USDA United States Department of Agriculture

Grain Transportation Report

A weekly publication of the Agricultural Marketing Service
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June 30, 2022

Contents

The next release is July 7, 2022

WEEKLY HIGHLIGHTS

FMC Launches Three Initiatives To Improve Supply Chain Performance

The Federal Maritime Commission (FMC) recently announced three new initiatives that will enhance assistance to shippers, further improve compliance with FMC regulations, and help resolve supply chain issues. All three actions are based on recommendations in FMC's report, "The Effects of COVID-19 on the U.S. International Ocean Transportation Supply Chain." One initiative will establish a new and permanent International Ocean Shipping Supply Chain Program. Another will reestablish the Export Rapid Response Team. Finally, the third action will take the steps necessary for carriers, marine terminal operators, and operating seaports to employ a designated FMC compliance officer. The report recommending the actions is the result of a 2-year investigation involving hundreds of FMC stakeholders.

BNSF Railway Limits Cargo to California

From June 29 through the end of July, BNSF will limit traffic destined to California. The railroad said it has experienced significant service challenges due to severe congestion and poor weather, such as high wind events, flash flooding, and heavy rains. From June 29 to July 5, limited commodities—including grain and grain products—can request a permit for shipment to California. (Shippers need to request this permit one week prior to desired shipment date.) After July 5, those specified commodities, along with fertilizers, will no longer need a permit, but all other (non-specified) commodities would need to request a permit to reach California. Intermodal traffic to California is not affected by the embargo.

DOT CRISI Grants Will Help Improve Midwestern Rail Transport

The Department of Transportation's (DOT) Federal Railroad Administration recently announced the award of funding from its Consolidated Rail Infrastructure and Safety Improvements (CRISI) grant program—part of which will be used to help increase supply chain resilience and fluidity. The funds include $184 million for rural rail projects. The rural grant awards include funds devoted to shortline railroads in many top grain-producing States, such as Michigan ($30 million), Kansas ($20.4 million), Indiana ($8.4 million), Iowa ($7.1 million), Ohio ($6.9 million), North Dakota ($6.7 million), Nebraska ($6.3 million), Illinois ($1.8 million), and Minnesota ($1.4 million). The short line rail industry plays a key role in the first and last miles of grain shipments by rail. In 2018, USDA funded research that developed a list of available Federal and State short-line-rail assistance programs.

Snapshots by Sector

Export Sales

For the week ending June 16, **unshipped balances** of wheat, corn, and soybeans totaled 23.5 million metric tons (mmt), up 7 percent from the same time last year and down 3 percent from the previous week. Net **corn export sales** were 0.672 mmt, up significantly from the previous week. Net **soybean export sales** were 0.029 mmt, down 91 percent from the previous week. Net weekly **wheat export sales** for the new marketing year 2022/23 (which began June 1) were 0.478 mmt, up significantly from last week.

Rail

U.S. Class I railroads originated 22,012 **grain carloads** during the week ending June 18. This was a 3-percent increase from the previous week, 12 percent more than last year, and 4 percent more than the 3-year average.

Average July shuttle **secondary railcar** bids/offers (per car) were $108 below tariff for the week ending June 23. This was $38 less than last week and $150 more than this week last year.

Barge

For the week ending June 25, **barged grain movements** totaled 619,210 tons. This was 19.5 percent lower than the previous week and 17.8 percent lower than the same period last year.

For the week ending June 25, 410 grain barges **moved down river**—114 fewer barges than the previous week. There were 463 grain barges **unloaded** in the New Orleans region, 6 percent fewer than last week.

Ocean

For the week ending June 23, 26 **oceangoing grain vessels** were loaded in the Gulf—24 percent more than the same period last year. Within the next 10 days (starting June 24), 34 vessels were expected to be loaded—8 percent fewer than the same period last year.

As of June 23, the rate for shipping a metric ton (mt) of grain from the U.S. Gulf to Japan was $79.00. This was 1 percent less than the previous week. The rate from the Pacific Northwest to Japan was $45.00 per mt, 1 percent less than the previous week.

Fuel

Per a June 28 press release, the U.S. Energy Information Administration notes it is working to restore its system and that its data—including diesel fuel prices—will continue to be delayed.

Preferred citation: U.S. Department of Agriculture, Agricultural Marketing Service. *Grain Transportation Report.* June 30, 2022.
Web: http://dx.doi.org/10.9752/TS056.06-30-2022

Feature Article/Calendar

State of Containerized Shipping Takes Center Stage at AgTC Meeting

Over the past 2 years, agriculture has faced challenges exporting its products in containers. Discussions about these challenges formed the core of this year's annual Agriculture Transportation Coalition (AgTC) meeting, held in Tacoma, WA, June 14-17. Over 500 agricultural and forest shippers, ocean carriers, and other stakeholders attended the conference. This article summarizes some key issues raised at the AgTC meeting, as well as suggestions for addressing them. Also covered are actual solutions now underway and on the horizon.

Persistent Challenges Affect Containerized Agriculture

Unreliable service by ocean carriers. At the conference, agricultural exporters told of losing revenue and customers because of delays by ocean carriers. According to exporters, carriers are only half as reliable as they were over 2 years ago. The exporters emphasized that agricultural products are vulnerable to spoilage during delays. Also, they said, cancelled bookings have reduced their export volumes.

Shippers believe improving service reliability begins with ocean carriers removing restrictions on their choice of service providers (such as customs brokers, forwarders) as well as guaranteeing space/equipment for their bookings. In addition, shippers identified the need for a shared data portal where ocean carriers, terminal operators, and railroads could contribute shipment data. More transparent and greater sharing of information on a timely basis would promote efficiency, streamline operations, and reduce costly duplicative drayage.[1] However, carriers said they were unsure how to share fragmentary data and needed a better means of communicating among all involved parties.

Port congestion. Agricultural exporters said supply-chain disruptions have led them to find alternative ports to transport their exports. Truckers reported significant delays and increased costs resulting from a host of challenges: long wait times at ports, unrealistic earliest return windows, scarce appointment times, auto-cancellation of appointments, and difficulty dealing with different systems

Shippers believe increasing the terminals' hours of operation would help ease congestion. While automating terminal operations to increase efficiency was also discussed, terminal operators doubted the benefits of automation outweigh the costs of implementation under current traffic volumes. According to terminal operators, the central issue to unlocking port congestion was not docks or labor, but rather accessing more chassis and procuring available land to build terminals.

Equipment shortages. The ongoing chassis shortage has raised leasing costs for agricultural exporters by 70 percent from 2 years ago. Along with port congestion, the chassis shortage is impacting drayage services. Shippers complained that some ocean carriers are disincentivizing using rail to move containers to inland points. In this way, importers are induced to transfer their containers' contents into trucks near ports—a practice that reduces empty containers available for agricultural exporters in the Midwest.

Shippers stressed the need to increase chassis supply at seaports and inland rail terminals. They also asserted that carrier-chassis provider arrangements should accommodate competition, flexibility, and efficiency, as well as the need to shorten chassis return times. Other suggestions for addressing chassis shortages included creating a chassis pool without restriction,[2] like New York/New Jersey Ports,[3] incentivizing pickup and delivery, engaging vendors, and rewarding on-time performance.

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[1] Drayage services transport goods from the port to their destination in a warehouse or consumer's store.
[2] Date when a container must arrive at the terminal before the cut off or deadline to be loaded onto the ship.
[3] For example, the Open Choice Equipment Agreement – Northeast (OCEA-N) is a port-wide gray chassis pool servicing major cargo, freight, and equipment handling facilities in the port complexes of New York and New Jersey. OCEA-N does not prevent or limit such choice, but allows the motor carrier, beneficial cargo owner, or other responsible party to select the chassis provider of their choice.

