



Grain Transportation Report

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For Second Time in a Month, UP Suspends Grain Shuttle Trains to Mexico. On October 12, Union Pacific Railroad (UP) [announced](#) an immediate suspension of grain shuttle trains to Mexico that will remain in effect until the backlog of trains is cleared. UP's decision was influenced by a [derailment](#) south of the Eagle Pass, TX, border crossing, as well as by strong demand for grain shuttle trains over the next week to handle harvest volumes.

UP's suspension of grain shuttle trains to Mexico comes less than 2 weeks after a previous suspension was lifted—which lasted from September 18 to October 2. BNSF Railway also suspended grain shuttle trains to Mexico—from August 21 to October 1 ([Grain Transportation Report, September 19, 2024, first highlight](#)).

The lingering challenges to cross-border grain shipments stem from severe capacity constraints at Ferromex (FXE)—the Mexican railroad that interchanges with BNSF and UP. FXE has permit embargoes in place for the [Eagle Pass, TX](#) and [El Paso, TX](#), border crossings.

End of Protest Unblocks Route From Veracruz to Central Mexico. On October 13, residents of Chapulco (a community in southeastern Mexico) ended their blockade of Ferrosur—the Mexican railroad connecting the Port of Veracruz to Central Mexico. However, in the wake of the blockade, a backlog of grain shipments persists, waiting to move from Veracruz to livestock producers in Central Mexico.

The blockade, which began on September 24, ended when protesters reached a deal with the Mexican government and Ferrosur. The blockade had been in protest of a past derailment that damaged the Chapulco community's water supply ([Grain Transportation Report, October 10, 2024, first highlight](#)).

According to USDA/Foreign Agricultural Service's [Global Agricultural Trade System](#) (GATS), from January to August 2024, 31 percent of U.S. grain exports to Mexico (totaling 6.8 million metric tons) were shipped by ocean, from New Orleans, LA, and Houston, TX. The Port of Veracruz is the largest entry point for grain imports by ocean to Mexico.

Lease Rates for Covered Hopper Railcars Remain Steady. In an [October 2024 article](#) of Railway Age (starting on page 14), an industry expert noted that railcar lease rates “continue to maintain stability,” but have come down slightly in the last 6 to 10 months.

Current monthly rates were listed for several types of rail cars used to transport grain: rates for large, covered hoppers (C-114) range from low to mid \$500s. Smaller covered hoppers (C-113) are in the low \$400s per month with limited availability. Pressure differential cars—used to ship grain products—are in the low \$700s. These lease rates are slightly lower than rates earlier this year ([Grain Transportation Report, June 6, 2024, second highlight](#)).

New Soybean Processing Facility To Process up to 49 Million Bushels of Soybeans. On September 19, a [new soybean processing plant](#) opened in Cherryvale, KS. The facility will process up to 49 million bushels of soybeans annually and supply sustainable soy feedstocks for vegetable oil, animal feed, and renewable transportation fuels. The plant includes a product tank farm, grain elevators, and a multi-loop track system.

The South Kansas & Oklahoma Railroad provides rail services for the facility, connecting the plant to a network of Class 1 carriers. The plant's location also provides easy access to Highways 160, 166, 169, and 400.

The growth in domestic soybean crushing is likely to alter the transportation of soybeans and soybean products. For example, as more soybeans are processed locally instead of exported, (whole) soybeans are likely to shift from rail to truck. However, railroads will likely still have opportunities to ship more [soybean meal](#) (for export) and more [soybean oil](#) (to renewable fuel refineries).

For additional transportation news related to grain and other agricultural products, see the [Transportation Updates and Regulatory News](#) page on AgTransport. A [dataset of all news entries since January 2023](#) is also available on AgTransport.

Export Sales

For the week ending October 3, [unshipped balances](#) of corn, soybeans, and wheat for marketing year (MY) 2024/25 totaled 33.41 million metric tons (mmt), down 1 percent from last week and up 5 percent from the same time last year.

Net [corn export sales](#) for MY 2024/25, were 1.22 mmt, down 27 percent from last week. Net [soybean export sales](#) were 1.26 mmt, down 12 percent from last week. Net [wheat export sales](#) for MY 2024/25 were 0.43 mmt, down 2 percent from last week.

Rail

U.S. Class I railroads originated 26,783 [grain carloads](#) during the week ending October 5. This was a 6-percent increase from the previous week, 2 percent fewer than last year, and 2 percent fewer than the 3-year average.

Average October [shuttle secondary railcar bids/offers](#) (per car) were \$1,231 above tariff for the week ending October 10. This was \$31 more than last week and \$1,394 more than this week last year. Average non-shuttle secondary railcar bids/offers per car were \$500 above tariff. This was \$231 more than last week and \$500 more than this week last year.

Barge

For the week ending October 12, [barged grain movements](#) totaled 568,454 tons. This was 54 percent more than the previous week and 15 percent more than the same period last year.

For the week ending October 12, 356 grain barges [moved down river](#)—110 more than last week. There were 851 grain barges [unloaded](#) in the New Orleans region, 12 percent more than last week.

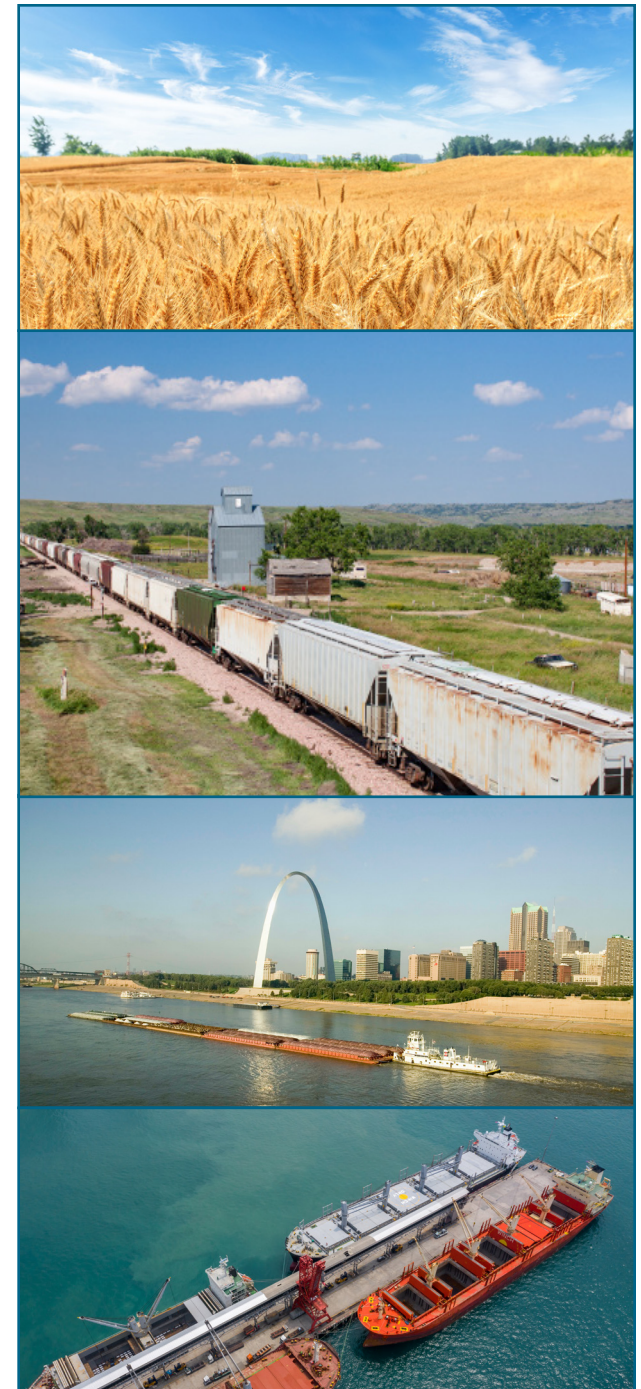
Ocean

For the week ending October 10, 27 [oceangoing grain vessels](#) were loaded in the Gulf—10 percent less than the same period last year. Within the next 10 days (starting October 11), 53 vessels were expected to be loaded—15 percent more than the same period last year.

As of October 10, the rate for shipping a metric ton (mt) of grain from the U.S. Gulf to Japan was \$55.25, unchanged from the previous week. The rate from the Pacific Northwest to Japan was \$30.25 per mt, unchanged from the previous week.

Fuel

For the week ending October 14, the U.S. average [diesel price](#) increased 4.7 cents from the previous week to \$3.631 per gallon, 81.3 cents below the same week last year.



Fertilizer Transportation Dashboard on AgTransport

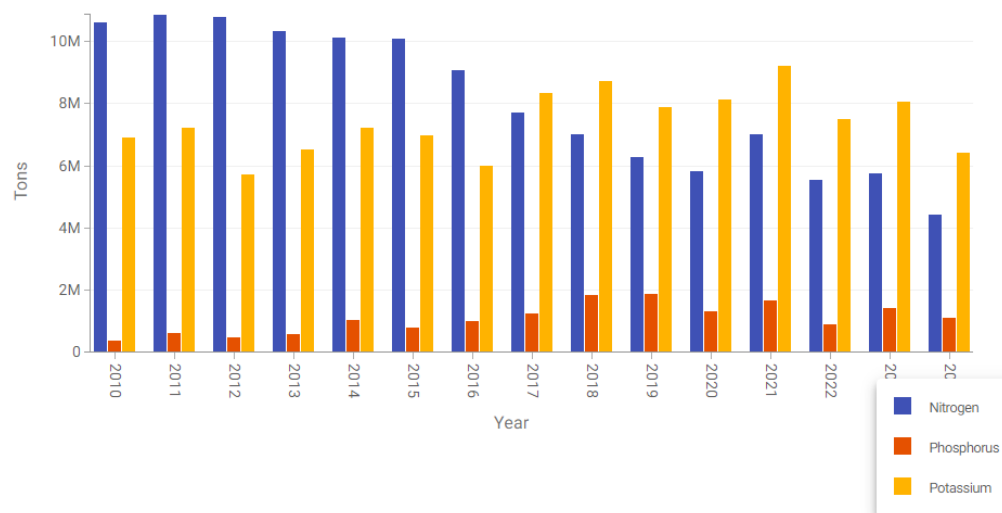
Fertilizer plays a prominent role in grain production, and farmers depend on efficient, reliable transportation to maintain affordable fertilizer prices. Last week, on the [Agricultural Transportation Open Data Platform](#) (“AgTransport”), USDA’s Agricultural Marketing Service (AMS) launched a new dashboard, the [Fertilizer Transportation Dashboard](#). This dashboard (and [accompanying datasets](#)) will serve as a valuable resource for highlighting the fertilizer supply chain, for which public data are still scarce.

Background

As a key agronomic input, fertilizer is typically one of the larger expenses involved in grain production. For example, [USDA’s Economic Research Service](#) estimates that, in 2023, fertilizer costs accounted for 21 percent of total corn production costs; 19 percent of wheat production costs; and 8 percent of soybean production costs. Not only is fertilizer an important input for grain production—fertilizer transportation supports the cost effectiveness of shipping grain by balancing out “headhaul” grain shipments (to a destination): fertilizer shipments often serve as a “backhaul” (back to origin).

Fertilizer transportation is multimodal. Fertilizer imports generally arrive either on dry bulk vessels to major ports (e.g., New Orleans, LA) or by rail, from Canada. Within the United States, fertilizer supplies rely on an interconnected system of barge, rail, pipeline, and truck.

Figure 1. Annual fertilizer imports, by nutrient



Source: USDA, Agricultural Marketing Services analysis of U.S. Census Bureau trade data using fertilizer-nutrient conversion factors from The Fertilizer Institute.

According to [The Fertilizer Institute](#) (TFI), in terms of ton-miles, 63 percent of fertilizer moves by rail; 17 percent moves by barge; 15 percent moves by truck; and 5 percent moves by pipeline. (Only ammonia is transported by pipeline.)

Features of the Fertilizer Transportation Dashboard

The new dashboard brings together a variety of key, regularly updated fertilizer supply chain and transportation indicators.

Fertilizer Production. The first section of the dashboard, provided by TFI, shows annual fertilizer production, inventory, and disappearance data, for each primary nutrient

(i.e., nitrogen, phosphorus, and potassium). Nitrogen and phosphorus values are reported at the national level from 2000 to present. Potassium values are reported for North America (i.e., United States and Canada) from 2017 to present.

Fertilizer Imports. The next section shows monthly and annual fertilizer imports using official trade data from the [U.S. Census Bureau](#). Imports are shown both by primary nutrient (fig. 1), and by different forms that primary nutrients can take—as individual fertilizer commodities (e.g., urea, ammonia, potash, etc.). While the charts show imports by default, the charts can be adjusted (using the filters) to show exports as well.

Fertilizer Prices. The third section of the dashboard has information on average monthly fertilizer pricing derived from weekly reports with permission from [Green Markets](#), a Bloomberg Company. Six maps provide a regional overview of fertilizer products—ammonia, urea (fig. 2), urea ammonium nitrate (UAN), diammonium phosphate fertilizer (DAP), monoammonium phosphate (MAP), and potash.

