USDA United States Department of Agriculture

# Grain Transportation Report

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

Contact Us

November 10, 2022

## Contents



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**The next release is November 17, 2022**

## WEEKLY HIGHLIGHTS

### Barge Rates Fall Steeply

For the week of November 8, the St. Louis spot rate fell 49 percent from last week to $40.74 per ton (***GTR* table 9**). This is the lowest rate since the week of September 20 (when the rate was $38.10 per ton) and 62 percent lower than the all-time record high of $105.85 per ton the week of October 11. The rate is still 145 percent higher than the same week last year and 128 percent higher than the 3-year average. The St. Louis 1-month rate fell 12 percent from last week to $36.58, its lowest since September 13. The St. Louis 3-month rate held steady from last week at $30.09 per ton. Although closures and dredging operations still disrupt the Mississippi River System (MRS) daily, recent rainfall has helped stabilize portions of the system. The improved conditions have allowed empty barges to move a little more freely. Forecast models indicate rain that will help the MRS water levels rise near Cairo, IL, and Memphis, TN, in the next few weeks, which will further stabilize the MRS.

### Three Midwestern States Waive HOS Regulations for Transporting Fuel

The Governors of Nebraska, Iowa, and South Dakota temporarily waived hours-of service (HOS) regulations for truck drivers hauling fuel. Amid widespread fuel shortages, the actions are intended to facilitate harvest-season transportation and prepare for cold weather. Effective through "the conclusion of the emergency" (but no later than November 25), South Dakota's emergency HOS waiver covers fuel, ethanol, and propane deliveries. Iowa's HOS waiver, effective through November 27, covers drivers transporting diesel, biodiesel, jet fuel, ethanol, gasoline, and aviation gas. Iowa's order also allows vehicles transporting these fuels to be oversize and overweight (not exceeding 90,000 pounds gross weight) on all State highways (except the interstate system) without a permit. Nebraska's HOS waiver, effective through November 30, covers truck drivers delivering diesel, biodiesel, gasoline, gasoline blends, ethanol, fuel oil, and propane. All orders prohibit motor carriers from allowing a tired or ill driver to operate a motor vehicle. The orders also require drivers who tell carriers they need a rest to receive at least 10 hours off before returning to service.

### Rail Union Extends Status Quo Period To Delay Potential Strike

On November 9, the Brotherhood of Maintenance of Way Employees Division (BMWED) extended its negotiations with the railroads to delay a potential strike until December 4. After rejecting the latest tentative agreement on October 10, BMWED entered a status quo period that delayed a potential strike until November 19. BMWED's extension to December 4 aligns its status quo period with that of the Brotherhood of Railroad Signalmen (BRS), which has also rejected the tentative agreement. On November 17, the two largest unions—the Brotherhood of Locomotive Engineers and Trainmen (BLET) and the Freight Rail Division of the International Association of Sheet Metal, Air, Rail and Transportation Workers (SMART-TD)—are expected to announce vote counts on the tentative agreement. If either of those two unions rejects the tentative agreement, BMWED said it will further extend its status quo period to December 9 to align with them. For now, the status quo extension should delay the consequences of a potential strike for a few more weeks. A national rail strike would severely impact grain shippers, especially amid the corn and soybeans harvests and ongoing rail service problems.

## Snapshots by Sector

### Export Sales

For the week ending October 27, **unshipped balances** of wheat, corn, and soybeans for marketing year 2022/23 totaled 36.09 million metric tons (mmt), down 29 percent from the same time last year and down 4 percent from last week. Net **corn export sales** for marketing year 2022/23 were 0.372 mmt, up 41 percent from last week. Net **soybean export sales** were 0.830 mmt, down 54 percent from last week. Net weekly **wheat export sales** were 0.348 mmt, down 35 percent from last week.

### Rail

U.S. Class I railroads originated 25,653 **grain carloads** during the week ending October 29. This was a 7-percent increase from the previous week, 4 percent more than last year, and 6 percent more than the 3-year average.

Average November shuttle **secondary railcar** bids/offers (per car) were $1,006 above tariff for the week ending November 3. This was $777 less than last week and $631 more than this week last year.

### Barge

For the week ending November 5, **barged grain movements** totaled 639,133 tons. This was 18 percent more than the previous week and 4 percent more than the same period last year.

For the week ending November 5, 440 grain barges **moved down river**—101 more barges than last week. There were 617 grain barges **unloaded** in the New Orleans region, 3 percent more than last week.

### Ocean

For the week ending November 3, 24 **oceangoing grain vessels** were loaded in the Gulf—31 percent fewer than the same period last year. Within the next 10 days (starting November 4), 42 vessels were expected to be loaded—39 percent fewer than the same period last year.

As of November 3, the rate for shipping a metric ton (mt) of grain from the U.S. Gulf to Japan was $58.00. This was 6 percent less than the previous week. The rate from the Pacific Northwest to Japan was $34.00 per mt, 4 percent less than the previous week.

### Fuel

For the week ending November 7, the U.S. average **diesel fuel price** increased 1.6 cents from the previous week to $5.333 per gallon, 160.3 cents above the same week last year.

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# Feature Article/Calendar

## Bulk Ocean Freight Rates Fell in Third Quarter 2022

Ocean freight rates for shipping grain (wheat, corn, and soybeans) were down from second quarter 2022 to third quarter 2022 (quarter to quarter) and down from third quarter 2021 to third quarter 2022 (year to year)—but up from the 4-year average.

Looking at the quarter-to-quarter and year-to-year rate declines, many factors in the United States and abroad combined to lower ocean freight rates for shipping bulk commodities, including grain. In the United States, year to date (YTD) (as of October 20), grain inspected for export was down from last year, lowering demand for vessels. In China, multiple factors contributed to lower third-quarter ocean freight rates, including lackluster economic activity and declining bulk trade, decreased coal and iron ore imports, low steel production, and waning construction. These industry downturns were the combined result of an embattled property sector, deadly heatwaves, and efforts to contain the spread of COVID-19. In Europe, heatwaves and the economic uncertainty generated by the Russia-Ukraine war likewise contributed to pushing down ocean freight rates.

This article explores the many recent and potential future influences worldwide on ocean freight rates for shipping bulk commodities, including grain. Also, third-quarter changes in ocean freight rates are broken down for the benchmark routes shipping U.S. bulk grain to Japan.

### *Rates to Japan From the U.S. Gulf and Pacific Northwest*

Ocean freight rates for shipping bulk grain from the U.S. Gulf to Japan averaged $64.90 per metric ton (mt) in third quarter 2022—down 19 percent quarter to quarter, down 21 percent year to year, and up 18 percent from the 4-year average (see table below and figure, p. 3). From the Pacific Northwest (PNW) to Japan, rates averaged $37.93 per mt—down 16 percent quarter to quarter, down 15 percent year to year, and up 26 percent from the 4-year average. From the U.S. Gulf to Europe, rates were $32.08 per mt—down 4 percent quarter to quarter, up 14 percent year to year, and up 44 percent from the 4-year average.

**Ocean freight rates for grain routes during third quarter 2022**

| Route | Jul. | Aug. | Sep. | 3rd quarter 2022 | Change from 2nd qtr. '22 | Change from 3rd qtr. '21 | Change from 4-yr. avg. |
|---|---|---|---|---|---|---|---|
| | --$/mt-- | | | --$/mt-- | Percent | | |
| U.S. Gulf to Japan | 70.88 | 64.13 | 59.70 | 64.90 | -19 | -21 | 18 |
| PNW to Japan | 41.31 | 37.38 | 35.10 | 37.93 | -16 | -15 | 26 |
| Spread | 29.57 | 26.75 | 24.60 | 26.97 | -22 | -27 | 9 |
| U.S. Gulf to Europe | 35.00 | 32.63 | 28.60 | 32.08 | -4 | 14 | 44 |

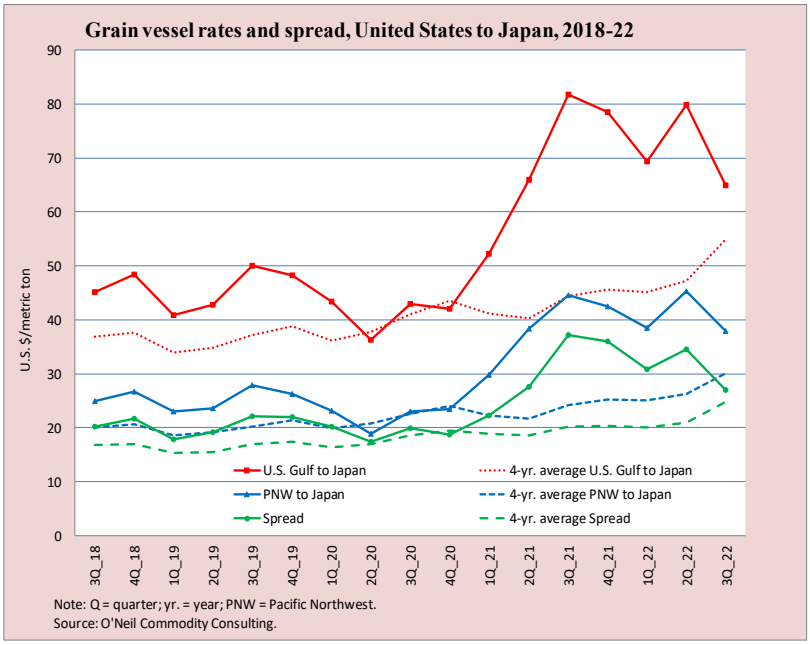
Note: qtr. = quarter; avg. = average; mt = metric ton; yr. = year; PNW = Pacific Northwest.
Source: O'Neil Commodity Consulting.

### *Third-Quarter Influences on Rates, by Month*

**July.** Against the backdrop of falling global trade and shrinking demand for goods, ocean freight rates continued to fall from their peak for the year, recorded in May. Although China imported more iron ore and coal in July than in June, the country imported less of both commodities from January to July than during the same period last year. China's iron ore imports were down 3.4 percent, while coal imports were down 18 percent for the first 7 months of this year, compared to the same 2021 period. Meanwhile, in Guinea, the rainy season lowered production and exports of bauxite, which reduced demand for Capesizes and Panamaxes on Guinea-China and Guinea-Europe routes (Drewry).

**August.** In August, rates continued to fall because of low trade activity in grain and minor bulk products. Although Ukraine resumed exporting grain, recovery progressed slowly because of restrictions and uncertainty, as well as a shortage of workers in the region (Drewry). Moreover, rising grain exports from Canada and Russia did not completely offset the low grain exports from Ukraine and the United States. Further pushing down ocean freight rates, declining bunker fuel prices of the world's 20 largest ports of very low sulfur fuel oil (International Maritime Organization grade 0.5 percent) averaged $821.20 per mt in

August. This was down 16 percent from July and down 24 percent from the peak in June (shipandbunker.com). In a development that adversely impacted trade of some minor bulk products, Chinese factories halted aluminum and lithium production. Government-mandated power rationing drove the production stoppages, as household demand for power rose 25 percent year to year (Drewry, Taipei Times).




