



Grain Transportation Report

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

Contact Us

May 11, 2023

WEEKLY HIGHLIGHTS

ILWU and PMA Continue Making Progress in West Coast Labor Talks

The *Wall Street Journal (WSJ)* [reported](#)—as of the developments of last week—the labor negotiations between the International Longshore and Warehouse Union (ILWU) and the Pacific Maritime Association (PMA) may be “headed into their final stretch.” *WSJ* [reported](#) an agreement was reached on staffing at non-automated terminals at the ports of Los Angeles and Long Beach. Although neither party has officially announced details of that agreement, it addresses one of the more contentious points of the negotiations. Given the agreement on the use of automation reached last month, the only major issue left on the table is salaries and benefits. As of this week, the two sides have negotiated for a full year. The lengthy process has caused some volatility in the marketplace and prompted some importers to shift cargo to East Coast and Gulf Coast ports. A final agreement is still a couple months away to give time for final items to be negotiated and for the various member caucuses to vote.

Diesel Price Drops 9.6 Cents, to Below \$4 per Gallon

For the week ending May 8, the U.S. average [diesel fuel price](#) fell 9.6 cents from the previous week to \$3.922 per gallon, 170.1 cents below the same week last year. This is the first time since February 7, 2022, the diesel price has fallen below the \$4 per gallon mark. This week’s decline is also the largest drop since December 19, 2022, when diesel price dropped 15.8 cents per gallon. Diesel prices fell in all regions, but the largest drop occurred in the Gulf region, where prices fell 14.1 cent per gallon. According to the Energy Information Administration’s (EIA) [Short-Term Energy Outlook](#), retail diesel prices are expected to average \$3.90 per gallon in 2023 and \$3.62 per gallon in 2024. These prices are down from EIA’s prior forecast by 21 cents and 25 cents, respectively.

Expansion Project for Lock and Dam 25 To Start This Month

On May 18, the U.S. Army Corps of Engineers (USACE) will break ground on construction to [double the size of](#) Lock and Dam 25 on the Mississippi River. Expected to be completed in 2033, the final project will add a 1,200-foot lock to the site of the current 600-foot chamber. The upcoming, first phase of construction will modify the current lock’s wall to allow part of the new, larger wall to be attached. Floating mooring, keels, line hooks, and other pieces that barges require to move through the lock will be added to the current lock during the first phase. With an upgrade to save 2-3 hours per locking, the new 1,200-foot lock will allow the standard-barge tows to traverse it without being disassembled (as is currently done). The project to upgrade Lock and Dam 25 received \$732 million from the [Infrastructure Investment and Jobs Act](#), though cost certification for the total project is still ongoing. By keeping the existing lock operational during the first phase, USACE aims to minimize impacts on cargo companies. In 2022, almost 11.6 million tons of grain moved through Lock 25.

FMC Holds Partly Public Meeting

On May 3, in Washington, DC, the Federal Maritime Commission (FMC) [held a partially public Sunshine Act meeting](#) where the Commission announced several new developments. First, a new regional FMC organization will bring investigators closer to regulated entities and aid response to alleged violations. The new organization will locate investigators in 12 port cities, divided among three regions. Also, related to the Ocean Shipping Reform Act of 2022, FMC continues its work on two rulemakings that are already underway: first, FMC’s final rule on demurrage and detention billing requirements and, second, the supplemental notice of proposed rulemaking (SNPRM) on unreasonable refusal to deal or negotiate with respect to vessel space. Once the SNPRM is issued, FMC expects to issue its rulemaking addressing unfair or unjustly discriminatory methods. Finally, at the May 3 meeting, FMC’s Commissioner summarized the [findings and recommendations](#) of a report—issued last month—on the Commission’s Maritime Transportation Data Initiative.

Snapshots by Sector

Export Sales

For the week ending April 27, [unshipped balances](#) of wheat, corn, and soybeans for marketing year (MY) 2022/23 totaled 18.82 million metric tons (mmt), down 11 percent from last week and down 40 percent from the same time last year. Net [corn export sales](#) for MY 2022/23 were -0.316 mmt, down significantly from last week. Net [soybean export sales](#) were 0.290 mmt, down 7 percent from last week. Net weekly [wheat export sales](#) were 0.211 mmt, up 35 percent from last week.

Rail

U.S. Class I railroads originated 21,181 [grain carloads](#) during the week ending April 29. This was a 4-percent decrease from the previous week, 1 percent fewer than last year, and 12 percent fewer than the 3-year average.

Average May [shuttle secondary railcar bids/offers](#) (per car) were \$286 below tariff for the week ending May 4. This was \$18 more than last week and \$3,293 lower than this week last year. Average non-shuttle secondary railcar bids/offers per car were \$6 above tariff. This was \$50 less than last week, and \$602 lower than this week last year.

Barge

For the week ending May 6, [barged grain movements](#) totaled 462,730 tons. This was 22 percent less than the previous week and 48 percent less than the same period last year.

For the week ending May 6, 287 grain barges [moved down river](#)—101 fewer than last week. There were 392 grain barges [unloaded](#) in the New Orleans region, 37 percent fewer than last week.

Ocean

For the week ending May 4, 25 [oceangoing grain vessels](#) were loaded in the Gulf—7 percent fewer than the same period last year. Within the next 10 days (starting May 5), 33 vessels were expected to be loaded—30 percent fewer than the same period last year.

As of May 4, the rate for shipping a metric ton (mt) of grain from the U.S. Gulf to Japan was \$53.25. This was 3 percent less than the previous week. The rate from the Pacific Northwest to Japan was \$30.00 per mt, unchanged from the previous week.

Contents

Article/
Calendar

Grain
Transportation
Indicators

Rail

Barge

Truck

Exports

Ocean

Brazil

Mexico

Grain Truck/Ocean
Rate Advisory

Datasets

Specialists

Subscription
Information

The next
release is
May 18, 2023

Transportation Demand Limited by Low Export Sales for Marketing Year 2022/23

U.S. grain exports (corn, soybeans, and wheat) accounted for [23 percent of the grain transported in 2019](#), and fluctuations in exports can have a big impact on transportation demand. In marketing year (MY) 2022/23, U.S. grain exports have been affected by uncompetitive U.S. farm prices, higher freight rates (spurred by logistical issues), and other factors. This article focuses on marketing year-to-date (YTD) U.S. grain export levels and on how key export destinations for U.S. grain affect grain transportation demand. The piece also looks ahead to MY 2023/24.

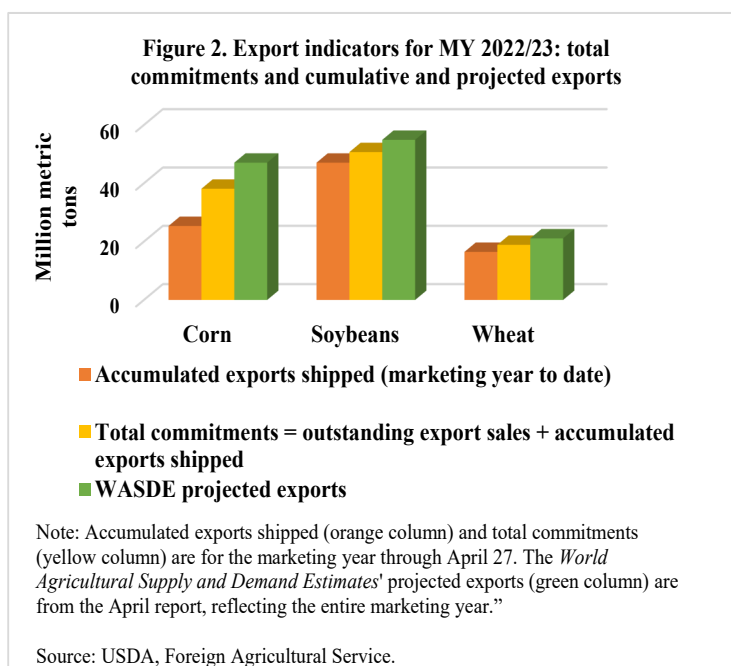
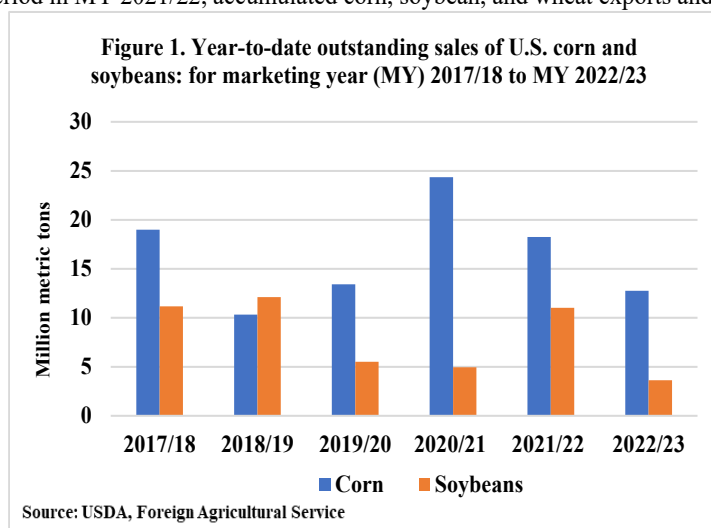
USDA’s Foreign Agricultural Service (FAS) tracks weekly commitments to purchase U.S. grain (sales) and weekly grain exports. Total commitments include YTD accumulated exports, as well as MY 2022/23 purchase commitments that have not yet shipped (outstanding sales). As of April 27, compared to the same period in MY 2021/22, accumulated corn, soybean, and wheat exports and outstanding sales were down 15 percent and 40 percent, respectively.¹

Corn Export Sales Fall Year to Year

At the beginning of the marketing year, logistical problems and uncompetitive prices of U.S. corn hampered exports. Although prices have improved somewhat, export sales have been slow to respond. As of April 27, total commitments were still down 35 percent, from MY 2021/22 (figs. 1 and 2) ([GTR table 12](#)). Using the April *World Agricultural Supply and Demand Estimates* projection for the marketing year, and given the corn already shipped in MY 2022/23, the projection leaves 21.7 mmt of corn to be shipped through August 31—5 percent below the same time last year.

