United States Department of Agriculture

Grain Transportation Report

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

Contact Us

February 3, 2022

Contents

The next release is February 10, 2022

WEEKLY HIGHLIGHTS

USDA Helps Expand Port of Oakland's Capacity for Agricultural Exporters

On January 31, 2022, the USDA Secretary announced USDA's partnership with the Port of Oakland to set up a 25-acre "pop-up" container yard near the port. The new container yard will give agricultural exporters easier access to empty containers (both refrigerated and dry containers). Recent port congestion and record demand for import container service have complicated access to empty containers. Besides helping set up the additional space, USDA will help agricultural exporters cover—at $125 per container—the extra logistical costs of using the new yard. Enhancing the marketing of U.S. agricultural products, the new yard will facilitate several logistical improvements, including better access to available equipment; fewer unpredictable congestion surcharges for trucks; and quicker pickup of empty containers (because the main terminal is bypassed). More information about the program is available here.

Ocean Freight Rates Fell Amid Low Trading Activity

Ocean freight rates for shipping bulk grain have fallen for the last 3 consecutive weeks. As of January 27, 2022, the rate for shipping a metric ton (mt) of grain from the U.S. Gulf to Japan was $62.50—11 percent less than this year's first available rate on January 6. The Pacific Northwest-to-Japan rate was $34.50—11 percent less than on January 6. The dip in the ocean rates reflects the typical seasonal dip in vessel demand amid various holidays. According to the January 20, 2022, *Transportation and Export* report, from O'Neil Commodity Consulting, the Dry Bulk Index—reflecting average prices paid for transporting dry bulk materials—is down 70 percent from February 2021. The dip in vessel demand and ocean rates is expected to persist, with the Chinese Lunar Year, at least into the first week of February. As of January 27, 2022, an average of 35 vessels were loaded per week in the U.S. Gulf, compared to 42 during the same period in 2021.

Nine Midwest States Agree To Increase Truck Weights To Speed Disaster Relief

The State Departments of Transportation comprising the Mid America Association of State Transportation Officials (MASTO) formed an agreement to increase interstate truck weights during major disasters declared by the U.S. President. The action is intended to expedite the movement of emergency supplies across State lines. The MASTO-member States (all in the Midwest) identified acceptable emergency divisible load truck weights for disasters. The policy increases the base-level emergency interstate truck weights for MASTO States from 80,000 pounds to 88,000 pounds (no more than a 10-percent increase per axle), though individual States may allow heavier weights. Nine key grain-producing States—Illinois, Indiana, Iowa, Kansas, Minnesota, Michigan, Missouri, Ohio, and Wisconsin—signed MASTO's memorandum of understanding. These States accounted for over 66 percent of total U.S. corn and soybean production in 2021.

Snapshots by Sector

Export Sales

For the week ending January 20, **unshipped balances** of wheat, corn, and soybeans for marketing year 2021/22 totaled 39.8. million metric tons (mmt), down 17 percent from the same time last year, and down 1 percent from the previous week. Net **corn export sales** were 1.402 mmt, up 29 percent from the previous week. Net **soybean export sales** were 1.026 mmt, up 53 percent from the previous week. Net weekly **wheat export sales** were 0.677 mmt, up 78 percent from the previous week.

Rail

U.S. Class I railroads originated 23,259 **grain carloads** during the week ending January 22. This was a 4-percent decrease from the previous week, 15 percent fewer than last year, and 3 percent lower than the 3-year average.

Average February shuttle **secondary railcar** bids/offers (per car) were $1,156 above tariff for the week ending January 27. This was $102 less than last week and $1,057 more than this week last year. There were no non-shuttle bids/offers this week.

Barge

For the week ending January 29, **barged grain movements** totaled 489,344 tons. This was 37 percent lower than the previous week and 52 percent less than the same period last year.

For the week ending January 29, 300 grain barges **moved down river**—162 fewer barges than the previous week. There were 742 grain barges unloaded in the New Orleans Region, 9 percent fewer than last week.

Ocean

For the week ending January 27, 37 **oceangoing grain vessels** were loaded in the Gulf—unchanged from the same period last year. Within the next 10 days (starting January 28), 52 vessels were expected to be loaded—20 percent fewer than the same period last year.

As of January 27, the rate for shipping a metric ton (mt) of grain from the U.S. Gulf to Japan was $62.50. This was 3 percent less than the previous week. The rate from the Pacific Northwest to Japan was $34.50 per mt, 1 percent less than the previous week.

Fuel

For the week ending January 31, the U.S. average **diesel fuel price** increased 6.6 cents from the previous week to $3.846 per gallon, 110.8 cents above the same week last year. At $3.714 per gallon, the average Midwest diesel price increased 23.7 cents in the past 4 weeks.

Preferred citation: U.S. Department of Agriculture, Agricultural Marketing Service. *Grain Transportation Report.* February 3, 2022.
Web: http://dx.doi.org/10.9752/TS056.02-03-2022

Feature Article/Calendar

Benefits of Infrastructure Investment and Jobs Act for U.S. Trucking

Signed into law on November 15, 2021, the $1.2 trillion Infrastructure Investment and Jobs Act (IIJA) is one of the largest appropriations measures ever undertaken by Congress. IIJA devotes substantial funding to reducing the backlog of major repairs for highways and bridges. This infrastructure funding is mainly channeled through two programs of the U.S. Department of Transportation's (DOT) Federal Highway Administration (FHWA): the Federal-Aid Highway Program (FAHP) and the newly established Bridge Formula Program (BFP). Also, through multiple new DOT initiatives to retain and recruit truck drivers, IIJA addresses the Nation's severe lack of qualified, working drivers. This article highlights various notable IIJA investments that benefit the trucking sector and grain transportation. An essential link in the U.S. grain supply chain, the trucking sector shipped 67 percent (over 383 million tons) of U.S. grain for the combined domestic and export markets in 2019.

Investment in Bridge Infrastructure

BFP constitutes the single largest investment in repairing and reconstructing the Nation's bridges since the Interstate Highway System was established in 1956. Over the next 5 years (including over $5.3 billion in FY 2022), BFP will provide over $26.5 billion to States, the District of Columbia, and Puerto Rico.[1] As authorized under IIJA, BFP will allow States to use 100-percent Federal funding to repair or rehabilitate "off-system" bridges.[2] Because agriculture relies heavily on rural bridges, which are especially vulnerable to closure, the focus on off-system bridges greatly benefits grain transportation.

Nationally, more than 45,000 bridges are in poor condition. Of these, 36 percent (more than 16,000) are in major grain-producing States. Iowa and Illinois are the grain-producing States with the most bridges in poor condition—4,571 and 2,374, respectively.[3] Of the total $26.5 billion BFP funding, over 16 percent (almost $4.4 billion) will go to 10 major grain-producing States (fig. 1). FHWA's priorities should help key corridors for grain movement, as outlined in USDA's *Importance of Highways to U.S. Agriculture* (table 1).[4] FHWA encourages States to prioritize projects that would replace bridges classified in poor condition and rehabilitate or repair bridges classified in fair condition. FHWA also advocates addressing highway-bridge challenges that "impede the mobility of goods."

Investment in Highways and Roads

FHWA will provide $273.15 billion over 5 years to all 50 states and the District of Columbia for investment in highways and roads. This includes almost $52.5 billion for fiscal year (FY) 2022—a

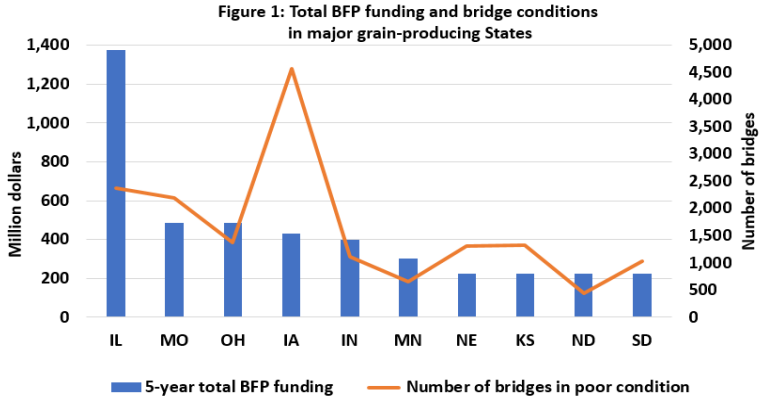


Figure 1: Total BFP funding and bridge conditions in major grain-producing States

Note: BFP = Bridge Formula Program.
Source: U.S. Department of Transportation and 2020 National Bridge Inventory.

Table 1. Bridges in poor condition on major grain-transportation corridors

Corridor	Number of bridges in poor condition	Description
Davenport, IA, to Memphis, TN	27	Almost half of these bridges are on the section of I-74 in northern Illinois connecting Davenport and Peoria, over which the majority of soybeans and corn travel. The bridges' poor rating poses a potential hazard for the movement of those goods (approximately $8.8 billion annually). Twelve bridges in poor condition are within 100 miles of one another on this corridor.
Omaha, NE, to Chicago, IL	14	The corridor transports 2.1 billion ton-miles of corn and soybeans. Bridges in poor condition are distributed evenly throughout the corridor.
Sioux Falls, SD, to St. Louis, MO	11	The corridor carries almost 2.9 billion ton-miles of corn and soybeans. Bridges in poor condition are on I-29 between Omaha, NE, and Kansas City, MO, a key segment of the corridor for transporting soybeans.
Minot, ND to Chicago, IL	13	Bridges are clustered in Minneapolis-St. Paul and areas to the east, along I-94—an important hub for grain processing. The corridor moves 554 million ton-miles of wheat and soybeans.

Source: USDA's *Importance of Highways to U.S. Agriculture*, which analyzed the condition and performance of key corridors important for agriculture truck movement.

[1] The total funding for BFP is over $27 billion over 5 years, which includes a $825 million set aside for Tribal Transportation Facility Bridges under the BFP. The set-aside is $165 million for FY 2022. Figure 1 does not include the set-asides.
[2] Off-system bridges are not part of a Highway System and owned by a county, city, town, or other local agency. Fifteen percent of the total funding is for off-system bridges.
[3] Despite its many bridges in poor condition, Iowa has significantly fewer highway miles in poor condition (403 miles).
[4] USDA's *Importance of Highways to U.S. Agriculture*, conducted by DOT's Volpe National Transportation Systems Center, analyzed the condition and performance of key corridors important for agricultural truck movements.

