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# Grain Transportation Report

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A weekly publication of the Agricultural Marketing Service

[www.ams.usda.gov/GTR](http://www.ams.usda.gov/GTR)

## USDA-AMS Updates Modal Share

**Analysis Report.** On August 29, 2023, USDA's Agricultural Marketing Service (AMS) released an updated [Transportation of U.S. Grain Modal Share report](#), which tracks grain movements to domestic markets and to U.S. ports for export. The report breaks down 1978-2020 data by shipping mode (rail, barge, and truck) and by grain (i.e., corn, wheat, soybeans, sorghum, and barley).

From 2019 to 2020, the tonnage of all grain transported increased 2 percent, from 574 million tons to 588 million tons. Year to year, the share moved by rail was up 1 percentage point (pp); barge was up 2 pp; and truck was down 3 pp.

In terms of key 2019-20 commodity changes, all three modes hauled more soybeans to domestic markets; trucks moved 11 million fewer tons of corn to domestic markets (-1 pp); and railroads delivered 3 million fewer tons of wheat to export ports (-9 pp). The [Transportation of U.S. Grains: A Modal Share Analysis](#) page on AgTransport features interactive charts and graphs of the data included in the report.

## Barge Spot Rates Rise on the Mississippi River.

Water levels on the Mississippi River System (MRS) have been falling since June. With lower-than-normal precipitation in the forecast, levels will likely continue to fall in the coming weeks.

Restrictions—which have grown increasingly stringent since June—lower the amount of grain allowed to be loaded on a barge. As a

result, barge supply has tightened, because more barges than normal are required to ship the same amount of grain.

The tight supply has resulted in a significant increase in barge spot rates. As of August 29, spot rates at St. Louis had reached \$23.34/ton—up 49 percent from last week, 42 percent from last year, and 85 percent from the 3-year average ([GTR table 9](#)). The St. Louis 1-month and 3-month rates are also elevated—up 53 percent and 48 percent from the 5-year average, respectively. If these conditions persist, the tight barge supply could be especially problematic as the corn and soybean harvests progress.

## Industry Expert Reflects on “Wacky” Marketing Year for Rail Grain Carloads.

This week marks the end of marketing year 2022/23 for corn and soybeans. Reflecting lower production and increased competition, corn exports are down 34 percent from the same time last year and soybean exports are down 10 percent. FreightWaves recently [published an interview with Jay O’Neil](#), of HJ O’Neil Commodity Consulting, discussing how these changes affected U.S. Class I railroads.

O’Neil observed that, this year, the railroads have offered “deep discounts” to exporters shipping grain to western ports. Also, historical grain flows were altered: for example, feed grain moved from the Corn Belt into drought-stricken Kansas. Likewise, in the absence of adequate domestic wheat, imported European wheat moved from East and U.S. Gulf Coast ports into domestic milling and feed channels.

Going forward, the growth in [renewable diesel](#) and the possibility of [sustainable aviation fuel](#) are likely to stimulate domestic demand for grain. These factors may put pressure on railroads to change their equipment and infrastructure investments to accommodate the trends.



## Export Sales

For the week ending August 17, [unshipped balances](#) of wheat, corn, and soybeans for marketing year (MY) 2022/23 totaled 7.85 million metric tons (mmt), down 6 percent from last week and down 38 percent from the same time last year.

Net [corn export sales](#) for MY 2022/23 were -0.023 mmt, down 110 percent from last week. Net [soybean export sales](#) were 0.365 mmt, up 851 percent from last week. Net weekly [wheat export sales](#) for MY 2023/24, were 0.406 mmt, up 13 percent from last week.

## Rail

U.S. Class I railroads originated 15,796 [grain carloads](#) during the week ending August 19. This was a 9-percent increase from the previous week, 18 percent fewer than last year, and 17 percent fewer than the 3-year average.

Average September [shuttle secondary railcar bids/offers](#) (per car) were \$56 below tariff for the week ending August 24. This was \$44 more than last week and \$140 lower than this week last year. Average non-shuttle secondary railcar bids/offers per car were \$146 above tariff. This was \$17 less than last week and \$60 lower than this week last year.

## Barge

For the week ending August 26, [barged grain movements](#) totaled 202,018 tons. This was 7 percent more than the previous week and 42 percent less than the same period last year.

For the week ending August 26, 140 grain barges [moved down river](#)—21 more than last week. There were 398 grain barges [unloaded](#) in the New Orleans region, 6 percent fewer than last week.

## Ocean

For the week ending August 24, 26 [oceangoing grain vessels](#) were loaded in the Gulf—37 percent more than the same period last year. Within the next 10 days (starting August 25), 36 vessels were expected to be loaded—29 percent more than the same period last year.

As of August 24, the rate for shipping a metric ton (mt) of grain from the U.S. Gulf to Japan was \$52.00. This was unchanged from the previous week. The rate from the Pacific Northwest to Japan was \$27.50 per mt, unchanged from the previous week.

## Fuel

For the week ending August 28, the U.S. average [diesel fuel price](#) increased 8.6 cents from the previous week to \$4.475 per gallon, 64.0 cents below the same week last year.



# Second-Quarter 2023 Wheat Transportation and Landed Costs

In second-quarter 2023, wheat transportation costs to Japan decreased from both first quarter 2023 (quarter to quarter) and from second quarter 2022 (year to year). The costs fell for all four routes tracked—i.e., from Kansas (KS) and North Dakota (ND) origins, via both the Pacific Northwest (PNW) and the U.S. Gulf. Both quarter to quarter and year to year, landed costs (farm value plus transportation costs) also decreased for all routes.

## Transportation Costs

For the KS-PNW route to Japan, wheat transportation costs fell 2 percent quarter to quarter and fell 20 percent year to year. For the

ND-PNW route, costs were down 3 percent quarter to quarter and down 16 percent year to year. For the KS-Gulf route to Japan, wheat transportation costs were unchanged quarter to quarter and dropped 25 percent year to year.

For the ND-Gulf route, costs fell 2 percent quarter to quarter and dropped 20 percent year to year. Quarter-to-quarter declines were mainly due to lower truck and rail rates, while year-to-year declines were mainly due to lower truck and ocean freight rates.

**Ocean freight rates.** Ocean freight rates for shipping wheat from PNW were unchanged quarter to quarter and down 37 percent year to

year. The relative stability of PNW ocean rates quarter to quarter partly resulted from added ocean vessel capacity to meet rising demand: demand for iron ore, coal, and fertilizer bulk shipments was elevated early in the second quarter, but tapered off in June ([Grain Transportation Report, July 27, 2023](#)).

The year-to-year 37-percent decline in PNW rates could be attributed to [a drop in global demand for bulk shipments](#) from second quarter 2022 (reported by DW, a German media outlet). Gulf-route ocean rates increased 1 percent from quarter to quarter and fell 35 percent from year to year.

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

Mode	Kansas					North Dakota				
	2022 2nd qtr	2023 1st qtr	2023 2nd qtr	Year-to-year	Quarter-to-quarter	2022 2nd qtr	2023 1st qtr	2023 2nd qtr	Year-to-year	Quarter-to-quarter
	\$/metric ton			percent change		\$/metric ton			percent change	
Truck	23.40	14.75	14.19	-39.36	-3.80	23.40	14.75	14.19	-39.36	-3.80
Rail	67.34	67.66	65.70	-2.44	-2.90	58.10	66.58	63.96	10.09	-3.94
Ocean vessel	45.20	28.39	28.35	-37.28	-0.14	45.20	28.39	28.35	-37.28	-0.14
Transportation costs	135.94	110.80	108.24	-20.38	-2.31	126.70	109.72	106.50	-15.94	-2.93
Farm value	370.01	310.12	304.61	-17.68	-1.78	402.34	319.67	298.73	-25.75	-6.55
Total landed cost	505.95	420.92	412.85	-18.40	-1.92	529.04	429.39	405.23	-23.40	-5.63
Transport % of landed cost	26.87	26.32	26.22	-2.42	-0.40	23.95	25.55	26.28	9.74	2.85

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

Source: USDA, Agricultural Marketing Service.

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

Mode	Kansas					North Dakota				
	2022 2nd qtr	2023 1st qtr	2023 2nd qtr	Year-to-year	Quarter-to- quarter	2022 2nd qtr	2023 1st qtr	2023 2nd qtr	Year-to-year	Quarter-to- quarter
	\$/metric ton			percent change		\$/metric ton			percent change	
Truck	23.40	14.75	14.19	-39.36	-3.80	23.40	14.75	14.19	-39.36	-3.80
Rail	44.46	45.58	45.55	2.45	-0.07	51.63	60.01	57.65	11.66	-3.93
Ocean	79.61	51.12	51.56	-35.23	0.86	79.61	51.12	51.56	-35.23	0.86
Total transportation cost	147.47	111.45	111.30	-24.53	-0.13	154.64	125.88	123.40	-20.20	-1.97
Farm value	370.01	310.12	304.61	-17.68	-1.78	402.34	319.67	298.73	-25.75	-6.55
Total landed cost	517.48	421.57	415.91	-19.63	-1.34	556.98	445.55	422.13	-24.21	-5.26
Transport % of landed cost	28.50	26.44	26.76	-6.10	1.22	27.76	28.25	29.23	5.29	3.47

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

Source: USDA, Agricultural Marketing Service.

**Rail freight rates.** For the KS-PNW route, rail rates for shipping wheat were down 3 percent quarter to quarter and down 2 percent year to year. For the ND-PNW route, rail rates were down 4 percent quarter to quarter, but up 10 percent year to year. For the KS-Gulf route, rail rates were unchanged for quarter to quarter and up 2 percent year to year. For the ND-Gulf route, rail rates were down 4 percent quarter to quarter and up 12 percent year to year.

**Truck freight rates.** Quarter to quarter, PNW and U.S. Gulf trucking rates decreased 4 percent, and year to year, fell 39 percent. The

declines over both time periods reflected both decreases in fuel prices and in overall demand for grain.

### Landed Costs

Both quarter to quarter and year to year, decreases in total landed costs were due to lower transportation costs and lower farm values for all routes (tables 1 and 2).

**PNW-routes.** In second quarter 2023, total landed costs to Japan were \$413/metric ton (mt) for the KS-PNW route and \$405/mt for the ND-PNW route (table 1). Second-quarter

transportation costs represented 26 percent of total KS-PNW-route landed costs, which were down quarter to quarter and year to year. ND-PNW-route transportation costs were 26 percent of total landed costs, which were up quarter to quarter and up year to year (table 1 and fig. 1).

