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# Grain Transportation Report

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A weekly publication of the Agricultural Marketing Service

[www.ams.usda.gov/GTR](http://www.ams.usda.gov/GTR)

**Agriculture Calls Attention to Mexican Rail Disruptions.** Last week, over [two dozen agricultural trade associations](#) voiced concern to U.S. Federal officials that “rail service capacity issues in Mexico ... are hindering U.S. agricultural trade.” Since late 2023, multiple embargoes by Ferromex (one of two major Mexican railroads) have rationed service to U.S. agricultural exporters.

Currently, Ferromex embargoes limit service (through permits) for grain shipped to Mexico through the [Eagle Pass, TX](#), and [El Paso, TX](#), border crossings. The trade associations note that, while [migrant flows](#) have “periodically” been an issue, Ferromex’s main challenge is “insufficient rail capacity to meet demand.”

These service issues come amid rising U.S.–Mexico cross-border rail trade. In the first half of 2024, total grain inspections (from Interior locations) to Mexico were 9.6 million metric tons (mmt)—37 percent above the prior 5-year average (see also, [this week’s feature](#)). According to [U.S. Department of Transportation data](#), from January through May, U.S. agricultural imports (2.9 mmt) and non-agricultural imports (4.9 mmt) from Mexico (by rail) were up 57 percent and 13 percent, respectively, from the prior 5-year average.

**ILA Seeks Large Wage Increase, as Contract Deadline Nears.** Last weekend, the International Longshoremen’s Association (ILA) gave a [60-day strike notice](#) to the U.S.

Maritime Alliance (USMX). ILA cautioned it would strike if the two parties cannot agree on a new contract before the current one expires on September 30.

Currently, ILA seeks a nearly 80-percent wage increase over the life of its next 6-year contract with maritime employers on the East and Gulf Coasts—according to communications with the *Journal of Commerce* by two ocean carrier sources familiar with the negotiations. If agreed to by USMX, this wage increase [would exceed](#) those granted to the West Coast dockworkers. As reasons for the request, ILA cited the need to adjust for inflation, as well as the need to compensate and recognize workers’ contributions during the COVID-19 pandemic.

**STB Publishes Updated Rail Rate Study.** The Surface Transportation Board (STB) recently released an [updated Rail Rate Index Study](#), showing real (adjusted for inflation) and nominal rail rates from 1985 to 2022. The study shows how rates (measured as revenue per ton-mile) have changed over time across the entire rail industry and within specific commodity groups. (Earlier rate studies and data behind the studies are available on [STB’s website](#).)

Real rates in the rail industry fell from 1985 through the early 2000s, and then rose through the early 2010s. Real rates fell again through 2021, before jumping 11 percent from 2021 to 2022. Real rail rates for grain fell about 2 percent per year from 1985 to 2003, and then grew 4 percent per year through 2014. Real rates for

grain generally fell again (1 percent per year) through 2021, before rising 3 percent from 2021 to 2022. Notably, from 2011 to 2020 and again in 2022, rail rates for grain were (on average) 4 percent above their 1985 level—in stark contrast with rates for other commodities, which were down.

**EPA Grants Fuel Waiver to Four Midwestern States.** The Environmental Protection Agency (EPA) has issued [an emergency fuel waiver](#) for Wisconsin, Illinois, Indiana, and Michigan that is effective through August 20, 2024. The waiver allows these four States to produce, sell, and distribute fuel with a higher Reid vapor pressure, which is normally allowed only in winter months.

The waiver comes in response to an emergency shutdown of an Exxon Mobil refinery in Joliet, IL, which supplies fuel to many Midwestern States. (The plant was shut down by a power outage from a July 15 tornado.) The waiver is intended to alleviate fuel shortages caused by the shutdown.

For additional transportation news related to grain and other agricultural products, see the [Transportation Updates and Regulatory News](#) page on AgTransport. A [dataset of all news entries since January 2023](#) is also available on AgTransport.

## Export Sales

For the week ending July 25, [unshipped balances](#) of corn and soybeans for marketing year (MY) 2023/24 totaled 9.92 million metric tons (mmt), down 10 percent from last week and up 76 percent from the same time last year. The [unshipped balance](#) of wheat for MY 2024/25 was 5.40 mmt, down 3 percent from last week and up 66 percent from the same time last year.

Net [corn export sales](#) for MY 2023/24 were 0.17 mmt, down 49 percent from last week. Net [soybean export sales](#) were 0.38 mmt, up significantly from last week. Net [wheat export sales](#) for MY 2024/25 were 0.29 mmt, down 7 percent from last week.

## Rail

U.S. Class I railroads originated 24,833 [grain carloads](#) during the week ending July 27. This was a 23-percent increase from the previous week, 41 percent more than last year, and 18 percent more than the 3-year average.

Average August [shuttle secondary railcar bids/offers](#) (per car) were \$38 above tariff for the week ending August 1. This was \$144 less than last week and \$246 more than this week last year. Average non-shuttle secondary railcar bids/offers per car were \$225 above tariff. This was \$56 less than last week and \$31 more than this week last year.

## Barge

For the week ending August 3, [barged grain movements](#) totaled 621,850 tons. This was 6 percent less than the previous week and 89 percent more than the same period last year.

For the week ending August 3, 389 grain barges [moved down river](#)—35 fewer than last week. There were 593 grain barges [unloaded](#) in the New Orleans region, 26 percent more than last week.

## Ocean

For the week ending August 1, 26 [oceangoing grain vessels](#) were loaded in the Gulf—8 percent more than the same period last year. Within the next 10 days (starting August 2), 35 vessels were expected to be loaded—67 percent more than the same period last year.

As of August 1, the rate for shipping a metric ton (mt) of grain from the U.S. Gulf to Japan was \$60.50, 1 percent more than the previous week. The rate from the Pacific Northwest to Japan was \$31.75 per mt, unchanged from the previous week.

## Fuel

For the week ending August 5, the U.S. average [diesel price](#) decreased 1.3 cents from the previous week to \$3.755 per gallon, 48.4 cents below the same week last year.



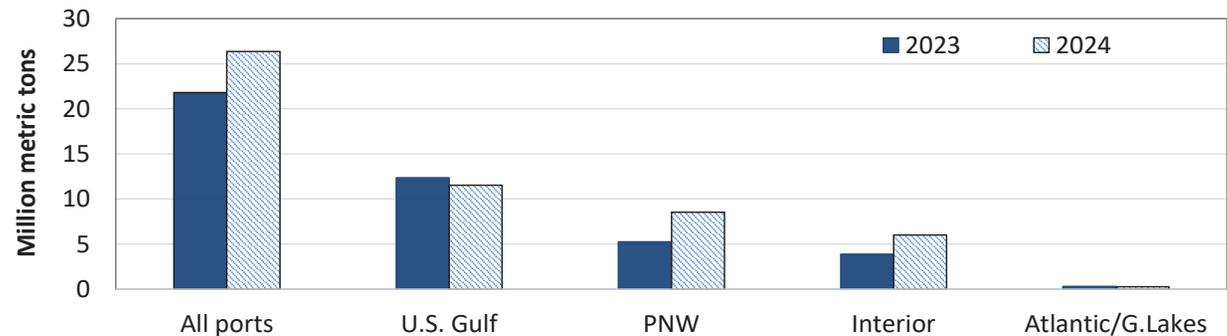
# Second-Quarter 2024 Grain Inspections Rose From Previous Year

During second quarter 2024, grain inspections (wheat, corn, and soybeans) for export from all major U.S. ports totaled 26.4 million metric tons (mmt), according to [USDA's Federal Grain Inspection Service \(FGIS\)](#). The amount of grain inspected was up 21 percent from second quarter 2023 (year to year), but down 6 percent from the prior 5-year average (fig. 1). The year-to-year increase in total grain inspections reflected a rise in inspections for all three commodities. A large rise in wheat inspections was due to higher inspections to Mexico and various Asian countries.

Although not up as much as wheat (in terms of percentage), inspections of corn and soybeans were also up—corn, because of higher inspections to Mexico, and soybeans, because of increased inspections to Egypt and Indonesia. In both cases, these gains offset declines in second-quarter 2024 U.S. inspections to China that resulted from Brazilian competition. Displaced by China's purchases from Brazil, second-quarter 2024 U.S. inspections of exports to China were down 66 percent for corn and down 4 percent for soybeans, year to year.

Both year to year and compared to the 5-year average, grain inspections rose in the Pacific Northwest (PNW) and Interior port regions, while falling in the U.S. Gulf and Atlantic-Great Lakes port regions.

Figure 1. Second-quarter grain inspections by region, 2023 and 2024



Source: USDA, Federal Grain Inspection Service.

According to USDA's July [World Agricultural Supply and Demand Estimates \(WASDE\) report](#)—from marketing year (MY) 2023/24 to MY 2024/25—exports are estimated to be flat for corn, up 7 percent for soybeans, and up 17 percent for wheat.

## Grain Inspections by Region

**U.S. Gulf.** At 11.5 mmt, grain inspections in the U.S. Gulf fell 7 percent year to year and fell 22 percent from the 5-year average. The year-to-year decline reflected a drop in corn inspections. Of total second-quarter Gulf inspections, corn inspections were 62 percent; soybean inspections, 25 percent; and wheat inspections, 13 percent.

**PNW.** PNW grain inspections totaled 8.5 mmt—up 63 percent year to year and up 6 percent from the 5-year average. The year-to-

year increase reflected a rise in corn and wheat inspections. Of total second-quarter PNW inspections, corn inspections were 65 percent; wheat inspections, 34 percent; and soybean inspections, 1 percent.

**Interior.** Interior grain inspections were 6.0 mmt—up 54 percent year to year and up 34 percent from the 5-year average. The year-to-year increase owed to rises in inspections of all three grains. Of total second-quarter Interior inspections, corn inspections were 62 percent; soybean inspections, 25 percent; and wheat inspections, 13 percent.

**Atlantic-Great Lakes.** At 0.3 mmt, grain inspections in the Atlantic-Great Lakes were down 12 percent year to year and down 58 percent from the 5-year average. The year-to-year decline reflected a drop in soybean

inspections. Of total second-quarter Atlantic-Great Lakes inspections, wheat inspections were 48 percent; corn inspections, 33 percent; and soybeans inspections, 19 percent.

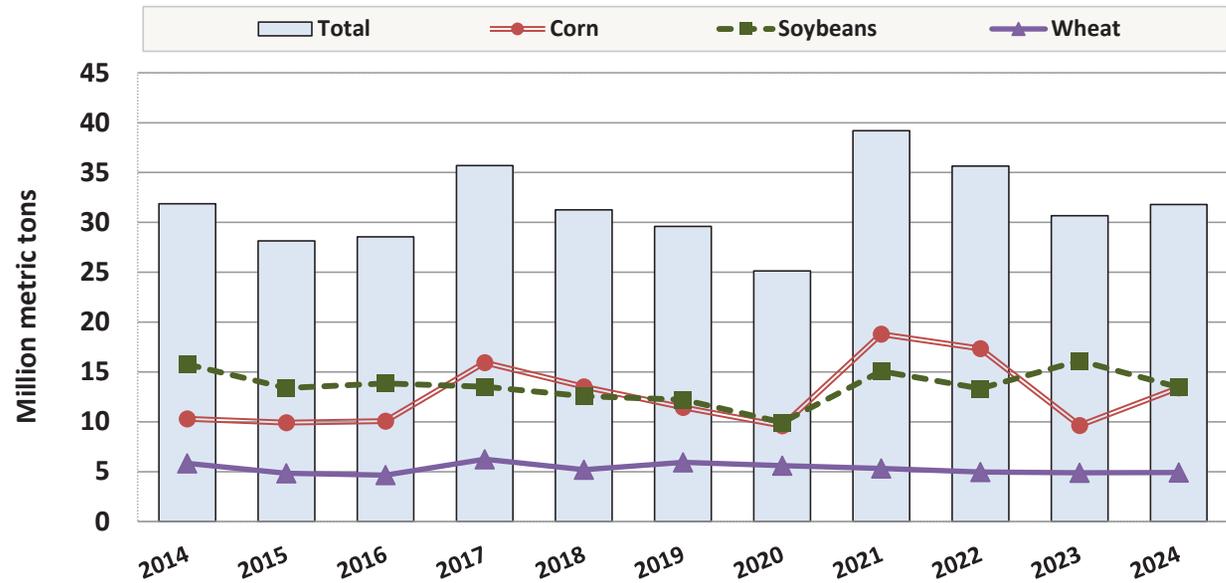
### Inspections by Commodity

**Corn.** Second-quarter 2024 corn inspections were 16.6 mmt—up 20 percent year to year and up 1 percent from the 5-year average (fig. 2). The year-to-year increase was primarily due to increased inspections destined to Mexico. During the second quarter, U.S. Gulf inspections were 7.2 mmt—down 14 percent year to year and 22 percent below the 5-year average.

