



# Grain Transportation Report

A weekly publication of the Agricultural Marketing Service  
[www.ams.usda.gov/GTR](http://www.ams.usda.gov/GTR)

Contact Us

May 24, 2018

## WEEKLY HIGHLIGHTS

### 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 31, 2018

#### NGFA, STC, and USDA to Hold Agricultural Transportation Summit

On July 25-26, the National Grain and Feed Association, Soy Transportation Coalition, and USDA will hold an agricultural transportation summit in Arlington, VA. The summit will focus on the importance of inland waterway, rail, truck, and vessel transportation to the competitiveness and profitability of U.S. agriculture. Summit speakers will include leaders from agricultural producer organizations, agribusinesses, and government; including Ann Begeman, Chairman of the Surface Transportation Board, and R.D. James, Assistant Secretary for the Army, U.S. Army Corps of Engineers. Following the conclusion of the summit, USDA, Washington State University, the Texas A&M Transportation Institute, and Texas A&M AgriLife Extension will host an "Agricultural Transportation Infrastructure Workshop" on the afternoon of July 26. For more information, see <https://www.ngfa.org/upcoming-events/transportation-summit/>.

#### Soybean Inspections Continue to Increase

For the week ending May 17, **total inspections of grain** (corn, wheat, and soybeans) for export from all major U.S. export regions reached 2.7 million metric tons (mmt); unchanged from the previous week, up 23 percent from last year, and 42 percent above the 3-year average. Soybean inspections were up 25 percent from the previous week and were 166 percent above the 3-year average. Demand for U.S. soybeans remained strong from Asia. Inspections of wheat and corn, however, were down 27 and 3 percent from the previous week. Grain inspections in the Pacific (PNW) increased 16 percent from the past week, but dropped 16 percent in the Mississippi Gulf. Current outstanding (unshipped) export sales are down for corn, wheat, and soybeans.

#### U.S. Ethanol Exports Year to Date Above 2016/17

For the 2017/18 marketing year, U.S. year-to-date exports of corn-based ethanol reached approximately 982 million gallons, up 16 percent from the past year, according to the USDA's Foreign Agricultural Service. Although Brazil imposed a 20 percent tariff (40 million gallons per quarter) on imports of U.S. ethanol at the beginning of the marketing year, it has not affected demand as expected. In fact, Brazil continued as the top importer of U.S. ethanol, with 348 million gallons, up 13 percent from last year. U.S. exports of ethanol to China, currently the fourth largest importer of U.S. ethanol, reached 77 million gallons, up 57 percent compared to last year. Year-to-date exports of ethanol to Europe and South Korea are also up compared to the same time last year.

### Snapshots by Sector

#### Export Sales

For the week ending May 10, **unshipped balances** of wheat, corn, and soybeans totaled 31.4 mmt, up 33 percent from the same time last year. Net weekly **wheat export sales** were .063 mmt, up 80 percent from the previous week. Net **corn export sales** were .986 mmt, up 42 percent from the previous week. Net **soybean export sales** totaled .282 mmt, down 20 percent from the previous week.

#### Rail

U.S. Class I railroads originated 24,217 **grain carloads** for the week ending May 12, down 4 percent from the previous week, up 4 percent from last year, and up 22 percent from the 3-year average.

Average June shuttle **secondary railcar** bids/offers per car were \$266 above tariff for the week ending May 17, up \$53 from last week, and \$228 higher than last year. Average non-shuttle secondary railcar bids/offers per car were \$338 above tariff, down \$100 from last week, and \$338 higher than last year.

#### Barge

For the week ending May 19, **barge grain movements** totaled 915,058 tons, 10 percent higher than the previous week and up 39 percent from the same period last year.

For the week ending May 19, 567 grain barges **moved down river**, 41 barges more than the previous week. There were 697 grain barges **unloaded in New Orleans**, 8 percent lower than the previous week.

#### Ocean

For the week ending May 17, 32 **ocean-going grain vessels** were loaded in the Gulf, 3 percent less than the same period last year. Forty-three vessels are expected to be loaded within the next 10 days, 16 percent less than the same period last year.

For the week ending May 17, the ocean freight rate for shipping bulk grain from the Gulf to Japan was \$44.00 per metric ton, unchanged from the previous week. The cost of shipping from the PNW to Japan was \$24.50 per metric ton, unchanged from the previous week.

#### Fuel

For the week ending May 21, the U.S. average **diesel fuel price** increased 4 cents from the previous week to \$3.28 per gallon, 74 cents higher than the same week last year.

# Feature Article/Calendar

## First Quarter Soybean Landed Costs Up in the United States and Brazil

The landed costs of shipping soybeans from the United States and Brazil to Europe and China increased during the first quarter of 2018, compared to the previous quarter. The landed costs of shipping soybeans from Minneapolis, MN and Davenport, IA to Hamburg, Germany increased by 10 percent (table 1). The landed cost of shipping from the same origins to Shanghai, China, through the U.S. Gulf, also increased by 10 percent during the first quarter (table 2). The landed cost of shipping soybeans from Fargo, ND and Sioux Falls, SD through the Pacific Northwest (PNW) increased by 2 percent (table 2).

**Table 1-Quarterly costs of transporting soybeans from U.S. and Brazil to Hamburg, Germany**

|                            | United States (via U.S. Gulf)                    |                              |                              |            |                                | Brazil  |                              |                              |            |                                |
|----------------------------|--|------------------------------|------------------------------|------------|--------------------------------|---|------------------------------|------------------------------|------------|--------------------------------|
|                            | 2017<br>1 <sup>st</sup> qtr.                     | 2017<br>4 <sup>th</sup> qtr. | 2018<br>1 <sup>st</sup> qtr. | Yr. to Yr. | Percent change<br>Qtr. to Qtr. | 2017<br>1 <sup>st</sup> qtr.                        | 2017<br>4 <sup>th</sup> qtr. | 2018<br>1 <sup>st</sup> qtr. | Yr. to Yr. | Percent change<br>Qtr. to Qtr. |
|                            | <b>United States (via U.S. Gulf)</b>             |                              |                              |            |                                |   |                              |                              |            |                                |
|                            | <b>Minneapolis, MN</b>                           |                              |                              |            |                                | <b>Davenport, IA</b>                                |                              |                              |            |                                |
|                            | --\$/mt--  |                              |                              |            |                                | --\$/mt--   |                              |                              |            |                                |
| Truck                      | 11.14  | 14.39                        | 13.87                        | 24.51      | -3.61                          | 11.14   | 14.39                        | 13.87                        | 24.51      | -3.61                          |
| Rail <sup>1</sup>          | 45.91  |                              | 46.37                        |            |                                | 34.98   |                              | 30.92                        |            |                                |
| Barge                      | 9.54   | 31.93                        | 13.77                        | 44.34      | -56.87                         | 9.54  | 24.92                        | 13.77                        | 44.34      | -44.74                         |
| Ocean <sup>2</sup>         | 14.77  | 17.59                        | 16.82                        | 13.88      | -4.38                          | 14.77   | 17.59                        | 16.82                        | 13.88      | -4.38                          |
| Total transportation       | 81.36  | 63.91                        | 90.83                        | 11.64      | 42.12                          | 70.43   | 56.90                        | 75.38                        | 7.03       | 32.48                          |
| Farm Value <sup>3</sup>    | 348.82   | 332.04                       | 346.37                       | -0.70      | 4.32                           | 353.60  | 337.55                       | 359.48                       | 1.66       | 6.50                           |
| Landed Cost <sup>4</sup>   | 430.18   | 395.95                       | 437.20                       | 1.63       | 10.42                          | 424.03  | 394.45                       | 434.86                       | 2.55       | 10.24                          |
| Transport % of landed cost | 18.91  | 16.14                        | 20.78                        |            |                                | 16.61   | 14.43                        | 17.33                        |            |                                |
|                            | <b>Brazil</b>                                    |                              |                              |            |                                |   |                              |                              |            |                                |
|                            | <b>North MT<sup>5</sup> - Santos<sup>6</sup></b> |                              |                              |            |                                | <b>South GO<sup>5</sup> - Paranagua<sup>6</sup></b> |                              |                              |            |                                |
|                            | --\$/mt--  |                              |                              |            |                                | --\$/mt--   |                              |                              |            |                                |
| Truck                      | 93.30  | 85.01                        | 93.44                        | 0.15       | 9.92                           | 56.77   | 51.21                        | 56.13                        | -1.13      | 9.61                           |
| Ocean <sup>7</sup>         | 21.00  | 27.00                        | 27.00                        | 28.57      | 0.00                           | 22.00   | 28.00                        | 28.00                        | 27.27      | 0.00                           |
| Total transportation       | 114.30   | 112.01                       | 120.44                       | 5.37       | 7.53                           | 78.77   | 79.21                        | 84.13                        | 6.80       | 6.21                           |
| Farm Value <sup>8</sup>    | 314.10   | 296.10                       | 305.85                       | -2.63      | 3.29                           | 332.40  | 302.26                       | 318.87                       | -4.07      | 5.50                           |
| Landed Cost                | 428.40   | 408.11                       | 426.29                       | -0.49      | 4.45                           | 411.17  | 381.47                       | 403.00                       | -1.99      | 5.64                           |
| Transport % of landed cost | 26.68  | 27.45                        | 28.25                        |            |                                | 19.16   | 20.76                        | 20.88                        |            |                                |

<sup>1</sup>Rail rates include fuel surcharges, but do not include the cost of purchasing empty rail cars in the secondary rail markets, which could exceed the rail tariff rate plus fuel surcharge shown in the table.

<sup>2</sup>Source: O'Neil Commodity Consulting

<sup>3</sup>Source: USDA/NASS

<sup>4</sup>Landed cost is total cost plus farm value

<sup>5</sup>Producing regions: MT= Mato Grosso, GO = Goiás

<sup>6</sup>Export ports

<sup>7</sup>Source: ESALQ/ USP (University of São Paulo, Brazil) and USDA/AMS

<sup>8</sup>Source: Companhia Nacional de Abastecimento (CONAB) [www.conab.gov.br](http://www.conab.gov.br)

Note: Total may not add exactly due to rounding

Similarly, the landed costs of shipping soybeans from North Mato Grosso (North MT) and South Goiás (South GO), Brazil to Hamburg, Germany increased 4 and 6 percent respectively from the previous quarter (table 1). The landed costs of shipping from the same origins to Shanghai, China increased by 5 and 6 percent from quarter to quarter (table 2). U.S. landed costs for shipments through the Gulf were pushed up by increased transportation costs and farm values.

The landed costs for shipments through the PNW were pushed up by the increase in the farm values. The transportation costs of shipping from Minneapolis, MN and Davenport, IA, through the U.S. Gulf, increased significantly compared to the previous quarter. The increase was due to the closure of the upper segment of the Mississippi River for navigation, during most of the quarter. During the closure, shippers are faced with several options including the postponement of shipping their products until after the opening of the river segment. Alternatively, they can rail their grains to the PNW for exports or rail the grains to any location below the closed segment of the river, such as St. Louis, MO, and then transfer to barges to be shipped to New Orleans for export. Finally, they may transport the grains by rail directly to New Orleans for export. The magnitude of the change in transportation costs depends on which railroad and shipping options are used. For the shipments through the PNW, the decrease in transportation costs was not enough to offset the increase in farm values, thereby pushing up the landed costs. Brazil's landed costs were pushed up by a combination of increased transportation costs and farm values.

Year-to-year transportation costs were up in the United States, causing an overall increase in the year-to-year landed costs. Transportation costs also increased in Brazil compared to a year earlier, while year-to-year landed costs were mixed. Total landed costs from the United States to Europe ranged from \$435 to \$437 per metric ton (mt) (table 1), and \$425 to \$464 per mt to China (table 2). Brazil's landed costs to Europe ranged from \$403 to \$426 per mt (Table 1), and \$407 to \$432 per mt to China (table 2). The transportation share of the U.S. landed cost ranged from 17 to 21 percent to Europe (table 1), and 22 to 25 percent to China (table 2). The transportation share of Brazil's total landed cost ranged from 21 to 28 percent to Europe (table 1), and 22 to 29 percent to China (table 2).

