14,696	22,828	(36)	7,920
Columbia	36	4,159	3,664	14	4,491
Korea	0	1,323	3,334	0	3,302
Top 5 importers	**5,103**	**44,886**	**53,892**	**(17)**	**41,613**
Total U.S. corn export sales	**5,580**	**58,926**	**63,292**	**(7)**	**53,145**
% of projected exports	9%	93%	90%		
Change from prior week[2]	**589**	**435**	**(4,452)**		
Top 5 importers' share of U.S. corn export sales	91%	76%	85%		78%
USDA forecast May 2022	**61,069**	**63,613**	**70,051**	**(9)**	
Corn use for ethanol USDA forecast, May 2022	**136,525**	**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 5/12/2022	Total commitments[2]			% change	Exports[3]
	2022/23	2021/22	2020/21	current MY	3-yr. avg.
	next MY	current MY	last MY	from last MY	2018-20
					- 1,000 mt -
China	7,306	30,443	35,697	(15)	21,666
Mexico	548	5,131	4,654	10	4,754
Egypt	163	3,783	2,725	39	3,093
Indonesia	0	1,527	2,024	(25)	2,325
Japan	43	2,120	2,120	0	2,275
Top 5 importers	**8,059**	**43,004**	**47,219**	**(9)**	**34,113**
Total U.S. soybean export sales	**11,375**	**59,208**	**61,463**	**(4)**	**50,758**
% of projected exports	19%	102%	100%		
change from prior week[2]	**150**	**753**	**84**		
Top 5 importers' share of U.S. soybean export sales	71%	73%	77%		**67%**
USDA forecast, May 2022	**59,946**	**58,311**	**61,608**	**(5)**	

[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 5/12/2022	Total Commitments[2]			% change	Exports[3]
	2022/23	2021/22	2020/21	current MY	3-yr. avg.
	next MY	current MY	last MY	from last MY	2018-20
			1,000 mt -		- 1,000 mt -
Mexico	452	3,804	3,696	3	3,388
Philippines	532	2,782	3,184	(13)	3,121
Japan	273	2,350	2,492	(6)	2,567
Korea	115	1,231	1,919	(36)	1,501
Nigeria	164	1,765	1,464	21	1,490
China	0	848	3,220	(74)	1,268
Taiwan	14	954	1,189	(20)	1,187
Indonesia	0	122	1,004	(88)	1,131
Thailand	55	559	812	(31)	768
Italy	20	263	616	(57)	681
Top 10 importers	**1,625**	**14,677**	**19,594**	(25)	**17,102**
Total U.S. wheat export sales	**2,758**	**19,438**	**25,649**	(24)	**24,617**
% of projected exports	13%	89%	95%		
change from prior week[2]	**326**	**9**	**121**		
Top 10 importers' share of U.S. wheat export sales	59%	76%	76%		69%
USDA forecast, May 2022	**21,117**	**21,935**	**27,030**	(19)	

[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 05/19/22	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	179	137	130	3,700	6,848	54	36	39	13,243
Corn	538	377	143	5,903	8,539	69	79	108	13,420
Soybeans	73	0	n/a	4,337	3,741	116	n/a	259	14,540
Total	**790**	**515**	**154**	**13,941**	**19,128**	**73**	**69**	**83**	**41,203**
Mississippi Gulf									
Wheat	70	35	199	1,588	955	166	120	83	3,202
Corn	930	506	184	17,221	20,695	83	74	108	38,498
Soybeans	353	576	61	10,212	9,815	104	320	151	27,159
Total	**1,353**	**1,117**	**121**	**29,022**	**31,465**	**92**	**100**	**115**	**68,858**
Texas Gulf									
Wheat	0	128	0	1,271	1,432	89	86	65	3,888
Corn	36	22	163	294	239	123	128	71	627
Soybeans	0	0	n/a	2	656	0	n/a	0	1,611
Total	**36**	**151**	**24**	**1,567**	**2,327**	**67**	**92**	**66**	**6,126**
Interior									
Wheat	76	65	118	1,138	1,096	104	86	123	2,973
Corn	139	136	102	3,549	3,765	94	79	86	10,157
Soybeans	127	121	105	2,884	2,749	105	109	102	6,525
Total	**342**	**322**	**106**	**7,571**	**7,610**	**99**	**89**	**96**	**19,656**
Great Lakes									
Wheat	1	1	n/a	85	155	55	11	11	536
Corn	23	0	n/a	63	32	198	642	n/a	145
Soybeans	37	30	124	170	13	n/a	620	752	592
Total	**62**	**31**	**199**	**318**	**200**	**159**	**91**	**93**	**1,273**
Atlantic									
Wheat	0	0	n/a	37	72	52	0	0	128
Corn	3	0	n/a	82	14	585	n/a	393	85
Soybeans	16	62	26	1,207	1,011	119	413	311	2,184
Total	**19**	**62**	**30**	**1,326**	**1,096**	**121**	**461**	**318**	**2,397**
U.S. total from ports*									
Wheat	326	366	89	7,819	10,557	74	56	55	23,969
Corn	1,669	1,042	160	27,112	33,284	81	77	105	62,932
Soybeans	606	789	77	18,812	17,985	105	252	153	52,612
Total	**2,601**	**2,197**	**118**	**53,743**	**61,826**	**87**	**89**	**101**	**139,512**