Corn inspections in PNW were 5.6 mmt—up 84 percent year to year and up 29 percent from the 5-year average. At 3.7 mmt, Interior inspections of corn increased 60 percent year to year and rose 51 percent from the 5-year average. Finally, corn inspections in the Atlantic-Great Lakes were 0.1 mmt—up 59 percent year to year and up 17 percent from the 5-year average.

**Soybeans.** Second-quarter soybean inspections were 4.5 mmt—up 13 percent year to year, but down 20 percent from the 5-year average (fig. 2). The year-to-year increase was mainly due to higher inspections destined to Egypt and Indonesia. During the second quarter, U.S. Gulf soybean inspections were 2.9 mmt—up 10 percent year to year, but down 11 percent from the 5-year average.

Figure 2. Second-quarter inspections by grain type, 2014-24



Source: USDA, Federal Grain Inspection Service.

At 1.5 mmt, Interior soybean inspections were up 47 percent year to year and 4 percent above the 5-year average. PNW soybean inspections were 0.1 mmt—down 65 percent year to year and down 87 percent from the 5-year average. At 0.1 mmt, Atlantic-Great Lakes inspections of soybeans were down 66 percent year to year and down 86 percent from the 5-year average.

**Wheat.** Second-quarter wheat inspections were 5.3 mmt—up 31 percent year to year, but down 12 percent from the 5-year average (fig. 2). The year-to-year increase was mainly due to higher inspections destined to Mexico and

various Asian countries. During the second quarter, PNW wheat inspections were 2.9 mmt—up 44 percent year to year, but down 7 percent from the 5-year average.

U.S. Gulf wheat inspections were 1.5 mmt—up 8 percent year to year, but down 29 percent from the 5-year average. At 0.8 mmt, wheat inspections in the Interior were up 45 percent year to year and up 38 percent from the 5-year average. Atlantic-Great Lakes wheat inspections were 0.1 mmt—up 33 percent year to year, but down 40 percent from the 5-year average.

## Market Outlook

USDA's July [WASDE report](#) projected MY 2024/25 corn exports to be 56.5 mmt—flat compared to the MY 2023/24 estimate. In the

same report, USDA projected MY 2024/25 soybean exports to be 49.7 mmt—up 7 percent from the MY 2023/24 estimate. MY 2024/25 wheat exports were projected to be 22.5 mmt—up 17 percent from the MY 2023/2024 estimate.

From June to July, WASDE projections of corn and wheat exports increased, and projections of soybean exports were unchanged.

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Grains are transported to the domestic and international markets via one or a combination of the following modes: truck, rail, barge and ocean-going vessel. Monitoring the cost of transportation for each mode is vital to the marketing decision making process.

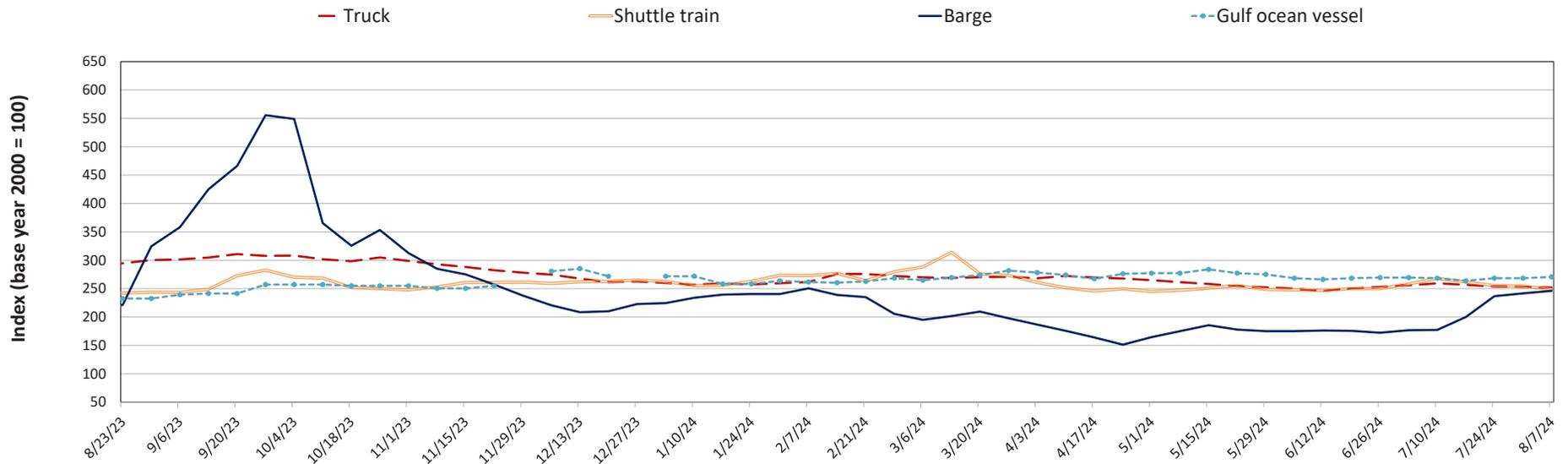
**Table 1. Grain transport cost indicators**

For the week ending:	Truck	Rail		Barge	Ocean	
		Non-shuttle	Shuttle		Gulf	Pacific
08/07/24	252	331	249	246	271	225
07/31/24	253	333	254	242	268	225
08/09/23	285	324	237	229	208	184

Note: 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.

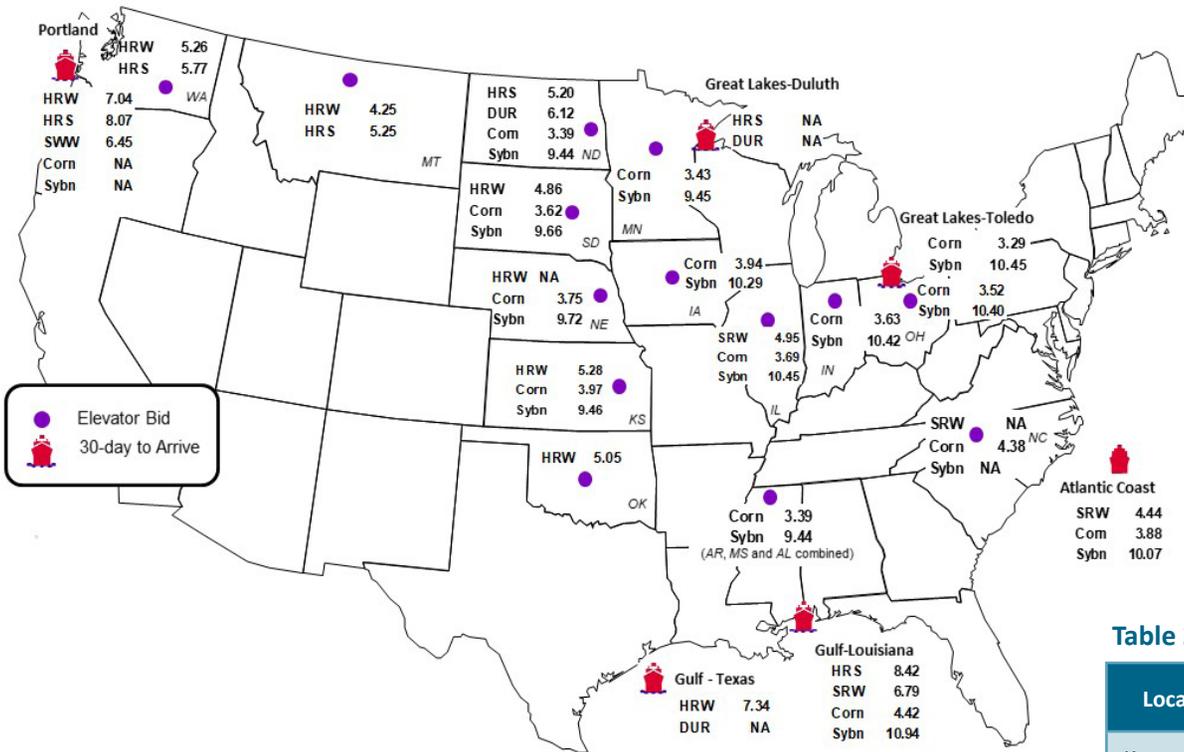
**Figure 1. Grain transportation cost indicators as of week ending 08/07/24**



Source: USDA, Agricultural Marketing Service.

**Figure 2. Grain bid summary**

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.



Inland bids: 12% HRW, 14% HRS, #1 SRW, #1 DUR, #1 SWW, #2 Y Corn, #1 Y Soybeans  
 Export bids: Ord HRW, 14% HRS, #2 SRW, #2 DUR, #2 SWW, #2 Y Corn, #1 Soybeans  
 Note: HRW = Hard red winter wheat, HRS = Hard red spring wheat, SRW = Soft red winter wheat, DUR = Durum, SWW = Soft white winter wheat, Y = Yellow, Ord = Ordinary. Data from tables 2a and 2b derived from map information.  
 Sources: U.S. Inland: GeoGrain, USDA Weekly Bids, U.S. Export: Corn & Soybean - Export Grain Bids, AMS, USDA Wheat Bids - Weekly Wheat Report, U.S. Wheat Associates, Washington, DC.

**Table 2a. Market update: U.S. origins to export position price spreads (\$/bushel)**

Commodity	Origin-destination	8/2/2024	7/26/2024
Corn	IL-Gulf	-0.73	-0.68
Corn	NE-Gulf	-0.67	-0.60
Soybean	IA-Gulf	-0.65	-0.81
HRW	KS-Gulf	-2.06	-2.26
HRS	ND-Portland	-2.87	-2.89

Note: nq = no quote; n/a = not available; HRW = hard red winter wheat; HRS = hard red spring wheat.  
 Source: USDA, Agricultural Marketing Service.

**Table 2b. Futures**

Location	Grain	Month	8/2/2024	Week ago 7/26/2024	Year ago 8/4/2023
Kansas City	Wheat	Sep	5.472	5.466	7.640
Minneapolis	Wheat	Sep	5.950	5.884	8.244
Chicago	Wheat	Sep	5.252	5.236	6.462
Chicago	Corn	Sep	3.980	4.066	4.966
Chicago	Soybean	Sep	10.186	10.212	13.082

Sources: U.S. Inland: GeoGrain, USDA Weekly Bids, U.S. Export: Corn & Soybean - Export Grain Bids, AMS, USDA Wheat Bids - Weekly Wheat Report, U.S. Wheat Associates, Washington, DC.



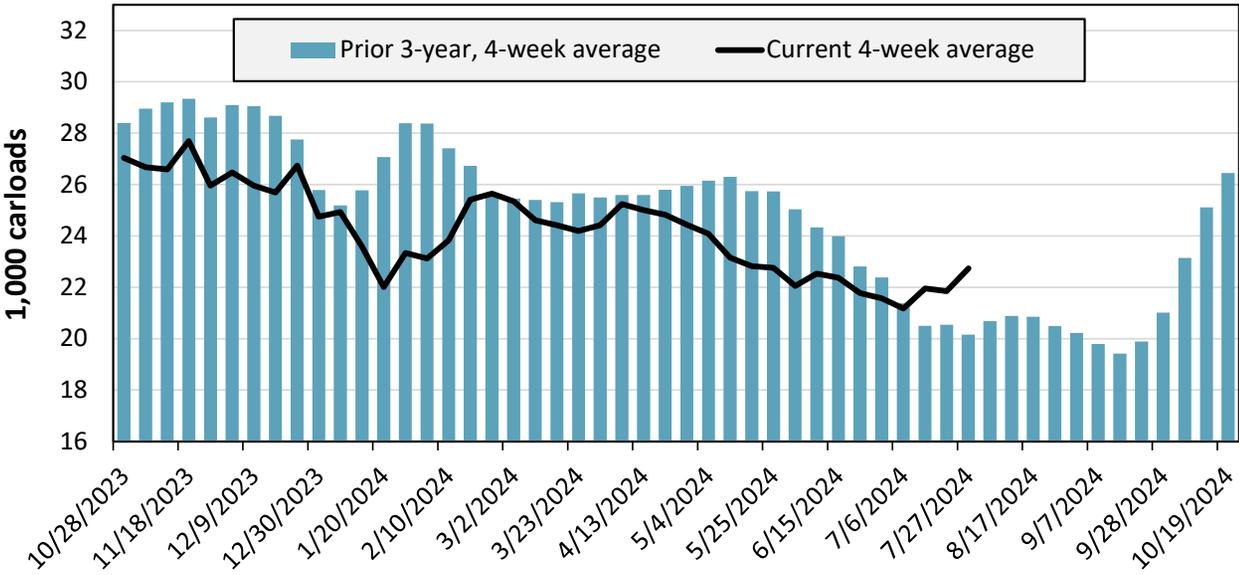
**Table 3. Class I rail carrier grain car bulletin (grain carloads originated)**

For the week ending: 7/27/2024	East		West		Central U.S.		U.S. total
	CSXT	NS	BNSF	UP	CPKC	CN	
This week	1,595	2,902	10,718	5,450	3,035	1,133	24,833
This week last year	1,104	2,239	7,303	4,386	1,318	1,285	17,635
2024 YTD	49,720	79,958	312,813	153,770	81,477	27,820	705,558
2023 YTD	54,750	80,708	265,289	158,898	66,858	40,221	666,724
2024 YTD as % of 2023 YTD	91	99	118	97	122	69	106
Last 4 weeks as % of 2023	148	114	148	112	143	97	130
Last 4 weeks as % of 3-yr. avg.	120	110	117	100	135	96	113
Total 2023	92,754	130,762	499,462	278,079	131,352	66,535	1,198,944

Note: The last 4-week percentages compare the last 4 weeks of this year to the closest 4 weeks of last year, and to the average across the prior 3 years. NS = Norfolk Southern; UP = Union Pacific; CN = Canadian National; CPKC = Canadian Pacific Kansas City; YTD = year-to-date; avg. = average; yr. = year. CPKC and CN report carloads for their U.S.-operations only, so the U.S. total reflects originated carloads for all six Class I railroads.