20-percent increase from FY 2021 FAHP funding.[5] Nationally, one in five highways and roads, totaling 173,000 miles, are in poor condition. Of these, 21 percent (over 35,000 miles) are in the 10 major grain-producing States. Of the total FAHP funding over 5 years, 18 percent (over $48 billion) will go to these States (fig. 2). Missouri and Illinois are the grain-producing States with the most highway miles in poor condition—7,576 miles and 6,218 miles, respectively.

Driver Availability

For at least the last decade, retaining qualified truck drivers has been a challenge, but the situation worsened during the pandemic.[6] Additionally, agricultural trucking's seasonality and recent heightened demand have further tightened competition for full-time drivers. From second quarter to third quarter 2021, reflecting shrinking supply, the grain truck availability index rose 37 percent nationally and rose 45 percent for the North Central region (which contains the major grain-producing States). From third quarter 2020 to third quarter 2021, the index rose 46 percent nationally and rose 55 percent for the North Central region (fig. 3).

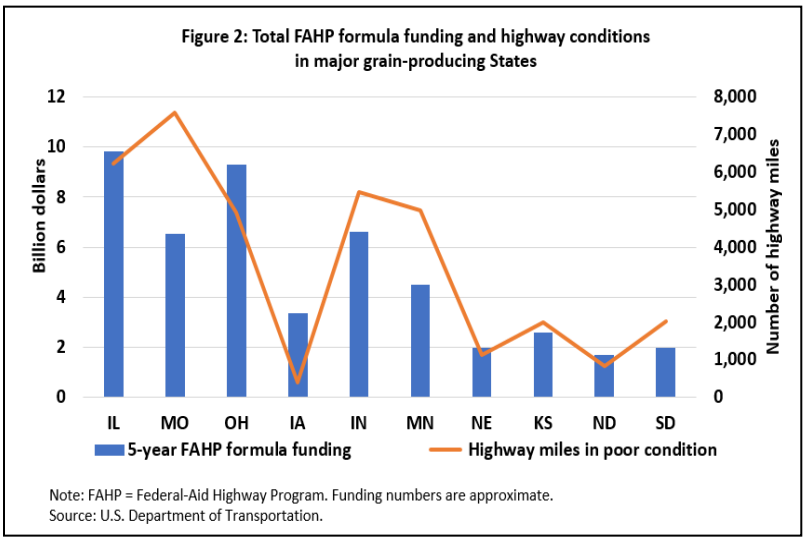


Figure 2: Total FAHP formula funding and highway conditions in major grain-producing States

Note: FAHP = Federal-Aid Highway Program. Funding numbers are approximate.
Source: U.S. Department of Transportation.

IIJA authorized a suite of new initiatives to increase truck driver availability. For one, the law expands the registered apprenticeship program: under a 3-year pilot program, up to 3,000 drivers under 21 years of age will be allowed to operate commercial trucks in interstate commerce. IIJA also mandates a pilot program for safe driver apprenticeships—another initiative aimed at drivers under 21 years old. Other IIJA initiatives increase the number of women and veterans in trucking and provide over $32 million in funding to States to improve the commercial driver's licensing process.

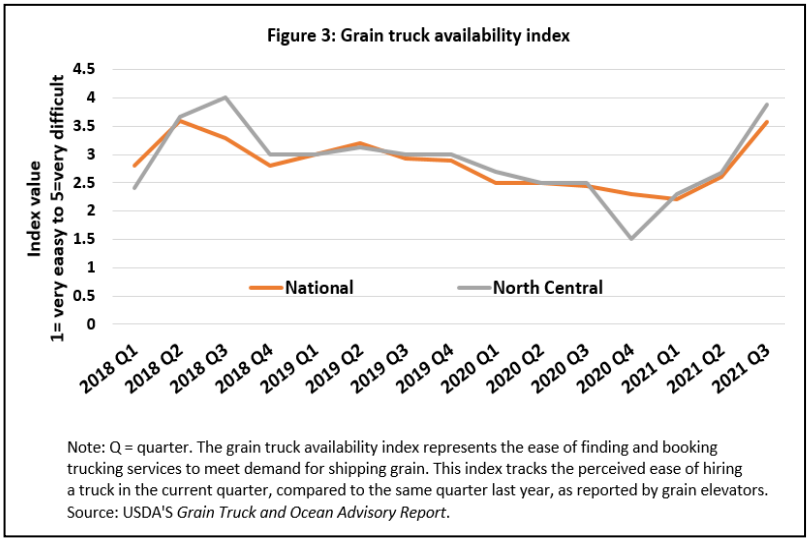


Figure 3: Grain truck availability index

Note: Q = quarter. The grain truck availability index represents the ease of finding and booking trucking services to meet demand for shipping grain. This index tracks the perceived ease of hiring a truck in the current quarter, compared to the same quarter last year, as reported by grain elevators.
Source: USDA'S *Grain Truck and Ocean Advisory Report*.

Conclusion

Good-quality roads and bridges and ready driver availability are two essential factors for efficiently trucking grain. IIJA offers targeted investments in in key grain-transportation corridors, which can reduce transportation costs and increase U.S. competitiveness abroad. In addition to improving infrastructure, DOT and the U.S. Department of Labor are also working, through innovative programs and other policy changes, to build a self-sustaining supply of qualified truck drivers into the future.

kranti.mulik@usda.gov

[5] This funding is distributed annually by FHWA for the FAHP based on a statutory formula contained in the IIJA.

[6] Several factors have contributed to the lack of available drivers, including the implementation of the Drug and Alcohol Clearinghouse rule, closure of driver's licensing centers, and a lack of truck parking. Also contributing to less availability, many drivers stopped working because of COVID-19 concerns, or because they found enough replacement income through increased unemployment benefits.

Grain Transportation Indicators

Table 1

Grain transport cost indicators[1]

	Truck	Rail		Barge	Ocean	
For the week ending		Non-Shuttle	Shuttle		Gulf	Pacific
02/02/22	258	299	272	484	280	245
01/26/22	254	299	274	478	288	248

[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

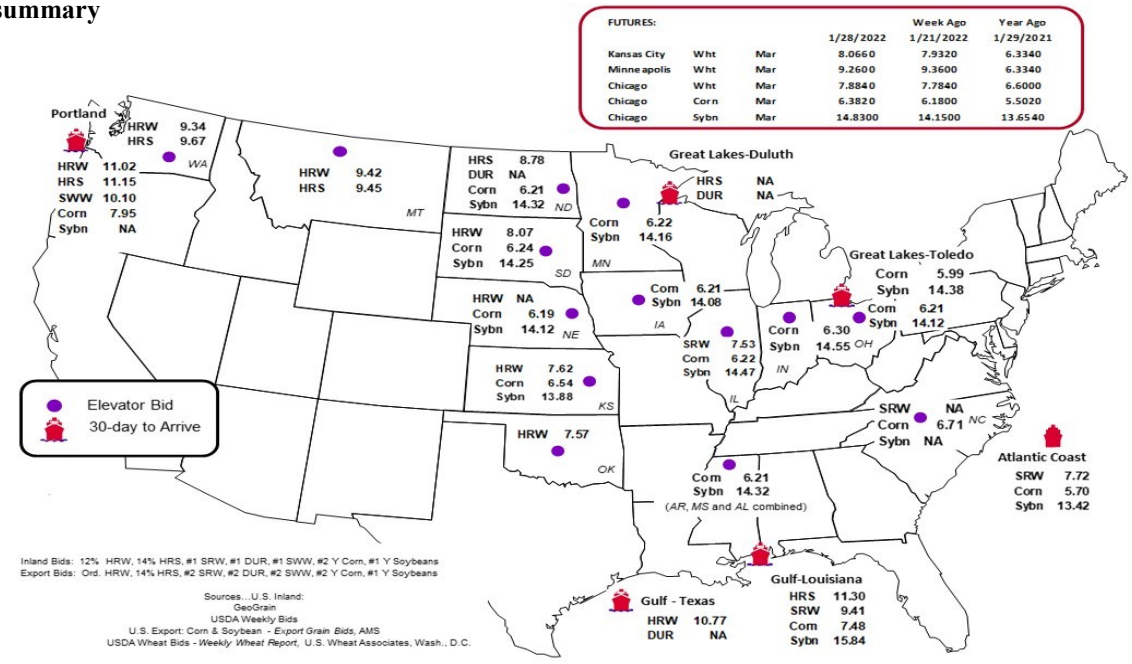
Market Update: U.S. origins to export position price spreads ($/bushel)

Commodity	Origin–destination	1/28/2022	1/21/2022
Corn	IL–Gulf	-1.26	-1.14
Corn	NE–Gulf	-1.29	-1.18
Soybean	IA–Gulf	-1.76	-1.72
HRW	KS–Gulf	-3.15	-3.41
HRS	ND–Portland	-2.37	-2.53

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]
1/26/2022[p]	1,489	1,937	6,867	940	11,233	1/22/2022	2,152
1/19/2022[r]	1,470	1,592	7,366	759	11,187	1/15/2022	2,934
2022 YTD[r]	4,516	4,740	20,903	2,434	32,593	2022 YTD	8,786
2021 YTD[r]	6,120	7,022	21,341	3,031	37,514	2021 YTD	6,670
2022 YTD as % of 2021 YTD	74	68	98	80	87	% change YTD	132
Last 4 weeks as % of 2021[2]	83	66	93	83	86	Last 4wks. % 2021	118
Last 4 weeks as % of 4-year avg.[2]	156	112	121	162	126	Last 4wks. % 4 yr.	128
Total 2021	54,982	69,213	311,407	22,567	458,169	Total 2021	147,859
Total 2020	45,294	64,116	299,882	24,458	433,750	Total 2020	128,714