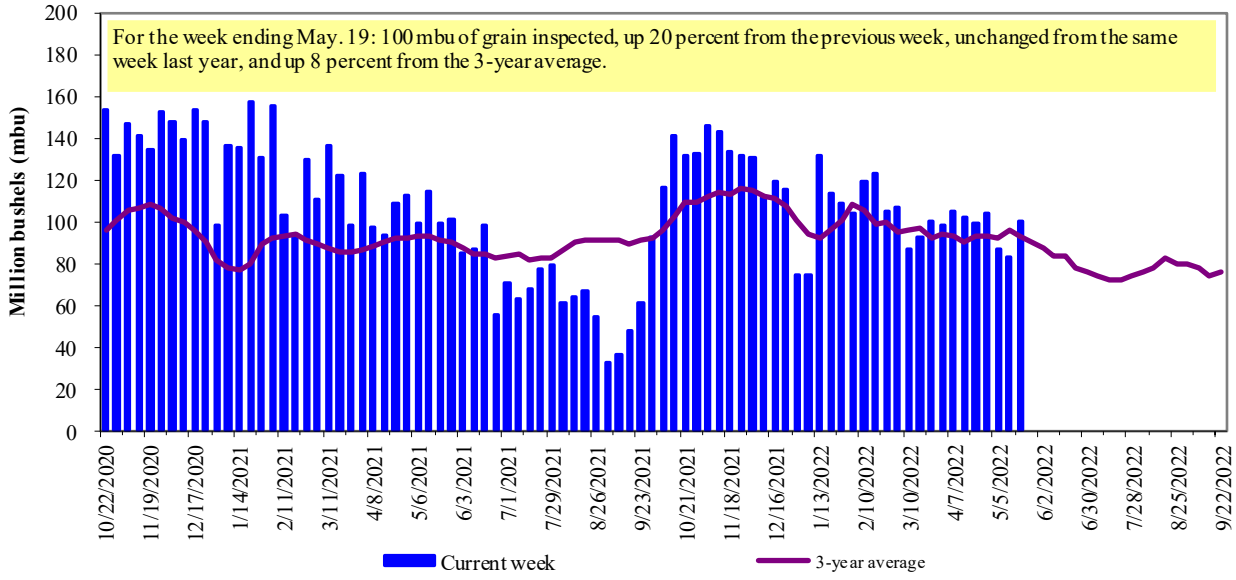
*Data includes revisions from prior weeks; some regional totals may not add exactly due to rounding.

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)

