United States Department of Agriculture

Grain Transportation Report

A weekly publication of the Agricultural Marketing Service
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Contents

The next release is December 3, 2020

WEEKLY HIGHLIGHTS

Port of Los Angeles Launches New Data Tool To Ease Truck Congestion

To mitigate container and chassis congestion, the Port of Los Angeles recently launched a new data tool: "The Return Signal." Updating every 5 minutes, as well as filtering and customizing information, the tool helps the trucking community know where and when it can return empty containers throughout the San Pedro Bay complex. The Port hopes the tool will help ease the flow of empty containers across the cargo complex and avoid congestion and delay.

FMC Expands Fact-Finding Investigation

On November 19, the Federal Maritime Commission (FMC) expanded its investigation into whether carriers in alliances that call on the ports of Long Beach, Los Angeles, New York, and/or New Jersey are violating Federal regulations. Practices under investigation for possible violations concern demurrage and detention, container return, and container availability for U.S. export cargoes, and other issues. FMC's November 19 Supplemental Order expands the authority of its Fact Finding 29 order issued earlier this year.

FMCSA Preempts Washington State's Meal and Rest Rules

The Federal Motor Carrier Safety Administration (FMCSA) has determined that Washington State's meal-and-rest-break rules for commercial truck drivers are preempted by Federal hours-of-service (HOS) regulations. In response to a petition by the Washington Trucking Associations, FMCSA found Washington's meal-and-rest-break laws conferred no safety benefits beyond those already provided by FMCSA regulations, conflicted with Federal HOS rules, and placed an "unreasonable burden" on interstate commerce. FMCSA received 33 comments on the petition, with 24 commenters supporting preemption and nine opposing.

Rail Shipments of Grain Continue Upward Trajectory

U.S. Class I railroads originated a record 29,123 **grain carloads** during the week ending November 14, a weekly level not seen since the peak of 28,657 carloads in November 2016 (a year of record crop production). While rail traffic across most commodities is down for the year to date, grain is up 2 percent according to the Association of American Railroads. Grain shipments by rail have been particularly strong since early September, driven by substantial growth in grain exports (***GTR* fig. 14**). Between September 5 and November 14, grain carloads were 20 percent above the period's prior 3-year average.

Snapshots by Sector

Export Sales

For the week ending November 12, **unshipped balances** of wheat, corn, and soybeans totaled 61.4 million metric tons (mmt). This was 2 percent lower than last week, but still represented a significant increase in outstanding sales from the same time last year. Net **corn export sales** were 1.089 mmt, up 11 percent from the past week. Net **soybean export sales** were 1.388 mmt, down 6 percent from the previous week. Net weekly **wheat export sales** were 0.192 mmt, down 36 percent from the previous week.

Rail

Average December shuttle **secondary railcar** bids/offers (per car) were $6 above tariff for the week ending November 19. This was $144 less than last week and $106 more than this week last year. There were no non-shuttle bids/offers this week.

Barge

For the week ending November 21, **barge grain movements** totaled 1,277,308 tons. This was 31 percent more than the previous week and 33 percent more than the same period last year.

For the week ending November 21, 795 grain barges **moved down river**—188 barges more than the previous week. There were 990 grain barges **unloaded in New Orleans**, 8 percent higher than the previous week.

Ocean

For the week ending November 19, 37 **oceangoing grain vessels** were loaded in the Gulf—23 percent more than the same period last year. Within the next 10 days (starting November 20), 60 vessels were expected to be loaded—36 percent more than the same period last year.

As of November 19, the rate for shipping a metric ton (mt) of grain from the U.S. Gulf to Japan was $41.50. This was 1 percent more than the previous week. The rate from PNW to Japan was $23.00 per mt, 1 percent more than the previous week.

Fuel

For the week ending November 23, the U.S. average **diesel fuel price** increased 2.1 cents from the previous week to $2.462 per gallon, 60.4 cents below the same week last year.

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Feature Article/Calendar

U.S. and Brazilian Soybean Transportation and Landed Costs Up From Last Quarter

The United States and Brazil lead the world as producers and exporters of soybeans. Using different production methods and transportation cost structures, both countries compete for the same overseas markets, including Europe and China—the world's largest soybean importer. While the United States transports soybeans from inland production sites to export ports by truck, rail, and/or barge, Brazil relies mainly on truck for its inland transport. This article compares quarterly and yearly changes in the costs of moving soybeans from the United States and Brazil to Hamburg, Germany (table 1), and to Shanghai, China (table 2).

Table 1-Quarterly costs of transporting soybeans from United States and Brazil to Hamburg, Germany

	2019 3rd qtr.	2020 2nd qtr.	2020 3rd qtr.	Percent change Yr. to yr.	Percent change Qtr. to qtr.	2019 3rd qtr.	2020 2nd qtr.	2020 3rd qtr.	Percent change Yr. to yr.	Percent change Qtr. to qtr.
	United States (via U.S. Gulf)									
	Minneapolis, MN --$/mt--					Davenport, IA --$/mt--				
Truck	9.18	9.70	12.38	34.86	27.63	9.18	9.70	12.38	34.86	27.63
Rail[1]										
Barge	31.39	24.29	29.89	-4.78	23.05	28.74	17.30	21.58	-24.91	24.74
Ocean[2]	20.21	13.18	19.41	-3.96	47.27	20.21	13.18	19.41	-3.96	47.27
Total transportation	60.78	47.17	61.68	1.48	30.76	58.13	40.18	53.37	-8.19	32.83
Farm value[3]	303.87	299.71	331.43	9.07	10.58	303.75	305.10	322.85	6.29	5.82
Landed cost[4]	364.65	346.88	393.11	7.80	13.33	361.88	345.28	376.22	3.96	8.96
Transport % of landed cost	16.67	13.60	15.69			16.06	11.64	14.19		
	Brazil									
	North MT[5] - Santos[6] --$/mt--					South GO[5] - Paranagua[6] --$/mt--				
Truck	88.37	59.53	60.52	-31.52	1.66	51.28	35.35	35.57	-30.64	0.62
Ocean[7]	27.00	20.50	24.00	-11.11	17.07	27.00	21.50	25.00	-7.41	16.28
Total transportation	115.37	80.03	84.52	-26.74	5.61	78.28	56.85	60.57	-22.62	6.54
Farm value[8]	286.87	287.53	367.89	28.24	27.95	286.67	262.95	333.43	16.31	26.80
Landed cost	402.24	367.56	452.41	12.47	23.08	364.95	319.80	394.00	7.96	23.20
Transport % of landed cost	28.68	21.77	18.68			21.45	17.78	15.37		

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

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

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

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

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

[6]Export ports.

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

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

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

Source: Compiled by the USDA, Agricultural Marketing Service.

Quarter-to-quarter transportation costs: United States through the U.S. Gulf and Brazilian total transportation costs of exporting soybeans to Germany (table 1) and China (table 2) increased from second quarter 2020 to third quarter 2020. The cost of shipping from the United States through the Pacific Northwest (PNW) to China also increased (table 2). In Brazil, although truck rates rose slightly, ocean freight rates were the main driver of higher transportation costs. In the United States, rising transportation costs reflected higher truck, barge and ocean freight rates. Higher truck rates partly reflected more U.S. demand for truck services, and higher barge rates partly arose from strong demand for barge services to move grain exports (see *Grain Transportation Report (GTR)*, October 29, 2020). Ocean freight rates increased because of strong bulk movements during the quarter (see *GTR*, October 15, 2020).

Year-to-year transportation costs: From third quarter 2019 to third quarter 2020, soybean transportation costs generally declined in the United States and Brazil, with the exception of shipments from Minneapolis, MN, to Hamburg, Germany, where transportation costs rose slightly. Transportation costs fell because of reduced barge and ocean freight rates in the United States and fell because of lower truck and ocean freight rates in Brazil.

Quarter-to-quarter landed costs: From second quarter 2020 to third quarter 2020, in both the United States and Brazil, soybean landed costs generally rose with increases in both transportation costs and farm values. While the share of landed

costs comprising transportation generally rose in the United States, it fell in Brazil (see tables 1 and 2). In third quarter 2020, the share of U.S. landed costs comprising transportation costs was 14-16 percent for shipments to Germany (table 1) and 19-23 percent for shipments to China (table 2). The share of Brazil's total landed costs comprising transportation was 15-19 percent for shipments to Germany (table 1) and 17-20 percent for shipments to China (table 2).

