USDA United States Department of Agriculture

Grain Transportation Report

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WEEKLY HIGHLIGHTS

Oregon Rail-to-Barge Facility Receives $2 Million State Grant

The Oregon Transportation Commission approved a $2.1 million grant for the Morrow County Grain Growers (MCGG) cooperative to expand its rail-to-barge grain facility at the Port of Morrow on the Columbia River. The grant will cover two-thirds of the project's $3 million dollar cost. The MCGG board, which is responsible for the final costs not covered by the grant, must issue the final approval. The Port of Morrow facility is currently the only one on the Columbia River that can unload grain from rail cars into barges headed to downstream export elevators. The expansion will install a new 600,000-bushel grain bin, which will enable the facility to handle Canadian Pacific trains of 134 or more railcars. According to U.S. Army Corps of Engineers data, from 2016 to 2020, grain shipments originating or moving through the Columbia River system ranged between 27.5 million tons and 33.8 million tons—or 66-74 percent of all shipments on the river. From 2016 to 2020, wheat was the primary grain commodity shipped on the Columbia, with shipments ranging between 12.7 million tons and 16.4 million tons.

EPA Finalizes Ethanol and Biodiesel Blending Requirement

On June 3, the Environmental Protection Agency (EPA) finalized the renewable volume obligation (RVO), at 20.63 billion gallons for 2022. The RVO is the EPA-set minimum of renewable fuel that must be blended with gasoline or diesel and made available to consumers, for a given year. EPA's 2022 RVO includes 15 billion gallons of ethanol, up from 12.5 billion gallons finalized in 2020 and 13.79 billion gallons in 2021. The 2022 biodiesel volume is set at 2.76 billion gallons, up from the 2.43 billion gallons set in both 2020 and 2021. The 2022 ethanol and biodiesel totals comprise the highest RVO to be finalized since EPA's Renewable Fuel Standard was created in 2007. According to EPA, the increased RVO will help reduce the Nation's dependence on oil. The high blending requirements are also intended to diversify the fuel supply by raising domestic biofuel production. The additional blending requirements will require more grain and should increase the demand for transporting grain and biofuels.

Port of Houston Starts Ship Channel Expansion Project

On June 1, the Port of Houston started Project 11 to expand the Houston Ship Channel—the planning for which started in 2010. Scheduled for completion in 2025, the $1.1 billion expansion project will allow the ship channel to accommodate an additional 1,400 vessels per year. Along the Houston Ship Channel's 26-mile reach to the Galveston Bay, Project 11 will increase the channel's width from 530 feet to 700 feet. It will also increase the upstream segments' depth from the current 45 feet to 46.5 feet. Currently, the channel accommodates about 8,200 vessels and 215,000 barges each year, hauling more than 247 million tons of cargo. The Port of Houston handled 5 percent of total U.S. exported bulk grains, soybeans, and grain products in 2020.

Snapshots by Sector

Export Sales

For the week ending June 2 **unshipped balances** of wheat, corn, and soybeans totaled 26.1 million metric tons (mmt), up 2 percent from the same time last year and up 10 percent from the previous week. Net **corn export sales** were 0.280 mmt, up 51 percent from the previous week. Net **soybean export sales** were 0.430 mmt, up significantly from the previous week. Net weekly **wheat export sales** for the new marketing year 2022/23 (which began June 1) were 0.451 mmt.

Rail

U.S. Class I railroads originated 23,867 **grain carloads** during the week ending June 4. This was a 10-percent increase from the previous week, 12 percent more than last year, and 13 percent more than the 3-year average.

Average June shuttle **secondary railcar** bids/offers (per car) were $432 above tariff for the week ending June 9. This was $1,366 less than last week and $727 more than this week last year.

Barge

For the week ending June 11, **barged grain movements** totaled 828,930 tons. This was 42 percent higher than the previous week and 1 percent higher than the same period last year.

For the week ending June 11, 528 grain barges **moved down river**—159 more barges than the previous week. There were 704 grain barges **unloaded** in the New Orleans region, 25 percent higher than last week.

Ocean

For the week ending June 9, 32 **oceangoing grain vessels** were loaded in the Gulf—6 percent fewer than the same period last year. Within the next 10 days (starting June 3), 38 vessels were expected to be loaded—16 percent fewer than the same period last year.

As of June 9, the rate for shipping a metric ton (mt) of grain from the U.S. Gulf to Japan was $79.50. This was 1 percent less than the previous week. The rate from the Pacific Northwest to Japan was $45.25 per mt, 2 percent less than the previous week.

Fuel

For the week ending June 13, the U.S. average **diesel fuel price** increased 1.5 cents from the previous week to $5.718 per gallon, 243.2 cents above the same week last year.

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Feature Article/Calendar

First-Quarter 2022 Corn and Soybean Transport Costs

From fourth quarter 2021 to first quarter 2022 (quarter to quarter), transportation costs from Minneapolis, MN, to Japan via the U.S. Gulf (Gulf route) decreased for shipping corn and soybeans. Costs to ship corn and soybeans from Minneapolis to Japan via the Pacific Northwest (PNW route) decreased slightly for the same time period. From first quarter 2021 to first quarter 2022 (year to year), costs to ship corn and soybeans by the U.S. Gulf route increased substantially, mainly because of a significant increase to barge transportation rates. For the same period, costs to ship by the PNW route increased moderately for corn and soybeans, primarily because of higher truck and ocean freight rates (see tables 1 and 2). The year-to-year increase in ocean rates reflects various factors, including high bunker fuel prices caused by turmoil surrounding Russia's invasion into Ukraine. (*Grain Transportation Report (GTR)*, April 28, 2022). Total landed costs for shipping corn and soybeans to Japan by each route increased both from quarter to quarter and from year to year.

Table 1: Cost of shipping corn and soybeans from Minneapolis to Japan through the U.S. Gulf

	Corn					Soybeans				
	$/metric ton			Percent change		$/metric ton			Percent Change	
	1st qtr. '21	4th qtr. '21	1st qtr. '22	Yr. to yr.	Qtr. to qtr.	1st qtr. '21	4th qtr. '21	1st qtr. '22	Yr. to yr.	Qtr. to qtr.
Truck	13.66	14.79	16.67	22.04	12.71	13.66	14.79	16.67	22.04	12.71
Barge[1]	12.49	35.21	29.07	132.75	-17.44	12.49	35.21	29.07	132.75	-17.44
Rail[2]	39.94	41.86	41.74	4.51	-0.29	36.38	38.16	38.04	4.56	-0.31
Ocean	52.18	78.50	69.31	32.83	-11.71	52.18	78.50	69.31	32.83	-11.71
Total transportation cost	118.27	170.36	156.79	32.57	-7.97	114.71	166.66	153.09	33.46	-8.14
Farm value[3]	173.48	202.22	228.60	31.77	13.05	465.42	448.27	527.88	13.42	17.76
Total landed cost	291.75	372.58	385.39	32.10	3.44	580.13	614.93	680.97	17.38	10.74
Transportation % landed cost[4]	40.54	45.72	40.68	0.15	-5.04	19.77	27.10	22.48	2.71	-4.62

Table 2: Cost of shipping corn and soybeans from Minneapolis to Japan through the Pacific Northwest

	Corn					Soybeans				
	$/metric ton			Percent change		$/metric ton			Percent Change	
	1st qtr. '21	4th qtr. '21	1st qtr. '22	Yr. to yr.	Qtr. to qtr.	1st qtr. '21	4th qtr. '21	1st qtr. '22	Yr. to yr.	Qtr. to qtr.
Truck	13.66	14.79	16.67	22.04	12.71	13.66	14.79	16.67	22.04	12.71
Rail	51.44	53.43	53.43	3.87	0.00	58.59	60.58	60.58	3.40	0.00
Ocean	29.85	42.49	38.47	28.88	-9.46	29.85	42.49	38.47	28.88	-9.46
Total transportation cost	94.95	110.71	108.57	14.34	-1.93	102.10	117.86	115.72	13.34	-1.82
Farm value[3]	173.48	202.22	228.60	31.77	13.05	465.42	448.27	527.88	13.42	17.76
Total landed cost	268.43	312.93	337.17	25.61	7.75	567.52	566.13	643.60	13.41	13.68
Transportation % landed cost[4]	35.37	35.38	32.20	-3.17	-3.18	17.99	20.82	17.98	-0.01	-2.84

[1] Barge rates are from St. Louis to the Gulf for all ports.