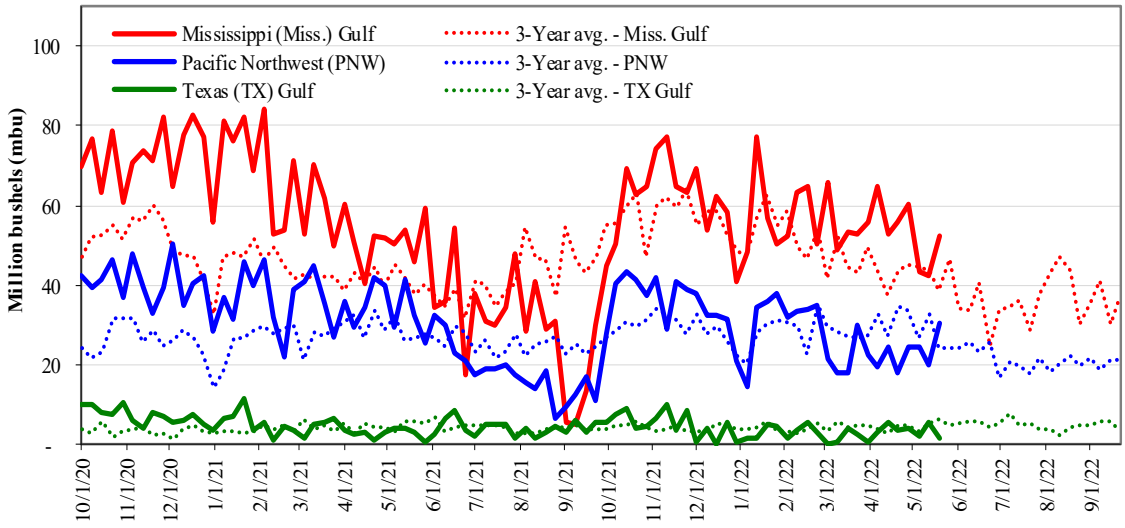


Note: 3-year average consists of 4-week running average.

Source: USDA, Federal Grain Inspection Service.

Figure 15

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



Week ending 05/19/22 inspections (mbu):	
MS Gulf:	52.1
PNW:	30.4
TX Gulf:	1.4

Percent change from:	MS Gulf	TX Gulf	U.S. Gulf	PNW
Last wk:	up 23	down 74	up 12	up 53
Last Year (same wk):	up 14	down 53	up 10	down 7
3-yr avg. (4-wk. mov. Avg):	up 21	down 71	up 12	up 4

Source: USDA, Federal Grain Inspection Service.

Table 17

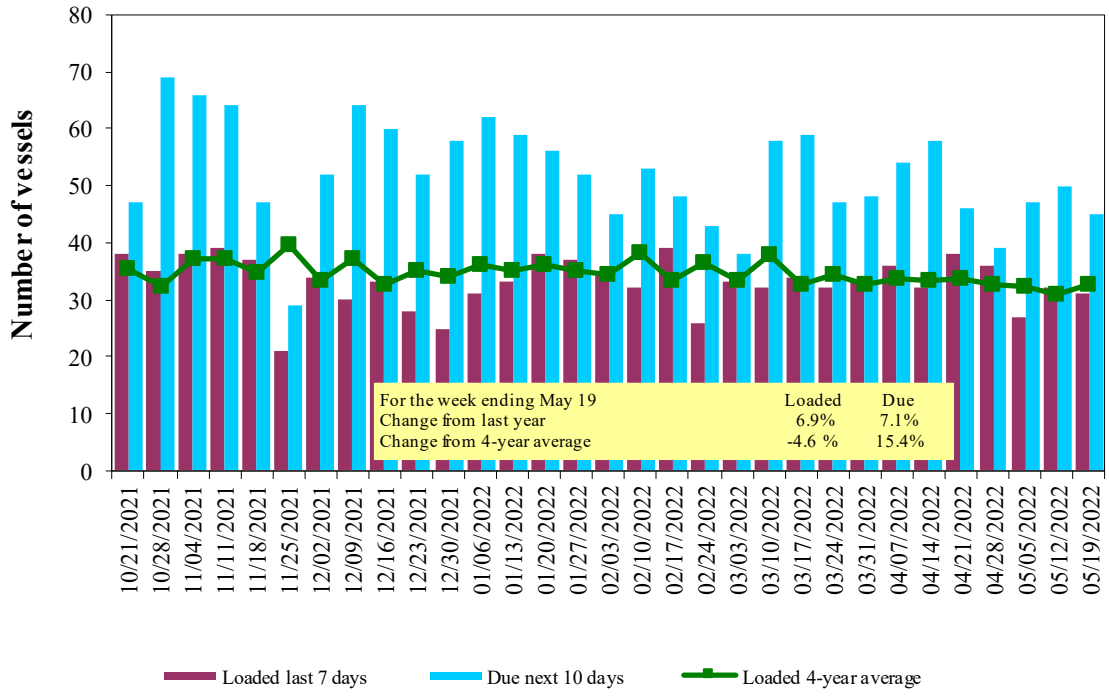
Weekly port region grain ocean vessel activity (number of vessels)

	Gulf			Pacific Northwest
Date	In port	Loaded 7-days	Due next 10-days	In port
5/19/2022	17	31	45	8
5/12/2022	19	32	50	7
2021 range	(10…57)	(5...48)	(15...69)	(4…27)
2021 average	34	32	49	15

Source: USDA, Agricultural Marketing Service.

