USDA Agricultural Marketing Service
U.S. DEPARTMENT OF AGRICULTURE

Grain Transportation Report

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

Contact Us

September 9, 2021

Contents

The next release is September 16, 2021

WEEKLY HIGHLIGHTS

Transportation Networks Continue To Recover Following Hurricane Ida
The barge, truck, and rail industries have worked to restore service and assess damage following Hurricane Ida. Earlier this week, the U.S. Coast Guard opened the Lower Mississippi to barge and vessel traffic, with some restrictions. Barge operators are focused on surveying and clearing river obstructions. At the Port of New Orleans, all terminals—both container and breakbulk—are open. One grain elevator in Baton Rouge has reopened; however, the remainder of the elevators along the Mississippi River in the New Orleans area remain closed because of ongoing power outages and logistical challenges. The trucking industry is dealing with tight capacity overall. Additionally, the Louisiana Department of Transportation and Development reported many movable bridges with significant damage to their electrical systems from flooding. The Class I railroads have restored most main line service.

STB Invites Comment on First-Mile/Last-Mile Service Issues
On September 2, the Surface Transportation Board (STB) opened a proceeding seeking input from stakeholders on issues regarding first-mile/last-mile (FMLM) rail service. FMLM service refers to the movement of railcars between a local railroad serving yard and a shipper or receiver facility. STB seeks comment on the following: possible FMLM service issues, design of potential metrics to measure FMLM service, and possible burdens associated with implementing any suggested changes. In the past year, various shipper groups raised concerns to STB about FMLM service and requested greater transparency of FMLM data. Comments from interested parties are due by October 18 and replies by November 16.

FMCSA Extends Emergency Hours-of-Service Waiver for Feed and Fuel
The Federal Motor Carrier Safety Administration (FMCSA) recently extended, through November 30, 2021, its waiver on hours-of-service (HOS) requirements for trucks transporting feed and ethanol. FMCSA cautions that the deadline may be modified. The original waiver was placed in effect to help meet the challenges of the national emergency declared for COVID-19. Coverage of fuel, including ethanol, is a new addition to the waiver. The current waiver still provides an exemption from FMCSA-mandated maximum driving times for property-carrying vehicles. Like previous iterations, the waiver forbids motor carriers from asking truckers to haul loads when they say they are tired. The waiver does not cover routine commercial deliveries—including mixed loads—with nominal amounts of waiver-qualifying materials. Unlike previous iterations, the new waiver does not apply to requirements for drivers' HOS documentation. All standard FMCSA requirements for paper and electronic-logging-device documentation now apply—no exceptions.

Snapshots by Sector

Export Sales
For the week ending August 26, **unshipped balances** of wheat, corn, and soybeans totaled 9.3 million metric tons (mmt). This was 12 percent lower than last week and 19 percent lower than the same time last year. Net **corn export sales** were -0.301 mmt, down significantly from the past week. Net **soybean export sales** were 0.068 mmt, down 9 percent from the previous week. Net weekly **wheat export sales** were 0.295 mmt, up significantly from last week.

Rail
U.S. Class I railroads originated 17,260 **grain carloads** during the week ending August 28. This was a 5-percent decrease from the previous week, 20 percent less than last year, and 21 percent lower than the 3-year average.

Average September shuttle **secondary railcar** bids/offers (per car) were $64 above tariff for the week ending September 2. This was $79 more than last week and $493 lower than this week last year. There were no non-shuttle bids/offers this week.

Barge
For the week ending September 4, **barged grain movements** totaled 309,030 tons. This was 7 percent higher than the previous week and 59 percent lower than the same period last year.

For the week ending September 4, 197 grain barges **moved down river**—12 more barges than the previous week.

Ocean
For the week ending September 2, 5 **oceangoing grain vessels** were loaded in the Gulf—86 percent fewer than the same period last year. Within the next 10 days (starting September 3), 15 vessels were expected to be loaded—78 percent fewer than the same period last year. Lower vessel counts are partly due to incomplete data because of Hurricane Ida.

As of September 2, the rate for shipping a metric ton (mt) of grain from the U.S. Gulf to Japan was $82.25. This was unchanged from the previous week. The rate from the Pacific Northwest to Japan was $44.75 per mt, 1 percent more than the previous week.

Fuel
For the week ending September 6, the U.S. average **diesel fuel price** increased by 3.4 cents from the previous week to $3.373 per gallon, 93.8 cents above the same week last year. At $4.02 per gallon, West Coast diesel prices were the second highest level since the week of September 15, 2014.

Preferred citation: U.S. Department of Agriculture, Agricultural Marketing Service. *Grain Transportation Report.* September 9, 2021.
Web: **http://dx.doi.org/10.9752/TS056.09-09-2021**

Feature Article/Calendar

Second-Quarter 2021 Corn and Soybean Transportation Costs Up From 2020

Transportation costs for shipping corn and soybeans from Minneapolis, MN, to Japan, via the U.S. Gulf (Gulf route), and from Minneapolis to Japan, via the Pacific Northwest (the PNW route), increased from second quarter 2020 to second quarter 2021 (year to year) and from first quarter 2021 to second quarter 2021 (quarter to quarter). For all routes, notable year-to-year increases in ocean freight and trucking rates were the primary drivers behind increases in corn and soybean transportation costs. The higher ocean rates largely reflected the shipping industry's optimism toward major economies' reopening, as well as an increased demand for iron ore and grain (*Grain Transportation Report (GTR*), July 15, 2021). Trucking rates soared because of higher diesel prices and increased demand for grain.

For corn and soybean shipments to Japan by all routes, total landed costs increased substantially from year to year because of both high transportation costs and high farm values. Year to year, landed costs to ship soybeans from each region were notably higher than landed costs for corn (tables 1 and 2).

Table 1: Cost of shipping corn and soybeans from Minneapolis to Japan through the U.S. Gulf

	Corn					Soybeans				
	$/metric ton			Percent change		$/metric ton			Percent Change	
	2nd qtr. '20	1st qtr. '21	2nd qtr. '21	Yr. to Yr.	Qtr to Qtr	2nd qtr. '20	1st qtr. '21	2nd qtr. '21	Yr. to Yr.	Qtr to Qtr
Truck	9.70	13.66	13.99	44.23	2.42	9.70	13.66	13.99	44.23	2.42
Barge[1]	24.26	12.47	29.60	22.01	137.37	24.26	12.47	29.60	22.01	137.37
Rail[2]	-	39.94	-	-	-	-	36.38	-	-	-
Ocean	36.33	52.19	65.94	81.50	26.35	36.33	52.19	65.94	81.50	26.35
Total transportation cost	70.29	118.26	109.53	55.83	-7.38	70.29	114.70	109.53	55.83	-4.51
Farm value[3]	122.08	173.48	205.89	68.65	18.68	299.71	465.42	529.11	76.54	13.68
Total landed cost	192.37	291.74	315.42	63.97	8.12	370.00	580.12	638.64	72.61	10.09
Transportation % landed cost	36.54	40.54	34.73			19.00	19.77	17.15		

Table 2: Cost of shipping corn and soybeans from Minneapolis to Japan through the Pacific Northwest

	Corn					Soybeans				
	$/metric ton			Percent change		$/metric ton			Percent Change	
	2nd qtr. '20	1st qtr. '21	2nd qtr. '21	Yr. to Yr.	Qtr to Qtr	2nd qtr. '20	1st qtr. '21	2nd qtr. '21	Yr. to Yr.	Qtr to Qtr
Truck	9.70	13.66	13.99	44.23	2.42	9.70	13.66	13.99	44.23	2.42
Rail[2]	51.44	51.44	51.44	0.00	0.00	58.59	58.59	58.59	0.00	0.00
Ocean	18.94	29.85	38.34	102.43	28.44	18.94	29.85	38.34	102.43	28.44
Total Transportation Cost	80.08	94.95	103.77	29.58	9.29	87.23	102.10	110.92	27.16	8.64
Farm Value[3]	122.08	173.48	205.89	68.65	18.68	299.71	465.42	529.11	76.54	13.68
Total Landed Cost	202.16	268.43	309.66	53.18	15.36	386.94	567.52	640.03	65.41	12.78
Transportation % Landed Cost	39.61	35.37	33.51			22.54	17.99	17.33		

[1] Barge rates are from St. Louis to the the Gulf for all quarters.

[2] Rail rate quotes are from MN to St. Louis in Gulf. All rail tariffs include fuel surcharges and revisions for heavy axle rail cars and shuttle trains. The rail tariff rate is a base price of rail freight rates, but during periods of high rail demand or car shortages, high auction and secondary market rates could exceed the base rail tariffs per car.

[3] USDA, National Agricultural Statistics Service is the source for corn and soybean prices.

Note: qtr. = quarter; yr. = year.

Source: USDA, Agricultural Marketing Service.

U.S. Gulf Costs

Quarter to quarter, transportation costs for shipping to the Gulf decreased 7 percent for corn and 5 percent for soybeans. Year to year, transportation costs increased 56 percent each for corn and soybeans, mostly driven by significant rises in truck (up 44 percent), barge (up 22 percent), and ocean rates (up 82 percent).

For both corn and soybeans, transportation comprised a slightly lower share of landed costs year to year. In second quarter 2021, farm values accounted for 65 percent of the landed costs for corn and 83 percent of the landed costs for soybeans (see table 1).

Exports. Second-quarter 2021 Gulf-route corn inspections for export totaled 13.6 million metric tons (mmt), up 56 percent year to year and accounting for 59 percent of total corn exports. Second-quarter 2021 Gulf-route soybean inspections for export totaled 1.4 mmt, down 55 percent year to year and accounting for 47 percent of total soybean exports (*GTR*, July 8, 2021).

Pacific Northwest Costs

Quarter to quarter, total PNW-route transportation costs increased 9 percent each for corn and soybeans. Year to year, transportation costs jumped 30 percent for corn and 27 percent for soybeans (table 2). Again, higher trucking and ocean freight rates were the main reasons. Year to year, PNW-route rail rates were unchanged for corn and for soybeans.

Because of both higher transportation costs and higher farm values, total PNW-route landed costs for corn increased 15 percent quarter to quarter and rose 53 percent year to year. Similar to corn, soybean landed costs increased 13 percent quarter to quarter and 65 percent year to year, as a result of higher transportation costs.

For PNW-route corn shipments in second quarter 2021, transportation costs accounted for 34 percent of the total landed costs, which represented a drop both quarter to quarter and year to year. Farm value accounted for 66 percent of the total landed costs for corn, down year to year. For soybeans, transportation costs accounted for 17 percent of landed costs, which was likewise a quarter-to-quarter and year-to-year drop. Farm value accounted for 83 percent of the total landed costs for soybeans, down year to year (see table 2).