[2] Rail rates quotes are from MN to St. Louis. All rail tariffs include fuel surcharges and revisions for heavy axle rail cars 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.

[3] USDA, National Agricultural Statistics Service is the source for corn and soybean prices.

[4] For transportation as a percentage of landed costs, the year-to-year and quarter-to-quarter columns record percentage-point differences.

Note: qtr. = quarter; yr. = year; n/a = not applicable.

Source: USDA, Agricultural Marketing Service.

U.S. Gulf Costs

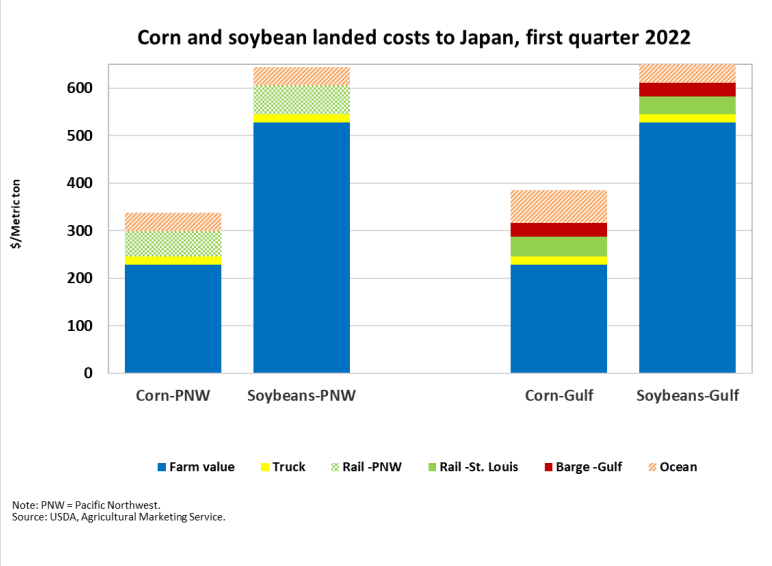
Transportation and landed costs. From quarter to quarter, transportation costs for shipping corn and soybeans via the Gulf route decreased 8 percent mainly because of lower barge and ocean rates, which dropped 17 percent and 12 percent, respectively (see table 1). Year to year, transportation costs rose 33 percent each for corn and soybeans, mainly because of substantial increases in barge rates (an increase of over 130 percent) and lesser increases in ocean and truck rates. For shipping corn, first-quarter 2022 transportation costs accounted for 41 percent of landed costs, reflecting a quarter-to-quarter decrease and year-to-year increase. For shipping soybeans, first-quarter transportation accounted for 22 percent of landed costs, reflecting a quarter-to-quarter decrease and a year-to-year increase (see table 1).

For first quarter 2022, Gulf-route total landed costs were roughly $385 per metric ton (mt) for shipping corn and $681 per mt for soybeans (see figure). Quarter to quarter, total landed costs increased 3 percent for corn and rose 11 percent for soybeans. Both increases stemmed from higher farm values. Year to year, landed costs increased 32 percent for corn and rose 17 percent for soybeans. These increases were driven by higher transportation costs and higher farm values.

Inspections. Year to year, U.S. Gulf inspections of corn for export decreased 7 percent (*GTR*, April 21, 2022) and exceeded the 5-year average by 33 percent. First-quarter 2022 inspections of corn for export totaled 11.6 million metric tons (mmt), representing 67 percent of total corn exports. Year to year, U.S. Gulf inspections of soybeans for export decreased 26 percent, and were 9 percent below the 5-year average. U.S. Gulf inspections of soybeans totaled 7 mmt, representing 53 percent of total soybean exports in first quarter 2022.

Pacific Northwest

Transportation and landed costs. Quarter to quarter, transportation costs for shipping via the PNW route fell 2 percent each for corn and soybeans (table 2). Ocean rates showed a quarter-to-quarter decrease, while rail rates remained unchanged. Year to year, higher truck, rail, and ocean rates pushed transportation costs up 14 percent for corn and 13 percent for soybeans. First-quarter 2022 transportation costs for shipping corn accounted for 32 percent of the total landed costs for corn, a slight quarter-to-quarter decrease. First-quarter 2022 transportation costs for shipping soybeans accounted for 18 percent of the total landed costs for soybeans, a slight quarter-to-quarter decrease. Year to year, transportation costs were up significantly for both corn and soybeans.



First-quarter 2022 total landed costs were roughly $337 per mt for corn and $644 per mt for soybeans (see figure). Quarter to quarter, total landed costs were up 8 percent for corn and up 14 percent for soybeans. Year to year, landed costs increased 26 percent for corn and rose 13 percent for soybeans (table 2).

Inspections. First-quarter 2022 PNW inspections of corn for export fell 24 percent from year to year and fell 1 percent below the 5-year average. First-quarter 2022 PNW-route corn exports totaled 3.3 mmt, representing 19 percent of total corn exports. First-quarter 2022 soybeans for export increased 6 percent from year to year and were 21 percent above the 5-year average. First-quarter 2022 PNW-route soybean exports totaled 3.6 mmt, representing 27 percent of total soybean exports.

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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
06/15/22	384	322	247	261	356	321
06/08/22	383	322	287	242	359	326

[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)

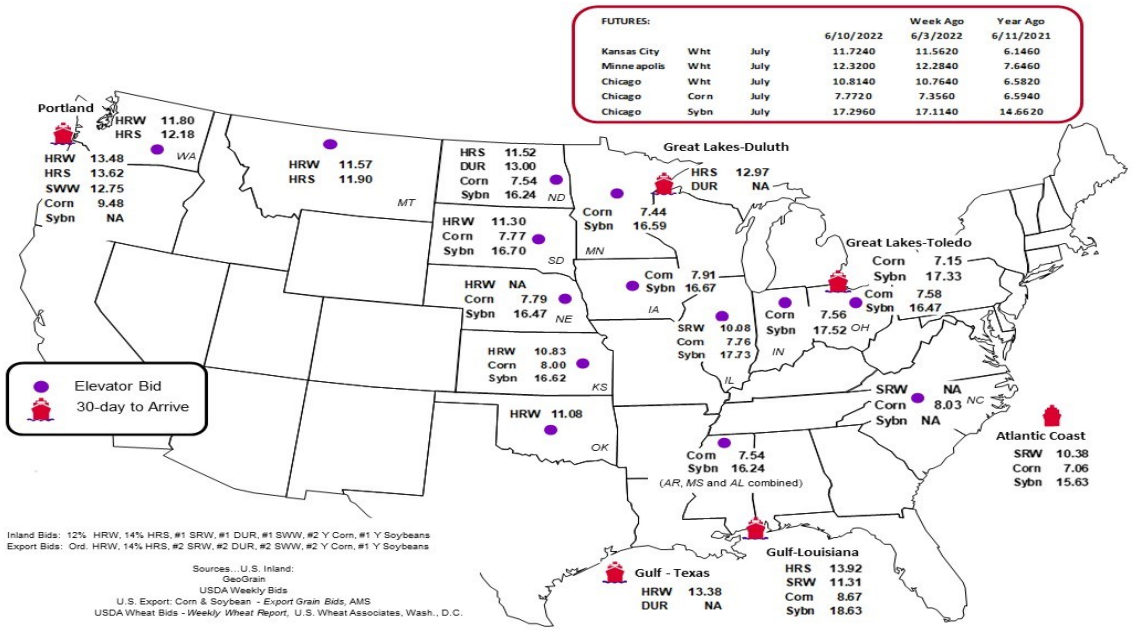
Commodity	Origin–destination	6/10/2022	6/3/2022
Corn	IL–Gulf	-0.91	-0.91
Corn	NE–Gulf	-0.88	-0.91
Soybean	IA–Gulf	-1.96	-1.99
HRW	KS–Gulf	-2.55	-2.50
HRS	ND–Portland	-2.10	-2.05

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]
6/8/2022[p]	843	587	4,755	735	6,920	6/4/2022	2,646
6/1/2022[r]	1,261	990	5,043	384	7,678	5/28/2022	3,222
2022 YTD[r]	33,912	22,116	133,067	13,060	202,155	2022 YTD	62,320
2021 YTD[r]	33,099	35,167	146,672	9,887	224,825	2021 YTD	60,500
2022 YTD as % of 2021 YTD	102	63	91	132	90	% change YTD	103
Last 4 weeks as % of 2021[2]	136	63	85	719	93	Last 4wks. % 2021	60
Last 4 weeks as % of 4-year avg.[2]	153	76	94	237	102	Last 4wks. % 4 yr.	77
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.

