USDA Agricultural Marketing Service
U.S. DEPARTMENT OF AGRICULTURE

Grain Transportation Report

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Contents

Wheat Inspections Decline to Lowest Levels in Four Decades. For the week ending November 2, wheat inspections were the lowest since records began in January 1983. Totaling 71,608 metric tons (mt), wheat inspections were down 64 percent from the week ending October 26 and down 61 percent from the same week in MY 2022/23. (The previous low of 85,672 mt occurred in late December 2022.)

To date for the marketing year, having declined throughout the year, wheat inspections are down 61 percent from the same time in MY 2022/23. The Texas Gulf and Mississippi Gulf ports show the largest declines—with inspections down 70 percent and 20 percent, respectively, from the same time last year.

For the latest MY 2023/24 wheat projections and analysis, see the November ***World Agricultural Supply and Demand Estimates report***.

Railcar Lease Rates Stay High Amid Supply Inelasticity. Roughly three-quarters of U.S. railcars are not owned by the railroads. Some are owned by shippers themselves, but a large portion are owned by companies that lease railcars to shippers. Beginning on page 9 of the **October 2023** issue of *Railway Age*, industry expert David Nahass discusses the state of the railcar leasing industry. He notes that, partly because the current railcar leasing supply has not expanded to meet rising demand, high rates persist. Supply is especially "inelastic" in the market for covered hoppers, primarily used for grain. Nahass notes that the current per month rates to lease large grain cars (C-114) for 5-to-7-year terms are in the low $600s, which is higher than in early 2020 when rates were around $400 per month. That change could be due to there being fewer cars today, as well as higher interest rates and poorer rail service.

New Chassis Pool in Memphis Set To Increase Competition. In August, the North American Chassis Pool Cooperative (NACPC) soft-launched a new chassis pool in Memphis, TN—called the **Memphis Pool of Choice (MPOC)**. As of a few weeks ago, NACPC reached key agreements to supply equipment for Ocean Network Express (ONE) and BNSF Railway (BNSF). The pool currently has 2,500 units, but the goal is to double that number in the next year.

NACPC hopes the MPOC will appeal to truckers and cargo owners who are frustrated with restrictions over which chassis can be used to haul ocean containers. NACPC hopes to simplify its customers' experience by offering them interoperability: the ability to use any chassis with any container.

In the BNSF ramp, any MPOC chassis will be able to be used on any container for most merchant haulage cargo. NACPC's main competition is Consolidated Chassis Management (CCM), a chassis provider in Memphis since 2007. An important grain transportation route for trucks runs from Memphis, TN, to Atlanta, GA.

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Export Sales

For the week ending October 26, **unshipped balances** of wheat, corn, and soybeans for marketing year (MY) 2023/24 totaled 31.24 million metric tons (mmt), down 2 percent from last week and down 13 percent from the same time last year.

Net **corn export sales** for MY 2023/24 were 0.748 mmt, down 45 percent from last week. Net **soybean export sales** were 1.010 mmt, down 27 percent from last week. Net weekly **wheat export sales** were 0.276 mmt, down 24 percent from last week.

Rail

U.S. Class I railroads originated 22,941 **grain carloads** during the week ending October 28. This was up 13 percent from the previous week, down 5 percent from last year, and down 6 percent from the 3-year average.

Average November **shuttle secondary railcar bids/offers** (per car) were $158 below tariff for the week ending November 2. This was $98 more than last week and $1,165 lower than this week last year. Average non-shuttle secondary railcar bids/offers per car were $131 above tariff. This was $60 more than last week and $435 lower than this week last year.

Barge

For the week ending November 4, **barged grain movements** totaled 669,300 tons. This was 16 percent less than the previous week and 5 percent more than the same period last year.

For the week ending November 4, 408 grain barges **moved down river**—140 fewer than last week. There were 752 grain barges **unloaded** in the New Orleans region, 13 percent more than last week.

Ocean

For the week ending November 2, 28 **oceangoing grain vessels** were loaded in the Gulf—17 percent more than the same period last year. Within the next 10 days (starting November 3), 50 vessels were expected to be loaded—19 percent more than the same period last year.

As of November 2, the rate for shipping a metric ton (mt) of grain from the U.S. Gulf to Japan was $56.00. This was 2 percent less than the previous week. The rate from the Pacific Northwest to Japan was $28.75 per mt, 3 percent less than the previous week.

Fuel

For the week ending November 6, the U.S. average **diesel price** decreased 8.8 cents from the previous week to $4.366 per gallon, 96.7 cents below the same week last year.

Wheat Transportation Costs Mostly Fell From Second to Third Quarter 2023

From second quarter to third quarter 2023 (quarter to quarter), transportation costs for shipping wheat from Kansas and North Dakota to Japan decreased for the Pacific Northwest (PNW routes) and varied for the U.S. Gulf (Gulf routes). From third quarter 2022 to third quarter 2023 (year to year), transportation costs for the Gulf and PNW routes fell, mainly because of drops in truck and ocean freight rates. Both quarter to quarter and year to year, total landed costs (farm value plus transportation costs) for all routes were down, mainly because of lower farm values (tables 1 and 2).

Transportation Costs

Quarter to quarter. Quarter to quarter, PNW-route transportation costs for shipping wheat decreased 1 percent for routes originating from both Kansas and North Dakota. Gulf-route costs were up 1 percent from Kansas and down 1 percent from North Dakota.

Year to year. Year to year, transportation costs decreased 16 percent for all routes.

Ocean freight rates. For all routes, ocean freight rates fell because of stagnant Chinese cargo demand, the fall of bunker fuel prices, the termination of the Black Sea Grain Initiative, and the market's skepticism

Table 1. Quarterly rate comparisons for shipping Kansas and North Dakota wheat to Japan through PNW

Mode	Kansas					North Dakota				
	2022 3rd qtr	2023 2nd qtr	2023 3rd qtr	Year-to-year change	Quarterly change	2022 3rd qtr	2023 2nd qtr	2023 3rd qtr	Year-to-year change	Quarterly change
	$/metric ton					$/metric ton				
Truck	19.07	14.19	14.75	-22.65	3.95	19.07	14.19	14.75	-22.65	3.95
Rail	70.04	65.70	64.53	-7.87	-1.78	68.38	63.96	63.45	-7.21	-0.80
Ocean vessel	37.93	28.35	27.43	-27.68	-3.25	37.93	28.35	27.43	-27.68	-3.25
Transportation costs	127.04	108.24	106.71	-16.00	-1.41	125.38	106.50	105.63	-15.75	-0.82
Farm value	315.63	304.61	279.62	-11.41	-8.20	345.76	298.73	286.23	-17.22	-4.18
Total landed cost	442.67	412.85	386.33	-12.73	-6.42	471.14	405.23	391.86	-16.83	-3.30
Transport % of landed cost	28.70	26.22	27.62	-3.75	5.35	26.61	26.28	26.96	1.29	2.57

Table 2. Quarterly rate comparisons for shipping Kansas and North Dakota wheat to Japan through the U.S. Gulf

Mode	Kansas					North Dakota				
	2022 3rd qtr	2023 2nd qtr	2023 3rd qtr	Year-to-year change	Quarterly change	2022 3rd qtr	2023 2nd qtr	2023 3rd qtr	Year-to-year change	Quarterly change
	$/metric ton					$/metric ton				
Truck	19.07	14.19	14.75	-22.65	3.95	19.07	14.19	14.75	-22.65	3.95
Rail	49.82	45.55	46.86	-5.94	2.88	62.28	57.65	57.07	-8.37	-1.01
Ocean vessel	64.90	51.56	50.76	-21.79	-1.55	64.90	51.56	50.76	-21.79	-1.55
Transportation costs	133.79	111.30	112.37	-16.01	0.96	146.25	123.40	122.58	-16.18	-0.66
Farm value	315.63	304.61	279.62	-11.41	-8.20	345.76	298.73	286.23	-17.22	-4.18
Total landed cost	449.42	415.91	391.99	-12.78	-5.75	492.01	422.13	408.81	-16.91	-3.16
Transport % of landed cost	29.77	26.76	28.67	-3.70	7.12	29.73	29.23	29.98	0.87	2.57

Note: Rail tariff rates include fuel surcharges and revisions for heavy-axle railcars and shuttle trains. The rail tariff rate is a base price of rail freight rates, but during periods of high rail demand or car shortages, high auction and secondary market rates could exceed the base rail tariffs per car. USDA's National Agricultural Statistics Service is the source for wheat prices for North Dakota (mainly, hard red spring) and Kansas (mainly, hard red winter). The quarter-to-quarter and year-to-year changes in transportation's share of total landed costs reflect percentage-point changes. PNW = Pacific Northwest; qtr = quarter.
Source: USDA, Agricultural Marketing Service.

of China's economic recovery (*Grain Transportation Report (GTR), October 26, 2023*). For PNW routes, rates were down 3 percent quarter to quarter and down 28 percent year to year. For Gulf routes, rates fell 2 percent quarter to quarter and dropped 22 percent year to year.

