



# U.S. Selected Exports, Trade and Transportation

## Wheat, Corn, Grain Sorghum, Cotton and Soybean Complex

27<sup>th</sup> January 2022

**NEW on the IGP website! IGP Market Information:** <http://www.dtnigp.com/index.cfm>

**KSU Agriculture Today Podcast Link:** <https://agtodayksu.libsyn.com/timeliness-of-corn-and-soybean-plantingworld-grain-supply-and-demand>

**KSU Ag Manager Link:** <https://www.agmanager.info/grain-marketing/publications/us-grain-exports-and-trade>

**USDA Transportation Report:** <https://www.ams.usda.gov/services/transportation-analysis/qtr>

**USDA FAS Historical Grain Shipments:** <https://apps.fas.usda.gov/export-sales/wkHistData.htm>,  
<https://apps.fas.usda.gov/export-sales/complete.htm>

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- This summary is based on reports for the period 14<sup>th</sup> to 21<sup>th</sup> of January 2022
- Outstanding Export Sales (Unshipped Balances) on 21<sup>h</sup> of January 2022
- Export Shipments in Current Marketing Year
- Daily Sales Reported 15<sup>th</sup> to 21<sup>th</sup> of January 2022

## U.S. EXPORT ACTIVITY

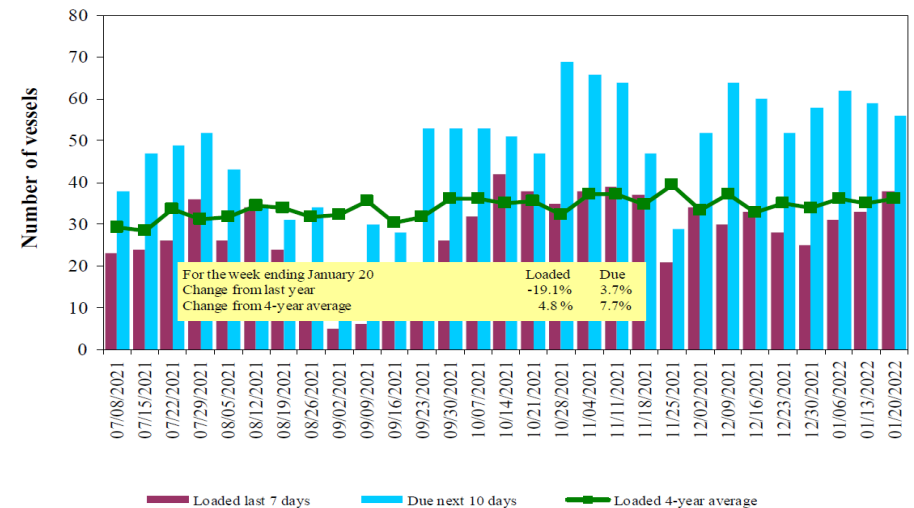
### Export Sales

For the week ending the 13<sup>th</sup> of January, unshipped balances of wheat, corn, and soybeans for marketing year 2021/22 totaled 40.1 mmts, down 19% from the same time last year, and down 3% from the previous week.

- Net weekly wheat export sales were 0.381 mmts, up 44% from the previous week.
- Net corn export sales were 1.091 mmts, up significantly from the previous week.
- Net soybean export sales were 0.671 mmts, down 9% from the previous week.

### Vessel Loadings

#### 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.

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

For the week ending	Wheat						Corn	Soybeans	Total
	HRW	SRW	HRS	SWW	DUR	All wheat			
<b>Export balances<sup>1</sup></b>									
1/13/2022	2,017	702	1,273	783	55	4,830	25,584	9,670	40,084
This week year ago	1,394	476	1,922	2,423	171	6,385	29,212	14,000	49,597
<b>Cumulative exports-marketing year<sup>2</sup></b>									
2021/22 YTD	4,484	1,787	3,155	2,161	113	11,698	16,962	33,438	62,099
2020/21 YTD	5,855	1,110	4,350	3,202	489	15,005	17,607	43,291	75,903
YTD 2021/22 as % of 2020/21	77	161	73	67	23	78	96	77	82
Last 4 wks. as % of same period 2020/21*	148	148	65	33	24	76	90	79	85
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.

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

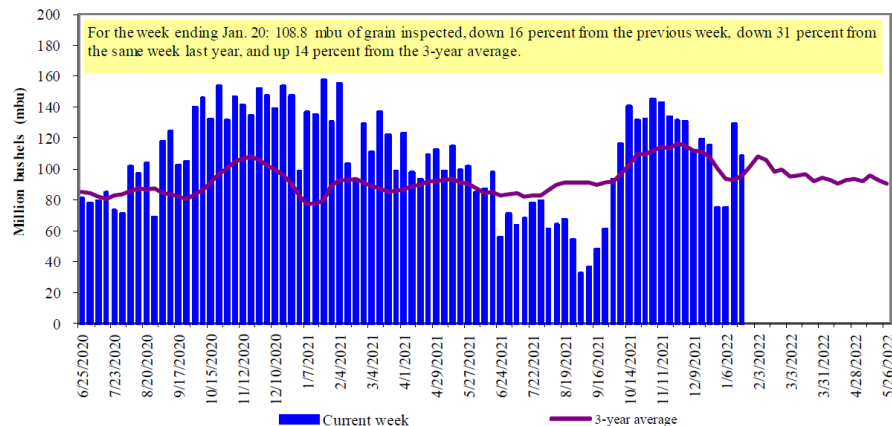
Date	In port	Gulf		Pacific Northwest
		Loaded 7-days	Due next 10-days	In port
1/20/2022	46	38	56	23
1/13/2022	48	33	59	23
2021 range	(10...57)	(5...48)	(15...69)	(4...27)
2021 average	34	32	49	15

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

Source: USDA, Agricultural Marketing Service.

## Export Inspections

### 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.

### GRAINS INSPECTED AND/OR WEIGHED FOR EXPORT

Week Ending the 20<sup>th</sup> of January 2022

GRAIN	WEEK ENDING			PREVIOUS	CURRENT
	01/20/2022	01/13/2022	01/21/2021	MARKET YEAR TO DATE	MARKET YEAR TO DATE
BARLEY	0	0	0	10,010	23,339
CORN	1,115,731	1,237,248	1,403,063	16,437,247	18,901,338
FLAXSEED	0	0	0	224	485
MIXED	0	0	0	0	0
OATS	0	100	0	400	2,593
RYE	0	0	0	0	0
SORGHUM	76,872	141,850	179,182	2,149,543	2,820,398
SOYBEANS <sup>1</sup>	297,802	1,726,719	2,103,465	34,752,128	45,559,886
SUNFLOWER	0	0	0	432	0
WHEAT	400,973	384,291	571,677	13,218,112	16,152,320
Total	2,891,378	3,490,208	4,257,387	66,568,096	83,460,359

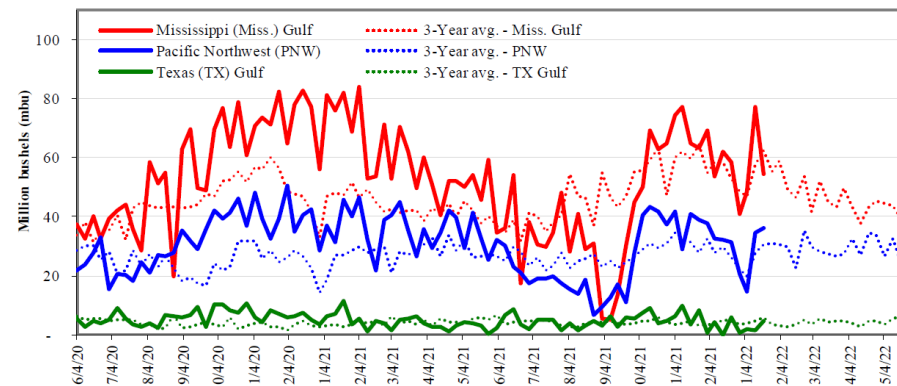
CROP MARKETING YEARS BEGIN JUNE 1<sup>st</sup> FOR WHEAT, RYE, OATS, BARLEY AND FLAXSEED, SEPTEMBER 1<sup>st</sup> FOR CORN, SORGHUM, SOYBEANS AND SUNFLOWER SEEDS. INCLUDES WATERWAY SHIPMENTS TO CANADA.

Source: [https://www.ams.usda.gov/mnreports/wa\\_gr101.txt](https://www.ams.usda.gov/mnreports/wa_gr101.txt)

For the week ending the 20<sup>th</sup> of January, 38 ocean going grain vessels were loaded in the Gulf, down 19% from the same period last year.

Within the next 10 days (starting January 21<sup>st</sup>), 56 vessels were expected to be loaded, 4% more than the same period last year.

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



Week ending 01/20/22 inspections (mbu):	Percent change from:	MS Gulf	TX Gulf	U.S. Gulf	PNW
MS Gulf: 54.7	Last wk:	down 29	up 187	down 25	up 5
PNW: 36.1	Last Year (same wk):	down 33	down 58	down 36	down 21
TX Gulf: 4.8	3-yr avg. (4-wk. mov. Avg):	up 1	up 7	up 2	up 44

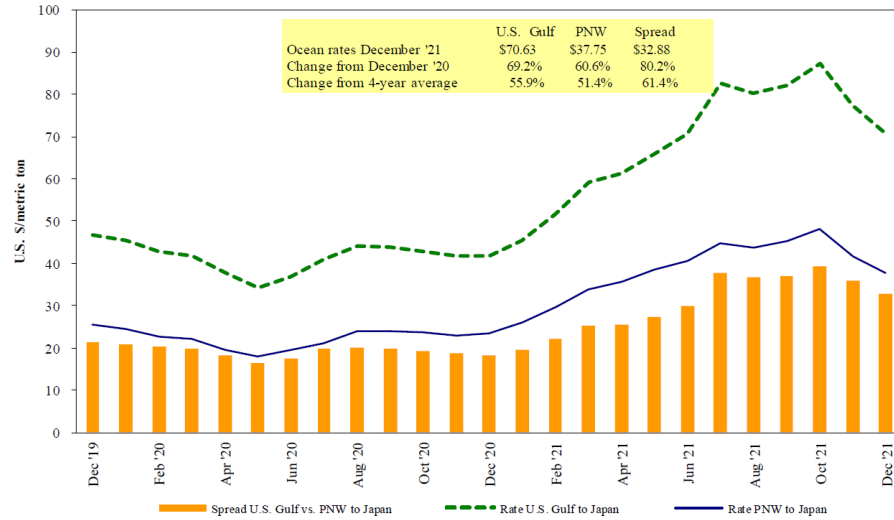
Source: USDA, Federal Grain Inspection Service.

previous week. The rate from the Pacific Northwest to Japan was \$35.00/mt, 7% less than the previous week..

# OCEAN FREIGHT

## Vessel Rates

### Grain vessel rates, U.S. to Japan

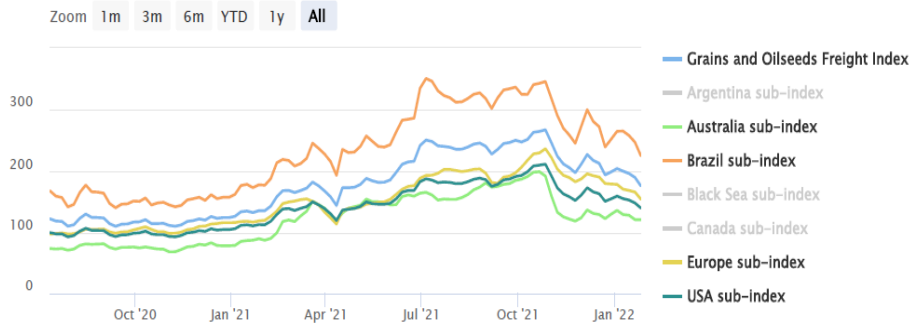


Note: PNW = Pacific Northwest  
Source: O'Neil Commodity Consulting

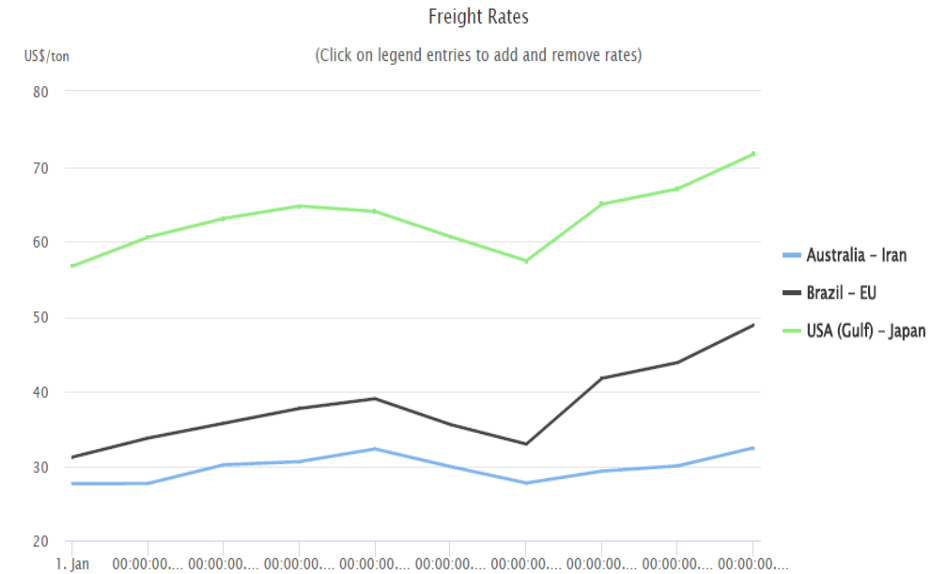
## IGC Grains Freight Index

### New - IGC Grains and Oilseeds Freight Index (GOFI) & sub-Indices

(Weekly basis, 1 January 2013 = 100)



	25 Jan	Weekly Change	Annual Change	52 Week Low	52 Week High
IGC Grains and Oilseeds Freight Index	179	-10	32 %	135	267
Argentina sub-Index	230	-14	39 %	165	318
Australia sub-Index	119	-1	34 %	87	198
Brazil sub-Index	229	-18	29 %	176	350
Black Sea sub-Index	190	-9	33 %	141	303
Canada sub-Index	142	-8	27 %	112	212
Europe sub-Index	157	-8	33 %	113	236
USA sub-Index	141	-7	26 %	112	211



	25 Jan	Weekly Change	Annual Change	52 Week Low	52 Week High
Australia - Iran	\$28	-	30 %	\$21	\$47
Brazil - EU	\$31	-3	17 %	\$24	\$54
USA (Gulf) - Japan	\$57	-4	20 %	\$47	\$84

<https://www.igc.int/en/markets/marketinfo-freight.aspx>

➤ **Baltic Dry Freight Index - Daily = 1296**



The Baltic Dry Index is reported daily by the Baltic Exchange in London. The index provides a benchmark for the price of moving the major raw materials by sea. The index is a composite of three sub-indices that measure different sizes of dry bulk carriers: Capesize, which typically transport iron ore or coal cargoes of about 150,000 tonnes; Panamax, which usually carry coal or grain cargoes of about 60,000 to 70,000 tonnes; and Supramax, with a carrying capacity between 48,000 and 60,000 tonnes.

Not restricted to Baltic Sea countries, the index provides "an assessment of the price of moving the major raw materials by sea. Taking in 23 shipping routes measured on a time-charter basis, for dry bulk carriers carrying a range of commodities including coal, iron ore, grain, and other commodities.

Because dry bulk primarily consists of materials that function as raw material inputs to the production of intermediate or finished goods, the index is also seen as an efficient economic indicator of future economic growth and production.

Source: <https://www.tradingview.com/chart/?symbol=INDEX%3ABDI>

➤ **Baltic Index snaps 14-session losing streak as capesize rates gain**

27 Jan 2022 Reuters – The Baltic Exchange's dry bulk sea freight index (.BADI) snapped a 14-session losing streak on Thursday, as gains in capesize rates outweighed losses in the panamax and supramax segments.

- The overall index, which factors in rates for capesize, panamax and supramax vessels, edged 6 points higher to 1,302.

