

## Transportation and Export Report for 27 January 2022

Just like children on a long car trip, Dry bulk ship owners are asking; “are we there yet.” For Dry Bulk markets this question relates to hitting bottom. It has been a very rough start to 2022 and rates have dropped lower than anyone expected. Panamax grain rates from the US Gulf to Asia have dropped by \$8.00/mt in just the last three weeks. And the Chinese/Lunar New Year holiday period starts next week. This will be the year of the Tiger and ship owners are hoping the Tiger will awaken in Q2 of 2022 bring stronger demand for the balance of the year.

For those needing to book freight, current rate structures should provide good buying opportunities.

### BALTIC DRY-BULK PANAMAX INDEX CHANGES

Panamax Ocean Freight Indices					
27-Jan-2022		This Week	Last Week	Difference	Percent Change
P2A: Gulf/Atlantic - Japan	per day	24273	28877	-4,604	-15.9%
P3A: PNW/Pacific - Korea	per day	16951	15994	957	6.0%
S1C: US GULF-China-So.Japan	per day	30331	37622	-7,291	-19.4%
P7: Trial- Miss. River - Qingdao	per ton	59.85	63.17	-3.3	-5.3%
P8: Trial- Santos - Qingdao	per ton	47.16	49.34	-2.2	-4.4%

### Recent history of freight values for Capesize vessels of Iron-Ore from West Australia to South China:

Four weeks ago:	\$9.15-\$12.00
Three weeks ago:	\$8.75-\$10.00
Two weeks ago:	\$7.85-\$9.65
One week ago:	\$7.50-\$7.80
This week	\$6.10-\$7.40

### US Vessel Line-Ups/Estimated vessel berthing delays at U.S. Export Grain Elevators:

Mississippi River:	(10 elevators)	3-12 days (9 facilities operating.)
Mid-Stream loaders:	(6+ Rigs)	0-1 days
Texas Gulf	(5 elevators)	0-6 days (1 facility over 2 days)
Pacific Northwest:	(9 elevators)	6 - 10 days

AGP Grays Harbor/PNW is loading soymeal via a temporary mobile conveyor system. Expects to be back up with full repairs by June.

Panamax Market Spreads to Asia -China					
27-Jan-2022	GULF	PNW	Bushel Spread	Tonne Spread	Advantage
CORN	1.14	1.75	0.61	\$24.01	PNW
SOYBEANS	1.17	1.97	0.80	\$29.39	GULF
OCEAN FREIGHT	\$61.25	\$33.50	.70 -.76	\$27.75	March

### Current Grain Vessel Market Indications:

**\*\* Below rates are estimates for the nearby-30-day period. 60-90 days forward physical rates will usually be higher.**

Soybean Panamax USG to Spain is running \$39.00 - \$40.00/mt.

Soybean Brazil to Spain about \$49.00 - 50.00/mt.

Route and Vessel Size	Current Week USD/MT	Change from previous week	Remarks
55,000 U.S. Gulf-Japan	\$62.50	Down \$2.00	Handymax \$64.00 mt
55,000 U.S. PNW- Japan	\$34.50	Down \$0.50	Handymax at \$35.50 mt
65,000 U.S. Gulf – China	\$61.25	Down \$2.00	North or South China
PNW to China	\$33.50	Down \$0.50	
25,000 U.S. Gulf- Veracruz, México	\$23.75	Down \$0.50	3,000 MT daily discharge rate
35-40,000 U.S. Gulf- Veracruz, México	\$20.50	Down \$0.50	Deep draft and 6,000 MT per day discharge rate.
30-38,000 U.S. Gulf- Colombia	\$33.00	Down \$1.00	<u>West Coast Colombia at \$40.00</u>
50,000 USG- E/C Colombia	\$32.00		
<u>East Coast Colombia</u> From Argentina	\$48.00		
40-45,000 U.S. Gulf - Guatemala	\$41.50	Down \$1.00	Acajutla/Quetzal - 8,000 out
30,000 US Gulf-Morocco	\$52.00	Down \$1.00	5,000 discharge rate
55-60,000 U.S. Gulf –Egypt	\$51.50	Down \$1.00	55,000-60,000 mt Egypt
PNW to Egypt	\$52.00		Romania - Russia- Ukraine \$21.00-\$22.50-\$22.50 France \$30.00
58-74,000 U.S. Gulf – Europe – Rotterdam	\$23.00	Down \$1.00	Handymax at +\$2.50 more
Brazil, Santos –China	\$51.50	Down \$1.50	54-59,000 Supramax-Panamax
Brazil, Santos –China	\$49.00		60-66,000 Post Panamax
Up-River Port North Brazil	\$57.50		55-60,000 mt
56-60,000 Argentina-China Deep draft	\$56.50	Down \$1.50	Up-River with Top Off Plus \$3.75-\$4.00

