United States Department of Agriculture

Grain Transportation Report

A weekly publication of the Agricultural Marketing Service
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Contact Us

June 2, 2022

Contents

The next release is June 9, 2022

WEEKLY HIGHLIGHTS

Global Index Ranks 2021 Port Performance in Processing Containers

On May 25, the World Bank and S&P Global Market Intelligence released the second edition of their jointly produced annual Container Port Performance Index for 2021. Listed in descending order of efficiency, the worldwide port rankings were based on the time spent by vessels in port exchanging container cargos, and averages were weighted by call size and vessel size. In the ranking of 370 ports worldwide, the ports of Long Beach and Los Angeles took the last two spots—369 and 370, respectively. (In 2020, out of 351 ports, Los Angeles had ranked 337 and Long Beach, 341.) The index's performance metrics showed large variances in port efficiency, which often related to differences in infrastructure spending. According to the index report, the large queue of ships on the U.S. West Coast in 2021 stemmed from such factors as pandemic-induced labor issues at the ports, slow chassis turns, lack of container staging space, slow rail service, and containers out of position in the network. According to the report, these issues were common among the least efficient ports.

Missouri DOT Seeks Input on Its Transportation Improvement Program

The Missouri Department of Transportation (MoDOT) is inviting public comments on which projects (for fiscal years 2023 to 2027) from its Statewide Transportation Improvement Program (STIP) should receive funding. Possible projects include replacement of load-posted bridges; technology to improve the flow of freight; addition of new truck parking facilities; and geometric improvements to interchanges and ramps. The current draft of STIP names two other truck-related projects. One of these, a Municipal River Terminal project in St. Louis, would pave the truck haul road to eliminate dust. It would also improve accessibility to the terminal operations from the paved roadway network. Another truck-related STIP project would increase annual funding for MoDOT's Freight Enhancement Program from $1 million to $3.25 million. According to MoDOT, the State's road and bridge system ranks among the largest for any State in the Nation. Comments can be submitted here until June 17.

Panama Canal Schedules Locks Maintenance for Next Week (Tentative)

Tentatively scheduled outages may affect Panama Canal traffic on June 8, 2022. That day, the east lane of the Panama Canal's Miraflores Panamax Locks may be out of service for 10 hours for maintenance work. During these outages, the locks' daily transit capacity is estimated at 25-27 vessels—down from the normal capacity of 34-36 vessels. No major delays are anticipated. The locks' exact transit capacity depends on vessel mix, transit restrictions, and other factors. A majority of U.S. grain destined to Asia transits the canal.

Snapshots by Sector

Export Sales

For the week ending May 19, **unshipped balances** of wheat, corn, and soybeans for marketing year 2021/22 totaled 25.8 million metric tons (mmt), up 2 percent from the same time last year and down 8 percent from the previous week. Net **corn export sales** were 0.152 mmt, down 63 percent from the previous week. Net **soybean export sales** were 0.277 mmt, down 63 percent from the previous week. Net weekly **wheat export sales** were −0.002 mmt, down significantly from the previous week.

Rail

U.S. Class I railroads originated 21,797 **grain carloads** during the week ending May 21. This was a 1-percent decrease from the previous week, 14 percent fewer than last year, and 7 percent lower than the 3-year average.

Average June shuttle **secondary railcar** bids/offers (per car) were $1,700 above tariff for the week ending May 26. This was $444 more than last week and $1,981 more than this week last year.

Barge

For the week ending May 28, **barged grain movements** totaled 947,300 tons. This was 33 percent higher than the previous week and 10 percent higher than the same period last year.

For the week ending May 28, 594 grain barges **moved down river**—145 more barges than the previous week. There were 475 grain barges **unloaded** in the New Orleans region, 39 percent fewer than last week.

Ocean

For the week ending May 26, 26 **oceangoing grain vessels** were loaded in the Gulf—21 percent fewer than the same period last year. Within the next 10 days (starting May 27), 36 vessels were expected to be loaded—5 percent fewer than the same period last year.

As of May 26, the rate for shipping a metric ton (mt) of grain from the U.S. Gulf to Japan was $81.50. This was 1 percent less than the previous week. The rate from the Pacific Northwest to Japan was $47.00 per mt, unchanged from the previous week.

Fuel

For the week ending May 30, the U.S. average **diesel fuel price** decreased 3.2 cents from the previous week to $5.539 per gallon, 228.4 cents above the same week last year.

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Feature Article/Calendar

First-Quarter 2022 Wheat Transportation Costs Fell as Total Landed Costs Rose

From fourth quarter 2021 to first quarter 2022 (quarter to quarter), transportation costs fell for shipping wheat to Japan from Kansas (KS) and North Dakota (ND)—both via the Pacific Northwest (PNW routes) and the U.S. Gulf (Gulf routes). Quarter to quarter, a decline in ocean freight was the main driver behind the lower transportation costs for shipping wheat by all routes. From first quarter 2021 to first quarter 2022 (year to year), higher trucking and ocean freight rates drove the rise in transportation costs for all routes (tables 1 and 2). Rising wheat farm values continued to contribute to higher total landed costs for all routes, both from quarter to quarter and year to year. Total U.S. wheat exports to Japan were up significantly from quarter to quarter, but down slightly from year to year.

Transportation Costs

From quarter to quarter, transportation costs via the PNW from Kansas and North Dakota decreased about 1 percent. Also, quarter to quarter, transportation costs for shipping wheat via the Gulf routes decreased 4 percent for the Kansas origin and fell 8 percent for the North Dakota origin. Year to year, transportation costs via the PNW routes were up 14 percent from Kansas and up 13 percent from North Dakota. For the same period, transportation costs for shipping via the Gulf routes increased 20 percent from Kansas and rose 10 percent from North Dakota (tables 1 and 2).

Table 1: Quarterly rate comparisons for shipping Kansas and North Dakota wheat to Japan through the PNW

	Kansas					North Dakota				
Mode	2021 1st qtr	2021 4th qtr	2022 1st qtr	Year-to-year change	Quarterly change	2021 1st qtr	2021 4th qtr	2022 1st qtr	Year-to-year change	Quarterly change
	$/metric ton			%	%	$/metric ton			%	%
Truck	13.66	13.51	16.67	22.04	23.39	13.66	13.51	16.67	22.04	23.39
Rail[1]	61.24	64.20	64.53	5.37	0.51	56.37	58.10	58.10	3.07	0.00
Ocean vessel	29.85	42.49	38.47	28.88	-9.46	29.85	42.49	38.47	28.88	-9.46
Transportation costs	104.75	120.20	119.67	14.24	-0.44	99.88	114.10	113.24	13.38	-0.75
Farm value[2]	215.20	283.91	319.67	48.55	12.60	205.27	349.92	361.56	76.14	3.33
Total landed cost	319.95	404.11	439.34	37.32	8.72	305.15	464.02	474.80	55.59	2.32
Transport % of landed cost	32.74	29.74	27.24			32.73	24.59	23.85		

Table 2: Quarterly rate comparisons for shipping Kansas and North Dakota wheat to Japan through the U.S. Gulf

	Kansas					North Dakota				
Mode	2021 1st qtr	2021 4th qtr	2022 1st qtr	Year-to-year change	Quarterly change	2021 1st qtr	2021 4th qtr	2022 1st qtr	Year-to-year change	Quarterly change
	$/metric ton			%	%	$/metric ton			%	%
Truck	13.66	13.51	16.67	22.04	23.39	13.66	13.51	16.67	22.04	23.39
Rail[1]	42.07	43.80	43.80	4.11	0.00	59.54	56.81	51.63	-13.29	-9.12
Ocean vessel	52.19	78.50	69.31	32.80	-11.71	52.19	78.50	69.31	32.80	-11.71
Transportation costs	107.92	135.81	129.78	20.26	-4.44	125.39	148.82	137.61	9.75	-7.53
Farm value[2]	215.20	283.91	319.67	48.55	12.60	205.27	349.92	361.56	76.14	3.33
Total landed cost	323.12	419.72	449.45	39.10	7.08	330.66	498.74	499.17	50.96	0.09
Transport % of landed cost	33.40	32.36	28.88			37.92	29.84	27.57		

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

[2] USDA, National Agricultural Statistics Service is the source for wheat prices for North Dakota (mainly hard red spring) and Kansas (mainly hard red winter).
Note: PNW = Pacific Northwest; qtr = quarter.
Source: USDA, Agricultural Marketing Service.

