USDA Agricultural Marketing Service
U.S. DEPARTMENT OF AGRICULTURE

Grain Transportation Report

A weekly publication of the Agricultural Marketing Service
www.ams.usda.gov/GTR

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August 26, 2021

Contents

The next release is September 2, 2021

WEEKLY HIGHLIGHTS

National Waterways Foundation Details the Economic Value of Inland Waterways in 17 States

Using research and data from various government sources, the National Waterways Foundation (NWF) collaborated with Cambridge Systematics Inc. to estimate the economic value of inland-waterways systems in 17 States: Alabama, Arkansas, Illinois, Indiana, Iowa, Kentucky, Louisiana, Minnesota, Mississippi, Missouri, Ohio, Oklahoma, Pennsylvania, Tennessee, Texas, West Virginia, and Wisconsin. Released on August 11, individual State profiles detail each State's current commodity flows (including top inland commodities by weight and value); accessible inland waterways (including number of miles of navigable waterways within the State); and waterways-dependent industries (including those that benefit most). Readers will also find information on each State's number of inland waterways-supported jobs, associated State and local tax revenues, and relationship between inland-waterways freight volumes and trucking demand.

New ATRI Research Develops Assessment Tool for Finding Safe Young Drivers

The American Transportation Research Institute (ATRI) recently released the results of its preliminary research to identify the safest 18-20 year-old drivers. Reliable safety assessment is a critical component of expanding eligibility for interstate commercial driver's licenses to younger drivers, as the Federal Motor Carrier Safety Administration has considered doing. The research sample included 75 current commercial truck drivers, aged 20-60 years old, with diverse driving experience and safety performance. After assessing the effects of various personality traits, the researchers found drivers in the safest group scored highest on "conscientiousness" and "agreeableness," and lowest on "experience-seeking." Also, drivers in the "less safe" group appeared somewhat more sensitive to conflict, indicating difficulties with cognitive control. Based on the success of its initial research, ATRI plans to expand the assessment to increase the sample of 18-20 year-old drivers and expand the range of traits assessed. The full report on the preliminary research can be downloaded here.

Panama Canal Schedules Lock Maintenance and Repair Work

On August 30, 2021, the east lane of Miraflores Panamax locks on the Panama Canal will be closed for 10 hours of maintenance and repair work. During this time, the transit capacity of the Panamax Locks is estimated at 28-30 vessels per day, rather than the normal capacity of 34-36 vessels. Also, from August 30 to September 9, 2021, there will be culvert outage at the center wall of the Miraflores locks for repair and maintenance work. During that time, transit capacity of the Panamax Locks is estimated at 24-26 vessels per day, rather than the normal capacity of 34-36 vessels. Capacity (whether normal or constricted) depends on the types of vessels transiting, transit restrictions, and other factors. Vessels may experience some transit delays, but no major delays are anticipated.

Snapshots by Sector

Export Sales

For the week ending August 12, **unshipped balances** of wheat, corn, and soybeans totaled 12.0 million metric tons (mmt). This was 8 percent lower than last week and 16 percent lower than the same time last year. Net **corn export sales** were 0.216 mmt, down 43 percent from the past week. Net **soybean export sales** were 0.068 mmt, down 30 percent from the previous week. Net weekly **wheat export sales** were 0.307 mmt, up 5 percent from last week.

Rail

U.S. Class I railroads originated 19,488 **grain carloads** during the week ending August 14. This was a 7-percent increase from the previous week, 13 percent less than last year, and 9 percent lower than the 3-year average.

Average September shuttle **secondary railcar** bids/offers (per car) were $51 below tariff for the week ending August 19. This was $91 less than last week and $709 lower than this week last year. There were no non-shuttle bids/offers this week.

Barge

For the week ending August 21, **barged grain movements** totaled 401,478 tons. This was 26 percent lower than the previous week and 56 percent lower than the same period last year.

For the week ending August 21, 254 grain barges **moved down river**—80 fewer barges than the previous week. There were 487 grain barges **unloaded in New Orleans**, 5 percent lower than the previous week.

Ocean

For the week ending August 19, 24 **oceangoing grain vessels** were loaded in the Gulf—31 percent fewer than the same period last year. Within the next 10 days (starting August 20), 31 vessels were expected to be loaded—24 percent fewer than the same period last year.

As of August 19, the rate for shipping a metric ton (mt) of grain from the U.S. Gulf to Japan was $81.50. This was 3 percent more than the previous week. The rate from the Pacific Northwest to Japan was $44.00 per mt, 2 percent more than the previous week.

Fuel

For the week ending August 23, the U.S. average **diesel fuel price** decreased 3.2 cents from the previous week to $3.324 per gallon, 89.8 cents above the same week last year.

Preferred citation: U.S. Department of Agriculture, Agricultural Marketing Service. *Grain Transportation Report.* August 26, 2021.
Web: **http://dx.doi.org/10.9752/TS056.08-26-2021**

Feature Article/Calendar

U.S. Soybean Transportation Costs Varied, as Brazil's Increased, in the Second Quarter

The world's two leading producers of soybeans—United States and Brazil—have long competed for the same overseas markets. According to USDA's August *World Agriculture Supply and Demand Estimates (WASDE)*, in marketing year (MY) 2021/22, Brazil is projected to produce 144 million metric tons (mmt) and export 93 mmt of soybeans, while the United States is projected to produce 118.08 mmt and export 55.93 mmt. Two key export markets for the United States and Brazil are China and Europe. Low transportation and landed costs of soybeans to these export destinations are essential to the competitiveness of both the United States and Brazil. This article compares quarterly and yearly changes in the costs of moving soybeans from the United States and Brazil to Shanghai, China (table 1) and to Hamburg, Germany (table 2).

Table 1-Quarterly costs of transporting soybeans from United States and Brazil to Shanghai, China

	2020 2nd qtr.	2021 1st qtr.	2021 2nd qtr.	Percent change Yr. to yr.	Percent change Qtr. to qtr.	2021 1st qtr.	2021 1st qtr.	2021 2nd qtr.	Percent change Yr. to yr.	Percent change Qtr. to qtr.
	United States (via U.S. Gulf)									
	Minneapolis, MN					Davenport, IA				
	--$/mt--					--$/mt--				
Truck	9.70	13.66	13.99	44.23	2.42	9.70	13.66	13.99	44.23	2.42
Rail[1]		36.38					33.33			
Barge	24.29	12.49	29.61	21.90	137.07	17.30	12.49	20.17	16.59	61.49
Ocean[2]	35.40	50.88	64.88	83.28	27.52	35.40	50.88	64.88	83.28	27.52
Total transportation	69.39	113.41	108.48	56.33	-4.35	62.40	110.36	99.04	58.72	-10.26
Farm value[3]	299.71	465.42	529.11	76.54	13.68	305.10	456.85	529.11	73.42	15.82
Landed cost[4]	369.10	578.83	637.59	72.74	10.15	367.50	567.21	628.15	70.93	10.74
Transport % of landed cost	18.80	19.59	17.01			16.98	19.46	15.77		
	Via PNW									
	Fargo, ND					Sioux Falls, SD				
Truck	9.70	13.66	13.99	44.23	2.42	9.70	13.66	13.99	44.23	2.42
Rail[1]	57.10	57.10	57.10	0.00	0.00	58.09	58.09	58.09	0.00	0.00
Ocean	18.20	28.60	37.60	106.59	31.47	18.20	28.60	37.60	106.59	31.47
Total transportation	85.00	99.36	108.69	27.87	9.39	85.99	100.35	109.68	27.55	9.30
Farm value	278.03	439.70	518.09	86.34	17.83	290.40	442.15	525.43	80.93	18.84
Landed cost	363.03	539.06	626.78	72.65	16.27	376.39	542.50	635.11	68.74	17.07
Transport % of landed cost	23.41	18.43	17.34			22.85	18.50	17.27		
	Brazil									
	North MT[5] - Santos[6]					South GO[5] - Paranagua[6]				
	--$/mt--					--$/mt--				
Truck	59.53	60.94	66.24	11.27	8.70	35.35	36.83	38.73	9.56	5.16
Ocean[7]	27.08	37.00	50.60	86.85	36.76	28.83	38.75	52.40	81.76	35.23
Total transportation	86.61	97.94	116.84	34.90	19.30	64.18	75.58	91.13	41.99	20.57
Farm Value[8]	287.53	463.10	495.57	72.35	7.01	262.95	466.39	500.77	90.44	7.37
Landed Cost	374.14	561.04	612.41	63.68	9.16	327.13	541.97	591.90	80.94	9.21
Transport % of landed cost	23.15	17.46	19.08			19.62	13.95	15.40		

[1]Rail rates include fuel surcharges, but do not include the cost of purchasing empty rail cars in the secondary rail markets, which could exceed the rail tariff rate plus fuel surcharge shown in the table.

[2]Source for the U.S. Ocean freight rates: O'Neil Commodity Consulting.

[3]Source for the U.S farm values: USDA, National Agricultural Statistivs Service.

[4]Landed cost is transportation cost plus farm value.

[5]Producing regions: MT= Mato Grosso, GO = Goiás.

[6]Export ports.

[7]Source for Brazil's ocean freight rates: University of São Paulo, Brazil and USDA, Agricultural Marketing Service.

[8]Source for Brazil's farm values: Companhia Nacional de Abastecimento.

Note: qtr. = quarter; yr. = year; mt = metric ton; total may not add exactly because of rounding.

Source: Compiled by the USDA, Agricultural Marketing Service.

Quarter-to-quarter transportation costs. From first quarter 2021 to second quarter 2021 (quarter to quarter), costs fell for exporting U.S. soybeans through the U.S. Gulf to China (table 1) and Germany (table 2). However, costs to ship soybeans from the Pacific Northwest (PNW) to China rose (table 1). Gulf-route costs decreased in accord with typical historical seasonal patterns. That is, in first quarter 2021, soybeans had to be moved by rail from the upper segment of the Mississippi River (which was closed to barge navigation for winter), before transferring to barges to New Orleans. Rising truck and ocean freight rates pushed up transportation costs for routes using those modes. Truck rates rose partly because of higher demand for trucking services and higher diesel fuel prices (***GTR* fig. 13**). Ocean freight rates rose in response to strong trade of bulk commodities, such as iron ore and grain (*Grain Transportation Report (GTR)* July 15, 2021). In Brazil, transportation costs rose in response to higher truck and ocean freight rates.

