



Grain Transportation Report

A weekly publication of the Agricultural Marketing Service
www.ams.usda.gov/GTR

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August 25, 2016

WEEKLY HIGHLIGHTS

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Louisiana Grain Traffic Spared from Devastating Flooding

While catastrophic flooding has devastated parts of Louisiana, there has not been significant disruptions to grain transportation in the Baton Rouge-New Orleans, LA, area. According to USDA's August 16 [Weekly Weather and Crop Bulletin](#), Baton Rouge experienced 19.24 inches of rain from August 10-13, with more than half (11.24 inches) falling on August 12. The rain-induced flooding closed Kansas City Southern rail service between Baton Rouge and Reserve, LA. However, cargo is being rerouted and customers are experiencing only minimal delays. While the Mississippi River has not experienced flooding, the U.S. Coast Guard reports that the nearby Bayou Sorrel Waterway, Lower Grand River, Port Allen Lock, and Bayou Sorrel Lock are all closed to all navigation. These facilities primarily transport petroleum and chemical products. Barge and rail deliveries of grain to the region continue to be well above average for the past several weeks.

Large Canadian Crop Expected, Railroads Ready

In addition to the [record corn and soybean crops](#) expected in the U.S. for 2016/17, Statistics Canada also anticipates above-average [grain production in Canada](#) this year at over 77 million metric tons (mmt) (including barley, canola, corn, oats, soybeans, and wheat). Canada saw record grain production in 2013, with the six crops generating over 89 mmt. Both Class I railroads, Canadian Pacific Railway (CP) and Canadian National Railway (CN), have stated that they are prepared to handle the harvest. For instance, in a [recent press release](#), CP stated it "is well-positioned and ready to move this year's western Canadian grain crop, which is forecast to be significantly bigger than the five-year average, to market." CP and CN had around an 11 percent share of the total U.S. grain tonnage originating on Class I railroads in 2015, according to [filings with the Surface Transportation Board](#).

Grain Inspections Remain High

For the week ending August 18, [total inspections of grain](#) (corn, wheat, soybeans) for export from all major export regions reached 2.79 mmt, up 6 percent from the previous week, up 92 percent from last year, and 94 percent above the 3-year average. Inspections of corn and soybeans increased 7 and 24 percent from the previous week, respectively, as demand increased. Wheat inspections, however, were down 17 percent from the previous week as demand weakened from Asia. Pacific Northwest (PNW) and Mississippi Gulf grain inspections increased 22 and 3 percent from the past week. Outstanding export sales (unshipped) were down for each of the three major grains.

Snapshots by Sector

Export Sales

During the week ending August 11, [unshipped balances](#) of wheat, corn, and soybeans totaled 17.7 mmt, up 61 percent from the same time last year. Net weekly [wheat export sales](#) were .490 mmt, down 19 percent from the previous week. Net [corn export sales](#) were .167 mmt, down 72 percent from the previous week, and net [soybean export sales](#) were .178 mmt, down 26 percent the past week.

Rail

U.S. Class I railroads originated 25,232 [grain carloads](#) for the week ending August 13, up 5 percent from the previous week, up 28 percent from last year, and up 32 percent from the 3-year average.

Average September shuttle [secondary railcar bids/offers](#) per car were \$1,006 above tariff for the week ending August 18, up \$381 from last week, and \$1,193 higher than last year. Average secondary non-shuttle secondary railcar bids/offers were \$50 above tariff, down \$200 from last week, and \$147 higher than last year.

Barge

For the week ending August 20, [barge grain movements](#) totaled 1,148, 004 tons, 9 percent lower than last week, and up 75 percent from the same period last year.

For the week ending August 20, 729 grain barges [moved down river](#), down 10 percent from last week; 844 grain barges were [unloaded in New Orleans](#), up 30 percent from the previous week.

Ocean

For the week ending August 18, 39 [ocean-going grain vessels](#) were loaded in the Gulf, 11 percent less than the same period last year. Eighty-seven vessels are expected to be loaded within the next 10 days, 43 percent more than the same period last year.

For the week ending August 18, the ocean freight rate for shipping bulk grain from the Gulf to Japan was \$29.25 per metric ton, 4 percent more than the previous week. The cost of shipping from the PNW to Japan was \$16.50 per metric ton, 3 percent more than the previous week.

Fuel

During the week ending August 22, U.S. average [diesel fuel prices](#) increased 6 cents from the previous week at \$2.37 per gallon, down \$0.19 from the same week last year.

Feature Article/Calendar

Second Quarter Corn and Soybean Transportation Costs Down from Last Year

During the second quarter 2016, transportation costs for shipping corn and soybeans from Minneapolis, MN to Japan through the Gulf and Pacific Northwest (PNW) port regions were mostly down from the same time last year. The drop was due primarily to a decrease in barge, rail, and ocean rates (*tables 1, 2*). Year-to-year ocean rates continued to fall in the PNW and Gulf because of slower shipping activity and excess vessel supply (*Grain Transportation Report (GTR) 8/04/16*). Transportation costs compared to the previous quarter, however, increased notably from Minneapolis to Japan due to higher trucking rates and ocean rates. Currently, second quarter transportation costs for each route are also below the 3-year averages.

Year-to-year landed costs to ship corn and soybeans from Minneapolis, MN, to Japan were down due primarily to lower barge, rail, and ocean rates. Quarter-to-quarter landed costs to ship through the PNW were up due to increased trucking and ocean, plus higher farm values. Rail rates for shipping corn and soybeans through the PNW decreased from last quarter and last year as fuel surcharges continued to fall. Year-to-year landed costs for shipping grain through the Gulf decreased due primarily to lower barge and ocean rates, and a decrease in farm values.

Table 1: Cost of Shipping Corn and Soybeans from Minneapolis to Japan through the U.S. Gulf

	Corn					Soybeans				
	\$/metric ton		Percent change			\$/metric ton		Percent Change		
	2ndQtr 15	1stQtr 16	2ndQtr 16	Yr. to Yr.	Qtr to Qtr	2ndQtr 15	1stQtr 16	2ndQtr 16	Yr. to Yr.	Qtr to Qtr
Truck	9.18	8.18	12.10	31.81	47.92	9.18	8.18	12.10	31.81	47.92
Barge	30.50	n/a	24.89	-18.39	n/a	30.50	n/a	24.89	-18.39	n/a
Ocean	30.86	23.22	26.40	-14.45	13.70	30.86	23.22	26.40	-14.45	13.70
Total Transportation Cost	70.54	31.40	63.39	-10.14	n/a	70.54	31.40	63.39	-10.14	n/a
Farm Value ²	139.36	131.62	137.92	-1.03	4.79	350.66	301.54	350.04	-0.18	16.08
Total Landed Cost	209.9	163.02	201.31	-4.09	n/a	421.2	332.94	413.43	-1.84	n/a
Transportation % Landed Cost	33.61	19.26	31.49			16.75	9.43	15.33		

Table 2: Cost of Shipping Corn and Soybeans from Minneapolis to Japan through the U.S. PNW

	Corn					Soybeans				
	\$/metric ton		Percent change			\$/metric ton		Percent Change		
	2ndQtr 15	1stQtr 16	2ndQtr 16	Yr. to Yr.	Qtr to Qtr	2ndQtr 15	1stQtr 16	2ndQtr 16	Yr. to Yr.	Qtr to Qtr
Truck	9.18	8.18	12.10	31.81	47.92	9.18	8.18	12.10	31.81	47.92
Rail ¹	49.17	48.92	47.81	-2.77	-2.27	57.76	53.99	52.88	-8.45	-2.06
Ocean	17.04	13.30	15.50	-9.04	16.54	17.04	13.30	15.50	-9.04	16.54
Total Transportation Cost	75.39	70.40	75.41	0.03	7.12	83.98	75.47	80.48	-4.17	6.64
Farm Value ²	139.36	131.62	137.92	-1.03	4.79	350.66	301.54	350.04	-0.18	16.08
Total Landed Cost	214.75	202.02	213.33	-0.66	5.60	434.64	377.01	430.52	-0.95	14.19
Transportation % Landed Cost	35.11	34.85	35.35			19.32	20.02	18.69		

Source: USDA/AMS/TMP

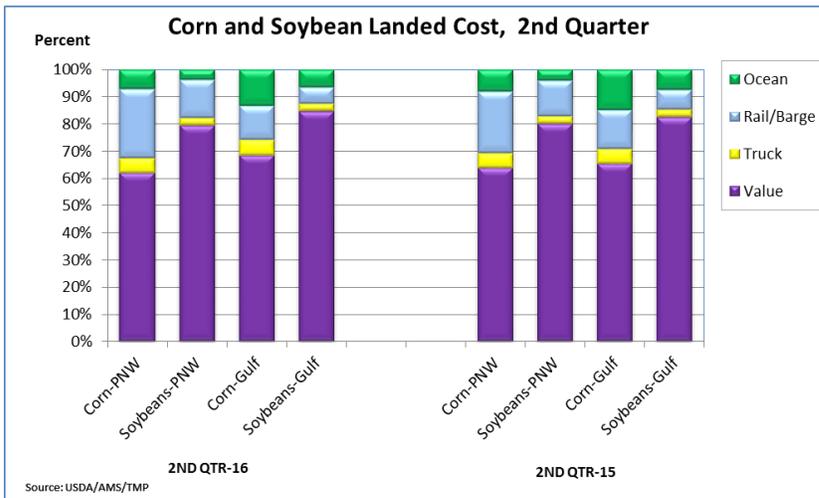
¹ Rail tariffs include fuel surcharges and revisions for heavy axle rail cars and shuttle trains. The rail tariff rate is a base price of rail freight rates, but during periods of high rail demand or car shortages, high auction and secondary market rates could exceed the base rail tariffs per car

² Source: USDA/NASS, Agricultural Prices

U.S. Gulf Costs: Total second quarter transportation costs for shipping corn and soybeans from Minneapolis, MN, through the Gulf to Japan decreased 10 percent from year to year (*table 1*). The increase was the result of lower barge and ocean rates. Year-to-year ocean rates for shipping through the Gulf were down due primarily to excess vessel supply, while barge rates dropped due to higher grain movements and better navigation compared to last year.

Year-to-year total landed costs for shipping through the U.S. Gulf to Japan decreased 4 percent for corn and 2 percent for soybeans. Year-to-year Gulf landed costs also decreased primarily due to lower barge and ocean rates. Landed costs to ship grain from the Gulf were \$201 per metric ton (mt) for corn and \$413 per mt for soybeans. Second-quarter corn and soybean farm values accounted for 65 and 81 percent of the

landed costs for shipping through the Gulf, similar to last year (*see figure*). Transportation costs for shipping corn through the Gulf to Japan accounted for 32 percent of the total landed costs during the second quarter, down slightly from last year. Soybean transportation costs accounted for 15 percent of the landed cost, also below the same time last year (*table 1*).