**U.S. Gulf-route.** Second quarter 2023 total landed costs to Japan were \$416/mt for the KS-Gulf route and \$422/mt for the ND-Gulf route. Second-quarter transportation costs were 27 percent of the total KS-Gulf-route landed costs—this share was up quarter to quarter and

down year to year (see table 2). ND-Gulf-route transportation costs were 29 percent of total landed costs, which were up quarter to quarter and up year to year (fig. 2 and table 2).

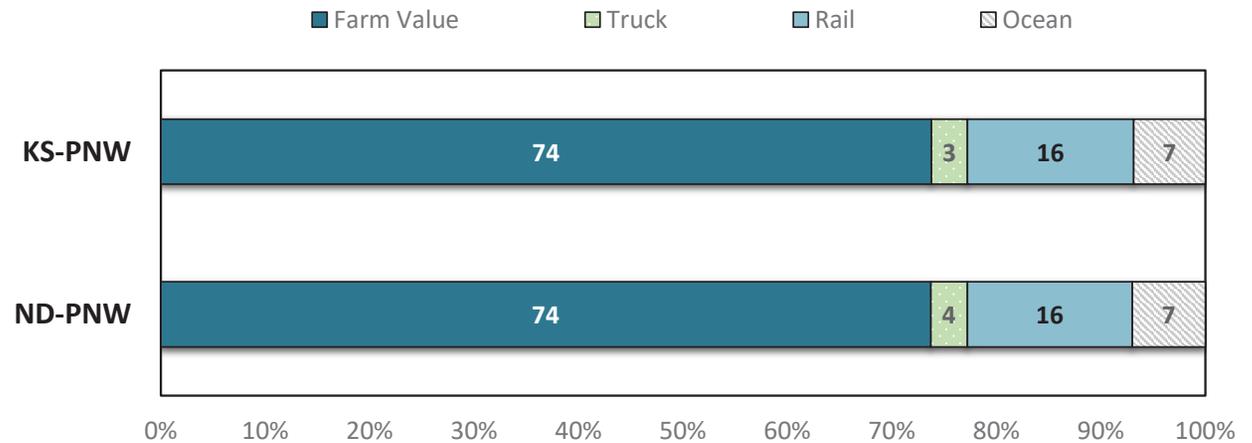
## Second-Quarter 2023 Wheat Inspections

According to [USDA's Federal Grain Inspection Service](#), second-quarter 2023 wheat inspected for export to Japan totaled 0.471 million metric tons (mmt), down 20 percent quarter to quarter and down 9 percent year to year. Of total U.S. second-quarter 2023 wheat inspected for export (4 mmt), Japan's share accounted for only 12 percent.

Year to year, total wheat exports decreased 11 percent. According to USDA's August [World Agricultural Supply and Demand Estimates](#), the projected total of U.S. wheat exports for marketing year (MY) 2023/24—19.05 mmt—was revised down 3 percent from the July projection. This total is 8 percent less than the estimate for MY 2022/23.

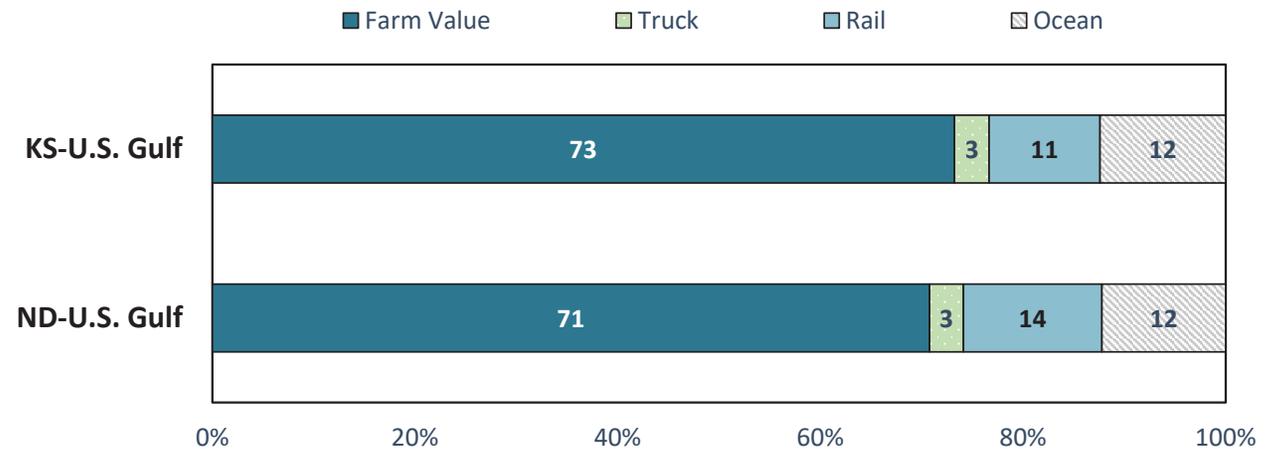
[Bernadette.Winston@usda.gov](mailto:Bernadette.Winston@usda.gov)

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



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

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



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

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

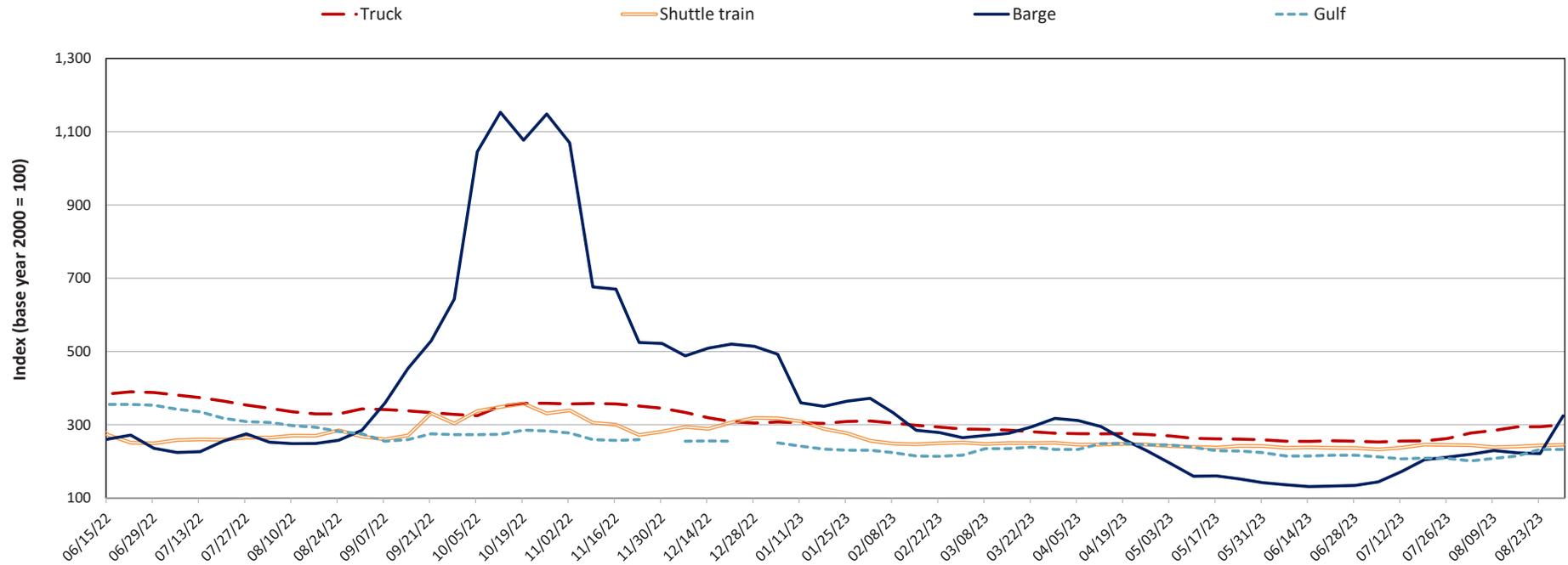
**Table 1. Grain transport cost indicators**

For the week ending:	Truck	Rail		Barge	Ocean	
		Non-shuttle	Shuttle		Gulf	Pacific
08/30/23	300	326	245	324	233	195
08/23/23	295	327	243	221	233	195
08/31/22	343	343	268	285	275	303

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

Source: USDA, Agricultural Marketing Service.

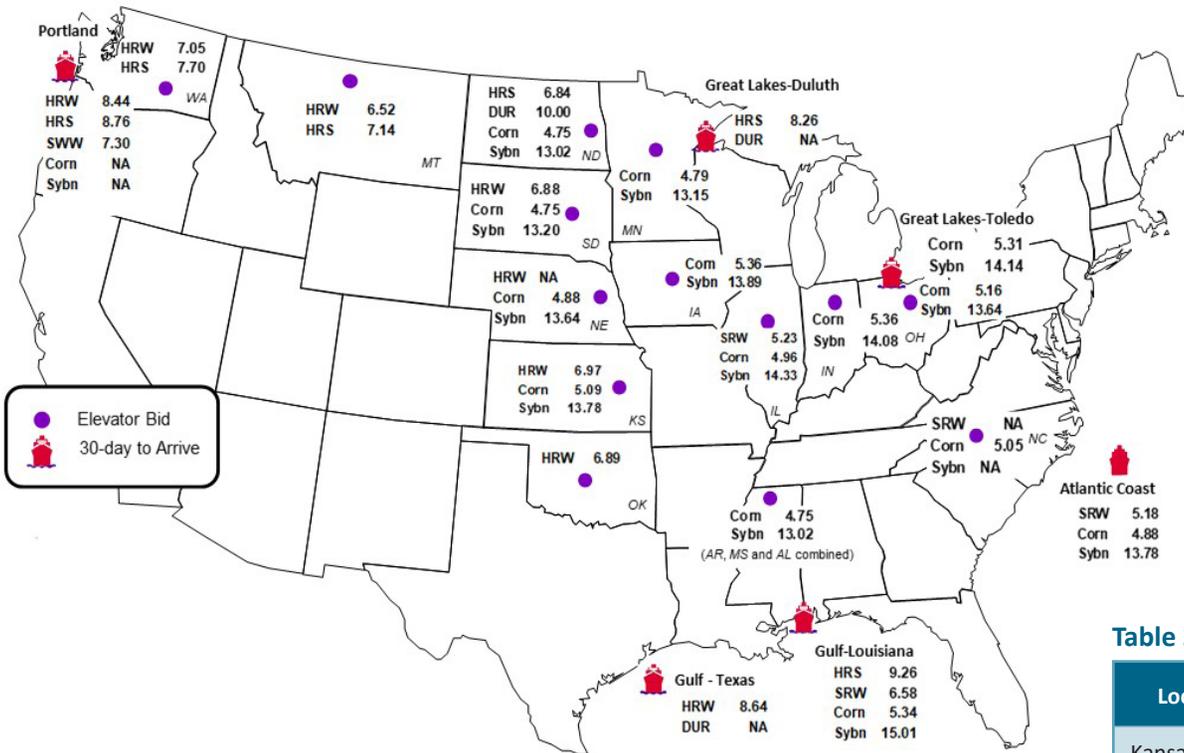
**Figure 1. Grain transportation cost indicators as of week ending 08/30/23**



Source: USDA, Agricultural Marketing Service.

