U.S. Selected Exports, Trade and Transportation

Wheat, Corn, Grain Sorghum, Cotton and Soybean Complex

17th May 2024

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/gtr

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

Contents

- **This summary based on reports for the 10th to the 17th of May 2024**
- **Outstanding Export Sales (Unshipped Balances) on the 9th of May 2023**
- **Export Shipments in Current Marketing Year**
- **Daily Sales Reported for the 10th to the 17th of May 2024**

U.S. EXPORT ACTIVITY

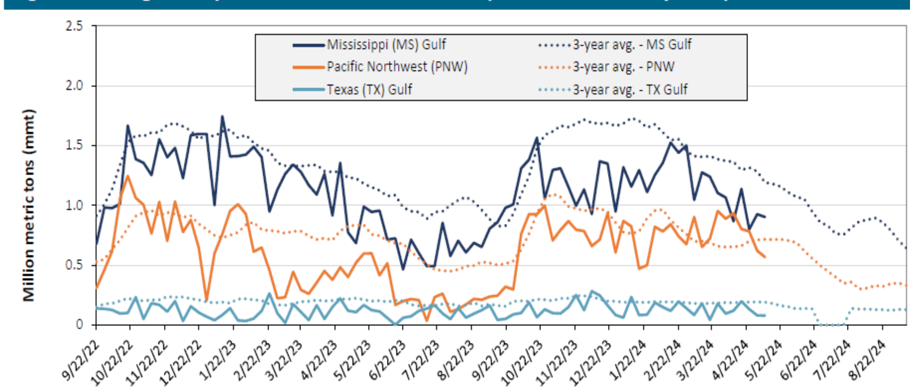
Export Sales

For the week ending May 2, unshipped balances of wheat, corn, and soybeans for marketing year 2023/24 totaled 18.60 mmts, down 3% from last week and up 7% from the same time last year.

- Net weekly wheat export sales were 0.041, up significantly from last week.
- Net corn export sales for MY 2023/24 were 0.89 mmts, up 17% from last week.
- Net soybean export sales were 0.43 mmts, up 4% from last week.

Vessel Loadings

Figure 16. U.S. grain inspections for U.S. Gulf and PNW (wheat, corn, and soybeans)



Source: USDA, Federal Grain Inspection Service.

Table 12. U.S. export balances and cumulative exports (1,000 metric tons)

Grain Exports		Wheat: Hard red winter (HRW)	Wheat: Soft red winter (SRW)	Wheat: Hard red spring (HRS)	Wheat: Soft white wheat (SWW)	Wheat: Durum	Wheat: All wheat	Corn	Soybeans	Total
Current unshipped (outstanding) export sales	For the week ending 5/2/2024	440	382	525	392	27	1,766	13,180	3,658	18,603
	This week year ago	483	368	729	549	113	2,241	11,877	3,285	17,403
	Last 4 wks. as % of same period 2022/23	117	152	101	89	22	106	117	108	114
Current shipped (cumulative) exports sales	2023/24 YTD	3,159	3,912	5,904	3,597	500	17,072	34,444	38,679	90,195
	2022/23 YTD	4,637	2,560	5,023	4,127	340	16,687	26,517	47,423	90,627
	YTD 2023/24 as % of 2022/23	68	153	118	87	147	102	130	82	100
	Total 2022/23	4,872	2,695	5,382	4,414	395	17,759	39,469	52,208	109,435
	Total 2021/22	7,172	2,786	5,254	3,261	196	18,669	59,764	57,189	135,622

Note: The marketing year for wheat is Jun. 1 to May 31 and, for corn and soybeans, Sep. 1 to Aug. 31. YTD = year-to-date; wks. = weeks.
Source: USDA, Foreign Agricultural Service.

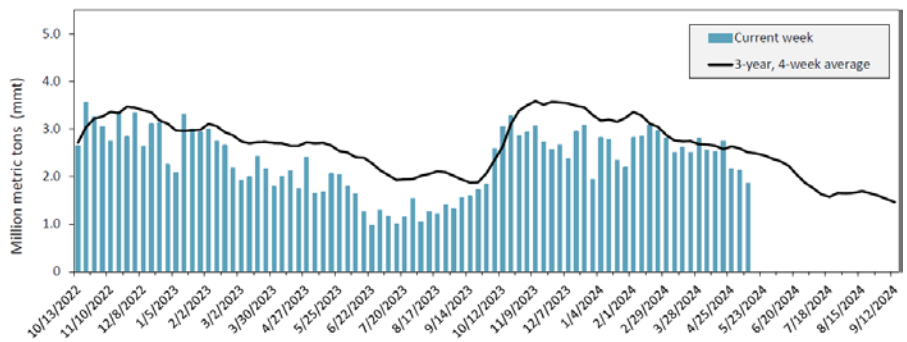
Table 17. Weekly port region grain ocean vessel activity (number of vessels)

Date	Gulf			Pacific Northwest
	In port	Loaded 7-days	Due next 10-days	In port
5/9/2024	14	27	29	7
5/2/2024	19	26	31	7
2023 range	(8...38)	(17...34)	(21...56)	(1...24)
2023 average	22	26	39	10

Note: The data are voluntarily submitted and may not be complete.
Source: USDA, Agricultural Marketing Service.

Export Inspections

Figure 15. U.S. grain inspected for export (wheat, corn, and soybeans)



Notes: 3-year average consists of 4-week running average.
Source: USDA, Federal Grain Inspection Service.

GRAINS INSPECTED AND/OR WEIGHED FOR EXPORT

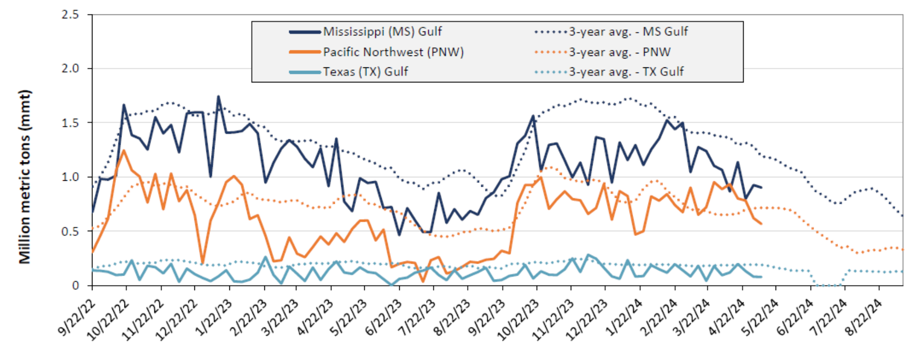
Week Ending the 9th of May 2024

	----------- WEEK ENDING	----------		PREVIOUS MARKET YEAR	CURRENT MARKET YEAR
GRAIN	05/09/2024	05/02/2024	05/11/2023	TO DATE	TO DATE
BARLEY	648	0	0	2,828	2,154
CORN	937,729	1,299,008	1,173,783	33,933,661	26,051,611
FLAXSEED	0	24	0	48	200
MIXED	0	0	0	572	0
OATS	0	0	0	3,994	6,686
RYE	0	0	0	72	0
SORGHUM	140,105	137,094	52,853	4,720,396	1,520,609
SOYBEANS	406,052	358,082	190,437	39,537,565	48,045,679
SUNFLOWER	480	288	0	6,005	2,508
WHEAT	366,339	338,874	263,439	17,648,464	18,735,764
Total	1,851,353	2,133,370	1,680,512	95,853,605	94,365,211

CROP MARKETING YEARS BEGIN JUNE 1st FOR WHEAT, RYE, OATS, BARLEY AND FLAXSEED, SEPTEMBER 1st FOR CORN, SORGHUM, SOYBEANS AND SUNFLOWER SEEDS. INCLUDES WATERWAY SHIPMENTS TO CANADA.
Source: https://www.ams.usda.gov/mnreports/wa_gr101.txt

- For the week ending the 9th of May, 27 oceangoing grain vessels were loaded in the Gulf—42% more than the same period last year.
- Within the next 10 days (starting the 10th of May), 29 vessels were expected to be loaded—28% fewer than the same period last year.
- As of the 9th of May, the rate for shipping a metric ton (mt) of grain from the U.S. Gulf to Japan was $63.50, 2% more than the previous week.
- The rate from the Pacific Northwest to Japan was $34.00 per mt, 2% more than the previous week.

Figure 16. U.S. grain inspections for U.S. Gulf and PNW (wheat, corn, and soybeans)



Source: USDA, Federal Grain Inspection Service.

Week ending 05/09/24 inspections (mmt):
MS Gulf: 0.9
PNW: 0.57
TX Gulf: 0.08

Percent change from:	MS Gulf	TX Gulf	U.S. Gulf	PNW
Last week	down 3	un-changed	down 2	down 9
Last year (same 7 days)	up 53	down 41	up 35	up 20
3-year average (4-week moving average)	down 24	down 58	down 29	down 21

Table 16. Grain inspections for export by U.S. port region (1,000 metric tons)

Port regions	Commodity	For the week ending 05/09/2024	Previous week*	Current week as % of previous	2024 YTD*	2023 YTD*	2024 YTD as % of 2023 YTD	Last 4-weeks as % of:		2023 total*
								Last year	Prior 3-yr. avg.	
Pacific Northwest	Corn	354	379	93	6,961	2,401	290	146	106	5,267
	Soybeans	0	44	0	2,502	3,334	75	33	30	10,286
	Wheat	144	130	111	3,818	3,662	104	181	96	9,814
	All Grain	**567**	**620**	**91**	**14,107**	**9,593**	**147**	**155**	**97**	**25,913**
Mississippi Gulf	Corn	421	619	68	9,293	9,795	95	89	65	23,630
	Soybeans	303	188	161	10,202	11,624	88	98	98	26,878
	Wheat	178	118	151	2,269	1,013	224	236	190	3,335
	All Grain	**902**	**926**	**97**	**21,818**	**22,432**	**97**	**100**	**79**	**53,843**
Texas Gulf	Corn	9	9	100	197	90	219	185	121	397
	Soybeans	0	0	n/a	0	49	0	n/a	n/a	267
	Wheat	0	2	27	566	982	58	27	28	1,593
	All Grain	**80**	**81**	**100**	**2,402**	**1,992**	**121**	**82**	**65**	**5,971**
Interior	Corn	154	285	54	4,861	3,513	138	143	139	10,474
	Soybeans	102	123	83	2,839	2,421	117	149	111	6,508
	Wheat	44	78	56	1,002	896	112	102	105	2,281
	All Grain	**303**	**487**	**62**	**8,812**	**6,877**	**128**	**138**	**126**	**19,467**
Great Lakes	Corn	0	0	n/a	0	0	n/a	n/a	n/a	57
	Soybeans	0	0	n/a	8	29	28	n/a	27	192
	Wheat	0	11	0	111	95	117	290	126	581
	All Grain	**0**	**11**	**0**	**119**	**124**	**96**	**326**	**72**	**831**
Atlantic	Corn	0	7	0	157	56	279	235	211	166
	Soybeans	1	2	52	423	1,082	39	17	8	2,058
	Wheat	0	0	n/a	10	41	25	n/a	n/a	101
	All Grain	**1**	**9**	**14**	**589**	**1,179**	**50**	**56**	**28**	**2,325**
All Regions	Corn	938	1,299	72	21,469	15,864	135	114	86	40,004
	Soybeans	406	358	113	16,027	18,644	86	101	88	46,459
	Wheat	366	339	108	7,776	6,690	116	138	101	17,738
	All Grain	**1,853**	**2,133**	**87**	**47,902**	**42,312**	**113**	**119**	**89**	**108,664**

*Note: Data includes revisions from prior weeks; "All grain" includes corn, soybeans, wheat, sorghum, oats, barley, rye, sunflower, flaxseed, and mixed grains; "All regions" includes listed regions and other minor regions not listed; YTD= year-to-date; n/a = not available or no change.
Source: USDA, Federal Grain Inspection Service.

Barge

For the week ending the 11th of May, barged grain movements totaled 489,772 tons. This was 16% more than the previous week and 67% more than the same period last year.

For the week ending the 11th of May, 326 grain barges moved down river—57 more than last week. There were 594 grain barges unloaded in the New Orleans region, 28% more than last week.

Rail

U.S. Class I railroads originated 24,908 grain carloads during the week ending the 4th of May. This was a 7-percent increase from the previous week, 4% more than last year, and 8% fewer than the 3-year average.

Average May shuttle secondary railcar bids/offers (per car) were $50 above tariff for the week ending the 9th of May. This was $84 more than last week and $377 more than this week last year. Average non-shuttle secondary railcar bids/offers per car were $400 above tariff. This was $275 more than last week, and $400 more than this week last year.

Ocean

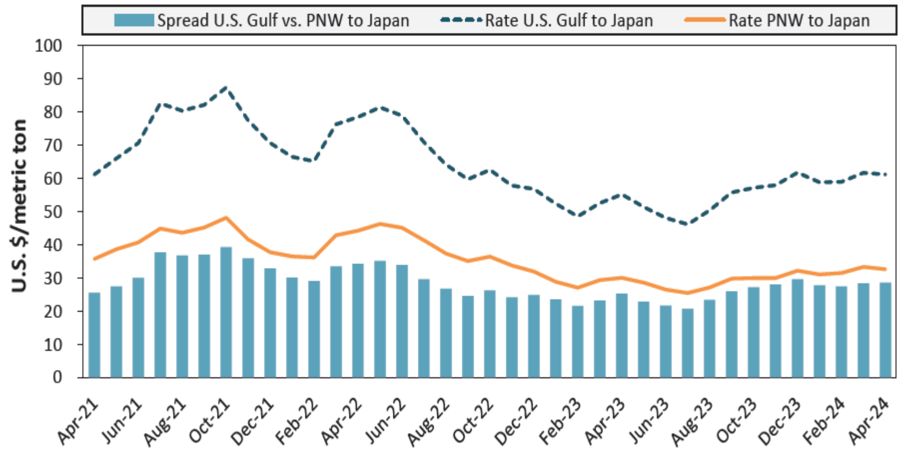
For the week ending the 9th of May, 27 oceangoing grain vessels were loaded in the Gulf—42% more than the same period last year. Within the next 10 days (starting the 10th of May), 29 vessels were expected to be loaded—28% fewer than the same period last year.

As of the 9th of May, the rate for shipping a metric ton (mt) of grain from the U.S. Gulf to Japan was $63.50, 2% more than the previous week. The rate from the Pacific Northwest to Japan was $34.00 per mt, 2% more than the previous week.

OCEAN FREIGHT

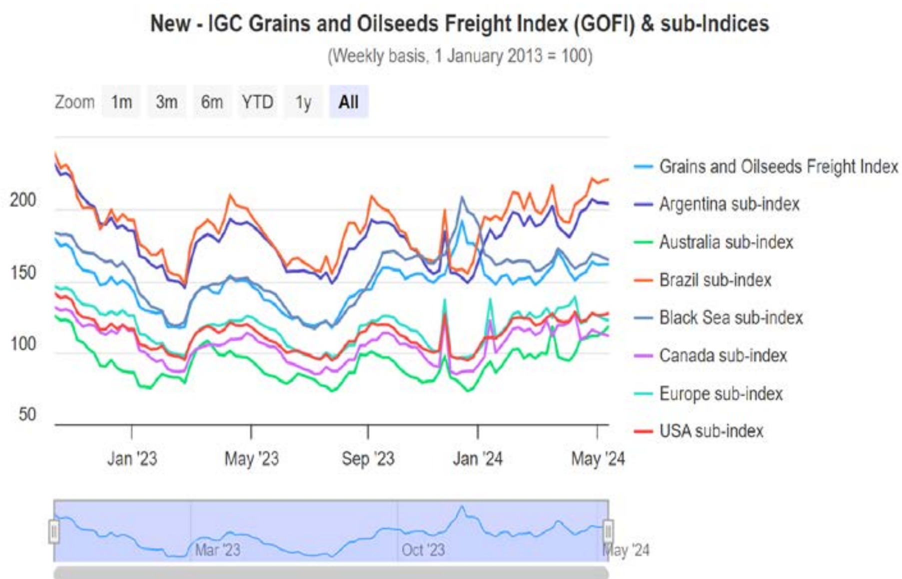
➢ Vessel Rates

Figure 18. U.S. Grain vessel rates, U.S. to Japan

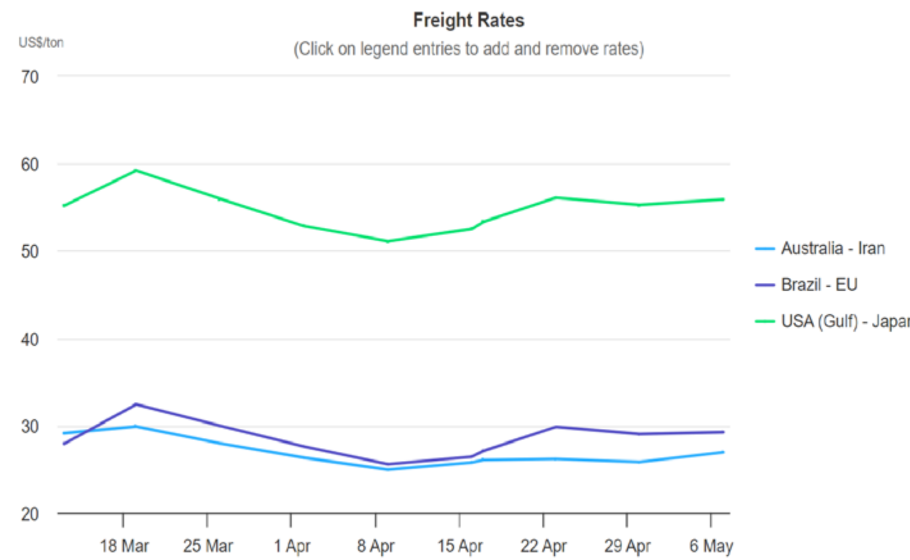


Note: PNW = Pacific Northwest
Source: O'Neil Commodity Consulting.

➢ IGC Grains Freight Index – 7th May 2024



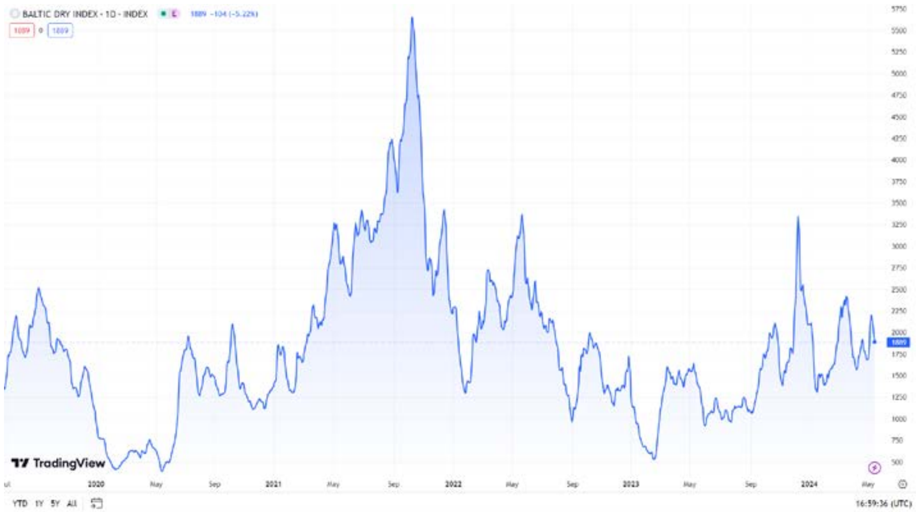
	14 May	Weekly Change	Annual Change	52 Week Low	52 Week High
IGC Grains and Oilseeds Freight Index	162	-	14 %	117	192
Argentina sub-Index	204	-1	10 %	148	207
Australia sub-Index	118	+4	33 %	73	118
Brazil sub-Index	221	+1	17 %	155	222
Black Sea sub-Index	165	-1	13 %	117	209
Canada sub-Index	112	-1	4 %	85	127
Europe sub-Index	122	-2	1 %	96	139
USA sub-Index	127	+1	12 %	95	128



	14 May	Weekly Change	Annual Change	52 Week Low	52 Week High
Australia - Iran	$28	+1	41 %	$17	$30
Brazil - EU	$29	-	29 %	$20	$43
USA (Gulf) - Japan	$56	-	22 %	$42	$62

Source: IGC https://www.igc.int/en/markets/marketinfo-freight.aspx

➢ Baltic Dry Freight Index – Daily = 1889



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

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.

