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

Contact Us

September 23, 2021

Contents

The next release is September 30, 2021

WEEKLY HIGHLIGHTS

DOT Requests Information on America's Transportation Supply Chains

On September 16, the Department of Transportation (DOT) published a notice requesting information from the public to prepare a report required by President Biden's recent executive order (EO) on "America's Supply Chains." Per the EO, the Secretary of Transportation must submit to the President, within 1 year, a report on transportation-sector supply chains. Incorporating the work of the President's Supply Chains Disruption Task Force, DOT's report will focus on the freight and logistics sector, with the aim of increasing resilience among transportation supply chains. With a deadline of October 18, DOT requests "practical solutions" from a broad range of stakeholders to address current and future supply-chain resilience challenges in the freight and logistics sector. To the extent possible, DOT will consider comments received after the October 18 deadline. Instructions for submitting comments are available here.

Department of Defense Has Approved Inland Waterways Users Board To Resume Operations

The Department of Defense (DoD) recently approved the Inland Waterways Users Board (IWUB) to resume its operations, pending DoD's further instructions to the U.S. Army Corps of Engineers (USACE). After suspending IWUB in February, DoD conducted a systematic review to ensure IWUB's efforts remained focused on the most pressing strategic priorities of the National Defense Strategy. As a legislative advisory committee, IWUB recommends (to USACE and Congress) investment priorities using resources from the Inland Waterways Trust Fund (Fund) and monitors the Fund. USACE's director of Civil Works serves as IWUB executive director. The assistant secretary of the Army for the Civil Works serves as IWUB's interagency observer, along with representatives of the Maritime Administration, National Oceanic and Atmospheric Administration, and USDA.

Ports of Los Angeles and Long Beach Unveil Plan To Reduce Congestion

The Ports of Los Angeles and Long Beach recently announced they will expand the hours during which trucks can pick up and return containers. Offered on a pilot basis, the expanded hours will be monitored to ensure gate availability meets cargo demand. The extra hours will improve terminal efficiency by maximizing nighttime operation at Long Beach and expanding weekend gate hours at Los Angeles. Besides expanding hours of operation as described, the ports are working closely with the White House Supply Chain Disruptions Task Force to alleviate bottlenecks and expedite the movement of goods. The ports expect their actions to expand opportunities for U.S. exporters, including agricultural producers. Approximately 30 percent of containerized agricultural exports move through the Los Angeles and Long Beach port complex.

Snapshots by Sector

Export Sales

For the week ending September 9, **unshipped balances** of wheat, corn, and soybeans for marketing year 2021/22 totaled 50.3 million metric tons (mmt) down 8 percent from same time last year. Net **corn export sales** for the new marketing year, which began September 1, were 0.247 mmt. Net **soybean export sales** for the new marketing year, which began September 1, were 1.264 mmt. Net weekly **wheat export sales** were 0.617 mmt, up 59 percent from last week.

Rail

U.S. Class I railroads originated 16,718 **grain carloads** during the week ending September 11. This was unchanged from the previous week, 22 percent less than last year, and 16 percent lower than the 3-year average.

Average October shuttle **secondary railcar** bids/offers (per car) were $955 above tariff for the week ending September 16. This was $251 less than last week and $270 lower than this week last year. There were no non-shuttle bids/offers this week.

Barge

For the week ending September 18, **barged grain movements** totaled 168,892 tons. This was 4 percent lower than the previous week and 79 percent lower than the same period last year.

For the week ending September 18, 114 grain barges **moved down river**—no change from the previous week. There were 256 grain barges unloaded in New Orleans.

Ocean

For the week ending September 16, 7 **oceangoing grain vessels** were loaded in the Gulf—79 percent fewer than the same period last year. Within the next 10 days (starting September 17), 28 vessels were expected to be loaded—56 percent fewer than the same period last year. Lower vessel counts are partly due to incomplete data because of Hurricane Ida.

As of September 16, the rate for shipping a metric ton (mt) of grain from the U.S. Gulf to Japan was $81.50. This was 2 percent more than the previous week. The rate from the Pacific Northwest to Japan was $45.00 per mt, 2 percent more than the previous week.

Fuel

For the week ending September 20, the U.S. average **diesel fuel price** increased by 1.30 cents from the previous week to $3.385 per gallon, 98.1 cents above the same week last year. At $3.29 per gallon, Midwest diesel prices were the highest since October 2018.

Preferred citation: U.S. Department of Agriculture, Agricultural Marketing Service. *Grain Transportation Report.* September 23, 2021.
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Feature Article/Calendar

Grain Transportation Update: Strong Demand in Early 2021 Has Since Trended Down

Major market indicators show grain transportation demand was strong earlier in the year, but has trended down in recent weeks. Grain carloads began falling in June and continued to fall through mid September. Weekly downbound barge grain movements on the Mississippi River have declined throughout the third quarter, reaching a record low in mid September. Grain-vessel-loading activity in the U.S. Gulf was hampered by Hurricane Ida, but activity is slowly returning to normal. Rail auction bids, barge spot rates, ocean freight rates, and diesel fuel prices have trended upward in the third quarter. According to USDA's September *World Agricultural Supply and Demand Estimates (WASDE)*, total use is projected down, although total production of the three major grains is forecast to increase in marketing year (MY) 2021/22 from MY 2020/21.

Grain Carloads Decline in Recent Months, but Auction Market Bids for Autumn Rail Cars Are High

At the start of the calendar year 2021, grain carloads originated by U.S. Class I railroads were strong and remained well above average through May. However, a downward trend beginning in June has continued through the latest data (***GTR* fig. 3**). For the week ending September 11, grain carloads were down 22 percent from the same week last year and down 20 percent from the prior 3-year average for the same week. All told, so far this year, grain has been a strong commodity for railroads—grain carloads were 4 percent above the year-to-date (YTD) 3-year average.

Average shuttle bids in the secondary railcar auction market paralleled the decline in grain traffic, as prices for delivery of railcars in June, July, and August were below average.[1] Trades for September railcars were low in July, but increased as the delivery month neared. October bids have remained above average. Currently, per-car bids for delivery of railcars in October and November are above average by $600 and $150, respectively (***GTR* fig. 5**). The premium shippers are willing to pay indicates they are concerned about high demand for rail transportation relative to supply.

Similar to the grain carloads trend, grain-rail-service metrics showed the most delays during the winter months of high-demand and poor weather, but have since largely recovered. Train speeds were relatively low from February through July, but have since trended upward, landing above prior years' averages in recent weeks. Average origin dwell times peaked in February, at an average of 40.71 hours. Since then, they have trended down, hitting their low for the year in the latest week of data—week ending September 15. Unfilled grain car orders peaked in March at a total of 11,221 cars, but declined through the rest of the marketing year, landing at 477 cars in the latest data.

Weekly Barge Movements Dropped to Record Low, While Tight Supply Kept Spot Freight Rates Trending High

Despite holding strong in the first two quarters of the year, downbound grain tonnages have declined throughout the third quarter, reaching a record low in mid September. For most of MY 2020/21, strong export demand (mostly from China) and high crop production contributed to high barged grain tonnages. By early January 2021, barges had already moved a record-high accumulated 16.3 million tons for MY 2020/21 (***GTR* table 10**). From March to late June, weekly barge movements followed a seasonal upward trend, albeit with more volatility than previous years.

In early July (entering the third quarter), weekly tonnages peaked and started to fall, dropping sharply (about 62 percent) from the third week of July to the end of August. The drop resulted from low grain stock, market uncertainty, and logistical issues in the Lower Mississippi region. Still, by the end of August, YTD MY 2020/21 barged grain movements had reached 42.4 million tons, 21 percent higher than last year. As a result of disruptions caused by Hurricane Ida, weekly downbound barged grain movements in mid September dropped to 168,000 tons, as the barge industry in the Lower Mississippi region struggled to resume operations.

With sufficient supplies and relatively stable river conditions, barge companies were able to fulfill commitments to transport the old crop, which contributed to the lack of interest in freight trades. In the beginning of July, third-quarter barge spot rates in St. Louis started at a relatively low 200 percent of tariff ($8 per ton, equal to the same time last year, but 30 percent less than the 5-year average). However, the rates rose quickly in August, reaching 381 percent of tariff by late August before Hurricane Ida ($15.20 per ton, 45 percent higher than the same time last year and 18 percent higher than the 5-year average). Besides the typical boost from the new crop year, the high spot rates are spurred by several other factors: market and weather uncertainties (especially in the wake of Ida), which discourage supply offers; higher demand for hopper barges from non-grain commodities (such as coal); and rising barge scrapping activities, which reduce the number of available barges. Barge supply has become even tighter as shipping empty barges northbound is difficult, because of ongoing logistical issues in the Lower Mississippi with loading/unloading barges. In the first 2 weeks of September, rates jumped to 570 percent of tariff ($22.74 per ton, more than double the same time last year and 77 higher than the 5-year average).

[1] The secondary market provides shippers a means to obtain guaranteed rail service. The prices trade at a premium or discount relative to the tariff rate.

