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 November 3, 2022

WEEKLY HIGHLIGHTS

Barge Rates on the Rise Again

For the week of October 25, the St. Louis barge spot rate (***GTR* table 9**) increased almost 22 percent from last week to $88.46 per ton. However, this rate is lower than the all-time peak of $105.85 per ton for the week of October 11. Because of low water levels on the Mississippi River System (MRS), barge companies have little capacity in the spot market as they struggle to meet current commitments. Future rates are also higher than normal: the current low barge availability, combined with new export sales of soybeans (***GTR* table 14**), have spurred demand for barges in November, December, and early next year. The St. Louis 1-month-rate (for November) reached $58.61 per ton, 384 percent higher than last year and 439 percent higher than the 5-year average. The St. Louis 3-month-rate (for January) reached $33.99 per ton, 265 percent higher than last year and 270 percent higher than the 5-year average. In the near term, barge challenges and draft restrictions are likely to continue. However, by mid-November, the slightly above-normal rain forecast may begin to provide relief and help stabilize some portions of the MRS.

USDA To Discontinue Dataset on Rail Deliveries to Port

After the November 10 *GTR*, USDA will discontinue publication of its rail deliveries to port (rail-to-port) data (***GTR* table 3** and ***GTR* fig. 2**). Railroads, grain elevators, and ports have voluntarily provided the data weekly for over 40 years. However, over time, a number of reporting entities have stopped providing data, and others have indicated a desire to cease reporting in the near future. Thus, USDA will no longer be able to provide these data. This week's *GTR* feature article discusses two data sources that closely approximate the discontinued data: grain inspections from USDA's Federal Grain Inspection Service (available in the *GTR* and on USDA's AgTransport) and grain shuttle turn data from the Surface Transportation Board (available on AgTransport).

White House Launches Initiatives To Combat Fuel Prices

For the week ending October 24, the U.S average diesel fuel price continued to rise for the third week in a row. At $5.341 per gallon, the price was up 2 cents from the previous week and up $1.628 from the same week a year ago (***GTR* fig. 13**). To neutralize rising fuel prices, the White House announced three key initiatives. First, the Department of Energy (DOE) will release 15 million barrels of oil from the Strategic Petroleum Reserve (SPR) for December delivery. This action fulfills the President's intention in March of releasing up to 180 million barrels of SPR crude oil for sale. As further movement against high prices, the Administration intends to repurchase crude oil for the SPR when prices are at or below $67-$72 per barrel. The repurchase should increase certainty around future crude oil demand and spur production today. Finally, the President is calling on companies to pass on lower energy costs to consumers immediately.

FMCSA Ends Hours-of-Service Waiver for Feed and Fuel

The Federal Motor Carrier Safety Administration (FMCSA) has canceled its waiver on hours-of-service (HOS) requirements for trucks transporting feed, fuel, propane, and ethanol. After the waiver was first issued in 2020 to help address the national COVID-19 emergency, FMCSA extended the waiver more than 10 times, sometimes modifying it. Based on comments received during the most recent extension period through October 15, FMCSA decided to let the waiver expire.

Snapshots by Sector

Export Sales

For the week ending October 13, **unshipped balances** of wheat, corn, and soybeans for marketing year 2022/23 totaled 39.43 million metric tons (mmt), down 24 percent from the same time last year and up 1 percent from last week. Net **corn export sales** for marketing year 2022/23 were 0.408 mmt, up significantly from last week. Net **soybean export sales** were 2.336 mmt, up significantly from last week. Net weekly **wheat export sales** were 0.163 mmt, down 23 percent from last week.

Rail

U.S. Class I railroads originated 25,843 **grain carloads** during the week ending October 15. This was a 10-percent increase from the previous week, 3 percent more than last year, and 8 percent more than the 3-year average.

Average November shuttle **secondary railcar bids/offers** (per car) were $1,589 above tariff for the week ending October 20. This was $111 less than last week and $1,304 more than this week last year.

Barge

For the week ending October 22, **barged grain movements** totaled 525,722 tons. This was 18 percent fewer than the previous week and 9 percent fewer than the same period last year.

For the week ending October 22, 365 grain barges **moved down river**—49 fewer barges than last week. There were 851 grain barges **unloaded** in the New Orleans region, 19 percent more than last week.

Ocean

For the week ending October 20, 28 **oceangoing grain vessels** were loaded in the Gulf—33 percent fewer than the same period last year. Within the next 10 days (starting October 21), 37 vessels were expected to be loaded—28 percent fewer than the same period last year.

As of October 20, the rate for shipping a metric ton (mt) of grain from the U.S. Gulf to Japan was $63.25. This was 1 percent less than the previous week. The rate from the Pacific Northwest to Japan was $37.00 per mt, unchanged from the previous week.

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Feature Article/Calendar

Using Inspections Data and Service Metrics To Analyze Grain Rail Exports

Railroads, grain elevators, and ports have voluntarily provided data used to publish the rail-to-port information (***GTR* table 3** and **fig. 2**) in the weekly *Grain Transportation Report* (*GTR*). Recently, a number of these reporting entities have stopped providing the data or signaled they would cease reporting in the near future. Therefore, after the November 10 *GTR* issue, these data will no longer be provided.

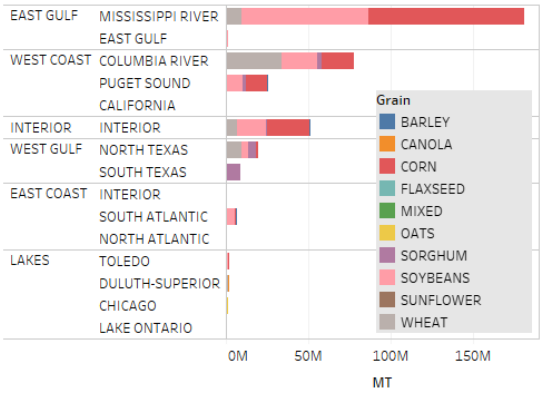
While recognizing there are differences between datasets, this article spotlights the value of alternatives to the rail-to-port data: USDA's Federal Grain Inspection Service's (FGIS) grain inspections data (***GTR* table 16**) and the Surface Transportation Board's (STB) rail service metrics (AgTransport.usda.gov). As provided either in the *GTR* or in AgTransport, both of these sources enable valuable understanding of the weekly volumes and performance of grain rail export markets.

FGIS Inspections Data on Rail Export Volumes

Timeliness. One valuable aspect of weekly data is their *timely* export information. In contrast to other export data (e.g., Census) that can be delayed by a month or more, FGIS inspections data are released weekly on the Monday before the *GTR*'s Thursday release. Beginning November 14, a copy of the FGIS inspections data will be published on our open data site, AgTransport, as soon as possible (i.e., on Mondays), before regular publication each Thursday in the *GTR*. The Monday release should further enhance stakeholder access to a more timely grain export dataset.

Coverage and granularity. The FGIS inspections dataset provides historical coverage on grain exports by commodity and region since 1983, allowing stakeholders to perform insightful analysis over several decades. The inspections data cover all grain export regions of the United States. The data also provide export volumes at a fairly granular geographic level. For example, in the Pacific Northwest (PNW), exports out of the Columbia River can be distinguished from exports from Puget Sound. Figure 1 shows an example of the broader regions and subregions captured in the inspections data over the past 3 years. The example also highlights the richness of export data at the commodity level.

Figure 1: Top regions, subregions, and commodities, FGIS inspections (2019-22)



Source: USDA, Agricultural Marketing Service analysis of inspections data from the Federal Grain Inspection Service.

Representativeness. The FGIS inspections data are not official trade data and do not necessarily include all grain volumes that are exported. For instance, only shippers exporting more than 15,000 metric tons of grain per year from a single facility are mandated to weigh their shipments and have FGIS certify their quality. Shipments to Mexico and Canada by rail or truck are also not required to be inspected. Nonetheless, because the certified grade can improve sales domestically and abroad, many exporters voluntarily use FGIS inspections services. Indeed, FGIS inspections data are a close proxy for official trade numbers from the U.S. Census Bureau (Census)—between 2017 and 2021, inspections of corn, soybeans, and wheat represented 96 percent of Census exports.

Although the inspections data do not indicate the mode of transport, rail is the primary mode for delivering grain to a number of export regions. That is, although total inspections are hard to disentangle from barge and truck movements, the inspections data allow narrowing the focus to specific regions. Some of these regions capture very rail-specific information.