**Figure 2. Grain bid summary**

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



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

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

Commodity	Origin-destination	8/25/2023	8/18/2023
Corn	IL-Gulf	-0.38	-0.13
Corn	NE-Gulf	-0.46	-0.11
Soybean	IA-Gulf	-1.12	-0.62
HRW	KS-Gulf	-1.67	-1.67
HRS	ND-Portland	-1.92	-1.87

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

**Table 2b. Futures**

Location	Grain	Month	8/25/2023	Week ago 8/18/2023	Year ago 8/26/2022
Kansas City	Wheat	Dec	7.540	7.552	8.740
Minneapolis	Wheat	Dec	7.996	8.124	9.024
Chicago	Wheat	Dec	6.176	6.352	7.980
Chicago	Corn	Dec	4.922	4.960	6.706
Chicago	Soybean	Nov	13.994	13.764	14.416

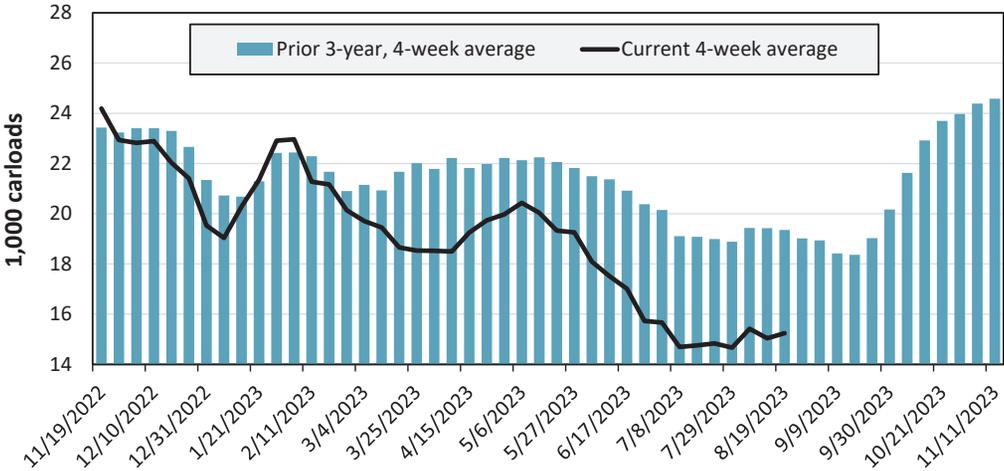
Sources: U.S. Inland: GeoGrain, USDA Weekly Bids, U.S. Export: Corn & Soybean - Export Grain Bids, AMS, USDA Wheat Bids - Weekly Wheat Report, U.S. Wheat Associates, Washington, DC.

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

For the week ending: 8/19/2023	East		West		U.S. total	Central U.S./Canada	
	CSXT	NS	BNSF	UP		CPKC	CN
This week	1,052	2,024	7,726	4,994	15,796	4,732	2,727
This week last year	1,415	2,228	9,889	5,789	19,321	7,720	2,714
2023 YTD	58,737	87,430	286,396	173,037	605,600	288,517	142,303
2022 YTD	59,213	81,278	361,684	189,978	692,153	291,506	112,238
2023 YTD as % of 2022 YTD	99	108	79	91	87	99	127
Last 4 weeks as % of 2022	75	89	74	77	77	110	108
Last 4 weeks as % of 3-yr. avg.	79	93	73	83	79	99	85
Total 2022	93,428	130,629	570,232	296,945	1,091,234	538,276	213,925

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

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



For the 4 weeks ending August 19, grain carloads were up 1 percent from the previous week, down 23 percent from last year, and down 21 percent from the 3-year average.

Source: Association of American Railroads.

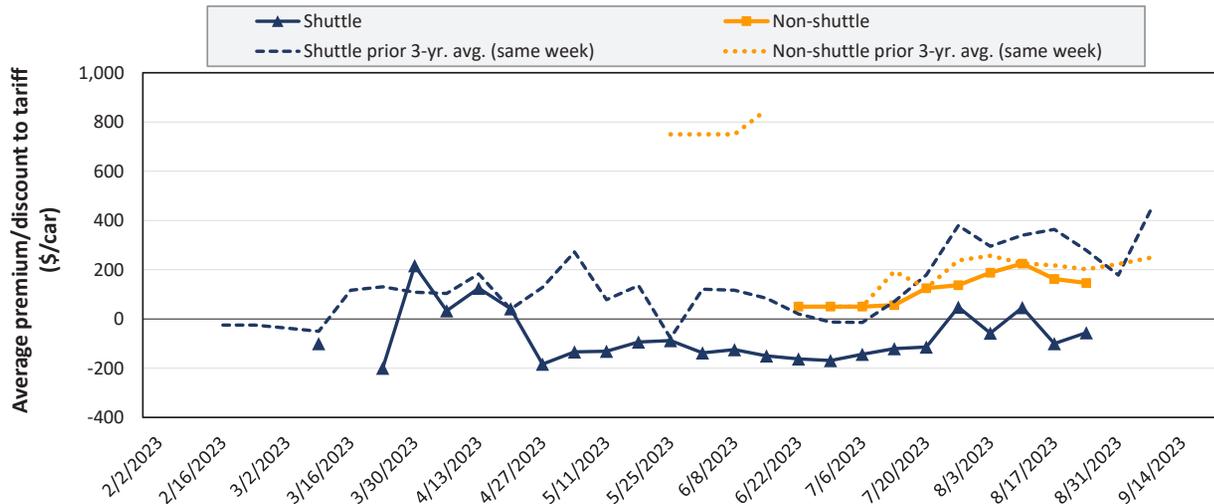
**Table 4. Railcar auction offerings (dollars per car)**

For the week ending: 8/24/2023		Delivery period							
		Sep-23	Sep-22	Oct-23	Oct-22	Nov-23	Nov-22	Dec-23	Dec-22
BNSF	COT grain units	no offer	0	no offer	0	no offer	0	no offer	0
	COT grain single-car	1	no bids	37	no bids	37	no bids	7	no bids
UP	GCAS/vouchers	10	n/a	no offer	n/a	no offer	n/a	n/a	n/a

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

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

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



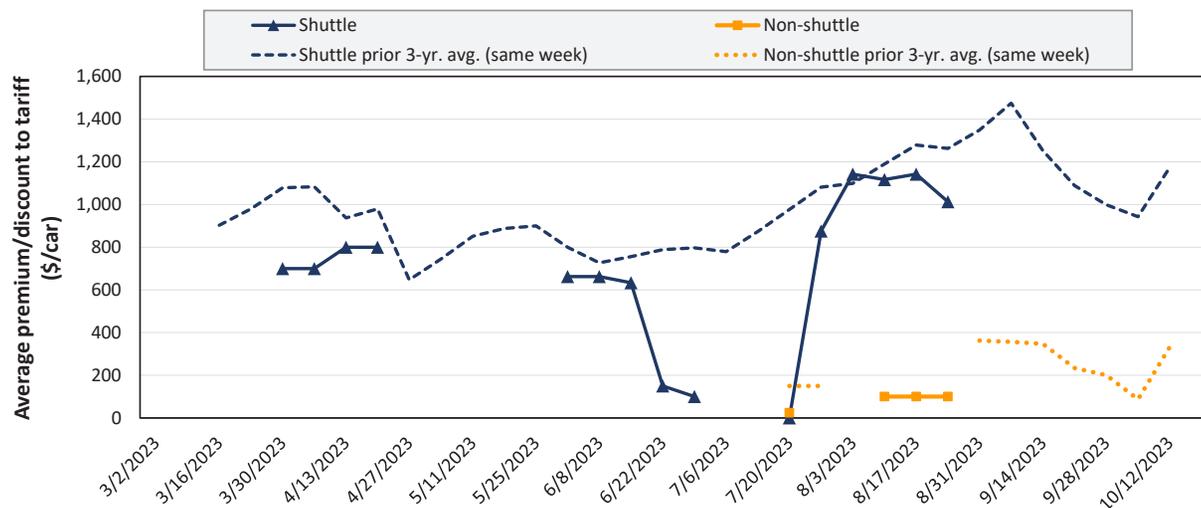
Average non-shuttle bids/offers fell \$17 this week, and are \$79 below the peak.

Average shuttle bids/offers rose \$44 this week and are \$273 below the peak.

