USDA United States Department of Agriculture

Grain Transportation Report

A weekly publication of the Agricultural Marketing Service
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November 3, 2022

Contents

The next release is November 10, 2022

WEEKLY HIGHLIGHTS

STB Requires Railroads To Continue Reporting Service Data

On October 28, the Surface Transportation Board (STB) ordered the four U.S. Class I carriers—BNSF Railway (BNSF), CSX Transportation, Norfolk Southern Railway, and Union Pacific Railroad (UP)—to continue reporting additional service metrics until May 5, 2023. In May, following a hearing on urgent issues in freight rail service, STB required railroads to provide weekly performance data, biweekly service progress reports, and monthly employment data for a 6-month period. In extending the reporting requirement, STB noted the four carriers have met some of their 6-month targets to improve service, but failed to meet others. For example, BNSF has targeted an on-time performance metric for grain unit trains of 75 percent, but only 55 percent of its grain unit trains were on time in the week ending October 14. (Pre-pandemic levels were at 77 percent.) Similarly, UP has targeted a trip-plan compliance metric for grain unit trains of 81 percent, but only 61 percent of grain unit trains met that goal in the week ending October 14. (Pre-pandemic levels were at 90 percent.) Given these mixed results, STB stated that data collection and monitoring were still needed, particularly when compared to pre-pandemic 2019 levels and continued shipper complaints. The order can be viewed here.

Continued Drought Conditions Limit Near-Term Barge Demand

According to the National Oceanic and Atmospheric Administration (NOAA) *U.S. Winter Outlook* (released October 20), the drought affecting the Mississippi River System (MRS) is expected to continue or worsen. NOAA predicts near- or below-average precipitation for the region through January. Some shippers are waiting to ship grain until January, or even spring 2023, in hopes that MRS conditions will improve. Although demand is still present for barges in the near term, barge lines are reluctant to add more freight in the near term beyond prior commitments. For the week of November 1, the St. Louis barge spot rate (***GTR* table 9**) fell 9 percent from last week to $80.12 per ton, 24 percent lower than its peak the week of October 11, but 397 percent higher than last year. The number of grain barges unloaded in New Orleans (***GTR* fig. 12**) fell 30 percent from last week to 598, 25 percent lower than last year during the same week and 16 percent lower than the 3-year average.

Norfolk Southern Adds New Grain Export Service to Port of NY/NJ

Norfolk Southern is now offering weekly intermodal export service for containerized grain from Columbus, OH, to the Port of New York and New Jersey's (Port of NY/NJ) GCT Bayonne marine terminal. Containers will originate at Discovery Park, a terminal in Columbus owned by third-party logistics provider World Distribution Services. Ahead of the fall harvest, the added route could help some shippers avoid the delays and higher costs (due to low water levels) of shipping on the Mississippi River. The new route also could provide an alternative to congested Southern California ports. According to PIERS data (as cited by the *Journal of Commerce*), at the end of September, the Port of NY/NJ's year-to-date (YTD) grain volumes fell 9 percent from YTD end-of-September 2021—to 23,336 TEU. In contrast, the Port of Los Angeles has been the busiest U.S. hub for exporting containerized soybean and corn, up 20 percent from the same YTD 2021 period—to 77,342 TEU. Likewise, the Port of Long Beach was the third-busiest port for exporting containerized soybean and corn, up 10 percent from the same 2021 period—at 58,123 TEU.

Snapshots by Sector

Export Sales

For the week ending October 20, **unshipped balances** of wheat, corn, and soybeans for marketing year 2022/23 totaled 37.76 million metric tons (mmt), down 26 percent from the same time last year and down 4 percent from last week. Net **corn export sales** for marketing year 2022/23 were 0.264 mmt, down 35 percent from last week. Net **soybean export sales** were 1.026 mmt, down 56 percent from last week. Net weekly **wheat export sales** were 0.533 mmt, up significantly from last week.

Rail

U.S. Class I railroads originated 24,053 **grain carloads** during the week ending October 22. This was a 7-percent decrease from the previous week, 7 percent fewer than last year, and 1 percent fewer than the 3-year average.

Average November shuttle **secondary railcar** bids/offers (per car) were $1,783 above tariff for the week ending October 27. This was $194 more than last week and $1,503 more than this week last year.

Barge

For the week ending October 29, **barged grain movements** totaled 539,600 tons. This was 3 percent more than the previous week and 35 percent fewer than the same period last year.

For the week ending October 29, 339 grain barges **moved down river**—26 fewer barges than last week. There were 598 grain barges **unloaded** in the New Orleans region, 30 percent fewer than last week.

Ocean

For the week ending October 27, 25 **oceangoing grain vessels** were loaded in the Gulf—34 percent fewer than the same period last year. Within the next 10 days (starting October 28), 34 vessels were expected to be loaded—28 percent fewer than the same period last year.

As of October 27, the rate for shipping a metric ton (mt) of grain from the U.S. Gulf to Japan was $62.00. This was 2 percent less than the previous week. The rate from the Pacific Northwest to Japan was $35.50 per mt, 4 percent less than the previous week.

Fuel

For the week ending October 31, the U.S. average **diesel fuel price** decreased 2.4 cents from the previous week to $5.317 per gallon, 159.0 cents above the same week last year.

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Web: **http://dx.doi.org/10.9752/TS056.11-03-2022**

Feature Article/Calendar

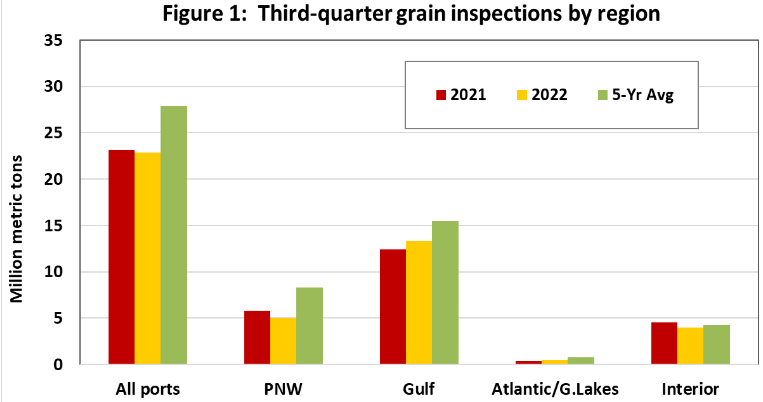
Year-to-Year Grain Inspections Slightly Decline in Third Quarter 2022

From third quarter 2021 to third quarter 2022 (year to year), inspections of grain (wheat, corn, and soybeans) fell 1 percent, to 22.9 million metric tons (mmt). Down 18 percent from the 5-year average, this volume was the lowest since third quarter 2015. Year to year, inspections of corn and wheat were down moderately. Over the same period, soybean inspections rose sharply, as shipments to China nearly doubled. In the Pacific Northwest (PNW)—one of the Nation's top export regions—total inspections of grain decreased notably, both year to year and from the 5-year average. In the U.S. Gulf, another top export region, total inspections of grain increased year to year and from the 5-year average.

Total Inspections by Region

U.S. Gulf. Third-quarter grain inspections in the U.S. Gulf were 13.3 million metric tons (mmt), up 7 percent from year to year and 14 percent below the 5-year average (fig.1). Third-quarter U.S. Gulf soybean inspections (4.9 mmt)—up 120 percent from last year and down 22 percent from the average—were the main driver of the year-to-year rise in total U.S. Gulf grain inspections. U.S. Gulf corn inspections (5.8 mmt) were down 16 percent year to year and down 13 percent from the 5-year average. U.S. Gulf wheat inspections were down 21 percent year to year and up 5 percent from the 5-year average. The U.S. Gulf's share (58 percent) of total grain exports was up year to year. Over the same time period, third-quarter rail deliveries of grain to U.S. Gulf ports rose 5 percent, while barged grain movements through the Mississippi River locks to the U.S. Gulf increased 8 percent.

Figure 1: Third-quarter grain inspections by region



Source: USDA, Federal Grain Inspection Service.

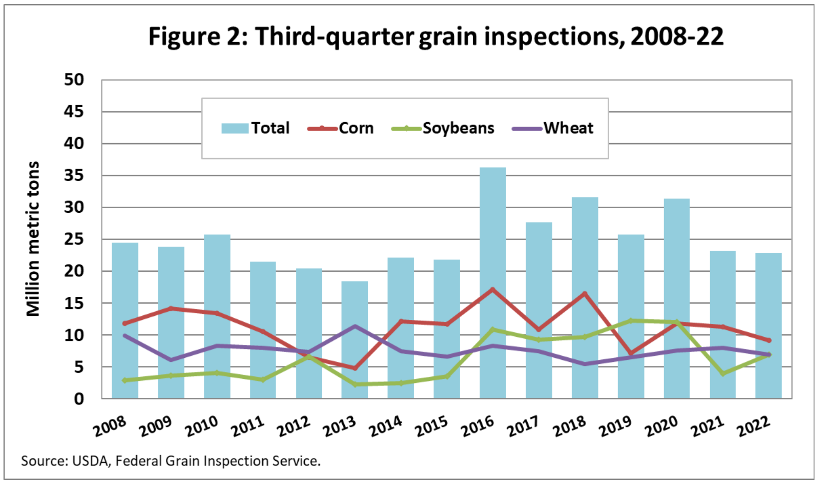
PNW. Third-quarter PNW grain inspections totaled 5.1 mmt, down 13 percent year to year and down 39 percent from the 5-year average (fig. 1). The decreases mainly reflected falling corn and wheat inspections. Like U.S. total third-quarter grain inspections, PNW inspections were the lowest since 2015. Third-quarter PNW corn inspections (1.1 mmt) dropped 31 percent year to year, while wheat inspections (3.2 mmt) dropped 10 percent. Drops in inspections of both these commodities reflected declining shipments to Asia. Year to year, PNW inspections of soybeans destined to China were up 27 percent. PNW soybean inspections (0.681 mmt) were up 22 percent year to year and down 50 percent from the 5-year average. Third-quarter rail deliveries of grain to PNW ports decreased 6 percent year to year.

