USDA United States Department of Agriculture

Grain Transportation Report

A weekly publication of the Agricultural Marketing Service
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August 11, 2022

Contents

The next release is August 18, 2022

WEEKLY HIGHLIGHTS

Diesel Prices Fall Below $5/Gallon for First Time Since March

For the week ending August 8, the U.S. average **price of diesel** fell 14.5 cents, to $4.993 per gallon, according to data from the U.S. Energy Information Administration (EIA). Having fallen for 7 consecutive weeks, the U.S. average diesel price dropped below $5 per gallon for the first time since March 7. In the week of June 20, the diesel price reached a record high of $5.81 per gallon. According to EIA, the price dropped because of declines in both demand and oil prices. In the Midwest, the key grain-producing region, the diesel price dropped 14.9 cents, to $4.959 per gallon.

BNSF Opens Tacoma Domestic Intermodal Facility

BNSF Railway Company (BNSF) and the Northwest Seaport Alliance (NWSA) have partnered to develop a new rail hub at the Port of Tacoma. The new Tacoma South facility is part of a joint effort with J.B. Hunt Transportation Services to improve the port's intermodal capacity. The new facility will be able to accommodate over 50,000 annual container lifts. In mid-August, BNSF and J.B. Hunt will launch a direct container-only service between the Tacoma South facility and Chicago. The new service will increase container capacity and chassis availability. The collaboration will also help support greater warehousing and distribution in the Seattle area.

Two Class I Railroads Announce Capital Plans for 2022

Canadian National Railway (CN) and BNSF Railway (BNSF) have released their capital investment plans for upgrading and maintaining infrastructure in key grain-producing States. Structures to be maintained and/or replaced include railroad tracks, railroad ties, road crossing surfaces, bridges, culverts, signal systems, and other track infrastructure. CN plans to invest $150 million in Illinois, $55 million in Minnesota, $20 million in Iowa, and $25 million in Louisiana, among other States key to grain transportation. BNSF has announced a multi-year effort to add segments of double- and triple-track along its Southern Transcon route between Southern California and the Midwest. In recent months, congestion on BNSF's Southern Transcon route has contributed to container delays at the Los Angeles/Long Beach ports and in Chicago. The route has also been central to concerns of California agricultural producers who have struggled to get feed from the Midwest. Although immediate concerns over rail service remain, these track investments could help improve the resiliency of the railroad over the longer term.

USACE Awards Contract To Dredge Nine Memphis District Harbors

The Memphis District U.S. Army Corps of Engineers (USACE) recently awarded a contract of over $7.3 million to Great Lakes Dredge and Dock for maintenance dredging of nine harbors. The harbors to be dredged, between July 1 and December 31, are Memphis Harbor/McKellar Lake, Wolf River Harbor, Elvis Stahr Harbor, Helena Harbor Phillips County, Northwest Tennessee Regional Harbor, Caruthersville Harbor, Helena Harbor, New Madrid County Harbor, and Osceola Harbor. Between 2016 and 2020, grain shipments originating on or moving through these harbors ranged between 4.8 million and 5.0 million tons. Dredging keeps the river channel at depth and allows the barge industry to keep barges loaded as fully as possible. Each additional foot of river depth increases a barge's load capacity by roughly 200 tons, translating to lower transportation costs and ultimately more competitive grain exports.

Snapshots by Sector

Export Sales

For the week ending July 28, **unshipped balances** of wheat, corn, and soybeans totaled 15.63 million metric tons (mmt), up 11 percent from the same time last year and down 9 percent from the previous week. Net **corn export sales** were 0.058 mmt, down 61 percent from the previous week. Net **soybean export sales** were −0.011 mmt, down by 81 from the previous week. Net weekly **wheat export sales** for marketing year 2022/23 were 0.250 mmt, down 39 percent from last week.

Rail

U.S. Class I railroads originated 21,566 **grain carloads** during the week ending July 30. This was a 4-percent increase from the previous week, 18 percent more than last year, and 5 percent more than the 3-year average.

Average August shuttle **secondary railcar** bids/offers (per car) were $147 above tariff for the week ending August 4. This was $47 more than last week and $194 more than this week last year.

Barge

For the week ending August 6, **barged grain movements** totaled 753,326 tons. This was 3 percent higher than the previous week and 38 percent higher than the same period last year.

For the week ending August 6, 478 grain barges **moved down river**—19 more barges than last week. There were 681 grain barges **unloaded** in the New Orleans region, 9 percent fewer than last week.

Ocean

For the week ending August 4, 32 **oceangoing grain vessels** were loaded in the Gulf—23 percent more than the same period last year. Within the next 10 days (starting August 5), 32 vessels were expected to be loaded—26 percent fewer than the same period last year.

As of August 4, the rate for shipping a metric ton (mt) of grain from the U.S. Gulf to Japan was $66.50. This was 3 percent less than the previous week. The rate from the Pacific Northwest to Japan was $39.50 per mt, unchanged from the previous week.

Preferred citation: U.S. Department of Agriculture, Agricultural Marketing Service. *Grain Transportation Report.* August 11, 2022.
Web: http://dx.doi.org/10.9752/TS056.08-11-2022

Feature Article/Calendar

Soybean Landed Costs Increased in the Second Quarter

The world's two leading producers of soybeans—United States and Brazil—have long competed for the same overseas markets. Two key export markets for the United States and Brazil are China and Europe. Low transportation and landed costs of soybeans to these export destinations are essential to the competitiveness of both the United States and Brazil. This article compares quarterly and yearly changes in the costs of moving soybeans from the United States and Brazil to Shanghai, China (table 1) and to Hamburg, Germany (table 2).

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

	2021 2nd qtr.	2022 1st qtr.	2022 2nd qtr.	Percent change Yr. to yr.	Percent change Qtr. to qtr.	2021 2nd qtr.	2022 1st qtr.	2022 2nd qtr.	Percent change Yr. to yr.	Percent change Qtr. to qtr.
	United States (via U.S. Gulf)									
	Minneapolis, MN					Davenport, IA				
	--$/mt--					--$/mt--				
Truck	13.99	16.67	23.40	67.26	40.37	13.99	16.67	23.40	67.26	40.37
Rail[1]	-	38.04	-	-	-	-	34.81	-	-	-
Barge	29.61	29.07	44.56	50.49	53.29	20.17	29.07	34.72	72.14	19.44
Ocean[2]	64.88	68.22	78.81	21.47	15.52	64.88	68.22	78.81	21.47	15.52
Total transportation	108.48	152.00	146.77	35.30	-3.44	99.04	148.77	136.93	38.26	-7.96
Farm value[3]	529.11	527.88	589.12	11.34	11.60	529.11	519.31	581.78	9.95	12.03
Landed cost[4]	637.59	679.88	735.89	15.42	8.24	628.15	668.08	718.71	14.42	7.58
Transport % of landed cost[5]	17.01	22.36	19.94	2.93	-2.41	15.77	22.27	19.05	3.29	-3.22
	Via PNW									
	Fargo, ND					Sioux Falls, SD				
Truck	13.99	16.67	23.40	67.26	40.37	13.99	16.67	23.40	67.26	40.37
Rail[1]	57.10	59.09	59.09	3.49	0.00	58.09	60.08	60.08	3.43	0.00
Ocean	37.60	37.68	44.65	18.75	18.50	37.60	37.68	44.65	18.75	18.50
Total transportation	108.69	113.44	127.14	16.97	12.08	109.68	114.43	128.13	16.82	11.97
Farm value	518.09	516.88	574.43	10.87	11.13	525.43	531.36	580.55	10.49	9.26
Landed cost	626.78	630.32	701.57	11.93	11.30	635.11	645.79	708.68	11.58	9.74
Transport % of landed cost	17.34	18.00	18.12	0.78	0.13	17.27	17.72	18.08	0.81	0.36
	Brazil									
	North MT[6] - Santos[7]					South GO[6] - Paranagua[7]				
	--$/mt--					--$/mt--				
Truck	66.24	83.64	102.44	54.65	22.48	38.73	49.26	59.39	53.34	20.56
Ocean[8]	50.60	62.00	65.75	29.94	6.05	52.40	64.00	67.75	29.29	5.86
Total transportation	116.84	145.64	168.19	43.95	15.48	91.13	113.26	127.14	39.51	12.25
Farm Value[9]	495.57	550.71	566.29	14.27	2.83	500.77	553.47	565.92	13.01	2.25
Landed Cost	612.41	696.35	734.48	19.93	5.48	591.90	666.73	693.06	17.09	3.95
Transport % of landed cost	19.08	20.91	22.90	3.82	1.98	15.40	16.99	18.34	2.95	1.36

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

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

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

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

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

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

[7]Export ports.

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

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

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

Quarter-to-quarter transportation costs. From first quarter 2022 to second quarter 2022 (quarter to quarter), costs fell for exporting U.S. soybeans through the U.S. Gulf to China (table 1) and Germany (table 2). However, costs to ship soybeans from the Pacific Northwest (PNW) to China rose (table 1). Gulf-route costs decreased in accord with typical historical seasonal patterns. After being closed for winter in the first quarter, the upper segment of the Mississippi River was opened for navigation, and soybeans were moved in barges from Minneapolis or Davenport to New Orleans. Rising truck and ocean freight rates elevated transportation costs for routes using those modes. Truck rates rose partly because of higher demand for trucking services and higher diesel fuel prices (***GTR* fig. 13**). Ocean freight rates rose in response to the Russia-Ukraine conflict, fluctuating Chinese demand, and rising global inflation. (*Grain Transportation Report* (*GTR*), July 21, 2022). In Brazil, transportation costs rose in response to higher truck and ocean freight rates.