**Table 2-Quarterly costs of transporting soybeans from U.S. and Brazil to Shanghai, China**

|   | 2017                 | 2017                 | 2018                 | Percent change |              | 2017                 | 2017                 | 2018                 | Percent change |              |
|---|----------------------|----------------------|----------------------|----------------|--------------|----------------------|----------------------|----------------------|----------------|--------------|
|   | 1 <sup>st</sup> qtr. | 4 <sup>th</sup> qtr. | 1 <sup>st</sup> qtr. | Yr. to Yr.     | Qtr. to Qtr. | 1 <sup>st</sup> qtr. | 4 <sup>th</sup> qtr. | 1 <sup>st</sup> qtr. | Yr. to Yr.     | Qtr. to Qtr. |
| <b>United States (via U.S. Gulf)</b>                |                      |                      |                      |                |              |                      |                      |                      |                |              |
| <b>Minneapolis, MN</b>                              |                      |                      |                      |                |              |                      |                      |                      |                |              |
|   | --\$/mt--            |                      |                      |                |              |                      |                      |                      |                |              |
| Truck   | 11.14                | 14.39                | 13.87                | 24.51          | -3.61        | 11.14                | 14.39                | 13.87                | 24.51          | -3.61        |
| Rail <sup>1</sup>                                   | 45.91                |                      | 46.37                |                |              | 34.98                |                      | 30.92                |                |              |
| Barge   | 9.54                 | 31.93                | 13.77                | 44.34          | -56.87       | 9.54                 | 24.92                | 13.77                | 44.34          | -44.74       |
| Ocean <sup>2</sup>                                  | 35.17                | 42.78                | 43.41                | 23.43          | 1.47         | 35.17                | 42.78                | 43.41                | 23.43          | 1.47         |
| Total transportation                                | 101.76               | 89.10                | 117.42               | 15.39          | 31.78        | 90.83                | 82.09                | 101.97               | 12.26          | 24.22        |
| Farm Value <sup>3</sup>                             | 348.82               | 332.04               | 346.37               | -0.70          | 4.32         | 353.60               | 337.55               | 359.48               | 1.66           | 6.50         |
| Landed Cost <sup>4</sup>                            | 450.58               | 421.14               | 463.79               | 2.93           | 10.13        | 444.43               | 419.64               | 461.45               | 3.83           | 9.96         |
| Transport % of landed cost                          | 22.58                | 21.16                | 25.32                |                |              | 20.44                | 19.56                | 22.10                |                |              |
| <b>Via PNW</b>                                      |                      |                      |                      |                |              |                      |                      |                      |                |              |
| <b>Fargo, ND</b>                                    |                      |                      |                      |                |              |                      |                      |                      |                |              |
| Truck   | 11.14                | 14.39                | 13.87                | 24.51          | -3.61        | 11.14                | 14.39                | 13.87                | 24.51          | -3.61        |
| Rail  | 54.77                | 54.62                | 54.62                | -0.27          | 0.00         | 55.78                | 55.61                | 55.61                | -0.30          | 0.00         |
| Ocean   | 18.27                | 24.05                | 23.40                | 28.08          | -2.70        | 18.27                | 24.05                | 23.40                | 28.08          | -2.70        |
| Total transportation                                | 84.18                | 93.06                | 91.89                | 9.16           | -1.26        | 85.19                | 94.05                | 92.88                | 9.03           | -1.24        |
| Farm Value  | 338.16               | 324.45               | 333.02               | -1.52          | 2.64         | 340.86               | 325.30               | 335.59               | -1.55          | 3.16         |
| Landed Cost   | 422.34               | 417.51               | 424.91               | 0.61           | 1.77         | 426.05               | 419.35               | 428.47               | 0.57           | 2.17         |
| Transport % of landed cost                          | 19.93                | 22.29                | 21.63                |                |              | 20.00                | 22.43                | 21.68                |                |              |
| <b>Brazil</b>                                       |                      |                      |                      |                |              |                      |                      |                      |                |              |
| <b>North MT<sup>5</sup> - Santos<sup>6</sup></b>    |                      |                      |                      |                |              |                      |                      |                      |                |              |
|   | --\$/mt--            |                      |                      |                |              |                      |                      |                      |                |              |
| Truck   | 93.30                | 85.01                | 93.44                | 0.15           | 9.92         | 56.77                | 51.21                | 56.13                | -1.13          | 9.61         |
| Ocean <sup>7</sup>                                  | 18.50                | 30.00                | 32.50                | 75.68          | 8.33         | 20.50                | 31.50                | 32.00                | 56.10          | 1.59         |
| Total transportation                                | 111.80               | 115.01               | 125.94               | 12.65          | 9.50         | 77.27                | 82.71                | 88.13                | 14.05          | 6.55         |
| Farm Value <sup>8</sup>                             | 314.10               | 296.10               | 305.85               | -2.63          | 3.29         | 332.40               | 302.26               | 318.87               | -4.07          | 5.50         |
| Landed Cost   | 425.90               | 411.11               | 431.79               | 1.38           | 5.03         | 409.67               | 384.97               | 407.00               | -0.65          | 5.72         |
| Transport % of landed cost                          | 26.25                | 27.98                | 29.17                |                |              | 18.86                | 21.48                | 21.65                |                |              |
| <b>South GO<sup>5</sup> - Paranagua<sup>6</sup></b> |                      |                      |                      |                |              |                      |                      |                      |                |              |
|   | --\$/mt--            |                      |                      |                |              |                      |                      |                      |                |              |
| Truck   | 93.30                | 85.01                | 93.44                | 0.15           | 9.92         | 56.77                | 51.21                | 56.13                | -1.13          | 9.61         |
| Ocean <sup>7</sup>                                  | 18.50                | 30.00                | 32.50                | 75.68          | 8.33         | 20.50                | 31.50                | 32.00                | 56.10          | 1.59         |
| Total transportation                                | 111.80               | 115.01               | 125.94               | 12.65          | 9.50         | 77.27                | 82.71                | 88.13                | 14.05          | 6.55         |
| Farm Value <sup>8</sup>                             | 314.10               | 296.10               | 305.85               | -2.63          | 3.29         | 332.40               | 302.26               | 318.87               | -4.07          | 5.50         |
| Landed Cost   | 425.90               | 411.11               | 431.79               | 1.38           | 5.03         | 409.67               | 384.97               | 407.00               | -0.65          | 5.72         |
| Transport % of landed cost                          | 26.25                | 27.98                | 29.17                |                |              | 18.86                | 21.48                | 21.65                |                |              |

<sup>1</sup>Rail rates include fuel surcharges, but do not include the cost of purchasing empty rail cars in the secondary rail markets, which could exceed the rail tariff rate plus fuel surcharge shown in the table.

<sup>2</sup>Source: O'Neil Commodity Consulting

<sup>3</sup>Source: USDA/NASS

<sup>4</sup>Landed cost is transportation cost plus farm value

<sup>5</sup>Producing regions: MT= Mato Grosso, GO = Goiás

<sup>6</sup>Export ports

<sup>7</sup>Source: ESALQ/ USP (University of São Paulo, Brazil) and USDA/AMS

<sup>8</sup>Source: Companhia Nacional de Abastecimento (CONAB) [www.conab.gov.br](http://www.conab.gov.br)

Note: Total may not add exactly due to rounding

## Market Analysis and Outlook

China imported 6.35 million metric tons (mmt) of soybeans from January to March of 2018, less than the same period a year ago. However, China imported 32 mmt of U.S. soybeans during 2017 (USDA, Foreign Agricultural Service (FAS) GATS data). According to FAS, China imported a record 93.5 mmt of soybeans, during the marketing year (MY) 2016/17, representing 63 and 61 percent of total world and U.S. soybean exports, respectively ([USDA, FAS GAIN Report #: CHI8012](#)). Although the Chinese government has encouraged farmers to plant more soybeans, growth in oilseed production is constrained by limited arable land and stagnant yields. Rising incomes, urbanization, and modernization of the domestic feed and livestock sectors are expected to drive Chinese soybean imports to reach 97 mmt in MY 2017/18 and 100 mmt in MY 2018/19 ([USDA, FAS GAIN Report #: CHI8012](#)). Lower farm prices and transportation costs could enhance U.S. soybean competitiveness in China. [surajudeen.olowolayemo@ams.usda.gov](mailto:surajudeen.olowolayemo@ams.usda.gov)



# Rail Transportation

Table 3  
**Rail Deliveries to Port (carloads)<sup>1</sup>**

| For the Week Ending                           | Mississippi |            | Pacific   | Atlantic & | Total   | Week ending      | Cross-Border Mexico <sup>3</sup> |
|---|-------------|------------|-----------|------------|---------|------------------|----------------------------------|
|   | Gulf        | Texas Gulf | Northwest | East Gulf  |         |                  |                                  |
| 05/16/2018 <sup>p</sup>                       | 219         | 237        | 6,920     | 787        | 8,163   | 5/12/2018        | 3,227                            |
| 05/09/2018 <sup>r</sup>                       | 639         | 675        | 7,948     | 754        | 10,016  | 5/5/2018         | 3,466                            |
| 2018 YTD <sup>r</sup>                         | 8,090       | 28,049     | 130,530   | 9,059      | 175,728 | 2018 YTD         | 40,305                           |
| 2017 YTD <sup>r</sup>                         | 12,950      | 38,852     | 121,174   | 10,376     | 183,352 | 2017 YTD         | 44,048                           |
| 2018 YTD as % of 2017 YTD                     | 62          | 72         | 108       | 87         | 96      | % change YTD     | 92                               |
| Last 4 weeks as % of 2017 <sup>2</sup>        | 224         | 39         | 132       | 353        | 118     | Last 4wks % 2017 | 107                              |
| Last 4 weeks as % of 4-year avg. <sup>2</sup> | 174         | 44         | 180       | 295        | 147     | Last 4wks % 4 yr | 126                              |
| Total 2017                                    | 28,796      | 76,545     | 289,178   | 21,999     | 416,518 | Total 2017       | 119,661                          |
| Total 2016                                    | 36,925      | 88,035     | 299,604   | 29,007     | 453,571 | Total 2016       | 92,982                           |

<sup>1</sup> Data is incomplete as it is voluntarily provided

<sup>2</sup> Compared with same 4-weeks in 2017 and prior 4-year average.

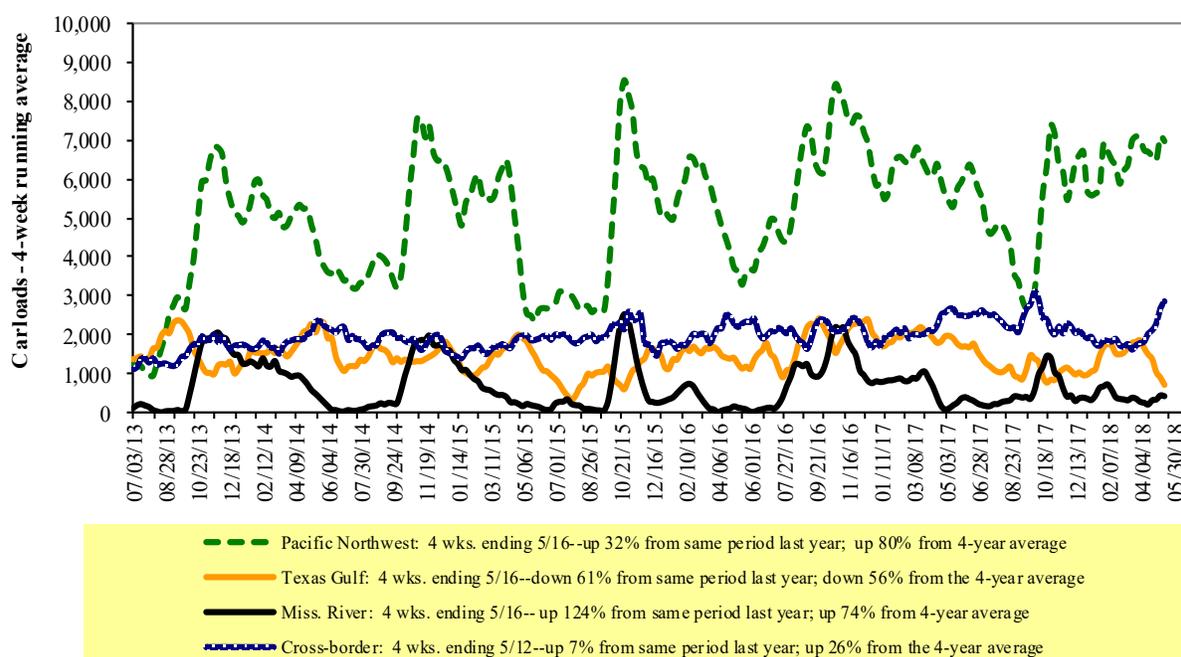
<sup>3</sup> Cross-border weekly data is approximately 15 percent below the Association of American Railroads' reported weekly carloads received by Mexican railroads to reflect switching between KCSM and Grupo Mexico.