Exports. Second-quarter 2021 PNW corn exports totaled 6.6 mmt, up 70 percent from year to year, mainly because of increased shipments to Asia (*GTR*, July 8, 2021). PNW corn exports were 29 percent of total second quarter 2021 corn exports. Second-quarter 2021 PNW soybean exports totaled .055 mmt, the second lowest on record and a sharp 91-percent drop year to year. PNW soybean exports accounted for only 2 percent of total second-quarter 2021 soybean exports. According to USDA's August *World Agricultural Supply and Demand Estimates*, from marketing year (MY) 2020/21 to MY 2021/22, total U.S. corn exports are expected to decrease 14 percent to 61 mmt, because of tightened supplies and higher prices. Also, from MY 2020/21 to MY 2021/22, soybean exports are expected to decrease 9 percent to 56 mmt, because of tight stocks and higher prices as well. *Johnny.Hill@usda.gov*

Grain Transportation Indicators

Table 1
Grain transport cost indicators[1]

	Truck	Rail		Barge	Ocean	
For the week ending		Non-Shuttle	Shuttle		Gulf	Pacific
09/08/21	226	291	227	313	368	317
09/01/21	224	290	224	239	367	316

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

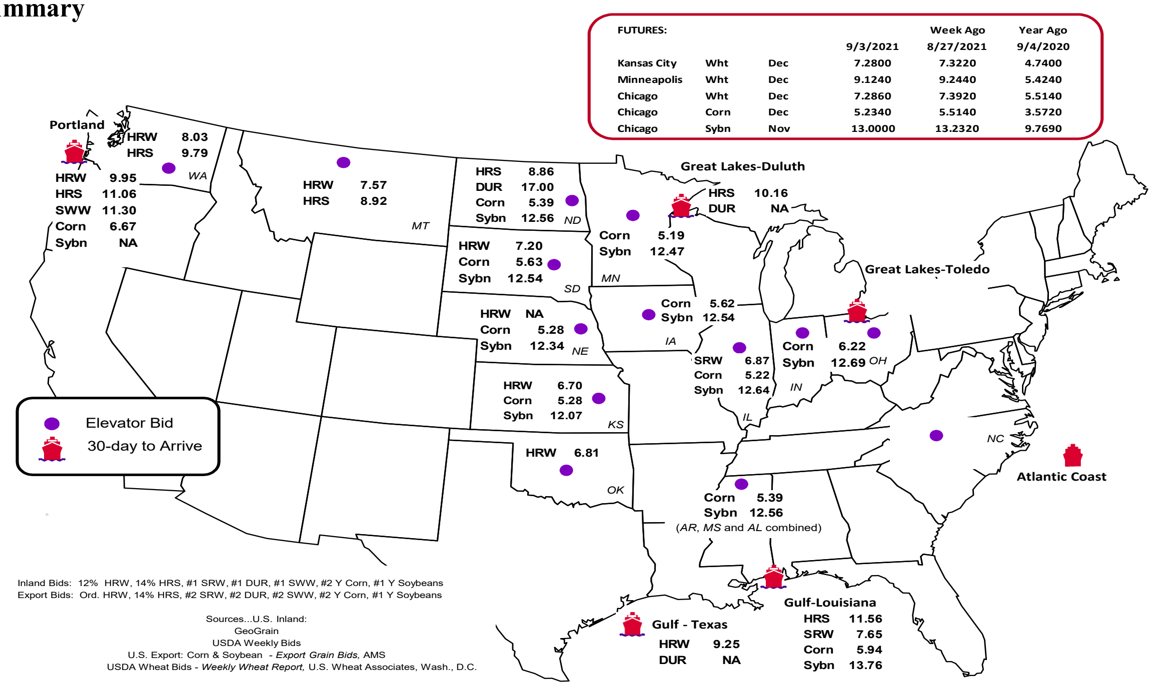
Table 2
Market Update: U.S. origins to export position price spreads ($/bushel)

Commodity	Origin–destination	9/3/2021	8/27/2021
Corn	IL–Gulf	-0.72	-0.63
Corn	NE–Gulf	-0.66	-0.67
Soybean	IA–Gulf	-1.22	-1.62
HRW	KS–Gulf	-2.55	-2.28
HRS	ND–Portland	-2.20	-2.40

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

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

Figure 1
Grain bid summary



Rail Transportation

Table 3

Rail deliveries to port (carloads)[1]

For the week ending	Mississippi Gulf	Texas Gulf	Pacific Northwest	Atlantic & East Gulf	Total	Week ending	Cross-border Mexico[3]
9/01/2021[p]	203	341	1,877	9	2,430	8/28/2021	3,286
8/25/2021[r]	317	785	1,956	94	3,152	8/21/2021	3,108
2021 YTD[r]	36,769	45,445	189,443	10,250	281,907	2021 YTD	97,586
2020 YTD[r]	15,214	30,947	162,144	7,363	215,668	2020 YTD	86,716
2021 YTD as % of 2020 YTD	242	147	117	139	131	% change YTD	113
Last 4 weeks as % of 2020[2]	46	54	42	19	43	Last 4wks. % 2020	114
Last 4 weeks as % of 4-year avg.[2]	48	67	46	25	48	Last 4wks. % 4 yr.	120
Total 2020	45,294	64,116	299,882	24,458	433,750	Total 2020	126,407
Total 2019	40,974	51,167	251,181	16,192	359,514	Total 2019	127,622

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

[2] Compared with same 4-weeks in 2020 and prior 4-year average.

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

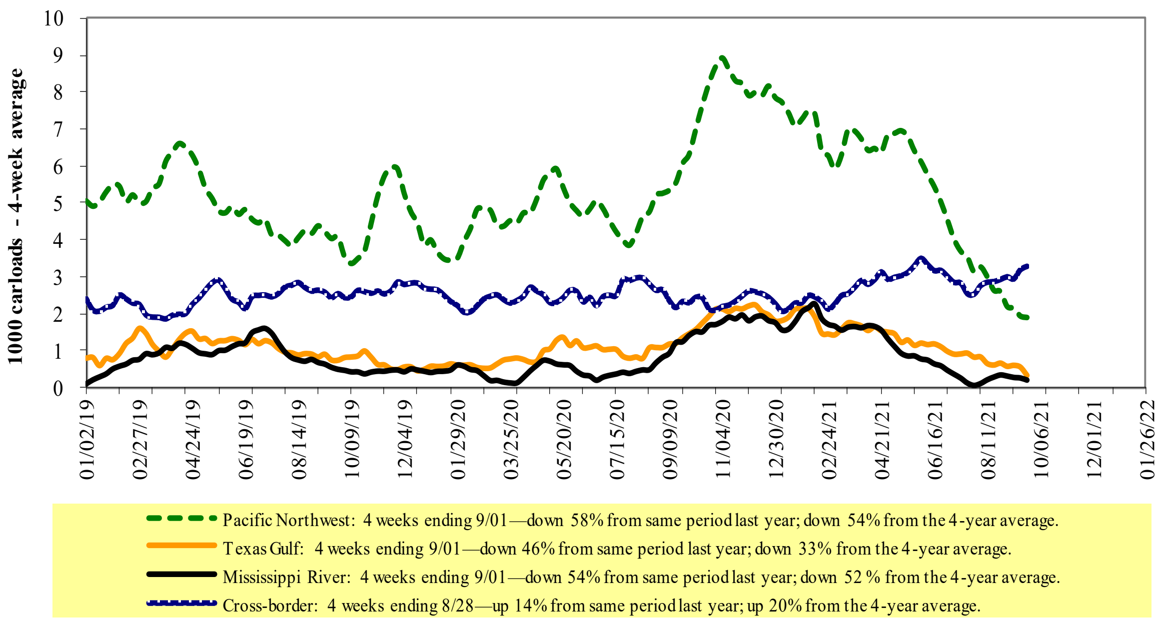
YTD = year-to-date; p = preliminary data; r = revised data; n/a = not available; wks. = weeks; avg. = average.

Source: USDA, Agricultural Marketing Service.

Railroads originate approximately 24 percent of U.S. grain shipments. Trends in these loadings are indicative of market conditions and expectations.

Figure 2

Rail deliveries to port



Source: USDA, Agricultural Marketing Service.

Table 4

Class I rail carrier grain car bulletin (grain carloads originated)

For the week ending:	East		West			U.S. total	Canada	
8/28/2021	CSXT	NS	BNSF	KCS	UP		CN	CP
This week	1,237	1,761	7,165	1,458	5,639	17,260	2,837	2,798
This week last year	1,333	2,329	11,472	1,119	5,427	21,680	4,483	4,958
2021 YTD	61,778	84,970	397,172	38,634	209,543	792,097	140,446	164,982
2020 YTD	57,324	83,200	374,938	36,424	177,948	729,834	142,597	159,693
2021 YTD as % of 2020 YTD	108	102	106	106	118	109	98	103
Last 4 weeks as % of 2020*	85	78	75	114	92	82	64	56
Last 4 weeks as % of 3-yr. avg.**	82	76	72	127	102	83	72	57
Total 2020	91,659	129,895	613,630	57,782	296,701	1,189,667	238,332	261,778

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

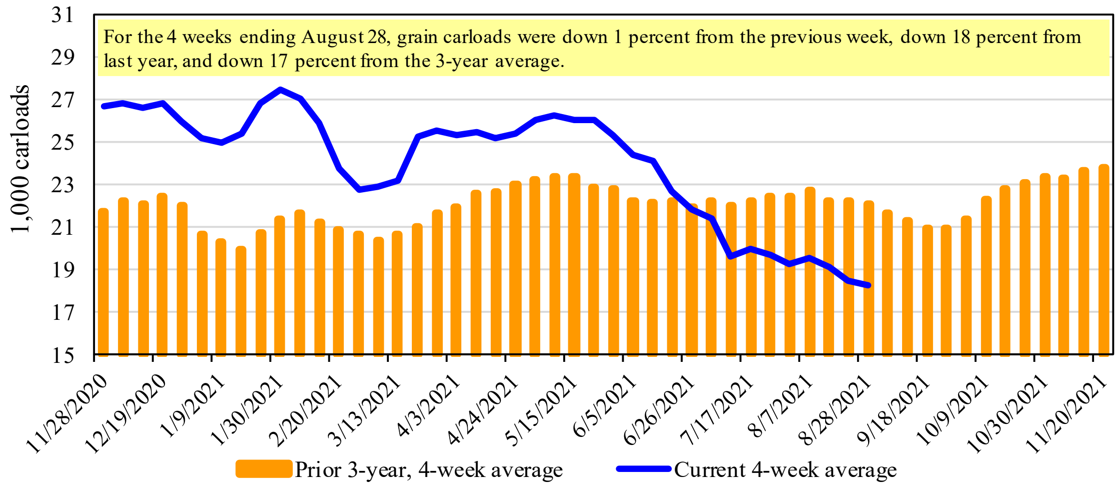
**The past 4 weeks as a percent of the same period from the prior 3-year average. YTD = year-to-date; avg. = average; yr. = year.

