United States Department of Agriculture

Grain Transportation Report

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

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August 18, 2022

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WEEKLY HIGHLIGHTS

Presidential Emergency Board Provides Recommendations on Labor Dispute

On August 16, The Presidential Emergency Board (PEB) submitted to President Biden recommendations to help resolve the ongoing contract dispute between the Class Is and other railroads (carriers), on one side, and unions representing all rail employees, on the other. The PEB report suggests that—before the PEB was created—the two sides' proposals widely diverged in value by more than $9 billion. After working with both parties, the PEB made several recommendations to help resolve the dispute, including a 24-percent compounded wage increase over 5 years (some retroactive). The wage-increase recommendation was 7 percent above the carriers' offer and 7 percent below the unions' offer, but also included annual service-recognition bonuses. With the PEB's submission, the Railway Labor Act now requires a 30-day cooling off period, after which, if railroads and unions still cannot come to agreement, strikes and lockouts are allowed to take place.

Diesel Price Drops 8.2 Cents, With Oil Price Lowest Since February

For the week ending August 15—the eighth consecutive week of decline—the U.S average **price of diesel** fell 8.2 cents to $4.991 per gallon, according to the U.S. Energy Information Administration's (EIA) data. This was the first time in the last 6 weeks that prices dropped less than 10 cents a gallon. On average, diesel is still $1.555 more per gallon than it was the same time last year. Also, on August 16, the price of West Texas Intermediate crude oil, the U.S. benchmark, dipped below $87 per barrel—the lowest level since February 1, before Russia's invasion of Ukraine. From 2000 to 2021, crude oil prices accounted for about 50 percent of monthly average U.S. retail on-highway diesel fuel prices. The drop in oil prices resulted from an economic slowdown in China, the world's largest oil importer. Oil prices also responded to the world market's uncertainty about a possible trade deal to allow more Iranian oil exports.

New York/New Jersey Port Authority To Charge Dwell Fee for Empties

Beginning September 1, the Port of New York and New Jersey will begin charging ocean carriers a fee for long-dwelling containers in an effort to cull some empties from the dock. The fee is intended to encourage carriers to pick up their empty containers more quickly, to keep commerce moving through the port and region. Per the fee policy, a $100-per-container fee will be assessed quarterly to carriers whose outgoing container volume does not equal or exceed 110 percent of their incoming volume. The fee will take effect after a mandatory 30-day public comment period and will be reevaluated in the future. The fee will be used to offset the cost of additional storage capacity and other expenses incurred by empty containers. In 2020, the port handled 1.1 million metric tons (mmt) of containerized grain, grain products, and soybeans. With this volume—13 percent of total containerized grain handled by all U.S. ports—the Port of New York and New Jersey ranked fourth in the Nation.

Snapshots by Sector

Export Sales

For the week ending August 4, **unshipped balances** of wheat, corn, and soybeans totaled 13.90 mmt, up 7 percent from the same time last year and down 9 percent from the previous week. Net **corn export sales** were 0.192 mmt, up significantly from the previous week. Net **soybean export sales** were −0.067 mmt, down significantly from the previous week. Net weekly **wheat export sales** for marketing year 2022/23 were 0.359 mmt, up 44 percent from last week.

Rail

U.S. Class I railroads originated 19,916 **grain carloads** during the week ending August 6. This was an 8-percent decrease from the previous week, 10 percent more than last year, and 5 percent fewer than the 3-year average.

Average August shuttle **secondary railcar** bids/offers (per car) were $138 above tariff for the week ending August 11. This was $9 less than last week and $391 more than this week last year.

Barge

For the week ending August 13, **barged grain movements** totaled 537,618 tons. This was 29 percent lower than the previous week and unchanged from the same period last year.

For the week ending August 13, 341 grain barges **moved down river**—137 fewer barges than last week. There were 473 grain barges **unloaded** in the New Orleans region, 31 percent fewer than last week.

Ocean

For the week ending August 11, 24 **oceangoing grain vessels** were loaded in the Gulf—29 percent fewer than the same period last year. Within the next 10 days (starting August 12), 35 vessels were expected to be loaded—3 percent more than the same period last year.

As of August 11, the rate for shipping a metric ton (mt) of grain from the U.S. Gulf to Japan was $65.50. This was 2 percent less than the previous week. The rate from the Pacific Northwest to Japan was $38.00 per mt, 4 percent less than the previous week.

Preferred citation: U.S. Department of Agriculture, Agricultural Marketing Service. *Grain Transportation Report.* August 18, 2022.
Web: http://dx.doi.org/10.9752/TS056.08-18-2022

Feature Article/Calendar

Second-Quarter 2022 Wheat Transportation and Landed Costs

In second-quarter 2022, wheat transportation costs to Japan increased both from first quarter 2022 (quarter to quarter) and from second quarter 2021 (year to year). These increases held true for all four routes tracked—i.e., from Kansas (KS) and North Dakota (ND) origins, via both the Pacific Northwest (PNW) and the U.S. Gulf. Both quarter to quarter and year to year, landed costs (farm value plus transportation costs) also increased for all routes.

Transportation Costs

Quarter to quarter, PNW-route wheat transportation costs to Japan increased 14 percent from the Kansas origin and rose 12 percent from North Dakota. Year to year, these costs rose 18 percent from Kansas and rose 13 percent from North Dakota. Quarter to quarter, U.S. Gulf-route wheat transportation costs to Japan increased 14 percent from Kansas and rose 12 percent from North Dakota. Year to year, these costs rose 21 percent from Kansas and rose 11 percent from North Dakota. Costs rose both quarter to quarter and year to year, mainly because of significantly higher truck and ocean freight rates.

Ocean freight rates. PNW ocean freight rates for shipping wheat rose 17 percent quarter to quarter and 18 percent year to year. The increases were the result of stronger demand for iron ore, effects of the war in Ukraine, and logistical challenges in Chinese ports and other ports around the world (*Grain Transportation Report,* July 21, 2022). U.S. Gulf-route ocean rates increased 15 percent from quarter to quarter and rose 21 percent from year to year.

Rail freight rates. Quarter to quarter, rail rates for shipping wheat via the PNW route were up 4 percent for Kansas and were unchanged for North Dakota. Year to year, however, rail rates were up 7 percent for Kansas and up 3 percent for North Dakota. For the U.S. Gulf route, quarter to quarter, rail rates rose 2 percent for Kansas and were unchanged for North Dakota. Year to year, rail rates were up 6 percent for Kansas and down 13 percent for North Dakota.

Truck freight rates. Quarter to quarter, PNW and U.S. Gulf trucking rates increased 40 percent, and year to year, jumped 67 percent, reflecting the surge in fuel prices and increases in the overall demand for grain.

Table 1: Quarterly rate comparisons for shipping Kansas and North Dakota wheat to Japan through the PNW

	Kansas					North Dakota				
Mode	2021 2nd qtr	2022 1st qtr	2022 2nd qtr	Year-to-year change	Quarterly change	2021 2nd qtr	2022 1st qtr	2022 2nd qtr	Year-to-year change	Quarterly change
	$/metric ton			%	%	$/metric ton			%	%
Truck	13.99	16.67	23.40	67.26	40.37	13.99	16.67	23.40	67.26	40.37
Rail[1]	62.77	64.53	67.34	7.28	4.35	56.37	58.10	58.10	3.07	0.00
Ocean vessel	38.34	38.47	45.20	17.89	17.49	38.34	38.47	45.20	17.89	17.49
Transportation costs	115.10	119.67	135.94	18.11	13.60	108.70	113.24	126.70	16.56	11.89
Farm value[2]	227.44	319.67	370.01	62.68	15.75	237.49	361.56	402.34	69.41	11.28
Total landed cost	342.54	439.34	505.95	47.71	15.16	346.19	474.80	529.04	52.82	11.42
Transport % of landed cost	33.60	27.24	26.87			31.40	23.85	23.95		

Table 2: Quarterly rate comparisons for shipping Kansas and North Dakota wheat to Japan through the U.S. Gulf

	Kansas					North Dakota				
Mode	2021 2nd qtr	2022 1st qtr	2022 2nd qtr	Year-to-year change	Quarterly change	2021 2nd qtr	2022 1st qtr	2022 2nd qtr	Year-to-year change	Quarterly change
	$/metric ton			%	%	$/metric ton			%	%
Truck	13.99	16.67	23.40	67.26	40.37	13.99	16.67	23.40	67.26	40.37
Rail[1]	42.07	43.80	44.46	5.68	1.51	59.54	51.63	51.63	-13.29	0.00
Ocean vessel	65.94	69.31	79.61	20.73	14.86	65.94	69.31	79.61	20.73	14.86
Transportation costs	122.00	129.78	147.47	20.88	13.63	139.47	137.61	154.64	10.88	12.38
Farm value[2]	227.44	319.67	370.01	62.68	15.75	237.49	361.56	402.34	69.41	11.28
Total landed cost	349.44	449.45	517.48	48.09	15.14	376.96	499.17	556.98	47.76	11.58
Transport % of landed cost	34.91	28.88	28.50			37.00	27.57	27.76		

[1] Rail tariff rates include fuel surcharges and revisions for heavy-axle railcars and shuttle trains. The rail tariff rate is a base price of rail freight rates, but during periods of high rail demand or car shortages, high auction and secondary market rates could exceed the base rail tariffs per car.

