U.S. Selected Exports, Trade and Transportation

Wheat, Corn, Grain Sorghum, Cotton and Soybean Complex

8th of November 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

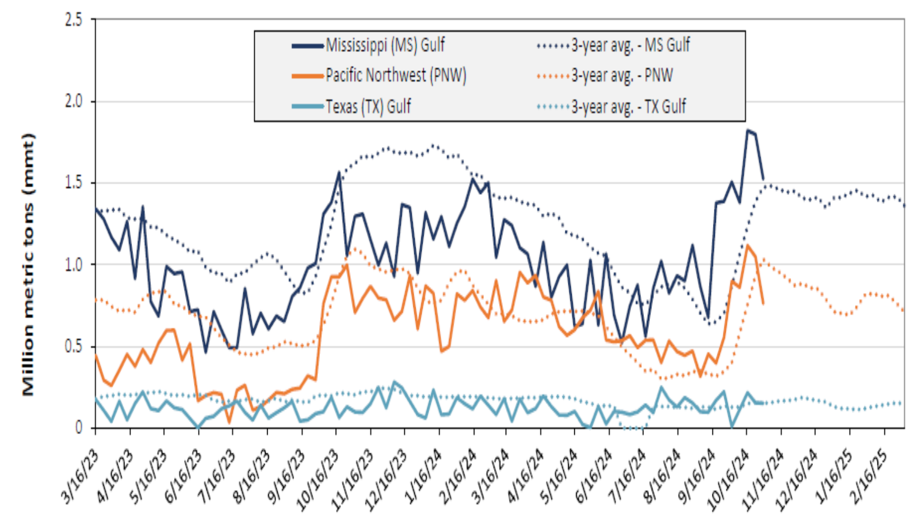
Contents

- **This summary based on reports for Nov. 1st to Nov. 8th of 2024**
- **Outstanding Export Sales (Unshipped Balances) on Oct. 31st 2024**
- **Export Shipments in Current Marketing Year**
- **Daily Sales Reported for Nov. 1st to Nov. 8th of 2024**

U.S. EXPORT ACTIVITY

Vessel Loadings

Figure 17. U.S. grain inspections for U.S. Gulf and PNW (wheat, corn, and soybeans)



Source: USDA, Federal Grain Inspection Service.

Table 14. U.S. export balances and cumulative exports (1,000 metric tons)

Grain Exports		Wheat						Corn	Soybeans	Total
		Hard red winter (HRW)	Soft red winter (SRW)	Hard red spring (HRS)	Soft white wheat (SWW)	Durum	All wheat			
Current unshipped (outstanding) export sales	For the week ending 10/24/2024	857	732	1,420	1,092	96	4,197	19,066	15,950	39,213
	This week year ago	785	1,051	1,522	1,061	123	4,543	13,286	13,406	31,235
	Last 4 wks. as % of same period 2023/24	107	64	86	95	72	86	122	121	116
Current shipped (cumulative) exports sales	2024/25 YTD	2,217	1,479	3,038	2,425	141	9,300	6,754	10,316	26,370
	2023/24 YTD	1,284	1,617	2,401	1,354	163	6,820	4,990	9,755	21,564
	YTD 2024/25 as % of 2023/24	173	91	127	179	87	136	135	106	122
	Total 2023/24	3,535	4,260	6,314	3,906	526	18,540	54,277	44,510	117,328
	Total 2022/23	4,872	2,695	5,382	4,414	395	17,759	39,469	52,208	109,435

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.

Export Sales

For the week ending the 24th of October, unshipped balances of corn, soybeans, and wheat for marketing year (MY) 2024/25 totaled 39.21 mmt, up 4% from last week and up 26% from the same time last year.

- Net wheat export sales for 2024/25 were 0.41 mmts, down 23% from last week.
- Net corn export sales for 2024/25, were 2.34 mmts, down 35% from last week.
- Net soybean export sales were 2.27 mmts, up 6% from last week.

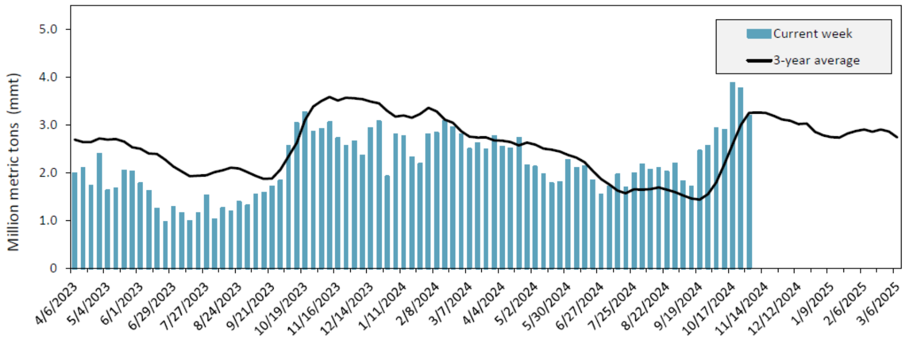
Table 19. Weekly port region grain ocean vessel activity (number of vessels)

Date	Gulf			Pacific Northwest
	In port	Loaded 7-days	Due next 10-days	In port
10/31/2024	34	38	55	13
10/24/2024	40	32	59	12
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 16. U.S. grain inspected for export (wheat, corn, and soybeans)



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

GRAINS INSPECTED AND/OR WEIGHED FOR EXPORT

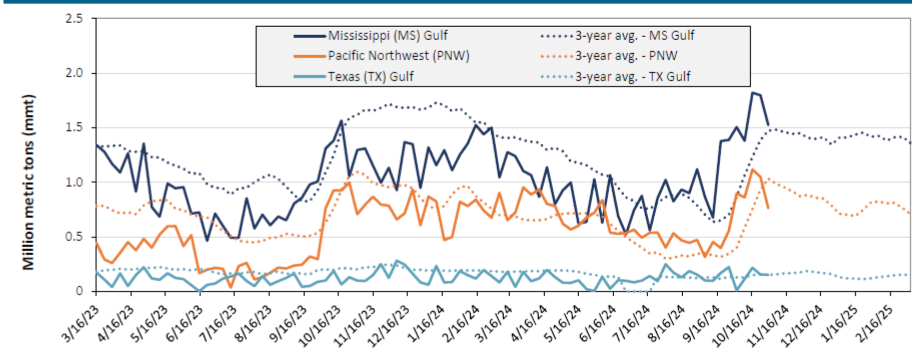
Week Ending the 31st of October 2024

GRAIN	WEEK ENDING 10/31/2024	WEEK ENDING 10/24/2024	WEEK ENDING 11/02/2023	PREVIOUS MARKET YEAR TO DATE	CURRENT MARKET YEAR TO DATE
BARLEY	0	0	0	4,920	643
CORN	779,078	840,435	574,558	7,423,217	5,552,051
FLAXSEED	0	0	0	192	0
MIXED	0	49	0	49	24
OATS	0	0	0	148	3,794
RYE	0	0	0	0	0
SORGHUM	67,026	5,354	40,409	539,667	490,857
SOYBEANS	2,158,646	2,628,439	2,183,373	12,799,577	12,366,821
SUNFLOWER	0	0	0	0	2,517
WHEAT	193,523	294,657	114,318	9,750,996	7,236,663
Total	3,198,273	3,768,934	2,912,658	30,518,766	25,653,370

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 31st of October, 38 oceangoing grain vessels were loaded in the Gulf—36% more than the same period last year.
- Within the next 10 days (starting the 1st of November), 55 vessels were expected to be loaded—10% more than the same period last year.
- As of the 31st of October, the rate for shipping a metric ton (mt) of grain from the U.S. Gulf to Japan was $51.25, down 2% from the previous week.
- The rate from the Pacific Northwest to Japan was $29.75 per mt, down 1% from the previous week.

Figure 17. U.S. grain inspections for U.S. Gulf and PNW (wheat, corn, and soybeans)



Source: USDA, Federal Grain Inspection Service.

Week ending 10/31/24 inspections (mmt):
MS Gulf: 1.53
PNW: 0.76
TX Gulf: 0.15

Percent change from:	MS Gulf	TX Gulf	U.S. Gulf	PNW
Last week	down 15	down 2	down 14	down 27
Last year (same 7 days)	up 13	up 50	up 15	down 24
3-year average (4-week moving average)	up 4	up 1	up 3	down 26

Ocean

For the week ending the 31st of October, 38 ocean going grain vessels were loaded in the Gulf—36% more than the same period last year. Within the next 10 days (starting the 1st of November), 55 vessels were expected to be loaded — 10% more than the same period last year.

As of the 31st of October, the rate for shipping a metric ton (mt) of grain from the U.S. Gulf to Japan was $51.25, down 2% from the previous week. The rate from the Pacific Northwest to Japan was $29.75 per mt, down 1% from the previous week.

Barge

For the week ending the 2nd of November, barged grain movements totaled 767,310 tons. This was 4% more than the previous week and 15% more than the same period last year.

For the week ending November 2, 514 grain barges moved down river—86 more than last week. There were 806 grain barges unloaded in the New Orleans region, 12% fewer than last week.

Rail

U.S. Class I railroads originated 28,528 grain carloads during the week ending the 26th of October. This was a 2-percent increase from the previous week, 1% more than last year, and 1% fewer than the 3-year average.

Average November shuttle secondary railcar bids/offers (per car) were $583 above tariff for the week ending the 31st of October. This was $636 less than last week and $741 more than this week last year. Average non-shuttle secondary railcar bids/offers per car were $160 above tariff. This was $40 less than last week and $29 more than this week last year.

Table 18. Grain inspections for export by U.S. port region (1,000 metric tons)

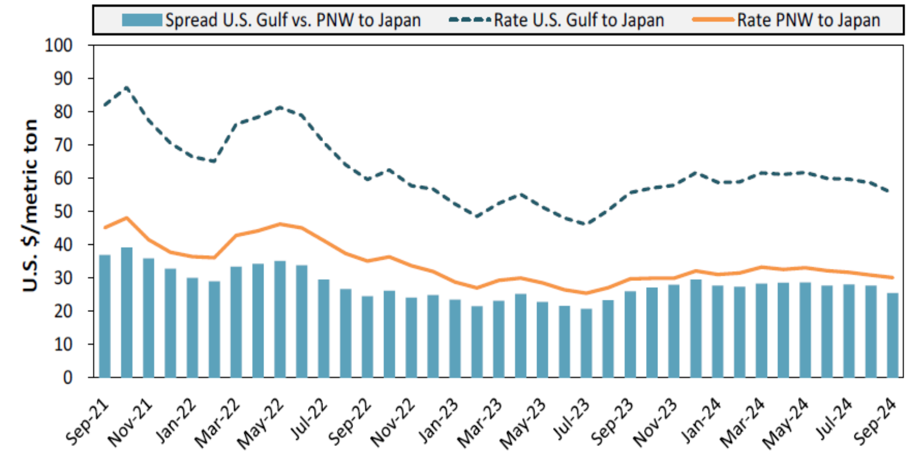
Port regions	Commodity	For the week ending 10/31/2024	Previous week*	Current week as % of previous	2024 YTD*	2023 YTD*	2024 YTD as % of 2023 YTD	Last 4-weeks as % of:		2023 total*
								Last year	Prior 3-yr. avg.	
Pacific Northwest	Corn	0	0	n/a	12,091	3,983	304	n/a	n/a	5,267
	Soybeans	676	949	71	6,396	7,120	90	97	86	10,286
	Wheat	88	99	89	9,849	8,131	121	115	142	9,814
	All Grain	764	1,048	73	29,422	19,429	151	99	92	25,913
Mississippi Gulf	Corn	368	531	69	22,875	20,168	113	173	132	23,630
	Soybeans	1,085	1,211	90	20,091	20,748	97	106	103	26,878
	Wheat	72	55	132	4,208	3,013	140	183	141	3,335
	All Grain	1,525	1,798	85	47,293	43,929	108	122	111	53,843
Texas Gulf	Corn	7	9	77	491	293	168	66	105	397
	Soybeans	85	52	163	296	267	111	138	91	267
	Wheat	0	91	0	1,543	1,486	104	255	115	1,593
	All Grain	153	155	98	5,451	4,515	121	132	106	5,971
Interior	Corn	348	253	138	11,478	8,343	138	110	128	10,474
	Soybeans	222	222	100	6,286	5,020	125	97	112	6,508
	Wheat	28	34	81	2,499	1,948	128	124	138	2,281
	All Grain	605	511	118	20,481	15,469	132	106	122	19,467
Great Lakes	Corn	23	43	54	86	37	231	607	1822	57
	Soybeans	0	27	0	107	146	73	105	54	192
	Wheat	5	15	35	488	345	142	83	154	581
	All Grain	28	85	33	682	528	129	138	112	831
Atlantic	Corn	33	4	747	363	119	307	432	391	166
	Soybeans	60	105	57	644	1,540	42	59	65	2,058
	Wheat	0	0	n/a	66	101	66	8	17	101
	All Grain	93	109	85	1,074	1,759	61	76	84	2,325
All Regions	Corn	779	840	93	47,384	32,955	144	148	137	40,004
	Soybeans	2,159	2,628	82	34,096	34,995	97	102	95	46,459
	Wheat	194	295	66	18,654	15,057	124	129	136	17,738
	All Grain	3,198	3,769	85	104,678	85,830	122	112	106	108,664

*Note: Data include 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.

Ocean Freight

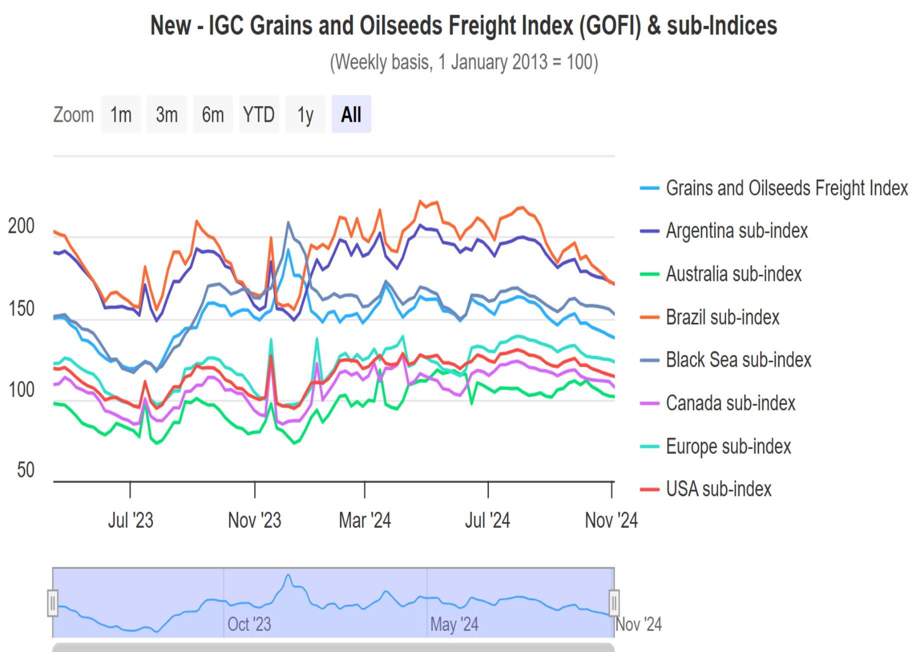
➢ Vessel Rates

Figure 19. U.S. Grain vessel rates, U.S. to Japan

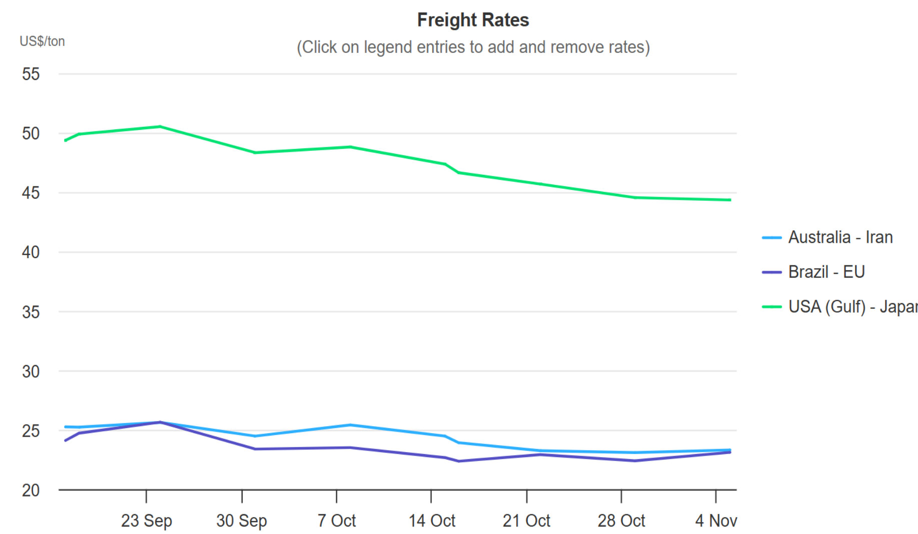


Note: PNW = Pacific Northwest
Source: O'Neil Commodity Consulting.

➢ IGC Grains Freight Index – 5th November 2024



	5 Nov	Weekly Change	Annual Change	52 Week Low	52 Week High
IGC Grains and Oilseeds Freight Index	138	-1	-%	138	192
Argentina sub-Index	171	-2	-%	149	207
Australia sub-Index	102	-	-%	73	118
Brazil sub-Index	171	-1	-%	155	222
Black Sea sub-Index	152	-3	-%	149	209
Canada sub-Index	108	-3	-%	85	127
Europe sub-Index	123	-2	-%	96	139
USA sub-Index	114	-1	14 %	95	131



	5 Nov	Weekly Change	Annual Change	52 Week Low	52 Week High
Australia - Iran	$23	-	1 %	$22	$30
Brazil - EU	$23	+1	-16 %	$21	$43
USA (Gulf) - Japan	$44	-	-9 %	$44	$62

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

Baltic Dry Freight Index – Daily = 1427

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

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

Capesize: The Capesize market experienced steady improvement this week, supported by robust demand and active trading in both the Atlantic and Pacific basins. Starting the week on a stable note, the BCI 5TC index rose gradually from $15,332 on Monday to close at $19,210 by Friday. In the Pacific, consistent activity from the miners and the operators, combined with weather-related delays, fuelled rate increases. The C5 index climbed from $8.820 on Monday to settle at $9.78 by Friday, as fixtures ranged from $8.70 to $9.80 later in the week. Meanwhile, the Atlantic basin also strengthened, especially from South Brazil, where a prominent miner's demand helped lift the C3 index from $20.380 on Monday to $22.145 by weeks end. The North Atlantic markets saw significant support, with TA and fronthaul indices notably increasing, reflecting tight tonnage and an increase in volumes.