8/24/2023	BNSF	UP
Non-Shuttle	\$117	\$175
Shuttle	\$96	-\$208

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

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



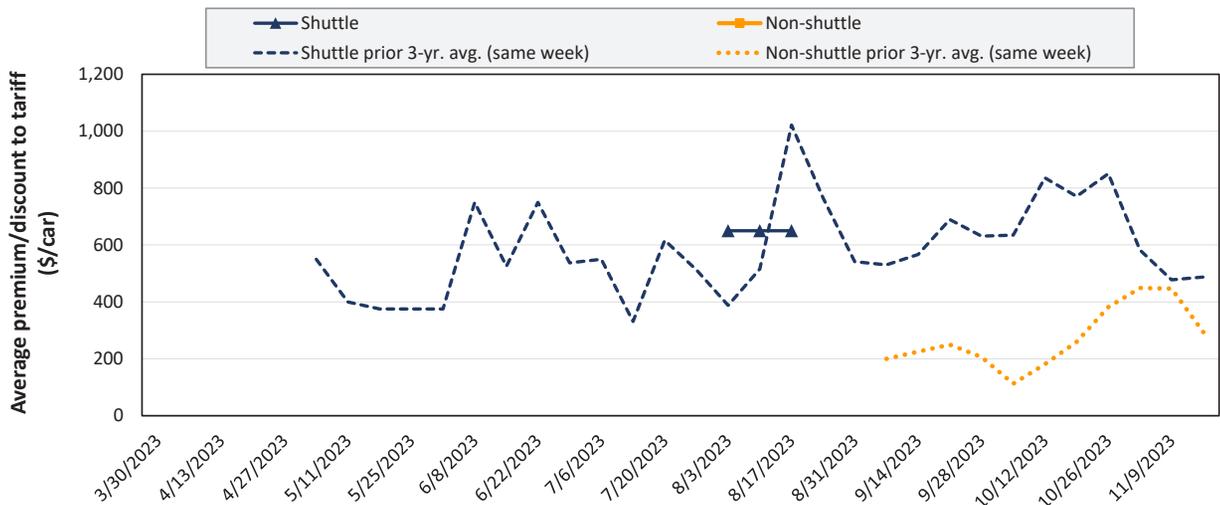
Average non-shuttle bids/offers are unchanged this week, and are at the peak.

Average shuttle bids/offers fell \$130 this week and are \$130 below the peak.

8/24/2023	BNSF	UP
Non-Shuttle	n/a	\$100
Shuttle	\$1,025	\$1,000

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

**Figure 6: Secondary market bids/offers for railcars to be delivered in November 2023**



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

Average shuttle bids/offers fell \$130 this week and are \$130 below the peak.

8/24/2023	BNSF	UP
Non-Shuttle	n/a	n/a
Shuttle	n/a	n/a

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

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

For the week ending: 8/24/2023		Delivery period					
		Sep-23	Oct-23	Nov-23	Dec-23	Jan-24	Feb-24
Non-shuttle	BNSF-GF	117	n/a	n/a	n/a	n/a	n/a
	Change from last week	4	n/a	n/a	n/a	n/a	n/a
	Change from same week 2022	17	n/a	n/a	n/a	n/a	n/a
	UP-Pool	175	100	n/a	n/a	n/a	n/a
	Change from last week	-38	0	n/a	n/a	n/a	n/a
	Change from same week 2022	-138	n/a	n/a	n/a	n/a	n/a
Shuttle	BNSF-GF	96	1,025	n/a	n/a	n/a	n/a
	Change from last week	83	241	n/a	n/a	n/a	n/a
	Change from same week 2022	29	-646	n/a	n/a	n/a	n/a
	UP-Pool	-208	1,000	n/a	n/a	n/a	n/a
	Change from last week	5	-500	n/a	n/a	n/a	n/a
	Change from same week 2022	-308	-1,000	n/a	n/a	n/a	n/a
	CP-GF	n/a	950	n/a	n/a	n/a	n/a
	Change from last week	n/a	100	n/a	n/a	n/a	n/a
Change from same week 2022	n/a	250	n/a	n/a	n/a	n/a	

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

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

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

August 2023	Origin region	Destination region	Tariff rate/car	Fuel surcharge per car	Tariff plus surcharge per metric ton	Tariff plus surcharge per bushel	Percent Change Y/Y
Wheat	Wichita, KS	St. Louis, MO	\$4,095	\$177	\$42.42	\$1.15	1
	Grand Forks, ND	Duluth-Superior, MN	\$4,008	\$42	\$40.22	\$1.09	0
	Wichita, KS	Los Angeles, CA	\$7,340	\$214	\$75.02	\$2.04	-11
	Wichita, KS	New Orleans, LA	\$4,825	\$312	\$51.01	\$1.39	-2
	Sioux Falls, SD	Galveston-Houston, TX	\$7,111	\$176	\$72.36	\$1.97	-9
	Colby, KS	Galveston-Houston, TX	\$5,075	\$341	\$53.79	\$1.46	-3
	Amarillo, TX	Los Angeles, CA	\$5,121	\$475	\$55.57	\$1.51	-9
Corn	Champaign-Urbana, IL	New Orleans, LA	\$4,000	\$352	\$43.22	\$1.10	-8
	Toledo, OH	Raleigh, NC	\$8,551	\$396	\$88.84	\$2.26	0
	Des Moines, IA	Davenport, IA	\$2,655	\$75	\$27.11	\$0.69	3
	Indianapolis, IN	Atlanta, GA	\$6,593	\$297	\$68.42	\$1.74	1
	Indianapolis, IN	Knoxville, TN	\$5,564	\$192	\$57.16	\$1.45	2
	Des Moines, IA	Little Rock, AR	\$4,250	\$219	\$44.38	\$1.13	0
	Des Moines, IA	Los Angeles, CA	\$6,130	\$638	\$67.21	\$1.71	-6
Soybeans	Minneapolis, MN	New Orleans, LA	\$3,472	\$513	\$39.57	\$1.08	-29
	Toledo, OH	Huntsville, AL	\$7,037	\$282	\$72.68	\$1.98	0
	Indianapolis, IN	Raleigh, NC	\$7,843	\$401	\$81.87	\$2.23	0
	Indianapolis, IN	Huntsville, AL	\$5,689	\$190	\$58.39	\$1.59	2
	Champaign-Urbana, IL	New Orleans, LA	\$4,865	\$352	\$51.81	\$1.41	-4

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

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

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

August 2023	Origin region	Destination region	Tariff rate/car	Fuel surcharge per car	Tariff plus surcharge per metric ton	Tariff plus surcharge per bushel	Percent Change Y/Y
Wheat	Great Falls, MT	Portland, OR	\$4,543	\$123	\$46.34	\$1.26	-6
	Wichita, KS	Galveston-Houston, TX	\$4,611	\$96	\$46.74	\$1.27	-7
	Chicago, IL	Albany, NY	\$7,090	\$374	\$74.12	\$2.02	0
	Grand Forks, ND	Portland, OR	\$6,201	\$213	\$63.69	\$1.73	-8
	Grand Forks, ND	Galveston-Houston, TX	\$5,549	\$222	\$57.31	\$1.56	-10
	Colby, KS	Portland, OR	\$5,923	\$560	\$64.38	\$1.75	-9
Corn	Minneapolis, MN	Portland, OR	\$5,660	\$259	\$58.78	\$1.49	-10
	Sioux Falls, SD	Tacoma, WA	\$5,620	\$237	\$58.17	\$1.48	-9
	Champaign-Urbana, IL	New Orleans, LA	\$4,170	\$352	\$44.91	\$1.14	-3
	Lincoln, NE	Galveston-Houston, TX	\$4,360	\$138	\$44.67	\$1.13	-4
	Des Moines, IA	Amarillo, TX	\$4,670	\$275	\$49.11	\$1.25	-1
	Minneapolis, MN	Tacoma, WA	\$5,660	\$257	\$58.76	\$1.49	-9
Soybeans	Council Bluffs, IA	Stockton, CA	\$5,580	\$266	\$58.05	\$1.47	-10
	Sioux Falls, SD	Tacoma, WA	\$6,350	\$237	\$65.42	\$1.78	-7
	Minneapolis, MN	Portland, OR	\$6,400	\$259	\$66.13	\$1.80	-8
	Fargo, ND	Tacoma, WA	\$6,250	\$211	\$64.16	\$1.75	-6
	Council Bluffs, IA	New Orleans, LA	\$5,095	\$406	\$54.63	\$1.49	-4
	Toledo, OH	Huntsville, AL	\$5,277	\$282	\$55.20	\$1.50	1
	Grand Island, NE	Portland, OR	\$5,730	\$573	\$62.59	\$1.70	-3

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

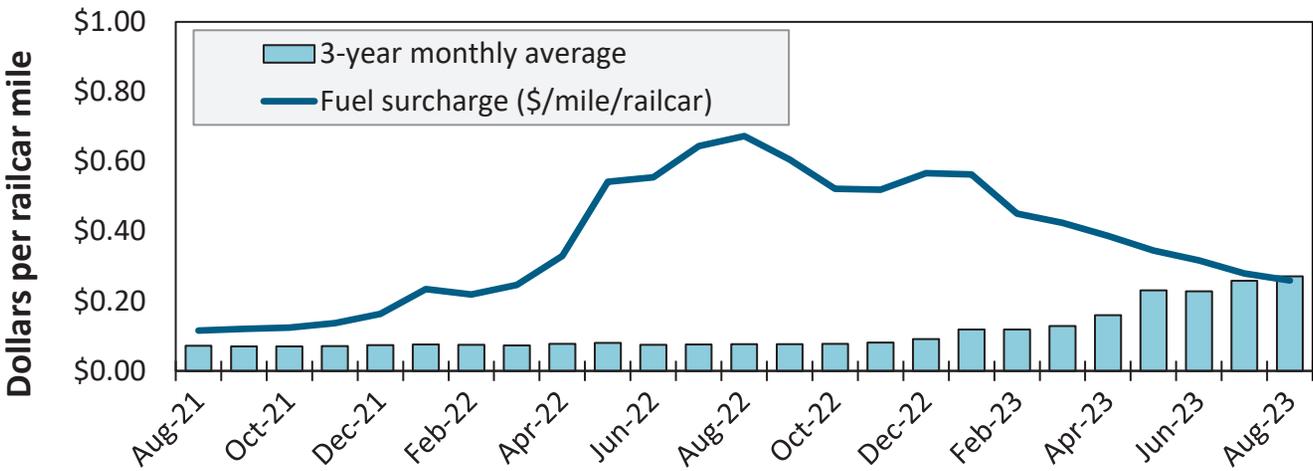
Source: BNSF Railway, Canadian National Railway, CSX Transportation, and Union Pacific Railroad.