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

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

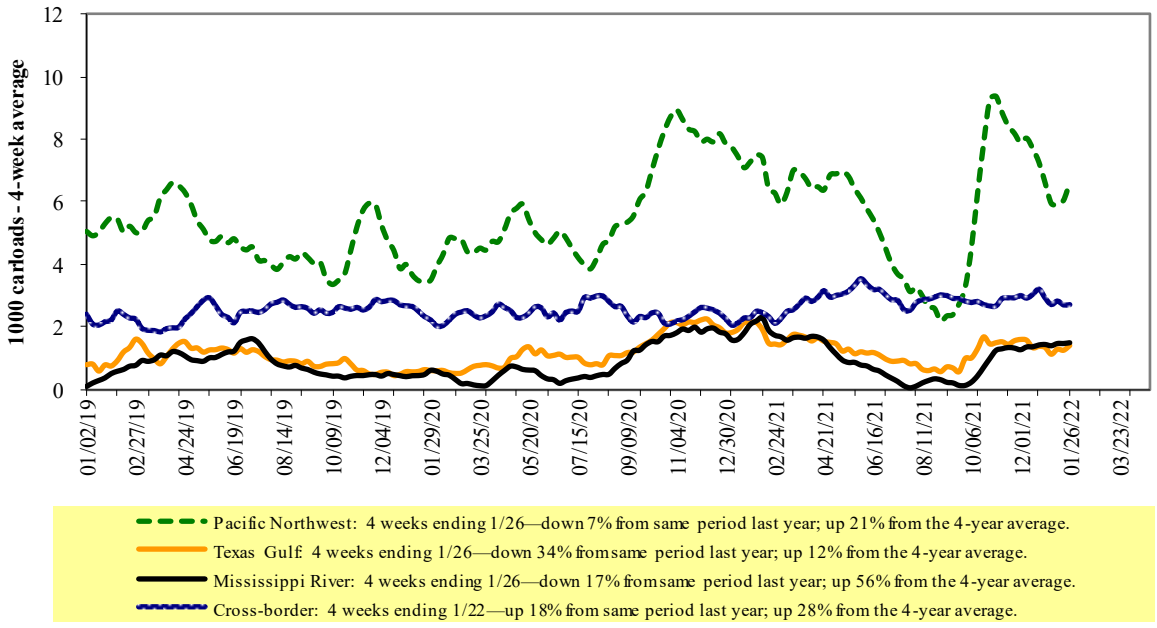
[3] Cross-border weekly data is approximately 15 percent below the Association of American Railroads' reported weekly carloads received by Mexican railroads to reflect switching between Kansas City Southern de Mexico (KCSM) and Grupo Mexico.

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	
1/22/2022	CSXT	NS	BNSF	KCS	UP		CN	CP
This week	1,748	2,170	10,640	1,507	7,194	23,259	4,570	4,123
This week last year	2,606	2,898	14,587	1,031	6,171	27,293	6,202	5,135
2022 YTD	5,278	7,213	33,395	4,167	19,502	69,555	9,878	10,159
2021 YTD	7,051	9,202	41,685	3,361	21,138	82,437	16,304	15,391
2022 YTD as % of 2021 YTD	75	78	80	124	92	84	61	66
Last 4 weeks as % of 2021*	77	78	79	130	88	83	56	66
Last 4 weeks as % of 3-yr. avg.**	88	82	92	138	115	98	71	79
Total 2021	93,935	120,776	609,890	64,818	318,002	1,207,421	210,335	242,533

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

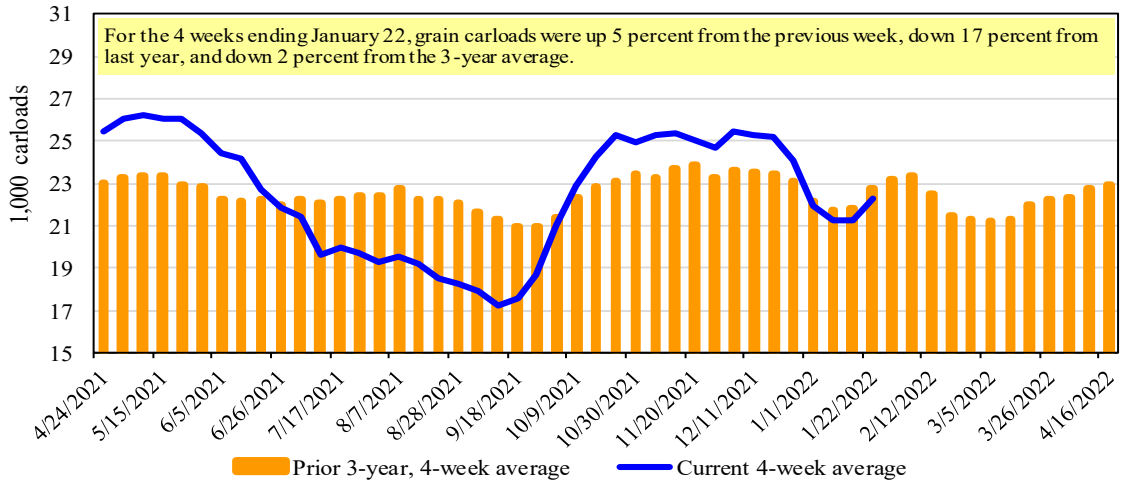
**The past 4 weeks as a percent of the same period from the prior 3-year average. YTD = year-to-date; avg. = average; yr. = year.

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							
1/27/2022		Feb-22	Feb-21	Mar-22	Mar-21	Apr-22	Apr-21	May-22	May-21
BNSF[3]	COT grain units	no bids	0	no bids	0	no bids	no bids	no bids	no bids
	COT grain single-car	0	26	0	17	0	0	0	0
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.

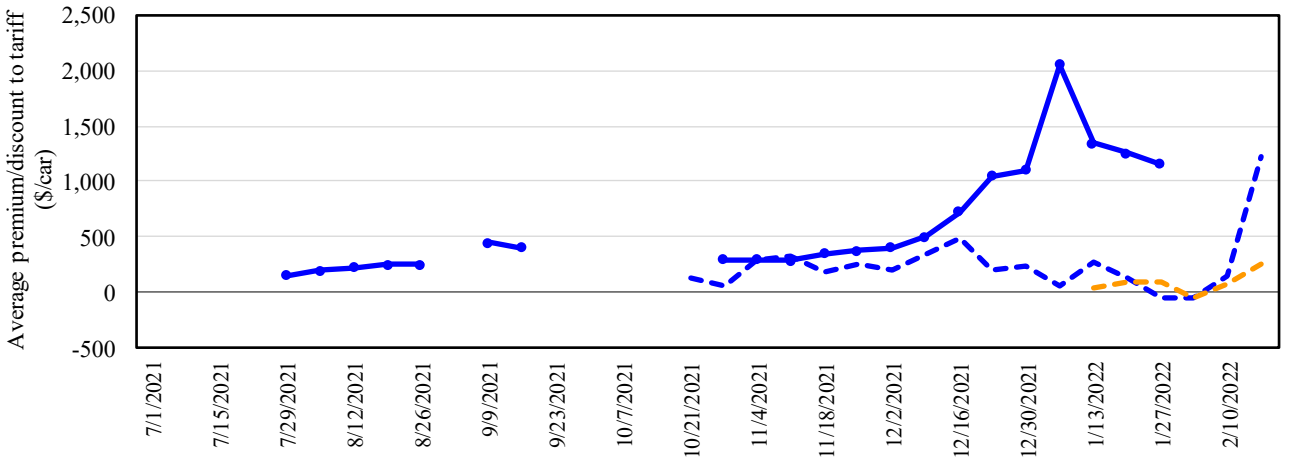
Region 1 includes: AR, IL, LA, MO, NM, OK, TX, WI, and Duluth, MN.

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 February 2022

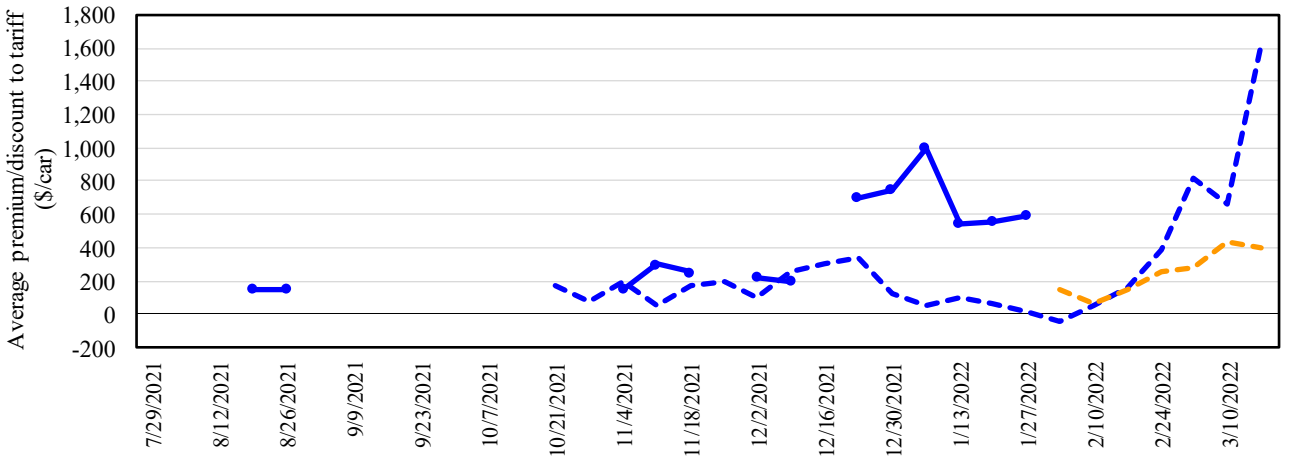


1/27/2022	BNSF	UP
Non-shuttle	n/a	n/a
Shuttle	$1,125	$1,188

There were no non-shuttle bids/offers this week.
Average shuttle bids/offers fell $102 this week and are $894 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 March 2022



