United States Department of Agriculture

Grain Transportation Report

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June 9, 2022

Contents

Article/ Calendar

Grain Transportation Indicators

Rail

Barge

Truck

Exports

Ocean

Brazil

Mexico

Grain Truck/Ocean Rate Advisory

Datasets

Specialists

Subscription Information

The next release is June 16, 2022

WEEKLY HIGHLIGHTS

Iowa Enacts Law Requiring Higher Blends of Ethanol and Biodiesel

On May 17, Iowa enacted a law requiring gas stations to offer gasoline containing 15-percent ethanol (E15). Iowa is the first State in the Nation to adopt such an E15 standard. The law is intended to lower gas prices as it expands consumer access to gasoline blended with high shares of ethanol and biodiesel. The law includes a range of tax credits and incentives for biofuel producers and fuel retailers. Under the law, starting next year, any new or upgraded fuel infrastructure must be compatible with E85 (gasoline with 15-percent ethanol) and B20 (diesel with at least 20-percent biodiesel). The additional grain needed to produce the E15 blend should increase the demand for truck transportation. The new high-ethanol blends are also expected to lower fuel prices, which have reached historic highs in recent months.

Fuel Price Rises 16.4 Cents, Setting New Record High

In the week ending June 6, 2022, the U.S. average **diesel fuel price** increased by 16.4 cents from the previous week to $5.703 per gallon. Up 242.9 cents from the same week last year, this week's price surpassed by 8 cents the previous record of $5.623 per gallon set on May 9. The current spike follows 3 consecutive weeks of decline during which the diesel price fell by 8.4 cents per gallon. This week's price increase is the fourth-largest increase of the year behind the prior increases of 74.5 cents (March 7), 40.1 cents (March 14) and 34.9 cents (May 2). In the key grain-producing States of the Midwest, the diesel price rose 22.1 cents per gallon to $5.468 per gallon, which was 224.6 cents above the same week last year.

FMC Releases Findings on Effects of COVID-19 on Ocean Transport

The Federal Maritime Commission (FMC) recently released its final report on "The Effects of COVID-19 on the U.S. International Ocean Transportation Supply Chain," a 2-year investigation involving hundreds of FMC stakeholders. Both importers and exporters emphasized two primary pandemic-related concerns: the high cost of shipping cargo and excessive demurrage and detention charges. Among other points, the investigation's final recommendations to address stakeholder concerns include the following: new rulemakings to clarify carrier practices; an investigation of the various charges shippers are assessed; required employment of an FMC officer for ocean common carriers, seaports, and marine terminals; and enhanced cooperation between FMC and USDA ("the agency most experienced in agricultural export promotion") regarding container availability and other issues. The final report can be accessed here.

FMCSA Extends Emergency HOS Waiver for Feed and Fuel

The Federal Motor Carrier Safety Administration (FMCSA), has extended through August 31, its waiver on hours-of-service (HOS) requirements for trucks transporting feed, fuel, propane, and ethanol. FMCSA cautioned the waiver may end sooner than August 31 if conditions warrant. Originally issued in 2020 to help address the national COVID-19 emergency, the waiver still exempts property-carrying vehicles from FMCSA-mandated maximum driving times. Like previous iterations, the current waiver forbids motor carriers from asking truckers to haul loads when they say they are tired. The waiver does not cover routine commercial deliveries—including mixed loads—with nominal amounts of waiver-qualifying materials.

Snapshots by Sector

Export Sales

For the week ending May 26, **unshipped balances** of wheat, corn, and soybeans for marketing year 2021/22 totaled 23.8 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 0.186 mmt, up 22 percent from the previous week. Net **soybean export sales** were 0.112 mmt, down 60 percent from the previous week. Net weekly **wheat export sales** were 0.001 mmt, down significantly from the previous week.

Rail

U.S. Class I railroads originated 21,686 **grain carloads** during the week ending May 28. This was a 1-percent decrease from the previous week, 15 percent fewer than last year, and 6 percent fewer than the 3-year average.

Average June shuttle **secondary railcar** bids/offers (per car) were $1,798 above tariff for the week ending June 2. This was $98 more than last week and $2,102 more than this week last year.

Barge

For the week ending June 4, **barged grain movements** totaled 583,551 tons. This was 38 percent lower than the previous week and 48 percent lower than the same period last year.

For the week ending June 4, 369 grain barges **moved down river**—225 fewer barges than the previous week. There were 563 grain barges **unloaded** in the New Orleans region, 19 percent more than last week.

Ocean

For the week ending June 2, 25 **oceangoing grain vessels** were loaded in the Gulf—31 percent fewer than the same period last year. Within the next 10 days (starting June 3), 35 vessels were expected to be loaded—29 percent fewer than the same period last year.

As of June 2, the rate for shipping a metric ton (mt) of grain from the U.S. Gulf to Japan was $80.25. This was 2 percent less than the previous week. The rate from the Pacific Northwest to Japan was $46.00 per mt, 2 percent less than the previous week.

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Web: **http://dx.doi.org/10.9752/TS056.06-09-2022**

Feature Article/Calendar

Date	Event	Location	Website for More Information
	The following list contains information and links to upcoming events in 2022.		
Jun. 13-15	**International Fuel Ethanol Workshop and Expo** 38th Annual International Fuel Ethanol Workshop and Expo, sponsored by the Renewable Fuels Association.	Minneapolis, MN	https://ethanolrfa.org/events-and-initiatives/events
Jun. 14-17	**Agriculture Transportation Coalition Annual Meeting** Convention for shippers, carriers, and service providers dealing with agriculture and forest products, exports (and imports).	Tacoma, WA	https://agtrans.org/events/
Jun. 22 -24	**Pacific Northwest Grain and Feed Association's 104th Annual Meeting** PNWGFA is a non-profit organization headquartered in Portland, OR, which is a hub for much of the Nation's grain- and feed-trade activity. The Association is committed to advancing, protecting, and developing the grain- and feed-trade industry's common interests, as well as friendly relations within the industry.	Whitefish, MT	https://www.pnwgfa.org/2022-annual-convention-golf-tournaments
Jul. 18-19	**Midwest Association of Rail Shippers Summer Meeting** The theme of this year's summer meeting is "Switching the Focus for Mutual Success." The event will include speakers, presentations, and panels examining current issues facing the freight-rail industry.	Lake Geneva, WI	https://www.mwrailshippers.com/event/2022-summer-meeting/
Jul. 25-27	**U.S. Grains Council 62nd Annual Board of Delegates Meeting** The meeting is open to the general public. Issues related to all grains, as well as ethanol, are discussed.	Sacramento, CA	https://grains.org/event/sacramento/
Jul. 26-27	**CONVEY '22** This meeting is a unique opportunity for grain-handling employees and leaders to gain practical knowledge and training on real-world compliance issues, best practices, and emerging industry trends. The meeting will feature expert speakers covering the rules and regulations of the various Federal agencies related to grain handling.	Omaha, NE	https://convey22.com/
Aug. 1-3	**2022 Michigan Rail Conference** Organized since 2013, the Michigan Rail Conference returns to the Upper Peninsula for its 10th anniversary. The event's theme is "Pivot for Growth: Supply Chain and Mobility."	Escanaba, MI	https://www.progressiverailroading.com/industryevents/article/2022-Michigan-Rail-Conference--65837
Aug. 25-26	**STB National Grain Car Council and TEGMA Fall Symposium** The Surface Transportation Board's (STB) annual meeting of the National Grain Car Council in Kansas City, MO, will discuss railroads' preparedness for the upcoming harvest. In conjunction with STB's meeting, the Transportation, Elevator and Grain Merchants Association (TEGMA) holds its annual meeting to discuss operational and business issues.	Kansas City, MO	https://www.tegma.org/2022-fall-symposium
Sep. 12-14	**IANA Intermodal Expo 2022** The Intermodal Association of North America (IANA) Intermodal EXPO is the only event that brings the North American freight supply chain together to collaborate, build, and advance the industry. It's a classroom for new skills and a forum for products, services, and solutions.	Long Beach, CA	https://intermodal.org/intermodalexpo?gclid=EAIaIQobChMI5aWFxdaZ-AIVAYjICh0htQ3mEAAYAyAAEgKy9vD_BwE
Sep. 26-28	**JOC Inland Distribution Conference** This Journal of Commerce (JOC) event—themed this year on "Finding Common Ground"—brings together shippers, freight carriers, and logistics and technology providers throughout North America.	Chicago, IL	https://events.joc.com/inland/index.html
Dec. 6-8	**NGFA 51st Annual Country Elevator Conference and Trade Show** The National Grain and Feed Association's (NGFA) Country Elevator Conference and Tradeshow (CEC) is an annual gathering of more than 450 country elevator managers and their key decisionmakers. Each day offers hours of trade show activity and networking opportunities.	St. Louis, MO	https://www.world-grain.com/events/204-ngfa-country-elevator-conference-and-trade-show

Grain Transportation Indicators

Table 1
Grain transport cost indicators [1]

For the week ending	Truck	Rail Non-Shuttle	Rail Shuttle	Barge	Ocean Gulf	Ocean Pacific
06/08/22	383	322	287	242	359	326
06/01/22	372	318	284	245	364	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.