Government and Private Industry Work To Address the Issues

Private-sector efforts. Detailing private-sector successes, the AgTC annual meeting spotlighted the coastal Port of Hueneme (the fourth largest in California); the Port of Virginia, VA; NorthPoint, an industrial developer; and the Union Pacific Railroad (UP). With backlogs and congestion at West Coast ports, vessels and exporters have increasingly turned to the Port of Hueneme. The port's traffic has risen over 40 percent from first quarter 2021 to first quarter 2022. Likewise, traffic volumes at the Port of Virginia grew 25 percent from 2020 to 2021. The Port of Virginia has ordered 30 percent more chassis, and its continual investments include $350 million for channel deepening and widening and $90 million to expand capacity at its rail yard. NorthPoint described its partnership with the Port of Coos Bay, OR, to improve its local rail line and construct a multimodal container facility, which is expected to handle over 1 million 40-foot containers annually. UP highlighted its new onsite grain-export transloading facility (scheduled for completion this July) and new widespan gantry cranes (to be completed by November 2022)—both at its Global IV intermodal facility in Joliet, IL.

USDA public-private partnerships. In recent months, partnering with ports around the country, USDA has worked to ease port congestion for agricultural exporters. The Port of Oakland, CA, and USDA partnered to set up a 25-acre "pop-up" site to make it easier for agricultural companies to fill empty shipping containers. USDA also partnered with the Northwest Seaport Alliance to erect pop-up sites at the Port of Tacoma, WA (16 acres) and the Port of Seattle, WA (49 acres). 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. Finally, USDA has partnered with the Port of Houston, TX, to lease 1,060 additional chassis for 5 years. During the first year, USDA will cover 50 percent of the cost of obtaining and leasing the chassis.

DOT initiatives. The Department of Transportation (DOT) started a data-sharing effort called Freight Logistics Optimization Works (FLOW)—a pilot freight data exchange aimed at improving the digital infrastructure connecting the supply chain. DOT's Federal Motor Carrier Safety Administration is also creating a truck leasing task force to review the agreements between drayage drivers and ports. The agreements are the object of many complaints about predatory leasing practices. DOT's Maritime Administration expects to award up to 50 grants for fiscal year 2022, totaling $450 million, through its Port Infrastructure Development Program (PIDP). PIDP is a discretionary grant program for port-related projects that improve the safety, efficiency, or reliability of moving goods through and around a port.

Looking Ahead

Much change is still taking shape, as supply chains continue to adjust to a variety of challenges and the efforts discussed above materialize. On the horizon are other key developments. For instance, while railroads are working to add new crews and improve fluidity, service across the Class I networks remains poor. Ocean carriers have increased capacity through more vessels, added terminals, and new services, but other services have been cut and challenges remain for many shippers.[4] In addition, the labor contract of the longshoremen is set to expire on July 1, 2022, and negotiations are ongoing. Finally, U.S. producers are now ramping up the production of chassis, though their efforts will take time to pay off.

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[4] At the AgTC meeting, for example, the Mediterranean Shipping Company (MSC) mentioned it had added terminals, 118 vessels, and 16 new services over the past 20 months. Despite these efforts to expand capacity, ocean carriers expressed that, though freight rates are expected to decline in the future, they may still be twice as high as in 2019.

Grain Transportation Indicators

Table 1

Grain transport cost indicators[1]

	Truck	Rail		Barge	Ocean	
For the week ending		Non-Shuttle	Shuttle		Gulf	Pacific
06/29/22	n/a	322	232	236	353	319
06/22/22	n/a	322	234	272	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)

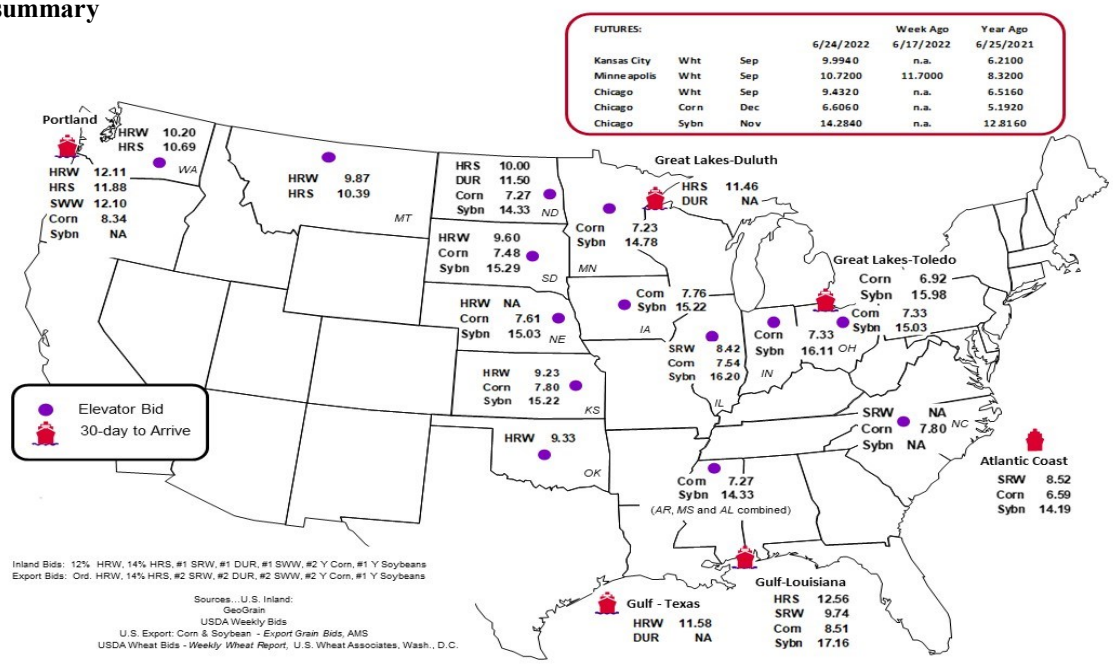
Commodity	Origin–destination	6/24/2022	6/17/2022
Corn	IL–Gulf	-0.97	-0.89
Corn	NE–Gulf	-0.90	-0.82
Soybean	IA–Gulf	-1.94	-1.91
HRW	KS–Gulf	-2.35	-2.51
HRS	ND–Portland	-1.88	-1.99

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]
6/22/2022[p]	739	256	5,241	288	6,524	6/18/2022	2,508
6/15/2022[r]	875	635	5,342	344	7,196	6/11/2022	2,547
2022 YTD[r]	35,526	23,330	143,650	13,692	216,198	2022 YTD	67,375
2021 YTD[r]	34,071	37,314	156,407	9,887	237,679	2021 YTD	66,069
2022 YTD as % of 2021 YTD	104	63	92	138	91	% change YTD	102
Last 4 weeks as % of 2021[2]	144	59	94	2,162	98	Last 4wks. % 2021	86
Last 4 weeks as % of 4-year avg.[2]	137	68	93	209	97	Last 4wks. % 4 yr.	101
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.

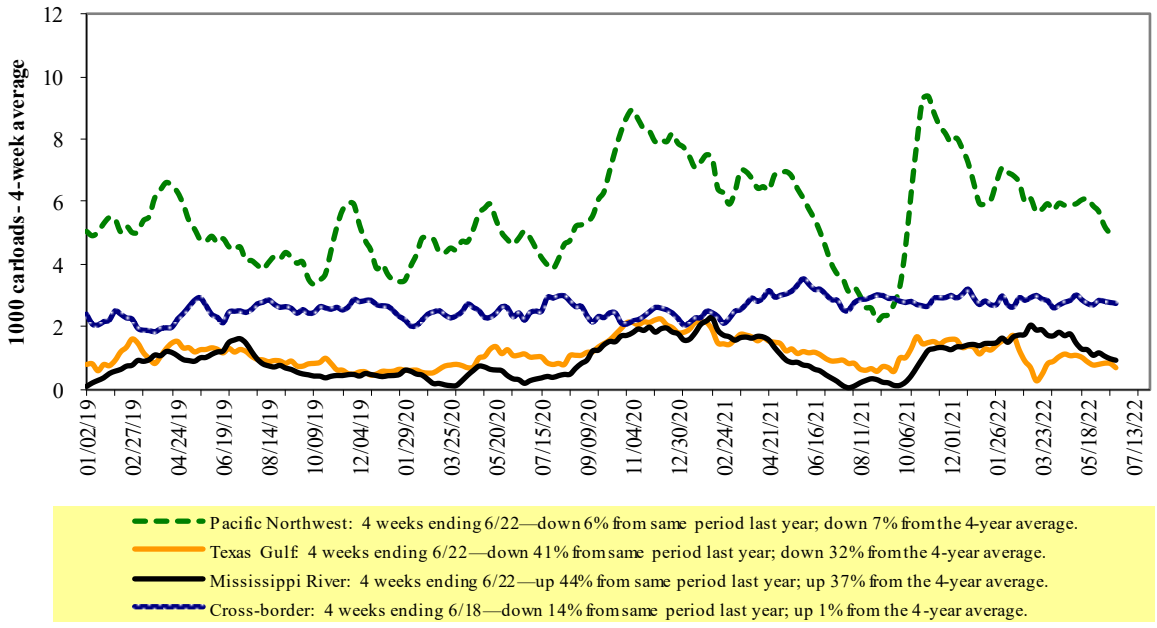
[3] Cross-border weekly data is approximately 15 percent below the Association of American Railroads' reported weekly carloads received by Mexican railroads to reflect switching between Kansas City Southern de Mexico (KCSM) and Grupo Mexico.

