



# Grain Transportation Report

A weekly publication of the Agricultural Marketing Service  
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December 16, 2021

## WEEKLY HIGHLIGHTS

### FMCSA Extends Emergency Waiver on CDL and CLP Requirements

The Federal Motor Carrier Safety Administration (FMCSA) recently [extended](#), through February 28, 2022, its waiver on requirements for commercial driver's licenses (CDLs) and commercial learners permits (CLPs) for truck drivers. The waiver includes permission to States to allow CLP holders to take the CDL skills test without waiting 14 days after the CLP is initially granted. Originally issued to address the national COVID-19 emergency, the waiver for CDLs and CLPs permits States to extend the validity of CDLs due for renewal on or after March 1, 2020. The waiver also extends an exemption from CDL-required medical certification—provided the certification expired on or after September 1, 2021. FMCSA intends to review the waiver's status on January 3, 2022, and may act to end it sooner, if conditions warrant.

### Governors From 15 States Pledge To Assist the Trucking Industry With Regulatory Relief ...

The Tennessee Governor, along with governors from 14 other States, recently pledged to act at the State level to assist the trucking industry in an initiative called "[Operation Open Road.](#)" Addressing regulatory burdens, the governors will modify weight, size, or load restrictions to allow more cargo to move more efficiently. The governors will also adjust hours-of-service constraints to give truck drivers more flexibility, as well as increase the number of commercial truck drivers by deregulating education and occupational barriers to licensure. Further, the governors asked the Federal Government to lower the age of commercial driver's license holders from 21 to 18 years and suspend the Federal mandate for COVID-19 vaccines for the trucking and transportation industry. They intend such measures to reduce additional barriers to employment. Additionally, the governors asked the Federal Government to revise any Federal policies that prevent use or domestic manufacturing of essential transportation equipment, including intermodal containers, chassis, and automobiles, trucks, and tractor trailers.

### ... And Public/Private Coordination To Address Supply-Chain Issues

As part of "[Operation Open Road.](#)" the 15 governors have agreed to convene State agencies in transportation, commerce, workforce, and related fields to coordinate with private industry, local governments, and neighboring States. The governors intend this public/private coordination to ensure greater efficiency and data sharing among shippers and receivers at ports, distribution points, storage facilities, and other intrastate corridors. Governors of States with coastal ports have agreed to help their ports operate at full capacity, increase tonnage capacity, and accept more Panamax ships waiting off the west coast.

## Snapshots by Sector

### Export Sales

For the week ending December 2, [unshipped balances](#) of wheat, corn, and soybeans for marketing year 2021/22 totaled 45.8 million metric tons (mmt), down 21 percent from same time last year and down 1 percent from the previous week. Net [corn export sales](#) were 1.132 mmt, up 11 percent from the previous week. Net [soybean export sales](#) were 1.638 mmt, up 54 percent from the previous week. Net weekly [wheat export sales](#) were 0.240 mmt, up significantly from the previous week.

### Rail

U.S. Class I railroads originated 28,260 [grain carloads](#) during the week ending December 4. This was a 20-percent increase from the previous week, 1 percent more than last year, and 15 percent more than the 3-year average.

Average December shuttle [secondary railcar](#) bids/offers (per car) were \$1,150 above tariff for the week ending December 9. This was \$746 more than last week and \$851 more than this week last year. There were no non-shuttle bids/offers this week.

### Barge

For the week ending December 11, [barged grain movements](#) totaled 836,790 tons. This was 4 percent less than the previous week and 1 percent higher than the same period last year.

For the week ending December 11, 493 grain barges [moved down river](#)—48 fewer barges than the previous week. There were 745 grain barges unloaded in the New Orleans region, 1 percent lower than last week.

### Ocean

For the week ending December 9, 30 [oceangoing grain vessels](#) were loaded in the Gulf—down 33 percent from the same period last year. Within the next 10 days (starting December 10), 64 vessels were expected to be loaded—3 percent fewer than the same period last year.

As of December 9, the rate for shipping a metric ton (mt) of grain from the U.S. Gulf to Japan was \$72.50. This was 2 percent higher than last week. The rate from the Pacific Northwest to Japan was \$39.00 per mt, 4 percent higher than last week.

### Fuel

For the week ending December 13, the U.S. average [diesel fuel price](#) decreased by 2.5 cents from the previous week to \$3.649 per gallon, \$1.09 above the same week last year. At \$3.512 per gallon, the average Midwest diesel price has declined for 6 consecutive weeks and is at its lowest level since October 11, 2021.

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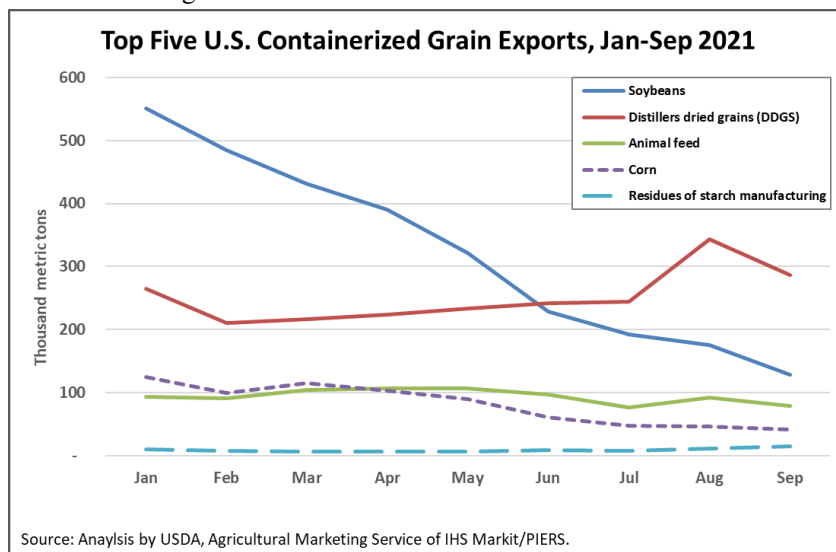
# Feature Article/Calendar

## Containerized Grain Update: Exports Fall Steadily Amid Severe Supply Chain Challenges

Over the past year, containerized grain exporters have felt the effects of volatile overseas demand, as well as supply chain and transportation disruptions. Although total containerized grain exports are up year to year, shipments have fallen nearly every month since the peak in January. At the same time, inland transportation bottlenecks and tight capacity for ocean container freight have increased costs and delays for exporters. Ports have implemented new initiatives to streamline logistics as much as possible. Likewise, responding to pleas of exporters, the Federal Government has been constructing multi-pronged legislative and policy initiatives to reshape carrier practices, while keeping open lines of communication with a broad range of stakeholders.

### *A Strong Start to 2021 Keeps Year-to-Date Export Volumes Above Average*

From January through September 2021, containerized grain exports were 5 percent higher than the same period last year and 12 percent higher than the 4-year average. Except for distillers' dried grains with solubles (DDGS), the top five containerized grain exports (see chart) showed declines through the first 9 months of 2021. Despite starting the year strong, shipments of soybeans—the top containerized grain export—have fallen each month since January's total of more than 551,000 metric tons (mt). According to exporters, strong overseas demand in the first half of the year drained supplies, leaving export volumes low before the fall harvest season. Shipments of DDGS remained relatively flat through July, then picked up in August and September. The Nation's demand for fuel increased production of ethanol and, therefore, DDGS as its byproduct.



### *Extensive Supply Chain Disruptions Impact Agricultural Exports*

More than a year ago, containerized grain exporters sounded the alarm that some ocean container carriers were declining bookings. Instead, because of a large, pandemic-induced rise in demand, carriers focused on moving import containers and quick turns between the United States and Asia. Since this trend began, nearly all agricultural exports have felt the impact: the supply chain flooded with import containers, and congestion and backlogs ensued. Exporters have struggled to obtain and retain ocean container freight service; endured extensive delays to secure container and chassis equipment, as well as vessel service; and absorbed rising freight rates and logistical costs. The situation has been compounded by port congestion. Record-long vessel queues have choked some West Coast gateways; truck service has been scarce; and in some cases, deteriorating products have eroded profitability. These issues have only worsened throughout the year, as container imports have continued flooding into clogged U.S. port terminals and overwhelmed warehouses.

**Los Angeles and Long Beach Port Complex.** The U.S. gateway receiving most containerized imports is the Los Angeles and Long Beach Port Complex. Containerized grain exporters rely on the same terminals to move their products because the complex also offers the majority of ocean freight service to Asia. From January-September 2021, 44 percent of U.S. containerized grain exports moved through Los Angeles and Long Beach. As a result of record vessel queues at the port complex, exporters have experienced ever-changing delivery windows for their outbound containers. This volatility results in detention and demurrage fees from carriers, even when a missed window is not the exporter's fault.

**East Coast Ports.** Over the past couple of years, containerized grain exporters have shifted some shipments to East Coast ports such as Norfolk, VA; New York, NY; Savannah, GA; Charleston, SC; and Baltimore, MD. So far in 2021, the share of containerized grain exported through East Coast ports has increased 3 percentage points, and since 2018, the share has increased 10 percentage points. During the pandemic, some exporters have likely shifted ports to avoid the West Coast congestion, when possible. Others have increased shipments to smaller markets in Africa and the Middle East, which are more easily accessed from the East Coast.

To adjust to severe and persistent challenges, containerized grain exporters report having to renegotiate contract terms with overseas customers to allow for extensive delays. In some cases, orders previously serviced under a 30-day contract have been extended to a 45-60-day contract. Such extensions demonstrate both the extent of delays in the logistics chain and the wide variability of reliable vessel service.

### *Relief Actions Underway*

Given the enormous scale of the supply chain challenges, a silver bullet solution is impossible. Still, both government and industry are stepping up, bringing massive resources to bear to improve these issues. Ports have begun taking several measures to increase terminal fluidity: extending truck gate hours, expanding near-dock and off-dock container storage to absorb terminal overflow, and incentivizing importers to move full containers off dock quickly. These measures at Los Angeles and Long Beach have helped reduce the number of containers on-dock and allowed the terminals work through some of the vessel queue.

**Broad-based Government support.** Federal support has come from Congress, the White House, Department of Transportation, USDA, Surface Transportation Board, and Federal Maritime Commission (FMC). Action to address supply chain issues has taken a variety of forms. In one example, the Port of Savannah received an \$8 million Federal grant to support the development and operation of four pop-up container yards. Also, the White House plans to make more than \$240 million available for port infrastructure through its proposed Port Infrastructure Development Grant program. Through the Department of Transportation, the Administration will also open \$475 million in competitive port/marine highway infrastructure grants.