Dry-Bulk Freight Rates Remained High, With High Global Bulk Demand and Less Available Vessel Capacity

Although lower than the year's high, ocean freight rates (as of September 16) for shipping bulk commodities, including grain, considerably exceeded the first available rates at the beginning of the year and same period a year ago. As of September 16, the rate for shipping a metric ton (mt) of grain from the U.S. Gulf to Japan was $81.50—88 percent more than this year's first available rate (January 7); 87 percent more than the same period a year ago; and 76 percent more than the 4-year average. The rate from the Pacific Northwest to Japan was $45.00 per mt—84 percent more than the start of the year; 89 percent more than the same period last year; and 75 percent more than the 4-year average. Also, as of September 16, shipping a metric ton of grain from the U.S. Gulf to Europe cost $30.00—54 percent more than the beginning of the year; 56 percent more than the same period last year; and 55 percent more than the 4-year average. The main factors responsible for rising ocean freight rates are higher global demand for bulk shipping and reduced vessel supply due to congestion at Chinese and Australian ports. Grain-vessel-loading activity in the U.S. Gulf was hampered by Hurricane Ida, but operations are slowly returning to normal (see ***GTR* fig. 16**).

Low Domestic Stocks and Refinery Outages (From Ida) Set Stage for Sharp Rise in August Diesel Prices

In early August, U.S. on-highway diesel prices rose to their highest level since October 2018. Supporting the increase were rising domestic demand and the lowest August distillate production since 2012. According to the Department of Energy's Energy Information Administration's (EIA) *Short Term Energy Outlook*, August diesel prices were supported by low domestic diesel stocks, as well as supply disruptions due to Hurricane Ida-spawned refinery outages. According to EIA data, the national average diesel price peaked at $3.367 per gallon. Average diesel prices in California reached $4.319 per gallon, the highest level since March 2013. In the Midwest agriculture-producing States, average prices peaked at $3.278 per gallon, the highest level since October 2018. EIA estimates that—headed into fall and early winter—low inventories and strong demand for trucking and rail can help support national diesel prices and limit price downturns.

Grain Exports for MY 2021/22 Projected Down Slightly From MY 2020/21

According to USDA's September *WASDE*, total U.S. exports of the three major grains are expected to reach 5.4 million bushels in MY 2021/22, down 9 percent from MY 2020/21 (see table). From MY 2020/21, corn production is expected to increase by 6 percent, to 15 million bushels; soybean production is projected to increase by 6 percent, to 4.4 million bushels; and wheat production is expected to decline by 7 percent, to 1.7 million bushels.

China continues to drive U.S corn and soybean exports. YTD total U.S. export sales commitments of corn are 20 percent more than the same time last year, with China accounting for 48 percent of that demand. However—because of increased competition from Argentina, Brazil, and Ukraine, and weakened foreign demand—MY 2021/22 U.S. exports are projected to decline by 10 percent, to 63.0 million metric tons (mmt) (***GTR* table 13**) from last year.

Table 1. Major grains: production and use, September 2021, million bushels

	Corn	Soybeans	Wheat	Total	Y/Y
United States *2021/22 (Projected)*					
Production	14,996	4,374	1,697	21,067	**4.6%**
Exports	**2,475**	**2,090**	**875**	**5,440**	**-9.3%**
Domestic use	12,325	2,298	1,186	15,809	**1.6%**
Ending stocks	**1,408**	**185**	**615**		
Total use	14,800	4,389	2,061		
Stocks/use	**9.5%**	**4.2%**	**29.8%**		
United States *2020/21 (Estimated)*					
Production	14,182	4,135	1,826	20,143	**5.4%**
Exports	**2,745**	**2,260**	**992**	**5,997**	**35.5%**
Domestic use	12,195	2,245	1,119	15,559	**-0.1%**
Ending stocks	**1,187**	**175**	**844**		
Total use	14,940	4,505	2,110		
Stocks/use	**7.9%**	**3.9%**	**40.0%**		
2019/20					
Production	13,620	3,552	1,932	19,104	
Exports	**1,777**	**1,679**	**969**	**4,425**	
Domestic use	12,186	2,273	1,118	15,577	
Ending stocks	**1,919**	**525**	**1,028**		
Total use	13,963	3,952	2,087		
Stocks/use	**13.7%**	**13.3%**	**49.3%**		

Source: USDA, World Agricultural Supply and Demand Estimates, September 2021

Total soybean export commitments are 31 percent below the same time last year, with China accounting for 47 percent of the total. YTD total commitments of soybeans to China are down 40 percent from the same time last year, compared to a 29-percent increase for corn for the same period. Chinese demand for soybeans has been slow because of the country's hog sector, which is considerably less profitable since the beginning of the year. Chinese demand is also soft because of the country's use of wheat and rice as feed in place of soybean meal. In MY 2021/22, total U.S. soybean exports are projected to fall by 8 percent to 56.9 mmt (***GTR* table 14**). YTD total shipped balances are down 69 percent for corn and down 88 percent for soybeans, from the same time last year. In addition to softened Chinese demand (in the case of soybeans), these declines are a result of hampered elevator operations following hurricane Ida.

YTD total wheat commitments for MY 2021/22 are down 21 percent from MY 2020/21, largely because of severe drought in the Northern Plains. While also affected by the drought, total U.S wheat exports are projected to decline only 12 percent in MY 2021/22 (***GTR* table 15**). In the second half of the marketing year, U.S. exports may benefit from reduced competition—because of Russia's export tax uncertainty, as well as tight supplies in Canada, the product of an unfavorable harvest outlook resulting from persistent drought. *GTRContactUs@usda.gov*

Grain Transportation Indicators

Table 1

Grain transport cost indicators[1]

	Truck	Rail		Barge	Ocean	
For the week ending		Non-Shuttle	Shuttle		Gulf	Pacific
09/22/21	227	291	260	394	364	319
09/15/21	226	291	239	333	359	314

[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)

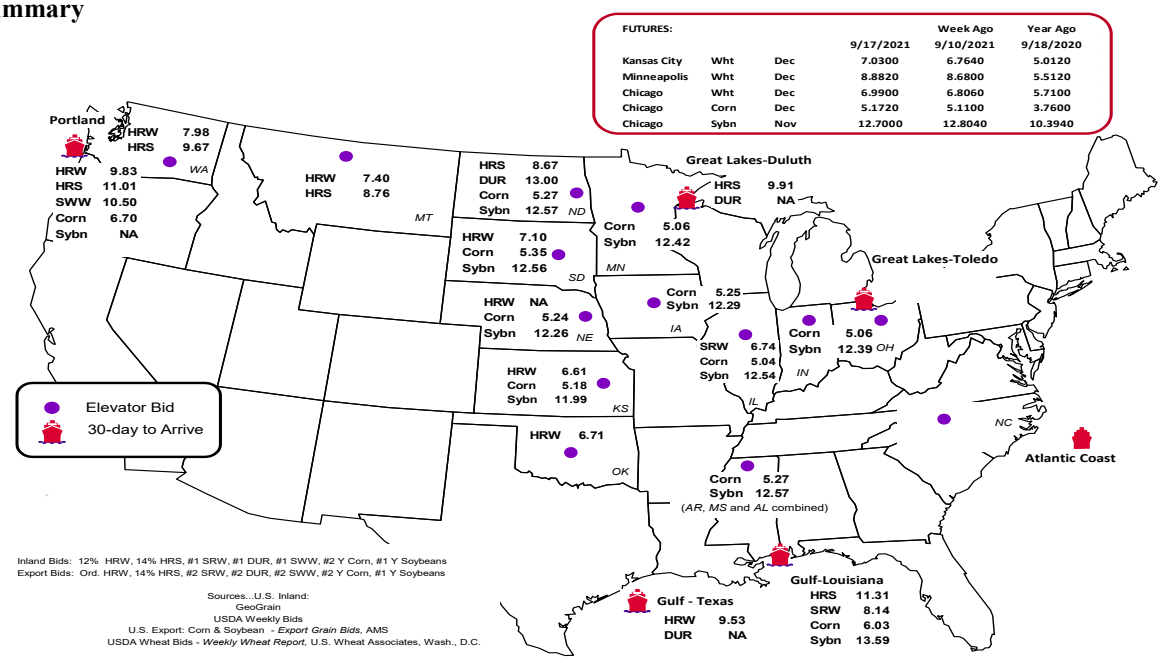
Commodity	Origin–destination	9/17/2021	9/10/2021
Corn	IL–Gulf	-0.99	-0.80
Corn	NE–Gulf	-0.79	-0.68
Soybean	IA–Gulf	-1.30	-1.00
HRW	KS–Gulf	-2.92	-2.73
HRS	ND–Portland	-2.34	-2.42

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]
9/15/2021[p]	220	558	2,725	40	3,543	9/11/2021	2,049
9/08/2021[r]	106	1,109	2,974	116	4,305	9/4/2021	3,108
2021 YTD[r]	37,095	47,112	195,143	10,406	289,756	2021 YTD	102,743
2020 YTD[r]	17,640	33,273	173,082	8,334	232,329	2020 YTD	90,800
2021 YTD as % of 2020 YTD	210	142	113	125	125	% change YTD	113
Last 4 weeks as % of 2020[2]	23	59	45	16	43	Last 4wks. % 2020	124
Last 4 weeks as % of 4-year avg.[2]	30	81	54	24	54	Last 4wks. % 4 yr.	120
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.

