United States Department of Agriculture

Grain Transportation Report

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

Contact Us

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Contents

The next release is October 27, 2022

WEEKLY HIGHLIGHTS

Barge Spot Rates Drop Sharply, Despite Ongoing River Challenges

For the week of October 18, the St. Louis barge spot rate (***GTR* table 9**) fell precipitously to $72.58 per ton from its peak of $105.85 per ton for the week of October 11. Amid uncertainty about when barge traffic will normalize, some grain shippers have delayed deliveries until later in the year, which has softened demand for barges. Nonetheless, the spot rate remains up 130 percent from last year and up 260 percent from the 3-year average. Although spot rates have fallen, water levels on the Lower Mississippi River (LMR) continue to be an issue, with the river gauge at Memphis dropping to a record low of −10.76 feet on October 18. On the Ohio River (which feeds a significant portion of the LMR's water), low water levels have delayed barge traffic because of groundings and closures for dredging work. Periodic closures for dredging, as well as tow and draft restrictions, are expected to persist at least through October based on forecast precipitation.

FMC Seeks Comments on Proposed Demurrage and Detention Rule

On October 14, the Federal Maritime Commission (FMC) requested comments on a notice of proposed rulemaking (NPRM) regarding the demurrage and detention (D&D) billing practices of vessel operating common carriers, non-vessel-operating common carriers, and marine terminal operators. If adopted, the proposed rule would require these billing entities to clarify the nature of their charges and charge only the parties that they have contracts with. The billing entities would also be required to issue invoices within 30 days after the charges stopped accruing; allow 30 days to dispute the charges; and provide clear information on how to dispute charges. Specifically, the NPRM proposes adopting the list of minimum information to be included in D&D invoices (as codified in 46 U.S.C. 41104(d)(2)), as well as information that should be added to that list. To further define prohibited practices, the NPRM also proposes clarifying which parties may be appropriately billed for D&D charges and establishing required practices for invoicing for D&D charges. Comments can be submitted here by December 13, 2022.

Iowa Waives Truck Weight Limit To Help Move Harvest

On September 30, the Iowa Governor signed a proclamation relaxing the weight limits and transportation of grain, fertilizer, and manure until October 30, 2022. During the exemption period, the weight limit and permit are waived for vehicles up to 90,000 pounds gross weight that transport corn, soybeans, hay, straw, silage, stover, fertilizer (dry, liquid, and gas), and manure (dry and liquid). Besides expanding the gross weight limit, the waiver also covers vehicles that do not exceed the maximum axle weight limit (of 20,000 pounds) by more than 12.5 percent—as long as they comply with posted limits on roads and bridges. The waiver applies to loads transported on all highways within Iowa (except the interstate highway system).

Snapshots by Sector

Export Sales

For the week ending October 6, **unshipped balances** of wheat, corn, and soybeans for marketing year 2022/23 totaled 39.07 million metric tons (mmt), down 23 percent from the same time last year and down 2 percent from last week. Net **corn export sales** for marketing year 2022/23 were 0.200 mmt, down 12 percent from last week. Net **soybean export sales** were 0.725 mmt, down 7 percent from last week. Net weekly **wheat export sales** were 0.212 mmt, down 8 percent from last week.

Rail

U.S. Class I railroads originated 23,429 **grain carloads** during the week ending October 8. This was a 3-percent increase from the previous week, 3 percent fewer than last year, and 1 percent fewer than the 3-year average.

Average October shuttle **secondary railcar bids/offers** (per car) were $2,217 above tariff for the week ending October 13. This was $217 more than last week and $2,088 more than this week last year.

Barge

For the week ending October 15, **barged grain movements** totaled 639,768 tons. This was 1 percent fewer than the previous week and 21 percent fewer than the same period last year.

For the week ending October 15, 414 grain barges **moved down river**—13 fewer barges than last week. There were 715 grain barges **unloaded** in the New Orleans region, 51 percent more than last week.

Ocean

For the week ending October 13, 22 **oceangoing grain vessels** were loaded in the Gulf—31 percent fewer than the same period last year. Within the next 10 days (starting October 14), 59 vessels were expected to be loaded—11 percent more than the same period last year.

As of October 13, the rate for shipping a metric ton (mt) of grain from the U.S. Gulf to Japan was $63.75. This was 4 percent more than the previous week. The rate from the Pacific Northwest to Japan was $37.00 per mt, 3 percent more than the previous week.

Fuel

For the week ending October 17, the U.S. average **diesel fuel price** increased 11.5 cents from the previous week to $5.339 per gallon, 166.8 cents above the same week last year.

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Feature Article/Calendar

Grain Transportation Update: Challenges Persist as Harvest Season Progresses

Amid the ongoing harvest season, grain transportation still faces some logistic challenges. Although grain car loadings have increased in recent weeks and grain origin dwell times have decreased from their peak, several service metrics are still worse than prior years. On the Mississippi River, low water levels and higher fuel costs have raised barge rates, while logistic obstacles and a shortage of workers have delayed shipments. Ocean freight rates and diesel fuel prices have trended up in recent weeks. According to USDA's October *World Agricultural Supply and Demand Estimates (WASDE)*, total U.S. exports and domestic use of the three major grains (corn, soybeans, and wheat) are expected to fall from marketing year (MY) 2021/22 to MY 2022/23—suggesting a decrease in future grain transportation demand.

Rail Service Issues Remain Despite Summertime Improvements

As the grain harvest has progressed, grain car loadings have increased significantly in recent weeks from their typical end-of-summer low. According to rail service data from the Surface Transportation Board (STB), grain carloads were 26,027 for the week ending October 12, up 31 percent from a nadir one month prior. The October 12 carloads were 1 percent below the same time last year, but 1 percent above the 2018-21 average for the week.

Grain shippers have dealt with poor rail service throughout 2022, but many service metrics have shown some signs of improvements in the second half of the year. For example, as of October 12, grain origin dwell times were down 43 percent from their peak in mid-May. However, despite the progress seen this year, a number of service metrics are still worse than prior years. Even after dropping significantly from their peak levels earlier in the year, origin dwell times were still up 35 percent (as of October 12) from the same time last year and up 23 percent from the 2018-21 average. Similarly, unfilled grain car orders were down significantly from their peak in late June, but were still up 413 percent from the same time last year and up 310 percent from the 2018-21 average.

After relatively steady improvement this summer, unfilled grain car orders were up 63 percent (as of October 12) from the prior week. As rail demand continues to pick up with grain harvest, it is unclear how rail service will fare. For the week ending October 13, bids for delivery of shuttle railcars in November averaged $1,700, up $1,400 from the average of the same week in 2019-21 (***GTR* fig. 4**). These high bids for rail cars suggest shippers are still concerned about rail service in the coming months.

Low Water Levels Increase Spot Rate, While Barge Grain Movements Fall Below Historical Trend

In third quarter 2022, barge freight rates increased from the second quarter to well above what they were a year ago, reaching some of the highest levels seen in recent times. Throughout the year, the barge industry has struggled with higher fuel costs and a shortage of workers that has delayed shipments by 1-2 days. Throughout the third quarter, the Lower Mississippi River (LMR) was plagued by low water levels, which exacerbated delays. Most recently, low levels not seen since 1988 have led to reduced flows, reduced tow sizes, and grounded barges. As a result, portions of the river have closed, at times for periods of 12-36 hours. These multiple river challenges have driven third-quarter barge rates higher than they would rise during a typical harvest (*Grain Transportation Report (GTR)*, October 6, 2022).

From the first week of July to the last week in September, the St. Louis spot rate (the cost to request nearby services) increased from 324 percent of the benchmark tariff ($12.93 per ton) to 1,250 percent of tariff ($49.88 per ton)—up 48-percent from last year's spot rate and up 95-percent from the 5-year average. Also, from the first week of July to the last week in September, the spot rate on the Cairo-Memphis portion of the river increased from 335 percent of tariff ($10.52 per ton) to 1,429 percent of tariff ($44.87 per ton)—up 42 percent from last year's spot rate and up 256 percent from the 5-year average. The increase in spot rates can be seen throughout the Mississippi River System.

In third quarter 2022, weekly grain movements were down 37 percent from the 5-year average, but up 4 percent from second quarter 2021, when Hurricane Ida stymied downbound grain barge movements for several weeks. For the week ending October 1, the year-to-date (YTD) 2022 total downbound barged grain volumes were 24.1 million tons, down 11 percent from last year and down 5 percent from the 5-year average. In the third quarter, grain movements peaked in the week of July 9, at 727,500 tons.

Dry-Bulk Freight Rates Remained Low Because of Weak Cargo Demand

Although ocean freight rates have trended up in the past 2 weeks, they are still below the first available rates in the beginning of the year and below the same period a year earlier. As of October 13, the ocean freight rate for shipping a metric ton (mt) of grain from the U.S. Gulf to Japan was $63.75—10 percent less than this year's first available rate (January 6), 25 percent less than the same period a year ago, and 11 percent more than the 4-year average. The rate from PNW to Japan was $37.00 per mt—5 percent less than the start of the year, 21 percent less than the same period last year, and 17 percent more than the 4-year average. Also, as of October 13, the rate from the U.S. Gulf to Europe was $30.00 per mt—14 percent more than the beginning of the year, 10 percent less than the same period last year, and 28 percent more than the 4-year average. According to the *Transportation and Export Report* by O'Neil Commodity Consulting (October 6), ocean freight rates remained low in response to weak cargo demand by China and a sluggish global economic outlook. Also, YTD, as of October 13, an average 28 oceangoing grain vessels per week were loaded in the U.S. Gulf, compared to an average 32 vessels per week for the same period last year.

