



# Grain Transportation Report

## Contents

- Weekly Highlights..... 1
- Snapshots by Sector..... 2
- Feature Article..... 3
- Grain Transportation Indicators ..... 5
- Rail Transportation..... 7
- Barge Transportation..... 13
- Truck Transportation ..... 16
- Grain Exports ..... 17
- Ocean Transportation..... 21
- Contacts and Links..... 24

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**Panama Canal Announces Further Limits on Vessel Transits.** Starting November 3, the [Panama Canal Authority](#) (PCA) will limit the number of daily vessel transits to 25. PCA then plans to decrease the number of daily vessel transits by 1-2 every month until February 1, 2024, when the limit reaches 18 vessel transits per day. Up until now, daily vessel transits have been limited to 32—down from the maximum sustainable capacity of 38-40 transits ([Grain Transportation Report, July 27, 2023, third highlight](#)).

The water level in Gatún Lake—the water source for the Canal—is currently 79.7 feet, which is 7 percent below the prior 5-year average for October. According to PCA, the recorded precipitation for October is the lowest on record since 1950.

The reduction in daily transits coincides with the grain harvest in the United States and rising transportation demand. The Canal's reduced capacity may force diversion of grain exports from the U.S. Gulf to other routes (e.g., Suez Canal).

**Diesel Price Drops Again.** After rising 10.1 cents per gallon last week, the U.S. average [diesel fuel price](#) dropped 9.1 cents this week. For the week ending October 30, the U.S. average weekly diesel price was \$4.454 per gallon, 86.3 cents behind the same time last year. Diesel's average price fell in all 10 regions in the Energy Information Administration's weekly survey—with double-digit declines in 5 regions.

After rising 25 cents per gallon last week and accounting for much of the increase in the U.S. average diesel price last week, the Midwest diesel price dropped 11.3 cents, to \$4.441 per gallon. According to [Reuters](#), last week's Midwest price surge—across Minnesota, Iowa, and Kansas—largely came from diesel maintenance-related outages at Phillips 66's 208,000 barrel-per-day (bpd) Ponca City refinery in Oklahoma.

Prices fell after the refinery returned to production and increased diesel supplies from Chicago, the Gulf Coast, and other areas filled the gaps. Still, Midwest diesel inventories remain tight and could be problematic if other refining issues emerge.

**U.S.–China Trade Agreements To Spur Soybean Exports to China.** On October 24, a delegation of Chinese commodity importers [signed agreements](#) to buy billions of dollars' worth of U.S. agricultural goods—mostly soybeans, however, also, corn, sorghum, and wheat. Signed at the China–U.S. Sustainable Agricultural Trade Forum, the agreements marked the first such bulk signings since 2017. The deals were signed as “frame contracts,” which are typically non-binding letters of intent to buy later, without formal sales terms.

On October 25 and 26, USDA [reported](#) 236,000 metric tons of soybeans for shipment to China in marketing year (MY) 2023-24. China's purchases of U.S. soybeans for MY 2023/24 are well below last year—displaced by purchases

from Brazil, which harvested a bumper soybean crop. For the week ending October 19, total U.S. soybean exports to China were 38 percent behind the same time last year ([GTR table 14](#)).

**St. Lawrence Seaway Reopens to Traffic Following Strike.** On Sunday (October 29), the [St. Lawrence Seaway Management Corporation](#) and [UNIFOR](#), the union representing Canadian Seaway workers, reached a tentative agreement to end the strike that closed the St. Lawrence Seaway. The strike began on October 22, and traffic resumed on October 30 ([Grain Transportation Report, October 26, 2023, first highlight](#)). In 2022, 1.3 million metric tons of U.S. grain inspected for export transited the Seaway, about 1 percent of the total ([GTR table 16](#)).



## Export Sales

For the week ending October 19, [unshipped balances](#) of wheat, corn, and soybeans for marketing year (MY) 2023/24 totaled 31.80 million metric tons (mmt), unchanged from last week and down 16 percent from the same time last year.

Net [corn export sales](#) for MY 2023/24 were 1.351 mmt, up 53 percent from last week. Net [soybean export sales](#) were 1.378 mmt, up 0.5 percent from last week. Net weekly [wheat export sales](#) were 0.364 mmt, down 43 percent from last week.

## Rail

U.S. Class I railroads originated 20,367 [grain carloads](#) during the week ending October 21. This was down 8 percent from the previous week, down 10 percent from last year, and down 15 percent from the 3-year average.

Average November [shuttle secondary railcar bids/offers](#) (per car) were \$256 below tariff for the week ending October 26. This was \$48 less than last week and \$2,040 lower than this week last year. Average non-shuttle secondary railcar bids/offers per car were \$71 above tariff. This was \$4 less than last week and \$358 lower than this week last year.

## Barge

For the week ending October 28, [barged grain movements](#) totaled 800,950 tons. This was 43 percent more than the previous week and 48 percent more than the same period last year.

For the week ending October 28, 548 grain barges [moved down river](#)—192 more than last week. There were 667 grain barges [unloaded](#) in the New Orleans region, 11 percent fewer than last week.

## Ocean

For the week ending October 26, 26 [oceangoing grain vessels](#) were loaded in the Gulf—4 percent more than the same period last year. Within the next 10 days (starting October 27), 32 vessels were expected to be loaded—6 percent fewer than the same period last year.

As of October 19, the rate for shipping a metric ton (mt) of grain from the U.S. Gulf to Japan was \$57.00. This was unchanged from the previous week. The rate from the Pacific Northwest to Japan was \$29.50 per mt, 1 percent less than the previous week.



# Third-Quarter Grain Inspections Continue To Decline Year to Year

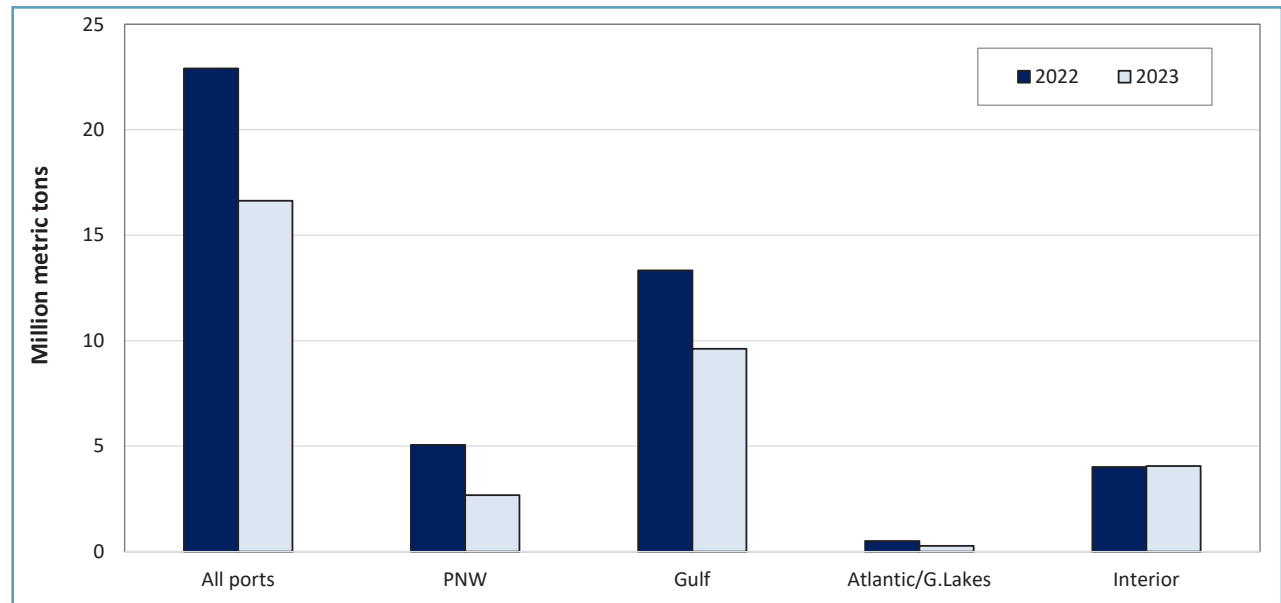
During third quarter 2023, inspections of wheat, corn, and soybeans for export from all major U.S. ports totaled 16.6 million metric tons (mmt), according to [USDA's Federal Grain Inspection Service \(FGIS\)](#). The amount of grain inspected was down 27 percent from third quarter 2022 (year to year) and down 38 percent from the prior 5-year average (fig. 1). Both year to year and compared to the 5-year average, grain inspections were down steeply in all major U.S. port regions, except the Interior. (The Interior's numbers were buoyed by increased corn inspections destined to Mexico and Taiwan.) In October, USDA estimated MY 2023/24 exports will be up 22 percent for corn, down 12 percent for soybeans, and down 8 percent for wheat, from MY 2022/23.

## Grain Inspections by Region

**Gulf.** At 9.6 mmt, grain inspections in the U.S. Gulf fell 28 percent year to year and fell 35 percent from the 5-year average. The year-to-year decline reflected a drop in corn, soybean, and wheat inspections. Of total third-quarter Gulf inspections, corn inspections were 45 percent; soybean inspections, 39 percent; and wheat inspections, 16 percent.

**PNW.** In third quarter 2023, Pacific Northwest (PNW) grain inspections totaled 2.7 mmt—down 47 percent year to year and down 62 percent from the 5-year average. The year-to-year decline can be attributed mostly to drops in corn and soybean inspections. (Corn inspections were nil in third quarter 2023.) Of

Figure 1. Third-quarter grain inspections by region



Source: USDA, Federal Grain Inspection Service.

total third-quarter PNW inspections, wheat inspections were 97 percent and soybean inspections were 3 percent.

**Interior.** Interior grain inspections were 4.1 mmt, up 1 percent from year to year and down 5 percent from the 5-year average. Of total third-quarter Interior inspections, corn inspections were 60 percent; soybean inspections, 24 percent; and wheat inspections, 16 percent.

**Atlantic-Great Lakes.** At 0.3 mmt, grain inspections in the Atlantic-Great Lakes were down 46 percent year to year and down 65 percent from the 5-year average. The year-to-year decline can be attributed

mostly to a drop in corn inspections. Of total third-quarter Atlantic-Great Lakes inspections, wheat inspections were 64 percent; soybean inspections, 31 percent; and corn inspections, 5 percent.

