



Grain Transportation Report

A weekly publication of the Agricultural Marketing Service

www.ams.usda.gov/GTR

Contact Us

May 4, 2017

Contents

Article/
Calendar

Grain
Transportation
Indicators

Rail

Barge

Truck

Exports

Ocean

Brazil

Mexico

Grain Truck/Ocean
Rate Advisory

Datasets

Specialists

Subscription
Information

The next
release is
May 11, 2017

WEEKLY HIGHLIGHTS

Grain Inspections Lowest Since Early January

For the week ending April 27, **total inspections of grain** (corn, wheat, and soybeans) for export from major U.S. export regions reached 2.2 million metric tons (mmt), down 20 percent from the previous week, but up 27 percent from the same time last year, and 11 percent above the 3-year average. Grain inspections were the lowest since early January, with a 25 percent drop in corn inspections and a 19 percent drop in soybeans compared to the previous week. Wheat inspections were down 9 percent from the past week. Grain inspections dropped 24 percent in the Pacific Northwest (PNW), and decreased 7 percent in the Mississippi Gulf. Outstanding export sales of grain were down for corn and wheat, but up slightly for soybeans.

High Water Disrupts Navigation on the Much of the Mississippi River System

Recent rain events in much of the United States have raised water levels on the Mississippi, Illinois, Arkansas, and Lower Ohio Rivers. As of May 2, barge traffic on the Mississippi River has been halted as the level at St. Louis exceeded 38 feet. When the St. Louis River level exceeds 38 feet, traffic is stopped and is not allowed to or from the Upper Mississippi River or Illinois River. Water levels are expected to rise on portions of the Mississippi River south of St. Louis as the surge of water travels down river eventually until it reaches the Gulf of Mexico. As of May 2, the National Weather Service forecasts continued rainfall over portions of the High Plains and Mississippi River Valley that will exacerbate ongoing flooding in the affected areas. River restrictions are set by the Waterway Action Plan (WAP), a joint effort of the U.S. Coast Guard, U.S. Army Corps of Engineers, and senior leaders of the towing industry. The overall goal of the WAP is to ensure safety of life and navigation, protection of infrastructure and property, and prevention of marine casualties.

Railroads Recovering from Midwest Precipitation

Over the weekend, heavy rains hit the Midwest, causing multiple railroads to report flooding-related service disruptions. BNSF reported outages in parts of Missouri, Kansas, Oklahoma, and Arkansas due to flooding. As of Wednesday, BNSF had restored service to some of the impacted lines. Similarly, Kansas City Southern reported flooding interruptions on Saturday in Joplin, MO, that were restored on Monday. Union Pacific (UP) also reported flooding outages in St. Louis, MO, as well as ice-related delays in Kansas. According to UP's update on Wednesday, its service in Kansas is returning to normal, but the St. Louis outages remain. While railroads appear to be recovering, the National Weather Service predicts more rain in the coming week. According to the May 2 USDA *Agricultural Weather Highlights*, "Five-day rainfall totals could reach 1 to 3 inches or more across large sections of the South, East, and lower Midwest. From southern Missouri to Indiana, heavy rain could lead to additional flood concerns and fieldwork delays."

Snapshots by Sector

Export Sales

For the week ending April 20, **unshipped balances** of wheat, corn, and soybeans totaled 27.1 mmt, up 36 percent from the same time last year. Net weekly **wheat export sales** were .062 mmt, down 85 percent from the previous week. Net **corn export sales** were .988 mmt, up 31 percent from the previous week, and net **soybean export sales** were .808 mmt, up significantly from the past week.

Rail

U.S. Class I railroads originated 23,521 **grain carloads** for the week ending April 22, up 9 percent from the previous week, up 29 percent from last year, and up 18 percent from the 3-year average.

Average May shuttle **secondary railcar** bids/offers per car were \$281 below tariff for the week ending April 27, up \$9 from last week, and \$103 lower than last year. Average non-shuttle secondary railcar bids/offers per car were \$63 below tariff, \$25 higher than last year. There were no non-shuttle bids/offers last week.

Barge

For the week ending April 29, **barge grain movements** totaled 830,833 tons, 19 percent lower than the last week, and down 6 percent from the same period last year.

For the week ending April 29, 534 grain barges **moved down river**, down 18 percent from last week, 548 grain barges were **unloaded in New Orleans**, down 11 percent from the previous week.

Ocean

For the week ending April 27, 35 **ocean-going grain vessels** were loaded in the Gulf, 3 percent less than the same period last year. Forty-six vessels are expected to be loaded within the next 10 days, 8 percent less than the same period last year.

For the week ending April 27, the ocean freight rate for shipping bulk grain from the Gulf to Japan was \$39.75 per metric ton, 2 percent less than the previous week. The cost of shipping from the PNW to Japan was \$21.00 per metric ton, 5 percent less than the previous week.

Fuel

During the week ending May 1, average **diesel fuel prices** decreased 1 cent from the previous week at \$2.59 per gallon, 32 cents higher than the same week last year.

Feature Article/Calendar

Wheat Transportation Costs and Landed Costs Increase During First Quarter

First quarter 2017 transportation costs for shipping wheat from Kansas and North Dakota to Japan gradually increased from the previous quarter. During the first quarter, ocean, rail, and trucking rates increased from quarter to quarter. Year-to-year transportation costs for shipping wheat from each State through the Pacific Northwest (PNW) and Gulf increased notably due to higher trucking and ocean rates for each route (see *tables 1 and 2*). Higher farm values and transportation costs also contributed to increased first quarter total landed costs.

Quarter-to-quarter transportation costs for shipping wheat from Kansas and North Dakota through the PNW to Japan increased 2 percent. Transportation costs to ship through the Gulf increased 7 percent for Kansas and 4 percent for North Dakota. Truck rates were up 5 percent quarter to quarter and 36 percent from year to year. Year-to-year transportation costs for shipping wheat to Japan through the PNW were up 14 percent from Kansas and 12 percent from North Dakota. For the same period, transportation costs to ship wheat through the Gulf increased 26 percent from Kansas and 19 percent from North Dakota (see *tables 1 and 2*).

Table 1: Quarterly rate comparisons for shipping Kansas & North Dakota wheat to Japan through the PNW

Mode	Kansas					North Dakota				
	2016	2016	2017	Year-to-Year	Quarterly	2016	2016	2017	Year-to-Year	Quarterly
	1st qtr	4th qtr	1st qtr	change	change	1st qtr	4th qtr	1st qtr	change	change
			\$/metric ton	%	%			\$/metric ton	%	%
Truck	8.18	10.58	11.14	36.19	5.29	8.18	10.58	11.14	36.19	5.29
Rail ¹	55.09	57.20	57.41	4.21	0.37	55.42	55.42	55.67	0.45	0.45
Ocean vessel	13.30	18.43	19.02	43.01	3.20	13.30	18.43	19.02	43.01	3.20
Transportation Costs	76.57	86.21	87.57	14.37	1.58	76.90	84.43	85.83	11.61	1.66
Farm Value ²	151.63	106.92	125.54	-17.21	17.41	173.68	170.74	180.78	4.09	5.88
Total Landed Cost	228.20	193.13	213.11	-6.61	10.35	250.58	255.17	266.61	6.40	4.48
Transport % of landed cost	33.55	44.64	41.09			30.69	33.09	32.19		

Table 2: Quarterly rate comparisons for shipping Kansas & North Dakota wheat to Japan through the Gulf

Mode	Kansas					North Dakota				
	2016	2016	2017	Year-to-Year	Quarterly	2016	2016	2017	Year-to-Year	Quarterly
	1st qtr	4th qtr	1st qtr	change	change	1st qtr	4th qtr	1st qtr	change	change
			\$/metric ton	%	%			\$/metric ton	%	%
Truck	8.18	10.58	11.14	36.19	5.29	8.18	10.58	11.14	36.19	5.29
Rail ¹	38.49	38.30	40.50	5.22	5.74	58.27	58.58	59.05	1.34	0.80
Ocean vessel	23.22	33.67	36.45	56.98	8.26	23.22	33.67	36.45	56.98	8.26
Transportation Costs	69.89	82.55	88.09	26.04	6.71	89.67	102.83	106.64	18.92	3.71
Farm Value ²	151.63	106.92	125.54	-17.21	17.41	173.68	170.74	180.78	4.09	5.88
Total Landed Cost	221.52	189.47	213.63	-3.56	12.75	263.35	273.57	287.42	9.14	5.06
Transport % of landed cost	31.55	43.57	41.23			34.05	37.59	37.10		

Source: USDA/AMS/TMP

¹ Rail tariff rates include fuel surcharges and revisions for heavy axle railcars 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, wheat prices for North Dakota (mainly HRS) and Kansas (mainly HRW)

Quarter-to-quarter ocean freight rates for shipping wheat to Japan decreased 3 percent in the PNW and 8 percent in the Gulf during the first quarter (see *tables 1, 2*). Ocean rates increased as grain shipments and demand for iron ore and coal increased (see April 27, 2017 *Grain Transportation Report (GTR)*). Compared to last year, ocean rates for shipping wheat to Japan jumped 43 percent through the PNW and 57 percent through the Gulf.

Quarter-to-quarter rail tariff rates for shipping wheat from the PNW to Japan were up slightly from Kansas and North Dakota (see *table 1*). Year-to-year rail rates to ship from the PNW were up 4 percent from Kansas and 1 percent from North Dakota. Quarter-to-quarter rail rates for shipping wheat from Kansas and North Dakota to the Gulf increased 6 and 1 percent, respectively (see *table 2*). Year-to-year rail rates to the Gulf increased 5 percent from Kansas and over 1 percent from North Dakota.