Diesel Price Rises for Second Time Since June

After reaching record levels in June, diesel prices rose again recently—by 38.8 cents per gallon—during the week ending October 10. This increase followed the decision by OPEC+ (OPEC and non-OPEC allies) on October 5 to reduce oil production by 2 million barrels per day starting in November. Following OPEC + decision, at the President's direction, the Department of Energy is expected to issue another 10 million barrels from the Strategic Petroleum Reserve to the market in November, extending the historic releases the President ordered in March. For the week ending October 17, the national average diesel price increased by another 11.5 cents per gallon to $5.339 per gallon, $1.668 above the same price last year. According to the Energy Information Administration (EIA)'s October *Short-Term Energy Outlook*, U.S. crude oil production is forecast to average 11.7 million barrels per day in 2022 and 12.4 million barrels per day in 2023—both of which would surpass the record high set in 2019. EIA projects diesel prices to average $4.86 per gallon in fourth quarter 2022 and $4.29 per gallon in 2023. The projected diesel price in fourth quarter 2022 is $1.19 per gallon above the fourth quarter 2021 price. With the upcoming grain harvest, the rising diesel prices will increase the cost of grain transportation as it continues to struggle with rail service issues and barge logistical issues.

Outlook for MY 2022/23

According to USDA's October *WASDE*, total U.S. exports of the three major grains are expected to reach 5.0 billion bushels in MY 2022/23, down 9 percent from MY 2021/22 (table 1). The decline in exports, which reduces demand for grain transportation, stems from transportation-logistics challenges and declining yields. Declining exports also reflect a strong dollar, which makes U.S. grains more expensive and less competitive on the global market.

Domestic grain use is projected to fall 3 percent, further lowering the demand for grain transportation. From MY 2021/22 to MY 2022/23, total production of corn, soybeans, and wheat is projected to fall 6 percent (table 1). By commodity, the projections for production are as follows: corn down 8 percent, to 13.9 billion bushels; soybeans down 3 percent, to 4.3 billion bushels; and wheat unchanged, at 1.6 billion bushels.

From MY 2021/22 to MY 2022/23, U.S. corn exports are projected to drop 13 percent. This decrease is the result of reduced supplies (lower yields in the Western corn belt) and the strong U.S. dollar. The decrease also reflects difficult inland logistics resulting from historically low water levels on the Mississippi River. Representing future grain transportation demand, YTD outstanding (unshipped) corn exports are 56 percent below the same time last year, while total commitments are 51 percent below last year.

In MY 2022/23, total U.S. soybean exports are projected to be down 5 percent from MY 2021/22, to 58.2 million metric tons (***GTR* table 14**). The decline is expected to result from lower exportable supplies because of lower production and stronger competition from Brazil and Argentina. Despite the projected decline, compared to the same time last year, YTD outstanding soybean exports are up 12 percent, and total soybean exports are up 7 percent.

Table 1. Major grains: production and use, October 2022

million bushels

	Corn	Soybeans	Wheat	Total	Y/Y
United States *2022/23* ***(Projected)***					
Production	13,895	4,313	1,650	19,858	**-6.3%**
Exports	**2,150**	**2,045**	**775**	**4,970**	**-8.5%**
Domestic use	12,000	2,357	1,088	15,445	**-2.9%**
Ending stocks	**1,172**	**200**	**576**		
Total use	14,150	4,402	1,863		
Stocks/use	**8.3%**	**4.5%**	**30.9%**		
United States *2021/22* ***(Estimated)***					
Production	15,074	4,465	1,646	21,185	**5.1%**
Exports	**2,471**	**2,158**	**800**	**5,429**	**-9.6%**
Domestic use	12,484	2,308	1,117	15,909	**3.1%**
Ending stocks	**1377**	**274**	**669**		
Total use	14,956	4,465	1,917		
Stocks/use	**9.2%**	**6.1%**	**34.9%**		
United States *2020/21*					
Production	14,111	4,216	1,828	20,155	
Exports	**2,747**	**2,266**	**994**	**6,007**	
Domestic use	12,074	2,238	1,117	15,429	
Ending stocks	**1,235**	**257**	**845**		
Total use	14,821	4,504	2,111		
Stocks/use	**8.3%**	**5.7%**	**40.0%**		

Source: USDA, World Agricultural Supply and Demand Estimates, October 2022.

Total U.S. wheat exports are projected to decline by 3 percent from MY 2021/22 (***GTR* table 15**) because of a smaller crop and uncompetitive prices. Supplies of U.S. wheat have been tight because of a smaller wheat harvest and persistent traffic obstacles. In addition, record production in Brazil and a larger crop in the European Union further increased competitiveness. YTD, unshipped wheat exports are 25 percent below the same time in MY 2021/22 while total commitments are 7 percent below the same time last year.

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Grain Transportation Indicators

Table 1
Grain transport cost indicators[1]

	Truck	Rail		Barge	Ocean	
For the week ending		Non-Shuttle	Shuttle		Gulf	Pacific
10/19/22	358	332	352	1077	285	262
10/12/22	351	332	340	1153	274	255

[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.

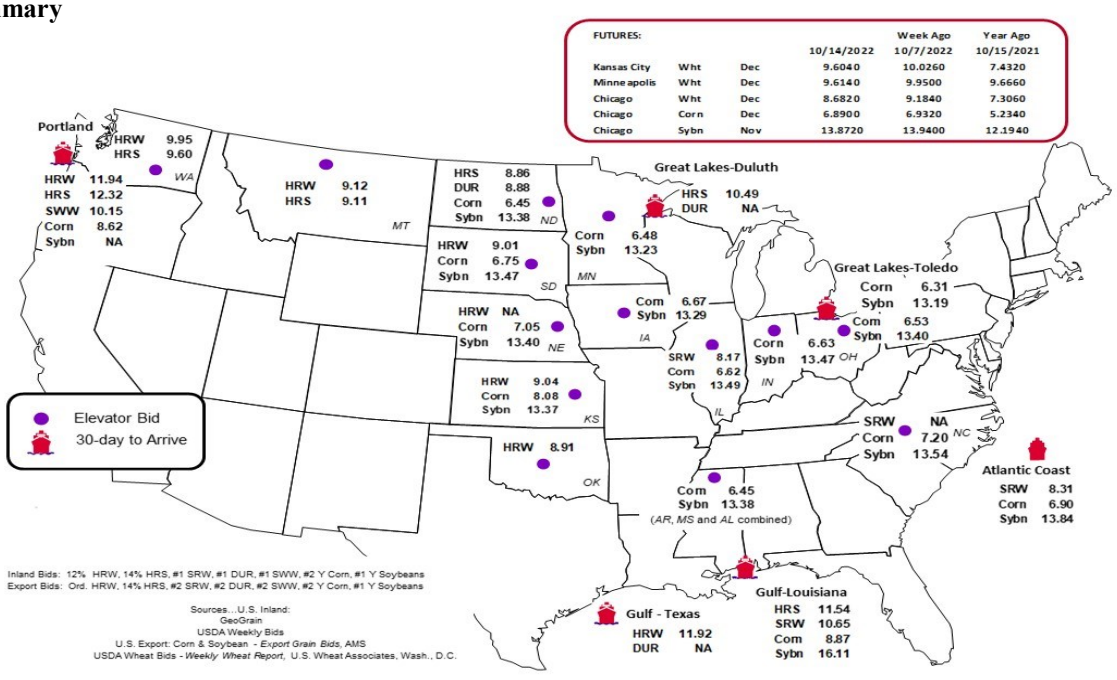
Table 2
Market Update: U.S. origins to export position price spreads ($/bushel)

Commodity	Origin–destination	10/14/2022	10/7/2022
Corn	IL–Gulf	-2.25	-2.28
Corn	NE–Gulf	-1.82	-1.90
Soybean	IA–Gulf	-2.82	-2.58
HRW	KS–Gulf	-2.88	-2.78
HRS	ND–Portland	-3.46	-2.98

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]
10/12/2022[p]	1,878	654	9,304	751	12,587	10/8/2022	2,348
10/5/2022[r]	1,483	325	4,303	384	6,495	10/1/2022	2,620
2022 YTD[r]	45,496	32,106	197,022	16,917	291,541	2022 YTD	109,691
2021 YTD[r]	38,830	52,314	220,167	12,735	324,046	2021 YTD	113,759
2022 YTD as % of 2021 YTD	117	61	89	133	90	% of 2021 YTD	96
Last 4 weeks as % of 2021[2]	218	44	78	55	78	Last 4wks. % 2021	92
Last 4 weeks as % of 4-year avg.[2]	128	50	88	60	85	Last 4wks. % 4 yr.	96
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.

