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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**November 18, 2021**

## Contents



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**The next release is November 25, 2021**

## WEEKLY HIGHLIGHTS

### New Infrastructure Bill Provides $2.5 Billion For Inland Waterways Construction and Major Rehabilitation Projects

Signed into law by the President on November 15, the Infrastructure Investment and Jobs Act would invest roughly $17 billion in port and waterways infrastructure. About two-thirds of this funding is expected to be used toward construction and major habitat restoration projects, and the rest toward operations/maintenance and other projects. This law includes a total of $2.5 billion of 100 percent Federal funding for authorized U.S. Army Corps of Engineers (USACE) construction and major rehabilitation projects on inland waterways. Projects will receive priority based on the recommendations included in the USACE 2020 Capital Investment Strategy. USACE's Operations and Maintenance account under the Civil Works mission is expected to receive $4 billion. Within 60 days of the bill's enactment, USACE's Chief of Engineers must submit a project-specific spending plan to House and Senate appropriations committees.

### The Bill Also Funds Safety and Research and Enables Younger Truck Drivers

The Infrastructure Investment and Jobs Act also includes $11 billion for transportation safety (more than double the previous level) and contains various provisions affecting trucking. One such provision makes 18–21-year-olds newly eligible for interstate truck driving and creates a training and apprenticeship program for this age group. Other trucking-related provisions include automatic emergency braking performance requirements, underride/side protection, truck broker/truck dispatcher guidance, and an exemption for livestock haulers from hours-of-service requirements. Regarding research, the newly enacted funding legislation authorizes a truck-crash study and a review of data generated by electronic logging devices. The law also establishes several new government bodies (task force, advisory board, and subcommittee) dedicated to addressing issues of truck leasing, women in trucking, and the needs of small-business truckers. The U.S. Department of Transportation is tasked with restoring and maintaining the solvency of the Highway Trust Fund and establishing a vehicle-miles-traveled (VMT) pilot program.

### Port of Savannah Offers Fixed "Earliest" Dates for Receiving Export Cargo

The Port of Savannah recently began offering fixed earliest receiving dates (ERD) for export cargo through its terminals. The ERD is the earliest date a loaded export container can arrive at the port in advance of the ship's arrival. ERDs have been volatile, and exporters often receive little to no notice when they change. The new policy will help relieve accumulating storage fees (detention and demurrage), avoid amassing containers on dock, and prevent multiple truck trips to the terminal for the same load. The port is also working with the ocean carriers to align cutoff dates—the latest date by which a loaded export container must arrive to make the vessel sailing. Recently, there have been an excessive number of "rolled" containers—i.e., that carriers delay (sometimes, for weeks) past their initially scheduled shipments to wait for a later vessel. The port hopes the work with ocean carriers will reduce the number of rolled containers.

## Snapshots by Sector

### Export Sales

For the week ending November 4, **unshipped balances** of wheat, corn, and soybeans for marketing year 2021/22 totaled 48.8 million metric tons (mmt), down 22 percent from same time last year and down 4 percent from the previous week. Net **corn export sales** were 1.067 mmt, down 13 percent from the previous week. Net **soybean export sales** were 1.289 mmt, down 31 percent from the previous week. Net weekly **wheat export sales** were 0.286 mmt, down 29 percent from the previous week.

### Rail

U.S. Class I railroads originated 25,386 **grain carloads** during the week ending November 6. This was a 3-percent increase from the previous week, 7 percent less than last year, and 9 percent more than the 3-year average.

Average November shuttle **secondary railcar** bids/offers (per car) were $488 above tariff for the week ending November 11. This was $113 more than last week and $425 more than this week last year. There were no non-shuttle bids/offers this week.

### Barge

For the week ending November 13, **barged grain movements** totaled 888,754 tons. This was 45 percent higher than the previous week and 4 percent lower than the same period last year.

For the week ending November 13, 557 grain barges **moved down river**—180 barges more than the previous week. There were 908 grain barges unloaded in the New Orleans region, 3 percent more than last week.

### Ocean

For the week ending November 11, 39 **oceangoing grain vessels** were loaded in the Gulf—5 percent fewer than the same period last year. Within the next 10 days (starting November 5), 64 vessels were expected to be loaded—3 percent fewer than the same period last year.

As of November 11, the rate for shipping a metric ton (mt) of grain from the U.S. Gulf to Japan was $78.00. This was 8 percent lower than the previous week. The rate from the Pacific Northwest to Japan was $42.00 per mt, 7 percent lower than the previous week.

### Fuel

For the week ending November 15, the U.S. average **diesel fuel price** increased by 0.4 cents from the previous week to $3.734 per gallon, $1.29 above the same week last year. This is the 9th consecutive week that the national average diesel price has increased.

Preferred citation: U.S. Department of Agriculture, Agricultural Marketing Service. *Grain Transportation Report.* November 18, 2021.
Web: http://dx.doi.org/10.9752/TS056.11-18-2021

# Feature Article/Calendar

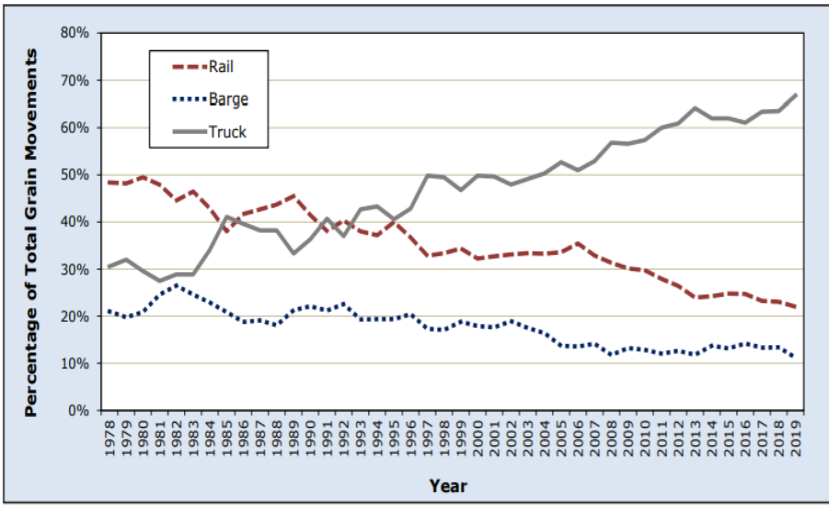
## Transportation of U.S. Grains: A Modal Share Analysis, 1978-2019 Update

On October 25, 2021, USDA's Agricultural Marketing Service issued an updated modal share report, *Transportation of U.S. Grains: A Modal Share Analysis, 1978-2019 Update*. This report provides estimates of the volumes of corn, wheat, soybeans, sorghum, and barley moved to either the domestic market or to U.S. ports/border points for export between 1978 and 2019 via rail, barge, and truck. The report, part of a continuing series of modal share reports, examines trends in the type of transportation used to move grains grown for the food, feed, and, more recently, the biofuel industry. The update provides new data for 2018 and 2019. The data shed light in the supply and demand of transportation for grain. This article presents key findings of the updated modal share data and discusses the implications for grain transportation.

**Trucks continued growing share**

One of the main findings of the modal share analysis was the continued increase in the percent of grain moved by trucks (fig. 1). In terms of percent of total movements, truck's share became the dominant mode in 1993 and since then its share has continued to increase over rail and barge. The share of truck movements has increased from 50 percent in 2000 to 67 percent in 2019, a 34-percent increase in two decades. Over the past two decades, new markets have emerged, such as local ethanol facilities and crush plants, giving farmers more options for selling grain locally to improve profits. Indeed, truck's share of total domestic grain movements increased from 68 percent in 2000 to 82 percent in 2019, while the share of rail dropped from 30 percent to 17 percent for the same time.

**Figure 1: U.S. grain modal shares, 1978-2019**




*Source: USDA/Economic Research Service; US Army Corps of Engineers; and Surface Transportation Board*

**Table 1: Modal Share Summary: 2019 and 5-year average, percent**

| Mode/ Year | Corn | | | Wheat | | | Soybeans | | | All grains | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Exports | Domestic | All corn | Exports | Domestic | All wheat | Exports | Domestic | All soybeans | Exports | Domestic | All grains |
| **Rail** | | | | | | | | | | | | |
| 2019 | 33 | 15 | 17 | 60 | 49 | 54 | 29 | 12 | 20 | 38 | 17 | 22 |
| 5-yr avg | 34 | 16 | 19 | 57 | 54 | 56 | 27 | 14 | 20 | 37 | 19 | 24 |
| **Barge** | | | | | | | | | | | | |
| 2019 | 48 | 0 | 6 | 28 | 1 | 14 | 62 | 2 | 27 | 47 | 1 | 11 |
| 5-yr avg | 53 | 0 | 9 | 31 | 1 | 15 | 54 | 3 | 27 | 47 | 1 | 13 |
| **Truck** | | | | | | | | | | | | |
| 2019 | 19 | 85 | 77 | 11 | 50 | 32 | 9 | 86 | 53 | 14 | 82 | 67 |
| 5-yr avg | 13 | 84 | 73 | 12 | 44 | 29 | 19 | 84 | 53 | 16 | 80 | 63 |

Note: Percentages may not total 100 due to rounding.

*Source: USDA/Economic Research Service; US Army Corps of Engineers; and Surface Transportation Board*

**Domestic and export grain movements**

The availability of modal share data for domestic and export movements provides insight on grain transportation demand. Table 1 shows a summary of modal shares for each of the three major grains for 2019 compared with the average for the 5 years from 2015–2019. The leading mode of transport for corn and soybeans

destined for export markets is barge. Corn and soybeans move by barge to port for eventual overseas transport to foreign markets. While more than half of the export wheat is transported by rail, the share of trucks in moving wheat to the export markets has increased. For domestic traffic of corn and soybeans, trucks continue to be the principal mode of transport. On the other hand, trucks have surpassed rail to be the primary mode of transportation for domestic wheat movements.