Atlantic-Great Lakes. Third-quarter Atlantic-Great Lakes grain inspections totaled 0.5 mmt, up 43 percent year to year and down 37 percent from the 5-year average. Corn inspections in the region increased 39 percent year to year and rose 76 percent from the 5-year average. Total Atlantic-Great Lakes wheat inspections were up 81 percent year to year and down 5 percent from the 5- year average. However, soybean inspections decreased 9 percent year to year and fell 79 percent from the 5-year average.

Interior. Third-quarter Interior inspections of grain inspections totaled 4.0 mmt, down 12 percent year to year and down 6 percent from the 5-year average. The Interior accounted for 17 percent of the U.S. total third-quarter grain inspections. Exports to Mexico accounted for 85 percent of total third-quarter Interior grain inspections—a year-to-year decline. Exports to Asia accounted for 14 percent of total Interior grain inspections, up 3 percent year to year. Interior soybean inspections (1.2 mmt) were up 18 percent year to year and down 14 percent from the 5-year average. Total corn inspections reached 2.0 mmt (a year-to-year decrease of 22 percent), and wheat inspections were only 0.8 mmt (a year-to-year decrease of 17 percent).

Inspections by Commodity—Corn, Soybeans, and Wheat

Third-quarter U.S. corn inspections totaled 9.1 mmt, down 19 percent year to year and down 21 percent from the 5-year average (fig. 2*)*. Year to year, total third-quarter corn inspections from all port regions to Asia and Latin America decreased 21 percent and 22 percent, respectively.



Third-quarter soybean inspections were 6.9 mmt, up 76 percent year to year and down 27 percent from the 5-year average (fig. 2). Year to year, although soybean shipments destined to China increased 76 percent, they still accounted for only 30 percent of total U.S. third-quarter soybean inspections. Over the same period, about 56 percent of U.S. third-quarter soybean exports were destined to Asia. The Asia-destined tonnage was up 68 percent year to year and down 34 percent from the 5-year average.

Third-quarter inspections of wheat totaled 6.9 mmt, down 14 percent year to year and down 1 percent from the 5-year average. At 2.9 mmt, third-quarter inspections of wheat destined to Asia decreased 17 percent year to year. At 2.7 mmt, total wheat inspected for export to Latin America increased 26 percent year to year.

Market Outlook

According to the October *World Agricultural Supply and Demand Estimates (WASDE)* report, exports of corn, soybeans, and wheat are expected to decrease 13 percent, 5 percent, and 3 percent respectively, from marketing year (MY) 2021/22 to MY 2022/23. Since the September *WASDE*, MY 2022/23 projections are adjusted down 6 percent for corn exports, down 2 percent for soybean exports, and down 6 percent for wheat exports. Compared to MY 2021/22, cumulative (shipped) export sales for MY 2022/23 are currently down 28 percent for corn, down 8 percent for soybeans, and up 2 percent for wheat (***GTR* table 12**).

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Grain Transportation Indicators

Table 1

Grain transport cost indicators[1]

For the week ending	Truck	Rail Non-Shuttle	Rail Shuttle	Barge	Ocean Gulf	Ocean Pacific
11/02/22	357	332	349	1069	277	252
10/26/22	358	332	323	1148	283	262

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

Source: USDA, Agricultural Marketing Service.

Table 2

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

Commodity	Origin–destination	10/28/2022	10/21/2022
Corn	IL–Gulf	-2.23	-2.24
Corn	NE–Gulf	-1.61	-1.69
Soybean	IA–Gulf	-2.69	-2.81
HRW	KS–Gulf	-2.65	-2.75
HRS	ND–Portland	-2.48	-2.93

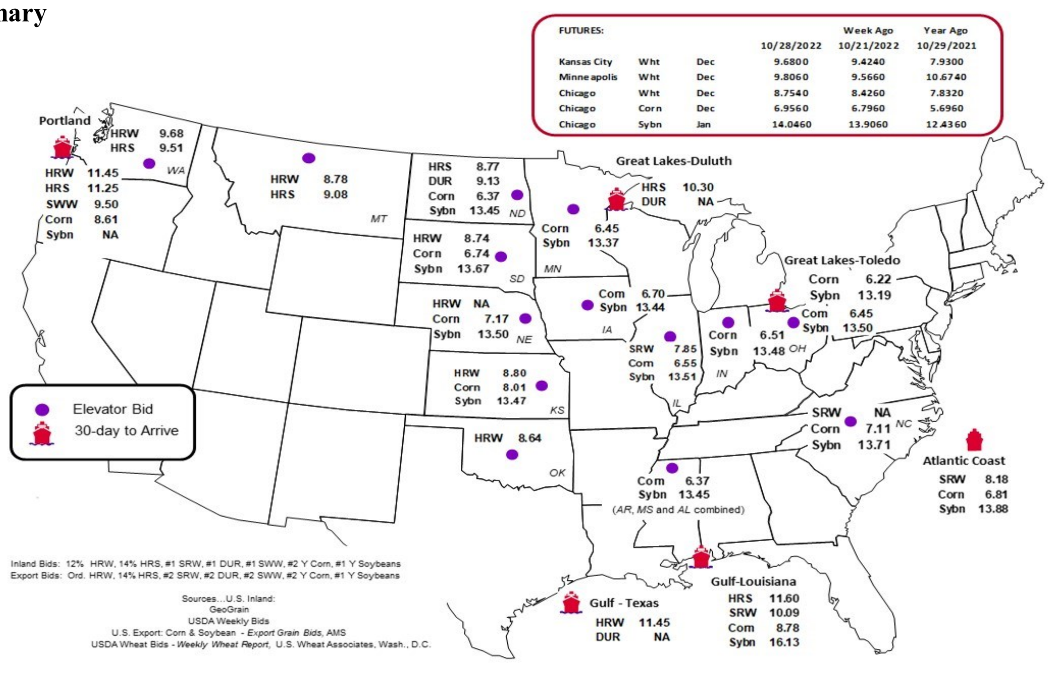
Note: nq = no quote; n/a = not available; HRW = hard red winter wheat; HRS = hard red spring wheat.

Source: USDA, Agricultural Marketing Service.

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

Figure 1

Grain bid summary



Rail Transportation

Table 3

Rail deliveries to port (carloads)[1]

For the week ending	Mississippi Gulf	Texas Gulf	Pacific Northwest	Atlantic & East Gulf	Total	Week ending	Cross-border Mexico[3]
10/26/2022[p]	2,760	448	8,658	952	12,818	10/22/2022	2,429
10/19/2022[r]	2,396	323	8,566	1,105	12,390	10/15/2022	1,797
2022 YTD[r]	50,652	32,877	214,246	18,974	316,749	2022 YTD	113,917
2021 YTD[r]	41,242	55,262	239,537	14,658	350,699	2021 YTD	119,410
2022 YTD as % of 2021 YTD	123	59	89	129	90	% of 2021 YTD	95
Last 4 weeks as % of 2021[2]	216	30	83	88	88	Last 4wks. % 2021	87
Last 4 weeks as % of 4-year avg.[2]	218	34	115	105	114	Last 4wks. % 4 yr.	89
Total 2021	53,554	68,335	305,865	21,913	449,667	Total 2021	145,883
Total 2020	45,177	63,348	296,060	24,202	428,787	Total 2020	126,407

