United States Department of Agriculture

Grain Transportation Report

A weekly publication of the Agricultural Marketing Service
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Contents

The next release is January 13, 2022

WEEKLY HIGHLIGHTS

Port of Oakland Opens Off-Dock Container Yard To Help Agricultural Exports

On January 3, the Port of Oakland, CA, announced it is opening an off-dock container yard to reallocate empty containers collecting on dock. The 25-acre, paved yard is intended to increase terminal capacity and give the local agricultural export community easier access to containers. Plans by government to address export-capacity shortages include both the yard's opening and assistance from Federal and State agencies to agricultural exporters using the yard. The yard-opening announcement follows a recent letter from the USDA and Department of Transportation Secretaries urging several ocean carriers to restore export service to the Ports of Oakland and Portland. The government supports the service restorations to give agricultural exporters more options on the West Coast and address some of the congestion at the Ports of Los Angeles and Long Beach.

Fuel Tax Changes Take Effect in January in Key Grain-Producing States

Of the dozen or so States in which fuel tax changes took effect January 1, Michigan and Nebraska implemented the most significant changes for grain transportation. Michigan's State fuel taxes are linked to inflation and the consumer price index, allowing tax collections to increase with inflation. Additional adjustments will occur each January. The first adjustment is estimated to raise fuel rates by about 1 cent/gallon. Also starting January 1, Nebraska's current 27.7-cents/gallon gas and diesel tax decreased by 2.9 cents to 24.8 cents/gallon. Nebraska's change is due to a law linking the State's fuel tax rates to the price of fuel. Another recalculation for Nebraska is scheduled for July 1, 2022. On July 1, 2021, scheduled automatic fuel-tax changes for Illinois (a 46.7-cents/gallon increase) and Indiana (a 53-cents/gallon increase) took effect and remain in place until June 30, 2022.

Researchers Seek Input on Midwest Parking Challenges

The Mid-America Association of State Transportation Officials (MASSTO) in cooperation with American Transportation Research Institute (ATRI), is soliciting input from truckers for its truck parking survey. The organizations seek to better understand the Midwest's truck parking challenges. Input is sought from truckers who travel through the MASSTO-served States, which include Iowa, Illinois, Indiana, Kansas, Kentucky, Michigan, Minnesota, Missouri, Ohio, and Wisconsin. In ATRI's annual list of industry concerns, truck parking was cited as one of the top five. Due January10, the survey can be accessed here.

Snapshots by Sector

Export Sales

For the week ending December 23, **unshipped balances** of wheat, corn, and soybeans for marketing year 2021/22 totaled 44.5 million metric tons (mmt), down 16 percent from the same time last year, and down 2 percent from the previous week. Net **corn export sales** were 1.246 mmt, up 27 percent from the previous week. Net **soybean export sales** were 0.524 mmt, down 35 percent from the previous week. Net weekly **wheat export sales** were 0.200 mmt, down 53 percent from the previous week.

Rail

U.S. Class I railroads originated 19,159 **grain carloads** during the week ending December 25. This was a 21-percent decrease from the previous week, 12 percent fewer than last year, and 6 percent fewer than the 3-year average.

Average January shuttle **secondary railcar** bids/offers (per car) were $1,844 above tariff for the week ending December 30. This was $115 more than last week and $1,359 more than this week last year. There were no non-shuttle bids/offers this week.

Barge

For the week ending January 1, **barged grain movements** totaled 626,084 tons. This was 0.23 percent more than the previous week and 38 percent fewer than the same period last year.

For the week ending January 1, 384 grain barges **moved down river**—6 fewer barges than the previous week. There were 833 grain barges unloaded in the New Orleans region, 3 percent fewer than last week.

Ocean

For the week ending December 30, 25 **oceangoing grain vessels** were loaded in the Gulf—down 38 percent from the same period last year. Within the next 10 days (starting December 31), 58 vessels were expected to be loaded—12 percent fewer than the same period last year.

As of December 30, the rate for shipping a metric ton (mt) of grain from the U.S. Gulf to Japan was $69.00. This was 1 percent lower than the last available rate on December 16. The rate from the Pacific Northwest to Japan was $37.25 per mt, unchanged from the last available rate on December 16.

Fuel

For the week ending January 3, the U.S. average **diesel fuel price** decreased by 0.2 cents from the previous week to $3.613 per gallon, 97.3 cents above the same week last year. At $3.477 per gallon, the average Midwest diesel price has declined for 9 consecutive weeks and is at its lowest level since October 4, 2021.

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Feature Article/Calendar

Recent and Upcoming Activity at the Surface Transportation Board

Railroads are a key mode in moving U.S. grain. They haul about 37 percent of grain destined to export markets and 19 percent destined to domestic markets.[1] The Surface Transportation Board (STB) is the agency with broad economic regulatory oversight over railroads in the United States. In recent months, STB has opened and facilitated several proceedings relevant to grain shippers. This article summarizes these actions and relays avenues (and STB's timelines) for interested stakeholders to participate.

About STB and Its Membership

Between 1887 and 1996, the Interstate Commerce Commission (ICC) was the Federal agency tasked with regulating the railroads. Rail carriers were heavily regulated, and by the 1970s, they were going bankrupt or on the verge of bankruptcy. In 1980, Congress passed the Staggers Rail Act (Staggers), which sought to revitalize the industry by removing onerous regulations and allowing railroads to respond to market forces. Staggers allowed railroads greater pricing freedom, such as the ability to engage in contracts and price to market forces. Railroads are now free to set their own rates, but rates for regulated traffic—which includes grain—must be "reasonable."[2] In addition, railroads have a common carrier obligation to provide "reasonable" service upon "reasonable" request. The intent and meaning of these governing principles are often debated by railroads and shippers. The ongoing proceedings discussed in this article consider the debate on how to monitor performance, define reasonableness, and prescribe remedies.

The ICC Termination Act of 1995 dissolved the ICC and created its successor—STB. STB is charged with regulating railroads on economic matters, such as rates, service, and mergers. In fulfilling its duties, STB must consider the Nation's rail transportation policy, which includes such tenets as "allowing rail carriers to earn adequate revenues" and "maintain reasonable rates where there is an absence of effective competition." These principles are designed to ensure a healthy, efficient, and balanced rail industry, by promoting competition and applying regulatory mechanisms where competition is lacking. Such mechanisms include limiting the extent to which railroads charge "unreasonably" high rates and prescribing alternative access provisions when service is poor.

For many years, STB comprised three members. The Surface Transportation Board Reauthorization Act of 2015 changed the composition of STB from three to five members. This expansion improves informal communication between Board members on proceedings, because the Government in the Sunshine Act (1976) prohibits a quorum (then, 2 members) from discussing pending matters without notifying the public. Its newest member, Karen Hedlund, was just sworn in on January 3, following the recent departure of Ann Begeman, after two 5-year terms and a partial holdover year.

Issues Under Consideration at STB

As shown in its latest (fourth quarter 2021) *Report on Unfinished Regulatory Proceedings*, STB has a busy and active portfolio. The following briefly recaps the main proceedings affecting grain (and other agricultural shippers) on which STB recently acted. Several other proceedings affecting agriculture are pending.[3]

First-mile/last-mile service. On September 2, STB invited comments on first-mile/last-mile (FMLM) rail service, particularly on whether the usefulness of additional service metrics could exceed any associated burden. FMLM service refers to the movement of railcars between a local railroad serving yard and a shipper or receiver facility. STB asked for multiple types of input. These included concrete examples from shippers about how often an issue arises and what remedies are available, as well as the kinds of FMLM data Class I railroads collect and provide to their customers. *Initial comments were due December 17, 2021 (USDA's are available here), and replies are due by February 17, 2022.*

Rate review for small cases. In recent years, STB has sought to make rate review processes more accessible to shippers with smaller disputes. In January 2018, STB formed a Rate Reform Task Force to recommend reforms of its rate methodology for large cases, as well as advise on the best rate review process for smaller rate cases. Based on the task force's final report, in September 2019, STB proposed a new procedure for challenging rate reasonableness in smaller cases, called Final Offer Rate Review (FORR). At the same time, STB also proposed a streamlined approach for shippers to show market dominance—a necessary step in rate reasonableness proceedings.

In July 2020, five Class I railroads petitioned STB to add a voluntary arbitration program for small rate disputes, which would function alongside STB's existing arbitration program. However, the railroads agreed to consent to arbitration under

[1] Chang, K., P. Caffarelli, and J. Gastelle. *Transportation of U.S. Grains: A Modal Share Analysis*, October 2021. USDA, Agricultural Marketing Service.
[2] Certain classes of traffic deemed sufficiently competitive are exempt from STB regulation. For example, traffic under contract is exempt from regulation, as is traffic moved in boxcars and containers. However, other commodities, such as grain, coal, and chemicals are not exempt because their transportation markets are not as competitive.
[3] This article focuses on the most recently active proceedings at STB. There are other cases that are pending decisions from STB, including two proceedings related to revenue adequacy and a proceeding on commodity, boxcar, and intermodal exemptions. These proceedings already went through comment and reply rounds. There is also a recently added proceeding on adopting new rules governing private car use by railroads. This proceeding is awaiting a decision to set the procedural timeline.

their proposed process only if they are exempted from FORR. STB opened a docket to consider this petition in November 2020.