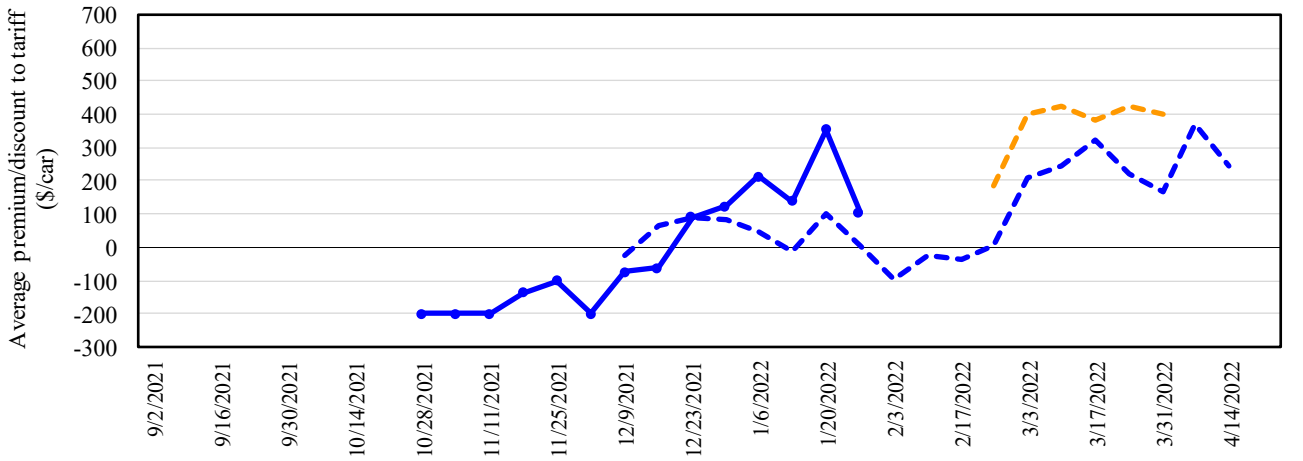
1/27/2022	BNSF	UP
Non-shuttle	n/a	n/a
Shuttle	$613	$575

There were no non-shuttle bids/offers this week.
Average shuttle bids/offers rose $38 this week and are $404 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 April 2022



1/27/2022	BNSF	UP
Non-shuttle	n/a	n/a
Shuttle	$106	n/a

There were no non-shuttle bids/offers this week.
Average shuttle bids/offers fell $247 this week and are $247 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:	Delivery period					
	1/27/2022	Feb-22	Mar-22	Apr-22	May-22	Jun-22	Jul-22
Non-shuttle	**BNSF-GF**	**n/a**	**n/a**	**n/a**	**n/a**	**n/a**	**n/a**
	Change from last week	n/a	n/a	n/a	n/a	n/a	n/a
	Change from same week 2021	n/a	n/a	n/a	n/a	n/a	n/a
	UP-Pool	**n/a**	**n/a**	**n/a**	**n/a**	**n/a**	**n/a**
	Change from last week	n/a	n/a	n/a	n/a	n/a	n/a
	Change from same week 2021	n/a	n/a	n/a	n/a	n/a	n/a
Shuttle	**BNSF-GF**	**1,125**	**613**	**106**	**(69)**	**n/a**	**n/a**
	Change from last week	(200)	50	0	6	n/a	n/a
	Change from same week 2021	1,013	456	73	6	n/a	n/a
	UP-Pool	**1,188**	**575**	**n/a**	**n/a**	**n/a**	**n/a**
	Change from last week	(4)	25	n/a	n/a	n/a	n/a
	Change from same week 2021	1,102	500	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]

January 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	$167	$38.35	$1.04	4
	Grand Forks, ND	Duluth-Superior, MN	$3,658	$0	$36.33	$0.99	-13
	Wichita, KS	Los Angeles, CA	$7,290	$0	$72.39	$1.97	2
	Wichita, KS	New Orleans, LA	$4,525	$294	$47.85	$1.30	5
	Sioux Falls, SD	Galveston-Houston, TX	$7,026	$0	$69.77	$1.90	3
	Colby, KS	Galveston-Houston, TX	$4,801	$322	$50.87	$1.38	5
	Amarillo, TX	Los Angeles, CA	$5,121	$448	$55.30	$1.51	7
Corn	Champaign-Urbana, IL	New Orleans, LA	$4,000	$332	$43.02	$1.09	9
	Toledo, OH	Raleigh, NC	$8,130	$0	$80.73	$2.05	4
	Des Moines, IA	Davenport, IA	$2,505	$70	$25.57	$0.65	4
	Indianapolis, IN	Atlanta, GA	$6,227	$0	$61.84	$1.57	4
	Indianapolis, IN	Knoxville, TN	$5,247	$0	$52.11	$1.32	4
	Des Moines, IA	Little Rock, AR	$4,000	$207	$41.77	$1.06	7
	Des Moines, IA	Los Angeles, CA	$5,880	$602	$64.37	$1.63	10
Soybeans	Minneapolis, MN	New Orleans, LA	$3,631	$451	$40.53	$1.10	11
	Toledo, OH	Huntsville, AL	$6,714	$0	$66.67	$1.81	2
	Indianapolis, IN	Raleigh, NC	$7,422	$0	$73.70	$2.01	4
	Indianapolis, IN	Huntsville, AL	$5,367	$0	$53.30	$1.45	2
	Champaign-Urbana, IL	New Orleans, LA	$4,745	$332	$50.42	$1.37	8
Shuttle train							
Wheat	Great Falls, MT	Portland, OR	$4,193	$0	$41.64	$1.13	4
	Wichita, KS	Galveston-Houston, TX	$4,411	$0	$43.80	$1.19	4
	Chicago, IL	Albany, NY	$6,670	$0	$66.24	$1.80	5
	Grand Forks, ND	Portland, OR	$5,851	$0	$58.10	$1.58	3
	Grand Forks, ND	Galveston-Houston, TX	$5,199	$0	$51.63	$1.41	-13
	Colby, KS	Portland, OR	$6,012	$528	$64.94	$1.77	7
Corn	Minneapolis, MN	Portland, OR	$5,380	$0	$53.43	$1.36	4
	Sioux Falls, SD	Tacoma, WA	$5,340	$0	$53.03	$1.35	4
	Champaign-Urbana, IL	New Orleans, LA	$3,920	$332	$42.22	$1.07	9
	Lincoln, NE	Galveston-Houston, TX	$4,080	$0	$40.52	$1.03	5
	Des Moines, IA	Amarillo, TX	$4,420	$260	$46.47	$1.18	7
	Minneapolis, MN	Tacoma, WA	$5,380	$0	$53.43	$1.36	4
	Council Bluffs, IA	Stockton, CA	$5,300	$0	$52.63	$1.34	4
Soybeans	Sioux Falls, SD	Tacoma, WA	$6,050	$0	$60.08	$1.64	3
	Minneapolis, MN	Portland, OR	$6,100	$0	$60.58	$1.65	3
	Fargo, ND	Tacoma, WA	$5,950	$0	$59.09	$1.61	3
	Council Bluffs, IA	New Orleans, LA	$4,975	$383	$53.21	$1.45	8
	Toledo, OH	Huntsville, AL	$4,954	$0	$49.20	$1.34	0
	Grand Island, NE	Portland, OR	$5,360	$540	$58.59	$1.59	10

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

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

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

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

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

Table 8

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

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

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

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

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

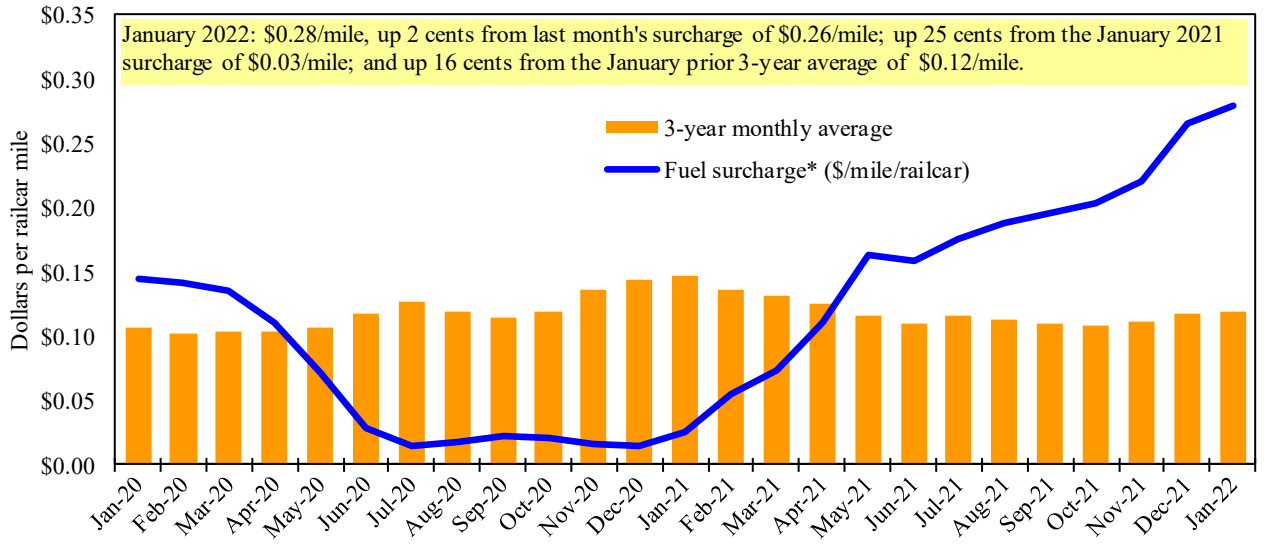
[4]Percentage change calculated using tariff rate plus fuel surchage; Y/Y = year over year.

[5] As of January 1, both BNSF and Union Pacific changed their billing and reporting of rates to Mexico. As we incorporate the change, Table 8 updates will be delayed.

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

Figure 7

Railroad fuel surcharges, North American weighted average[1]



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

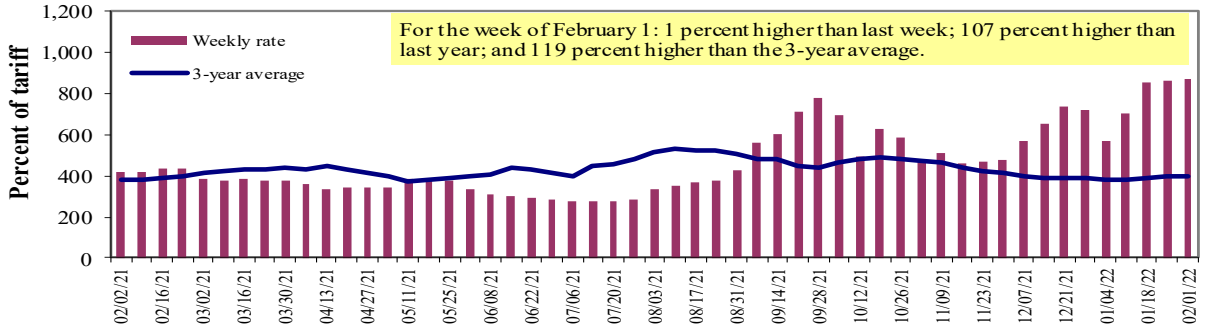
* Beginning January 2009, the Canadian Pacific fuel surcharge is computed by a monthly average of the bi-weekly fuel surcharge.

