United States Department of Agriculture

Grain Transportation Report

A weekly publication of the Agricultural Marketing Service
www.ams.usda.gov/GTR

Contact Us

July 28, 2022

Contents

The next release is August 4, 2022

WEEKLY HIGHLIGHTS

USACE Endorses Deepening Port of New York and New Jersey

The U.S. Army Corps of Engineers (USACE) recently endorsed a 4-year study done by USACE and the Port Authority of New York and New Jersey (PANYNJ), which recommends deepening the port to 55 feet, from its current depth of 50 feet. To accommodate longer, larger ships, the study also recommends widening all bends in the channel leading to the port. Likewise, the study proposes deepening Ambrose Channel—from its current depth of 58-feet—to help ease supply chain issues. As the main entrance into the lower New York Harbor, a deeper Ambrose Channel would allow ships to enter the harbor with more containers, generate less idle time due to tide restrictions, and allow more post-Panamax ships to call on the East Coast's busiest box port. The port has road and rail reach into 17 States and is a key driver of East Coast economic activity. USACE's endorsement of the study allows the agency to seek congressional funding in the 2024 Water Resources Development Act to help pay for the recommended projects. PANYNJ will also contribute funds.

Helena Harbor Awarded $535,000 Grant by Arkansas Waterways Commission

The Arkansas Waterways Commission recently awarded a grant of $535,000 to the Helena Harbor, West Helena, AR, to support the Helm Fertilizer Terminal expansion at the harbor. The grant will fund a staging lane for 18-wheeler traffic, as well as provide for critical road improvements that enable safer, more efficient operations at Helena Harbor. Work is expected to begin in 90 days. Over the next 2 years, Helm Fertilizer plans to invest more than $12 million to expand the terminal's infrastructure to support agriculture and accommodate increased fertilizer demand.

ATRI Releases New Report on Recruiting Young Truck Drivers

A new American Transportation Research Institute (ATRI) report released July 11 examines integrating young adults, ages 18 to 25, into trucking careers. Analyzing data from surveys of young drivers, carrier interviews, and the latest workforce statistics, the research had several key findings: first, though partly motivated by pay, a majority of Millennial and Gen Z drivers consider other factors equally or more important for accepting or staying in a job. For example, 84 percent consider company culture important. In another finding, young adults respond positively to marketing materials that feature young employees and highlight expanded career paths. Lastly, structured feedback and coaching were key in successfully training Millennial and Gen Z drivers. The research also discusses ways to build the community-centered cultures that young drivers seek and to promote industry awareness among teenagers exploring career ideas. The full report can be found here. Recruiting young drivers has been widely recognized as a strategy to expand trucking labor pools and ease supply chain challenges.

Snapshots by Sector

Export Sales

For the week ending July 14, **unshipped balances** of wheat, corn, and soybeans totaled 18.28 million metric tons (mmt), up 5 percent from the same time last year and down 5 percent from the previous week. Net **corn export sales** were 0.034 mmt, down 43 percent from the previous week. Net **soybean export sales** were 0.204 mmt, up significantly from the previous week. Net weekly **wheat export sales** for marketing year 2022/23 were 0.511 mmt, up 50 percent from last week.

Rail

U.S. Class I railroads originated 18,752 **grain carloads** during the week ending July 16. This was a 10-percent increase from the previous week, 11 percent fewer than last year, and 17 percent fewer than the 3-year average.

Average August shuttle **secondary railcar** bids/offers (per car) were $111 above tariff for the week ending July 21. This was $142 more than last week and $228 more than this week last year.

Barge

For the week ending July 23, **barged grain movements** totaled 564,672 tons. This was 20.4 percent lower than the previous week and 10.3 percent higher than the same period last year.

For the week ending July 23, 371 grain barges **moved down river**—75 fewer barges than last week. There were 510 grain barges **unloaded** in the New Orleans region, 14 percent fewer than last week.

Ocean

For the week ending July 21, 26 **oceangoing grain vessels** were loaded in the Gulf—unchanged from the same period last year. Within the next 10 days (starting July 22), 54 vessels were expected to be loaded—10 percent more than the same period last year.

As of July 21, the rate for shipping a metric ton (mt) of grain from the U.S. Gulf to Japan was $69.00. This was 3 percent less than the previous week. The rate from the Pacific Northwest to Japan was $40.50 per mt, 1 percent less than the previous week.

Fuel

For the week ending July 25, the U.S. average **diesel fuel price** decreased 16.4 cents from the previous week to $5.268 per gallon, 192.6 cents above the same week last year.

Preferred citation: U.S. Department of Agriculture, Agricultural Marketing Service. *Grain Transportation Report.* July 28, 2022.
Web: http://dx.doi.org/10.9752/TS056.07-28-2022

Feature Article/Calendar

Grain Transportation Update: Costs Trend Downward, But Remain High

Although falling in recent weeks, costs of all major modes of transportation are above last year and historical averages. Costs have fallen in response to weakening demand for transportation services. That demand has ebbed because of the typical seasonal downturn, as well as fears of a potential economic slowdown. Rail service has been notably poor in 2022, and grain carloads have generally fallen week to week since March. Although barge rates have fallen in recent months, they remain above prior years. Barged grain volumes in the second quarter were on par with historical averages. According to USDA's July *World Agricultural Supply and Demand Estimates (WASDE)*, total U.S. exports and domestic use of the three major grains (corn, soybeans, and wheat) are expected to fall from marketing year (MY) 2021/22 to MY 2022/23—suggesting a dip in future grain transportation demand.

Amid Low Carloads, Rail Service Improves Slightly

Grain shippers have dealt with poor rail performance throughout 2022. In the second quarter, carloads originated by U.S. Class I railroads were 11 percent below the 2019-21 average. Carloads have generally declined week to week since late February and early March—from about 24,000 carloads per week to 20,000 (***GTR* fig. 3**). In recent weeks, rail service for grain has improved, but still lags historical averages (*Grain Transportation Report (GTR)*, July 7, 2022). Although train speeds for grain trains improved 9 percent for the weeks ending June 22 to July 20, speeds were still below prior years in which higher volumes were shipped. In addition, despite falling almost 40 percent from the peak in late June, the number of unfilled grain car orders (for manifest service) remains well above levels in 2019-21.

The Surface Transportation Board (STB) and railroads have sought to restore service. Following STB's April 2022 hearing, the Board required railroads to submit detailed service recovery plans and new weekly service metrics (*GTR*, May 19, 2022). BNSF Railway's July 22 "Network Update" noted the company "has deployed an additional 75 locomotives" over the past 30 days and achieved "approximately half" of its hiring plan for 2022. On July 21, Norfolk Southern Railway announced it was increasing pay for its conductor trainees.

Continued restoration of service is critical, especially with the wheat harvest nearly complete and corn, soybean, and sorghum harvests upcoming. Looking forward, secondary market bids for shuttle railcar service in August-December averaged $510 in the week ending July 14, $430 above the 2019-21 average. These numbers reflect some recent recovery in rail service, as well as sustained concerns over railroads' ability to handle the upcoming harvest.

Soft Demand Lowers Spot Rate, While Barge Grain Movements Keep to Historical Trend

In second quarter 2022, barge freight rates fell from their peak in March, but remained above a year ago. On the Illinois, Ohio, and Mississippi Rivers, high water early in the quarter reduced flows and restricted tow size. Despite the seasonal dip from the first quarter, rates may still have been elevated from the same period a year ago, because of tight supply.

From the first week in April to the last week in June, the St. Louis spot rate (the cost to request nearby services) dropped from 723 percent of the benchmark tariff ($28.85 per ton) to 354 percent of the benchmark tariff ($14.12 per ton). In April, the spot price was 189 percent higher than the same period the year before, and the spot price in June was 77 percent higher than the same period the year before. Also, from the first week in April to the last week in June, the spot price on the Upper Ohio dropped from 781 percent of the benchmark tariff ($36.63 per ton) to 481 percent of the benchmark tariff ($22.56 per ton)—77 percent higher than last year and 51 percent higher than the 3-year average.

Weekly grain movements were lower in second quarter 2022 than second quarter 2021, but mostly followed the 5-year historical pattern. Extreme weather, fears of an economic slowdown, and a tight barge supply limited grain shippers' demand for barges in the second quarter. For the week ending July 2, YTD 2022 total downbound barged grain volumes were 18.2 million tons—3 percent higher than the 5-year average, but 15 percent lower than in 2021. Weekly grain movements peaked the week of May 28, reaching 947,300 tons in the second quarter.

Dry-Bulk Freight Rates Continue Slowly Sliding Because of Soft Cargo Demand

As of July 21, ocean freight rates for shipping bulk commodities including grain still exceed the prior-4-year average. However, the rates have fallen 3 weeks in a row. As of July 21, the rate for shipping a metric ton (mt) of grain from the U.S. Gulf to Japan was $69—2 percent less than this year's first available rate (January 6), 15 percent less than the same period a year ago, and 28 percent more than the 4-year average. The rate from PNW to Japan was $40.50 per mt—5 percent more than the start of the year, 8 percent less than the same period last year, and 39 percent more than the 4-year average. Also, as of April 14, the rate from the U.S. Gulf to Europe was $35.00 per mt—33 percent more than the beginning of the year, 43 percent more than the same period last year, and 64 percent more than the 4-year average. According to the *Transportation and Export Report* by O'Neil Commodity Consulting (July 21), the falling ocean freight rates are responding to weak cargo demand. The weak demand partly emanates from concerns over a sluggish Chinese economy and fears of a potential global recession. Also, YTD, as of July 21, an average 31 oceangoing grain vessels per week were loaded in the U.S. Gulf, compared to an average 35 vessels per week for the same period last year.