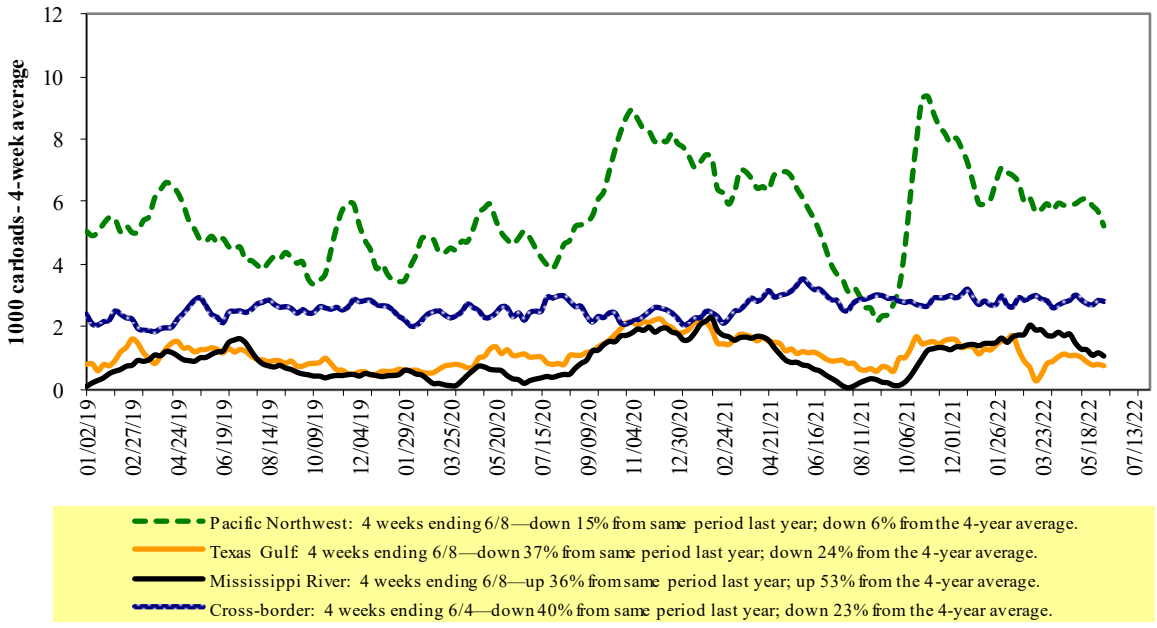
YTD = year-to-date; p = preliminary data; r = revised data; n/a = not available; wks. = weeks; avg. = average.

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	
6/4/2022	CSXT	NS	BNSF	KCS	UP		CN	CP
This week	2,052	2,241	13,077	1,376	5,121	23,867	3,180	2,705
This week last year	1,768	2,659	9,385	1,396	6,144	21,352	3,581	5,396
2022 YTD	40,797	51,914	256,030	27,269	127,556	503,566	76,217	80,296
2021 YTD	43,780	57,473	285,157	23,960	145,803	556,173	103,997	119,510
2022 YTD as % of 2021 YTD	93	90	90	114	87	91	73	67
Last 4 weeks as % of 2021*	98	93	98	99	76	91	87	65
Last 4 weeks as % of 3-yr. avg.**	103	94	101	117	88	98	80	70
Total 2021	93,935	120,913	609,890	64,818	318,002	1,207,558	210,123	242,533

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

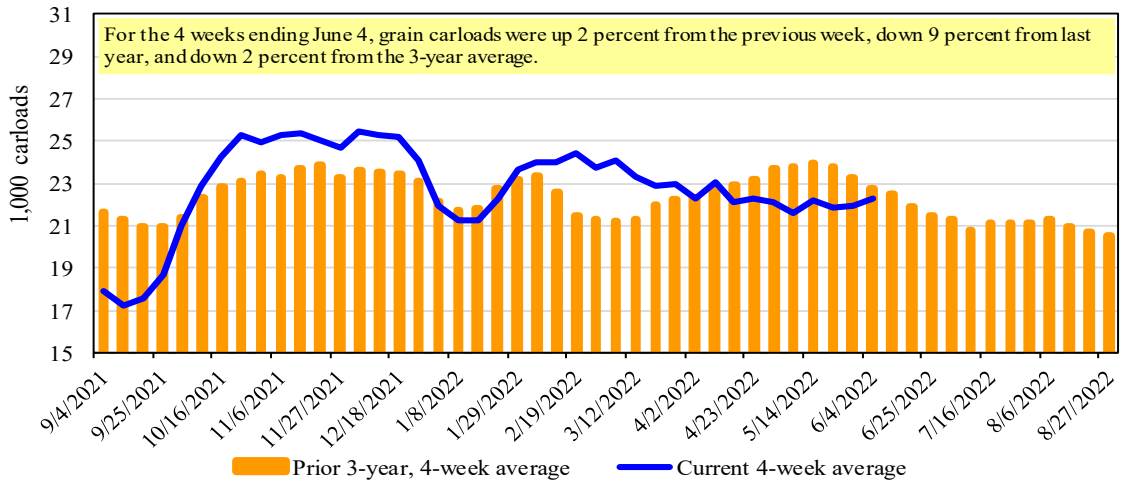
**The past 4 weeks as a percent of the same period from the prior 3-year average. YTD = year-to-date; avg. = average; yr. = year.

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							
6/9/2022		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	no bids
	COT grain single-car	no offer	0	23	0	1	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.

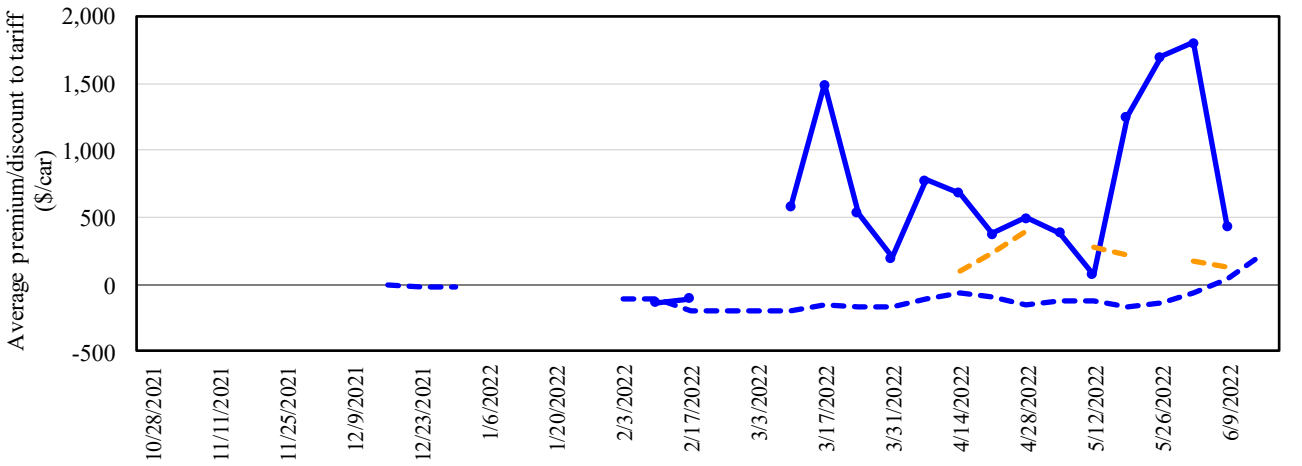
Region 1 includes: AR, IL, LA, MO, NM, OK, TX, WI, and Duluth, MN.