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	
6/18/2022	CSXT	NS	BNSF	KCS	UP		CN	CP
This week	1,447	2,281	11,591	1,377	5,316	22,012	3,474	3,225
This week last year	1,526	2,422	9,292	1,052	5,309	19,601	3,816	5,203
2022 YTD	44,262	57,147	277,064	29,973	138,561	547,007	82,982	86,109
2021 YTD	47,047	62,554	307,514	26,537	156,463	600,115	111,876	128,620
2022 YTD as % of 2021 YTD	94	91	90	113	89	91	74	67
Last 4 weeks as % of 2021*	109	96	101	111	87	98	85	64
Last 4 weeks as % of 3-yr. avg.**	114	95	101	121	98	102	79	65
Total 2021	93,935	120,892	609,890	64,818	318,002	1,207,537	210,118	242,533

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

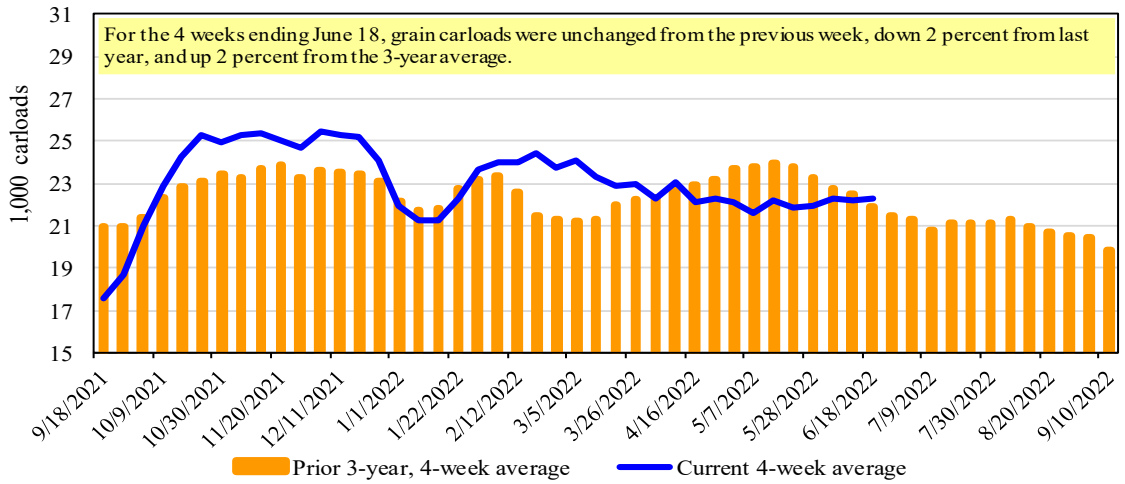
**The past 4 weeks as a percent of the same period from the prior 3-year average. YTD = year-to-date; avg. = average; yr. = year.

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							
6/23/2022		Jul-22	Jul-21	Aug-22	Aug-21	Sep-22	Sep-21	Oct-22	Oct-21
BNSF[3]	COT grain units	no bids	0	no bids	no bids	no offer	no bids	no offer	no bids
	COT grain single-car	72	0	1	0	no offer	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.

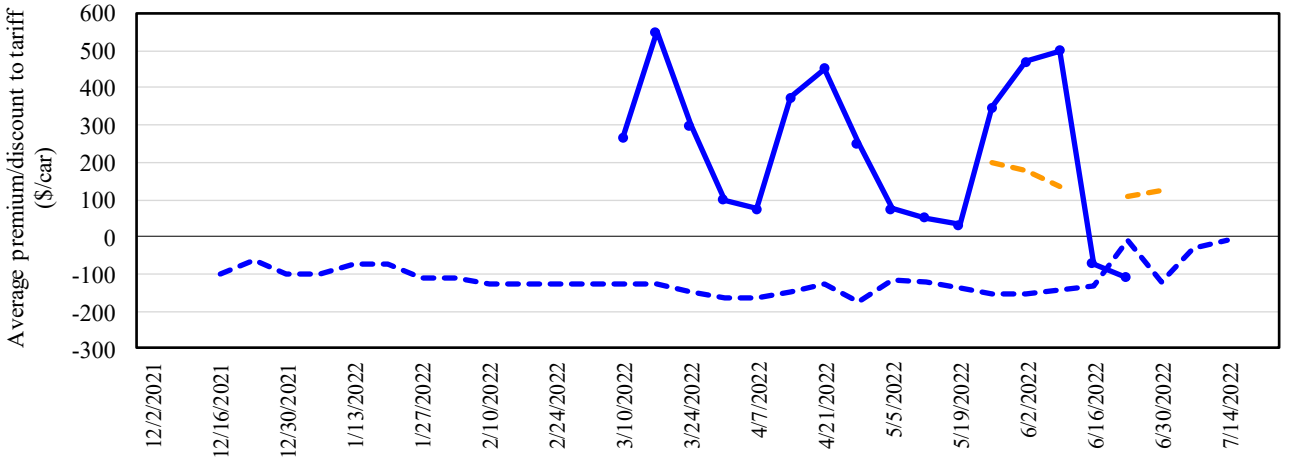
Region 1 includes: AR, IL, LA, MO, NM, OK, TX, WI, and Duluth, MN.

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 July 2022

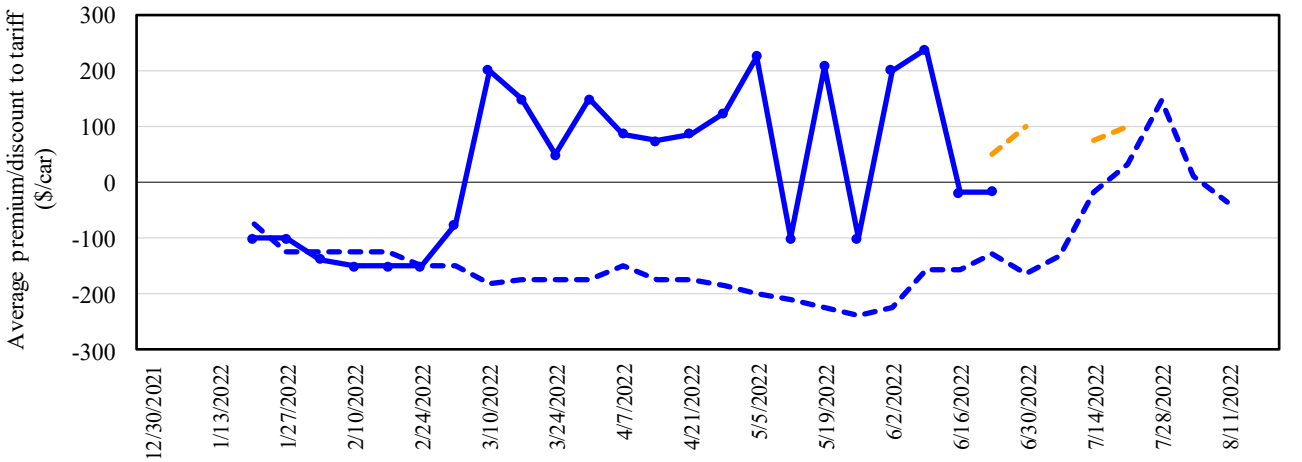


6/23/2022	BNSF	UP
Non-shuttle	n/a	n/a
Shuttle	-$317	$100

There were no non-shuttle bids/offers this week.
Average shuttle bids/offers fell $38 this week and are $658 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