## Inspections by Commodity

**Corn.** Third-quarter corn inspections were 6.8 mmt, down 25 percent year to year and down 39 percent from the 5-year average ([see fig. 2 on page 4](#)). The year-to-year decline was due primarily to decreased inspections of shipments to China. There were no PNW corn inspections during the third quarter. Declining sharply in the third quarter, corn inspections in the Atlantic-Great Lakes were 0.013 mmt—

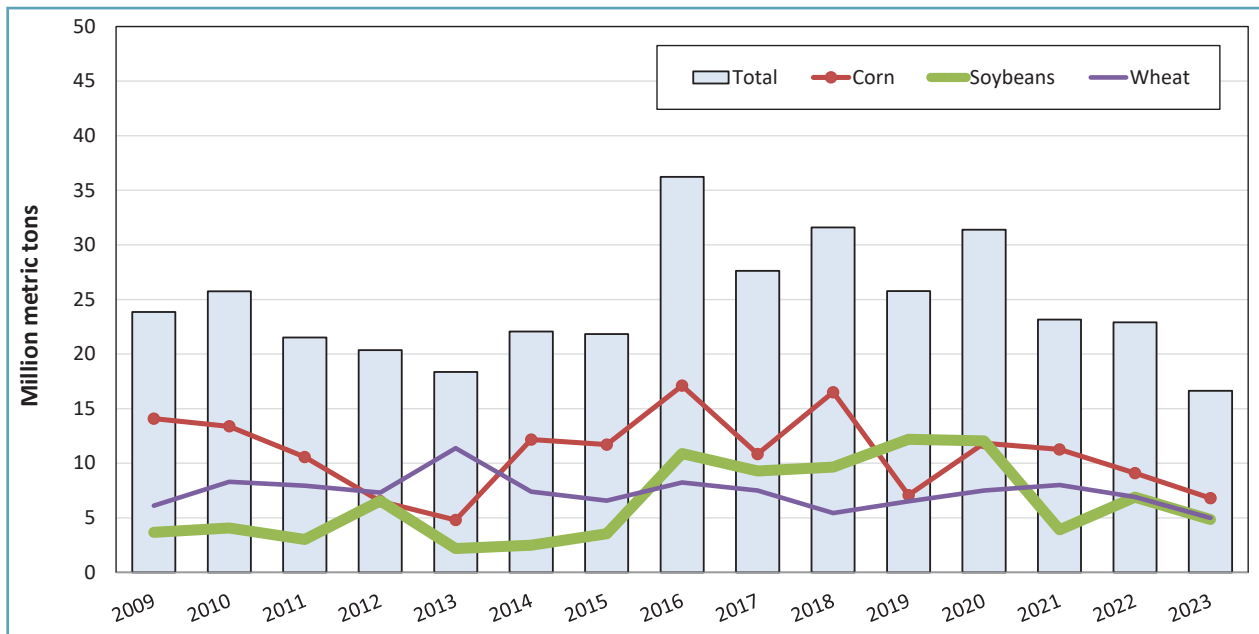
down 91 percent year to year and down 86 percent from the 5-year average. At 4.4 mmt, U.S. Gulf inspections of corn decreased 25 percent year to year and fell 34 percent from the 5-year average. Finally, corn inspections in the Interior were 2.4 mmt—up 22 percent year to year and up 9 percent from the 5-year average, due primarily to increased inspections destined to Mexico and Taiwan.

**Soybeans.** Third-quarter soybean inspections were 4.8 mmt—down 30 percent year to year and down 46 percent from the 5-year average (fig. 2). The year-to-year decrease was due mainly to lower inspections destined to several countries in Asia.

During the third quarter, PNW soybean inspections were 0.078 mmt—down 89 percent year to year and 94 percent below the 5-year average. At 3.7 mmt, U.S. Gulf soybean inspections were down 25 percent year to year and down 37 percent from the 5-year average. Atlantic-Great Lakes soybean inspections were 0.083 mmt—down 8 percent year to year and down 78 percent from the 5-year average. At 1 mmt, Interior inspections of soybeans were down 18 percent year to year and down 30 percent from the 5-year average.

**Wheat.** Third-quarter wheat inspections were 5.0 mmt—down 28 percent year to year and down 27 percent from the 5-year average (fig. 2). The year-to-year decline was due primarily to decreased inspections destined to several countries in Latin America and Asia.

Figure 2. Third-quarter inspections by grain type



Source: USDA, Federal Grain Inspection Service.

At 2.6 mmt, third-quarter PNW wheat inspections were down 20 percent year to year and down 25 percent from the 5-year average. U.S. Gulf wheat inspections were 1.6 mmt—down 39 percent year to year and down 35 percent from the 5-year average. At 0.171 mmt, wheat inspections in the Atlantic-Great Lakes were down 37 percent from year to year and down 42 percent from the 5-year average. Interior wheat inspections were 0.652 mmt—down 21 percent from year to year and down 2 percent from the 5-year average.

### Market Outlook

USDA’s October [World Agricultural Supply and Demand Estimates \(WASDE\)](#) report projected marketing year (MY) 2023/24 corn exports to be 51.44 mmt—up 22 percent from the MY 2022/23 estimate. In the same report, USDA projected MY 2023/24 soybean exports to be 47.76 mmt—down 12 percent from the MY 2022/23 estimate. USDA projected MY 2023/24 wheat exports to be 19.05 mmt—down 8 percent from the MY 2022/2023 estimate. Adjusted from the September WASDE, October projections decreased for corn and soybeans and stayed the same for wheat.

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

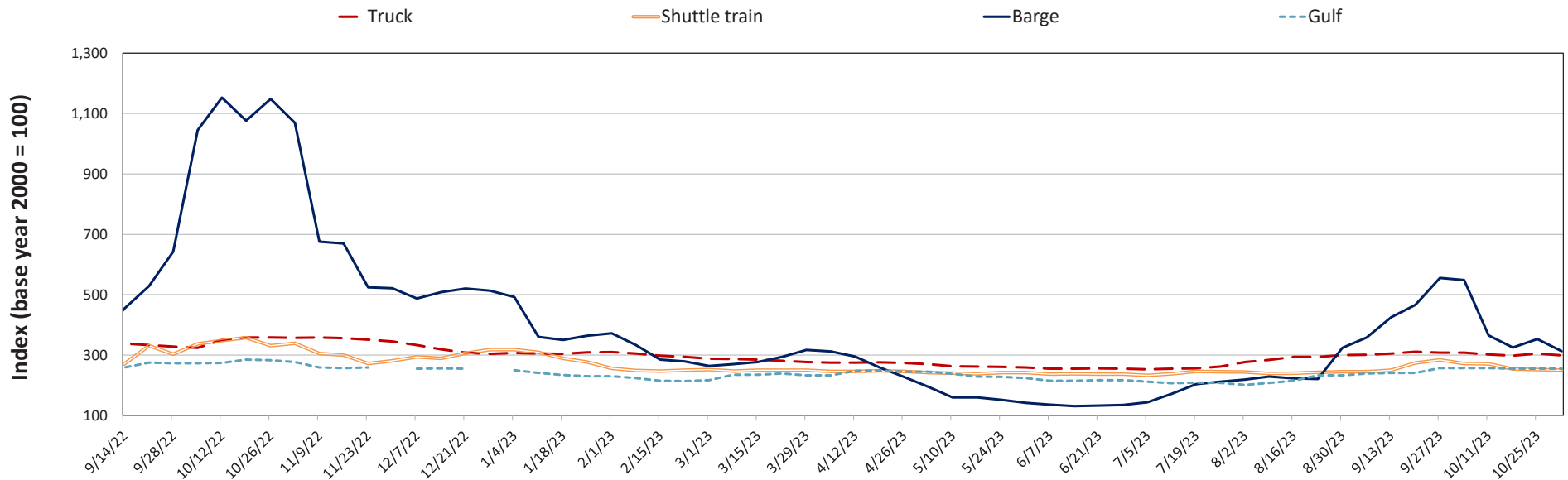
**Table 1. Grain transport cost indicators**

For the week ending:	Truck	Rail		Barge	Ocean	
		Non-shuttle	Shuttle		Gulf	Pacific
11/01/23	299	335	250	313	255	209
10/25/23	305	336	252	353	255	211
11/02/22	357	356	339	1069	277	303

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

Source: USDA, Agricultural Marketing Service.

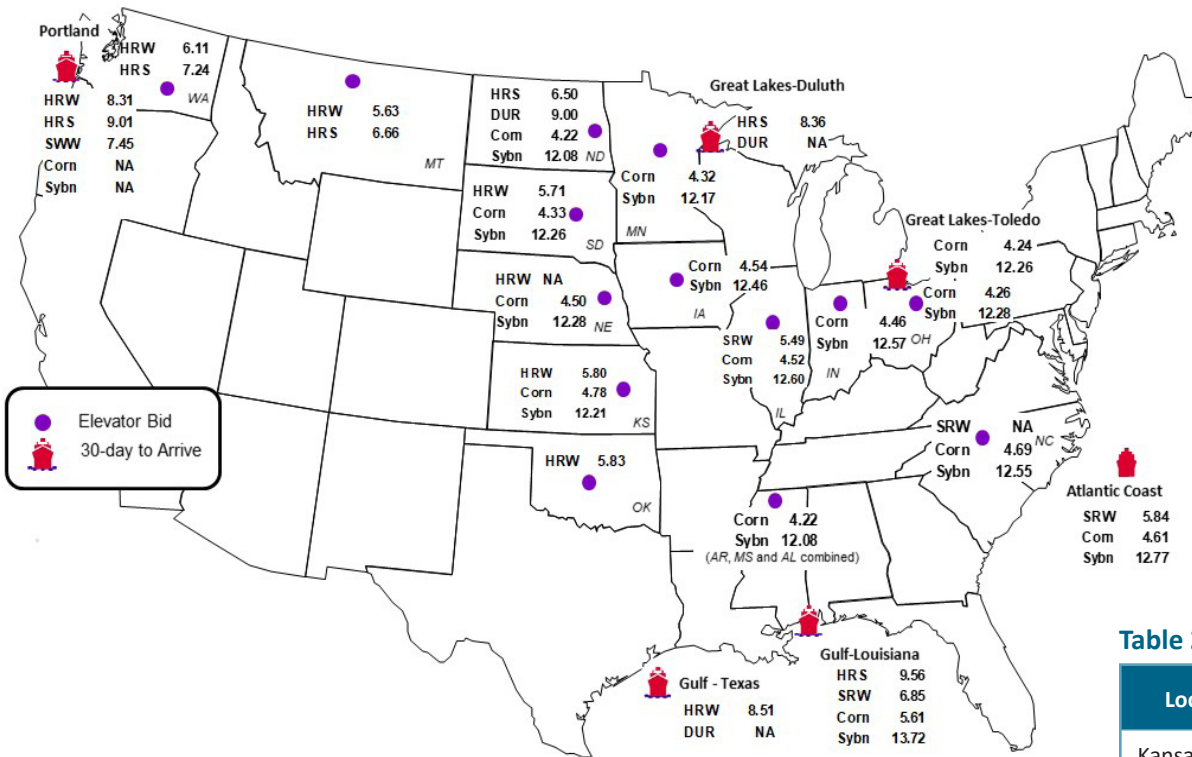
**Figure 1. Grain transportation cost indicators as of week ending 11/01/23**



Source: USDA, Agricultural Marketing Service.