Table 2-Quarterly costs of transporting soybeans from United States and Brazil to Shanghai, China

	2019 3rd qtr.	2020 2nd qtr.	2020 3rd qtr.	Percent change Yr. to yr.	Percent change Qtr. to qtr.	2019 3rd qtr.	2020 2nd qtr.	2020 3rd qtr.	Percent change Yr. to yr.	Percent change Qtr. to qtr.
	United States (via U.S. Gulf)									
	Minneapolis, MN					Davenport, IA				
	--$/mt--					--$/mt--				
Truck	9.18	9.70	12.38	34.86	27.63	9.18	9.70	12.38	34.86	27.63
Rail[1]										
Barge	31.39	24.29	29.89	-4.78	23.05	28.74	17.30	21.58	-24.91	24.74
Ocean[2]	49.35	35.40	42.14	-14.61	19.04	49.35	35.40	42.14	-14.61	19.04
Total transportation	89.92	69.39	84.41	-6.13	21.65	87.27	62.40	76.10	-12.80	21.96
Farm value[3]	303.87	299.71	331.43	9.07	10.58	303.75	305.10	322.85	6.29	5.82
Landed cost[4]	393.79	369.10	415.84	5.60	12.66	391.02	367.50	398.95	2.03	8.56
Transport % of landed cost	22.83	18.80	20.30			22.32	16.98	19.08		
	Via PNW									
	Fargo, ND					Sioux Falls, SD				
Truck	9.18	9.70	12.38	34.86	27.63	9.18	9.70	12.38	34.86	27.63
Rail[1]	56.11	57.10	57.10	1.76	0.00	57.10	58.09	58.09	1.73	0.00
Ocean	27.28	18.20	22.37	-18.00	22.91	27.28	18.20	22.37	-18.00	22.91
Total transportation	92.57	85.00	91.85	-0.78	8.06	93.56	85.99	92.84	-0.77	7.97
Farm value	281.33	278.03	305.83	8.71	10.00	288.44	290.40	310.36	7.60	6.87
Landed cost	373.90	363.03	397.68	6.36	9.54	382.00	376.39	403.20	5.55	7.12
Transport % of landed cost	24.76	23.41	23.10			24.49	22.85	23.03		
	Brazil									
	North MT[5] - Santos[6]					South GO[5] - Paranagua[6]				
	--$/mt--					--$/mt--				
Truck	88.37	59.53	60.52	-31.52	1.66	51.28	35.35	35.57	-30.64	0.62
Ocean[7]	33.25	27.08	31.33	-5.77	15.69	34.75	28.83	33.08	-4.81	14.74
Total transportation	121.62	86.61	91.85	-24.48	6.05	86.03	64.18	68.65	-20.20	6.96
Farm Value[8]	286.87	287.53	367.89	28.24	27.95	286.67	262.95	333.45	16.32	26.81
Landed Cost	408.49	374.14	459.74	12.55	22.88	372.70	327.13	402.10	7.89	22.92
Transport % of landed cost	29.77	23.15	19.98			23.08	19.62	17.07		

[1]Rail rates include fuel surcharges, but do not include the cost of purchasing empty rail cars in the secondary rail markets, which could exceed the rail tariff rate plus fuel surcharge shown in the table.
[2]Source for the U.S. Ocean freight rates: O'Neil Commodity Consulting.
[3]Source for the U.S farm values: USDA, National Agricultural Statistivs Service.
[4]Landed cost is transportation cost plus farm value.
[5]Producing regions: MT= Mato Grosso, GO = Goiás.
[6]Export ports.
[7]Source for Brazil's ocean freight rates: University of São Paulo, Brazil and USDA, Agricultural Marketing Service.
[8]Source for Brazil's farm values: Companhia Nacional de Abastecimento.
Note: qtr. = quarter; yr. = year; mt = metric ton; total may not add exactly because of rounding.
Source: Compiled by the USDA, Agricultural Marketing Service.

Year-to-year landed costs: From third quarter 2019 to third quarter 2020, landed costs increased in the United States and Brazil, mainly because of higher soybean farm values. In the United States and Brazil, the increases in farm values more than offset the decreases in transportation costs, leaving landed costs higher for all producing regions in both countries.

U.S. Exports to China: According to USDA's Federal Grain Inspection Service, China imported 6.30 million metric tons (mmt) of U.S. soybeans in third quarter 2020 versus 0.68 mmt in the previous quarter and 5.644 mmt in third quarter 2019. As of November 12, 2020, China has imported 23 mmt of U.S. soybeans to date for 2020, compared to 12.5 mmt for the same period in 2019. Lower U.S. transportation and landed costs to China could boost soybean exports to China in the coming year. For more on soybean transportation, see *Brazil Soybean Transportation*.

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Grain Transportation Indicators

Table 1

Grain transport cost indicators[1]

	Truck	Rail		Barge	Ocean	
For the week ending		Unit train	Shuttle		Gulf	Pacific
11/25/20	165	288	221	257	186	163
11/18/20	164	288	223	286	184	161

[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	11/20/2020	11/13/2020
Corn	IL–Gulf	-0.76	-0.77
Corn	NE–Gulf	-0.92	-0.91
Soybean	IA–Gulf	-1.18	-1.19
HRW	KS–Gulf	-2.33	-2.13
HRS	ND–Portland	-2.90	-2.92

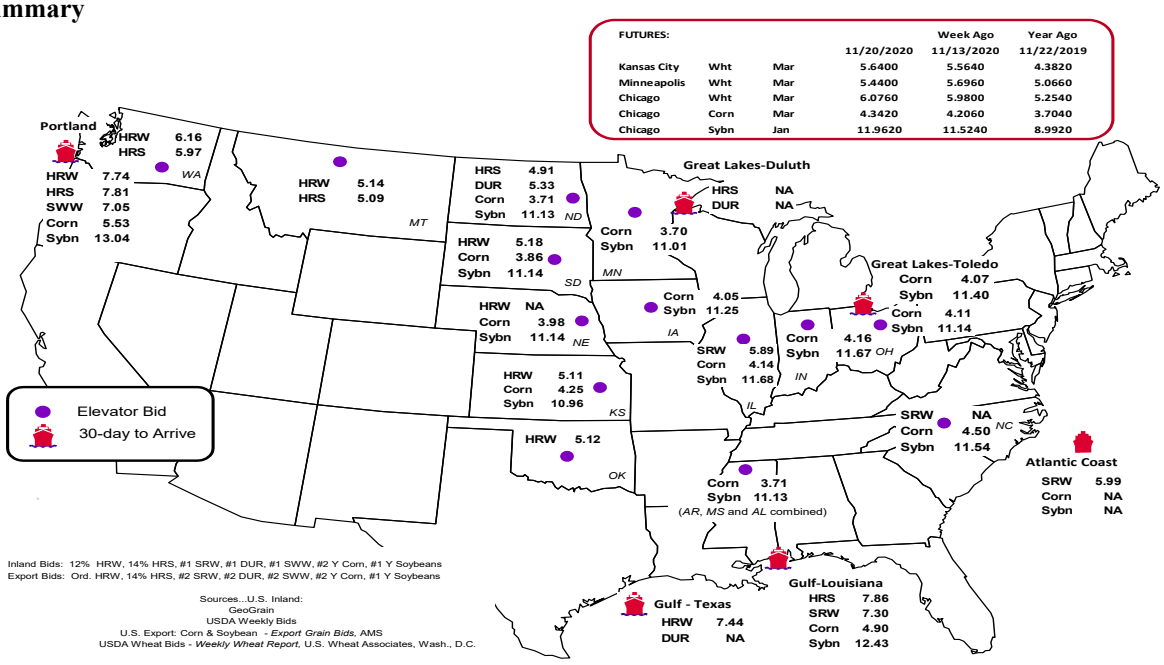
Note: nq = no quote; n/a = not available; HRW = hard red winter wheat; HRS = hard red spring wheat.

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]
11/18/2020[p]	1,616	2,608	8,246	1,286	13,756	11/14/2020	2,140
11/11/2020[r]	1,942	1,971	7,585	1,062	12,560	11/7/2020	2,371
2020 YTD[r]	34,501	52,654	252,617	18,538	358,310	2020 YTD	111,467
2019 YTD[r]	38,633	48,760	230,277	15,485	333,155	2019 YTD	113,357
2020 YTD as % of 2019 YTD	89	108	110	120	108	% change YTD	98
Last 4 weeks as % of 2019[2]	397	418	140	534	189	Last 4wks. % 2019	89
Last 4 weeks as % of 4-year avg.[2]	225	200	134	157	153	Last 4wks. % 4 yr.	94
Total 2019	40,974	51,167	251,181	16,192	359,514	Total 2019	127,622
Total 2018	22,118	46,532	310,449	21,432	400,531	Total 2018	129,674

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

[2] Compared with same 4-weeks in 2019 and prior 4-year average.

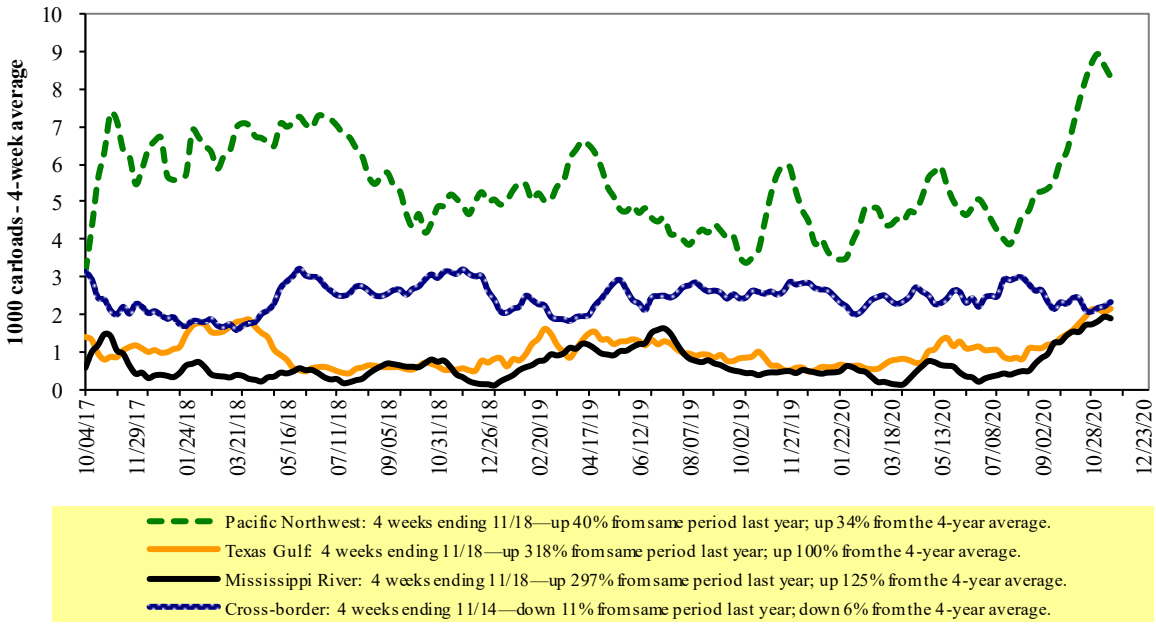
[3] Cross-border weekly data is approximately 15 percent below the Association of American Railroads' reported weekly carloads received by Mexican railroads. to reflect switching between Kansas City Southern de Mexico (KCSM) and Grupo Mexico.

