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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September 8, 2022

Contents

The next release is September 15, 2022

WEEKLY HIGHLIGHTS

FMCSA Invests $44 Million in CDL Programs

The Federal Motor Carrier Safety Administration (FMCSA) recently awarded more than $44 million in grants to State Commercial Driver's License (CDL) programs. To increase the number of commercial drivers and ease supply chain issues, the annually awarded grants received a 74-percent increase in funding since last year. To boost State CDL programs' efficiency, the grants allow hiring personnel, buying new equipment, and investing in capacity that meets grant guidelines. The funding is one strategy of the Trucking Action Plan—a joint initiative of the Department of Transportation and Department of Labor—which aims to expand trucking's available labor pool. FMCSA also awarded $3.1 million to community colleges and training institutes through a program that provides safety training to commercial motor vehicle operators. These grants also help current and former members of the U.S. Armed Forces receive the necessary training to become truck drivers and to obtain CDLs.

Quincy, IL, Approves Funds for Barge Dock Work

On August 8, the city council of Quincy, IL, accepted a bid of $4.43 million from County Contractors, Inc., to elevate and repair the city's barge dock wall and grade the adjacent land. By raising the seawall and the dock platform about 3.5 feet, the project will allow the dock to operate whenever its segment of the Mississippi River—Lock and Dam Pool 21—is open for operation. In 2016-20, 10.9-18.1 million tons of grain shipments originated from or moved through this portion of the Mississippi River system. Despite being the river's northernmost barge dock, Quincy's dock typically stays open all winter and has the capacity to load or unload two barges at a time. However, in 5 of the past 10 years, flooding during the non-winter months has forced the dock to close, requiring customers to seek alternative transportation. Dock improvements will allow the terminal to remain open until river levels reach approximately 23 feet, whereas today the dock can remain open only when the river is below 22 feet.

Kentucky Lock Closure

On August 25, the US Army Corps of Engineers (USACE) announced the Kentucky Lock will be closed from 6 a.m. to 6 p.m. until September 26 to repair damage to one of the empty valves on the lock. During the hours of closure, vessels are encouraged to use the Barkley Lock and Dam to avoid delays. The lock has two emptying valves, but emptying the lock takes twice as long (30 minutes versus 15 minutes) with one of the valves out of service. The current average delay at the lock is 12 hours. Between 2016 and 2020 grain shipments originating on or moving through this portion of the Tennessee River ranged between 1.0 and 1.4 million tons.

Snapshots by Sector

Export Sales

USDA's Foreign Agricultural Service (FAS) encountered issues during the launch of the new Export Sales Reporting and Maintenance System on August 25 and was unable to publish weekly export sales data on Thursday, September 1 and Thursday, September 8. FAS expects to resume regular reporting on Thursday, September 15.

Rail

U.S. Class I railroads originated 19,458 **grain carloads** during the week ending August 27. This was a 7-percent decrease from the previous week, 13 percent more than last year, and 3 percent lower than the 3-year average.

Average September shuttle **secondary railcar** bids/offers (per car) were $86 below tariff for the week ending September 1. This was $170 less than last week and $150 lower than this week last year.

Barge

For the week ending September 3, **barged grain movements** totaled 240,500 tons. This was 31 percent lower than the previous week and 22 percent less than the same period last year.

For the week ending September 3, 150 grain barges **moved down river**—85 fewer barges than last week. There were 470 grain barges **unloaded** in the New Orleans region, 8 percent fewer than last week.

Ocean

For the week ending September 1, 22 **oceangoing grain vessels** were loaded in the Gulf—340 percent more than the same period last year. Within the next 10 days (starting September 2), 33 vessels were expected to be loaded—120 percent more than the same period last year. At this time last year, vessel loadings were low due to Hurricane Ida.

As of September 1, the rate for shipping a metric ton (mt) of grain from the U.S. Gulf to Japan was $57.00. This was 7 percent less than the previous week. The rate from the Pacific Northwest to Japan was $33.50 per mt, 6 percent less than the previous week.

Fuel

For the week ending September 5, the U.S. average **diesel fuel price** decreased 3.1 cents from the previous week to $5.084 per gallon, 171.1 cents above the same week last year.

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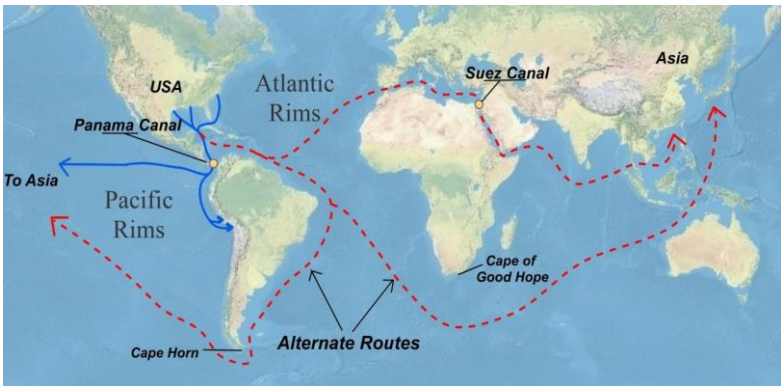
Feature Article/Calendar

Panama Canal Update: Still a Vital Outlet for U.S. Grain

The Panama Canal continues to be a vital link for trade between the East Coast of the United States and Asia and Western South American countries because of the shorter distance routes it offers (fig. 1). The canal has been in operation for over 100 years (see August 6, 2015 *Grain Transportation Report*) and had its highest year ever for traffic and shipping volumes in fiscal year[1] 2021, driven by increased liquified natural gas carriers, liquefied petroleum gas carriers, container ships, dry bulkers and vehicle carriers. This article discusses the importance of the canal to U.S. shippers, outlines the types and amounts of grain commodities that transit the canal, and discusses implications of post-Panama Canal expansion from 2016.

Figure 1. Trade routes between Atlantic and Pacific Rims



Source: USDA/AMS/TSD

Table 1. Grain shipments from Atlantic Rim to the Pacific Rim through Panama Canal

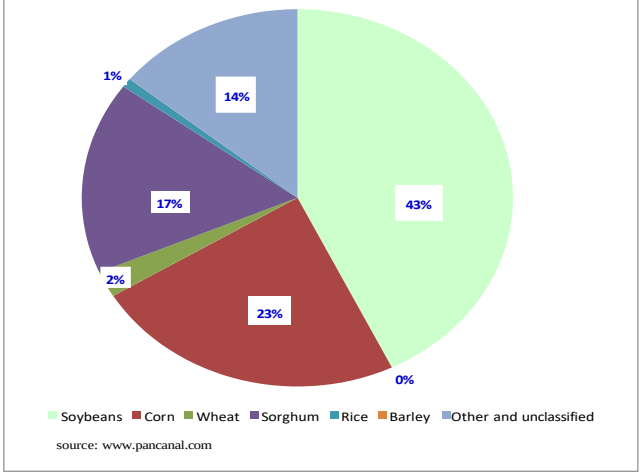
							Fiscal Year			
							---Thousands of metric tons**----			
	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Corn	11,179	7,252	13,375	12,110	9,357	8,650	7,455	6,243	7,103	9,535
Soybeans	16,376	14,111	19,268	19,744	10,947	9,503	5,394	7,040	9,340	17,365
Wheat	712	2,468	1,554	1,084	1,562	1,106	953	894	997	917
Rice	384	302	194	393	312	188	246	211	169	318
Sorghum	4,141	3,677	8,561	14,090	11,093	9,465	6,290	5,731	6,133	6,695
Barley	7	45	-	-	-	7	-	-	-	6
Other and unclassified	2,499	1,824	2,444	2,671	3,098	4,079	4,503	4,304	3,803	5,743
Total	**35,298**	**29,678**	**45,396**	**50,137**	**36,368**	**32,999**	**24,841**	**24,424**	**27,544**	**40,579**
% change from previous year		-16	53	10	-27	-9	-25	-2	13	47

**numbers may not exactly match those reported by the Panama Canal Authority due to conversion and rounding.

Source: www.pancanal.com

Cargo and Grain Shipments:
Compared to alternative routes, such as the Suez Canal and the Cape of Good Hope, the Panama Canal provides the shortest distance and voyage time for cargo and grains shipped from the East Coast of the United States destined for the Pacific Rim, and vice versa (see figure 1). During fiscal year 2021, the United States remained the largest user of the canal, accounting for about 73 percent of the cargo transiting the canal by origin and destination. During fiscal year 2021, close to 212 million metric tons (mmt) of cargo transited the Panama Canal that either originated from or was destined to the United States, including, intercoastal shipments. In terms of cargo transiting the canal, the United States is followed by China and Japan—representing about 22 (65 mmt) and 15 (43 mmt) percent of the total cargo, respectively. The majority (76 percent) of U.S. cargo transiting the canal originated from the East Coast of the United States, of which 67 percent is destined for Asia and 17 percent destined to the West Coast of South America.

