



# Grain Transportation Report

A weekly publication of the Agricultural Marketing Service  
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February 25, 2021

## WEEKLY HIGHLIGHTS

### Grain Barges Resume Operations After Severe Winter Weather

Last week, ice storms and other severe weather temporarily halted barge operations on the Mississippi River around St. Louis, as well as on the Ohio River, Illinois River, and Lower Mississippi River areas. As of February 25, most grain barges have resumed operations, except for those on the Illinois River. Minor delays persist, but no major disruptions are expected. The barge industry expects navigating conditions on the Illinois River to continue to improve for the rest of the week. However, next week, melting ice may cause high water conditions that could potentially challenge operations. Reflecting last week's severe weather impacts, total barge grain movements for the week ending February 20 were 488,462 tons, 46 percent lower than the previous 4-week average and the lowest since April 2020 (*GTR table 10*). For the same week, 674 grain barges were unloaded in New Orleans, the fewest since the August 2020 hurricane season (*GTR figure 12*).

### Shippers Should Expect Delays as Railroads Restore Operations

Although multiple railroads warn customers should expect delays as backlogs are cleared, they also say conditions are improving since last week's severe winter weather. U.S. Class I railroads are making progress restoring service. With improved weather conditions and warmer temperatures, BNSF Railway (BNSF) does not anticipate needing to reduce train lengths. The railroad also expects train speeds and network fluidity to improve. Kansas City Southern reports it did not have any weather-related infrastructure issues. Most of the remaining affected areas are in the South (Texas for BNSF and Arkansas, Missouri, and South Texas for Union Pacific Railroad).

### Grain Inspections Continue To Recede—PNW at Lowest Level Since July

For the week ending February 18, **total inspections of grain** (corn, wheat, and soybeans) for export from all major U.S. export regions were 2.3 million metric tons (mmt). Total grain inspections were down 15 percent from the previous week, up 18 percent from last year, and down 6 percent from the 3-year average. From the previous week, inspections of each of the three major grains continued to fall: wheat inspections decreased 22 percent; corn decreased 7 percent, and soybeans fell 22 percent. Pacific Northwest (PNW) inspections, at .558 mmt, were the lowest since late July 2020. Mississippi Gulf grain inspections were down 5 percent from the previous week. Despite the declines in recent weeks, year-to-date grain inspections are up 39 percent from last year.

## Snapshots by Sector

### Export Sales

For the week ending February 11, **unshipped balances** of wheat, corn, and soybeans totaled 51.3 mmt. This was 2 percent lower than last week, but still represented a significant increase in outstanding sales from the same time last year. Net **corn export sales** were 0.999 mmt, down 31 percent from the past week. Net **soybean export sales** were 0.456 mmt, down 43 percent from the previous week. Net **wheat export sales** were 0.399 mmt, down 33 percent from the previous week.

### Rail

U.S. Class I railroads originated 22,823 **grain carloads** during the week ending February 13. This was a 12-percent decrease from the previous week, 25 percent more than last year, and 17 percent more than the 3-year average.

Average March shuttle **secondary railcar** bids/offers (per car) were \$223 above tariff for the week ending February 18. This was \$111 more than last week and \$365 more than this week last year. There were no non-shuttle bids/offers this week.

### Barge

For the week ending February 20, **barge grain movements** totaled 488,462 tons. This was 28 percent lower than the previous week and 12 percent less than the same period last year.

For the week ending February 20, 283 grain barges **moved down river**—120 barges fewer than the previous week. There were 674 grain barges **unloaded in New Orleans**, 13 percent less than the previous week.

### Ocean

For the week ending February 18, 34 **oceangoing grain vessels** were loaded in the Gulf—26 percent more than the same period last year. Within the next 10 days (starting February 19, 2021), 57 vessels were expected to be loaded—46 percent more than the same period last year.

As of February 18, the rate for shipping a metric ton of grain from the U.S. Gulf to Japan was \$54.00. This was 10 percent more than the previous week. The rate from PNW to Japan was \$32.25 per metric ton, 19 percent more than the previous week.

### Fuel

For the week ending February 22, the U.S. average **diesel fuel price** increased 9.7 cents from the previous week to \$2.973 per gallon, 9.1 cents above the same week last year.

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# Feature Article/Calendar

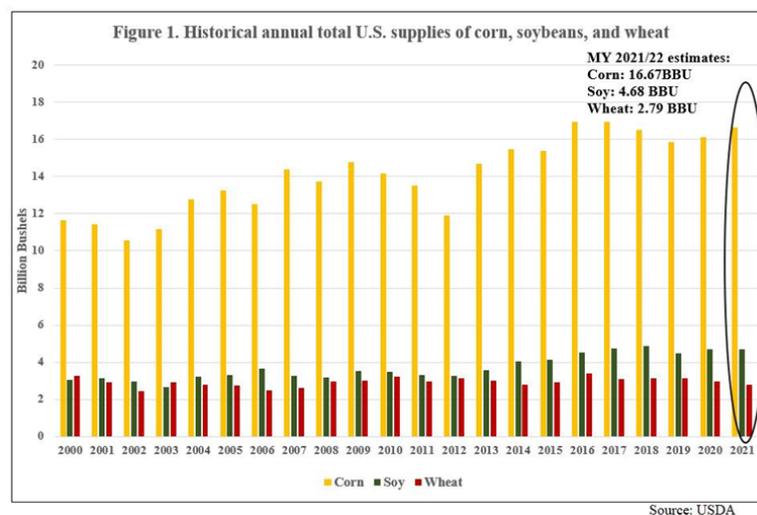
## Marketing Year 2021/22 Estimates for Corn, Soybeans, and Wheat and Possible Effects on Transportation

USDA's World Agricultural Outlook Board (WAOB) has released its first supply and demand estimates for marketing year (MY) 2021/22 for U.S. corn, soybeans, and wheat.<sup>1</sup> In MY 2021/22, a number of factors could substantially influence global demand for U.S. agricultural commodities and agricultural transportation. One catalyst is WAOB's forecast of continued strong Chinese demand for global cereal/feed grains and oilseeds in MY 2021/22. Another factor is how the U.S. dollar will perform against the currencies of major agricultural commodity exporting countries like Brazil, EU, Ukraine and Russia. Finally, it remains to be seen how a post-pandemic global economic recovery will affect demand for U.S. cereal/feed grains, oilseeds, and biofuels.

### Corn

**Supply.** MY 2021/22 estimates for total U.S. corn production are 15.1 billion bushels (bbu). Total supplies are 16.67 bbu (fig. 1).

**Exports.** Record-high U.S. corn exports in MY 2020/21 were largely supported by record purchases from China. In MY 2021/22, U.S. corn exports are on target to remain strong—estimated at 2.650 bbu, up 50 bbu from the previous crop year (see fig. 2). The projected incremental year-to-year rise in estimated U.S. corn exports can help ensure continued strength for barge and rail demand along with demand for ocean vessels.



**Global influences on U.S. corn transportation.** Several variables could strongly influence global demand for corn and, indirectly, for corn transportation by barge, rail, and ocean vessels. One factor is the possible continuation of China's record-setting corn import program amid an aggressive restocking campaign. Sustaining this program can continue to support China's imports of U.S. corn, which in turn, should sustain upward pressure on demand for barge, rail, and ocean vessels.

Another indirect but key influence on U.S. corn transportation demand is the expansion pace of the global and domestic broiler flock and hog herd. China has provided steady demand for global feed grains during MY 2020/21.<sup>2</sup> However, post-pandemic demand for feed grains will likely rise in Asia, the Middle East, and Africa.

Other possible impacts on demand for U.S. corn and corn transportation include potentially larger-than-usual crops in Brazil and elsewhere in the world. Brazil is projected to produce a record-large corn crop of 109 million metric tons (mmt). Together, Brazil and Argentina are forecasted to export the second-largest combined corn volume on record, at 73 mmt, according to WAOB. If Ukraine has normal weather during its growing season, then estimated global corn export volumes will rise. Rising global export volumes could pose increased competition and lower U.S. corn exports during the fall. Lower corn exports, in turn, could put downward pressure on demand for corn transportation. The relative strength of the U.S. dollar against the Brazilian real, Argentine peso, and the Ukraine hryvnia could pose similar dampening effects on U.S. corn exports and, by extension, demand for corn transportation.

### Ethanol

For MY 2021/22, corn to be used for ethanol is estimated at 5.2 bbu, 150 million bushels (mbu) higher than 2020/21. As post-pandemic driving patterns presumably normalize and fuel demand expands, demand for truck and rail should rise for transporting ethanol domestically. Ethanol exports to Canada, Asia, and India could also rise, spurring demand for all

<sup>1</sup> Foreign countries, which are covered in country-level supply and demand scenarios for agricultural commodities, are available in USDA's monthly *World Agricultural Supply and Demand Estimates* (WASDE) reports.

<sup>2</sup> China imported corn, feed barley, distillers' dried grains with solubles (DDGS), and sorghum.

transportation modes. Increased production of domestic DDGS will accompany the rise in ethanol production, further supporting both truck and container demand.

### Soybeans

**Supply.** WAOB estimates a record 90 million planted soybean acres for MY 2021/22. Total U.S. soybean production is estimated at a record 4.52 bbu, but total supplies at 4.68 bbu (see fig. 1) are expected to decline slightly from the prior year.

**Exports.** Given slightly lower supplies and higher domestic demand, MY 2021/22 U.S. soybean exports are estimated at 2.2 bbu, down 50 mbu from MY 2020/21. While exports are lower, they are still historically high, maintaining upward pressure on demand for barge, rail, and ocean vessel. This picture may be somewhat complicated by Brazil’s high supplies, bolstered by the country’s projected record-high soybean crop of 133 mmt. The WAOB is forecasting a record-large export for Brazil of 85 mmt. This enhanced Brazilian soybean export volume can temper short- to medium-term U.S. exports and lower transportation demand. WAOB estimates U.S. exports of soybean meal and soybean oil will contract slightly from MY 2020/21.