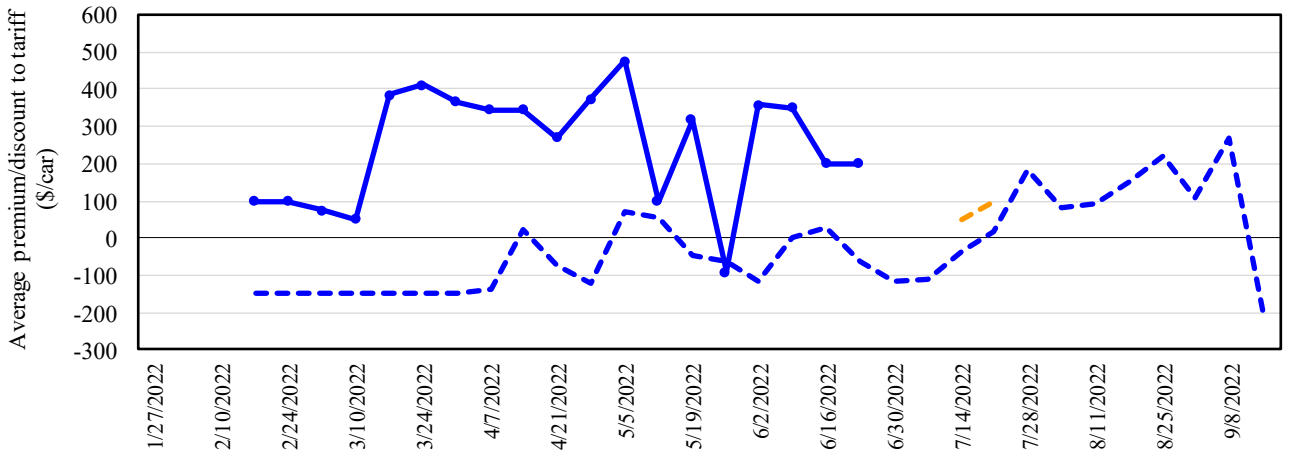
6/23/2022	BNSF	UP
Non-shuttle	n/a	n/a
Shuttle	-$231	$200

There were no non-shuttle bids/offers this week.
Average shuttle bids/offers rose $3 this week and are $253 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



6/23/2022	BNSF	UP
Non-shuttle	n/a	n/a
Shuttle	-$100	$500

There were no non-shuttle bids/offers this week.
Average shuttle bids/offers are unchanged 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: 6/23/2022	Delivery period					
		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**	**(317)**	**(231)**	**(100)**	**(100)**	**1,200**	**750**
	Change from last week	(75)	7	0	(1,550)	0	(50)
	Change from same week 2021	(67)	19	(8)	(844)	n/a	n/a
	UP-Pool	**100**	**200**	**500**	**500**	**n/a**	**n/a**
	Change from last week	0	0	0	(700)	n/a	n/a
	Change from same week 2021	367	425	713	(238)	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.

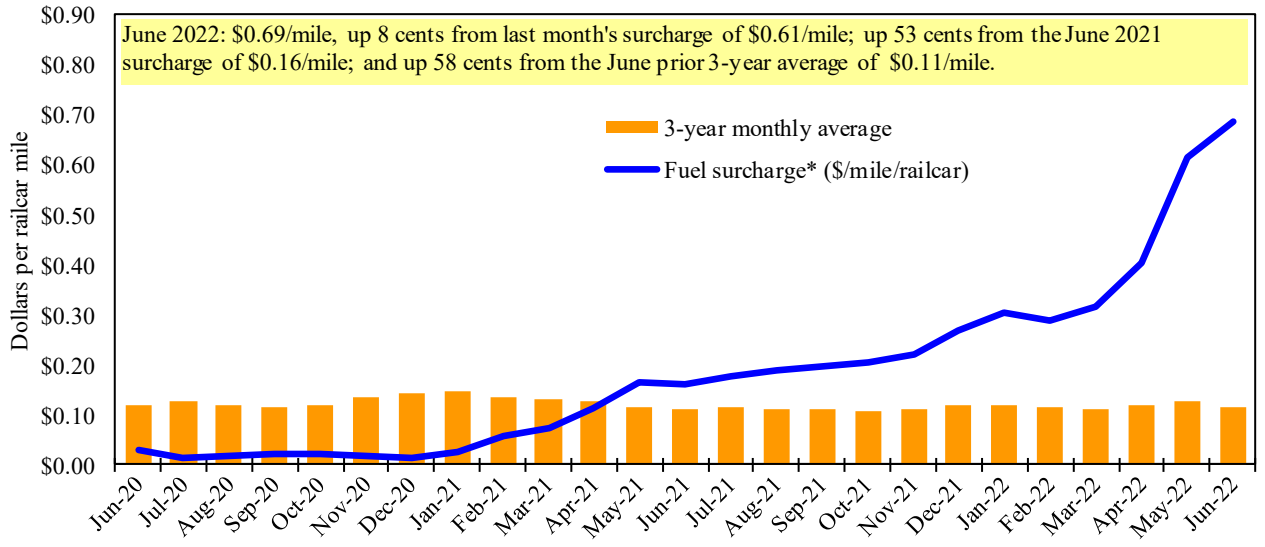
[4]Percentage change calculated using tariff rate plus fuel surchage; Y/Y = year over year.

[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.

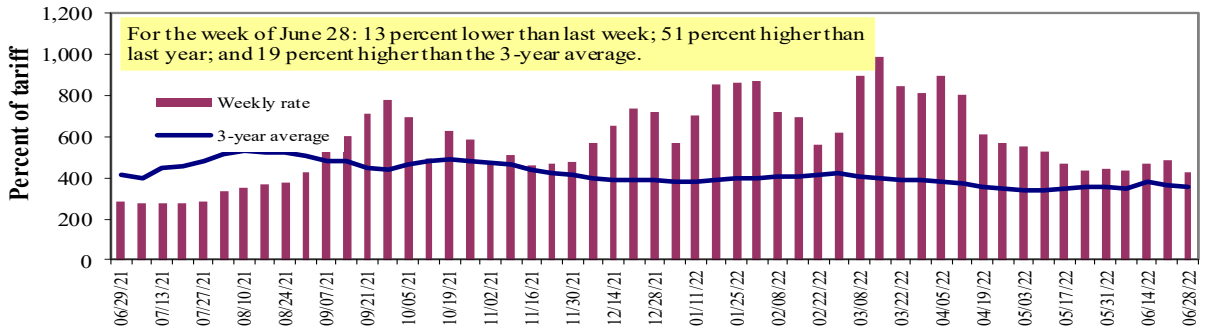
**CSX strike price changed from $2.00/gal. to $3.75/gal. starting January 1, 2015.