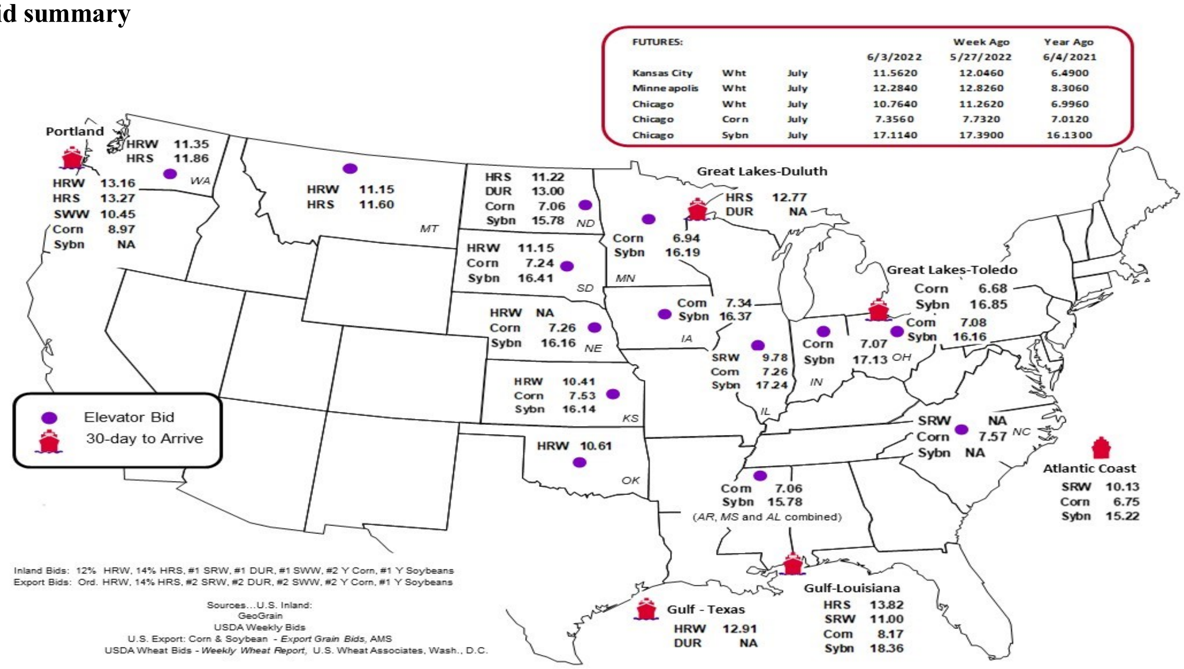
Table 2
Market Update: U.S. origins to export position price spreads ($/bushel)

Commodity	Origin–destination	6/3/2022	5/27/2022
Corn	IL–Gulf	-0.91	-0.92
Corn	NE–Gulf	-0.91	-1.02
Soybean	IA–Gulf	-1.99	-1.90
HRW	KS–Gulf	-2.50	-2.60
HRS	ND–Portland	-2.05	-2.19

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]
6/1/2022[p]	1,261	990	5,043	384	7,678	5/28/2022	3,222
5/25/2022[r]	929	795	4,875	615	7,214	5/21/2022	2,609
2022 YTD[r]	33,069	21,529	128,312	12,325	195,235	2022 YTD	59,674
2021 YTD[r]	32,251	33,658	140,985	9,887	216,781	2021 YTD	56,916
2022 YTD as % of 2021 YTD	103	64	91	125	90	% change YTD	105
Last 4 weeks as % of 2021[2]	135	70	89	383	95	Last 4wks. % 2021	65
Last 4 weeks as % of 4-year avg.[2]	161	75	99	179	104	Last 4wks. % 4 yr.	73
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.

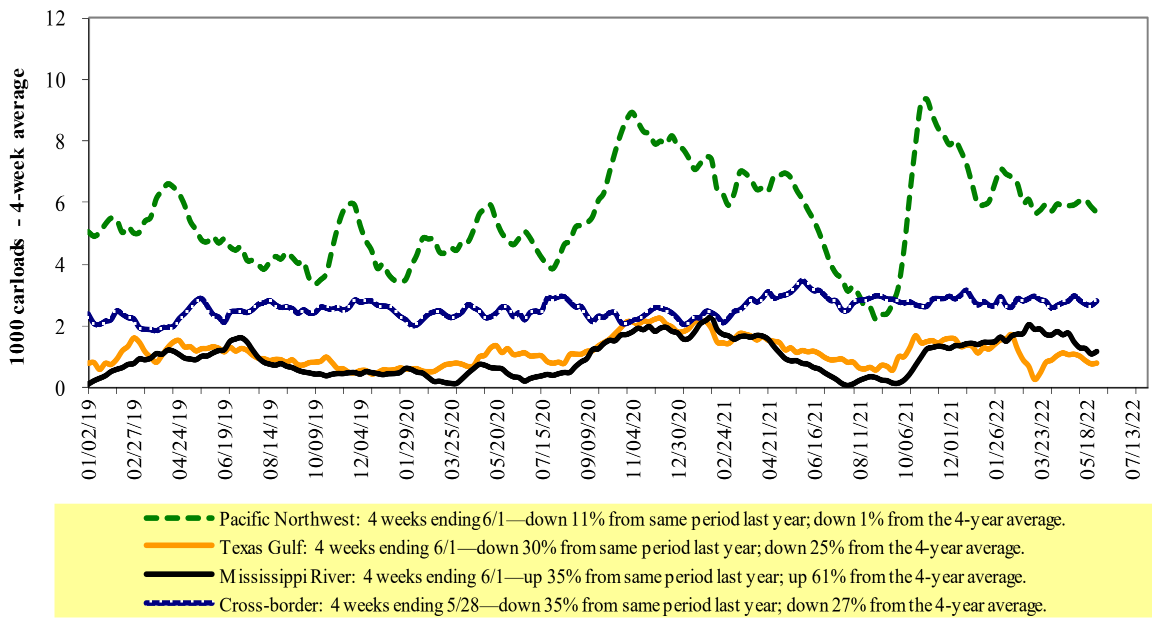
YTD = year-to-date; p = preliminary data; r = revised data; n/a = not available; wks. = weeks; avg. = average.

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: 5/28/2022	East: CSXT	East: NS	West: BNSF	West: KCS	West: UP	U.S. total	Canada: CN	Canada: CP
This week	2,009	2,709	11,010	1,171	4,787	21,686	3,085	3,581
This week last year	1,885	2,834	12,878	776	7,162	25,535	3,828	4,396
2022 YTD	38,745	49,673	242,953	25,893	122,435	479,699	73,037	77,591
2021 YTD	42,012	54,814	275,772	22,564	139,659	534,821	100,416	114,114
2022 YTD as % of 2021 YTD	92	91	88	115	88	90	73	68
Last 4 weeks as % of 2021*	93	94	88	104	75	86	79	68
Last 4 weeks as % of 3-yr. avg.**	97	95	96	110	86	94	77	74
Total 2021	93,935	120,913	609,890	64,818	318,002	1,207,558	210,088	242,533