**Soybean crush.**<sup>3</sup> Estimated at a record 2.21 bbu, the soybean crush can support U.S. truck and rail transportation. Domestic soybean meal demand is estimated at a record 38.7 million short tons, as supported by expanding post-pandemic broiler and hog numbers. The rise in demand for domestic soybean meal should support higher demand for trucking. Soybean oil production is expected to rise to 25.7 million pounds. Demand for soybean oil in renewable fuel and food is expected to expand from MY 2020/21 and should support both rail and truck transportation.

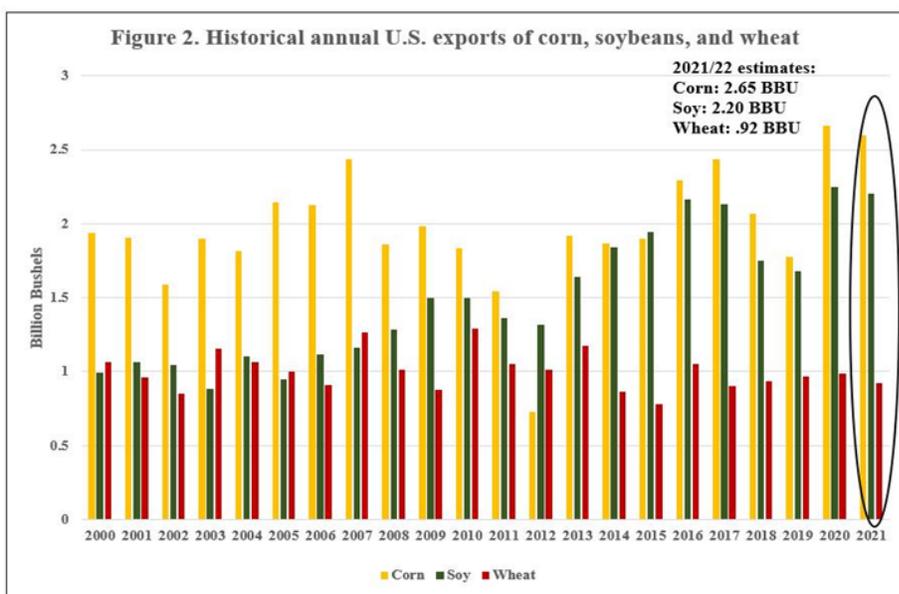
### Wheat

**Supply.** WAOB estimates total wheat area at 45 million planted acres for MY 2021/22. MY 2021/22 estimates for total U.S. wheat production are at 1.8 bbu and total supplies, at 2.79 bbu.<sup>4</sup>

**Exports.** Total wheat MY 2021/22 exports are estimated at 925 mbu—a 60-mbu decline from MY 2020/21. This drop could signal a decline in rail and ocean vessel transportation demand. However, new Russian export tariffs (expected to take effect in June) along with enhanced post-pandemic global demand for milling wheat may put upward pressure on demand for U.S. wheat exports and demand for wheat transportation.

### Conclusion

If WAOB’s initial supply and demand projections materialize, then total demand for agricultural transportation for moving U.S. feed grains and oilseeds can remain robust during MY 2021/22. [Walter.Kunisch@usda.gov](mailto:Walter.Kunisch@usda.gov)



Source: USDA

<sup>3</sup> The “soybean crush” refers to the processing of soybeans into soybean meal and soybean oil.

<sup>4</sup> Please note WAOB does not offer estimates of U.S. wheat by class until the July WASDE.

# Grain Transportation Indicators

Table 1

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

For the week ending	Truck	Rail		Barge	Ocean	
		Unit train	Shuttle		Gulf	Pacific
02/24/21	200	324	230	241	242	229
02/17/21	193	306	228	241	219	191

<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)

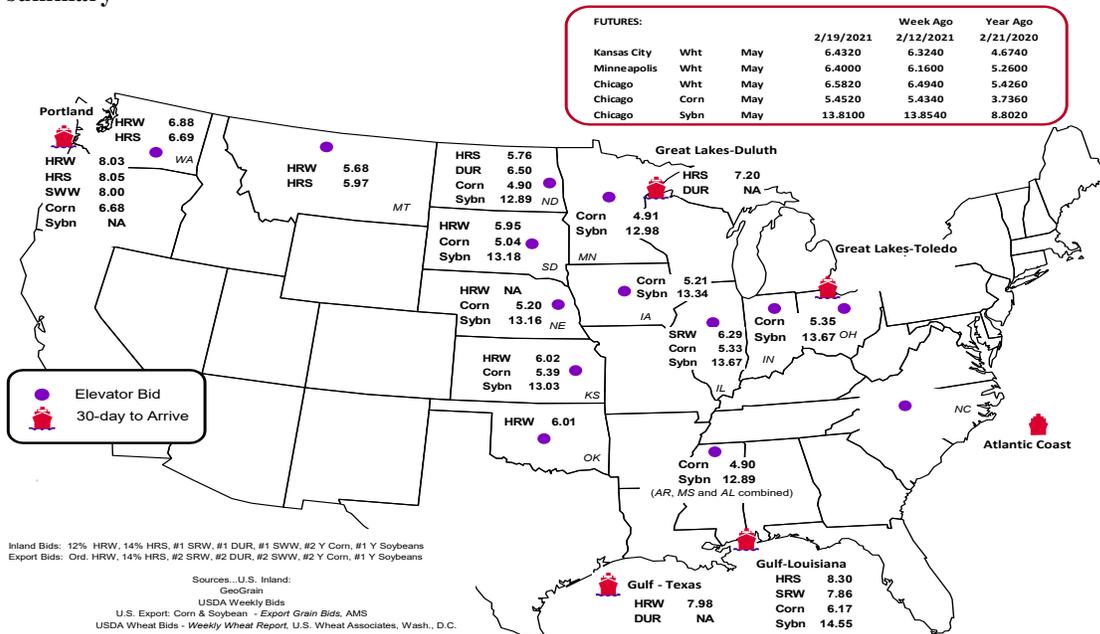
Commodity	Origin-destination	2/19/2021	2/12/2021
Corn	IL-Gulf	-0.84	-0.83
Corn	NE-Gulf	-0.97	-0.97
Soybean	IA-Gulf	-1.21	-1.19
HRW	KS-Gulf	-1.96	-1.95
HRS	ND-Portland	-2.29	-2.23

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			
2/17/2021 <sup>P</sup>	1,171	960	3,109	731	5,971	2/13/2021	2,522
2/10/2021 <sup>r</sup>	2,206	1,316	6,399	698	10,619	2/6/2021	2,041
2021 YTD <sup>r</sup>	13,650	12,935	46,869	6,282	79,736	2021 YTD	15,945
2020 YTD <sup>r</sup>	3,320	4,294	27,921	1,334	36,869	2020 YTD	15,437
2021 YTD as % of 2020 YTD	411	301	168	471	216	% change YTD	103
Last 4 weeks as % of 2020 <sup>2</sup>	411	268	132	549	176	Last 4wks. % 2020	105
Last 4 weeks as % of 4-year avg. <sup>2</sup>	305	112	111	202	131	Last 4wks. % 4 yr.	110
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.

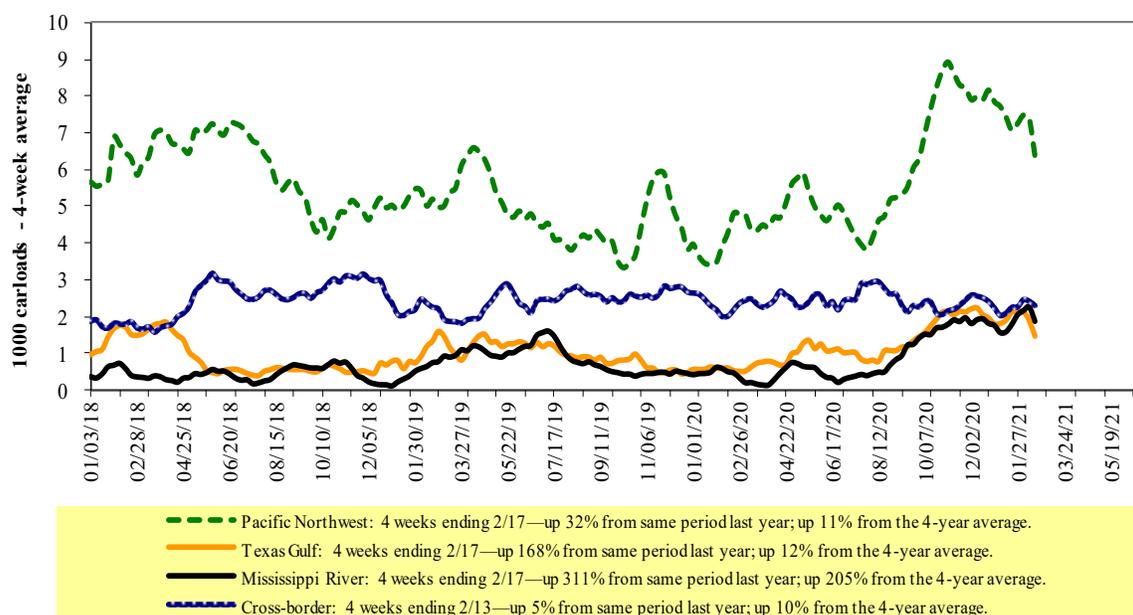
**YTD = year-to-date; p = preliminary data; r = revised data; n/a = not available; wks. = weeks; avg. = average.**