[2] USDA, National Agricultural Statistics Service is the source for wheat prices for North Dakota (mainly hard red spring) and Kansas (mainly hard red winter).

Note: PNW = Pacific Northwest; qtr = quarter.

Source: USDA, Agricultural Marketing Service.

Landed Costs

Both quarter-to-quarter and year-to-year, increases in total landed costs were due to higher transportation costs and higher farm values for all routes (tables 1 and 2).

PNW-route. In second quarter 2022, total PNW landed costs were $506/metric ton (mt) from Kansas and $529/mt from North Dakota (table 1). Second-quarter PNW-route transportation costs represented 27 percent of total landed costs for Kansas, which were down quarter to quarter and year to year. PNW-route transportation costs from North Dakota were 24 percent of total landed costs, which were slightly up quarter to quarter and down year to year (fig. 1 and table 1).

U.S. Gulf-route. Total Gulf-route landed costs were $517/mt from Kansas and $557/mt from North Dakota. Second-quarter 2022 Gulf-route transportation costs from Kansas were 29 percent of the total landed costs—this share was down quarter to quarter and year to year (see table 2). Gulf-route transportation costs from North Dakota were 28 percent of the total landed costs, which were slightly up quarter to quarter but down year to year (fig. 2 and table 2).

Figure 1. Landed costs for shipping wheat (Pacific Northwest) to Japan, second quarter 2022

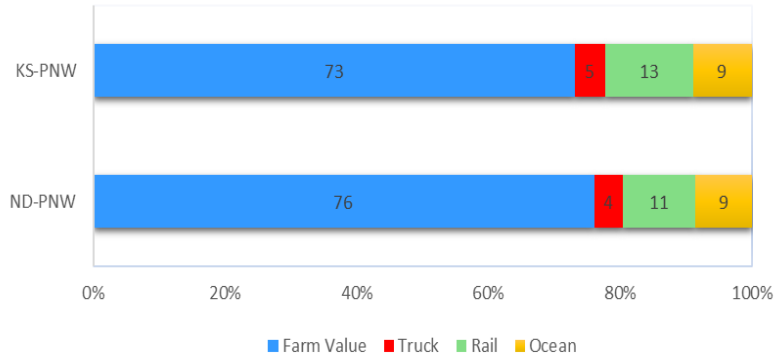
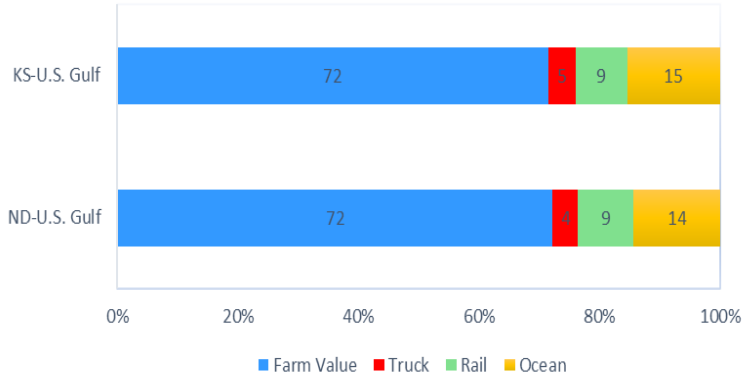


Figure 2. Landed costs for shipping wheat (U.S. Gulf) to Japan, second quarter 2022



Note: KS = Kansas; ND = North Dakota.
Source: USDA, Agricultural Marketing Service.

Second-Quarter 2022 Wheat Inspections

According to USDA's Federal Grain Inspection Service, second-quarter 2022 wheat inspected for export to Japan totaled .519 million metric tons (mmt), down 16 percent quarter to quarter and down 2 percent year to year. Of total U.S. second-quarter 2022 wheat exports (4.5 mmt), Japan's share accounted for only 11 percent. Year to year, total wheat exports decreased 37 percent. According to USDA's August *World Agricultural Supply and Demand Estimates*, the projected total of U.S. wheat exports for marketing year (MY) 2022/23—22.45 mmt—was revised up 3 percent from the July projection. This total is 3 percent more than the estimate for MY 2021/22.

Bernadette.Winston@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
08/17/22	330	326	241	249	293	270
08/10/22	335	326	241	248	297	280

[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	8/12/2022	8/5/2022
Corn	IL–Gulf	-0.90	-0.82
Corn	NE–Gulf	-0.59	-0.98
Soybean	IA–Gulf	-2.85	-2.81
HRW	KS–Gulf	-2.31	-2.31
HRS	ND–Portland	-2.42	-2.31

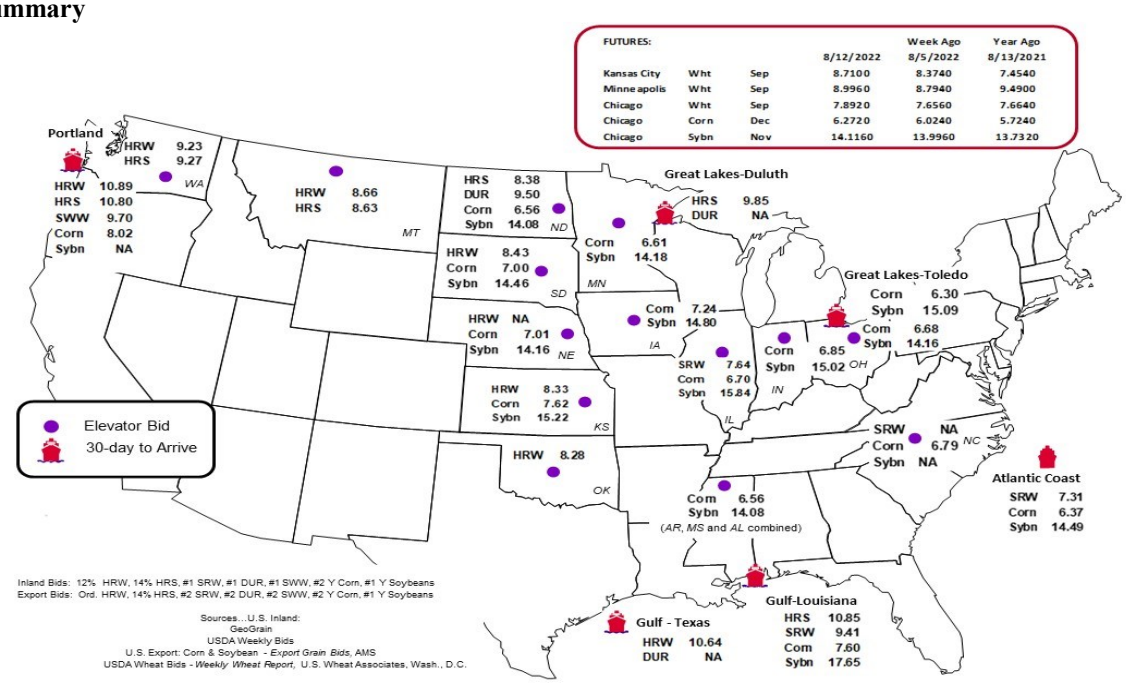
Note: nq = no quote; n/a = not available; HRW = hard red winter wheat; HRS = hard red spring wheat.

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]
8/10/2022[p]	451	1,104	2,952	154	4,661	8/6/2022	2,906
8/3/2022[r]	542	704	3,024	91	4,361	7/30/2022	2,583
2022 YTD[r]	39,983	27,555	164,186	15,036	246,760	2022 YTD	86,289
2021 YTD[r]	35,944	43,617	183,064	10,063	272,688	2021 YTD	88,773
2022 YTD as % of 2021 YTD	111	63	90	149	90	% of 2021 YTD	97
Last 4 weeks as % of 2021[2]	286	109	97	316	112	Last 4wks. % 2021	93
Last 4 weeks as % of 4-year avg.[2]	141	98	65	49	74	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.