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

	2021 2nd qtr.	2022 1st qtr.	2022 2nd qtr.	Percent change Yr. to yr.	Percent change Qtr. to qtr.	2021 2nd qtr.	2022 1st qtr.	2022 2nd qtr.	Percent change Yr. to yr.	Percent change Qtr. to qtr.
	United States (via U.S. Gulf)									
	Minneapolis, MN --$/mt--					Davenport, IA --$/mt--				
Truck	13.99	16.67	23.40	67.26	40.37	13.99	16.67	23.40	67.26	40.37
Rail[1]	-	38.04	-	-	-	-	34.81	-	-	-
Barge	29.61	29.07	44.56	50.49	53.29	20.17	29.07	34.72	72.14	19.44
Ocean[2]	23.19	25.88	33.35	43.81	28.86	23.19	25.88	33.35	43.81	28.86
Total transportation	66.79	109.66	101.31	51.68	-7.61	57.35	106.43	91.47	59.49	-14.06
Farm value[3]	529.11	527.88	589.12	11.34	11.60	529.11	519.31	581.78	9.95	12.03
Landed cost[4]	595.90	637.54	690.43	15.86	8.30	586.46	625.74	673.25	14.80	7.59
Transport % of landed cost[5]	11.21	17.20	14.67	3.47	-2.53	9.78	17.01	13.59	3.81	-3.42
	Brazil									
	North MT[6] - Santos[7] --$/mt--					South GO[6] - Paranagua[7] --$/mt--				
Truck	66.24	83.64	102.44	54.65	22.48	38.73	49.26	59.39	53.34	20.56
Ocean[7]	42.70	52.50	55.85	30.80	6.38	41.90	51.50	54.60	30.31	6.02
Total transportation	108.94	136.34	158.29	45.30	16.10	80.63	100.76	113.99	41.37	13.13
Farm value[8]	495.57	550.71	566.29	14.27	2.83	500.77	553.47	565.92	13.01	2.25
Landed cost	604.51	687.05	724.58	19.86	5.46	581.40	654.23	679.91	16.94	3.93
Transport % of landed cost	18.02	19.84	21.85	3.82	2.00	13.87	15.40	16.77	2.90	1.36

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

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

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

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

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

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

[7]Export ports.

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

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

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

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

Quarter-to-quarter landed costs. Quarter to quarter, landed costs increased in both the United States and Brazil. For shipments through PNW, landed-cost increases reflected both rising transportation costs and rising farm values. For shipments through the U.S. Gulf, rising farm values were the main driver behind rising landed costs. In Brazil, landed costs rose because of both higher transportation costs and higher farm values. In second quarter 2022, the transportation share of U.S. landed costs was 18-20 percent for shipments to China (table 1) and 14-15 percent for shipments to Germany (table 2). The transportation share of Brazil's total landed costs was 18-23 percent for shipments to China (table 1) and 17-22 percent for shipments to Germany (table 2).

Year-to-year landed costs. Year to year, landed costs rose in both countries. For exports from both countries, the increase reflected higher transportation costs and higher soybean farm values.

U.S. exports to China. According to USDA's Federal Grain Inspection Service, China imported 2.08 mmt of U.S. soybeans in second quarter 2022, versus 6.74 mmt in the previous quarter and 0.11 mmt in second quarter 2021. In MY 2022/23, total U.S. soybean exports are projected to be down 2 percent from MY 2021/22, to 58.11 mmt. Brazil's soybean exports are projected to increase 10 percent, from 81.00 mmt to 89.0 mmt (*World Agriculture Supply and Demand Estimates (WASDE)*). For more on soybean transportation, see *Brazil Soybean Transportation*. *surajudeen.olowlayemo@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
08/10/22	335	326	241	248	297	280
08/03/22	345	324	238	252	306	287

[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.

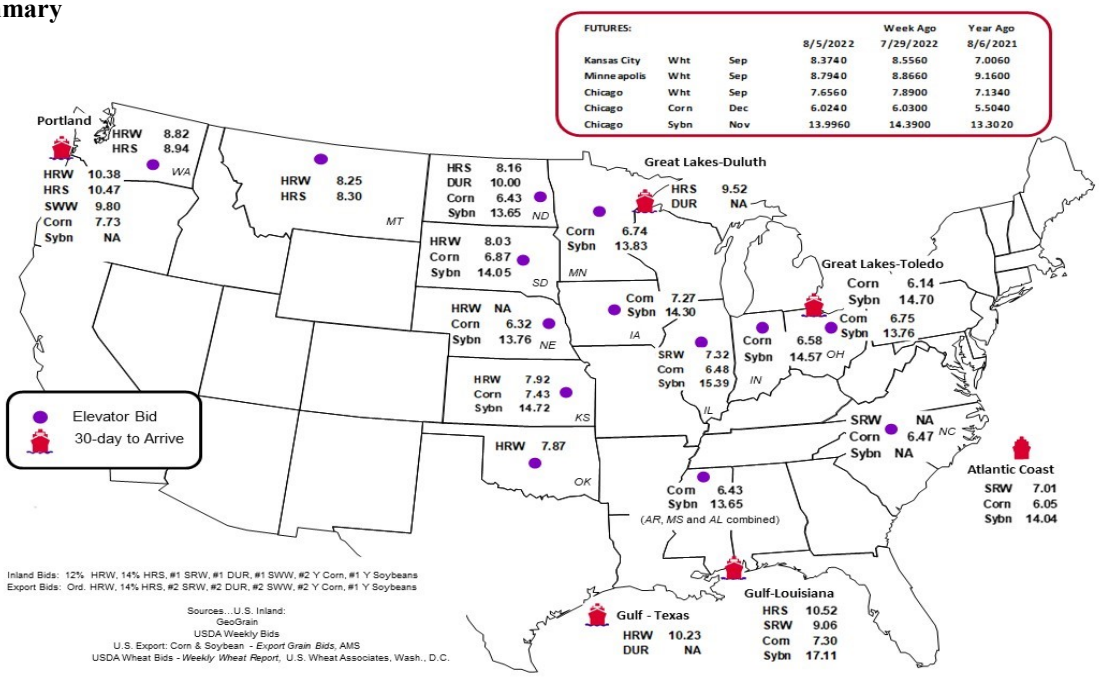
Table 2
Market Update: U.S. origins to export position price spreads ($/bushel)

Commodity	Origin–destination	8/5/2022	7/29/2022
Corn	IL–Gulf	-0.82	-1.10
Corn	NE–Gulf	-0.98	-0.69
Soybean	IA–Gulf	-2.81	-2.76
HRW	KS–Gulf	-2.31	-2.32
HRS	ND–Portland	-2.31	-2.41

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]
8/3/2022[p]	542	704	3,024	91	4,361	7/30/2022	2,583
7/27/2022[r]	859	22	3,227	46	4,154	7/23/2022	2,297
2022 YTD[r]	39,532	26,451	161,234	14,882	242,099	2022 YTD	83,383
2021 YTD[r]	35,517	43,108	180,728	9,992	269,345	2021 YTD	85,589
2022 YTD as % of 2021 YTD	111	61	89	149	90	% of 2021 YTD	97
Last 4 weeks as % of 2021[2]	543	73	82	562	95	Last 4wks. % 2021	95
Last 4 weeks as % of 4-year avg.[2]	149	78	60	56	68	Last 4wks. % 4 yr.	93
Total 2021	53,554	68,335	305,865	21,913	449,667	Total 2021	145,883
Total 2020	45,177	63,348	296,060	24,202	428,787	Total 2020	126,407

[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.

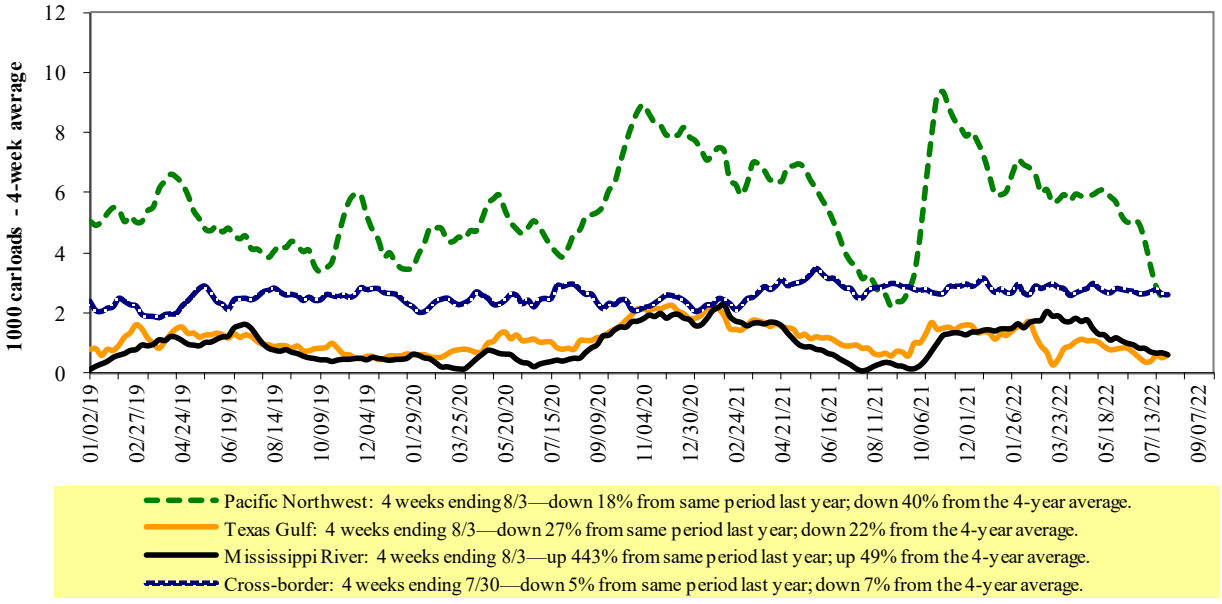
YTD = year-to-date; p = preliminary data; r = revised data; n/a = not available; wks. = weeks; avg. = average.