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

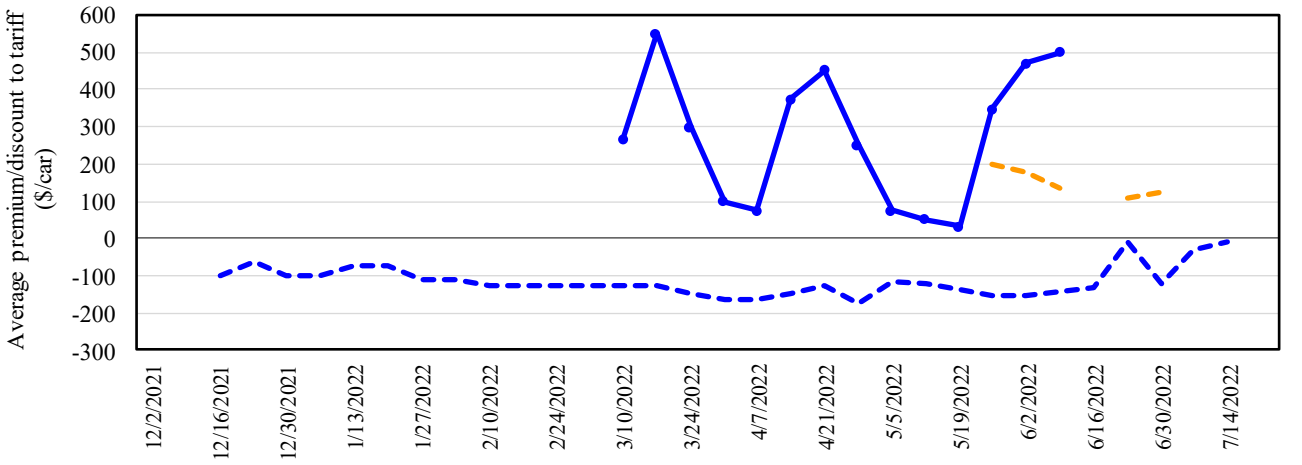


6/9/2022	BNSF	UP
Non-shuttle	n/a	n/a
Shuttle	$131	$733

There were no non-shuttle bids/offers this week.
Average shuttle bids/offers fell $1,366 this week and are $1,366 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



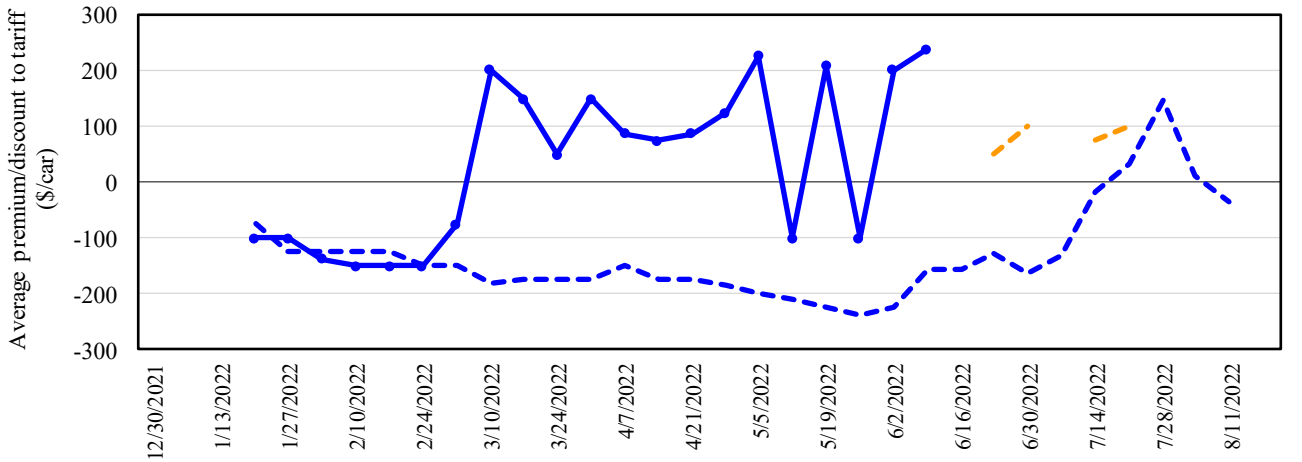
6/9/2022	BNSF	UP
Non-shuttle	n/a	n/a
Shuttle	$0	$1,000

There were no non-shuttle bids/offers this week.
Average shuttle bids/offers rose $29 this week and are $50 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



6/9/2022	BNSF	UP
Non-shuttle	n/a	n/a
Shuttle	-$25	$500

There were no non-shuttle bids/offers this week.
Average shuttle bids/offers rose $38 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.

Table 6

Weekly secondary railcar market ($/car)[1]

	For the week ending:	Delivery period					
	6/9/2022	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**	**131**	**0**	**(25)**	**0**	**1,500**	**1,200**
	Change from last week	(402)	25	75	83	(75)	n/a
	Change from same week 2021	388	250	225	(296)	825	n/a
	UP-Pool	**733**	**1,000**	**500**	**700**	**1,200**	**n/a**
	Change from last week	(2,330)	33	0	(100)	0	n/a
	Change from same week 2021	1,067	1,375	725	900	767	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

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.

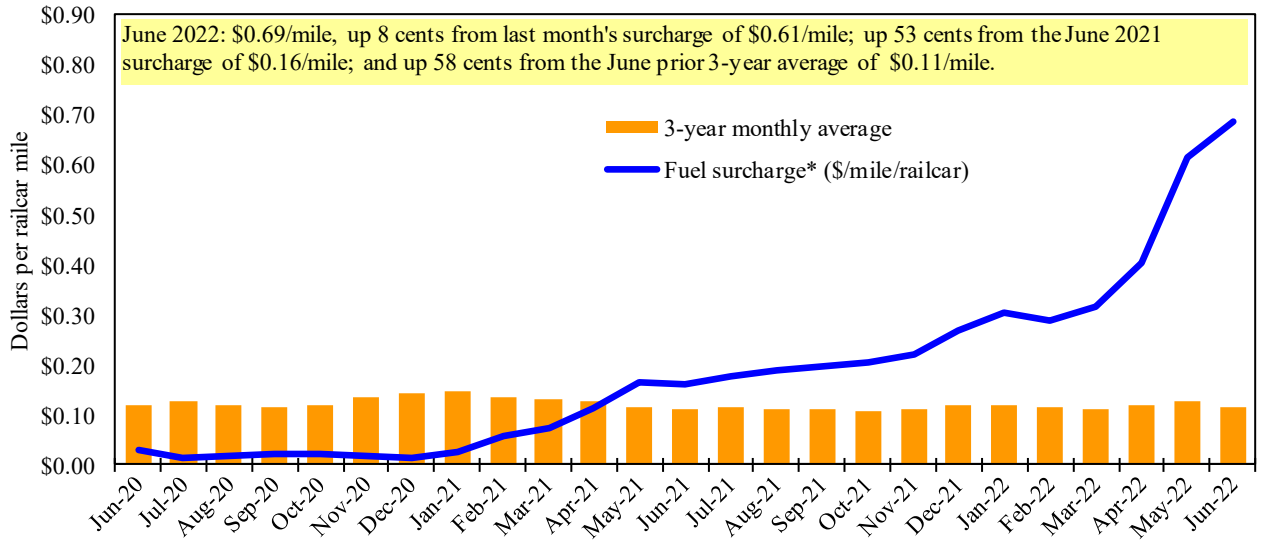
[4]Percentage change calculated using tariff rate plus fuel surchage; Y/Y = year over year.

[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.

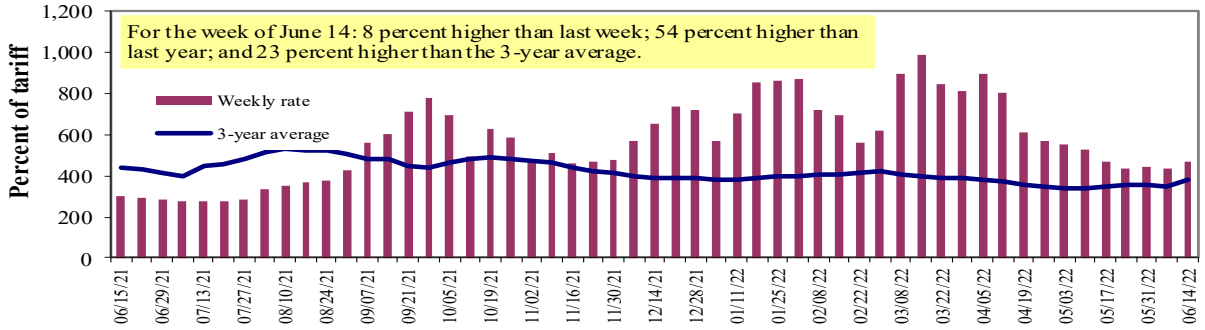
**CSX strike price changed from $2.00/gal. to $3.75/gal. starting January 1, 2015.