Note: NS = Norfolk Southern; KCS = Kansas City Southern; UP = Union Pacific; CN = Canadian National; CP = Canadian Pacific.

Source: Association of American Railroads.

Figure 3

Total weekly U.S. Class I railroad grain carloads



Source: Association of American Railroads.

Table 5

Railcar auction offerings[1] ($/car)[2]

For the week ending: 9/2/2021		Sep-21	Sep-20	Oct-21	Oct-20	Nov-21	Nov-20	Dec-21	Dec-20
		Delivery period							
BNSF[3]	COT grain units	0	92	0	no offer	no bids	35	no bids	23
	COT grain single-car	76	300	30	no offer	13	327	13	204
UP[4]	GCAS/Region 1	no offer	no offer	no offer	no offer	no offer	no offer	n/a	n/a
	GCAS/Region 2	no offer	no offer	no offer	no offer	no offer	no offer	n/a	n/a

[1]Auction offerings are for single-car and unit train shipments only.

[2]Average premium/discount to tariff, last auction. n/a = not available.

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

[4]UP - GCAS = Union Pacific Railroad Grain Car Allocation System.

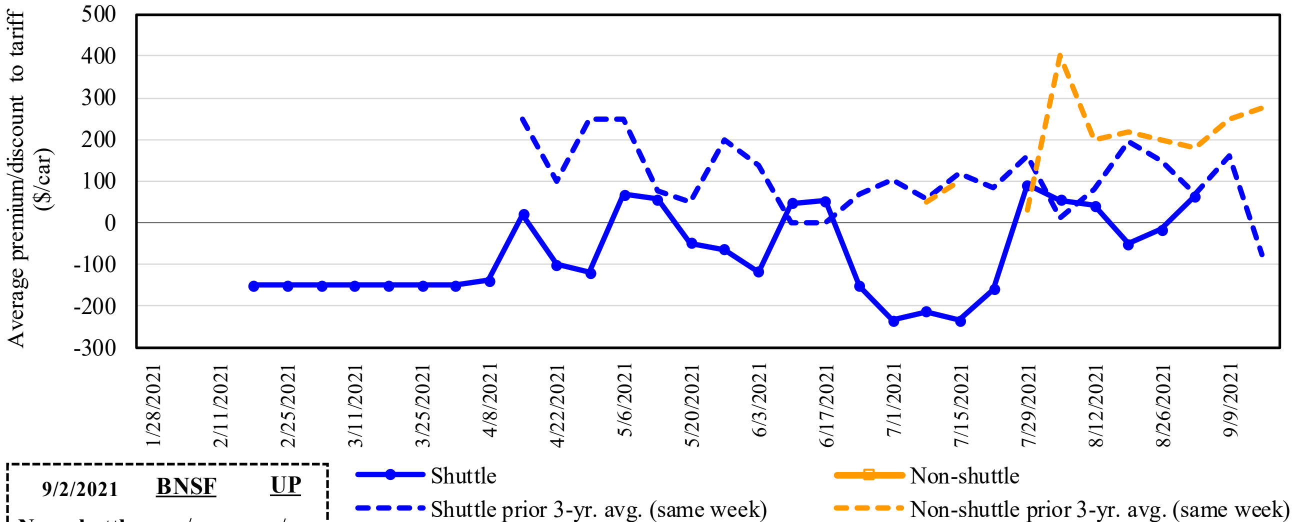
Region 1 includes: AR, IL, LA, MO, NM, OK, TX, WI, and Duluth, MN.

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

Source: USDA, Agricultural Marketing Service.

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

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

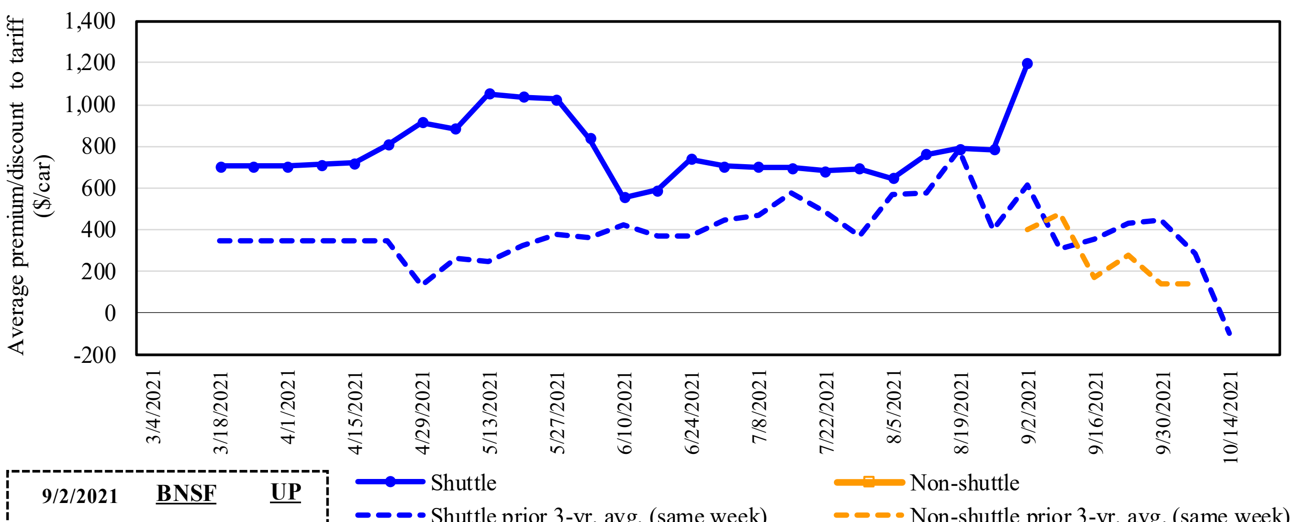


9/2/2021	BNSF	UP
Non-shuttle	n/a	n/a
Shuttle	-$10	$138

There were no non-shuttle bids/offers this week.
Average shuttle bids/offers rose $79 this week and are $27 below the peak.

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

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



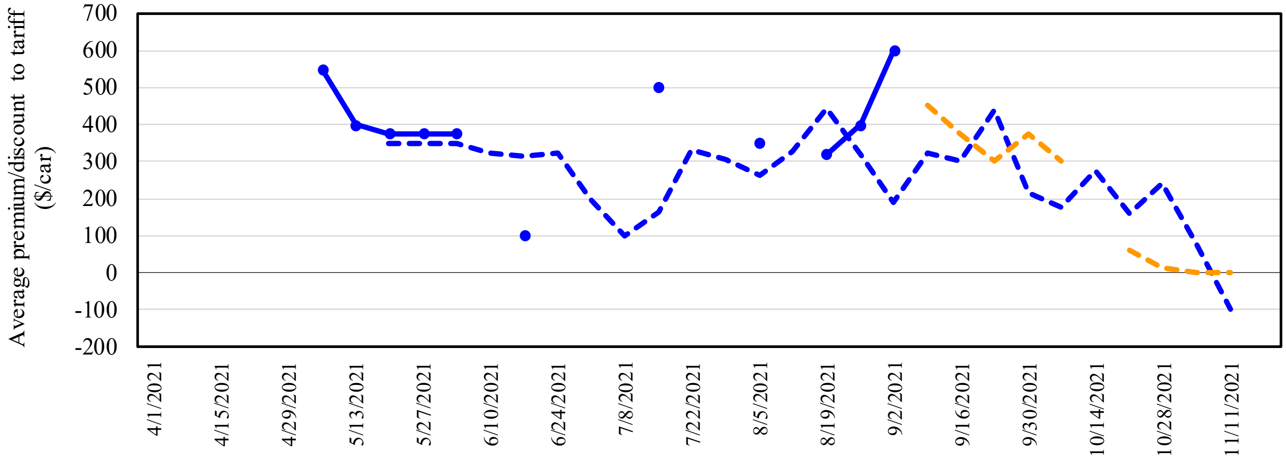
9/2/2021	BNSF	UP
Non-shuttle	n/a	n/a
Shuttle	$947	$1,447

There were no non-shuttle bids/offers this week.
Average shuttle bids/offers rose $413 this week and are at the peak.

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

Figure 6

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



9/2/2021	BNSF	UP
Non-shuttle	n/a	n/a
Shuttle	$750	$450

There were no non-shuttle bids/offers this week.
Average shuttle bids/offers rose $200 this week and are at the peak.

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

Table 6

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

For the week ending: 9/2/2021		Delivery period: Sep-21	Oct-21	Nov-21	Dec-21	Jan-22	Feb-22
Non-shuttle	**BNSF-GF**	**n/a**	**n/a**	**n/a**	**n/a**	**n/a**	**n/a**
	Change from last week	n/a	n/a	n/a	n/a	n/a	n/a
	Change from same week 2020	n/a	n/a	n/a	n/a	n/a	n/a
	UP-Pool	**n/a**	**n/a**	**n/a**	**n/a**	**n/a**	**n/a**
	Change from last week	n/a	n/a	n/a	n/a	n/a	n/a
	Change from same week 2020	n/a	n/a	n/a	n/a	n/a	n/a
Shuttle	**BNSF-GF**	**(10)**	**947**	**750**	**350**	**n/a**	**n/a**
	Change from last week	(1)	197	350	n/a	n/a	n/a
	Change from same week 2020	(610)	(70)	n/a	(50)	n/a	n/a
	UP-Pool	**138**	**1447**	**450**	**400**	**n/a**	**n/a**
	Change from last week	159	628	n/a	n/a	n/a	n/a
	Change from same week 2020	(375)	430	225	350	n/a	n/a

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

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

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

Source: USDA, Agricultural Marketing Service.