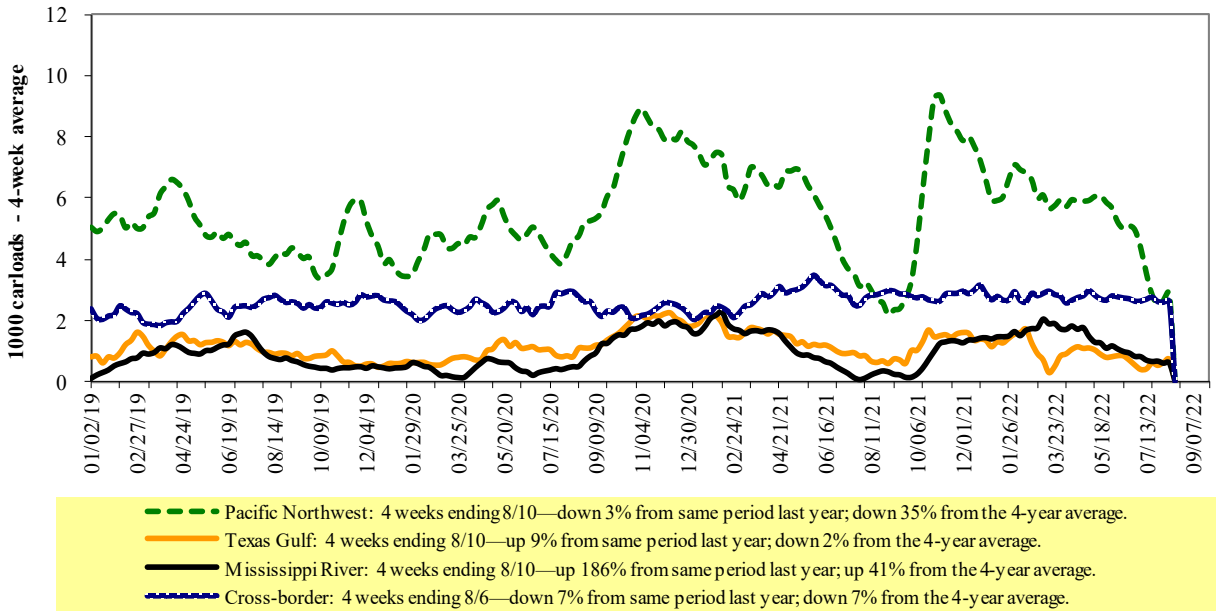
YTD = year-to-date; p = preliminary data; r = revised data; n/a = not available; wks. = weeks; avg. = average.

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	
8/6/2022	CSXT	NS	BNSF	KCS	UP		CN	CP
This week	1,678	2,466	9,195	650	5,927	19,916	2,644	3,037
This week last year	1,433	2,162	8,061	938	5,513	18,107	2,494	3,102
2022 YTD	56,046	76,270	342,446	37,487	177,368	689,617	108,115	106,939
2021 YTD	57,849	79,243	372,046	34,200	193,817	737,155	131,197	157,291
2022 YTD as % of 2021 YTD	97	96	92	110	92	94	82	68
Last 4 weeks as % of 2021*	117	109	103	91	102	104	134	73
Last 4 weeks as % of 3-yr. avg.**	108	100	90	92	98	95	99	65
Total 2021	93,935	120,810	609,890	64,818	318,002	1,207,455	210,044	242,533

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

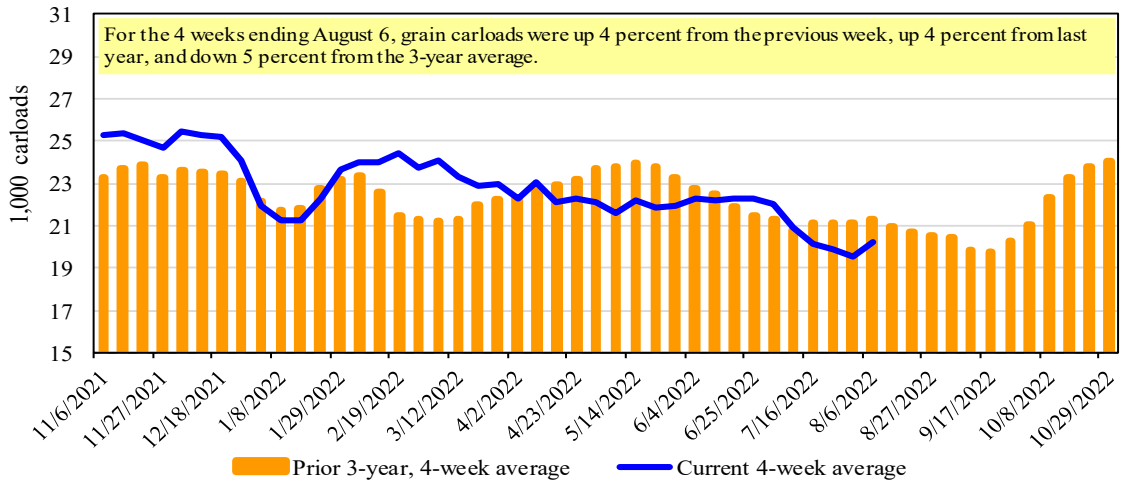
**The past 4 weeks as a percent of the same period from the prior 3-year average. YTD = year-to-date; avg. = average; yr. = year.

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							
8/11/2022		Aug-22	Aug-21	Sep-22	Sep-21	Oct-22	Oct-21	Nov-22	Nov-21
BNSF[3]	COT grain units	no bids	no bids	0	0	3	0	0	no bids
	COT grain single-car	0	no bids	0	0	218	no bids	134	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.

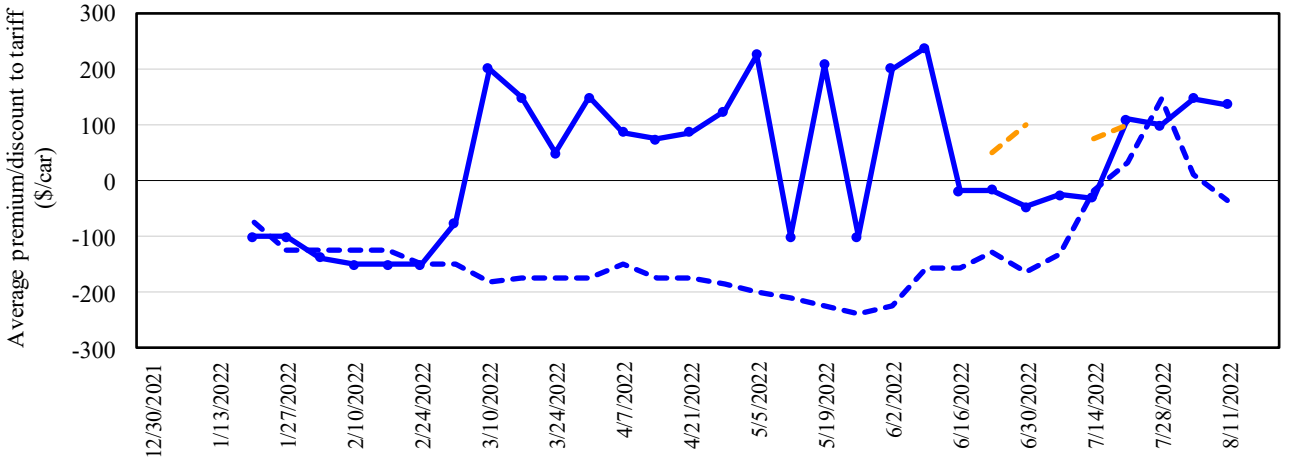
Region 1 includes: AR, IL, LA, MO, NM, OK, TX, WI, and Duluth, MN.