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

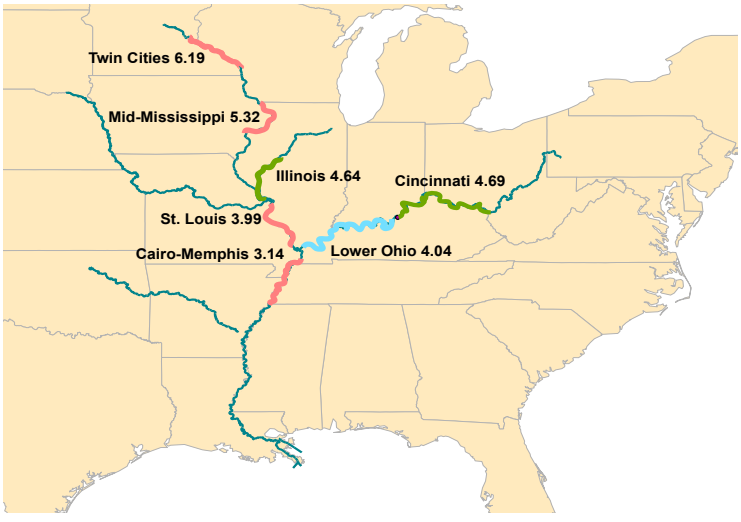
		Twin Cities	Mid-Mississippi	Lower Illinois River	St. Louis	Cincinnati	Lower Ohio	Cairo-Memphis
Rate[1]	6/28/2022	577	484	424	354	481	481	364
	6/21/2022	597	528	489	401	492	492	384
$/ton	6/28/2022	35.72	25.75	19.67	14.12	22.56	19.43	11.43
	6/21/2022	36.95	28.09	22.69	16.00	23.07	19.88	12.06
Current week % change from the same week:								
	Last year	47	70	51	77	125	125	86
	3-year avg. [2]	39	35	19	51	109	109	68
Rate[1]	July	581	487	465	390	491	491	364
	September	808	778	768	738	767	767	744

[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

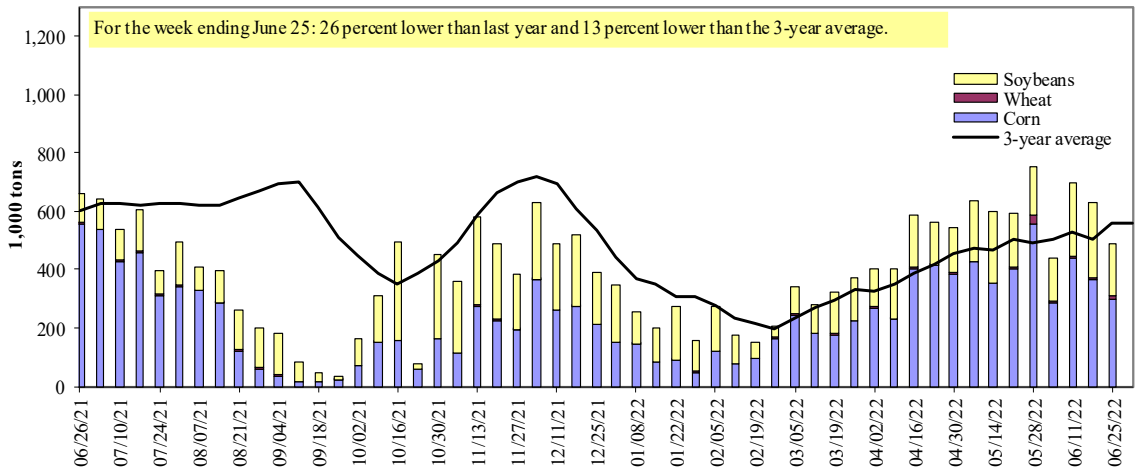
Select applicable index from market quotes are included in tables on this page. The 1976 benchmark rates per ton are provided in map.



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 06/25/2022	Corn	Wheat	Soybeans	Other	Total
Mississippi River					
Rock Island, IL (L15)	137	0	107	0	244
Winfield, MO (L25)	262	23	85	0	369
Alton, IL (L26)	280	2	163	0	445
Granite City, IL (L27)	301	10	176	0	486
Illinois River (La Grange)	69	0	68	0	137
Ohio River (Olmsted)	68	14	22	11	115
Arkansas River (L1)	0	13	6	0	18
Weekly total - 2022	369	37	203	11	619
Weekly total - 2021	595	25	132	2	753
2022 YTD[1]	10,316	812	5,985	142	17,255
2021 YTD[1]	15,459	658	4,388	191	20,696
2022 as % of 2021 YTD	67	123	136	74	83
Last 4 weeks as % of 2021[2]	61	101	175	72	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.

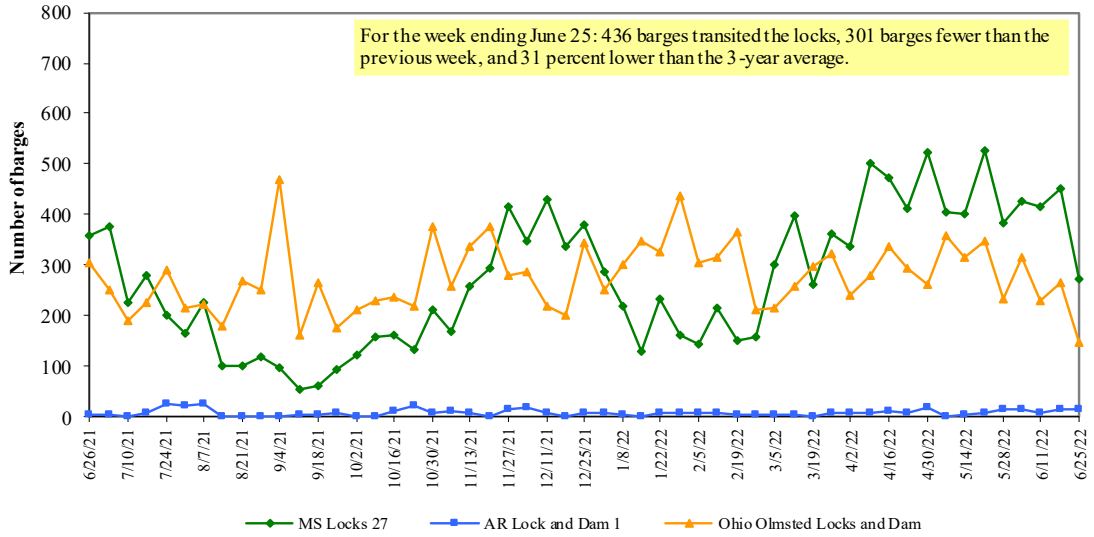
[2] As a percent of same period in 2021.

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

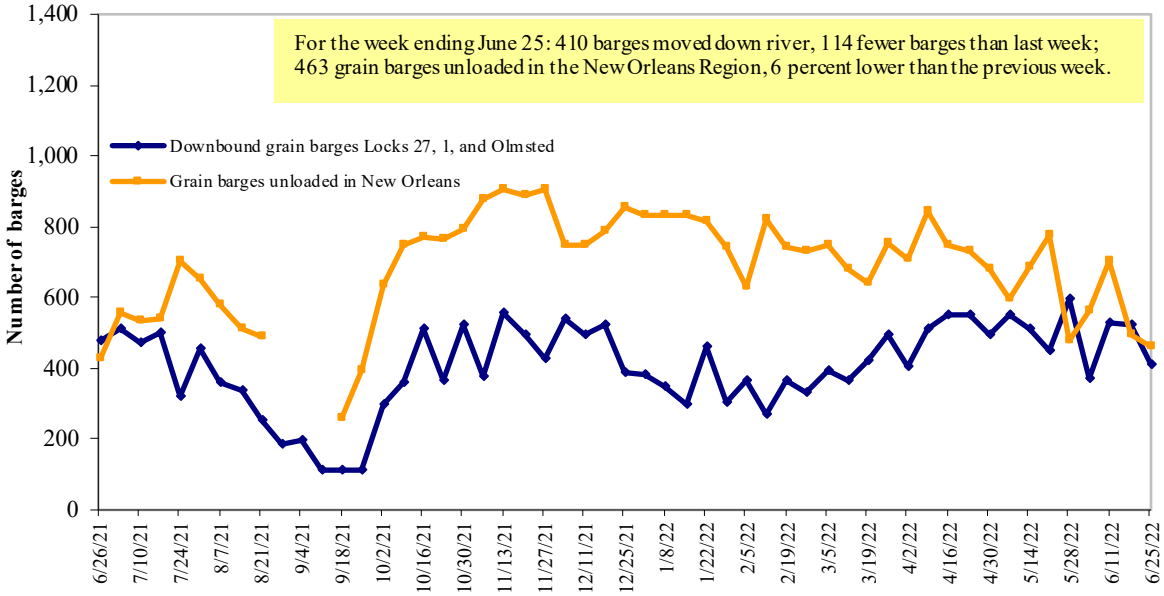


Source: U.S. Army Corps of Engineers.