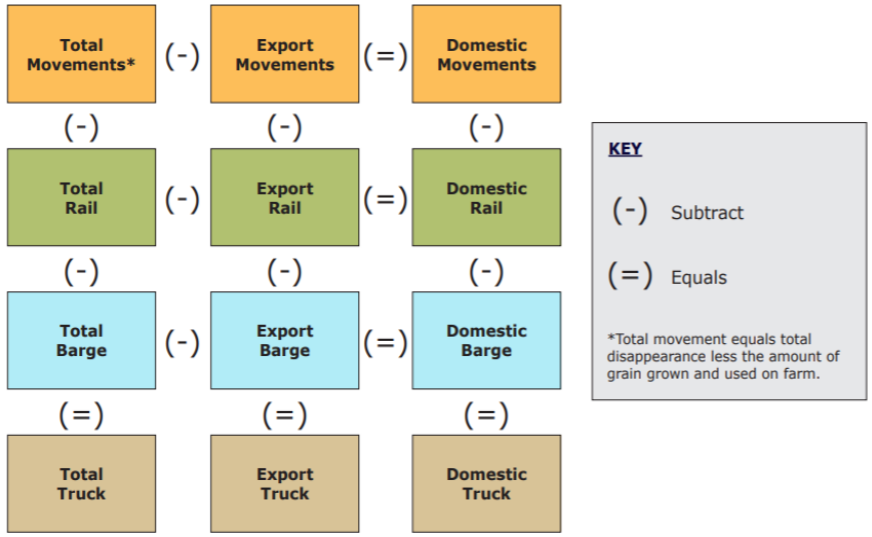
An increase in corn exports will generally cause an increase in the volume of barge movements and an increase in the percentage of corn moved by barge. An increase in wheat destined for the export markets will probably show increases of volumes both in wheat truck and rail shipments. Since 2010, barge has become the leading mode of transportation for moving soybeans to export markets. In 2019, barge's share of soybean export movements was 62 percent, 15 percent higher than the 5-year average. Trucks, on the other hand, continued to serve as the leading mode of transportation for moving soybeans domestically.

Overall, the report shows total U.S. grain movement has enjoyed stable growth. The total volume grew from 403 million tons in 2000 to 575 million tons in 2019, 43-percent growth in the past 20 years. The tonnage destined to export markets experienced a 29 percent growth in the past 20 years, except for a 20.5-million-ton drop in 2019 due to the trade interruption with China in 2018/19. Domestic grain movements reached 444 million tons, 59-percent growth since 2000.

**Methodology used in report**

This analysis uses the Waterborne Commerce Statistics of the U.S. Army Corps of Engineers to calculate tonnages of barged grain and the Carload Waybill Sample from the Surface Transportation Board to provide the amount of railed grain. Trucking data are the residual quantity derived from subtracting the estimates of the railed and barged volumes from known grain disappearance data (fig. 2). This report includes minor revisions to past years' data based on updates to underlying source data since the last update in 2019.

**Figure 2: Methodology used for the Modal Share Report**




*Source: USDA/Transportation and Marketing*

The latest report with the 1978–2019 data, the previous version containing the complete methodology, and accompanying datasets can be viewed at *Transportation of U.S. Grains: A Modal Share Analysis, 1978-2019 Update.* In addition, USDA's Agricultural Transportation Open Data Platform provides an interactive format that allows readers to view, access, and download data included in this report.

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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 |
| 11/17/21 | 251 | 297 | 250 | 254 | 349 | 298 |
| 11/10/21 | 250 | 297 | 245 | 282 | 378 | 321 |

[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)**

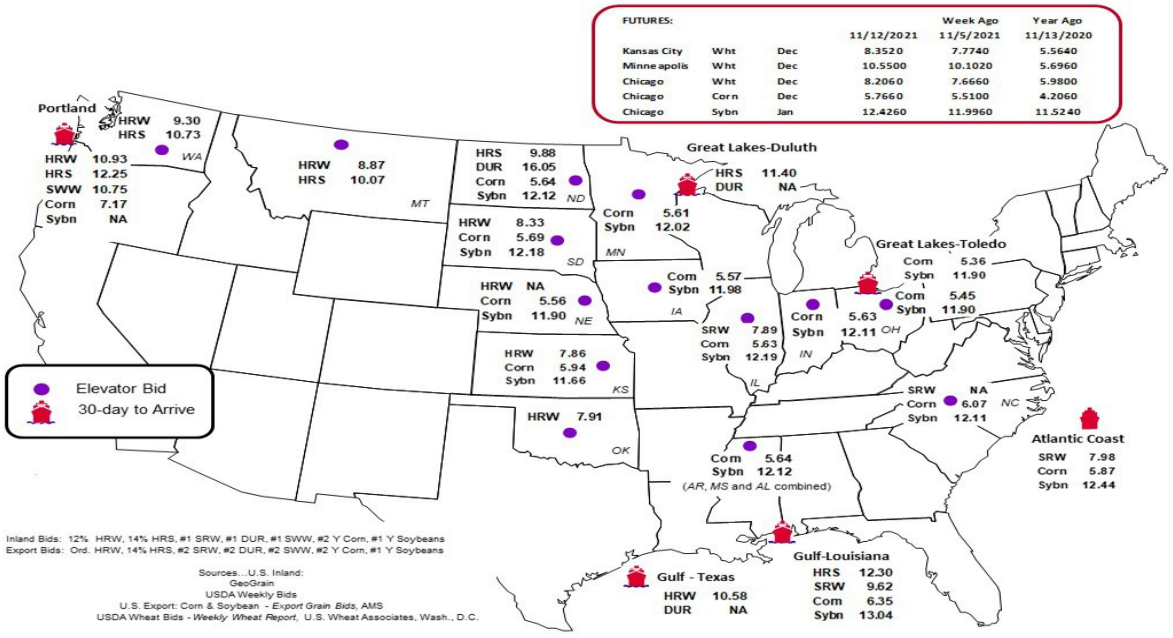
| Commodity | Origin–destination | 11/12/2021 | 11/5/2021 |
|---|---|---|---|
| Corn | IL–Gulf | -0.72 | -0.78 |
| Corn | NE–Gulf | -0.79 | -0.85 |
| Soybean | IA–Gulf | -1.06 | -1.08 |
| HRW | KS–Gulf | -2.72 | -2.75 |
| HRS | ND–Portland | -2.37 | -2.49 |

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] |
|---|---|---|---|---|---|---|---|
| 11/10/2021[p] | 1,227 | 1,824 | 7,621 | 659 | 11,331 | 11/6/2021 | 3,127 |
| 11/03/2021[r] | 1,539 | 1,319 | 8,390 | 850 | 12,098 | 10/30/2021 | 2,950 |
| 2021 YTD[r] | 44,008 | 58,405 | 255,548 | 16,167 | 374,128 | 2021 YTD | 125,487 |
| 2020 YTD[r] | 30,943 | 48,075 | 236,786 | 16,190 | 331,994 | 2020 YTD | 109,263 |
| 2021 YTD as % of 2020 YTD | 142 | 121 | 108 | 100 | 113 | % change YTD | 115 |
| Last 4 weeks as % of 2020[2] | 72 | 72 | 99 | 72 | 89 | Last 4wks. % 2020 | 134 |
| Last 4 weeks as % of 4-year avg.[2] | 219 | 161 | 183 | 310 | 189 | Last 4wks. % 4 yr. | 119 |
| 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.

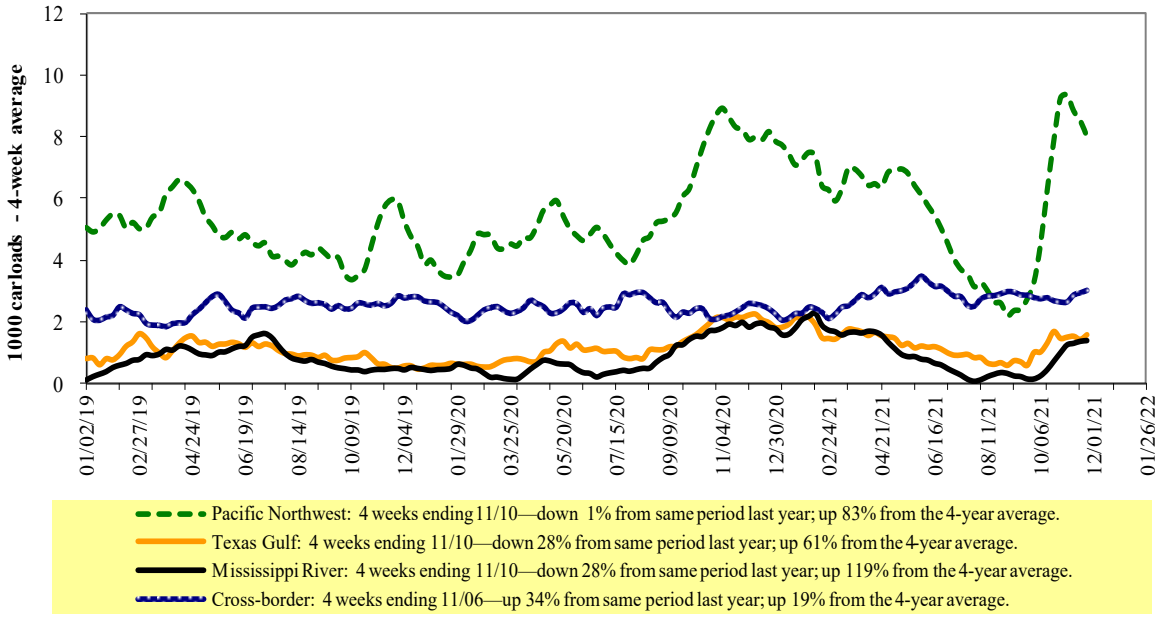
**YTD = year-to-date; p = preliminary data; r = revised data; n/a = not available; wks. = weeks; avg. = average.**

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 | |
|---|---|---|---|---|---|---|---|---|
| 11/6/2021 | CSXT | NS | BNSF | KCS | UP | | CN | CP |
| This week | 1,992 | 2,071 | 13,126 | 1,306 | 6,891 | 25,386 | 3,979 | 5,080 |
| This week last year | 1,650 | 3,383 | 14,181 | 1,110 | 7,101 | 27,425 | 6,188 | 6,693 |
| 2021 YTD | 78,183 | 103,668 | 511,388 | 53,619 | 271,095 | 1,017,953 | 180,572 | 209,212 |
| 2020 YTD | 74,993 | 107,976 | 506,472 | 48,954 | 243,021 | 981,416 | 194,795 | 214,975 |
| 2021 YTD as % of 2020 YTD | 104 | 96 | 101 | 110 | 112 | 104 | 93 | 97 |
| Last 4 weeks as % of 2020* | 108 | 72 | 96 | 122 | 97 | 95 | 72 | 81 |
| Last 4 weeks as % of 3-yr. avg.** | 103 | 84 | 107 | 136 | 119 | 108 | 86 | 92 |
| Total 2020 | 91,659 | 129,812 | 613,630 | 57,782 | 296,701 | 1,189,584 | 238,145 | 261,778 |