For example, PNW and the Texas Gulf are both served primarily by rail. Several insights can be gleaned from comparing monthly tonnages in the public carload waybill sample (waybill); monthly Census exports available from USDA's Foreign Agricultural Service (FAS); and monthly tonnages of FGIS inspections, all between 2015 and 2020. The comparisons provide a sense of how much rail accounts for shipments to the region, as well as how

accurately inspections data reflect rail and other modes.[1] In PNW, on average, FGIS inspections and rail carloads from the waybill data were 99 percent and 96 percent of the FAS export numbers, respectively. Although a small share of the rail volumes were likely domestic deliveries to the PNW region, the large majority were rail deliveries to ports for export. Similarly, in the Texas Gulf, average monthly inspections and rail carloads were 101 percent and 99 percent of the FAS export numbers, respectively.[2] That is, the inspections data in these regions were tied tightly to rail deliveries. In contrast, inspections in the Mississippi Gulf would not likely correlate with rail deliveries, because barge deliveries dominate grain exports out of that region.

Destination information. The FGIS inspections data identify the destination countries of the port exports. Combined with the rail-centric regional selections (as in the preceding examples) and leveraging the inspections data's commodity-level information, the destination data can focalize the factors driving rail demand. For instance, in PNW and the Texas Gulf, widely varying market shares among the top five destinations imply key differences in the factors driving the demand for rail to these ports (table 1).

Table 1: Shares of top five destination countries for PNW and Texas Gulf grain inspection (2018-22)

PNW		Texas Gulf	
CHINA	36.92%	NIGERIA	21.67%
JAPAN	22.48%	MEXICO	12.64%
KOREA REP	12.62%	EGYPT	6.19%
PHILIPPINES	8.21%	COLOMBIA	5.73%
TAIWAN	6.22%	CHINA	5.56%
TOTAL	86.44%	TOTAL	51.78%

Source: USDA, Agricultural Marketing Service analysis of inspections data from the Federal Grain Inspections Service.

The destination variable in the inspections data also means cross-border rail shipments to Mexico can be identified. Inspections data reflecting cross-border shipments can be obtained by drilling down to shipments destined for Mexico that originated in the "Interior" port region.[3] A data field for the "carrier type" can be used to identify cross-border shipments by rail. A similar analysis to that of PNW and Texas Gulf above, comparing Census and FGIS data, shows that FGIS inspections capture 92 percent of the cross-border exports to Mexico in the Census data, on average.

STB Metrics on Rail Performance of Grain Movements

Beginning in March 2017, STB expanded and made permanent the collection of a wide variety of rail service metrics, including train speeds by commodity, terminal dwell times by location, origin dwell times by commodity, and carloads by commodity. On AgTransport, USDA publishes these data, along with visualizations built from the data. STB's monthly data on grain shuttle train performance offer regional insight into grain movements.

More specifically, three Class I railroads—BNSF Railway (BNSF), Canadian Pacific Railway, and Union Pacific Railroad (UP)—report their average train round trips (or "turns") and planned trips (turns) per month for grain shuttles. Each railroad provides these numbers for its system and for key regions. For instance, BNSF provides average and planned turns for California, the Gulf, Mexico, PNW, and West Texas. UP does so for Arkansas/Texas, California/Arizona, the Gulf, Mexico, and PNW.

The grain shuttle turn data include only a subset of railroads—those that operate grain unit trains in shuttle service—but they show monthly railroad-specific information and corridors, such as California. Rail disruptions have been widespread in 2022, and the data offer a regional glimpse into service. For example, grain shuttle turns for BNSF and UP to California averaged 2.1 per month in April 2022, down from 2.6 in 2021 and 2.8 in 2020—a 25-percent drop in capacity in 2022 compared to 2020.

Conclusion

The FGIS grain inspections data provide a wide perspective on national grain exports at a detailed level for specific commodities, ports, and destination countries involved in U.S. grain rail transportation. Together, the FGIS inspections data and STB rail service metrics provide valuable insights into grain markets, with coverage of both national and regional grain rail transportation demand and performance. For access to the full dataset of FGIS inspections data contained in the *GTR* as well as other related data, please visit AgTransport.usda.gov.

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[1] The carload waybill sample is published annually by STB. Agricultural export volumes were pulled from FAS's Global Agricultural Trade System platform.
[2] For a number of reasons, the inspections data may be higher or lower than the Census data in a particular month. Reasons include differences in how the dates of the inspection and shipment are recorded, as well as the fact that the weekly inspections data do not match cleanly to monthly data.
[3] Interior shipments include inspections conducted somewhere other than at an ocean port. Interior shipments typically include land-based shipments to Mexico and Canada, as well as container shipments abroad.

Grain Transportation Indicators

Table 1

Grain transport cost indicators[1]

	Truck	Rail		Barge	Ocean	
For the week ending		Non-Shuttle	Shuttle		Gulf	Pacific
10/26/22	358	332	323	1148	283	262
10/19/22	358	332	352	1077	285	262

[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)

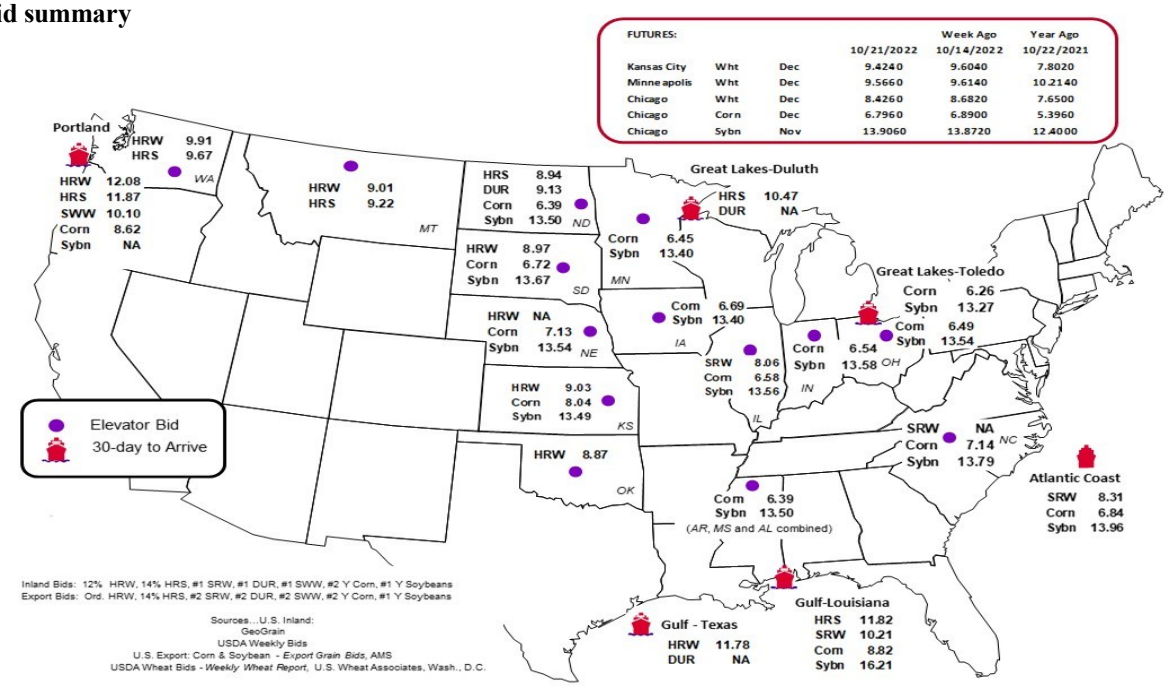
Commodity	Origin–destination	10/21/2022	10/14/2022
Corn	IL–Gulf	-2.24	-2.25
Corn	NE–Gulf	-1.69	-1.82
Soybean	IA–Gulf	-2.81	-2.82
HRW	KS–Gulf	-2.75	-2.88
HRS	ND–Portland	-2.93	-3.46

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

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

Figure 1

Grain bid summary



Rail Transportation

Table 3

Rail deliveries to port (carloads)[1]

For the week ending	Mississippi Gulf	Texas Gulf	Pacific Northwest	Atlantic & East Gulf	Total	Week ending	Cross-border Mexico[3]
10/19/2022[p]	2,396	323	8,566	1,105	12,390	10/15/2022	1,797
10/12/2022[r]	1,878	654	9,304	751	12,587	10/8/2022	2,348
2022 YTD[r]	47,892	32,429	205,588	18,022	303,931	2022 YTD	111,488
2021 YTD[r]	39,928	54,148	229,956	13,472	337,504	2021 YTD	116,437
2022 YTD as % of 2021 YTD	120	60	89	134	90	% of 2021 YTD	96
Last 4 weeks as % of 2021[2]	207	29	79	80	80	Last 4wks. % 2021	91
Last 4 weeks as % of 4-year avg.[2]	169	37	104	89	99	Last 4wks. % 4 yr.	93
Total 2021	53,554	68,335	305,865	21,913	449,667	Total 2021	145,883
Total 2020	45,177	63,348	296,060	24,202	428,787	Total 2020	126,407

[1]Data is incomplete as it is voluntarily provided.

