USDA United States Department of Agriculture

Grain Transportation Report

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

Contact Us

September 1, 2022

Contents

Article/ Calendar
Grain Transportation Indicators
Rail
Barge
Truck
Exports
Ocean
Brazil
Mexico
Grain Truck/Ocean Rate Advisory
Datasets
Specialists
Subscription Information

The next release is September 8, 2022

WEEKLY HIGHLIGHTS

Diesel Price Soars—Up 20.9 Cents After 9-Week Decline

For the week ending August 29, the U.S. average **price of diesel** rose 20.6 cents to $5.515 per gallon. According to the U.S. Energy Information Administration (EIA), this price was $1.776 above the same time last year and marked the first time since August 1 the price has been above $5 per gallon. This increase follows 9 consecutive weeks of diesel price declines of at least 10 cents per week. From June 27 to August 22, the U.S. average diesel price dropped by 87.4 cents a gallon. In the Midwest, the key grain-producing region, the diesel price showed the largest jump of 28.2 cents to $5.172 per gallon. The increase reflected regional supply concerns after an August 24 fire at the BP refinery in Whiting, IN, resulted in an emergency shutdown of the facility. Within 2 to 3 days, BP plans to restore power to a repaired electrical system at the 435,000-barrel-per-day refinery.

FMCSA and EPA Issue Hours-of-Service and Fuel Waivers in Midwest

On August 27, the U.S. Department of Transportation's Federal Motor Carrier Safety Administration (FMCSA) issued a temporary hours-of-service (HOS) exemption for motor carriers and drivers transporting fuel and other refined petroleum products to Illinois, Indiana, Michigan, and Wisconsin. The waiver was issued to ensure the supply of gasoline, diesel, and jet fuel to these four States after the emergency shutdown of the BP refinery in Whiting, IN. The waiver will remain in effect until 11:59 p.m. Eastern Time on September. 10, or until the end of the emergency. On August 27, the U.S. Environmental Protection Agency (EPA) also issued an emergency fuel waiver to help alleviate fuel shortages in the affected States. Valid through September 15, the waiver applies to State Implementation Plan requirements regulating the volatility of gasoline sold in Illinois, Indiana, Michigan, and Wisconsin. The waiver is intended to facilitate the supply of fuel in these States.

Three Labor Unions Reach Tentative Agreement With Rail Carriers

On August 29, three labor unions, representing approximately 15,000 railroad workers, reached a tentative agreement with the railroads that now goes to labor members for their ratification. Nine other unions, representing approximately 130,000 workers, have yet to reach an agreement. The negotiations began in 2020. After mediation with the National Mediation Board failed earlier this year, President Biden initiated a Presidential Emergency Board (PEB) to provide recommendations to help the parties come to a resolution. The PEB recommendations were released on August 16, which started a mandatory 30-day cooling-off period. If the railroads and unions have not reached agreement by September 16, the Railway Labor Act allows the parties to enter a "self-help" period, which allows for actions such as strikes and lock outs.

FHWA Invests $10 Million To Reduce Highway and Port Congestion

Under its Advanced Transportation and Congestion Management Technologies Deployment program, the Federal Highway Administration (FHWA) has awarded nearly $10 million for trucking-related projects in California and Kansas. On U.S. 83, a two-lane corridor critical to freight transport in Kansas, a $6.7 million grant will help install 100 miles of fiber-optic cable and advanced technologies. The technologies will provide traffic, weather, and other information to optimize truck-freight routing and improve economic productivity. At the Port of Los Angeles's Gateway project, a $3 million FHWA grant will help implement cloud-based artificial intelligence (AI) to streamline the staging of cargo and empty returns. The AI application introduces a new approach to reducing port congestion by helping to direct cargo owners, truckers, and drayage drivers.

Snapshots by Sector

Export Sales

For the week ending August 18, export sales data are unavailable as the USDA's Foreign Agricultural Service has not yet published the weekly export sales report.

Rail

U.S. Class I railroads originated 20,958 **grain carloads** during the week ending August 20. This was a 2-percent decrease from the previous week, 15 percent more than last year, and 4 percent more than the 3-year average.

Average September shuttle **secondary railcar** bids/offers (per car) were $83 above tariff for the week ending August 25. This was $401 less than last week and $98 more than this week last year.

Barge

For the week ending August 27, **barged grain movements** totaled 345,840 tons. This was 4 percent lower than the previous week and 19 percent greater than the same period last year.

For the week ending August 27, 235 grain barges **moved down river**—15 more barges than last week. There were 513 grain barges **unloaded** in the New Orleans region, 21 percent fewer than last week.

Ocean

For the week ending August 25, 19 **oceangoing grain vessels** were loaded in the Gulf—10 percent fewer than the same period last year. Within the next 10 days (starting August 26), 28 vessels were expected to be loaded—18 percent fewer than the same period last year.

As of August 25, the rate for shipping a metric ton (mt) of grain from the U.S. Gulf to Japan was $61.50. This was 2 percent less than the previous week. The rate from the Pacific Northwest to Japan was $35.50 per mt, 3 percent less than the previous week.

Preferred citation: U.S. Department of Agriculture, Agricultural Marketing Service. *Grain Transportation Report.* September 1, 2022.
Web: http://dx.doi.org/10.9752/TS056.09-01-2022

Feature Article/Calendar

Update on Export Sales for Marketing Years 2021/22 and 2022/23

So far, in marketing year (MY) 2021/22, prices for global grain and oilseed exports have been high, largely because of Russia's war in Ukraine: the ongoing conflict has disrupted Ukraine's role as a major supplier of the world's corn and wheat.[1] Despite the reduced grain supply from Ukraine, U.S. grain exports have still been low. As of August 11, combined outstanding (unshipped) exports and marketing-year-to-date (YTD) 2021/22 (shipped) exports were down 9 percent combined for corn and soybeans from MY 2020/21. Currently, also, combined outstanding (unshipped) exports and YTD 2022/23 (shipped) exports were down 2 percent for wheat from MY 2021/22 (***GTR* table 12**). A strong U.S. dollar, high domestic demand, and declining production have kept grain exports low in the face of high world prices. According to USDA's August *World Agricultural Supply and Demand Estimates* (*WASDE*), from MY 2021/22 to MY 2022/23, exports of corn and soybeans were projected to fall further, while wheat exports were projected to rise. U.S. grain exports are a key driver of grain transportation demand. Currently, MY 2021/22 is nearing a close for corn and soybeans, and Ukrainian exports have just begun to resume. This article focuses on U.S. grain exports for MY 2021/22 and MY 2022/23, and their impact on the demand for U.S. grain transportation.

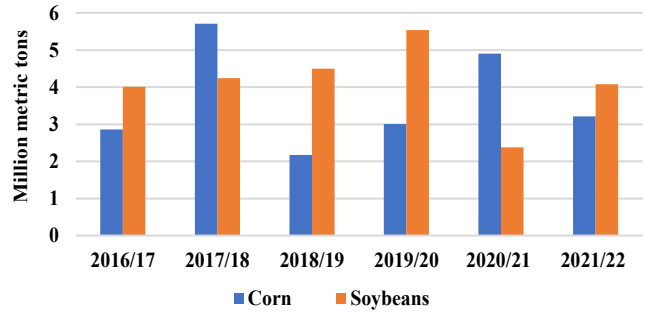
Year-to-Year Declines in Corn and Soybean Export Sales for MY 2020/21

Corn shipments. U.S. corn exports were extremely strong in the 2 weeks after Russia's invasion of Ukraine. However, throughout April, high prices curtailed exports. Despite dropping since then, U.S. prices are less competitive than Brazil's—a fact reflected in declining U.S. exports: as of August 11, 2021/22 outstanding and YTD accumulated corn exports were down 35 percent and 12 percent respectively from MY 2020/21 (figs. 1 and 2). Besides more competition from Argentina and Brazil, this drop reflected reduced exports to China and rising demand for fuel ethanol, which strongly drives *domestic* corn demand (***GTR* table 13**). In the August *WASDE*, MY 2021/22 U.S. corn exports were projected at 62.3 mmt—down 1 percent from last month's projections and down 11 percent from MY 2020/21 (fig. 2). For the *WASDE* projections to be realized, the United States would need to export 1.4 mmt of corn—or an average of 0.700 mmt per week—through the remaining 2 weeks of the marketing year. In contrast, the weekly average exports of corn the past 2 weeks have been about 0.125 mmt.

In MY 2021/22, Mexico became the largest importer of U.S. corn, accounting for 28 percent of YTD total U.S. corn exports, followed by China (24 percent) and Japan (17 percent). As of August 11, 2.3 mmt of exports sold to these three importers remained unshipped and represented potential future transportation demand.