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	
11/14/2020	CSXT	NS	BNSF	KCS	UP		CN	CP
This week	2,696	3,085	15,034	1,173	7,135	29,123	5,388	5,648
This week last year	1,232	2,895	12,309	1,077	4,827	22,340	4,053	4,906
2020 YTD	77,689	112,178	521,506	50,127	250,156	1,011,656	201,351	220,623
2019 YTD	82,572	122,669	501,627	52,187	232,955	992,010	187,728	206,880
2020 YTD as % of 2019 YTD	94	91	104	96	107	102	107	107
Last 4 weeks as % of 2019*	119	127	122	106	141	126	136	119
Last 4 weeks as % of 3-yr. avg.**	99	117	122	114	137	122	129	116
Total 2019	91,611	136,951	568,369	58,527	260,269	1,115,727	212,473	235,892

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

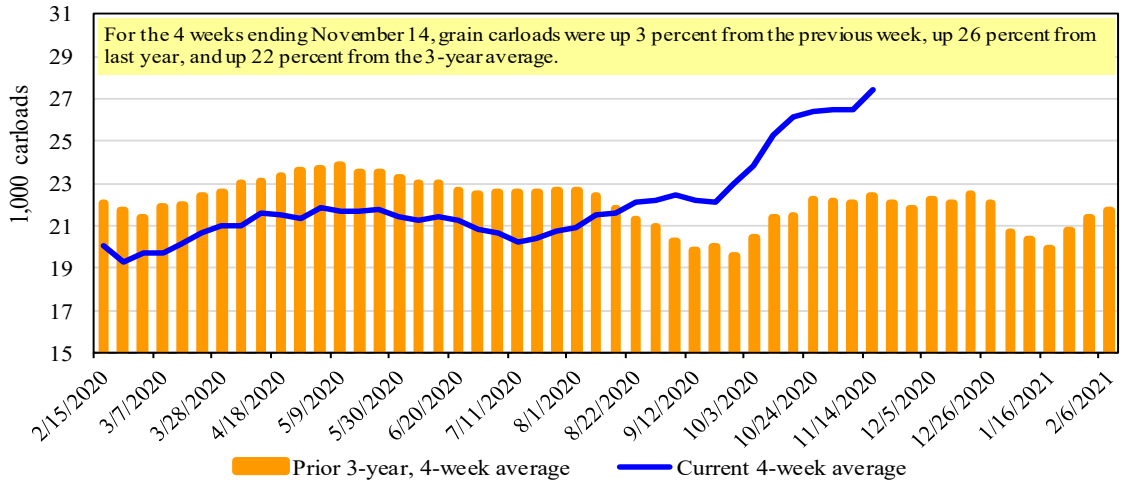
**The past 4 weeks as a percent of the same period from the prior 3-year average. YTD = year-to-date; avg. = average; yr. = year.

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							
11/19/2020		Dec-20	Dec-19	Jan-21	Jan-20	Feb-21	Feb-20	Mar-21	Mar-20
BNSF[3]	COT grain units	no bids	0	no bids	0	no bids	1	no bids	0
	COT grain single-car	62	16	53	0	25	0	7	0
UP[4]	GCAS/Region 1	no offer	10	no offer	no offer	no offer	no offer	n/a	n/a
	GCAS/Region 2	no offer	no bid	no offer	no bid	no offer	no bid	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.

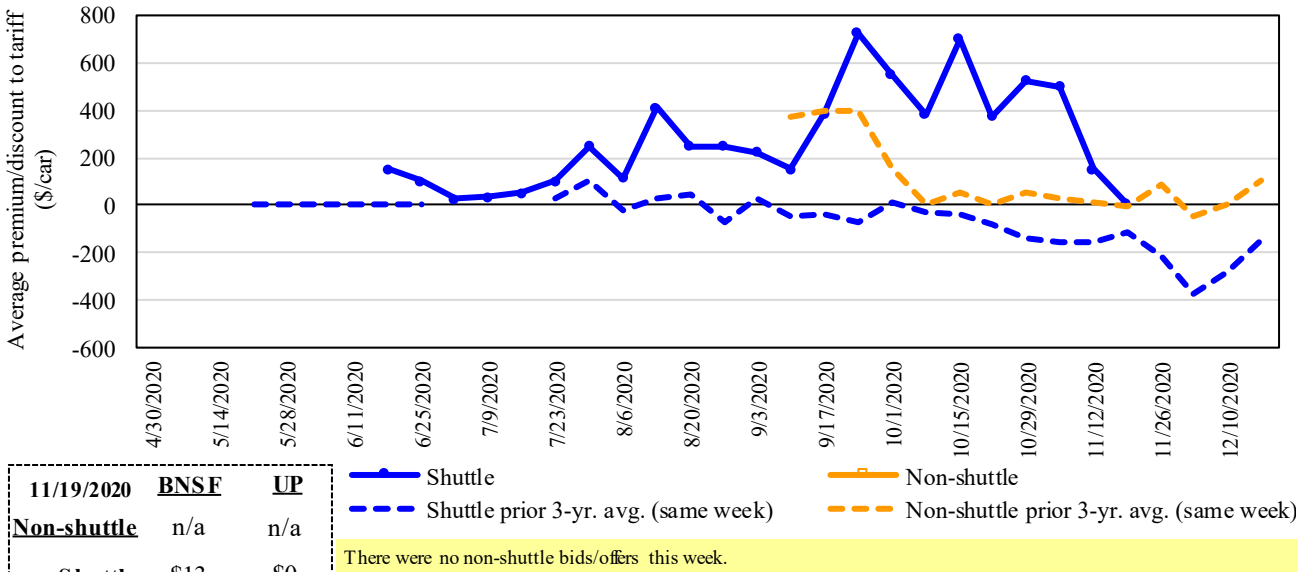
Region 1 includes: AR, IL, LA, MO, NM, OK, TX, WI, and Duluth, MN.

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 December 2020, secondary market

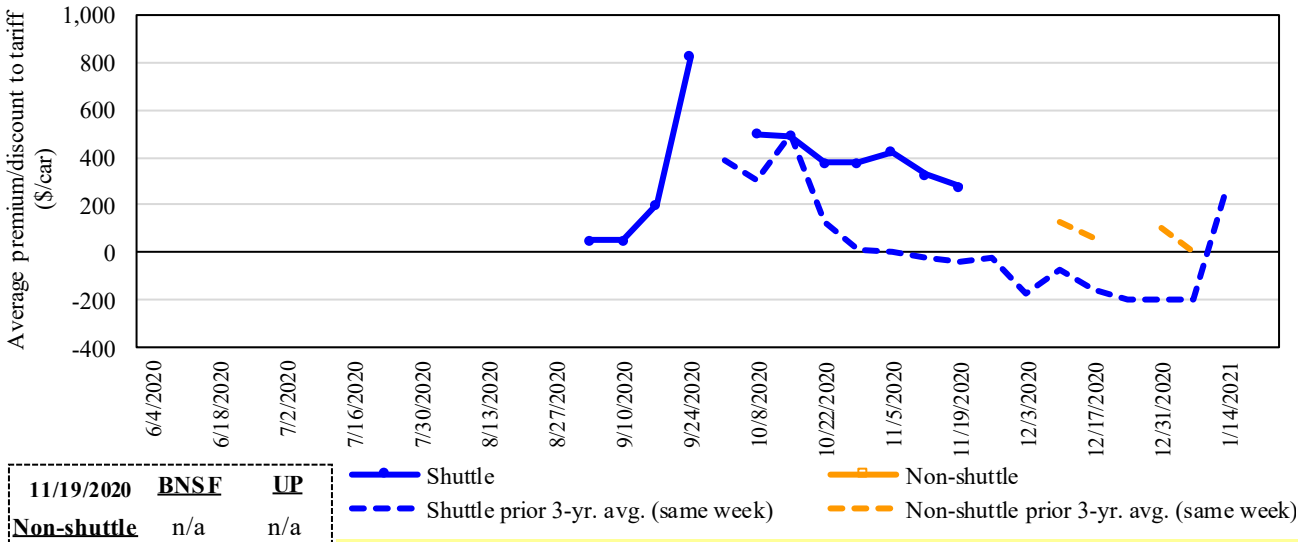


11/19/2020	BNSF	UP
Non-shuttle	n/a	n/a
Shuttle	$13	$0

There were no non-shuttle bids/offers this week.
Average shuttle bids/offers fell $144 this week and are $719 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 January 2021, secondary market



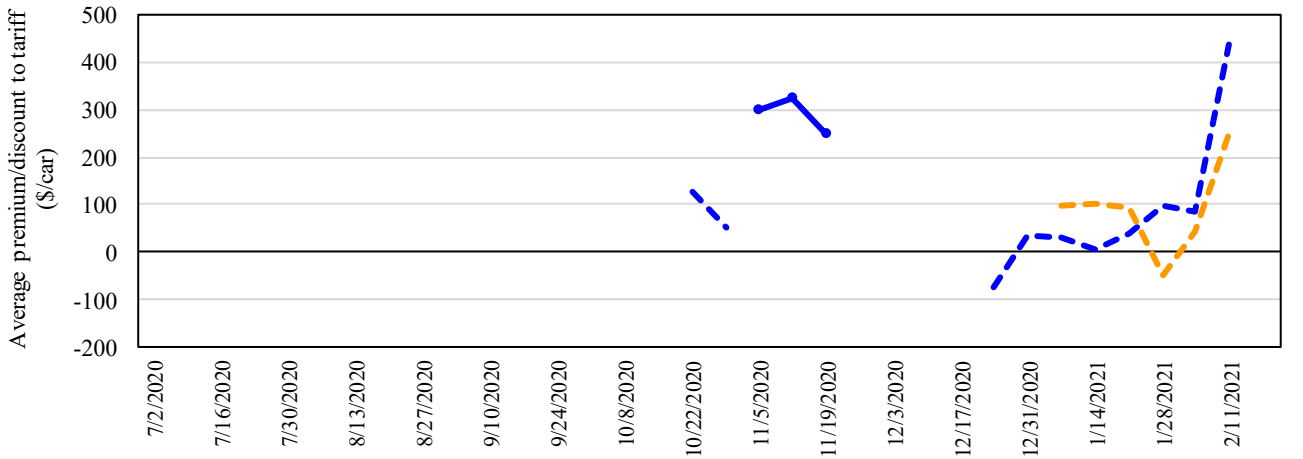
11/19/2020	BNSF	UP
Non-shuttle	n/a	n/a
Shuttle	$250	$300