Panamax: With confined demand globally, it proved to be a challenging week for owners with a slow and steady erosion of rates in the Panamax market, culminating in the 5TC average losing further value. With limited action of note in the Atlantic, rates here came under the most pressure with charterers holding the upper hand, although delivery DOP was still evident several times for Transatlantic as tonnage count remained low. Fronthaul activity for mid-November arrival ex South America continued to be fixed basis APS&BB, $14,000 + $400,000 agreed on a couple of occasions, highlighting the negative market trend here. In Asia, decent specification 82,000-dwt types for trips via NoPac were able to achieve rates well into the $11,000s during the early part of the week. However, with limited mineral trade, this had eroded down to rates in the $10,000s as the week ended. Limited period activity but did include reports of an 82,000-dwt delivery China achieving $16,900 basis 9/12 months.

Table 20. Ocean freight rates for selected shipments, week ending 11/2/2024

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 20, 2024	Apr 1/5, 2024	50,000	69.50
U.S. Gulf	China	Heavy grain	Sep 30, 2024	Oct 1/10, 2024	58,000	62.00
U.S. Gulf	China	Heavy grain	Sep 19, 2024	Oct 1/10, 2024	66,000	56.85
U.S. Gulf	China	Heavy grain	Sep 9, 2024	Oct 1/9, 2024	66,000	53.00
U.S. Gulf	China	Heavy grain	Aug 26, 2024	Sep 1/Oct 1, 2024	58,000	60.50
U.S. Gulf	China	Heavy grain	Sep 9, 2024	Sep 15/oct 15, 2024	68,000	57.00
U.S. Gulf	N. China	Heavy grain	Aug 20, 2024	Sept 15/Oct 15, 2024	68,000	57.00
U.S. Gulf	Colombia	Soybean Meal	May 7, 2024	May 20/30, 2024	3,000	28.30
U.S. Gulf	Colombia	Soybean Meal	May 7, 2024	May 20/30, 2024	3,000	28.30
Brazil	N. China	Heavy grain	Jul 11, 2024	Aug 7/13, 2024	63,000	47.25
Brazil	China	Heavy grain	Jul 5, 2024	Aug 4/Sep 14, 2024	63,000	42.50
Brazil	China	Heavy grain	Jun 21, 2024	Jul 20/31, 2024	63,000	42.25
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	Philippines	Soybean Meal	Feb 23, 2024	Apr 15/25, 2024	40,000	61.00
Ukraine	Portugal	Heavy grain	Aug 15, 2024	Aug 15/19, 2024	25,000	25.50
Ukraine	S. China	Barley	Jun 25, 2024	Jul 10/30, 2024	60,000	49.00

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

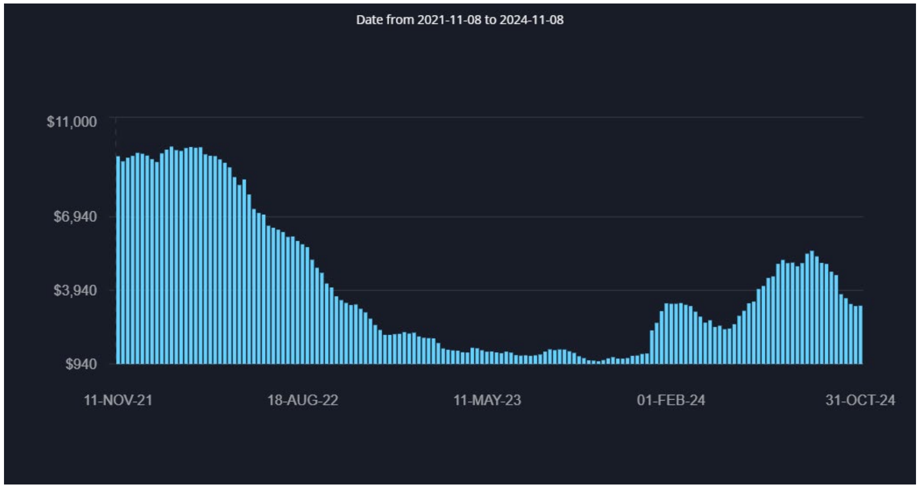
Source: Maritime Research, Inc.

GTR 11-07-24

Ultramax/Supramax: Another meagre week for the sector with very little encouragement from an owner's perspective. The Atlantic continued to slide, as the South Atlantic, whilst seeing a reasonable amount of enquiry remained over supplied with tonnage, a 56,000-dwt fixing delivery Rio Grande trip to US East Coast in the low $17,000s. From the North Atlantic little demand was seen. Again, rates remained under downward pressure. A Supramax was rumoured fixed from The US Gulf for a fronthaul at around $18,000. The Continent-Mediterranean similarly lacked fresh impetus. As prompt tonnage availability remained healthy from the Asian arena, there was no end in sight to the downward trend, a Supramax open South Korea was heard to have been fixed for a NoPac round in the low $10,000s. Limited enquiry further south saw a 63,000-dwt fixing from Indonesia to China at $16,000. The Indian Ocean fared little better, a 63,000-dwt fixing a salt run from Kandla to China at $12,000.

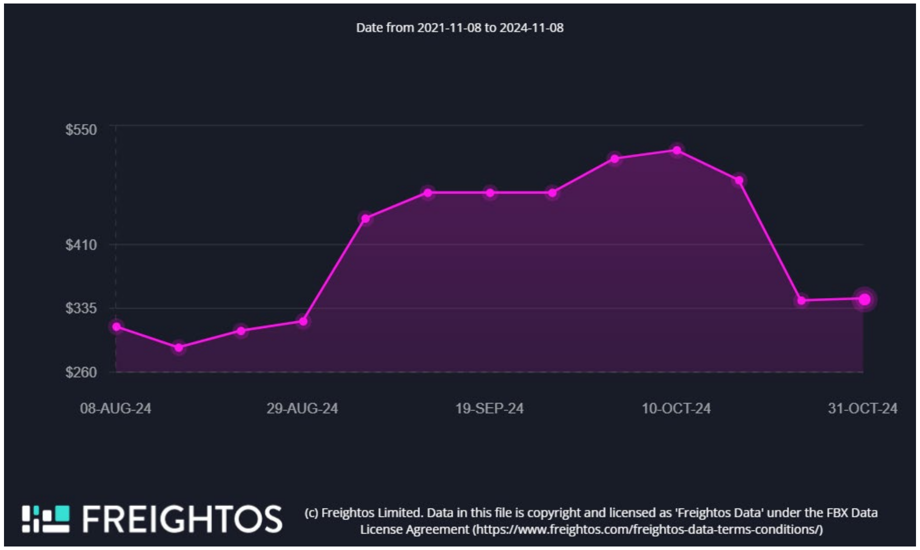
Handysize: It has been a challenging week for the sector, with rates in both the Atlantic and Pacific regions continuing to face downward pressure. In the Continent and Mediterranean, the overall sentiment remains stable, with fixtures emerging that suggest rates are holding steady at levels similar to the most recent deals. A 39,000-dwt open Amsterdam fixed for a trip via Murmansk to Brazil at $13,000. In the U.S. Gulf and South Atlantic regions, sentiment remained soft in general with the increase in available tonnage and limited activity which has kept pressure on rates. A 39,000-dwt heard fixed delivery Houston 10/15 Nov for a trip to Egypt Med with grains at $16.500. And a 37,000-dwt open Paranagua fixed delivery Recalada to South Africa with grains at $17,000. The Pacific market also remained under pressure; rates were generally dipping below previous levels across the region. A 39,000-dwt open Fremantle 13-16 Nov fixed trip via Kwinana to Cigading with wheat at $17,500. In the period market, a 38,000-dwt open Casablanca fixed for 4-6 months redelivery WW at $13,750.

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



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

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



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

06 November 2024 AJOT — **Key Insights:**

- Trump's victory in the US presidential election yesterday may start impacting the ocean freight market even before his January inauguration. The announcement of new tariffs in 2018 caused an increase in ocean volumes and rates to double ahead of their 2019 roll out. The expectation of even sharper tariff increases after Trump takes office could push some importers to already start frontloading now.
- Transpacific ocean rates of about $5,200/FEU are well below peak season highs, but are still thousands above normal due to the continued Red Sea crisis, and possibly also to some frontloading ahead of another ILA strike possible in January.
- Port workers in Prince Rupert and Vancouver have been locked out since the start of the week in response to their strike announcement. Several vessels are currently stuck, with others scheduled to arrive soon. Meanwhile, a union strike in Montreal is impacting 40% of the port's capacity as this ongoing dispute escalates.

- Asia -Europe ocean rates increased last week on start of month GRIs as carriers seek a price rebound especially as annual contract season gets underway on this lane.
- Carriers will be hoping continued congestion in Hamburg, delays in East Asia from a recent typhoon, and an increase in blanked sailings may support this rate hike even as demand eases. An early Lunar New Year and longer lead times due to Red Sea diversions could also work in carriers' favor.
- China - N. America air cargo rates of $7.00/kg for the last couple weeks – the high for last year – suggests that air peak season is upon us for this lane.
- B2C e-commerce imports – a big driver of air volumes and rates this year – face a new challenge as the European Commission investigates Temu for the sale of illegal goods. In the US, increases in warehouse leasing by Chinese logistics companies may signal some platforms are preparing for a shift away from de minimis and air cargo.

Ocean rates - Freightos Baltic Index:

- Asia-US West Coast prices (FBX01 Weekly) fell 2% to $5,403/FEU.
- Asia-US East Coast prices (FBX03 Weekly) increased 1% to $5,219/FEU.
- Asia-N. Europe prices (FBX11 Weekly) climbed 5% to $3,655/FEU.
- Asia-Mediterranean prices (FBX13 Weekly) increased 2% to $3,504/FEU.

Air rates - Freightos Air index

- China - N. America weekly prices decreased 3% to $6.70/kg
- China - N. Europe weekly prices increased 2% to $3.94/kg.
- N. Europe - N. America weekly prices increased 11% to $2.24/kg.

Analysis

Trump's victory in the US presidential election yesterday may start impacting the ocean freight market even before his January inauguration.

During the recent campaign Trump proposed applying across the board tariffs of 10% to 20% on most of the $3 trillion worth of annual US imports, and a minimum 60% tariff on all imports from China. In 2018, Trump's announcement of tariff increases led to a significant pull forward of ocean imports as shippers rushed to bring in goods before the tariff increases went into effect in early 2019. Freightos Baltic Index data showed that transpacific container rates doubled from July to November in 2018 as ocean volumes and inventories grew, with rates and volumes in 2019 muted in comparison.

This time, anticipation that Trump will follow through on these campaign promises could be enough to spur some increase in ocean freight demand and rates starting now, with these trends possibly intensifying once tariff increases are actually announced.

You can read our recent analysis of tariff impacts on freight markets here.

If pressure is renewed on the US ocean freight rates due to the election, it will be starting from an already elevated floor. Though prices have fallen significantly as peak season demand pressure has eased – transpacific rates to the East Coast are nearly 50% lower than their July high – at about $5,200/FEU East Coast prices are more than double their level last year, and West Coast prices are more than triple what they were last year and in October 2019. Rates are also $1,000 - $2,000/FEU higher than their lower for the year reached this April.

The root cause of elevated rates across the container market is the Red Sea crisis which continues to absorb capacity. But there may be other factors at play unique to the N. American market, keeping more pressure on rates compared to other tradelanes.

The first could be some pull forward of volumes in the last couple months by shippers in anticipation of a possible Trump victory – a trend that could intensify now that the election is over. The other is the looming January 15th deadline for a possible renewal of the port worker strike at East Coast and Gulf ports. This last factor could also be contributing to transatlantic spot rates which climbed to $2,583/FEU last week, 35% higher than a month ago, and at its highest level since May 2023.

Also in North America, port operators in Prince Rupert and Vancouver – Canada's largest container port – have locked out ILWU workers since the start of the week in response to the union's strike announcement. Several vessels are currently stuck at the ports waiting out the strike, with others scheduled to arrive soon. Disruptions at these hubs could lead to diversions and increased traffic at Seattle - Tacoma. Meanwhile, port workers in Montreal have ceased operations at two of the port's terminals, impacting 40% of the port's capacity as the newest escalation in this ongoing dispute.

Asia -Europe ocean rates – which had returned to April levels – increased last week on start of month GRIs as carriers seek a price rebound especially as annual contract season gets underway on this lane.

The latest daily rates of more than $4,500/FEU are more than 20% higher to last week's levels. Carriers will be hoping some continued congestion in Hamburg, 2-3 day waits in Taiwan ports, Shanghai and Ningbo due to last weekend's typhoon, and an increase in blanked sailings may support this rate hike even as demand eases post-peak season. An early Lunar New Year and longer lead times needed ahead of the holiday due to Red Sea diversions could also work in carriers' favor.

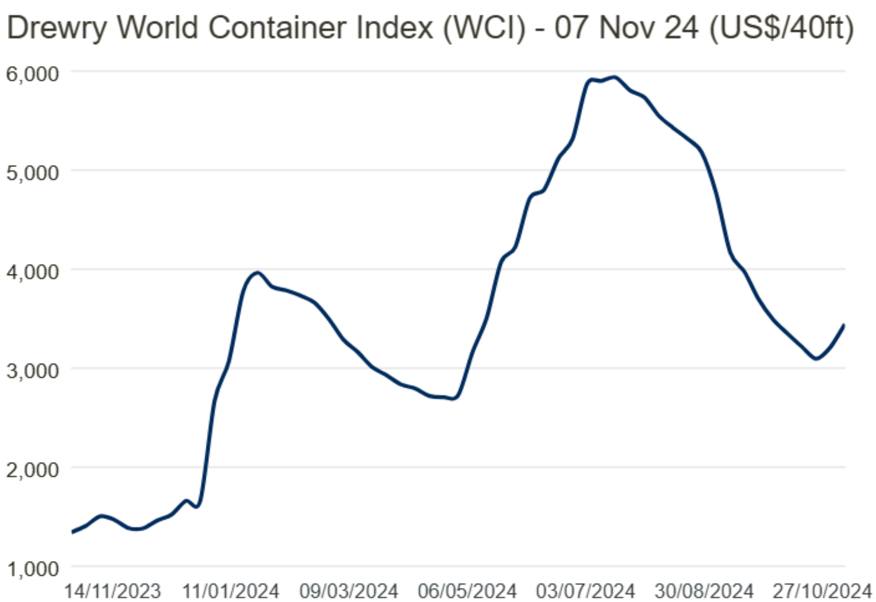
Conventional wisdom since the start of the Red Sea crisis has been that once it ends, overcapacity in the market will take hold to push rates down, possibly to extreme lows. In a recent earnings call though, Maersk – which also said it will take about three months to get its new alliance with Hapag- Lloyd up and running smoothly after its launch in February – speculated that demand growth, slow steaming, and a significant increase in scrapping older vessels, could blunt the impact of fleet growth and keep rates profitable for carriers.

In air cargo, China - N. America rates of around $7.00/kg for the last couple weeks – the high for last year – suggests that air peak season is upon us for this lane, though prices to Europe have stayed level just below $4.00/kg, still below the $4.80/kg high reached last December.

The elevated starting point for air rates is due to the surge of B2C e-commerce volumes that have kept capacity tight for much of the year. But challenges to this flood of low cost imports continue to mount.

Besides the Biden administration's proposed closing of the de minimis exemption to most Chinese imports – which may be unlikely to happen before the end of its term, though the Trump administration could feasibly try to enact something similar – the European Commission has opened an investigation into Temu's possible failure to limit the sale of illegal goods. In the US, increases in warehouse leasing by Chinese logistics companies, including for e-commerce, may signal that some platforms are preparing for a shift away from de minimis and air cargo.

- **Drewry World Container Index**



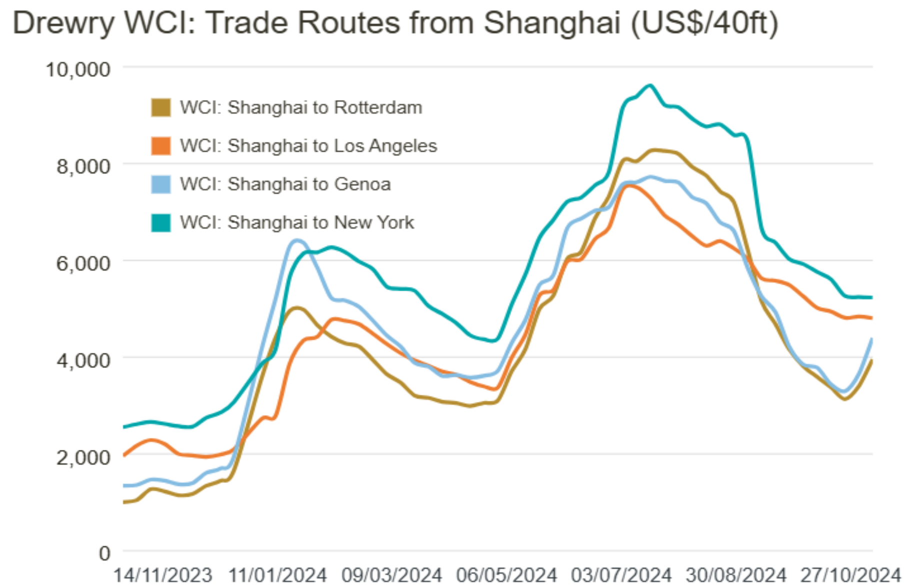
07 November 2024 – Source: https://www.drewry.co.uk/supply-chain-advisors/supply-chain-expertise/world-container-index-assessed-by-drewry. Drewry's World Container Index increased 7% to $3,444 per 40ft container this week.

Our detailed assessment for Thursday, 07 November 2024

The Drewry WCI composite index increased 7% to $3,444 per feu, which is 67% below the previous pandemic peak of $10,377 in September 2021 but 142% more than the average $1,420 in 2019 (pre-pandemic).

