



# Grain Transportation Report

A weekly publication of the Agricultural Marketing Service  
[www.ams.usda.gov/GTR](http://www.ams.usda.gov/GTR)



November 4, 2021

## WEEKLY HIGHLIGHTS

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### Agricultural Transportation Working Group Submits Supply Chain Comments

On October 18, the Agricultural Transportation Working Group (ATWG) [submitted comments](#) to the Secretary of Transportation describing the challenges facing the agricultural industry. The letter also provided policy recommendations to mitigate ongoing supply chain issues. ATWG is a collection of agricultural producer, commodity, agribusiness, and food-related national organizations. The letter suggested a variety of ways to strengthen agricultural transportation policy and infrastructure, including support for better balancing agricultural exporters' and ocean carriers' needs, increasing investment in the inland waterways, enhancing rail competition and rate dispute procedures, and improving capacity and efficiency in trucking. The comments were submitted in response to [a request from the Department of Transportation](#) seeking information on current challenges in the freight and logistics sector. Additional comments are posted at [Regulations.gov](#).

### ATRI Releases Annual Top Industry Issue Report

The American Transportation Research Institute (ATRI) recently [released its 17th annual Top Industry Issues report](#), which summarizes the trucking industry's main concerns based on a survey of 2,500 industry stakeholders. For the fifth year in a row, the driver shortage ranked first in the top five list of industry concerns, receiving more than four times the first-place votes as the second ranked issue—driver retention. The third through fifth top industry concerns were, respectively, driver compensation, lawsuit abuse reform (rising three spots this year), and the lack of available truck parking. Ranking 10th, the diesel technician shortage made the top 10 list for the first time this year. Among the survey respondents who were professional truck drivers (almost 25 percent), driver compensation and truck parking tied for the top industry concern, followed by detention/delay at customer facilities. The full report can be found [here](#).

### FMCSA Convenes Meetings in Midwest To Discuss Truck Driving and Supply-Chain Issues

On October 22, the Federal Motor Carrier Safety Administration's (FMCSA) Deputy Administrator [met with](#) multiple transportation organizations in the Midwest to discuss strengthening commercial vehicle safety, boosting truck driver availability, and improving rail-to-truck supply chain efficiencies. Potential strategies for improving supply-chain movement and roadway safety included streamlining the transport of fuel to farm equipment; updating electronic logging devices; duplicating proven driver training and retention models; and improving maintenance and availability of rail-to-truck chassis.

## Snapshots by Sector

### Export Sales

For the week ending October 21, [unshipped balances](#) of wheat, corn, and soybeans for marketing year 2021/22 totaled 50.9 million metric tons (mmt), down 19 percent from same time last year and down 2 percent from the previous week. Net [corn export sales](#) were 0.890 mmt, down 30 percent from the previous week. Net [soybean export sales](#) were 1.183 mmt, down 59 percent from the previous week. Net weekly [wheat export sales](#) were 0.269 mmt, down 26 percent from the previous week.

### Rail

U.S. Class I railroads originated 25,857 [grain carloads](#) during the week ending October 23. This was a 3-percent increase from the previous week, 1 percent less than last year, and 12 percent more than the 3-year average.

Average November shuttle [secondary railcar](#) bids/offers (per car) were \$281 above tariff for the week ending October 28. This was \$5 less than last week and \$207 lower than this week last year. There were no non-shuttle bids/offers this week.

### Barge

For the week ending October 30, [barged grain movements](#) totaled 826,100 tons. This was 43 percent higher than the previous week and 30 percent lower than the same period last year.

For the week ending October 30, 521 grain barges [moved down river](#)—156 barges more than the previous week. There were 794 grain barges unloaded in the New Orleans region, 4 percent more than last week.

### Ocean

For the week ending October 28, 35 [oceangoing grain vessels](#) were loaded in the Gulf—down 3 percent from the same period last year. Within the next 10 days (starting October 29), 69 vessels were expected to be loaded—17 percent more than the same period last year.

As of October 21, the rate for shipping a metric ton (mt) of grain from the U.S. Gulf to Japan was \$89.50. This was 2 percent lower than the previous week. The rate from the Pacific Northwest to Japan was \$49.00 per mt, 2 percent lower than the previous week.

### Fuel

For the week ending November 1, the U.S. average [diesel fuel price](#) increased by 1.4 cents from the previous week to \$3.727 per gallon, \$1.36 above the same week last year.

# Feature Article/Calendar

## Third Quarter 2021 Wheat Transportation Costs Rose From Previous Quarter and Same Time Last Year

From second quarter to third quarter 2021 (quarter to quarter), transportation costs for shipping wheat from Kansas and North Dakota to Japan increased slightly through the Pacific Northwest (PNW routes), while increasing moderately through the U.S. Gulf (Gulf routes). Mainly driven by sharp rises in ocean freight rates, transportation costs for all routes also rose from third quarter 2020 to third quarter 2021 (year to year). Both quarter to quarter and year to year, total landed costs (farm value plus transportation costs) for all routes were up, especially those with a North Dakota origin. The sharp year-to-year rise in total landed costs occurred mainly because of higher transportation costs and farm values (tables 1 and 2).

### Transportation Costs

**Quarter to quarter.** Quarter to quarter, PNW-route transportation costs for shipping wheat increased 5 percent from Kansas and rose 3 percent from North Dakota. Gulf-route costs were up 12 percent from Kansas and up 10 percent from North Dakota.

**Year to year.** Year to year, PNW-route transportation costs increased 26 percent from Kansas and rose 25 percent from North Dakota. Gulf-route costs rose 40 percent from Kansas and rose 33 percent from North Dakota.

Table 1: Quarterly rate comparisons for shipping Kansas and North Dakota wheat to Japan through the PNW

Mode	Kansas					North Dakota				
	2020	2021	2021	Year-to-year	Quarterly	2020	2021	2021	Year-to-year	Quarterly
	3rd qtr	2nd qtr	3rd qtr			change	change	3rd qtr		
	\$/metric ton					\$/metric ton				
Truck	12.38	13.99	13.19	6.54	-5.72	12.38	13.99	13.19	6.54	-5.72
Rail <sup>1</sup>	60.76	62.77	63.43	4.39	1.05	56.78	59.54	57.24	0.81	-3.86
Ocean vessel	23.05	38.34	44.56	93.32	16.22	23.05	38.34	44.56	93.32	16.22
Transportation costs	96.19	115.10	121.18	25.98	5.28	92.21	111.87	114.99	24.70	2.79
Farm value <sup>2</sup>	158.37	227.44	239.45	51.20	5.28	161.06	237.49	304.85	89.28	28.36
Total landed cost	254.56	342.54	360.63	41.67	5.28	253.27	349.36	419.84	65.77	20.17
Transport % of landed	37.79	33.60	33.60			36.41	32.02	27.39		

Table 2: Quarterly rate comparisons for shipping Kansas and North Dakota wheat to Japan through the U.S. Gulf

Mode	Kansas					North Dakota				
	2020	2021	2021	Year-to-year	Quarterly	2020	2021	2021	Year-to-year	Quarterly
	3rd qtr	2nd qtr	3rd qtr			change	change	3rd qtr		
	\$/metric ton					\$/metric ton				
Truck	12.38	13.99	13.19	6.54	-5.72	12.38	13.99	13.19	6.54	-5.72
Rail <sup>1</sup>	42.48	42.07	42.07	-0.97	0.00	59.95	59.54	58.18	-2.95	-2.28
Ocean vessel	42.99	65.94	81.71	90.07	23.92	42.99	65.94	81.71	90.07	23.92
Transportation costs	97.85	122.00	136.97	39.98	12.27	115.32	139.47	153.08	32.74	9.76
Farm value <sup>2</sup>	158.37	227.44	239.45	51.20	5.28	161.06	237.49	304.85	89.28	28.36
Total landed cost	256.22	349.44	376.42	46.91	7.72	276.38	376.96	457.93	65.69	21.48
Transport % of landed	38.19	34.91	36.39			41.73	37.00	33.43		

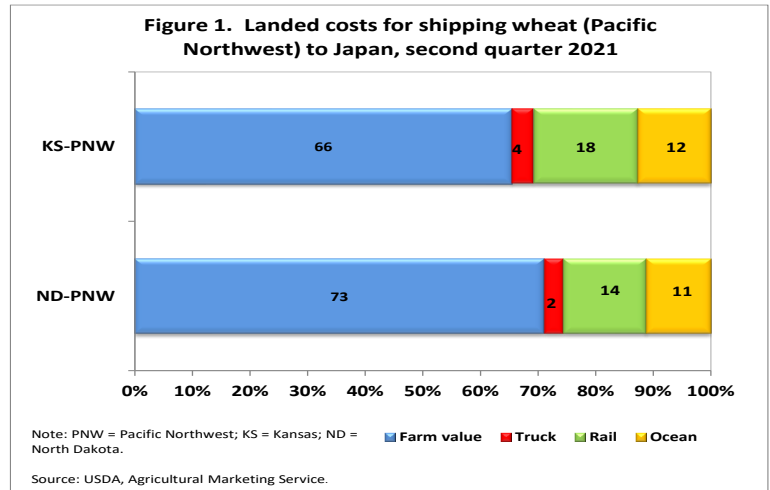
<sup>1</sup> Rail tariff rates include fuel surcharges and revisions for heavy-axle railcars and shuttle trains. The rail tariff rate is a base price of rail freight rates, but during periods of high rail demand or car shortages, high auction and secondary market rates could exceed the base rail tariffs per car.