There were no non-shuttle bids/offers this week.
Average shuttle bids/offers fell $50 this week and are $550 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 February 2021, secondary market



11/19/2020	BNSF	UP
Non-shuttle	n/a	n/a
Shuttle	n/a	$250

There were no non-shuttle bids/offers this week.
Average shuttle bids/offers fell $75 this week and are $75 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: 11/19/2020		Delivery period					
		Dec-20	Jan-21	Feb-21	Mar-21	Apr-21	May-21
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 2019	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 2019	n/a	n/a	n/a	n/a	n/a	n/a
Shuttle	**BNSF-GF**	**13**	**250**	**n/a**	**n/a**	**n/a**	**n/a**
	Change from last week	(87)	n/a	n/a	n/a	n/a	n/a
	Change from same week 2019	13	350	n/a	n/a	n/a	n/a
	UP-Pool	**0**	**300**	**250**	**200**	**n/a**	**n/a**
	Change from last week	(200)	(25)	(75)	150	n/a	n/a
	Change from same week 2019	200	350	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]

November 2020	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	$3,983	$35	$39.90	$1.09	-1
	Grand Forks, ND	Duluth-Superior, MN	$4,208	$0	$41.79	$1.14	-3
	Wichita, KS	Los Angeles, CA	$7,115	$0	$70.66	$1.92	-2
	Wichita, KS	New Orleans, LA	$4,525	$62	$45.55	$1.24	-2
	Sioux Falls, SD	Galveston-Houston, TX	$6,851	$0	$68.03	$1.85	-2
	Colby, KS	Galveston-Houston, TX	$4,801	$68	$48.35	$1.32	-2
	Amarillo, TX	Los Angeles, CA	$5,121	$95	$51.80	$1.41	-3
Corn	Champaign-Urbana, IL	New Orleans, LA	$3,900	$70	$39.43	$1.00	-3
	Toledo, OH	Raleigh, NC	$7,833	$0	$77.79	$1.98	15
	Des Moines, IA	Davenport, IA	$2,455	$15	$24.53	$0.62	1
	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	$44	$39.16	$0.99	1
	Des Moines, IA	Los Angeles, CA	$5,780	$128	$58.67	$1.49	-2
Soybeans	Minneapolis, MN	New Orleans, LA	$3,631	$30	$36.35	$0.99	-4
	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	$70	$46.83	$1.27	-2
Shuttle train							
Wheat	Great Falls, MT	Portland, OR	$4,018	$0	$39.90	$1.09	-3
	Wichita, KS	Galveston-Houston, TX	$4,236	$0	$42.07	$1.14	-3
	Chicago, IL	Albany, NY	$6,376	$0	$63.32	$1.72	-10
	Grand Forks, ND	Portland, OR	$5,676	$0	$56.37	$1.53	-2
	Grand Forks, ND	Galveston-Houston, TX	$5,996	$0	$59.54	$1.62	-2
	Colby, KS	Portland, OR	$6,012	$112	$60.81	$1.66	-3
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	$70	$38.63	$0.98	-3
	Lincoln, NE	Galveston-Houston, TX	$3,880	$0	$38.53	$0.98	0
	Des Moines, IA	Amarillo, TX	$4,320	$55	$43.45	$1.10	0
	Minneapolis, MN	Tacoma, WA	$5,180	$0	$51.44	$1.31	0
	Council Bluffs, IA	Stockton, CA	$5,100	$0	$50.65	$1.29	2
Soybeans	Sioux Falls, SD	Tacoma, WA	$5,850	$0	$58.09	$1.58	0
	Minneapolis, MN	Portland, OR	$5,900	$0	$58.59	$1.59	0
	Fargo, ND	Tacoma, WA	$5,750	$0	$57.10	$1.55	0
	Council Bluffs, IA	New Orleans, LA	$4,875	$81	$49.22	$1.34	-3
	Toledo, OH	Huntsville, AL	$4,945	$0	$49.11	$1.34	3
	Grand Island, NE	Portland, OR	$5,260	$115	$53.37	$1.45	-13

[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 2020							
	Origin		Tariff rate	Fuel surcharge	Tariff rate plus fuel surcharge per:		Percent change[4]
Commodity	state	Destination region	per car[1]	per car[2]	metric ton[3]	bushel[3]	Y/Y
Wheat	MT	Chihuahua, CI	$7,384	$0	$75.45	$2.05	-2
	OK	Cuautitlan, EM	$6,713	$49	$69.08	$1.88	-2
	KS	Guadalajara, JA	$7,471	$363	$80.05	$2.18	-4
	TX	Salinas Victoria, NL	$4,347	$28	$44.71	$1.22	-1
Corn	IA	Guadalajara, JA	$8,902	$295	$93.97	$2.38	-2
	SD	Celaya, GJ	$8,140	$0	$83.17	$2.11	0
	NE	Queretaro, QA	$8,300	$92	$85.75	$2.18	-2
	SD	Salinas Victoria, NL	$6,905	$0	$70.55	$1.79	0
	MO	Tlalnepantla, EM	$7,665	$89	$79.23	$2.01	-2
	SD	Torreon, CU	$7,690	$0	$78.57	$1.99	0
Soybeans	MO	Bojay (Tula), HG	$8,547	$278	$90.16	$2.45	-2
	NE	Guadalajara, JA	$9,157	$286	$96.48	$2.62	-2
	IA	El Castillo, JA	$9,410	$0	$96.15	$2.61	-1
	KS	Torreon, CU	$8,014	$191	$83.83	$2.28	-1
Sorghum	NE	Celaya, GJ	$7,772	$255	$82.02	$2.08	-2
	KS	Queretaro, QA	$8,108	$61	$83.46	$2.12	-1
	NE	Salinas Victoria, NL	$6,713	$49	$69.09	$1.75	-1
	NE	Torreon, CU	$7,092	$169	$74.19	$1.88	-3

[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.

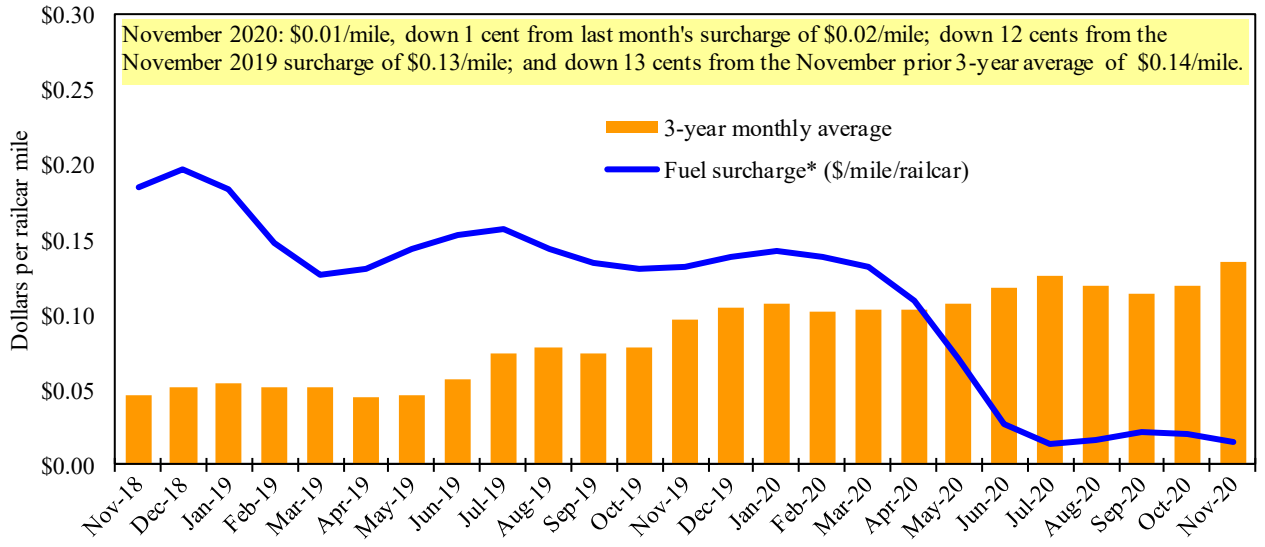
[3]Approximate load per car = 97.87 metric tons: Corn & Sorghum 56 lbs/bu, Wheat & Soybeans 60 lbs/bu.

[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.