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

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

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

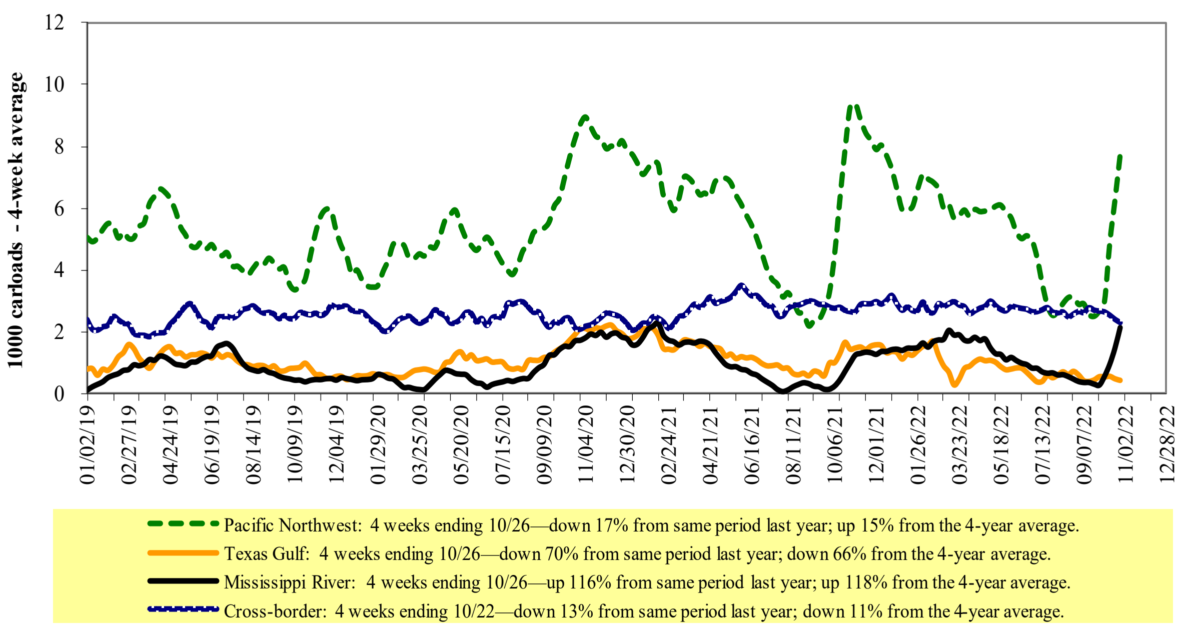
YTD = year-to-date; p = preliminary data; r = revised data; n/a = not available; wks. = weeks; avg. = average.

Source: USDA, Agricultural Marketing Service.

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

Figure 2

Rail deliveries to port



Source: USDA, Agricultural Marketing Service.

Table 4

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

For the week ending:	East		West			U.S. total	Canada	
10/22/2022	CSXT	NS	BNSF	KCS	UP		CN	CP
This week	2,093	2,921	11,742	1,330	5,967	24,053	6,875	7,025
This week last year	1,914	2,122	13,233	1,682	6,955	25,906	4,059	5,242
2022 YTD	72,661	100,198	458,305	52,784	240,858	924,806	155,903	157,572
2021 YTD	73,882	99,136	485,894	50,924	257,733	967,569	171,576	199,268
2022 YTD as % of 2021 YTD	98	101	94	104	93	96	91	79
Last 4 weeks as % of 2021*	97	112	94	95	92	95	138	121
Last 4 weeks as % of 3-yr. avg.**	93	105	100	112	100	101	126	117
Total 2021	93,935	120,619	609,890	64,818	318,002	1,207,264	209,991	242,533

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

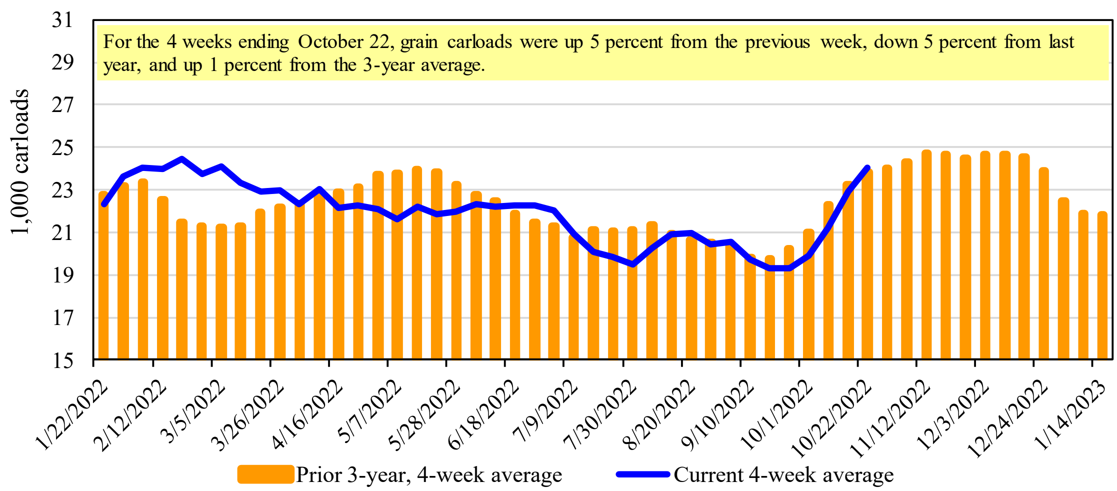
**The past 4 weeks as a percent of the same period from the prior 3-year average. YTD = year-to-date; avg. = average; yr. = year.

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

Source: Association of American Railroads.

Figure 3

Total weekly U.S. Class I railroad grain carloads



Source: Association of American Railroads.

Table 5

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

For the week ending: 10/27/2022		Nov-22	Nov-21	Dec-22	Dec-21	Jan-23	Jan-22	Feb-23	Feb-22
		Delivery period							
BNSF[3]	COT grain units	no bids	0	no bids	0	124	0	106	no bids
	COT grain single-car	202	76	179	3	403	0	402	0
UP[4]	GCAS/Region 1	no offer	n/a	no offer	n/a	no offer	n/a	n/a	n/a
	GCAS/Region 2	no offer	n/a	no offer	n/a	no offer	n/a	n/a	n/a

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

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

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

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

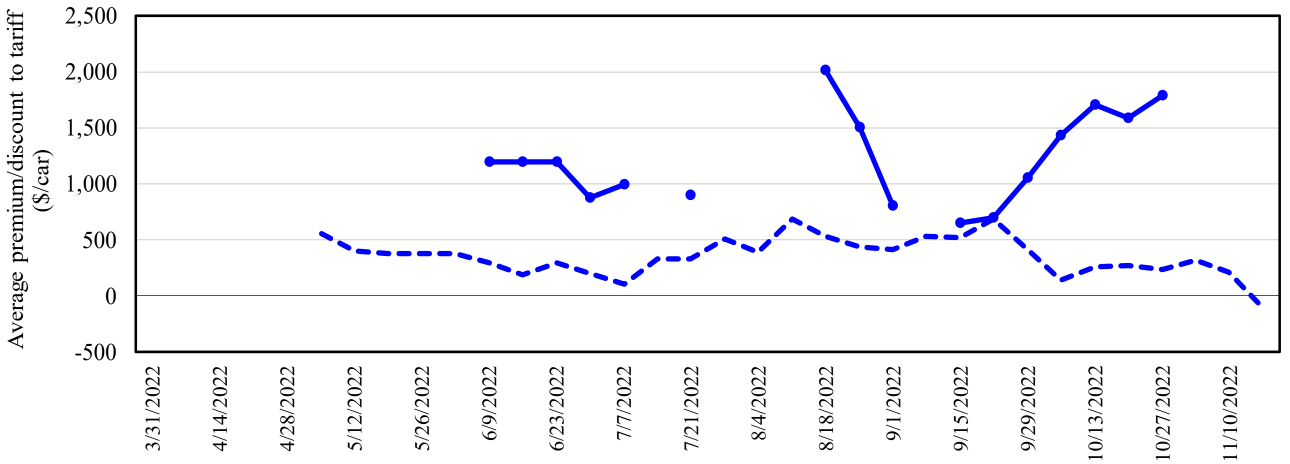
Region 1 includes: AR, IL, LA, MO, NM, OK, TX, WI, and Duluth, MN.

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

Source: USDA, Agricultural Marketing Service.

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

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

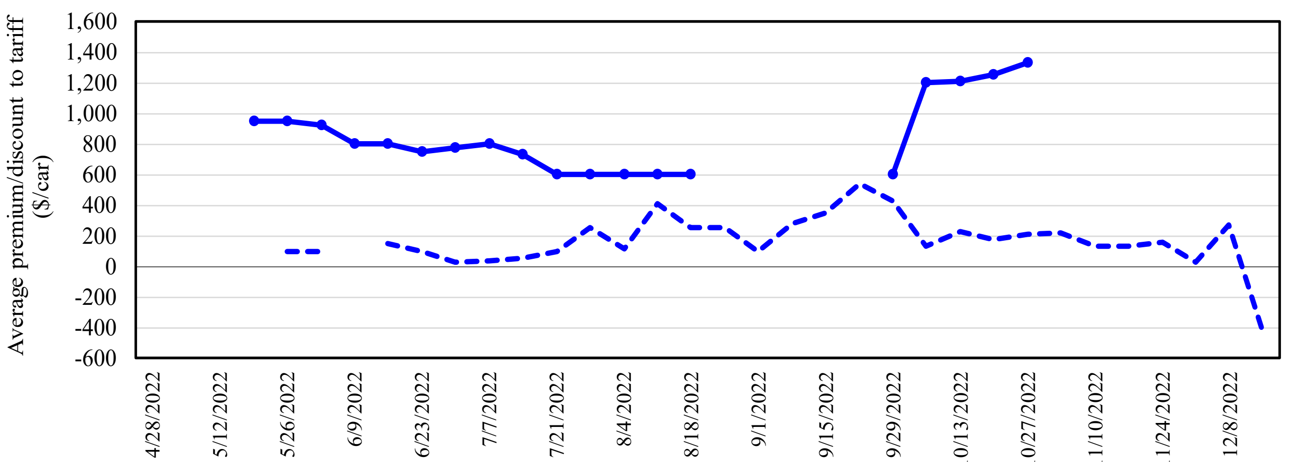


10/27/2022	BNSF	UP
Non-shuttle	n/a	n/a
Shuttle	$1,542	$2,025

There were no non-shuttle bids/offers this week.
Average shuttle bids/offers rose $194 this week and are $225 below the peak.