**September.** Ocean freight rates declined further in September as low grain trade and slow demand in China persisted. Also, driving the continued rate decline, the prolonged Russia-Ukraine war caused global economic uncertainty, and new COVID-19 cases in China diminished economic activity. Weather events, too, reinforced ocean freight rates' downward trend. From typhoons in Asia to scorching heatwaves and drought in China and across Europe, natural disasters challenged agricultural and energy production sectors globally throughout the summer and into September. Typhoon Hinnamnor, 2022's strongest Asian storm so far, disrupted shipping activities in Japan, China, Korea, and Taiwan with its flooding of coastal regions. According to Drewry, thousands of acres of crops were destroyed by the longest and worst heatwave China has had outside its desert region since 1961.

In China, more downward pressure on ocean freight rates came from the latest round of restrictions, including lockdowns, for COVID-19, that had been ongoing since March. Affecting different cities at different times, restrictions were still in place through September—at least in some cities. China's Purchasing Managers' Index, weak in both August and September, reflected the country's contraction in manufacturing activity and slowing demand for steel and iron ore. Also, bunker fuel prices continued to fall, with the very low sulfur fuel oil averaging $743.82 in September—down 9 percent from August and down 32 percent from the peak in June (shipandbunker.com).

## *Current Market Analysis and Outlook*

As of November 3, the rate for shipping 1 mt of grain from the U.S. Gulf to Japan was $58.00—6 percent less than the previous week and 31 percent less than the same period a year earlier. The rate from PNW to Japan was $34.00 per mt—4 percent less than the previous week and 25 percent less than the same period in 2021.

Although ocean freight rates have fallen in recent weeks, it is uncertain whether the trend will continue. China's demand to restock iron ore and resumed grain activity in the Black Sea region are likely to put upward pressure on rates (Drewry). The People's Bank of China's directive to boost the dwindling property sector by extending at least $85 billion in loans could raise the demand for bulk items, such as steel and other minor bulk materials.

Furthermore, market pressures currently driving the EU to increase its coal imports may ultimately push up ocean freight rates. As the EU continues to face rising energy demand and scarce energy resources (especially ahead of winter), its rising demand for coal imports is raising demand for bulk vessels. One major factor prompting EU countries to switch from gas to coal use is the elevation of gas prices by the Russia-Ukraine war. Also, the G7 countries have decided to cap the price of Russian oil, further increasing EU demand for coal.

On the other hand, several factors may exert downward pressure on demand for bulk vessels. Continued economic sanctions against Russia for its war in Ukraine close off a major economic market: the lack of access to Russian buyers pushes down demand for many of the world's goods. Around the globe, high inflation and energy costs have diminished consumers' purchasing power, reducing demand for some bulk items. Sanctions and high inflation may continue to put downward pressure on ocean freight rates, as demand for bulk vessels drops. *Surajudeen.Olowolayemo@usda.gov*

# Grain Transportation Indicators

Table 1
**Grain transport cost indicators**[1]

| | Truck | Rail | | Barge | Ocean | |
|---|---|---|---|---|---|---|
| For the week ending | | Non-Shuttle | Shuttle | | Gulf | Pacific |
| 11/09/22 | 358 | 335 | 305 | 676 | 259 | 241 |
| 11/02/22 | 357 | 332 | 349 | 1069 | 277 | 252 |

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

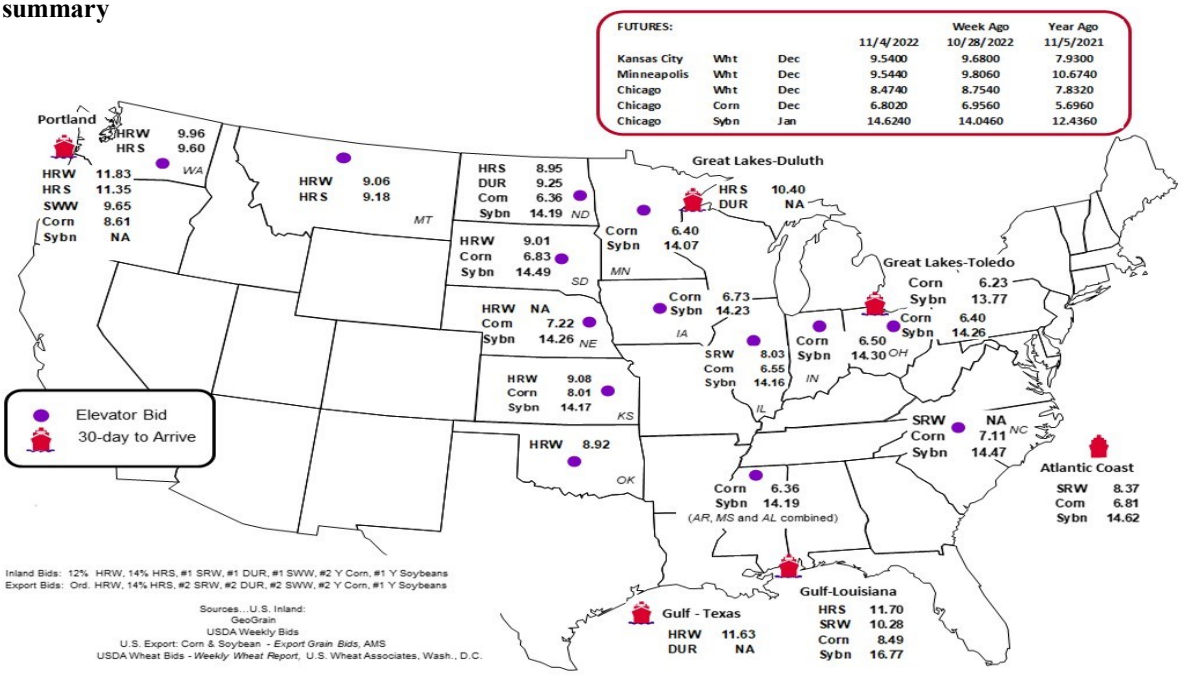
Table 2
**Market Update: U.S. origins to export position price spreads ($/bushel)**

| Commodity | Origin–destination | 11/4/2022 | 10/28/2022 |
|---|---|---|---|
| Corn | IL–Gulf | -1.94 | -2.23 |
| Corn | NE–Gulf | -1.27 | -1.61 |
| Soybean | IA–Gulf | -2.54 | -2.69 |
| HRW | KS–Gulf | -2.55 | -2.65 |
| HRS | ND–Portland | -2.40 | -2.48 |

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

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

Figure 1
**Grain bid summary**



# Rail Transportation

Table 3

**Rail deliveries to port (carloads)[1]**

| For the week ending | Mississippi Gulf | Texas Gulf | Pacific Northwest | Atlantic & East Gulf | Total | Week ending | Cross-border Mexico[3] |
|---|---|---|---|---|---|---|---|
| 11/2/2022[p] | 1,959 | 574 | 7,731 | 1,155 | 11,419 | 10/29/2022 | 2,094 |
| 10/26/2022[r] | 2,760 | 448 | 8,658 | 952 | 12,818 | 10/22/2022 | 2,429 |
| 2022 YTD[r] | 52,611 | 33,451 | 221,977 | 20,129 | 328,168 | 2022 YTD | 116,011 |
| 2021 YTD[r] | 42,781 | 56,581 | 247,927 | 15,508 | 362,797 | 2021 YTD | 122,360 |
| 2022 YTD as % of 2021 YTD | 123 | 59 | 90 | 130 | 90 | % of 2021 YTD | 95 |
| Last 4 weeks as % of 2021[2] | 181 | 33 | 91 | 101 | 94 | Last 4wks. % 2021 | 80 |
| Last 4 weeks as % of 4-year avg.[2] | 213 | 41 | 121 | 130 | 122 | Last 4wks. % 4 yr. | 83 |
| Total 2021 | 53,554 | 68,335 | 305,865 | 21,913 | 449,667 | Total 2021 | 145,883 |
| Total 2020 | 45,177 | 63,348 | 296,060 | 24,202 | 428,787 | Total 2020 | 126,407 |

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

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

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

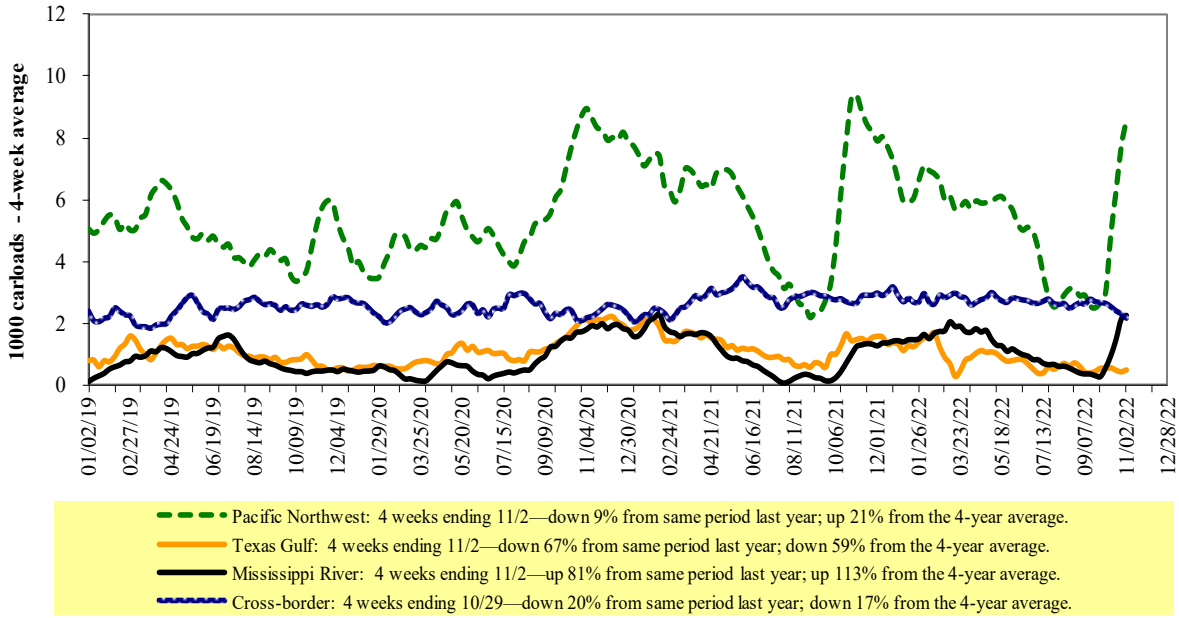
**YTD = year-to-date; p = preliminary data; r = revised data; n/a = not available; wks. = weeks; avg. = average.**

Source: USDA, Agricultural Marketing Service.

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

Figure 2

**Rail deliveries to port**




Source: USDA, Agricultural Marketing Service.