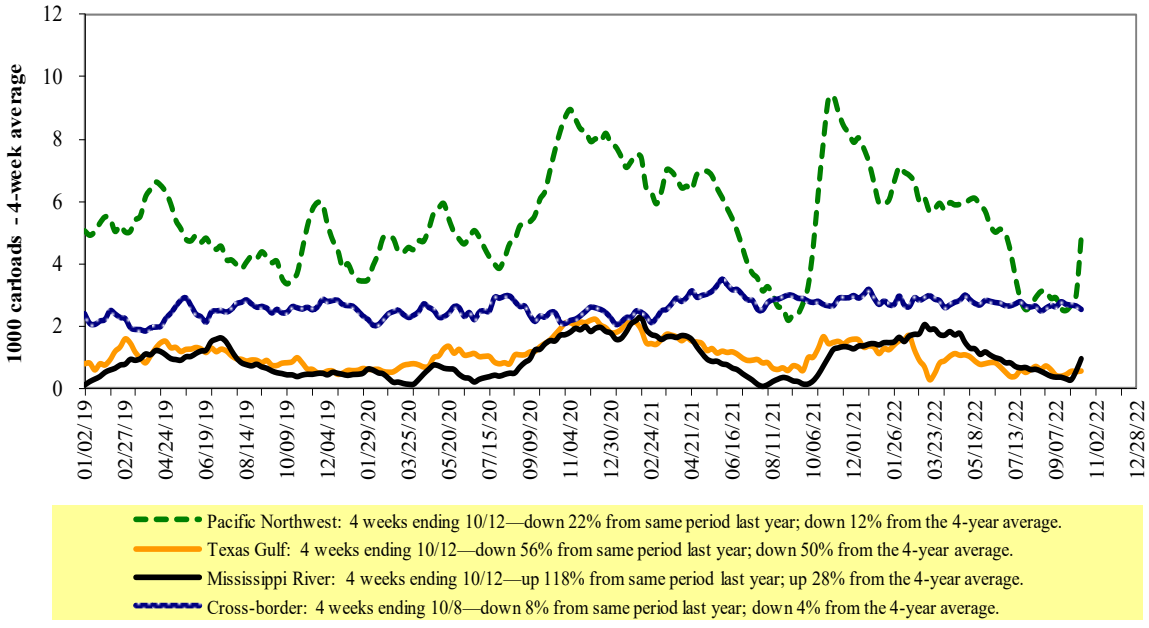
YTD = year-to-date; p = preliminary data; r = revised data; n/a = not available; wks. = weeks; avg. = average.

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	
10/8/2022	CSXT	NS	BNSF	KCS	UP		CN	CP
This week	1,607	2,258	12,451	1,563	5,550	23,429	4,863	4,947
This week last year	1,307	2,168	12,027	1,453	7,138	24,093	4,356	4,177
2022 YTD	68,544	94,748	433,320	49,886	228,412	874,910	142,344	144,442
2021 YTD	69,791	94,828	459,745	47,675	244,531	916,570	162,706	189,241
2022 YTD as % of 2021 YTD	98	100	94	105	93	95	87	76
Last 4 weeks as % of 2021*	93	108	94	95	87	93	134	124
Last 4 weeks as % of 3-yr. avg.**	80	99	95	107	95	95	127	112
Total 2021	93,935	120,610	609,890	64,818	318,002	1,207,255	209,992	242,533

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

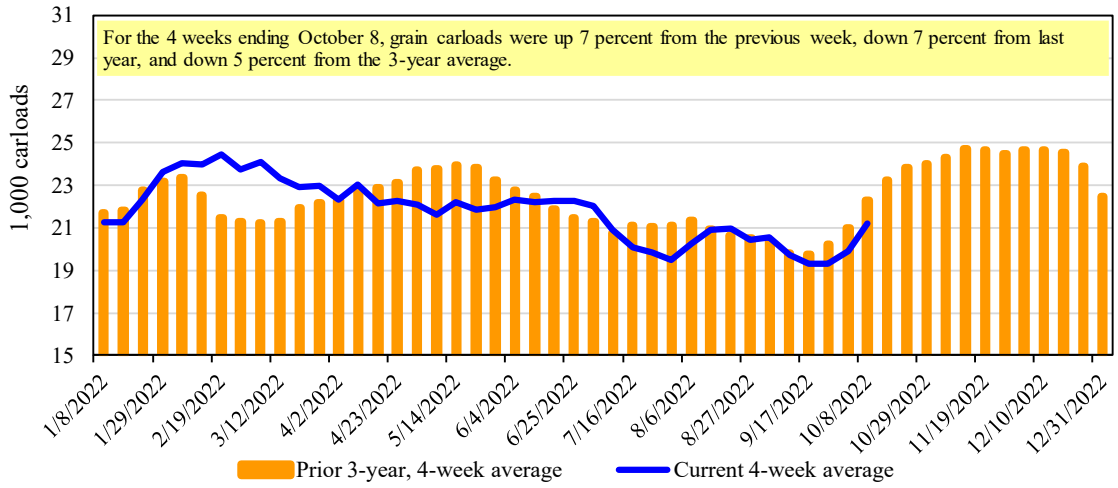
**The past 4 weeks as a percent of the same period from the prior 3-year average. YTD = year-to-date; avg. = average; yr. = year.

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							
10/13/2022		Oct-22	Oct-21	Nov-22	Nov-21	Dec-22	Dec-21	Jan-23	Jan-22
BNSF[3]	COT grain units	no bids	No offer	no bids	0	no bids	no bids	0	no bids
	COT grain single-car	no bids	No offer	315	134	39	1	159	0
UP[4]	GCAS/Region 1	no offer	n/a	no offer	n/a	no offer	n/a	n/a	n/a
	GCAS/Region 2	no offer	n/a	no offer	n/a	no offer	n/a	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.

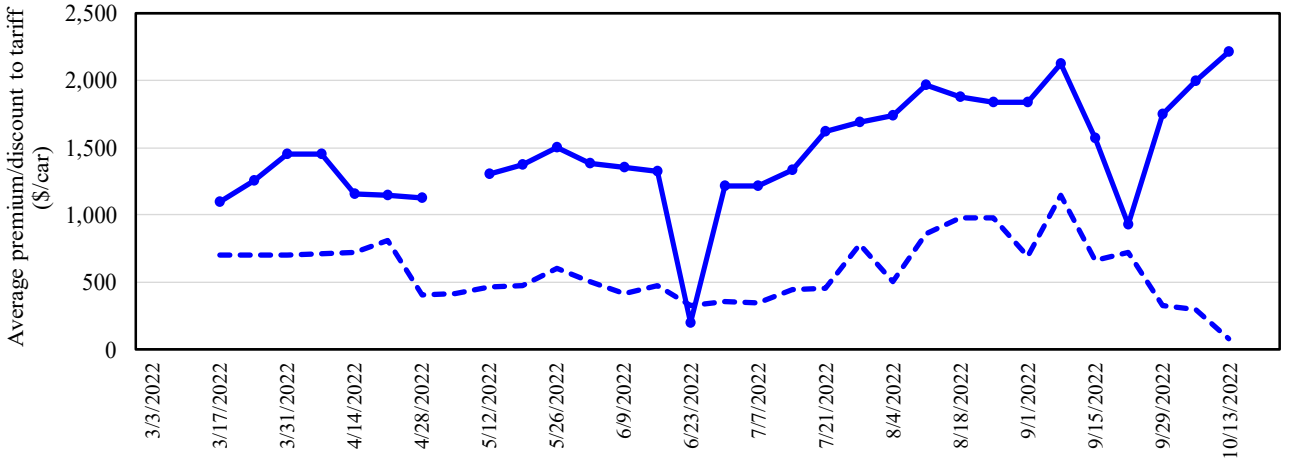
Region 1 includes: AR, IL, LA, MO, NM, OK, TX, WI, and Duluth, MN.

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 October 2022

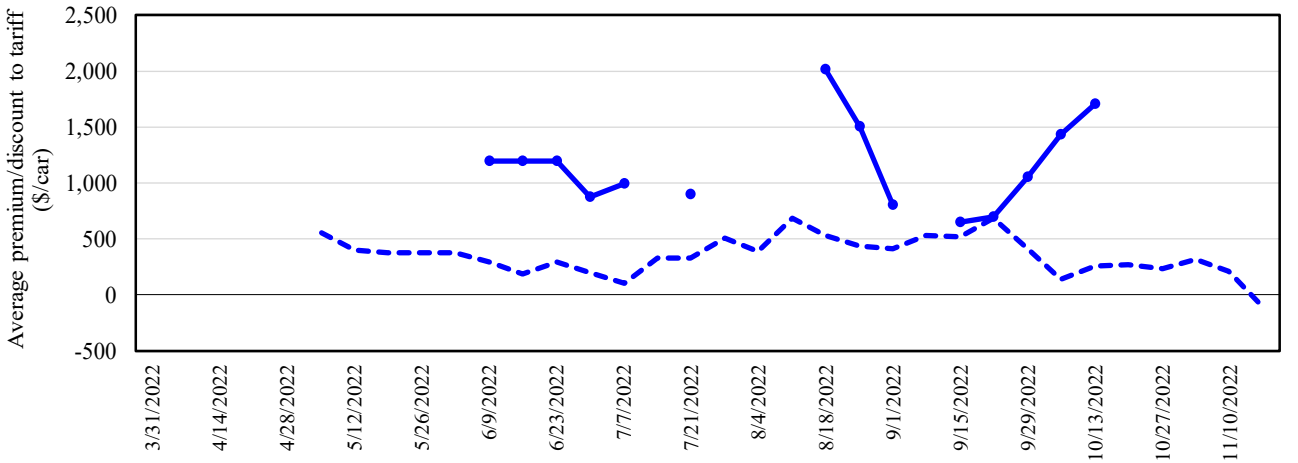


10/13/2022	BNSF	UP
Non-shuttle	n/a	n/a
Shuttle	$2,433	$2,000

There were no non-shuttle bids/offers this week.
Average shuttle bids/offers rose $217 this week and are at the peak.