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: 2/13/2021	East		West			U.S. total	Canada	
	CSXT	NS	BNSF	KCS	UP		CN	CP
This week	1,846	2,445	11,377	710	6,445	22,823	3,888	4,054
This week last year	1,350	1,590	10,321	897	4,117	18,275	2,388	3,660
2021 YTD	12,767	17,351	81,344	6,031	41,321	158,814	31,005	28,715
2020 YTD	11,974	15,502	71,578	7,444	30,845	137,343	23,106	25,011
2021 YTD as % of 2020 YTD	107	112	114	81	134	116	134	115
Last 4 weeks as % of 2020*	123	133	128	86	142	129	165	123
Last 4 weeks as % of 3-yr. avg.**	117	119	122	91	131	122	147	117
Total 2020	91,659	130,886	613,630	57,782	296,701	1,190,658	239,135	261,778

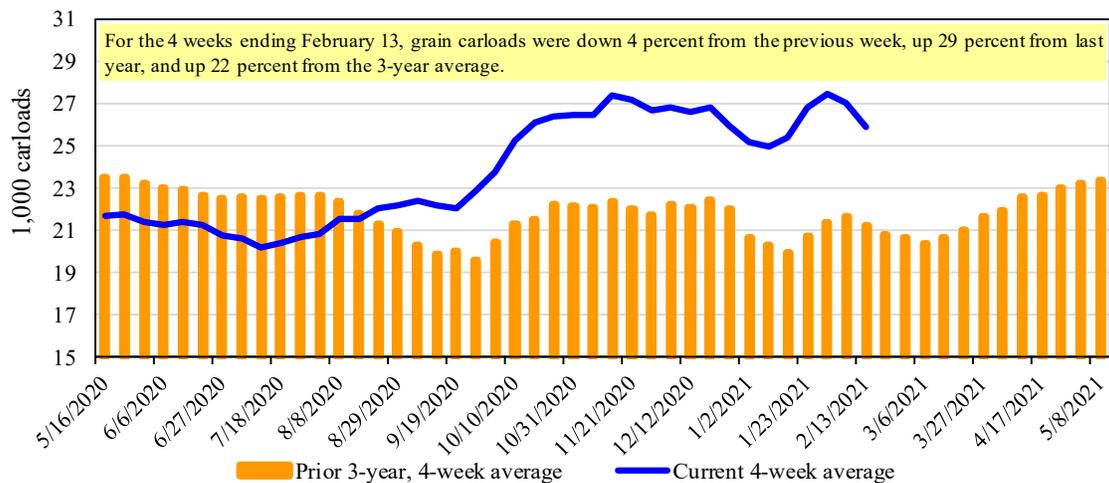
\*The past 4 weeks of this year as a percent of the same 4 weeks last year.

\*\*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: 2/18/2021		Delivery period							
		Mar-21	Mar-20	Apr-21	Apr-20	May-21	May-20	Jun-21	Jun-20
BNSF <sup>3</sup>	COT grain units	no bids	0	0	0	0	no bid	no bids	no bid
	COT grain single-car	1	0	0	0	no bids	0	0	0
UP <sup>4</sup>	GCAS/Region 1	no offer	no offer	no offer	no offer	no offer	no offer	n/a	n/a
	GCAS/Region 2	no offer	no bid	no offer	no bid	no offer	no bid	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.

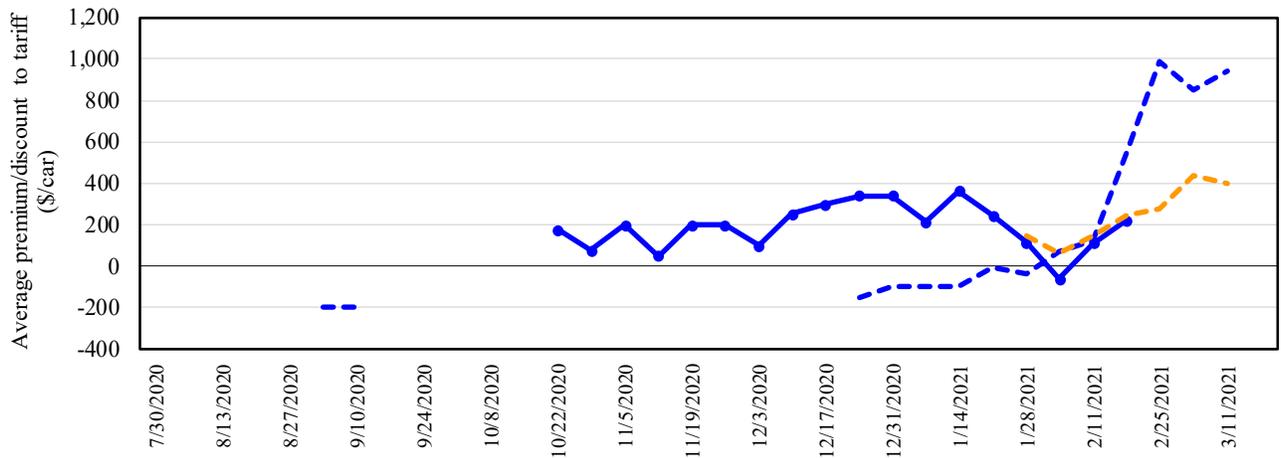
Region 1 includes: AR, IL, LA, MO, NM, OK, TX, WI, and Duluth, MN.

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 March 2021, secondary market**

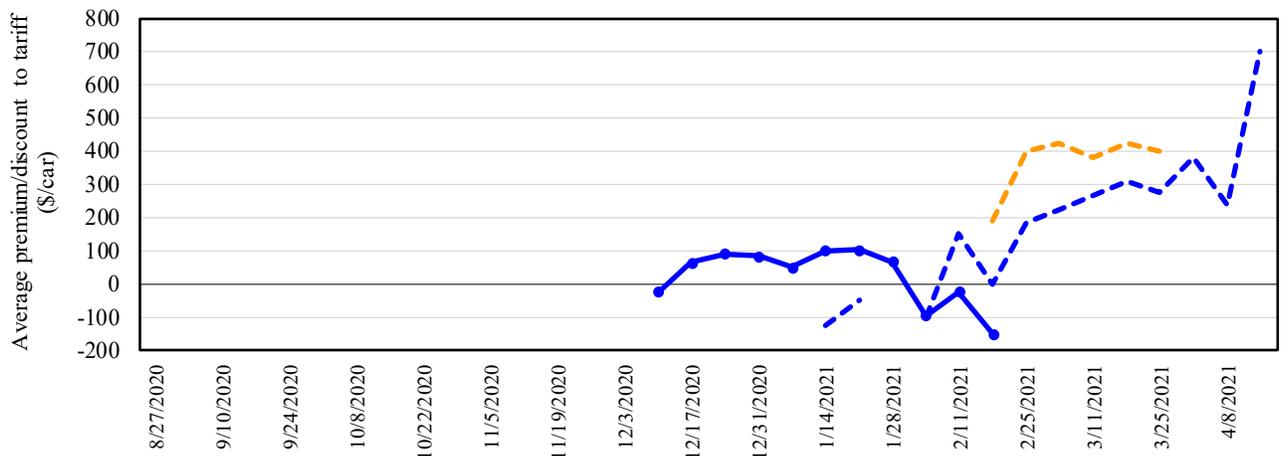


2/18/2021	<b>BNSF</b>	<b>UP</b>	Shuttle	Non-shuttle
<b>Non-shuttle</b>	n/a	n/a	\$233	n/a
<b>Shuttle</b>	\$233	\$213		

There were no non-shuttle bids/offers this week.  
Average shuttle bids/offers rose \$111 this week and are \$140 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 April 2021, secondary market**



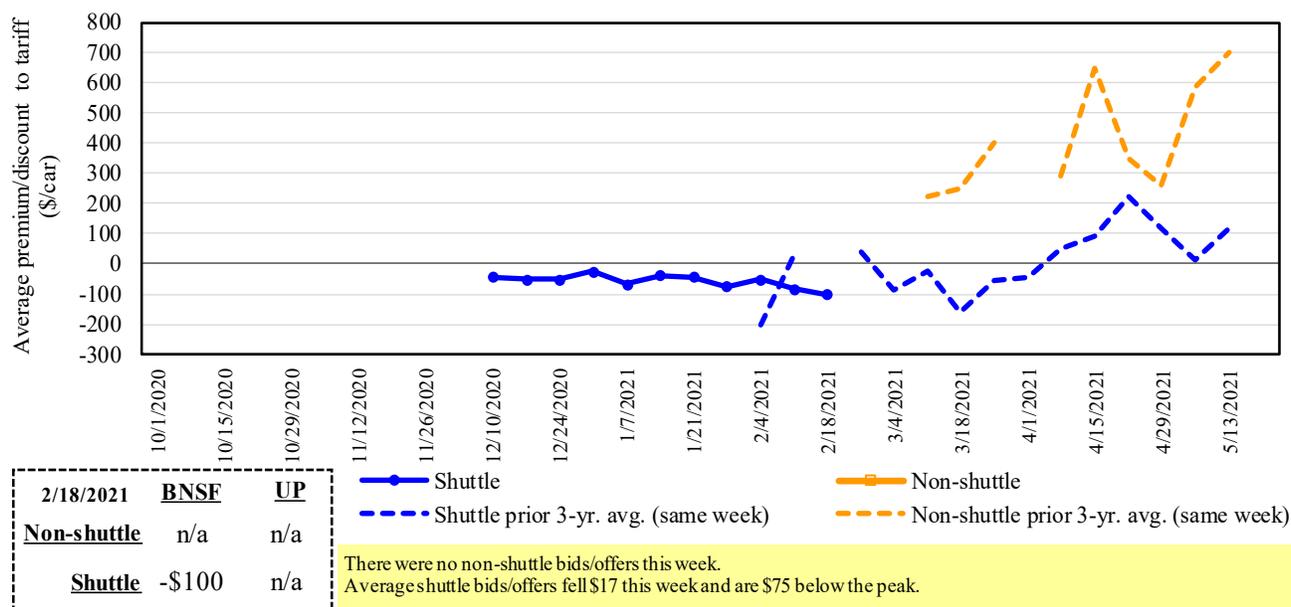
2/18/2021	<b>BNSF</b>	<b>UP</b>	Shuttle	Non-shuttle
<b>Non-shuttle</b>	n/a	n/a	-\$150	n/a
<b>Shuttle</b>	-\$150	n/a		

There were no non-shuttle bids/offers this week.  
Average shuttle bids/offers fell \$125 this week and are \$252 below the peak.