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	
7/30/2022	CSXT	NS	BNSF	KCS	UP		CN	CP
This week	1,986	2,991	9,923	1,054	5,612	21,566	3,249	3,226
This week last year	1,561	2,431	8,295	980	4,963	18,230	3,347	4,730
2022 YTD	54,368	73,804	333,251	36,837	171,441	669,701	105,471	103,902
2021 YTD	56,416	77,081	363,985	33,262	188,304	719,048	128,703	154,189
2022 YTD as % of 2021 YTD	96	96	92	111	91	93	82	67
Last 4 weeks as % of 2021*	106	111	98	96	101	101	148	71
Last 4 weeks as % of 3-yr. avg.**	108	104	85	93	97	92	107	64
Total 2021	93,935	120,893	609,890	64,818	318,002	1,207,538	210,044	242,533

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

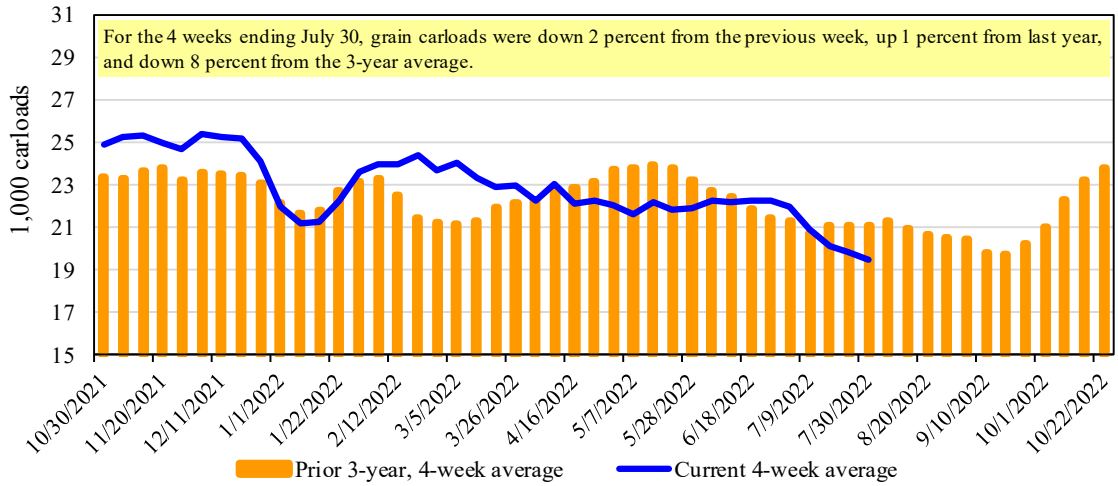
**The past 4 weeks as a percent of the same period from the prior 3-year average. YTD = year-to-date; avg. = average; yr. = year.

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							
8/4/2022		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	0	no bids	0	no bids
	COT grain single-car	0	1	234	0	316	1	225	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.

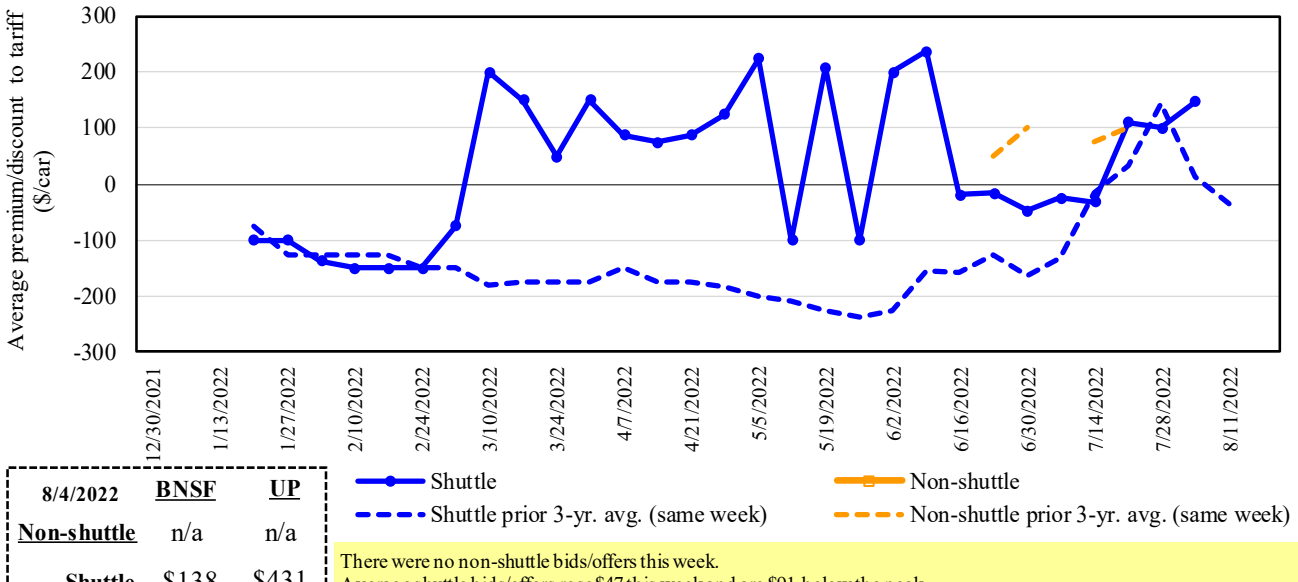
Region 1 includes: AR, IL, LA, MO, NM, OK, TX, WI, and Duluth, MN.

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

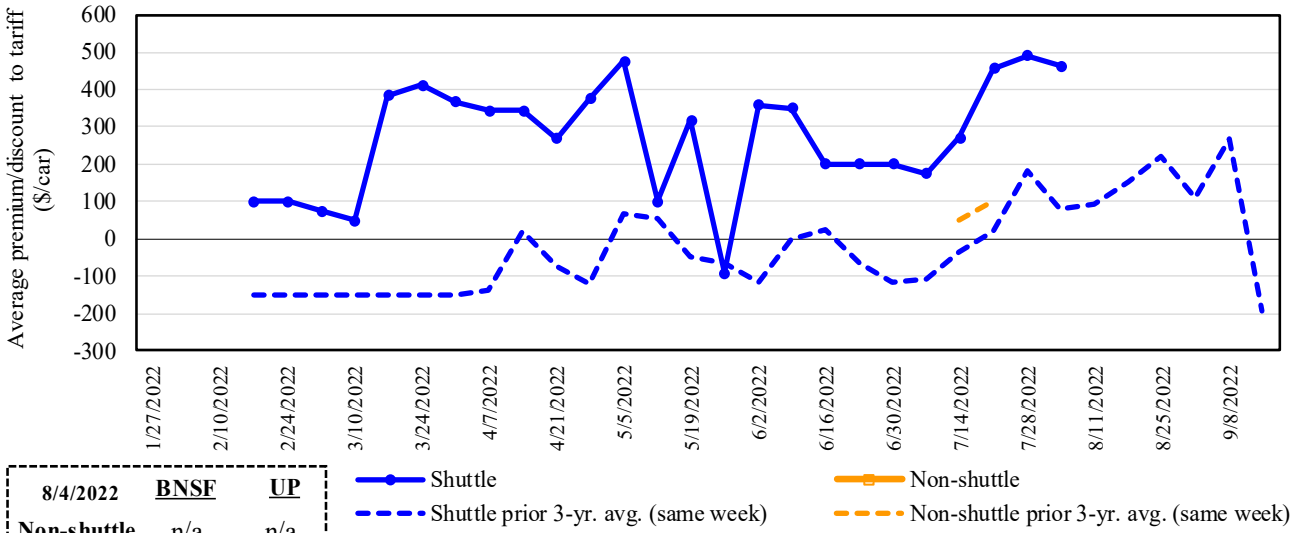


8/4/2022	BNSF	UP
Non-shuttle	n/a	n/a
Shuttle	-$138	$431

There were no non-shuttle bids/offers this week.
Average shuttle bids/offers rose $47 this week and are $91 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