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

Figure 5
Secondary market bids/offers for railcars to be delivered in November 2022



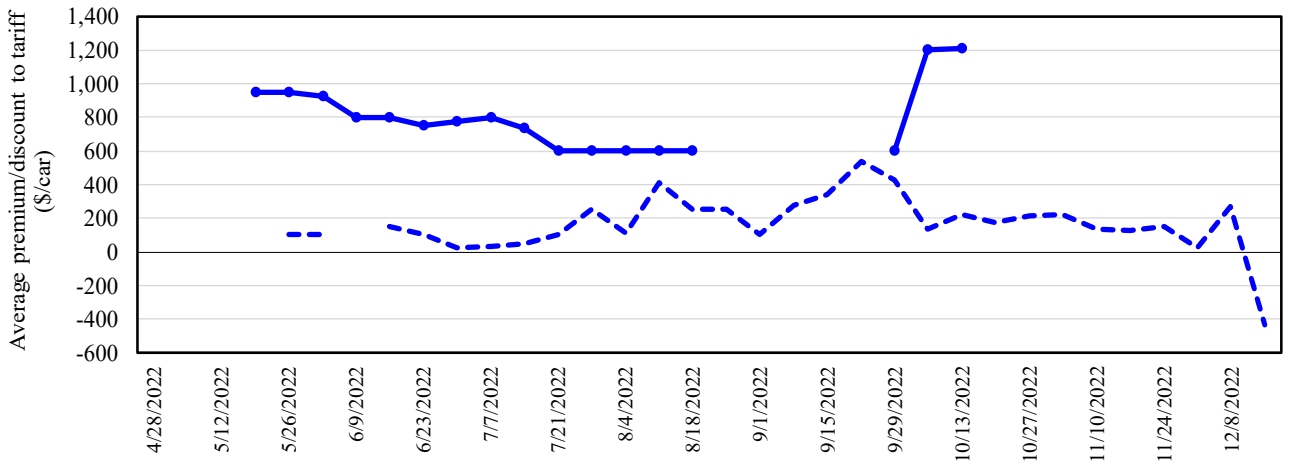
10/13/2022	BNSF	UP
Non-shuttle	n/a	n/a
Shuttle	$1,700	n/a

There were no non-shuttle bids/offers this week.
Average shuttle bids/offers rose $263 this week and are $308 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 December 2022



10/13/2022	BNSF	UP
Non-shuttle	n/a	n/a
Shuttle	$1,350	$1,075

There were no non-shuttle bids/offers this week.
Average shuttle bids/offers rose $13 this week and are at the peak.

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

Table 6

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

For the week ending: 10/13/2022		Delivery period					
		Oct-22	Nov-22	Dec-22	Jan-23	Feb-23	Mar-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**	**2,433**	**1,700**	**1,350**	**n/a**	**n/a**	**n/a**
	Change from last week	433	(175)	n/a	n/a	n/a	n/a
	Change from same week 2021	2,327	1,639	1,333	n/a	n/a	n/a
	UP-Pool	**2,000**	**n/a**	**1,075**	**n/a**	**n/a**	**n/a**
	Change from last week	0	n/a	(125)	n/a	n/a	n/a
	Change from same week 2021	1,850	n/a	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]

October 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	$299	$39.66	$1.08	4
	Grand Forks, ND	Duluth-Superior, MN	$3,858	$134	$39.64	$1.08	9
	Wichita, KS	Los Angeles, CA	$7,490	$689	$81.22	$2.21	12
	Wichita, KS	New Orleans, LA	$4,600	$525	$50.89	$1.39	8
	Sioux Falls, SD	Galveston-Houston, TX	$7,226	$565	$77.37	$2.11	11
	Colby, KS	Galveston-Houston, TX	$4,850	$575	$53.88	$1.47	7
	Amarillo, TX	Los Angeles, CA	$5,121	$801	$58.80	$1.60	8
Corn	Champaign-Urbana, IL	New Orleans, LA	$4,000	$594	$45.62	$1.16	8
	Toledo, OH	Raleigh, NC	$8,551	$654	$91.41	$2.32	13
	Des Moines, IA	Davenport, IA	$2,655	$126	$27.61	$0.70	9
	Indianapolis, IN	Atlanta, GA	$6,593	$491	$70.35	$1.79	14
	Indianapolis, IN	Knoxville, TN	$5,564	$318	$58.41	$1.48	12
	Des Moines, IA	Little Rock, AR	$4,250	$369	$45.87	$1.17	11
	Des Moines, IA	Los Angeles, CA	$6,130	$1,076	$71.55	$1.82	13
Soybeans	Minneapolis, MN	New Orleans, LA	$4,431	$917	$53.11	$1.45	37
	Toledo, OH	Huntsville, AL	$7,037	$466	$74.51	$2.03	12
	Indianapolis, IN	Raleigh, NC	$7,843	$663	$84.47	$2.30	15
	Indianapolis, IN	Huntsville, AL	$5,689	$315	$59.62	$1.62	12
	Champaign-Urbana, IL	New Orleans, LA	$4,865	$594	$54.21	$1.48	9
Shuttle train							
Wheat	Great Falls, MT	Portland, OR	$4,393	$396	$47.56	$1.29	14
	Wichita, KS	Galveston-Houston, TX	$4,311	$308	$45.87	$1.25	5
	Chicago, IL	Albany, NY	$7,090	$617	$76.54	$2.08	16
	Grand Forks, ND	Portland, OR	$6,051	$684	$66.88	$1.82	15
	Grand Forks, ND	Galveston-Houston, TX	$5,399	$712	$60.69	$1.65	7
	Colby, KS	Portland, OR	$5,923	$943	$68.19	$1.86	7
Corn	Minneapolis, MN	Portland, OR	$5,660	$833	$64.48	$1.64	21
	Sioux Falls, SD	Tacoma, WA	$5,620	$763	$63.38	$1.61	20
	Champaign-Urbana, IL	New Orleans, LA	$4,170	$594	$47.30	$1.20	14
	Lincoln, NE	Galveston-Houston, TX	$4,360	$445	$47.71	$1.21	18
	Des Moines, IA	Amarillo, TX	$4,670	$464	$50.99	$1.30	11
	Minneapolis, MN	Tacoma, WA	$5,660	$826	$64.41	$1.64	21
	Council Bluffs, IA	Stockton, CA	$5,580	$855	$63.90	$1.62	21
Soybeans	Sioux Falls, SD	Tacoma, WA	$6,350	$763	$70.63	$1.92	18
	Minneapolis, MN	Portland, OR	$6,400	$833	$71.83	$1.95	19
	Fargo, ND	Tacoma, WA	$6,250	$678	$68.80	$1.87	16
	Council Bluffs, IA	New Orleans, LA	$5,095	$684	$57.39	$1.56	10
	Toledo, OH	Huntsville, AL	$5,277	$466	$57.03	$1.55	16
	Grand Island, NE	Portland, OR	$5,730	$966	$66.49	$1.81	16

[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]	Tariff rate plus fuel surcharge per: 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.

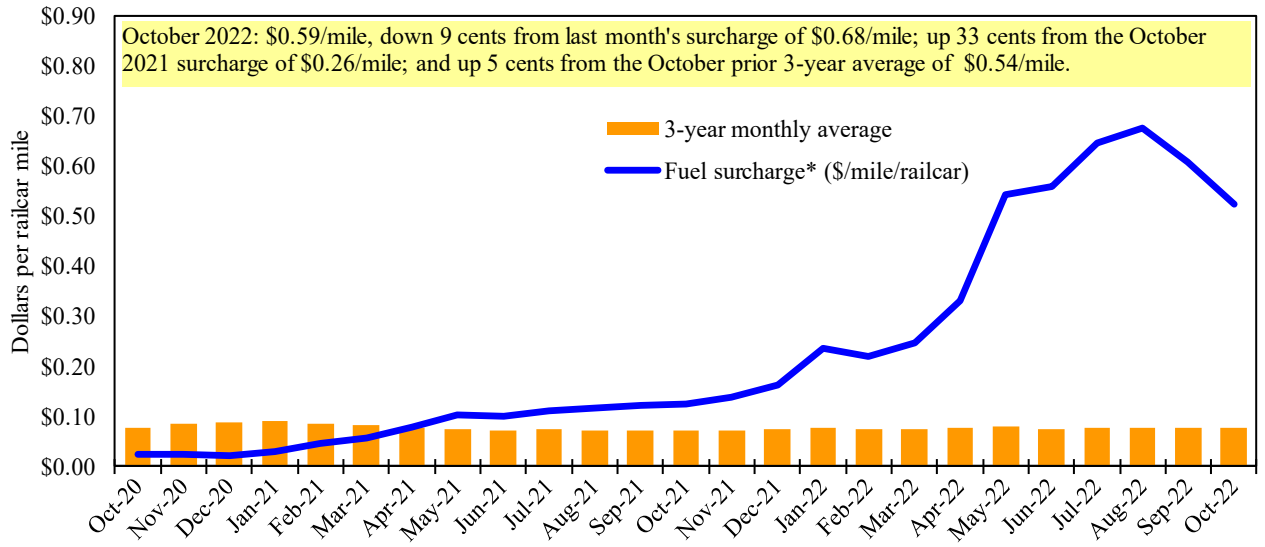
[5] As of January 1, both BNSF and Union Pacific changed their billing and reporting of rates to Mexico.

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.

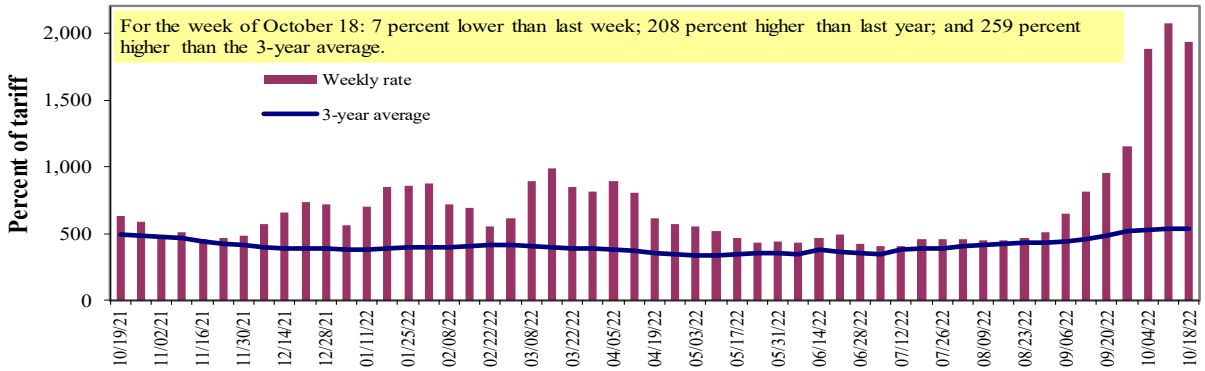
* Beginning January 2009, the Canadian Pacific fuel surcharge is computed by a monthly average of the bi-weekly fuel surcharge.