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

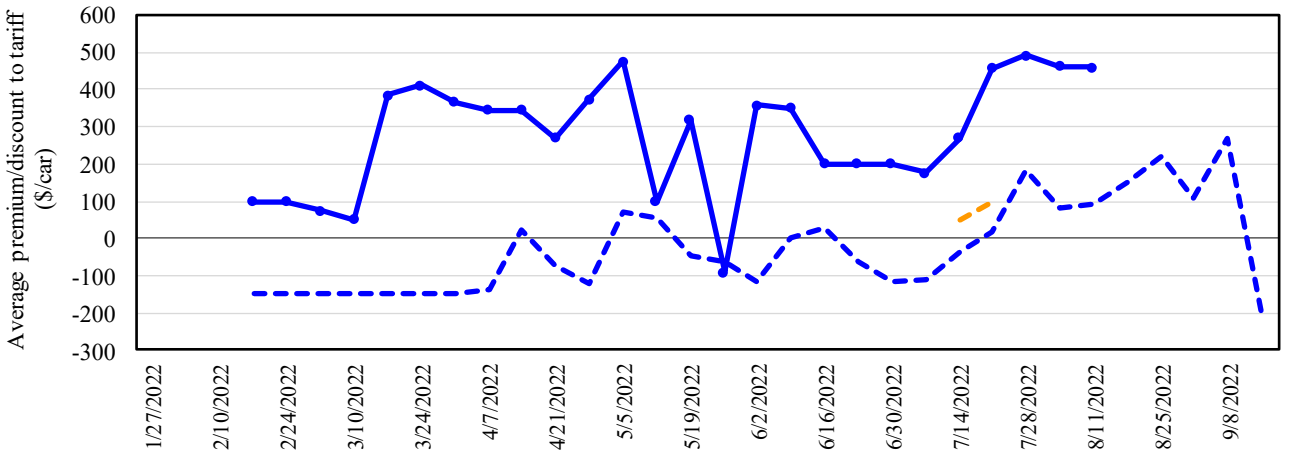


8/11/2022	BNSF	UP
Non-shuttle	n/a	n/a
Shuttle	-$75	$350

There were no non-shuttle bids/offers this week.
Average shuttle bids/offers fell $9 this week and are $100 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



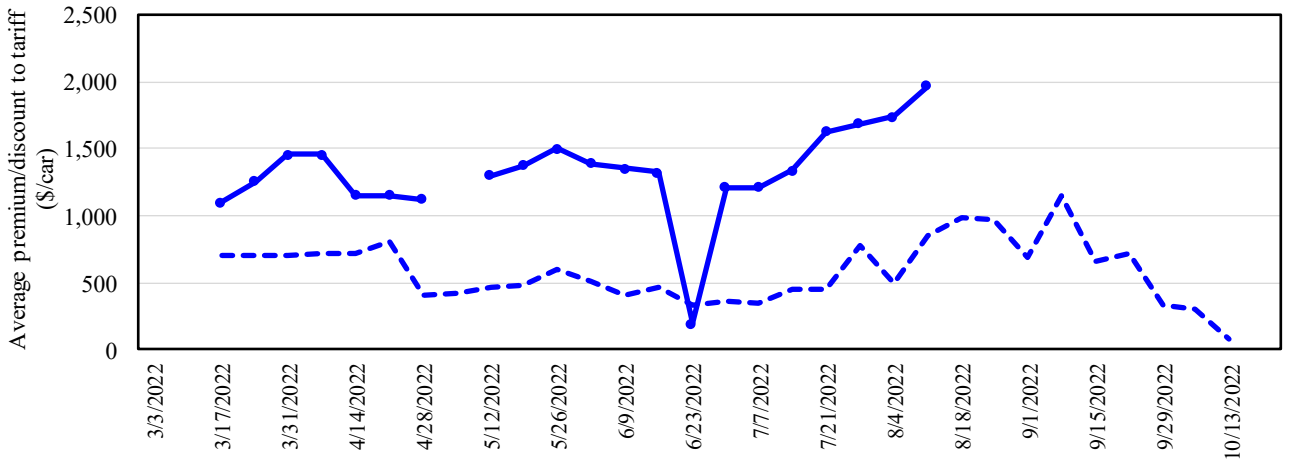
8/11/2022	BNSF	UP
Non-shuttle	n/a	n/a
Shuttle	$445	$475

There were no non-shuttle bids/offers this week.
Average shuttle bids/offers fell $3 this week and are $31 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



8/11/2022	BNSF	UP
Non-shuttle	n/a	n/a
Shuttle	$2,131	$1,800

There were no non-shuttle bids/offers this week.
Average shuttle bids/offers rose $228 this week and are at the peak.

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

Table 6

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

	For the week ending:	Delivery period					
	8/11/2022	Aug-22	Sep-22	Oct-22	Nov-22	Dec-22	Jan-23
Non-shuttle	**BNSF-GF**	**n/a**	**n/a**	**n/a**	**n/a**	**n/a**	**n/a**
	Change from last week	n/a	n/a	n/a	n/a	n/a	n/a
	Change from same week 2021	n/a	n/a	n/a	n/a	n/a	n/a
	UP-Pool	**n/a**	**n/a**	**n/a**	**n/a**	**n/a**	**n/a**
	Change from last week	n/a	n/a	n/a	n/a	n/a	n/a
	Change from same week 2021	n/a	n/a	n/a	n/a	n/a	n/a
Shuttle	**BNSF-GF**	**(75)**	**445**	**2,131**	**n/a**	**600**	**n/a**
	Change from last week	63	120	256	n/a	0	n/a
	Change from same week 2021	181	158	1,407	n/a	n/a	n/a
	UP-Pool	**350**	**475**	**1,800**	**n/a**	**n/a**	**n/a**
	Change from last week	(81)	(125)	200	n/a	n/a	n/a
	Change from same week 2021	600	681	1,000	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.

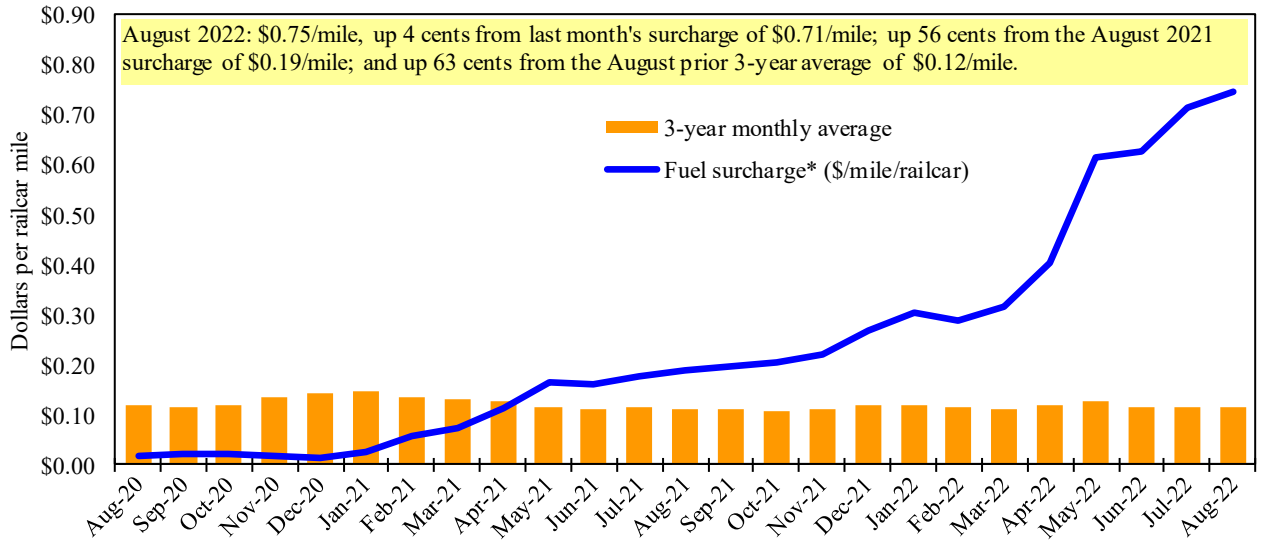
[4]Percentage change calculated using tariff rate plus fuel surchage; Y/Y = year over year.

[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.

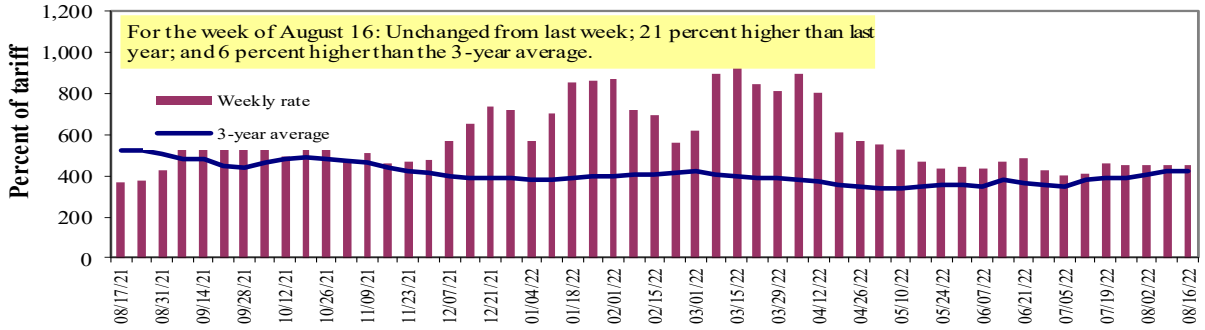
**CSX strike price changed from $2.00/gal. to $3.75/gal. starting January 1, 2015.