Figure 16

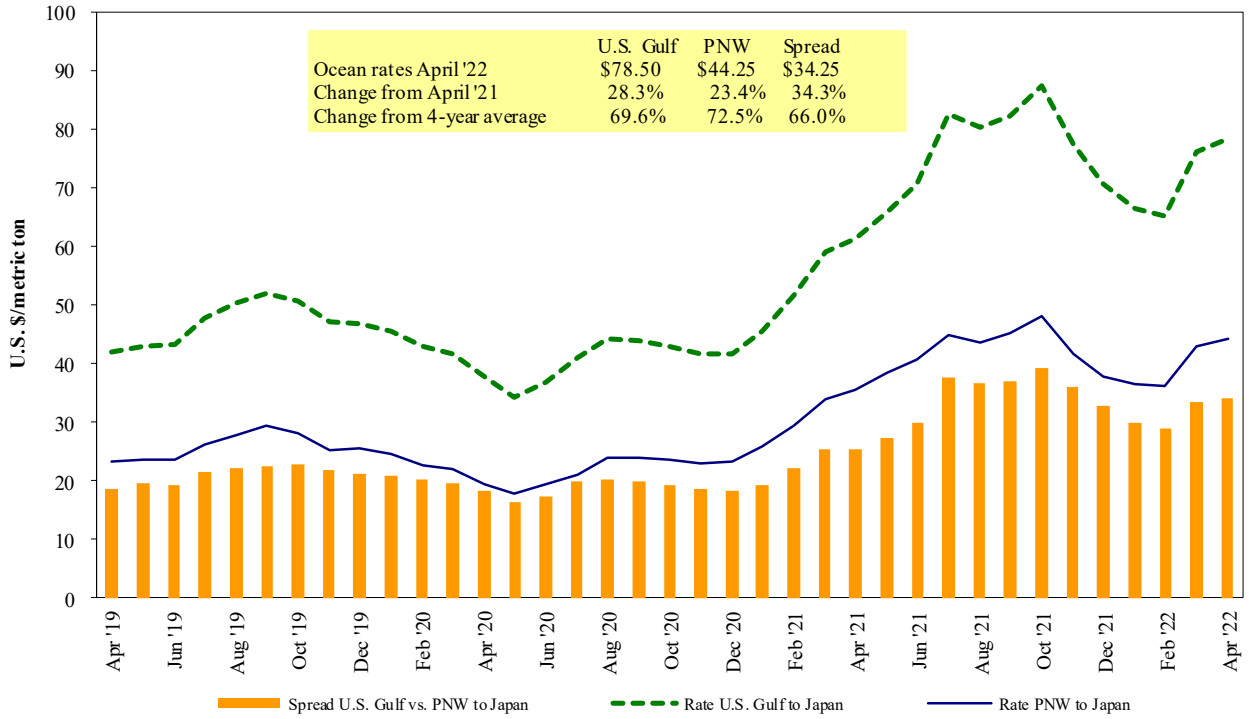
U.S. Gulf[1] vessel loading activity



[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 05/21/2022

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

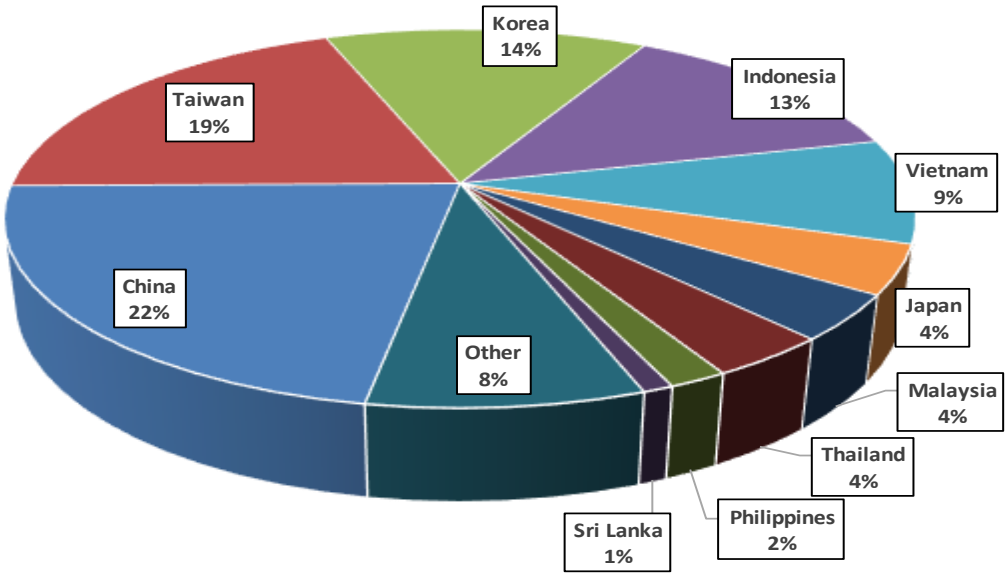
*50 percent of food aid from the United States is required to be shipped on U.S.-flag vessels.