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

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

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

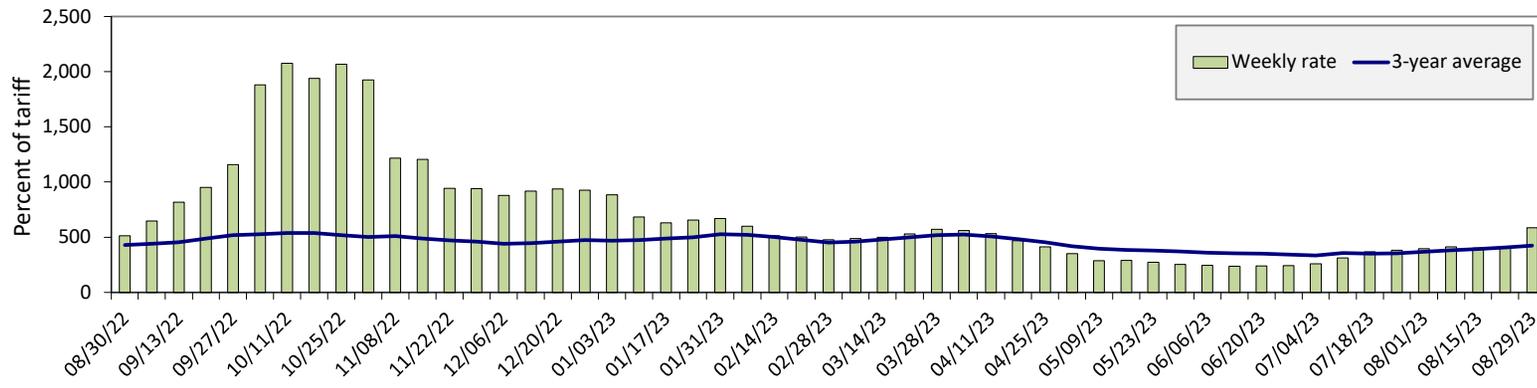
**Figure 7. Railroad fuel surcharges, North American weighted average**



August 2023: \$0.26/mile, down 2 cents from last month's surcharge of \$0.28/mile; down 41 cents from the August 2022 surcharge of \$0.67/mile; and down 1 cents from the August prior 3-year average of \$0.27/mile.

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

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



For the week ending August 29: 47 percent higher than the previous week; and 14 percent higher than last year; and 38 percent higher than the 3-year average.

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

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

Measure	Date	Twin Cities	Mid-Mississippi	Lower Illinois River	St. Louis	Cincinnati	Lower Ohio	Cairo-Memphis
Rate	8/29/2023	611	588	584	585	578	578	755
	8/22/2023	475	415	398	392	409	409	414
\$/ton	8/29/2023	37.82	31.28	27.10	23.34	27.11	23.35	23.71
	8/22/2023	29.40	22.08	18.47	15.64	19.18	16.52	13.00
Measure	Time Period	Twin Cities	Mid-Mississippi	Lower Illinois River	St. Louis	Cincinnati	Lower Ohio	Cairo-Memphis
Current week % change from the same week	Last year	-3	3	14	42	20	20	81
	3-year avg.	25	40	-	85	57	57	142
Rate	September	715	723	728	724	724	724	806
	November	683	641	629	561	609	609	521

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

**Figure 9. Benchmark tariff rates**



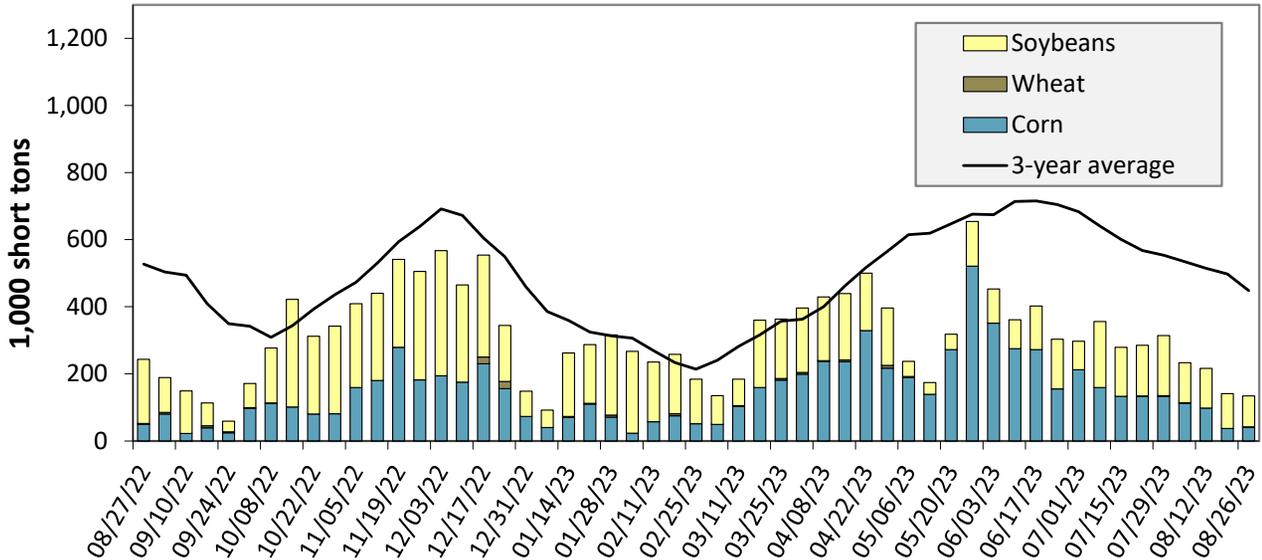
**Calculating barge rate per ton:**

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

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

Source: USDA, Agricultural Marketing Service.

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



For the week ending August 26: 45 percent lower than last year and 70 percent lower than the 3-year average.

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

Source: U.S. Army Corps of Engineers.

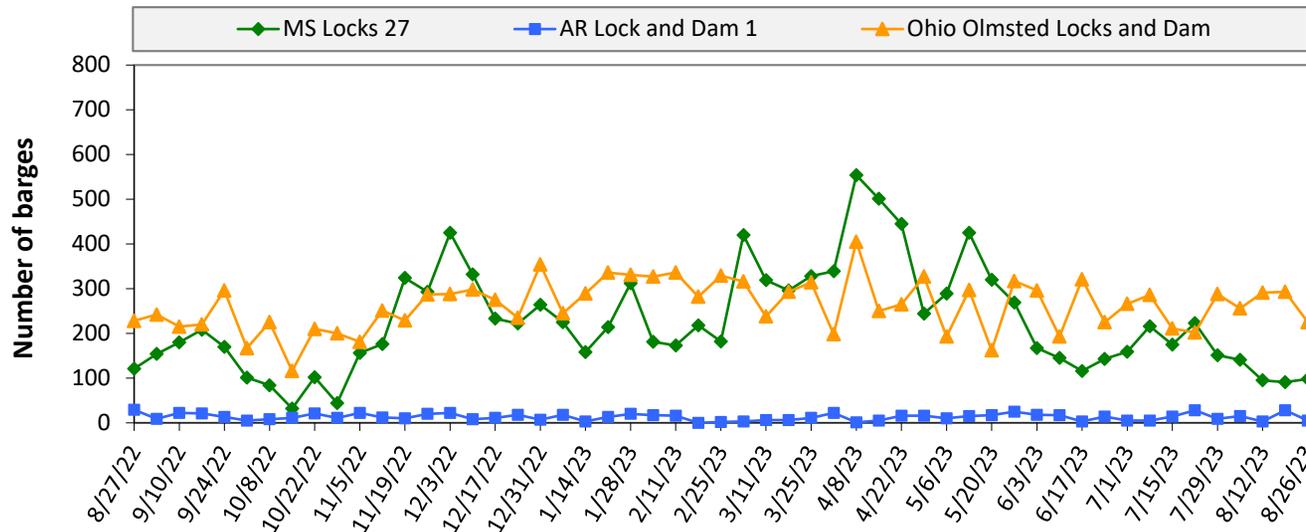
**Table 10. Barged grain movements (1,000 tons)**

For the week ending 08/26/2023	Corn	Wheat	Soybeans	Other	Total
Mississippi River (Rock Island, IL (L15))	11	8	46	0	65
Mississippi River (Winfield, MO (L25))	10	2	59	0	70
Mississippi River (Alton, IL (L26))	24	2	81	0	106
Mississippi River (Granite City, IL (L27))	40	2	92	0	133
Illinois River (La Grange)	6	0	16	0	22
Ohio River (Olmsted)	3	37	21	0	62
Arkansas River (L1)	0	6	1	0	7
Weekly total - 2023	43	44	115	0	202
Weekly total - 2022	72	41	233	0	346
2023 YTD	8,758	994	7,110	200	17,063
2022 YTD	12,976	1,370	8,391	182	22,918
2023 as % of 2022 YTD	67	73	85	110	74
Last 4 weeks as % of 2022	49	72	53	85	54
Total 2022	16,437	1,594	14,464	232	32,727

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

Source: U.S. Army Corps of Engineers.

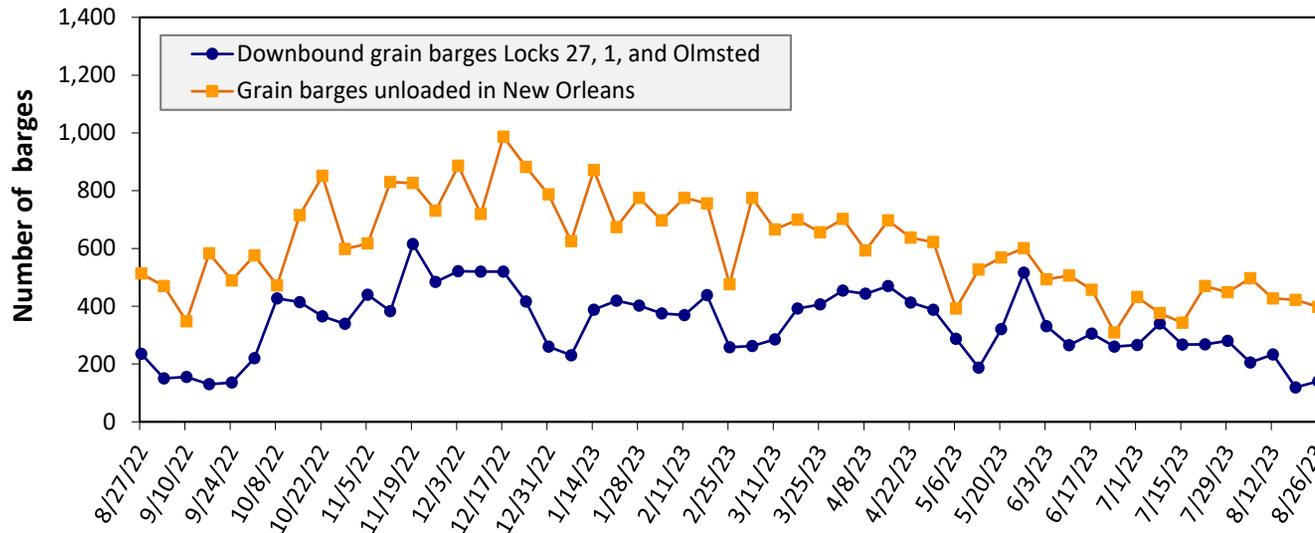
**Figure 11. Upbound empty barges transiting Mississippi River Locks 27, Arkansas River Lock and Dam 1, and Ohio River Olmsted Locks and Dam**



For the week ending August 26: 328 barges transited the locks, 84 barges fewer than the previous week, and 22 percent lower than the 3-year average.