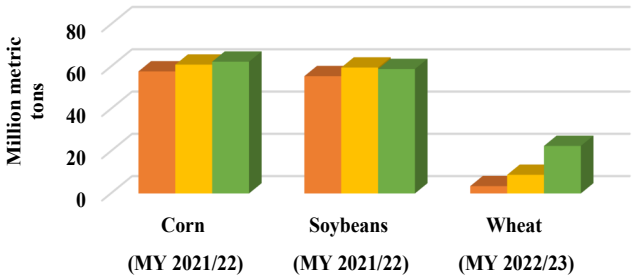
Soybean shipments. As of August 11, outstanding MY 2021/22 soybean export sales (4.1 mmt) were almost double those of the same period last year, with China accounting for 27 percent (fig. 1). Still, because of tight stock levels and high domestic demand for soybean meal and oil and reduced exports to China, YTD accumulated and total commitments were down 7 percent and 4 percent, respectively, from the same time in MY 2021/22 (fig. 2 and ***GTR* table 14**).[2] However, YTD total commitments were slightly above August *WASDE* projections for MY 2021/22. According to the August

Figure 1. Outstanding sales of U.S. corn and soybeans: MY 2016/17- MY 2021/22 (as of August 11)



Source: USDA, Foreign Agricultural Service

Figure 2. Export indicators 2021/22 and 2022/23: total commitments, cumulative and projected exports



Accumulated exports shipped (marketing year to date)

Total commitments = outstanding export sales + accumulated exports shipped

WASDE projected exports

Note: Accumulated exports shipped (orange column) and total commitments (yellow column) are for the marketing year through August 11. WASDE's projected exports (green column), from the August report, reflect the entire marketing year.

Source: USDA, Foreign Agricultural Service.

[1] Unless otherwise specified, "marketing year" refers to the corn and soybean marketing year from September 1 through August 31. The wheat marketing year is from June 1 through May 31.

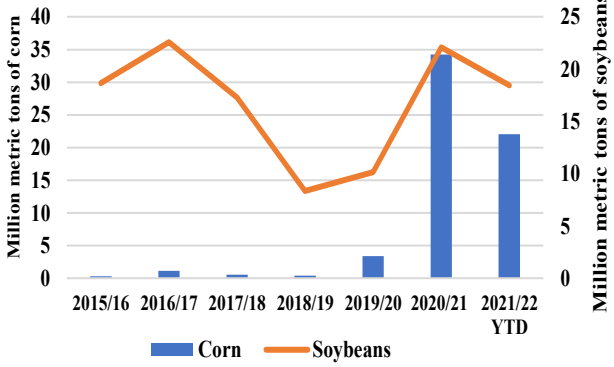
[2] In figure 2, for a given commodity, the difference between *WASDE*'s projected exports and accumulated exports to date (green minus the orange) represents expected export shipments for the rest of the marketing year; the difference between *WASDE*'s projected exports and total commitments to date (green minus yellow) represents expected sales that have not occurred; and the difference between total commitments and accumulated exports to date (yellow minus orange) are sales that have been agreed to but have not yet occurred.

WASDE, MY 2021/22 U.S. soybean exports were projected at 58.9 mmt (up less than one percent from last month's projections), 5 percent lower than MY 2020/21 (fig. 2 and ***GTR* table 14**).

China's Demand for U.S. Corn and Soybeans

In MY 2021/22, because of high corn prices, China reduced its consumption by replacing much of the corn in its swine and poultry feed with more wheat, rice, and other imported grains.[3] Despite increased purchases by China in April 2022 to substitute for Ukrainian corn, accumulated YTD 2021/22 U.S. export commitments for corn to China are currently 13.8 mmt, 34 percent below the same period last year (fig. 3). As of August 11, as MY 2021/22 was drawing to a close, 7 percent of YTD total commitments to China had yet to be shipped.

Figure 3. Accumulated U.S. corn and soybean exports to China: MY 2015/16-MY 2021/2022



Source: USDA, Foreign Agricultural Service.

As of August 11, accumulated YTD 2021/22 commitments of U.S. soybeans to China were 29.5 mmt—16 percent lower than for the same period last year (fig. 3). The decline reflects the softening of Chinese demand because of slower economic growth and high prices.[4]

Wheat Exports Increase From MY 2021/22

In MY 2021/22, drought and extreme heat lowered U.S. wheat production, resulting in high prices and the lowest wheat exports in 50 years, as U.S. wheat exporters struggled to compete with other major exporters. For wheat, MY 2022/23 began on June 1. YTD 2022/23 (i.e., June-August), compared to the same MY 2021/22 period, total commitments (8.8 mmt) were down 2 percent, and accumulated exports were down 20 percent (fig 2 and ***GTR* table 15**). In the August *WASDE*, U.S. wheat exports for MY 2022/23 were projected 3 percent higher than MY 2021/22. A strong global demand and the recent decline in U.S. prices make exports more competitive in international markets.

Grain Transportation Demand

The lower demand for U.S. grain exports in MY 2021/22 is reflected in the YTD demand for barge, ocean, and rail shipping. As of August 27, total barged shipments of corn and soybeans were 29 percent and 9 percent lower, respectively, than the same time last year (***GTR* table 10**). Likewise, as of August 25, an average of 32 vessels were loaded weekly in the U.S. Gulf (versus 37 in MY 2020/21), and an average of 47 vessels were expected to berth in the next 10 days (versus 53 in MY 2020/21) (***GTR* fig. 16**). As of August 20, marketing YTD (September 1 to August 20) grain rail carloads were 12 percent below the same period in MY 2020/21 and 6 percent below the prior 3-year average.

Looking Ahead

A number of factors—including a strong U.S. dollar, the ongoing impact of the Russia/Ukraine war, Russian and Ukrainian exports, and South American crop production—may influence U.S. grain exports and the demand for grain transportation. As of August 11, the unshipped balance of MY 2022/23 corn was 8.8 mmt, 50 percent below the same time in MY 2021/22. The August *WASDE* projects MY 2022/23 exports at 60.4 mmt, 3 percent below MY 2021/22. A strong U.S. dollar, higher domestic use, and lower production (because rising input costs resulted in fewer planted acres) may limit MY 2022/23 exports. As of August 11, the 2022/23 unshipped balance for soybeans was 17.04 mmt, 23 percent more than the same period in MY 2021/22—the largest rise since MY 2019/20. In addition, future Chinese demand for U.S. corn and soybeans may further influence exports. As of August 11, the 2022/23 unshipped balance of corn exports to China is estimated to be 3.1 mmt, 71 percent below same time last year.

From MY 2021/22 to MY 2022/23, China's corn imports are expected to decrease 2 mmt because of high corn prices. For the same period, USDA expects Chinese soybean imports to rise 4 mmt as demand for soybean meal and vegetable oil recovers. However, China's high domestic soybean production driven by high domestic prices and government policies incentivizing oilseed production may reduce the country's import demand. As of August 11, the YTD 2022/23 unshipped soybean balance to China was estimated at 9.7 mmt, almost double the same time last year. For wheat, resumption of Ukrainian wheat exports may limit U.S. wheat exports in MY 2022/23. On the other hand, Ukraine's wheat production is still behind pre-war production levels. That fact—combined with growing global wheat demand and uncertainty about the EU's spring wheat production—may boost U.S. export sales.

Kranti.Mulik@usda.gov

[3] China's marketing year for corn spans October through September, instead of the usual September to August for corn in the United States.

[4] China's weak demand also stems from its declining meal and vegetable oil consumption (because of COVID-19-related restrictions). Another reason for the weak demand is the sluggishness of the domestic swine and poultry sectors' recovering margins.

Grain Transportation Indicators

Table 1

Grain transport cost indicators[1]

	Truck	Rail		Barge	Ocean	
For the week ending		Non-Shuttle	Shuttle		Gulf	Pacific
08/31/22	343	326	242	285	275	252
08/24/22	329	326	253	258	282	259

[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	8/26/2022	8/19/2022
Corn	IL–Gulf	-0.77	-0.86
Corn	NE–Gulf	-0.63	-0.69
Soybean	IA–Gulf	-2.66	-2.27
HRW	KS–Gulf	-2.31	-2.42
HRS	ND–Portland	-2.46	-2.52

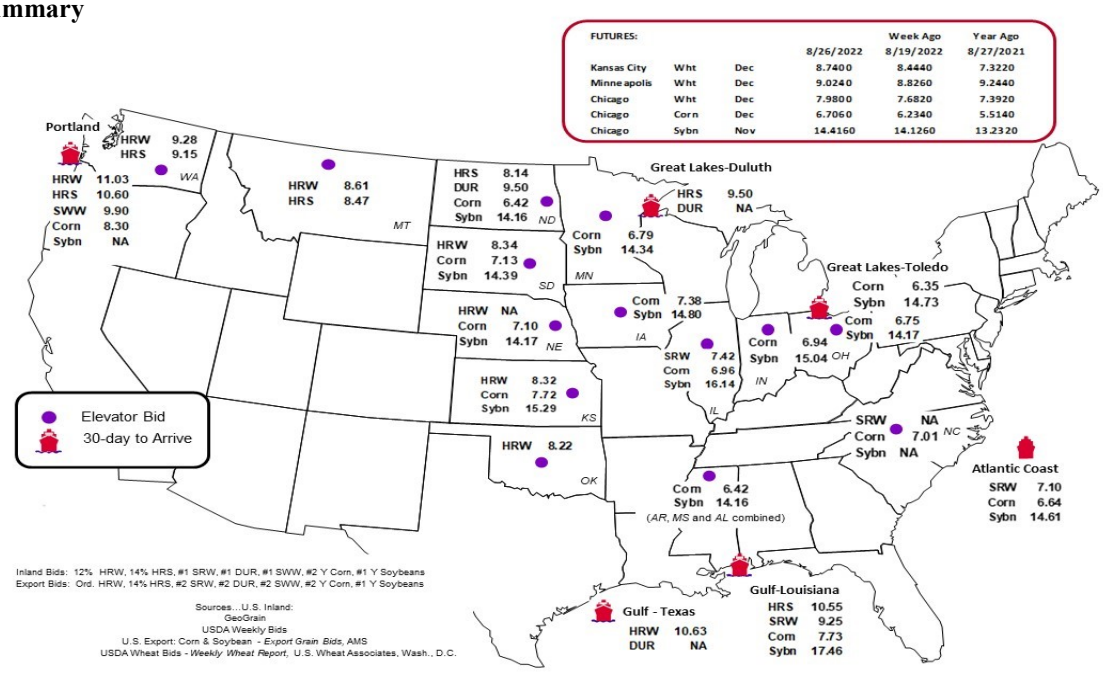
Note: nq = no quote; n/a = not available; HRW = hard red winter wheat; HRS = hard red spring wheat.