Pacific Northwest Costs: Quarter-to-quarter transportation costs for shipping grain from Minneapolis, MN, to Japan via the PNW increased 7 percent for corn and soybeans (*table 2*). Year-to-year transportation costs for shipping corn to the PNW were unchanged, but the costs to ship soybeans to the PNW decreased 4 percent as rail and ocean rates declined. Rail rates for shipping corn and soybeans to the PNW decreased 2

percent each from quarter to quarter, and 3 and 8 percent from year to year. PNW ocean rates were up 17 percent from quarter to quarter but down 9 percent year to year.

Higher trucking and ocean rates pushed quarter-to-quarter total landed costs for shipping grain through the PNW up 6 percent for corn and 14 percent for soybeans. Higher quarter-to-quarter farm values also helped the increase in total landed costs. Year-to-year landed costs, however, for shipping corn and soybeans through the PNW to Japan, were down slightly. The landed costs ranged from \$213 per mt for corn and \$431 per mt for soybeans (*table 2*). Transportation costs for corn shipped through the PNW accounted for about 36 percent of the total landed cost during the second quarter, above the previous quarter and last year. Corn farm value accounted for 65 percent of the landed cost for shipping through the PNW, unchanged from last year. Soybean transportation costs accounted for 19 percent of the total landed cost, below the previous quarter and unchanged from last year. Second quarter soybean farm value was 16 percent above the previous quarter but unchanged from last year. Soybean farm value accounted for 82 percent of the total landed cost for shipping through the PNW, slightly above the previous quarter and last year (*see figure above*). johnny.hill@ams.usda.gov

Grain Transportation Indicators

Table 1

Grain Transport Cost Indicators¹

For the week ending	Truck	Rail		Barge	Ocean	
		Unit Train	Shuttle		Gulf	Pacific
08/24/16	159	260	249	217	131	117
08/17/16	155	258	254	217	126	113

¹Indicator: Base year 2000 = 100; Weekly updates include truck = diesel (\$/gallon); rail = near-month secondary rail market bid and monthly tariff rate with fuel surcharge (\$/car); barge = Illinois River barge rate (index = percent of tariff rate); and ocean = routes to Japan (\$/metric ton)

Source: Transportation & Marketing Programs/AMS/USDA

Table 2

Market Update: U.S. Origins to Export Position Price Spreads (\$/bushel)

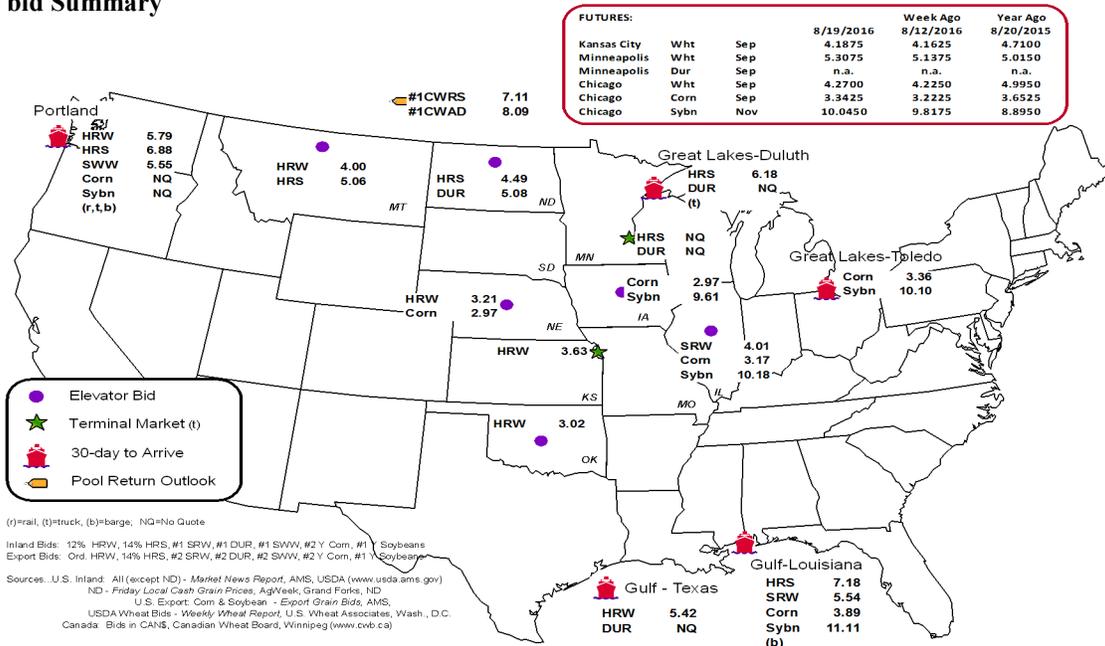
Commodity	Origin--Destination	8/19/2016	8/12/2016
Corn	IL--Gulf	-0.72	-0.70
Corn	NE--Gulf	-0.92	-0.91
Soybean	IA--Gulf	-1.50	-1.48
HRW	KS--Gulf	-1.79	-1.87
HRS	ND--Portland	-2.39	-2.29

Note: nq = no quote

Source: Transportation & Marketing Programs/AMS/USDA

The **grain bid summary** illustrates the market relationships for commodities. Positive and negative adjustments in differential between terminal and futures markets, and the relationship to inland market points, are indicators of changes in fundamental market supply and demand. The map may be used to monitor market and time differentials.

Figure 1
Grain bid Summary



Rail Transportation

Table 3

Rail Deliveries to Port (carloads)¹

For the Week Ending	Mississippi		Pacific	Atlantic &	Total	Week ending	Cross-Border Mexico ³
	Gulf	Texas Gulf	Northwest	East Gulf			
8/17/2016 ^p	1,771	1,157	6,289	290	9,507	8/13/2016	1,486
8/10/2016 ^r	1,089	1,170	6,322	308	8,889	8/6/2016	2,464
2016 YTD ^r	11,901	46,232	163,721	11,395	233,249	2016 YTD	67,509
2015 YTD ^r	12,775	38,992	134,081	14,671	200,519	2015 YTD	58,911
2016 YTD as % of 2015 YTD	93	119	122	78	116	% change YTD	115
Last 4 weeks as % of 2015 ²	1,226	148	202	287	221	Last 4wks % 2015	104
Last 4 weeks as % of 4-year avg. ²	708	90	188	235	181	Last 4wks % 4 yr	125
Total 2015	29,054	60,819	239,029	26,730	355,632	Total 2015	97,736
Total 2014	44,617	83,674	256,670	32,107	417,068	Total 2014	98,422

¹ Data is incomplete as it is voluntarily provided

² Compared with same 4-weeks in 2015 and prior 4-year average.

³ Cross-border weekly data is approximately 15 percent below the Association of American Railroads' reported weekly carloads received by Mexican railroads to reflect switching between KCSM and FerroMex.

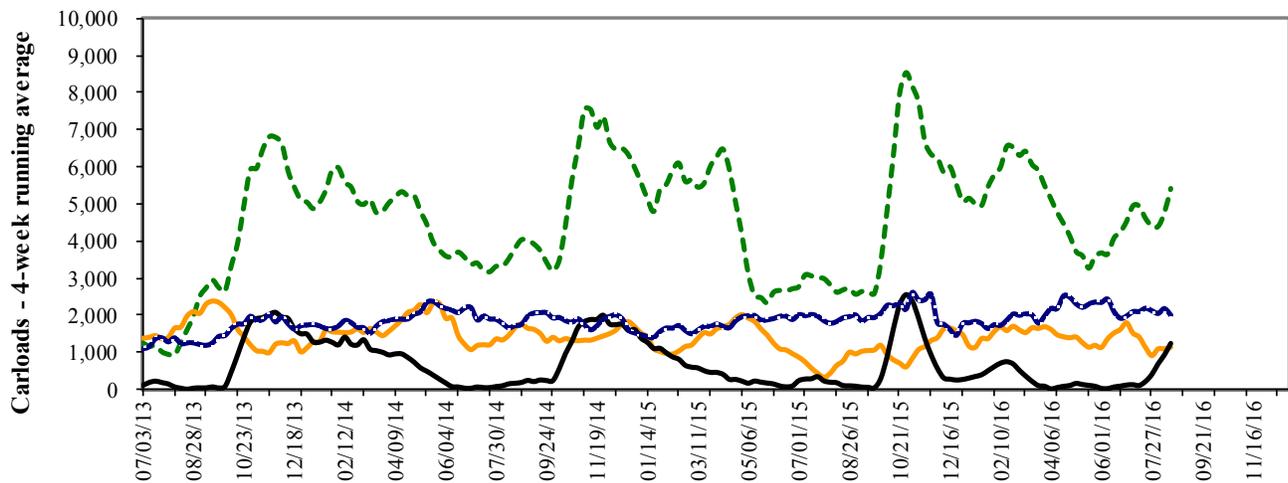
YTD = year-to-date; p = preliminary data; r = revised data; n/a = not available

Source: Transportation & Marketing Programs/AMS/USDA

Railroads originate approximately 24 percent of U.S. grain shipments. Trends in these loadings are indicative of market conditions and expectations.

Figure 2

Rail Deliveries to Port



--- Pacific Northwest: 4 wks. ending 8/17--up 102% from same period last year; up 88% from 4-year average
--- Texas Gulf: 4 wks. ending 8/17--up 48% from same period last year; down 10% from 4-year average
--- Miss. River: 4 wks. ending 8/17--up 1126% from same period last year; up 608% from 4-year average
--- Cross-border: 4 wks. ending 8/13--up 4% from same period last year; up 25% from 4-year average

Source: Transportation & Marketing Programs/AMS/USDA

Table 4

Class I Rail Carrier Grain Car Bulletin (grain carloads originated)

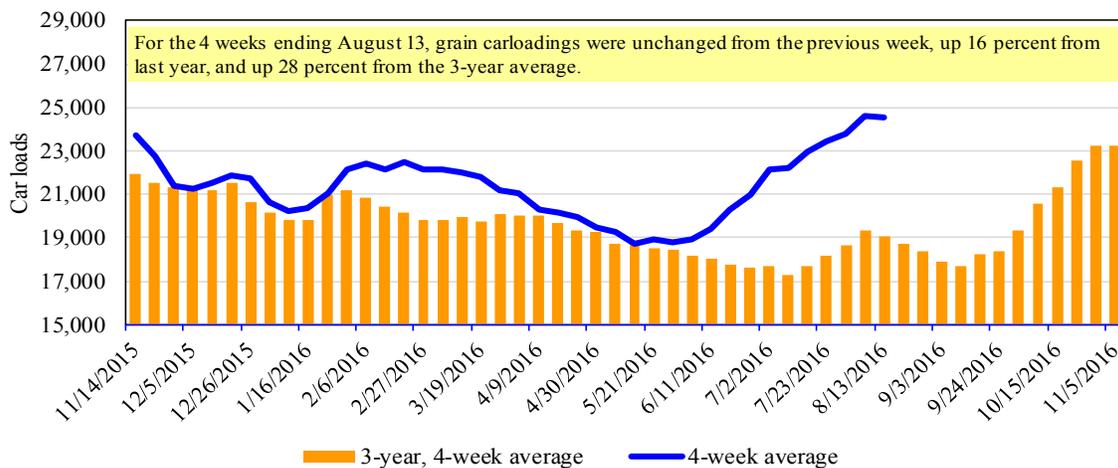
For the week ending:	East		West			U.S. total	Canada	
	8/13/2016	CSXT	NS	BNSF	KCS		UP	CN
This week	1,501	2,521	13,518	533	7,159	25,232	4,306	4,596
This week last year	1,419	2,722	9,680	1,028	4,859	19,708	3,721	4,434
2016 YTD	55,246	89,415	344,873	27,138	171,536	688,208	106,344	139,154
2015 YTD	65,219	95,230	315,667	27,912	164,122	668,150	130,302	142,373
2016 YTD as % of 2015 YTD	85	94	109	97	105	103	82	98
Last 4 weeks as % of 2015*	69	96	128	85	124	116	110	103
Last 4 weeks as % of 3-yr avg.**	83	101	145	107	130	128	111	97
Total 2015	104,039	149,043	536,173	45,445	267,720	1,102,420	211,868	236,263