<sup>2</sup> USDA, National Agricultural Statistics Service is the source for wheat prices for North Dakota (mainly hard red spring) and Kansas (mainly hard red winter).  
Note: PNW = Pacific Northwest; qtr = quarter  
Source: USDA, Agricultural Marketing Service.

### PNW Landed Costs

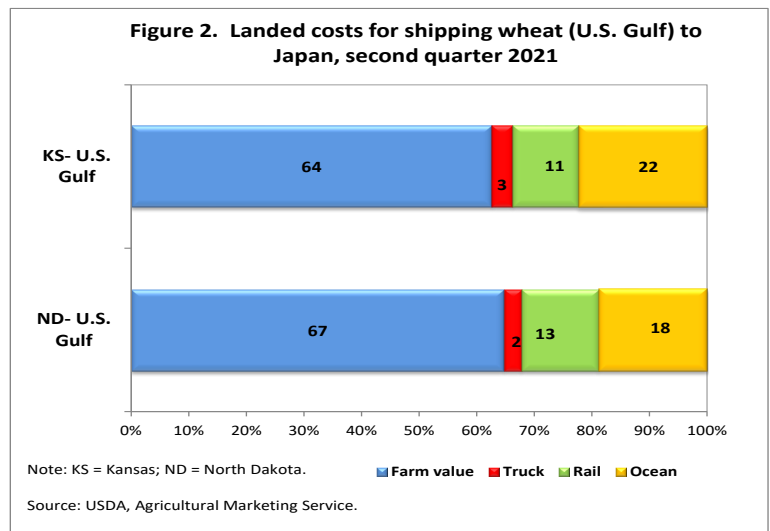
Third quarter-2021 total landed costs for shipping wheat by PNW routes were \$361 per metric ton (mt) from Kansas to \$420 per mt from North Dakota (table 1). Quarter to quarter, PNW-route landed costs were up 5 percent from Kansas and up 20 percent from North Dakota. Year to year, PNW-route landed costs rose 42 percent from Kansas and 66 percent from North Dakota, because of both higher transportation costs and farm values.

Wheat farm values for both States were well above last year (figs. 1 and 2, page 3). As a share of landed costs, third-quarter 2021 farm values were unchanged from last year, at 66 percent from Kansas and 73 percent from North Dakota. Substantial increases in PNW-route ocean rates—both quarter to quarter (16 percent) and year to year (93 percent)—were due to strong demand for bulk shipping, tight vessel supply, and logistical issues throughout the quarter ([Grain Transportation Report \(GTR\), October 14, 2021](#)). The 7- percent year-to-year increase in trucking rates was partly due to rising wheat demand and rising diesel prices, and partly due to the lack of driver availability. PNW-route transportation costs represented 27-34 percent of the total landed costs, below or the same as the second quarter and below last year. Ocean’s share of total PNW-route landed costs from Kansas and North Dakota was well above the same time last year.



### U.S. Gulf Landed Costs

Total landed costs to ship wheat through the Gulf routes were \$376/mt from Kansas and \$458/mt from North Dakota. Quarter to quarter, total Gulf-route landed costs were up 8 percent from Kansas and up 22 percent from North Dakota. Year to year, Gulf-route landed costs rose by 47 percent from Kansas and rose 66 percent from North Dakota (table 2). Third-quarter 2021 farm values represented 64 percent of Gulf-route landed costs from Kansas and 67 percent from North Dakota—above last year for both States (fig. 2).



Gulf-route ocean rates rose 24 percent from quarter to quarter and 90 percent from year to year. Gulf-route rail rates were unchanged quarter to quarter from Kansas, but fell 2 percent from North Dakota. Year to year, ocean’s share of Gulf-route landed costs was up notably from each State. As a share of landed costs, third quarter 2021 Gulf-route transportation costs were 36 percent from Kansas and were 33 percent from North Dakota.

### Third-Quarter 2021 Wheat Inspections

According to USDA’s Federal Grain Inspection Service, third-quarter 2021 wheat inspected for export to Japan totaled .720 million metric tons, up 7 percent from last year and up 58 percent from the second quarter. Japan accounted for 9 percent of total U.S. third-quarter 2021 wheat exports (8 mmt), which increased 7 percent from the third quarter last year. The year-to-year rise in total wheat exports to all destinations was mainly because of rising demand from Africa ([GTR, October 21, 2021](#)). U.S. wheat exports for marketing year (MY) 2021/22 are expected to be 12 percent lower than MY 2020/21, according to USDA’s October [World Agricultural Supply and Demand Estimates](#).

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# 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
11/03/21	250	297	241	263	400	348
10/27/21	249	297	241	327	407	355

<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)

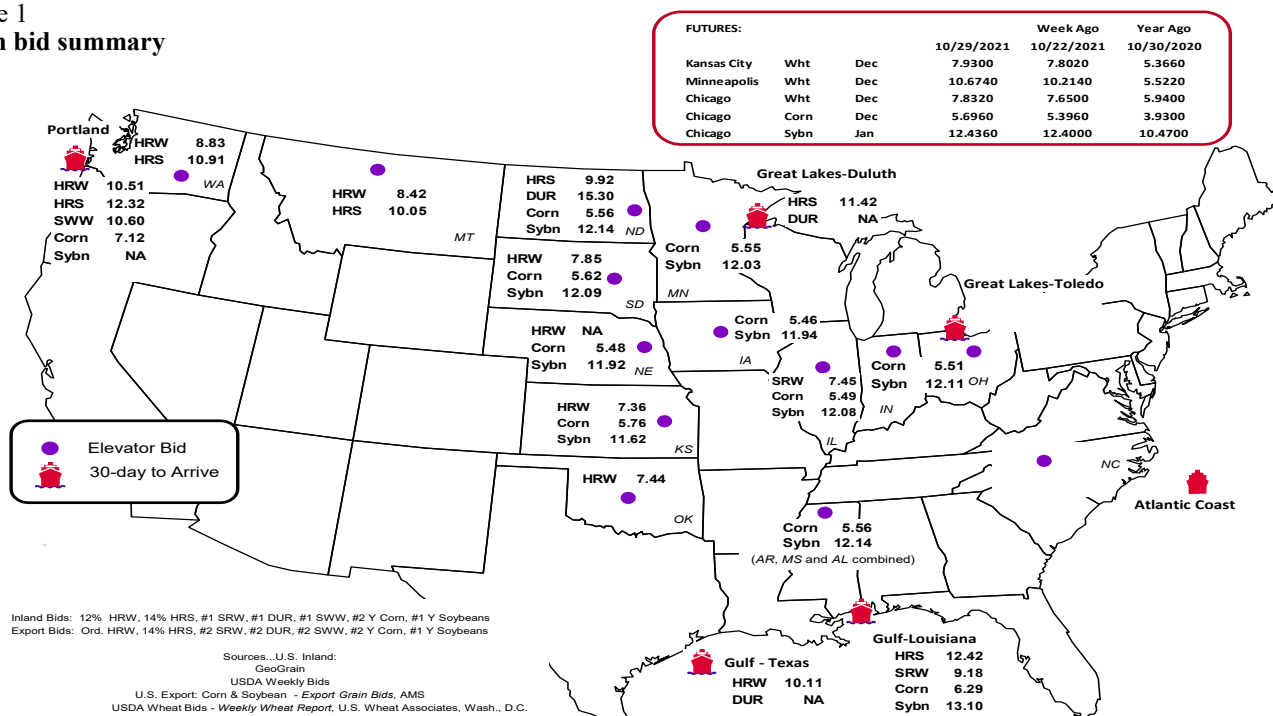
Commodity	Origin-destination	10/29/2021	10/22/2021
Corn	IL-Gulf	-0.80	-0.96
Corn	NE-Gulf	-0.81	-0.96
Soybean	IA-Gulf	-1.16	-1.32
HRW	KS-Gulf	-2.75	-2.85
HRS	ND-Portland	-2.40	-2.52

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			
10/27/2021 <sup>P</sup>	1,314	1,114	9,581	1,186	13,195	10/23/2021	2,973
10/20/2021 <sup>r</sup>	1,098	1,834	9,789	737	13,458	10/16/2021	2,678
2021 YTD <sup>r</sup>	41,242	55,262	239,537	14,658	350,699	2021 YTD	119,410
2020 YTD <sup>r</sup>	26,999	44,083	219,347	13,799	304,228	2020 YTD	104,455
2021 YTD as % of 2020 YTD	153	125	109	106	115	% change YTD	114
Last 4 weeks as % of 2020 <sup>2</sup>	58	75	112	83	97	Last 4wks. % 2020	126
Last 4 weeks as % of 4-year avg. <sup>2</sup>	91	133	153	123	140	Last 4wks. % 4 yr.	106
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.