Figure 2. Grain Shipments from Atlantic Rim to Pacific Rim through Panama Canal in 2021



[1] The Panama Canal fiscal year starts on October 1st and ends on September 30th

The principal commodities[2] from the East Coast of the United States transiting the canal include grains, such as corn, soybeans, wheat, rice, sorghum, and others. Table 1 and figure 2 illustrate principal grain commodities from the Atlantic Rim transiting the canal on their way to the Pacific Rim. Grain shipments through the canal increased in 2020 and 2021 (table 1 and figure 3). Soybeans have been the predominate grain shipped through the canal, followed by corn and sorghum (see table 1 and figure 2). Soybean shipments through the canal have been strong due to high demand for U.S. soybeans in China. A very small amount of grain passed through the canal from the Pacific Rim on its way to the Atlantic Rim and the quantity is declining (see table 2). Overall, shipments of grains and other bulk materials have continued to increase from 2019 to 2021.

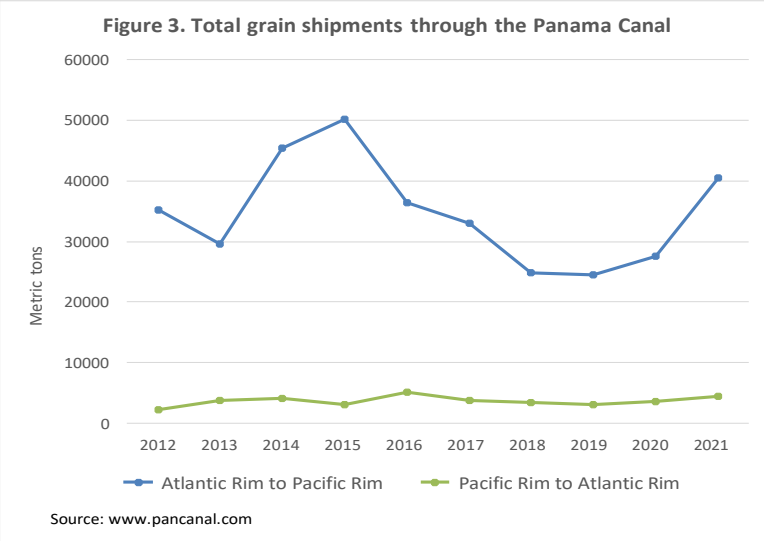
Table 2. Grain shipments from Pacific Rim to the Atlantic Rim through Panama Canal

							Fiscal Year			
							---Thousands of metric tons**----			
	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Corn	426	355	547	551	636	825	892	398	557	246
Soybeans	175	159	53	42	36	55	73	49	67	74
Wheat	487	1,988	1,836	1,377	2,953	1,832	1,499	1,672	2,059	2,692
Rice	392	347	537	378	247	398	289	252	243	377
Sorghum	155	309	723	453	962	458	389	420	215	592
Barley	81	78	46	24					15	69
Other and unclassified	535	489	264	202	265	241	265	398	384	390
Total	**2,252**	**3,725**	**4,006**	**3,027**	**5,099**	**3,809**	**3,407**	**3,086**	**3,541**	**4,440**
% change from previous year		-7	-39	-24	68	-25	-11	-9	15	25

**numbers may not exactly match those reported by the Panama Canal Authority due to conversion and rounding.

Source: www.pancanal.com

Post Panama Canal Expansion:
To increase the capacity of the canal, the Panama Canal Authority commenced the largest expansion project in the history of the canal in September 2007 at a total cost of $5.2 billion. At the completion in 2016, the project created a new lane of traffic, constructed a new set of locks, and doubled the waterway's capacity. The project also widened and deepened existing channels and raised the maximum operating water level of Gatun Lake. The canal now allows the passage of "New Panamax" (or "neopanamax") vessels that can carry roughly 15,000 Twenty-Foot-Equivalent-Units (TEUs) of cargo instead of only 5,000 TEU previously allowed on Panamax vessels. Transit through the new locks has been rising. About 70 percent of the canal total transits during fiscal year 2021 passed through the old ("Panamax") locks, while 30 percent transited the Neopanamax Locks. This is compared to 80 versus 20 percent in 2019 and 85 versus 15 percent in 2018. The increase in the transit through the Neopanamax Locks is in part due to increasing container shipments to the U.S. transiting the new locks, and the fact that most container shipments use the Neopanamax Locks. Total grain shipments through the canal dipped following the expansion (figure 3) partly due to trade negotiations with China, but have been climbing up in the last 3 years. Most grain is still shipped using Panamax vessels because most grain terminals in the U.S. and Asia are not equipped to handle ships larger than traditional Panamax-size vessels. However, the deepened existing channels enabled shippers to be able to take advantage of the economies of scale from loading Panamax-size vessels to heavier weights. Most of the ports in the East coast of the United States have also deepened their channels to take advantage of the expanded canal. Prior to the expansion, grains leaving the East Coast ports of the United States to Asia were usually loaded to 55,000 metric tons (mt) of cargo. However, most grain cargo leaving the East Coast of the United States after the expansion has now been loaded up to 60 - 66,000 mt per vessel. *surajudeen.olowolayemo@.usda.gov*



[2] Other principal commodities transiting the canal from or to United States include petroleum and petroleum products, chemical and petroleum chemicals, container cargo, coal and coke, lumber and products, machinery and equipment, iron and steel, ores and metal and other agricultural commodities.

Grain Transportation Indicators

Table 1

Grain transport cost indicators[1]

	Truck	Rail		Barge	Ocean	
For the week ending		Non-Shuttle	Shuttle		Gulf	Pacific
09/07/22	341	330	241	359	255	238
08/31/22	343	326	242	285	275	252

[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	9/2/2022	8/26/2022
Corn	IL–Gulf	-0.98	-0.77
Corn	NE–Gulf	-1.02	-0.63
Soybean	IA–Gulf	-2.25	-2.66
HRW	KS–Gulf	-2.24	-2.31
HRS	ND–Portland	-2.19	-2.46

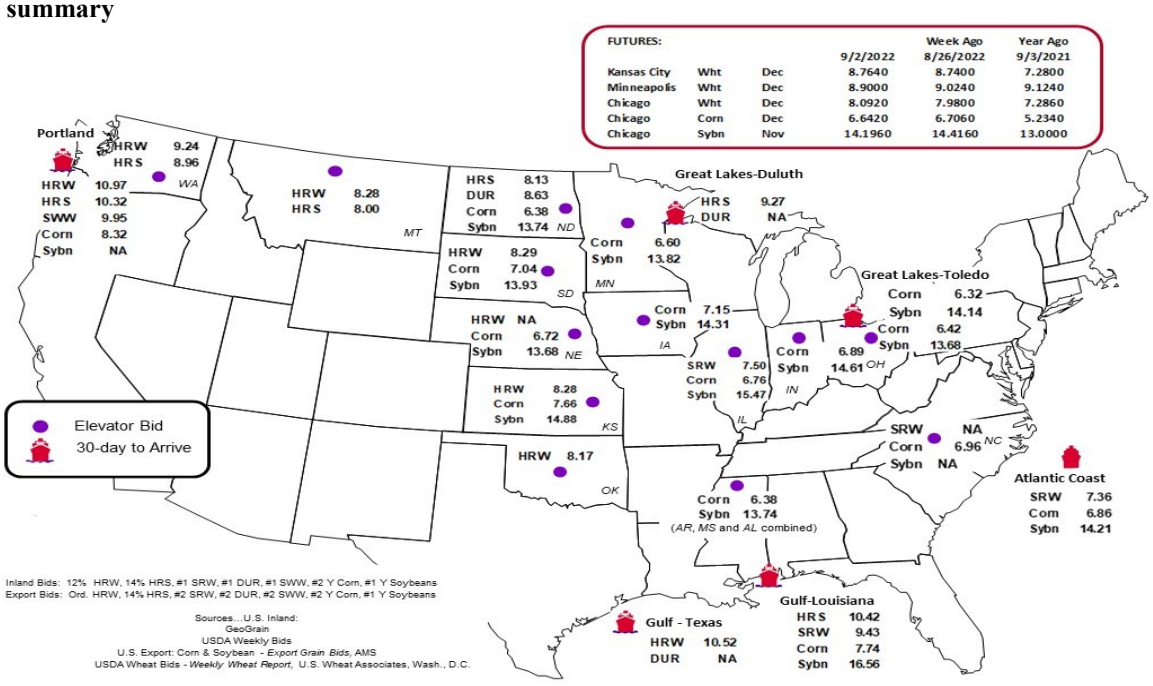
Note: nq = no quote; n/a = not available; HRW = hard red winter wheat; HRS = hard red spring wheat.