## The Baltic Dry Bulk Freight Index



## Baltic Capesize Index



# YAMAMIZU Index



## China Import Dry Bulk Freight Index 2022-01-27

Description	Volume	Cargo/Vessel Size	Unit	Rate	Change
Composite Index			Point	1037.35	0.19
Iron ore Freight Index			Point	798.92	3.53
Dampier(West Australia)-Qingdao (China)	170000/10%	Iron ore	\$/ton	6.083	-0.052
Soybean Freight Index			Point	1403.16	-12.53
Santos(Brazil)— North China	66000/10%	Soybean	\$/ton	48.6	-0.55
Santos(Brazil)—North China	60000/10%	Soybean	\$/ton	49.77	-0.63
Tacoma(West America)—North China	63000/10%	Soybean	\$/ton	33.46	0.15
Mississippi(US Gulf)—North China	66000/10%	Soybean	\$/ton	61.21	-0.61

27 January 2022 U.S. FOB Vessel Export Market Values:

U.S. Yellow Corn (USD/MT) FOB Vessel					CORN	FUTURES
#2 YC	GULF # 2 YC		PNW # 3 YC		H=	6.2525
Max. 14.5% moisture	BASIS	FLAT PRICE	BASIS	FLAT PRICE	K =	6.2300
<b>Mar.</b>	1.14	<b>\$291.03</b>	1.75	<b>\$315.04</b>	N =	6.1600
<b>Apr.</b>	1.01	<b>\$285.02</b>	1.60	<b>\$308.25</b>	U =	5.7925
<b>May</b>	0.90	<b>\$280.69</b>	1.55	<b>\$306.28</b>	Z=	5.6675
<b>June</b>	0.86	<b>\$276.36</b>	1.50	<b>\$301.56</b>	H =	5.7425
<b>July</b>	0.82	<b>\$274.79</b>	1.50	<b>\$301.56</b>		
<b>Aug.</b>	1.08	<b>\$270.56</b>	1.73	<b>\$296.14</b>		

The Gulf spread between #2 & #3 YC is currently about .04 cents per bushel (1.60/mt) at USG but is out to .06/bushel in the PNW.

SORGHUM (USD/MT) FOB VESSEL		
#2 YGS Fob Vessel	TEXAS Gulf	
Max. 14.0% moisture	BASIS	FLAT PRICE
<b>March</b>	2.25	<b>\$334.73</b>
<b>Apr.</b>	2.25	<b>\$333.84</b>
<b>May</b>	2.25	<b>\$333.84</b>
<b>June</b>	2.25	<b>\$331.08</b>
<b>July</b>	2.20	<b>\$329.12</b>

Fob vessel Texas Gulf #2 Sorghum is about 115 % the value of #2 Yellow Corn at NOLA.