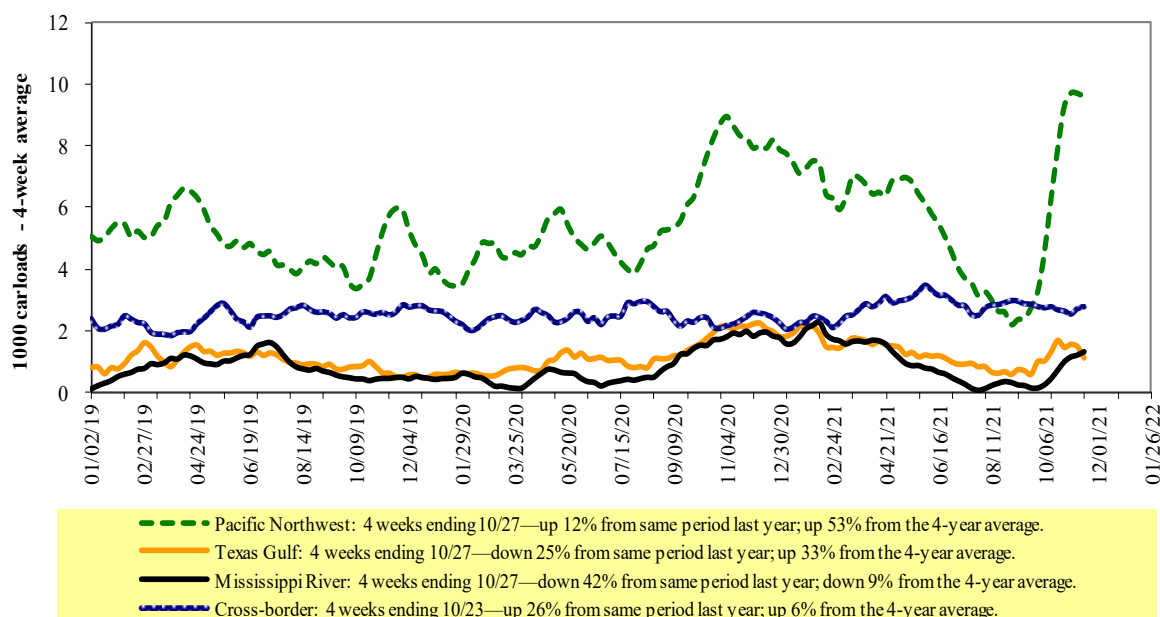
YTD = year-to-date; p = preliminary data; r = revised data; n/a = not available; wks. = weeks; avg. = average.

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: 10/23/2021	East		West			U.S. total	Canada	
	CSXT	NS	BNSF	KCS	UP		CN	CP
This week	1,914	2,073	13,233	1,682	6,955	25,857	4,056	5,242
This week last year	1,739	3,051	12,902	1,108	7,195	25,995	6,482	6,016
2021 YTD	73,882	99,423	485,894	50,924	257,733	967,856	171,858	199,268
2020 YTD	71,440	101,777	478,166	46,423	229,134	926,940	182,783	202,228
2021 YTD as % of 2020 YTD	103	98	102	110	112	104	94	99
Last 4 weeks as % of 2020*	88	80	96	127	97	96	76	87
Last 4 weeks as % of 3-yr. avg.**	89	90	109	150	118	109	89	96
Total 2020	91,659	129,764	613,630	57,782	296,701	1,189,536	238,142	261,778

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

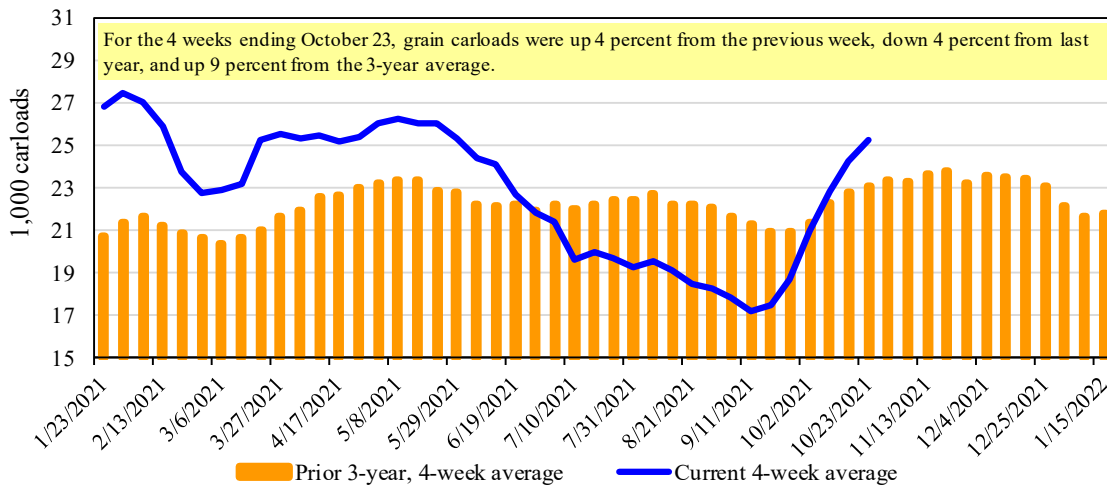
\*\*The past 4 weeks as a percent of the same period from the prior 3-year average. YTD = year-to-date; avg. = average; yr. = year.

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: 10/28/2021		Delivery period							
		Nov-21	Nov-20	Dec-21	Dec-20	Jan-22	Jan-21	Feb-22	Feb-21
BNSF <sup>3</sup>	COT grain units	0	no bids	0	no bids	0	no bid	no bids	no bid
	COT grain single-car	76	0	3	6	0	3	0	5
UP <sup>4</sup>	GCAS/Region 1	n/a	no offer	n/a	no offer	n/a	no offer	n/a	n/a
	GCAS/Region 2	n/a	no offer	n/a	no offer	n/a	no offer	n/a	n/a

<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.

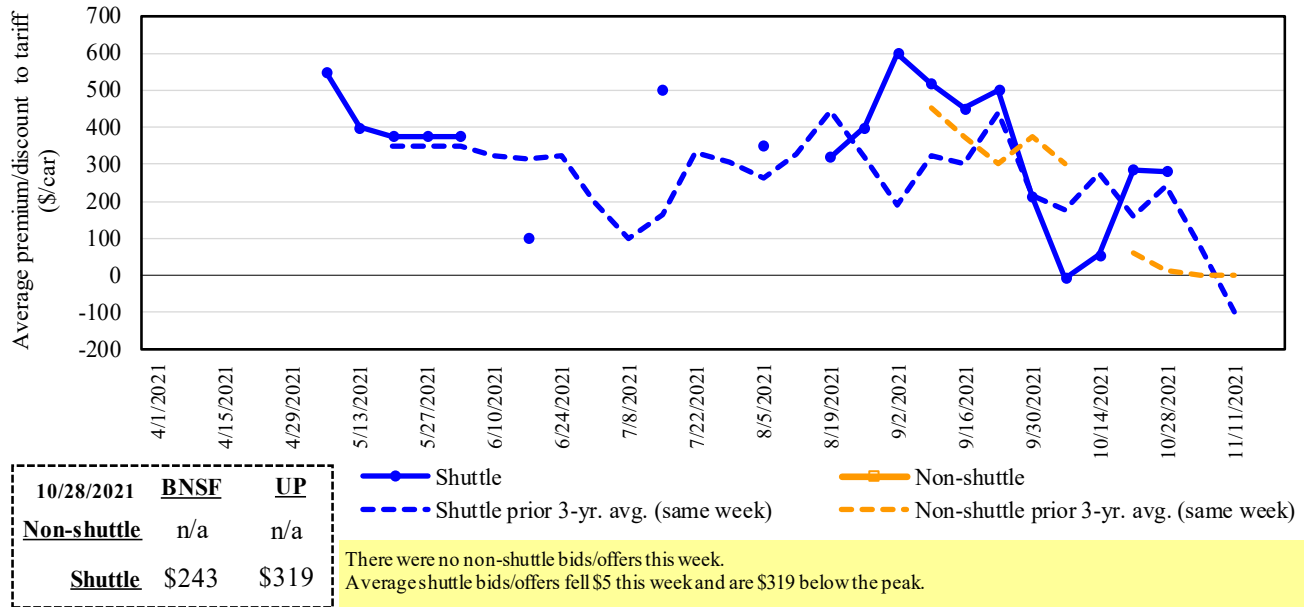
Region 1 includes: AR, IL, LA, MO, NM, OK, TX, WI, and Duluth, MN.

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

Source: USDA, Agricultural Marketing Service.

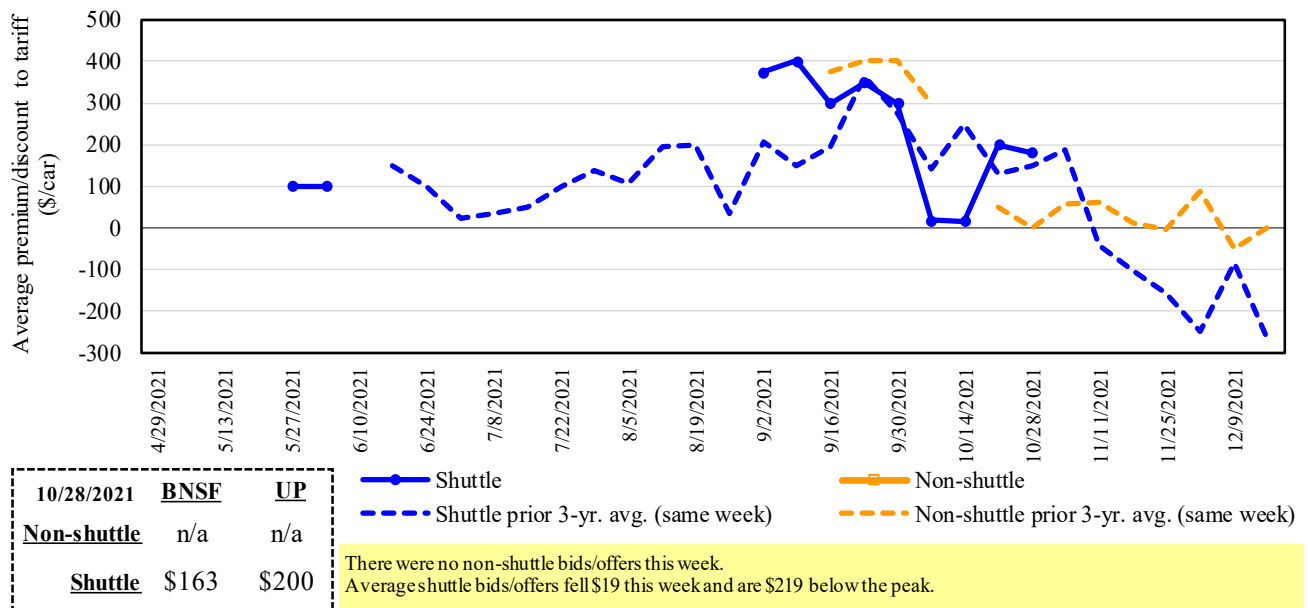
The **secondary rail market** information reflects trade values for service that was originally purchased from the railroad carrier as some form of guaranteed freight. The **auction and secondary rail** values are indicators of rail service quality and demand/supply.