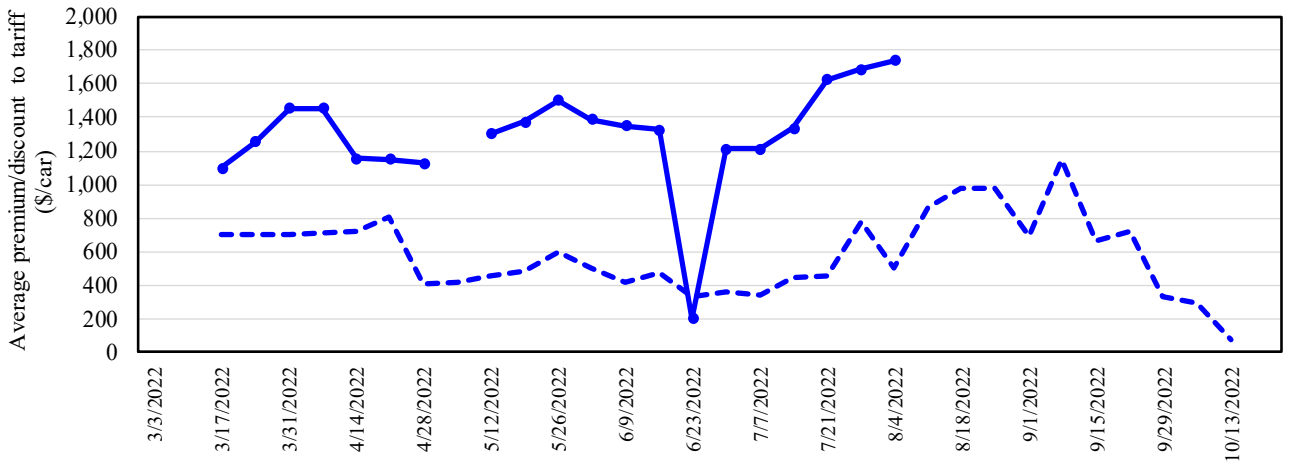
8/4/2022	BNSF	UP
Non-shuttle	n/a	n/a
Shuttle	$325	$600

There were no non-shuttle bids/offers this week.
Average shuttle bids/offers fell $28 this week and are $28 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



8/4/2022	BNSF	UP
Non-shuttle	n/a	n/a
Shuttle	$1,875	$1,600

There were no non-shuttle bids/offers this week.
Average shuttle bids/offers rose $50 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: 8/4/2022		Delivery period					
		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**	**(138)**	**325**	**1,875**	**n/a**	**600**	**n/a**
	Change from last week	75	(106)	100	n/a	0	n/a
	Change from same week 2021	106	216	1,259	n/a	n/a	n/a
	UP-Pool	**431**	**600**	**1,600**	**n/a**	**n/a**	**n/a**
	Change from last week	18	50	0	n/a	n/a	n/a
	Change from same week 2021	281	600	919	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]

August 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	$374	$40.41	$1.10	7
	Grand Forks, ND	Duluth-Superior, MN	$3,858	$0	$38.31	$1.04	5
	Wichita, KS	Los Angeles, CA	$7,490	$0	$74.38	$2.02	5
	Wichita, KS	New Orleans, LA	$4,600	$659	$52.22	$1.42	11
	Sioux Falls, SD	Galveston-Houston, TX	$7,226	$0	$71.76	$1.95	5
	Colby, KS	Galveston-Houston, TX	$4,850	$722	$55.33	$1.51	11
	Amarillo, TX	Los Angeles, CA	$5,121	$1,004	$60.83	$1.66	12
Corn	Champaign-Urbana, IL	New Orleans, LA	$4,000	$744	$47.11	$1.20	15
	Toledo, OH	Raleigh, NC	$8,130	$808	$88.76	$2.25	14
	Des Moines, IA	Davenport, IA	$2,505	$158	$26.44	$0.67	6
	Indianapolis, IN	Atlanta, GA	$6,227	$607	$67.87	$1.72	14
	Indianapolis, IN	Knoxville, TN	$5,247	$393	$56.01	$1.42	12
	Des Moines, IA	Little Rock, AR	$4,000	$463	$44.32	$1.13	10
	Des Moines, IA	Los Angeles, CA	$5,880	$1,349	$71.79	$1.82	16
Soybeans	Minneapolis, MN	New Orleans, LA	$4,431	$1,169	$55.61	$1.51	44
	Toledo, OH	Huntsville, AL	$6,714	$576	$72.40	$1.97	11
	Indianapolis, IN	Raleigh, NC	$7,422	$820	$81.84	$2.23	16
	Indianapolis, IN	Huntsville, AL	$5,367	$389	$57.16	$1.56	10
	Champaign-Urbana, IL	New Orleans, LA	$4,665	$744	$53.72	$1.46	11
Shuttle train							
Wheat	Great Falls, MT	Portland, OR	$4,393	$0	$43.62	$1.19	5
	Wichita, KS	Galveston-Houston, TX	$4,611	$0	$45.79	$1.25	9
	Chicago, IL	Albany, NY	$6,670	$763	$73.82	$2.01	17
	Grand Forks, ND	Portland, OR	$6,051	$0	$60.09	$1.64	3
	Grand Forks, ND	Galveston-Houston, TX	$5,399	$0	$53.61	$1.46	-6
	Colby, KS	Portland, OR	$5,923	$1,183	$70.57	$1.92	11
Corn	Minneapolis, MN	Portland, OR	$5,380	$0	$53.43	$1.36	4
	Sioux Falls, SD	Tacoma, WA	$5,340	$0	$53.03	$1.35	4
	Champaign-Urbana, IL	New Orleans, LA	$3,920	$744	$46.32	$1.18	15
	Lincoln, NE	Galveston-Houston, TX	$4,080	$0	$40.52	$1.03	5
	Des Moines, IA	Amarillo, TX	$4,420	$582	$49.68	$1.26	11
	Minneapolis, MN	Tacoma, WA	$5,380	$0	$53.43	$1.36	4
	Council Bluffs, IA	Stockton, CA	$5,300	$0	$52.63	$1.34	4
Soybeans	Sioux Falls, SD	Tacoma, WA	$6,050	$0	$60.08	$1.64	3
	Minneapolis, MN	Portland, OR	$6,100	$0	$60.58	$1.65	3
	Fargo, ND	Tacoma, WA	$5,950	$0	$59.09	$1.61	3
	Council Bluffs, IA	New Orleans, LA	$4,895	$858	$57.13	$1.55	12
	Toledo, OH	Huntsville, AL	$4,954	$576	$54.92	$1.49	12
	Grand Island, NE	Portland, OR	$5,280	$1,211	$64.46	$1.75	15

[1]A unit train refers to shipments of at least 25 cars. Shuttle train rates are generally available for qualified shipments of 75-120 cars that meet railroad efficiency requirements.

[2]Approximate load per car = 111 short tons (100.7 metric tons): corn 56 pounds per bushel (lbs/bu), wheat and soybeans 60 lbs/bu.

[3]Regional economic areas are defined by the Bureau of Economic Analysis (BEA).

[4]Percentage change year over year (Y/Y) calculated using tariff rate plus fuel surcharge.

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

Table 8

Tariff rail rates for U.S. bulk grain shipments to Mexico

Date: December 2021							
Commodity	Origin state	Destination region	Tariff rate per car[1]	Fuel surcharge per car[2]	Tariff rate plus fuel surcharge per: metric ton[3]	bushel[3]	Percent change[4] Y/Y
Wheat	MT	Chihuahua, CI	$7,699	$0	$78.67	$2.14	4
	OK	Cuautitlan, EM	$6,900	$230	$72.85	$1.98	6
	KS	Guadalajara, JA	$7,619	$719	$85.19	$2.32	7
	TX	Salinas Victoria, NL	$4,420	$138	$46.57	$1.27	4
Corn	IA	Guadalajara, JA	$9,102	$663	$99.77	$2.53	6
	SD	Celaya, GJ	$8,300	$0	$84.81	$2.15	2
	NE	Queretaro, QA	$8,322	$462	$89.75	$2.28	5
	SD	Salinas Victoria, NL	$6,905	$0	$70.55	$1.79	0
	MO	Tlalnepantla, EM	$7,687	$450	$83.14	$2.11	5
	SD	Torreon, CU	$7,825	$0	$79.95	$2.03	2
Soybeans	MO	Bojay (Tula), HG	$8,647	$614	$94.63	$2.57	5
	NE	Guadalajara, JA	$9,207	$646	$100.67	$2.74	5
	IA	El Castillo, JA	$9,510	$0	$97.17	$2.64	1
	KS	Torreon, CU	$8,109	$466	$87.61	$2.38	5
Sorghum	NE	Celaya, GJ	$7,932	$597	$87.15	$2.21	6
	KS	Queretaro, QA	$8,108	$287	$85.77	$2.18	3
	NE	Salinas Victoria, NL	$6,713	$231	$70.94	$1.80	3
	NE	Torreon, CU	$7,225	$438	$78.29	$1.99	6

[1]Rates are based upon published tariff rates for high-capacity shuttle trains. Shuttle trains are available for qualified shipments of 75-110 cars that meet railroad efficiency requirements.

[2]Fuel surcharge adjusted to reflect the change in Ferrocarril Mexicano, S.A. de C.V railroad fuel surcharge policy as of 10/01/2009.

[3]Approximate load per car = 97.87 metric tons: Corn & Sorghum 56 lbs/bu, Wheat & Soybeans 60 lbs/bu.