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]
8/31/2022[p]	225	234	2,118	74	2,651	8/27/2022	2,738
8/24/2022[r]	534	438	3,264	214	4,450	8/20/2022	2,672
2022 YTD[r]	41,063	28,901	172,741	15,429	258,134	2022 YTD	93,838
2021 YTD[r]	36,769	45,445	189,444	10,250	281,908	2021 YTD	97,586
2022 YTD as % of 2021 YTD	112	64	91	151	92	% of 2021 YTD	96
Last 4 weeks as % of 2021[2]	122	105	132	212	128	Last 4wks. % 2021	87
Last 4 weeks as % of 4-year avg.[2]	63	79	66	56	67	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.

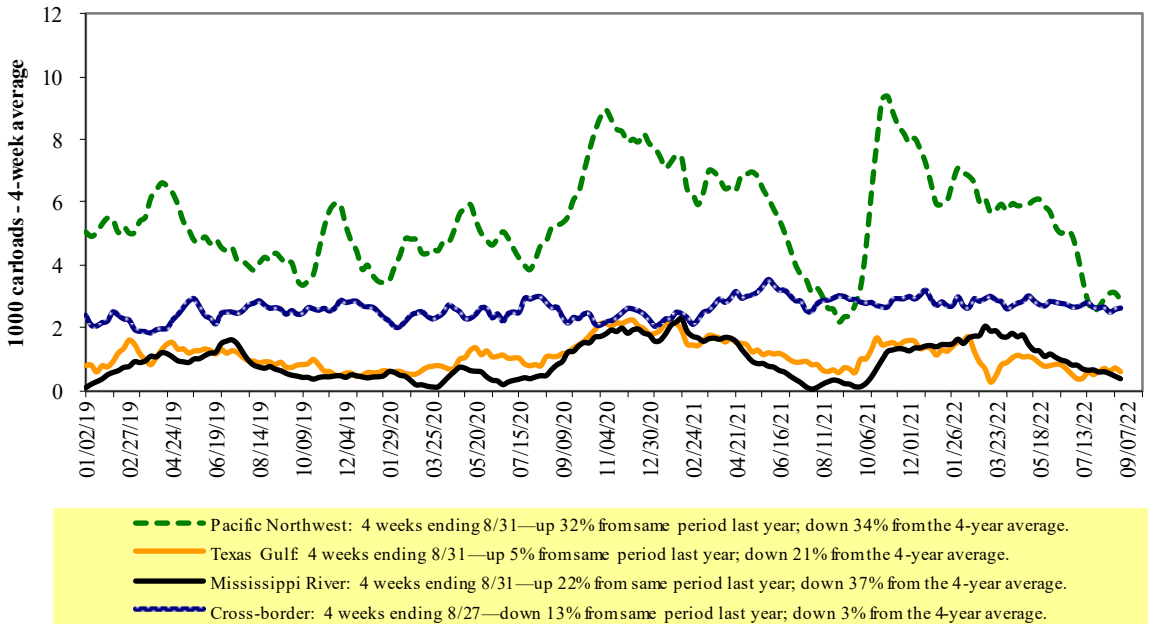
YTD = year-to-date; p = preliminary data; r = revised data; n/a = not available; wks. = weeks; avg. = average.

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	
8/27/2022	CSXT	NS	BNSF	KCS	UP		CN	CP
This week	1,768	2,193	8,386	1,357	5,754	19,458	2,754	3,291
This week last year	1,237	1,735	7,165	1,458	5,639	17,234	2,838	2,798
2022 YTD	60,920	83,071	370,070	41,648	195,732	751,441	115,635	115,638
2021 YTD	61,778	84,782	397,172	38,634	209,543	791,909	140,218	164,982
2022 YTD as % of 2021 YTD	99	98	93	108	93	95	82	70
Last 4 weeks as % of 2021*	122	120	111	90	114	112	88	109
Last 4 weeks as % of 3-yr. avg.**	109	97	91	100	115	100	73	73
Total 2021	93,935	120,718	609,890	64,818	318,002	1,207,363	210,045	242,533

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

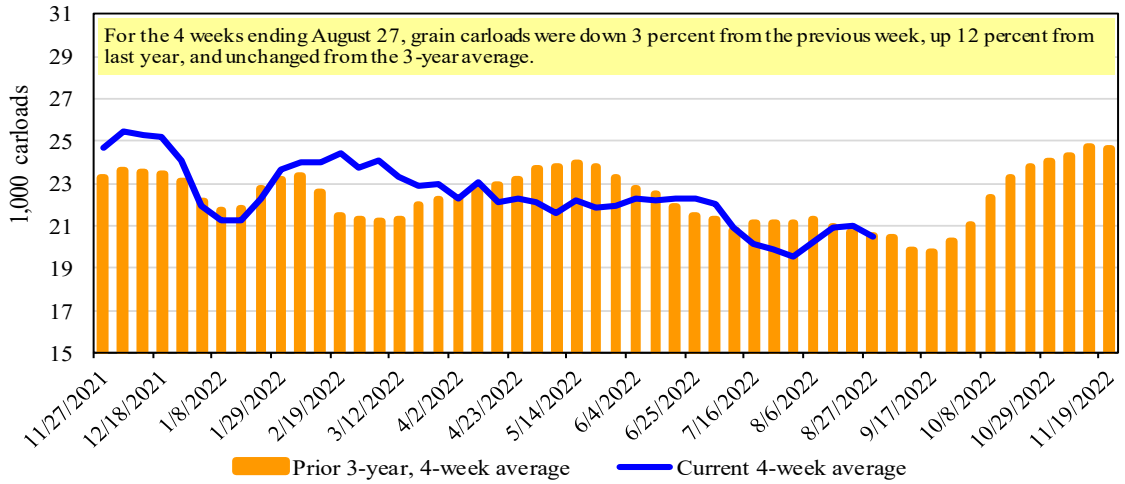
**The past 4 weeks as a percent of the same period from the prior 3-year average. YTD = year-to-date; avg. = average; yr. = year.

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							
9/1/2022		Sep-22	Sep-21	Oct-22	Oct-21	Nov-22	Nov-21	Dec-22	Dec-21
BNSF[3]	COT grain units	0	0	0	0	0	no bids	0	no bids
	COT grain single-car	1	76	107	30	205	13	53	13
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.

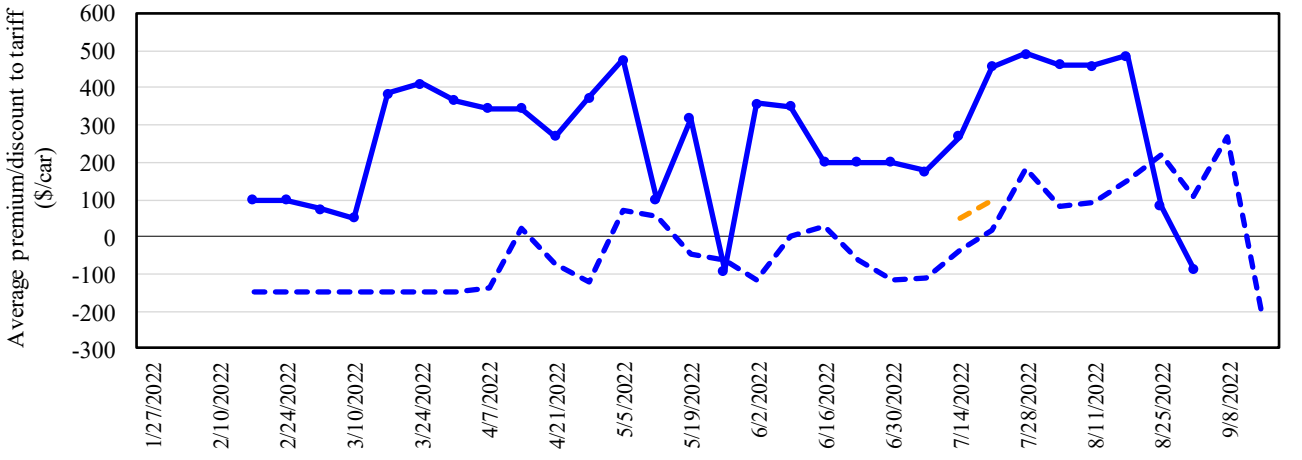
Region 1 includes: AR, IL, LA, MO, NM, OK, TX, WI, and Duluth, MN.