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

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



For the week ending August 26: 140 barges moved down river, 21 more than the previous week; 398 grain barges unloaded in the New Orleans Region, 6 percent fewer than the previous week.

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

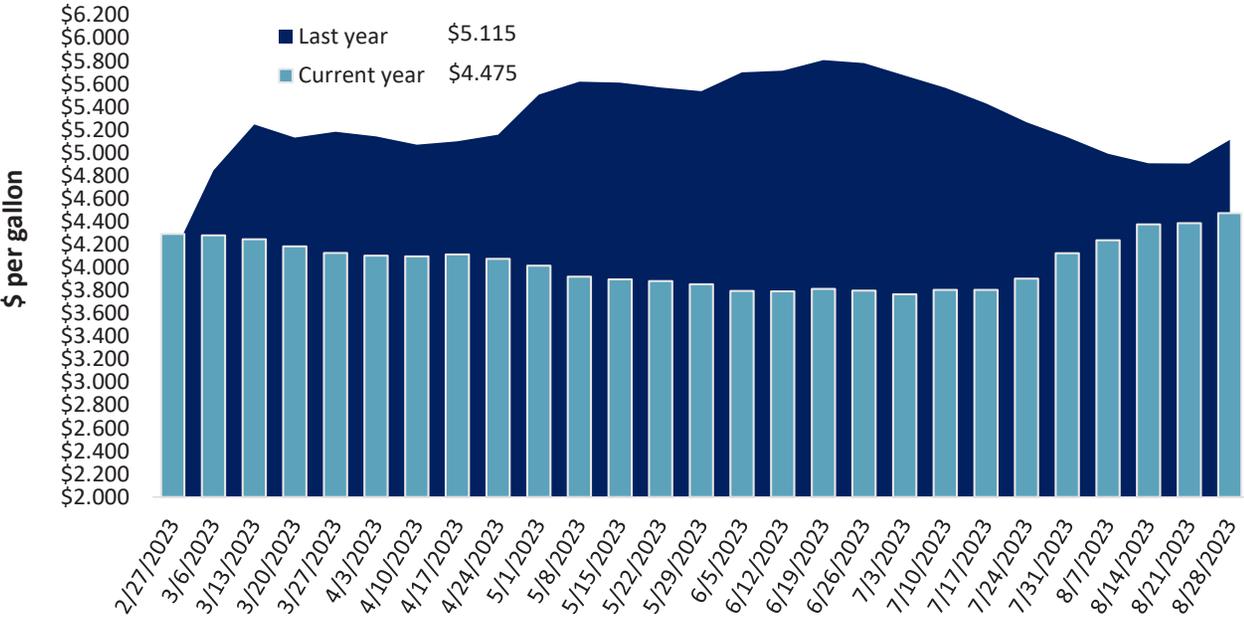
The weekly diesel price provides a proxy for trends in U.S. truck rates as diesel fuel is a significant expense for truck grain movements.

**Table 11. Retail on-highway diesel prices, week ending 8/28/2023 (U.S. \$/gallon)**

Region	Location	Price	Change from	
			Week ago	Year ago
I	East Coast	4.475	0.053	-0.591
	New England	4.433	0.019	-0.750
	Central Atlantic	4.616	0.063	-0.618
	Lower Atlantic	4.429	0.055	-0.563
II	Midwest	4.385	0.083	-0.787
III	Gulf Coast	4.169	0.074	-0.652
IV	Rocky Mountain	4.658	0.158	-0.314
V	West Coast	5.302	0.162	-0.417
	West Coast less California	4.973	0.179	-0.327
	California	5.678	0.143	-0.524
Total	United States	4.475	0.086	-0.640

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

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



For the week ending August 28, the U.S. average diesel fuel price increased 8.6 cents from the previous week to \$4.475 per gallon, 64.0 cents below the same week last year.

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

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

Grain Exports		Wheat						Corn	Soybeans	Total
		Hard red winter (HRW)	Soft red winter (SRW)	Hard red spring (HRS)	Soft white wheat (SFW)	Durum	All wheat			
Current unshipped (outstanding) export sales	For the week ending 8/17/2023	658	649	1,542	722	96	3,666	2,235	1,952	7,853
	This week year ago	1,471	866	1,489	1,420	109	5,355	3,209	4,076	12,640
	Last 4 wks. as % of same period 2021/22	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Current shipped (cumulative) exports sales	2022/23 YTD	694	1,058	1,054	679	24	3,510	38,291	51,517	93,317
	2021/22 YTD	1,163	745	1,011	521	18	3,458	57,741	55,482	116,681
	YTD 2022/23 as % of 2021/22	60	142	104	130	135	101	66	93	80
	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

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

Source: USDA, Foreign Agricultural Service.

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

For the week ending 8/17/2023	Total commitments (1,000 mt)			% change current MY from last MY	Exports 3-year average 2019-21 (1,000 mt)
	YTD MY 2023/24	YTD MY 2022/23	YTD MY 2021/22		
Mexico	4,182	15,375	16,879	-9	15,227
China	272	7,585	14,796	-49	12,616
Japan	908	6,882	10,118	-32	10,273
Columbia	170	2,333	4,403	-47	4,398
Korea	2	822	1,476	-44	2,563
<b>Top 5 importers</b>	<b>5,534</b>	<b>32,996</b>	<b>47,672</b>	<b>-31</b>	<b>45,077</b>
<b>Total U.S. corn export sales</b>	<b>7,352</b>	<b>40,526</b>	<b>60,950</b>	<b>-34</b>	<b>56,665</b>
% of YTD current month's export projection	14%	98%	97%		
Change from prior week	674	-23	0		
<b>Top 5 importers' share of U.S. corn export sales</b>	<b>75%</b>	<b>81%</b>	<b>78%</b>		<b>80%</b>
<b>USDA forecast August 2023</b>	<b>52,163</b>	<b>41,349</b>	<b>62,901</b>	<b>-34</b>	
<b>Corn use for ethanol USDA forecast, August 2023</b>	<b>134,620</b>	<b>132,715</b>	<b>135,281</b>	<b>-2</b>	

Note: The top 5 importers are based on USDA, Foreign Agricultural Service (FAS) marketing year ranking reports for marketing year (MY) 2021/22 (Sep. 1 – Aug. 31). "Total commitments" = cumulative exports (shipped) + outstanding sales (unshipped), from FAS weekly export sales report, or export sales query. Total commitments' change (net sales) from prior week could include revisions from previous week's outstanding sales or accumulated sales. In rightmost column, "Exports" = carryover plus accumulated exports (as defined in FAS marketing year ranking reports). mt = metric ton; yr. = year; avg. = average; YTD = year to date.

Source: USDA, Foreign Agricultural Service.

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

For the week ending 8/17/2023	Total commitments (1,000 mt)			% change current MY from last MY	Exports 3-year average 2019-21 (1,000 mt)
	YTD MY 2023/24	YTD MY 2022/23	YTD MY 2021/22		
China	5107	31,271	30,615	2	27,283
Mexico	1376	4,696	5,465	-14	4,929
Egypt	63	1,151	4,082	-72	3,553
Japan	194	2,358	2,576	-8	2,266
Indonesia	97	1,875	1,800	4	2,116
<b>Top 5 importers</b>	<b>6,837</b>	<b>41,352</b>	<b>44,538</b>	<b>-7</b>	<b>40,147</b>
<b>Total U.S. soybean export sales</b>	<b>11,811</b>	<b>53,469</b>	<b>59,558</b>	<b>-10</b>	<b>54,231</b>
% of YTD current month's export projection	24%	99%	102%		
<b>Change from prior week</b>	<b>1,218</b>	<b>365</b>	<b>0</b>		
<b>Top 5 importers' share of U.S. soybean export sales</b>	<b>58%</b>	<b>77%</b>	<b>75%</b>		<b>74%</b>
<b>USDA forecast, August 2023</b>	<b>49,728</b>	<b>53,951</b>	<b>58,638</b>	<b>-8</b>	

Note: The top 5 importers are based on USDA, Foreign Agricultural Service (FAS) marketing year ranking reports for marketing year (MY) 2021/22 (Sep. 1 – Aug. 31). "Total commitments" = cumulative exports (shipped) + outstanding sales (unshipped), from FAS weekly export sales report, or export sales query. Total commitments' change (net sales) from prior week could include revisions from previous week's outstanding sales or accumulated sales. In rightmost column, "Exports" = carryover plus accumulated export (as defined in FAS marketing year ranking reports). mt = metric ton; yr. = year; avg. = average; YTD = year to date.

Source: USDA, Foreign Agricultural Service.

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

For the week ending 8/17/2023	Total commitments (1,000 mt)		% change current MY from last MY	Exports 3-year average 2020-22 (1,000 mt)
	YTD MY 2023/24	YTD MY 2022/23		
Mexico	1,379	1,571	-12	3,397
Philippines	1,073	1,236	-13	2,615
Japan	855	810	6	2,281
China	162	273	-41	1,740
Korea	499	605	-17	1,426
Nigeria	104	408	-74	1,276
Taiwan	453	269	68	944
Thailand	156	182	-15	643
Columbia	144	314	-54	537
Indonesia	144	81	78	469
<b>Top 10 importers</b>	<b>4,970</b>	<b>5,749</b>	<b>-14</b>	<b>15,327</b>
<b>Total U.S. wheat export sales</b>	<b>7,176</b>	<b>8,813</b>	<b>-19</b>	<b>20,411</b>
% of YTD current month's export projection	38%	43%		
Change from prior week	406	0		
<b>Top 10 importers' share of U.S. wheat export sales</b>	<b>69%</b>	<b>65%</b>		<b>75%</b>
<b>USDA forecast, August 2023</b>	<b>19,074</b>	<b>20,681</b>	<b>-8</b>	

Note: The top 5 importers are based on USDA, Foreign Agricultural Service (FAS) marketing year ranking reports for marketing year (MY) 2021/22 (Sep. 1 – Aug. 31). "Total commitments" = cumulative exports (shipped) + outstanding sales (unshipped), from FAS weekly export sales report, or export sales query. Total commitments' change (net sales) from prior week could include revisions from previous week's outstanding sales or accumulated sales. In rightmost column, "Exports" = carryover plus accumulated export (as defined in FAS marketing year ranking reports). mt = metric ton; yr. = year; avg. = average; YTD = year to date.