In November 2021, STB issued a revised FORR proposal, as well as a revised arbitration proposal for small disputes. Both involve procedural constraints—as opposed to substantive limitations—but differ in a few key respects. Under FORR, STB would decide disputes, which would be public and set precedents on which to base future cases. In contrast, under the voluntary arbitration program, a group of three arbitrators would determine cases. As proposed, details from each arbitration case would be confidential and non-precedent-setting, though STB would publish quarterly reports. STB is considering both revised proposals together (i.e., for FORR and for arbitration of small disputes). *Initial comments are due by January 14, 2022 and reply comments are due by April 15, 2022.*

Proposed Class I railroad merger. Between 1980 and 2000, railroads consolidated significantly, and railroad rates generally declined. In 1976, there were 30 Class I railroads, but since the late 1990s, there have been only seven. Mergers can raise efficiency and lower costs, but they can also reduce competition and increase markups. Since the early 2000s, average rail rates have been rising. A recent STB rate study showed rail rates for grain since the early 2000s have been as high or higher than in 1985. For these reasons, any additional Class I mergers will be contentious.

In March 2021, Canadian Pacific Railway (CP) and Kansas City Southern Railway (KCS)—among the seven largest railroads operating in the United States—notified STB of their intent to merge into one entity, Canadian Pacific Kansas City Railway (CPKC). In their October 29 application, CP and KCS argued the merger would enhance competition. Further, the railroads asserted the merger would not degrade service for existing KCS and CP customers. STB accepted their application for consideration in November.

Although STB's merger rules became stricter in 2001, an exception was made for mergers with KCS. For the proposed CPKC merger, STB upholds that exception, noting CP and KCS are the smallest of the Class I railroads and their networks appear to have the fewer overlapping routes than a merger between KCS and any other Class I railroad. Among other factors, STB will consider the merger's public interest aspects, such as its effects on competition and service quality. The CP and KCS networks meet only in Kansas City, where three other Class I railroads also offer service. Thus, a CPKC merger would reduce the Class I competitors in Kansas City from five to four. If approved, CPKC would be the first Class I railroad merger in over 20 years and to offer single-line service connecting Canada to Mexico. *Comments from interested parties are due by February 28, 2022 and replies are due by April 22, 2022.*

Reciprocal switching. Under certain conditions, shippers and railroads can use the facilities or services of an incumbent railroad to extend the reach of the services provided by a competitor railroad. An example of this kind of arrangement is called reciprocal (or competitive) switching.[1] Under reciprocal switching, an incumbent carrier transports a shipper's traffic to an interchange point, where it switches the rail cars over to the competing carrier. The competing carrier pays the incumbent carrier a switching fee for bringing or taking the cars from the shipper's facility to the interchange point, or vice versa.

In the United States, reciprocal switching can occur as part of a voluntary arrangement between carriers, or it may be ordered by STB.[2] Deriving from a 1986 ICC decision, STB will order a switch only if the shipper can show the railroad engaged in anticompetitive conduct. Under this strict requirement, few requests have been filed in the United States, and none have been granted. In July 2016, STB proposed new regulations governing reciprocal switching. In the decision, STB proposed removing the anticompetitive conduct requirement and instead requiring a switch under only two conditions: if it is either (1) practicable and in the public interest or (2) needed to provide competitive rail service.

Citing "significant operational changes" since its 2016 proposal and wanting a "full and updated record," STB will hold a 2-day public hearing on reciprocal switching, March 15-16, 2022. The hearing will be held at STB's Washington, DC, headquarters and will be available for viewing online. Any person wishing to speak at the hearing must file an intent to participate by January 27, 2022. *Written testimony and comments from interested parties are due by February 14, 2022.*

Summary

STB has its full complement of 5 members and is reviewing multiple issues that will affect the rates and service grain shippers receive. For example, if enacted, FMLM data could improve transparency and service at the initial and last portions of the rail shipment. Likewise, improved rate review procedures could temper unreasonable rail rates. Comments on STB's rate review procedures are due soon (by January 14), followed by comments on reciprocal switching (by February 14), and reply comments on FMLM service (by February 17) and on the CP-KCS merger (by February 28).

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[4] Two other competitive access remedies include the prescription of through routes and terminal trackage rights.

[5] In Canada, shippers within 30 kilometers (18 miles) of an interchange with another carrier can switch carriers. The incumbent railroad is compensated at a pre-determined rate.

Grain Transportation Indicators

Table 1

Grain transport cost indicators[1]

	Truck	Rail		Barge	Ocean	
For the week ending		Non-Shuttle	Shuttle		Gulf	Pacific
01/05/22	242	299	290	313	309	264
12/29/21	243	299	304	397	n/a	n/a

[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	12/30/2021	12/23/2021
Corn	IL–Gulf	-0.98	-0.92
Corn	NE–Gulf	-1.05	-0.97
Soybean	IA–Gulf	-1.57	-1.48
HRW	KS–Gulf	n/a	n/a
HRS	ND–Portland	n/a	n/a

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

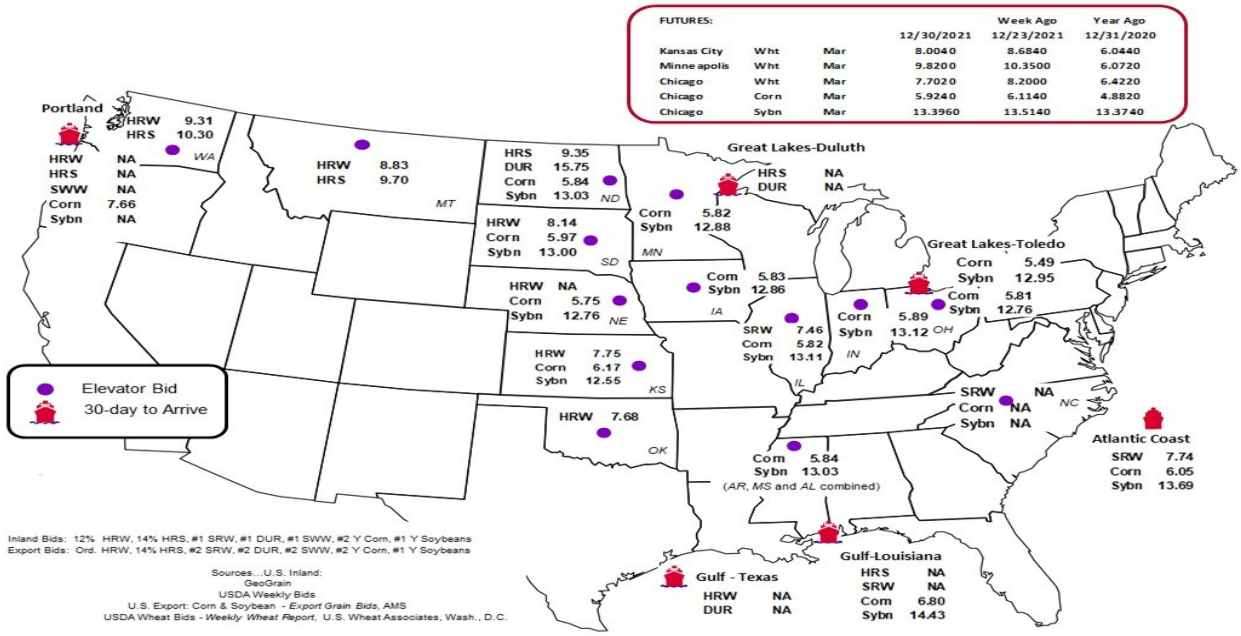
Due to the holiday, data on 12/24 and 12/31 were not available. Therefore, available data on 12/23 and 12/30 were reported.

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]
12/29/2021[p]	1,390	1,344	4,583	332	7,649	12/25/2021	2,120
12/22/2021[r]	1,469	1,732	6,896	943	11,040	12/18/2021	3,439
2021 YTD[r]	53,554	68,335	305,865	21,913	449,667	2021 YTD	145,883
2020 YTD[r]	45,294	64,116	299,882	24,458	433,750	2020 YTD	128,714
2021 YTD as % of 2020 YTD	118	107	102	90	104	% change YTD	113
Last 4 weeks as % of 2020[2]	81	75	84	80	82	Last 4wks. % 2020	129
Last 4 weeks as % of 4-year avg.[2]	214	127	112	169	126	Last 4wks. % 4 yr.	125
Total 2020	45,294	64,116	299,882	24,458	433,750	Total 2020	126,407
Total 2019	40,974	51,167	251,181	16,192	359,514	Total 2019	125,315

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

[2] Compared with same 4-weeks in 2020 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.

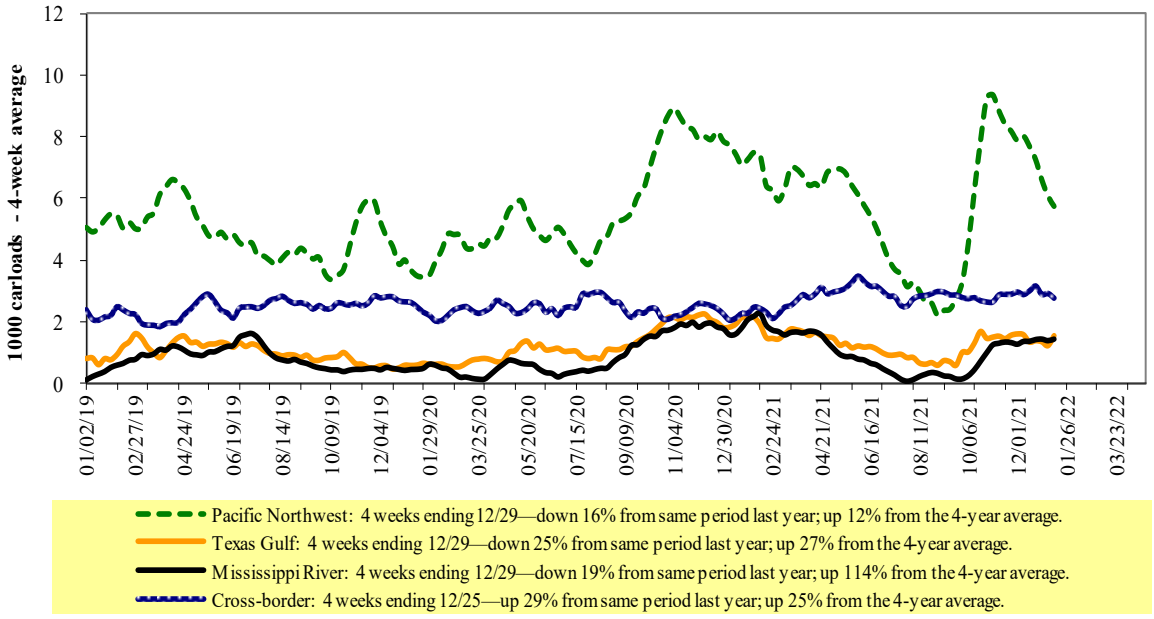
YTD = year-to-date; p = preliminary data; r = revised data; n/a = not available; wks. = weeks; avg. = average.

