USDA United States Department of Agriculture

Grain Transportation Report

A weekly publication of the Agricultural Marketing Service

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Contents

The next release is June 30, 2022

WEEKLY HIGHLIGHTS

Ocean Shipping Reform Act of 2022 Becomes Law

Enacted on June 16, the Ocean Shipping Reform Act of 2022 is intended to expand the Federal Maritime Commission's (FMC) authority to optimize the ocean transportation system to facilitate movement of U.S. exports. In contrast to previous ocean shipping policy, the law specifies shipment details that detention and demurrage invoices must include, directs FMC to promptly investigate complaints about charges, and makes carriers responsible for establishing the reasonableness of any detention and demurrage charges. Within the new law's first 45 days, FMC must initiate a rulemaking to further define prohibited detention and demurrage practices. The law also prohibits carriers from "unreasonably refus[ing] cargo space accommodations when available" and from "unreasonably refus[ing] to deal or negotiate, including with respect to vessel space accommodations." In the coming months, FMC must initiate rulemakings to further clarify carrier practices. Such rulemakings are expected to help prevent carriers from returning only empty containers to China, rather than first loading them with agricultural products.

USDA Partners With Two More Port Locations—Tacoma and Houston

Last week, USDA announced partnerships with two more ports to ease congestion for agricultural exporters—on top of earlier projects with the Ports of Oakland and Seattle. In one case, the Northwest Seaport Alliance (NWSA) has opened a 16-acre "pop up" site at the Port of Tacoma, WA. Both the Tacoma site and NWSA's 49-acre pop-up site in Seattle are accepting dry agricultural or refrigerated (reefer) containers for temporary storage. USDA will provide payments of $200 per dry container and $400 per reefer container to help cover the additional logistical costs of using the sites. In addition, a partnership between USDA and the Port of Houston, TX, will ensure agricultural companies and cooperatives can export their commodities. During the first year of the Port of Houston's 5-year lease of an additional 1,060 chassis, USDA will cover 50 percent of the cost of obtaining and leasing the chassis. USDA's aim with these projects is "to help American farmers and agricultural producers move their product to market."

STB Instructs Railroads To Revise Service Recovery Plans

On June 13, the Surface Transportation Board (STB) required the four U.S. Class I railroads to correct deficiencies and provide additional information on their planned actions to improve their service. Throughout 2022, the railroads—BNSF Railway, Union Pacific Railroad, CSX Transportation, and Norfolk Southern Railway—have struggled with delays and congestion on their networks. On May 20, the railroads submitted service recovery plans to STB, as requested. STB said the plans were "an opportunity [for the railroads] to show their commitment to improved service—and to demonstrate progress." However, STB also stated, "the Carriers failed, in varying degrees, to provide service recovery plans that met the Board's stated expectations." In its latest decision, STB described in detail the information needed from each of the four railroads. The railroads are required to submit their revised service recovery plans on June 23.

Snapshots by Sector

Export Sales

For the week ending June 9, **unshipped balances** of wheat, corn, and soybeans totaled 24.3 million metric tons (mmt), up 2 percent from the same time last year and down 7 percent from the previous week. Net **corn export sales** were 0.141 mmt, down 50 percent from the previous week. Net **soybean export sales** were 0.317 mmt, down 26 percent from the previous week. Net weekly **wheat export sales** for the new marketing year 2022/23 (which began June 1) were 0.237 mmt.

Rail

U.S. Class I railroads originated 21,429 **grain carloads** during the week ending June 11. This was a 10-percent decrease from the previous week, 12 percent fewer than last year, and 4 percent fewer than the 3-year average.

Average July shuttle **secondary railcar** bids/offers (per car) were $71 below tariff for the week ending June 16. This was $571 less than last week and $206 more than this week last year.

Barge

For the week ending June 18, **barged grain movements** totaled 769,450 tons. This was 7 percent lower than the previous week and 4 percent lower than the same period last year.

For the week ending June 18, 524 grain barges **moved down river**—4 fewer barges than the previous week. There were 494 grain barges **unloaded** in the New Orleans region, 30 percent fewer than last week.

Ocean

For the week ending June 16, 24 **oceangoing grain vessels** were loaded in the Gulf—39 percent fewer than the same period last year. Within the next 10 days (starting June 17), 38 vessels were expected to be loaded—23 percent more than the same period last year.

As of June 16, the rate for shipping a metric ton (mt) of grain from the U.S. Gulf to Japan was $79.50. This was unchanged from the previous week. The rate from the Pacific Northwest to Japan was $45.25 per mt, unchanged from the previous week.

Preferred citation: U.S. Department of Agriculture, Agricultural Marketing Service. *Grain Transportation Report.* June 23, 2022.
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Feature Article/Calendar

U.S. and Brazilian Soybean Landed Costs Rose From Fourth to First Quarter

The world's two leading producers of soybeans, the United States and Brazil, compete for the same overseas markets, including China and Europe. Low transportation and landed costs are key to remaining competitive on the global market. This article compares quarterly and yearly changes in the costs of moving soybeans from the United States and Brazil to Shanghai, China (table 1) and to Hamburg, Germany (table 2).

Table 1-Quarterly costs of transporting soybeans from United States and Brazil to Shanghai, China

	2021 1st qtr.	2021 4th qtr.	2022 1st qtr.	Percent change Yr. to yr.	Percent change Qtr. to qtr.	2021 1st qtr.	2021 4th qtr.	2022 1st qtr.	Percent change Yr. to yr.	Percent change Qtr. to qtr.
	United States (via U.S. Gulf)									
	Minneapolis, MN					Davenport, IA				
	--$/mt--					--$/mt--				
Truck	13.66	13.50	16.67	22.04	23.48	13.66	13.50	16.67	22.04	23.48
Rail[1]	36.38	-	38.04	4.56	-	33.33	-	34.81	4.44	-
Barge	12.49	35.21	29.07	132.75	-17.44	12.49	33.49	29.07	132.75	-13.20
Ocean[2]	50.88	77.72	68.22	34.08	-12.22	50.88	77.72	68.22	34.08	-12.22
Total transportation	113.41	126.43	152.00	34.03	20.22	110.36	124.71	148.77	34.80	19.29
Farm value[3]	465.42	448.27	527.88	13.42	17.76	456.85	448.27	519.31	13.67	15.85
Landed cost[4]	578.83	574.70	679.88	17.46	18.30	567.21	572.98	668.08	17.78	16.60
Transport % of landed cost[5]	19.59	22.00	22.36	2.76	0.36	19.46	21.77	22.27	2.81	0.50
	Via PNW									
	Fargo, ND					Sioux Falls, SD				
Truck	13.66	13.50	16.67	22.04	23.48	13.66	13.50	16.67	22.04	23.48
Rail[1]	57.10	59.09	59.09	3.49	0.00	58.09	60.08	60.08	3.43	0.00
Ocean	28.60	42.01	37.68	31.75	-10.31	28.60	42.01	37.68	31.75	-10.31
Total transportation	99.36	114.60	113.44	14.17	-1.01	100.35	115.59	114.43	14.03	-1.00
Farm value	439.70	440.92	516.86	17.55	17.22	442.15	447.05	531.56	20.22	18.90
Landed cost	539.06	555.52	630.30	16.93	13.46	542.50	562.64	645.99	19.08	14.81
Transport % of landed cost	18.43	20.63	18.00	-0.43	-2.63	18.50	20.54	17.71	-0.78	-2.83
	Brazil									
	North MT[6] - Santos[7]					South GO[6] - Paranagua[7]				
	--$/mt--					--$/mt--				
Truck	60.94	50.42	83.64	37.25	65.89	36.83	29.58	49.26	33.75	66.53
Ocean[8]	37.00	62.00	62.00	67.57	0.00	38.75	64.00	64.00	65.16	0.00
Total transportation	97.94	112.42	145.64	48.70	29.55	75.58	93.58	113.26	49.85	21.03
Farm Value[9]	463.10	457.88	550.71	18.92	20.27	466.39	456.20	553.47	18.67	21.32
Landed Cost	561.04	570.30	696.35	24.12	22.10	541.97	549.78	666.73	23.02	21.27
Transport % of landed cost	17.46	19.71	20.91	3.46	1.20	13.95	17.02	16.99	3.04	-0.03

[1]Rail rates include fuel surcharges, but do not include the cost of purchasing empty rail cars in the secondary rail markets, which could exceed the rail tariff rate plus fuel surcharge shown in the table.

[2]Source for the U.S. Ocean freight rates: O'Neil Commodity Consulting.

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

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

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

[6]Producing regions: MT= Mato Grosso, GO = Goiás.