In MY 2022/23, Mexico, China, and Japan have been the three largest buyers of U.S. corn, accounting for 38 percent, 20 percent, and 15 percent, respectively, of accumulated U.S. corn exports. As of April 27, total commitments to Mexico, China, and Japan were down 11 percent, 45 percent, and 38 percent, respectively, from the same time in MY 2021/22. However, also, as of April 27, 8.7 mmt of exports sold to these three buyers remained unshipped and represent potential future transportation demand. These outstanding sales were down 30 percent from the same period in MY 2021/22.

U.S. corn exports have been low for a variety of reasons, but one main reason is that Brazilian corn is priced below U.S. corn. Additionally, [phytosanitary agreements](#) between Brazil and China have reduced China’s corn imports from the United States. After importing little corn for much of MY 2022/23, China purchased almost 3.8 mmt of U.S. corn from March 14 through April 14. However, from April 24 through May 9, [anticipating a further drop in Brazil’s prices](#), China canceled bookings of 896,300 mt of U.S. corn. Because of China’s cancellation, U.S. net export sales of corn to China fell to a marketing year low of –315,600 mt, for the week ending April 27. As of April 27, unshipped sales to China were 2.9 mmt (37 percent of total commitments). Changes in Mexico and Japan have also negatively affected U.S. grain exports.²



¹ Unless otherwise specified, outstanding export sales mentioned in this article refer to MY 2022/23.

² For instance, restrictions on the use of genetically engineered corn have reduced Mexico’s imports from the United States. Increased domestic corn production and reduced feed use in Japan have also reduced U.S. imports.

Soybean Export Sales Also Down Year to Year

As of April 27, total commitments and accumulated exports were down 13 percent and 0.5 percent, respectively, from the same time in MY 2021/22 (fig. 2 and [GTR table 13](#)). Outstanding U.S. soybean export sales were down 67 percent from the same time last year (fig. 1). Using the April *WASDE* projection for the marketing year, and given the soybeans already shipped in MY 2022/23, the projection leaves 7.8 mmt of soybeans to be shipped through August 31. This total is 32 percent below the same time last year.

Following the removal of zero-COVID policies in December 2022, China's purchases of U.S. soybeans surged in January and, as of April 27, were ahead of the same time last year. As of April 27, accumulated commitments of U.S. soybeans to China were 27.8 mmt—11 percent higher than for the same period last year. However, because of the bumper Brazilian soybean crop, China is expected to slow its U.S. soybean purchases later this marketing year. Because of Brazil's large supplies, Brazilian soybeans are trading at their biggest discount relative to U.S. soybeans in nearly a decade, [even after accounting for shipping costs](#). Aside from China, the remaining top five importers saw lower exports than last year—the biggest drop was for Egypt, followed by Mexico, Japan, and Indonesia. As of April 27, YTD accumulated U.S. soybean exports to Egypt were 0.8 mmt—down 74 percent from the same time in MY 2021/22. Despite Egypt's status as a major buyer of U.S. soybeans in MY 2021/22, Egyptian purchases of U.S. soybeans fell sharply [because of](#) Russia's war on Ukraine.

Wheat Export Sales Decrease From MY 2021/22

As of April 27, total commitments for U.S. wheat were down 3 percent from the same MY 2021/22 period, and accumulated exports were down 5 percent (fig. 2, [GTR table 14](#)). Although U.S. wheat prices have recently fallen for most varieties (except for hard red winter), so, too, have the prices of key competitors, causing buyers to favor U.S. competitors' wheat.³ Despite China's rise as the world's largest wheat importer in MY 2022/23, U.S. wheat exports to China (though up) remained limited (just 6 percent of total U.S. exports). As of April 27, unshipped U.S. wheat exports were up 13 percent year to year, but 4 percent below the 3-year average. In the April *WASDE*, U.S. wheat exports for MY 2022/23 were projected at 21.1 mmt—3 percent lower than MY 2021/22 and the lowest since 1971/72. For the *WASDE* projections to be realized, the United States would need to export over 2.2 mmt of corn—or an average of 0.443 mmt per week from May 4 to May 31.

Grain Transportation Demand in MY 2022/23

The falling demand for U.S. grain exports from MY 2021/22 to MY 2022/23 is reflected in lower YTD volumes by barge, ocean vessel, and rail. Year to year, September to April barge movements through the locks were down 28 percent for corn. The slower-than-normal grain export sales have resulted in below-normal barge freight rates ([GTR table 9](#)). Still, year to year, September to April, a 12-percent rise in barged soybean shipments reflected brisk movements to China and Mexico, surpassing last year's YTD levels. Likewise, as of May 4, 25 oceangoing grain vessels were loaded in the Gulf—7 percent fewer than the same period last year. Within the next 10 days (starting May 5), 33 vessels were expected to be loaded—30 percent fewer than the same period last year ([GTR fig. 15](#)). Similarly, reduced corn exports slowed the demand for shuttle trains, which saw negative values and booking cancellations ([GTR fig. 3](#)). For the week ending April 29, grain carloads were down 1 percent from last year and down 12 percent from the prior 3-year average.

Looking Ahead to MY 2023/24

A bumper Safrinha corn harvest is expected in Brazil in MY 2022/23, and Brazil's shortage of storage facilities is expected to further depress its commodity prices. Brazil's heightened competitiveness for these commodities is expected to reduce U.S. exports—particularly, for soybean exports to Mexico and corn exports to China. As of April 27, the MY 2023/24 unshipped balances of U.S. corn, soybeans, and wheat were, respectively, at 2.5 mmt, 1.8 mmt, and 1.3 mmt—representing reductions of 49 percent, 84 percent, and 44 percent from the same time last year. These declines suggest diminished demand for future grain transportation to export markets.

According to [reports from USDA's Foreign Agricultural Service](#), several factors may influence future demand for U.S. grain transportation in MY 2022/23. For example, the expected recovery of Japanese corn consumption from HPAI outbreaks—as well as increased demand for corn from Mexican livestock and starch sectors—may increase demand. On the other hand, rising domestic soybean production in China and Japan, falling domestic wheat feed use in China, and rising domestic wheat production in Japan may decrease transportation demand. Finally, if [Russia decides to end the Black Sea Grain Deal](#)—which had allowed Ukraine to export wheat and corn—that move will likely increase the demand for U.S. wheat and corn transportation.

Kranti.Mulik@usda.gov

³ For example, in MY 2022/23, Japan replaced some of its U.S. wheat purchases with Canadian wheat, because the U.S. Dark Northern Spring and Canadian Western varieties—both used for baking bread—were priced roughly the same.

Grain Transportation Indicators

Table 1

Grain transport cost indicators¹

For the week ending	Truck	Rail		Barge	Ocean	
		Non-Shuttle	Shuttle		Gulf	Pacific
05/10/23	263	323	240	159	238	213
05/03/23	270	327	242	194	245	213

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

Source: USDA, Agricultural Marketing Service.

Table 2

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

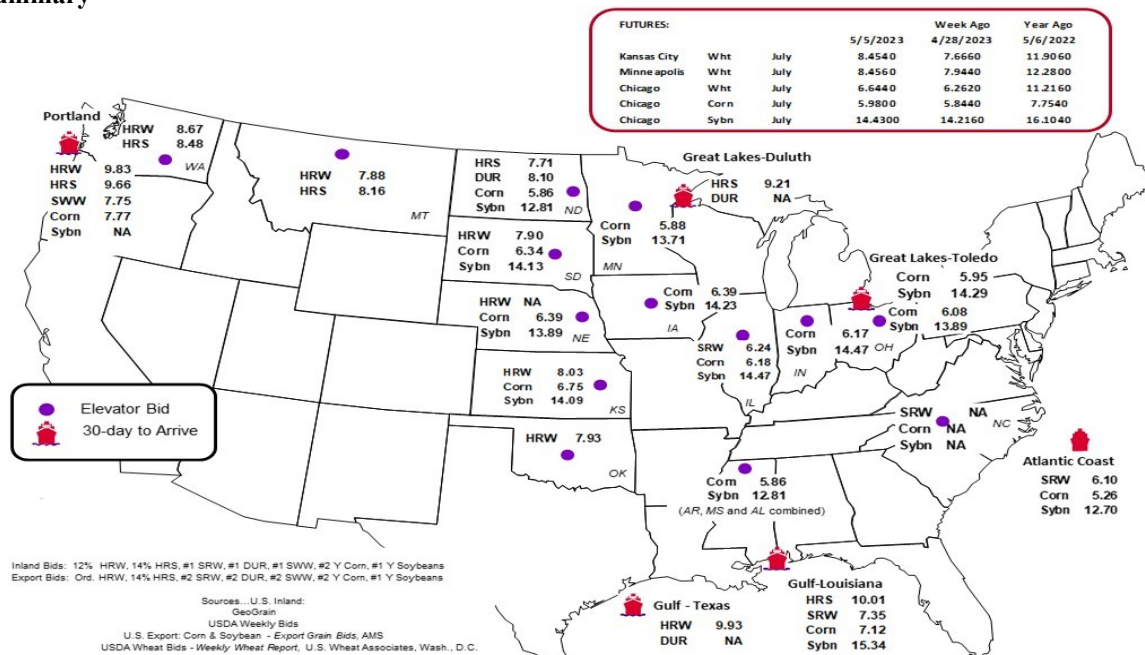
Commodity	Origin-destination	5/5/2023	4/28/2023
Corn	IL-Gulf	-0.94	-0.98
Corn	NE-Gulf	-0.73	-0.79
Soybean	IA-Gulf	-1.11	-1.08
HRW	KS-Gulf	-1.90	-1.90
HRS	ND-Portland	-1.95	-1.86

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

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

For the week ending: 4/29/2023	East		West			U.S. total	Canada	
	CSXT	NS	BNSF	KCS	UP		CN	CP
This week	1,823	2,821	9,854	1,115	5,568	21,181	4,584	5,859
This week last year	1,928	2,487	10,489	1,109	5,452	21,465	2,713	3,439
2023 YTD	34,540	45,298	167,680	22,412	97,793	367,723	87,488	80,111
2022 YTD	31,658	39,452	197,606	21,306	102,020	392,042	59,850	63,424
2023 YTD as % of 2022 YTD	109	115	85	105	96	94	146	126
Last 4 weeks as % of 2022*	102	110	85	113	107	96	140	136
Last 4 weeks as % of 3-yr. avg.**	104	107	80	119	99	91	112	99
Total 2022	93,313	130,367	570,232	66,338	296,945	1,157,195	214,199	214,010