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

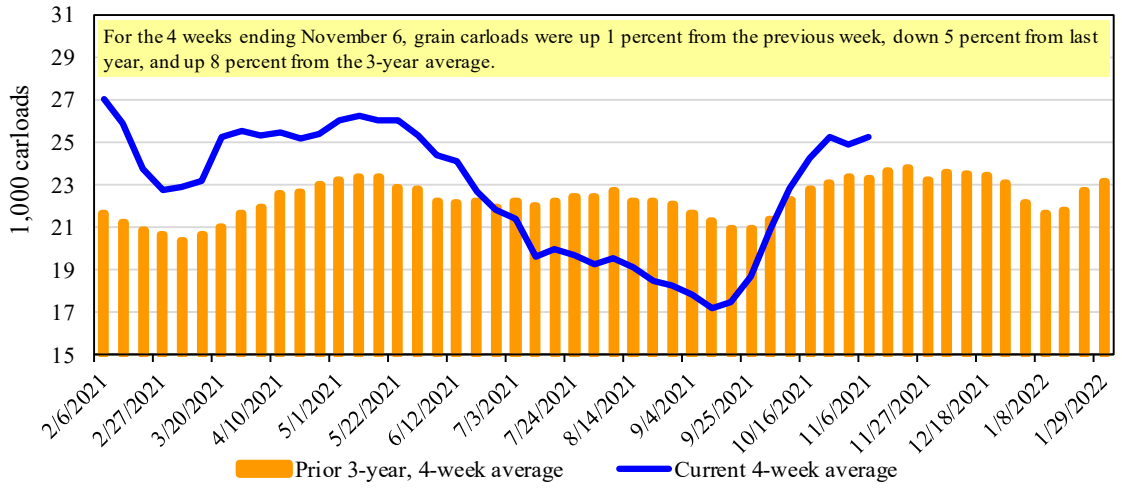
**The past 4 weeks as a percent of the same period from the prior 3-year average. YTD = year-to-date; avg. = average; yr. = year.

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 | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| 11/11/2021 | | Nov-21 | Nov-20 | Dec-21 | Dec-20 | Jan-22 | Jan-21 | Feb-22 | Feb-21 |
| BNSF[3] | COT grain units | n/a | no offer | 0 | no bids | 0 | no bids | n/a | no bids |
| | COT grain single-car | n/a | no offer | 100 | 3 | 0 | 8 | 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.

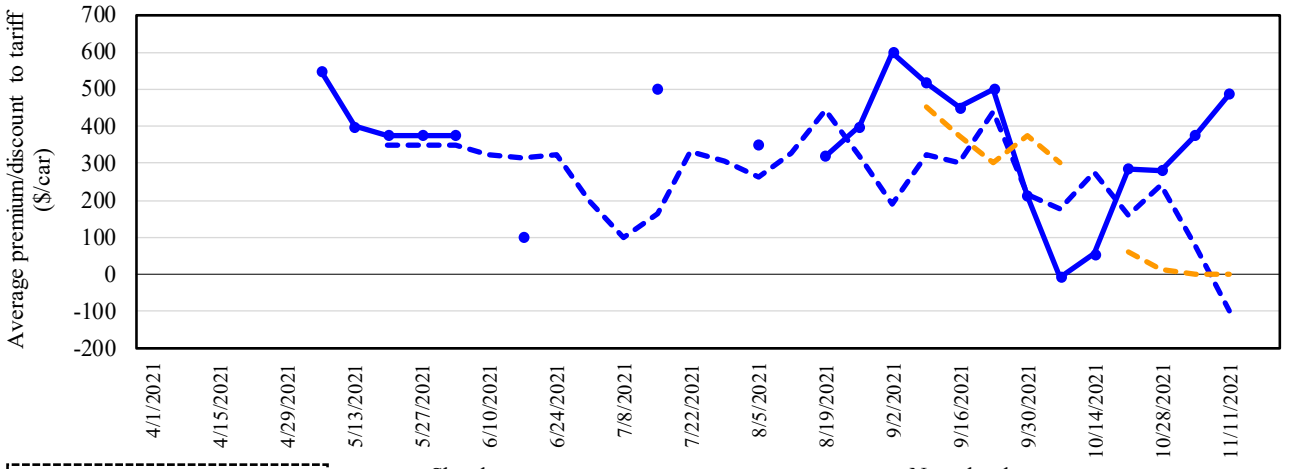
Region 1 includes: AR, IL, LA, MO, NM, OK, TX, WI, and Duluth, MN.

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 November 2021, secondary market**

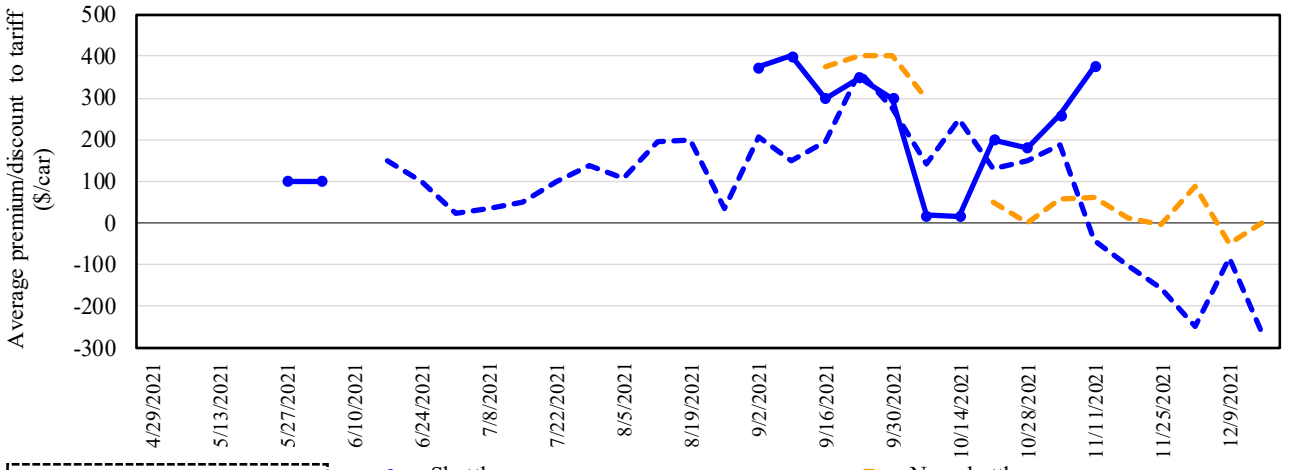



| 11/11/2021 | BNSF | UP |
|---|---|---|
| Non-shuttle | n/a | n/a |
| Shuttle | $419 | $556 |

There were no non-shuttle bids/offers this week.
Average shuttle bids/offers rose $113 this week and are $113 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 December 2021, secondary market**



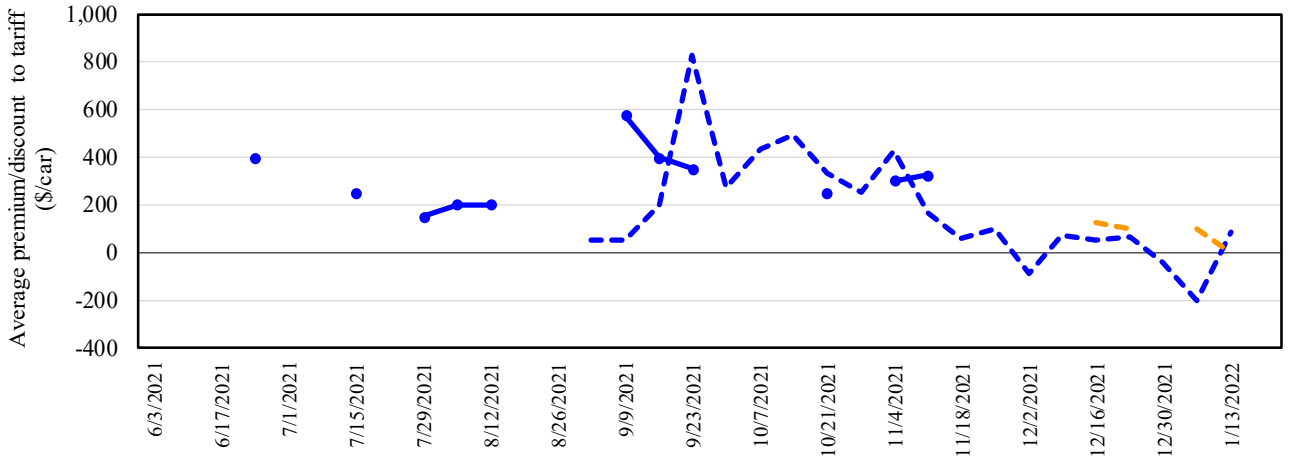

| 11/11/2021 | BNSF | UP |
|---|---|---|
| Non-shuttle | n/a | n/a |
| Shuttle | $322 | $431 |

There were no non-shuttle bids/offers this week.
Average shuttle bids/offers rose $117 this week and are $23 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 January 2022, secondary market**




| 11/11/2021 | BNSF | UP |
|---|---|---|
| Non-shuttle | n/a | n/a |
| Shuttle | $325 | n/a |

There were no non-shuttle bids/offers this week.
Average shuttle bids/offers rose $25 this week and are $250 below the peak.

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

Table 6

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

| | For the week ending: 11/11/2021 | Delivery period | | | | | |
|---|---|---|---|---|---|---|---|
| | | Nov-21 | Dec-21 | Jan-22 | Feb-22 | Mar-22 | Apr-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** | **419** | **322** | **325** | **325** | **n/a** | **(200)** |
| | Change from last week | (56) | 16 | 25 | 25 | n/a | 0 |
| | Change from same week 2020 | 369 | 222 | n/a | n/a | n/a | n/a |
| | **UP-Pool** | **556** | **431** | **n/a** | **250** | **300** | **n/a** |
| | Change from last week | 281 | 218 | n/a | n/a | n/a | n/a |
| | Change from same week 2020 | 481 | 231 | n/a | (75) | 250 | n/a |

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

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

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

Source: USDA, Agricultural Marketing Service.

