



# Grain Transportation Report

A weekly publication of the Agricultural Marketing Service  
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February 2, 2023

## WEEKLY HIGHLIGHTS

### STB Releases Environmental Impact Statement on Proposed CP-KCS Merger

On January 27, the Surface Transportation Board’s (STB) Office of Environmental Analysis (OEA) [released](#) its final Environmental Impact Statement (EIS) analyzing the proposed Class I rail merger between Kansas City Southern and Canadian Pacific. In general, STB is reviewing the proposed merger from two perspectives. One concern is the merger’s effects on transportation, including those on competition and the economy. STB’s other major concern involves the merger’s environmental impacts, including those on air quality, climate change, safety, crossing delays, and noise. The final EIS concluded that “most of the [merger’s] potential adverse impacts ... including impacts on grade crossing delay and emergency vehicles, would be negligible, minor, and/or temporary.” However, the final EIS also concluded, train noise from increased rail traffic caused by the merger would adversely affect “many residences and other locations that are sensitive to noise.” STB is likely to make its final decision on the merger within the next month.

### FMCSA Issues Multi-Regional HOS Waiver for Transporting Fuel

On January 16, with a [multi-regional emergency declaration](#), the Federal Motor Carriers Safety Administration (FMCSA) waived hours-of-service (HOS) regulations for drivers transporting fuel. The declaration applied to several States that are key to grain transportation: Kansas and Nebraska (Midwest) and Oklahoma (South Central). The HOS waiver will stay in effect until February 15 or the end of the emergency, whichever comes first. FMCSA declared the emergency in response to the unanticipated shutdown of the Suncor oil and gas refinery in Colorado, severe winter storms, and high demand for fuel. All of these factors have caused difficulty obtaining necessary gasoline, diesel, and jet fuel in the affected States. In addition to FMCSA’s regional waiver, the Iowa Governor [issued a proclamation](#), effective through February 5, to waive HOS regulations in Iowa for transporting diesel propane, diesel, natural gas, and other fuels used for agricultural and other purposes.

### USDA FAS Releases Report on U.S.-Mexico Logistics

USDA’s Foreign Agricultural Service (FAS) recently [released a new report](#) titled *United States-Mexico Agricultural Trade Logistics Review*. The report looked at the southbound and northbound, land- and water-based patterns of trade of bulk grains, meat and poultry, fresh fruit and vegetables, and other agricultural imports and exports. For instance, the report found that the Laredo district, TX, handled most agricultural trade in both directions. The primacy of the Laredo crossing was attributed to established industry supply chains and proximity to the largest population centers and key markets in both countries. The authors also noted the Laredo district comprises a high number of commercial crossing sites that offer infrastructure that handles agricultural and food products. The report provided detailed descriptions of all the U.S.-Mexico commercial crossings by both land and water. It also discussed key challenges and opportunities in U.S. Mexico trade logistics. The full report can be downloaded [here](#).

## Snapshots by Sector

### Export Sales

For the week ending January 19, **unshipped balances** of wheat, corn, and soybeans for marketing year (MY) 2022/23 totaled 29.54 million metric tons (mmt), down 26 percent from the same time last year and down 2 percent from last week. Net **corn export sales** for MY 2022/23 were 0.910 mmt, down 20 percent from last week. Net **soybean export sales** were 1.146 mmt, up 16 percent from last week. Net weekly **wheat export sales** were 0.500 mmt, up 6 percent from last week.

### Rail

U.S. Class I railroads originated 22,015 **grain carloads** during the week ending January 21. This was a 21-percent decrease from the previous week, 5 percent fewer than last year, and 6 percent fewer than the 3-year average.

Average February shuttle **secondary railcar bids/offers** (per car) were \$229 below tariff for the week ending January 26. This was \$477 less than last week and \$1,385 lower than this week last year.

### Barge

For the week ending January 28, **barge grain movements** totaled 627,050 tons. This was 6 percent lower than the previous week and 28 percent higher than the same period last year.

For the week ending January 28, 402 grain barges **moved down river**—17 fewer than last week. There were 775 grain barges **unloaded** in the New Orleans region, 15 percent higher than last week.

### Ocean

For the week ending January 26, 26 **oceangoing grain vessels** were loaded in the Gulf—30 percent fewer than the same period last year. Within the next 10 days (starting January 27), 39 vessels were expected to be loaded—25 percent fewer than the same period last year.

As of January 26, the rate for shipping a metric ton (mt) of grain from the U.S. Gulf to Japan was \$51.50, unchanged from the previous week. The rate from the Pacific Northwest to Japan was \$28.25 per mt, unchanged from the previous week.

### Fuel

For the week ending January 30, the U.S. average **diesel fuel price** increased 1.8 cents from the previous week to \$4.622 per gallon, 77.6 cents above the same week last year.

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February 9, 2023

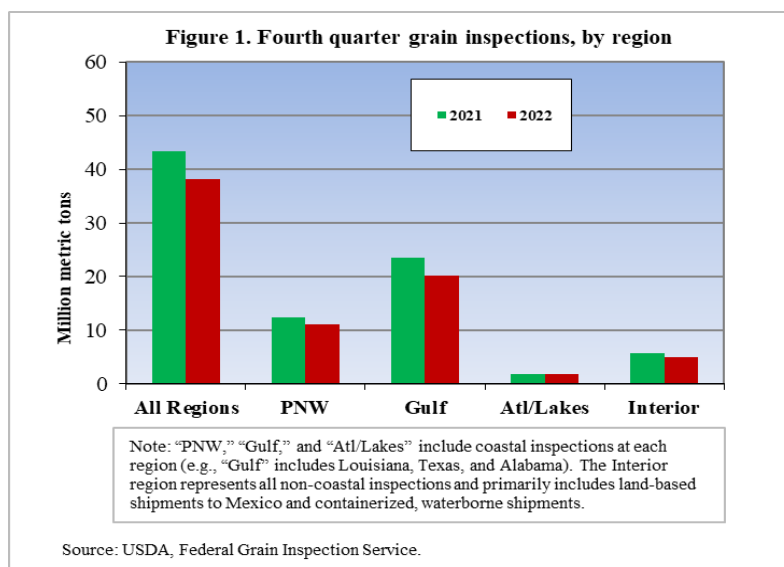
# Feature Article/Calendar

## Fourth-Quarter 2022 Grain Inspections Continue To Decline Year to Year

According to USDA’s Federal Grain Inspection Service (FGIS) [data](#) (also available [on AgTransport](#)), inspections of grain (wheat, corn, and soybeans) shipped from major U.S. ports were 38.2 million metric tons (mmt) in fourth quarter 2022—3 percent below the fourth-quarter 5-year average (fig. 1). From fourth quarter 2021 to fourth quarter 2022 (year to year), grain inspections fell 12 percent. That decline mainly reflected drops in corn and soybean inspections to Asia and Latin America. Down slightly year to year, soybean exports were 14 percent above the 5-year average, while wheat exports were 35 percent below the 5-year average.

### Breakdown by Region

**U.S. Gulf.** Grain inspections in the U.S. Gulf were 20.2 mmt in fourth quarter 2022, down 14 percent year to year and down 9 percent from the 5-year average (fig. 1). Year to year, U.S. Gulf corn inspections fell 38 percent, mainly reflecting lower grain inspections for export to Latin America, Japan, Germany, and Egypt. Soybean inspections in the U.S. Gulf declined 4 percent, primarily because of lower exports to Europe and Africa. U.S. Gulf wheat inspections decreased 2 percent, with lower inspections for shipment to Africa and Latin America.



Year to year, barged grain movements on the Mississippi River System to the U.S. Gulf fell 10 percent. Declining market activity pushed down ocean freight rates for shipping grain through the Gulf to Japan, both year to year (down 25 percent) and from third quarter 2022 to fourth quarter 2022 (quarter to quarter) (down 9 percent).

**Pacific Northwest.** Fourth-quarter 2022 PNW grain inspections were 11.1 mmt—a 9-percent decrease year to year and 3-percent increase from the 5-year average. At 0.745 mmt, fourth-quarter 2022 PNW corn inspections were down 34 percent from a year ago, because of diminished corn shipments to Japan and South Korea. Also, PNW soybean inspections fell 11 percent, to 8.7 mmt, and PNW soybean inspections destined to China fell slightly. PNW wheat inspections were 1.7 mmt, up 22 percent from fourth quarter 2021.

**Atlantic-Great Lakes.** Atlantic-Great Lakes grain inspections were 1.9 mmt in fourth quarter 2022, up 2 percent year to year and 10 percent above the 5-year average. Corn and wheat inspections in the Atlantic-Great Lakes ports fell 61 percent and 34 percent year to year, respectively. These drops were largely due to lower grain inspections for export to Latin America and Africa. However, soybean inspections increased 8 percent, largely because of higher shipments to Asia and Europe.

**Interior.** Interior grain inspections were 5 mmt in fourth quarter 2022, down 13 percent year to year and 4 percent above the 5-year average. The year-to-year decrease was mainly due to lower shipments to Mexico. Broken down more specifically, Interior inspections of corn fell 22 percent year to year; soybeans fell 3 percent; and wheat fell 2 percent. At 2.3 mmt, Interior corn inspections were still 1 percent above the 5-year average.