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

Figure 6

**Bids/offers for railcars to be delivered in May 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.

Table 6

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

For the week ending: 2/18/2021		Delivery period					
		Mar-21	Apr-21	May-21	Jun-21	Jul-21	Aug-21
<b>Non-shuttle</b>	<b>BNSF-GF</b>	n/a	n/a	n/a	n/a	n/a	n/a
	Change from last week	n/a	n/a	n/a	n/a	n/a	n/a
	Change from same week 2020	n/a	n/a	n/a	n/a	n/a	n/a
	<b>UP-Pool</b>	n/a	n/a	n/a	n/a	n/a	n/a
	Change from last week	n/a	n/a	n/a	n/a	n/a	n/a
	Change from same week 2020	n/a	n/a	n/a	n/a	n/a	n/a
<b>Shuttle</b>	<b>BNSF-GF</b>	233	(150)	(100)	(200)	(150)	(150)
	Change from last week	108	(100)	(17)	(100)	0	0
	Change from same week 2020	n/a	100	n/a	n/a	n/a	n/a
	<b>UP-Pool</b>	213	n/a	n/a	n/a	(100)	(100)
	Change from last week	113	n/a	n/a	n/a	0	0
	Change from same week 2020	355	n/a	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>**

February 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	\$3,983	\$51	\$40.06	\$1.09	-1
	Grand Forks, ND	Duluth-Superior, MN	\$4,208	\$0	\$41.79	\$1.14	-3
	Wichita, KS	Los Angeles, CA	\$7,115	\$0	\$70.66	\$1.92	-2
	Wichita, KS	New Orleans, LA	\$4,525	\$89	\$45.82	\$1.25	-2
	Sioux Falls, SD	Galveston-Houston, TX	\$6,851	\$0	\$68.03	\$1.85	-2
	Colby, KS	Galveston-Houston, TX	\$4,801	\$98	\$48.64	\$1.32	-2
Corn	Amarillo, TX	Los Angeles, CA	\$5,121	\$136	\$52.20	\$1.42	-3
	Champaign-Urbana, IL	New Orleans, LA	\$3,900	\$101	\$39.73	\$1.01	-2
	Toledo, OH	Raleigh, NC	\$7,833	\$0	\$77.79	\$1.98	15
	Des Moines, IA	Davenport, IA	\$2,455	\$21	\$24.59	\$0.62	1
	Indianapolis, IN	Atlanta, GA	\$5,979	\$0	\$59.37	\$1.51	3
	Indianapolis, IN	Knoxville, TN	\$5,040	\$0	\$50.05	\$1.27	3
Soybeans	Des Moines, IA	Little Rock, AR	\$3,900	\$63	\$39.35	\$1.00	1
	Des Moines, IA	Los Angeles, CA	\$5,780	\$182	\$59.21	\$1.50	-1
	Minneapolis, MN	New Orleans, LA	\$5,246	\$74	\$52.83	\$1.44	39
	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	\$101	\$47.13	\$1.28	-2
<b>Shuttle train</b>							
Wheat	Great Falls, MT	Portland, OR	\$4,018	\$0	\$39.90	\$1.09	-3
	Wichita, KS	Galveston-Houston, TX	\$4,236	\$0	\$42.07	\$1.14	-3
	Chicago, IL	Albany, NY	\$6,376	\$0	\$63.32	\$1.72	-10
	Grand Forks, ND	Portland, OR	\$5,676	\$0	\$56.37	\$1.53	-2
	Grand Forks, ND	Galveston-Houston, TX	\$5,996	\$0	\$59.54	\$1.62	-2
	Colby, KS	Portland, OR	\$6,012	\$160	\$61.29	\$1.67	-3
Corn	Minneapolis, MN	Portland, OR	\$5,180	\$0	\$51.44	\$1.31	0
	Sioux Falls, SD	Tacoma, WA	\$5,140	\$0	\$51.04	\$1.30	0
	Champaign-Urbana, IL	New Orleans, LA	\$3,820	\$101	\$38.93	\$0.99	-3
	Lincoln, NE	Galveston-Houston, TX	\$3,880	\$0	\$38.53	\$0.98	0
	Des Moines, IA	Amarillo, TX	\$4,320	\$79	\$43.68	\$1.11	0
	Minneapolis, MN	Tacoma, WA	\$5,180	\$0	\$51.44	\$1.31	0
Soybeans	Council Bluffs, IA	Stockton, CA	\$5,100	\$0	\$50.65	\$1.29	2
	Sioux Falls, SD	Tacoma, WA	\$5,850	\$0	\$58.09	\$1.58	0
	Minneapolis, MN	Portland, OR	\$5,900	\$0	\$58.59	\$1.59	0
	Fargo, ND	Tacoma, WA	\$5,750	\$0	\$57.10	\$1.55	0
	Council Bluffs, IA	New Orleans, LA	\$4,875	\$116	\$49.56	\$1.35	-2
	Toledo, OH	Huntsville, AL	\$4,945	\$0	\$49.11	\$1.34	3
	Grand Island, NE	Portland, OR	\$5,260	\$164	\$53.86	\$1.47	-3

<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: February 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	\$7,384	\$0	\$75.45	\$2.05	-2
	OK	Cuautitlan, EM	\$6,713	\$70	\$69.30	\$1.88	-2
	KS	Guadalajara, JA	\$7,471	\$519	\$81.64	\$2.22	-2
	TX	Salinas Victoria, NL	\$4,347	\$43	\$44.85	\$1.22	-1
Corn	IA	Guadalajara, JA	\$8,902	\$421	\$95.26	\$2.42	-1
	SD	Celaya, GJ	\$8,140	\$0	\$83.17	\$2.11	0
	NE	Queretaro, QA	\$8,300	\$145	\$86.29	\$2.19	-1
	SD	Salinas Victoria, NL	\$6,905	\$0	\$70.55	\$1.79	0
	MO	Tlahpantla, EM	\$7,665	\$142	\$79.76	\$2.02	-1
	SD	Torreon, CU	\$7,690	\$0	\$78.57	\$1.99	0
Soybeans	MO	Bojay (Tula), HG	\$8,547	\$397	\$91.38	\$2.48	-1
	NE	Guadalajara, JA	\$9,157	\$408	\$97.73	\$2.66	-1
	IA	El Castillo, JA	\$9,410	\$0	\$96.15	\$2.61	-1
	KS	Torreon, CU	\$8,014	\$272	\$84.66	\$2.30	-1
Sorghum	NE	Celaya, GJ	\$7,772	\$364	\$83.14	\$2.11	-1
	KS	Queretaro, QA	\$8,108	\$87	\$83.73	\$2.12	-1
	NE	Salinas Victoria, NL	\$6,713	\$70	\$69.30	\$1.76	-1
	NE	Torreon, CU	\$7,092	\$242	\$74.94	\$1.90	-2

<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.

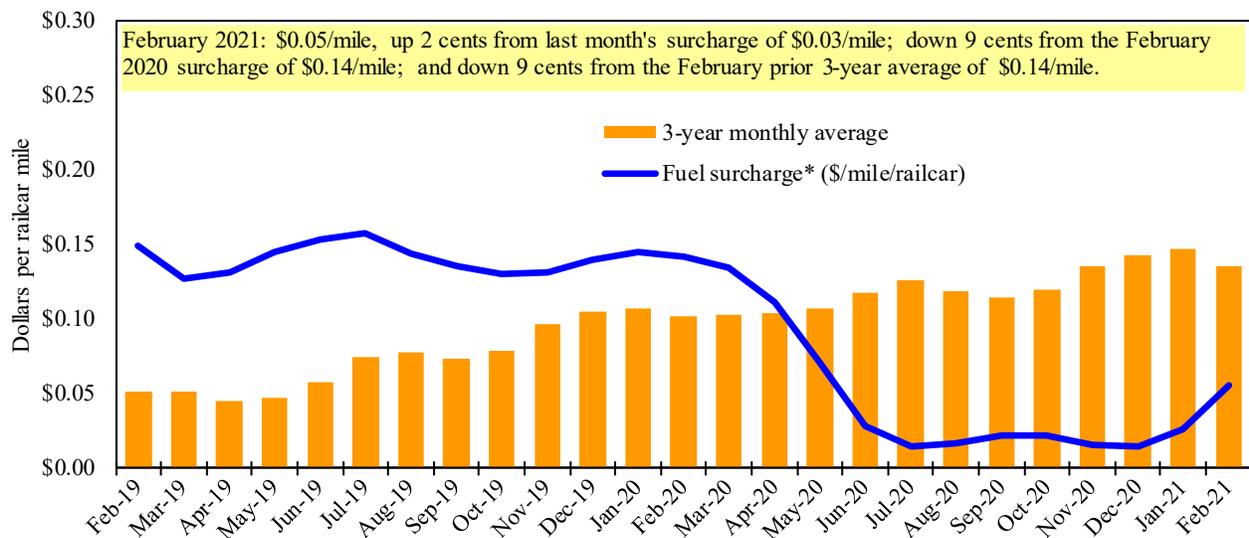
<sup>2</sup>Fuel surcharge adjusted to reflect the change in Ferrocarril Mexicano, S.A. de C.V railroad fuel surcharge policy as of 10/01/2009.