Ocean Freight and Trucking Rates

Quarter to quarter, ocean freight rates for shipping wheat to Japan via the PNW routes fell 9 percent and, via the Gulf routes, fell 12 percent (tables 1 and 2). This decrease was mainly due to a seasonal slowdown in market activity during Chinese New Year celebrations (Grain Transportation Report, April 28, 2022). Year to year, ocean freight rates for the PNW routes increased 29 percent and, via the Gulf routes, increased 33 percent. Quarter to quarter, trucking rates for transporting grain to a local elevator in both Kansas and North Dakota rose 23 percent, because of both rising trucking activity and significant increases in diesel prices. Year to year, trucking rates rose 22 percent.

Rail Tariff Rates

Quarter to quarter, rail tariff rates for shipping wheat to PNW were up 1 percent from Kansas and unchanged from North Dakota (tables 1 and 2). Year to year, rail rates to PNW increased 5 percent from Kansas and increased 3 percent from North Dakota. Quarter to quarter, rail rates to the Gulf were unchanged from Kansas, but down 9 percent from North Dakota. Year to year, rail rates for shipping wheat to the Gulf were up 4 percent from Kansas and down 13 percent from North Dakota.

Total Landed Costs

Quarter to quarter, total landed costs for shipping wheat to Japan rose 9 percent via the KS-PNW route and rose 7 percent via the KS-Gulf route, as Kansas farm values continued to rise (tables 1 and 2). Year to year, landed costs for shipping wheat to Japan increased 37 percent for the KS-PNW route and rose 39 percent for the KS-Gulf route, mainly because of higher ocean freight rates and farm values. Quarter to quarter, total landed costs for shipping wheat from North Dakota to Japan were up 2 percent for the ND-PNW route and up 0.1 percent for the ND-Gulf route, reflecting higher North Dakota truck rates. Year to year, North Dakota-to-Japan landed costs increased 56 percent via the ND-PNW route and rose 51 percent via the ND-Gulf route, reflecting higher trucking and ocean rates, as well as higher farm values.

First-quarter 2022 total landed costs for shipping wheat via the PNW and Gulf routes ranged from $434 per mt to $499 per mt. First-quarter Kansas transportation costs represented 27 percent of total landed costs for the KS-PNW route and 29 percent for the KS-Gulf route—declines from the previous quarter and the same period last year. First-quarter North Dakota wheat transportation costs represented 24 percent of total landed costs for the ND-PNW route and 28 percent for the ND-Gulf route, which were also down from the previous quarter and last year.

Export Projections

According to USDA's Federal Grain Inspection Service, first-quarter 2022 inspections of wheat for export to Japan totaled 0.615 million metric tons (mmt)—up 38 percent from quarter to quarter and down 2 percent year to year. Wheat exports to Japan represented 12 percent of total U.S. wheat exports during the first quarter of 2022 (USDA, Federal Grain and Inspection Service). Current year-to-date outstanding (unshipped) export balances of wheat and cumulative (shipped) exports were down from the same time in 2021 (***GTR* table 12**). According to USDA's May World Agricultural Supply and Demand Estimates (WASDE) report, U.S. wheat exports for marketing year (MY) 2022/23 are estimated to be 21.09 mmt, down 4 percent from the MY 2021/22 estimate (21.90 mmt).

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Grain Transportation Indicators

Table 1

Grain transport cost indicators[1]

	Truck	Rail		Barge	Ocean	
For the week ending		Non-Shuttle	Shuttle		Gulf	Pacific
06/01/22	372	318	284	245	364	333
05/25/22	374	318	271	242	369	333

[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)

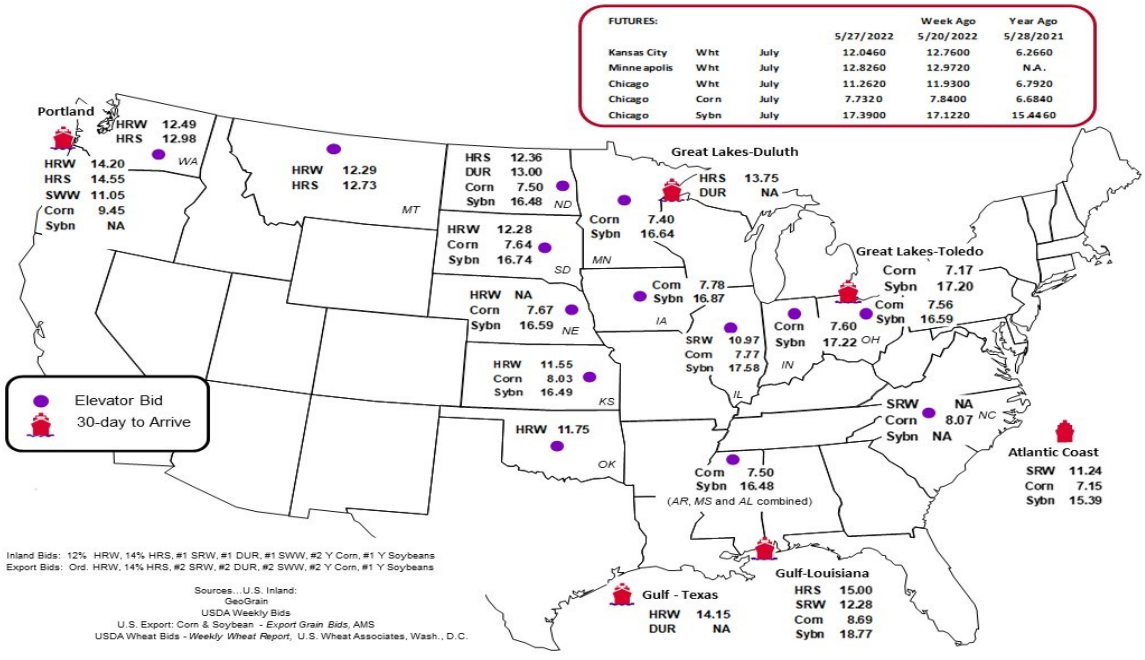
Commodity	Origin–destination	5/27/2022	5/20/2022
Corn	IL–Gulf	-0.92	-0.94
Corn	NE–Gulf	-1.02	-1.01
Soybean	IA–Gulf	-1.90	-1.61
HRW	KS–Gulf	-2.60	-3.02
HRS	ND–Portland	-2.19	-2.24

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]
5/25/2022[p]	929	795	4,875	615	7,214	5/21/2022	2,609
5/18/2022[r]	1,217	665	6,192	479	8,553	5/14/2022	2,699
2022 YTD[r]	31,808	20,539	123,269	11,941	187,557	2022 YTD	56,452
2021 YTD[r]	31,487	32,568	134,658	9,806	208,519	2021 YTD	53,400
2022 YTD as % of 2021 YTD	101	63	92	122	90	% change YTD	106
Last 4 weeks as % of 2021[2]	126	61	86	333	91	Last 4wks. % 2021	65
Last 4 weeks as % of 4-year avg.[2]	147	76	101	181	105	Last 4wks. % 4 yr.	70
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.