[7]Export ports.

[8]Source for Brazil's ocean freight rates: University of São Paulo, Brazil, and USDA, Agricultural Marketing Service.

[9]Source for Brazil's farm values: Companhia Nacional de Abastecimento.

Note: qtr. = quarter; yr. = year; mt = metric ton; "-" indicates data not required or applicable. Totals may not add up exactly because of rounding.

Source: Compiled by USDA, Agricultural Marketing Service.

Quarter-to-quarter transportation costs. From fourth quarter 2021 to first quarter 2022 (quarter to quarter), costs rose for exporting soybeans through the U.S. Gulf to China (table 1) and Germany (table 2). The cost increases were due to rising truck rates. Truck rates rose partly because of higher diesel fuel prices and increased demand for trucking services (***GTR* fig. 13**). To obtain transportation costs that account for the winter closure of the Mississippi River's upper segment, this article assumes northern soybeans are shipped by rail before being transferred to barge farther downriver. Because rail costs more than barge, transportation costs rose for these rail-detoured barge trips. In first quarter 2022, shipping costs to China (table 1) fell slightly in the Pacific Northwest (PNW), and were also lower than the costs from the U.S Gulf.

In Brazil, transportation costs generally rose in response to higher truck rates. Higher demand for trucking, in addition to rising global fuel prices, could have contributed to rising truck rates.

Table 2-Quarterly costs of transporting soybeans from United States and Brazil to Hamburg, Germany

	2021 1st qtr.	2021 4th qtr.	2022 1st qtr.	Percent change Yr. to yr.	Percent change Qtr. to qtr.	2021 1st qtr.	2021 4th qtr.	2022 1st qtr.	Percent change Yr. to yr.	Percent change Qtr. to qtr.
	United States (via U.S. Gulf)									
	Minneapolis, MN --$/mt--					Davenport, IA --$/mt--				
Truck	13.66	13.50	16.67	22.04	23.48	13.66	13.50	16.67	22.04	23.48
Rail[1]	36.38	-	38.04	4.56	-	33.33	-	34.81	4.44	-
Barge	12.49	35.21	29.07	132.75	-17.44	12.49	33.49	29.07	132.75	-13.20
Ocean[2]	19.75	30.09	25.88	31.04	-13.99	19.75	30.09	25.88	31.04	-13.99
Total transportation	82.28	78.80	109.66	33.28	39.16	79.23	77.08	106.43	34.33	38.08
Farm value[3]	465.42	448.27	527.88	13.42	17.76	456.85	448.27	519.31	13.67	15.85
Landed cost[4]	547.70	527.07	637.54	16.40	20.96	536.08	525.35	625.74	16.73	19.11
Transport % of landed cost[5]	15.02	14.95	17.20	2.18	2.25	14.78	14.67	17.01	2.23	2.34
	Brazil									
	North MT[6] - Santos[7] --$/mt--					South GO[6] - Paranagua[7] --$/mt--				
Truck	60.94	50.42	83.64	37.25	65.89	36.83	29.58	49.26	33.75	66.53
Ocean[7]	31.25	52.50	52.70	68.64	0.38	31.00	51.50	51.50	66.13	0.00
Total transportation	92.19	102.92	136.34	47.89	32.47	67.83	81.08	100.76	48.55	24.27
Farm value[8]	463.10	457.88	550.71	18.92	20.27	466.39	456.20	553.47	18.67	21.32
Landed cost	555.29	560.80	687.05	23.73	22.51	534.22	537.28	654.23	22.46	21.77
Transport % of landed cost	16.60	18.35	19.84	3.24	1.49	12.70	15.09	15.40	2.70	0.31

[1]Rail rates include fuel surcharges, but do not include the cost of purchasing empty rail cars in the secondary rail markets, which could exceed the rail tariff rate plus fuel surcharge shown in the table.

[2]Source for the U.S. ocean rates: O'Neil Commodity Consulting.

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

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

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

[6]Producing regions: MT= Mato Grosso, GO = Goiás.

[7]Export ports.

[8]Source for Brazil's ocean rates: University of São Paulo, Brazil, and USDA, Agricultural Marketing Service.

[9]Source for Brazil's farm values: Companhia Nacional de Abastecimento.

Note: qtr. = quarter; yr. = year; mt = metric ton; "-" indicates data not required or applicable. Totals may not add up exactly because of rounding.
Source: Compiled by the USDA, Agricultural Marketing Service.

Year-to-year transportation costs. From first quarter 2021 to first quarter 2022 (year to year), transportation costs increased in the United States and Brazil. In the United States, higher truck, rail, ocean, and especially barge freight rates pushed up transportation costs. In Brazil, higher truck and ocean freight rates caused transportation costs to rise.

Quarter-to-quarter landed costs. From quarter to quarter, landed costs increased in both the United States and Brazil. For shipments through the U.S. Gulf, landed-cost increases reflected both rising transportation costs and rising farm values. For shipments through PNW, rising farm values elevated landed costs. In Brazil, landed costs rose because of higher transportation costs and farm values. In first quarter 2022, transportation's share of U.S. landed costs was 18-22 percent for shipments to China (table 1) and 17 percent for shipments to Germany (table 2). Transportation's share of Brazil's total landed costs was 17-21 percent for shipments to China (table 1) and 15-20 percent for shipments to Germany (table 2).

Year-to-year landed costs. Year to year, landed costs rose in both the United States and Brazil. In both countries, the increases reflected higher transportation costs and higher soybean farm values.

U.S. exports to China. According to USDA's Federal Grain Inspection Service, China imported 6.74 mmt of U.S. soybeans in first quarter 2022, versus 18.63 mmt in the previous quarter and 7.60 mmt in first quarter 2021. According to USDA's June *World Agriculture Supply and Demand Estimates (WASDE)* report, in marketing year (MY) 2022/23, Brazil is projected to export 88.50 million metric tons (mmt) of soybeans, while U.S. soybean exports are projected to be 59.87 mmt. In MY 2021/22, Brazil's soybean exports were estimated at 82.25 mmt, while U.S. soybean exports were estimated at 59.06 mmt. For more on soybean transportation, see *Brazil Soybean Transportation*. surajudeen.olowolayemo@usda.gov

Grain Transportation Indicators

Table 1

Grain transport cost indicators[1]

	Truck	Rail		Barge	Ocean	
For the week ending		Non-Shuttle	Shuttle		Gulf	Pacific
06/22/22	n/a	322	234	272	356	321
06/15/22	384	322	247	261	356	321

[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)

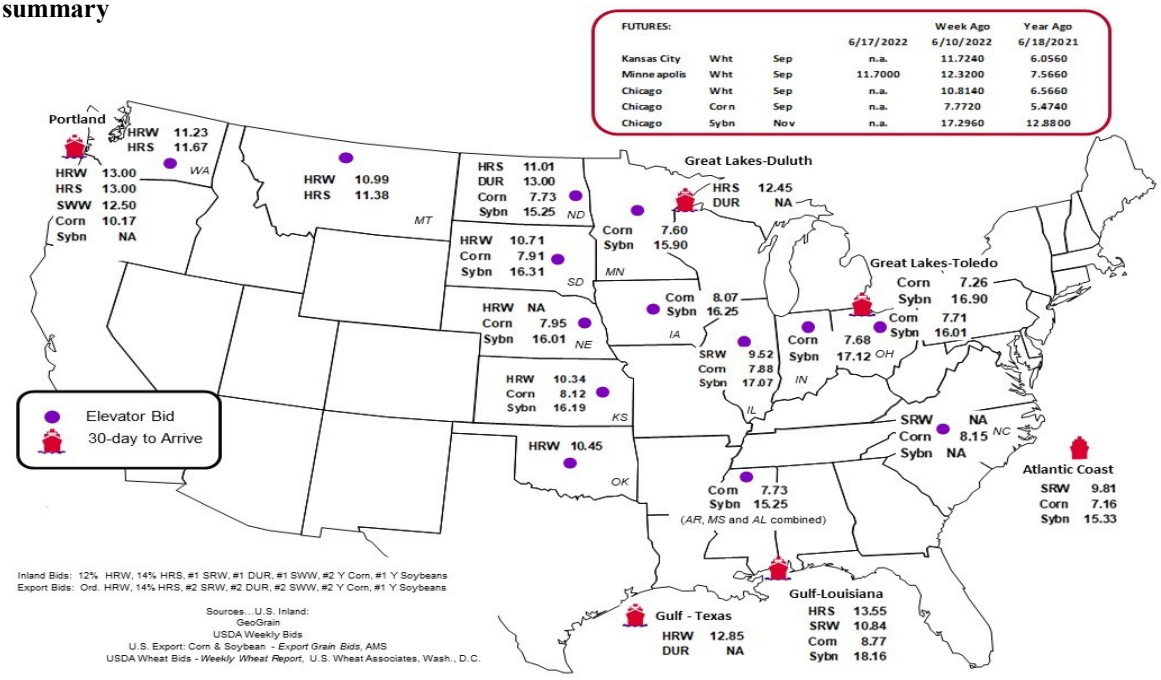
Commodity	Origin–destination	6/17/2022	6/10/2022
Corn	IL–Gulf	-0.89	-0.91
Corn	NE–Gulf	-0.82	-0.88
Soybean	IA–Gulf	-1.91	-1.96
HRW	KS–Gulf	-2.51	-2.55
HRS	ND–Portland	-1.99	-2.10

