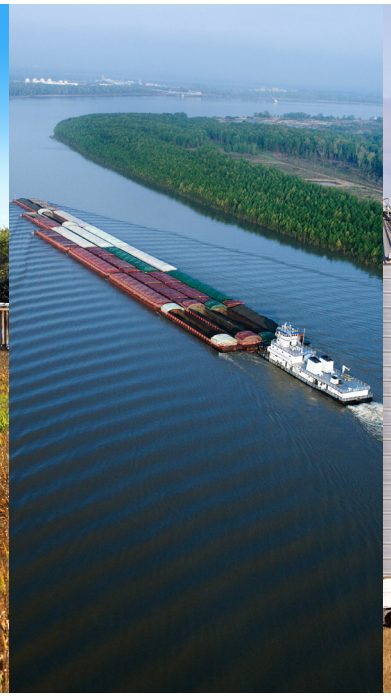
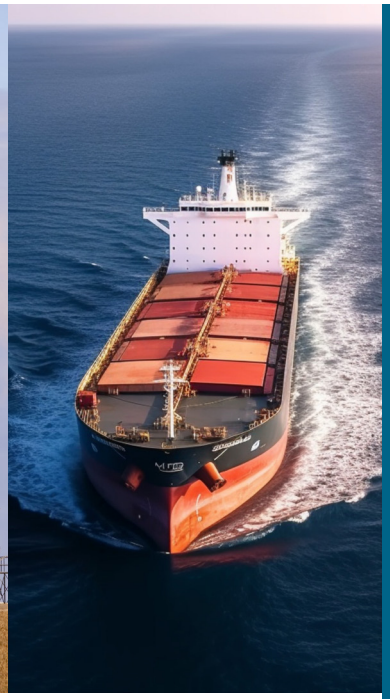
USDA Agricultural Marketing Service
U.S. DEPARTMENT OF AGRICULTURE



Grain Transportation Report

Contents

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Port of Oswego Receives $4 Million Grant for Grain Loading Improvements. The Port of Oswego in New York will soon receive $5 million—a $4 million grant from the U.S. Economic Development Administration and $1 million in local investment—to purchase a telescopic ship loader conveyer. According to the CEO of the Port of Oswego Authority, the state-of-the-art ship loading conveyor will raise the port's ship loading speed from 18,000 bushels per hour to at least 30,000 bushels per hour.

The grant will also be used to upgrade the port's existing railroad track. As currently configured, the port's grain silo can process only two coupled railcars at a time. The upgraded track will allow six coupled railcars to be processed simultaneously. The port will also add a new 1,250-foot-long storage track. Served by CSX Transportation, the Port of Oswego is the only port on Lake Ontario.

Since the Port of Oswego opened its grain export center in 2021, its grain exports have risen. In 2022, its outbound grain—via ship or rail—was 72,000 tons.

New Publication Highlights Insurance Risks for Global Bulk Grain Shipments. The Swedish Club, a mutual marine insurance company, recently detailed the most common cargo claims for bulk grain movements around the world.

Based on analysis of 200 bulk grain carrier insurance claims from 2018 to 2022, 63 percent related to "shortage" complaints, which concerned a shortfall in the quantity of grain received at the discharging port, compared to the quantity of grain measured at the loading port. The Swedish Club's authors note that roughly 70 percent of shortage claims were "paper" shortages: these resulted from discrepancies between the vessel's figures and shore figures, rather than loss of actual grain during the voyage due to damage, theft, leakages, etc.

In addition to statistical analysis, the authors cover ventilation and fumigation techniques, advise on ways to prevent cargo damage, and provide case studies based on past grain carrier insurance claims.

Rising Beer Imports and Barley Exports Boost Grain Transportation. A recent report from USDA's Economic Research Service highlights imported beer from Mexico, as one of several rising U.S. agricultural imports from Latin America and the Caribbean. The world's largest beer exporter, Mexico, is also the main source for U.S. imported beer: from 2007-09 to 2019-21, the annual average of imports from Mexico doubled from 1.6 billion to 3.2 billion liters.

U.S. imports of Mexican beer have grown in tandem with U.S. exports of malt barley to Mexico. According to USDA's Foreign Agricultural Service, malt barley exports to Mexico were nearly 400,000 metric tons in 2021—up 85 percent from 2011.

About 80 percent of U.S. barley is grown in Idaho, Montana, and North Dakota—in areas less suitable for corn and soybeans. Most barley is malted before it is shipped—by truck and rail—to breweries, including those in Mexico. Most Mexico-manufactured beer is shipped by rail into the United States, and a smaller share is shipped by truck and ocean vessel.

Export Sales

For the week ending August 31, **unshipped balances** of wheat, corn, and soybeans for marketing year (MY) 2022/23 totaled 30.04 million metric tons (mmt), down 27 percent from the same time last year.

Net **corn export sales** for MY 2022/23 were –0.015 mmt, down 121 percent from last week. Net **soybean export sales** were 0.156 mmt, up 407 percent from last week. Net weekly **wheat export sales** for MY 2023/24 were 0.370 mmt, up 13 percent from last week.

Rail

U.S. Class I railroads originated 14,961 **grain carloads** during the week ending September 2. This was a 12-percent increase from the previous week, 23 percent fewer than last year, and 20 percent fewer than the 3-year average.

Average September **shuttle secondary railcar bids/offers** (per car) were $8 below tariff for the week ending September 7. This was $126 more than last week and $175 lower than this week last year. Average non-shuttle secondary railcar bids/offers per car were $138 above tariff. This was unchanged from last week and $138 lower than this week last year.

Barge

For the week ending September 9, **barged grain movements** totaled 173,350 tons. This was 42 percent more than the previous week and 31 percent less than the same period last year.

For the week ending September 9, 106 grain barges **moved down river**—32 more than last week. There were 528 grain barges **unloaded** in the New Orleans region, 16 percent more than last week.

Ocean

For the week ending September 7, 25 **oceangoing grain vessels** were loaded in the Gulf—39 percent more than the same period last year. Within the next 10 days (starting September 8), 33 vessels were expected to be loaded—11 percent fewer than the same period last year.

As of September 7, the rate for shipping a metric ton (mt) of grain from the U.S. Gulf to Japan was $54.00. This was 1 percent more than the previous week. The rate from the Pacific Northwest to Japan was $29.00 per mt, 2 percent more than the previous week.

Fuel

For the week ending September 11, the U.S. average **diesel fuel price** increased 4.8 cents from the previous week to $4.54 per gallon, 49.3 cents below the same week last year.

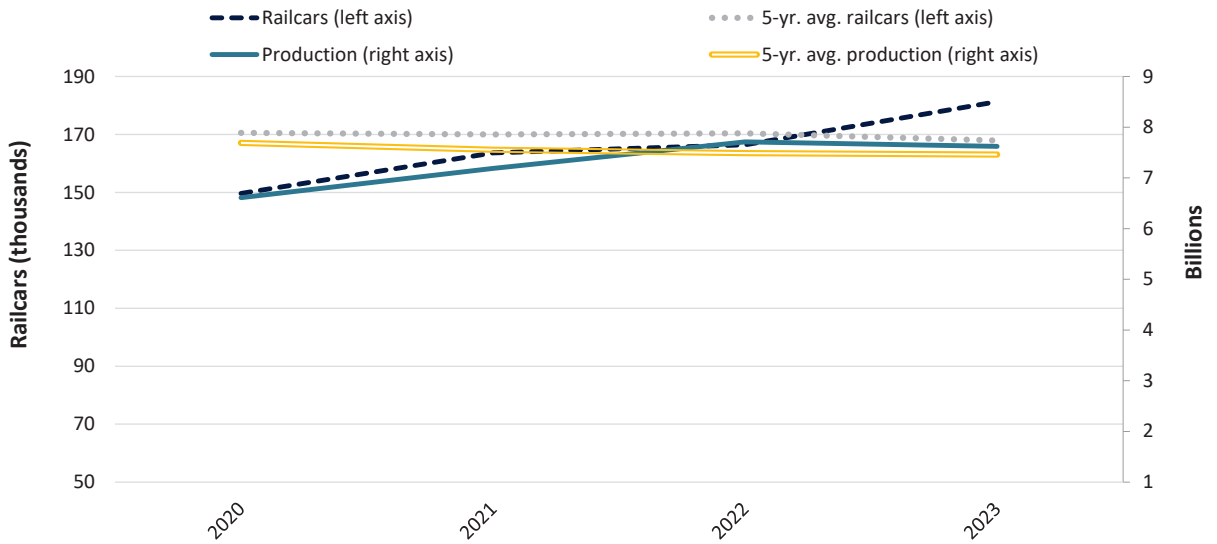
Ethanol Transportation Update Year to Date

Though ethanol production dropped in the first half of 2023, ethanol rail shipments remained strong, rising 9 percent from the same period in 2022. Despite strong purchases from key countries, ethanol exports in the first half of 2023 were 11 percent behind the same time last year. This article examines ethanol production and exports in the first half of 2023 and their effects on demand for ethanol transportation.[1] Projections for future ethanol production are also explored, as well as influences on future exports and transportation demand.

Ethanol Production and Rail Movements

Low seasonal demand impacted ethanol production at the beginning of the year.[2] Although **strong ethanol operating margins** increased production in the second quarter, ethanol production was still down 1 percent from first half of 2022 to the first half of 2023, but up 2 percent from the prior 5-year average. Although ethanol production dropped, **Class I ethanol rail movements** rose 9 percent in the first half of the year, and were up 8 percent from the 5-year average (fig. 1).

Figure 1. January to June ethanol rail shipments and production



Note: avg. = average.
Source: Energy Information Administration.

Ethanol Exports

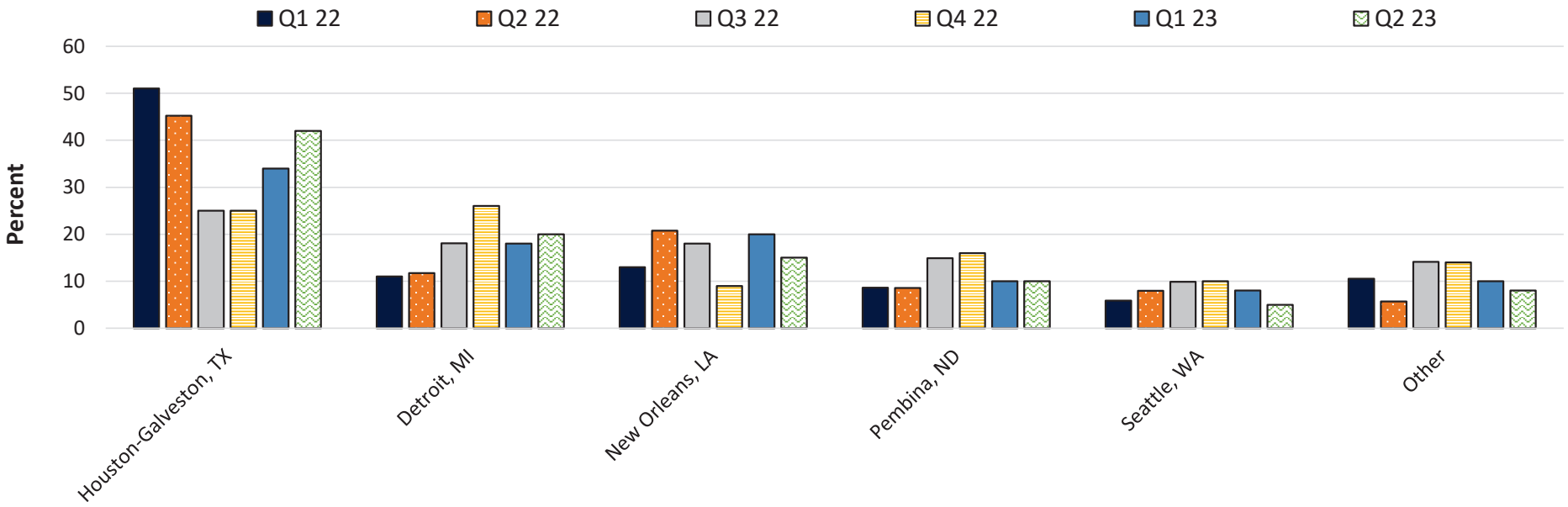
From 2009 to 2018, the United States **transitioned** from being a net importer of ethanol to being the world's largest supplier. From 2018 to 2022, U.S. ethanol exports accounted for an average 9 percent of total ethanol production, and in 2022, exports totaled over 1.3 billion gallons. Ethanol use as a fuel for blending with gasoline still accounts for the majority of the export demand. However, use for nonfuel industrial applications has risen in the manufacturing sectors in key markets.