The average YTD composite index is $4,005 per feu, which is $1,162 higher than the 10-year average of $2,843 (inflated by the exceptional 2020-22 Covid period).

Freight rates from Shanghai to Genoa jumped 21% or $751 to $4,399 per feu and those from Shanghai to Rotterdam surged 16% or $558 to $3,954 per feu. Similarly, rates from New York to Rotterdam increased 3% or $25 to $785 per feu. On the other hand, rates from Rotterdam to Shanghai decreased 3% or $19 to $524 per feu while those from Rotterdam to New York fell 2% or $40 to $2,624 per feu and those from Shanghai to Los Angeles dipped 1% or $33 to $4,806 per feu.



Meanwhile, rates from Los Angeles to Shanghai and Shanghai to New York remained stable. Spot rates on the Asia-Europe trade lane increased for the second consecutive week and Drewry expects this uptrend to continue next week as well.

Route	Route code	24-Oct-24	31-Oct-24	07-Nov-24	Weekly change (%)	Annual change (%)
Composite Index	WCI-COMPOSITE	$3,095	$3,213	$3,444	7% ▲	129% ▲
Shanghai - Rotterdam	WCI-SHA-RTM	$3,132	$3,396	$3,954	16% ▲	211% ▲
Rotterdam - Shanghai	WCI-RTM-SHA	$548	$543	$524	-3% ▼	14% ▲
Shanghai - Genoa	WCI-SHA-GOA	$3,296	$3,648	$4,399	21% ▲	199% ▲
Shanghai - Los Angeles	WCI-SHA-LAX	$4,814	$4,839	$4,806	-1% ▼	110% ▲
Los Angeles - Shanghai	WCI-LAX-SHA	$710	$718	$720	0%	-6% ▼
Shanghai - New York	WCI-SHA-NYC	$5,266	$5,241	$5,233	0%	97% ▲
New York - Rotterdam	WCI-NYC-RTM	$761	$760	$785	3% ▲	30% ▲
Rotterdam - New York	WCI-RTM-NYC	$2,663	$2,664	$2,624	-2% ▼	76% ▲

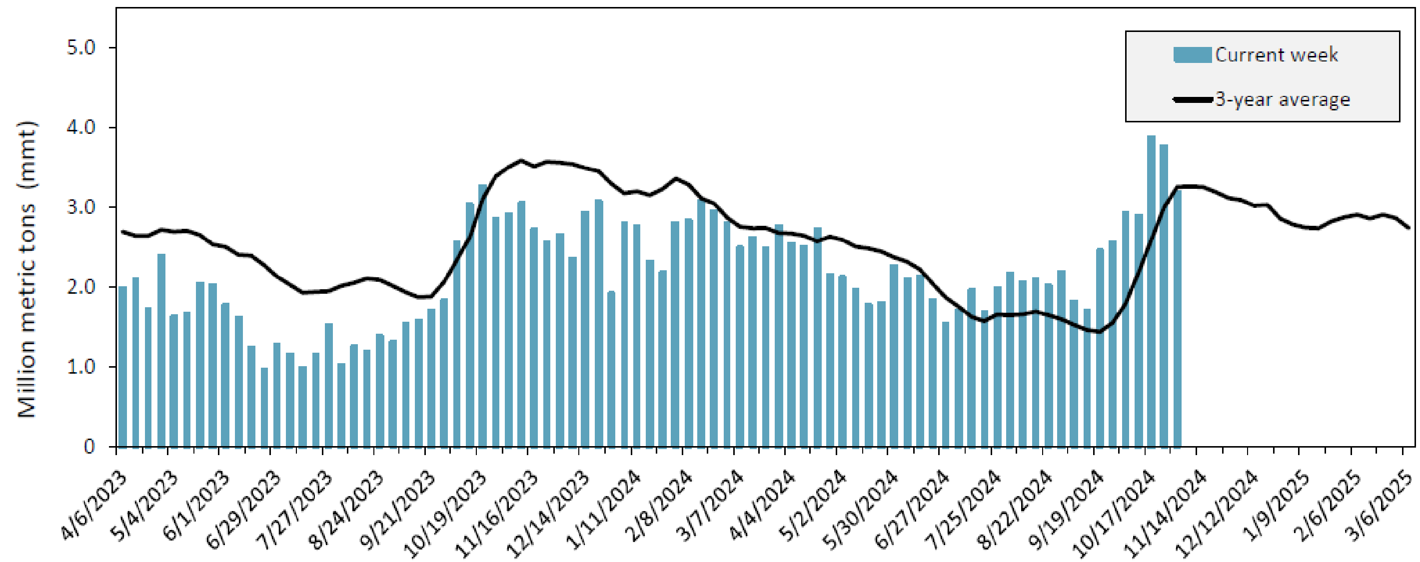
Cereal Grains

- **Wheat Export Shipments and Sales**

Net sales of 374,700 mts for 2024/2025 were down 9% from the previous week and 20% from the prior 4-week average. Increases primarily for Mexico (105,800 mts, including decreases of 8,500 mts), unknown destinations (73,000 mts), Thailand (55,000 mts), the Philippines (53,000 mts), and Italy (20,000 mts), were offset by reductions for Costa Rica (1,100 mts), El Salvador (600 mts), and Belgium (200 mts).

Exports of 236,900 mts--a marketing-year low--were down 3% from the previous week and 26% from the prior 4-week average. The destinations were primarily to Mexico (74,000 mts), the Philippines (55,000 mts), South Korea (33,000 mts), Peru (15,200 mts), and Costa Rica (12,000 mts).

Figure 16. U.S. grain inspected for export (wheat, corn, and soybeans)

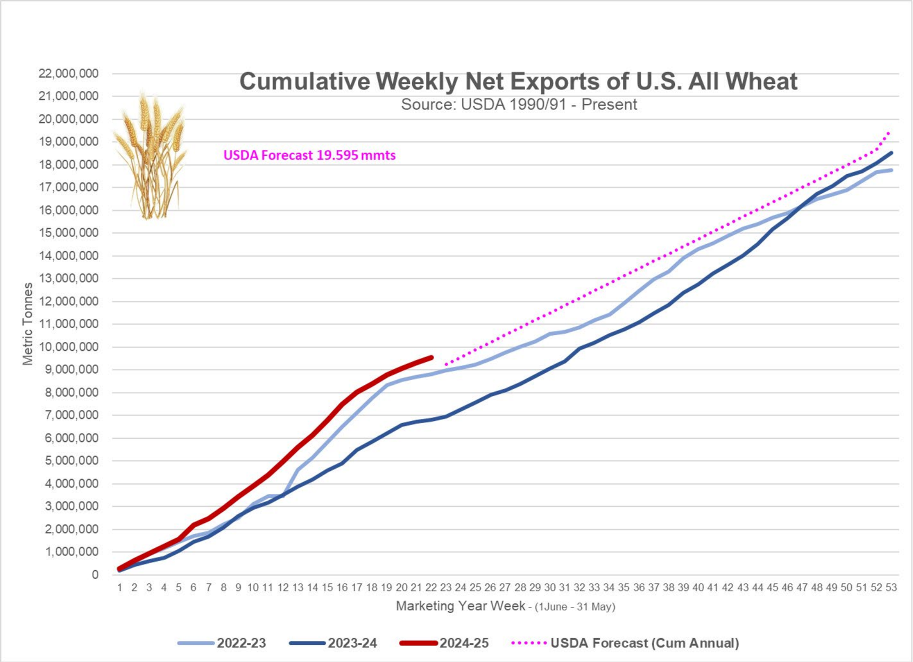


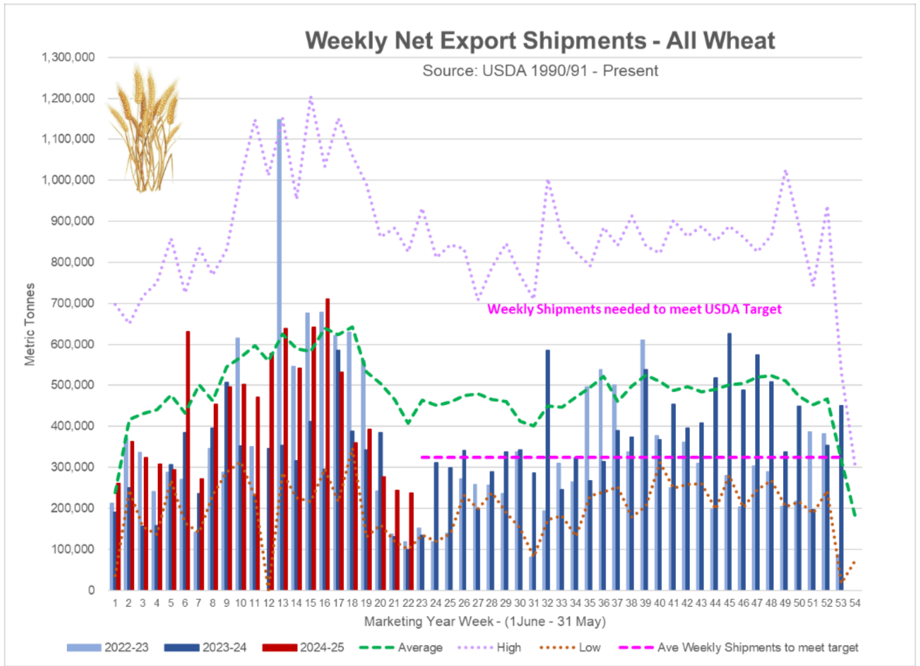
Note: 3-year average consists of 4-week moving average.
Source: USDA, Federal Grain Inspection Service.

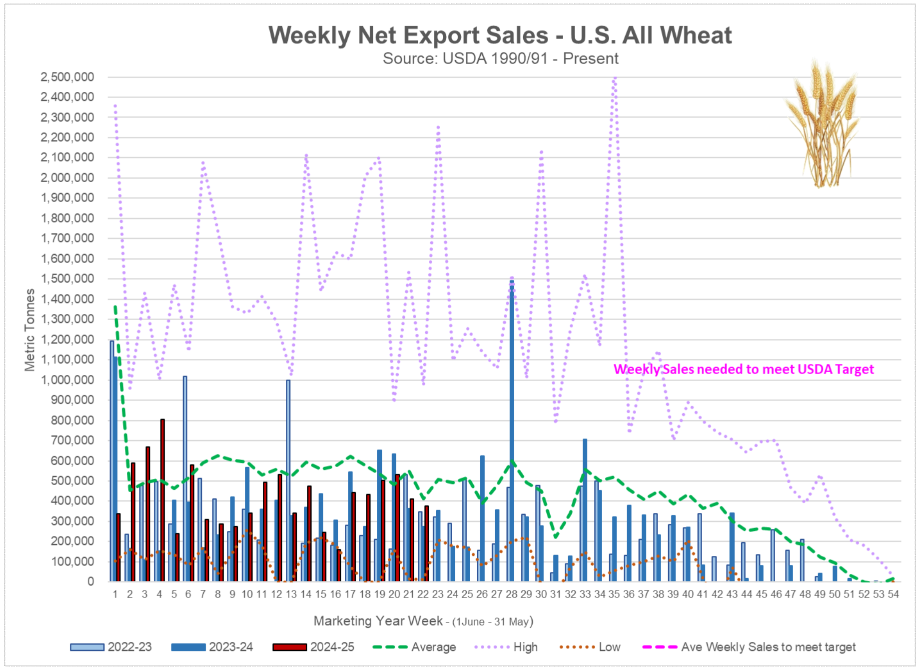
- **Rice Export Shipments and Sales**

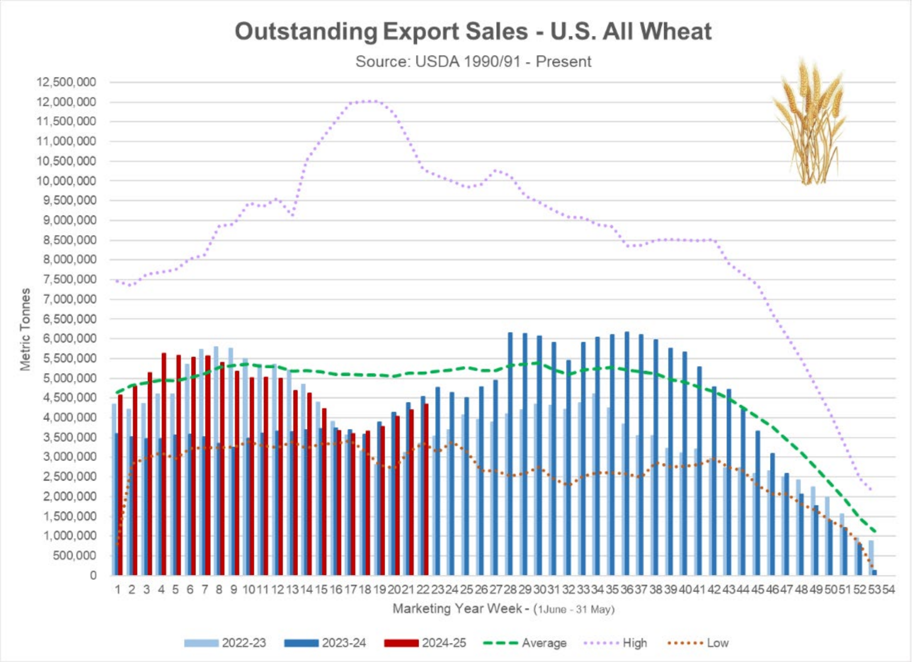
Net sales of 71,800 mts for 2024/2025 were up noticeably from the previous week and up 8% from the prior 4-week average. Increases primarily for Mexico (27,800 mts), Haiti (21,200 mts), Canada (9,900 mts, including decreases of 200 mts), Guatemala (7,000 mts), and Jordan (3,400 mts), were offset by reductions for Honduras (700 mts) and the Dominican Republic (400 mts).

Exports of 62,600 mts were down 31% from the previous week and 7% from the prior 4-week average. The destinations were primarily to Japan (14,700 mts), Jordan (12,700 mts), Honduras (10,000 mts), Haiti (10,000 mts), and El Salvador (6,100 mts).


Cumulative Weekly Net Exports of U.S. All Wheat
Source: USDA 1990/91 - Present
USDA Forecast 19.595 mmts
Metric Tonnes
Marketing Year Week - (1June - 31 May)
2022-23
2023-24
2024-25
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)
2022-23
2023-24
2024-25
Average
High
Low
Ave Weekly Shipments to meet target


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 - (1June - 31 May)
2022-23
2023-24
2024-25
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)
2022-23
2023-24
2024-25
Average
High
Low

Coarse Grains

➢ Corn Export Shipments and Sales

Net sales of 2,766,500 mts for 2024/2025 were up 18% from the previous week and from the prior 4-week average. Increases primarily for Mexico (1,395,300 mts, including 30,000 mts switched from unknown destinations and decreases of 3,200 mts), unknown destinations (673,500 mts), Japan (296,200 mts, including 50,500 mts switched from unknown destinations and decreases of 800 mts), Colombia (155,200 mts, including 24,000 mts switched from unknown destinations and decreases of 38,500 mts), and Portugal (87,900 mts, including 21,500 mts switched from unknown destinations), were offset by reductions for Ireland (20,000 mts) and Nicaragua (4,500 mts). Total net sales of 65,500 mts for 2025/2026 were for Mexico.

Exports of 917,600 mts were up 17% from the previous week and 10% from the prior 4-week average. The destinations were primarily to Mexico (570,700 mts), Japan (133,000 mts), Colombia (72,000 mts), Guatemala (43,300 mts), and Portugal (22,900 mts).

Table 15. Top 5 importers of U.S. corn

For the week ending 10/24/2024	Total commitments (1,000 mt)		% change current MY from last MY	Exports 3-year average 2021-23 (1,000 mt)
	YTD MY 2024/25	YTD MY 2023/24		
Mexico	10,554	9,515	11	17,746
Japan	3,331	1,937	72	9,366
China	16	930	-98	8,233
Colombia	2,164	1,420	52	4,383
Korea	339	80	323	1,565
Top 5 importers	16,405	13,882	18	41,293
Total U.S. corn export sales	25,820	18,275	41	51,170
% of YTD current month's export projection	44%	31%	-	-
Change from prior week	2,342	748	-	-
Top 5 importers' share of U.S. corn export sales	64%	76%	-	81%
USDA forecast October 2024	59,058	58,220	1	-
Corn use for ethanol USDA forecast, October 2024	138,430	138,964	-0	-

Note: The top 5 importers are based on USDA, Foreign Agricultural Service (FAS) marketing year ranking reports for marketing year (MY) 2023/24 (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" = 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.

Optional Origin Sales: For 2024/2025, new optional origin sales of 300 mts were for Canada. Decreases totaling 700 mts were for Canada. The current outstanding balance of 1,100 mts, all Canada.

➢ Barley Export Shipments and Sales

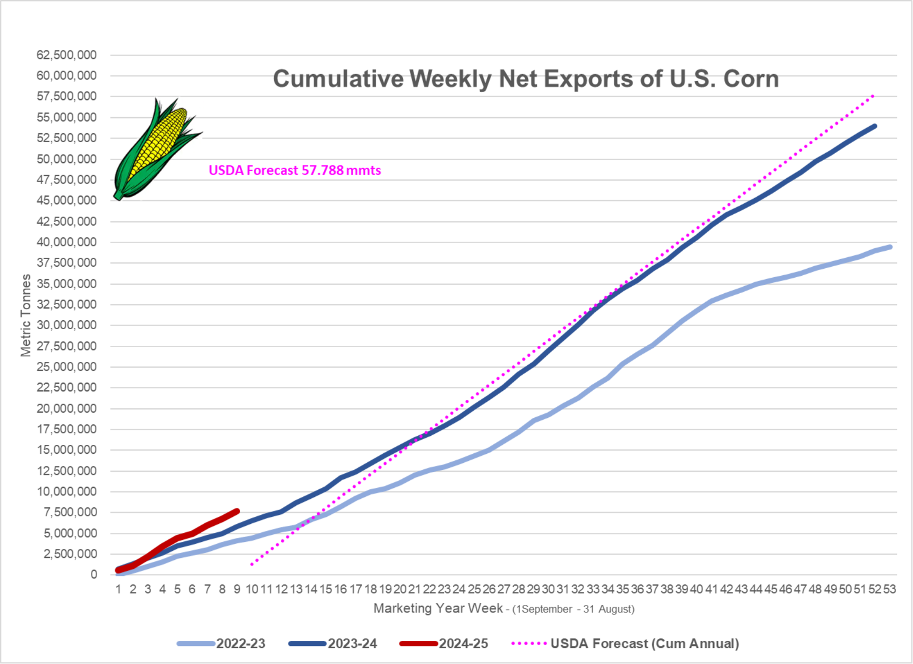
No net sales for 2024/2025 were reported for the week.