- The capesize index (.BACI) gained 116 points, or 16.5%, to 818, crawling up from a 1-1/2 year low.
- Average daily earnings for capesizes, which transport 150,000-tonne cargoes such as iron ore and coal, rose by \$954 to \$6,780.
- Dalian iron ore prices rose on Thursday on hopes of robust demand for the steelmaking ingredient in China when steel production curbs are eased after next month's Beijing Winter Olympics.
- "Most of the pressure been on short duration as owners hesitate to sell current levels for a longer time and there is a lot of faith in the forward market," shipbroker Fearnleys said in a weekly note, referring to the capesize segment.
- "Another dimension is that Chinese New Year is coming up and its very quiet, and the owners with available tonnage just want to get their vessels employed as 'nothing' happening."
- The panamax index (.BPNI) fell 68 points, or 3.6%, to 1,846, its lowest since April.
- Average daily earnings for panamaxes, which ferry 60,000-70,000 tonne coal or grain cargoes, fell by \$609 to \$16,615.
- The supramax index (.BSIS) dipped 41 points to its lowest level since February 2021 at 1,613.

**Ocean freight rates for selected shipments, week ending 01/22/2022**

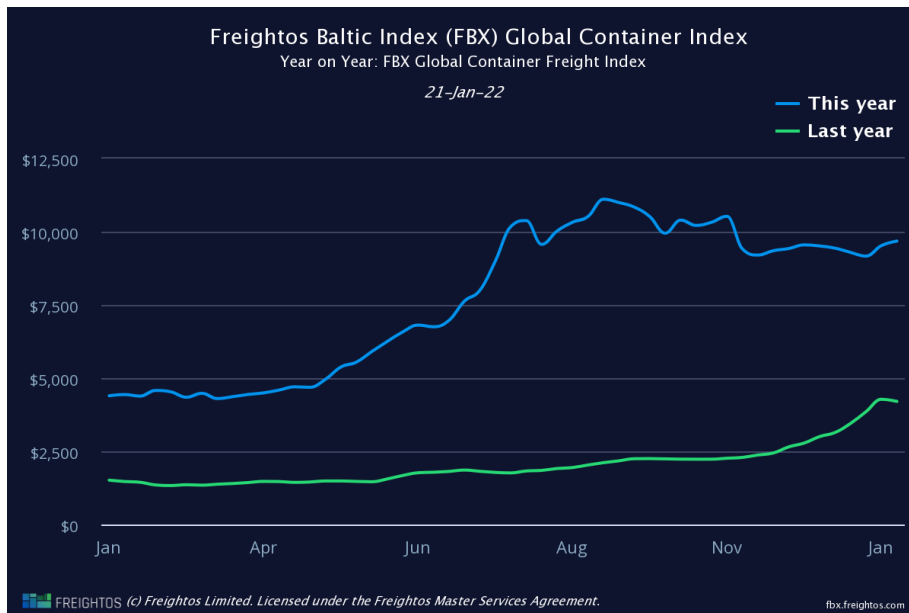
Export region	Import region	Grain types	Loading date	Volume loads (metric tons)	Freight rate (US\$/metric ton)
U.S. Gulf	Japan	Heavy grain	Oct 1/10, 2021	48,000	70.10
U.S. Gulf	Japan	Heavy grain	Aug 21/Sep 9, 2021	50,000	60.90
U.S. Gulf	Japan	Heavy grain	Aug 1/10, 2021	50,000	69.75
U.S. Gulf	Sudan	Wheat	Sep 1/10, 2021	49,000	79.12*
U.S. Gulf	China	Heavy grain	Dec 1/10, 2021	65,000	76.00
U.S. Gulf	China	Heavy grain	Nov 1/10, 2021	66,000	89.00
U.S. Gulf	China	Heavy grain	Oct 1/10, 2021	55,000	81.50
U.S. Gulf	Djibouti	Wheat	Jul 6/16, 2021	5,880	85.70*
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
PNW	Yemen	Wheat	Jan 24/Feb 4	29,960	124.00*
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.

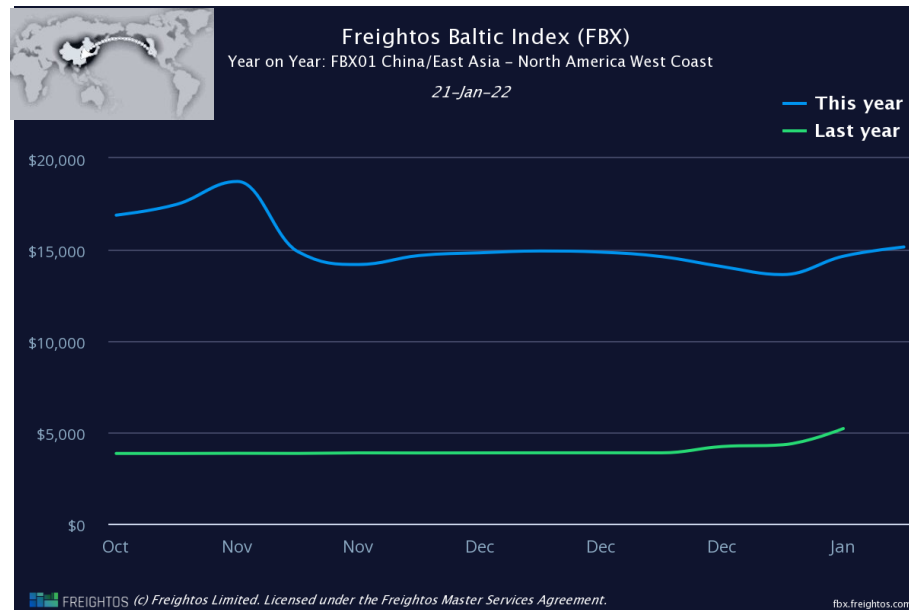
Source: Maritime Research, Inc.

➤ **Freightos Baltic Index (FBX): Global Container Freight Index**



<https://fbx.freightos.com/>

➤ **Freightos West Coast N.A. – China/East Asia Container Index - Daily**



FBX stands for Freightos Baltic Index. It is the leading international Freight Rate Index, in cooperation with the Baltic Exchange, providing market rates for 40' containers (FEUs).

Prices used in the index are rolling short term Freight All Kind (FAK) spot tariffs and related surcharges between carriers, freight forwarders and high-volume shippers. Index values are calculated by taking the median price for all prices (to ignore the influence of outliers on active lanes) with weighting by carrier. 50 to 70 million price points are collected every month.

The weekly freight index is calculated as an average of the five business days from the same week and published each Friday.

Source: <https://fbx.freightos.com/>

➤ **Ag hopes for stronger Senate shipping bill to ease ag export woes**

26 Jan 2022 Bill Tomson, Agri-Pulse - Farm groups are concerned the Senate version of the House-passed Ocean Shipping Reform Act won't have the same strong provisions for getting U.S. farm goods onto container ships amid the supply chain crisis.

A draft of the Senate OSRA obtained by Agri-Pulse addresses the fact that ocean carriers are rejecting bookings for U.S. ag exports and sending containers back to China empty, but the measure would do so in a much less prescriptive way than the House bill, which was easily approved in December, 364-60. The Senate bill is authored by Sens. Amy Klobuchar, D-Minn., and John Thune, R-S.D.

Officials representing the U.S. meat, dairy, produce, hay and other sectors tell Agri-Pulse they hope the Senate bill will be strengthened before it is introduced. Hundreds of farm groups and ag businesses supported the House bill authored by Reps. John Garamendi, D-Calif., and Dusty Johnson, R-S.D.

Unlike the Senate draft, the House bill stipulates that vessel-operating common carriers, or VOCCs for short, must not "unreasonably decline export cargo bookings if such cargo can be loaded safely and timely and carried on a vessel scheduled for such cargo's immediate destination."

The Senate draft would instead tell the Federal Maritime Commission to deal with the issue. "Not later than 1 year after the date of enactment of this Act, the Federal Maritime Commission shall issue rulemaking defining unreasonable refusal to deal or negotiate with respect to vessel space," the draft says. Aides to Thune and Klobuchar were not available for comment.

While the Senate bill's wording is still not as strong as the ag sector wants, it's a major improvement from previous versions and it is proof that the senators are listening to the ag sector's concerns, said Peter Friedmann, executive director of the Agriculture Transportation Coalition.

"I have been working in this area for a long time and was very impressed with how quickly the staffs of Sens. Klobuchar and Thune ... were able to modify the initial draft and significantly improve it to become closer ... to the excellent House bill," Friedmann said. "It is closer. I'd say it's not quite there yet, but it is closer and it has some excellent provisions."

A Hill aide confirmed for Agri-Pulse that the legislation had yet to be finalized as of Monday.

The problem with leaving this key decision up to future rulemaking by the Federal Maritime Commission, ag industry representatives say, is that they don't know exactly what they'll get or how long it will take to finish.

Most of the industry officials who spoke to Agri-Pulse about the legislation asked not to be named because of the fluid situation of the legislation on Capitol Hill as well as ongoing discussions with lawmakers and staff.

Meanwhile, industry groups believe the wording in the Johnson-Garamendi bill is nearly perfect.

"The House bill, from our read, is really the near-perfect bill," said one industry official, who monitors closely the troubles farmers are having getting their commodities to overseas buyers. "They had contracts. Signed contracts. They had freight rates. They had containers and timelines. And a lot of that got thrown out the window."

The reason producers are having difficulty getting their oranges, hay, wine, almonds, cheese, pork, beef, chicken and apples onto Asia-bound ships is that Chinese exporters are paying VOCCs extra to get containers back to China as quickly as possible, which means bringing them back empty.

The Chinese are paying rates to carriers for U.S.-bound shipments that cannot be matched by U.S. exporters that need to get agricultural commodities to their Asian customers.

The situation is dire, especially for the California ag sector, according to a recent study by the Giannini Foundation of Agricultural Economics at the University of California.

"Recently, for every 10 containers inbound from Asia with freight, approximately eight were sent back empty," says the study. "In September 2021, the fee for shipping a single 40-foot container (FEU) from Shanghai to Los Angeles was \$12,000 versus \$1,400 for the backhaul from Los Angeles to Shanghai. ... Due to the large difference in freight rates, shippers could not afford to wait for containers to be filled with agricultural goods stateside."

Meanwhile, perishable U.S. commodities like lemons are rotting in warehouses and producers are scrambling to try to prevent losing whole shipments that cannot get on to vessels.

"Fresh citrus and other fresh produce are facing long wait times leaving L.A., Long Beach and Oakland," said one California ag official, who asked not to be named.

"Exporters are constantly monitoring logistics and moving cargo around to ensure fresh product is being exported so it arrives in good condition at export destinations."

Groups like the National Milk Producers Federation and the U.S. Dairy Export Council are confident that the House bill by Garamendi and Johnson will help.

"The Ocean Shipping Reform Act is an important move toward ensuring the international competitiveness of our dairy producers is not unfairly limited by abuses from ocean carriers," NMPF President and CEO Jim Mulhern said after the passage of the bill. "We look forward to working with the Senate to carry this momentum forward."

U.S. Dairy Export Council Executive Vice President Jaime Castaneda told Agri-Pulse, "We are grateful to Sens. Klobuchar and Thune for their leadership taking this issue up, developing legislation and working to find consensus among their colleagues on this challenging issue."

## CEREAL GRAINS

### ➤ Wheat Export Shipments & Sales

Net sales of 676,700 mts for 2021/2022--a marketing-year high--were up 78% from the previous week and up noticeably from the prior 4-week average. Increases were primarily for the Philippines (111,100 mts), Nigeria (110,300 mts, including decreases of 46,000 mts), Japan (102,600 mts, including decreases of 400 mts), Mexico (80,100 mts, including decreases of 4,800 mts), and South Korea (78,000 mts, including decreases of 5,000 mts). Net sales of 60,000 mts for 2022/2023 were reported for Honduras (29,000 mts), Japan (21,000 mts), and unknown destinations (10,000 mts).

Exports of 360,900 mts were down 8% from the previous week, but up 21% from the prior 4-week average. The destinations were primarily to the Philippines (123,100 mts), Nigeria (50,300 mts), Mexico (44,400 mts), Jamaica (29,500 mts), and Japan (29,300 mts).

### ➤ Rice Export Shipments & Sales

Net sales of 75,700 mts for 2021/2022 were up 77% from the previous week and 88% from the prior 4-week average. Increases were primarily for Mexico (25,500 mts), Haiti (15,100 mts, including decreases of 100 mts), Japan (12,000 mts), Canada (9,800 mts), and Guatemala (6,700 mts).

Exports of 62,500 mts were up noticeably from the previous week and from the prior 4-week average. The destinations were primarily to Mexico (29,600 mts), Japan (13,000 mts), Guatemala (9,400 mts), Haiti (7,100 mts), and Canada (2,100 mts).

Exports for Own Account: For 2021/2022, the current exports for own account outstanding balance is 100 mts, all Canada.

### Top 10 importers<sup>1</sup> of all U.S. wheat

For the week ending 1/13/2022	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 -			- 1,000 mt -
Mexico	2,894	2,803	3	3,388
Philippines	2,446	2,649	(8)	3,121
Japan	1,956	2,016	(3)	2,567
Korea	1,016	1,418	(28)	1,501
Nigeria	1,697	1,016	67	1,490
China	848	2,450	(65)	1,268
Taiwan	714	942	(24)	1,187
Indonesia	67	937	(93)	1,131
Thailand	510	701	(27)	768
Italy	190	545	(65)	681
<b>Top 10 importers</b>	<b>12,336</b>	<b>15,478</b>	<b>(20)</b>	<b>17,102</b>
<b>Total U.S. wheat export sales</b>	<b>16,528</b>	<b>21,390</b>	<b>(23)</b>	<b>24,617</b>
% of projected exports	74%	79%		
change from prior week <sup>2</sup>	<b>381</b>	<b>330</b>		
<b>Top 10 importers' share of U.S. wheat export sales</b>	75%	72%		69%
<b>USDA forecast, January 2022</b>	<b>22,480</b>	<b>27,030</b>	<b>(17)</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.