Diesel Prices Drop After Reaching Record Levels in June

From February 28 to June 20, U.S. average diesel fuel prices rose 42 percent, setting a new nominal record of $5.82 a gallon for the week ending June 20, according to Energy Information Administration data. The price rise reflected pandemic-related reductions in U.S. refining capacity, as well as worldwide challenges since February to replace banned Russian exports of diesel and crude oil. Prices have fallen for the last 5 consecutive weeks (June 27-July 25) by 54.2 cents. For the week ending July 25, the U.S. average diesel fuel price fell 16.4 cents from the previous week, marking the largest 1 week decline since October 2008. Yet, despite the steep drop, the resulting price of $5.268 per gallon remained 198.3 cents above the same week last year. Current Midwest average diesel prices are $5.241 per gallon. This is 192.8 cents higher than same time last year, but 16.8 cents lower than last week and 53.9 cents lower than the June 20 high of $5.78. According to the Energy Information Administration (EIA)'s July *Short-Term Energy Outlook*, U.S. crude oil production is expected to average 12.8 million barrels per day by the end of 2023, driven by elevated crude oil prices. If achieved, the projected 2023 production total will set a record high. Currently, however, because of diminished refining capacity, the United States will produce less gasoline and diesel fuel in 2022 than in 2019. The output will be lower despite maxed-out production by the remaining refineries. Despite the lower output, EIA expects diesel prices to decline through the rest of 2022, and into 2023. EIA expects diesel prices to average $4.73 per gallon by the end of 2022 and $4.07 per gallon in 2023.

Outlook for MY 2022/23

According to USDA's July *WASDE*, total U.S. exports of the three major grains are expected to reach 5.3 billion bushels in MY 2022/23, down 2 percent from MY 2021/22 (table 1). Over the same period, domestic use is also projected to fall 1 percent, further pushing down the demand for grain transportation. Part of the drop in use is due to fewer supplies. From MY 2021/22 to MY 2022/23, total production of corn, soybeans, and wheat is projected to fall 2 percent (table 1). By commodity, the projections for production are as follows: corn down 4 percent, to 14.5 billion bushels; soybeans up 2 percent, to 4.5 billion bushels; and wheat up 8 percent, to 1.8 billion bushels.

Table 1. Major grains: production and use, July 2022

Million bushels

	Corn	Soybeans	Wheat	Total	Y/Y
		U.S. 2022/23 (projected)			
Production	14,505	4,505	1,781	20,791	**-1.9%**
Exports	**2,400**	**2,135**	**800**	**5,335**	**-1.6%**
Domestic use	12,170	2,370	1,112	15,652	**-1.3%**
Ending stocks	**1,470**	**230**	**639**		
Total use	14,570	4,505	1,912		
Stocks/use	**10.1%**	**5.1%**	**33.4%**		
		U.S. 2021/22 (estimated)			
Production	15,115	4,435	1,646	21,196	**5.2%**
Exports	**2,450**	**2,170**	**804**	**5,424**	**-9.7%**
Domestic use	12,415	2,323	1,122	15,860	**2.8%**
Ending stocks	**1510**	**215**	**660**		
Total use	14,865	4,492	1,926		
Stocks/use	**10.2%**	**4.8%**	**34.3%**		
		U.S. 2020/21			
Production	14,111	4,216	1,828	20,155	
Exports	**2,753**	**2,261**	**992**	**6,006**	
Domestic use	12,068	2,243	1,120	15,431	
Ending stocks	**1,235**	**257**	**845**		
Total use	14,821	4,504	2,111		
Stocks/use	**8.3%**	**5.7%**	**40.0%**		

Source: USDA, World Agricultural Supply and Demand Estimates, July 2022.

From MY 2021/22 to MY 2022/23, U.S. corn exports are projected to drop 2 percent because of lower production and stable domestic demand for ethanol. Despite lower exportable supplies in MY 2022/23, demand abroad for U.S. corn is projected to be high. This projection derives from expectations of both continued Chinese demand and a market gap left by constrained Ukraine exports. In MY 2022/23, total U.S. soybean exports are projected to be down 2 percent from MY 2021/22, to 58.2 mmt (***GTR* table 14**). Strong domestic demand and smaller exportable supplies account for the dip in exports. YTD total wheat commitments for MY 2022/23 are unchanged from MY 2021/22.

Total U.S. wheat exports are projected to remain almost unchanged (less than 1-percent decline) from MY 2021/22 (***GTR* table 15**). Several major exporters, such as Russia and Canada are projected to have larger supplies than in MY 2021/22. Plus, relatively high prices of U.S. wheat are expected to reduce its competitiveness. YTD, 9 percent of total projected MY 2022/23 wheat exports have shipped, and the unshipped balance (5.7 mmt) is up 10 percent over the same period last year.

GTRContactUS@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
07/27/22	354	324	238	275	309	287
07/20/22	365	324	237	255	318	291

[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	7/22/2022	7/15/2022
Corn	IL–Gulf	-0.35	-0.54
Corn	NE–Gulf	-0.06	-0.39
Soybean	IA–Gulf	-1.81	-1.59
HRW	KS–Gulf	-2.32	-2.37
HRS	ND–Portland	-2.44	-2.44

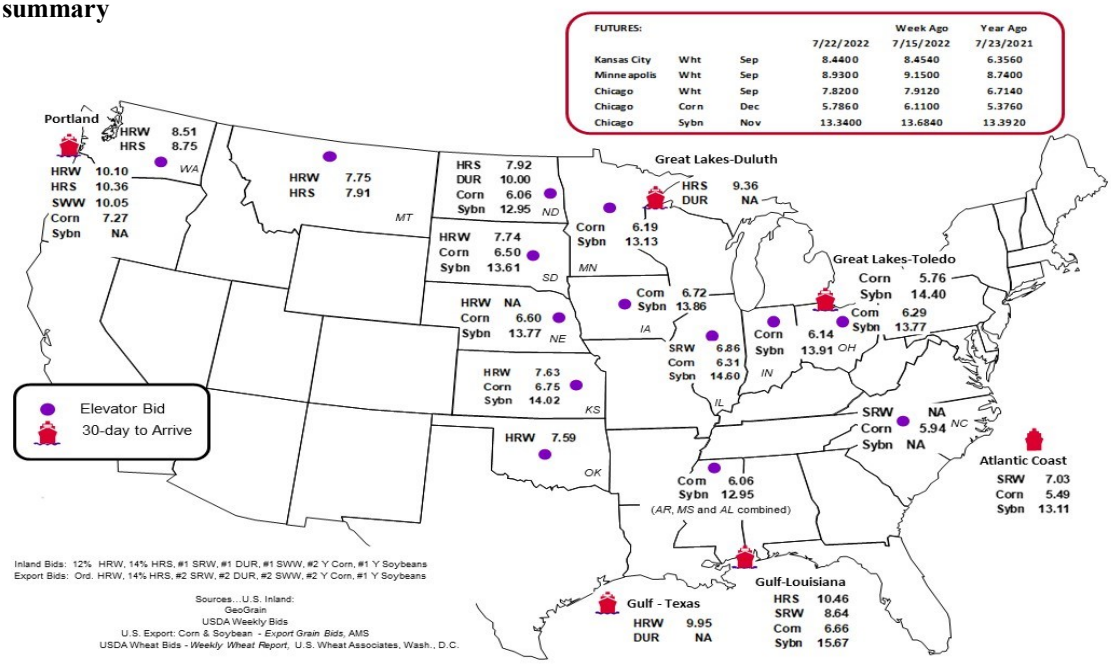
Note: nq = no quote; n/a = not available; HRW = hard red winter wheat; HRS = hard red spring wheat.

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]
7/20/2022[p]	566	1,029	2,421	266	4,282	7/16/2022	2,777
7/13/2022[r]	415	701	1,950	187	3,253	7/9/2022	2,800
2022 YTD[r]	38,131	25,725	154,983	14,745	233,584	2022 YTD	78,503
2021 YTD[r]	35,100	40,983	171,126	9,887	257,096	2021 YTD	77,378
2022 YTD as % of 2021 YTD	109	63	91	149	91	% change YTD	101
Last 4 weeks as % of 2021[2]	253	65	77	-	90	Last 4wks. % 2021	98
Last 4 weeks as % of 4-year avg.[2]	137	73	62	101	71	Last 4wks. % 4 yr.	106
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.