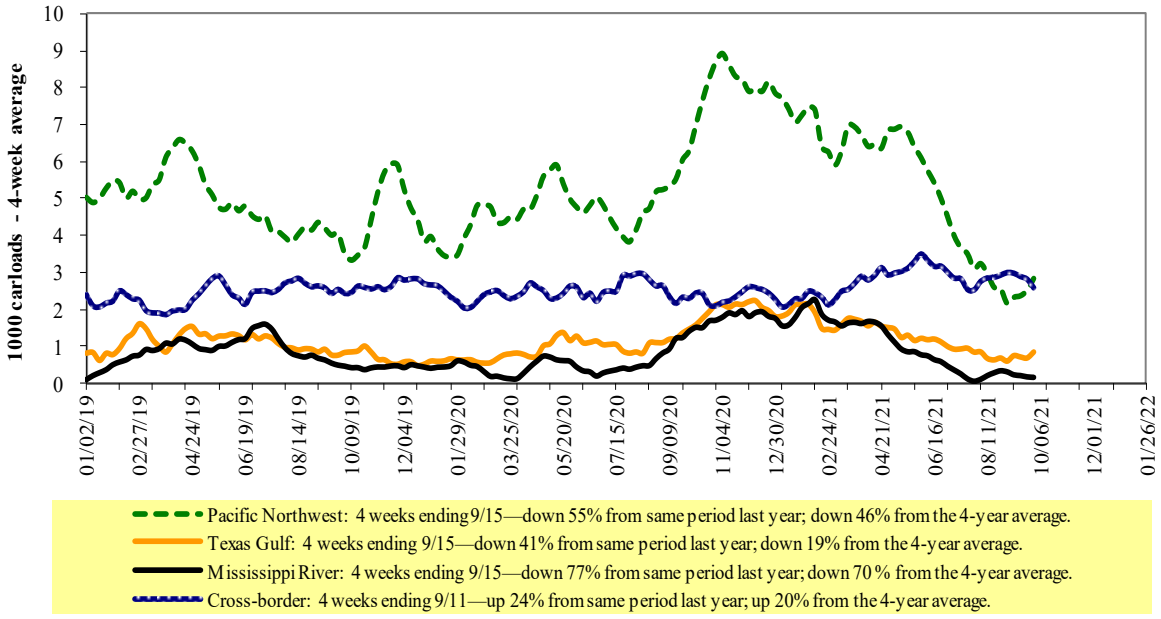
YTD = year-to-date; p = preliminary data; r = revised data; n/a = not available; wks. = weeks; avg. = average.

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	
9/11/2021	CSXT	NS	BNSF	KCS	UP		CN	CP
This week	1,146	1,180	8,733	1,314	4,345	16,718	3,711	3,543
This week last year	1,040	2,055	11,610	1,053	5,790	21,548	3,996	4,868
2021 YTD	64,153	87,692	413,361	41,375	218,945	825,526	147,389	172,278
2020 YTD	59,953	87,504	398,426	38,601	189,820	774,304	151,057	169,609
2021 YTD as % of 2020 YTD	107	100	104	107	115	107	98	102
Last 4 weeks as % of 2020*	87	67	70	136	83	78	76	64
Last 4 weeks as % of 3-yr. avg.**	82	67	72	147	93	81	84	66
Total 2020	91,659	129,812	613,630	57,782	296,701	1,189,584	238,319	261,778

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

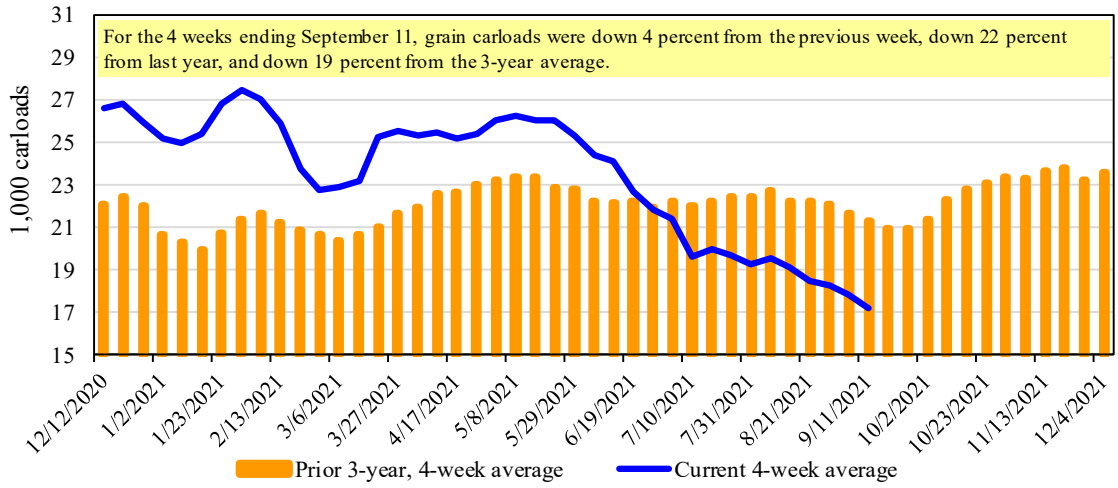
**The past 4 weeks as a percent of the same period from the prior 3-year average. YTD = year-to-date; avg. = average; yr. = year.

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							
9/16/2021		Oct-21	Oct-20	Nov-21	Nov-20	Dec-21	Dec-20	Jan-22	Jan-21
BNSF[3]	COT grain units	0	no offer	0	128	0	0	0	23
	COT grain single-car	75	no offer	25	316	0	255	0	301
UP[4]	GCAS/Region 1	n/a	no offer	n/a	no offer	n/a	no offer	n/a	n/a
	GCAS/Region 2	n/a	no offer	n/a	no offer	n/a	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.

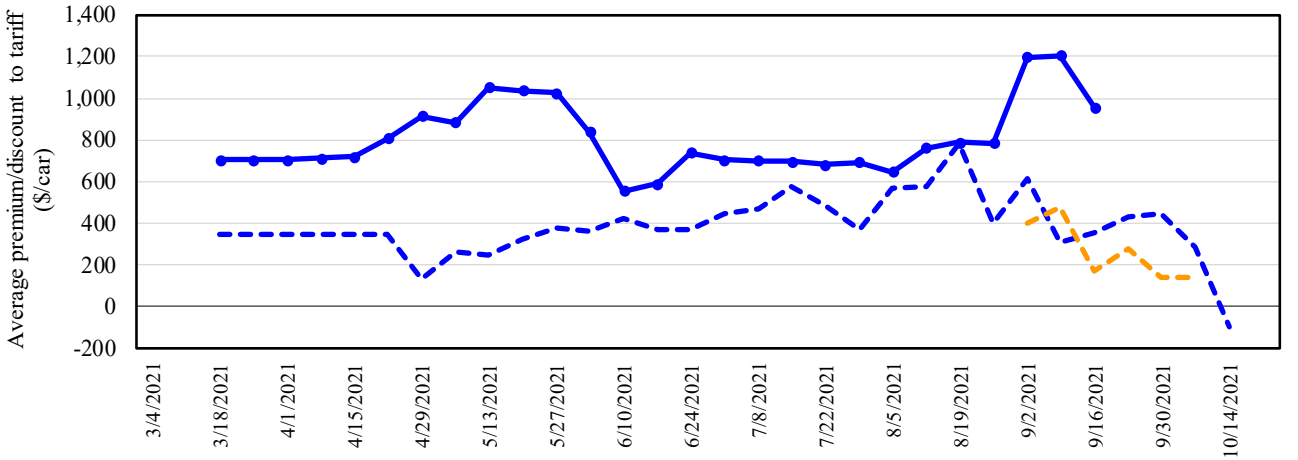
Region 1 includes: AR, IL, LA, MO, NM, OK, TX, WI, and Duluth, MN.