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	
12/25/2021	CSXT	NS	BNSF	KCS	UP		CN	CP
This week	1,654	1,809	10,152	1,058	4,486	19,159	3,887	4,070
This week last year	1,193	1,954	11,722	840	6,061	21,770	3,797	4,253
2021 YTD	92,254	119,117	600,413	63,304	312,765	1,187,853	208,157	239,285
2020 YTD	89,698	127,481	601,029	56,783	289,801	1,164,792	232,721	256,829
2021 YTD as % of 2020 YTD	103	93	100	111	108	102	89	93
Last 4 weeks as % of 2020*	105	88	91	140	87	93	76	70
Last 4 weeks as % of 3-yr. avg.**	122	91	101	141	107	104	87	79
Total 2020	91,659	129,810	613,630	57,782	296,701	1,189,582	237,942	261,778

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

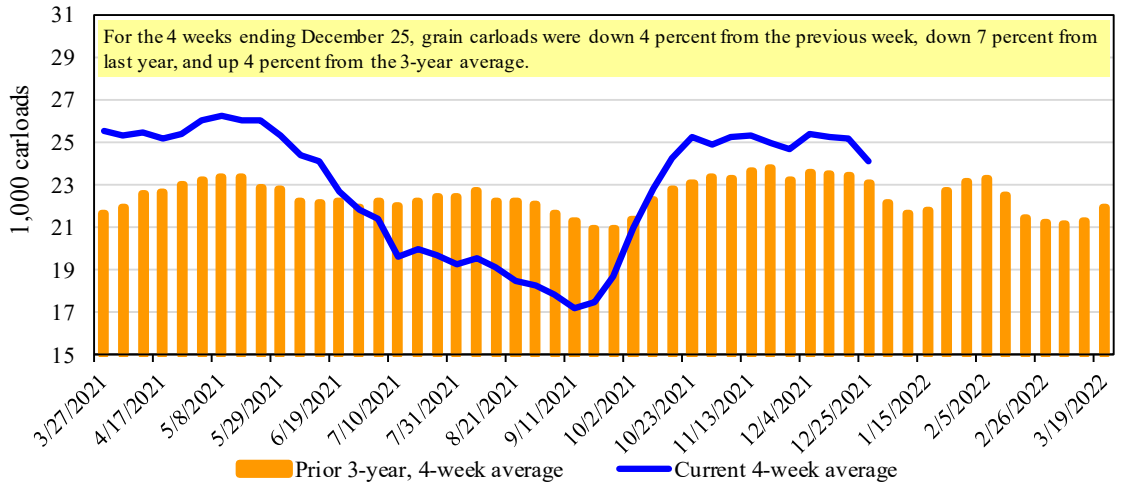
**The past 4 weeks as a percent of the same period from the prior 3-year average. YTD = year-to-date; avg. = average; yr. = year.

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:		Delivery period							
12/30/2021		Jan-22	Jan-21	Feb-22	Feb-21	Mar-22	Mar-21	Apr-22	Apr-21
BNSF[3]	COT grain units	n/a	0	n/a	no bids	n/a	no bids	n/a	no bids
	COT grain single-car	n/a	0	n/a	93	n/a	0	n/a	0
UP[4]	GCAS/Region 1	no offer	no offer	no offer	no offer	no offer	no offer	n/a	n/a
	GCAS/Region 2	no offer	no offer	no offer	no offer	no offer	no offer	n/a	n/a

[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.

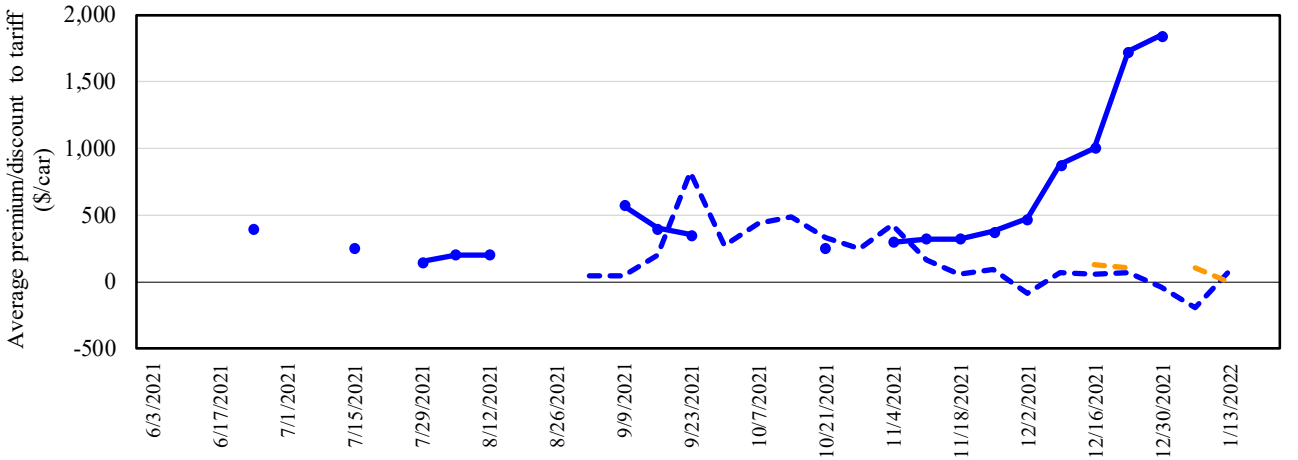
Region 1 includes: AR, IL, LA, MO, NM, OK, TX, WI, and Duluth, MN.

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
Bids/offers for railcars to be delivered in January 2022, secondary market

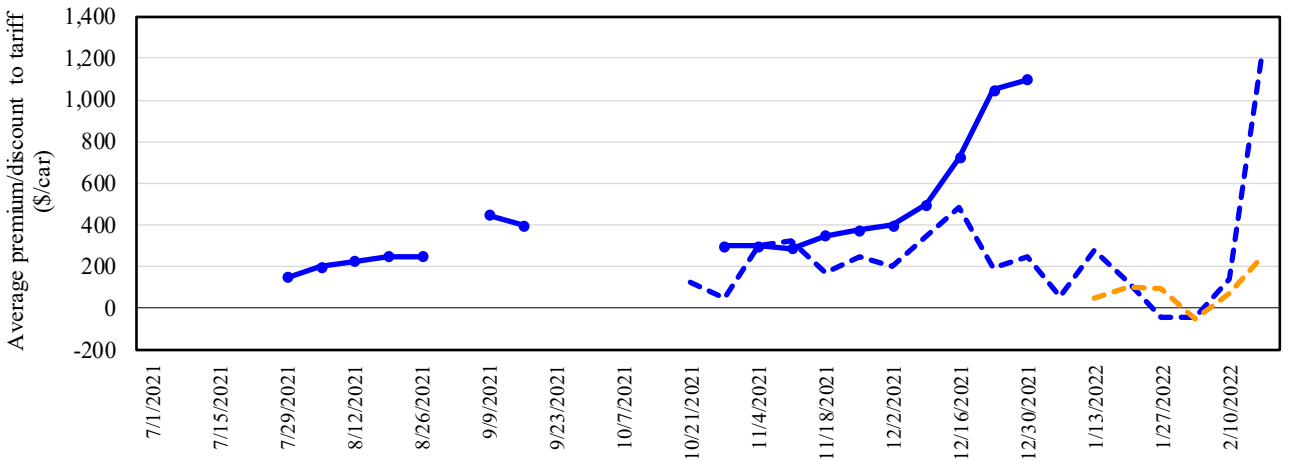


12/30/2021	BNSF	UP
Non-shuttle	n/a	n/a
Shuttle	$1,683	$2,004

There were no non-shuttle bids/offers this week.
Average shuttle bids/offers rose $115 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 5
Bids/offers for railcars to be delivered in February 2022, secondary market



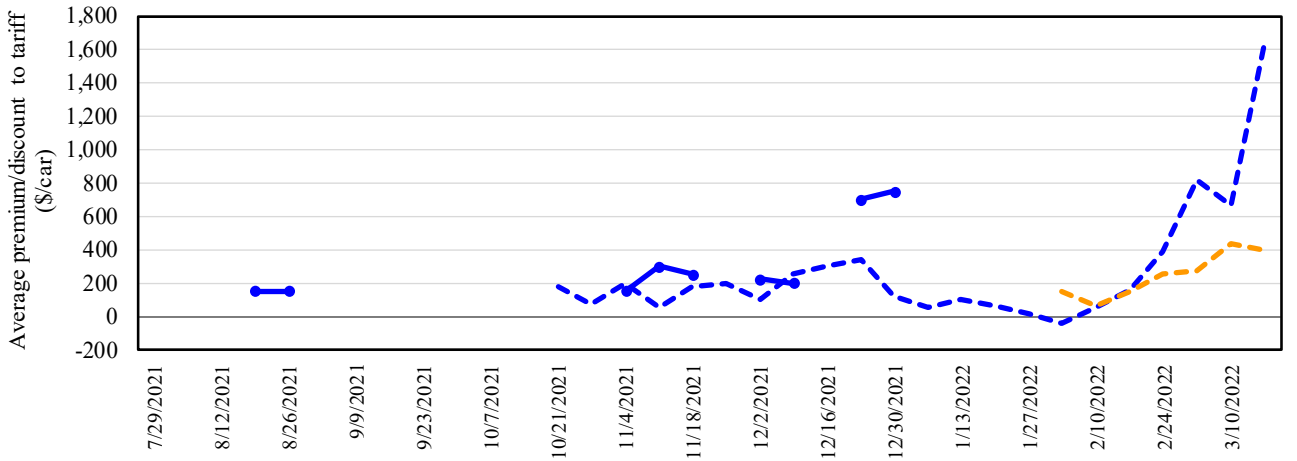
12/30/2021	BNSF	UP
Non-shuttle	n/a	n/a
Shuttle	$1,100	$1,100

There were no non-shuttle bids/offers this week.
Average shuttle bids/offers rose $50 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

Bids/offers for railcars to be delivered in March 2022, secondary market



12/30/2021	BNSF	UP
Non-shuttle	n/a	n/a
Shuttle	$800	$700

There were no non-shuttle bids/offers this week.
Average shuttle bids/offers rose $50 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.