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.

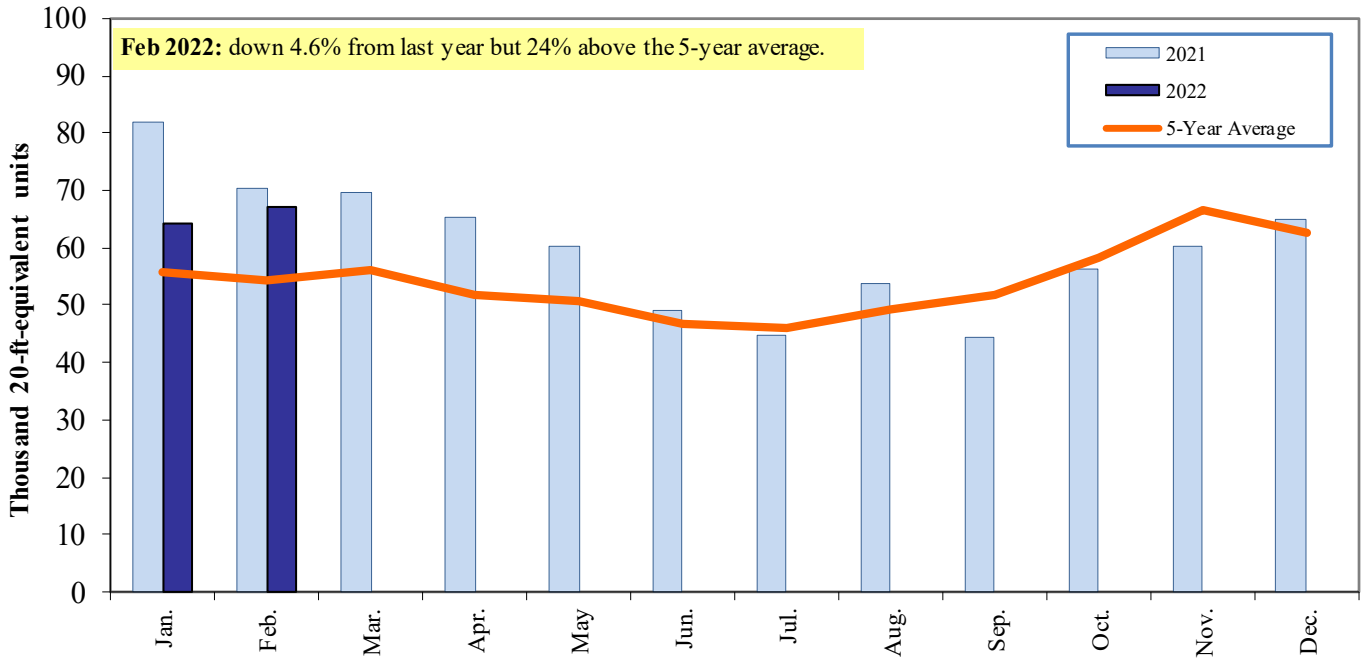
Figure 18
Top 10 destination markets for U.S. containerized grain exports, Jan-Feb 2022



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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