**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

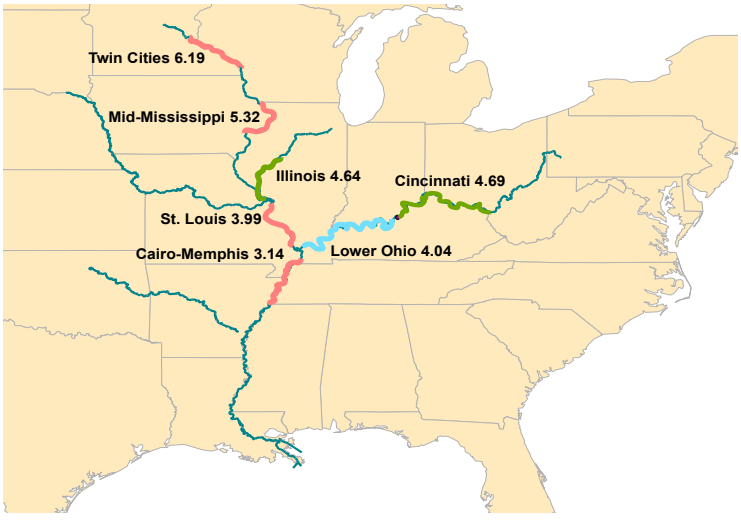
		Twin Cities	Mid-Mississippi	Lower Illinois River	St. Louis	Cincinnati	Lower Ohio	Cairo-Memphis
Rate[1]	10/18/2022	1369	1850	1938	1819	2119	2119	1978
	10/11/2022	1713	2025	2075	2653	2538	2538	2813
$/ton	10/18/2022	84.74	98.42	89.92	72.58	99.38	85.61	62.11
	10/11/2022	106.03	107.73	96.28	105.85	119.03	102.54	88.33
Current week % change from the same week:								
	Last year	144	185	208	130	159	159	178
	3-year avg. [2]	163	234	259	260	296	296	290
Rate[1]	November	1193	1375	1356	1300	1375	1375	1269
	January	-	-	854	761	807	807	721

[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

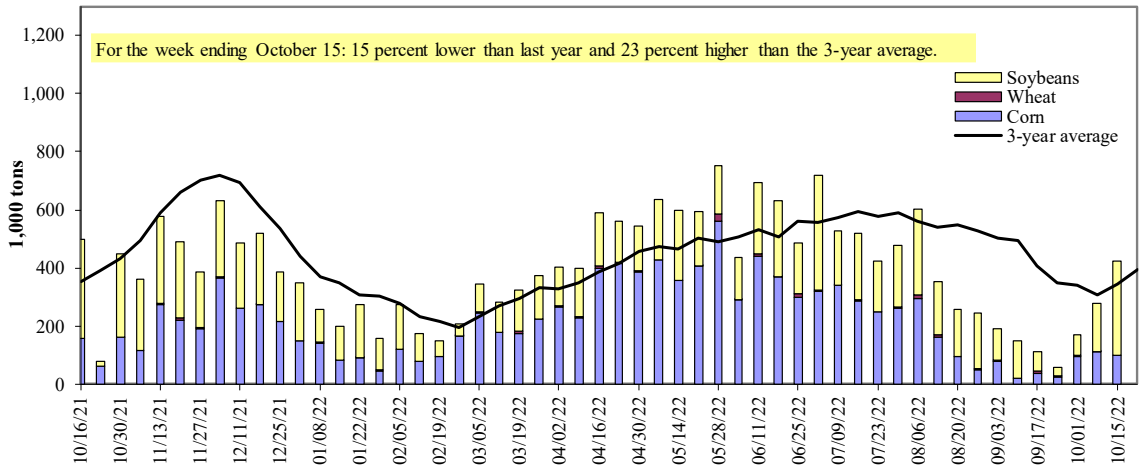
Select applicable index from market quotes are included in tables on this page. The 1976 benchmark rates per ton are provided in map.



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 10/15/2022	Corn	Wheat	Soybeans	Other	Total
Mississippi River					
Rock Island, IL (L15)	14	0	163	0	177
Winfield, MO (L25)	27	0	240	0	267
Alton, IL (L26)	99	0	318	0	417
Granite City, IL (L27)	101	0	321	0	422
Illinois River (La Grange)	75	0	122	0	197
Ohio River (Olmsted)	94	0	90	16	200
Arkansas River (L1)	0	3	15	0	18
Weekly total - 2022	195	3	426	16	640
Weekly total - 2021	343	13	453	5	814
2022 YTD[1]	13,888	1,498	9,851	206	25,443
2021 YTD[1]	19,904	1,469	6,989	229	28,592
2022 as % of 2021 YTD	70	102	141	90	89
Last 4 weeks as % of 2021[2]	67	45	113	225	88
Total 2021	23,516	1,634	11,325	297	36,772

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

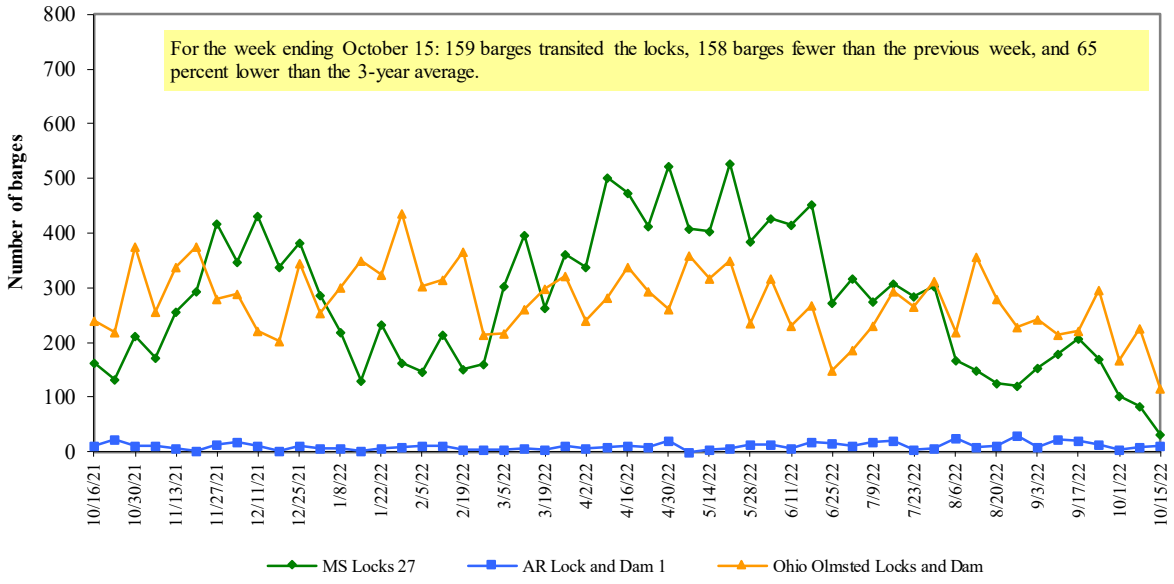
[2] As a percent of same period in 2021.

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

Source: U.S. Army Corps of Engineers.

Figure 11

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

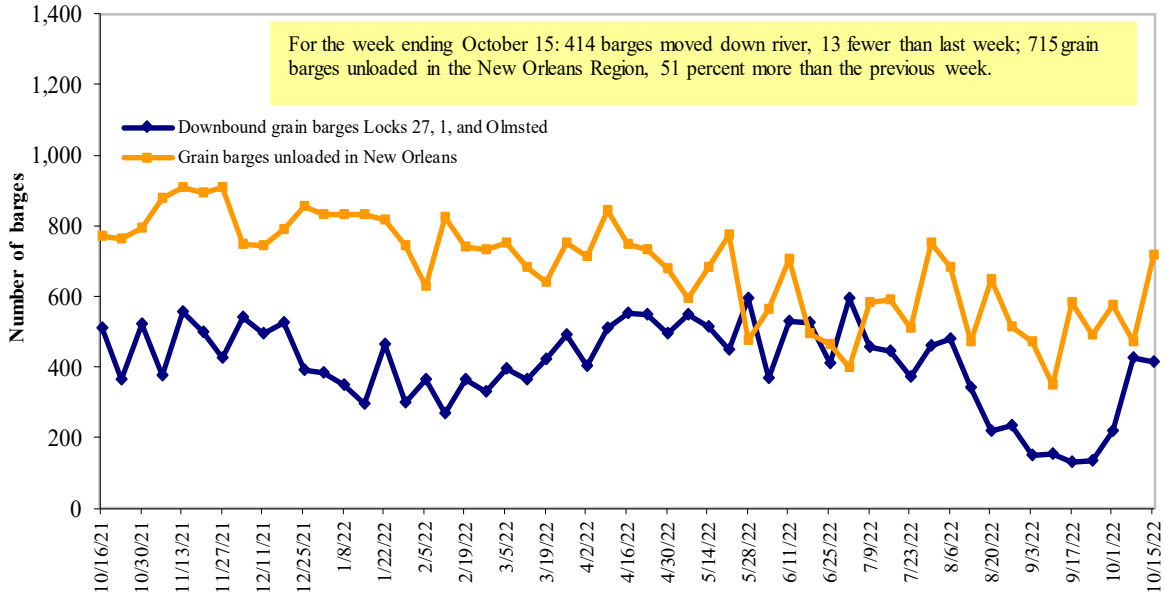


Note: The U.S. Army Corps of Engineers has recently migrated its lock and vessel database and has noted the latest data may be revised in coming weeks.