Source: Surface Transportation Board.

**Figure 3. Total weekly U.S. Class I railroad grain carloads**



For the 4 weeks ending July 27, grain carloads were up 4 percent from the previous week, up 30 percent from last year, and up 13 percent from the 3-year average.

Source: Surface Transportation Board.

**Table 4a. Rail service metrics—grain unit train origin dwell times and train speeds**

For the week ending: 7/27/2024		East		West		Central U.S.			U.S. Average
		CSX	NS	BNSF	UP	CN	CP	KCS	
Grain unit train origin dwell times (hours)	This week	17.4	29.1	32.6	14.7	8.5	31.6	15.4	21.3
	Average over last 4 weeks	29.5	28.6	29.2	18.1	8.6	27.8	36.6	25.5
	Average of same 4 weeks last year	41.7	29.0	15.4	15.0	6.6	13.9	19.9	20.2
Grain unit train speeds (miles per hour)	This week	23.2	21.1	23.8	22.4	25.6	19.2	25.6	23.0
	Average over last 4 weeks	23.4	20.8	24.5	22.3	24.4	19.1	24.7	22.7
	Average of same 4 weeks last year	23.5	15.5	25.3	22.9	27.0	21.1	26.4	23.1

Note: NS = Norfolk Southern; UP = Union Pacific; CN = Canadian National; CP = Canadian Pacific; KCS = Kansas City Southern. Although CP and KCS have merged to form CPKC, the service metrics are reported for two legacy networks that correspond to the old nomenclature (CP and KCS).

These service metrics are published weekly on the [Surface Transportation Board's website](#) and on [AgTransport](#). For more information on each service metric, see [49 CFR § 1250.2](#).

Source: Surface Transportation Board.

**Table 4b. Rail service metrics—unfilled grain car orders and delays**

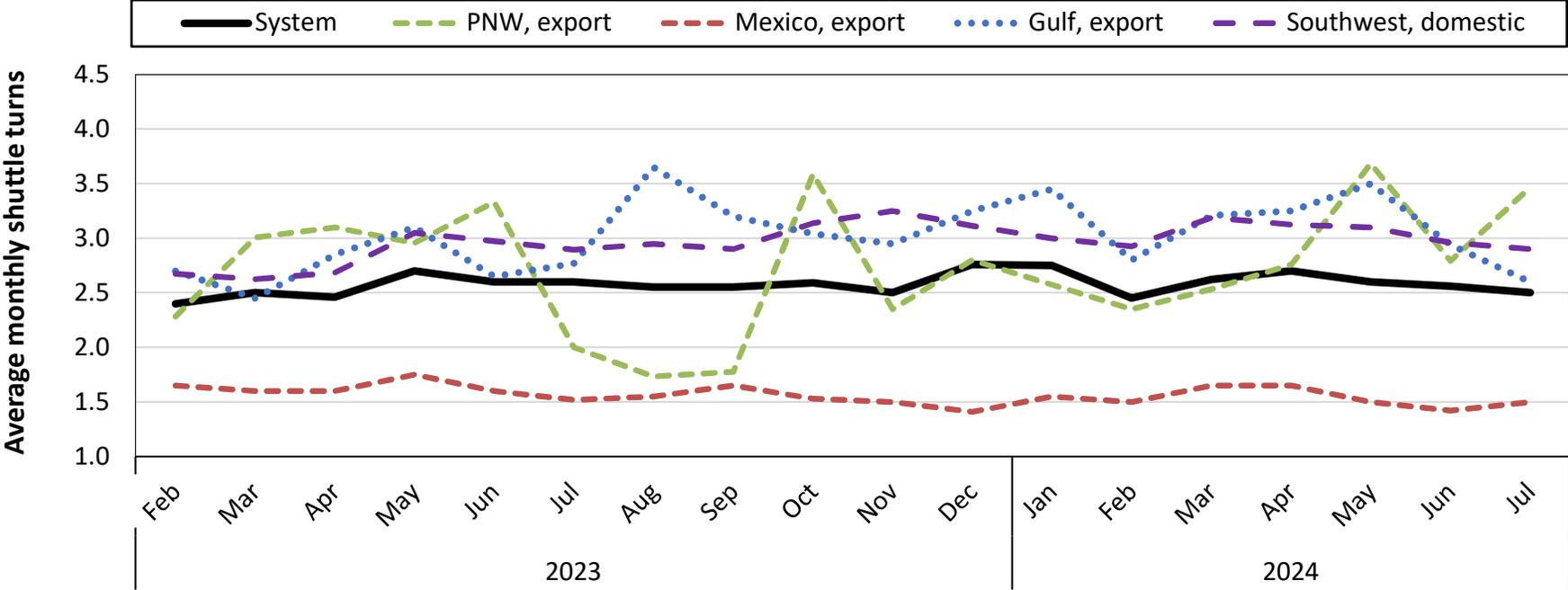
For the week ending: 7/27/2024		East		West		Central U.S.			U.S. Total
		CSX	NS	BNSF	UP	CN	CP	KCS	
Empty grain cars not moved in over 48 hours (number)	This week	12	5	431	94	3	51	20	616
	Average over last 4 weeks	11	9	510	107	6	50	51	743
	Average of same 4 weeks last year	31	14	531	70	10	49	32	737
Loaded grain cars not moved in over 48 hours (number)	This week	8	175	809	62	2	130	66	1,253
	Average over last 4 weeks	16	144	885	83	4	115	51	1,298
	Average of same 4 weeks last year	36	324	351	71	12	68	20	882
Grain unit trains held (number)	This week	0	0	29	6	0	3	5	43
	Average over last 4 weeks	0	1	23	6	0	5	6	41
	Average of same 4 weeks last year	1	5	7	7	0	1	3	24
Unfilled grain car orders (number)	This week	1	1	1,330	89	4	421	0	1,846
	Average over last 4 weeks	4	0	995	164	1	195	20	1,378
	Average of same 4 weeks last year	6	27	302	101	0	69	45	549

Note: NS = Norfolk Southern; UP = Union Pacific; CN = Canadian National; CP = Canadian Pacific; KCS = Kansas City Southern. Although CP and KCS have merged to form CPKC, the service metrics are reported for two legacy networks that correspond to the old nomenclature (CP and KCS).

These service metrics are published weekly on the [Surface Transportation Board's website](#) and on [AgTransport](#). For more information on each service metric, see [49 CFR § 1250.2](#).

Source: Surface Transportation Board.

Figure 4. Average monthly turns for grain shuttle trains, by region

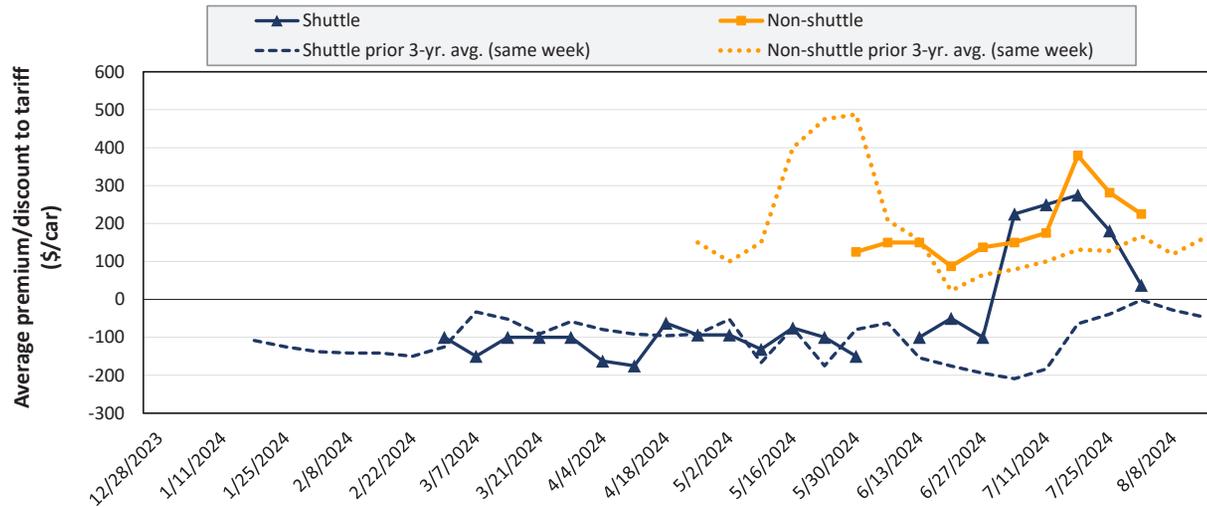


Average monthly system-wide grain shuttle turns reported in the first week of July 2024 were 2.5. By destination region, average monthly grain shuttle turns were 3.47 to PNW, 1.5 to Mexico, 2.6 to the Gulf, and 2.9 to the Southwest.

Note: Data is submitted in the first weekly report of each month, covering the previous month. A “shuttle turn” refers to the number of trips completed per month by a single train. Numbers reflect averages of the three railroads with a shuttle train program: BNSF Railway, Union Pacific Railroad; and CPKC. CPKC only reports values for the Pacific Northwest (PNW). Regions are not standardized and vary across railroads. “Southwest” refers to domestic destinations and includes: “West Texas, Arkansas/Texas, California/Arizona, and California.”  
 Source: Surface Transportation Board.

Railroads periodically auction guaranteed grain car service for an individual trip or a period of time (e.g., one year). This ordering system is referred to as the “primary market.” Once grain shippers acquire guaranteed freight on the primary market, they can trade that freight with other shippers through a broker. These transactions are referred to as the “secondary market.” Secondary rail values are indicators of rail service quality and demand/supply. The values published herein are market indicators only and do not represent guaranteed prices.

**Figure 5. Secondary market bids/offers for railcars to be delivered in August 2024**



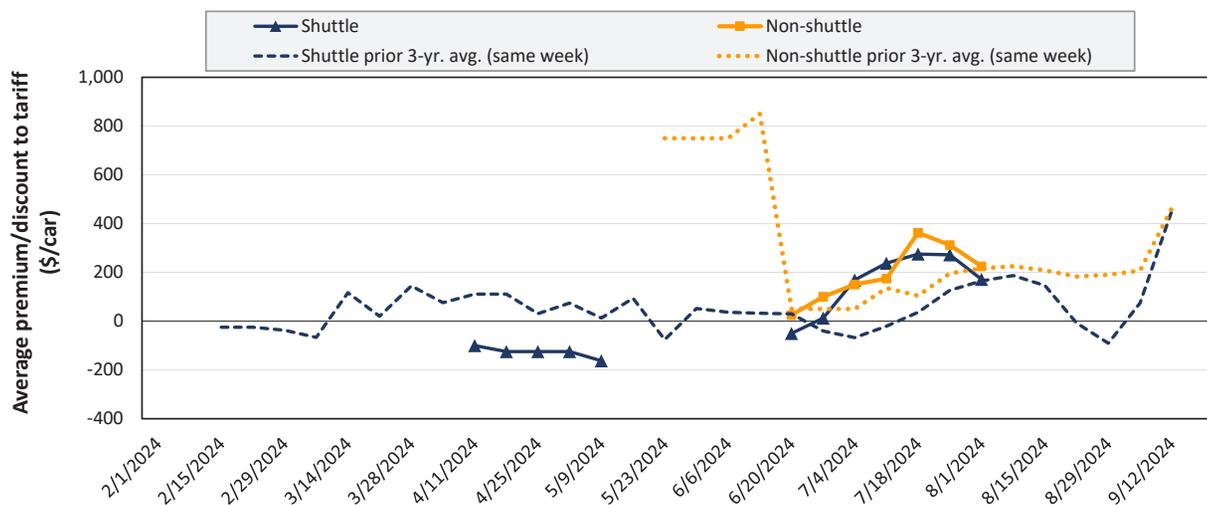
Average non-shuttle bids/offers fell \$56 this week, and are \$154 below the peak.