Table 4

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

| For the week ending: | East | | West | | | U.S. total | Canada | |
|---|---|---|---|---|---|---|---|---|
| 10/29/2022 | CSXT | NS | BNSF | KCS | UP | | CN | CP |
| This week | 1,675 | 3,082 | 12,817 | 1,409 | 6,670 | 25,653 | 5,855 | 6,443 |
| This week last year | 2,309 | 2,215 | 12,368 | 1,389 | 6,471 | 24,752 | 4,737 | 4,864 |
| 2022 YTD | 74,336 | 103,280 | 471,122 | 54,193 | 247,528 | 950,459 | 161,758 | 164,015 |
| 2021 YTD | 76,191 | 101,351 | 498,262 | 52,313 | 264,204 | 992,321 | 176,313 | 204,132 |
| 2022 YTD as % of 2021 YTD | 98 | 102 | 95 | 104 | 94 | 96 | 92 | 80 |
| Last 4 weeks as % of 2021* | 96 | 124 | 99 | 96 | 92 | 99 | 135 | 129 |
| Last 4 weeks as % of 3-yr. avg.** | 96 | 114 | 103 | 111 | 99 | 103 | 123 | 120 |
| Total 2021 | 93,935 | 120,660 | 609,890 | 64,818 | 318,002 | 1,207,305 | 209,993 | 242,533 |

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

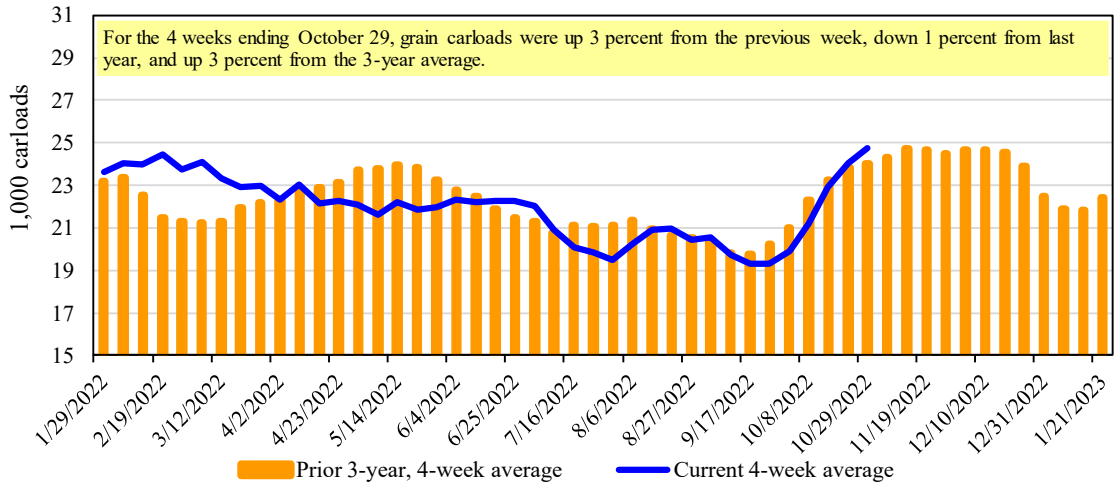
**The past 4 weeks as a percent of the same period from the prior 3-year average. YTD = year-to-date; avg. = average; yr. = year.

Note: NS = Norfolk Southern; KCS = Kansas City Southern; UP = Union Pacific; CN = Canadian National; CP = Canadian Pacific.

Source: Association of American Railroads.

Figure 3

## Total weekly U.S. Class I railroad grain carloads




Source: Association of American Railroads.

Table 5

## Railcar auction offerings[1] ($/car)[2]

| For the week ending: | | Delivery period | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| 11/3/2022 | | Nov-22 | Nov-21 | Dec-22 | Dec-21 | Jan-23 | Jan-22 | Feb-23 | Feb-22 |
| BNSF[3] | COT grain units | no bids | 0 | no bids | 0 | 148 | 0 | 53 | 0 |
| | COT grain single-car | 1 | 106 | 267 | 69 | 474 | 1 | 384 | 1 |
| UP[4] | GCAS/Region 1 | no offer | no offer | no offer | no offer | no offer | no offer | n/a | n/a |
| | GCAS/Region 2 | no offer | no offer | no offer | no offer | no offer | no offer | n/a | n/a |

[1]Auction offerings are for single-car and unit train shipments only.

[2]Average premium/discount to tariff, last auction. n/a = not available.

[3]BNSF - COT = BNSF Railway Certificate of Transportation; north grain and south grain bids were combined effective the week ending 6/24/06.

[4]UP - GCAS = Union Pacific Railroad Grain Car Allocation System.

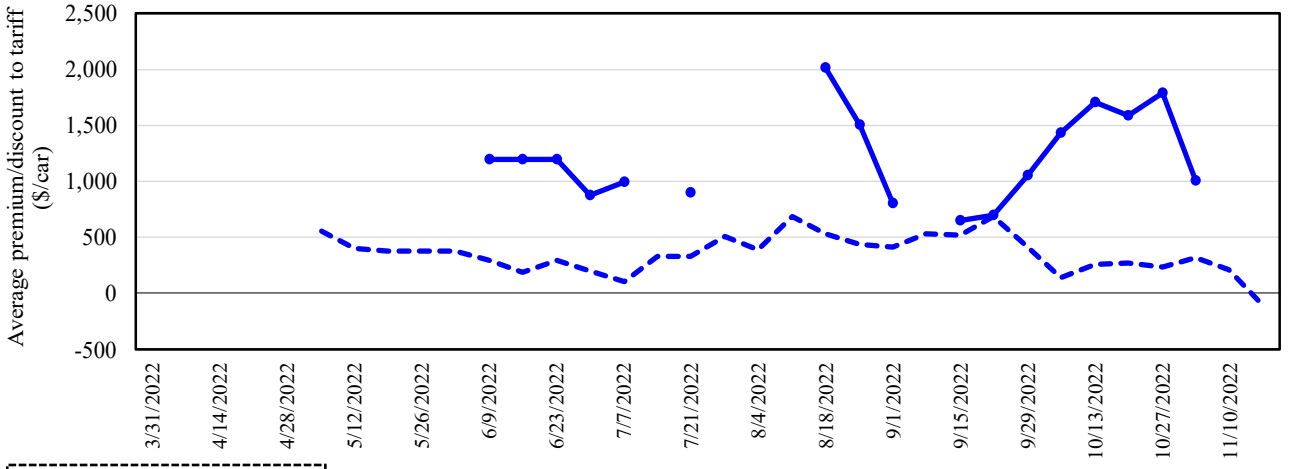
Region 1 includes: AR, IL, LA, MO, NM, OK, TX, WI, and Duluth, MN.

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

Source: USDA, Agricultural Marketing Service.

The **secondary rail market** information reflects trade values for service that was originally purchased from the railroad carrier as some form of guaranteed freight. The **auction and secondary rail** values are indicators of rail service quality and demand/ supply.

Figure 4
**Secondary market bids/offers for railcars to be delivered in November 2022**

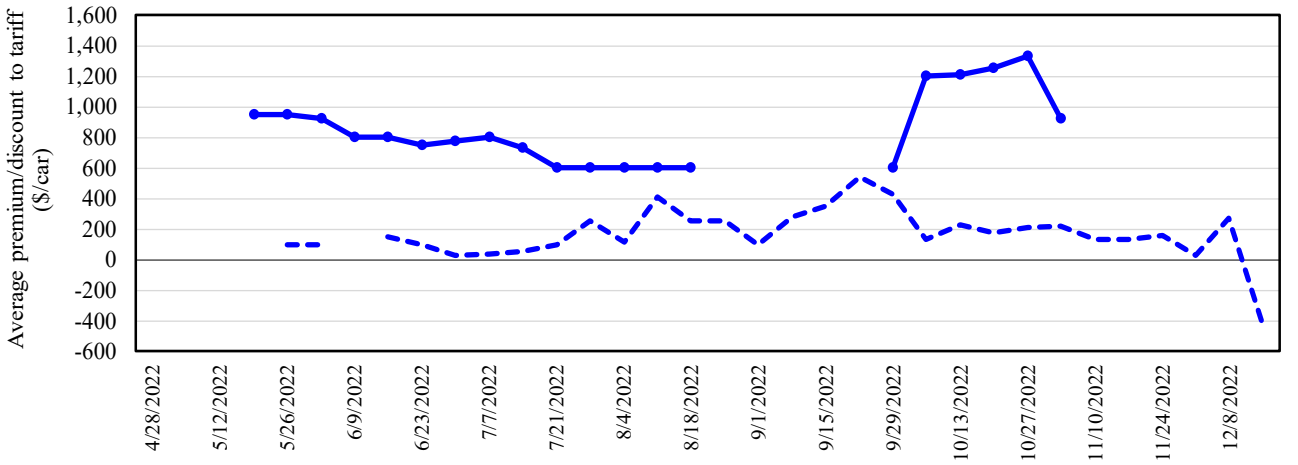



| 11/3/2022 | BNSF | UP |
|---|---|---|
| Non-shuttle | n/a | n/a |
| Shuttle | $825 | $1,188 |

There were no non-shuttle bids/offers this week.
Average shuttle bids/offers fell $777 this week and are $1,002 below the peak.

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

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



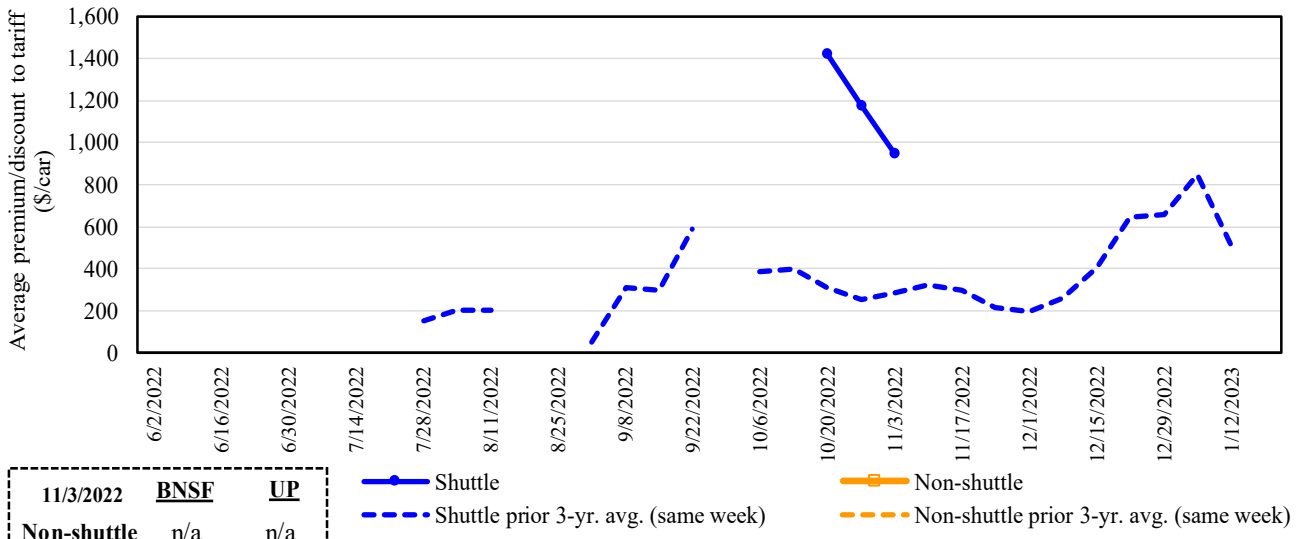

| 11/3/2022 | BNSF | UP |
|---|---|---|
| Non-shuttle | n/a | n/a |
| Shuttle | $850 | $1,000 |

There were no non-shuttle bids/offers this week.
Average shuttle bids/offers fell $406 this week and are $406 below the peak.

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

Figure 6

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




| 11/3/2022 | BNSF | UP |
|---|---|---|
| Non-shuttle | n/a | n/a |
| Shuttle | $950 | n/a |

There were no non-shuttle bids/offers this week.
Average shuttle bids/offers fell $225 this week and are $475 below the peak.