Multiple agencies are investigating unfair practices by carriers. FMC—the U.S. governing body of ocean container carriers—collected information on detention and demurrage invoicing practices from all major ocean carriers and developed best practices for carriers to follow. FMC also used its authority to reestablish the National Shippers Advisory Committee and Supply Chain Innovation Teams, complete with U.S. importers and exporters. These FMC arms are tasked with identifying commercial solutions to U.S. supply chain operational challenges. They provide FMC with insight, information, and industry expertise.

**USDA collaborations and investment.** Through the Supply Chain Disruptions Task Force, USDA is collaborating with the Departments of Transportation (DOT) and Commerce as part of President Biden's [Executive Order \(EO\) on America's Supply Chains](#). As part of this EO, the White House appointed a Port Envoy to work specifically with DOT to address congestion at U.S. ports.

Since June, USDA has announced plans to invest a total \$7 billion to strengthen critical supply chains and address urgent agricultural challenges. To ensure the greatest impact for these funds, USDA led numerous stakeholder meetings with a broad range of agricultural commodity groups and associations. The Department gathered insights on the effects of these challenges on agricultural exporters, as well as ideas for best uses of the relief funds.

**Ocean Shipping Reform Act of 2021.** Finally, on December 8, the U.S. House of Representatives passed the Ocean Shipping Reform Act of 2021 (HR 4996), first introduced in August. This bill includes provisions to gain reasonable and fair ocean carrier practices consistent with FMC's interpretive rule on demurrage and detention. If enacted, the bill would make carriers responsible for self-policing compliance with that rule. It would also arm FMC with additional tools to enforce ocean shipping law and regulations. Ocean carriers would be obliged to carry export cargo—to the extent they could do so safely—rather than carrying empty containers back across the oceans. The bill is now in the hands of the Senate. The Administration has openly supported and encouraged Congress to pass this bill to keep exporters competitive and ensure fair practices from ocean carriers.

Most industry analysts agree disruptions will continue well into 2022. However, industry and government remain committed to resolving them. [April.Taylor@usda.gov](mailto:April.Taylor@usda.gov)

# Grain Transportation Indicators

Table 1

## Grain transport cost indicators<sup>1</sup>

For the week ending	Truck	Rail		Barge	Ocean	
		Non-Shuttle	Shuttle		Gulf	Pacific
12/15/21	245	299	279	364	324	277
12/08/21	247	299	247	318	318	266

<sup>1</sup>Indicator: Base year 2000 = 100. Weekly updates include truck = diesel (\$/gallon); rail = near-month secondary rail market bid and monthly tariff rate with fuel surcharge (\$/car); barge = Illinois River barge rate (index = percent of tariff rate); ocean = routes to Japan (\$/metric ton); n/a = not available.

Source: USDA, Agricultural Marketing Service.

Table 2

## Market Update: U.S. origins to export position price spreads (\$/bushel)

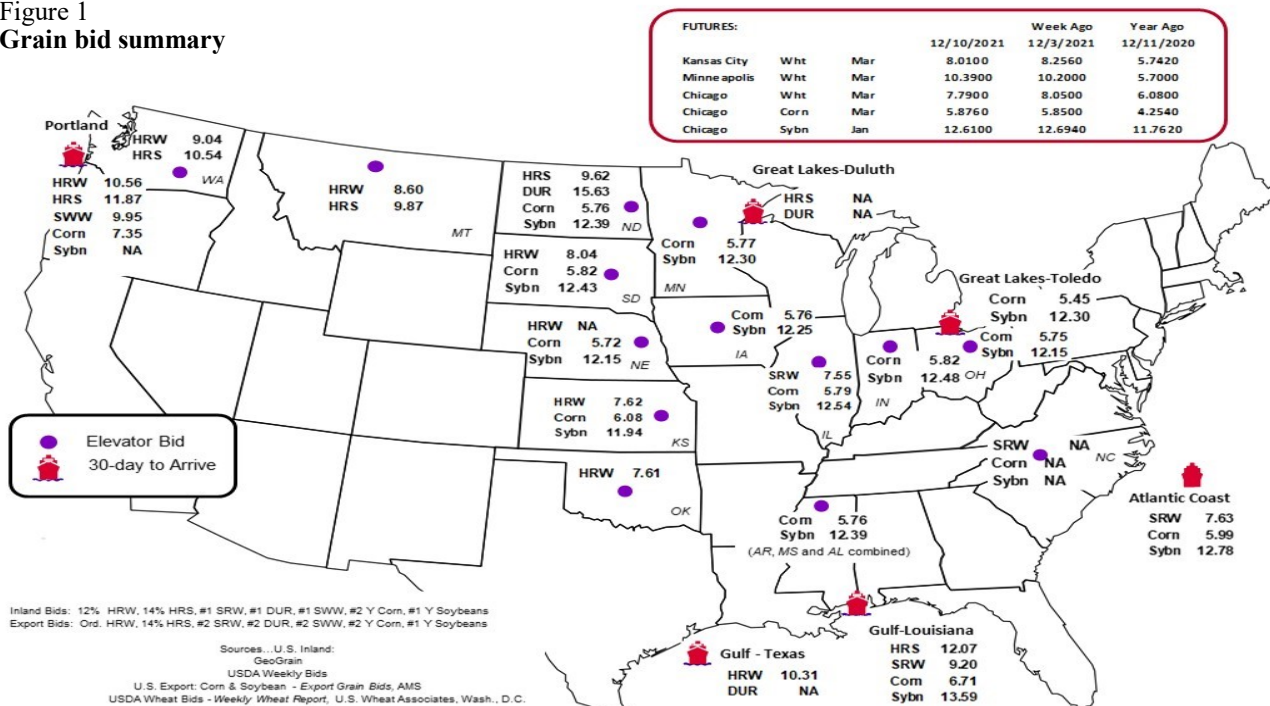
Commodity	Origin-destination	12/10/2021	12/3/2021
Corn	IL-Gulf	-0.92	-0.89
Corn	NE-Gulf	-0.99	-0.99
Soybean	IA-Gulf	-1.34	-1.29
HRW	KS-Gulf	-2.69	-2.73
HRS	ND-Portland	-2.25	-2.35

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)<sup>1</sup>

For the week ending	Mississippi		Pacific	Atlantic &	Total	Week ending	Cross-border Mexico <sup>3</sup>
	Gulf	Texas Gulf	Northwest	East Gulf			
12/08/2021 <sup>P</sup>	1,584	1,726	8,176	1,085	12,571	12/4/2021	2,797
12/01/2021 <sup>r</sup>	1,332	1,481	7,198	661	10,672	11/27/2021	3,238
2021 YTD <sup>r</sup>	49,419	64,687	287,647	19,824	421,577	2021 YTD	137,076
2020 YTD <sup>r</sup>	38,223	56,905	268,442	20,474	384,044	2020 YTD	119,693
2021 YTD as % of 2020 YTD	129	114	107	97	110	% change YTD	115
Last 4 weeks as % of 2020 <sup>2</sup>	74	71	101	85	91	Last 4wks. % 2020	111
Last 4 weeks as % of 4-year avg. <sup>2</sup>	179	140	136	182	143	Last 4wks. % 4 yr.	109
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

<sup>1</sup>Data is incomplete as it is voluntarily provided.

<sup>2</sup>Compared with same 4-weeks in 2020 and prior 4-year average.

<sup>3</sup>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.

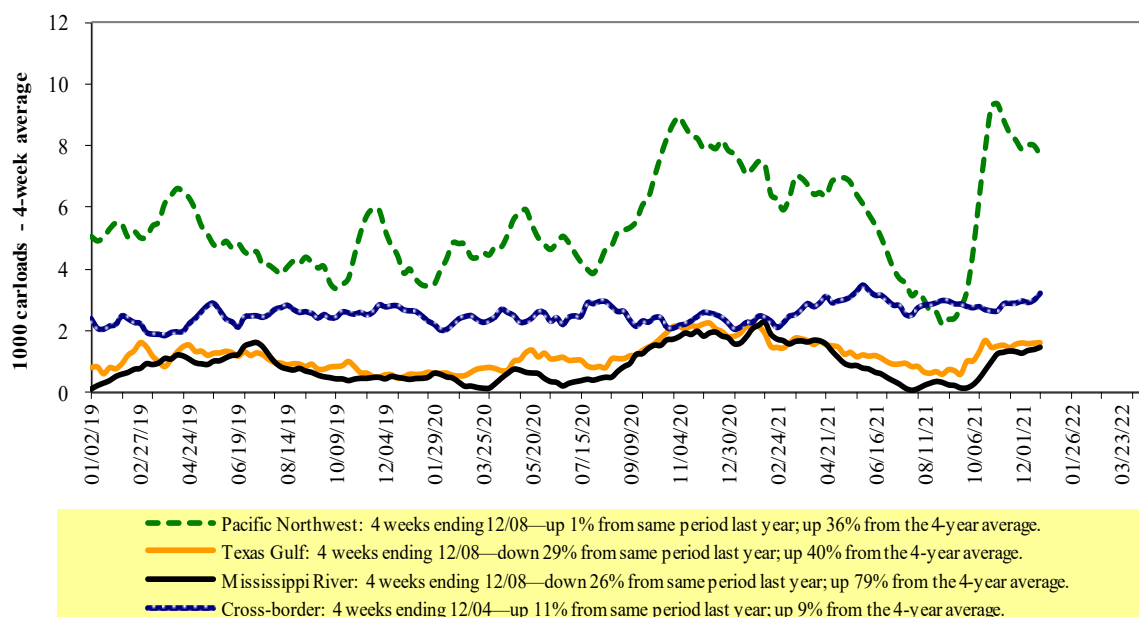
YTD = year-to-date; p = preliminary data; r = revised data; n/a = not available; wks. = weeks; avg. = average.