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

Table 7

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

| November 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 | $132 | $38.00 | $1.03 | 3 |
| | Grand Forks, ND | Duluth-Superior, MN | $3,658 | $0 | $36.33 | $0.99 | -13 |
| | Wichita, KS | Los Angeles, CA | $7,290 | $0 | $72.39 | $1.97 | 2 |
| | Wichita, KS | New Orleans, LA | $4,525 | $231 | $47.23 | $1.29 | 4 |
| | Sioux Falls, SD | Galveston-Houston, TX | $7,026 | $0 | $69.77 | $1.90 | 3 |
| | Colby, KS | Galveston-Houston, TX | $4,801 | $254 | $50.19 | $1.37 | 4 |
| | Amarillo, TX | Los Angeles, CA | $5,121 | $353 | $54.36 | $1.48 | 5 |
| Corn | Champaign-Urbana, IL | New Orleans, LA | $4,000 | $262 | $42.32 | $1.07 | 7 |
| | Toledo, OH | Raleigh, NC | $8,130 | $0 | $80.73 | $2.05 | 4 |
| | Des Moines, IA | Davenport, IA | $2,505 | $55 | $25.43 | $0.65 | 4 |
| | Indianapolis, IN | Atlanta, GA | $6,227 | $0 | $61.84 | $1.57 | 4 |
| | Indianapolis, IN | Knoxville, TN | $5,247 | $0 | $52.11 | $1.32 | 4 |
| | Des Moines, IA | Little Rock, AR | $4,000 | $163 | $41.34 | $1.05 | 6 |
| | Des Moines, IA | Los Angeles, CA | $5,880 | $474 | $63.10 | $1.60 | 8 |
| Soybeans | Minneapolis, MN | New Orleans, LA | $3,631 | $342 | $39.45 | $1.07 | 9 |
| | Toledo, OH | Huntsville, AL | $6,714 | $0 | $66.67 | $1.81 | 2 |
| | Indianapolis, IN | Raleigh, NC | $7,422 | $0 | $73.70 | $2.01 | 4 |
| | Indianapolis, IN | Huntsville, AL | $5,367 | $0 | $53.30 | $1.45 | 2 |
| | Champaign-Urbana, IL | New Orleans, LA | $4,745 | $262 | $49.72 | $1.35 | 6 |
| **Shuttle train** | | | | | | | |
| Wheat | Great Falls, MT | Portland, OR | $4,193 | $0 | $41.64 | $1.13 | 4 |
| | Wichita, KS | Galveston-Houston, TX | $4,411 | $0 | $43.80 | $1.19 | 4 |
| | Chicago, IL | Albany, NY | $6,670 | $0 | $66.24 | $1.80 | 5 |
| | Grand Forks, ND | Portland, OR | $5,851 | $0 | $58.10 | $1.58 | 3 |
| | Grand Forks, ND | Galveston-Houston, TX | $5,721 | $0 | $56.81 | $1.55 | -5 |
| | Colby, KS | Portland, OR | $6,012 | $416 | $63.83 | $1.74 | 5 |
| Corn | Minneapolis, MN | Portland, OR | $5,380 | $0 | $53.43 | $1.36 | 4 |
| | Sioux Falls, SD | Tacoma, WA | $5,340 | $0 | $53.03 | $1.35 | 4 |
| | Champaign-Urbana, IL | New Orleans, LA | $3,920 | $262 | $41.52 | $1.05 | 7 |
| | Lincoln, NE | Galveston-Houston, TX | $4,080 | $0 | $40.52 | $1.03 | 5 |
| | Des Moines, IA | Amarillo, TX | $4,420 | $205 | $45.92 | $1.17 | 6 |
| | Minneapolis, MN | Tacoma, WA | $5,380 | $0 | $53.43 | $1.36 | 4 |
| | Council Bluffs, IA | Stockton, CA | $5,300 | $0 | $52.63 | $1.34 | 4 |
| Soybeans | Sioux Falls, SD | Tacoma, WA | $6,050 | $0 | $60.08 | $1.64 | 3 |
| | Minneapolis, MN | Portland, OR | $6,100 | $0 | $60.58 | $1.65 | 3 |
| | Fargo, ND | Tacoma, WA | $5,950 | $0 | $59.09 | $1.61 | 3 |
| | Council Bluffs, IA | New Orleans, LA | $4,975 | $302 | $52.40 | $1.43 | 6 |
| | Toledo, OH | Huntsville, AL | $4,954 | $0 | $49.20 | $1.34 | 0 |
| | Grand Island, NE | Portland, OR | $5,360 | $426 | $57.45 | $1.56 | 8 |

[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: November 2021 | | | | | | | |
|---|---|---|---|---|---|---|---|
| Commodity | Origin state | Destination region | Tariff rate per car[1] | Fuel surcharge per car[2] | Tariff rate plus fuel surcharge per: metric ton[3] | bushel[3] | Percent change[4] Y/Y |
| Wheat | MT | Chihuahua, CI | $7,699 | $0 | $78.67 | $2.14 | 4 |
| | OK | Cuautitlan, EM | $6,900 | $181 | $72.35 | $1.97 | 5 |
| | KS | Guadalajara, JA | $7,619 | $711 | $85.11 | $2.31 | 6 |
| | TX | Salinas Victoria, NL | $4,420 | $111 | $46.30 | $1.26 | 4 |
| Corn | IA | Guadalajara, JA | $9,102 | $632 | $99.46 | $2.52 | 6 |
| | SD | Celaya, GJ | $8,300 | $0 | $84.81 | $2.15 | 2 |
| | NE | Queretaro, QA | $8,322 | $384 | $88.95 | $2.26 | 4 |
| | SD | Salinas Victoria, NL | $6,905 | $0 | $70.55 | $1.79 | 0 |
| | MO | Tlalnepantla, EM | $7,687 | $374 | $82.37 | $2.09 | 4 |
| | SD | Torreon, CU | $7,825 | $0 | $79.95 | $2.03 | 2 |
| Soybeans | MO | Bojay (Tula), HG | $8,647 | $588 | $94.35 | $2.57 | 5 |
| | NE | Guadalajara, JA | $9,207 | $611 | $100.31 | $2.73 | 4 |
| | IA | El Castillo, JA | $9,510 | $0 | $97.17 | $2.64 | 1 |
| | KS | Torreon, CU | $8,109 | $431 | $87.26 | $2.37 | 4 |
| Sorghum | NE | Celaya, GJ | $7,932 | $562 | $86.79 | $2.20 | 6 |
| | KS | Queretaro, QA | $8,108 | $226 | $85.15 | $2.16 | 2 |
| | NE | Salinas Victoria, NL | $6,713 | $182 | $70.44 | $1.79 | 2 |
| | NE | Torreon, CU | $7,225 | $399 | $77.90 | $1.98 | 5 |

[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.

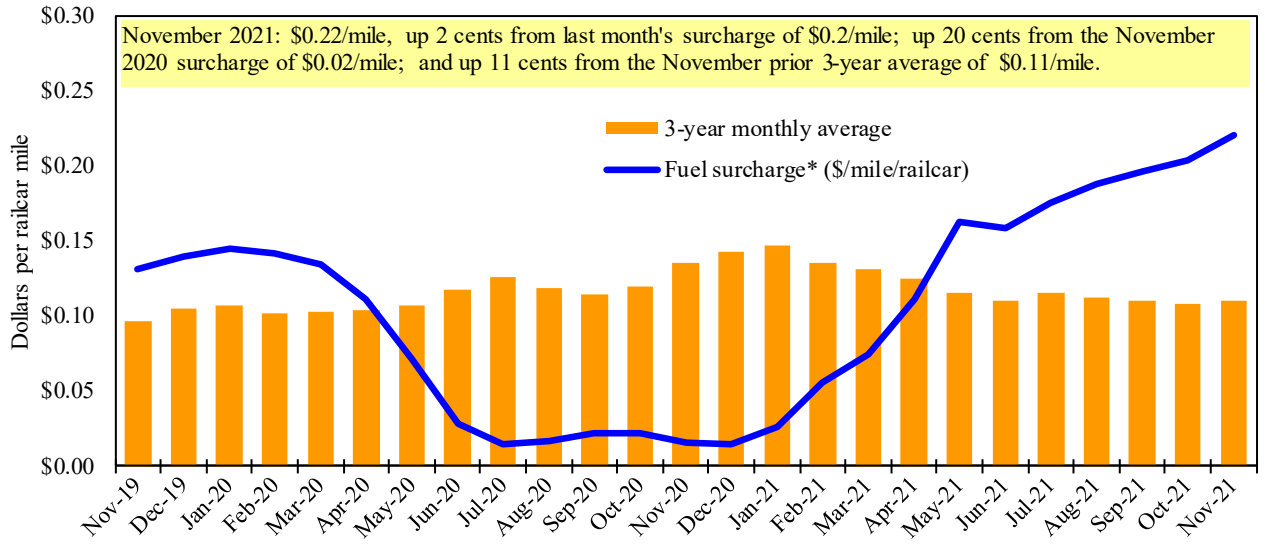
[3]Approximate load per car = 97.87 metric tons: Corn & Sorghum 56 lbs/bu, Wheat & Soybeans 60 lbs/bu.

[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.

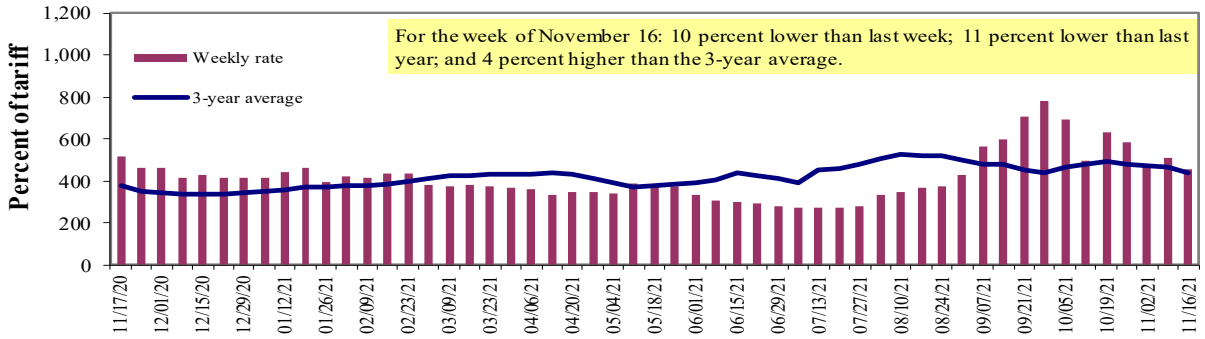
* Beginning January 2009, the Canadian Pacific fuel surcharge is computed by a monthly average of the bi-weekly fuel surcharge.