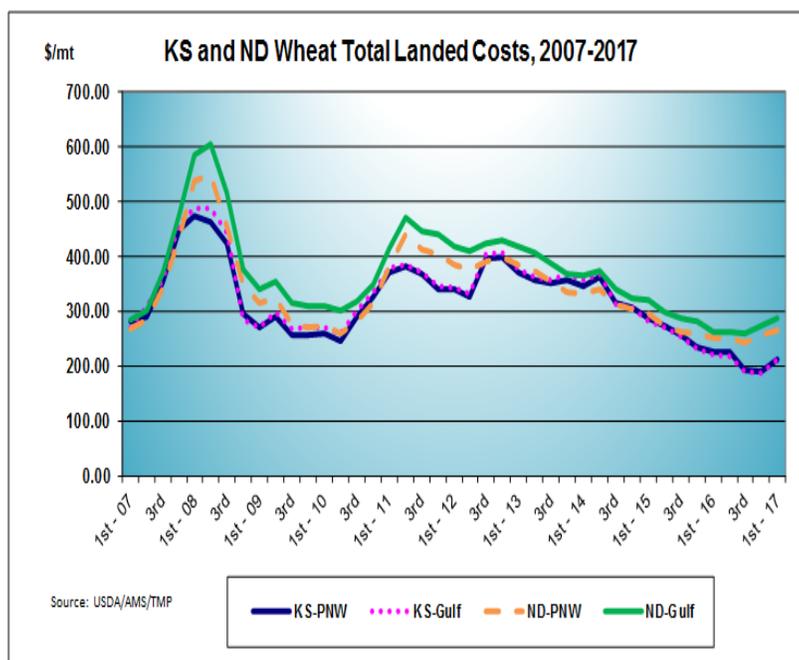
After several periods of low landed costs, first quarter 2017 total landed costs for shipping wheat from each State continued to increase from quarter to quarter (*tables 1 and 2*). Higher transportation costs and farm values caused quarter-to-quarter landed costs to increase from each State. From year to year, however, landed costs were down for shipping wheat from Kansas to Japan, but landed costs were up for shipping from North Dakota to Japan. The total landed costs for shipping wheat ranged from \$213 to \$287 per metric ton (mt) (*tables 1 and 2*). First quarter transportation costs represented between 32 and 41 percent of the total landed costs through the PNW—down from the previous quarter for each State, but above last year. Likewise, transportation costs represented 37 and 41 percent of the total landed costs for shipping wheat through the Gulf during the first quarter, below the previous quarter but above last year for each State (*tables 1 and 2*).

According to the Grain Inspection, Packers and Stockyards Administration, first quarter 2017 inspections of wheat for export to Japan totaled 0.602 million metric tons (mmt), down 13 percent from last year, and 19 percent below the fourth quarter 2016.

Although stocks of wheat were larger during the first quarter, shipments to Japan during the first quarter continued to decrease due primarily to weather delays in the PNW and increased competition from the Ukraine, United Kingdom, and Canada ([USDA FAS GAIN Report – JA7027](#)).

Total first quarter wheat exports to Japan accounted for 10 percent of total U.S. wheat exports, which reached 6.3 mmt. Total U.S. first quarter wheat exports increased 34 percent from last year, due in part to higher U.S. supplies, and increasing demand

from other major importers (see April 20, 2017 [GTR](#)). According to USDA’s April forecast, 2016/17 U.S. wheat exports are projected to reach 27.9 mmt, up 33 percent from last year. 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
05/03/17	173	257	198	147	178	149
04/26/17	174	261	198	132	181	156

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)

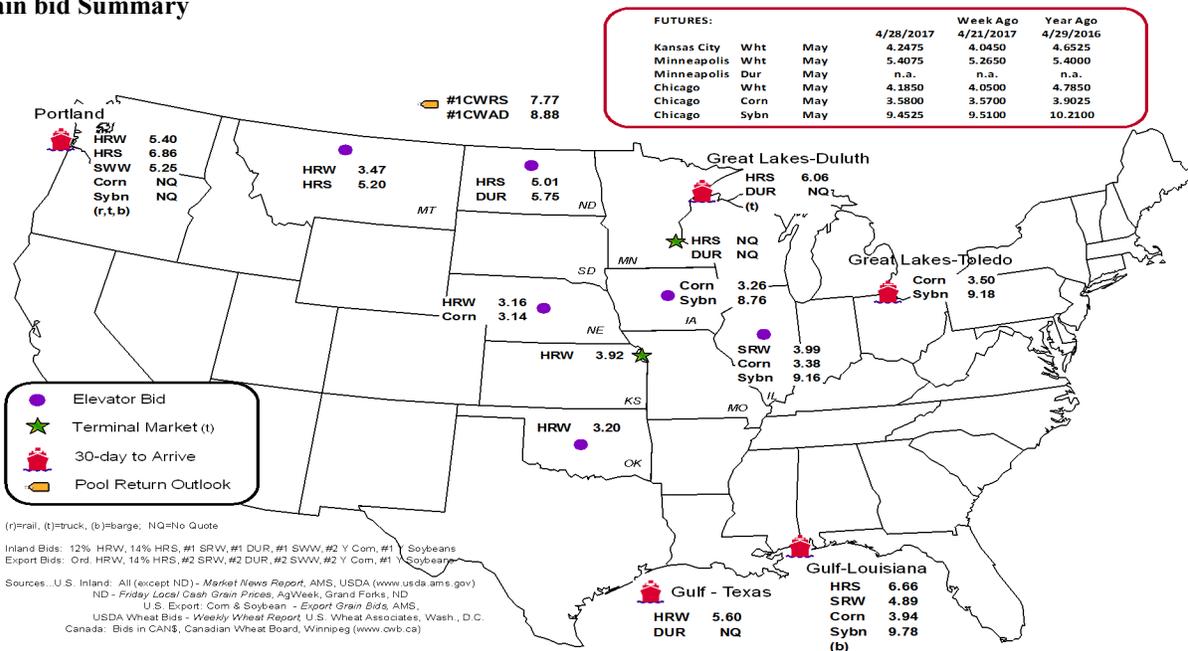
Commodity	Origin--Destination	4/28/2017	4/21/2017
Corn	IL--Gulf	-0.56	-0.54
Corn	NE--Gulf	-0.80	-0.80
Soybean	IA--Gulf	-1.02	-1.04
HRW	KS--Gulf	-1.68	-1.60
HRS	ND--Portland	-1.85	-2.04

Note: nq = no quote; n/a = not available

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			
04/26/2017 ^p	168	1,865	4,912	214	7,159	4/22/2017	2,989
04/19/2017 ^r	116	1,885	5,968	298	8,267	4/15/2017	2,674
2017 YTD ^r	12,371	33,111	104,981	9,704	160,167	2017 YTD	36,352
2016 YTD ^r	5,510	25,953	92,378	8,577	132,418	2016 YTD	33,951
2017 YTD as % of 2016 YTD	225	128	114	113	121	% change YTD	107
Last 4 weeks as % of 2016 ²	171	132	144	136	141	Last 4wks % 2016	102
Last 4 weeks as % of 4-year avg. ²	61	104	155	93	133	Last 4wks % 4 yr	131
Total 2016	36,925	86,992	299,932	28,728	452,577	Total 2016	92,982
Total 2015	29,054	60,819	239,029	26,730	355,632	Total 2015	97,736

¹ Data is incomplete as it is voluntarily provided

² Compared with same 4-weeks in 2016 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.

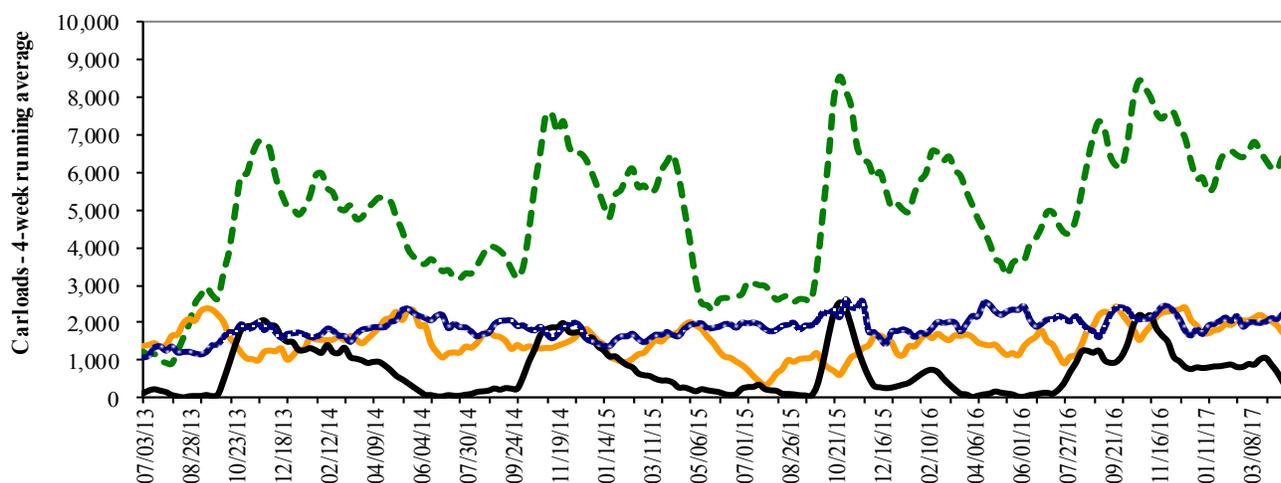
YTD = year-to-date; p = preliminary data; r = revised data; n/a = not available

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 4/26--up 44% from same period last year; up 55% from 4-year average
--- Texas Gulf: 4 wks. ending 4/26--up 32% from same period last year; up 4% from 4-year average
--- Miss. River: 4 wks. ending 4/26--up 71% from same period last year; down 39% from 4-year average
--- Cross-border: 4 wks. ending 4/22--up 2% from same period last year; up 31% from 4-year average