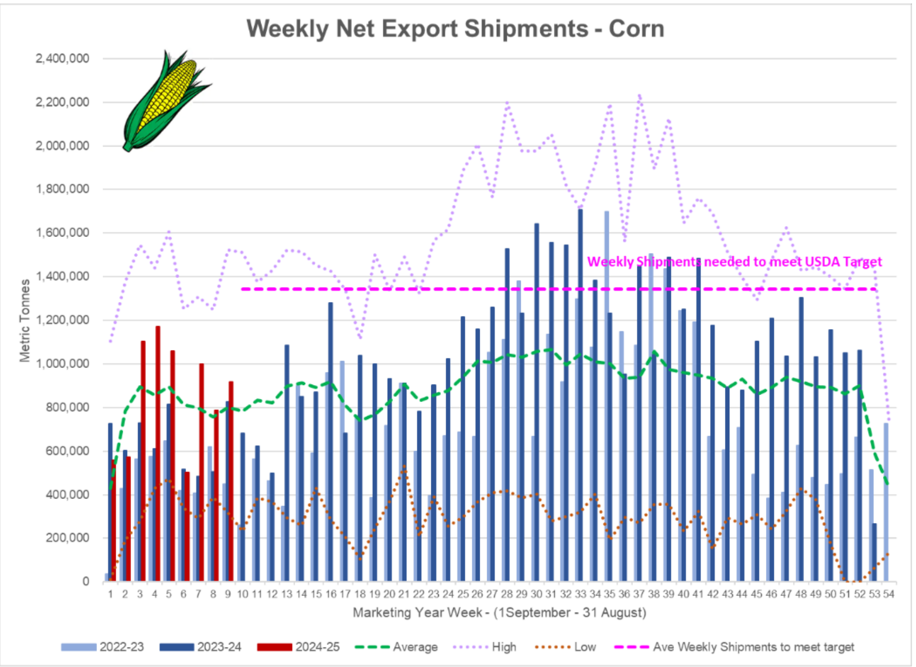
Exports of 1,200 mts were to South Korea (800 mts) and Japan (400 mts).

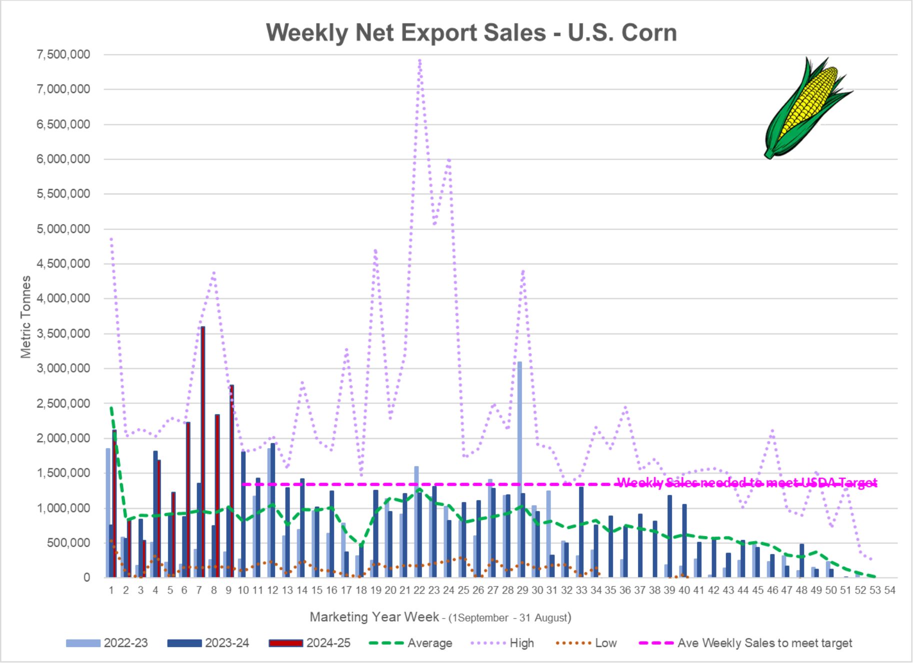
➢ Grain Sorghum Export Shipments and Sales

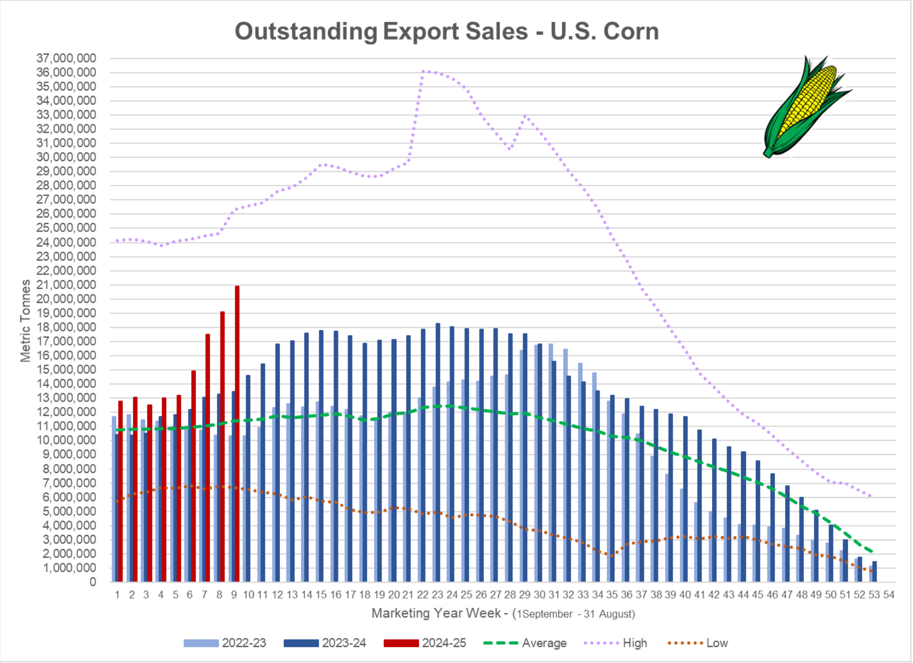
Net sales of 7,000 mts for 2024/2025 were up 24% from the previous week, but down 70% from the prior 4-week average. Increases reported for China (67,000 mts, including 60,000 mts switched from unknown destinations), were offset by reductions for unknown destinations (60,000 mts).

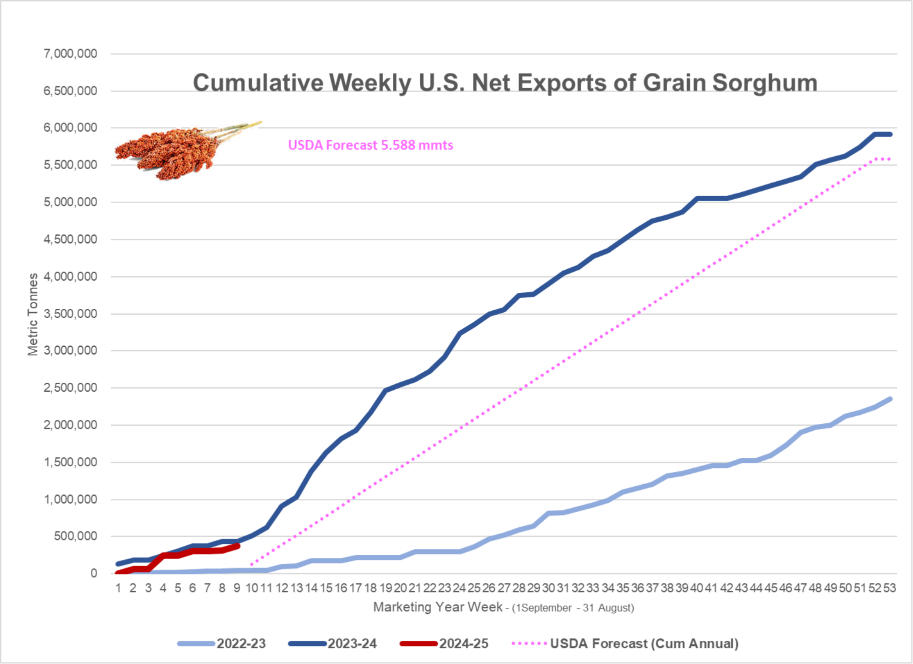
Exports of 65,800 mts were up noticeably from the previous week and from the prior 4-week average. The destination was China.

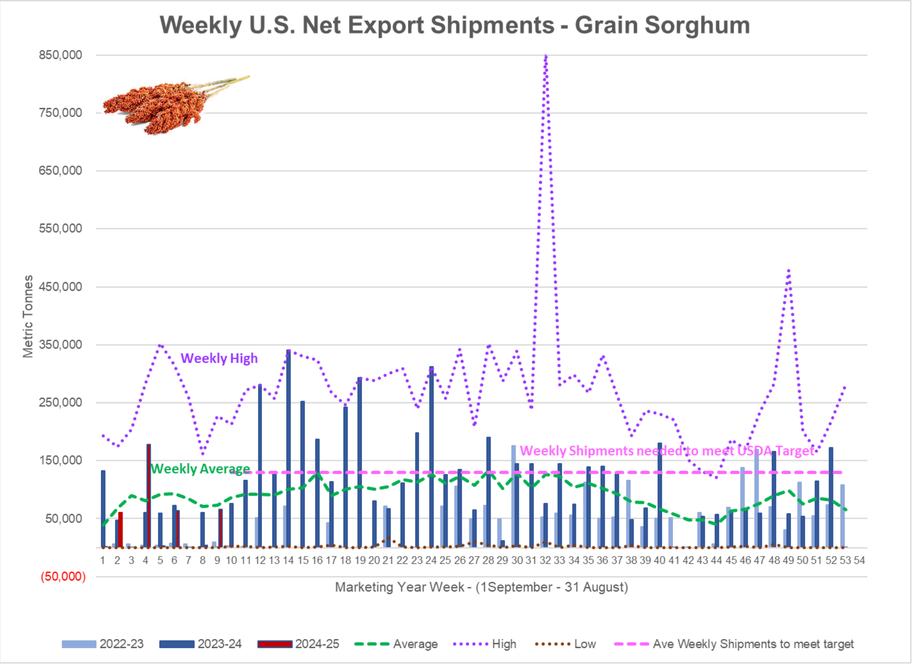

Cumulative Weekly Net Exports of U.S. Corn
USDA Forecast 57.788 mmts
Metric Tonnes
Marketing Year Week - (1September - 31 August)
2022-23
2023-24
2024-25
USDA Forecast (Cum Annual)

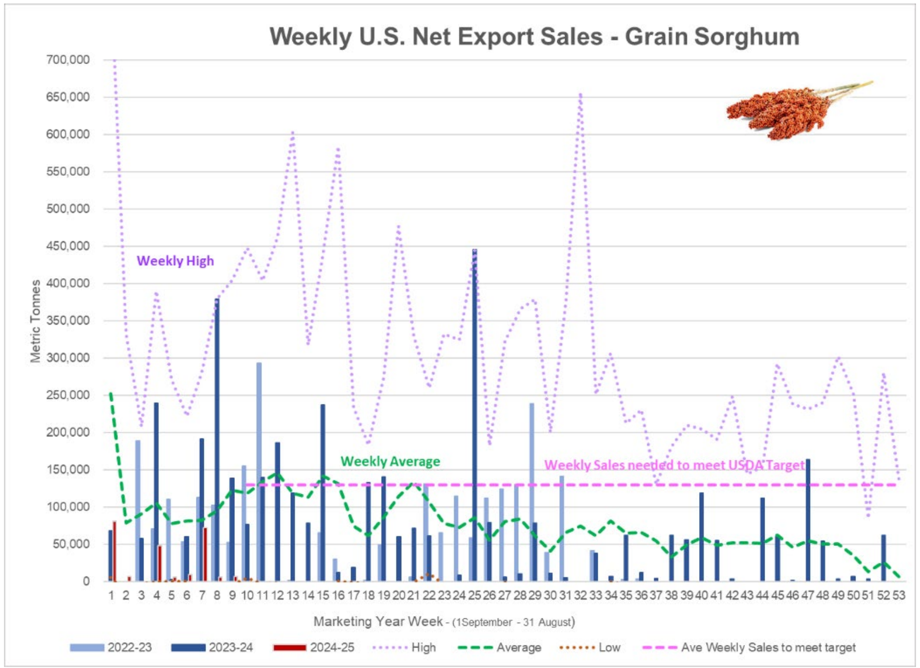

Weekly Net Export Shipments - Corn
Weekly Shipments needed to meet USDA Target
Metric Tonnes
Marketing Year Week - (1September - 31 August)
2022-23
2023-24
2024-25
Average
High
Low
Ave Weekly Shipments to meet target

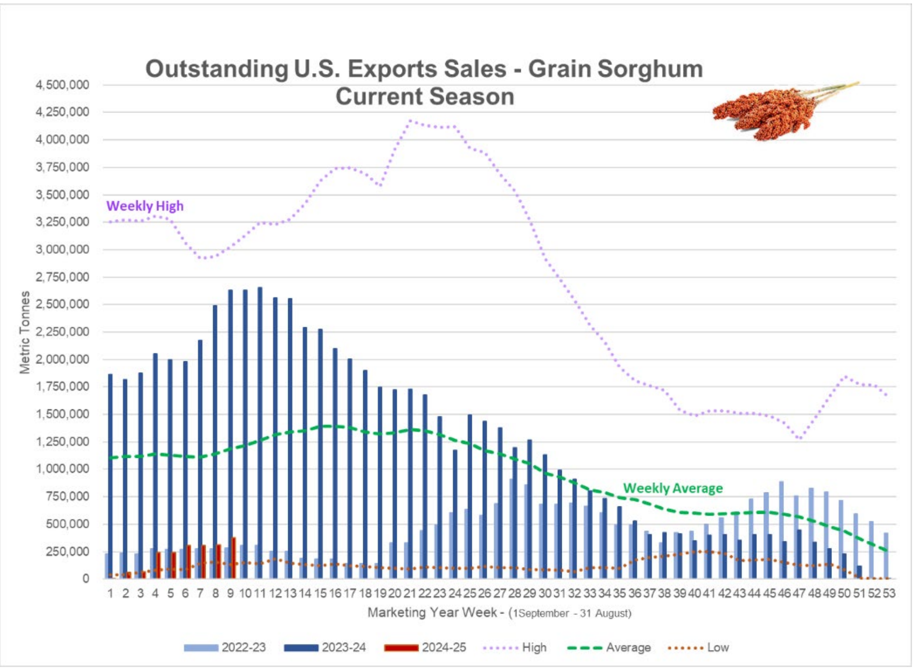

Weekly Net Export Sales - U.S. Corn
Weekly Sales needed to meet USDA Target
Metric Tonnes
Marketing Year Week - (1September - 31 August)
2022-23
2023-24
2024-25
Average
High
Low
Ave Weekly Sales to meet target

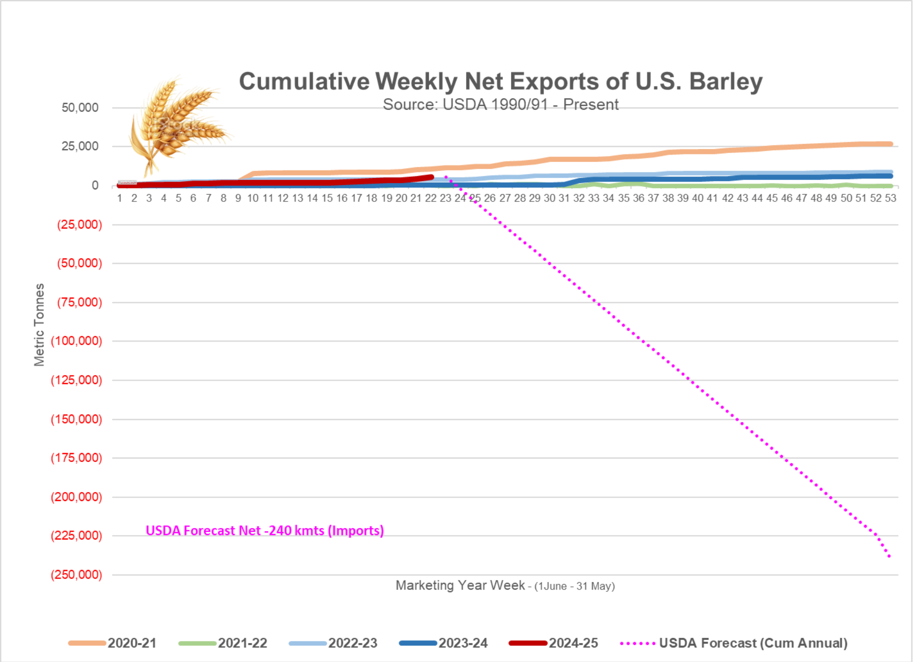

Outstanding Export Sales - U.S. Corn
Metric Tonnes
Marketing Year Week - (1September - 31 August)
2022-23
2023-24
2024-25
Average
High
Low


Cumulative Weekly U.S. Net Exports of Grain Sorghum
USDA Forecast 5.588 mmts
Metric Tonnes
Marketing Year Week - (1September - 31 August)
2022-23
2023-24
2024-25
USDA Forecast (Cum Annual)