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 6/27/2022 (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

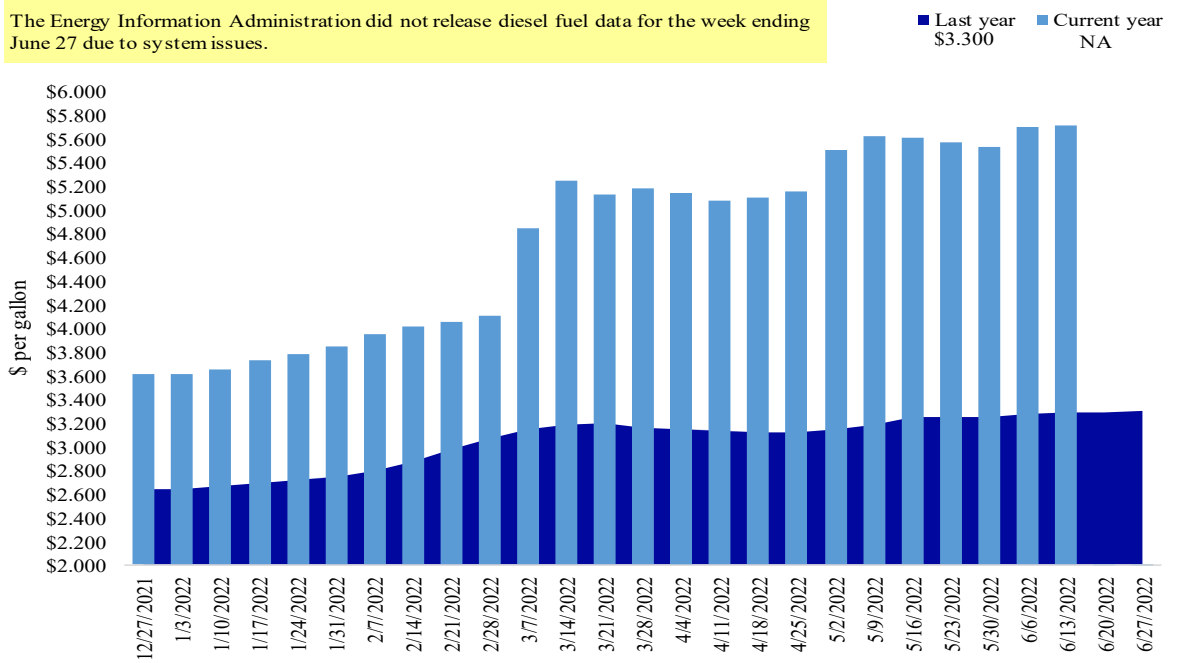
[1]Diesel fuel prices include all taxes. Prices represent an average of all types of diesel fuel.

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

Note: On June 13, the Energy Information Administration implemented a new methodology to estimate wee 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]									
6/16/2022	1,248	925	1,259	849	74	4,355	10,119	9,027	23,501
This week year ago	1,558	1,031	1,496	1,055	8	5,148	13,269	3,623	22,041
Cumulative exports-marketing year[2]									
2021/22 YTD	275	113	328	202	0	919	50,216	51,211	102,346
2020/21 YTD	420	23	326	231	26	1,026	56,263	58,124	115,413
YTD 2021/22 as % of 2020/21	66	0	101	88	0	90	89	88	89
Last 4 wks. as % of same period 2020/21*	63	69	70	63	605	67	86	264	111
Total 2020/21	8,331	1,744	7,337	6,281	654	24,347	66,702	60,287	151,336
Total 2019/20	9,526	2,318	6,960	4,751	922	24,477	42,622	43,994	111,094

[1] Current unshipped (outstanding) export sales to date.

[2] Shipped export sales to date.

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 06/16/2022	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	2018.4	16,501	14,786	12	14,817
Japan	597.3	9,508	10,484	(9)	11,082
China	2720	14,668	23,407	(37)	7,920
Columbia	100	4,328	3,846	13	4,491
Korea	0	1,404	3,528	0	3,302
Top 5 importers	**5,436**	**46,408**	**56,051**	**(17)**	**41,613**
Total U.S. corn export sales	**6,258**	**60,335**	**69,532**	**(13)**	**53,145**
% of projected exports	10%	97%	99%		
Change from prior week[2]	**358**	**672**	**216**		
Top 5 importers' share of U.S. corn export sales	87%	77%	81%		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 6/16/2022	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	7,765	30,533	35,778	(15)	21,666
Mexico	700	5,323	4,740	12	4,754
Egypt	228	4,090	2,777	47	3,093
Indonesia	3	1,653	2,251	(27)	2,325
Japan	130	2,369	2,274	4	2,275
Top 5 importers	**8,826**	**43,967**	**47,820**	**(8)**	**34,113**
Total U.S. soybean export sales	**13,370**	**60,239**	**61,748**	**(2)**	**50,758**
% of projected exports	22%	102%	100%		
change from prior week[2]	**265**	**29**	**142**		
Top 5 importers' share of U.S. soybean export sales	66%	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 6/16/2022	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	1,025	1,001	2	3,388
Philippines	833	881	(5)	3,121
Japan	553	604	(9)	2,567
Korea	373	366	2	1,501
Nigeria	297	539	(45)	1,490
China	0	269	(100)	1,268
Taiwan	127	184	(31)	1,187
Indonesia	11	62	(82)	1,131
Thailand	124	120	4	768
Italy	54	39	39	681
Top 10 importers	**3,396**	**4,063**	(16)	**17,102**
Total U.S. wheat export sales	**5,274**	**6,174**	(15)	**24,617**
% of projected exports	25%	28%		
change from prior week[2]	**478**	**374**		
Top 10 importers' share of U.S. wheat export sales	64%	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 06/23/22	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	133	208	64	4,479	8,036	56	61	57	13,243
Corn	437	293	149	7,642	10,758	71	84	114	13,420
Soybeans	0	85	0	4,422	3,755	118	612	37	14,540
Total	**570**	**586**	**97**	**16,543**	**22,549**	**73**	**78**	**83**	**41,203**
Mississippi Gulf									
Wheat	97	80	122	2,023	1,186	170	222	175	3,202
Corn	573	610	94	20,703	25,221	82	83	111	38,498
Soybeans	365	185	197	11,549	10,216	113	346	127	27,159
Total	**1,036**	**874**	**118**	**34,275**	**36,624**	**94**	**114**	**119**	**68,858**
Texas Gulf									
Wheat	67	61	111	1,662	1,981	84	51	51	3,888
Corn	0	22	0	378	270	140	203	149	627
Soybeans	0	0	n/a	2	656	0	n/a	n/a	1,611
Total	**67**	**83**	**81**	**2,042**	**2,908**	**70**	**59**	**59**	**6,126**
Interior									
Wheat	73	18	409	1,379	1,360	101	120	136	2,973
Corn	193	216	89	4,587	4,805	95	95	111	10,157
Soybeans	88	105	84	3,516	3,232	109	141	121	6,525
Total	**354**	**339**	**105**	**9,482**	**9,397**	**101**	**110**	**117**	**19,656**
Great Lakes									
Wheat	0	0	n/a	111	229	49	63	28	536
Corn	0	0	n/a	100	39	257	238	713	145
Soybeans	13	0	n/a	208	26	811	200	54	592
Total	**13**	**0**	**n/a**	**419**	**293**	**143**	**113**	**48**	**1,273**
Atlantic									
Wheat	0	0	n/a	37	76	49	5	7	128
Corn	21	30	69	169	14	n/a	n/a	n/a	85
Soybeans	27	18	153	1,458	1,049	139	572	422	2,184
Total	**48**	**48**	**100**	**1,664**	**1,139**	**146**	**709**	**501**	**2,397**
U.S. total from ports*									
Wheat	371	367	101	9,691	12,868	75	78	73	23,969
Corn	1,224	1,171	105	33,579	41,107	82	87	114	62,932
Soybeans	493	392	126	21,155	18,935	112	260	118	52,612
Total	**2,088**	**1,930**	**108**	**64,425**	**72,910**	**88**	**100**	**104**	**139,512**