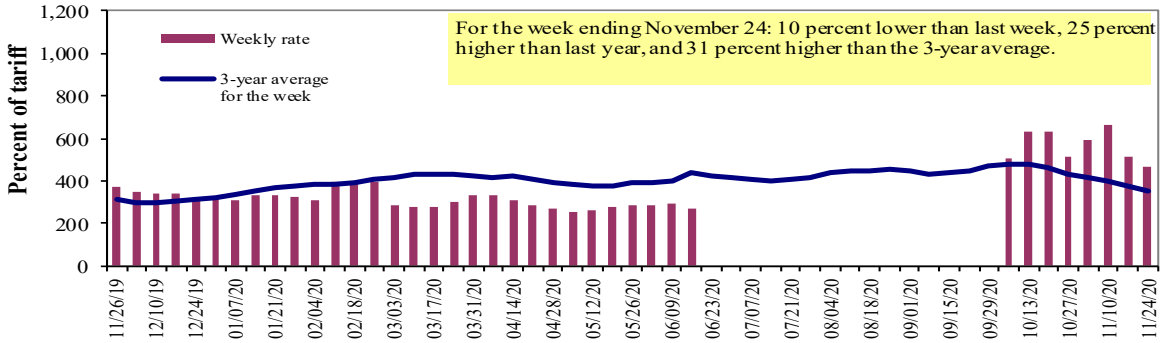
* Beginning January 2009, the Canadian Pacific fuel surcharge is computed by a monthly average of the bi-weekly fuel surcharge.

**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.
Source: USDA, Agricultural Marketing Service.

Table 9
Weekly barge freight rates: Southbound only

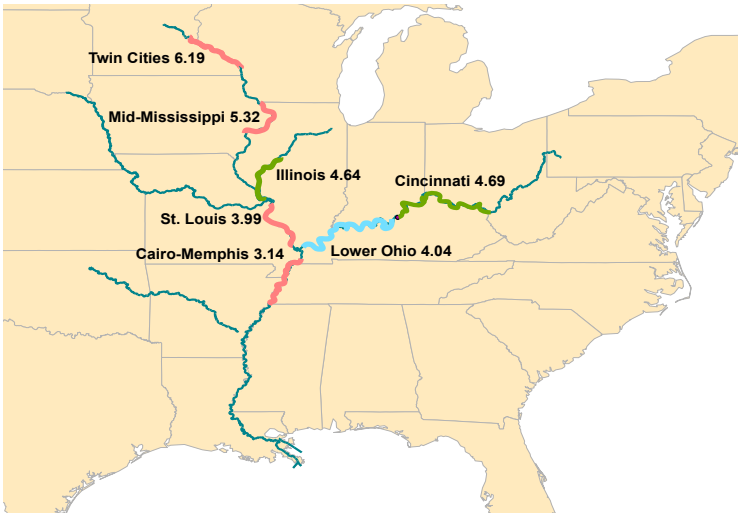
		Twin Cities	Mid-Mississippi	Lower Illinois River	St. Louis	Cincinnati	Lower Ohio	Cairo-Memphis
Rate[1]	11/24/2020	467	447	463	350	457	457	321
	11/17/2020	548	518	515	415	535	535	379
$/ton	11/24/2020	28.91	23.78	21.48	13.97	21.43	18.46	10.08
	11/17/2020	33.92	27.56	23.90	16.56	25.09	21.61	11.90
Current week % change from the same week:								
	Last year	-	19	25	37	72	72	34
	3-year avg. [2]	16	24	31	37	42	44	36
Rate[1]	December	-	-	428	328	395	395	306
	February	-	-	417	307	353	353	287

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

Figure 9
Benchmark tariff rates

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

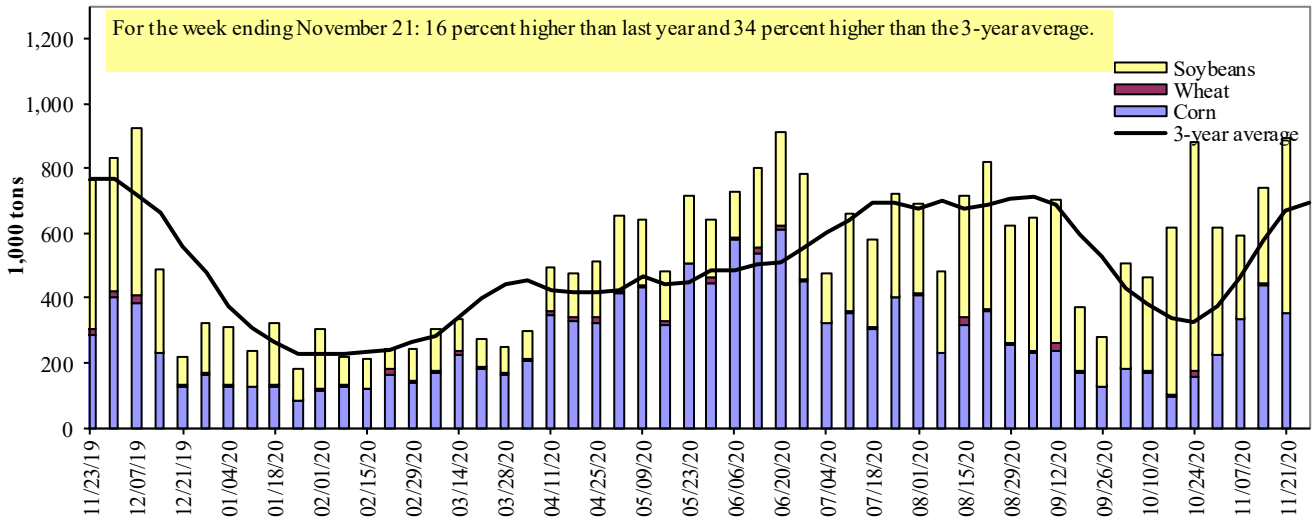
Select applicable index from market quotes are included in tables on this page. The 1976 benchmark rates per ton are provided in map.



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 11/21/2020	Corn	Wheat	Soybeans	Other	Total
Mississippi River					
Rock Island, IL (L15)	102	0	311	0	414
Winfield, MO (L25)	248	0	508	0	756
Alton, IL (L26)	323	0	572	0	895
Granite City, IL (L27)	356	0	537	0	892
Illinois River (La Grange)	38	0	102	0	140
Ohio River (Olmsted)	95	0	218	6	319
Arkansas River (L1)	1	6	59	0	66
Weekly total - 2020	452	6	813	6	1,277
Weekly total - 2019	350	22	584	2	958
2020 YTD[1]	16,633	1,666	15,740	209	34,248
2019 YTD[1]	11,255	1,491	12,453	143	25,342
2020 as % of 2019 YTD	148	112	126	147	135
Last 4 weeks as % of 2019[2]	156	55	113	545	127
Total 2019	12,780	1,631	14,683	154	29,247

[1] Weekly total, YTD (year-to-date), and calendar year total include MS/27, OH/Olmsted, and AR/1; Other refers to oats, barley, sorghum, and rye. L (as in "L15") refers to a lock or lock and dam facility. Olmsted = Olmsted Locks and Dam. La Grange = La Grange Lock and Dam.

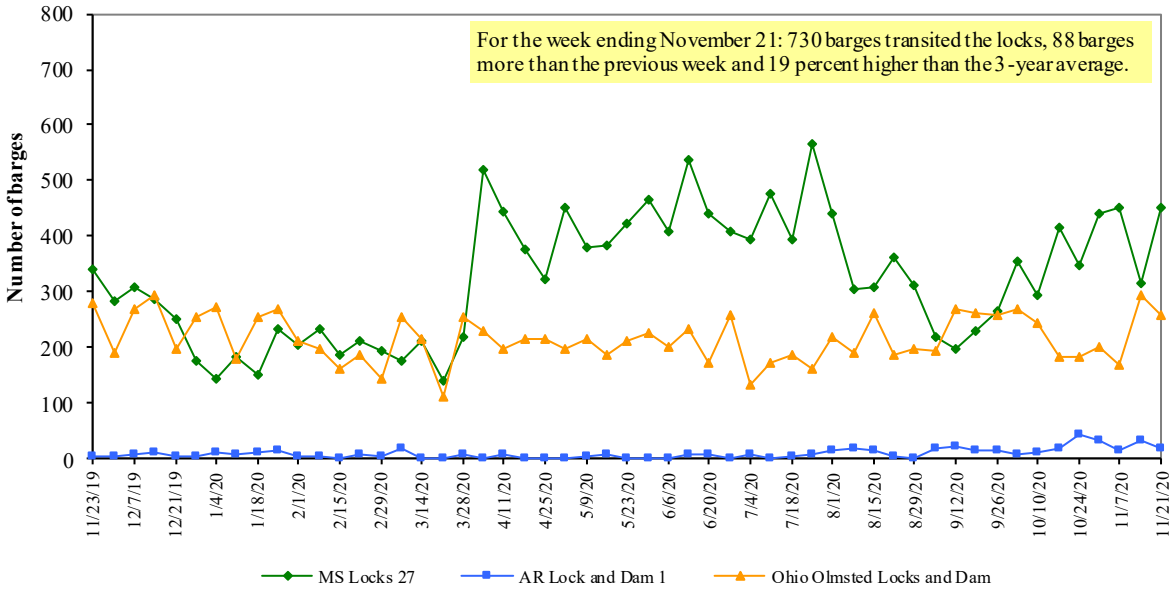
[2] As a percent of same period in 2019.

Note: Total may not add exactly because of rounding. Starting from 11/24/2018, weekly movement through Ohio 52 is replaced by Olmsted.

Source: U.S. Army Corps of Engineers.