➢ A weekly round-up of tanker and dry bulk market

17 May 2024 Baltic Exchange - This report is produced by the Baltic Exchange - Source: https://www.balticexchange.com/en/data-services/WeeklyRoundup.html.

Capesize: This week, the Capesize market saw a steady decline, with the BCI 5TC beginning at $25,773 and dropping daily, except for a modest rise of $962 today, ending the week at $22,180. Despite healthy cargo volumes in the Pacific, market activity was sluggish as the week got under way, partly due to holidays in Asia. The derailment of a Rio Tinto train in Western Australia did not significantly impact the market. Activity in the Pacific increased significantly throughout the week, leading to the market finding a level and a positive turn by the week's end. The C5 index rose by 0.521, closing at $10.656. In the Atlantic, the South Brazil and West Africa to China market also softened, at the early part of the week with an increasing list of available tonnage in ballast, which contributed to declining rates. However, the week ends on a positive note, with reports of improved fixtures on C3, causing the index to rise by 0.314, reaching $25.094.

Panamax: A lacklustre week for the Panamax market more noticeably in the Atlantic as limited demand was met with an increasing tonnage count. The Atlantic lacked trans-Atlantic demand and returned a predominantly fronthaul led basin with a steady grains and mineral flow from most origins, reports of an 81,000-dwt delivery Continent achieving $26,000 for a trip via US East coast redelivery China. There was little to report on trans-Atlantic, some mineral voyage stems covered, equating to extremely low time charter equivalents. In Asia, a mixed week with the NoPac market lacking any kind of support rates consequently drifted, demand ex Australia picked up over the week with improved levels seen on the nearby position, reports midweek of an 82,000-dwt delivery South China agreeing a rate of $18,750 for trip via EC Australia redelivery China. There was limited period reporting but it did include rumors of an 82,000-dwt delivery Japan fixed basis 10/12 months at $18,500.

Ultramax/Supramax: A rather subdued week overall which saw rates slip lower. Little in the way of fresh enquiry was seen in the US Gulf and the Continent-Mediterranean lacked fresh impetus with prompt tonnage readily available. A 57,000-dwt was heard fixed delivery Turkey for a trip via Black Sea readily West Mediterranean in the low $13,000s. From East Coast South America brokers spoke of little fresh enquiry for end of May dates which again kept rates in check. A 58,000-dwt went from Santos to Bangladesh at around $17,000 plus $700,000. In the East, a further lack of fresh enquiry from Southeast Asia also meant rates remained lower than of late. However, the Indian Ocean seemingly gained momentum and some stronger levels were seen. A 63,000-dwt fixed delivery Port Elizabeth for a trip to China in the mid $20,000s plus

Table 18. Ocean freight rates for selected shipments, week ending 05/11/2024

Export region	Import region	Grain types	Entry date	Loading date	Volume loads (metric tons)	Freight rate (US$/metric ton)
U.S. Gulf	Japan	Heavy grain	Mar 28, 2024	Apr 20/30, 2024	50,000	71.00
U.S. Gulf	Japan	Heavy grain	Mar 9, 2024	Apr 25/May 4, 2024	54,000	67.00
U.S. Gulf	Japan	Heavy grain	Mar 20, 2024	Apr 1/5, 2024	50,000	69.50
U.S. Gulf	China	Corn	Feb 28, 2024	Mar 1/10, 2024	66,000	61.50
U.S. Gulf	China	Heavy grain	Sep 12, 2023	Oct 1/ Nov 1, 2023	66,000	54.50
U.S. Gulf	Jamaica	Wheat	Nov 2, 2023	Dec 1/10, 2023	9,460	63.50
U.S. Gulf	Colombia	Wheat	May 7, 2024	May 20/30, 2024	3,000	28.30
U.S. Gulf	S. Korea	Heavy grain	Oct 10, 2023	Nov 25/Dec 5, 2023	58,000	65.35
Brazil	N. China	Heavy grain	May 9, 2024	May 15/18, 2024	63,000	51.50
Brazil	China	Corn	May 10, 2024	Jun 15/Jul 15, 2024	65,000	49.00
Brazil	N. China	Heavy grain	May 3, 2024	May 20/30, 2024	65,000	46.00
Brazil	China	Heavy grain	Apr 19, 2024	May 4/11, 2024	60,000	53.25
Brazil	N. China	Heavy grain	Apr 18, 2024	May 5/15, 2024	63,000	48.50
Brazil	China	Heavy grain	Mar 28, 2024	Apr 11/21, 2024	66,000	49.00
Brazil	China	Heavy grain	Mar 19, 2024	May 1/30, 2024	63,000	48.40
Brazil	Philippines	Soybean Meal	Feb 23, 2024	Apr 15/25, 2024	40,000	61.00
France	Morocco	Wheat	Feb 6, 2024	Feb 10/14, 2024	30,000	16.10
France	Mauritania	Wheat	Feb 6, 2024	Feb 10/14, 2024	30,000	23.50

Note: 50 percent of food aid from the United States is required to be shipped on U.S.-flag vessels. Rates shown are per metric ton (1 metric ton = 2,204.62 pounds), free on board (F.O.B), except where otherwise indicated. op = option

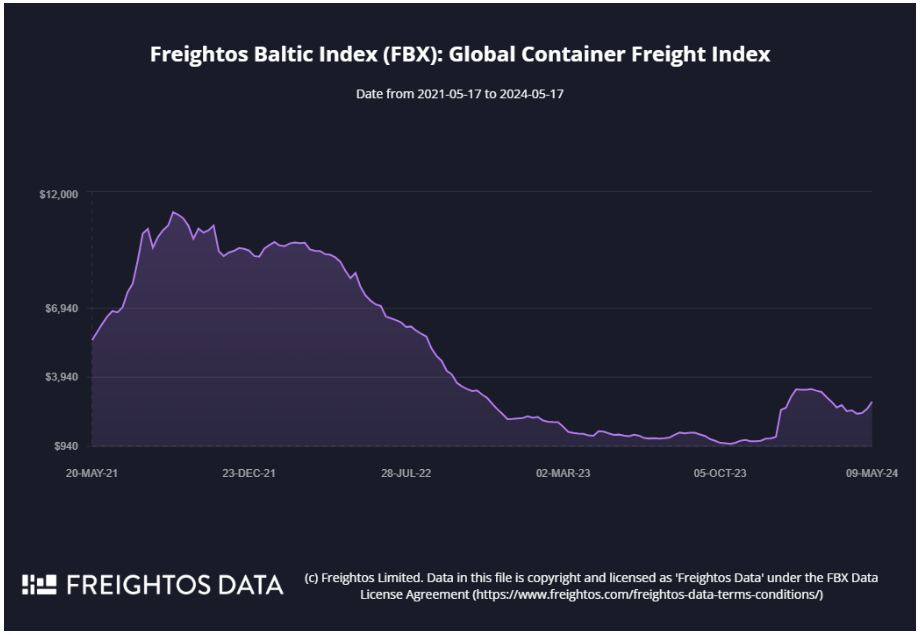
Source: Maritime Research, Inc.

GTR 05-16-24

mid $200,000s ballast bonus. Period activity was limited, a 63,000-dwt open Philippines was fixed for 3 to months trading at $20,500.

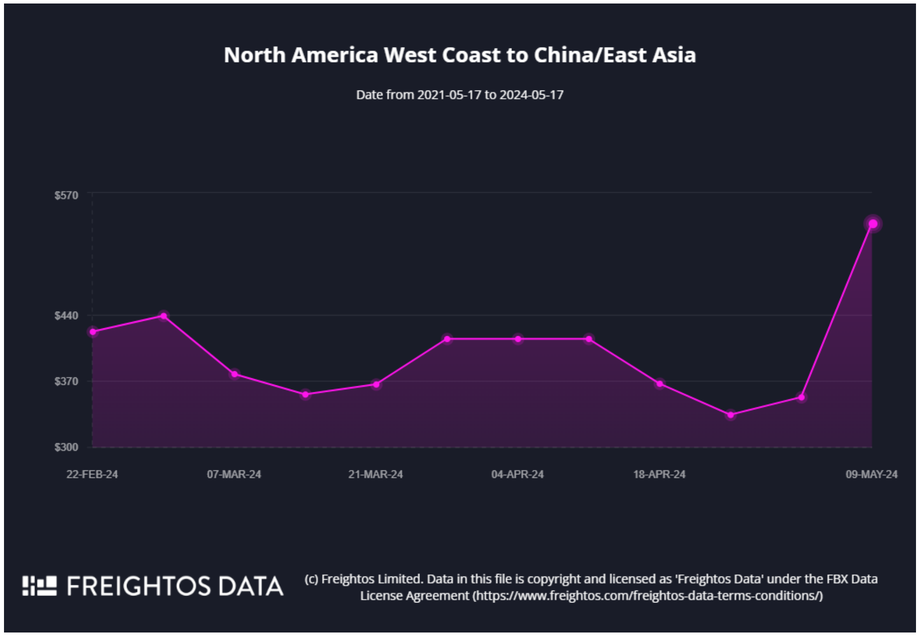
Handysize: Limited cargo availability remained an underlying issue across the Atlantic, whilst in the Mediterranean a 37,000-dwt was placed on subjects basis passing Canakkale via the Black Sea to Barcelona at $8,000. In the South Atlantic, a 36,000-dwt was fixed for a trip basis delivery Recalada with prompt dates for a trip to West Coast Central America at $23,000, whilst a 38,000-dwt fixed from delivery in the River Plate for a trip to Algeria at $17,000. Further North a 40,000-dwt was liked to fixing from Vila Do Conde to Norway with an intended cargo of alumina at $14,000 plus a $60,000 ballast bonus. In Asia, a 37,000-dwt logs-fitted vessel was fixed basis delivery in Southern China for a round trip via New Zealand with an intended cargo of logs at $16,000. Period activity also remained as a scrubber fitted 38,000-dwt was fixed for 3 to 5 months at $16,000 with 40% of the scrubber for Charterer's benefit.

➢ Freightos Baltic Index (FBX): Global Container Freight Index



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

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



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

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.

➢ Weekly Update: Ocean rates leveling off, but remain elevated on Red Sea impacts

15 May 2024 Judah Levine — **Ocean rates - Freightos Baltic Index:**

- Asia-US West Coast prices (FBX01 Weekly) increased 14% to $3,873/FEU.
- Asia-US East Coast prices (FBX03 Weekly) climbed 8% to $5,093/FEU.
- Asia-N. Europe prices (FBX11 Weekly) increased 17% to $4,151/FEU.
- Asia-Mediterranean prices (FBX13 Weekly) increased 17% to $5,179/FEU.

Air rates - Freightos Air index

- China - N. America weekly prices increased 8% to $5.86/kg.
- China - N. Europe weekly prices fell 12% to $3.60/kg.
- N. Europe - N. America weekly prices fell 2% to $1.73/kg.

Analysis

Ex-Asia ocean rates climbed sharply last week as early month GRIs took hold – with additional significant increases possible in the coming days from mid-month GRIs and surcharges – as unseasonal increases in demand combine with already-stretched capacity due to Red Sea diversions that require the use of more ships and are still causing congestion in places like the West Mediterranean and S. Asia.

Recent increases in Asia - Europe volumes during what is normally a slow season for ocean freight, surprised many carriers and may point to the beginning of a restocking cycle for European importers. The demand increase is resulting in reports of rolled containers and full ships through the end of the month.

With capacity already tight due to Red Sea diversions, rates last week climbed to $4,151/FEU to N. Europe and $5,179/FEU to the Mediterranean for about a 20% increase from their already-elevated floors reached in March and April. With carriers announcing additional $1,000+/FEU GRIs or peak season surcharges for the coming days, prices may be set to climb even higher.

On the transpacific, the National Retail Federation projects that US monthly ocean imports will climb above the two million TEU mark in May and peak at 2.1 million in August suggesting we're already in the start of an early peak season. This early increase may reflect pulled-forward demand to avoid Red Sea-caused delays later in the year or due to concerns that East Coast and Gulf port labor negotiations, which will get underway soon, could result in disruptions during the typical peak season months.

Like in N. Europe, this demand increase while capacity is already scarce is pushing transpacific rates up sharply with West Coast prices up 33% from the April floor to $3,873/FEU last week and East Coast rates up 19% compared to April to $5,093/FEU. As space tightens, forwarders are seeing their allocations reduced sharply and carriers are seeking to increase rates further on mid-month GRIs this week.

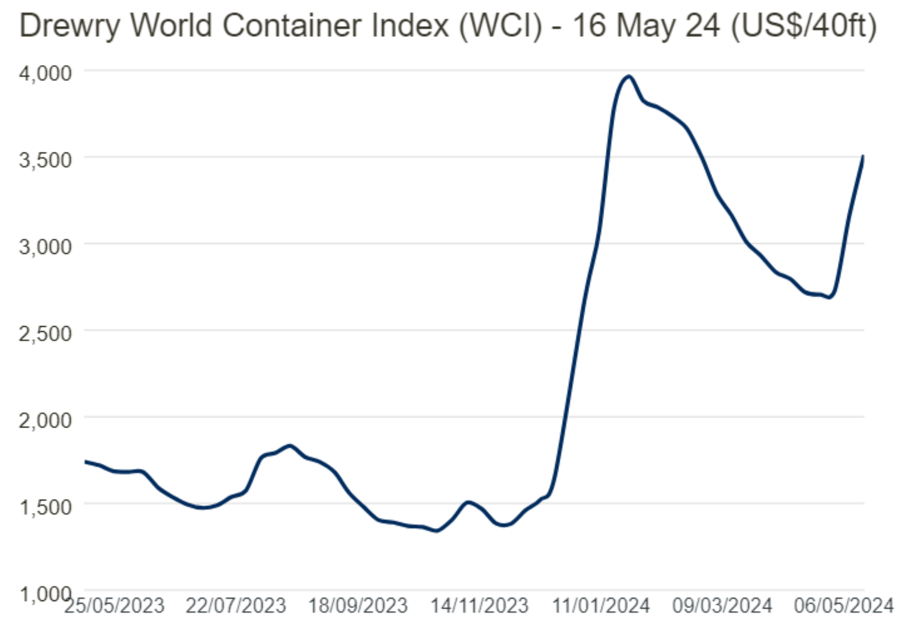
Climbing ocean rates and rolled containers could contribute to a further Red Sea-driven ocean to air shift of some volumes. The impact of this shift on air cargo rates, though, could be mitigated somewhat by summer travel's additional passenger flights adding cargo capacity to the market.

The biggest driver of elevated air cargo rates out of China – Freightos Air Index rates out of China were at $5.86/kg to N. America and $3.60/kg to N. Europe last week – has been the surge in B2C e-commerce shipment volumes. But Temu, one of the major platforms responsible for this trend, will reportedly start pulling back from the US market following various legislative challenges, which could free up significant capacity on this lane.

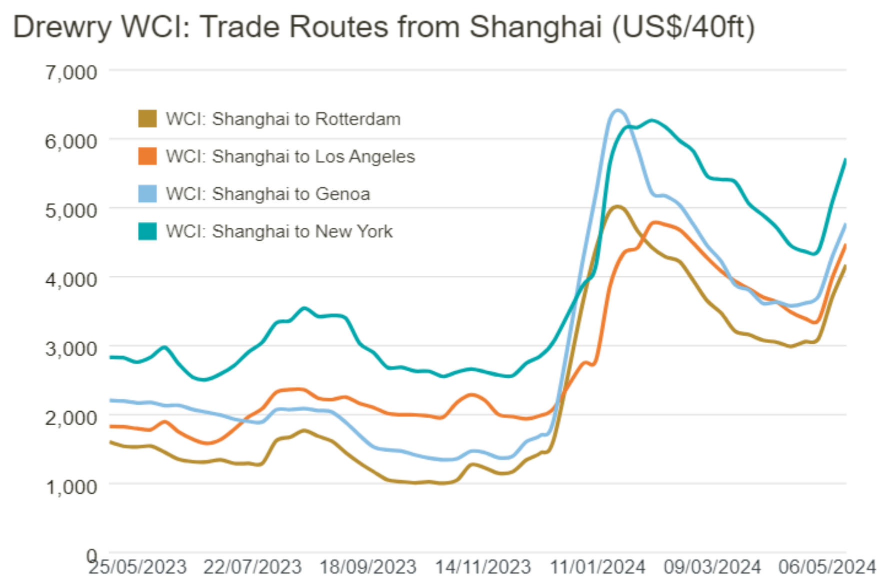
In labor news, Canada's Minister of Labour temporarily blocked a rail strike planned for next week. In the meantime, ocean carriers are announcing contingency plans, including diversions to other West Coast ports in the event of a strike.

- **<u>Drewry World Container Index</u>**

The composite index increased 11% to $3,511 per 40ft container this week and has increased by 104% when compared with the same week last year. The latest Drewry WCI composite index of $3,511 per 40ft container is 147% more than average 2019 (pre-pandemic) rates of $1,420. The average composite index for the year-to-date is $3,241 per 40ft container, which is $524 higher than the 10-year average rate of $2,717 (which was inflated by the exceptional 2020-22 Covid period).



16 May 2024 – Source: <u>https://www.drewry.co.uk/supply-chain-advisors/world-container-index-weekly-update/</u>. Drewry's World Container Index increased 11% to $3,511 per 40ft container this week.



Freight rates from Shanghai to Rotterdam, Shanghai to Los Angeles, and Shanghai to New York increased 12% to $4,172, $4,476 and $5,717 per 40ft container respectively. Similarly, rates from Shanghai to Genoa increased 11% or $481 to $4,776 per feu. Likewise, rates from Rotterdam to New York climbed 2% or $49 to $2,209 per 40ft box. While rates from Rotterdam to Shanghai decreased 2% or $16 to $679 per 40ft container. Also, rates from Los Angeles to Shanghai dropped 1% or $7 to $692 per feu. While rates from New York to Rotterdam remain stable. Drewry expects ex-China freight rates to rise due to increased demand, tight capacity, and the need to reposition empty containers.