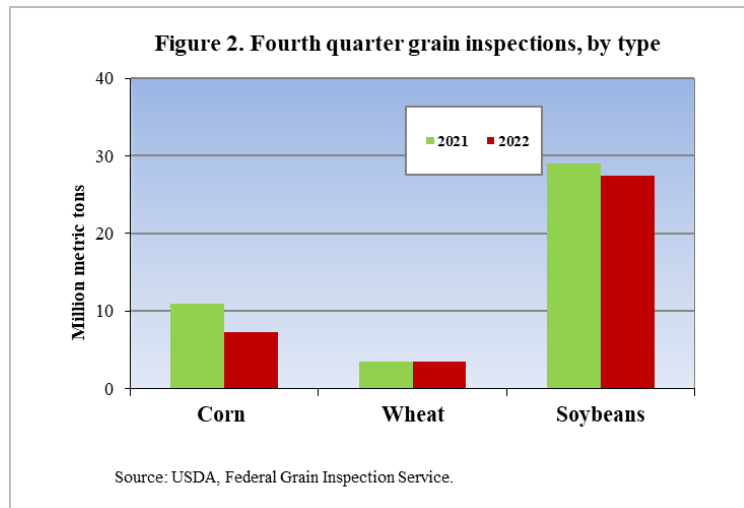
*Breakdown by Commodity: Corn and Soybean Inspections Decline; Wheat Down Significantly*

**Corn.** Fourth-quarter 2022 corn inspections were over 7.3 mmt—down 33 percent year to year and 27 percent below the 5-year average (fig. 2). Total U.S. corn exports for marketing year (MY) 2022/23 are projected to decrease 22 percent from MY 2021/22, according to USDA’s [January World Agricultural Supply and Demand Estimates \(WASDE\)](#).

**Soybeans.** Fourth-quarter 2022 soybean inspections were over 27.4 mmt—a 6-percent year-to-year decrease (fig. 2). As inspections destined to China rose, purchases from other countries continued to fall or remained steady. Inspections of China-bound soybeans accounted for 71 percent of total U.S. soybean inspections and 86 percent of U.S. soybeans destined to Asia. According to the January *WASDE* report, U.S. soybean exports for MY 2022/23 are expected to decrease 8 percent from MY 2021/22.

**Wheat.** Wheat inspections were over 3.5 mmt in fourth quarter 2022, down 1 percent year to year and 35 percent below the 5-year average (fig. 2). The January *WASDE* report projects total MY 2022/23 U.S. wheat exports to decrease 3 percent from MY 2021/22.

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# Grain Transportation Indicators

Table 1  
Grain transport cost indicators<sup>1</sup>

For the week ending	Truck		Rail		Barge	Ocean	
		Non-Shuttle	Shuttle			Gulf	Pacific
02/01/23	310	333	263		372	230	200
01/25/23	309	333	277		364	230	200

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

Source: USDA, Agricultural Marketing Service.

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

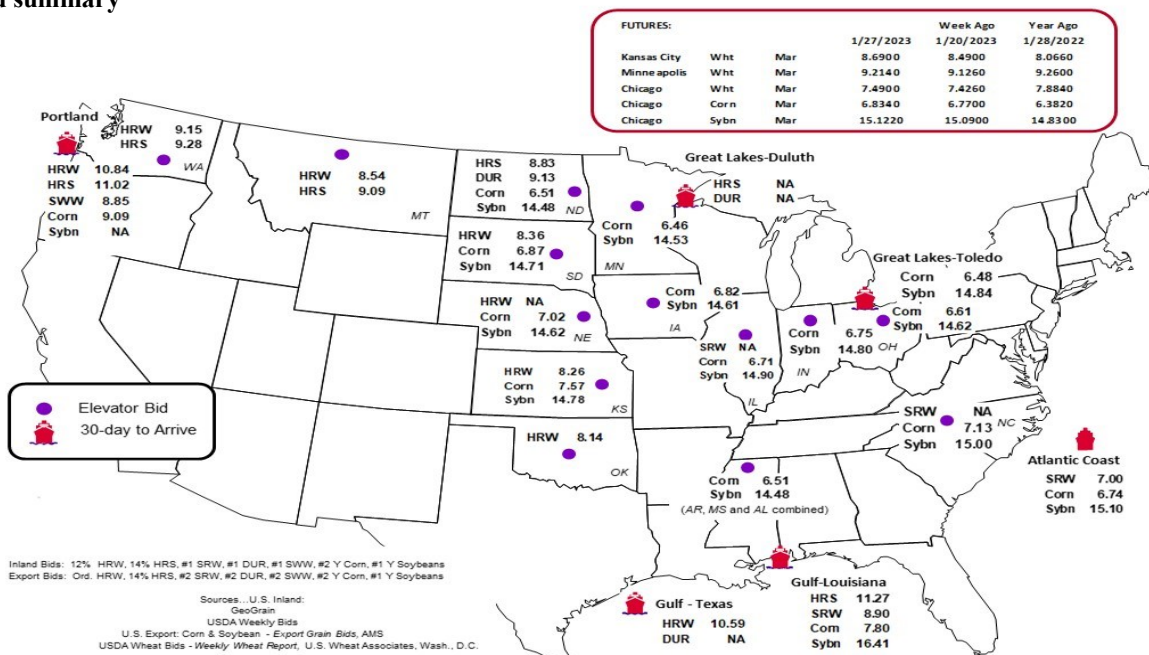
Commodity	Origin-destination	1/27/2023	1/20/2023
Corn	IL-Gulf	-1.09	-1.09
Corn	NE-Gulf	-0.78	-0.75
Soybean	IA-Gulf	-1.80	-1.77
HRW	KS-Gulf	-2.33	-2.33
HRS	ND-Portland	-2.19	-2.11

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

Source: USDA, Agricultural Marketing Service.

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

Figure 1  
Grain bid summary



# Rail Transportation

Table 3

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

For the week ending: 1/21/2023	East		West			U.S. total	Canada	
	CSXT	NS	BNSF	KCS	UP		CN	CP
This week	1,972	3,241	9,688	992	6,122	22,015	5,570	5,096
This week last year	1,748	2,188	10,640	1,507	7,194	23,277	4,471	4,123
2023 YTD	6,603	9,030	34,861	3,786	17,832	72,112	16,403	15,135
2022 YTD	5,278	7,301	33,395	4,167	19,502	69,643	9,815	10,159
2023 YTD as % of 2022 YTD	125	124	104	91	91	104	167	149
Last 4 weeks as % of 2022*	118	129	101	90	90	101	170	136
Last 4 weeks as % of 3-yr. avg.**	111	119	97	111	96	101	131	117
Total 2022	93,313	130,317	570,232	66,338	296,945	1,157,145	214,505	214,010

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

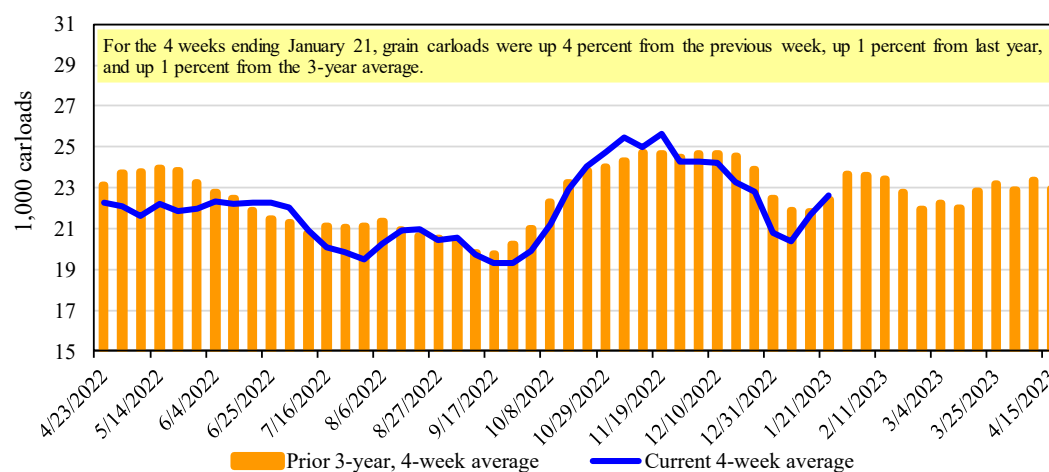
\*\*The past 4 weeks as a percent of the same period from the prior 3-year average. YTD = year-to-date; avg. = average; yr. = year.

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

Source: Association of American Railroads.

Figure 2

## Total weekly U.S. Class I railroad grain carloads



Source: Association of American Railroads.

Table 4

## Railcar auction offerings<sup>1</sup> (\$/car)<sup>2</sup>

For the week ending: 1/26/2023		Delivery period							
		Feb-23	Feb-22	Mar-23	Mar-22	Apr-23	Apr-22	May-23	May-22
BNSF <sup>3</sup>	COT grain units	no offer	no bids	no offer	no bids	0	no bids	0	no bids
	COT grain single-car	no offer	0	no offer	0	5	0	1	0
UP <sup>4</sup>	GCAS/Region 1	no offer	no offer	no offer	no offer	no offer	no offer	n/a	n/a
	GCAS/Region 2	no offer	no offer	no offer	no offer	no offer	no offer	n/a	n/a

<sup>1</sup> Auction offerings are for single-car and unit train shipments only.

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

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

<sup>4</sup> UP - GCAS = Union Pacific Railroad Grain Car Allocation System.