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

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

Barge Transportation

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



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

Table 9
Weekly barge freight rates: Southbound only

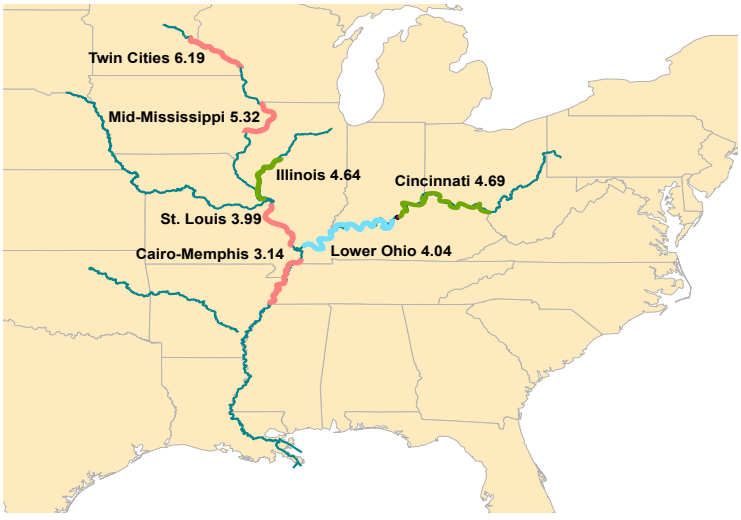
		Twin Cities	Mid-Mississippi	Lower Illinois River	St. Louis	Cincinnati	Lower Ohio	Cairo-Memphis
Rate[1]	2/1/2022	-	-	871	721	808	808	617
	1/25/2022	-	-	860	775	770	770	625
$/ton	2/1/2022	-	-	40.41	28.77	37.90	32.64	19.37
	1/25/2022	-	-	39.90	30.92	36.11	31.11	19.63
Current week % change from the same week:								
	Last year	-	-	107	144	150	150	137
	3-year avg. [2]	-	-	119	146	149	148	125
Rate[1]	March	-	630	615	492	554	554	409
	May	501	494	471	368	405	405	321

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

Figure 9
Benchmark tariff rates

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

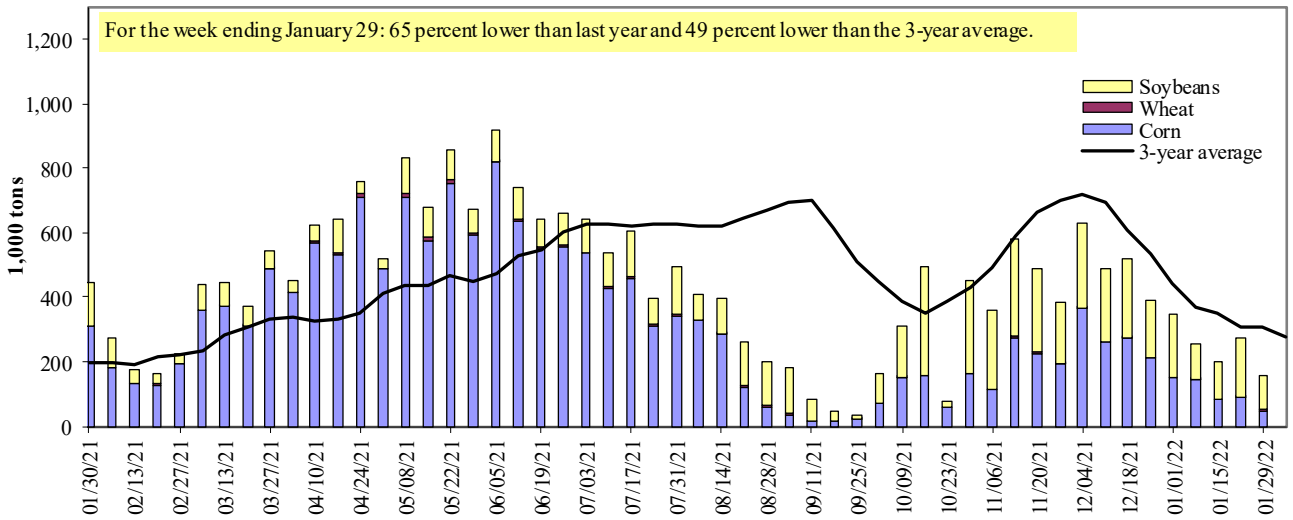
Select applicable index from market quotes are included in tables on this page. The 1976 benchmark rates per ton are provided in map.



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.

Source: U.S. Army Corps of Engineers.

Table 10

Barge grain movements (1,000 tons)

For the week ending 01/29/2022	Corn	Wheat	Soybeans	Other	Total
Mississippi River					
Rock Island, IL (L15)	0	0	0	0	0
Winfield, MO (L25)	0	0	8	0	8
Alton, IL (L26)	41	5	120	0	166
Granite City, IL (L27)	45	5	107	0	156
Illinois River (La Grange)	49	0	103	0	152
Ohio River (Olmsted)	156	0	139	0	296
Arkansas River (L1)	1	17	20	0	38
Weekly total - 2022	202	22	265	0	489
Weekly total - 2021	627	9	383	9	1,028
2022 YTD[1]	1,021	102	1,167	12	2,301
2021 YTD[1]	2,021	52	1,571	61	3,704
2022 as % of 2021 YTD	51	197	74	19	62
Last 4 weeks as % of 2021[2]	51	197	74	19	62
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.

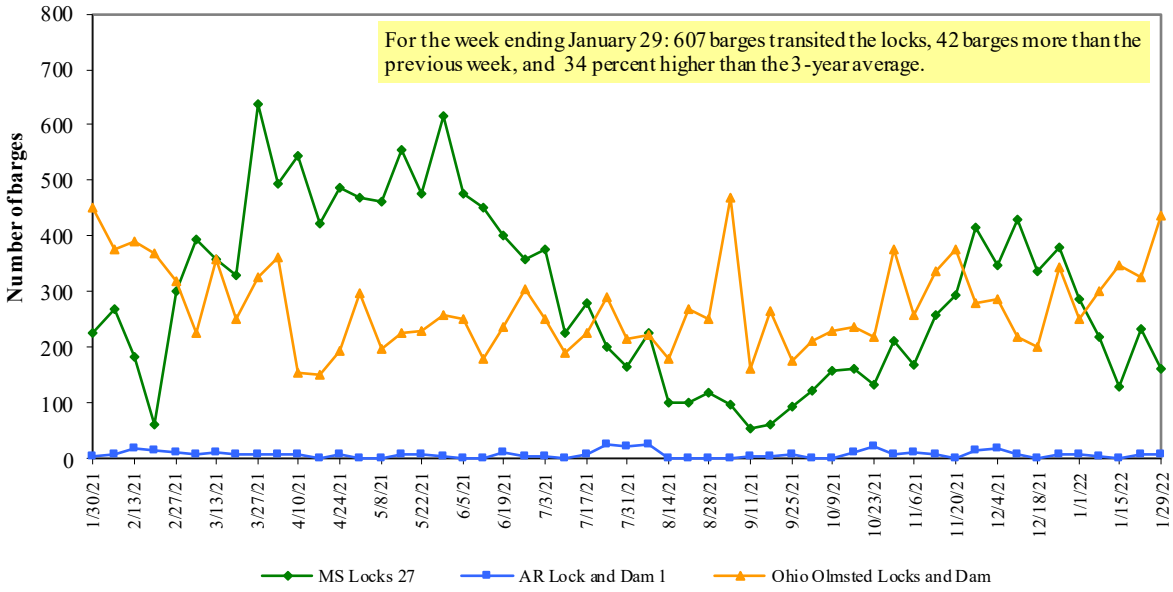
[2] As a percent of same period in 2020.

Note: L (as in "L15") refers to a lock, locks, or locks and dam facility.

Source: U.S. Army Corps of Engineers.

Figure 11

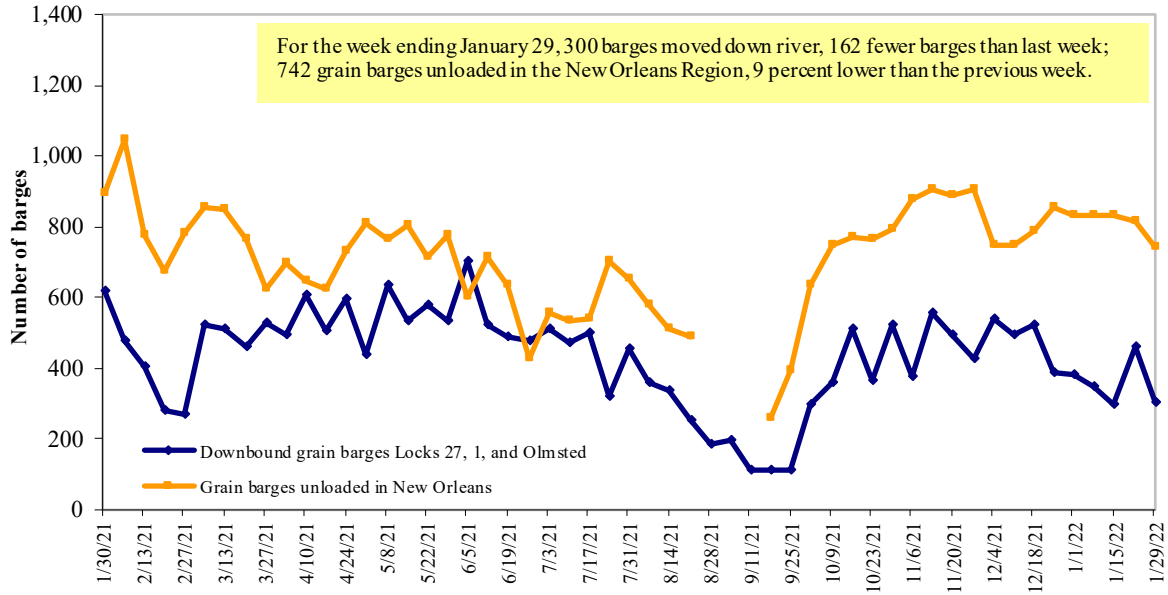
Upbound empty barges transiting Mississippi River Locks 27, Arkansas River Lock and Dam 1, and Ohio River Olmsted Locks and Dam



Source: U.S. Army Corps of Engineers.