Route	Route code	02-May-24	09-May-24	16-May-24	Weekly change (%)	Annual change (%)
Composite Index	WCI-COMPOSITE	$2,725	$3,159	$3,511	11% ▲	104% ▲
Shanghai - Rotterdam	WCI-SHA-RTM	$3,103	$3,709	$4,172	12% ▲	171% ▲
Rotterdam - Shanghai	WCI-RTM-SHA	$739	$695	$679	-2% ▼	14% ▲
Shanghai - Genoa	WCI-SHA-GOA	$3,717	$4,295	$4,776	11% ▲	117% ▲
Shanghai - Los Angeles	WCI-SHA-LAX	$3,371	$3,988	$4,476	12% ▲	146% ▲
Los Angeles - Shanghai	WCI-LAX-SHA	$700	$699	$692	-1% ▼	-33% ▼
Shanghai - New York	WCI-SHA-NYC	$4,382	$5,089	$5,717	12% ▲	102% ▲
New York - Rotterdam	WCI-NYC-RTM	$625	$629	$628	0%	-25% ▼
Rotterdam - New York	WCI-RTM-NYC	$2,210	$2,160	$2,209	2% ▲	-50% ▼

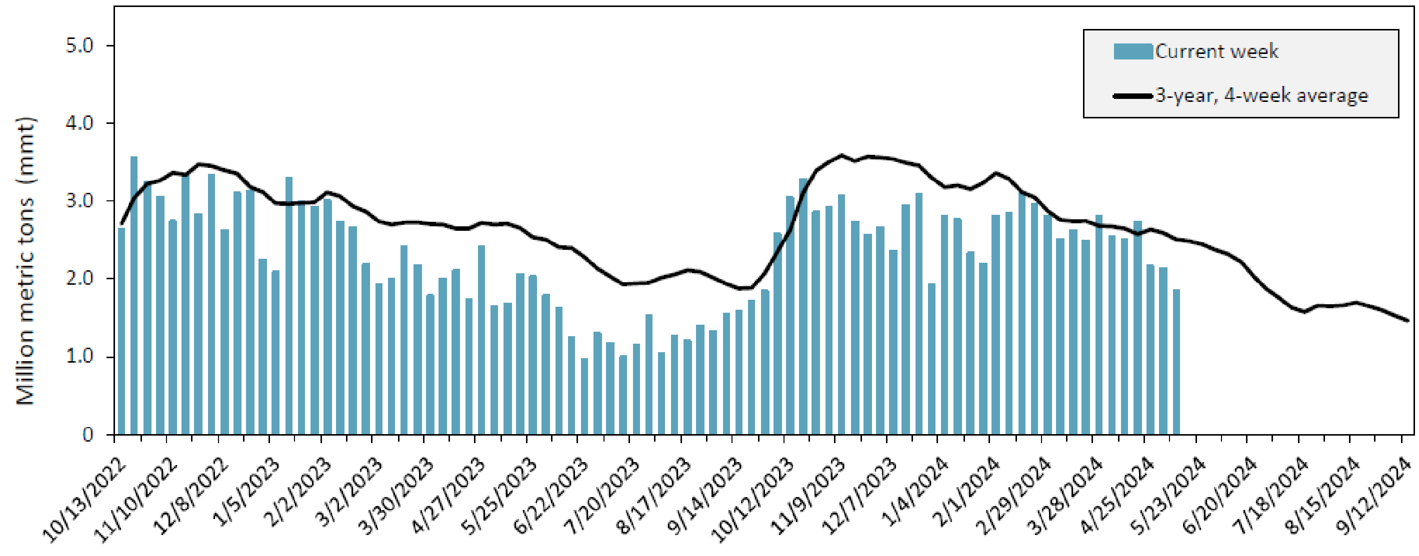
Cereal Grains

➢ **Wheat Export Shipments and Sales**

Net sales of 78,500 mts for 2023/2024 were up 91% from the previous week and up noticeably from the prior 4-week average. Increases primarily for Mexico (60,400 mts, including decreases of 7,000 mts), South Korea (9,000 mts), China (4,500 mts, including decreases of 1,000 mts), Peru (4,000 mts, including decreases of 4,000 mts), and Italy (3,600 mts), were offset by reductions for Honduras (6,000 mts), Venezuela (2,700 mts), and Barbados (600 mts). Net sales of 304,300 mts for 2024/2025 primarily for the Philippines (122,000 mts), Yemen (50,000 mts), Japan (46,600 mts), Mexico (31,100 mts), and unknown destinations (20,000 mts), were offset by reductions for Colombia (8,000 mts).

Exports of 449,100 mts were up 33% from the previous week, but down 6% from the prior 4-week average. The destinations were primarily to China (116,000 mts), Mexico (109,800 mts), South Korea (103,500 mts), Japan (34,900 mts), and Peru (33,000 mts).

Figure 15. U.S. grain inspected for export (wheat, corn, and soybeans)

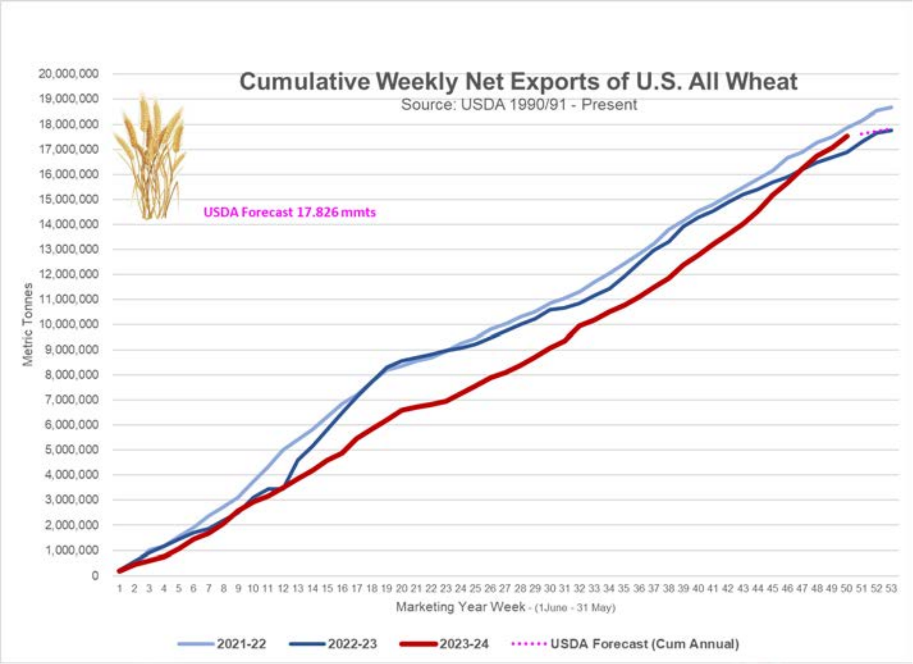


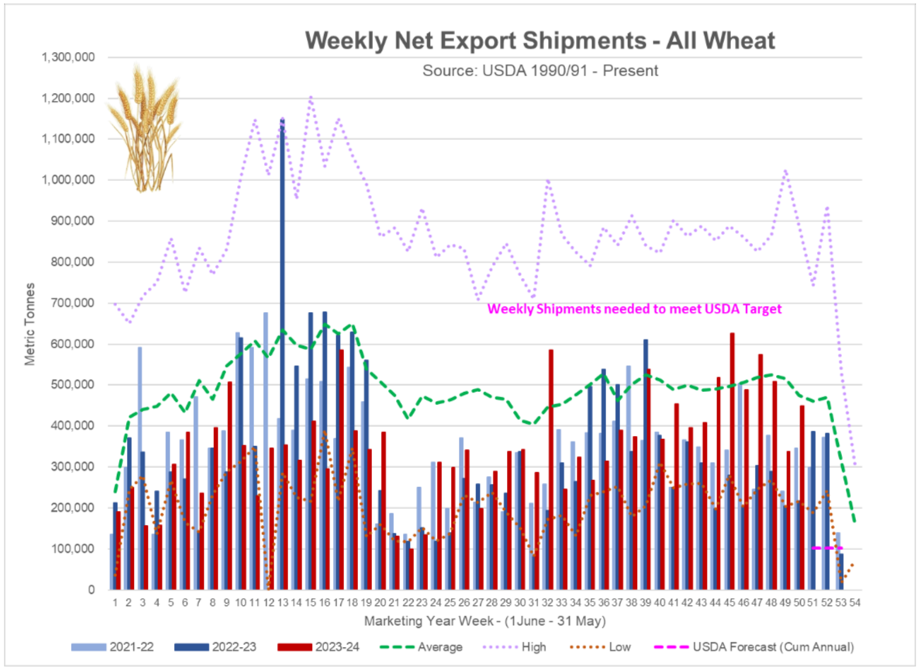
Notes: 3-year average consists of 4-week running average.
Source: USDA, Federal Grain Inspection Service.

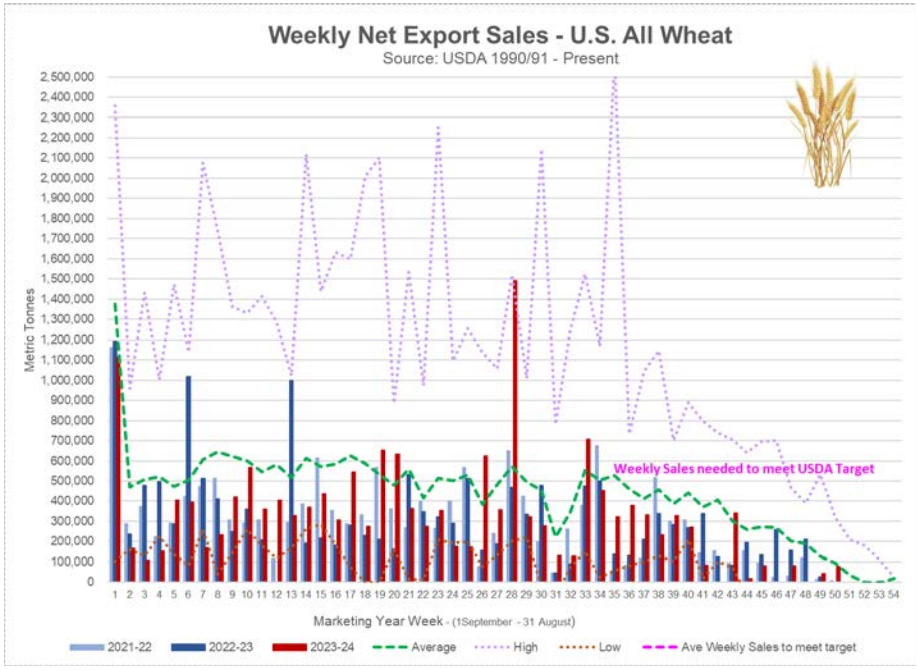
➢ **Rice Export Shipments and Sales**

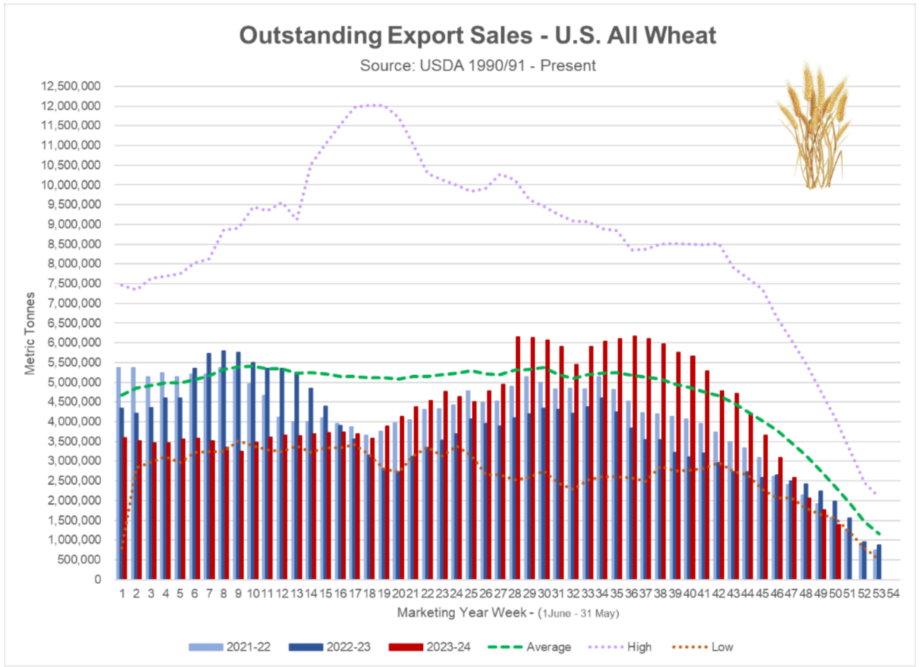
Net sales of 25,800 mts for 2023/2024 were up noticeably from the previous week, but down 7% from the prior 4-week average. Increases were primarily for Mexico (15,600 mts), Honduras (5,000 mts), South Korea (1,500 mts), Venezuela (1,000 mts), and Canada (900 mts, including decreases of 100 mts).

Exports of 40,300 mts were up noticeably from the previous week, but down 33% from the prior 4-week average. The destinations were primarily to Venezuela (10,500 mts), Panama (10,200 mts), the Dominican Republic (7,200 mts), Mexico (4,300 mts), and Canada (2,500 mts).


Cumulative Weekly Net Exports of U.S. All Wheat
Source: USDA 1990/91 - Present
USDA Forecast 17.826 mmts
Metric Tonnes
Marketing Year Week - (1June - 31 May)
2021-22
2022-23
2023-24
USDA Forecast (Cum Annual)


Weekly Net Export Shipments - All Wheat
Source: USDA 1990/91 - Present
Weekly Shipments needed to meet USDA Target
Metric Tonnes
Marketing Year Week - (1June - 31 May)
2021-22
2022-23
2023-24
Average
High
Low
USDA Forecast (Cum Annual)


Weekly Net Export Sales - U.S. All Wheat
Source: USDA 1990/91 - Present
Weekly Sales needed to meet USDA Target
Metric Tonnes
Marketing Year Week - (1September - 31 August)
2021-22
2022-23
2023-24
Average
High
Low
Ave Weekly Sales to meet target


Outstanding Export Sales - U.S. All Wheat
Source: USDA 1990/91 - Present
Metric Tonnes
Marketing Year Week - (1June - 31 May)
2021-22
2022-23
2023-24
Average
High
Low

Coarse Grains

Corn Export Shipments and Sales

Net sales of 889,200 mts for 2023/2024 were up 17% from the previous week and 23% from the prior 4-week average. Increases primarily for Mexico (193,400 mts, including decreases of 11,900 mts), Japan (118,200 mts, including 159,300 mts switched from unknown destinations and decreases of 3,300 mts), South Korea (113,600 mts), Colombia (103,700 mts, including 50,000 mts switched from unknown destinations and decreases of 22,400 mts), and Taiwan (70,300 mts), were offset by reductions for unknown destinations (24,500 mts) and Malaysia (500 mts). Net sales of 49,100 mts for 2024/2025 were reported for Mexico (42,200 mts), El Salvador (3,900 mts), and Honduras (3,000 mts).

Exports of 1,231,200 mts were down 11% from the previous week and 21% from the prior 4-week average. The destinations were primarily to Mexico (415,600 mts), Japan (336,900 mts), Saudi Arabia (118,500 mts), Colombia (114,900 mts), and China (82,000 mts).

Export Adjustments: Accumulated exports of corn to El Salvador were adjusted down 1,525 mts for week ending April 18th. This shipment was reported in error.

Table 13. Top 5 importers of U.S. corn

For the week ending 5/2/2024	Total commitments (1,000 mt)			% change current MY from last MY	Exports 3-year average 2020-22 (1,000 mt)
	YTD MY 2024/25	YTD MY 2023/24	YTD MY 2022/23		
Mexico	1,543	19,522	13,966	40	15,445
China	0	2,196	8,036	-73	14,427
Japan	488	8,539	5,620	52	9,283
Colombia	0	4,920	1,972	149	3,592
Korea	0	2,165	782	177	1,938
Top 5 importers	**2,030**	**37,341**	**30,376**	**23**	**44,685**
Total U.S. corn export sales	2,177	47,624	38,394	24	55,397
% of YTD current month's export projection	4%	87%	91%	-	-
Change from prior week	49	889	257	-	-
Top 5 importers' share of U.S. corn export sales	**93%**	**78%**	**79%**	**-**	**81%**
USDA forecast May 2024	**55,980**	**54,707**	**42,265**	**29**	**-**
Corn use for ethanol USDA forecast, May 2024	**138,430**	**138,430**	**131,471**	**5**	**-**

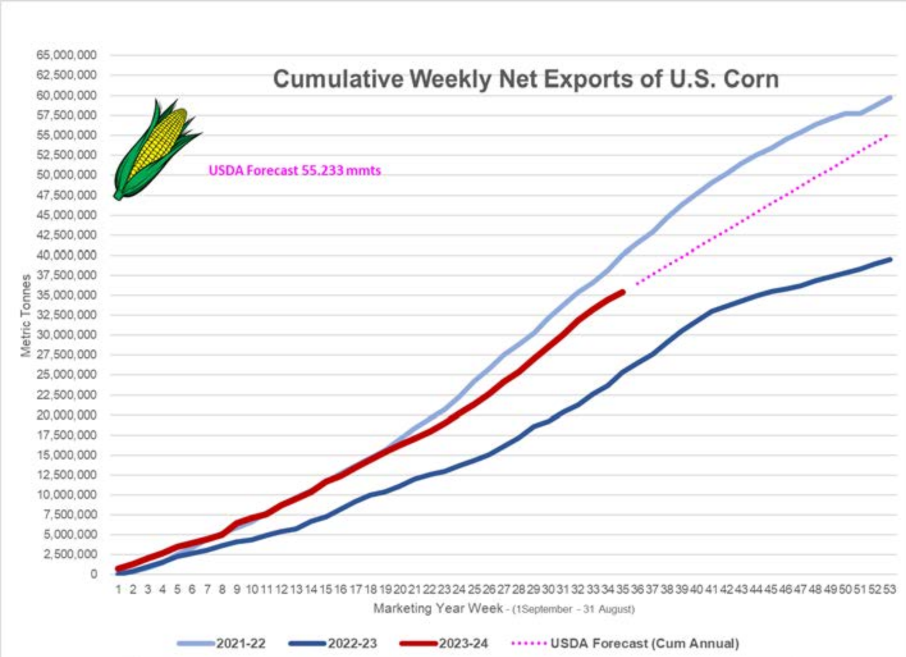
Note: The top 5 importers are based on USDA, Foreign Agricultural Service (FAS) marketing year ranking reports for marketing year (MY) 2022/23 (Sep. 1 – Aug. 31). "Total commitments" = cumulative exports (shipped) + outstanding sales (unshipped), from FAS weekly export sales report, or export sales query. Total commitments' change (net sales) from prior week could include revisions from previous week's outstanding sales or accumulated sales. In rightmost column, "Exports" = carryover plus accumulated exports (as defined in FAS marketing year ranking reports). mt = metric ton; yr. = year; avg. = average; YTD = year to date; "-" = not applicable.
Source: USDA, Foreign Agricultural Service.

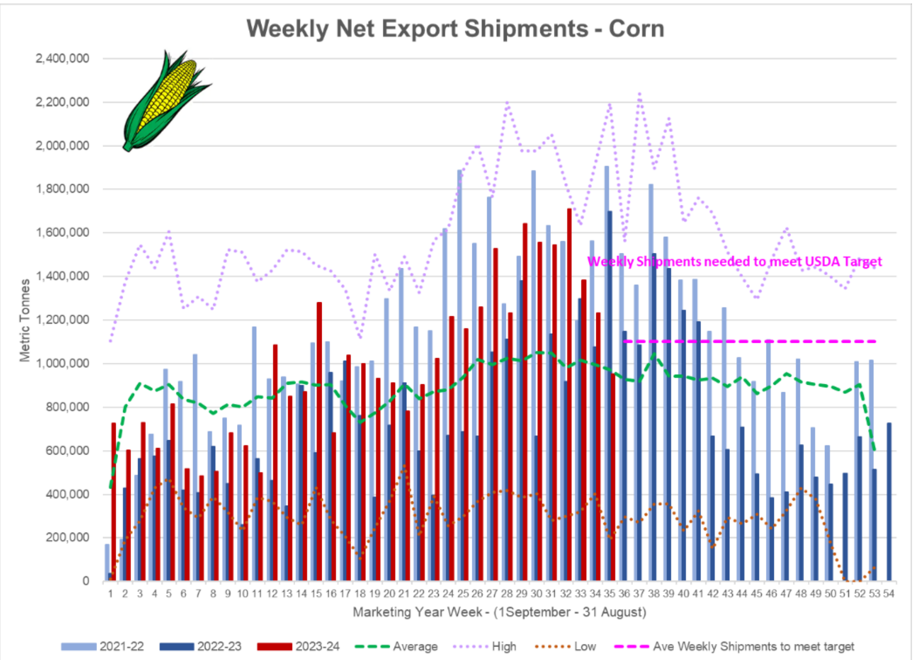
Grain Sorghum Export Shipments and Sales

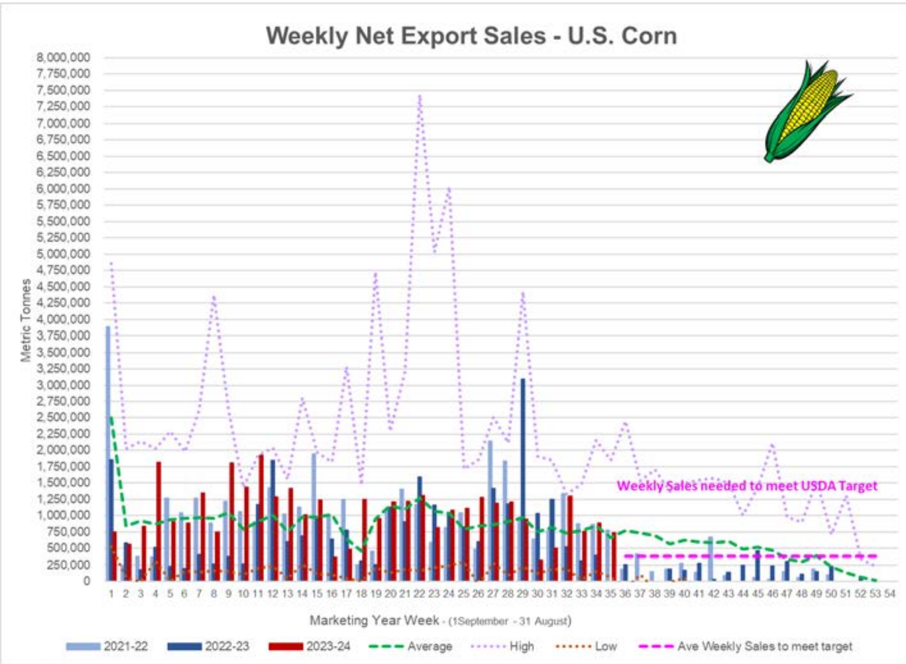
Total net sales of 11,900 mts for 2023/2024 were down 81% from the previous week and 54% from the prior 4-week average. The destination was China. Exports of 140,600 mts were up 1% from the previous week and 29% from the prior 4-week average. The destination was China.