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

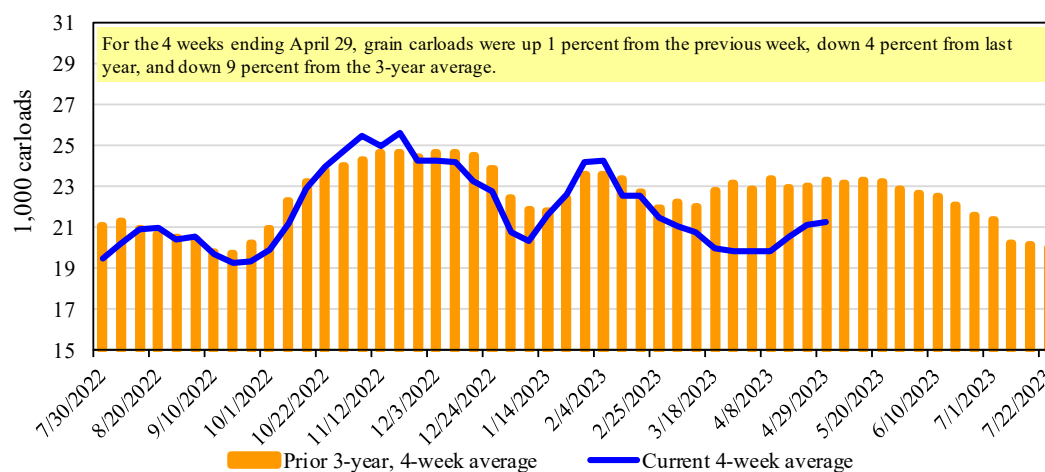
**The past 4 weeks as a percent of the same period from the prior 3-year average. YTD = year-to-date; avg. = average; yr. = year.

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

Source: Association of American Railroads.

Figure 2

Total weekly U.S. Class I railroad grain carloads



Source: Association of American Railroads.

Table 4

Railcar auction offerings¹ (\$/car)²

For the week ending: 5/4/2023		Delivery period							
		May-23	May-22	Jun-23	Jun-22	Jul-23	Jul-22	Aug-23	Aug-22
BNSF ³	COT grain units	no offer	no offer	0	no offer	no bids	0	no bids	0
	COT grain single-car	0	no offer	0	no offer	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

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

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

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

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

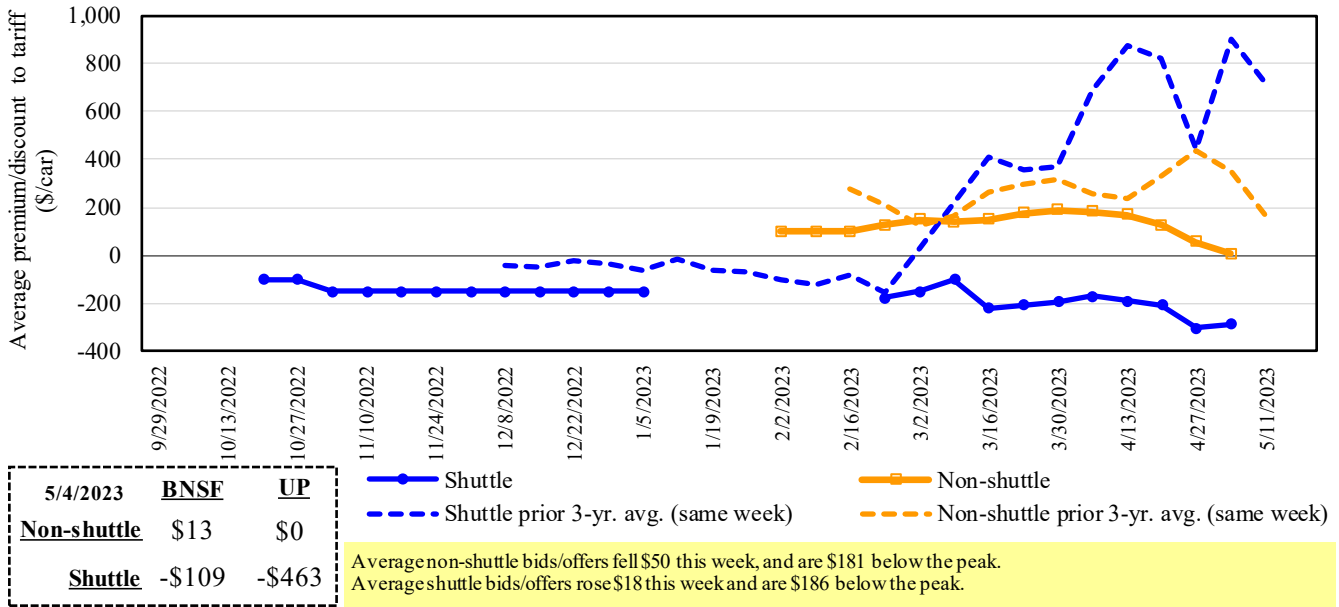
Region 1 includes: AR, IL, LA, MO, NM, OK, TX, WI, and Duluth, MN.

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

Source: USDA, Agricultural Marketing Service.

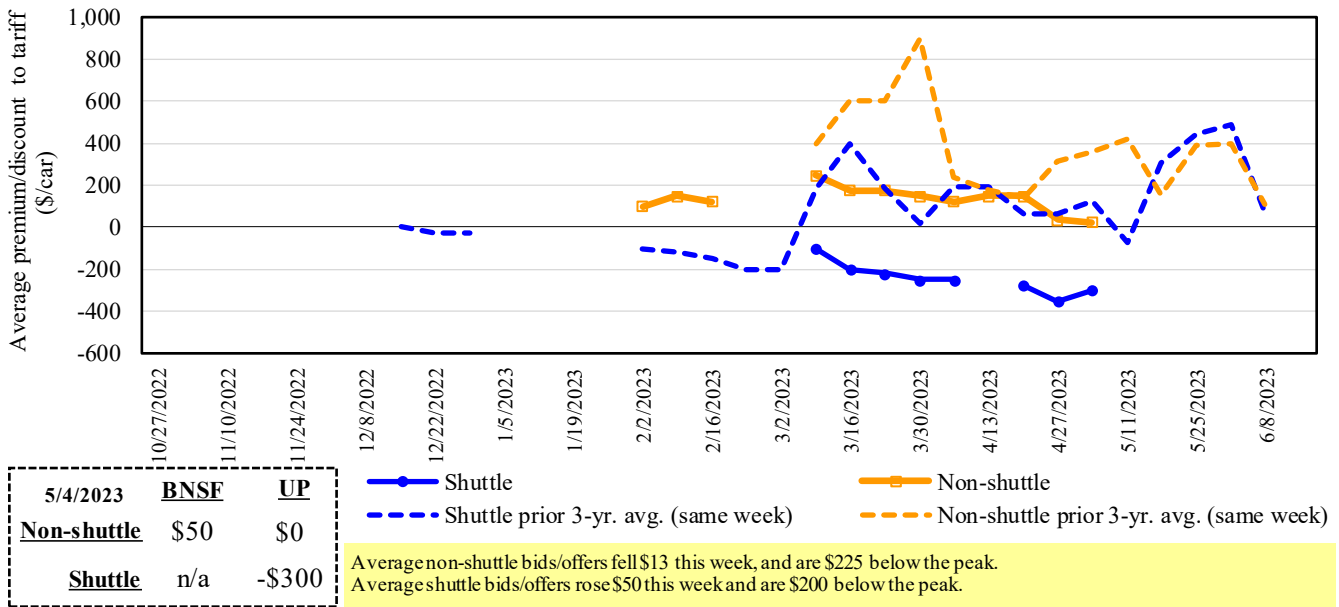
The **secondary rail market** information reflects trade values for service that was originally purchased from the railroad carrier as some form of guaranteed freight. The **auction and secondary rail** values are indicators of rail service quality and demand/supply.

Figure 3
Secondary market bids/offers for railcars to be delivered in May 2023



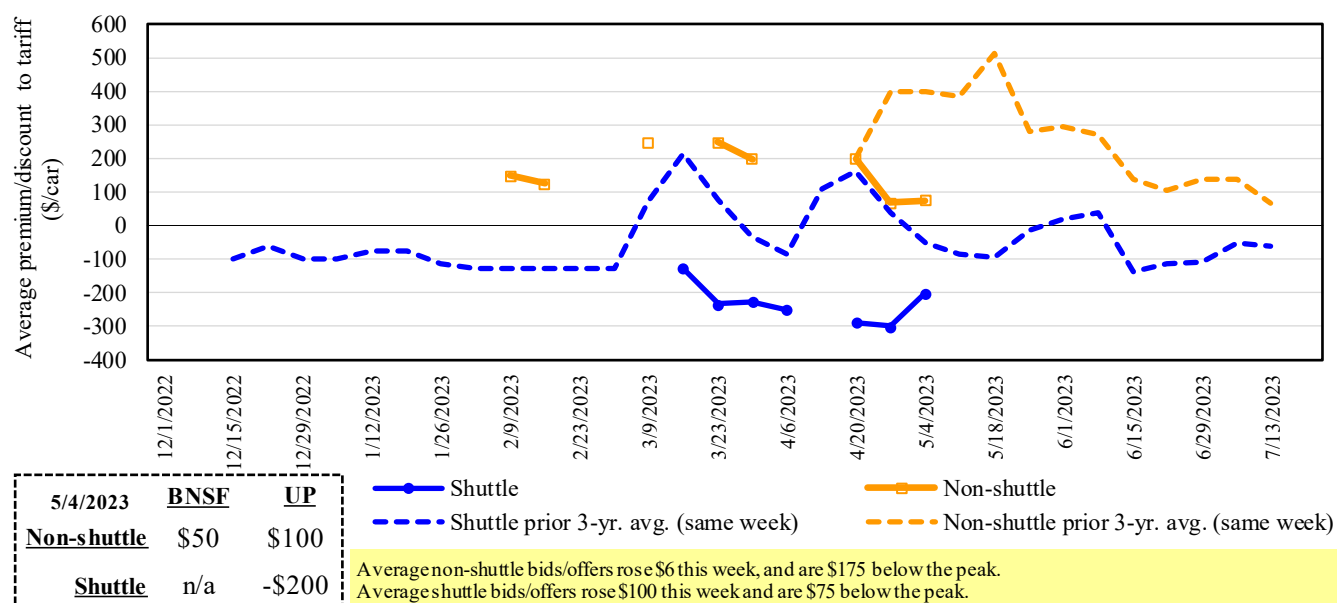
Note: Non-shuttle bids include unit-train and single-car bids. n/a = not available; avg. = average; yr. = year; BNSF = BNSF Railway; UP = Union Pacific Railroad.
 Source: USDA, Agricultural Marketing Service.