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

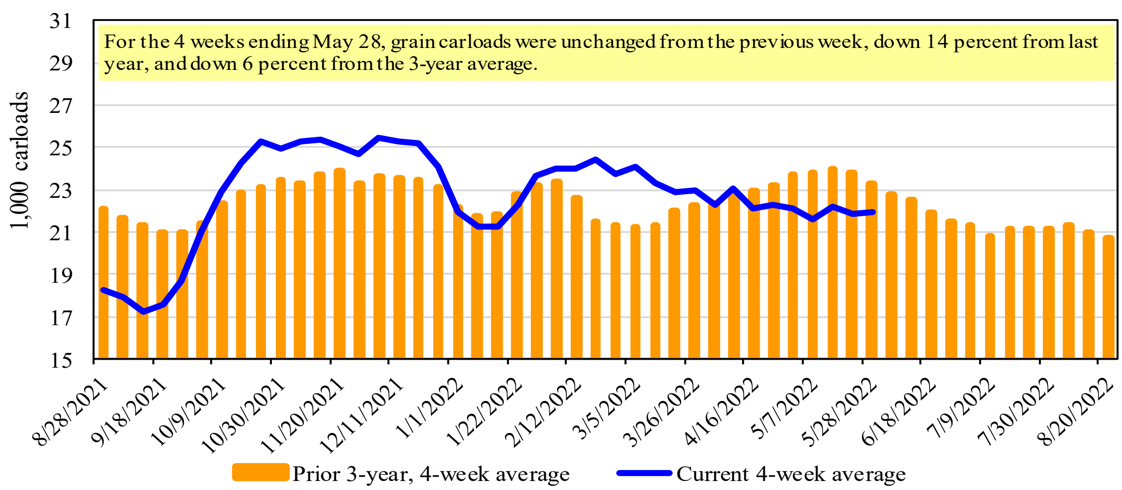
**The past 4 weeks as a percent of the same period from the prior 3-year average. YTD = year-to-date; avg. = average; yr. = year.

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: 6/2/2022		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	0	0	no bids	no offer	no bids
	COT grain single-car	no offer	51	17	9	16	0	no offer	1
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

Delivery period

[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.

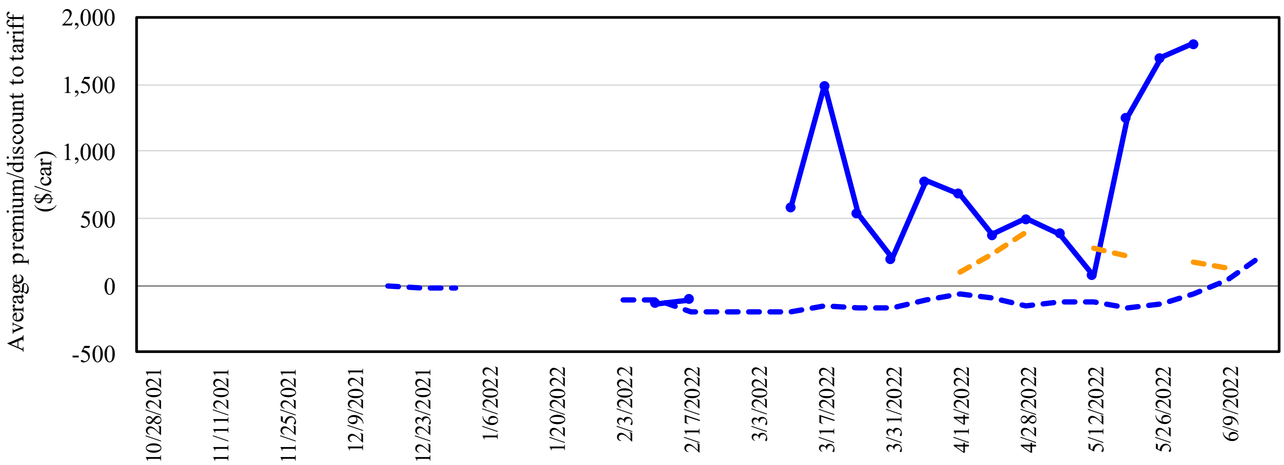
Region 1 includes: AR, IL, LA, MO, NM, OK, TX, WI, and Duluth, MN.

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



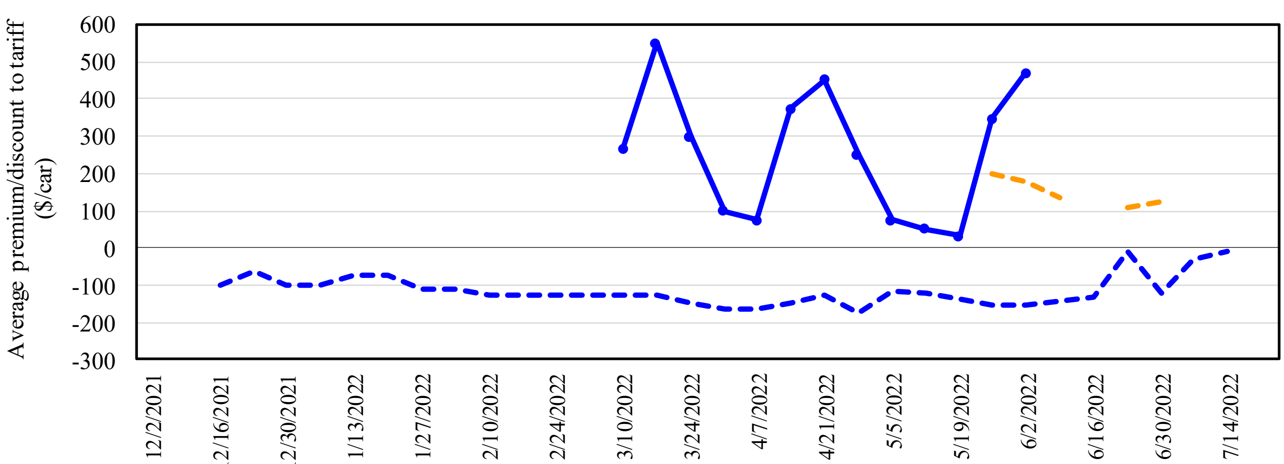
6/2/2022	BNSF	UP
Non-shuttle	n/a	n/a
Shuttle	$533	$3,063

Shuttle
Non-shuttle
Shuttle prior 3-yr. avg. (same week)
Non-shuttle prior 3-yr. avg. (same week)

There were no non-shuttle bids/offers this week.
Average shuttle bids/offers rose $98 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



6/2/2022	BNSF	UP
Non-shuttle	n/a	n/a
Shuttle	-$25	$967

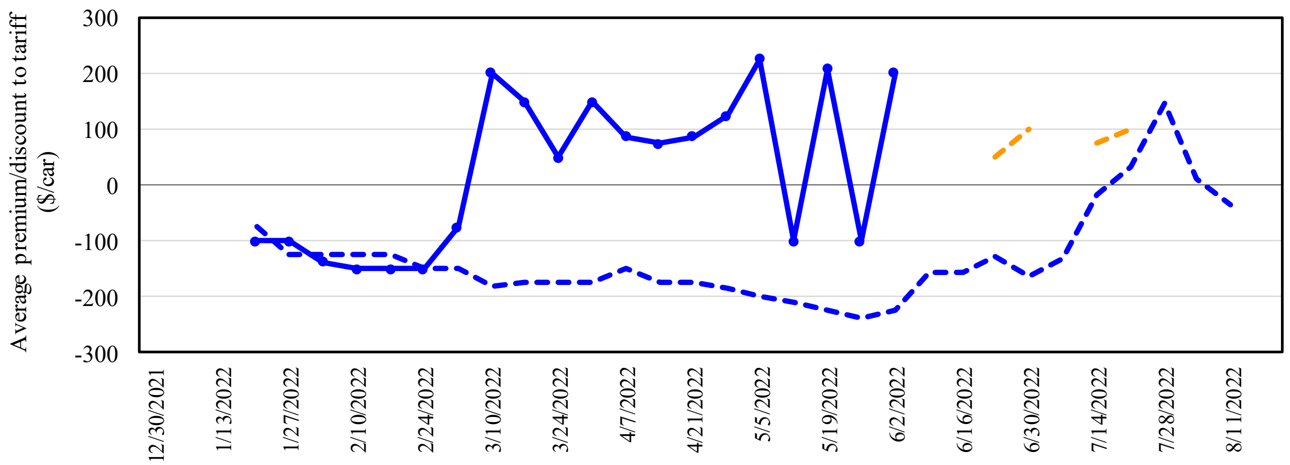
Shuttle
Non-shuttle
Shuttle prior 3-yr. avg. (same week)
Non-shuttle prior 3-yr. avg. (same week)

There were no non-shuttle bids/offers this week.
Average shuttle bids/offers rose $125 this week and are $79 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