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: 12/4/2021	East		West			U.S. total	Canada	
	CSXT	NS	BNSF	KCS	UP		CN	CP
This week	2,307	2,483	13,836	1,821	7,813	28,260	3,382	4,315
This week last year	2,288	3,525	13,061	1,229	7,944	28,047	6,430	6,005
2021 YTD	86,287	112,133	565,229	59,242	296,768	1,119,659	195,807	227,036
2020 YTD	84,132	120,207	560,343	53,813	270,276	1,088,771	218,333	239,134
2021 YTD as % of 2020 YTD	103	93	101	110	110	103	90	95
Last 4 weeks as % of 2020*	89	69	100	116	94	95	65	74
Last 4 weeks as % of 3-yr. avg.**	108	76	109	129	116	108	78	83
Total 2020	91,659	129,808	613,630	57,782	296,701	1,189,580	238,149	261,778

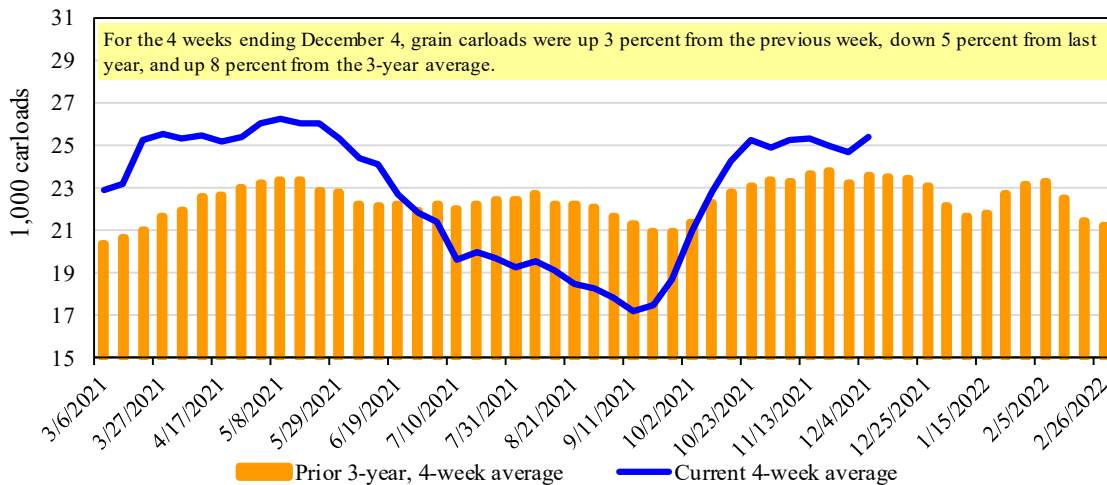
\*The past 4 weeks of this year as a percent of the same 4 weeks last year.

\*\*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<sup>1</sup> (\$/car)<sup>2</sup>**

For the week ending: 12/9/2021		Delivery period							
		Dec-21	Dec-20	Jan-22	Jan-21	Feb-22	Feb-21	Mar-22	Mar-21
BNSF <sup>3</sup>	COT grain units	no bids	no bids	4	0	0	0	0	0
	COT grain single-car	no bids	no bids	64	215	5	199	5	143
UP <sup>4</sup>	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

<sup>1</sup>Auction offerings are for single-car and unit train shipments only.

<sup>2</sup>Average premium/discount to tariff, last auction. n/a = not available.

<sup>3</sup>BNSF - COT = BNSF Railway Certificate of Transportation; north grain and south grain bids were combined effective the week ending 6/24/06.

<sup>4</sup>UP - GCAS = Union Pacific Railroad Grain Car Allocation System.

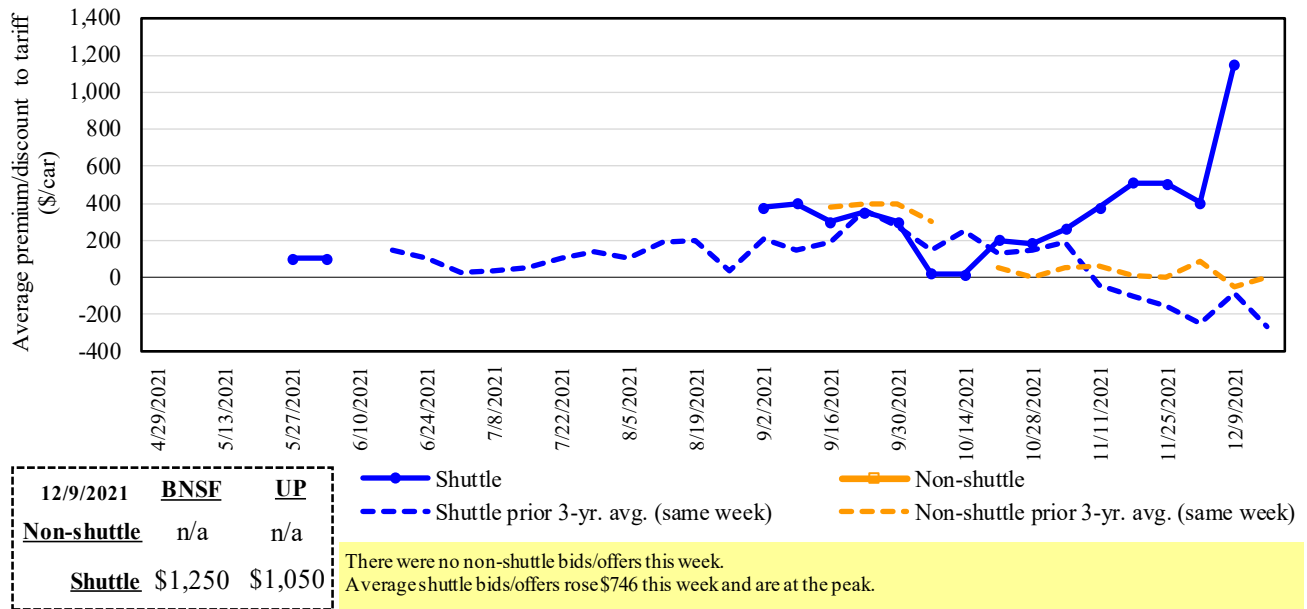
Region 1 includes: AR, IL, LA, MO, NM, OK, TX, WI, and Duluth, MN.

Region 2 includes: CO, IA, KS, MN, NE, WY, and Kansas City and St. Joseph, MO.

Source: USDA, Agricultural Marketing Service.

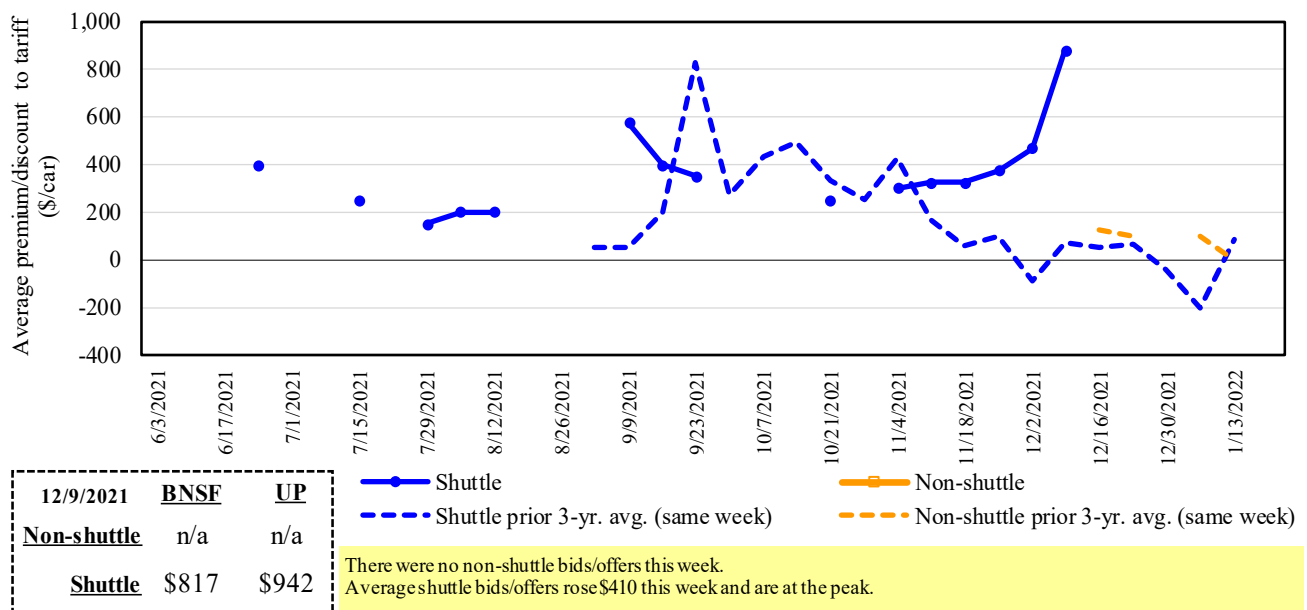
The **secondary rail market** information reflects trade values for service that was originally purchased from the railroad carrier as some form of guaranteed freight. The **auction and secondary rail** values are indicators of rail service quality and demand/supply.

**Figure 4**  
**Bids/offers for railcars to be delivered in December 2021, secondary market**



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.

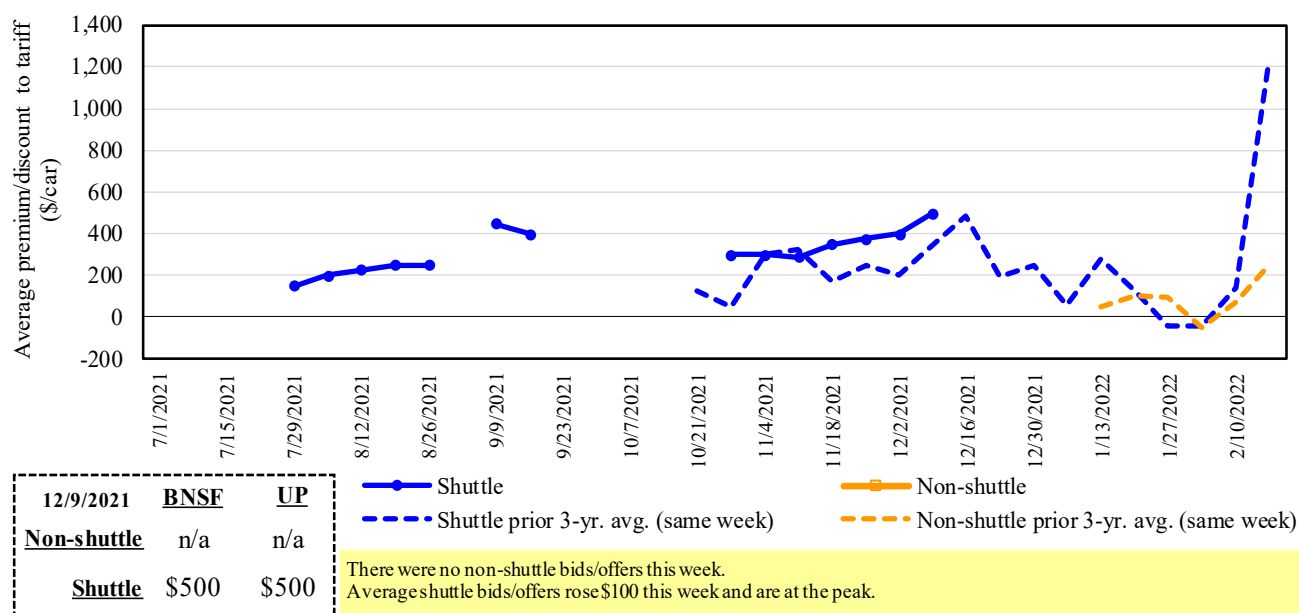
**Figure 5**  
**Bids/offers for railcars to be delivered in January 2022, secondary market**