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

Table 6

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

| | For the week ending: 11/3/2022 | Delivery period | | | | | |
|---|---|---|---|---|---|---|---|
| | | Nov-22 | Dec-22 | Jan-23 | Feb-23 | Mar-23 | Apr-23 |
| Non-shuttle | **BNSF-GF** | **n/a** | **n/a** | **n/a** | **n/a** | **n/a** | **n/a** |
| | Change from last week | n/a | n/a | n/a | n/a | n/a | n/a |
| | Change from same week 2021 | n/a | n/a | n/a | n/a | n/a | n/a |
| | **UP-Pool** | **n/a** | **n/a** | **n/a** | **n/a** | **n/a** | **n/a** |
| | Change from last week | n/a | n/a | n/a | n/a | n/a | n/a |
| | Change from same week 2021 | n/a | n/a | n/a | n/a | n/a | n/a |
| Shuttle | **BNSF-GF** | **825** | **850** | **950** | **n/a** | **n/a** | **n/a** |
| | Change from last week | (717) | (338) | (225) | n/a | n/a | n/a |
| | Change from same week 2021 | 350 | 544 | 650 | n/a | n/a | n/a |
| | **UP-Pool** | **1,188** | **1,000** | **n/a** | **1,500** | **1,000** | **n/a** |
| | Change from last week | (837) | (475) | n/a | 0 | 0 | n/a |
| | Change from same week 2021 | 913 | 788 | n/a | n/a | n/a | n/a |

[1]Average premium/discount to tariff, $/car-last week.

Note: Bids listed are market indicators only and are not guaranteed prices. n/a = not available; GF = guaranteed freight; Pool = guaranteed pool; BNSF = BNSF Railway; UP = Union Pacific Railroad.

Data from James B. Joiner Co., Tradewest Brokerage Co.

Source: USDA, Agricultural Marketing Service.

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

Table 7

**Tariff rail rates for unit and shuttle train shipments[1]**

| November 2022 | Origin region[3] | Destination region[3] | Tariff rate/car | Fuel surcharge per car | Tariff plus surcharge per: metric ton | Tariff plus surcharge per: bushel[2] | Percent change Y/Y[4] |
|---|---|---|---|---|---|---|---|
| **Unit train** | | | | | | | |
| Wheat | Wichita, KS | St. Louis, MO | $3,695 | $293 | $39.61 | $1.08 | 4 |
| | Grand Forks, ND | Duluth-Superior, MN | $3,858 | $131 | $39.61 | $1.08 | 9 |
| | Wichita, KS | Los Angeles, CA | $7,490 | $673 | $81.06 | $2.21 | 12 |
| | Wichita, KS | New Orleans, LA | $4,600 | $516 | $50.81 | $1.38 | 8 |
| | Sioux Falls, SD | Galveston-Houston, TX | $7,226 | $553 | $77.25 | $2.10 | 11 |
| | Colby, KS | Galveston-Houston, TX | $4,850 | $566 | $53.78 | $1.46 | 7 |
| | Amarillo, TX | Los Angeles, CA | $5,121 | $787 | $58.67 | $1.60 | 8 |
| Corn | Champaign-Urbana, IL | New Orleans, LA | $4,000 | $583 | $45.52 | $1.16 | 8 |
| | Toledo, OH | Raleigh, NC | $8,551 | $645 | $91.32 | $2.32 | 13 |
| | Des Moines, IA | Davenport, IA | $2,655 | $124 | $27.59 | $0.70 | 9 |
| | Indianapolis, IN | Atlanta, GA | $6,593 | $485 | $70.28 | $1.79 | 14 |
| | Indianapolis, IN | Knoxville, TN | $5,564 | $314 | $58.37 | $1.48 | 12 |
| | Des Moines, IA | Little Rock, AR | $4,250 | $363 | $45.81 | $1.16 | 11 |
| | Des Moines, IA | Los Angeles, CA | $6,130 | $1,057 | $71.37 | $1.81 | 13 |
| Soybeans | Minneapolis, MN | New Orleans, LA | $5,431 | $908 | $62.95 | $1.71 | 60 |
| | Toledo, OH | Huntsville, AL | $7,037 | $460 | $74.45 | $2.03 | 12 |
| | Indianapolis, IN | Raleigh, NC | $7,843 | $654 | $84.38 | $2.30 | 14 |
| | Indianapolis, IN | Huntsville, AL | $5,689 | $311 | $59.58 | $1.62 | 12 |
| | Champaign-Urbana, IL | New Orleans, LA | $4,865 | $583 | $54.11 | $1.47 | 9 |
| **Shuttle train** | | | | | | | |
| Wheat | Great Falls, MT | Portland, OR | $4,393 | $387 | $47.47 | $1.29 | 14 |
| | Wichita, KS | Galveston-Houston, TX | $4,311 | $301 | $45.80 | $1.25 | 5 |
| | Chicago, IL | Albany, NY | $7,090 | $609 | $76.45 | $2.08 | 15 |
| | Grand Forks, ND | Portland, OR | $6,051 | $669 | $66.73 | $1.82 | 15 |
| | Grand Forks, ND | Galveston-Houston, TX | $5,399 | $697 | $60.53 | $1.65 | 7 |
| | Colby, KS | Portland, OR | $5,923 | $927 | $68.03 | $1.85 | 7 |
| Corn | Minneapolis, MN | Portland, OR | $5,660 | $814 | $64.29 | $1.63 | 20 |
| | Sioux Falls, SD | Tacoma, WA | $5,620 | $746 | $63.22 | $1.61 | 19 |
| | Champaign-Urbana, IL | New Orleans, LA | $4,170 | $583 | $47.20 | $1.20 | 14 |
| | Lincoln, NE | Galveston-Houston, TX | $4,360 | $435 | $47.61 | $1.21 | 18 |
| | Des Moines, IA | Amarillo, TX | $4,670 | $456 | $50.91 | $1.29 | 11 |
| | Minneapolis, MN | Tacoma, WA | $5,660 | $808 | $64.23 | $1.63 | 20 |
| | Council Bluffs, IA | Stockton, CA | $5,580 | $836 | $63.71 | $1.62 | 21 |
| Soybeans | Sioux Falls, SD | Tacoma, WA | $6,350 | $746 | $70.46 | $1.92 | 17 |
| | Minneapolis, MN | Portland, OR | $6,400 | $814 | $71.64 | $1.95 | 18 |
| | Fargo, ND | Tacoma, WA | $6,250 | $663 | $68.65 | $1.87 | 16 |
| | Council Bluffs, IA | New Orleans, LA | $5,095 | $673 | $57.28 | $1.56 | 9 |
| | Toledo, OH | Huntsville, AL | $5,277 | $460 | $56.97 | $1.55 | 16 |
| | Grand Island, NE | Portland, OR | $5,730 | $949 | $66.33 | $1.81 | 15 |

[1]A unit train refers to shipments of at least 25 cars. Shuttle train rates are generally available for qualified shipments of 75-120 cars that meet railroad efficiency requirements.

[2]Approximate load per car = 111 short tons (100.7 metric tons): corn 56 pounds per bushel (lbs/bu), wheat and soybeans 60 lbs/bu.

[3]Regional economic areas are defined by the Bureau of Economic Analysis (BEA).

[4]Percentage change year over year (Y/Y) calculated using tariff rate plus fuel surcharge.

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

Table 8

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

| Date: December 2021 | | | | | | | |
|---|---|---|---|---|---|---|---|
| Commodity | Origin state | Destination region | Tariff rate per car[1] | Fuel surcharge per car[2] | Tariff rate plus fuel surcharge per: metric ton[3] | Tariff rate plus fuel surcharge per: bushel[3] | Percent change[4] Y/Y |
| Wheat | MT | Chihuahua, CI | $7,699 | $0 | $78.67 | $2.14 | 4 |
| | OK | Cuautitlan, EM | $6,900 | $230 | $72.85 | $1.98 | 6 |
| | KS | Guadalajara, JA | $7,619 | $719 | $85.19 | $2.32 | 7 |
| | TX | Salinas Victoria, NL | $4,420 | $138 | $46.57 | $1.27 | 4 |
| Corn | IA | Guadalajara, JA | $9,102 | $663 | $99.77 | $2.53 | 6 |
| | SD | Celaya, GJ | $8,300 | $0 | $84.81 | $2.15 | 2 |
| | NE | Queretaro, QA | $8,322 | $462 | $89.75 | $2.28 | 5 |
| | SD | Salinas Victoria, NL | $6,905 | $0 | $70.55 | $1.79 | 0 |
| | MO | Tlalnepantla, EM | $7,687 | $450 | $83.14 | $2.11 | 5 |
| | SD | Torreon, CU | $7,825 | $0 | $79.95 | $2.03 | 2 |
| Soybeans | MO | Bojay (Tula), HG | $8,647 | $614 | $94.63 | $2.57 | 5 |
| | NE | Guadalajara, JA | $9,207 | $646 | $100.67 | $2.74 | 5 |
| | IA | El Castillo, JA | $9,510 | $0 | $97.17 | $2.64 | 1 |
| | KS | Torreon, CU | $8,109 | $466 | $87.61 | $2.38 | 5 |
| Sorghum | NE | Celaya, GJ | $7,932 | $597 | $87.15 | $2.21 | 6 |
| | KS | Queretaro, QA | $8,108 | $287 | $85.77 | $2.18 | 3 |
| | NE | Salinas Victoria, NL | $6,713 | $231 | $70.94 | $1.80 | 3 |
| | NE | Torreon, CU | $7,225 | $438 | $78.29 | $1.99 | 6 |

[1]Rates are based upon published tariff rates for high-capacity shuttle trains. Shuttle trains are available for qualified shipments of 75-110 cars that meet railroad efficiency requirements.

[2]Fuel surcharge adjusted to reflect the change in Ferrocarril Mexicano, S.A. de C.V railroad fuel surcharge policy as of 10/01/2009.

[3]Approximate load per car = 97.87 metric tons: Corn & Sorghum 56 lbs/bu, Wheat & Soybeans 60 lbs/bu.

[4]Percentage change calculated using tariff rate plus fuel surchage; Y/Y = year over year.

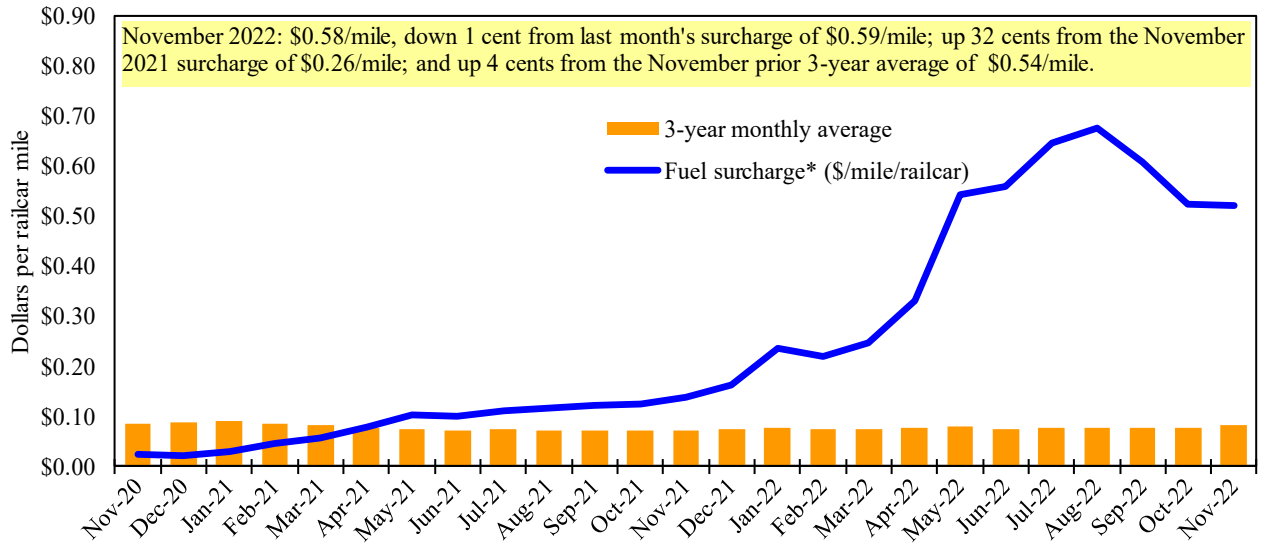
[5] As of January 1, both BNSF and Union Pacific changed their billing and reporting of rates to Mexico.