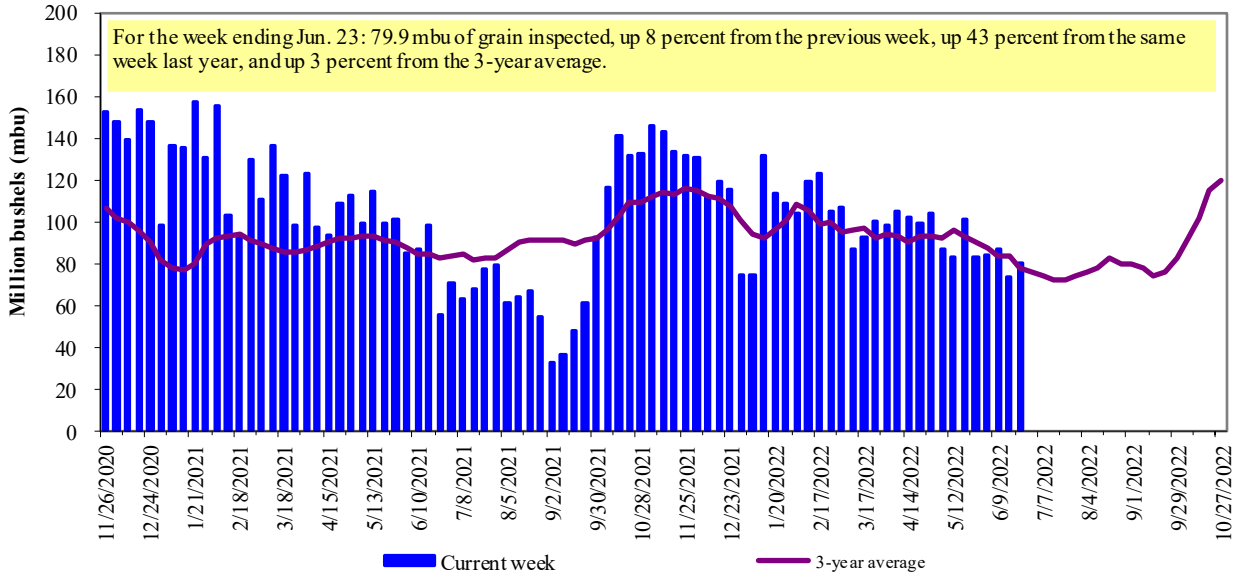
*Data includes revisions from prior weeks; some regional totals may not add exactly due to rounding.

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)

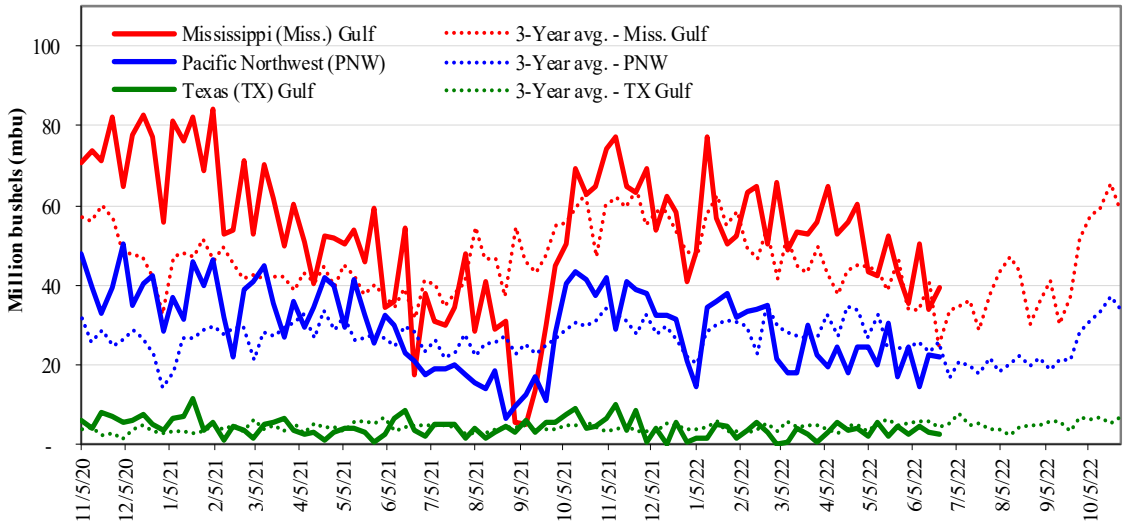


Note: 3-year average consists of 4-week running average.

Source: USDA, Federal Grain Inspection Service.

Figure 15

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



Week ending 06/23/22 inspections (mbu):		Percent change from:	MS Gulf	TX Gulf	U.S. Gulf	PNW
MS Gulf:	39.6	Last wk:	up 17	down 20	up 14	unchanged
PNW:	22.1	Last Year (same wk):	up 126	down 30	up 100	up 5
TX Gulf:	2.5	3-yr avg. (4-wk. mov. Avg):	up 19	down 53	up 9	down 11

Source: USDA, Federal Grain Inspection Service.

Table 17

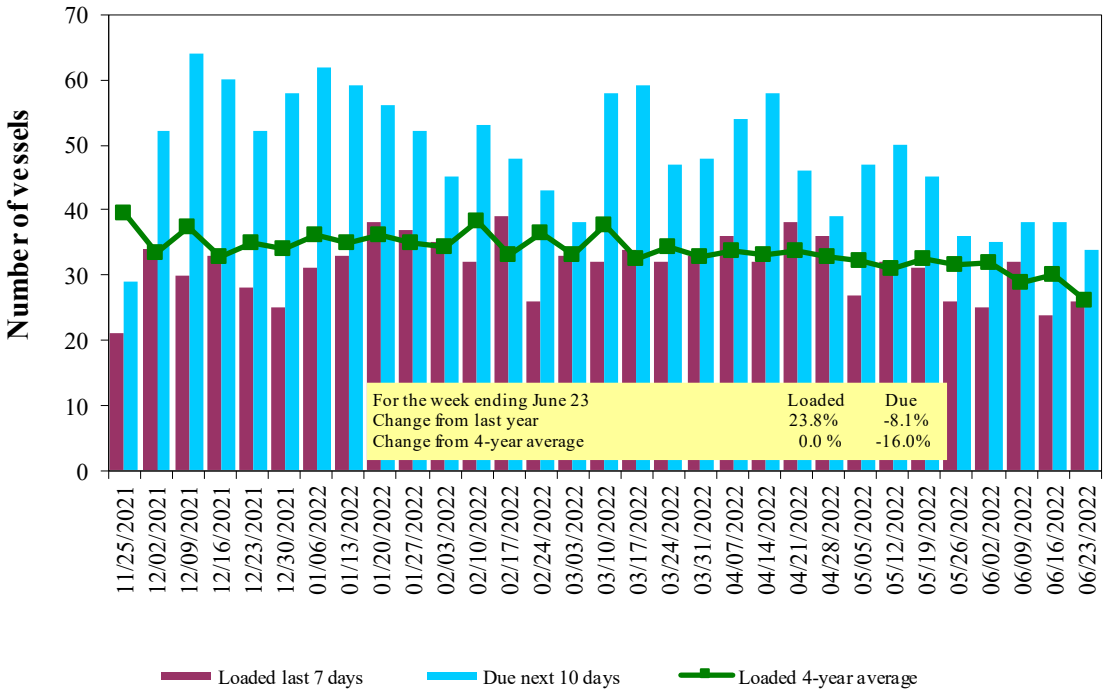
Weekly port region grain ocean vessel activity (number of vessels)

	Gulf			Pacific Northwest
Date	In port	Loaded 7-days	Due next 10-days	In port
6/23/2022	16	26	34	6
6/16/2022	17	24	38	13
2021 range	(10…57)	(5...48)	(15...69)	(4…27)
2021 average	34	32	49	15

Source: USDA, Agricultural Marketing Service.