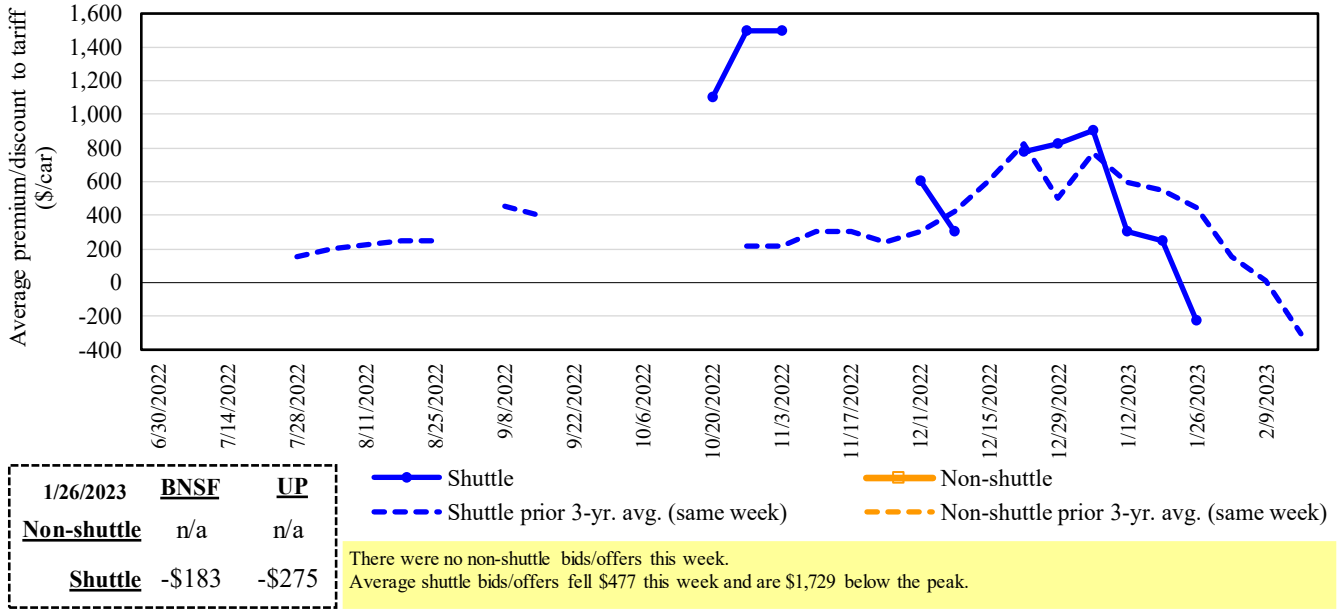
Region 1 includes: AR, IL, LA, MO, NM, OK, TX, WI, and Duluth, MN.

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

Source: USDA, Agricultural Marketing Service.

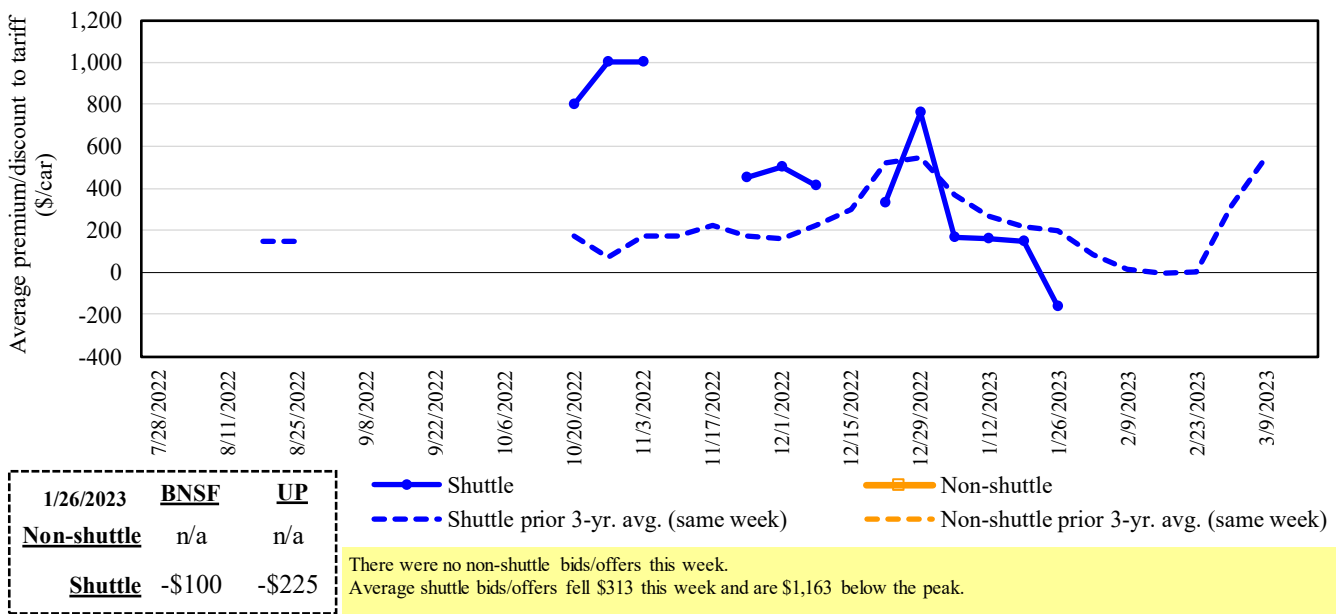
The **secondary rail market** information reflects trade values for service that was originally purchased from the railroad carrier as some form of guaranteed freight. The **auction and secondary rail** values are indicators of rail service quality and demand/supply.

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



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

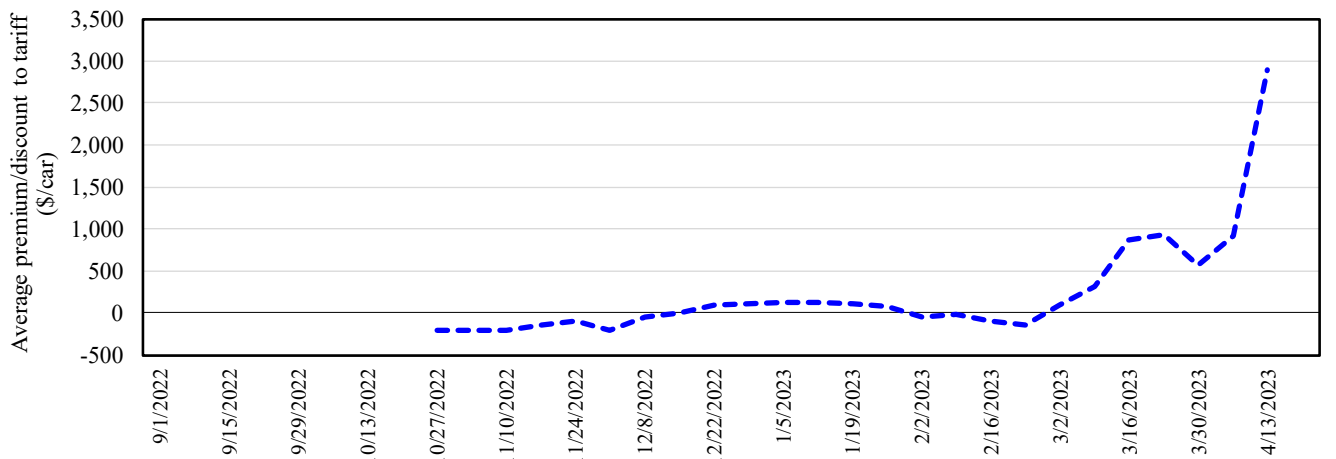
**Figure 4**  
**Secondary market bids/offers for railcars to be delivered in March 2023**



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

Figure 5

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



1/26/2023	BNSF	UP
<b>Non-shuttle</b>	n/a	n/a
<b>Shuttle</b>	n/a	n/a

—●— Shuttle  
—■— Non-shuttle  
- - -●- - - Shuttle prior 3-yr. avg. (same week)  
- - -■- - - Non-shuttle prior 3-yr. avg. (same week)

There were no non-shuttle bids/offers this week.  
 There were no shuttle bids/offers this week.

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

Table 5

Weekly secondary railcar market (\$/car)<sup>1</sup>

For the week ending:		Delivery period					
		1/26/2023	Feb-23	Mar-23	Apr-23	May-23	Jun-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 2022	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 2022	n/a	n/a	n/a	n/a	n/a	n/a
Shuttle	BNSF-GF	(183)	(100)	n/a	n/a	n/a	n/a
	Change from last week	(416)	(200)	n/a	n/a	n/a	n/a
	Change from same week 2022	(1,308)	(713)	n/a	n/a	n/a	n/a
	UP-Pool	(275)	(225)	n/a	n/a	n/a	n/a
	Change from last week	(538)	(425)	n/a	n/a	n/a	n/a
	Change from same week 2022	(1,463)	(800)	n/a	n/a	n/a	n/a