As we incorporate the change, Table 8 updates will be delayed.

Sources: BNSF Railway, Union Pacific Railroad, Kansas City Southern.

Figure 7

**Railroad fuel surcharges, North American weighted average[1]**




[1] Weighted by each Class I railroad's proportion of grain traffic for the prior year.

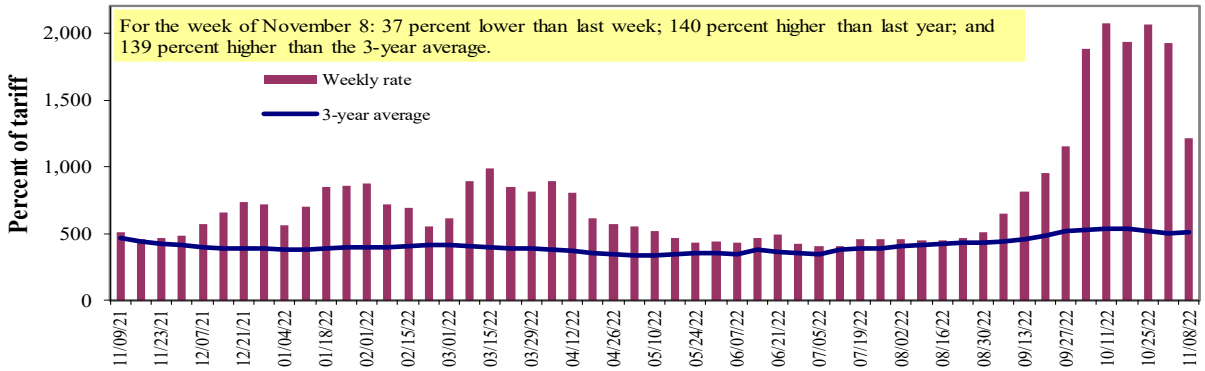
* Beginning January 2009, the Canadian Pacific fuel surcharge is computed by a monthly average of the bi-weekly fuel surcharge.

**CSX strike price changed from $2.00/gal. to $3.75/gal. starting January 1, 2015.

Sources: BNSF Railway, Canadian National Railway, CSX Transportation, Canadian Pacific Railway, Union Pacific Railroad, Kansas City Southern Railway, Norfolk Southern Corporation.

# Barge Transportation

Figure 8
**Illinois River barge freight rate[1,2]**




[1]Rate = percent of 1976 tariff benchmark index (1976 = 100 percent); [2]4-week moving average of the 3-year average.
*Source: USDA, Agricultural Marketing Service.

Table 9
**Weekly barge freight rates: Southbound only**

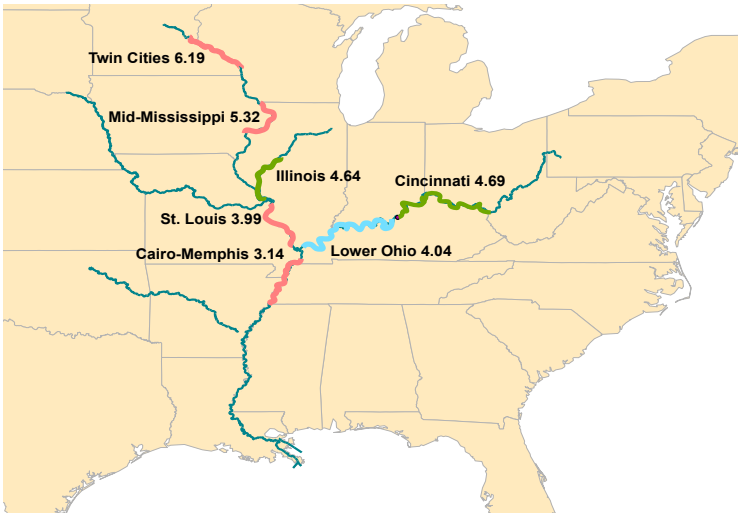
| | | Twin Cities | Mid-Mississippi | Lower Illinois River | St. Louis | Cincinnati | Lower Ohio | Cairo-Memphis |
|---|---|---|---|---|---|---|---|---|
| **Rate[1]** | 11/8/2022 | 945 | 1067 | 1217 | 1021 | 1108 | 1108 | 958 |
| | 11/1/2022 | 1363 | 1844 | 1925 | 2008 | 2338 | 2338 | 1738 |
| **$/ton** | 11/8/2022 | 58.50 | 56.76 | 56.47 | 40.74 | 51.97 | 44.76 | 30.08 |
| | 11/1/2022 | 84.37 | 98.10 | 89.32 | 80.12 | 109.65 | 94.46 | 54.57 |
| **Current week % change from the same week:** | | | | | | | | |
| | Last year | 112 | 113 | 140 | 145 | 123 | 123 | 146 |
| | 3-year avg. [2] | 80 | 103 | 139 | 128 | 127 | 127 | 122 |
| **Rate[1]** | December | - | - | 1067 | 917 | 946 | 946 | 850 |
| | February | - | - | 938 | 754 | 754 | 754 | 683 |

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

**Figure 9**
**Benchmark tariff rates**

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

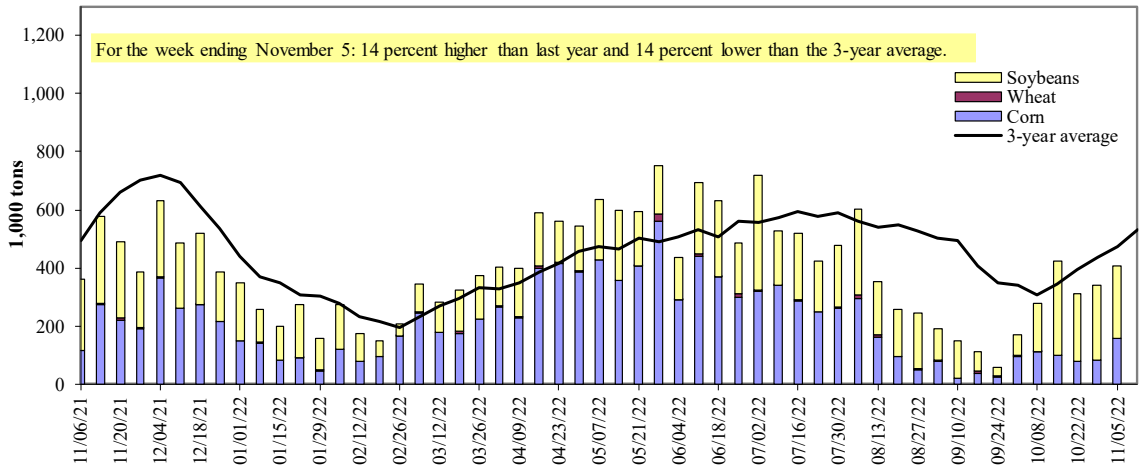
Select applicable index from market quotes are included in tables on this page. The 1976 benchmark rates per ton are provided in map.




*Map Credit: USDA, Agricultural Marketing Service*

Figure 10

**Barge movements on the Mississippi River[1] (Locks 27 - Granite City, IL)**




[1] The 3-year average is a 4-week moving average.

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

Source: U.S. Army Corps of Engineers.

Table 10

**Barge grain movements (1,000 tons)**

| For the week ending 11/05/2022 | Corn | Wheat | Soybeans | Other | Total |
|---|---|---|---|---|---|
| **Mississippi River** | | | | | |
| Rock Island, IL (L15) | 36 | 0 | 142 | 0 | 178 |
| Winfield, MO (L25) | 114 | 0 | 205 | 18 | 336 |
| Alton, IL (L26) | 165 | 0 | 271 | 18 | 454 |
| Granite City, IL (L27) | 159 | 0 | 250 | 18 | 427 |
| **Illinois River (La Grange)** | 41 | 0 | 38 | 0 | 79 |
| **Ohio River (Olmsted)** | 37 | 0 | 146 | 0 | 183 |
| **Arkansas River (L1)** | 1 | 0 | 28 | 0 | 29 |
| | | | | | |
| Weekly total - 2022 | 197 | 0 | 424 | 18 | 639 |
| Weekly total - 2021 | 238 | 10 | 365 | 0 | 612 |
| 2022 YTD[1] | 14,340 | 1,499 | 11,081 | 227 | 27,148 |
| 2021 YTD[1] | 20,728 | 1,502 | 8,132 | 245 | 30,607 |
| 2022 as % of 2021 YTD | 69 | 100 | 136 | 93 | 89 |
| Last 4 weeks as % of 2021[2] | 55 | 9 | 104 | 183 | 83 |
| Total 2021 | 23,516 | 1,634 | 11,325 | 297 | 36,772 |

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

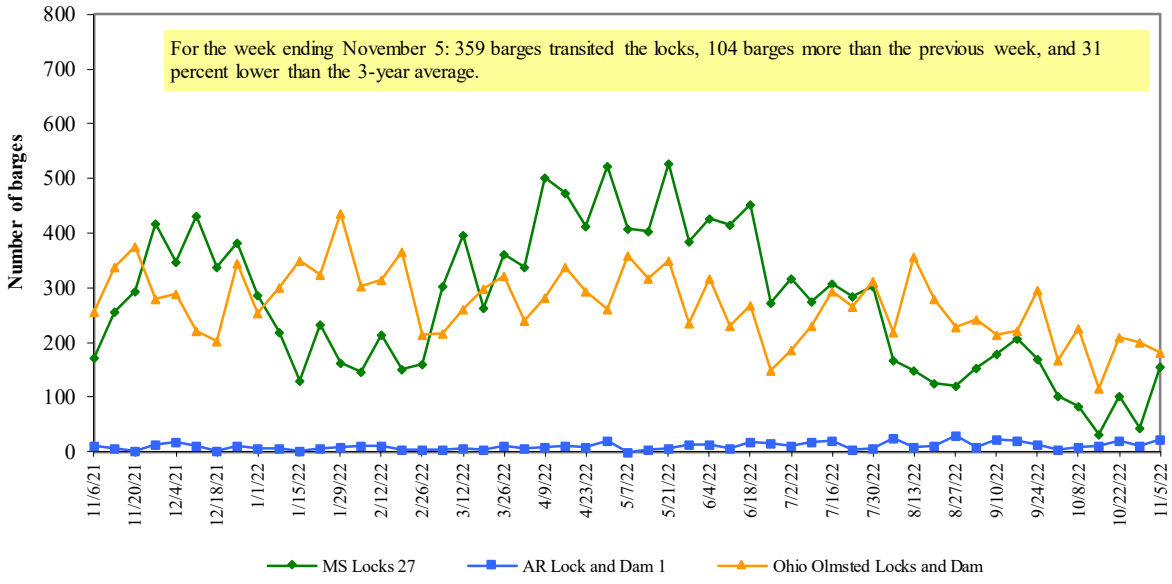
[2] As a percent of same period in 2021.