[2] Compared with same 4-weeks in 2021 and prior 4-year average.

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

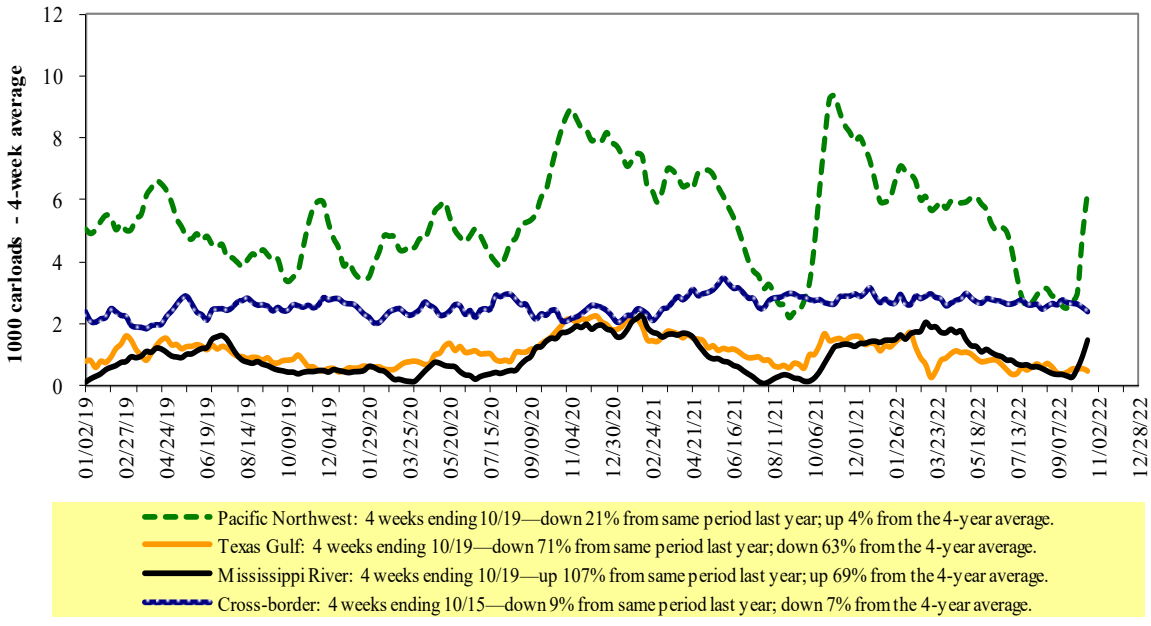
YTD = year-to-date; p = preliminary data; r = revised data; n/a = not available; wks. = weeks; avg. = average.

Source: USDA, Agricultural Marketing Service.

Railroads originate approximately 24 percent of U.S. grain shipments. Trends in these loadings are indicative of market conditions and expectations.

Figure 2

Rail deliveries to port



Source: USDA, Agricultural Marketing Service.

Table 4

Class I rail carrier grain car bulletin (grain carloads originated)

For the week ending:	East		West			U.S. total	Canada	
10/15/2022	CSXT	NS	BNSF	KCS	UP		CN	CP
This week	2,024	2,529	13,243	1,568	6,479	25,843	6,684	6,105
This week last year	2,177	2,186	12,916	1,567	6,247	25,093	4,811	4,785
2022 YTD	70,568	97,277	446,563	51,454	234,891	900,753	149,028	150,547
2021 YTD	71,968	97,014	472,661	49,242	250,778	941,663	167,517	194,026
2022 YTD as % of 2021 YTD	98	100	94	104	94	96	89	78
Last 4 weeks as % of 2021*	93	103	96	98	89	94	126	120
Last 4 weeks as % of 3-yr. avg.**	87	98	99	110	98	98	123	112
Total 2021	93,935	120,570	609,890	64,818	318,002	1,207,215	209,988	242,533

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

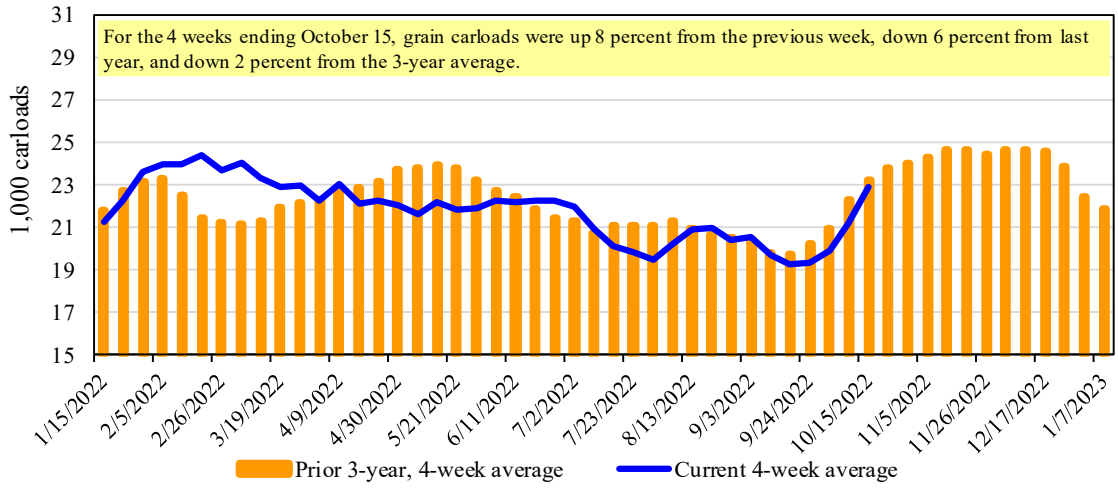
**The past 4 weeks as a percent of the same period from the prior 3-year average. YTD = year-to-date; avg. = average; yr. = year.

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							
10/20/2022		Nov-22	Nov-21	Dec-22	Dec-21	Jan-23	Jan-22	Feb-23	Feb-22
BNSF[3]	COT grain units	no bids	46	no bids	0	52	0	44	0
	COT grain single-car	341	106	344	2	316	12	225	1
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.

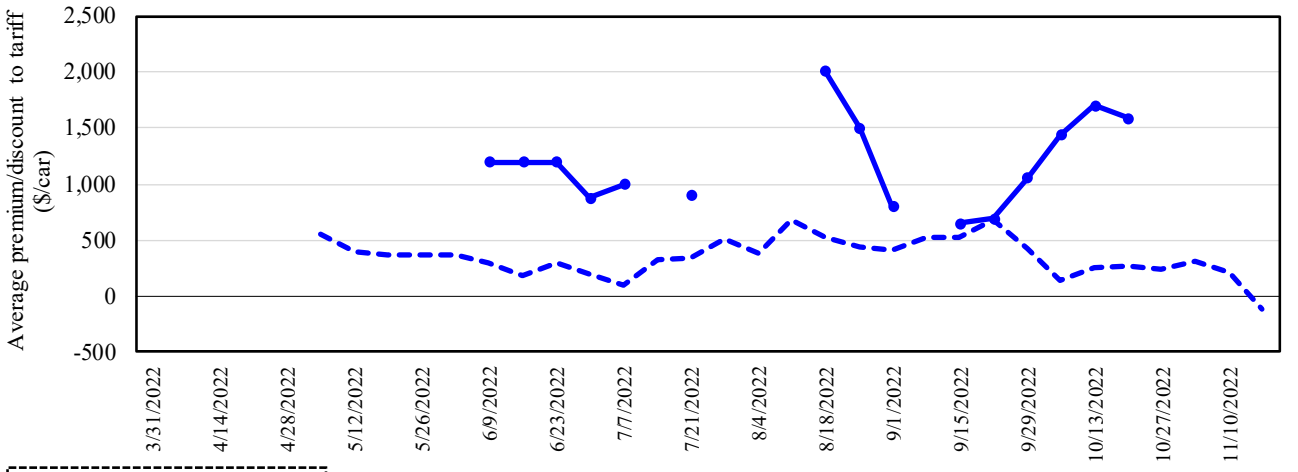
Region 2 includes: CO, IA, KS, MN, NE, WY, and Kansas City and St. Joseph, MO.