Year-to-year transportation costs. From second quarter 2020 to second quarter 2021 (year to year), transportation costs increased in the United States and Brazil. In the United States, higher truck, barge, and ocean freight rates pushed up total transportation costs. In Brazil, higher truck and ocean rates pushed up total transportation costs.

Table 2-Quarterly costs of transporting soybeans from United States and Brazil to Hamburg, Germany

	2020 2nd qtr.	2021 1st qtr.	2021 2nd qtr.	Percent change Yr. to yr.	Percent change Qtr. to qtr.	2020 2nd qtr.	2021 1st qtr.	2021 2nd qtr.	Percent change Yr. to yr.	Percent change Qtr. to qtr.
	United States (via U.S. Gulf)									
	Minneapolis, MN --$/mt--					Davenport, IA --$/mt--				
Truck	9.70	13.66	13.99	44.23	2.42	9.70	13.66	13.99	44.23	2.42
Rail[1]		36.38					33.33			
Barge	24.29	12.49	29.61	21.90	137.07	17.30	12.49	20.17	16.59	61.49
Ocean[2]	13.18	19.75	23.19	75.95	17.42	13.18	19.75	23.19	75.95	17.42
Total transportation	47.17	82.28	66.79	41.59	-18.83	40.18	79.23	57.35	42.73	-27.62
Farm value[3]	299.71	465.42	529.11	76.54	13.68	305.10	456.85	529.11	73.42	15.82
Landed cost[4]	346.88	547.70	595.90	71.79	8.80	345.28	536.08	586.46	69.85	9.40
Transport % of landed cost	13.60	15.02	11.21			11.64	14.78	9.78		
	Brazil									
	North MT[5] - Santos[6] --$/mt--					South GO[5] - Paranagua[6] --$/mt--				
Truck	59.53	60.94	66.24	11.27	8.70	35.35	36.83	38.73	9.56	5.16
Ocean[7]	20.50	31.25	42.70	108.29	36.64	21.50	31.00	41.90	94.88	35.16
Total transportation	80.03	92.19	108.94	36.12	18.17	56.85	67.83	80.63	41.83	18.87
Farm value[8]	287.53	463.10	495.57	72.35	7.01	262.95	466.39	500.77	90.44	7.37
Landed cost	367.56	555.29	604.51	64.47	8.86	319.80	534.22	581.40	81.80	8.83
Transport % of landed cost	21.77	16.60	18.02			17.78	12.70	13.87		

[1]Rail rates include fuel surcharges, but do not include the cost of purchasing empty rail cars in the secondary rail markets, which could exceed the rail tariff rate plus fuel surcharge shown in the table.

[2]Source for the U.S. ocean rates: O'Neil Commodity Consulting.

[3]Source for the U.S. farm values: USDA/National Agrocultural Statistics Service

[4]Landed cost is total cost plus farm value.

[5]Producing regions: MT= Mato Grosso, GO = Goiás.

[6]Export ports.

[7]Source for Brazil's ocean rates:University of São Paulo, Brazil and USDA/Agricultural Marketing Service.

[8]Source for Brazil's farm values: Companhia Nacional de Abastecimento.

Note: qtr. = quarter; yr. = year; mt = metric ton; total may not add exactly because of rounding.

Source: Compiled by the USDA, Agricultural Marketing Service.

Quarter-to-quarter landed costs. Quarter to quarter, landed costs increased in both the United States and Brazil. For shipments through PNW, landed-cost increases reflected both rising transportation costs and rising farm values. For shipments through the U.S. Gulf, rising farm values were the main driver behind rising landed costs. In Brazil, landed costs rose because of both higher transportation costs and higher farm values. In second quarter 2021, the transportation share of U.S. landed costs was 16-17 percent for shipments to China (table 1) and 10-11 percent for shipments to Germany (table 2). The transportation share of Brazil's total landed costs was 15-19 percent for shipments to China (table 1) and 14-18 percent for shipments to Germany (table 2).

Year-to-year landed costs. Year to year, landed costs rose in both countries. For exports from both countries, the increase reflected higher transportation costs and higher soybean farm values.

U.S. exports to China. According to USDA's Federal Grain Inspection Service, China imported 0.11 mmt of U.S. soybeans in second quarter 2021, versus 7.60 mmt in the previous quarter and 0.68 mmt in second quarter 2020. For more on soybean transportation, see *Brazil Soybean Transportation*.

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Grain Transportation Indicators

Table 1

Grain transport cost indicators[1]

	Truck	Rail		Barge	Ocean	
For the week ending		Non-Shuttle	Shuttle		Gulf	Pacific
08/25/21	223	290	222	210	364	312
08/18/21	225	290	214	206	353	305

[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)

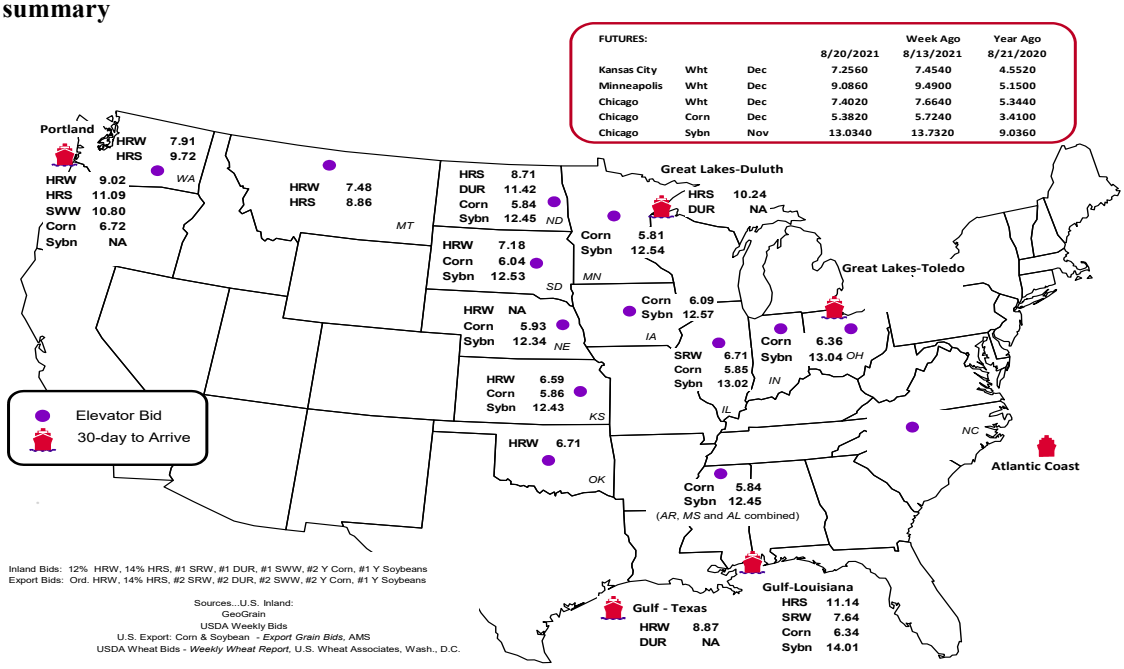
Commodity	Origin–destination	8/20/2021	8/13/2021
Corn	IL–Gulf	-0.49	-0.45
Corn	NE–Gulf	-0.41	-0.55
Soybean	IA–Gulf	-1.44	-1.30
HRW	KS–Gulf	-2.28	-2.38
HRS	ND–Portland	-2.38	-2.25

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

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

Figure 1

Grain bid summary



Rail Transportation

Table 3

Rail deliveries to port (carloads)[1]

For the week ending	Mississippi Gulf	Texas Gulf	Pacific Northwest	Atlantic & East Gulf	Total	Week ending	Cross-border Mexico[3]
8/18/2021[p]	305	702	2,546	84	3,637	8/14/2021	2,419
8/11/2021[r]	427	509	2,336	71	3,343	8/7/2021	3,184
2021 YTD[r]	36,249	44,319	185,610	10,147	276,325	2021 YTD	91,192
2020 YTD[r]	13,903	28,546	151,728	6,722	200,899	2020 YTD	81,451
2021 YTD as % of 2020 YTD	261	155	122	151	138	% change YTD	112
Last 4 weeks as % of 2020[2]	60	77	57	23	58	Last 4wks. % 2020	96
Last 4 weeks as % of 4-year avg.[2]	57	66	55	23	55	Last 4wks. % 4 yr.	112
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	127,622

[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.

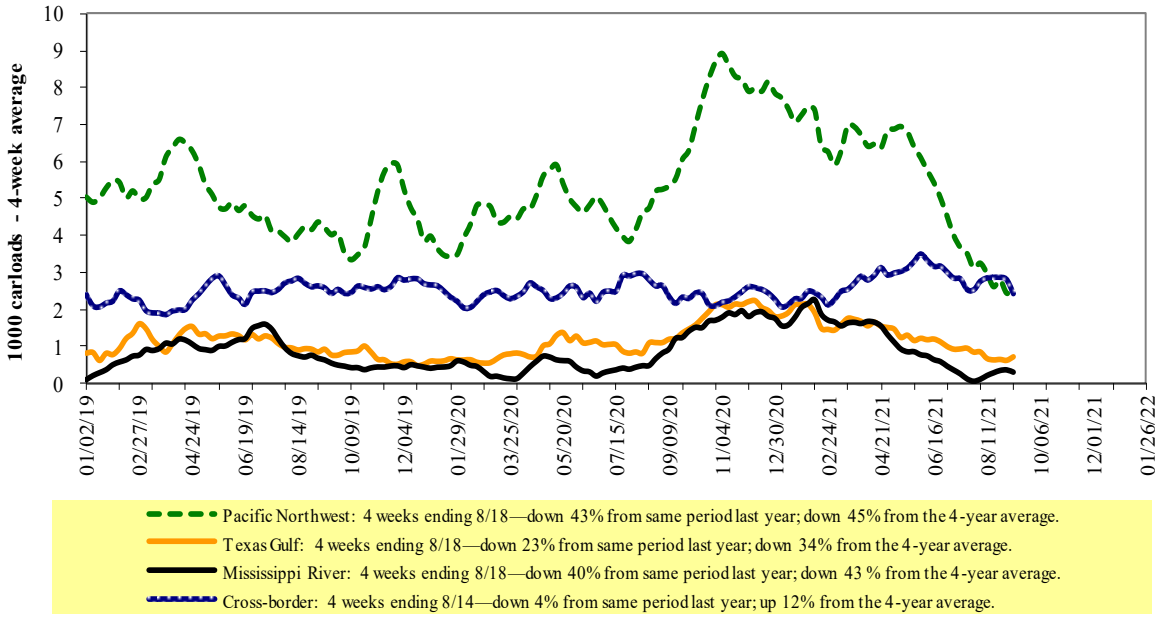
YTD = year-to-date; p = preliminary data; r = revised data; n/a = not available; wks. = weeks; avg. = average.