Figure 11

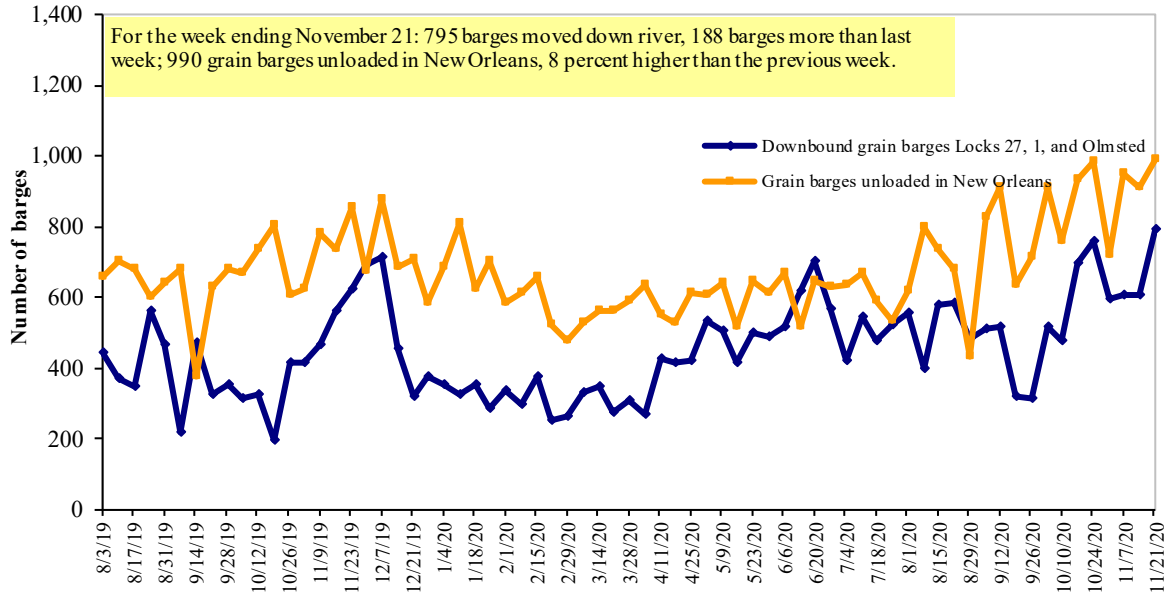
Upbound empty barges transiting Mississippi River Locks 27, Arkansas River Lock and Dam 1, and Ohio River Olmsted Locks and Dam



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 11/23/2020 (U.S. $/gallon)

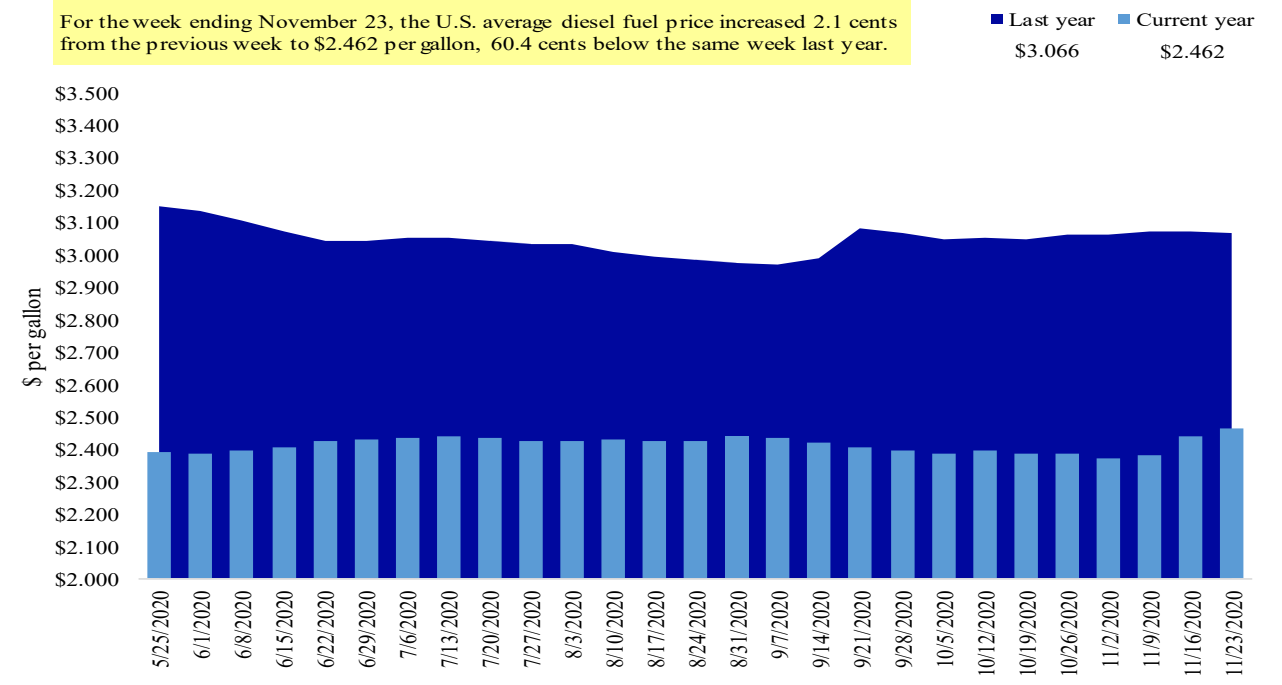
Region	Location	Price	Change from Week ago	Change from Year ago
I	East Coast	2.506	0.019	-0.548
	New England	2.558	0.006	-0.505
	Central Atlantic	2.705	0.021	-0.542
	Lower Atlantic	2.365	0.028	-0.556
II	Midwest	2.359	0.020	-0.610
III	Gulf Coast	2.210	0.030	-0.566
IV	Rocky Mountain	2.515	0.025	-0.731
V	West Coast	3.007	0.017	-0.713
	West Coast less California	2.713	0.027	-0.674
	California	3.253	0.013	-0.730
Total	United States	2.462	0.021	-0.604

[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]									
11/12/2020	1,567	413	1,460	2,032	202	5,673	26,827	28,941	61,441
This week year ago	1,188	510	1,173	783	257	3,910	8,048	11,352	23,311
Cumulative exports-marketing year[2]									
2020/21 YTD	4,646	955	3,378	2,256	342	11,577	8,429	22,347	42,353
2019/20 YTD	4,607	1,366	3,117	2,203	412	11,705	5,214	12,244	29,163
YTD 2020/21 as % of 2019/20	101	70	108	102	83	99	162	183	145
Last 4 wks. as % of same period 2019/20*	134	80	132	248	78	146	324	273	269
Total 2019/20	9,526	2,318	6,960	4,751	922	24,477	42,622	43,994	111,094
Total 2018/19	8,591	3,204	6,776	5,164	479	24,214	48,924	46,189	119,327

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

[2] Shipped export sales to date; new 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 11/12/2020	Total commitments[2]		% change	Exports[3]
	2020/21 current MY	2019/20 last MY	current MY from last MY	3-yr. avg. 2017-19
		- 1,000 mt -		
Mexico	7,322	6,730	9	14,869
Japan	4,795	1,792	168	11,221
Columbia	1,826	775	136	4,830
Korea	732	25	2,805	4,011
China	10,949	60	18,209	909
Top 5 importers	**25,624**	**9,382**	**173**	**35,840**
Total U.S. corn export sales	**35,256**	**13,263**	**166**	**49,983**
% of projected exports	52%	29%		
Change from prior week[2]	**1,089**	**788**		
Top 5 importers' share of U.S. corn export sales	73%	71%		72%
USDA forecast November 2020	**67,430**	**45,242**	**49**	
Corn use for ethanol USDA forecast, November 2020	**128,270**	**123,241**	**4**	

[1] Based on USDA, Foreign Agricultural Service (FAS) marketing year ranking reports for 2018/19; 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 11/12/2020	Total commitments[2] 2020/21 current MY	2019/20 last MY	% change current MY from last MY	Exports[3] 3-yr. avg. 2017-19
		1,000 mt -		- 1,000 mt -
China	28,613	8,476	238	19,106
Mexico	2,877	2,672	8	4,591
Egypt	1,407	1,042	35	2,980
Indonesia	851	621	37	2,360
Japan	886	921	(4)	2,288
Top 5 importers	**34,634**	**13,731**	**152**	**31,324**
Total U.S. soybean export sales	**51,288**	**23,596**	**117**	**49,352**
% of projected exports	86%	52%		
change from prior week[2]	**1,388**	**1,459**		
Top 5 importers' share of U.S. soybean export sales	68%	58%		**63%**
USDA forecast, November 2020	**59,946**	**45,668**	**131**	

[1]Based on USDA, Foreign Agricultural Service (FAS) marketing year ranking reports for 2018/19; 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 11/12/2020	Total commitments[2] 2020/21 current MY	2019/20 last MY	% change current MY from last MY	Exports[3] 3-yr. avg. 2017-19
		1,000 mt -		- 1,000 mt -
Mexico	2,278	2,388	(5)	3,213
Philippines	2,372	1,830	30	2,888
Japan	1,596	1,632	(2)	2,655
Nigeria	791	958	(17)	1,433
Korea	1,169	865	35	1,372
Indonesia	607	399	52	1,195
Taiwan	771	772	(0)	1,175
Thailand	495	462	7	727
Italy	487	556	(12)	622
Colombia	270	500	(46)	618
Top 10 importers	**10,837**	**10,361**	5	**15,897**
Total U.S. wheat export sales	**17,250**	**15,615**	10	**23,821**
% of projected exports	65%	59%		
change from prior week[2]	**192**	**438**		
Top 10 importers' share of U.S. wheat export sales	63%	66%		67%
USDA forecast, November 2020	**26,567**	**26,294**	1	