Source: Transportation & Marketing Programs/AMS/USDA

Table 4

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

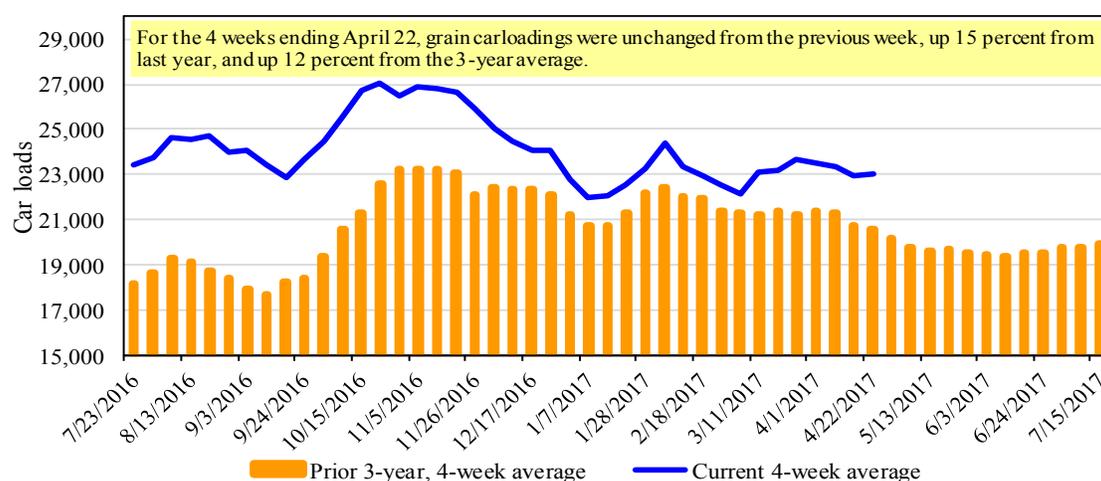
For the week ending: 4/22/2017	East		West			U.S. total	Canada	
	CSXT	NS	BNSF	KCS	UP		CN	CP
This week	2,053	2,840	10,892	911	6,825	23,521	4,189	4,551
This week last year	1,917	2,338	8,036	1,028	4,952	18,271	3,387	3,378
2017 YTD	30,302	45,189	180,129	15,620	99,100	370,340	64,226	68,927
2016 YTD	30,329	44,161	169,395	13,942	83,776	341,603	54,912	69,080
2017 YTD as % of 2016 YTD	100	102	106	112	118	108	117	100
Last 4 weeks as % of 2016*	99	101	122	98	120	115	123	115
Last 4 weeks as % of 3-yr avg.**	94	93	120	104	116	112	103	102
Total 2016	95,179	150,937	590,779	45,246	300,836	1,182,977	193,970	234,738

*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: 4/27/2017		Delivery period							
		May-17	May-16	Jun-17	Jun-16	Jul-17	Jul-16	Aug-17	Aug-16
BNSF ³	COT grain units	no bids	no bids	no bids	no bids	no bids	no bids	no bids	no bids
	COT grain single-car ⁵	6	0-1	0	0	0	0	1	0
UP ⁴	GCAS/Region 1	no bids	no bids	no bids	no bids	no bids	no bids	n/a	n/a
	GCAS/Region 2	no bids	no bids	no bids	no bids	no bids	no bids	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.

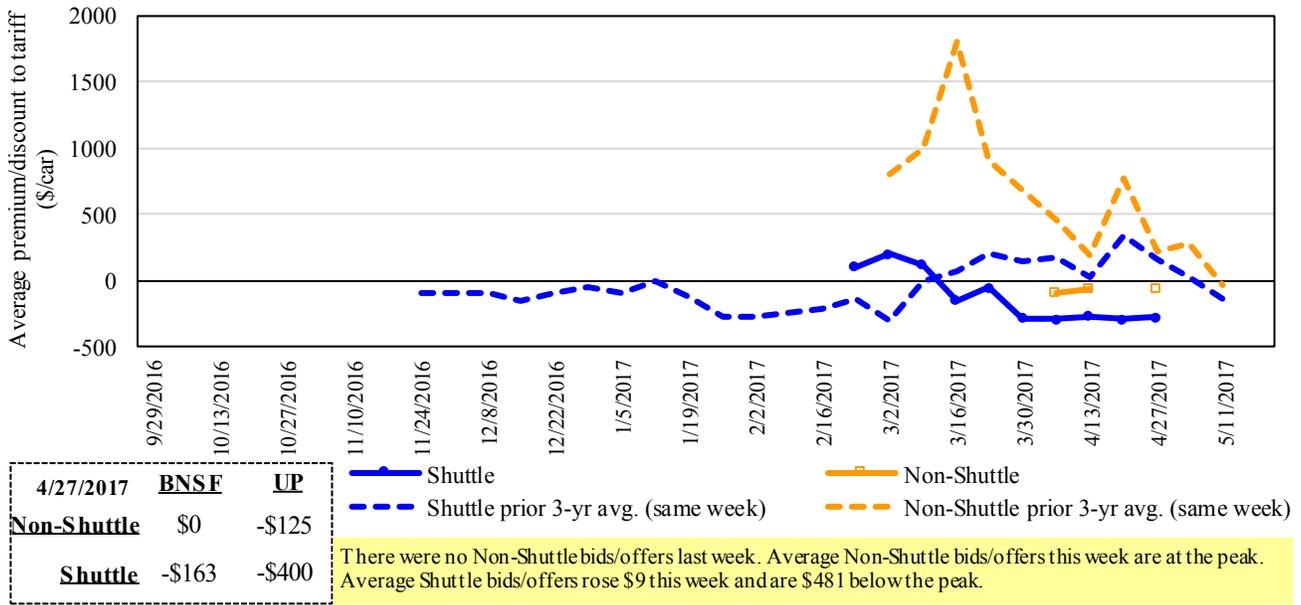
Region 2 includes: CO, IA, KS, MN, NE, WY, and Kansas City and St. Joseph, MO.

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

Source: Transportation & Marketing Programs/AMS/USDA.

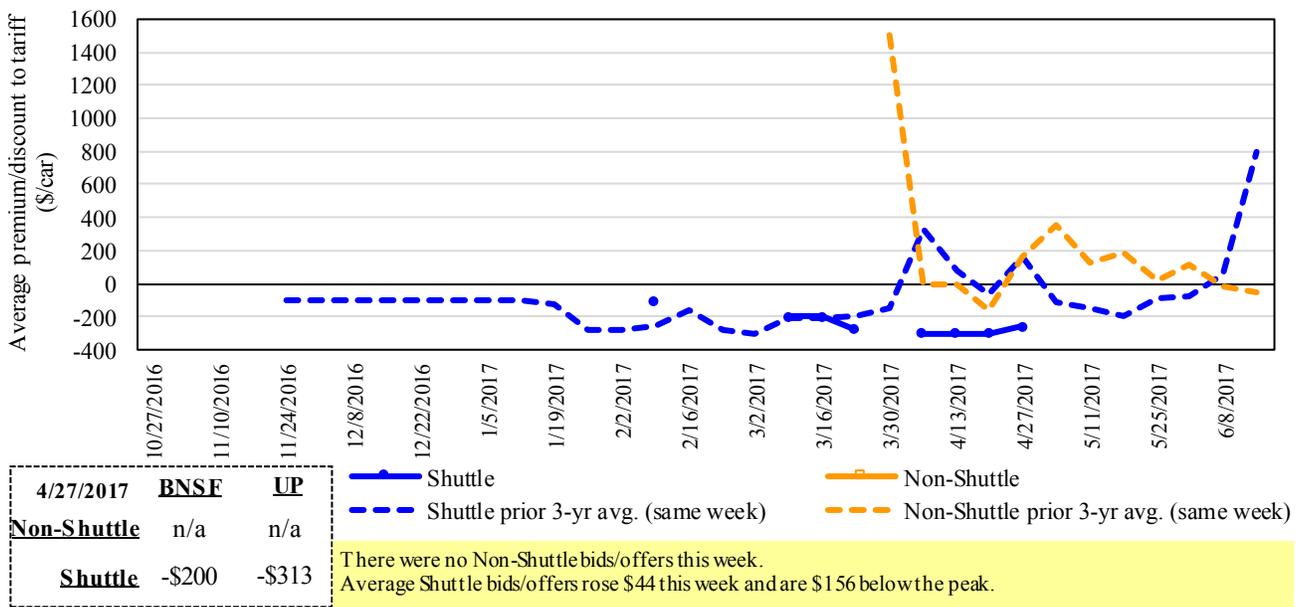
The **secondary rail market** information reflects trade values for service that was originally purchased from the railroad carrier as some form of guaranteed freight. The **auction and secondary rail** values are indicators of rail service quality and demand/supply.