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]
8/24/2022[p]	534	438	3,264	214	4,450	8/20/2022	2,672
8/17/2022[r]	321	674	3,173	105	4,273	8/13/2022	2,139
2022 YTD[r]	40,838	28,667	170,623	15,355	255,483	2022 YTD	91,100
2021 YTD[r]	36,566	45,104	187,566	10,241	279,477	2021 YTD	94,300
2022 YTD as % of 2021 YTD	112	64	91	150	91	% of 2021 YTD	97
Last 4 weeks as % of 2021[2]	135	109	120	159	121	Last 4wks. % 2021	88
Last 4 weeks as % of 4-year avg.[2]	80	89	71	56	74	Last 4wks. % 4 yr.	97
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.

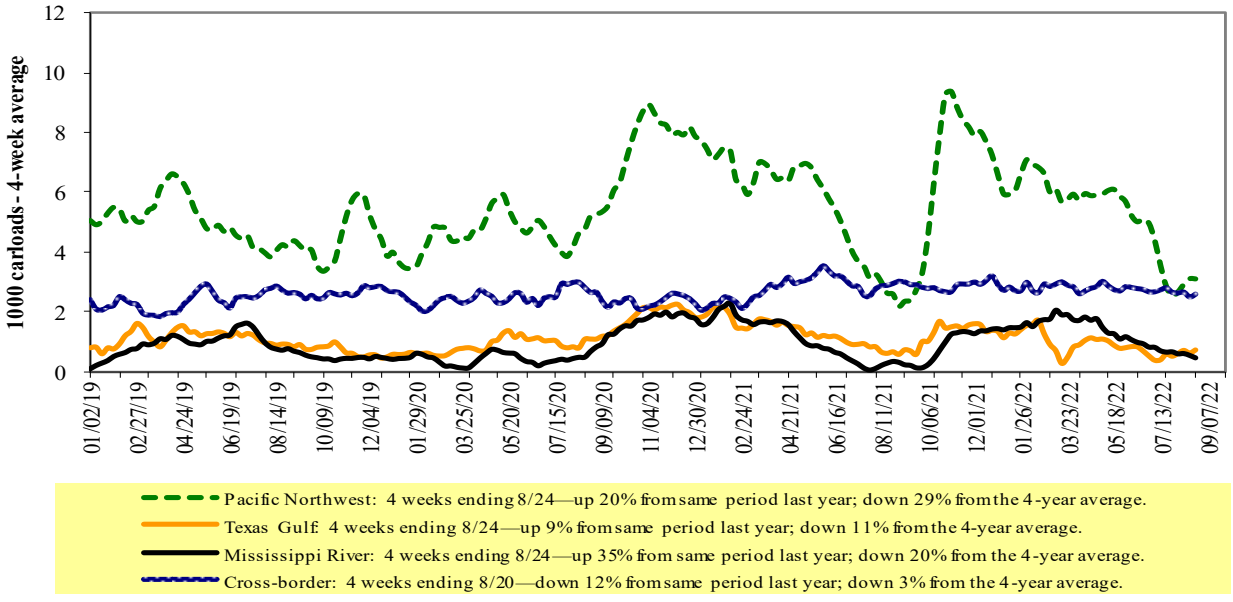
[3] Cross-border weekly data is approximately 15 percent below the Association of American Railroads' reported weekly carloads received by Mexican railroads to reflect switching between Kansas City Southern de Mexico (KCSM) and Grupo Mexico.

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	
8/20/2022	CSXT	NS	BNSF	KCS	UP		CN	CP
This week	1,402	2,225	9,889	1,653	5,789	20,958	2,703	2,385
This week last year	1,350	1,807	8,592	1,660	4,740	18,149	3,446	2,453
2022 YTD	59,152	80,878	361,684	40,291	189,978	731,983	112,881	112,347
2021 YTD	60,541	83,047	390,007	37,176	203,904	774,675	137,380	162,184
2022 YTD as % of 2021 YTD	98	97	93	108	93	94	82	69
Last 4 weeks as % of 2021*	119	120	112	92	117	114	89	92
Last 4 weeks as % of 3-yr. avg.**	109	101	94	101	115	101	76	69
Total 2021	93,935	120,744	609,890	64,818	318,002	1,207,389	210,044	242,533

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

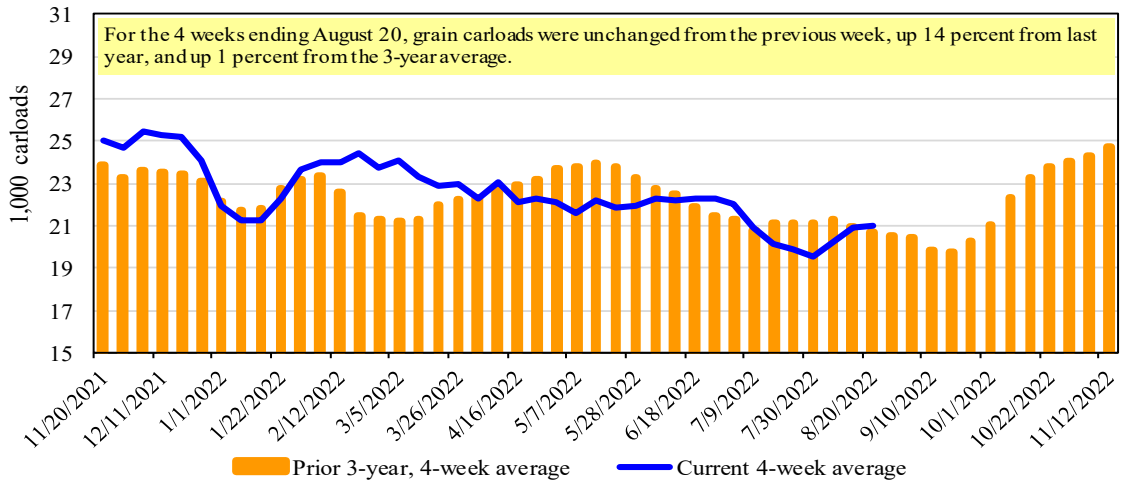
**The past 4 weeks as a percent of the same period from the prior 3-year average. YTD = year-to-date; avg. = average; yr. = year.

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							
8/25/2022		Sep-22	Sep-21	Oct-22	Oct-21	Nov-22	Nov-21	Dec-22	Dec-21
BNSF[3]	COT grain units	0	no bids	0	0	0	no bids	0	no bids
	COT grain single-car	no bids	0	no bids	0	no bids	no bids	no bids	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.

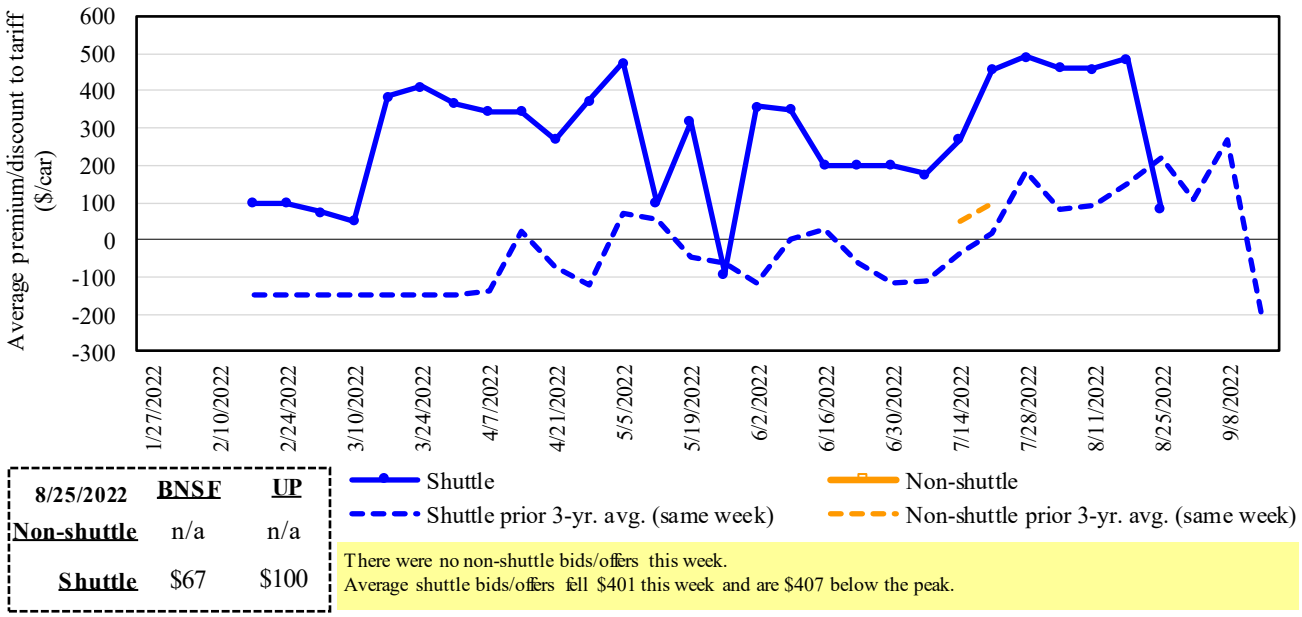
Region 1 includes: AR, IL, LA, MO, NM, OK, TX, WI, and Duluth, MN.