**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]**




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

Table 9
**Weekly barge freight rates: Southbound only**

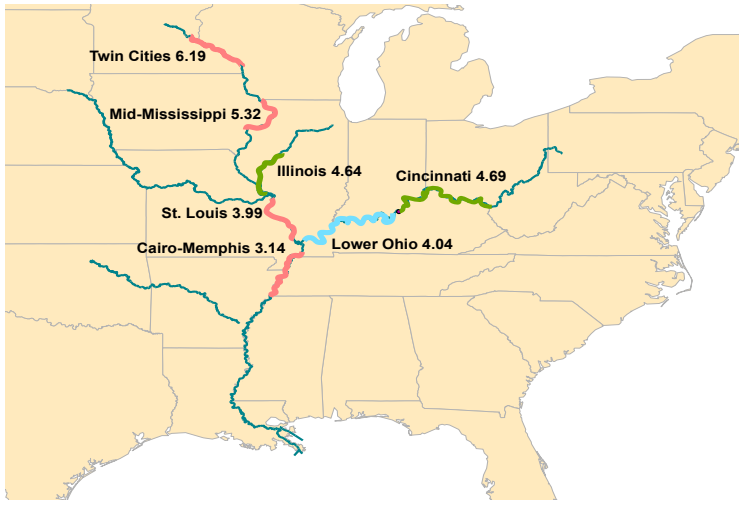
| | | Twin Cities | Mid-Mississippi | Lower Illinois River | St. Louis | Cincinnati | Lower Ohio | Cairo-Memphis |
|---|---|---|---|---|---|---|---|---|
| **Rate[1]** | 11/16/2021 | 439 | 462 | 457 | 362 | 460 | 460 | 327 |
| | 11/9/2021 | 445 | 500 | 508 | 416 | 498 | 498 | 390 |
| **$/ton** | 11/16/2021 | 27.17 | 24.58 | 21.20 | 14.44 | 21.57 | 18.58 | 10.27 |
| | 11/9/2021 | 27.55 | 26.60 | 23.57 | 16.60 | 23.36 | 20.12 | 12.25 |
| **Current week % change from the same week:** | | | | | | | | |
| | Last year | -20 | -11 | -11 | -13 | -14 | -14 | -14 |
| | 3-year avg. [2] | -9 | 2 | 4 | 2 | 21 | 21 | -2 |
| **Rate[1]** | December | | | 408 | 317 | 349 | 349 | 287 |
| | February | - | - | 420 | 302 | 326 | 326 | 267 |

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

**Figure 9**
**Benchmark tariff rates**

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

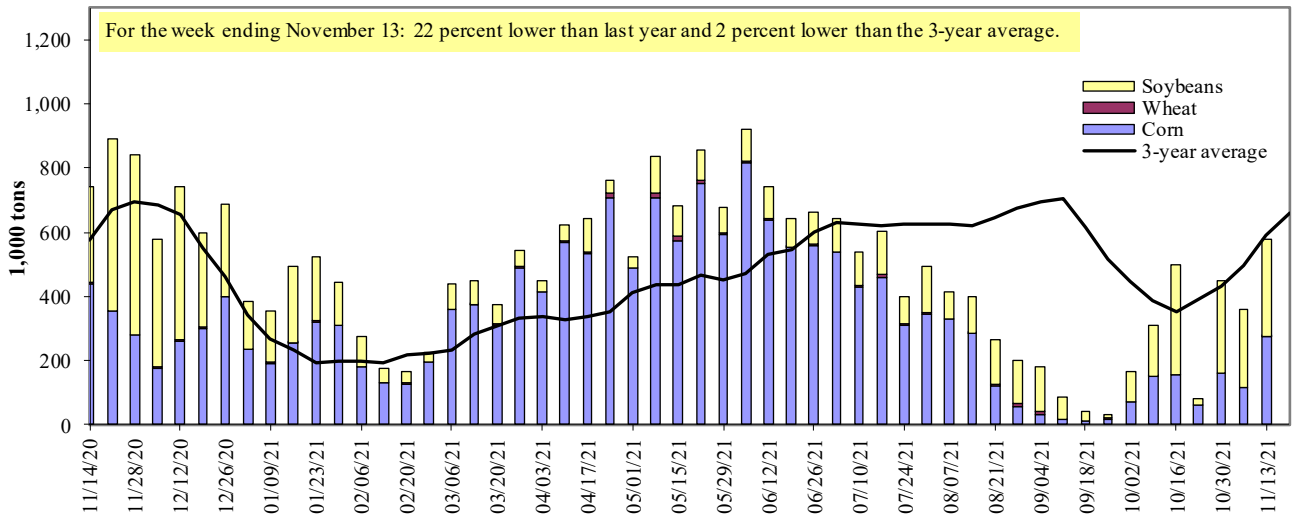
Select applicable index from market quotes are included in tables on this page. The 1976 benchmark rates per ton are provided in map.




*Map Credit: USDA, Agricultural Marketing Service*

Figure 10

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




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

Source: U.S. Army Corps of Engineers.

Table 10

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

| For the week ending 11/13/2021 | Corn | Wheat | Soybeans | Other | Total |
|---|---|---|---|---|---|
| **Mississippi River** | | | | | |
| Rock Island, IL (L15) | 71 | 5 | 111 | 0 | 187 |
| Winfield, MO (L25) | 213 | 2 | 220 | 0 | 434 |
| Alton, IL (L26) | 279 | 2 | 270 | 0 | 551 |
| Granite City, IL (L27) | 275 | 2 | 302 | 0 | 578 |
| **Illinois River (La Grange)** | 34 | 0 | 24 | 0 | 57 |
| **Ohio River (Olmsted)** | 86 | 5 | 169 | 0 | 260 |
| **Arkansas River (L1)** | 0 | 10 | 41 | 0 | 50 |
| | | | | | |
| Weekly total - 2021 | 361 | 17 | 511 | 0 | 889 |
| Weekly total - 2020 | 470 | 9 | 416 | 30 | 926 |
| 2021 YTD[1] | 21,089 | 1,518 | 8,643 | 245 | 31,496 |
| 2020 YTD[1] | 15,684 | 1,642 | 14,468 | 203 | 31,997 |
| 2021 as % of 2020 YTD | 134 | 92 | 60 | 121 | 98 |
| Last 4 weeks as % of 2020[2] | 75 | 68 | 70 | 36 | 72 |
| 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.

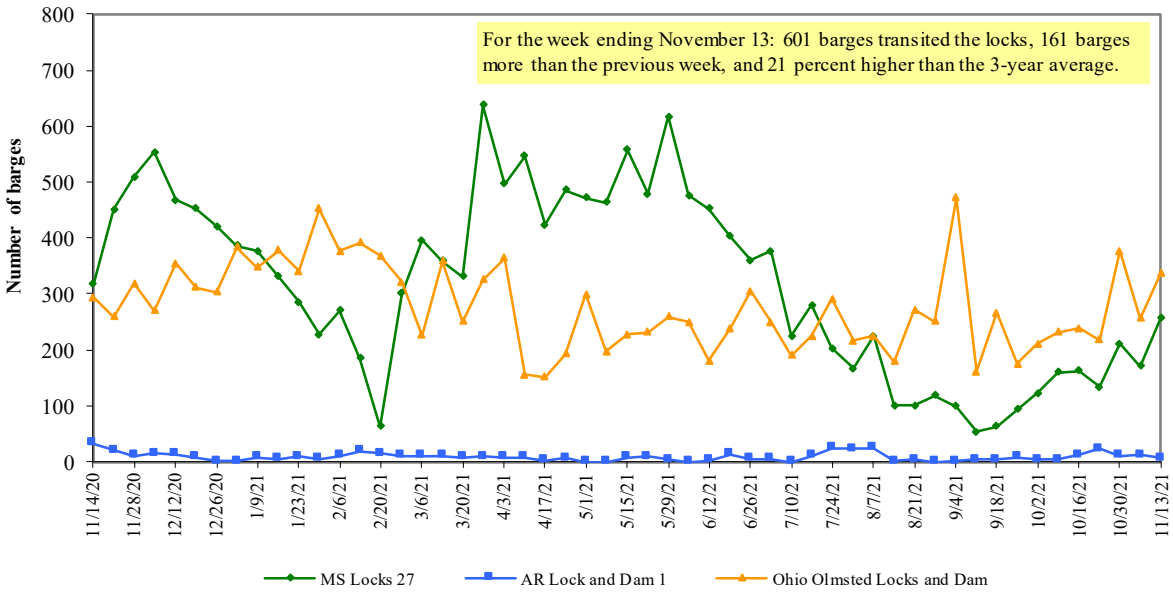
[2] As a percent of same period in 2020.

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

Source: U.S. Army Corps of Engineers.