6/2/2022	BNSF	UP
Non-shuttle	n/a	n/a
Shuttle	-$100	$500

There were no non-shuttle bids/offers this week.
Average shuttle bids/offers rose $300 this week and are $25 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: 6/2/2022		Delivery period					
		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**	**533**	**(25)**	**(100)**	**(83)**	**1,575**	**n/a**
	Change from last week	258	50	0	9	(225)	n/a
	Change from same week 2021	783	208	125	(50)	575	n/a
	UP-Pool	**3,063**	**967**	**500**	**800**	**1,200**	**n/a**
	Change from last week	(62)	200	n/a	n/a	0	n/a
	Change from same week 2021	3,421	1,354	725	1,000	525	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]

June 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	$354	$40.21	$1.09	7
	Grand Forks, ND	Duluth-Superior, MN	$3,658	$0	$36.33	$0.99	-13
	Wichita, KS	Los Angeles, CA	$7,490	$0	$74.38	$2.02	5
	Wichita, KS	New Orleans, LA	$4,600	$623	$51.87	$1.41	11
	Sioux Falls, SD	Galveston-Houston, TX	$7,226	$0	$71.76	$1.95	5
	Colby, KS	Galveston-Houston, TX	$4,850	$683	$54.94	$1.50	11
	Amarillo, TX	Los Angeles, CA	$5,121	$950	$60.29	$1.64	12
Corn	Champaign-Urbana, IL	New Orleans, LA	$4,000	$704	$46.71	$1.19	14
	Toledo, OH	Raleigh, NC	$8,130	$679	$87.48	$2.22	12
	Des Moines, IA	Davenport, IA	$2,505	$149	$26.36	$0.67	6
	Indianapolis, IN	Atlanta, GA	$6,227	$510	$66.91	$1.70	13
	Indianapolis, IN	Knoxville, TN	$5,247	$330	$55.38	$1.41	11
	Des Moines, IA	Little Rock, AR	$4,000	$438	$44.07	$1.12	10
	Des Moines, IA	Los Angeles, CA	$5,880	$1,276	$71.06	$1.81	16
Soybeans	Minneapolis, MN	New Orleans, LA	$4,431	$951	$53.44	$1.45	40
	Toledo, OH	Huntsville, AL	$6,714	$484	$71.48	$1.95	9
	Indianapolis, IN	Raleigh, NC	$7,422	$689	$80.54	$2.19	14
	Indianapolis, IN	Huntsville, AL	$5,367	$327	$56.54	$1.54	9
	Champaign-Urbana, IL	New Orleans, LA	$4,665	$704	$53.32	$1.45	11
Shuttle train							
Wheat	Great Falls, MT	Portland, OR	$4,193	$0	$41.64	$1.13	4
	Wichita, KS	Galveston-Houston, TX	$4,611	$0	$45.79	$1.25	9
	Chicago, IL	Albany, NY	$6,670	$641	$72.61	$1.98	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	$1,119	$69.93	$1.90	11
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	$704	$45.92	$1.17	15
	Lincoln, NE	Galveston-Houston, TX	$4,080	$0	$40.52	$1.03	5
	Des Moines, IA	Amarillo, TX	$4,420	$551	$49.36	$1.25	11
	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	$812	$56.67	$1.54	11
	Toledo, OH	Huntsville, AL	$4,954	$484	$54.00	$1.47	10
	Grand Island, NE	Portland, OR	$5,280	$1,146	$63.81	$1.74	15

[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

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
Date: December 2021							
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.

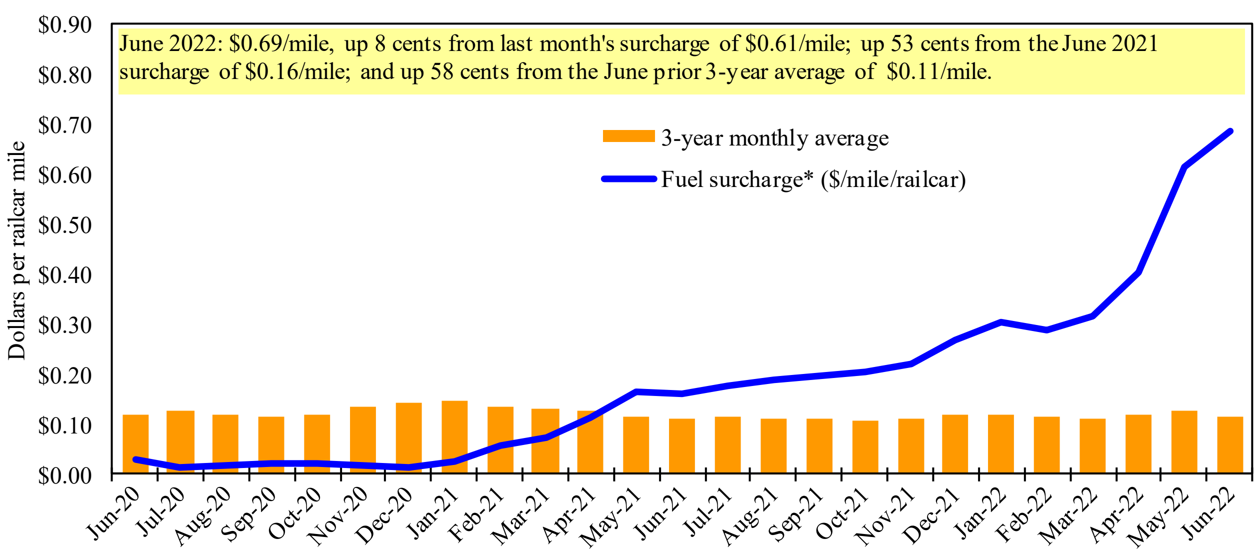
[4]Percentage change calculated using tariff rate plus fuel surchage; Y/Y = year over year.

[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]

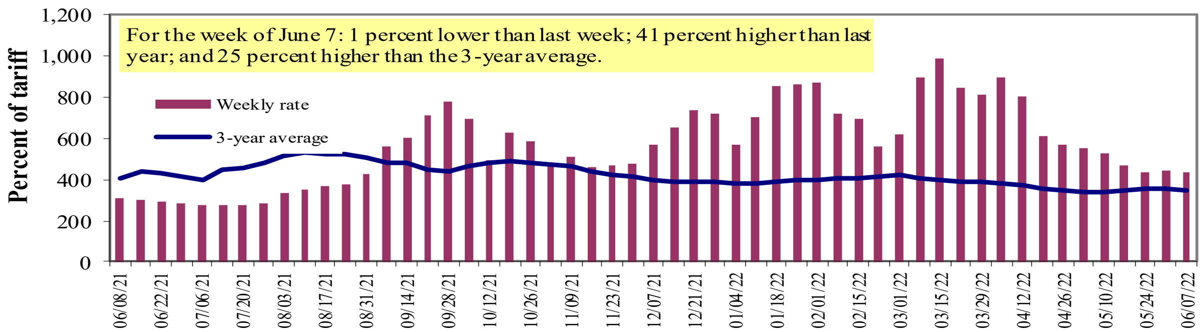


[1] Weighted by each Class I railroad's proportion of grain traffic for the prior year.
* Beginning January 2009, the Canadian Pacific fuel surcharge is computed by a monthly average of the bi-weekly fuel surcharge.
**CSX strike price changed from $2.00/gal. to $3.75/gal. starting January 1, 2015.
Sources: 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]	6/7/2022	560	491	435	311	412	412	308
	5/31/2022	550	486	441	302	408	408	298
$/ton	6/7/2022	34.66	26.12	20.18	12.41	19.32	16.64	9.67
	5/31/2022	34.05	25.86	20.46	12.05	19.14	16.48	9.36
Current week % change from the same week:								
	Last year	35	58	41	46	69	69	49
	3-year avg. [2]	41	52	25	28	65	65	36
Rate[1]	July	547	491	470	337	415	415	322
	September	753	723	722	701	717	717	714