Source: U.S. Army Corps of Engineers.

Figure 12

Grain barges for export in New Orleans region



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

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

Truck Transportation

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

Table 11

Retail on-highway diesel prices, week ending 10/17/2022 (U.S. $/gallon)

			Change from	
Region	Location	Price	Week ago	Year ago
I	East Coast	5.350	0.220	1.695
	New England	5.595	0.446	2.040
	Central Atlantic	5.728	0.402	1.936
	Lower Atlantic	5.190	0.134	1.608
II	Midwest	5.346	0.076	1.731
III	Gulf Coast	5.018	0.121	1.596
IV	Rocky Mountain	5.268	0.069	1.536
V	West Coast	5.997	0.025	1.771
	West Coast less California	5.572	0.051	1.712
	California	6.499	0.010	1.969
Total	United States	5.339	0.115	1.668

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

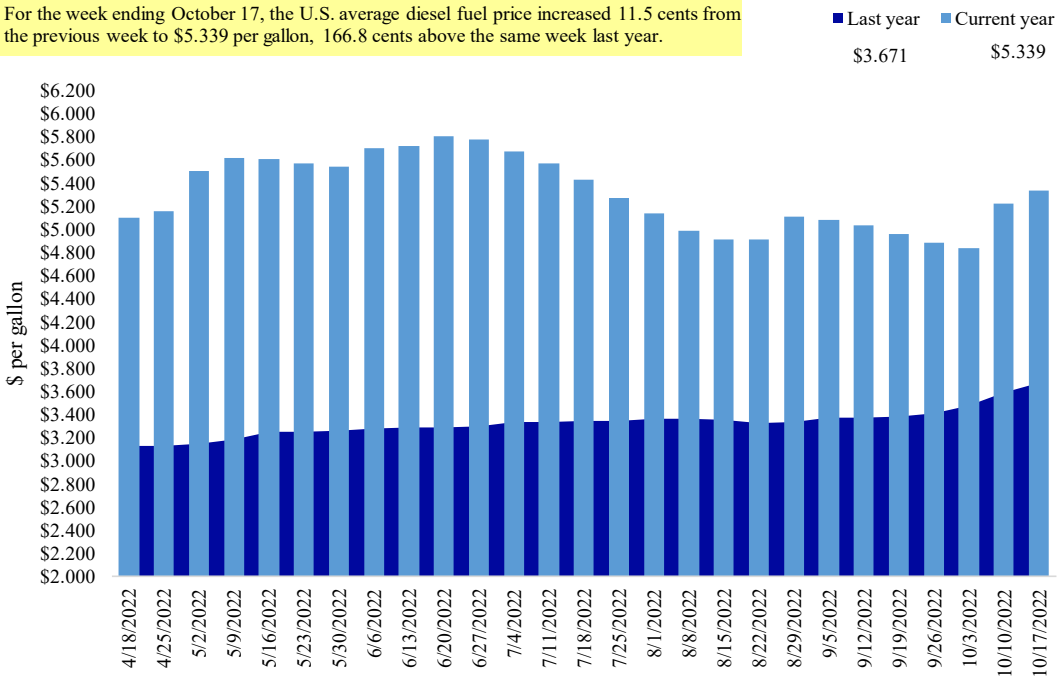
Note: On June 13, the Energy Information Administration implemented a new methodology to estimate weekly on-highway diesel fuel prices.

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

Figure 13

Weekly diesel fuel prices, U.S. average

For the week ending October 17, the U.S. average diesel fuel price increased 11.5 cents from the previous week to $5.339 per gallon, 166.8 cents above the same week last year.



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

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

Grain Exports

Table 12

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

	Wheat						Corn	Soybeans	Total
For the week ending	HRW	SRW	HRS	SWW	DUR	All wheat			
Export balances[1]									
10/6/2022	725	520	864	611	90	2,809	10,754	25,512	39,075
This week year ago	1,546	609	955	593	61	3,764	24,206	22,761	50,731
Cumulative exports-marketing year[2]									
2022/23 YTD	2,417	1,548	2,357	1,918	78	8,318	2,669	2,720	13,707
2021/22 YTD	3,055	1,187	2,320	1,588	61	8,212	3,415	3,559	15,185
YTD 2022/23 as % of 2021/22	79	131	102	121	126	101	78	76	90
Last 4 wks. as % of same period 2021/22	56	88	110	137	161	89	46	111	79
Total 2021/22	7,172	2,786	5,254	3,261	196	18,669	59,764	57,189	135,622
Total 2020/21	8,422	1,790	7,500	6,438	656	24,807	66,958	60,571	152,335

[1] Current unshipped (outstanding) export sales to date.

[2] Shipped export sales to date.

Note: marketing year: wheat = 6/01-5/31, corn and soybeans = 9/01-8/31. YTD = year-to-date; wks. = weeks; HRW= hard red winter; SRW = soft red winter; HRS= hard red spring; SWW= soft white wheat; DUR= durum.

Source: USDA, Foreign Agricultural Service.

Table 13

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

For the week ending 10/6/2022	Total commitments[2] 2022/23 current MY	Total commitments[2] 2021/22 last MY	% change current MY from last MY	Exports[3] 3-yr. avg. 2019-21
		1,000 mt -		
Mexico	5410.7	7,076	(24)	15,227
China	3393	11,920	(72)	12,616
Japan	1176	1,952	(40)	10,273
Columbia	283	1,091	(74)	4,398
Korea	8	72	(90)	2,563
Top 5 importers	**10,270**	**22,110**	(54)	**45,077**
Total U.S. corn export sales	**13,423**	**27,621**	(51)	**56,665**
% of projected exports	25%	44%		
Change from prior week[2]	**200**	**1,040**		
Top 5 importers' share of U.S. corn export sales	77%	80%		80%
USDA forecast October 2022	**54,707**	**62,875**	(13)	
Corn use for ethanol USDA forecast, October 2022	**133,985**	**135,331**	(1)	

[1]Based on USDA, Foreign Agricultural Service (FAS) marketing year ranking reports for 2021/22; marketing year (MY) = Sep 1 - Aug 31.

[2]Cumulative exports (shipped) + outstanding sales (unshipped), FAS weekly export sales report, or export sales query. Total commitments change (net sales) from prior week could include revisions from previous week's outstanding sales or accumulated sales.

[3]FAS marketing year ranking reports (carryover plus accumulated export); yr. = year; avg. = average.

Note: A red number in parentheses indicates a negative number; mt = metric ton.

Source: USDA, Foreign Agricultural Service.

Table 14

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

For the week ending 10/6/2022	Total commitments[2] 2022/23 current MY	2021/22 last MY	% change current MY from last MY	Exports[3] 3-yr. avg. 2019-21
				- 1,000 mt -
China	14,654	13,079	12	27,283
Mexico	2,096	1,957	7	4,929
Egypt	657	690	(5)	3,553
Japan	655	644	2	2,266
Indonesia	261	342	(24)	2,116
Top 5 importers	**18,323**	**16,712**	10	**40,147**
Total U.S. soybean export sales	**28,232**	**26,319**	7	**54,231**
% of projected exports	51%	45%		
change from prior week[2]	**725**	**1,148**		
Top 5 importers' share of U.S. soybean export sales	65%	63%		**74%**
USDA forecast, October 2022	**55,722**	**58,801**	(5)	

[1]Based on USDA, Foreign Agricultural Service (FAS) marketing year ranking reports for 2021/22; marketing year (MY) = Sep 1 - Aug 31.

[2]Cumulative exports (shipped) + outstanding sales (unshipped), FAS weekly export sales report, or export sales query. The total commitments change (net sales) from prior week could include revisions from previous week's outstanding sales and/or accumulated sales.

[3]FAS marketing year ranking reports (carryover plus accumulated export); yr. = year; avg. = average.

Note: A red number in parentheses indicates a negative number; mt = metric ton.

Source: USDA, Foreign Agricultural Service.

Table 15

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

For the week ending10/6/2022	Total Commitments[2] 2022/23 current MY	2021/22 last MY	% change current MY from last MY	Exports[3] 3-yr. avg. 2018-20
		1,000 mt -		- 1,000 mt -
Mexico	1,927	2,112	(9)	3,388
Philippines	1,484	1,880	(21)	3,121
Japan	1,142	1,179	(3)	2,567
Korea	619	746	(17)	1,501
Nigeria	548	1,308	(58)	1,490
China	616	848	(27)	1,268
Taiwan	416	499	(17)	1,187
Indonesia	236	59	299	1,131
Thailand	344	319	8	768
Italy	231	138	67	681
Top 10 importers	**7,565**	**9,088**	(17)	**17,102**
Total U.S. wheat export sales	**11,127**	**11,976**	(7)	**24,617**
% of projected exports	53%	55%		
change from prior week[2]	**212**	**568**		
Top 10 importers' share of U.S. wheat export sales	68%	76%		69%
USDA forecast, October 2022	**21,117**	**21,798**	(3)	

[1] Based on USDA, Foreign Agricultural Service(FAS) marketing year ranking reports for 2020/21; Marketing year (MY) = Jun 1 - May 31.

[2] Cumulative exports (shipped) + outstanding sales (unshipped), FAS weekly export sales report, or export sales query. The total commitments change (net sales) from prior week could include revisions from the previous week's outstanding and/or accumulated sales.