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

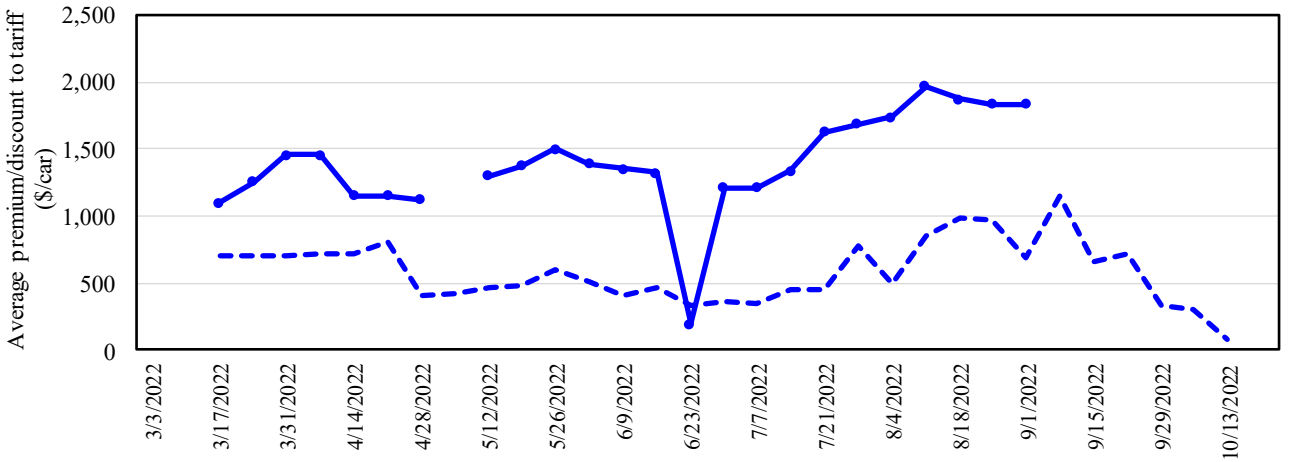


9/1/2022	BNSF	UP
Non-shuttle	n/a	n/a
Shuttle	-$48	-$125

There were no non-shuttle bids/offers this week.
Average shuttle bids/offers fell $170 this week and are $577 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



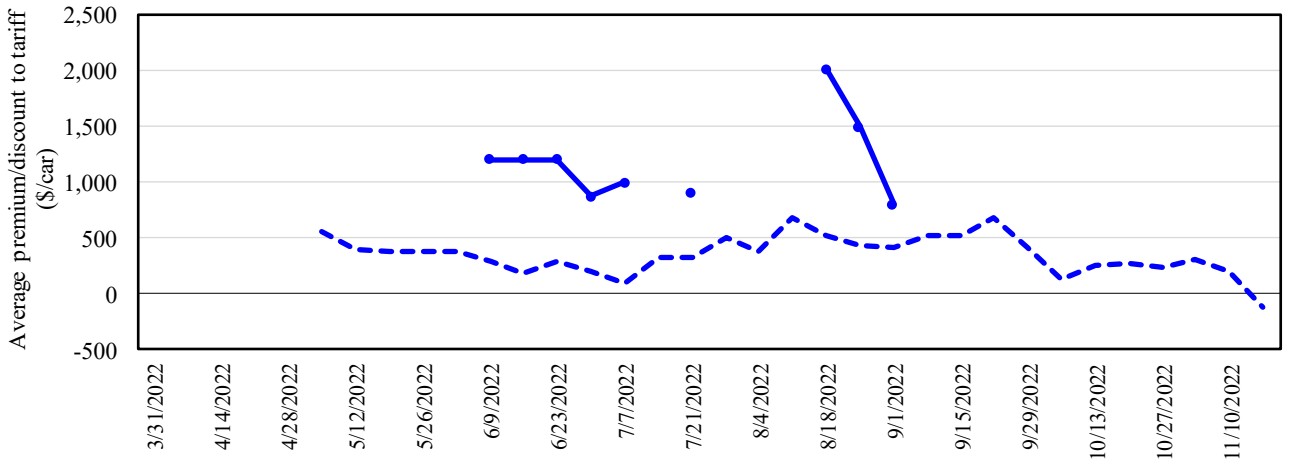
9/1/2022	BNSF	UP
Non-shuttle	n/a	n/a
Shuttle	$1,742	$1,925

There were no non-shuttle bids/offers this week.
Average shuttle bids/offers fell $2 this week and are $132 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



9/1/2022	BNSF	UP
Non-shuttle	n/a	n/a
Shuttle	$800	n/a

There were no non-shuttle bids/offers this week.
Average shuttle bids/offers fell $700 this week and are $1,208 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					
	9/1/2022	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**	**(48)**	**1,742**	**800**	**n/a**	**n/a**	**n/a**
	Change from last week	(115)	71	(700)	n/a	n/a	n/a
	Change from same week 2021	(38)	795	50	n/a	n/a	n/a
	UP-Pool	**(125)**	**1,925**	**n/a**	**n/a**	**n/a**	**n/a**
	Change from last week	(225)	(75)	n/a	n/a	n/a	n/a
	Change from same week 2021	(263)	478	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.

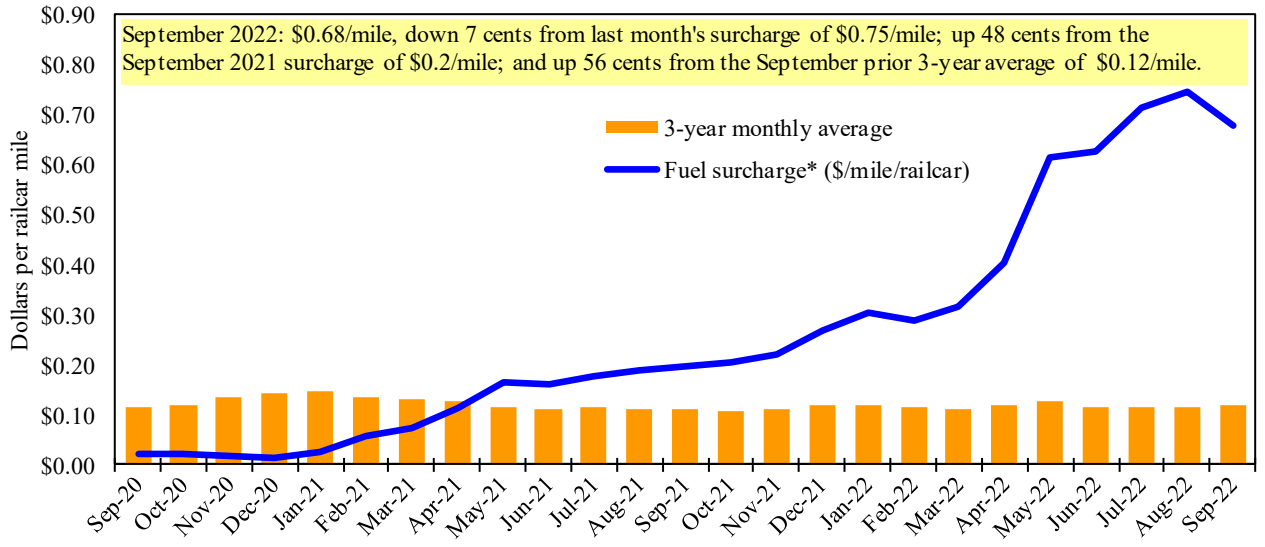
[4]Percentage change calculated using tariff rate plus fuel surchage; Y/Y = year over year.

[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.