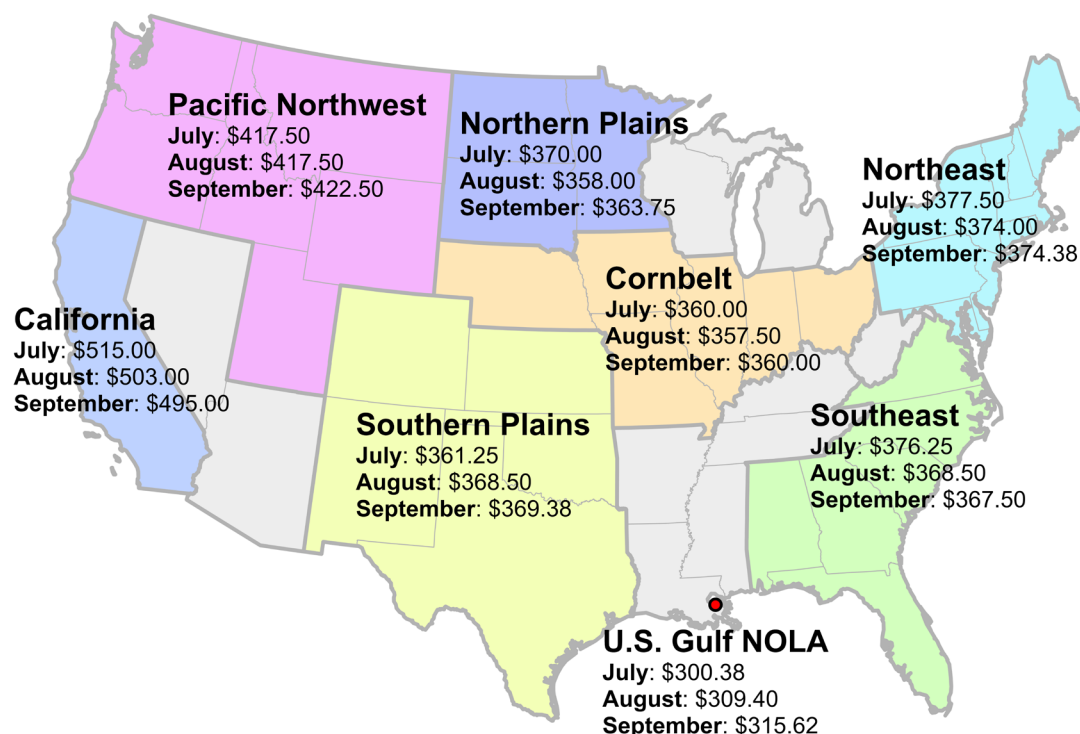
The dashboard also shows historical pricing in New Orleans, LA—a key fertilizer pricing hub. Also shown are fertilizer price spreads between New Orleans and the Corn Belt—the main U.S. region for fertilizer use. These data will be updated quarterly.

Rail Shipments of Fertilizer. The dashboard's fourth section explores rail shipments of fertilizer—including volumes and rates. The dashboard provides two views of rail volumes. The first makes use of the Surface Transportation Board's (STB) public-use Carload Waybill Sample. This data provides monthly volumes by individual fertilizer commodities from 2016 to 2022. Another view shows STB's data on weekly fertilizer carloads (aggregated across all fertilizer commodities) by railroad.

Generally, fertilizer rail carloads tend to increase in early spring, peak around May, decline in late spring and early summer, and rise again through late summer and fall.

The dashboard also includes a sample of fertilizer monthly rail tariff rates and applicable fuel surcharges. Although most

Figure 2. Urea fertilizer prices, third quarter 2024



Source: USDA, Agricultural Marketing Service analysis of Green Markets data.

fertilizer is shipped under private contracts, tariff rates represent an upper bound on actual rates and reflect longer term supply-and-demand trends. The dashboard includes a sample of tariffs for MAP/DAP, potash, urea, and UAN shipments.

Barge Shipments of Fertilizer. The last section of the dashboard displays barge shipments of fertilizer using lock data from the U.S. Army Corps of Engineers. Whereas grain originates on farms and elevators in the Interior and travels down the Mississippi River

System (MRS) for export, fertilizer typically follows the opposite path—originating near the U.S. Gulf Coast and traveling up the MRS into the Interior for consumption.

One chart ([fig. 3](#)) shows upbound fertilizer shipments by river (i.e., Upper Mississippi River, Ohio River, and Arkansas River) and by fertilizer commodity in the latest month of data.

Another dashboard chart (not shown) tracks total upbound shipments over the prior 2 years by commodity. The totals are calculated by

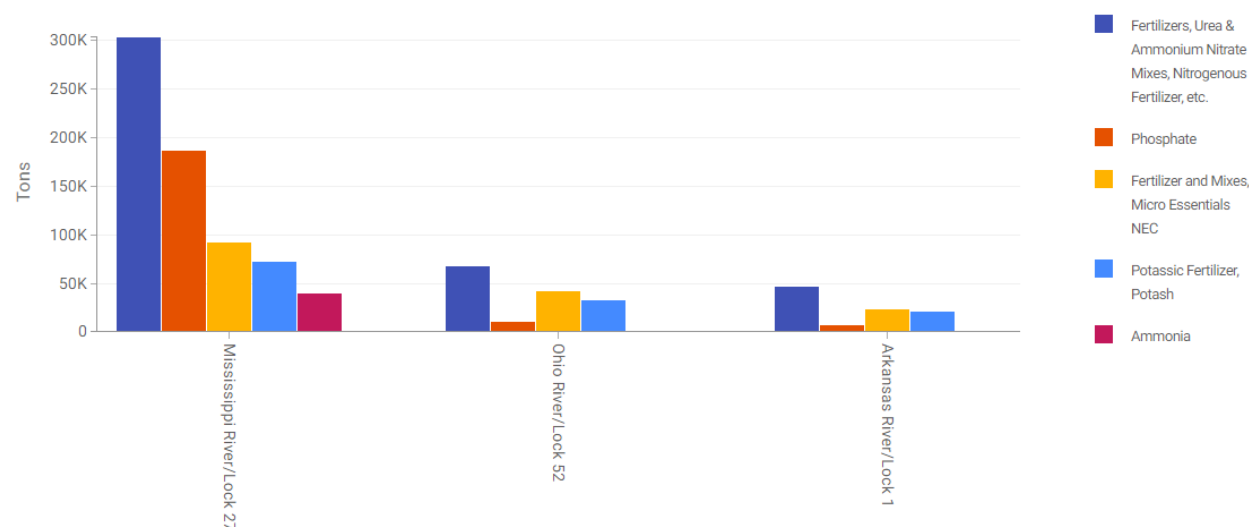
adding values across the three locks. Although upbound barge movements are displayed by default, the charts can be adjusted (using the filters) to show downbound movements as well.

Additional Information on Fertilizer

To varying degrees, plants utilize the three primary nutrients found in fertilizer: nitrogen, phosphorus, and potassium.¹

- **Nitrogen.** Ammonia, the precursor to all nitrogen fertilizers, is created through a chemical process that reacts nitrogen (from the atmosphere) with hydrogen (typically, from natural gas). About 60 percent of total U.S. ammonia production capacity is in Louisiana, Oklahoma, and Texas—States with high natural gas supplies. As fertilizer, ammonia can be used alone, or as an ingredient in other fertilizer products—such as urea and UAN.
- **Phosphorus.** Although four States (Florida, Idaho, North Carolina, and Utah) mine phosphate rock, the majority is mined in Central Florida. To make fertilizer, phosphate rock is first converted into phosphoric acid. Phosphoric acid is then combined with ammonia to form DAP and MAP—dry fertilizers containing both nitrogen and phosphorus. DAP and MAP are the most common phosphorus fertilizer products.

Figure 3. Upbound barge shipments of fertilizer in September 2024



Source: USDA, Agricultural Marketing Service analysis of U.S. Army Corps of Engineers' Lock Performance Monitoring System.

- **Potassium.** Potash refers to various salts that contain water-soluble potassium. The most common type of potash is potassium chloride (also referred to as "muriate of potash"). The United States imports nearly all its potash supplies—mostly from Canada. However, the small amount of domestic potash mining that occurs is based in New Mexico and Utah.

Visit the Fertilizer Transportation Dashboard Today!

[Please visit AgTransport](#) to interact with the new dashboard and access the latest data. USDA expects to continually improve the dashboard, and feedback is welcome.

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¹ For additional information on these nutrients, see [Mineral Commodity Summaries](#) by the U.S. Geological Survey.

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.

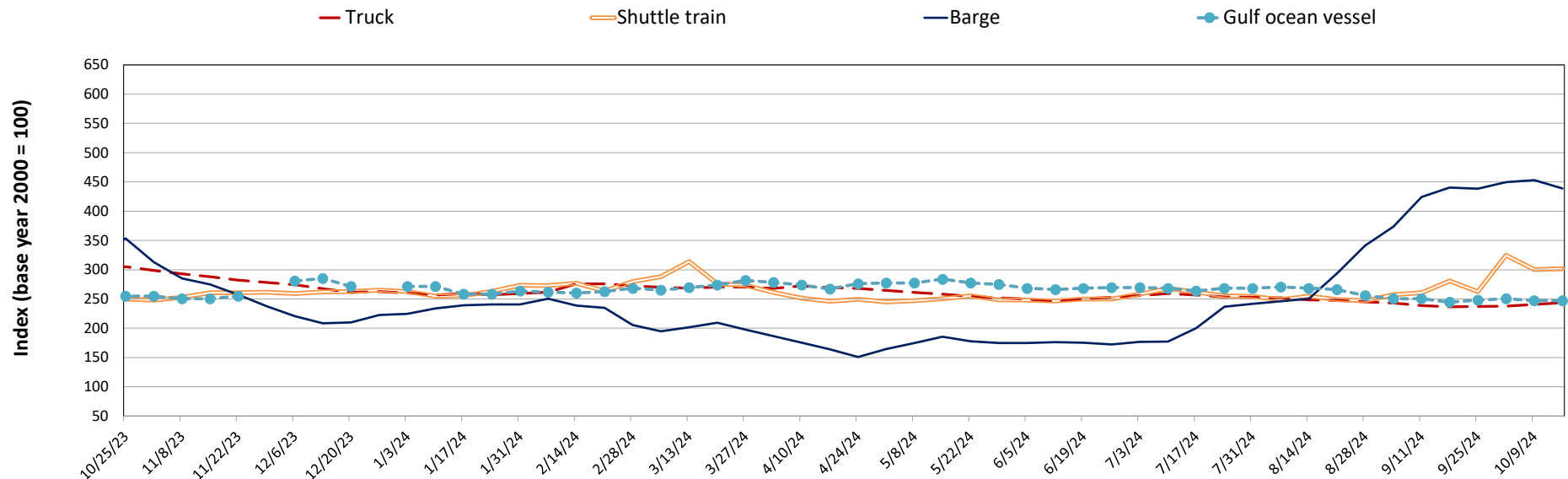
Table 1. Grain transport cost indicators

For the week ending:	Truck	Rail		Barge	Ocean	
		Non-shuttle	Shuttle		Gulf	Pacific
10/16/24	244	356	302	439	247	215
10/09/24	241	343	300	453	247	215
10/18/23	298	328	252	326	255	213

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.

Source: USDA, Agricultural Marketing Service.

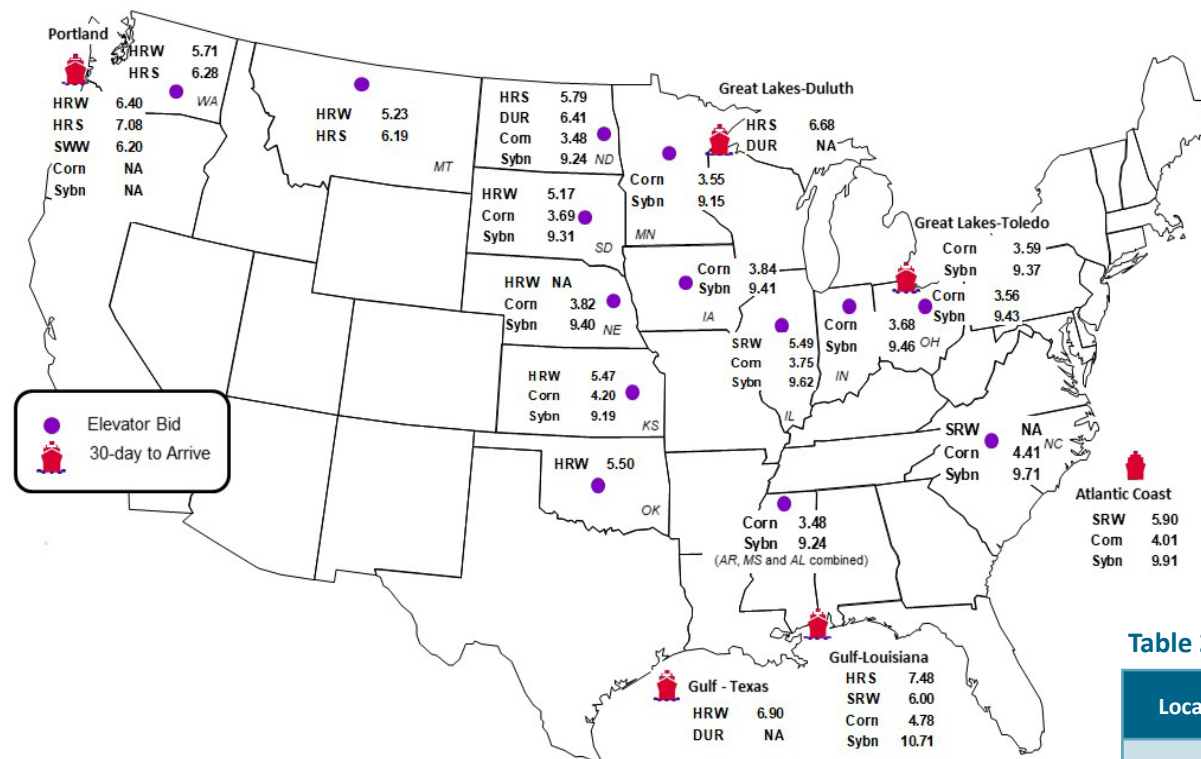
Figure 1. Grain transportation cost indicators as of week ending 10/16/24



Source: USDA, Agricultural Marketing Service.