Figure 11

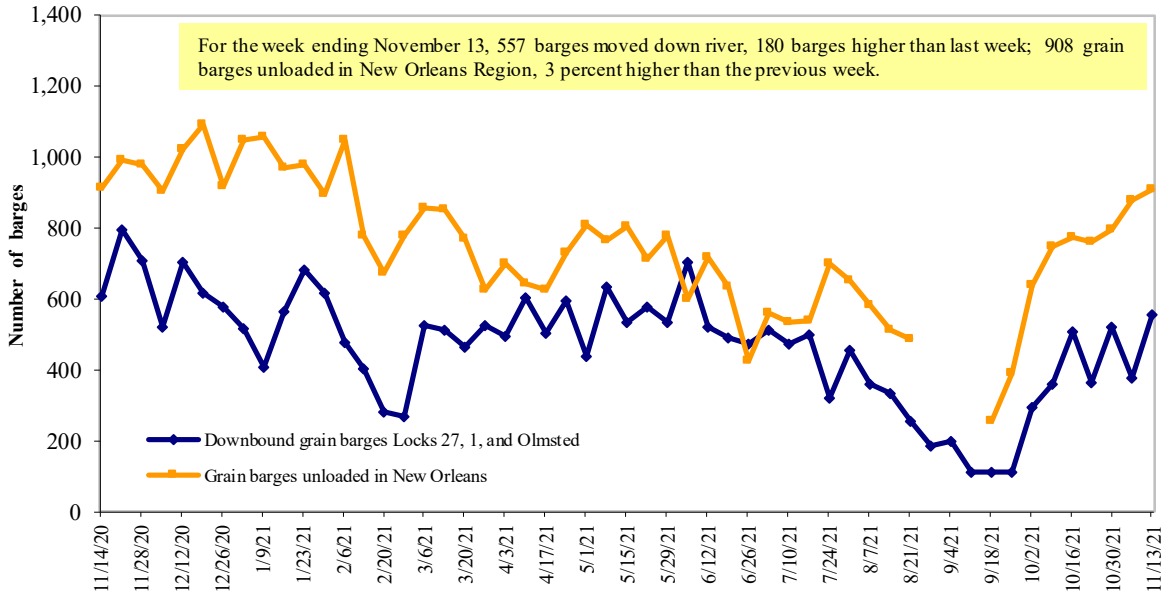
**Upbound empty barges transiting Mississippi River Locks 27, Arkansas River Lock and Dam 1, and Ohio River Olmsted Locks and Dam**




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 11/15/2021 (U.S. $/gallon)**

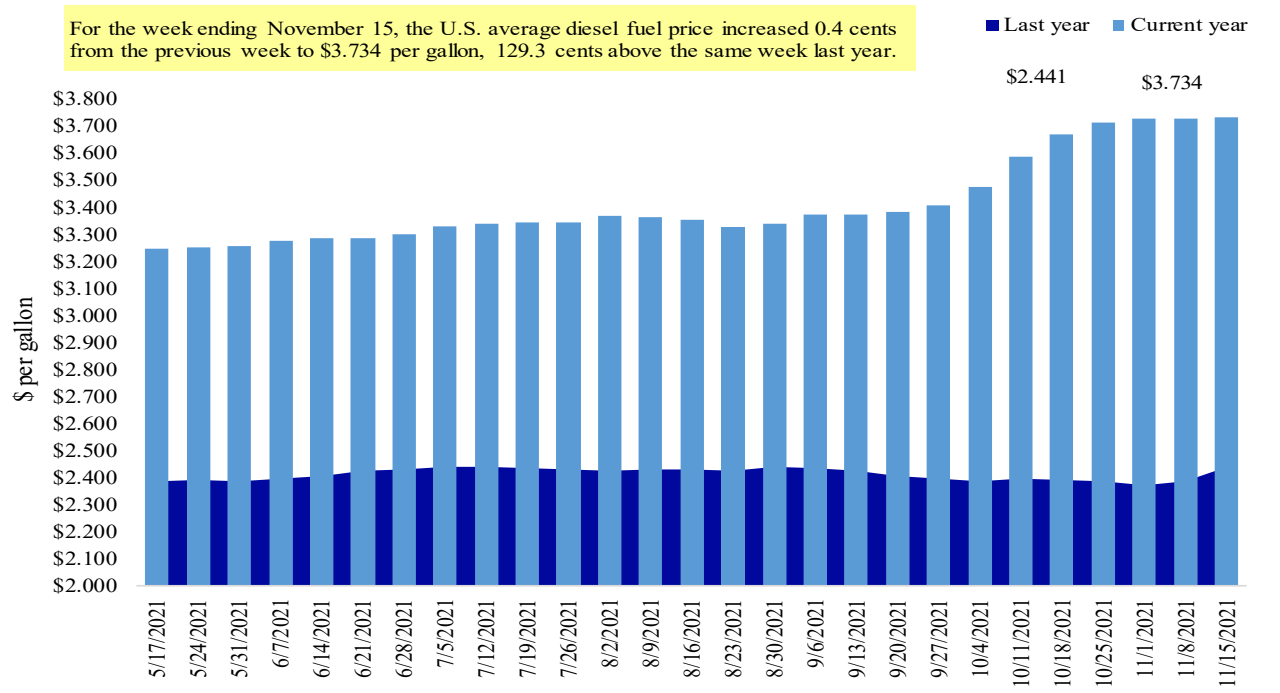
| Region | Location | Price | Change from Week ago | Change from Year ago |
|---|---|---|---|---|
| I | East Coast | 3.707 | -0.005 | 1.220 |
| | New England | 3.657 | 0.001 | 1.105 |
| | Central Atlantic | 3.852 | -0.006 | 1.168 |
| | Lower Atlantic | 3.620 | -0.004 | 1.283 |
| II | Midwest | 3.631 | -0.002 | 1.292 |
| III | Gulf Coast | 3.474 | -0.008 | 1.294 |
| IV | Rocky Mountain | 3.838 | 0.005 | 1.348 |
| V | West Coast | 4.424 | 0.053 | 1.434 |
| | West Coast less California | 4.009 | 0.035 | 1.323 |
| | California | 4.769 | 0.068 | 1.529 |
| Total | United States | 3.734 | 0.004 | 1.293 |

[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] | | | | | | | | | |
| 11/4/2021 | 1,854 | 533 | 1,142 | 748 | 52 | 4,330 | 25,464 | 19,010 | 48,804 |
| This week year ago | 1,601 | 421 | 1,554 | 1,973 | 203 | 5,751 | 26,583 | 30,112 | 62,445 |
| **Cumulative exports-marketing year**[2] | | | | | | | | | |
| 2021/22 YTD | 3,366 | 1,383 | 2,468 | 1,650 | 97 | 8,964 | 6,612 | 14,283 | 29,858 |
| 2020/21 YTD | 4,585 | 945 | 3,275 | 2,162 | 340 | 11,306 | 7,585 | 19,720 | 38,611 |
| YTD 2021/22 as % of 2020/21 | 73 | 146 | 75 | 76 | 28 | 79 | 87 | 72 | 77 |
| Last 4 wks. as % of same period 2020/21* | 111 | 139 | 67 | 35 | 30 | 72 | 94 | 71 | 81 |
| 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 11/4/2021 | 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 | 8,884 | 7,078 | 26 | 14,817 |
| Japan | 2,642 | 4,592 | (42) | 11,082 |
| China | 11,925 | 10,774 | 11 | 7,920 |
| Columbia | 1,685 | 1,654 | 2 | 4,491 |
| Korea | 72 | 600 | (88) | 3,302 |
| **Top 5 importers** | **25,208** | **24,698** | **2** | **41,613** |
| **Total U.S. corn export sales** | **32,076** | **34,168** | **(6)** | **53,145** |
| % of projected exports | 50% | 49% | | |
| Change from prior week[2] | **1,067** | **978** | | |
| **Top 5 importers' share of U.S. corn export sales** | 79% | 72% | | 78% |
| **USDA forecast November 2021** | **63,613** | **70,051** | **(9)** | |
| **Corn use for ethanol USDA forecast, November 2021** | **133,350** | **127,711** | **4** | |

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

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

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

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

Source: USDA, Foreign Agricultural Service.

Table 14

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

| For the week ending 11/4/2021 | 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 | 18,191 | 27,553 | (34) | 21,666 |
| Mexico | 2,299 | 2,721 | (16) | 4,754 |
| Egypt | 1,216 | 1,332 | (9) | 3,093 |
| Indonesia | 402 | 773 | (48) | 2,325 |
| Japan | 836 | 837 | (0) | 2,275 |
| **Top 5 importers** | **22,944** | **33,216** | **(31)** | **34,113** |
| **Total U.S. soybean export sales** | **33,293** | **49,832** | **(33)** | **50,758** |
| % of projected exports | 60% | 81% | | |
| change from prior week[2] | **1,289** | **1,400** | | |
| **Top 5 importers' share of U.S. soybean export sales** | 69% | 67% | | **67%** |
| **USDA forecast, November 2021** | **55,858** | **61,717** | **(9)** | |

[1]Based on USDA, Foreign Agricultural Service (FAS) marketing year ranking reports for 2020/21; marketing year (MY) = Sep 1 - Aug 31.
[2]Cumulative exports (shipped) + outstanding sales (unshipped), FAS weekly export sales report, or export sales query. The total commitments change (net sales) from prior week could include revisions from previous week's outstanding sales and/or accumulated sales.
[3]FAS marketing year ranking reports (carryover plus accumulated export); yr. = year; avg. = average.
Note: A red number in parentheses indicates a negative number; mt = metric ton.
Source: USDA, Foreign Agricultural Service.

Table 15

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

| For the week ending 11/4/2021 | Total Commitments[2] 2021/22 current MY | 2020/21 last MY | % change current MY from last MY | Exports[3] 3-yr. avg. 2018-20 |
|---|---|---|---|---|
| | | 1,000 mt - | | - 1,000 mt - |
| Mexico | 2,392 | 2,249 | 6 | 3,388 |
| Philippines | 2,039 | 2,373 | (14) | 3,121 |
| Japan | 1,360 | 1,571 | (13) | 2,567 |
| Korea | 818 | 1,166 | (30) | 1,501 |
| Nigeria | 1,379 | 791 | 74 | 1,490 |
| China | 848 | 1,598 | (47) | 1,268 |
| Taiwan | 549 | 769 | (29) | 1,187 |
| Indonesia | 59 | 606 | (90) | 1,131 |
| Thailand | 375 | 495 | (24) | 768 |
| Italy | 184 | 487 | (62) | 681 |
| **Top 10 importers** | **10,003** | **12,105** | (17) | **17,102** |
| **Total U.S. wheat export sales** | **13,293** | **17,058** | (22) | **24,617** |
| % of projected exports | 57% | 63% | | |
| change from prior week[2] | **286** | **301** | | |
| **Top 10 importers' share of U.S. wheat export sales** | 75% | 71% | | 69% |
| **USDA forecast, November 2021** | **23,433** | **27,030** | (13) | |