**U.S. SRW Wheat Fob Vessel at the Center U.S. Gulf**

SRW Wheat	USD/MT	Fob Vessel	US Gulf	
	<b>Apr.</b>	<b>May</b>	<b>Jun.</b>	<b>July</b>
FOB U.S. GULF	\$338.87	\$338.87	\$335.65	\$335.65
Basis	1.40	1.40	1.40	1.40
WH	7.7700			.
WK	7.8225			
WN	7.7350			

<b>U.S. Yellow Soybeans (USD/MT) FOB Vessel</b>				
# 2 YSB	<b>U.S. Gulf #2 YSB</b>		<b>PNW #2 YSB</b>	
14.0 % Moisture	Basis	Flat Price	Basis	Flat Price
<b>Mar.</b>	1.17	<b>\$575.12</b>	1.97	<b>\$604.52</b>
<b>Apr.</b>	1.07	<b>\$573.56</b>	1.87	<b>\$602.96</b>
<b>May</b>	1.06	<b>\$573.20</b>	1.85	<b>\$602.22</b>
<b>June</b>	1.01	<b>\$571.18</b>	1.83	<b>\$601.30</b>
<b>July</b>	1.01	<b>\$571.18</b>	1.83	<b>\$601.30</b>
<b>Soybean Futures</b>				
<b>Mar.</b>	\$ 14.4825			
<b>May</b>	\$ 14.5400			
<b>July</b>	\$ 14.5350			
<b>Aug.</b>	\$ 14.2725			
<b>Sept.</b>	\$ 13.6975			
<b>Nov.</b>	\$ 13.3800			

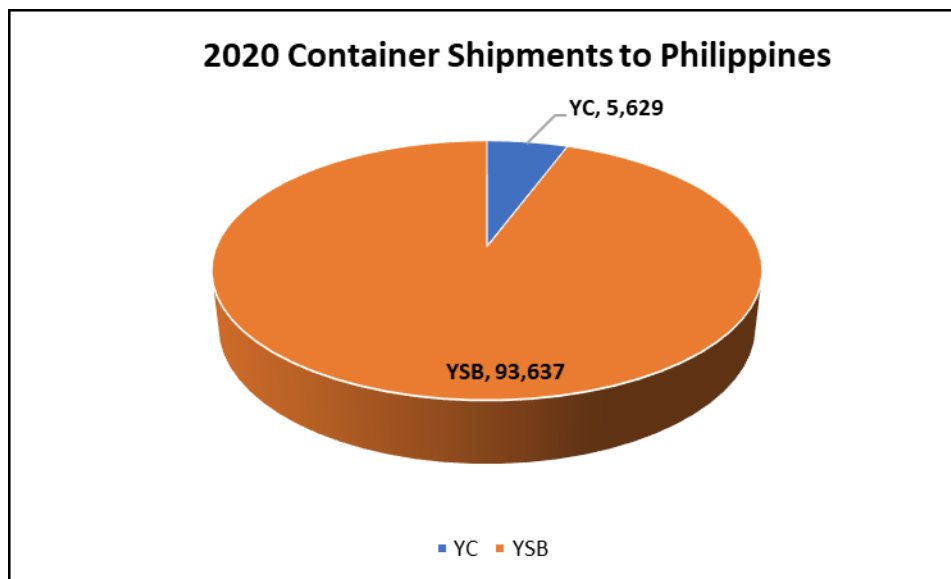
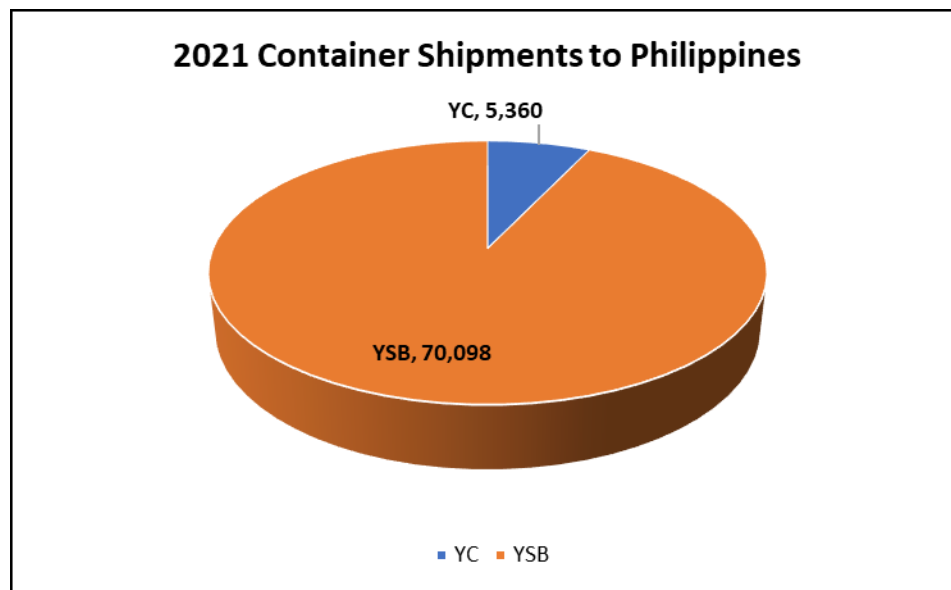
**U.S. Soybean and SBM Markets Fob Vessel:**