<sup>1</sup> 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 6

**Tariff rail rates for unit and shuttle train shipments<sup>1</sup>**

February 2023	Origin region <sup>3</sup>	Destination region <sup>3</sup>	Tariff rate/car	Fuel surcharge per car	Tariff plus surcharge per:		Percent change Y/Y <sup>4</sup>
					metric ton	bushel <sup>2</sup>	
<b>Unit train</b>							
Wheat	Wichita, KS	St. Louis, MO	\$3,695	\$268	\$39.36	\$1.07	3
	Grand Forks, ND	Duluth-Superior, MN	\$3,858	\$110	\$39.41	\$1.07	8
	Wichita, KS	Los Angeles, CA	\$7,490	\$566	\$80.00	\$2.18	8
	Wichita, KS	New Orleans, LA	\$4,600	\$472	\$50.36	\$1.37	8
	Sioux Falls, SD	Galveston-Houston, TX	\$7,226	\$465	\$76.37	\$2.08	8
	Colby, KS	Galveston-Houston, TX	\$4,850	\$517	\$53.29	\$1.45	7
	Amarillo, TX	Los Angeles, CA	\$5,121	\$719	\$58.00	\$1.58	5
Corn	Champaign-Urbana, IL	New Orleans, LA	\$4,000	\$533	\$45.02	\$1.14	5
	Toledo, OH	Raleigh, NC	\$8,551	\$585	\$90.72	\$2.30	8
	Des Moines, IA	Davenport, IA	\$2,655	\$113	\$27.49	\$0.70	8
	Indianapolis, IN	Atlanta, GA	\$6,593	\$439	\$69.83	\$1.77	8
	Indianapolis, IN	Knoxville, TN	\$5,564	\$284	\$58.08	\$1.48	8
	Des Moines, IA	Little Rock, AR	\$4,250	\$332	\$45.50	\$1.16	9
	Des Moines, IA	Los Angeles, CA	\$6,130	\$966	\$70.47	\$1.79	10
Soybeans	Minneapolis, MN	New Orleans, LA	\$3,856	\$816	\$46.39	\$1.26	15
	Toledo, OH	Huntsville, AL	\$7,037	\$417	\$74.02	\$2.01	7
	Indianapolis, IN	Raleigh, NC	\$7,843	\$593	\$83.77	\$2.28	8
	Indianapolis, IN	Huntsville, AL	\$5,689	\$282	\$59.29	\$1.61	8
Champaign-Urbana, IL	New Orleans, LA	\$4,865	\$533	\$53.61	\$1.46	8	
<b>Shuttle train</b>							
Wheat	Great Falls, MT	Portland, OR	\$4,393	\$326	\$46.86	\$1.28	10
	Wichita, KS	Galveston-Houston, TX	\$4,311	\$253	\$45.33	\$1.23	2
	Chicago, IL	Albany, NY	\$7,090	\$552	\$75.89	\$2.07	9
	Grand Forks, ND	Portland, OR	\$6,051	\$562	\$65.67	\$1.79	10
	Grand Forks, ND	Galveston-Houston, TX	\$5,399	\$586	\$59.43	\$1.62	12
	Colby, KS	Portland, OR	\$5,923	\$847	\$67.23	\$1.83	4
Corn	Minneapolis, MN	Portland, OR	\$5,660	\$685	\$63.01	\$1.60	14
	Sioux Falls, SD	Tacoma, WA	\$5,620	\$627	\$62.04	\$1.58	13
	Champaign-Urbana, IL	New Orleans, LA	\$4,170	\$533	\$46.70	\$1.19	11
	Lincoln, NE	Galveston-Houston, TX	\$4,360	\$366	\$46.93	\$1.19	13
	Des Moines, IA	Amarillo, TX	\$4,670	\$417	\$50.52	\$1.28	9
	Minneapolis, MN	Tacoma, WA	\$5,660	\$679	\$62.95	\$1.60	14
	Council Bluffs, IA	Stockton, CA	\$5,580	\$703	\$62.39	\$1.58	14
Soybeans	Sioux Falls, SD	Tacoma, WA	\$6,350	\$627	\$69.29	\$1.89	12
	Minneapolis, MN	Portland, OR	\$6,400	\$685	\$70.36	\$1.91	13
	Fargo, ND	Tacoma, WA	\$6,250	\$558	\$67.60	\$1.84	12
	Council Bluffs, IA	New Orleans, LA	\$5,095	\$615	\$56.70	\$1.54	9
	Toledo, OH	Huntsville, AL	\$5,277	\$417	\$56.54	\$1.54	9
Grand Island, NE	Portland, OR	\$5,730	\$868	\$65.52	\$1.78	14	

<sup>1</sup>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.

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

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

<sup>4</sup>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 7

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

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

<sup>1</sup> 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.

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

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

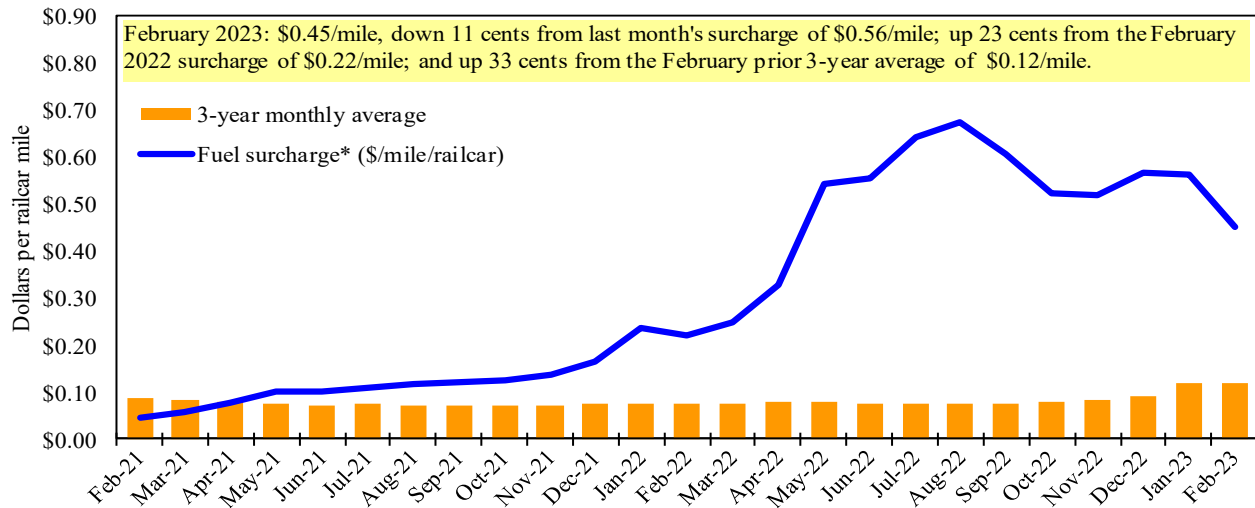
<sup>4</sup> Percentage change calculated using tariff rate plus fuel surcharge; Y/Y = year over year.

<sup>5</sup> As of January 1, 2022, both BNSF and Union Pacific changed their billing and reporting of rates to Mexico.

As we incorporate the change, Table 7 updates will be delayed.

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

Figure 6

**Railroad fuel surcharges, North American weighted average<sup>1</sup>**

<sup>1</sup> 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.

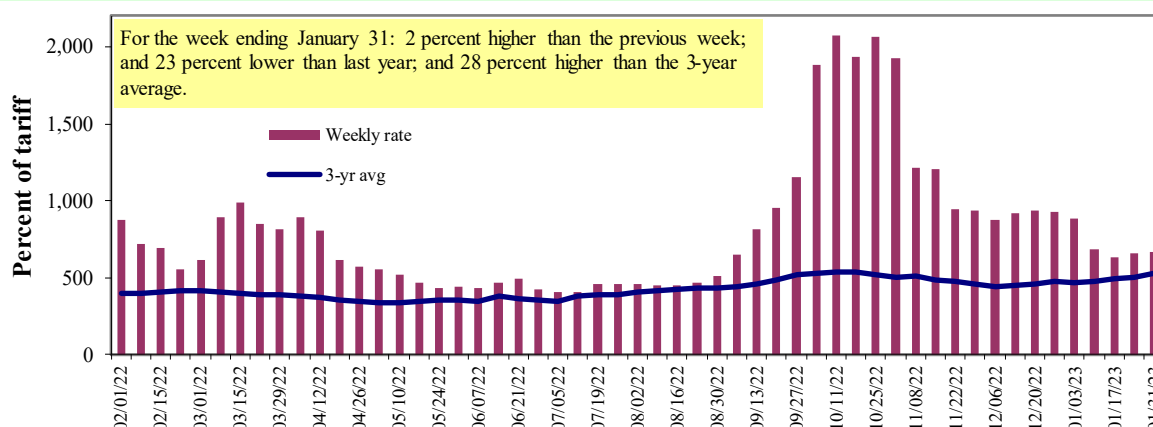
\*\* CSX strike price changed from \$2.00/gal. to \$3.75/gal. starting January 1, 2015.

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

# Barge Transportation

Figure 7

## Illinois River barge freight rate<sup>1,2</sup>



<sup>1</sup>Rate = percent of 1976 tariff benchmark index (1976 = 100 percent); <sup>2</sup>4-week moving average of the 3-year average.

\*Source: USDA, Agricultural Marketing Service.

Table 8

### Weekly barge freight rates: Southbound only

		Twin Cities	Mid-Mississippi	Lower Illinois River	St. Louis	Cincinnati	Lower Ohio	Cairo-Memphis
Rate <sup>1</sup>	1/31/2023	-	-	670	471	542	542	370
	1/24/2023	-	-	656	447	529	529	360
\$/ton	1/31/2023	-	-	31.09	18.79	25.42	21.90	11.62
	1/24/2023	-	-	30.44	17.84	24.81	21.37	11.30
<b>Current week % change from the same week:</b>								
	Last year	-	-	-23	-35	-33	-33	-40
	3-year avg. <sup>2</sup>	-	-	28	13	22	22	6
Rate <sup>1</sup>	February	-	-	636	453	515	515	359
	April	575	536	522	396	453	453	342

<sup>1</sup>Rate = percent of 1976 tariff benchmark index (1976 = 100 percent); <sup>2</sup>4-week moving average; ton = 2,000 pounds; "-" data not available.

Source: USDA, Agricultural Marketing Service.