Figure 4
Secondary market bids/offers for railcars to be delivered in June 2023



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 July 2023



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 5
Weekly secondary railcar market (\$/car)¹

For the week ending:		Delivery period					
		5/4/2023		May-23	Jun-23	Jul-23	Aug-23
Non-shuttle	BNSF-GF	13	50	50	n/a	n/a	n/a
	Change from last week	(50)	0	0	n/a	n/a	n/a
	Change from same week 2022	(404)	(350)	n/a	n/a	n/a	n/a
	UP-Pool	0	0	100	100	n/a	n/a
	Change from last week	(50)	(25)	12	(50)	n/a	n/a
	Change from same week 2022	(800)	(800)	(300)	n/a	n/a	n/a
Shuttle	BNSF-GF	(109)	n/a	n/a	(200)	(167)	n/a
	Change from last week	97	n/a	n/a	0	16	n/a
	Change from same week 2022	(1,768)	n/a	n/a	(150)	(467)	n/a
	UP-Pool	(463)	(300)	(200)	(200)	(100)	n/a
	Change from last week	(61)	50	100	50	n/a	n/a
	Change from same week 2022	(4,817)	(800)	n/a	(700)	(750)	n/a
	CP-GF	(100)	(100)	n/a	n/a	n/a	n/a
	Change from last week	0	0	n/a	n/a	n/a	n/a
Change from same week 2022	(400)	(300)	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; a red number in parentheses indicates a negative number;

GF = guaranteed freight; Pool = guaranteed pool; BNSF = BNSF Railway; UP = Union Pacific Railroad; CP = Canadian Pacific Railway.

Data from The Malsam Co., Tradewest Brokerage Co.

Source: USDA, Agricultural Marketing Service.

Table 6

Tariff rail rates for unit and shuttle train shipments¹

May 2023	Origin region ³	Destination region ³	Tariff rate/car	Fuel surcharge per car	Tariff plus surcharge per:		Percent change Y/Y ⁴
					metric ton	bushel ²	
Unit train							
Wheat	Wichita, KS	St. Louis, MO	\$3,695	\$218	\$38.85	\$1.06	-2
	Grand Forks, ND	Duluth-Superior, MN	\$3,858	\$75	\$39.05	\$1.06	4
	Wichita, KS	Los Angeles, CA	\$7,490	\$383	\$78.18	\$2.13	-2
	Wichita, KS	New Orleans, LA	\$4,600	\$383	\$49.48	\$1.35	0
	Sioux Falls, SD	Galveston-Houston, TX	\$7,226	\$314	\$74.88	\$2.04	-1
	Colby, KS	Galveston-Houston, TX	\$4,850	\$419	\$52.33	\$1.42	-1
	Amarillo, TX	Los Angeles, CA	\$5,121	\$584	\$56.65	\$1.54	-4
Corn	Champaign-Urbana, IL	New Orleans, LA	\$4,000	\$433	\$44.02	\$1.12	-4
	Toledo, OH	Raleigh, NC	\$8,551	\$482	\$89.70	\$2.28	3
	Des Moines, IA	Davenport, IA	\$2,655	\$92	\$27.27	\$0.69	4
	Indianapolis, IN	Atlanta, GA	\$6,593	\$362	\$69.06	\$1.75	3
	Indianapolis, IN	Knoxville, TN	\$5,564	\$234	\$57.58	\$1.46	4
	Des Moines, IA	Little Rock, AR	\$4,250	\$269	\$44.88	\$1.14	3
Soybeans	Des Moines, IA	Los Angeles, CA	\$6,130	\$784	\$68.66	\$1.74	-1
	Minneapolis, MN	New Orleans, LA	\$4,242	\$648	\$48.56	\$1.32	-9
	Toledo, OH	Huntsville, AL	\$7,037	\$343	\$73.29	\$1.99	3
	Indianapolis, IN	Raleigh, NC	\$7,843	\$488	\$82.73	\$2.25	3
	Indianapolis, IN	Huntsville, AL	\$5,689	\$232	\$58.80	\$1.60	4
Champaign-Urbana, IL	New Orleans, LA	\$4,865	\$433	\$52.61	\$1.43	0	
Shuttle train							
Wheat	Great Falls, MT	Portland, OR	\$4,393	\$220	\$45.81	\$1.25	0
	Wichita, KS	Galveston-Houston, TX	\$4,311	\$171	\$44.51	\$1.21	-5
	Chicago, IL	Albany, NY	\$7,090	\$455	\$74.92	\$2.04	3
	Grand Forks, ND	Portland, OR	\$6,051	\$380	\$63.86	\$1.74	-2
	Grand Forks, ND	Galveston-Houston, TX	\$5,399	\$396	\$57.54	\$1.57	-2
	Colby, KS	Portland, OR	\$5,923	\$688	\$65.65	\$1.79	-4
	Corn	Minneapolis, MN	Portland, OR	\$5,660	\$463	\$60.80	\$1.54
Sioux Falls, SD		Tacoma, WA	\$5,620	\$424	\$60.02	\$1.52	-2
Champaign-Urbana, IL		New Orleans, LA	\$4,170	\$433	\$45.71	\$1.16	2
Lincoln, NE		Galveston-Houston, TX	\$4,360	\$247	\$45.75	\$1.16	1
Des Moines, IA		Amarillo, TX	\$4,670	\$338	\$49.74	\$1.26	2
Minneapolis, MN		Tacoma, WA	\$5,660	\$459	\$60.76	\$1.54	-2
Soybeans	Council Bluffs, IA	Stockton, CA	\$5,580	\$475	\$60.13	\$1.53	-2
	Sioux Falls, SD	Tacoma, WA	\$6,350	\$424	\$67.27	\$1.83	-1
	Minneapolis, MN	Portland, OR	\$6,400	\$463	\$68.15	\$1.85	-2
	Fargo, ND	Tacoma, WA	\$6,250	\$377	\$65.81	\$1.79	0
	Council Bluffs, IA	New Orleans, LA	\$5,095	\$499	\$55.55	\$1.51	0
	Toledo, OH	Huntsville, AL	\$5,277	\$343	\$55.81	\$1.52	3
Grand Island, NE	Portland, OR	\$5,730	\$704	\$63.89	\$1.74	2	

¹A 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.

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

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

⁴Percentage 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 7

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

Date: December 2021			Tariff rate per car ¹	Fuel surcharge per car ²	Tariff rate plus fuel surcharge per:		Percent change ⁴ Y/Y
Commodity	Origin state	Destination region			metric ton ³	bushel ³	
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	Tlalhepantla, 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

¹Rates 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.

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

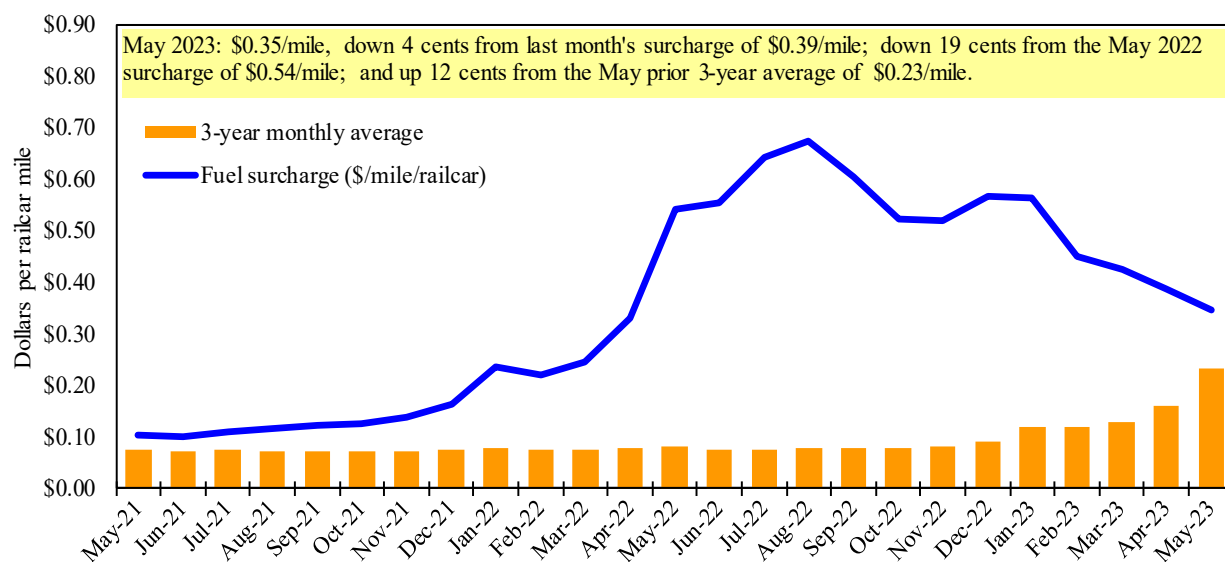
³Approximate load per car = 97.87 metric tons: Corn & Sorghum 56 lbs/bu, Wheat & Soybeans 60 lbs/bu.

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

⁵As of January 1, 2022, both BNSF and Union Pacific changed their billing and reporting of rates to Mexico. As we incorporate the change, Table 7 updates will be delayed.

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

Figure 6

Railroad fuel surcharges, North American weighted average¹

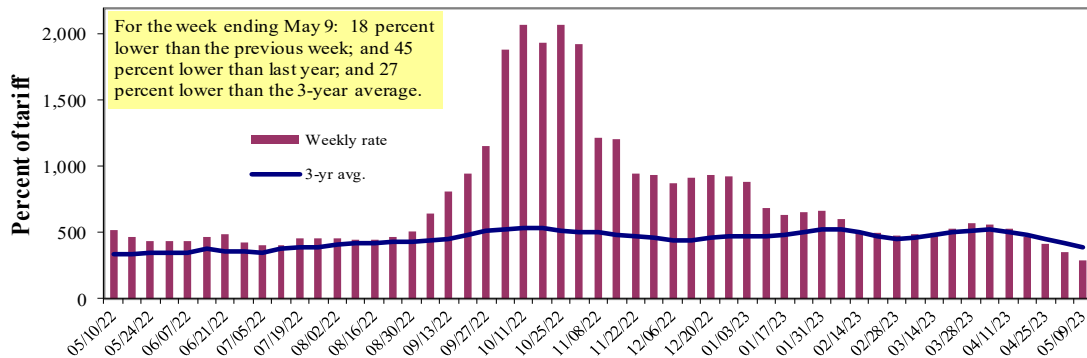
¹ Weighted by each Class I railroad's proportion of grain traffic for the prior year.