**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**



Source: Transportation & Marketing Programs/AMS/USDA

Table 4

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

| For the week ending:<br>5/12/2018 | East   |         | West    |        |         | U.S. total | Canada  |         |
|-----------------------------------|--------|---------|---------|--------|---------|------------|---------|---------|
|                                   | CSXT   | NS      | BNSF    | KCS    | UP      |            | CN      | CP      |
| This week                         | 2,170  | 2,284   | 12,860  | 1,175  | 5,728   | 24,217     | 4,153   | 5,628   |
| This week last year               | 1,786  | 2,314   | 12,337  | 1,000  | 5,902   | 23,339     | 4,806   | 4,097   |
| 2018 YTD                          | 36,986 | 47,002  | 235,158 | 17,891 | 100,353 | 437,390    | 70,973  | 85,793  |
| 2017 YTD                          | 34,971 | 52,888  | 216,744 | 18,568 | 116,167 | 439,338    | 75,364  | 82,267  |
| 2018 YTD as % of 2017 YTD         | 106    | 89      | 108     | 96     | 86      | 100        | 94      | 104     |
| Last 4 weeks as % of 2017*        | 133    | 103     | 112     | 106    | 93      | 107        | 110     | 113     |
| Last 4 weeks as % of 3-yr avg**   | 124    | 99      | 142     | 112    | 105     | 123        | 112     | 121     |
| Total 2017                        | 89,465 | 142,829 | 578,964 | 50,223 | 289,574 | 1,151,055  | 198,625 | 244,766 |

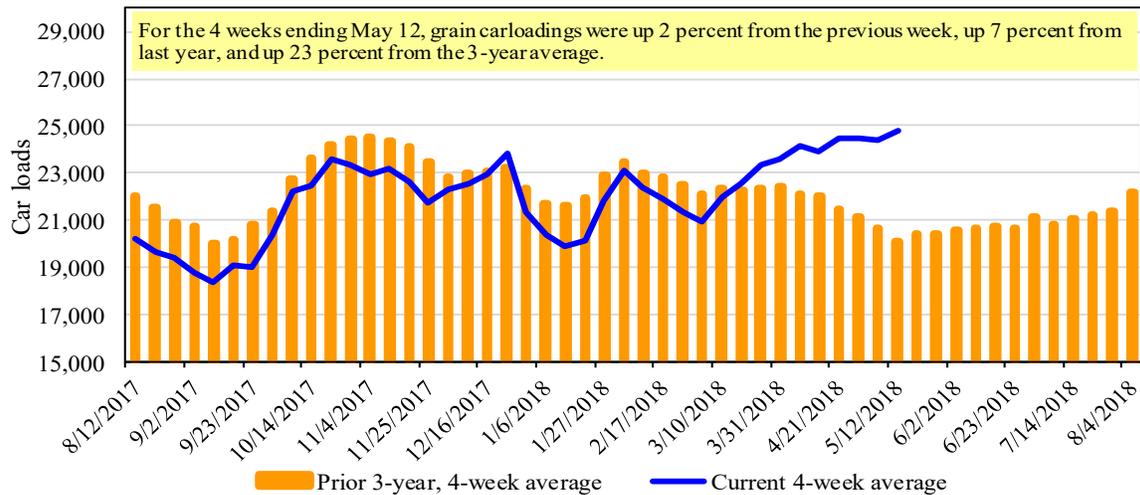
\*The past 4 weeks of this year as a percent of the same 4 weeks last year.

\*\*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 Offerings<sup>1</sup> (\$/car)<sup>2</sup>**

| For the week ending:<br>5/17/2018 |                                   | Delivery period |         |          |         |          |          |        |         |
|-----------------------------------|-----------------------------------|-----------------|---------|----------|---------|----------|----------|--------|---------|
|                                   |                                   | Jun-18          | Jun-17  | Jul-18   | Jul-17  | Aug-18   | Aug-17   | Sep-18 | Sep-17  |
| BNSF <sup>3</sup>                 | COT grain units                   | no offer        | no bids | 0        | no bids | 0        | no bids  | 0      | 0       |
|                                   | COT grain single-car <sup>5</sup> | no offer        | 0       | 0        | 0       | 0        | no bids  | 35     | no bids |
| UP <sup>4</sup>                   | GCAS/Region 1                     | no offer        | no bids | no offer | no bids | no offer | no offer | n/a    | n/a     |
|                                   | GCAS/Region 2                     | no offer        | no bids | no offer | no bids | no offer | no offer | n/a    | n/a     |

<sup>1</sup>Auction offerings are for single-car and unit train shipments only.

<sup>2</sup>Average premium/discount to tariff, last auction

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

<sup>4</sup>UP - GCAS = Grain Car Allocation System

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

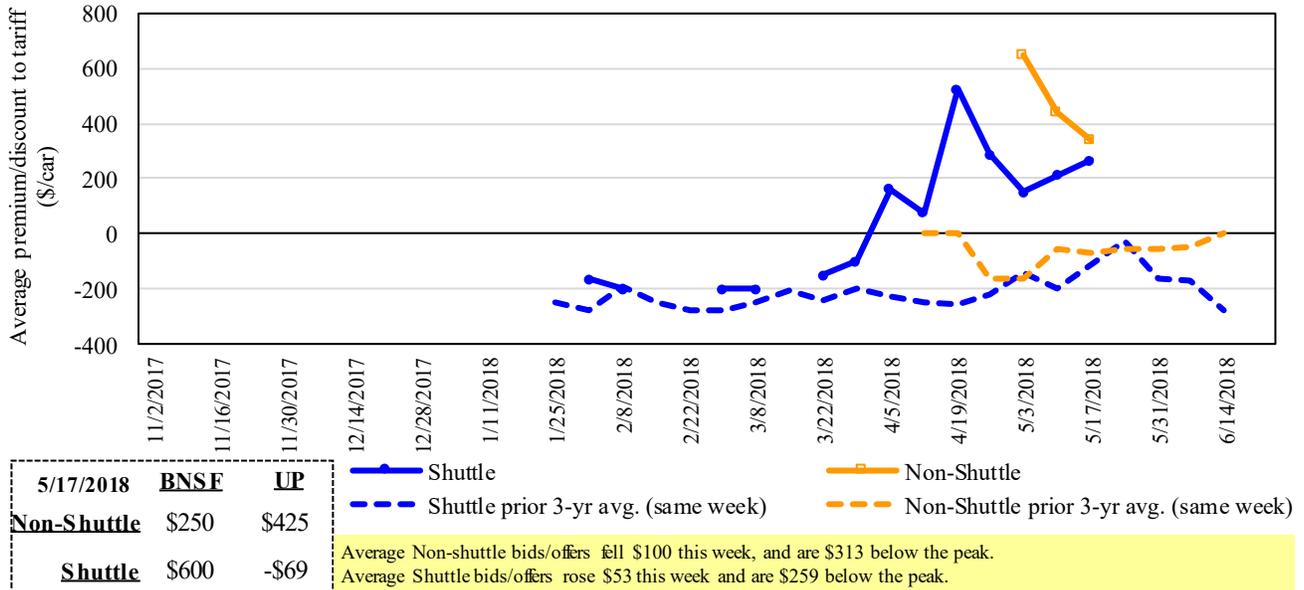
Region 2 includes: CO, IA, KS, MN, NE, WY, and Kansas City and St. Joseph, MO.

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

Source: Transportation & Marketing Programs/AMS/USDA.

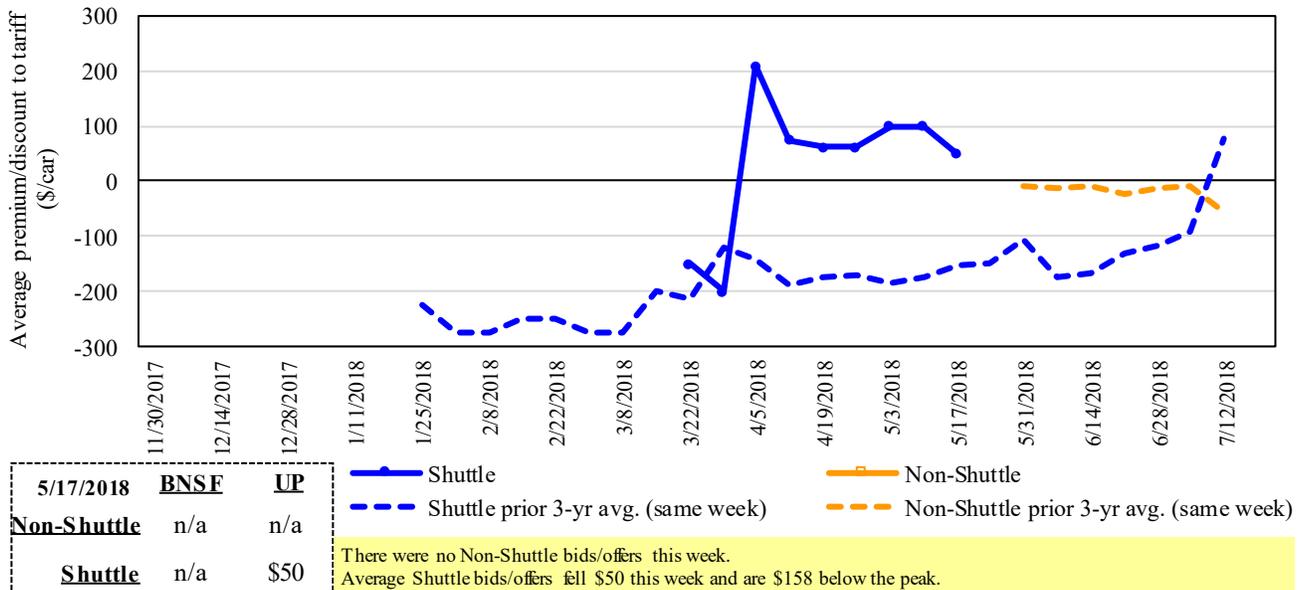
The **secondary rail market** information reflects trade values for service that was originally purchased from the railroad carrier as some form of guaranteed freight. The **auction and secondary rail** values are indicators of rail service quality and demand/supply.

**Figure 4**  
**Bids/Offers for Railcars to be Delivered in June 2018, Secondary Market**



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

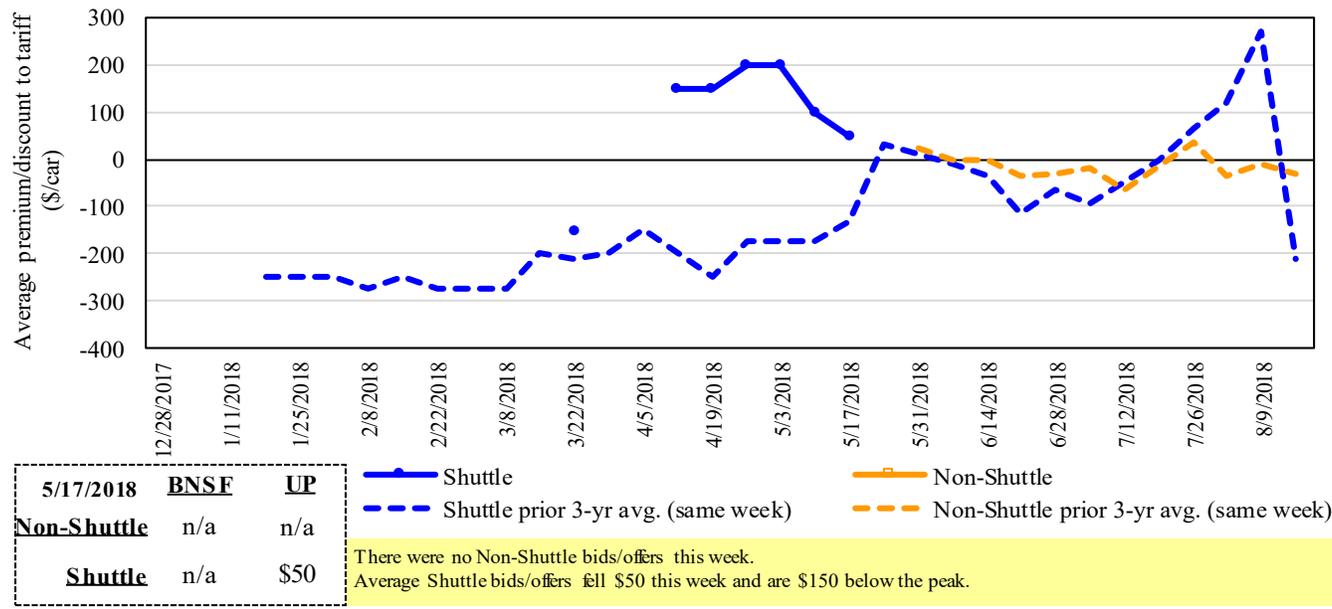
**Figure 5**  
**Bids/Offers for Railcars to be Delivered in July 2018, Secondary Market**



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 August 2018, Secondary Market**



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)<sup>1</sup>**

| For the week ending:<br>5/17/2018 |                            | Delivery period |        |        |        |        |        |
|-----------------------------------|----------------------------|-----------------|--------|--------|--------|--------|--------|
|                                   |                            | Jun-18          | Jul-18 | Aug-18 | Sep-18 | Oct-18 | Nov-18 |
| <b>Non-shuttle</b>                | <b>BNSF-GF</b>             | 250             | n/a    | n/a    | n/a    | n/a    | n/a    |
|                                   | Change from last week      | 0               | n/a    | n/a    | n/a    | n/a    | n/a    |
|                                   | Change from same week 2017 | 250             | n/a    | n/a    | n/a    | n/a    | n/a    |
|                                   | <b>UP-Pool</b>             | 425             | n/a    | n/a    | n/a    | n/a    | n/a    |
|                                   | Change from last week      | (200)           | n/a    | n/a    | n/a    | n/a    | n/a    |
| Change from same week 2017        | 425                        | n/a             | n/a    | n/a    | n/a    | n/a    |        |
| <b>Shuttle</b>                    | <b>BNSF-GF</b>             | 600             | n/a    | n/a    | n/a    | n/a    | 350    |
|                                   | Change from last week      | 100             | n/a    | n/a    | n/a    | n/a    | n/a    |
|                                   | Change from same week 2017 | 300             | n/a    | n/a    | n/a    | n/a    | n/a    |
|                                   | <b>UP-Pool</b>             | (69)            | 50     | 50     | 50     | 400    | n/a    |
|                                   | Change from last week      | 6               | (50)   | (50)   | (25)   | 0      | n/a    |
| Change from same week 2017        | 156                        | 225             | n/a    | n/a    | (250)  | n/a    |        |