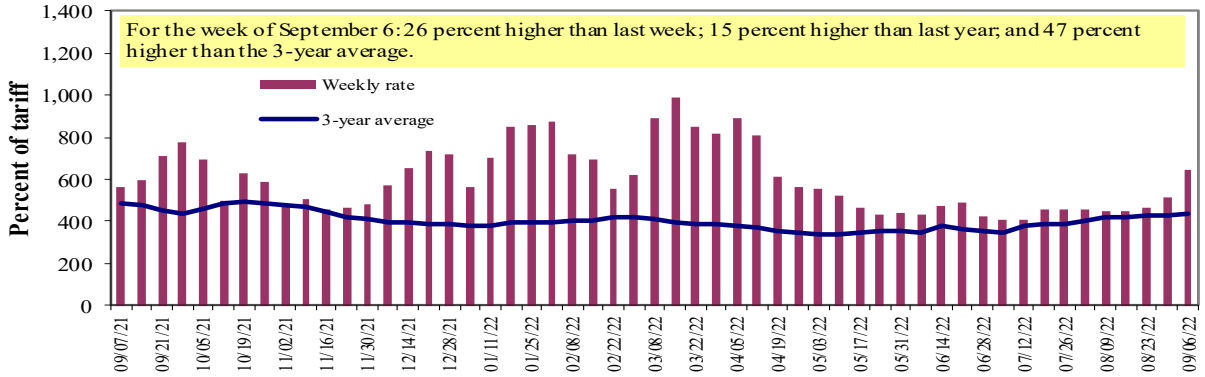
**CSX strike price changed from $2.00/gal. to $3.75/gal. starting January 1, 2015.

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

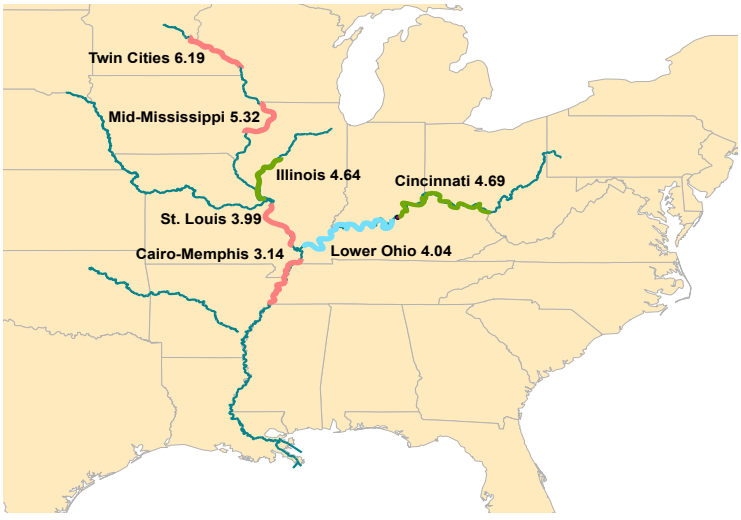
		Twin Cities	Mid-Mississippi	Lower Illinois River	St. Louis	Cincinnati	Lower Ohio	Cairo-Memphis
Rate[1]	9/6/2022	703	672	647	561	609	609	528
	8/30/2022	627	570	513	412	483	483	417
$/ton	9/6/2022	43.52	35.75	30.02	22.38	28.56	24.60	16.58
	8/30/2022	38.81	30.32	23.80	16.44	22.65	19.51	13.09
Current week % change from the same week:								
	Last year	16	16	15	-1	1	1	-23
	3-year avg. [2]	55	61	-	67	69	69	54
Rate[1]	October	911	883	868	765	845	845	731
	December	-	-	676	542	646	646	525

[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

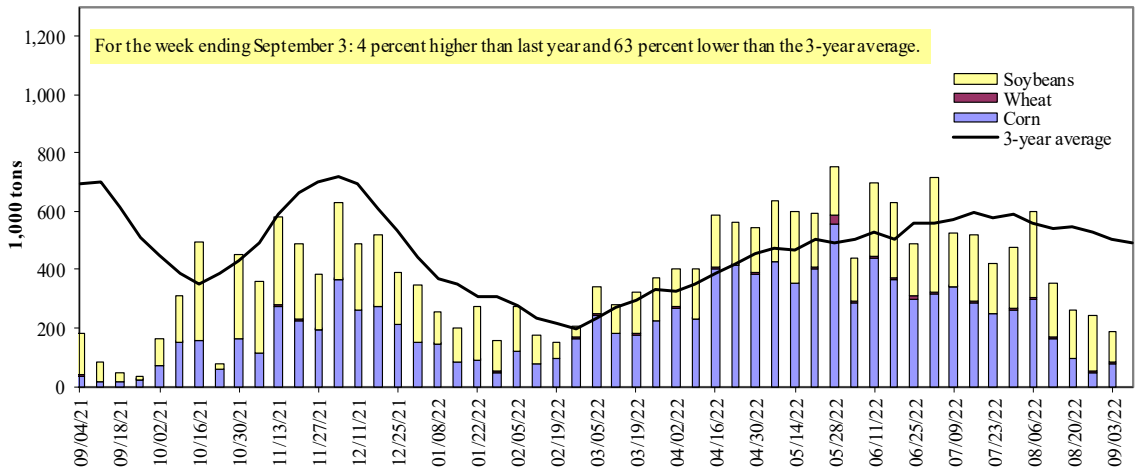
Select applicable index from market quotes are included in tables on this page. The 1976 benchmark rates per ton are provided in map.



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 09/03/2022	Corn	Wheat	Soybeans	Other	Total
Mississippi River					
Rock Island, IL (L15)	9	3	81	0	94
Winfield, MO (L25)	40	5	117	0	161
Alton, IL (L26)	67	5	123	0	195
Granite City, IL (L27)	80	5	104	0	188
Illinois River (La Grange)	8	0	19	0	27
Ohio River (Olmsted)	9	10	25	0	44
Arkansas River (L1)	0	8	0	0	8
Weekly total - 2022	89	24	128	0	241
Weekly total - 2021	62	51	196	0	309
2022 YTD[1]	13,065	1,394	8,519	182	23,159
2021 YTD[1]	18,784	1,276	5,885	217	26,162
2022 as % of 2021 YTD	70	109	145	84	89
Last 4 weeks as % of 2021[2]	80	87	114	72	96
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.

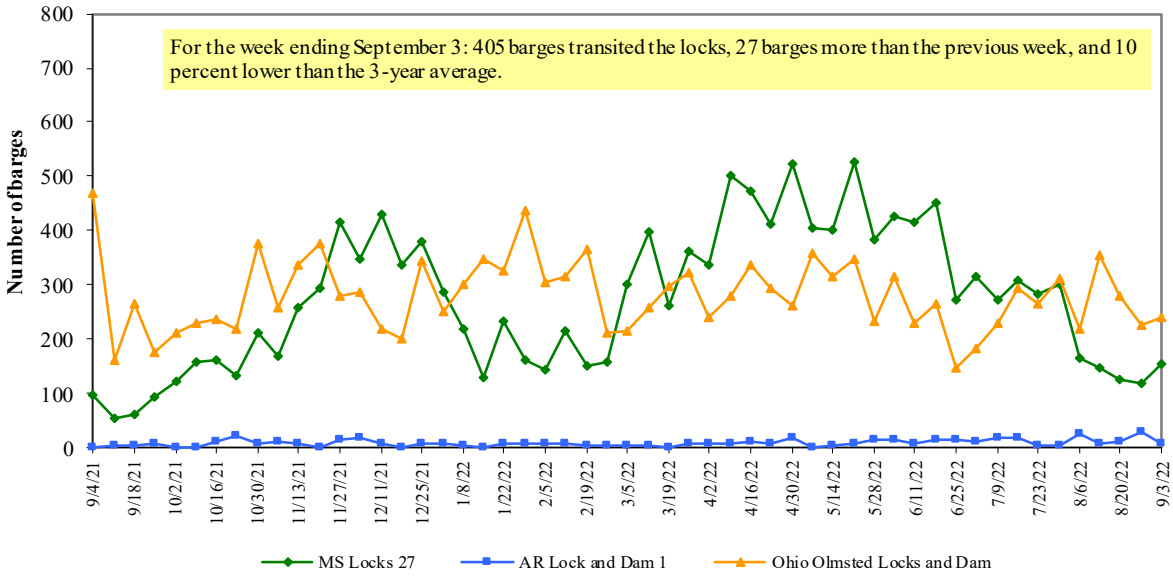
[2] As a percent of same period in 2021.