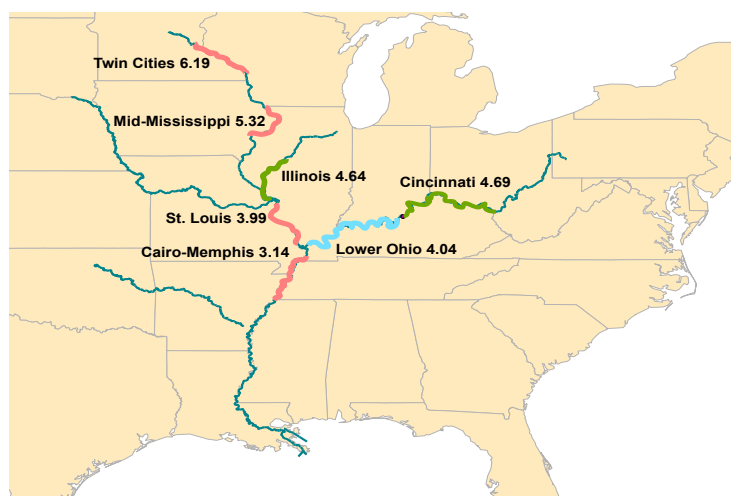
Figure 8

### Benchmark tariff rates

#### Calculating barge rate per ton:

(Rate \* 1976 tariff benchmark rate per ton)/100

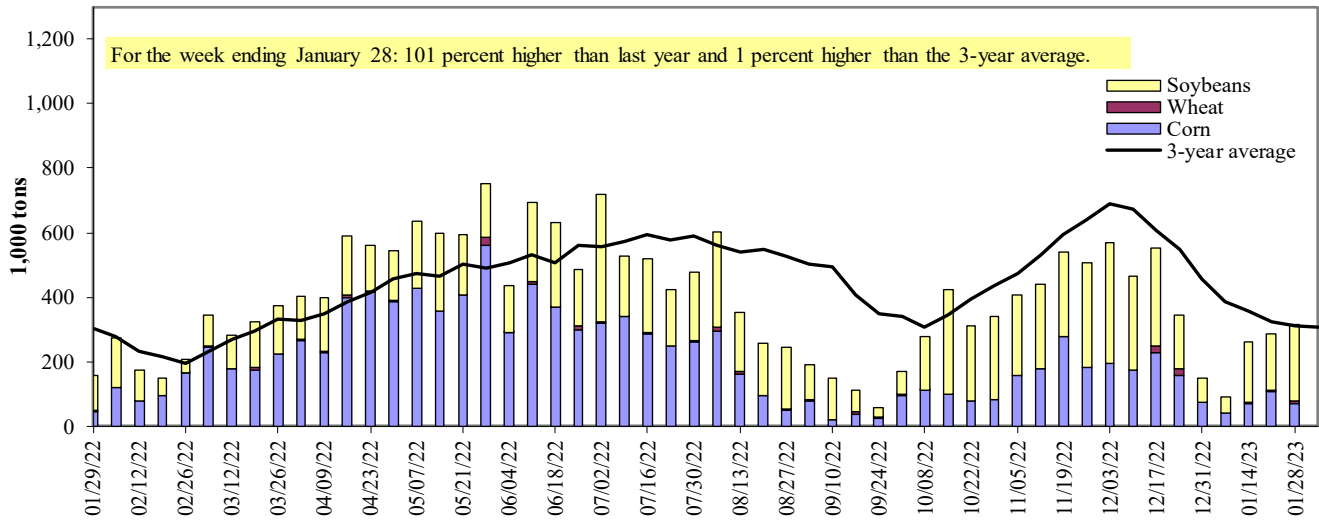
Select applicable index from market quotes are included in tables on this page. The 1976 benchmark rates per ton are provided in map.



Map Credit: USDA, Agricultural Marketing Service

Figure 9

**Barge movements on the Mississippi River<sup>1</sup> (Locks 27 - Granite City, IL)**



<sup>1</sup> The 3-year average is a 4-week moving average.

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

Source: U.S. Army Corps of Engineers.

Table 9

**Barge grain movements (1,000 tons)**

For the week ending 01/28/2023	Corn	Wheat	Soybeans	Other	Total
<b>Mississippi River</b>					
Rock Island, IL (L15)	0	0	0	0	0
Winfield, MO (L25)	0	0	0	0	0
Alton, IL (L26)	57	3	205	0	265
Granite City, IL (L27)	71	6	239	3	320
<b>Illinois River (La Grange)</b>	38	0	191	0	230
<b>Ohio River (Olmsted)</b>	65	11	206	14	296
<b>Arkansas River (L1)</b>	0	6	6	0	11
Weekly total - 2023	137	22	451	18	627
Weekly total - 2022	202	22	265	0	489
2023 YTD <sup>1</sup>	662	51	1,421	62	2,197
2022 YTD <sup>1</sup>	1,021	102	1,167	12	2,301
2023 as % of 2022 YTD	65	50	122	535	95
Last 4 weeks as % of 2022 <sup>2</sup>	65	50	122	535	95
Total 2022	16,437	1,594	14,464	232	32,727

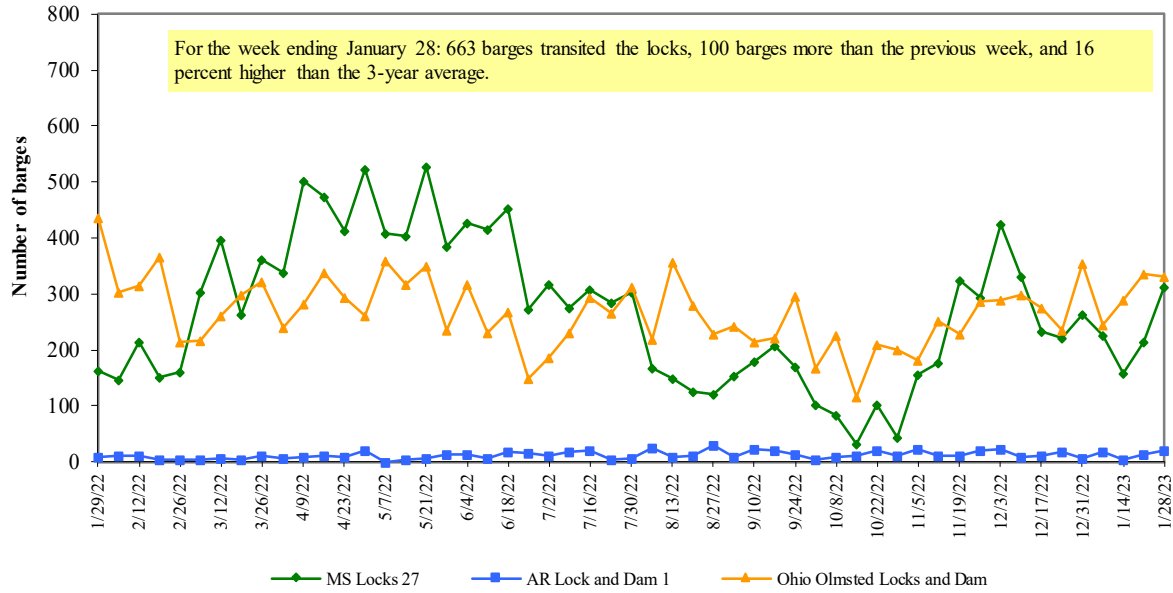
<sup>1</sup> Weekly total, YTD (year-to-date), and calendar year total include MI/27, OH/Olmsted, and AR/1; Other refers to oats, barley, sorghum, and rye. Total may not add exactly due to rounding.

<sup>2</sup> As a percent of same period in 2022.

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

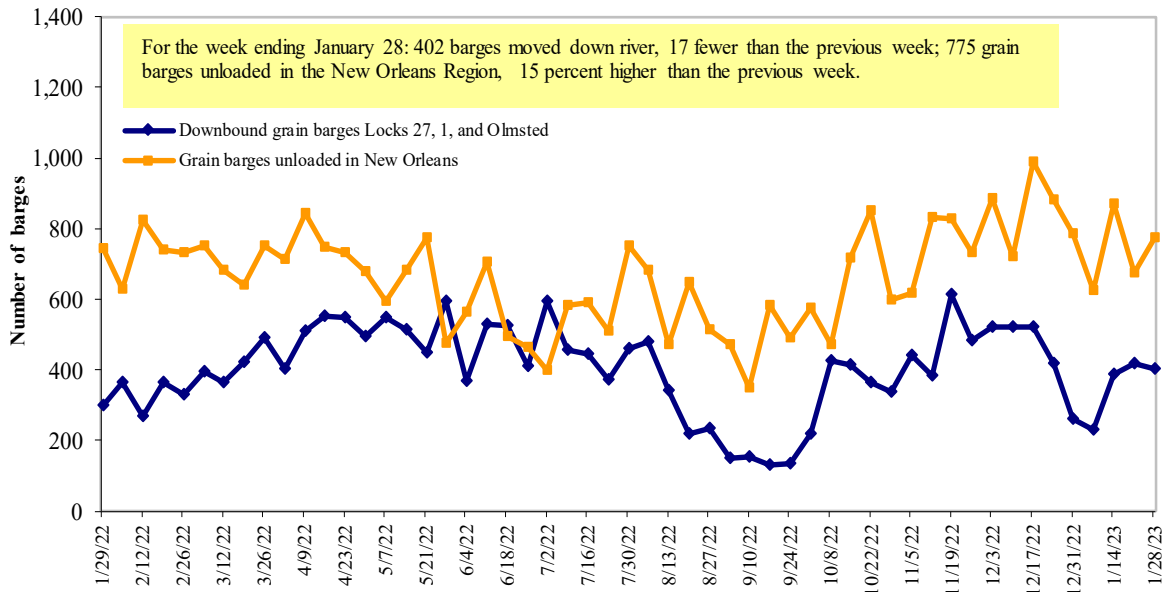
Source: U.S. Army Corps of Engineers.