Table 6

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

	For the week ending: 12/30/2021	Delivery period					
		Jan-22	Feb-22	Mar-22	Apr-22	May-22	Jun-22
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 2020	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 2020	n/a	n/a	n/a	n/a	n/a	n/a
Shuttle	**BNSF-GF**	**1,683**	**1,100**	**800**	**200**	**(50)**	**n/a**
	Change from last week	183	100	100	67	(50)	n/a
	Change from same week 2020	1,283	419	419	44	(25)	n/a
	UP-Pool	**2,004**	**1,100**	**700**	**50**	**n/a**	**n/a**
	Change from last week	46	0	n/a	0	n/a	n/a
	Change from same week 2020	1,435	600	400	42	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]

January 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	$167	$38.35	$1.04	4
	Grand Forks, ND	Duluth-Superior, MN	$3,658	$0	$36.33	$0.99	-13
	Wichita, KS	Los Angeles, CA	$7,290	$0	$72.39	$1.97	2
	Wichita, KS	New Orleans, LA	$4,525	$294	$47.85	$1.30	5
	Sioux Falls, SD	Galveston-Houston, TX	$7,026	$0	$69.77	$1.90	3
	Colby, KS	Galveston-Houston, TX	$4,801	$322	$50.87	$1.38	5
	Amarillo, TX	Los Angeles, CA	$5,121	$448	$55.30	$1.51	7
Corn	Champaign-Urbana, IL	New Orleans, LA	$4,000	$332	$43.02	$1.09	9
	Toledo, OH	Raleigh, NC	$8,130	$0	$80.73	$2.05	4
	Des Moines, IA	Davenport, IA	$2,505	$70	$25.57	$0.65	4
	Indianapolis, IN	Atlanta, GA	$6,227	$0	$61.84	$1.57	4
	Indianapolis, IN	Knoxville, TN	$5,247	$0	$52.11	$1.32	4
	Des Moines, IA	Little Rock, AR	$4,000	$207	$41.77	$1.06	7
	Des Moines, IA	Los Angeles, CA	$5,880	$602	$64.37	$1.63	10
Soybeans	Minneapolis, MN	New Orleans, LA	$3,631	$451	$40.53	$1.10	11
	Toledo, OH	Huntsville, AL	$6,714	$0	$66.67	$1.81	2
	Indianapolis, IN	Raleigh, NC	$7,422	$0	$73.70	$2.01	4
	Indianapolis, IN	Huntsville, AL	$5,367	$0	$53.30	$1.45	2
	Champaign-Urbana, IL	New Orleans, LA	$4,745	$332	$50.42	$1.37	8
Shuttle train							
Wheat	Great Falls, MT	Portland, OR	$4,193	$0	$41.64	$1.13	4
	Wichita, KS	Galveston-Houston, TX	$4,411	$0	$43.80	$1.19	4
	Chicago, IL	Albany, NY	$6,670	$0	$66.24	$1.80	5
	Grand Forks, ND	Portland, OR	$5,851	$0	$58.10	$1.58	3
	Grand Forks, ND	Galveston-Houston, TX	$5,199	$0	$51.63	$1.41	-13
	Colby, KS	Portland, OR	$6,012	$528	$64.94	$1.77	7
Corn	Minneapolis, MN	Portland, OR	$5,380	$0	$53.43	$1.36	4
	Sioux Falls, SD	Tacoma, WA	$5,340	$0	$53.03	$1.35	4
	Champaign-Urbana, IL	New Orleans, LA	$3,920	$332	$42.22	$1.07	9
	Lincoln, NE	Galveston-Houston, TX	$4,080	$0	$40.52	$1.03	5
	Des Moines, IA	Amarillo, TX	$4,420	$260	$46.47	$1.18	7
	Minneapolis, MN	Tacoma, WA	$5,380	$0	$53.43	$1.36	4
	Council Bluffs, IA	Stockton, CA	$5,300	$0	$52.63	$1.34	4
Soybeans	Sioux Falls, SD	Tacoma, WA	$6,050	$0	$60.08	$1.64	3
	Minneapolis, MN	Portland, OR	$6,100	$0	$60.58	$1.65	3
	Fargo, ND	Tacoma, WA	$5,950	$0	$59.09	$1.61	3
	Council Bluffs, IA	New Orleans, LA	$4,975	$383	$53.21	$1.45	8
	Toledo, OH	Huntsville, AL	$4,954	$0	$49.20	$1.34	0
	Grand Island, NE	Portland, OR	$5,360	$540	$58.59	$1.59	10

[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

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

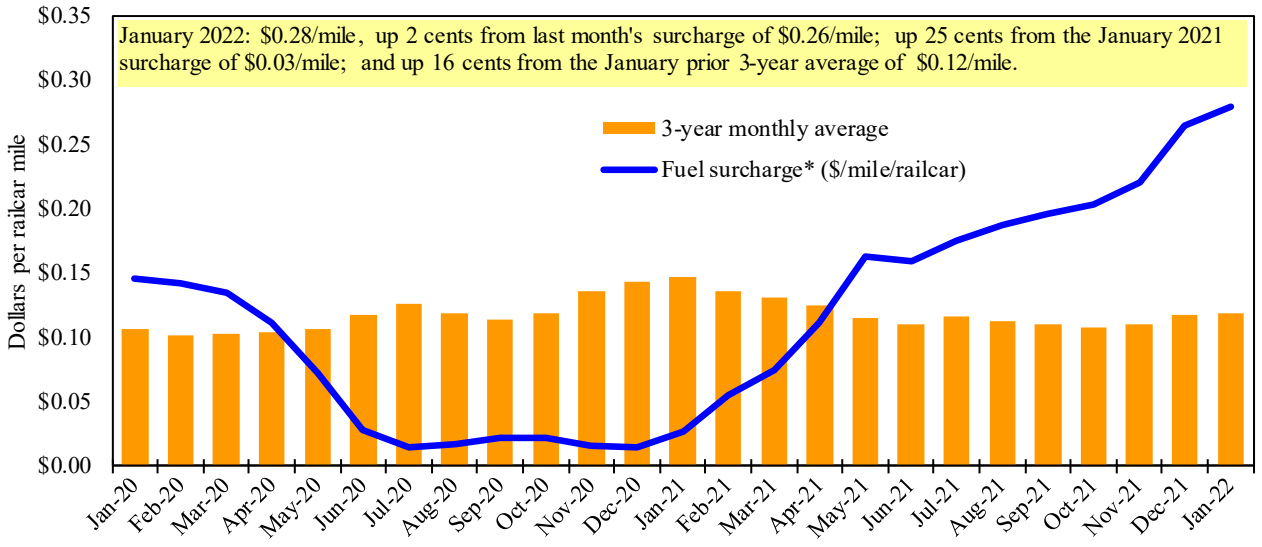
[5] As of January 1, both BNSF and Union Pacific changed their billing and reporting of rates to Mexico.

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.

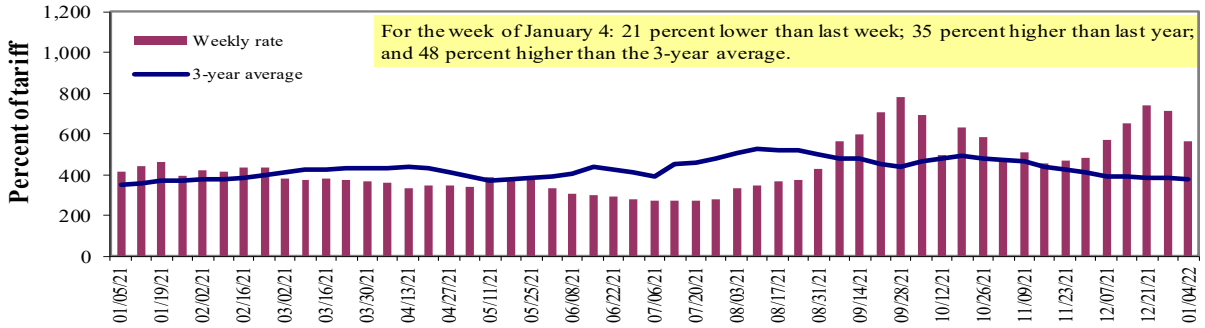
* Beginning January 2009, the Canadian Pacific fuel surcharge is computed by a monthly average of the bi-weekly fuel surcharge.