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

**The past 4 weeks as a percent of the same period from the prior 3-year average. YTD = year-to-date.

Source: Association of American Railroads (www.aar.org)

Figure 3

Total Weekly U.S. Class I Railroad Grain Car Loadings

Source: Association of American Railroads

Table 5

Railcar Auction Offerings¹ (\$/car)²

For the week ending:		<u>Delivery period</u>							
8/18/2016		Sep-16	Sep-15	Oct-16	Oct-15	Nov-16	Nov-15	Dec-16	Dec-15
BNSF ³	COT grain units	116	no bids	197	no bids	24	no bids	9	no bids
	COT grain single-car ⁵	206 .. 400	0 .. 7	213 .. 255	1	134 .. 225	1	12 .. 133	1
UP ⁴	GCAS/Region 1	no offer	no bids	no offer	10	no offer	no bids	n/a	n/a
	GCAS/Region 2	no offer	no bids	no offer	10	no offer	10	n/a	n/a

¹Auction offerings are for single-car and unit train shipments only.

²Average premium/discount to tariff, last auction

³BNSF - COT = Certificate of Transportation; north grain and south grain bids were combined effective the week ending 6/24/06.

⁴UP - GCAS = Grain Car Allocation System

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

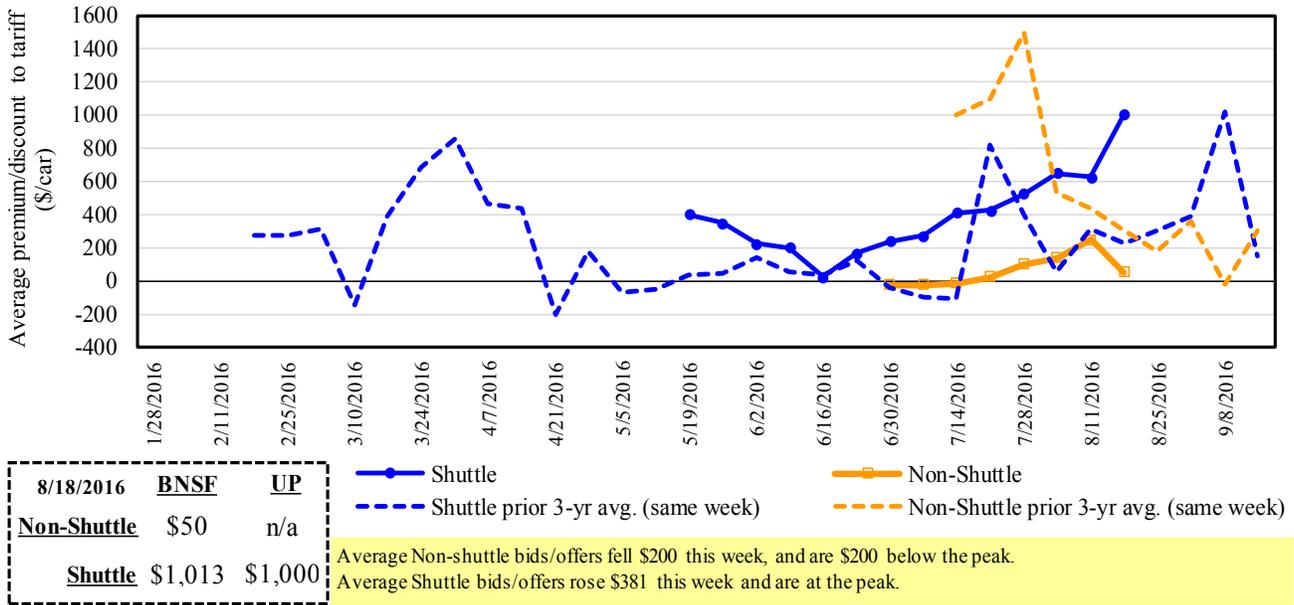
Region 2 includes: CO, IA, KS, MN, NE, WY, and Kansas City and St. Joseph, MO.

⁵Range is shown because average is not available. Not available = n/a.

Source: Transportation & Marketing Programs/AMS/USDA.

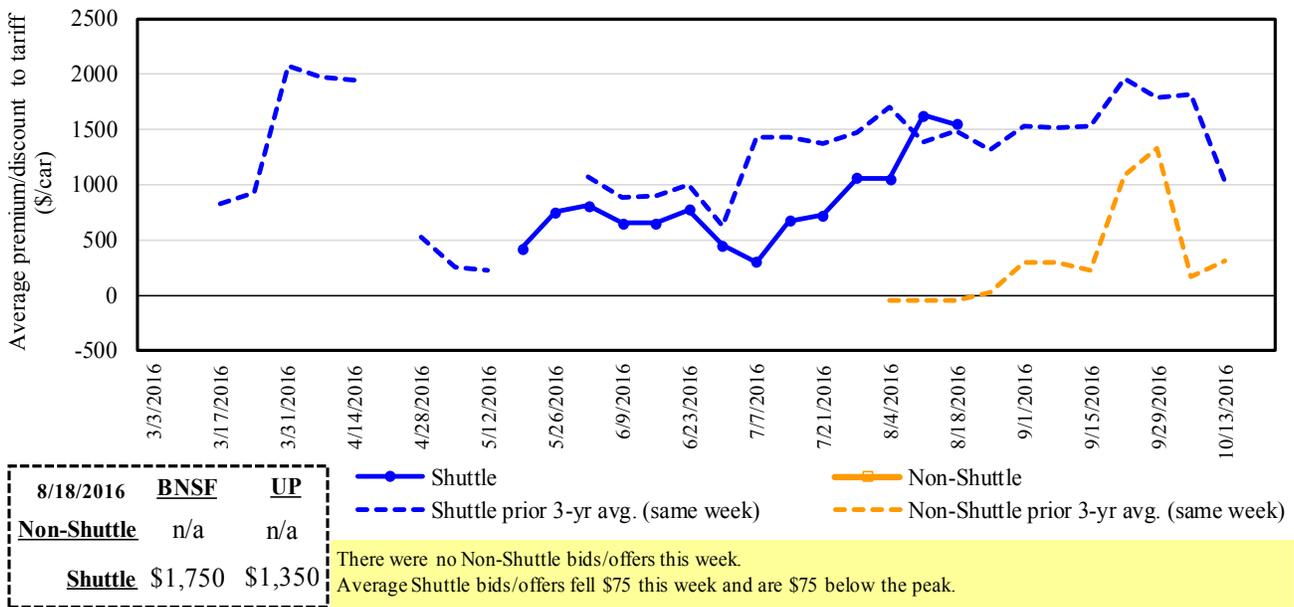
The **secondary rail market** information reflects trade values for service that was originally purchased from the railroad carrier as some form of guaranteed freight. The **auction and secondary rail** values are indicators of rail service quality and demand/supply.

Figure 4
Bids/Offers for Railcars to be Delivered in September 2016, Secondary Market



Non-shuttle bids include unit-train and single-car bids. n/a = not available.
 Source: Transportation & Marketing Programs/AMS/USDA

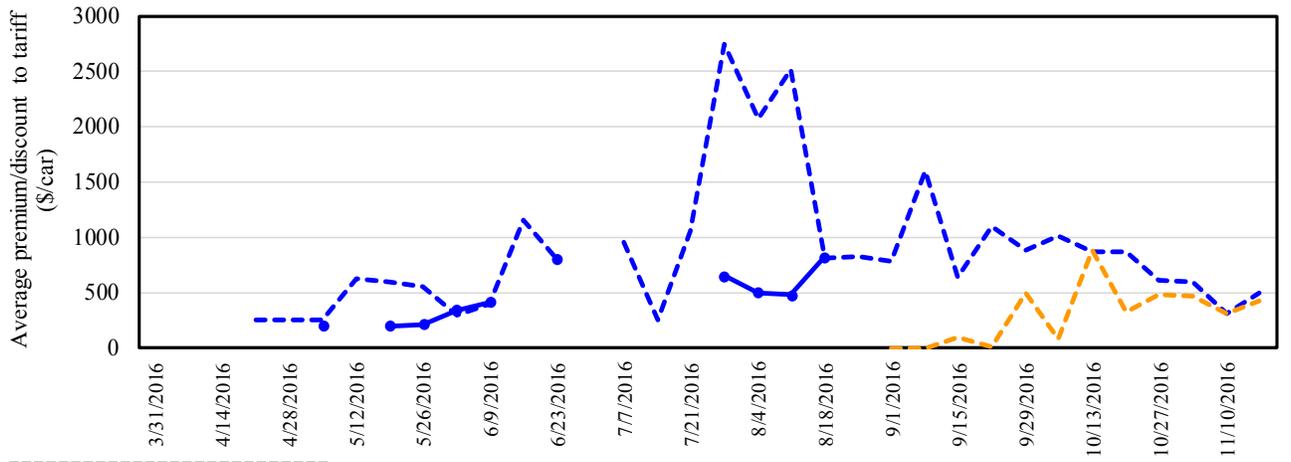
Figure 5
Bids/Offers for Railcars to be Delivered in October 2016, Secondary Market



Non-shuttle bids include unit-train and single-car bids. n/a = not available.
 Source: Transportation & Marketing Programs/AMS/USDA

Figure 6

Bids/Offers for Railcars to be Delivered in November 2016, Secondary Market



8/18/2016	BNSF	UP		
Non-Shuttle	n/a	n/a		
Shuttle	\$1,250	\$400	There were no Non-Shuttle bids/offers this week.	Average Shuttle bids/offers rose \$350 this week and are at the peak.