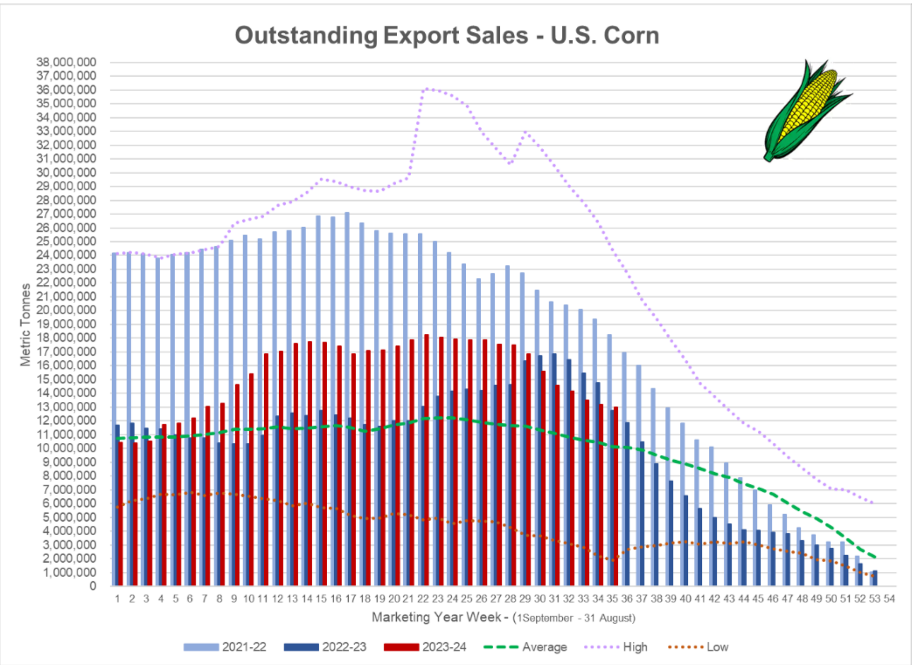
Barley Export Shipments and Sales

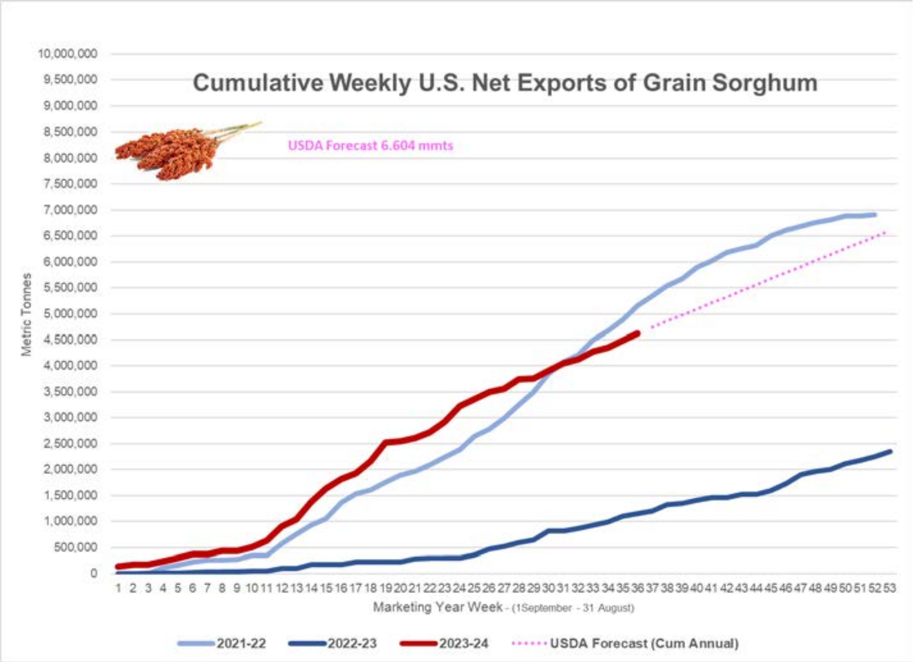
No net sales or exports were reported for the week.

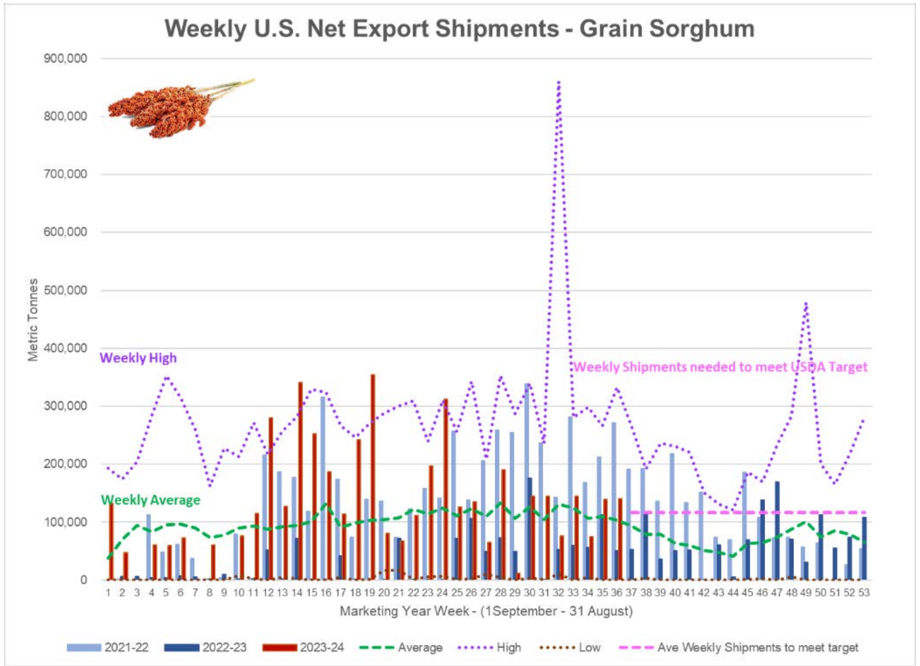

Cumulative Weekly Net Exports of U.S. Corn
USDA Forecast 55.233 mmts
Metric Tonnes
Marketing Year Week - (1September - 31 August)
2021-22
2022-23
2023-24
USDA Forecast (Cum Annual)

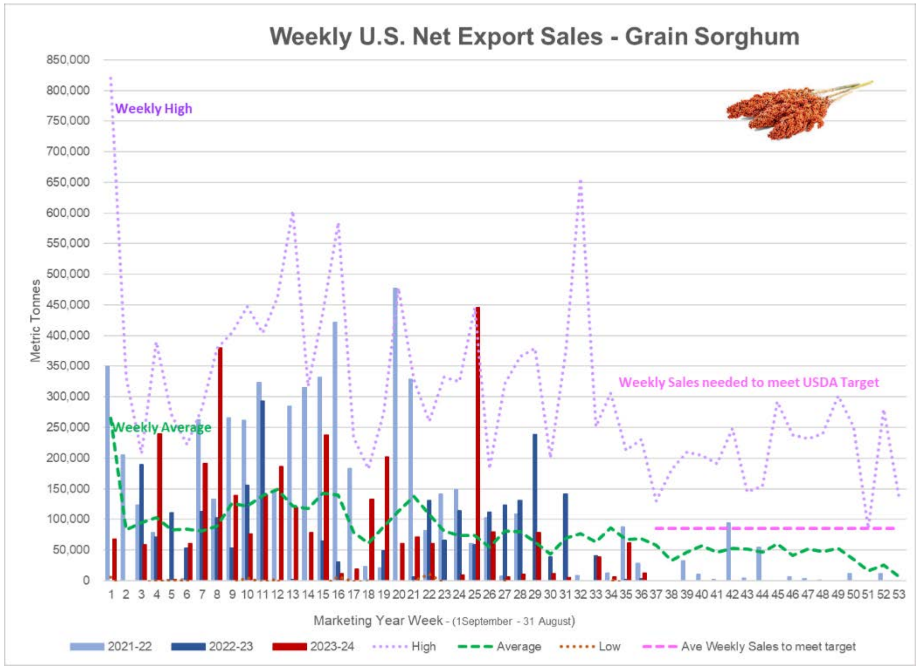

Weekly Net Export Shipments - Corn
Weekly Shipments needed to meet USDA Target
Metric Tonnes
Marketing Year Week - (1September - 31 August)
2021-22
2022-23
2023-24
Average
High
Low
Ave Weekly Shipments to meet target

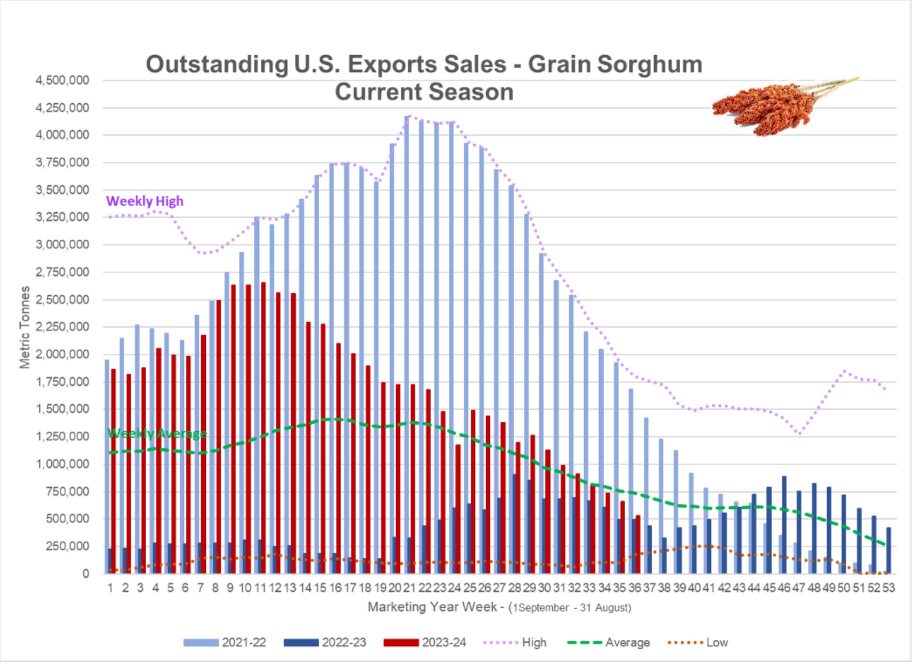

Weekly Net Export Sales - U.S. Corn
Weekly Sales needed to meet USDA Target
Metric Tonnes
Marketing Year Week - (1September - 31 August)
2021-22
2022-23
2023-24
Average
High
Low
Ave Weekly Sales to meet target

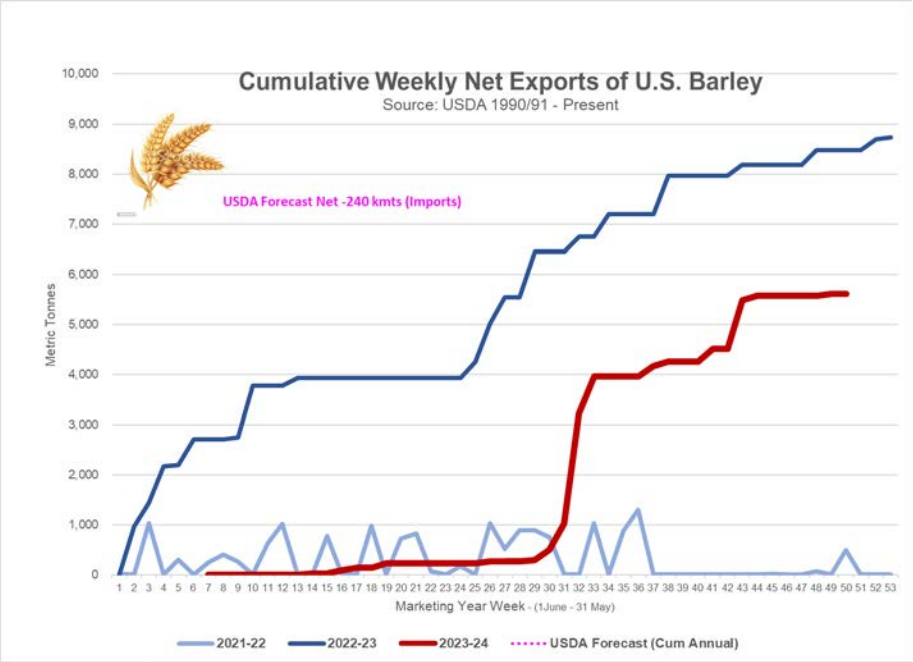

Outstanding Export Sales - U.S. Corn
Metric Tonnes
Marketing Year Week - (1September - 31 August)
2021-22
2022-23
2023-24
Average
High
Low

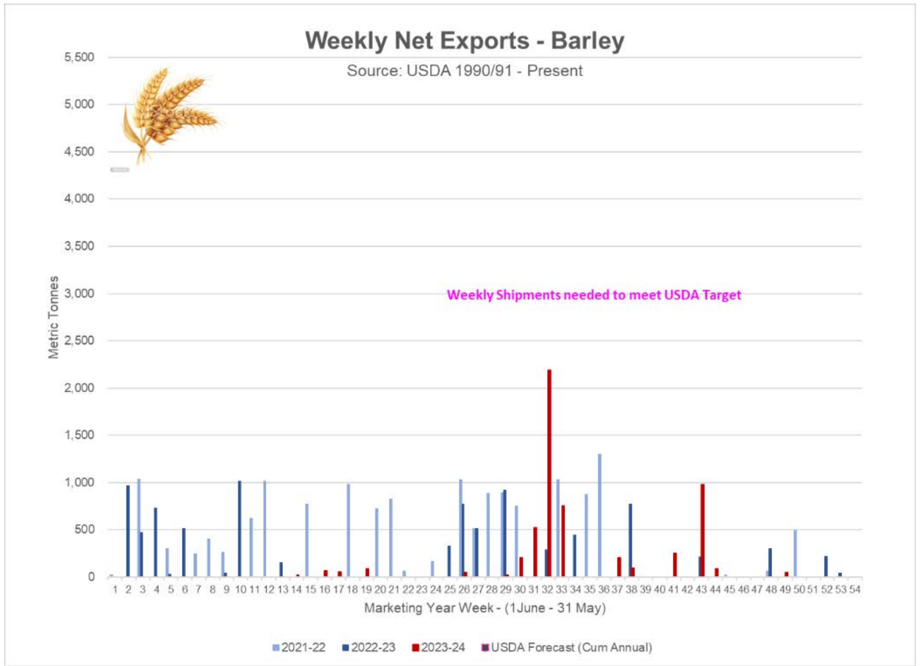

Cumulative Weekly U.S. Net Exports of Grain Sorghum
USDA Forecast 6.604 mmts
Metric Tonnes
Marketing Year Week - (1September - 31 August)
2021-22
2022-23
2023-24
USDA Forecast (Cum Annual)

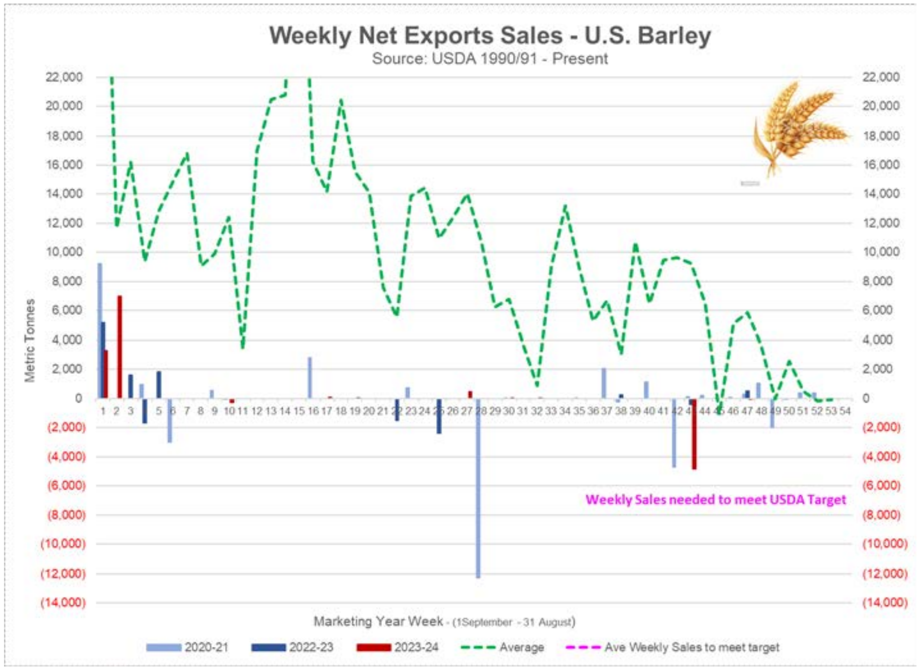

Weekly U.S. Net Export Shipments - Grain Sorghum
Weekly High
Weekly Shipments needed to meet USDA Target
Weekly Average
Metric Tonnes
Marketing Year Week - (1September - 31 August)
2021-22
2022-23
2023-24
Average
High
Low
Ave Weekly Shipments to meet target

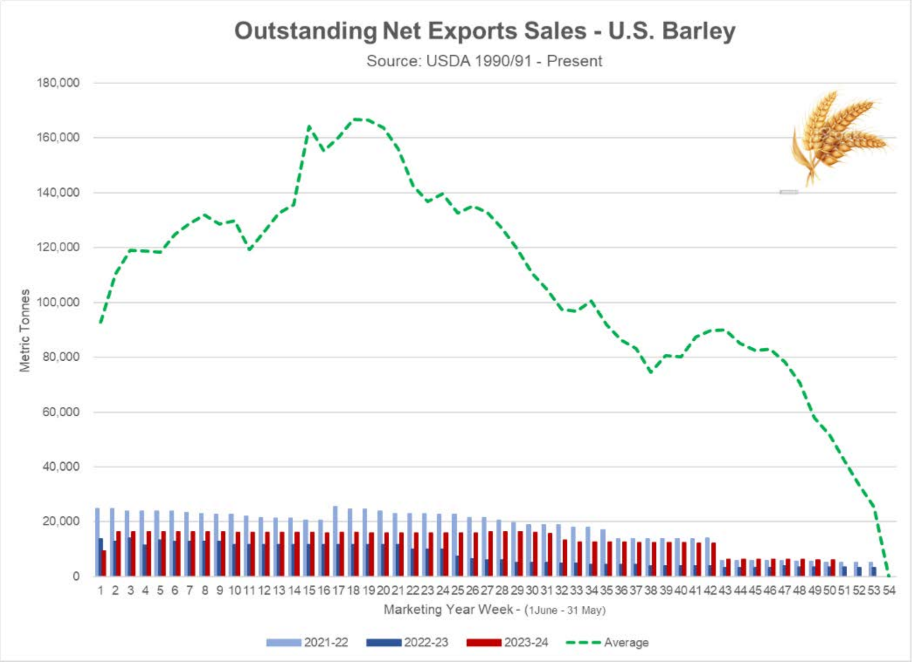

Weekly U.S. Net Export Sales - Grain Sorghum
Weekly High
Weekly Sales needed to meet USDA Target
Weekly Average
Metric Tonnes
Marketing Year Week - (1September - 31 August)
2021-22
2022-23
2023-24
High
Average
Low
Ave Weekly Sales to meet target