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 November 2022



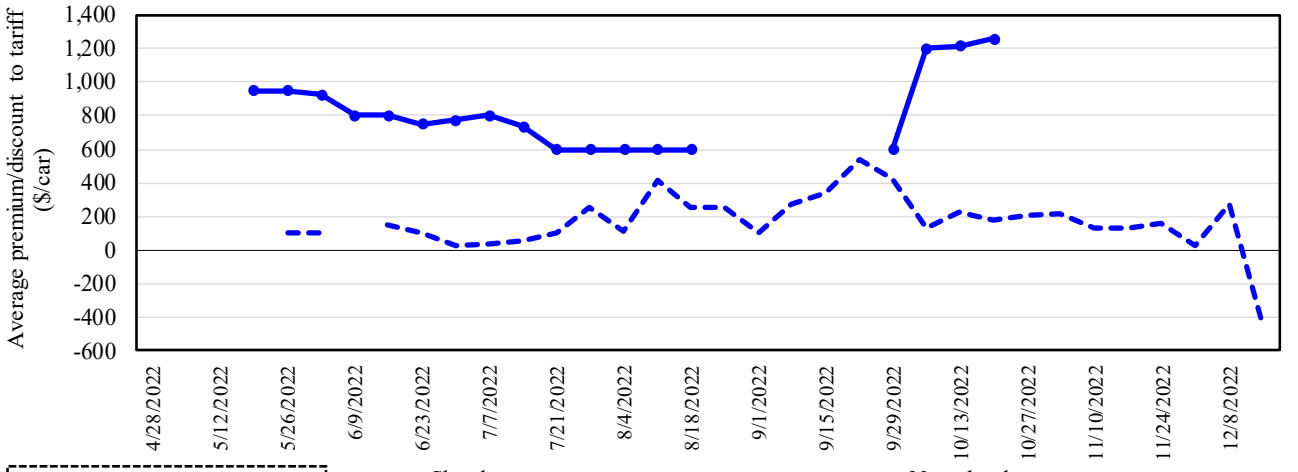
10/20/2022	BNSF	UP
Non-shuttle	n/a	n/a
Shuttle	$1,678	$1,500

There were no non-shuttle bids/offers this week.
Average shuttle bids/offers fell $111 this week and are $419 below the peak.

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

Figure 5

Secondary market bids/offers for railcars to be delivered in December 2022



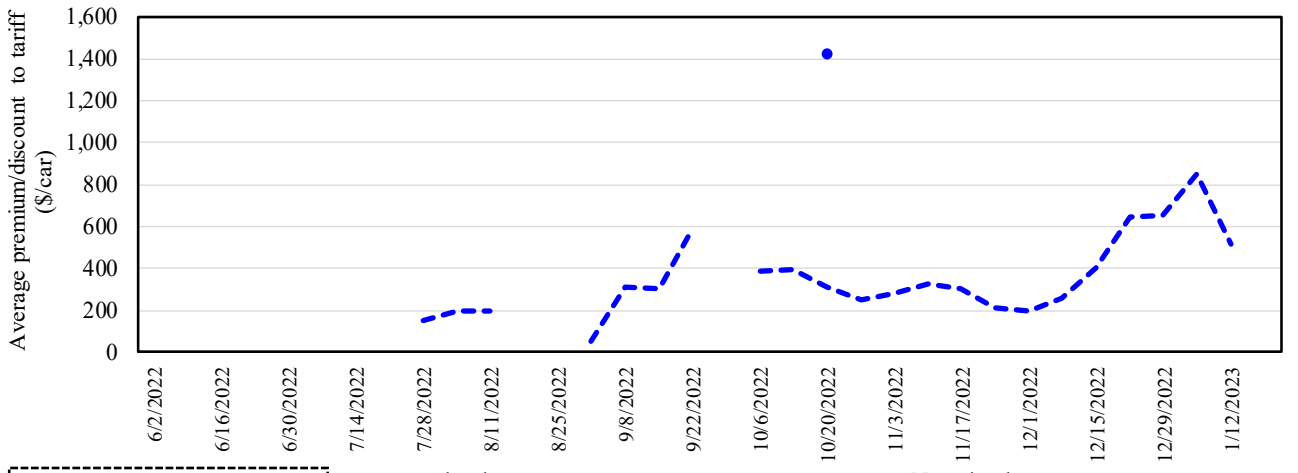
10/20/2022	BNSF	UP
Non-shuttle	n/a	n/a
Shuttle	$1,613	$900

There were no non-shuttle bids/offers this week.
Average shuttle bids/offers rose $44 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 6

Secondary market bids/offers for railcars to be delivered in January 2023



10/20/2022	BNSF	UP
Non-shuttle	n/a	n/a
Shuttle	$1,350	$1,500

There were no non-shuttle bids/offers this week.
There were no shuttle bids/offers last week. Average non-shuttle bids/offers this week 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: 10/20/2022	Delivery period					
		Nov-22	Dec-22	Jan-23	Feb-23	Mar-23	Apr-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**	**1,678**	**1,613**	**1,350**	**1,200**	**800**	**n/a**
	Change from last week	(22)	263	n/a	n/a	n/a	n/a
	Change from same week 2021	1,391	1,413	1,100	n/a	n/a	n/a
	UP-Pool	**1,500**	**900**	**1,500**	**1,000**	**n/a**	**n/a**
	Change from last week	n/a	(175)	n/a	n/a	n/a	n/a
	Change from same week 2021	1,217	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]	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.

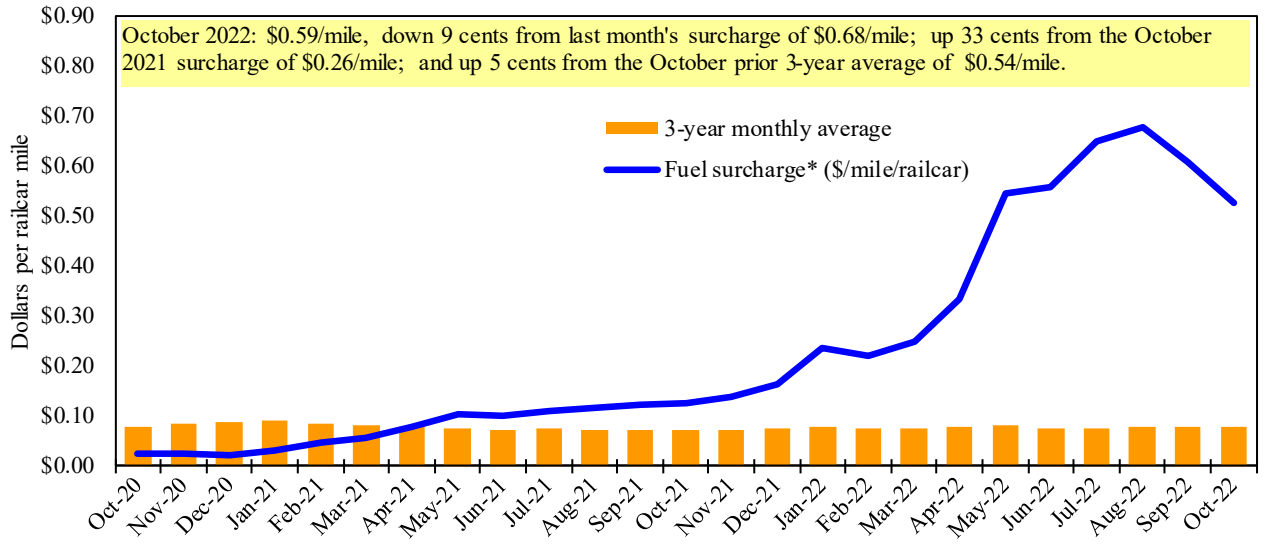
[5] As of January 1, both BNSF and Union Pacific changed their billing and reporting of rates to Mexico.

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.