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	
8/14/2021	CSXT	NS	BNSF	KCS	UP		CN	CP
This week	1,342	2,114	9,369	1,316	5,347	19,488	2,737	2,440
This week last year	1,957	2,374	11,372	1,529	5,162	22,394	4,166	4,807
2021 YTD	59,191	81,453	381,415	35,516	199,164	756,739	134,163	159,731
2020 YTD	54,276	78,149	352,795	34,283	166,070	685,573	133,757	150,087
2021 YTD as % of 2020 YTD	109	104	108	104	120	110	100	106
Last 4 weeks as % of 2020*	86	96	81	105	100	89	62	75
Last 4 weeks as % of 3-yr. avg.**	83	89	77	110	102	86	71	78
Total 2020	91,659	129,827	613,630	57,782	296,701	1,189,599	238,359	261,778

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

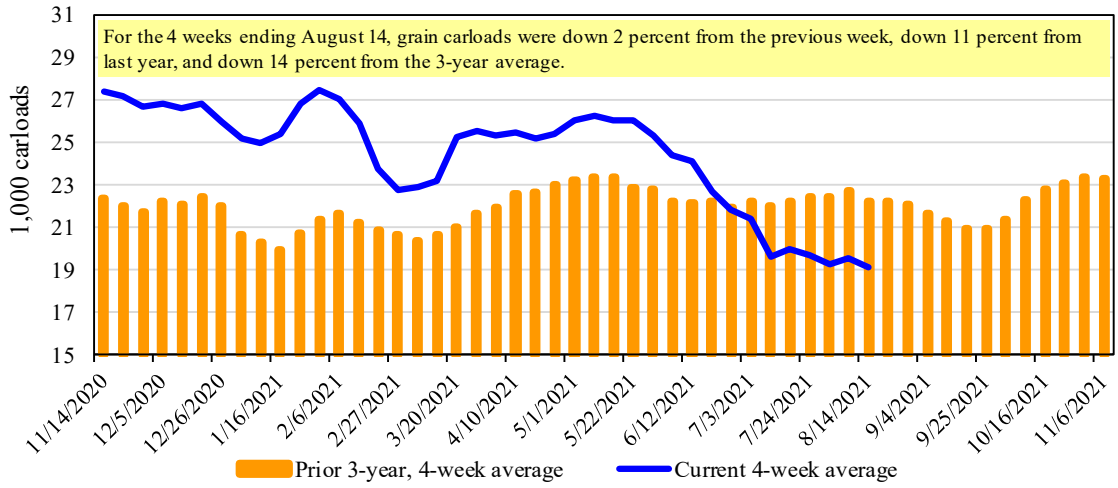
**The past 4 weeks as a percent of the same period from the prior 3-year average. YTD = year-to-date; avg. = average; yr. = year.

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							
8/19/2021		Sep-21	Sep-20	Oct-21	Oct-20	Nov-21	Nov-20	Dec-21	Dec-20
BNSF[3]	COT grain units	0	0	0	0	no bids	no bids	no bids	no bids
	COT grain single-car	0	11	0	1	0	0	0	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.

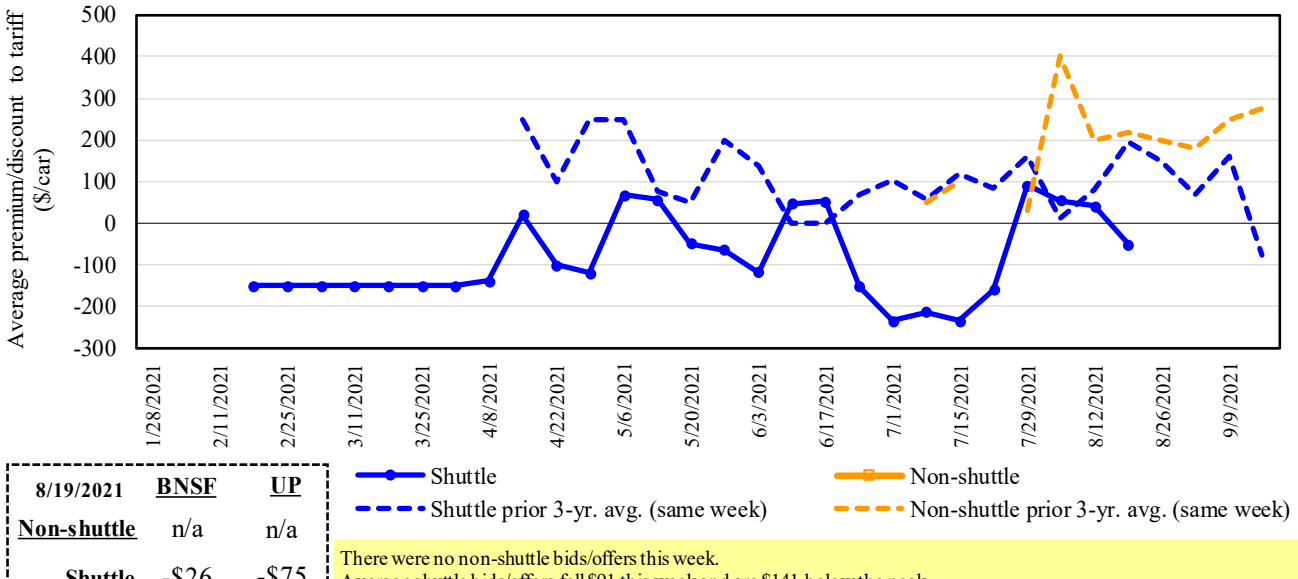
Region 1 includes: AR, IL, LA, MO, NM, OK, TX, WI, and Duluth, MN.

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 September 2021, secondary market

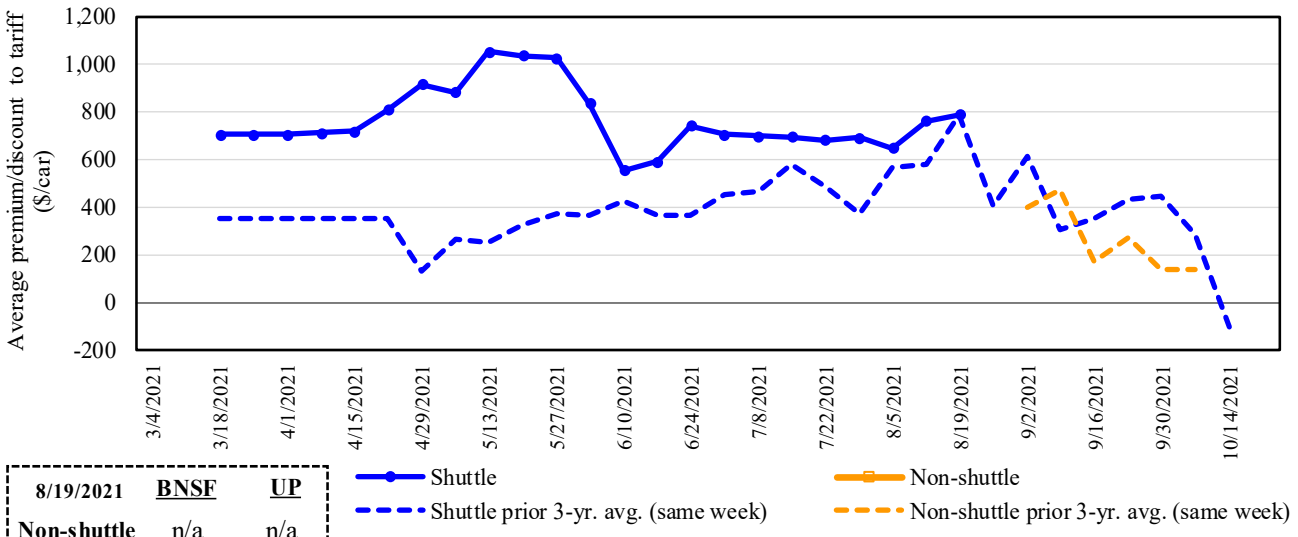


8/19/2021	BNSF	UP
Non-shuttle	n/a	n/a
Shuttle	-$26	-$75

There were no non-shuttle bids/offers this week.
Average shuttle bids/offers fell $91 this week and are $141 below the peak.