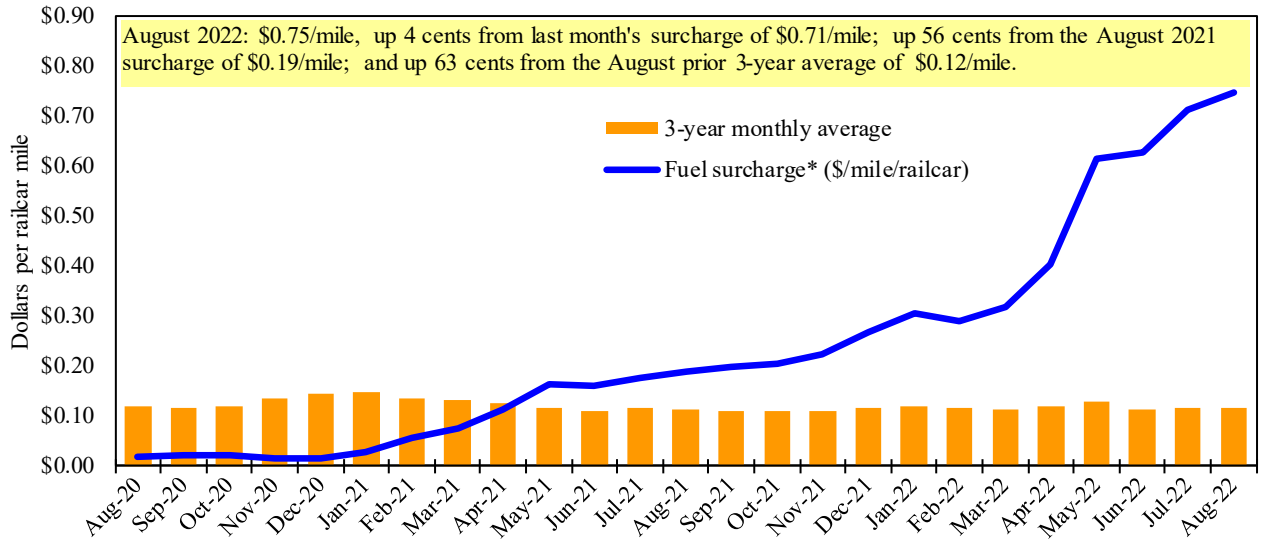
[4]Percentage change calculated using tariff rate plus fuel surchage; Y/Y = year over year.

[5] As of January 1, both BNSF and Union Pacific changed their billing and reporting of rates to Mexico. As we incorporate the change, Table 8 updates will be delayed.

Sources: BNSF Railway, Union Pacific Railroad, Kansas City Southern.

Figure 7

Railroad fuel surcharges, North American weighted average[1]



[1] Weighted by each Class I railroad's proportion of grain traffic for the prior year.

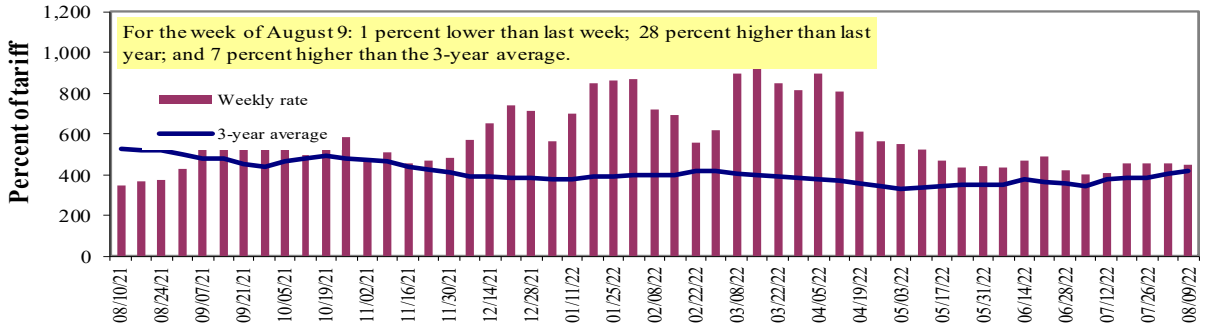
* Beginning January 2009, the Canadian Pacific fuel surcharge is computed by a monthly average of the bi-weekly fuel surcharge.

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

Sources: BNSF Railway, Canadian National Railway, CSX Transportation, Canadian Pacific Railway, Union Pacific Railroad, Kansas City Southern Railway, Norfolk Southern Corporation.

Barge Transportation

Figure 8
Illinois River barge freight rate[1,2]



[1]Rate = percent of 1976 tariff benchmark index (1976 = 100 percent); [2]4-week moving average of the 3-year average.
*Source: USDA, Agricultural Marketing Service.

Table 9
Weekly barge freight rates: Southbound only

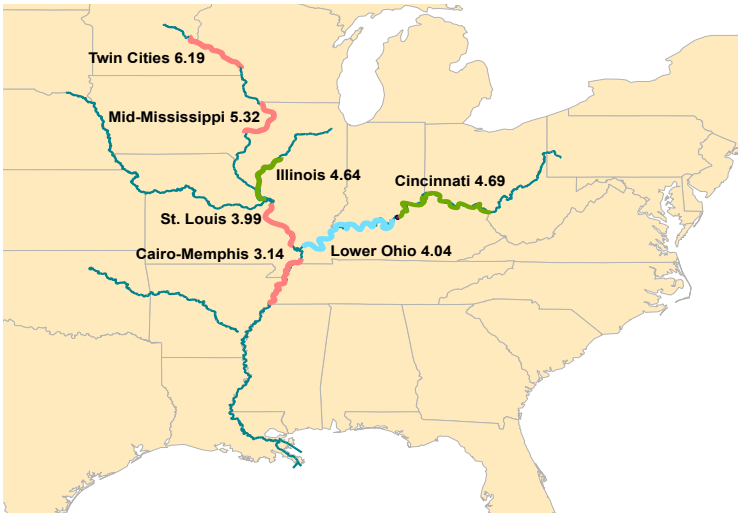
		Twin Cities	Mid-Mississippi	Lower Illinois River	St. Louis	Cincinnati	Lower Ohio	Cairo-Memphis
Rate[1]	8/9/2022	570	494	447	377	463	468	372
	8/2/2022	586	498	454	401	469	469	388
$/ton	8/9/2022	35.28	26.28	20.74	15.04	21.71	18.91	11.68
	8/2/2022	36.27	26.49	21.07	16.00	22.00	18.95	12.18
Current week % change from the same week:								
	Last year	31	34	28	45	83	85	48
	3-year avg. [2]	27	17	-	24	71	73	36
Rate[1]	September	741	706	689	661	681	681	639
	November	750	722	700	600	672	672	563

[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

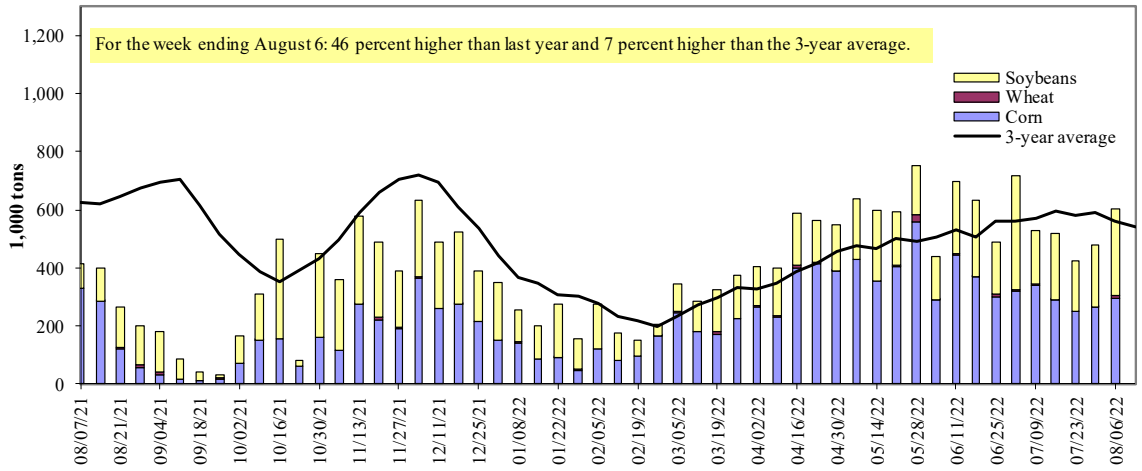
Select applicable index from market quotes are included in tables on this page. The 1976 benchmark rates per ton are provided in map.



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 08/06/2022	Corn	Wheat	Soybeans	Other	Total
Mississippi River					
Rock Island, IL (L15)	68	2	81	0	150
Winfield, MO (L25)	168	5	252	0	425
Alton, IL (L26)	206	3	214	0	423
Granite City, IL (L27)	296	11	295	0	602
Illinois River (La Grange)	72	9	68	0	149
Ohio River (Olmsted)	92	16	19	0	127
Arkansas River (L1)	0	20	4	0	24
Weekly total - 2022	388	47	319	0	753
Weekly total - 2021	371	77	96	0	544
2022 YTD[1]	12,585	1,185	7,733	171	21,674
2021 YTD[1]	18,185	1,038	5,197	203	24,622
2022 as % of 2021 YTD	69	114	149	85	88
Last 4 weeks as % of 2021[2]	89	85	194	192	112
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.