[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 11/11/21 | 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 | 90 | 71 | 126 | 12,324 | 13,960 | 88 | 29 | 28 | 15,966 |
| Corn | 0 | 0 | n/a | 12,369 | 8,589 | 144 | 0 | 0 | 9,969 |
| Soybeans | 700 | 1,065 | 66 | 10,137 | 10,198 | 99 | 111 | 188 | 14,028 |
| **Total** | **790** | **1,136** | **70** | **34,829** | **32,748** | **106** | **87** | **116** | **39,963** |
| **Mississippi Gulf** | | | | | | | | | |
| Wheat | 79 | 108 | 73 | 2,996 | 3,271 | 92 | 266 | 152 | 3,422 |
| Corn | 561 | 440 | 128 | 35,409 | 25,052 | 141 | 100 | 107 | 28,781 |
| Soybeans | 1,048 | 1,445 | 72 | 19,078 | 28,220 | 68 | 87 | 116 | 38,013 |
| **Total** | **1,687** | **1,993** | **85** | **57,484** | **56,543** | **102** | **93** | **115** | **70,215** |
| **Texas Gulf** | | | | | | | | | |
| Wheat | 184 | 7 | n/a | 3,614 | 4,025 | 90 | 119 | 82 | 4,248 |
| Corn | 27 | 0 | n/a | 532 | 650 | 82 | 103 | 118 | 723 |
| Soybeans | 54 | 168 | 32 | 1,356 | 1,222 | 111 | 76 | 229 | 2,098 |
| **Total** | **265** | **175** | **152** | **5,502** | **5,897** | **93** | **87** | **142** | **7,068** |
| **Interior** | | | | | | | | | |
| Wheat | 30 | 55 | 55 | 2,617 | 1,874 | 140 | 89 | 117 | 2,263 |
| Corn | 232 | 198 | 117 | 8,609 | 7,546 | 114 | 123 | 121 | 8,683 |
| Soybeans | 190 | 180 | 105 | 5,453 | 6,135 | 89 | 104 | 117 | 7,274 |
| **Total** | **452** | **433** | **104** | **16,679** | **15,556** | **107** | **110** | **118** | **18,220** |
| **Great Lakes** | | | | | | | | | |
| Wheat | 27 | 24 | 110 | 422 | 717 | 59 | 169 | 81 | 891 |
| Corn | 20 | 0 | n/a | 114 | 61 | 187 | 279 | 105 | 111 |
| Soybeans | 124 | 12 | n/a | 424 | 771 | 55 | 97 | 159 | 1,111 |
| **Total** | **171** | **36** | **474** | **960** | **1,549** | **62** | **108** | **135** | **2,113** |
| **Atlantic** | | | | | | | | | |
| Wheat | 0 | 0 | n/a | 125 | 35 | 354 | 0 | 0 | 65 |
| Corn | 0 | 0 | n/a | 81 | 33 | 246 | n/a | 472 | 33 |
| Soybeans | 67 | 138 | 49 | 1,557 | 1,163 | 134 | 96 | 148 | 1,870 |
| **Total** | **67** | **138** | **49** | **1,763** | **1,231** | **143** | **101** | **154** | **1,968** |
| **U.S. total from ports*** | | | | | | | | | |
| Wheat | 409 | 265 | 155 | 22,097 | 23,882 | 93 | 72 | 62 | 26,854 |
| Corn | 841 | 638 | 132 | 57,115 | 41,932 | 136 | 95 | 93 | 48,301 |
| Soybeans | 2,182 | 3,008 | 73 | 38,005 | 47,708 | 80 | 96 | 140 | 64,394 |
| **Total** | **3,432** | **3,910** | **88** | **117,217** | **113,523** | **103** | **93** | **118** | **139,548** |

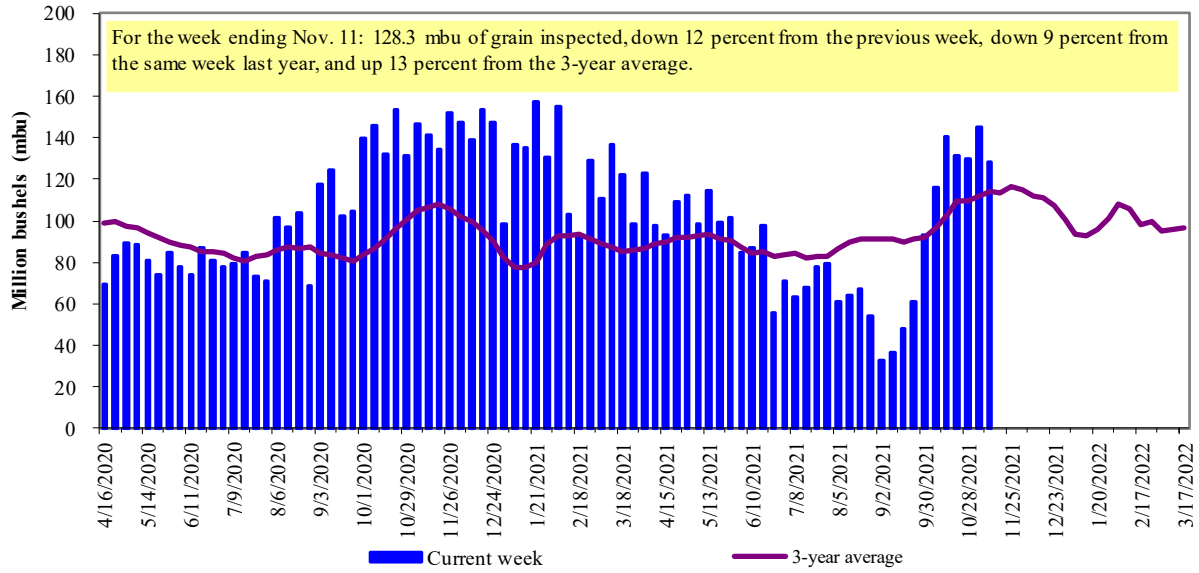
*Data includes revisions from prior weeks; some regional totals may not add exactly due to rounding.

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)**

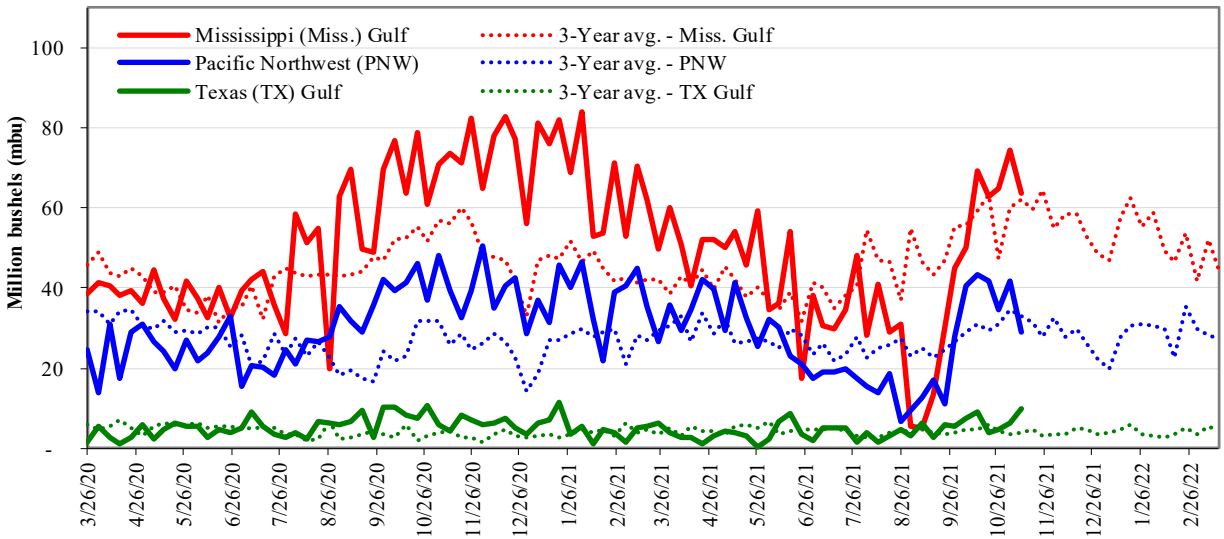



Note: 3-year average consists of 4-week running average.

Source: USDA, Federal Grain Inspection Service.

Figure 15

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




| Week ending 11/11/21 inspections (mbu): | |
|---|---|
| MS Gulf: | 63.5 |
| PNW: | 29.0 |
| TX Gulf: | 9.8 |

| Percent change from: | MS Gulf | TX Gulf | U.S. Gulf | PNW |
|---|---|---|---|---|
| Last wk: | down 15 | up 53 | down 9 | down 30 |
| Last Year (same wk): | down 14 | up 135 | down 6 | down 26 |
| 3-yr avg. (4-wk. mov. Avg): | up 9 | up 125 | up 18 | down 9 |

Source: USDA, Federal Grain Inspection Service.

Table 17

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

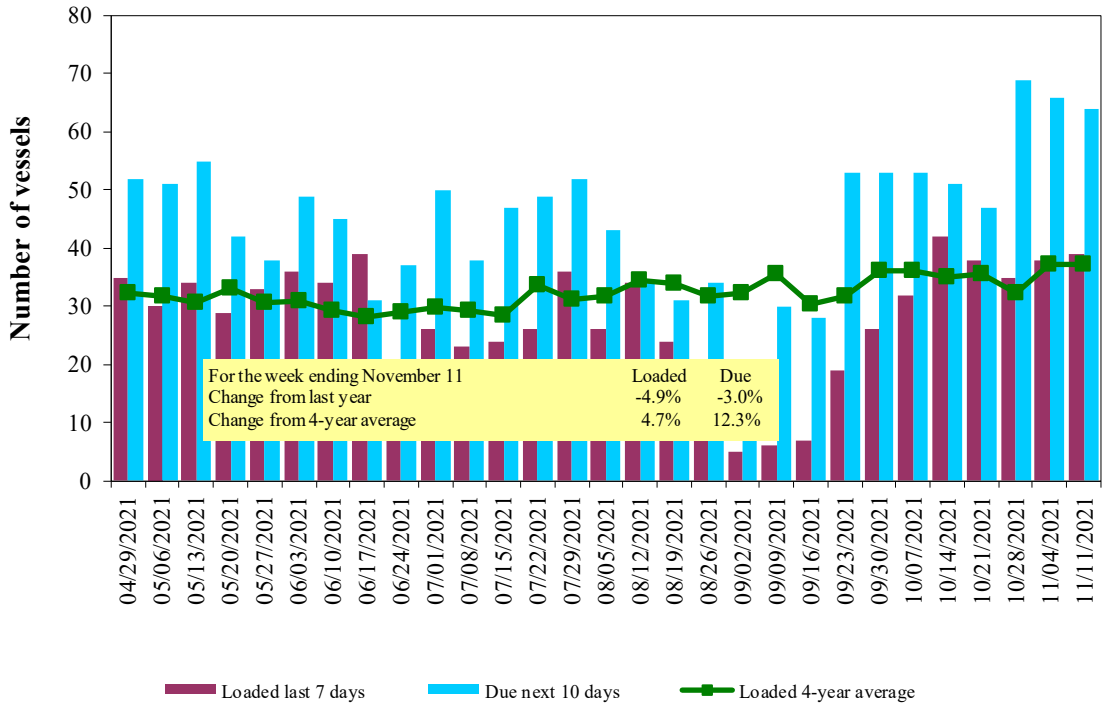
| | Gulf | | | Pacific Northwest |
|---|---|---|---|---|
| Date | In port | Loaded 7-days | Due next 10-days | In port |
| 11/11/2021 | 49 | 39 | 64 | 19 |
| 11/4/2021 | 44 | 38 | 66 | 14 |
| 2020 range | (22…60) | (23...46) | (34...68) | (7…24) |
| 2020 average | 37 | 33 | 49 | 15 |

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

Source: USDA, Agricultural Marketing Service.