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 September 2022

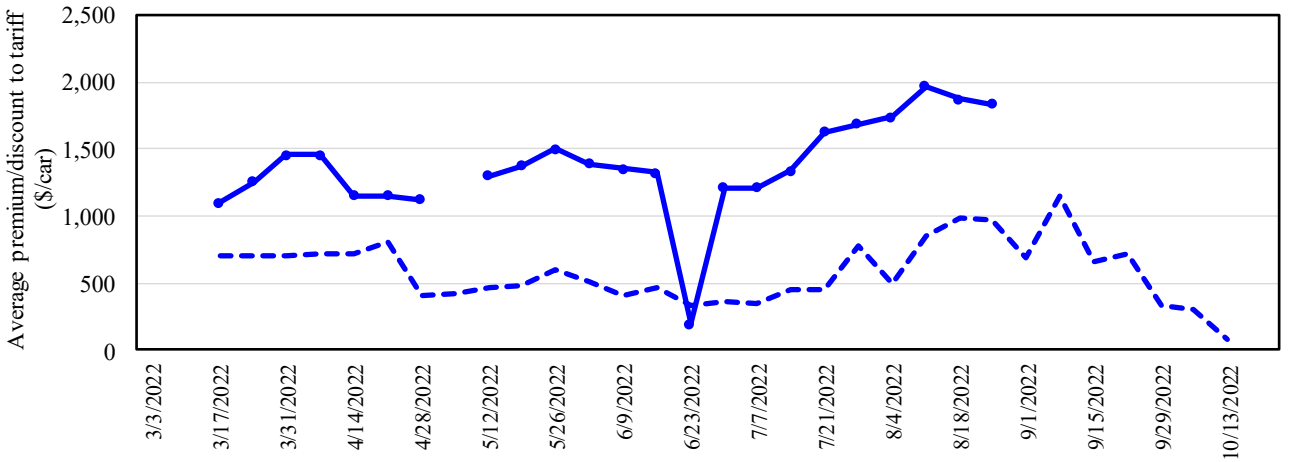


8/25/2022	BNSF	UP
Non-shuttle	n/a	n/a
Shuttle	$67	$100

There were no non-shuttle bids/offers this week.
Average shuttle bids/offers fell $401 this week and are $407 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 October 2022



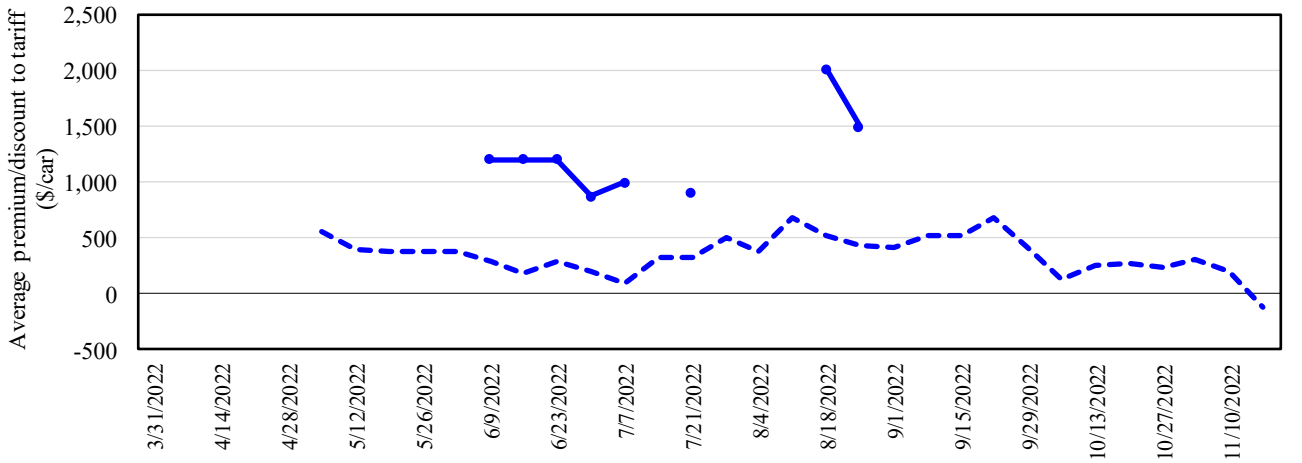
8/25/2022	BNSF	UP
Non-shuttle	n/a	n/a
Shuttle	$1,671	$2,000

There were no non-shuttle bids/offers this week.
Average shuttle bids/offers fell $40 this week and are $130 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 November 2022



8/25/2022	BNSF	UP
Non-shuttle	n/a	n/a
Shuttle	$1,500	n/a

There were no non-shuttle bids/offers this week.
Average shuttle bids/offers fell $508 this week and are $508 below the peak.

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

Table 6

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

	For the week ending:	Delivery period					
	8/25/2022	Sep-22	Oct-22	Nov-22	Dec-22	Jan-23	Feb-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**	**67**	**1,671**	**1,500**	**n/a**	**n/a**	**n/a**
	Change from last week	(411)	(279)	(508)	n/a	n/a	n/a
	Change from same week 2021	76	921	1,100	n/a	n/a	n/a
	UP-Pool	**100**	**2,000**	**n/a**	**n/a**	**n/a**	**n/a**
	Change from last week	(392)	200	n/a	n/a	n/a	n/a
	Change from same week 2021	121	1,181	n/a	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]

September 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	$344	$40.11	$1.09	6
	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	$605	$51.69	$1.41	10
	Sioux Falls, SD	Galveston-Houston, TX	$7,226	$0	$71.76	$1.95	5
	Colby, KS	Galveston-Houston, TX	$4,850	$663	$54.75	$1.49	9
	Amarillo, TX	Los Angeles, CA	$5,121	$923	$60.02	$1.63	11
Corn	Champaign-Urbana, IL	New Orleans, LA	$4,000	$684	$46.52	$1.18	13
	Toledo, OH	Raleigh, NC	$8,551	$757	$92.43	$2.35	19
	Des Moines, IA	Davenport, IA	$2,505	$145	$26.31	$0.67	6
	Indianapolis, IN	Atlanta, GA	$6,593	$568	$71.12	$1.81	20
	Indianapolis, IN	Knoxville, TN	$5,564	$368	$58.91	$1.50	18
	Des Moines, IA	Little Rock, AR	$4,000	$426	$43.95	$1.12	9
	Des Moines, IA	Los Angeles, CA	$5,880	$1,240	$70.70	$1.80	14
Soybeans	Minneapolis, MN	New Orleans, LA	$4,431	$1,077	$54.70	$1.49	41
	Toledo, OH	Huntsville, AL	$7,037	$539	$75.24	$2.05	15
	Indianapolis, IN	Raleigh, NC	$7,843	$767	$85.51	$2.33	21
	Indianapolis, IN	Huntsville, AL	$5,689	$364	$60.11	$1.64	15
	Champaign-Urbana, IL	New Orleans, LA	$4,865	$684	$55.11	$1.50	13
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	$7,090	$715	$77.50	$2.11	22
	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	$1,087	$69.62	$1.89	9
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	$684	$45.72	$1.16	13
	Lincoln, NE	Galveston-Houston, TX	$4,080	$0	$40.52	$1.03	5
	Des Moines, IA	Amarillo, TX	$4,420	$535	$49.21	$1.25	10
	Minneapolis, MN	Tacoma, WA	$5,380	$0	$53.43	$1.36	4
	Council Bluffs, IA	Stockton, CA	$5,300	$0	$52.63	$1.34	4
Soybeans	Sioux Falls, SD	Tacoma, WA	$6,350	$0	$63.06	$1.72	5
	Minneapolis, MN	Portland, OR	$6,400	$0	$63.56	$1.73	5
	Fargo, ND	Tacoma, WA	$6,250	$0	$62.07	$1.69	5
	Council Bluffs, IA	New Orleans, LA	$5,095	$789	$58.43	$1.59	14
	Toledo, OH	Huntsville, AL	$4,797	$539	$52.99	$1.44	8
	Grand Island, NE	Portland, OR	$5,730	$1,113	$67.96	$1.85	21

[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.