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

Figure 5
Bids/offers for railcars to be delivered in October 2021, secondary market



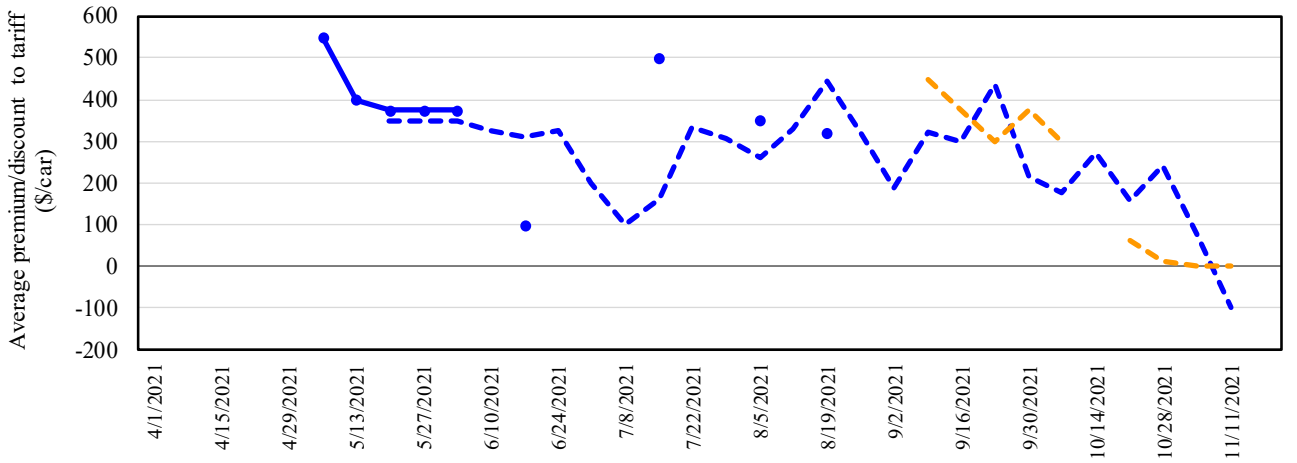
8/19/2021	BNSF	UP
Non-shuttle	n/a	n/a
Shuttle	$747	$831

There were no non-shuttle bids/offers this week.
Average shuttle bids/offers rose $27 this week and are $265 below the peak.

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

Figure 6

Bids/offers for railcars to be delivered in November 2021, secondary market



8/19/2021	BNSF	UP
Non-shuttle	n/a	n/a
Shuttle	$319	n/a

There were no non-shuttle bids/offers this week.
There were no shuttle bids/offers last week. Average non-shuttle bids/offers this week are $231 below the peak.

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

Table 6

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

	For the week ending: 8/19/2021	Delivery period					
		Sep-21	Oct-21	Nov-21	Dec-21	Jan-22	Feb-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**	**(26)**	**747**	**319**	**n/a**	**n/a**	**250**
	Change from last week	(314)	23	n/a	n/a	n/a	25
	Change from same week 2020	(743)	(397)	(681)	n/a	n/a	n/a
	UP-Pool	**(75)**	**831**	**n/a**	**n/a**	**n/a**	**n/a**
	Change from last week	131	31	n/a	n/a	n/a	n/a
	Change from same week 2020	(675)	(369)	n/a	n/a	n/a	n/a

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

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

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

Source: USDA, Agricultural Marketing Service.

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

Table 7

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

August 2021	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	$121	$37.90	$1.03	5
	Grand Forks, ND	Duluth-Superior, MN	$3,658	$0	$36.33	$0.99	-13
	Wichita, KS	Los Angeles, CA	$7,115	$0	$70.66	$1.92	0
	Wichita, KS	New Orleans, LA	$4,525	$214	$47.06	$1.28	3
	Sioux Falls, SD	Galveston-Houston, TX	$6,851	$0	$68.03	$1.85	0
	Colby, KS	Galveston-Houston, TX	$4,801	$234	$50.00	$1.36	3
	Amarillo, TX	Los Angeles, CA	$5,121	$326	$54.09	$1.47	4
Corn	Champaign-Urbana, IL	New Orleans, LA	$3,900	$241	$41.13	$1.04	4
	Toledo, OH	Raleigh, NC	$7,833	$0	$77.79	$1.98	15
	Des Moines, IA	Davenport, IA	$2,455	$51	$24.89	$0.63	3
	Indianapolis, IN	Atlanta, GA	$5,979	$0	$59.37	$1.51	3
	Indianapolis, IN	Knoxville, TN	$5,040	$0	$50.05	$1.27	3
	Des Moines, IA	Little Rock, AR	$3,900	$150	$40.22	$1.02	5
	Des Moines, IA	Los Angeles, CA	$5,780	$438	$61.74	$1.57	7
Soybeans	Minneapolis, MN	New Orleans, LA	$3,631	$256	$38.60	$1.05	6
	Toledo, OH	Huntsville, AL	$6,595	$0	$65.49	$1.78	17
	Indianapolis, IN	Raleigh, NC	$7,125	$0	$70.75	$1.93	3
	Indianapolis, IN	Huntsville, AL	$5,247	$0	$52.11	$1.42	3
	Champaign-Urbana, IL	New Orleans, LA	$4,645	$241	$48.52	$1.32	4
Shuttle train							
Wheat	Great Falls, MT	Portland, OR	$4,193	$0	$41.64	$1.13	4
	Wichita, KS	Galveston-Houston, TX	$4,236	$0	$42.07	$1.14	0
	Chicago, IL	Albany, NY	$6,376	$0	$63.32	$1.72	-10
	Grand Forks, ND	Portland, OR	$5,851	$0	$58.10	$1.58	3
	Grand Forks, ND	Galveston-Houston, TX	$5,721	$0	$56.81	$1.55	-5
	Colby, KS	Portland, OR	$6,012	$384	$63.51	$1.73	4
Corn	Minneapolis, MN	Portland, OR	$5,180	$0	$51.44	$1.31	0
	Sioux Falls, SD	Tacoma, WA	$5,140	$0	$51.04	$1.30	0
	Champaign-Urbana, IL	New Orleans, LA	$3,820	$241	$40.33	$1.02	4
	Lincoln, NE	Galveston-Houston, TX	$3,880	$0	$38.53	$0.98	0
	Des Moines, IA	Amarillo, TX	$4,320	$189	$44.78	$1.14	5
	Minneapolis, MN	Tacoma, WA	$5,180	$0	$51.44	$1.31	0
	Council Bluffs, IA	Stockton, CA	$5,100	$0	$50.65	$1.29	2
Soybeans	Sioux Falls, SD	Tacoma, WA	$5,850	$0	$58.09	$1.58	0
	Minneapolis, MN	Portland, OR	$5,900	$0	$58.59	$1.59	0
	Fargo, ND	Tacoma, WA	$5,750	$0	$57.10	$1.55	0
	Council Bluffs, IA	New Orleans, LA	$4,875	$278	$51.18	$1.39	4
	Toledo, OH	Huntsville, AL	$4,945	$0	$49.11	$1.34	3
	Grand Island, NE	Portland, OR	$5,260	$393	$56.14	$1.53	5

[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: August 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	$6,813	$167	$71.32	$1.94	3
	KS	Guadalajara, JA	$7,531	$681	$83.91	$2.28	3
	TX	Salinas Victoria, NL	$4,347	$102	$45.46	$1.24	2
Corn	IA	Guadalajara, JA	$8,902	$592	$97.00	$2.46	2
	SD	Celaya, GJ	$8,140	$0	$83.17	$2.11	0
	NE	Queretaro, QA	$8,300	$351	$88.39	$2.24	3
	SD	Salinas Victoria, NL	$6,905	$0	$70.55	$1.79	0
	MO	Tlalnepantla, EM	$7,665	$342	$81.81	$2.08	4
	SD	Torreon, CU	$7,690	$0	$78.57	$1.99	0
Soybeans	MO	Bojay (Tula), HG	$8,547	$555	$92.99	$2.53	2
	NE	Guadalajara, JA	$9,157	$582	$99.50	$2.71	2
	IA	El Castillo, JA	$9,410	$0	$96.15	$2.61	-1
	KS	Torreon, CU	$8,014	$406	$86.03	$2.34	3
Sorghum	NE	Celaya, GJ	$7,772	$527	$84.79	$2.15	3
	KS	Queretaro, QA	$8,108	$209	$84.97	$2.16	2
	NE	Salinas Victoria, NL	$6,713	$168	$70.30	$1.78	2
	NE	Torreon, CU	$7,092	$374	$76.28	$1.94	2

[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.

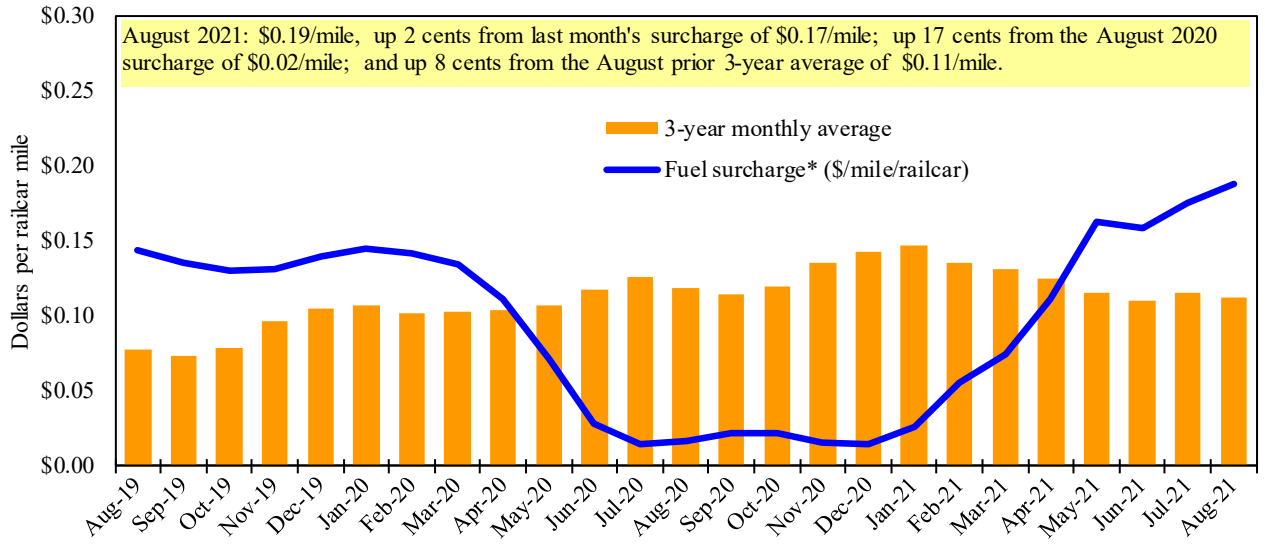
[3]Approximate load per car = 97.87 metric tons: Corn & Sorghum 56 lbs/bu, Wheat & Soybeans 60 lbs/bu.