**Figure 2. Grain bid summary**

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



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

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

Commodity	Origin-destination	10/27/2023	10/20/2023
Corn	IL-Gulf	-1.09	-1.10
Corn	NE-Gulf	-1.11	-1.12
Soybean	IA-Gulf	-1.26	-1.34
HRW	KS-Gulf	-2.71	-2.44
HRS	ND-Portland	-2.51	-2.44

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

**Table 2b. Futures**

Location	Grain	Month	10/27/2023	Week ago 10/20/2023	Year ago 10/28/2022
Kansas City	Wheat	Dec	6.432	6.740	9.680
Minneapolis	Wheat	Dec	7.196	7.306	9.806
Chicago	Wheat	Dec	5.722	5.884	8.754
Chicago	Corn	Dec	4.800	4.942	6.956
Chicago	Soybean	Nov	13.156	13.102	14.046

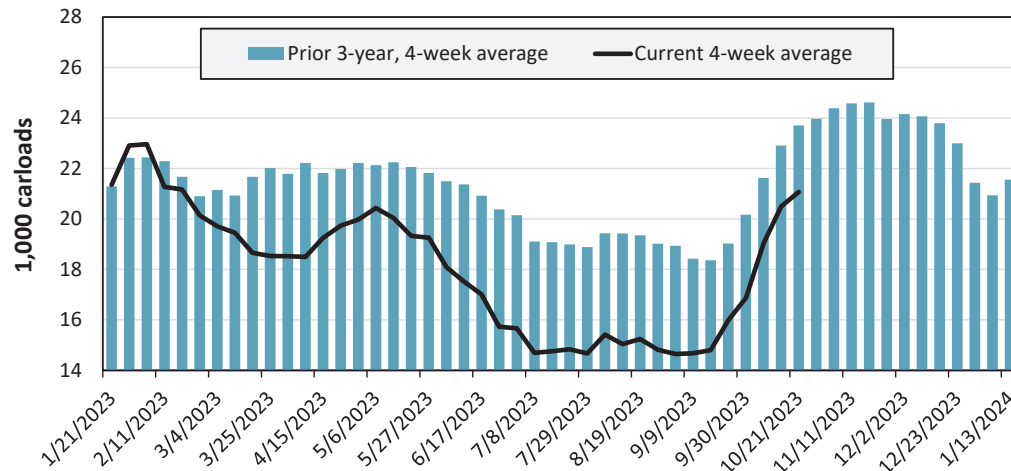
Sources: U.S. Inland: GeoGrain, USDA Weekly Bids, U.S. Export: Corn & Soybean - Export Grain Bids, AMS, USDA Wheat Bids - Weekly Wheat Report, U.S. Wheat Associates, Washington, DC.

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

For the week ending: 10/21/2023	East		West		U.S. total	Central U.S./Canada	
	CSXT	NS	BNSF	UP		CPKC	CN
This week	1,916	1,712	11,240	5,499	20,367	7,280	6,452
This week last year	2,093	2,939	11,742	5,967	22,741	15,988	6,876
2023 YTD	72,014	102,740	374,079	218,311	767,144	343,900	184,890
2022 YTD	72,766	100,609	458,305	240,858	872,538	402,830	155,022
2023 YTD as % of 2022 YTD	99	102	82	91	88	85	119
Last 4 weeks as % of 2022	109	81	91	100	94	100	94
Last 4 weeks as % of 3-yr. avg.	102	81	86	94	89	105	105
Total 2022	93,428	130,640	570,232	296,945	1,091,245	538,276	213,687

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

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



For the 4 weeks ending October 21, grain carloads were up 3 percent from the previous week, down 6 percent from last year, and down 11 percent from the 3-year average.

Source: Association of American Railroads.

**Table 4. Railcar auction offerings (dollars per car)**

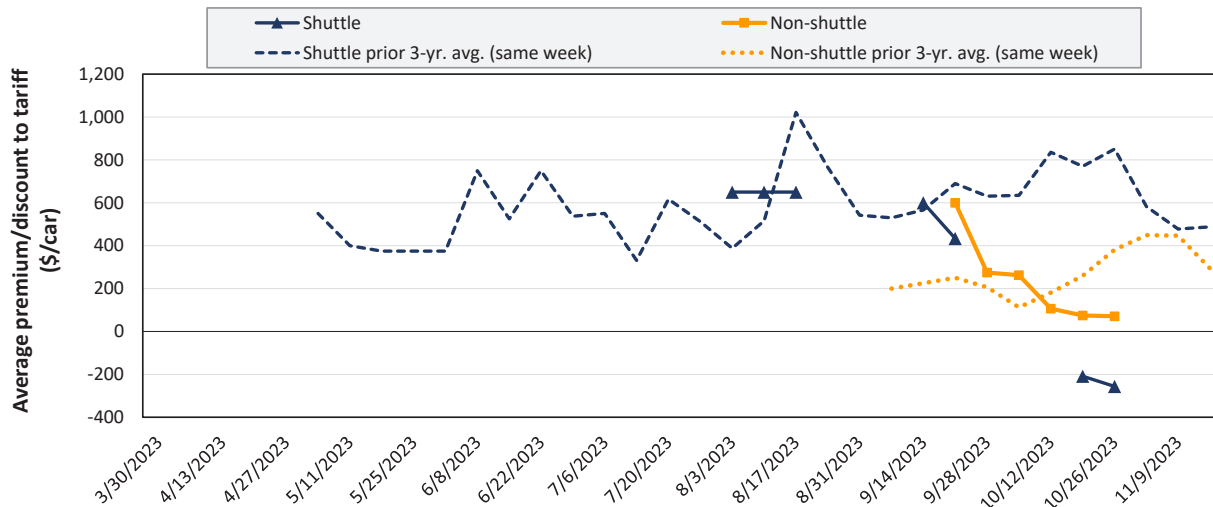
For the week ending: 10/26/2023		Delivery period							
		Nov-23	Nov-22	Dec-23	Dec-22	Jan-24	Jan-23	Feb-24	Feb-23
BNSF	COT grain units	no offer	no bids	no offer	no bids	no offer	124	no offer	106
	COT grain single-car	n/a	202	n/a	179	144	403	151	402
UP	GCAS/vouchers	n/a	n/a	no offer	n/a	10	n/a	10	n/a

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



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

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



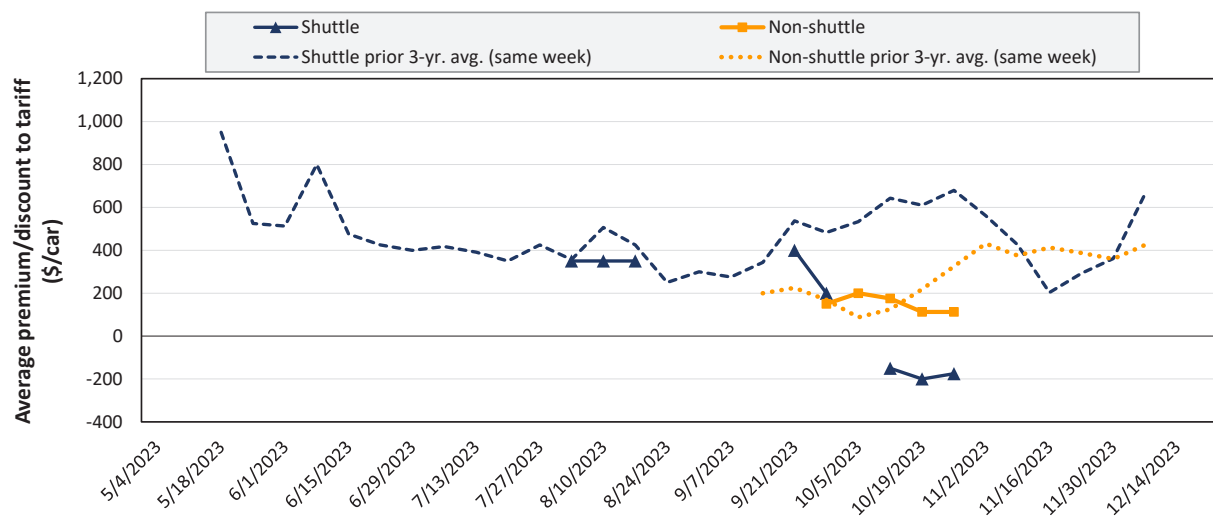
Average non-shuttle bids/offers fell \$4 this week, and are \$529 below the peak.

Average shuttle bids/offers fell \$48 this week and are \$906 below the peak.

	10/26/2023	BNSF	UP
Non-Shuttle		\$92	\$50
Shuttle		\$25	-\$538

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

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



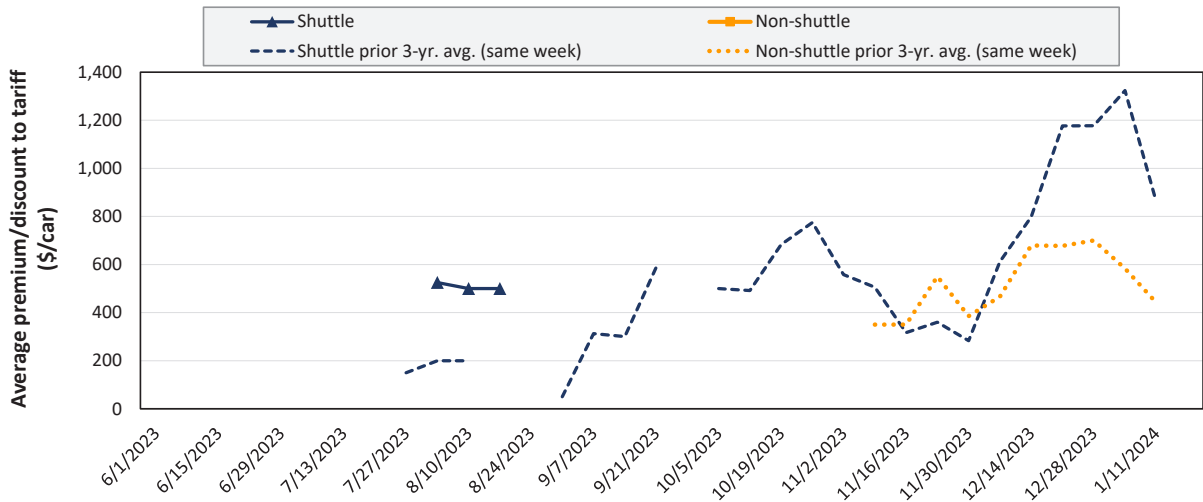
Average non-shuttle bids/offers are unchanged this week, and are \$88 below the peak.