<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.

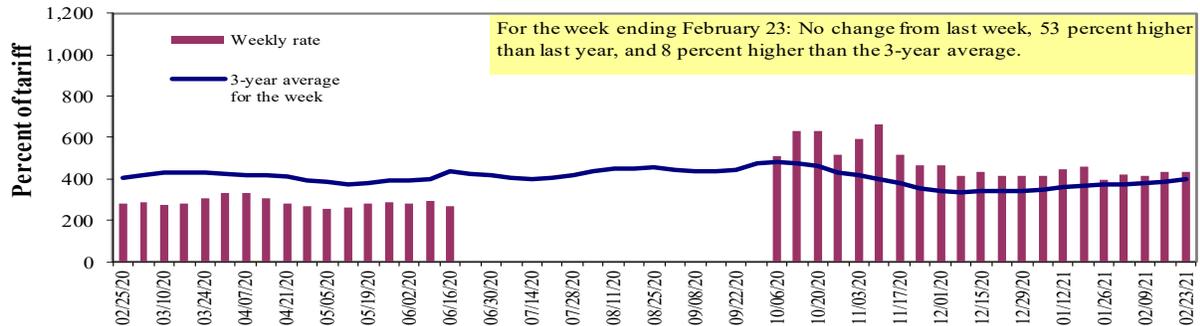
\*\*CSX strike price changed from \$2.00/gal. to \$3.75/gal. starting January 1, 2015.

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>1,2,3</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.

<sup>3</sup>No rates data from 06/23/20 to 9/29/20 due to the lock closure for rehabilitation and replacement of lock machinery.

Source: USDA, Agricultural Marketing Service.

Table 9

## Weekly barge freight rates: Southbound only

		Twin Cities	Mid-Mississippi	Lower Illinois River	St. Louis	Cincinnati	Lower Ohio	Cairo-Memphis
<b>Rate<sup>1</sup></b>	2/23/2021	-	-	434	271	311	311	248
	2/16/2021	-	-	434	274	324	324	250
<b>\$/ton</b>	2/23/2021	-	-	20.14	10.81	14.59	12.56	7.79
	2/16/2021	-	-	20.14	10.93	15.20	13.09	7.85
<b>Current week % change from the same week:</b>								
	Last year	-	-	53	46	56	56	38
	3-year avg. <sup>2</sup>	-	-	8	-9	-7	-7	-8
<b>Rate<sup>1</sup></b>	March	-	-	400	274	300	300	250
	May	481	409	378	264	279	279	243

<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 closure.

Source: USDA, Agricultural Marketing Service.

Figure 9

## Benchmark tariff rates

### Calculating barge rate per ton:

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

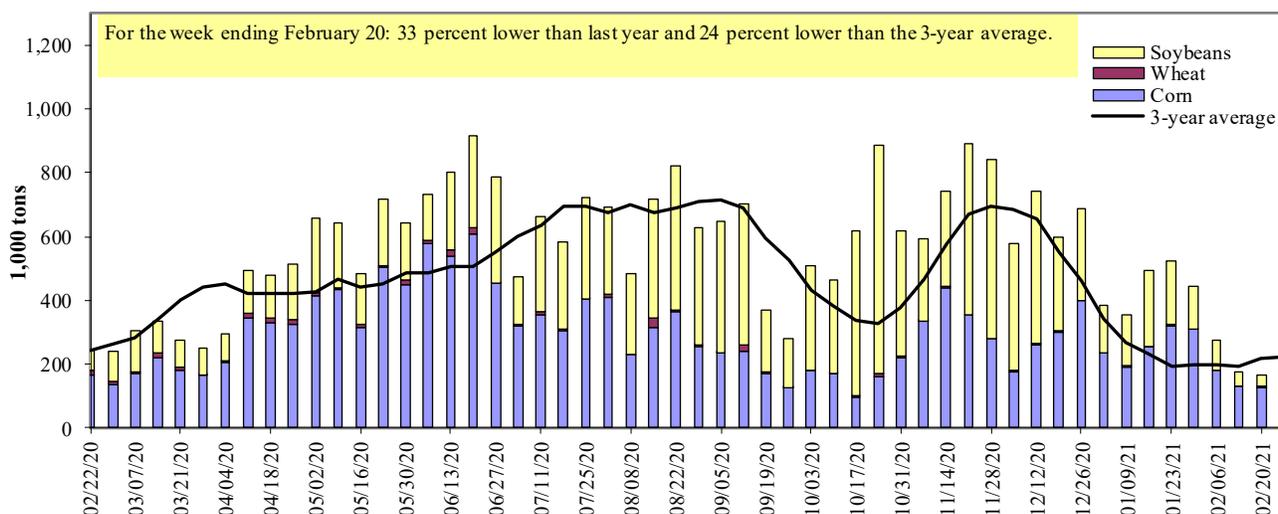
Select applicable index from market quotes are included in tables on this page. The 1976 benchmark rates per ton are provided in map.

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 02/20/2021	Corn	Wheat	Soybeans	Other	Total
<b>Mississippi River</b>					
Rock Island, IL (L15)	0	0	0	0	0
Winfield, MO (L25)	0	0	0	0	0
Alton, IL (L26)	107	0	27	0	134
Granite City, IL (L27)	128	2	34	0	163
<b>Illinois River (La Grange)</b>	55	0	8	0	62
<b>Ohio River (Olmsted)</b>	221	2	88	0	311
<b>Arkansas River (L1)</b>	0	5	10	0	15
Weekly total - 2021	349	8	132	0	488
Weekly total - 2020	319	46	189	0	553
2021 YTD <sup>1</sup>	3,338	103	2,139	85	5,666
2020 YTD <sup>1</sup>	1,635	168	1,835	6	3,644
2021 as % of 2020 YTD	204	61	117	1,522	155
Last 4 weeks as % of 2020 <sup>2</sup>	192	44	119	-	154
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.

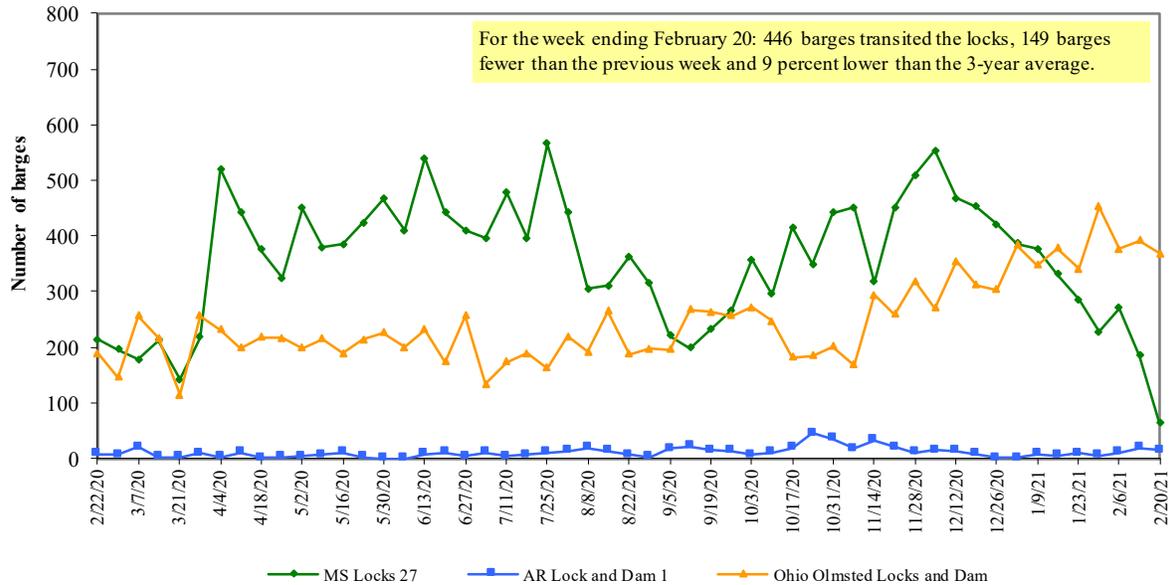
<sup>2</sup> As a percent of same period in 2020.

Note: L (as in "L15") refers to a lock, locks, or locks and dam facility. Olmsted = Olmsted Locks and Dam. La Grange = La Grange Lock and Dam.

Source: U.S. Army Corps of Engineers.