Figure 4
Bids/Offers for Railcars to be Delivered in May 2017, 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 June 2017, 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 July 2017, Secondary Market

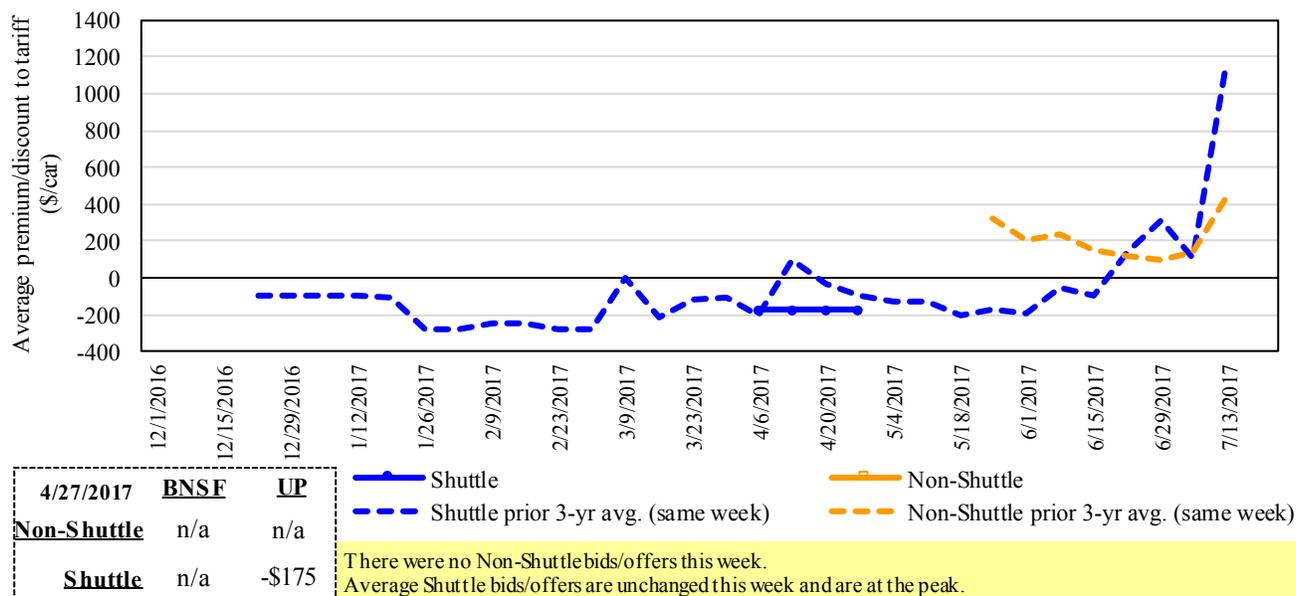


Table 6
Weekly Secondary Railcar Market (\$/car)¹

For the week ending:		Delivery period					
		4/27/2017	May-17	Jun-17	Jul-17	Aug-17	Sep-17
Non-shuttle	BNSF-GF	0	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 2016	25	n/a	n/a	n/a	n/a	n/a
	UP-Pool	(125)	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 2016	25	n/a	n/a	n/a	n/a	n/a
Shuttle	BNSF-GF	(163)	(200)	n/a	n/a	100	n/a
	Change from last week	43	n/a	n/a	n/a	50	n/a
	Change from same week 2016	6	n/a	n/a	n/a	n/a	n/a
	UP-Pool	(400)	(313)	(175)	n/a	n/a	700
	Change from last week	(25)	(13)	0	n/a	n/a	(100)
	Change from same week 2016	(213)	(213)	(38)	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

May, 2017	Origin region*	Destination region*	Tariff rate/car	Fuel surcharge per car	Tariff plus surcharge per:		Percent change Y/Y ³
					metric ton	bushel ²	
Unit train							
Wheat	Wichita, KS	St. Louis, MO	\$3,770	\$51	\$37.94	\$1.03	6
	Grand Forks, ND	Duluth-Superior, MN	\$4,143	\$6	\$41.20	\$1.12	21
	Wichita, KS	Los Angeles, CA	\$6,950	\$31	\$69.32	\$1.89	3
	Wichita, KS	New Orleans, LA	\$4,408	\$89	\$44.66	\$1.22	6
	Sioux Falls, SD	Galveston-Houston, TX	\$6,686	\$25	\$66.64	\$1.81	6
	Northwest KS	Galveston-Houston, TX	\$4,676	\$98	\$47.40	\$1.29	6
	Amarillo, TX	Los Angeles, CA	\$4,875	\$136	\$49.76	\$1.35	6
Corn	Champaign-Urbana, IL	New Orleans, LA	\$3,681	\$101	\$37.55	\$0.95	3
	Toledo, OH	Raleigh, NC	\$6,061	\$0	\$60.19	\$1.53	0
	Des Moines, IA	Davenport, IA	\$2,258	\$21	\$22.63	\$0.57	5
	Indianapolis, IN	Atlanta, GA	\$5,191	\$0	\$51.55	\$1.31	4
	Indianapolis, IN	Knoxville, TN	\$4,311	\$0	\$42.81	\$1.09	0
	Des Moines, IA	Little Rock, AR	\$3,534	\$63	\$35.72	\$0.91	4
	Des Moines, IA	Los Angeles, CA	\$5,202	\$182	\$53.47	\$1.36	7
Soybeans	Minneapolis, MN	New Orleans, LA	\$3,634	\$74	\$36.83	\$1.00	0
	Toledo, OH	Huntsville, AL	\$5,051	\$0	\$50.16	\$1.37	0
	Indianapolis, IN	Raleigh, NC	\$6,178	\$0	\$61.35	\$1.67	0
	Indianapolis, IN	Huntsville, AL	\$4,529	\$0	\$44.98	\$1.22	0
Champaign-Urbana, IL	New Orleans, LA	\$4,495	\$101	\$45.64	\$1.24	5	
Shuttle Train							
Wheat	Great Falls, MT	Portland, OR	\$3,953	\$18	\$39.43	\$1.07	5
	Wichita, KS	Galveston-Houston, TX	\$4,071	\$14	\$40.56	\$1.10	7
	Chicago, IL	Albany, NY	\$5,492	\$0	\$54.54	\$1.48	0
	Grand Forks, ND	Portland, OR	\$5,611	\$30	\$56.02	\$1.52	5
	Grand Forks, ND	Galveston-Houston, TX	\$5,931	\$32	\$59.21	\$1.61	5
	Northwest KS	Portland, OR	\$5,643	\$160	\$57.63	\$1.57	6
Corn	Minneapolis, MN	Portland, OR	\$5,000	\$37	\$50.02	\$1.27	5
	Sioux Falls, SD	Tacoma, WA	\$4,960	\$34	\$49.59	\$1.26	4
	Champaign-Urbana, IL	New Orleans, LA	\$3,481	\$101	\$35.57	\$0.90	3
	Lincoln, NE	Galveston-Houston, TX	\$3,700	\$20	\$36.94	\$0.94	6
	Des Moines, IA	Amarillo, TX	\$3,895	\$79	\$39.46	\$1.00	5
	Minneapolis, MN	Tacoma, WA	\$5,000	\$37	\$50.02	\$1.27	5
	Council Bluffs, IA	Stockton, CA	\$4,740	\$38	\$47.45	\$1.21	7
Soybeans	Sioux Falls, SD	Tacoma, WA	\$5,600	\$34	\$55.95	\$1.52	6
	Minneapolis, MN	Portland, OR	\$5,650	\$37	\$56.47	\$1.54	7
	Fargo, ND	Tacoma, WA	\$5,500	\$30	\$54.92	\$1.49	6
	Council Bluffs, IA	New Orleans, LA	\$4,525	\$116	\$46.09	\$1.25	5
	Toledo, OH	Huntsville, AL	\$4,226	\$0	\$41.97	\$1.14	0
Grand Island, NE	Portland, OR	\$5,460	\$164	\$55.85	\$1.52	5	

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	
Date: May, 2017							
Wheat	MT	Chihuahua, CI	\$7,459	\$0	\$76.21	\$2.07	0
	OK	Cuautitlan, EM	\$6,638	\$70	\$68.54	\$1.86	3
	KS	Guadalajara, JA	\$7,180	\$256	\$75.98	\$2.07	5
	TX	Salinas Victoria, NL	\$4,258	\$42	\$43.93	\$1.19	4
Corn	IA	Guadalajara, JA	\$8,187	\$212	\$85.82	\$2.18	-1
	SD	Celaya, GJ	\$7,580	\$0	\$77.45	\$1.97	-3
	NE	Queretaro, QA	\$7,909	\$138	\$82.23	\$2.09	2
	SD	Salinas Victoria, NL	\$6,635	\$0	\$67.79	\$1.72	1
	MO	Tlalnepantla, EM	\$7,268	\$135	\$75.64	\$1.92	2
	SD	Torreon, CU	\$7,180	\$0	\$73.36	\$1.86	-1
Soybeans	MO	Bojay (Tula), HG	\$8,647	\$223	\$90.63	\$2.46	2
	NE	Guadalajara, JA	\$8,942	\$227	\$93.68	\$2.55	0
	IA	El Castillo, JA	\$8,960	\$0	\$91.55	\$2.49	-5
	KS	Torreon, CU	\$7,489	\$152	\$78.07	\$2.12	2
Sorghum	NE	Celaya, GJ	\$7,164	\$190	\$75.14	\$1.91	0
	KS	Queretaro, QA	\$7,608	\$87	\$78.62	\$2.00	2
	NE	Salinas Victoria, NL	\$6,213	\$70	\$64.19	\$1.63	2
	NE	Torreon, CU	\$6,607	\$140	\$68.94	\$1.75	1

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

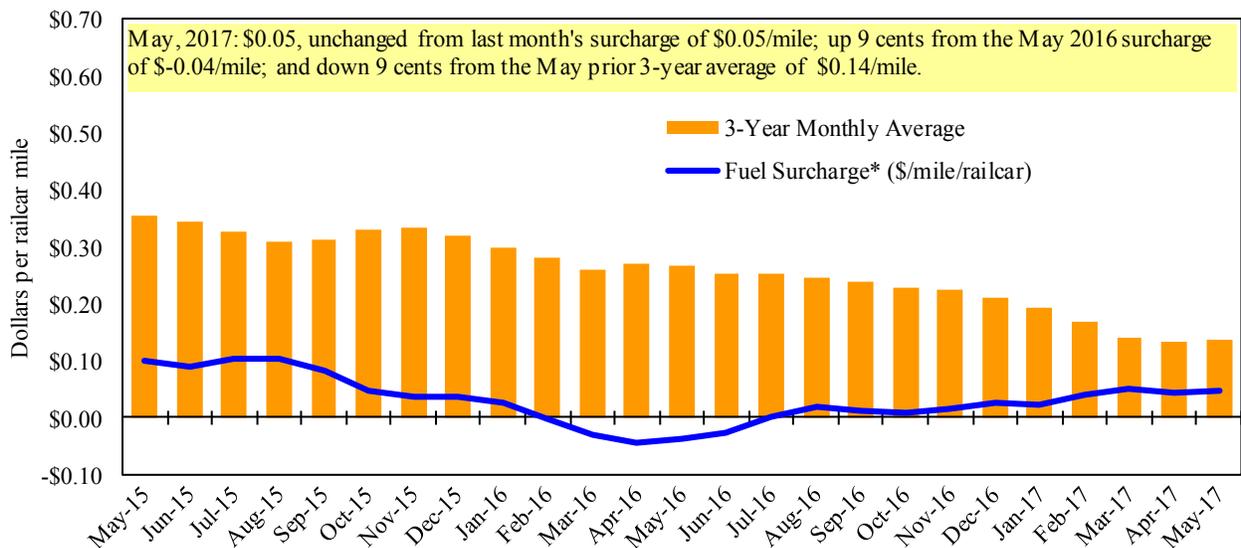
³Approximate load per car = 97.87 metric tons: Corn & Sorghum 56 lbs/bu, Wheat & Soybeans 60 lbs/bu

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.