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 October 2021, secondary market

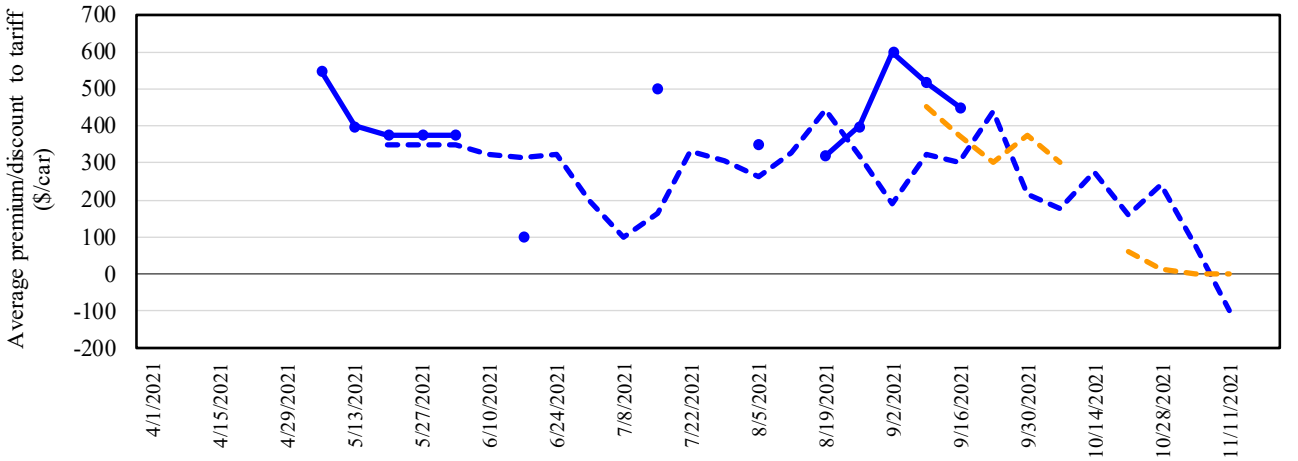


9/16/2021	BNSF	UP
Non-shuttle	n/a	n/a
Shuttle	$786	$1,125

There were no non-shuttle bids/offers this week.
Average shuttle bids/offers fell $251 this week and are $251 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 November 2021, secondary market



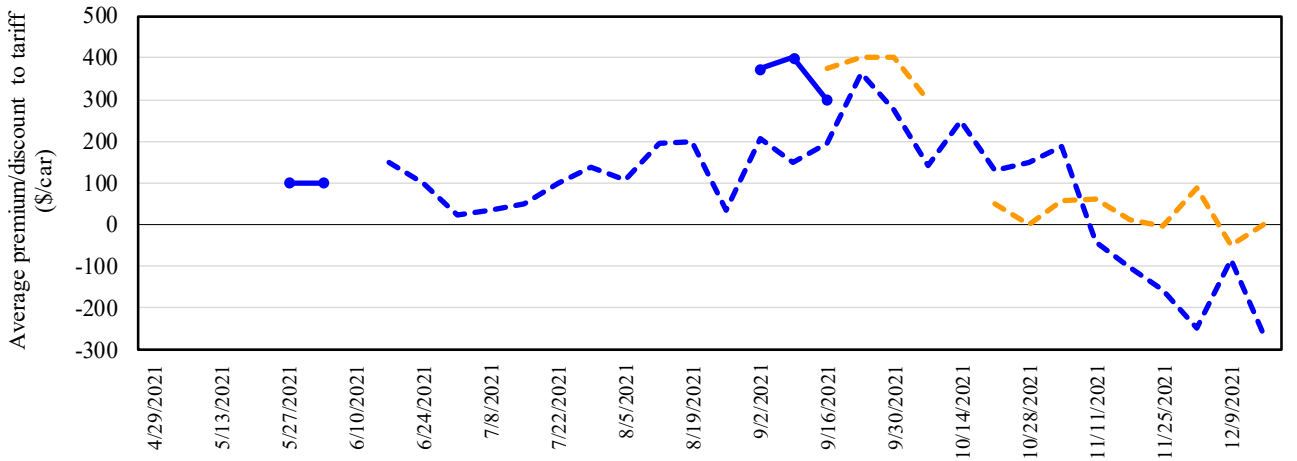
9/16/2021	BNSF	UP
Non-shuttle	n/a	n/a
Shuttle	$500	$400

There were no non-shuttle bids/offers this week.
Average shuttle bids/offers fell $67 this week and are $150 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 December 2021, secondary market



9/16/2021	BNSF	UP
Non-shuttle	n/a	n/a
Shuttle	$300	n/a

There were no non-shuttle bids/offers this week.
Average shuttle bids/offers fell $100 this week and are $100 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: 9/16/2021		Delivery period					
		Oct-21	Nov-21	Dec-21	Jan-22	Feb-22	Mar-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**	**786**	**500**	**300**	**400**	**400**	**n/a**
	Change from last week	(190)	0	(100)	(200)	(200)	n/a
	Change from same week 2020	(664)	n/a	n/a	n/a	n/a	n/a
	UP-Pool	**1125**	**400**	**n/a**	**n/a**	**n/a**	**n/a**
	Change from last week	(313)	(133)	n/a	n/a	n/a	n/a
	Change from same week 2020	125	(200)	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]

September 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	$127	$37.95	$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	$223	$47.14	$1.28	3
	Sioux Falls, SD	Galveston-Houston, TX	$6,851	$0	$68.03	$1.85	0
	Colby, KS	Galveston-Houston, TX	$4,801	$244	$50.10	$1.36	4
	Amarillo, TX	Los Angeles, CA	$5,121	$339	$54.22	$1.48	5
Corn	Champaign-Urbana, IL	New Orleans, LA	$3,900	$252	$41.23	$1.05	5
	Toledo, OH	Raleigh, NC	$7,833	$0	$77.79	$1.98	15
	Des Moines, IA	Davenport, IA	$2,455	$53	$24.91	$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	$157	$40.28	$1.02	6
	Des Moines, IA	Los Angeles, CA	$5,780	$456	$61.92	$1.57	7
Soybeans	Minneapolis, MN	New Orleans, LA	$3,631	$272	$38.76	$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	$252	$48.62	$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	$400	$63.67	$1.73	5
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	$252	$40.43	$1.03	5
	Lincoln, NE	Galveston-Houston, TX	$3,880	$0	$38.53	$0.98	0
	Des Moines, IA	Amarillo, TX	$4,320	$197	$44.85	$1.14	6
	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	$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	$4,875	$290	$51.29	$1.40	4
	Toledo, OH	Huntsville, AL	$4,945	$0	$49.11	$1.34	3
	Grand Island, NE	Portland, OR	$5,260	$409	$56.30	$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: September 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	$174	$71.39	$1.94	3
	KS	Guadalajara, JA	$7,531	$684	$83.94	$2.28	3
	TX	Salinas Victoria, NL	$4,347	$106	$45.50	$1.24	2
Corn	IA	Guadalajara, JA	$8,902	$597	$97.06	$2.46	2
	SD	Celaya, GJ	$8,140	$0	$83.17	$2.11	0
	NE	Queretaro, QA	$8,300	$364	$88.52	$2.25	3
	SD	Salinas Victoria, NL	$6,905	$0	$70.55	$1.79	0
	MO	Tlalnepantla, EM	$7,665	$355	$81.94	$2.08	4
	SD	Torreon, CU	$7,690	$0	$78.57	$1.99	0
Soybeans	MO	Bojay (Tula), HG	$8,547	$560	$93.04	$2.53	3
	NE	Guadalajara, JA	$9,157	$588	$99.56	$2.71	3
	IA	El Castillo, JA	$9,410	$0	$96.15	$2.61	0
	KS	Torreon, CU	$8,064	$412	$86.60	$2.35	3
Sorghum	NE	Celaya, GJ	$7,772	$533	$84.85	$2.15	3
	KS	Queretaro, QA	$8,108	$218	$85.06	$2.16	2
	NE	Salinas Victoria, NL	$6,713	$175	$70.37	$1.79	2
	NE	Torreon, CU	$7,092	$380	$76.34	$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.

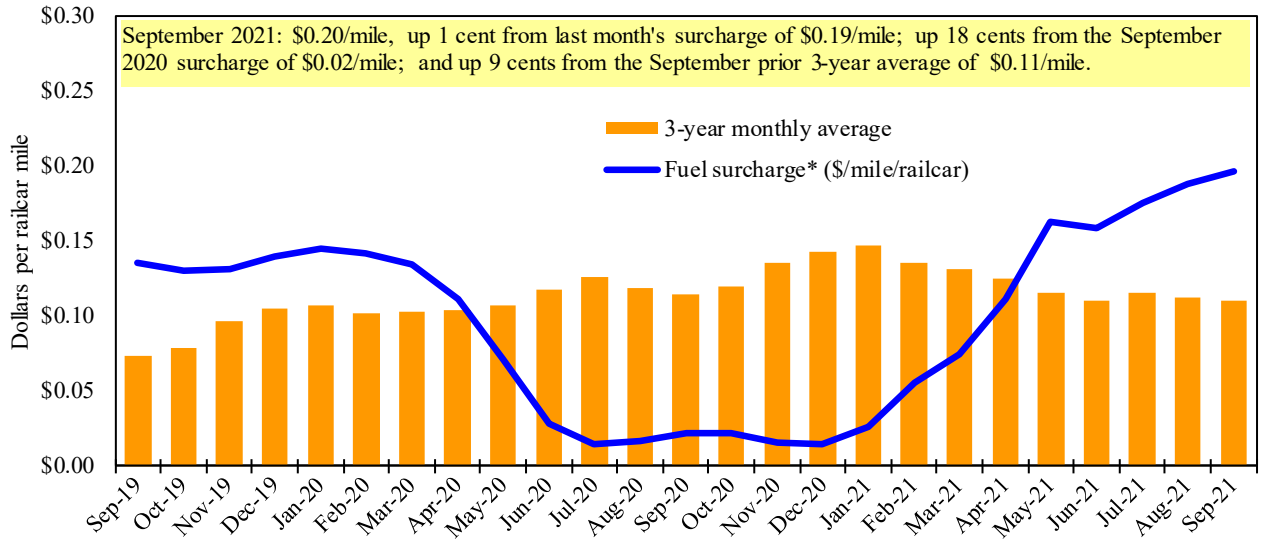
[3]Approximate load per car = 97.87 metric tons: Corn & Sorghum 56 lbs/bu, Wheat & Soybeans 60 lbs/bu.