According to **Foreign Agricultural Service (FAS) data**, despite strong exports to key markets during the first quarter 2023, U.S. ethanol exports were down 11 percent from the first half of 2022 and down 9 percent from the 5-year average.

Top Four Buyers of U.S. Ethanol in First Half of 2023. In the first half of 2023, sales to the top four buyers—Canada, Netherlands, the UK, and South Korea—accounted for 71 percent of total U. S. ethanol exports. At almost 295 million gallons, U.S. ethanol exports to Canada were up 31 percent in the first half of 2023. Exports to Canada accounted for 42 percent of total U.S. ethanol exports during the first half of the year. Spurring this rise in

1 "Ethanol transportation" refers to transportation used to convey ethanol—not transportation powered by ethanol.
2 Despite low ethanol demand, lower corn and natural gas energy prices benefited ethanol margins. Margins rose from $0.07 per gallon at the beginning of the first quarter to $0.28 per gallon at the end of the quarter.

Figure 2. Top ports for U.S. ethanol exports



Note: Q = quarter.
Source: USDA, Foreign Agricultural Service.

purchases were new provincial policies and a new nationwide Clean Fuel Regulation (CFR).[3] The new policies mandated increased use of fuel ethanol and required Canadian fuel ethanol blends to contain more ethanol.

At the end of 2022, exports to other major destinations such as South Korea, Netherlands, the UK, and India dropped significantly, as the pricing of Brazilian ethanol became more competitive. From fourth quarter 2022 to first quarter 2023, the combined exports to these four countries more than tripled. However, from first to second quarter 2023, exports were tempered by competitive pricing from Brazil, as well as rising inflation and weak manufacturing activity in the destination countries. As a result, exports to the four markets in the first half of 2023 still lagged 12 percent behind the same period last year.

Port of Houston Reclaims Spot as Top Port of Exit in First Half of 2023. U.S. port activity reflects the changing dynamics of top destinations for U.S. ethanol. After declining to 25 percent in fourth quarter 2022, the Port of Houston's share of ethanol exports rose to 38 percent in the first half of 2023, and the port regained its position as the top port of exit for ethanol. The port's increase was due to rising exports to India, South Korea, Peru, and Netherlands. However, despite the rise, the port's share in the first half of 2023 still lagged the port's 48 percent share in the first half of 2022.

The Port of Detroit's share, which had surpassed Houston's in fourth quarter 2022, dropped from 26 percent in fourth quarter 2022 to 19 percent in the first half of 2023. This decline was mainly because of a drop in exports to Canada (fig. 2).

3 Clean Fuel Regulation (CFR), which became law on July 6, 2022, aims to reduce the carbon intensity of liquid transportation fuels. CFR has the potential to increase the use of low carbon-intensity diesel by an additional 2.2 billion liters and the use of ethanol by an additional 700 million liters (over 184 million gallons) by 2030, according to the Canadian government.

Looking Ahead

Ethanol Production in 2023 and 2024. According to the Energy Information Administration's (EIA) ***August 2023 Short-Term Energy Outlook***, consumption of fuel ethanol blended into motor gasoline will average 930,000 barrels per day in 2023 and 2024, up from 910,000 barrels in 2022. EIA projects ethanol production will average 1 million barrels per day in 2023 (unchanged from 2022) and 1.01 million barrels per day in 2024. According to USDA's September 2023 ***World Agricultural Supply and Demand Estimates report***, from marketing year (MY) 2022/23 to MY 2023/24, corn use for ethanol is projected to increase 2 percent.

Ethanol Exports for 2023 and 2024. Because of persistently high corn and gasoline prices, the historically high per unit ethanol export price in FY[4] 2022 extended through FY 2023. Canada is expected to remain the top buyer for U.S. ethanol exports in 2023, as Quebec and Ontario drive much of the country's CFR-mandated rising fuel use.[5] India's ethanol imports are projected to be around 106 million gallons in calendar year 2023 (**down from 2022**), as greater domestic production is expected to support industrial and beverage demand.

At 1.4 billion gallons, the FY 2024 export volume is forecast to rise 11 percent from FY 2023, because of lower forecasted U.S. corn prices. The low corn prices are expected to lower ethanol prices, thus boosting U.S. ethanol's competitiveness and raising the quantity demanded for ethanol transportation. Brazil is expected to remain competitive and may potentially limit U.S. export expansion. Also, in FY 2024 (as in FY 2023), Canada is expected to remain a top buyer of U.S. ethanol exports, accounting for up to half of the overall rise in U.S. exports. Exports to Brazil may recover somewhat, but probably only slightly by historical standards.

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4 Fiscal year is defined as October 1 of previous year through September 30 of current year.

5 Effective January 1, 2023, Quebec will require 10-percent low-carbon fuel content in gasoline in 2023 and raise the content to 15 percent by 2030. Ontario's Cleaner Transportation Fuel regulation requires that fuel suppliers blend 10 percent of renewable content in gasoline from 2020 to 2024. The renewable content requirement increases to 11 percent in 2025, 13 percent in 2028, and 15 percent in 2030 and beyond.

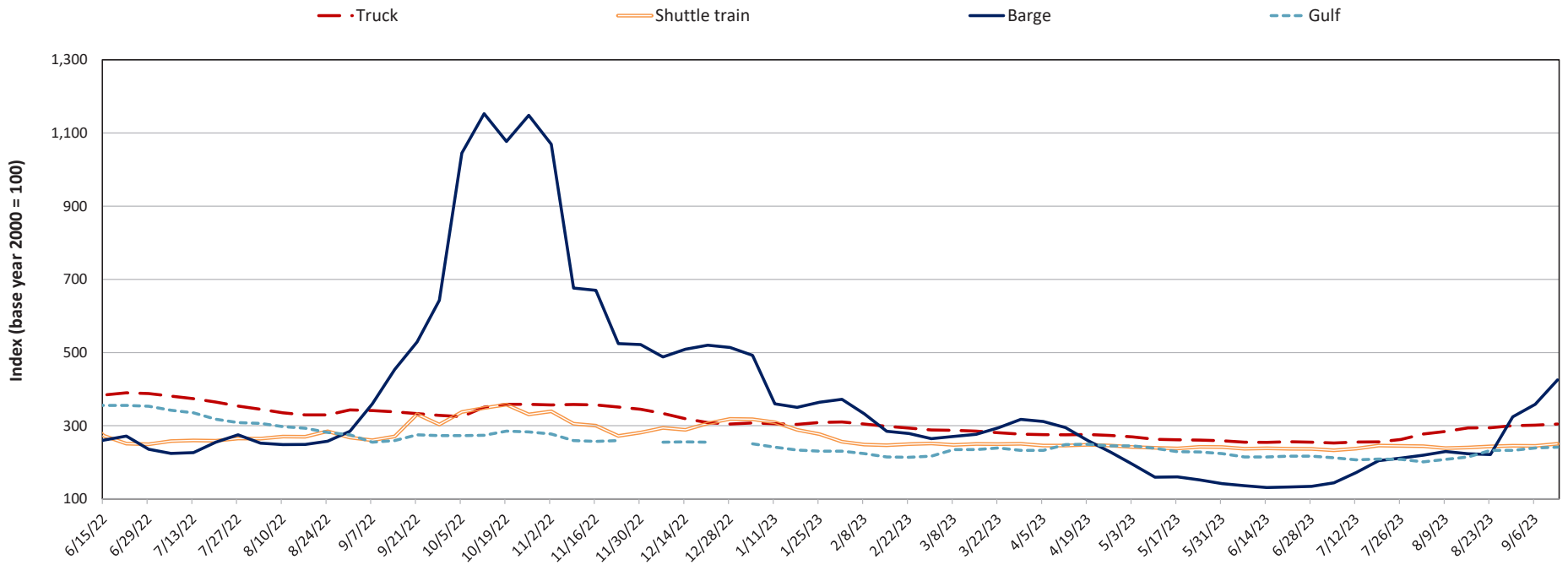
Grains are transported to the domestic and international markets via one or a combination of the following modes: truck, rail, barge and ocean-going vessel. Monitoring the cost of transportation for each mode is vital to the marketing decision making process.

Table 1. Grain transport cost indicators

For the week ending:	Truck	Rail		Barge	Ocean	
		Non-shuttle	Shuttle		Gulf	Pacific
09/13/23	305	326	250	425	242	206
09/06/23	301	326	245	358	239	202
09/14/22	338	345	271	454	259	303

Note: Indicator: Base year 2000 = 100. Weekly updates include truck = diesel ($/gallon); rail = near-month secondary rail market bid and monthly tariff rate with fuel surcharge ($/car); barge = Illinois River barge rate (index = percent of tariff rate); ocean = routes to Japan ($/metric ton); n/a = not available due to holiday.
Source: USDA, Agricultural Marketing Service.