[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

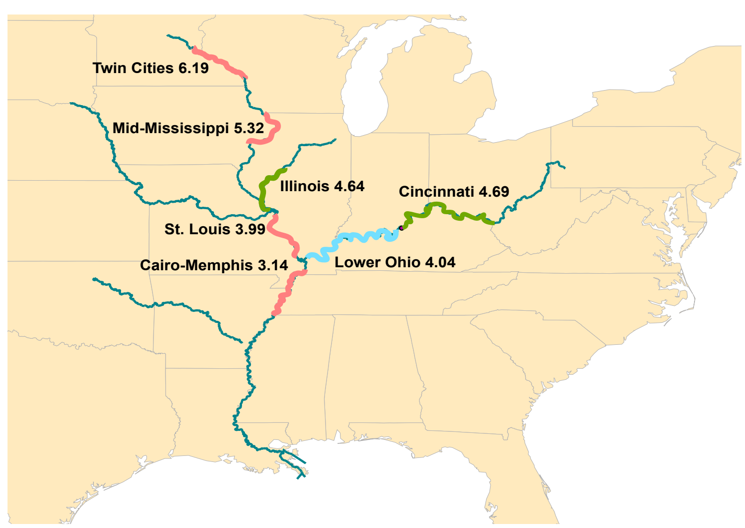
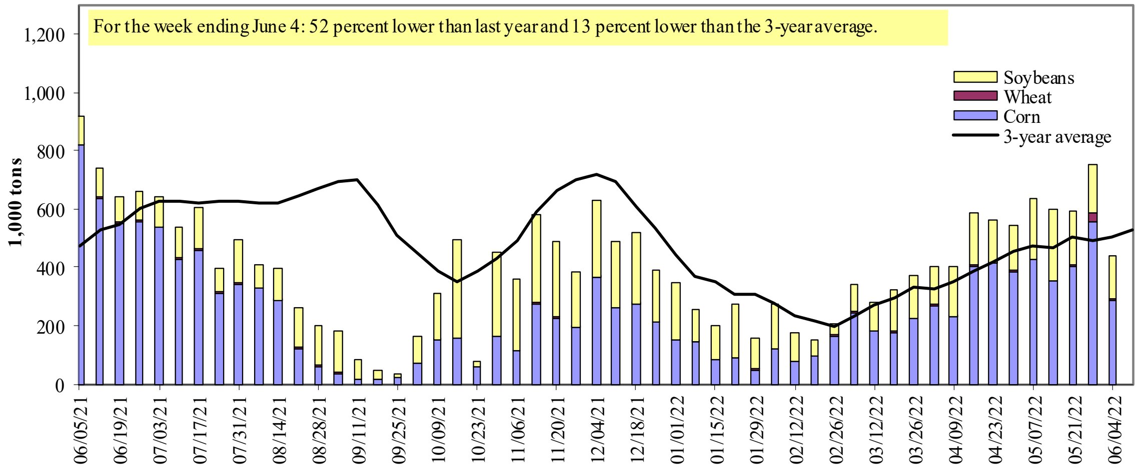


Figure 10

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 06/04/2022	Corn	Wheat	Soybeans	Other	Total
Mississippi River					
Rock Island, IL (L15)	125	0	46	0	171
Winfield, MO (L25)	143	0	92	0	235
Alton, IL (L26)	239	3	143	0	386
Granite City, IL (L27)	289	3	146	0	437
Illinois River (La Grange)	43	3	41	0	87
Ohio River (Olmsted)	92	2	19	0	113
Arkansas River (L1)	0	25	8	0	33
Weekly total - 2022	381	30	173	0	584
Weekly total - 2021	938	32	151	2	1,123
2022 YTD[1]	8,976	718	5,219	125	15,037
2021 YTD[1]	13,587	568	4,002	168	18,325
2022 as % of 2021 YTD	66	126	130	74	82
Last 4 weeks as % of 2021[2]	63	77	184	6	79
Total 2021	23,516	1,634	11,325	297	36,772

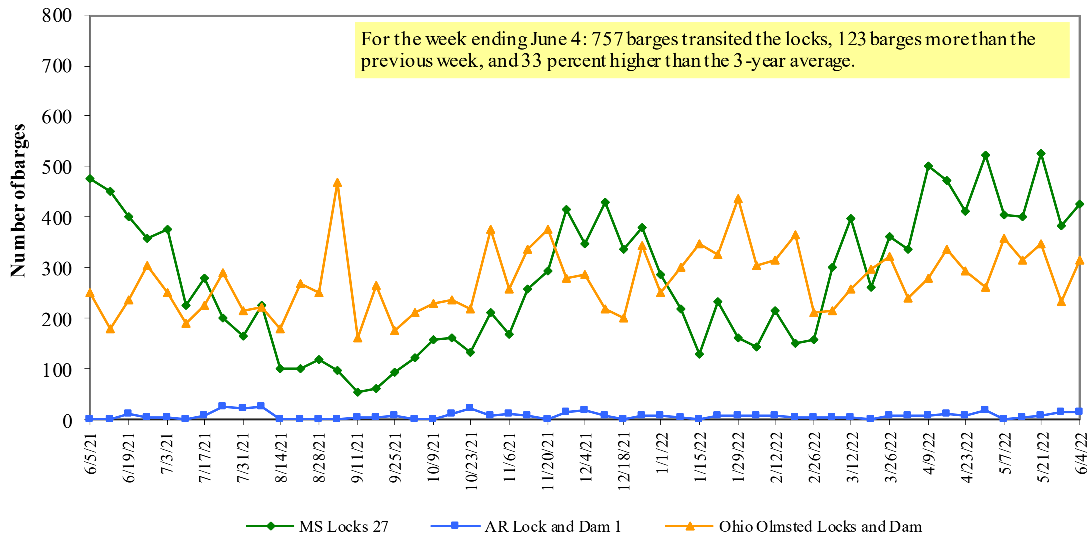
[1] Weekly total, YTD (year-to-date), and calendar year total include MI/27, OH/Olmsted, and AR/1; Other refers to oats, barley, sorghum, and rye. Total may not add exactly due to rounding.

[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.

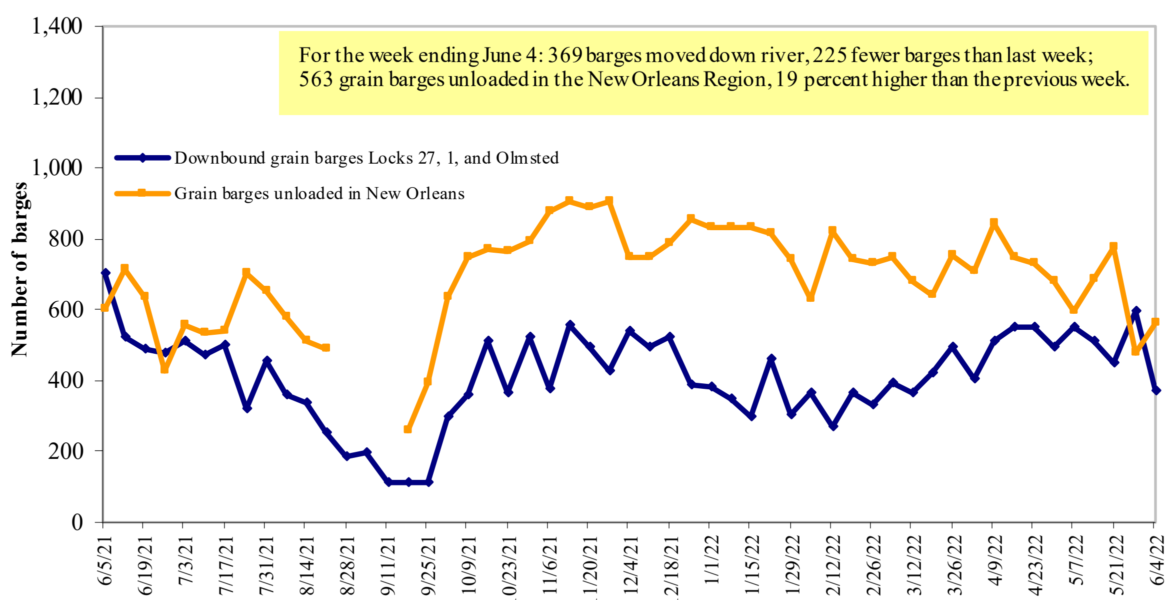
Figure 11
Upbound empty barges transiting Mississippi River Locks 27, Arkansas River Lock and Dam 1, and Ohio River Olmsted Locks and Dam



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 6/6/2022 (U.S. $/gallon)

Region	Location	Price	Change from Week ago	Change from Year ago
I	East Coast	5.922	0.074	2.663
	New England	6.195	-0.031	3.012
	Central Atlantic	6.196	-0.029	2.772
	Lower Atlantic	5.707	0.155	2.544
II	Midwest	5.468	0.221	2.246
III	Gulf Coast	5.309	0.129	2.275
IV	Rocky Mountain	5.591	0.097	2.205
V	West Coast	6.441	0.307	2.655
	West Coast less California	5.999	0.329	2.553
	California	6.831	0.289	2.762
Total	United States	5.703	0.164	2.429