Rail rates. Quarter to quarter, PNW rail rates fell 2 percent from Kansas and fell 1 percent from North Dakota. Year to year, PNW rail rates fell 8 percent from Kansas and fell 7 percent from North Dakota.

Quarter to quarter, Gulf-route rail rates rose 3 percent from Kansas and fell 1 percent from North Dakota, while year to year, Gulf rail rates dropped 6 percent from Kansas and fell 8 percent from North Dakota.

Truck rates. For all routes, truck rates rose 4 percent quarter to quarter, but fell 23 percent year to year.

PNW Landed Costs

Third quarter-2023 total landed costs for shipping wheat by PNW routes were $386 per metric ton (mt) from Kansas and $392 per mt from North Dakota (table 1). Quarter to quarter, PNW-route landed costs were down 6 percent from Kansas and down 3 percent from North Dakota. Year to year, PNW-route landed costs fell 13 percent from Kansas and 17 percent from North Dakota, because of lower farm values.

Wheat farm values for both State origins were well below last year. As a share of landed costs, third-quarter 2023 farm values were 72 percent from Kansas (down year to year) and 73 percent from North Dakota (up year to year) (fig. 1).

U.S. Gulf Landed Costs

Total landed costs to ship wheat through the Gulf routes were $392/mt from Kansas and $409/mt from North Dakota. Quarter to quarter, total landed costs were down 6 percent from Kansas and down 3 percent from North Dakota. Year to year, landed costs fell 13 percent from Kansas and fell 17 percent from North Dakota (table 2). Third-quarter 2023 farm values represented 71 percent of Gulf-route landed costs from Kansas (down year to year) and 70 percent from North Dakota (unchanged year to year) (fig. 2).

Third-Quarter 2023 Wheat Inspections

According to USDA's *Federal Grain Inspection Service*, third-quarter 2023 wheat inspected for export to Japan totaled 0.449 million metric tons (mmt), down 5 percent quarter to quarter and down 26 percent year to year. Japan accounted for 9 percent of total U.S. third-quarter 2023 inspections of wheat exports, which were about 5 mmt (down 28 percent year to year). The year-to-year decline in total inspections of wheat exports to all destinations stemmed mainly from reduced shipments to Asia and Latin America (*GTR, November 2, 2023*). U.S. wheat exports for marketing year (MY) 2023/24 are expected to decline by 8 percent from MY 2022/23, according to USDA's October *World Agricultural Supply and Demand Estimates (WASDE)*. (USDA's November *WASDE* will be released today, November 9, 2023, at 12:00 noon Eastern time.)

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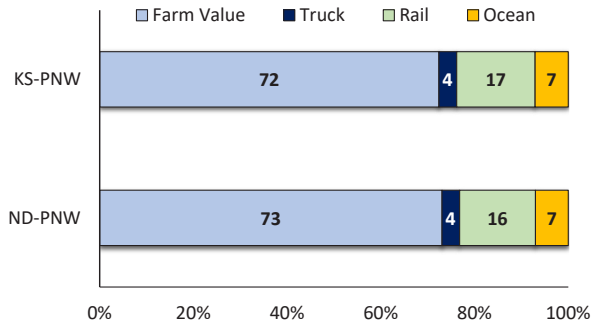
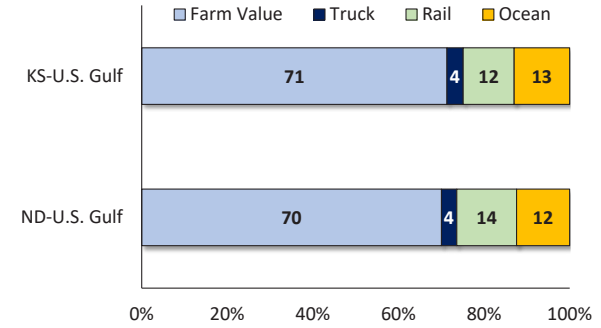
Figure 1. Landed costs for shipping wheat (via Pacific Northwest) to Japan, third quarter 2023



Note: PNW = Pacific Northwest; KS = Kansas; ND = North Dakota.
Source: USDA, Agricultural Marketing Service.

Figure 2. Landed costs for shipping wheat (via U.S. Gulf) to Japan, third quarter 2023



Note: PNW = Pacific Northwest; KS = Kansas; ND = North Dakota.
Source: USDA, Agricultural Marketing Service.

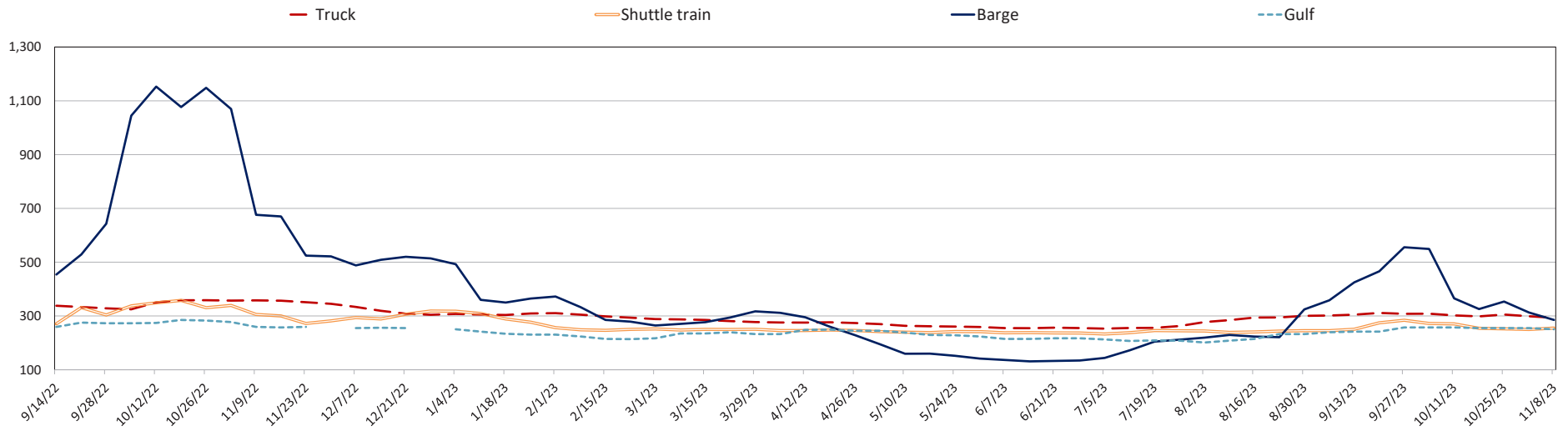
Grains are transported to the domestic and international markets via one or a combination of the following modes: truck, rail, barge and ocean-going vessel. Monitoring the cost of transportation for each mode is vital to the marketing decision making process.

Table 1. Grain transport cost indicators

For the week ending:	Truck	Rail		Barge	Ocean	
		Non-shuttle	Shuttle		Gulf	Pacific
11/08/23	293	340	255	285	250	204
11/01/23	299	335	250	313	255	209
11/09/22	358	366	305	676	259	303

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

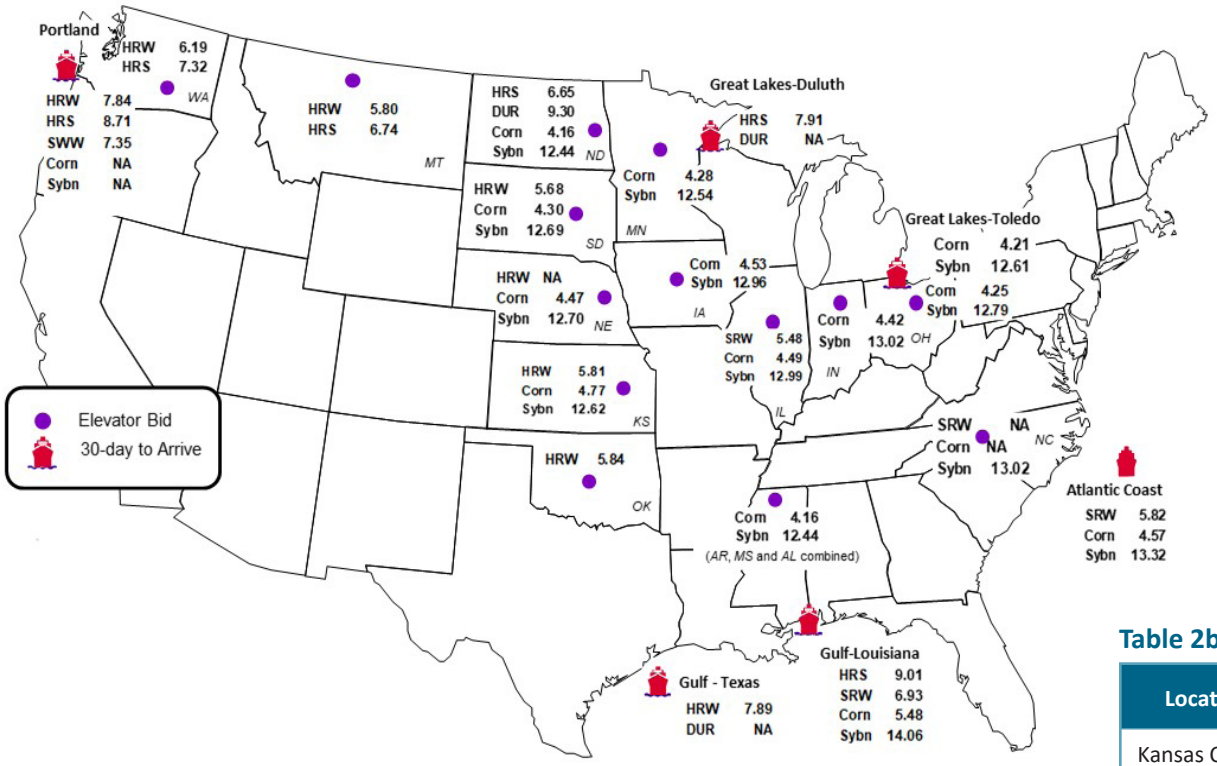
Figure 1. Grain transportation cost indicators as of week ending 11/08/23