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]
6/15/2022[p]	875	635	5,342	344	7,196	6/11/2022	2,508
6/8/2022[r]	843	910	4,755	735	7,243	6/4/2022	2,646
2022 YTD[r]	34,787	23,074	138,409	13,404	209,674	2022 YTD	64,828
2021 YTD[r]	33,629	36,126	151,706	9,887	231,348	2021 YTD	63,199
2022 YTD as % of 2021 YTD	103	64	91	136	91	% change YTD	103
Last 4 weeks as % of 2021[2]	131	71	87	1,034	95	Last 4wks. % 2021	63
Last 4 weeks as % of 4-year avg.[2]	145	83	91	256	99	Last 4wks. % 4 yr.	78
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.

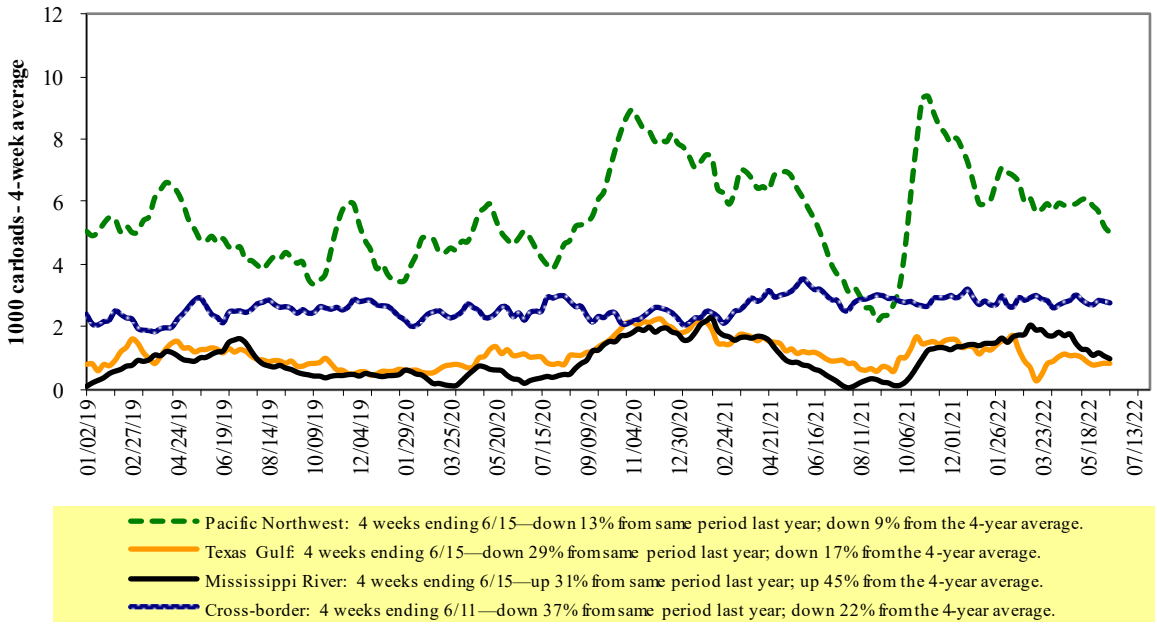
[3] Cross-border weekly data is approximately 15 percent below the Association of American Railroads' reported weekly carloads received by Mexican railroads to reflect switching between Kansas City Southern de Mexico (KCSM) and Grupo Mexico.

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	
6/11/2022	CSXT	NS	BNSF	KCS	UP		CN	CP
This week	2,018	2,952	9,443	1,327	5,689	21,429	3,291	2,588
This week last year	1,741	2,659	13,065	1,525	5,351	24,341	4,063	3,907
2022 YTD	42,815	54,866	265,473	28,596	133,245	524,995	79,508	82,884
2021 YTD	45,521	60,132	298,222	25,485	151,154	580,514	108,060	123,417
2022 YTD as % of 2021 YTD	94	91	89	112	88	90	74	67
Last 4 weeks as % of 2021*	102	94	94	103	82	92	85	67
Last 4 weeks as % of 3-yr. avg.**	105	97	100	118	92	99	77	68
Total 2021	93,935	120,908	609,890	64,818	318,002	1,207,553	210,117	242,533

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

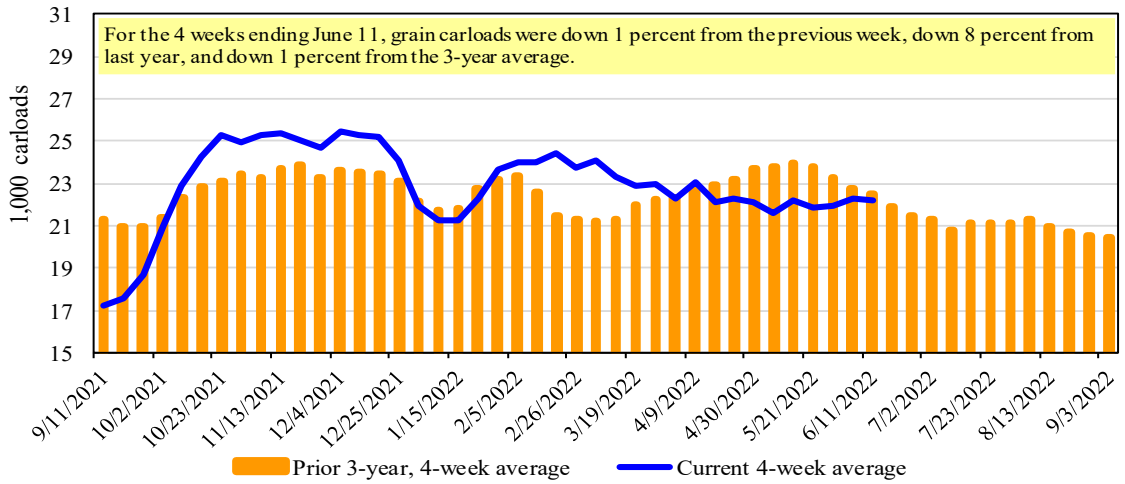
**The past 4 weeks as a percent of the same period from the prior 3-year average. YTD = year-to-date; avg. = average; yr. = year.

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							
6/16/2022		Jul-22	Jul-21	Aug-22	Aug-21	Sep-22	Sep-21	Oct-22	Oct-21
BNSF[3]	COT grain units	0	no bids	0	0	no offer	0	no offer	no bids
	COT grain single-car	0	0	0	0	no offer	0	no offer	4
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.

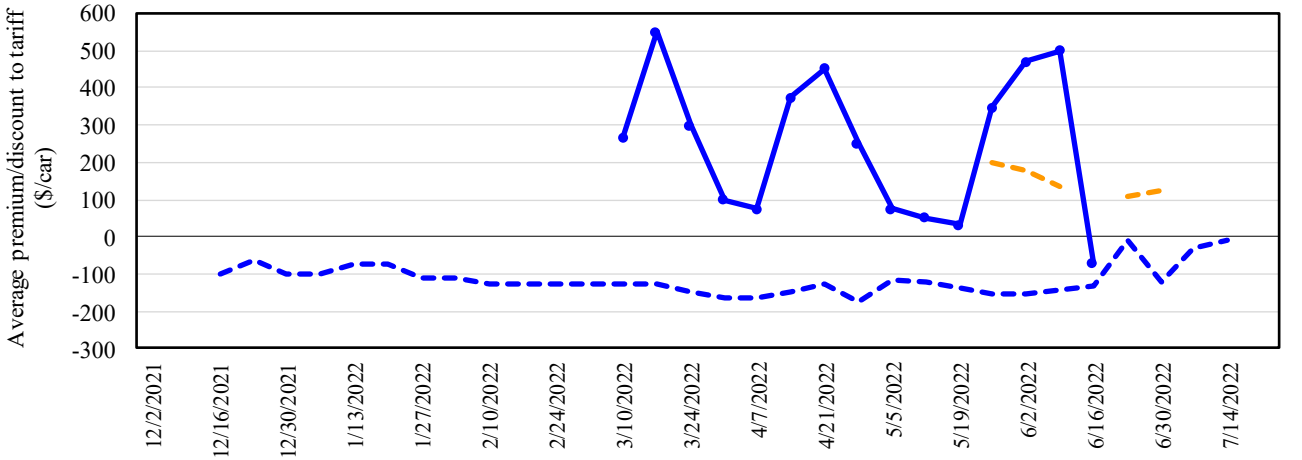
Region 1 includes: AR, IL, LA, MO, NM, OK, TX, WI, and Duluth, MN.