Average shuttle bids/offers fell \$144 this week and are \$238 below the peak.

	8/1/2024	BNSF	UP
Non-Shuttle		\$200	\$250
Shuttle		\$75	\$0

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 analysis of data from Tradewest Brokerage Company and the Malsam Company.

**Figure 6. Secondary market bids/offers for railcars to be delivered in September 2024**



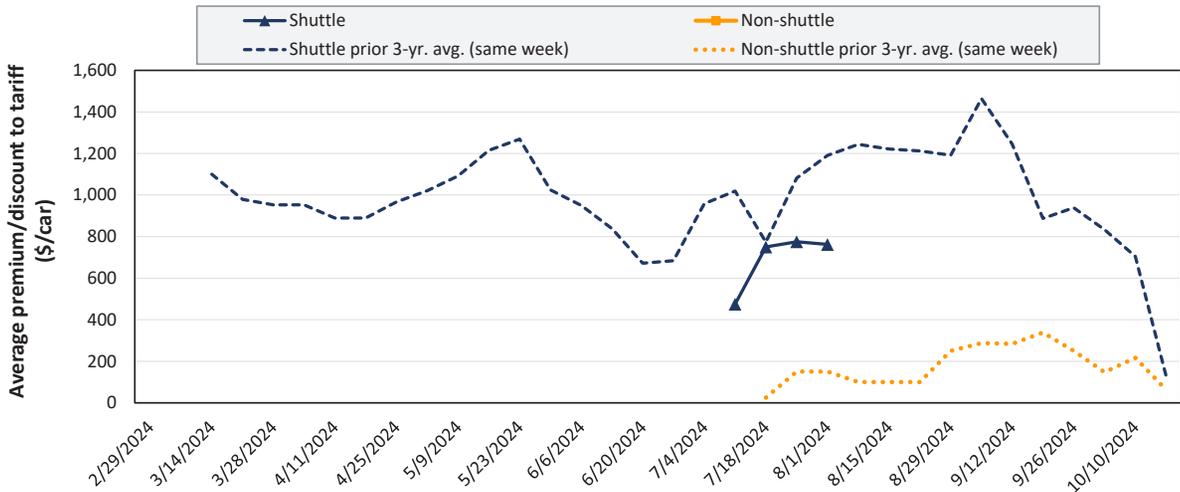
Average non-shuttle bids/offers fell \$88 this week, and are \$138 below the peak.

Average shuttle bids/offers fell \$100 this week and are \$103 below the peak.

	8/1/2024	BNSF	UP
Non-Shuttle		\$225	\$225
Shuttle		\$319	\$25

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 analysis of data from Tradewest Brokerage Company and the Malsam Company.

**Figure 7. Secondary market bids/offers for railcars to be delivered in October 2024**



There were no non-shuttle bids/offers this week.

Average shuttle bids/offers fell \$13 this week and are \$13 below the peak.

	8/1/2024	BNSF	UP
Non-Shuttle		n/a	n/a
Shuttle		\$1,050	\$475

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 analysis of data from Tradewest Brokerage Company and the Malsam Company.

**Table 5. Weekly secondary railcar market (dollars per car)**

For the week ending: 8/1/2024		Delivery period					
		Aug-24	Sep-24	Oct-24	Nov-24	Dec-24	Jan-25
Non-shuttle	BNSF	200	225	n/a	n/a	n/a	n/a
	Change from last week	-13	-25	n/a	n/a	n/a	n/a
	Change from same week 2023	113	75	n/a	n/a	n/a	n/a
	UP	250	225	n/a	n/a	n/a	n/a
	Change from last week	-100	-150	n/a	n/a	n/a	n/a
	Change from same week 2023	-50	0	n/a	n/a	n/a	n/a
Shuttle	BNSF	75	319	1,050	n/a	400	n/a
	Change from last week	-313	-150	-50	n/a	n/a	n/a
	Change from same week 2023	125	233	-300	n/a	50	n/a
	UP	0	25	475	n/a	n/a	n/a
	Change from last week	25	-50	25	n/a	n/a	n/a
	Change from same week 2023	367	225	-458	n/a	n/a	n/a
	CPKC	0	-100	n/a	n/a	n/a	n/a
	Change from last week	-200	0	n/a	n/a	n/a	n/a
Change from same week 2023	100	75	n/a	n/a	n/a	n/a	

Note: Bids and offers represent a premium/discount to tariff rates; n/a = not available; BNSF = BNSF Railway; UP = Union Pacific Railroad; CPKC = Canadian Pacific Kansas City.  
 Source: USDA, Agricultural Marketing Service analysis of data from Tradewest Brokerage Company and the Malsam Company.

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 6. Tariff rail rates for unit train shipments, August 2024**

Commodity	Origin region	Destination region	Tariff rate/car	Fuel surcharge per car	Tariff plus surcharge per metric ton	Tariff plus surcharge per bushel	Percent Change Y/Y
Wheat	Wichita, KS	St. Louis, MO	\$4,991	\$167	\$51.22	\$1.39	21
	Grand Forks, ND	Duluth-Superior, MN	\$3,862	\$36	\$38.71	\$1.05	-4
	Wichita, KS	Los Angeles, CA	\$7,020	\$184	\$71.54	\$1.95	-5
	Wichita, KS	New Orleans, LA	\$4,425	\$294	\$46.86	\$1.28	-8
	Sioux Falls, SD	Galveston-Houston, TX	\$6,966	\$151	\$70.67	\$1.92	-2
	Colby, KS	Galveston-Houston, TX	\$4,675	\$322	\$49.62	\$1.35	-8
	Amarillo, TX	Los Angeles, CA	\$5,585	\$448	\$59.91	\$1.63	8
Corn	Champaign-Urbana, IL	New Orleans, LA	\$4,000	\$332	\$43.02	\$1.09	-0
	Toledo, OH	Raleigh, NC	\$8,877	\$0	\$88.15	\$2.24	4
	Des Moines, IA	Davenport, IA	\$2,830	\$70	\$28.80	\$0.73	6
	Indianapolis, IN	Atlanta, GA	\$6,866	\$0	\$68.18	\$1.73	4
	Indianapolis, IN	Knoxville, TN	\$5,790	\$0	\$57.50	\$1.46	4
	Des Moines, IA	Little Rock, AR	\$4,425	\$207	\$45.99	\$1.17	4
	Des Moines, IA	Los Angeles, CA	\$6,305	\$602	\$68.59	\$1.74	2
Soybeans	Minneapolis, MN	New Orleans, LA	\$3,156	\$472	\$36.03	\$0.98	-9
	Toledo, OH	Huntsville, AL	\$7,269	\$0	\$72.18	\$1.96	3
	Indianapolis, IN	Raleigh, NC	\$8,169	\$0	\$81.12	\$2.21	4
	Indianapolis, IN	Huntsville, AL	\$5,921	\$0	\$58.80	\$1.60	4
	Champaign-Urbana, IL	New Orleans, LA	\$5,040	\$332	\$53.35	\$1.45	3

Note: 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. The table assumes 111 short tons (100.7 metric tons) per car, 56 pounds per bushel of corn, and 60 pounds per bushel of wheat and soybeans. Percentage change year to year (Y/Y) is calculated using the tariff rate plus fuel surcharge

Source: BNSF Railway, Canadian National Railway, CSX Transportation, and Union Pacific Railroad.

**Table 7. Tariff rail rates for shuttle train shipments, August 2024**

Commodity	Origin region	Destination region	Tariff rate/car	Fuel surcharge per car	Tariff plus surcharge per metric ton	Tariff plus surcharge per bushel	Percent Change Y/Y
Wheat	Great Falls, MT	Portland, OR	\$4,343	\$106	\$44.18	\$1.20	-5
	Wichita, KS	Galveston-Houston, TX	\$4,411	\$82	\$44.62	\$1.21	-5
	Chicago, IL	Albany, NY	\$7,413	\$0	\$73.61	\$2.00	5
	Grand Forks, ND	Portland, OR	\$6,001	\$182	\$61.40	\$1.67	-4
	Grand Forks, ND	Galveston-Houston, TX	\$5,446	\$187	\$55.94	\$1.52	-2
	Colby, KS	Portland, OR	\$5,923	\$528	\$64.06	\$1.74	-0
Corn	Minneapolis, MN	Portland, OR	\$5,660	\$222	\$58.41	\$1.48	-1
	Sioux Falls, SD	Tacoma, WA	\$5,620	\$203	\$57.83	\$1.47	-1
	Champaign-Urbana, IL	New Orleans, LA	\$4,345	\$332	\$46.44	\$1.18	3
	Lincoln, NE	Galveston-Houston, TX	\$4,560	\$119	\$46.46	\$1.18	4
	Des Moines, IA	Amarillo, TX	\$4,845	\$260	\$50.69	\$1.29	3
	Minneapolis, MN	Tacoma, WA	\$5,660	\$220	\$58.39	\$1.48	-1
	Council Bluffs, IA	Stockton, CA	\$5,780	\$228	\$59.66	\$1.52	3
Soybeans	Sioux Falls, SD	Tacoma, WA	\$6,335	\$203	\$64.93	\$1.77	-1
	Minneapolis, MN	Portland, OR	\$6,385	\$222	\$65.61	\$1.79	-1
	Fargo, ND	Tacoma, WA	\$6,235	\$181	\$63.71	\$1.73	-1
	Council Bluffs, IA	New Orleans, LA	\$5,270	\$383	\$56.14	\$1.53	3
	Toledo, OH	Huntsville, AL	\$5,509	\$0	\$54.71	\$1.49	4
	Grand Island, NE	Portland, OR	\$5,905	\$540	\$64.00	\$1.74	2

Note: 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. The table assumes 111 short tons (100.7 metric tons) per car, 56 pounds per bushel of corn, and 60 pounds per bushel of wheat and soybeans. Percentage change year to year (Y/Y) is calculated using the tariff rate plus fuel surcharge.

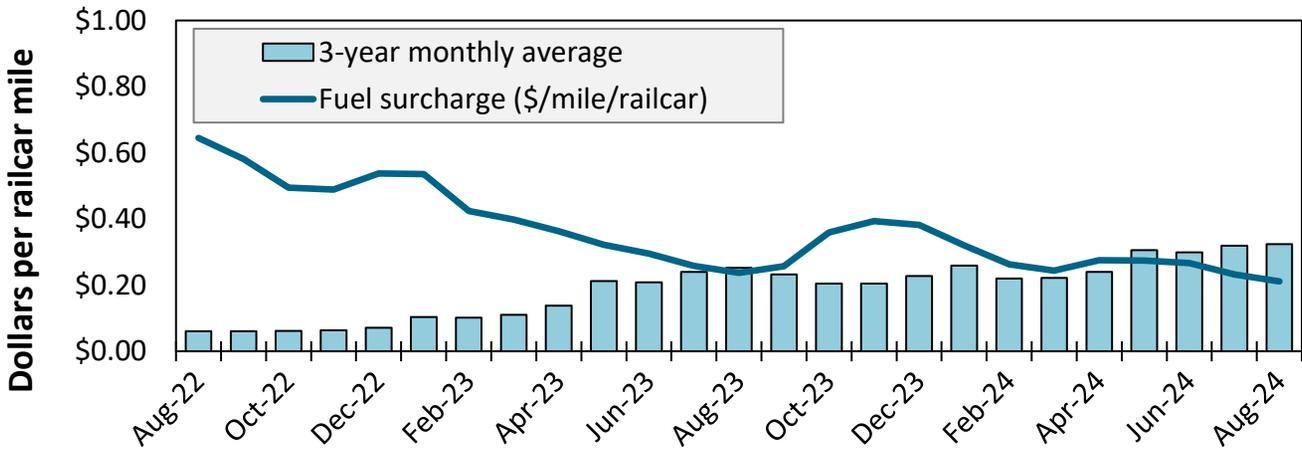
Source: BNSF Railway, Canadian National Railway, CSX Transportation, and Union Pacific Railroad.