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

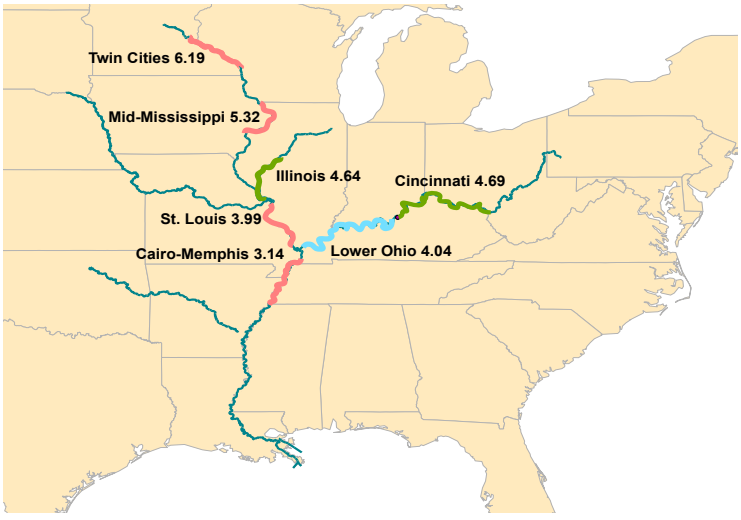
		Twin Cities	Mid-Mississippi	Lower Illinois River	St. Louis	Cincinnati	Lower Ohio	Cairo-Memphis
Rate[1]	8/16/2022	568	492	448	390	443	443	378
	8/9/2022	570	494	447	377	463	468	372
$/ton	8/16/2022	35.16	26.17	20.79	15.56	20.78	17.90	11.87
	8/9/2022	35.28	26.28	20.74	15.04	21.71	18.91	11.68
Current week % change from the same week:								
	Last year	28	32	21	38	39	39	39
	3-year avg. [2]	24	15	-	27	50	50	31
Rate[1]	September	754	709	696	654	676	676	618
	November	758	705	686	577	675	675	554

[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

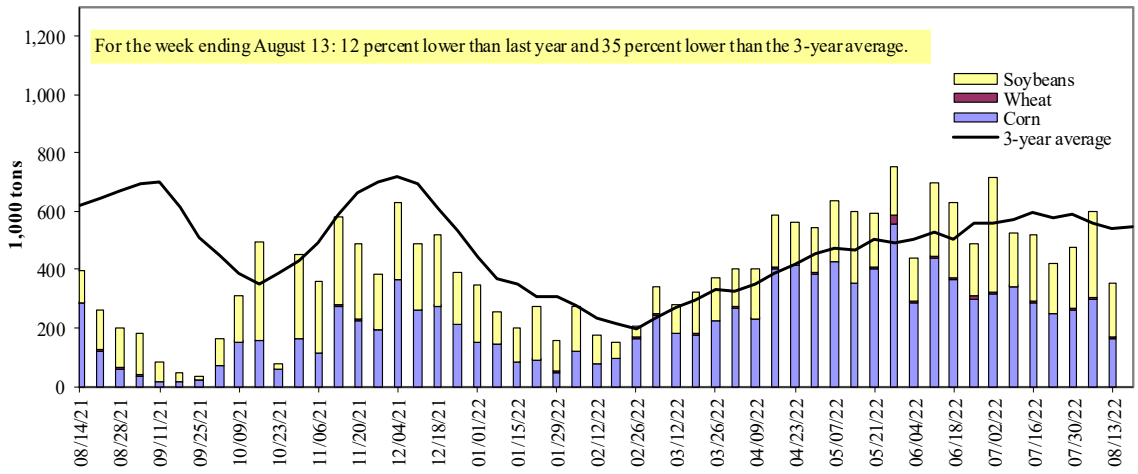
Select applicable index from market quotes are included in tables on this page. The 1976 benchmark rates per ton are provided in map.



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 08/13/2022	Corn	Wheat	Soybeans	Other	Total
Mississippi River					
Rock Island, IL (L15)	53	0	100	0	153
Winfield, MO (L25)	86	2	119	0	206
Alton, IL (L26)	130	5	123	0	258
Granite City, IL (L27)	164	6	183	2	355
Illinois River (La Grange)	58	0	42	0	100
Ohio River (Olmsted)	36	62	46	7	152
Arkansas River (L1)	0	28	3	0	31
Weekly total - 2022	200	97	232	9	538
Weekly total - 2021	343	32	164	0	539
2022 YTD[1]	12,785	1,282	7,965	180	22,212
2021 YTD[1]	18,528	1,070	5,361	203	25,161
2022 as % of 2021 YTD	69	120	149	89	88
Last 4 weeks as % of 2021[2]	89	108	184	385	115
Total 2021	23,516	1,634	11,325	297	36,772

[1] Weekly total, YTD (year-to-date), and calendar year total include MI/27, OH/Olmsted, and AR/1; Other refers to oats, barley, sorghum, and rye. Total may not add exactly due to rounding.

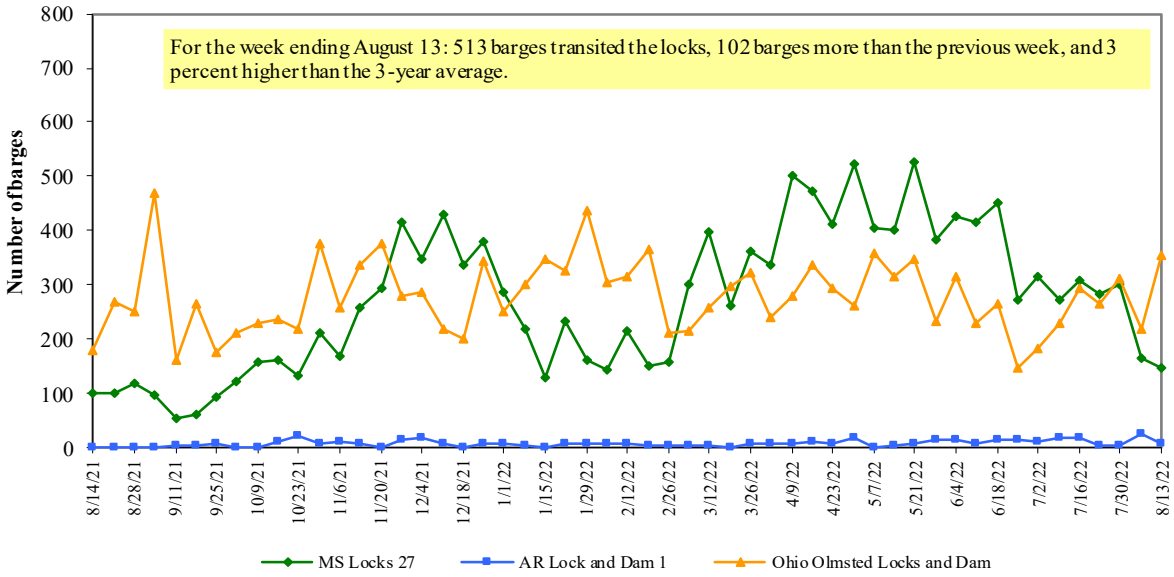
[2] As a percent of same period in 2021.

Note: L (as in "L15") refers to a lock, locks, or locks and dam facility. The U.S. Army Corps of Engineers has recently migrated its database and has noted the latest data may be revised in coming weeks.

Source: U.S. Army Corps of Engineers.

Figure 11

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

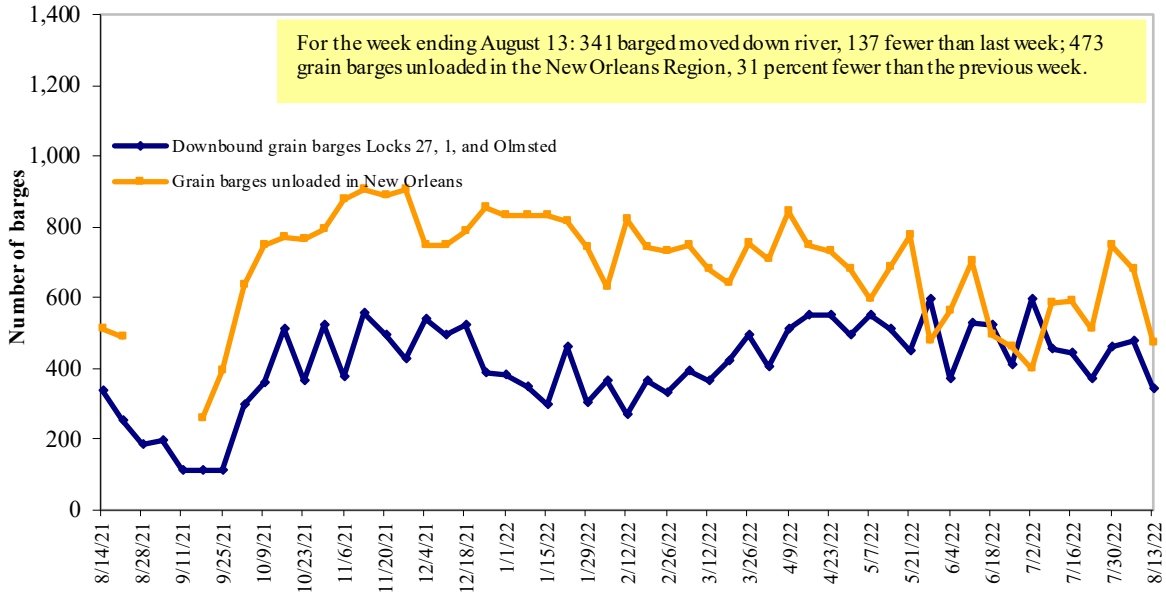


Note: The U.S. Army Corps of Engineers has recently migrated its lock and vessel database and has noted the latest data may be revised in coming weeks.