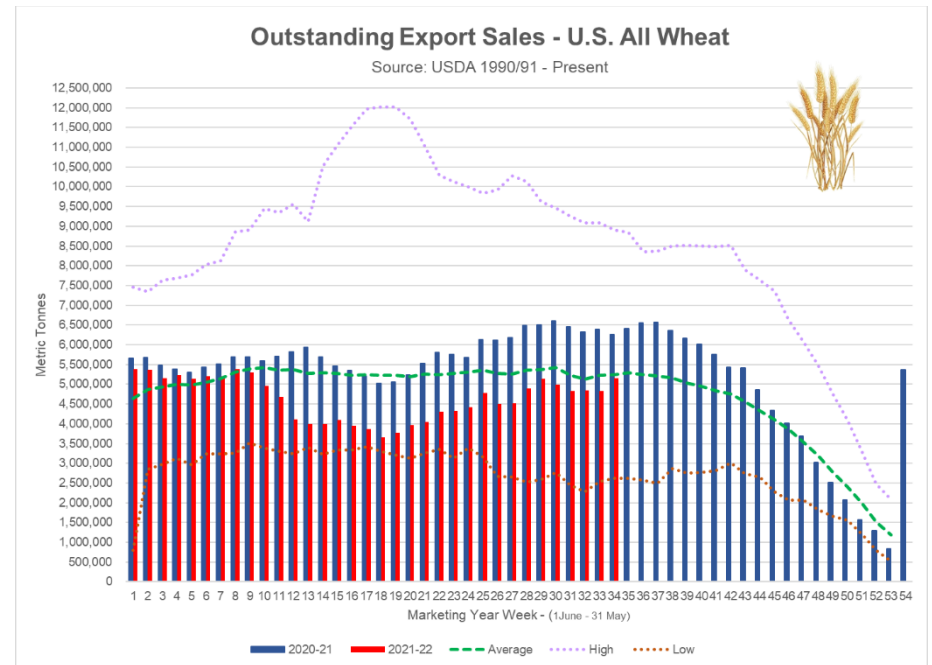
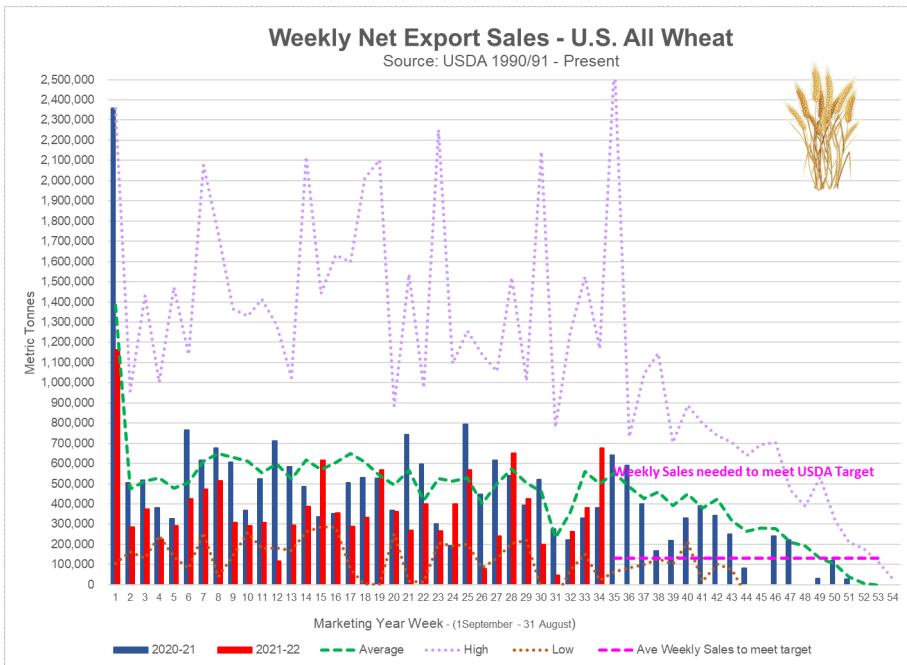
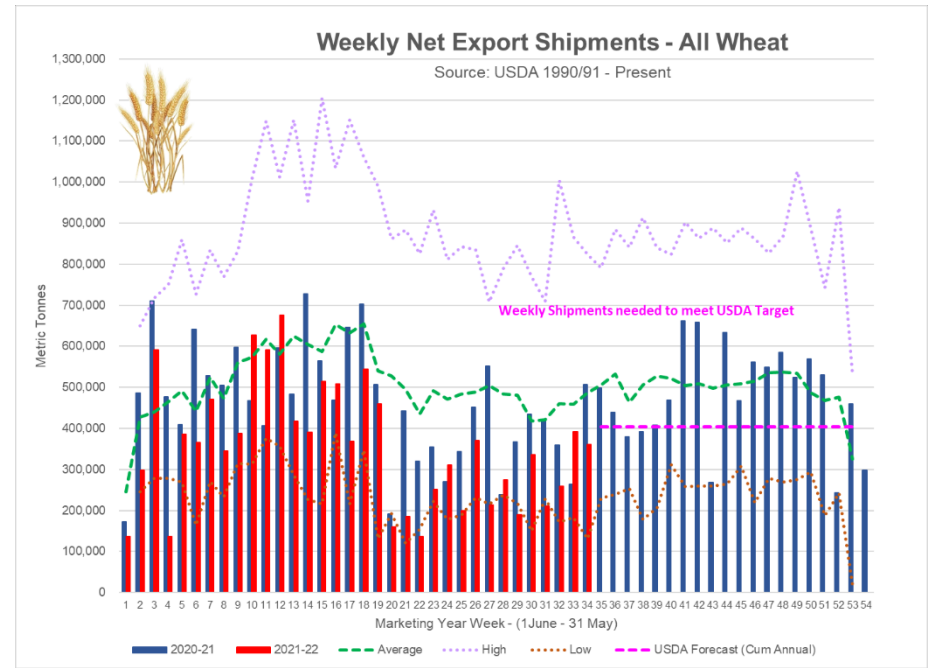
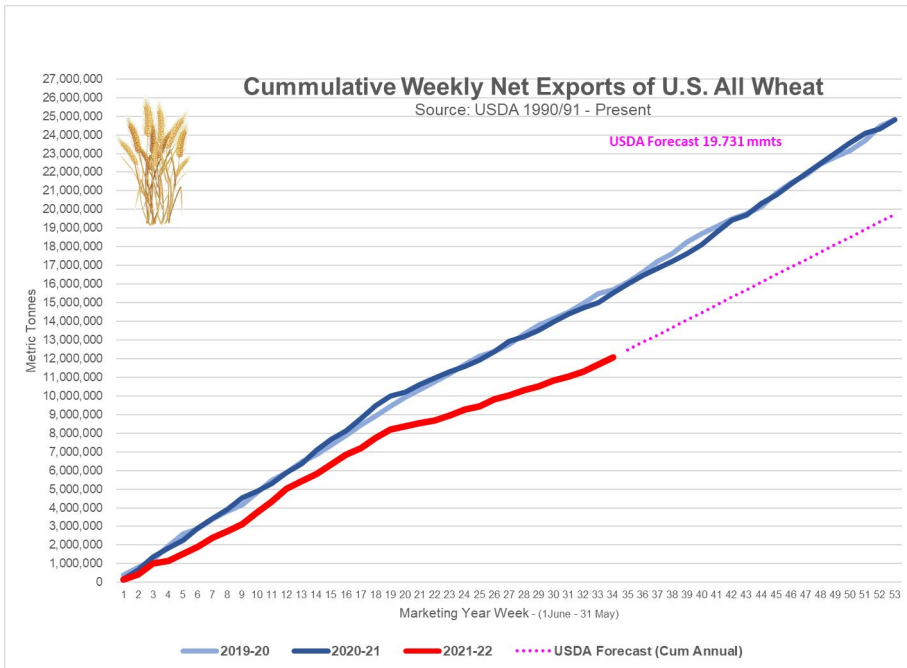
<sup>2</sup> Cumulative exports (shipped) + outstanding sales (unshipped), FAS weekly export sales report, or export sales query. The total commitments change (net sales) from prior week could include revisions from the previous week's outstanding and/or accumulated sales.

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

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

Source: USDA, Foreign Agricultural Service.

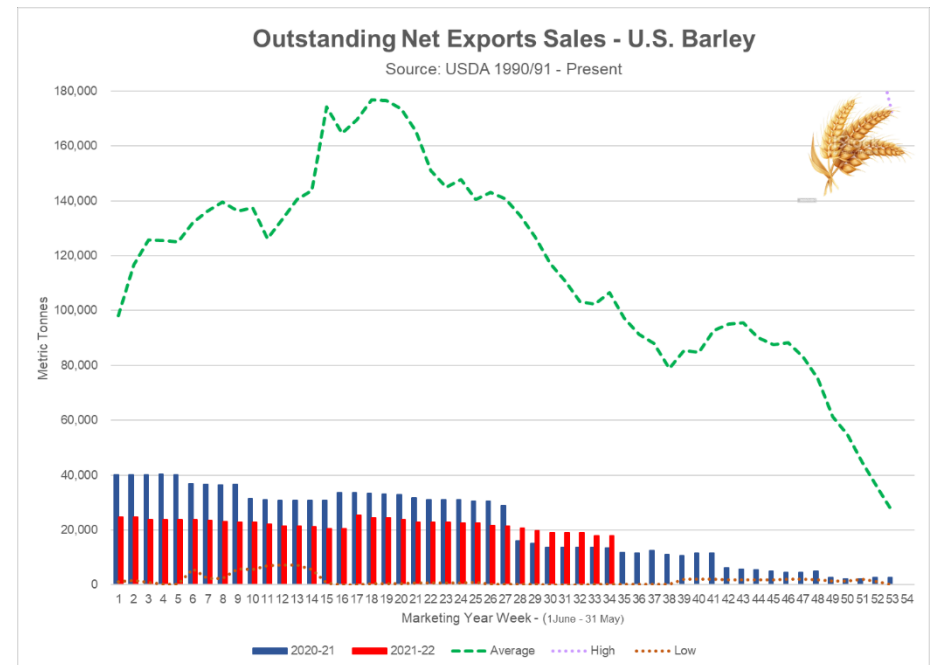
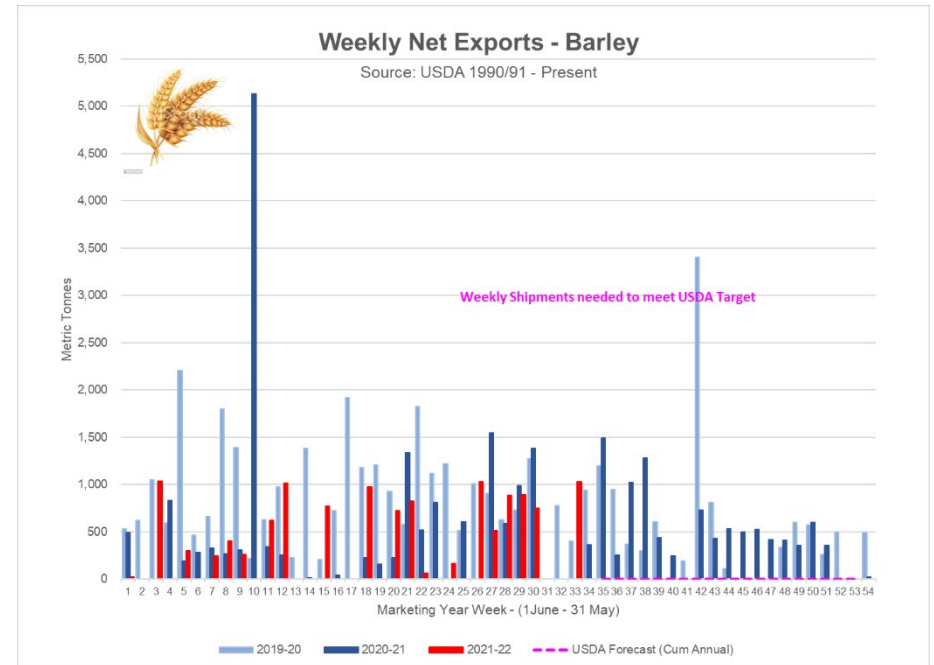
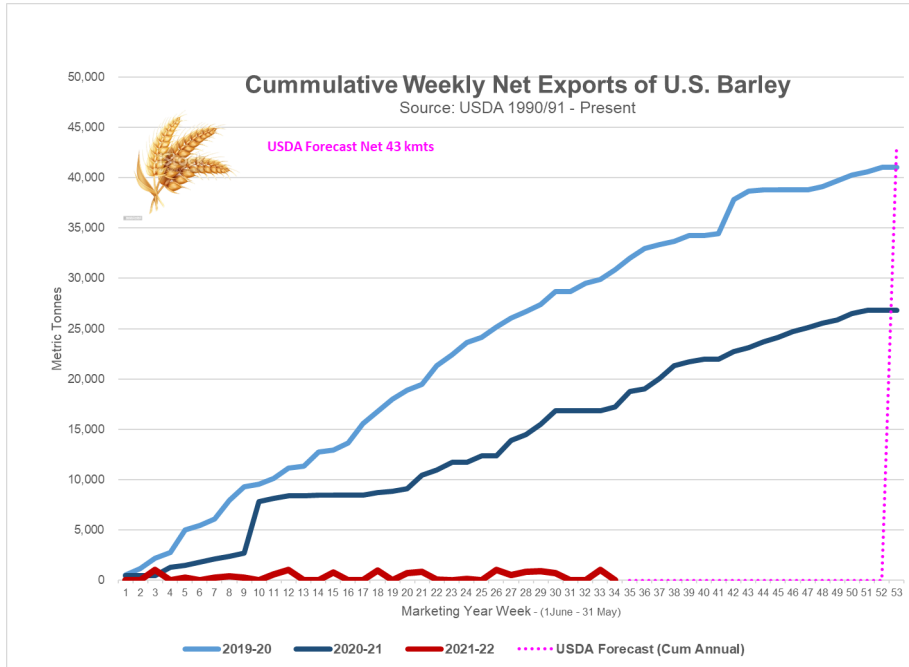




# COARSE GRAINS

## ➤ Barley Export Shipments & Sales

No net sales were reported for the week.



➤ **Corn Export Shipments & Sales**

Net sales of 1,402,300 mts for 2021/2022 were up 29% from the previous week and 84% from the prior 4-week average. Increases primarily for Japan (563,700 mts, including 219,700 mts switched from unknown destinations and decreases of 3,100 mts), Mexico (266,000 mts, including decreases of 44,200 mts), unknown destinations (102,100 mts, including 65,000 mts – late), Colombia (98,400 mts, including 41,000 mts switched from unknown destinations and decreases of 8,600 mts), and Guatemala (67,900 mts, including decreases of 1,900 mts), were offset by reductions for Morocco (100 mts). Net sales reductions of 165,000 mts for 2022/2023 were reported for Japan (110,000 mts) and Mexico (55,000 mts).

Exports of 1,436,900 mts--a marketing-year high--were up 11% from the previous week and 36% from the prior 4-week average. The destinations were primarily to Japan (415,300 mts), Mexico (371,000 mts, including 27,300 mts – late), China (347,900 mts), Canada (104,600 mts), and Colombia (61,400 mts).

Optional Origin Sales: For 2021/2022, new optional origin sales of 65,000 mts were reported for South Korea. Options were exercised to export 74,000 mts to unknown destinations from the United States. Decreases totaling 32,000 mts were reported for Italy. The current outstanding balance of 342,300 mts is for unknown destinations (235,000 mts), South Korea (65,000 mts), Italy (33,300 mts), and Saudi Arabia (9,000 mts).

Late Reporting: For 2021/2022, net sales totaling 65,000 mts of corn were reported late for unknown destinations. Exports totaling 27,300 mts of corn were reported late to Mexico.

**Top 5 importers<sup>1</sup> of U.S. corn**

<b>For the week ending 1/13/2022</b>	<b>Total commitments<sup>2</sup></b>		<b>% change current MY from last MY</b>	<b>Exports<sup>3</sup> 3-yr. avg. 2019-21</b>
	<b>2021/22 current MY</b>	<b>2020/21 last MY</b>		
	1,000 mt -			
Mexico	12,550	10,535	19	14,817
Japan	4,565	6,347	(28)	11,082
China	12,433	11,769	6	7,920
Columbia	2,526	2,309	9	4,491
Korea	78	1,136	(93)	3,302
<b>Top 5 importers</b>	<b>32,152</b>	<b>32,096</b>	<b>0</b>	<b>41,613</b>
<b>Total U.S. corn export sales</b>	<b>42,546</b>	<b>46,820</b>	<b>(9)</b>	<b>53,145</b>
% of projected exports	69%	67%		
<b>Change from prior week<sup>2</sup></b>	<b>1,091</b>	<b>1,438</b>		
<b>Top 5 importers' share of U.S. corn export sales</b>	76%	69%		78%
<b>USDA forecast January 2022</b>	<b>61,705</b>	<b>70,051</b>	<b>(12)</b>	
<b>Corn use for ethanol USDA forecast, January 2022</b>	<b>135,255</b>	<b>127,711</b>	<b>6</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.