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	11/3/2023	10/27/2023
Corn	IL–Gulf	-0.99	-1.09
Corn	NE–Gulf	-1.01	-1.11
Soybean	IA–Gulf	-1.10	-1.26
HRW	KS–Gulf	-2.08	-2.71
HRS	ND–Portland	-2.06	-2.51

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	11/3/2023	Week ago 10/27/2023	Year ago 11/4/2022
Kansas City	Wheat	Dec	6.436	6.432	9.540
Minneapolis	Wheat	Dec	7.210	7.196	9.544
Chicago	Wheat	Dec	5.73	5.722	8.474
Chicago	Corn	Dec	4.780	4.800	6.802
Chicago	Soybean	Nov	13.540	13.156	14.624

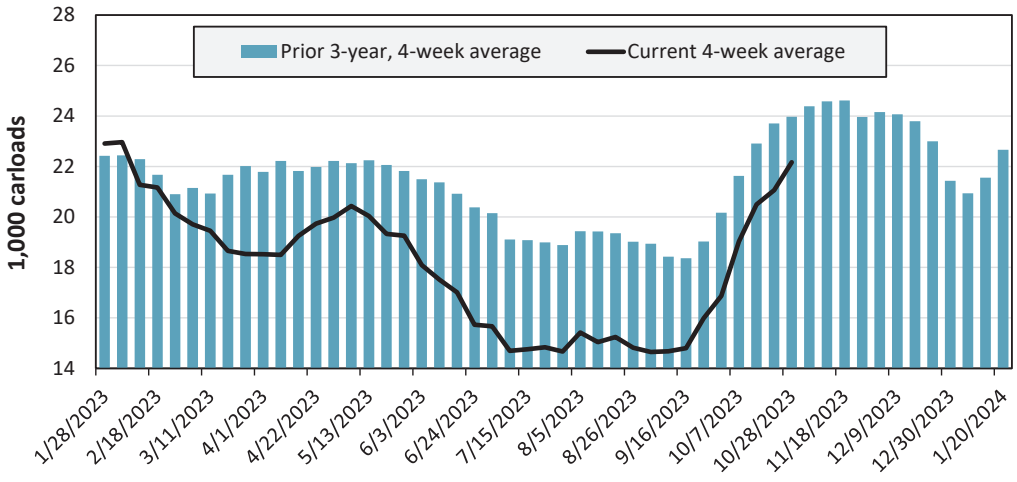
Sources: U.S. Inland: GeoGrain, USDA Weekly Bids, U.S. Export: Corn & Soybean - Export Grain Bids, AMS, USDA Wheat Bids - Weekly Wheat Report, U.S. Wheat Associates, Washington, DC.

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

For the week ending: 10/28/2023	East		West		U.S. total	Central U.S./Canada	
	CSXT	NS	BNSF	UP		CPKC	CN
This week	2,440	2,810	11,702	5,989	22,941	7,578	5,739
This week last year	1,675	3,082	12,817	6,670	24,244	14,850	5,750
2023 YTD	74,454	105,550	385,781	224,250	790,035	351,478	190,629
2022 YTD	74,441	103,691	471,122	247,528	896,782	417,680	160,772
2023 YTD as % of 2022 YTD	100	102	82	91	88	84	119
Last 4 weeks as % of 2022	116	84	93	98	95	99	95
Last 4 weeks as % of 3-yr. avg.	111	88	91	92	92	105	105
Total 2022	93,428	130,640	570,232	296,945	1,091,245	538,276	213,582

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 28, grain carloads were up 5 percent from the previous week, down 5 percent from last year, and down 8 percent from the 3-year average.

Source: Association of American Railroads.

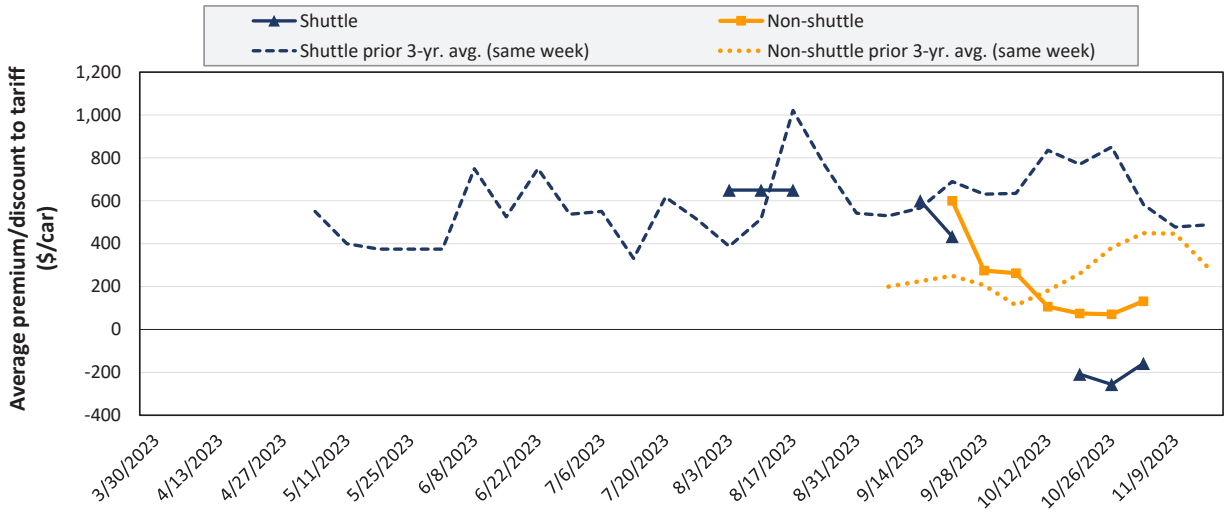
Table 4. Railcar auction offerings (dollars per car)

For the week ending: 11/2/2023		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	148	no offer	53
	COT grain single-car	n/a	1	0	267	186	474	151	384
UP	GCAS/vouchers	n/a	n/a	no offer	n/a	no offer	n/a	no offer	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



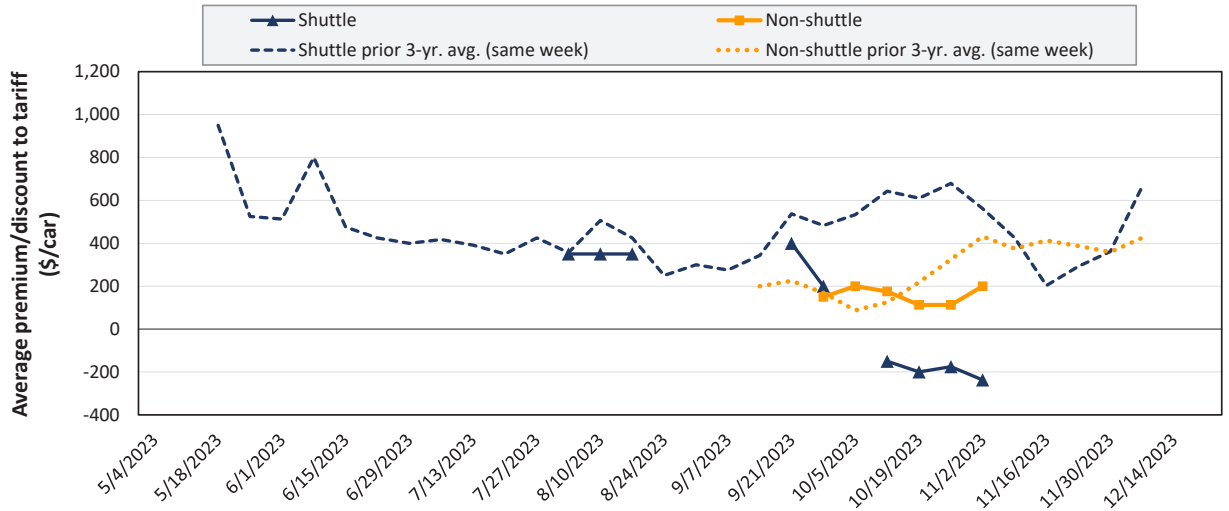
Average non-shuttle bids/offers rose $60 this week, and are $469 below the peak.