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

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



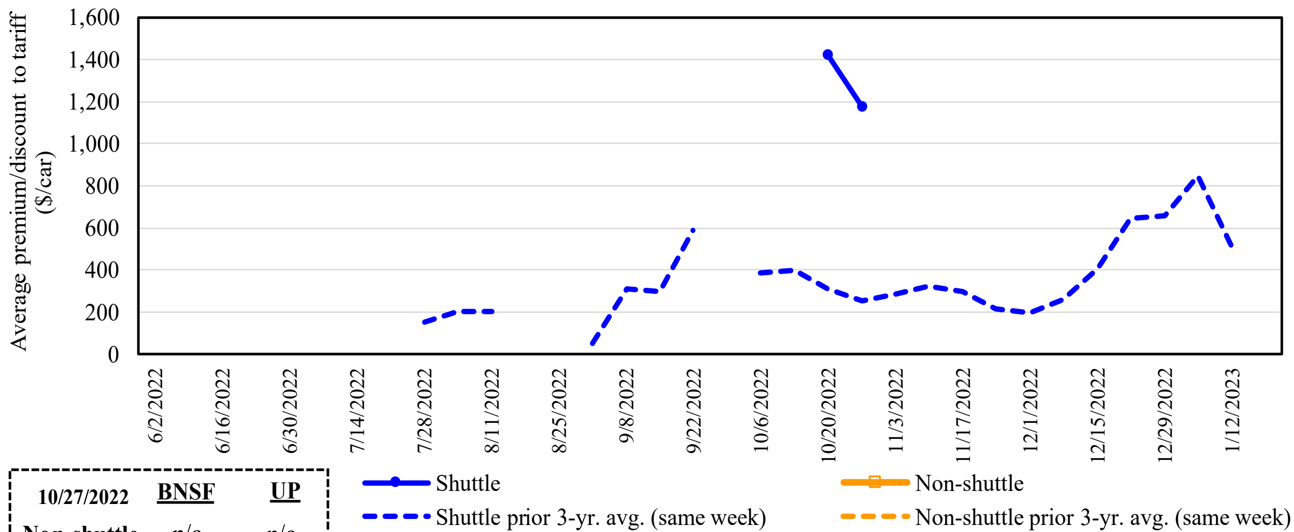
10/27/2022	BNSF	UP
Non-shuttle	n/a	n/a
Shuttle	$1,188	$1,475

There were no non-shuttle bids/offers this week.
Average shuttle bids/offers rose $75 this week and are at the peak.

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

Figure 6

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



10/27/2022	BNSF	UP
Non-shuttle	n/a	n/a
Shuttle	$1,175	n/a

There were no non-shuttle bids/offers this week.
Average shuttle bids/offers fell $250 this week and are $250 below the peak.

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

Table 6

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

	For the week ending:	Delivery period					
	10/27/2022	Nov-22	Dec-22	Jan-23	Feb-23	Mar-23	Apr-23
Non-shuttle	**BNSF-GF**	**n/a**	**n/a**	**n/a**	**n/a**	**n/a**	**n/a**
	Change from last week	n/a	n/a	n/a	n/a	n/a	n/a
	Change from same week 2021	n/a	n/a	n/a	n/a	n/a	n/a
	UP-Pool	**n/a**	**n/a**	**n/a**	**n/a**	**n/a**	**n/a**
	Change from last week	n/a	n/a	n/a	n/a	n/a	n/a
	Change from same week 2021	n/a	n/a	n/a	n/a	n/a	n/a
Shuttle	**BNSF-GF**	**1,542**	**1,188**	**1,175**	**n/a**	**n/a**	**n/a**
	Change from last week	(136)	(426)	(175)	n/a	n/a	n/a
	Change from same week 2021	1,299	1,025	n/a	n/a	n/a	n/a
	UP-Pool	**2,025**	**1,475**	**n/a**	**1,500**	**1,000**	**n/a**
	Change from last week	525	575	n/a	500	n/a	n/a
	Change from same week 2021	1,706	1,275	n/a	n/a	n/a	n/a

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

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

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

Source: USDA, Agricultural Marketing Service.

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

Table 7

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

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

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

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

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

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

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

Table 8

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

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

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

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

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

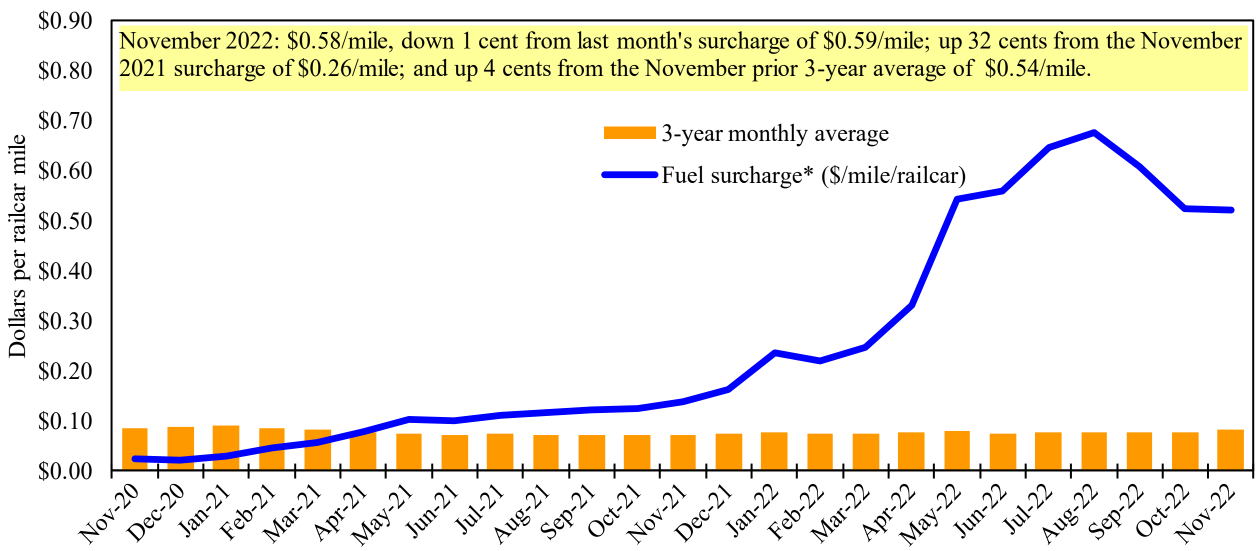
[4]Percentage change calculated using tariff rate plus fuel surchage; Y/Y = year over year.

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

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

Figure 7

Railroad fuel surcharges, North American weighted average[1]

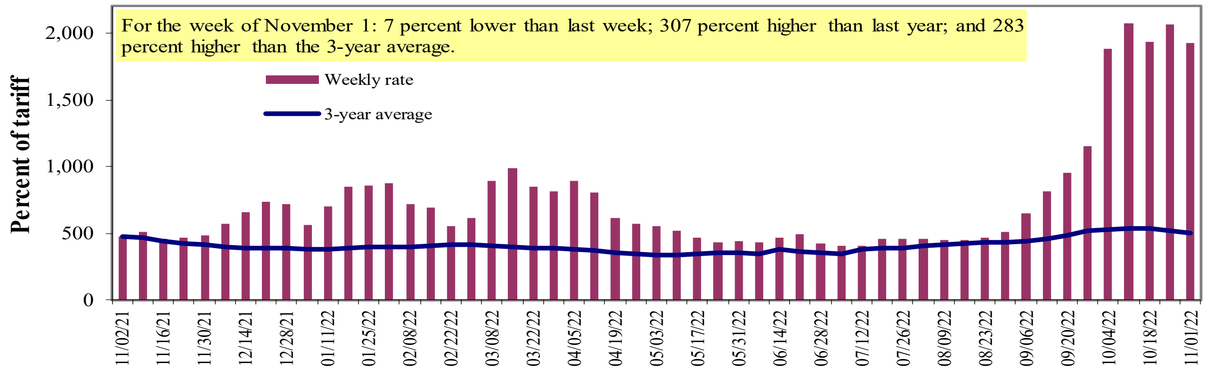


[1] Weighted by each Class I railroad's proportion of grain traffic for the prior year.
* Beginning January 2009, the Canadian Pacific fuel surcharge is computed by a monthly average of the bi-weekly fuel surcharge.
**CSX strike price changed from $2.00/gal. to $3.75/gal. starting January 1, 2015.
Sources: BNSF Railway, Canadian National Railway, CSX Transportation, Canadian Pacific Railway, Union Pacific Railroad, Kansas City Southern Railway, Norfolk Southern Corporation.