Figure 2. Grain bid summary

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



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

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

Commodity	Origin-destination	10/11/2024	10/4/2024
Corn	IL-Gulf	-1.03	-1.00
Corn	NE-Gulf	-0.96	-0.96
Soybean	IA-Gulf	-1.30	-1.29
HRW	KS-Gulf	-1.43	-1.50
HRS	ND-Portland	-1.29	-1.34

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	10/11/2024	Week ago 10/3/2024	Year ago 10/13/2023
Kansas City	Wheat	Dec	6.002	6.014	6.674
Minneapolis	Wheat	Dec	6.436	6.384	7.220
Chicago	Wheat	Dec	5.966	5.936	5.824
Chicago	Corn	Dec	4.106	4.244	4.920
Chicago	Soybean	Nov	10.022	10.314	12.806

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

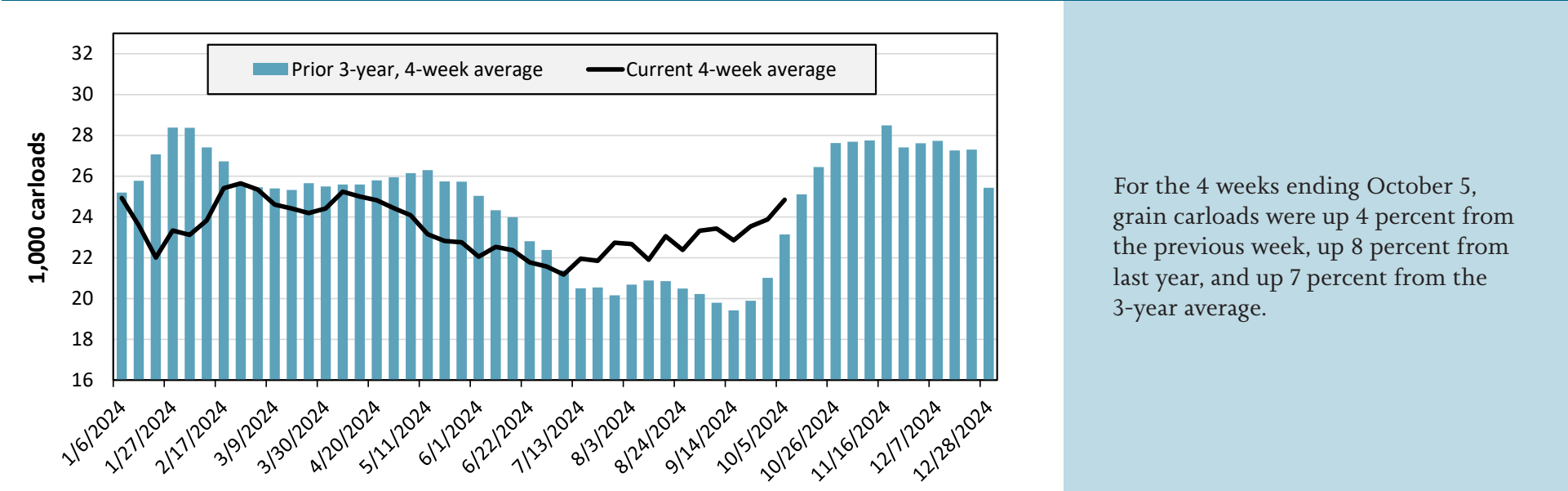
Table 3. Class I rail carrier grain car bulletin (grain carloads originated)

For the week ending: 10/05/2024	East		West		Central U.S.		U.S. total
	CSXT	NS	BNSF	UP	CPKC	CN	
This week	1,812	2,516	11,926	5,679	3,409	1,441	26,783
This week last year	2,028	2,340	12,415	6,452	2,513	1,456	27,204
2024 YTD	65,991	105,928	419,070	204,450	106,910	38,858	941,207
2023 YTD	67,907	98,863	351,329	206,499	92,955	49,438	866,991
2024 YTD as % of 2023 YTD	97	107	119	99	115	79	109
Last 4 weeks as % of 2023	110	141	111	95	99	114	108
Last 4 weeks as % of 3-yr. avg.	117	135	109	92	100	133	107
Total 2023	92,754	130,762	499,462	278,079	131,352	66,535	1,198,944

Note: The last 4-week percentages compare the last 4 weeks of this year to the closest 4 weeks of last year, and to the average across the prior 3 years. NS = Norfolk Southern; UP = Union Pacific; CN = Canadian National; CPKC = Canadian Pacific Kansas City; YTD = year-to-date; avg. = average; yr. = year. CPKC and CN report carloads for their U.S.-operations only, so the U.S. total reflects originated carloads for all six Class I railroads.

Source: Surface Transportation Board.

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



Source: Surface Transportation Board.

Table 4a. Rail service metrics—grain unit train origin dwell times and train speeds

For the week ending: 10/5/2024		East		West		Central U.S.			U.S. Average
		CSX	NS	BNSF	UP	CN	CP	KCS	
Grain unit train origin dwell times (hours)	This week	36.0	40.8	8.6	18.7	10.1	16.9	49.1	25.7
	Average over last 4 weeks	31.1	36.7	10.9	18.3	8.1	17.7	43.4	23.7
	Average of same 4 weeks last year	28.4	36.9	6.6	12.2	9.4	29.0	14.4	19.5
Grain unit train speeds (miles per hour)	This week	22.6	17.4	24.9	22.2	24.7	20.8	23.0	22.2
	Average over last 4 weeks	22.7	18.5	24.6	22.5	24.0	20.2	22.6	22.2
	Average of same 4 weeks last year	24.5	15.7	25.0	23.6	24.5	20.4	24.5	22.6

Note: NS = Norfolk Southern; UP = Union Pacific; CN = Canadian National; CP = Canadian Pacific; KCS = Kansas City Southern. Although CP and KCS have merged to form CPKC, the service metrics are reported for two legacy networks that correspond to the old nomenclature (CP and KCS).

These service metrics are published weekly on the [Surface Transportation Board's website](#) and on [AgTransport](#). For more information on each service metric, see [49 CFR § 1250.2](#).

Source: Surface Transportation Board.

Table 4b. Rail service metrics—unfilled grain car orders and delays

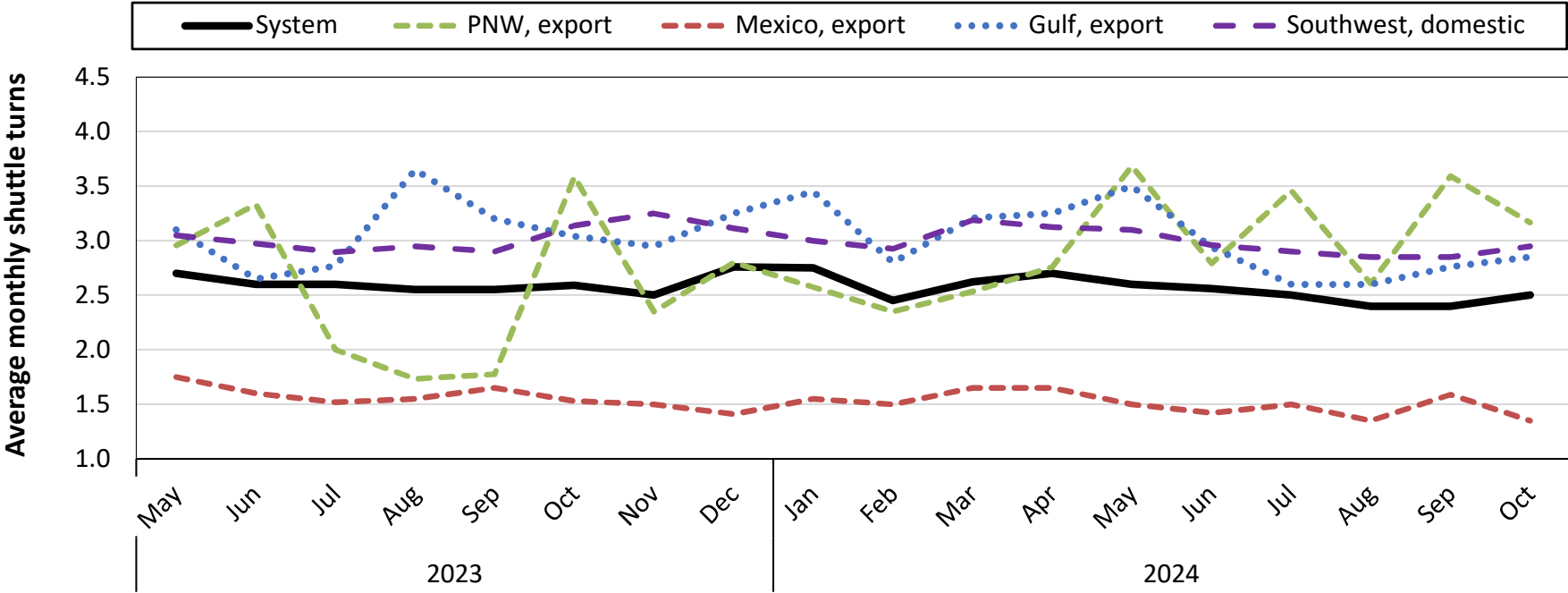
For the week ending: 10/5/2024		East		West		Central U.S.			U.S. Total
		CSX	NS	BNSF	UP	CN	CP	KCS	
Empty grain cars not moved in over 48 hours (number)	This week	71	13	362	111	7	65	161	790
	Average over last 4 weeks	47	8	444	99	4	59	83	743
	Average of same 4 weeks last year	13	14	423	73	3	93	23	642
Loaded grain cars not moved in over 48 hours (number)	This week	92	285	366	155	9	105	30	1,041
	Average over last 4 weeks	60	187	459	190	6	117	59	1,077
	Average of same 4 weeks last year	15	236	289	106	2	232	3	881
Grain unit trains held (number)	This week	0	0	8	10	0	3	3	25
	Average over last 4 weeks	0	0	8	11	0	4	3	26
	Average of same 4 weeks last year	0	3	8	6	0	4	7	28
Unfilled grain car orders (number)	This week	10	0	1,936	475	0	1,169	25	3,615
	Average over last 4 weeks	5	4	955	574	0	661	223	2,420
	Average of same 4 weeks last year	0	26	831	217	0	457	26	1,557

Note: NS = Norfolk Southern; UP = Union Pacific; CN = Canadian National; CP = Canadian Pacific; KCS = Kansas City Southern. Although CP and KCS have merged to form CPKC, the service metrics are reported for two legacy networks that correspond to the old nomenclature (CP and KCS).

These service metrics are published weekly on the [Surface Transportation Board's website](#) and on [AgTransport](#). For more information on each service metric, see [49 CFR § 1250.2](#).

Source: Surface Transportation Board.