Average shuttle bids/offers rose \$25 this week and are \$575 below the peak.

	10/26/2023	BNSF	UP
Non-Shuttle		\$125	\$100
Shuttle		-\$100	-\$250

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

**Figure 6: Secondary market bids/offers for railcars to be delivered in January 2024**



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

There were no shuttle bids/offers this week.

10/26/2023	BNSF	UP
Non-Shuttle	n/a	n/a
Shuttle	n/a	n/a

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

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

For the week ending: 10/26/2023		Delivery period					
		Nov-23	Dec-23	Jan-24	Feb-24	Mar-24	Apr-24
Non-shuttle	BNSF-GF	92	125	n/a	n/a	n/a	n/a
	Change from last week	17	25	n/a	n/a	n/a	n/a
	Change from same week 2022	-367	-225	n/a	n/a	n/a	n/a
	UP-Pool	50	100	n/a	n/a	n/a	n/a
	Change from last week	n/a	-25	n/a	n/a	n/a	n/a
	Change from same week 2022	-350	-400	n/a	n/a	n/a	n/a
Shuttle	BNSF-GF	25	-100	n/a	n/a	n/a	n/a
	Change from last week	142	100	n/a	n/a	n/a	n/a
	Change from same week 2022	-1,517	-1,288	n/a	n/a	n/a	n/a
	UP-Pool	-538	-250	n/a	n/a	n/a	n/a
	Change from last week	-238	-50	n/a	n/a	n/a	n/a
	Change from same week 2022	-2,563	-1,725	n/a	n/a	n/a	n/a
	CP-GF	0	0	n/a	n/a	n/a	n/a
	Change from last week	-200	-200	n/a	n/a	n/a	n/a
Change from same week 2022	-2,500	n/a	n/a	n/a	n/a	n/a	

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

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

**Table 6. Tariff rail rates for unit train shipments**

November 2023	Origin region	Destination region	Tariff rate/car	Fuel surcharge per car	Tariff plus surcharge per metric ton	Tariff plus surcharge per bushel	Percent Change Y/Y
Wheat	Wichita, KS	St. Louis, MO	\$4,095	\$253	\$43.18	\$1.18	4
	Grand Forks, ND	Duluth-Superior, MN	\$4,008	\$98	\$40.78	\$1.11	3
	Wichita, KS	Los Angeles, CA	\$7,340	\$505	\$77.90	\$2.12	-4
	Wichita, KS	New Orleans, LA	\$4,825	\$445	\$52.33	\$1.42	3
	Sioux Falls, SD	Galveston-Houston, TX	\$7,111	\$414	\$74.73	\$2.03	-3
	Colby, KS	Galveston-Houston, TX	\$5,075	\$488	\$55.24	\$1.50	3
	Amarillo, TX	Los Angeles, CA	\$5,121	\$679	\$57.59	\$1.57	-2
Corn	Champaign-Urbana, IL	New Orleans, LA	\$4,000	\$503	\$44.72	\$1.14	-2
	Toledo, OH	Raleigh, NC	\$8,877	\$559	\$93.70	\$2.38	3
	Des Moines, IA	Davenport, IA	\$2,830	\$107	\$29.16	\$0.74	6
	Indianapolis, IN	Atlanta, GA	\$6,866	\$420	\$72.35	\$1.84	3
	Indianapolis, IN	Knoxville, TN	\$5,790	\$272	\$60.20	\$1.53	3
	Des Moines, IA	Little Rock, AR	\$4,425	\$313	\$47.05	\$1.20	3
	Des Moines, IA	Los Angeles, CA	\$6,305	\$912	\$71.66	\$1.82	0
Soybeans	Minneapolis, MN	New Orleans, LA	\$3,356	\$765	\$40.93	\$1.11	-35
	Toledo, OH	Huntsville, AL	\$7,269	\$398	\$76.14	\$2.07	2
	Indianapolis, IN	Raleigh, NC	\$8,169	\$567	\$86.75	\$2.36	3
	Indianapolis, IN	Huntsville, AL	\$5,921	\$269	\$61.47	\$1.67	3
	Champaign-Urbana, IL	New Orleans, LA	\$5,040	\$503	\$55.04	\$1.50	2

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

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

**Table 7. Tariff rail rates for shuttle train shipments**

November 2023	Origin region	Destination region	Tariff rate/car	Fuel surcharge per car	Tariff plus surcharge per metric ton	Tariff plus surcharge per bushel	Percent Change Y/Y
Wheat	Great Falls, MT	Portland, OR	\$4,543	\$290	\$48.00	\$1.31	1
	Wichita, KS	Galveston-Houston, TX	\$4,611	\$226	\$48.03	\$1.31	5
	Chicago, IL	Albany, NY	\$7,413	\$528	\$78.86	\$2.15	3
	Grand Forks, ND	Portland, OR	\$6,201	\$502	\$66.56	\$1.81	-0
	Grand Forks, ND	Galveston-Houston, TX	\$5,549	\$522	\$60.29	\$1.64	-0
	Colby, KS	Portland, OR	\$5,923	\$800	\$66.76	\$1.82	-2
Corn	Minneapolis, MN	Portland, OR	\$5,660	\$611	\$62.27	\$1.58	-3
	Sioux Falls, SD	Tacoma, WA	\$5,620	\$559	\$61.36	\$1.56	-3
	Champaign-Urbana, IL	New Orleans, LA	\$4,345	\$503	\$48.14	\$1.22	2
	Lincoln, NE	Galveston-Houston, TX	\$4,560	\$326	\$48.52	\$1.23	2
	Des Moines, IA	Amarillo, TX	\$4,845	\$394	\$52.02	\$1.32	2
	Minneapolis, MN	Tacoma, WA	\$5,660	\$606	\$62.22	\$1.58	-3
	Council Bluffs, IA	Stockton, CA	\$5,780	\$627	\$63.62	\$1.62	-0
Soybeans	Sioux Falls, SD	Tacoma, WA	\$6,335	\$559	\$68.46	\$1.86	-3
	Minneapolis, MN	Portland, OR	\$6,385	\$611	\$69.47	\$1.89	-3
	Fargo, ND	Tacoma, WA	\$6,235	\$497	\$66.86	\$1.82	-3
	Council Bluffs, IA	New Orleans, LA	\$5,270	\$580	\$58.09	\$1.58	1
	Toledo, OH	Huntsville, AL	\$5,509	\$398	\$58.66	\$1.60	3
	Grand Island, NE	Portland, OR	\$5,905	\$819	\$66.77	\$1.82	1

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

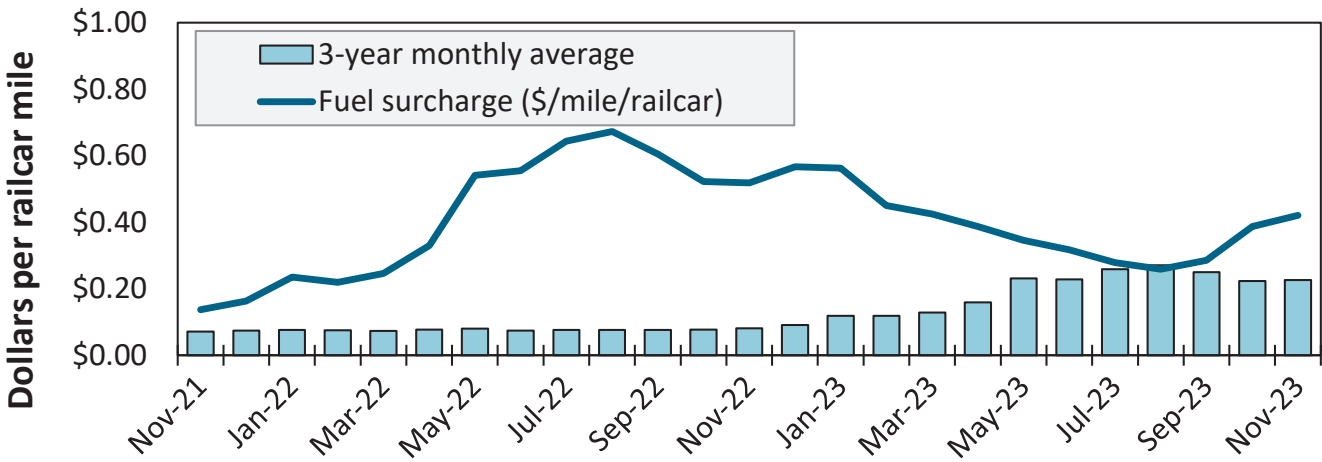
Source: BNSF Railway, Canadian National Railway, CSX Transportation, and Union Pacific Railroad.