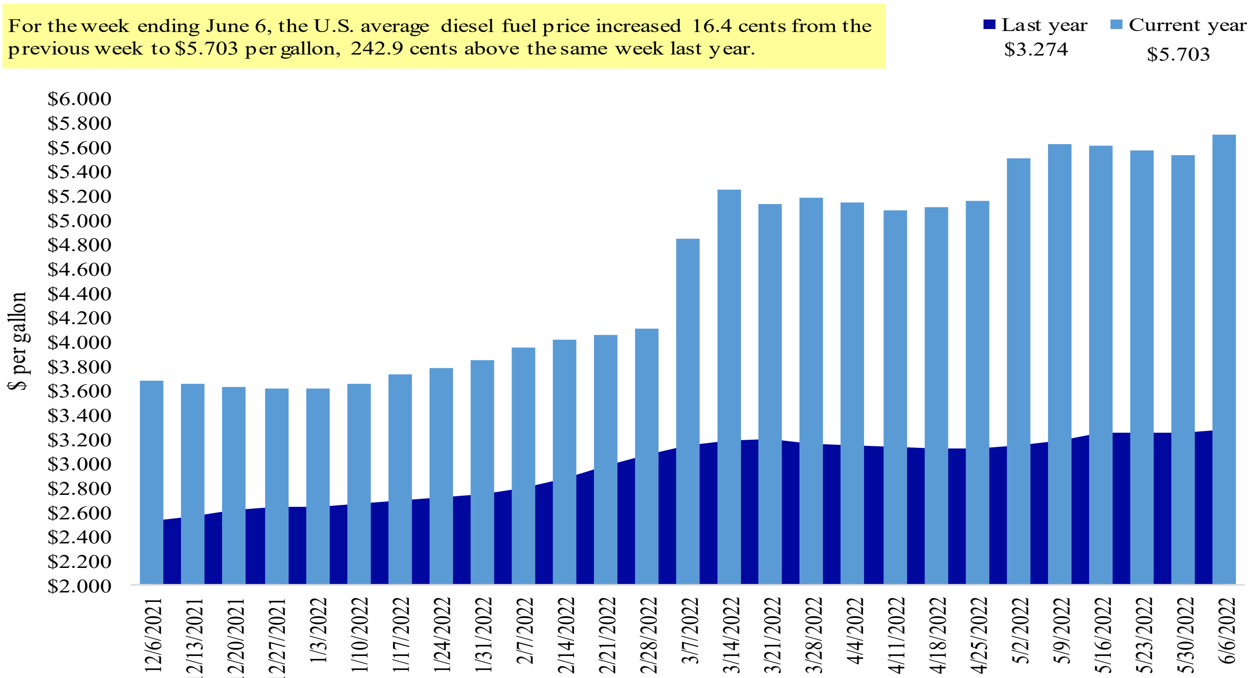
[1]Diesel fuel prices include all taxes. Prices represent an average of all types of diesel fuel.

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

Figure 13

Weekly diesel fuel prices, U.S. average

For the week ending June 6, the U.S. average diesel fuel price increased 16.4 cents from the previous week to $5.703 per gallon, 242.9 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)

For the week ending	Wheat HRW	Wheat SRW	Wheat HRS	Wheat SWW	Wheat DUR	All wheat	Corn	Soybeans	Total
Export balances[1]									
5/26/2022	368	112	303	123	0	907	12,941	9,930	23,778
This week year ago	394	127	425	325	29	1,298	17,844	4,071	23,213
Cumulative exports-marketing year[2]									
2021/22 YTD	7,107	2,760	5,219	3,248	196	18,530	46,300	49,667	114,497
2020/21 YTD	8,331	1,744	7,337	6,281	654	24,347	51,265	57,454	133,066
YTD 2021/22 as % of 2020/21	85	158	71	52	30	76	90	86	86
Last 4 wks. as % of same period 2020/21*	140	133	117	63	1	109	84	254	116
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 05/26/2022	Total commitments[2] 2022/23 next MY	2021/22 current MY	2020/21 last MY	% change current MY from last MY	Exports[3] 3-yr. avg. 2019-21
		1,000 mt -			
Mexico	1783.9	15,812	14,627	8	14,817
Japan	551.8	9,156	10,062	(9)	11,082
China	2720	14,735	23,155	(36)	7,920
Columbia	66	4,260	3,746	14	4,491
Korea	0	1,332	3,537	0	3,302
Top 5 importers	**5,122**	**45,295**	**55,126**	**(18)**	**41,613**
Total U.S. corn export sales	**5,687**	**59,242**	**69,108**	**(14)**	**53,145**
% of projected exports	9%	93%	99%		
Change from prior week[2]	**49**	**186**	**531**		
Top 5 importers' share of U.S. corn export sales	90%	76%	80%		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 5/26/2022	Total commitments[2] 2022/23 next MY	2021/22 current MY	2020/21 last MY	% change current MY from last MY	Exports[3] 3-yr. avg. 2018-20
					- 1,000 mt -
China	7,306	30,263	35,707	(15)	21,666
Mexico	687	5,236	4,678	12	4,754
Egypt	228	3,969	2,777	43	3,093
Indonesia	0	1,589	2,104	(25)	2,325
Japan	43	2,253	2,174	4	2,275
Top 5 importers	**8,263**	**43,310**	**47,441**	**(9)**	**34,113**
Total U.S. soybean export sales	**12,102**	**59,597**	**61,525**	**(3)**	**50,758**
% of projected exports	20%	102%	100%		
change from prior week[2]	**284**	**112**	**6**		
Top 5 importers' share of U.S. soybean export sales	68%	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 5/26/2022	Total Commitments[2] 2022/23 next MY	2021/22 current MY	2020/21 last MY	% change current MY from last MY	Exports[3] 3-yr. avg. 2018-20
			1,000 mt -		- 1,000 mt -
Mexico	530	3,768	3,677	2	3,388
Philippines	623	2,791	3,188	(12)	3,121
Japan	333	2,353	2,495	(6)	2,567
Korea	224	1,231	1,874	(34)	1,501
Nigeria	189	1,773	1,465	21	1,490
China	0	848	3,220	(74)	1,268
Taiwan	54	956	1,191	(20)	1,187
Indonesia	11	122	1,010	(88)	1,131
Thailand	115	559	815	(31)	768
Italy	20	285	617	(54)	681
Top 10 importers	**2,099**	**14,685**	**19,551**	(25)	**17,102**
Total U.S. wheat export sales	**3,368**	**19,437**	**25,645**	(24)	**24,617**
% of projected exports	16%	89%	95%		
change from prior week[2]	**364**	**1**	**(33)**		
Top 10 importers' share of U.S. wheat export sales	62%	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 06/02/22	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	186	143	131	4,029	7,362	55	49	52	13,243
Corn	452	292	155	6,648	9,510	70	80	115	13,420
Soybeans	0	0	n/a	4,337	3,751	116	358	93	14,540
Total	**639**	**435**	**147**	**15,014**	**20,623**	**73**	**69**	**86**	**41,203**
Mississippi Gulf									
Wheat	84	37	227	1,709	1,076	159	83	63	3,202
Corn	722	862	84	18,806	22,773	83	72	105	38,498
Soybeans	103	214	48	10,529	10,018	105	236	126	27,159
Total	**909**	**1,113**	**82**	**31,044**	**33,866**	**92**	**90**	**106**	**68,858**
Texas Gulf									
Wheat	33	118	28	1,422	1,510	94	117	53	3,888
Corn	32	10	312	347	239	145	474	187	627
Soybeans	0	0	n/a	2	656	0	n/a	n/a	1,611
Total	**65**	**128**	**51**	**1,771**	**2,405**	**74**	**149**	**67**	**6,126**
Interior									
Wheat	43	64	67	1,209	1,244	97	76	118	2,973
Corn	190	187	102	3,967	4,185	95	79	96	10,157
Soybeans	188	129	146	3,207	2,987	107	129	124	6,525
Total	**421**	**379**	**111**	**8,383**	**8,416**	**100**	**93**	**108**	**19,656**
Great Lakes									
Wheat	25	0	n/a	111	188	59	26	20	536
Corn	0	20	0	83	32	262	622	n/a	145
Soybeans	13	13	102	195	13	n/a	n/a	547	592
Total	**38**	**33**	**114**	**389**	**232**	**167**	**147**	**106**	**1,273**
Atlantic									
Wheat	0	0	n/a	37	72	52	n/a	0	128
Corn	13	16	82	111	14	792	n/a	376	85
Soybeans	65	69	93	1,343	1,028	131	588	421	2,184
Total	**78**	**85**	**91**	**1,491**	**1,114**	**134**	**675**	**405**	**2,397**
U.S. total from ports*									
Wheat	371	362	103	8,517	11,451	74	63	57	23,969
Corn	1,410	1,387	102	29,961	36,753	82	78	108	62,932
Soybeans	369	425	87	19,614	18,453	106	214	138	52,612
Total	**2,150**	**2,173**	**99**	**58,091**	**66,657**	**87**	**88**	**100**	**139,512**