Average shuttle bids/offers rose $98 this week and are $808 below the peak.

11/2/2023	BNSF	UP
Non-Shuttle	$188	$75
Shuttle	$167	-$483

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



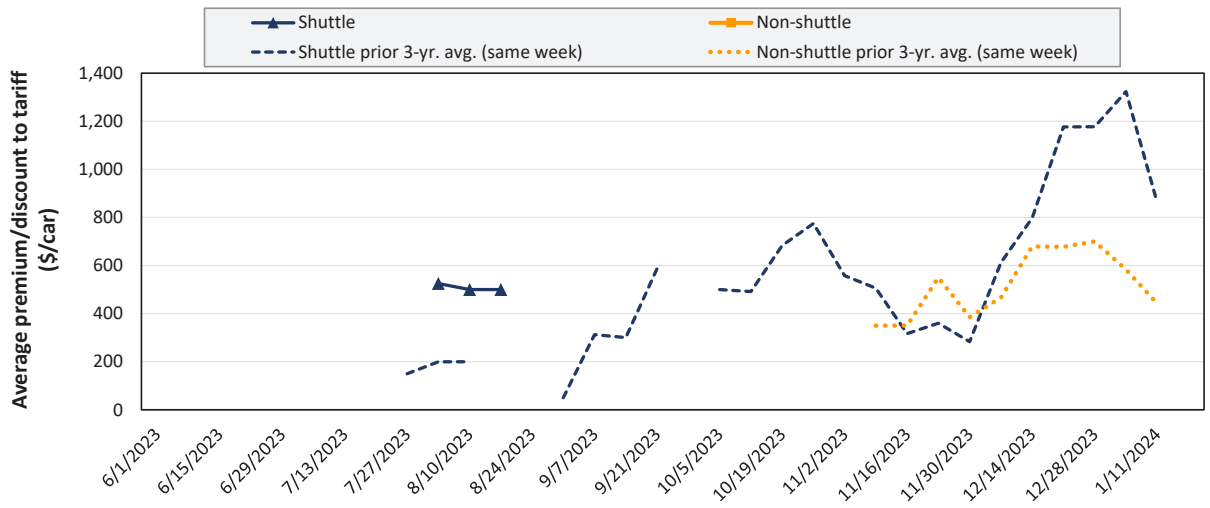
Average non-shuttle bids/offers rose $88 this week, and are at the peak.

Average shuttle bids/offers fell $63 this week and are $638 below the peak.

11/2/2023	BNSF	UP
Non-Shuttle	$300	$100
Shuttle	-$50	-$425

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.

11/2/2023	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: 11/2/2023		Delivery period					
		Nov-23	Dec-23	Jan-24	Feb-24	Mar-24	Apr-24
Non-shuttle	BNSF-GF	188	300	n/a	n/a	n/a	n/a
	Change from last week	96	175	n/a	n/a	n/a	n/a
	Change from same week 2022	-246	-100	n/a	n/a	n/a	n/a
	UP-Pool	75	100	n/a	n/a	n/a	n/a
	Change from last week	25	0	n/a	n/a	n/a	n/a
	Change from same week 2022	-625	-525	n/a	n/a	n/a	n/a
Shuttle	BNSF-GF	167	-50	n/a	n/a	n/a	n/a
	Change from last week	142	50	n/a	n/a	n/a	n/a
	Change from same week 2022	-658	-900	n/a	n/a	n/a	n/a
	UP-Pool	-483	-425	n/a	n/a	n/a	n/a
	Change from last week	55	-175	n/a	n/a	n/a	n/a
	Change from same week 2022	-1,671	-1,425	n/a	n/a	n/a	n/a
	CP-GF	0	50	n/a	n/a	n/a	n/a
	Change from last week	0	50	n/a	n/a	n/a	n/a
	Change from same week 2022	n/a	-450	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

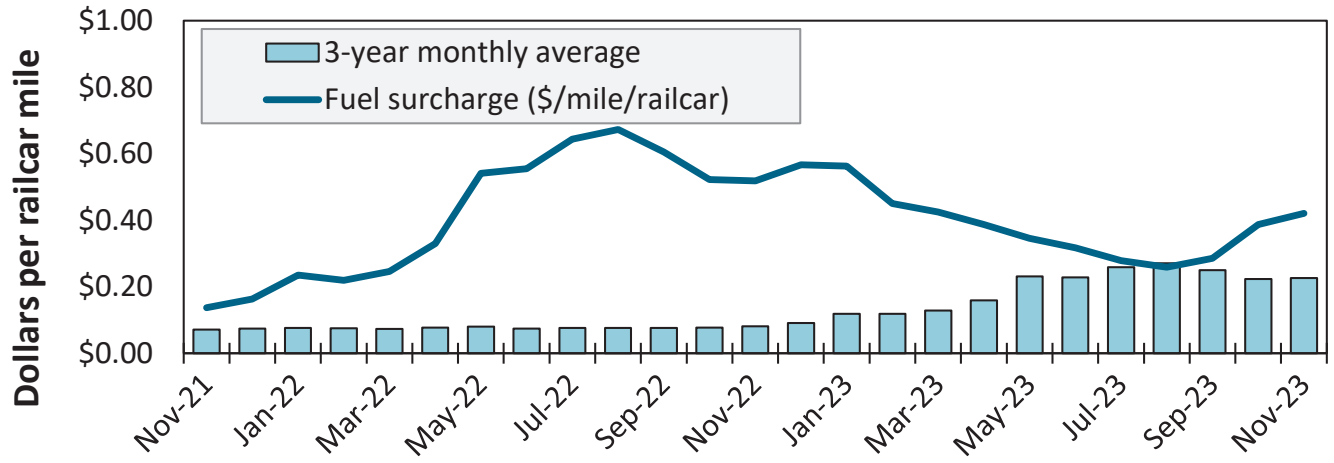
Note: A unit train refers to shipments of at least 25 cars. Shuttle train rates are generally available for qualified shipments of 75-120 cars that meet railroad efficiency requirements. The table assumes 111 short tons (100.7 metric tons) per car, 56 pounds per bushel of corn, and 60 pounds per bushel 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	Torreon, CU	$7,825	$0	$79.95	$2.03	2
Soybeans	MO	Bojay (Tula), HG	$8,647	$614	$94.63	$2.57	5
	NE	Guadalajara, JA	$9,207	$646	$100.67	$2.74	5
	IA	El Castillo, JA	$9,510	$0	$97.17	$2.64	1
	KS	Torreon, CU	$8,109	$466	$87.61	$2.38	5
Sorghum	NE	Celaya, GJ	$7,932	$597	$87.15	$2.21	6
	KS	Queretaro, QA	$8,108	$287	$85.77	$2.18	3
	NE	Salinas Victoria, NL	$6,713	$231	$70.94	$1.80	3
	NE	Torreon, CU	$7,225	$438	$78.29	$1.99	6

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

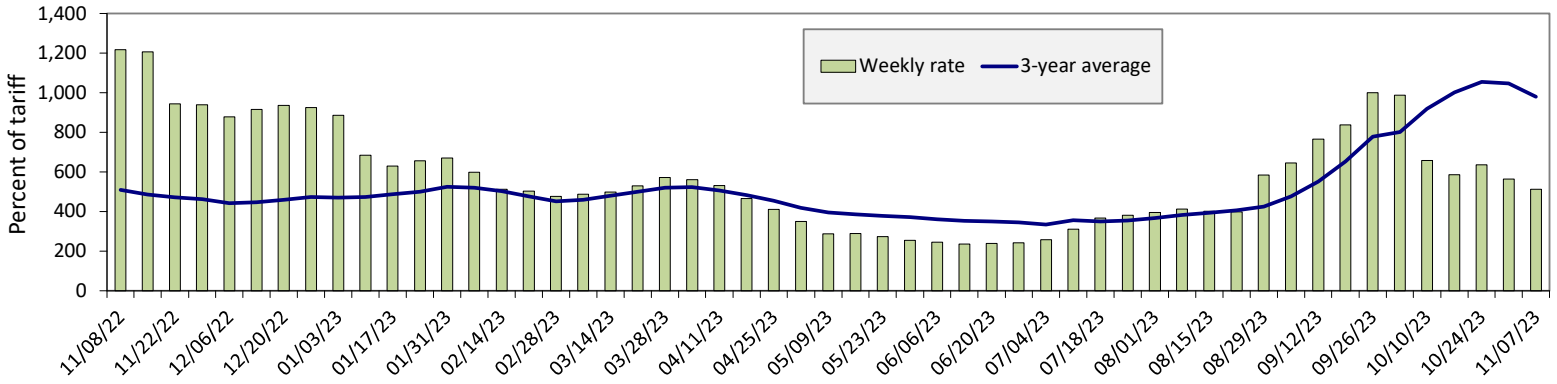
Figure 7. Railroad fuel surcharges, North American weighted average