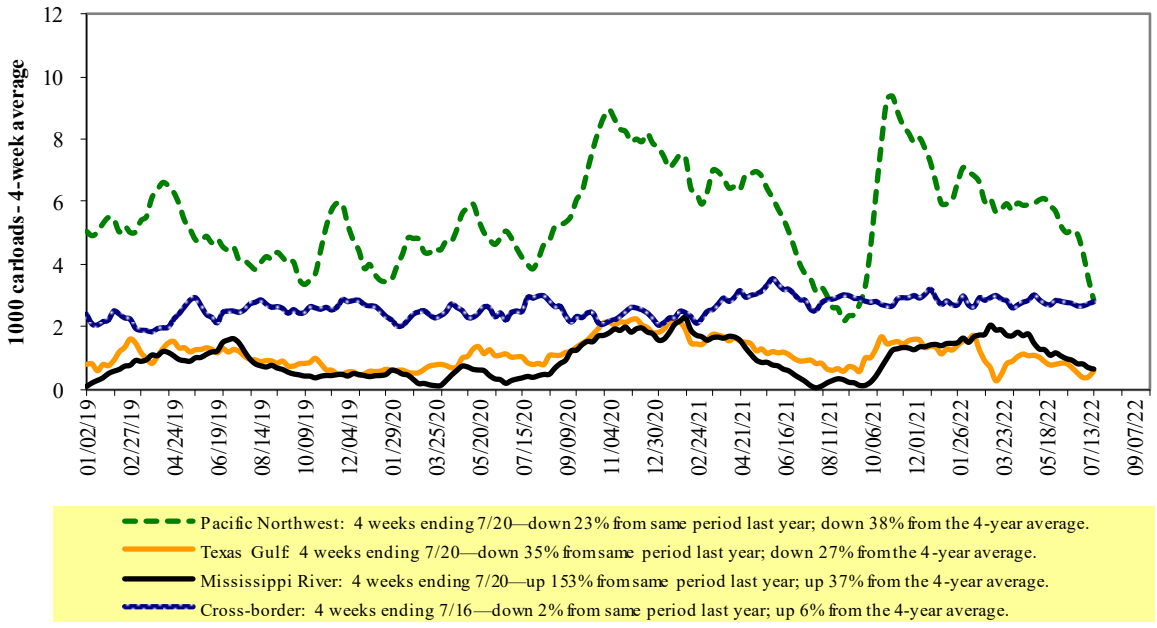
[3] Cross-border weekly data is approximately 15 percent below the Association of American Railroads' reported weekly carloads received by Mexican railroads to reflect switching between Kansas City Southern de Mexico (KCSM) and Grupo Mexico.

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	
7/16/2022	CSXT	NS	BNSF	KCS	UP		CN	CP
This week	1,190	2,679	8,564	858	5,461	18,752	4,660	2,591
This week last year	1,294	2,414	10,489	1,051	5,769	21,017	2,401	3,841
2022 YTD	50,363	68,112	313,632	34,506	160,813	627,426	98,493	97,361
2021 YTD	53,290	71,740	346,080	31,024	177,938	680,072	122,931	144,568
2022 YTD as % of 2021 YTD	95	95	91	111	90	92	80	67
Last 4 weeks as % of 2021*	98	119	95	101	104	101	140	71
Last 4 weeks as % of 3-yr. avg.**	98	105	87	104	104	95	102	63
Total 2021	93,935	120,911	609,890	64,818	318,002	1,207,556	210,140	242,533

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

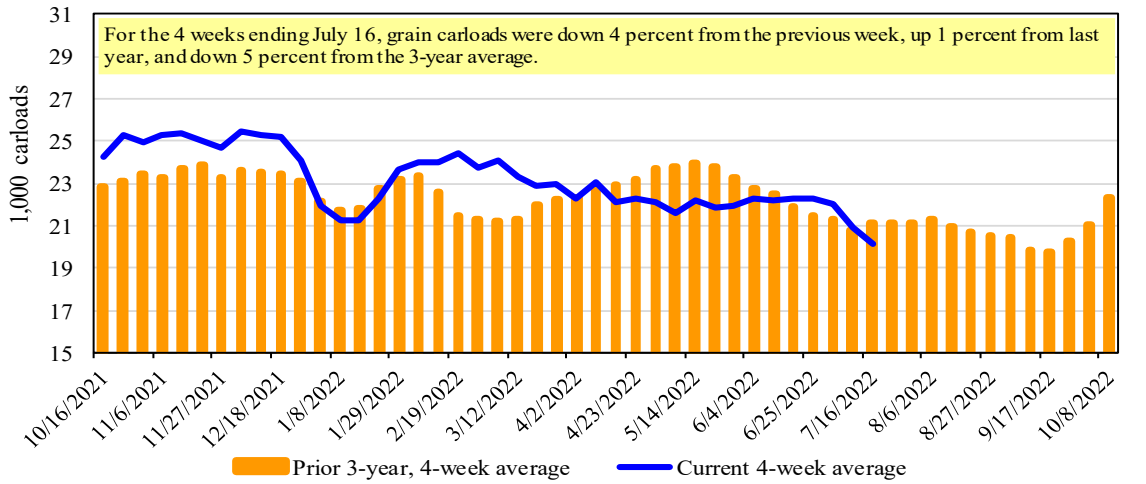
**The past 4 weeks as a percent of the same period from the prior 3-year average. YTD = year-to-date; avg. = average; yr. = year.

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							
7/21/2022		Aug-22	Aug-21	Sep-22	Sep-21	Oct-22	Oct-21	Nov-22	Nov-21
BNSF[3]	COT grain units	no bids	0	0	no bids	168	no bids	168	no bids
	COT grain single-car	0	0	324	0	359	0	345	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.

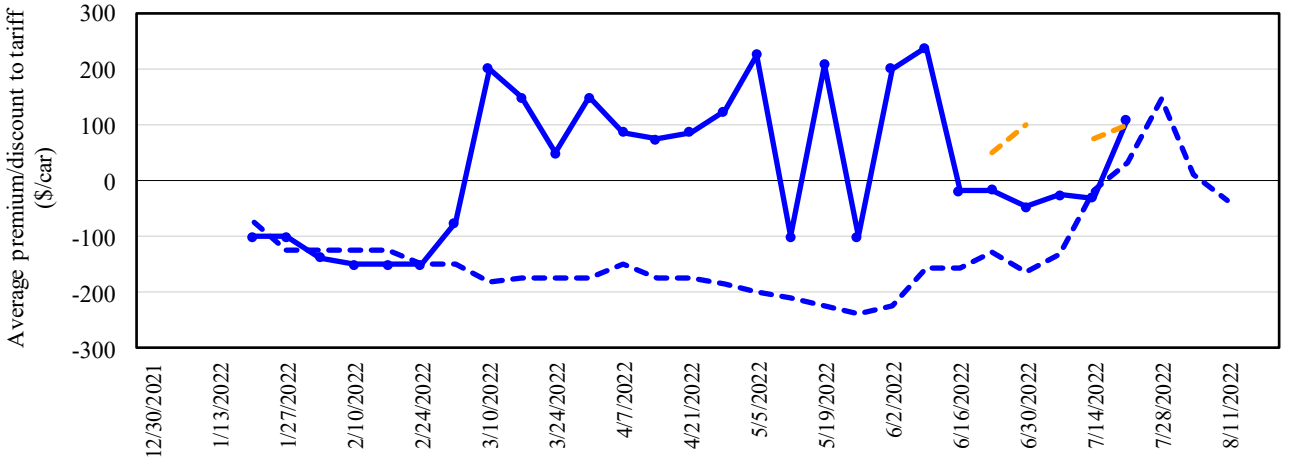
Region 1 includes: AR, IL, LA, MO, NM, OK, TX, WI, and Duluth, MN.

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 August 2022



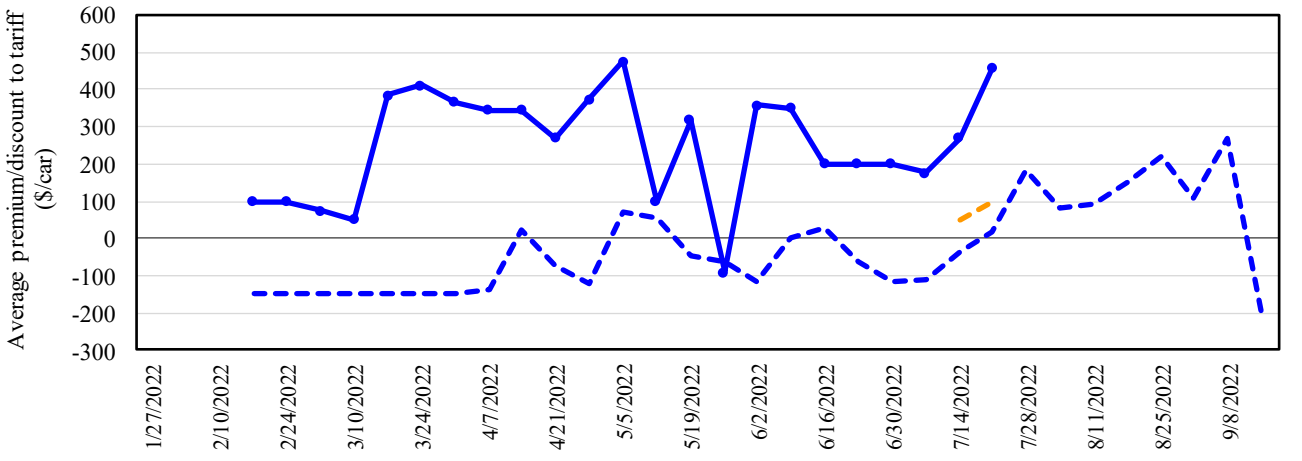
7/21/2022	BNSF	UP
Non-shuttle	n/a	n/a
Shuttle	-$206	$428

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

There were no non-shuttle bids/offers this week.
Average shuttle bids/offers rose $142 this week and are $127 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 September 2022