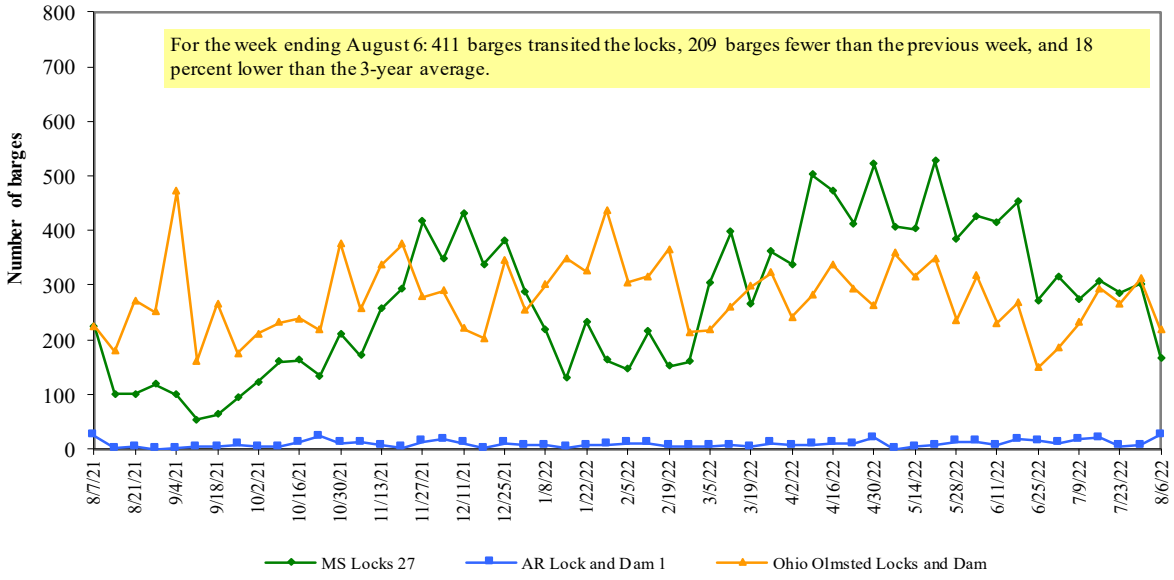
[2] As a percent of same period in 2021.

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 lock and vessel 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

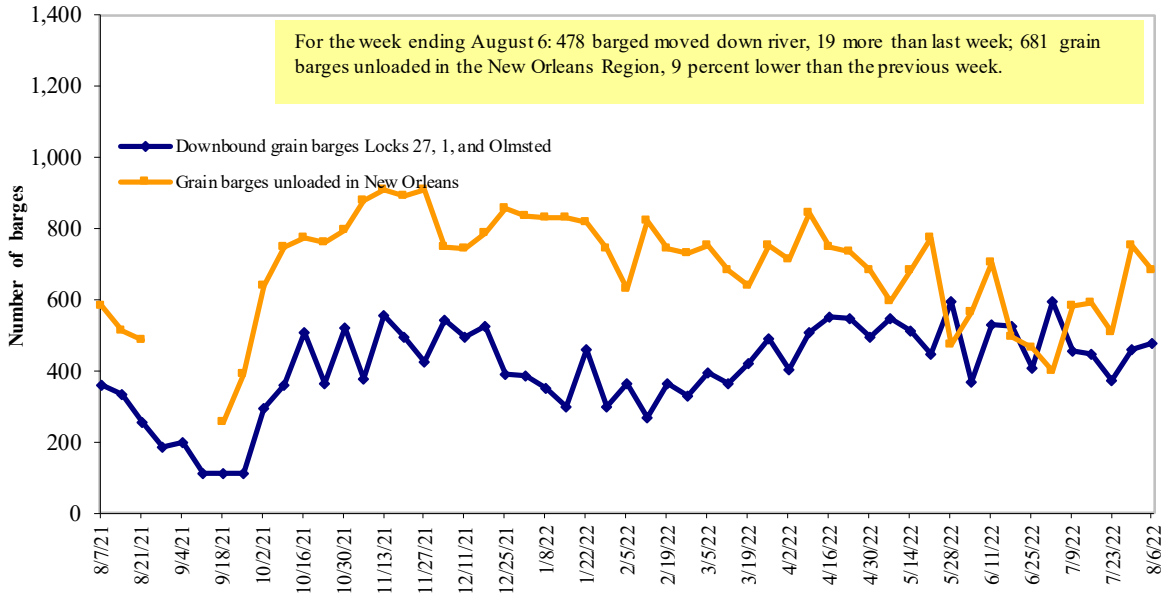


Note: The U.S. Army Corps of Engineers has recently migrated its lock and vessel database and has noted the latest data may be revised in coming weeks.

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 8/8/2022 (U.S. $/gallon)

Region	Location	Price	Change from Week ago	Change from Year ago
I	East Coast	5.037	-0.144	1.709
	New England	5.351	-0.112	2.089
	Central Atlantic	5.384	-0.134	1.891
	Lower Atlantic	4.874	-0.153	1.644
II	Midwest	4.959	-0.149	1.688
III	Gulf Coast	4.677	-0.124	1.594
IV	Rocky Mountain	5.040	-0.141	1.365
V	West Coast	5.630	-0.173	1.621
	West Coast less California	5.224	-0.175	1.549
	California	6.097	-0.169	1.809
Total	United States	4.993	-0.145	1.629

[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.

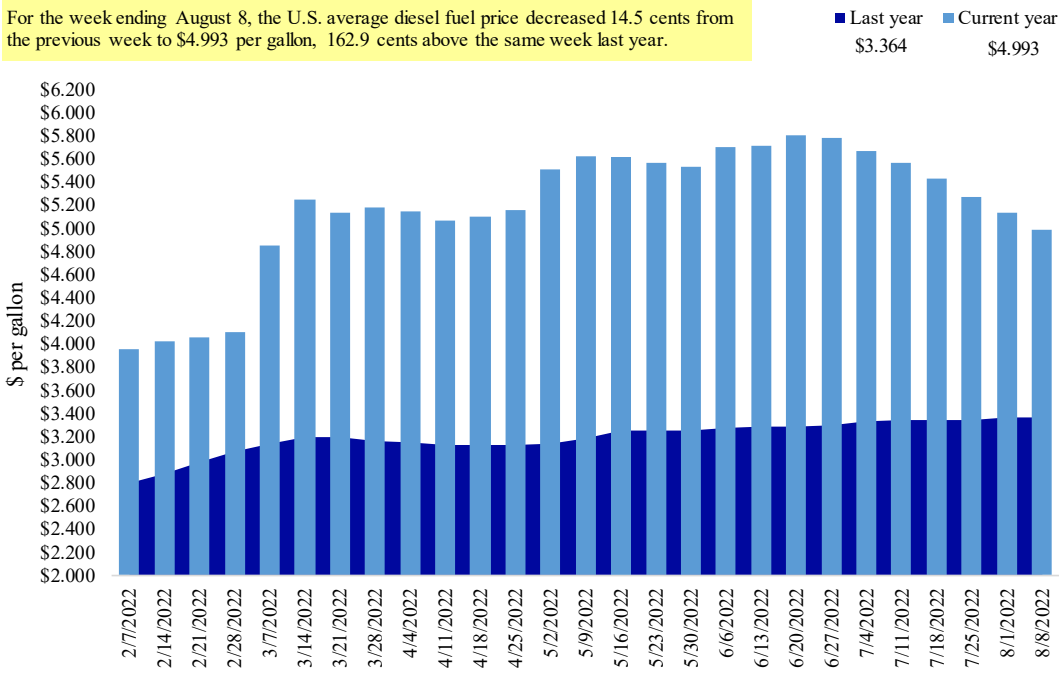
NA = Not Available

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

Figure 13

Weekly diesel fuel prices, U.S. average

For the week ending August 8, the U.S. average diesel fuel price decreased 14.5 cents from the previous week to $4.993 per gallon, 162.9 cents above the same week last year.