[3] FAS marketing year final reports (carryover plus accumulated export); yr. = year; avg. = average.

Note: A red number in parentheses indicates a negative number.

Source: USDA, Foreign Agricultural Service.

Table 16

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

Port regions	For the week ending 10/13/22	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	105	362	29	8,557	12,058	71	165	122	13,243
Corn	0	0	n/a	8,952	12,368	72	0	0	13,420
Soybeans	1,000	288	347	6,500	6,401	102	51	68	14,540
Total	**1,104**	**650**	**170**	**24,010**	**30,828**	**78**	**77**	**83**	**41,203**
Mississippi Gulf									
Wheat	80	128	63	3,882	2,661	146	97	117	3,202
Corn	320	296	108	27,292	33,571	81	58	74	38,498
Soybeans	642	582	110	18,164	14,159	128	86	62	27,159
Total	**1,042**	**1,006**	**104**	**49,338**	**50,391**	**98**	**73**	**69**	**68,858**
Texas Gulf									
Wheat	46	119	39	2,916	3,400	86	106	105	3,888
Corn	0	0	n/a	565	503	112	10	20	627
Soybeans	56	0	n/a	58	928	6	21	32	1,611
Total	**102**	**119**	**86**	**3,539**	**4,831**	**73**	**66**	**79**	**6,126**
Interior									
Wheat	12	36	33	2,374	2,468	96	112	106	2,973
Corn	118	150	79	7,034	7,758	91	72	89	10,157
Soybeans	140	131	107	5,144	4,592	112	88	71	6,525
Total	**270**	**317**	**85**	**14,552**	**14,817**	**98**	**80**	**84**	**19,656**
Great Lakes									
Wheat	0	1	19	268	366	73	51	24	536
Corn	0	0	n/a	148	94	158	n/a	n/a	145
Soybeans	78	22	360	339	143	237	131	131	592
Total	**79**	**23**	**342**	**755**	**603**	**125**	**105**	**73**	**1,273**
Atlantic									
Wheat	1	2	33	168	125	135	n/a	n/a	128
Corn	2	2	78	268	59	456	168	225	85
Soybeans	65	5	n/a	1,668	1,209	138	61	58	2,184
Total	**67**	**10**	**701**	**2,105**	**1,393**	**151**	**99**	**99**	**2,397**
U.S. total from ports*									
Wheat	244	648	38	18,165	21,078	86	132	113	23,969
Corn	440	449	98	44,259	54,353	81	60	74	62,932
Soybeans	1,981	1,028	193	31,874	27,432	116	68	65	52,612
Total	**2,666**	**2,126**	**125**	**94,298**	**102,863**	**92**	**76**	**76**	**139,512**

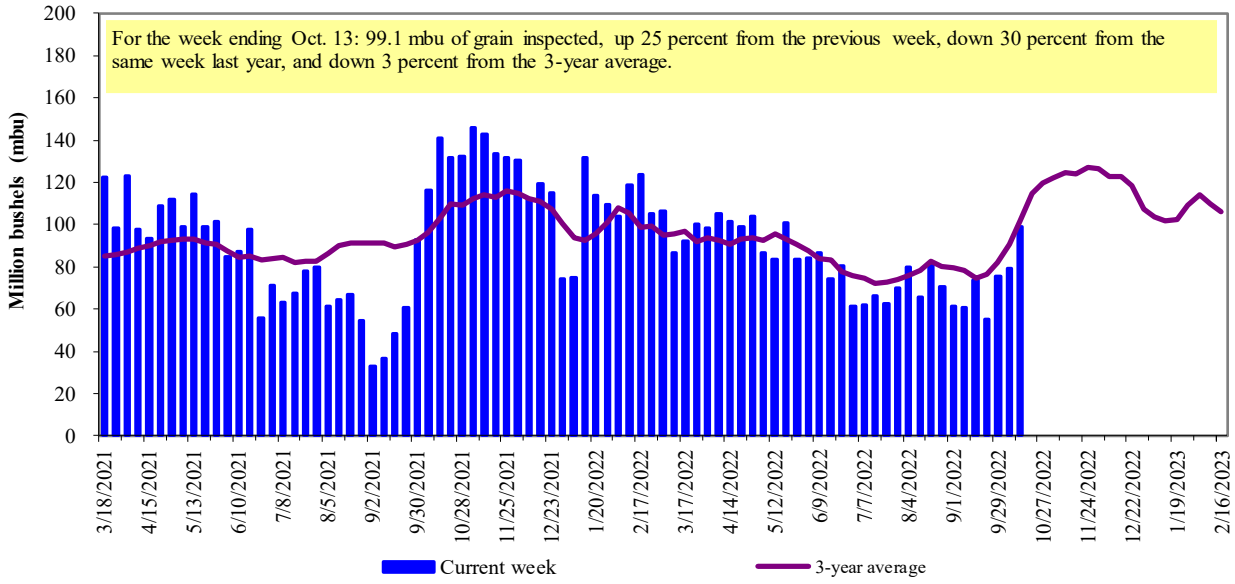
*Data includes revisions from prior weeks; some regional totals may not add exactly due to rounding.

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)

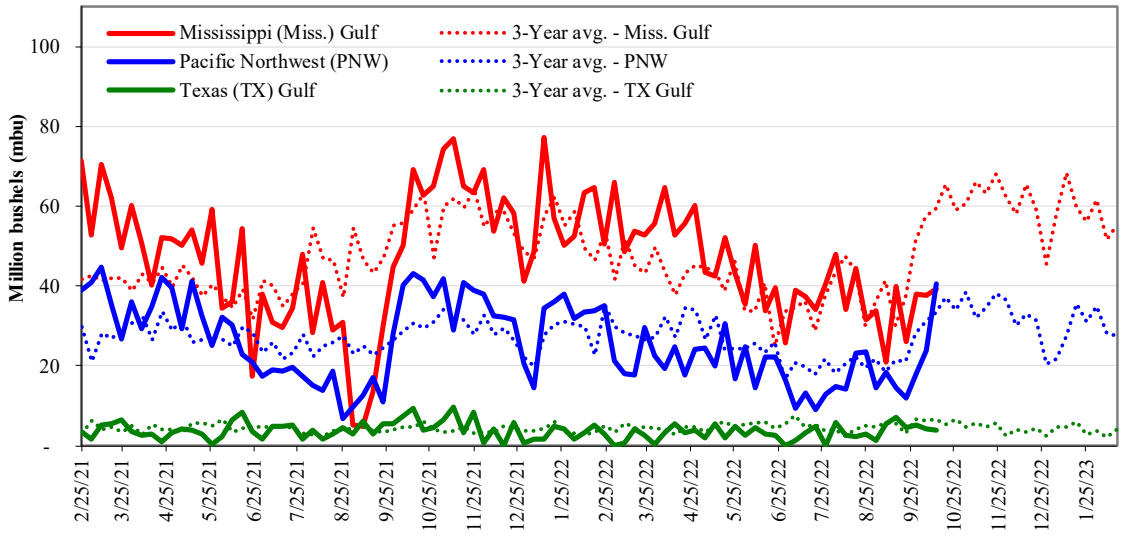


Note: 3-year average consists of 4-week running average.

Source: USDA, Federal Grain Inspection Service.

Figure 15

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



Week ending 10/13/22 inspections (mbu):	
MS Gulf:	39.1
PNW:	40.6
TX Gulf:	3.8

Percent change	MS Gulf	TX	U.S. Gulf	PNW
Last wk:	up 4	down 14	up 2	up 70
Last Year (same wk):	down 43	down 59	down 45	down 6
3-yr avg. (4-wk. mov. Avg):	down 24	down 35	down 25	up 43

Source: USDA, Federal Grain Inspection Service.

Table 17

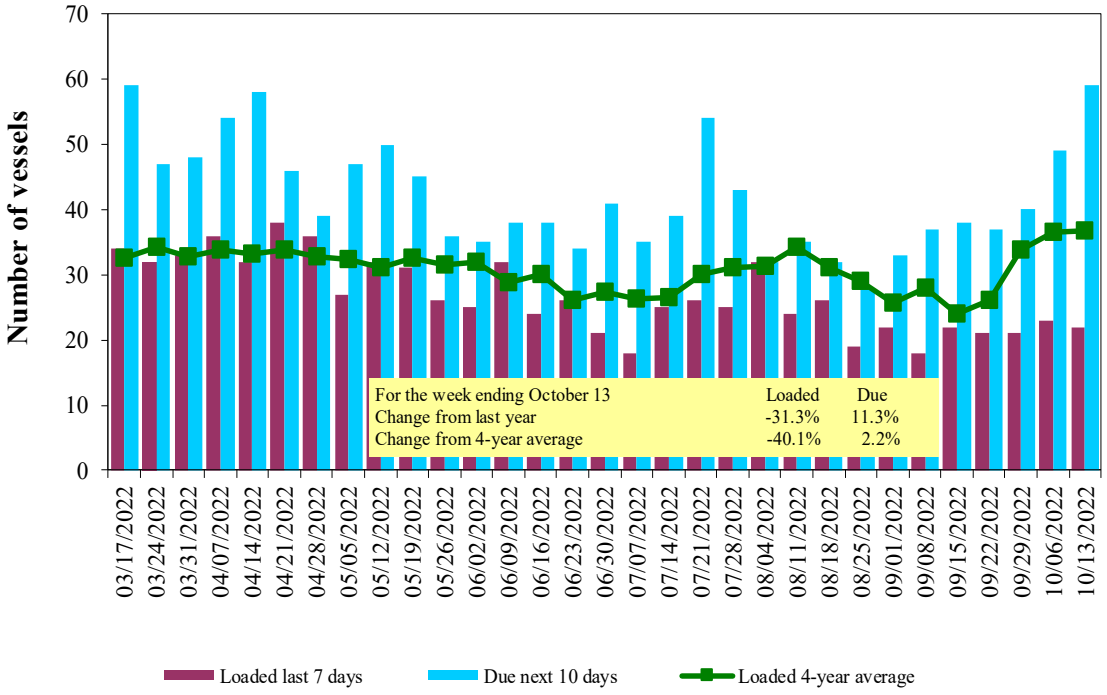
Weekly port region grain ocean vessel activity (number of vessels)