Non-shuttle bids include unit-train and single-car bids. n/a = not available.
 Source: Transportation & Marketing Programs/AMS/USDA

Table 6

Weekly Secondary Railcar Market (\$/car)¹

For the week ending:		Delivery period					
		Sep-16	Oct-16	Nov-16	Dec-16	Jan-17	Feb-17
Non-shuttle	BNSF-GF	50	n/a	n/a	n/a	n/a	n/a
	Change from last week	n/a	n/a	n/a	n/a	n/a	n/a
	Change from same week 2015	100	n/a	n/a	n/a	n/a	n/a
	UP-Pool	n/a	n/a	n/a	n/a	n/a	n/a
	Change from last week	n/a	n/a	n/a	n/a	n/a	n/a
	Change from same week 2015	n/a	n/a	n/a	n/a	n/a	n/a
Shuttle	BNSF-GF	1013	1750	1250	n/a	n/a	n/a
	Change from last week	13	(100)	n/a	n/a	n/a	n/a
	Change from same week 2015	1169	1300	1250	n/a	n/a	n/a
	UP-Pool	1000	1350	400	175	n/a	n/a
	Change from last week	750	(50)	(75)	0	n/a	n/a
	Change from same week 2015	1217	1250	n/a	n/a	n/a	n/a

¹Average premium/discount to tariff, \$/car-last week

Note: Bids listed are market INDICATORS only & are NOT guaranteed prices,

n/a = not available; GF = guaranteed freight; Pool = guaranteed pool

Sources: Transportation and Marketing Programs/AMS/USDA

Data from James B. Joiner Co., Tradewest Brokerage Co.

The **tariff rail rate** is the base price of freight rail service, and together with **fuel surcharges** and any **auction and secondary rail** values constitute the full cost of shipping by rail. Typically, auction and secondary rail values are a small fraction of the full cost of shipping by rail relative to the tariff rate. High auction and secondary rail values, during times of high rail demand or short supply, can exceed the cost of the tariff rate plus fuel surcharge.

Table 7

Tariff Rail Rates for Unit and Shuttle Train Shipments¹

Effective date:							Percent
8/1/2016	Origin region*	Destination region*	Tariff rate/car	Fuel surcharge per car	Tariff plus surcharge per:		change Y/Y ³
					metric ton	bushel ²	
Unit train							
Wheat	Wichita, KS	St. Louis, MO	\$3,605	\$35	\$36.15	\$0.98	-1
	Grand Forks, ND	Duluth-Superior, MN	\$4,143	-\$3	\$41.11	\$1.12	-1
	Wichita, KS	Los Angeles, CA	\$6,950	-\$15	\$68.86	\$1.87	-2
	Wichita, KS	New Orleans, LA	\$4,243	\$62	\$42.75	\$1.16	-2
	Sioux Falls, SD	Galveston-Houston, TX	\$6,486	-\$13	\$64.28	\$1.75	-2
	Northwest KS	Galveston-Houston, TX	\$4,511	\$68	\$45.47	\$1.24	-2
	Amarillo, TX	Los Angeles, CA	\$4,710	\$95	\$47.72	\$1.30	-2
Corn	Champaign-Urbana, IL	New Orleans, LA	\$3,681	\$70	\$37.25	\$0.95	8
	Toledo, OH	Raleigh, NC	\$6,061	\$0	\$60.19	\$1.53	9
	Des Moines, IA	Davenport, IA	\$2,168	\$15	\$21.68	\$0.55	-1
	Indianapolis, IN	Atlanta, GA	\$5,004	\$0	\$49.69	\$1.26	5
	Indianapolis, IN	Knoxville, TN	\$4,311	\$0	\$42.81	\$1.09	5
Soybeans	Des Moines, IA	Little Rock, AR	\$3,444	\$44	\$34.64	\$0.88	2
	Des Moines, IA	Los Angeles, CA	\$5,052	\$128	\$51.44	\$1.31	1
	Minneapolis, MN	New Orleans, LA	\$3,799	\$37	\$38.10	\$1.04	-3
	Toledo, OH	Huntsville, AL	\$5,051	\$0	\$50.16	\$1.37	8
	Indianapolis, IN	Raleigh, NC	\$6,178	\$0	\$61.35	\$1.67	10
Indianapolis, IN	Huntsville, AL	\$4,529	\$0	\$44.98	\$1.22	4	
Champaign-Urbana, IL	New Orleans, LA	\$4,395	\$70	\$44.34	\$1.21	8	
Shuttle Train							
Wheat	Great Falls, MT	Portland, OR	\$3,953	-\$9	\$39.17	\$1.07	-2
	Wichita, KS	Galveston-Houston, TX	\$3,871	-\$7	\$38.37	\$1.04	-3
	Chicago, IL	Albany, NY	\$5,492	\$0	\$54.54	\$1.48	16
	Grand Forks, ND	Portland, OR	\$5,611	-\$15	\$55.57	\$1.51	-3
	Grand Forks, ND	Galveston-Houston, TX	\$5,931	-\$16	\$58.74	\$1.60	-12
	Northwest KS	Portland, OR	\$5,478	\$112	\$55.51	\$1.51	-3
Corn	Minneapolis, MN	Portland, OR	\$5,000	-\$19	\$49.47	\$1.26	-7
	Sioux Falls, SD	Tacoma, WA	\$4,960	-\$17	\$49.09	\$1.25	-7
	Champaign-Urbana, IL	New Orleans, LA	\$3,481	\$70	\$35.27	\$0.90	7
	Lincoln, NE	Galveston-Houston, TX	\$3,600	-\$10	\$35.65	\$0.91	-3
	Des Moines, IA	Amarillo, TX	\$3,795	\$55	\$38.23	\$0.97	1
	Minneapolis, MN	Tacoma, WA	\$5,000	-\$18	\$49.47	\$1.26	-7
Soybeans	Council Bluffs, IA	Stockton, CA	\$4,640	-\$19	\$45.89	\$1.17	-4
	Sioux Falls, SD	Tacoma, WA	\$5,490	-\$17	\$54.35	\$1.48	-7
	Minneapolis, MN	Portland, OR	\$5,510	-\$19	\$54.53	\$1.48	-7
	Fargo, ND	Tacoma, WA	\$5,380	-\$15	\$53.28	\$1.45	-6
	Council Bluffs, IA	New Orleans, LA	\$4,425	\$81	\$44.75	\$1.22	-2
	Toledo, OH	Huntsville, AL	\$4,226	\$0	\$41.97	\$1.14	10
Grand Island, NE	Portland, OR	\$5,360	\$115	\$54.37	\$1.48	-3	

¹A unit train refers to shipments of at least 25 cars. Shuttle train rates are available for qualified shipments of 75-120 cars that meet railroad efficiency requirements.

²Approximate load per car = 111 short tons (100.7 metric tons): corn 56 lbs./bu., wheat & soybeans 60 lbs./bu.

³Percentage change year over year calculated using tariff rate plus fuel surcharge

Sources: www.bnsf.com, www.cpr.ca, www.csx.com, www.uprr.com

*Regional economic areas defined by the Bureau of Economic Analysis (BEA)

Table 8

Tariff Rail Rates for U.S. Bulk Grain Shipments to Mexico

Commodity	Origin state	Destination region	Tariff rate/car ¹	Fuel surcharge per car ²	Tariff plus surcharge per:		Percent change ⁴ Y/Y
					metric ton ³	bushel ³	
Wheat	MT	Chihuahua, CI	\$7,459	\$0	\$76.21	\$2.07	-4
	OK	Cuautitlan, EM	\$6,514	\$49	\$67.05	\$1.82	-5
	KS	Guadalajara, JA	\$6,995	\$90	\$72.39	\$1.97	-4
	TX	Salinas Victoria, NL	\$4,142	\$29	\$42.62	\$1.16	0
Corn	IA	Guadalajara, JA	\$8,137	\$89	\$84.05	\$2.13	-5
	SD	Celaya, GJ	\$7,480	\$0	\$76.43	\$1.94	-6
	NE	Queretaro, QA	\$7,879	\$99	\$81.52	\$2.07	1
	SD	Salinas Victoria, NL	\$6,545	\$0	\$66.87	\$1.70	6
	MO	Tlalhepantla, EM	\$7,238	\$97	\$74.94	\$1.90	1
	SD	Torreon, CU	\$7,080	\$0	\$72.34	\$1.84	-2
Soybeans	MO	Bojay (Tula), HG	\$8,652	\$89	\$89.31	\$2.43	2
	NE	Guadalajara, JA	\$9,142	\$95	\$94.37	\$2.57	0
	IA	El Castillo, JA	\$9,470	\$0	\$96.76	\$2.63	0
	KS	Torreon, CU	\$7,439	\$70	\$76.72	\$2.09	1
Sorghum	NE	Celaya, GJ	\$7,344	\$84	\$75.89	\$1.93	-3
	KS	Queretaro, QA	\$7,563	\$61	\$77.89	\$1.98	-1
	NE	Salinas Victoria, NL	\$6,168	\$49	\$63.52	\$1.61	3
	NE	Torreon, CU	\$6,672	\$68	\$68.87	\$1.75	-2

¹Rates are based upon published tariff rates for high-capacity shuttle trains. Shuttle trains are available for qualified shipments of 75--110 cars that meet railroad efficiency requirements.

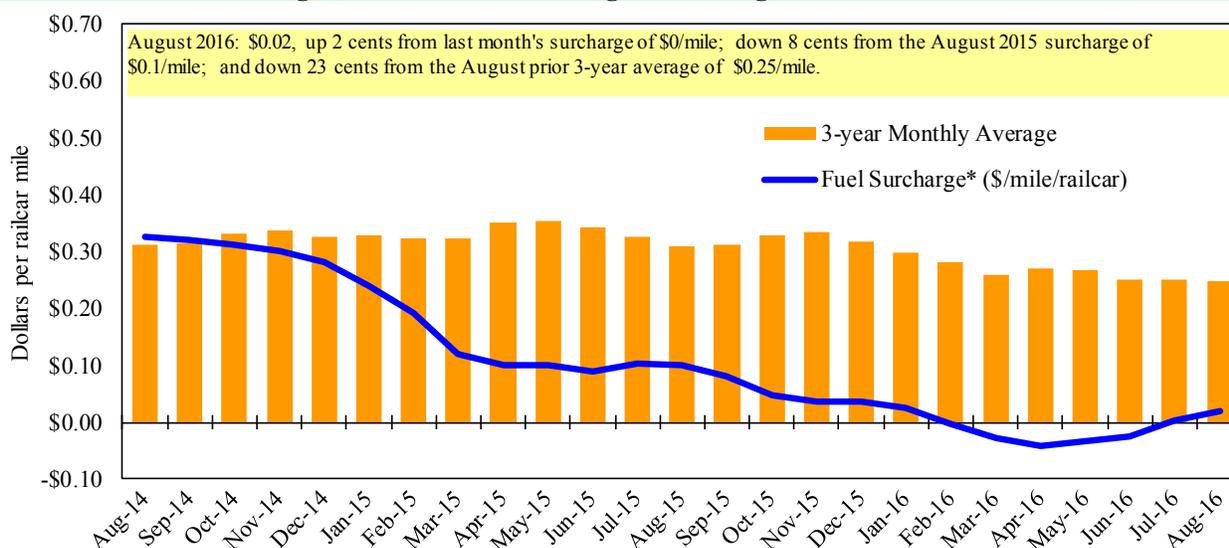
²Fuel surcharge adjusted to reflect the change in Ferrocarril Mexicano, S.A. de C.V railroad fuel surcharge policy as of 10/01/2009

³Approximate load per car = 97.87 metric tons: Corn & Sorghum 56 lbs/bu, Wheat & Soybeans 60 lbs/bu

⁴Percentage change calculated using tariff rate plus fuel surcharge

Sources: www.bnsf.com, www.uprr.com, www.kcsouthern.com

Figure 7

Railroad Fuel Surcharges, North American Weighted Average¹

¹ Weighted by each Class I railroad's proportion of grain traffic for the prior year.