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]									
7/28/2022	1,596	1,076	1,502	1,470	109	5,754	4,246	5,632	15,631
This week year ago	1,736	1,054	1,438	1,060	8	5,296	6,201	2,605	14,102
Cumulative exports-marketing year[2]									
2021/22 YTD	797	496	799	383	18	2,493	56,413	53,896	112,802
2020/21 YTD	1,118	478	966	512	42	3,116	63,523	59,316	125,954
YTD 2021/22 as % of 2020/21	71	0	83	75	0	80	89	91	90
Last 4 wks. as % of same period 2020/21	90	109	105	123	1,436	107	90	243	125
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 07/28/2022	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	2560.9	16,737	15,285	9	14,817
Japan	823.5	10,056	10,984	(8)	11,082
China	2961	14,721	22,869	(36)	7,920
Columbia	150	4,374	3,894	12	4,491
Korea	0	1,476	3,527	0	3,302
Top 5 importers	**6,495**	**47,364**	**56,559**	**(16)**	**41,613**
Total U.S. corn export sales	**7,857**	**60,658**	**69,724**	**(13)**	**53,145**
% of projected exports	13%	97%	100%		
Change from prior week[2]	**257**	**58**	**68**		
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 07/28/2022	Total commitments[2] 2022/23 next MY	2021/22 current MY	2020/21 last MY	% change current MY from last MY	Exports[3] 3-yr. avg. 2018-20
					- 1,000 mt -
China	8,673	30,601	35,785	(14)	21,666
Mexico	878	5,476	4,803	14	4,754
Egypt	280	4,144	2,777	49	3,093
Indonesia	12	1,737	2,350	(26)	2,325
Japan	151	2,488	2,338	6	2,275
Top 5 importers	**9,994**	**44,446**	**48,054**	**(8)**	**34,113**
Total U.S. soybean export sales	**15,266**	**59,528**	**61,920**	**(4)**	**50,758**
% of projected exports	26%	101%	101%		
change from prior week[2]	**411**	**(11)**	**12**		
Top 5 importers' share of U.S. soybean export sales	65%	75%	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 7/28/2022	Total Commitments[2] 2022/23 current MY	2021/22 last MY	% change current MY from last MY	Exports[3] 3-yr. avg. 2018-20
		1,000 mt -		- 1,000 mt -
Mexico	1,386	1,454	(5)	3,388
Philippines	1,174	1,290	(9)	3,121
Japan	743	854	(13)	2,567
Korea	542	506	7	1,501
Nigeria	399	627	(36)	1,490
China	273	612	(55)	1,268
Taiwan	218	291	(25)	1,187
Indonesia	81	0	40400	1,131
Thailand	182	171	6	768
Italy	122	54	125	681
Top 10 importers	**5,120**	**5,860**	(13)	**17,102**
Total U.S. wheat export sales	**8,247**	**8,412**	(2)	**24,617**
% of projected exports	38%	38%		
change from prior week[2]	**250**	**308**		
Top 10 importers' share of U.S. wheat export sales	62%	70%		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 08/04/22	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	220	138	159	5,338	9,355	57	57	59	13,243
Corn	103	198	52	8,622	12,263	70	76	91	13,420
Soybeans	71	0	n/a	4,566	3,758	122	n/a	20	14,540
Total	**393**	**336**	**117**	**18,526**	**25,376**	**73**	**70**	**63**	**41,203**
Mississippi Gulf									
Wheat	198	83	240	2,668	1,886	141	103	135	3,202
Corn	335	509	66	23,653	29,286	81	68	89	38,498
Soybeans	746	479	156	13,860	10,863	128	512	139	27,159
Total	**1,279**	**1,071**	**119**	**40,180**	**42,034**	**96**	**116**	**111**	**68,858**
Texas Gulf									
Wheat	121	0	n/a	1,950	2,530	77	73	61	3,888
Corn	0	0	n/a	463	322	144	147	178	627
Soybeans	0	0	n/a	2	656	0	n/a	0	1,611
Total	**121**	**0**	**n/a**	**2,415**	**3,508**	**69**	**82**	**71**	**6,126**
Interior									
Wheat	45	103	44	1,757	1,811	97	71	105	2,973
Corn	108	176	62	5,531	5,916	93	72	76	10,157
Soybeans	91	143	64	4,195	3,686	114	149	99	6,525
Total	**245**	**422**	**58**	**11,484**	**11,413**	**101**	**88**	**88**	**19,656**
Great Lakes									
Wheat	12	0	n/a	144	253	57	131	65	536
Corn	0	0	n/a	125	55	226	43	129	145
Soybeans	0	0	n/a	239	67	357	17	7	592
Total	**12**	**0**	**n/a**	**508**	**376**	**135**	**60**	**33**	**1,273**
Atlantic									
Wheat	40	1	n/a	112	90	125	563	n/a	128
Corn	0	7	0	209	14	n/a	n/a	n/a	85
Soybeans	4	5	97	1,553	1,071	145	197	40	2,184
Total	**44**	**12**	**367**	**1,874**	**1,175**	**160**	**479**	**176**	**2,397**
U.S. total from ports*									
Wheat	635	324	196	11,969	15,926	75	75	81	23,969
Corn	546	890	61	38,604	47,856	81	72	89	62,932
Soybeans	913	626	146	24,415	20,100	121	334	105	52,612
Total	**2,095**	**1,840**	**114**	**74,988**	**83,882**	**89**	**98**	**91**	**139,512**

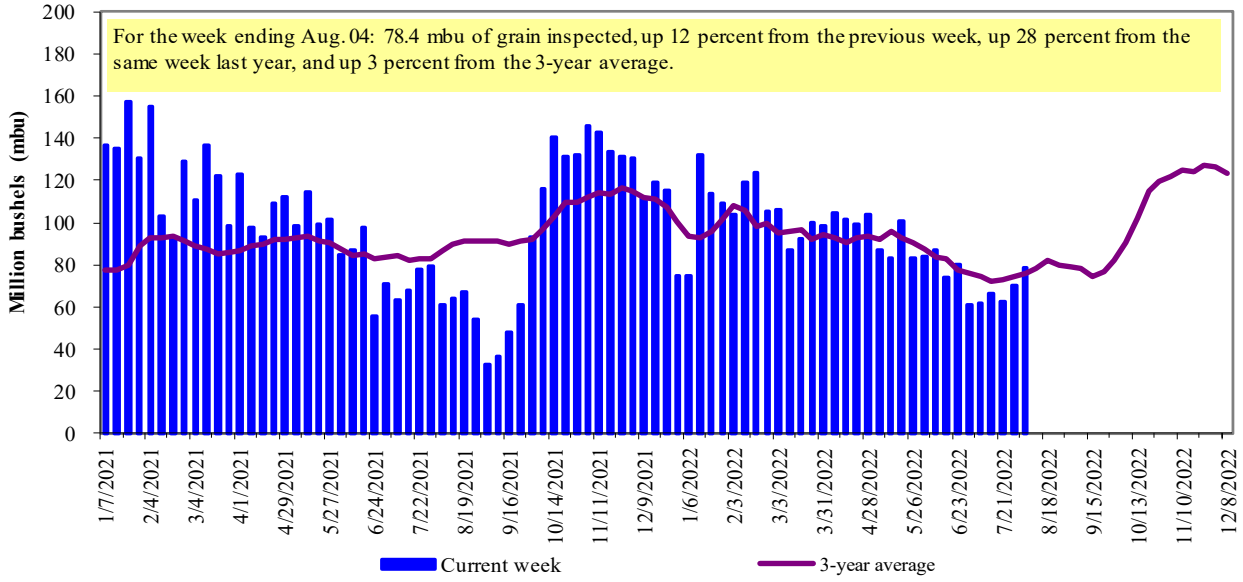
*Data includes revisions from prior weeks; some regional totals may not add exactly due to rounding.

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)

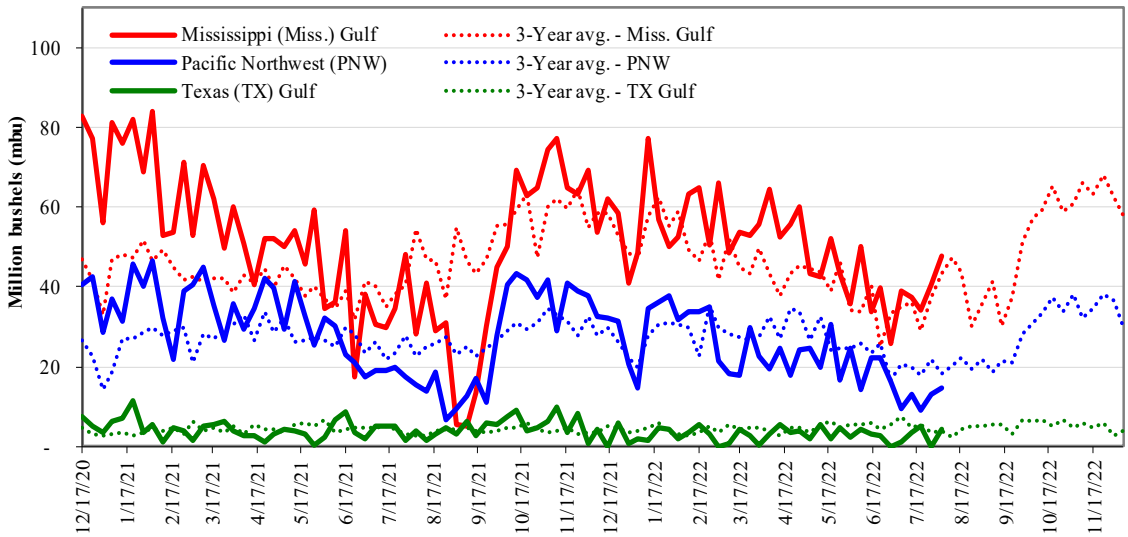


Note: 3-year average consists of 4-week running average.

Source: USDA, Federal Grain Inspection Service.

Figure 15

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



Week ending 08/04/22 inspections (mbu):	
MS Gulf:	47.9
PNW:	14.7
TX Gulf:	4.4

Percent change from:	MS Gulf	TX Gulf	U.S. Gulf	PNW
Last wk:	up 18	n/a	up 29	up 15
Last Year (same wk):	up 69	up 15	up 63	down 3
3-yr avg. (4-wk. mov. Avg):	up 32	unchanged	up 28	down 24

Source: USDA, Federal Grain Inspection Service.

Table 17

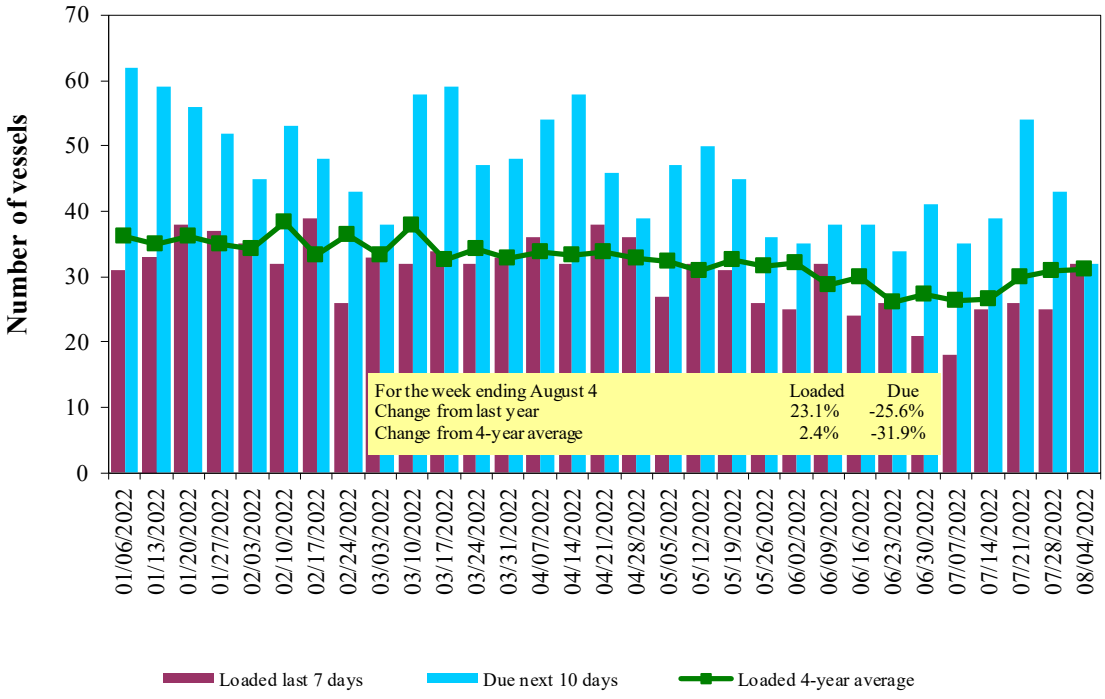
Weekly port region grain ocean vessel activity (number of vessels)

	Gulf			Pacific Northwest
Date	In port	Loaded 7-days	Due next 10-days	In port
8/4/2022	24	32	32	7
7/28/2022	22	25	43	9
2021 range	(10…57)	(5...48)	(15...69)	(4…27)
2021 average	34	32	49	15

Source: USDA, Agricultural Marketing Service.