Source: U.S. Army Corps of Engineers.

Figure 12

Grain barges for export in New Orleans region



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

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

Truck Transportation

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

Table 11

Retail on-highway diesel prices, week ending 8/15/2022 (U.S. $/gallon)

Region	Location	Price	Change from Week ago	Change from Year ago
I	East Coast	4.950	-0.087	1.634
	New England	5.175	-0.176	1.904
	Central Atlantic	5.291	-0.093	1.806
	Lower Atlantic	4.802	-0.072	1.590
II	Midwest	4.872	-0.087	1.613
III	Gulf Coast	4.614	-0.063	1.541
IV	Rocky Mountain	4.963	-0.077	1.306
V	West Coast	5.541	-0.089	1.512
	West Coast less California	5.124	-0.100	1.442
	California	6.019	-0.078	1.700
Total	United States	4.911	-0.082	1.555

[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.

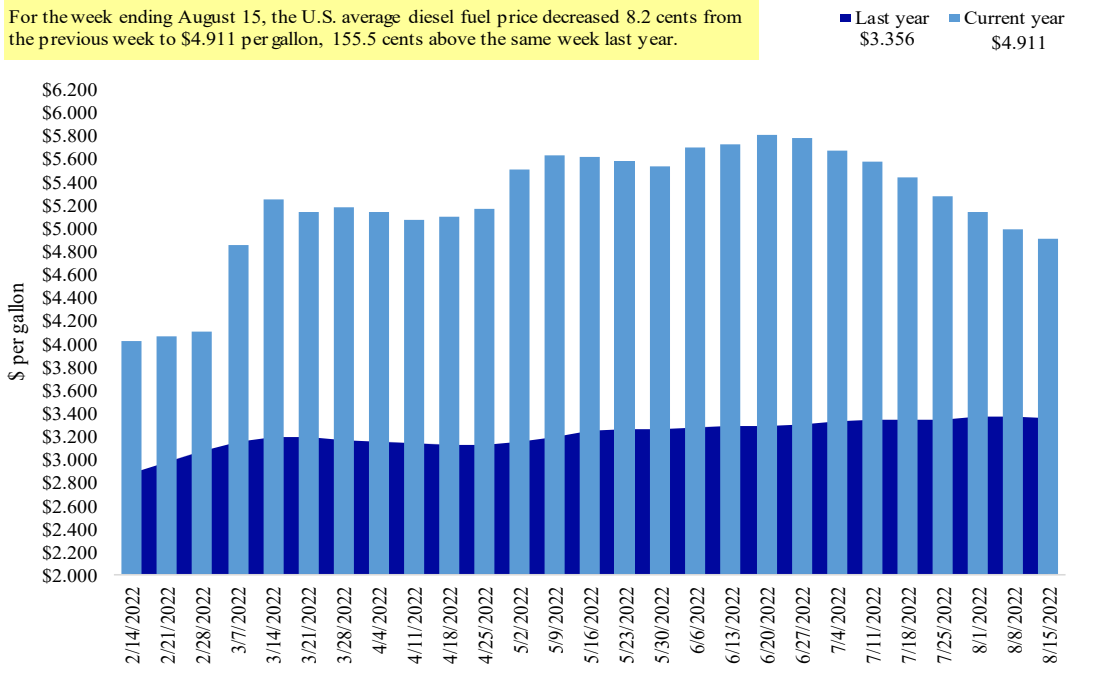
NA = Not Available

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

Figure 13

Weekly diesel fuel prices, U.S. average

For the week ending August 15, the U.S. average diesel fuel price decreased 8.2 cents from the previous week to $4.911 per gallon, 155.5 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]									
8/4/2022	1,518	905	1,507	1,458	109	5,498	3,732	4,670	13,900
This week year ago	1,625	1,004	1,443	881	8	4,962	5,518	2,572	13,052
Cumulative exports-marketing year[2]									
2021/22 YTD	1,070	659	921	440	18	3,108	57,118	54,791	115,017
2020/21 YTD	1,403	549	1,058	691	42	3,744	64,583	59,445	127,772
YTD 2021/22 as % of 2020/21	76	0	87	64	0	83	88	92	90
Last 4 wks. as % of same period 2020/21	96	109	107	157	1,392	115	87	225	124
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 08/4/2022	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	2566.8	16,872	15,430	9	14,817
Japan	849.5	10,118	11,064	(9)	11,082
China	2961	14,724	22,880	(36)	7,920
Columbia	150	4,390	3,949	11	4,491
Korea	0	1,476	3,527	0	3,302
Top 5 importers	**6,527**	**47,580**	**56,850**	**(16)**	**41,613**
Total U.S. corn export sales	**8,048**	**60,850**	**70,101**	**(13)**	**53,145**
% of projected exports	13%	98%	100%		
Change from prior week[2]	**191**	**192**	**378**		
Top 5 importers' share of U.S. corn export sales	81%	78%	81%		78%
USDA forecast August 2022	**60,433**	**62,341**	**69,898**	**(11)**	
Corn use for ethanol USDA forecast, August 2022	**136,525**	**135,890**	**127,838**	**6**	

[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 08/04/2022	Total commitments[2]			% change	Exports[3]
	2022/23	2021/22	2020/21	current MY	3-yr. avg.
	next MY	current MY	last MY	from last MY	2018-20
					- 1,000 mt -
China	8,868	30,534	35,870	(15)	21,666
Mexico	916	5,475	4,804	14	4,754
Egypt	280	4,144	2,777	49	3,093
Indonesia	17	1,798	2,356	(24)	2,325
Japan	191	2,575	2,357	9	2,275
Top 5 importers	**10,272**	**44,527**	**48,164**	**(8)**	**34,113**
Total U.S. soybean export sales	**15,743**	**59,461**	**62,017**	**(4)**	**50,758**
% of projected exports	27%	101%	100%		
change from prior week[2]	**477**	**(67)**	**97**		
Top 5 importers' share of U.S. soybean export sales	65%	75%	78%		**67%**
USDA forecast, August 2022	**58,719**	**58,856**	**61,744**	**(5)**	

[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 8/04/2022	Total Commitments[2]		% change	Exports[3]
	2022/23	2021/22	current MY	3-yr. avg.
	current MY	last MY	from last MY	2018-20
		1,000 mt -		- 1,000 mt -
Mexico	1,486	1,456	2	3,388
Philippines	1,171	1,292	(9)	3,121
Japan	784	888	(12)	2,567
Korea	604	503	20	1,501
Nigeria	409	659	(38)	1,490
China	273	612	(55)	1,268
Taiwan	269	294	(9)	1,187
Indonesia	81	0	40400	1,131
Thailand	182	175	4	768
Italy	122	72	69	681
Top 10 importers	**5,380**	**5,951**	(10)	**17,102**
Total U.S. wheat export sales	**8,606**	**8,705**	(1)	**24,617**
% of projected exports	38%	40%		
change from prior week[2]	**359**	**293**		
Top 10 importers' share of U.S. wheat export sales	63%	68%		69%
USDA forecast, August 2022	**22,480**	**21,798**	3	