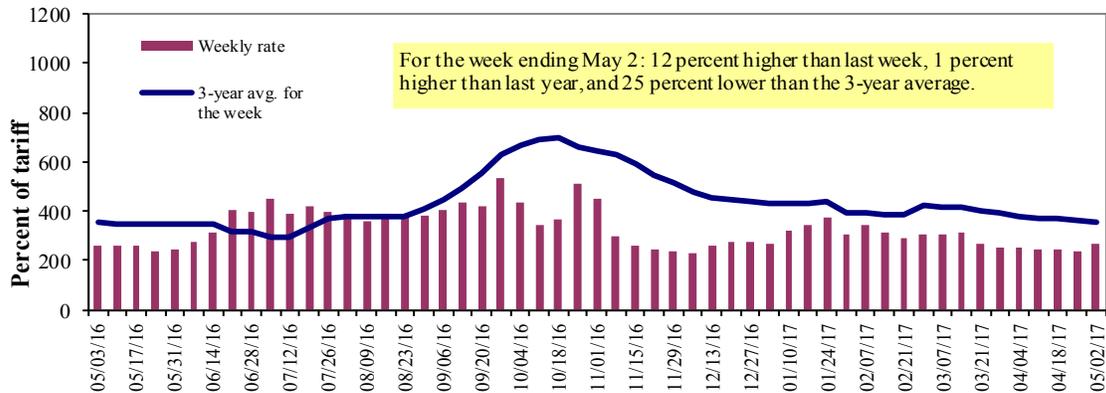
**CSX strike price changed from \$2.00/gal. to \$3.75/gal. starting January 1, 2015.

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	5/2/2017	323	274	265	183	180	180	173
	4/25/2017	288	238	238	170	168	168	158
\$/ton	5/2/2017	19.99	14.58	12.30	7.30	8.44	7.27	5.43
	4/25/2017	17.83	12.66	11.04	6.78	7.88	6.79	4.96
Current week % change from the same week:								
	Last year	-1	-1	1	-5	-5	-5	-5
	3-year avg. ²	-21	-24	-25	-29	-32	-32	-23
Rate¹	June	325	275	268	190	190	190	175
	July	348	302	290	258	232	232	218

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:

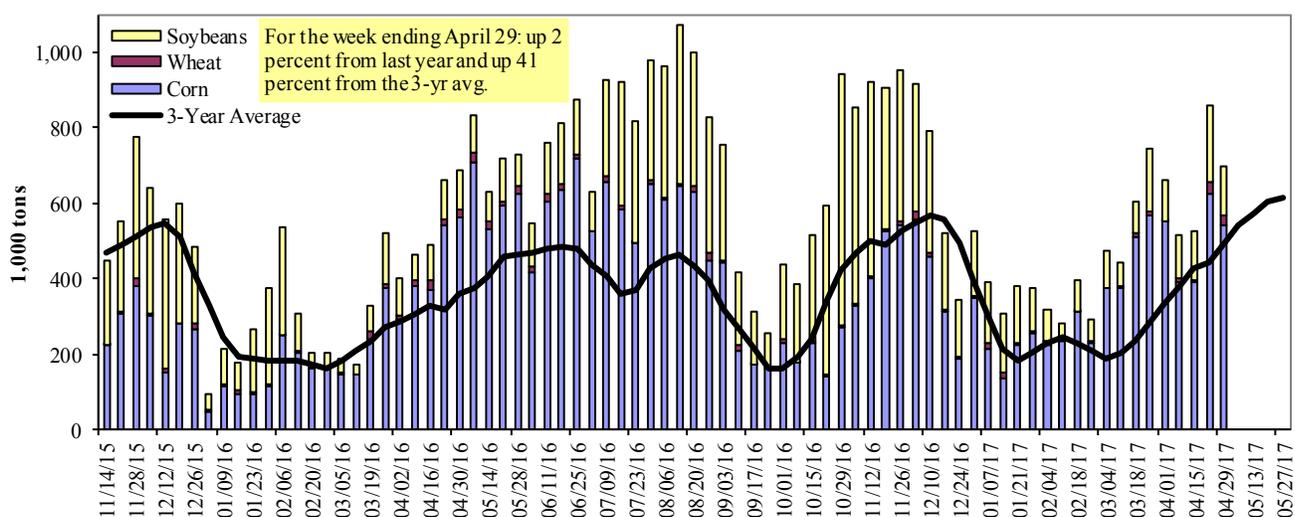
(Rate * 1976 tariff benchmark rate per ton)/100

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 4/29/2017	Corn	Wheat	Soybeans	Other	Total
Mississippi River					
Rock Island, IL (L15)	272	11	72	2	357
Winfield, MO (L25)	351	8	95	2	455
Alton, IL (L26)	542	23	134	2	701
Granite City, IL (L27)	544	25	131	2	701
Illinois River (L8)	149	19	46	0	214
Ohio River (L52)	78	5	30	0	113
Arkansas River (L1)	6	8	3	0	17
Weekly total - 2017	627	39	163	2	831
Weekly total - 2016	681	63	135	8	886
2017 YTD ¹	8,053	741	4,299	135	13,227
2016 YTD	6,482	527	3,729	59	10,798
2017 as % of 2016 YTD	124	140	115	227	122
Last 4 weeks as % of 2016 ²	97	137	141	46	107
Total 2016	24,136	2,030	16,668	344	43,178

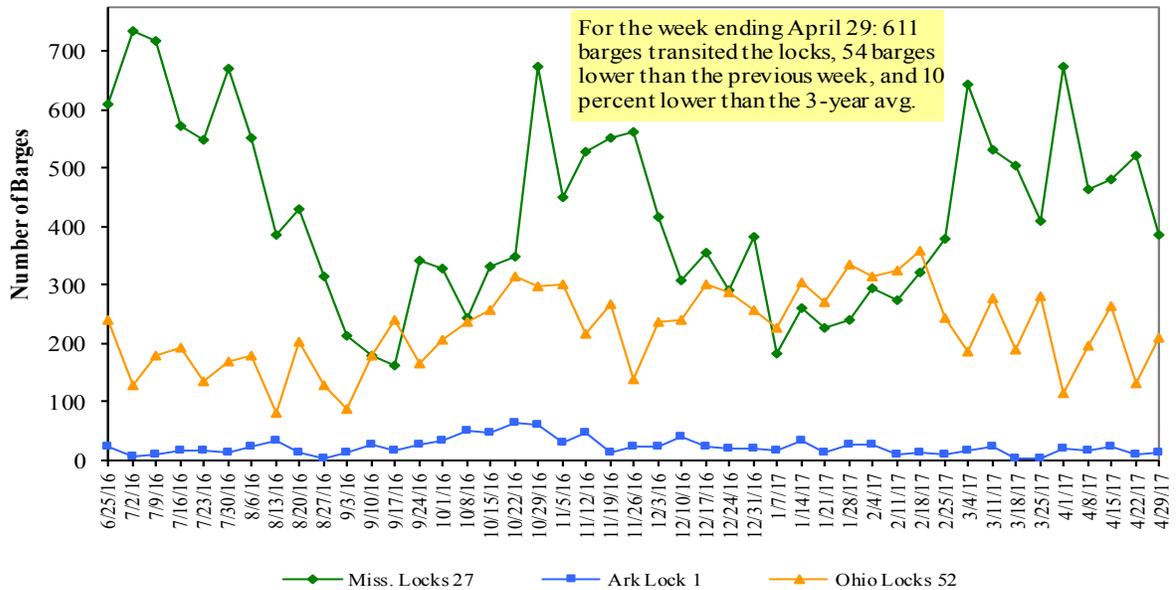
¹ Weekly total, YTD (year-to-date) and calendar year total includes Miss/27, Ohio/52, and Ark/1; "Other" refers to oats, barley, sorghum, and rye.

² As a percent of same period in 2016.