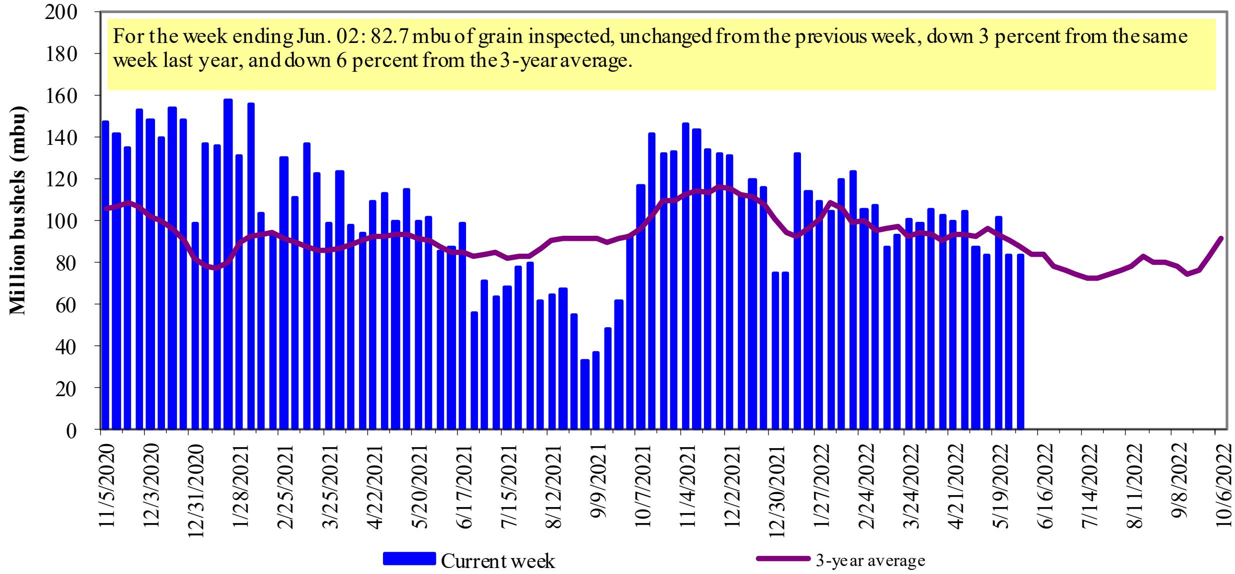
*Data includes revisions from prior weeks; some regional totals may not add exactly due to rounding.

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)

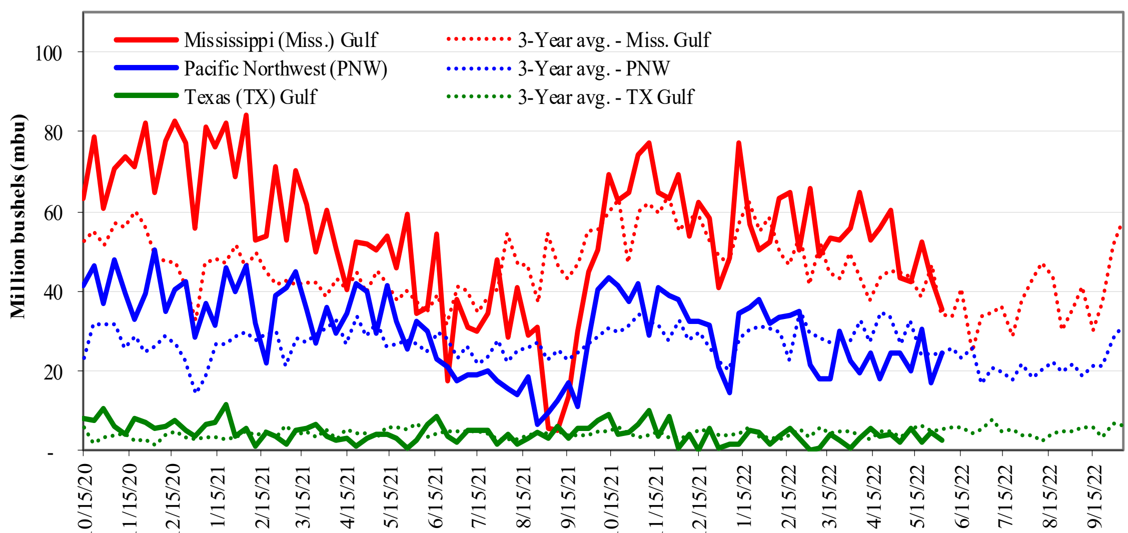


Note: 3-year average consists of 4-week running average.

Source: USDA, Federal Grain Inspection Service.

Figure 15

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



Week ending 06/02/22 inspections (mbu):		Percent change from:	MS Gulf	TX Gulf	U.S. Gulf	PNW
MS Gulf:	35.3	Last wk:	down 18	down 48	down 21	up 47
PNW:	24.7	Last Year (same wk):	up 3	unchanged	up 2	down 24
TX Gulf:	2.5	3-yr avg. (4-wk. mov. Avg):	down 13	down 54	down 18	down 7

Source: USDA, Federal Grain Inspection Service.

Ocean Transportation

Table 17

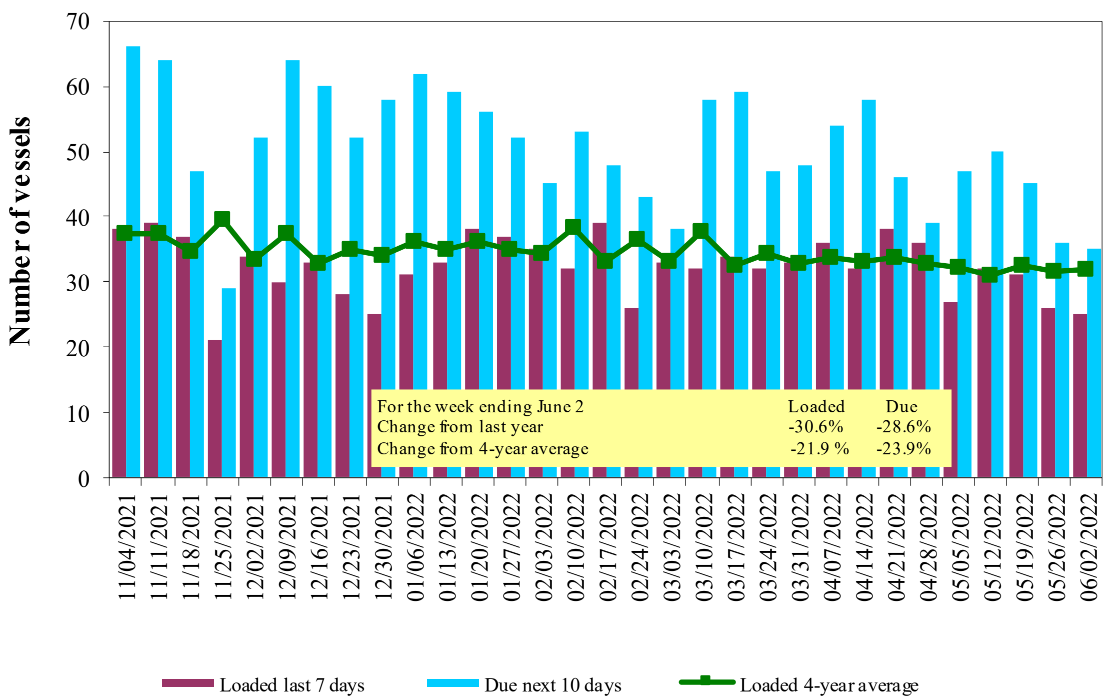
Weekly port region grain ocean vessel activity (number of vessels)

Date	Gulf In port	Gulf Loaded 7-days	Gulf Due next 10-days	Pacific Northwest In port
6/2/2022	24	25	35	9
5/26/2022	27	26	36	8
2021 range	(10…57)	(5...48)	(15...69)	(4…27)
2021 average	34	32	49	15

Source: USDA, Agricultural Marketing Service.