Source: USDA, Foreign Agricultural Service.

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

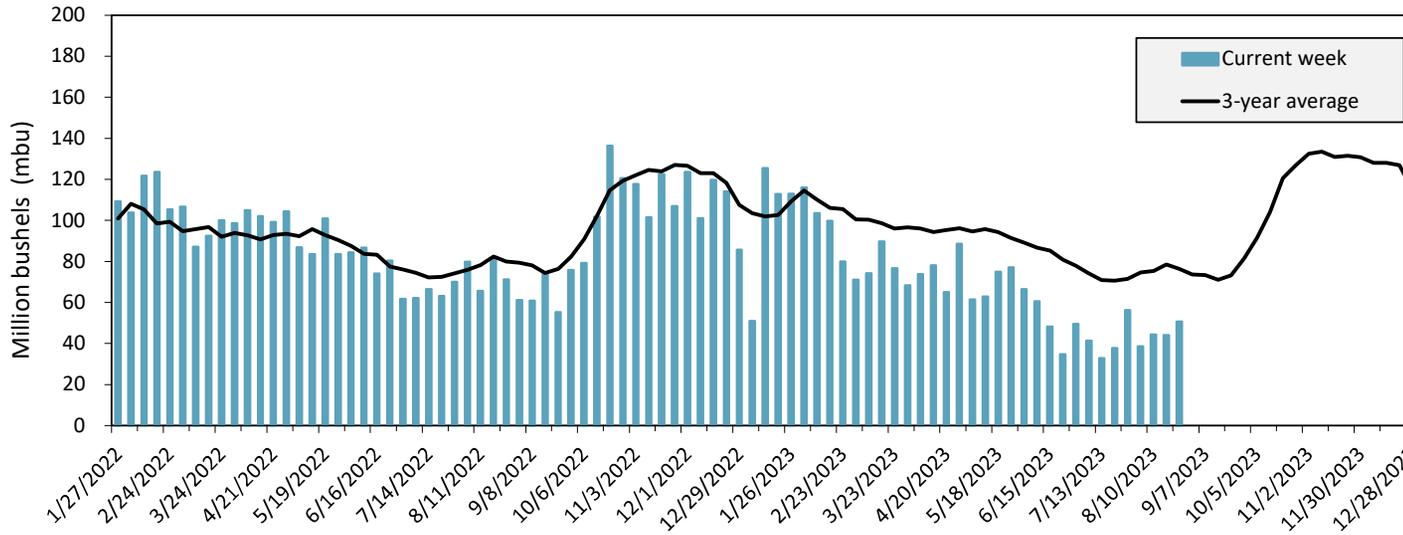
Port regions	Commodity	For the week ending 08/24/2023	Previous week*	Current week as % of previous	2023 YTD*	2022 YTD*	2023 YTD as % of 2022 YTD	Last 4-weeks as % of:		2022 total*
								Last year	Prior 3-yr. avg.	
Pacific Northwest	Wheat	230	180	128	6,647	6,211	107	61	51	9,836
	Corn	0	0	n/a	3,923	8,885	44	0	0	9,615
	Soybeans	0	0	n/a	3,533	5,068	70	0	0	14,178
	<b>Total</b>	<b>230</b>	<b>180</b>	<b>128</b>	<b>14,104</b>	<b>20,164</b>	<b>70</b>	<b>33</b>	<b>32</b>	<b>33,629</b>
Mississippi Gulf	Wheat	79	68	117	2,563	3,116	82	62	84	4,053
	Corn	405	314	129	16,299	24,890	65	77	64	30,781
	Soybeans	209	235	89	14,937	15,160	99	52	57	31,283
	<b>Total</b>	<b>694</b>	<b>617</b>	<b>113</b>	<b>33,800</b>	<b>43,166</b>	<b>78</b>	<b>63</b>	<b>63</b>	<b>66,116</b>
Texas Gulf	Wheat	0	10	0	1,319	2,145	61	5	5	3,421
	Corn	22	0	n/a	225	522	43	112	92	648
	Soybeans	0	0	n/a	52	2	n/a	n/a	0	685
	<b>Total</b>	<b>22</b>	<b>10</b>	<b>220</b>	<b>1,596</b>	<b>2,668</b>	<b>60</b>	<b>22</b>	<b>20</b>	<b>4,754</b>
Interior	Wheat	65	68	95	1,629	1,957	83	102	109	2,912
	Corn	159	187	85	6,001	5,989	100	115	99	8,961
	Soybeans	121	97	124	3,801	4,581	83	91	89	7,109
	<b>Total</b>	<b>345</b>	<b>353</b>	<b>98</b>	<b>11,431</b>	<b>12,528</b>	<b>91</b>	<b>104</b>	<b>97</b>	<b>18,982</b>
Great Lakes	Wheat	32	0	n/a	202	167	121	89	60	395
	Corn	0	0	n/a	23	132	17	0	0	158
	Soybeans	0	0	n/a	31	239	13	n/a	0	760
	<b>Total</b>	<b>32</b>	<b>0</b>	<b>n/a</b>	<b>256</b>	<b>538</b>	<b>48</b>	<b>75</b>	<b>29</b>	<b>1,312</b>
Atlantic	Wheat	4	1	308	82	122	67	18	38	169
	Corn	0	0	n/a	81	224	36	36	30	309
	Soybeans	8	5	182	1,247	1,586	79	87	78	2,867
	<b>Total</b>	<b>13</b>	<b>6</b>	<b>210</b>	<b>1,409</b>	<b>1,933</b>	<b>73</b>	<b>42</b>	<b>56</b>	<b>3,345</b>
U.S. total from ports*	Wheat	410	328	125	12,442	13,718	91	57	57	20,786
	Corn	587	502	117	26,552	40,643	65	75	63	50,471
	Soybeans	339	337	101	23,600	26,636	89	48	53	56,882
	<b>Total</b>	<b>1,336</b>	<b>1,166</b>	<b>115</b>	<b>62,595</b>	<b>80,997</b>	<b>77</b>	<b>59</b>	<b>58</b>	<b>128,139</b>

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

Source: USDA, Federal Grain Inspection Service.

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

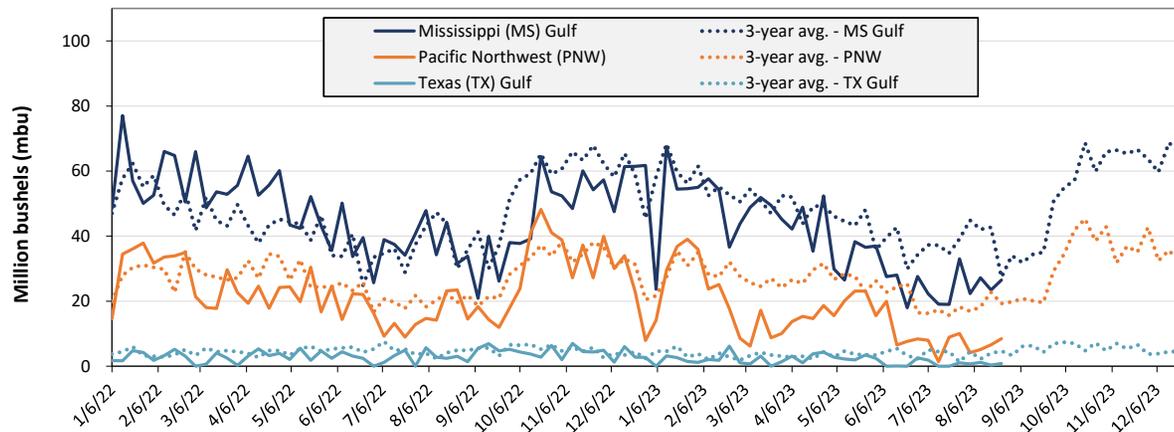
**Figure 14. U.S. grain inspected for export (wheat, corn, and soybeans)**



For the week ending Aug. 24: 50.6 mbu of grain inspected, up 15 percent from the previous week, down 29 percent from the same week last year, and down 34 percent from the 3-year average.

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

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



Week ending 08/24/23 inspections (mbu):	
MS Gulf:	26.6
PNW:	8.5
TX Gulf:	0.9

Percent change from	MS Gulf	TX Gulf	U.S. Gulf	PNW
Last week	up 13	up 136	up 15	up 28
Last year (same week)	down 16	down 71	down 21	down 64
3-year average (4-week moving average)	down 32	down 77	down 36	down 56

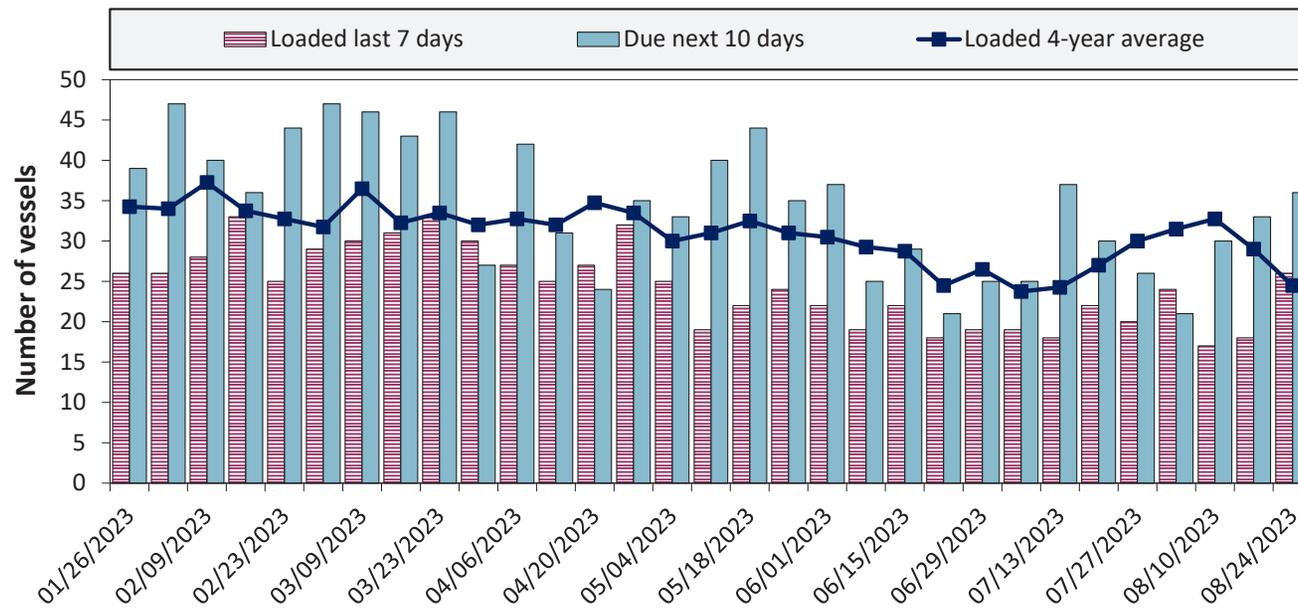
Source: USDA, Federal Grain Inspection Service.