<b>U.S. SBM (USD/MT) FOB Vessel</b>		
Fob U.S. Gulf Port	<b>47.5 Pro. SBM</b>	
max 12.5 % moisture	Basis	Flat Price
<b>Mar.</b>	42.00	<b>\$ 492.49</b>
<b>Apr.</b>	35.00	<b>\$ 483.23</b>
<b>May</b>	35.00	<b>\$ 483.23</b>
<b>June</b>	35.00	<b>\$ 481.57</b>
<b>July</b>	35.00	<b>\$ 481.57</b>
<b>SBM Futures</b>		
<b>SMH</b>	\$ 404.70	
<b>SMK</b>	\$ 403.30	
<b>SMN</b>	\$ 401.80	
<b>SMQ</b>	\$ 395.10	
<b>SMU</b>	\$ 386.30	
<b>SMV</b>	\$ 377.50	

**Data sheet below:** *USDA weekly export inspections report with corrections to the last three weeks' grain export inspections reports. (This usually covers a 2-5-week prior time frame).*

CONTAINER SHIPMENTS of GRAIN									
USDA Grain Inspections Report:		20-Jan-2022							
Last Week	metric tons								MT
	YC	WC	YSB	SRW	NS	SWH	HRW	Sorghum	TOTAL
China			24,314						24,314
Taiwan	12,068		17,441						29,509
Hong Kong	73								73
Costa Rica									0
Indonesia	269		15,963						16,232
French Poly									0
Japan			660						660
Korea Rep.	220		40						260
Ghana									0
Malaysia			4,898						4,898
Colombia									0
Philippines			293						293
Thailand			1,812			490			2,302
Cambodia									0
Burma									0
Un Kingdom									0
Nepal			2,498						2,498
Vietnam	245		7,272						7,517
Sub Total:	12,875	0	75,191	0	0	490	0	0	88,556
USDA Corrections/Additions to previous reports:									
Taiwan	539		980						1,519
China			955						955
Hong Kong	24								24
Korea Rep.	146								146
Switzerland									0
Japan									0
Philippines			343						343
Indonesia			735						735
Malaysia									0
Thailand									0
Vietnam			808						808
Bangladesh									0
Un Arab Em			98						98
Sub Total:	709	0	3,919	0	0	0	0	0	4,628
<b>Mt. Grand Total</b>	<b>13,584</b>	<b>0</b>	<b>79,110</b>	<b>0</b>	<b>0</b>	<b>490</b>	<b>0</b>	<b>0</b>	<b>93,184</b>
Number of Containers	591	0	3,440	0	0	21	0	0	