**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

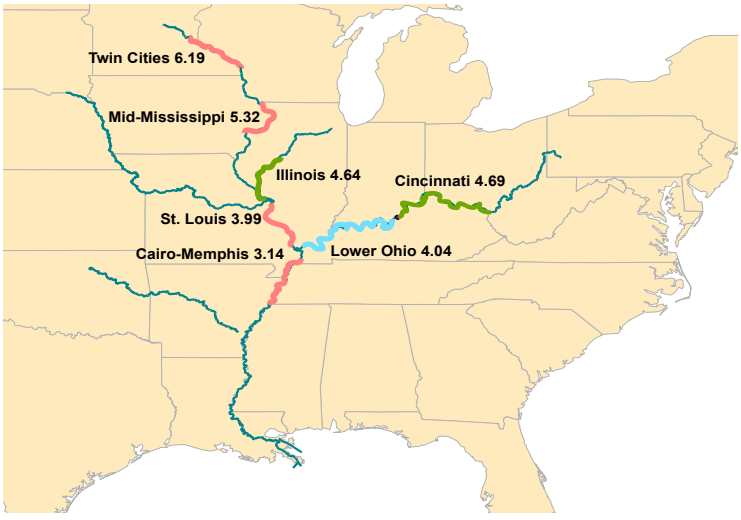
		Twin Cities	Mid-Mississippi	Lower Illinois River	St. Louis	Cincinnati	Lower Ohio	Cairo-Memphis
Rate[1]	1/4/2022	-		564	473	621	621	433
	12/28/2021	-		715	655	640	640	590
$/ton	1/4/2022	-	-	26.17	18.87	29.12	25.09	13.60
	12/28/2021	-	-	33.18	26.13	30.02	25.86	18.53
Current week % change from the same week:								
	Last year	-	-	35	56	80	80	61
	3-year avg. [2]	-	-	48	69	90	90	69
Rate[1]	February	-	-	467	396	408	408	350
	April	-	418	387	306	331	331	272

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

Figure 9
Benchmark tariff rates

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

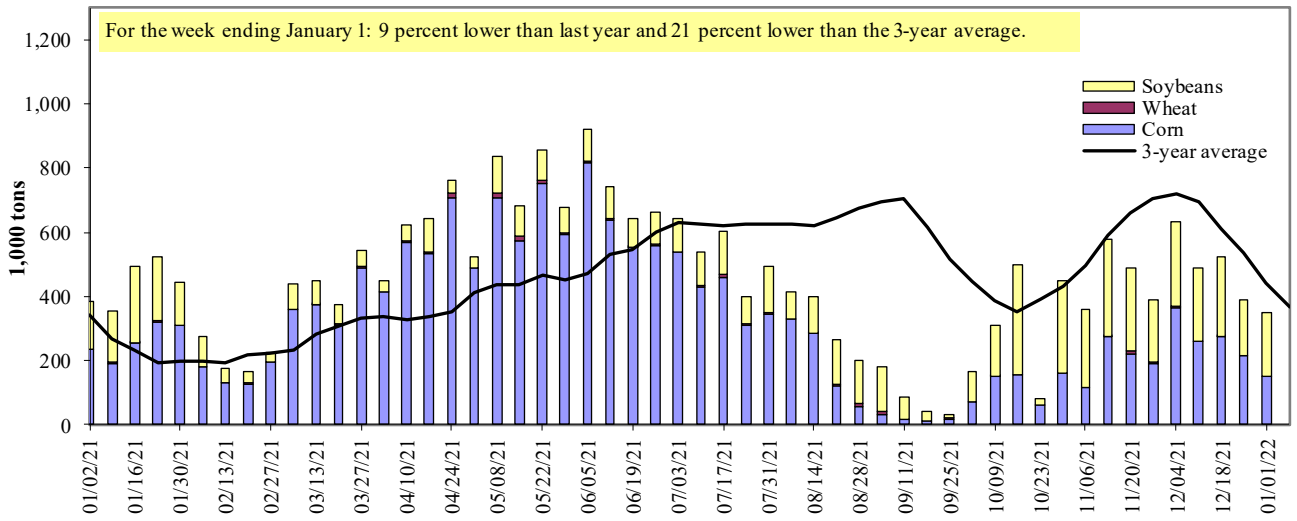
Select applicable index from market quotes are included in tables on this page. The 1976 benchmark rates per ton are provided in map.



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.

Source: U.S. Army Corps of Engineers.

Table 10

Barge grain movements (1,000 tons)

For the week ending 01/01/2022	Corn	Wheat	Soybeans	Other	Total
Mississippi River					
Rock Island, IL (L15)	5	0	0	0	5
Winfield, MO (L25)	14	0	10	0	24
Alton, IL (L26)	149	0	206	2	356
Granite City, IL (L27)	149	0	201	2	352
Illinois River (La Grange)	120	0	180	2	302
Ohio River (Olmsted)	83	0	132	6	221
Arkansas River (L1)	0	16	38	0	54
Weekly total - 2021	232	16	371	8	626
Weekly total - 2020	497	13	482	13	1,005
2021 YTD[1]	23,516	1,634	11,325	297	36,772
2020 YTD[1]	18,515	1,752	18,808	237	39,312
2021 as % of 2020 YTD	127	93	60	125	94
Last 4 weeks as % of 2020[2]	79	135	68	124	74
Total 2020	18,942	1,765	19,205	237	40,149

[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.

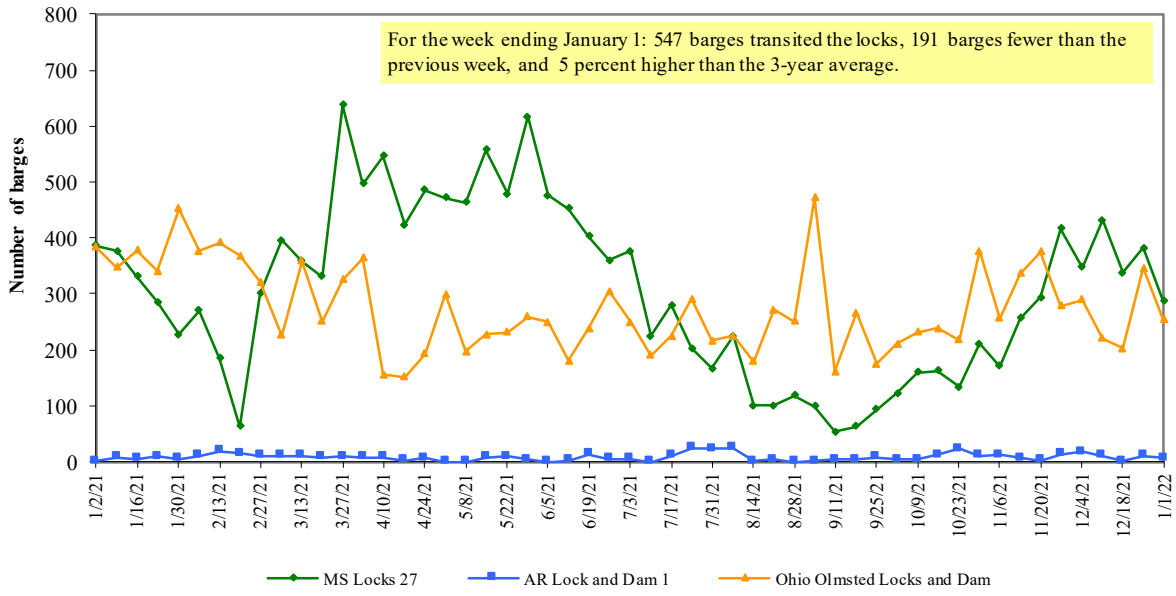
[2] As a percent of same period in 2020.

Note: L (as in "L15") refers to a lock, locks, or locks and dam facility.

Source: U.S. Army Corps of Engineers.

Figure 11

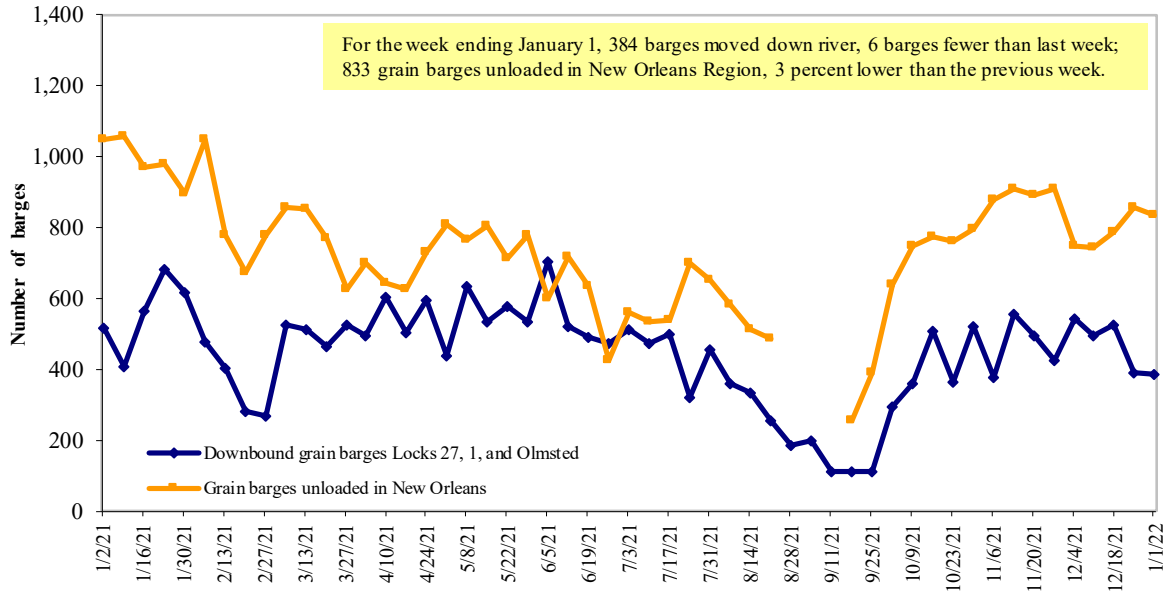
Upbound empty barges transiting Mississippi River Locks 27, Arkansas River Lock and Dam 1, and Ohio River Olmsted Locks and Dam



Source: U.S. Army Corps of Engineers.