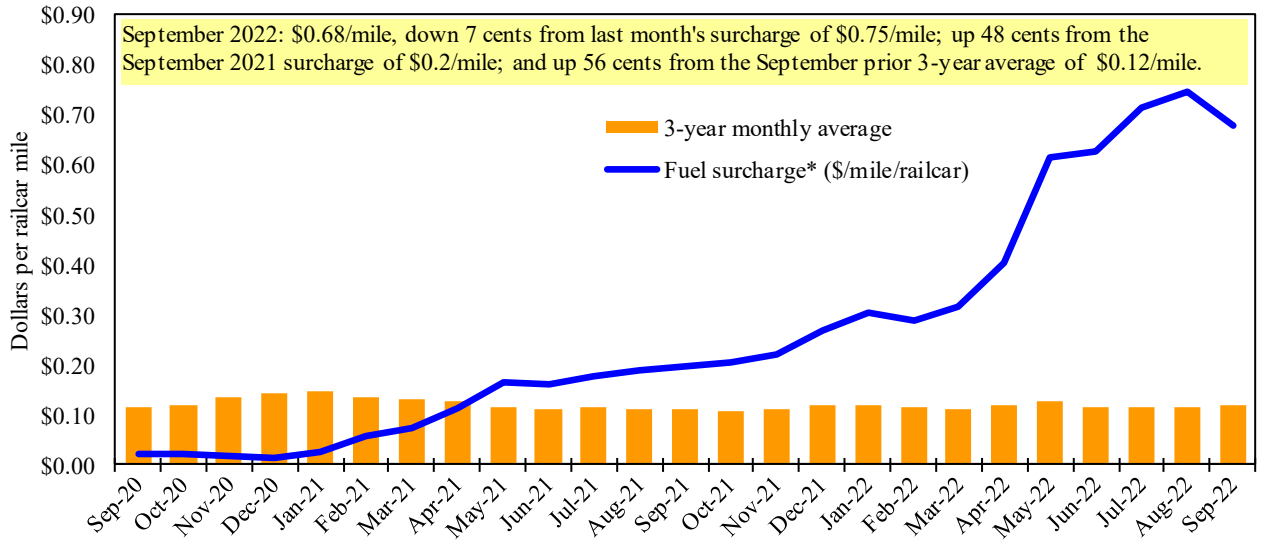
[4]Percentage change calculated using tariff rate plus fuel surchage; Y/Y = year over year.

[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.

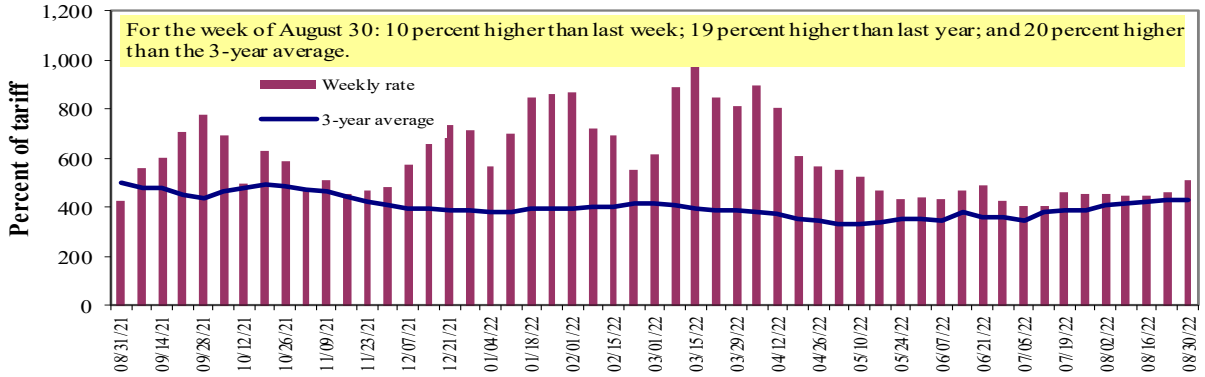
**CSX strike price changed from $2.00/gal. to $3.75/gal. starting January 1, 2015.

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

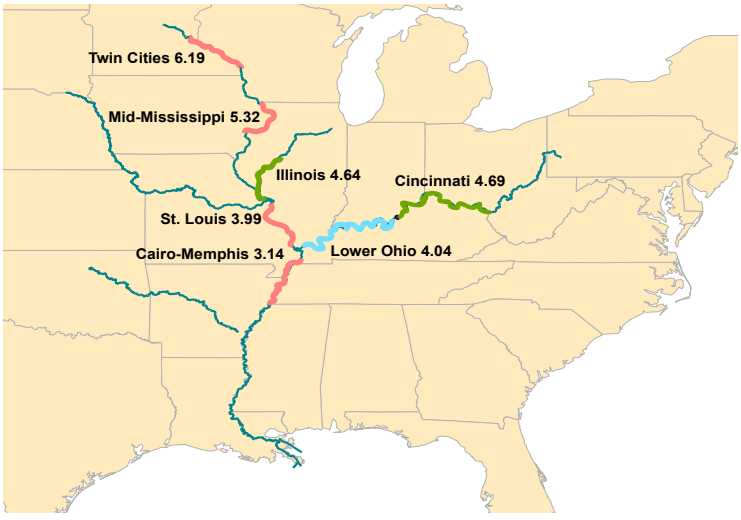
		Twin Cities	Mid-Mississippi	Lower Illinois River	St. Louis	Cincinnati	Lower Ohio	Cairo-Memphis
Rate[1]	8/30/2022	627	570	513	412	483	483	417
	8/23/2022	556	490	464	388	450	450	378
$/ton	8/30/2022	38.81	30.32	23.80	16.44	22.65	19.51	13.09
	8/23/2022	34.42	26.07	21.53	15.48	21.11	18.18	11.87
Current week % change from the same week:								
	Last year	29	31	19	8	14	14	4
	3-year avg. [2]	39	38	-	33	46	46	35
Rate[1]	September	766	732	713	652	704	704	608
	November	762	722	698	587	675	675	555

[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

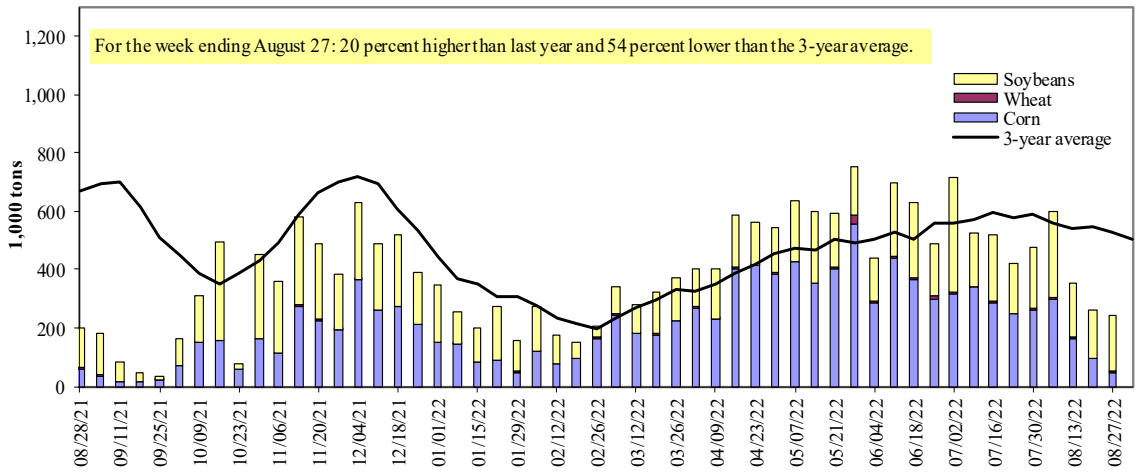
Select applicable index from market quotes are included in tables on this page. The 1976 benchmark rates per ton are provided in map.



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 08/27/2022	Corn	Wheat	Soybeans	Other	Total
Mississippi River					
Rock Island, IL (L15)	11	0	91	0	102
Winfield, MO (L25)	19	8	148	0	175
Alton, IL (L26)	43	3	164	0	210
Granite City, IL (L27)	49	3	191	0	243
Illinois River (La Grange)	22	2	49	0	72
Ohio River (Olmsted)	23	14	39	0	76
Arkansas River (L1)	0	24	3	0	27
Weekly total - 2022	72	41	233	0	346
Weekly total - 2021	66	77	148	0	290
2022 YTD[1]	12,976	1,370	8,391	182	22,918
2021 YTD[1]	18,722	1,225	5,689	217	25,853
2022 as % of 2021 YTD	69	112	147	84	89
Last 4 weeks as % of 2021[2]	86	88	166	72	113
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.

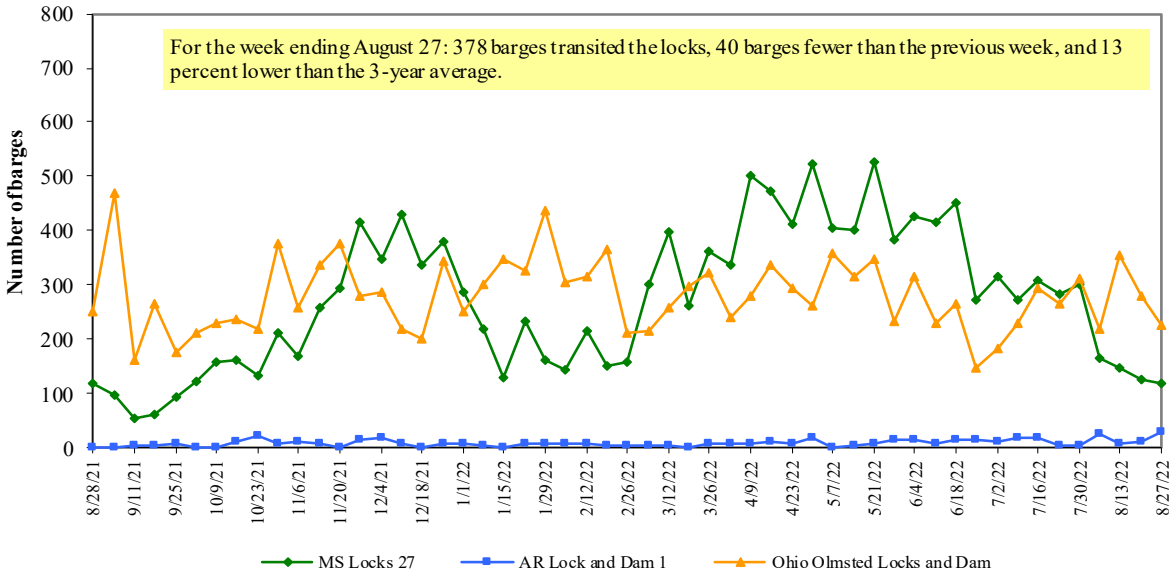
[2] As a percent of same period in 2021.