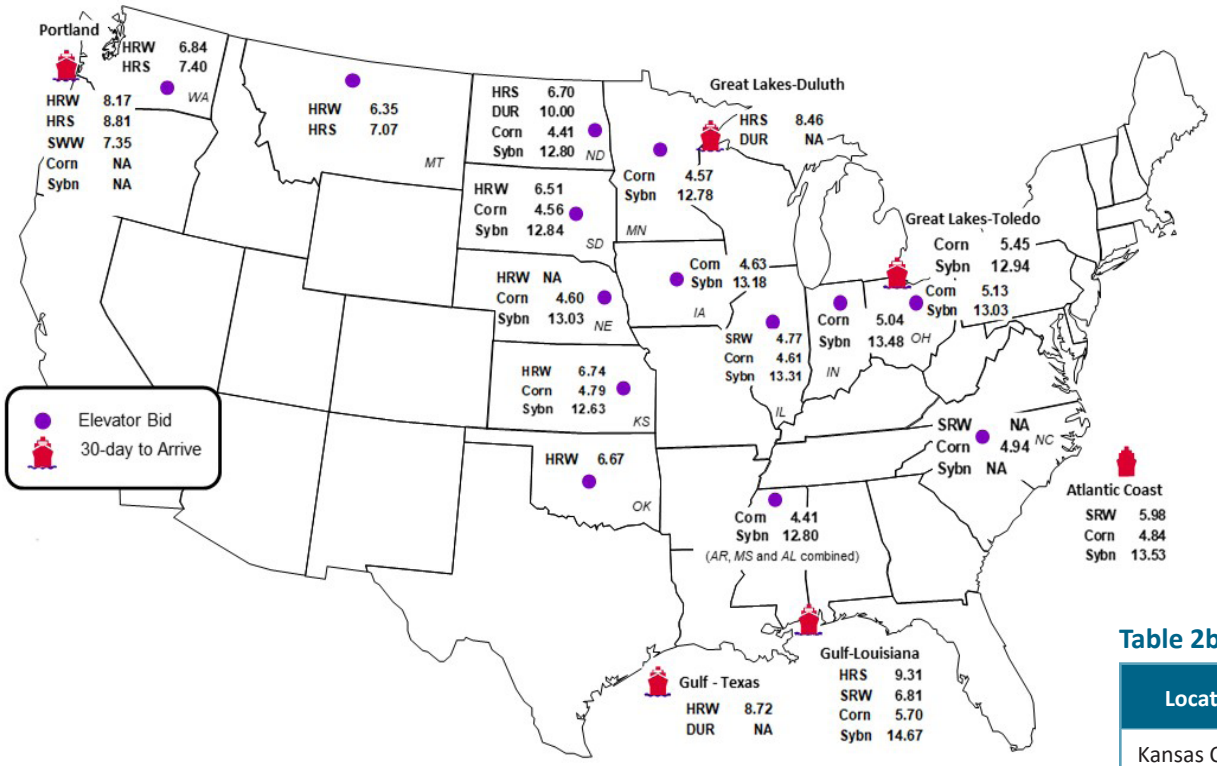
Figure 1. Grain transportation cost indicators as of week ending 09/13/23



Source: USDA, Agricultural Marketing Service.

Figure 2. Grain bid summary

The grain bid summary illustrates the market relationships for commodities. Positive and negative adjustments in differential between terminal and futures markets, and the relationship to inland market points, are indicators of changes in fundamental market supply and demand. The map may be used to monitor market and time differentials.



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

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

Commodity	Origin–destination	9/8/2023	9/1/2023
Corn	IL–Gulf	-1.09	-0.99
Corn	NE–Gulf	-1.10	-1.02
Soybean	IA–Gulf	-1.49	-0.43
HRW	KS–Gulf	-1.98	-1.76
HRS	ND–Portland	-2.11	-1.69

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

Table 2b. Futures

Location	Grain	Month	9/8/2023	Week ago 9/1/2023	Year ago 9/9/2022
Kansas City	Wheat	Dec	7.252	7.236	9.290
Minneapolis	Wheat	Dec	7.660	7.630	9.256
Chicago	Wheat	Dec	5.924	6.002	8.702
Chicago	Corn	Dec	4.856	4.814	6.832
Chicago	Soybean	Nov	13.686	13.636	14.136

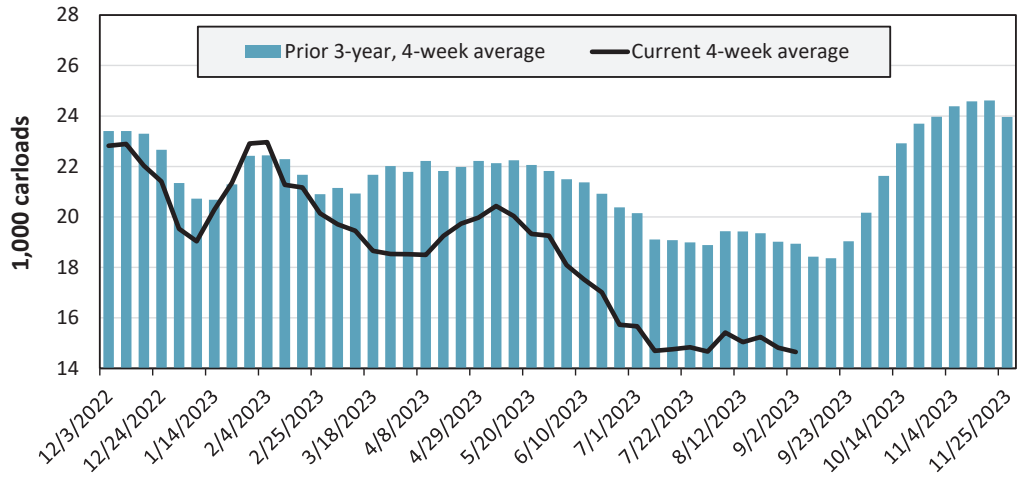
Sources: U.S. Inland: GeoGrain, USDA Weekly Bids, U.S. Export: Corn & Soybean - Export Grain Bids, AMS, USDA Wheat Bids - Weekly Wheat Report, U.S. Wheat Associates, Washington, DC.

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

For the week ending: 9/02/2023	East		West		U.S. total	Central U.S./Canada	
	CSXT	NS	BNSF	UP		CPKC	CN
This week	1,407	1,625	8,092	3,837	14,961	5,039	3,195
This week last year	1,433	1,949	10,397	5,585	19,364	8,268	2,213
2023 YTD	60,871	90,647	301,731	180,624	633,873	298,374	148,584
2022 YTD	62,427	85,385	380,467	201,317	729,596	309,028	117,179
2023 YTD as % of 2022 YTD	98	106	79	90	87	97	127
Last 4 weeks as % of 2022	74	86	79	69	76	115	119
Last 4 weeks as % of 3-yr. avg.	77	88	77	73	77	105	88
Total 2022	93,428	130,715	570,232	296,945	1,091,320	538,276	213,905

Note: The last 4-week percentages compare the last 4 weeks of this year to the closest 4 weeks last year, and to the average across the prior 3 years. The U.S. total column excludes CPKC. NS = Norfolk Southern; UP = Union Pacific; CN = Canadian National; CPKC = Canadian Pacific Kansas City; YTD = year-to-date; avg. = average; yr. = year.
Source: Association of American Railroads.

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



For the 4 weeks ending September 2, grain carloads were down 1 percent from the previous week, down 24 percent from last year, and down 23 percent from the 3-year average.

Source: Association of American Railroads.

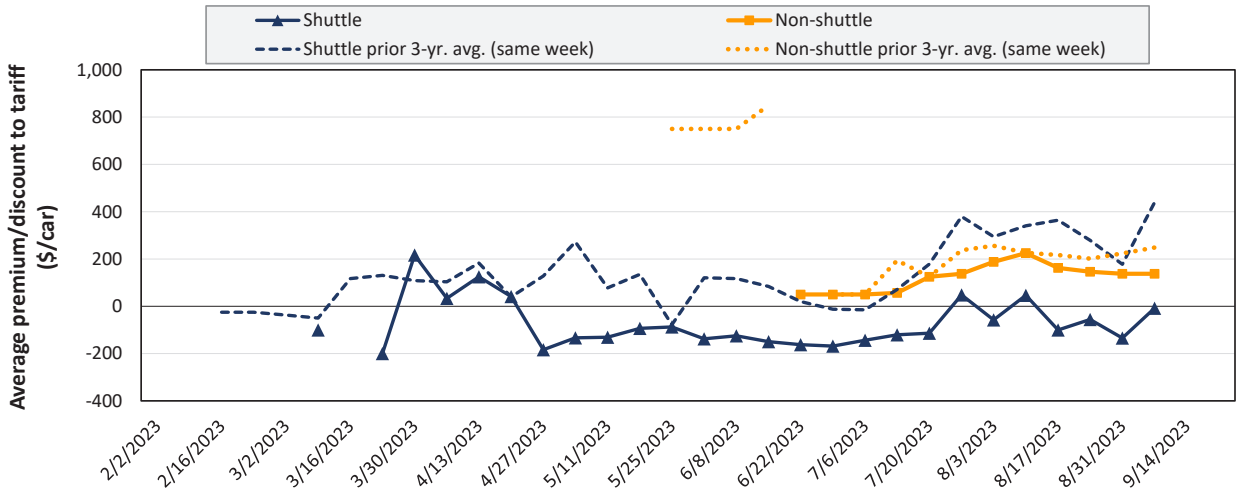
Table 4. Railcar auction offerings (dollars per car)

For the week ending: 9/7/2023		Delivery period							
		Sep-23	Sep-22	Oct-23	Oct-22	Nov-23	Nov-22	Dec-23	Dec-22
BNSF	COT grain units	no offer	0	no offer	0	no offer	no bids	no offer	0
	COT grain single-car	0	no bids	317	156	332	111	261	75
UP	GCAS/vouchers	n/a	n/a	11	n/a	10	n/a	10	n/a

Note: Auction offerings are for single-car and unit train shipments only. Bids and offers represent a premium/discount to tariff rates. n/a = not available. BNSF = BNSF Railway; COT = Certificate of Transportation; UP = Union Pacific Railroad; and GCAS = Grain Car Allocation System. Minimum bids for UP GCAS/vouchers are $10.
Source: USDA, Agricultural Marketing Service.

Primary auction market rates reflect offers and bids made between railroads and shippers for guaranteed car service. The secondary rail market information reflects trade values for service agreements traded between shippers that were originally purchased from the railroad carrier. The auction and secondary rail values are indicators of rail service quality and demand/supply. Bids and offers listed in the primary and secondary auctions are market indicators only and are not guaranteed prices.

Figure 4: Secondary market bids/offers for railcars to be delivered in September 2023



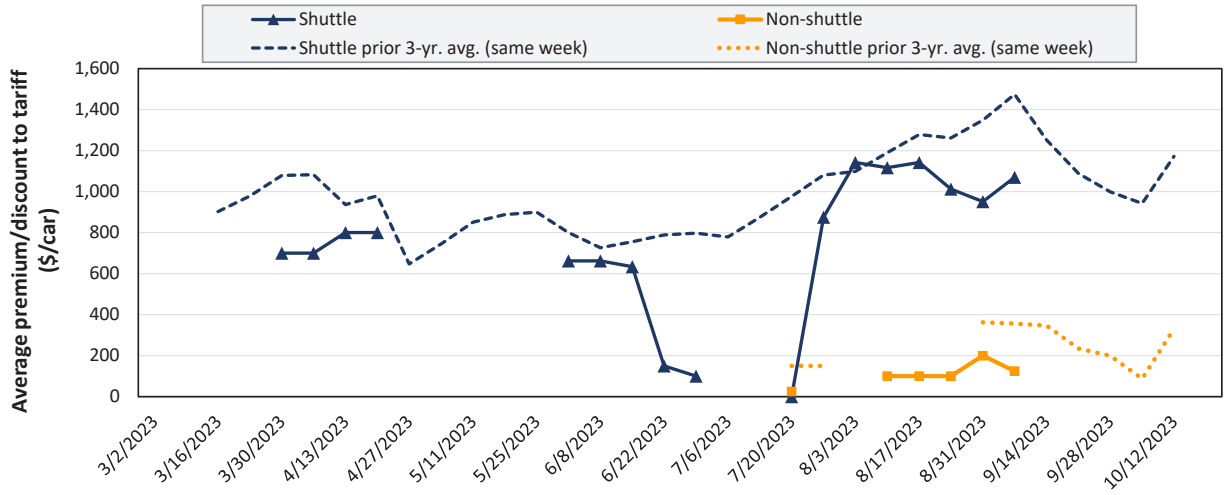
Average non-shuttle bids/offers are unchanged this week, and are $88 below the peak.