**Figure 4**  
**Bids/offers for railcars to be delivered in November 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.

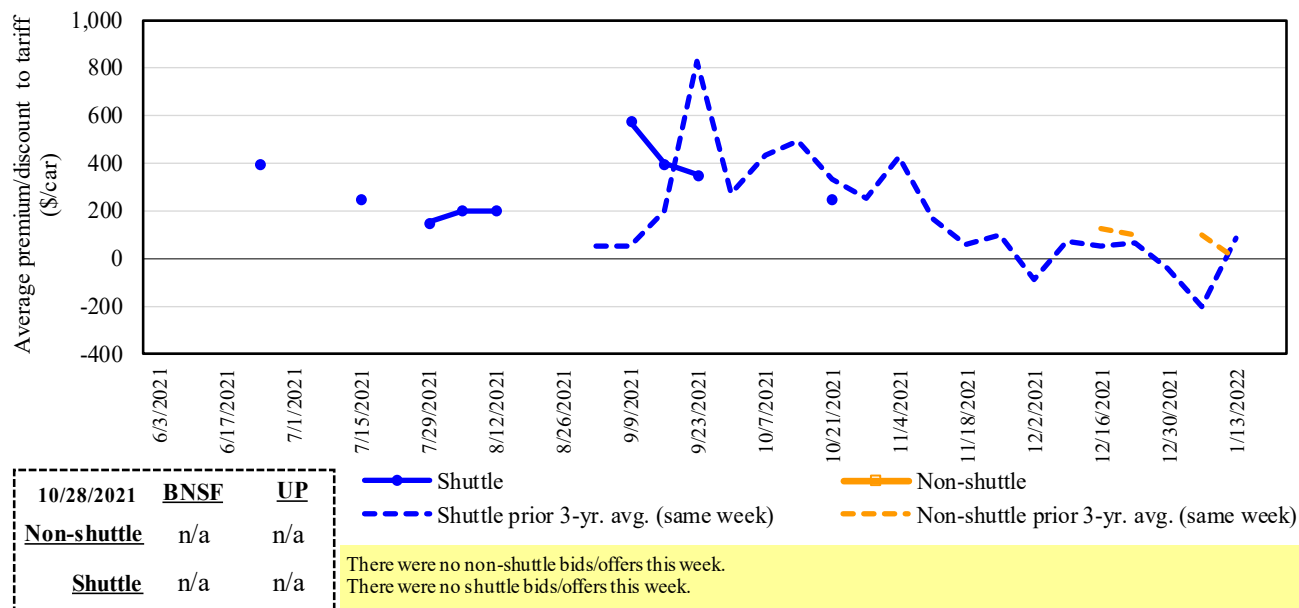
**Figure 5**  
**Bids/offers for railcars to be delivered in December 2021, secondary market**



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 6

**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.

Table 6

**Weekly secondary railcar market (\$/car)<sup>1</sup>**

For the week ending:		Delivery period					
		Nov-21	Dec-21	Jan-22	Feb-22	Mar-22	Apr-22
Non-shuttle	<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
Shuttle	<b>BNSF-GF</b>	243	163	n/a	300	n/a	(200)
	Change from last week	(45)	(38)	n/a	n/a	n/a	n/a
	Change from same week 2020	(432)	(538)	n/a	n/a	n/a	n/a
	<b>UP-Pool</b>	319	200	n/a	n/a	n/a	n/a
	Change from last week	36	n/a	n/a	n/a	n/a	n/a
	Change from same week 2020	19	(150)	n/a	n/a	n/a	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>**

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

<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: November 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	\$181	\$72.35	\$1.97	5
	KS	Guadalajara, JA	\$7,619	\$711	\$85.11	\$2.31	6
	TX	Salinas Victoria, NL	\$4,420	\$111	\$46.30	\$1.26	4
Corn	IA	Guadalajara, JA	\$9,102	\$632	\$99.46	\$2.52	6
	SD	Celaya, GJ	\$8,300	\$0	\$84.81	\$2.15	2
	NE	Queretaro, QA	\$8,322	\$384	\$88.95	\$2.26	4
	SD	Salinas Victoria, NL	\$6,905	\$0	\$70.55	\$1.79	0
	MO	Tlahpantla, EM	\$7,687	\$374	\$82.37	\$2.09	4
	SD	Torreon, CU	\$7,825	\$0	\$79.95	\$2.03	2
Soybeans	MO	Bojay (Tula), HG	\$8,647	\$588	\$94.35	\$2.57	5
	NE	Guadalajara, JA	\$9,207	\$611	\$100.31	\$2.73	4
	IA	El Castillo, JA	\$9,510	\$0	\$97.17	\$2.64	1
	KS	Torreon, CU	\$8,109	\$431	\$87.26	\$2.37	4
Sorghum	NE	Celaya, GJ	\$7,932	\$562	\$86.79	\$2.20	6
	KS	Queretaro, QA	\$8,108	\$226	\$85.15	\$2.16	2
	NE	Salinas Victoria, NL	\$6,713	\$182	\$70.44	\$1.79	2
	NE	Torreon, CU	\$7,225	\$399	\$77.90	\$1.98	5

<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.

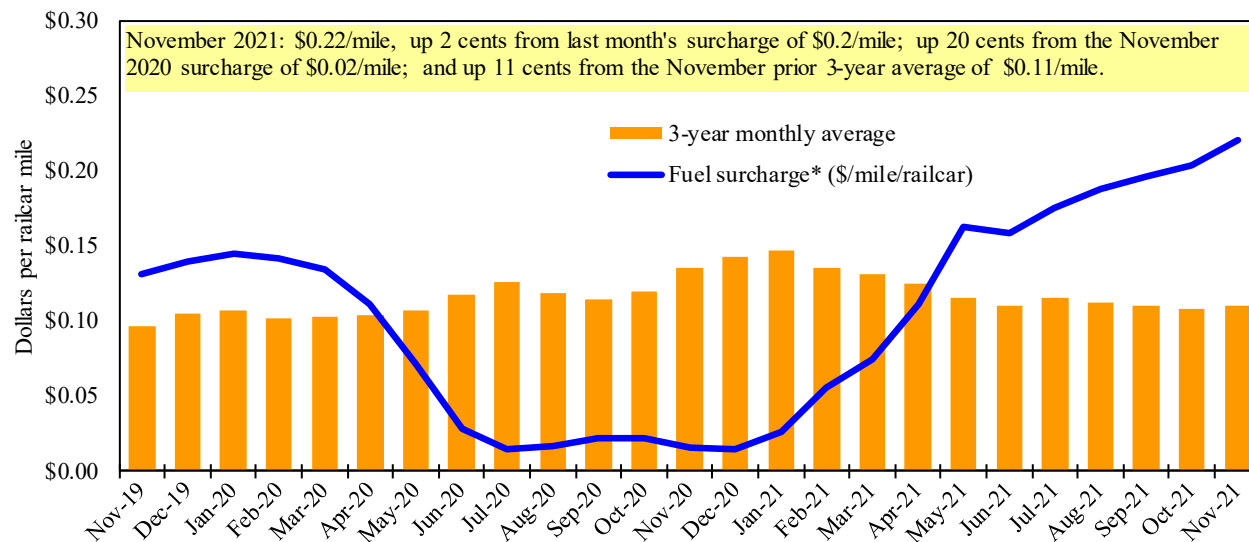
<sup>2</sup>Fuel surcharge adjusted to reflect the change in Ferrocarril Mexicano, S.A. de C.V railroad fuel surcharge policy as of 10/01/2009.

<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.

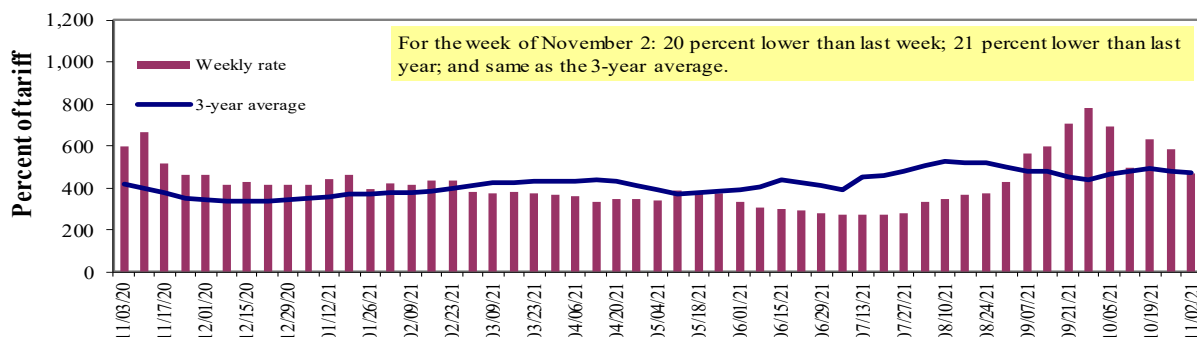
\*\*CSX strike price changed from \$2.00/gal. to \$3.75/gal. starting January 1, 2015.