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

Barge Transportation

Figure 7

Illinois River barge freight rate^{1,2}



¹Rate = percent of 1976 tariff benchmark index (1976 = 100 percent); ²4-week moving average of the 3-year average.
Source: USDA, Agricultural Marketing Service.

Table 8

Weekly barge freight rates: Southbound only

		Twin Cities	Mid-Mississippi	Lower Illinois River	St. Louis	Cincinnati	Lower Ohio	Cairo-Memphis
Rate¹	5/9/2023	448	387	287	223	271	271	231
	5/2/2023	487	440	350	265	297	297	251
\$/ton	5/9/2023	27.73	20.59	13.32	8.90	12.71	10.95	7.25
	5/2/2023	30.15	23.41	16.24	10.57	13.93	12.00	7.88
Current week % change from the same week:								
	Last year	-33	-33	-45	-42	-45	-45	-33
	3-year avg. ²	-8	-8	-27	-23	-19	-19	-14
Rate¹	June	434	375	313	239	278	278	233
	August	510	463	455	402	441	441	385

¹Rate = percent of 1976 tariff benchmark index (1976 = 100 percent); ²4-week moving average; ton = 2,000 pounds; "-" data not available.
Source: USDA, Agricultural Marketing Service.

Figure 8 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

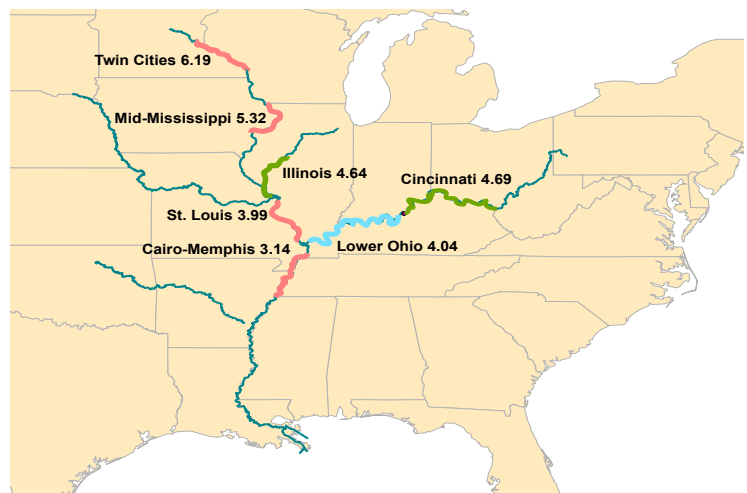
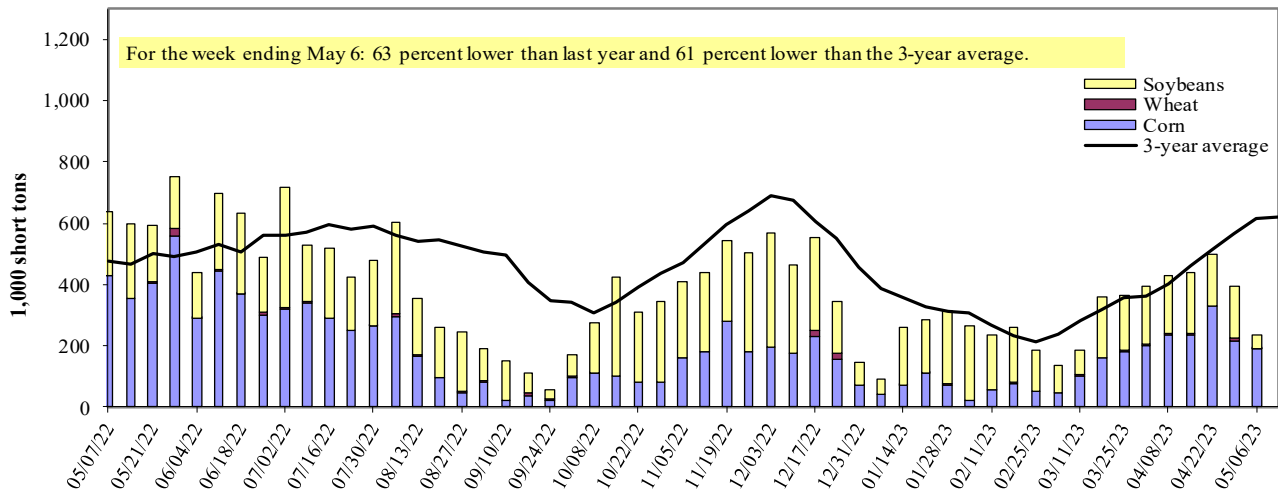


Figure 9

Barge movements on the Mississippi River¹ (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 9

Barged grain movements (1,000 tons)

For the week ending 05/06/2023	Corn	Wheat	Soybeans	Other	Total
Mississippi River					
Rock Island, IL (L15)	0	0	0	0	0
Winfield, MO (L25)	38	2	16	0	56
Alton, IL (L26)	183	2	45	0	229
Granite City, IL (L27)	189	3	45	0	237
Illinois River (La Grange)	139	0	30	0	169
Ohio River (Olmsted)	109	14	71	7	201
Arkansas River (L1)	0	23	1	0	24
Weekly total - 2023	299	40	117	7	463
Weekly total - 2022	576	32	282	5	894
2023 YTD ¹	4,895	485	4,838	152	10,370
2022 YTD ¹	6,987	588	4,262	123	11,960
2023 as % of 2022 YTD	70	83	114	124	87
Last 4 weeks as % of 2022 ²	66	70	86	70	72
Total 2022	16,437	1,594	14,464	232	32,727

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.

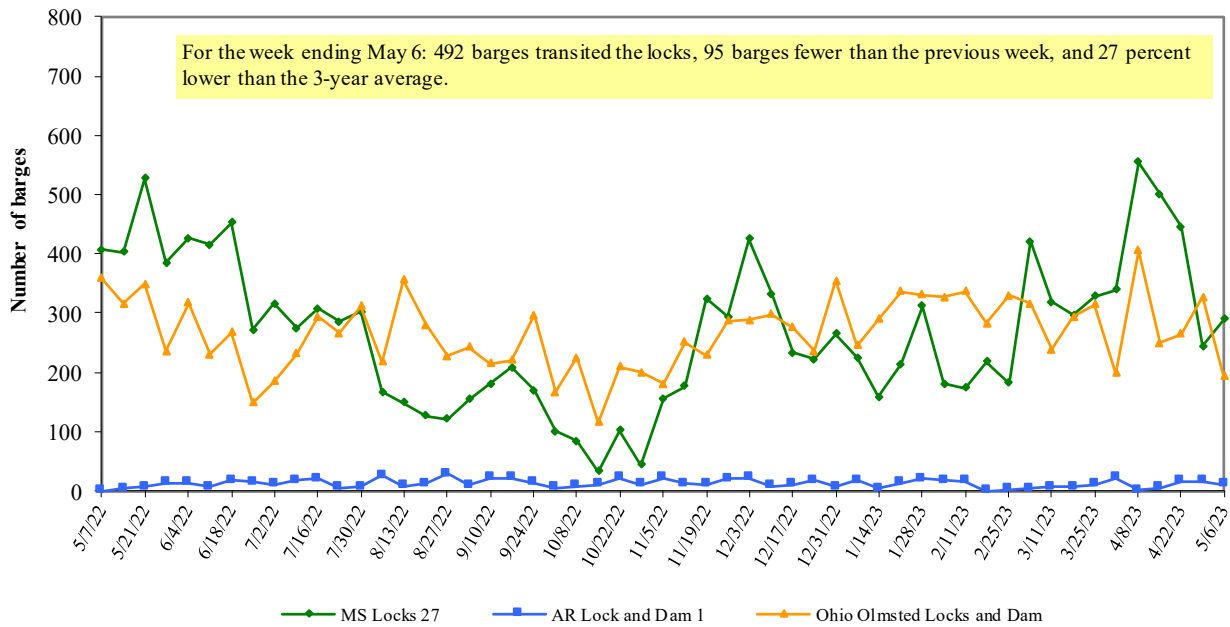
² As a percent of same period in 2022.

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

Source: U.S. Army Corps of Engineers.

Figure 10

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

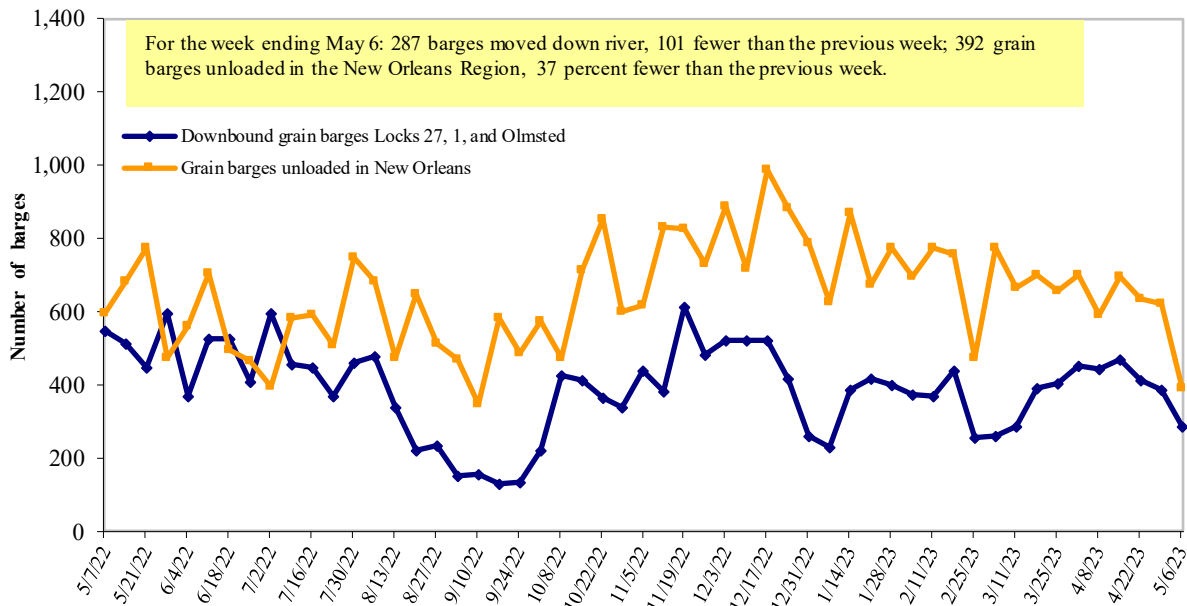


Note: The U.S. Army Corps of Engineers has recently migrated its lock and vessel database and has noted the latest data may be revised in coming weeks.