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

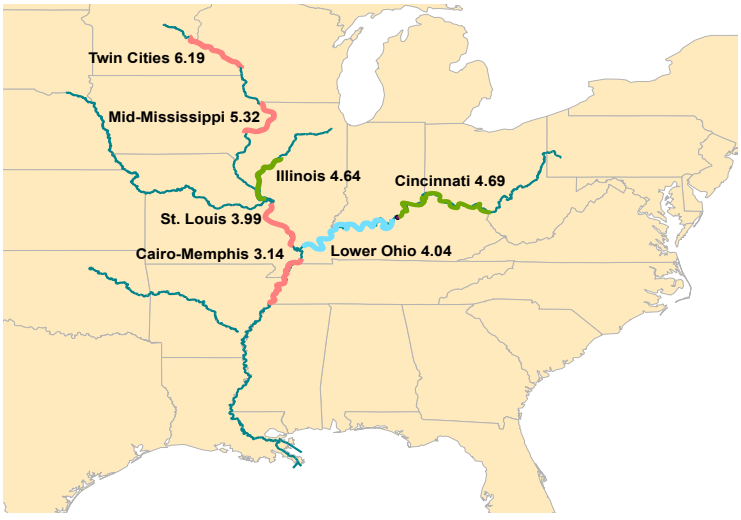
		Twin Cities	Mid-Mississippi	Lower Illinois River	St. Louis	Cincinnati	Lower Ohio	Cairo-Memphis
Rate[1]	6/14/2022	592	518	469	362	461	461	345
	6/7/2022	560	491	435	311	412	412	308
$/ton	6/14/2022	36.64	27.56	21.76	14.44	21.62	18.62	10.83
	6/7/2022	34.66	26.12	20.18	12.41	19.32	16.64	9.67
Current week % change from the same week:								
	Last year	35	66	54	73	91	91	72
	3-year avg. [2]	48	63	23	48	90	90	56
Rate[1]	July	588	516	500	396	473	473	365
	September	792	775	775	733	762	762	738

[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

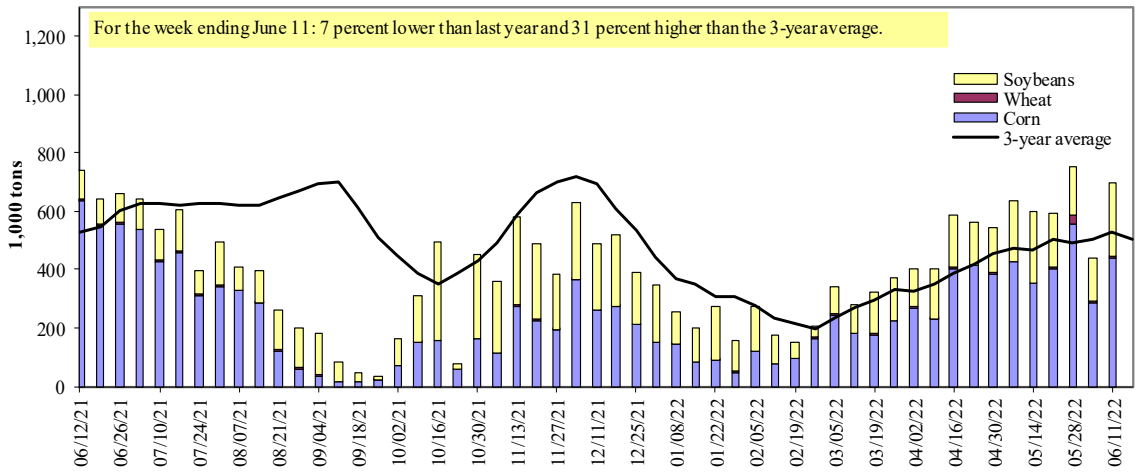
Select applicable index from market quotes are included in tables on this page. The 1976 benchmark rates per ton are provided in map.



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 06/11/2022	Corn	Wheat	Soybeans	Other	Total
Mississippi River					
Rock Island, IL (L15)	183	2	181	0	365
Winfield, MO (L25)	298	2	198	0	498
Alton, IL (L26)	368	3	228	0	600
Granite City, IL (L27)	442	5	248	0	695
Illinois River (La Grange)	113	0	51	0	163
Ohio River (Olmsted)	74	1	24	7	106
Arkansas River (L1)	0	22	6	0	28
Weekly total - 2022	516	28	277	7	829
Weekly total - 2021	677	21	121	0	819
2022 YTD[1]	9,492	747	5,496	132	15,866
2021 YTD[1]	14,264	589	4,123	168	19,144
2022 as % of 2021 YTD	67	127	133	78	83
Last 4 weeks as % of 2021[2]	65	97	173	26	80
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.

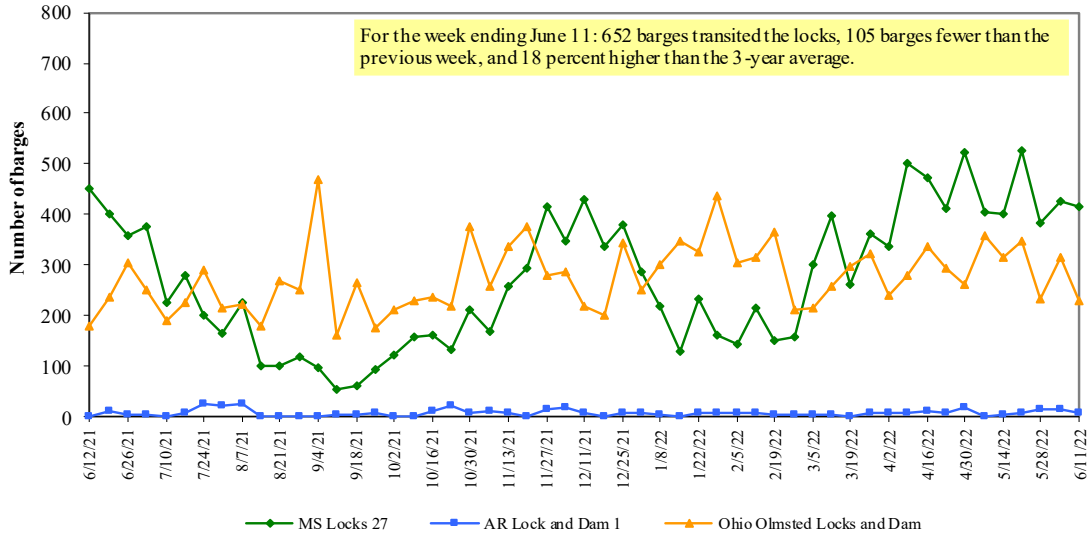
[2] As a percent of same period in 2020.

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

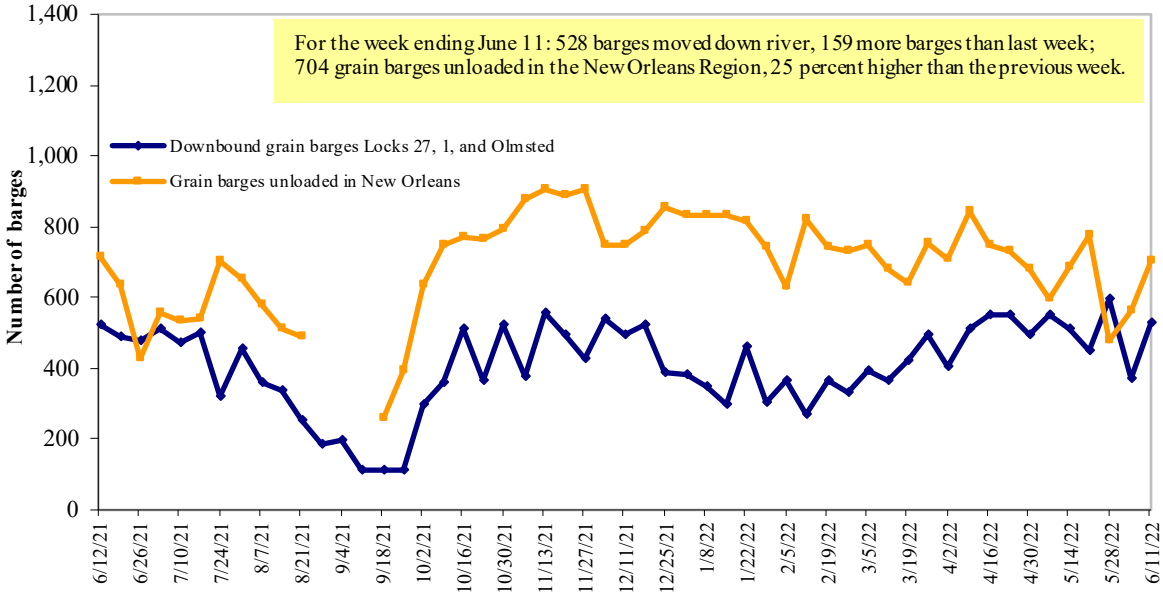


Source: U.S. Army Corps of Engineers.