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 July 2022

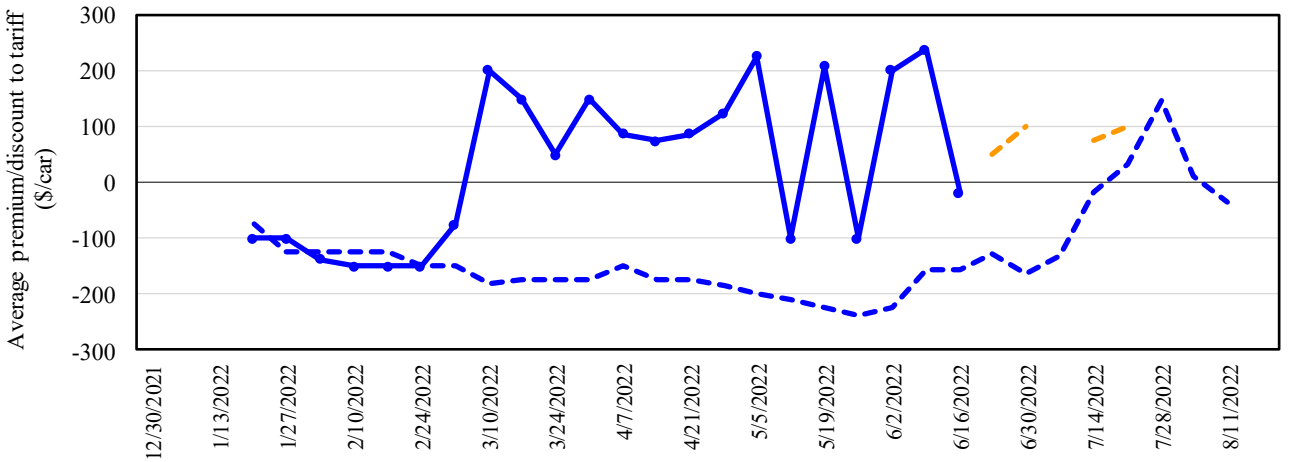


6/16/2022	BNSF	UP
Non-shuttle	n/a	n/a
Shuttle	-$242	$100

There were no non-shuttle bids/offers this week.
Average shuttle bids/offers fell $571 this week and are $621 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 August 2022



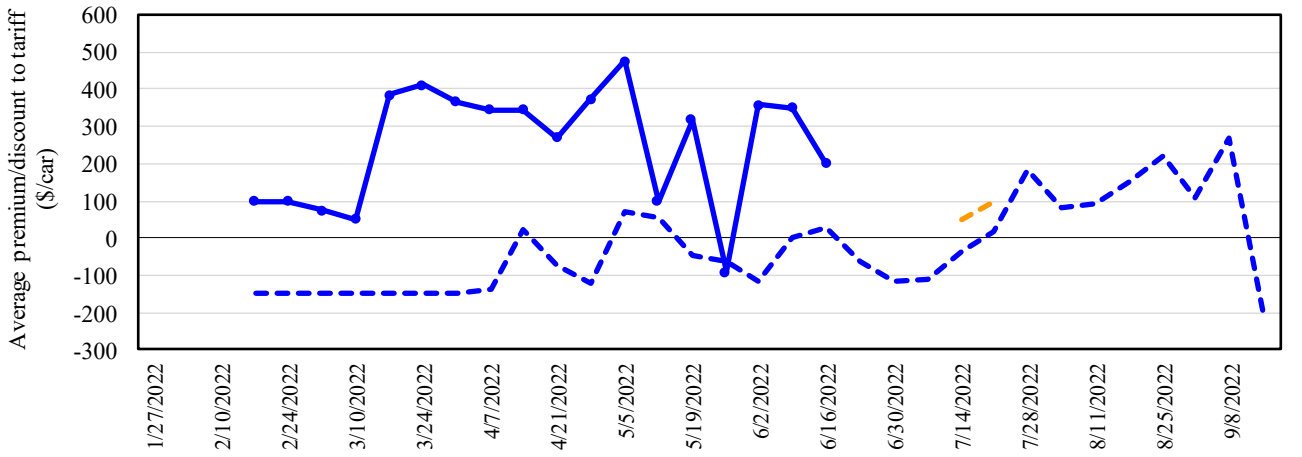
6/16/2022	BNSF	UP
Non-shuttle	n/a	n/a
Shuttle	-$238	$200

There were no non-shuttle bids/offers this week.
Average shuttle bids/offers fell $256 this week and are $256 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 September 2022



6/16/2022	BNSF	UP
Non-shuttle	n/a	n/a
Shuttle	-$100	$500

There were no non-shuttle bids/offers this week.
Average shuttle bids/offers fell $150 this week and are $275 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					
	6/16/2022	Jul-22	Aug-22	Sep-22	Oct-22	Nov-22	Dec-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**	**(242)**	**(238)**	**(100)**	**1,450**	**1,200**	**800**
	Change from last week	(242)	(213)	(100)	(50)	0	0
	Change from same week 2021	67	71	(406)	700	n/a	n/a
	UP-Pool	**100**	**200**	**500**	**1,200**	**n/a**	**n/a**
	Change from last week	(900)	(300)	(200)	0	n/a	n/a
	Change from same week 2021	344	438	700	767	n/a	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.

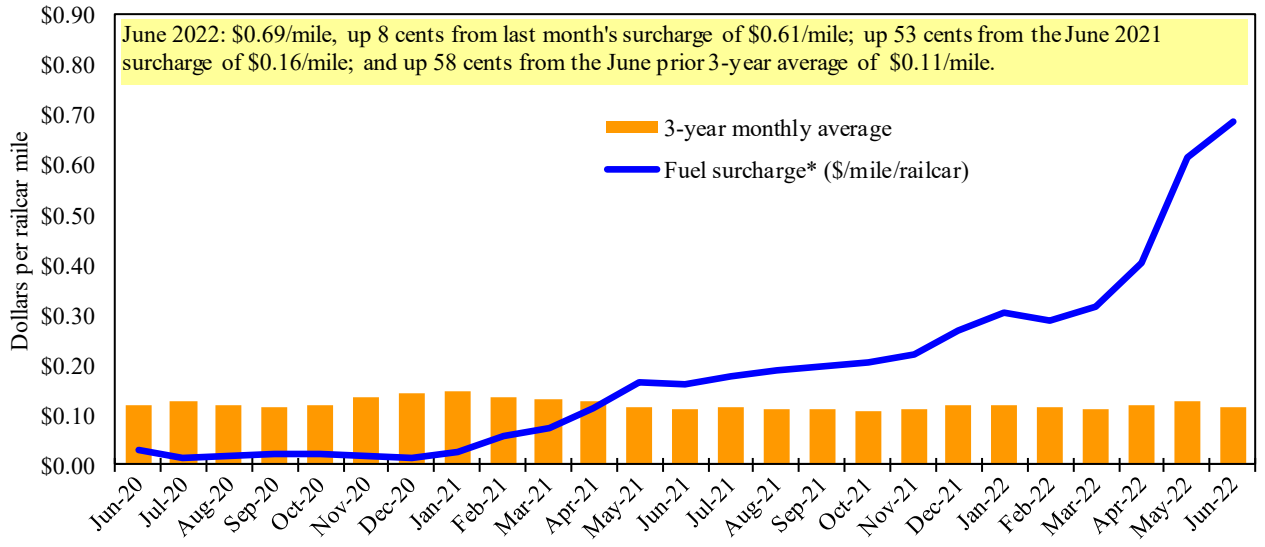
[4]Percentage change calculated using tariff rate plus fuel surchage; Y/Y = year over year.

[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.