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

Table 7

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

September 2021	Origin region[3]	Destination region[3]	Tariff rate/car	Fuel surcharge per car	Tariff plus surcharge per: metric ton	Tariff plus surcharge per: bushel[2]	Percent change Y/Y[4]
Unit train							
Wheat	Wichita, KS	St. Louis, MO	$3,695	$127	$37.95	$1.03	5
	Grand Forks, ND	Duluth-Superior, MN	$3,658	$0	$36.33	$0.99	-13
	Wichita, KS	Los Angeles, CA	$7,115	$0	$70.66	$1.92	0
	Wichita, KS	New Orleans, LA	$4,525	$223	$47.14	$1.28	3
	Sioux Falls, SD	Galveston-Houston, TX	$6,851	$0	$68.03	$1.85	0
	Colby, KS	Galveston-Houston, TX	$4,801	$244	$50.10	$1.36	4
	Amarillo, TX	Los Angeles, CA	$5,121	$339	$54.22	$1.48	5
Corn	Champaign-Urbana, IL	New Orleans, LA	$3,900	$252	$41.23	$1.05	5
	Toledo, OH	Raleigh, NC	$7,833	$0	$77.79	$1.98	15
	Des Moines, IA	Davenport, IA	$2,455	$53	$24.91	$0.63	3
	Indianapolis, IN	Atlanta, GA	$5,979	$0	$59.37	$1.51	3
	Indianapolis, IN	Knoxville, TN	$5,040	$0	$50.05	$1.27	3
	Des Moines, IA	Little Rock, AR	$3,900	$157	$40.28	$1.02	6
	Des Moines, IA	Los Angeles, CA	$5,780	$456	$61.92	$1.57	7
Soybeans	Minneapolis, MN	New Orleans, LA	$3,631	$272	$38.76	$1.05	6
	Toledo, OH	Huntsville, AL	$6,595	$0	$65.49	$1.78	17
	Indianapolis, IN	Raleigh, NC	$7,125	$0	$70.75	$1.93	3
	Indianapolis, IN	Huntsville, AL	$5,247	$0	$52.11	$1.42	3
	Champaign-Urbana, IL	New Orleans, LA	$4,645	$252	$48.62	$1.32	4
Shuttle train							
Wheat	Great Falls, MT	Portland, OR	$4,193	$0	$41.64	$1.13	4
	Wichita, KS	Galveston-Houston, TX	$4,236	$0	$42.07	$1.14	0
	Chicago, IL	Albany, NY	$6,376	$0	$63.32	$1.72	-10
	Grand Forks, ND	Portland, OR	$5,851	$0	$58.10	$1.58	3
	Grand Forks, ND	Galveston-Houston, TX	$5,721	$0	$56.81	$1.55	-5
	Colby, KS	Portland, OR	$6,012	$400	$63.67	$1.73	5
Corn	Minneapolis, MN	Portland, OR	$5,180	$0	$51.44	$1.31	0
	Sioux Falls, SD	Tacoma, WA	$5,140	$0	$51.04	$1.30	0
	Champaign-Urbana, IL	New Orleans, LA	$3,820	$252	$40.43	$1.03	5
	Lincoln, NE	Galveston-Houston, TX	$3,880	$0	$38.53	$0.98	0
	Des Moines, IA	Amarillo, TX	$4,320	$197	$44.85	$1.14	6
	Minneapolis, MN	Tacoma, WA	$5,180	$0	$51.44	$1.31	0
	Council Bluffs, IA	Stockton, CA	$5,100	$0	$50.65	$1.29	2
Soybeans	Sioux Falls, SD	Tacoma, WA	$6,050	$0	$60.08	$1.64	3
	Minneapolis, MN	Portland, OR	$6,100	$0	$60.58	$1.65	3
	Fargo, ND	Tacoma, WA	$5,950	$0	$59.09	$1.61	3
	Council Bluffs, IA	New Orleans, LA	$4,875	$290	$51.29	$1.40	4
	Toledo, OH	Huntsville, AL	$4,945	$0	$49.11	$1.34	3
	Grand Island, NE	Portland, OR	$5,260	$409	$56.30	$1.53	5

[1]A unit train refers to shipments of at least 25 cars. Shuttle train rates are generally available for qualified shipments of 75-120 cars that meet railroad efficiency requirements.

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

[3]Regional economic areas are defined by the Bureau of Economic Analysis (BEA).

[4]Percentage change year over year (Y/Y) calculated using tariff rate plus fuel surcharge.

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

Table 8

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

Commodity	Origin state	Destination region	Tariff rate per car[1]	Fuel surcharge per car[2]	Tariff rate plus fuel surcharge per: metric ton[3]	bushel[3]	Percent change[4] Y/Y
Date: September 2021							
Wheat	MT	Chihuahua, CI	$7,699	$0	$78.67	$2.14	4
	OK	Cuautitlan, EM	$6,813	$174	$71.39	$1.94	3
	KS	Guadalajara, JA	$7,531	$684	$83.94	$2.28	3
	TX	Salinas Victoria, NL	$4,347	$106	$45.50	$1.24	2
Corn	IA	Guadalajara, JA	$8,902	$597	$97.06	$2.46	2
	SD	Celaya, GJ	$8,140	$0	$83.17	$2.11	0
	NE	Queretaro, QA	$8,300	$364	$88.52	$2.25	3
	SD	Salinas Victoria, NL	$6,905	$0	$70.55	$1.79	0
	MO	Tlalnepantla, EM	$7,665	$355	$81.94	$2.08	4
	SD	Torreon, CU	$7,690	$0	$78.57	$1.99	0
Soybeans	MO	Bojay (Tula), HG	$8,547	$560	$93.04	$2.53	3
	NE	Guadalajara, JA	$9,157	$588	$99.56	$2.71	3
	IA	El Castillo, JA	$9,410	$0	$96.15	$2.61	0
	KS	Torreon, CU	$8,064	$412	$86.60	$2.35	3
Sorghum	NE	Celaya, GJ	$7,772	$533	$84.85	$2.15	3
	KS	Queretaro, QA	$8,108	$218	$85.06	$2.16	2
	NE	Salinas Victoria, NL	$6,713	$175	$70.37	$1.79	2
	NE	Torreon, CU	$7,092	$380	$76.34	$1.94	2

[1]Rates are based upon published tariff rates for high-capacity shuttle trains. Shuttle trains are available for qualified shipments of 75-110 cars that meet railroad efficiency requirements.

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

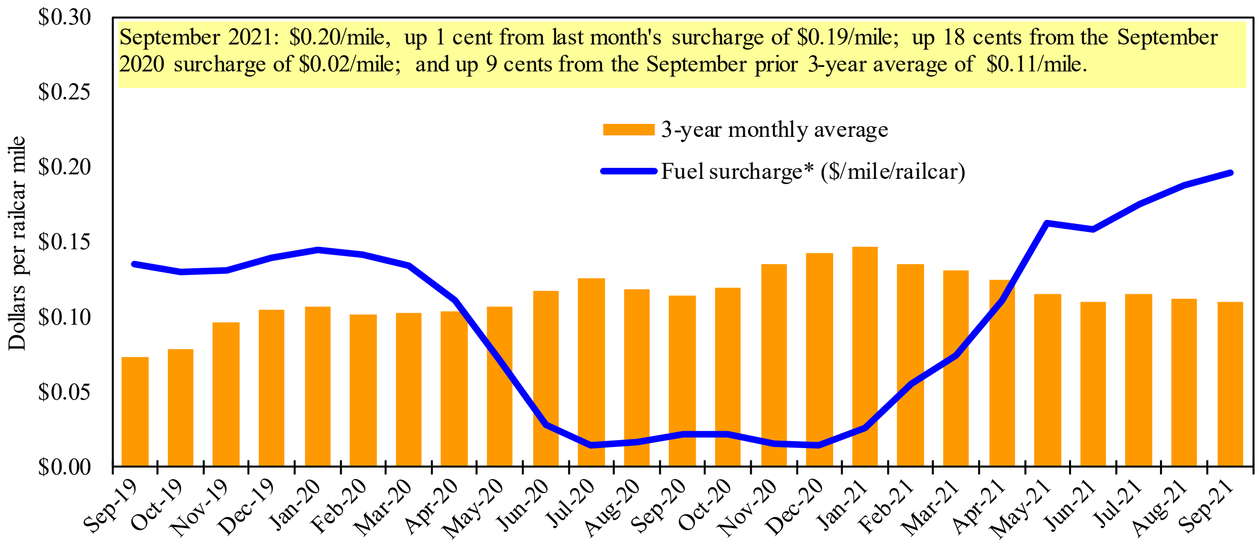
[3]Approximate load per car = 97.87 metric tons: Corn & Sorghum 56 lbs/bu, Wheat & Soybeans 60 lbs/bu.

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

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

Figure 7

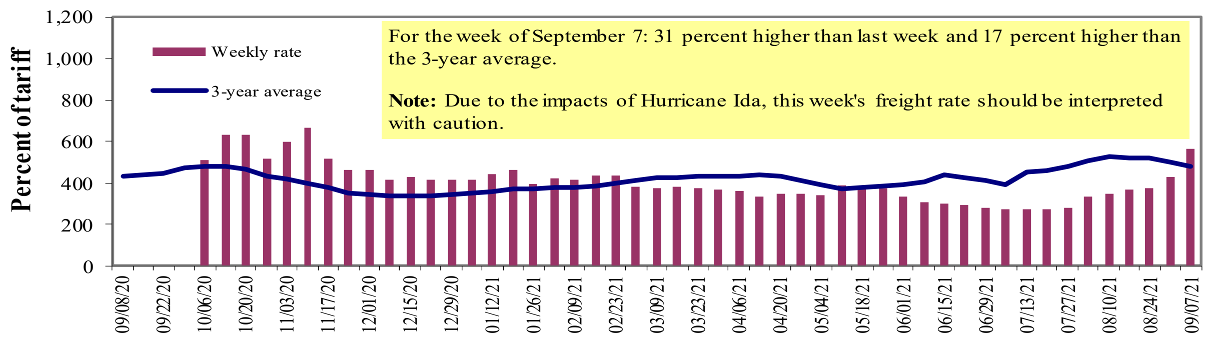
Railroad fuel surcharges, North American weighted average[1]



[1] Weighted by each Class I railroad's proportion of grain traffic for the prior year.
* Beginning January 2009, the Canadian Pacific fuel surcharge is computed by a monthly average of the bi-weekly fuel surcharge.
**CSX strike price changed from $2.00/gal. to $3.75/gal. starting January 1, 2015.
Sources: BNSF Railway, Canadian National Railway, CSX Transportation, Canadian Pacific Railway, Union Pacific Railroad, Kansas City Southern Railway, Norfolk Southern Corporation.

Barge Transportation

Figure 8
Illinois River barge freight rate[1,2,3]



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

Table 9
Weekly barge freight rates: Southbound only

		Twin Cities	Mid-Mississippi	Lower Illinois River	St. Louis	Cincinnati	Lower Ohio	Cairo-Memphis
Rate[1]	9/7/2021	606	578	563	566	606	606	685
	8/31/2021	485	435	430	381	425	425	400
$/ton	9/7/2021	37.51	30.75	26.12	22.58	28.42	24.48	21.51
	8/31/2021	30.02	23.14	19.95	15.20	19.93	17.17	12.56
Current week % change from the same week:								
	Last year	45	62	-	114	94	94	169
	3-year avg. [2]	29	30	17	66	58	58	105
Rate[1]	October	699	663	621	618	669	669	638
	December	-	-	446	348	395	395	321

[1]Rate = percent of 1976 tariff benchmark index (1976 = 100 percent); [2]4-week moving average; ton = 2,000 pounds; "-" not available due to lock closure.
ILL River 3-year avg. is the 4-week moving average of 2018 and 2019. Data for2020 is not available. Source: USDA, Agricultural Marketing Service.