**Figure 10**  
**Upbound empty barges transiting Mississippi River Locks 27, Arkansas River Lock and Dam 1, and Ohio River Olmsted Locks and Dam**



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

**Figure 11**  
**Grain barges for export in New Orleans region**



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

# Truck Transportation

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

Table 10

## Retail on-highway diesel prices, week ending 1/30/2023 (U.S. \$/gallon)

Region	Location	Price	Change from	
			Week ago	Year ago
I	East Coast	4.835	0.025	0.983
	New England	5.129	0.025	1.296
	Central Atlantic	5.057	-0.012	1.055
	Lower Atlantic	4.723	0.037	0.962
II	Midwest	4.474	0.001	0.760
III	Gulf Coast	4.351	0.031	0.743
IV	Rocky Mountain	4.742	0.006	0.985
	West Coast	5.126	0.031	0.582
V	West Coast less California	4.794	0.037	0.610
	California	5.508	0.024	0.646
Total	United States	4.622	0.018	0.776

<sup>1</sup>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.

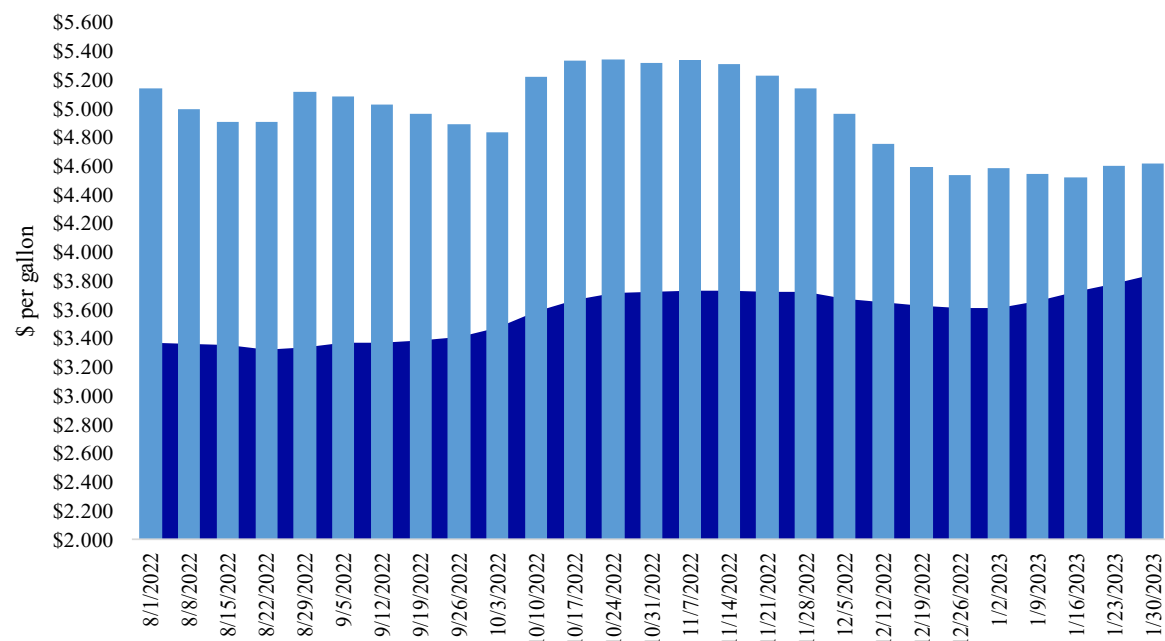
Source: U.S. Department of Energy, Energy Information Administration.

Figure 12

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

For the week ending January 30, the U.S. average diesel fuel price increased 1.8 cents from the previous week to \$4.622 per gallon, 77.6 cents above the same week last year.

■ Last year \$3.846 ■ Current year \$4.622



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 11

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

For the week ending	Wheat					All wheat	Corn	Soybeans	Total
	HRW	SRW	HRS	SWW	DUR				
<b>Export balances<sup>1</sup></b>									
1/19/2023	1,028	722	1,414	1,297	145	4,605	12,026	12,907	29,539
This week year ago	2,166	744	1,362	820	55	5,146	25,549	9,102	39,796
<b>Cumulative exports-marketing year<sup>2</sup></b>									
2022/23 YTD	3,350	1,788	3,376	2,747	168	11,429	12,012	33,629	57,070
2021/22 YTD	4,614	1,832	3,266	2,234	113	12,059	18,399	35,032	65,491
YTD 2022/23 as % of 2021/22	73	98	103	123	149	95	65	96	87
Last 4 wks. as % of same period 2021/22	45	88	100	153	230	85	46	156	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

<sup>1</sup> Current unshipped (outstanding) export sales to date.

<sup>2</sup> Shipped export sales to date.

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

Source: USDA, Foreign Agricultural Service.

Table 12

## Top 5 importers<sup>1</sup> of U.S. corn

For the week ending 1/19/2023	Total commitments <sup>2</sup>		% change current MY from last MY	Exports <sup>3</sup> 3-yr. avg. 2019-21
	2022/23 current MY	2021/22 last MY		
	1,000 mt -			
Mexico	11,565	12,816	(10)	15,227
China	4,007	12,441	(68)	12,616
Japan	2,092	5,129	(59)	10,273
Columbia	670	2,624	(74)	4,398
Korea	158	78	102	2,563
<b>Top 5 importers</b>	<b>18,492</b>	<b>33,088</b>	<b>(44)</b>	<b>45,077</b>
<b>Total U.S. corn export sales</b>	<b>24,039</b>	<b>43,948</b>	<b>(45)</b>	<b>56,665</b>
% of projected exports	49%	70%		
Change from prior week <sup>2</sup>	<b>910</b>	<b>1,402</b>		
<b>Top 5 importers' share of U.S. corn export sales</b>	77%	75%		80%
<b>USDA forecast January 2023</b>	<b>48,982</b>	<b>62,875</b>	<b>(22)</b>	
<b>Corn use for ethanol USDA forecast, January 2023</b>	<b>133,985</b>	<b>135,281</b>	<b>(1)</b>	

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

<sup>2</sup>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.

<sup>3</sup>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 13

**Top 5 importers<sup>1</sup> of U.S. soybeans**

For the week ending 1/19/2023	Total commitments <sup>2</sup>		% change current MY from last MY	Exports <sup>3</sup> 3-yr. avg. 2019-21
	2022/23 current MY	2021/22 last MY		
				- 1,000 mt -
China	28,241	25,424	11	27,283
Mexico	3,663	3,860	(5)	4,929
Egypt	782	2,070	(62)	3,553
Japan	1,549	1,430	8	2,266
Indonesia	706	830	(15)	2,116
<b>Top 5 importers</b>	<b>34,941</b>	<b>33,614</b>	<b>4</b>	<b>40,147</b>
<b>Total U.S. soybean export sales</b>	<b>46,536</b>	<b>44,134</b>	<b>5</b>	<b>54,231</b>
% of projected exports	86%	75%		
change from prior week <sup>2</sup>	<b>1,146</b>	<b>1,026</b>		
<b>Top 5 importers' share of U.S. soybean export sales</b>	<b>75%</b>	<b>76%</b>		<b>74%</b>
<b>USDA forecast, January 2023</b>	<b>54,223</b>	<b>58,801</b>	<b>(8)</b>	

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

<sup>2</sup>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.

<sup>3</sup>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 10 importers<sup>1</sup> of all U.S. wheat**

For the week ending 1/19/2023	Total Commitments <sup>2</sup>		% change current MY from last MY	Exports <sup>3</sup> 3-yr. avg. 2019-21
	2022/23 current MY	2021/22 last MY		
				- 1,000 mt -
Mexico	2,737	2,974	(8)	3,566
Philippines	1,785	2,557	(30)	2,985
Japan	1,876	2,058	(9)	2,453
China	750	848	(12)	1,537
Nigeria	704	1,807	(61)	1,528
Korea	1,191	1,094	9	1,459
Taiwan	650	765	(15)	1,106
Indonesia	299	67	346	711
Thailand	610	522	17	703
Colombia	417	499	(16)	621
<b>Top 10 importers</b>	<b>11,019</b>	<b>13,190</b>	<b>(16)</b>	<b>16,669</b>
<b>Total U.S. wheat export sales</b>	<b>16,034</b>	<b>17,205</b>	<b>(7)</b>	<b>22,763</b>
% of projected exports	76%	79%		
change from prior week <sup>2</sup>	<b>500</b>	<b>677</b>		
<b>Top 10 importers' share of U.S. wheat export sales</b>	<b>69%</b>	<b>77%</b>		<b>73%</b>
<b>USDA forecast, January 2023</b>	<b>21,117</b>	<b>21,798</b>	<b>(3)</b>	

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

<sup>2</sup> 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.