Figure 11

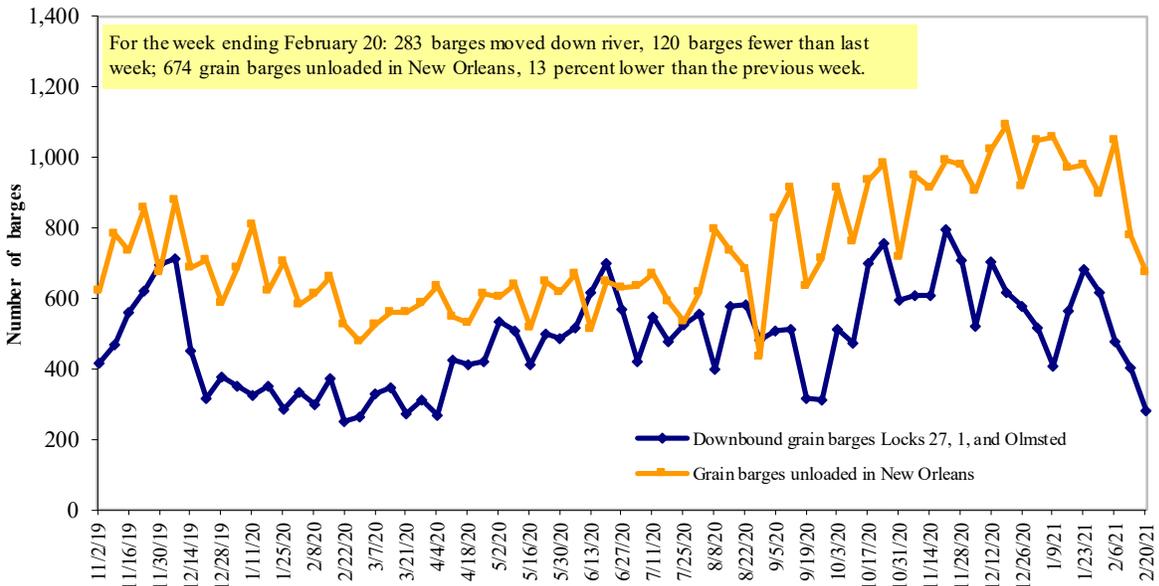
**Upbound empty barges transiting Mississippi River Locks 27, Arkansas River Lock and Dam 1, and Ohio River Olmsted Locks and Dam**



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 2/22/2021 (U.S. \$/gallon)**

Region	Location	Price	Change from	
			Week ago	Year ago
I	East Coast	3.001	0.103	0.070
	New England	2.962	0.074	-0.099
	Central Atlantic	3.132	0.080	0.015
	Lower Atlantic	2.921	0.123	0.142
II	Midwest	2.945	0.093	0.189
III	Gulf Coast	2.722	0.095	0.068
IV	Rocky Mountain	2.856	0.069	0.007
V	West Coast	3.432	0.104	-0.027
	West Coast less California	3.063	0.103	-0.009
	California	3.739	0.104	-0.039
Total	United States	2.973	0.097	0.091

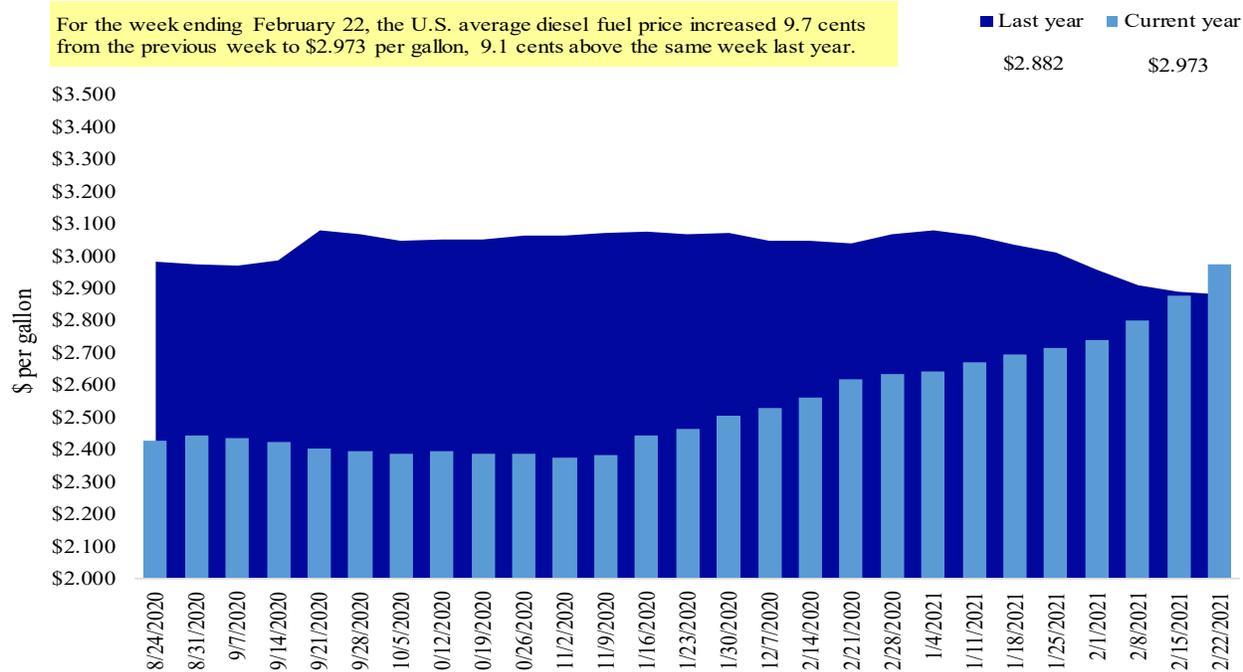
<sup>1</sup>Diesel fuel prices include all taxes. Prices represent an average of all types of diesel fuel.

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

Figure 13

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

For the week ending February 22, the U.S. average diesel fuel price increased 9.7 cents from the previous week to \$2.973 per gallon, 9.1 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>									
2/11/2021	1,431	439	2,058	2,476	172	6,576	35,585	9,178	51,339
This week year ago	1,852	364	1,489	1,192	148	5,045	12,357	5,041	22,444
<b>Cumulative exports-marketing year<sup>2</sup></b>									
2020/21 YTD	6,448	1,264	4,907	3,716	493	16,828	22,970	50,682	90,479
2019/20 YTD	6,483	1,854	4,899	3,294	680	17,210	12,651	28,322	58,183
YTD 2020/21 as % of 2019/20	99	68	100	113	73	98	182	179	156
Last 4 wks. as % of same period 2019/20*	75	124	135	203	113	128	278	210	229
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

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

<sup>2</sup> Shipped export sales to date; 2020/21 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 2/11/2021	Total commitments <sup>2</sup>		% change current MY from last MY	Exports <sup>3</sup> 3-yr. avg. 2017-19
	2020/21 current MY	2019/20 last MY		
	- 1,000 mt -			
Mexico	11,767	10,301	14	14,869
Japan	8,193	4,810	70	11,221
Columbia	2,560	2,407	6	4,830
Korea	1,456	470	210	4,011
China	17,722	61	28,904	909
<b>Top 5 importers</b>	<b>41,697</b>	<b>18,049</b>	<b>131</b>	<b>35,840</b>
<b>Total U.S. corn export sales</b>	<b>58,554</b>	<b>25,008</b>	<b>134</b>	<b>49,983</b>
% of projected exports	89%	55%		
Change from prior week <sup>2</sup>	<b>999</b>	<b>1,249</b>		
<b>Top 5 importers' share of U.S. corn export sales</b>	71%	72%		72%
<b>USDA forecast February 2021</b>	<b>66,158</b>	<b>45,242</b>	<b>46</b>	
<b>Corn use for ethanol USDA forecast, February 2021</b>	<b>125,730</b>	<b>123,241</b>	<b>2</b>	

<sup>1</sup> Based on USDA, Foreign Agricultural Service (FAS) marketing year ranking reports for 2019/20; 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 2/11/2021	Total commitments <sup>2</sup>		% change current MY from last MY	Exports <sup>3</sup> 3-yr. avg. 2017-19
	2020/21 current MY	2019/20 last MY		
	1,000 mt -			- 1,000 mt -
China	35,869	12,150	195	19,106
Mexico	4,167	3,316	26	4,591
Egypt	2,270	1,959	16	2,980
Indonesia	1,586	1,159	37	2,360
Japan	1,520	1,598	(5)	2,288
<b>Top 5 importers</b>	<b>45,411</b>	<b>20,181</b>	<b>125</b>	<b>31,324</b>
<b>Total U.S. soybean export sales</b>	<b>59,861</b>	<b>33,363</b>	<b>79</b>	<b>49,352</b>
% of projected exports	98%	73%		
change from prior week <sup>2</sup>	456	494		
<b>Top 5 importers' share of U.S. soybean export sales</b>	76%	60%		63%
<b>USDA forecast, February 2021</b>	<b>61,308</b>	<b>45,831</b>	<b>134</b>	

<sup>1</sup>Based on USDA, Foreign Agricultural Service (FAS) marketing year ranking reports for 2019/20; 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 (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<sup>1</sup> of all U.S. wheat**

For the week ending 2/11/2021	Total commitments <sup>2</sup>		% change current MY from last MY	Exports <sup>3</sup> 3-yr. avg. 2017-19
	2020/21 current MY	2019/20 last MY		
	1,000 mt -			- 1,000 mt -
Mexico	3,040	3,161	(4)	3,213
Philippines	2,871	2,836	1	2,888
Japan	2,197	2,244	(2)	2,655
Nigeria	1,291	1,324	(3)	1,433
Korea	1,596	1,189	34	1,372
Indonesia	987	839	18	1,195
Taiwan	1,031	1,061	(3)	1,175
Thailand	699	805	(13)	727
Italy	545	768	(29)	622
Colombia	350	636	(45)	618
<b>Top 10 importers</b>	<b>14,607</b>	<b>14,863</b>	<b>(2)</b>	<b>15,897</b>
<b>Total U.S. wheat export sales</b>	<b>23,404</b>	<b>22,255</b>	<b>5</b>	<b>23,821</b>
% of projected exports	87%	85%		
change from prior week <sup>2</sup>	399	346		
<b>Top 10 importers' share of U.S. wheat export sales</b>	62%	67%		67%
<b>USDA forecast, February 2021</b>	<b>26,839</b>	<b>26,294</b>	<b>2</b>	