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

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.

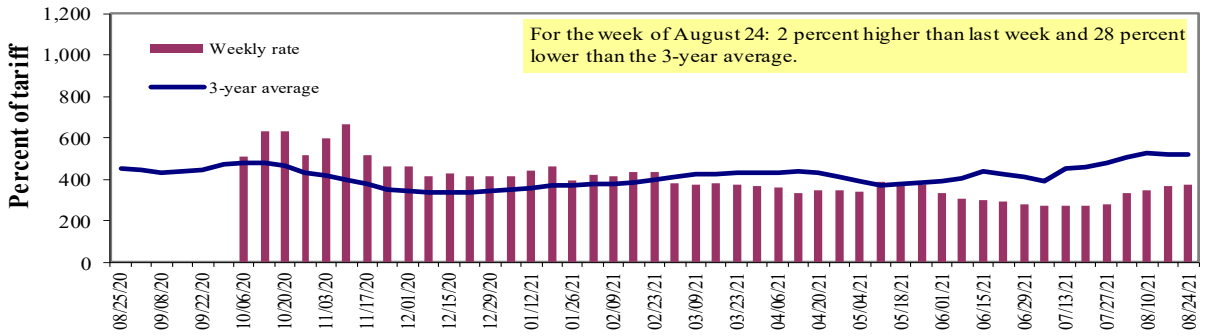
* Beginning January 2009, the Canadian Pacific fuel surcharge is computed by a monthly average of the bi-weekly fuel surcharge.

**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[1,2,3]



[1]Rate = percent of 1976 tariff benchmark index (1976 = 100 percent); [2]4-week moving average of the 3-year average.
[3]No rates data from 06/23/20 to 9/29/20 due to the lock closure for rehabilitation and replacement of lock machinery.
The 3-yr avg counts the avearge of 2018 and 2019. 2020 data is not available. *Source: USDA, Agricultural Marketing Service.

Table 9
Weekly barge freight rates: Southbound only

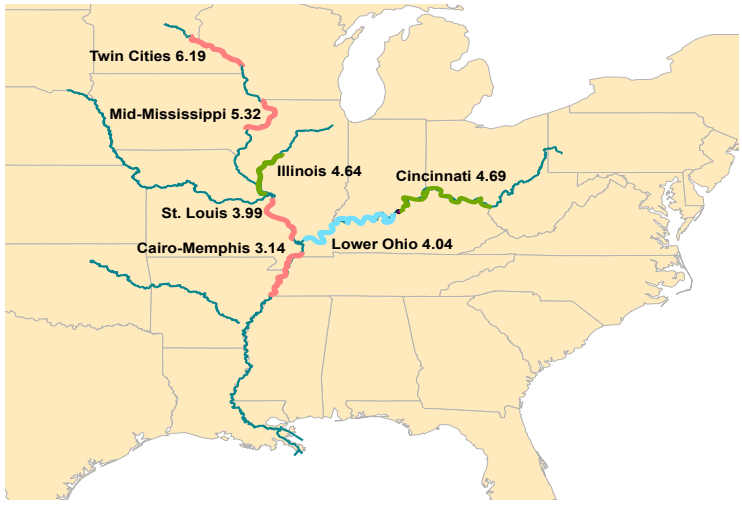
		Twin Cities	Mid-Mississippi	Lower Illinois River	St. Louis	Cincinnati	Lower Ohio	Cairo-Memphis
Rate[1]	8/24/2021	443	387	378	307	342	342	333
	8/17/2021	442	374	370	282	319	319	273
$/ton	8/24/2021	27.42	20.59	17.54	12.25	16.04	13.82	10.46
	8/17/2021	27.36	19.90	17.17	11.25	14.96	12.89	8.57
Current week % change from the same week:								
	Last year	-2	7	-	17	7	7	39
	3-year avg. [2]	-13	-20	-28	-11	-7	-7	2
Rate[1]	September	530	500	493	446	493	493	430
	November	528	480	468	351	433	433	322

[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.
ILL River 3-year avg. is the 4-week moving average of 2018 and 2019. Data for2020 is not available. Source: USDA, Agricultural Marketing Service.

Figure 9
Benchmark tariff rates

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

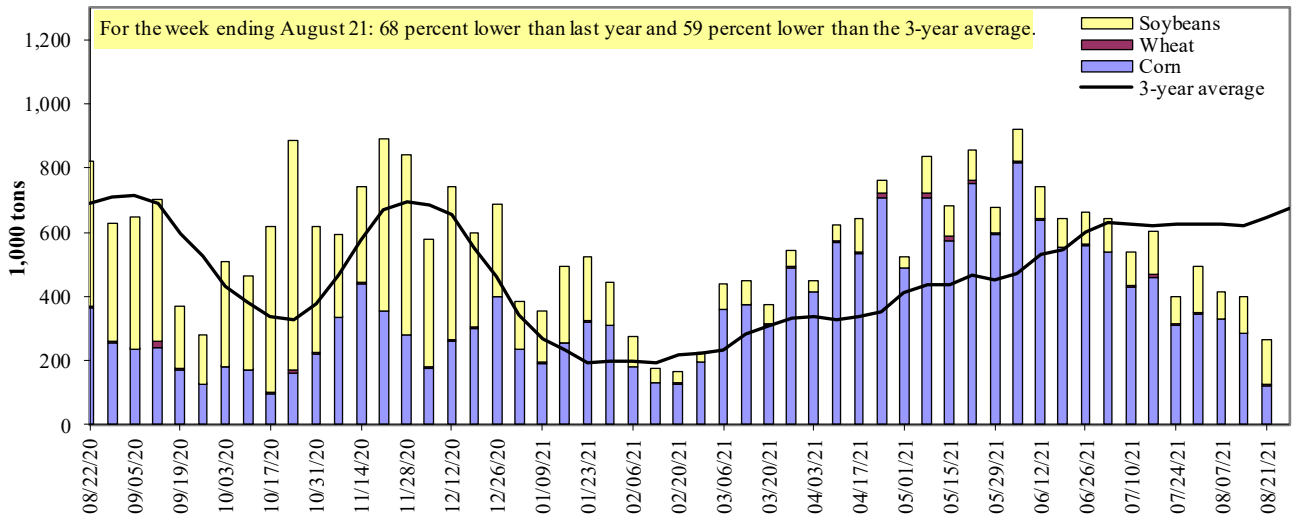
Select applicable index from market quotes are included in tables on this page. The 1976 benchmark rates per ton are provided in map.



Map Credit: USDA, Agricultural Marketing Service

Figure 10

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



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

Source: U.S. Army Corps of Engineers.

Table 10

Barge grain movements (1,000 tons)

For the week ending 08/21/2021	Corn	Wheat	Soybeans	Other	Total
Mississippi River					
Rock Island, IL (L15)	21	0	64	0	85
Winfield, MO (L25)	83	2	93	0	177
Alton, IL (L26)	131	5	131	0	266
Granite City, IL (L27)	122	5	136	0	262
Illinois River (La Grange)	27	3	31	0	62
Ohio River (Olmsted)	7	34	37	14	93
Arkansas River (L1)	0	40	7	0	47
Weekly total - 2021	129	78	180	14	401
Weekly total - 2020	352	88	478	5	922
2021 YTD[1]	18,656	1,148	5,541	217	25,563
2020 YTD[1]	12,088	1,313	8,436	107	21,944
2021 as % of 2020 YTD	154	87	66	203	116
Last 4 weeks as % of 2020[2]	85	110	37	194	64
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.

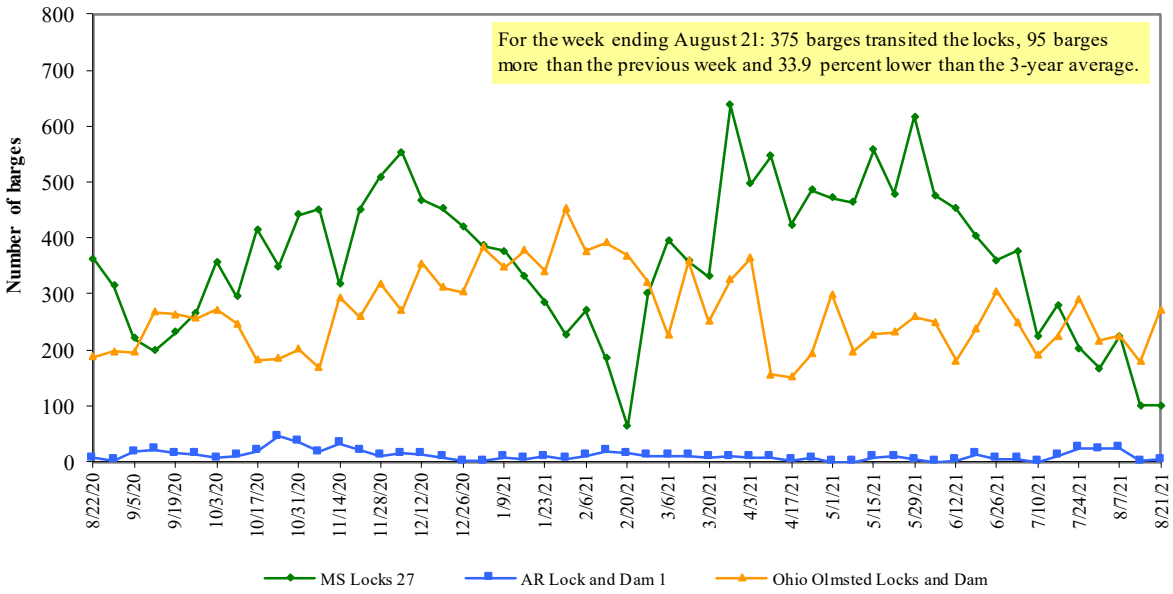
[2] As a percent of same period in 2020.

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

Source: U.S. Army Corps of Engineers.