Figure 4. Average monthly turns for grain shuttle trains, by region

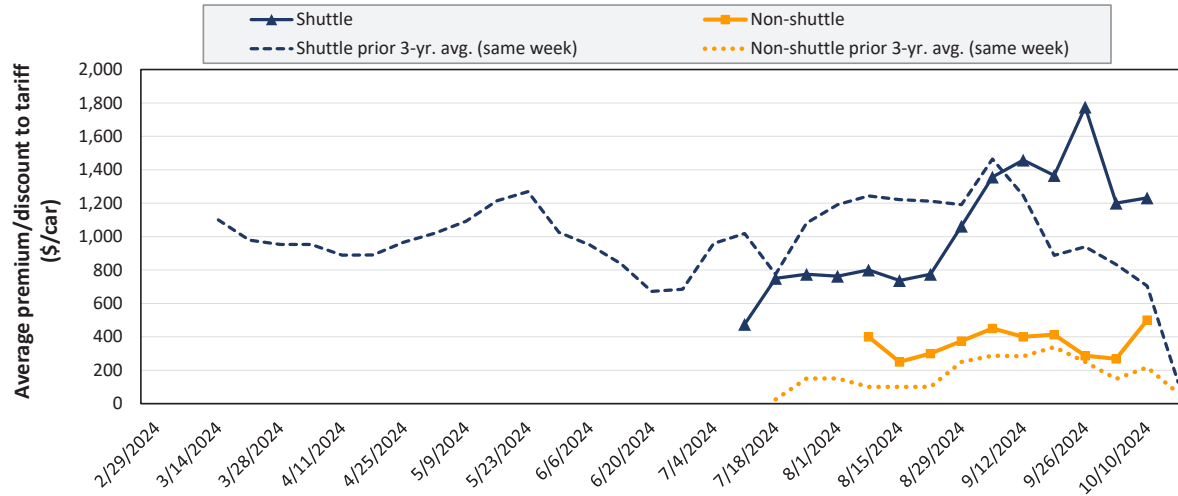


Average monthly system-wide grain shuttle turns reported in the first week of October 2024 were 2.5. By destination region, average monthly grain shuttle turns were 3.17 to PNW, 1.35 to Mexico, 2.85 to the Gulf, and 2.95 to the Southwest.

Note: Data is submitted in the first weekly report of each month, covering the previous month. A “shuttle turn” refers to the number of trips completed per month by a single train. Numbers reflect averages of the three railroads with a shuttle train program: BNSF Railway, Union Pacific Railroad; and CPKC. CPKC only reports values for the Pacific Northwest (PNW). Regions are not standardized and vary across railroads. “Southwest” refers to domestic destinations and includes: “West Texas, Arkansas/Texas, California/Arizona, and California.” Source: Surface Transportation Board.

Railroads periodically auction guaranteed grain car service for an individual trip or a period of time (e.g., one year). This ordering system is referred to as the “primary market.” Once grain shippers acquire guaranteed freight on the primary market, they can trade that freight with other shippers through a broker. These transactions are referred to as the “secondary market.” Secondary rail values are indicators of rail service quality and demand/supply. The values published herein are market indicators only and do not represent guaranteed prices.

Figure 5. Secondary market bids/offers for railcars to be delivered in October 2024



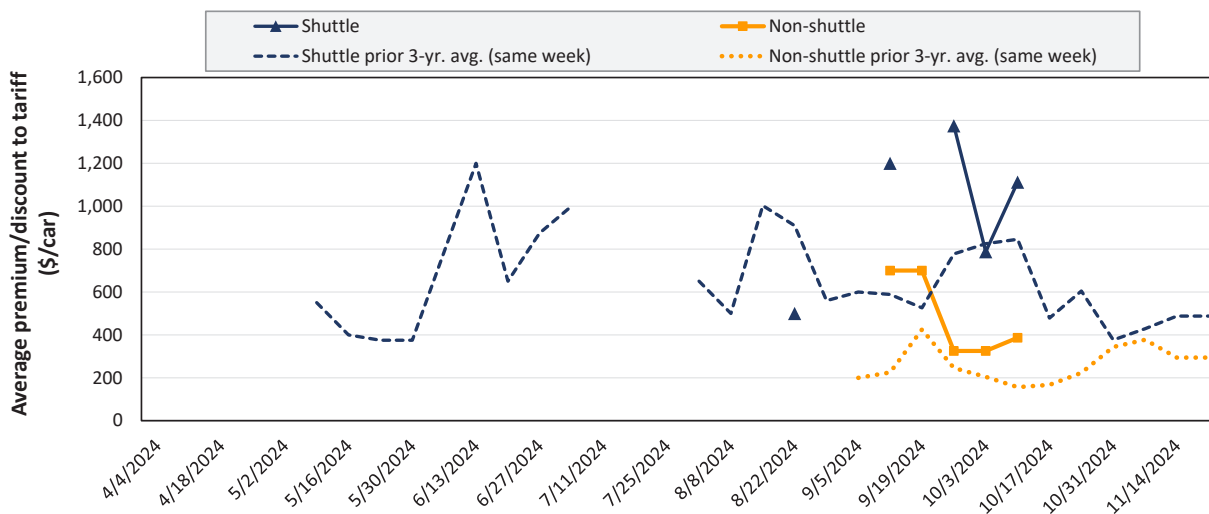
Average non-shuttle bids/offers rose \$231 this week, and are at the peak.

Average shuttle bids/offers rose \$31 this week and are \$544 below the peak.

10/10/2024	BNSF	UP
Non-Shuttle	\$500	n/a
Shuttle	\$1,463	\$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 2024



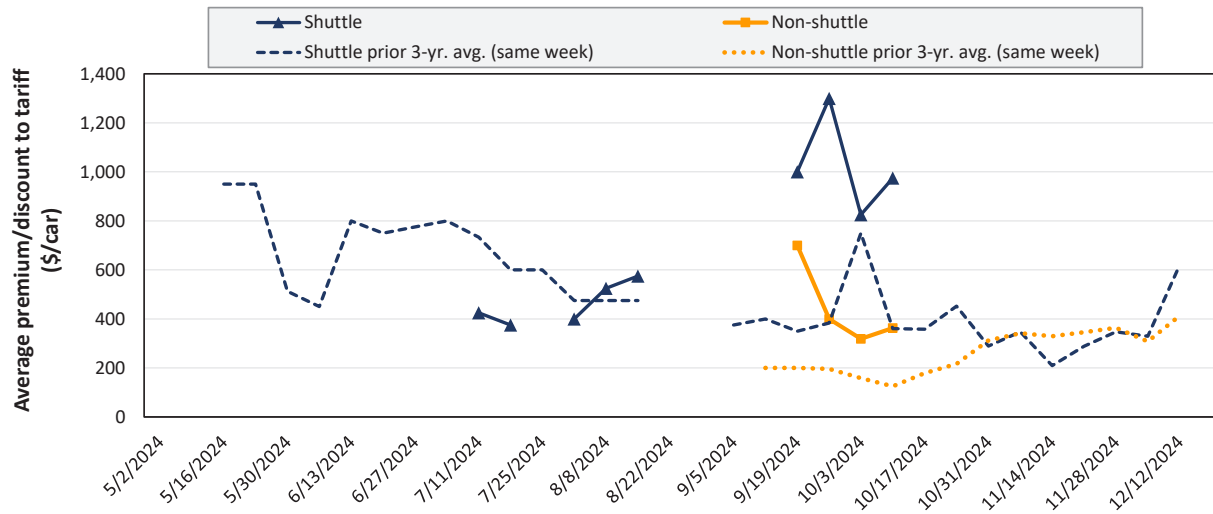
Average non-shuttle bids/offers rose \$61 this week, and are \$314 below the peak.

Average shuttle bids/offers rose \$325 this week and are \$263 below the peak.

10/10/2024	BNSF	UP
Non-Shuttle	\$504	\$269
Shuttle	\$1,175	\$1,050

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 7. Secondary market bids/offers for railcars to be delivered in December 2024



Average non-shuttle bids/offers rose \$44 this week, and are \$338 below the peak.

Average shuttle bids/offers rose \$150 this week and are \$325 below the peak.

10/10/2024	BNSF	UP
Non-Shuttle	\$475	\$250
Shuttle	\$975	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: 10/10/2024		Delivery period					
		Oct-24	Nov-24	Dec-24	Jan-25	Feb-25	Mar-25
Non-shuttle	BNSF	500	504	475	n/a	n/a	n/a
	Change from last week	137	129	100	n/a	n/a	n/a
	Change from same week 2023	500	404	n/a	n/a	n/a	n/a
	UP	n/a	269	250	n/a	n/a	n/a
	Change from last week	n/a	-6	-13	n/a	n/a	n/a
	Change from same week 2023	n/a	156	75	n/a	n/a	n/a
Shuttle	BNSF	1,463	1,175	975	1,100	n/a	n/a
	Change from last week	238	300	150	n/a	n/a	n/a
	Change from same week 2023	1,688	n/a	1,125	n/a	n/a	n/a
	UP	1,000	1,050	n/a	n/a	n/a	n/a
	Change from last week	-175	350	n/a	n/a	n/a	n/a
	Change from same week 2023	1,100	n/a	n/a	n/a	n/a	n/a
	CPKC	1,000	550	500	n/a	n/a	n/a
	Change from last week	-275	100	n/a	n/a	n/a	n/a
	Change from same week 2023	n/a	450	100	n/a	n/a	n/a

Note: Bids and offers represent a premium/discount to tariff rates; n/a = not available; BNSF = BNSF Railway; UP = Union Pacific Railroad; CPKC = Canadian Pacific Kansas City.

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, October 2024

Commodity	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	\$4,991	\$167	\$51.22	\$1.39	19
	Grand Forks, ND	Duluth-Superior, MN	\$3,862	\$36	\$38.71	\$1.05	-5
	Wichita, KS	Los Angeles, CA	\$7,020	\$184	\$71.54	\$1.95	-7
	Wichita, KS	New Orleans, LA	\$4,425	\$294	\$46.86	\$1.28	-10
	Sioux Falls, SD	Galveston-Houston, TX	\$6,966	\$151	\$70.67	\$1.92	-5
	Colby, KS	Galveston-Houston, TX	\$4,675	\$322	\$49.62	\$1.35	-10
	Amarillo, TX	Los Angeles, CA	\$5,585	\$448	\$59.91	\$1.63	5
Corn	Champaign-Urbana, IL	New Orleans, LA	\$5,385	\$332	\$56.77	\$1.44	3
	Toledo, OH	Raleigh, NC	\$8,877	\$0	\$88.15	\$2.24	0
	Des Moines, IA	Davenport, IA	\$3,619	\$70	\$36.64	\$0.93	26
	Indianapolis, IN	Atlanta, GA	\$6,866	\$0	\$68.18	\$1.73	0
	Indianapolis, IN	Knoxville, TN	\$5,790	\$0	\$57.50	\$1.46	0
	Des Moines, IA	Little Rock, AR	\$4,705	\$207	\$48.77	\$1.24	4
	Des Moines, IA	Los Angeles, CA	\$6,585	\$602	\$71.37	\$1.81	1
Soybeans	Minneapolis, MN	New Orleans, LA	\$3,656	\$472	\$41.00	\$1.12	-3
	Toledo, OH	Huntsville, AL	\$7,269	\$0	\$72.18	\$1.96	0
	Indianapolis, IN	Raleigh, NC	\$8,169	\$0	\$81.12	\$2.21	0
	Indianapolis, IN	Huntsville, AL	\$5,921	\$0	\$58.80	\$1.60	0
	Champaign-Urbana, IL	New Orleans, LA	\$5,320	\$332	\$56.13	\$1.53	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 7. Tariff rail rates for shuttle train shipments, October 2024

Commodity	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	\$4,343	\$106	\$44.18	\$1.20	-7
	Wichita, KS	Galveston-Houston, TX	\$4,411	\$82	\$44.62	\$1.21	-7
	Chicago, IL	Albany, NY	\$7,413	\$0	\$73.61	\$2.00	0
	Grand Forks, ND	Portland, OR	\$6,001	\$182	\$61.40	\$1.67	-7
	Grand Forks, ND	Galveston-Houston, TX	\$5,446	\$187	\$55.94	\$1.52	-6
	Colby, KS	Portland, OR	\$5,923	\$528	\$64.06	\$1.74	-3
Corn	Minneapolis, MN	Portland, OR	\$5,510	\$222	\$56.92	\$1.45	-7
	Sioux Falls, SD	Tacoma, WA	\$5,470	\$203	\$56.34	\$1.43	-7
	Champaign-Urbana, IL	New Orleans, LA	\$4,625	\$332	\$49.23	\$1.25	3
	Lincoln, NE	Galveston-Houston, TX	\$4,860	\$119	\$49.44	\$1.26	3
	Des Moines, IA	Amarillo, TX	\$5,125	\$260	\$53.47	\$1.36	3
	Minneapolis, MN	Tacoma, WA	\$5,510	\$220	\$56.90	\$1.45	-7
	Council Bluffs, IA	Stockton, CA	\$6,080	\$228	\$62.64	\$1.59	-0
Soybeans	Sioux Falls, SD	Tacoma, WA	\$6,185	\$203	\$63.44	\$1.73	-9
	Minneapolis, MN	Portland, OR	\$6,235	\$222	\$64.12	\$1.75	-9
	Fargo, ND	Tacoma, WA	\$6,085	\$181	\$62.22	\$1.69	-9
	Council Bluffs, IA	New Orleans, LA	\$5,550	\$383	\$58.92	\$1.60	2
	Toledo, OH	Huntsville, AL	\$5,509	\$0	\$54.71	\$1.49	0
	Grand Island, NE	Portland, OR	\$6,185	\$540	\$66.78	\$1.82	1