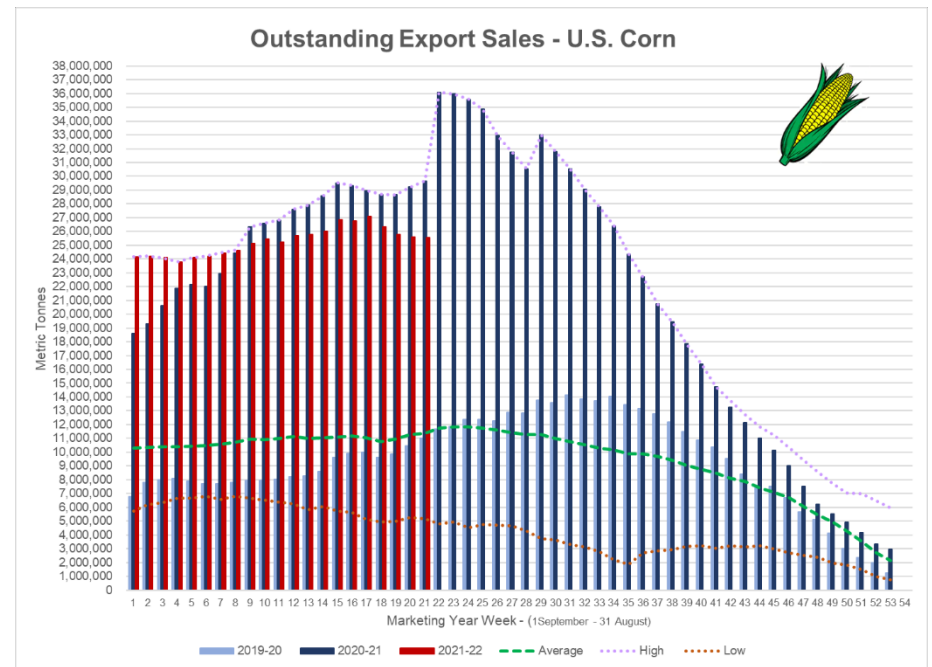
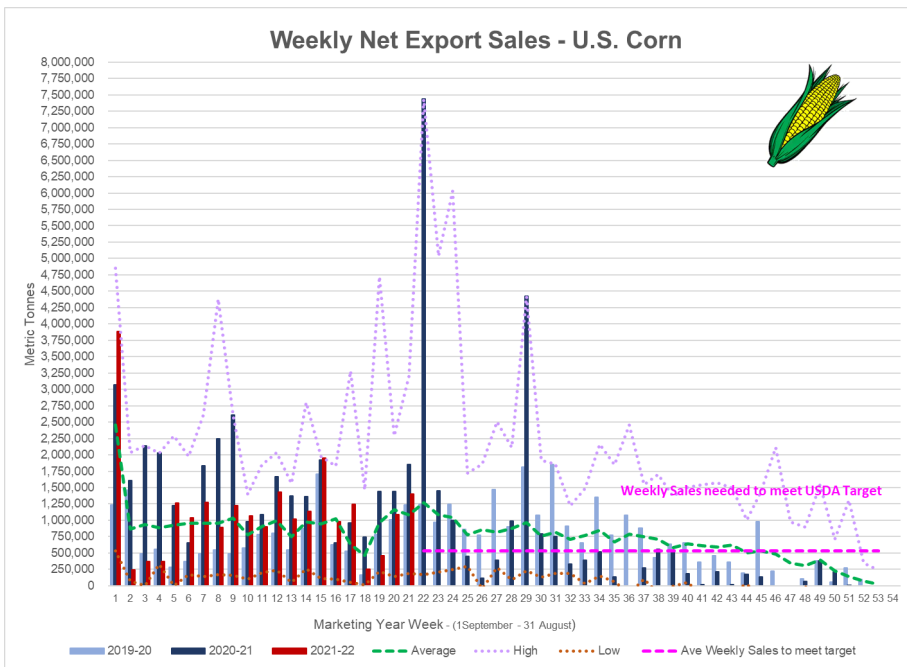
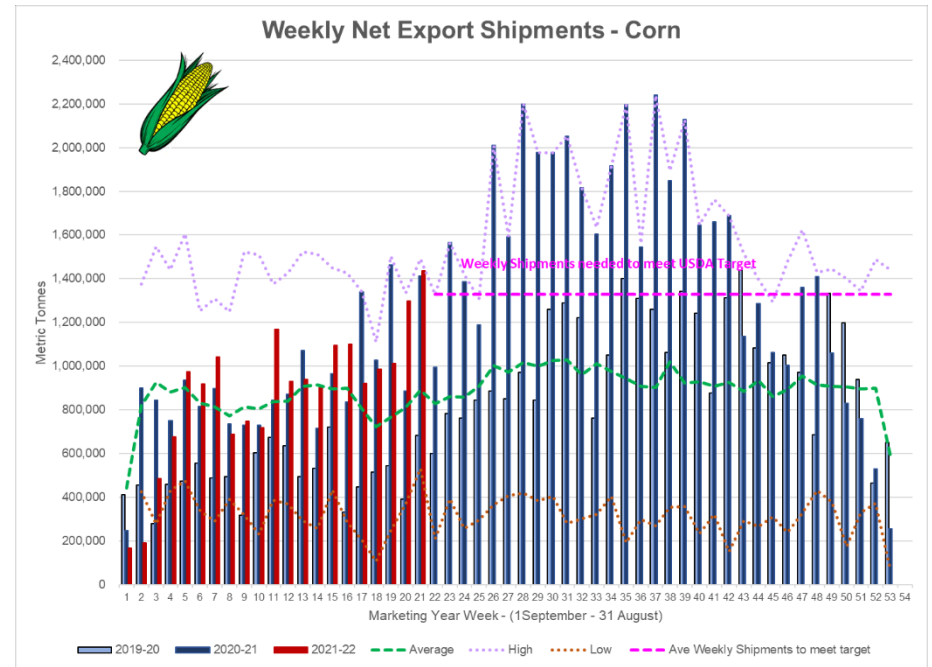
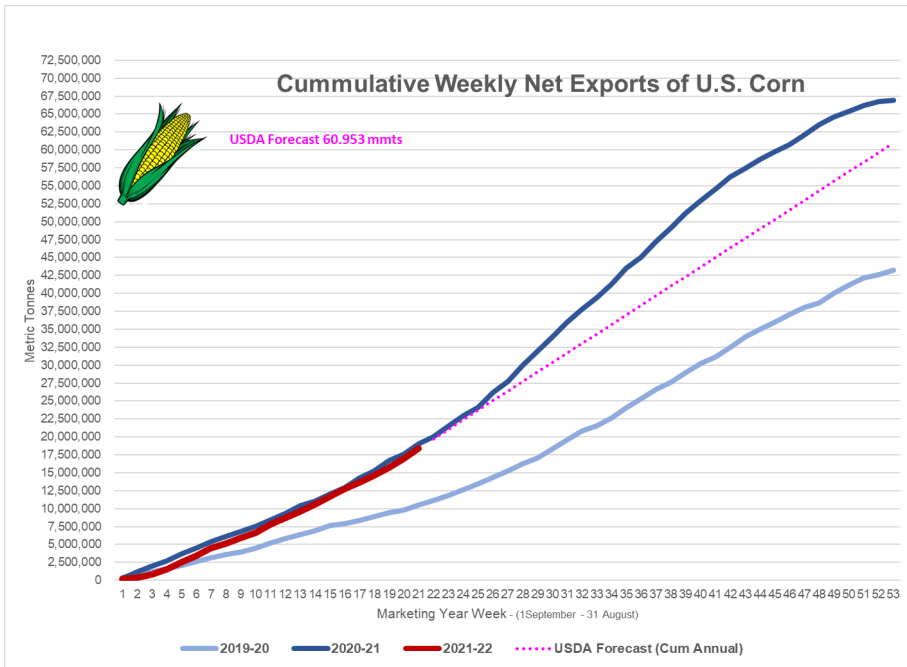
<sup>3</sup>FAS marketing year ranking reports (carryover plus accumulated export); yr. = year; avg. = average.

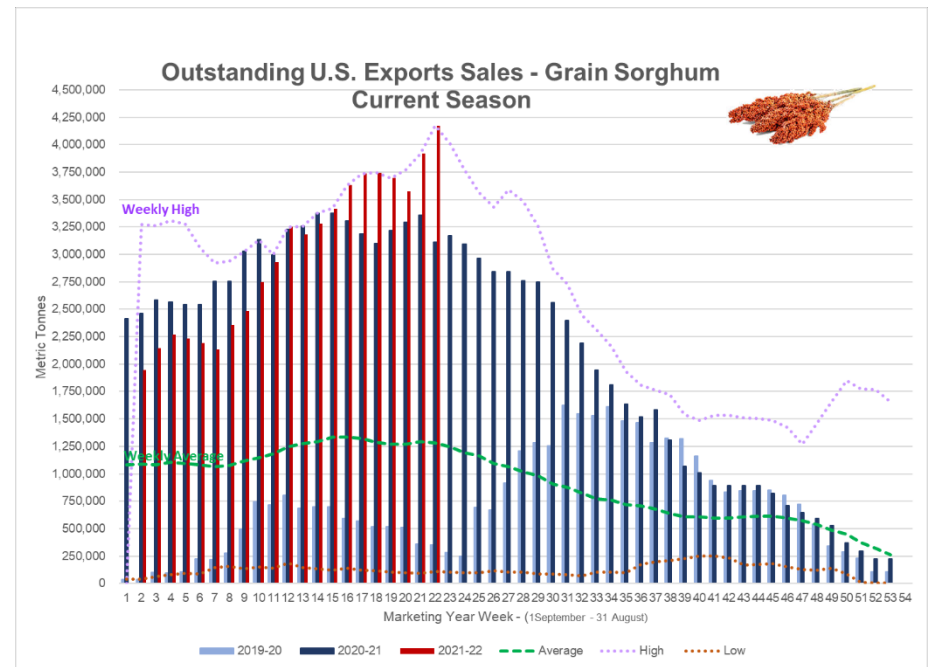
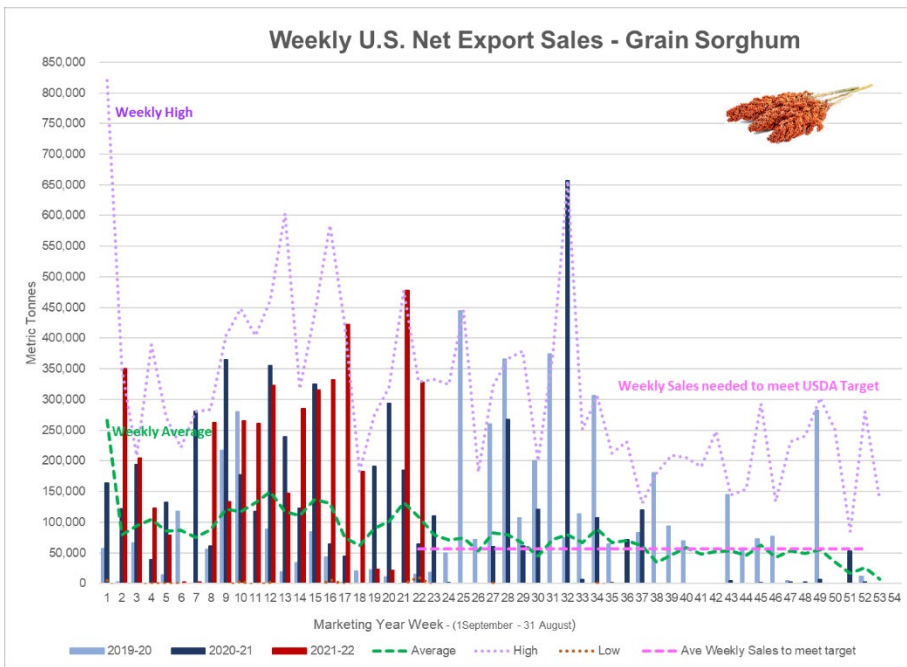
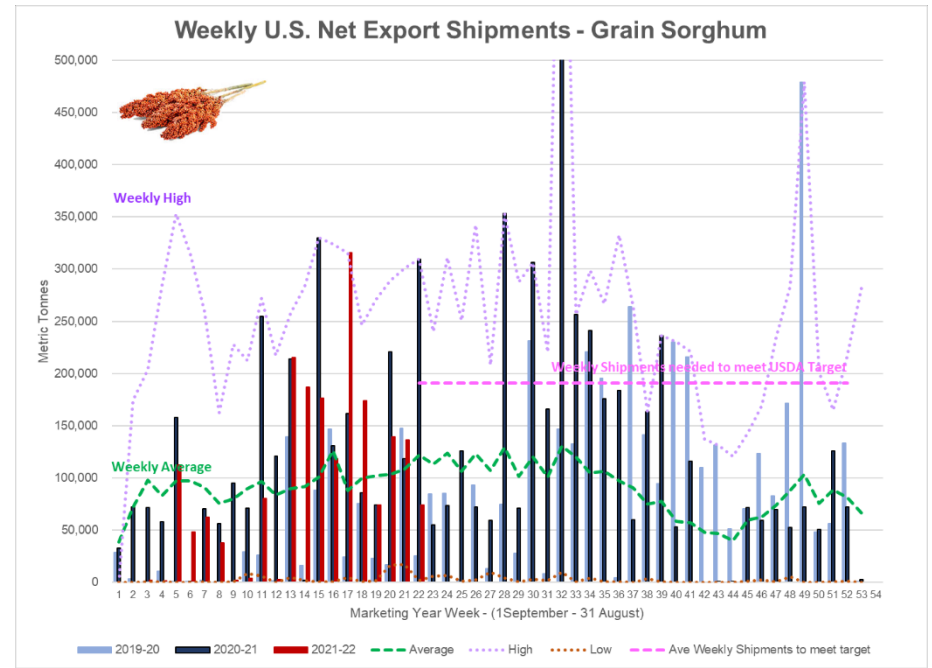
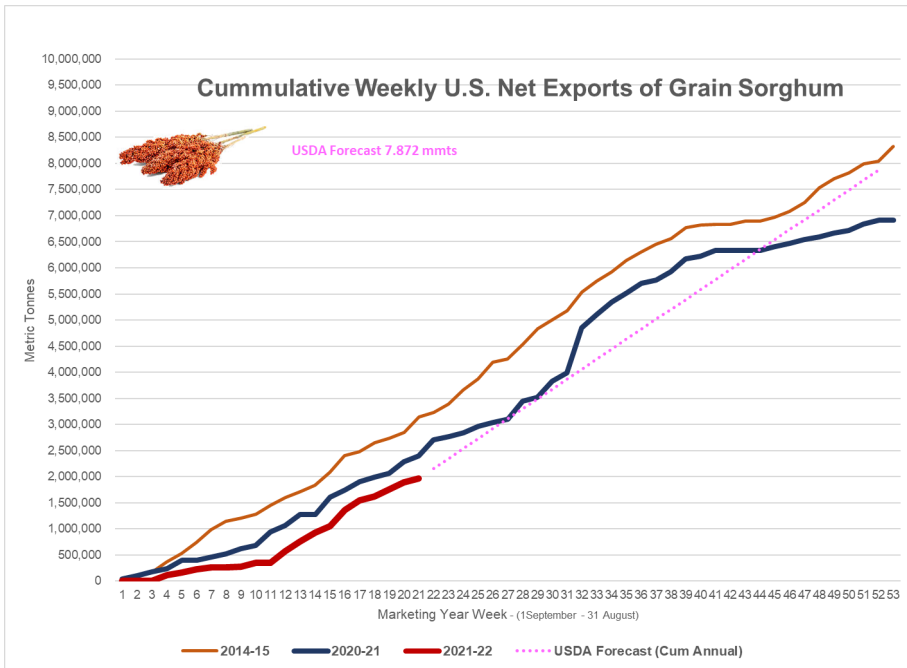
Note: A red number in parentheses indicates a negative number; mt = metric ton.

Source: USDA, Foreign Agricultural Service.

➤ **Grain Sorghum Export Shipments & Sales**

Net sales of 328,500 mts for 2021/2022 were down 31% from the previous week, but up 87% from the prior 4-week average. Increases were reported for China (202,500 mts) and unknown destinations (126,000 mts). Exports of 73,900 mts were down 46% from the previous week and 44% from the prior 4-week average. The destinations were to China (73,200 mts) and Mexico (700 mts).





## OILSEED COMPLEX

### ➤ Soybeans, Oil & Meal Export Shipments & Sales

#### Soybeans:

Net sales of 1,025,500 mts for 2021/2022 were up 53% from the previous week and 77% from the prior 4-week average. Increases primarily for China (540,200 mts, including 132,000 mts switched from unknown destinations and decreases of 2,600 mts), Mexico (345,300 mts, including decreases of 67,200 mts), Spain (105,900 mts, including 97,000 mts switched from unknown destinations), the Netherlands (84,200 mts, including 80,000 mts switched from unknown destinations and decreases 1,800 mts), and Japan (79,000 mts, including 70,500 mts switched from unknown destinations and decreases of 100 mts), were offset by reductions primarily for unknown destinations (405,800 mts). Net sales of 202,800 mts for 2022/2023 were reported for China (198,000 mts) and Japan (4,800 mts).

Exports of 1,594,100 mts were down 12% from the previous week, but up 1% from the prior 4-week average. The destinations were primarily to China (844,400 mts, including 138,300 mts - late), Mexico (111,200 mts), Spain (105,900 mts), Japan (89,900 mts), and the Netherlands (84,200 mts).

Export for Own Account: For 2021/2022, the current exports for own account outstanding balance is 3,000 mts, all Canada.

Late Reporting: For 2021/2022, export totaling 138,300 mts of soybeans were reported late to China.

#### Soybean Oil:

Net sales of 12,200 mts for 2021/2022 were down 61% from the previous week, but up 22% from the prior 4-week average. Increases were primarily for Mexico (5,000 mts), Venezuela (3,000 mts), the Dominican Republic (2,000 mts), and Canada (1,700 mts). Total net sales reductions of 100 mts for 2022/2023 were for Canada.