<sup>1</sup>Average 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 Shipments<sup>1</sup>**

| May, 2018            | Origin region <sup>3</sup> | Destination region <sup>3</sup> | Tariff rate/car | Fuel surcharge per car | Tariff plus surcharge per: |                     | Percent change Y/Y <sup>4</sup> |
|----------------------|----------------------------|---------------------------------|-----------------|------------------------|----------------------------|---------------------|---------------------------------|
|                      |                            |                                 |                 |                        | metric ton                 | bushel <sup>2</sup> |                                 |
| <b>Unit train</b>    |                            |                                 |                 |                        |                            |                     |                                 |
| Wheat                | Wichita, KS                | St. Louis, MO                   | \$3,883         | \$91                   | \$39.46                    | \$1.07              | 4                               |
|                      | Grand Forks, ND            | Duluth-Superior, MN             | \$4,143         | \$0                    | \$41.14                    | \$1.12              | 0                               |
|                      | Wichita, KS                | Los Angeles, CA                 | \$7,050         | \$0                    | \$70.01                    | \$1.91              | 1                               |
|                      | Wichita, KS                | New Orleans, LA                 | \$4,540         | \$160                  | \$46.68                    | \$1.27              | 5                               |
|                      | Sioux Falls, SD            | Galveston-Houston, TX           | \$6,786         | \$0                    | \$67.39                    | \$1.83              | 1                               |
|                      | Northwest KS               | Galveston-Houston, TX           | \$4,816         | \$176                  | \$49.57                    | \$1.35              | 5                               |
|                      | Amarillo, TX               | Los Angeles, CA                 | \$5,021         | \$244                  | \$52.29                    | \$1.42              | 5                               |
| Corn                 | Champaign-Urbana, IL       | New Orleans, LA                 | \$3,931         | \$181                  | \$40.83                    | \$1.04              | 9                               |
|                      | Toledo, OH                 | Raleigh, NC                     | \$6,344         | \$0                    | \$63.00                    | \$1.60              | 5                               |
|                      | Des Moines, IA             | Davenport, IA                   | \$2,258         | \$38                   | \$22.80                    | \$0.58              | 1                               |
|                      | Indianapolis, IN           | Atlanta, GA                     | \$5,446         | \$0                    | \$54.08                    | \$1.37              | 5                               |
|                      | Indianapolis, IN           | Knoxville, TN                   | \$4,540         | \$0                    | \$45.08                    | \$1.15              | 5                               |
|                      | Des Moines, IA             | Little Rock, AR                 | \$3,609         | \$113                  | \$36.96                    | \$0.94              | 3                               |
|                      | Des Moines, IA             | Los Angeles, CA                 | \$5,327         | \$328                  | \$56.16                    | \$1.43              | 5                               |
| Soybeans             | Minneapolis, MN            | New Orleans, LA                 | \$4,131         | \$171                  | \$42.72                    | \$1.16              | 16                              |
|                      | Toledo, OH                 | Huntsville, AL                  | \$5,287         | \$0                    | \$52.50                    | \$1.43              | 5                               |
|                      | Indianapolis, IN           | Raleigh, NC                     | \$6,460         | \$0                    | \$64.15                    | \$1.75              | 5                               |
|                      | Indianapolis, IN           | Huntsville, AL                  | \$4,764         | \$0                    | \$47.31                    | \$1.29              | 5                               |
|                      | Champaign-Urbana, IL       | New Orleans, LA                 | \$4,745         | \$181                  | \$48.92                    | \$1.33              | 7                               |
| <b>Shuttle Train</b> |                            |                                 |                 |                        |                            |                     |                                 |
| Wheat                | Great Falls, MT            | Portland, OR                    | \$3,953         | \$0                    | \$39.26                    | \$1.07              | 0                               |
|                      | Wichita, KS                | Galveston-Houston, TX           | \$4,171         | \$0                    | \$41.42                    | \$1.13              | 2                               |
|                      | Chicago, IL                | Albany, NY                      | \$5,663         | \$0                    | \$56.24                    | \$1.53              | 3                               |
|                      | Grand Forks, ND            | Portland, OR                    | \$5,611         | \$0                    | \$55.72                    | \$1.52              | 0                               |
|                      | Grand Forks, ND            | Galveston-Houston, TX           | \$5,931         | \$0                    | \$58.90                    | \$1.60              | 0                               |
|                      | Northwest KS               | Portland, OR                    | \$5,812         | \$288                  | \$60.57                    | \$1.65              | 5                               |
| Corn                 | Minneapolis, MN            | Portland, OR                    | \$5,000         | \$0                    | \$49.65                    | \$1.26              | 0                               |
|                      | Sioux Falls, SD            | Tacoma, WA                      | \$4,960         | \$0                    | \$49.26                    | \$1.25              | 0                               |
|                      | Champaign-Urbana, IL       | New Orleans, LA                 | \$3,731         | \$181                  | \$38.85                    | \$0.99              | 9                               |
|                      | Lincoln, NE                | Galveston-Houston, TX           | \$3,700         | \$0                    | \$36.74                    | \$0.93              | 0                               |
|                      | Des Moines, IA             | Amarillo, TX                    | \$3,970         | \$142                  | \$40.83                    | \$1.04              | 3                               |
|                      | Minneapolis, MN            | Tacoma, WA                      | \$5,000         | \$0                    | \$49.65                    | \$1.26              | 0                               |
|                      | Council Bluffs, IA         | Stockton, CA                    | \$4,820         | \$0                    | \$47.86                    | \$1.22              | 2                               |
| Soybeans             | Sioux Falls, SD            | Tacoma, WA                      | \$5,600         | \$0                    | \$55.61                    | \$1.51              | 0                               |
|                      | Minneapolis, MN            | Portland, OR                    | \$5,650         | \$0                    | \$56.11                    | \$1.53              | 0                               |
|                      | Fargo, ND                  | Tacoma, WA                      | \$5,500         | \$0                    | \$54.62                    | \$1.49              | 0                               |
|                      | Council Bluffs, IA         | New Orleans, LA                 | \$4,775         | \$209                  | \$49.49                    | \$1.35              | 7                               |
|                      | Toledo, OH                 | Huntsville, AL                  | \$4,352         | \$0                    | \$43.22                    | \$1.18              | 3                               |
| Grand Island, NE     | Portland, OR               | \$5,710                         | \$295           | \$59.63                | \$1.62                     | 7                   |                                 |

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

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

<sup>3</sup>Regional economic areas are defined by the Bureau of Economic Analysis (BEA)

<sup>4</sup>Percentage change year over year calculated using tariff rate plus fuel surcharge

Table 8

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

| Date: May, 2018 |              |                      | Fuel                         |                                |                            | Percent             |                         |
|-----------------|--------------|----------------------|------------------------------|--------------------------------|----------------------------|---------------------|-------------------------|
| Commodity       | Origin state | Destination region   | Tariff rate/car <sup>1</sup> | surcharge per car <sup>2</sup> | Tariff plus surcharge per: |                     | change <sup>4</sup> Y/Y |
|                 |              |                      |                              |                                | metric ton <sup>3</sup>    | bushel <sup>3</sup> |                         |
| Wheat           | MT           | Chihuahua, CI        | \$7,459                      | \$0                            | \$76.21                    | \$2.07              | 0                       |
|                 | OK           | Cuautitlan, EM       | \$6,631                      | \$125                          | \$69.03                    | \$1.88              | 1                       |
|                 | KS           | Guadalajara, JA      | \$7,309                      | \$321                          | \$77.95                    | \$2.12              | 3                       |
|                 | TX           | Salinas Victoria, NL | \$4,292                      | \$77                           | \$44.64                    | \$1.21              | 2                       |
| Corn            | IA           | Guadalajara, JA      | \$8,313                      | \$287                          | \$87.87                    | \$2.23              | 2                       |
|                 | SD           | Celaya, GJ           | \$7,700                      | \$0                            | \$78.68                    | \$2.00              | 2                       |
|                 | NE           | Queretaro, QA        | \$8,013                      | \$265                          | \$84.58                    | \$2.15              | 3                       |
|                 | SD           | Salinas Victoria, NL | \$6,743                      | \$0                            | \$68.90                    | \$1.75              | 2                       |
|                 | MO           | Tlalnepantla, EM     | \$7,379                      | \$258                          | \$78.03                    | \$1.98              | 3                       |
|                 | SD           | Torreón, CU          | \$7,300                      | \$0                            | \$74.59                    | \$1.89              | 2                       |
| Soybeans        | MO           | Bojay (Tula), HG     | \$8,134                      | \$268                          | \$85.84                    | \$2.33              | -5                      |
|                 | NE           | Guadalajara, JA      | \$8,692                      | \$292                          | \$91.79                    | \$2.50              | -2                      |
|                 | IA           | El Castillo, JA      | \$8,960                      | \$0                            | \$91.55                    | \$2.49              | 0                       |
|                 | KS           | Torreón, CU          | \$7,489                      | \$213                          | \$78.69                    | \$2.14              | 1                       |
| Sorghum         | NE           | Celaya, GJ           | \$7,345                      | \$265                          | \$77.75                    | \$1.97              | 3                       |
|                 | KS           | Queretaro, QA        | \$7,819                      | \$157                          | \$81.49                    | \$2.07              | 4                       |
|                 | NE           | Salinas Victoria, NL | \$6,452                      | \$126                          | \$67.20                    | \$1.71              | 5                       |
|                 | NE           | Torreón, CU          | \$6,790                      | \$205                          | \$71.47                    | \$1.81              | 4                       |

<sup>1</sup>Rates 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.

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

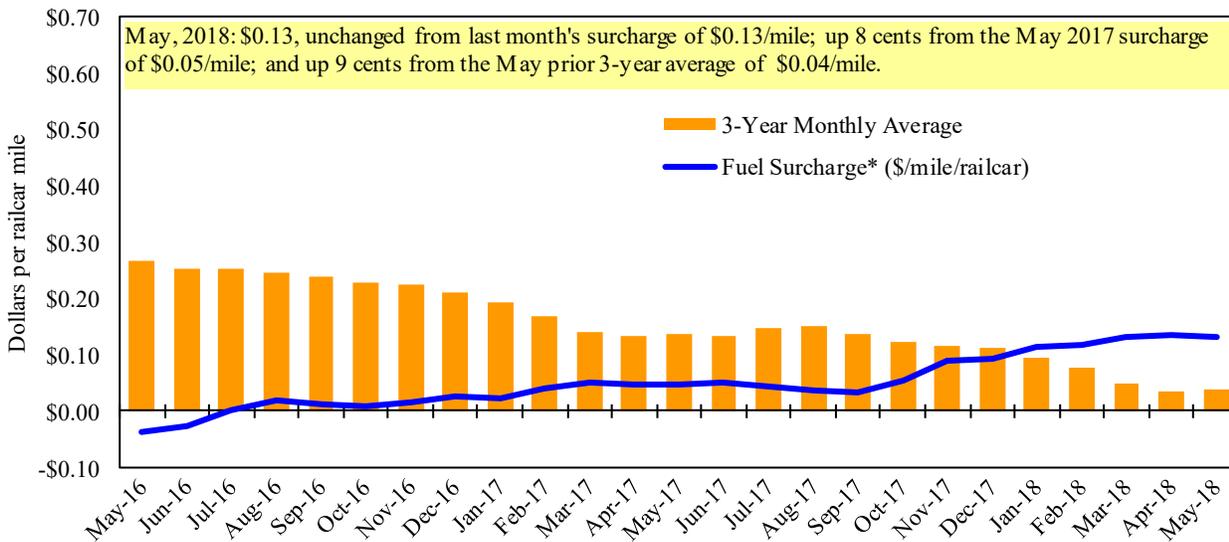
<sup>3</sup>Approximate load per car = 97.87 metric tons: Corn & Sorghum 56 lbs/bu, Wheat & Soybeans 60 lbs/bu

<sup>4</sup>Percentage 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 Average<sup>1</sup>**



<sup>1</sup> 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.

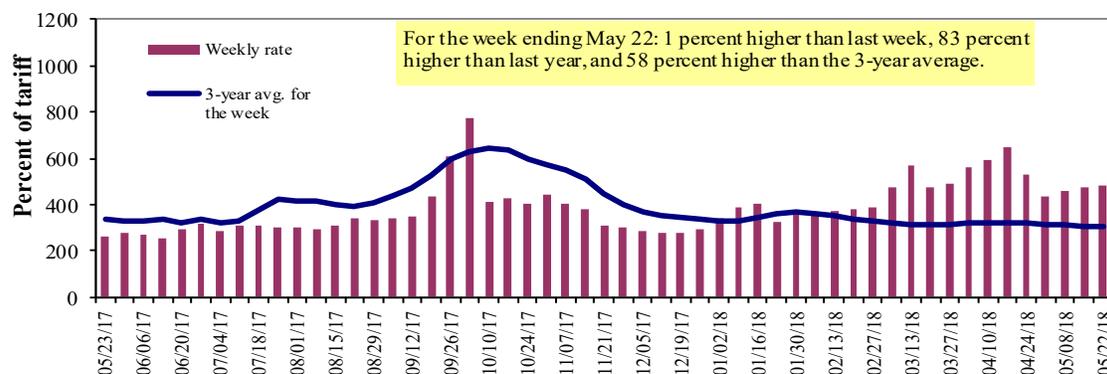
\*\* CSX strike price changed from \$2.00/gal. to \$3.75/gal. starting January 1, 2015.