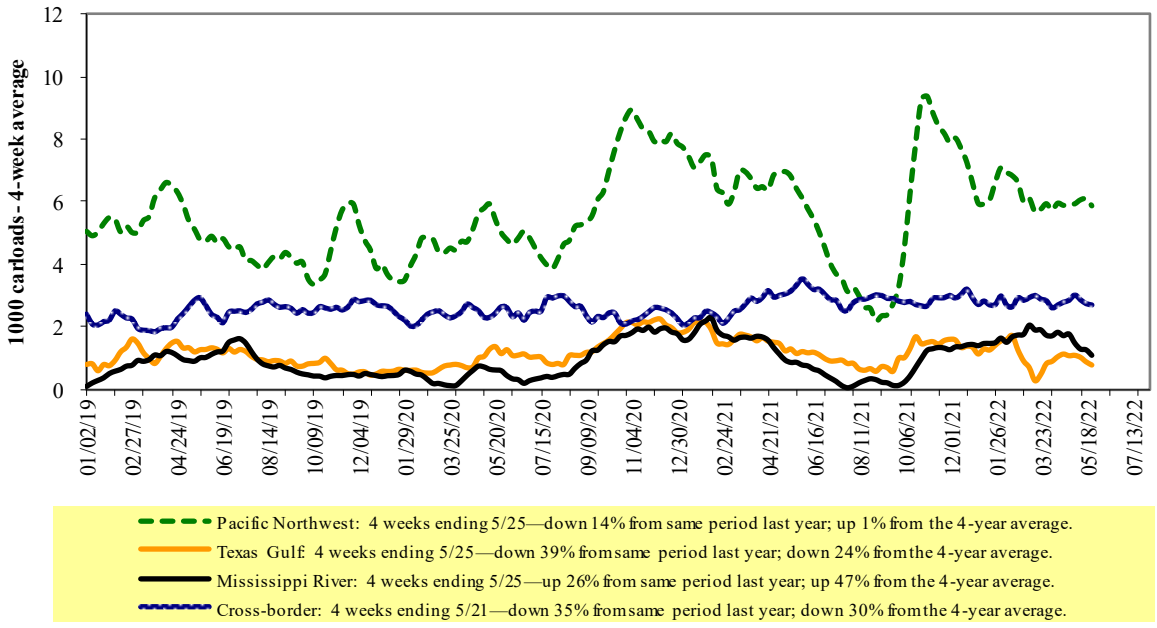
YTD = year-to-date; p = preliminary data; r = revised data; n/a = not available; wks. = weeks; avg. = average.

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	
5/21/2022	CSXT	NS	BNSF	KCS	UP		CN	CP
This week	1,428	2,434	11,728	1,380	4,827	21,797	2,899	3,571
This week last year	1,942	2,798	12,884	1,413	6,275	25,312	3,218	4,884
2022 YTD	36,736	46,964	231,943	24,722	117,648	458,013	69,952	74,010
2021 YTD	40,127	51,980	262,894	21,788	132,497	509,286	96,588	109,718
2022 YTD as % of 2021 YTD	92	90	88	113	89	90	72	67
Last 4 weeks as % of 2021*	87	96	84	85	78	84	72	61
Last 4 weeks as % of 3-yr. avg.**	93	93	93	99	88	92	69	68
Total 2021	93,935	120,828	609,890	64,818	318,002	1,207,473	210,141	242,533

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

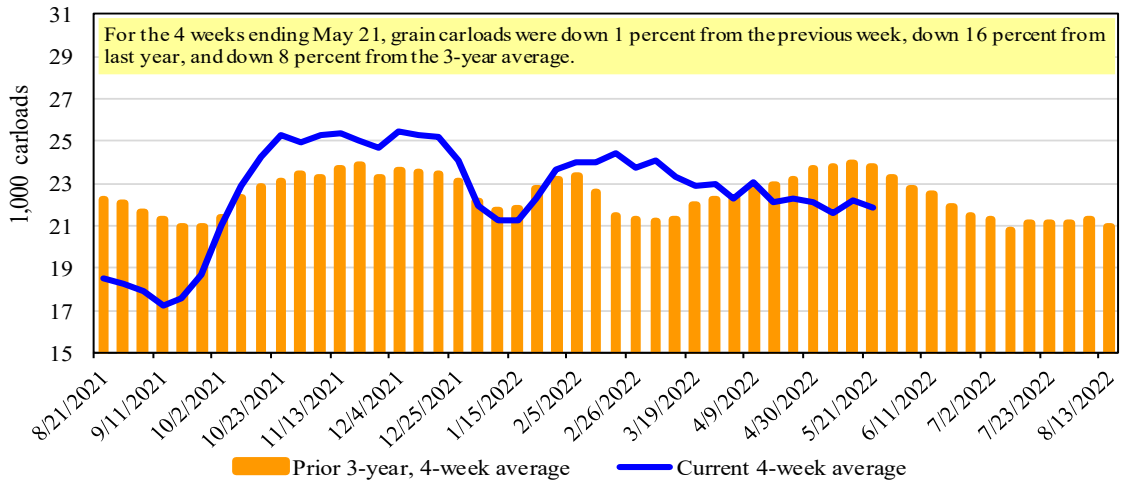
**The past 4 weeks as a percent of the same period from the prior 3-year average. YTD = year-to-date; avg. = average; yr. = year.

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							
5/26/2022		Jun-22	Jun-21	Jul-22	Jul-21	Aug-22	Aug-21	Sep-22	Sep-21
BNSF[3]	COT grain units	no offer	no bids	0	no bids	0	no bids	no offer	no bids
	COT grain single-car	no offer	301	0	234	0	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.

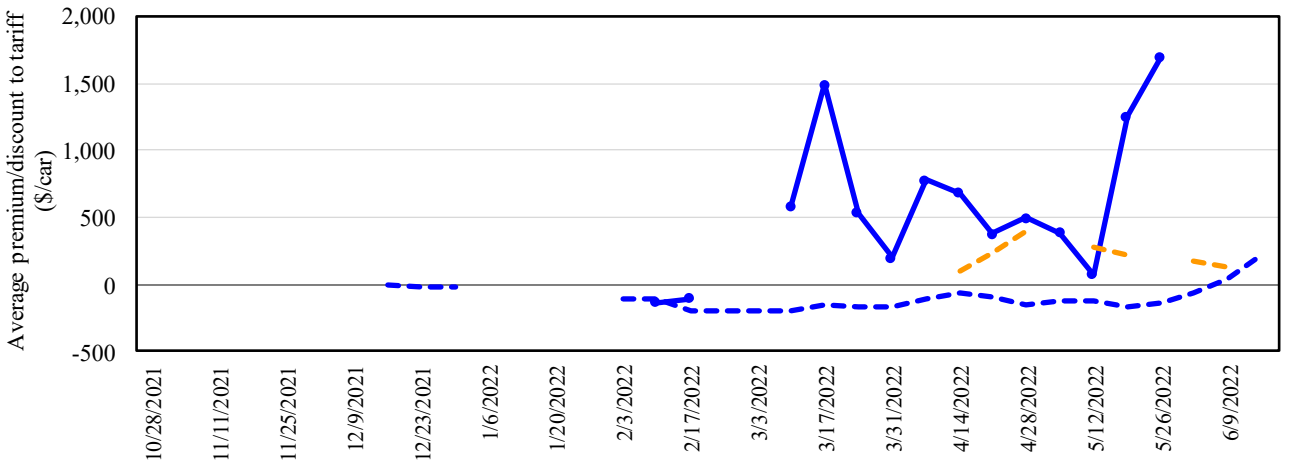
Region 1 includes: AR, IL, LA, MO, NM, OK, TX, WI, and Duluth, MN.

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

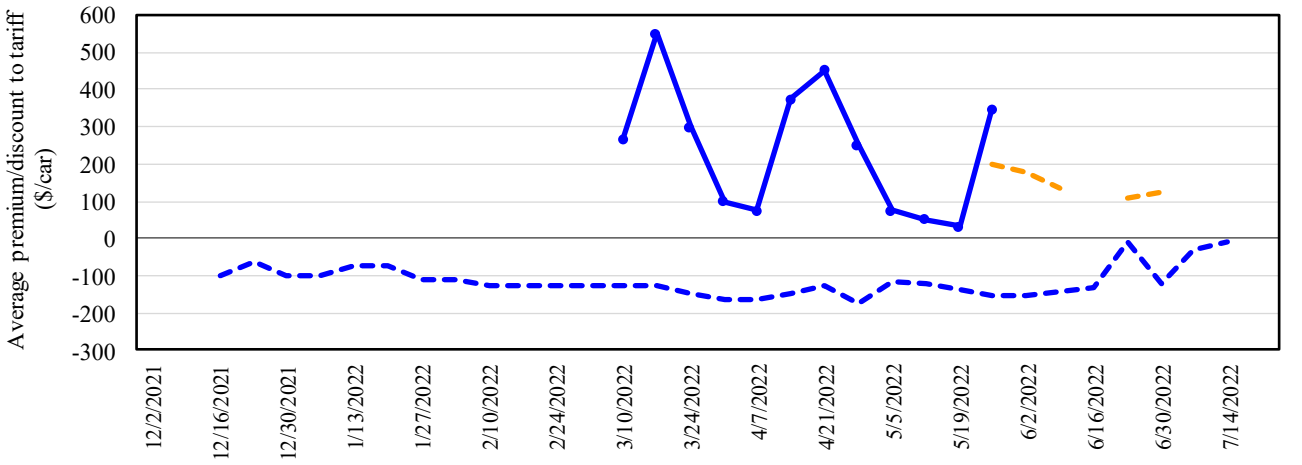


5/26/2022	BNSF	UP
Non-shuttle	n/a	n/a
Shuttle	$275	$3,125

There were no non-shuttle bids/offers this week.
Average shuttle bids/offers rose $444 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 5
Secondary market bids/offers for railcars to be delivered in July 2022