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

December 2021	Origin state	Destination region	Tariff rate per car	Fuel surcharge per car	Tariff rate plus fuel surcharge per:		Percent change Y/Y
					metric ton	bushel	
Wheat	MT	Chihuahua, CI	\$7,699	\$0	\$78.67	\$2.14	4
	OK	Cuautitlan, EM	\$6,900	\$230	\$72.85	\$1.98	6
	KS	Guadalajara, JA	\$7,619	\$719	\$85.19	\$2.32	7
	TX	Salinas Victoria, NL	\$4,420	\$138	\$46.57	\$1.27	4
Corn	IA	Guadalajara, JA	\$9,102	\$663	\$99.77	\$2.53	6
	SD	Celaya, GJ	\$8,300	\$0	\$84.81	\$2.15	2
	NE	Queretaro, QA	\$8,322	\$462	\$89.75	\$2.28	5
	SD	Salinas Victoria, NL	\$6,905	\$0	\$70.55	\$1.79	0
	MO	Tlalnepantla, EM	\$7,687	\$450	\$83.14	\$2.11	5
	SD	Torreón, 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	Torreón, 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	Torreón, CU	\$7,225	\$438	\$78.29	\$1.99	6

Note: Rates are based on published tariff rates for high-capacity shuttle trains. Shuttle trains are available for qualified shipments of 75-110 cars that meet railroad efficiency requirements. The table assumes 97.87 metric tons per car, 56 pounds per bushel for corn and sorghum, and 60 pounds per bushel for wheat and soybeans. Percentage change year over year (Y/Y) is calculated using the tariff rate plus fuel surcharge. **As of January 1, both BNSF and Union Pacific changed their billing and reporting of rates to Mexico. As we incorporate the change, table 8 updates will be delayed.**  
 Source: BNSF Railway, Union Pacific Railroad, Kansas City Southern.

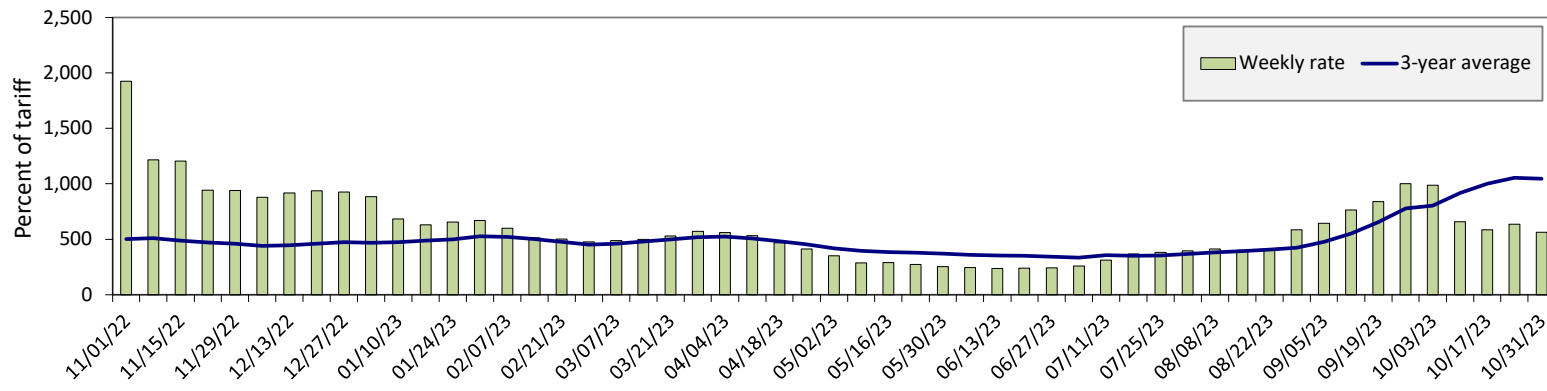
**Figure 7. Railroad fuel surcharges, North American weighted average**



November 2023: \$0.42/mile, up 3 cents from last month's surcharge of \$0.39/mile; down 10 cents from the November 2022 surcharge of \$0.52/mile; and up 19 cents from the November prior 3-year average of \$0.23/mile.

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

**Figure 8. Illinois River barge freight rate**



For the week ending October 31: 11 percent lower than the previous week; and 71 percent lower than last year; and 46 percent lower than the 3-year average.

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

**Table 9. Weekly barge freight rates: southbound only**

Measure	Date	Twin Cities	Mid-Mississippi	Lower Illinois River	St. Louis	Cincinnati	Lower Ohio	Cairo-Memphis
Rate	10/31/2023	502	519	563	548	659	659	468
	10/24/2023	520	581	636	580	709	709	521
\$/ton	10/31/2023	31.07	27.61	26.12	21.87	30.91	26.62	14.70
	10/24/2023	32.19	30.91	29.51	23.14	33.25	28.64	16.36
Measure	Time Period	Twin Cities	Mid-Mississippi	Lower Illinois River	St. Louis	Cincinnati	Lower Ohio	Cairo-Memphis
Current week % change from the same week	Last year	-63	-72	-71	-73	-72	-72	-73
	3-year avg.	-45	-50	-46	-49	-44	-44	-55
Rate	December	-	-	459	399	453	453	359
	February	-	-	451	386	432	432	348

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

**Figure 9. Benchmark tariff rates**



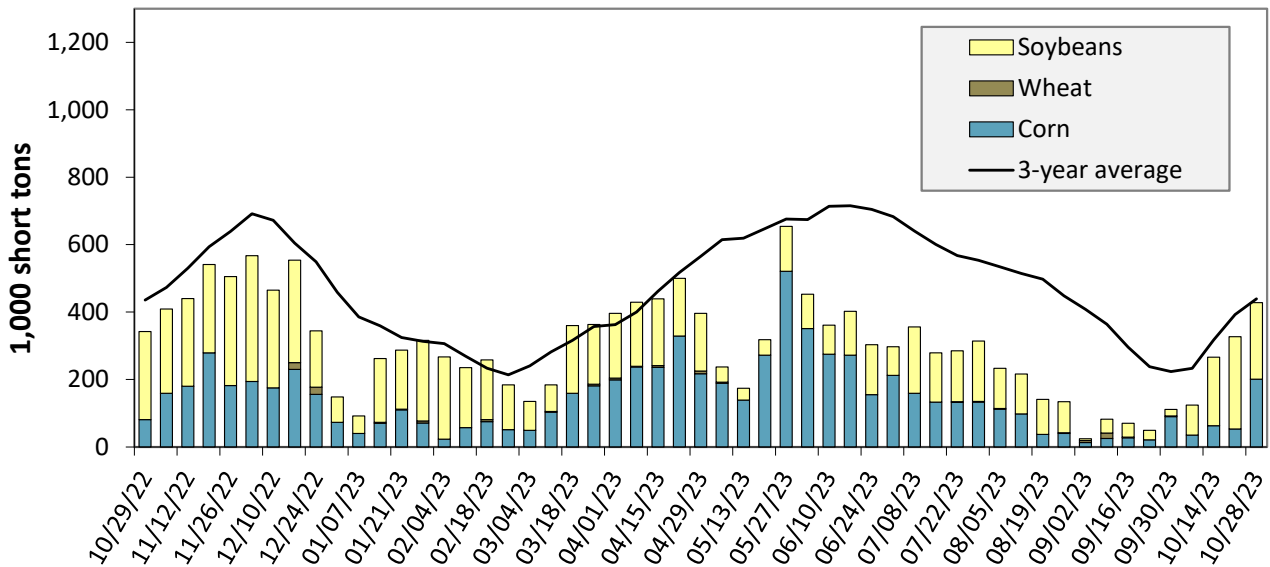
**Calculating barge rate per ton:**

$$\text{(Rate} \times \text{1976 tariff benchmark rate per ton)} / 100$$

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

Source: USDA, Agricultural Marketing Service.

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



For the week ending October 28: 25 percent higher than last year and 3 percent lower than the 3-year average.

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

Source: U.S. Army Corps of Engineers.

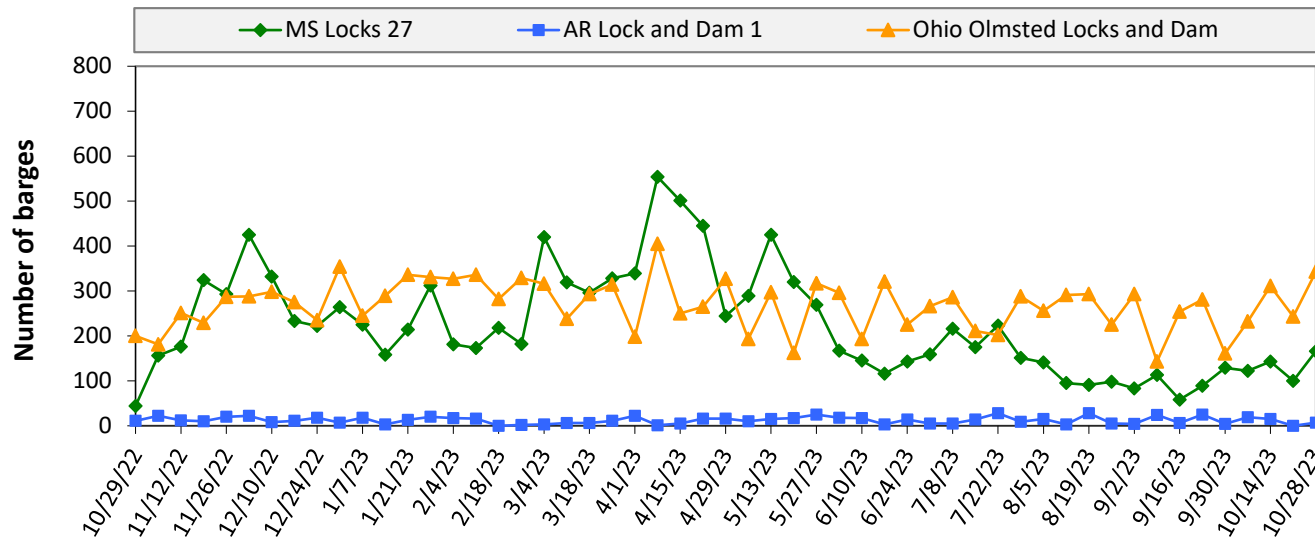
**Table 10. Barged grain movements (1,000 tons)**

For the week ending 10/28/2023	Corn	Wheat	Soybeans	Other	Total
Mississippi River (Rock Island, IL (L15))	16	0	72	0	88
Mississippi River (Winfield, MO (L25))	89	0	198	0	286
Mississippi River (Alton, IL (L26))	198	0	218	0	416
Mississippi River (Granite City, IL (L27))	201	0	227	0	429
Illinois River (La Grange)	54	0	20	0	74
Ohio River (Olmsted)	136	0	197	0	333
Arkansas River (L1)	3	14	22	0	39
Weekly total - 2023	340	14	447	0	801
Weekly total - 2022	123	0	417	0	540
2023 YTD	9,926	1,179	8,996	205	20,306
2022 YTD	14,144	1,499	10,656	209	26,509
2023 as % of 2022 YTD	70	79	84	98	77
Last 4 weeks as % of 2022	113	520	87	19	95
Total 2022	16,437	1,594	14,464	232	32,727

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

Source: U.S. Army Corps of Engineers.