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

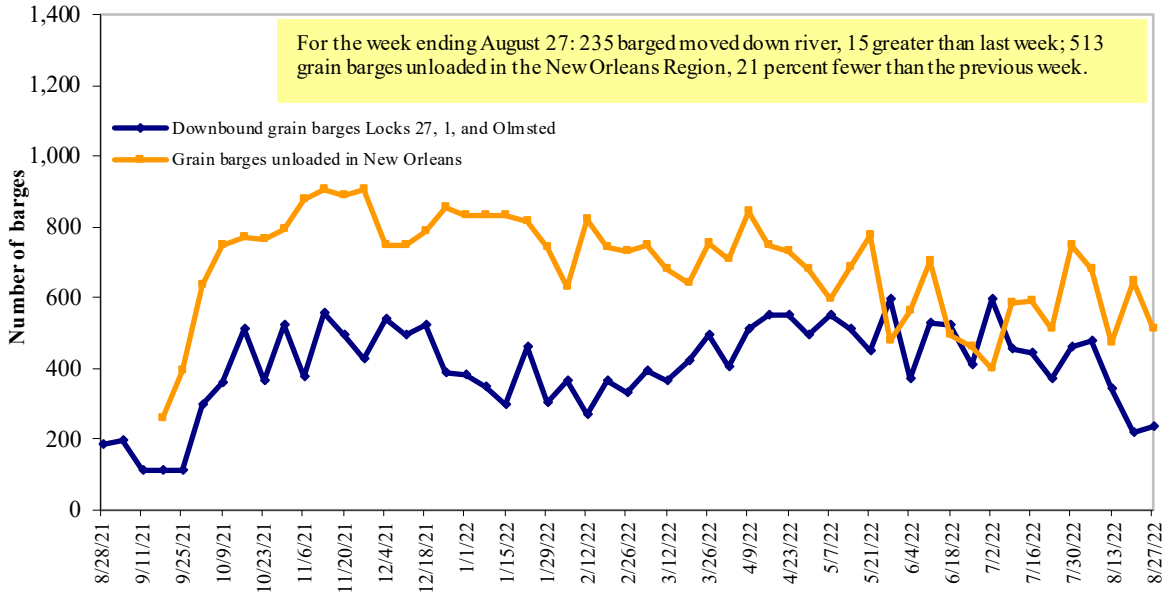


Note: The U.S. Army Corps of Engineers has recently migrated its lock and vessel database and has noted the latest data may be revised in coming weeks.

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 8/29/2022 (U.S. $/gallon)

Region	Location	Price	Change from Week ago	Change from Year ago
I	East Coast	5.066	0.144	1.760
	New England	5.183	0.061	1.912
	Central Atlantic	5.234	0.025	1.760
	Lower Atlantic	4.992	0.197	1.791
II	Midwest	5.172	0.282	1.931
III	Gulf Coast	4.821	0.202	1.761
IV	Rocky Mountain	4.972	0.087	1.344
V	West Coast	5.719	0.171	1.722
	West Coast less California	5.300	0.170	1.655
	California	6.202	0.173	1.911
Total	United States	5.115	0.206	1.776

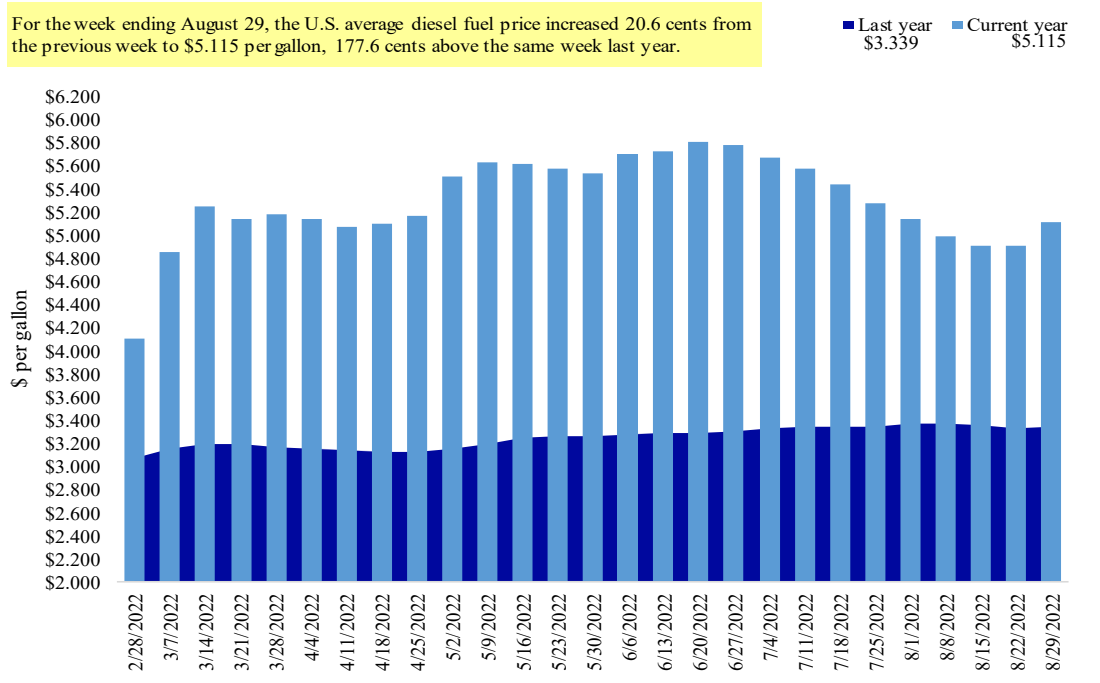
[1]Diesel fuel prices include all taxes. Prices represent an average of all types of diesel fuel.

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

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

Figure 13

Weekly diesel fuel prices, U.S. average



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

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

Grain Exports

Table 12

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

	Wheat						Corn	Soybeans	Total
For the week ending	HRW	SRW	HRS	SWW	DUR	All wheat			
Export balances[1]									
8/11/2022	1,471	866	1,489	1,420	109	5,355	3,209	4,076	12,640
This week year ago	1,631	889	1,271	877	8	4,677	4,906	2,381	11,964
Cumulative exports-marketing year[2]									
2021/22 YTD	1,163	745	1,011	521	18	3,458	57,741	55,482	116,681
2020/21 YTD	1,531	706	1,291	766	42	4,336	65,412	59,703	129,451
YTD 2021/22 as % of 2020/21	76	0	78	68	0	80	88	93	90
Last 4 wks. as % of same period 2020/21	95	112	119	162	1,347	120	84	216	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.

For the week ending August 18, export sales data are unavailable as the USDA's Foreign Agricultural Service has not yet published the weekly export sales report.

Table 13

Top 5 importers[1] of U.S. corn

For the week ending 08/11/2022	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	2783.3	16,879	15,620	8	14,817
Japan	849.5	10,118	11,049	(8)	11,082
China	3097.5	14,796	22,883	(35)	7,920
Columbia	174	4,403	3,949	12	4,491
Korea	0	1,476	3,527	0	3,302
Top 5 importers	**6,904**	**47,672**	**57,027**	**(16)**	**41,613**
Total U.S. corn export sales	**8,798**	**60,950**	**70,318**	**(13)**	**53,145**
% of projected exports	15%	98%	101%		
Change from prior week[2]	**750**	**99**	**216**		
Top 5 importers' share of U.S. corn export sales	78%	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.

For the week ending August 18, export sales data are unavailable as the USDA's Foreign Agricultural Service has not yet published the weekly export sales report.

Table 14

Top 5 importers[1] of U.S. soybeans

For the week ending 08/11/2022	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	9,647	30,615	35,962	(15)	21,666
Mexico	1,082	5,465	4,805	14	4,754
Egypt	340	4,082	2,777	47	3,093
Indonesia	31	1,800	2,364	(24)	2,325
Japan	191	2,576	2,368	9	2,275
Top 5 importers	**11,291**	**44,538**	**48,276**	**(8)**	**34,113**
Total U.S. soybean export sales	**17,046**	**59,558**	**62,085**	**(4)**	**50,758**
% of projected exports	29%	101%	101%		
change from prior week[2]	**1,303**	**97**	**68**		
Top 5 importers' share of U.S. soybean export sales	66%	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.

For the week ending August 18, export sales data are unavailable as the USDA's Foreign Agricultural Service has not yet published the weekly export sales report.

Table 15

Top 10 importers[1] of all U.S. wheat

For the week ending 8/11/2022	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	1,571	1,473	7	3,388
Philippines	1,236	1,325	(7)	3,121
Japan	810	889	(9)	2,567
Korea	605	580	4	1,501
Nigeria	408	687	(41)	1,490
China	273	809	(66)	1,268
Taiwan	269	343	(22)	1,187
Indonesia	81	0	40400	1,131
Thailand	182	177	3	768
Italy	122	72	69	681
Top 10 importers	**5,557**	**6,355**	(13)	**17,102**
Total U.S. wheat export sales	**8,813**	**9,012**	(2)	**24,617**
% of projected exports	39%	41%		
change from prior week[2]	**207**	**307**		
Top 10 importers' share of U.S. wheat export sales	63%	71%		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.

For the week ending August 18, export sales data are unavailable as the USDA's Foreign Agricultural Service has not yet published the weekly export sales report.