Figure 16

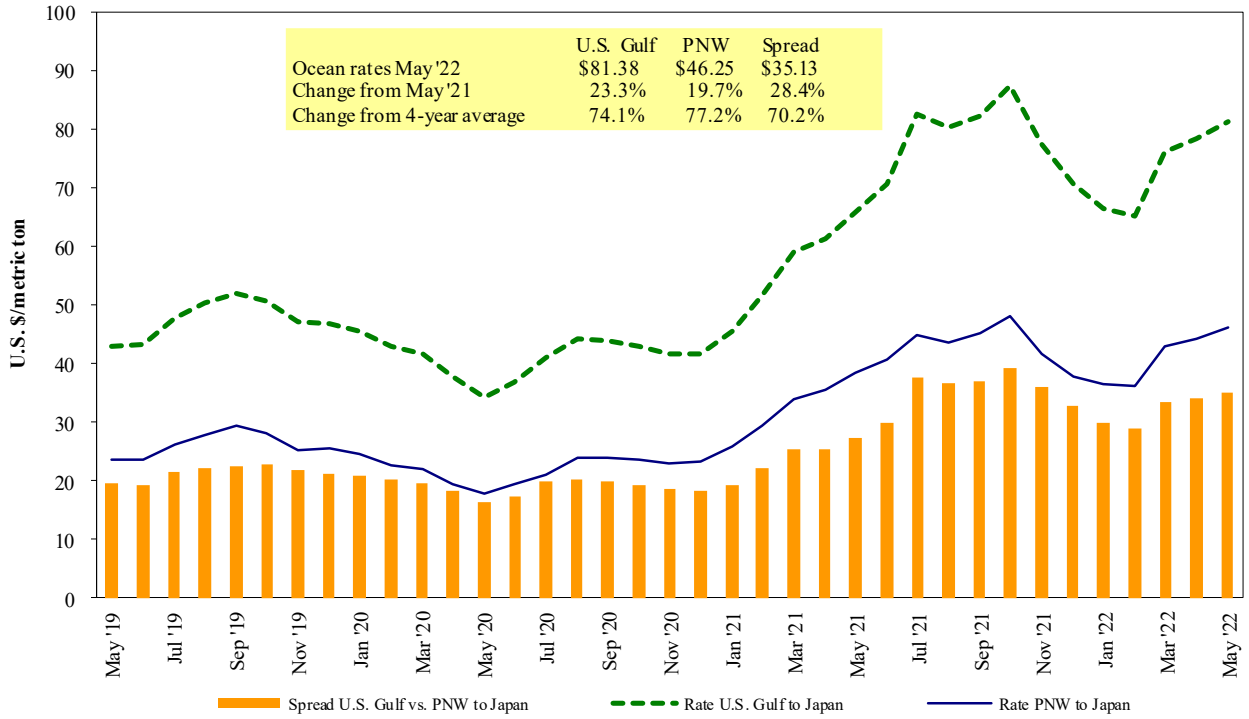
U.S. Gulf[1] vessel loading activity



[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 06/25/2022

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

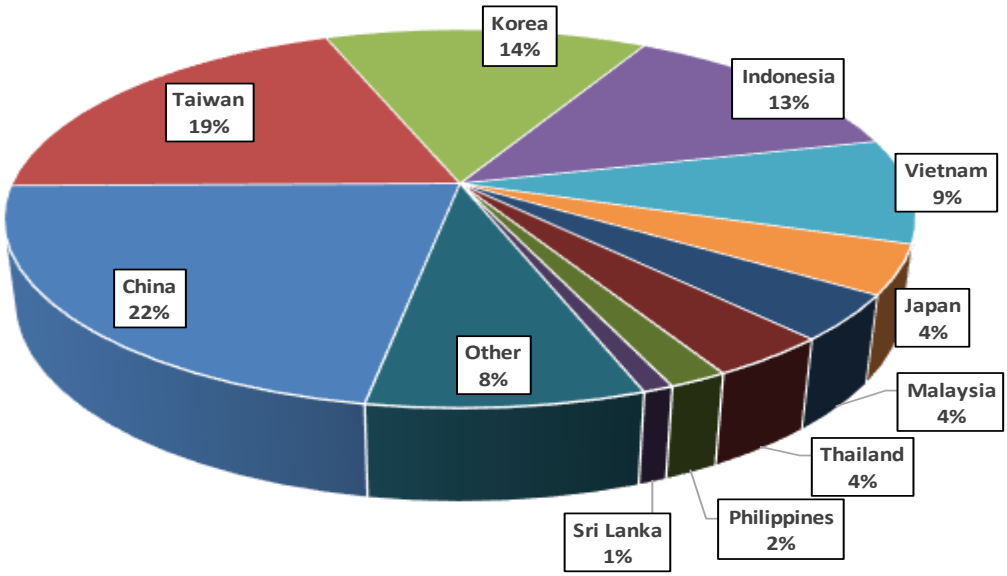
*50 percent of food aid from the United States is required to be shipped on U.S.-flag vessels.

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.

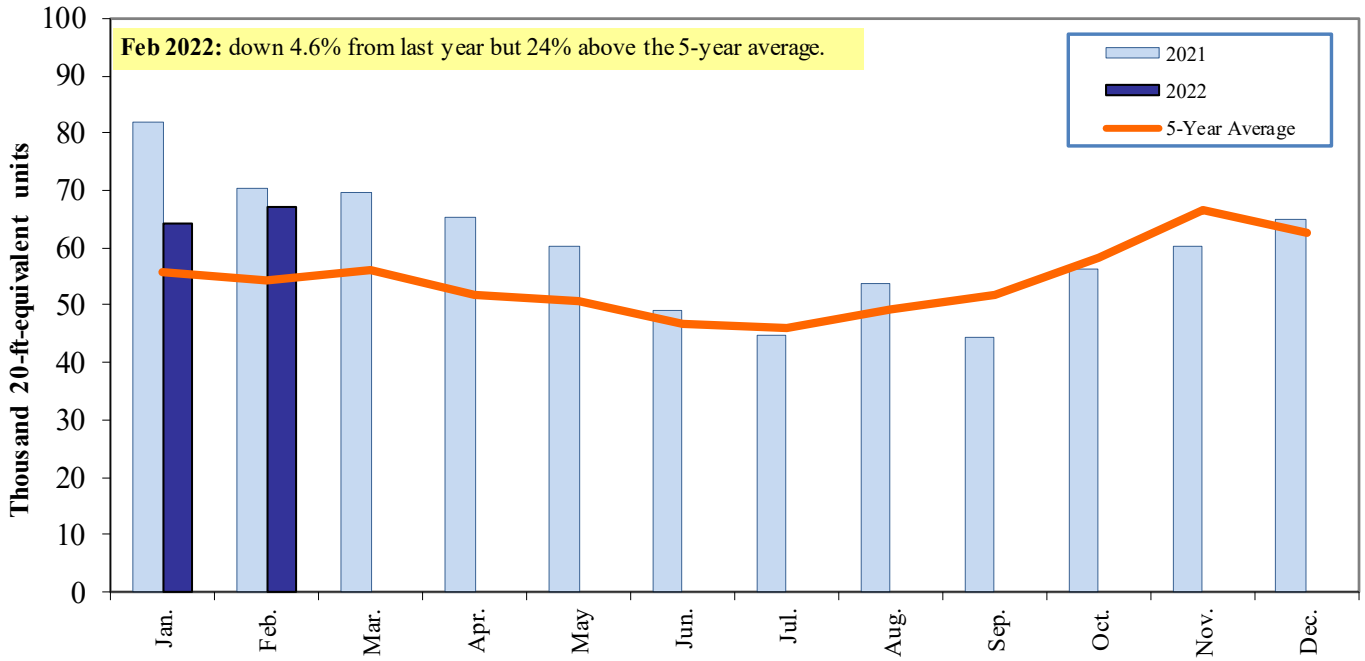
Figure 18
Top 10 destination markets for U.S. containerized grain exports, Jan-Feb 2022



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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Preferred citation: U.S. Department of Agriculture, Agricultural Marketing Service. *Grain Transportation Report.* June 30, 2022. Web: **http://dx.doi.org/10.9752/TS056.06-30-2022**

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