**Table 8. Tariff rail rates for U.S. bulk grain shipments to Mexico, August 2024**

Commodity	US origin	US border city	US railroad	Train type	US rate plus fuel surcharge per car (USD)	US tariff rate + fuel surcharge per metric ton (USD)	US tariff rate + fuel surcharge per bushel (USD)	Percent M/M	Percent Y/Y
Corn	Adair, IL	El Paso, TX	BNSF	Shuttle	\$4,414	\$43.44	\$1.10	-0.9	1.7
	Atchison, KS	Laredo, TX	KCS	Non-shuttle	\$5,480	\$53.93	\$1.37	-0.7	1.5
	Council Bluffs, IA	Laredo, TX	KCS	Non-shuttle	\$6,009	\$59.14	\$1.50	-0.7	3.3
	Kansas City, MO	Laredo, TX	KCS	Non-shuttle	\$5,386	\$53.01	\$1.35	-0.7	1.6
	Marshall, MO	Laredo, TX	KCS	Non-shuttle	\$5,601	\$55.13	\$1.40	-0.7	1.5
	Pontiac, IL	Eagle Pass, TX	UP	Shuttle	\$4,826	\$47.50	\$1.21	-0.5	3.2
	Sterling, IL	Eagle Pass, TX	UP	Shuttle	\$4,963	\$48.85	\$1.24	-0.5	3.1
Superior, NE	El Paso, TX	BNSF	Shuttle	\$4,821	\$47.45	\$1.21	-0.6	1.7	
Soybeans	Atchison, KS	Laredo, TX	KCS	Non-shuttle	\$5,480	\$53.93	\$1.47	-0.7	1.5
	Brunswick, MO	El Paso, TX	BNSF	Shuttle	\$5,456	\$53.70	\$1.46	-0.6	3.1
	Grand Island, NE	Eagle Pass, TX	UP	Shuttle	\$6,371	\$62.70	\$1.71	-0.4	2.4
	Hardin, MO	Eagle Pass, TX	BNSF	Shuttle	\$5,457	\$53.71	\$1.46	-0.6	3.1
	Kansas City, MO	Laredo, TX	KCS	Non-shuttle	\$5,386	\$53.01	\$1.44	-0.7	1.6
	Roelyn, IA	Eagle Pass, TX	UP	Shuttle	\$6,475	\$63.73	\$1.73	-0.4	2.4
Wheat	FT Worth, TX	El Paso, TX	BNSF	DET	\$4,017	\$39.54	\$1.08	-4.9	-8.9
	FT Worth, TX	El Paso, TX	BNSF	Shuttle	\$3,599	\$35.42	\$0.96	-4.9	-9.4
	Great Bend, KS	Laredo, TX	UP	Shuttle	\$4,609	\$45.36	\$1.23	-0.4	-8.3
	Kansas City, MO	Laredo, TX	KCS	Non-shuttle	\$5,386	\$53.01	\$1.44	-0.7	1.6
	Wichita, KS	Laredo, TX	UP	Shuttle	\$4,495	\$44.24	\$1.20	-0.4	-8.5

Note: After December 2021, U.S. railroads stopped reporting "through rates" from the U.S. origin to the Mexican destination. Thus, the table shows "Rule 11 rates," which cover only the portion of the shipment from a U.S. origin to locations on the U.S.-Mexico border. The Rule 11 rates apply only to shipments that continue into Mexico, and the total cost of the shipment would include a separate rate obtained from a Mexican railroad. The rates apply to jumbo covered hopper ("C114") cars. The "shuttle" train type applies to qualified shipments (typically, 110 cars) that meet railroad efficiency requirements. The "non-shuttle" train type applies to Kansas City Southern (KCS) (now CPKC) shipments and is made up of 75 cars or more (except the Marshall, MO, rate is for a 50-74 car train). BNSF Railway's destination efficiency trains (DET) are shuttle-length trains (typically 110 cars) that can be split en route for unloading at multiple destinations. Percentage change month to month (M/M) and year to year (Y/Y) are calculated using the tariff rate plus fuel surcharge. For a larger list of to-the-border rates, see [AgTransport](#).  
 Source: BNSF Railway, Union Pacific Railroad, and CPKC (formerly, Kansas City Southern Railway).

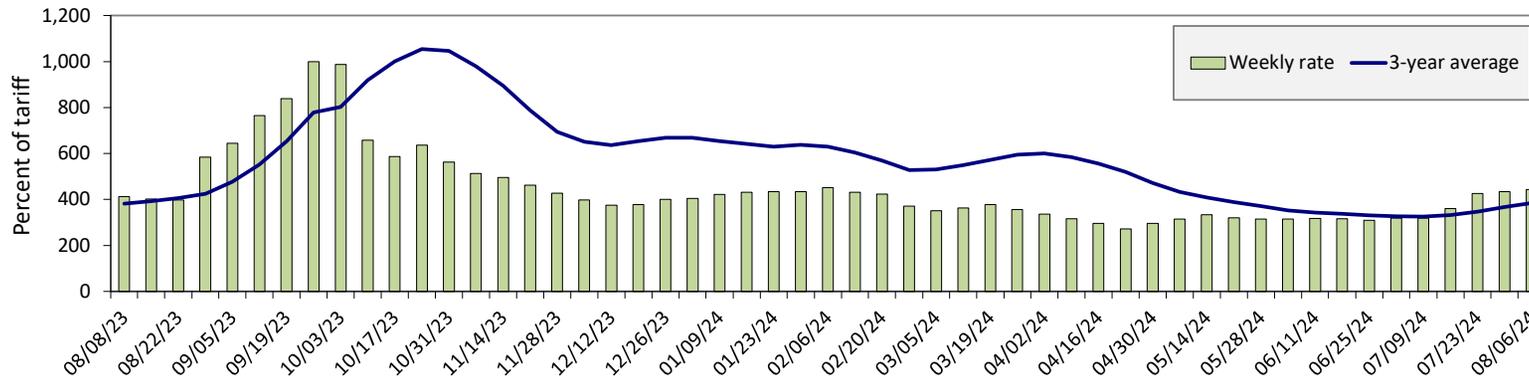
**Figure 8. Railroad fuel surcharges, North American weighted average**



August 2024: \$0.21/mile, down 2 cents from last month's surcharge of \$0.23/mile; down 3 cents from the August 2023 surcharge of \$0.24/mile; and down 11 cents from the August prior 3-year average of \$0.32/mile.



**Figure 9. Illinois River barge freight rate**



For the week ending August 6: 2 percent higher than the previous week; 7 percent higher than last year; and 15 percent higher than the 3-year average.

Note: Rate = percent of 1976 tariff benchmark index (1976 = 100 percent); 3-year avg. = 4-week moving average of the 3-year average.  
Source: USDA, Agricultural Marketing Service.

**Table 9. Weekly barge freight rates: southbound only**

Measure	Date	Twin Cities	Mid-Mississippi	Lower Illinois River	St. Louis	Cincinnati	Lower Ohio	Cairo-Memphis
Rate	8/6/2024	572	468	443	351	447	447	304
	7/30/2024	551	464	435	314	440	440	255
\$/ton	8/6/2024	35.41	24.90	20.56	14.00	20.96	18.06	9.55
	7/30/2024	34.11	24.68	20.18	12.53	20.64	17.78	8.01
Measure	Time Period	Twin Cities	Mid-Mississippi	Lower Illinois River	St. Louis	Cincinnati	Lower Ohio	Cairo-Memphis
Current week % change from the same week	Last year	25	12	7	-1	17	17	-22
	3-year avg.	23	15	15	10	31	30	-2
Rate	September	637	596	594	568	604	604	565
	November	591	553	535	463	525	525	417

Note: Rate = percent of 1976 tariff benchmark index (1976 = 100 percent); 3-year avg. = 4-week moving average of the 3-year avg.; ton = 2,000 pounds; n/a = data not available.  
Source: USDA, Agricultural Marketing Service.

**Figure 10. Benchmark tariff rates**



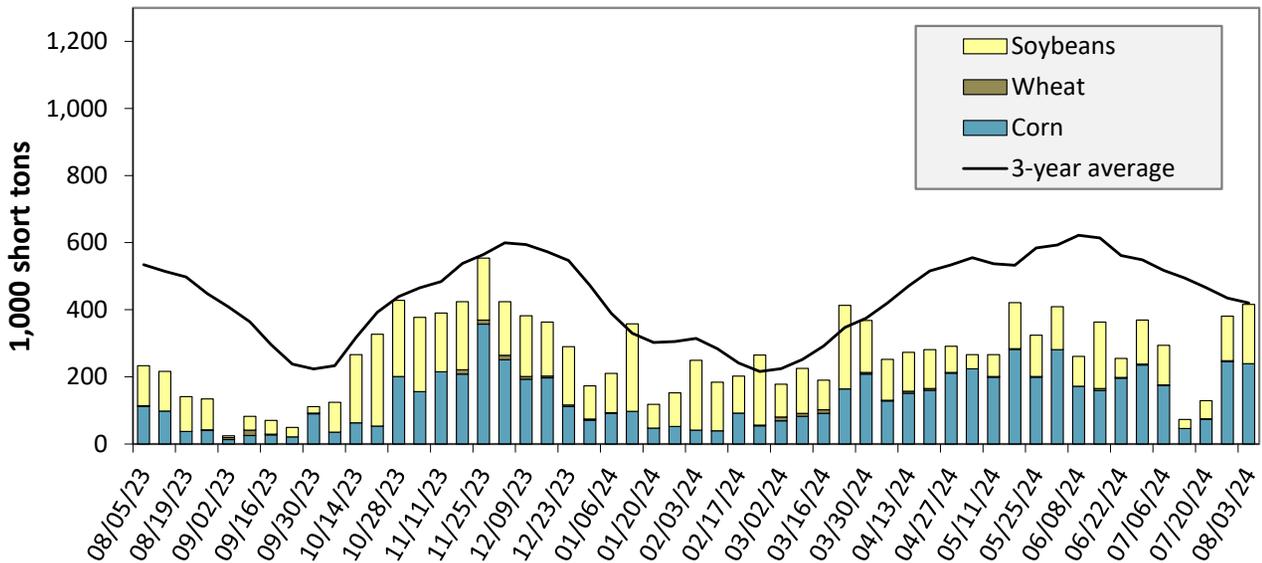
**Calculating barge rate per ton:**

$$\text{Rate} \times \text{1976 tariff benchmark rate per ton} / 100$$

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

Source: USDA, Agricultural Marketing Service.

**Figure 11. Barge movements on the Mississippi River (Locks 27-Granite City, IL)**



For the week ending August 3: 79 percent higher than last year and 1 percent lower than the 3-year average.

Note: The 3-year average is a 4-week moving average. 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.