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

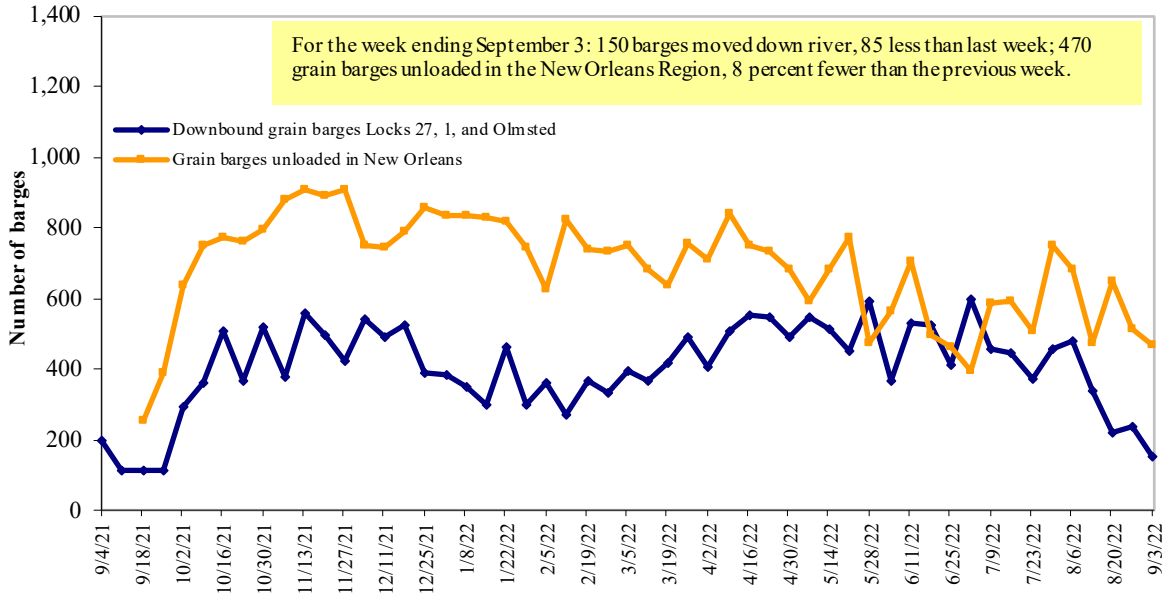


Note: The U.S. Army Corps of Engineers has recently migrated its lock and vessel database and has noted the latest data may be revised in coming weeks.

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 9/5/2022 (U.S. $/gallon)

Region	Location	Price	Change from Week ago	Change from Year ago
I	East Coast	5.033	-0.033	1.701
	New England	5.161	-0.022	1.876
	Central Atlantic	5.223	-0.011	1.740
	Lower Atlantic	4.950	-0.042	1.710
II	Midwest	5.132	-0.040	1.848
III	Gulf Coast	4.796	-0.025	1.692
IV	Rocky Mountain	4.971	-0.001	1.326
V	West Coast	5.693	-0.026	1.673
	West Coast less California	5.275	-0.025	1.611
	California	6.174	-0.028	1.858
Total	United States	5.084	-0.031	1.711

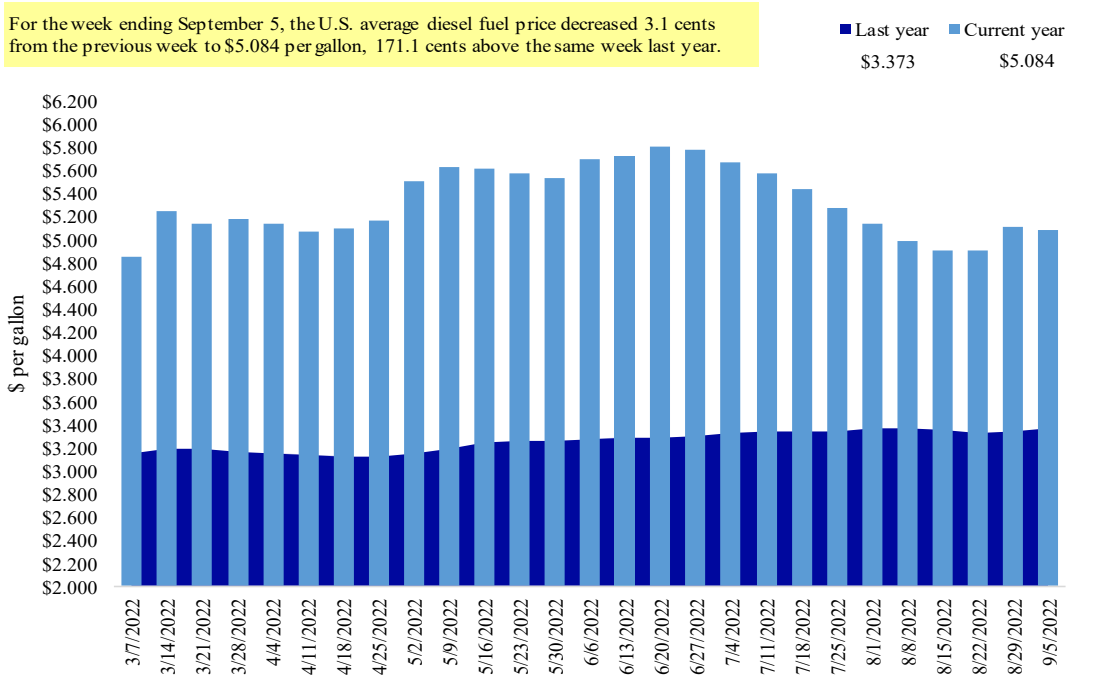
[1]Diesel fuel prices include all taxes. Prices represent an average of all types of diesel fuel.

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.

The USDA's Foreign Agricultural Service (FAS) encountered issues during the during the launch of the new Export Sales Reporting and Maintenance System on August 25 and was unable to publish weekly export sales data on Thursday, September 1 or Thursday, September 8. FAS expects to resume regular reporting on Thursday, September 15.

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. 2018-20
		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.

The USDA's Foreign Agricultural Service (FAS) encountered issues during the during the launch of the new Export Sales Reporting and Maintenance System on August 25 and was unable to publish weekly export sales data on Thursday, September 1 or Thursday, September 8. FAS expects to resume regular reporting on Thursday, September 15.

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.

The USDA's Foreign Agricultural Service (FAS) encountered issues during the during the launch of the new Export Sales Reporting and Maintenance System on August 25 and was unable to publish weekly export sales data on Thursday, September 1 or Thursday, September 8. FAS expects to resume regular reporting on Thursday, September 15.

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.

The USDA's Foreign Agricultural Service (FAS) encountered issues during the during the launch of the new Export Sales Reporting and Maintenance System on August 25 and was unable to publish weekly export sales data on Thursday, September 1 or Thursday, September 8. FAS expects to resume regular reporting on Thursday, September 15.

Table 16

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

Port regions	For the week ending 09/01/22	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	272	281	97	6,482	10,617	61	91	82	13,243
Corn	0	199	0	8,885	12,322	72	445	94	13,420
Soybeans	71	70	102	5,066	3,758	135	n/a	85	14,540
Total	**343**	**550**	**62**	**20,432**	**26,697**	**77**	**144**	**84**	**41,203**
Mississippi Gulf									
Wheat	138	217	64	3,253	2,339	139	129	152	3,202
Corn	390	307	127	25,279	30,881	82	102	102	38,498
Soybeans	365	314	116	15,451	11,581	133	222	73	27,159
Total	**893**	**838**	**107**	**43,983**	**44,801**	**98**	**137**	**91**	**68,858**
Texas Gulf									
Wheat	0	83	0	2,145	2,754	78	72	61	3,888
Corn	25	0	n/a	547	421	130	84	92	627
Soybeans	0	0	n/a	2	656	0	n/a	0	1,611
Total	**25**	**83**	**30**	**2,694**	**3,832**	**70**	**76**	**56**	**6,126**
Interior									
Wheat	91	80	113	2,036	2,124	96	89	118	2,973
Corn	86	164	52	6,059	6,534	93	85	85	10,157
Soybeans	78	69	113	4,594	4,007	115	123	85	6,525
Total	**254**	**313**	**81**	**12,689**	**12,665**	**100**	**96**	**91**	**19,656**
Great Lakes									
Wheat	1	0	n/a	168	284	59	78	23	536
Corn	9	7	126	141	94	150	41	52	145
Soybeans	0	0	n/a	239	67	357	n/a	0	592
Total	**10**	**7**	**141**	**548**	**445**	**123**	**58**	**21**	**1,273**
Atlantic									
Wheat	1	3	47	123	93	133	387	174	128
Corn	0	0	n/a	217	42	518	27	73	85
Soybeans	8	11	71	1,584	1,081	147	295	55	2,184
Total	**9**	**14**	**66**	**1,924**	**1,216**	**158**	**120**	**67**	**2,397**
U.S. total from ports*									
Wheat	503	664	76	14,207	18,211	78	96	92	23,969
Corn	509	677	75	41,127	50,295	82	104	96	62,932
Soybeans	522	463	113	26,936	21,150	127	240	73	52,612
Total	**1,534**	**1,805**	**85**	**82,270**	**89,656**	**92**	**125**	**86**	**139,512**