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

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

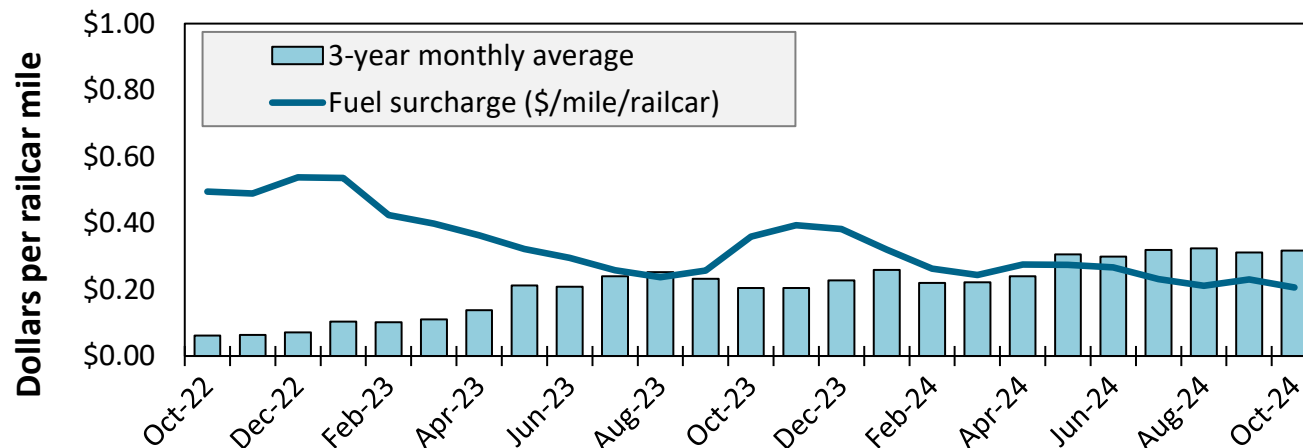
Table 8. Tariff rail rates for U.S. bulk grain shipments to Mexico, October 2024

Commodity	US origin	US border city	US railroad	Train type	US rate plus fuel surcharge per car (USD)	US tariff rate + fuel surcharge per metric ton (USD)	US tariff rate + fuel surcharge per bushel (USD)	Percent M/M	Percent Y/Y
Corn	Adair, IL	El Paso, TX	BNSF	Shuttle	\$4,714	\$46.40	\$1.18	5.9	1.8
	Atchison, KS	Laredo, TX	KCS	Non-shuttle	\$5,590	\$55.02	\$1.40	1.5	-1.7
	Council Bluffs, IA	Laredo, TX	KCS	Non-shuttle	\$6,119	\$60.22	\$1.53	1.4	-1.9
	Kansas City, MO	Laredo, TX	KCS	Non-shuttle	\$5,496	\$54.09	\$1.37	1.6	-1.5
	Marshall, MO	Laredo, TX	KCS	Non-shuttle	\$5,711	\$56.21	\$1.43	1.5	-1.7
	Polo, IL	El Paso, TX	BNSF	Shuttle	\$4,728	\$46.53	\$1.18	5.8	1.3
	Superior, NE	El Paso, TX	BNSF	Shuttle	\$5,121	\$50.40	\$1.28	5.6	2.6
Soybeans	Atchison, KS	Laredo, TX	KCS	Non-shuttle	\$5,590	\$55.02	\$1.50	1.5	-1.7
	Brunswick, MO	Eagle Pass, TX	BNSF	Shuttle	\$5,462	\$53.76	\$1.46	-0.6	-3.4
	Brunswick, MO	El Paso, TX	BNSF	Shuttle	\$5,456	\$53.70	\$1.46	-0.6	-3.3
	Grand Island, NE	Eagle Pass, TX	UP	Shuttle	\$6,651	\$65.46	\$1.78	-0.4	1.9
	Hardin, MO	Eagle Pass, TX	BNSF	Shuttle	\$5,457	\$53.71	\$1.46	-0.6	-3.3
	Kansas City, MO	Laredo, TX	KCS	Non-shuttle	\$5,496	\$54.09	\$1.47	1.6	-1.5
	Roelyn, IA	Eagle Pass, TX	UP	Shuttle	\$6,755	\$66.48	\$1.81	-0.4	1.7
Wheat	FT Worth, TX	El Paso, TX	BNSF	DET	\$4,017	\$39.54	\$1.08	-0.9	-12.6
	FT Worth, TX	El Paso, TX	BNSF	Shuttle	\$3,599	\$35.42	\$0.96	-1.0	-13.5
	Great Bend, KS	Laredo, TX	UP	Shuttle	\$4,609	\$45.36	\$1.23	-0.4	-10.1
	Kansas City, MO	Laredo, TX	KCS	Non-shuttle	\$5,496	\$54.09	\$1.47	1.6	-1.5
	Wichita, KS	Laredo, TX	UP	Shuttle	\$4,495	\$44.24	\$1.20	-0.4	-10.1

Note: After December 2021, U.S. railroads stopped reporting "through rates" from the U.S. origin to the Mexican destination. Thus, the table shows "Rule 11 rates," which cover only the portion of the shipment from a U.S. origin to locations on the U.S.-Mexico border. The Rule 11 rates apply only to shipments that continue into Mexico, and the total cost of the shipment would include a separate rate obtained from a Mexican railroad. The rates apply to jumbo covered hopper ("C114") cars. The "shuttle" train type applies to qualified shipments (typically, 110 cars) that meet railroad efficiency requirements. The "non-shuttle" train type applies to Kansas City Southern (KCS) (now CPKC) shipments and is made up of 75 cars or more (except the Marshall, MO, rate is for a 50-74 car train). BNSF Railway's destination efficiency trains (DET) are shuttle-length trains (typically 110 cars) that can be split en route for unloading at multiple destinations. Percentage change month to month (M/M) and year to year (Y/Y) are calculated using the tariff rate plus fuel surcharge. For a larger list of to-the-border rates, see [AgTransport](#).

Source: BNSF Railway, Union Pacific Railroad, and CPKC (formerly, Kansas City Southern Railway).

Figure 8. Railroad fuel surcharges, North American weighted average



October 2024: \$0.21/mile, down 2 cents from last month's surcharge of \$0.23/mile; down 15 cents from the October 2023 surcharge of \$0.36/mile; and down 11 cents from the October prior 3-year average of \$0.32/mile.

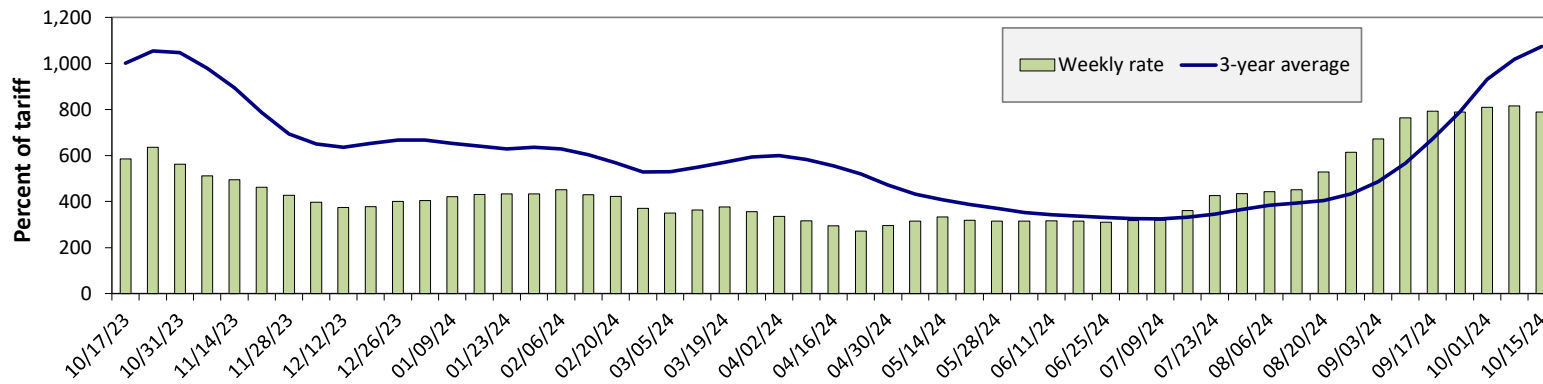
Note: Weighted by each Class I railroad's proportion of grain traffic for the prior year.

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

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Figure 9. Illinois River barge freight rate



For the week ending October 15: 3 percent lower than the previous week; 35 percent higher than last year; and 26 percent lower than the 3-year average.

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

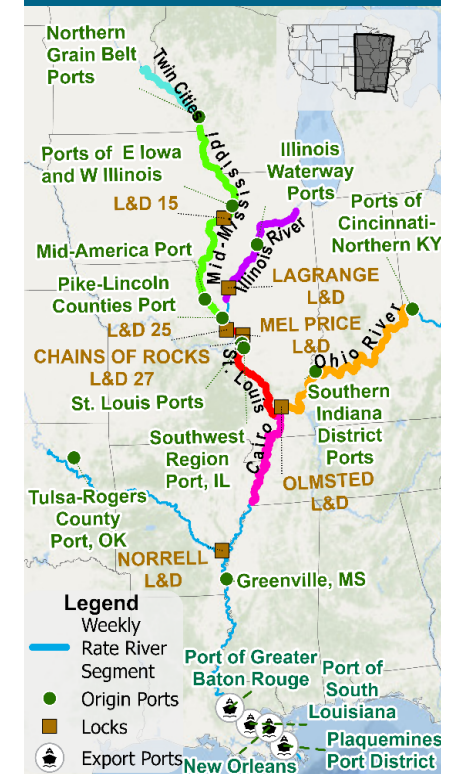
Table 9. Weekly barge freight rates: southbound only

Measure	Date	Twin Cities	Mid-Mississippi	Illinois River	St. Louis	Ohio River	Cairo-Memphis
Rate	10/15/2024	750	770	790	683	755	579
	10/8/2024	792	831	816	782	812	666
\$/ton	10/15/2024	46.43	40.96	36.66	27.25	35.41	18.18
	10/8/2024	49.02	44.21	37.86	31.20	38.08	20.91
Measure	Time Period	Twin Cities	Mid-Mississippi	Illinois River	St. Louis	Ohio River	Cairo-Memphis
Current week % change from the same week	Last year	33	33	35	18	24	6
	3-year avg.	-20	-28	-26	-43	-38	-56
Rate	November	636	588	570	497	553	453
	January	n/a	n/a	512	404	416	364

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; "n/a" = data not available. The per ton rate for Twin Cities assumes a base rate of \$6.19 (Minneapolis, MN, to LaCrosse, WI). The per ton rate at Mid-Mississippi assumes a base rate of \$5.32 (Savanna, IL, to Keithsburg, IL). The per ton rate on the Illinois River assumes a base rate of \$4.64 (Havana, IL, to Hardin, IL). The per ton rate at St. Louis assumes a base rate of \$3.99 (Grafton, IL, to Cape Girardeau, MO). The per ton rate on the Ohio River assumes a base rate of \$4.69 (Silver Grove, KY, to Madison, IN). The per ton rate at Memphis-Cairo assumes a base rate of \$3.14 (West Memphis, AR, to Memphis, TN). For more on base rate values along the various segments of the Mississippi River System, see [AgTransport](#).

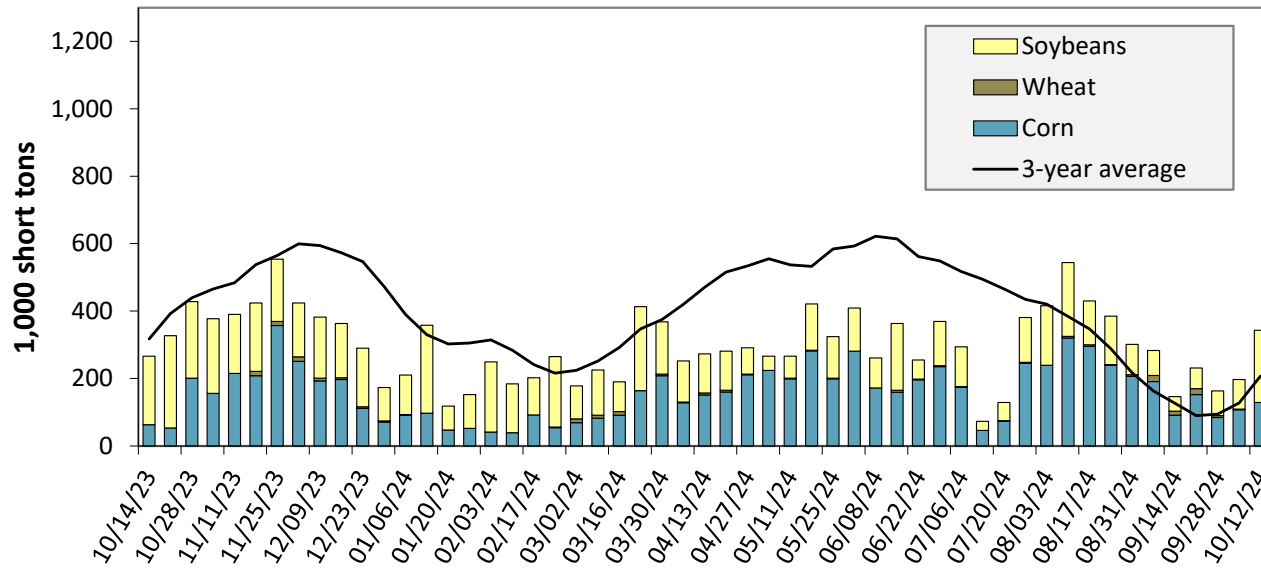
Source: USDA, Agricultural Marketing Service.