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>	11/2/2021	496	488	473	404	481	481	359
	10/26/2021	550	613	588	575	663	663	575
<b>\$/ton</b>	11/2/2021	30.70	25.96	21.95	16.12	22.56	19.43	11.27
	10/26/2021	34.05	32.61	27.28	22.94	31.09	26.79	18.06
<b>Current week % change from the same week:</b>								
	Last year	-26	-21	-21	-16	-16	-16	-27
	3-year avg. <sup>2</sup>	-3	1	14	3	18	18	-3
<b>Rate<sup>1</sup></b>	December			416	323	353	353	292
	January	-	-	417	305	334	334	274

<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:

$(\text{Rate} * 1976 \text{ tariff benchmark rate per ton}) / 100$

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

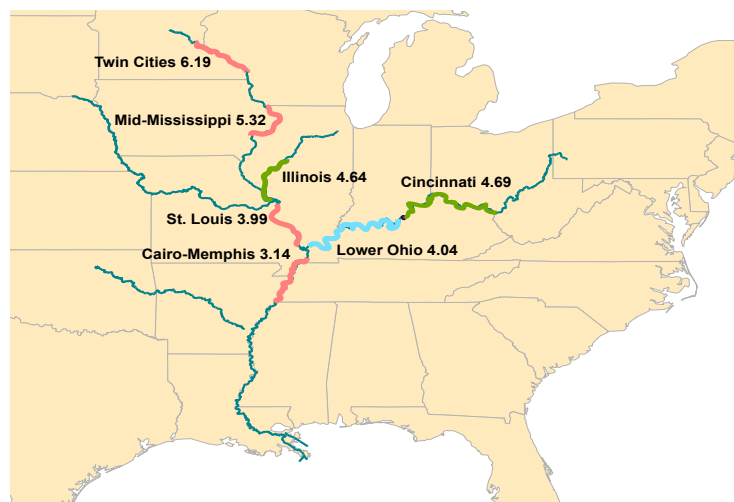
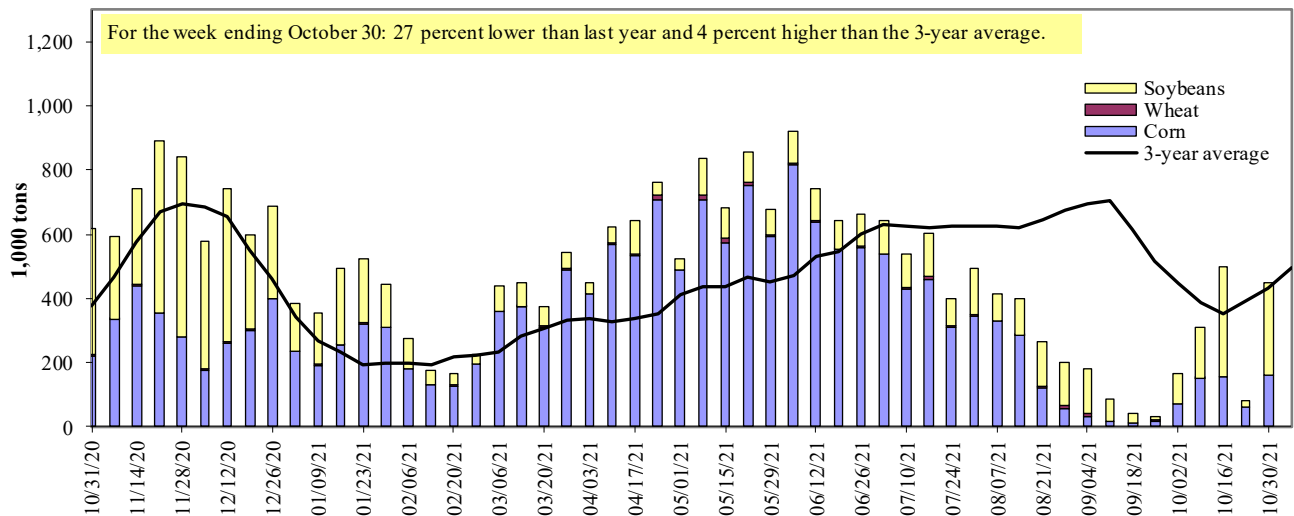


Figure 10

**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 10/30/2021	Corn	Wheat	Soybeans	Other	Total
<b>Mississippi River</b>					
Rock Island, IL (L15)	53	0	143	0	196
Winfield, MO (L25)	77	0	228	0	304
Alton, IL (L26)	159	0	275	0	433
Granite City, IL (L27)	163	0	287	0	451
<b>Illinois River (La Grange)</b>	31	0	25	0	56
<b>Ohio River (Olmsted)</b>	141	0	182	5	329
<b>Arkansas River (L1)</b>	0	13	34	0	47
Weekly total - 2021	305	13	504	5	826
Weekly total - 2020	273	34	868	11	1,186
2021 YTD <sup>1</sup>	20,490	1,492	7,768	245	29,995
2020 YTD <sup>1</sup>	14,882	1,621	13,437	171	30,111
2021 as % of 2020 YTD	138	92	58	143	100
Last 4 weeks as % of 2020 <sup>2</sup>	105	51	56	40	70
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.

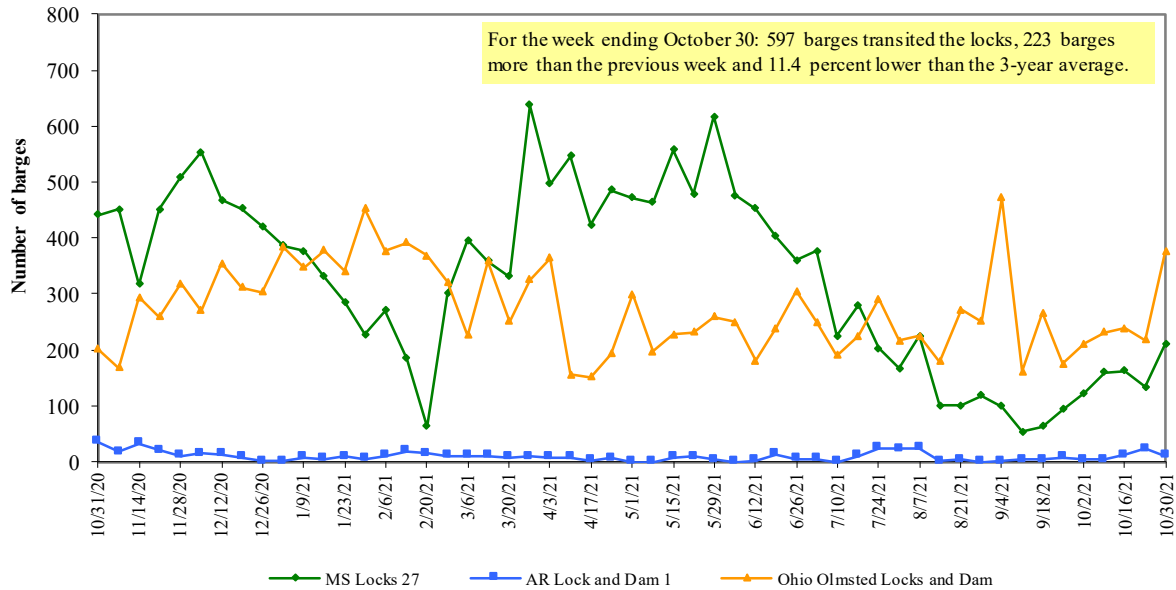
<sup>2</sup> As a percent of same period in 2020.

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

Source: U.S. Army Corps of Engineers.

Figure 11

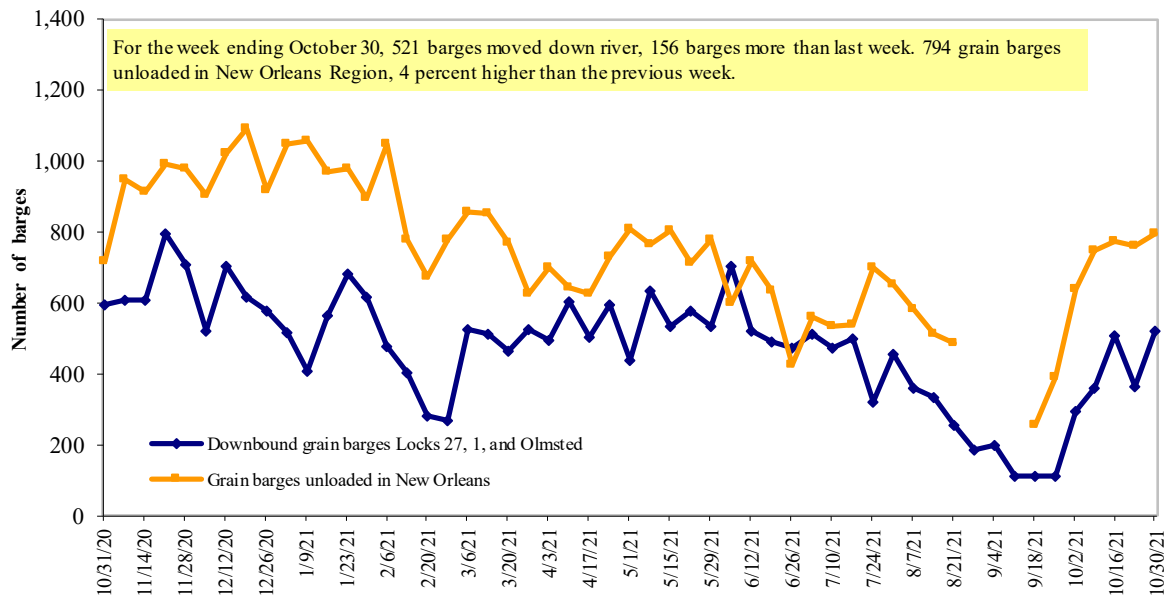
**Upbound empty barges transiting Mississippi River Locks 27, Arkansas River Lock and Dam 1, and Ohio River Olmsted Locks and Dam**