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 November 7: 9 percent lower than the previous week; and 58 percent lower than last year; and 48 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	11/7/2023	483	485	513	467	588	588	402
	10/31/2023	502	519	563	548	659	659	468
$/ton	11/7/2023	29.90	25.80	23.80	18.63	27.58	23.76	12.62
	10/31/2023	31.07	27.61	26.12	21.87	30.91	26.62	14.70
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	-49	-55	-58	-54	-47	-47	-58
	3-year avg.	-42	-50	-48	-51	-45	-45	-55
Rate	December	-	-	444	385	443	443	343
	February	-	-	449	369	426	426	334

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

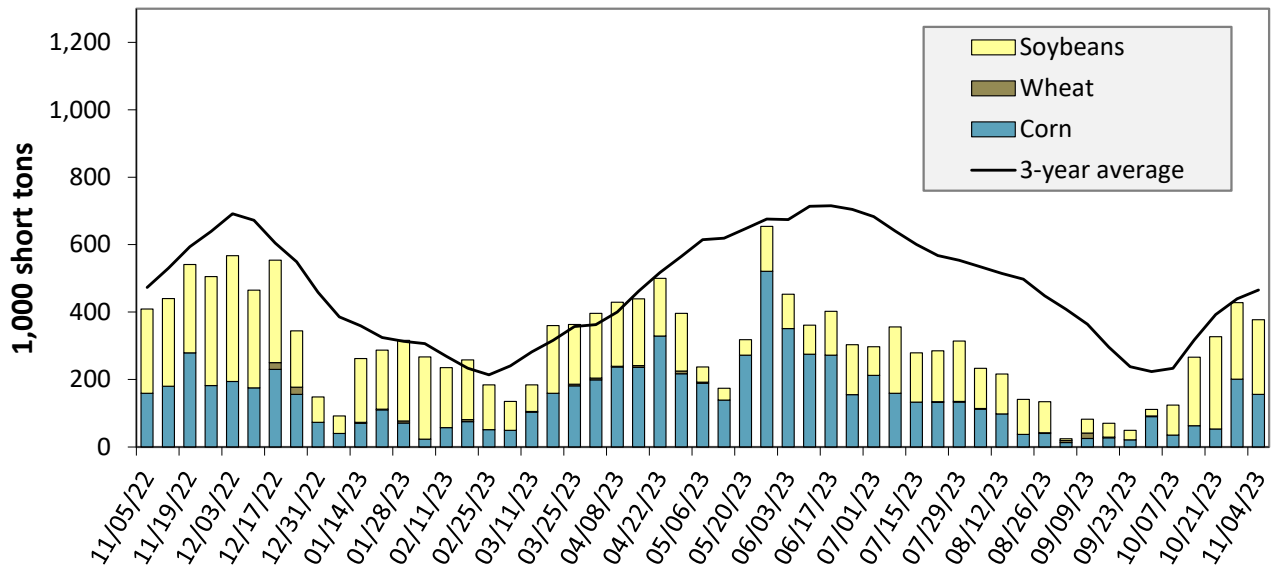
Figure 9. Benchmark tariff rates

Calculating barge rate per ton:
(Rate* 1976 tariff benchmark rate per ton)/100

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

Source: USDA, Agricultural Marketing Service.

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



For the week ending November 4: 8 percent lower than last year and 19 percent lower than the 3-year average.

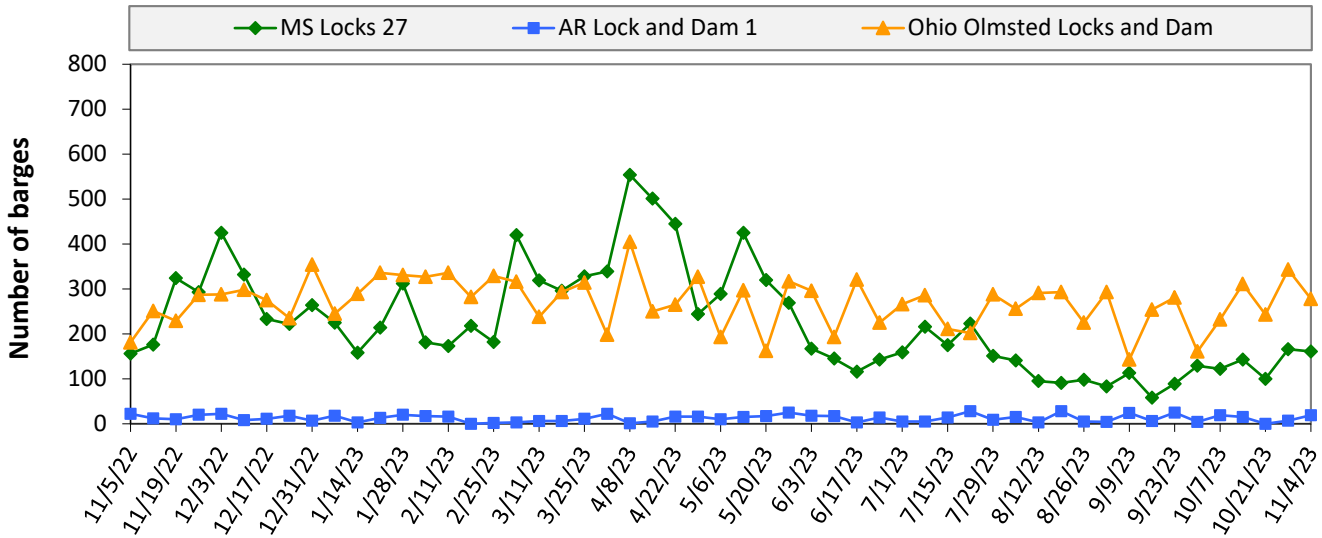
Note: The 3-year average is a 4-week moving average. The U.S. Army Corps of Engineers has recently migrated its lock and vessel database and has noted the latest data may be revised in coming weeks.
Source: U.S. Army Corps of Engineers.

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

For the week ending 11/04/2023	Corn	Wheat	Soybeans	Other	Total
Mississippi River (Rock Island, IL (L15))	65	0	150	0	214
Mississippi River (Winfield, MO (L25))	96	0	187	0	283
Mississippi River (Alton, IL (L26))	170	0	213	0	383
Mississippi River (Granite City, IL (L27))	156	0	221	0	377
Illinois River (La Grange)	84	0	38	0	122
Ohio River (Olmsted)	119	4	130	7	260
Arkansas River (L1)	0	0	32	0	32
Weekly total - 2023	275	4	384	7	669
Weekly total - 2022	197	0	424	18	639
2023 YTD	10,202	1,182	9,379	213	20,976
2022 YTD	14,340	1,499	11,081	227	27,148
2023 as % of 2022 YTD	71	79	85	94	77
Last 4 weeks as % of 2022	140	782	96	29	108
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.

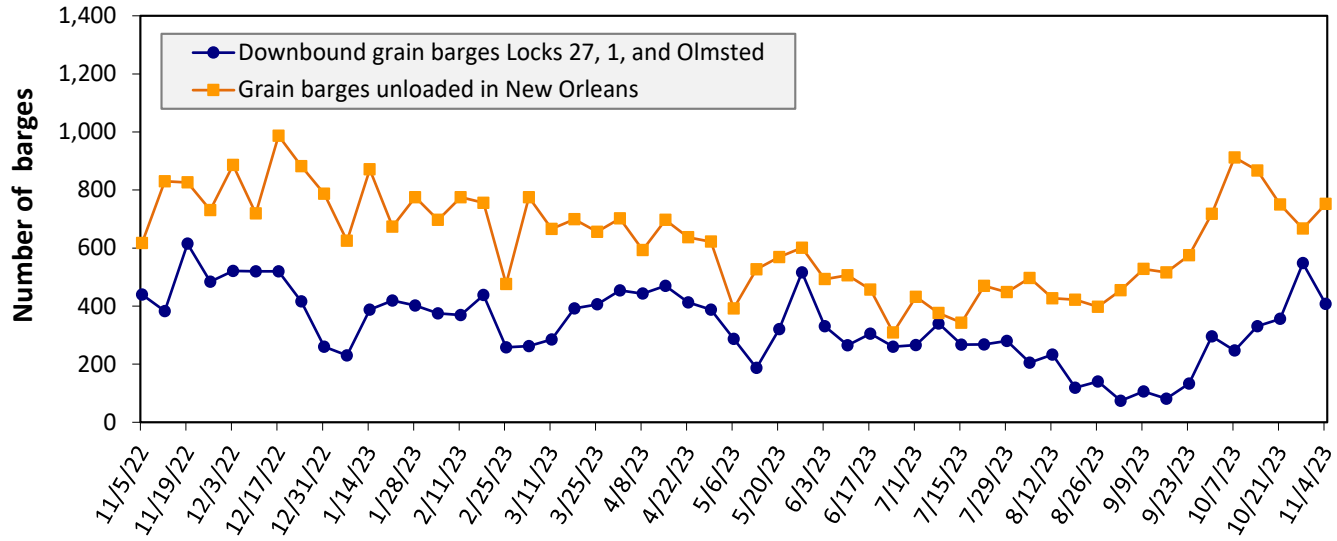
Figure 11. Upbound empty barges transiting Mississippi River Locks 27, Arkansas River Lock and Dam 1, and Ohio River Olmsted Locks and Dam



For the week ending November 4: 458 barges transited the locks, 58 barges fewer than the previous week, and 4 percent lower than the 3-year average.