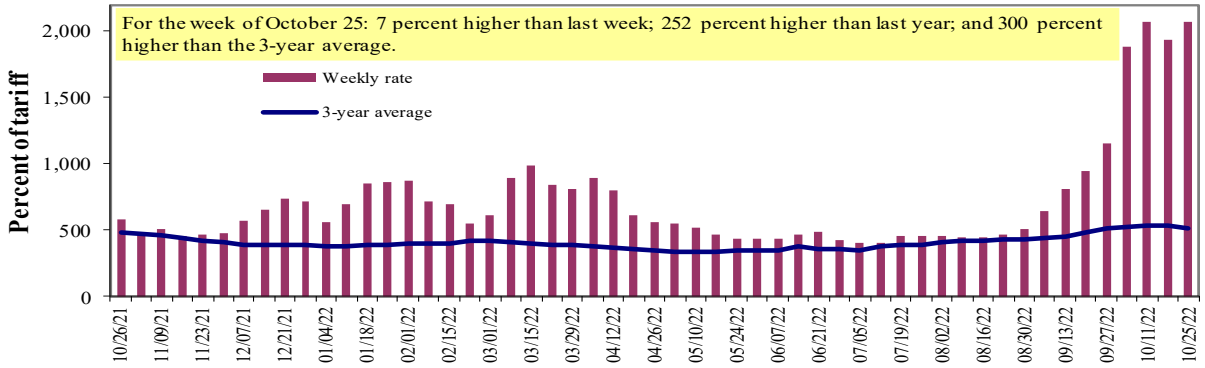
* Beginning January 2009, the Canadian Pacific fuel surcharge is computed by a monthly average of the bi-weekly fuel surcharge.

**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

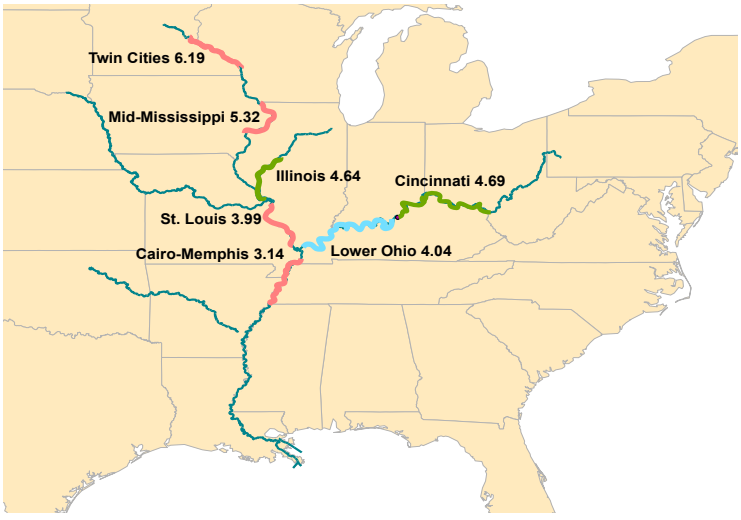
		Twin Cities	Mid-Mississippi	Lower Illinois River	St. Louis	Cincinnati	Lower Ohio	Cairo-Memphis
Rate[1]	10/25/2022	1683	2033	2067	2217	2478	2478	1878
	10/18/2022	1369	1850	1938	1819	2119	2119	1978
$/ton	10/25/2022	104.18	108.16	95.91	88.46	116.22	100.11	58.97
	10/18/2022	84.74	98.42	89.92	72.58	99.38	85.61	62.11
Current week % change from the same week:								
	Last year	206	232	252	286	274	274	227
	3-year avg. [2]	223	277	300	359	388	388	299
Rate[1]	November	1386	1622	1550	1469	1572	1572	1400
	January	-	-	1027	852	881	881	783

[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

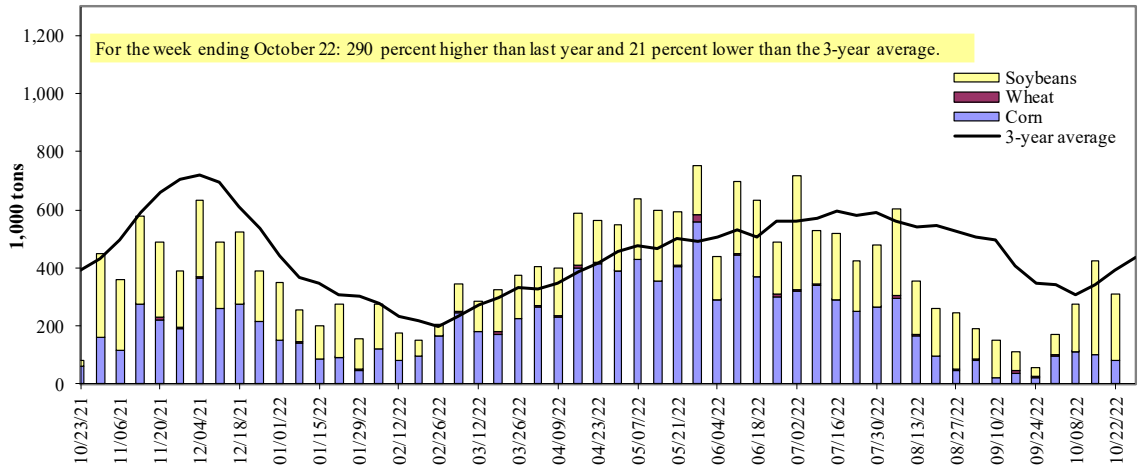
Select applicable index from market quotes are included in tables on this page. The 1976 benchmark rates per ton are provided in map.



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 10/22/2022	Corn	Wheat	Soybeans	Other	Total
Mississippi River					
Rock Island, IL (L15)	0	0	110	0	110
Winfield, MO (L25)	50	0	184	0	234
Alton, IL (L26)	53	0	173	0	226
Granite City, IL (L27)	80	0	232	3	315
Illinois River (La Grange)	22	0	84	0	106
Ohio River (Olmsted)	53	0	133	0	185
Arkansas River (L1)	0	1	24	0	25
Weekly total - 2022	133	1	388	3	526
Weekly total - 2021	282	10	275	10	577
2022 YTD[1]	14,021	1,499	10,240	209	25,969
2021 YTD[1]	20,186	1,480	7,264	240	29,169
2022 as % of 2021 YTD	69	101	141	87	89
Last 4 weeks as % of 2021[2]	60	48	115	127	86
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.

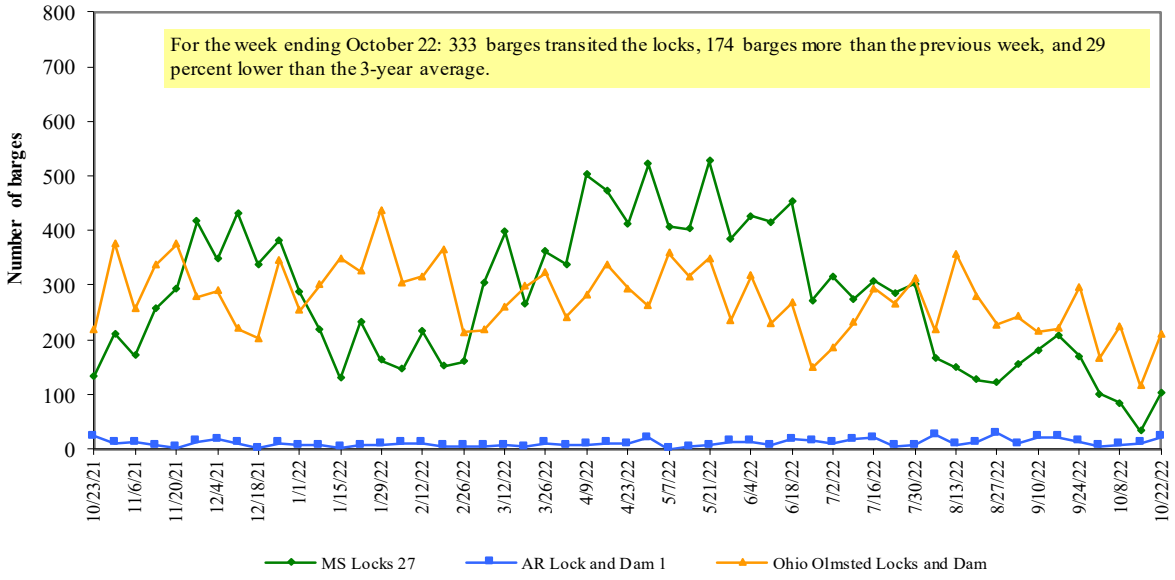
[2] As a percent of same period in 2021.