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 6/13/2022 (U.S. $/gallon)

Region	Location	Price	Change from Week ago	Change from Year ago
I	East Coast	5.852	-0.070	2.577
	New England	6.122	-0.073	2.919
	Central Atlantic	6.084	-0.112	2.649
	Lower Atlantic	5.736	0.029	2.555
II	Midwest	5.631	0.163	2.398
III	Gulf Coast	5.370	0.061	2.330
IV	Rocky Mountain	5.692	0.101	2.310
V	West Coast	6.423	-0.018	2.621
	West Coast less California	6.022	0.023	2.557
	California	6.887	0.056	2.803
Total	United States	5.718	0.015	2.432

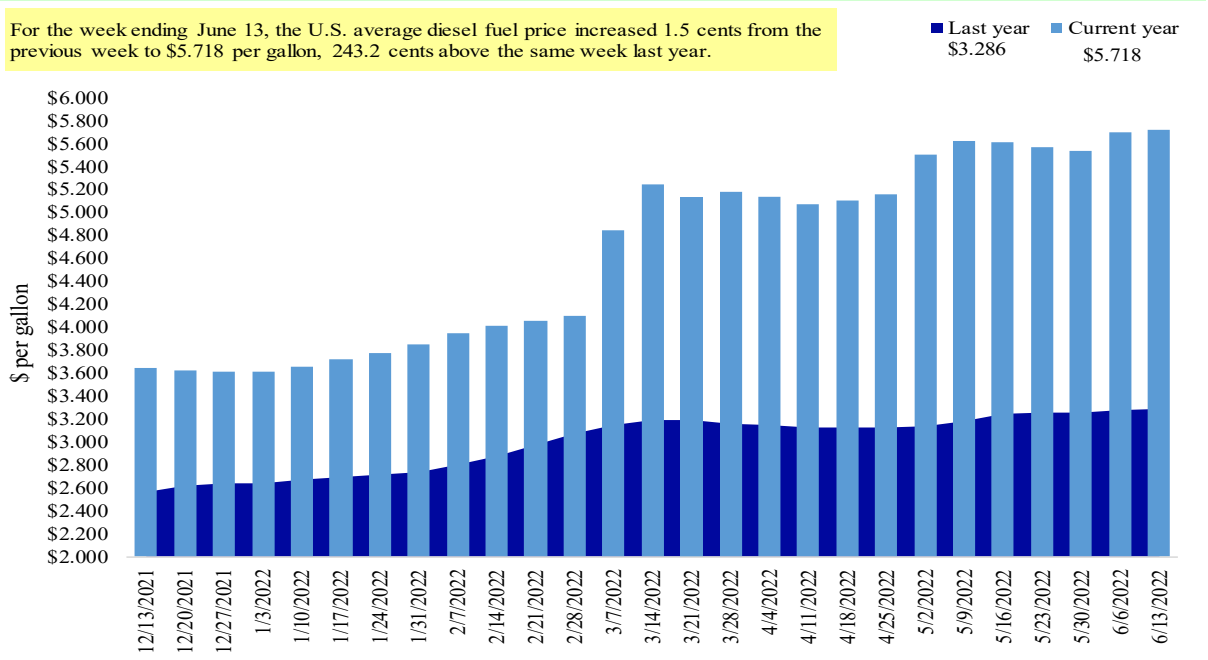
[1]Diesel fuel prices include all taxes. Prices represent an average of all types of diesel fuel.

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

Note: On June 13, the Energy Information Administration implemented a new methodology to estimate weekly on-highway diesel fuel prices, so the week-to-week and year-to-year changes may not be comparable.

Figure 13

Weekly diesel fuel prices, U.S. average



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

Note: On June 13, the Energy Information Administration implemented a new methodology to estimate weekly on-highway highway diesel fuel prices, so the week-to-week and year-to-year changes may not be comparable.

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]									
6/2/2022	1,160	920	1,367	836	64	4,347	11,840	9,883	26,070
This week year ago	1,607	995	1,624	1,115	35	5,376	16,386	3,808	25,570
Cumulative exports-marketing year[2]									
2021/22 YTD	63	31	60	58	0	212	47,682	50,077	97,971
2020/21 YTD	60	0	22	55	0	136	52,912	57,733	110,781
YTD 2021/22 as % of 2020/21	105	0	274	106	0	156	90	87	88
Last 4 wks. as % of same period 2020/21*	41	34	42	30	46	38	84	266	101
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.

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 06/2/2022	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	1803.9	15,901	14,648	9	14,817
Japan	541.8	9,232	10,266	(10)	11,082
China	2720	14,730	23,221	(37)	7,920
Columbia	66	4,294	3,804	13	4,491
Korea	0	1,330	3,528	0	3,302
Top 5 importers	**5,132**	**45,488**	**55,466**	**(18)**	**41,613**
Total U.S. corn export sales	**5,760**	**59,522**	**69,298**	**(14)**	**53,145**
% of projected exports	9%	95%	99%		
Change from prior week[2]	**74**	**280**	**189**		
Top 5 importers' share of U.S. corn export sales	89%	76%	80%		78%
USDA forecast June 2022	**61,069**	**62,341**	**70,051**	**(11)**	
Corn use for ethanol USDA forecast, June 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 6/2/2022	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	7,567	30,391	35,709	(15)	21,666
Mexico	697	5,266	4,737	11	4,754
Egypt	228	4,087	2,777	47	3,093
Indonesia	0	1,600	2,172	(26)	2,325
Japan	55	2,278	2,175	5	2,275
Top 5 importers	**8,546**	**43,622**	**47,571**	**(8)**	**34,113**
Total U.S. soybean export sales	**12,697**	**59,961**	**61,541**	**(3)**	**50,758**
% of projected exports	21%	101%	100%		
change from prior week[2]	**595**	**430**	**16**		
Top 5 importers' share of U.S. soybean export sales	67%	73%	77%		**67%**
USDA forecast, June 2022	**59,946**	**59,128**	**61,608**	**(4)**	

[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 6/2/2022	Total Commitments[2]		% change	Exports[3]
	2022/23	2021/22	current MY	3-yr. avg.
	current MY	last MY	from last MY	2018-20
		1,000 mt -		- 1,000 mt -
Mexico	802	857	(6)	3,388
Philippines	804	886	(9)	3,121
Japan	361	436	(17)	2,567
Korea	273	365	(25)	1,501
Nigeria	286	461	(38)	1,490
China	0	267	(100)	1,268
Taiwan	127	181	(30)	1,187
Indonesia	11	62	(82)	1,131
Thailand	122	81	51	768
Italy	44	38	16	681
Top 10 importers	**2,830**	**3,632**	(22)	**17,102**
Total U.S. wheat export sales	**4,559**	**5,513**	(17)	**24,617**
% of projected exports	22%	25%		
change from prior week[2]	**451**	**326**		
Top 10 importers' share of U.S. wheat export sales	62%	66%		69%
USDA forecast, June 2022	**21,117**	**21,935**	(4)	

[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 06/09/22	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	96	186	52	4,125	7,649	54	50	54	13,243
Corn	264	452	58	6,912	10,007	69	80	115	13,420
Soybeans	0	0	n/a	4,337	3,751	116	747	60	14,540
Total	**361**	**639**	**56**	**15,375**	**21,406**	**72**	**71**	**86**	**41,203**
Mississippi Gulf									
Wheat	137	84	163	1,846	1,081	171	197	117	3,202
Corn	715	722	99	19,520	23,618	83	82	118	38,498
Soybeans	462	110	420	10,999	10,088	109	287	120	27,159
Total	**1,314**	**916**	**143**	**32,365**	**34,786**	**93**	**105**	**118**	**68,858**
Texas Gulf									
Wheat	111	33	335	1,534	1,686	91	82	48	3,888
Corn	9	32	29	356	239	149	598	209	627
Soybeans	0	0	n/a	2	656	0	n/a	n/a	1,611
Total	**120**	**65**	**186**	**1,891**	**2,581**	**73**	**107**	**61**	**6,126**
Interior									
Wheat	64	46	141	1,276	1,279	100	79	111	2,973
Corn	166	213	78	4,156	4,427	94	84	103	10,157
Soybeans	107	195	55	3,321	3,057	109	139	128	6,525
Total	**338**	**454**	**74**	**8,753**	**8,763**	**100**	**97**	**112**	**19,656**
Great Lakes									
Wheat	1	25	3	111	208	53	30	20	536
Corn	17	0	n/a	100	32	316	866	n/a	145
Soybeans	0	13	0	195	13	n/a	n/a	128	592
Total	**18**	**38**	**47**	**407**	**253**	**161**	**152**	**80**	**1,273**
Atlantic									
Wheat	0	0	n/a	37	74	50	0	0	128
Corn	7	13	57	118	14	845	n/a	641	85
Soybeans	67	67	100	1,412	1,037	136	565	442	2,184
Total	**74**	**80**	**93**	**1,567**	**1,125**	**139**	**626**	**446**	**2,397**
U.S. total from ports*									
Wheat	409	374	109	8,929	11,977	75	70	63	23,969
Corn	1,179	1,433	82	31,163	38,336	81	85	117	62,932
Soybeans	637	385	166	20,267	18,602	109	242	128	52,612
Total	**2,225**	**2,192**	**102**	**60,358**	**68,915**	**88**	**95**	**105**	**139,512**