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

Figure 12. Grain barges for export in New Orleans region



For the week ending November 4: 408 barges moved down river, 140 fewer than the previous week; 752 grain barges unloaded in the New Orleans Region, 13 percent more than the previous week.

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

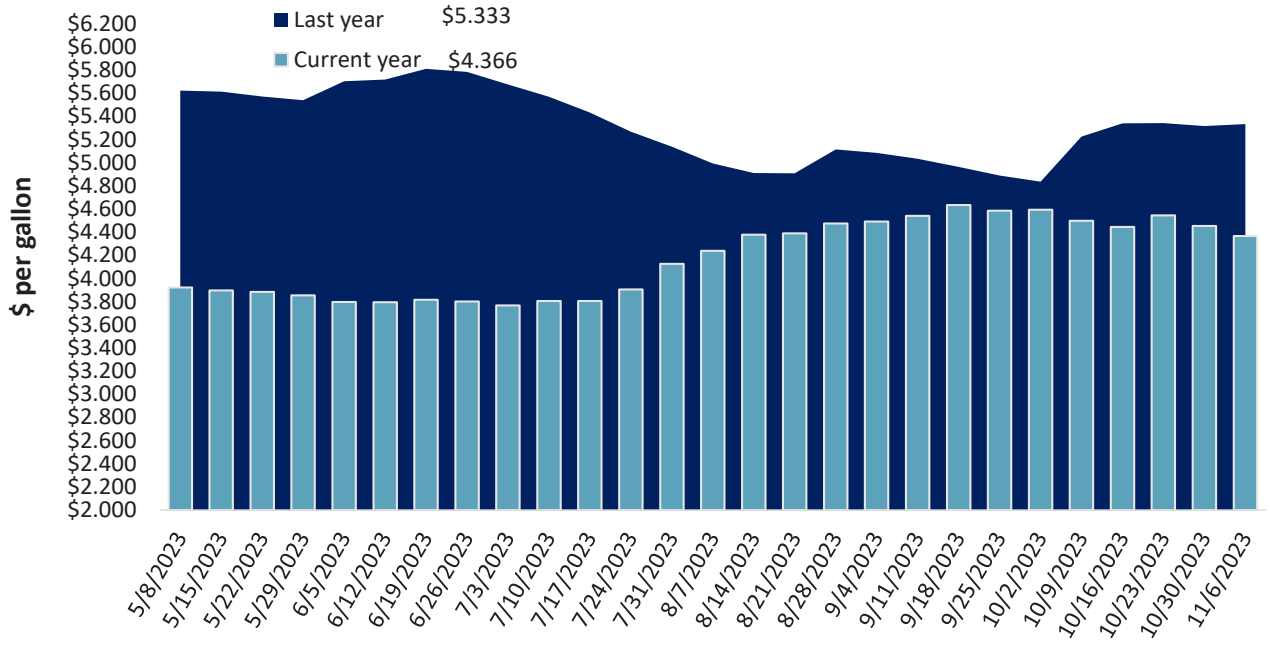
The weekly diesel price provides a proxy for trends in U.S. truck rates as diesel fuel is a significant expense for truck grain movements.

Table 11. Retail on-highway diesel prices, week ending 11/06/2023 (U.S. $/gallon)

Region	Location	Price	Change from	
			Week ago	Year ago
I	East Coast	4.294	-0.048	-1.179
	New England	4.523	-0.014	-1.442
	Central Atlantic	4.588	-0.045	-1.389
	Lower Atlantic	4.163	-0.054	-1.079
II	Midwest	4.334	-0.107	-1.017
III	Gulf Coast	4.032	-0.083	-0.905
IV	Rocky Mountain	4.489	-0.161	-0.849
V	West Coast	5.258	-0.090	-0.506
	West Coast less California	4.769	-0.104	-0.624
	California	5.816	-0.074	-0.375
Total	United States	4.366	-0.088	-0.967

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 November 6, the U.S. average diesel fuel price decreased 8.8 cents from the previous week to $4.366 per gallon, 96.7 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 10/26/2023	785	1,051	1,522	1,061	123	4,543	13,286	13,406	31,235
	This week year ago	778	508	1,085	924	62	3,356	10,322	22,407	36,085
	Last 4 wks. as % of same period 2022/23	94	194	128	107	233	126	122	66	88
Current shipped (cumulative) exports sales	2023/24 YTD	1,284	1,617	2,401	1,354	163	6,820	4,990	9,863	21,672
	2022/23 YTD	2,575	1,657	2,532	1,973	78	8,815	4,143	9,821	22,779
	YTD 2023/24 as % of 2022/23	50	98	95	69	210	77	120	100	95
	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 10/26/2023	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	9,515	5,897	61	15,227
China	930	3,488	-73	12,616
Japan	1,937	1,401	38	10,273
Columbia	1,420	299	375	4,398
Korea	80	14	468	2,563
Top 5 importers	**13,882**	**11,099**	**25**	**45,077**
Total U.S. corn export sales	**18,275**	**14,464**	**26**	**56,665**
% of YTD current month's export projection	36%	34%		
Change from prior week	748	372		
Top 5 importers' share of U.S. corn export sales	**76%**	**77%**		**80%**
USDA forecast October 2023	**51,438**	**42,192**	**22**	
Corn use for ethanol USDA forecast, October 2023	**134,620**	**131,496**	**2**	

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

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

For the week ending 10/26/2023	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	12,022	18,490	-35	32,321
Mexico	2,441	2,214	10	4,912
Egypt	130	718	-82	2,670
Japan	840	845	-1	2,259
Indonesia	443	325	36	1,973
Top 5 importers	**15,875**	**22,591**	**-30**	**44,133**
Total U.S. soybean export sales	**23,269**	**32,228**	**-28**	**56,656**
% of YTD current month's export projection	49%	59%		
Change from prior week	**1,010**	**761**		
Top 5 importers' share of U.S. soybean export sales	**68%**	**70%**		**78%**
USDA forecast, October 2023	**47,763**	**54,213**	**-12**	

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 10/26/2023	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	1,894	2,130	-11	3,397
Philippines	1,697	1,584	7	2,615
Japan	1,166	1,250	-7	2,281
China	813	616	32	1,740
Korea	728	818	-11	1,426
Nigeria	189	605	-69	1,276
Taiwan	709	457	55	944
Thailand	281	392	-28	643
Columbia	185	405	-54	537
Indonesia	256	299	-14	469
Top 10 importers	**7,918**	**8,557**	**-7**	**15,327**
Total U.S. wheat export sales	**11,362**	**12,172**	**-7**	**20,411**
% of YTD current month's export projection	60%	59%		
Change from prior week	276	348		
Top 10 importers' share of U.S. wheat export sales	**70%**	**70%**		**75%**
USDA forecast, October 2023	**19,051**	**20,657**	**-8**	