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

Source: U.S. Army Corps of Engineers.

Figure 11

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

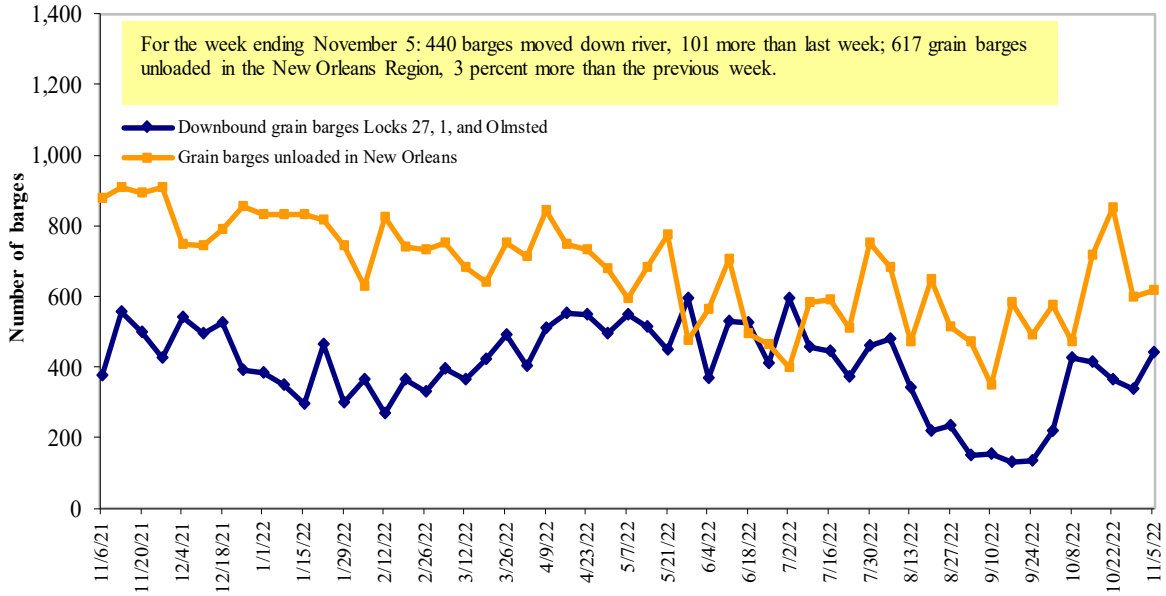



Note: The U.S. Army Corps of Engineers has recently migrated its lock and vessel database and has noted the latest data may be revised in coming weeks.

Source: U.S. Army Corps of Engineers.

Figure 12

**Grain barges for export in New Orleans region**




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

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

# Truck Transportation

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

Table 11

**Retail on-highway diesel prices, week ending 11/7/2022 (U.S. $/gallon)**

| Region | Location | Price | Change from Week ago | Change from Year ago |
|---|---|---|---|---|
| I | East Coast | 5.473 | 0.073 | 1.761 |
| | New England | 5.965 | 0.113 | 2.309 |
| | Central Atlantic | 5.977 | 0.100 | 2.119 |
| | Lower Atlantic | 5.242 | 0.059 | 1.618 |
| II | Midwest | 5.351 | 0.024 | 1.718 |
| III | Gulf Coast | 4.937 | -0.028 | 1.455 |
| IV | Rocky Mountain | 5.338 | 0.036 | 1.505 |
| V | West Coast | 5.764 | -0.046 | 1.393 |
| | West Coast less California | 5.393 | -0.031 | 1.419 |
| | California | 6.191 | -0.063 | 1.490 |
| Total | United States | 5.333 | 0.016 | 1.603 |

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

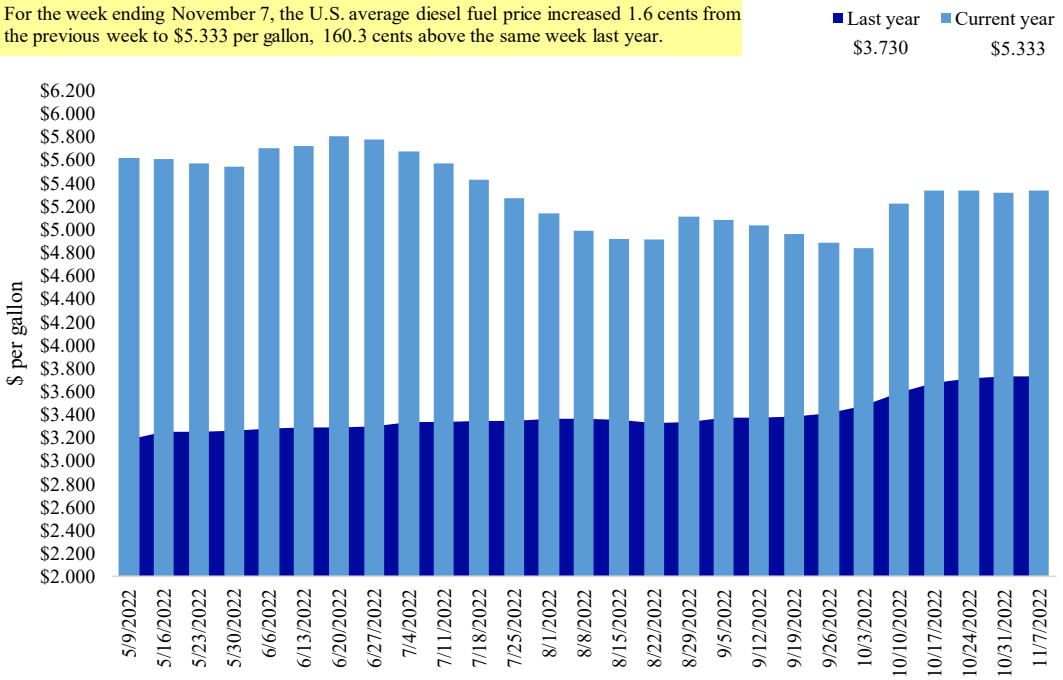
Note: On June 13, the Energy Information Administration implemented a new methodology to estimate weekly on-highway diesel fuel prices.

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

Figure 13

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

For the week ending November 7, the U.S. average diesel fuel price increased 1.6 cents from the previous week to $5.333 per gallon, 160.3 cents above the same week last year.




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

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

# Grain Exports

Table 12

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

| | Wheat | | | | | | Corn | Soybeans | Total |
|---|---|---|---|---|---|---|---|---|---|
| For the week ending | HRW | SRW | HRS | SWW | DUR | All wheat | | | |
| **Export balances**[1] | | | | | | | | | |
| 10/27/2022 | 778 | 508 | 1,085 | 924 | 62 | 3,356 | 10,322 | 22,407 | 36,085 |
| This week year ago | 1,887 | 600 | 1,025 | 729 | 72 | 4,314 | 25,115 | 21,423 | 50,851 |
| **Cumulative exports-marketing year**[2] | | | | | | | | | |
| 2022/23 YTD | 2,575 | 1,657 | 2,532 | 1,973 | 78 | 8,815 | 4,146 | 9,891 | 22,852 |
| 2021/22 YTD | 3,273 | 1,308 | 2,428 | 1,608 | 77 | 8,694 | 5,894 | 10,581 | 25,168 |
| YTD 2022/23 as % of 2021/22 | 79 | 127 | 104 | 123 | 101 | 101 | 70 | 93 | 91 |
| Last 4 wks. as % of same period 2021/22 | 39 | 82 | 95 | 100 | 95 | 70 | 42 | 114 | 75 |
| Total 2021/22 | 7,172 | 2,786 | 5,254 | 3,261 | 196 | 18,669 | 59,764 | 57,189 | 135,622 |
| Total 2020/21 | 8,422 | 1,790 | 7,500 | 6,438 | 656 | 24,807 | 66,958 | 60,571 | 152,335 |

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

[2] Shipped export sales to date.

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

Table 13

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

| For the week ending 10/27/2022 | Total commitments[2] 2022/23 current MY | 2021/22 last MY | % change current MY from last MY | Exports[3] 3-yr. avg. 2019-21 |
|---|---|---|---|---|
| | | 1,000 mt - | | |
| Mexico | 5897.1 | 8,612 | (32) | 15,227 |
| China | 3488 | 11,925 | (71) | 12,616 |
| Japan | 1404 | 2,491 | (44) | 10,273 |
| Columbia | 299 | 1,380 | (78) | 4,398 |
| Korea | 14 | 72 | (81) | 2,563 |
| **Top 5 importers** | **11,102** | **24,481** | (55) | **45,077** |
| **Total U.S. corn export sales** | **14,467** | **31,009** | (53) | **56,665** |
| % of projected exports | 26% | 49% | | |
| Change from prior week[2] | **372** | **1,224** | | |
| **Top 5 importers' share of U.S. corn export sales** | 77% | 79% | | 80% |
| **USDA forecast November 2022** | **54,707** | **62,875** | (13) | |
| **Corn use for ethanol USDA forecast, November 2022** | **133,985** | **135,281** | (1) | |

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

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

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

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

Source: USDA, Foreign Agricultural Service.

Table 14

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

| For the week ending 10/27/2022 | Total commitments[2] 2022/23 current MY | 2021/22 last MY | % change current MY from last MY | Exports[3] 3-yr. avg. 2019-21 |
|---|---|---|---|---|
| | | | | - 1,000 mt - |
| China | 18,490 | 17,252 | 7 | 27,283 |
| Mexico | 2,214 | 2,218 | (0) | 4,929 |
| Egypt | 718 | 984 | (27) | 3,553 |
| Japan | 845 | 780 | 8 | 2,266 |
| Indonesia | 325 | 380 | (15) | 2,116 |
| **Top 5 importers** | **22,591** | **21,615** | 5 | **40,147** |
| **Total U.S. soybean export sales** | **32,298** | **32,004** | 1 | **54,231** |
| % of projected exports | 58% | 54% | | |
| change from prior week[2] | **830** | **1,864** | | |
| **Top 5 importers' share of U.S. soybean export sales** | 70% | 68% | | **74%** |
| **USDA forecast, November 2022** | **55,722** | **58,801** | (5) | |

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

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

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

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

Source: USDA, Foreign Agricultural Service.

Table 15

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

| For the week ending 10/27/2022 | Total Commitments[2] 2022/23 current MY | 2021/22 last MY | % change current MY from last MY | Exports[3] 3-yr. avg. 2019-21 |
|---|---|---|---|---|
| | | 1,000 mt - | | - 1,000 mt - |
| Mexico | 2,130 | 2,355 | (10) | 3,566 |
| Philippines | 1,584 | 1,887 | (16) | 2,985 |
| Japan | 1,250 | 1,303 | (4) | 2,453 |
| China | 616 | 848 | (27) | 1,537 |
| Nigeria | 605 | 1,410 | (57) | 1,528 |
| Korea | 818 | 818 | (0) | 1,459 |
| Taiwan | 457 | 549 | (17) | 1,106 |
| Indonesia | 299 | 59 | 405 | 711 |
| Thailand | 392 | 371 | 6 | 703 |
| Colombia | 405 | 386 | 5 | 621 |
| **Top 10 importers** | **8,557** | **9,986** | (14) | **16,669** |
| **Total U.S. wheat export sales** | **12,172** | **13,007** | (6) | **22,763** |
| % of projected exports | 58% | 60% | | |
| change from prior week[2] | **348** | **400** | | |
| **Top 10 importers' share of U.S. wheat export sales** | 70% | 77% | | 73% |
| **USDA forecast, November 2022** | **21,117** | **21,798** | (3) | |

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

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

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

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

Source: USDA, Foreign Agricultural Service.