Note: Total may not add exactly, due to rounding

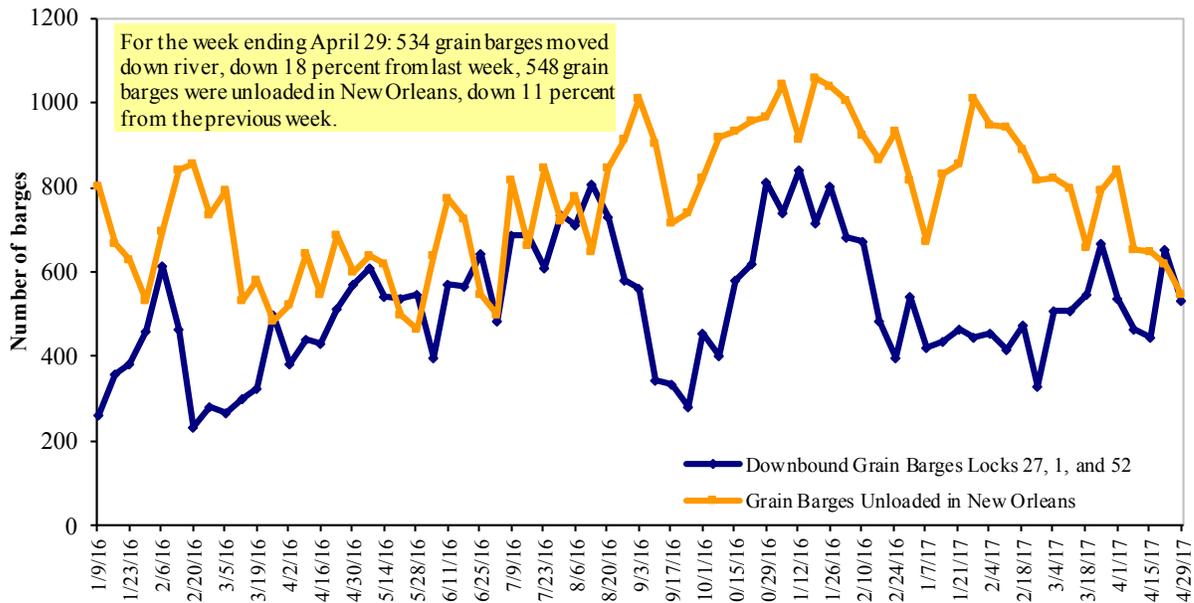
Source: U.S. Army Corps of Engineers

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 5/1/2017(US \$/gallon)

Region	Location	Price	Change from	
			Week ago	Year ago
I	East Coast	2.624	-0.008	0.318
	New England	2.653	0.003	0.319
	Central Atlantic	2.773	-0.012	0.377
	Lower Atlantic	2.513	-0.007	0.281
II	Midwest ²	2.516	-0.014	0.284
III	Gulf Coast ³	2.435	-0.023	0.298
IV	Rocky Mountain	2.666	0.004	0.411
V	West Coast	2.864	-0.011	0.383
	West Coast less California	2.775	-0.011	0.418
	California	2.937	-0.010	0.358
Total	U.S.	2.583	-0.012	0.317

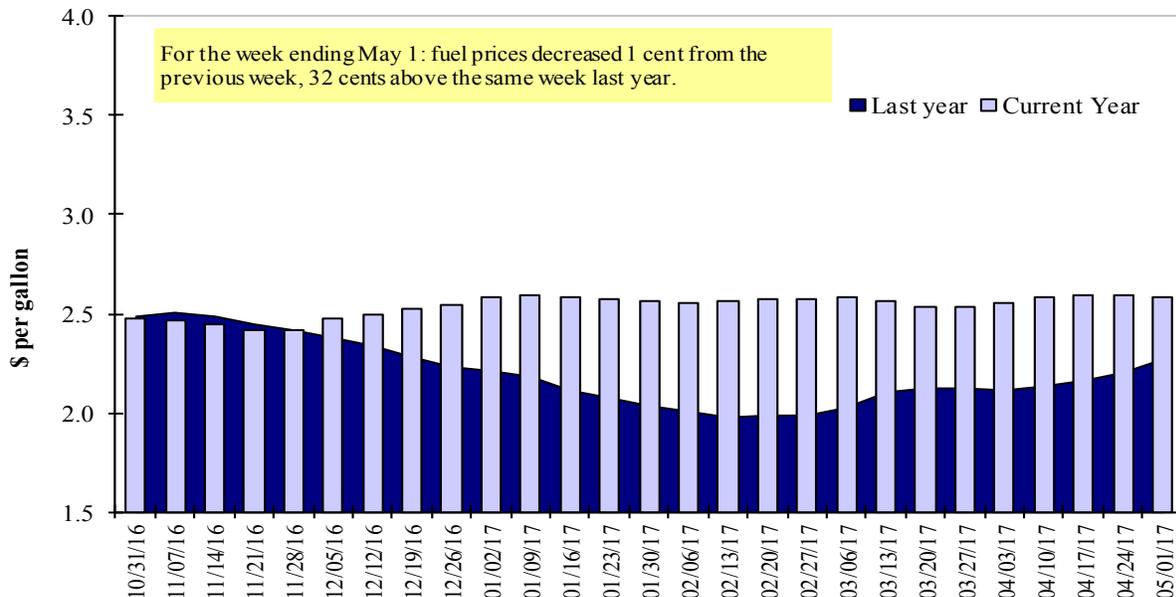
¹Diesel fuel prices include all taxes. Prices represent an average of all types of diesel fuel.

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									
4/20/2017	1,678	387	1,423	1,270	124	4,882	15,057	7,156	27,095
This week year ago	787	309	934	646	81	2,757	13,733	3,425	19,914
Cumulative exports-marketing year²									
2016/17 YTD	9,888	2,026	7,011	3,525	383	22,833	35,987	49,277	108,097
2015/16 YTD	4,922	2,849	5,679	3,174	619	17,243	23,354	41,920	82,517
YTD 2016/17 as % of 2015/16	201	71	123	111	62	132	154	118	131
Last 4 wks as % of same period 2015/16	240	144	185	206	151	200	115	215	144
2015/16 Total	5,538	3,057	6,285	3,551	670	19,101	45,564	49,821	114,487
2014/15 Total	7,009	3,654	7,250	3,758	665	22,336	45,205	49,614	117,155

¹ Current unshipped (outstanding) export sales to date

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

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 4/20/2017	Total Commitments ²		% change current MY from last MY	Exports ³ 3-year avg 2013-2015
	2016/17 Current MY	2015/16 Last MY		
	- 1,000 mt -			- 1,000 mt -
Mexico	12,219	11,428	7	11,204
Japan	9,928	7,355	35	11,284
Korea	5,335	1,541	246	3,931
Colombia	3,896	4,109	(5)	4,134
Peru	2,609	1,542	69	2,109
Top 5 Importers	33,987	25,975	31	32,662
Total US corn export sales	51,044	37,087	38	46,633
% of Projected	90%	77%		
Change from prior week ²	988	2,160		
Top 5 importers' share of U.S. corn export sales	67%	70%		70%
USDA forecast, April 2017	56,616	48,295	17	
Corn Use for Ethanol USDA forecast, April 2017	138,430	132,690	4	

¹Based on FAS Marketing Year Ranking Reports for 2015/16 - 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 (net sales) from prior week could include revisions from previous week's outstanding sales or accumulated sales.

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 4/20/2017	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 -
China	35,723	27,033	32	29,033
Mexico	3,411	3,108	10	3,295
Indonesia	1,757	1,477	19	2,065
Japan	1,938	1,947	(0)	1,994
Netherlands	1,408	1,353	4	1,644
Top 5 importers	44,237	34,917	27	38,032
Total US soybean export sales	56,433	45,344	24	48,389
% of Projected	102%	86%		
Change from prior week ²	808	226		
Top 5 importers' share of U.S. soybean export sales	78%	77%		79%
USDA forecast, April 2017	55,177	52,752	5	

(n) indicates negative number.

¹ Based on FAS Marketing Year Ranking Reports for 2015/16 - www.fas.usda.gov; Marketing year (MY) = Sep 1 - Aug 31.² Cumulative Exports (shipped) + Outstanding Sales (unshipped), FAS Weekly Export Sales Report, or Export Sales Query--
<http://www.fas.usda.gov/esquery/>. The total commitments change (net sales) from prior week could include revisions from previous week's outstanding sales and/or accumulated sales³ FAS Marketing Year Final Reports - www.fas.usda.gov/export-sales/myfi_rpt.htm. (Carry over plus Accumulated Exports)

Table 15

Top 10 Importers¹ of All U.S. Wheat

For the week ending 4/20/2017	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	2,761	2,457	12	2,743
Mexico	3,153	2,344	35	2,660
Philippines	2,597	2,147	21	2,156
Brazil	1,215	450	170	2,076
Nigeria	1,571	1,455	8	1,978
Korea	1,389	1,134	22	1,170
China	1,419	728	95	1,770
Taiwan	1,044	1,088	(4)	1,005
Indonesia	1,078	538	100	776
Colombia	833	649	28	679
Top 10 importers	17,060	12,990	31	17,013
Total US wheat export sales	27,715	20,000	39	24,485
% of Projected	99%	95%		
Change from prior week ²	62	352		
Top 10 importers' share of U.S. wheat export sales	62%	65%		69%
USDA forecast, April 2017	27,929	21,117	32	

(n) indicates negative number.

¹ Based on FAS Marketing Year Ranking Reports for 2015/16 - www.fas.usda.gov; Marketing year = Jun 1 - May 31.² Cumulative Exports (shipped) + Outstanding Sales (unshipped), FAS Weekly Export Sales Report, or Export Sales Query--
<http://www.fas.usda.gov/esquery/>. Total commitments change (net sales) from prior week could include revisions from the previous outstanding and/or accumulated sales³ FAS 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 04/27/17	Previous Week ¹	Current Week as % of Previous	2017 YTD	2016 YTD	2017 YTD as % of 2016 YTD	Last 4-weeks as % of:		2016 Total
							Last Year	Prior 3-yr. avg.	
Pacific Northwest									
Wheat	334	408	82	4,713	3,856	122	147	131	12,325
Corn	319	464	69	5,042	2,665	189	157	152	12,009
Soybeans	178	221	81	3,935	4,414	89	1948	372	14,447
Total	831	1,094	76	13,690	10,935	125	184	159	38,782
Mississippi Gulf									
Wheat	132	15	855	1,597	1,211	132	133	122	3,480
Corn	608	778	78	12,945	9,224	140	103	92	31,420
Soybeans	287	309	93	10,084	8,867	114	176	214	35,278
Total	1,027	1,102	93	24,626	19,302	128	121	115	70,178
Texas Gulf									
Wheat	124	157	79	2,271	873	260	452	157	6,019
Corn	0	30	0	316	313	101	51	74	1,669
Soybeans	0	0	n/a	0	92	0	n/a	n/a	1,105
Total	124	187	66	2,588	1,278	203	289	145	8,792
Interior									
Wheat	1	42	2	575	418	137	77	70	1,543
Corn	143	161	89	2,353	2,137	110	98	124	7,197
Soybeans	53	104	51	1,673	1,399	120	120	136	4,577
Total	196	306	64	4,601	3,954	116	102	121	13,317
Great Lakes									
Wheat	14	43	33	85	70	120	109	128	1,186
Corn	0	0	n/a	0	21	0	0	0	584
Soybeans	0	26	0	53	0	n/a	n/a	503	910
Total	14	70	20	137	91	150	142	122	2,681
Atlantic									
Wheat	0	0	n/a	37	151	24	2	1	315
Corn	0	0	n/a	5	14	38	n/a	1	294
Soybeans	30	21	147	818	825	99	319	271	2,269
Total	30	21	147	859	990	87	199	85	2,878
U.S. total from ports²									
Wheat	605	665	91	9,277	6,579	141	160	127	24,867
Corn	1,070	1,433	75	20,661	14,373	144	112	106	53,173
Soybeans	548	681	81	16,562	15,596	106	221	224	58,587
Total	2,223	2,779	80	46,500	36,549	127	141	129	136,627

¹ Data includes revisions from prior weeks; some regional totals may not add exactly due to rounding.