[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 08/11/22	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	155	220	71	5,493	9,668	57	59	57	13,243
Corn	0	103	0	8,622	12,322	70	61	66	13,420
Soybeans	215	71	302	4,781	3,758	127	n/a	84	14,540
Total	**370**	**393**	**94**	**18,896**	**25,747**	**73**	**76**	**64**	**41,203**
Mississippi Gulf									
Wheat	107	198	54	2,775	2,087	133	105	144	3,202
Corn	346	335	103	23,999	29,900	80	58	77	38,498
Soybeans	444	746	59	14,303	11,113	129	358	124	27,159
Total	**897**	**1,279**	**70**	**41,077**	**43,100**	**95**	**106**	**101**	**68,858**
Texas Gulf									
Wheat	46	155	29	2,030	2,566	79	90	78	3,888
Corn	28	0	n/a	491	326	150	n/a	177	627
Soybeans	0	0	n/a	2	656	0	n/a	0	1,611
Total	**74**	**155**	**48**	**2,523**	**3,549**	**71**	**111**	**87**	**6,126**
Interior									
Wheat	61	45	134	1,818	1,875	97	85	114	2,973
Corn	155	108	143	5,686	6,017	94	76	78	10,157
Soybeans	119	95	126	4,318	3,727	116	176	100	6,525
Total	**335**	**249**	**135**	**11,822**	**11,619**	**102**	**100**	**92**	**19,656**
Great Lakes									
Wheat	23	12	192	167	264	63	529	114	536
Corn	0	0	n/a	125	55	226	43	50	145
Soybeans	0	0	n/a	239	67	357	17	6	592
Total	**23**	**12**	**192**	**531**	**386**	**137**	**113**	**44**	**1,273**
Atlantic									
Wheat	1	40	2	113	91	124	576	905	128
Corn	0	0	n/a	210	14	n/a	n/a	n/a	85
Soybeans	6	5	124	1,559	1,071	146	223	35	2,184
Total	**7**	**44**	**16**	**1,882**	**1,176**	**160**	**507**	**161**	**2,397**
U.S. total from ports*									
Wheat	393	669	59	12,396	16,550	75	83	86	23,969
Corn	529	546	97	39,133	48,635	80	64	77	62,932
Soybeans	784	917	85	25,202	20,392	124	317	108	52,612
Total	**1,706**	**2,132**	**80**	**76,731**	**85,578**	**90**	**99**	**89**	**139,512**

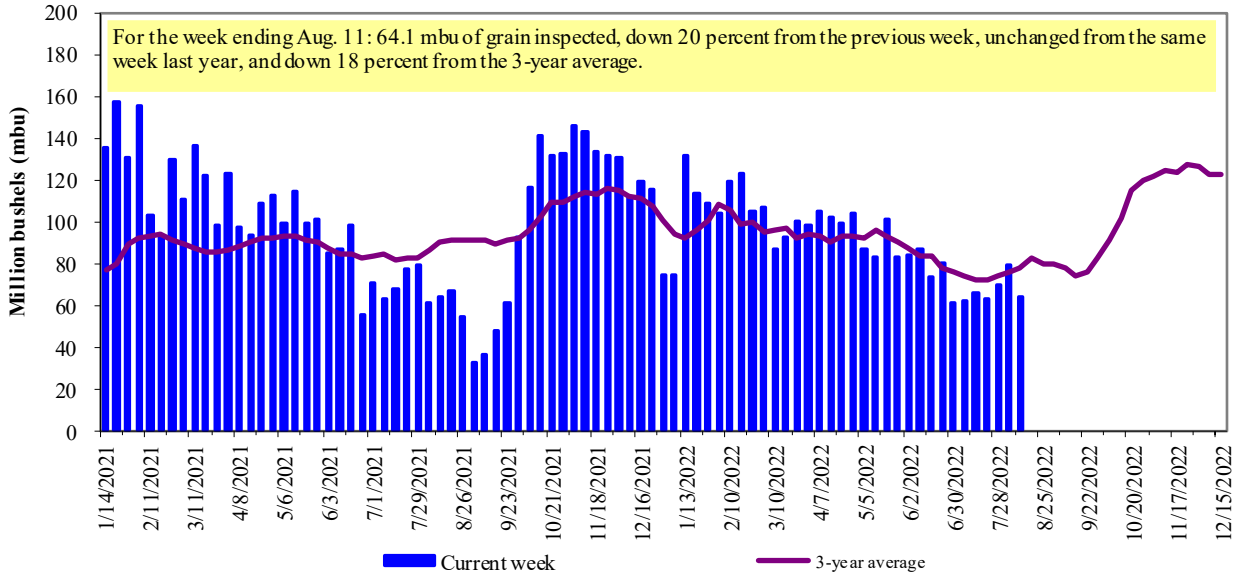
*Data includes revisions from prior weeks; some regional totals may not add exactly due to rounding.

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)

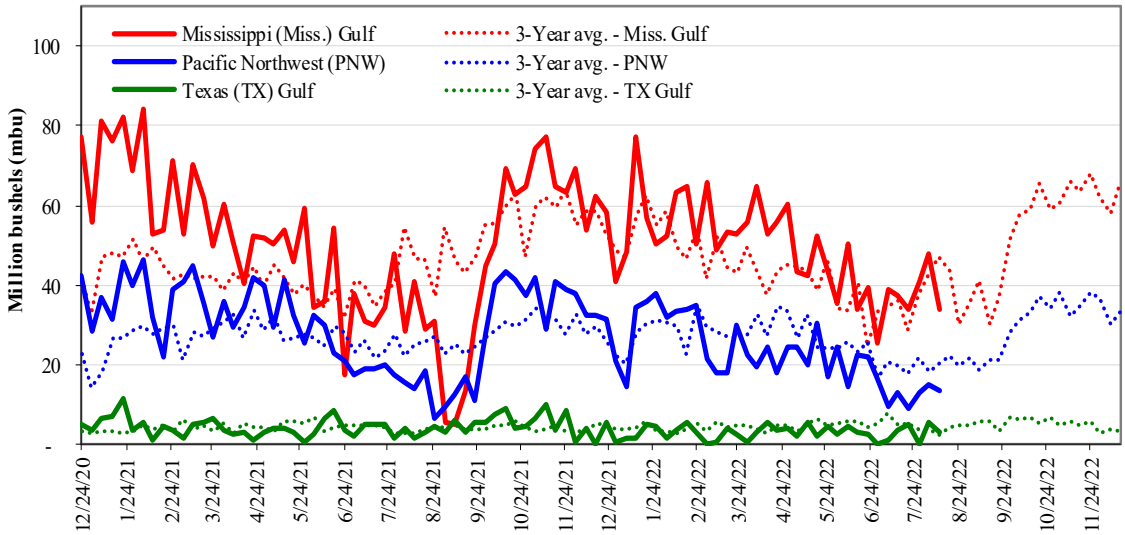


Note: 3-year average consists of 4-week running average.

Source: USDA, Federal Grain Inspection Service.

Figure 15

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



Week ending 08/11/22 inspections (mbu):		Percent change from:	MS Gulf	TX Gulf	U.S. Gulf	PNW
MS Gulf:	33.9	Last wk:	down 29	down 51	down 32	down 8
PNW:	13.6	Last Year (same wk):	down 17	up 84	down 13	down 2
TX Gulf:	2.8	3-yr avg. (4-wk. mov. Avg):	down 14	down 27	down 15	down 31

Source: USDA, Federal Grain Inspection Service.

Table 17

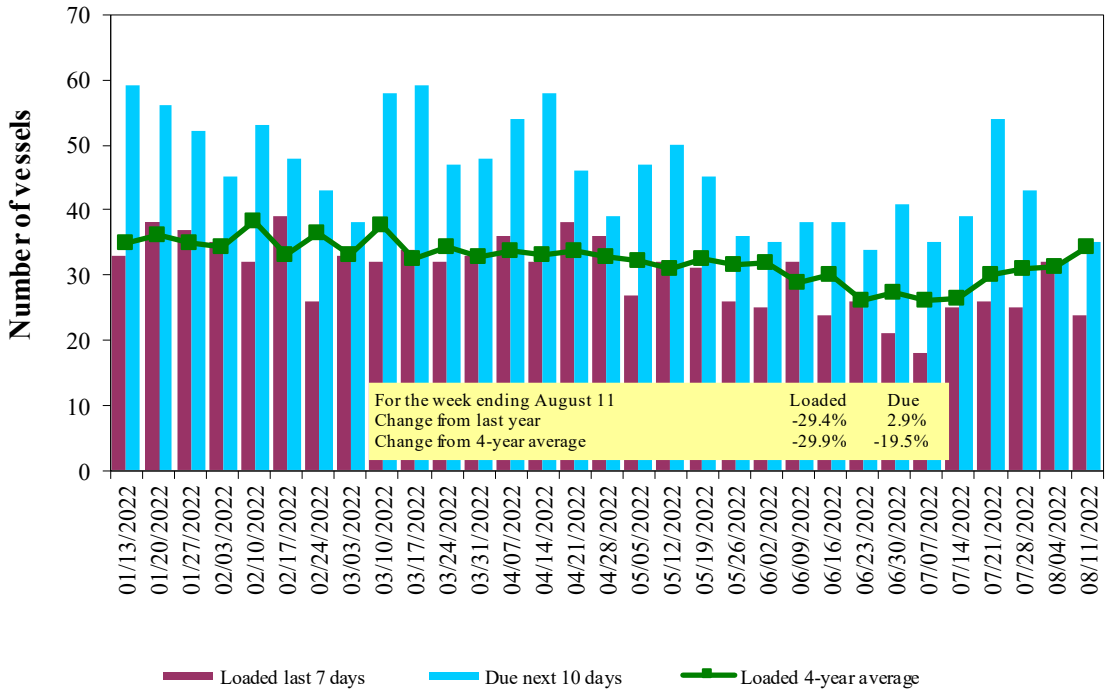
Weekly port region grain ocean vessel activity (number of vessels)

	Gulf			Pacific Northwest
Date	In port	Loaded 7-days	Due next 10-days	In port
8/11/2022	24	24	35	9
8/4/2022	24	32	32	7
2021 range	(10…57)	(5...48)	(15...69)	(4…27)
2021 average	34	32	49	15

Source: USDA, Agricultural Marketing Service.