Table 16

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

| Port regions | For the week ending 11/03/22 | Previous week* | Current week as % of previous | 2022 YTD* | 2021 YTD* | 2022 YTD as % of 2021 YTD | Last 4-weeks as % of: Last year | Last 4-weeks as % of: Prior 3-yr. avg. | 2021 total* |
|---|---|---|---|---|---|---|---|---|---|
| **Pacific Northwest** | | | | | | | | | |
| Wheat | 140 | 55 | 253 | 8,792 | 12,234 | 72 | 150 | 44 | 13,243 |
| Corn | 0 | 0 | n/a | 8,952 | 12,369 | 72 | 43 | 0 | 13,420 |
| Soybeans | 918 | 1,063 | 86 | 9,765 | 9,506 | 103 | 101 | 140 | 14,540 |
| **Total** | **1,058** | **1,119** | **95** | **27,509** | **34,109** | **81** | **103** | **119** | **41,203** |
| **Mississippi Gulf** | | | | | | | | | |
| Wheat | 29 | 0 | n/a | 3,950 | 2,918 | 135 | 51 | 79 | 3,202 |
| Corn | 41 | 280 | 15 | 27,952 | 34,849 | 80 | 46 | 55 | 38,498 |
| Soybeans | 1,353 | 1,161 | 117 | 22,030 | 18,030 | 122 | 94 | 99 | 27,159 |
| **Total** | **1,423** | **1,441** | **99** | **53,932** | **55,796** | **97** | **78** | **86** | **68,858** |
| **Texas Gulf** | | | | | | | | | |
| Wheat | 0 | 57 | 0 | 2,998 | 3,430 | 87 | 198 | 59 | 3,888 |
| Corn | 0 | 8 | 0 | 573 | 506 | 113 | 269 | 54 | 627 |
| Soybeans | 54 | 108 | 50 | 274 | 1,301 | 21 | 46 | 68 | 1,611 |
| **Total** | **54** | **174** | **31** | **3,845** | **5,237** | **73** | **62** | **64** | **6,126** |
| **Interior** | | | | | | | | | |
| Wheat | 20 | 31 | 66 | 2,461 | 2,587 | 95 | 79 | 77 | 2,973 |
| Corn | 182 | 150 | 122 | 7,494 | 8,388 | 89 | 72 | 88 | 10,157 |
| Soybeans | 146 | 204 | 72 | 5,803 | 5,266 | 110 | 93 | 104 | 6,525 |
| **Total** | **348** | **384** | **91** | **15,758** | **16,240** | **97** | **82** | **95** | **19,656** |
| **Great Lakes** | | | | | | | | | |
| Wheat | 1 | 1 | n/a | 285 | 395 | 72 | 33 | 28 | 536 |
| Corn | 0 | 0 | n/a | 148 | 94 | 158 | n/a | 0 | 145 |
| Soybeans | 72 | 53 | 135 | 491 | 300 | 164 | 109 | 141 | 592 |
| **Total** | **73** | **54** | **136** | **924** | **789** | **117** | **94** | **107** | **1,273** |
| **Atlantic** | | | | | | | | | |
| Wheat | 0 | 0 | n/a | 168 | 125 | 135 | n/a | 33 | 128 |
| Corn | 5 | 0 | n/a | 281 | 81 | 349 | 62 | 137 | 85 |
| Soybeans | 184 | 78 | 235 | 2,027 | 1,490 | 136 | 124 | 156 | 2,184 |
| **Total** | **188** | **78** | **241** | **2,476** | **1,695** | **146** | **121** | **155** | **2,397** |
| **U.S. total from ports*** | | | | | | | | | |
| Wheat | 191 | 144 | 132 | 18,654 | 21,689 | 86 | 96 | 53 | 23,969 |
| Corn | 227 | 438 | 52 | 45,400 | 56,285 | 81 | 53 | 62 | 62,932 |
| Soybeans | 2,727 | 2,667 | 102 | 40,389 | 35,894 | 113 | 95 | 114 | 52,612 |
| **Total** | **3,145** | **3,249** | **97** | **104,443** | **113,868** | **92** | **87** | **98** | **139,512** |

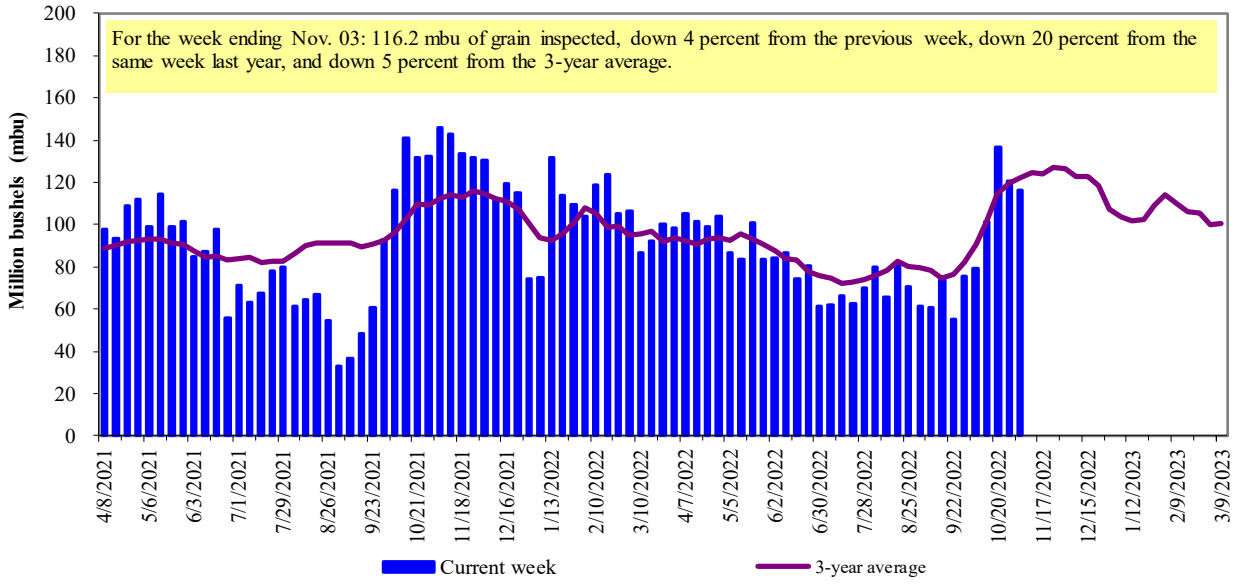
*Data includes revisions from prior weeks; some regional totals may not add exactly due to rounding.

Source: USDA, Federal Grain Inspection Service; YTD= year-to-date; n/a = not applicable or no change.

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

Figure 14

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

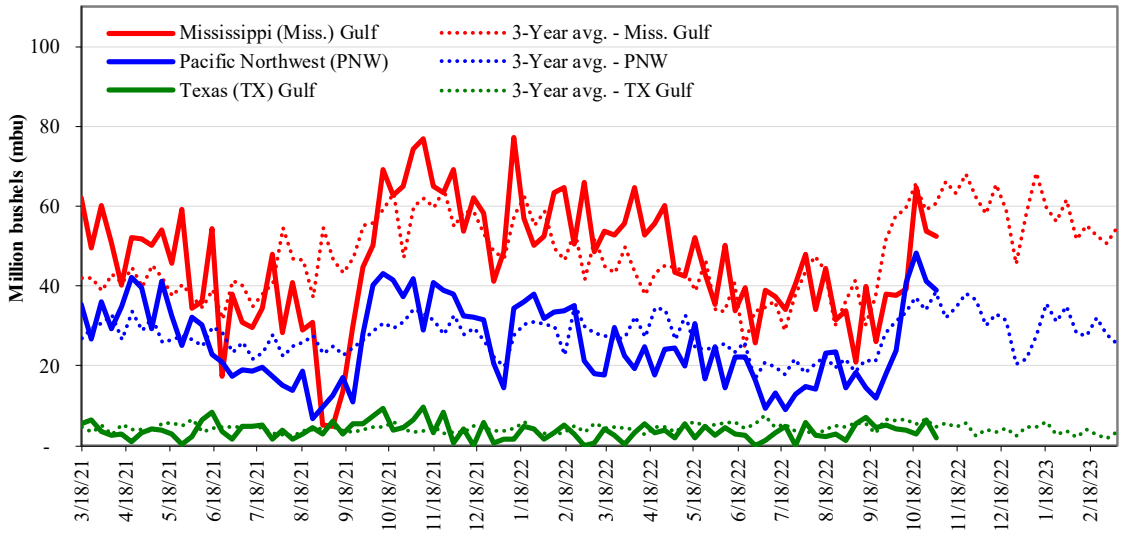



Note: 3-year average consists of 4-week running average.

Source: USDA, Federal Grain Inspection Service.

Figure 15

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




| Week ending 11/03/22 inspections (mbu): | |
|---|---|
| MS Gulf: | 52.4 |
| PNW: | 38.9 |
| TX Gulf: | 2.0 |

| Percent change | MS Gulf | TX | U.S. Gulf | PNW |
|---|---|---|---|---|
| Last wk: | down 2 | down 69 | down 9 | down 5 |
| Last Year (same wk): | down 30 | down 69 | down 33 | down 7 |
| 3-yr avg. (4-wk. mov. Avg): | down 14 | down 66 | down 19 | up 9 |

Source: USDA, Federal Grain Inspection Service.