[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.

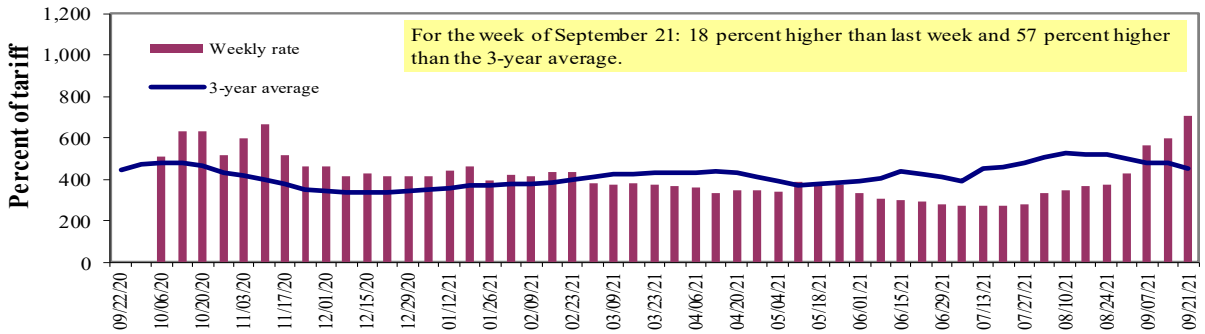
* Beginning January 2009, the Canadian Pacific fuel surcharge is computed by a monthly average of the bi-weekly fuel surcharge.

**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

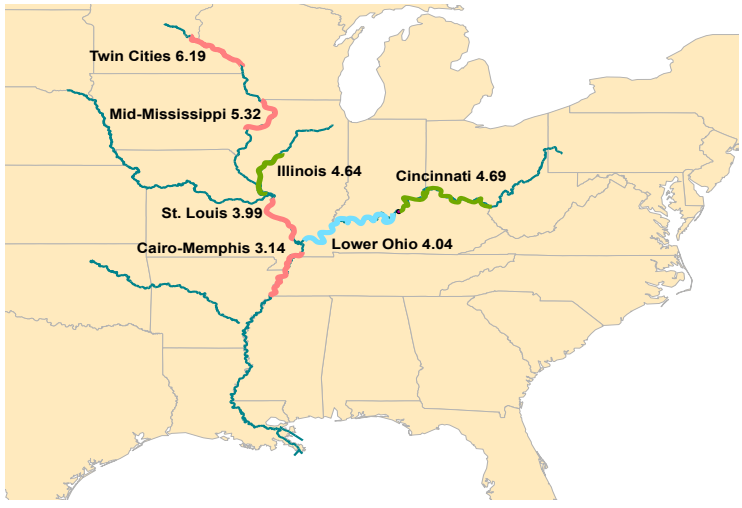
		Twin Cities	Mid-Mississippi	Lower Illinois River	St. Louis	Cincinnati	Lower Ohio	Cairo-Memphis
Rate[1]	9/21/2021	660	720	709	688	719	719	885
	9/14/2021	590	612	599	575	631	631	646
$/ton	9/21/2021	40.85	38.30	32.90	27.45	33.72	29.05	27.79
	9/14/2021	36.52	32.56	27.79	22.94	29.59	25.49	20.28
Current week % change from the same week:								
	Last year	32	59	-	95	74	74	157
	3-year avg. [2]	45	65	57	94	79	79	152
Rate[1]	October	690	743	737	725	741	741	790
	December	-	-	445	348	390	390	324

[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

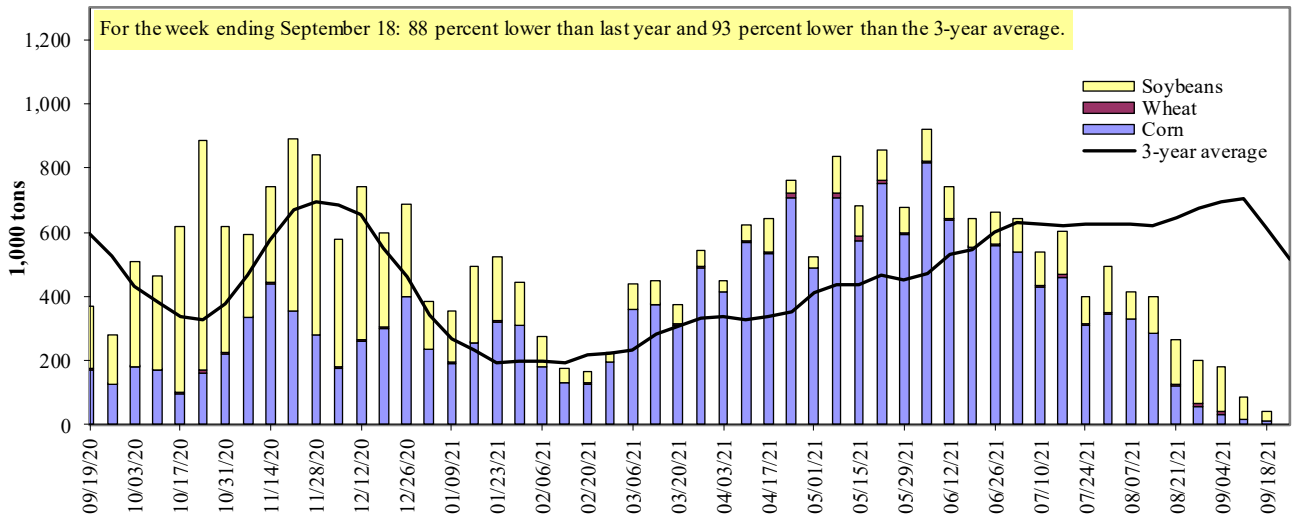
Select applicable index from market quotes are included in tables on this page. The 1976 benchmark rates per ton are provided in map.



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 09/18/2021	Corn	Wheat	Soybeans	Other	Total
Mississippi River					
Rock Island, IL (L15)	5	0	8	0	13
Winfield, MO (L25)	6	0	24	1	31
Alton, IL (L26)	13	0	31	1	45
Granite City, IL (L27)	13	0	31	1	45
Illinois River (La Grange)	3	0	3	0	6
Ohio River (Olmsted)	20	24	23	4	71
Arkansas River (L1)	15	31	7	0	53
Weekly total - 2021	48	55	62	5	169
Weekly total - 2020	248	52	503	0	804
2021 YTD[1]	18,860	1,388	6,037	221	26,507
2020 YTD[1]	13,278	1,451	10,384	116	25,228
2021 as % of 2020 YTD	142	96	58	190	105
Last 4 weeks as % of 2020[2]	20	166	29	47	33
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.

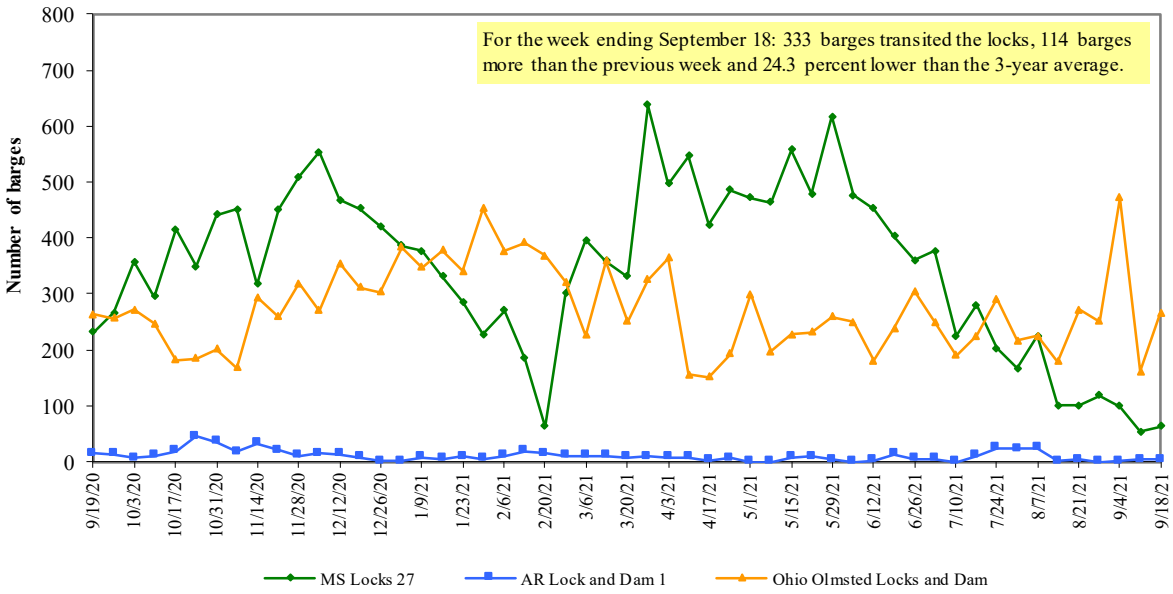
[2] As a percent of same period in 2020.

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

Source: U.S. Army Corps of Engineers.