* Beginning January 2009, the Canadian Pacific fuel surcharge is computed by a monthly average of the bi-weekly fuel surcharge.

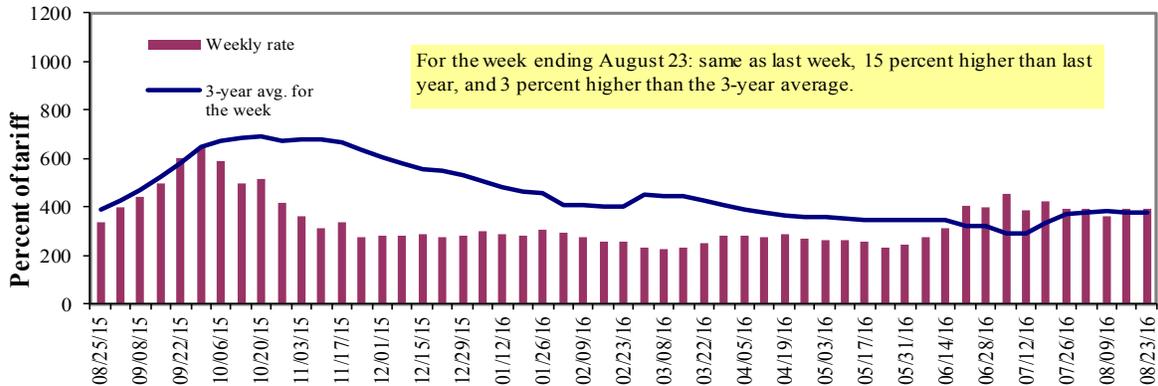
**CSX strike price changed from \$2.00/gal. to \$3.75/gal. starting January 1, 2015.

Sources: www.bnsf.com, www.cn.ca, www.cpr.ca, www.csx.com, www.kcsi.com, www.nscorp.com, www.uprr.com

Barge Transportation

Figure 8

Illinois River Barge Freight Rate^{1,2}



¹Rate = percent of 1976 tariff benchmark index (1976 = 100 percent); ²4-week moving average of the 3-year average.

Source: Transportation & Marketing Programs/AMS/USDA

Table 9

Weekly Barge Freight Rates: Southbound Only

		Twin Cities	Mid-Mississippi	Lower Illinois River	St. Louis	Cincinnati	Lower Ohio	Cairo-Memphis
Rate¹	8/23/2016	468	418	390	268	325	325	258
	8/16/2016	480	400	390	263	320	320	250
\$/ton	8/23/2016	28.97	22.24	18.10	10.69	15.24	13.13	8.10
	8/16/2016	29.71	21.28	18.10	10.49	15.01	12.93	7.85
Current week % change from the same week:								
	Last year	19	23	15	-11	8	8	-14
	3-year avg. ²	6	6	3	-18	-12	-12	-17
Rate¹	September	563	533	533	425	535	535	413
	November	613	535	500	425	488	488	388

¹Rate = percent of 1976 tariff benchmark index (1976 = 100 percent); ²4-week moving average; ton = 2,000 pounds;

Source: Transportation & Marketing Programs/AMS/USDA

Figure 9

Benchmark tariff rates

Calculating barge rate per ton:

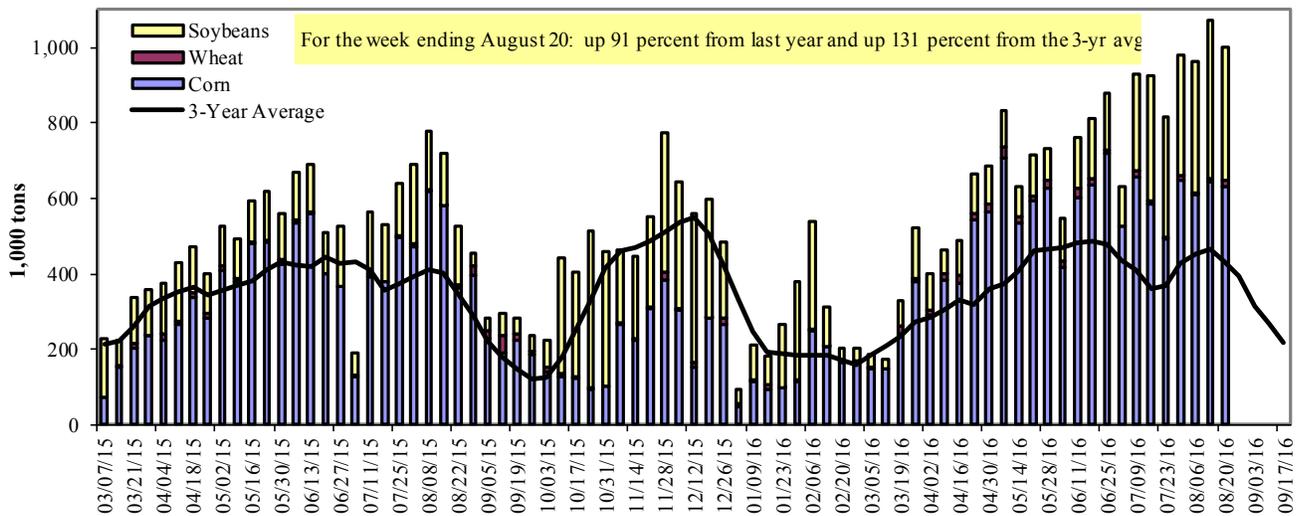
$$(\text{Rate} * 1976 \text{ tariff benchmark rate per ton})/100$$

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



Figure 10

Barge Movements on the Mississippi River¹ (Locks 27 - Granite City, IL)



¹ The 3-year average is a 4-week moving average.

Source: U.S. Army Corps of Engineers

Table 10

Barge Grain Movements (1,000 tons)

For the week ending 8/20/2016	Corn	Wheat	Soybeans	Other	Total
Mississippi River					
Rock Island, IL (L15)	169	14	173	5	361
Winfield, MO (L25)	415	14	287	0	716
Alton, IL (L26)	635	16	359	0	1,010
Granite City, IL (L27)	630	16	353	0	998
Illinois River (L8)	170	2	53	0	225
Ohio River (L52)	53	8	43	2	105
Arkansas River (L1)	0	36	8	0	45
Weekly total - 2016	682	60	404	2	1,148
Weekly total - 2015	498	98	59	0	654
2016 YTD ¹	16,828	1,499	7,760	183	26,269
2015 YTD	14,155	1,224	6,509	155	22,042
2016 as % of 2015 YTD	119	123	119	117	119
Last 4 weeks as % of 2015 ²	138	84	258	50	157
Total 2015	19,215	1,686	14,191	359	35,451

¹ Weekly total, YTD (year-to-date) and calendar year total includes Miss/27, Ohio/52, and Ark/1; "Other" refers to oats, barley, sorghum, and rye.

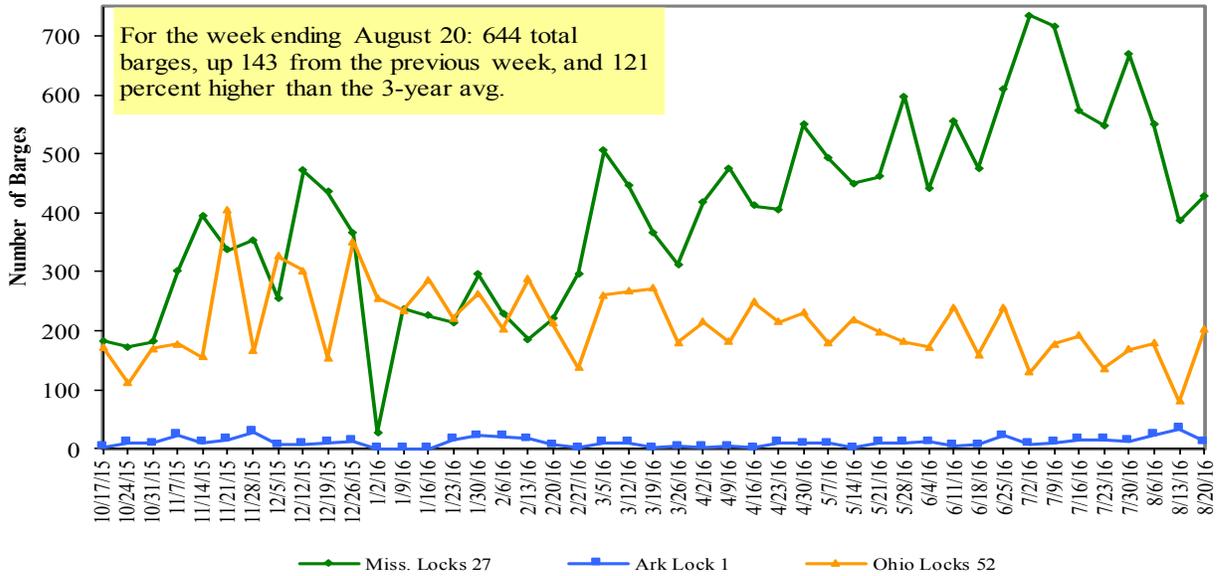
² As a percent of same period in 2015.

Note: Total may not add exactly, due to rounding

Source: U.S. Army Corps of Engineers

Figure 11

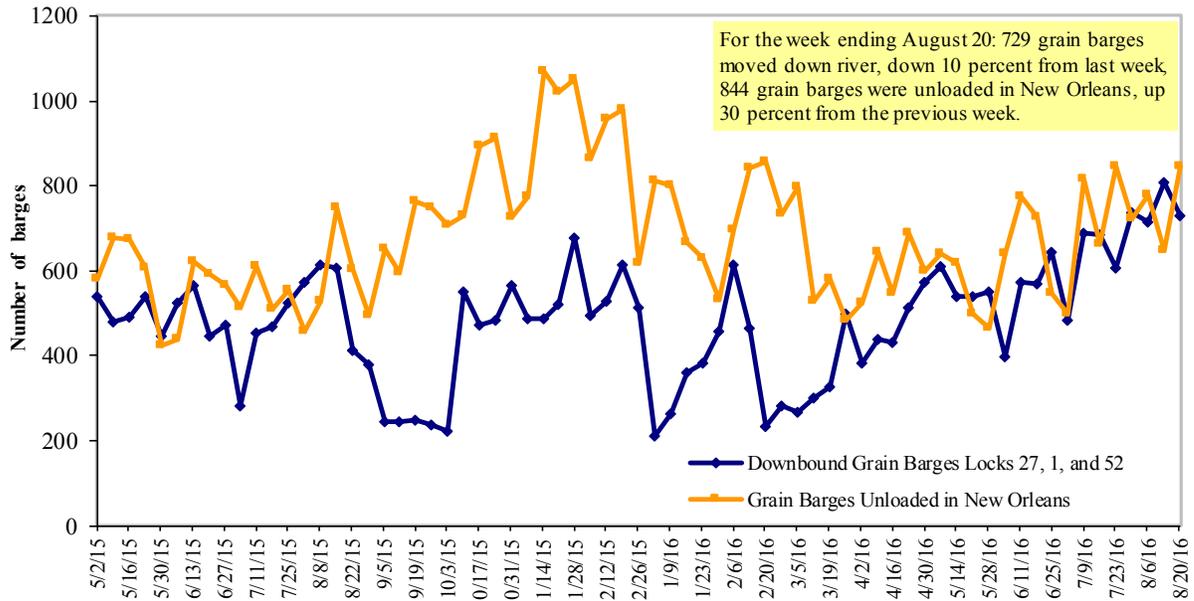
Upbound Empty Barges Transiting Mississippi River Locks 27, Arkansas River Lock and Dam 1, and Ohio River Locks and Dam 52



Source: U.S. Army Corps of Engineers

Figure 12

Grain Barges for Export in New Orleans Region



Source: U.S. Army Corps of Engineers and GIPSA

Truck Transportation

The **weekly diesel price** provides a proxy for trends in U.S. truck rates as diesel fuel is a significant expense for truck grain movements.