# Ocean Transportation

Table 17

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

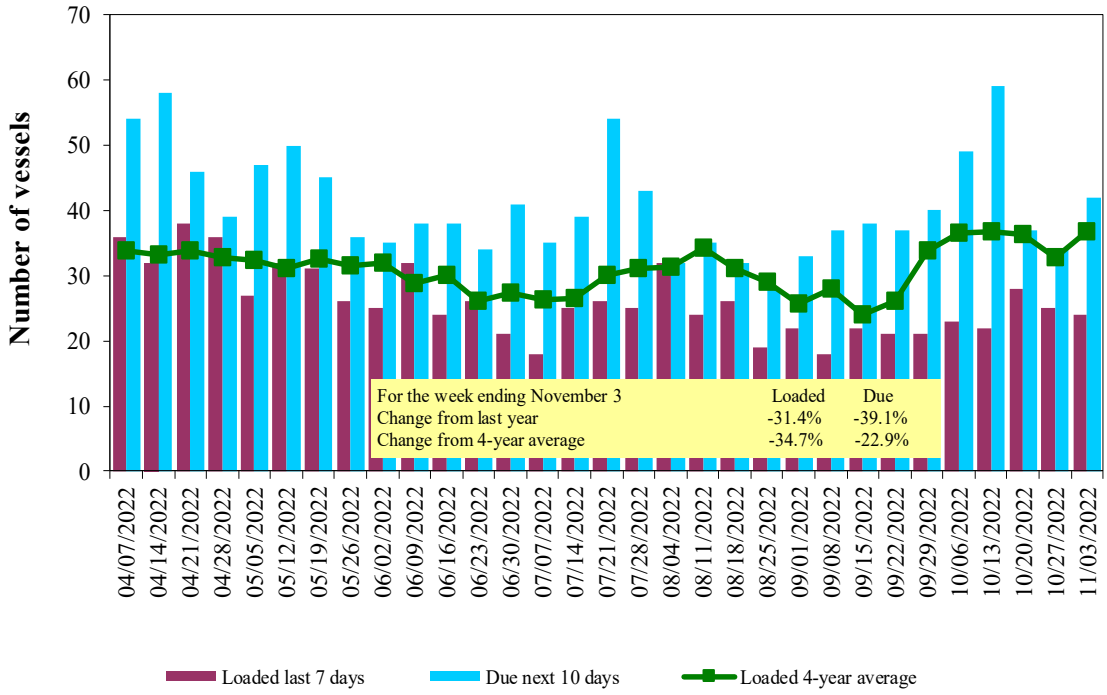
| | Gulf | | | Pacific Northwest |
|---|---|---|---|---|
| Date | In port | Loaded 7-days | Due next 10-days | In port |
| 11/3/2022 | 33 | 24 | 42 | 17 |
| 10/27/2022 | 46 | 25 | 34 | 16 |
| 2021 range | (10…57) | (5...48) | (15...69) | (4…27) |
| 2021 average | 34 | 32 | 49 | 15 |

Note: The data is voluntarily collected and may not be complete.

Source: USDA, Agricultural Marketing Service.

Figure 16

**U.S. Gulf[1] vessel loading activity**

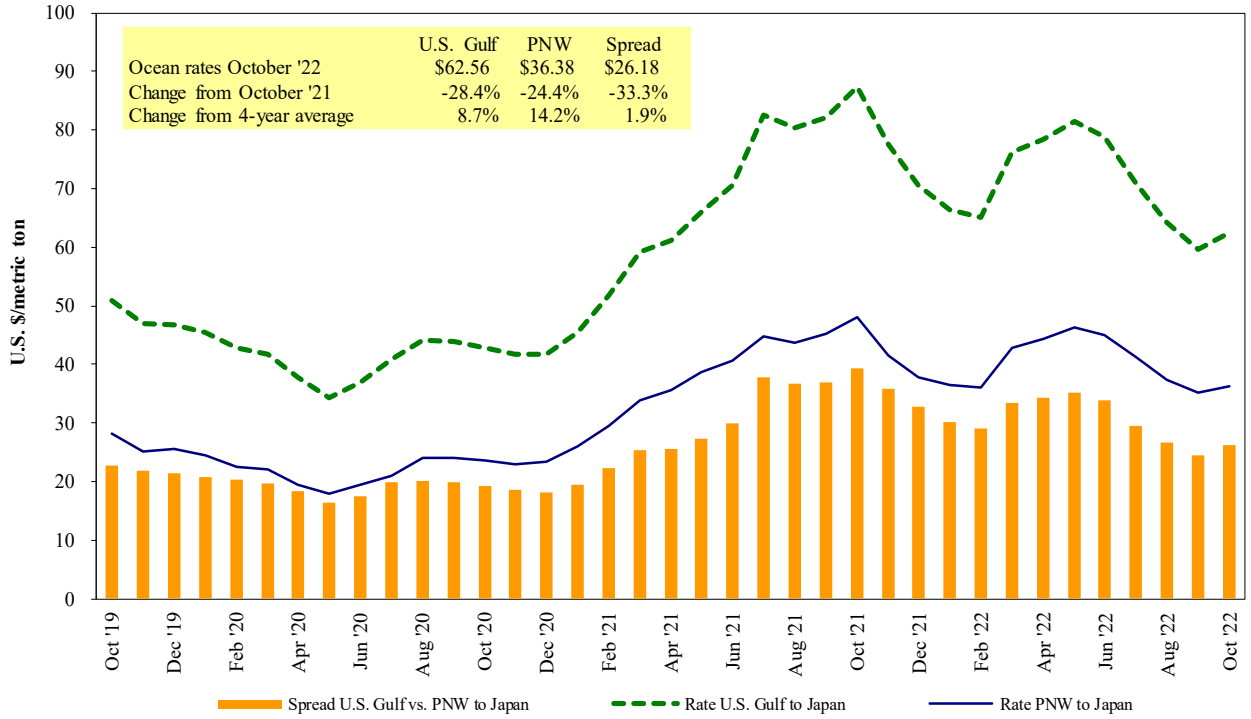



[1]U.S. Gulf includes Mississippi, Texas, and East Gulf.

Source: USDA, Agricultural Marketing Service.

Figure 17

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




Note: PNW = Pacific Northwest.

Source: O'Neil Commodity Consulting.

Table 18

**Ocean freight rates for selected shipments, week ending 11/05/2022**

| Export region | Import region | Grain types | Loading date | Volume loads (metric tons) | Freight rate (US$/metric ton) |
|---|---|---|---|---|---|
| U.S. Gulf | Japan | Heavy grain | Nov 1/10, 2022 | 50,000 | 79.25 |
| U.S. Gulf | Japan | Heavy grain | Jul 20/30, 2022 | 50,000 | 81.50 |
| U.S. Gulf | Japan | Heavy grain | Jun 1/10, 2022 | 50,000 | 89.65 |
| U.S. Gulf | Japan | Heavy grain | May 1/20, 2022 | 50,000 | 78.90 |
| U.S. Gulf | S. China | Corn | Aug 1/10, 2022 | 68,000 | 71.00 |
| U.S. Gulf | Djibouti | Sorghum | Oct 5/15, 2022 | 13,920 | 94.08* |
| U.S. Gulf | Djibouti | Wheat | Nov 5/15, 2022 | 22,500 | 102.88* |
| U.S. Gulf | Honduras | Soybean Meal | Feb 18/28, 2022 | 7,820 | 57.15* |
| U.S. Gulf | S. Korea | Heavy grain | Jun 1/Jul, 2022 | 55,000 | 82.75 |
| U.S. Gulf | Sudan | Sorghum | Mar 1/10, 2022 | 35,790 | 149.97* |
| PNW | Yemen | Wheat | Jul 10/20, 2022 | 27,000 | 169.50* |
| Brazil | N. China | Heavy grain | Mar 18/27, 2022 | 64,000 | 56.85 |
| Argentina | Taiwan | Corn | May 1/Jun, 2022 | 65,000 | 85.00 |

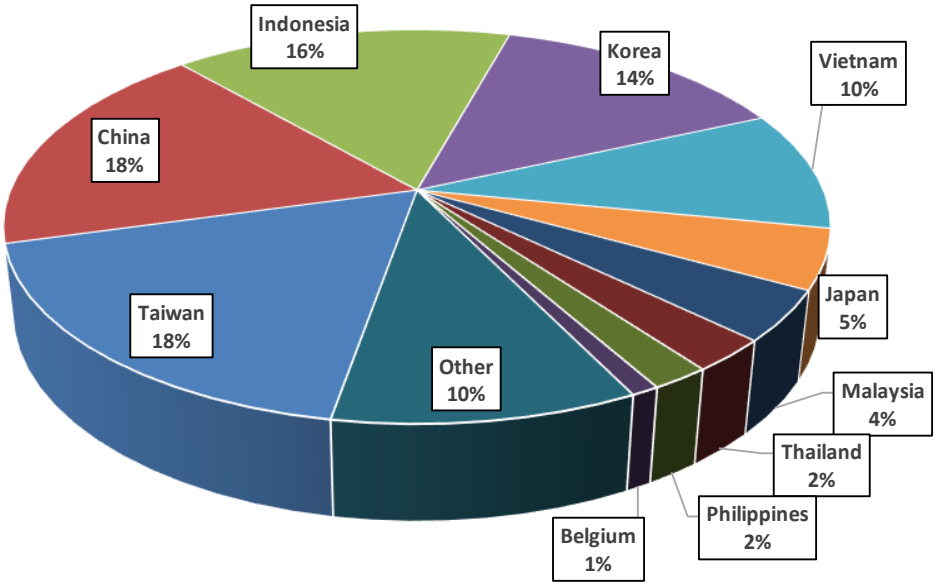
*50 percent of food aid from the United States is required to be shipped on U.S.-flag vessels.

Note: Rates shown are per metric ton (2,204.62 lbs. = 1 metric ton), free on board (F.O.B), except where otherwise indicated; op = option.

Source: Maritime Research, Inc.

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

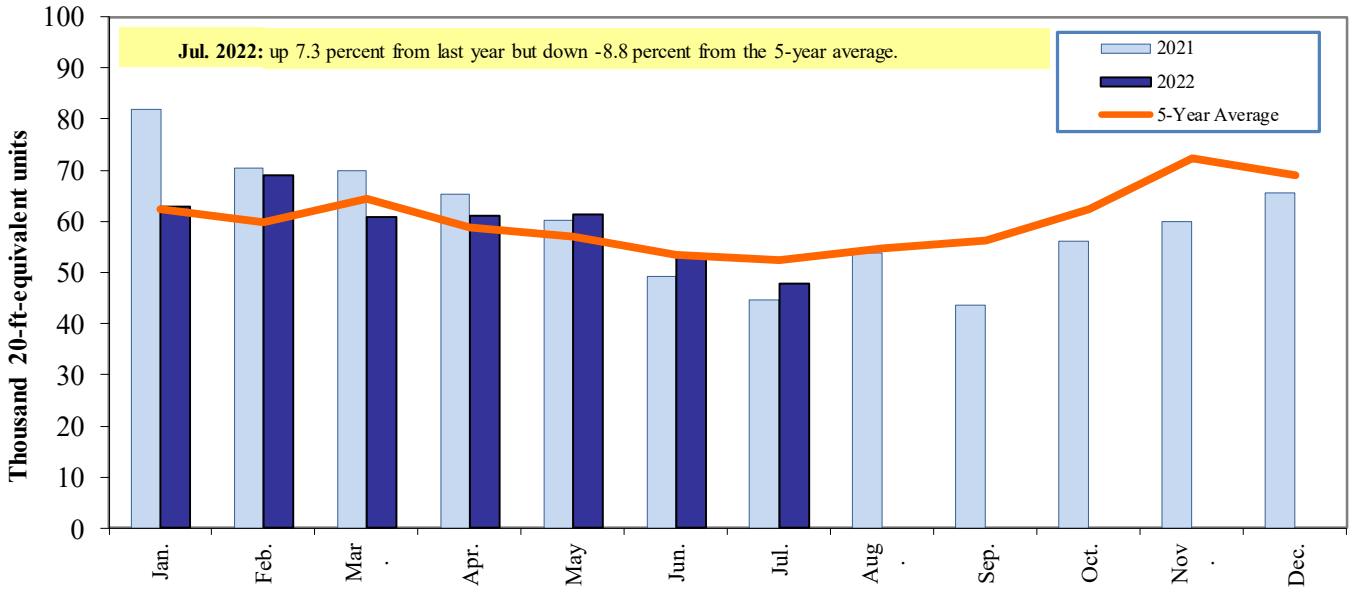
Figure 18
**Top 10 destination markets for U.S. containerized grain exports, Jan-Jul 2022**




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

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

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




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

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

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