Table 16

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

Port regions	For the week ending 08/25/22	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	187	420	44	6,116	10,356	59	70	73	13,243
Corn	199	64	313	8,885	12,322	72	620	110	13,420
Soybeans	70	144	49	4,994	3,758	133	n/a	104	14,540
Total	**456**	**628**	**73**	**19,995**	**26,436**	**76**	**126**	**86**	**41,203**
Mississippi Gulf									
Wheat	196	123	160	3,093	2,339	132	111	155	3,202
Corn	307	583	53	24,890	30,747	81	77	82	38,498
Soybeans	314	457	69	15,085	11,581	130	257	98	27,159
Total	**816**	**1,163**	**70**	**43,068**	**44,667**	**96**	**124**	**96**	**68,858**
Texas Gulf									
Wheat	83	32	254	2,145	2,701	79	115	113	3,888
Corn	0	31	0	522	398	131	77	73	627
Soybeans	0	0	n/a	2	656	0	n/a	0	1,611
Total	**83**	**63**	**130**	**2,669**	**3,755**	**71**	**107**	**90**	**6,126**
Interior									
Wheat	80	44	181	1,945	2,004	97	93	110	2,973
Corn	164	122	134	5,973	6,406	93	76	83	10,157
Soybeans	67	115	58	4,514	3,912	115	143	86	6,525
Total	**311**	**281**	**110**	**12,432**	**12,321**	**101**	**95**	**88**	**19,656**
Great Lakes									
Wheat	0	0	n/a	167	284	59	113	39	536
Corn	7	0	n/a	132	55	238	n/a	82	145
Soybeans	0	0	n/a	239	67	357	0	0	592
Total	**7**	**0**	**n/a**	**538**	**407**	**132**	**100**	**26**	**1,273**
Atlantic									
Wheat	3	6	50	122	93	131	947	677	128
Corn	0	7	0	217	34	644	38	100	85
Soybeans	10	7	141	1,576	1,078	146	317	56	2,184
Total	**13**	**20**	**64**	**1,914**	**1,204**	**159**	**251**	**132**	**2,397**
U.S. total from ports*									
Wheat	548	626	88	13,587	17,776	76	89	96	23,969
Corn	677	807	84	40,618	49,962	81	88	85	62,932
Soybeans	460	723	64	26,410	21,052	125	271	93	52,612
Total	**1,685**	**2,156**	**78**	**80,616**	**88,790**	**91**	**118**	**91**	**139,512**

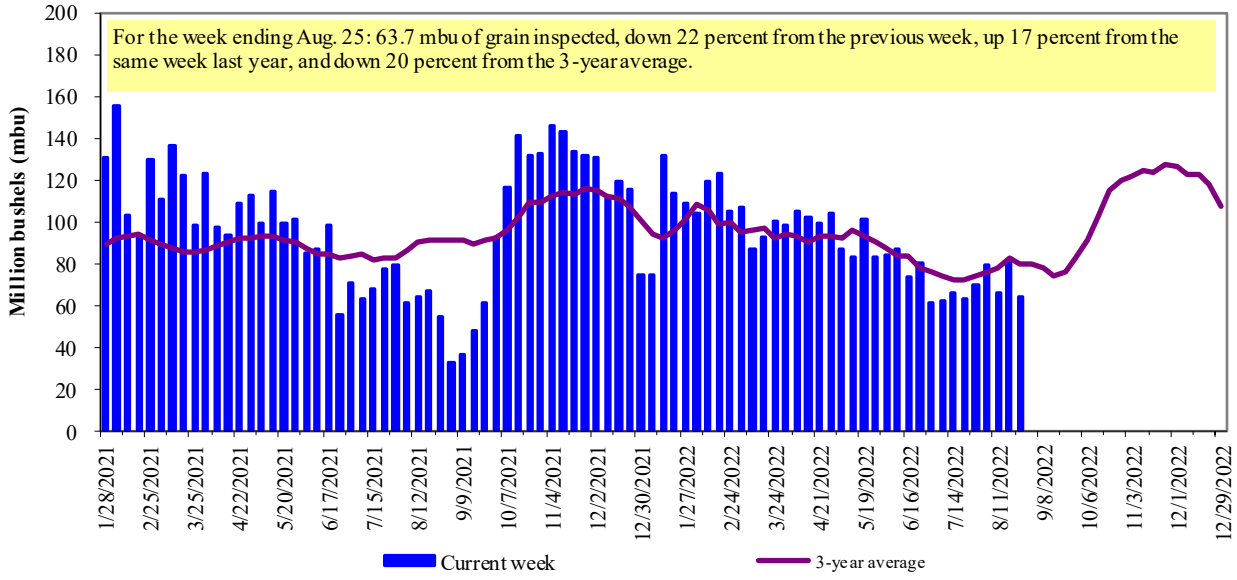
*Data includes revisions from prior weeks; some regional totals may not add exactly due to rounding.

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)

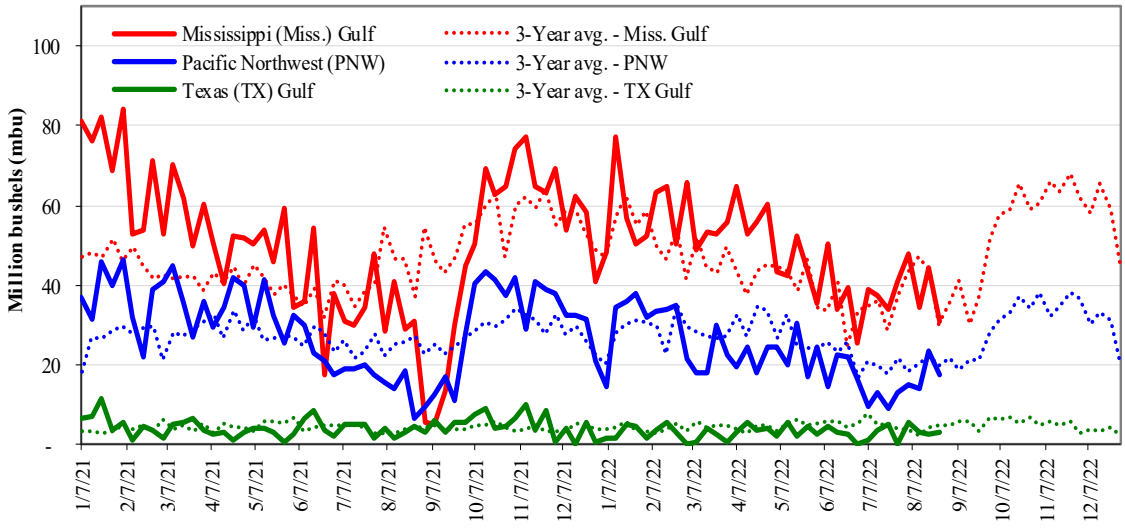


Note: 3-year average consists of 4-week running average.

Source: USDA, Federal Grain Inspection Service.

Figure 15

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



Week ending 08/25/22 inspections (mbu):	
MS Gulf:	30.8
PNW:	17.3
TX Gulf:	3.0

Percent change from:	MS Gulf	TX Gulf	U.S. Gulf	PNW
Last wk:	down 30	up 26	down 28	down 26
Last Year (same wk):	unchanged	down 36	down 5	up 158
3-yr avg. (4-wk. mov. Avg):	down 25	down 21	down 25	down 14

Source: USDA, Federal Grain Inspection Service.

Table 17

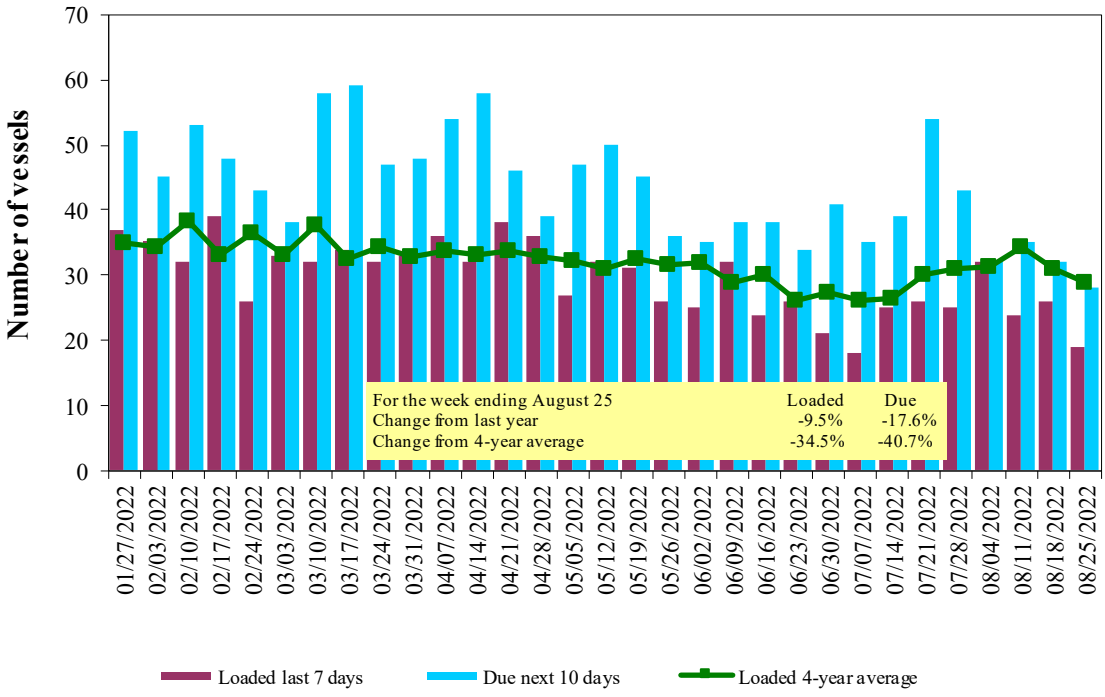
Weekly port region grain ocean vessel activity (number of vessels)

	Gulf			Pacific Northwest
Date	In port	Loaded 7-days	Due next 10-days	In port
8/25/2022	22	19	28	12
8/18/2022	21	26	32	13
2021 range	(10…57)	(5...48)	(15...69)	(4…27)
2021 average	34	32	49	15

Source: USDA, Agricultural Marketing Service.