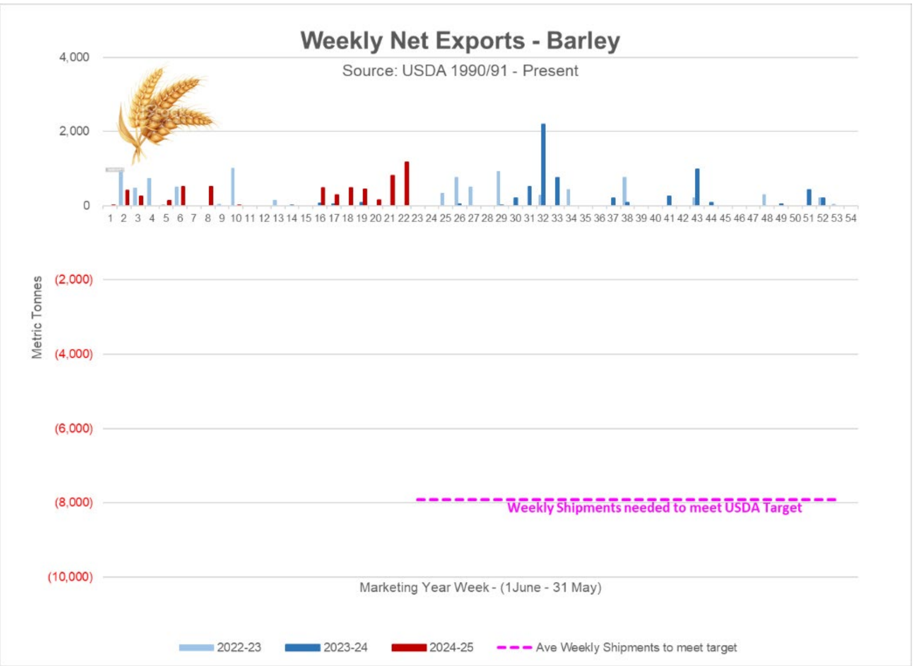

Weekly U.S. Net Export Shipments - Grain Sorghum
Weekly High
Weekly Average
Weekly Shipments needed to meet USDA Target
Metric Tonnes
Marketing Year Week - (1September - 31 August)
2022-23
2023-24
2024-25
Average
High
Low
Ave Weekly Shipments to meet target


Weekly U.S. Net Export Sales - Grain Sorghum
Weekly High
Weekly Average
Weekly Sales needed to meet USDA Target
Metric Tonnes
Marketing Year Week - (1September - 31 August)
2022-23
2023-24
2024-25
High
Average
Low
Ave Weekly Sales to meet target

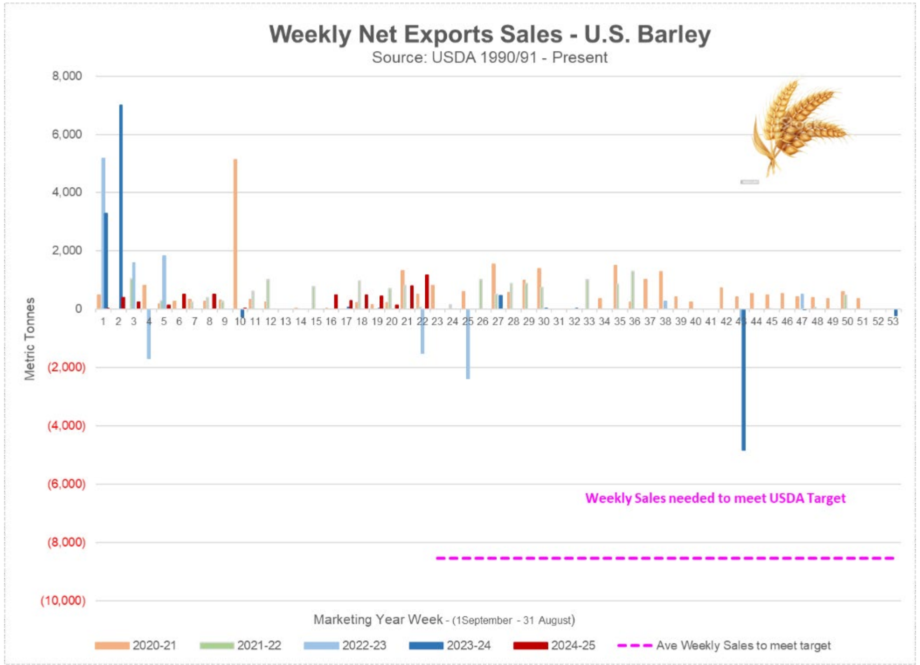

Outstanding U.S. Exports Sales - Grain Sorghum
Current Season
Weekly High
Weekly Average
Metric Tonnes
Marketing Year Week - (1September - 31 August)
2022-23
2023-24
2024-25
High
Average
Low



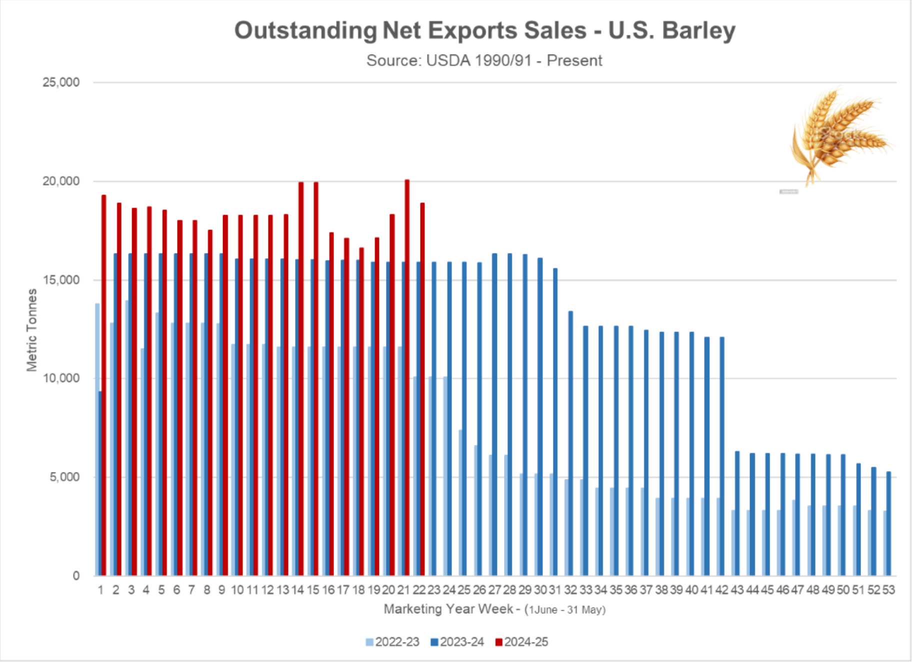
Cumulative Weekly Net Exports of U.S. Barley
Source: USDA 1990/91 - Present
Metric Tonnes
USDA Forecast Net -240 kmts (Imports)
Marketing Year Week - (1June - 31 May)
2020-21
2021-22
2022-23
2023-24
2024-25
USDA Forecast (Cum Annual)



Weekly Net Exports - Barley
Source: USDA 1990/91 - Present
Metric Tonnes
Weekly Shipments needed to meet USDA Target
Marketing Year Week - (1June - 31 May)
2022-23
2023-24
2024-25
Ave Weekly Shipments to meet target



Weekly Net Exports Sales - U.S. Barley
Source: USDA 1990/91 - Present
Metric Tonnes
Weekly Sales needed to meet USDA Target
Marketing Year Week - (1September - 31 August)
2020-21
2021-22
2022-23
2023-24
2024-25
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)
2022-23
2023-24
2024-25

OILSEED COMPLEX

- **Soybeans, Oil & Meal Export Shipment & Sales**

Soybeans:

Net sales of 2,037,200 mts for 2024/2025 were down 10% from the previous week, but up 10% from the prior 4-week average. Increases primarily for China (1,222,700 mts, including 499,000 mts switched from unknown destinations and decreases of 10,400 mts), unknown destinations (152,100 mts), Egypt (120,500 mts, including 55,000 mts switched from unknown destinations), Turkey (109,600 mts, including 66,000 mts switched from unknown destinations), and Japan (103,600 mts, including 50,000 mts switched from unknown destinations and decreases of 2,000 mts), were offset by reductions for Venezuela (200 mts).

Table 16. Top 5 importers of U.S. soybeans

For the week ending 10/24/2024	Total commitments (1,000 mt)		% change current MY from last MY	Exports 3-year average 2021-23 (1,000 mt)
	YTD MY 2024/25	YTD MY 2023/24		
China	11,125	12,022	-7	28,636
Mexico	2,113	2,441	-13	4,917
Japan	757	840	-10	2,231
Egypt	835	130	543	2,228
Indonesia	577	443	30	1,910
Top 5 importers	15,407	15,875	-3	39,922
Total U.S. soybean export sales	26,266	23,161	13	51,302
% of YTD current month's export projection	52%	50%	-	-
Change from prior week	2,273	1,010	-	-
Top 5 importers' share of U.S. soybean export sales	59%	69%	-	78%
USDA forecast, October 2024	50,349	46,130	9	-

Note: The top 5 importers are based on USDA, Foreign Agricultural Service (FAS) marketing year ranking reports for marketing year (MY) 2023/24 (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" = 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.

Exports of 2,424,200 mts were down 1% from the previous week, but up 15% from the prior 4-week average. The destinations were primarily to China (1,650,500 mts), Mexico (123,100 mts), Spain (116,900 mts), Turkey (72,600 mts), and Japan (71,500 mts).

Export for Own Account: For 2024/2025, the current exports for own account outstanding balance of 3,900 mts are for Taiwan (1,500 mts), Canada (1,400 mts), Bangladesh (500 mts), and Malaysia (500 mts).

Soybean Oil:

Net sales of 114,300 mts for 2024/2025 were primarily for India (30,000 mts), Colombia (16,700 mts), the Dominican Republic (14,800 mts, including decreases of 900 mts), Algeria (12,000 mts), and Egypt (7,000 mts).

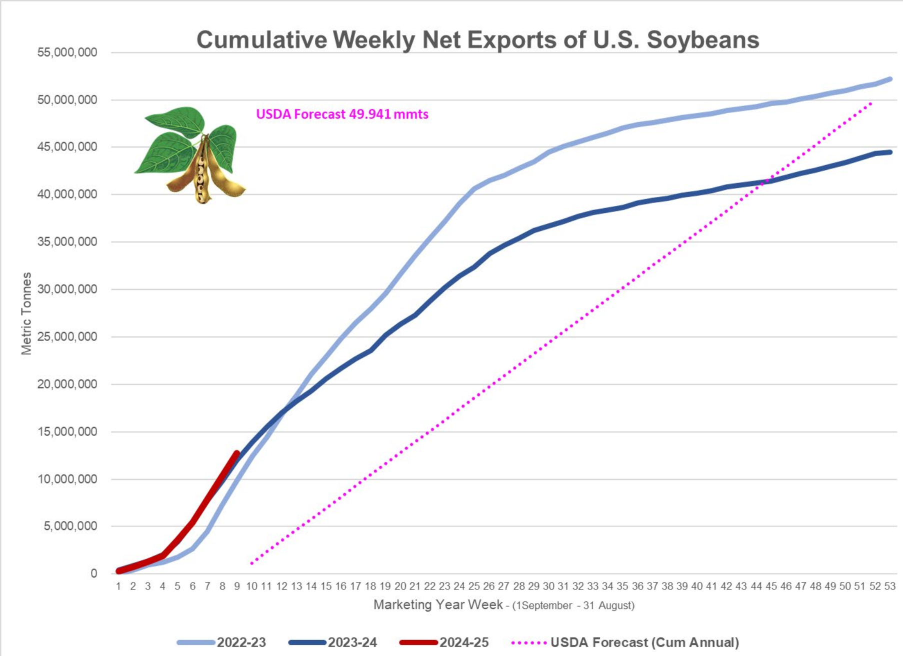
Exports of 2,500 mts were primarily to Canada (1,200 mts), Mexico (900 mts), and the Dominican Republic (300 mts).

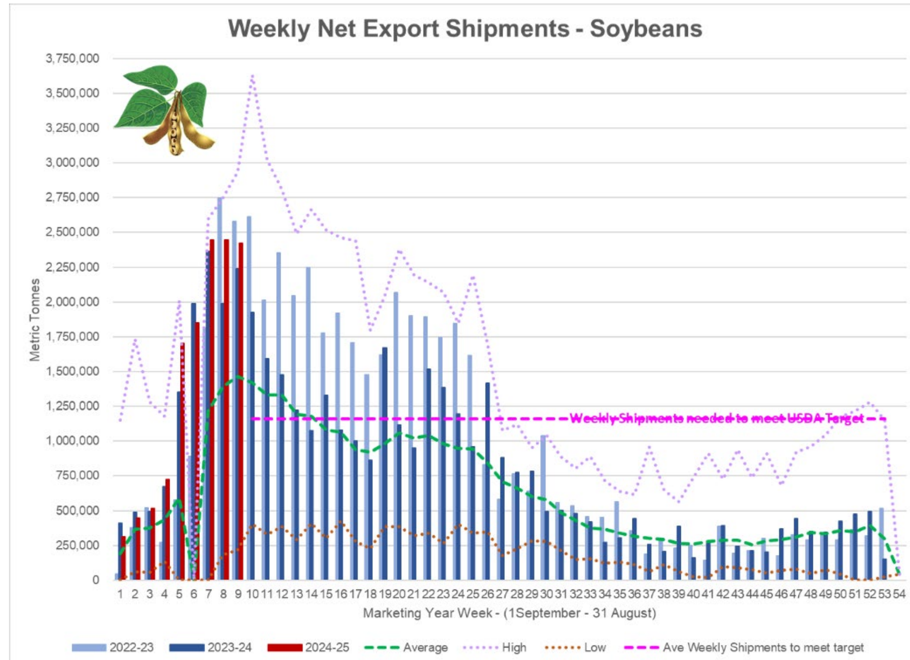
Soybean Cake and Meal:

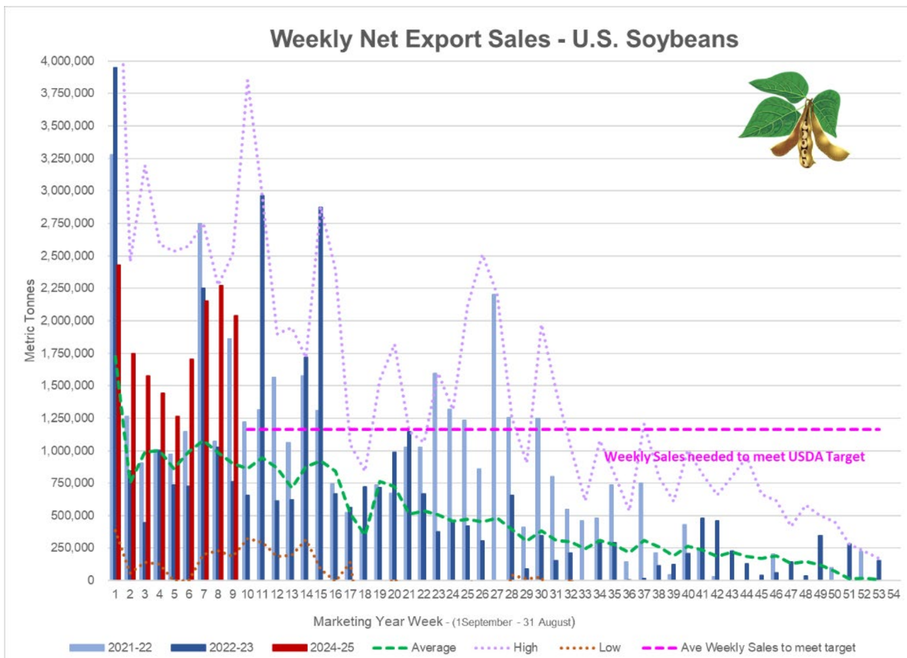
Net sales of 398,600 mts for 2024/2025 primarily for Mexico (118,900 mts, including decreases of 100 mts), Vietnam (96,400 mts, including 90,000 mts switched from unknown destinations), Venezuela (50,500 mts, including 24,000 mts switched from Colombia), Austria (30,000 mts switched from unknown destinations), and unknown destinations (20,500 mts), were offset by reductions for Guatemala (3,900 mts), the Dominican Republic (2,100 mts), and Oman (300 mts).

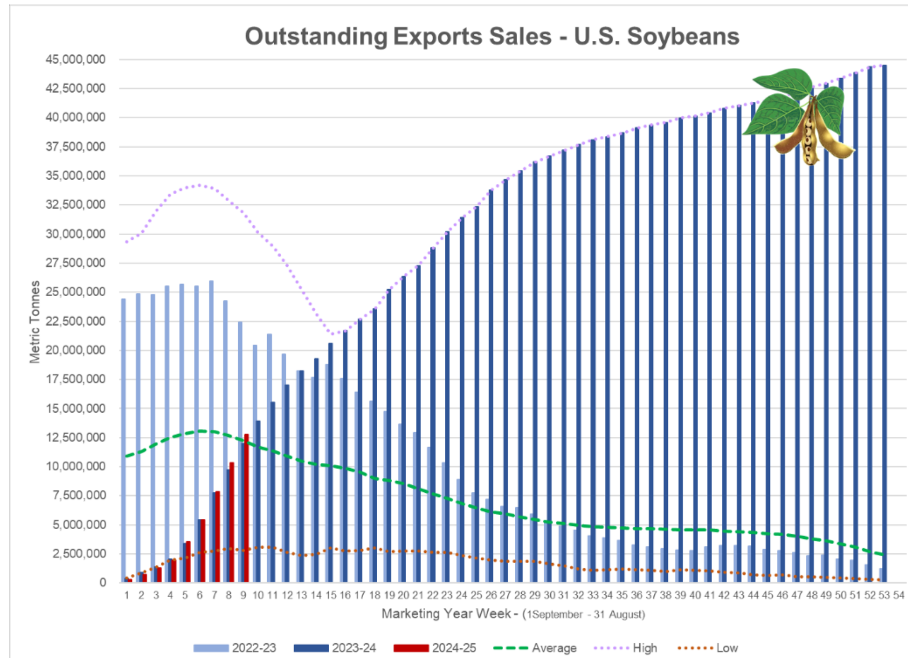
Exports of 363,400 mts were primarily to Vietnam (55,000 mts), the Philippines (47,200 mts), Mexico (45,200 mts), Colombia (26,500 mts), and Venezuela (25,500 mts).