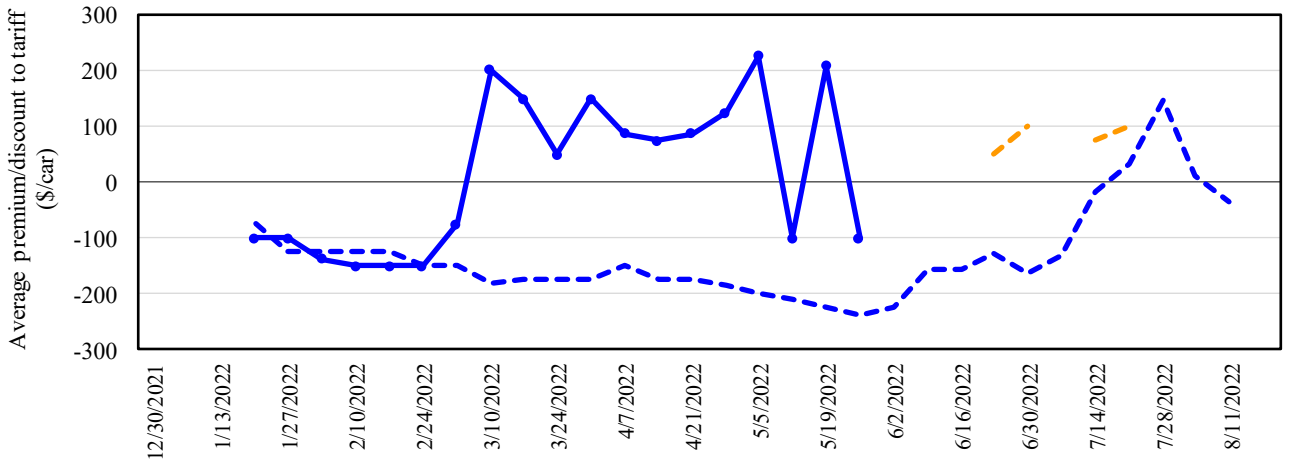
5/26/2022	BNSF	UP
Non-shuttle	n/a	n/a
Shuttle	-$75	$767

There were no non-shuttle bids/offers this week.
Average shuttle bids/offers rose $313 this week and are $204 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



5/26/2022	BNSF	UP
Non-shuttle	n/a	n/a
Shuttle	-$100	n/a

There were no non-shuttle bids/offers this week.
Average shuttle bids/offers fell $308 this week and are $325 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					
	5/26/2022	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**	**275**	**(75)**	**(100)**	**(92)**	**1,800**	**n/a**
	Change from last week	(38)	(108)	(17)	(79)	100	n/a
	Change from same week 2021	538	175	150	(164)	600	n/a
	UP-Pool	**3,125**	**767**	**n/a**	**n/a**	**1,200**	**n/a**
	Change from last week	925	n/a	n/a	n/a	150	n/a
	Change from same week 2021	3,425	1,092	n/a	n/a	350	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.

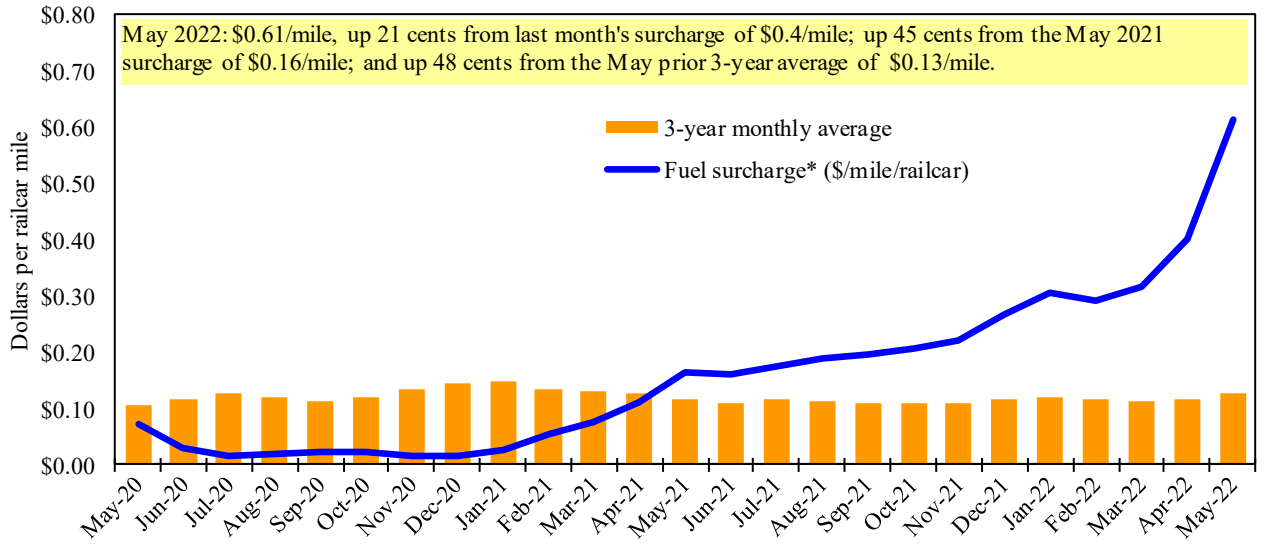
[4]Percentage change calculated using tariff rate plus fuel surchage; Y/Y = year over year.

[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.

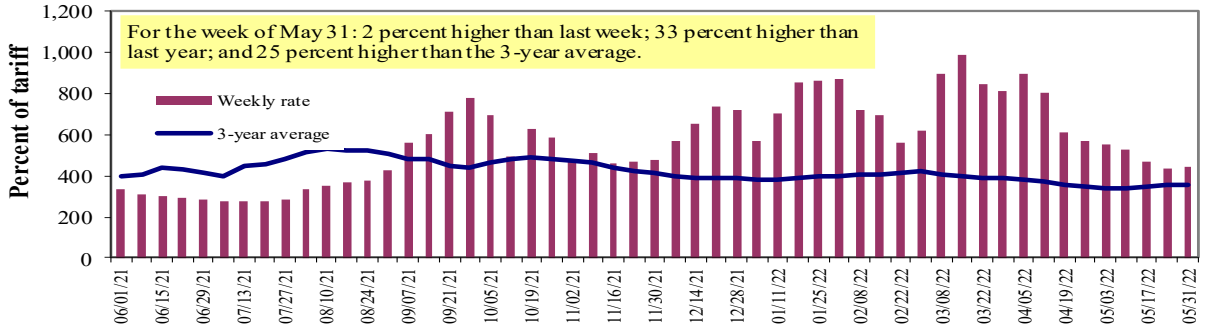
**CSX strike price changed from $2.00/gal. to $3.75/gal. starting January 1, 2015.