	Gulf			Pacific Northwest
Date	In port	Loaded 7-days	Due next 10-days	In port
10/13/2022	36	22	59	21
10/6/2022	35	23	49	17
2021 range	(10…57)	(5...48)	(15...69)	(4…27)
2021 average	34	32	49	15

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

Figure 16

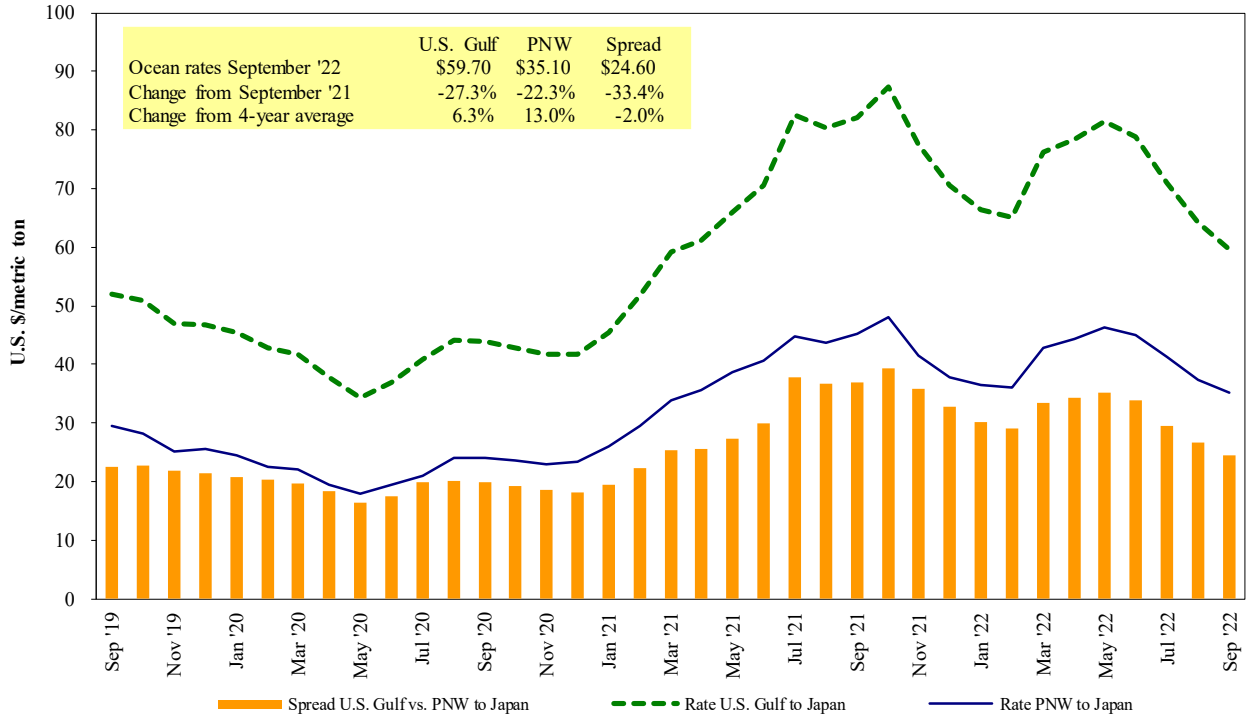
U.S. Gulf[1] vessel loading activity



[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 10/15/2022

Export region	Import region	Grain types	Loading date	Volume loads (metric tons)	Freight rate (US$/metric ton)
U.S. Gulf	Japan	Heavy grain	Nov 1/10, 2022	50,000	79.25
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	Nov 5/15, 2022	22,500	102.88*
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

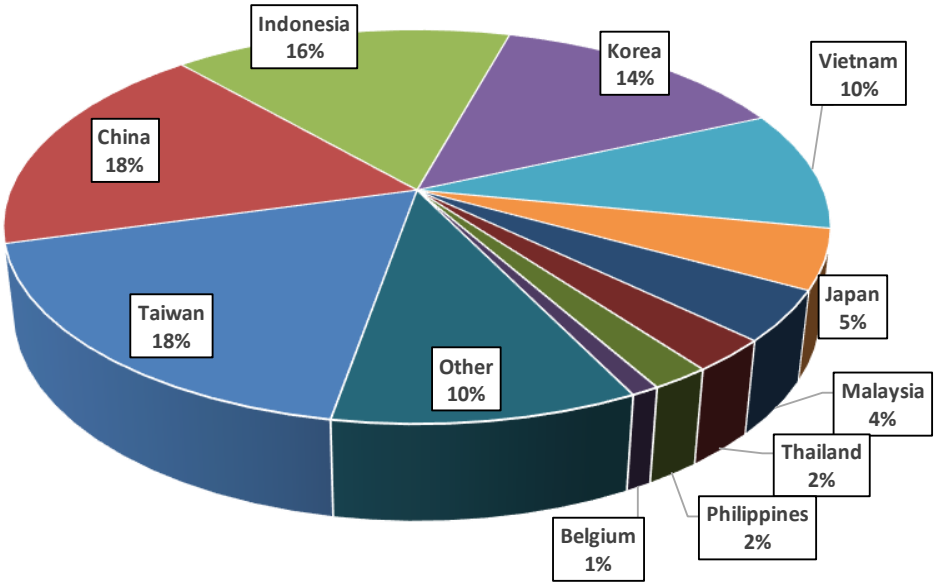
*50 percent of food aid from the United States is required to be shipped on U.S.-flag vessels.

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.

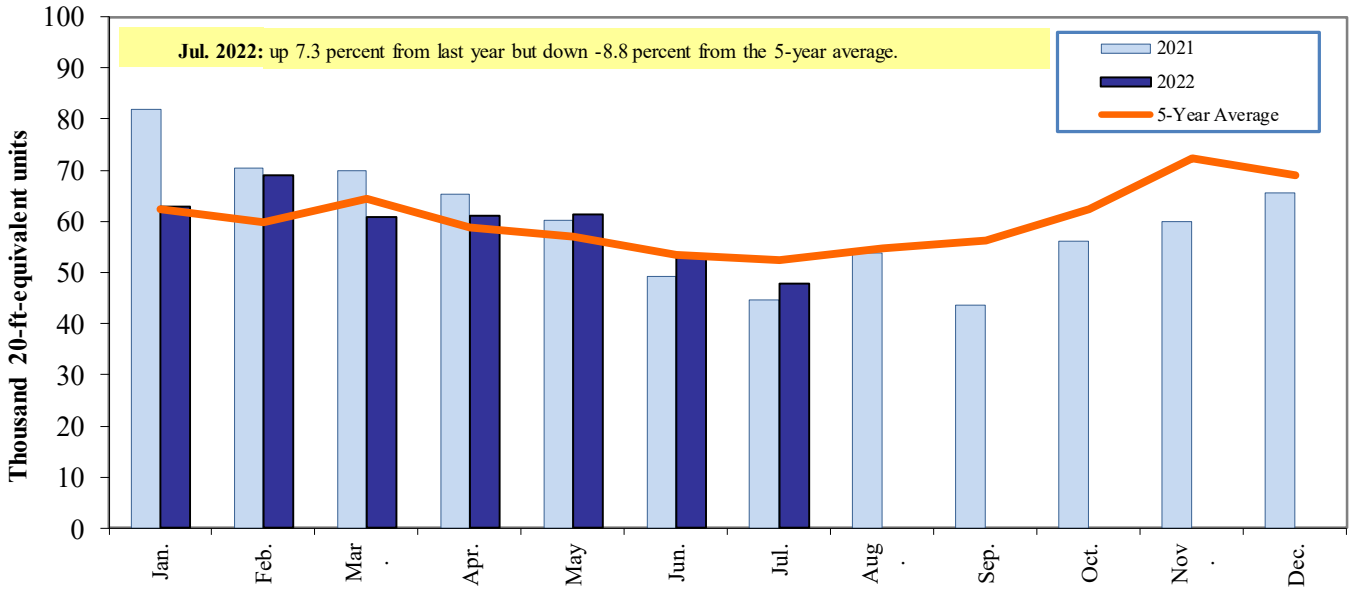
Figure 18
Top 10 destination markets for U.S. containerized grain exports, Jan-Jul 2022



Note: The following Harmonized Tariff Codes are used to calculate containerized grains movements: '1001', '100190', '1002', '100200', '1003', '100300', '1004', '100400', '1005', '100590', '1007', '100700', '110100', '1102', '110220', '110290', '1201', '120100', '120190', '120810', '230210', '230310', '230330', '2304', and '230990'.

Source: USDA, Agricultural Marketing Service, Transportation Services Division analysis of PIERS data.

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



Note: The following Harmonized Tariff Codes are used to calculate containerized grains movements: '1001', '100190', '1002', '100200', '1003', '100300', '1004', '100400', '1005', '100590', '1007', '100700', '110100', '1102', '110220', '110290', '1201', '120100', '120190', '120810', '230210', '230310', '230330', '2304', and '230990'.

Source: USDA, Agricultural Marketing Service, Transportation Services Division analysis of PIERS data.

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