Exports of 49,900 mts--a marketing-year high--were up 1% from the previous week and 72% from the prior 4-week average. The destinations were primarily to India (33,000 mts), Colombia (7,100 mts), the Dominican Republic (5,000 mts), Jamaica (3,500 mts), and Mexico (1,000 mts).

#### Soybean Cake and Meal:

Net sales of 330,100 mts for 2021/2022 were up 5% from the previous week and up noticeably from the prior 4-week average. Increases primarily for Ecuador (70,900

### Top 5 importers<sup>1</sup> of U.S. soybeans

For the week ending 1/13/2022	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		
China	24,884	34,334	(28)	- 1,000 mt - 21,666
Mexico	3,514	3,643	(4)	4,754
Egypt	2,052	1,951	5	3,093
Indonesia	808	1,209	(33)	2,325
Japan	1,351	1,302	4	2,275
<b>Top 5 importers</b>	<b>32,609</b>	<b>42,439</b>	<b>(23)</b>	<b>34,113</b>
<b>Total U.S. soybean export sales</b>	<b>43,108</b>	<b>57,291</b>	<b>(25)</b>	<b>50,758</b>
% of projected exports	77%	93%		
change from prior week <sup>2</sup>	<b>671</b>	<b>1,818</b>		
<b>Top 5 importers' share of U.S. soybean export sales</b>	<b>76%</b>	<b>74%</b>		<b>67%</b>
<b>USDA forecast, January 2022</b>	<b>55,858</b>	<b>61,717</b>	<b>(9)</b>	

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

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

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

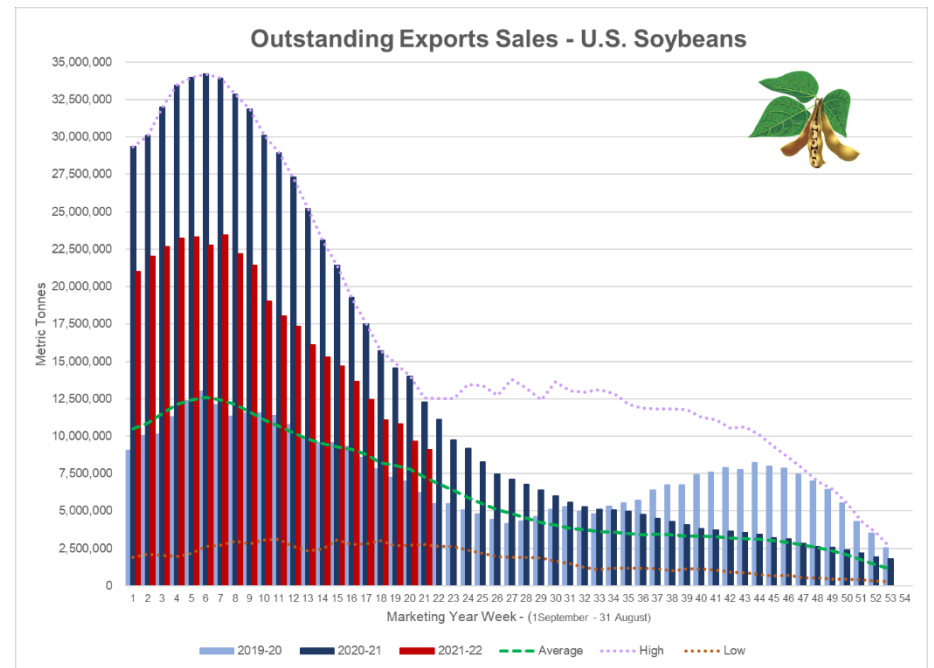
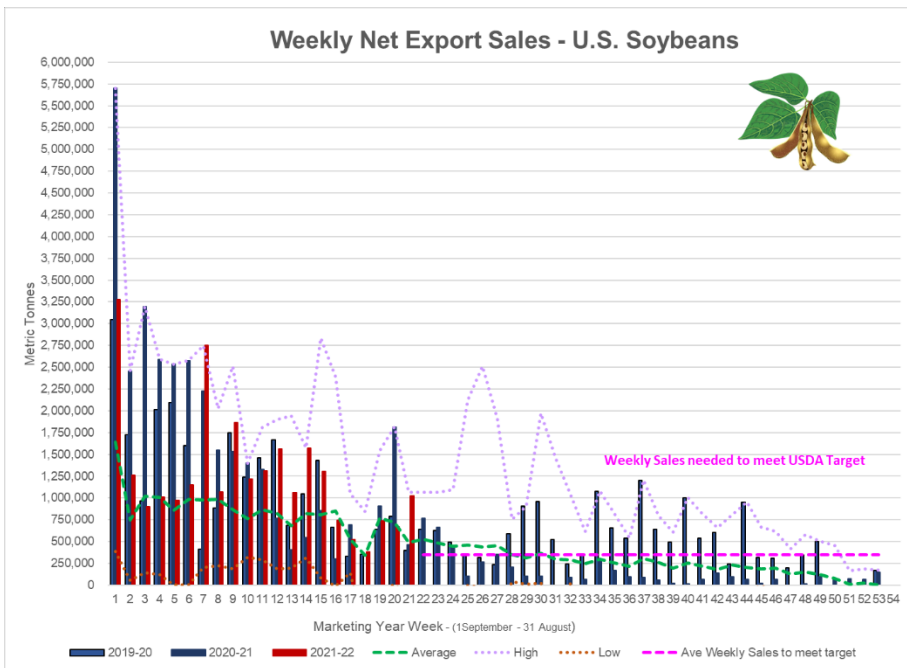
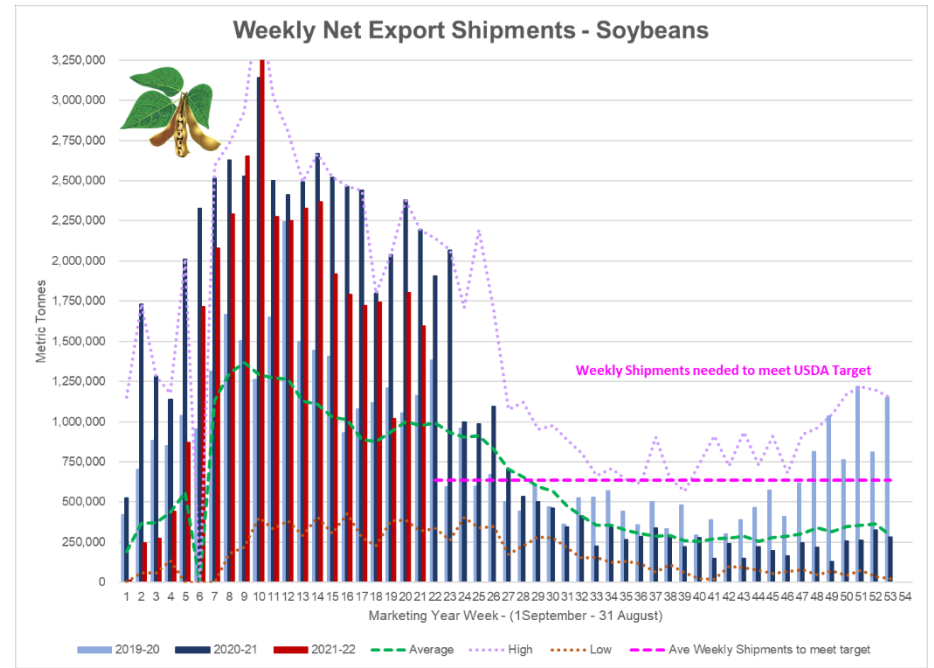
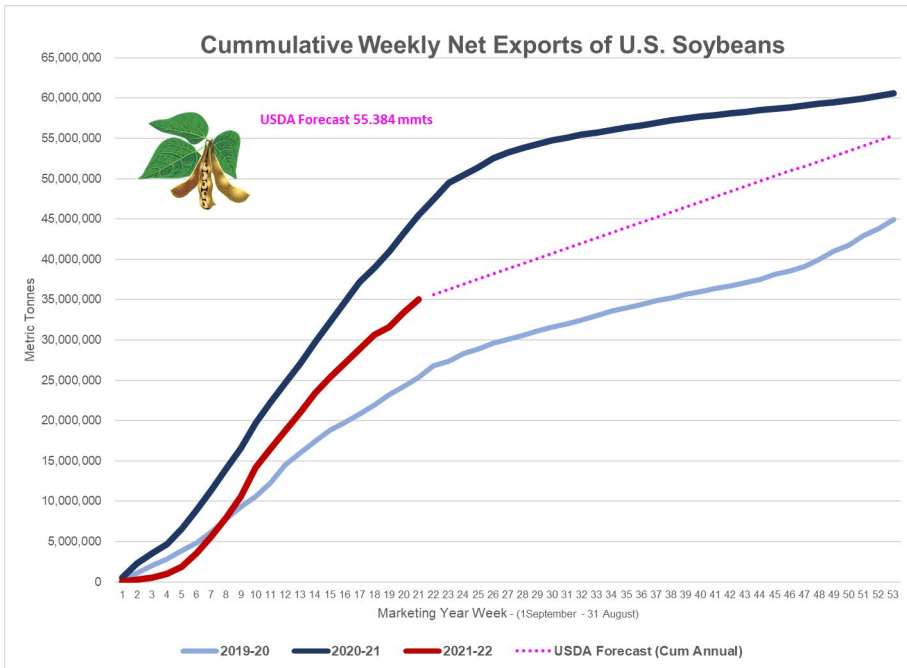
Note: A red number in parentheses indicates a negative number; mt = metric ton.

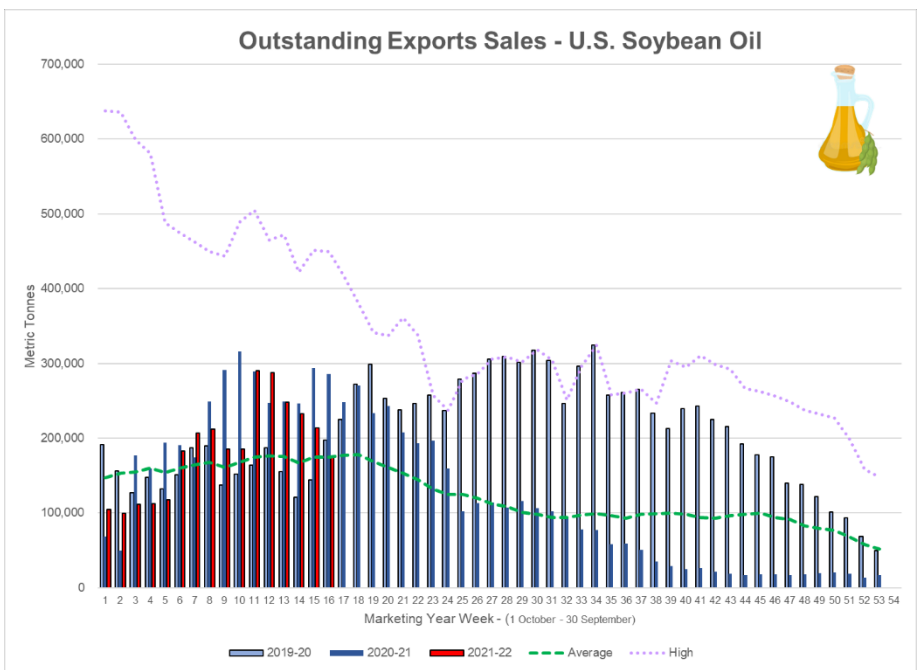
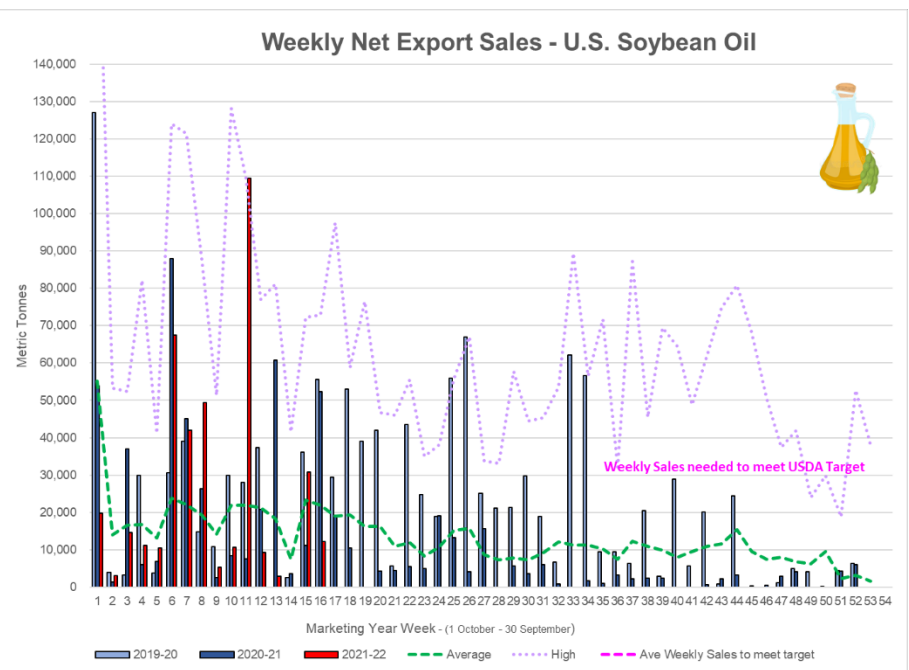
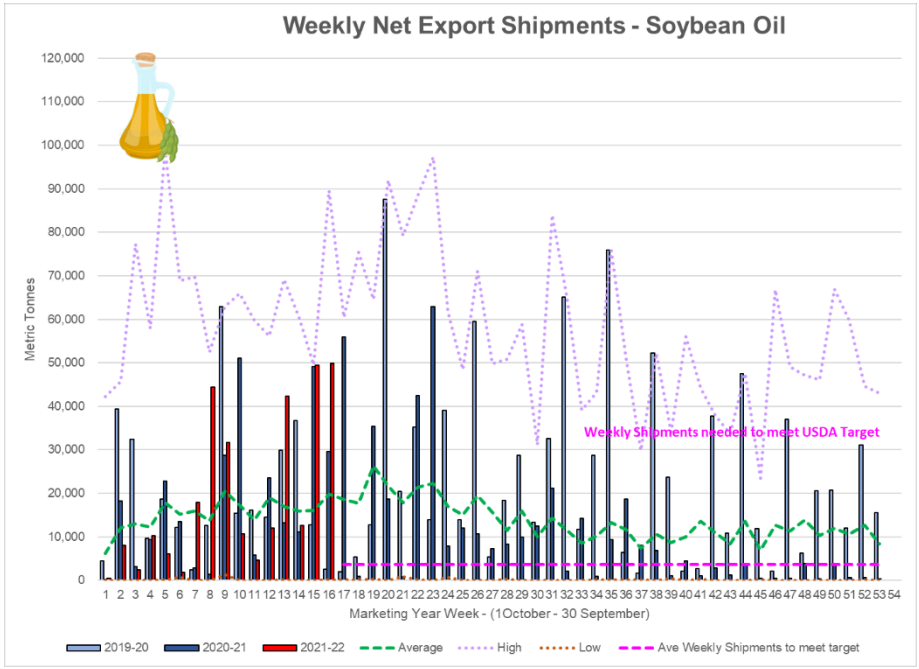
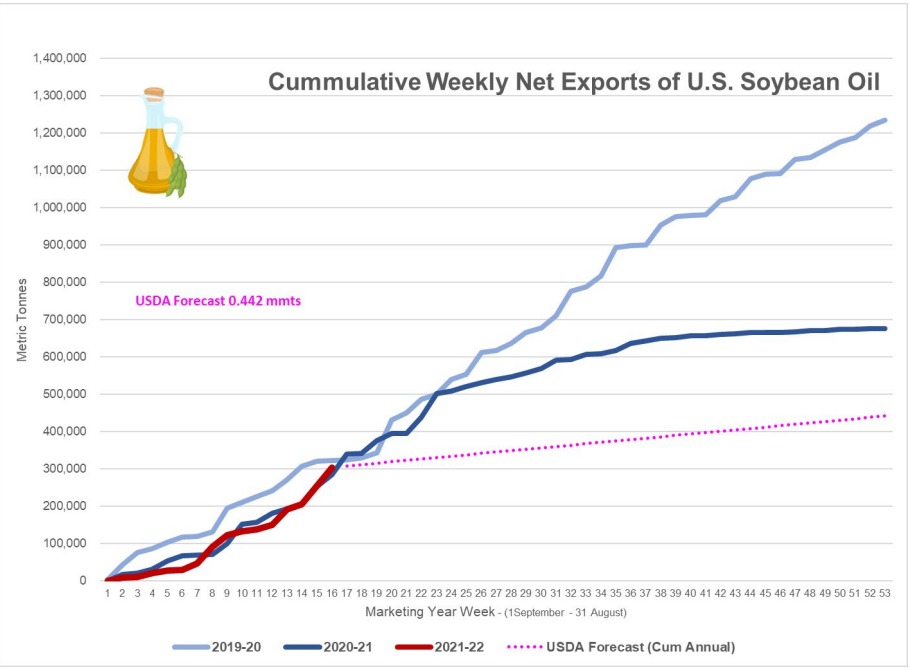
Source: USDA, Foreign Agricultural Service.

mts), Vietnam (50,000 mts switched from Thailand), the Philippines (48,800 mts), Honduras (37,000 mts), and Guatemala (36,700 mts), were offset by reductions primarily for Thailand (53,000 mts) and Mexico (44,300 mts). Net sales reductions of 99,000 mts for 2022/2023 resulting in increases for Canada (600 mts) and Japan (400 mts), were more than offset by reductions for Spain (100,000 mts).