Table 11

Retail on-Highway Diesel Prices¹, Week Ending 8/22/2016 (US \$/gallon)

Region	Location	Price	Change from	
			Week ago	Year ago
I	East Coast	2.367	0.053	-0.280
	New England	2.391	0.023	-0.348
	Central Atlantic	2.457	0.051	-0.320
	Lower Atlantic	2.294	0.061	-0.235
II	Midwest ²	2.342	0.069	-0.145
III	Gulf Coast ³	2.249	0.070	-0.165
IV	Rocky Mountain	2.435	0.041	-0.157
V	West Coast	2.623	0.040	-0.144
	West Coast less California	2.498	0.057	-0.112
	California	2.723	0.027	-0.171
Total	U.S.	2.370	0.060	-0.191

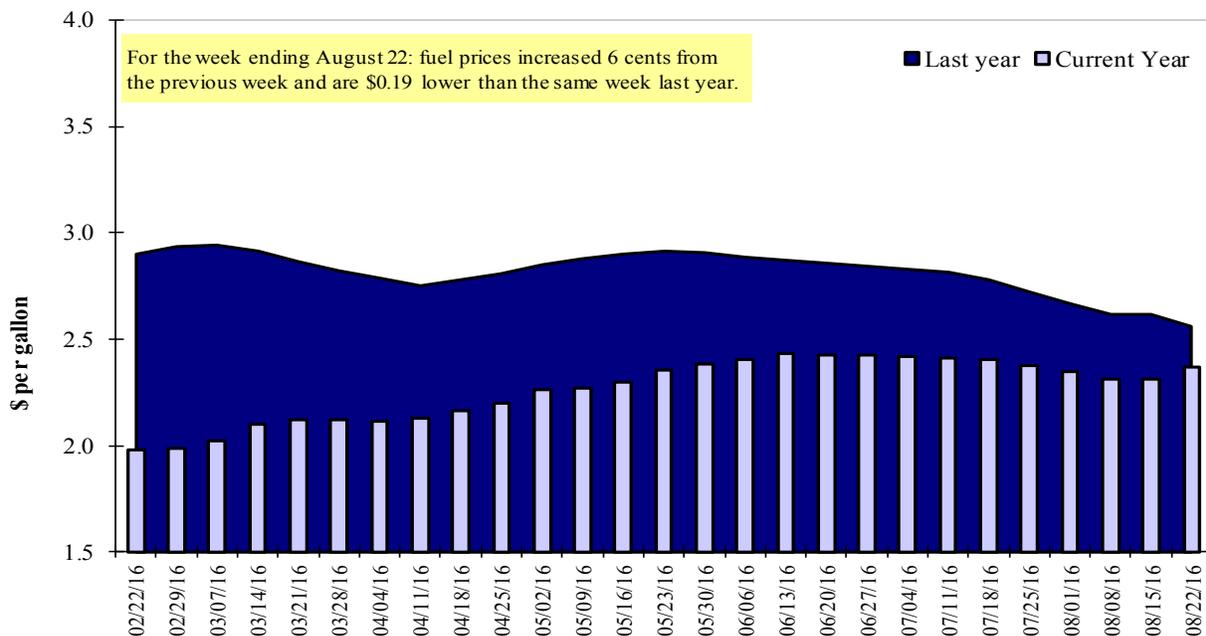
¹Diesel fuel prices include all taxes. Prices represent an average of all types of diesel fuel.

²Same as North Central ³Same as South Central

Source: Energy Information Administration/U.S. Department of Energy (www.eia.doe.gov)

Figure 13

Weekly Diesel Fuel Prices, U.S. Average



Source: Retail On-Highway Diesel Prices, Energy Information Administration, Dept. of Energy

Grain Exports

Table 12

U.S. Export Balances and Cumulative Exports (1,000 metric tons)

For the week ending	Wheat						Corn	Soybeans	Total
	HRW	SRW	HRS	SWW	DUR	All wheat			
Export Balances¹									
8/11/2016	2,330	621	1,953	1,093	120	6,117	6,744	4,794	17,654
This week year ago	1,325	863	1,909	979	232	5,308	4,132	1,524	10,963
Cumulative exports-marketing year²									
2015/16 YTD	2,215	431	1,555	815	54	5,070	43,054	48,054	96,177
2014/15 YTD	1,219	850	1,029	644	210	3,952	43,307	49,235	96,494
YTD 2015/16 as % of 2014/15	182	51	151	127	25	128	99	98	100
Last 4 wks as % of same period 2014/15	181	71	104	115	57	118	259	376	202
2014/15 Total	7,009	3,654	7,250	3,758	665	22,336	45,205	49,614	117,155
2013/14 Total	11,465	7,307	6,338	4,367	486	29,963	46,868	44,478	121,309

¹ Current unshipped (outstanding) export sales to date

² Shipped export sales to date; new marketing year now in effect for wheat

Note: YTD = year-to-date. Marketing Year: wheat = 6/01-5/31, corn & soybeans = 9/01-8/31

Source: Foreign Agricultural Service/USDA (www.fas.usda.gov)

Table 13

Top 5 Importers¹ of U.S. Corn

For the week ending 8/11/2016	Commitments ²			% change current MY from last MY	Exports ³ 3-year avg 2012-2014
	2016/17	2015/16	2014/15		
	Next MY	Current MY	Last MY		
	- 1,000 mt -				- 1,000 mt -
Japan	1,671	10,692	11,874	(10)	9,244
Mexico	3,121	12,794	10,899	17	7,448
Korea	199	3,284	3,919	(16)	2,630
Colombia	225	4,669	4,490	4	1,727
Taiwan	224	2,326	1,803	29	1,224
Top 5 Importers	5,439	33,764	32,985	2	22,273
Total US corn export sales	10,112	49,798	47,156	6	34,445
% of Projected	18%	102%	99%		
Change from prior week	1,043	167	283		
Top 5 importers' share of U.S. corn export sales	54%	68%	70%		65%
USDA forecast, August 2016	55,344	48,982	47,506	3	
Corn Use for Ethanol USDA forecast, August 2016	133,985	132,080	134,976	(2)	

(n) indicates negative number.

¹Based on FAS Marketing Year Ranking Reports - www.fas.usda.gov; Marketing year (MY) = Sep 1 - Aug 31.

²Cumulative Exports (shipped) + Outstanding Sales (unshipped), FAS Weekly Export Sales Report, or Export Sales Query--http://www.fas.usda.gov/esrquery/. Total commitments change from prior week could include revisions from previous week's outstanding sales or accumulated sales

Cumulative Exports (shipped) + Outstanding Sales (unshipped), FAS Weekly Export Sales Report, or Export Sales Query--http://www.fas.usda.gov/esrquery/

³FAS Marketing Year Ranking Reports - http://apps.fas.usda.gov/export-sales/myrkaug.htm; 3-yr average

Table 14

Top 5 Importers¹ of U.S. Soybeans

For the week ending 8/11/2016	Total Commitments ²			% change current MY from last MY	Exports ³ 3-yr avg. 2012-2014
	2016/17 Next MY	2015/16 Current MY	2014/15 Last MY		
		- 1,000 mt -			- 1,000 mt -
China	6,519	29,423	29,718	(1)	24,211
Mexico	942	3,313	3,425	(3)	2,971
Indonesia	53	2,005	1,890	6	1,895
Japan	284	2,269	2,276	(0)	1,750
Taiwan	300	1,334	1,379	(3)	1,055
Top 5 importers	8,098	38,343	38,689	(1)	31,882
Total US soybean export sales	15,344	52,848	50,758	4	39,169
% of Projected	29%	103%	101%		
Change from prior week	1,598	178	46		
Top 5 importers' share of U.S. soybean export sales	53%	73%	76%		81%
USDA forecast, August 2016	53,134	51,226	50,191	2	

(n) indicates negative number.

¹Based on FAS Marketing Year Ranking Reports - www.fas.usda.gov; Marketing year (MY) = Sep 1 - Aug 31.²Cumulative Exports (shipped) + Outstanding Sales (unshipped), FAS Weekly Export Sales Report, or Export Sales Query--http://www.fas.usda.gov/esrquery/. Total commitments change from prior week could include revisions from previous week's outstanding sales and/or accumulated sales³FAS Marketing Year Final Reports - www.fas.usda.gov/export-sales/myfi_rpt.htm. (Carryover plus Accumulated Exports)

Table 15

Top 10 Importers¹ of All U.S. Wheat

For the week ending 8/11/2016	Total Commitments ²		% change current MY from last MY	Exports ³ 3-yr avg 2013-2015
	2016/17 Current MY	2015/16 Last MY		
		- 1,000 mt -		- 1,000 mt -
Japan	923	839	10	2,743
Mexico	1,039	934	11	2,660
Nigeria	2,508	769	226	1,978
Philippines	956	723	32	2,156
Brazil	420	235	79	2,273
Korea	592	436	36	1,156
Taiwan	329	401	(18)	923
Indonesia	292	146	99	790
Colombia	338	209	61	664
Thailand	254	142	79	685
Top 10 importers	7,396	4,692	58	16,028
Total US wheat export sales	11,186	9,260	21	24,059
% of Projected	43%	44%		
Change from prior week	490	314		
Top 10 importers' share of U.S. wheat export sales	66%	51%		67%
USDA forecast, August 2016	25,886	21,117	23	

(n) indicates negative number.

¹Based on FAS Marketing Year Ranking Reports - www.fas.usda.gov; Marketing year = Jun 1 - May 31.²Cumulative Exports (shipped) + Outstanding Sales (unshipped), FAS Weekly Export Sales Report, or Export Sales Query--http://www.fas.usda.gov/esrquery/. Total commitments change from prior week could include revisions from the previous week's outstanding and/or accumulated sales³FAS Marketing Year Final Reports - www.fas.usda.gov/export-sales/myfi_rpt.htm.