Average shuttle bids/offers rose $126 this week and are $225 below the peak.

9/7/2023	BNSF	UP
Non-Shuttle	$125	$150
Shuttle	$350	-$367

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

Figure 5: Secondary market bids/offers for railcars to be delivered in October 2023



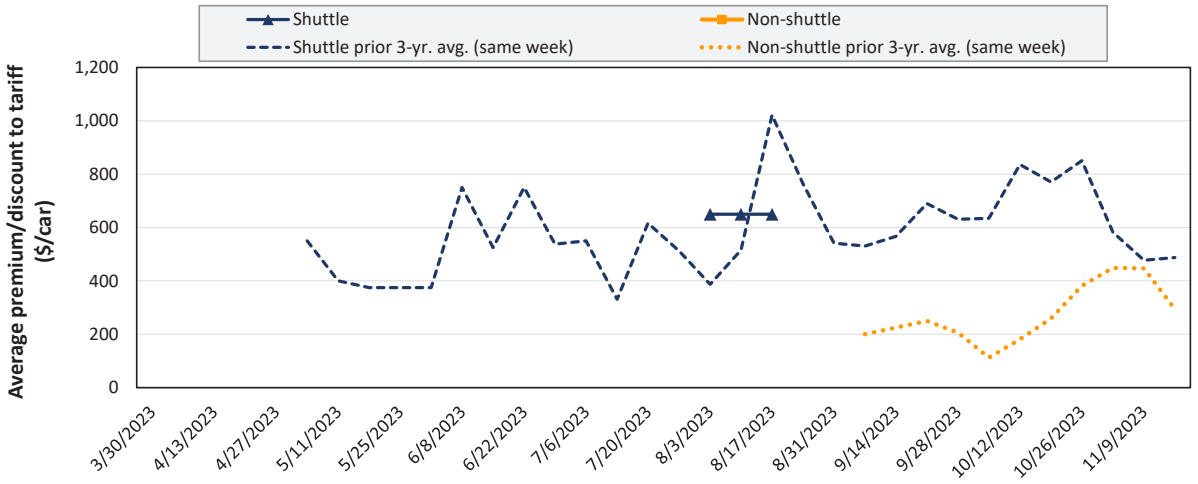
Average non-shuttle bids/offers fell $75 this week, and are $75 below the peak.

Average shuttle bids/offers rose $119 this week and are $72 below the peak.

9/7/2023	BNSF	UP
Non-Shuttle	n/a	$125
Shuttle	$1,178	$963

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

Figure 6: Secondary market bids/offers for railcars to be delivered in November 2023



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

There were no shuttle bids/offers this week.

9/7/2023	BNSF	UP
Non-Shuttle	n/a	n/a
Shuttle	n/a	n/a

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

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

For the week ending: 9/7/2023		Delivery period					
		Sep-23	Oct-23	Nov-23	Dec-23	Jan-24	Feb-24
Non-shuttle	BNSF-GF	125	n/a	n/a	n/a	n/a	n/a
	Change from last week	0	n/a	n/a	n/a	n/a	n/a
	Change from same week 2022	-100	n/a	n/a	n/a	n/a	n/a
	UP-Pool	150	125	n/a	n/a	n/a	n/a
	Change from last week	0	-75	n/a	n/a	n/a	n/a
	Change from same week 2022	-175	-200	n/a	n/a	n/a	n/a
Shuttle	BNSF-GF	350	1,178	n/a	n/a	n/a	n/a
	Change from last week	394	100	n/a	n/a	n/a	n/a
	Change from same week 2022	200	-635	n/a	n/a	n/a	n/a
	UP-Pool	-367	963	n/a	n/a	n/a	n/a
	Change from last week	-142	138	n/a	n/a	n/a	n/a
	Change from same week 2022	-550	-1,475	n/a	n/a	n/a	n/a
	CP-GF	0	500	n/a	n/a	n/a	n/a
	Change from last week	0	-300	n/a	n/a	n/a	n/a
	Change from same week 2022	-100	-700	n/a	n/a	n/a	n/a

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

The tariff rail rate is the base price of freight rail service. Together with fuel surcharges and any auction and secondary rail values, the tariff rail rate constitutes the full cost of shipping by rail. Typically, auction and secondary rail values are a small fraction of the full cost of shipping by rail relative to the tariff rate. However, during times of high rail demand or short supply, high auction and secondary rail values can exceed the cost of the tariff rate plus fuel surcharge.

Table 6. Tariff rail rates for unit train shipments

September 2023	Origin region	Destination region	Tariff rate/car	Fuel surcharge per car	Tariff plus surcharge per metric ton	Tariff plus surcharge per bushel	Percent Change Y/Y
Wheat	Wichita, KS	St. Louis, MO	$4,095	$182	$42.47	$1.16	1
	Grand Forks, ND	Duluth-Superior, MN	$4,008	$48	$40.27	$1.10	1
	Wichita, KS	Los Angeles, CA	$7,340	$245	$75.32	$2.05	-9
	Wichita, KS	New Orleans, LA	$4,825	$320	$51.10	$1.39	-1
	Sioux Falls, SD	Galveston-Houston, TX	$7,111	$201	$72.61	$1.98	-8
	Colby, KS	Galveston-Houston, TX	$5,075	$351	$53.88	$1.47	-2
	Amarillo, TX	Los Angeles, CA	$5,121	$489	$55.71	$1.52	-7
Corn	Champaign-Urbana, IL	New Orleans, LA	$4,000	$362	$43.32	$1.10	-7
	Toledo, OH	Raleigh, NC	$8,551	$413	$89.01	$2.26	1
	Des Moines, IA	Davenport, IA	$2,655	$77	$27.13	$0.69	3
	Indianapolis, IN	Atlanta, GA	$6,593	$310	$68.55	$1.74	2
	Indianapolis, IN	Knoxville, TN	$5,564	$201	$57.25	$1.45	3
	Des Moines, IA	Little Rock, AR	$4,250	$225	$44.44	$1.13	1
	Des Moines, IA	Los Angeles, CA	$6,130	$656	$67.39	$1.71	-5
Soybeans	Minneapolis, MN	New Orleans, LA	$3,156	$538	$36.68	$1.00	-33
	Toledo, OH	Huntsville, AL	$7,037	$294	$72.80	$1.98	1
	Indianapolis, IN	Raleigh, NC	$7,843	$419	$82.04	$2.23	1
	Indianapolis, IN	Huntsville, AL	$5,689	$199	$58.47	$1.59	3
	Champaign-Urbana, IL	New Orleans, LA	$5,040	$362	$53.65	$1.46	-3

Note: A unit train refers to shipments of at least 25 cars. Shuttle train rates are generally available for qualified shipments of 75-120 cars that meet railroad efficiency requirements. The table assumes 111 short tons (100.7 metric tons) per car, 56 pounds per bushel of corn, and 60 pounds per bushel of wheat and soybeans. Percentage change year to year (Y/Y) is calculated using the tariff rate plus fuel surcharge

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

Table 7. Tariff rail rates for shuttle train shipments

September 2023	Origin region	Destination region	Tariff rate/car	Fuel surcharge per car	Tariff plus surcharge per metric ton	Tariff plus surcharge per bushel	Percent Change Y/Y
Wheat	Great Falls, MT	Portland, OR	$4,543	$141	$46.51	$1.27	-4
	Wichita, KS	Galveston-Houston, TX	$4,611	$110	$46.88	$1.28	-5
	Chicago, IL	Albany, NY	$7,090	$390	$74.28	$2.02	1
	Grand Forks, ND	Portland, OR	$6,201	$243	$63.99	$1.74	-7
	Grand Forks, ND	Galveston-Houston, TX	$5,549	$253	$57.62	$1.57	-8
	Colby, KS	Portland, OR	$5,923	$576	$64.53	$1.76	-7
Corn	Minneapolis, MN	Portland, OR	$5,660	$296	$59.15	$1.50	-7
	Sioux Falls, SD	Tacoma, WA	$5,620	$271	$58.50	$1.49	-6
	Champaign-Urbana, IL	New Orleans, LA	$4,170	$362	$45.01	$1.14	-2
	Lincoln, NE	Galveston-Houston, TX	$4,360	$158	$44.87	$1.14	-2
	Des Moines, IA	Amarillo, TX	$4,670	$283	$49.19	$1.25	-0
	Minneapolis, MN	Tacoma, WA	$5,660	$294	$59.12	$1.50	-7
	Council Bluffs, IA	Stockton, CA	$5,580	$304	$58.43	$1.48	-8
Soybeans	Sioux Falls, SD	Tacoma, WA	$6,535	$271	$67.59	$1.84	-7
	Minneapolis, MN	Portland, OR	$6,585	$296	$68.33	$1.86	-7
	Fargo, ND	Tacoma, WA	$6,435	$241	$66.30	$1.80	-6
	Council Bluffs, IA	New Orleans, LA	$5,270	$418	$56.48	$1.54	-3
	Toledo, OH	Huntsville, AL	$5,277	$294	$55.33	$1.51	1
	Grand Island, NE	Portland, OR	$5,905	$589	$64.49	$1.76	-5

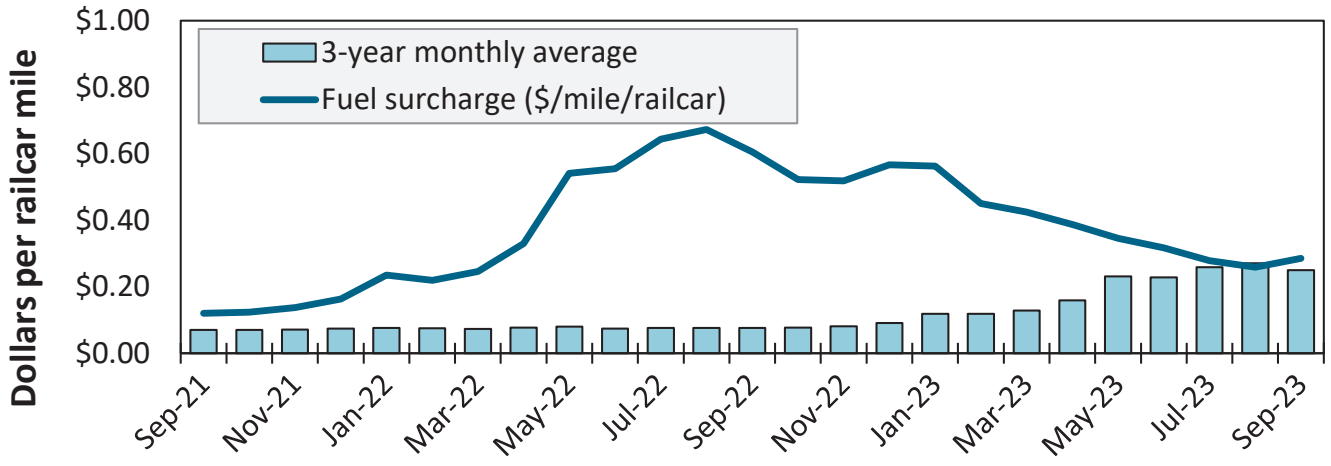
Note: A unit train refers to shipments of at least 25 cars. Shuttle train rates are generally available for qualified shipments of 75-120 cars that meet railroad efficiency requirements. The table assumes 111 short tons (100.7 metric tons) per car, 56 pounds per bushel of corn, and 60 pounds per bushel of wheat and soybeans. Percentage change year to year (Y/Y) is calculated using the tariff rate plus fuel surcharge.
Source: BNSF Railway, Canadian National Railway, CSX Transportation, and Union Pacific Railroad.