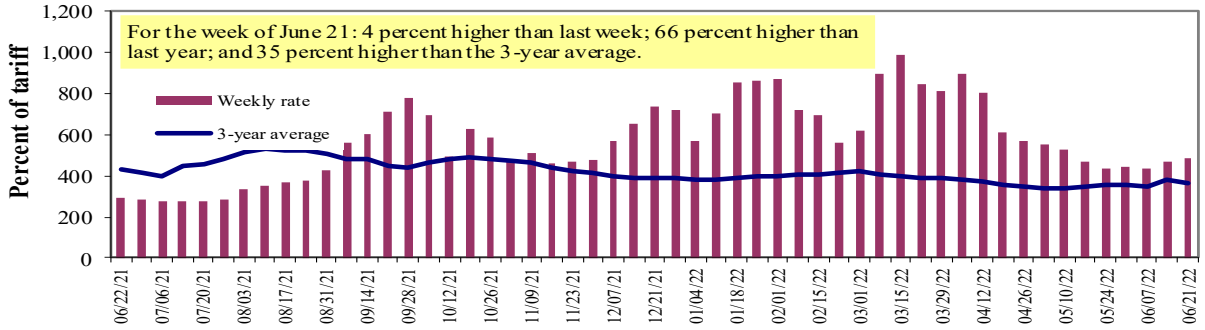
**CSX strike price changed from $2.00/gal. to $3.75/gal. starting January 1, 2015.

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

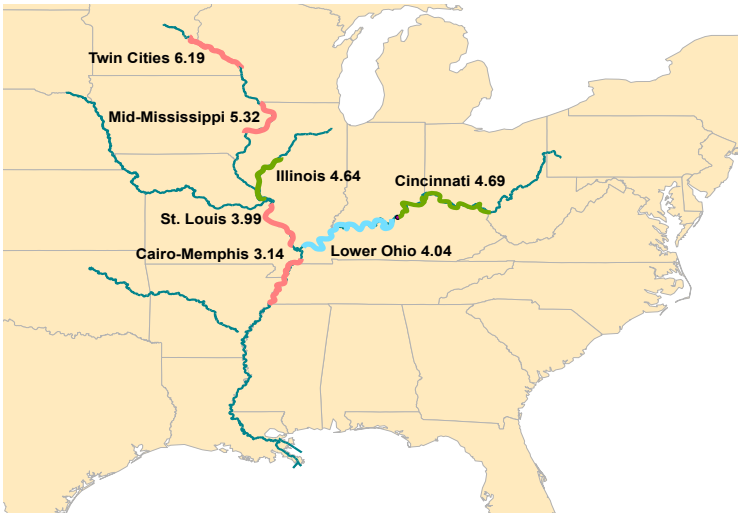
		Twin Cities	Mid-Mississippi	Lower Illinois River	St. Louis	Cincinnati	Lower Ohio	Cairo-Memphis
Rate[1]	6/21/2022	597	528	489	401	492	492	384
	6/14/2022	592	518	469	362	461	461	345
$/ton	6/21/2022	36.95	28.09	22.69	16.00	23.07	19.88	12.06
	6/14/2022	36.64	27.56	21.76	14.44	21.62	18.62	10.83
Current week % change from the same week:								
	Last year	45	74	66	98	118	118	92
	3-year avg. [2]	42	48	35	68	109	109	77
Rate[1]	July	594	514	495	407	479	479	388
	September	803	778	771	738	767	767	735

[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

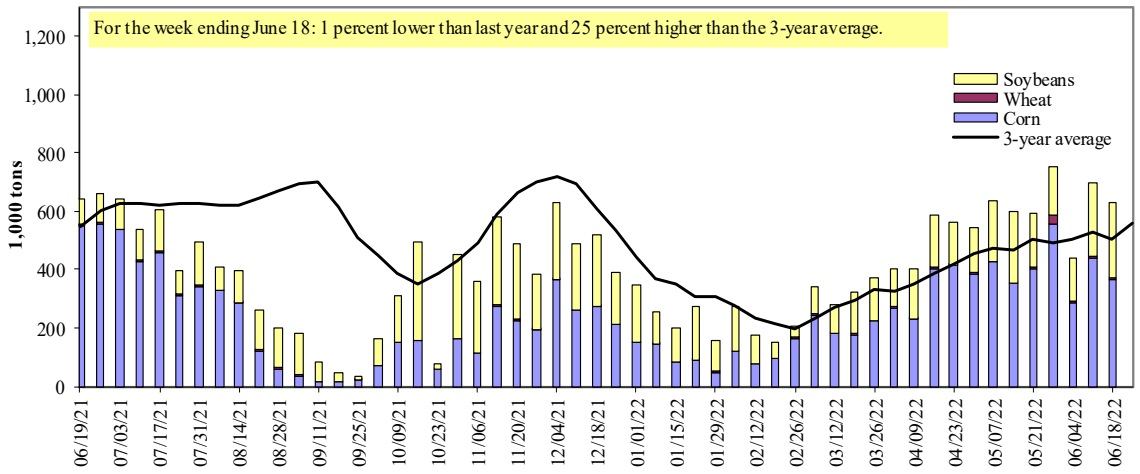
Select applicable index from market quotes are included in tables on this page. The 1976 benchmark rates per ton are provided in map.



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 06/18/2022	Corn	Wheat	Soybeans	Other	Total
Mississippi River					
Rock Island, IL (L15)	127	0	77	0	204
Winfield, MO (L25)	330	0	128	0	458
Alton, IL (L26)	296	2	226	0	523
Granite City, IL (L27)	369	2	261	0	632
Illinois River (La Grange)	105	2	93	0	200
Ohio River (Olmsted)	86	2	21	0	109
Arkansas River (L1)	0	25	4	0	29
Weekly total - 2022	455	29	286	0	769
Weekly total - 2021	599	44	134	21	798
2022 YTD[1]	9,947	775	5,782	132	16,636
2021 YTD[1]	14,864	633	4,257	189	19,943
2022 as % of 2021 YTD	67	122	136	70	83
Last 4 weeks as % of 2021[2]	69	118	188	18	87
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.

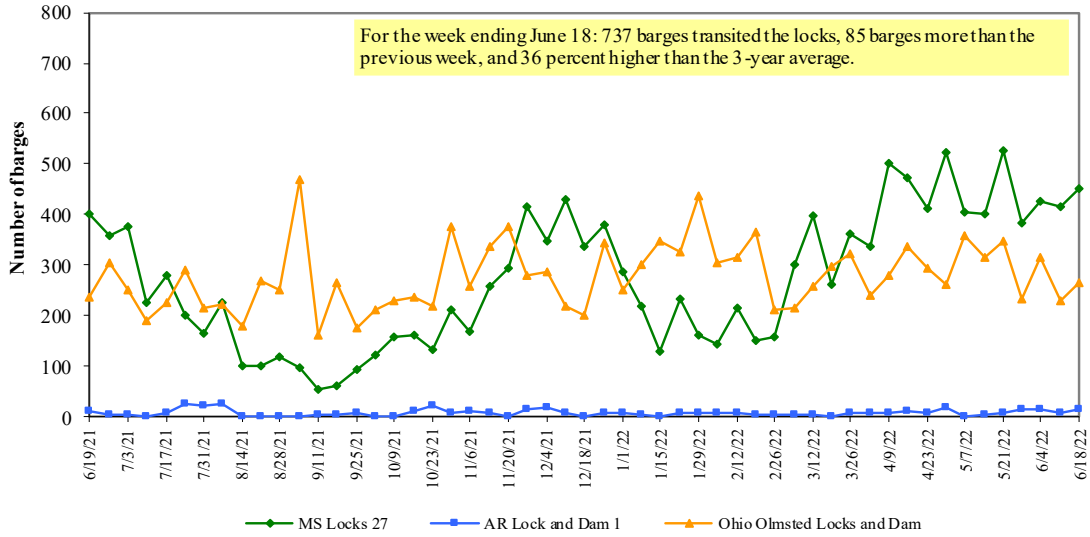
[2] As a percent of same period in 2021.