Table 16

Grain Inspections for Export by U.S. Port Region (1,000 metric tons)

Port Regions	For the Week Ending 08/18/16	Previous Week*	Current Week as % of Previous	2016 YTD*	2015 YTD*	2016 YTD as % of 2015 YTD	Last 4-weeks as % of:		2015 Total*
							Last Year	Prior 3-yr. avg.	
Pacific Northwest									
Wheat	205	222	92	7,881	6,812	116	145	141	10,985
Corn	488	313	156	7,906	6,287	126	320	284	7,232
Soybeans	81	98	83	4,918	4,071	121	10445	5353	11,809
Total	774	633	122	20,706	17,170	121	239	224	30,027
Mississippi Gulf									
Wheat	90	81	111	2,385	2,857	83	90	48	4,504
Corn	402	570	71	20,281	19,797	102	103	132	26,701
Soybeans	815	617	132	13,806	12,097	114	353	653	29,593
Total	1,307	1,268	103	36,472	34,750	105	157	186	60,797
Texas Gulf									
Wheat	131	313	42	2,974	2,493	119	247	118	3,724
Corn	130	32	402	880	368	239	426	686	596
Soybeans	0	0	n/a	92	210	44	n/a	n/a	864
Total	261	345	76	3,946	3,071	128	282	157	5,184
Interior									
Wheat	54	17	312	842	909	93	105	99	1,388
Corn	155	131	118	4,470	3,910	114	113	133	6,201
Soybeans	92	86	107	2,618	2,028	129	219	360	3,518
Total	301	235	128	7,930	6,847	116	134	162	11,106
Great Lakes									
Wheat	78	35	223	530	556	95	75	155	997
Corn	40	73	55	332	378	88	187	302	485
Soybeans	11	0	n/a	159	89	180	n/a	n/a	733
Total	129	108	120	1,021	1,022	100	143	275	2,216
Atlantic									
Wheat	2	3	48	198	420	47	169	20	520
Corn	7	27	26	48	99	48	373	136	277
Soybeans	12	12	104	1,003	981	102	282	763	2,053
Total	21	42	49	1,249	1,500	83	286	130	2,850
U.S. total from ports**									
Wheat	559	671	83	14,810	14,046	105	137	103	22,118
Corn	1,223	1,146	107	33,917	30,839	110	143	172	41,492
Soybeans	1,011	813	124	22,597	19,476	116	373	675	48,570
Total	2,792	2,630	106	71,325	64,361	111	178	191	112,180

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

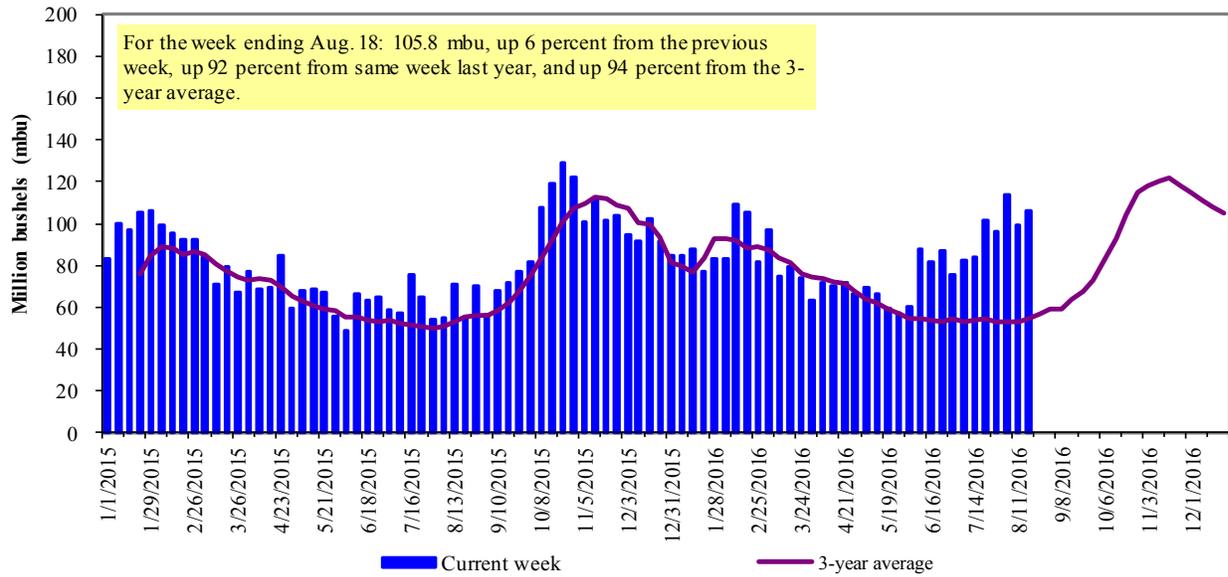
**Total only includes regions shown above

Source: Grain Inspection, Packers and Stockyards Administration/USDA (www.gipsa.usda.gov); YTD= year-to-date; n/a = not applicable

The United States exports approximately one-quarter of the grain it produces. On average, this includes nearly 45 percent of U.S.-grown wheat, 35 percent of U.S.-grown soybeans, and 20 percent of the U.S.-grown corn. Approximately 59 percent of the U.S. export grain shipments departed through the U.S. Gulf region in 2015.

Figure 14

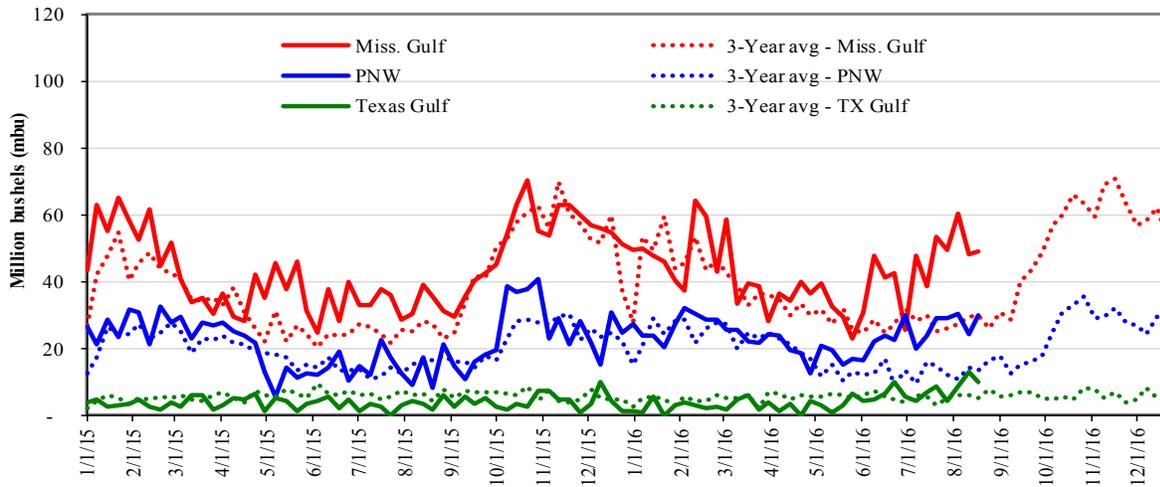
U.S. grain inspected for export (wheat, corn, and soybeans)



Source: Grain Inspection, Packers and Stockyards Administration/USDA (www.gipsa.usda.gov)
 Note: 3-year average consists of 4-week running average

Figure 15

U.S. Grain Inspections: U.S. Gulf and PNW¹ (wheat, corn, and soybeans)



Week ending 08/18/16 inspections (mbu):		Percent change from:				
Mississippi Gulf:	49.1	Last Week:	MS Gulf	TX Gulf	U.S. Gulf	PNW
PNW:	29.7	Last Year (same week):	up 2	down 22	down 3	up 23
Texas Gulf:	9.9	3-yr avg. (4-wk. mov. Avg):	up 37	up 455	up 57	up 268
			up 74	up 78	up 75	up 137

Source: Grain Inspection, Packers and Stockyards Administration/USDA (www.gipsa.usda.gov)

Ocean Transportation

Table 17

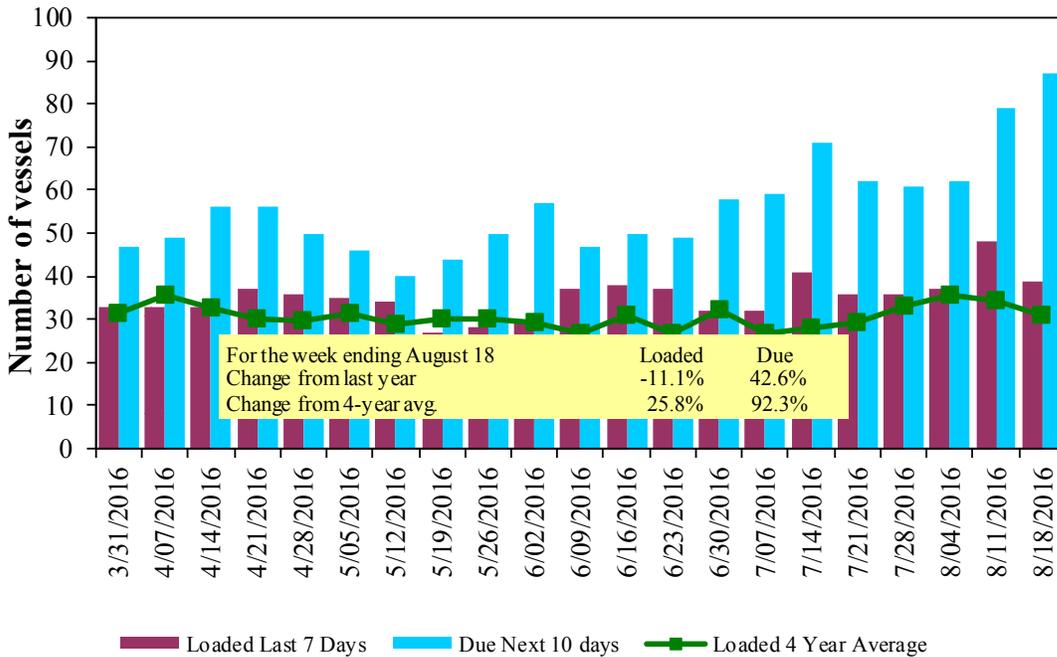
Weekly Port Region Grain Ocean Vessel Activity (number of vessels)

Date	Gulf			Pacific Northwest	Vancouver B.C.
	In port	Loaded 7-days	Due next 10-days	In port	In port
8/18/2016	56	39	87	13	n/a
8/11/2016	49	48	79	17	n/a
2015 range	(25..54)	(28..54)	(36..80)	(3..26)	n/a
2015 avg.	42	38	56	11	n/a