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

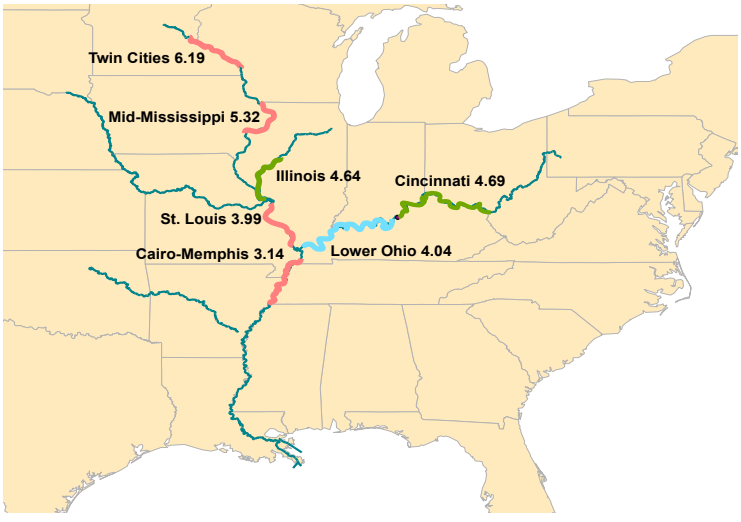
		Twin Cities	Mid-Mississippi	Lower Illinois River	St. Louis	Cincinnati	Lower Ohio	Cairo-Memphis
Rate[1]	5/31/2022	550	486	441	302	408	408	298
	5/24/2022	545	486	435	306	419	419	302
$/ton	5/31/2022	34.05	25.86	20.46	12.05	19.14	16.48	9.36
	5/24/2022	33.74	25.86	20.18	12.21	19.65	16.93	9.48
Current week % change from the same week:								
	Last year	28	45	33	28	62	62	34
	3-year avg. [2]	38	48	25	23	60	60	30
Rate[1]	June	544	474	450	322	398	398	309
	August	607	568	554	517	555	555	500

[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

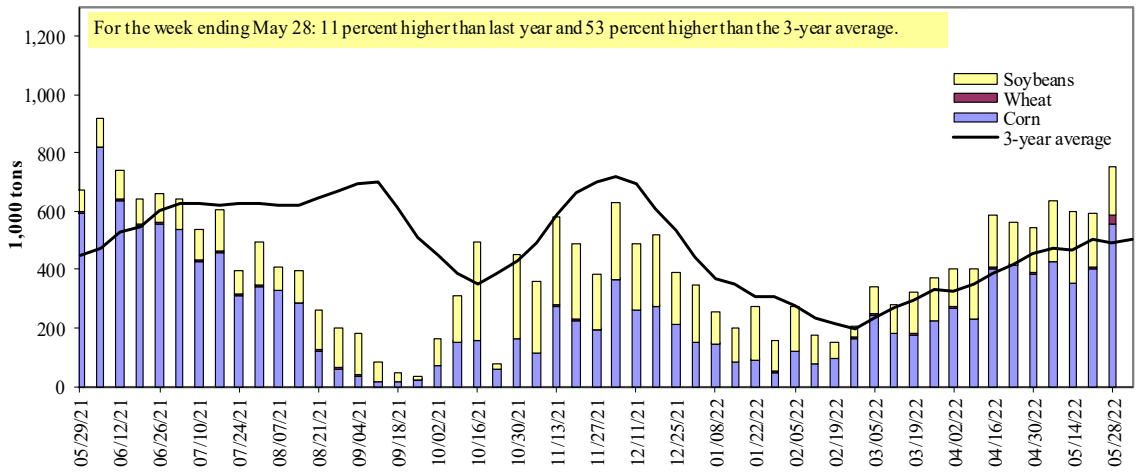
Select applicable index from market quotes are included in tables on this page. The 1976 benchmark rates per ton are provided in map.



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.

Note: The U.S. Army Corps of Engineers has recently migrated its lock and vessel database and has noted the latest data may be revised in coming weeks.

Table 10

Barge grain movements (1,000 tons)

For the week ending 05/28/2022	Corn	Wheat	Soybeans	Other	Total
Mississippi River					
Rock Island, IL (L15)	172	0	107	0	279
Winfield, MO (L25)	282	2	88	0	372
Alton, IL (L26)	370	0	178	2	550
Granite City, IL (L27)	559	26	167	0	752
Illinois River (La Grange)	0	0	0	0	0
Ohio River (Olmsted)	89	5	68	0	162
Arkansas River (L1)	0	25	8	0	34
Weekly total - 2022	648	56	243	0	947
Weekly total - 2021	703	25	116	17	861
2022 YTD[1]	8,595	689	5,046	125	14,454
2021 YTD[1]	12,649	537	3,851	167	17,203
2022 as % of 2021 YTD	68	128	131	75	84
Last 4 weeks as % of 2021[2]	72	80	209	17	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.

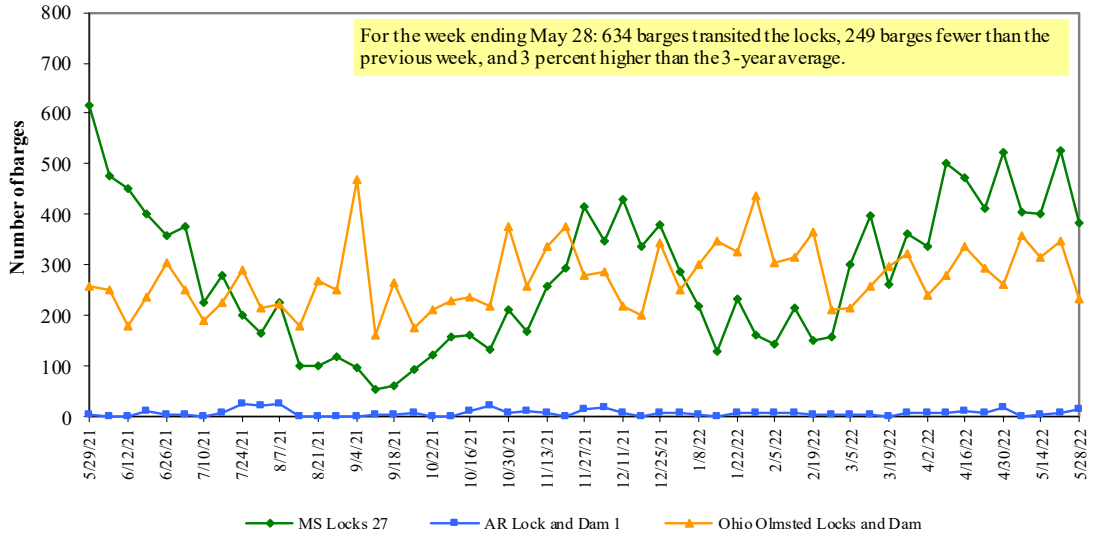
[2] As a percent of same period in 2020.

Note: L (as in "L15") refers to a lock, locks, or locks and dam facility. The U.S. Army Corps of Engineers has recently migrated its database and has noted the latest data may be revised in coming weeks.

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

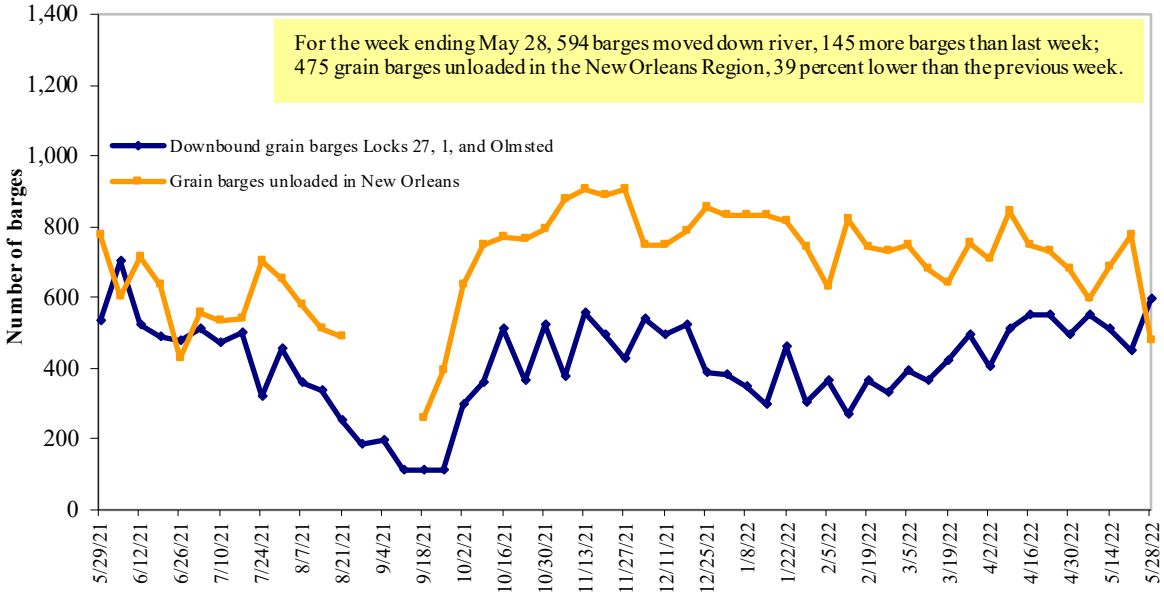


Source: U.S. Army Corps of Engineers.

Note: The U.S. Army Corps of Engineers has recently migrated its lock and vessel database and has noted the latest data may be revised in coming weeks.