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<sup>1,2</sup>



<sup>1</sup>Rate = percent of 1976 tariff benchmark index (1976 = 100 percent); <sup>2</sup>4-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 |
|--|--------------------------|-------------|-----------------|----------------------|-----------|------------|------------|---------------|
| Rate <sup>1</sup>                                | 5/22/2018                | 502         | 486             | 482                  | 332       | 318        | 323        | 288           |
|  | 5/15/2018                | 513         | 475             | 475                  | 338       | 350        | 350        | 288           |
| \$/ton   | 5/22/2018                | 31.07       | 25.86           | 22.36                | 13.25     | 14.91      | 13.05      | 9.04          |
|  | 5/15/2018                | 31.75       | 25.27           | 22.04                | 13.49     | 16.42      | 14.14      | 9.04          |
| <b>Current week % change from the same week:</b> |                          |             |                 |                      |           |            |            |               |
|  | Last year                | 55          | 80              | 83                   | 84        | 54         | 56         | 73            |
|  | 3-year avg. <sup>2</sup> | 40          | 55              | 58                   | 58        | 52         | 55         | 47            |
| Rate <sup>1</sup>                                | June                     | 469         | 448             | 448                  | 318       | 318        | 318        | 288           |
|  | August                   | 465         | 438             | 434                  | 325       | 338        | 338        | 305           |

<sup>1</sup>Rate = percent of 1976 tariff benchmark index (1976 = 100 percent); <sup>2</sup>4-week moving average; ton = 2,000 pounds; "-" = no quote

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.

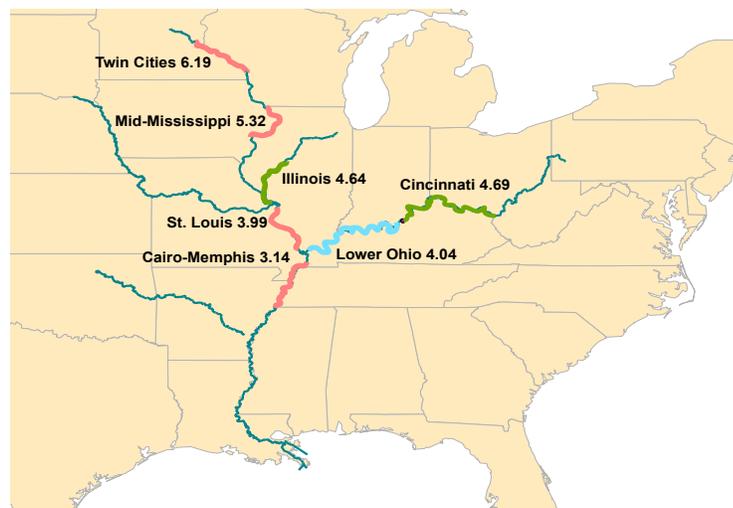
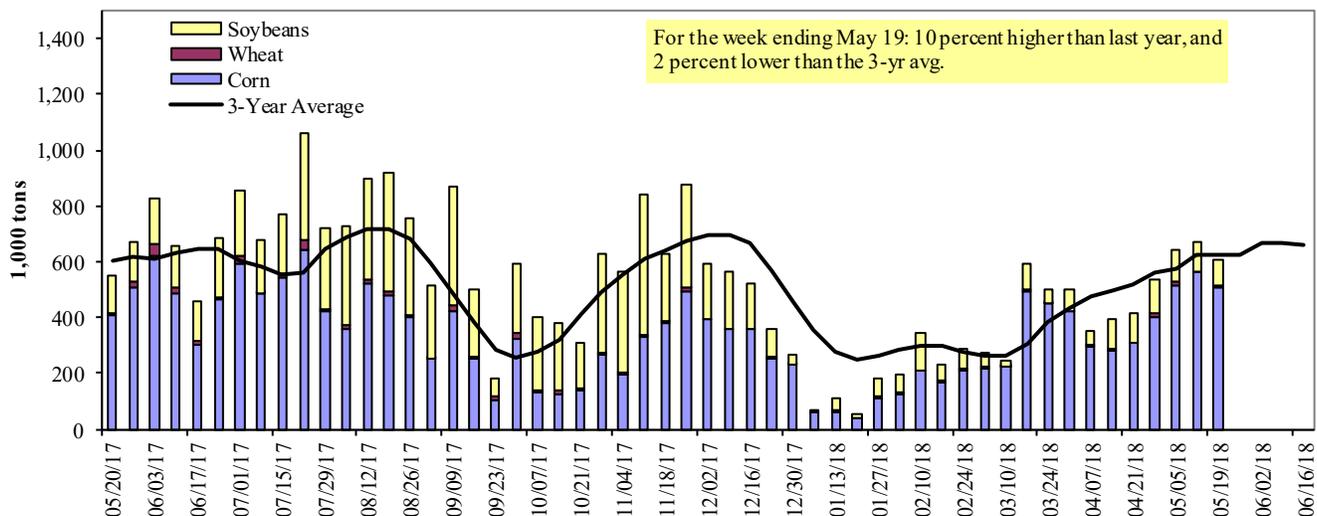


Figure 10

**Barge Movements on the Mississippi River<sup>1</sup> (Locks 27 - Granite City, IL)**

<sup>1</sup> 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 05/19/2018         | Corn   | Wheat | Soybeans | Other | Total  |
|--|--------|-------|----------|-------|--------|
| <b>Mississippi River</b>               |        |       |          |       |        |
| Rock Island, IL (L15)                  | 170    | 2     | 46       | 0     | 217    |
| Winfield, MO (L25)                     | 300    | 2     | 41       | 0     | 343    |
| Alton, IL (L26)                        | 484    | 5     | 92       | 0     | 581    |
| Granite City, IL (L27)                 | 508    | 5     | 95       | 0     | 607    |
| <b>Illinois River (L8)</b>             | 204    | 3     | 49       | 0     | 256    |
| <b>Ohio River (L52)</b>                | 152    | 4     | 66       | 0     | 221    |
| <b>Arkansas River (L1)</b>             | 7      | 15    | 64       | 0     | 87     |
| Weekly total - 2018                    | 667    | 24    | 225      | 0     | 915    |
| Weekly total - 2017                    | 441    | 38    | 178      | 0     | 656    |
| 2018 YTD <sup>1</sup>                  | 7,731  | 591   | 4,098    | 56    | 12,476 |
| 2017 YTD                               | 9,436  | 829   | 4,796    | 137   | 15,197 |
| 2018 as % of 2017 YTD                  | 82     | 71    | 85       | 41    | 82     |
| Last 4 weeks as % of 2017 <sup>2</sup> | 122    | 93    | 119      | 288   | 120    |
| Total 2017                             | 22,242 | 2,210 | 16,123   | 360   | 40,936 |

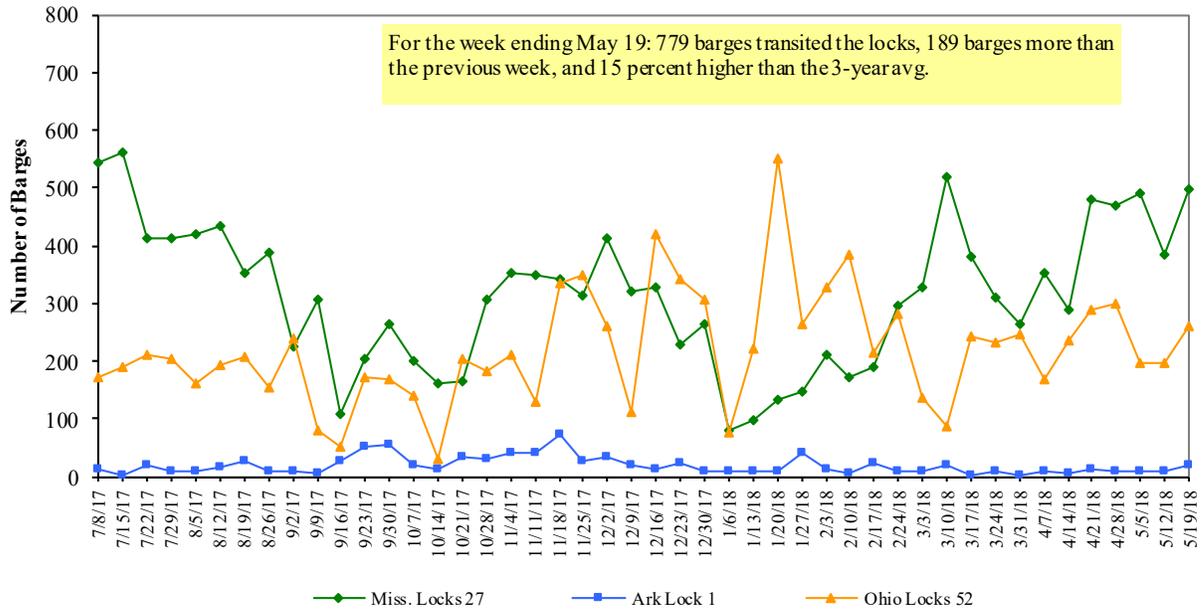
<sup>1</sup> Weekly total, YTD (year-to-date) and calendar year total includes Miss/27, Ohio/52, and Ark/1; "Other" refers to oats, barley, sorghum, and rye.

<sup>2</sup> As a percent of same period in 2017.

Note: Total may not add exactly, due to rounding.