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 11/1/2021 (U.S. \$/gallon)**

Region	Location	Price	Change from	
			Week ago	Year ago
I	East Coast	3.717	0.013	1.273
	New England	3.651	0.025	1.095
	Central Atlantic	3.862	0.013	1.216
	Lower Atlantic	3.631	0.010	1.347
II	Midwest	3.639	0.007	1.393
III	Gulf Coast	3.486	0.003	1.355
IV	Rocky Mountain	3.814	0.035	1.490
V	West Coast	4.324	0.046	1.404
	West Coast less California	3.932	0.041	1.391
	California	4.651	0.051	1.420
Total	United States	3.727	0.014	1.355

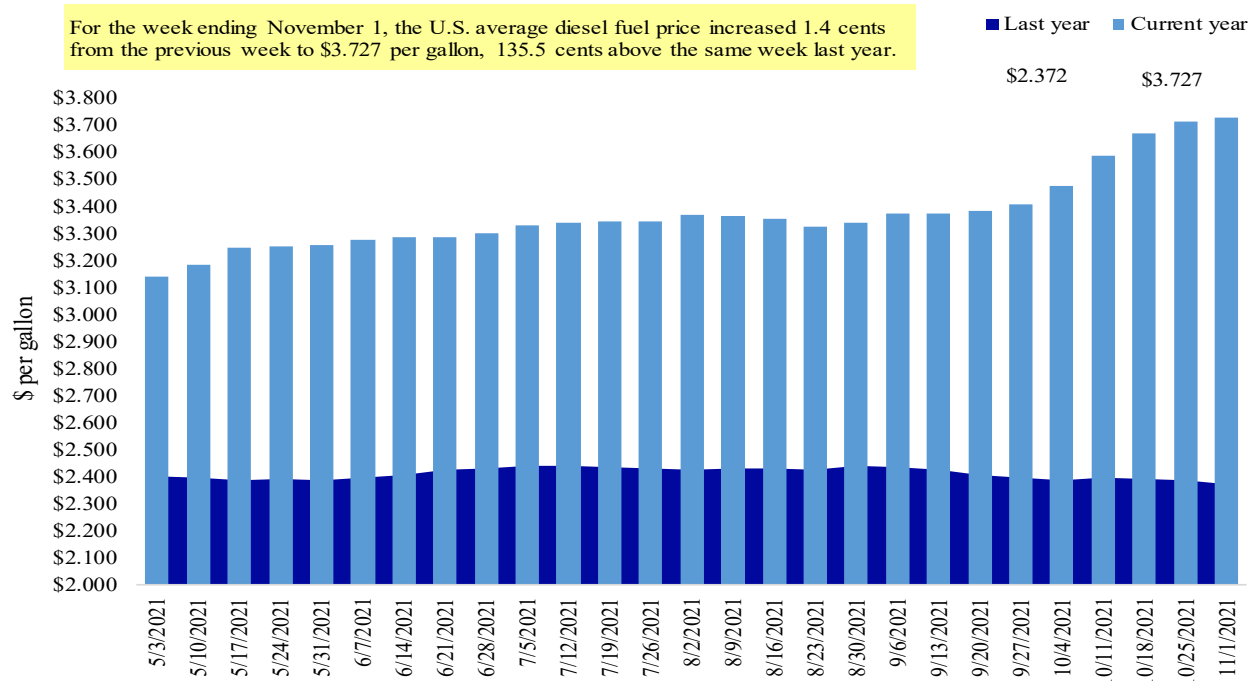
<sup>1</sup>Diesel fuel prices include all taxes. Prices represent an average of all types of diesel fuel.

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

Figure 13

**Weekly diesel fuel prices, U.S. average**

For the week ending November 1, the U.S. average diesel fuel price increased 1.4 cents from the previous week to \$3.727 per gallon, 135.5 cents above the same week last year.



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>									
10/21/2021	1,744	573	998	663	72	4,050	24,640	22,209	50,899
This week year ago	1,553	385	1,566	1,823	201	5,528	24,453	32,851	62,832
<b>Cumulative exports-marketing year<sup>2</sup></b>									
2021/22 YTD	3,210	1,281	2,382	1,607	77	8,557	5,145	8,242	21,944
2020/21 YTD	4,365	915	2,996	2,017	339	10,632	6,125	14,051	30,808
YTD 2021/22 as % of 2020/21	74	140	80	80	23	80	84	59	71
Last 4 wks. as % of same period 2020/21*	104	162	61	34	29	70	100	70	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 10/21/2021	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	7,946	5,757	38	14,817
Japan	2,376	4,433	(46)	11,082
China	11,925	10,551	13	7,920
Columbia	1,303	1,444	(10)	4,491
Korea	71	339	(79)	3,302
<b>Top 5 importers</b>	<b>23,621</b>	<b>22,524</b>	<b>5</b>	<b>41,613</b>
<b>Total U.S. corn export sales</b>	<b>29,785</b>	<b>30,578</b>	<b>(3)</b>	<b>53,145</b>
% of projected exports	47%	44%		
Change from prior week <sup>2</sup>	<b>890</b>	<b>2,244</b>		
<b>Top 5 importers' share of U.S. corn export sales</b>	79%	74%		78%
<b>USDA forecast October 2021</b>	<b>63,613</b>	<b>70,051</b>	<b>(9)</b>	
<b>Corn use for ethanol USDA forecast, October 2021</b>	<b>132,080</b>	<b>127,813</b>	<b>3</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 10/21/2021	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	16,045	25,996	(38)	21,666
Mexico	2,061	2,608	(21)	4,754
Egypt	844	1,032	(18)	3,093
Indonesia	367	727	(50)	2,325
Japan	728	744	(2)	2,275
<b>Top 5 importers</b>	<b>20,044</b>	<b>31,107</b>	<b>(36)</b>	<b>34,113</b>
<b>Total U.S. soybean export sales</b>	<b>30,452</b>	<b>46,901</b>	<b>(35)</b>	<b>50,758</b>
% of projected exports	53%	76%		
change from prior week <sup>2</sup>	<b>1,183</b>	<b>1,552</b>		
<b>Top 5 importers' share of U.S. soybean export sales</b>	<b>66%</b>	<b>66%</b>		<b>67%</b>
<b>USDA forecast, October 2021</b>	<b>56,948</b>	<b>61,717</b>	<b>(8)</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 10/21/2021	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	2,254	2,230	1	3,388
Philippines	1,880	2,288	(18)	3,121
Japan	1,272	1,514	(16)	2,567
Korea	768	1,053	(27)	1,501
Nigeria	1,410	783	80	1,490
China	848	1,598	(47)	1,268
Taiwan	501	678	(26)	1,187
Indonesia	59	606	(90)	1,131
Thailand	371	493	(25)	768
Italy	154	479	(68)	681
<b>Top 10 importers</b>	<b>9,517</b>	<b>11,720</b>	<b>(19)</b>	<b>17,102</b>
<b>Total U.S. wheat export sales</b>	<b>12,607</b>	<b>16,160</b>	<b>(22)</b>	<b>24,617</b>
% of projected exports	53%	60%		
change from prior week <sup>2</sup>	<b>269</b>	<b>743</b>		
<b>Top 10 importers' share of U.S. wheat export sales</b>	<b>75%</b>	<b>73%</b>		<b>69%</b>
<b>USDA forecast, October 2021</b>	<b>23,842</b>	<b>27,030</b>	<b>(12)</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 10/28/21	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	14	76	18	12,148	13,486	90	38	29	15,966
Corn	0	0	n/a	12,369	8,388	147	0	0	9,969
Soybeans	843	1,055	80	8,300	8,515	97	113	218	14,028
<b>Total</b>	<b>857</b>	<b>1,131</b>	<b>76</b>	<b>32,816</b>	<b>30,388</b>	<b>108</b>	<b>96</b>	<b>131</b>	<b>39,963</b>
<b>Mississippi Gulf</b>									
Wheat	68	81	83	2,810	3,232	87	202	151	3,422
Corn	375	412	91	34,314	24,117	142	96	112	28,781
Soybeans	1,017	1,184	86	16,360	25,320	65	75	99	38,013
<b>Total</b>	<b>1,460</b>	<b>1,678</b>	<b>87</b>	<b>53,484</b>	<b>52,670</b>	<b>102</b>	<b>84</b>	<b>105</b>	<b>70,215</b>
<b>Texas Gulf</b>									
Wheat	6	17	34	3,423	3,958	86	42	53	4,248
Corn	0	3	0	506	621	81	164	156	723
Soybeans	119	86	138	1,134	1,044	109	85	255	2,098
<b>Total</b>	<b>125</b>	<b>106</b>	<b>117</b>	<b>5,062</b>	<b>5,623</b>	<b>90</b>	<b>69</b>	<b>128</b>	<b>7,068</b>
<b>Interior</b>									
Wheat	34	29	116	2,530	1,792	141	108	100	2,263
Corn	220	200	110	8,179	7,208	113	126	136	8,683
Soybeans	240	253	95	5,077	5,721	89	96	112	7,274
<b>Total</b>	<b>494</b>	<b>482</b>	<b>102</b>	<b>15,786</b>	<b>14,721</b>	<b>107</b>	<b>110</b>	<b>122</b>	<b>18,220</b>
<b>Great Lakes</b>									
Wheat	0	5	8	371	709	52	59	51	891
Corn	0	0	n/a	94	61	153	0	0	111
Soybeans	93	52	179	288	558	52	132	152	1,111
<b>Total</b>	<b>93</b>	<b>57</b>	<b>164</b>	<b>753</b>	<b>1,329</b>	<b>57</b>	<b>110</b>	<b>107</b>	<b>2,113</b>
<b>Atlantic</b>									
Wheat	0	0	n/a	125	34	364	20	60	65
Corn	13	9	154	81	33	245	275	302	33
Soybeans	18	70	26	1,297	999	130	55	92	1,870
<b>Total</b>	<b>31</b>	<b>78</b>	<b>40</b>	<b>1,502</b>	<b>1,066</b>	<b>141</b>	<b>59</b>	<b>98</b>	<b>1,968</b>
<b>U.S. total from ports*</b>									
Wheat	121	208	58	21,406	23,211	92	61	53	26,854
Corn	608	624	97	55,542	40,429	137	99	103	48,301
Soybeans	2,330	2,700	86	32,456	42,158	77	90	136	64,394
<b>Total</b>	<b>3,060</b>	<b>3,533</b>	<b>87</b>	<b>109,403</b>	<b>105,798</b>	<b>103</b>	<b>89</b>	<b>115</b>	<b>139,548</b>