Figure 12

Grain barges for export in New Orleans region



Note: Olmsted = Olmsted Locks and Dam.

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 1/3/2022 (U.S. $/gallon)

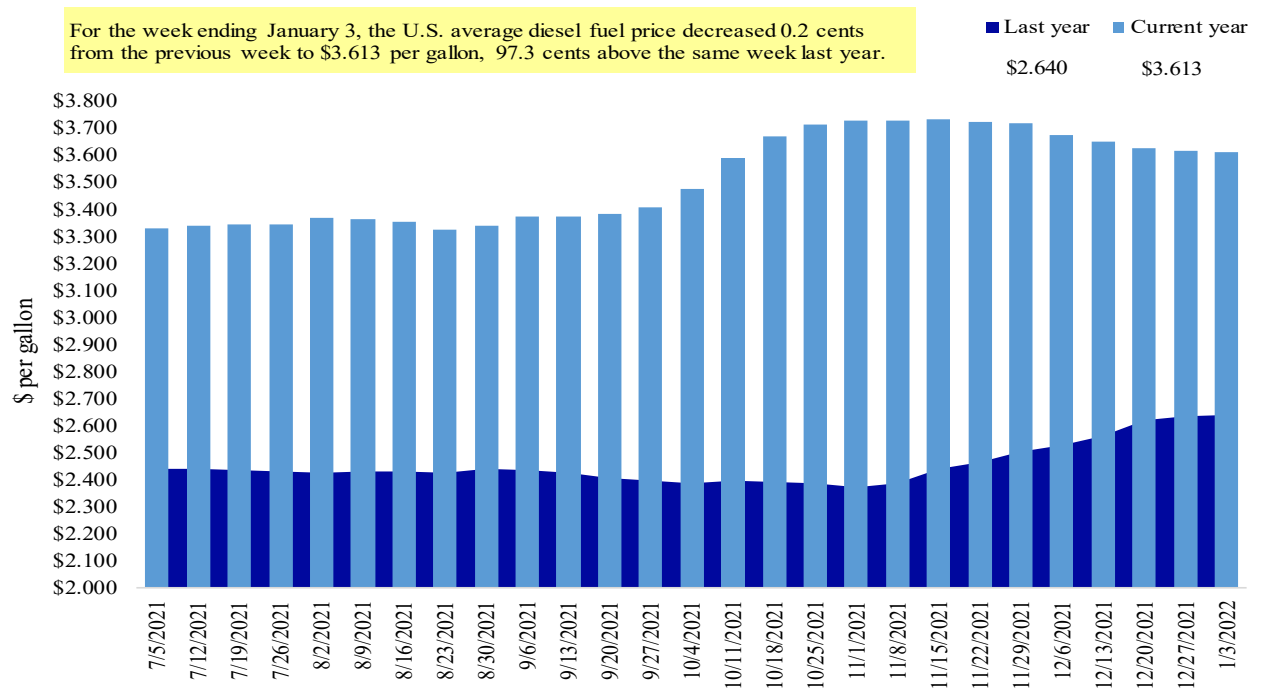
Region	Location	Price	Change from Week ago	Change from Year ago
I	East Coast	3.604	0.002	0.937
	New England	3.622	-0.001	0.957
	Central Atlantic	3.781	0.002	0.924
	Lower Atlantic	3.490	0.002	0.950
II	Midwest	3.477	-0.002	0.885
III	Gulf Coast	3.328	-0.002	0.930
IV	Rocky Mountain	3.687	-0.017	1.101
V	West Coast	4.369	-0.002	1.253
	West Coast less California	3.927	0.010	1.156
	California	4.758	-0.013	1.354
Total	United States	3.613	-0.002	0.973

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

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

Figure 13

Weekly diesel fuel prices, U.S. average



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)

	Wheat						Corn	Soybeans	Total
For the week ending	HRW	SRW	HRS	SWW	DUR	All wheat			
Export balances[1]									
12/23/2021	2,106	739	1,270	845	36	4,997	27,073	12,448	44,518
This week year ago	1,635	508	1,671	2,681	104	6,599	28,967	17,513	53,079
Cumulative exports-marketing year[2]									
2021/22 YTD	4,173	1,573	2,969	2,026	97	10,838	13,668	28,936	53,441
2020/21 YTD	5,466	1,062	4,106	2,844	487	13,964	14,229	37,074	65,266
YTD 2021/22 as % of 2020/21	76	148	72	71	20	78	96	78	82
Last 4 wks. as % of same period 2020/21*	130	137	72	31	35	74	92	80	86
Total 2020/21	8,331	1,744	7,337	6,281	654	24,347	66,702	60,287	151,336
Total 2019/20	9,526	2,318	6,960	4,751	922	24,477	42,622	43,994	111,094

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

[2] Shipped export sales to date; 2021/22 marketing year now in effect for wheat, corn and soybeans.

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 12/23/2021	Total commitments[2] 2021/22 current MY	2020/21 last MY	% change current MY from last MY	Exports[3] 3-yr. avg. 2019-21
	1,000 mt -			
Mexico	11,910	9,721	23	14,817
Japan	3,880	5,350	(27)	11,082
China	12,288	11,590	6	7,920
Columbia	2,340	2,003	17	4,491
Korea	78	1,060	(93)	3,302
Top 5 importers	**30,495**	**29,725**	**3**	**41,613**
Total U.S. corn export sales	**40,741**	**43,196**	**(6)**	**53,145**
% of projected exports	64%	62%		
Change from prior week[2]	**1,246**	**965**		
Top 5 importers' share of U.S. corn export sales	75%	69%		78%
USDA forecast December 2021	**63,613**	**70,051**	**(9)**	
Corn use for ethanol USDA forecast, December 2021	**133,350**	**127,711**	**4**	

[1] Based on USDA, Foreign Agricultural Service (FAS) marketing year ranking reports for 2020/21; 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 12/23/2021	Total commitments[2] 2021/22 current MY	2020/21 last MY	% change current MY from last MY	Exports[3] 3-yr. avg. 2018-20
				- 1,000 mt -
China	23,431	32,343	(28)	21,666
Mexico	2,789	3,418	(18)	4,754
Egypt	1,852	1,847	0	3,093
Indonesia	705	1,129	(38)	2,325
Japan	1,221	1,204	1	2,275
Top 5 importers	**29,998**	**39,941**	**(25)**	**34,113**
Total U.S. soybean export sales	**41,384**	**54,587**	**(24)**	**50,758**
% of projected exports	74%	88%		
change from prior week[2]	**524**	**695**		
Top 5 importers' share of U.S. soybean export sales	72%	73%		**67%**
USDA forecast, December 2021	**55,858**	**61,717**	**(9)**	

[1]Based on USDA, Foreign Agricultural Service (FAS) marketing year ranking reports for 2020/21; 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 12/23/2021	Total Commitments[2] 2021/22 current MY	2020/21 last MY	% change current MY from last MY	Exports[3] 3-yr. avg. 2018-20
		1,000 mt -		- 1,000 mt -
Mexico	2,806	2,677	5	3,388
Philippines	2,395	2,612	(8)	3,121
Japan	1,872	1,936	(3)	2,567
Korea	978	1,415	(31)	1,501
Nigeria	1,595	1,009	58	1,490
China	848	2,331	(64)	1,268
Taiwan	712	857	(17)	1,187
Indonesia	66	824	(92)	1,131
Thailand	436	698	(38)	768
Italy	175	559	(69)	681
Top 10 importers	**11,883**	**14,918**	(20)	**17,102**
Total U.S. wheat export sales	**15,835**	**20,563**	(23)	**24,617**
% of projected exports	69%	76%		
change from prior week[2]	**200**	**521**		
Top 10 importers' share of U.S. wheat export sales	75%	73%		69%
USDA forecast, December 2021	**22,888**	**27,030**	(15)	