Source: U.S. Army Corps of Engineers.

Figure 11

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 10

Retail on-highway diesel prices, week ending 5/8/2023 (U.S. \$/gallon)

Region	Location	Price	Change from	
			Week ago	Year ago
I	East Coast	3.986	-0.087	-1.921
	New England	4.374	-0.122	-1.965
	Central Atlantic	4.289	-0.049	-2.029
	Lower Atlantic	3.834	-0.097	-1.746
II	Midwest	3.827	-0.090	-1.559
III	Gulf Coast	3.613	-0.141	-1.726
IV	Rocky Mountain	4.105	-0.041	-1.356
V	West Coast	4.630	-0.051	-1.441
	West Coast less California	4.438	-0.051	-1.190
	California	4.847	-0.056	-1.614
Total	United States	3.922	-0.096	-1.701

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

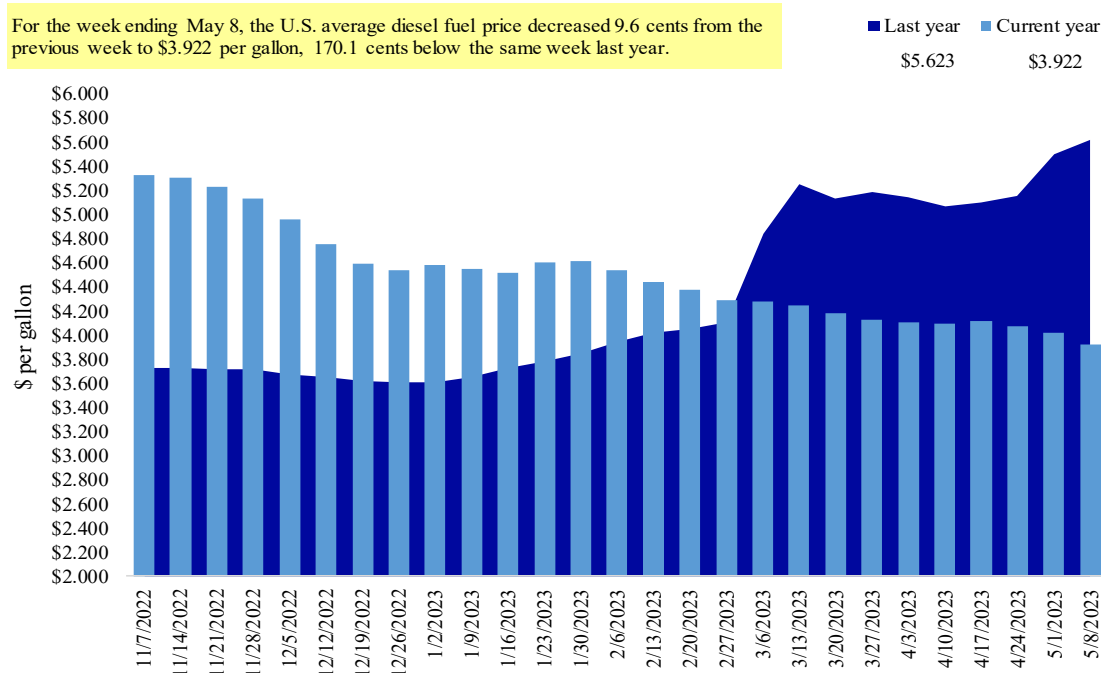
Note: On June 13, the Energy Information Administration implemented a new methodology to estimate weekly on-highway diesel fuel prices.

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

Figure 12

Weekly diesel fuel prices, U.S. average

For the week ending May 8, the U.S. average diesel fuel price decreased 9.6 cents from the previous week to \$3.922 per gallon, 170.1 cents below the same week last year.



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

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

Grain Exports

Table 11

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

For the week ending	Wheat						Corn	Soybeans	Total
	HRW	SRW	HRS	SWW	DUR	All wheat			
Export balances¹									
4/27/2023	566	396	765	580	113	2,419	12,766	3,634	18,819
This week year ago	862	314	686	280	1	2,142	18,261	11,020	31,423
Cumulative exports-marketing year²									
2022/23 YTD	4,544	2,519	4,983	4,098	340	16,483	25,371	47,070	88,923
2021/22 YTD	6,640	2,558	4,790	3,090	196	17,274	40,037	47,292	104,602
YTD 2022/23 as % of 2021/22	68	98	104	133	174	95	63	100	85
Last 4 wks. as % of same period 2021/22	68	130	124	213	18,495	118	81	37	68
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 12

Top 5 importers¹ of U.S. corn

For the week ending 4/27/2023	Total commitments ²		% change current MY from last MY	Exports ³ 3-yr. avg. 2019-21
	2022/23 current MY	2021/22 last MY		
	1,000 mt -			-1,000 mt -
Mexico	13,891	15,669	(11)	15,227
China	8,034	14,648	(45)	12,616
Japan	5,465	8,847	(38)	10,273
Columbia	1,927	4,110	(53)	4,398
Korea	711	1,132	(37)	2,563
Top 5 importers	30,029	44,406	(32)	45,077
Total U.S. corn export sales	38,136	58,298	(35)	56,665
% of YTD current month's export projection	81%	93%		
Change from prior week ²	(316)	783		
Top 5 importers' share of U.S. corn export sales	79%	76%		80%
USDA forecast April 2023	47,074	62,875	(25)	
Corn use for ethanol USDA forecast, April 2023	133,350	135,281	(1)	

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

²Cumulative 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.

³FAS marketing year ranking reports (carryover plus accumulated export); yr. = year; avg. = average; YTD = year to date.

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

Source: USDA, Foreign Agricultural Service.

Table 13

Top 5 importers¹ of U.S. soybeans

For the week ending 4/27/2023	Total commitments ²		% change current MY from last MY	Exports ³ 3-yr. avg. 2019-21
	2022/23 current MY	2021/22 last MY		
	1,000 mt -			-1,000 mt -
China	31,179	30,045	4	27,283
Mexico	4,339	5,094	(15)	4,929
Egypt	1,103	3,725	(70)	3,553
Japan	2,009	2,047	(2)	2,266
Indonesia	1,279	1,407	(9)	2,116
Top 5 importers	39,910	42,318	(6)	40,147
Total U.S. soybean export sales	50,704	58,312	(13)	54,231
% of projected exports	92%	99%		
change from prior week ²	290	735		
Top 5 importers' share of U.S. soybean export sales	79%	73%		74%
USDA forecast, April 2023	54,905	58,801	(7)	

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

²Cumulative 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.

³FAS marketing year ranking reports (carryover plus accumulated export); yr. = year; avg. = average; YTD = year to date.

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

Source: USDA, Foreign Agricultural Service.

Table 14

Top 10 importers¹ of all U.S. wheat

For the week ending 4/27/2023	Total commitments ²		% change current MY from last MY	Exports ³ 3-yr. avg. 2019-21
	2022/23 current MY	2021/22 last MY		
	1,000 mt -			-1,000 mt -
Mexico	3,261	3,766	(13)	3,566
Philippines	2,235	2,782	(20)	2,985
Japan	2,247	2,351	(4)	2,453
China	1,099	848	30	1,537
Nigeria	767	1,773	(57)	1,528
Korea	1,335	1,254	6	1,459
Taiwan	847	951	(11)	1,106
Indonesia	345	122	183	711
Thailand	636	558	14	703
Colombia	527	690	(24)	621
Top 10 importers	13,299	15,094	(12)	16,669
Total U.S. wheat export sales	18,902	19,416	(3)	22,763
% of projected exports	90%	89%		
change from prior week ²	211	119		
Top 10 importers' share of U.S. wheat export sales	70%	78%		73%
USDA forecast, April 2023	21,117	21,798	(3)	

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

²Cumulative 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.

³FAS marketing year ranking 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 15

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

Port regions	For the week ending 05/04/23	Previous week*	Current week as % of previous	2023 YTD*	2022 YTD*	2023 YTD as % of 2022 YTD	Last 4-weeks as % of:		2022 total*
							Last year	Prior 3-yr. avg.	
Pacific Northwest									
Wheat	67	104	65	3,782	3,384	112	91	39	9,836
Corn	267	370	72	2,100	4,989	42	71	68	9,615
Soybeans	69	0	n/a	3,510	4,264	82	38	50	14,178
Total	404	474	85	9,393	12,637	74	70	56	33,629
Mississippi Gulf									
Wheat	22	119	19	1,032	1,485	69	72	85	4,053
Corn	490	891	55	9,310	15,786	59	79	79	30,781
Soybeans	261	353	74	12,177	9,358	130	79	120	31,283
Total	774	1,362	57	22,518	26,629	85	78	89	66,116
Texas Gulf									
Wheat	54	118	46	946	1,143	83	89	113	3,421
Corn	20	0	n/a	88	235	38	37	29	648
Soybeans	0	0	n/a	52	2	n/a	n/a	0	685
Total	74	118	63	1,086	1,380	79	82	96	4,754
Interior									
Wheat	75	34	220	925	1,004	92	136	117	2,912
Corn	169	224	75	3,321	3,277	101	89	94	8,961
Soybeans	73	69	106	2,475	2,665	93	56	63	7,109
Total	317	327	97	6,721	6,947	97	82	86	18,982
Great Lakes									
Wheat	0	0	n/a	79	84	94	6	4	395
Corn	0	0	n/a	0	39	0	0	0	158
Soybeans	0	0	n/a	31	102	30	0	0	760
Total	0	0	n/a	110	225	49	2	3	1,312
Atlantic									
Wheat	2	2	76	43	37	115	15	45	169
Corn	0	7	0	55	86	64	42	82	309
Soybeans	11	8	150	1,132	1,138	99	23	49	2,867
Total	13	17	78	1,230	1,261	97	24	53	3,345
U.S. total from ports*									
Wheat	220	377	58	6,807	7,137	95	85	63	20,786
Corn	947	1,492	63	14,875	24,413	61	77	78	50,471
Soybeans	416	429	97	19,376	17,529	111	63	90	56,882
Total	1,582	2,298	69	41,058	49,079	84	74	77	128,139