Figure 10. Benchmark tariff rates



Source: USDA, Agricultural Marketing Service.

Figure 11. Barge movements on the Mississippi River (Locks 27-Granite City, IL)



For the week ending October 12: 29 percent higher than last year and 66 percent higher 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.

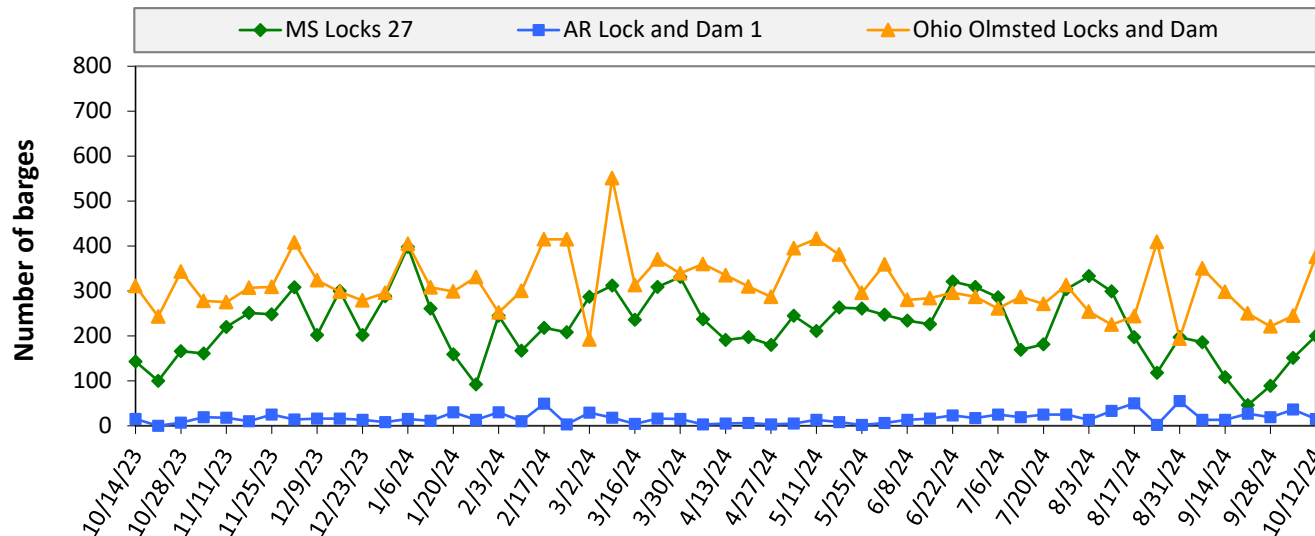
Table 10. Barged grain movements (1,000 tons)

For the week ending 10/12/2024	Corn	Wheat	Soybeans	Other	Total
Mississippi River (Rock Island, IL (L15))	20	3	134	0	157
Mississippi River (Winfield, MO (L25))	64	2	214	0	280
Mississippi River (Alton, IL (L26))	93	2	222	0	317
Mississippi River (Granite City, IL (L27))	129	0	214	0	343
Illinois River (La Grange)	22	2	22	0	46
Ohio River (Olmsted)	95	9	83	0	188
Arkansas River (L1)	0	8	30	0	38
Weekly total - 2024	224	17	327	0	568
Weekly total - 2023	137	3	353	4	496
2024 YTD	11,482	1,400	7,970	178	21,030
2023 YTD	9,435	1,152	8,150	205	18,943
2024 as % of 2023 YTD	122	121	98	87	111
Last 4 weeks as % of 2023	170	181	92	240	126
Total 2023	12,857	1,346	11,824	267	26,294

Note: "Other" refers to oats, barley, 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 12. Upbound empty barges transiting Mississippi River Locks 27, Arkansas River Lock and Dam 1, and Ohio River Olmsted Locks and Dam

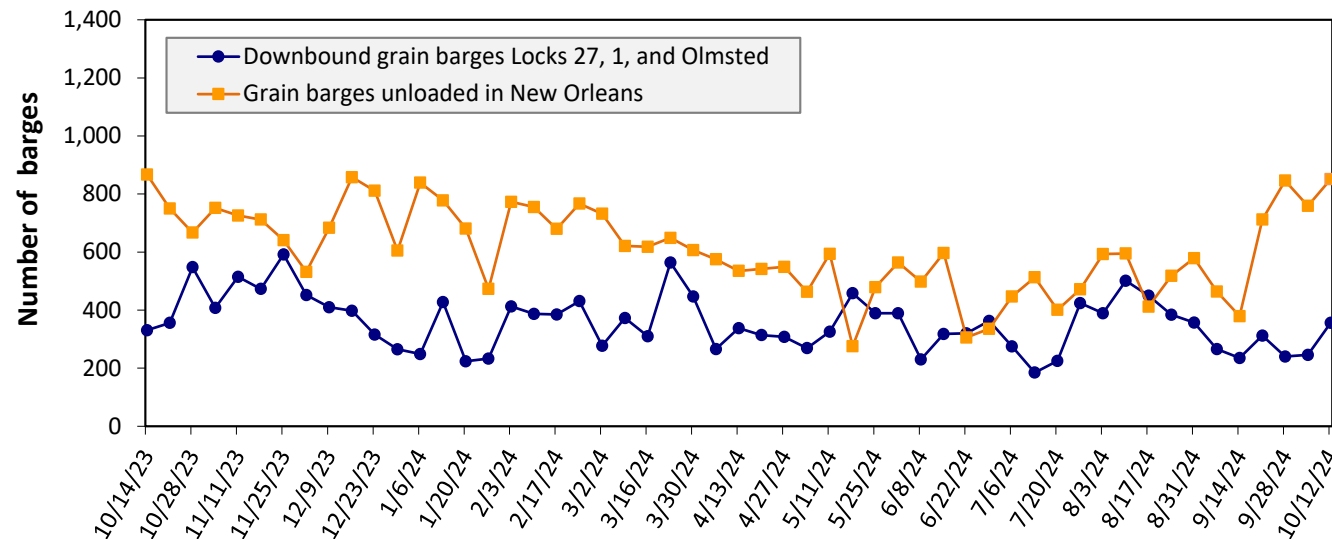


For the week ending October 12: 591 barges transited the locks, 159 barges more than the previous week, and 70 percent higher than the 3-year average.

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 13. Grain barges for export in New Orleans region



For the week ending October 12: 356 barges moved down river, 110 more than the previous week; 851 grain barges unloaded in the New Orleans Region, 12 percent more than the previous week.

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

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

Table 11. Monthly barge freight rates Columbia-Snake River

River	Origin	\$/ton			Current month % change from the same month	
		October 2024	September 2024	October 2023	Last year	3-year avg.
Snake River	Lewiston, ID/Clarkston, WA/Wilma, WA	\$21.64	\$21.87	\$22.66	-4.5	2.4
	Central Ferry, WA/Almota, WA	\$20.74	\$20.97	\$21.79	-4.8	2.1
	Lyons Ferry, WA	\$19.73	\$19.96	\$20.82	-5.2	1.7
	Windust, WA/Lower Monumental, WA	\$18.70	\$18.93	\$19.83	-5.7	1.2
	Sheffler, WA	\$18.67	\$18.90	\$19.80	-5.7	1.2
Columbia River	Burbank, WA/Kennewick, WA/Pasco, WA	\$17.47	\$17.70	\$18.65	-6.3	0.7
	Port Kelly, WA/Wallula, WA	\$17.25	\$17.48	\$18.44	-6.4	0.5
	Umatilla, OR	\$17.15	\$17.38	\$18.34	-6.4	0.5
	Boardman, OR/Hogue Warner, OR	\$16.89	\$17.12	\$18.09	-6.6	0.4
	Arlington, OR/Roosevelt, WA	\$16.73	\$16.96	\$17.94	-6.7	0.3
	Biggs, OR	\$15.40	\$15.63	\$16.66	-7.5	-0.5
	The Dalles, OR	\$14.30	\$14.53	\$15.60	-8.3	-1.2

Note: Destination is Portland, OR or Vancouver, WA; ton = 2,000 pounds; n/a = data not available.
Source: USDA, Agricultural Marketing Service.

Table 12. Monthly barged grain movements Columbia-Snake (1,000 tons)

September, 2024	Wheat	Other	Total
Snake River (McNary Lock and Dam (L24))	320	0	320
Columbia River (Bonneville Lock and Dam (L1))	273	0	273
Monthly total 2024	273	0	273
Monthly total 2023	n/a	n/a	n/a
2024 YTD	2,156	0	2,156
2023 YTD	n/a	n/a	n/a

Note: "Other" refers to corn, soybeans, oats, barely, and rye. Total may not add up due to rounding. "Monthly total" refers to grain moving through Lock 1, headed for export. YTD = year to date. "L" (as in "L1") refers to lock, locks, or lock and dam facility. n/a = data not available.

Source: U.S. Army Corps of Engineers.

Figure 14. Dam and port locations on Columbia-Snake River



Source: 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.

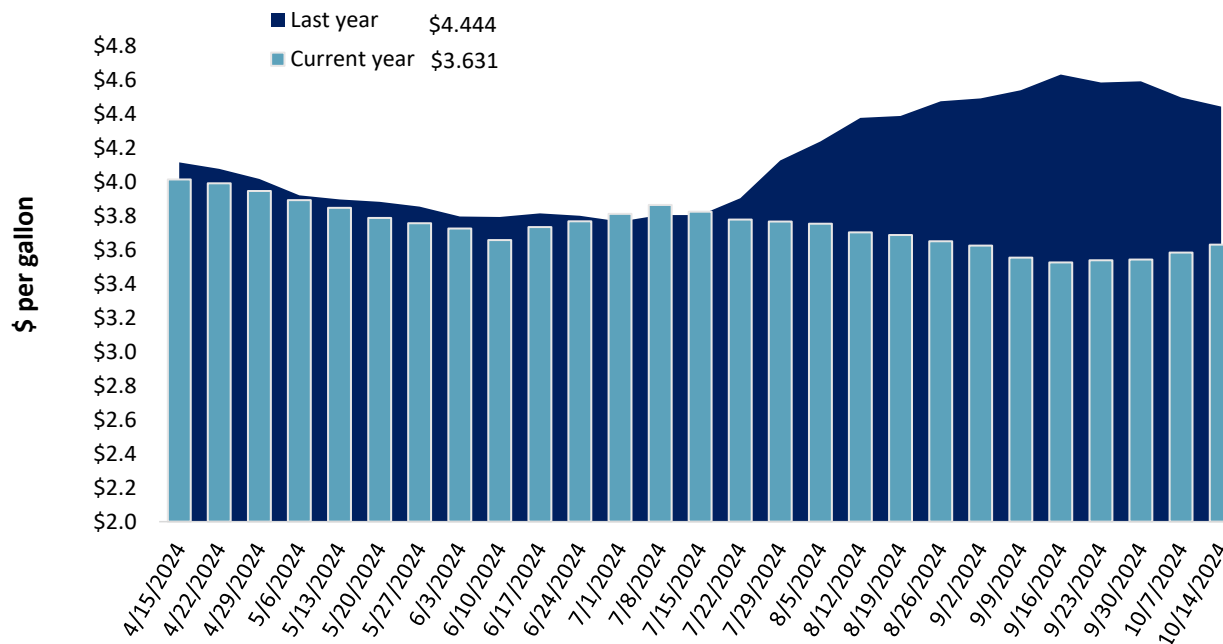
Table 13. Retail on-highway diesel prices, week ending 10/14/2024 (U.S. \$/gallon)

Region	Location	Price	Change from	
			Week ago	Year ago
I	East Coast	3.586	0.023	-0.818
	New England	3.766	0.001	-0.791
	Central Atlantic	3.861	0.040	-0.811
	Lower Atlantic	3.464	0.017	-0.826
II	Midwest	3.651	0.064	-0.653
III	Gulf Coast	3.337	0.071	-0.777
IV	Rocky Mountain	3.635	0.015	-1.029
V	West Coast	4.274	0.013	-1.254
	West Coast less California	3.874	0.033	-1.136
	California	4.734	-0.008	-1.385
Total	United States	3.631	0.047	-0.813

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



For the week ending October 14, the U.S. average diesel fuel price increased 4.7 cents from the previous week to \$3.631 per gallon, 81.3 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 14. U.S. export balances and cumulative exports (1,000 metric tons)

Grain Exports		Wheat						Corn	Soybeans	Total
		Hard red winter (HRW)	Soft red winter (SRW)	Hard red spring (HRS)	Soft white wheat (SWW)	Durum	All wheat			
Current unshipped (outstanding) export sales	For the week ending 10/3/2024	925	597	1,163	912	66	3,663	13,184	16,567	33,414
	This week year ago	736	825	1,296	863	169	3,888	11,811	16,013	31,712
	Last 4 wks. as % of same period 2023/24	122	72	97	114	37	97	110	102	104
Current shipped (cumulative) exports sales	2024/25 YTD	1,872	1,348	2,782	2,242	141	8,386	4,465	3,571	16,423
	2023/24 YTD	1,077	1,528	2,224	1,262	112	6,203	3,484	3,412	13,098
	YTD 2024/25 as % of 2023/24	174	88	125	178	127	135	128	105	125
	Total 2023/24	3,535	4,260	6,314	3,906	526	18,540	54,277	44,510	117,328
	Total 2022/23	4,872	2,695	5,382	4,414	395	17,759	39,469	52,208	109,435

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. YTD totals for wheat are for MY 2024/25 and MY 2023/2024, respectively while YTD totals for corn and soybeans are for MY 2023/24 and 2022/23, respectively.