<sup>3</sup> 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 15

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

Port regions	For the week ending 01/26/23	Previous week*	Current week as % of previous	2023 YTD*	2022 YTD*	2023 YTD as % of 2022 YTD	Last 4-weeks as % of:		2022 total*
							Last year	Prior 3-yr. avg.	
<b>Pacific Northwest</b>									
Wheat	314	209	150	858	725	118	118	94	9,836
Corn	146	70	209	483	725	67	67	77	9,615
Soybeans	591	719	82	1,877	1,845	102	102	120	14,178
<b>Total</b>	<b>1,051</b>	<b>998</b>	<b>105</b>	<b>3,218</b>	<b>3,296</b>	<b>98</b>	<b>98</b>	<b>104</b>	<b>33,629</b>
<b>Mississippi Gulf</b>									
Wheat	47	22	211	119	286	42	42	47	4,053
Corn	208	481	43	1,083	2,759	39	39	45	30,781
Soybeans	1,135	945	120	4,089	3,091	132	132	108	31,283
<b>Total</b>	<b>1,390</b>	<b>1,448</b>	<b>96</b>	<b>5,292</b>	<b>6,136</b>	<b>86</b>	<b>86</b>	<b>82</b>	<b>66,116</b>
<b>Texas Gulf</b>									
Wheat	39	43	92	119	259	46	46	43	3,421
Corn	0	27	0	27	74	37	37	55	648
Soybeans	0	0	n/a	52	0	n/a	n/a	32	685
<b>Total</b>	<b>39</b>	<b>70</b>	<b>56</b>	<b>198</b>	<b>334</b>	<b>59</b>	<b>59</b>	<b>40</b>	<b>4,754</b>
<b>Interior</b>									
Wheat	68	87	78	215	161	134	134	138	2,912
Corn	159	137	116	663	663	100	100	113	8,961
Soybeans	145	194	75	699	576	121	121	118	7,109
<b>Total</b>	<b>372</b>	<b>418</b>	<b>89</b>	<b>1,577</b>	<b>1,399</b>	<b>113</b>	<b>113</b>	<b>118</b>	<b>18,982</b>
<b>Great Lakes</b>									
Wheat	0	1	n/a	4	3	123	123	59	395
Corn	0	0	n/a	0	0	n/a	n/a	n/a	158
Soybeans	0	2	0	2	0	n/a	n/a	n/a	760
<b>Total</b>	<b>0</b>	<b>3</b>	<b>4</b>	<b>6</b>	<b>3</b>	<b>193</b>	<b>193</b>	<b>92</b>	<b>1,312</b>
<b>Atlantic</b>									
Wheat	1	6	16	7	4	150	150	451	169
Corn	5	0	n/a	16	17	94	94	282	309
Soybeans	82	76	109	372	228	163	163	156	2,867
<b>Total</b>	<b>88</b>	<b>81</b>	<b>108</b>	<b>395</b>	<b>250</b>	<b>158</b>	<b>158</b>	<b>160</b>	<b>3,345</b>
<b>U.S. total from ports*</b>									
Wheat	469	368	128	1,322	1,439	92	92	82	20,786
Corn	519	716	72	2,273	4,239	54	54	62	50,471
Soybeans	1,952	1,935	101	7,091	5,740	124	124	112	56,882
<b>Total</b>	<b>2,940</b>	<b>3,019</b>	<b>97</b>	<b>10,687</b>	<b>11,418</b>	<b>94</b>	<b>94</b>	<b>92</b>	<b>128,139</b>

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

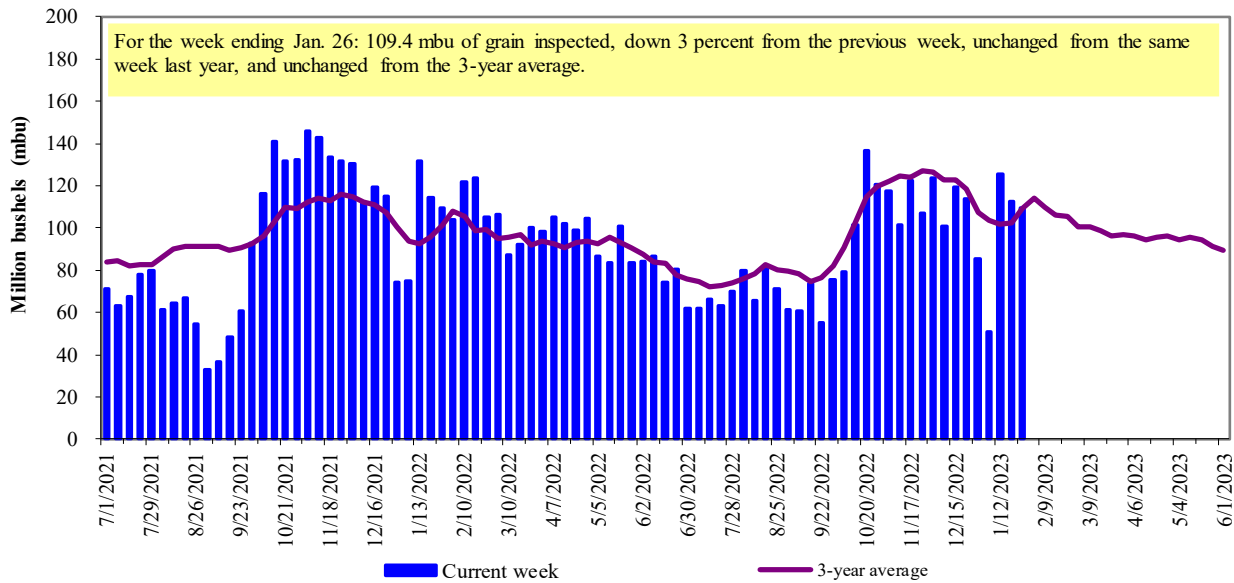
Source: USDA, Federal Grain Inspection Service; YTD= year-to-date; n/a = not applicable or no change.

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



Figure 13

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

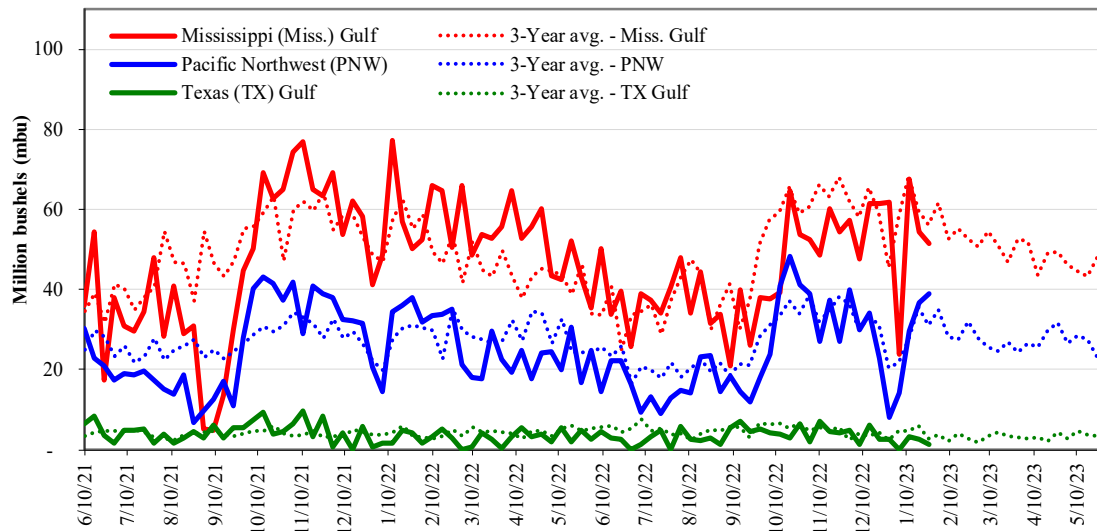


Note: 3-year average consists of 4-week running average.

Source: USDA, Federal Grain Inspection Service.

Figure 14

**U.S. Grain inspections: U.S. Gulf and PNW<sup>1</sup> (wheat, corn, and soybeans)**



Week ending	01/26/23 inspections (mbu):	Percent change	MS Gulf	TX	U.S. Gulf	PNW
MS Gulf:	51.6	Last wk:	down 5	down 46	down 7	up 6
PNW:	39.0	Last Year (same wk):	up 3	down 66	down 2	up 3
TX Gulf:	1.4	3-yr avg. (4-wk. mov. Avg):	down 15	down 68	down 19	up 35

Source: USDA, Federal Grain Inspection Service.

# Ocean Transportation

Table 16

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

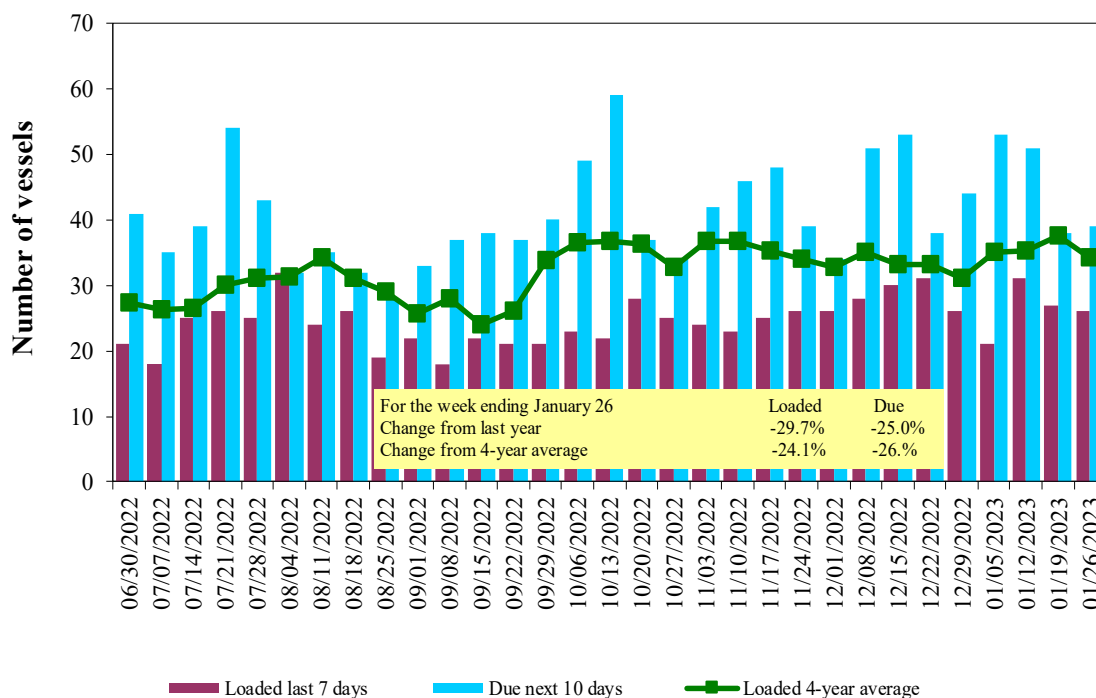
Date	Gulf			Pacific Northwest
	In port	Loaded 7-days	Due next 10-days	In port
1/26/2023	32	26	39	21
1/19/2023	31	27	38	24
2022 range	(14...61)	(18...39)	(28...62)	(5...23)
2022 average	30	28	44	13

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

Source: USDA, Agricultural Marketing Service.