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

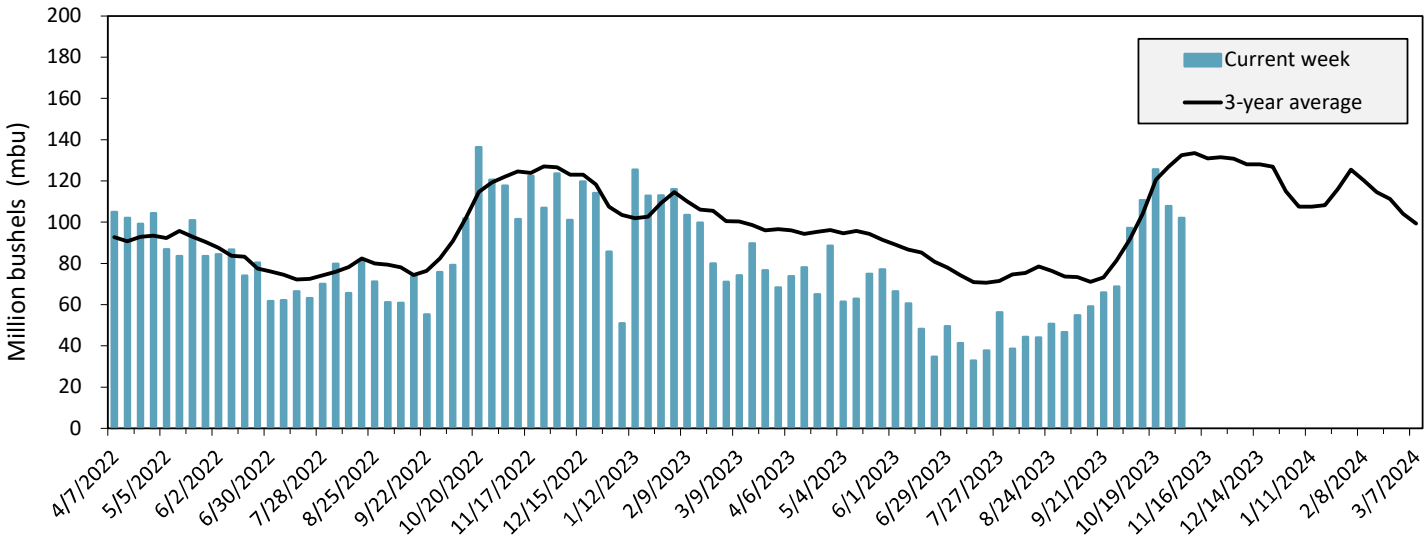
Table 16. Grain inspections for export by U.S. port region (1,000 metric tons)

Port regions	Commodity	For the week ending 11/02/2023	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	0	130	0	8,510	8,792	97	115	84	9,836
	Corn	0	0	n/a	3,925	8,953	44	200	1	9,615
	Soybeans	710	922	77	7,494	9,765	77	76	80	14,178
	Total	**710**	**1,052**	**68**	**19,929**	**27,510**	**72**	**79**	**79**	**33,629**
Mississippi Gulf	Wheat	6	24	24	3,171	3,951	80	112	93	4,053
	Corn	218	221	98	19,836	27,953	71	99	56	30,781
	Soybeans	1,043	850	123	21,938	22,105	99	95	89	31,283
	Total	**1,267**	**1,095**	**116**	**44,945**	**54,009**	**83**	**96**	**81**	**66,116**
Texas Gulf	Wheat	0	0	n/a	1,536	2,998	51	39	36	3,421
	Corn	11	12	87	292	572	51	597	285	648
	Soybeans	57	60	94	281	273	103	83	46	685
	Total	**68**	**72**	**93**	**2,109**	**3,844**	**55**	**79**	**50**	**4,754**
Interior	Wheat	48	32	152	2,065	2,474	83	130	105	2,912
	Corn	281	289	97	8,217	7,532	109	151	134	8,961
	Soybeans	189	260	73	5,323	5,892	90	122	119	7,109
	Total	**518**	**580**	**89**	**15,605**	**15,898**	**98**	**134**	**124**	**18,982**
Great Lakes	Wheat	21	23	92	384	285	135	567	308	395
	Corn	14	0	n/a	37	148	25	n/a	573	158
	Soybeans	24	6	422	152	491	31	39	37	760
	Total	**60**	**29**	**206**	**573**	**924**	**62**	**81**	**73**	**1,312**
Atlantic	Wheat	0	0	n/a	106	169	63	656	196	169
	Corn	2	9	19	116	288	40	103	100	309
	Soybeans	119	61	195	1,620	2,037	80	85	99	2,867
	Total	**121**	**69**	**174**	**1,842**	**2,494**	**74**	**87**	**100**	**3,345**
U.S. total from ports*	Wheat	75	209	36	15,772	18,669	84	114	89	20,786
	Corn	526	531	99	32,423	45,447	71	122	78	50,471
	Soybeans	2,141	2,158	99	36,808	40,563	91	88	85	56,882
	Total	**2,743**	**2,898**	**95**	**85,003**	**104,679**	**81**	**93**	**84**	**128,139**

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

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

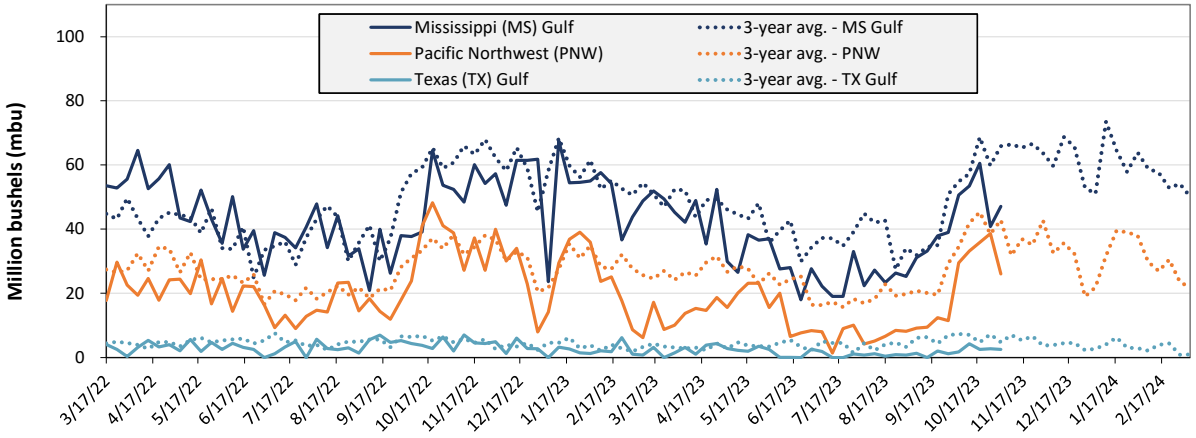
Figure 14. U.S. grain inspected for export (wheat, corn, and soybeans)



For the week ending November 2: 102.2 mbu of grain inspected, down 5 percent from the previous week, down 13 percent from the same week last year, and down 23 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 11/02/23 inspections (mbu):
MS Gulf: 47.1
PNW: 26.1
TX Gulf: 2.5

Percent change from	MS Gulf	TX Gulf	U.S. Gulf	PNW
Last week	up 15	down 7	up 14	down 32
Last year (same week)	down 10	up 25	down 9	down 33
3-year average (4-week moving average)	down 25	down 58	down 28	down 38

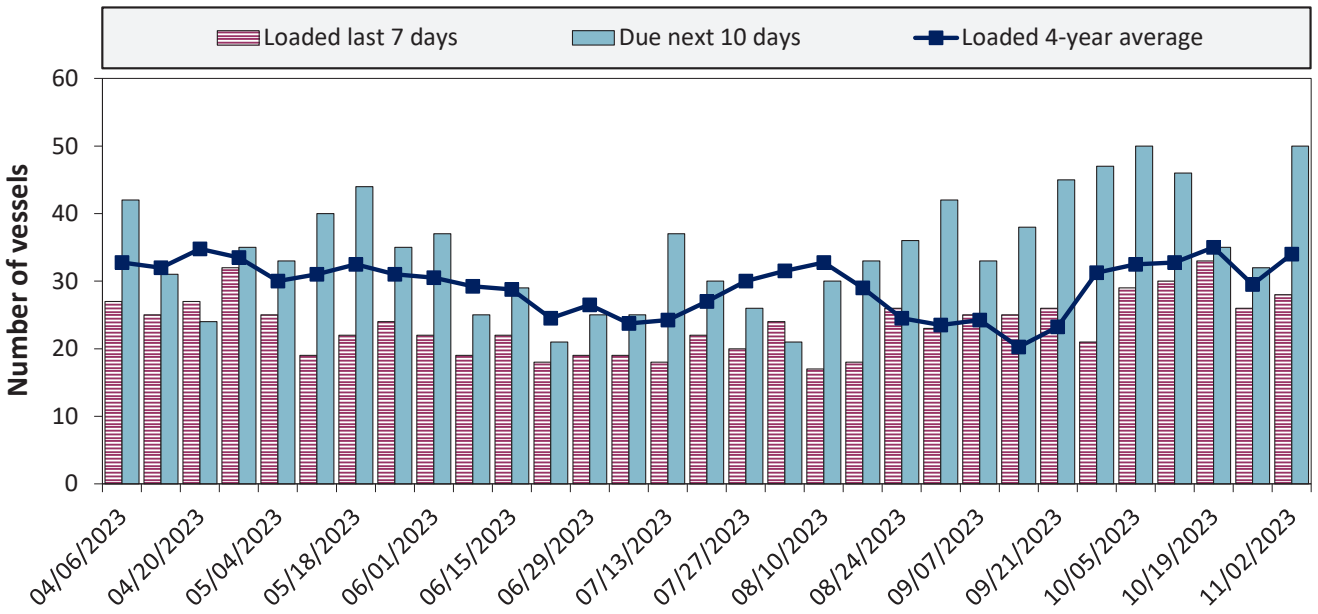
Source: USDA, Federal Grain Inspection Service.