[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 12/30/21	Previous week*	Current week as % of previous	2021 YTD*	2020 YTD*	2021 YTD as % of 2020 YTD	Last 4-weeks as % of: Last year	Last 4-weeks as % of: Prior 3-yr. avg.	2020 total*
Pacific Northwest									
Wheat	43	130	33	13,243	15,966	83	33	31	15,966
Corn	149	222	67	13,420	9,969	135	93	124	9,969
Soybeans	360	487	74	14,540	14,028	104	99	192	14,028
Total	**553**	**839**	**66**	**41,203**	**39,963**	**103**	**80**	**110**	**39,963**
Mississippi Gulf									
Wheat	56	22	259	3,202	3,422	94	198	68	3,422
Corn	258	488	53	38,498	28,781	134	78	92	28,781
Soybeans	786	1,042	75	27,159	38,013	71	70	103	38,013
Total	**1,099**	**1,552**	**71**	**68,858**	**70,215**	**98**	**73**	**99**	**70,215**
Texas Gulf									
Wheat	18	119	15	3,888	4,248	92	313	89	4,248
Corn	0	35	0	627	723	87	104	104	723
Soybeans	1	0	n/a	1,611	2,098	77	6	18	2,098
Total	**19**	**154**	**12**	**6,126**	**7,068**	**87**	**48**	**65**	**7,068**
Interior									
Wheat	33	18	186	2,972	2,263	131	96	110	2,263
Corn	178	192	93	10,147	8,683	117	132	146	8,683
Soybeans	90	162	56	6,525	7,274	90	90	111	7,274
Total	**301**	**372**	**81**	**19,644**	**18,220**	**108**	**108**	**126**	**18,220**
Great Lakes									
Wheat	0	19	0	536	891	60	187	90	891
Corn	0	0	n/a	145	111	130	46	139	111
Soybeans	0	40	0	592	1,111	53	31	64	1,111
Total	**0**	**59**	**0**	**1,273**	**2,113**	**60**	**71**	**86**	**2,113**
Atlantic									
Wheat	0	0	n/a	128	65	196	n/a	n/a	65
Corn	0	0	n/a	85	33	256	n/a	219	33
Soybeans	17	91	19	2,184	1,870	117	100	169	1,870
Total	**17**	**92**	**18**	**2,397**	**1,968**	**122**	**101**	**170**	**1,968**
U.S. total from ports*									
Wheat	149	307	49	23,969	26,854	89	67	53	26,854
Corn	586	938	62	62,921	48,301	130	90	109	48,301
Soybeans	1,254	1,823	69	52,612	64,394	82	75	119	64,394
Total	**1,989**	**3,068**	**65**	**139,501**	**139,548**	**100**	**78**	**105**	**139,548**

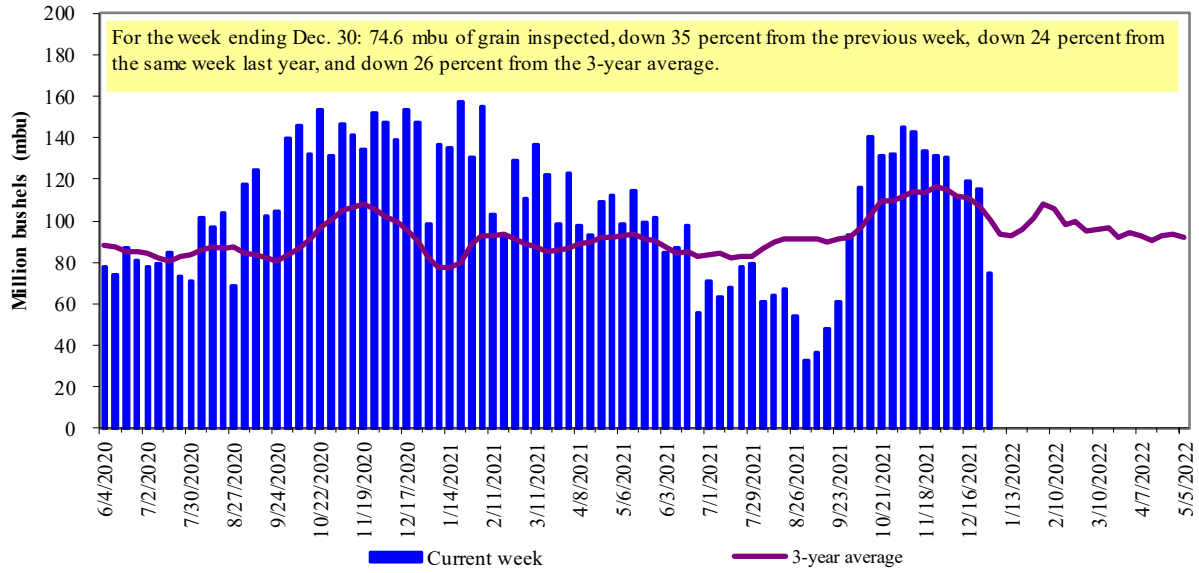
*Data includes revisions from prior weeks; some regional totals may not add exactly due to rounding.

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)

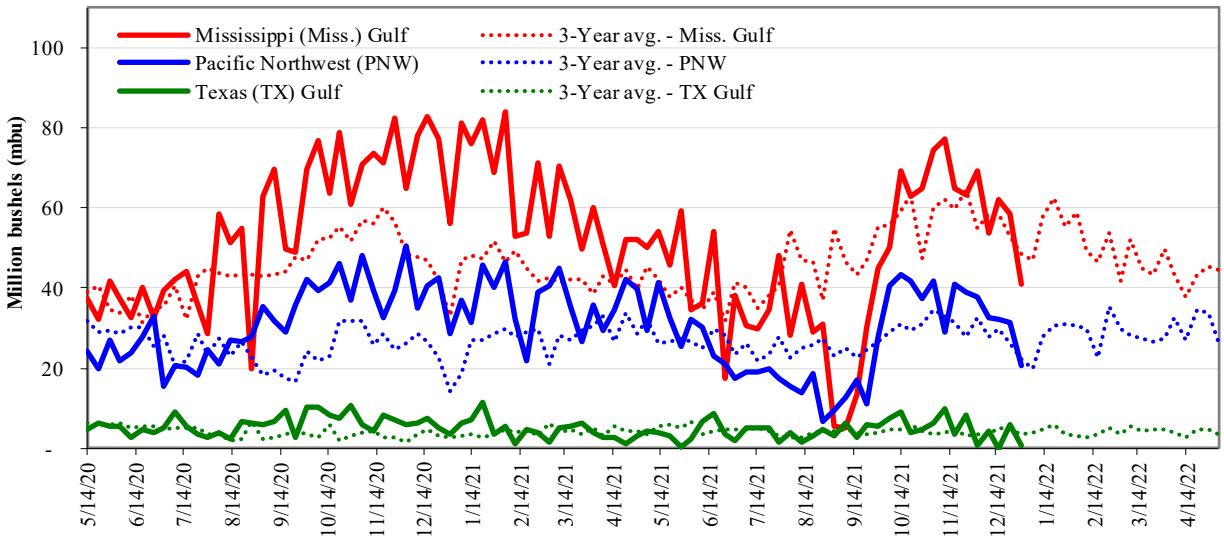


Note: 3-year average consists of 4-week running average.

Source: USDA, Federal Grain Inspection Service.

Figure 15

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



Week ending 12/30/21 inspections (mbu):	
MS Gulf:	41.1
PNW:	20.7
TX Gulf:	0.7

Percent change from:	MS Gulf	TX Gulf	U.S. Gulf	PNW
Last wk:	down 30	down 88	down 35	down 34
Last Year (same wk):	down 27	down 81	down 30	down 27
3-yr avg. (4-wk. mov. Avg):	down 25	down 83	down 29	down 22

Source: USDA, Federal Grain Inspection Service.

Table 17

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

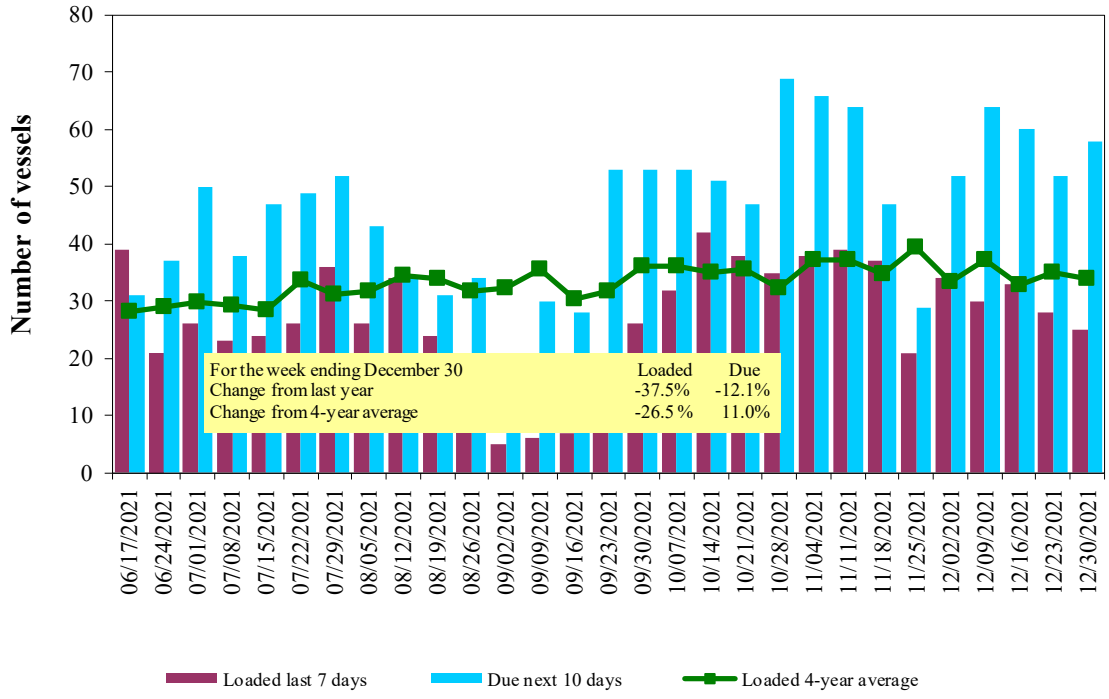
	Gulf			Pacific Northwest
Date	In port	Loaded 7-days	Due next 10-days	In port
12/30/2021	55	25	58	20
12/23/2021	41	28	52	21
2020 range	(22…60)	(23...46)	(34...68)	(7…24)
2020 average	37	33	49	15

Note: n/a = not available due to the holiday

Source: USDA, Agricultural Marketing Service.