Barge Transportation

Figure 8

Illinois River barge freight rate[1,2]



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

Table 9

Weekly barge freight rates: Southbound only

		Twin Cities	Mid-Mississippi	Lower Illinois River	St. Louis	Cincinnati	Lower Ohio	Cairo-Memphis
Rate[1]	11/1/2022	1363	1844	1925	2008	2338	2338	1738
	10/25/2022	1683	2033	2067	2217	2478	2478	1878
$/ton	11/1/2022	84.37	98.10	89.32	80.12	109.65	94.46	54.57
	10/25/2022	104.18	108.16	95.91	88.46	116.22	100.11	58.97
Current week % change from the same week:								
	Last year	175	278	307	397	386	386	384
	3-year avg. [2]	159	253	283	344	382	382	302
Rate[1]	December	-	-	1194	1044	1081	1081	1014
	February	-	-	984	759	799	799	697

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

Figure 9
Benchmark tariff rates

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

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

Map Credit: USDA, Agricultural Marketing Service

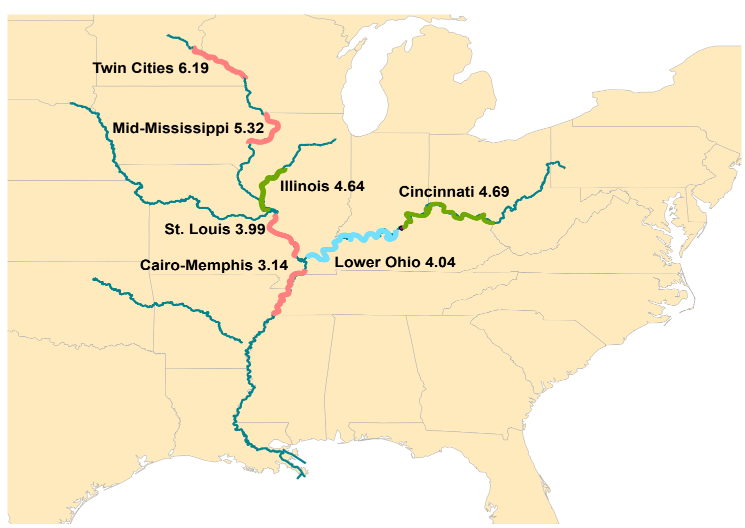
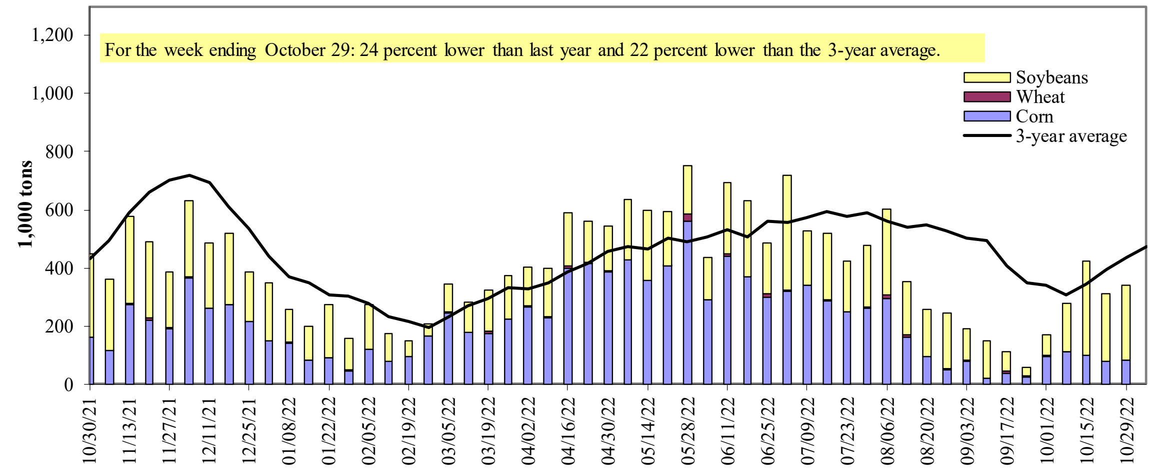


Figure 10

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



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

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

Source: U.S. Army Corps of Engineers.

Table 10

Barge grain movements (1,000 tons)

For the week ending 10/29/2022	Corn	Wheat	Soybeans	Other	Total
Mississippi River					
Rock Island, IL (L15)	9	0	124	0	133
Winfield, MO (L25)	35	0	144	0	178
Alton, IL (L26)	54	0	219	6	279
Granite City, IL (L27)	81	0	261	0	342
Illinois River (La Grange)	27	0	54	2	83
Ohio River (Olmsted)	42	0	132	0	174
Arkansas River (L1)	0	0	24	0	24
Weekly total - 2022	123	0	417	0	540
Weekly total - 2021	305	13	504	5	826
2022 YTD[1]	14,144	1,499	10,656	209	26,509
2021 YTD[1]	20,490	1,492	7,768	245	29,995
2022 as % of 2021 YTD	69	100	137	85	88
Last 4 weeks as % of 2021[2]	57	15	107	94	84
Total 2021	23,516	1,634	11,325	297	36,772

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

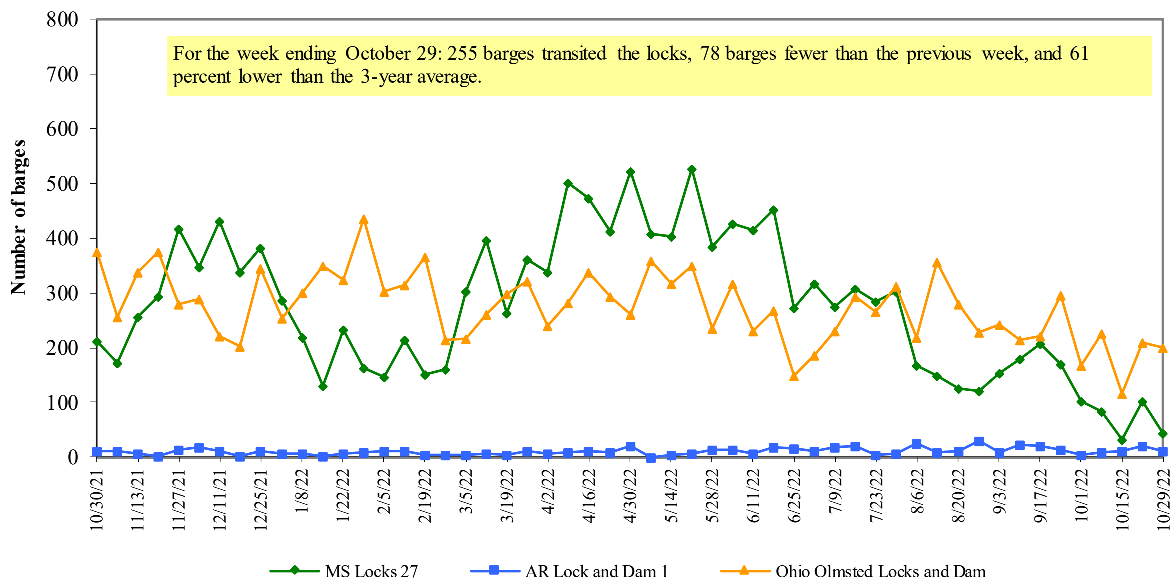
[2] As a percent of same period in 2021.

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

Source: U.S. Army Corps of Engineers.

Figure 11

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

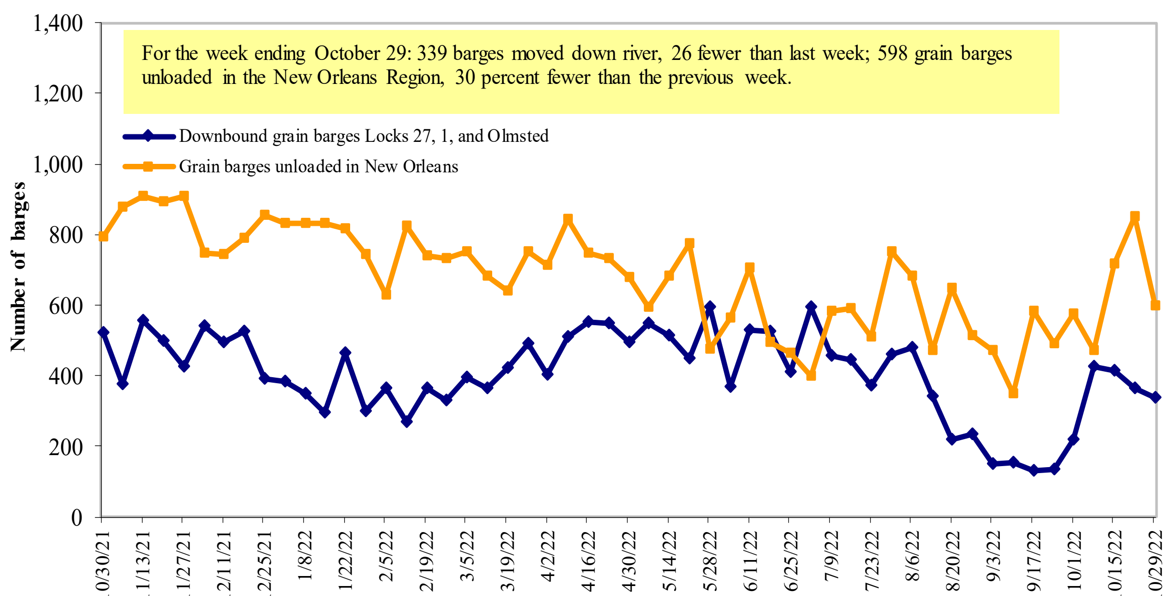


Note: The U.S. Army Corps of Engineers has recently migrated its lock and vessel database and has noted the latest data may be revised in coming weeks.