Figure 9
Benchmark tariff rates

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

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

Map Credit: USDA, Agricultural Marketing Service

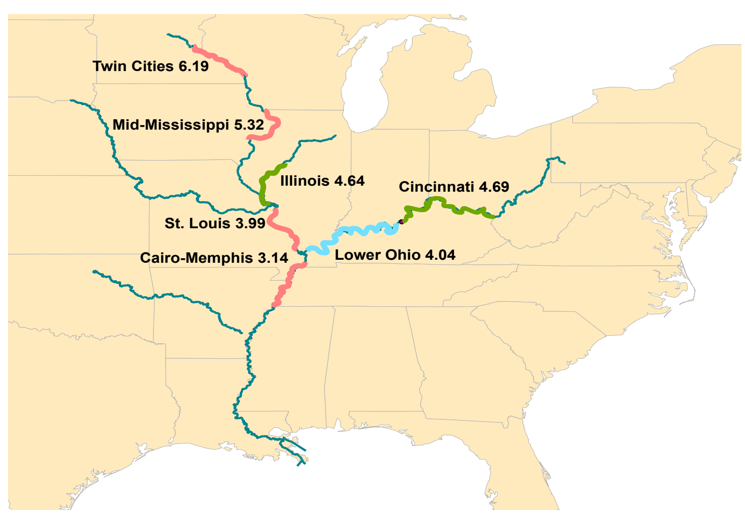
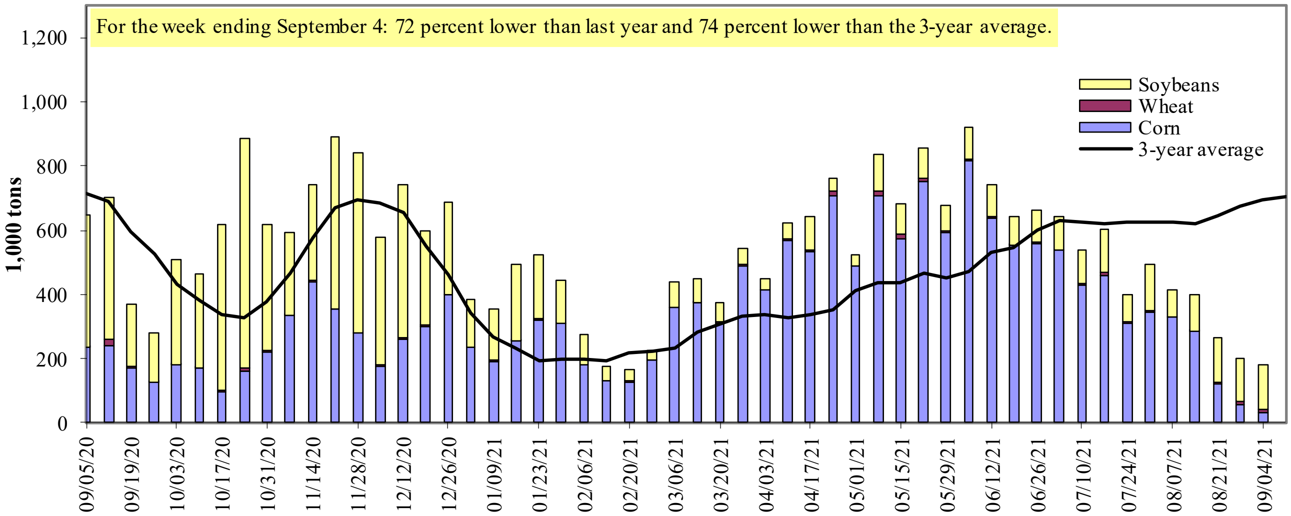


Figure 10

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



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

Source: U.S. Army Corps of Engineers.

Table 10

Barge grain movements (1,000 tons)

For the week ending 09/04/2021	Corn	Wheat	Soybeans	Other	Total
Mississippi River					
Rock Island, IL (L15)	9	0	60	0	69
Winfield, MO (L25)	28	8	140	0	177
Alton, IL (L26)	32	10	139	0	180
Granite City, IL (L27)	32	10	139	0	180
Illinois River (La Grange)	0	0	5	0	5
Ohio River (Olmsted)	31	41	57	0	129
Arkansas River (L1)	0	0	0	0	0
Weekly total - 2021	62	51	196	0	309
Weekly total - 2020	285	32	443	0	760
2021 YTD[1]	18,784	1,276	5,885	217	26,162
2020 YTD[1]	12,754	1,373	9,391	107	23,626
2021 as % of 2020 YTD	147	93	63	203	111
Last 4 weeks as % of 2020[2]	46	137	36	102	45
Total 2020	18,942	1,765	19,205	237	40,149

[1] Weekly total, YTD (year-to-date), and calendar year total include MI/27, OH/Olmsted, and AR/1; Other refers to oats, barley, sorghum, and rye.

Total may not add exactly due to rounding.

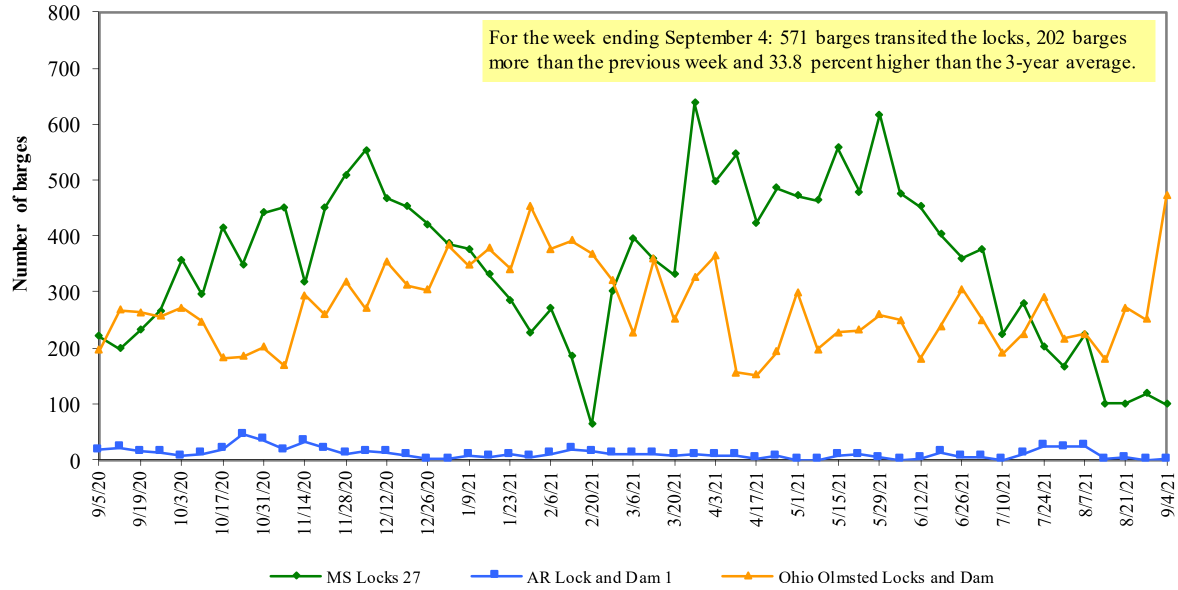
[2] As a percent of same period in 2020.

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

Source: U.S. Army Corps of Engineers.

Figure 11

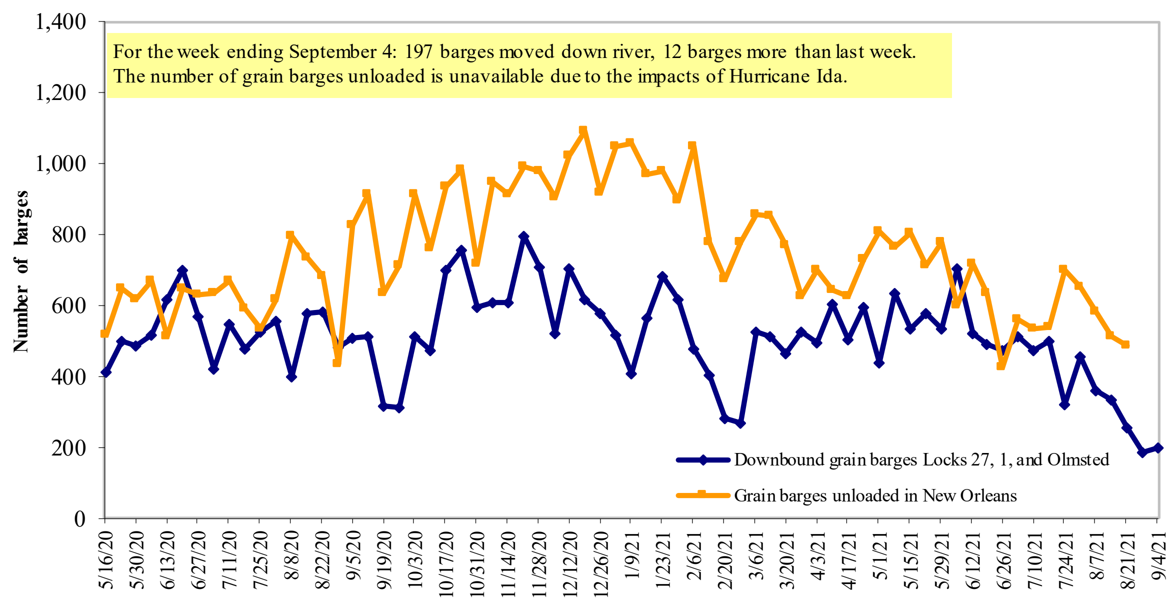
Upbound empty barges transiting Mississippi River Locks 27, Arkansas River Lock and Dam 1, and Ohio River Olmsted Locks and Dam



Source: U.S. Army Corps of Engineers.

Figure 12

Grain barges for export in New Orleans region



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

Source: U.S. Army Corps of Engineers and USDA, Agricultural Marketing Service.

Truck Transportation

The **weekly diesel price** provides a proxy for trends in U.S. truck rates as diesel fuel is a significant expense for truck grain movements.