<sup>1</sup>Based on USDA, Foreign Agricultural Service (FAS) marketing year ranking reports for 2019/20; 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 (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 02/18/21	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	211	334	63	1,889	2,347	80	88	100	15,966
Corn	172	232	74	1,792	370	484	310	128	9,969
Soybeans	175	289	61	3,013	1,755	172	169	133	14,028
<b>Total</b>	<b>558</b>	<b>855</b>	<b>65</b>	<b>6,693</b>	<b>4,472</b>	<b>150</b>	<b>143</b>	<b>119</b>	<b>39,963</b>
<b>Mississippi Gulf</b>									
Wheat	19	53	35	273	537	51	58	43	3,422
Corn	917	878	104	5,851	3,557	165	173	172	28,781
Soybeans	368	444	83	6,942	5,361	130	139	112	38,013
<b>Total</b>	<b>1,303</b>	<b>1,376</b>	<b>95</b>	<b>13,067</b>	<b>9,455</b>	<b>138</b>	<b>150</b>	<b>132</b>	<b>70,215</b>
<b>Texas Gulf</b>									
Wheat	77	17	444	395	532	74	84	40	4,248
Corn	0	10	0	61	98	62	75	117	723
Soybeans	50	0	n/a	619	6	n/a	n/a	n/a	2,098
<b>Total</b>	<b>128</b>	<b>27</b>	<b>465</b>	<b>1,075</b>	<b>637</b>	<b>169</b>	<b>152</b>	<b>90</b>	<b>7,068</b>
<b>Interior</b>									
Wheat	35	36	96	317	354	89	89	122	2,263
Corn	121	183	66	1,071	1,055	101	106	115	8,683
Soybeans	131	108	121	1,095	1,123	98	100	112	7,274
<b>Total</b>	<b>286</b>	<b>327</b>	<b>88</b>	<b>2,482</b>	<b>2,532</b>	<b>98</b>	<b>101</b>	<b>114</b>	<b>18,220</b>
<b>Great Lakes</b>									
Wheat	0	0	n/a	17	1	n/a	n/a	63	891
Corn	0	0	n/a	0	0	n/a	n/a	n/a	111
Soybeans	0	0	n/a	0	0	n/a	n/a	n/a	1,111
<b>Total</b>	<b>0</b>	<b>0</b>	<b>n/a</b>	<b>17</b>	<b>1</b>	<b>n/a</b>	<b>n/a</b>	<b>63</b>	<b>2,113</b>
<b>Atlantic</b>									
Wheat	0	0	n/a	0	0	n/a	n/a	n/a	65
Corn	0	0	n/a	0	0	n/a	n/a	0	33
Soybeans	35	129	27	633	195	325	407	257	1,870
<b>Total</b>	<b>35</b>	<b>129</b>	<b>27</b>	<b>633</b>	<b>195</b>	<b>325</b>	<b>407</b>	<b>253</b>	<b>1,968</b>
<b>U.S. total from ports*</b>									
Wheat	342	441	78	2,890	3,771	77	84	81	26,854
Corn	1,210	1,303	93	8,775	5,081	173	172	153	48,301
Soybeans	760	971	78	12,302	8,440	146	152	126	64,394
<b>Total</b>	<b>2,311</b>	<b>2,714</b>	<b>85</b>	<b>23,966</b>	<b>17,292</b>	<b>139</b>	<b>143</b>	<b>126</b>	<b>139,548</b>

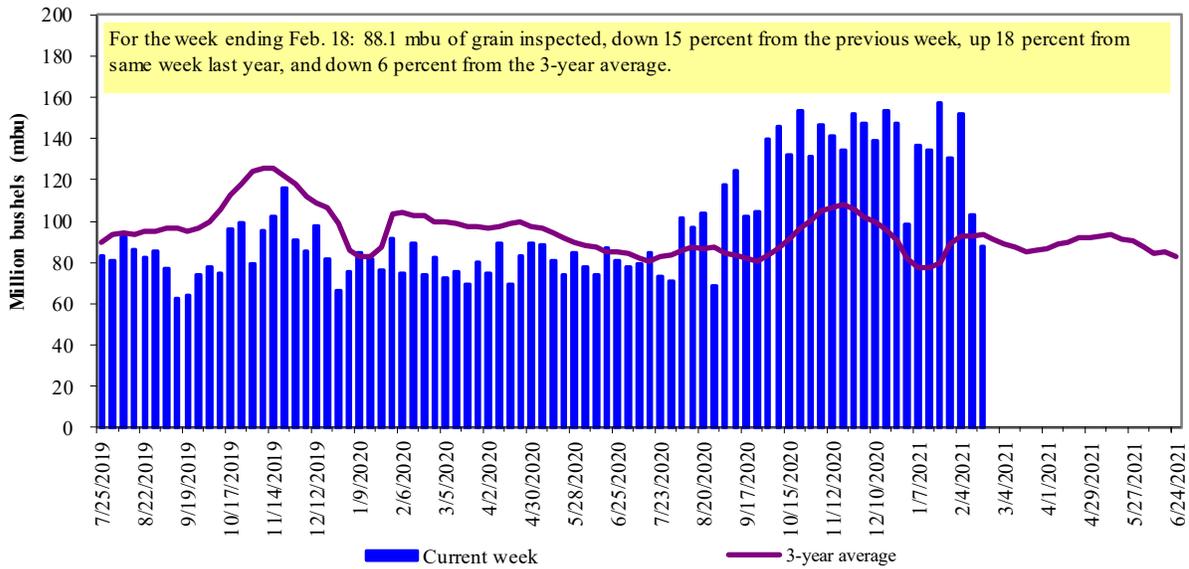
\*Data includes revisions from prior weeks; some regional totals may not add exactly due to rounding.

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 2019.

Figure 14

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

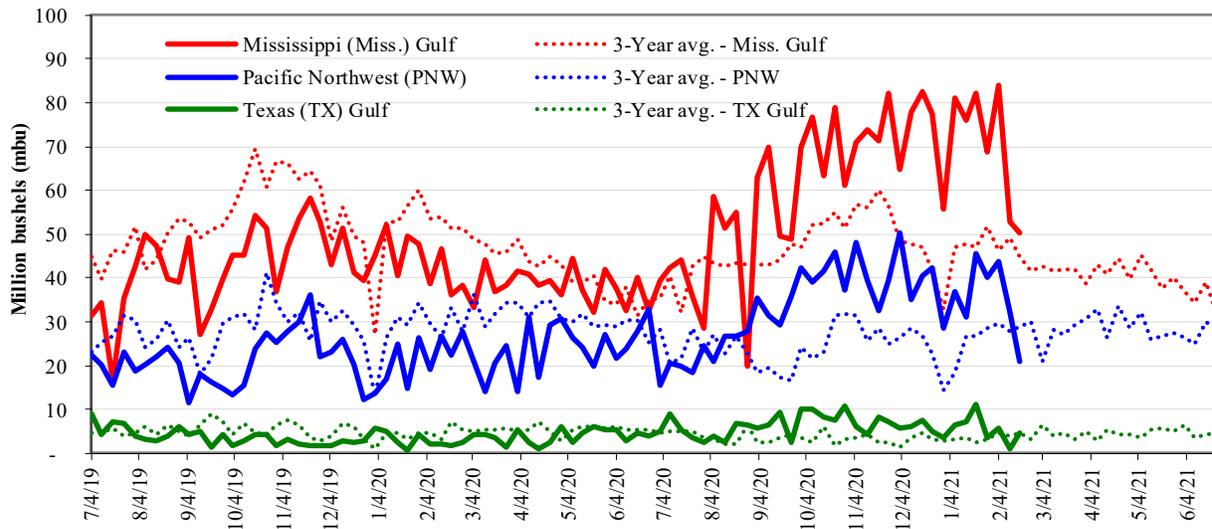


Note: 3-year average consists of 4-week running average.

Source: USDA, Federal Grain Inspection Service.

Figure 15

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



<u>Week ending 02/18/21 inspections (mbu):</u>	<u>Percent change from:</u>	<u>MS Gulf</u>	<u>TX Gulf</u>	<u>U.S. Gulf</u>	<u>PNW</u>
MS Gulf: 50.3	Last wk:	down 5	up 353	up 2	down 35
PNW: 21.0	Last Year (same wk):	up 39	up 194	up 46	down 6
TX Gulf: 4.7	3-yr avg.(4-wk. mov. Avg):	up 5	up 14	up 5	down 27

Source: USDA, Federal Grain Inspection Service.

# Ocean Transportation

Table 17

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

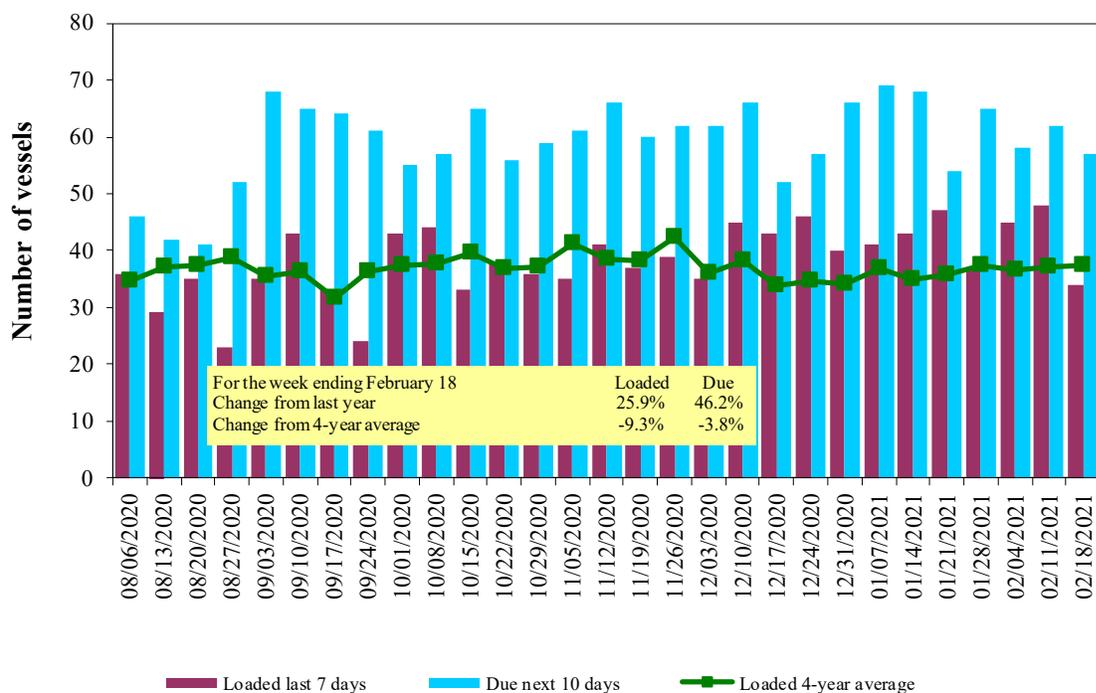
Date	Gulf			Pacific Northwest
	In port	Loaded	Due next	In port
		7-days	10-days	
2/18/2021	44	34	57	26
2/11/2021	44	48	62	22
2020 range	(22...60)	(23...46)	(34...68)	(7...24)
2020 average	37	33	49	15

Note: n/a = not available due to holiday.