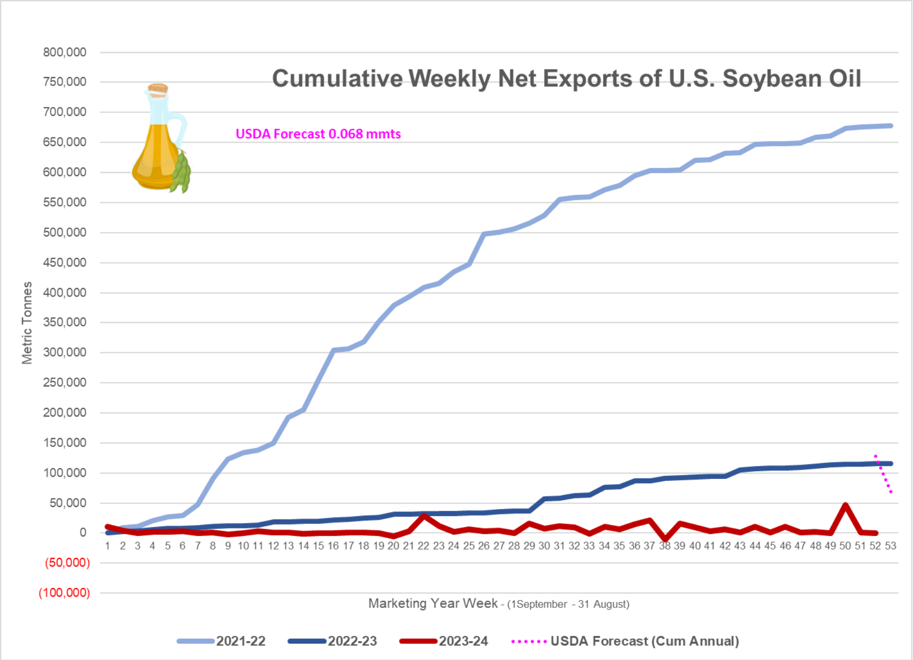
Optional Origin Sales: For 2024/2025, new optional origin sales of 14,700 mts were for Ecuador. The current outstanding balance of 30,000 mts, all Ecuador.

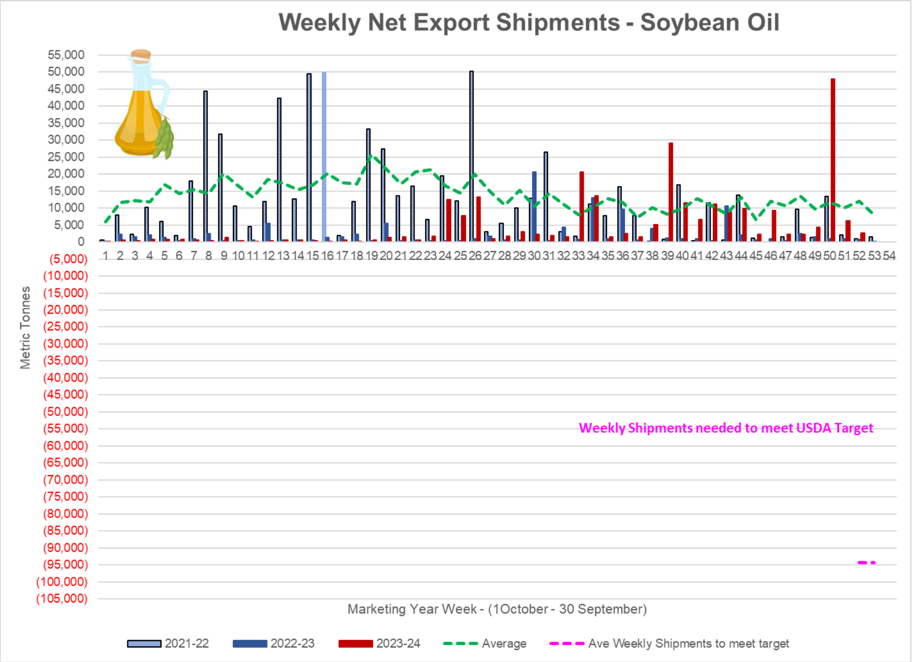

Cumulative Weekly Net Exports of U.S. Soybeans
USDA Forecast 49.941 mmts
Metric Tonnes
Marketing Year Week - (1September - 31 August)
2022-23
2023-24
2024-25
USDA Forecast (Cum Annual)

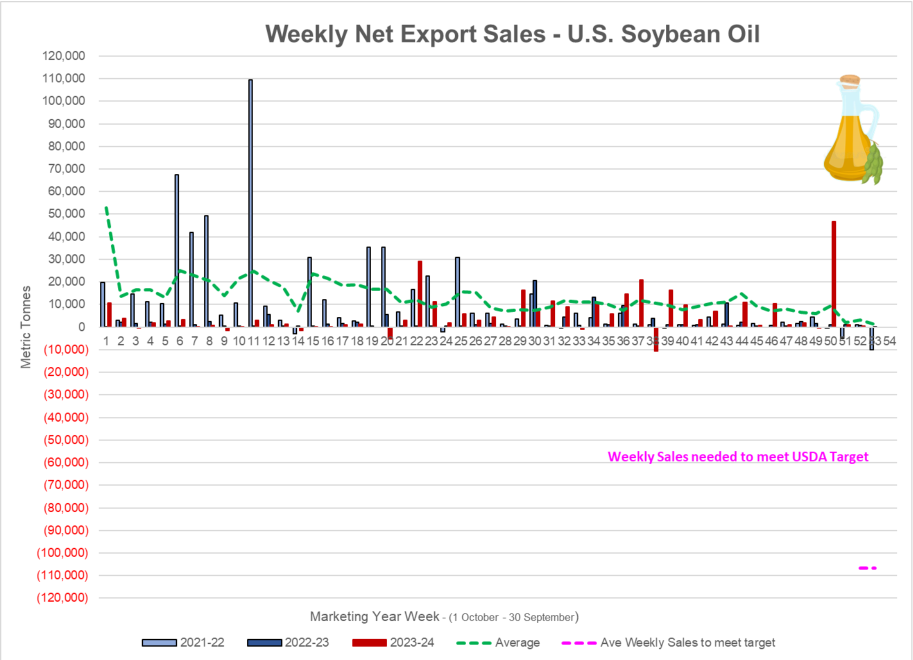

Weekly Net Export Shipments - Soybeans
Weekly Shipments needed to meet USDA Target
Metric Tonnes
Marketing Year Week - (1September - 31 August)
2022-23
2023-24
2024-25
Average
High
Low
Ave Weekly Shipments to meet target

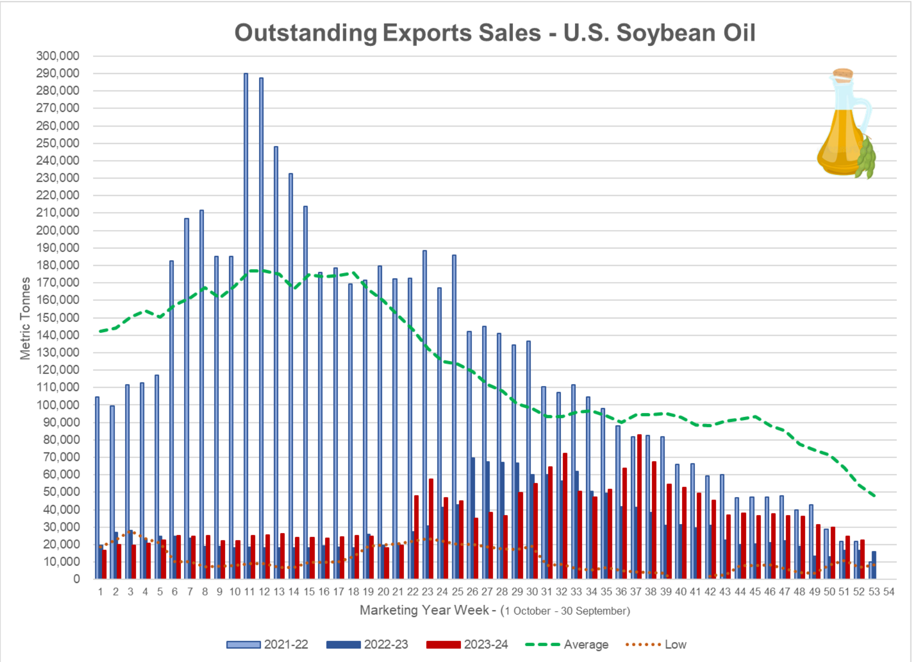

Weekly Net Export Sales - U.S. Soybeans
Weekly Sales needed to meet USDA Target
Metric Tonnes
Marketing Year Week - (1September - 31 August)
2021-22
2022-23
2024-25
Average
High
Low
Ave Weekly Sales to meet target

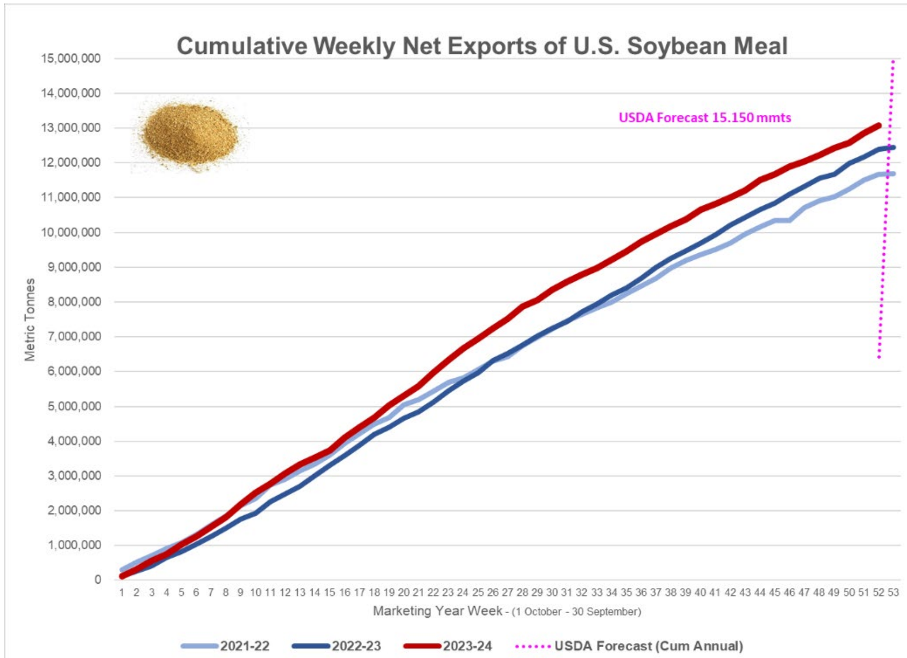

Outstanding Exports Sales - U.S. Soybeans
Metric Tonnes
Marketing Year Week - (1September - 31 August)
2022-23
2023-24
2024-25
Average
High
Low

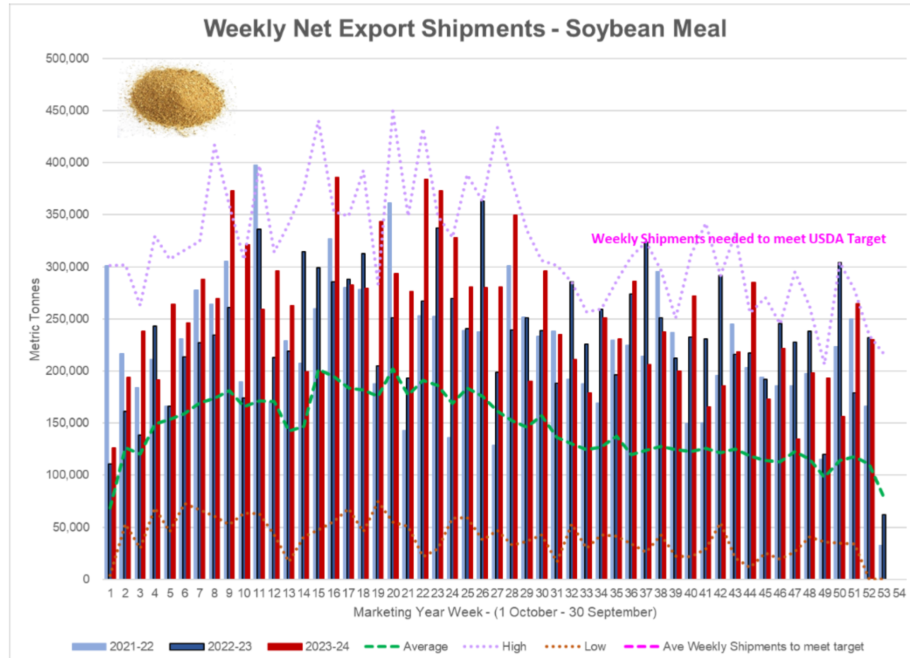

Cumulative Weekly Net Exports of U.S. Soybean Oil
USDA Forecast 0.068 mmts
Metric Tonnes
Marketing Year Week - (1September - 31 August)
2021-22
2022-23
2023-24
USDA Forecast (Cum Annual)

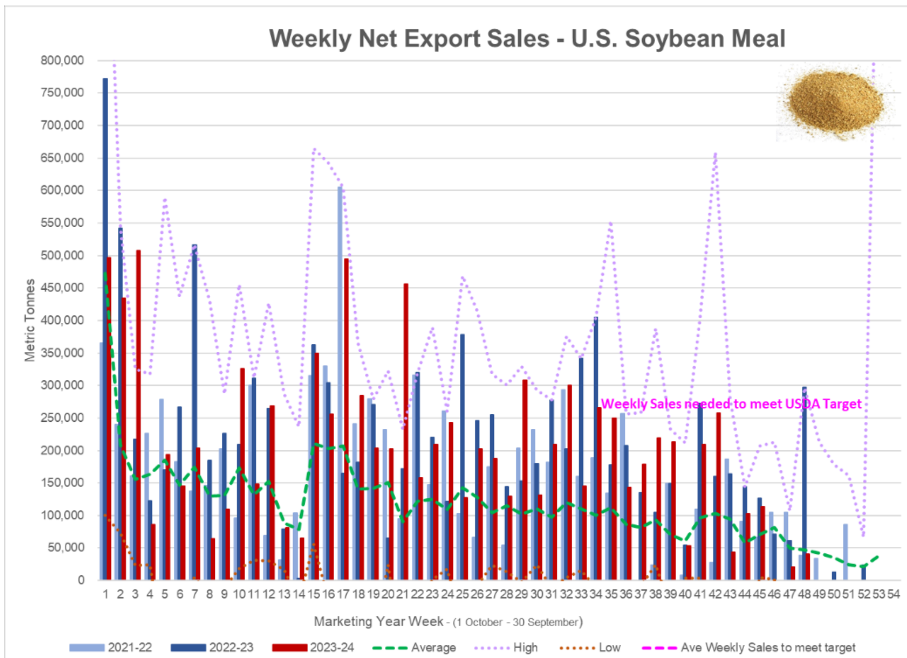

Weekly Net Export Shipments - Soybean Oil
Weekly Shipments needed to meet USDA Target
Metric Tonnes
Marketing Year Week - (1October - 30 September)
2021-22
2022-23
2023-24
Average
Ave Weekly Shipments to meet target

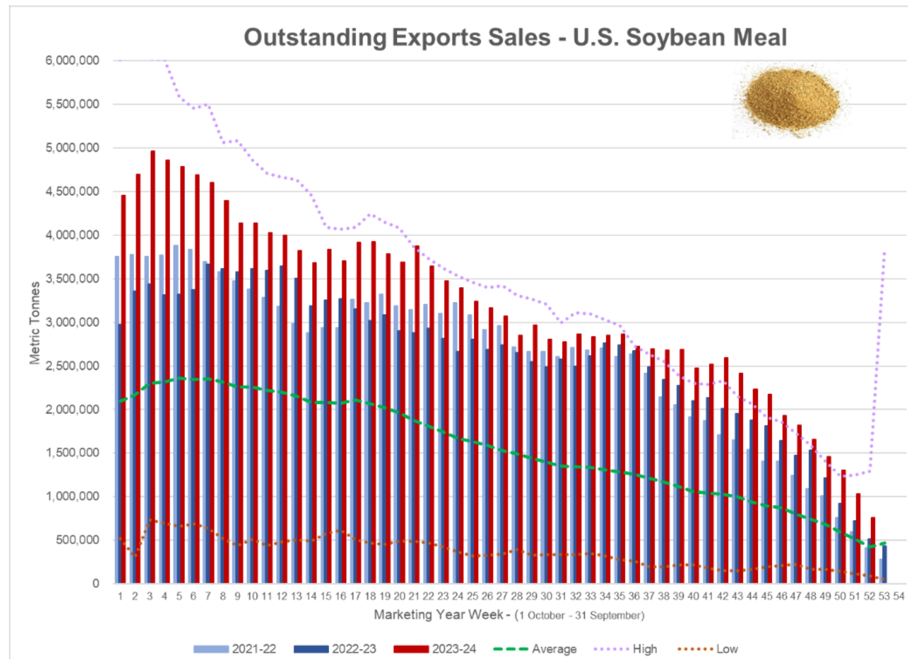

Weekly Net Export Sales - U.S. Soybean Oil
Weekly Sales needed to meet USDA Target
Metric Tonnes
Marketing Year Week - (1 October - 30 September)
2021-22
2022-23
2023-24
Average
Ave Weekly Sales to meet target


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

LOGISTICS

Port of Kalama $26.3 million grant to improve grain exports

04 November 2024 Cry Cargo International - The Port of Kalama's TEMCO Rail Expansion Project received a huge boost on Friday, as Port officials announced receipt of a $26.3 million grant from the United States Department of Transportation's Federal Rail Administration (FRA) Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program.

When complete, the TEMCO Project will add over 25,000 linear feet of tracks to the Port of Kalama rail system, increasing Temco's loading efficiency by an estimated 25-30% in the direct loading of grain from rail to ship. The additional rail capacity will enable continuous ship loading without the need to reposition inbound rail cars, which currently causes a 7-hour delay in the loading process. The Temco project will also relieve congestion on the larger national rail system.

"Port Commissioners and staff have worked for years to secure grant funds for this project, and we are incredibly grateful for the support of Senator Patty Murray, Senator Maria Cantwell, Representative Marie Gluesenkamp-Perez and their respective staff in capturing this important infrastructure investment for Southwest Washington," said Randy Sweet, Port Commission President. "We'd also like to acknowledge and thank the Soy Transportation Coalition and its many American farmers for their support and contribution to this project."

The Port looks forward to working with our Temco partners and the Federal Rail Administration to complete this project for the benefit of our economy and job market. This investment will further solidify the Port of Kalama as the top volume exporter in the Pacific Northwest.