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.

Note: The U.S. Army Corps of Engineers has recently migrated its lock and vessel database and has noted the latest data may be revised in coming weeks.

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 5/30/2022 (U.S. $/gallon)

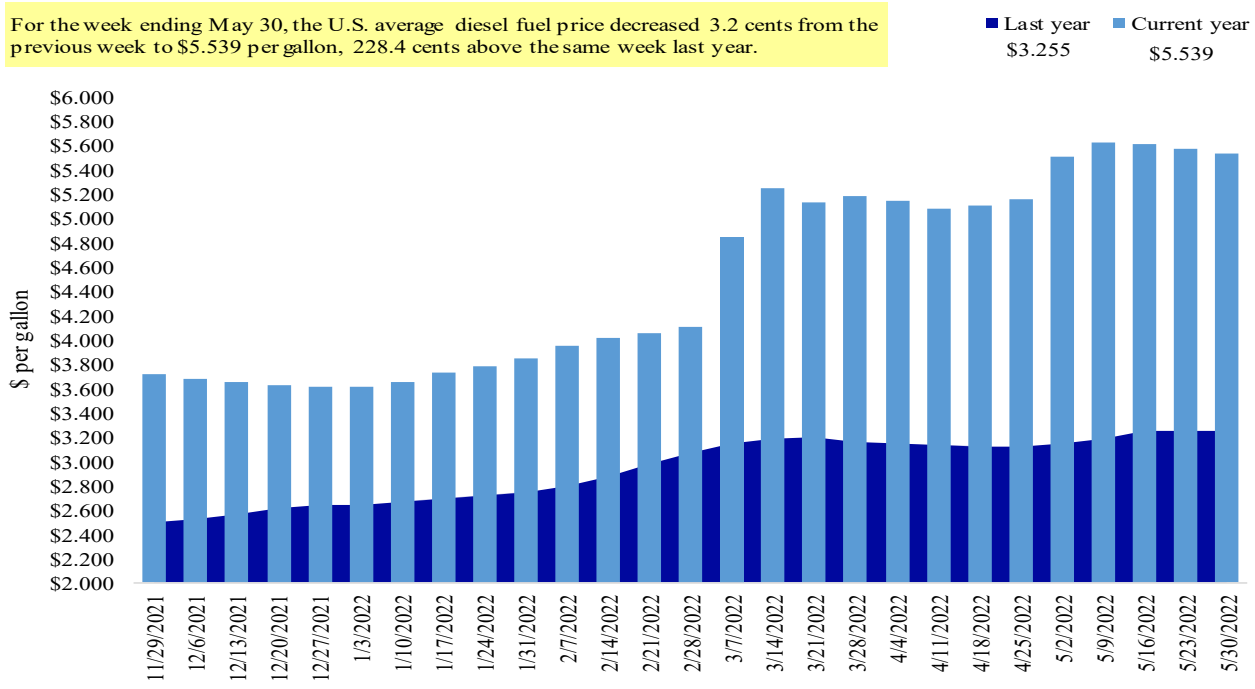
Region	Location	Price	Change from Week ago	Change from Year ago
I	East Coast	5.848	-0.057	2.609
	New England	6.226	-0.145	3.061
	Central Atlantic	6.225	-0.100	2.811
	Lower Atlantic	5.552	-0.016	2.417
II	Midwest	5.247	-0.046	2.050
III	Gulf Coast	5.180	-0.036	2.153
IV	Rocky Mountain	5.494	-0.004	2.117
V	West Coast	6.134	0.053	2.372
	West Coast less California	5.670	0.067	2.260
	California	6.542	0.040	2.487
Total	United States	5.539	-0.032	2.284

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

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

Figure 13

Weekly diesel fuel prices, U.S. average



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

Grain Exports

Table 12

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

	Wheat						Corn	Soybeans	Total
For the week ending	HRW	SRW	HRS	SWW	DUR	All wheat			
Export balances[1]									
5/19/2022	491	139	480	169	1	1,279	14,335	10,225	25,839
This week year ago	461	155	542	388	29	1,574	19,440	4,275	25,289
Cumulative exports-marketing year[2]									
2021/22 YTD	6,983	2,732	5,045	3,202	196	18,157	44,721	49,260	112,138
2020/21 YTD	8,268	1,713	7,229	6,241	654	24,104	49,137	57,244	130,486
YTD 2021/22 as % of 2020/21	84	159	70	51	30	75	91	86	86
Last 4 wks. as % of same period 2020/21*	146	142	109	63	2	110	84	248	114
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 05/19/2022	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	1783.9	15,752	14,561	8	14,817
Japan	551.8	9,086	9,882	(8)	11,082
China	2720	14,673	22,996	(36)	7,920
Columbia	36	4,215	3,666	15	4,491
Korea	0	1,266	3,399	0	3,302
Top 5 importers	**5,092**	**44,992**	**54,503**	**(17)**	**41,613**
Total U.S. corn export sales	**5,638**	**59,056**	**68,577**	**(14)**	**53,145**
% of projected exports	9%	93%	98%		
Change from prior week[2]	**58**	**152**	**5,285**		
Top 5 importers' share of U.S. corn export sales	90%	76%	79%		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 5/19/2022	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	30,335	35,703	(15)	21,666
Mexico	643	5,186	4,689	11	4,754
Egypt	163	3,915	2,777	41	3,093
Indonesia	0	1,585	2,098	(24)	2,325
Japan	43	2,243	2,133	5	2,275
Top 5 importers	**8,154**	**43,264**	**47,401**	**(9)**	**34,113**
Total U.S. soybean export sales	**11,818**	**59,485**	**61,519**	**(3)**	**50,758**
% of projected exports	20%	102%	100%		
change from prior week[2]	**443**	**277**	**56**		
Top 5 importers' share of U.S. soybean export sales	69%	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 5/19/2022	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	488	3,766	3,690	2	3,388
Philippines	592	2,788	3,188	(13)	3,121
Japan	333	2,352	2,495	(6)	2,567
Korea	116	1,231	1,919	(36)	1,501
Nigeria	163	1,773	1,464	21	1,490
China	0	848	3,220	(74)	1,268
Taiwan	54	954	1,191	(20)	1,187
Indonesia	0	122	1,008	(88)	1,131
Thailand	55	559	814	(31)	768
Italy	20	283	617	(54)	681
Top 10 importers	**1,820**	**14,674**	**19,605**	(25)	**17,102**
Total U.S. wheat export sales	**3,004**	**19,436**	**25,678**	(24)	**24,617**
% of projected exports	14%	89%	95%		
change from prior week[2]	**246**	**(2)**	**29**		
Top 10 importers' share of U.S. wheat export sales	61%	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 05/26/22	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	143	179	80	3,843	6,999	55	40	41	13,243
Corn	292	538	54	6,195	9,038	69	81	109	13,420
Soybeans	0	73	0	4,337	3,741	116	n/a	248	14,540
Total	**435**	**790**	**55**	**14,375**	**19,778**	**73**	**71**	**84**	**41,203**
Mississippi Gulf									
Wheat	37	70	53	1,625	1,007	161	102	76	3,202
Corn	862	930	93	18,083	22,080	82	68	101	38,498
Soybeans	214	353	61	10,426	9,892	105	256	126	27,159
Total	**1,113**	**1,353**	**82**	**30,134**	**32,979**	**91**	**88**	**105**	**68,858**
Texas Gulf									
Wheat	118	0	n/a	1,389	1,443	96	107	64	3,888
Corn	10	48	21	315	239	132	339	136	627
Soybeans	0	0	n/a	2	656	0	n/a	n/a	1,611
Total	**128**	**48**	**268**	**1,706**	**2,339**	**73**	**125**	**72**	**6,126**
Interior									
Wheat	64	41	158	1,166	1,182	99	72	113	2,973
Corn	166	180	92	3,756	3,948	95	88	96	10,157
Soybeans	103	132	78	2,993	2,881	104	98	96	6,525
Total	**333**	**353**	**95**	**7,915**	**8,012**	**99**	**88**	**98**	**19,656**
Great Lakes									
Wheat	0	1	n/a	86	188	46	2	2	536
Corn	20	23	86	83	32	262	622	n/a	145
Soybeans	13	37	34	183	13	n/a	717	448	592
Total	**33**	**62**	**54**	**351**	**232**	**151**	**93**	**92**	**1,273**
Atlantic									
Wheat	0	0	n/a	37	72	52	n/a	n/a	128
Corn	16	3	558	98	14	698	n/a	412	85
Soybeans	68	16	425	1,277	1,018	125	575	305	2,184
Total	**84**	**19**	**445**	**1,412**	**1,104**	**128**	**651**	**314**	**2,397**
U.S. total from ports*									
Wheat	362	290	125	8,145	10,891	75	57	54	23,969
Corn	1,366	1,722	79	28,531	35,351	81	75	104	62,932
Soybeans	398	612	65	19,218	18,201	106	218	135	52,612
Total	**2,126**	**2,623**	**81**	**55,894**	**64,443**	**87**	**86**	**97**	**139,512**