Source: USDA, Foreign Agricultural Service.

Table 15. Top 5 importers of U.S. corn

For the week ending 10/03/2024	Total commitments (1,000 mt)		% change current MY from last MY	Exports 3-year average 2021-23 (1,000 mt)
	YTD MY 2024/25	YTD MY 2023/24		
Mexico	8,046	8,058	-0	17,746
Japan	2,094	1,615	30	9,366
China	6	929	-99	8,233
Colombia	1,606	978	64	4,383
Korea	144	76	90	1,565
Top 5 importers	11,896	11,656	2	41,293
Total U.S. corn export sales	17,650	15,295	15	51,170
% of YTD current month's export projection	30%	26%	-	-
Change from prior week	1,222	911	-	-
Top 5 importers' share of U.S. corn export sales	67%	76%	-	81%
USDA forecast October 2024	59,058	58,220	1	-
Corn use for ethanol USDA forecast, October 2024	138,430	138,964	-0	-

Note: The top 5 importers are based on USDA, Foreign Agricultural Service (FAS) marketing year ranking reports for marketing year (MY) 2022/23 (Sep. 1 – Aug. 31). "Total commitments" = cumulative exports (shipped) + outstanding sales (unshipped), from FAS weekly export sales report, or export sales query. Total commitments' change (net sales) from prior week could include revisions from previous week's outstanding sales or accumulated sales. In rightmost column, "Exports" = carryover plus accumulated exports (as defined in FAS marketing year ranking reports). mt = metric ton; yr. = year; avg. = average; YTD = year to date; "-" = not applicable.

Source: USDA, Foreign Agricultural Service.

Table 16. Top 5 importers of U.S. soybeans

For the week ending 10/03/2024	Total commitments (1,000 mt)		% change current MY from last MY	Exports 3-year average 2021-23 (1,000 mt)
	YTD MY 2024/25	YTD MY 2023/24		
China	8,121	8,931	-9	28,636
Mexico	1,519	2,019	-25	4,917
Japan	585	674	-13	2,231
Egypt	557	130	329	2,228
Indonesia	537	361	49	1,910
Top 5 importers	11,319	12,115	-7	39,922
Total U.S. soybean export sales	20,138	19,424	4	51,302
% of YTD current month's export projection	40%	42%	-	-
Change from prior week	1,264	972	-	-
Top 5 importers' share of U.S. soybean export sales	56%	62%	-	78%
USDA forecast, October 2024	50,349	46,130	9	-

Note: The top 5 importers are based on USDA, Foreign Agricultural Service (FAS) marketing year ranking reports for marketing year (MY) 2022/23 (Sep. 1 – Aug. 31). "Total commitments" = cumulative exports (shipped) + outstanding sales (unshipped), from FAS weekly export sales report, or export sales query. Total commitments' change (net sales) from prior week could include revisions from previous week's outstanding sales or accumulated sales. In rightmost column, "Exports" = carryover plus accumulated export (as defined in FAS marketing year ranking reports). mt = metric ton; yr. = year; avg. = average; YTD = year to date; "-" = not applicable.

Source: USDA, Foreign Agricultural Service.

Table 17. Top 10 importers of all U.S. wheat

For the week ending 10/03/2024	Total commitments (1,000 mt)		% change current MY from last MY	Exports 3-year average 2021-23 (1,000 mt)
	YTD MY 2024/25	YTD MY 2023/24		
Mexico	1,997	1,670	20	3,298
Philippines	1,605	1,517	6	2,494
Japan	1,146	1,078	6	2,125
China	139	566	-75	1,374
Korea	1,085	743	46	1,274
Taiwan	561	653	-14	921
Nigeria	255	133	92	920
Thailand	470	222	111	552
Colombia	245	178	37	522
Vietnam	271	214	27	313
Top 10 importers	7,774	6,975	11	13,792
Total U.S. wheat export sales	12,049	10,091	19	18,323
% of YTD current month's export projection	54%	52%	-	-
Change from prior week	434	652	-	-
Top 10 importers' share of U.S. wheat export sales	65%	69%	-	75%
USDA forecast, October 2024	22,453	19,241	17	-

Note: The top 5 importers are based on USDA, Foreign Agricultural Service (FAS) marketing year ranking reports for marketing year (MY) 2022/23 (Sep. 1 – Aug. 31). "Total commitments" = cumulative exports (shipped) + outstanding sales (unshipped), from FAS weekly export sales report, or export sales query. Total commitments' change (net sales) from prior week could include revisions from previous week's outstanding sales or accumulated sales. In rightmost column, "Exports" = carryover plus accumulated export (as defined in FAS marketing year ranking reports). mt = metric ton; yr. = year; avg. = average; YTD = year to date; "-" = not applicable.

Source: USDA, Foreign Agricultural Service.

Table 18. Grain inspections for export by U.S. port region (1,000 metric tons)

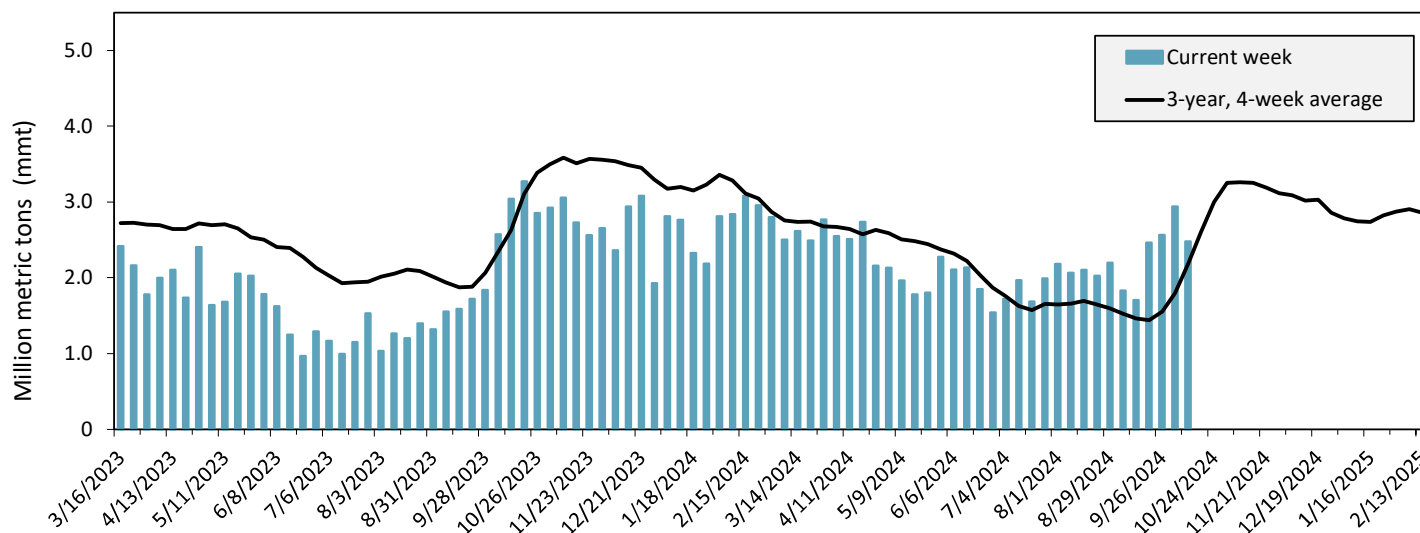
Port regions	Commodity	For the week ending 10/10/2024	Previous week*	Current week as % of previous	2024 YTD*	2023 YTD*	2024 YTD as % of 2023 YTD	Last 4-weeks as % of:		2023 total*
								Last year	Prior 3-yr. avg.	
Pacific Northwest	Corn	8	248	3	12,084	3,983	303	n/a	2442	5,267
	Soybeans	678	410	165	3,824	4,435	86	101	89	10,286
	Wheat	176	239	74	9,499	7,914	120	123	114	9,814
	All Grain	862	898	96	26,492	16,528	160	130	116	25,913
Mississippi Gulf	Corn	202	447	45	21,169	19,441	109	128	123	23,630
	Soybeans	700	995	70	16,464	17,710	93	100	128	26,878
	Wheat	92	64	145	4,012	2,889	139	125	119	3,335
	All Grain	995	1,506	66	41,763	40,040	104	112	124	53,843
Texas Gulf	Corn	8	8	102	466	255	183	370	204	397
	Soybeans	0	0	n/a	0	52	0	n/a	n/a	267
	Wheat	30	0	n/a	1,452	1,476	98	75	37	1,593
	All Grain	115	9	n/a	4,926	4,156	119	142	100	5,971
Interior	Corn	211	192	110	10,672	7,566	141	103	112	10,474
	Soybeans	164	170	97	5,516	4,291	129	110	132	6,508
	Wheat	53	28	189	2,410	1,869	129	159	127	2,281
	All Grain	455	391	116	18,804	13,866	136	111	120	19,467
Great Lakes	Corn	0	0	n/a	0	23	0	n/a	n/a	57
	Soybeans	0	0	n/a	18	62	29	n/a	n/a	192
	Wheat	19	32	60	448	303	148	75	138	581
	All Grain	19	32	60	466	388	120	75	89	831
Atlantic	Corn	1	53	1	289	105	276	292	268	166
	Soybeans	33	0	n/a	474	1,253	38	56	74	2,058
	Wheat	0	0	n/a	66	96	69	7	3	101
	All Grain	34	53	64	830	1,454	57	109	104	2,325
All Regions	Corn	430	948	45	44,679	31,385	142	137	135	40,004
	Soybeans	1,575	1,625	97	26,427	27,907	95	103	114	46,459
	Wheat	371	363	102	17,886	14,581	123	116	102	17,738
	All Grain	2,480	2,939	84	93,411	76,582	122	117	120	108,664

*Note: Data includes revisions from prior weeks; "All grain" includes corn, soybeans, wheat, sorghum, oats, barley, rye, sunflower, flaxseed, and mixed grains; "All regions" includes listed regions and other minor regions not listed; YTD= year-to-date; n/a = not available 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.

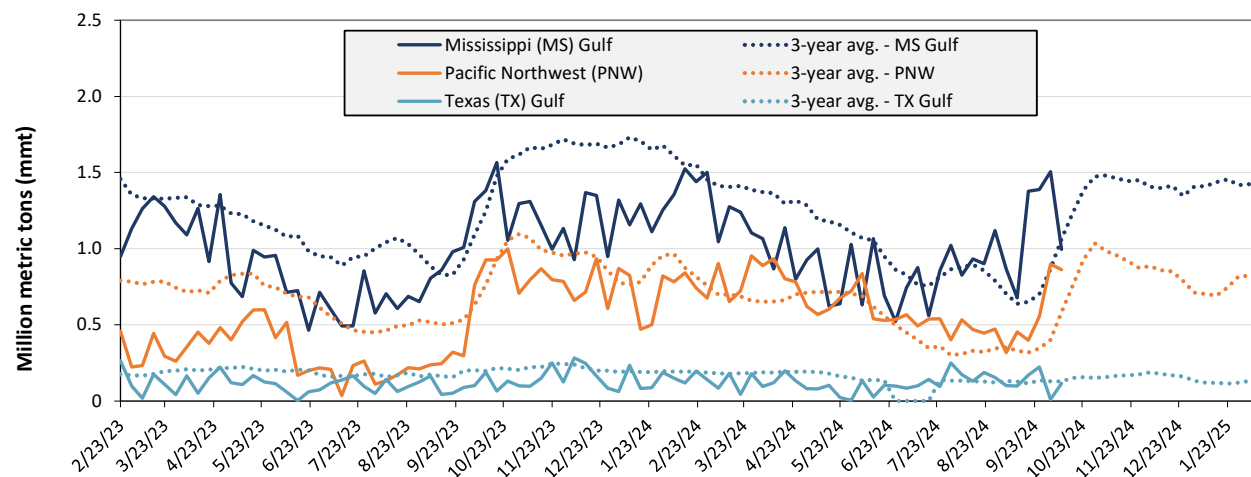
Figure 16. U.S. grain inspected for export (wheat, corn, and soybeans)



For the week ending Oct. 10: 2.5 mmt of grain inspected, down 16 percent from the previous week, down 18 percent from the same week last year, and up 14 percent from the 3-year, 4-week average.