Figure 11

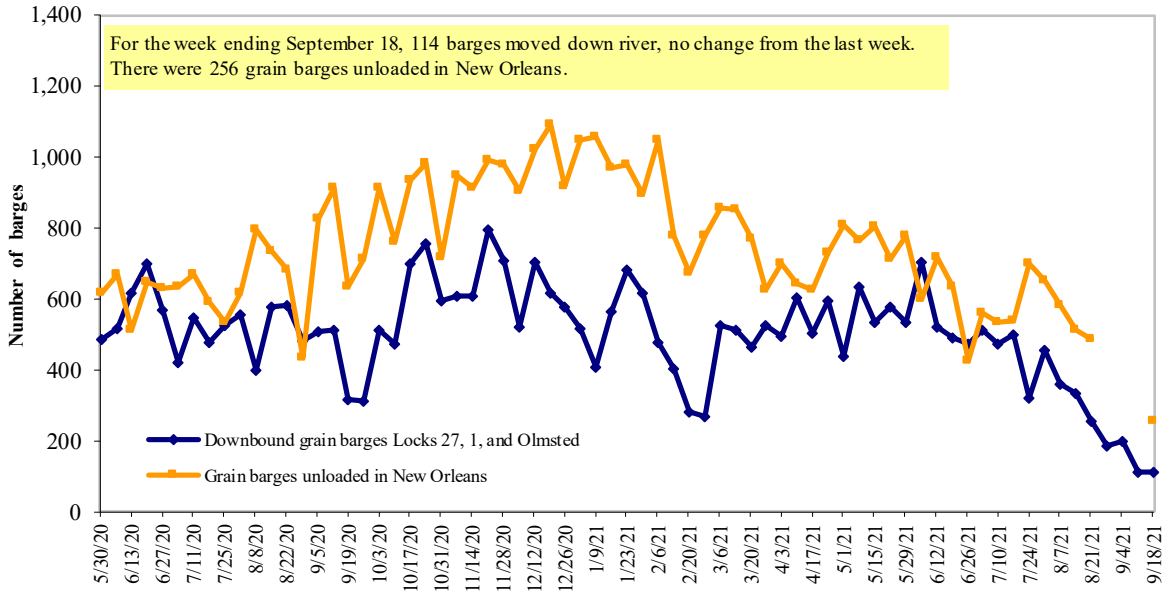
Upbound empty barges transiting Mississippi River Locks 27, Arkansas River Lock and Dam 1, and Ohio River Olmsted Locks and Dam



Source: U.S. Army Corps of Engineers.

Figure 12

Grain barges for export in New Orleans region



Note: Olmsted = Olmsted Locks and Dam. Grain unload data is currently unavailable for the week ending August 28.

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 9/20/2021 (U.S. $/gallon)

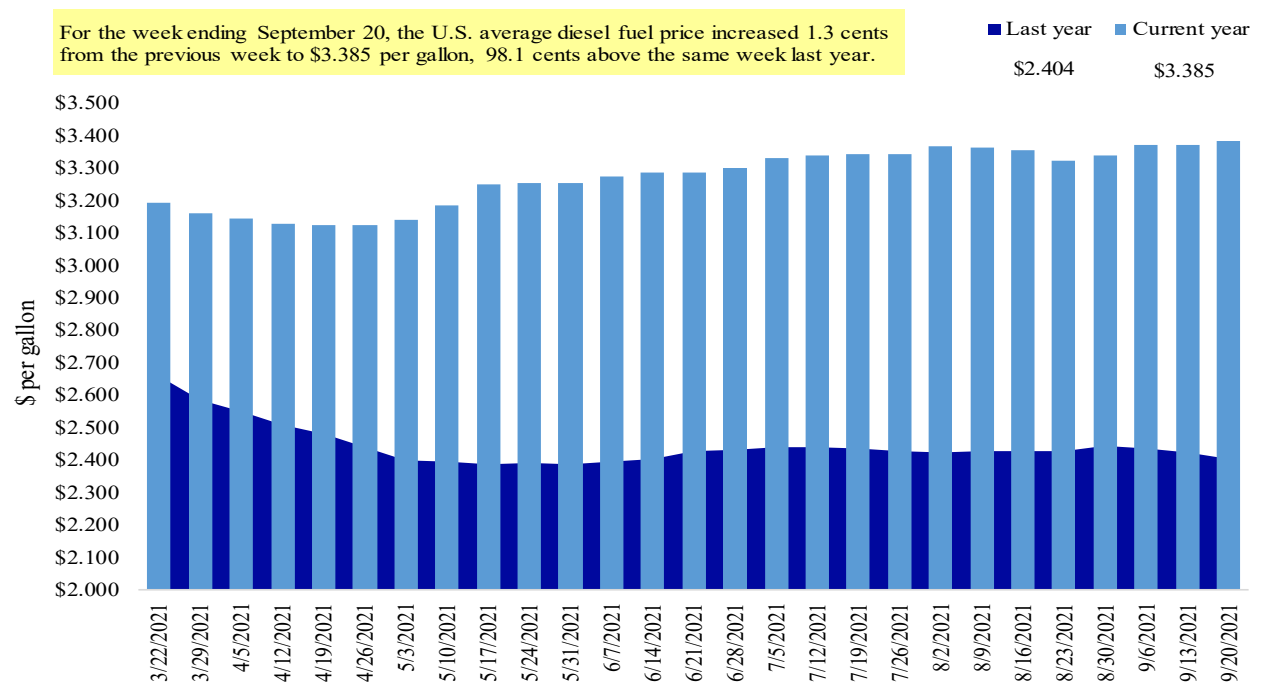
Region	Location	Price	Change from Week ago	Change from Year ago
I	East Coast	3.352	0.015	0.866
	New England	3.300	0.012	0.699
	Central Atlantic	3.496	0.010	0.834
	Lower Atlantic	3.266	0.020	0.923
II	Midwest	3.290	0.008	1.008
III	Gulf Coast	3.119	0.020	0.962
IV	Rocky Mountain	3.629	-0.007	1.281
V	West Coast	4.026	0.010	1.085
	West Coast less California	3.663	0.002	1.106
	California	4.329	0.016	1.072
Total	United States	3.385	0.013	0.981

[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]									
9/9/2021	1,743	763	994	569	27	4,096	24,213	22,031	50,340
This week year ago	1,706	478	1,795	1,244	237	5,460	19,308	30,084	54,852
Cumulative exports-marketing year[2]									
2021/22 YTD	2,333	908	1,807	1,242	43	6,333	360	258	6,951
2020/21 YTD	3,210	640	2,053	1,492	278	7,673	1,148	2,143	10,964
YTD 2021/22 as % of 2020/21	73	142	88	83	16	83	31	12	63
Last 4 wks. as % of same period 2020/21*	717	244	58	77	133	56	49	21	32
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 09/9/2021	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	5,247	3,623	45	14,817
Japan	1,687	2,197	(23)	11,082
China	11,901	9,240	29	7,920
Columbia	854	627	36	4,491
Korea	72	270	(73)	3,302
Top 5 importers	**19,760**	**15,957**	**24**	**41,613**
Total U.S. corn export sales	**24,573**	**20,456**	**20**	**53,145**
% of projected exports	39%	29%		
Change from prior week[2]	**247**	**1,609**		
Top 5 importers' share of U.S. corn export sales	80%	78%		78%
USDA forecast September 2021	**62,977**	**69,847**	**(10)**	
Corn use for ethanol USDA forecast, September 2021	**132,080**	**127,889**	**3**	

[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 09/9/2021	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	10,368	17,362	(40)	21,666
Mexico	1,533	1,663	(8)	4,754
Egypt	434	447	(3)	3,093
Indonesia	143	428	(67)	2,325
Japan	506	549	(8)	2,275
Top 5 importers	**12,983**	**20,450**	**(37)**	**34,113**
Total U.S. soybean export sales	**22,290**	**32,227**	**(31)**	**50,758**
% of projected exports	39%	52%		
change from prior week[2]	**1,264**	**2,399**		
Top 5 importers' share of U.S. soybean export sales	58%	63%		**67%**
USDA forecast, September 2021	**56,948**	**61,580**	**92**	