Outstanding U.S. Exports Sales - Grain Sorghum
Current Season
Weekly High
Weekly Average
Metric Tonnes
Marketing Year Week - (1September - 31 August)
2021-22
2022-23
2023-24
High
Average
Low


Cumulative Weekly Net Exports of U.S. Barley
Source: USDA 1990/91 - Present
USDA Forecast Net -240 kmts (Imports)
Metric Tonnes
Marketing Year Week - (1June - 31 May)
2021-22
2022-23
2023-24
USDA Forecast (Cum Annual)


Weekly Net Exports - Barley
Source: USDA 1990/91 - Present
Weekly Shipments needed to meet USDA Target
Metric Tonnes
Marketing Year Week - (1June - 31 May)
2021-22
2022-23
2023-24
USDA Forecast (Cum Annual)


Weekly Net Exports Sales - U.S. Barley
Source: USDA 1990/91 - Present
Weekly Sales needed to meet USDA Target
Metric Tonnes
Marketing Year Week - (1September - 31 August)
2020-21
2022-23
2023-24
Average
Ave Weekly Sales to meet target


Outstanding Net Exports Sales - U.S. Barley
Source: USDA 1990/91 - Present
Metric Tonnes
Marketing Year Week - (1June - 31 May)
2021-22
2022-23
2023-24
Average

OILSEED COMPLEX

➢ Soybeans, Oil & Meal Export Shipment & Sales

Table 14. Top 5 importers of U.S. soybeans

For the week ending 5/2/2024	Total commitments (1,000 mt)			% change current MY from last MY	Exports 3-year average 2020-22 (1,000 mt)
	YTD MY 2024/25	YTD MY 2023/24	YTD MY 2022/23		
China	0	23,840	31,173	-24	32,321
Mexico	0	4,498	4,340	4	4,912
Egypt	0	934	1,106	-16	2,670
Japan	68	1,890	2,062	-8	2,259
Indonesia	2	1,695	1,368	24	1,973
Top 5 importers	**70**	**32,857**	**40,048**	**-18**	**44,133**
Total U.S. soybean export sales	**865**	**42,336**	**50,708**	**-17**	**56,656**
% of YTD current month's export projection	2%	91%	93%	-	-
Change from prior week	5	429	4	-	-
Top 5 importers' share of U.S. soybean export sales	**8%**	**78%**	**79%**	**-**	**78%**
USDA forecast, May 2024	**49,728**	**46,322**	**54,278**	**-15**	**-**

Note: The top 5 importers are based on USDA, Foreign Agricultural Service (FAS) marketing year ranking reports for marketing year (MY) 2022/23 (Sep. 1 – Aug. 31). "Total commitments" = cumulative exports (shipped) + outstanding sales (unshipped), from 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. In rightmost column, "Exports" = carryover plus accumulated export (as defined in FAS marketing year ranking reports). mt = metric ton; yr. = year; avg. = average; YTD = year to date; "-" = not applicable.

Source: USDA, Foreign Agricultural Service.

Soybeans:

Net sales of 265,700 mts for 2023/2024 were down 38% from the previous week and 31% from the prior 4-week average. Increases primarily for Egypt (90,400 mts, including 80,000 mts switched from unknown destination), Indonesia (87,900 mts, including 55,000 mts switched from unknown destinations and decreases of 100 mts), Mexico (86,600 mts, including decreases of 1,600 mts), Colombia (23,000 mts, including 15,000 mts switched from unknown destinations and decreases of 800 mts), and Taiwan (18,500 mts), were offset by reductions for unknown destinations (64,800 mts) and China (600 mts). Net sales of 25,200 mts for 2024/2025 reported for Taiwan (29,000 mts), Malaysia (5,600 mts), Indonesia (500 mts), and Japan (100 mts), were offset by reductions for Thailand (10,000 mts).

Exports of 443,500 mts were up 46% from the previous week and 21% from the prior 4-week average. The destinations were primarily to Egypt (141,300 mts), China (83,500 mts), Indonesia (81,600 mts), Mexico (55,900 mts), and Colombia (31,300 mts).

Exports for Own Account: For 2023/2024, the current exports for own account outstanding balance of 3,300 mts are for Canada (1,400 mts), Taiwan (900 mts), Bangladesh (500 mts), and Malaysia (500 mts).

Soybean Oil:

Net sales of 9,100 mts for 2023/2024 were down 21% from the previous week, but up 4% from the prior 4-week average. Increases reported for Jamaica (8,000 mts), Colombia (2,000 mts), and Mexico (300 mts), were offset by reductions for Canada (1,200 mts). Total net sales of 1,000 mts for 2024/2025 were for the Dominican Republic.

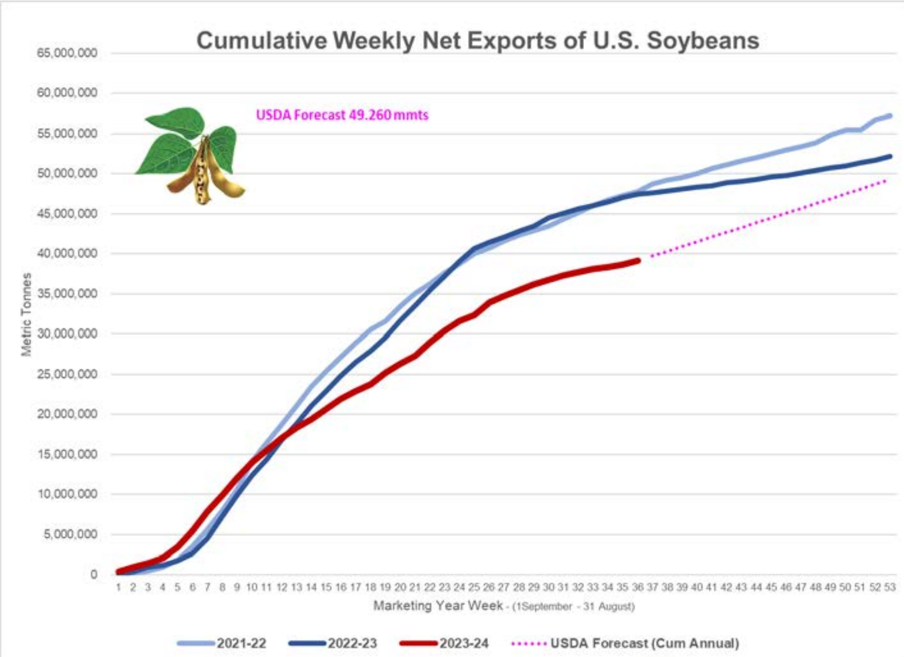
Exports of 1,500 mts were down 17% from the previous week and 30% from the prior 4-week average. The destinations were to Mexico (1,200 mts) and Canada (300 mts).

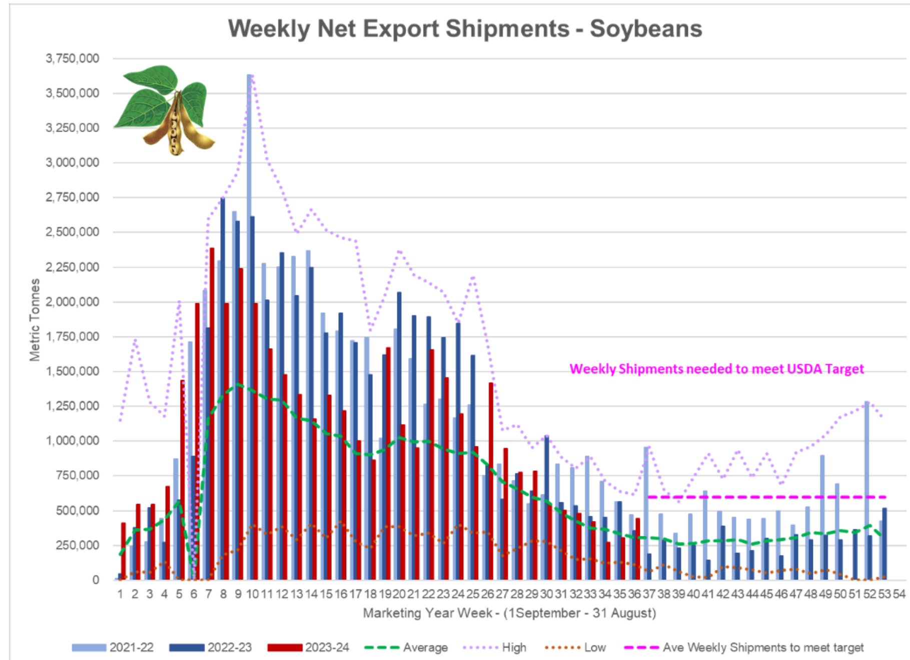
Soybean Cake and Meal:

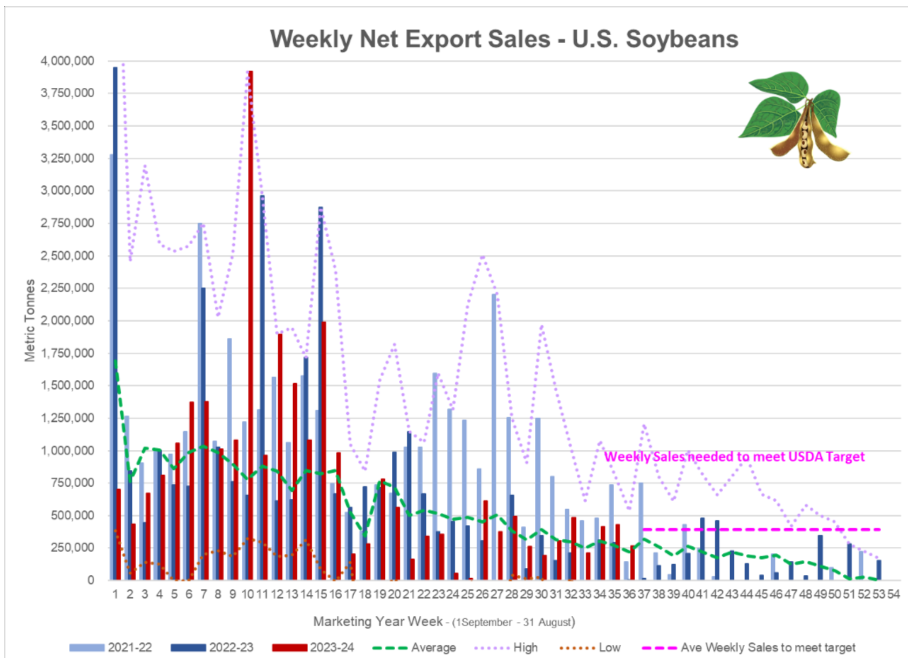
Net sales of 300,400 mts for 2023/2024 were up 44% from the previous week and 55% from the prior 4-week average. Increases primarily for unknown destinations (121,600 mts), the Philippines (39,500 mts, including decreases of 11,000 mts), Colombia (30,800 mts), Mexico (24,900 mts), and Panama (20,000 mts), were offset by reductions for Trinidad and Tobago (4,000 mts), Belgium (2,500 mts), and Burma (2,100 mts). Net sales of 31,100 mts for 2024/2025 were reported for Colombia (18,000 mts), Canada (6,500 mts), Venezuela (4,000 mts), Honduras (2,100 mts), and the Philippines (500 mts).

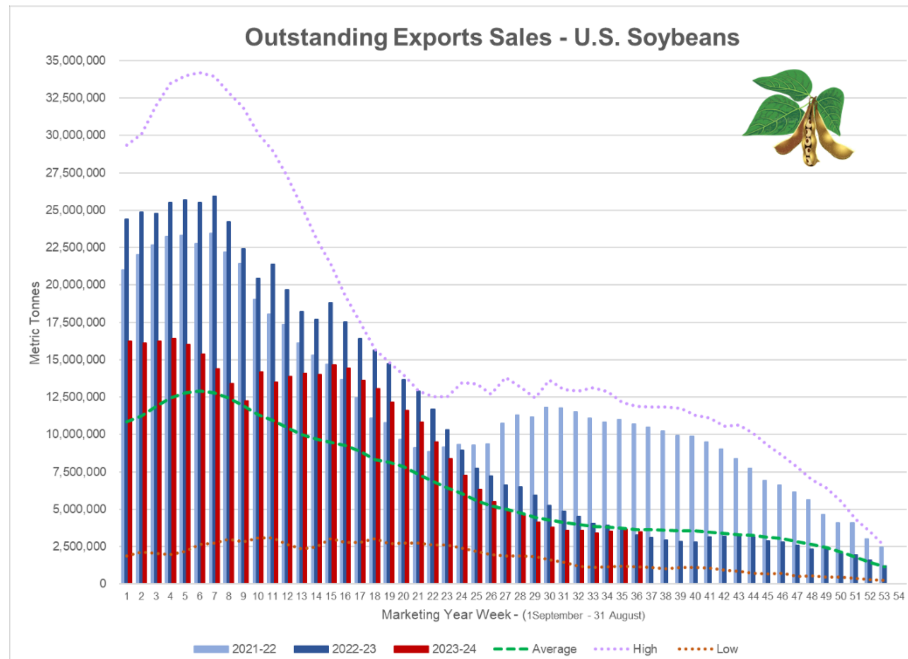
Exports of 211,200 mts were down 10% from the previous week and 21% from the prior 4-week average. The destinations were primarily to the Dominican Republic (52,600 mts), the Philippines (50,500 mts), Mexico (25,200 mts), Canada (18,700 mts), and Israel (10,900 mts).

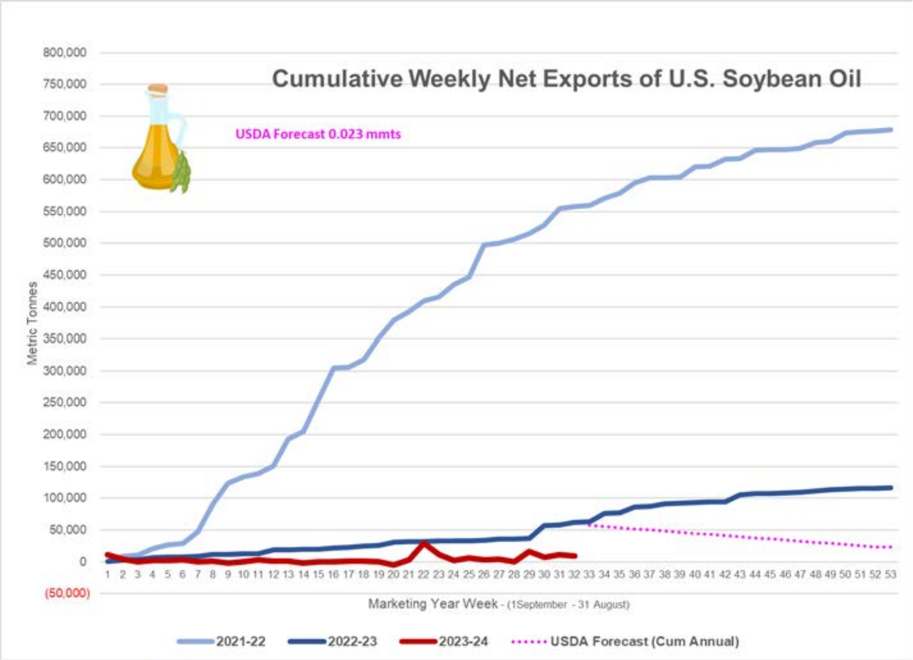
Export Adjustment: Accumulated exports of soybean cake and meal to Burma were adjusted down 526 mts for week ending April 18th and 1,001 mts for week ending May 2nd. The correct destination for these shipments is Thailand.

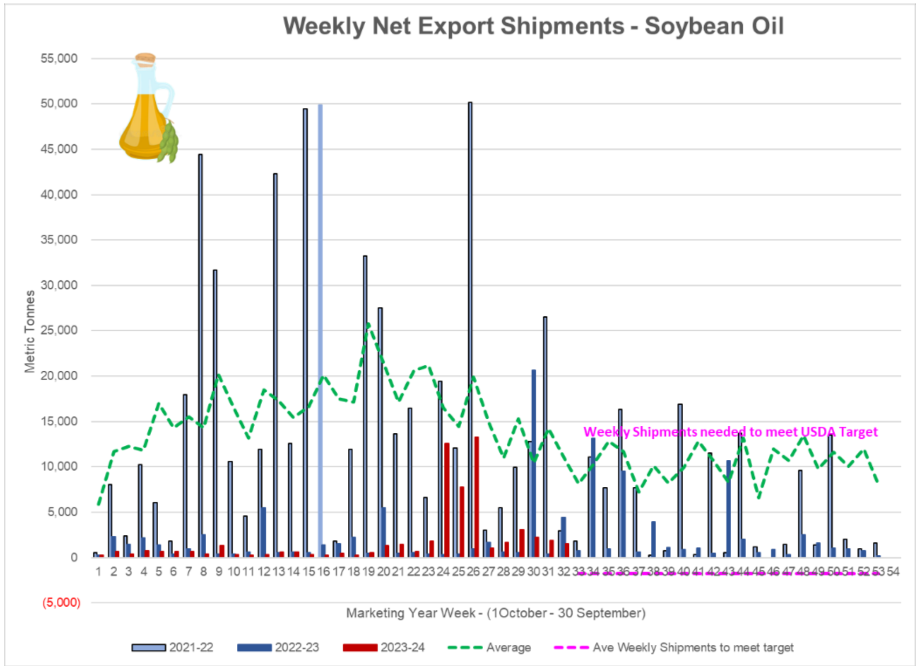

Cumulative Weekly Net Exports of U.S. Soybeans
USDA Forecast 49.260 mmts
Metric Tonnes
Marketing Year Week - (1September - 31 August)
2021-22
2022-23
2023-24
USDA Forecast (Cum Annual)

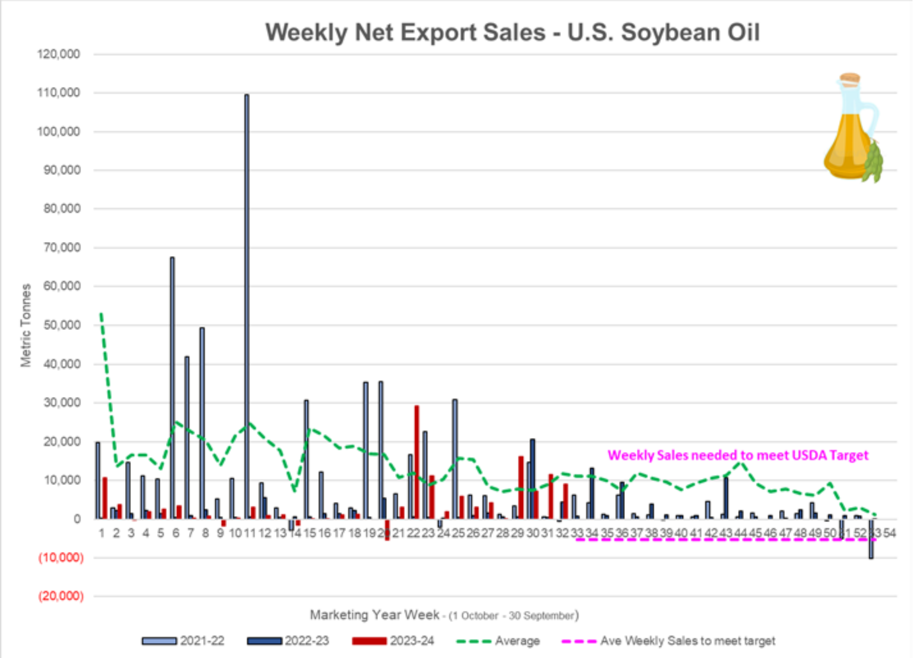

Weekly Net Export Shipments - Soybeans
Weekly Shipments needed to meet USDA Target
Metric Tonnes
Marketing Year Week - (1September - 31 August)
2021-22
2022-23
2023-24
Average
High
Low
Ave Weekly Shipments to meet target