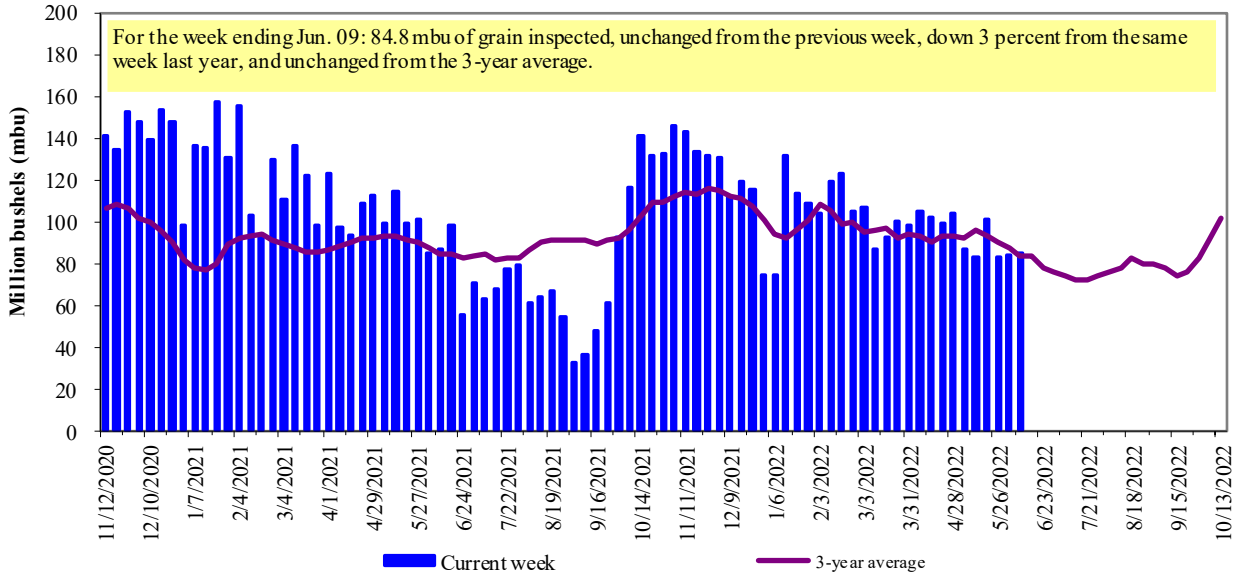
*Data includes revisions from prior weeks; some regional totals may not add exactly due to rounding.

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

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

Figure 14

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

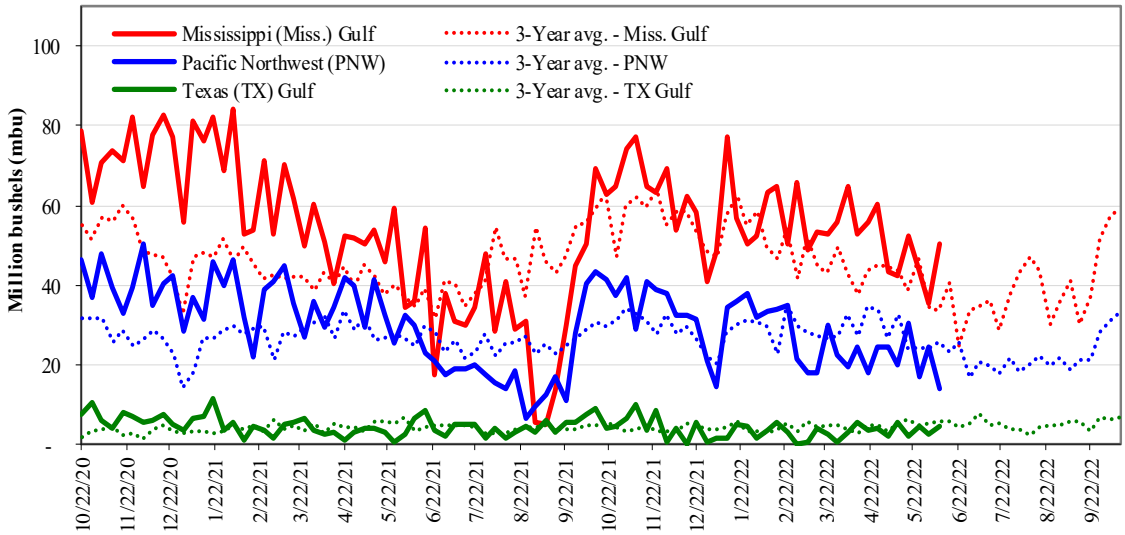


Note: 3-year average consists of 4-week running average.

Source: USDA, Federal Grain Inspection Service.

Figure 15

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



Week ending 06/09/22 inspections (mbu):		Percent change from:	MS Gulf	TX Gulf	U.S. Gulf	PNW
MS Gulf:	50.2	Last wk:	up 41	up 80	up 44	down 43
PNW:	13.9	Last Year (same wk):	up 39	down 31	up 29	down 54
TX Gulf:	4.4	3-yr avg. (4-wk. mov. Avg):	up 31	down 18	up 25	down 44

Source: USDA, Federal Grain Inspection Service.

Table 17

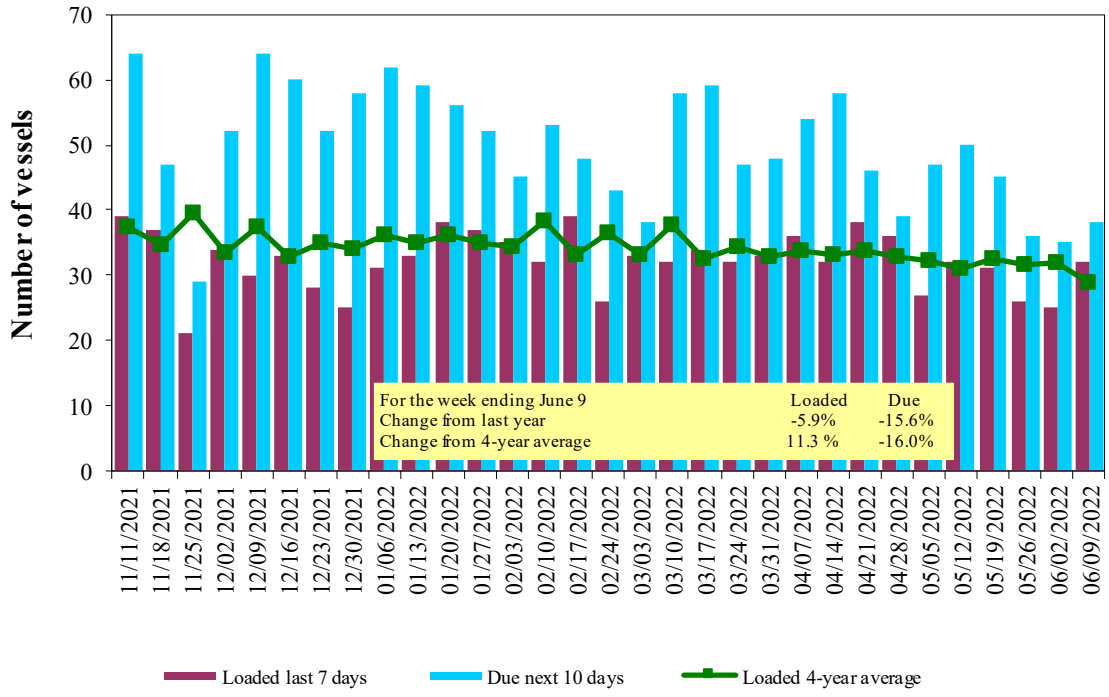
Weekly port region grain ocean vessel activity (number of vessels)