Source: U.S. Army Corps of Engineers.

Figure 12

Grain barges for export in New Orleans region



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

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

Truck Transportation

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

Table 11

Retail on-highway diesel prices, week ending 10/31/2022 (U.S. $/gallon)

Region	Location	Price	Change from Week ago	Change from Year ago
I	East Coast	5.400	0.021	1.683
	New England	5.852	0.079	2.201
	Central Atlantic	5.877	0.056	2.015
	Lower Atlantic	5.183	0.001	1.552
II	Midwest	5.327	-0.042	1.688
III	Gulf Coast	4.965	-0.022	1.479
IV	Rocky Mountain	5.302	-0.036	1.488
V	West Coast	5.810	-0.066	1.486
	West Coast less California	5.424	-0.055	1.492
	California	6.254	-0.077	1.603
Total	United States	5.317	-0.024	1.590

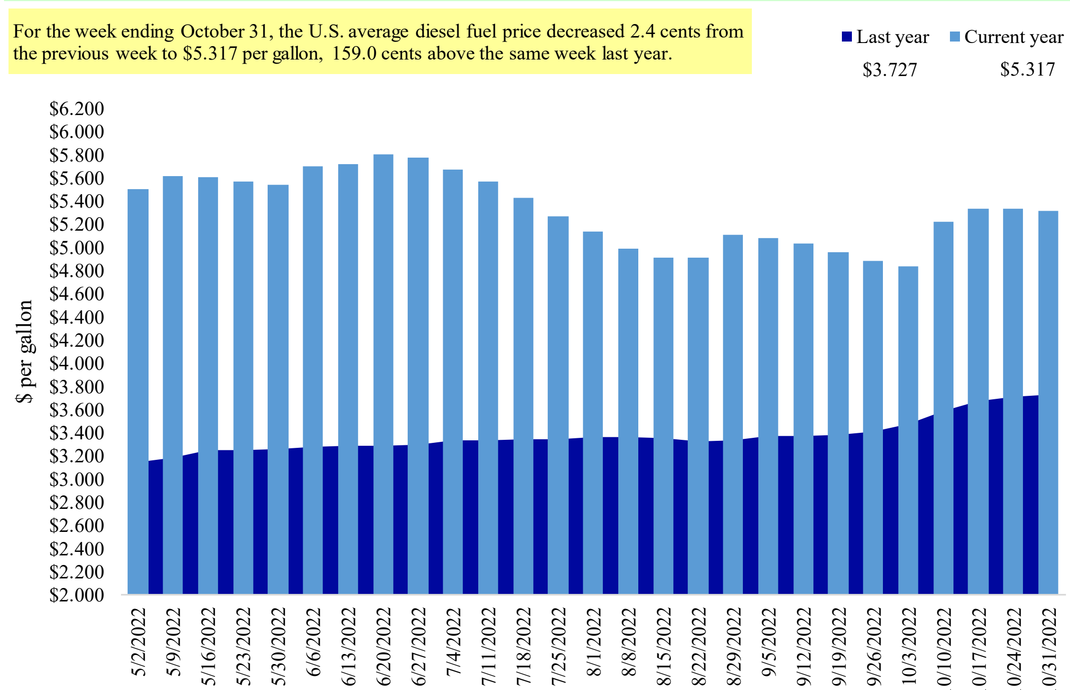
[1]Diesel fuel prices include all taxes. Prices represent an average of all types of diesel fuel.

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

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

Figure 13

Weekly diesel fuel prices, U.S. average



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

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

Grain Exports

Table 12

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

For the week ending	Wheat HRW	Wheat SRW	Wheat HRS	Wheat SWW	Wheat DUR	All wheat	Corn	Soybeans	Total
Export balances[1]									
10/20/2022	729	495	1,051	789	62	3,126	10,400	24,229	37,755
This week year ago	1,744	573	998	663	72	4,050	24,640	22,209	50,899
Cumulative exports-marketing year[2]									
2022/23 YTD	2,538	1,649	2,469	1,963	78	8,697	3,696	7,322	19,714
2021/22 YTD	3,210	1,281	2,382	1,607	77	8,557	5,145	7,931	21,633
YTD 2022/23 as % of 2021/22	79	129	104	122	100	102	72	92	91
Last 4 wks. as % of same period 2021/22	42	88	96	103	105	73	44	114	77
Total 2021/22	7,172	2,786	5,254	3,261	196	18,669	59,764	57,189	135,622
Total 2020/21	8,422	1,790	7,500	6,438	656	24,807	66,958	60,571	152,335

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

[2] Shipped export sales to date.

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

Source: USDA, Foreign Agricultural Service.

Table 13

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

For the week ending 10/20/2022	Total commitments[2] 2022/23 current MY	Total commitments[2] 2021/22 last MY	% change current MY from last MY	Exports[3] 3-yr. avg. 2019-21
		1,000 mt -		
Mexico	5704.1	7,946	(28)	15,227
China	3554	11,925	(70)	12,616
Japan	1272	2,376	(46)	10,273
Columbia	299	1,303	(77)	4,398
Korea	14	71	(80)	2,563
Top 5 importers	**10,843**	**23,621**	(54)	**45,077**
Total U.S. corn export sales	**14,095**	**29,785**	(53)	**56,665**
% of projected exports	26%	47%		
Change from prior week[2]	**264**	**890**		
Top 5 importers' share of U.S. corn export sales	77%	79%		80%
USDA forecast October 2022	**54,707**	**62,875**	(13)	
Corn use for ethanol USDA forecast, October 2022	**133,985**	**135,331**	(1)	

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

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

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

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

Source: USDA, Foreign Agricultural Service.

Table 14

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

For the week ending 10/20/2022	Total commitments[2] 2022/23 current MY	2021/22 last MY	% change current MY from last MY	Exports[3] 3-yr. avg. 2019-21
				- 1,000 mt -
China	17,745	16,045	11	27,283
Mexico	2,171	2,061	5	4,929
Egypt	713	844	(15)	3,553
Japan	794	728	9	2,266
Indonesia	313	367	(15)	2,116
Top 5 importers	**21,736**	**20,044**	8	**40,147**
Total U.S. soybean export sales	**31,550**	**30,140**	5	**54,231**
% of projected exports	57%	51%		
change from prior week[2]	**1,026**	**1,070**		
Top 5 importers' share of U.S. soybean export sales	69%	67%		**74%**
USDA forecast, October 2022	**55,722**	**58,801**	(5)	

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

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

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

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

Source: USDA, Foreign Agricultural Service.

Table 15

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

For the week ending 10/20/2022	Total Commitments[2] 2022/23 current MY	2021/22 last MY	% change current MY from last MY	Exports[3] 3-yr. avg. 2019-21
		1,000 mt -		- 1,000 mt -
Mexico	2,069	2,254	(8)	3,566
Philippines	1,561	1,880	(17)	2,985
Japan	1,224	1,272	(4)	2,453
China	616	848	(27)	1,537
Nigeria	605	1,410	(57)	1,528
Korea	736	768	(4)	1,459
Taiwan	417	501	(17)	1,106
Indonesia	236	59	299	711
Thailand	392	371	6	703
Colombia	405	363	12	621
Top 10 importers	**8,261**	**9,726**	(15)	**16,669**
Total U.S. wheat export sales	**11,823**	**12,607**	(6)	**22,763**
% of projected exports	56%	58%		
change from prior week[2]	**533**	**269**		
Top 10 importers' share of U.S. wheat export sales	70%	77%		73%
USDA forecast, October 2022	**21,117**	**21,798**	(3)	

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

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

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

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

Source: USDA, Foreign Agricultural Service.