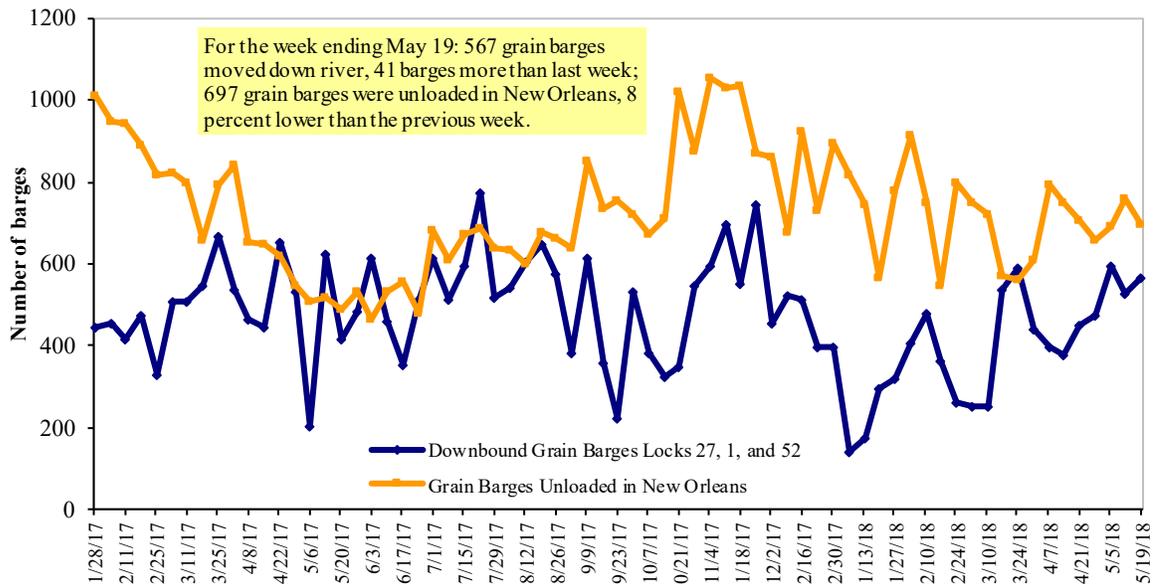
Source: U.S. Army Corps of Engineers

**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 Prices, Week Ending 5/21/2018 (US \$/gallon)**

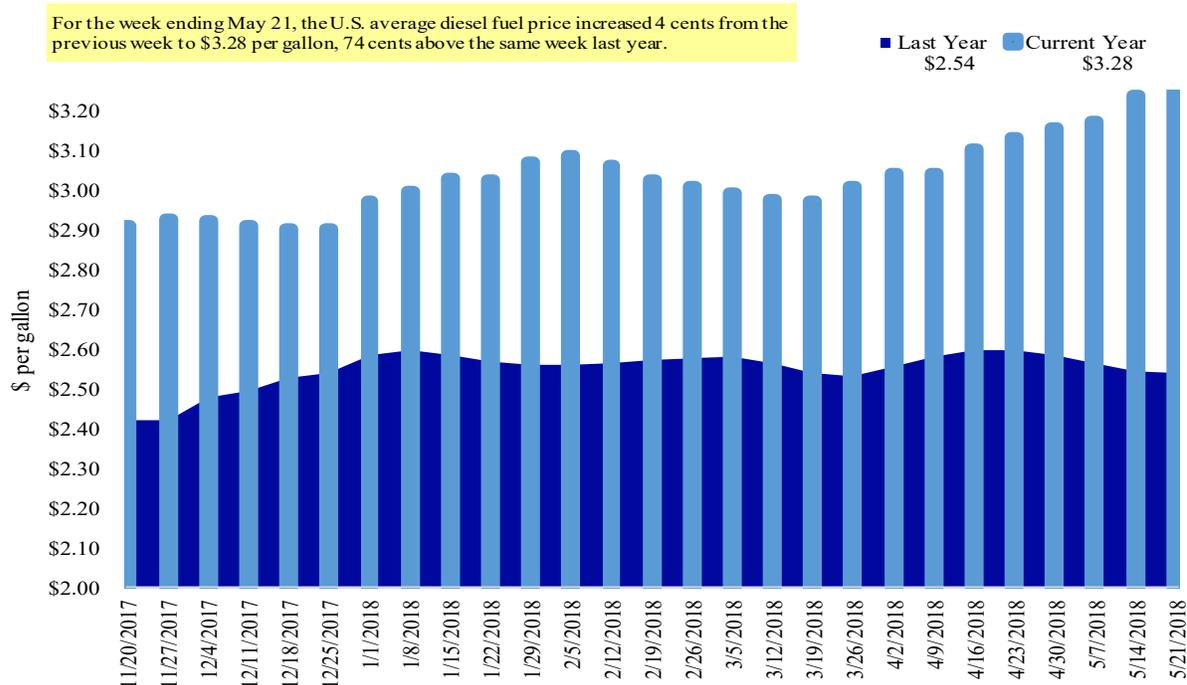
| Region | Location                   | Price | Change from |          |
|--------|----------------------------|-------|-------------|----------|
|        |                            |       | Week ago    | Year ago |
| I      | East Coast                 | 3.271 | 0.035       | 0.683    |
|        | New England                | 3.282 | 0.031       | 0.656    |
|        | Central Atlantic           | 3.420 | 0.040       | 0.687    |
|        | Lower Atlantic             | 3.163 | 0.031       | 0.684    |
| II     | Midwest <sup>2</sup>       | 3.218 | 0.043       | 0.750    |
| III    | Gulf Coast <sup>3</sup>    | 3.055 | 0.043       | 0.671    |
| IV     | Rocky Mountain             | 3.348 | 0.032       | 0.719    |
| V      | West Coast                 | 3.765 | 0.034       | 0.937    |
|        | West Coast less California | 3.503 | 0.021       | 0.778    |
|        | California                 | 3.973 | 0.044       | 1.061    |
| Total  | U.S.                       | 3.277 | 0.038       | 0.738    |

<sup>1</sup>Diesel fuel prices include all taxes. Prices represent an average of all types of diesel fuel.

<sup>2</sup>Same as North Central <sup>3</sup>Same 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 |        |          |         |
| <b>Export Balances<sup>1</sup></b>                   |        |       |       |       |     |           |        |          |         |
| 5/10/2018  | 465    | 311   | 848   | 573   | 22  | 2,219     | 18,424 | 10,795   | 31,438  |
| This week year ago                                   | 1,372  | 248   | 943   | 776   | 133 | 3,472     | 13,319 | 6,879    | 23,670  |
| <b>Cumulative exports-marketing year<sup>2</sup></b> |        |       |       |       |     |           |        |          |         |
| 2017/18 YTD  | 8,804  | 2,209 | 5,281 | 4,707 | 383 | 21,383    | 34,193 | 44,612   | 100,188 |
| 2016/17 YTD  | 10,531 | 2,185 | 7,593 | 4,021 | 396 | 24,725    | 39,479 | 50,476   | 114,680 |
| YTD 2017/18 as % of 2016/17                          | 84     | 101   | 70    | 117   | 97  | 86        | 87     | 88       | 87      |
| Last 4 wks as % of same period 2016/17               | 46     | 150   | 98    | 89    | 21  | 76        | 147    | 163      | 141     |
| 2016/17 Total  | 11,096 | 2,285 | 7,923 | 4,254 | 484 | 26,042    | 41,864 | 51,156   | 119,062 |
| 2015/16 Total  | 5,538  | 3,057 | 6,285 | 3,551 | 670 | 19,101    | 45,564 | 49,821   | 114,486 |

<sup>1</sup> Current unshipped (outstanding) export sales to date

<sup>2</sup> Shipped export sales to date; new marketing year now in effect for wheat, 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 Importers<sup>1</sup> of U.S. Corn

| For the week ending 5/10/2018                           | Total Commitments <sup>2</sup> |                |                | % change<br>current MY<br>from last MY | Exports <sup>3</sup><br>3-year avg<br>2014-2016 |
|---|--------------------------------|----------------|----------------|--|---|
|   | 2018/19                        | 2017/18        | 2016/17        |  |   |
|   | Next MY                        | Current MY     | Last MY        |  |   |
|   | - 1,000 mt -                   |                |                |  |   |
| Mexico  | 1,434                          | 13,220         | 12,595         | 5                                      | 12,297  |
| Japan   | 515                            | 9,838          | 10,355         | (5)                                    | 11,450  |
| Korea   | 0                              | 4,316          | 5,526          | (22)                                   | 4,494   |
| Colombia  | 0                              | 4,052          | 3,965          | 2                                      | 4,179   |
| Peru  | 19                             | 2,663          | 2,751          | (3)                                    | 2,693   |
| <b>Top 5 Importers</b>                                  | <b>1,968</b>                   | <b>34,089</b>  | <b>35,191</b>  | <b>(3)</b>                             | <b>35,113</b>                                   |
| <b>Total US corn export sales</b>                       | <b>2,230</b>                   | <b>52,617</b>  | <b>52,799</b>  | <b>(0)</b>                             | <b>49,308</b>                                   |
| % of Projected  |                                | 93%            | 90%            |  |   |
| <b>Change from prior week<sup>2</sup></b>               | <b>129</b>                     | <b>986</b>     | <b>705</b>     |  |   |
| <b>Top 5 importers' share of U.S. corn export sales</b> | 88%                            | 65%            | 67%            |  | 71%   |
| <b>USDA forecast, May 2018</b>                          | <b>53,435</b>                  | <b>56,616</b>  | <b>58,346</b>  | <b>(3)</b>                             |   |
| <b>Corn Use for Ethanol USDA forecast, May 2018</b>     | <b>142,875</b>                 | <b>141,605</b> | <b>137,973</b> | <b>3</b>                               |   |

(n) indicates negative number.

<sup>1</sup>Based on FAS Marketing Year Ranking Reports for 2016/17 - www.fas.usda.gov; Marketing year (MY) = Sep 1 - Aug 31.

<sup>2</sup>Cumulative 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.

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

Table 14

**Top 5 Importers<sup>1</sup> of U.S. Soybeans**

| For the week ending 5/10/2018                                  | Total Commitments <sup>2</sup> |               |               | % change<br>current MY<br>from last MY | Exports <sup>3</sup><br>3-yr avg.<br>2014-2016 |
|--|--------------------------------|---------------|---------------|--|--|
|  | 2018/19                        | 2017/18       | 2016/17       |  |  |
|  | Next MY                        | Current MY    | Last MY       |  |  |
|  |                                |               | - 1,000 mt -  |  | - 1,000 mt -                                   |
| China  | 1,020                          | 28,735        | 35,929        | (20)                                   | 31,881   |
| Mexico   | 505                            | 4,137         | 3,447         | 20                                     | 3,452  |
| Indonesia  | 51                             | 2,042         | 1,897         | 8                                      | 1,987  |
| Japan  | 118                            | 1,926         | 2,006         | (4)                                    | 2,067  |
| Netherlands  | 0                              | 1,533         | 1,553         | (1)                                    | 2,098  |
| <b>Top 5 importers</b>   | <b>1,693</b>                   | <b>38,374</b> | <b>44,832</b> | <b>(14)</b>                            | <b>41,486</b>                                  |
| <b>Total US soybean export sales</b>                           | <b>5,549</b>                   | <b>55,406</b> | <b>57,355</b> | <b>(3)</b>                             | <b>52,919</b>                                  |
| % of Projected   | 9%                             | 98%           | 97%           |  |  |
| Change from prior week <sup>2</sup>                            | 225                            | 282           | 355           |  |  |
| <b>Top 5 importers' share of U.S.<br/>soybean export sales</b> | 31%                            | 69%           | 78%           |  | <b>78%</b>                                     |
| <b>USDA forecast, May 2018</b>                                 | <b>62,398</b>                  | <b>56,267</b> | <b>59,237</b> | <b>95</b>                              |  |

(n) indicates negative number.

<sup>1</sup>Based on FAS Marketing Year Ranking Reports for 2016/17 - www.fas.usda.gov; Marketing year (MY) = Sep 1 - Aug 31.<sup>2</sup>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 sales<sup>3</sup>FAS Marketing Year Final Reports - www.fas.usda.gov/export-sales/myfi\_rpt.htm. (Carry over plus Accumulated Exports)

Table 15

**Top 10 Importers<sup>1</sup> of All U.S. Wheat**

| For the week ending 5/10/2018                                 | Total Commitments <sup>2</sup> |               |               | % change<br>current MY<br>from last MY | Exports <sup>3</sup><br>3-yr avg<br>2014-2016 |
|---|--------------------------------|---------------|---------------|--|---|
|   | 2018/19                        | 2017/18       | 2016/17       |  |   |
|   | Next MY                        | Current MY    | Last MY       |  |   |
|   |                                |               | - 1,000 mt -  |  | - 1,000 mt -                                  |
| Japan   | 225                            | 2,928         | 2,775         | 6                                      | 2,620   |
| Mexico  | 258                            | 2,957         | 3,214         | (8)                                    | 2,743   |
| Philippines   | 236                            | 2,597         | 2,664         | (3)                                    | 2,395   |
| Brazil  | 0                              | 128           | 1,215         | (89)                                   | 862   |
| Nigeria   | 110                            | 1,187         | 1,650         | (28)                                   | 1,254   |
| Korea   | 249                            | 1,462         | 1,392         | 5                                      | 1,104   |
| China   | 0                              | 900           | 1,551         | (42)                                   | 1,623   |
| Taiwan  | 69                             | 1,137         | 1,045         | 9                                      | 768   |
| Indonesia   | 100                            | 1,141         | 1,154         | (1)                                    | 726   |
| Colombia  | 6                              | 668           | 860           | (22)                                   | 635   |
| <b>Top 10 importers</b>                                       | <b>1,252</b>                   | <b>15,106</b> | <b>17,519</b> | <b>(14)</b>                            | <b>14,729</b>                                 |
| <b>Total US wheat export sales</b>                            | <b>2,058</b>                   | <b>23,602</b> | <b>28,197</b> | <b>(16)</b>                            | <b>22,804</b>                                 |
| % of Projected  | 8%                             | 95%           | 98%           |  |   |
| Change from prior week <sup>2</sup>                           | 132                            | 63            | 248           |  |   |
| <b>Top 10 importers' share of U.S.<br/>wheat export sales</b> | 61%                            | 64%           | 62%           |  | <b>65%</b>                                    |
| <b>USDA forecast, May 2018</b>                                | <b>25,204</b>                  | <b>24,796</b> | <b>28,747</b> | <b>(14)</b>                            |   |

(n) indicates negative number.