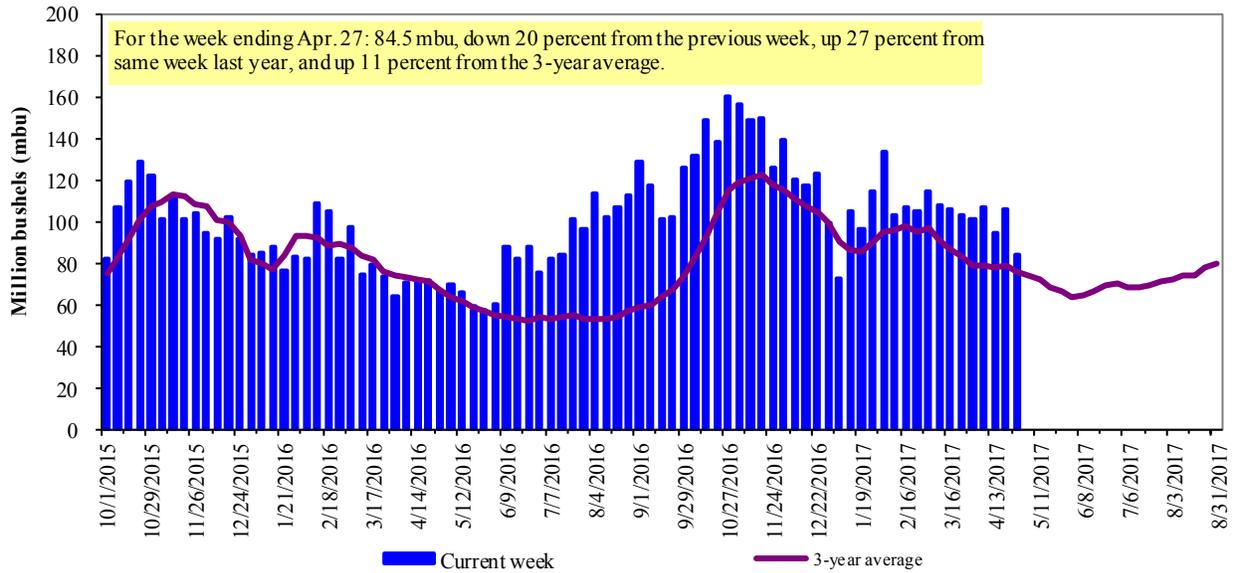
Source: Grain Inspection, Packers and Stockyards Administration/USDA (www.gipsa.usda.gov); YTD= year-to-date; n/a = not applicable

² Total only includes regions shown above.

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 58 percent of the U.S. export grain shipments departed through the U.S. Gulf region in 2016.

Figure 14

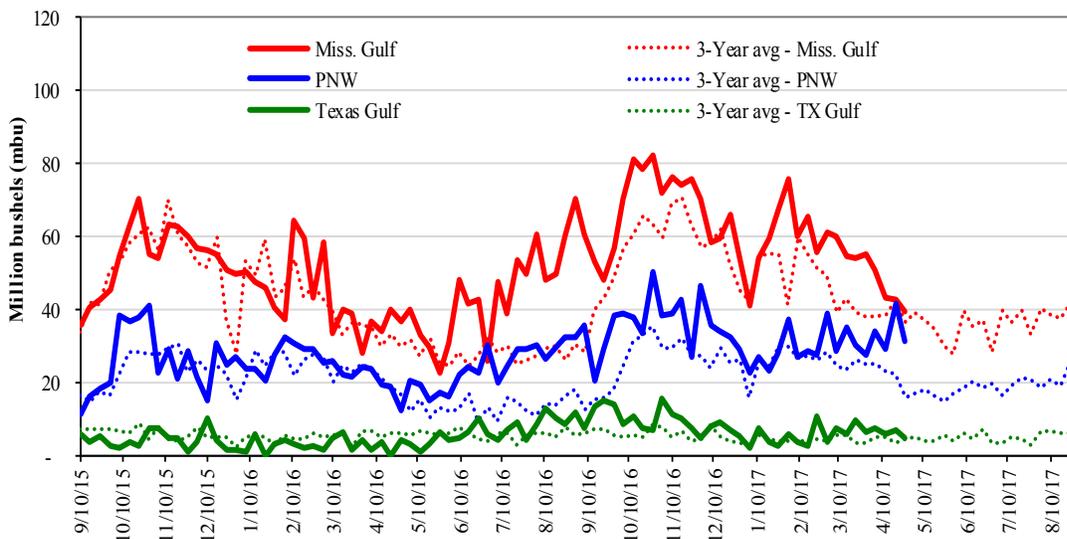
U.S. grain inspected for export (wheat, corn, and soybeans)



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 04/27/17 inspections (mbu):		Percent change from:			
Mississippi Gulf:	39.3	Last Week:	down 7	TX Gulf	down 35
PNW:	31.4	Last Year (same week):	up 8	U.S. Gulf	down 11
Texas Gulf:	4.6	3-yr avg. (4-wk. mov. Avg):	up 1	PNW	up 155
			up 6		up 47

Source: Grain Inspection, Packers and Stockyards Administration/USDA (www.gipsa.usda.gov)
¹The 3-year average is based on a 4-week running average

Ocean Transportation

Table 17

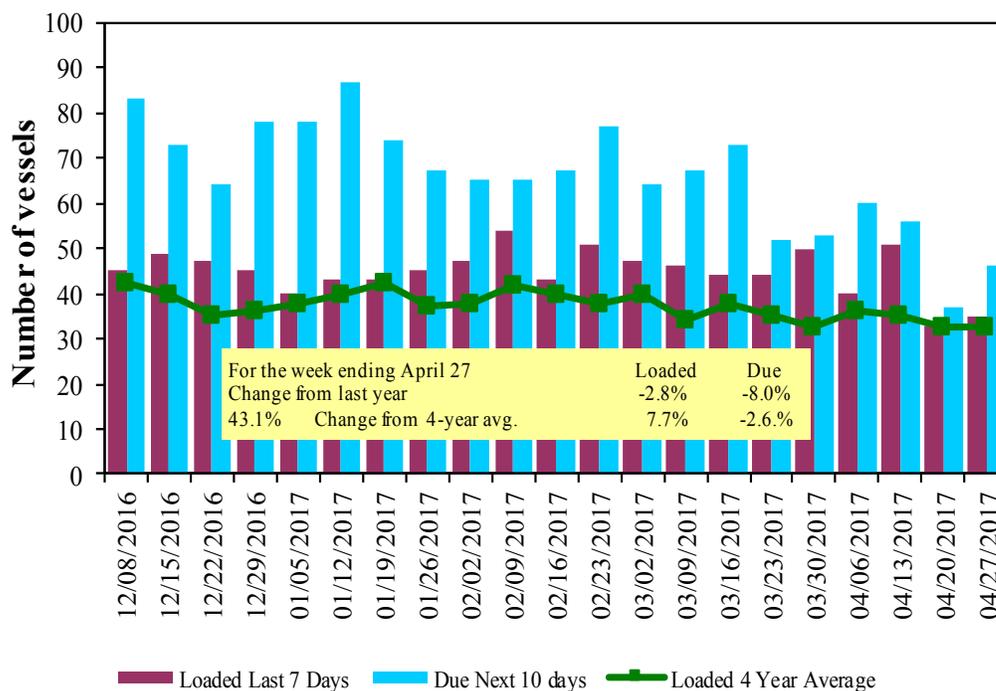
Weekly Port Region Grain Ocean Vessel Activity (number of vessels)

Date	Gulf			Pacific Northwest	Vancouver B.C.
	In port	Loaded 7-days	Due next 10-days	In port	In port
4/27/2017	28	35	46	19	n/a
4/20/2017	40	33	37	20	n/a
2016 range	(21..62)	(27..55)	(40..87)	(6..27)	n/a
2016 avg.	43	40	62	15	n/a