Figure 15

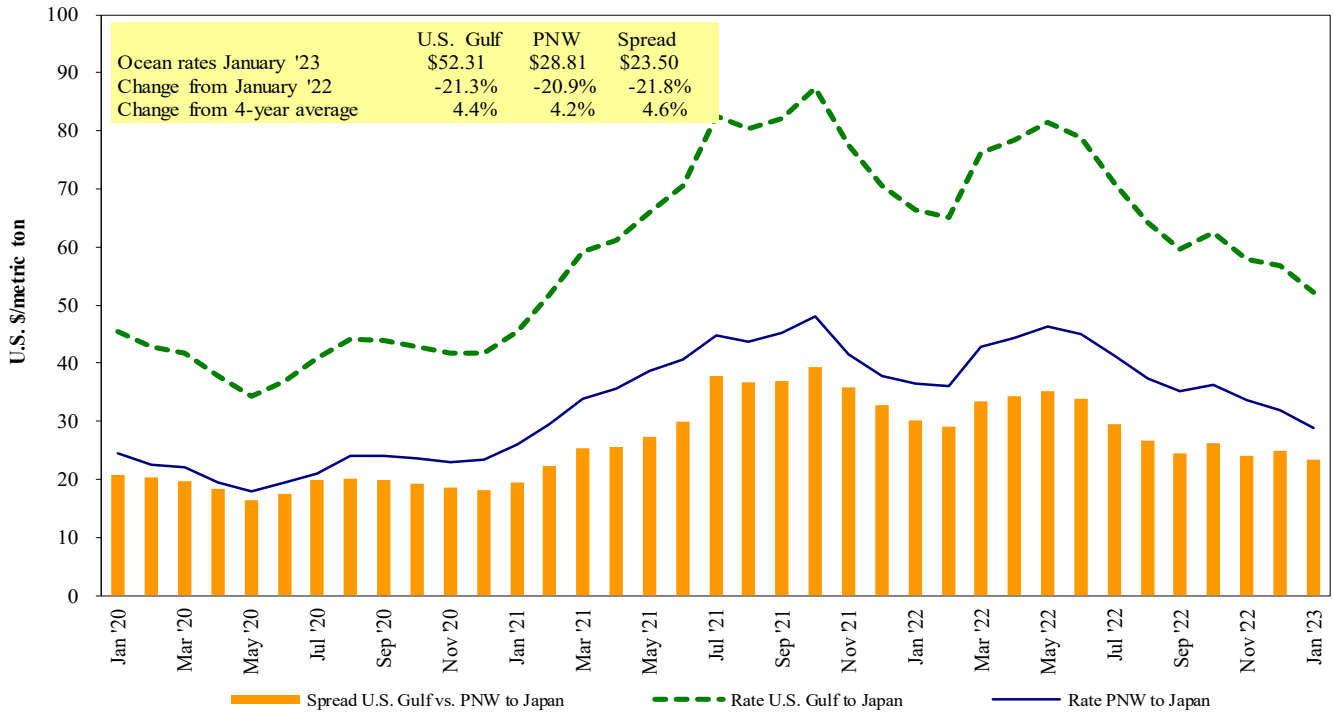
**U.S. Gulf<sup>1</sup> vessel loading activity**



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

Figure 16

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



Note: PNW = Pacific Northwest.

Source: O'Neil Commodity Consulting.

Table 17

**Ocean freight rates for selected shipments, week ending 01/28/2023**

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	Kenya	Sorghum	Feb 15/25, 2023	22,820	63.30*
U.S. Gulf	Djibouti	Wheat	Nov 5/15, 2022	22,500	102.88*
U.S. Gulf	S. Korea	Heavy grain	Jun 1/Jul, 2022	55,000	82.75
WC US	Japan	Wheat	Feb 1/Mar 1, 2023	34,500	47.75
Brazil	China	Heavy grain	Feb 4/11	63,000	36.00
Brazil	N. China	Heavy grain	Mar 18/27, 2022	64,000	56.85
Argentina	Taiwan	Corn	May 1/Jun, 2022	65,000	85.00
Australia	Vietnam	Heavy grain	Feb 24/Apr 9, 2023	60,000	20.80

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

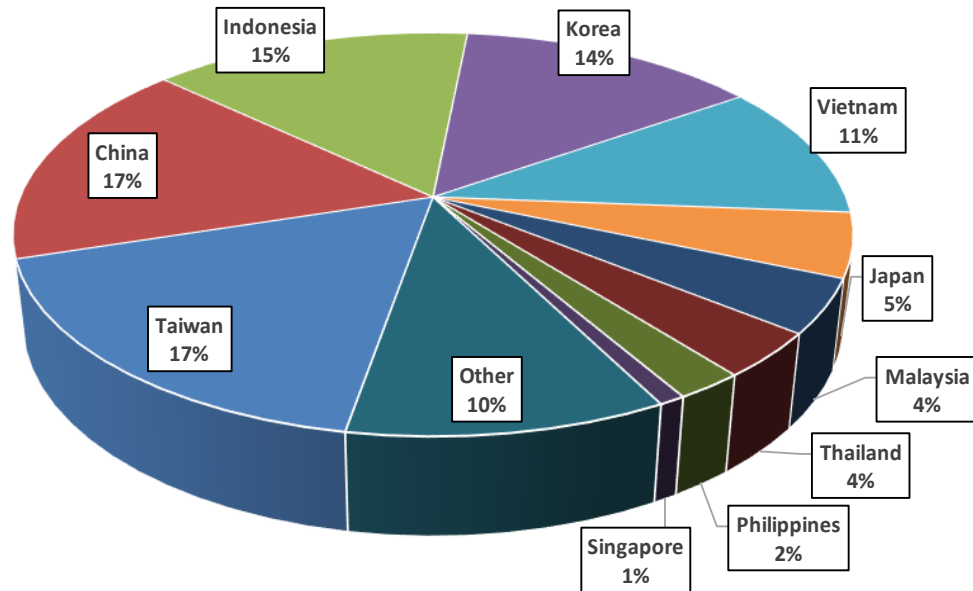
Note: Rates shown are per metric ton (2,204.62 lbs. = 1 metric ton), free on board (F.O.B), except where otherwise indicated;

op = option.

Source: Maritime Research, Inc.

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

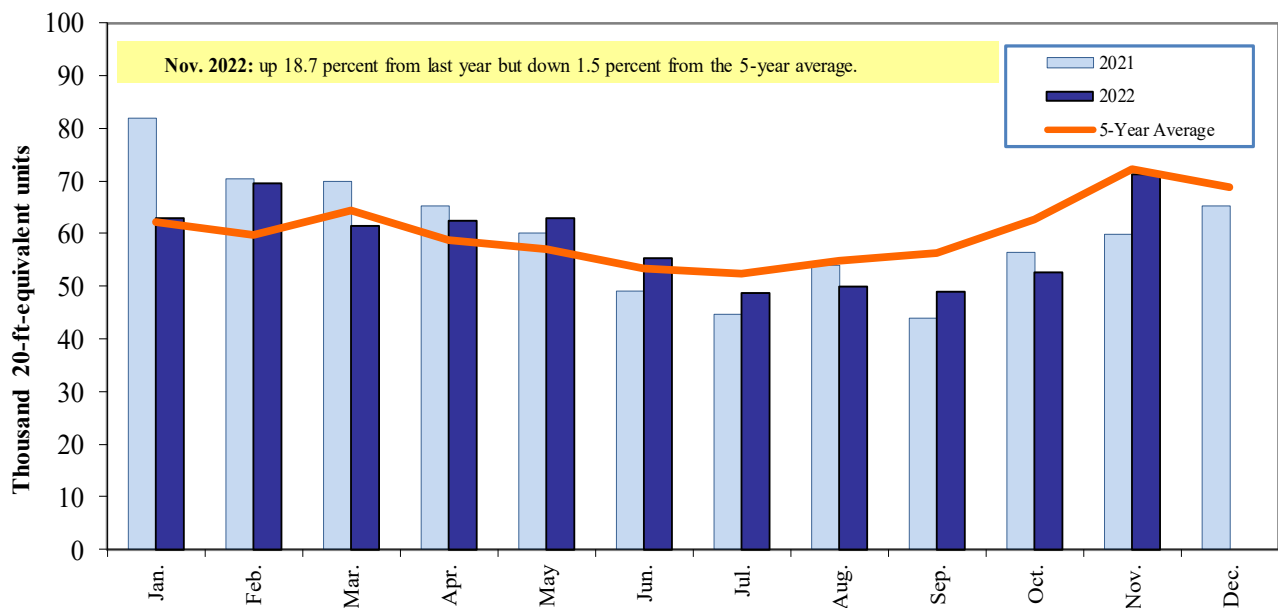
**Figure 17**  
**Top 10 destination markets for U.S. containerized grain exports, Jan-Nov 2022**



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

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

**Figure 18**  
**Monthly shipments of U.S. containerized grain exports**



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

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

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