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 2022, secondary market**



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)<sup>1</sup>**

For the week ending:		Delivery period					
		Dec-21	Jan-22	Feb-22	Mar-22	Apr-22	May-22
12/9/2021							
<b>Non-shuttle</b>	<b>BNSF-GF</b>	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
	<b>UP-Pool</b>	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	
<b>Shuttle</b>	<b>BNSF-GF</b>	<b>1,250</b>	<b>817</b>	<b>500</b>	<b>200</b>	<b>(50)</b>	<b>n/a</b>
	Change from last week	903	417	100	0	150	n/a
	Change from same week 2020	913	385	0	(106)	(50)	n/a
	<b>UP-Pool</b>	<b>1,050</b>	<b>942</b>	<b>500</b>	<b>n/a</b>	<b>(100)</b>	<b>n/a</b>
	Change from last week	589	404	n/a	n/a	n/a	n/a
Change from same week 2020	790	692	300	n/a	(50)	n/a	

<sup>1</sup>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<sup>1</sup>**

December 2021	Origin region <sup>3</sup>	Destination region <sup>3</sup>	Tariff rate/car	Fuel surcharge per car	Tariff plus surcharge per:		Percent change Y/Y <sup>4</sup>
					metric ton	bushel <sup>2</sup>	
<b>Unit train</b>							
Wheat	Wichita, KS	St. Louis, MO	\$3,695	\$167	\$38.35	\$1.04	4
	Grand Forks, ND	Duluth-Superior, MN	\$3,658	\$0	\$36.33	\$0.99	-13
	Wichita, KS	Los Angeles, CA	\$7,290	\$0	\$72.39	\$1.97	2
	Wichita, KS	New Orleans, LA	\$4,525	\$294	\$47.85	\$1.30	5
	Sioux Falls, SD	Galveston-Houston, TX	\$7,026	\$0	\$69.77	\$1.90	3
	Colby, KS	Galveston-Houston, TX	\$4,801	\$322	\$50.87	\$1.38	5
	Amarillo, TX	Los Angeles, CA	\$5,121	\$448	\$55.30	\$1.51	7
Corn	Champaign-Urbana, IL	New Orleans, LA	\$4,000	\$332	\$43.02	\$1.09	9
	Toledo, OH	Raleigh, NC	\$8,130	\$0	\$80.73	\$2.05	4
	Des Moines, IA	Davenport, IA	\$2,505	\$70	\$25.57	\$0.65	4
	Indianapolis, IN	Atlanta, GA	\$6,227	\$0	\$61.84	\$1.57	4
	Indianapolis, IN	Knoxville, TN	\$5,247	\$0	\$52.11	\$1.32	4
	Des Moines, IA	Little Rock, AR	\$4,000	\$207	\$41.77	\$1.06	7
	Des Moines, IA	Los Angeles, CA	\$5,880	\$602	\$64.37	\$1.63	10
Soybeans	Minneapolis, MN	New Orleans, LA	\$3,631	\$412	\$40.15	\$1.09	11
	Toledo, OH	Huntsville, AL	\$6,714	\$0	\$66.67	\$1.81	2
	Indianapolis, IN	Raleigh, NC	\$7,422	\$0	\$73.70	\$2.01	4
	Indianapolis, IN	Huntsville, AL	\$5,367	\$0	\$53.30	\$1.45	2
Champaign-Urbana, IL	New Orleans, LA	\$4,745	\$332	\$50.42	\$1.37	8	
<b>Shuttle train</b>							
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	\$528	\$64.94	\$1.77	7
	Minneapolis, MN	Portland, OR	\$5,380	\$0	\$53.43	\$1.36	4
Corn	Sioux Falls, SD	Tacoma, WA	\$5,340	\$0	\$53.03	\$1.35	4
	Champaign-Urbana, IL	New Orleans, LA	\$3,920	\$332	\$42.22	\$1.07	10
	Lincoln, NE	Galveston-Houston, TX	\$4,080	\$0	\$40.52	\$1.03	5
	Des Moines, IA	Amarillo, TX	\$4,420	\$260	\$46.47	\$1.18	7
	Minneapolis, MN	Tacoma, WA	\$5,380	\$0	\$53.43	\$1.36	4
	Council Bluffs, IA	Stockton, CA	\$5,300	\$0	\$52.63	\$1.34	4
	Sioux Falls, SD	Tacoma, WA	\$6,050	\$0	\$60.08	\$1.64	3
Soybeans	Minneapolis, MN	Portland, OR	\$6,100	\$0	\$60.58	\$1.65	3
	Fargo, ND	Tacoma, WA	\$5,950	\$0	\$59.09	\$1.61	3
	Council Bluffs, IA	New Orleans, LA	\$4,975	\$383	\$53.21	\$1.45	8
	Toledo, OH	Huntsville, AL	\$4,954	\$0	\$49.20	\$1.34	0
	Grand Island, NE	Portland, OR	\$5,360	\$540	\$58.59	\$1.59	10

<sup>1</sup>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.

<sup>2</sup>Approximate load per car = 111 short tons (100.7 metric tons): corn 56 pounds per bushel (lbs/bu), wheat and soybeans 60 lbs/bu.

<sup>3</sup>Regional economic areas are defined by the Bureau of Economic Analysis (BEA).

<sup>4</sup>Percentage change year over year (Y/Y) calculated using tariff rate plus fuel surcharge.

Source: BNSF Railway, Canadian National Railway, CSX Transportation, and Union Pacific Railroad.

Table 8

**Tariff rail rates for U.S. bulk grain shipments to Mexico**

Date: December 2021			Tariff rate per car <sup>1</sup>	Fuel surcharge per car <sup>2</sup>	Tariff rate plus fuel surcharge per:		Percent change <sup>4</sup> Y/Y
Commodity	Origin state	Destination region			metric ton <sup>3</sup>	bushel <sup>3</sup>	
Wheat	MT	Chihuahua, CI	\$7,699	\$0	\$78.67	\$2.14	4
	OK	Cuautitlan, EM	\$6,900	\$230	\$72.85	\$1.98	6
	KS	Guadalajara, JA	\$7,619	\$719	\$85.19	\$2.32	7
	TX	Salinas Victoria, NL	\$4,420	\$138	\$46.57	\$1.27	4
Corn	IA	Guadalajara, JA	\$9,102	\$663	\$99.77	\$2.53	6
	SD	Celaya, GJ	\$8,300	\$0	\$84.81	\$2.15	2
	NE	Queretaro, QA	\$8,322	\$462	\$89.75	\$2.28	5
	SD	Salinas Victoria, NL	\$6,905	\$0	\$70.55	\$1.79	0
	MO	Tlahpantla, EM	\$7,687	\$450	\$83.14	\$2.11	5
	SD	Torreon, CU	\$7,825	\$0	\$79.95	\$2.03	2
Soybeans	MO	Bojay (Tula), HG	\$8,647	\$614	\$94.63	\$2.57	5
	NE	Guadalajara, JA	\$9,207	\$646	\$100.67	\$2.74	5
	IA	El Castillo, JA	\$9,510	\$0	\$97.17	\$2.64	1
	KS	Torreon, CU	\$8,109	\$466	\$87.61	\$2.38	5
Sorghum	NE	Celaya, GJ	\$7,932	\$597	\$87.15	\$2.21	6
	KS	Queretaro, QA	\$8,108	\$287	\$85.77	\$2.18	3
	NE	Salinas Victoria, NL	\$6,713	\$231	\$70.94	\$1.80	3
	NE	Torreon, CU	\$7,225	\$438	\$78.29	\$1.99	6

<sup>1</sup>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.

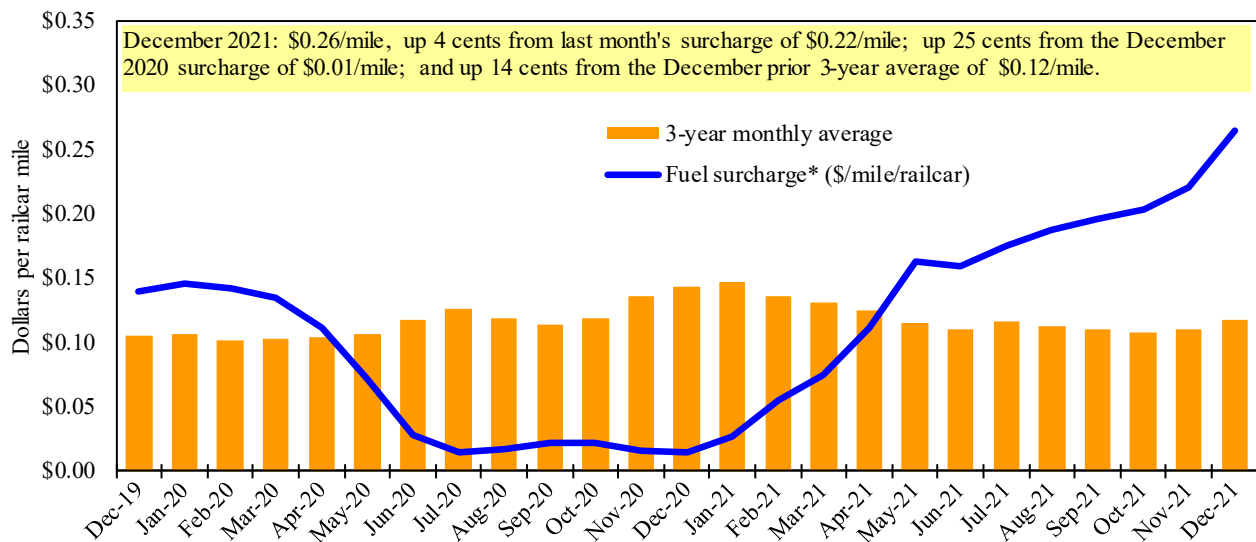
<sup>2</sup>Fuel surcharge adjusted to reflect the change in Ferrocarril Mexicano, S.A. de C.V railroad fuel surcharge policy as of 10/01/2009.