Table 16

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

Port regions	For the week ending 10/27/22	Previous week*	Current week as % of previous	2022 YTD*	2021 YTD*	2022 YTD as % of 2021 YTD	Last 4-weeks as % of: Last year	Last 4-weeks as % of: Prior 3-yr. avg.	2021 total*
Pacific Northwest									
Wheat	55	29	190	8,652	12,163	71	174	67	13,243
Corn	0	0	n/a	8,952	12,369	72	50	1	13,420
Soybeans	1,063	1,283	83	8,847	8,442	105	89	130	14,540
Total	**1,119**	**1,312**	**85**	**26,451**	**32,973**	**80**	**95**	**114**	**41,203**
Mississippi Gulf									
Wheat	0	39	0	3,921	2,810	140	77	104	3,202
Corn	280	340	82	27,912	34,409	81	55	64	38,498
Soybeans	1,161	1,352	86	20,677	16,585	125	93	88	27,159
Total	**1,441**	**1,731**	**83**	**52,510**	**53,804**	**98**	**80**	**81**	**68,858**
Texas Gulf									
Wheat	57	25	229	2,998	3,423	88	144	80	3,888
Corn	8	0	n/a	573	506	113	23	33	627
Soybeans	108	53	206	219	1,134	19	46	63	1,611
Total	**174**	**78**	**224**	**3,790**	**5,062**	**75**	**69**	**70**	**6,126**
Interior									
Wheat	31	32	96	2,440	2,532	96	96	92	2,973
Corn	127	116	109	7,288	8,179	89	61	76	10,157
Soybeans	194	261	74	5,643	5,085	111	97	102	6,525
Total	**351**	**410**	**86**	**15,371**	**15,796**	**97**	**79**	**90**	**19,656**
Great Lakes									
Wheat	1	15	4	283	371	76	57	25	536
Corn	0	0	n/a	148	94	158	n/a	0	145
Soybeans	53	27	199	419	288	146	90	154	592
Total	**54**	**42**	**129**	**850**	**753**	**113**	**86**	**103**	**1,273**
Atlantic									
Wheat	0	0	n/a	168	125	135	189	89	128
Corn	0	8	0	276	81	343	51	103	85
Soybeans	76	97	78	1,840	1,352	136	93	99	2,184
Total	**76**	**105**	**72**	**2,285**	**1,558**	**147**	**90**	**99**	**2,397**
U.S. total from ports*									
Wheat	144	140	103	18,462	21,423	86	123	75	23,969
Corn	415	464	89	45,149	55,637	81	56	65	62,932
Soybeans	2,654	3,072	86	37,645	32,885	114	89	103	52,612
Total	**3,214**	**3,677**	**87**	**101,256**	**109,945**	**92**	**84**	**92**	**139,512**

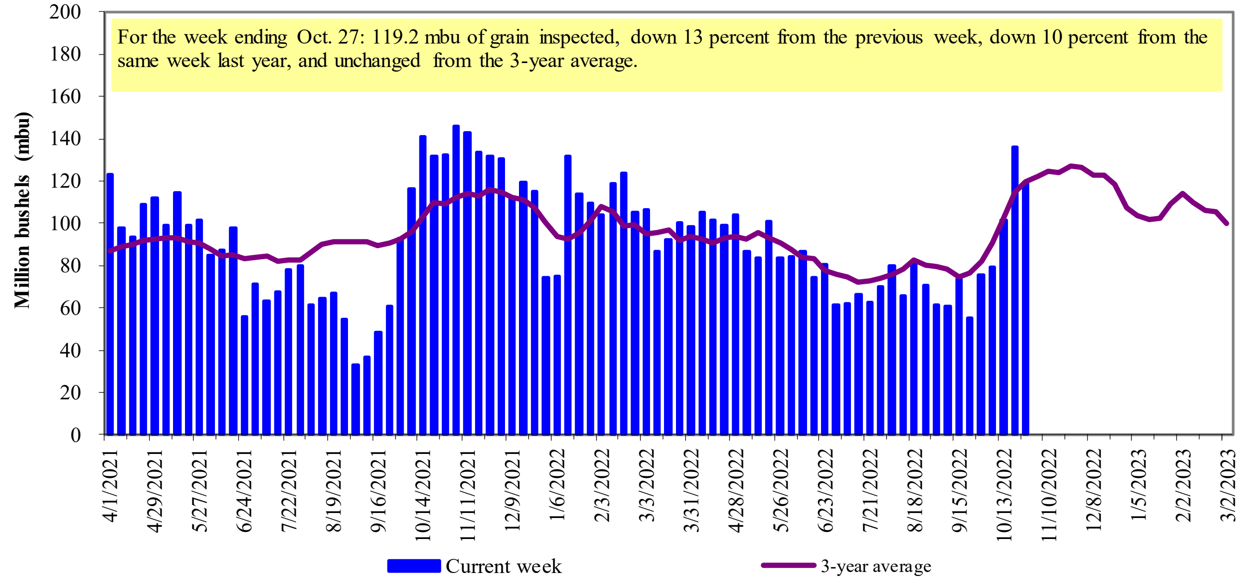
*Data includes revisions from prior weeks; some regional totals may not add exactly due to rounding.

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

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

Figure 14

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

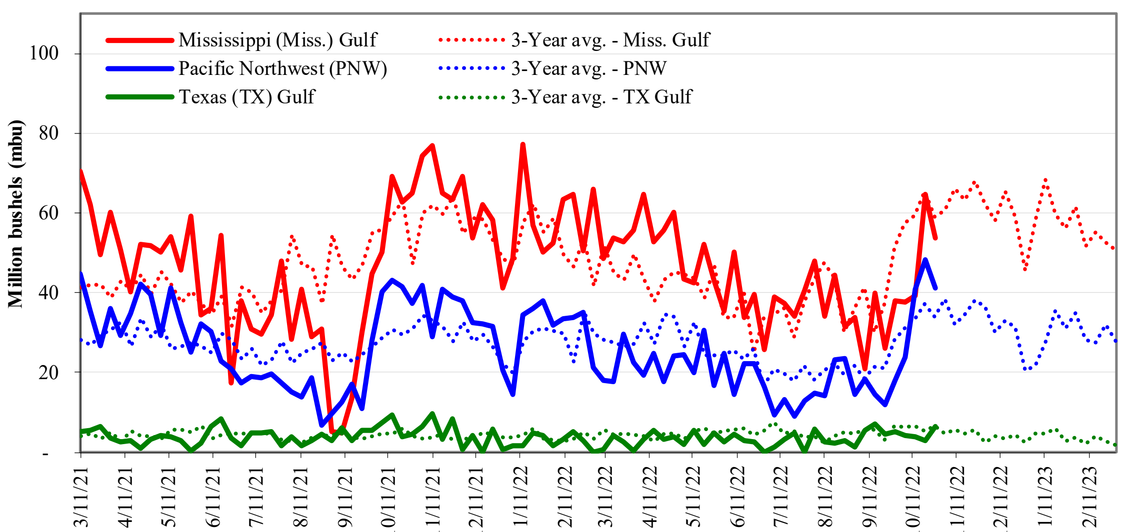


Note: 3-year average consists of 4-week running average.

Source: USDA, Federal Grain Inspection Service.

Figure 15

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



Week ending 10/27/22 inspections (mbu):		Percent change	MS Gulf	TX	U.S. Gulf	PNW
MS Gulf:	53.7	Last wk:	down 17	up 124	down 11	down 15
PNW:	41.1	Last Year (same wk):	down 17	up 40	down 13	up 10
TX Gulf:	6.4	3-yr avg. (4-wk. mov. Avg):	down 11	up 2	down 10	up 21

Source: USDA, Federal Grain Inspection Service.

Ocean Transportation

Table 17

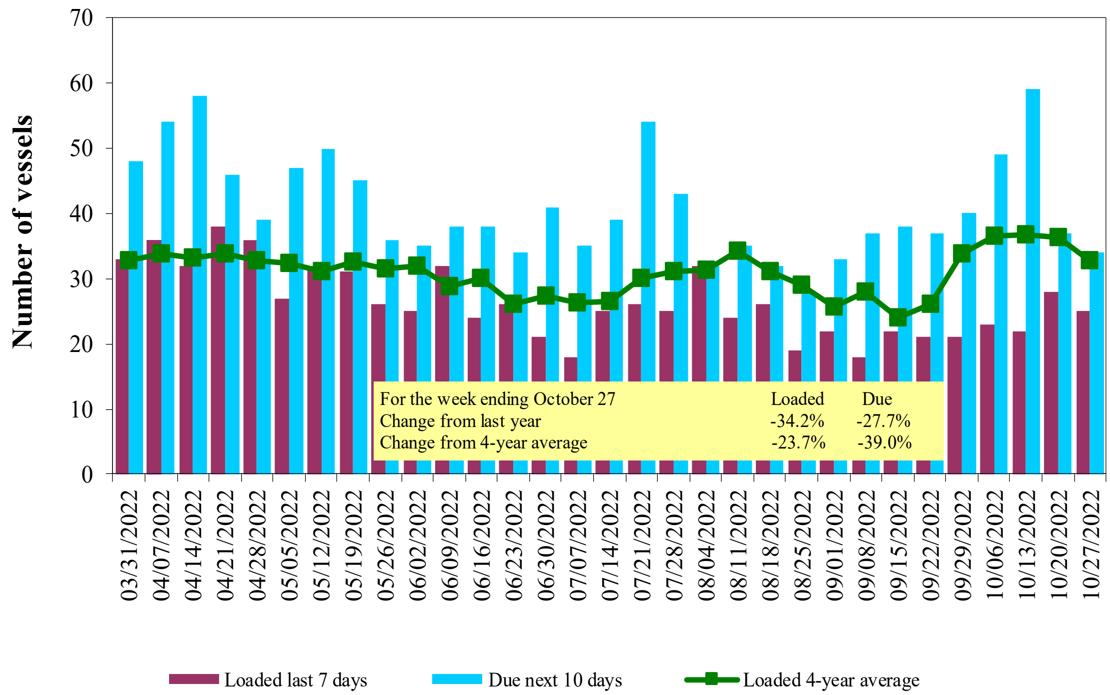
Weekly port region grain ocean vessel activity (number of vessels)