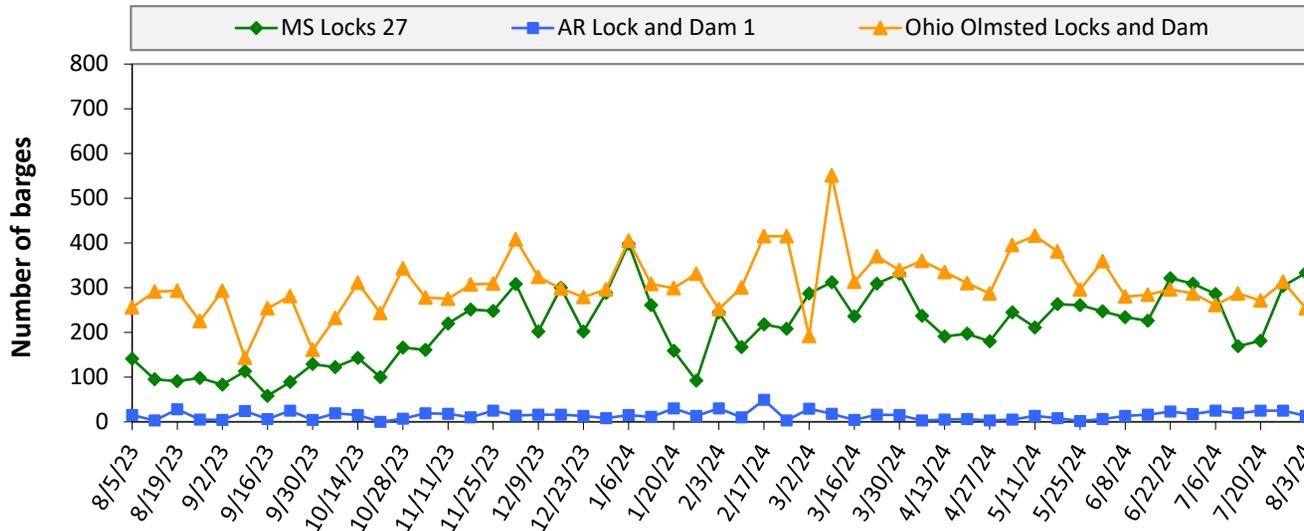
**Table 10. Barged grain movements (1,000 tons)**

For the week ending 08/03/2024	Corn	Wheat	Soybeans	Other	Total
Mississippi River (Rock Island, IL (L15))	84	2	84	0	169
Mississippi River (Winfield, MO (L25))	90	0	78	0	168
Mississippi River (Alton, IL (L26))	213	0	164	0	377
Mississippi River (Granite City, IL (L27))	239	0	177	0	416
Illinois River (La Grange)	74	0	76	0	150
Ohio River (Olmsted)	120	23	43	0	186
Arkansas River (L1)	0	18	1	0	20
Weekly total - 2024	359	42	222	0	622
Weekly total - 2023	144	51	133	0	328
2024 YTD	8,480	1,028	6,219	145	15,872
2023 YTD	8,524	878	6,722	191	16,316
2024 as % of 2023 YTD	99	117	93	76	97
Last 4 weeks as % of 2023	171	88	80	15	117
Total 2023	12,857	1,346	11,824	267	26,294

Note: "Other" refers to oats, barely, sorghum, and rye. Total may not add up due to rounding. YTD = year to date. Weekly total, YTD, and calendar year total include Mississippi River lock 27, Ohio River Olmsted lock, and Arkansas Lock 1. "L" (as in "L15") refers to a lock, locks, or lock and dam facility. 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.

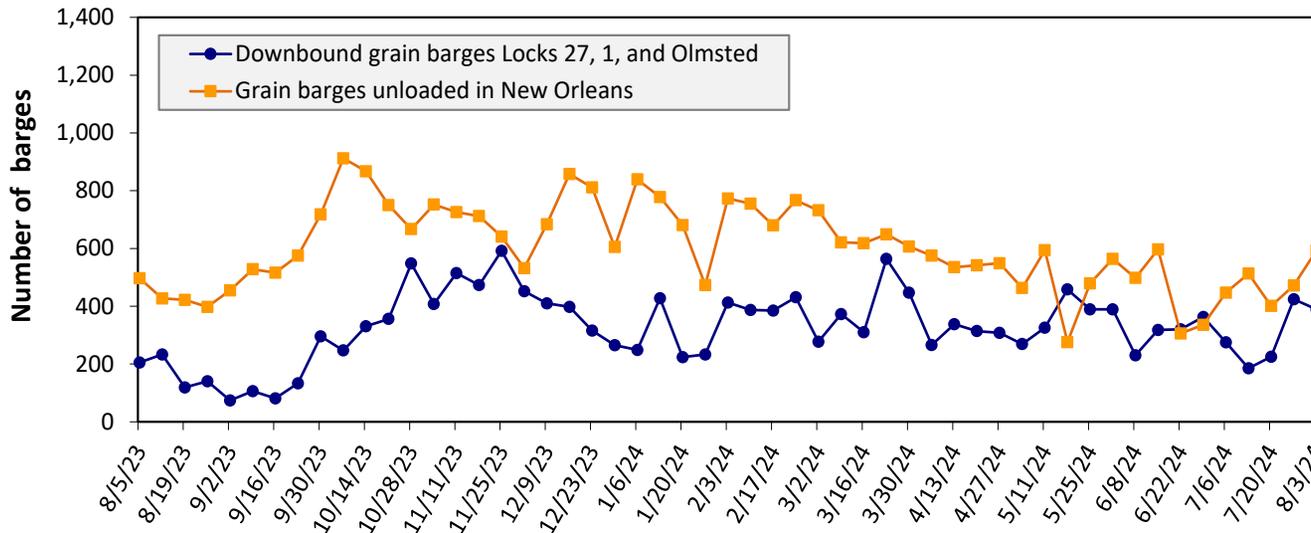
**Figure 12. Upbound empty barges transiting Mississippi River Locks 27, Arkansas River Lock and Dam 1, and Ohio River Olmsted Locks and Dam**



For the week ending August 3: 600 barges transited the locks, 42 barges fewer than the previous week, and 39 percent higher than the 3-year 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.

**Figure 13. Grain barges for export in New Orleans region**



For the week ending August 3: 389 barges moved down river, 35 fewer than the previous week; 593 grain barges unloaded in the New Orleans Region, 26 percent more than the previous week.

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.

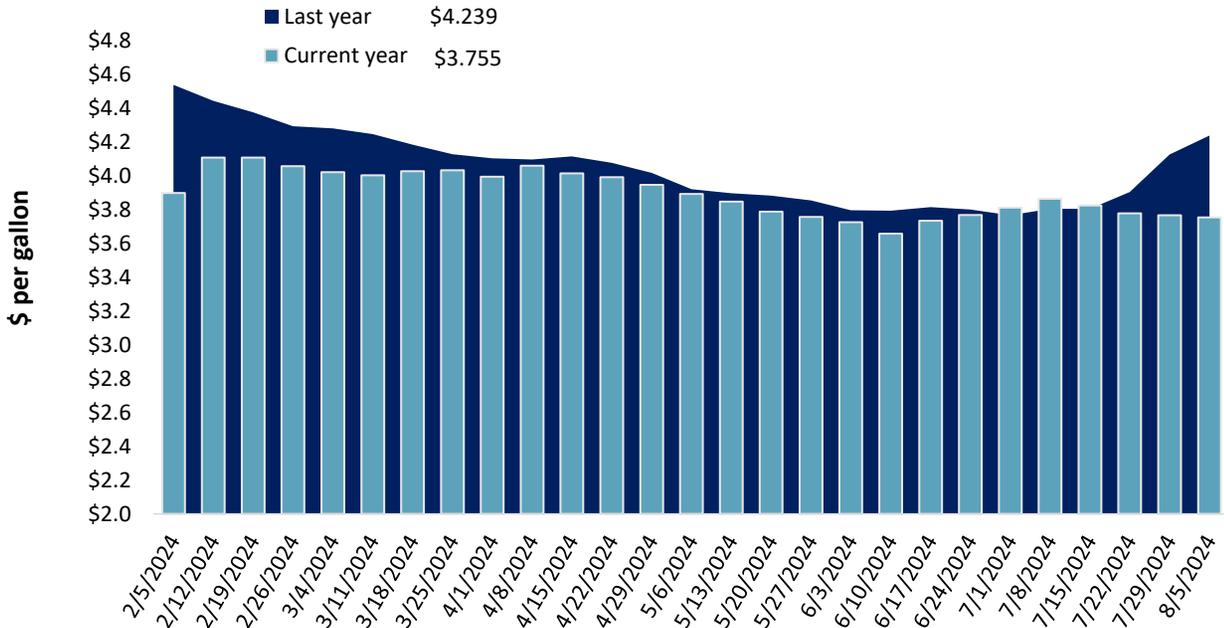
The weekly diesel price provides a proxy for trends in U.S. truck rates as diesel fuel is a significant expense for truck grain movements.

**Table 11. Retail on-highway diesel prices, week ending 8/05/2024 (U.S. \$/gallon)**

Region	Location	Price	Change from	
			Week ago	Year ago
I	East Coast	3.830	-0.014	-0.418
	New England	4.073	-0.016	-0.162
	Central Atlantic	3.991	-0.037	-0.404
	Lower Atlantic	3.742	-0.009	-0.454
II	Midwest	3.729	0.002	-0.466
III	Gulf Coast	3.436	-0.032	-0.524
IV	Rocky Mountain	3.702	-0.016	-0.586
V	West Coast	4.356	-0.014	-0.555
	West Coast less California	3.951	-0.017	-0.587
	California	4.821	-0.010	-0.518
Total	United States	3.755	-0.013	-0.484

Note: Diesel fuel prices include all taxes. Prices represent an average of all types of diesel fuel. On June 13, 2022, 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.

**Figure 14. Weekly diesel fuel prices, U.S. average**



For the week ending August 5, the U.S. average diesel fuel price decreased 1.3 cents from the previous week to \$3.755 per gallon, 48.4 cents below the same week last year.

Note: On June 13, 2022, 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.

**Table 12. U.S. export balances and cumulative exports (1,000 metric tons)**

Grain Exports		Wheat						Corn	Soybeans	Total
		Hard red winter (HRW)	Soft red winter (SRW)	Hard red spring (HRS)	Soft white wheat (SWW)	Durum	All wheat			
Current unshipped (outstanding) export sales	For the week ending 7/25/2024	1,333	845	1,957	1,131	131	5,397	6,803	3,115	15,314
	This week year ago	647	773	1,239	527	74	3,260	3,294	2,351	8,904
	Last 4 wks. as % of same period 2022/23	217	112	159	218	173	169	245	144	191
Current shipped (cumulative) exports sales	2023/24 YTD	697	453	882	880	6	2,918	48,408	42,401	93,726
	2022/23 YTD	474	799	756	537	17	2,583	36,871	50,395	89,849
	YTD 2023/24 as % of 2022/23	147	57	117	164	0	113	131	84	104
	Total 2022/23	4,872	2,695	5,382	4,414	395	17,759	39,469	52,208	109,435
	Total 2021/22	7,172	2,786	5,254	3,261	196	18,669	59,764	57,189	135,622

Note: The marketing year for wheat is Jun. 1 to May 31 and, for corn and soybeans, Sep. 1 to Aug. 31. YTD = year-to-date; wks. = weeks. YTD totals for wheat are for MY 2024/25 and MY 2023/2024, respectively, while YTD totals for corn and soybeans are for MY 2023/24 and 2022/23, respectively.

Source: USDA, Foreign Agricultural Service.

**Table 13. Top 5 importers of U.S. corn**

For the week ending 7/25/2024	Total commitments (1,000 mt)			% change current MY from last MY	Exports 3-year average 2020-22 (1,000 mt)
	YTD MY 2024/25	YTD MY 2023/24	YTD MY 2022/23		
Mexico	3,410	22,118	15,232	45	15,445
China	0	2,819	7,581	-63	14,427
Japan	793	10,968	6,828	61	9,283
Colombia	198	6,116	2,305	165	3,592
Korea	1	2,415	821	194	1,938
<b>Top 5 importers</b>	<b>4,401</b>	<b>44,436</b>	<b>32,767</b>	<b>36</b>	<b>44,685</b>
Total U.S. corn export sales	5,584	55,211	40,165	37	55,397
% of YTD current month's export projection	10%	98%	95%	-	-
Change from prior week	711	168	108	-	-
<b>Top 5 importers' share of U.S. corn export sales</b>	<b>79%</b>	<b>80%</b>	<b>82%</b>	-	<b>81%</b>
<b>USDA forecast July 2024</b>	<b>56,518</b>	<b>56,518</b>	<b>42,217</b>	<b>34</b>	-
<b>Corn use for ethanol USDA forecast, July 2024</b>	<b>138,430</b>	<b>138,430</b>	<b>131,471</b>	<b>5</b>	-

Note: The top 5 importers are based on USDA, Foreign Agricultural Service (FAS) marketing year ranking reports for marketing year (MY) 2022/23 (Sep. 1 – Aug. 31). "Total commitments" = cumulative exports (shipped) + outstanding sales (unshipped), from 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. In rightmost column, "Exports" = carryover plus accumulated exports (as defined in FAS marketing year ranking reports). mt = metric ton; yr. = year; avg. = average; YTD = year to date; "-" = not applicable.

Source: USDA, Foreign Agricultural Service.

**Table 14. Top 5 importers of U.S. soybeans**

For the week ending 7/25/2024	Total commitments (1,000 mt)			% change current MY from last MY	Exports 3-year average 2020-22 (1,000 mt)
	YTD MY 2024/25	YTD MY 2023/24	YTD MY 2022/23		
China	162	24,411	31,221	-22	32,321
Mexico	422	4,865	4,774	2	4,912
Egypt	0	1,561	1,148	36	2,670
Japan	82	2,169	2,359	-8	2,259
Indonesia	73	2,128	1,689	26	1,973
<b>Top 5 importers</b>	<b>738</b>	<b>35,133</b>	<b>41,190</b>	<b>-15</b>	<b>44,133</b>
<b>Total U.S. soybean export sales</b>	<b>3,536</b>	<b>45,516</b>	<b>52,746</b>	<b>-14</b>	<b>56,656</b>
% of YTD current month's export projection	7%	98%	98%	-	-
Change from prior week	632	376	34	-	-
<b>Top 5 importers' share of U.S. soybean export sales</b>	<b>21%</b>	<b>77%</b>	<b>78%</b>	<b>-</b>	<b>78%</b>
<b>USDA forecast, July 2024</b>	<b>49,673</b>	<b>46,271</b>	<b>53,892</b>	<b>-14</b>	<b>-</b>

Note: The top 5 importers are based on USDA, Foreign Agricultural Service (FAS) marketing year ranking reports for marketing year (MY) 2022/23 (Sep. 1 – Aug. 31). "Total commitments" = cumulative exports (shipped) + outstanding sales (unshipped), from 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. In rightmost column, "Exports" = carryover plus accumulated export (as defined in FAS marketing year ranking reports). mt = metric ton; yr. = year; avg. = average; YTD = year to date; "-" = not applicable.