7/21/2022	BNSF	UP
Non-shuttle	n/a	n/a
Shuttle	$279	$633

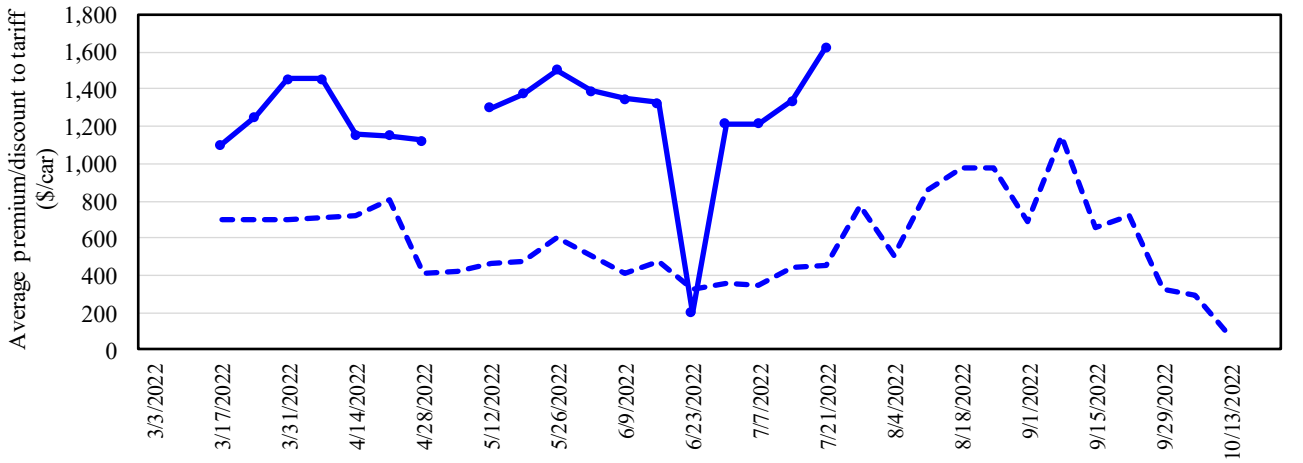
Shuttle
Non-shuttle
Shuttle prior 3-yr. avg. (same week)
Non-shuttle prior 3-yr. avg. (same week)

There were no non-shuttle bids/offers this week.
Average shuttle bids/offers rose $185 this week and are $19 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 October 2022



7/21/2022	BNSF	UP
Non-shuttle	n/a	n/a
Shuttle	$1,700	$1,550

There were no non-shuttle bids/offers this week.
Average shuttle bids/offers rose $288 this week and are at the peak.

Note: Non-shuttle bids include unit-train and single-car bids. n/a = not available; avg. = average; yr. = year; BNSF = BNSF Railway; UP = Union Pacific Railroad.
Source: USDA, Agricultural Marketing Service.

Table 6

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

	For the week ending:	Delivery period					
	7/21/2022	Aug-22	Sep-22	Oct-22	Nov-22	Dec-22	Jan-23
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**	**(206)**	**279**	**1,700**	**n/a**	**600**	**n/a**
	Change from last week	(43)	12	225	n/a	(133)	n/a
	Change from same week 2021	22	496	1,000	n/a	n/a	n/a
	UP-Pool	**428**	**633**	**1,550**	**900**	**n/a**	**n/a**
	Change from last week	328	358	350	n/a	n/a	n/a
	Change from same week 2021	434	733	889	n/a	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]

July 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	6
	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	10
	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	10
	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	$774	$88.42	$2.25	14
	Des Moines, IA	Davenport, IA	$2,505	$149	$26.36	$0.67	6
	Indianapolis, IN	Atlanta, GA	$6,227	$581	$67.61	$1.72	14
	Indianapolis, IN	Knoxville, TN	$5,247	$376	$55.84	$1.42	12
	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	15
Soybeans	Minneapolis, MN	New Orleans, LA	$4,431	$1,102	$54.95	$1.50	43
	Toledo, OH	Huntsville, AL	$6,714	$552	$72.15	$1.96	10
	Indianapolis, IN	Raleigh, NC	$7,422	$785	$81.50	$2.22	15
	Indianapolis, IN	Huntsville, AL	$5,367	$373	$57.00	$1.55	9
	Champaign-Urbana, IL	New Orleans, LA	$4,665	$704	$53.32	$1.45	10
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	$731	$73.49	$2.00	16
	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	10
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	14
	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	10
	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	$552	$54.67	$1.49	11
	Grand Island, NE	Portland, OR	$5,280	$1,146	$63.81	$1.74	14

[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.

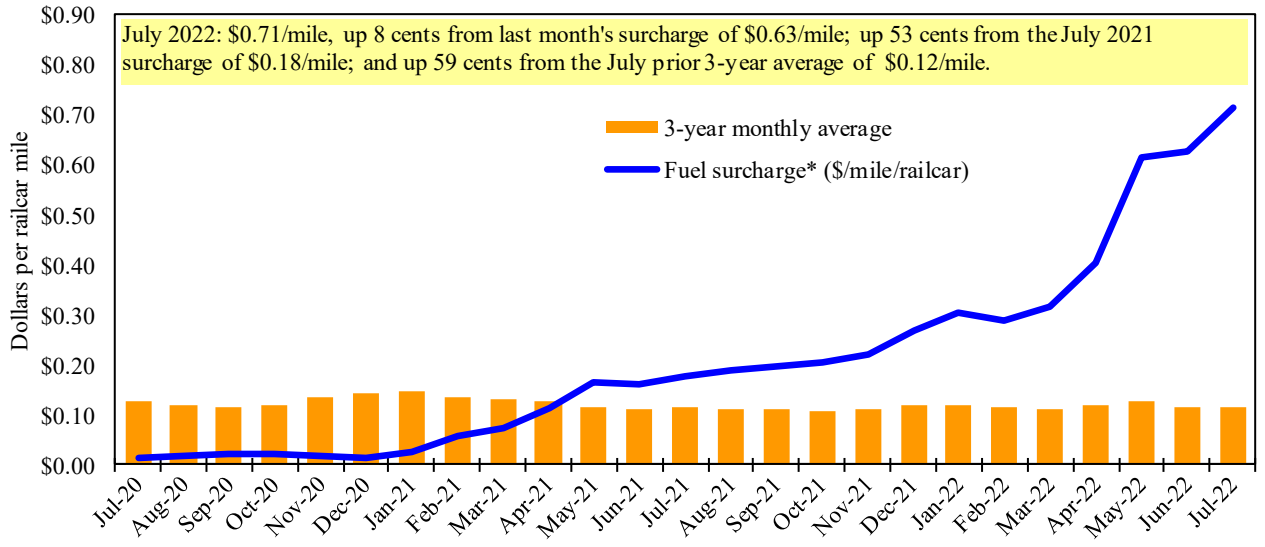
[4]Percentage change calculated using tariff rate plus fuel surchage; Y/Y = year over year.

[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.

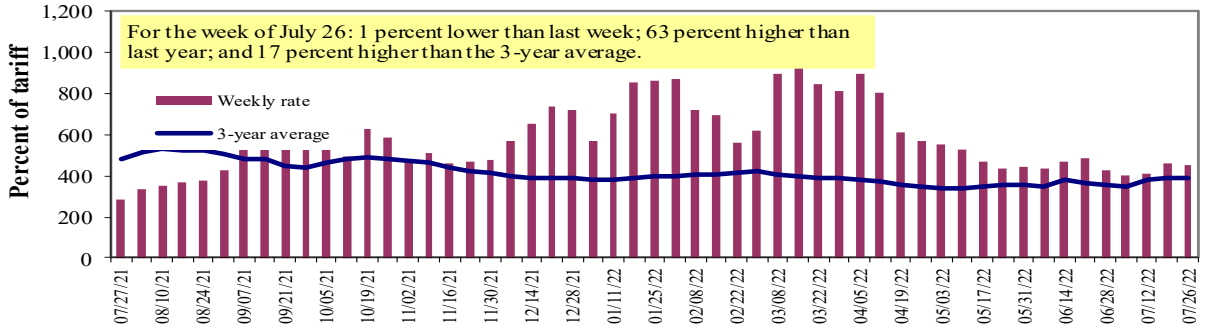
* Beginning January 2009, the Canadian Pacific fuel surcharge is computed by a monthly average of the bi-weekly fuel surcharge.