Temco is a joint venture between CHS and Cargill. The company—who leases and operates the facility from the Port—exports feed grains, oilseeds, and wheat to Asia-Pacific markets and employs 125 people in Kalama.

About the Port of Kalama

The Port of Kalama sits on the Columbia River in Southwest Washington, immediately off Interstate 5—situated in the heart of the Pacific Northwest, just 30 miles northwest of Portland, Oregon, and approximately 120 miles south of Seattle, Washington. Port of Kalama's industrial area includes five miles of riverfront property adjacent to the 43' federally maintained deep draft navigation channel of the Columbia River. The Port is served by the Burlington Northern/Santa Fe and Union Pacific railroads. This excellent transportation infrastructure makes the Port of Kalama ideally suited for businesses of all kinds.

Red Sea Crisis Pushes Idle Containership Fleet to Record Low as Global Demand Soars

06 November 2024 Mike Schuler, gCaptain - As geopolitical turmoil in the Red Sea disrupts traditional shipping routes, the global container fleet has hit a record low in commercially idle capacity, according to data from Alphaliner.

With carriers scrambling to meet new demand driven by diversions, the average share of idle container tonnage in 2024 has plummeted to just 0.7%—a figure markedly lower than in previous years, even during the height of COVID-19 disruptions.

In the first ten months of 2024, carriers reported that 99.3% of the global cellular container fleet was commercially active, marking the lowest level of idling since tracking began.

Alphaliner attributes this to the extraordinary impact of the Red Sea crisis on the shipping industry, noting that the conflict's disruption has had a proportionally greater effect on fleet employment than the pandemic. With routes increasingly diverted around the Cape of Good Hope, the demand for container vessels—especially large ships over 12,500 TEU—has surged.

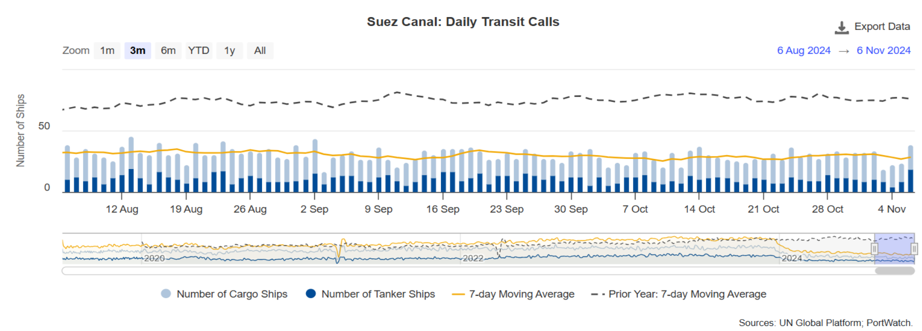
Alphaliner's data highlights that larger vessels have essentially been running at full capacity, with nearly zero idle time as carriers allocate these ships to keep critical routes moving.

This shift is especially significant given the recent expansion of the cellular container fleet. Since October 2020, global container capacity has ballooned by nearly 30%, growing from 23.7 million TEUs to 30.6 million TEUs. Yet, despite this fleet growth, capacity idling remains at historic lows, underscoring an industry stretched to its limits to maintain global supply chains amid unprecedented demand and navigational challenges.

Shipowners and carriers have also postponed non-essential drydocking and repairs to retain operational capacity. Alphaliner reports that the percentage of tonnage tied up in repair or maintenance yards averaged 3.5% for 2024—below both 2021 (3.7%) and 2022 (5.1%) levels. This lower "in yard" rate further illustrates how carriers are maximizing operational tonnage and delaying routine maintenance to meet critical shipping needs.

As carriers navigate the dual pressures of increased fleet demand and geopolitical volatility, industry leaders are closely watching how prolonged Red Sea disruptions will affect global shipping routes and idle capacity moving forward.

Suez Canal – Daily Transit Calls



06 November 2024 Source: IMF PortWatch Source: https://portwatch.imf.org/pages/c57c79bf612b4372b08a9c6ea9c97ef0

➢ Supply chain disruption costly for shippers, but helps build resilience, says Maersk

06 November 2024 Charlotte Goldstone, The Loadstar -- The regularity of ‘black swan’ events has meant unexpected costs for European shippers, according to Maersk, but it could be a chance to “build back better”.

Repeated disrupted supply chains remain “a major challenge” for shippers across Europe, bringing “significant financial impact” for their bottom lines, according to a survey of more than 2,000 Maersk customers in the region.

The Danish carrier found that more than 76% of businesses experienced delays to their operations in the past 12 months due to supply chain disruption, with 22% counting more than 20 “disruptive incidents”.

The disruptions arose from various root causes… “two main reasons are a rising number of geopolitical conflicts and tension and severe weather situations due to the dramatic climate change”, said Maersk.

Geopolitical instability was the biggest potential disruptor to their supply chains this year, said 80% of respondents.

Indeed, today Alphaliner reported that commercially idle tonnage, as a proportion of the total cellular container fleet, reached an all-time low in the first ten months of the year, at 0.7%, noting “as the Red Sea crisis forced carriers to call on every available ship to service voyage diversions and meet soaring demand”.

According to the maritime consultant, the Red Sea crisis has had a bigger impact on ship employment than Covid, “even more striking given the huge growth in the cellular fleet over the past four years”, it said.

And supply chain disruption isn’t only a logistical nuisance, delaying shipments and making capacity scarce, but it is also costly: 58% of cargo owners in Maersk’s survey said disruptions experienced in their supply chains over the 12 months produced “much more cost than they envisaged”.

As a result, its survey found, 53% of Maersk’s European customers were considering new sourcing locations, with 33% of those looking to near-shore.

“The most prominent sourcing location being considered is Turkey, by 11% of respondents, followed by Egypt, by 7%, Poland by 6%, Morocco by 3% and Romania by 2%,” it said.

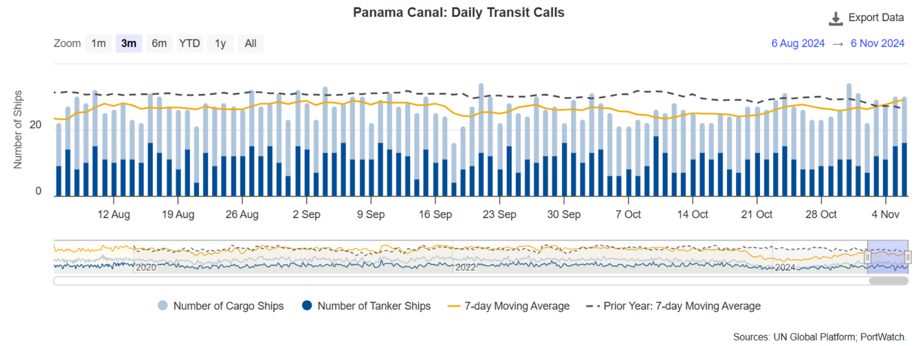
“Having multiple black swan events at such regularity has piled the pressure on a lot of European companies to not just keep business moving, but even to keep their heads above water. Some of which, sadly, haven’t been able to survive,” said Maersk.

However, it concluded that “difficult times… give companies the chance to build back better”.

It highlighted that, according to McKinsey research, 97% of companies reshaped their supply chains in 2022 in a bid to boost resilience post-Covid, including inventory changes, multisourcing strategies and regionalisation.

“What’s more, these measures are actually paying off, with 83% saying they’ve benefited from the additional resilience when tackling new issues that have come their way,” said Maersk.

➢ Panama Canal – Daily Transit Calls



06 November 2024 Source: IMF PortWatch
https://portwatch.imf.org/pages/76f7d4b0062e46c5bbc862d4c3ce1d4b

➢ Trump’s Tariff Plan: What It Could Mean for U.S. Farmers and China

07 November 2024 Mei Mei Chu, Reuters -- Chinese imports of U.S. farm goods, which have slowed since the trade war during Donald Trump’s first presidential term, could be hit again if tariff hostilities resume when he returns to office in January, experts say.

China remains the biggest market for U.S. agriculture products despite a decline in imports since 2018 after Beijing slapped tariffs of up to 25% on soybeans, beef, pork, wheat, corn and sorghum in retaliation for duties on Chinese goods imposed by Trump.

Trump has floated the idea of blanket 60% tariffs on Chinese products in a bid to boost U.S. manufacturing, which if enacted could again prompt retaliation on agricultural goods.

China has played down the prospect of another trade war, saying it would like to expand cooperation.

Beijing has since 2018 pushed to diversify sourcing and raise domestic output in its quest for greater food security.

Here are key details on China’s import of U.S agriculture commodities and how the trade has evolved:

‘IRREPLACEABLE’ MARKET

China brought in $34.05 billion worth of U.S agriculture products in 2023, a 20% decline from a year earlier, with imports on track to fall further in 2024.

Nonetheless, China remains the largest export market for American farmers. U.S farm leaders and traders have described China as “irreplaceable” even as they look for other markets to offset declining Chinese demand.

SOYBEANS

About half of American soybeans, the top U.S. export to China, are shipped to China, accounting for $15.2 billion of trade in 2023, according to the U.S. Census Bureau.

However, China has turned to cheap and plentiful Brazilian supplies to reduce its dependence on U.S. beans, with the U.S market share in China plunging to 18% this year from 40% in 2016, according to Chinese customs data.

CORN

The U.S was China's dominant corn supplier for decades until Beijing approved Brazilian imports in 2022.

China's imports of U.S corn, at $2.6 billion in 2023, are up from a decade ago to feed its massive livestock herd, but Brazil has swiftly overtaken the U.S. to become China's top supplier.

MEAT AND OFFAL

China is a key market for U.S. exports of chicken legs, pork ears and offal – products for which there is little U.S. demand.

China's meat and offal imports from the U.S. have declined since 2020 to $3.3 billion last year.

COTTON

China accounted for a quarter of U.S cotton shipments in value last year, according to the U.S. Department of Agriculture.

Shipments of U.S cotton into the world's second largest economy stood at $1.66 billion in 2023, down from $3 billion in 2022, as economic headwinds squeezed demand for textiles and garments.

SORGHUM

China imported $867 million worth of sorghum from the U.S in 2023, down from $1.52 billion in 2014. Imported sorghum in China is mostly used as a corn substitute in animal feed.

Competition from Argentina and Australia for sorghum as well as a flood of cheaper Brazilian corn have curbed Chinese demand for U.S sorghum.

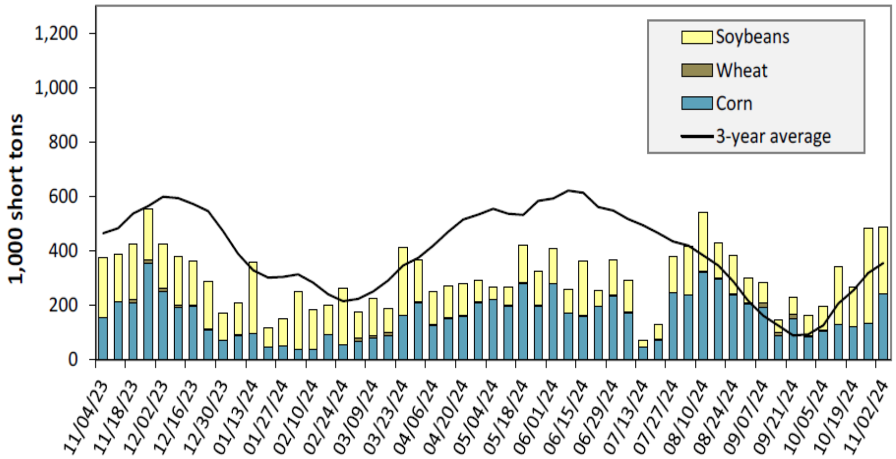
WHEAT

China imported $319 million worth of U.S wheat in 2023, its smallest such purchase in three years amid ample supplies from Australia, Russia, France and Canada.

Growing domestic production – China is the world's largest wheat producer – has cut demand for overseas supplies, although food manufacturers still require high-protein wheat imports to make certain products.

Barge Movements

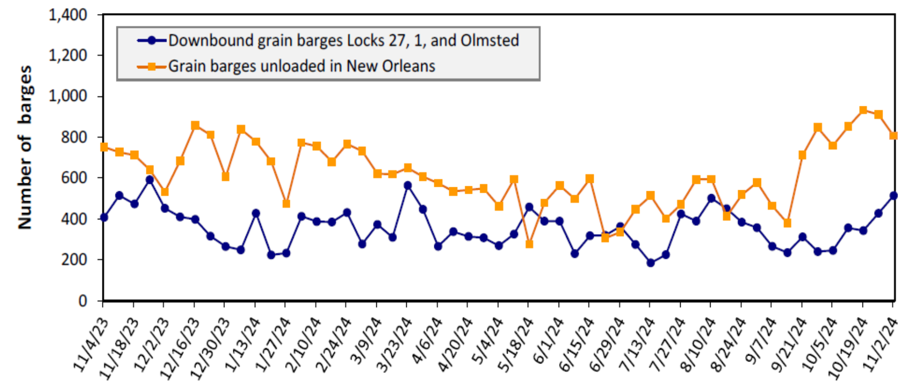
Figure 11. Barge movements on the Mississippi River (Locks 27-Granite City, IL)



Note: The 3-year average = 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 the 2nd of November, barged grain movements totaled 767,310 tons. This was 4% more than the previous week and 15% more than the same period last year.

Figure 13. Grain barges for export in New Orleans region



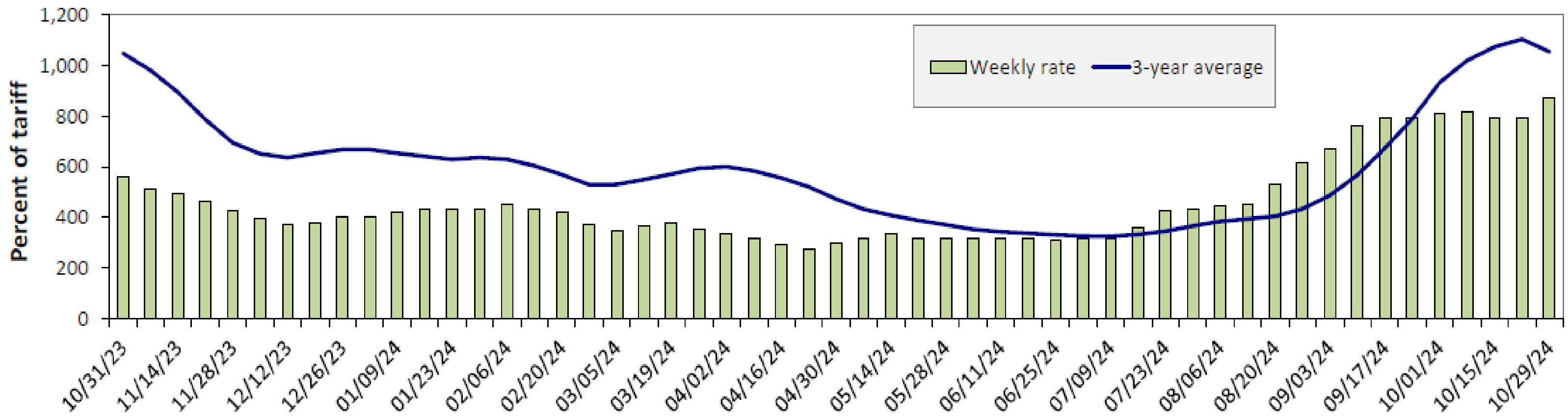
Note: Olmsted = Olmsted Locks and Dam. The U.S. Army Corps of Engineers has recently migrated its lock and vessel database and has noted data may be revised in coming weeks.
Source: U.S. Army Corps of Engineers and USDA, Agricultural Marketing Service.

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

For the week ending 11/02/2024	Corn	Wheat	Soybeans	Other	Total
Mississippi River (Rock Island, IL (L15))	58	2	76	0	136
Mississippi River (Winfield, MO (L25))	133	0	125	0	258
Mississippi River (Alton, IL (L26))	240	0	222	0	462
Mississippi River (Granite City, IL (L27))	243	0	244	0	487
Illinois River (La Grange)	57	0	41	0	99
Ohio River (Olmsted)	54	0	186	0	240
Arkansas River (L1)	0	8	32	0	41
Weekly total - 2024	297	8	462	0	767
Weekly total - 2023	275	4	384	7	669
2024 YTD	12,183	1,425	9,235	178	23,022
2023 YTD	10,202	1,182	9,379	213	20,976
2024 as % of 2023 YTD	119	121	98	84	110
Last 4 weeks as % of 2023	102	131	101	0	101
Total 2023	12,857	1,346	11,824	267	26,294

Note: “Other” refers to oats, barley, 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.

Figure 10. Benchmark tariff rates

Source: USDA, Agricultural Marketing Service.

Table 9. Weekly barge freight rates: southbound only

Measure	Date	Twin Cities	Mid-Mississippi	Illinois River	St. Louis	Ohio River	Cairo-Memphis
Rate	10/29/2024	782	879	871	848	802	689
	10/22/2024	730	763	791	754	740	543
$/ton	10/29/2024	48.41	46.76	40.41	33.84	37.61	21.63
	10/22/2024	45.19	40.59	36.70	30.08	34.71	17.05
Measure	**Time Period**	**Twin Cities**	**Mid-Mississippi**	**Illinois River**	**St. Louis**	**Ohio River**	**Cairo-Memphis**
Current week % change from the same week	Last year	56	69	55	55	22	47
	3-year avg.	-10	-15	-17	-24	-34	-35
Rate	November	705	707	673	643	654	522
	January	n/a	n/a	546	443	452	400

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. The per ton rate for Twin Cities assumes a base rate of $6.19 (Minneapolis, MN, to LaCrosse, WI). The per ton rate at Mid-Mississippi assumes a base rate of $5.32 (Savanna, IL, to Keithsburg, IL). The per ton rate on the Illinois River assumes a base rate of $4.64 (Havana, IL, to Hardin, IL). The per ton rate at St. Louis assumes a base rate of $3.99 (Grafton, IL, to Cape Girardeau, MO). The per ton rate on the Ohio River assumes a base rate of $4.69 (Silver Grove, KY, to Madison, IN). The per ton rate at Memphis-Cairo assumes a base rate of $3.14 (West Memphis, AR, to Memphis, TN). For more on base rate values along the various segments of the Mississippi River System, see AgTransport.
Source: USDA, Agricultural Marketing Service.