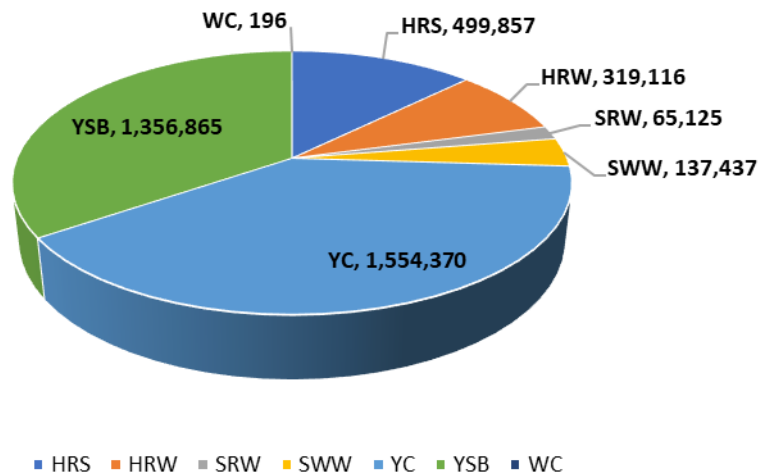
Jan - Dec 2020 Annual Totals versus 2021 Annual Total Container Shipments (in MT)



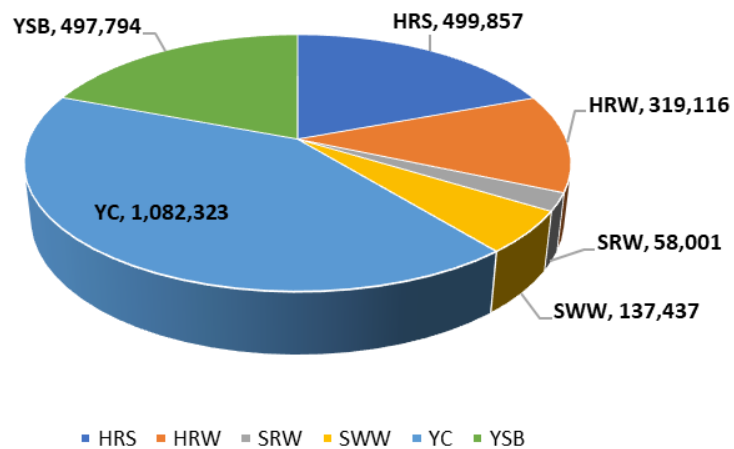


2021 Total Grain Exports reported by USDA (in MT)

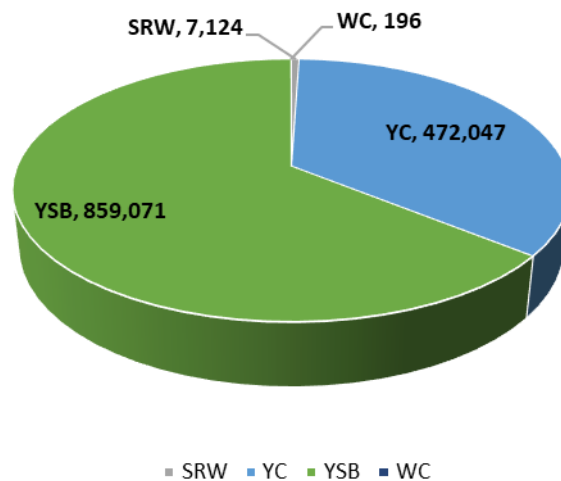
**2021 Exports to Taiwan**



**2021 Vessel Shipments to Taiwan**



**2021 Container Shipments to Taiwan**



\*Please keep in mind that USDA does not report DDGS sales

Source: USDA-data

## Shipping News

**Karen Braun**  @kannbwx · 20h

 Global Agricultural Trade in Action 

Each green dot is a vessel carrying products like corn, wheat, soybeans, vegetable oils, meals, feeds, sugar, fertilizers, and other grains & oilseeds. Asia, North Africa and the Middle East are among key importers.



**Farm Futures** @FarmFutures · 28m

The U.S. Army Corps of Engineers will target \$829.1 million investment in lock and dam modernization projects along the Upper Mississippi River.



[farmprogress.com](https://farmprogress.com)

**Infrastructure plan funds crucial Lock and Dam 25**

Ag sector improves competitiveness with infrastructure implementation of \$829 million ...