Source: Transportation & Marketing Programs/AMS/USDA

Figure 16

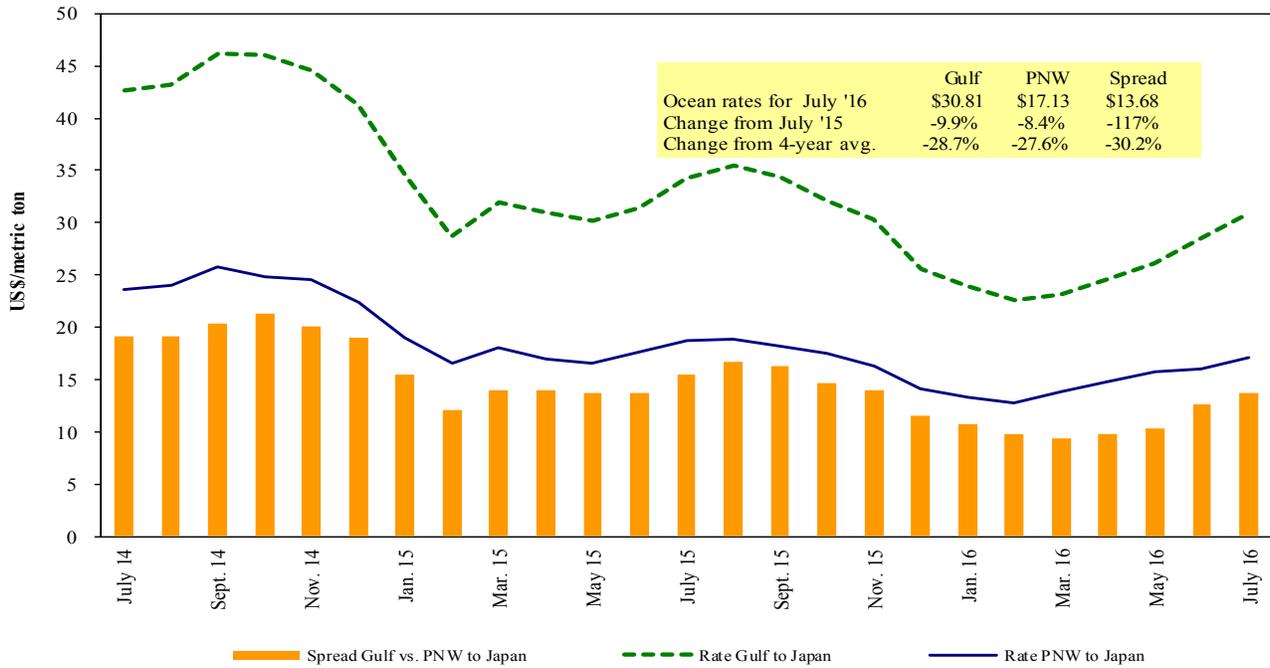
U.S. Gulf^d Vessel Loading Activity



Source: Transportation & Marketing Programs/AMS/USDA

Figure 17

Grain Vessel Rates, U.S. to Japan



Data Source: O'Neil Commodity Consulting

Table 18

Ocean Freight Rates For Selected Shipments, Week Ending 08/20/2016

Export region	Import region	Grain types	Loading date	Volume loads (metric tons)	Freight rate (US\$/metric ton)
U.S. Gulf	China	Heavy Grain	Sep 1/10	60,000	27.00
U.S. Gulf	China	Heavy Grain	Aug 25/Sep 5	66,000	26.25
U.S. Gulf	China	Heavy Grain	Aug 24/30	60,000	26.40
U.S. Gulf	China	Heavy Grain	Aug 16/26	60,000	26.00
U.S. Gulf	China	Heavy Grain	Aug 15/25	60,000	26.75
U.S. Gulf	China	Heavy Grain	Aug 10/20	60,000	26.25
U.S. Gulf	South Africa	Sorghum ¹	Sep 15/25	20,000	63.50
U.S. Gulf	Djibouti	Wheat ¹	Aug 22/31	47,720	46.48
PNW	Japan	Heavy Grain	Aug 1/10	58,000	19.80
PNW	Japan	Heavy Grain	Jul 20/30	60,000	16.50
PNW	Taiwan	Wheat ¹	Sep 8/22	54,000	21.10
Brazil	China	Heavy Grain	Aug 18/25	60,000	18.60
Brazil	Japan	Heavy Grain	Sep 1/30	62,000	19.00
Brazil	Malaysia	Heavy Grain	Sep 1/30	65,000	17.00
Romania	France	Heavy Grain	Aug 5/9	55,000	8.50

Rates shown are for metric ton (2,204.62 lbs. = 1 metric ton), F.O.B., except where otherwise indicates; op = option

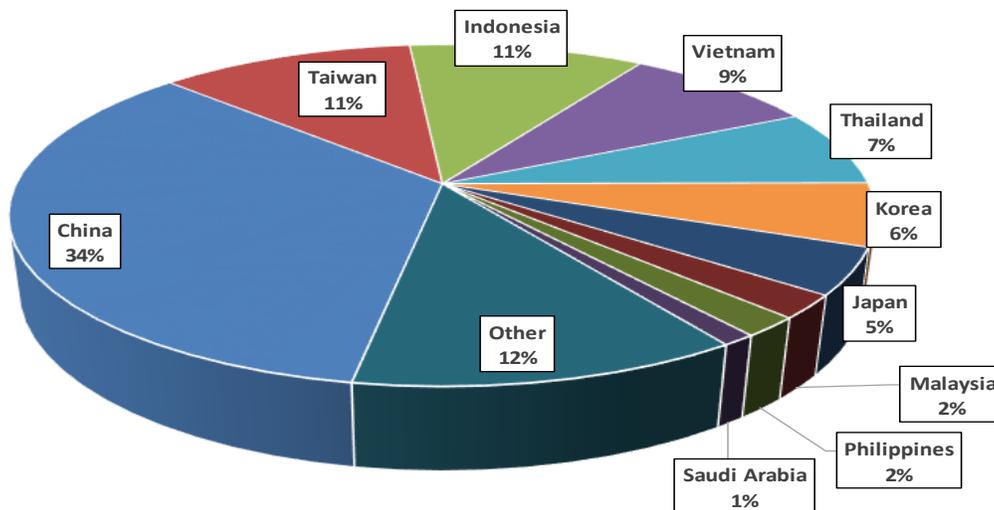
¹ 50 percent of food aid from the United States is required to be shipped on U.S.-flag vessels.

Source: Maritime Research Inc. (www.maritime-research.com)

In 2014, containers were used to transport 7 percent of total U.S. waterborne grain exports. Approximately 63 percent of U.S. waterborne grain exports in 2014 went to Asia, of which 11 percent were moved in containers. Approximately 95 percent of U.S. waterborne containerized grain exports were destined for Asia.

Figure 18

Top 10 Destination Markets for U.S. Containerized Grain Exports, January–December 2015

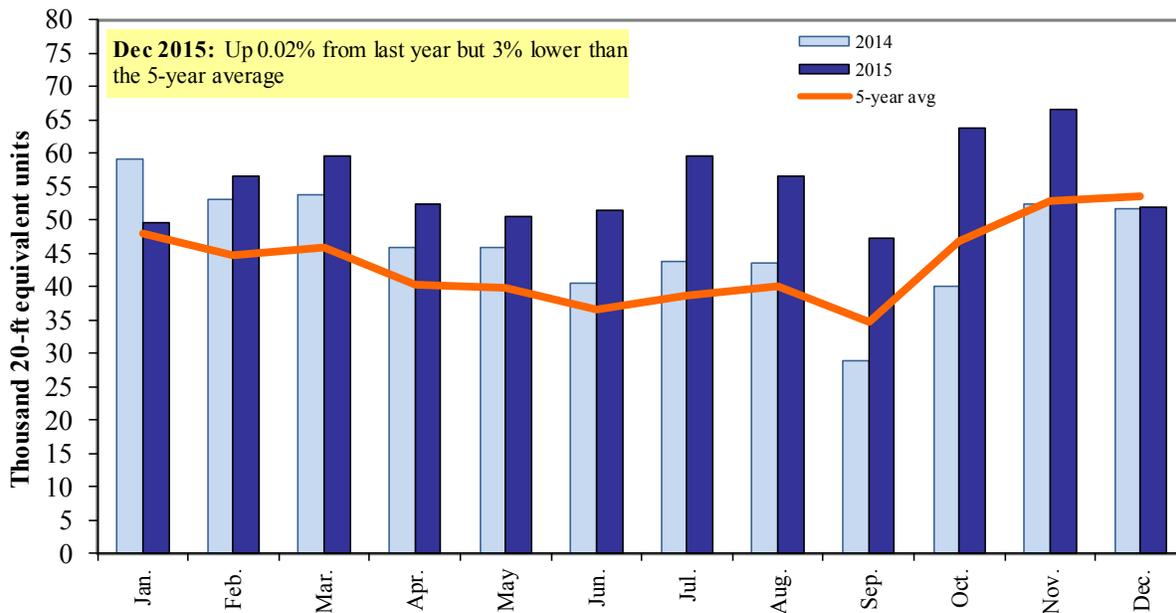


Source: USDA/Agricultural Marketing Service/Transportation Services Division analysis of Port Import Export Reporting Service (PIERS) data

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

Figure 19

Monthly Shipments of Containerized Grain to Asia



Source: USDA/Agricultural Marketing Service/Transportation Services Division analysis of Port Import Export Reporting Service (PIERS) data.

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

Contacts and Links

Coordinators

Surajudeen (Deen) Olowolayemo surajudeen.olowolayemo@ams.usda.gov (202) 720 - 0119
Pierre Bahizi pierre.bahizi@ams.usda.gov (202) 690 - 0992

Weekly Highlight Editors

Surajudeen (Deen) Olowolayemo surajudeen.olowolayemo@ams.usda.gov (202) 720 - 0119
April Taylor april.taylor@ams.usda.gov (202) 720 - 7880
Nicholas Marathon nick.marathon@ams.usda.gov (202) 690 - 4430

Grain Transportation Indicators

Surajudeen (Deen) Olowolayemo surajudeen.olowolayemo@ams.usda.gov (202) 720 - 0119

Rail Transportation

Johnny Hill johnny.hill@ams.usda.gov (202) 690 - 3295
Jesse Gastelle jesse.gastelle@ams.usda.gov (202) 690 - 1144
Peter Caffarelli petera.caffarelli@ams.usda.gov (202) 690 - 3244

Barge Transportation

Nicholas Marathon nick.marathon@ams.usda.gov (202) 690 - 4430
April Taylor april.taylor@ams.usda.gov (202) 720 - 7880
Matt Chang matt.chang@ams.usda.gov (202) 720 - 0299

Truck Transportation

April Taylor april.taylor@ams.usda.gov (202) 720 - 7880

Grain Exports

Johnny Hill johnny.hill@ams.usda.gov (202) 690 - 3295

Ocean Transportation

Surajudeen (Deen) Olowolayemo surajudeen.olowolayemo@ams.usda.gov (202) 720 - 0119
(Freight rates and vessels)
April Taylor april.taylor@ams.usda.gov (202) 720 - 7880
(Container movements)

Contributing Analysts

Sergio Sotelo sergioa.sotelo@ams.usda.gov (202) 756 - 2577

Subscription Information: Send relevant information to GTRContactUs@ams.usda.gov for an electronic copy (*printed copies are also available upon request*).

Preferred citation: U.S. Dept. of Agriculture, Agricultural Marketing Service. *Grain Transportation Report*. August 25, 2016. Web: <http://dx.doi.org/10.9752/TS056.08-25-2016>

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