Figure 16

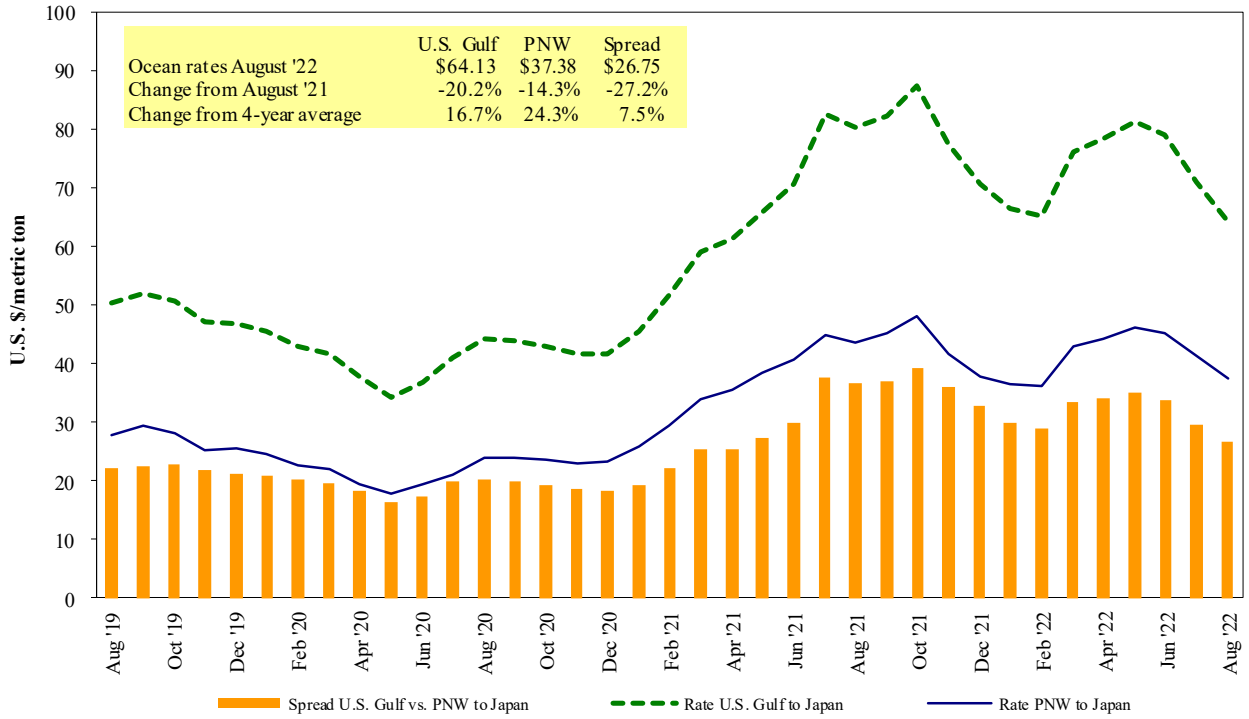
U.S. Gulf[1] vessel loading activity



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

Figure 17

Grain vessel rates, U.S. to Japan



Note: PNW = Pacific Northwest.

Source: O'Neil Commodity Consulting.

Table 18

Ocean freight rates for selected shipments, week ending 08/27/2022

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	Sorghum	Oct 5/15, 2022	13,920	94.08*
U.S. Gulf	Djibouti	Wheat	Sep 7/17, 2022	31,800	66.10*
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*
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.

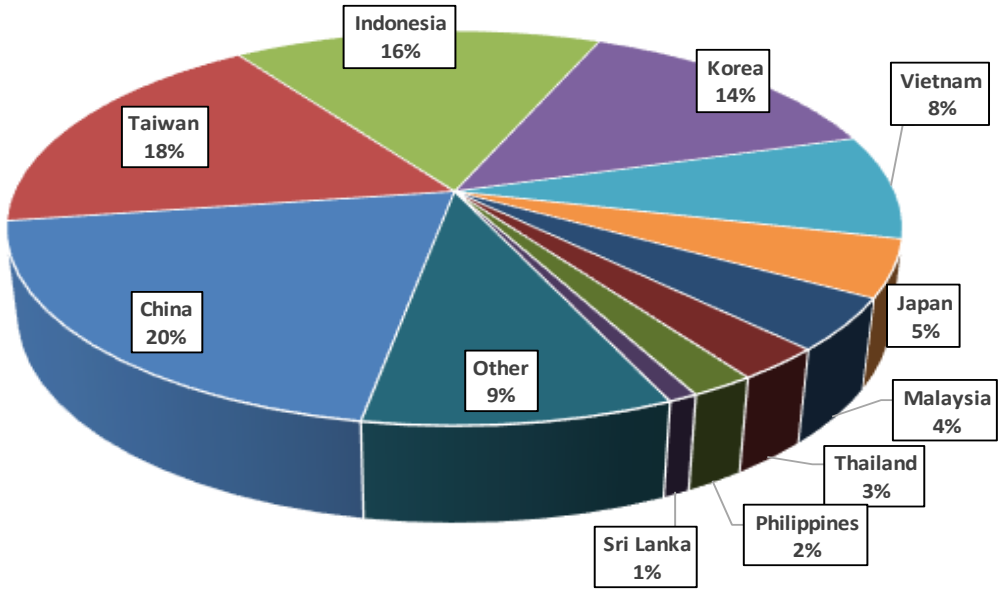
Note: Rates shown are per metric ton (2,204.62 lbs. = 1 metric ton), free on board (F.O.B), except where otherwise indicated; op = option.

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

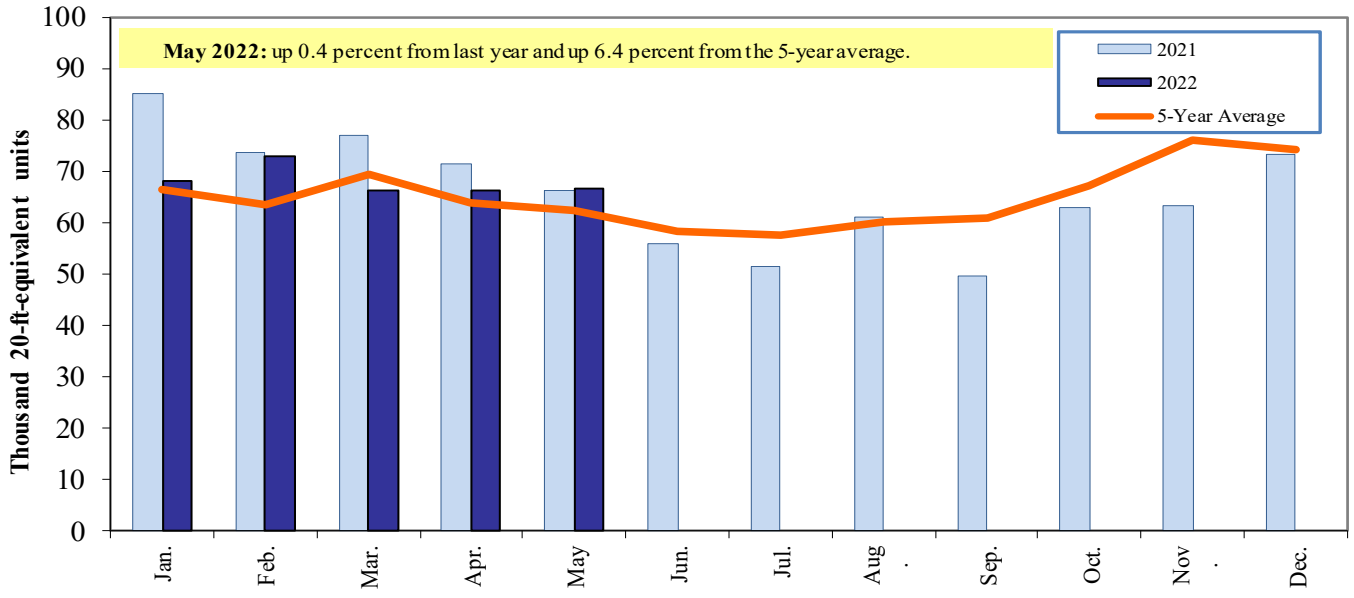


Note: The following Harmonized Tariff Codes are used to calculate containerized grains movements: '1001', '100190', '1002', '100200', '1003', '100300', '1004', '100400', '1005', '100590', '1007', '100700', '110100', '1102', '110220', '110290', '1201', '120100', '120190', '120810', '230210',

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

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

Preferred citation: U.S. Department of Agriculture, Agricultural Marketing Service. *Grain Transportation Report.* September 1, 2022. Web: **http://dx.doi.org/10.9752/TS056.09-01-2022**