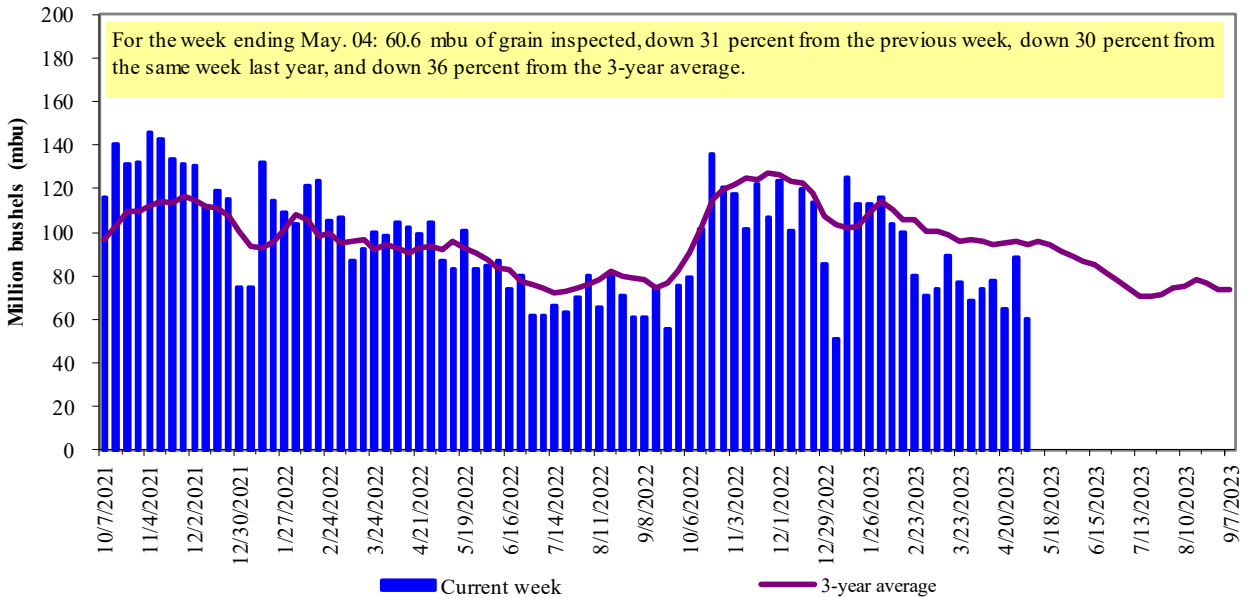
*Data includes revisions from prior weeks; some regional totals may not add exactly due to rounding.

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 13

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

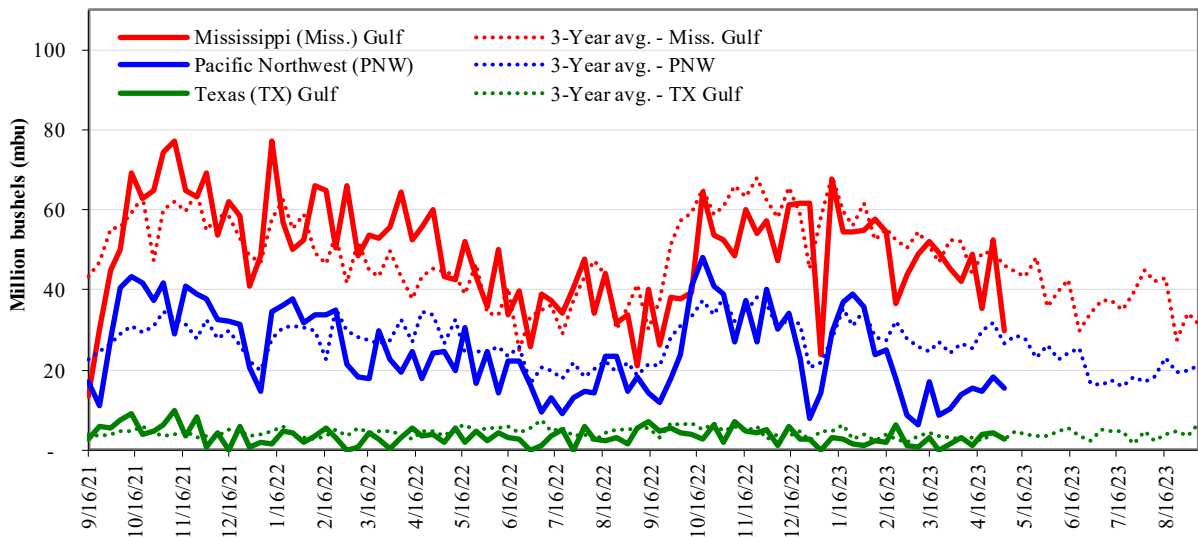


Note: 3-year average consists of 4-week running average.

Source: USDA, Federal Grain Inspection Service.

Figure 14

U.S. Grain inspections: U.S. Gulf and PNW¹ (wheat, corn, and soybeans)



Week ending 05/04/23 inspections (mbu):		Percent change from:				
		Last wk:	MS Gulf	TX Gulf	U.S. Gulf	PNW
MS Gulf:	29.7	down 43	down 36	down 43	down 15	
PNW:	15.6	down 32	up 35	down 29	down 36	
TX Gulf:	2.8	3-yr avg. (4-wk. mov. Avg):	down 37	down 12	down 35	down 45

Source: USDA, Federal Grain Inspection Service.

Ocean Transportation

Table 16

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

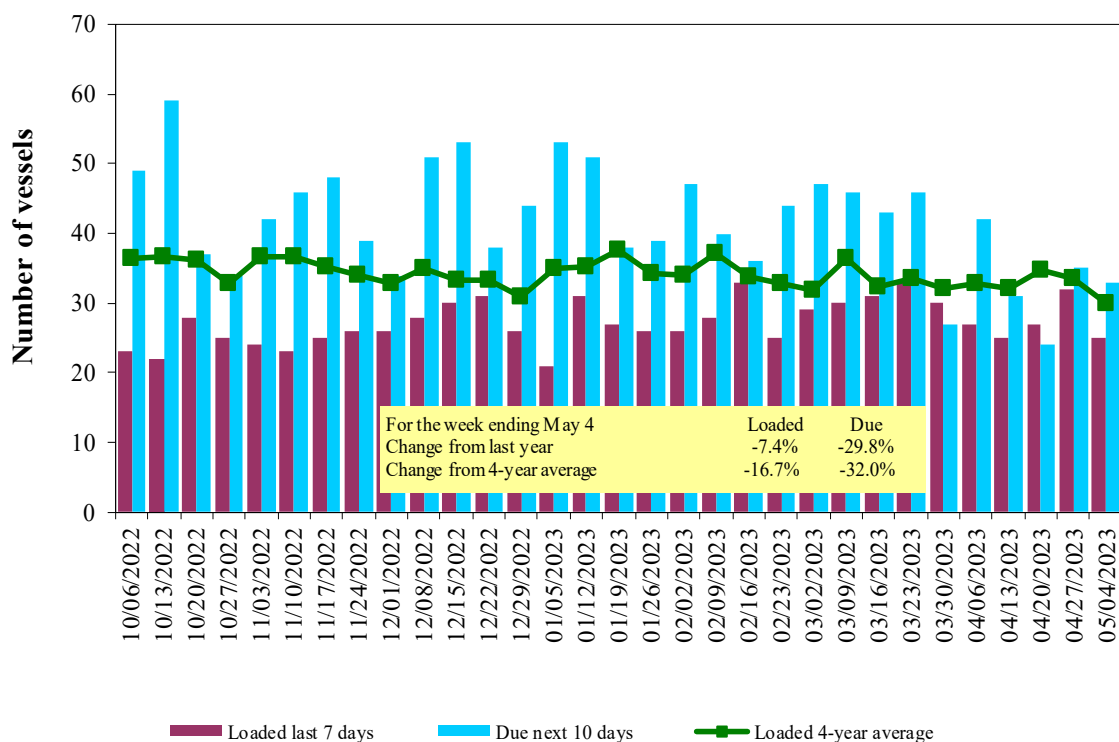
Date	Gulf			Pacific Northwest
	In port	Loaded	Due next	In port
		7-days	10-days	
5/4/2023	8	25	33	12
4/27/2023	14	32	35	8
2022 range	(14...61)	(18...39)	(28...62)	(5...23)
2022 average	30	28	44	13

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

Source: USDA, Agricultural Marketing Service.