Source: Transportation & Marketing Programs/AMS/USDA

Figure 16

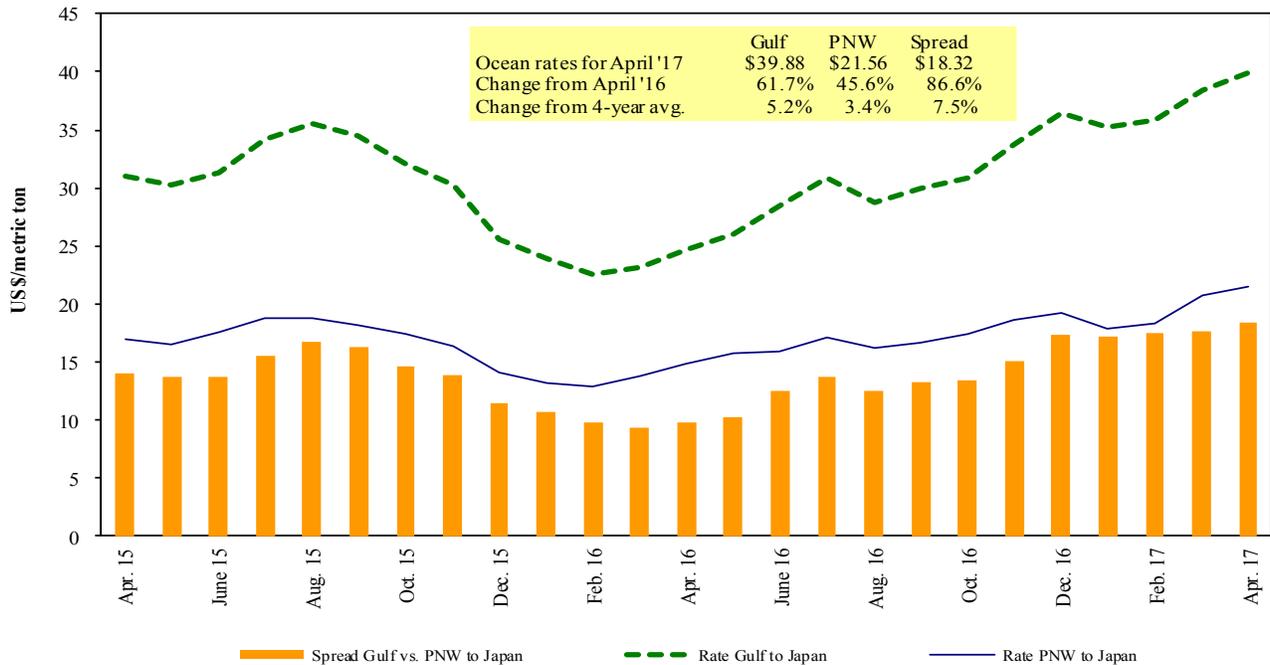
U.S. Gulf Vessel Loading Activity



Source: Transportation & Marketing Programs/AMS/USDA
¹U.S. Gulf includes Mississippi, Texas, and East Gulf

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 04/29/2017

Export region	Import region	Grain types	Loading date	Volume loads (metric tons)	Freight rate (US\$/metric ton)
U.S. Gulf	Cote d'Ivoire	Rice	Jun 19/29	6,000	93.33*
PNW	Taiwan	Wheat	Jun 9/23	48,425	29.70
PNW	Taiwan	Wheat	May 6/20	52,500	28.48
PNW	Taiwan	Wheat	Apr 19/May 3	50,350	29.12
Brazil	China	Heavy Grain	May 5/15	60,000	29.25
Brazil	China	Heavy Grain	Apr 11/17	60,000	29.75
Brazil	China	Heavy Grain	Apr 10/15	60,000	31.00
Brazil	China	Heavy Grain	Mar 7/14	66,000	28.50
Brazil	China	Heavy Grain	May 1/5	60,000	23.50
Brazil	China	Heavy Grain	Mar 5/14	65,000	23.90 op 24.40
Brazil	South Korea	Heavy Grain	Mar 15/Apr 15	65,000	23.50
EC S. America	China	Heavy Grain	May 20/30	60,000	29.75
U.S. Gulf	Djibouti	Wheat	Mar 17/27	8,870	67.75*
U.S. Gulf	Berbera	Sorghum	Mar 17/27	34,860	47.75*
Bahia Blanca	Saudi Arabia	Barley	Mar 20/30	60,000	31.75
Brazil	China	Heavy Grain	Mar 21/30	60,000	26.30
Kavkaz	Tunisia	Wheat	Apr 3/10	25,000	16.75
Santos	Qingdao	Heavy Grain	Apr 1/15	60,000	29.50
Santos	China	Heavy Grain	Apr 10/15	60,000	28.00
U.S. Gulf	Conakry	Milled Rice	Apr 15/25	10,400	75.00*
U.S. Gulf	Northern China	Heavy Grain	Mar 15/20	53,000	39.00

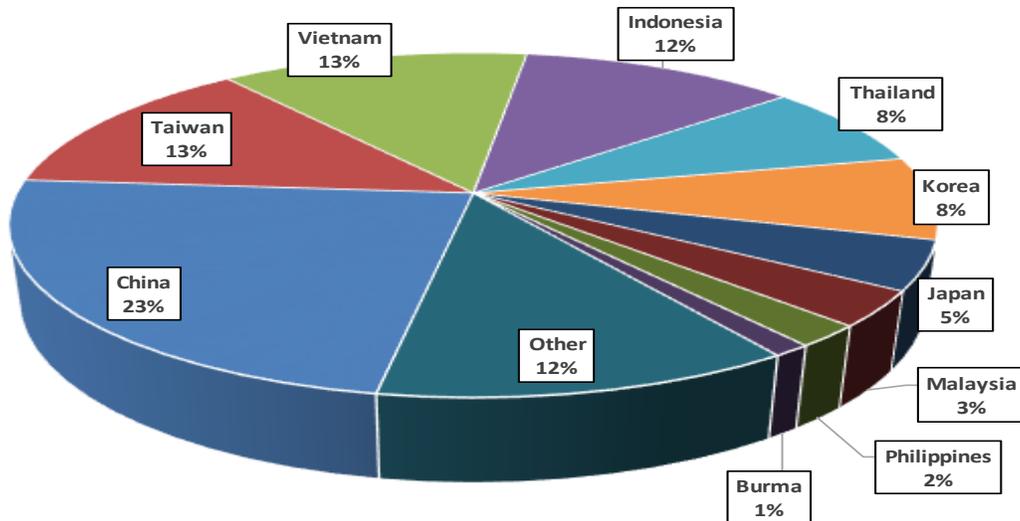
Rates shown are per metric ton (2,204.62 lbs. = 1 metric ton), F.O.B., except where otherwise indicated; op = option

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

In 2015, containers were used to transport 8 percent of total U.S. waterborne grain exports. Approximately 64 percent of U.S. waterborne grain exports in 2015 went to Asia, of which 12 percent were moved in containers. Approximately 94 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 2016

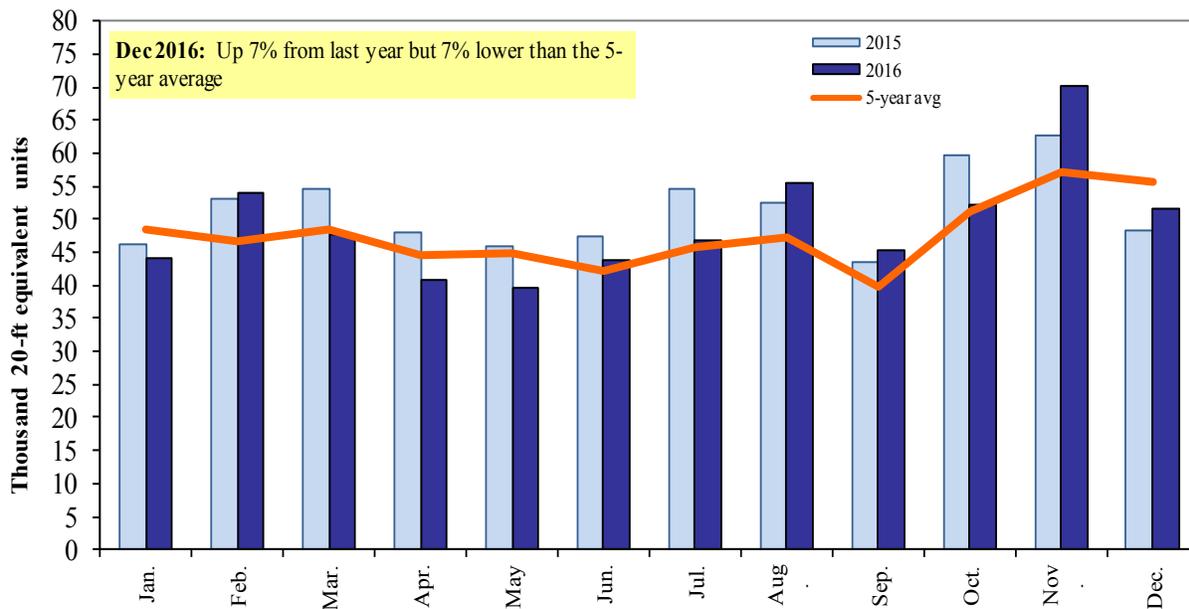


Source: USDA/Agricultural Marketing Service/Transportation Services Division analysis of Port Import Export Reporting Service (PIERS) data

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

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)

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*. May 4, 2017. Web: <http://dx.doi.org/10.9752/TS056.05-04-2017>

In accordance with Federal civil rights law and U.S. Department of Agriculture (USDA) civil rights regulations and policies, the USDA, its Agencies, offices, and employees, and institutions participating in or administering USDA programs are prohibited from discriminating based on race, color, national origin, religion, sex, gender identity (including gender expression), sexual orientation, disability, age, marital status, family/parental status, income derived from a public assistance program, political beliefs, or reprisal or retaliation for prior civil rights activity, in any program or activity conducted or funded by USDA (not all bases apply to all programs). Remedies and complaint filing deadlines vary by program or incident.

Persons with disabilities who require alternative means of communication for program information (e.g., Braille, large print, audiotape, American Sign Language, etc.) should contact the responsible Agency or USDA's TARGET Center at (202) 720-2600 (voice and TTY) or contact USDA through the Federal Relay Service at (800) 877-8339. Additionally, program information may be made available in languages other than English.

To file a program discrimination complaint, complete the USDA Program Discrimination Complaint Form, AD-3027, found online at How to File a Program Discrimination Complaint and at any USDA office or write a letter addressed to USDA and provide in the letter all of the information requested in the form. To request a copy of the complaint form, call (866) 632-9992. Submit your completed form or letter to USDA by: (1) mail: U.S. Department of Agriculture, Office of the Assistant Secretary for Civil Rights, 1400 Independence Avenue, SW, Washington, D.C. 20250-9410; (2) fax: (202) 690-7442; or (3) email: program.intake@usda.gov.

USDA is an equal opportunity provider, employer, and lender.