Table 8. Tariff rail rates for U.S. bulk grain shipments to Mexico

December 2021	Origin state	Destination region	Tariff rate per car	Fuel surcharge per car	Tariff rate plus fuel surcharge per:		Percent change Y/Y
					metric ton	bushel	
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

Note: Rates are based on published tariff rates for high-capacity shuttle trains. Shuttle trains are available for qualified shipments of 75-110 cars that meet railroad efficiency requirements. The table assumes 97.87 metric tons per car, 56 pounds per bushel for corn and sorghum, and 60 pounds per bushel for wheat and soybeans. Percentage change year over year (Y/Y) is calculated using the tariff rate plus fuel surcharge. **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.**
Source: BNSF Railway, Union Pacific Railroad, Kansas City Southern.

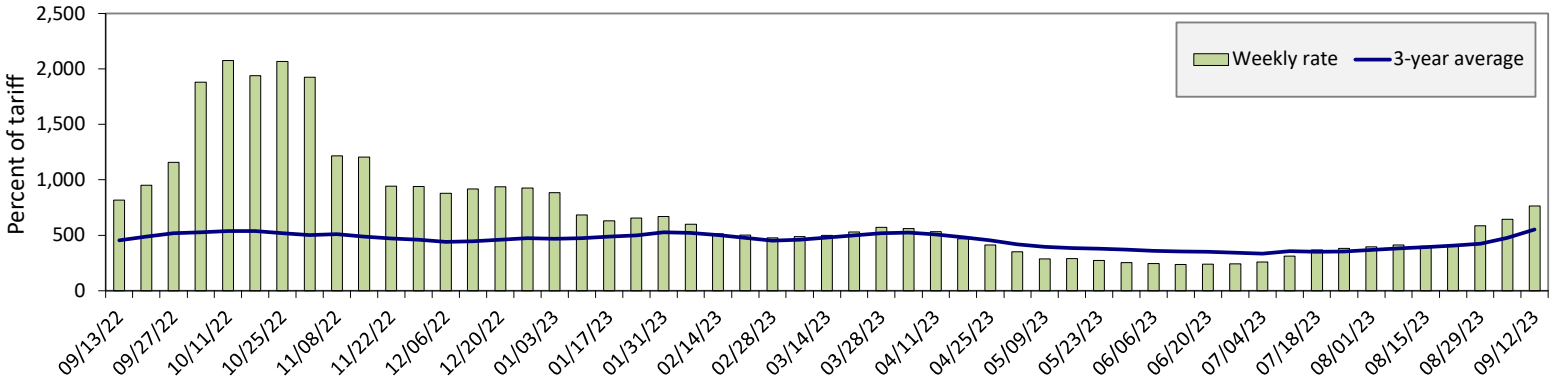
Figure 7. Railroad fuel surcharges, North American weighted average



September 2023: $0.29/mile, up 3 cents from last month's surcharge of $0.26/mile; down 32 cents from the September 2022 surcharge of $0.61/mile; and up 4 cents from the September prior 3-year average of $0.25/mile.

Note: Weighted by each Class I railroad's proportion of grain traffic for the prior year.
Source: BNSF Railway, Canadian National Railway, CSX Transportation, Canadian Pacific Railway, Union Pacific Railroad, Kansas City Southern Railway, Norfolk Southern Corporation.

Figure 8. Illinois River barge freight rate



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

For the week ending September 12: 19 percent higher than the previous week; and 6 percent lower than last year; and 39 percent higher than the 3-year average.

Table 9. Weekly barge freight rates: southbound only

Measure	Date	Twin Cities	Mid-Mississippi	Lower Illinois River	St. Louis	Cincinnati	Lower Ohio	Cairo-Memphis
Rate	9/12/2023	818	744	765	721	744	744	819
	9/5/2023	673	641	645	638	641	641	695
$/ton	9/12/2023	50.63	39.58	35.50	28.77	34.89	30.06	25.72
	9/5/2023	41.66	34.10	29.93	25.46	30.06	25.90	21.82
Measure	**Time Period**	**Twin Cities**	**Mid-Mississippi**	**Lower Illinois River**	**St. Louis**	**Cincinnati**	**Lower Ohio**	**Cairo-Memphis**
Current week % change from the same week	Last year	-3	-13	-6	4	-6	-6	25
	3-year avg.	49	47	-	75	57	57	94
Rate	October	922	873	865	821	852	852	881
	December	-	-	530	465	513	513	424

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

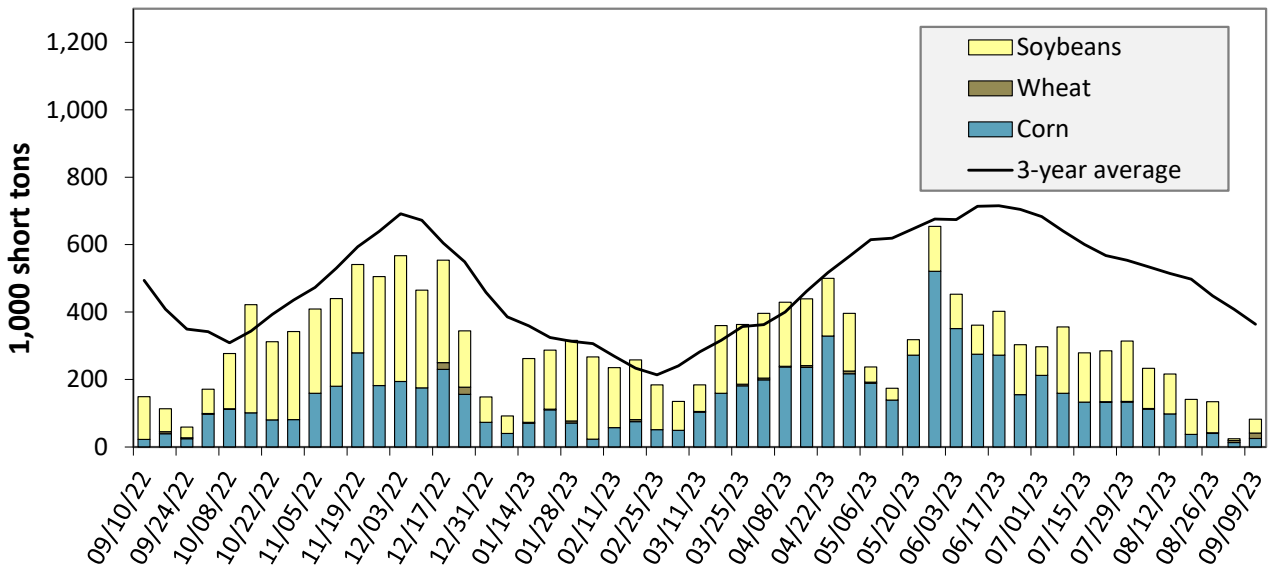
Figure 9. Benchmark tariff rates

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.

Source: USDA, Agricultural Marketing Service.

Figure 10. Barge movements on the Mississippi River (Locks 27-Granite City, IL)



For the week ending September 9: 45 percent lower than last year and 78 percent lower than the 3-year average.

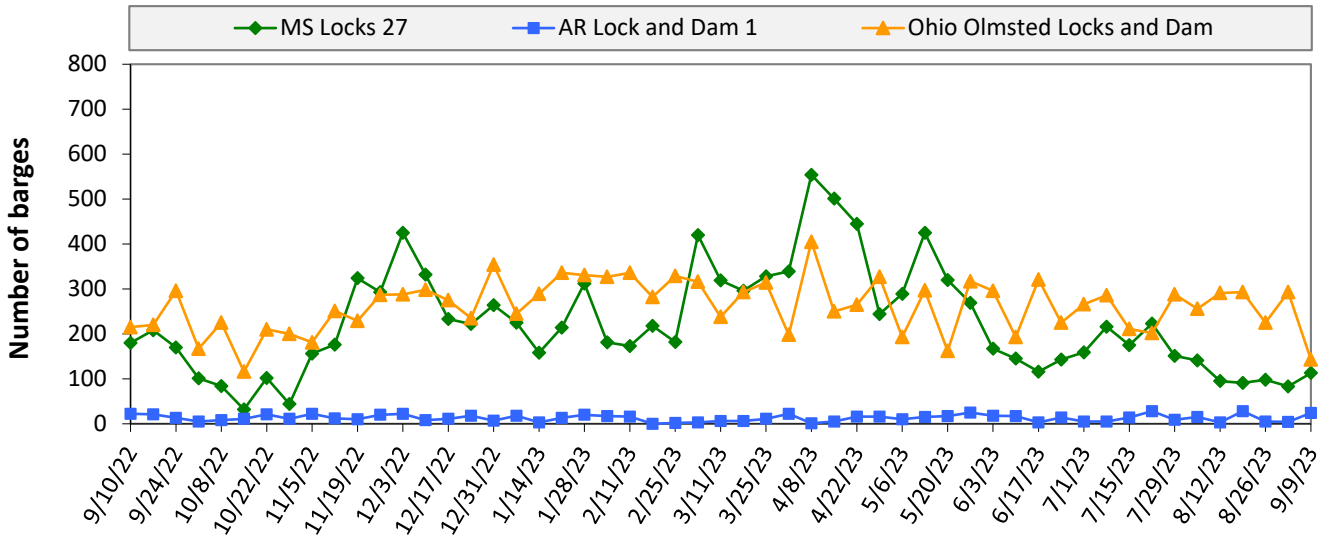
Note: The 3-year average is a 4-week moving average. The U.S. Army Corps of Engineers has recently migrated its lock and vessel database and has noted the latest data may be revised in coming weeks.
Source: U.S. Army Corps of Engineers.

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

For the week ending 09/09/2023	Corn	Wheat	Soybeans	Other	Total
Mississippi River (Rock Island, IL (L15))	12	0	14	0	27
Mississippi River (Winfield, MO (L25))	13	16	46	0	74
Mississippi River (Alton, IL (L26))	21	16	33	0	70
Mississippi River (Granite City, IL (L27))	25	16	41	0	82
Illinois River (La Grange)	8	0	8	0	16
Ohio River (Olmsted)	13	32	25	0	70
Arkansas River (L1)	1	8	12	0	22
Weekly total - 2023	39	56	78	0	173
Weekly total - 2022	44	38	164	4	250
2023 YTD	8,824	1,088	7,246	200	17,358
2022 YTD	13,109	1,431	8,683	185	23,409
2023 as % of 2022 YTD	67	76	83	108	74
Last 4 weeks as % of 2022	46	108	51	170	57
Total 2022	16,437	1,594	14,464	232	32,727

Note: “Other” refers to oats, barely, sorghum, and rye. Total may not add up due to rounding. YTD = year to date. Weekly total, YTD, and calendar year total include Mississippi River lock 27, Ohio River Olmsted lock, and Arkansas Lock 1. “L” (as in "L15") refers to a lock, locks, or lock and dam facility. The U.S. Army Corps of Engineers has recently migrated its lock and vessel database and has noted the latest data may be revised in coming weeks.
Source: U.S. Army Corps of Engineers.