Figure 15

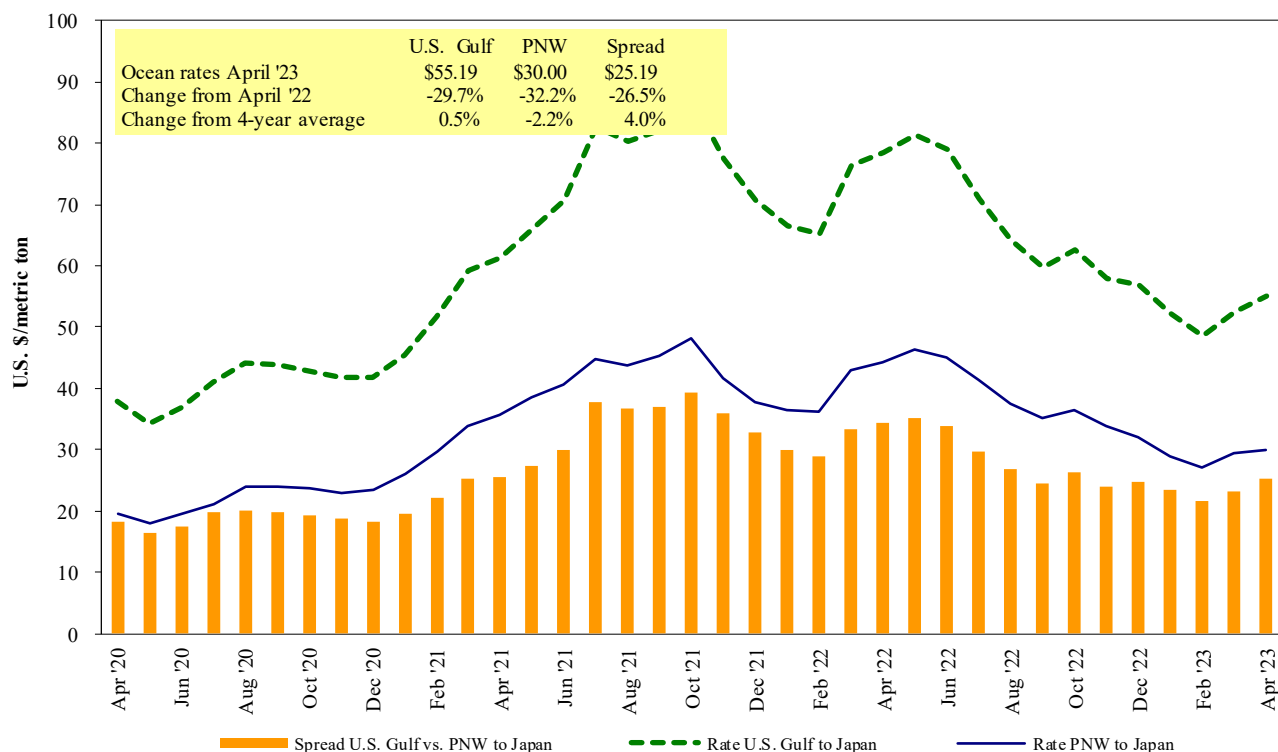
U.S. Gulf¹ vessel loading activity



¹U.S. Gulf includes Mississippi, Texas, and East Gulf.
 Source: USDA, Agricultural Marketing Service.

Figure 16

Grain vessel rates, U.S. to Japan



Note: PNW = Pacific Northwest.

Source: O'Neil Commodity Consulting.

Table 17

Ocean freight rates for selected shipments, week ending 05/06/2023

Export region	Import region	Grain types	Loading date	Volume loads (metric tons)	Freight rate (US\$/metric ton)
U.S. Gulf	Japan	Heavy grain	May 2, 2023	50,000	56.70
U.S. Gulf	Japan	Heavy grain	May 1, 2023	50,000	54.80
U.S. Gulf	Japan	Heavy grain	Nov 1/10, 2022	50,000	79.25
U.S. Gulf	S. China	Corn	Aug 1/10, 2022	68,000	71.00
U.S. Gulf	Kenya	Sorghum	Feb 15/25, 2023	22,820	63.30*
U.S. Gulf	Djibouti	Wheat	Nov 5/15, 2022	22,500	102.88*
PNW	N. China	Heavy grain	Apr 21/27, 2023	63,000	28.00
PNW	N. China	Heavy grain	May 1/4, 2023	66,000	29.00
WC US	Japan	Wheat	Feb 1/Mar 1, 2023	34,500	47.75
Brazil	S. Korea	Heavy grain	Jun 15/Jul 15, 2023	68,000	45.15
Brazil	S. Korea	Soybean Meal	Jun 1, 2023	60,000	53.75
Brazil	China	Heavy grain	Jul 1/31, 2023	63,000	41.50
Brazil	China	Heavy grain	May 5/10, 2023	65,000	36.50
Brazil	N. China	Heavy grain	Apr 21/30, 2023	66,000	40.60
Brazil	Vietnam	Heavy grain	Apr 11/29, 2023	66,000	37.00
Australia	Vietnam	Heavy grain	Feb 24/Apr 9, 2023	60,000	20.80

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

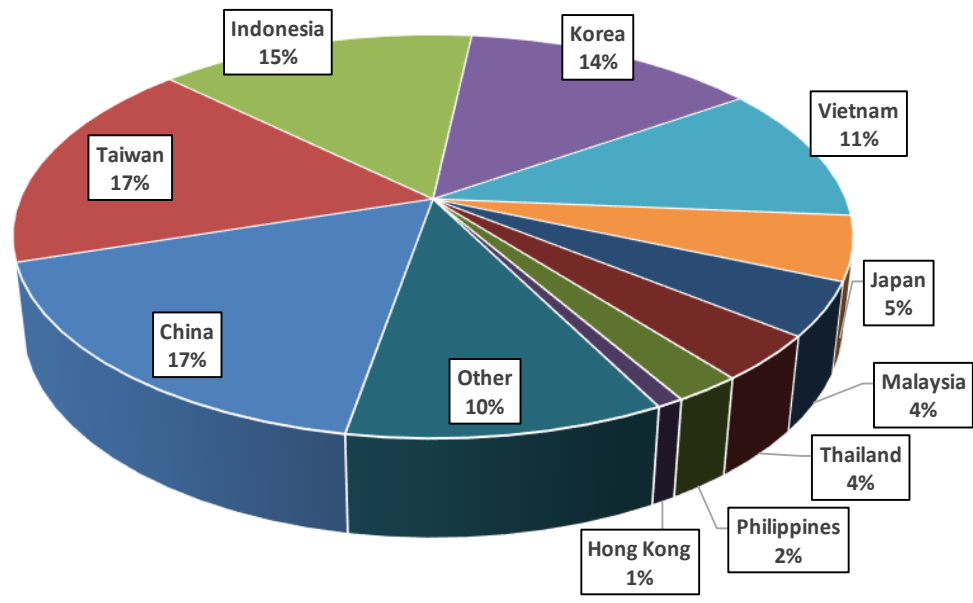
Note: Rates shown are per metric ton (2,204.62 lbs. = 1 metric ton), free on board (F.O.B), except where otherwise indicated;

op = option.

Source: Maritime Research, Inc.

In 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.

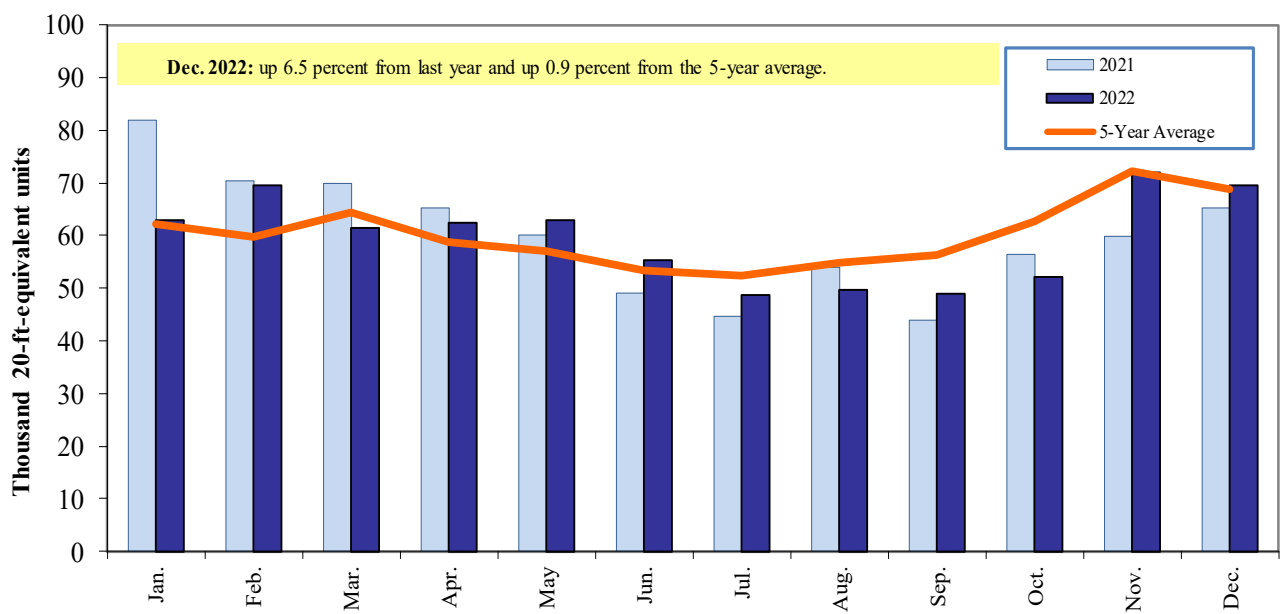
Figure 17
Top 10 destination markets for U.S. containerized grain exports, Jan-Dec 2022



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 18
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.

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
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
Rich Henderson	richard.henderson2@usda.gov	(919) 855 - 7801
Austin Hunt	austin.hunt@usda.gov	(540) 681 - 2596
Barge Transportation		
April Taylor	april.taylor@usda.gov	(202) 720 - 7880
Rich Henderson	richard.henderson2@usda.gov	(919) 855 - 7801
Alexis Heyman	alexis.heyman@usda.gov	(847) 699 - 2414
Truck Transportation		
April Taylor	april.taylor@usda.gov	(202) 720 - 7880
Kranti Mulik	kranti.mulik@usda.gov	(202) 756 - 2577
Alexis Heyman	alexis.heyman@usda.gov	(847) 699 - 2414
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*. May 11, 2023. Web: <http://dx.doi.org/10.9752/TS056.05-11-2023>

In accordance with Federal civil rights law and U.S. Department of Agriculture (USDA) civil rights regulations and policies, the USDA, its Agencies, offices, and employees, and institutions participating in or administering USDA programs are prohibited from discriminating based on race, color, national origin, religion, sex, gender identity (including gender expression), sexual orientation, disability, age, marital status, family/parental status, income derived from a public assistance program, political beliefs, or reprisal or retaliation for prior civil rights activity, in any program or activity conducted or funded by USDA (not all bases apply to all programs). Remedies and complaint filing deadlines vary by program or incident.

Persons with disabilities who require alternative means of communication for program information (e.g., Braille, large print, audiotope, American Sign Language, etc.) should contact the responsible Agency or USDA's TARGET Center at (202) 720-2600 (voice and TTY) or contact USDA through the Federal Relay Service at (800) 877-8339. Additionally, program information may be made available in languages other than English.

To file a program discrimination complaint, complete the USDA Program Discrimination Complaint Form, AD-3027, found online at How to File a Program Discrimination Complaint and at any USDA office or write a letter addressed to USDA and provide in the letter all of the information requested in the form. To request a copy of the complaint form, call (866) 632-9992. Submit your completed form or letter to USDA by: (1) mail: U.S. Department of Agriculture, Office of the Assistant Secretary for Civil Rights, 1400 Independence Avenue, SW, Washington, D.C.