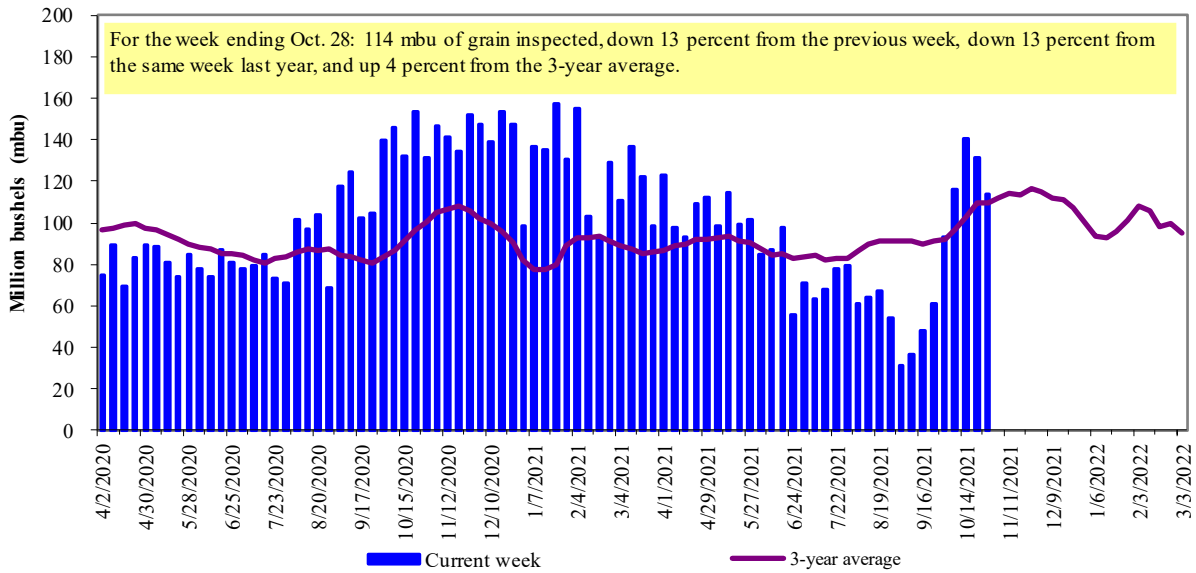
\*Data includes revisions from prior weeks; some regional totals may not add exactly due to rounding.

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)**

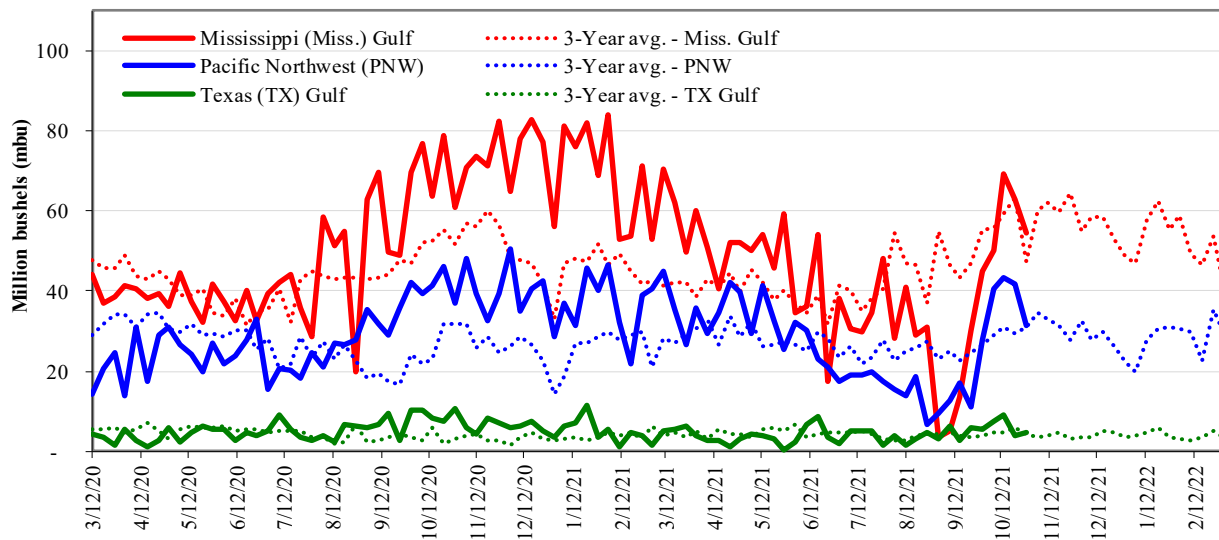


Note: 3-year average consists of 4-week running average.

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 10/28/21 inspections (mbu):	Percent change from:	MS Gulf	TX Gulf	U.S. Gulf	PNW
MS Gulf: 54.6	Last wk:	down 13	up 17	down 11	down 24
PNW: 31.5	Last Year (same wk):	down 10	down 57	down 17	down 15
TX Gulf: 4.6	3-yr avg.(4-wk. mov. Avg):	down 3	down 7	down 3	up 5

Source: USDA, Federal Grain Inspection Service.

# Ocean Transportation

Table 17

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

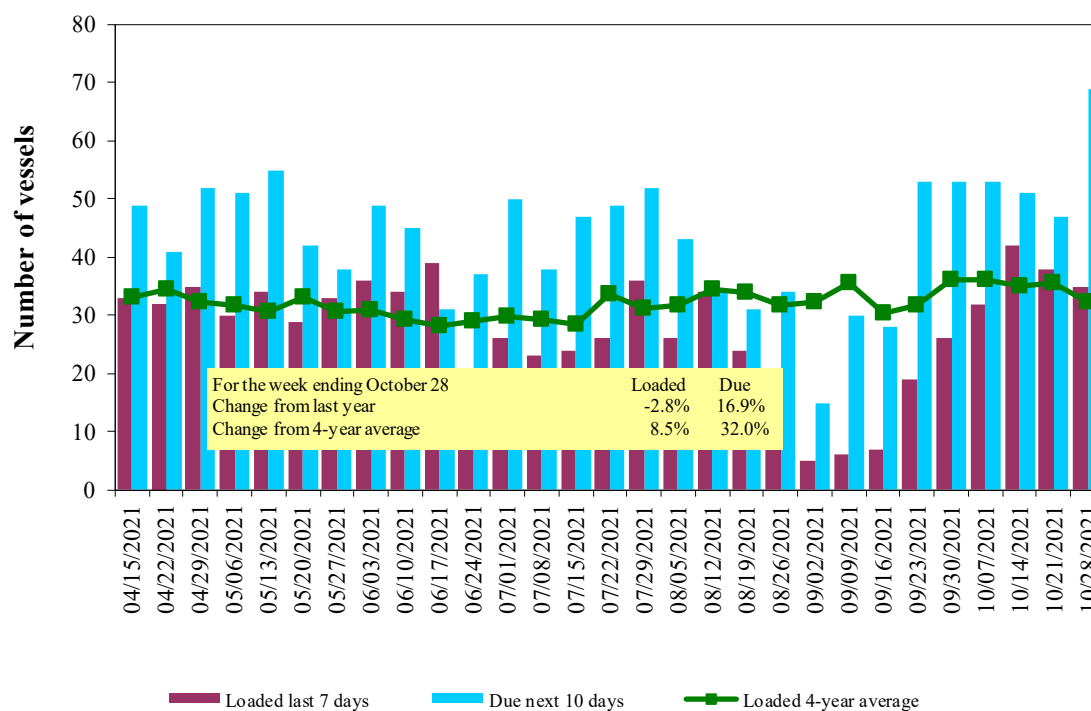
Date	In port	Gulf		Pacific Northwest
		Loaded 7-days	Due next 10-days	In port
10/28/2021	41	35	69	15
10/21/2021	39	38	47	16
2020 range	(22...60)	(23...46)	(34...68)	(7...24)
2020 average	37	33	49	15

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

Source: USDA, Agricultural Marketing Service.