For the week ending the 2nd of November, 514 grain barges moved down river—86 more than last week. There were 806 grain barges unloaded in the New Orleans region, 12% fewer than last week.

<u>Benchmark Tariff Rate</u>

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	11/7/2024	11/8/2024	
wk 11/3	575/625	575/600	
wk 11/10	550/600	550/575	
NOV	550/600	550/600	UNC
wk 11/17	525/575	525/575	UNC
wk 11/24	525/575	525/575	UNC
FH Dec	525/575	525/575	UNC
Dec	525/575	525/575	UNC
LH Dec	525/575	525/575	UNC
Jan	525/550	525/550	UNC
Feb	500/525	500/525	UNC
Mar	425/450	425/450	UNC
JFM	450/500	450/500	UNC
AMJJ	350/400	350/400	UNC

UPPER MISSISSIPPI ST PAUL/SAVAGE	11/7/2024	11/8/2024	
wk 11/3	700/725	700/725	UNC
wk 11/10	625/700	625/700	UNC
AMJJ	400/500	400/500	UNC

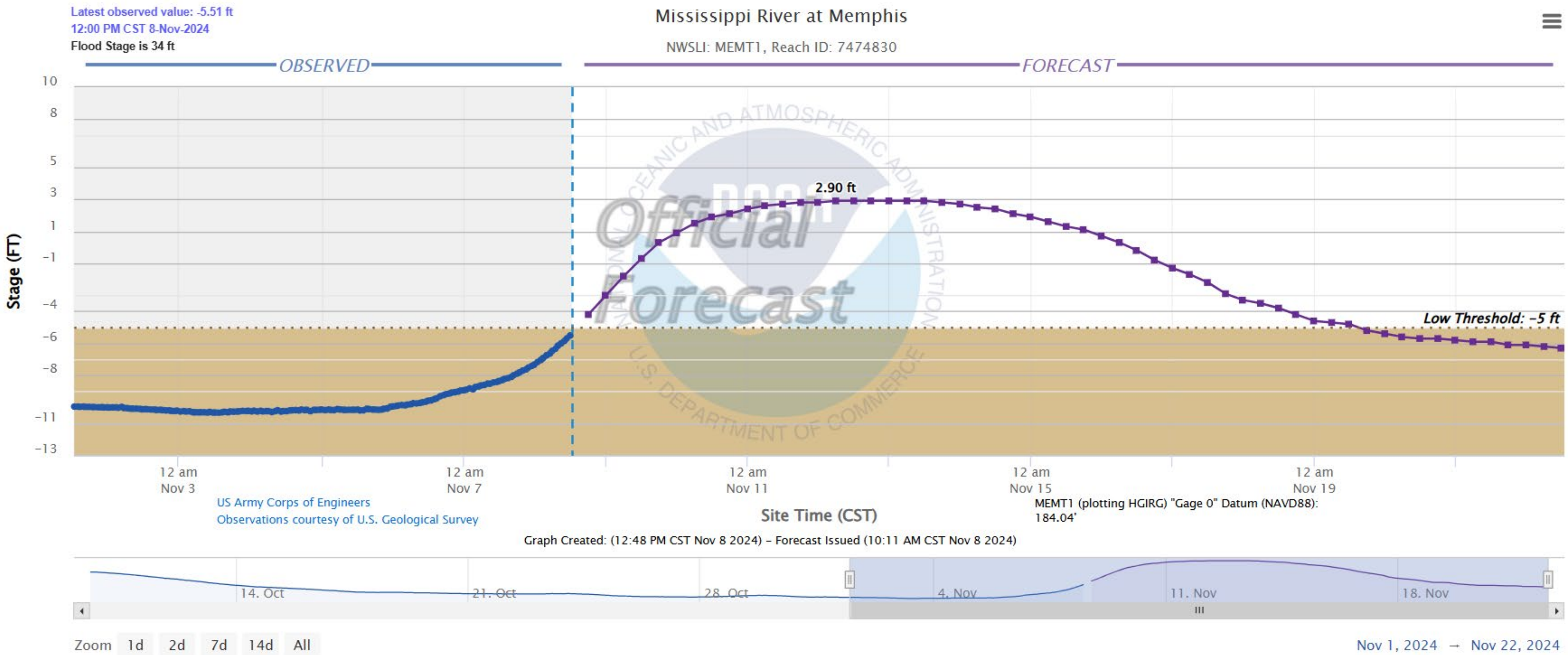
MID MISSISSIPPI McGregor	11/7/2024	11/8/2024	
wk 11/3	675/700	675/700	UNC
wk 11/10	575/650	575/650	UNC
NOV	600/650	600/650	UNC
wk 11/17	675/625	675/625	UNC
wk 11/24	550/600	550/600	UNC
FH Dec	535/600	535/600	UNC
AMJJ	375/400	375/400	UNC

ST LOUIS BARGE FREIGHT 14'	11/7/2024	11/8/2024	
wk 11/3	525/575	450/475	
wk 11/10	500/525	450/475	
NOV	475/500	450/475	
wk 11/17	450/500	425/450	
wk 11/24	450/500	425/450	
FH Dec	450/500	400/425	
Dec	425/475	400/425	
LH Dec	400/475	400/425	
Jan	400/450	375/425	
Feb	375/425	375/400	
Mar	350/400	350/375	
JFM	400/425	375/400	
AMJJ	350/375	350/375	UNC

LOWER OHIO RIVER	11/7/2024	11/8/2024	
wk 11/3	650/700	650/700	UNC
wk 11/10	625/675	625/675	UNC
NOV	600/650	600/650	UNC
wk 11/17	600/650	600/650	UNC
wk 11/24	550/600	550/600	UNC
FH Dec	525/575	525/575	UNC
Dec	425/525	425/525	UNC
LH Dec	400/475	400/475	UNC
Jan	375/450	375/450	UNC
Feb	350/425	350/425	UNC
Mar	325/400	325/400	UNC
JFM	350/425	350/425	UNC
AMJJ	350/400	350/400	UNC

MEMPHIS CAIRO	11/7/2024	11/8/2024	
wk 11/3	425/500	425/450	
wk 11/10	425/500	375/400	
NOV	400/500	400/425	
wk 11/17	400/475	400/425	
wk 11/24	400/450	400/425	
FH Dec	375/425	375/425	UNC
Dec	350/425	350/425	UNC
LH Dec	325/400	325/400	UNC
Jan	325/375	325/375	UNC
Feb	325/375	325/375	UNC
Mar	325/350	325/350	UNC
JFM	325/375	325/375	UNC
AMJJ	325/350	325/350	UNC

➢ Current Critical Water Levels on the Mississippi River



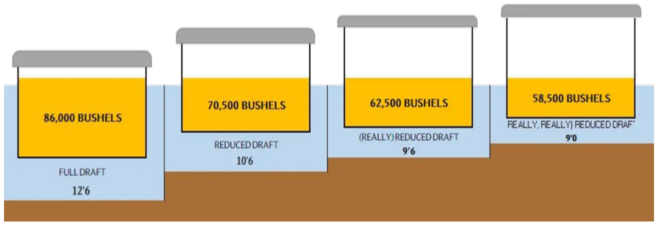
25 October 2024 Source: NOAA – NWPS: https://water.noaa.gov/gauges/memt1
River forecasts for this location take into account past precipitation and the precipitation amounts expected approximately 24 to 48 hours into the future from the forecast issuance time.
For the latest navigation status update from the U.S. Army Corps of Engineers-St. Louis District: https://www.mvs.usace.army.mil/Missions/Navigation/Status-Reports/

Controlling Depths:

- St. Louis-Herculaneum (RM 185-152); Mile 160.6: Meramec, (LWRP -3.2 @ STL); 9-ft at St. Louis gage of -1.5.
- Herculaneum-Grand Tower (RM152-80); Mile 128.5: Establishment (LWRP -0.4 @ Chester); 9-ft at Chester gage of 0.4.
- Grand Tower-Cairo (RM 80-0) Mile 39.0: Commerce (LWRP 5.4 @ Cape Girardeau); 9-ft at Cape Girardeau gage of 6.8.

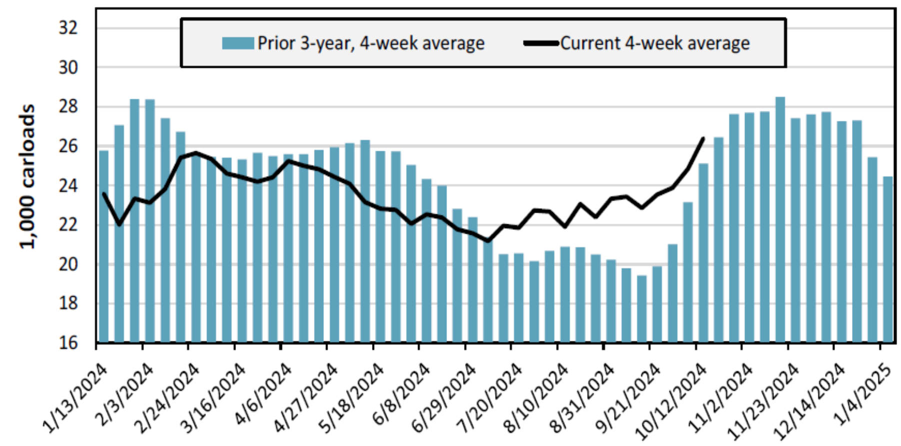
BARGE CAPACITIES | CORN

ST. LOUIS FULL DRAFT vs LOW WATER CONDITIONS



RAIL MOVEMENTS

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



Source: Surface Transportation Board.

- U.S. Class I railroads originated 28,528 grain carloads during the week ending the 26th of October. This was a 2-percent increase from the previous week, 1% more than last year, and 1% fewer than the 3-year average.
- Average November shuttle secondary railcar bids/offers (per car) were $583 above tariff for the week ending the 31st of October. This was $636 less than last week and $741 more than this week last year.
- Average non-shuttle secondary railcar bids/offers per car were $160 above tariff. This was $40 less than last week and $29 more than this week last year.

➢ UP To Open New Intermodal Terminal in Kansas City

07 November 2024 USDA GTR - Union Pacific Railroad (UP) is building a new intermodal terminal west of downtown Kansas City, MO. The terminal is expected to open next year. According to UP, the new terminal will “serve both domestic and international containerized shipments of grains, consumer goods, refrigerated products, and pet foods.” Via UP’s 32,000-mile network, the terminal will be able to reach Mexico, Canada, and overseas markets.

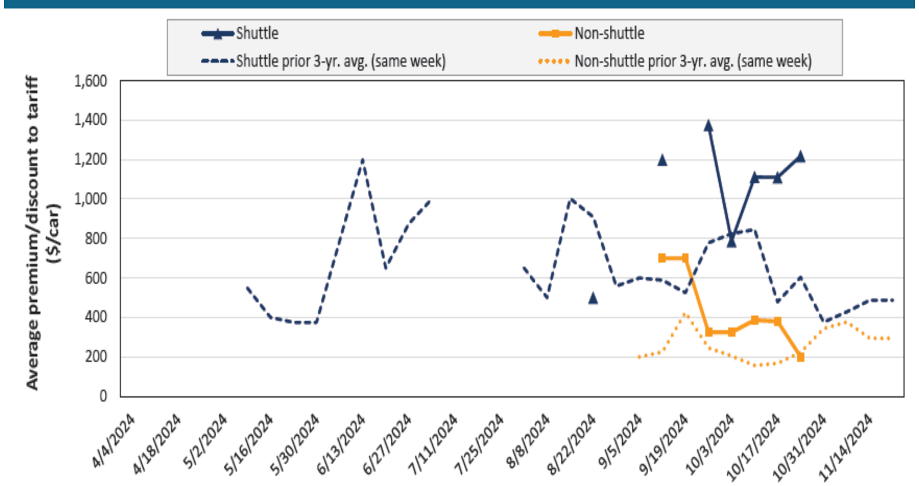
According to the Surface Transportation Board’s public-use carload waybill sample (available on AgTransport), U.S. railroads originated 4.7 million tons of containerized grain in 2022. In the Kansas City region, U.S. railroads originated 300,000 tons of containerized grain—nearly all of which was destined to Los Angeles, CA, for export overseas.

➢ Current Secondary Rail Car Market

BN SHUTTLE	Bid/Ask/Last	Bid/Ask/Last	
Return Trip	250 / 500	250 / -	
MP November	250 / 500	250 / 600	
L/H November	250 / 500	250 / 600	
F/H December	600 / -	600 / -	UNC
December	500 / 700	500 / 700	UNC
Jan, Feb, Mar	600 / 900	600 / 900	UNC
April, May	150 / 350	100 / 350	
June, July	50 / 150	50 / 150	UNC
Jun-Sept	100 / 6	50 / 6	
Oct, Nov, Dec 2025	400 / -	400 / -	UNC

UP SHUTTLE	Bid/Ask/Last	Bid/Ask/Last	
Return Trip	-400 / -100	- / -100	
F/H November	-400 / -100	- / -100	
L/H November	- / -	-400 / -100	
December	- / 300	- / 150	
Jan, Feb,Mar	0 / 300	0 / 100	
Jan, Feb, Mar (Mex. Opt.)	- / -	200 / 400	
Apr-Jul (bid is Mex. Opt.)	-150 / 100	-150 / 100	UNC

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



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

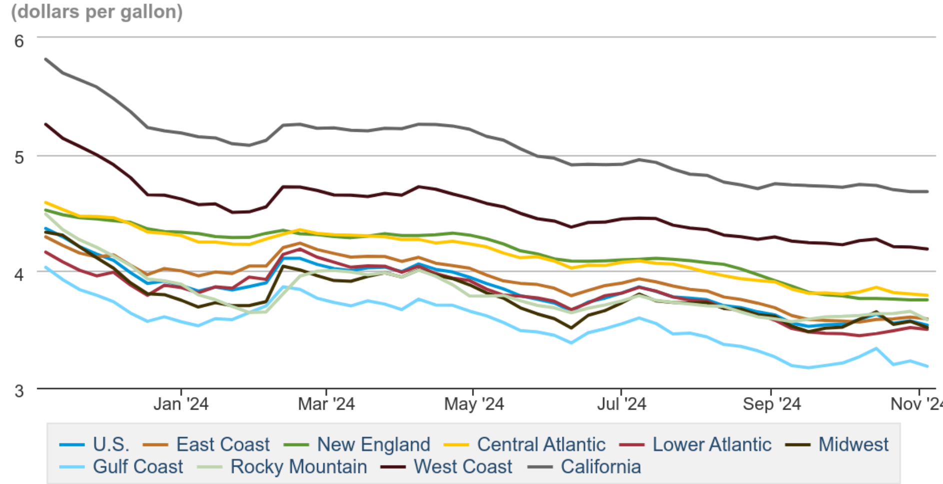
DIESEL FUEL PRICES

Table 13. Retail on-highway diesel prices, week ending 11/4/2024 (U.S. $/gallon)

Region	Location	Price	Change from	
			Week ago	Year ago
I	East Coast	3.590	-0.015	-0.704
	New England	3.753	0.000	-0.770
	Central Atlantic	3.792	-0.012	-0.796
	Lower Atlantic	3.500	-0.016	-0.663
II	Midwest	3.517	-0.052	-0.817
III	Gulf Coast	3.184	-0.046	-0.848
IV	Rocky Mountain	3.583	-0.072	-0.906
V	West Coast	4.190	-0.016	-1.068
	West Coast less California	3.763	-0.028	-1.006
	California	4.681	-0.001	-1.135
Total	United States	3.536	-0.037	-0.830

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.

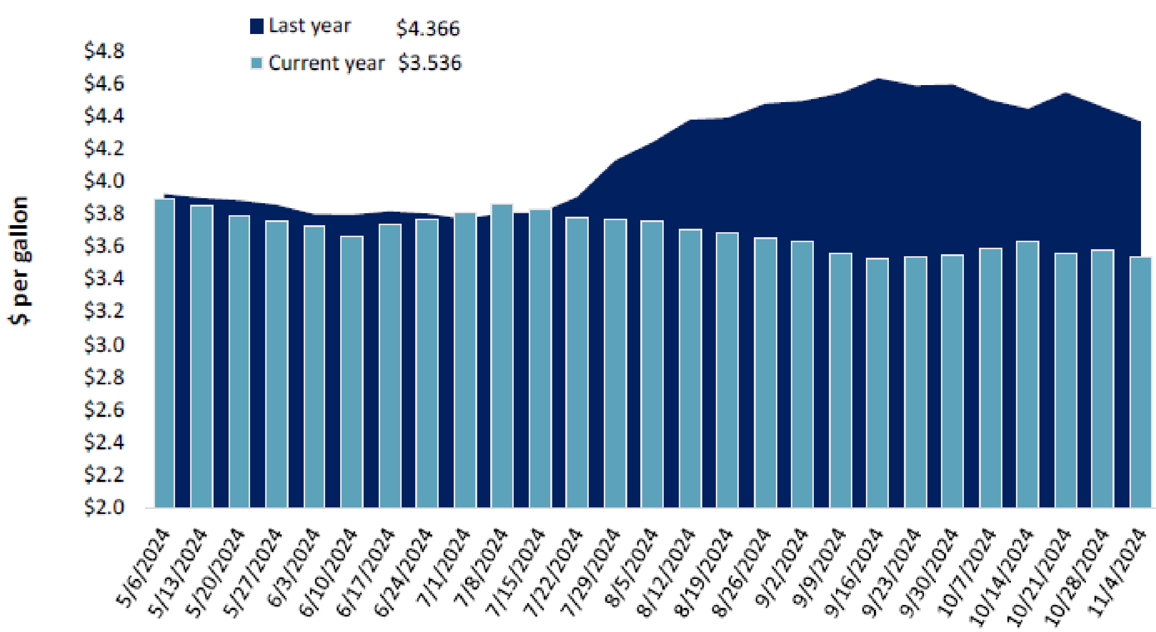
On-Highway Diesel Fuel Prices



Data source: U.S. Energy Information Administration

For the week ending November 4th, the U.S. average diesel price decreased 3.7 cents from the previous week to $3.536 per gallon, 83.0 cents below the same week last year.

Figure 15. 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 d
Source: U.S. Department of Energy, Energy Information Administration.