	Gulf			Pacific Northwest
Date	In port	Loaded 7-days	Due next 10-days	In port
6/9/2022	18	32	38	10
6/2/2022	24	25	35	9
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

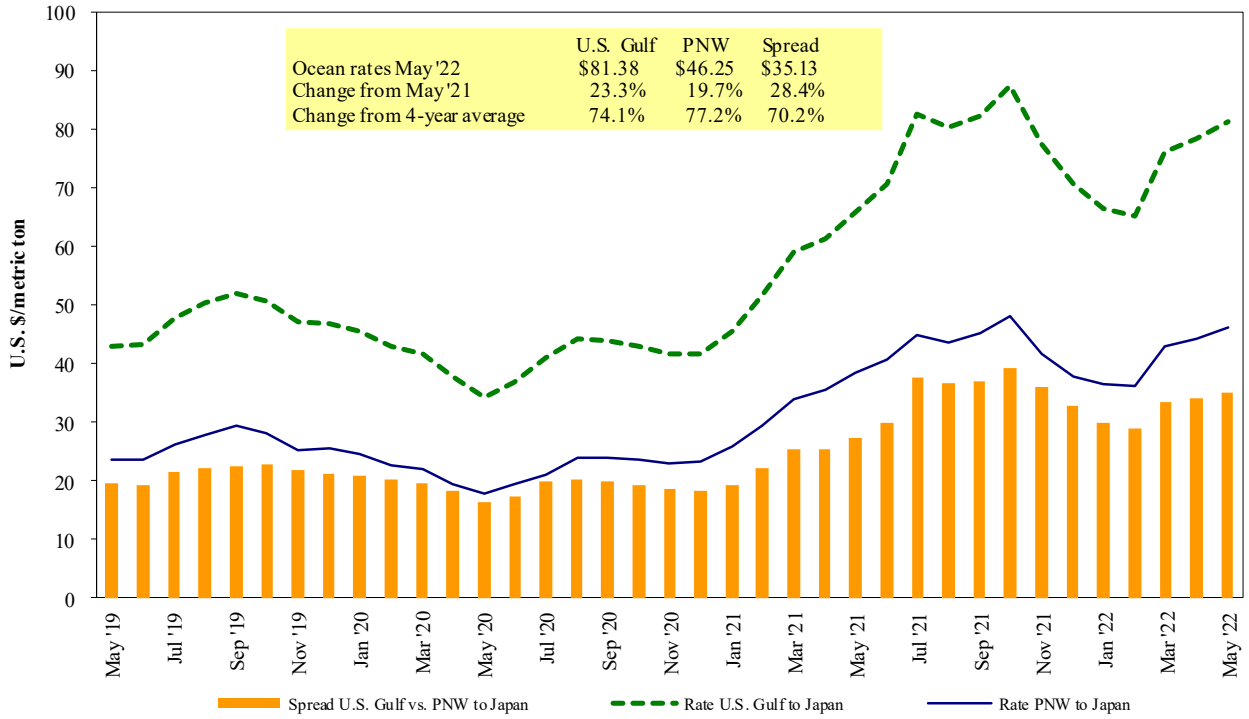


[1]U.S. Gulf includes Mississippi, Texas, and East Gulf

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 06/11/2022

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

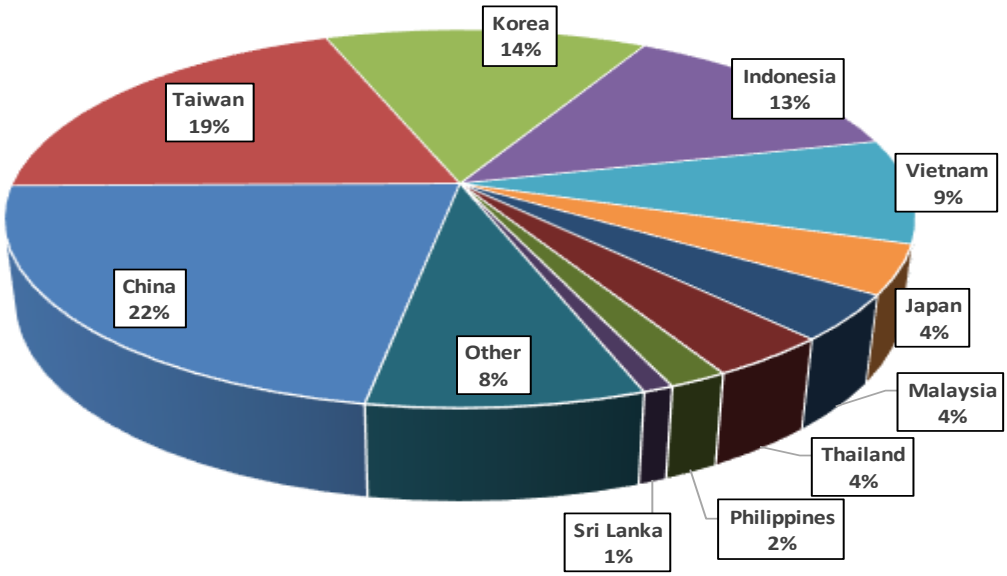
*50 percent of food aid from the United States is required to be shipped on U.S.-flag vessels.

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.

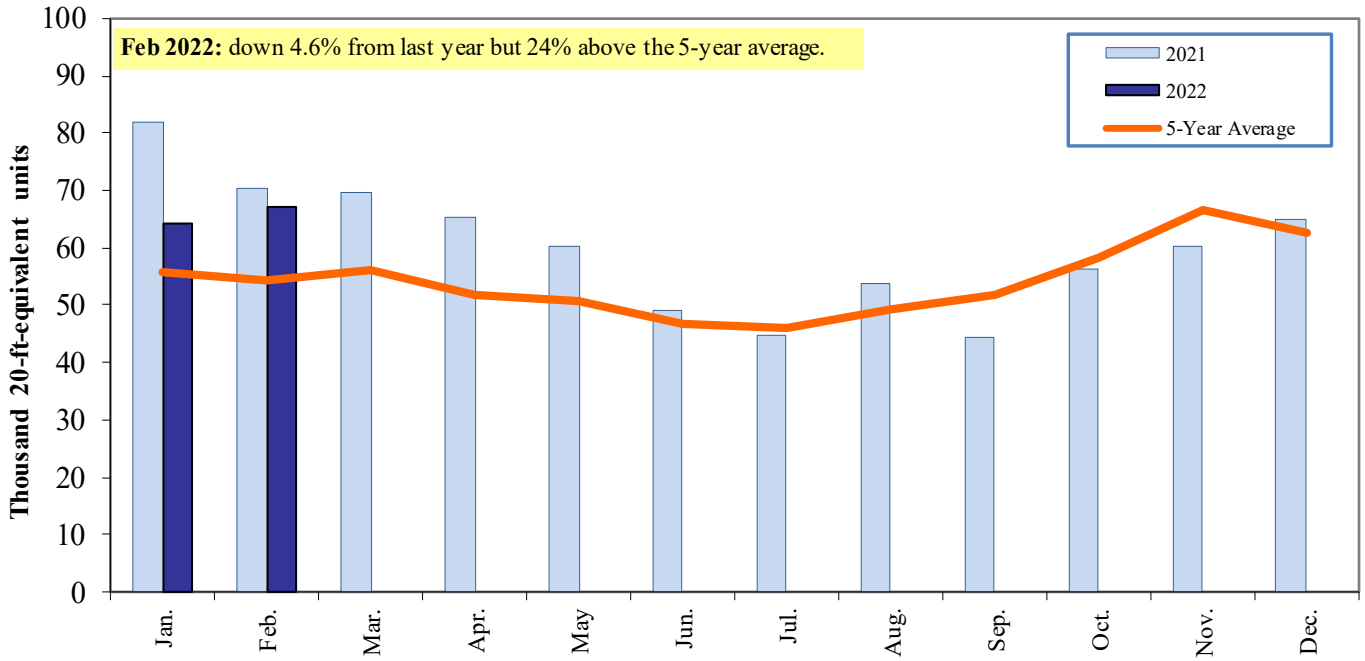
Figure 18
Top 10 destination markets for U.S. containerized grain exports, Jan-Feb 2022



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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