**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

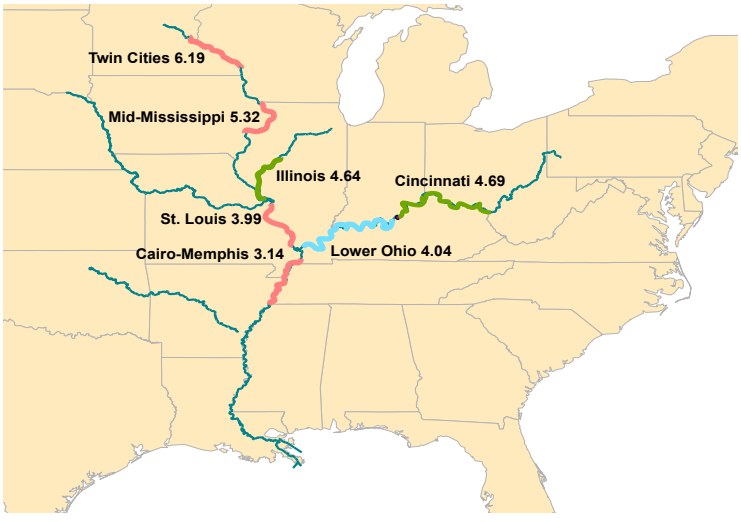
		Twin Cities	Mid-Mississippi	Lower Illinois River	St. Louis	Cincinnati	Lower Ohio	Cairo-Memphis
Rate[1]	7/26/2022	587	511	455	401	462	462	388
	7/19/2022	565	510	459	373	461	461	354
$/ton	7/26/2022	36.34	27.19	21.11	16.00	21.67	18.66	12.18
	7/19/2022	34.97	27.13	21.30	14.88	21.62	18.62	11.12
Current week % change from the same week:								
	Last year	67	82	63	99	121	121	103
	3-year avg. [2]	40	36	-	50	96	96	63
Rate[1]	August	631	586	567	524	579	579	522
	October	900	875	859	799	834	834	778

[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

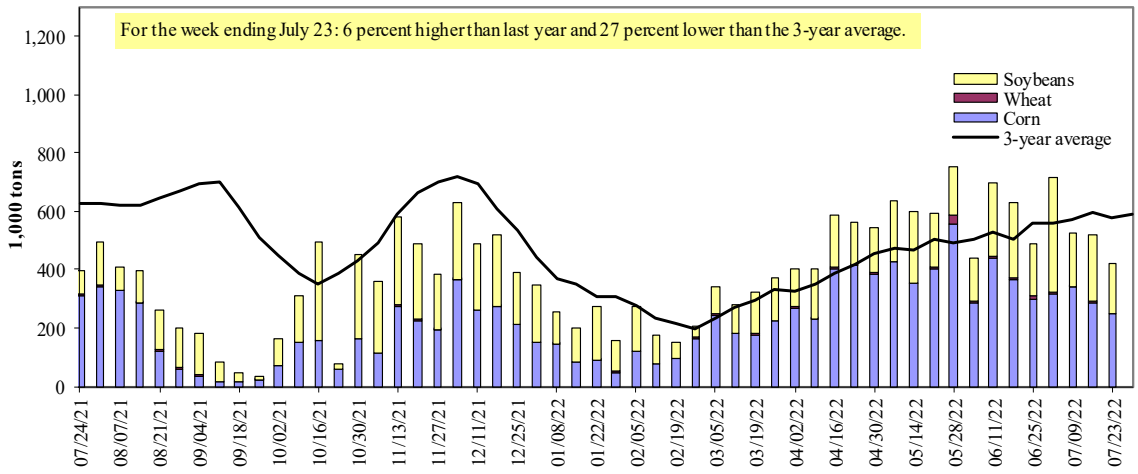
Select applicable index from market quotes are included in tables on this page. The 1976 benchmark rates per ton are provided in map.



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.

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.

Source: U.S. Army Corps of Engineers.

Table 10

Barge grain movements (1,000 tons)

For the week ending 07/23/2022	Corn	Wheat	Soybeans	Other	Total
Mississippi River					
Rock Island, IL (L15)	86	0	85	0	171
Winfield, MO (L25)	150	2	131	0	282
Alton, IL (L26)	203	0	134	3	340
Granite City, IL (L27)	249	0	174	6	429
Illinois River (La Grange)	127	0	33	0	160
Ohio River (Olmsted)	72	16	12	4	104
Arkansas River (L1)	3	25	4	0	32
Weekly total - 2022	323	41	190	10	565
Weekly total - 2021	339	68	105	0	512
2022 YTD[1]	11,809	1,068	7,142	171	20,190
2021 YTD[1]	17,411	901	4,916	198	23,427
2022 as % of 2021 YTD	68	118	145	87	86
Last 4 weeks as % of 2021[2]	76	105	219	431	107
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.

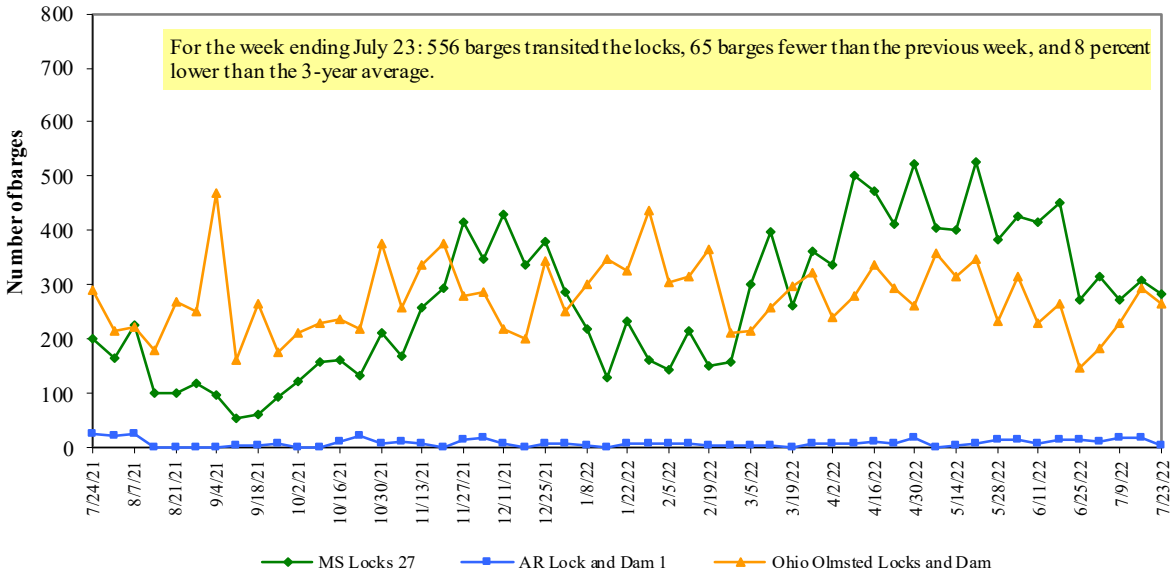
[2] As a percent of same period in 2021.

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

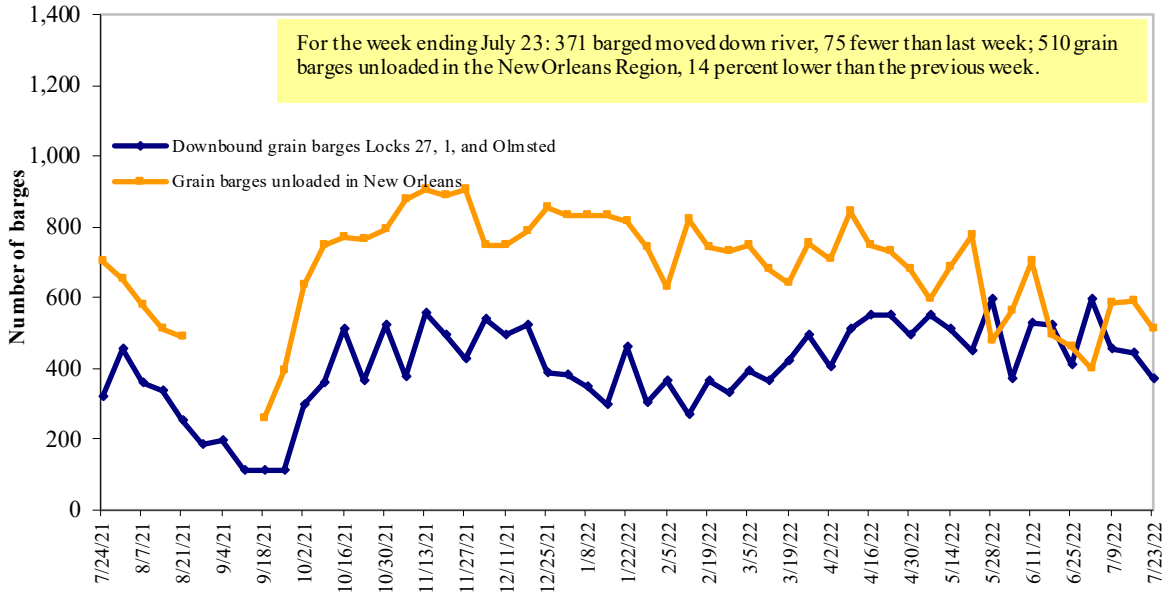


Note: The U.S. Army Corps of Engineers has recently migrated its lock and vessel database and has noted the latest data may be revised in coming weeks.

Source: U.S. Army Corps of Engineers.

Figure 12

Grain barges for export in New Orleans region



Note: Olmsted = Olmsted Locks and Dam. 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.

Source: U.S. Army Corps of Engineers and USDA, Agricultural Marketing Service.