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

<sup>4</sup>Percentage change calculated using tariff rate plus fuel surcharge; Y/Y = year over year.

Sources: BNSF Railway, Union Pacific Railroad, Kansas City Southern.

Figure 7

**Railroad fuel surcharges, North American weighted average<sup>1</sup>**

<sup>1</sup> 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.

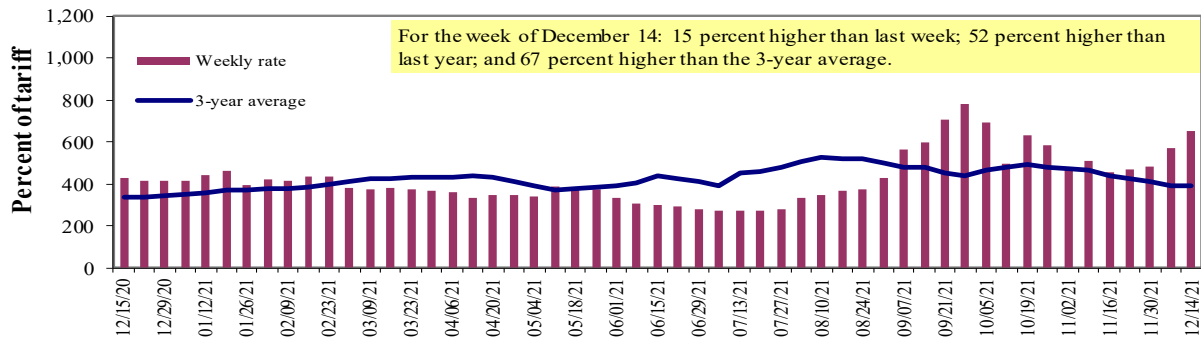
\*\*CSX strike price changed from \$2.00/gal. to \$3.75/gal. starting January 1, 2015.

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<sup>1,2</sup>



<sup>1</sup>Rate = percent of 1976 tariff benchmark index (1976 = 100 percent); <sup>2</sup>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
<b>Rate<sup>1</sup></b>	12/14/2021	-	673	655	635	645	645	545
	12/7/2021	-	610	572	454	590	590	425
<b>\$/ton</b>	12/14/2021	-	35.80	30.39	25.34	30.25	26.06	17.11
	12/7/2021	-	32.45	26.54	18.11	27.67	23.84	13.35
<b>Current week % change from the same week:</b>								
	Last year	-	-	52	111	59	59	82
	3-year avg. <sup>2</sup>	-	-	67	121	93	93	108
<b>Rate<sup>1</sup></b>	January	-	-	489	387	460	460	353
	March	-	-	420	321	355	355	289

<sup>1</sup>Rate = percent of 1976 tariff benchmark index (1976 = 100 percent); <sup>2</sup>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

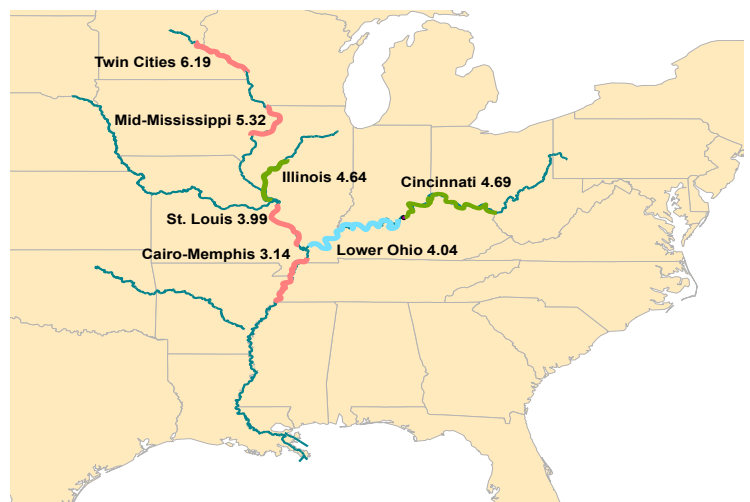
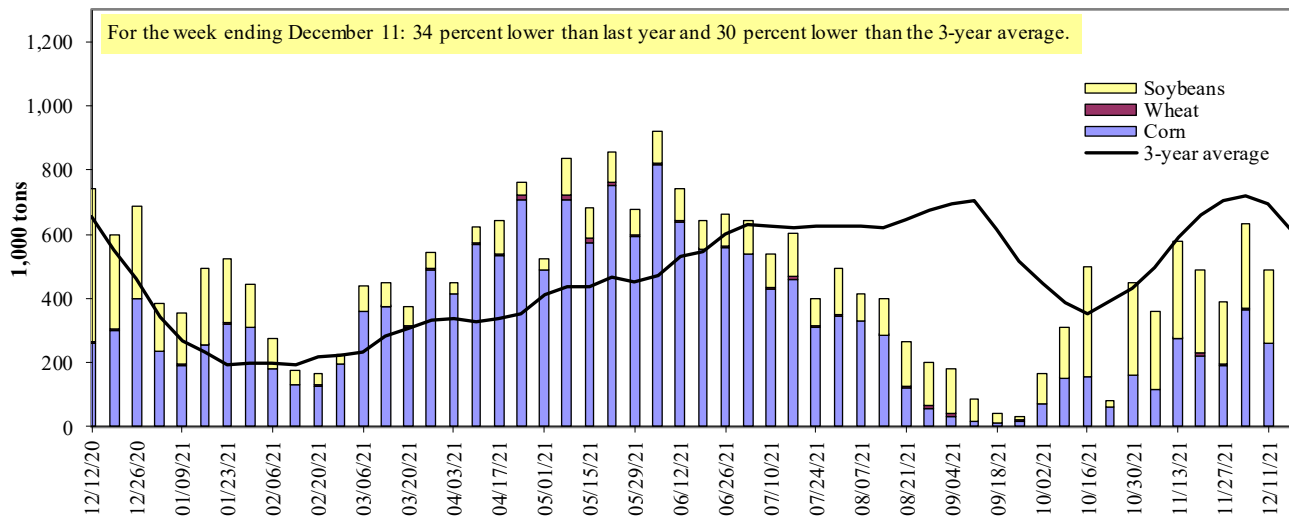


Figure 10

**Barge movements on the Mississippi River<sup>1</sup> (Locks 27 - Granite City, IL)**



<sup>1</sup> 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 12/11/2021	Corn	Wheat	Soybeans	Other	Total
<b>Mississippi River</b>					
Rock Island, IL (L15)	11	0	24	0	35
Winfield, MO (L25)	131	0	108	0	239
Alton, IL (L26)	269	0	246	0	515
Granite City, IL (L27)	261	0	227	0	488
<b>Illinois River (La Grange)</b>					
	117	0	104	0	221
<b>Ohio River (Olmsted)</b>					
	130	7	176	0	313
<b>Arkansas River (L1)</b>					
	1	4	30	0	36
Weekly total - 2021	393	11	433	0	837
Weekly total - 2020	233	19	563	10	825
2021 YTD <sup>1</sup>	22,560	1,569	10,292	278	34,698
2020 YTD <sup>1</sup>	17,226	1,708	17,036	221	36,191
2021 as % of 2020 YTD	131	92	60	126	96
Last 4 weeks as % of 2020 <sup>2</sup>	104	73	58	163	74
Total 2020	18,942	1,765	19,205	237	40,149

<sup>1</sup> 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.

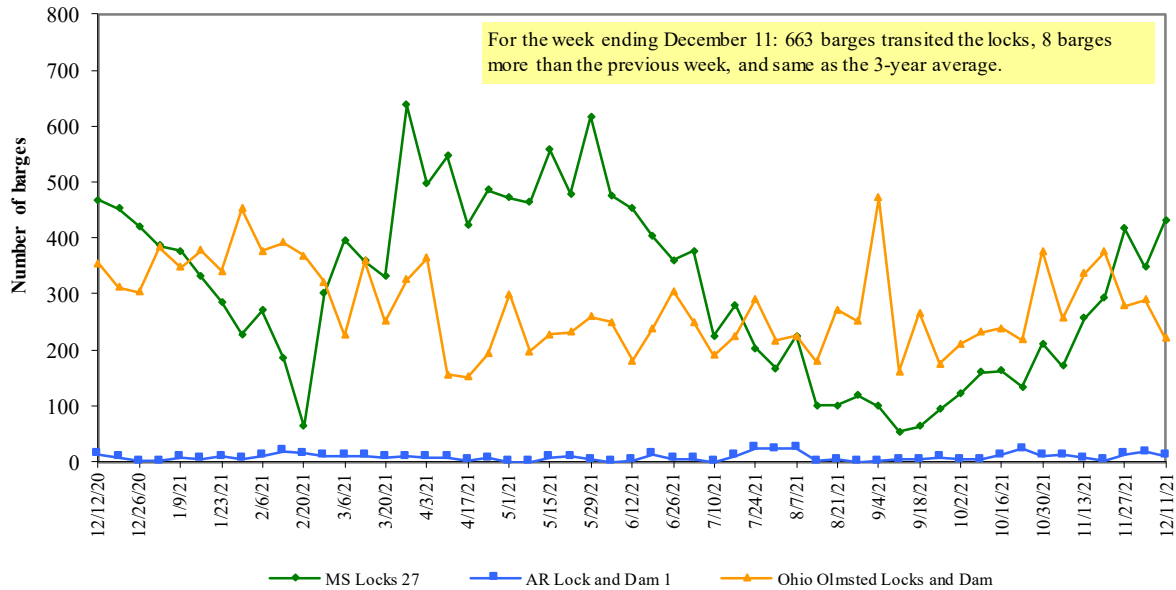
<sup>2</sup> As a percent of same period in 2020.

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

Source: U.S. Army Corps of Engineers.