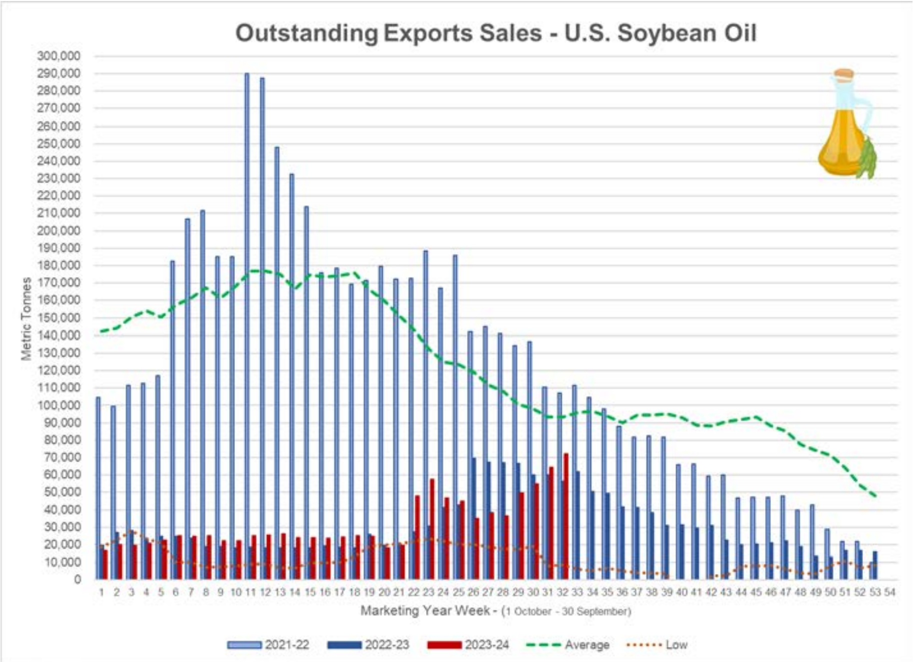

Weekly Net Export Sales - U.S. Soybeans
Weekly Sales needed to meet USDA Target
Metric Tonnes
Marketing Year Week - (1September - 31 August)
2021-22
2022-23
2023-24
Average
High
Low
Ave Weekly Sales to meet target

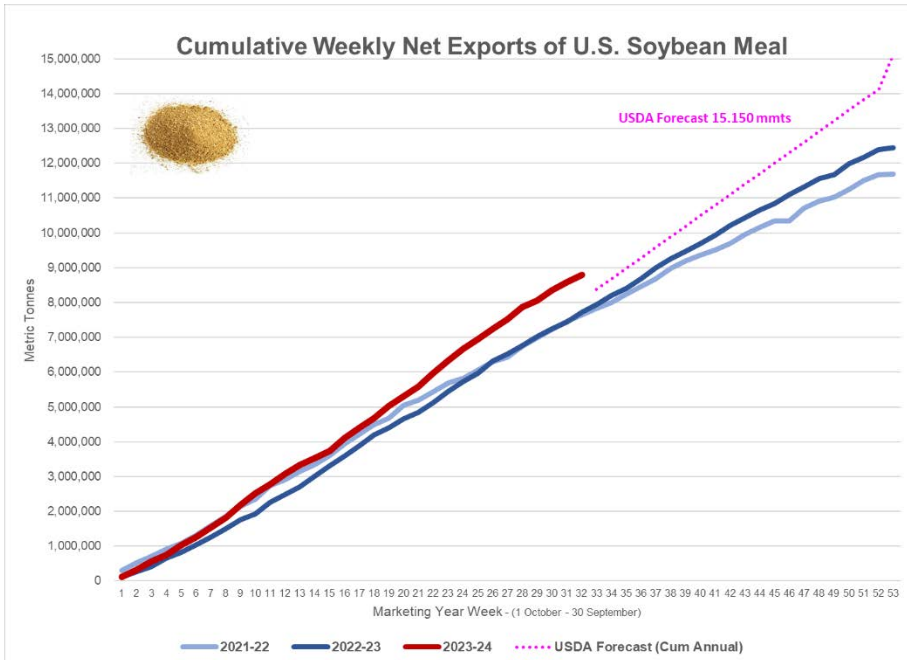

Outstanding Exports Sales - U.S. Soybeans
Metric Tonnes
Marketing Year Week - (1September - 31 August)
2021-22
2022-23
2023-24
Average
High
Low

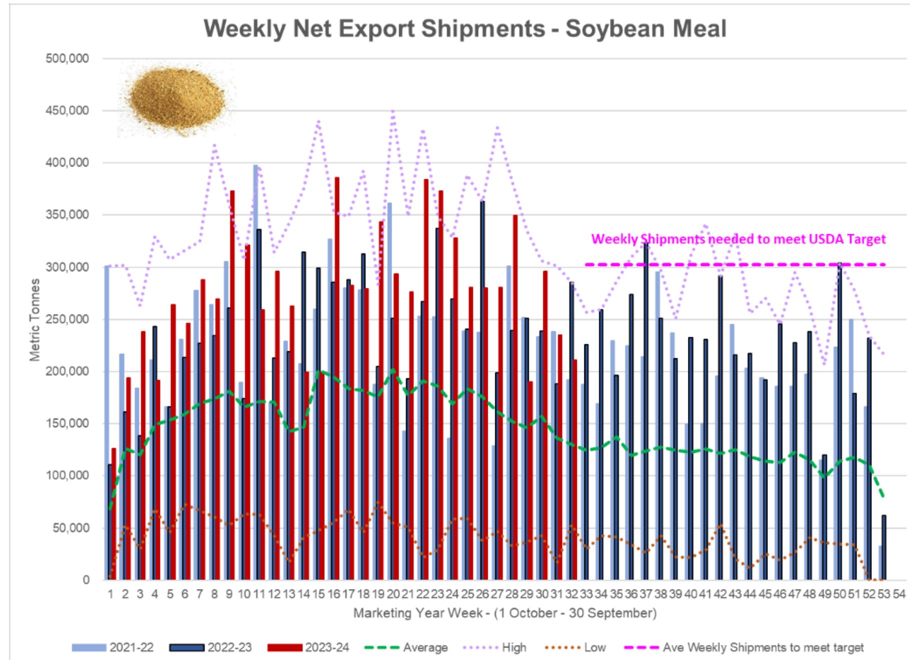

Cumulative Weekly Net Exports of U.S. Soybean Oil
USDA Forecast 0.023 mmts
Metric Tonnes
Marketing Year Week - (1September - 31 August)
2021-22
2022-23
2023-24
USDA Forecast (Cum Annual)

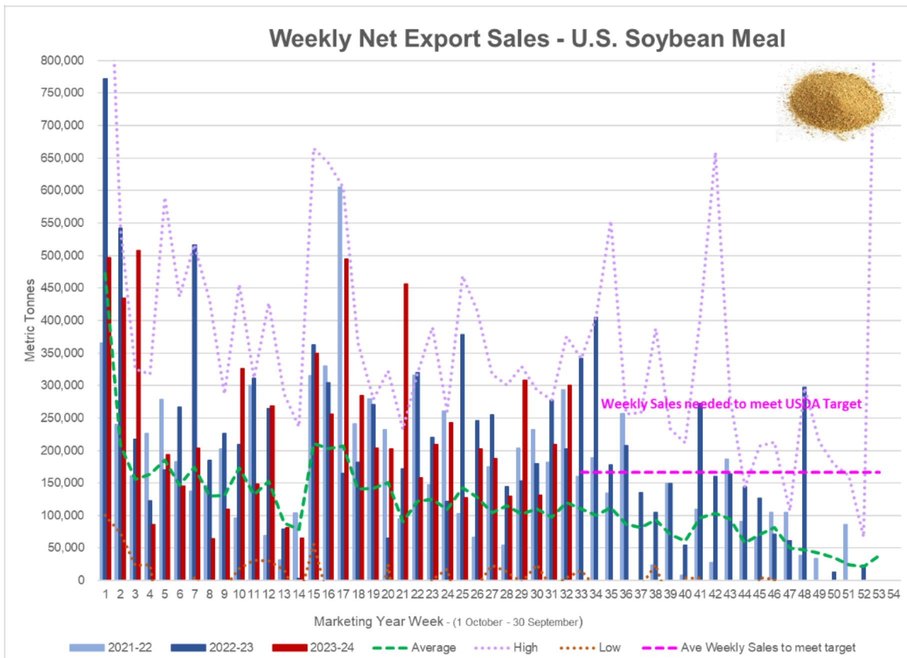

Weekly Net Export Shipments - Soybean Oil
Weekly Shipments needed to meet USDA Target
Metric Tonnes
Marketing Year Week - (1October - 30 September)
2021-22
2022-23
2023-24
Average
Ave Weekly Shipments to meet target

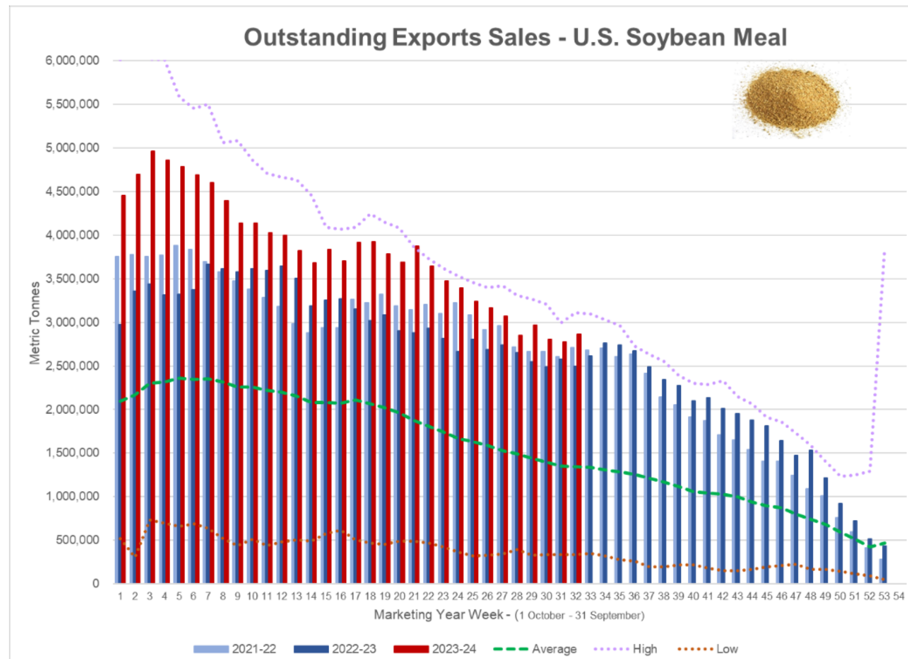

Weekly Net Export Sales - U.S. Soybean Oil
Weekly Sales needed to meet USDA Target
Metric Tonnes
Marketing Year Week - (1 October - 30 September)
2021-22
2022-23
2023-24
Average
Ave Weekly Sales to meet target


Outstanding Exports Sales - U.S. Soybean Oil
Metric Tonnes
Marketing Year Week - (1 October - 30 September)
2021-22
2022-23
2023-24
Average
Low


Cumulative Weekly Net Exports of U.S. Soybean Meal
USDA Forecast 15.150 mmts
Metric Tonnes
Marketing Year Week - (1 October - 30 September)
2021-22
2022-23
2023-24
USDA Forecast (Cum Annual)


Weekly Net Export Shipments - Soybean Meal
Weekly Shipments needed to meet USDA Target
Metric Tonnes
Marketing Year Week - (1 October - 30 September)
2021-22
2022-23
2023-24
Average
High
Low
Ave Weekly Shipments to meet target


Weekly Net Export Sales - U.S. Soybean Meal
Weekly Sales needed to meet USDA Target
Metric Tonnes
Marketing Year Week - (1 October - 30 September)
2021-22
2022-23
2023-24
Average
High
Low
Ave Weekly Sales to meet target


Outstanding Exports Sales - U.S. Soybean Meal
Metric Tonnes
Marketing Year Week - (1 October - 31 September)
2021-22
2022-23
2023-24
Average
High
Low

Cotton

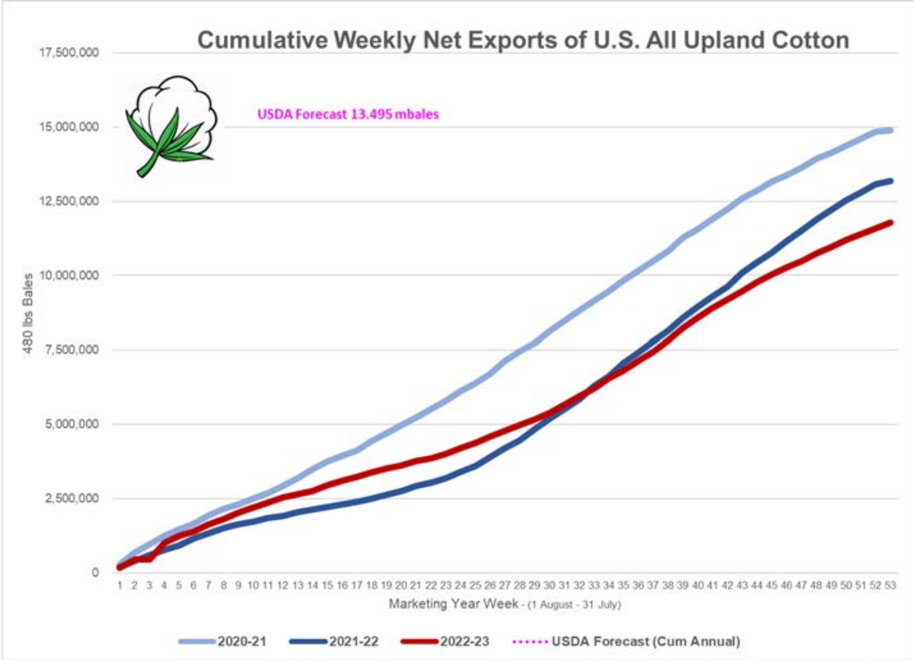
- **Cotton Export Shipments & Sales**

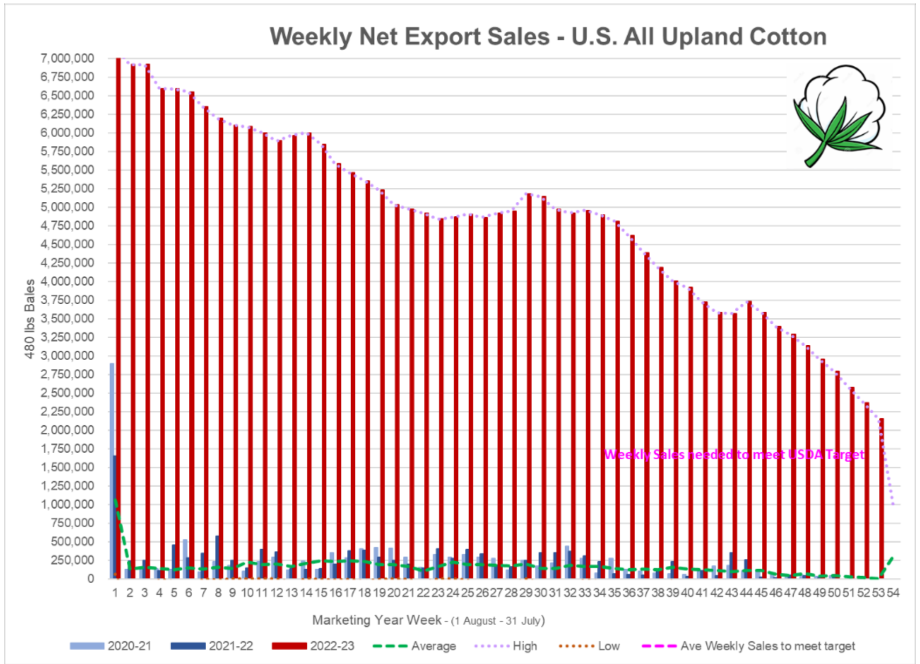
Net sales of Upland totaling 156,500 RB for 2023/2024 were down 38% from the previous week and 7% from the prior 4-week average. Increases primarily for China (63,600 RB, including 2,500 RB switched from Hong Kong), Vietnam (27,600 RB, including decreases of 2,300 RB), Pakistan (22,600 RB), Turkey (17,100 RB, including decreases of 900 RB), and Indonesia (9,400 RB, including 2,100 RB switched from Japan), were offset by reductions for Hong Kong (2,600 RB) and El Salvador (500 RB). Net sales of 140,600 RB for 2024/2025 were primarily for El Salvador (90,800 RB), Mexico (16,100 RB), Honduras (10,200 RB), Bangladesh (6,700 RB), and Pakistan (5,700 RB). Exports of 238,800 RB were down 4% from the previous week and unchanged from the prior 4-week average. The destinations were primarily to China (85,000 RB), Turkey (39,900 RB), Pakistan (34,900 RB), Bangladesh (18,500 RB), and Vietnam (10,900 RB). Net sales of Pima totaling 3,600 RB for 2023/2024 were down 36% from the previous week and 43% from the prior 4-week average. Increases were reported for India (2,700 RB, including decreases of 2,700 RB), Vietnam (400 RB), Germany (200 RB), Turkey (200 RB), and Japan (100 RB). Total net sales of 1,000 RB for 2024/2025 were for Italy.

Exports of 5,200 RB were down 37% from the previous week and 28% from the prior 4-week average. The destinations were primarily to India (2,700 RB), Vietnam (1,000 RB), Brazil (400 RB), Pakistan (400 RB), and Thailand (200 RB).

Optional Origin Sales: For 2023/2024, the current outstanding balance of 4,400 RB, all Bangladesh. For 2024/2025, the current outstanding balance of 8,800 RB, all Pakistan.

Exports for Own Account: For 2023/2024, new exports for own account totaling 5,400 RB were to China. The current exports for own account outstanding balance of 91,500 RB are for China (66,800 RB), Vietnam (14,700 RB), Pakistan (5,100 RB), South Korea (3,700 RB), and Turkey (1,200 RB).





Logistics

➢ US Tariffs Expected to Cause Supply Chain Disruption

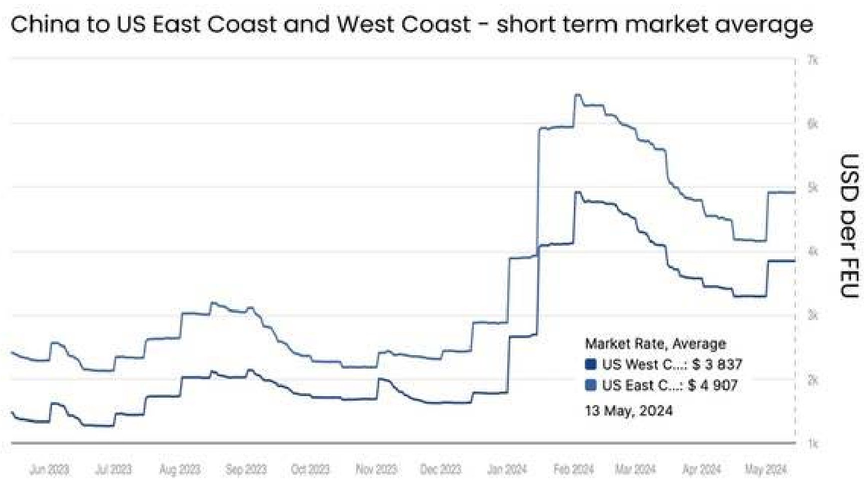
14 May 2024 Maritime Logistics Professional – Global supply chains are braced for further disruption and increasing costs after US President Joe Biden announced new tariffs on Chinese imports on Tuesday.