Source: USDA, Agricultural Marketing Service.

Figure 16

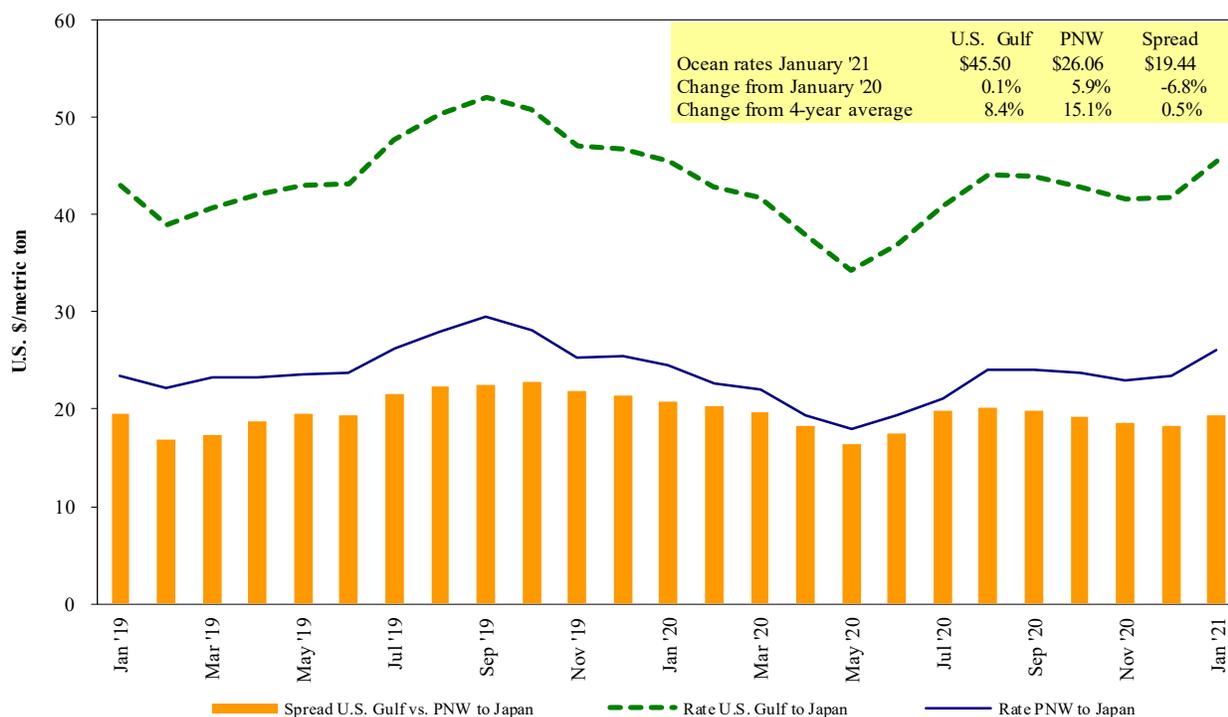
### U.S. Gulf<sup>1</sup> vessel loading activity



<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 02/20/2021

Export region	Import region	Grain types	Loading date	Volume loads (metric tons)	Freight rate (US\$/metric ton)
U.S. Gulf	Japan	Grain	May 25/June 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	Japan	Heavy grain	Apr 1/30	48,000	46.75
U.S. Gulf	South Korea	Heavy grain	Feb 20/28	51,000	51.50
U.S. Gulf	Pt Sudan	Sorghum	Feb 15/25	34,860	143.13*
U.S. Gulf	Vietnam	Corn	Feb 5/15	70,000	47.25
PNW	Japan	Grain	Mar 5/14	28,000	48.10
PNW	Taiwan	Wheat	Feb 18/Mar 4	40,925	35.24*
PNW	Taiwan	Corn	Feb 20/Mar 15	65,000	24.90
Ukraine	China	Corn	Feb 10/17	60,000	36.40 op 38.90

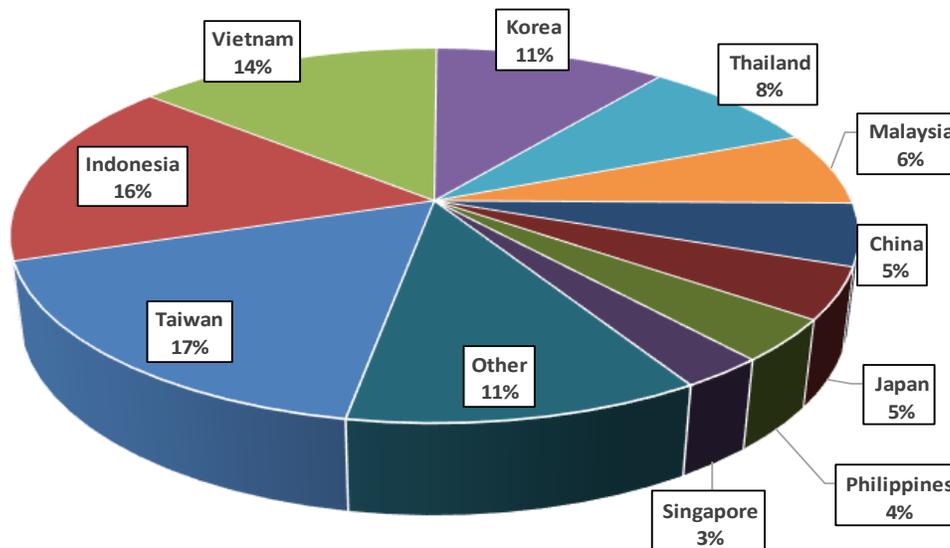
\*50 percent of food aid from the United States is required to be shipped on U.S.-flag vessels.

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.

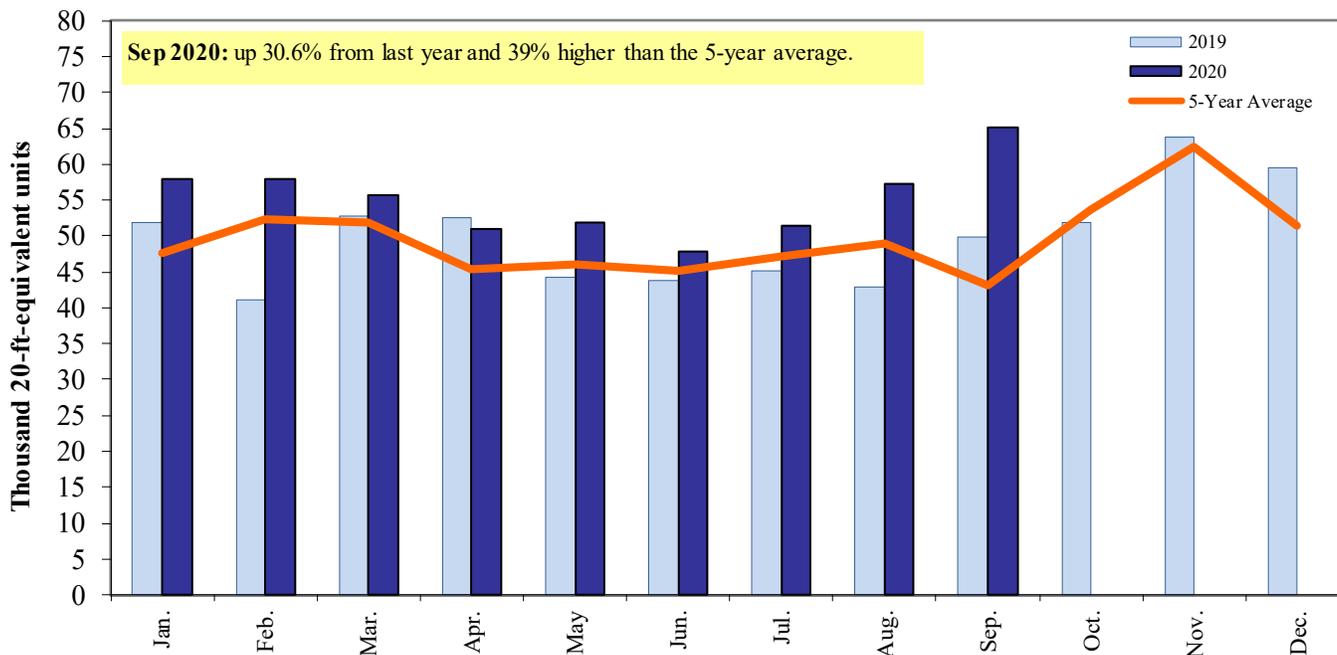
**Figure 18**  
**Top 10 destination markets for U.S. containerized grain exports, Jan-Sep 2020**



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

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

**Figure 19**  
**Monthly shipments of containerized grain to Asia**



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

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

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