Figure 16

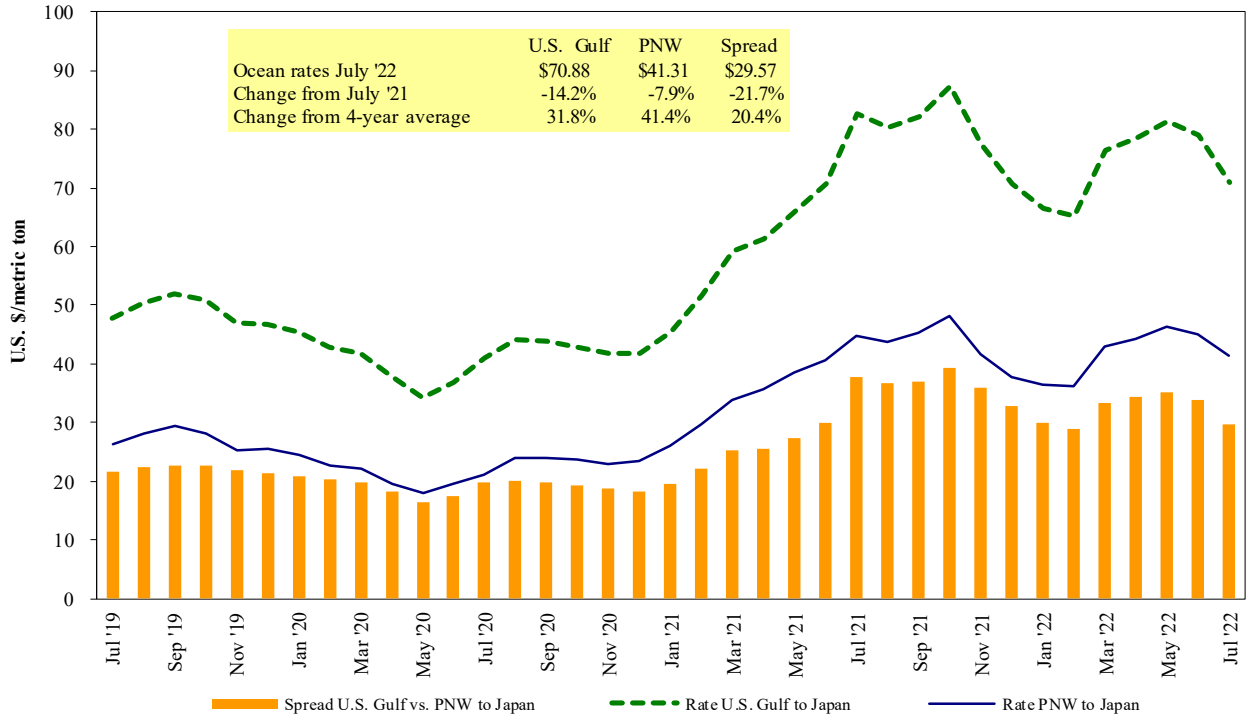
U.S. Gulf[1] vessel loading activity



[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 08/06/2022

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

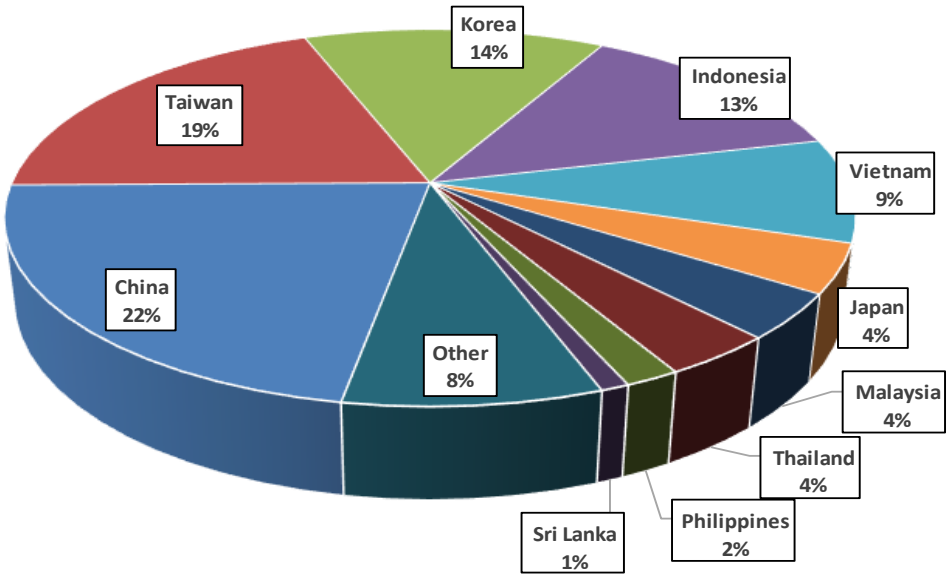
*50 percent of food aid from the United States is required to be shipped on U.S.-flag vessels.

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.

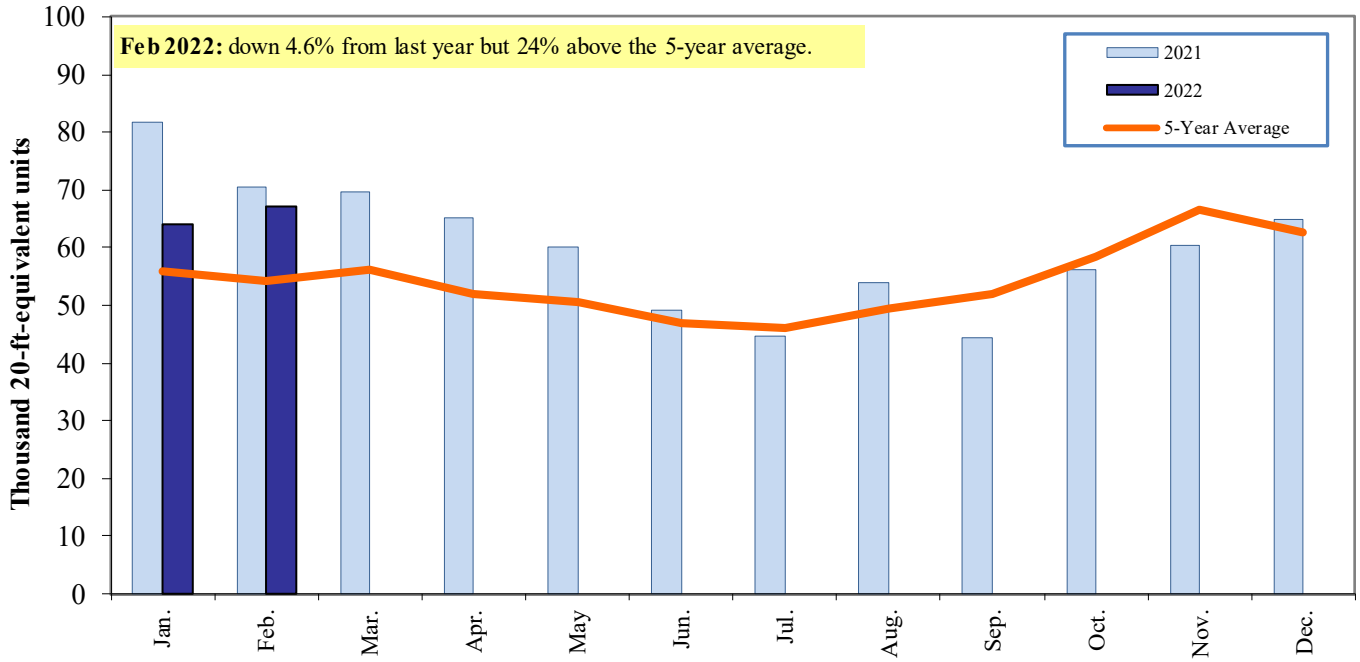
Figure 18
Top 10 destination markets for U.S. containerized grain exports, Jan-Feb 2022



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.

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Preferred citation: U.S. Department of Agriculture, Agricultural Marketing Service. *Grain Transportation Report.* August 11, 2022. Web: **http://dx.doi.org/10.9752/TS056.08-11-2022**