Figure 11

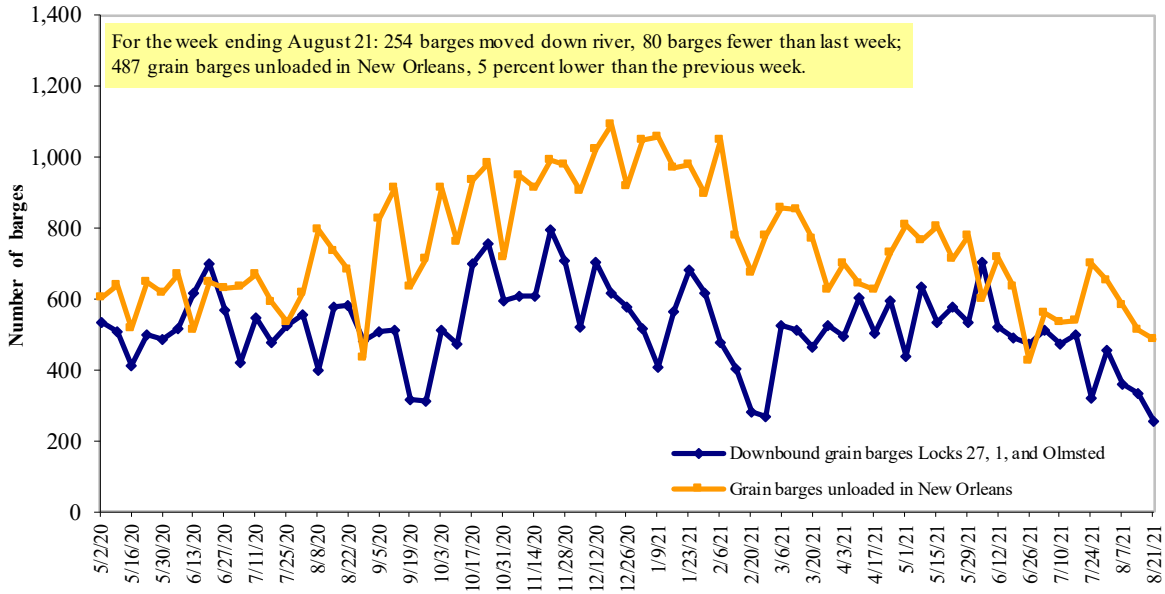
Upbound empty barges transiting Mississippi River Locks 27, Arkansas River Lock and Dam 1, and Ohio River Olmsted Locks and Dam



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 8/23/2021 (U.S. $/gallon)

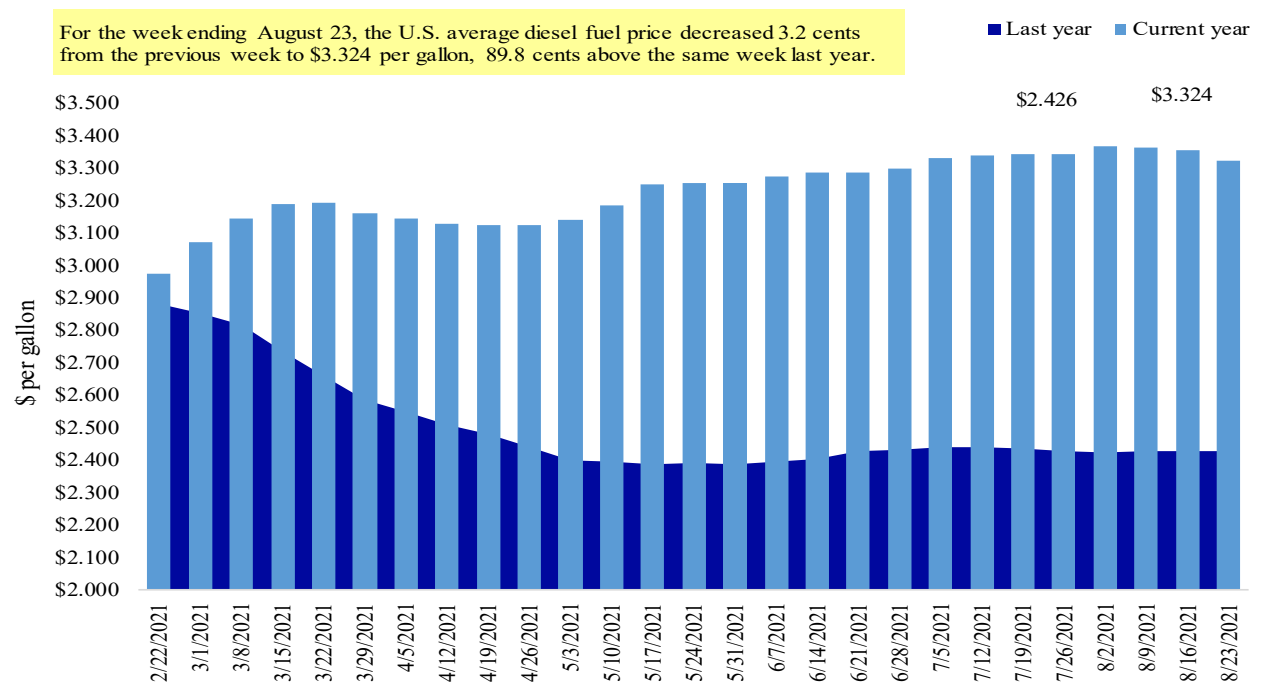
Region	Location	Price	Change from Week ago	Change from Year ago
I	East Coast	3.297	-0.019	0.791
	New England	3.260	-0.011	0.640
	Central Atlantic	3.473	-0.012	0.790
	Lower Atlantic	3.186	-0.026	0.823
II	Midwest	3.216	-0.043	0.908
III	Gulf Coast	3.038	-0.035	0.864
IV	Rocky Mountain	3.639	-0.018	1.270
V	West Coast	3.992	-0.037	1.032
	West Coast less California	3.643	-0.039	1.053
	California	4.284	-0.035	1.019
Total	United States	3.324	-0.032	0.898

[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]									
8/12/2021	1,631	889	1,271	877	8	4,677	4,906	2,381	11,964
This week year ago	1,643	691	1,878	1,245	255	5,711	3,003	5,534	14,248
Cumulative exports-marketing year[2]									
2020/21 YTD	1,531	706	1,291	766	42	4,336	65,412	59,703	129,451
2019/20 YTD	2,367	385	1,430	912	209	5,303	41,219	41,759	88,281
YTD 2020/21 as % of 2019/20	65	183	90	84	20	82	159	143	147
Last 4 wks. as % of same period 2019/20*	102	146	76	78	3	89	201	47	96
Total 2019/20	9,526	2,318	6,960	4,751	922	24,477	42,622	43,994	111,094
Total 2018/19	8,591	3,204	6,776	5,164	479	24,214	48,924	46,189	119,327

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

[2] Shipped export sales to date; 2021/22 marketing year now in effect for wheat while corn and soybeans remain in effect for the 2020/21 marketing year.

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 08/12/2021	Total commitments[2]			% change	Exports[3]
	2021/22 next MY	2020/21 current MY	2019/20 last MY	current MY from last MY	3-yr. avg. 2017-19
			- 1,000 mt -		
Mexico	2,824	15,620	14,434	8	14,869
Japan	1,238	11,049	9,974	11	11,221
Columbia	399	3,949	4,802	(18)	4,830
Korea	65	3,527	2,693	31	4,011
China	10,744	22,883	2,221	930	909
Top 5 importers	**15,270**	**57,027**	**34,123**	**67**	**35,840**
Total U.S. corn export sales	**18,599**	**70,318**	**44,221**	**59**	**49,983**
% of projected exports	30%	100%	98%		
Change from prior week[2]	**510**	**216**	**62**		
Top 5 importers' share of U.S. corn export sales	82%	81%	77%		72%
USDA forecast August 2021	**61,069**	**70,611**	**45,216**	**56**	
Corn use for ethanol USDA forecast, August 2021	**132,080**	**128,905**	**123,368**	**4**	

[1] Based on USDA, Foreign Agricultural Service (FAS) marketing year ranking reports for 2019/20; 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 08/12/2021	Total commitments[2]			% change current MY from last MY	Exports[3] 3-yr. avg. 2017-19
	2021/22 next MY	2020/21 current MY	2019/20 last MY		
			1,000 mt -		- 1,000 mt -
China	5,744	35,962	16,755	115	19,106
Mexico	1,113	4,805	4,731	2	4,591
Egypt	249	2,777	3,857	(28)	2,980
Indonesia	14	2,364	2,385	(1)	2,360
Japan	171	2,368	2,505	(5)	2,288
Top 5 importers	**7,290**	**48,276**	**30,234**	**60**	**31,324**
Total U.S. soybean export sales	**13,865**	**62,085**	**47,293**	**31**	**49,352**
% of projected exports	25%	101%	103%		
change from prior week[2]	**2,142**	**68**	**(150)**		
Top 5 importers' share of U.S. soybean export sales	53%	78%	64%		**63%**
USDA forecast, August 2021	**55,995**	**61,580**	**45,749**	**135**	

[1]Based on USDA, Foreign Agricultural Service (FAS) marketing year ranking reports for 2019/20; 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 08/12/2021	Total Commitments[2]		% change current MY from last MY	Exports[3] 3-yr. avg. 2018-20
	2021/22 current MY	2020/21 last MY		
		1,000 mt -		- 1,000 mt -
Mexico	1,473	1,085	36	3,388
Philippines	1,325	1,596	(17)	3,121
Japan	889	1,025	(13)	2,567
Korea	580	704	(18)	1,501
Nigeria	687	535	28	1,490
China	809	1,100	(26)	1,268
Taiwan	343	468	(27)	1,187
Indonesia	0	327	(100)	1,131
Thailand	177	263	(33)	768
Italy	72	405	(82)	681
Top 10 importers	**6,355**	**7,508**	(15)	**17,102**
Total U.S. wheat export sales	**9,012**	**11,014**	(18)	**24,617**
% of projected exports	38%	41%		
change from prior week[2]	**307**	**523**		
Top 10 importers' share of U.S. wheat export sales	71%	68%		69%
USDA forecast, August 2021	**23,842**	**27,030**	(12)	