[1] Based on USDA, Foreign Agricultural Service (FAS) marketing year ranking reports for 2018/19; 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 11/19/20	Previous week*	Current week as % of previous	2020 YTD*	2019 YTD*	2020 YTD as % of 2019 YTD	Last 4-weeks as % of: Last year	Last 4-weeks as % of: Prior 3-yr. avg.	2019 total*
Pacific Northwest									
Wheat	184	229	81	14,145	12,679	112	77	98	13,961
Corn	130	136	95	8,720	6,986	125	718	90	7,047
Soybeans	565	694	81	10,763	10,499	103	140	162	11,969
Total	**879**	**1,059**	**83**	**33,627**	**30,164**	**111**	**131**	**134**	**32,977**
Mississippi Gulf									
Wheat	8	32	24	3,278	4,224	78	38	38	4,448
Corn	505	463	109	25,557	19,276	133	154	119	20,763
Soybeans	1,163	1,413	82	29,317	27,011	109	136	123	31,398
Total	**1,675**	**1,909**	**88**	**58,152**	**50,512**	**115**	**136**	**118**	**56,609**
Texas Gulf									
Wheat	66	51	131	4,091	5,763	71	85	74	6,009
Corn	32	0	n/a	682	579	118	n/a	344	640
Soybeans	64	63	102	1,286	2	n/a	n/a	667	2
Total	**162**	**113**	**143**	**6,059**	**6,344**	**96**	**296**	**198**	**6,650**
Interior									
Wheat	65	30	212	1,938	1,747	111	134	174	1,987
Corn	151	225	67	7,690	7,069	109	80	88	7,857
Soybeans	201	196	102	6,336	6,382	99	136	135	7,043
Total	**416**	**452**	**92**	**15,964**	**15,198**	**105**	**107**	**114**	**16,887**
Great Lakes									
Wheat	54	9	590	772	1,086	71	49	84	1,339
Corn	0	0	n/a	61	11	538	n/a	142	11
Soybeans	34	85	40	805	473	170	n/a	164	493
Total	**88**	**94**	**94**	**1,639**	**1,571**	**104**	**241**	**137**	**1,844**
Atlantic									
Wheat	0	1	0	35	37	95	n/a	859	37
Corn	0	0	n/a	33	99	33	n/a	3	99
Soybeans	88	92	96	1,250	1,227	102	283	137	1,353
Total	**88**	**93**	**95**	**1,318**	**1,363**	**97**	**286**	**135**	**1,489**
U.S. total from ports*									
Wheat	377	352	107	24,260	25,537	95	76	89	27,781
Corn	818	825	99	42,743	34,021	126	145	107	36,417
Soybeans	2,115	2,543	83	49,756	45,595	109	151	140	52,258
Total	**3,310**	**3,720**	**89**	**116,759**	**105,153**	**111**	**137**	**125**	**116,457**

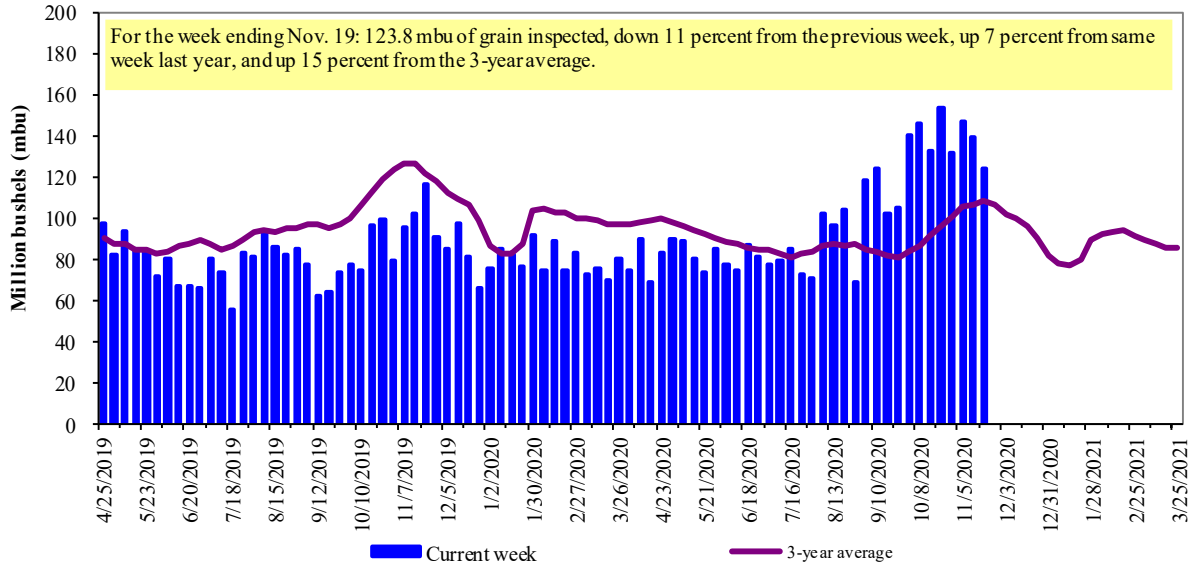
*Data includes revisions from prior weeks; some regional totals may not add exactly due to rounding.

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

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

Figure 14

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

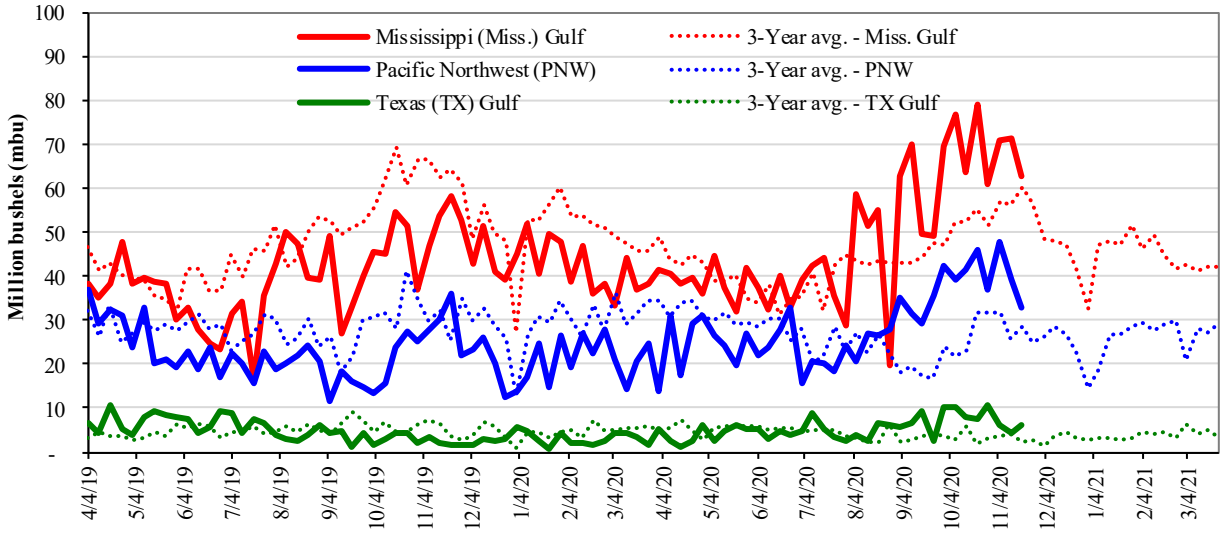


Note: 3-year average consists of 4-week running average.

Source: USDA, Federal Grain Inspection Service.

Figure 15

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



Week ending 11/19/20 inspections (mbu):	
MS Gulf:	62.9
PNW:	32.6
TX Gulf:	6.0

Percent change from:	MS Gulf	TX Gulf	U.S. Gulf	PNW
Last wk:	down 12	up 45	down 9	down 17
Last Year (same wk):	up 8	up 269	up 15	down 10
3-yr avg. (4-wk. mov. Avg):	up 12	up 78	up 16	up 11

Source: USDA, Federal Grain Inspection Service.

Table 17

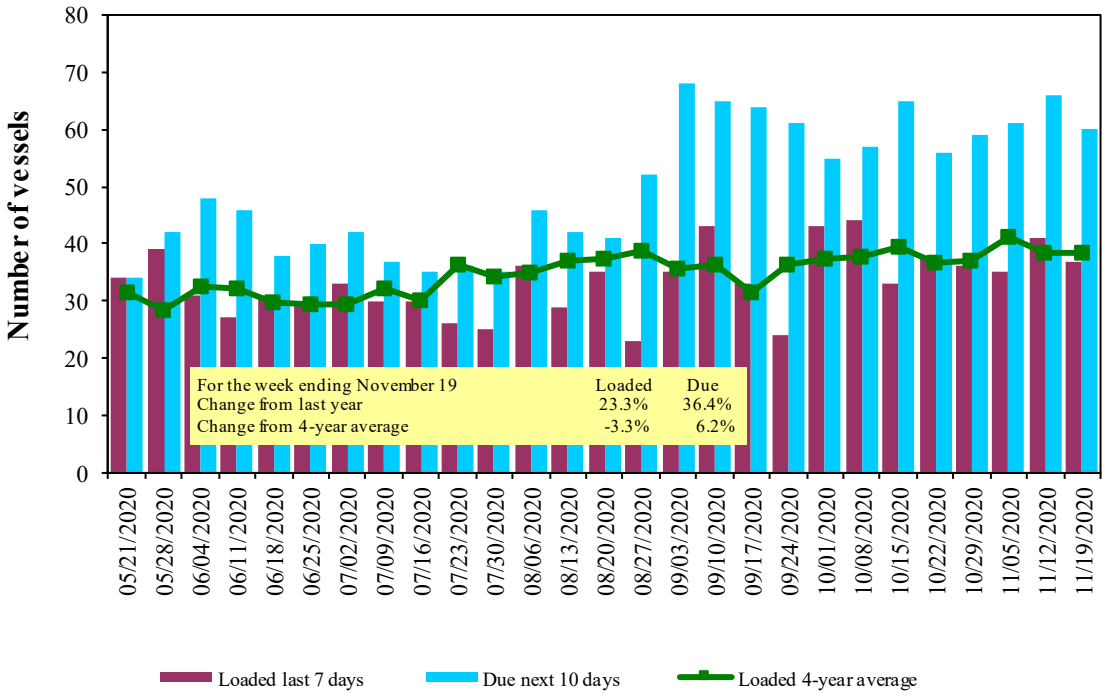
Weekly port region grain ocean vessel activity (number of vessels)

	Gulf			Pacific Northwest
Date	In port	Loaded 7-days	Due next 10-days	In port
11/19/2020	59	37	60	20
11/12/2020	52	41	66	17
2019 range	(26…61)	(18...44)	(33...69)	(8...33)
2019 average	40	31	49	17

Source: USDA, Agricultural Marketing Service.