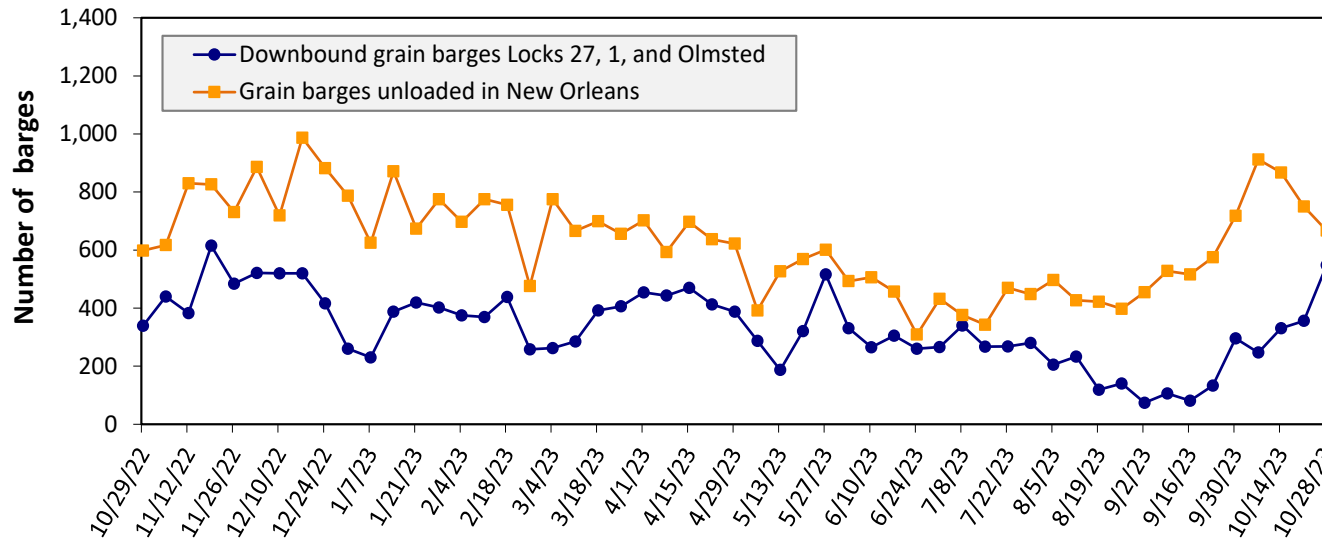
**Figure 11. Upbound empty barges transiting Mississippi River Locks 27, Arkansas River Lock and Dam 1, and Ohio River Olmsted Locks and Dam**



For the week ending October 28: 516 barges transited the locks, 173 barges more than the previous week, and 1 percent higher than the 3-year average.

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

**Figure 12. Grain barges for export in New Orleans region**



For the week ending October 28: 548 barges moved down river, 192 more than the previous week; 667 grain barges unloaded in the New Orleans Region, 11 percent fewer than the previous week.

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



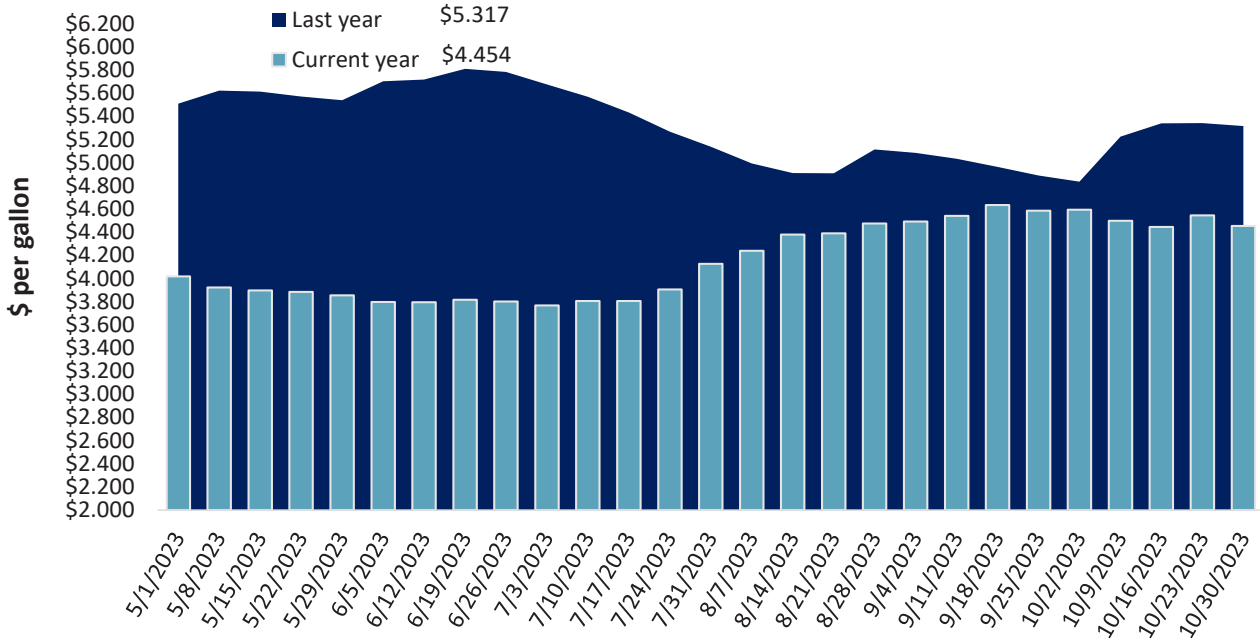
The weekly diesel price provides a proxy for trends in U.S. truck rates as diesel fuel is a significant expense for truck grain movements.

**Table 11. Retail on-highway diesel prices, week ending 10/30/2023 (U.S. \$/gallon)**

Region	Location	Price	Change from	
			Week ago	Year ago
I	East Coast	4.342	-0.066	-1.058
	New England	4.537	-0.014	-1.315
	Central Atlantic	4.633	-0.035	-1.244
	Lower Atlantic	4.217	-0.082	-0.966
II	Midwest	4.441	-0.113	-0.886
III	Gulf Coast	4.115	-0.071	-0.850
IV	Rocky Mountain	4.650	-0.104	-0.652
V	West Coast	5.348	-0.120	-0.462
	West Coast less California	4.873	-0.115	-0.551
	California	5.890	-0.126	-0.364
Total	United States	4.454	-0.091	-0.863

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

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



For the week ending October 30, the U.S. average diesel fuel price decreased 9.1 cents from the previous week to \$4.454 per gallon, 86.3 cents below the same week last year.

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

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

Grain Exports		Wheat					Corn	Soybeans	Total	
		Hard red winter (HRW)	Soft red winter (SRW)	Hard red spring (HRS)	Soft white wheat (SWW)	Durum				All wheat
Current unshipped (outstanding) export sales	For the week ending 10/19/2023	768	1,044	1,399	1,015	143	4,368	13,044	14,388	31,799
	This week year ago	729	495	1,051	789	62	3,126	10,400	24,229	37,755
	Last 4 wks. as % of same period 2022/23	95	177	126	119	252	128	117	64	84
Current shipped (cumulative) exports sales	2023/24 YTD	1,244	1,600	2,388	1,346	141	6,719	4,484	7,872	19,074
	2022/23 YTD	2,538	1,649	2,469	1,963	78	8,697	3,693	7,239	19,628
	YTD 2023/24 as % of 2022/23	49	97	97	69	182	77	121	109	97
	Total 2022/23	4,872	2,695	5,382	4,414	395	17,759	39,469	52,208	109,435
	Total 2021/22	7,172	2,786	5,254	3,261	196	18,669	59,764	57,189	135,622

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

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

For the week ending 10/19/2023	Total commitments (1,000 mt)		% change current MY from last MY	Exports 3-year average 2020-22 (1,000 mt)
	YTD MY 2023/24	YTD MY 2022/23		
Mexico	9,081	5,704	59	15,227
China	930	3,554	-74	12,616
Japan	1,867	1,269	47	10,273
Columbia	1,359	299	355	4,398
Korea	76	14	440	2,563
<b>Top 5 importers</b>	<b>13,313</b>	<b>10,840</b>	<b>23</b>	<b>45,077</b>
<b>Total U.S. corn export sales</b>	<b>17,527</b>	<b>14,092</b>	<b>24</b>	<b>56,665</b>
% of YTD current month's export projection	34%	33%		
Change from prior week	1,351	264		
<b>Top 5 importers' share of U.S. corn export sales</b>	<b>76%</b>	<b>77%</b>		<b>80%</b>
<b>USDA forecast October 2023</b>	<b>51,438</b>	<b>42,192</b>	<b>22</b>	
<b>Corn use for ethanol USDA forecast, October 2023</b>	<b>134,620</b>	<b>131,496</b>	<b>2</b>	

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

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

For the week ending 10/19/2023	Total commitments (1,000 mt)		% change current MY from last MY	Exports 3-year average 2020-22 (1,000 mt)
	YTD MY 2023/24	YTD MY 2022/23		
China	11,045	17,745	-38	32,321
Mexico	2,388	2,171	10	4,912
Egypt	130	713	-82	2,670
Japan	781	794	-2	2,259
Indonesia	410	313	31	1,973
<b>Top 5 importers</b>	<b>14,754</b>	<b>21,736</b>	<b>-32</b>	<b>44,133</b>
<b>Total U.S. soybean export sales</b>	<b>22,259</b>	<b>31,468</b>	<b>-29</b>	<b>56,656</b>
% of YTD current month's export projection	47%	58%		
<b>Change from prior week</b>	<b>1,378</b>	<b>1,026</b>		
<b>Top 5 importers' share of U.S. soybean export sales</b>	<b>66%</b>	<b>69%</b>		<b>78%</b>
<b>USDA forecast, October 2023</b>	<b>47,763</b>	<b>54,213</b>	<b>-12</b>	

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

Source: USDA, Foreign Agricultural Service.