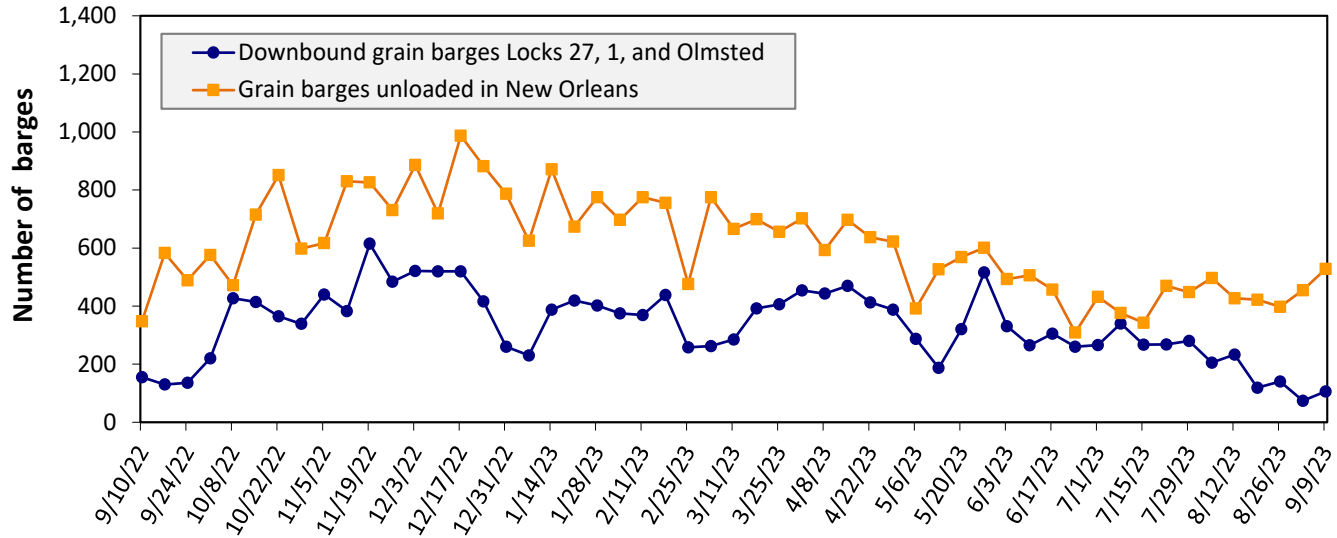
Figure 11. Upbound empty barges transiting Mississippi River Locks 27, Arkansas River Lock and Dam 1, and Ohio River Olmsted Locks and Dam



For the week ending September 9: 280 barges transited the locks, 100 barges fewer than the previous week, and 25 percent lower than the 3-year average.

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

Figure 12. Grain barges for export in New Orleans region



For the week ending September 9: 106 barges moved down river, 32 more than the previous week; 528 grain barges unloaded in the New Orleans Region, 16 percent more than the previous week.

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

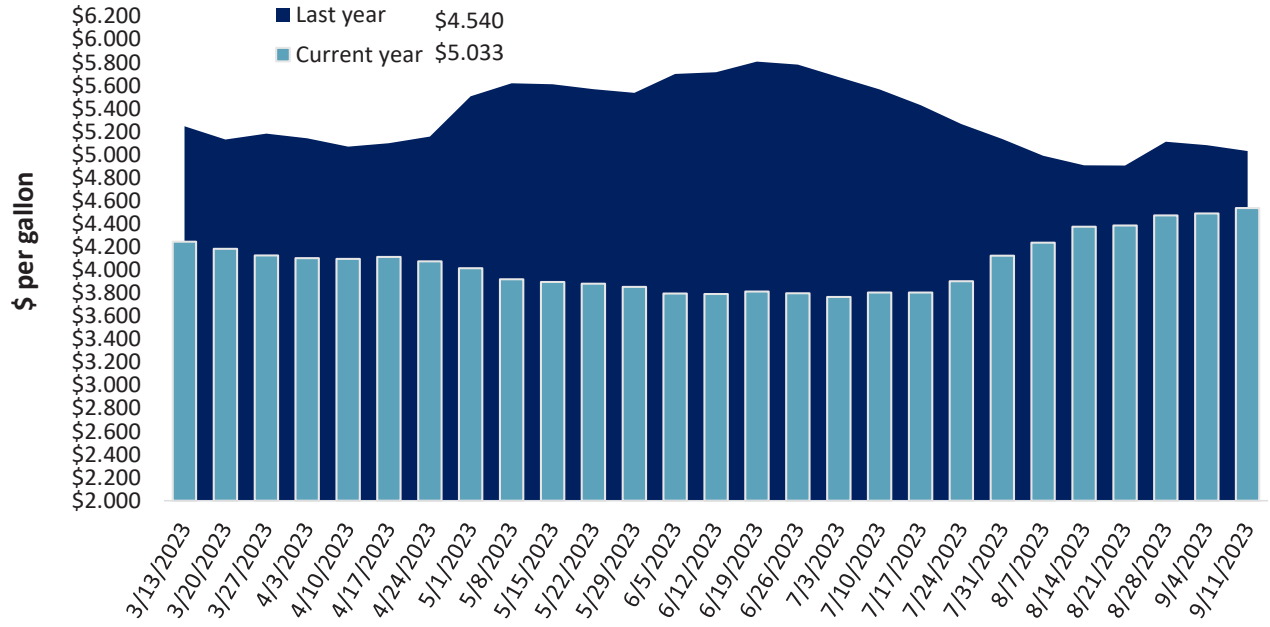
The weekly diesel price provides a proxy for trends in U.S. truck rates as diesel fuel is a significant expense for truck grain movements.

Table 11. Retail on-highway diesel prices, week ending 9/11/2023 (U.S. $/gallon)

Region	Location	Price	Change from	
			Week ago	Year ago
I	East Coast	4.479	0.005	-0.470
	New England	4.478	0.011	-0.609
	Central Atlantic	4.651	0.026	-0.483
	Lower Atlantic	4.417	-0.002	-0.448
II	Midwest	4.427	0.044	-0.658
III	Gulf Coast	4.212	0.041	-0.548
IV	Rocky Mountain	4.810	0.083	-0.151
V	West Coast	5.535	0.145	-0.123
	West Coast less California	5.153	0.125	-0.064
	California	5.970	0.169	-0.194
Total	United States	4.540	0.048	-0.493

Note: Diesel fuel prices include all taxes. Prices represent an average of all types of diesel fuel. On June 13, 2022, the Energy Information Administration implemented a new methodology to estimate weekly on-highway diesel fuel prices.
Source: U.S. Department of Energy, Energy Information Administration.

Figure 13. Weekly diesel fuel prices, U.S. average



For the week ending September 11, the U.S. average diesel fuel price increased 4.8 cents from the previous week to $4.54 per gallon, 49.3 cents below the same week last year.

Note: On June 13, 2022, the Energy Information Administration implemented a new methodology to estimate weekly on-highway diesel fuel prices.
Source: U.S. Department of Energy, Energy Information Administration.

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

Grain Exports		Wheat						Corn	Soybeans	Total
		Hard red winter (HRW)	Soft red winter (SRW)	Hard red spring (HRS)	Soft white wheat (SWW)	Durum	All wheat			
Current unshipped (outstanding) export sales	For the week ending 8/31/2023	615	744	1,442	718	176	3,695	10,407	15,941	30,043
	This week year ago	1,347	748	1,395	1,269	94	4,854	11,681	24,391	40,926
	Last 4 wks. as % of same period 2021/22	49	95	105	55	129	75	36	22	32
Current shipped (cumulative) exports sales	2022/23 YTD	814	1,138	1,364	839	24	4,180	0	0	4,180
	2021/22 YTD	1,549	1,134	1,430	1,004	34	5,152	37	47	5,235
	YTD 2022/23 as % of 2021/22	53	100	95	84	71	81	0	0	80
	Total 2022/23	4,872	2,695	5,382	4,414	395	17,759	39,469	52,208	109,435
	Total 2021/22	7,172	2,786	5,254	3,261	196	18,669	59,764	57,189	135,622

Note: The marketing year for wheat is Jun. 1 to May 31 and, for corn and soybeans, Sep. 1 to Aug. 31. YTD = year-to-date; wks. = weeks.
Source: USDA, Foreign Agricultural Service.

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

For the week ending 8/31/2023	Total commitments (1,000 mt)			% change current MY from last MY	Exports 3-year average 2020-22 (1,000 mt)
	YTD MY 2023/24	YTD MY 2022/23	YTD MY 2021/22		
Mexico	5,850	15,423	17,129	-10	15,445
China	391	7,585	14,592	-48	14,427
Japan	1,125	6,907	10,247	-33	9,283
Columbia	377	2,472	4,403	-44	3,592
Korea	7	821	1,479	-44	1,938
Top 5 importers	**7,750**	**33,209**	**47,849**	**-31**	**44,685**
Total U.S. corn export sales	**10,407**	**40,583**	**60,802**	**-33**	**55,397**
% of YTD current month's export projection	20%	96%	97%		
Change from prior week	2,063	-15	-132		
Top 5 importers' share of U.S. corn export sales	**74%**	**82%**	**79%**		**81%**
USDA forecast September 2023	**52,163**	**42,366**	**62,901**	**-33**	
Corn use for ethanol USDA forecast, September 2023	**134,620**	**131,953**	**135,128**	**-2**	

Note: The top 5 importers are based on USDA, Foreign Agricultural Service (FAS) marketing year ranking reports for marketing year (MY) 2022/23 (Sep. 1 – Aug. 31). "Total commitments" = cumulative exports (shipped) + outstanding sales (unshipped), from FAS weekly export sales report, or export sales query. Total commitments' change (net sales) from prior week could include revisions from previous week's outstanding sales or accumulated sales. In rightmost column, "Exports" = carryover plus accumulated exports (as defined in FAS marketing year ranking reports).
mt = metric ton; yr. = year; avg. = average; YTD = year to date.
Source: USDA, Foreign Agricultural Service.