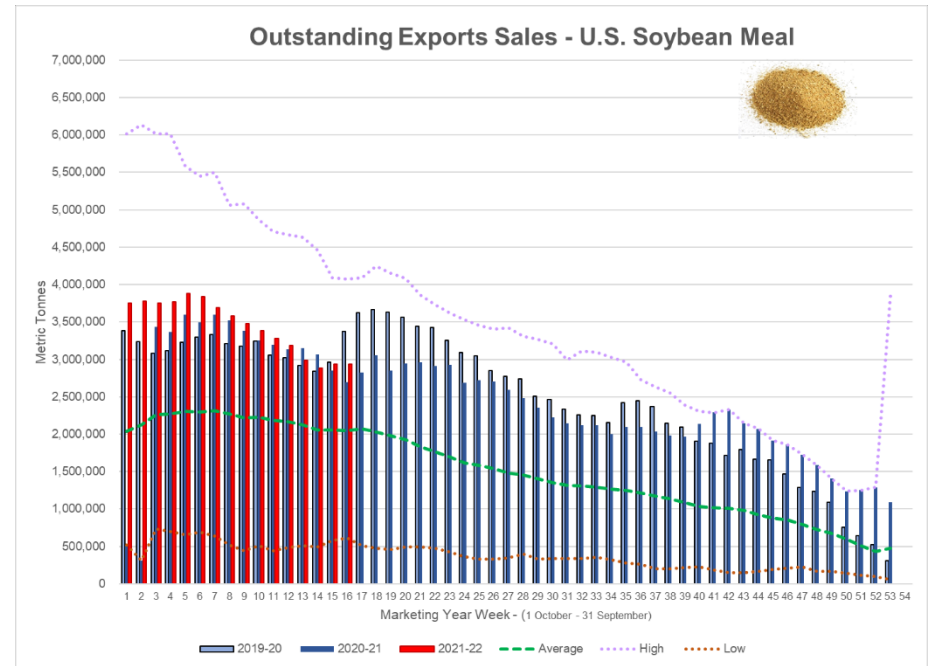
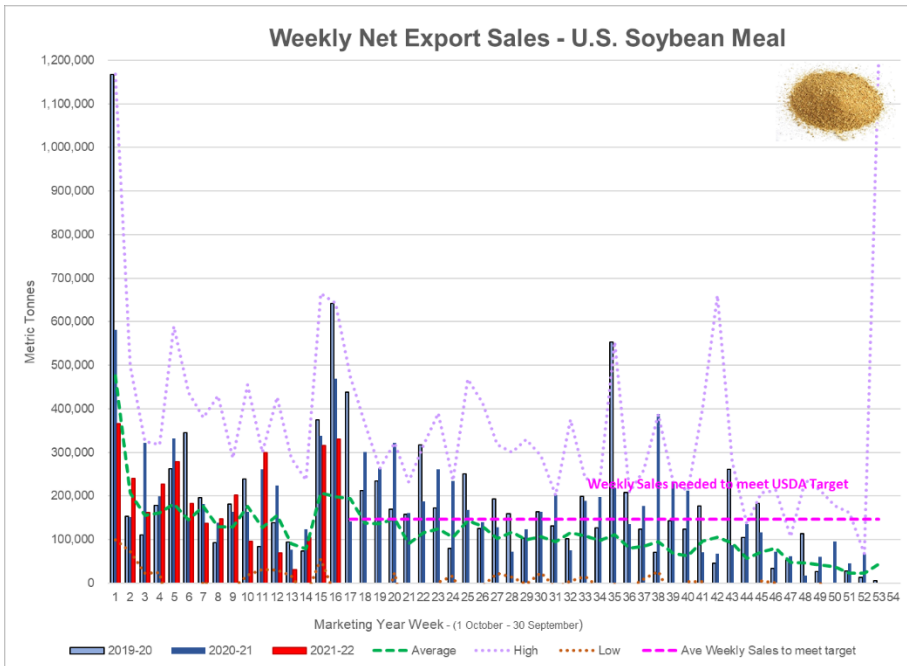
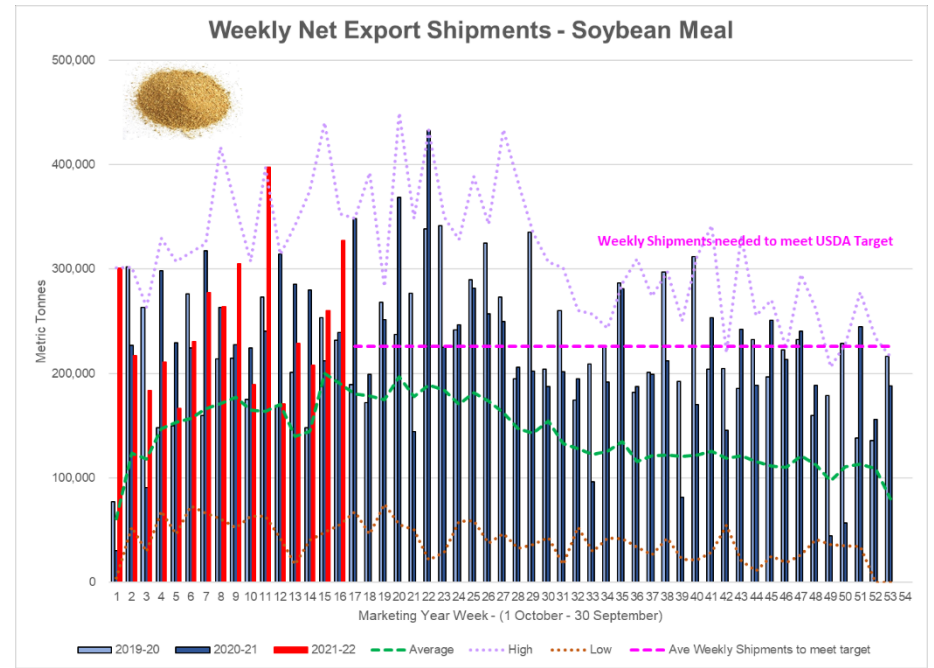
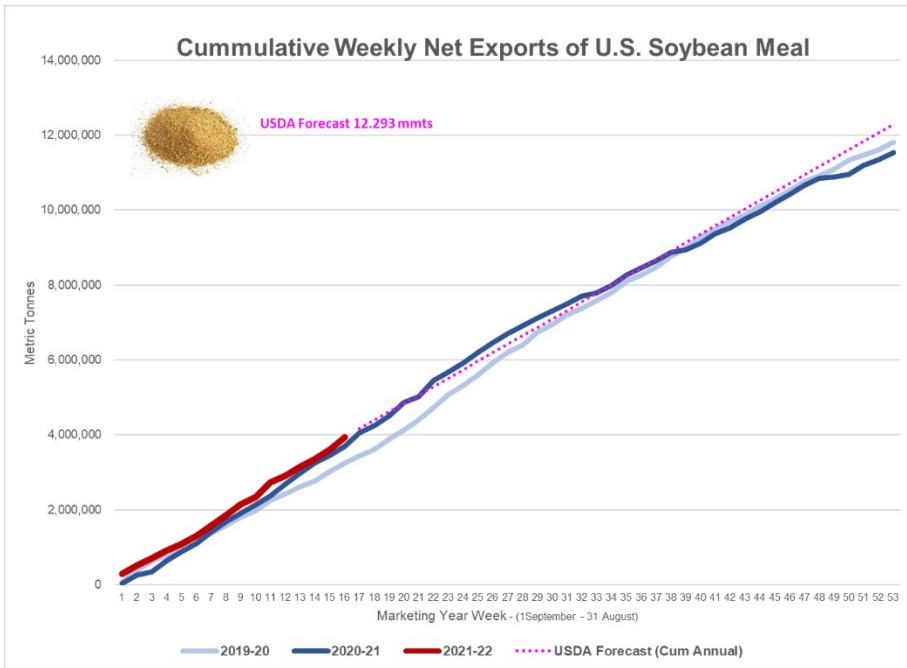
Exports of 327,100 mts were up 26% from the previous week and 51% from the prior 4-week average. The destinations were primarily to Ecuador (70,300 mts), the Philippines (51,700 mts), Denmark (48,700 mts), Thailand (47,000 mts), and Morocco (29,700 mts).

Optional Origin Sales: For 2021/2022, the current outstanding balance of 50,000 mts is for Venezuela.









# COTTON

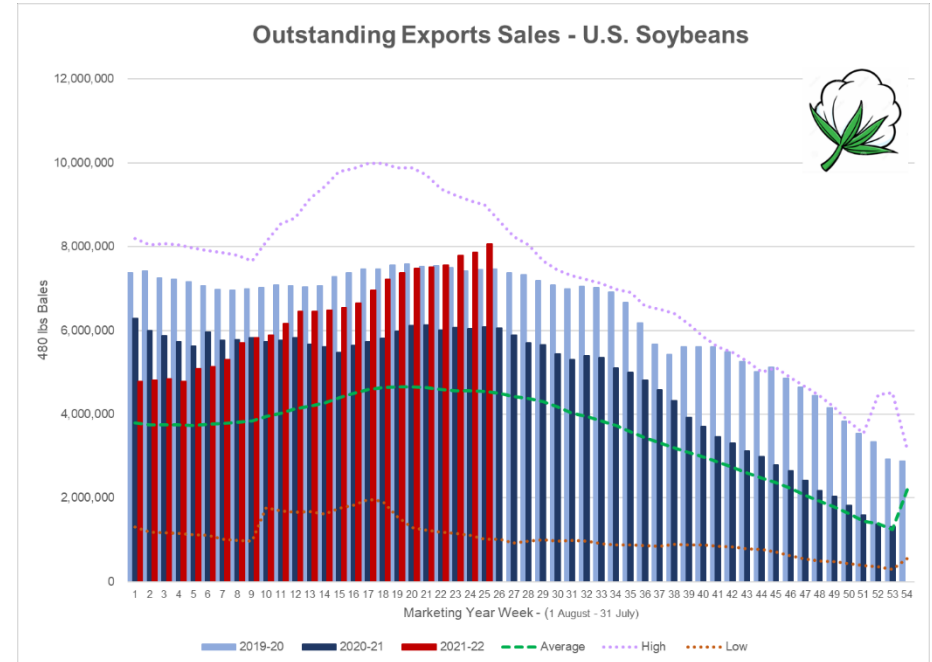
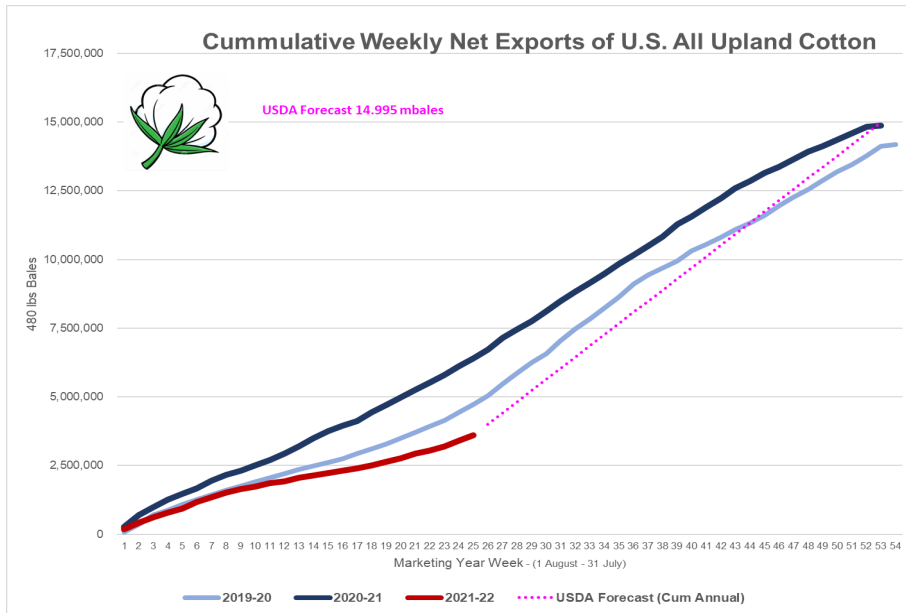
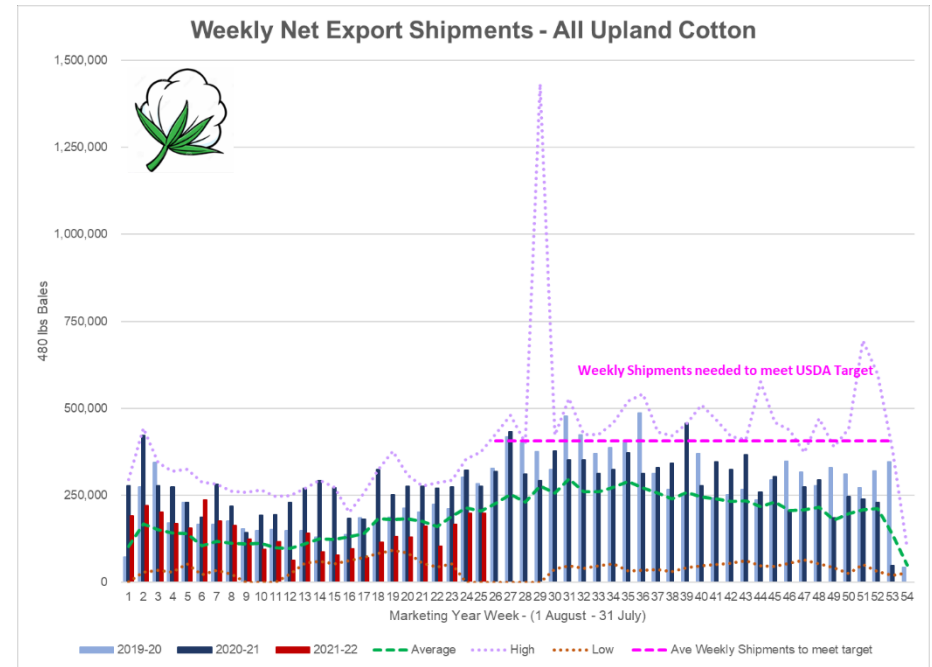
## ➤ Cotton Export Shipments & Sales

Net sales of 391,300 RB for 2021/2022 were up 43% from the previous week and 55% from the prior 4-week average. Increases primarily for Vietnam (132,900 RB, including 600 RB switched from South Korea and 400 RB switched from Japan), India (62,400 RB, including decreases of 3,500 RB), China (58,200 RB, including 8,400 RB switched from unknown destinations and decreases of 2,200 RB), Bangladesh (39,400 RB), and Pakistan (37,300 RB), were offset by reductions for unknown destinations (8,400 RB). Net sales of 106,800 RB for 2022/2023 were primarily for Indonesia (33,900 RB), Pakistan (22,900 RB), Guatemala (14,000 RB), Turkey (13,600 RB), and Honduras (9,700 RB). Exports of 197,900 RB were unchanged from the previous week, but up 25% from the prior 4-week average. The destinations were primarily to China (64,200 RB), Turkey (23,800 RB), Vietnam (23,300 RB), Pakistan (20,300 RB), and Mexico (15,700 RB). Net sales of Pima totaling 3,600 RB were down 5% from the previous week and 19% from the prior 4-week average. Increases were reported for India (1,700 RB), Vietnam (800 RB), China (800 RB), Japan (200 RB), and Mexico (100 RB).