Harry @HBGrimes · 5h

Crikey Mate! 🤖 Since the peak of the Capesize Index last October, it has fallen by over 90%



2

2

8

↑

Splash- Saam Chambers-

Marine Exchange @MXSOCAL · 23m

...

Ship Report 1/27: 82 total ships inport LA/LB including 25 at anchor or loitering & 57 at berths. Of the 82, 33 are container ships including 5 at anchor or loitering & 28 at berths. 2 vessels loitering; 1 container ship, 1 tanker.

More: [facebook.com/mxsocal](https://facebook.com/mxsocal)



Baltic Dry-Bulk Ocean Freight Index- US Gulf- Japan



# ACBL warns of “catastrophic” Tennessee River barge delays

Written by [Marine Log Staff](#)

American Commercial Barge Line (ACBL) today wrote its dry cargo customers warning them that it is anticipating catastrophic delays for barges transiting the Tennessee River to destinations above Wilson Lock (Mile 259.4).

Common [barge](#) destinations that will be affected are: Florence, Decatur, Gunterville, Chattanooga, Knoxville.

ACBL says an Industry meeting was recently held to confirm Wilson Lock (main chamber) closure dates and to discuss the impacts of the closure. The plan is for the lock to be closed beginning February 23 through April 29, with one break to allow traffic to pass (see specific schedule below). The auxiliary lock is planned to be available, but it will be woefully inadequate in relieving delay, as it can only lock one barge at a time (versus main chamber of 9 barges per lockage). It is projected that only 18 barges during a 24-hour period will lock through the auxiliary chamber. Normally, a full tow of barges (15 barges) using the main chamber can be locked in about 4 hours.

Task Name	Duration	Start	Finish
<b>Phase 1</b>	<b>30 Days</b>	<b>02/22/2022</b>	<b>03/23/2022</b>
Lock Closed	24 Days	02/23/2022	03/17/2022
Lock Open	6 Days	03/18/2022	03/23/2022
<b>Phase 2</b>	<b>37 Days</b>	<b>03/24/2022</b>	<b>04/28/2022</b>
Lock Closed	37 Days	03/24/2022	04/28/2022
Lock Open		04/29/2022	

*Courtesy of USACE*

Delays in departures from the Cairo/Paducah area to the Tennessee River, and lock delay at Wilson Lock, are anticipated to be severe.