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

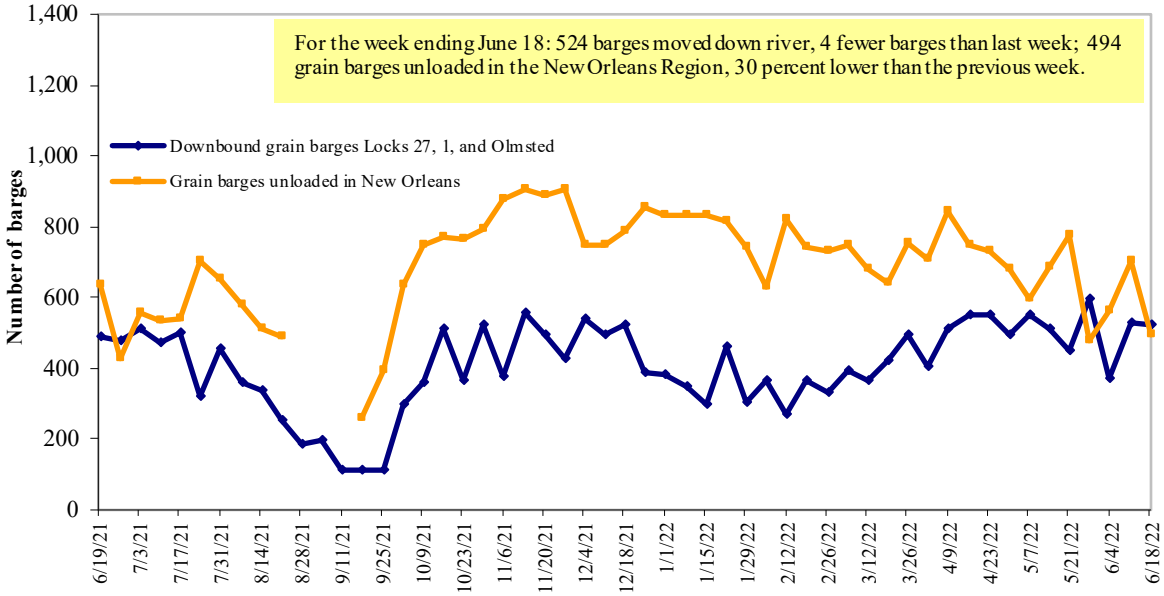


Source: U.S. Army Corps of Engineers.

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 6/20/2022 (U.S. $/gallon)

Region	Location	Price	Change from Week ago	Change from Year ago
I	East Coast	NA	#N/A	#N/A
	New England	NA	#N/A	#N/A
	Central Atlantic	NA	#N/A	#N/A
	Lower Atlantic	NA	#N/A	#N/A
II	Midwest	NA	#N/A	#N/A
III	Gulf Coast	NA	#N/A	#N/A
IV	Rocky Mountain	NA	#N/A	#N/A
V	West Coast	NA	#N/A	#N/A
	West Coast less California	NA	#N/A	#N/A
	California	NA	#N/A	#N/A
Total	United States	NA	#N/A	#N/A

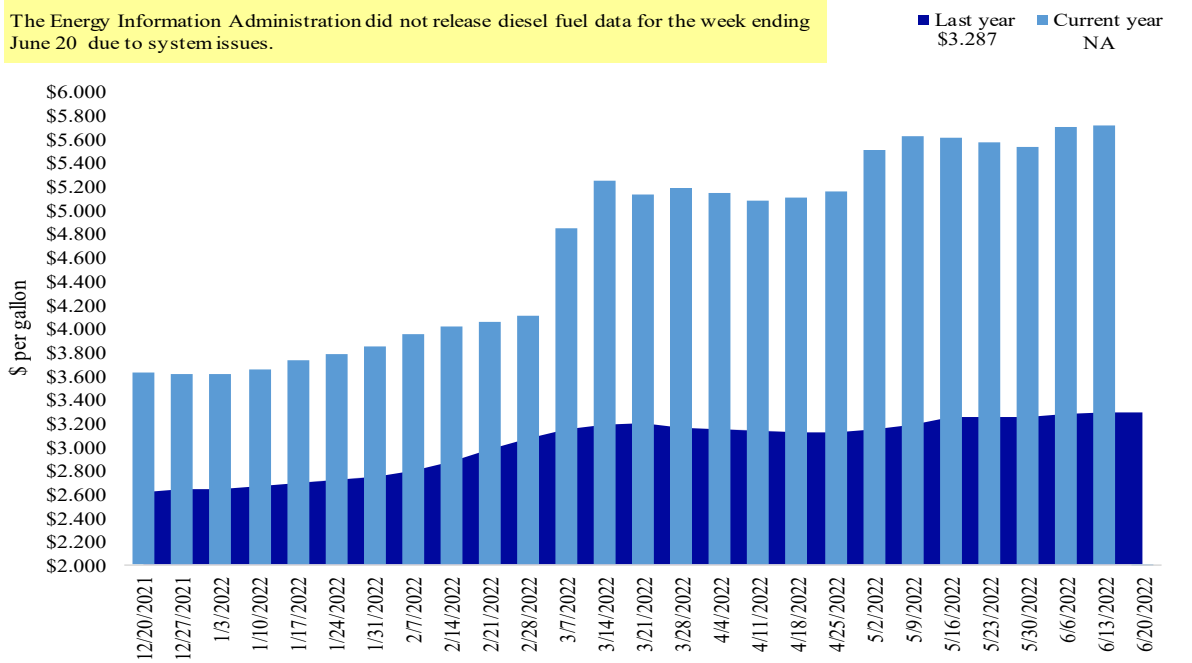
[1]Diesel fuel prices include all taxes. Prices represent an average of all types of diesel fuel.

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 diesel fuel prices, so the week-to-week and year-to-year changes may not be comparable.

NA= Not Available

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]									
6/9/2022	1,125	898	1,286	840	64	4,214	10,594	9,492	24,300
This week year ago	1,587	1,016	1,642	1,112	8	5,365	14,743	3,725	23,832
Cumulative exports-marketing year[2]									
2021/22 YTD	218	87	169	108	0	582	49,069	50,786	100,437
2020/21 YTD	210	5	85	109	26	435	54,573	57,881	112,889
YTD 2021/22 as % of 2020/21	103	0	198	100	0	134	90	88	89
Last 4 wks. as % of same period 2020/21*	50	51	52	44	385	50	84	265	105
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 06/9/2022	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	1880.9	16,026	14,683	9	14,817
Japan	591.8	9,350	10,335	(10)	11,082
China	2720	14,735	23,227	(37)	7,920
Columbia	70	4,289	3,848	11	4,491
Korea	0	1,402	3,528	0	3,302
Top 5 importers	**5,263**	**45,802**	**55,621**	**(18)**	**41,613**
Total U.S. corn export sales	**5,899**	**59,663**	**69,316**	**(14)**	**53,145**
% of projected exports	10%	96%	99%		
Change from prior week[2]	**139**	**141**	**18**		
Top 5 importers' share of U.S. corn export sales	89%	77%	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 6/9/2022	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	7,699	30,527	35,712	(15)	21,666
Mexico	706	5,325	4,737	12	4,754
Egypt	228	4,088	2,777	47	3,093
Indonesia	3	1,652	2,185	(24)	2,325
Japan	105	2,361	2,191	8	2,275
Top 5 importers	**8,741**	**43,954**	**47,602**	**(8)**	**34,113**
Total U.S. soybean export sales	**13,105**	**60,278**	**61,606**	**(2)**	**50,758**
% of projected exports	22%	102%	100%		
change from prior week[2]	**408**	**317**	**65**		
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 6/9/2022	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	861	907	(5)	3,388
Philippines	804	888	(9)	3,121
Japan	389	531	(27)	2,567
Korea	290	367	(21)	1,501
Nigeria	321	462	(31)	1,490
China	0	267	(100)	1,268
Taiwan	127	183	(31)	1,187
Indonesia	11	62	(82)	1,131
Thailand	122	115	7	768
Italy	44	37	18	681
Top 10 importers	**2,969**	**3,818**	(22)	**17,102**
Total U.S. wheat export sales	**4,796**	**5,800**	(17)	**24,617**
% of projected exports	23%	26%		
change from prior week[2]	**237**	**287**		
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 06/16/22	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	208	109	192	4,346	7,926	55	60	60	13,243
Corn	293	264	111	7,205	10,331	70	73	99	13,420
Soybeans	85	0	n/a	4,422	3,751	118	871	48	14,540
Total	**586**	**373**	**157**	**15,973**	**22,007**	**73**	**71**	**79**	**41,203**
Mississippi Gulf									
Wheat	80	137	58	1,925	1,148	168	174	130	3,202
Corn	610	715	85	20,130	24,825	81	70	103	38,498
Soybeans	185	462	40	11,184	10,202	110	251	104	27,159
Total	**874**	**1,314**	**67**	**33,239**	**36,175**	**92**	**90**	**105**	**68,858**
Texas Gulf									
Wheat	47	111	43	1,581	1,885	84	68	56	3,888
Corn	22	9	240	378	270	140	235	214	627
Soybeans	0	0	n/a	2	656	0	n/a	n/a	1,611
Total	**69**	**120**	**58**	**1,961**	**2,811**	**70**	**79**	**66**	**6,126**
Interior									
Wheat	13	76	18	1,302	1,298	100	99	112	2,973
Corn	209	187	111	4,386	4,609	95	94	110	10,157
Soybeans	105	110	95	3,428	3,142	109	137	126	6,525
Total	**327**	**373**	**88**	**9,115**	**9,048**	**101**	**107**	**116**	**19,656**
Great Lakes									
Wheat	0	1	n/a	111	229	49	36	24	536
Corn	0	17	0	100	32	316	n/a	n/a	145
Soybeans	0	0	n/a	195	26	762	200	51	592
Total	**0**	**18**	**0**	**407**	**286**	**142**	**103**	**56**	**1,273**
Atlantic									
Wheat	0	0	n/a	37	76	49	0	0	128
Corn	30	7	409	148	14	n/a	n/a	n/a	85
Soybeans	18	68	26	1,431	1,042	137	709	461	2,184
Total	**48**	**75**	**64**	**1,616**	**1,132**	**143**	**816**	**506**	**2,397**
U.S. total from ports*									
Wheat	349	434	80	9,302	12,561	74	76	70	23,969
Corn	1,163	1,200	97	32,347	40,080	81	76	106	62,932
Soybeans	392	640	61	20,662	18,818	110	221	112	52,612
Total	**1,905**	**2,273**	**84**	**62,311**	**71,460**	**87**	**89**	**98**	**139,512**