Figure 12

Grain barges for export in New Orleans region



Note: Olmsted = Olmsted Locks and Dam.

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 1/31/2022 (U.S. $/gallon)

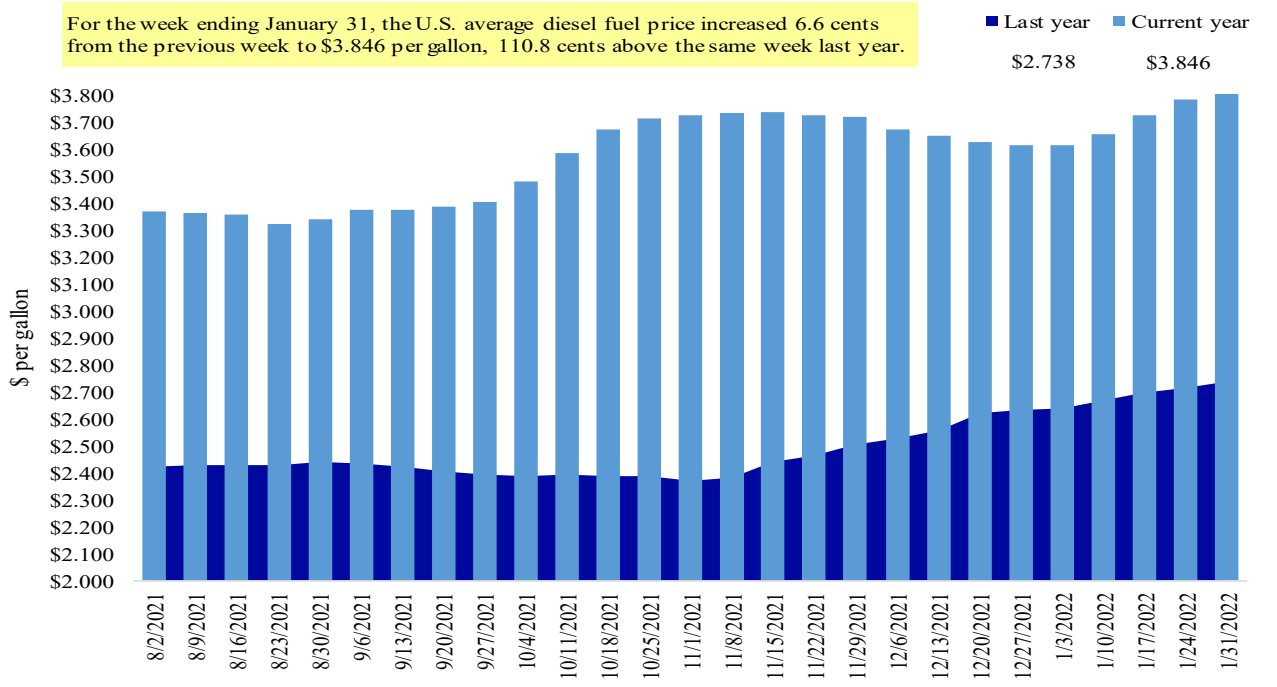
Region	Location	Price	Change from Week ago	Change from Year ago
I	East Coast	3.852	0.071	1.061
	New England	3.833	0.056	1.037
	Central Atlantic	4.002	0.068	1.038
	Lower Atlantic	3.761	0.075	1.086
II	Midwest	3.714	0.058	1.038
III	Gulf Coast	3.608	0.077	1.108
IV	Rocky Mountain	3.757	0.059	1.116
V	West Coast	4.544	0.054	1.345
	West Coast less California	4.184	0.074	1.343
	California	4.862	0.038	1.365
Total	United States	3.846	0.066	1.108

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

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

Figure 13

Weekly diesel fuel prices, U.S. average



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]									
1/20/2022	2,166	744	1,362	820	55	5,146	25,549	9,102	39,796
This week year ago	1,356	443	1,894	2,398	168	6,260	29,649	12,271	48,180
Cumulative exports-marketing year[2]									
2021/22 YTD	4,614	1,832	3,266	2,234	113	12,059	18,399	35,032	65,491
2020/21 YTD	6,001	1,157	4,513	3,350	490	15,511	19,021	45,485	80,017
YTD 2021/22 as % of 2020/21	77	158	72	67	23	78	97	77	82
Last 4 wks. as % of same period 2020/21*	153	159	68	34	27	78	87	83	85
Total 2020/21	8,331	1,744	7,337	6,281	654	24,347	66,702	60,287	151,336
Total 2019/20	9,526	2,318	6,960	4,751	922	24,477	42,622	43,994	111,094

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

[2] Shipped export sales to date; 2021/22 marketing year now in effect for wheat, corn and soybeans.

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 1/20/2022	2021/22 current MY	Total commitments[2] 2020/21 last MY	% change current MY from last MY	Exports[3] 3-yr. avg. 2019-21
	1,000 mt -			
Mexico	12,816	10,681	20	14,817
Japan	5,129	7,043	(27)	11,082
China	12,441	11,845	5	7,920
Columbia	2,624	2,426	8	4,491
Korea	78	1,205	(94)	3,302
Top 5 importers	**33,088**	**33,199**	**(0)**	**41,613**
Total U.S. corn export sales	**43,948**	**48,670**	**(10)**	**53,145**
% of projected exports	71%	69%		
Change from prior week[2]	**1,402**	**1,850**		
Top 5 importers' share of U.S. corn export sales	75%	68%		78%
USDA forecast January 2022	**61,705**	**70,051**	**(12)**	
Corn use for ethanol USDA forecast, January 2022	**135,255**	**127,711**	**6**	

[1] Based on USDA, Foreign Agricultural Service (FAS) marketing year ranking reports for 2020/21; 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 1/20/2022	Total commitments[2] 2021/22 current MY	2020/21 last MY	% change current MY from last MY	Exports[3] 3-yr. avg. 2018-20
				- 1,000 mt -
China	25,424	34,657	(27)	21,666
Mexico	3,860	3,841	0	4,754
Egypt	2,070	2,040	1	3,093
Indonesia	830	1,374	(40)	2,325
Japan	1,430	1,363	5	2,275
Top 5 importers	**33,614**	**43,275**	**(22)**	**34,113**
Total U.S. soybean export sales	**44,134**	**57,757**	**(24)**	**50,758**
% of projected exports	79%	94%		
change from prior week[2]	**1,026**	**466**		
Top 5 importers' share of U.S. soybean export sales	76%	75%		**67%**
USDA forecast, January 2022	**55,858**	**61,717**	**(9)**	

[1]Based on USDA, Foreign Agricultural Service (FAS) marketing year ranking reports for 2020/21; 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 1/20/2022	Total Commitments[2] 2021/22 current MY	2020/21 last MY	% change current MY from last MY	Exports[3] 3-yr. avg. 2018-20
		1,000 mt -		- 1,000 mt -
Mexico	2,974	2,871	4	3,388
Philippines	2,557	2,702	(5)	3,121
Japan	2,058	2,077	(1)	2,567
Korea	1,094	1,473	(26)	1,501
Nigeria	1,807	1,041	74	1,490
China	848	2,580	(67)	1,268
Taiwan	765	942	(19)	1,187
Indonesia	67	915	(93)	1,131
Thailand	522	701	(25)	768
Italy	190	545	(65)	681
Top 10 importers	**12,881**	**15,846**	(19)	**17,102**
Total U.S. wheat export sales	**17,205**	**21,771**	(21)	**24,617**
% of projected exports	77%	81%		
change from prior week[2]	**677**	**381**		
Top 10 importers' share of U.S. wheat export sales	75%	73%		69%
USDA forecast, January 2022	**22,480**	**27,030**	(17)	

[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 01/27/22	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	241	202	120	712	1,024	70	70	71	13,243
Corn	125	261	48	725	1,090	67	67	107	13,420
Soybeans	646	501	129	1,849	1,997	93	93	148	14,540
Total	**1,012**	**964**	**105**	**3,286**	**4,111**	**80**	**80**	**112**	**41,203**
Mississippi Gulf									
Wheat	20	105	19	286	193	148	148	118	3,202
Corn	684	685	100	2,759	2,952	93	93	132	38,498
Soybeans	611	715	86	3,091	5,032	61	61	87	27,159
Total	**1,315**	**1,504**	**87**	**6,136**	**8,176**	**75**	**75**	**104**	**68,858**
Texas Gulf									
Wheat	72	95	76	259	235	110	110	97	3,888
Corn	42	32	131	75	41	180	180	177	627
Soybeans	0	0	n/a	0	490	0	0	0	1,611
Total	**114**	**127**	**90**	**334**	**766**	**44**	**44**	**71**	**6,126**
Interior									
Wheat	44	31	143	152	165	92	92	100	2,972
Corn	166	180	92	661	630	105	105	126	10,147
Soybeans	175	137	128	568	666	85	85	101	6,525
Total	**386**	**348**	**111**	**1,380**	**1,461**	**94**	**94**	**111**	**19,644**
Great Lakes									
Wheat	3	0	n/a	3	16	20	20	34	536
Corn	0	0	n/a	0	0	n/a	n/a	n/a	145
Soybeans	0	0	n/a	0	0	n/a	n/a	0	592
Total	**3**	**0**	**n/a**	**3**	**16**	**20**	**20**	**22**	**1,273**
Atlantic									
Wheat	0	0	n/a	4	0	n/a	n/a	n/a	128
Corn	0	6	0	16	0	n/a	n/a	342	85
Soybeans	53	68	78	225	386	58	58	117	2,184
Total	**53**	**74**	**72**	**246**	**386**	**64**	**64**	**125**	**2,397**
U.S. total from ports*									
Wheat	380	433	88	1,416	1,633	87	87	85	23,969
Corn	1,017	1,164	87	4,235	4,714	90	90	127	62,921
Soybeans	1,486	1,420	105	5,733	8,571	67	67	100	52,612
Total	**2,883**	**3,017**	**96**	**11,385**	**14,917**	**76**	**76**	**106**	**139,501**