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 7/25/2022 (U.S. $/gallon)

Region	Location	Price	Change from Week ago	Change from Year ago
I	East Coast	5.299	-0.168	1.988
	New England	5.539	-0.154	2.287
	Central Atlantic	5.620	-0.120	2.147
	Lower Atlantic	5.154	-0.186	1.941
II	Midwest	5.241	-0.168	1.983
III	Gulf Coast	4.911	-0.172	1.832
IV	Rocky Mountain	5.389	-0.157	1.742
V	West Coast	5.982	-0.134	2.048
	West Coast less California	5.615	-0.153	2.005
	California	6.389	-0.127	2.185
Total	United States	5.268	-0.164	1.926

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

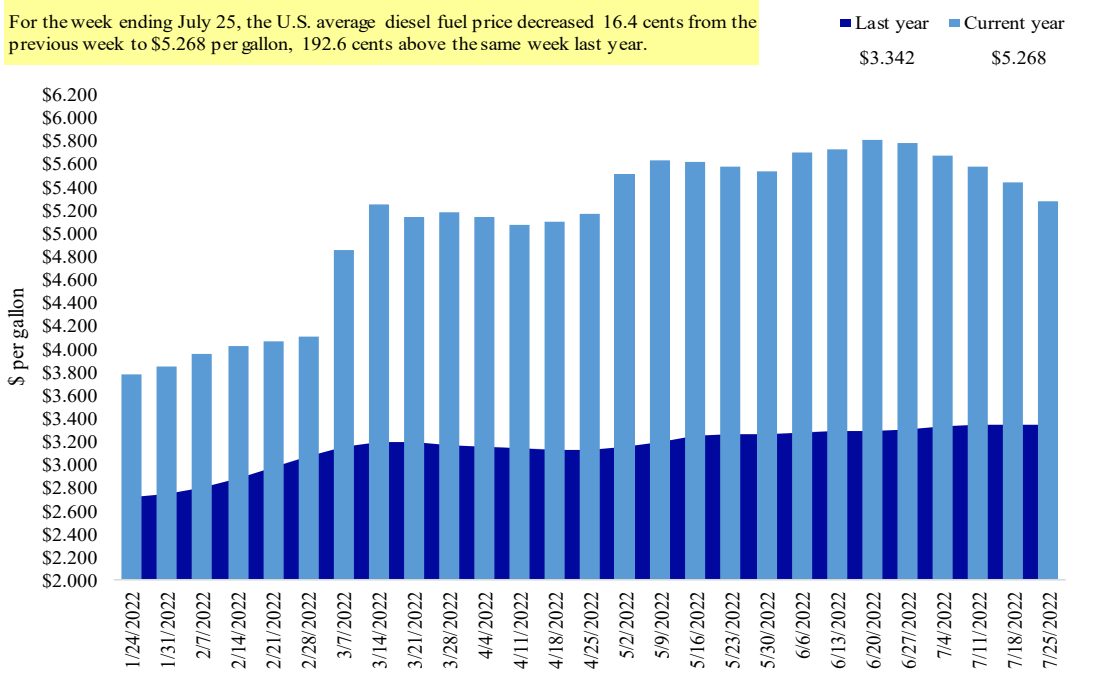
Note: On June 13, the Energy Information Administration implemented a new methodology to estimate weekly on-highway diesel fuel prices.

NA = Not Available

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

Figure 13

Weekly diesel fuel prices, U.S. average



Note: On June 13, the Energy Information Administration implemented a new methodology to estimate weekly on-highway diesel fuel prices.

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

Grain Exports

Table 12

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

	Wheat						Corn	Soybeans	Total
For the week ending	HRW	SRW	HRS	SWW	DUR	All wheat			
Export balances[1]									
7/14/2022	1,562	1,227	1,571	1,242	124	5,726	5,927	6,624	18,277
This week year ago	1,631	967	1,533	1,065	8	5,205	9,019	3,132	17,357
Cumulative exports-marketing year[2]									
2021/22 YTD	616	272	624	329	18	1,859	54,524	52,973	109,356
2020/21 YTD	859	333	742	408	42	2,384	60,751	58,856	121,991
YTD 2021/22 as % of 2020/21	72	0	84	81	0	78	90	90	90
Last 4 wks. as % of same period 2020/21*	89	113	89	99	1,332	98	82	237	115
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 07/14/2022	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	2240.5	16,631	15,086	10	14,817
Japan	816	9,961	10,916	(9)	11,082
China	2961	14,712	23,101	(36)	7,920
Columbia	160	4,359	3,893	12	4,491
Korea	0	1,476	3,527	0	3,302
Top 5 importers	**6,178**	**47,137**	**56,523**	**(17)**	**41,613**
Total U.S. corn export sales	**7,407**	**60,450**	**69,771**	**(13)**	**53,145**
% of projected exports	12%	97%	100%		
Change from prior week[2]	**570**	**34**	**(89)**		
Top 5 importers' share of U.S. corn export sales	83%	78%	81%		78%
USDA forecast July 2022	**61,069**	**62,341**	**70,051**	**(11)**	
Corn use for ethanol USDA forecast, July 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 07/14/2022	Total commitments[2]			% change current MY from last MY	Exports[3] 3-yr. avg. 2018-20
	2022/23 next MY	2021/22 current MY	2020/21 last MY		
					- 1,000 mt -
China	7,991	30,507	35,826	(15)	21,666
Mexico	828	5,397	4,798	12	4,754
Egypt	280	4,086	2,777	47	3,093
Indonesia	9	1,728	2,318	(25)	2,325
Japan	151	2,477	2,411	3	2,275
Top 5 importers	**9,259**	**44,194**	**48,131**	**(8)**	**34,113**
Total U.S. soybean export sales	**14,106**	**59,598**	**61,988**	**(4)**	**50,758**
% of projected exports	24%	101%	101%		
change from prior week[2]	**255**	**204**	**62**		
Top 5 importers' share of U.S. soybean export sales	66%	74%	78%		**67%**
USDA forecast, July 2022	**58,174**	**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 7/14/2022	Total Commitments[2]		% change current MY from last MY	Exports[3] 3-yr. avg. 2018-20
	2022/23 current MY	2021/22 last MY		
		1,000 mt -		- 1,000 mt -
Mexico	1,254	1,271	(1)	3,388
Philippines	1,076	1,204	(11)	3,121
Japan	707	813	(13)	2,567
Korea	539	451	19	1,501
Nigeria	393	560	(30)	1,490
China	273	483	(43)	1,268
Taiwan	216	239	(10)	1,187
Indonesia	11	2	511	1,131
Thailand	125	124	1	768
Italy	122	54	125	681
Top 10 importers	**4,716**	**5,201**	(9)	**17,102**
Total U.S. wheat export sales	**7,585**	**7,589**	(0)	**24,617**
% of projected exports	35%	35%		
change from prior week[2]	**511**	**473**		
Top 10 importers' share of U.S. wheat export sales	62%	69%		69%
USDA forecast, July 2022	**21,798**	**21,907**	(0)	

[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 07/21/22	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	141	82	172	4,981	8,754	57	70	58	13,243
Corn	97	259	38	8,322	11,992	69	55	76	13,420
Soybeans	0	0	n/a	4,495	3,758	120	n/a	34	14,540
Total	**238**	**341**	**70**	**17,797**	**24,504**	**73**	**64**	**64**	**41,203**
Mississippi Gulf									
Wheat	160	33	492	2,387	1,646	145	79	91	3,202
Corn	471	583	81	22,797	27,721	82	84	112	38,498
Soybeans	264	350	76	12,635	10,700	118	224	89	27,159
Total	**895**	**965**	**93**	**37,818**	**40,067**	**94**	**103**	**101**	**68,858**
Texas Gulf									
Wheat	89	57	157	1,830	2,383	77	42	29	3,888
Corn	44	31	141	463	322	144	165	192	627
Soybeans	0	0	n/a	2	656	0	n/a	n/a	1,611
Total	**132**	**88**	**151**	**2,294**	**3,361**	**68**	**56**	**40**	**6,126**
Interior									
Wheat	56	30	186	1,607	1,689	95	69	99	2,973
Corn	80	177	45	5,218	5,515	95	89	90	10,157
Soybeans	132	100	132	3,956	3,548	112	137	97	6,525
Total	**269**	**308**	**87**	**10,781**	**10,751**	**100**	**95**	**94**	**19,656**
Great Lakes									
Wheat	20	0	n/a	132	253	52	82	32	536
Corn	7	0	n/a	125	48	259	265	794	145
Soybeans	6	0	n/a	239	56	429	103	60	592
Total	**33**	**0**	**n/a**	**496**	**357**	**139**	**119**	**65**	**1,273**
Atlantic									
Wheat	34	0	n/a	72	86	84	337	884	128
Corn	13	7	181	202	14	n/a	n/a	n/a	85
Soybeans	6	10	64	1,543	1,066	145	505	154	2,184
Total	**53**	**17**	**318**	**1,817**	**1,166**	**156**	**563**	**249**	**2,397**
U.S. total from ports*									
Wheat	500	201	248	11,007	14,811	74	68	62	23,969
Corn	711	1,056	67	37,127	45,612	81	79	101	62,932
Soybeans	409	460	89	22,870	19,784	116	201	86	52,612
Total	**1,620**	**1,718**	**94**	**71,004**	**80,207**	**89**	**90**	**86**	**139,512**