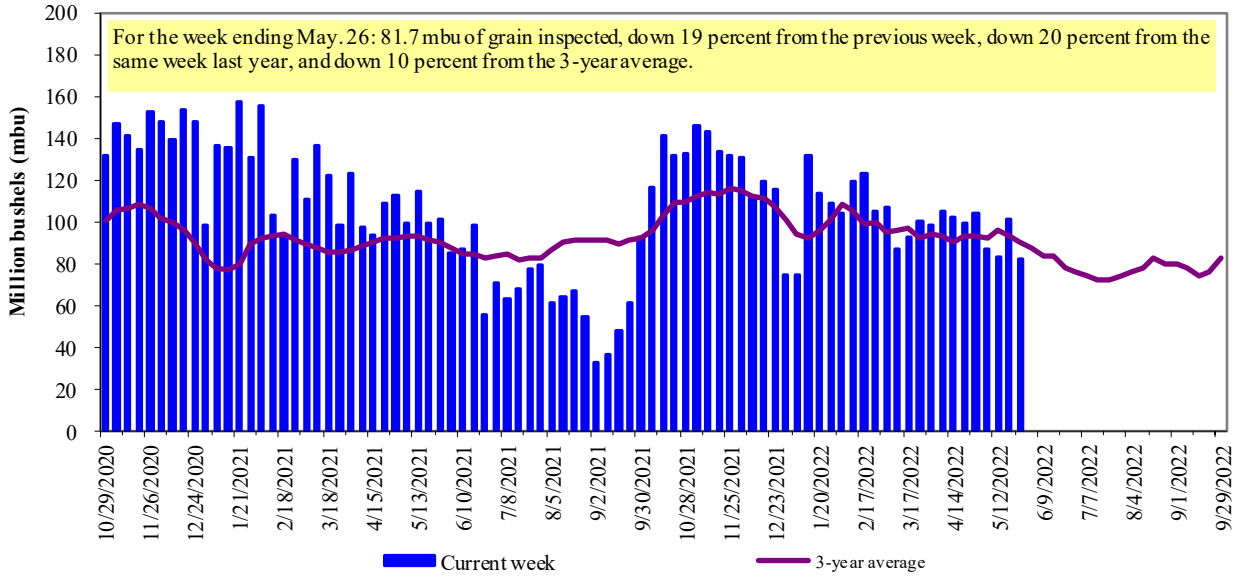
*Data includes revisions from prior weeks; some regional totals may not add exactly due to rounding.

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)

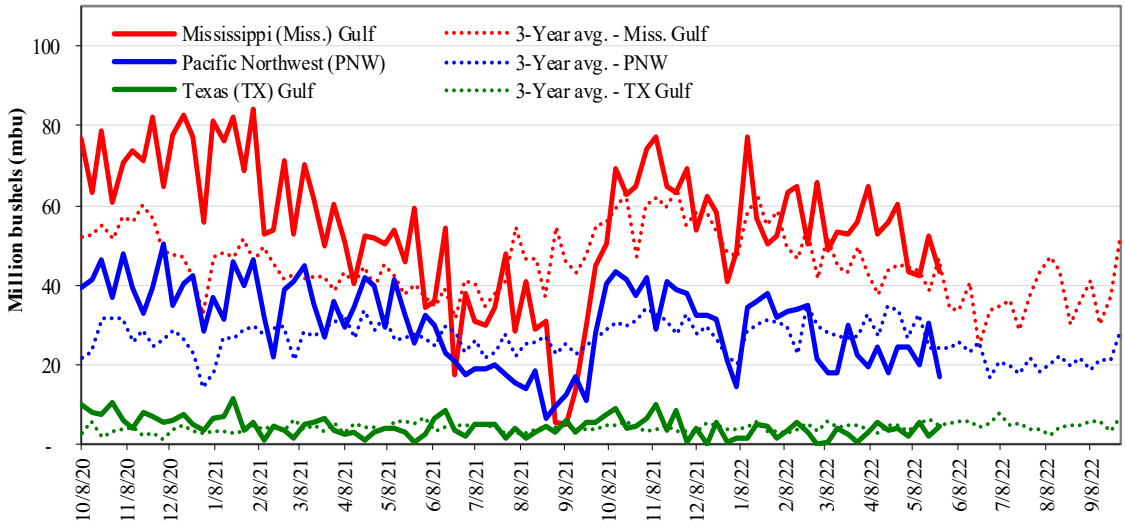


Note: 3-year average consists of 4-week running average.

Source: USDA, Federal Grain Inspection Service.

Figure 15

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



Week ending 05/26/22 inspections (mbu):	
MS Gulf:	43.2
PNW:	16.7
TX Gulf:	4.7

Percent change from:	MS Gulf	TX Gulf	U.S. Gulf	PNW
Last wk:	down 17	up 151	down 11	down 45
Last Year (same wk):	down 27	up 1014	down 20	down 34
3-yr avg. (4-wk. mov. Avg):	unchanged	down 4	unchanged	down 38

Source: USDA, Federal Grain Inspection Service.

Table 17

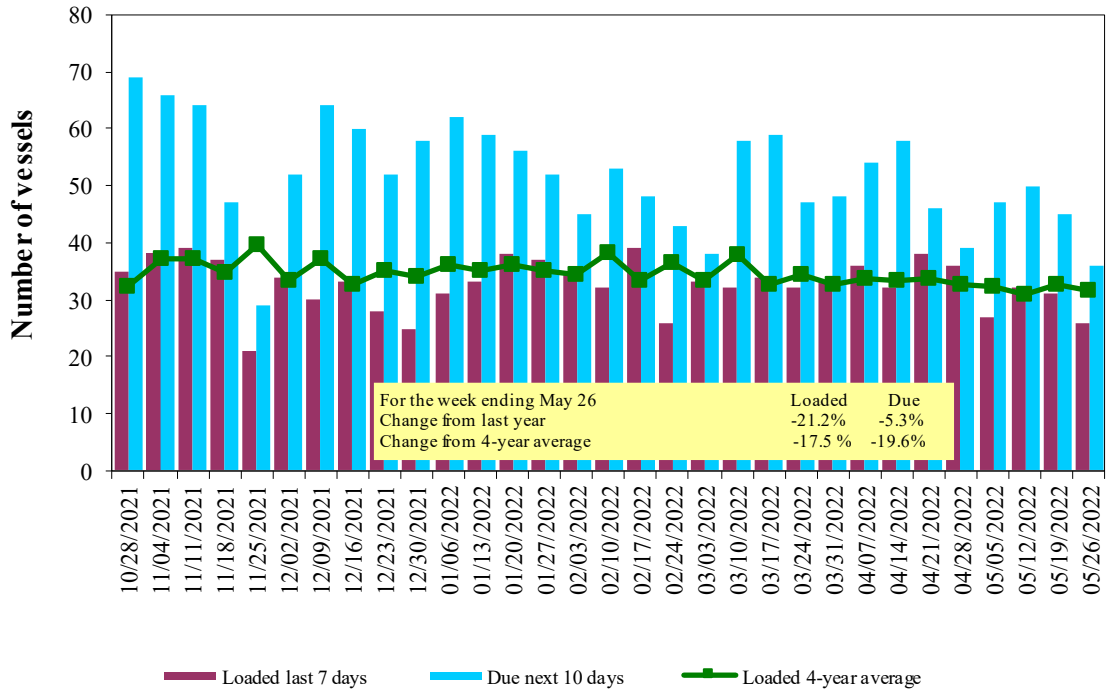
Weekly port region grain ocean vessel activity (number of vessels)

	Gulf			Pacific Northwest
Date	In port	Loaded 7-days	Due next 10-days	In port
5/26/2022	27	26	36	8
5/19/2022	17	31	45	8
2021 range	(10…57)	(5...48)	(15...69)	(4…27)
2021 average	34	32	49	15

Source: USDA, Agricultural Marketing Service.