Figure 16

U.S. Gulf[1] vessel loading activity

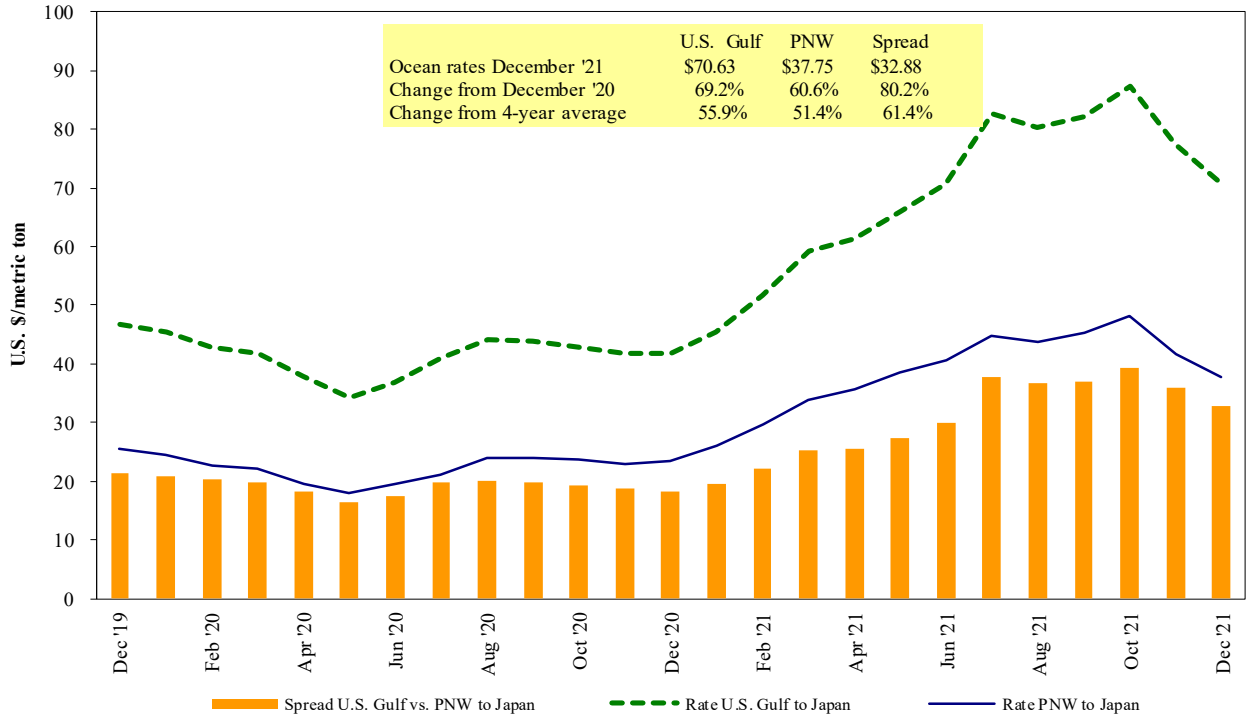


[1]U.S. Gulf includes Mississippi, Texas, and East Gulf.

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 01/01/2022

Export region	Import region	Grain types	Loading date	Volume loads (metric tons)	Freight rate (US$/metric ton)
U.S. Gulf	Japan	Heavy grain	Oct 1/10, 2021	48,000	70.10
U.S. Gulf	Japan	Heavy grain	Aug 21/Sep 9, 2021	50,000	60.90
U.S. Gulf	Japan	Heavy grain	Aug 1/10, 2021	50,000	69.75
U.S. Gulf	Sudan	Wheat	Sep 1/10, 2021	49,000	79.12*
U.S. Gulf	China	Heavy grain	Dec 1/10, 2021	65,000	76.00
U.S. Gulf	China	Heavy grain	Nov 1/10, 2021	66,000	89.00
U.S. Gulf	China	Heavy grain	Oct 1/10, 2021	55,000	81.50
U.S. Gulf	Djibouti	Wheat	Jul 6/16, 2021	5,880	85.70*
U.S. Gulf	S. Korea	Heavy grain	Dec 1/10, 2021	51,000	940.00
PNW	Japan	Wheat	Sep 1, 2021	52,170	56.55*
PNW	Japan	Wheat	Jul 25/ Aug 5, 2021	32,590	64.00
PNW	Taiwan	Wheat	Nov 1/10, 2021	49,580	67.30
PNW	Taiwan	Heavy grain	Aug 20/30, 2021	35,000	64.20*
PNW	Taiwan	Wheat	Aug 1/10, 2021	55,000	54.95
Brazil	N. China	Heavy grain	Jan 1/5, 2022	64,000	58.25
Australia	Japan	Barley	Nov 1/10, 2021	55,000	65.50
River Plate	South Korea	Corn	Oct 21, 2021	67,000	79.80

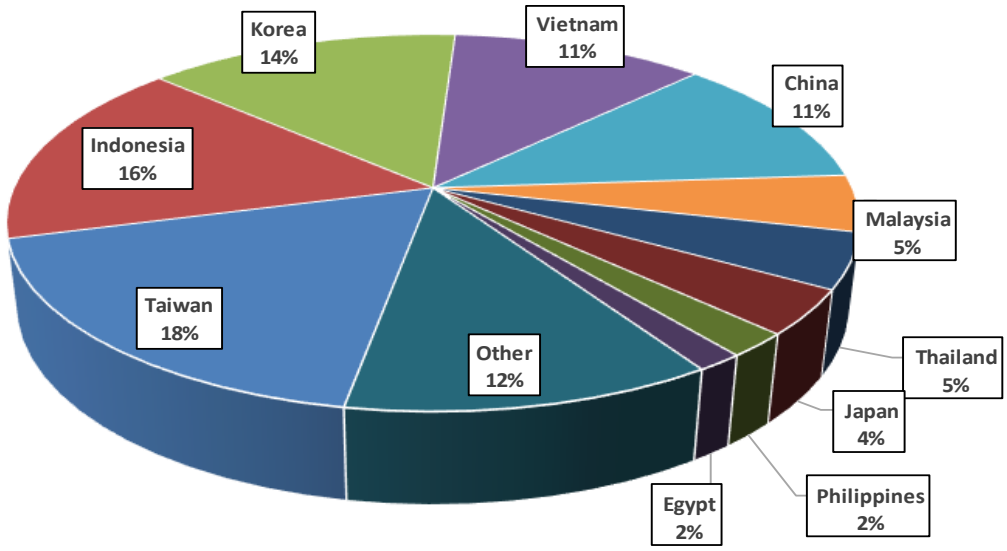
*50 percent of food aid from the United States is required to be shipped on U.S.-flag vessels.

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 2019, containers were used to transport 9 percent of total U.S. waterborne grain exports. Approximately 60 percent of U.S. waterborne grain exports in 2019 went to Asia, of which 14 percent were moved in containers. Approximately 94 percent of U.S. waterborne containerized grain exports were destined for Asia.

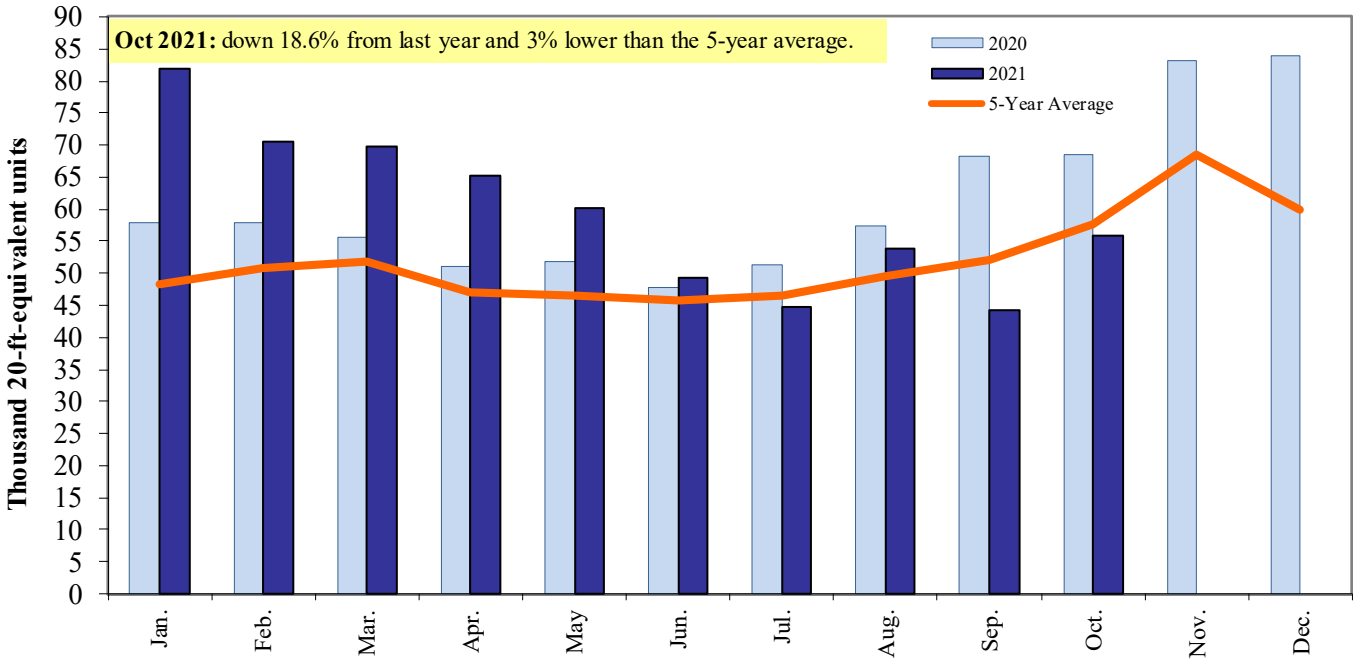
Figure 18
Top 10 destination markets for U.S. containerized grain exports, Jan-Oct 2021



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

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: 100190, 100200, 100300, 100400, 100590, 100700, 110100, 110220, 110290, 1201, 120100, 120190, 120810, 230210, 230310, 230330, and 230990.

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

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