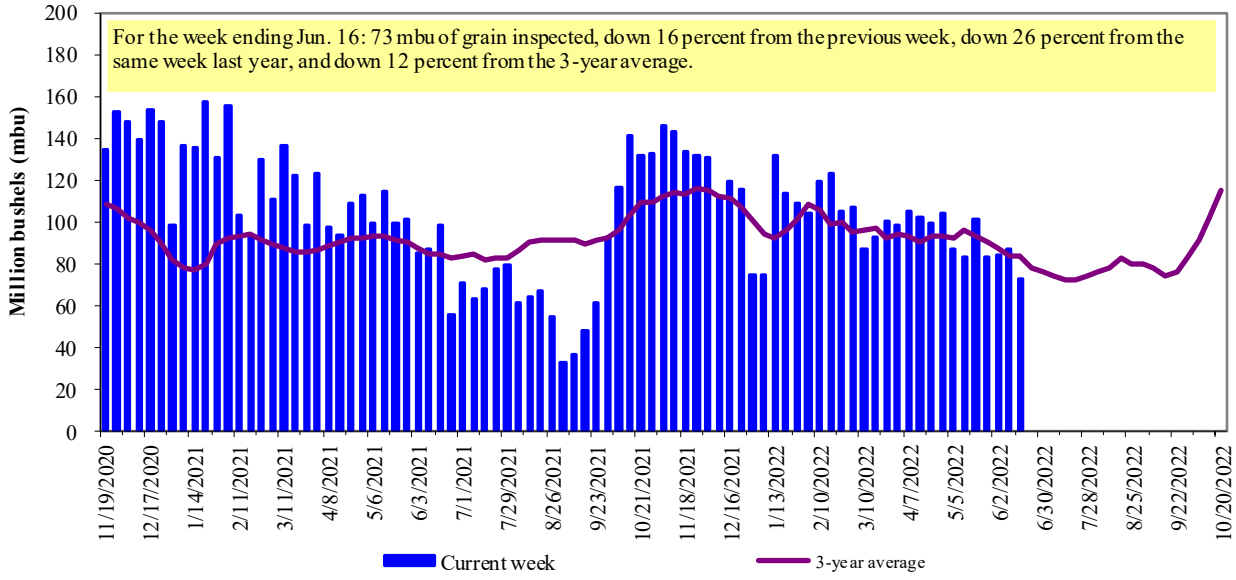
*Data includes revisions from prior weeks; some regional totals may not add exactly due to rounding.

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)

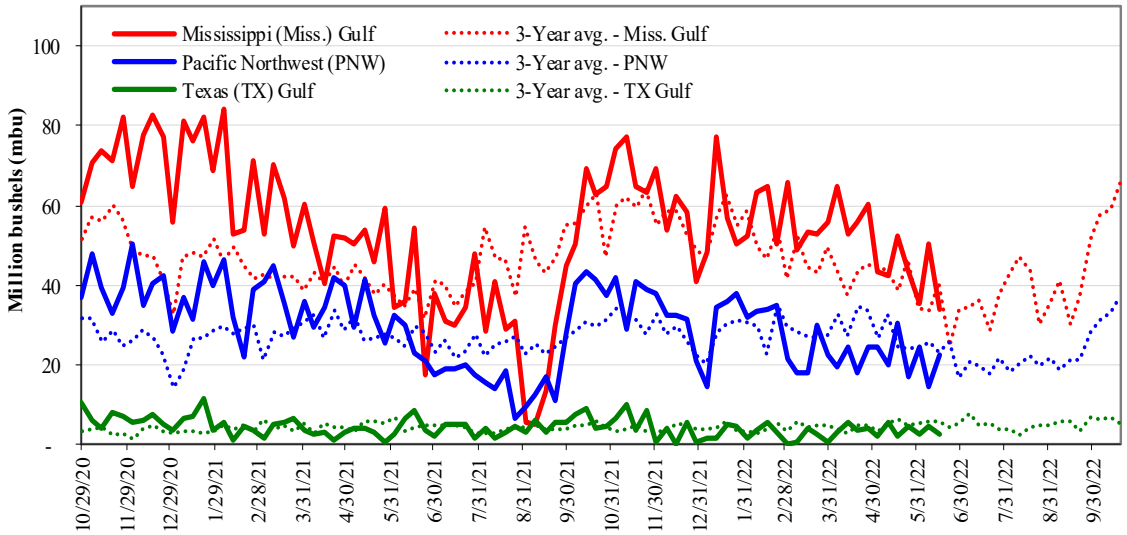


Note: 3-year average consists of 4-week running average.

Source: USDA, Federal Grain Inspection Service.

Figure 15

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



Week ending 06/16/22 inspections (mbu):	
MS Gulf:	33.7
PNW:	22.3
TX Gulf:	2.6

Percent change from:	MS Gulf	TX Gulf	U.S. Gulf	PNW
Last wk:	down 33	down 41	down 33	up 55
Last Year (same wk):	down 38	down 69	down 42	down 3
3-yr avg. (4-wk. mov. Avg):	down 13	down 52	down 18	down 9

Source: USDA, Federal Grain Inspection Service.

Table 17

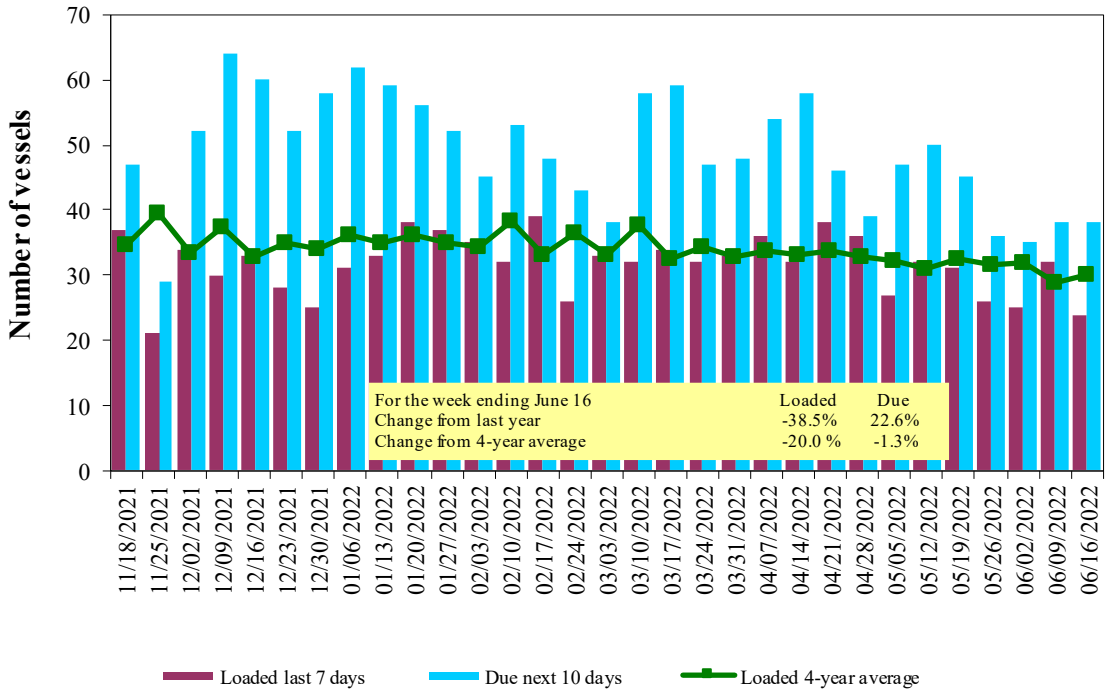
Weekly port region grain ocean vessel activity (number of vessels)

	Gulf			Pacific Northwest
Date	In port	Loaded 7-days	Due next 10-days	In port
6/16/2022	17	24	38	13
6/9/2022	18	32	38	10
2021 range	(10…57)	(5...48)	(15...69)	(4…27)
2021 average	34	32	49	15

Source: USDA, Agricultural Marketing Service.