Figure 16

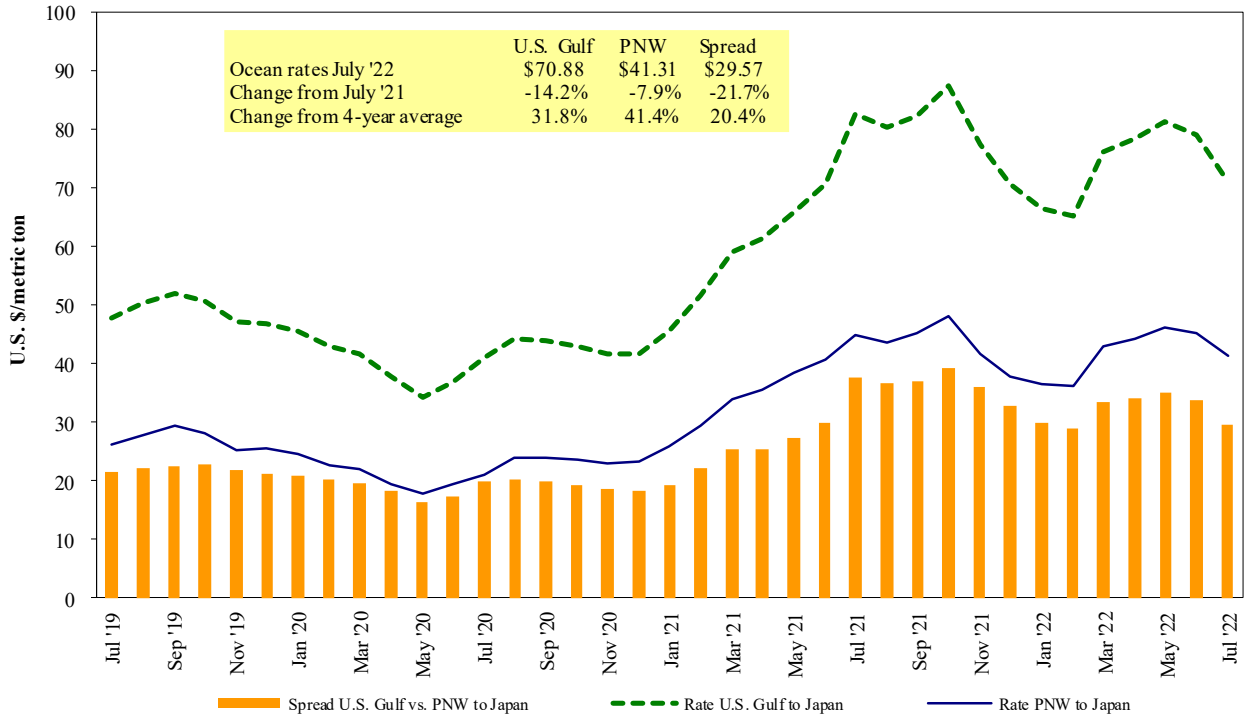
U.S. Gulf[1] vessel loading activity



[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 08/13/2022

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

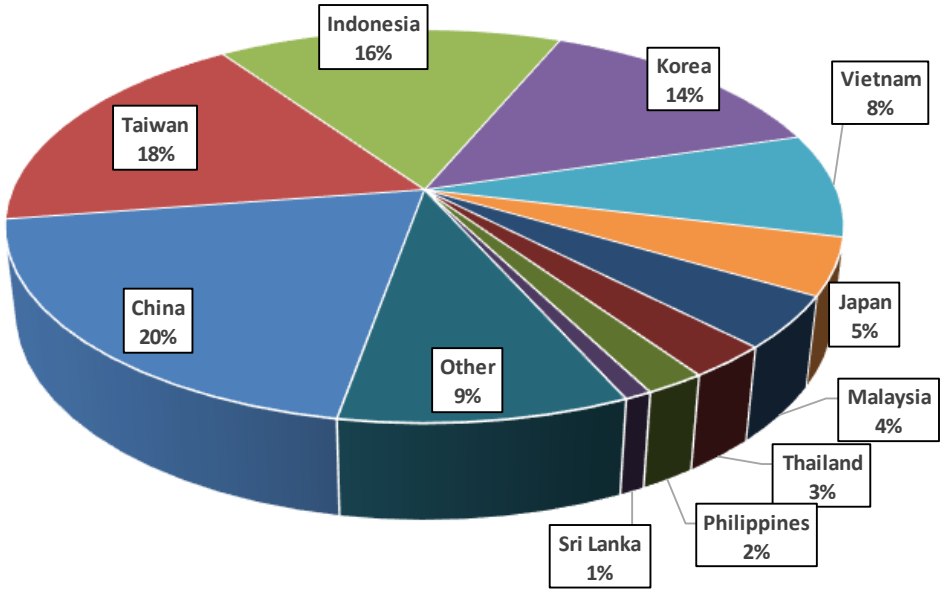
*50 percent of food aid from the United States is required to be shipped on U.S.-flag vessels.

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.

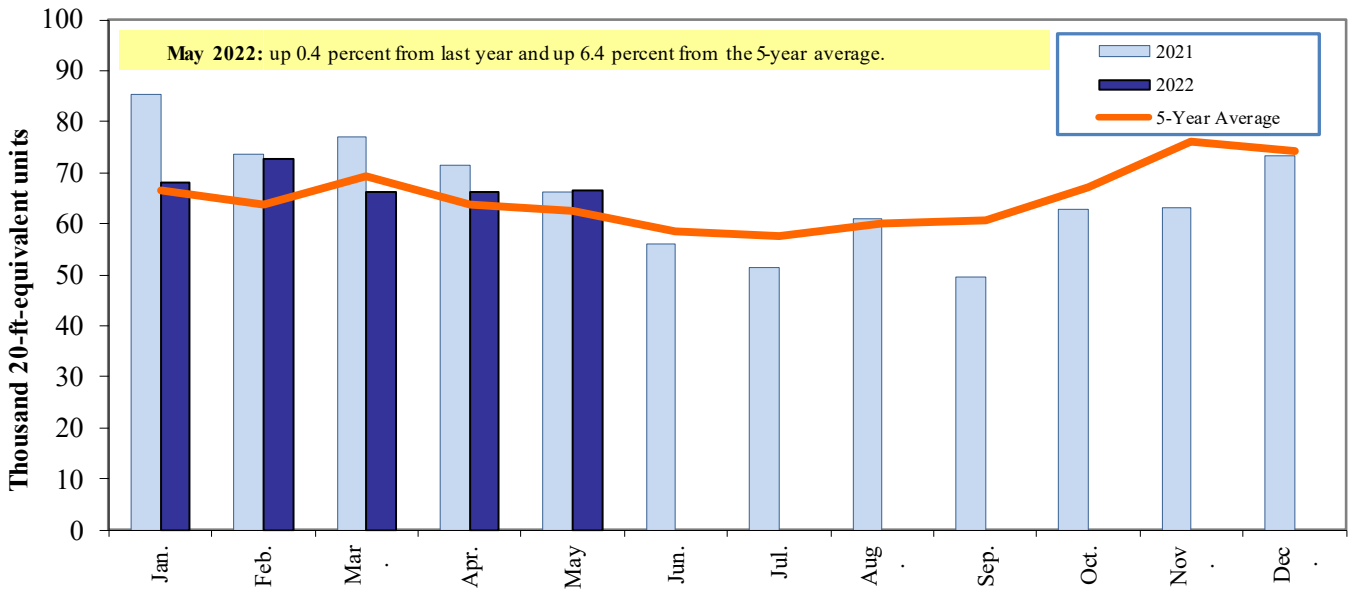
Figure 18
Top 10 destination markets for U.S. containerized grain exports, Jan-May 2022



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, 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: '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, Transportation Services Division analysis of PIERS data.

Contacts and Links

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

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Preferred citation: U.S. Department of Agriculture, Agricultural Marketing Service. *Grain Transportation Report.* August 18, 2022. Web: **http://dx.doi.org/10.9752/TS056.08-18-2022**