Figure 11

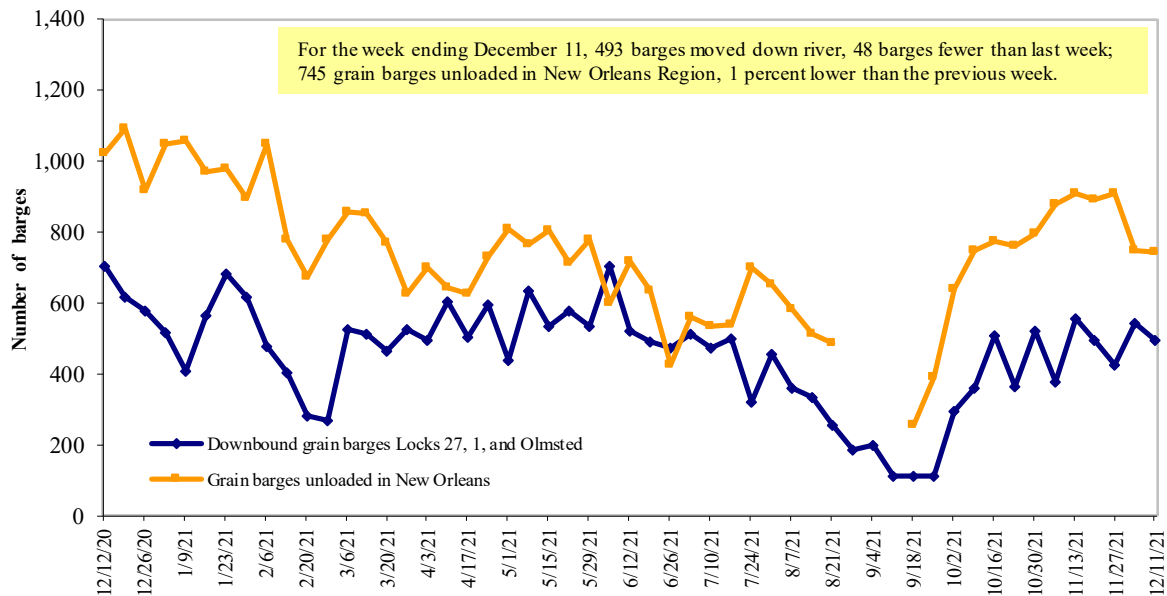
**Upbound empty barges transiting Mississippi River Locks 27, Arkansas River Lock and Dam 1, and Ohio River Olmsted Locks and Dam**



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 12/13/2021 (U.S. \$/gallon)**

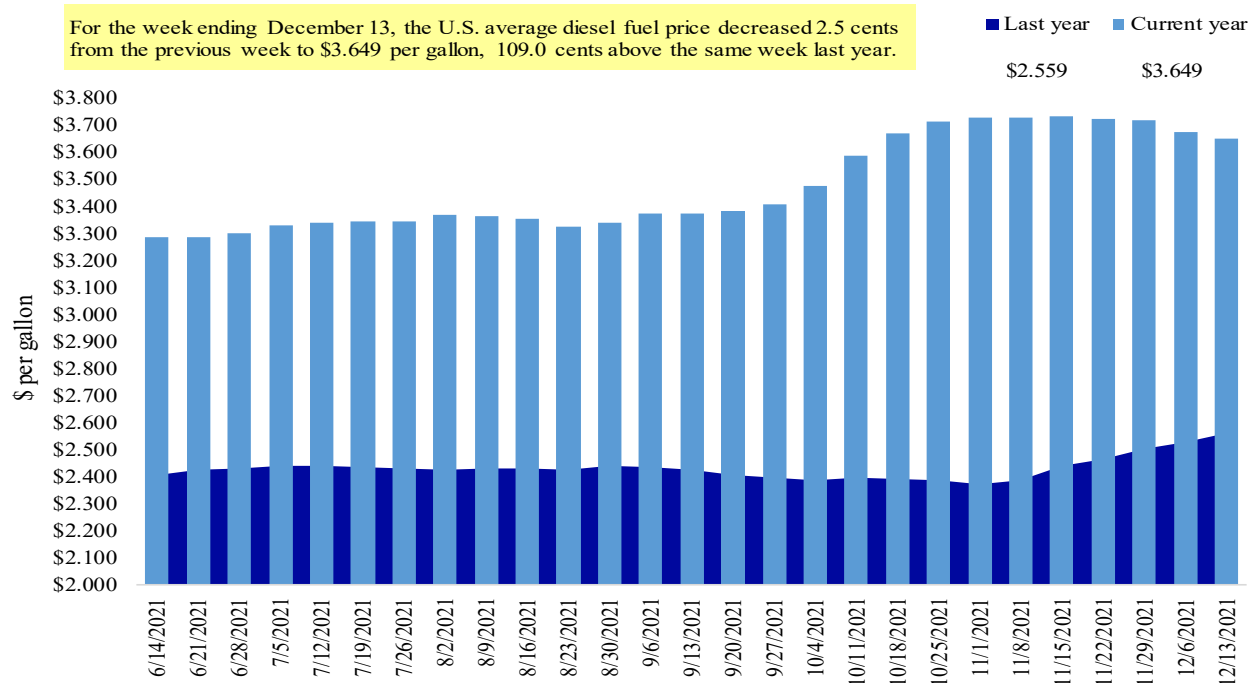
Region	Location	Price	Change from	
			Week ago	Year ago
I	East Coast	3.633	-0.025	1.030
	New England	3.643	-0.011	1.036
	Central Atlantic	3.811	-0.013	1.009
	Lower Atlantic	3.521	-0.035	1.050
II	Midwest	3.512	-0.024	1.034
III	Gulf Coast	3.372	-0.030	1.065
IV	Rocky Mountain	3.758	-0.022	1.202
	West Coast	4.398	-0.018	1.325
V	West Coast less California	3.970	-0.022	1.219
	California	4.775	-0.014	1.433
Total	United States	3.649	-0.025	1.090

<sup>1</sup>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)

For the week ending	Wheat					All wheat	Corn	Soybeans	Total
	HRW	SRW	HRS	SWW	DUR				
<b>Export balances<sup>1</sup></b>									
12/2/2021	1,963	633	1,123	766	36	4,521	26,011	15,301	45,833
This week year ago	1,596	401	1,475	2,559	153	6,184	28,568	23,089	57,841
<b>Cumulative exports-marketing year<sup>2</sup></b>									
2021/22 YTD	3,807	1,503	2,780	1,853	97	10,039	10,551	23,504	44,095
2020/21 YTD	5,141	1,023	3,768	2,559	433	12,924	11,088	29,728	53,740
YTD 2021/22 as % of 2020/21	74	147	74	72	22	78	95	79	82
Last 4 wks. as % of same period 2020/21*	122	150	80	30	32	74	90	72	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

<sup>1</sup> Current unshipped (outstanding) export sales to date.

<sup>2</sup> 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<sup>1</sup> of U.S. corn

For the week ending 12/2/2021	Total commitments <sup>2</sup>		% change current MY from last MY	Exports <sup>3</sup> 3-yr. avg. 2019-21
	2021/22 current MY	2020/21 last MY		
	1,000 mt -			
Mexico	10,214	8,942	14	14,817
Japan	3,093	4,969	(38)	11,082
China	12,207	11,320	8	7,920
Columbia	2,140	1,905	12	4,491
Korea	72	994	(93)	3,302
<b>Top 5 importers</b>	<b>27,725</b>	<b>28,130</b>	<b>(1)</b>	<b>41,613</b>
<b>Total U.S. corn export sales</b>	<b>36,563</b>	<b>39,655</b>	<b>(8)</b>	<b>53,145</b>
% of projected exports	57%	57%		
Change from prior week <sup>2</sup>	1,132	1,362		
<b>Top 5 importers' share of U.S. corn export sales</b>	76%	71%		78%
<b>USDA forecast December 2021</b>	<b>63,613</b>	<b>70,051</b>	<b>(9)</b>	
<b>Corn use for ethanol USDA forecast, December 2021</b>	<b>133,350</b>	<b>127,711</b>	<b>4</b>	

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

<sup>2</sup> 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.

<sup>3</sup> FAS marketing year ranking reports (carry over 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<sup>1</sup> of U.S. soybeans**

For the week ending 12/2/2021	Total commitments <sup>2</sup>		% change current MY from last MY	Exports <sup>3</sup> 3-yr. avg. 2018-20
	2021/22 current MY	2020/21 last MY		
				- 1,000 mt -
China	21,282	30,354	(30)	21,666
Mexico	2,599	3,158	(18)	4,754
Egypt	1,683	1,661	1	3,093
Indonesia	614	923	(33)	2,325
Japan	1,069	993	8	2,275
<b>Top 5 importers</b>	<b>27,246</b>	<b>37,089</b>	<b>(27)</b>	<b>34,113</b>
<b>Total U.S. soybean export sales</b>	<b>38,805</b>	<b>52,816</b>	<b>(27)</b>	<b>50,758</b>
% of projected exports	69%	86%		
change from prior week <sup>2</sup>	<b>1,638</b>	<b>546</b>		
<b>Top 5 importers' share of U.S. soybean export sales</b>	<b>70%</b>	<b>70%</b>		<b>67%</b>
<b>USDA forecast, December 2021</b>	<b>55,858</b>	<b>61,717</b>	<b>(9)</b>	

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

<sup>2</sup>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.

<sup>3</sup>FAS marketing year ranking reports (carry over 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<sup>1</sup> of all U.S. wheat**

For the week ending 12/2/2021	Total Commitments <sup>2</sup>		% change current MY from last MY	Exports <sup>3</sup> 3-yr. avg. 2018-20
	2021/22 current MY	2020/21 last MY		
				- 1,000 mt -
Mexico	2,582	2,493	4	3,388
Philippines	2,206	2,449	(10)	3,121
Japan	1,578	1,795	(12)	2,567
Korea	865	1,275	(32)	1,501
Nigeria	1,568	857	83	1,490
China	848	2,127	(60)	1,268
Taiwan	601	856	(30)	1,187
Indonesia	67	700	(90)	1,131
Thailand	436	642	(32)	768
Italy	164	534	(69)	681
<b>Top 10 importers</b>	<b>10,914</b>	<b>13,727</b>	<b>(20)</b>	<b>17,102</b>
<b>Total U.S. wheat export sales</b>	<b>14,560</b>	<b>19,109</b>	<b>(24)</b>	<b>24,617</b>
% of projected exports	64%	71%		
change from prior week <sup>2</sup>	<b>240</b>	<b>617</b>		
<b>Top 10 importers' share of U.S. wheat export sales</b>	<b>75%</b>	<b>72%</b>		<b>69%</b>
<b>USDA forecast, December 2021</b>	<b>22,888</b>	<b>27,030</b>	<b>(15)</b>	

<sup>1</sup>Based on USDA, Foreign Agricultural Service (FAS) marketing year ranking reports for 2020/21; Marketing year (MY) = Jun 1 - May 31.

<sup>2</sup>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.

<sup>3</sup>FAS marketing year final reports (carry over plus accumulated export); yr. = year; avg. = average.