Figure 16

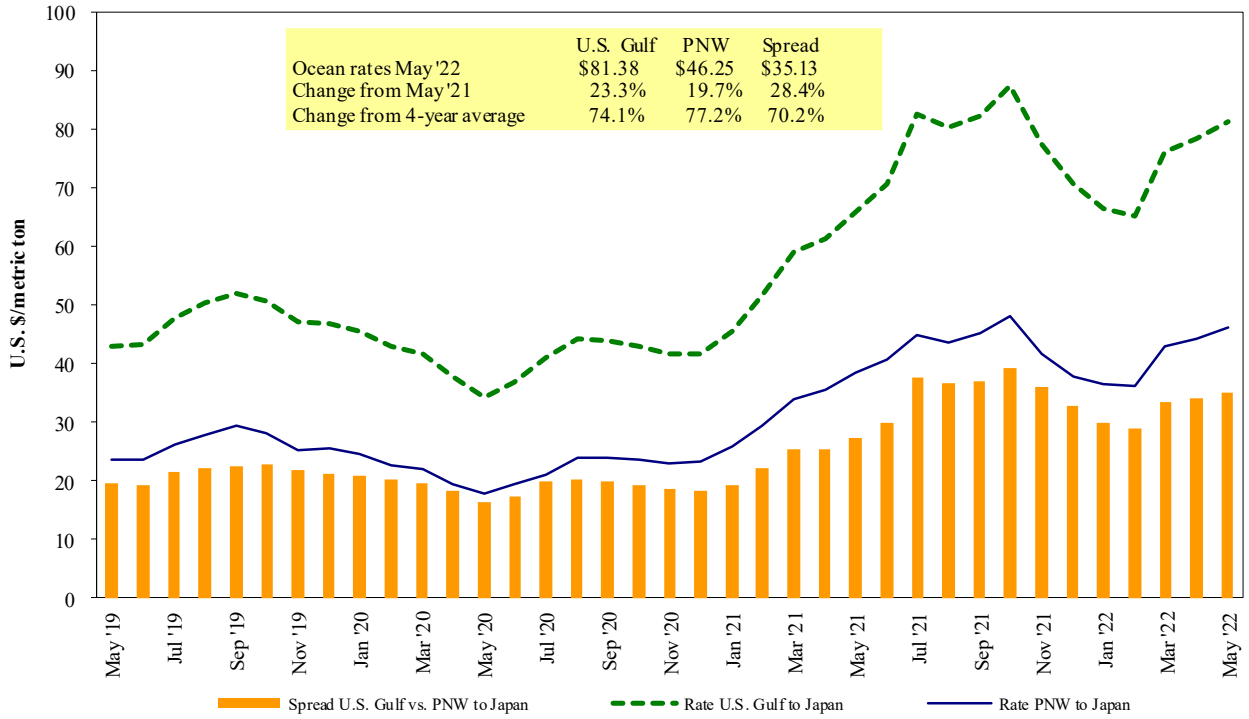
U.S. Gulf[1] vessel loading activity



[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 05/28/2022

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

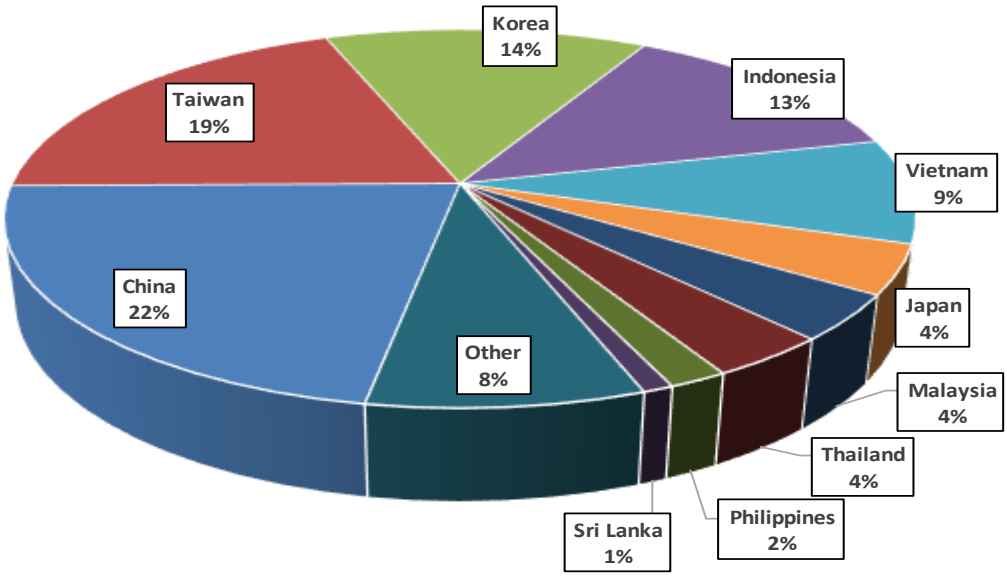
*50 percent of food aid from the United States is required to be shipped on U.S.-flag vessels.

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.

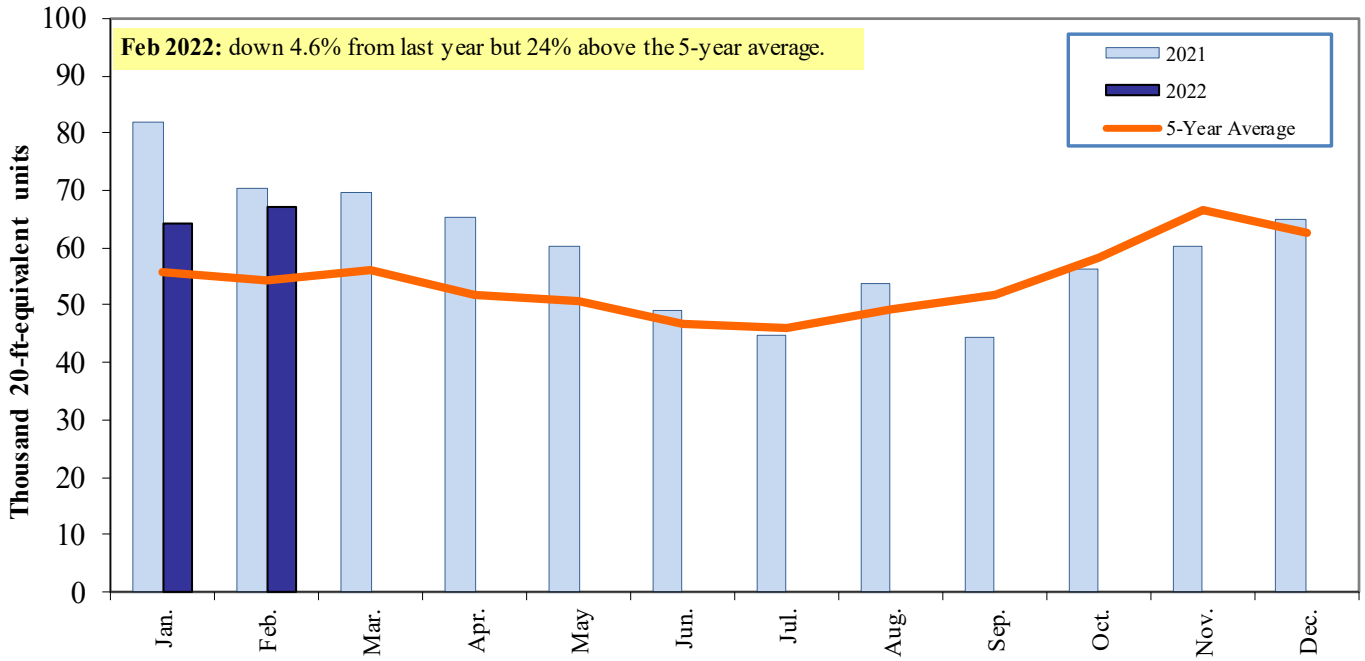
Figure 18
Top 10 destination markets for U.S. containerized grain exports, Jan-Feb 2022



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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