Table 11

Retail on-highway diesel prices, week ending 9/6/2021 (U.S. $/gallon)

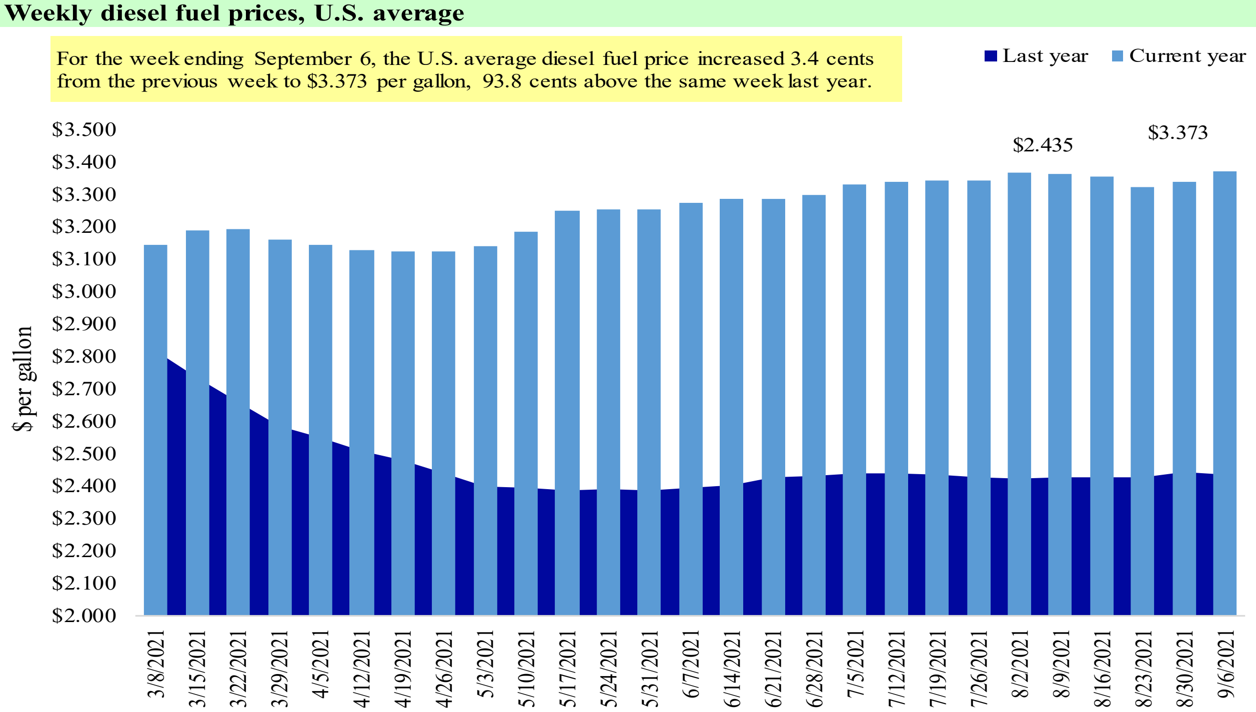
Region	Location	Price	Change from Week ago	Change from Year ago
I	East Coast	3.332	0.026	0.821
	New England	3.285	0.014	0.673
	Central Atlantic	3.483	0.009	0.794
	Lower Atlantic	3.240	0.039	0.870
II	Midwest	3.284	0.043	0.963
III	Gulf Coast	3.104	0.044	0.920
IV	Rocky Mountain	3.645	0.017	1.267
V	West Coast	4.020	0.023	1.056
	West Coast less California	3.664	0.019	1.080
	California	4.316	0.025	1.040
Total	United States	3.373	0.034	0.938

[1]Diesel fuel prices include all taxes. Prices represent an average of all types of diesel fuel.

Source: U.S. Department of Energy, Energy Information Administration.

Figure 13

Weekly diesel fuel prices, U.S. average



Source: U.S. Department of Energy, Energy Information Administration, Retail On-Highway Diesel Prices.

Grain Exports

Table 12

U.S. export balances and cumulative exports (1,000 metric tons)

	Wheat						Corn	Soybeans	Total
For the week ending	HRW	SRW	HRS	SWW	DUR	All wheat			
Export balances[1]									
8/26/2021	1,494	738	1,073	683	7	3,995	3,321	1,941	9,257
This week year ago	1,863	627	1,985	1,182	274	5,931	1,965	3,518	11,414
Cumulative exports-marketing year[2]									
2020/21 YTD	1,904	874	1,575	1,032	43	5,428	66,702	60,287	132,418
2019/20 YTD	2,850	462	1,719	1,139	213	6,382	42,622	43,785	92,789
YTD 2020/21 as % of 2019/20	67	189	92	91	20	85	156	138	143
Last 4 wks. as % of same period 2019/20*	83	139	62	66	3	75	228	65	98
Total 2019/20	9,526	2,318	6,960	4,751	922	24,477	42,622	43,994	111,094
Total 2018/19	8,591	3,204	6,776	5,164	479	24,214	48,924	46,189	119,327

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

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

Note: marketing year: wheat = 6/01-5/31, corn and soybeans = 9/01-8/31. YTD = year-to-date; wks. = weeks; HRW= hard red winter; SRW = soft red winter; HRS= hard red spring; SWW= soft white wheat; DUR= durum.

Source: USDA, Foreign Agricultural Service.

Table 13

Top 5 importers[1] of U.S. corn

For the week ending 08/26/2021	Total commitments[2] 2021/22 next MY	2020/21 current MY	2019/20 last MY	% change current MY from last MY	Exports[3] 3-yr. avg. 2017-19
			- 1,000 mt -		
Mexico	3,780	15,785	14,540	9	14,869
Japan	1,371	10,999	10,094	9	11,221
Columbia	803	3,950	4,875	(19)	4,830
Korea	65	3,529	2,693	31	4,011
China	10,744	22,615	2,312	878	909
Top 5 importers	**16,763**	**56,877**	**34,514**	**65**	**35,840**
Total U.S. corn export sales	**20,442**	**70,023**	**44,588**	**57**	**49,983**
% of projected exports	33%	99%	99%		
Change from prior week[2]	**1,160**	**(301)**	**96**		
Top 5 importers' share of U.S. corn export sales	82%	81%	77%		72%
USDA forecast August 2021	**61,069**	**70,611**	**45,216**	**56**	
Corn use for ethanol USDA forecast, August 2021	**132,080**	**128,905**	**123,368**	**4**	

[1]Based on USDA, Foreign Agricultural Service (FAS) marketing year ranking reports for 2019/20; marketing year (MY) = Sep 1 - Aug 31.

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

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

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

Source: USDA, Foreign Agricultural Service.

Table 14

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

For the week ending 08/26/2021	Total commitments[2] 2021/22 next MY	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	7,943	36,079	17,007	112	19,106
Mexico	1,350	4,813	4,732	2	4,591
Egypt	299	2,777	3,834	(28)	2,980
Indonesia	36	2,391	2,408	(1)	2,360
Japan	191	2,362	2,530	(7)	2,288
Top 5 importers	**9,819**	**48,422**	**30,511**	**59**	**31,324**
Total U.S. soybean export sales	**17,748**	**62,228**	**47,303**	**32**	**49,352**
% of projected exports	32%	101%	103%		
change from prior week[2]	**2,133**	**68**	**18**		
Top 5 importers' share of U.S. soybean export sales	55%	78%	65%		**63%**
USDA forecast, August 2021	**55,995**	**61,580**	**45,749**	**135**	

[1]Based on USDA, Foreign Agricultural Service (FAS) marketing year ranking reports for 2019/20; marketing year (MY) = Sep 1 - Aug 31.

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

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

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

Source: USDA, Foreign Agricultural Service.

Table 15

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

For the week ending 08/26/2021	Total Commitments[2] 2021/22 current MY	2020/21 last MY	% change current MY from last MY	Exports[3] 3-yr. avg. 2018-20
		1,000 mt -		- 1,000 mt -
Mexico	1,580	1,242	27	3,388
Philippines	1,419	1,766	(20)	3,121
Japan	983	1,121	(12)	2,567
Korea	585	705	(17)	1,501
Nigeria	795	586	36	1,490
China	841	1,473	(43)	1,268
Taiwan	343	530	(35)	1,187
Indonesia	0	403	(100)	1,131
Thailand	224	268	(16)	768
Italy	103	406	(75)	681
Top 10 importers	**6,872**	**8,500**	(19)	**17,102**
Total U.S. wheat export sales	**9,423**	**12,313**	(23)	**24,617**
% of projected exports	40%	46%		
change from prior week[2]	**295**	**586**		
Top 10 importers' share of U.S. wheat export sales	73%	69%		69%
USDA forecast, August 2021	**23,842**	**27,030**	(12)	

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

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

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

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

Source: USDA, Foreign Agricultural Service.

Table 16

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

Port regions	For the week ending 09/02/21	Previous week*	Current week as % of previous	2021 YTD*	2020 YTD*	2021 YTD as % of 2020 YTD	Last 4-weeks as % of: Last year	Prior 3-yr. avg.	2020 total*
Pacific Northwest									
Wheat	261	182	143	10,617	11,265	94	79	95	15,966
Corn	0	0	n/a	12,322	7,449	165	8	9	9,969
Soybeans	0	0	n/a	3,758	3,506	107	0	0	14,028
Total	**261**	**182**	**143**	**26,697**	**22,220**	**120**	**42**	**49**	**39,963**
Mississippi Gulf									
Wheat	0	56	0	2,236	2,666	84	127	109	3,422
Corn	83	382	22	30,690	20,000	153	92	78	28,781
Soybeans	0	305	0	11,581	16,198	71	23	28	38,013
Total	**83**	**743**	**11**	**44,507**	**38,863**	**115**	**52**	**53**	**70,215**
Texas Gulf									
Wheat	30	107	28	2,731	3,058	89	80	88	4,248
Corn	23	20	116	421	538	78	146	111	723
Soybeans	0	0	n/a	656	258	254	0	0	2,098
Total	**54**	**127**	**42**	**3,809**	**3,854**	**99**	**53**	**75**	**7,068**
Interior									
Wheat	110	45	244	2,114	1,527	138	186	185	2,263
Corn	126	171	74	6,489	5,874	110	95	95	8,683
Soybeans	71	100	71	3,891	4,376	89	63	54	7,274
Total	**308**	**316**	**97**	**12,494**	**11,777**	**106**	**95**	**89**	**18,220**
Great Lakes									
Wheat	0	0	n/a	284	528	54	28	23	891
Corn	38	0	n/a	94	54	174	71	202	111
Soybeans	0	0	n/a	67	260	26	0	0	1,111
Total	**38**	**0**	**n/a**	**445**	**841**	**53**	**25**	**26**	**2,113**
Atlantic									
Wheat	0	1	n/a	93	26	362	20	50	65
Corn	0	0	n/a	34	8	418	n/a	n/a	33
Soybeans	1	2	33	1,079	494	218	32	11	1,870
Total	**1**	**2**	**36**	**1,205**	**528**	**228**	**78**	**39**	**1,968**
U.S. total from ports*									
Wheat	402	390	103	18,075	19,069	95	89	98	26,854
Corn	271	573	47	50,050	33,922	148	74	70	48,301
Soybeans	72	407	18	21,031	25,093	84	22	25	64,394
Total	**745**	**1,370**	**54**	**89,157**	**78,083**	**114**	**54**	**57**	**139,548**