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

Date	Gulf			Pacific Northwest
	In port	Loaded 7-days	Due next 10-days	In port
8/24/2023	19	26	36	4
8/17/2023	18	18	33	3
2022 range	(14...61)	(18...39)	(28...62)	(5...23)
2022 average	30	28	44	13

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

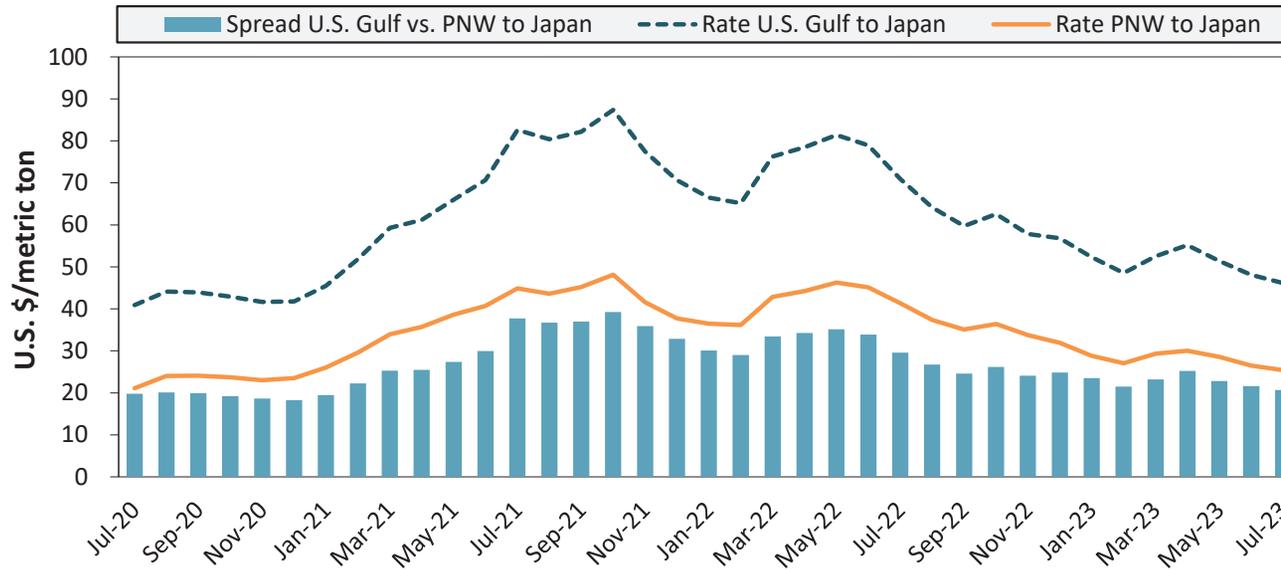
**Figure 16. U.S. Gulf vessel loading activity**



Week ending 08/24/23, number of vessels	Loaded	Due
Change from last year	37%	29%
Change from 4-year average	6%	-10%

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

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



Ocean rates	U.S. Gulf	PNW	Spread
July 2023	\$46.13	\$25.44	\$20.69
Change from July 2022	-34.9%	-38.4%	-30.0%
Change from 4-year average	-23.8%	-23.7%	-23.8%

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

**Table 18. Ocean freight rates for selected shipments, week ending 08/26/2023**

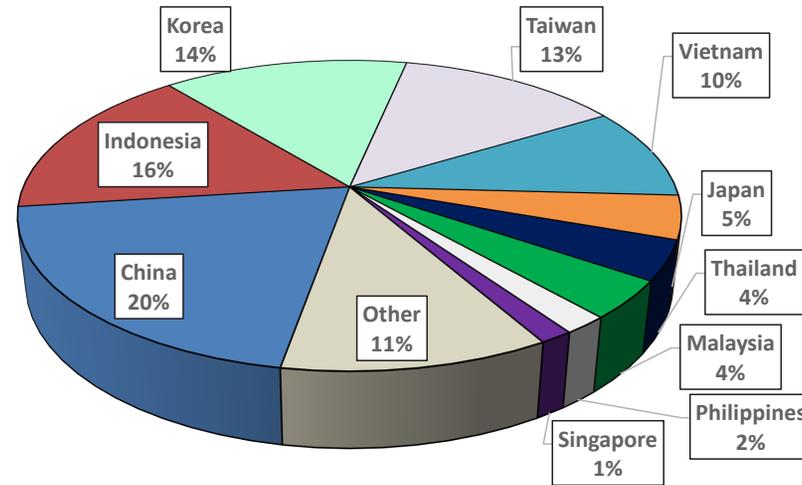
Export region	Import region	Grain types	Loading date	Volume loads (metric tons)	Freight rate (US\$/metric ton)
U.S. Gulf	Japan	Heavy grain	May 2, 2023	50,000	56.70
U.S. Gulf	Japan	Heavy grain	May 1, 2023	50,000	54.80
U.S. Gulf	Japan	Heavy grain	Nov 1/10, 2022	50,000	79.25
U.S. Gulf	Jamaica	Wheat	Jun 20/30, 2023	4,400	63.00 op 66.00
U.S. Gulf	Mexico	Soybean Meal	Oct 1/10, 2023	17,250	87.13
U.S. Gulf	Dominican Republic	Soybean Meal	Oct 1/10, 2023	17,250	87.13
PNW	Indonesia	Soybean Meal	Jul 21/31, 2023	35,000	106.00
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
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

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

Source: Maritime Research, Inc.

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

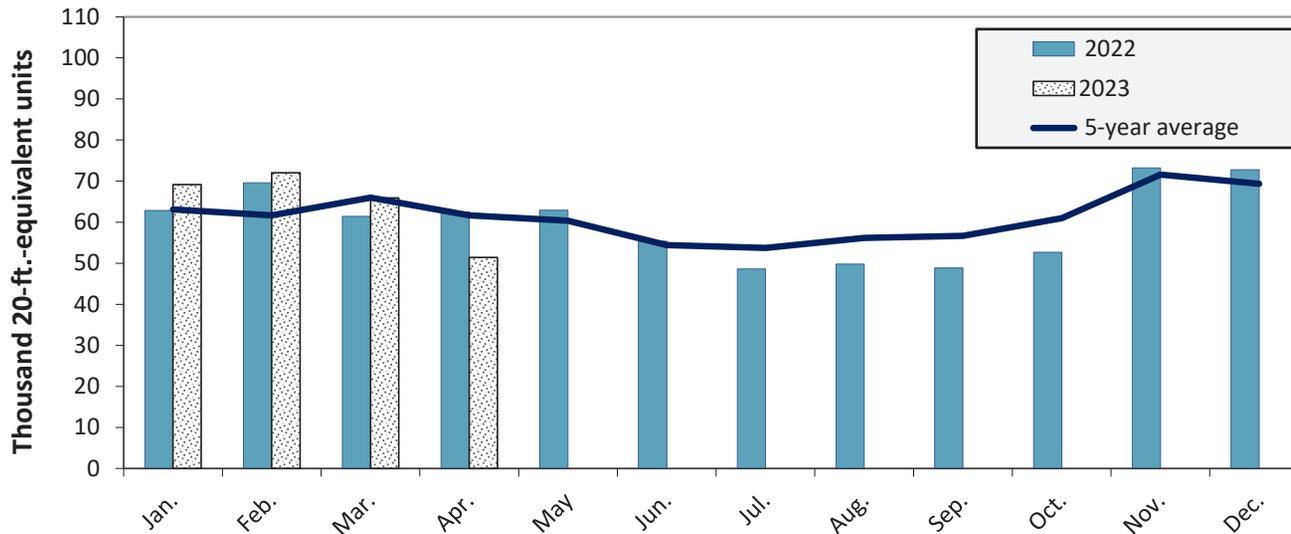
**Figure 18. Top 10 destination markets for U.S. containerized grain exports, Jan-Apr 2023**



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

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

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



April 2023: Containerized grain shipments were down 17.6 percent from last year and down 16.6 percent from the 5-year average.

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

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

Title	Name	Email	Phone
Coordinators	Surajudeen (Deen) Olowolayemo	surajudeen.olowolayemo@ams.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@ams.usda.gov	(202) 720-0119
Rail Transportation	Jesse Gastelle	jesse.gastelle@ams.usda.gov	(202) 690-1144
	Peter Caffarelli	petera.caffarelli@ams.usda.gov	(202) 690-3244
	Rich Henderson	richard.henderson2@usda.gov	(919) 855-7801
	Austin Hunt	austin.hunt@usda.gov	(540) 681-2596
Barge Transportation	Rich Henderson	richard.henderson2@usda.gov	(919) 855-7801
	Alexis Heyman	alexis.heyman@usda.gov	(847) 699-2414
Truck Transportation	Kranti Mulik	kranti.mulik@usda.gov	(202) 756-2577
	April Taylor	april.taylor@ams.usda.gov	(202) 720-7880
	Alexis Heyman	alexis.heyman@usda.gov	(847) 699-2414
Grain Exports	Alexis Heyman	alexis.heyman@usda.gov	(847) 699-2414
	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@ams.usda.gov	(202) 720-0119
	April Taylor (Container movements)	april.taylor@ams.usda.gov	(202) 720-7880
Editor	Maria Williams	maria.williams@usda.gov	(202) 690-4430

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