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

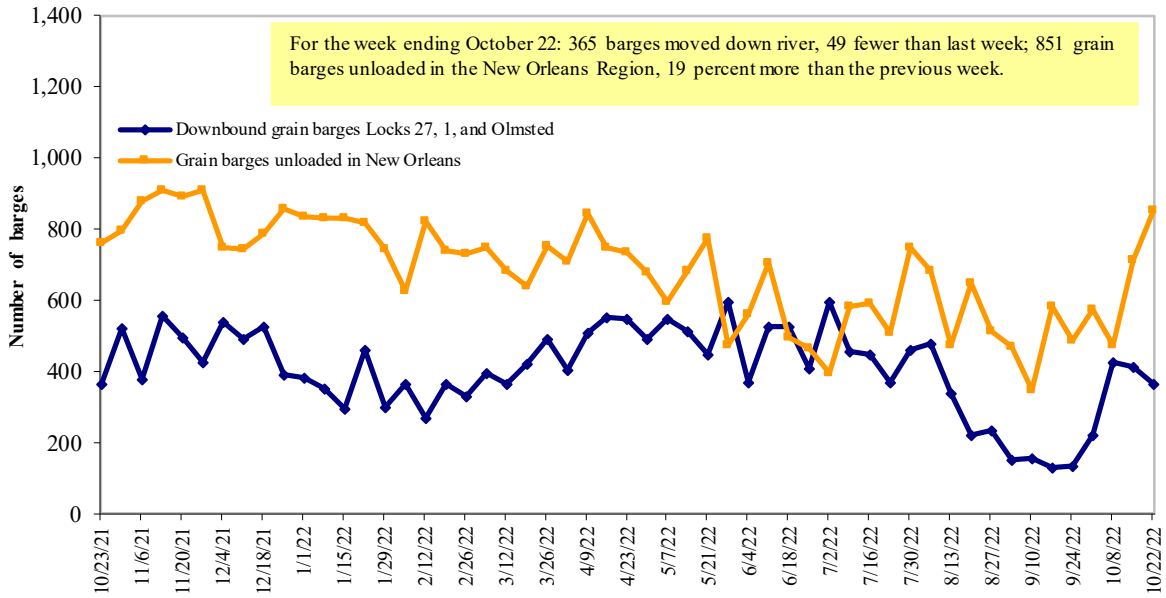


Note: The U.S. Army Corps of Engineers has recently migrated its lock and vessel database and has noted the latest data may be revised in coming weeks.

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 10/24/2022 (U.S. $/gallon)

Region	Location	Price	Change from Week ago	Change from Year ago
I	East Coast	5.379	0.029	1.675
	New England	5.773	0.178	2.147
	Central Atlantic	5.821	0.093	1.972
	Lower Atlantic	5.182	-0.008	1.561
II	Midwest	5.369	0.023	1.737
III	Gulf Coast	4.987	-0.031	1.504
IV	Rocky Mountain	5.338	0.070	1.559
V	West Coast	5.876	-0.121	1.598
	West Coast less California	5.479	-0.093	1.588
	California	6.331	-0.168	1.731
Total	United States	5.341	0.002	1.628

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

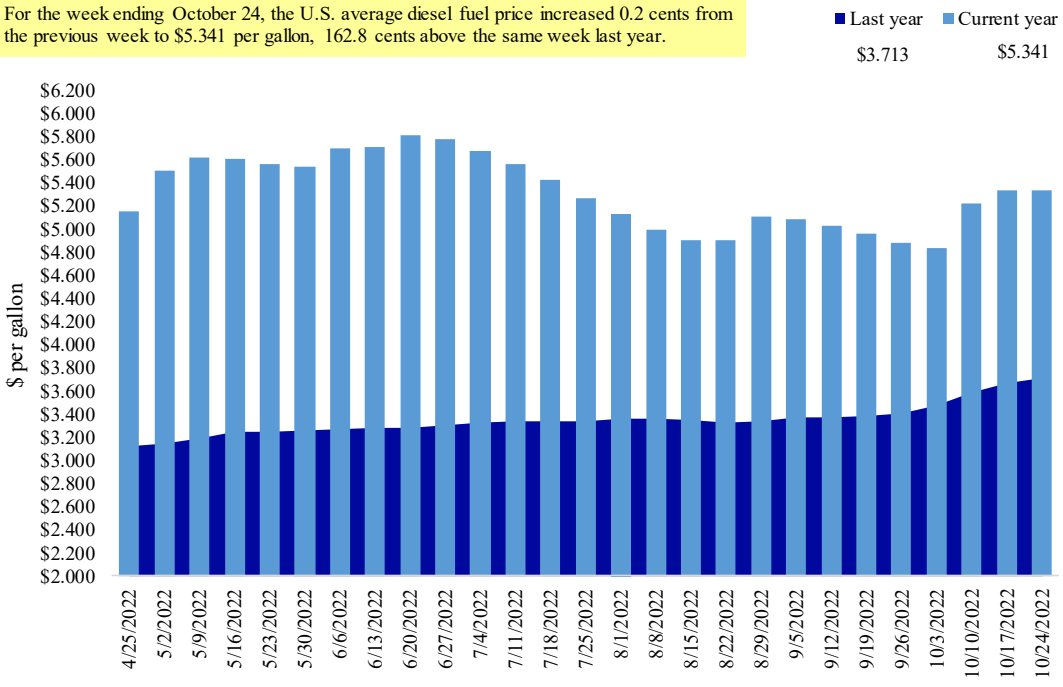
Note: On June 13, the Energy Information Administration implemented a new methodology to estimate weekly on-highway diesel fuel prices.

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

Figure 13

Weekly diesel fuel prices, U.S. average

For the week ending October 24, the U.S. average diesel fuel price increased 0.2 cents from the previous week to $5.341 per gallon, 162.8 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]									
10/13/2022	704	454	909	602	62	2,730	10,755	25,951	39,436
This week year ago	1,641	639	1,001	643	42	3,966	24,438	23,432	51,836
Cumulative exports-marketing year[2]									
2022/23 YTD	2,496	1,628	2,418	1,941	78	8,560	3,077	4,573	16,210
2021/22 YTD	3,167	1,207	2,337	1,599	61	8,372	4,456	5,639	18,467
YTD 2022/23 as % of 2021/22	79	135	103	121	126	102	69	81	88
Last 4 wks. as % of same period 2021/22	47	82	97	111	198	77	45	110	77
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 10/13/2022	Total commitments[2]		% change	Exports[3]
	2022/23 current MY	2021/22 last MY	current MY from last MY	3-yr. avg. 2019-21
		1,000 mt -		
Mexico	5594.4	7,453	(25)	15,227
China	3396	11,926	(72)	12,616
Japan	1254	2,182	(43)	10,273
Columbia	313	1,202	(74)	4,398
Korea	14	72	(80)	2,563
Top 5 importers	**10,571**	**22,835**	(54)	**45,077**
Total U.S. corn export sales	**13,831**	**28,894**	(52)	**56,665**
% of projected exports	25%	46%		
Change from prior week[2]	**408**	**1,273**		
Top 5 importers' share of U.S. corn export sales	76%	79%		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 10/13/2022	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	16,630	14,964	11	27,283
Mexico	2,108	1,967	7	4,929
Egypt	655	788	(17)	3,553
Japan	674	694	(3)	2,266
Indonesia	295	345	(14)	2,116
Top 5 importers	**20,361**	**18,757**	9	**40,147**
Total U.S. soybean export sales	**30,524**	**29,070**	5	**54,231**
% of projected exports	55%	49%		
change from prior week[2]	**2,336**	**2,751**		
Top 5 importers' share of U.S. soybean export sales	67%	65%		**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 ending 10/13/2022	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 -		- 1,000 mt -
Mexico	2,020	2,113	(4)	3,566
Philippines	1,494	1,880	(20)	2,985
Japan	1,170	1,271	(8)	2,453
China	616	848	(27)	1,537
Nigeria	584	1,406	(58)	1,528
Korea	626	749	(16)	1,459
Taiwan	417	500	(17)	1,106
Indonesia	236	59	299	711
Thailand	344	371	(7)	703
Colombia	405	364	11	621
Top 10 importers	**7,913**	**9,560**	(17)	**16,669**
Total U.S. wheat export sales	**11,290**	**12,338**	(8)	**22,763**
% of projected exports	53%	57%		
change from prior week[2]	**163**	**362**		
Top 10 importers' share of U.S. wheat export sales	70%	77%		73%
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 10/20/22	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	29	105	28	8,587	12,134	71	142	97	13,243
Corn	0	0	n/a	8,952	12,369	72	38	0	13,420
Soybeans	1,283	1,000	128	7,783	7,457	104	74	104	14,540
Total	**1,312**	**1,104**	**119**	**25,322**	**31,959**	**79**	**85**	**101**	**41,203**
Mississippi Gulf									
Wheat	32	80	40	3,914	2,742	143	85	109	3,202
Corn	340	320	106	27,632	33,983	81	56	67	38,498
Soybeans	1,345	642	210	19,509	15,343	127	98	80	27,159
Total	**1,717**	**1,042**	**165**	**51,055**	**52,069**	**98**	**80**	**77**	**68,858**
Texas Gulf									
Wheat	25	46	54	2,941	3,417	86	105	83	3,888
Corn	0	0	n/a	565	506	112	20	30	627
Soybeans	53	56	94	111	1,014	11	30	41	1,611
Total	**78**	**102**	**76**	**3,616**	**4,937**	**73**	**63**	**65**	**6,126**
Interior									
Wheat	32	14	226	2,408	2,497	96	99	88	2,973
Corn	114	129	88	7,160	7,958	90	71	85	10,157
Soybeans	238	185	129	5,426	4,844	112	99	99	6,525
Total	**384**	**328**	**117**	**14,994**	**15,299**	**98**	**84**	**91**	**19,656**
Great Lakes									
Wheat	14	0	n/a	282	371	76	30	17	536
Corn	0	0	n/a	148	94	158	n/a	n/a	145
Soybeans	27	78	34	366	195	188	99	138	592
Total	**41**	**79**	**52**	**796**	**660**	**121**	**83**	**81**	**1,273**
Atlantic									
Wheat	0	1	n/a	168	125	135	n/a	n/a	128
Corn	8	2	413	276	67	410	83	133	85
Soybeans	96	65	148	1,764	1,279	138	87	92	2,184
Total	**104**	**67**	**154**	**2,208**	**1,471**	**150**	**102**	**113**	**2,397**
U.S. total from ports*									
Wheat	132	246	54	18,300	21,286	86	117	93	23,969
Corn	462	452	102	44,732	54,977	81	60	71	62,932
Soybeans	3,041	2,026	150	34,959	30,133	116	84	89	52,612
Total	**3,635**	**2,724**	**133**	**97,991**	**106,396**	**92**	**82**	**85**	**139,512**