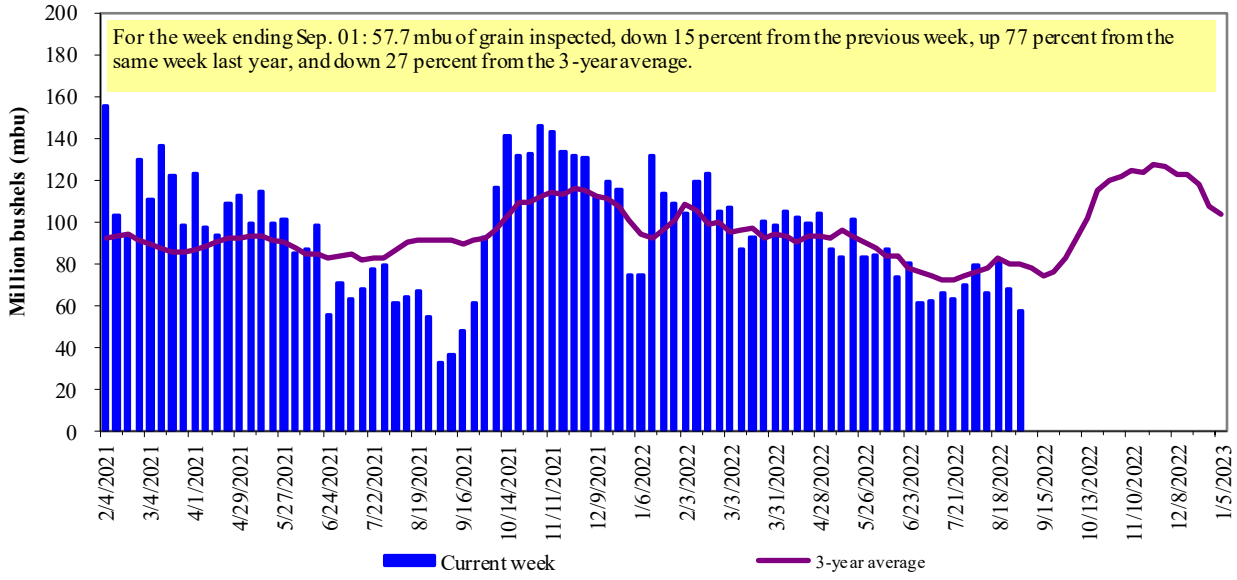
*Data includes revisions from prior weeks; some regional totals may not add exactly due to rounding.

Source: USDA, Federal Grain Inspection Service; YTD= year-to-date; n/a = not applicable or no change.

The United States exports approximately one-quarter of the grain it produces. On average, this includes nearly 45 percent of U.S.-grown wheat, 50 percent of U.S.-grown soybeans, and 20 percent of the U.S.-grown corn. Approximately 55 percent of the U.S. export grain shipments departed through the U.S. Gulf region in 2019.

Figure 14

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

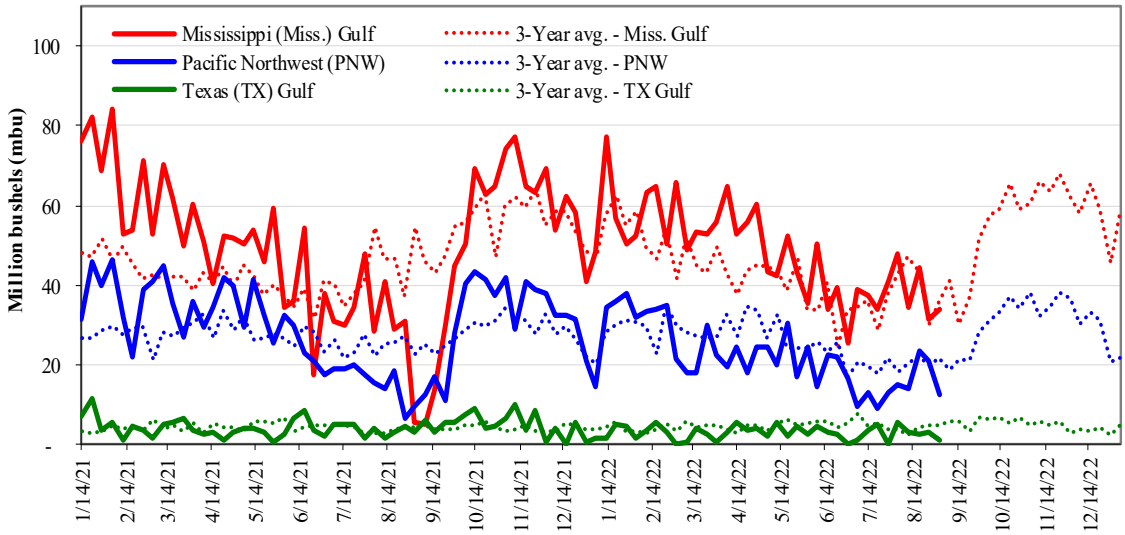


Note: 3-year average consists of 4-week running average.

Source: USDA, Federal Grain Inspection Service.

Figure 15

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



Week ending 09/01/22 inspections (mbu):	
MS Gulf:	33.8
PNW:	12.6
TX Gulf:	1.0

Percent change from:	MS Gulf	TX Gulf	U.S. Gulf	PNW
Last wk:	up 7	down 68	unchanged	down 39
Last Year (same wk):	up 539	down 66	up 326	up 31
3-yr avg. (4-wk. mov. Avg):	down 14	down 76	down 20	down 40

Source: USDA, Federal Grain Inspection Service.

Table 17

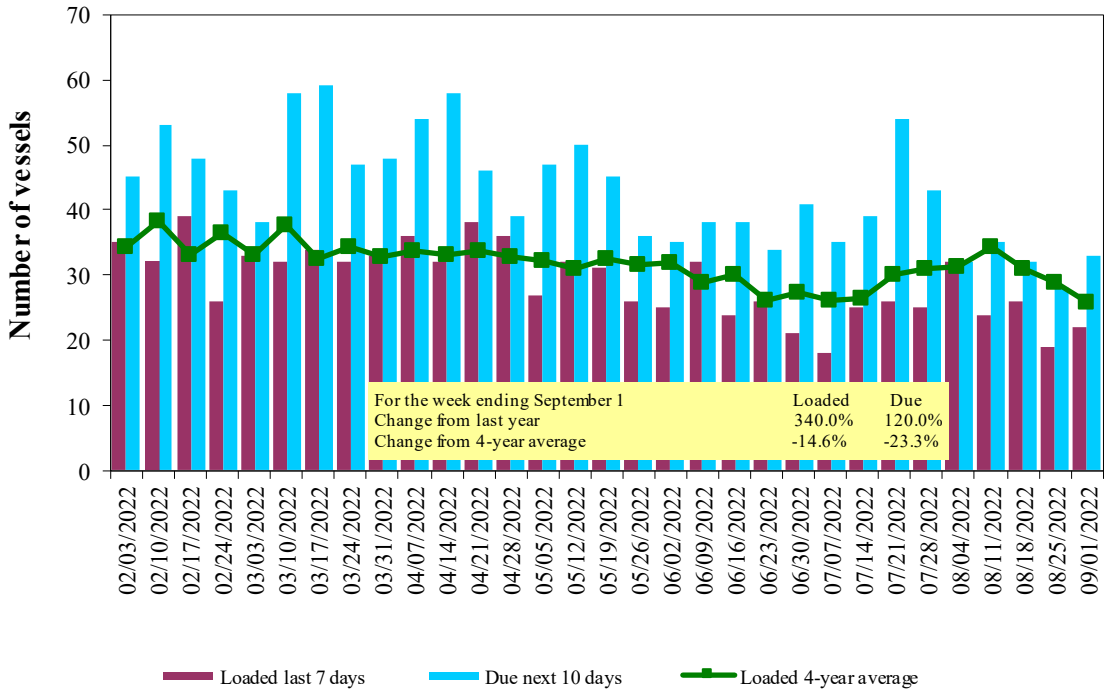
Weekly port region grain ocean vessel activity (number of vessels)

	Gulf			Pacific Northwest
Date	In port	Loaded 7-days	Due next 10-days	In port
9/1/2022	19	22	33	11
8/25/2022	22	19	28	12
2021 range	(10…57)	(5...48)	(15...69)	(4…27)
2021 average	34	32	49	15

Source: USDA, Agricultural Marketing Service.