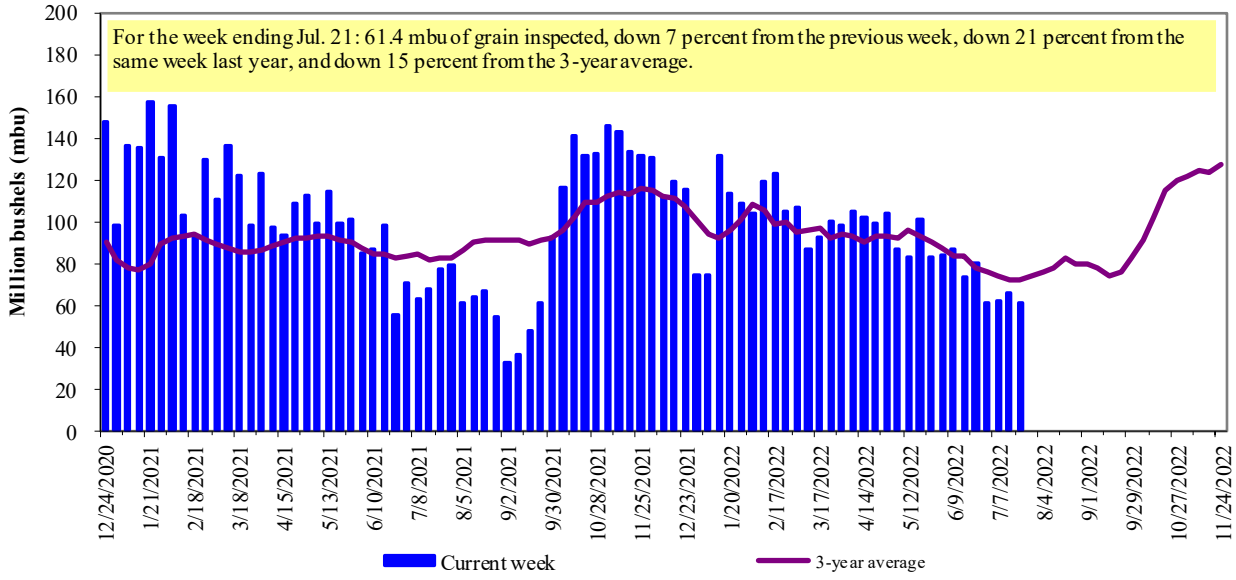
*Data includes revisions from prior weeks; some regional totals may not add exactly due to rounding.

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)

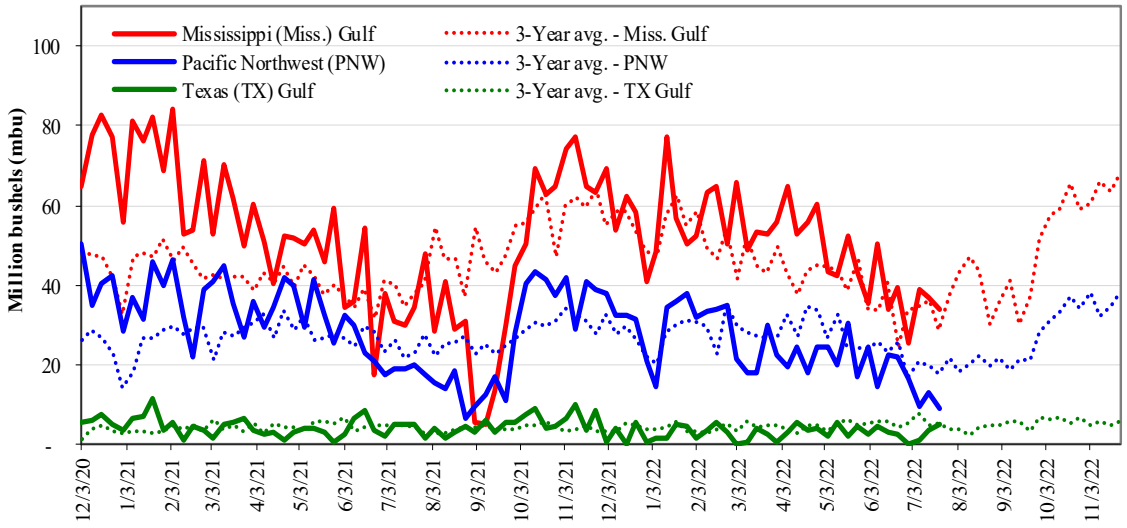


Note: 3-year average consists of 4-week running average.

Source: USDA, Federal Grain Inspection Service.

Figure 15

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



Week ending 07/21/22 inspections (mbu):	
MS Gulf:	34.1
PNW:	9.0
TX Gulf:	5.0

Percent change from:	MS Gulf	TX Gulf	U.S. Gulf	PNW
Last wk:	down 8	up 51	down 3	down 32
Last Year (same wk):	down 1	down 1	down 1	down 55
3-yr avg. (4-wk. mov. Avg):	up 2	down 14	unchanged	down 52

Source: USDA, Federal Grain Inspection Service.

Table 17

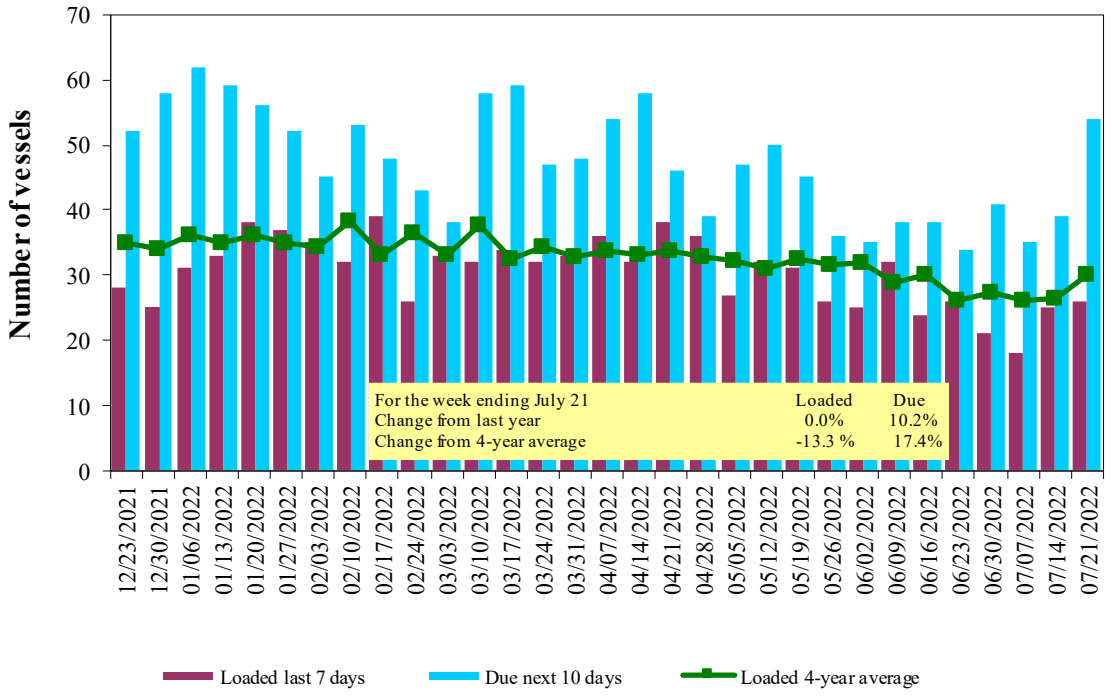
Weekly port region grain ocean vessel activity (number of vessels)

	Gulf			Pacific Northwest
Date	In port	Loaded 7-days	Due next 10-days	In port
7/21/2022	14	26	54	8
7/14/2022	23	25	39	9
2021 range	(10…57)	(5...48)	(15...69)	(4…27)
2021 average	34	32	49	15

Source: USDA, Agricultural Marketing Service.

Figure 16

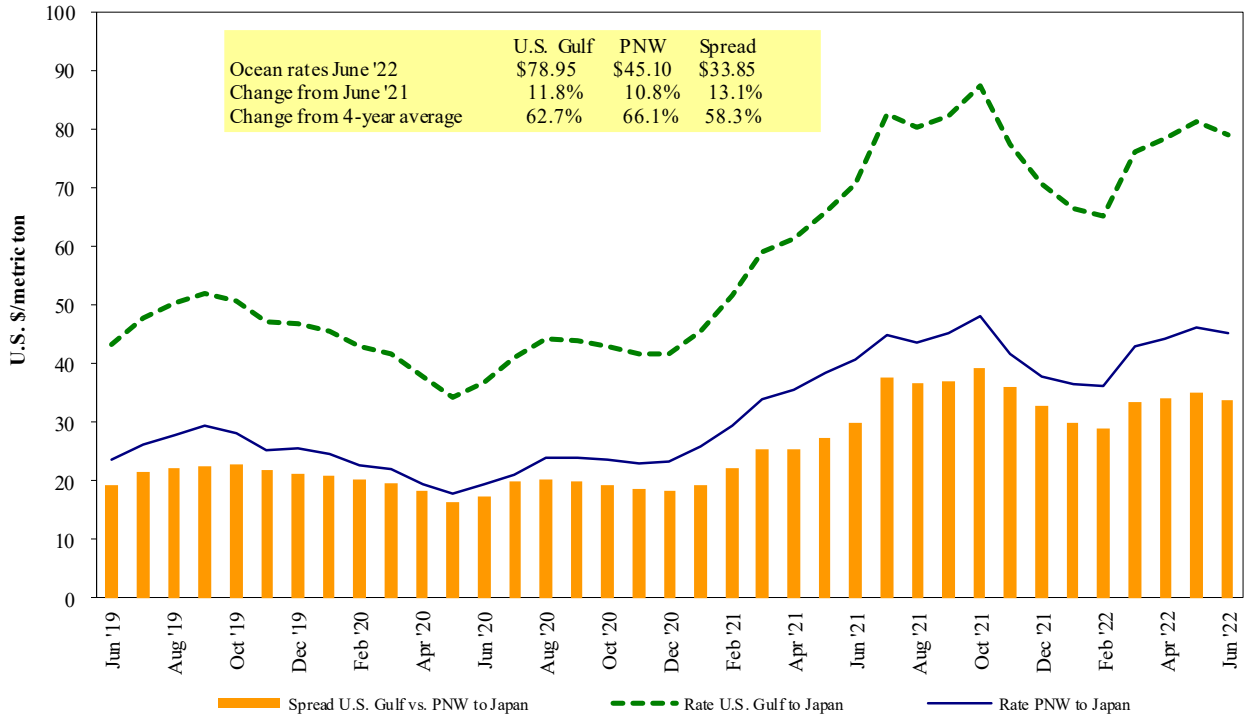
U.S. Gulf[1] vessel loading activity



[1]U.S. Gulf includes Mississippi, Texas, and East Gulf
Source:USDA, Agricultural Marketing Service.