Figure 16

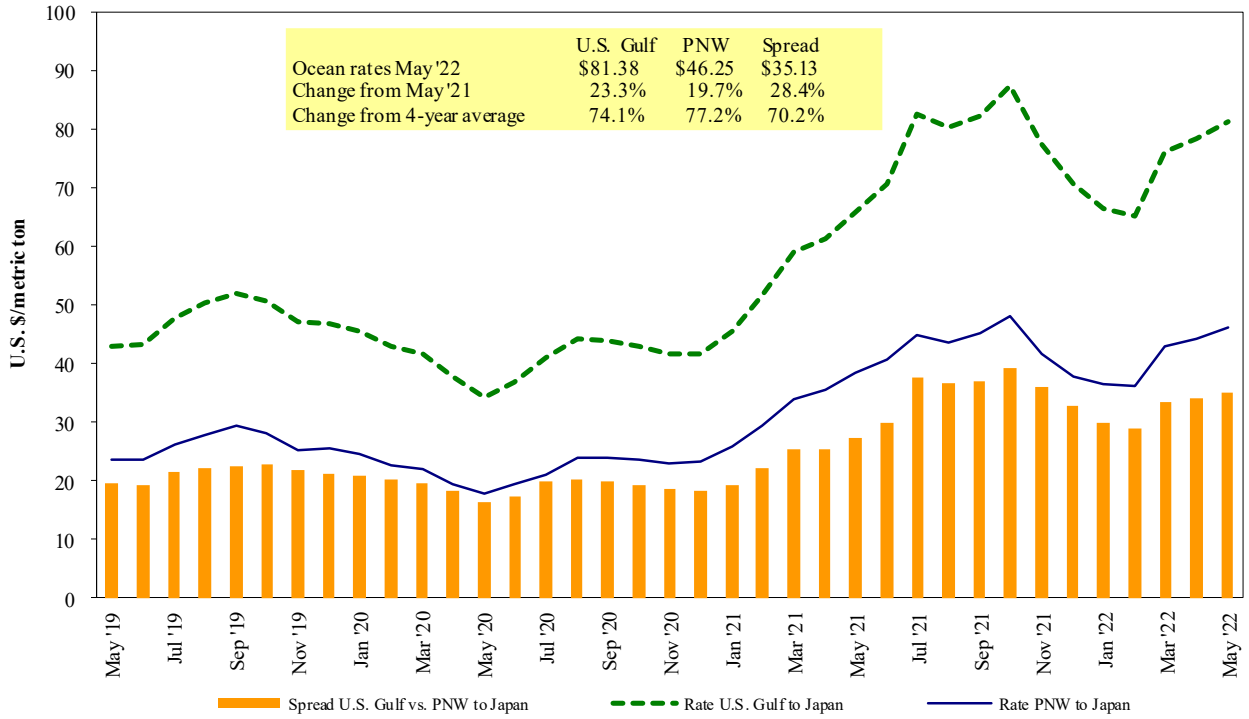
U.S. Gulf[1] vessel loading activity



[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 06/18/2022

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

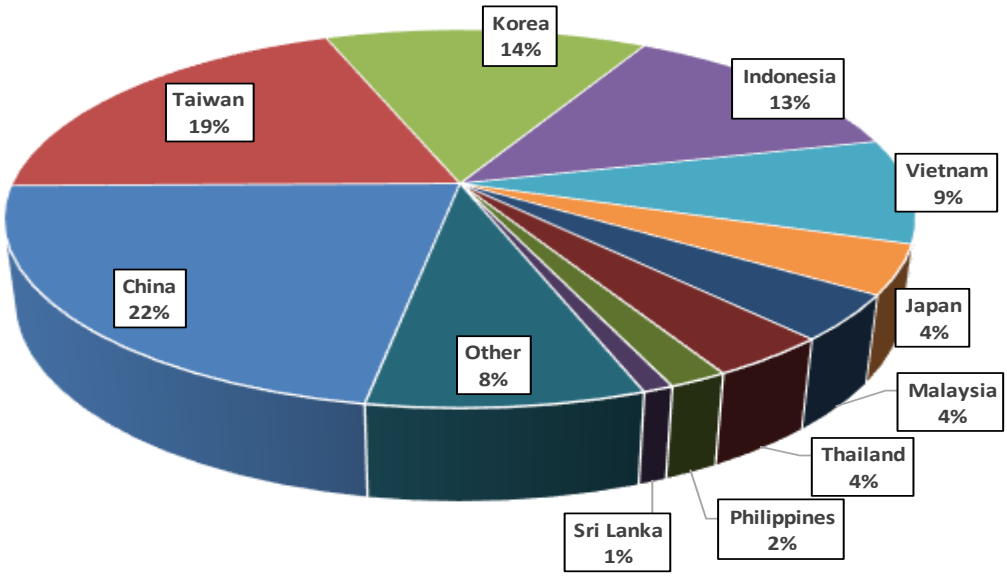
*50 percent of food aid from the United States is required to be shipped on U.S.-flag vessels.

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.

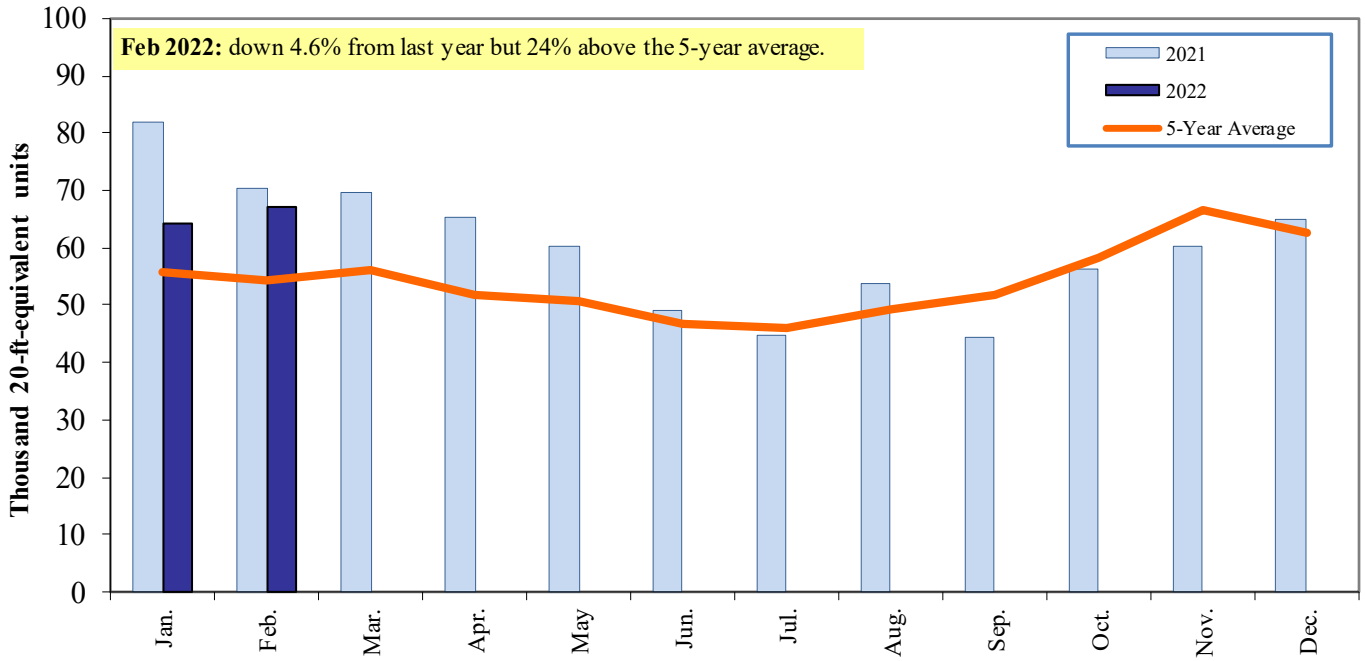
Figure 18
Top 10 destination markets for U.S. containerized grain exports, Jan-Feb 2022



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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