Note: A red number in parentheses indicates a negative number.

Source: USDA, Foreign Agricultural Service.

Table 16

## Grain inspections for export by U.S. port region (1,000 metric tons)

Port regions	For the week ending 12/09/21	Previous week*	Current week as % of previous	2021 YTD*	2020 YTD*	2021 YTD as % of 2020 YTD	Last 4-weeks as % of:		2020 total*
							Last year	Prior 3-yr. avg.	
<b>Pacific Northwest</b>									
Wheat	121	168	72	13,003	15,117	86	59	64	15,966
Corn	250	135	186	12,815	9,190	139	74	73	9,969
Soybeans	496	718	69	13,130	12,677	104	118	190	14,028
<b>Total</b>	<b>867</b>	<b>1,020</b>	<b>85</b>	<b>38,948</b>	<b>36,984</b>	<b>105</b>	<b>96</b>	<b>126</b>	<b>39,963</b>
<b>Mississippi Gulf</b>									
Wheat	13	33	38	3,095	3,361	92	109	54	3,422
Corn	355	327	109	37,149	27,134	137	84	94	28,781
Soybeans	937	1,498	63	24,186	33,962	71	83	110	38,013
<b>Total</b>	<b>1,306</b>	<b>1,858</b>	<b>70</b>	<b>64,431</b>	<b>64,457</b>	<b>100</b>	<b>83</b>	<b>104</b>	<b>70,215</b>
<b>Texas Gulf</b>									
Wheat	78	0	n/a	3,748	4,204	89	74	70	4,248
Corn	7	14	53	592	697	85	126	170	723
Soybeans	27	0	n/a	1,608	1,732	93	50	149	2,098
<b>Total</b>	<b>112</b>	<b>14</b>	<b>798</b>	<b>5,948</b>	<b>6,633</b>	<b>90</b>	<b>61</b>	<b>113</b>	<b>7,068</b>
<b>Interior</b>									
Wheat	25	53	47	2,811	2,087	135	91	107	2,263
Corn	183	278	66	9,528	8,280	115	124	131	8,683
Soybeans	168	157	107	6,117	6,798	90	98	118	7,274
<b>Total</b>	<b>376</b>	<b>488</b>	<b>77</b>	<b>18,456</b>	<b>17,165</b>	<b>108</b>	<b>109</b>	<b>123</b>	<b>18,220</b>
<b>Great Lakes</b>									
Wheat	22	1	n/a	455	836	54	20	16	891
Corn	0	7	0	121	80	151	37	111	111
Soybeans	0	0	n/a	552	1,024	54	51	78	1,111
<b>Total</b>	<b>22</b>	<b>9</b>	<b>251</b>	<b>1,128</b>	<b>1,941</b>	<b>58</b>	<b>41</b>	<b>49</b>	<b>2,113</b>
<b>Atlantic</b>									
Wheat	0	3	0	128	65	196	11	32	65
Corn	0	0	n/a	81	33	246	217	11	33
Soybeans	133	84	158	1,968	1,612	122	91	149	1,870
<b>Total</b>	<b>133</b>	<b>88</b>	<b>152</b>	<b>2,178</b>	<b>1,710</b>	<b>127</b>	<b>86</b>	<b>143</b>	<b>1,968</b>
<b>U.S. total from ports*</b>									
Wheat	258	259	100	23,240	25,670	91	63	64	26,854
Corn	796	761	105	60,286	45,414	133	91	99	48,301
Soybeans	1,761	2,457	72	47,563	57,805	82	90	130	64,394
<b>Total</b>	<b>2,815</b>	<b>3,477</b>	<b>81</b>	<b>131,089</b>	<b>128,890</b>	<b>102</b>	<b>87</b>	<b>112</b>	<b>139,548</b>

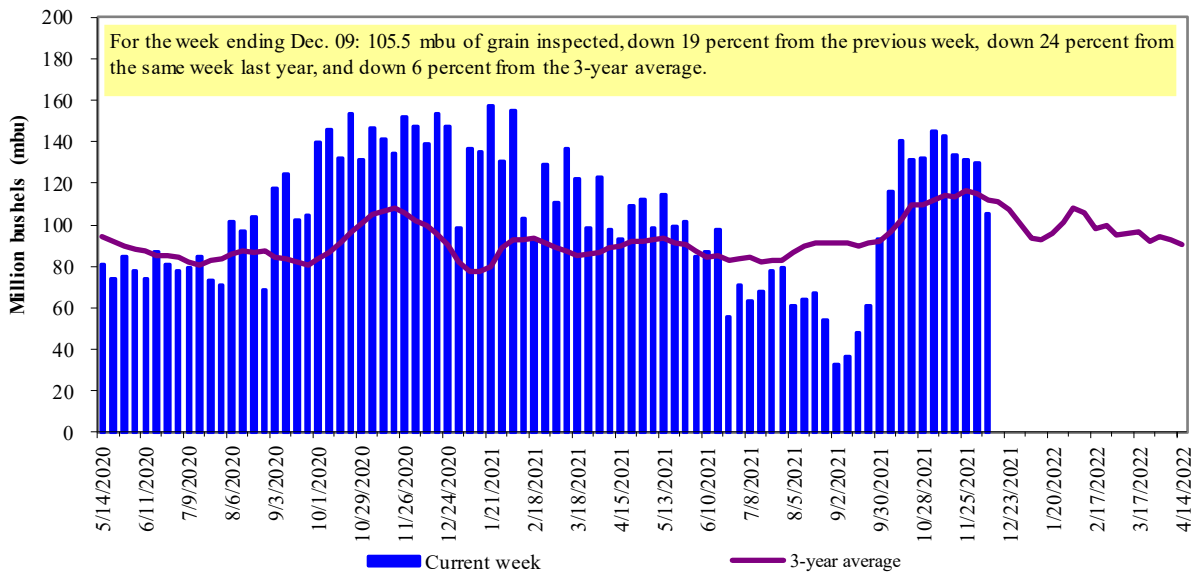
\*Data includes revisions from prior weeks; some regional totals may not add exactly due to rounding.

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)**

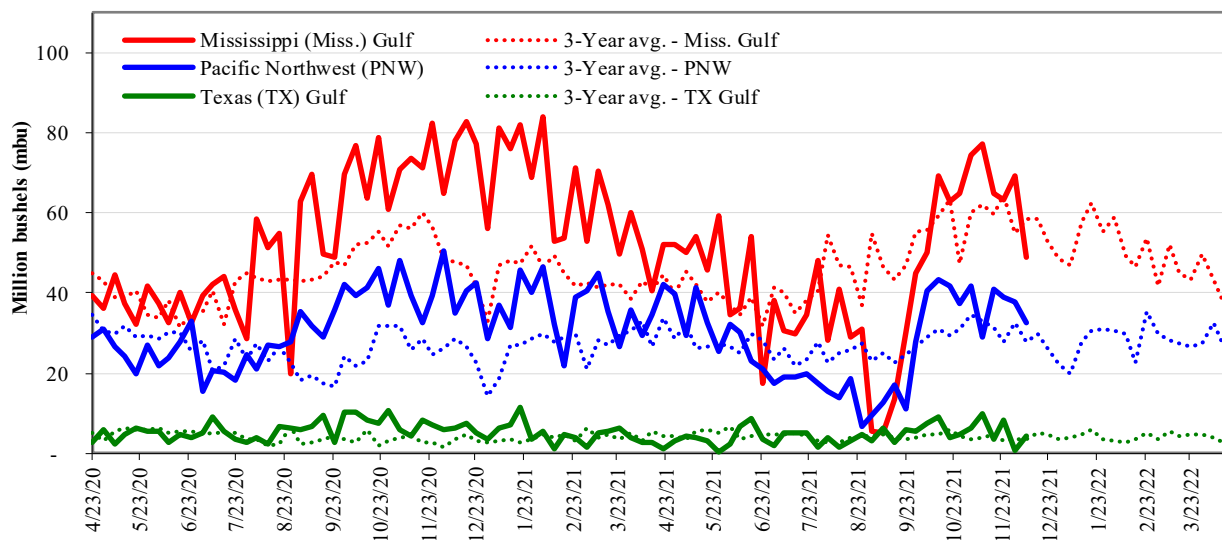


Note: 3-year average consists of 4-week running average.

Source: USDA, Federal Grain Inspection Service.

Figure 15

**U.S. Grain inspections: U.S. Gulf and PNW<sup>1</sup> (wheat, corn, and soybeans)**



Week ending 12/09/21 inspections (mbu):	Percent change from:	MS Gulf	TX Gulf	U.S. Gulf	PNW
MS Gulf: 48.9	Last wk:	down 29	up 648	down 24	down 14
PNW: 32.5	Last Year (same wk):	down 37	down 32	down 37	down 7
TX Gulf: 4.2	3-yr avg.(4-wk. mov. Avg):	down 18	up 14	down 16	up 9

Source: USDA, Federal Grain Inspection Service.

# Ocean Transportation

Table 17

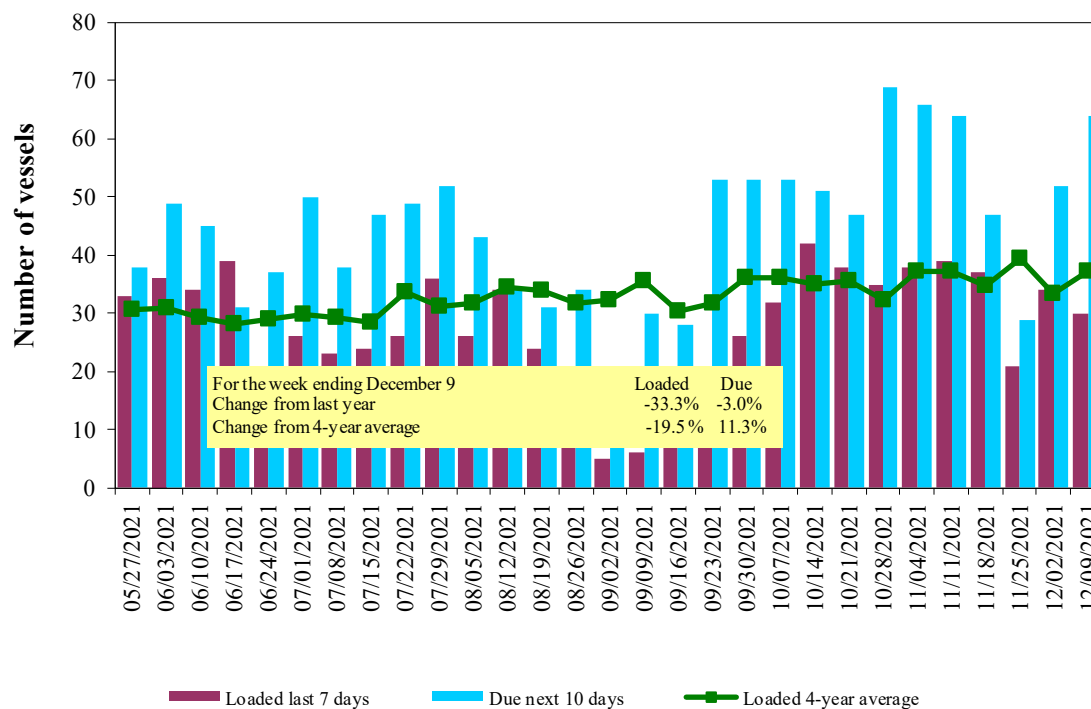
**Weekly port region grain ocean vessel activity (number of vessels)**

Date	In port	Gulf		Pacific Northwest
		Loaded 7-days	Due next 10-days	In port
12/9/2021	40	30	64	20
12/2/2021	43	34	52	20
2020 range	(22...60)	(23...46)	(34...68)	(7...24)
2020 average	37	33	49	15

Source: USDA, Agricultural Marketing Service.