Figure 17

Grain vessel rates, U.S. to Japan



Note: PNW = Pacific Northwest

Source: O'Neil Commodity Consulting

Table 18

Ocean freight rates for selected shipments, week ending 07/23/2022

Export region	Import region	Grain types	Loading date	Volume loads (metric tons)	Freight rate (US$/metric ton)
U.S. Gulf	Japan	Heavy grain	Jul 20/30, 2022	50,000	81.50
U.S. Gulf	Japan	Heavy grain	Jun 1/10, 2022	50,000	89.65
U.S. Gulf	Japan	Heavy grain	May 1/20, 2022	50,000	78.90
U.S. Gulf	S. China	Corn	Aug 1/10, 2022	68,000	71.00
U.S. Gulf	Djibouti	Wheat	Jun 5/15, 2022	37,150	190.81*
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	Yemen	Wheat	Jul 10/20, 2022	27,000	169.50*
Brazil	N. China	Heavy grain	Mar 18/27, 2022	64,000	56.85
Argentina	Taiwan	Corn	May 1/Jun, 2022	65,000	85.00

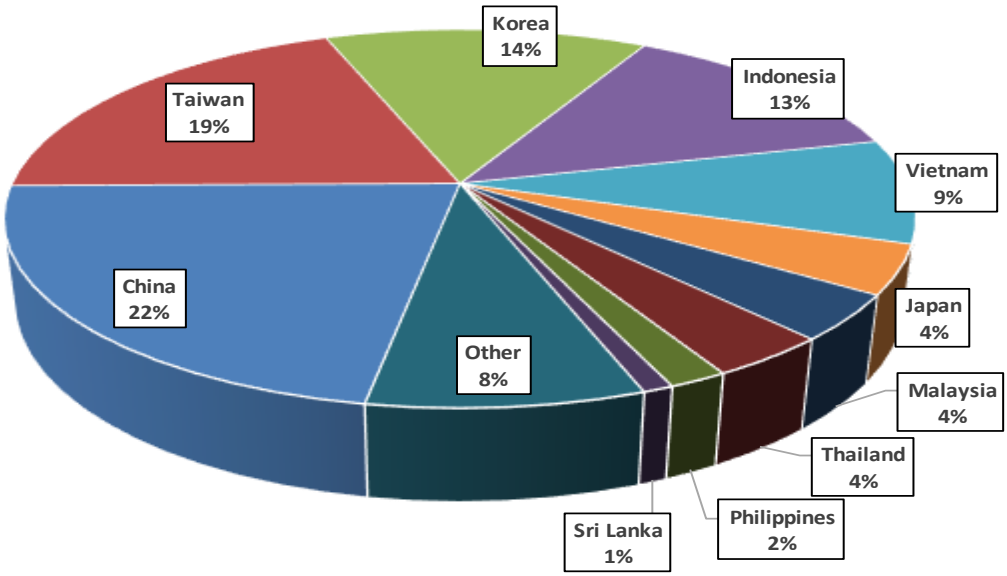
*50 percent of food aid from the United States is required to be shipped on U.S.-flag vessels.

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.

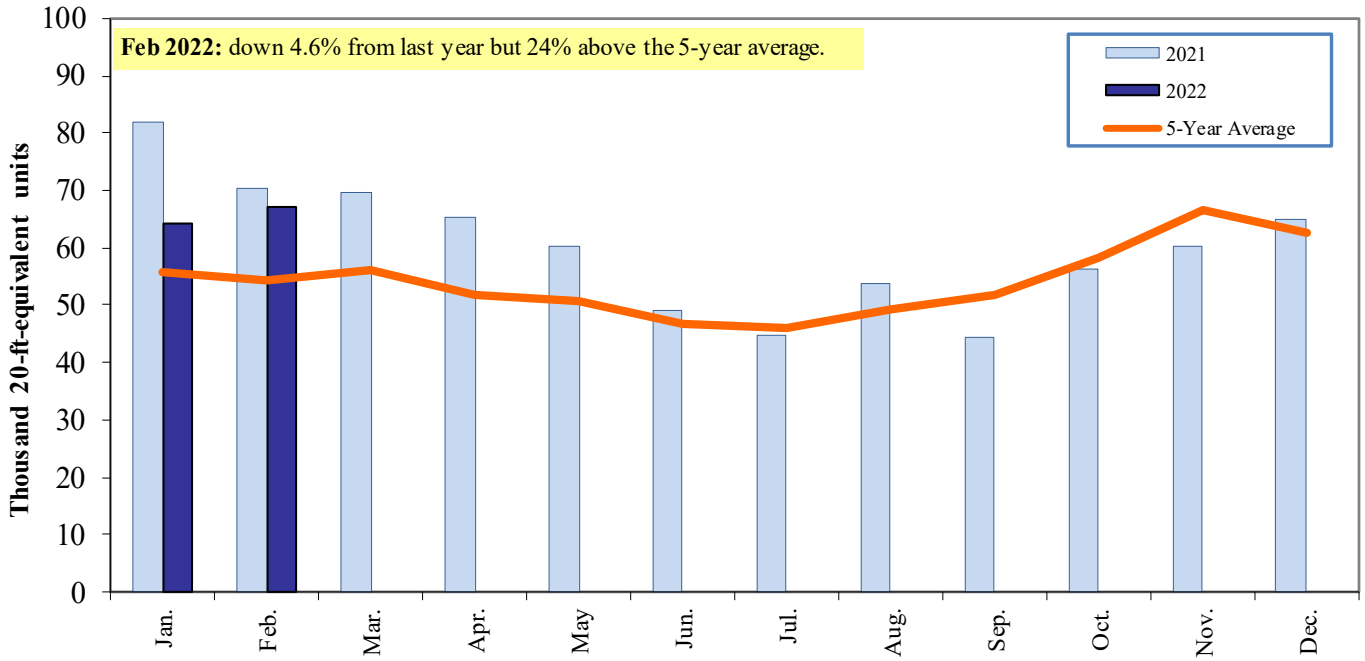
Figure 18
Top 10 destination markets for U.S. containerized grain exports, Jan-Feb 2022



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.

Contacts and Links

Coordinators		
Surajudeen (Deen) Olowolayemo	surajudeen.olowolayemo@usda.gov	(202) 720 - 0119
Maria Williams	maria.williams@usda.gov	(202) 690 - 4430
Bernadette Winston	bernadette.winston@usda.gov	(202) 690 - 0487
Grain Transportation Indicators		
Surajudeen (Deen) Olowolayemo	surajudeen.olowolayemo@usda.gov	(202) 720 - 0119
Rail Transportation		
Jesse Gastelle	jesse.gastelle@usda.gov	(202) 690 - 1144
Peter Caffarelli	petera.caffarelli@usda.gov	(202) 690 - 3244
Bernadette Winston	bernadette.winston@usda.gov	(202) 690 - 0487
Rich Henderson	richard.henderson2@usda.gov	(919) 855 - 7801
Barge Transportation		
April Taylor	april.taylor@usda.gov	(202) 720 - 7880
Rich Henderson	richard.henderson2@usda.gov	(919) 855 - 7801
Truck Transportation		
April Taylor	april.taylor@usda.gov	(202) 720 - 7880
Kranti Mulik	kranti.mulik@usda.gov	(202) 756 - 2577
Grain Exports		
Kranti Mulik	kranti.mulik@usda.gov	(202) 756 - 2577
Bernadette Winston	bernadette.winston@usda.gov	(202) 690 - 0487
Ocean Transportation		
Surajudeen (Deen) Olowolayemo (Freight rates and vessels)	surajudeen.olowolayemo@usda.gov	(202) 720 - 0119
April Taylor (Container movements)	april.taylor@usda.gov	(202) 720 - 7880
Editor		
Maria Williams	maria.williams@usda.gov	(202) 690-4430

Subscription Information: Please sign up to receive regular email announcements of the latest *GTR* issue by entering your email address **here** and selecting your preference to receive Transportation Research and Analysis. For any other information, you may contact us at **GTRContactUs@usda.gov**

Preferred citation: U.S. Department of Agriculture, Agricultural Marketing Service. *Grain Transportation Report.* July 28, 2022. Web: **http://dx.doi.org/10.9752/TS056.07-28-2022**