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

For the week ending 10/19/2023	Total commitments (1,000 mt)		% change current MY from last MY	Exports 3-year average 2020-22 (1,000 mt)
	YTD MY 2023/24	YTD MY 2022/23		
Mexico	1,871	2,069	-10	3,397
Philippines	1,672	1,561	7	2,615
Japan	1,166	1,224	-5	2,281
China	813	616	32	1,740
Korea	725	736	-1	1,426
Nigeria	189	605	-69	1,276
Taiwan	656	417	57	944
Thailand	224	392	-43	643
Columbia	182	405	-55	537
Indonesia	256	236	8	469
<b>Top 10 importers</b>	<b>7,754</b>	<b>8,261</b>	<b>-6</b>	<b>15,327</b>
<b>Total U.S. wheat export sales</b>	<b>11,087</b>	<b>11,823</b>	<b>-6</b>	<b>20,411</b>
% of YTD current month's export projection	58%	57%		
Change from prior week	364	533		
<b>Top 10 importers' share of U.S. wheat export sales</b>	<b>70%</b>	<b>70%</b>		<b>75%</b>
<b>USDA forecast, October 2023</b>	<b>19,051</b>	<b>20,657</b>	<b>-8</b>	

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

Source: USDA, Foreign Agricultural Service.

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

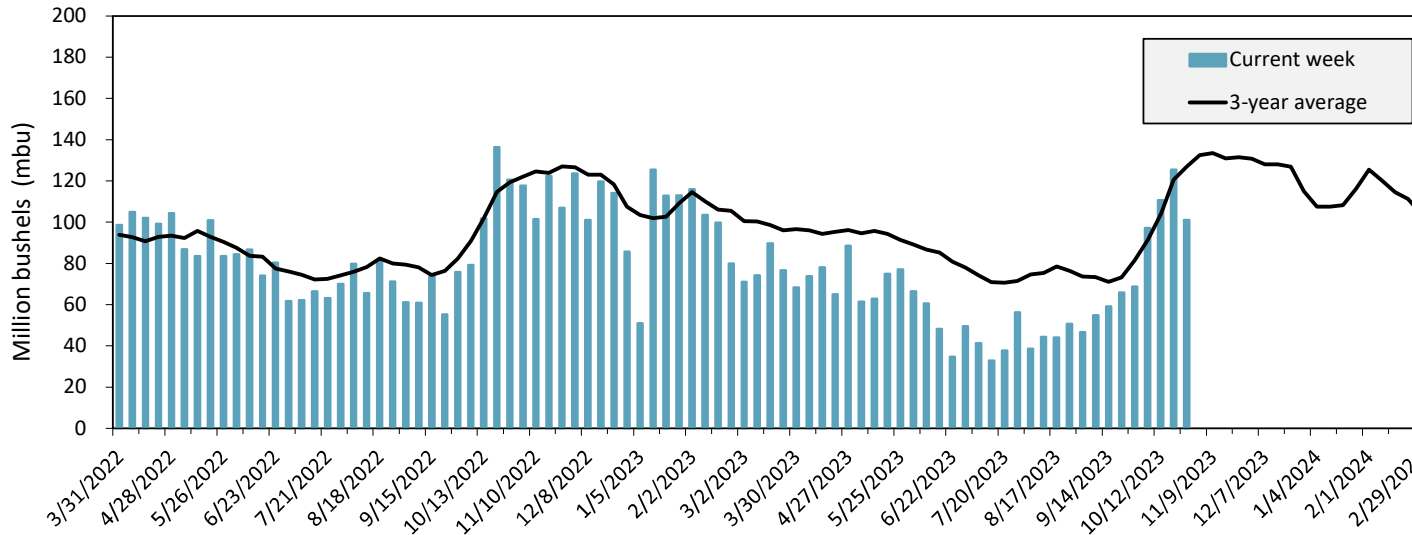
Port regions	Commodity	For the week ending 10/26/2023	Previous week*	Current week as % of previous	2023 YTD*	2022 YTD*	2023 YTD as % of 2022 YTD	Last 4-weeks as % of:		2022 total*
								Last year	Prior 3-yr. avg.	
Pacific Northwest	Wheat	130	58	225	8,510	8,652	98	98	98	9,836
	Corn	0	0	n/a	3,925	8,953	44	520	3	9,615
	Soybeans	922	918	100	6,784	8,847	77	87	85	14,178
	<b>Total</b>	<b>1,052</b>	<b>976</b>	<b>108</b>	<b>19,219</b>	<b>26,452</b>	<b>73</b>	<b>89</b>	<b>86</b>	<b>33,629</b>
Mississippi Gulf	Wheat	17	83	20	3,158	3,922	81	107	109	4,053
	Corn	215	222	97	19,612	27,912	70	106	69	30,781
	Soybeans	705	1,327	53	20,750	20,752	100	101	88	31,283
	<b>Total</b>	<b>937</b>	<b>1,632</b>	<b>57</b>	<b>43,520</b>	<b>52,586</b>	<b>83</b>	<b>102</b>	<b>83</b>	<b>66,116</b>
Texas Gulf	Wheat	0	0	n/a	1,536	2,998	51	34	31	3,421
	Corn	12	13	94	281	572	49	599	223	648
	Soybeans	60	54	112	224	219	102	78	40	685
	<b>Total</b>	<b>72</b>	<b>67</b>	<b>108</b>	<b>2,041</b>	<b>3,790</b>	<b>54</b>	<b>64</b>	<b>42</b>	<b>4,754</b>
Interior	Wheat	30	16	185	2,015	2,453	82	80	81	2,912
	Corn	286	202	142	7,933	7,328	108	151	119	8,961
	Soybeans	242	286	85	5,113	5,728	89	123	120	7,109
	<b>Total</b>	<b>558</b>	<b>504</b>	<b>111</b>	<b>15,061</b>	<b>15,509</b>	<b>97</b>	<b>130</b>	<b>117</b>	<b>18,982</b>
Great Lakes	Wheat	23	19	123	363	283	128	450	235	395
	Corn	0	0	n/a	23	148	15	n/a	0	158
	Soybeans	0	59	0	122	419	29	33	33	760
	<b>Total</b>	<b>23</b>	<b>78</b>	<b>30</b>	<b>508</b>	<b>850</b>	<b>60</b>	<b>69</b>	<b>64</b>	<b>1,312</b>
Atlantic	Wheat	0	3	0	106	169	63	194	139	169
	Corn	9	3	255	115	284	40	195	158	309
	Soybeans	61	121	50	1,501	1,853	81	100	83	2,867
	<b>Total</b>	<b>69</b>	<b>127</b>	<b>55</b>	<b>1,721</b>	<b>2,305</b>	<b>75</b>	<b>106</b>	<b>88</b>	<b>3,345</b>
U.S. total from ports*	Wheat	200	178	112	15,688	18,478	85	90	87	20,786
	Corn	522	441	118	31,888	45,197	71	123	82	50,471
	Soybeans	1,989	2,764	72	34,495	37,817	91	95	86	56,882
	<b>Total</b>	<b>2,711</b>	<b>3,383</b>	<b>80</b>	<b>82,071</b>	<b>101,492</b>	<b>81</b>	<b>99</b>	<b>86</b>	<b>128,139</b>

\*Note: Data include revisions from prior weeks; some regional totals may not add exactly because of rounding. YTD = year-to-date; n/a = not applicable or no change.

Source: USDA, Federal Grain Inspection Service.

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

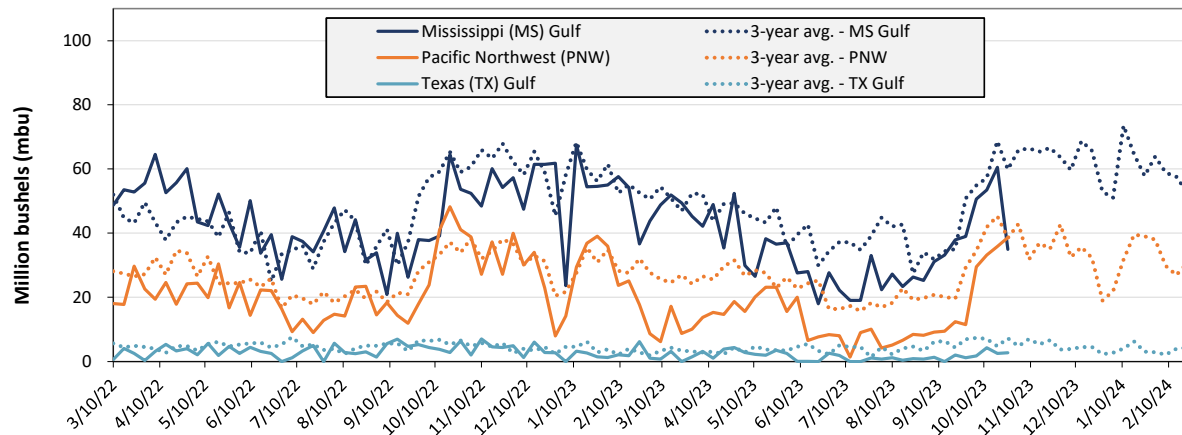
**Figure 14. U.S. grain inspected for export (wheat, corn, and soybeans)**



For the week ending October 26: 101 mbu of grain inspected, down 20 percent from the previous week, down 16 percent from the same week last year, and down 20 percent from the 3-year average.

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

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



**Week ending 10/26/23 inspections (mbu):**

MS Gulf: 35
PNW: 38.6
TX Gulf: 2.7

Percent change from	MS Gulf	TX Gulf	U.S. Gulf	PNW
Last week	down 42	up 8	down 40	up 8
Last year (same week)	down 35	down 58	down 37	down 6
3-year average (4-week moving average)	down 42	down 59	down 44	down 4

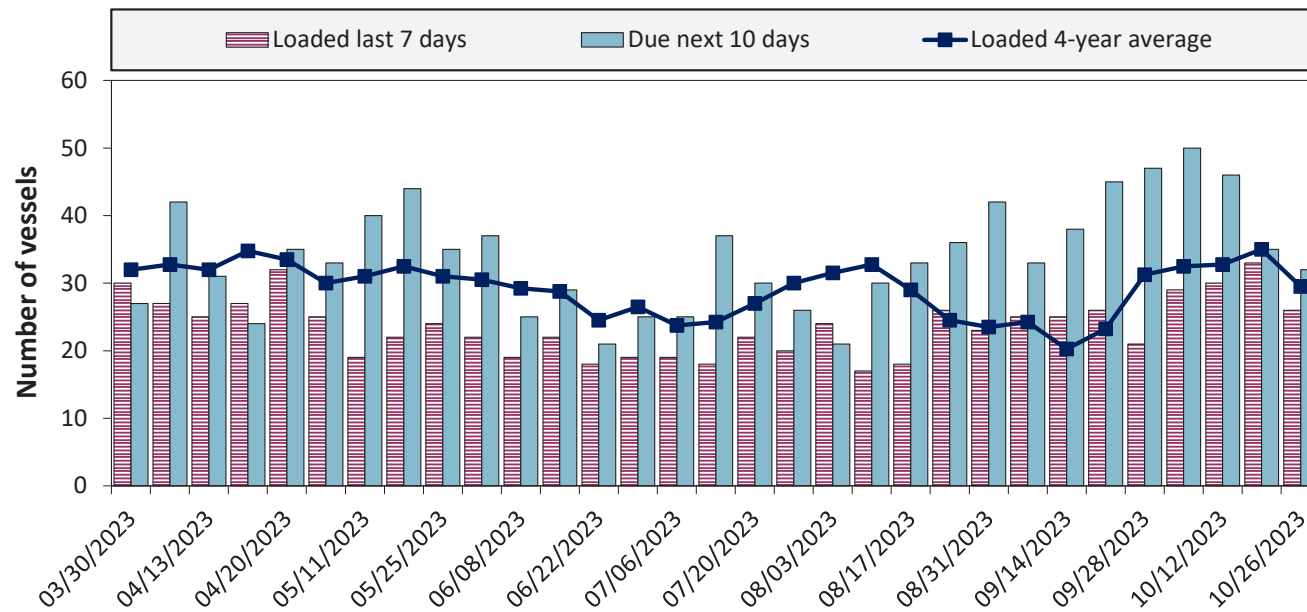
Source: USDA, Federal Grain Inspection Service.