[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 09/9/2021	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	1,786	1,383	29	3,388
Philippines	1,500	1,946	(23)	3,121
Japan	1,037	1,240	(16)	2,567
Korea	658	680	(3)	1,501
Nigeria	1,141	609	88	1,490
China	843	1,474	(43)	1,268
Taiwan	400	582	(31)	1,187
Indonesia	0	550	(100)	1,131
Thailand	281	322	(13)	768
Italy	103	438	(76)	681
Top 10 importers	**7,750**	**9,223**	(16)	**17,102**
Total U.S. wheat export sales	**10,429**	**13,133**	(21)	**24,617**
% of projected exports	44%	49%		
change from prior week[2]	**617**	**336**		
Top 10 importers' share of U.S. wheat export sales	74%	70%		69%
USDA forecast, September 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 09/16/21	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	394	274	144	11,285	11,909	95	74	90	15,966
Corn	0	0	n/a	12,322	7,916	156	0	0	9,969
Soybeans	68	66	102	3,892	4,014	97	13	17	14,028
Total	**461**	**341**	**136**	**27,499**	**23,840**	**115**	**38**	**47**	**39,963**
Mississippi Gulf									
Wheat	0	0	n/a	2,305	2,890	80	30	36	3,422
Corn	196	21	955	30,985	20,861	149	47	41	28,781
Soybeans	158	92	173	11,831	18,303	65	16	20	38,013
Total	**355**	**112**	**316**	**45,120**	**42,054**	**107**	**25**	**28**	**70,215**
Texas Gulf									
Wheat	70	169	41	2,994	3,280	91	117	141	4,248
Corn	7	0	n/a	428	600	71	70	75	723
Soybeans	0	0	n/a	656	399	164	0	0	2,098
Total	**77**	**169**	**45**	**4,078**	**4,278**	**95**	**60**	**97**	**7,068**
Interior									
Wheat	92	133	69	2,348	1,606	146	279	230	2,263
Corn	193	136	142	6,821	6,151	111	108	104	8,683
Soybeans	63	43	146	4,021	4,586	88	67	61	7,274
Total	**348**	**312**	**111**	**13,190**	**12,343**	**107**	**113**	**104**	**18,220**
Great Lakes									
Wheat	10	21	48	315	617	51	18	24	891
Corn	0	0	n/a	94	54	174	138	248	111
Soybeans	0	0	n/a	67	356	19	0	0	1,111
Total	**10**	**21**	**48**	**476**	**1,027**	**46**	**20**	**26**	**2,113**
Atlantic									
Wheat	27	0	n/a	120	26	461	654	n/a	65
Corn	0	0	n/a	42	15	277	117	159	33
Soybeans	1	2	31	1,084	555	195	11	10	1,870
Total	**28**	**2**	**n/a**	**1,246**	**597**	**209**	**55**	**50**	**1,968**
U.S. total from ports*									
Wheat	593	597	99	19,367	20,329	95	81	96	26,854
Corn	396	157	253	50,692	35,597	142	48	48	48,301
Soybeans	290	204	142	21,551	28,213	76	18	23	64,394
Total	**1,279**	**958**	**134**	**91,610**	**84,139**	**109**	**41**	**47**	**139,548**

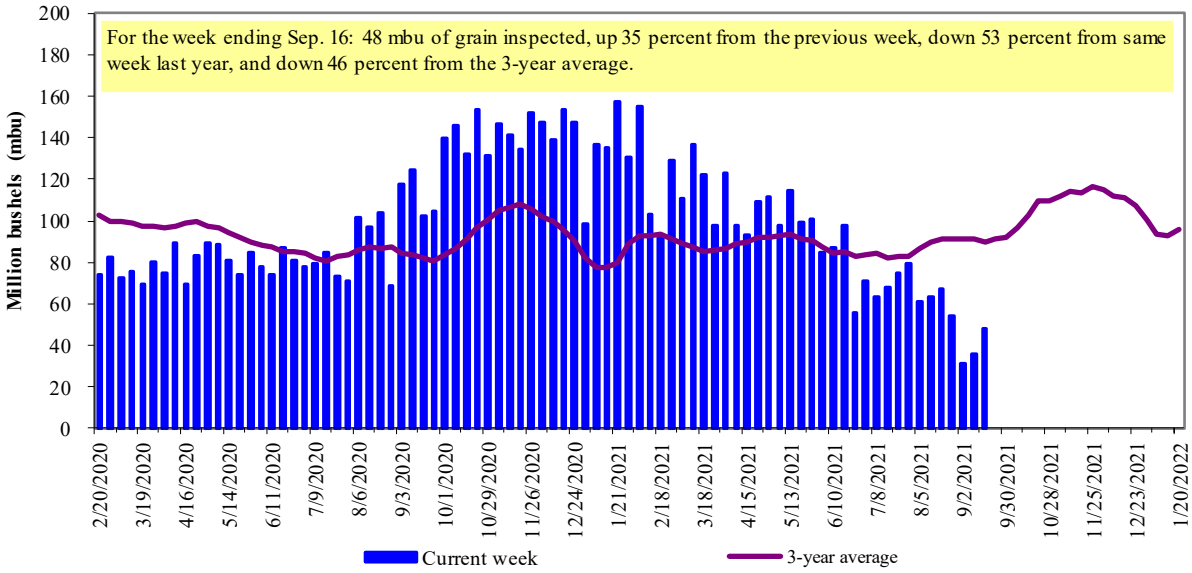
*Data includes revisions from prior weeks; some regional totals may not add exactly due to rounding.

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)

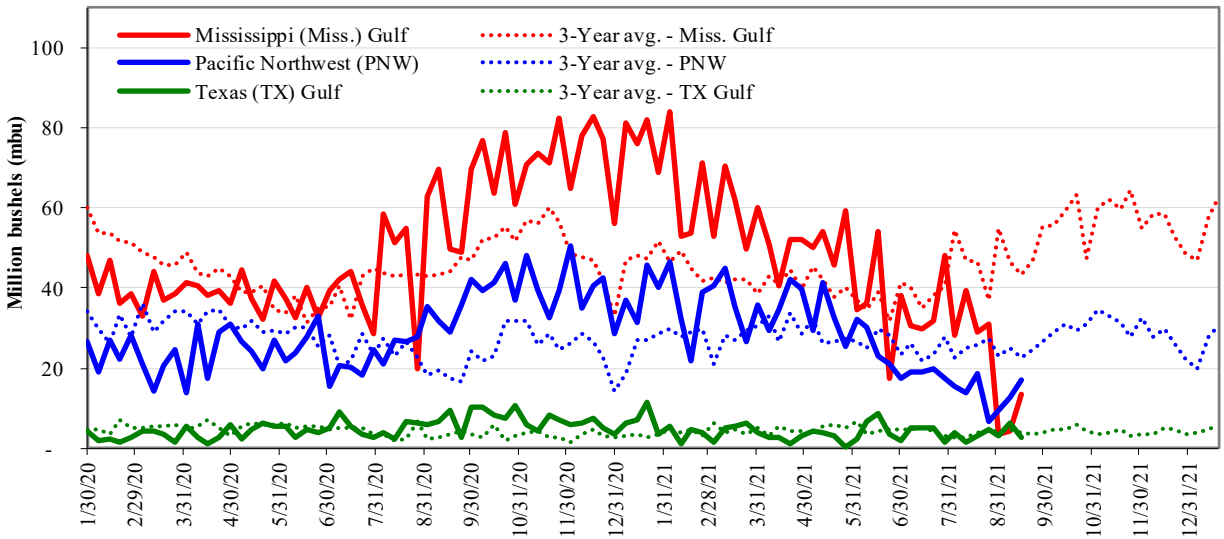


Note: 3-year average consists of 4-week running average.

Source: USDA, Federal Grain Inspection Service.

Figure 15

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



Week ending 09/16/21 inspections (mbu):	
MS Gulf:	13.5
PNW:	17.0
TX Gulf:	2.8

Percent change from:	MS Gulf	TX Gulf	U.S. Gulf	PNW
Last wk:	up 224	down 54	up 58	up 36
Last Year (same wk):	down 73	down 69	down 72	down 42
3-yr avg. (4-wk. mov. Avg):	down 70	down 34	down 67	down 31

Source: USDA, Federal Grain Inspection Service.

Table 17

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

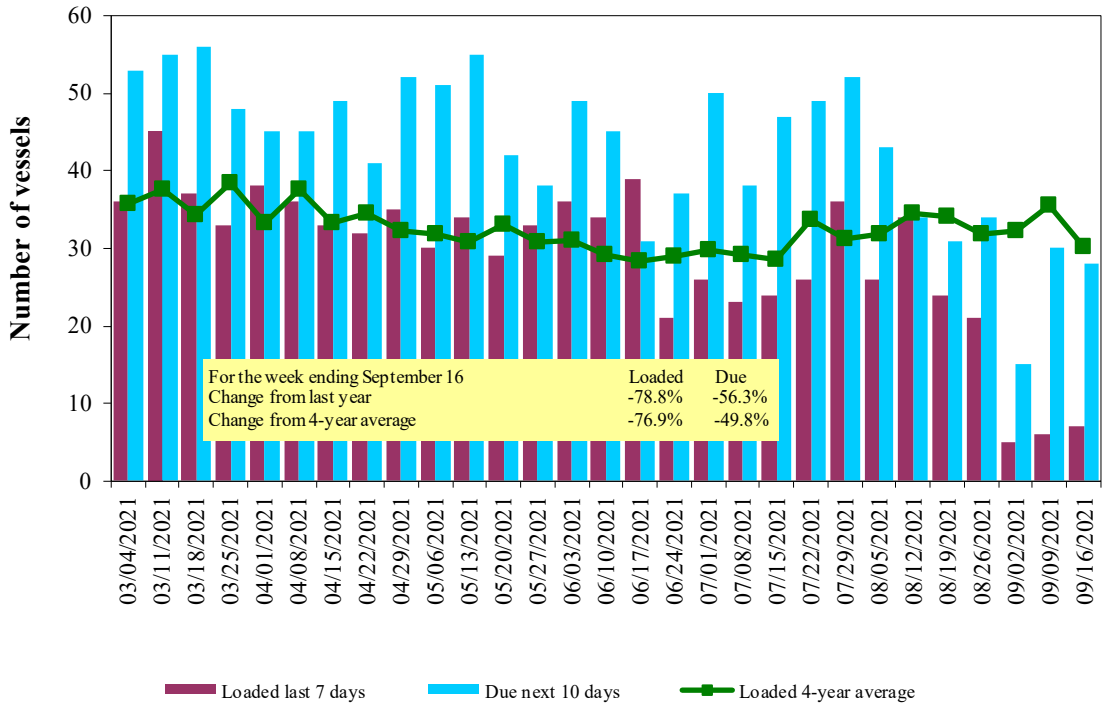
	Gulf			Pacific Northwest
Date	In port	Loaded 7-days	Due next 10-days	In port
9/16/2021	32	7	28	9
9/9/2021	24	6	30	6
2020 range	(22…60)	(23...46)	(34...68)	(7…24)
2020 average	37	33	49	15

Note: n/a = not available due to holiday; *Incomplete data due to Hurricane Ida

Source: USDA, Agricultural Marketing Service.