Figure 16

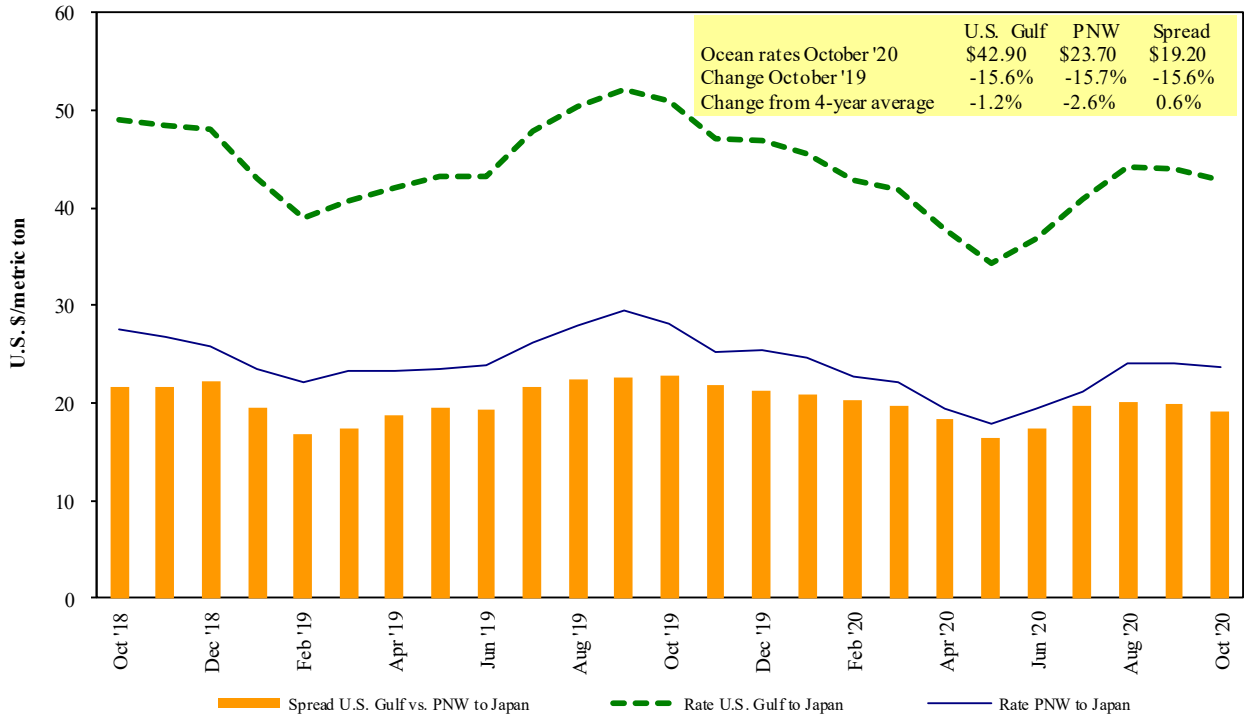
U.S. Gulf[1] vessel loading activity



[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 11/21/2020

Export region	Import region	Grain types	Loading date	Volume loads (metric tons)	Freight rate (US $/metric ton)
U.S. Gulf	China	Heavy grain	Nov 20/30	65,000	37.25
U.S. Gulf	China	Heavy grain	Oct 16/25	66,000	41.75
U.S. Gulf	China	Heavy grain	Aug 18/24	66,000	39.50
U.S. Gulf	Djibouti	Wheat	Oct 16/26	12,180	94.48*
U.S. Gulf	Djibouti	Wheat	Sep 18/28	15,810	54.86*
U.S. Gulf	Cameroon	Sorghum	Oct 10/20	8,580	68.50*
U.S. Gulf	Mozambique	Sorghum	Aug 10/20	30,780	41.35
U.S. Gulf	Pt Sudan	Sorghum	Jun 5/15	33,370	99.50
PNW	China	Soybeans	Sep 1/30	63,000	22.10 op 22.60
PNW	Indonesia	Soybean Meal	Nov 10/20	8,600	37.86*
PNW	Yemen	Wheat	Aug 4/14	15,000	42.95*
Vancouver	Japan	Wheat	Sep 15/30	20,000	24.30
Vancouver	Japan	Canola	Sep 15/30	30,000	24.30
Brazil	Japan	Corn	Sep 11/20	49,000	34.75
Brazil	Japan	Corn	Sep 1/10	60,000	34.00

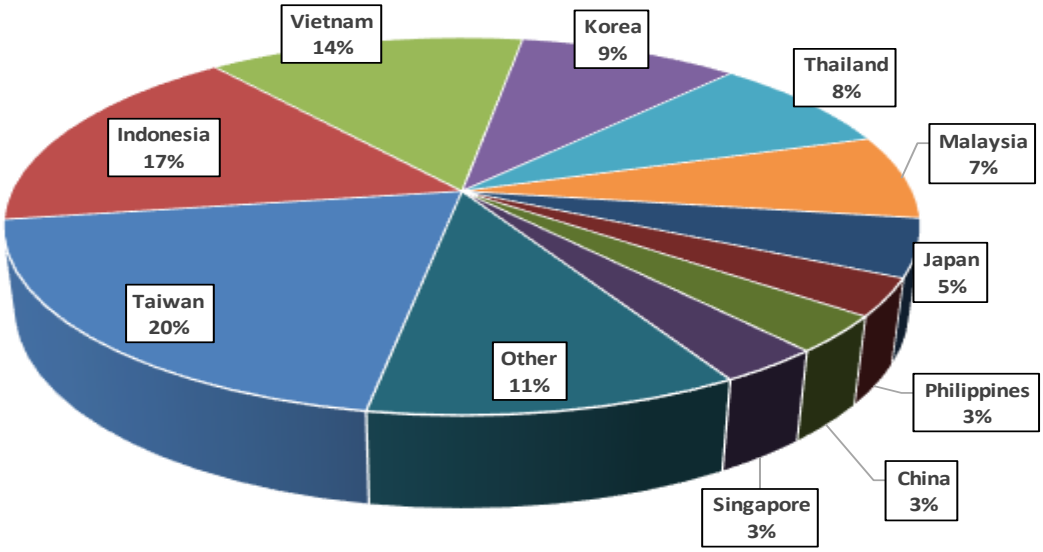
*50 percent of food aid from the United States is required to be shipped on U.S.-flag vessels.

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

Source: Maritime Research, Inc.

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

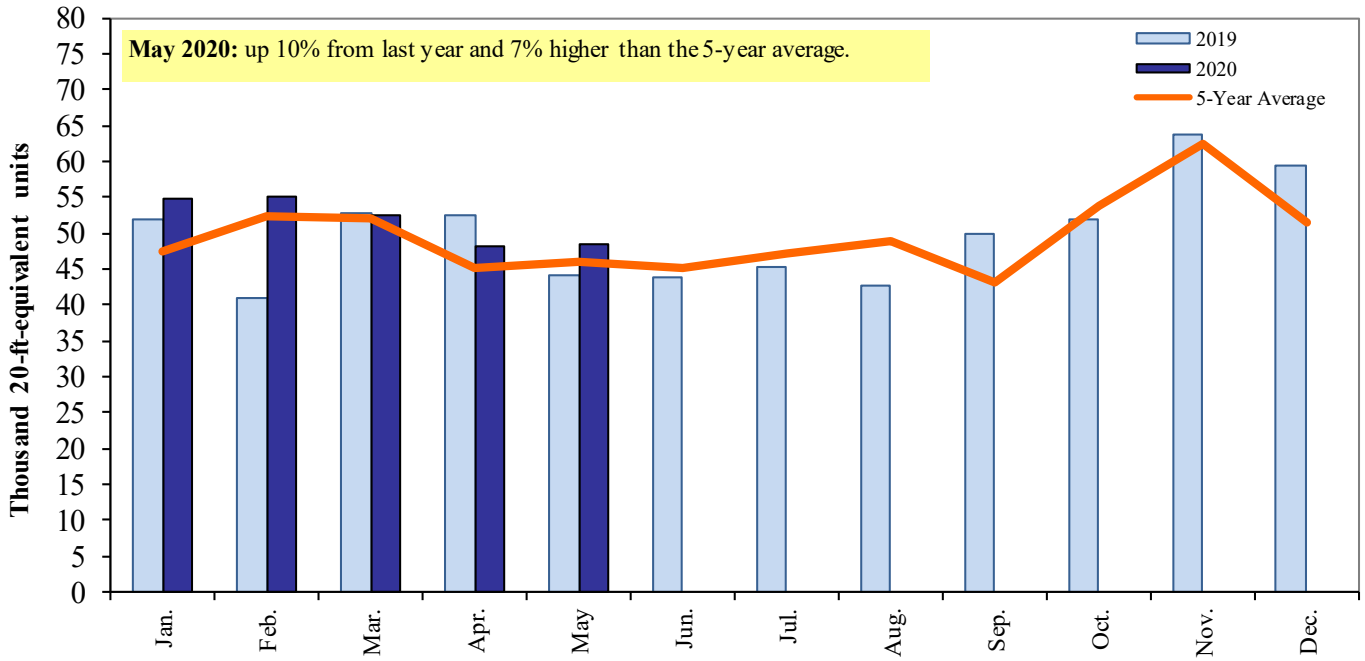
Figure 18
Top 10 destination markets for U.S. containerized grain exports, Jan-May 2020



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 containerized grain to Asia



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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