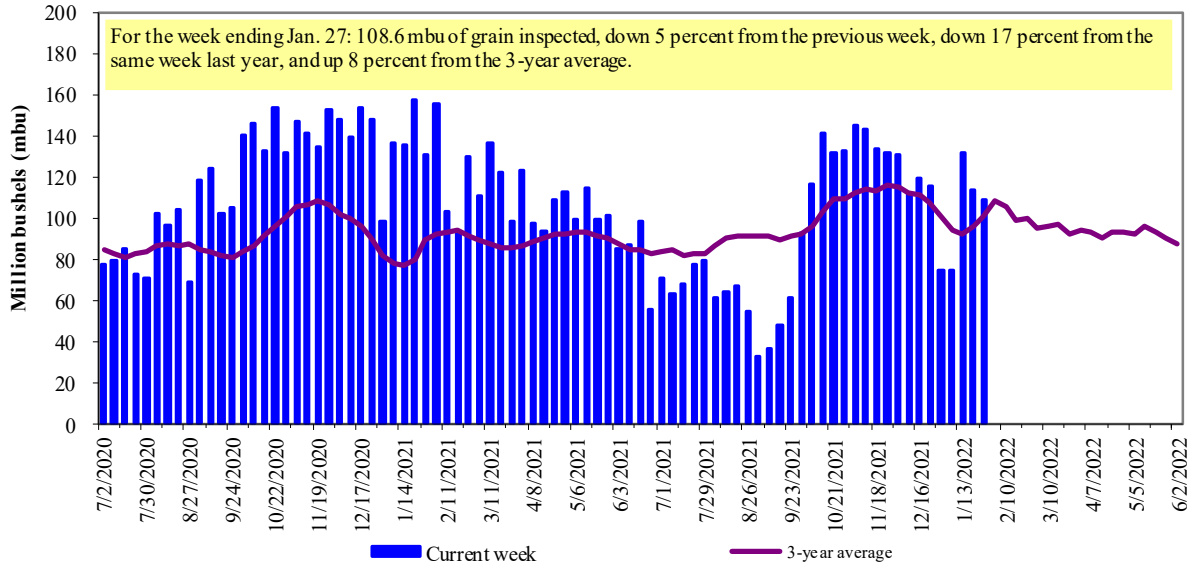
*Data includes revisions from prior weeks; some regional totals may not add exactly due to rounding.

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)

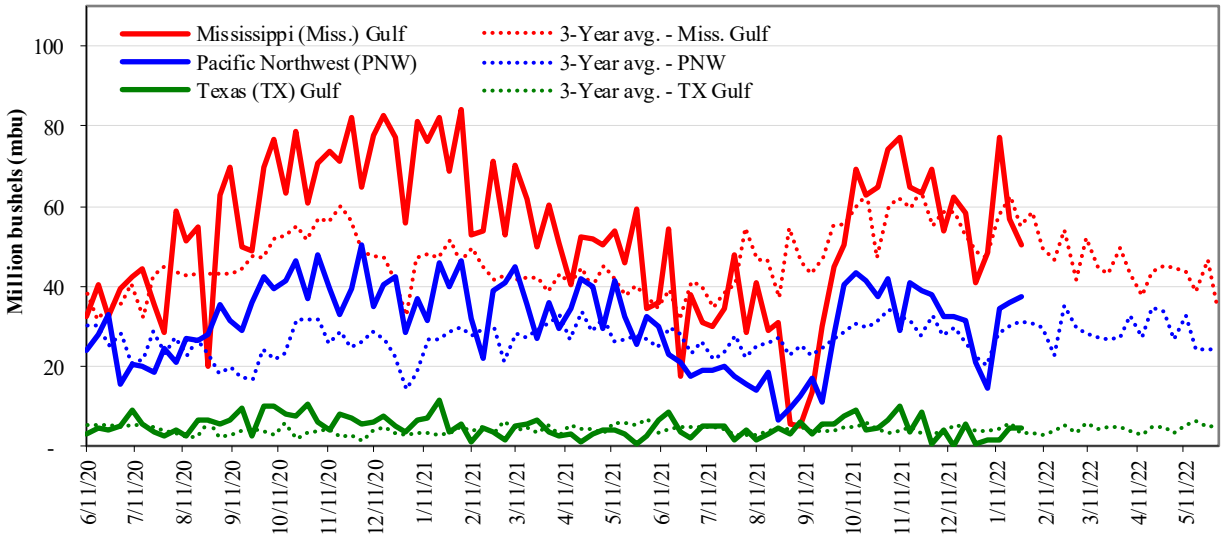


Note: 3-year average consists of 4-week running average.

Source: USDA, Federal Grain Inspection Service.

Figure 15

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



Week ending 01/27/22 inspections (mbu):	
MS Gulf:	50.1
PNW:	37.5
TX Gulf:	4.3

Percent change from:	MS Gulf	TX Gulf	U.S. Gulf	PNW
Last wk:	down 12	down 9	down 12	up 4
Last Year (same wk):	down 27	up 26	down 25	down 6
3-yr avg. (4-wk. mov. Avg):	down 10	down 1	down 9	up 37

Source: USDA, Federal Grain Inspection Service.

Table 17

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

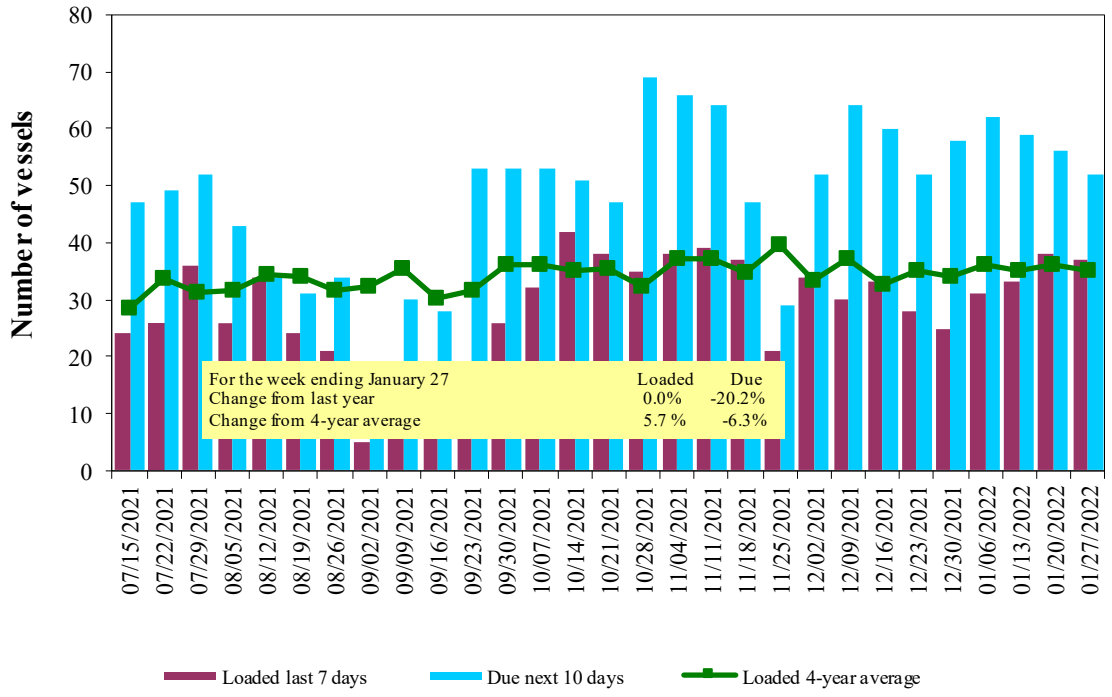
	Gulf			Pacific Northwest
Date	In port	Loaded 7-days	Due next 10-days	In port
1/27/2022	61	37	52	18
1/20/2022	46	38	56	23
2021 range	(10…57)	(5...48)	(15...69)	(4…27)
2021 average	34	32	49	15

Note: n/a = not available due to the holiday

Source: USDA, Agricultural Marketing Service.