Figure 16

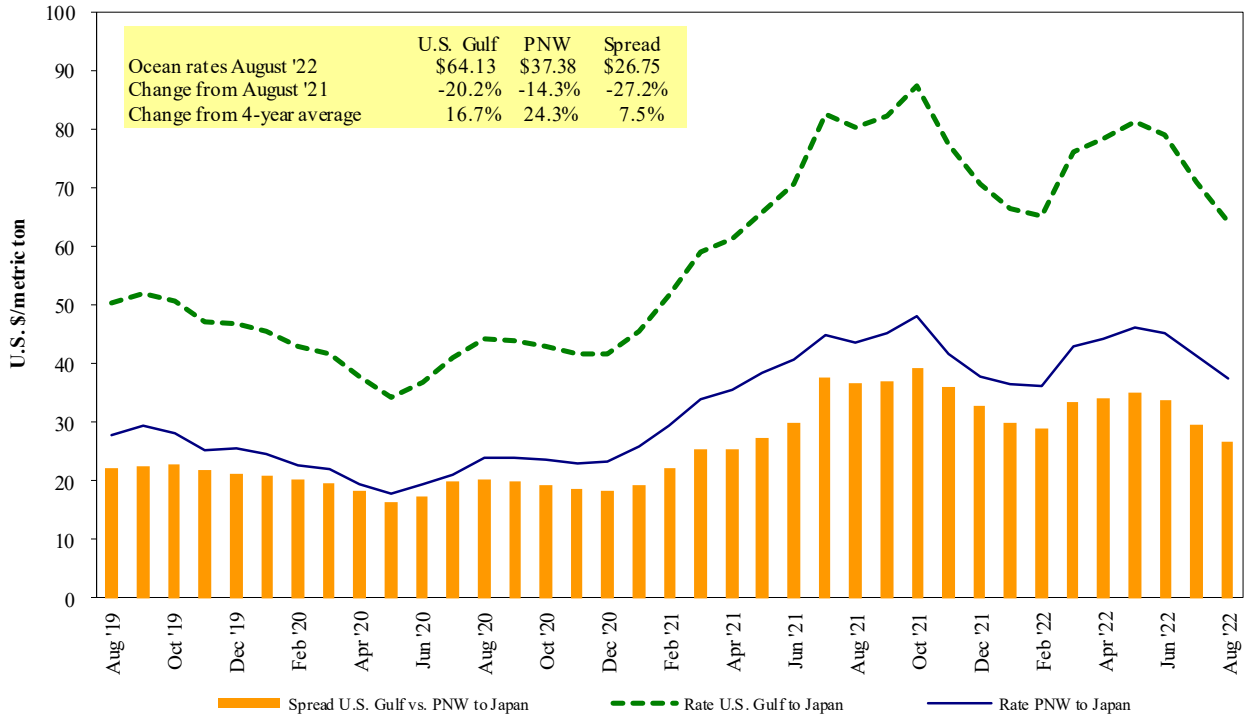
U.S. Gulf[1] vessel loading activity



[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 09/03/2022

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.

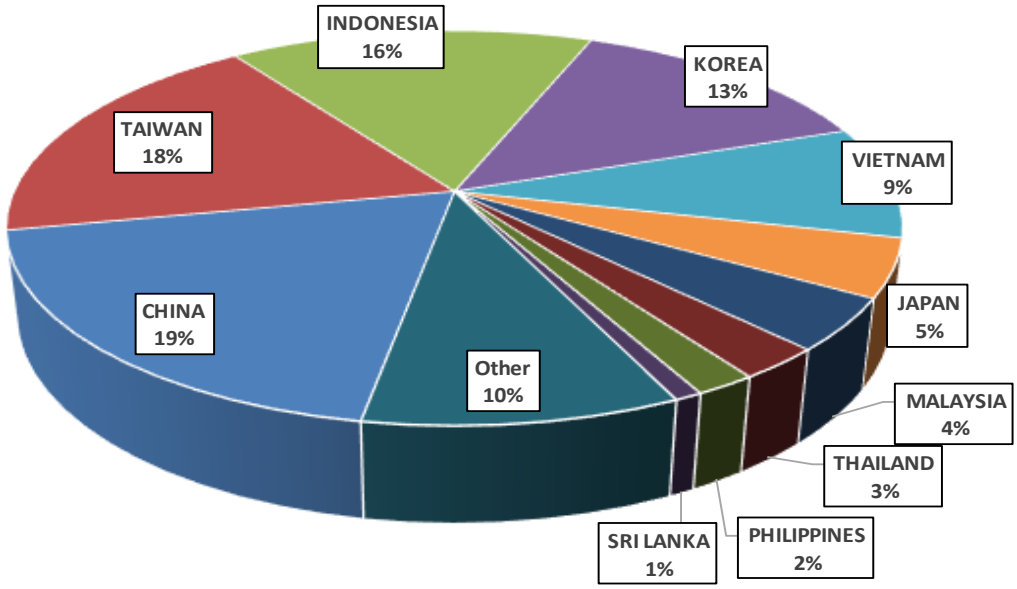
Note: Rates shown are per metric ton (2,204.62 lbs. = 1 metric ton), free on board (F.O.B), except where otherwise indicated; op = option.

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-Jun 2022

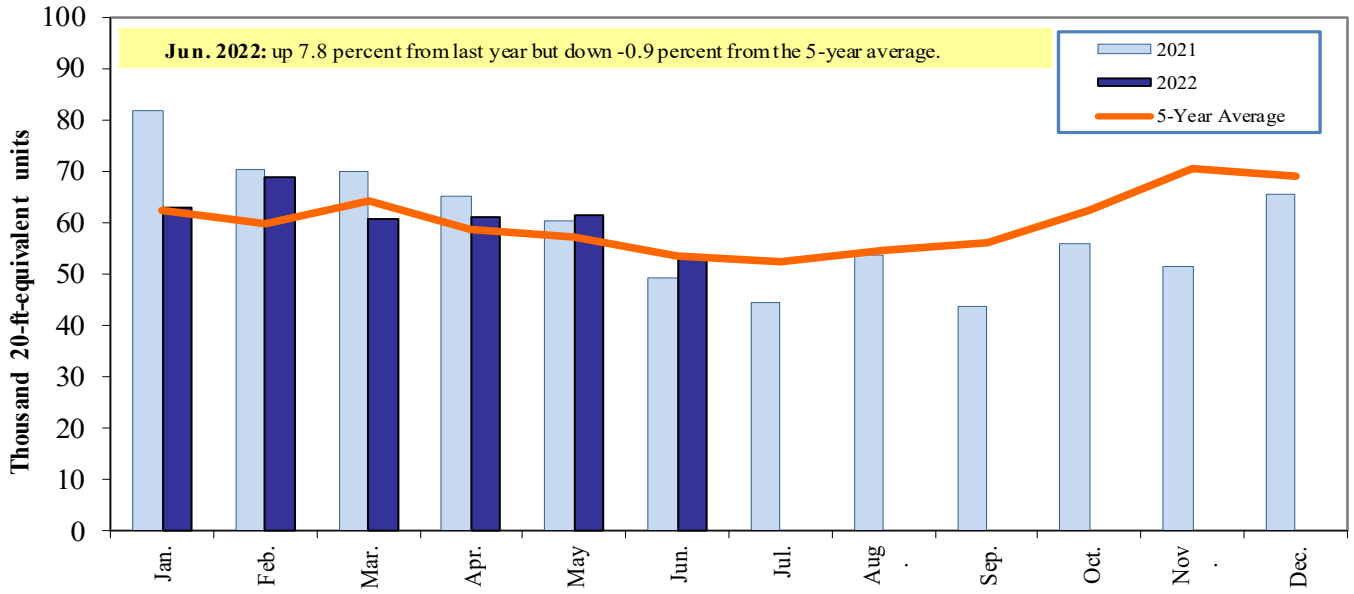


Note: The following Harmonized Tariff Codes are used to calculate containerized grains movements: '1001', '100190', '1002', '100200', '1003', '100300', '1004', '100400', '1005', '100590', '1007', '100700', '110100', '1102', '110220', '110290', '1201', '120100', '120190', '120810', '230210',

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.

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