Source: USDA, Foreign Agricultural Service.

**Table 15. Top 10 importers of all U.S. wheat**

For the week ending 07/25/2024	Total commitments (1,000 mt)		% change current MY from last MY	Exports 3-year average 2021-23 (1,000 mt)
	YTD MY 2024/25	YTD MY 2023/24		
Mexico	1,349	1,145	18	3,298
Philippines	1,113	841	32	2,494
Japan	670	669	0	2,125
China	141	157	-10	1,374
Korea	848	381	123	1,274
Taiwan	343	450	-24	921
Nigeria	150	104	44	920
Thailand	289	106	173	552
Colombia	128	108	18	522
Vietnam	133	117	13	313
<b>Top 10 importers</b>	<b>5,165</b>	<b>4,078</b>	<b>27</b>	<b>13,792</b>
<b>Total U.S. wheat export sales</b>	<b>8,314</b>	<b>5,843</b>	<b>42</b>	<b>18,323</b>
% of YTD current month's export projection	37%	30%	-	-
Change from prior week	287	421	-	-
<b>Top 10 importers' share of U.S. wheat export sales</b>	<b>62%</b>	<b>70%</b>	<b>-</b>	<b>75%</b>
<b>USDA forecast, July 2024</b>	<b>22,453</b>	<b>19,241</b>	<b>17</b>	<b>-</b>

Note: The top 5 importers are based on USDA, Foreign Agricultural Service (FAS) marketing year ranking reports for marketing year (MY) 2022/23 (Sep. 1 – Aug. 31). "Total commitments" = cumulative exports (shipped) + outstanding sales (unshipped), from 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. In rightmost column, "Exports" = carryover plus accumulated export (as defined in FAS marketing year ranking reports). mt = metric ton; yr. = year; avg. = average; YTD = year to date; "-" = not applicable.

Source: USDA, Foreign Agricultural Service.

**Table 16. Grain inspections for export by U.S. port region (1,000 metric tons)**

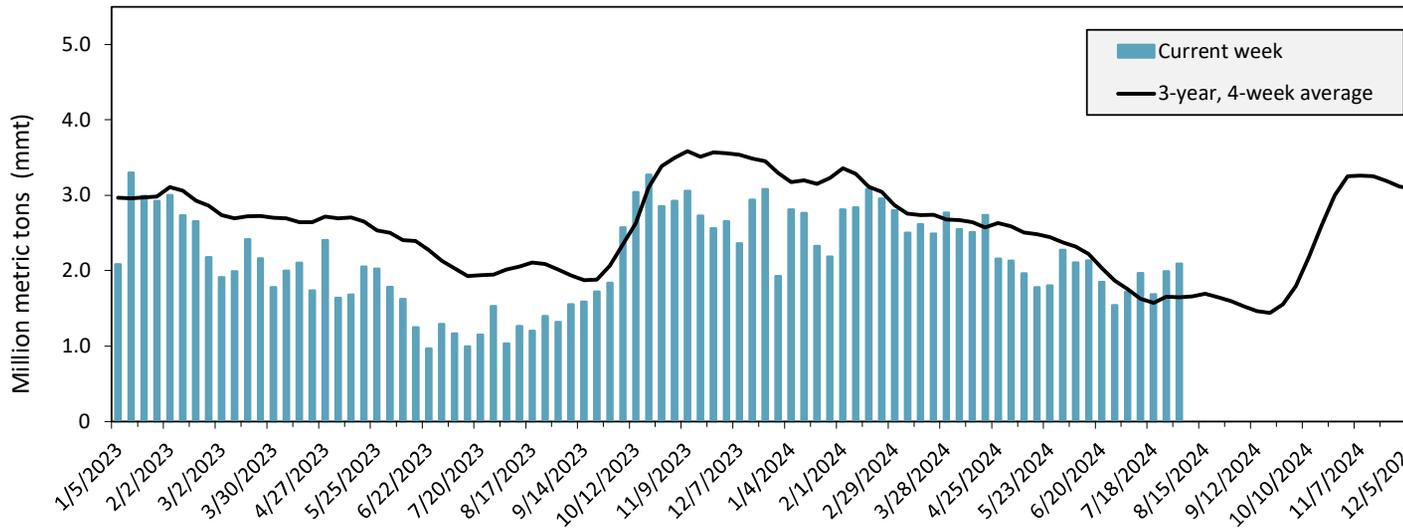
Port regions	Commodity	For the week ending 08/01/2024	Previous week*	Current week as % of previous	2024 YTD*	2023 YTD*	2024 YTD as % of 2023 YTD	Last 4-weeks as % of:		2023 total*
								Last year	Prior 3-yr. avg.	
Pacific Northwest	Corn	238	258	92	11,133	3,983	280	n/a	212	5,267
	Soybeans	0	0	n/a	2,523	3,356	75	n/a	n/a	10,286
	Wheat	164	283	58	6,345	5,696	111	156	129	9,814
	<b>All Grain</b>	<b>402</b>	<b>541</b>	<b>74</b>	<b>21,086</b>	<b>13,231</b>	<b>159</b>	<b>371</b>	<b>164</b>	<b>25,913</b>
Mississippi Gulf	Corn	758	526	144	15,763	15,585	101	224	112	23,630
	Soybeans	122	240	51	12,222	13,408	91	75	63	26,878
	Wheat	119	89	133	3,111	2,181	143	65	90	3,335
	<b>All Grain</b>	<b>1,000</b>	<b>855</b>	<b>117</b>	<b>31,151</b>	<b>31,174</b>	<b>100</b>	<b>130</b>	<b>95</b>	<b>53,843</b>
Texas Gulf	Corn	8	21	40	312	162	193	294	94	397
	Soybeans	0	0	n/a	0	49	0	n/a	n/a	267
	Wheat	80	20	400	990	1,265	78	1445	117	1,593
	<b>All Grain</b>	<b>251</b>	<b>95</b>	<b>264</b>	<b>3,565</b>	<b>3,144</b>	<b>113</b>	<b>136</b>	<b>111</b>	<b>5,971</b>
Interior	Corn	209	261	80	8,008	5,547	144	148	143	10,474
	Soybeans	139	168	83	4,266	3,334	128	179	160	6,508
	Wheat	56	39	144	1,735	1,359	128	151	101	2,281
	<b>All Grain</b>	<b>416</b>	<b>472</b>	<b>88</b>	<b>14,153</b>	<b>10,313</b>	<b>137</b>	<b>158</b>	<b>140</b>	<b>19,467</b>
Great Lakes	Corn	0	0	n/a	0	23	0	n/a	n/a	57
	Soybeans	0	0	n/a	18	29	62	n/a	n/a	192
	Wheat	20	20	102	238	162	147	345	344	581
	<b>All Grain</b>	<b>20</b>	<b>20</b>	<b>102</b>	<b>256</b>	<b>214</b>	<b>119</b>	<b>345</b>	<b>143</b>	<b>831</b>
Atlantic	Corn	0	5	0	208	79	262	n/a	95	166
	Soybeans	0	0	n/a	438	1,167	38	10	9	2,058
	Wheat	2	3	71	23	70	33	78	57	101
	<b>All Grain</b>	<b>2</b>	<b>8</b>	<b>24</b>	<b>668</b>	<b>1,317</b>	<b>51</b>	<b>68</b>	<b>44</b>	<b>2,325</b>
All Regions	Corn	1,213	1,070	113	35,423	25,390	140	266	134	40,004
	Soybeans	261	409	64	19,521	21,448	91	103	88	46,459
	Wheat	441	454	97	12,442	10,736	116	124	113	17,738
	<b>All Grain</b>	<b>2,090</b>	<b>1,990</b>	<b>105</b>	<b>70,933</b>	<b>59,510</b>	<b>119</b>	<b>165</b>	<b>118</b>	<b>108,664</b>

\*Note: Data include revisions from prior weeks; "All grain" includes corn, soybeans, wheat, sorghum, oats, barley, rye, sunflower, flaxseed, and mixed grains; "All regions" includes listed regions and other minor regions not listed; YTD= year-to-date; n/a = not available or no change.

Source: USDA, Federal Grain Inspection Service.

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 U.S. export grain shipments departed through the U.S. Gulf region in 2019.

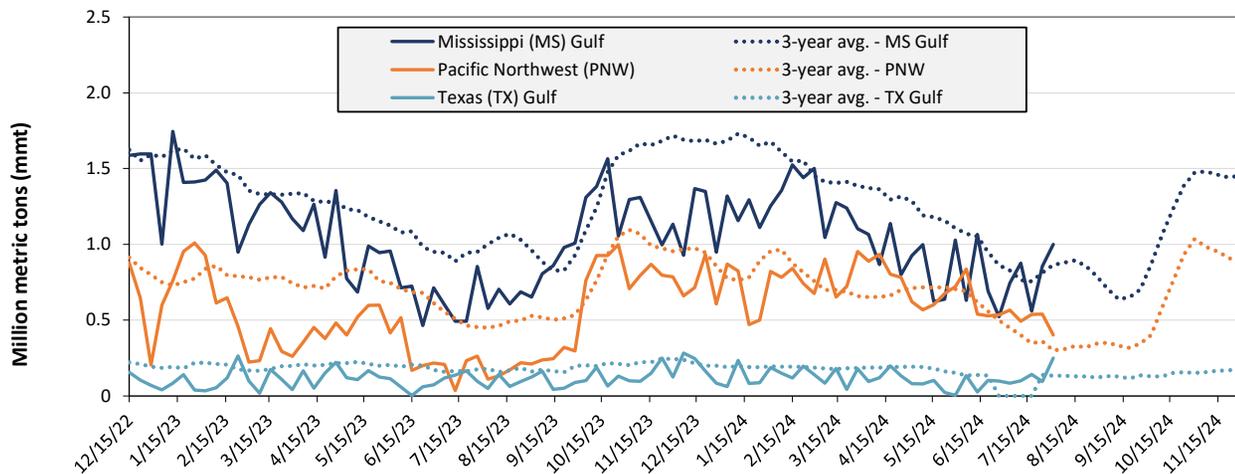
**Figure 15. U.S. grain inspected for export (wheat, corn, and soybeans)**



For the week ending Aug. 1: 2.1 mmt of grain inspected, up 5 percent from the previous week, up 88 percent from the same week last year, and up 27 percent from the 3-year, 4-week average.

Note: 3-year average consists of 4-week running average.  
Source: USDA, Federal Grain Inspection Service.

**Figure 16. U.S. grain inspections for U.S. Gulf and PNW (wheat, corn, and soybeans)**



**Week ending 08/01/24 inspections (mmt):**

MS Gulf: 1
PNW: 0.4
TX Gulf: 0.25

Percent change from:	MS Gulf	TX Gulf	U.S. Gulf	PNW
Last week	up 17	up 164	up 32	down 26
Last year (same 7 days)	up 39	up 316	up 61	up 2419
3-year average (4-week moving average)	up 16	up 89	up 25	up 34

Source: USDA, Federal Grain Inspection Service.