[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 08/19/21	Previous week*	Current week as % of previous	2021 YTD*	2020 YTD*	2021 YTD as % of 2020 YTD	Last 4-weeks as % of:		2020 total*
							Last year	Prior 3-yr. avg.	
Pacific Northwest									
Wheat	486	313	155	10,154	10,412	98	97	108	15,966
Corn	0	59	1	12,322	7,110	173	36	37	9,969
Soybeans	0	0	n/a	3,758	3,008	125	0	0	14,028
Total	**486**	**372**	**131**	**26,234**	**20,530**	**128**	**66**	**64**	**39,963**
Mississippi Gulf									
Wheat	76	166	46	2,128	2,483	86	220	156	3,422
Corn	464	614	76	30,156	19,392	156	115	113	28,781
Soybeans	149	250	60	11,262	14,783	76	21	23	38,013
Total	**689**	**1,030**	**67**	**43,545**	**36,658**	**119**	**69**	**71**	**70,215**
Texas Gulf									
Wheat	28	36	78	2,594	2,938	88	71	92	4,248
Corn	31	5	636	358	527	68	53	47	723
Soybeans	0	0	n/a	656	62	n/a	0	0	2,098
Total	**59**	**41**	**145**	**3,608**	**3,528**	**102**	**59**	**76**	**7,068**
Interior									
Wheat	81	64	128	1,956	1,467	133	153	163	2,263
Corn	197	90	218	6,161	5,571	111	94	102	8,683
Soybeans	71	42	171	3,705	4,136	90	49	45	7,274
Total	**349**	**195**	**179**	**11,822**	**11,174**	**106**	**85**	**87**	**18,220**
Great Lakes									
Wheat	21	11	196	284	447	64	52	32	891
Corn	0	0	n/a	55	26	214	27	41	111
Soybeans	0	0	n/a	67	216	31	7	10	1,111
Total	**21**	**11**	**196**	**407**	**689**	**59**	**21**	**21**	**2,113**
Atlantic									
Wheat	1	1	100	92	22	422	40	105	65
Corn	20	0	n/a	34	8	418	n/a	n/a	33
Soybeans	5	1	n/a	1,077	486	222	18	13	1,870
Total	**26**	**2**	**n/a**	**1,202**	**516**	**233**	**49**	**41**	**1,968**
U.S. total from ports*									
Wheat	693	590	117	17,208	17,769	97	109	114	26,854
Corn	712	768	93	49,086	32,634	150	91	92	48,301
Soybeans	225	292	77	20,525	22,691	90	22	23	64,394
Total	**1,630**	**1,650**	**99**	**86,819**	**73,094**	**119**	**69**	**70**	**139,548**

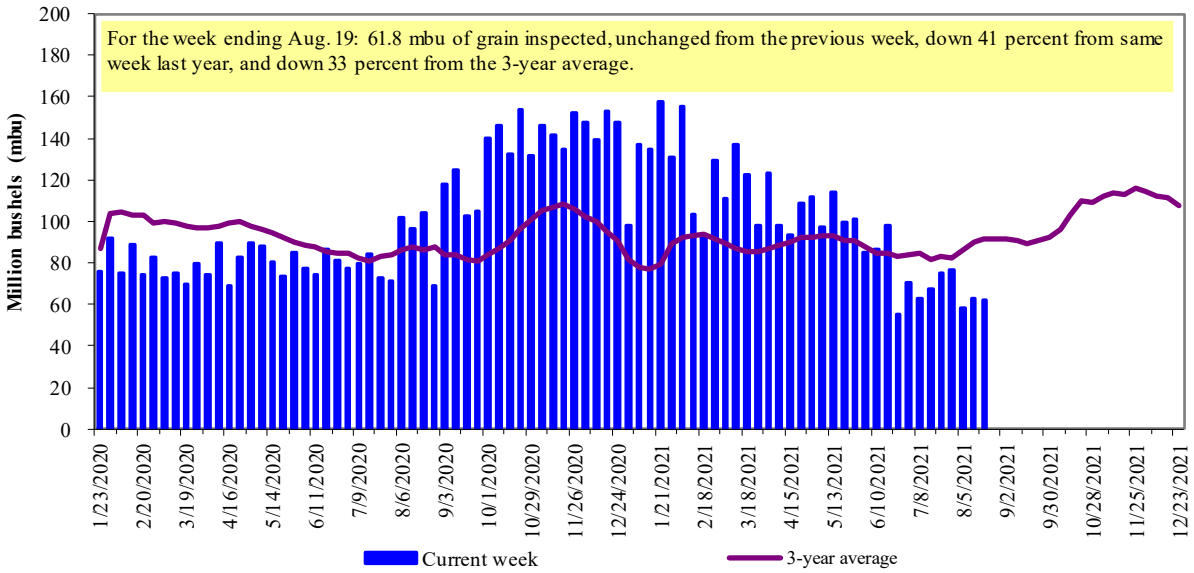
*Data includes revisions from prior weeks; some regional totals may not add exactly due to rounding.

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 2020.

Figure 14

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

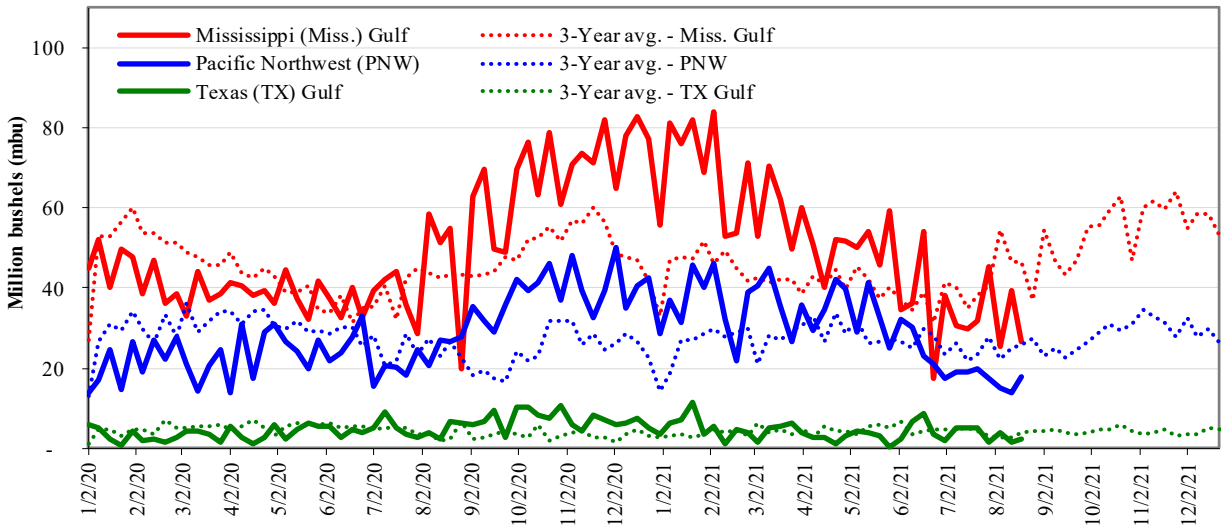


Note: 3-year average consists of 4-week running average.

Source: USDA, Federal Grain Inspection Service.

Figure 15

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



Week ending 08/19/21 inspections (mbu):	
MS Gulf:	26.5
PNW:	17.9
TX Gulf:	2.3

Percent change from:	MS Gulf	TX Gulf	U.S. Gulf	PNW
Last wk:	down 33	up 49	down 30	up 29
Last Year (same wk):	down 52	down 66	down 53	down 33
3-yr avg. (4-wk. mov. Avg):	down 44	down 26	down 43	down 29

Source: USDA, Federal Grain Inspection Service.

Ocean Transportation

Table 17

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

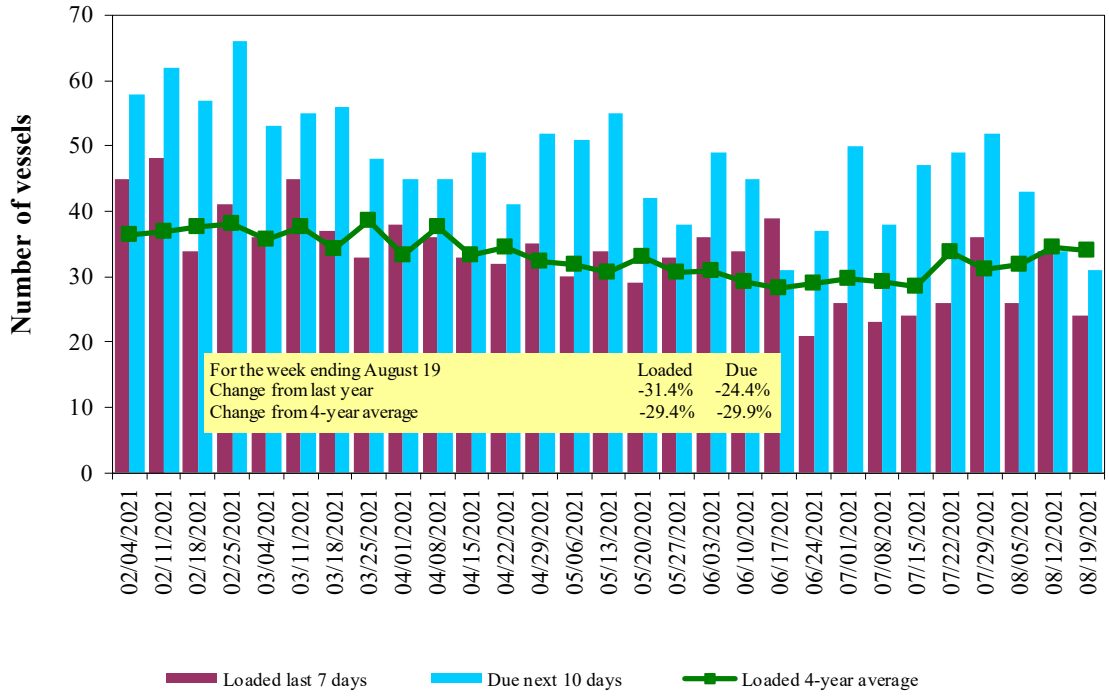
	Gulf			Pacific Northwest
Date	In port	Loaded 7-days	Due next 10-days	In port
8/19/2021	22	24	31	5
8/12/2021	31	34	34	11
2020 range	(22…60)	(23...46)	(34...68)	(7…24)
2020 average	37	33	49	15

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

Source: USDA, Agricultural Marketing Service.