Figure 16

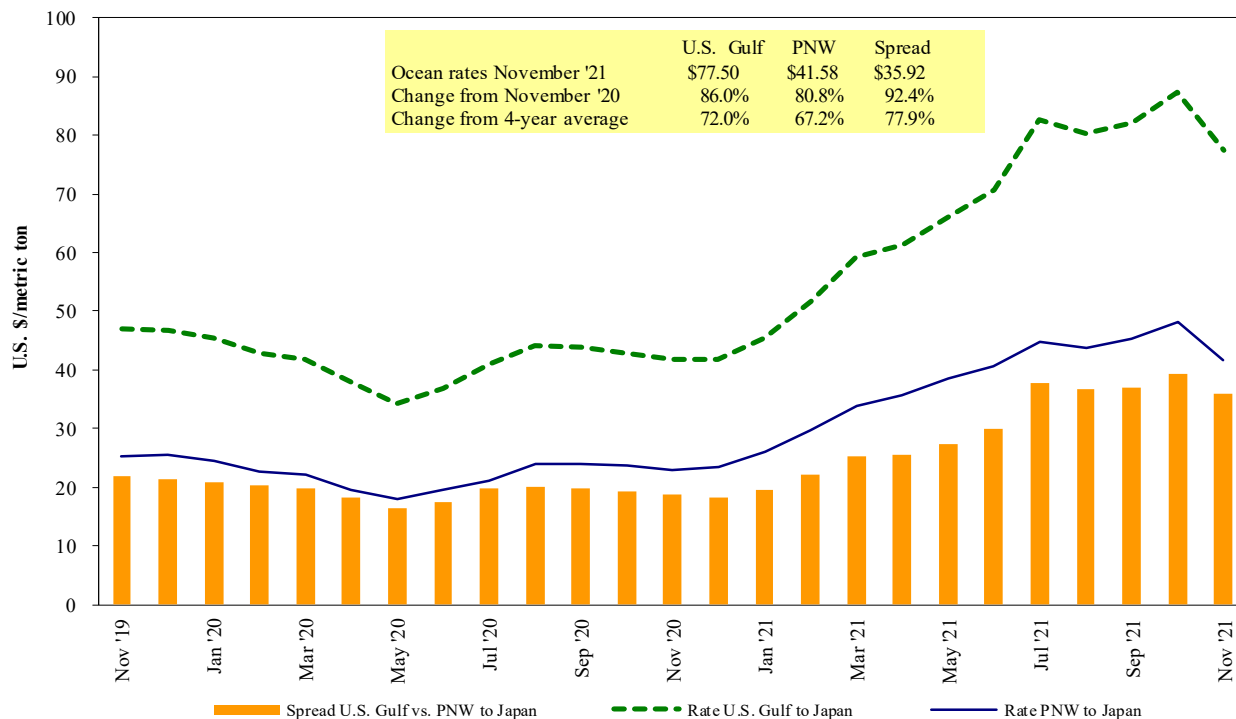
**U.S. Gulf<sup>1</sup> vessel loading activity**



<sup>1</sup>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 12/11/2021

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	Dec 1/10, 2021	65,000	76.00
U.S. Gulf	China	Heavy grain	Nov 1/10, 2021	66,000	89.00
U.S. Gulf	China	Heavy grain	Oct 1/10, 2021	55,000	81.50
U.S. Gulf	Djibouti	Wheat	Jul 6/16, 2021	5,880	85.70*
U.S. Gulf	S. Korea	Heavy grain	Dec 1/10, 2021	51,000	940.00
PNW	Japan	Wheat	Sep 1, 2021	52,170	56.55*
PNW	Japan	Wheat	Jul 25/ Aug 5, 2021	32,590	64.00
PNW	Taiwan	Wheat	Nov 1/10, 2021	49,580	67.30
PNW	Taiwan	Heavy grain	Aug 20/30, 2021	35,000	64.20*
PNW	Taiwan	Wheat	Aug 1/10, 2021	55,000	54.95
Brazil	N. China	Heavy grain	Jan 1/5, 2022	64,000	58.25
Australia	Japan	Barley	Nov 1/10, 2021	55,000	65.50
River Plate	South Korea	Corn	Oct 21, 2021	67,000	79.80

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

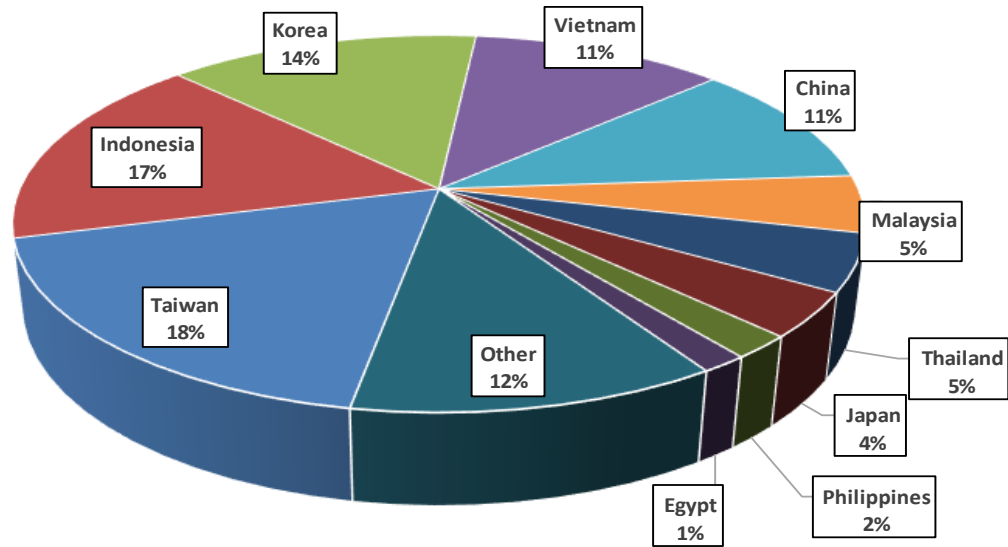
Note: Rates shown are per metric ton (2,204.62 lbs. = 1 metric ton), free on board (F.O.B), except where otherwise indicated; op = option.

Source: Maritime Research, Inc.



In 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.

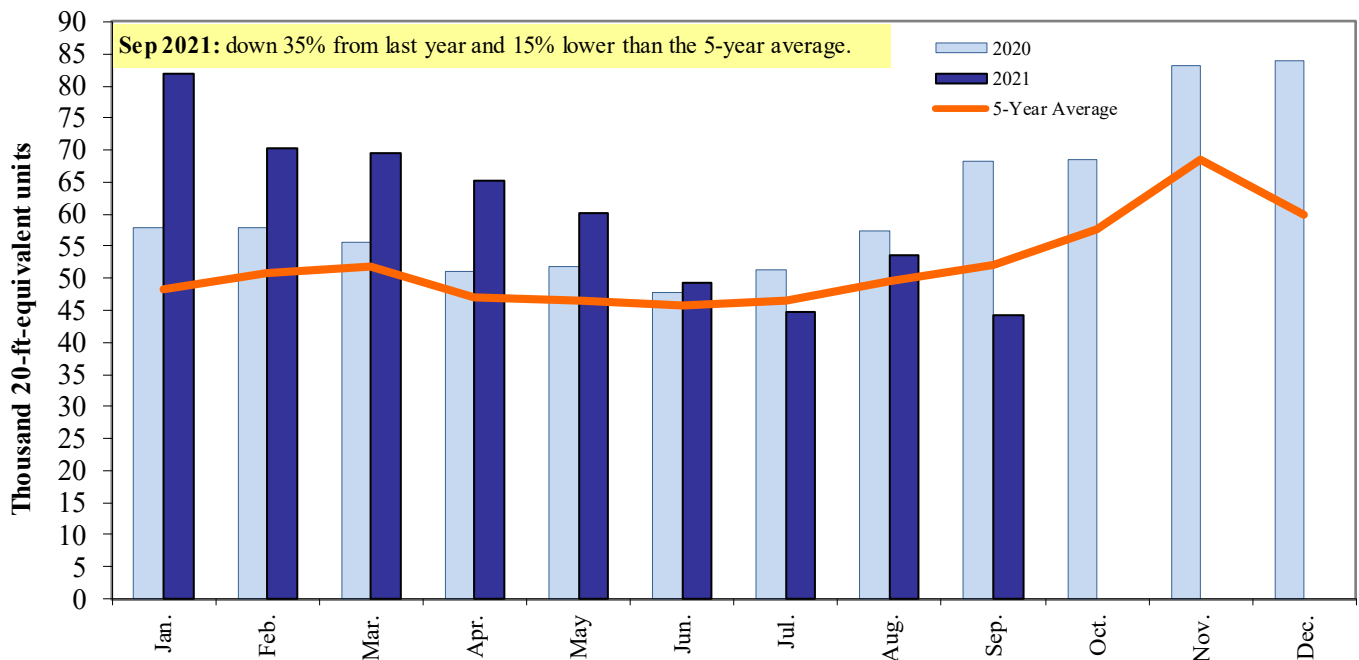
**Figure 18**  
**Top 10 destination markets for U.S. containerized grain exports, Jan-Sep 2021**



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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