Exports of 4,300 RB were down 43% from the previous week and 44% from the prior 4-week average. The destinations were primarily to India (1,700 RB), Peru (1,300 RB), China (700 RB), and Egypt (400 RB).

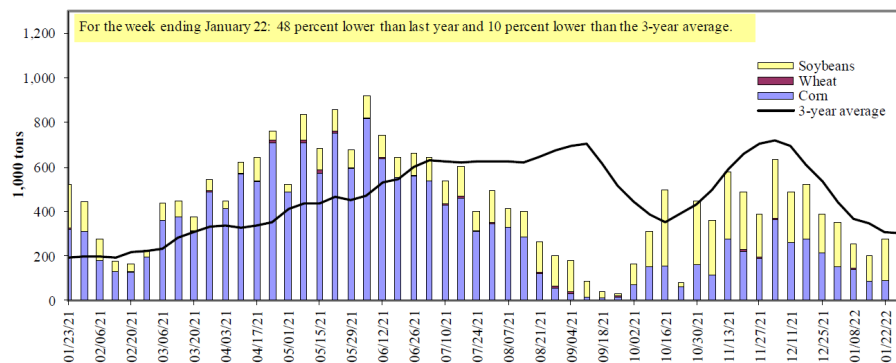
Optional Origin Sales: For 2021/2022, the current outstanding balance of 61,600 RB is for Vietnam (52,800 RB) and Pakistan (8,800 RB).

Exports for Own Account: For 2021/2022, the current exports for own account outstanding balance is 100 RB, all Vietnam.



## BARGE MOVEMENTS

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

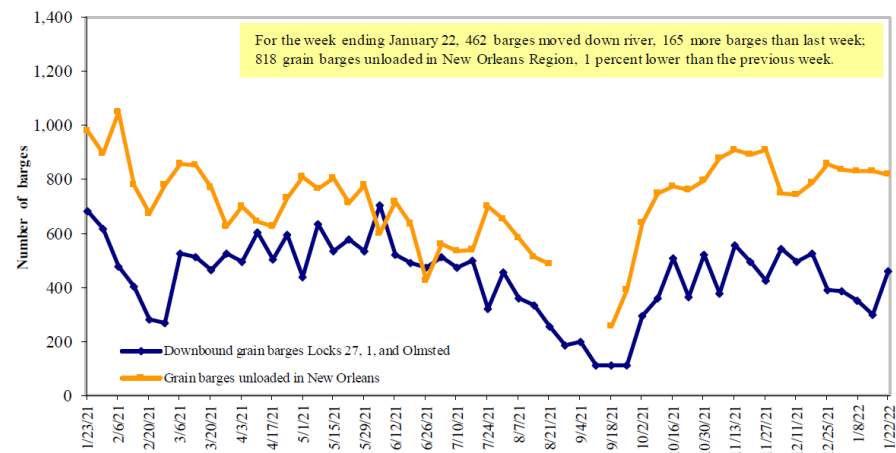


<sup>1</sup> The 3-year average is a 4-week moving average.

Source: U.S. Army Corps of Engineers.

For the week ending the 22<sup>nd</sup> of January, 462 grain barges moved down river, 165 more barges than the previous week. There were 818 grain barges unloaded in the New Orleans region, 1% lower than last week.

### 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.

### Barge grain movements (1,000 tons)

For the week ending 01/22/2022	Corn	Wheat	Soybeans	Other	Total
<b>Mississippi River</b>					
Rock Island, IL (L15)	0	0	0	0	0
Winfield, MO (L25)	24	6	13	0	43
Alton, IL (L26)	98	2	170	0	269
Granite City, IL (L27)	90	2	183	0	274
<b>Illinois River (La Grange)</b>	68	0	139	0	207
<b>Ohio River (Olmsted)</b>	218	12	229	0	459
<b>Arkansas River (L1)</b>	6	11	25	0	42
Weekly total - 2022	314	24	437	0	775
Weekly total - 2021	645	13	445	5	1,108
2022 YTD <sup>1</sup>	819	80	901	12	1,812
2021 YTD <sup>1</sup>	1,394	43	1,188	52	2,677
2022 as % of 2021 YTD	59	187	76	22	68
Last 4 weeks as % of 2021 <sup>2</sup>	58	174	80	37	69
<b>Total 2021</b>	<b>23,516</b>	<b>1,634</b>	<b>11,325</b>	<b>297</b>	<b>36,772</b>

<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.

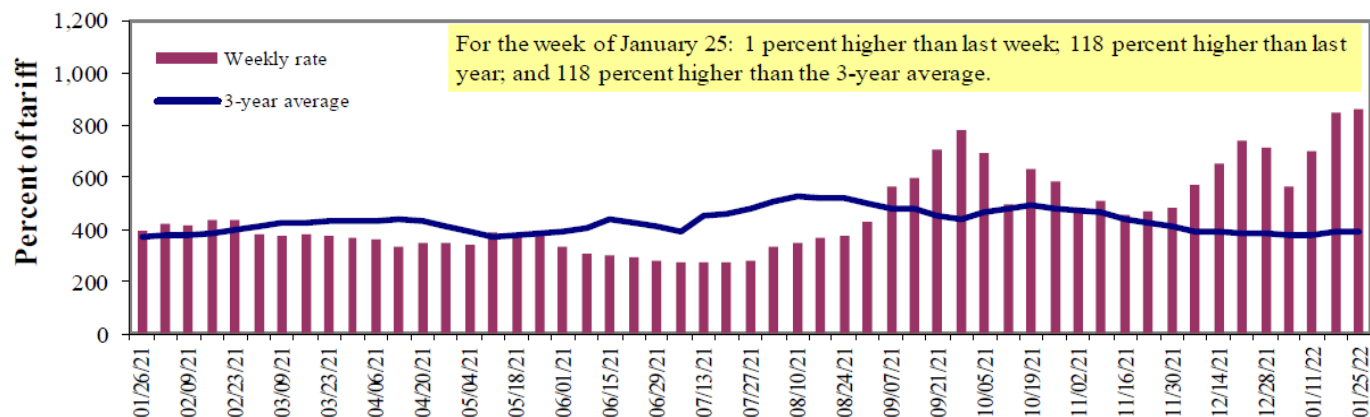
Severe winter weather has complicated shipping on many rivers. Freezing of the Mississippi River has continuously delayed the river's barge movements since early January.

On the St. Louis-to-Cairo section of the Lower Mississippi, freezing and low-water conditions currently slow operations and require reduced tow sizes. On the Illinois River, since the second week of January, locks have required ice coupling (i.e., a way of connecting barges to one another with freezing water), and operators have reduced tow sizes there as well.

On the Ohio River, barge movements have been delayed by high-water conditions in the Ohio Valley, as well as by snow and ice in Cincinnati and elsewhere on the upper part of the river. Since the second week of January, high spot barge rates have reflected these multiple, widespread logistical challenges.

The barge industry is operating with extreme caution and preparing for unfavorable weather and water conditions for the rest of January.

## 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.

## 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>	1/25/2022	-	-	860	775	770	770	625
	1/18/2022	-	-	850	730	725	725	575
<b>\$/ton</b>	1/25/2022	-	-	39.90	30.92	36.11	31.11	19.63
	1/18/2022	-	-	39.44	29.13	34.00	29.29	18.06
<b>Current week % change from the same week:</b>								
	Last year	-	-	118	174	134	134	145
	3-year avg. <sup>2</sup>	-	-	118	163	135	135	129
<b>Rate<sup>1</sup></b>	February	-	-	710	578	625	625	468
	April	495	490	471	386	390	390	322

### Benchmark Tariff Rates

Calculating barge rate per ton:

Select applicable index from market quotes are included in tables on this page.

The 1976 benchmark rates per ton are provided in map.

**(Rate \* 1976 tariff benchmark rate per ton)/100**

<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.

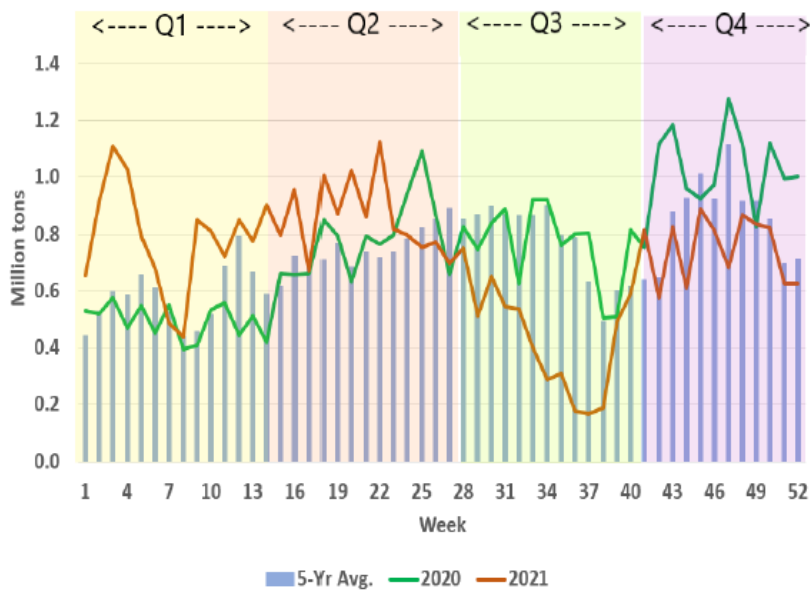
Source: USDA, Agricultural Marketing Service.

➤ **Review of 2021 Barged Grain Movements and Rates**

27 Jan 2022 USDA GTR - Following a strong performance in late 2020, barged grain volumes continued high in the first half of 2021. However, weekly movements declined sharply in the third quarter, falling far below 2020 levels and the previous-5-year average (2016-20). Despite a modest recovery in the fourth quarter, tonnages were notably lower than in fourth quarter 2020. Total 2021 downbound barged grain movements were 36.8 million tons, 8% lower than in 2020 and 4% lower than the 5-year average.<sup>1</sup> In the first half of 2021, St. Louis barge spot rates followed their historical trend, but rose more sharply than usual in the third and fourth quarters. The steep rise mostly reflected limited barge supply and logistical challenges related to Hurricane Ida. This article briefly explores the factors influencing barge movements and spot freight rates during 2021.

**Initial High Volumes Plunged in Latter Half of 2021**

**Figure 1. Weekly downbound barged grain movements**

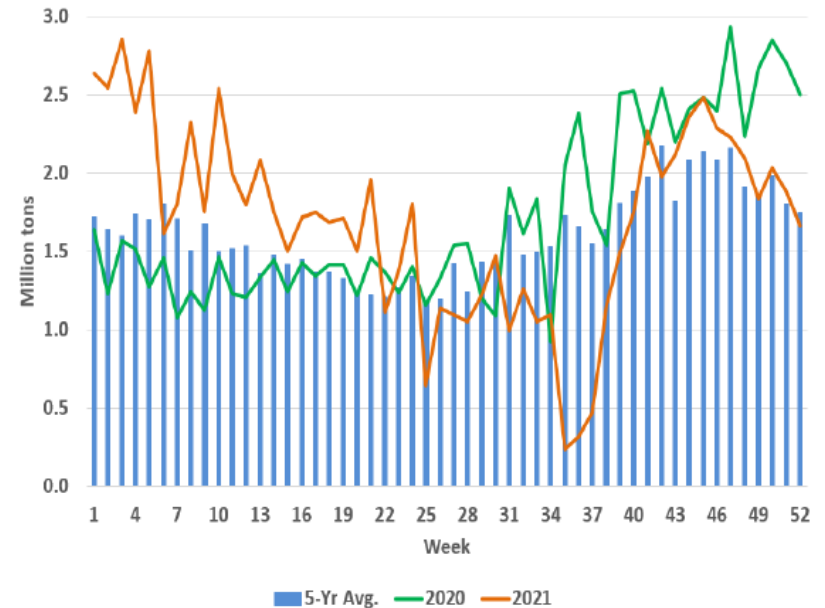


Source: U.S. Army Corps of Engineers, LPMS Data.

In 2020, high U.S. crop production and strong export demand (mostly from China) stimulated record-high tonnages, which persisted for the first half of 2021. Despite the typical winter closures of the Upper Mississippi River Navigation System, weekly barged grain movements reached a record high in mid-January (1.1 million tons). After river traffic stalled in late January and most of February, weekly volumes quickly rebounded. Weekly volumes rose in March and trended even higher than the 5-year average from March until the first week of June (week 23) (fig. 1). For the week ending July 3, 2021, year-to-date (YTD) downbound barged grain volumes on the Mississippi

River reached 21.5 million tons, a record high since at least 2003—31% higher than the same week in 2020 and 27% higher than the 5-year average.

**Figure 2. Weekly grain inspections, Mississippi Gulf**



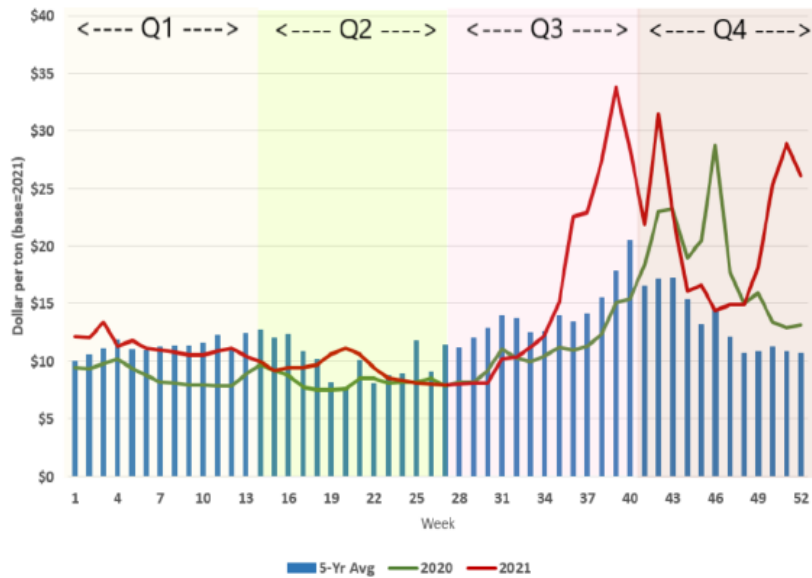
Source: USDA, Federal Grain Inspection Service

However, despite starting strong, third-quarter 2021 weekly volumes soon fell sharply—more sharply than their historical pattern, because of low stocks (depleted by high January-June grain exports) and Hurricane Ida. On August 29, the storm’s landfall decisively ended 2021’s strong barged grain movements: the storm damaged the New Orleans region’s electrical distribution system, as well as the barge fleet and shoreside infrastructure. These setbacks introduced new logistical challenges and exacerbated existing shortages of barges and labor. As a result, barge operations and grain inspections in the Lower Mississippi River region mostly halted at the beginning of the harvest season. By mid-September, weekly barged grain movements dropped to a record-low 169,000 tons. Third-quarter 2021 weekly grain inspections in the Mississippi Gulf (a proxy for demand for Mississippi River downbound grain barges) mirrored the decline of grain movements. Weekly total inspections volumes had reached their annual peak in January, then gradually declined, bottoming at 238,000 tons in mid-September, roughly 2 million tons less than in the same week in 2020.

Recovering faster than movements, fourth-quarter Mississippi Gulf grain inspections totaled 23 million tons—18% less than 2020, but 5% higher than the 5-year average.

**Limited Supply Spurred High Rates In Second Half of 2021**

**Figure 3. Barge freight spot rates (St. Louis)**



Source: USDA, Transportation and Marketing Program.

From November of 2020 through the first half of 2021, St. Louis barge spot rates trended slightly downward (fig. 3). However, in mid-August, rates started escalating, peaking at \$33.7/per ton in early October. For the rest of the fourth quarter, rates oscillated between \$14/per ton and \$30/per ton. For the majority of the second half of 2021, rates were above the 5-year average.