The tariffs will be imposed on a wide range of Chinese imports including semi-conductors, batteries, EVs and solar cells, with the changes staggered to come into effect between 2024 and 2026.

Peter Sand, Chief Analyst at Xeneta, said: “The new tariffs under President Biden may be a case of history repeating. If so, businesses will be braced for increasing supply chain costs and ultimately it will be US consumers who pay for it.

“Back in 2018, we saw the US under President Trump impose a wide raft of tariffs on Chinese imports. China retaliated by imposing increasing tariffs of its own, and this constant trading of blows saw ocean freight container shipping rates from China to the US West Coast increase by more than 160%. “Rates began to fall away again towards the end of 2018 as the situation calmed, but they never returned to the same level, meaning a new status quo was established in the market at a higher cost level.”

Sand believes businesses may look to alternative supply chain routes into the US in light of the latest tariffs. Growth in demand for container shipping imports from China into Mexico in the first quarter of 2024 had already increased by 34% compared to 12 months ago, fueling suspicions it is being used by some shippers as a ‘back door into the US’.



Source: Xeneta

Sand said: “The ocean freight container market has seen incredible increases in demand from China into Mexico and the latest US tariffs could see this rapid growth continue. “In a purely hypothetical scenario, at the current growth rate, by the year 2031 there will be more containers imported from China into Mexico than the US West Coast. “We may also see US shippers look to import goods from nations such as Vietnam as an alternative to China - as has increasingly been the case since the 2018 tariffs hike hit the market. “However, these are immature supply chain routes compared to the established Transpacific trade direct from China to the US West Coast. This means more complexity, more volatility and increased cost.”

The announcement of tariffs also comes at a time when the ocean freight container shipping market is being impacted by major black swan events including conflict in the Red Sea and drought in the Panama Canal.

On May 14, the average spot rate for ocean freight shipping from China to the US West Coast stood at USD 3837 per FEU (40ft shipping container), which is an increase of 162% compared to 12 months ago.

From China into the US East Coast, average spot rates have increased by more than 100% compared to 12 months ago.

Sand said: “Ocean freight shipping routes from China to the US East and Gulf Coast are still being hampered by restrictions in the Panama Canal. The next best alternative is the Suez Canal, but this isn’t an option either for the majority of shippers due to the conflict in the Red Sea.

“More red tape and complexity in supply chains is the last thing the ocean freight shipping industry needs right now.”

Sand believes much will now depend on China’s response. “There is no doubt this is an aggressive move by the US against China and, once again, we are seeing geo-politics impact global supply chains.

“The new tariffs will affect around $18 billion in annual imports, which is not a huge amount in the grand scheme of US trade, but if China responds in the same way as 2018 then we could be at the start of another spiral of escalating tariffs. That will mean yet more pain for shippers and ocean freight service providers to deal with.”

➢ MPP sector not spared from Panama Canal, Red Sea issues

13 May 2024 by Adnan Bajic, Project Cargo Journal - The multipurpose (MPP) shipping sector has not been spared from the disruptions in traffic flows in the Panama and Suez Canals. According to shipping consultancy Drewry, weather-related restrictions on the Panama Canal and the recent threat of missile attacks on merchant vessels navigating the Bab-el-Mandeb Strait, have impacted several shipping sectors, including the MPP.

Even larger vessels with heavy-lift capabilities (also known as project carriers) have shown a strong drop in the number of passings in the Panama and Suez Canals, according to Drewry.

Demand for project carriers has been strong due to the number and scale of industrial and energy projects, especially in the oil and gas, and wind energy sectors. Hence, a drop in passings and an increase in voyage length by going South around America and Africa have added to tonne-mile demand. This additional demand and utilisation have manifested in higher time charter rates, although increases have been slight so far, Drewry’s analysts said.

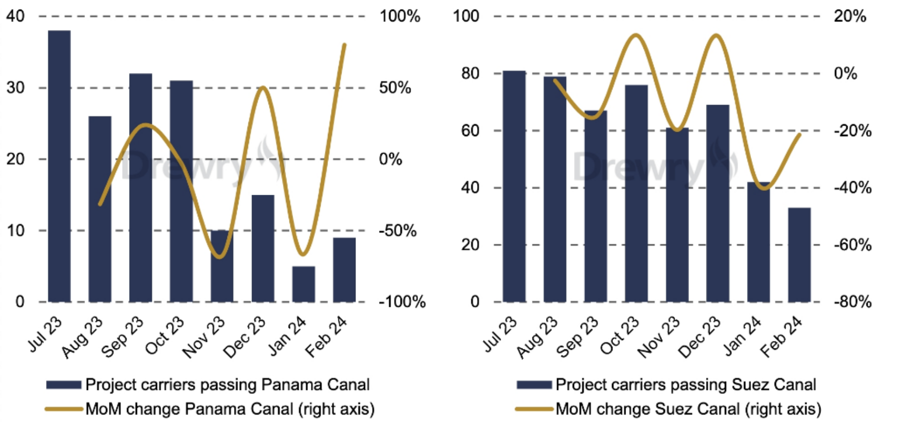


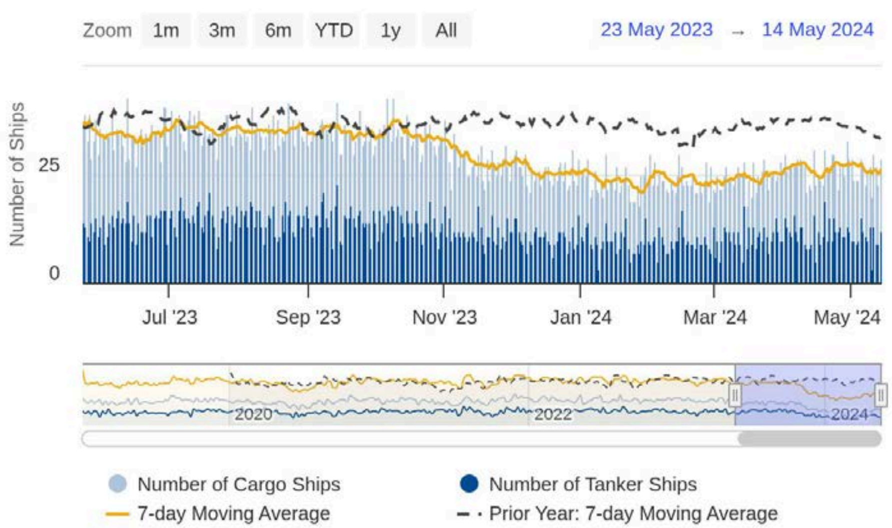
Photo: Drewry

At the same time, stronger vessel demand starting next year is expected due to more project work, leading to a tight multipurpose vessel charter market in 2026/27, especially on the project carrier front, Drewry's analysts said.

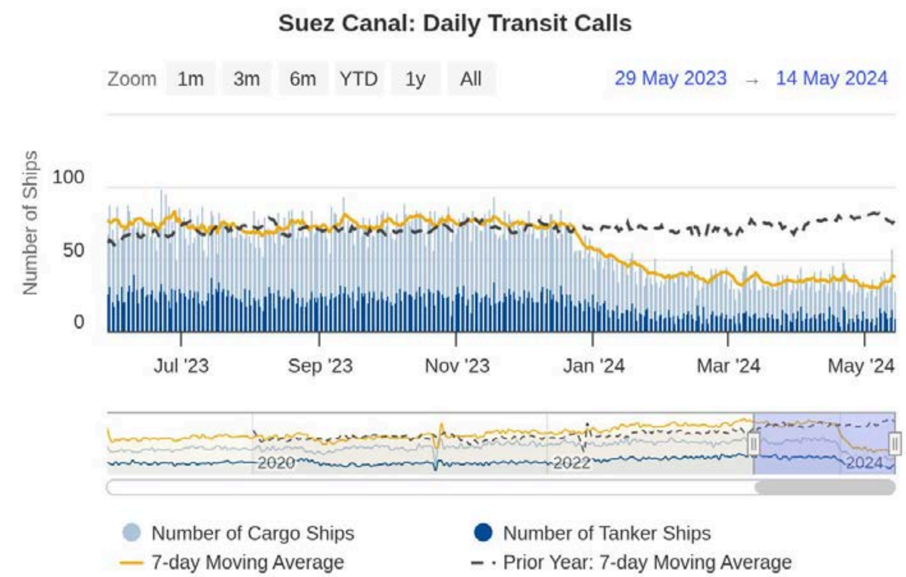
"A continuation of the disruption of vessel routes at Panama and the Red Sea could make the situation even more challenging for shippers," according to Drewry.

As the orderbook of newbuild vessels is still rather small with utilisation levels already high, Drewry's analysts think analysing geographical chokepoints and geopolitical events surrounding them will be a key aspect of multipurpose vessel market analysis, at least in the short- to mid-term.

➢ Panama Canal – Daily Transit Calls



9 May 2024 Source: IMF PortWatch
https://portwatch.imf.org/pages/76f7d4b0062e46c5bbc862d4c3ce1d4b



9 May 2024 Source: IMF PortWatch Source:
https://portwatch.imf.org/pages/c57c79bf612b4372b08a9c6ea9c97ef0

➢ Jordan Adapts to Higher Shipping Costs From Red Sea Security Crisis

12 May 2024 The Maritime Executive - Jordan is bracing itself for extended shipping disruption in the Red Sea. Last week, Jordan's cabinet led by the Prime Minister Bishr Khasawneh extended the exemptions to custom duties, and the general and private sales tax on maritime freight charges until June 30, 2024. The government initially introduced this exemption on January 21, a move that was expected to curb rising prices of basic commodities imported in the country.

Jordan's only port, Aqaba, has been caught up in the Red Sea security crisis, resulting in a drastic reduction in ship calls. Most Jordanian imports go through the Strait of Bab-el-Mandeb, which merchant shipping is avoiding as Houthis escalate attacks.

According to data released last month by Jordanian Logistics Association (JLA), Port of Aqaba saw a significant decrease in container shipping in the first quarter of this year. During the period the port handled 87,708 containers, a 20% decline compared to last year's figure of 109,674 containers.

Exports also declined 29%, with 22, 836 containers handled in the period compared to 32,128 in 2023.

The government's directive to extend exemption of custom duties comes a week after Houthis threatened to launch a new wave of attacks for vessels headed to Israel from the Mediterranean Sea. This could add another shipping hurdle for Red Sea ports such as Aqaba.

Meanwhile, with the Red Sea blockade expected to continue, Port of Salalah in Oman is positioning itself as a viable alternative to the time-consuming detour around the Cape of Good Hope. Strategically located along the main East-West shipping route, Salalah has launched a new multimodal option for shipping lines seeking faster alternatives between Asia, the U.S East Coast, and the European destinations. Containerships now have an option of unloading some cargo at Salalah, which can be transferred through an overland route by trucks to Jeddah, located on the safer mid-point of the Red Sea in Saudi Arabia. The overland route takes 4-5 days, and from Jeddah the cargo could continue by sea through the Suez Canal to Europe and U.S destinations.

- **<u>Air cargo's summer: traditionally slack, or Red Sea-induced demand?</u>**

13 May 2024 Alex Lenanne, The Load Star - The gap between air cargo spot rates and ocean rates on the transpacific is shrinking: a phenomenon which, during the pandemic, led to a greater use of airfreight.

In the first week of this month, the average air cargo spot rate on the trade was around nine times higher than shipping by sea, said Xeneta analyst Wenwen Zhang on Friday.

At the start of December, air freight was some 22 times more expensive than sea freight.

Ms Zhang said the next few months would reveal whether air cargo would fall into the traditional slack summer season, or whether the disruption in sea freight would provide a boost.

In ocean freight, forwarders are reporting that a mix of capacity manipulation, transit delays “and good global PR by carriers”,was leading to a spike in rates, causing “turmoil” in the market. One forwarder commented: “Carriers are denying bookings.”

This could potentially boost air cargo, as shippers seek to protect supply chains. However, a UK forwarder said: “New schedules for summer flights are obviously more prevalent, so that adds capacity.

“In general, retailers have had their launches – spring/summer is out, so what’s needed is going to warehouses and stores, and the bulk ocean freight is following behind. There is a definite reduction in the retail sector demand for time-critical.

“Other industries continue with the ‘distressed ocean freight’ demand, but this has definitely reduced. So, although the air freight market has softened, capacity has increased with the summer scheduling, and the air freight market is in quite a healthy state, with a decent balance of supply versus demand, for the time of year.

“Personally, I think it will soften further over the coming weeks and summer months. From what I can see, there are no huge product launches, demand is stable and the past few weeks have actually seen the geopolitical situation stabilise (albeit with a very unstable level as the starting point), so there are no new shocks anticipated.”

Current issues – the Red Sea crisis – could mean Middle Eastern airlines are well-placed to pick up any extra business via sea-air routes. Emirates, while announcing its full-year results today, noted: “Building on Dubai’s geographical advantages and world-class multimodal infrastructure, Emirates SkyCargo and its strategic partners reinforced the sea-air product, harnessing the seas and skies to move over 11,000 tonnes.”

Its year ended on 31 March, revealing volumes were up 17.7% year on year, to 2.2m tonnes – although revenues were down 21% and yields fell 32%. Cargo accounted for 11% of the airline’s revenue. The carrier increased belly capacity, as well as chartering three 747Fs, which it used while waiting for its new 777Fs, and were deployed in Hong Kong, China and Europe, “on the back of increasing customer demand”.

It said: “Despite continued challenges in global logistics, our cargo division consistently outpaced the market, reporting a revenue of AED13.6bn ($3.7bn). This reflects the high customer demand for our specialist logistics solutions and the reach of our global network, Dubai’s world-class sea-air hub capabilities and the fruits of our ongoing investments in digital technology, infrastructure and products.”

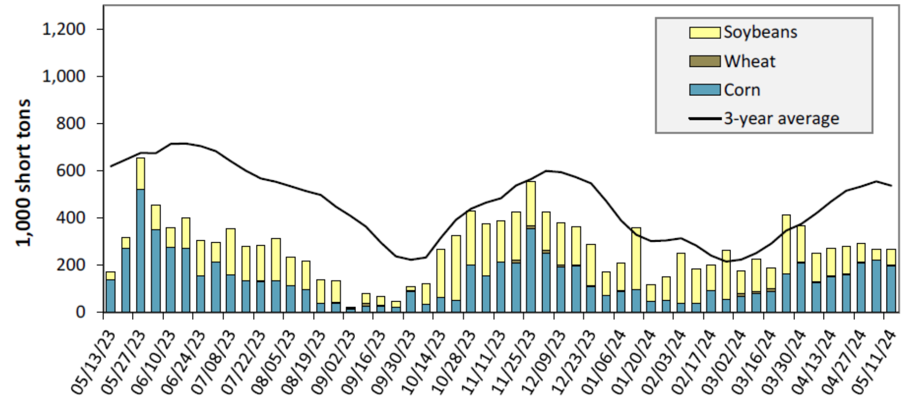
The carrier will start to receive its five new 777Fs from around June.

It added that demand was “particularly strong for perishable goods from India, Pakistan and South Africa, primarily destined for Europe and the GCC countries”.

The forwarder added: “And then mango season is coming – and everyone around the world loves a mango, so that is all the Indian/Pakistan routes taken for a few weeks.”

Barge Movements

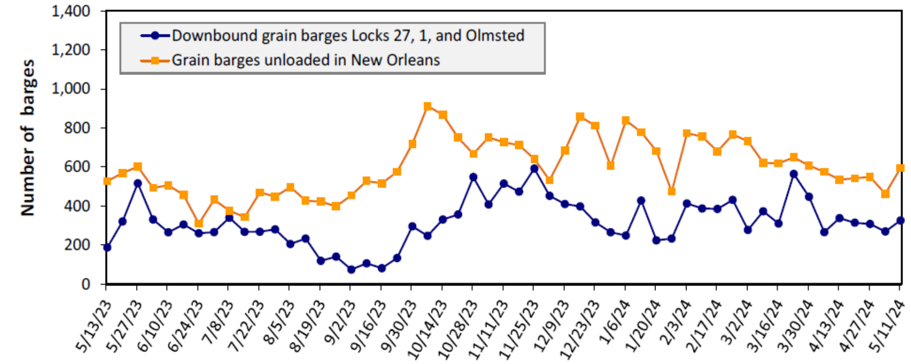
Figure 11. Barge movements on the Mississippi River (Locks 27-Granite City, IL)



Note: The 3-year average is a 4-week moving average. The U.S. Army Corps of Engineers has recently migrated its lock and vessel database and has noted the latest data may be revised in coming weeks.
Source: U.S. Army Corps of Engineers.

For the week ending May 11, barged grain movements totaled 489,772 tons. This was 16% more than the previous week and 67% more than the same period last year.

Figure 13. Grain barges for export in New Orleans region



Note: Olmsted = Olmsted Locks and Dam. The U.S. Army Corps of Engineers has recently migrated its lock and vessel database and has note data may be revised in coming weeks.
Source: U.S. Army Corps of Engineers and USDA, Agricultural Marketing Service.

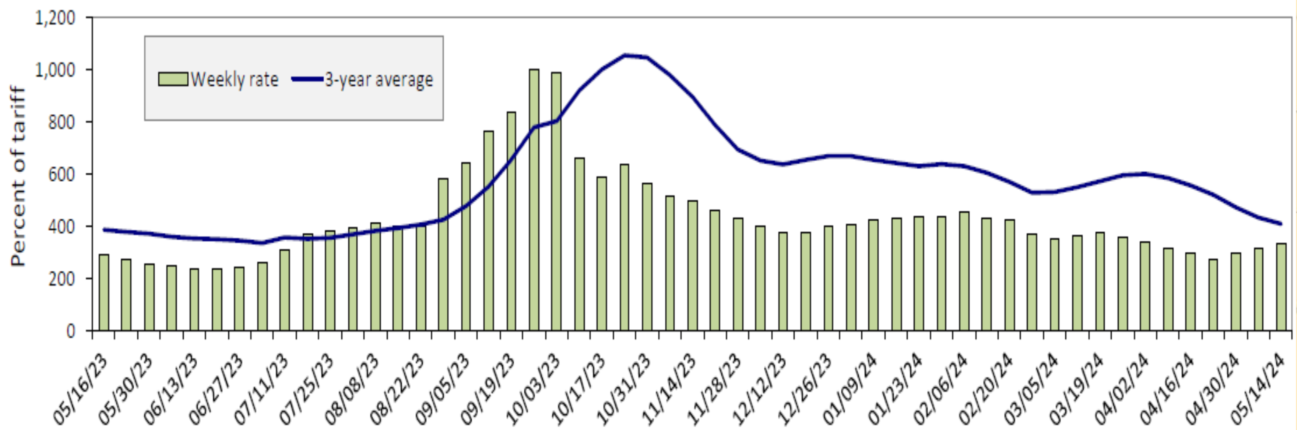
For the week ending May 11, 326 grain barges moved down river—57 more than last week. There were 594 grain barges unloaded in the New Orleans region, 28% more than last week.