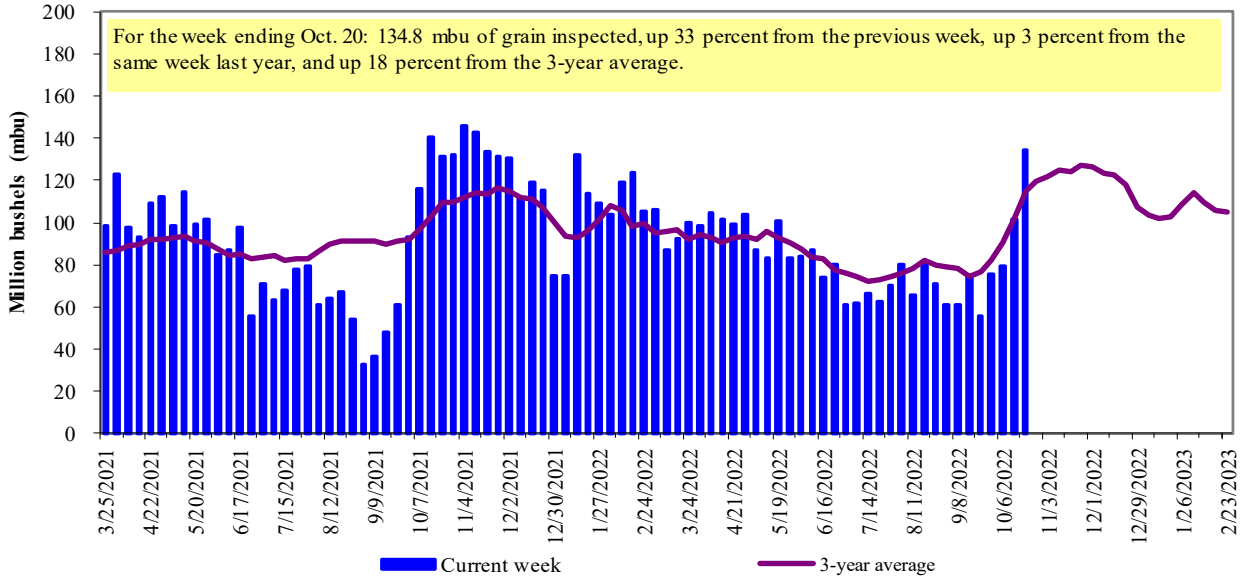
*Data includes revisions from prior weeks; some regional totals may not add exactly due to rounding.

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)

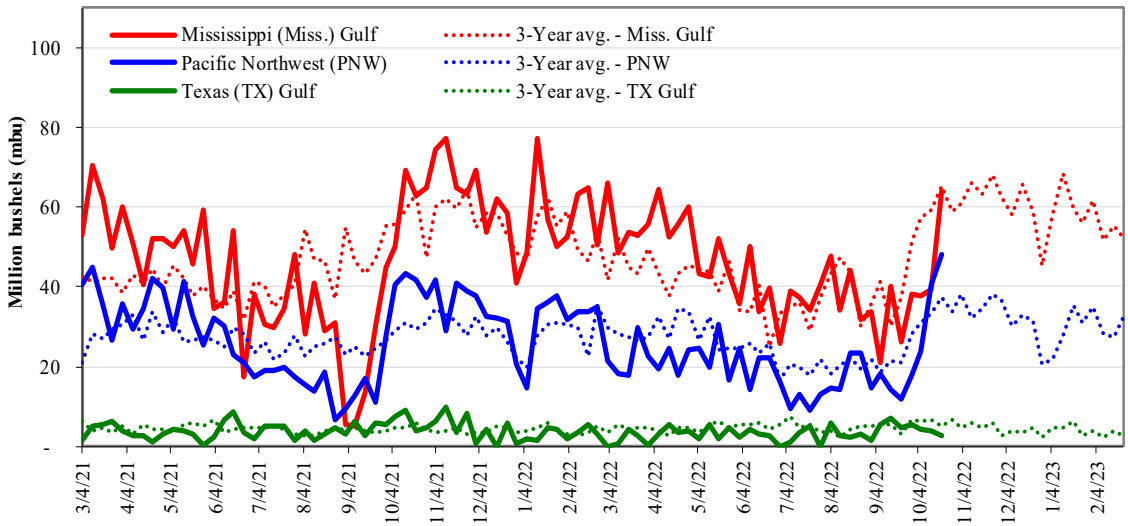


Note: 3-year average consists of 4-week running average.

Source: USDA, Federal Grain Inspection Service.

Figure 15

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



Week ending 10/20/22 inspections (mbu):	
MS Gulf:	64.0
PNW:	48.2
TX Gulf:	2.9

Percent change from:	MS Gulf	TX Gulf	U.S. Gulf	PNW
Last wk:	up 63	down 24	up 56	up 19
Last Year (same wk):	up 2	down 27	unchanged	up 16
3-yr avg. (4-wk. mov. Avg):	up 10	down 54	up 3	up 49

Source: USDA, Federal Grain Inspection Service.

Table 17

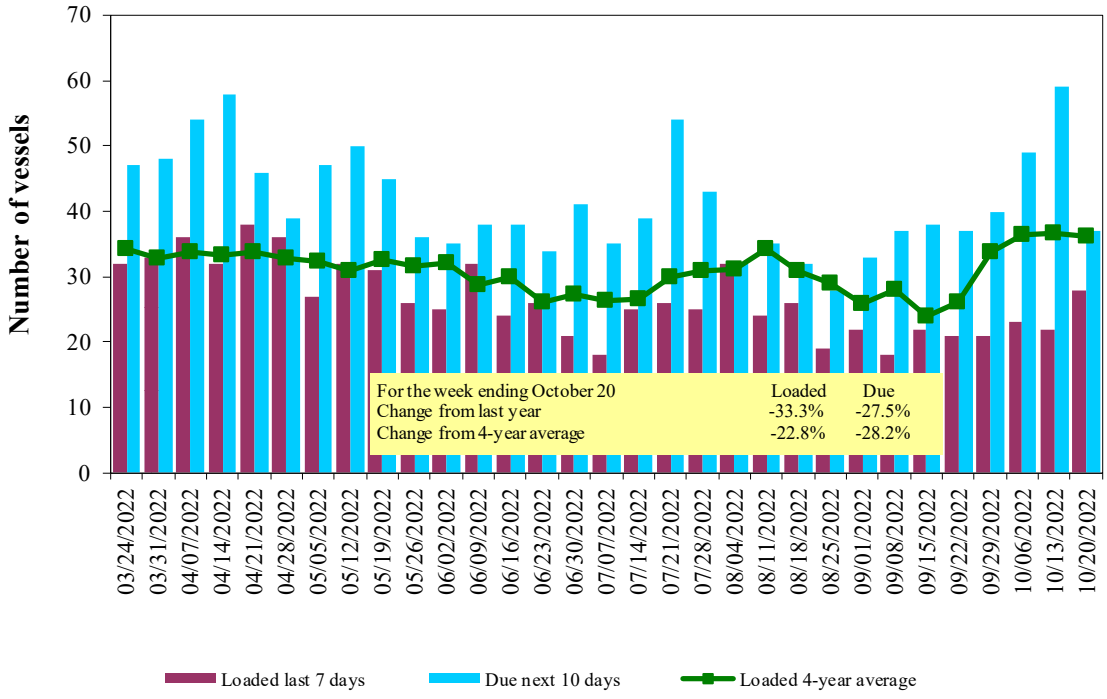
Weekly port region grain ocean vessel activity (number of vessels)