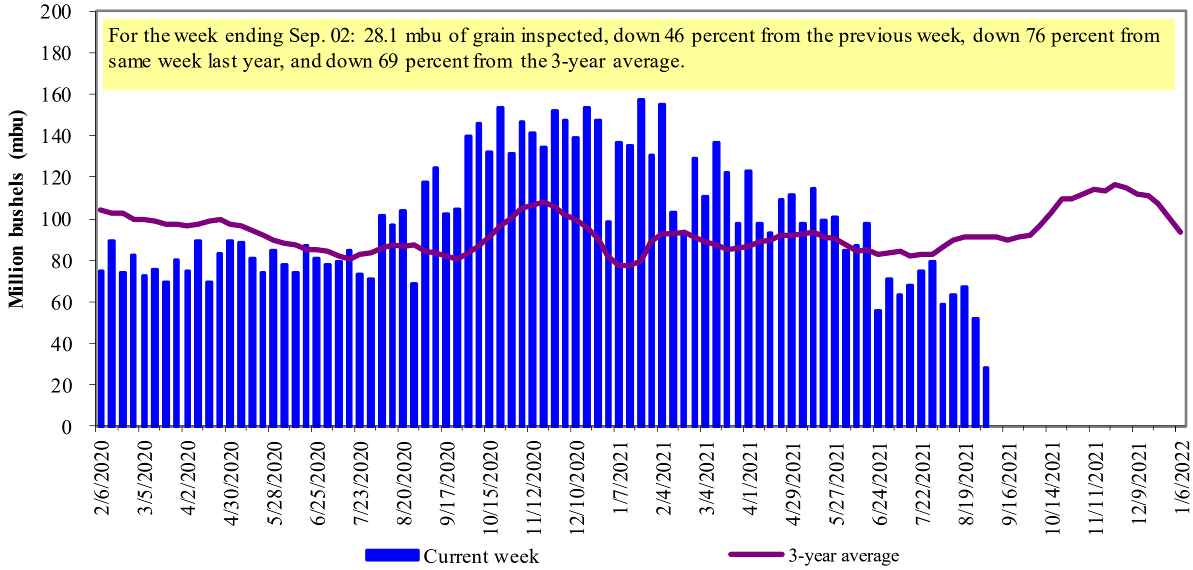
*Data includes revisions from prior weeks; some regional totals may not add exactly due to rounding.

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

The United States exports approximately one-quarter of the grain it produces. On average, this includes nearly 45 percent of U.S.-grown wheat, 50 percent of U.S.-grown soybeans, and 20 percent of the U.S.-grown corn. Approximately 55 percent of the U.S. export grain shipments departed through the U.S. Gulf region in 2020.

Figure 14

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

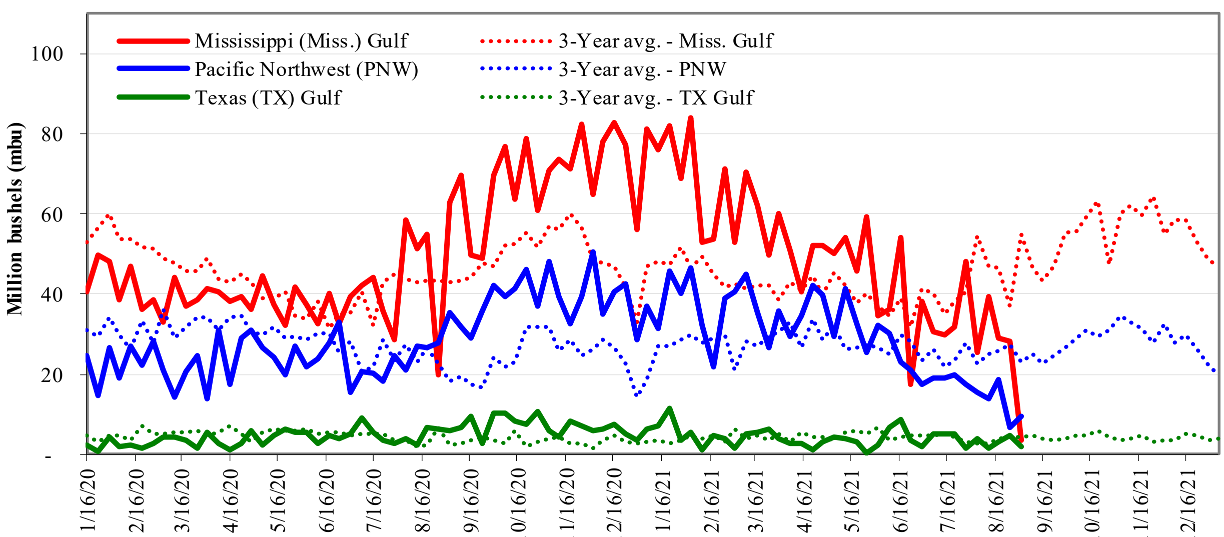


Note: 3-year average consists of 4-week running average.

Source: USDA, Federal Grain Inspection Service.

Figure 15

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



Week ending 09/02/21 inspections (mbu):		Percent change from:	MS Gulf	TX Gulf	U.S. Gulf	PNW
MS Gulf:	3.3	Last wk:	down 88	down 57	down 84	up 43
PNW:	9.6	Last Year (same wk):	down 95	down 64	down 92	down 73
TX Gulf:	2.0	3-yr avg. (4-wk. mov. Avg):	down 93	down 46	down 89	down 62

Source: USDA, Federal Grain Inspection Service.

Ocean Transportation

Table 17

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

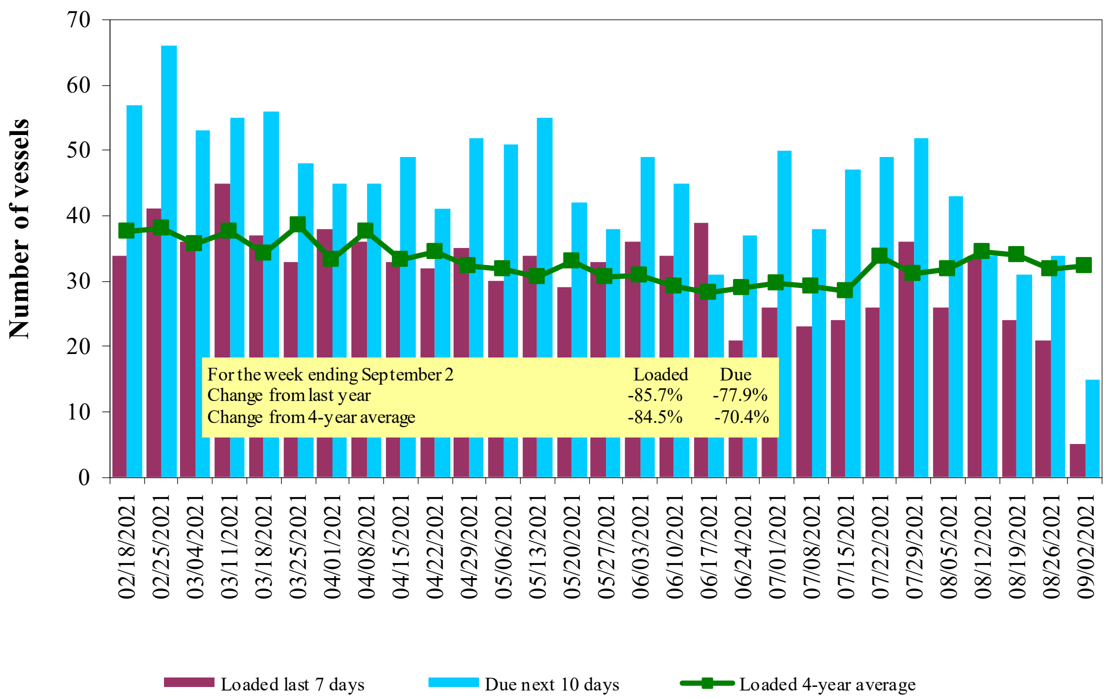
	Gulf			Pacific Northwest
Date	In port	Loaded 7-days	Due next 10-days	In port
9/2/2021*	10	5	15	6
8/26/2021	26	21	34	4
2020 range	(22…60)	(23...46)	(34...68)	(7…24)
2020 average	37	33	49	15

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

Source: USDA, Agricultural Marketing Service.

Figure 16

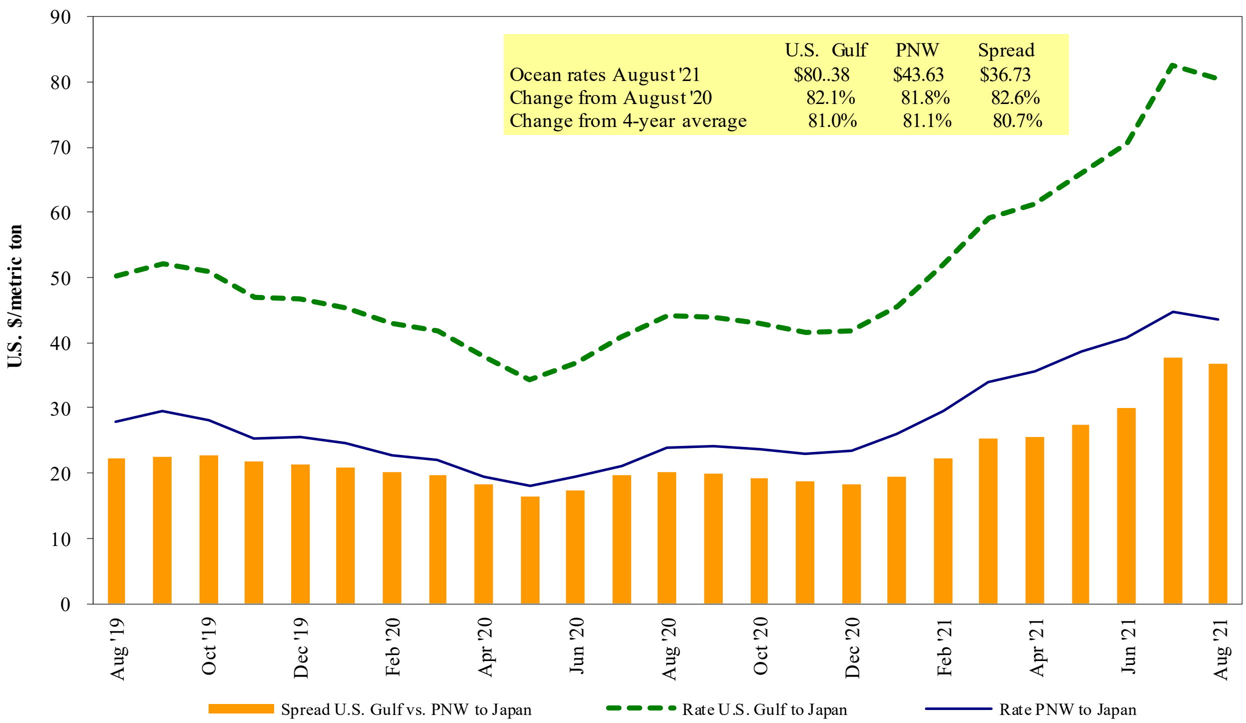
U.S. Gulf[1] vessel loading activity



[1]U.S. Gulf includes Mississippi, Texas, and East Gulf.
Source:USDA, Agricultural Marketing Service.