Figure 16

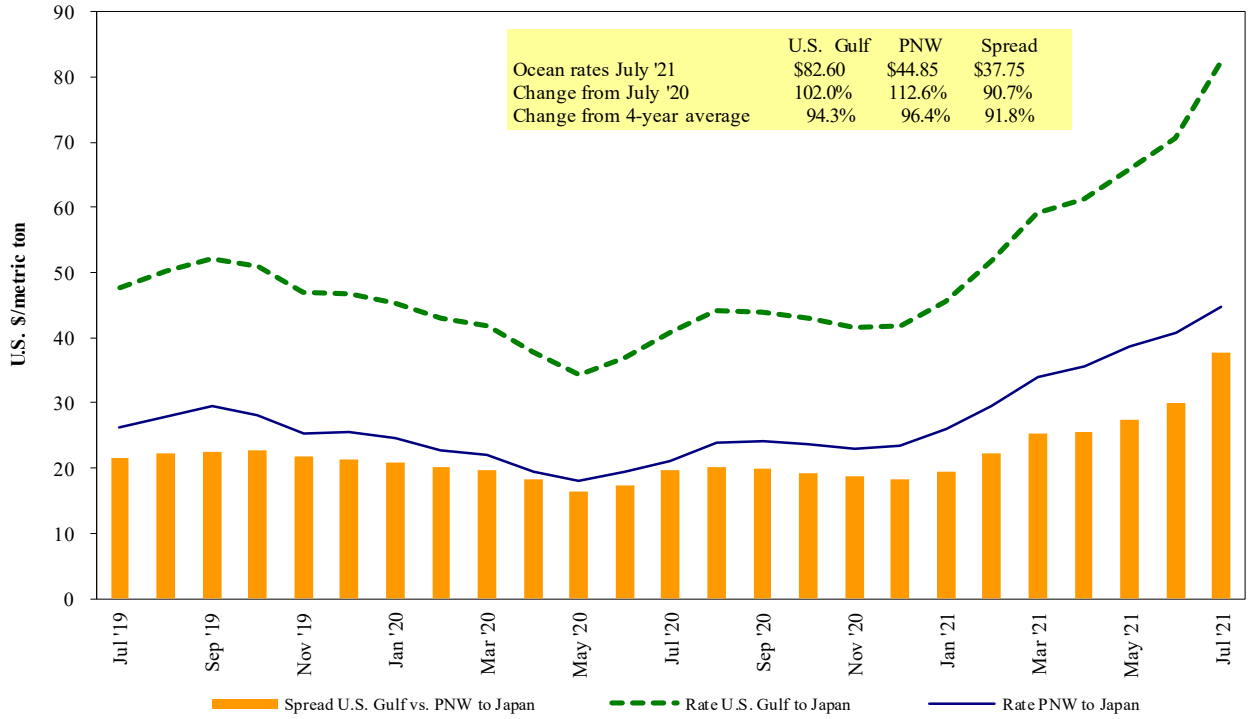
U.S. Gulf[1] vessel loading activity



[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 08/21/2021

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	48,000	70.10
U.S. Gulf	Japan	Heavy grain	Aug 21/Sep 9	50,000	60.90
U.S. Gulf	Japan	Heavy grain	Aug 1/10	50,000	69.75
U.S. Gulf	Japan	Heavy grain	Jul 1/15	50,000	64.10
U.S. Gulf	Japan	Grain	May 25/Jun 25	50,000	46.85 op 47.85
U.S. Gulf	Japan	Heavy grain	Apr 15/May 15	50,000	47.00
U.S. Gulf	Sudan	Wheat	Sep 1/10	49,000	79.12*
U.S. Gulf	China	Heavy grain	Oct 1/10	55,000	81.50
U.S. Gulf	Djibouti	Wheat	Jul 6/16	5,880	85.70*
PNW	Japan	Wheat	Sep 1	52,170	56.55*
PNW	Japan	Wheat	Jul 25/ Aug 5	32,590	64.00
PNW	Japan	Wheat	Jul 16/31	30,250	64.35
PNW	Japan	Wheat	Jun 5/15	50,600	49.30
PNW	Yemen	Wheat	Jun 10/20	22,230	132.25*
PNW	Taiwan	Heavy grain	Aug 20/30	35,000	64.20*
PNW	Taiwan	Wheat	Aug 1/10	55,000	54.95
PNW	Taiwan	Wheat	May 29/Jun 12	45,665	48.00

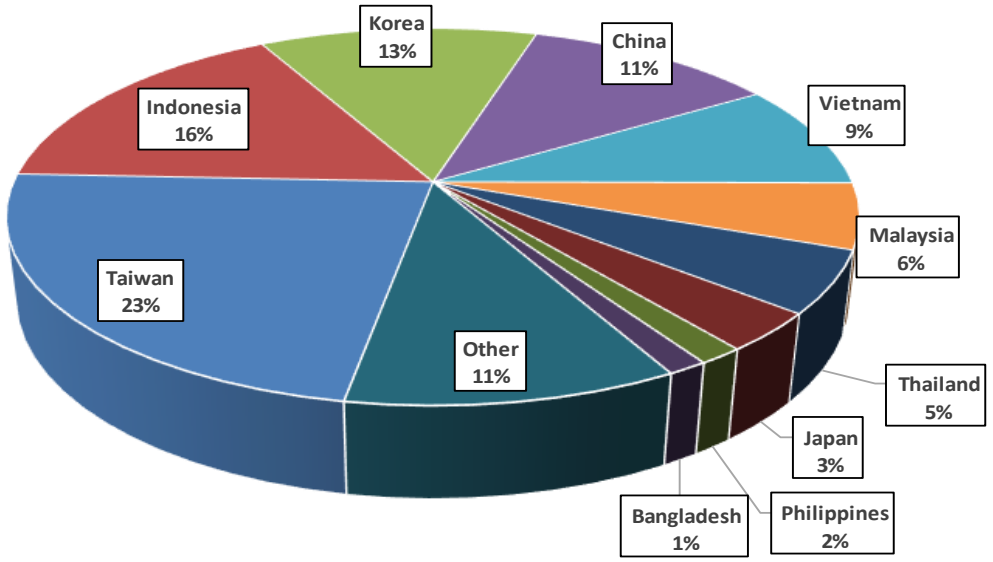
*50 percent of food aid from the United States is required to be shipped on U.S.-flag vessels.

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

Source: Maritime Research, Inc.

In 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.

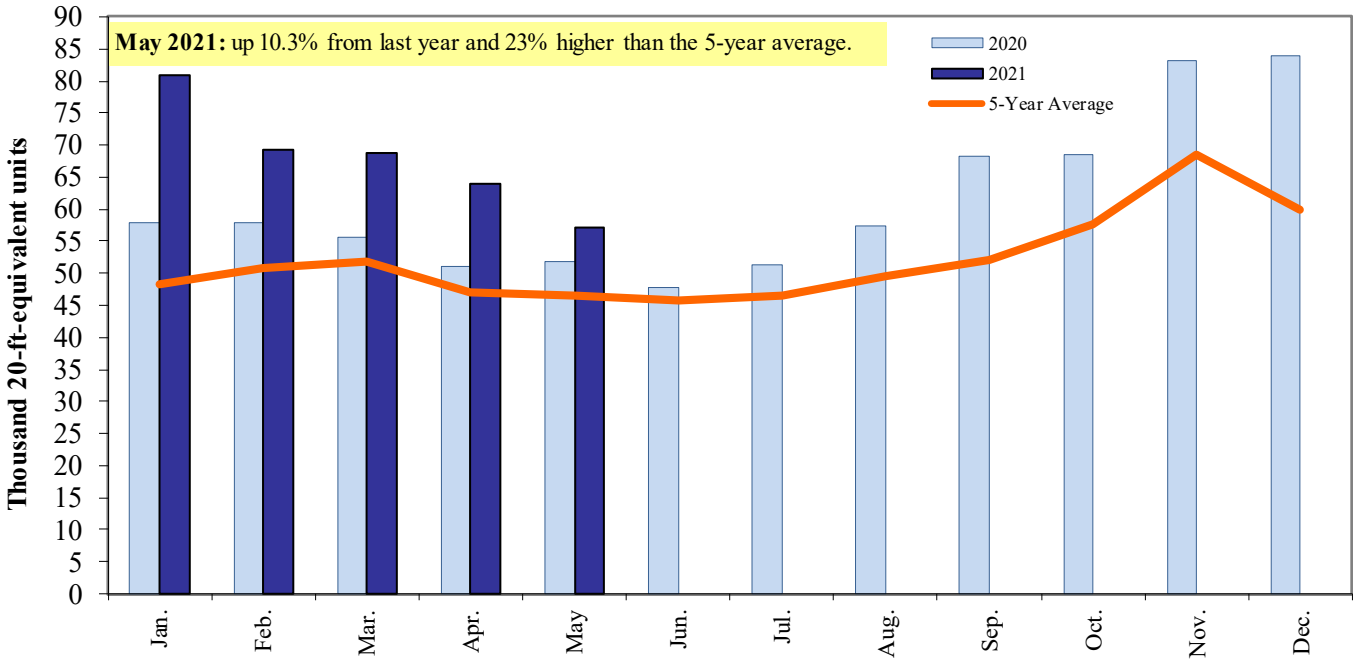
Figure 18
Top 10 destination markets for U.S. containerized grain exports, Jan-May 2021



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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Preferred citation: U.S. Department of Agriculture, Agricultural Marketing Service. *Grain Transportation Report.* August 26, 2021. Web: **http://dx.doi.org/10.9752/TS056.08-19-2021**.