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

Figure 17. U.S. grain inspections for U.S. Gulf and PNW (wheat, corn, and soybeans)



Week ending 10/10/24 inspections (mmt):

MS Gulf: 0.99

PNW: 0.86

TX Gulf: 0.12

Percent change from:	MS Gulf	TX Gulf	U.S. Gulf	PNW
Last week	down 34	up 1140	down 27	down 4
Last year (same 7 days)	down 31	down 10	down 29	down 6
3-year average (4-week moving average)	down 6	down 10	down 7	up 48

Source: USDA, Federal Grain Inspection Service.

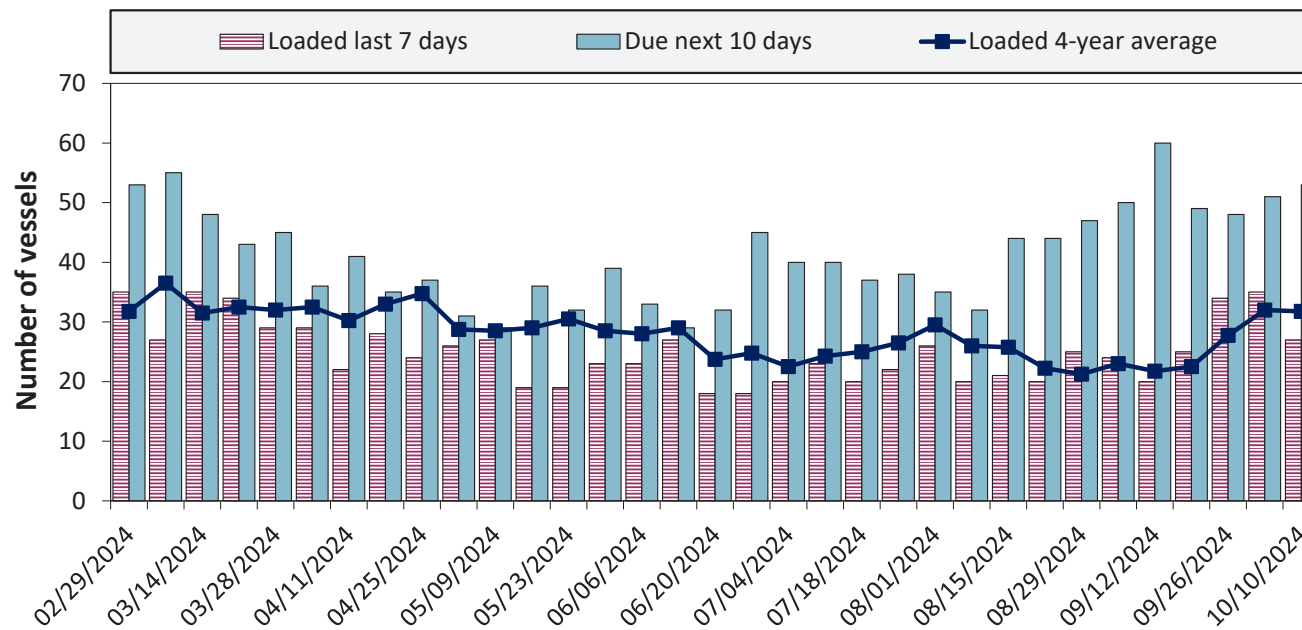
Table 19. Weekly port region grain ocean vessel activity (number of vessels)

Date	Gulf			Pacific Northwest
	In port	Loaded 7-days	Due next 10-days	In port
10/10/2024	38	27	53	13
10/3/2024	39	35	51	13
2023 range	(8...38)	(17...34)	(21...56)	(1...24)
2023 average	22	26	39	10

Note: The data are voluntarily submitted and may not be complete.

Source: USDA, Agricultural Marketing Service.

Figure 18. U.S. Gulf vessel loading activity

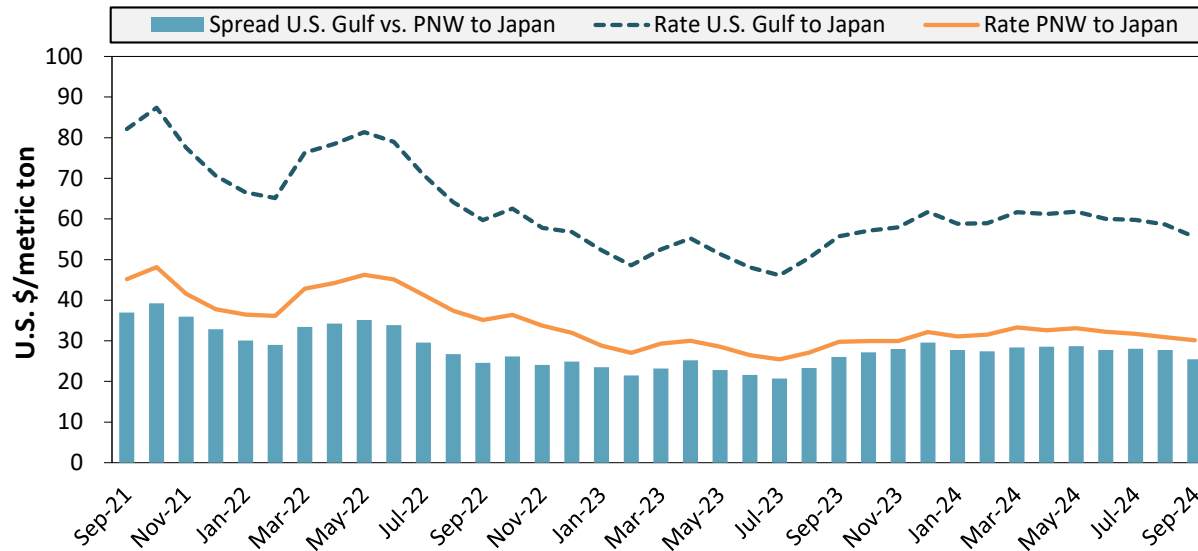


Note: U.S. Gulf includes Mississippi, Texas, and the East Gulf region.

Source: USDA, Agricultural Marketing Service.

Week ending 10/10/24, number of vessels	Loaded	Due
Change from last year	-10%	15%
Change from 4-year average	-15%	-4%

Figure 19. U.S. Grain vessel rates, U.S. to Japan



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

Ocean rates	U.S. Gulf	PNW	Spread
September 2024	\$56	\$30	\$25
Change from September 2023	-0%	1%	-2%
Change from 4-year average	-8%	-10%	-5%

Table 20. Ocean freight rates for selected shipments, week ending 10/13/2024

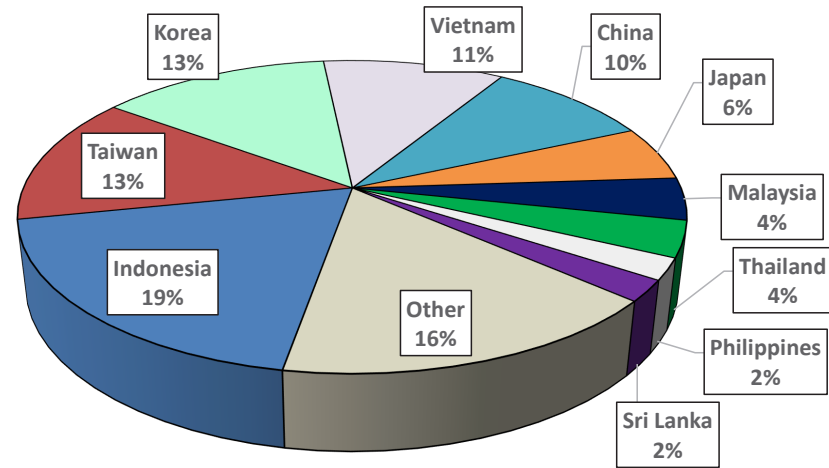
Export region	Import region	Grain types	Entry date	Loading date	Volume loads (metric tons)	Freight rate (US\$/metric ton)
U.S. Gulf	Japan	Heavy grain	Mar 20, 2024	Apr 1/5, 2024	50,000	69.50
U.S. Gulf	China	Heavy grain	Sep 30, 2024	Oct 1/10, 2024	58,000	62.00
U.S. Gulf	China	Heavy grain	Sep 19, 2024	Oct 1/10, 2024	66,000	56.85
U.S. Gulf	China	Heavy grain	Sep 9, 2024	Oct 1/9, 2024	66,000	53.00
U.S. Gulf	China	Heavy grain	Aug 26, 2024	Sep 1/Oct 1, 2024	58,000	60.50
U.S. Gulf	China	Heavy grain	Sep 9, 2024	Sep 15/oct 15, 2024	68,000	57.00
U.S. Gulf	N. China	Heavy grain	Aug 20, 2024	Sept 15/Oct 15, 2024	68,000	57.00
U.S. Gulf	Colombia	Soybean Meal	May 7, 2024	May 20/30, 2024	3,000	28.30
U.S. Gulf	Colombia	Soybean Meal	May 7, 2024	May 20/30, 2024	3,000	28.30
Brazil	N. China	Heavy grain	Jul 11, 2024	Aug 7/13, 2024	63,000	47.25
Brazil	China	Heavy grain	Jul 5, 2024	Aug 4/Sep 14, 2024	63,000	42.50
Brazil	China	Heavy grain	Jun 21, 2024	Jul 20/31, 2024	63,000	42.25
Brazil	China	Corn	May 10, 2024	Jun 15/Jul 15, 2024	65,000	49.00
Brazil	N. China	Heavy grain	May 3, 2024	May 20/30, 2024	65,000	46.00
Brazil	China	Heavy grain	Apr 19, 2024	May 4/11, 2024	60,000	53.25
Brazil	Philippines	Soybean Meal	Feb 23, 2024	Apr 15/25, 2024	40,000	61.00
Ukraine	Portugal	Heavy grain	Aug 15, 2024	Aug 15/19, 2024	25,000	25.50
Ukraine	S. China	Barley	Jun 25, 2024	Jul 10/30, 2024	60,000	49.00

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 2023, containers were used to transport 14 percent of total U.S. waterborne grain exports. Approximately 62 percent of U.S. waterborne grain exports in 2023 went to Asia, of which 20 percent were moved in containers. Approximately 90 percent of U.S. waterborne containerized grain exports were destined for Asia.

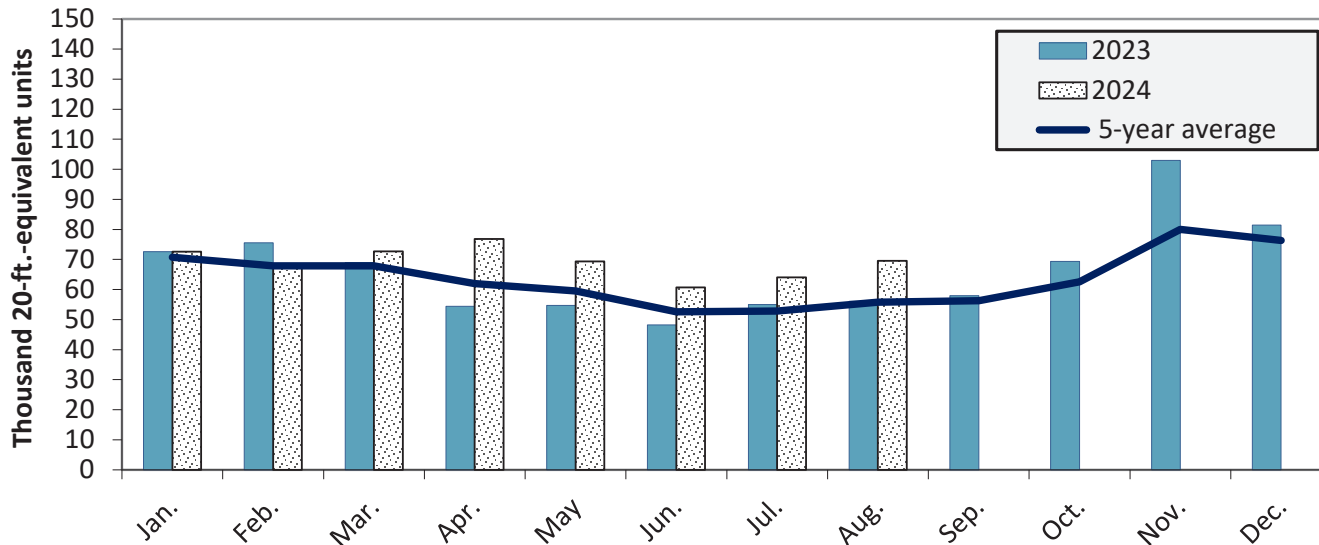
Figure 20. Top 10 destination markets for U.S. containerized grain exports, Jan-Aug 2024



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 analysis of PIERS data, S&P Global.

Figure 21. Monthly shipments of U.S. containerized grain exports



Containerized grain shipments in Aug. 2024 were up 24.1 percent from last year and up 24.6 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: USDA, Agricultural Marketing Service analysis of PIERS data, S&P Global.

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