Figure 16

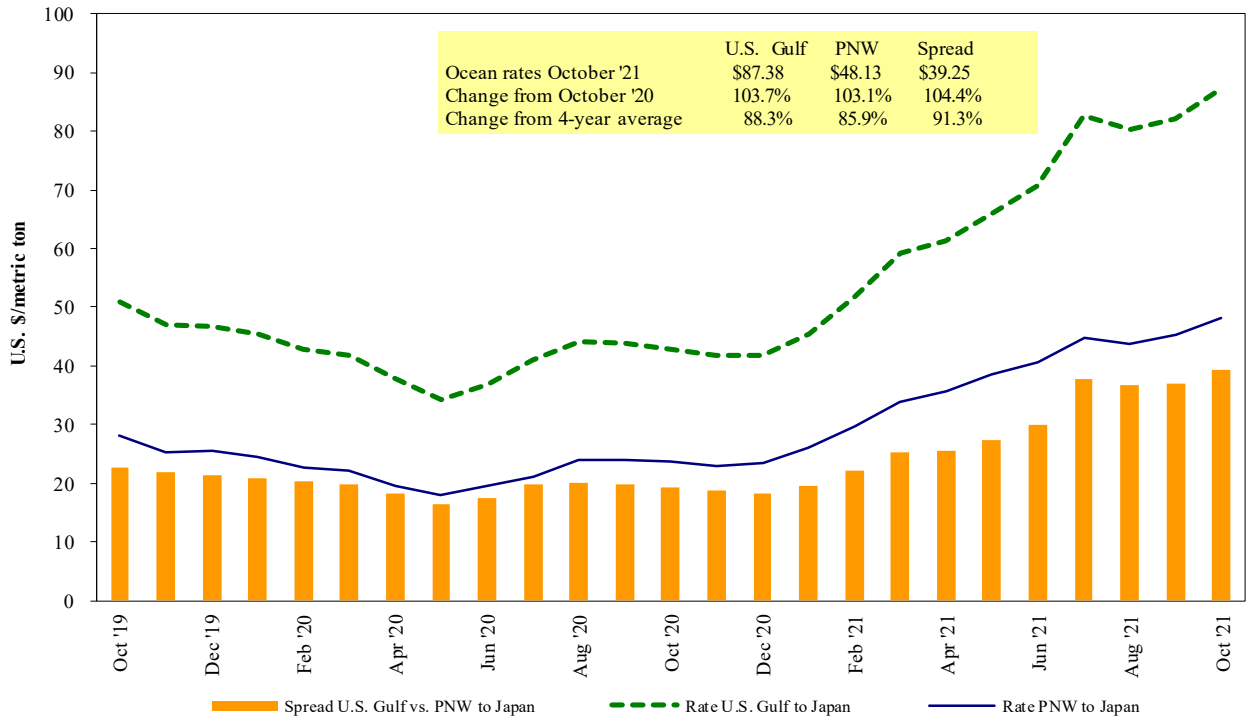
**U.S. Gulf[1] vessel loading activity**




[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 11/13/2021**

| 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, 2021 | 48,000 | 70.10 |
| U.S. Gulf | Japan | Heavy grain | Aug 21/Sep 9, 2021 | 50,000 | 60.90 |
| U.S. Gulf | Japan | Heavy grain | Aug 1/10, 2021 | 50,000 | 69.75 |
| U.S. Gulf | Sudan | Wheat | Sep 1/10, 2021 | 49,000 | 79.12* |
| U.S. Gulf | China | Heavy grain | Nov 1/10, 2021 | 66,000 | 89.00 |
| U.S. Gulf | China | Heavy grain | Oct 1/10, 2021 | 55,000 | 81.50 |
| U.S. Gulf | Djibouti | Wheat | Jul 6/16, 2021 | 5,880 | 85.70* |
| U.S. Gulf | S. Korea | Heavy grain | Dec 1/10, 2021 | 51,000 | 940.00 |
| PNW | Japan | Wheat | Sep 1, 2021 | 52,170 | 56.55* |
| PNW | Japan | Wheat | Jul 25/ Aug 5, 2021 | 32,590 | 64.00 |
| PNW | Taiwan | Wheat | Nov 1/10, 2021 | 49,580 | 67.30 |
| PNW | Taiwan | Heavy grain | Aug 20/30, 2021 | 35,000 | 64.20* |
| PNW | Taiwan | Wheat | Aug 1/10, 2021 | 55,000 | 54.95 |
| Brazil | N. China | Heavy grain | Jan 1/5, 2022 | 64,000 | 58.25 |
| Australia | Japan | Barley | Nov 1/10, 2021 | 55,000 | 65.50 |
| River Plate | South Korea | Corn | Oct 21, 2021 | 67,000 | 79.80 |

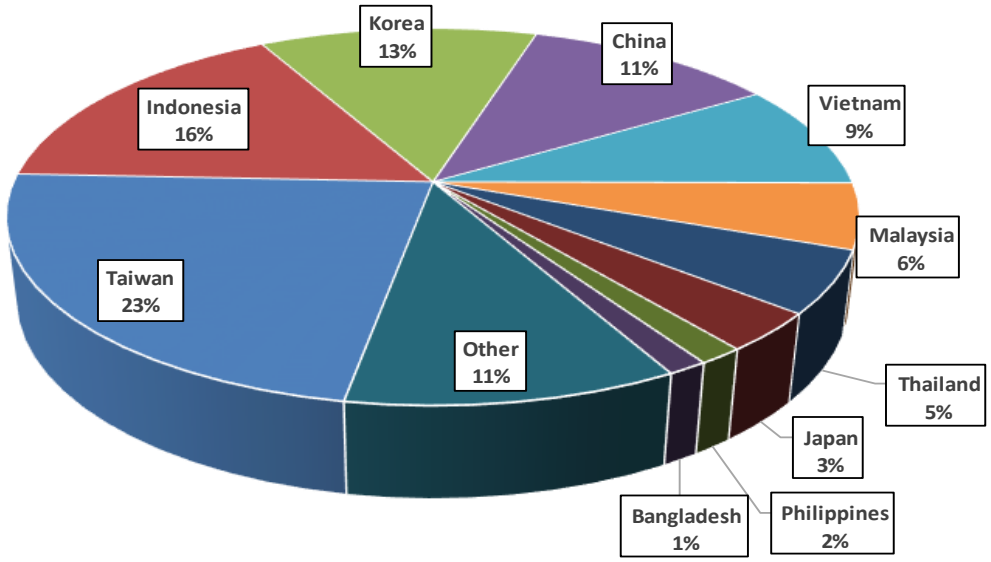
*50 percent of food aid from the United States is required to be shipped on U.S.-flag vessels.

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

Source: Maritime Research, Inc.

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

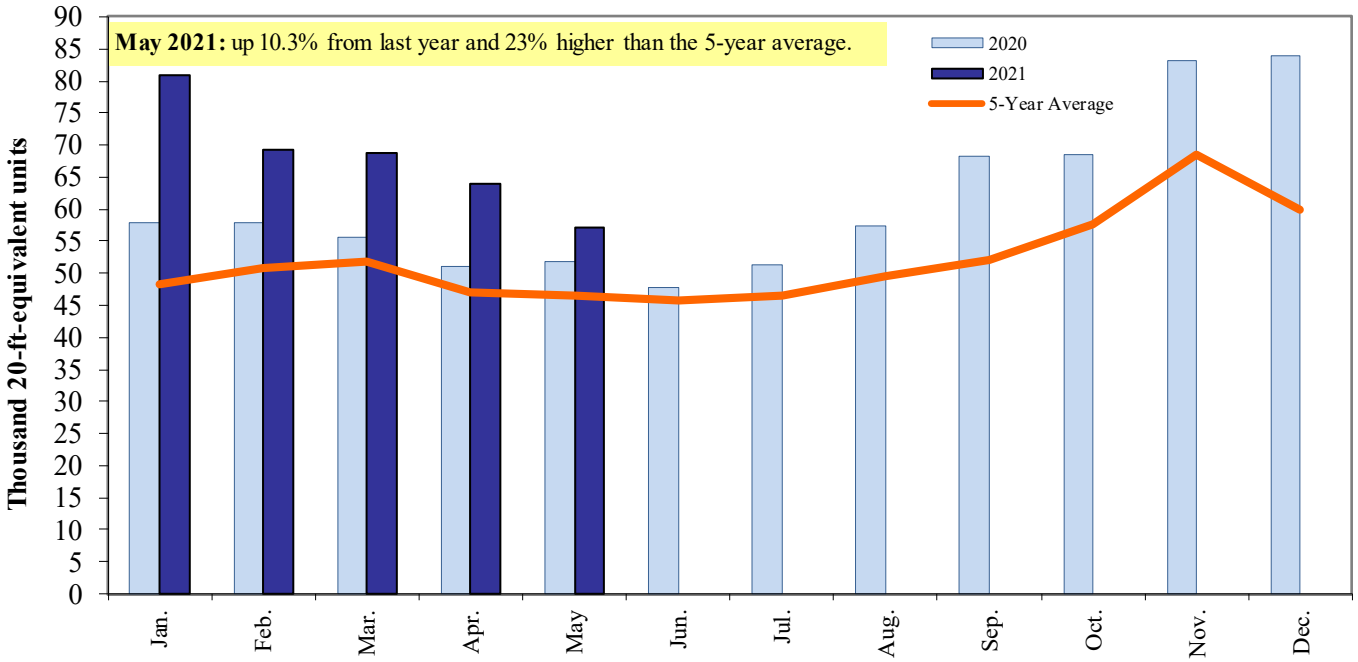
Figure 18
**Top 10 destination markets for U.S. containerized grain exports, Jan-May 2021**




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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