Table 10. Barged grain movements (1,000 tons)

For the week ending 05/11/2024	Corn	Wheat	Soybeans	Other	Total
Mississippi River (Rock Island, IL (L15))	50	2	27	0	78
Mississippi River (Winfield, MO (L25))	80	2	41	0	122
Mississippi River (Alton, IL (L26))	227	2	66	0	295
Mississippi River (Granite City, IL (L27))	199	2	65	0	265
Illinois River (La Grange)	143	0	41	0	184
Ohio River (Olmsted)	185	15	25	0	224
Arkansas River (L1)	0	0	0	0	0
Weekly total - 2024	384	16	90	0	490
Weekly total - 2023	227	20	46	0	293
2024 YTD	4,799	629	4,346	78	9,852
2023 YTD	5,122	505	4,884	152	10,663
2024 as % of 2023 YTD	94	125	89	52	92
Last 4 weeks as % of 2023	99	84	73	58	90
Total 2023	12,857	1,346	11,824	267	26,294

Note: "Other" refers to oats, barely, sorghum, and rye. Total may not add up due to rounding. YTD = year to date. Weekly total, YTD, and calendar year total include Mississippi River lock 27, Ohio River Olmsted lock, and Arkansas Lock 1. "L" (as in "L15") refers to a lock, locks, or lock and dam facility. The U.S. Army Corps of Engineers has recently migrated its lock and vessel database and has noted the latest data may be revised in coming weeks.
Source: U.S. Army Corps of Engineers.

Figure 9. Illinois River barge freight rate



Note: Rate = percent of 1976 tariff benchmark index (1976 = 100 percent); 3-year avg. = 4-week moving average of the 3-year average.
Source: USDA, Agricultural Marketing Service.

Table 9. Weekly barge freight rates: southbound only

Measure	Date	Twin Cities	Mid-Mississippi	Lower Illinois River	St. Louis	Cincinnati	Lower Ohio	Cairo-Memphis
Rate	5/14/2024	360	344	334	247	263	263	209
	5/7/2024	347	325	315	229	256	256	203
$/ton	5/14/2024	22.28	18.30	15.50	9.86	12.33	10.63	6.56
	5/7/2024	21.48	17.29	14.62	9.14	12.01	10.34	6.37

Measure	Time Period	Twin Cities	Mid-Mississippi	Lower Illinois River	St. Louis	Cincinnati	Lower Ohio	Cairo-Memphis
Current week % change from the same week	Last year	-19	0	16	9	1	1	-7
	3-year avg.	-30	-23	-18	-19	-26	-26	-26
Rate	June	353	335	324	239	256	256	209
	August	396	364	363	327	328	328	301

Note: Rate = percent of 1976 tariff benchmark index (1976 = 100 percent); 3-year avg. = 4-week moving average of the 3-year avg.; ton = 2,000 pounds; n/a = data not available.
Source: USDA, Agricultural Marketing Service.

Benchmark Tariff Rate

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

Current Barge Freight Rates

IL RIVER FREIGHT	5/15/2024	5/16/2024	
wk 5/19 & 5/26	330/350	325/340	
June	320/340	320/340	UNC
July	310/330	310/330	UNC
Aug	375/425	375/425	UNC
Sep	550/600	550/600	UNC
Oct	600/650	600/650	UNC
FH Nov	500/550	500/550	UNC
LH Nov	450/475	450/475	UNC
Dec	400/450	400/450	UNC

UPPER MISSISSIPPI ST PAUL/SAVAGE	5/15/2024	5/16/2024	
wk 5/19 & 5/26	350/375	365/385	
June	350/375	355/375	
July	350/375	350/375	UNC
Aug	400/500	400/500	UNC
Sep	550/600	550/600	UNC
Oct	650/700	650/700	UNC
FH Nov	550/600	550/600	UNC

MID MISSISSIPPI McGregor	5/15/2024	5/16/2024	
wk 5/19 & 5/26	330/355	340/360	
June	325/350	330/350	
July	320/350	320/350	UNC
Aug	325/400	325/400	UNC
Sep	500/550	500/550	UNC
Oct	600/650	600/650	UNC
FH Nov	500/550	500/550	UNC
LH Nov	450/500	450/500	UNC

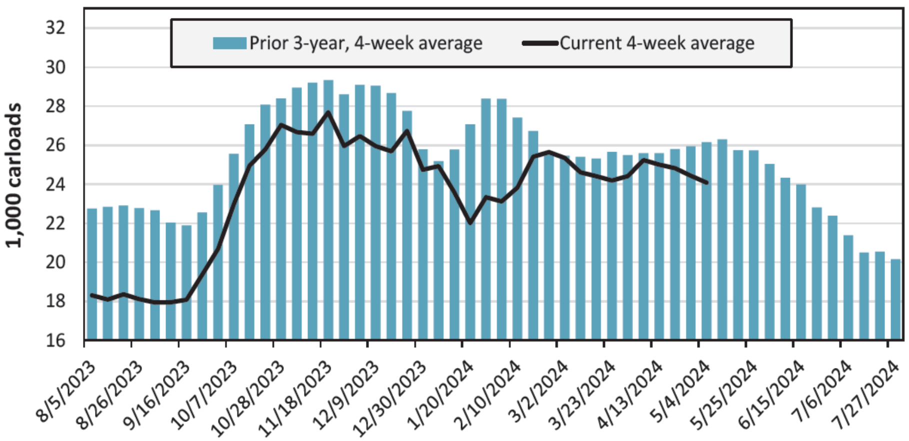
ST LOUIS BARGE FREIGHT 14'	5/15/2024	5/16/2024	
wk 5/19 & 5/26	230/250	235/250	
June	225/240	230/250	
July	225/250	225/250	UNC
Aug	300/350	300/350	UNC
Sep	475/525	475/525	UNC
Oct	525/600	525/600	UNC
FH Nov	425/450	425/450	UNC
LH Nov	350/400	350/400	UNC
Dec	300/350	300/350	UNC

LOWER OHIO RIVER	5/15/2024	5/16/2024	
wk 5/19 & 5/26	250/275	250/275	UNC
June	240/275	240/275	UNC
July	240/275	240/275	UNC
Aug	350/400	350/400	UNC
Sep	475/525	475/525	UNC
Oct	575/625	575/625	UNC
FH Nov	475/525	475/525	UNC
LH Nov	425/450	425/450	UNC
Dec	350/400	350/400	UNC

MEMPHIS CAIRO	5/15/2024	5/16/2024	
wk 5/19 & 5/26	200/215	200/215	UNC
June	190/210	190/210	UNC
July	190/210	190/210	UNC
Aug	260/325	260/325	UNC
Sep	465/500	465/500	UNC
Oct	480/525	480/525	UNC
FH Nov	400/425	400/425	UNC
LH Nov	325/350	325/350	UNC
Dec	275/300	275/300	UNC

Rail Movements

Figure 3. Total weekly U.S. Class I railroad grain carloads



Source: Surface Transportation Board.

- U.S. Class I railroads originated 24,908 grain carloads during the week ending May 4. This was a 7-percent increase from the previous week, 4% more than last year, and 8% fewer than the 3-year average.
- Average May shuttle secondary railcar bids/offers (per car) were $50 above tariff for the week ending May 9. This was $84 more than last week and $377 more than this week last year.
- Average non-shuttle secondary railcar bids/offers per car were $400 above tariff. This was $275 more than last week, and $400 more than this week last year.

➢ Minnesota DOT announces $9.6M in funding for freight rail projects

10 May 2024 Britney Hineman, FreightWaves - The Minnesota Department of Transportation is providing nearly $10 million for freight rail improvement projects across the state.

The money will support 11 projects, which will make the state more competitive in the global and national economy, Kelly Christenson, department freight and rail programs supervisor, said in the announcement. The department received 19 proposals requesting $22.5 million.

“The increased number of grant applications we received this year demonstrates the importance of improving the freight rail infrastructure across the state,” Christenson said.

The $9.6 million in grants will fund projects in agriculture, sugar, development and government.

The projects are:

- $1.9 million to develop a unit train loading facility for Northern Country Co-op in Lansing.
- $1.56 million to develop land for a new industrial park and innovation center for Minnesota Northern Railroad Co. in Crookston.
- $1.5 million to install new railcar offloading stations for Louisiana-Pacific Corp. in Watkins.
- $1.1 million to build 2,150 feet of track to transport fertilizer for a forthcoming agronomy center for Meadowlands Farmers Co-op in Echo.
- $960,000 to expand a packaging warehouse for American Crystal Sugar Co. in Crookston.
- $613,600 to update a railroad crossing signal and accessibility projects for the city of Little Falls.
- $511,446 to add 2,440 feet of track and two internal switches within an existing terminal for Seven Rivers Intermodal Terminal in Winona.
- $468,137 to improve bridges on Progressive Rail’s Minnesota system.
- $400,000 to enhance the rail loading system for Sanimax US in South St. Paul.
- $328,424 to extend track at Twin Cities & Western Railroad Co. near Cologne.
- $246,000 for rail improvements for DeRock Capital Group in Hector.

➢ Labor Board Review Delays Potential Canadian Rail Strike

On May 1, the Teamsters Canada Rail Conference (TCRC)—a union of almost 10,000 Canadian rail workers at Canadian National Railway (CN) and CPKC— voted to authorize strikes at both companies (fourth highlight, *Grain Transportation Report (GTR)*, May 9, 2024).

As a 21-day “cooling off” period for TCRC and the railroads draws to a close, a work stoppage could occur as soon as May 22. However, any potential strike or lockout is pending review from the Canada Industrial Relations Board (CIRB) (an independent tribunal with oversight of certain labor matters), and CIRB indicated it is unlikely to reach a decision by May 22.

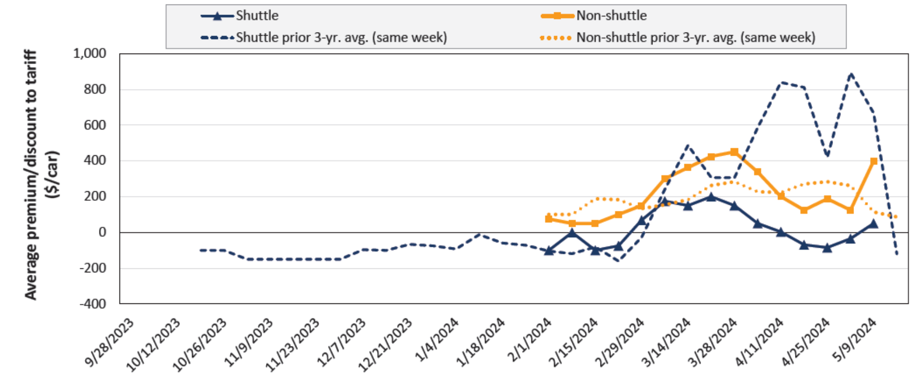
On May 9, Canada’s Labor Minister asked CIRB to clarify what, if any, rail service must continue under any circumstances. Per Canada’s Labor Code, CIRB may order certain rail service “to prevent an immediate and serious danger to the safety or health of the public.” CIRB has invited interested parties to comment on CPKC’s movement of propane and CN’s movement of fuel, propane, food, and water treatment materials. Comments are due by 5 pm on May 21.

➢ Current Secondary Rail Car Market

BN SHUTTLE	Bid/Ask/Last	Bid/Ask/Last	
Return Trip	200 / -	200 / -	UNC
June	150 / 300	150 / 400	
L/H June	100 / 250	100 / 300	
July	0 / 50	0 / 100	
August	-200 / -100	-200 / -100	UNC
Split Aug, Sept	-150 / -100	-150 / -100	UNC
Oct, Nov, Dec	400 / 800	400 / 800	UNC
Jan, Feb, Mar	100 / 600	100 / 600	UNC

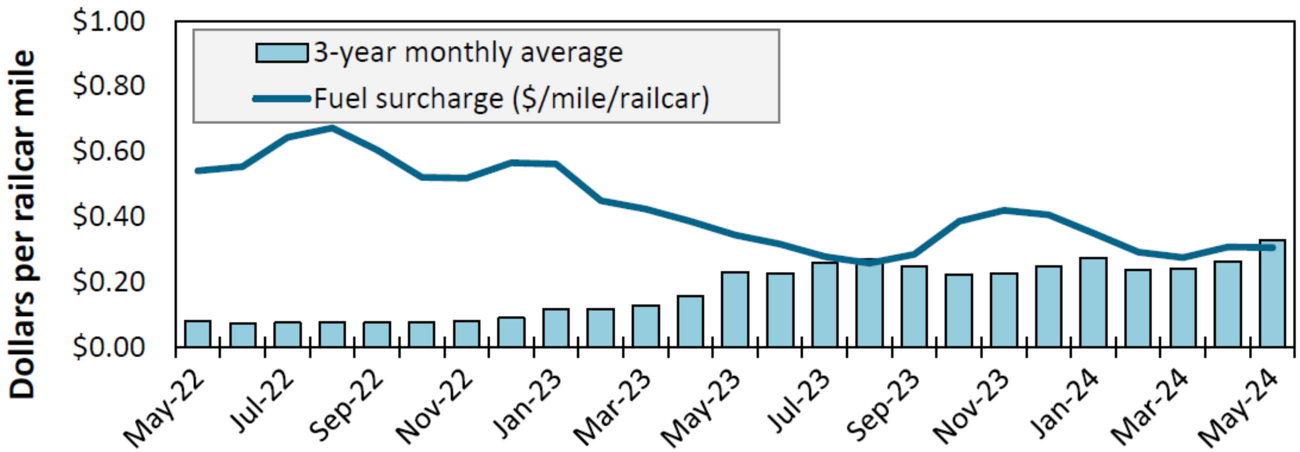
UP SHUTTLE	Bid/Ask/Last	Bid/Ask/Last	
L/H May	-200 / -50	-200 / -50	UNC
June	-200 / -50	-200 / -50	UNC
July (bid Mex. opt.)	-250 / -50	-250 / -50	UNC
August (bid Mex. opt.)	-250 / -50	-250 / -50	UNC
Oct, Nov, Dec	0 / 400	0 / 400	UNC

Figure 5. Secondary market bids/offers for railcars to be delivered in May 2024



Note: Non-shuttle bids include unit-train and single-car bids. n/a = not available; avg. = average; yr. = year; BNSF = BNSF Railway;
Source: USDA, Agricultural Marketing Service analysis of data from Tradewest Brokerage Company and the Malsam Company.

Figure 8. Railroad fuel surcharges, North American weighted average



May 2024: $0.31/mile, unchanged from last month's surcharge of $0.31/mile; down 4 cents from the May 2023 surcharge of $0.35/mile; and down 2 cents from the May prior 3-year average of $0.33/ mile.

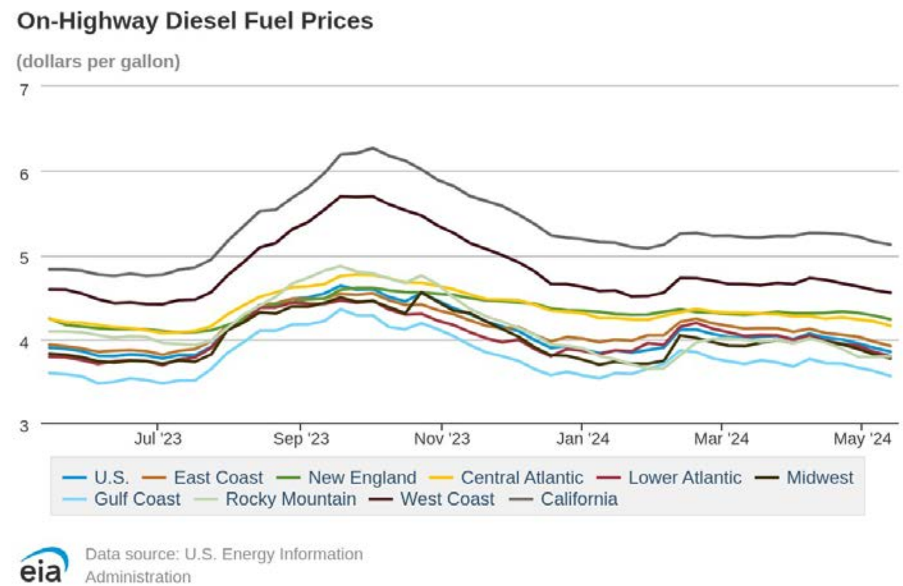
Note: Weighted by each Class I railroad's proportion of grain traffic for the prior year.
Source: BNSF Railway, Canadian National Railway, CSX Transportation, Canadian Pacific Railway, Union Pacific Railroad, Kansas City Southern Railway, Norfolk Southern Corporation.

Diesel Fuel Prices

Table 11. Retail on-highway diesel prices, week ending 5/13/2024 (U.S. $/gallon)

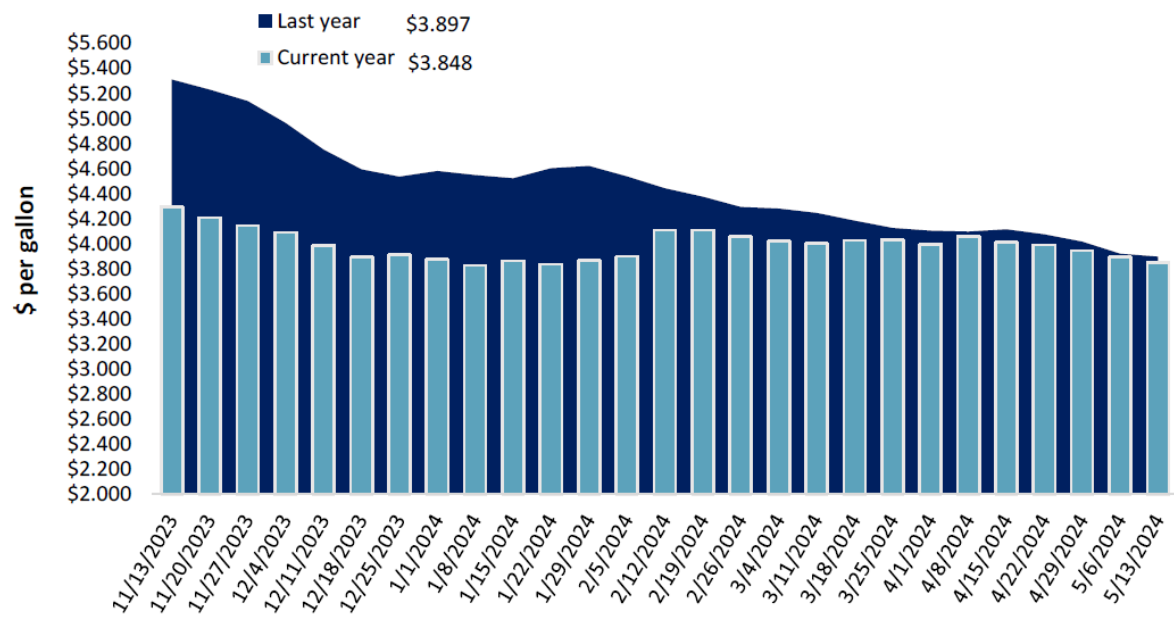
Region	Location	Price	Change from	
			Week ago	Year ago
I	East Coast	3.916	-0.050	-0.016
	New England	4.233	-0.044	-0.010
	Central Atlantic	4.155	-0.053	-0.083
	Lower Atlantic	3.794	-0.052	0.007
II	Midwest	3.768	-0.046	-0.055
III	Gulf Coast	3.559	-0.058	-0.034
IV	Rocky Mountain	3.791	0.006	-0.298
V	West Coast	4.551	-0.029	-0.037
	West Coast less California	4.053	-0.026	-0.329
	California	5.123	-0.032	0.298
Total	United States	3.848	-0.046	-0.049

Note: Diesel fuel prices include all taxes. Prices represent an average of all types of diesel fuel. On June 13, 2022, the Energy Information Administration implemented a new methodology to estimate weekly on-highway diesel fuel prices.
Source: U.S. Department of Energy, Energy Information Administration.



For the week ending the 13th of May, the U.S. average diesel fuel price decreased 4.6 cents from the previous week to $3.848 per gallon, 4.9 cents below the same week last year.

Figure 14. Weekly diesel fuel prices, U.S. average



Note: On June 13, 2022, the Energy Information Administration implemented a new methodology to estimate weekly on-highway di
Source: U.S. Department of Energy, Energy Information Administration.