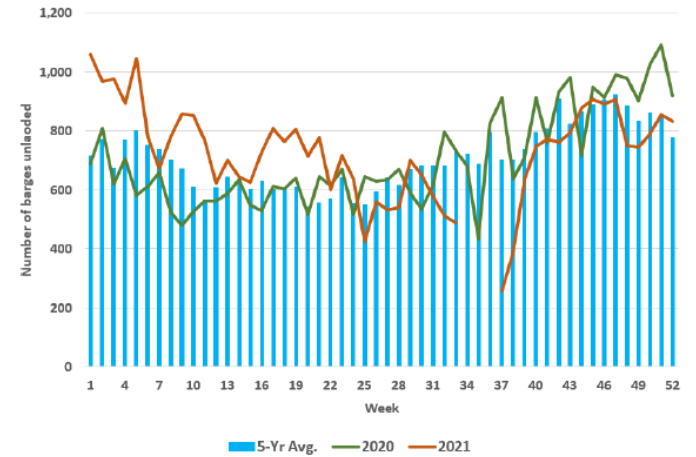
(compared to 2020 and the 5-year average), unusually elevated demand, and ongoing logistical issues. Many empty northbound barges did not reach their intended St. Louis-area destinations during the harvest season (fig. 4b). The relative scarcity of empty barges, along with high demand to move new crops, explains the irregularly high fourth-quarter spot rates.

**Looking Forward**

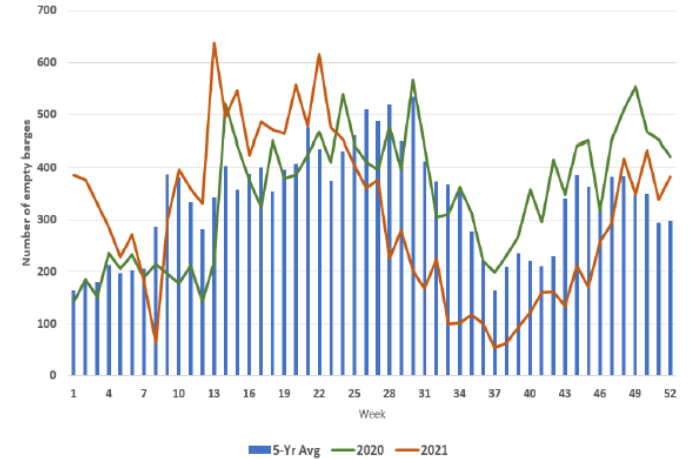
In 2021, the barged grain market performed unevenly. Despite a lackluster showing in the second half of 2021, the barge industry is optimistic for the rest of marketing year 2021/22, as grain sales and export demand remain healthy. However, a variety of factors could alter market

conditions, such as new Covid-19 variants, harvests in South America, new developments with U.S. trade partners and competitors, changing trade and monetary policies, and shifting domestic demand for ethanol production and soybean crush.

**Figure 4a. Number of barges unloaded in Gulf**



**Figure 4b. Number of empty barges locking through Mississippi Locks and Dam 27**



Source: U.S. Army Corps of Engineers, LPMS Data.

By the fourth quarter, the number of barges unloaded had mostly recovered from the storm's aftermath (fig. 4a). Nonetheless, several factors suggested the storm's aftermath continued, including the relatively few empty barges locking through Mississippi Lock 27

➤ **Current Barge Freight Rates**

**IL RIVER FREIGHT**

	<b>1/26/2022</b>	<b>1/27/2022</b>
wk 1/23	850/900	850/900
wk 1/30	800/850	800/850
wk 2/6	750/800	750/800
wk 2/13	700/750	700/750
wk 2/20	625/675	625/675
wk 2/27	575/625	575/625
Mar	525/550	550/575
April	475/525	500/550
May	400/450	425/450
June	400/425	400/450
July	400/425	400/450
August	450/500	450/500
Sept	525/575	550/600
Oct	600/650	625/650

**UPPER MISSISSIPPI**

**ST PAUL/SAVAGE**

	<b>1/26/2022</b>	<b>1/27/2022</b>
wk 1/23	out	out
wk 1/30	out	out
wk 2/6	out	out
wk 2/13	out	out
wk 2/20	out	out
wk 2/27	out	out
Mar	out	out
April	500/525	525/575
May	475/525	500/525
June	450/500	475/525
July	450/500	475/525
August	450/500	500/550
Sept	550/600	575/625
Oct	625/675	650/700

**MID MISSISSIPPI**

**McGregor**

	<b>1/26/2022</b>	<b>1/27/2022</b>
wk 1/23	out	out
wk 1/30	out	out
wk 2/6	out	out
wk 2/13	out	out
wk 2/20	out	out
wk 2/27	out	out
Mar	out	out
April	450/475	500/550
May	400/450	450/475
June	400/425	425/450
July	400/425	425/450
August	450/500	450/500
Sept	550/600	575/625
Oct	600/650	625/650

**ST LOUIS BARGE**

**FREIGHT 14'**

	<b>1/26/2022</b>	<b>1/27/2022</b>
wk 1/23	750/800	750/800
wk 1/30	700/750	700/750
wk 2/6	650/700	650/700
wk 2/13	600/650	600/650
wk 2/20	550/600	550/600
wk 2/27	500/550	500/550
Mar	450/500	450/500
April	400/450	400/450
May	350/375	350/375
June	325/375	325/375
July	325/375	325/375
August	375/400	375/400
Sept	475/525	500/575
Oct	525/550	525/575

**LOWER**

**OHIO RIVER**

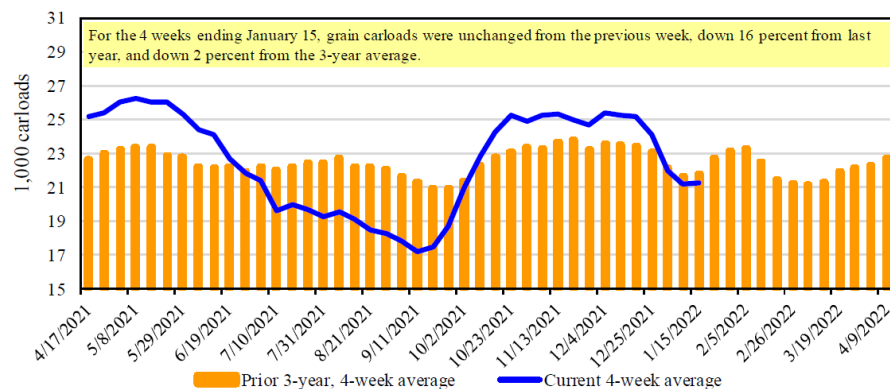
	<b>1/26/2022</b>	<b>1/27/2022</b>
wk 1/23	750/800	750/800
wk 1/30	700/750	700/750
wk 2/6	650/700	650/700
wk 2/13	600/650	600/650
wk 2/20	525/575	525/575
wk 2/27	475/525	475/525
Mar	450/500	475/500
April	400/425	425/450
May	375/400	400/425
June	350/375	375/425
July	350/375	375/425
August	350/375	400/450
Sept	500/550	550/600
Oct	600/650	625/675

**MEMPHIS CAIRO**

	<b>1/26/2022</b>	<b>1/27/2022</b>
wk 1/23	575/625	575/625
wk 1/30	550/600	550/600
wk 2/6	500/550	500/550
wk 2/13	450/500	450/500
wk 2/20	400/450	400/450
wk 2/27	400/450	400/450
Mar	375/425	375/425
April	325/350	325/350
May	300/325	300/325
June	300/325	300/325
July	300/325	300/325
August	375/425	375/425
Sept	500/525	525/550
Oct	500/525	525/550

## RAIL MOVEMENTS

### Total weekly U.S. Class I railroad grain carloads

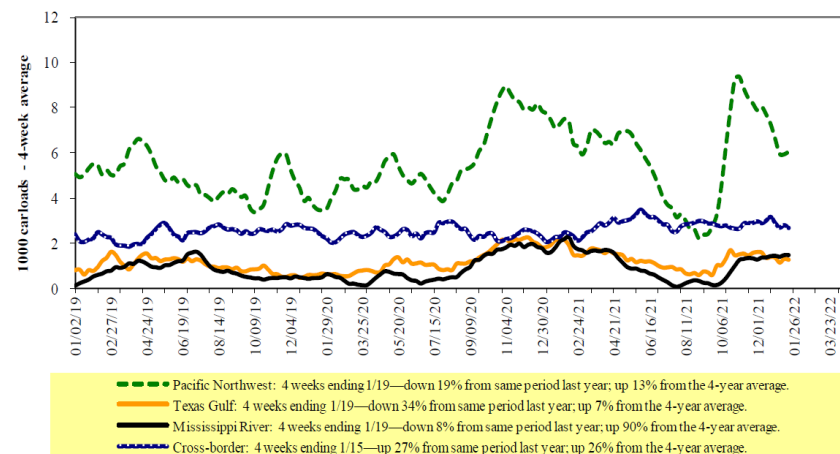


Source: Association of American Railroads.

U.S. Class I railroads originated 24,344 grain carloads during the week ending the 15<sup>th</sup> of January. This was a 11% increase from the previous week, 12% fewer than last year, and 2% more than the 3-year average.

Average February shuttle secondary railcar bids/offers (per car) were \$1,258 above tariff for the week ending January 20. This was \$83 less than last week and \$871 more than this week last year. There were no non-shuttle bids/offers this week.

### Rail deliveries to port



Source: USDA, Agricultural Marketing Service.

### 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			
1/19/2022 <sup>p</sup>	1,470	1,592	7,366	759	11,187	1/15/2022	2,934
1/12/2022 <sup>r</sup>	1,557	1,211	6,670	735	10,173	1/8/2022	3,700
2022 YTD <sup>f</sup>	3,027	2,803	14,036	1,494	21,360	2022 YTD	6,634
2021 YTD <sup>f</sup>	3,373	4,372	14,151	2,163	24,059	2021 YTD	3,665
2022 YTD as % of 2021 YTD	90	64	99	69	89	% change YTD	181
Last 4 weeks as % of 2021 <sup>2</sup>	92	66	81	62	79	Last 4wks. % 2021	127
Last 4 weeks as % of 4-year avg. <sup>2</sup>	190	107	113	136	121	Last 4wks. % 4 yr.	126
Total 2021	54,982	69,213	311,407	22,567	458,169	Total 2021	147,859
Total 2020	45,294	64,116	299,882	24,458	433,750	Total 2020	128,714

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

<sup>2</sup>Compared with same 4-weeks in 2021 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.

### BN SHUTTLE Bid/Ask/Last

LH January	1200 / -	1000 / -
February	1200 / 1400	1000 / 1400
March	450 / 800	450 / 800
April	0 / 250	0 / 200
May	-150 / 0	-150 / 0
June, July	- / -100	- / -100
August	- / -100	- / -100
September	- / 100	- / 200
October	1000 / 1400	800 / 1800
Oct, Nov, Dec	400 / 1000	400 / 900

### UP SHUTTLE Bid/Ask/Last

L/H January	1000 / -	1200 / -
FH February	1000 / 1500	1000 / 1500
LH February	500 / 1300	500 / 1300
March	300 / 700	300 / 700
April, May	0 / 200	0 / 200
June, July	-200 / 0	-200 / 0
October	700 / 1500	700 / 1500
Oct, Nov, Dec	400 / 800	400 / 800
Jan, Feb, Mar	- / 600	- / 600



## ➤ Service Issues Contribute to High Prices in Secondary Railcar Market

Bids for shuttle service in the secondary railcar market have been high recently. They peaked at \$3,100 per car for BNSF Railway (BNSF) and \$2,400 for Union Pacific Railroad (UP) for the week ending January 6<sup>th</sup>.

For the week ending January 20<sup>th</sup> (the latest week of data), bids for service in February averaged \$1,258 across BNSF and UP.

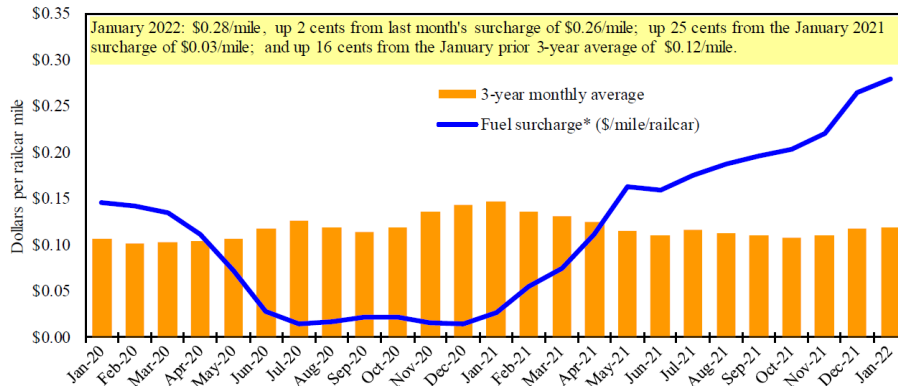
Both railroads have reported poor service metrics to the Surface Transportation Board in recent weeks (also available on USDA's Agricultural Transportation Open Data Platform).

For the week ending January 19<sup>th</sup>, when averaged across the two railroads, grain train speeds were down 4% from the prior-3-year average for the same week. Similarly, compared to the prior-3-year average for the same week, the railroads' grain train origin dwell times were up 151%, while their reported number of unfilled grain car orders included 1,383 more cars, an increase of 414%.

In its January 21<sup>st</sup> Network Update, BNSF reported some improvements to its service, but still faces challenging operating environments in its North Region, spanning the Upper Midwest to the Pacific Northwest (PNW). According to BNSF, a mix of extreme weather—including Arctic temperatures and heavy snow and rain in PNW—has required shorter trains and resulted in multiple outages in the region.

## DIESEL FUEL PRICES

### 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.

For the week ending the 24<sup>th</sup> of January, the U.S. average diesel fuel price increased 5.5 cents from the previous week to \$3.78/gallon, 106.4 cents above the same week last year.

At \$3.656/gallon, the average Midwest diesel price increased 17.9 cents in the past 3 weeks.

### Retail on-highway diesel prices, week ending 1/24/2022 (U.S. \$/gallon)

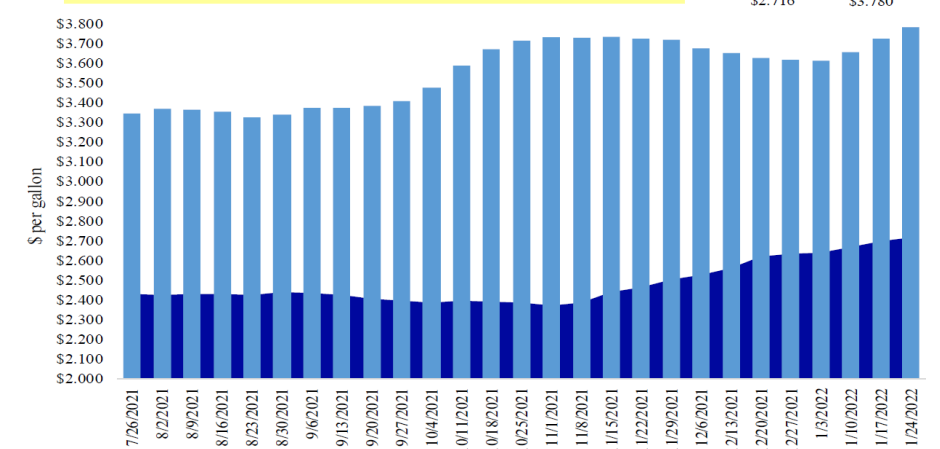
Region	Location	Price	Change from	
			Week ago	Year ago
I	East Coast	3.781	0.062	1.018
	New England	3.777	0.079	0.996
	Central Atlantic	3.934	0.057	0.992
	Lower Atlantic	3.686	0.062	1.044
II	Midwest	3.656	0.053	1.000
III	Gulf Coast	3.531	0.068	1.048
IV	Rocky Mountain	3.698	0.020	1.085
V	West Coast	4.490	0.039	1.314
	West Coast less California	4.110	0.043	1.294
	California	4.824	0.035	1.347
Total	United States	3.780	0.055	1.064

<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.

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

For the week ending January 24, the U.S. average diesel fuel price increased 5.5 cents from the previous week to \$3.78 per gallon, 106.4 cents above the same week last year.



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