<sup>1</sup>Based on FAS Marketing Year Ranking Reports for 2016/17 - www.fas.usda.gov; Marketing year = Jun 1 - May 31.<sup>2</sup>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 week's outstanding and/or accumulated sales<sup>3</sup>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<br>05/17/18 | Previous<br>Week* | Current Week<br>as % of Previous | 2018 YTD*     | 2017 YTD*     | 2018 YTD as<br>% of 2017 YTD | Last 4-weeks as % of: |                  | 2017 Total*    |
|-------------------------------|---------------------------------|-------------------|----------------------------------|---------------|---------------|------------------------------|-----------------------|------------------|----------------|
|                               |                                 |                   |                                  |               |               |                              | Last Year             | Prior 3-yr. avg. |                |
| <b>Pacific Northwest</b>      |                                 |                   |                                  |               |               |                              |                       |                  |                |
| Wheat                         | 251                             | 236               | 106                              | 4,645         | 5,876         | 79                           | 64                    | 92               | 14,805         |
| Corn                          | 556                             | 487               | 114                              | 8,276         | 6,073         | 136                          | 158                   | 224              | 10,928         |
| Soybeans                      | 212                             | 154               | 137                              | 4,312         | 4,088         | 105                          | 175                   | 478              | 13,246         |
| <b>Total</b>                  | <b>1,018</b>                    | <b>878</b>        | <b>116</b>                       | <b>17,233</b> | <b>16,037</b> | <b>107</b>                   | <b>116</b>            | <b>173</b>       | <b>38,978</b>  |
| <b>Mississippi Gulf</b>       |                                 |                   |                                  |               |               |                              |                       |                  |                |
| Wheat                         | 33                              | 141               | 23                               | 1,723         | 1,894         | 91                           | 65                    | 83               | 4,198          |
| Corn                          | 634                             | 827               | 77                               | 13,019        | 14,638        | 89                           | 139                   | 116              | 28,690         |
| Soybeans                      | 432                             | 337               | 128                              | 9,637         | 10,625        | 91                           | 170                   | 213              | 32,911         |
| <b>Total</b>                  | <b>1,100</b>                    | <b>1,306</b>      | <b>84</b>                        | <b>24,379</b> | <b>27,157</b> | <b>90</b>                    | <b>137</b>            | <b>130</b>       | <b>65,800</b>  |
| <b>Texas Gulf</b>             |                                 |                   |                                  |               |               |                              |                       |                  |                |
| Wheat                         | 32                              | 74                | 42                               | 1,627         | 2,761         | 59                           | 26                    | 40               | 6,354          |
| Corn                          | 49                              | 0                 | n/a                              | 265           | 347           | 76                           | 234                   | 112              | 733            |
| Soybeans                      | 0                               | 0                 | n/a                              | 0             | 0             | n/a                          | n/a                   | n/a              | 292            |
| <b>Total</b>                  | <b>80</b>                       | <b>74</b>         | <b>108</b>                       | <b>1,892</b>  | <b>3,108</b>  | <b>61</b>                    | <b>36</b>             | <b>50</b>        | <b>7,379</b>   |
| <b>Interior</b>               |                                 |                   |                                  |               |               |                              |                       |                  |                |
| Wheat                         | 44                              | 15                | 302                              | 586           | 710           | 83                           | 84                    | 106              | 1,727          |
| Corn                          | 247                             | 213               | 116                              | 3,216         | 3,128         | 103                          | 111                   | 128              | 8,758          |
| Soybeans                      | 159                             | 147               | 109                              | 2,459         | 1,991         | 123                          | 167                   | 222              | 5,508          |
| <b>Total</b>                  | <b>451</b>                      | <b>374</b>        | <b>120</b>                       | <b>6,261</b>  | <b>5,829</b>  | <b>107</b>                   | <b>124</b>            | <b>149</b>       | <b>15,993</b>  |
| <b>Great Lakes</b>            |                                 |                   |                                  |               |               |                              |                       |                  |                |
| Wheat                         | 0                               | 25                | 0                                | 160           | 165           | 97                           | 109                   | 98               | 711            |
| Corn                          | 0                               | 23                | 0                                | 93            | 45            | 208                          | 157                   | 149              | 192            |
| Soybeans                      | 52                              | 0                 | n/a                              | 52            | 82            | 63                           | 178                   | 137              | 890            |
| <b>Total</b>                  | <b>52</b>                       | <b>48</b>         | <b>108</b>                       | <b>305</b>    | <b>291</b>    | <b>105</b>                   | <b>133</b>            | <b>119</b>       | <b>1,793</b>   |
| <b>Atlantic</b>               |                                 |                   |                                  |               |               |                              |                       |                  |                |
| Wheat                         | 0                               | 0                 | n/a                              | 64            | 37            | 174                          | n/a                   | 0                | 46             |
| Corn                          | 15                              | 0                 | n/a                              | 53            | 5             | n/a                          | n/a                   | 251              | 32             |
| Soybeans                      | 24                              | 65                | 36                               | 941           | 843           | 112                          | 242                   | 337              | 2,001          |
| <b>Total</b>                  | <b>39</b>                       | <b>65</b>         | <b>59</b>                        | <b>1,057</b>  | <b>884</b>    | <b>120</b>                   | <b>270</b>            | <b>259</b>       | <b>2,079</b>   |
| <b>U.S. total from ports*</b> |                                 |                   |                                  |               |               |                              |                       |                  |                |
| Wheat                         | 359                             | 492               | 73                               | 8,805         | 11,442        | 77                           | 58                    | 80               | 27,841         |
| Corn                          | 1,501                           | 1,550             | 97                               | 24,921        | 24,235        | 103                          | 141                   | 141              | 49,333         |
| Soybeans                      | 879                             | 704               | 125                              | 17,400        | 17,629        | 99                           | 174                   | 247              | 54,847         |
| <b>Total</b>                  | <b>2,739</b>                    | <b>2,745</b>      | <b>100</b>                       | <b>51,127</b> | <b>53,306</b> | <b>96</b>                    | <b>121</b>            | <b>141</b>       | <b>132,021</b> |

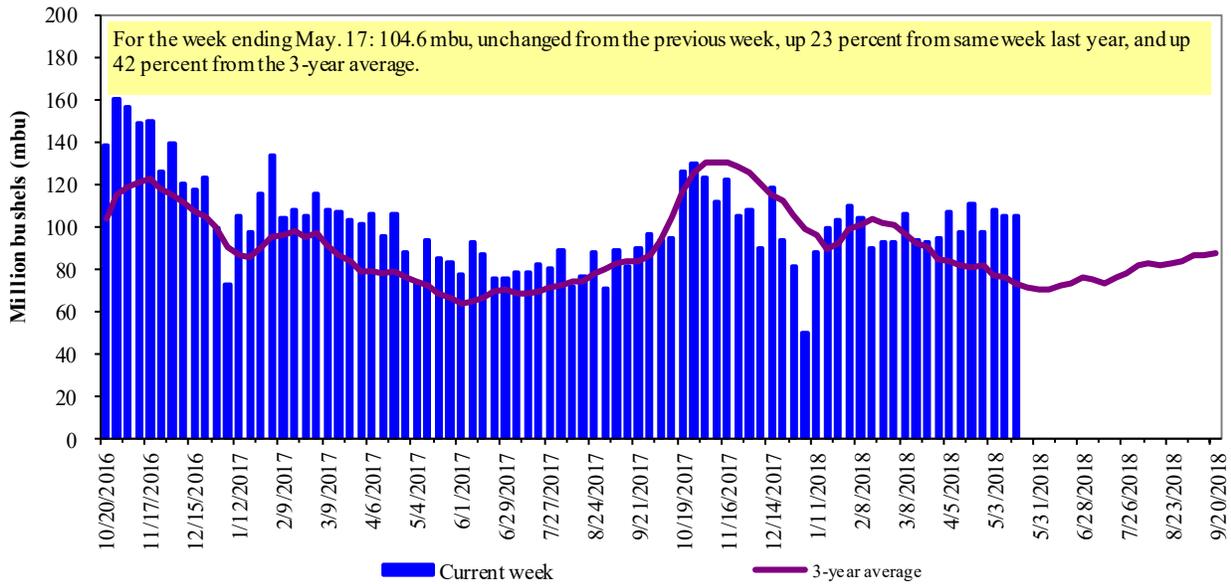
\*Data includes revisions from prior weeks; some regional totals may not add exactly due to rounding.

Source: Grain Inspection, Packers and Stockyards Administration/USDA ([www.gipsa.usda.gov](http://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, 50 percent of U.S.-grown soybeans, and 20 percent of the U.S.-grown corn. Approximately 55 percent of the U.S. export grain shipments departed through the U.S. Gulf region in 2017.

Figure 14

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

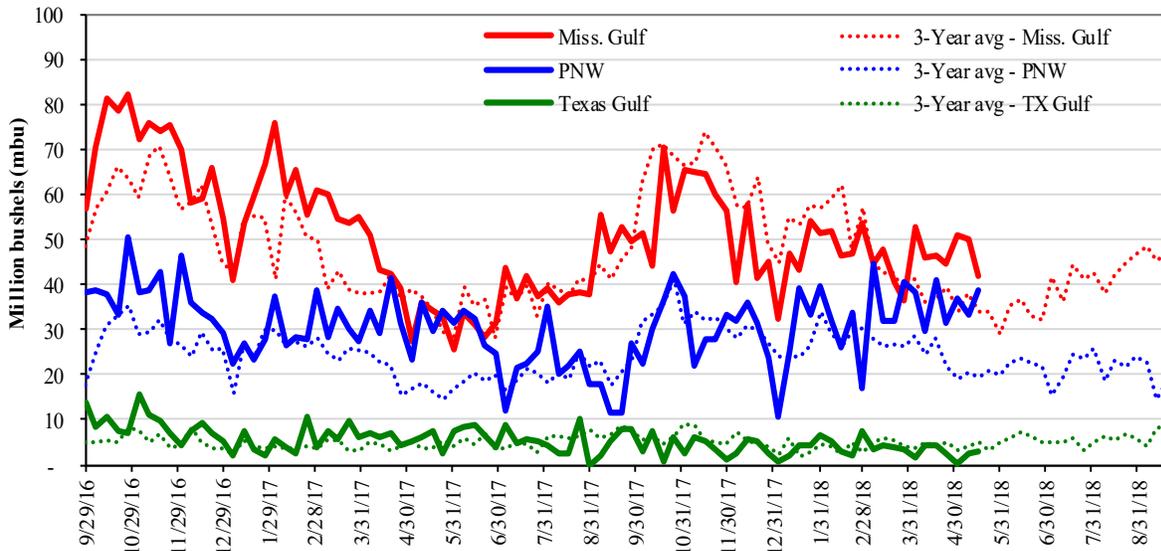


Source: Grain Inspection, Packers and Stockyards Administration/USDA (www.gipsa.usda.gov)

Note: 3-year average consists of 4-week running average

Figure 15

**U.S. Grain Inspections: U.S. Gulf and PNW<sup>1</sup> (wheat, corn, and soybeans)**



| <u>Week ending 05/17/18 inspections (mbu):</u> |      | <u>Percent change from:</u> |                 |               |                   |
|--|------|-----------------------------|-----------------|---------------|-------------------|
| Mississippi Gulf:                              | 42.1 | Last Week:                  | MS Gulf down 16 | TX Gulf up 13 | U.S. Gulf down 15 |
| PNW:   | 38.9 | Last Year (same week):      | up 22           | down 60       | up 7              |
| Texas Gulf:                                    | 3.1  | 3-yr avg. (4-wk. mov. Avg): | up 16           | down 28       | up 11             |
|  |      |                             |                 |               | PNW up 93         |

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

# Ocean Transportation

Table 17

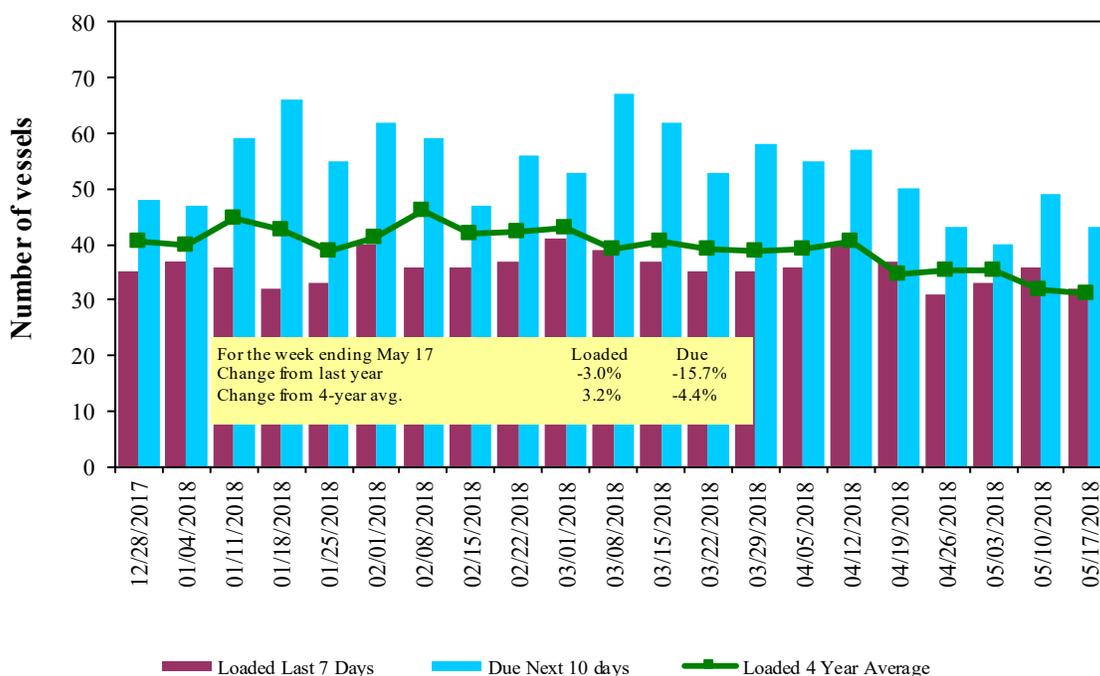
**Weekly Port Region Grain Ocean Vessel Activity (number of vessels)**

| Date       | Gulf     |          |          | Pacific Northwest |
|------------|----------|----------|----------|-------------------|
|            | In port  | Loaded   | Due next | In port           |
|            |          | 7-days   | 10-days  |                   |
| 5/17/2018  | 39       | 32       | 43       | 27                |
| 5/10/2018  | 34       | 36       | 49       | 28                |
| 2017 range | (25..66) | (28..54) | (37..87) | (5..44)           |
| 2017 avg.  | 46       | 38       | 56       | 20                |