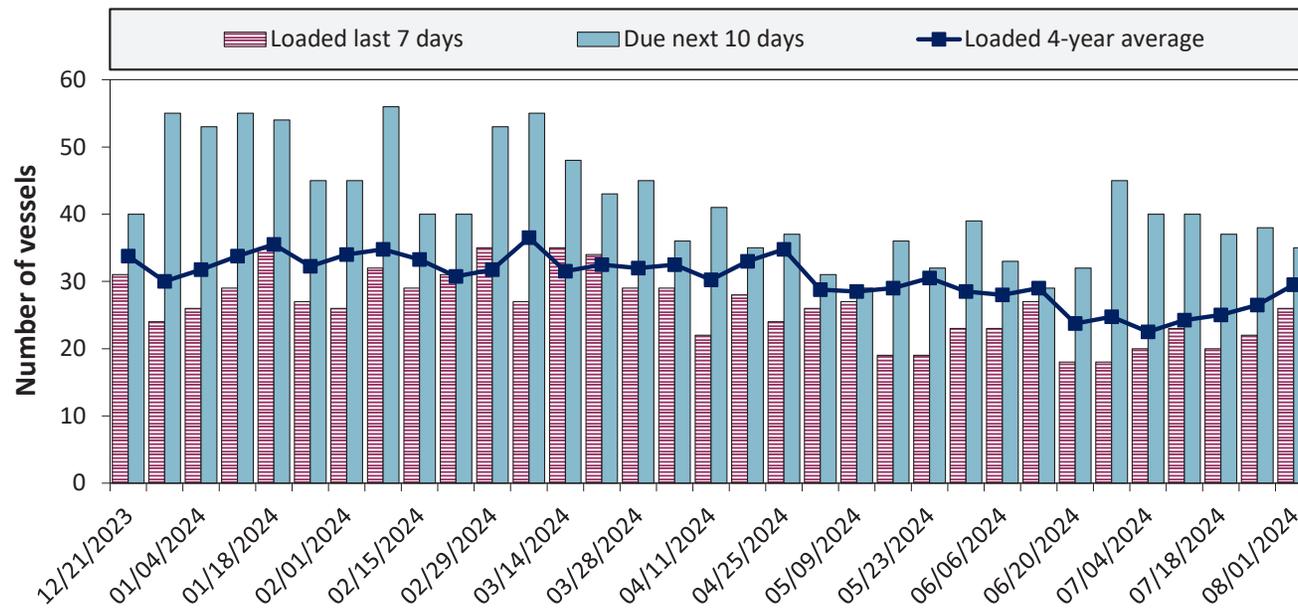


**Table 17. Weekly port region grain ocean vessel activity (number of vessels)**

Date	Gulf			Pacific Northwest
	In port	Loaded 7-days	Due next 10-days	In port
8/1/2024	16	26	35	11
7/25/2024	21	22	38	10
2023 range	(8...38)	(17...34)	(21...56)	(1...24)
2023 average	22	26	39	10

Note: The data are voluntarily submitted and may not be complete.  
Source: USDA, Agricultural Marketing Service.

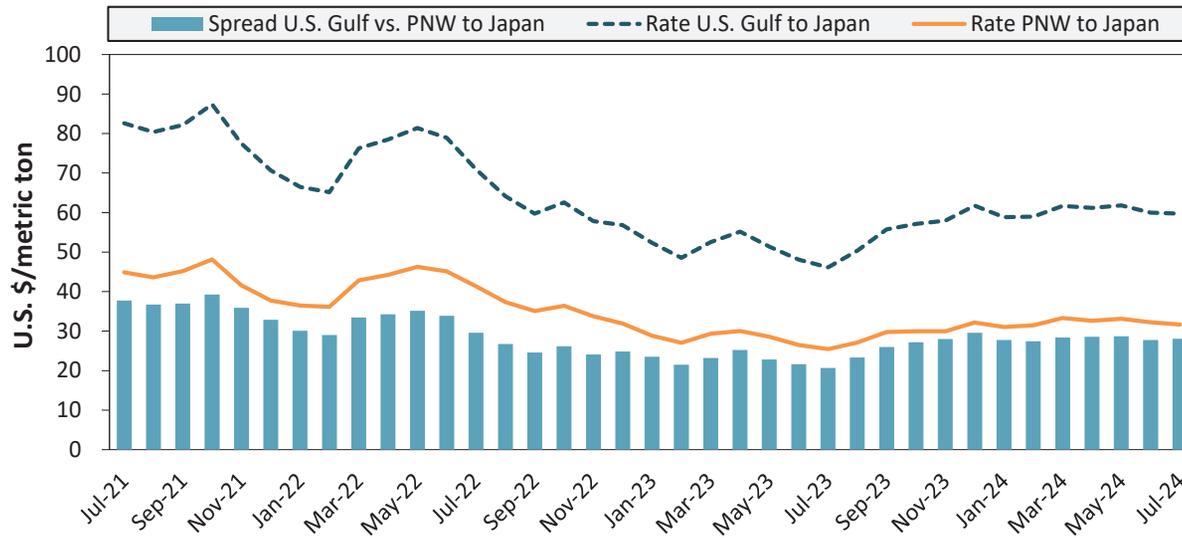
**Figure 17. U.S . Gulf vessel loading activity**



Week ending 8/1/24, number of vessels	Loaded	Due
Change from last year	8%	67%
Change from 4-year average	-12%	-1%

Note: U.S. Gulf includes Mississippi, Texas, and the East Gulf region.  
Source: USDA, Agricultural Marketing Service.

**Figure 18. U.S. Grain vessel rates, U.S. to Japan**



Ocean rates	U.S. Gulf	PNW	Spread
July 2024	\$60	\$32	\$28
Change from July 2023	30%	25%	36%
Change from 4-year average	-1%	-5%	4%

Note: PNW = Pacific Northwest.  
Source: O'Neil Commodity Consulting.

**Table 18. Ocean freight rates for selected shipments, week ending 08/03/2024**

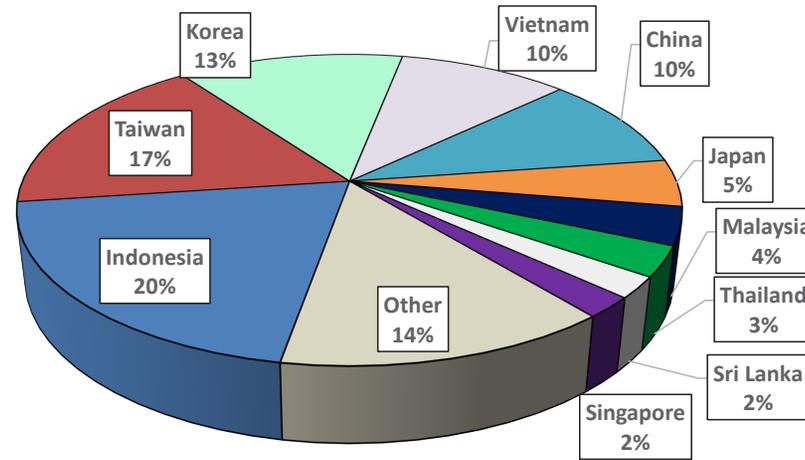
Export region	Import region	Grain types	Entry date	Loading date	Volume loads (metric tons)	Freight rate (US\$/metric ton)
U.S. Gulf	Japan	Heavy grain	Mar 9, 2024	Apr 25/May 4, 2024	54,000	67.00
U.S. Gulf	Japan	Heavy grain	Mar 20, 2024	Apr 1/5, 2024	50,000	69.50
U.S. Gulf	Colombia	Soybean Meal	May 7, 2024	May 20/30, 2024	3,000	28.30
U.S. Gulf	Colombia	Soybean Meal	May 7, 2024	May 20/30, 2024	4,700	30.00
U.S. Gulf	Colombia	Wheat	May 7, 2024	May 20/30, 2024	3,000	28.30
Brazil	N. China	Heavy grain	Jul 11, 2024	Aug 7/13, 2024	63,000	47.25
Brazil	China	Heavy grain	Jul 5, 2024	Aug 4/Sep 14, 2024	63,000	42.50
Brazil	China	Heavy grain	Jun 21, 2024	Jul 20/31, 2024	63,000	42.25
Brazil	China	Heavy grain	May 13, 2024	May 23/29, 2024	60,000	48.75
Brazil	China	Corn	May 10, 2024	Jun 15/Jul 15, 2024	65,000	49.00
Brazil	N. China	Heavy grain	May 3, 2024	May 20/30, 2024	65,000	46.00
Brazil	China	Heavy grain	Apr 19, 2024	May 4/11, 2024	60,000	53.25
Brazil	N. China	Heavy grain	Apr 18, 2024	May 5/15, 2024	63,000	48.50
Brazil	Philippines	Soybean Meal	Feb 23, 2024	Apr 15/25, 2024	40,000	61.00
France	Morocco	Wheat	Feb 6, 2024	Feb 10/14, 2024	30,000	16.10
France	Mauritania	Wheat	Feb 6, 2024	Feb 10/14, 2024	30,000	23.50
Ukraine	S. China	Barley	Jun 25, 2024	Jul 10/30, 2024	60,000	49.00
Ukraine	Indonesia	Heavy grain	Jun 26, 2024	Jul 6/13, 2024	60,000	53.50

Note: 50 percent of food aid from the United States is required to be shipped on U.S.-flag vessels. Rates shown are per metric ton (1 metric ton = 2,204.62 pounds), free on board (F.O.B), except where otherwise indicated. op = option.

Source: Maritime Research, Inc.

In 2023, containers were used to transport 14 percent of total U.S. waterborne grain exports. Approximately 62 percent of U.S. waterborne grain exports in 2023 went to Asia, of which 20 percent were moved in containers. Approximately 90 percent of U.S. waterborne containerized grain exports were destined for Asia.

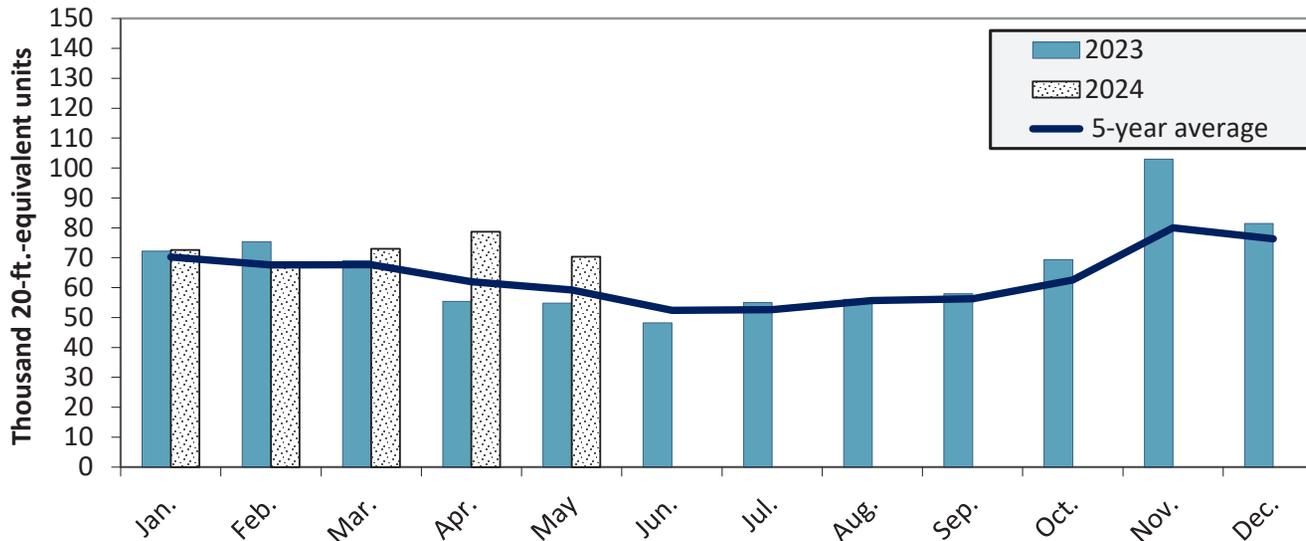
**Figure 19. Top 10 destination markets for U.S. containerized grain exports, Jan-May 2024**



Note: The following harmonized tariff codes are used to calculate containerized grains movements: 1001, 100190, 1002, 100200, 1003, 100300, 1004, 100400, 1005, 100590, 1007, 100700, 110100, 1102, 110220, 110290, 1201, 120100, 120190, 120810, 230210, 230310, 230330, 2304, and 230990.

Source: USDA, Agricultural Marketing Service analysis of PIERS data, S&P Global.

**Figure 20. Monthly shipments of U.S. containerized grain exports**



Containerized grain shipments in May 2024 were up 28.5 percent from last year and up 18.7 percent from the 5-year average.

Note: ft. = foot. The following harmonized tariff codes are used to calculate containerized grains movements: 1001, 100190, 1002, 100200, 1003, 100300, 1004, 100400, 1005, 100590, 1007, 100700, 110100, 1102, 110220, 110290, 1201, 120100, 120190, 120810, 230210, 230310, 230330, 2304, and 230990.

Source: USDA, Agricultural Marketing Service analysis of PIERS data, S&P Global.

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Additional Transportation Research and Analysis resources include the [Grain Truck and Ocean Rate Advisory \(GTOR\)](#), the [Mexico Transport Cost Indicator Report](#), and the [Brazil Soybean Transportation Report](#).

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