Figure 16

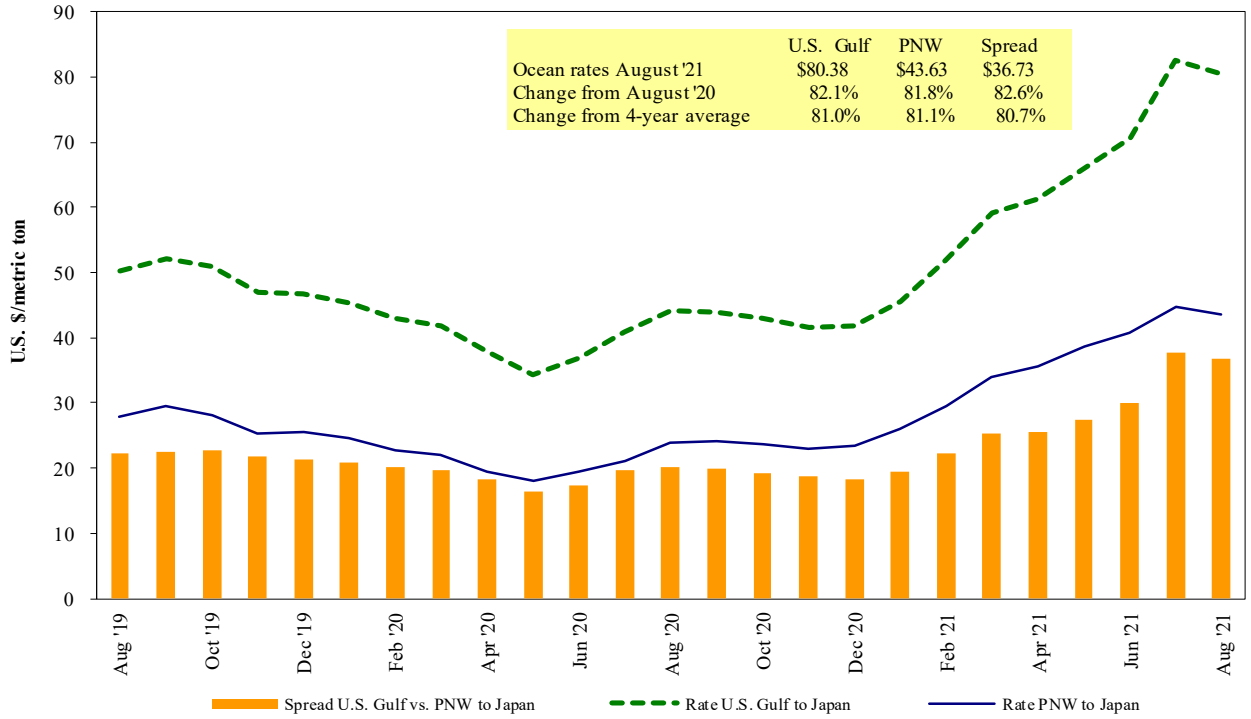
U.S. Gulf[1] vessel loading activity



[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 09/18/2021

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
Australia	Japan	Barley	Nov 1/10	55,000	65.50
River Plate	South Korea	Corn	Oct 21	67,000	79.80

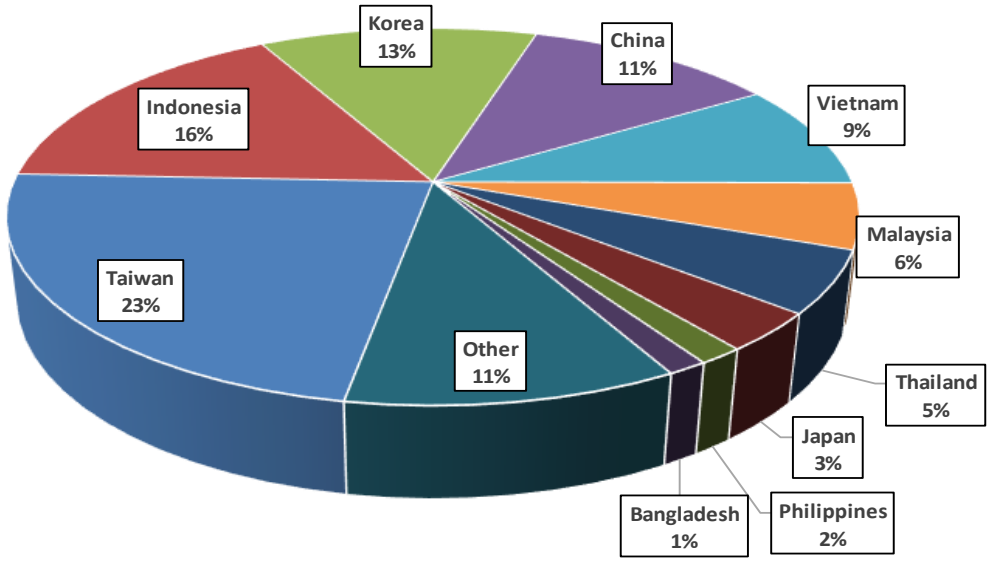
*50 percent of food aid from the United States is required to be shipped on U.S.-flag vessels.

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.

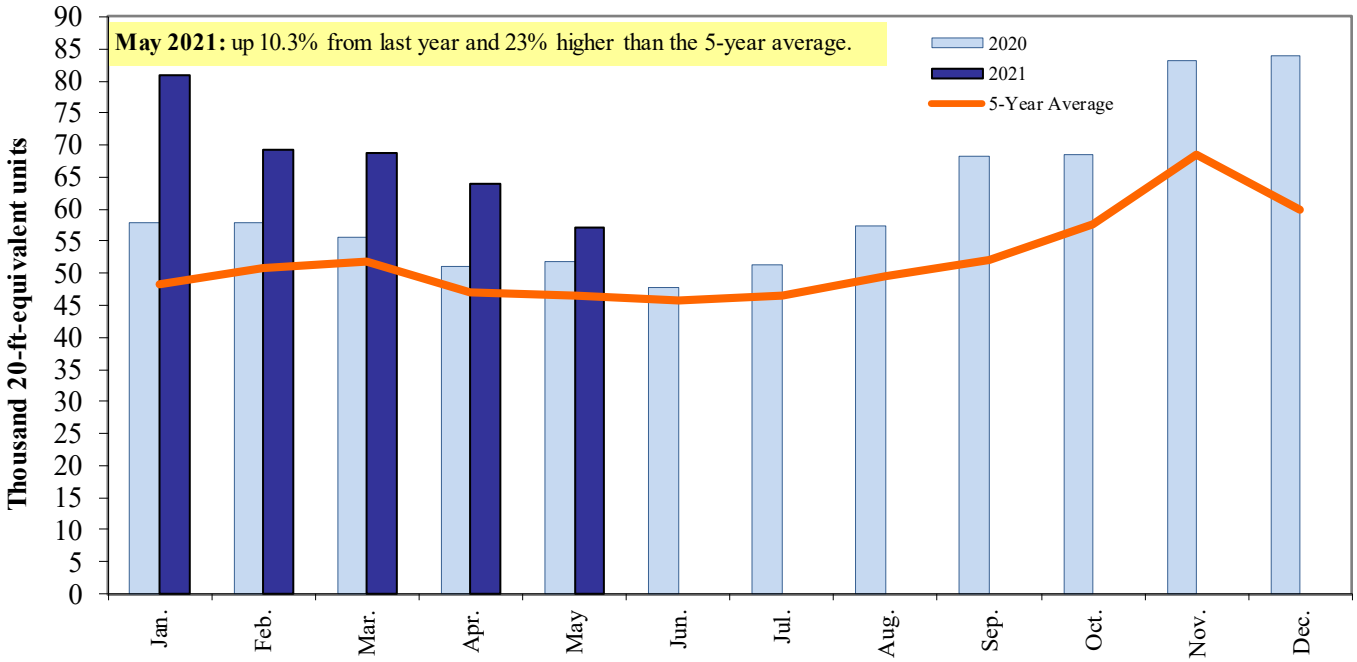
Figure 18
Top 10 destination markets for U.S. containerized grain exports, Jan-May 2021



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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