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

Date	Gulf			Pacific Northwest
	In port	Loaded 7-days	Due next 10-days	In port
10/26/2023	38	26	32	13
10/19/2023	36	33	35	17
2022 range	(14...61)	(18...39)	(28...62)	(5...23)
2022 average	30	28	44	13

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

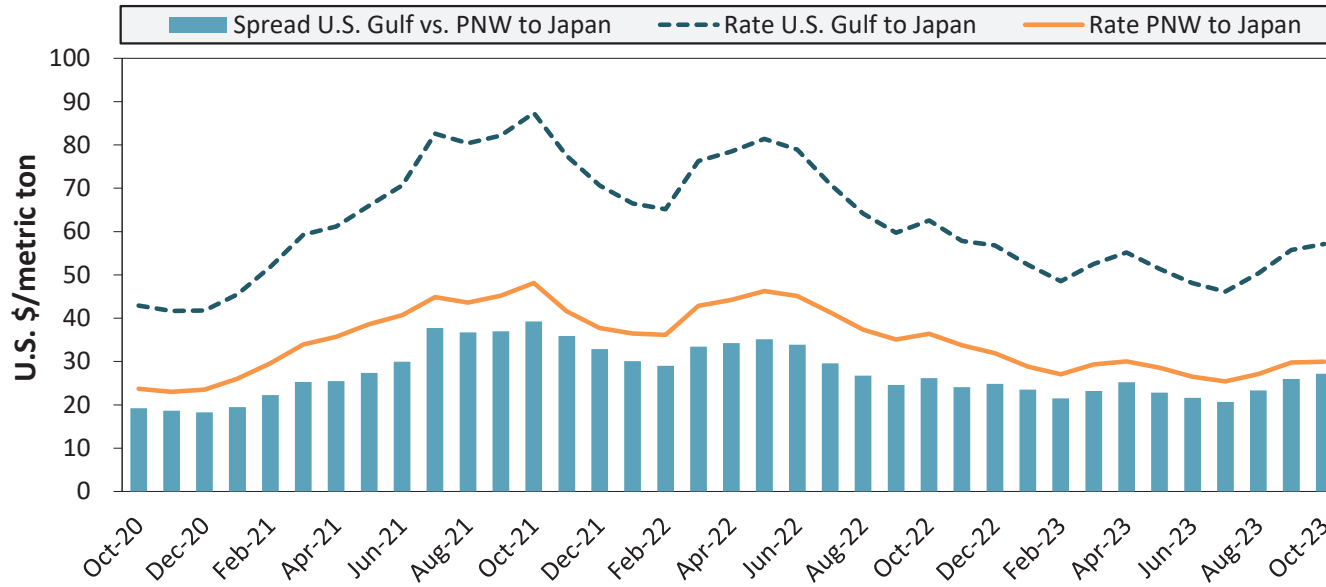
**Figure 16. U.S . Gulf vessel loading activity**



Week ending 10/26/23, number of vessels	Loaded	Due
Change from last year	4.0%	-5.9%
Change from 4-year average	-8.4%	-19.3%

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

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



Ocean rates	U.S. Gulf	PNW	Spread
October 2023	\$57.13	\$29.94	\$27.19
Change from October 2022	-8.7%	-17.7%	3.8%
Change from 4-year average	-6.2%	-12.1%	1.3%

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

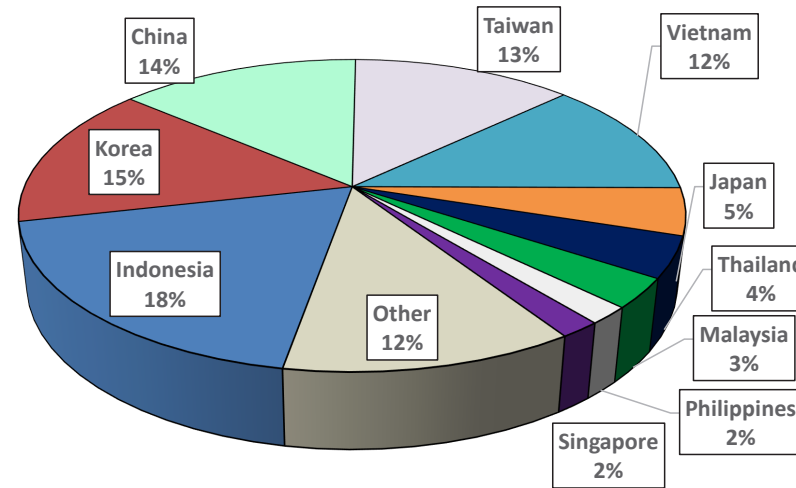
**Table 18. Ocean freight rates for selected shipments, week ending 10/28/2023**

Export region	Import region	Grain types	Loading date	Volume loads (metric tons)	Freight rate (US\$/metric ton)
U.S. Gulf	China	Heavy grain	Oct 1/Nov 1, 2023	66,000	54.50
U.S. Gulf	China	Heavy grain	Oct 1/10, 2023	68,000	55.00
U.S. Gulf	Mexico	Soybean Meal	Oct 1/10, 2023	17,250	87.13
U.S. Gulf	Colombia	Wheat	Dec 15/25, 2023	27,500	99.00
U.S. Gulf	Dominican Republic	Soybean Meal	Oct 1/10, 2023	17,250	87.13
U.S. Gulf	S. Korea	Heavy grain	Nov 25/Dec 5, 2023	58,000	65.35
U.S. Gulf	S. Korea	Heavy grain	Oct 25/Nov 5, 2023	57,000	64.85
U.S. Gulf	S. Korea	Heavy grain	Nov 1/15, 2023	58,000	64.50
U.S. Gulf	S. Korea	Heavy grain	Oct 1/20, 2023	57,000	58.30
PNW	N. China	Heavy grain	Nov 16/22, 2023	66,000	28.00
PNW	Thailand	Heavy grain	Dec 5/15, 2023	66,000	22.50
PNW	Yemen	Wheat	Nov 5/15, 2023	30,000	74.43
PNW	Yemen	Wheat	Nov 5/15, 2023	24,740	91.89
Brazil	China	Heavy grain	Dec 1/3, 2023	64,000	39.25

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

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

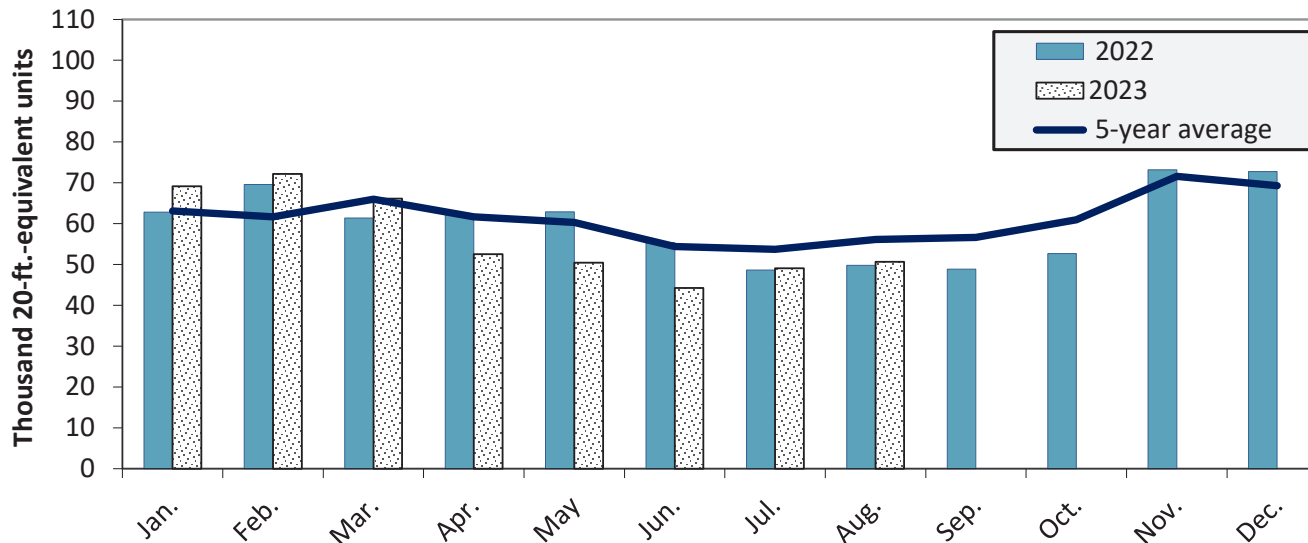
**Figure 18. Top 10 destination markets for U.S. containerized grain exports, Jan-Aug 2023**



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: Source: USDA, Agricultural Marketing Service analysis of PIERS data, S&P Global.

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



Containerized grain shipments were up 1.8 percent from last year but down 9.7 percent from the 5-year average.

Note: ft. = foot. The following harmonized tariff codes are used to calculate containerized grains movements: 1001, 100190, 1002, 100200, 1003, 100300, 1004, 100400, 1005, 100590, 1007, 100700, 110100, 1102, 110220, 110290, 1201, 120100, 120190, 120810, 230210, 230310, 230330, 2304, and 230990.

Source: Source: USDA, Agricultural Marketing Service analysis of PIERS data, S&P Global.



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