	Gulf			Pacific Northwest
Date	In port	Loaded 7-days	Due next 10-days	In port
10/20/2022	40	28	37	20
10/13/2022	36	22	59	21
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

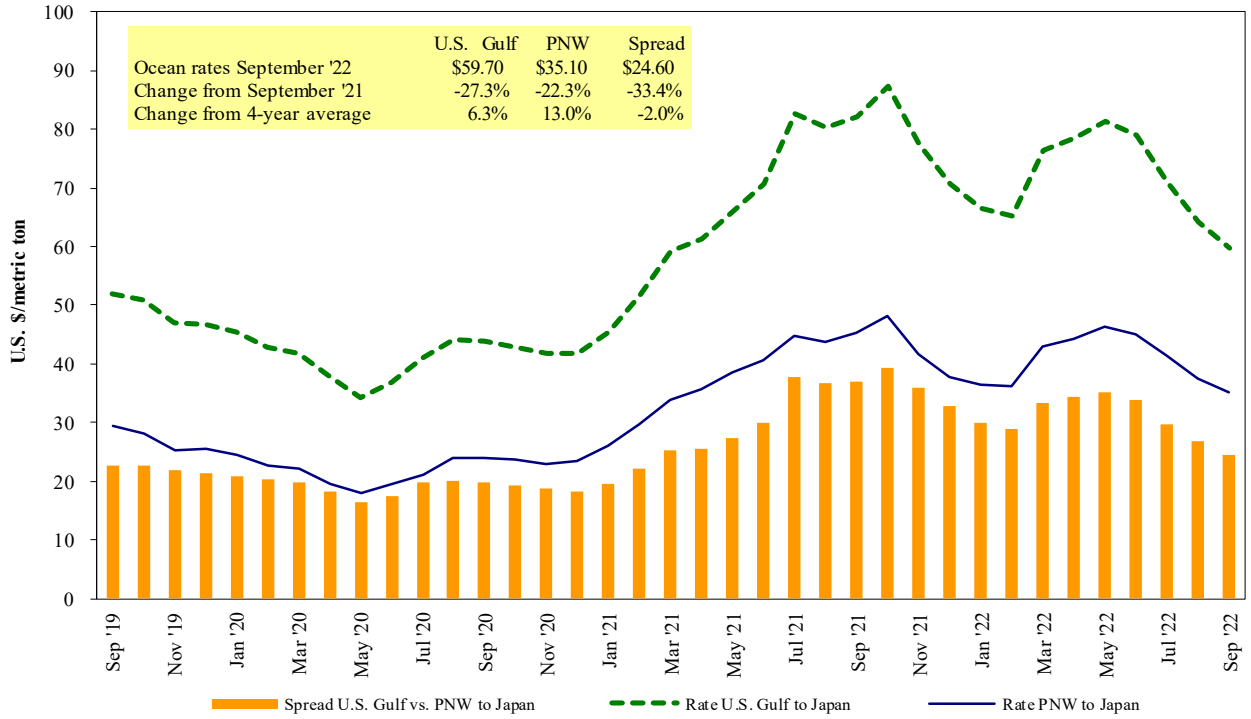
U.S. Gulf[1] vessel loading activity



[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 10/22/2022

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

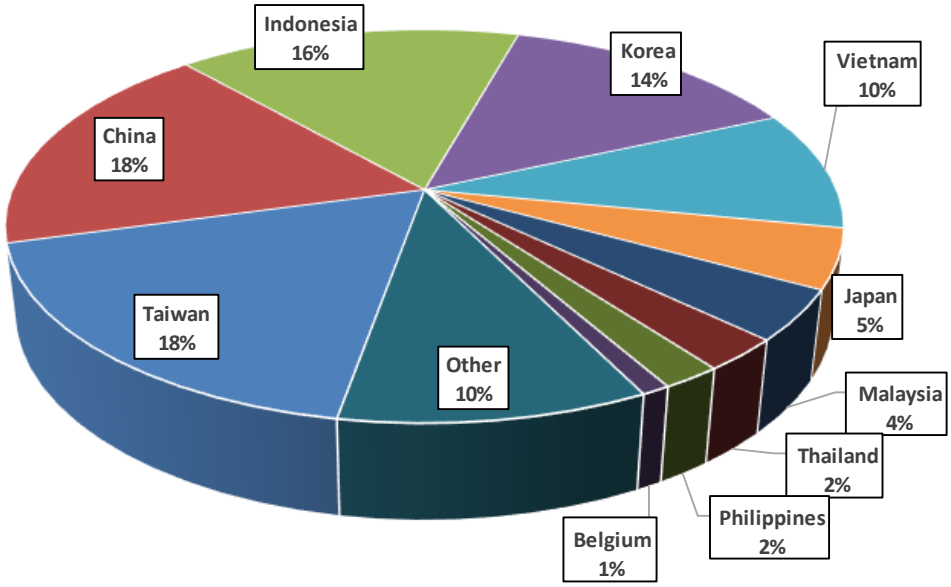
*50 percent of food aid from the United States is required to be shipped on U.S.-flag vessels.

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.

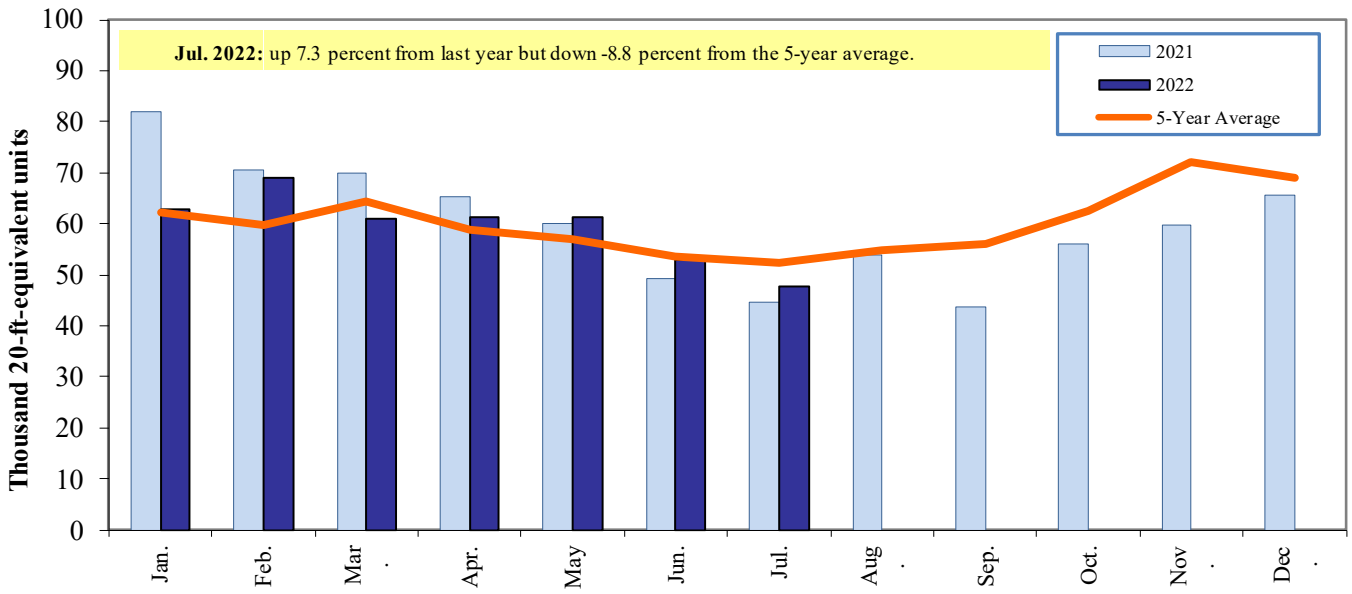
Figure 18
Top 10 destination markets for U.S. containerized grain exports, Jan-Jul 2022



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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