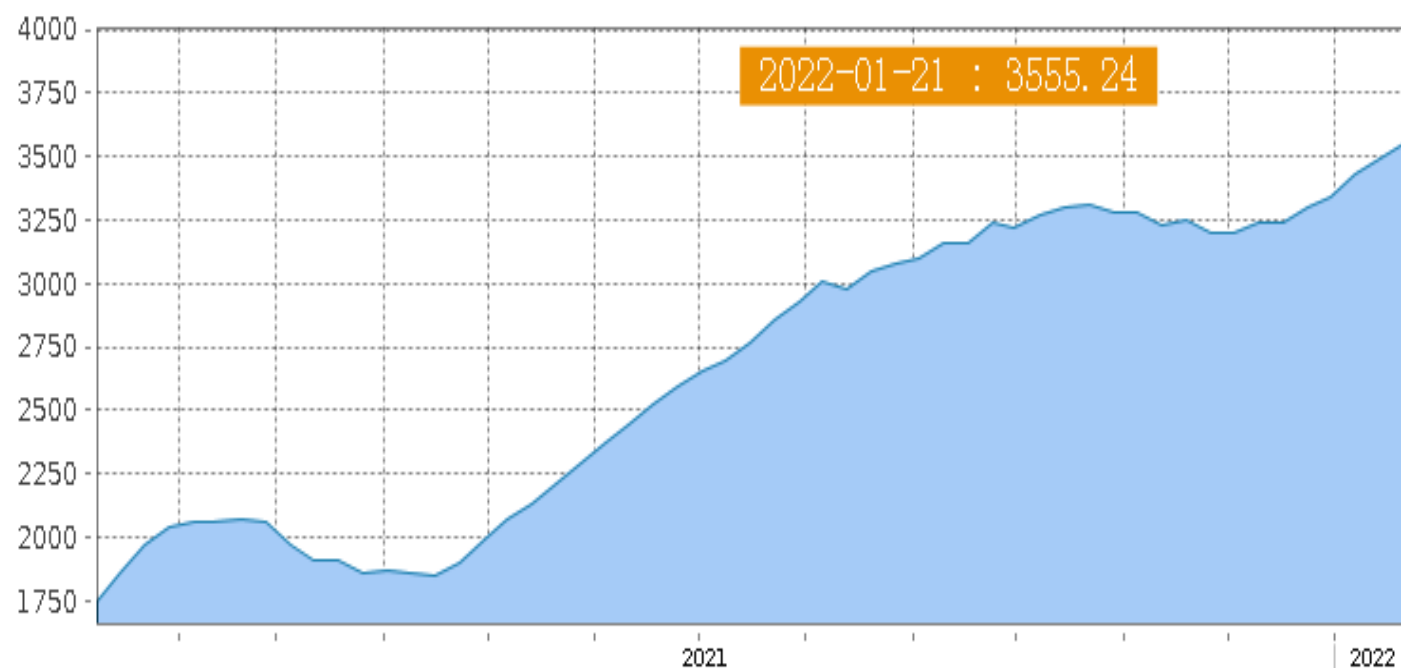
“Although we don’t know what these delays will amount to,” says ACBL, “the ‘best guess’ is that lock delay at Wilson Lock could build to 8 days or more. Delays in departures from the Cairo/Paducah area (interchange point) could build to 12 days or more.”

ACBL will be billing for delays: once the barge arrives in the Cairo/Paducah area (demurrage), and for lock delay.

Beginning February 23 (extending to at least the anticipated opening of April 29), barges located in the Cairo/Paducah area, or arriving in the Cairo/Paducah area, that are destined to a port above Wilson Lock, will be placed in demurrage status. Barges will be released from demurrage status once they depart on boats that are inbound to the Tennessee River.

Thereafter, lock delay will be billed accordingly. Once a barge reaches its destination, it will again be placed in demurrage status (as normal) until said barge is released as an empty back to ACBL. Barges that are loaded/originated above the Wilson Lock closure will be billed lock delay.

## China Containerized Freight Index



## China Import Dry Bulk Freight Index



## **U.S. RIVER BARGE FREIGHT**

### **Current Barge Freight for Loading Placement Last Half February 2022**

Placement LH. February 2022	% of		Corn	Soybeans-Wheat
	Tariff	MT	BU	BU
Upper Mississippi	Closed			
Illinois River (Pekin and South)	650	\$44.35	1.13	1.21
Mid-Mississippi	Closed			
Lower Ohio	550	\$27.04	0.69	0.74
St. Louis	560	\$24.63	0.63	0.67

### **Secondary Rail Car Market for Car placement period: Last Half February 2022.**

Secondary Rail Car Market Placement LH. February 2022	BID USD	ASK USD	BID BU.	ASK BU.	BID MT	ASK MT
BNSF Shuttle Trains	\$ 900.00	\$ 1,300.00	\$ 0.23	\$ 0.33	\$ 8.86	\$ 12.79
UPRR Shuttle Trains	\$ 900.00	\$ 1,300.00	\$ 0.23	\$ 0.33	\$ 8.86	\$ 12.79

Best Regards,

Jay  
Jay O'Neil  
HJ O'Neil Commodity Consulting  
785-410-2303 (cell)

[joneil@ksu.edu](mailto:joneil@ksu.edu)

Follow me on Twitter @ **igpjay**



\*\*\* The information in this market report is derived from sources believed to be reliable and accurate but cannot be guaranteed. Forward looking projections are never completely accurate, and these markets move quickly.  
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