	Gulf			Pacific Northwest
Date	In port	Loaded 7-days	Due next 10-days	In port
10/27/2022	46	25	34	16
10/20/2022	40	28	37	20
2021 range	(10…57)	(5...48)	(15...69)	(4…27)
2021 average	34	32	49	15

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

Figure 16

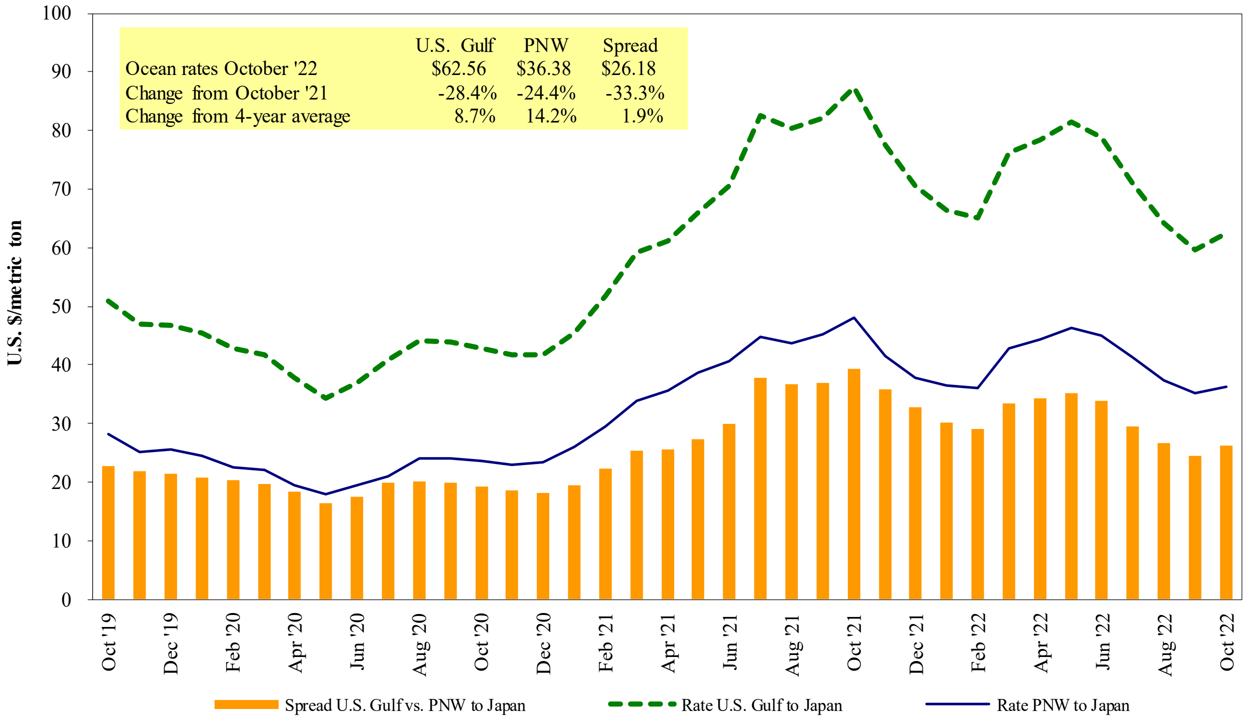
U.S. Gulf[1] vessel loading activity



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

Figure 17

Grain vessel rates, U.S. to Japan



Note: PNW = Pacific Northwest.

Source: O'Neil Commodity Consulting.

Table 18

Ocean freight rates for selected shipments, week ending 10/29/2022

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

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

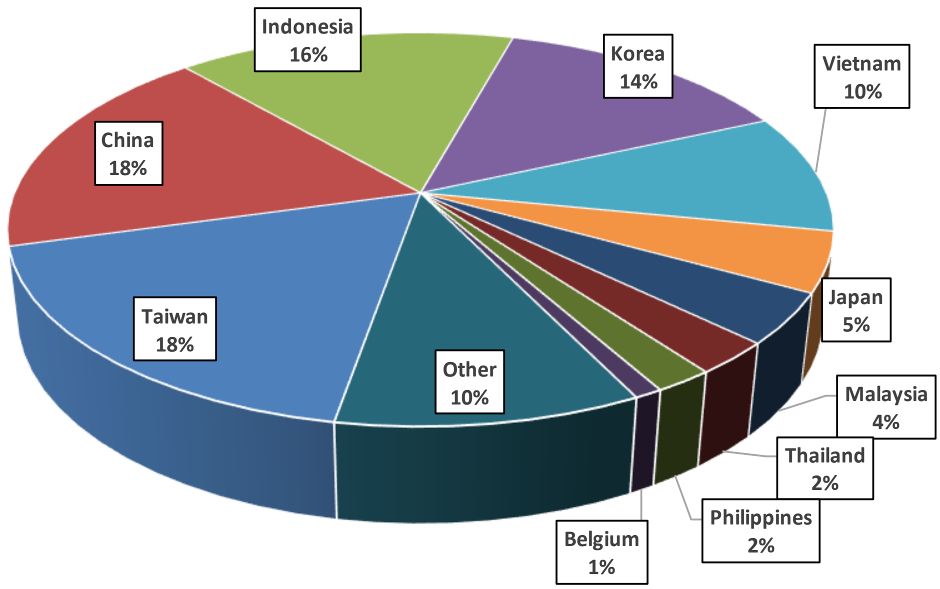
Note: Rates shown are per metric ton (2,204.62 lbs. = 1 metric ton), free on board (F.O.B), except where otherwise indicated; op = option.

Source: Maritime Research, Inc.

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

Figure 18

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

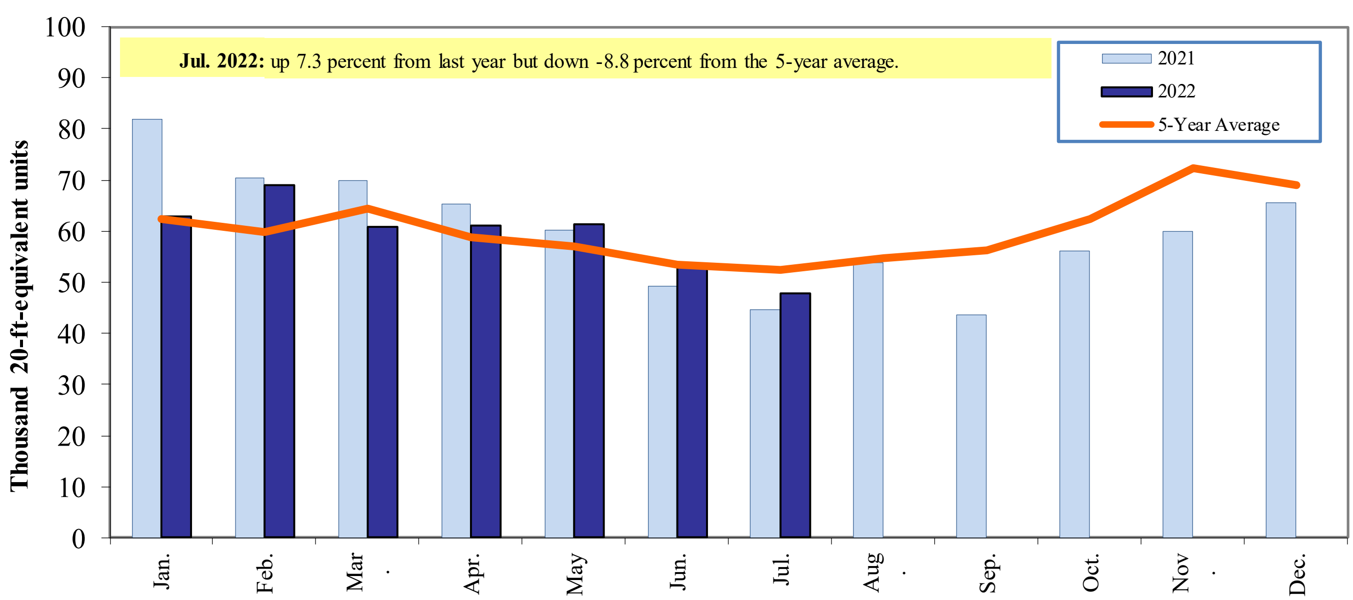


Note: The following Harmonized Tariff Codes are used to calculate containerized grains movements: '1001', '100190', '1002', '100200', '1003', '100300', '1004', '100400', '1005', '100590', '1007', '100700', '110100', '1102', '110220', '110290', '1201', '120100', '120190', '120810', '230210', '230310',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

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

Figure 19

Monthly shipments of U.S. containerized grain exports



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

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

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