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

For the week ending 8/31/2023	Total commitments (1,000 mt)			% change current MY from last MY	Exports 3-year average 2020-22 (1,000 mt)
	YTD MY 2023/24	YTD MY 2022/23	YTD MY 2021/22		
China	6373	31,519	30,815	2	32,321
Mexico	1628	4,634	5,476	-15	4,912
Egypt	64	1,150	4,082	-72	2,670
Japan	472	2,390	2,657	-10	2,259
Indonesia	244	1,875	1,875	0	1,973
Top 5 importers	**8,781**	**41,567**	**44,906**	**-7**	**44,133**
Total U.S. soybean export sales	**15,941**	**53,430**	**59,669**	**-10**	**56,656**
% of YTD current month's export projection	33%	99%	102%		
Change from prior week	**3,006**	**156**	**-113**		
Top 5 importers' share of U.S. soybean export sales	**55%**	**78%**	**75%**		**78%**
USDA forecast, September 2023	**48,774**	**54,223**	**58,638**	**-8**	

Note: The top 5 importers are based on USDA, Foreign Agricultural Service (FAS) marketing year ranking reports for marketing year (MY) 2022/23 (Sep. 1 – Aug. 31). "Total commitments" = cumulative exports (shipped) + outstanding sales (unshipped), from FAS weekly export sales report, or export sales query. Total commitments' change (net sales) from prior week could include revisions from previous week's outstanding sales or accumulated sales. In rightmost column, "Exports" = carryover plus accumulated export (as defined in FAS marketing year ranking reports). mt = metric ton; yr. = year; avg. = average; YTD = year to date.
Source: USDA, Foreign Agricultural Service.

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

For the week ending 8/31/2023	Total commitments (1,000 mt)		% change current MY from last MY	Exports 3-year average 2020-22 (1,000 mt)
	YTD MY 2023/24	YTD MY 2022/23		
Mexico	1,439	1,795	-20	3,397
Philippines	1,150	1,338	-14	2,615
Japan	884	1,002	-12	2,281
China	272	410	-34	1,740
Korea	520	607	-14	1,426
Nigeria	104	441	-76	1,276
Taiwan	561	305	84	944
Thailand	158	239	-34	643
Columbia	154	321	-52	537
Indonesia	220	81	172	469
Top 10 importers	**5,464**	**6,539**	**-16**	**15,327**
Total U.S. wheat export sales	**7,875**	**10,005**	**-21**	**20,411**
% of YTD current month's export projection	41%	48%		
Change from prior week	370	193		
Top 10 importers' share of U.S. wheat export sales	**69%**	**65%**		**75%**
USDA forecast, September 2023	**19,074**	**20,681**	**-8**	

Note: The top 5 importers are based on USDA, Foreign Agricultural Service (FAS) marketing year ranking reports for marketing year (MY) 2022/23 (Sep. 1 – Aug. 31). "Total commitments" = cumulative exports (shipped) + outstanding sales (unshipped), from FAS weekly export sales report, or export sales query. Total commitments' change (net sales) from prior week could include revisions from previous week's outstanding sales or accumulated sales. In rightmost column, "Exports" = carryover plus accumulated export (as defined in FAS marketing year ranking reports). mt = metric ton; yr. = year; avg. = average; YTD = year to date.
Source: USDA, Foreign Agricultural Service.

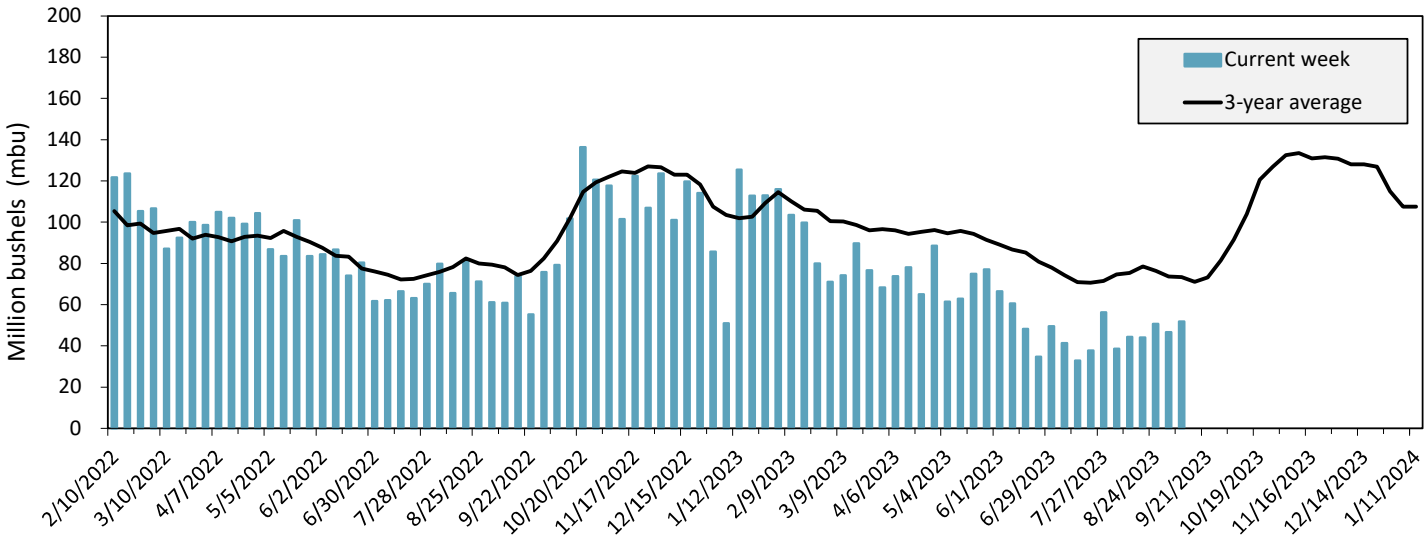
Table 16. Grain inspections for export by U.S. port region (1,000 metric tons)

Port regions	Commodity	For the week ending 09/07/2023	Previous week*	Current week as % of previous	2023 YTD*	2022 YTD*	2023 YTD as % of 2022 YTD	Last 4-weeks as % of:		2022 total*
								Last year	Prior 3-yr. avg.	
Pacific Northwest	Wheat	249	223	112	7,119	6,888	103	64	64	9,836
	Corn	0	0	n/a	3,923	8,953	44	0	0	9,615
	Soybeans	0	0	n/a	3,533	5,212	68	0	0	14,178
	Total	**249**	**223**	**112**	**14,575**	**21,053**	**69**	**41**	**40**	**33,629**
Mississippi Gulf	Wheat	72	15	483	2,650	3,368	79	40	56	4,053
	Corn	425	327	130	17,052	25,487	67	99	107	30,781
	Soybeans	260	321	81	15,510	15,758	98	74	56	31,283
	Total	**757**	**663**	**114**	**35,212**	**44,613**	**79**	**79**	**76**	**66,116**
Texas Gulf	Wheat	30	19	154	1,367	2,297	60	22	18	3,421
	Corn	6	1	n/a	232	557	42	45	44	648
	Soybeans	0	1	n/a	52	2	n/a	n/a	1	685
	Total	**36**	**21**	**174**	**1,652**	**2,855**	**58**	**27**	**18**	**4,754**
Interior	Wheat	75	75	100	1,779	2,172	82	83	96	2,912
	Corn	181	147	124	6,332	6,278	101	116	108	8,961
	Soybeans	66	75	87	3,947	4,713	84	115	99	7,109
	Total	**322**	**297**	**108**	**12,058**	**13,163**	**92**	**107**	**103**	**18,982**
Great Lakes	Wheat	0	0	n/a	202	232	87	48	34	395
	Corn	0	0	n/a	23	141	16	0	0	158
	Soybeans	0	26	0	57	239	24	n/a	67	760
	Total	**0**	**26**	**0**	**282**	**612**	**46**	**71**	**36**	**1,312**
Atlantic	Wheat	2	3	74	87	125	69	93	152	169
	Corn	0	0	n/a	81	227	36	0	0	309
	Soybeans	1	4	17	1,252	1,598	78	63	82	2,867
	Total	**3**	**7**	**40**	**1,419**	**1,950**	**73**	**57**	**65**	**3,345**
U.S. total from ports*	Wheat	427	335	128	13,205	15,083	88	57	60	20,786
	Corn	613	474	129	27,642	41,642	66	87	88	50,471
	Soybeans	326	428	76	24,351	27,522	88	66	51	56,882
	Total	**1,367**	**1,237**	**110**	**65,198**	**84,247**	**77**	**70**	**65**	**128,139**

Note: Data include revisions from prior weeks; some regional totals may not add exactly because of rounding. YTD = year-to-date; n/a = not applicable or no change.
Source: USDA, Federal Grain Inspection Service.

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

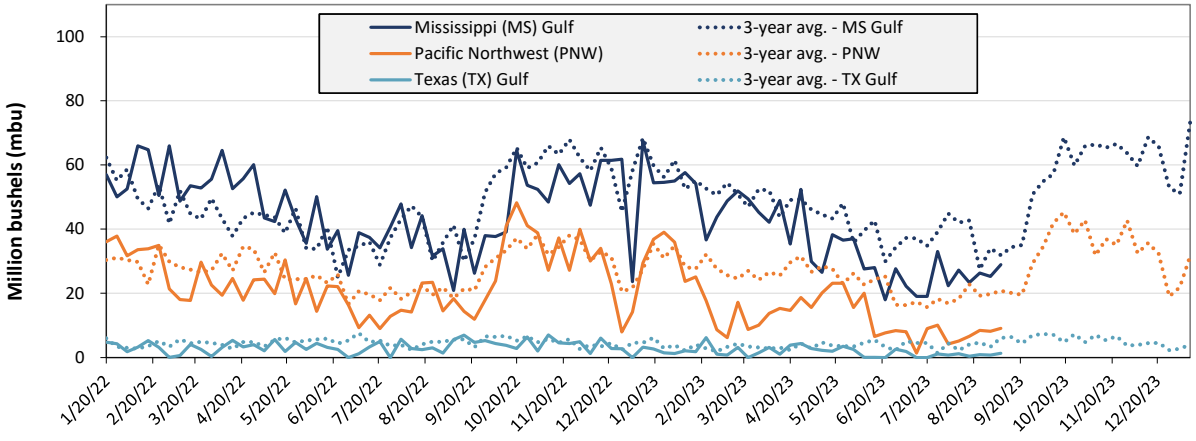
Figure 14. U.S. grain inspected for export (wheat, corn, and soybeans)



For the week ending September 07: 51.8 mbu of grain inspected, up 11 percent from the previous week, down 15 percent from the same week last year, and down 29 percent from the 3-year average.