Source: Transportation & Marketing Programs/AMS/USDA

Figure 16

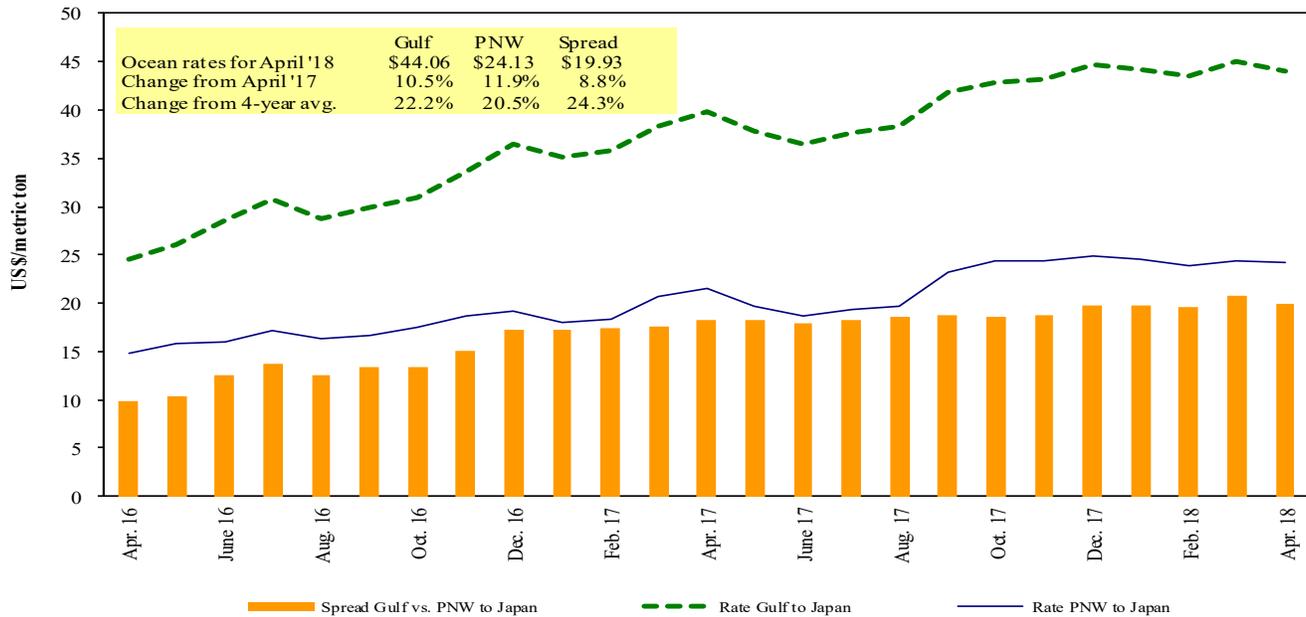
**U.S. Gulf Vessel Loading Activity**



Source: Transportation & Marketing Programs/AMS/USDA  
<sup>1</sup>U.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 05/19/2018**

| Export region | Import region | Grain types | Loading date | Volume loads (metric tons) | Freight rate (US\$/metric ton) |
|---------------|---------------|-------------|--------------|----------------------------|--------------------------------|
| U.S. Gulf     | Djibouti      | Sorghum     | Apr 16/26    | 18,200                     | 69.87*                         |
| U.S. Gulf     | Rotterdam     | Heavy Grain | Apr 17/30    | 65,000                     | 21.00                          |
| U.S. Gulf     | Somalia       | Sorghum     | Apr 16/26    | 40,000                     | 130.77*                        |
| PNW           | Bangladesh    | Wheat       | Apr 6/16     | 43,500                     | 63.35*                         |
| Brazil        | China         | Heavy Grain | Jun 12/20    | 66,000                     | 30.75                          |
| Brazil        | China         | Heavy Grain | May 26/Jun 2 | 66,000                     | 31.50                          |
| Brazil        | China         | Heavy Grain | May 20/30    | 60,000                     | 30.75                          |
| Brazil        | China         | Heavy Grain | May 3/31     | 60,000                     | 35.50                          |
| Brazil        | China         | Heavy Grain | Apr 25/30    | 60,000                     | 35.00                          |
| Brazil        | China         | Heavy Grain | Apr 20/30    | 60,000                     | 34.00                          |
| Brazil        | China         | Heavy Grain | Apr 3/12     | 66,000                     | 36.25                          |
| Brazil        | China         | Heavy Grain | Mar 12/21    | 66,000                     | 32.00                          |
| Brazil        | China         | Heavy Grain | Mar 1/10     | 66,000                     | 30.00                          |
| EC S. America | China         | Heavy Grain | Mar 15/24    | 60,000                     | 33.50                          |

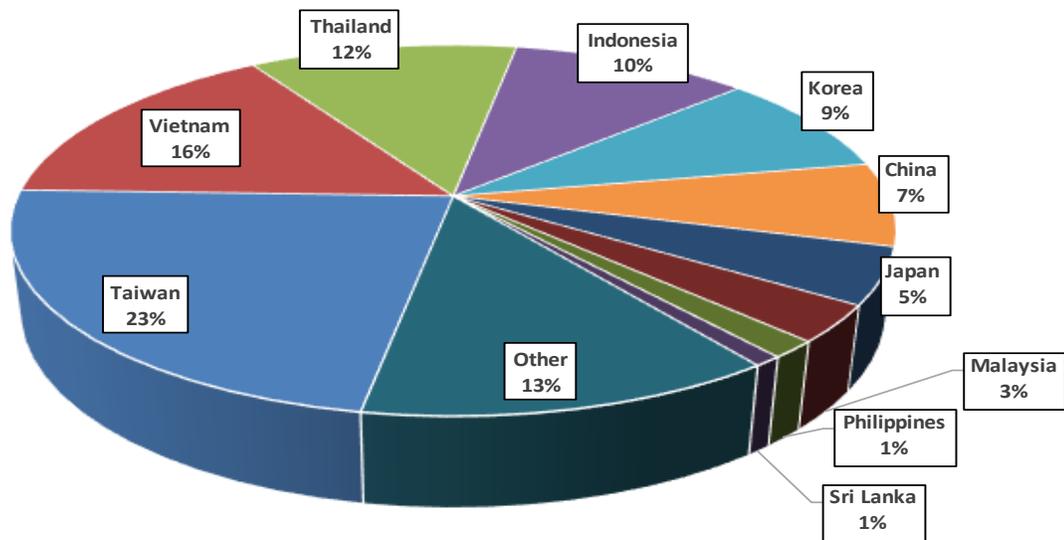
Rates shown are per metric ton (2,204.62 lbs. = 1 metric ton), F.O.B., except where otherwise indicated; op = option

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

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

In 2017, containers were used to transport 7 percent of total U.S. waterborne grain exports. Approximately 62 percent of U.S. waterborne grain exports in 2017 went to Asia, of which 10 percent were moved in containers. Approximately 93 percent of U.S. waterborne containerized grain exports were destined for Asia.

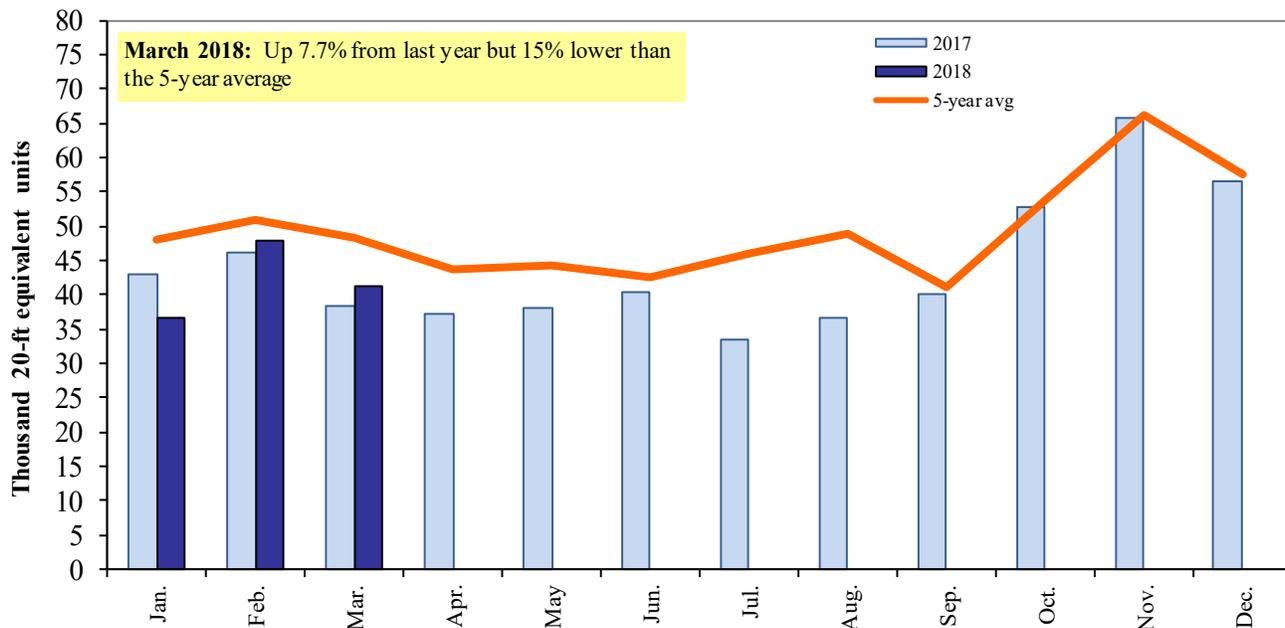
**Figure 18**  
**Top 10 Destination Markets for U.S. Containerized Grain Exports, January-March 2018**



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, 110220, 110290, 120100, 120810, 230210, 230310, 230330, and 230990.

# Contacts and Links

## Coordinators

|                               |  |                  |
|-------------------------------|--|------------------|
| Surajudeen (Deen) Olowolayemo | <a href="mailto:surajudeen.olowolayemo@ams.usda.gov">surajudeen.olowolayemo@ams.usda.gov</a> | (202) 720 - 0119 |
| Pierre Bahizi                 | <a href="mailto:pierre.bahizi@ams.usda.gov">pierre.bahizi@ams.usda.gov</a>                   | (202) 690 - 0992 |
| Adam Sparger                  | <a href="mailto:adam.sparger@ams.usda.gov">adam.sparger@ams.usda.gov</a>                     | (202) 205 - 8701 |

## Weekly Highlight Editors

|                               |  |                  |
|-------------------------------|--|------------------|
| Surajudeen (Deen) Olowolayemo | <a href="mailto:surajudeen.olowolayemo@ams.usda.gov">surajudeen.olowolayemo@ams.usda.gov</a> | (202) 720 - 0119 |
| April Taylor                  | <a href="mailto:april.taylor@ams.usda.gov">april.taylor@ams.usda.gov</a>                     | (202) 720 - 7880 |
| Nicholas Marathon             | <a href="mailto:nick.marathon@ams.usda.gov">nick.marathon@ams.usda.gov</a>                   | (202) 690 - 4430 |

## Grain Transportation Indicators

|                               |  |                  |
|-------------------------------|--|------------------|
| Surajudeen (Deen) Olowolayemo | <a href="mailto:surajudeen.olowolayemo@ams.usda.gov">surajudeen.olowolayemo@ams.usda.gov</a> | (202) 720 - 0119 |
|-------------------------------|--|------------------|

## Rail Transportation

|                  |  |                  |
|------------------|--|------------------|
| Adam Sparger     | <a href="mailto:adam.sparger@ams.usda.gov">adam.sparger@ams.usda.gov</a>           | (202) 205 - 8701 |
| Johnny Hill      | <a href="mailto:johnny.hill@ams.usda.gov">johnny.hill@ams.usda.gov</a>             | (202) 690 - 3295 |
| Jesse Gastelle   | <a href="mailto:jesse.gastelle@ams.usda.gov">jesse.gastelle@ams.usda.gov</a>       | (202) 690 - 1144 |
| Peter Caffarelli | <a href="mailto:petera.caffarelli@ams.usda.gov">petera.caffarelli@ams.usda.gov</a> | (202) 690 - 3244 |

## Barge Transportation

|                   |  |                  |
|-------------------|--|------------------|
| Nicholas Marathon | <a href="mailto:nick.marathon@ams.usda.gov">nick.marathon@ams.usda.gov</a> | (202) 690 - 4430 |
| April Taylor      | <a href="mailto:april.taylor@ams.usda.gov">april.taylor@ams.usda.gov</a>   | (202) 720 - 7880 |
| Matt Chang        | <a href="mailto:matt.chang@ams.usda.gov">matt.chang@ams.usda.gov</a>       | (202) 720 - 0299 |

## Truck Transportation

|               |  |                  |
|---------------|--|------------------|
| April Taylor  | <a href="mailto:april.taylor@ams.usda.gov">april.taylor@ams.usda.gov</a>     | (202) 720 - 7880 |
| Sergio Sotelo | <a href="mailto:sergioa.sotelo@ams.usda.gov">sergioa.sotelo@ams.usda.gov</a> | (202) 756 - 2577 |

## Grain Exports

|             |  |                  |
|-------------|--|------------------|
| Johnny Hill | <a href="mailto:johnny.hill@ams.usda.gov">johnny.hill@ams.usda.gov</a> | (202) 690 - 3295 |
|-------------|--|------------------|

## Ocean Transportation

|  |  |                  |
|--|--|------------------|
| Surajudeen (Deen) Olowolayemo<br>(Freight rates and vessels) | <a href="mailto:surajudeen.olowolayemo@ams.usda.gov">surajudeen.olowolayemo@ams.usda.gov</a> | (202) 720 - 0119 |
| April Taylor<br>(Container movements)                        | <a href="mailto:april.taylor@ams.usda.gov">april.taylor@ams.usda.gov</a>                     | (202) 720 - 7880 |

**Subscription Information:** Send relevant information to [GTRContactUs@ams.usda.gov](mailto: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 24, 2018. Web: <http://dx.doi.org/10.9752/TS056.05-24-2018>

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](mailto:program.intake@usda.gov).

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