Figure 16

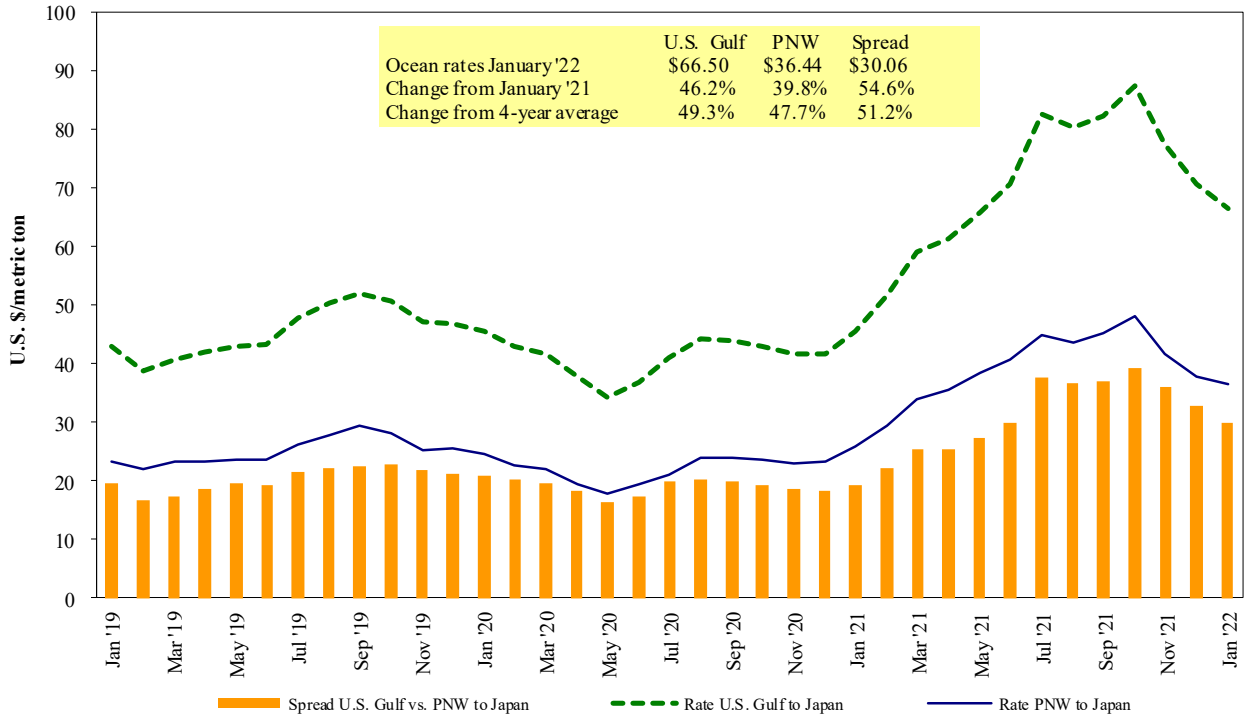
U.S. Gulf[1] vessel loading activity



[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 01/29/2022

Export region	Import region	Grain types	Loading date	Volume loads (metric tons)	Freight rate (US $/metric ton)
U.S. Gulf	Japan	Heavy grain	Oct 1/10, 2021	48,000	70.10
U.S. Gulf	Sudan	Wheat	Sep 1/10, 2021	49,000	79.12*
U.S. Gulf	China	Heavy grain	Dec 1/10, 2021	65,000	76.00
U.S. Gulf	China	Heavy grain	Nov 1/10, 2021	66,000	89.00
U.S. Gulf	China	Heavy grain	Oct 1/10, 2021	55,000	81.50
U.S. Gulf	Honduras	Soybean Meal	Feb 18/28, 2022	7,820	57.15*
U.S. Gulf	Sudan	Sorghum	Feb 1/10, 2022	35,780	77.60*
PNW	Japan	Wheat	Sep 1, 2021	52,170	56.55*
PNW	Taiwan	Wheat	Nov 1/10, 2021	49,580	67.30
PNW	Yemen	Wheat	Jan 24/Feb 4, 2022	29,960	124.00*
Brazil	N. China	Heavy grain	Jan 1/5, 2022	64,000	58.25
Australia	Japan	Barley	Nov 1/10, 2021	55,000	65.50
River Plate	South Korea	Corn	Oct 21, 2021	67,000	79.80

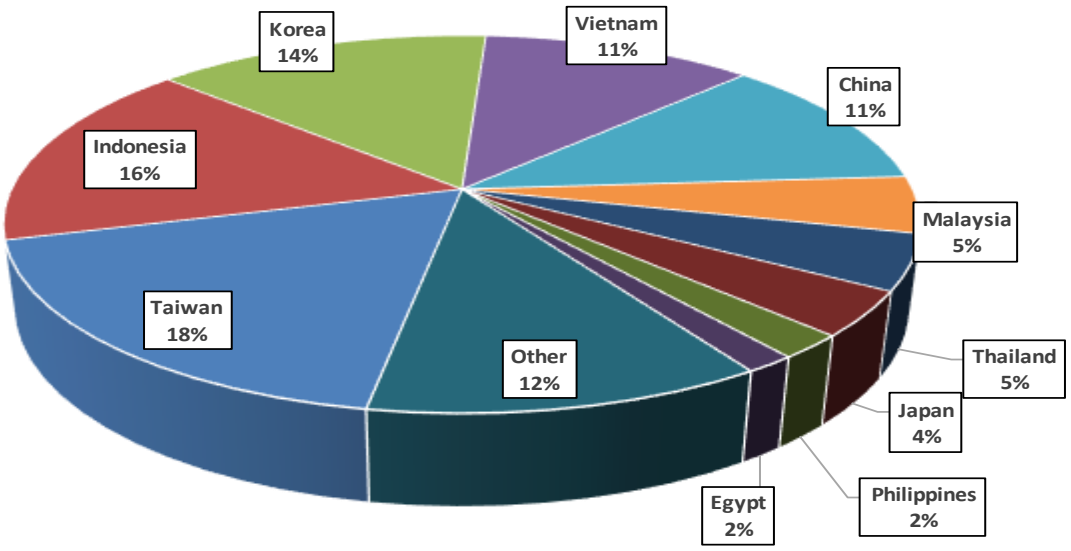
*50 percent of food aid from the United States is required to be shipped on U.S.-flag vessels.

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 2019, containers were used to transport 9 percent of total U.S. waterborne grain exports. Approximately 60 percent of U.S. waterborne grain exports in 2019 went to Asia, of which 14 percent were moved in containers. Approximately 94 percent of U.S. waterborne containerized grain exports were destined for Asia.

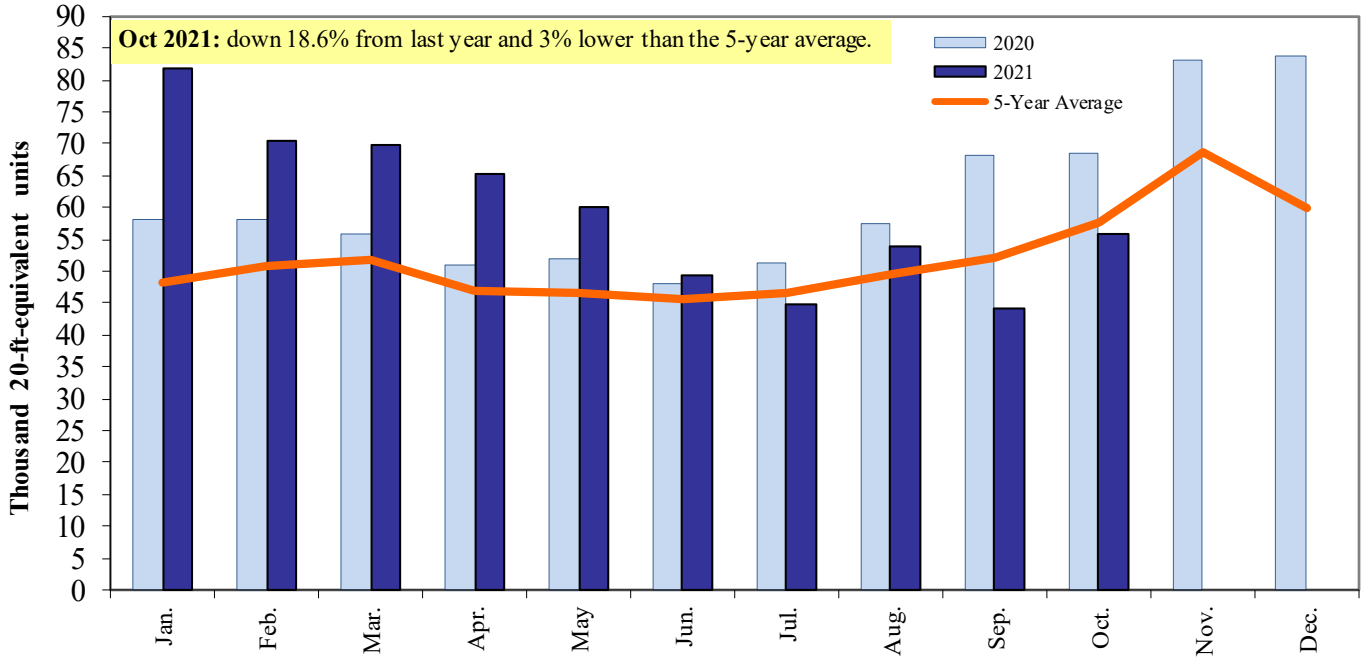
Figure 18
Top 10 destination markets for U.S. containerized grain exports, Jan-Oct 2021



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

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: 100190, 100200, 100300, 100400, 100590, 100700, 110100, 110220, 110290, 1201, 120100, 120190, 120810, 230210, 230310, 230330, and 230990.

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

Contacts and Links

Coordinators		
Surajudeen (Deen) Olowolayemo	surajudeen.olowolayemo@usda.gov	(202) 720 - 0119
Maria Williams	maria.williams@usda.gov	(202) 690 - 4430
Bernadette Winston	bernadette.winston@usda.gov	(202) 690 - 0487
Matt Chang	matt.chang@usda.gov	(202) 720 - 0299
Grain Transportation Indicators		
Surajudeen (Deen) Olowolayemo	surajudeen.olowolayemo@usda.gov	(202) 720 - 0119
Rail Transportation		
Jesse Gastelle	jesse.gastelle@usda.gov	(202) 690 - 1144
Peter Caffarelli	petera.caffarelli@usda.gov	(202) 690 - 3244
Bernadette Winston	bernadette.winston@usda.gov	(202) 690 - 0487
Barge Transportation		
April Taylor	april.taylor@usda.gov	(202) 720 - 7880
Matt Chang	matt.chang@usda.gov	(202) 720 - 0299
Truck Transportation		
April Taylor	april.taylor@usda.gov	(202) 720 - 7880
Kranti Mulik	kranti.mulik@usda.gov	(202) 756 - 2577
Matt Chang	matt.chang@usda.gov	(202) 720 - 0299
Grain Exports		
Kranti Mulik	kranti.mulik@usda.gov	(202) 756 - 2577
Bernadette Winston	bernadette.winston@usda.gov	(202) 690 - 0487
Ocean Transportation		
Surajudeen (Deen) Olowolayemo (Freight rates and vessels)	surajudeen.olowolayemo@usda.gov	(202) 720 - 0119
April Taylor (Container movements)	april.taylor@usda.gov	(202) 720 - 7880
Editor		
Maria Williams	maria.williams@usda.gov	(202) 690-4430

Subscription Information: Please sign up to receive regular email announcements of the latest *GTR* issue by entering your email address **here** and selecting your preference to receive Transportation Research and Analysis. For any other information, you may contact us at **GTRContactUs@usda.gov**

Preferred citation: U.S. Department of Agriculture, Agricultural Marketing Service. *Grain Transportation Report.* February 3, 2022. Web: **http://dx.doi.org/10.9752/TS056.02-03-2022**