Figure 17

Grain vessel rates, U.S. to Japan



Note: PNW = Pacific Northwest

Source: O'Neil Commodity Consulting

Table 18

Ocean freight rates for selected shipments, week ending 09/04/2021

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

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

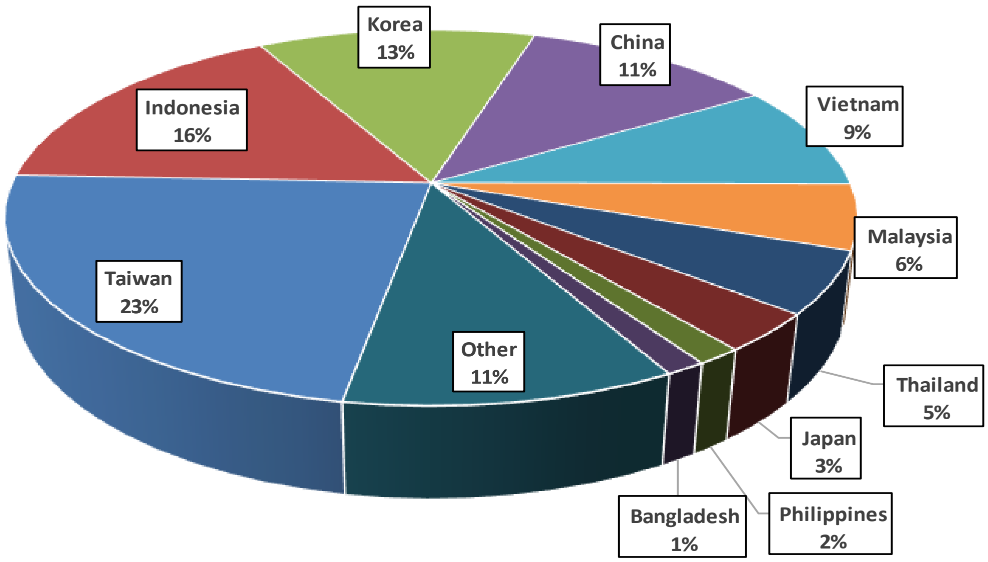
Note: Rates shown are per metric ton (2,204.62 lbs. = 1 metric ton), free on board (F.O.B), except where otherwise indicated; op = option.

Source: Maritime Research, Inc.

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

Figure 18

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

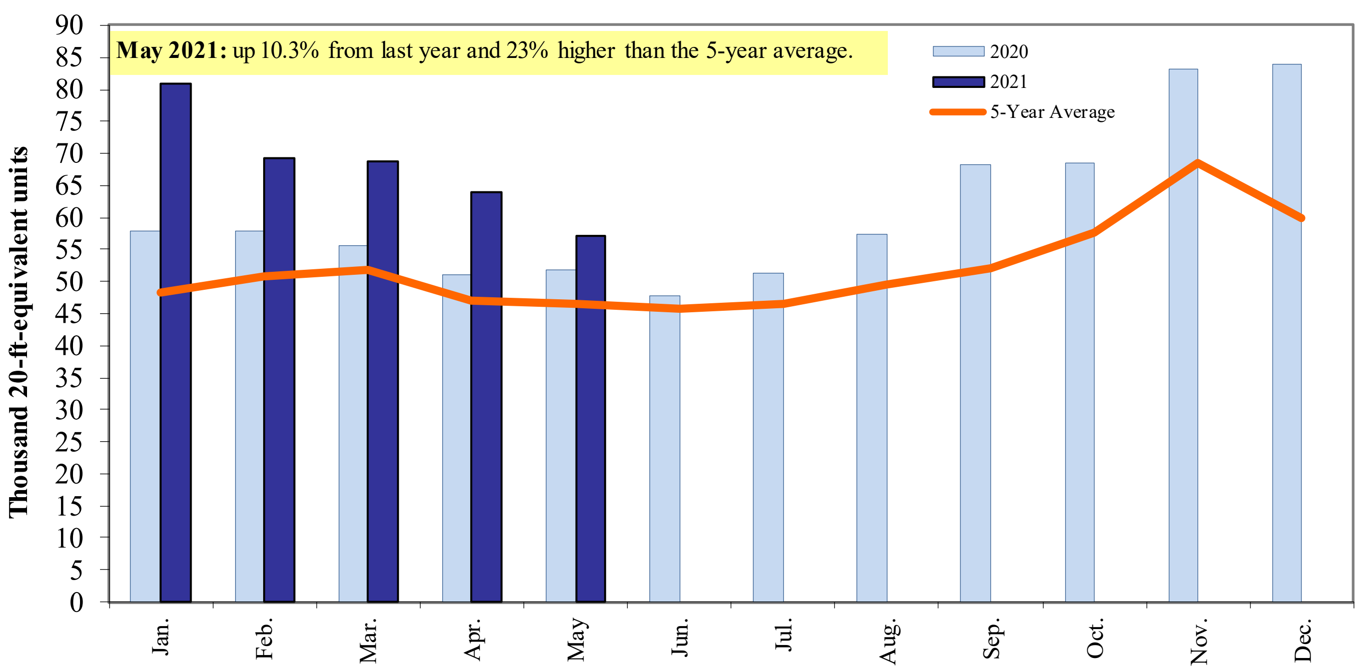


Note: The following Harmonized Tariff Codes are used to calculate containerized grains movements: 1001, 100190, 1002, 1003 100300, 1004, 100400, 1005, 100590, 1007, 100700, 1102, 110100, 230310, 110220, 110290, 1201, 120100, 230210, 230990, 230330, 120810, and 120190.

Source: USDA, Agricultural Marketing Service, Transportation Services Division analysis of PIERS data.

Figure 19

Monthly shipments of U.S. containerized grain exports



Note: The following Harmonized Tariff Codes are used to calculate containerized grains movements: 100190, 100200, 100300, 100400, 100590, 100700, 110100, 110220, 110290, 1201, 120100, 120190, 120810, 230210, 230310, 230330, and 230990.

Source: USDA, Agricultural Marketing Service, Transportation Services Division analysis of PIERS data.

Contacts and Links

Coordinators		
Surajudeen (Deen) Olowolayemo	surajudeen.olowolayemo@usda.gov	(202) 720 - 0119
Maria Williams	maria.williams@usda.gov	(202) 690 - 4430
Bernadette Winston	bernadette.winston@usda.gov	(202) 690 - 0487
Matt Chang	matt.chang@usda.gov	(202) 720 - 0299
Grain Transportation Indicators		
Surajudeen (Deen) Olowolayemo	surajudeen.olowolayemo@usda.gov	(202) 720 - 0119
Rail Transportation		
Johnny Hill	johnny.hill@usda.gov	(202) 690 - 3295
Jesse Gastelle	jesse.gastelle@usda.gov	(202) 690 - 1144
Peter Caffarelli	petera.caffarelli@usda.gov	(202) 690 - 3244
Barge Transportation		
April Taylor	april.taylor@usda.gov	(202) 720 - 7880
Bernadette Winston	bernadette.winston@usda.gov	(202) 690 - 0487
Matt Chang	matt.chang@usda.gov	(202) 720 - 0299
Truck Transportation		
April Taylor	april.taylor@usda.gov	(202) 720 - 7880
Kranti Mulik	kranti.mulik@usda.gov	(202) 756 - 2577
Matt Chang	matt.chang@usda.gov	(202) 720 - 0299
Grain Exports		
Johnny Hill	johnny.hill@usda.gov	(202) 690 - 3295
Kranti Mulik	kranti.mulik@usda.gov	(202) 756 - 2577
Ocean Transportation		
Surajudeen (Deen) Olowolayemo (Freight rates and vessels)	surajudeen.olowolayemo@usda.gov	(202) 720 - 0119
April Taylor (Container movements)	april.taylor@usda.gov	(202) 720 - 7880
Editor		
Maria Williams	maria.williams@usda.gov	(202) 690-4430

Subscription Information: Please sign up to receive regular email announcements of the latest *GTR* issue by entering your email address **here** and selecting your preference to receive Transportation Research and Analysis. For any other information, you may contact us at **GTRContactUs@usda.gov**.

Preferred citation: U.S. Department of Agriculture, Agricultural Marketing Service. *Grain Transportation Report.* September 9, 2021. Web: **http://dx.doi.org/10.9752/TS056.09-09-2021**.

In accordance with Federal civil rights law and U.S. Department of Agriculture (USDA) civil rights regulations and policies, the USDA, its Agencies, offices, and employees, and institutions participating in or administering USDA programs are prohibited from discriminating based on race, color, national origin, religion, sex, gender identity (including gender expression), sexual orientation, disability, age, marital status, family/parental status, income derived from a public assistance program, political beliefs, or reprisal or retaliation for prior civil rights activity, in any program or activity conducted or funded by USDA (not all bases apply to all programs). Remedies and complaint filing deadlines vary by program or incident.

Persons with disabilities who require alternative means of communication for program information (e.g., Braille, large print, audiotape, American Sign Language, etc.) should contact the responsible Agency or USDA's TARGET Center at (202) 720-2600 (voice and TTY) or contact USDA through the Federal Relay Service at (800) 877-8339. Additionally, program information may be made available in languages other than English.

To file a program discrimination complaint, complete the USDA Program Discrimination Complaint Form, AD-3027, found online at How to File a Program Discrimination Complaint and at any USDA office or write a letter addressed to USDA and provide in the letter all of the information requested in the form. To request a copy of the complaint form, call (866) 632-9992. Submit your completed form or letter to USDA by: (1) mail: U.S. Department of Agriculture, Office of the Assistant Secretary for Civil Rights, 1400 Independence Avenue, SW, Washington, D.C.