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

Figure 15. U.S. grain inspections for U.S. Gulf and PNW (wheat, corn, and soybeans)



Week ending 09/07/23 inspections (mbu):
MS Gulf: 28.9
PNW: 9.1
TX Gulf: 1.3

Percent change from	MS Gulf	TX Gulf	U.S. Gulf	PNW
Last week	up 15	up 76	up 16	up 12
Last year (same week)	up 38	down 76	up 14	down 50
3-year average (4-week moving average)	down 15	down 71	down 21	down 56

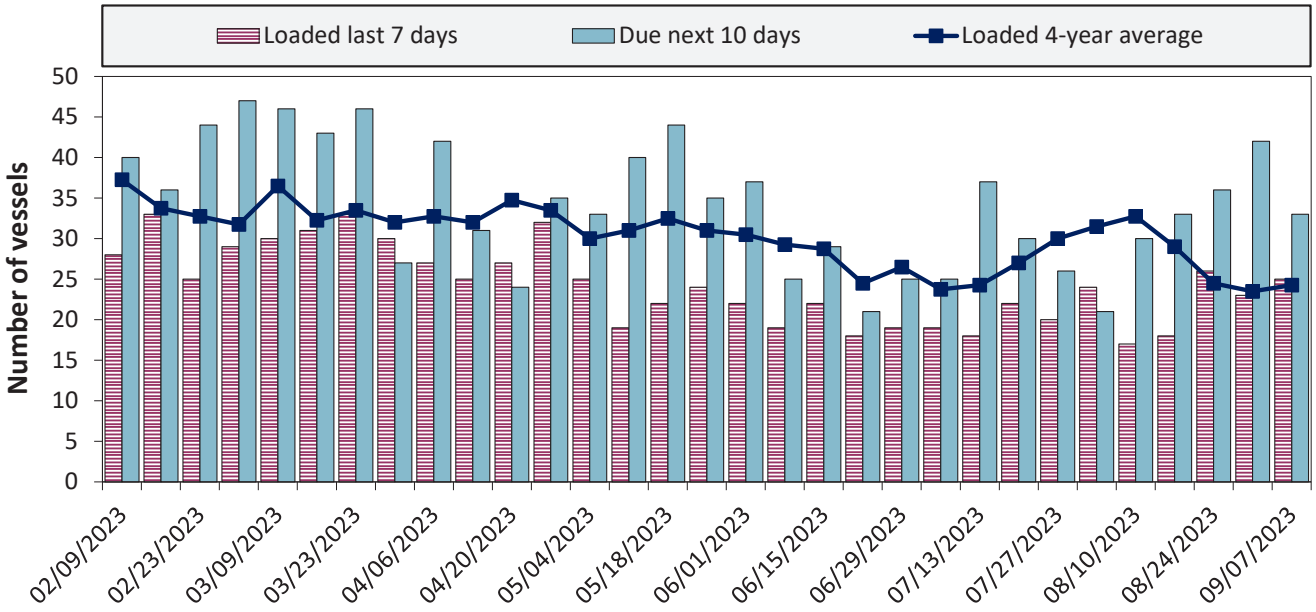
Source: USDA, Federal Grain Inspection Service.

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

Date	Gulf			Pacific Northwest
	In port	Loaded 7-days	Due next 10-days	In port
9/7/2023	22	25	33	7
8/31/2023	15	23	42	3
2022 range	(14…61)	(18…39)	(28…62)	(5…23)
2022 average	30	28	44	13

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

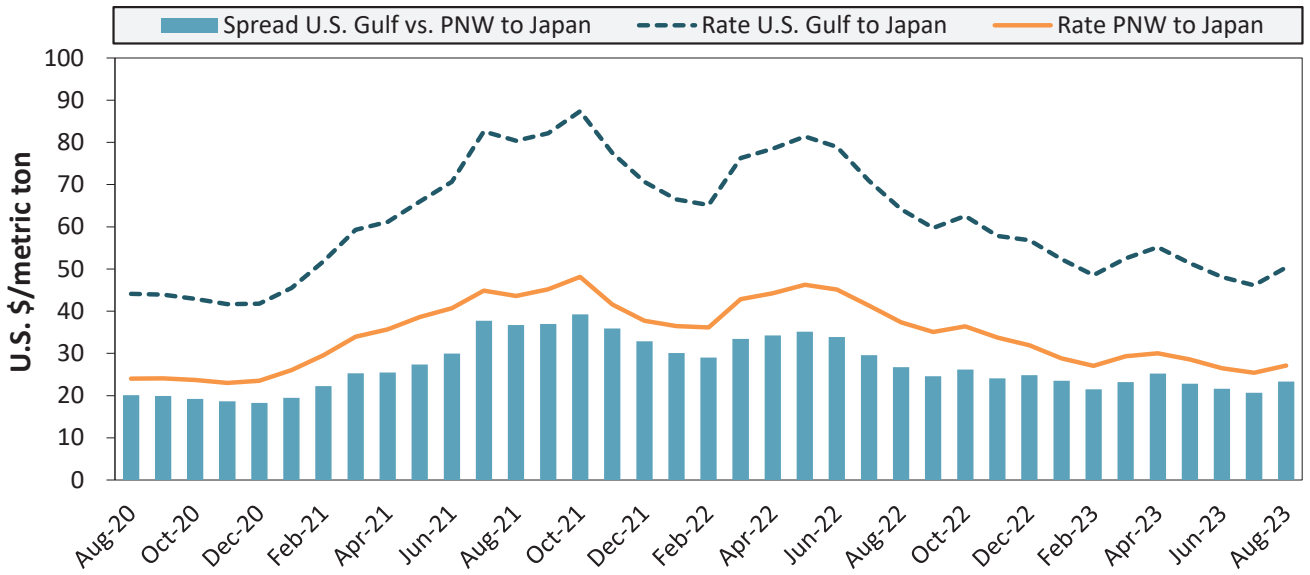
Figure 16. U.S . Gulf vessel loading activity



Week ending 09/07/23, number of vessels	Loaded	Due
Change from last year	39%	-11%
Change from 4-year average	3%	-23%

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

Figure 17. U.S. Grain vessel rates, U.S. to Japan



Ocean rates	U.S. Gulf	PNW	Spread
August 2023	$50.40	$27.10	$23.30
Change from August 2022	-21.4%	-27.5%	-12.9%
Change from 4-year average	-15.6%	-18.5%	-12.1%

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

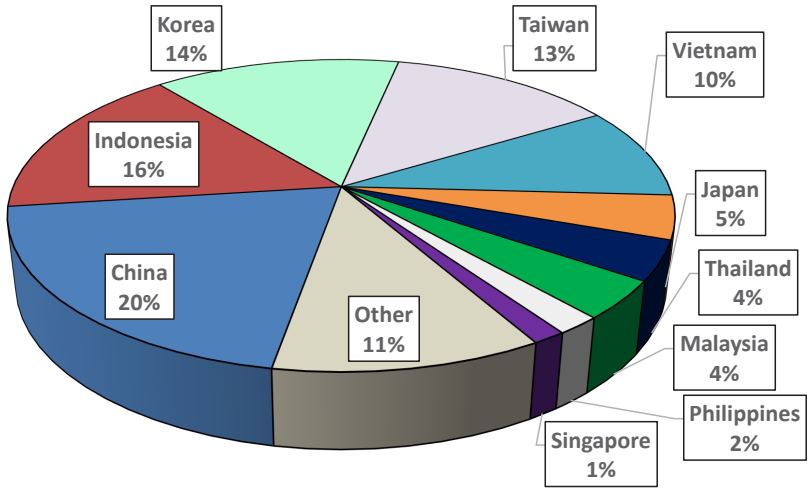
Table 18. Ocean freight rates for selected shipments, week ending 09/09/2023

Export region	Import region	Grain types	Loading date	Volume loads (metric tons)	Freight rate (US$/metric ton)
U.S. Gulf	Japan	Heavy grain	May 2, 2023	50,000	56.70
U.S. Gulf	Japan	Heavy grain	May 1, 2023	50,000	54.80
U.S. Gulf	China	Heavy grain	Oct 1/10, 2023	68,000	55.00
U.S. Gulf	Jamaica	Wheat	Jun 20/30, 2023	4,400	63.00 op 66.00
U.S. Gulf	Mexico	Soybean Meal	Oct 1/10, 2023	17,250	87.13
U.S. Gulf	Dominican Republic	Soybean Meal	Oct 1/10, 2023	17,250	87.13
U.S. Gulf	S. Korea	Heavy grain	Oct 1/20, 2023	57,000	58.30
PNW	Indonesia	Soybean Meal	Jul 21/31, 2023	35,000	106.00
PNW	N. China	Heavy grain	Apr 21/27, 2023	63,000	28.00
PNW	N. China	Heavy grain	May 1/4, 2023	66,000	29.00
Brazil	S. Korea	Heavy grain	Jun 15/Jul 15, 2023	68,000	45.15
Brazil	S. Korea	Soybean Meal	Jun 1, 2023	60,000	53.75
Brazil	China	Heavy grain	Jul 1/31, 2023	63,000	41.50
Brazil	China	Heavy grain	May 5/10. 2023	65,000	36.50

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

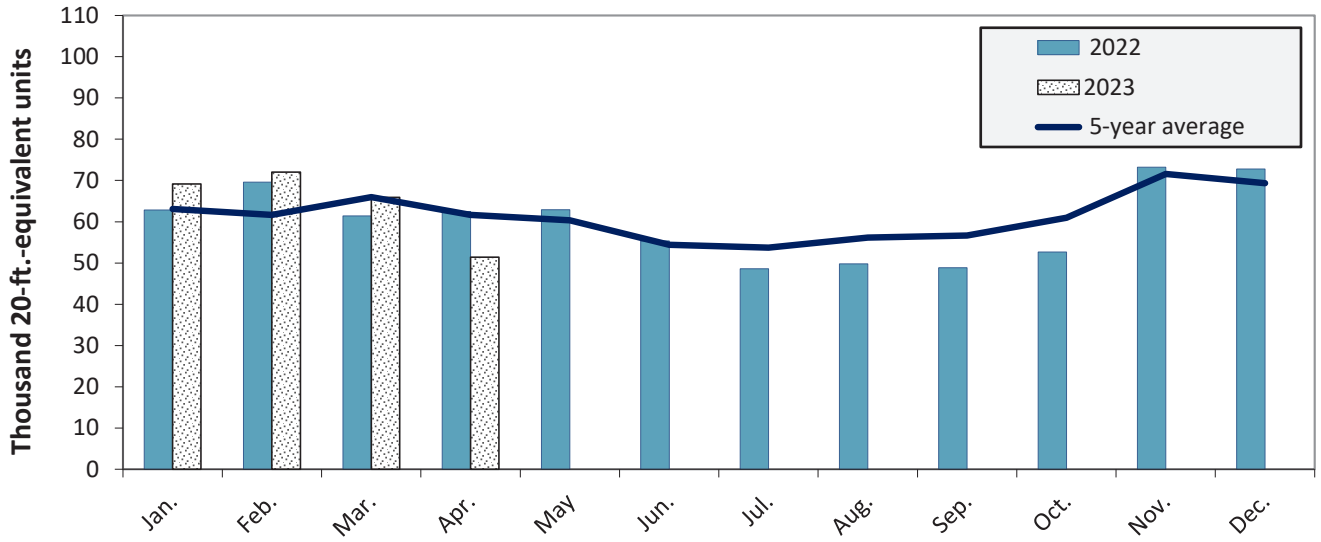
In 2020, containers were used to transport 10 percent of total U.S. waterborne grain exports. Approximately 66 percent of U.S. waterborne grain exports in 2020 went to Asia, of which 14 percent were moved in containers. Approximately 95 percent of U.S. waterborne containerized grain exports were destined for Asia.

Figure 18. Top 10 destination markets for U.S. containerized grain exports, Jan-Apr 2023



Note: The following harmonized rariff 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: Source: USDA, Agricultural Marketing Service analysis of PIERS data, S&P Global.

Figure 19. Monthly shipments of U.S. containerized grain exports



April 2023: Containerized grain shipments were down 17.6 percent from last year and down 16.6 percent from the 5-year average.

Note: ft. = foot. The following harmonized tariff codes are used to calculate containerized grains movements: 1001, 100190, 1002, 100200, 1003, 100300, 1004, 100400, 1005, 100590, 1007, 100700, 110100, 1102, 110220, 110290, 1201, 120100, 120190, 120810, 230210, 230310, 230330, 2304, and 230990.
Source: Source: USDA, Agricultural Marketing Service analysis of PIERS data, S&P Global.

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

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