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
11/2/2023	26	28	50	8
10/26/2023	38	26	32	13
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.

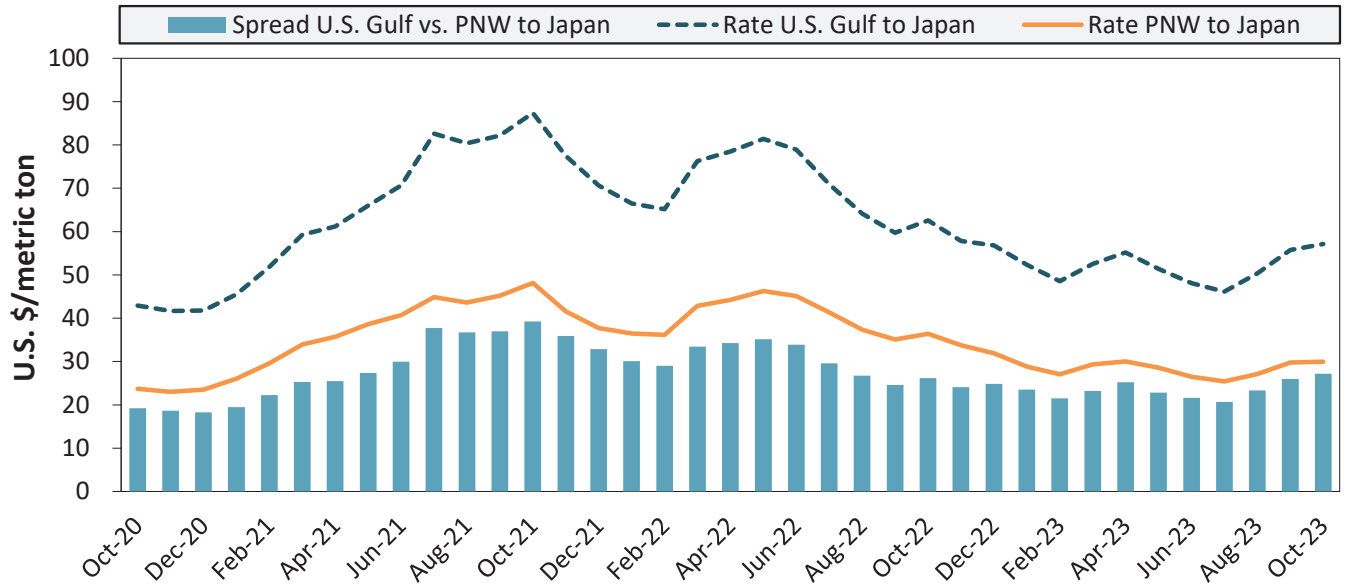
Figure 16. U.S . Gulf vessel loading activity



Week ending 11/02/23, number of vessels	Loaded	Due
Change from last year	16.7%	19.0%
Change from 4-year average	-17.6%	-3.4%

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.

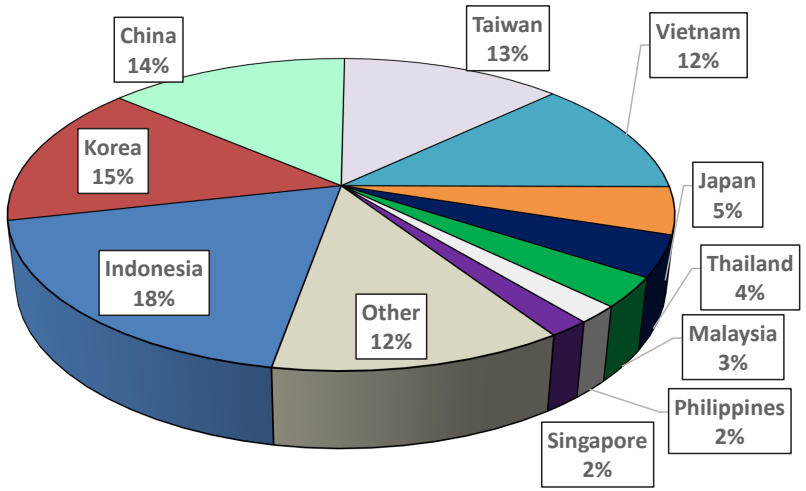
Table 18. Ocean freight rates for selected shipments, week ending 11/04/2023

Export region	Import region	Grain types	Entry date	Loading date	Volume loads (metric tons)	Freight rate (US$/metric ton)
U.S. Gulf	China	Heavy grain	Sep 12, 2023	Oct 1/ Nov 1, 2023	66,000	54.50
U.S. Gulf	China	Heavy grain	Sep 6, 2023	Oct 1/10, 2023	68,000	55.00
U.S. Gulf	Jamaica	Wheat	Nov 2, 2023	Dec 1/10, 2023	9,460	63.50
U.S. Gulf	Colombia	Wheat	Oct 26, 2023	Dec 15/25, 2023	27,500	99.00
U.S. Gulf	Guyana	Wheat	Nov 2, 2023	Dec 1/10, 2023	8,250	84.00
U.S. Gulf	S. Korea	Heavy grain	Oct 10, 2023	Nov 25/Dec 5, 2023	58,000	65.35
U.S. Gulf	S. Korea	Heavy grain	Sep 27, 2023	Oct 25/Nov 5, 2023	57,000	64.85
U.S. Gulf	S. Korea	Heavy grain	Sep 19, 2023	Nov 1/15, 2023	58,000	64.50
U.S. Gulf	S. Korea	Heavy grain	Aug 1, 2023	Oct 1/20, 2023	57,000	58.30
PNW	N. China	Heavy grain	Oct 19, 2023	Nov 16/22, 2023	66,000	28.00
PNW	Thailand	Heavy grain	Oct 20, 2023	Dec 5/15, 2023	66,000	22.50
PNW	Yemen	Wheat	Oct 6, 2023	Nov 5/15, 2023	30,000	74.43
PNW	Yemen	Wheat	Sep 26, 2023	Nov 5/15, 2023	24,740	91.89
Brazil	China	Heavy grain	Oct 26, 2023	Dec 1/3, 2023	64,000	39.25
River Plate	China	Soybeans	Sep 15, 2023	Oct 15/30, 2023	65,000	46.75

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.

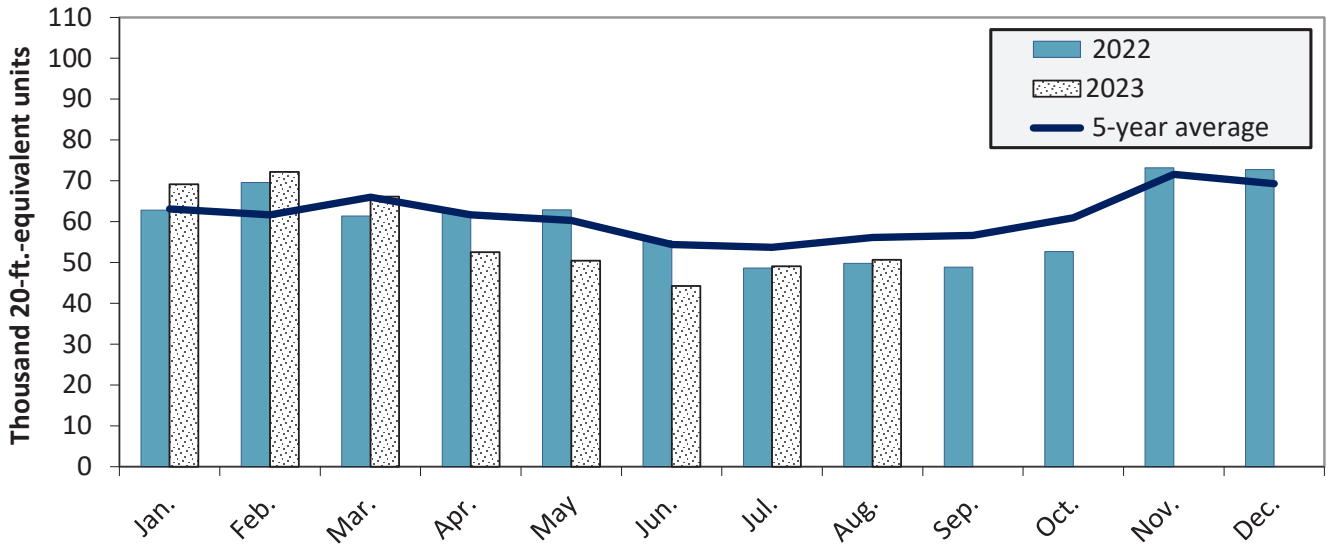
In 2020, containers were used to transport 10 percent of total U.S. waterborne grain exports. Approximately 66 percent of U.S. waterborne grain exports in 2020 went to Asia, of which 14 percent were moved in containers. Approximately 95 percent of U.S. waterborne containerized grain exports were destined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

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



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

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



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

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