Figure 16

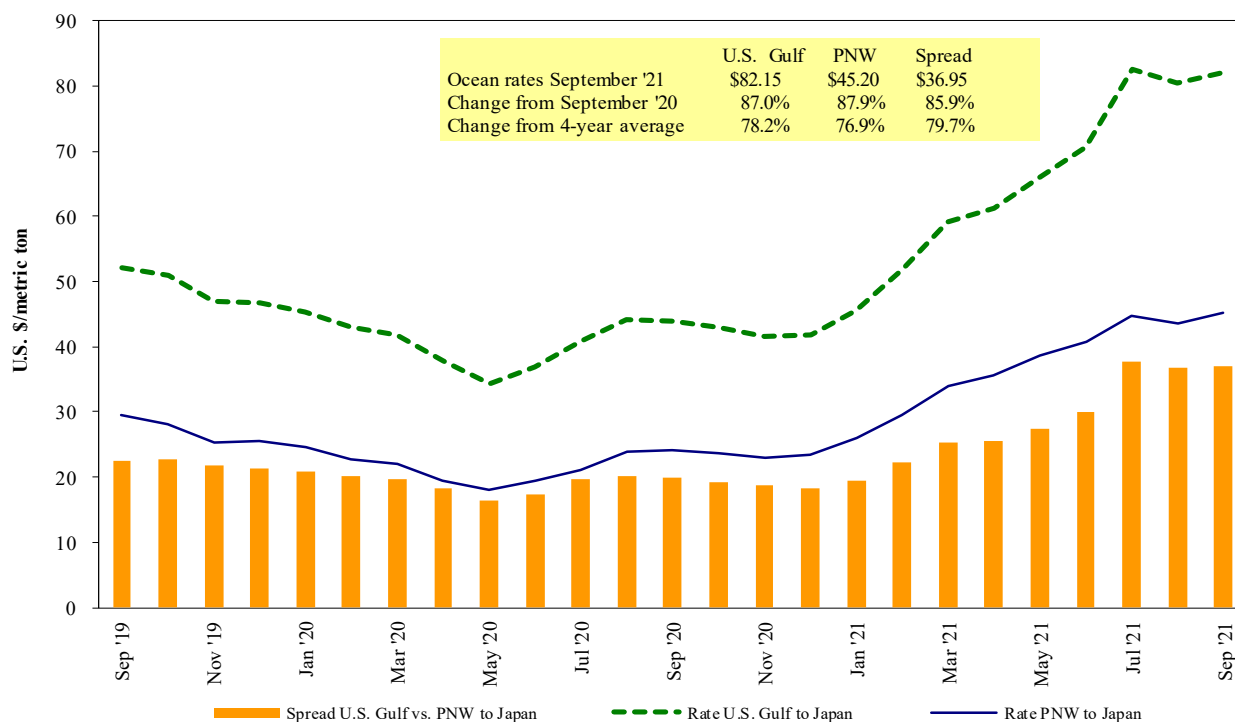
## U.S. Gulf<sup>1</sup> vessel loading activity



<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 10/30/2021

Export region	Import region	Grain types	Loading date	Volume loads (metric tons)	Freight rate (US\$/metric ton)
U.S. Gulf	Japan	Heavy grain	Oct 1/10, 2021	48,000	70.10
U.S. Gulf	Japan	Heavy grain	Aug 21/Sep 9, 2021	50,000	60.90
U.S. Gulf	Japan	Heavy grain	Aug 1/10, 2021	50,000	69.75
U.S. Gulf	Sudan	Wheat	Sep 1/10, 2021	49,000	79.12*
U.S. Gulf	China	Heavy grain	Nov 1/10, 2021	66,000	89.00
U.S. Gulf	China	Heavy grain	Oct 1/10, 2021	55,000	81.50
U.S. Gulf	Djibouti	Wheat	Jul 6/16, 2021	5,880	85.70*
U.S. Gulf	S. Korea	Heavy grain	Dec 1/10, 2021	51,000	940.00
PNW	Japan	Wheat	Sep 1, 2021	52,170	56.55*
PNW	Japan	Wheat	Jul 25/ Aug 5, 2021	32,590	64.00
PNW	Taiwan	Wheat	Nov 1/10, 2021	49,580	67.30
PNW	Taiwan	Heavy grain	Aug 20/30, 2021	35,000	64.20*
PNW	Taiwan	Wheat	Aug 1/10, 2021	55,000	54.95
Brazil	N. China	Heavy grain	Jan 1/5, 2022	64,000	58.25
Australia	Japan	Barley	Nov 1/10, 2021	55,000	65.50
River Plate	South Korea	Corn	Oct 21, 2021	67,000	79.80

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

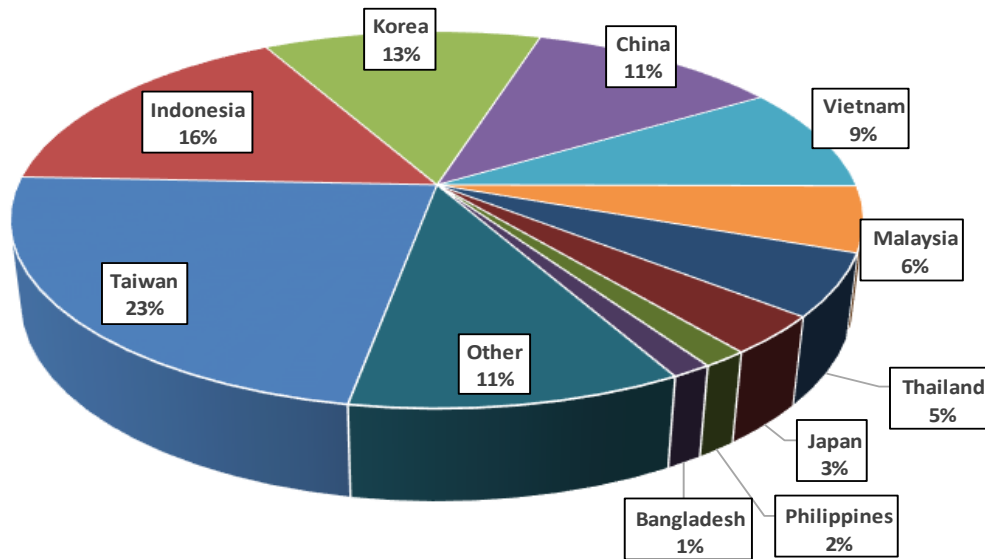
Note: Rates shown are per metric ton (2,204.62 lbs. = 1 metric ton), free on board (F.O.B), except where otherwise indicated;

op = option.

Source: Maritime Research, Inc.

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

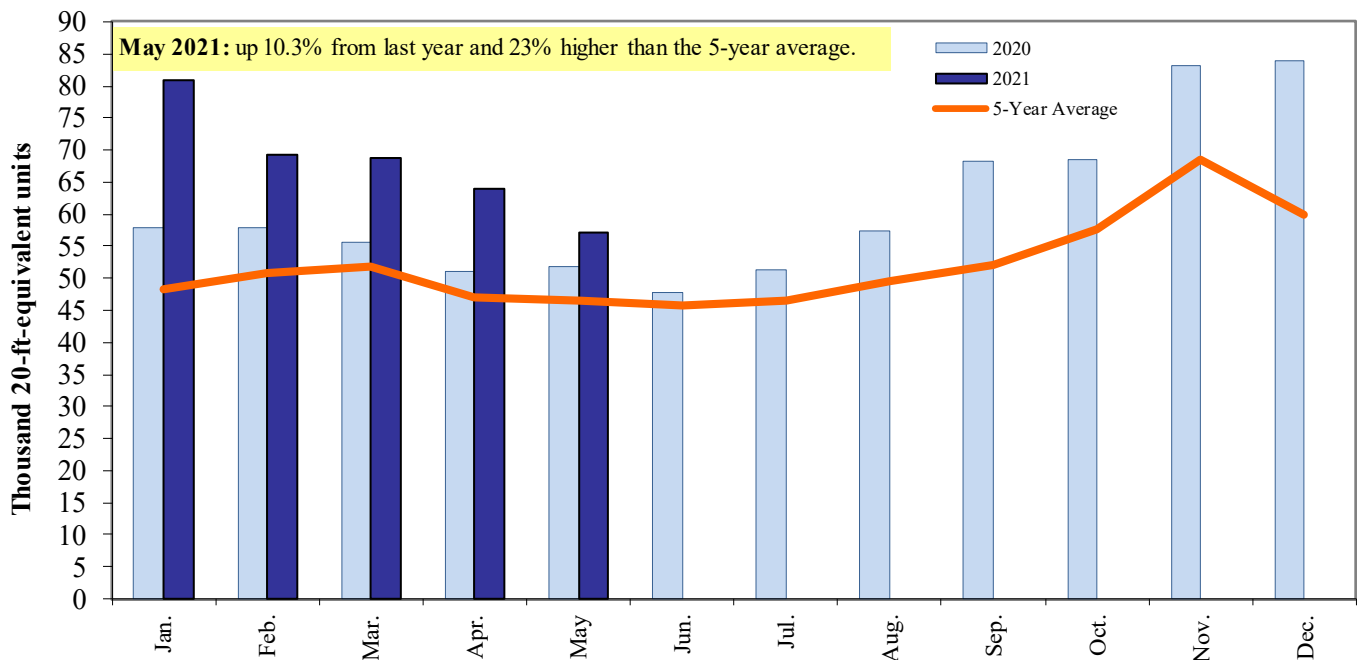
**Figure 18**  
**Top 10 destination markets for U.S. containerized grain exports, Jan-May 2021**



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

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

**Figure 19**  
**Monthly shipments of U.S. containerized grain exports**



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

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

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