Figure 16

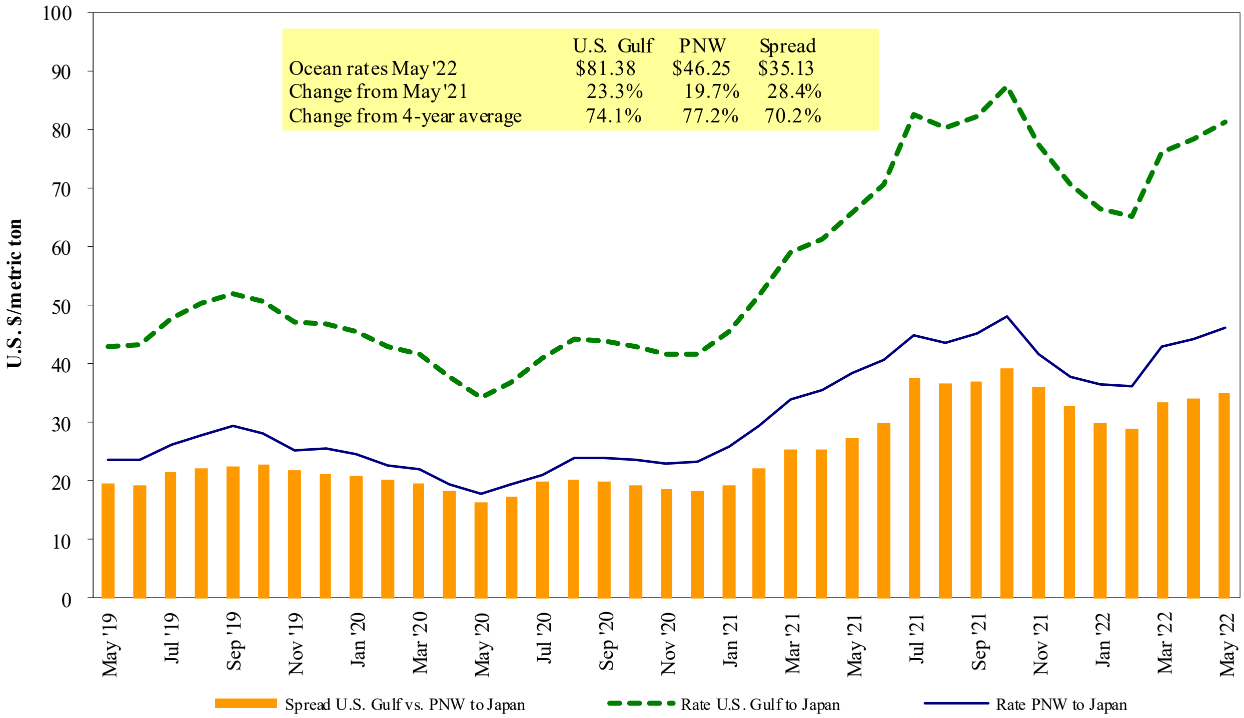
U.S. Gulf[1] vessel loading activity



[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 06/04/2022

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.

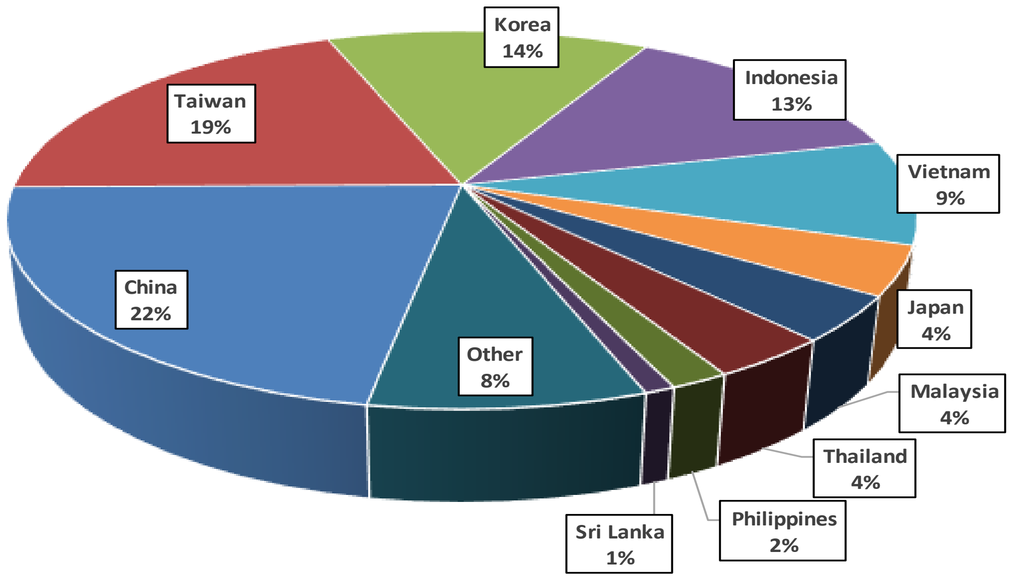
Note: Rates shown are per metric ton (2,204.62 lbs. = 1 metric ton), free on board (F.O.B), except where otherwise indicated; op = option.

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

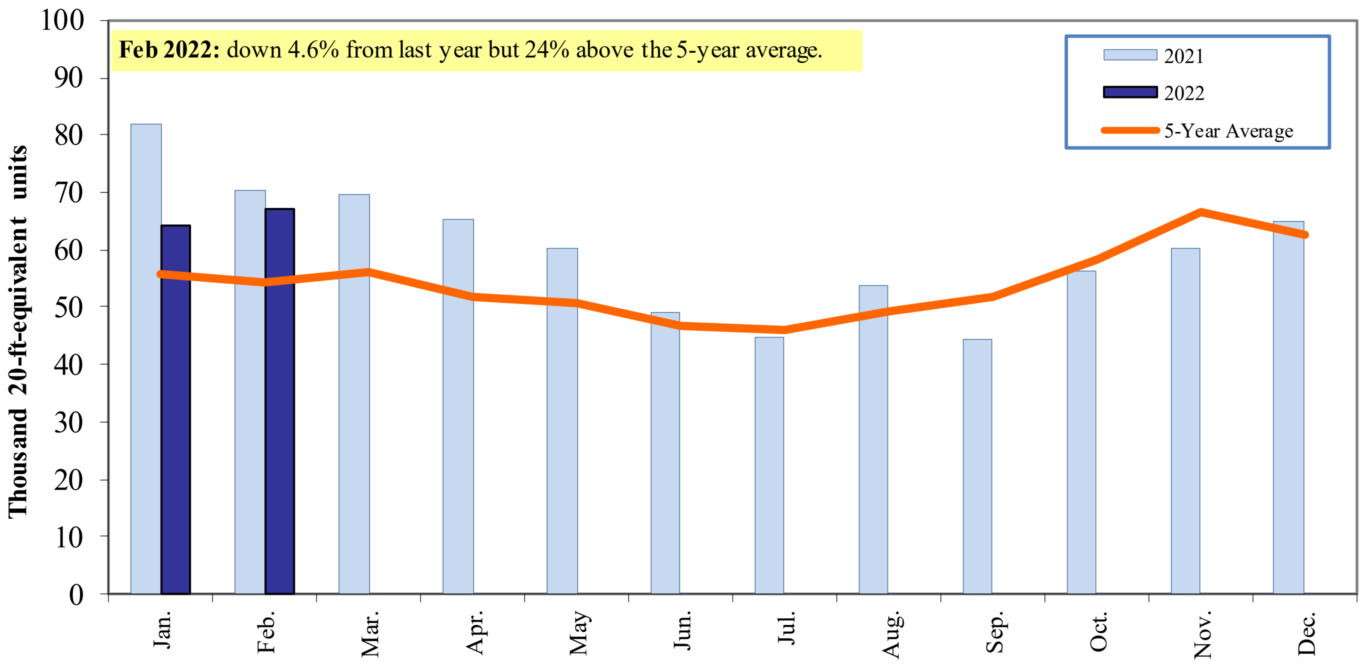


Note: The following Harmonized Tariff Codes are used to calculate containerized grains movements: 1001, 100190, 1002, 1003 100300, 1004, 100400, 1005, 100590, 1007, 100700, 1102, 110100, 230310, 110220, 110290, 1201, 120100, 230210, 230990, 230330, 120810, and 120190.

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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